



Residential Parking Permit Program Review

Stakeholder Report Back: Verbatim Comments

April 10, 2019

Verbatim Comments

Verbatim comments presented here include all of the suggestions, comments and messages that were collected online and in-person with users of the residential parking permit program. Verbatim comments collected internally, with staff responsible for the program's development and sustainment have been shared with the project team for incorporation and are not included here due to maintaining privacy within a small network.

Offensive words and personally identifying information have been removed and replaced with either, [removed] or [personal information removed]; otherwise, comments here are completely un-edited.

Comments that state 'see above' or some version of this are referencing the previous survey question that was answered. All comments were reviewed by the question/feature that was asked.

Comments are first categorized by perspective (homeowner/renter, visitor to a residence and visitor to a business/organization/institution) and secondly by feature (RPP only zones, other types of RPP restrictions, commercial/residential interface, major generators, in-zone commuting, and on-site parking). Each of these are linked within the document for ease of finding verbatim comments.

Homeowner/Renter

- [RPP only zones](#)
- [Other types of RPP restrictions](#)
- [Commercial / residential interface](#)
- [Major generators](#)
- [In-zone commuting](#)
- [On-site Parking](#)

Visitor to a residence

- [RPP only zones](#)
- [Other types of RPP restrictions](#)
- [Commercial / residential interface](#)
- [Major generators](#)
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Visitor to a business / organization / institution

- [RPP only zones](#)
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- [Commercial / residential interface](#)
- [Major generators](#)
- [In-zone commuting](#)
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Other

Homeowner/Renter

RPP Only Zones

- People are facing huge issues at Foothills Hospital. Permit-only parking creates problems for the community.
- Lifestyle has an impact in an area where there is a lot of the same lifestyle patterns i.e. everyone works in the day so not bothered by 1 hr parking. But after 6 pm, when free, everyone's home from work but parking is busier.
- Maybe bought after church was here so was intentional. A difference if the restriction is right in front of door. Availability of parking - time restrictions. Need to take some responsibility and work around to know RPP times and lack of equality between streets. If it was paid parking, I'm not getting ROI
- multi-story buildings should also have visitor parking since they have visitors too. Seems unfair. CBZ
- What happens to parks/green space?
- I would be happy that I know parking is always available to me/my family
- 150 m apply to residents. 300 m? Relaxations are problematic. Inconsistent responses to relaxation requests.
- Good for homeowner but since onsite parking should be provided - on street parking should be required for visitors. This is a problem for having large #s of people over. Call in system isn't working as stated
- Yes. Only exception to park. All P converted to a permit zone letter. Limit cap on number of permits (3).
- This restriction eliminates parking from "outsiders". It is a nuisance to have to register vehicles for a short term visit. This is a good choice for those near short term commercial operations like convenience stores or fast food restaurants.
- Can usually find a parking spot in front or near my house. The new system does not allow a homeowner to know if a car on the street has a visitor permit. This results in wasted calls to enforcement for cars that are allowed to park there.
- In many instances, the streets are not used and unoccupied



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- concerned about visitor parking (for my visitors). Should be able to get permits for rental cars (e.g. if you don't own a car but rent occasionally). Some of these concerns are more acute in high-density living, less of a problem for houses with garages, parking pads, etc.
- Highrise owner: Allow for visitor parking to be accessed for the homeowner if they want rental car for themselves. (re: Car2Go)
- Having workers come to house (i.e service) is a challenge for RPP only zones.
- People that want permit parking should be required to pay.
- Not well-used during day. 2 hr. zone would be better. This would help landlords.
- Street is public space. I don't own it. Maintenance is responsibility of all taxpayers. Street is not private space. Calgaryans seem to think they own space on street.
- Made park side of street 2 hr . Parking but resident side of street is RPP
- Should be able to register for longer than one year at a time
- Very little balance. It's either permitted or not. I chose to live here and knew there was a hospital. Exclusive parking is a form of NIMBY.
- Why is there a perception that we have an inherent right to park on the street?
- Disputes develop because people develop an attitude that they own the street in front of their house. Been propagated by an old program.
- I think RPP zones are a perceived problem. I don't think zones should exist.
- Exclusive means no public option. Doesn't foster (red) community when restrictions are exclusive. This should not be a resident decision (2 hr)
- Can we have priority without privilege?
- Why do people think they own the road in front of their house? We're all paying for roads. It's common property.
- Would like more rpp options switch from RPP only to 2 hrs (red).
- More frequent review process. Neighbours move.
- housekeeper came and used to give her tag. Want the option to not have to log her license plate each time under new system? (red)
- Need to a max # of permits issued per residence.
- Not enforced. How often do I have to call to have this enforced? What's the threshold?
- Constant updating of visitor license plates for short term visitors.
- Obvious trade vehicle...why register?
- Residential only parking permit experience: must drive around to find non-resident only parking or pay parking.
- Inconvenient to re-register driver plates everytime visitors come during day.
- Hang Tags work best NOT on-line registration.
- VISITOR Parking Can IT BE ENTERED ONCE AND KEPT ON FILE. THE PLATE NUMBER. MY SON VISITS AND HAVE TO ENTER EVERY TIME.
- WHY WERE VISITOR PARKING CARDS TAKEN AWAY WANT THEM BACK



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- BRB parking is a problem. As even 4 rooms rented (illegible). How to regulate?
- Bring hang tags back!!!
- People that aren't tech savvy. Getting into the sight. Remember pass words ect.
- Some areas with 'Permit Only' parking are vastly underused - i.e. only 20-30% occupancy
- Is good for home owners and allows home owners to park in front (1)
- It would be good to have delineated parking spaces for residents so that parking space is optimized, then people would have more space to park. (1)
- Before designating restrictions, assess the need i.e. is it crowded, and if so implement restrictions in stages e.g. one side only. (1)
- People with corp. owned vehicles cannot register (1)
- People w/o vehicles cannot register visitors (1)
- City does not respond on how to manage irregular large groups. No reply received from City. (1)
- Give equal access to residents on BOTH sides of the street. (1)
- Altho streets are a public amenity, everyone should be able to park on the street by their house s.t.reas. Limits. (1)
- It is frustrating to register a visitor every time they park. Why isn't visitor parking integrated with the park plus app? Having to login to separate web based system is difficult on mobile devices. Our street is quiet and there is no reason for permit only parking.
- Living in the Inner City, I use Car 2 Go to get to and from work quite often, however because my street is permit only, I now have to find 2 hour parking zones to park the Car 2 Go, which there aren't many of in the area and then these section get filled up with Car 2 Go and others cannot park there.
- Only issue is that parking enforcement only checked our street for the first couple weeks after becoming permitted. Haven't been by since.
- Unauthorized vehicles still park here. It's impossible to know who is authorized since the stickers are no longer used.
- There is absolutely no reason to have permit parking in my neighbourhood. The Children's Hospital moved from its old location over 10 years ago, and the operations currently running out of the building do not create a high demand for parking. Despite this, it seems impossible for residents along my street to have the parking restrictions removed.
- If we have more than two visitors, we can't add their license to our permit, to avoid ticketing. Hasn't happened yet (just took a chance and didn't have them on our permit while they were visiting), but in the past we were able to borrow a visitor tag from our neighbours for any extra cars we had parked at our house with lots of visitors.
- Act as economic exclusionary zones allowing wealthier neighbours to band together and restrict parking. Those who are sharing housing can't obtain permits. Parking should either all be free or so be paid and permittEd.
- People parking just outside of the permit only zones and then commuting past the zone
- I live in the area but can not get a pass for the zone



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- I own a home on a single street with no RPP, but the streets directly around me have RPP, so often my street is very full with visitors to other houses, but then I cannot register my own visitors because I do not have an RPP myself.
- lack of enforcement. no reason we should have to call 311 everytime there is an issue. cars should be consistently be scanning plates daily in high problem areas along major transit routes and LRT stations.
- This is what I would like to have in my neighborhood to stop people working at foothills hospital from parking up the street. Some days I and my guests cannot park within a block of my house. We have a 2 hour restriction but it does not have any meaningful effect most days and we have been told we cannot get our zone changed to a permit only zone.
- All for it. Minimizes students from sait taking up all the parking on my street.
- we don't need this program on our street. It is a complete hassle. We have 2 hour parking but need to be registered.
- We live in K zone in Kensington. I really don't like the new digital system. There's no way of knowing which vehicles are supposed to be there and all people who aren't entitled to park need to do is obscure their license plate. This has been a massive issue on our street. People with pickups just drop the tailgate, or use rags to cover their plates. The cameras don't pick up the plate so they never get a ticket. I was told manual enforcers would come out, but after calling the city dozens and dozens of times that never happened. I was then told to call the police since it's illegal to obscure a plate. Seriously? With crime in our city skyrocketing you want to use police officers for this? We have also had issues with friends or deliver people dropping off items. They're inside for just a minute or two and if a camera car happens to go by they get a ticket. The ridiculous thing is that the city doesn't reverse that ticket. Get this system sorted it! It's terrible!
- I have to park far from my house after work home because the parking spots in front of my house are always occupied.
- Not enough enforcement
- I am not supportive of RPP zones. In many cases, residents have garages and/or parking pads at the back of their houses, yet they choose to park on the street. If RPP zones are retained, then there should be a significant annual fee for these permits.
- I live on a street where this was implemented a year ago. Each household can register two visitor license plate numbers for a period of two weeks. Each household can also park on the street. Since most houses on the street have a garage, and in many cases double or triple garages, I do not fully understand why the City does not impose garage use and leave the street without restrictions. I am of the belief that the street - especially in this circumstance - belongs to everyone. There have been times when two visitor passes are not sufficient. Understandably friends are reluctant to risk a ticket. I'm sure there is a cost to patrolling. If there were no restrictions on my street there would be no need for patrolling. Some of my neighbours are concerned that folks using a nearby restaurant will park on the street. I see no reason why they shouldn't. Some of my neighbours are also concerned about the impact a new condo development will have. I believe that



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visitors to this condo (no construction is underway yet) have a much right to the street as visitors to single family households.

- They're fine, but setting up temporary passes is hard to navigate and haven't been able to do so.
- I would prefer that the designation of restricted parking in our area is just removed. It was started by a resident who has since moved. We are at [personal information removed]. There is for sure heavy traffic for the community centre nearby but only for a few hours weekdays and people tended to be pretty respectful of our space. WE have a driveway and a double garage so we are not impacted too much if they park near our house and the neighbors have double garages mostly too- some have two double garages at the front. My daughter parks in front of our house daily to drop off and pick up her dog and she has received a parking ticket just for doing that. I find it an irritant to have to register guests each time or give them a permit for their window and it is very sad it someone is visiting and gets a ticket or penalty for seeing us. We live in the inner city and we expected traffic and it is not a bother really to have it. The biggest problem we have is with contractors who also have to get permits and who find that very burdensome if they are builders there for a few months or plumbers there for an hour or so. This is a residential area not a business area and it seems to not be useful to me to treat it as a touchy business area with parking permits.
- As a renter- only being allowed to park one guest at a time and the nearest public parking in 3 blocks away makes hosting difficult and inconvenient.
- We have 3 vehicles in our household. One vehicle is usually parked in the back. I disagree that I should have to pay \$50/yr to get a third permit. We have a park across from our house and plenty of alley parking so finding a spot is not a problem. We currently renew a permit every 13 days, this just seems ridiculous. The third parking spot should not be charged for.
- Make the visitor system user friendly create an app and when we input a license no let me put a time stop on it. I have older people in our building who cannot use the system as it is. I end up inputting their visitors on it. Phone in is not practical at all. It appears there was little though given to use of the visitor system.
- Service visits (e.g. cleaners, contractors, repair people) become a challenge to allow to park in front of house during visits as the hang tags we used to leave for them no longer work. The contractor has to log in to the CPA site (or contact me at work to do so) each and every time they come to service our property, otherwise they risk getting a parking ticket. Is there a way to exclude commercial plates? Or blanket approval (i.e. no need to renew every two weeks)?
- I find Car-to-Go vehicles frequently left parked in RPP zones taking up space. I understand the City is trying to encourage car sharing and other modes of transportation, but allowing Car-to-Go vehicles to park in RPP zones is a disruption to homeowners who live on the RPP designated street. An example is where I live in Hillhurst near Kensington. People will take Car-to-Go vehicles, drive it down to my street where it's RPP, park and leave it there. The Car-to-Go is then left there taking up a spot sometimes for multiple days without being moved.
- its not possible to tell if someone is parking illegally, I have noticed there seems to be more vehicles on the street than before.



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- There is a lack of enforcement from the Calgary Parking Authority. We live near the University, Foothills Hospital and the Children's Hospital and illegal parkers are in our alley constantly. Every single time I call the Calgary Parking Authority, I get this question: "How do you know they can't park in that zone?" Is that why you implemented this program? So the Calgary Parking Authority could use the lack of visible parking tags as an excuse to not enforce? The attitude of the Calgary Parking Authority is disgusting. You might as well go back to visible parking tags and take away this excuse from the [removed] Calgary Parking Authority. I have also forwarded these concerns to my Councillor.
- We live in Houndsfield Heights and are wary of the proposed expansion and Development of Youth addiction treatment facilities and infrastructure announced for our neighborhood. Please ensure the City follows its own process (ARP) and honors commitments to traffic and parking for our neighborhood.
- now that there are no more paper permits, IL can't always tell if someone should be parked in my area or not. should we call parking control each time that happens? I do prefer that we actually have physical paper permits to put on our cars.
- My petition to change our zone to parking permit only had 70% in favour of posting signs with a 2 hour limit without permit, but failed due to unreasonable asinine City requirement to have 80% approval, whereby those residents who routinely do not answer their door are counted as AGAINST. Ridiculous! Did Nenshi get 80% of every Calgary voter voting YES ? Far from it! Keep it real! Why bother allowing petitions when City designs asinine policies to ensure every petition will automatically fail?
- Parking permit zones are integral to the value and quality of life in inner city neighborhoods. Prior to permit zones it was nearly impossible to park in front of my own home due to people parking and walking into the downtown for work, shopping or events.
- Can't tell which vehicles are from the zone or out of zone, our zone is overburdened by a large apartment that does not provide adequate parking space for it's occupants nor visitors and also a post secondary institute that overburdens the area. Cannot call parking control if we don't know if the vehicle is from the zone or not.
- It would be nice to be able to set up our friends on a mobile application as well as off our computer
- My street went to a RPP only zone because there is a school at the end of the street. The only thing the RPP has done is make it more difficult for me. The parents who drop children off actually do more 'illegal' parking now. They park in front of the fire hydrant, blocking the lane, on the corner, in the crosswalk, etc. I'd like to see more enforcement to avoid these lack of common sense type parking issues.
- McMahan stadium football fans park in the 2 hour zones , even though they come early before the game and then stay for the entire game. The neighbourhood is full of cars and if residents are not home in time, they cannot park their family vehicles or their own visitor vehicle on the street near their home. Because the neighbourhood is full of football fan cars, there is no alternate place to park. Since alley parking is forbidden, it leaves the residents with no where to go, once the garage and



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driveway (if any) are used. Families are growing up, and with that, adding cars. So, the needs of residents is growing. I do not think that I should pay to park a visitor car at my house. I think the online registration works very well. Plus, we keep our vehicles in the garage so we are doing our best.

- The main issue I have in my neighbourhood (Crescent Heights - 8 Avenue NE) are people who permanently park "disabled" vehicles on the street and this does not allow for the turn-over of parking spaces for other residents. They may have a permit, but I believe it is not fair for neighbours nor for visitors to the area.
- Please make this spaces flexible for visitors, having 1-2 visitor passes for each home at no extra charge is important. Apartment owners/landlords should pay an extra fee for street parking.
- I don't like registering vehicles on line for guests.
- Works very well. One concern is vehicles that are parked on the street without moving for weeks. I suspect these are visitors vehicles.
- Need to expand them
- These are very important for the property owners and tenants who reside in the zones and need to be protected.
- The online guest parking system is extremely inconvenient and obtuse. The previous hanging tag system was much more convenient.
- visitor permts

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visitor permits - we are 6 units, comprised of a duplex and a four row houses. We are one over the limit for visitor permits. We would like that amended so we too can obtain visitor permits.

- Nice not having to apply for the paper permit each year. Also nice not worrying that I'll lose a paper permit. Using the parking app is somewhat annoying. The app is more time consuming and it feels weird to have to input someone's license. It feels random that the permit lasts for two weeks. Finally, it's not always easy to remember that I need to do it. The paper permit was a much better reminder.
- I am a homeowner in a permit parking only zone and I am concerned that people coming in to my neighbourhood are being prevented from having meaningful access to the City owned lands and spaces in my neighbourhood because of the parking restrictions. All streets immediately surrounding City owned lands (parks, dog parks, playgrounds, fields) should be unlimited parking. If a parking restriction is imposed, it should be at most 2 hour parking between 9 am and 6 pm and no restrictions after 6 pm. Allowing residents to apply to restrict parking by simply submitting a form signed by 80% of the homeowners on the street is wrong where there are City lands in the immediate vicinity. The City is effectively allowing neighbourhoods to create "gated communities" even where someone should be able to come and walk their dog in the neighbourhood's dog park or bring their kids to the playgrounds.
- The RPP has been a nuisance for visitors to our property including at least one parking ticket
- this is the one in our neighbourhood. It works well for us and allows us to park in front of our home without a problem. We live very close to the Foothills hospital and prior to the implementation of the



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parking permit system on our Avenue we had a problem with hospital visitors constantly parking in our area and creating problems for us. That was eliminated with the parking permit system.

- We used to live close to SAIT and were 'forced' to apply for permit as many people were parking in front of our house all day - idling engines and swearing early in the morning.
- With all the infill buildings for row houses and R-CG zoning. Home residents are utilizing the garage space for storage and using the street for all their vehicles. This results in not being able to park close to your home and also fills streets beyond capacity. Further rezoning for denser residential areas need to have this considered before it becomes a further annoyance to existing home owners in the area.
- My only concern is that it is impossible now to know if someone has a permit. We have a park very close by that has a 2 hour parking limit so a lot of people stop here. So if they stay for the whole day or longer, it is impossible to know if they are guests of someone in the residential area or just parking here. We are very close to the Kensington area. Perhaps in areas such as this we should still have the tags?
- Cannot get a visitor permit as I live in a multi-unit building. This means I have to park on the street using my RPP while guests use my parking spot out back. Doesn't make sense.
- Homeowner. We don't have visitors frequently, so none of us (3 adults) can recall how to register their cars on the city website. An app would be better, but not like your unusable downtown parking app.
- Positive impact in that I have a place to park, as we became a park and ride, and have Mount Royal students tying up street parking. I would be okay with 2 hour parking until 5:00 pm, then residential parking only for the evening.
- Due to my address being across the street from the West hillhurst community centre I get a lot of vehicle parking illegally in front of my house. parking patrol doesn't seem to come around.
- Reduced parking availability due to city water lift station taking up street parking spots. Visitor parking is a pain to log in and out (perhaps an app would be helpful) Signing visitors in and out is difficult and not accessible for people who don't use English as their first language OR don't have a computer
- I'm an owner. I'm not a fan of the e-registration system in Crescent Heights. I live next to a rental where the renters are allowing friends to park on the street and then leave the area (to school or somewhere else). I've noticed this several times. I prefer the paper system because there was more control. As an owner, I would have to give my guests the parking pass to display. With only 1 pass for guests, I can control who parks. This is more respectful for my neighbours as well. Also, I'm not going to register every guest that comes to my house - inconvenient. If I'm entertaining, I don't want to take the time to register their license #s.
- can't tell if other vehicles are parking appropriately where they park past the extended time. I don't think parking comes around our neighbourhood to check.



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- we live on a small cul de sac less than one block from a very large shopping centre and several apartment buildings. All our on street parking was sometimes taken up by either shoppers or renters that did not wish to pay for parking in their buildings. Permit only parking was the only solution
- N/A
- Accessing the system is a bit fussy. It's easy to forget.
- Not enough enforcement of illegally parked cars. We maybe see parking control on our street once a week if that. Renters selling visitor parking to University students they know.
- The visitor parking permit system is a nightmare - the paper permits were far superior in terms of efficiency and ease of use. I wasted a lot of personal time & Calgary staff time trying to resolve technical issues and tickets that shouldn't have been issued; it's wrecked interpersonal relationships. It's also creepy to see the parkplus staff patrolling the residential streets. GO BACK TO PAPER METHOD!!!
- Parking can be scarce as it's a dense neighbourhood, so vehicles end up overstaying in 2-hour zones as an alternative.
- Working well especially with visitor tags.
- None... I'd like to see a longer duration period. > 2 weeks. And the street parking is only getting busier. The permits are less an issue. Densification is ...
- It is difficult to know where to tell friends to park for parties because we have only 2 visitor permits. It would be nice to have on occasion a way to have more than 2 permits
- the new system , which requires a computer and immediate attention, is very inconvenient for our household. Neither my husband (he does not use a computer, so I am the sole person to key in the visitors for each and every visitor) nor I, like this new computerized system. We much preferred the old " Visitor's parking Tags" which could be accessed by visitors easily. I would like to suggest that we return to the old method.
- These zones are good for protecting parking for residents especially near high use service areas like the university or hospitals. I think the RPP zones should be expanded to city wide and one a fee-for-use system. Parking should not be free.
- We live in a RPP zone that was redesignated to no parking (from 2-hours) due to the proximity to Westmount Charter School and the parents who are determined to park as close to the school as possible. Unfortunately the redesignation made no difference as far as the parents at the school were concerned (they continue to park wherever they want) but is a major hassle for us, since we often have grandparents and other guests who drop in for short periods of time and must always remember to enter their information into the online parking system. The real problem is that many streets in inner city neighbourhoods were not designed to handle the traffic and parking they are currently experiencing with "schools of choice". Rather than children walking to their designated school, in many neighbourhoods most children are being driven to school (in our neighbourhood, this amounts to approximately 200 extra cars twice per day). While it is for a short time (approximately 30 minutes in the morning and 30 mins in the afternoon), the people who come into the neighbourhood often do so in an unsafe manner - parking on street corners, in front of fire



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hydrants, running their children across streets and between cars when it is not safe to do so, etc. I am frustrated that the City doesn't do more to monitor these areas and situations.

In addition, the new online system is cumbersome. It takes much more time to enter a person's license plate than it does to give them a tag to put in their car. Several times I've been unable to access the website at all or it has reset the password without my permission. It's frustrating.

- Living in a RPP zone used to be easy. Greet your guest at the door, hand them a permit to hand and then walk them to their car. Now it is... come in, make yourself at home (even if you are a first time visitor) while I turn on my computer, wait for it to boot, google the City of Calgary Parking,oops that is Park Plus, not residential.... log into my account.... what was the password again?.... What is your plate number [wait while guest who was making themselves at home checks the plate]... 2 minutes later. Input the plate.
- The website is not very friendly for visitor permits. I would prefer an app that can remember names and plates for my common visitors. I also don't know if cars on my street are illegally parked or not.
- N/a
- We live in a 2 bedroom condo in Bridgeland and it only has one parking spot assigned to our unit in our underground parkade. Our issue is that we have 2 vehicles but we have been denied by the city to get a RPP for our second vehicle. So we can't even park our own car in front of our building because it is an RPP zone only. This is frustrating.
- Zone M

I used to be able to sign in my visitor's licence number for a week stay but now I am not able to. I have to phone the Parking Authority and they are the only person to register on my behalf.

I could not even register my second car.

I want to see that the a more user friendly website that as a home owner, I can add or delete my visitors parking permit.

[personal information removed] I have a house sitter 24 hours looking after my house. I would like to register his car license into the M Zone parking system for that period.

M Zone on my block [personal information removed] used to be be NO PARKING but only for Residents but it is now changed except for one house. This is ridiculous as I like to see the more consistency in parking zoning in residential blocks. Some are NO PARKING and a few are for certain times of the day.

- I like the new online registration system. I live one block from the Foothills Hospital and it used to be that you could sometimes not park in front of your own home because of all the people trying to avoid parking fees at the hospital. The current system is very efficient - I can literally go online and register someone to visit in 15 seconds or less. As far as I'm concerned this is working very efficiently. The only possible issue I see is this - say I want to invite the people from work for a Christmas get-together, or whatever. So there might be 12 different vehicles visiting my place. How can I possibly have that many visitors? I need a way to do this on occasion. It's not fair that other neighbourhoods can have a larger number of friends and I cannot.



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- I live across the street from an RPP only zone, and it's incredibly aggravating because we all have at least one dedicated off-street parking space per unit. People across the street has that plus an entire 2 Streets (going around the corner) but the local businesses and their patrons have to fight with the remaining residents for street parking, because we are a fairly dense neighbourhood and the businesses have parking relaxations. I'd far rather the RPP was done away where I live because it sets up an eliteist an unfair system, where it's applicable to those who make the most noise about it. A more fair and equitable system would include actually looking at perceived parking issues before issuing permits instead of arbitrarily assigning permits based on who was able to get enough signatures together.
- I much preferred the paper visitor parking tags. It's extremely inconvenient to have to go online and enter visitors. It either doesn't get done, the phone system is down, or we forget to in register the visitor. People park in the zone without permits all time time and clog up parking spots. No one seems to check, but yet I feel obligated so my visitor does not get a ticket.
- We live in an Permit only S zone [personal information removed] in Parkdale below the Foothills hospital. We have hospital workers park on the street during the day and night. Neighbors have asked why they are parking in the permit only zone and they say they very seldom get a ticket so it is cheaper than them paying for parking at the hospital. Other people seem to have made deals or are paying to have home owners register them as a visitor and take advantage of the system that way.

These vehicles make it hard for us to park in front of our own house, which is very frustrating.

I have been told every time i phone in to 311 to have a vehicle ticketed that the camera cars are out daily however we still have the same cars parking every day, for this reason it does not seem that the camera car comes regularly (or these cars all have made arrangements).

We would like to see the Camera Vehicles out multiple times a day in these high impact areas.

Sometimes the vehicles park so close together i dont know if the camera can even take the picture.
thank-you

- I do not like that I have to go online to register a visitor to my home, bring back the visitor cards!!
- Living in an RPP zone used to be straight-forward. You would hand your guest a permit to hang in their car and then walked them to their car when they leave.
Now it is... come in, make yourself at home while I turn on my computer, wait for it to boot, google the City of Calgary Parking,oops that is Park Plus, not residential.... log into my account.... what was the password again?.... What is your plate number [wait while guest who was making themselves at home goes outside to check their plate]... 2 minutes later. Input the plate. Realise 2 days later that you forgot to end their parking permission, boot computer, go through the process of finding website and logging in all over again.
- Completely inefficient.
- The technology for registering visitors is terrible - incredibly inconvenient, difficult to do on mobile - can't it be made part of Park Plus?? Also - we have 3 cars, only 2 of which are ever at home (one is



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kept at worksite, we switch them though). We have to register the third car as a visitor, and have gotten tickets when the session runs out without notification.

- We are homeowners. Enforcement and permit abuse are the major issues. As we live in close proximity to the U of C, MacMahon Stadium, St. Pious Catholic Church, a restaurant, an apartment building and 2 C train stations it is a very convenient location and abuse is a very real issue. We have been approached by students and asked if we had parking passes they could use. The attitude of CPA is generally indifferent and response to calls is usually slow (3 - 4 hours or more). Offenders are often gone before patrol arrives. There are also cases of people moving out of the area but continuing to park as it is convenient to the U of C. We have been told that the onus is on us to prove abuse.
- My area allows 2 hours free parking and more time with a resident's permit for visitors. Only problem is that complaints about a vehicle mis-using this system are not accepted by the Parking Authority, who relies on their drive-by license plate monitoring. This may be the most efficient practice, but it is a bit frustrating.
- The RPP program appears to be working well. The biggest problem is vehicles that park very close to the street corners and thus obstruct the view for a vehicle entering a street.
- It is ridiculous that I have to keep renewing the pass online every two weeks. We are allowed two passes for a year so the online system should accommodate listing two cars for any time period within a year. As it stands now, it is a horrible system and a cash grab for the City.
- I live in Banff Trail and we are an RPP zone. I hate, hate, hate the new system. Have you ever tried to get through to register a plate? On hold forever. As for going on computer, so I have 4 guests for lunch, have to stop cooking and go on computer and ask the guests for the license plate numbers, then input them, one at a time, then Get the point? How much easier to hand over a permit and remember to get it back.
- This feedback pertains to the Calgary Residential Parking Permit System website and the visitor permit process. With several people in the house using the website to activate visitor parking permits and having several different visitors that sometimes come and go it becomes complicated to know who listed which plate and/or if it still needs to be listed.
It would be helpful if the website had an adjustable end session function. ie. someone comes for dinner, I go on the website once and activate a visitor parking permit for 3 hours. I don't have to go remember to go back on the website later that night to delete the permit. Having the permit active for 2 weeks has created confusion.
An option for repeat visitors would be greatly appreciated. ie. we have house cleaners that come for 2-3 hours every week while we are at work. If I could log in and activate their plate for Monday afternoons and have it a repeatable permit that would be awesome. Similar to google calendar when creating an event, an option exists for it to be repeating.
Being able to store notes on my profile or giving a visitor permit a name would make things easier. ie. I could leave a note saying that this permit belongs to the house cleaners. This would clear up confusion when multiple residents are using the website.



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Being able to store common visitors on the site and write 'Dave's car' next to a plate would be helpful. When 'Dave' returns I don't need to go outside to get the plate info, I just log into the website and select 'Dave' from my contact list to activate it.

- The permit only zone on Durham Ave, between 7 St SW and Hope St. is now being used as a parking area (up to 10 days in continuous use) for vehicles belonging to residents of apartments in Lower Mt Royal (>150m distant). This limits available parking for nearby residents, especially on school days, given the concurrent issues outlined in #2. Vehicles should still have to have stickers if they have permits!
- Short term parking for tradespeople working on our property.
- Students going to SAIT park on Crescent Rd NW. One has an expired F zone permit in the front window. It has been parking 5 days a week since SAIT started in September. No tickets on the windshield. Can you explain why this occurs?
- patrolling, and construction vehicles that seem to have no rules attached having multiple visitors for xmas etc...no provisions can't tell if constant parked cars are properly listed
- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- It does not seem to be working on my street. The SAIT students park all day long. There is never a vacant space for visitors, deliveries, etc. what is Ward 7 doing about this aggravating situation?
- For me, the new system is working well, altho I think many people will find it confusing. (PS. I found this survey too technical & difficult to understand.)
- -RPP permit holders not utilizing their own garages/driveways and taking up additional space on the street
 - limit to 2 visitor passes is too restrictive...could allow additional passes for shorter periods of time
 - process for contractors to obtain permits is onerous and much too expensive when they may only need to be on site for a couple of days but exceed the 2 visitor pass limit
- No issues
- I once lived in this type of zone and found it fairly easy to use. It was also really easy to get the permit even though I was driving my father's car and he had to supply a letter saying I drove it but it was registered to him. It was so quick and friendly to have the RPP and to get that information of how I could do so.
- As a homeowner near the University and a LRT station we appreciate that our permit only zone means we can park near our house. Otherwise parking here would be impossible. However, the online website is terribly designed and confusing for visitor permits.
- no
- I don't have any problems with how the parking permit designation is working on my street, but I'd like to see some changes to the online licence plate registration site. It would be very useful if the site would store the plates that have been previously entered, so when generating a new parking



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permit session, a previously entered plate could be reactivated. Many plates are reoccurring visitors through out the year.

- I do appreciate that this designation prevents congestion on my street. The only problem I have run into is when I have a daytime meeting at my house, and I can only register 2 cars. With the old paper permits, I could request permits from neighbours for any extra cars.
- Applying for a parking permit has taken forever... I applied three times and still have not gotten one, mine expired in June
- We have these in several streets in Bridgeland in close proximity to our 1 ave. Business area. This prevents customers from finding a reasonably close place to park and shop and so it is quite likely they will go elsewhere to shop or eat. Inappropriate for residents to have exclusive rights to parking while many of them do not use their 1-2 car garages at the rear.
- When hosting a small party I receive insufficient guest parking permits.
I know those who don't have a permit are nervous about parking in the area in case they are ticketed.
- There is far too little enforcement of these zones. In our zone on 8 St NW, there is a steady stream of people parking without permits and not visiting anyone on our street. We also have a different zone on either side of the street, and people often park in front of our house and then go across the street to visit someone. The online registration is also cumbersome when someone comes to visit - either come up with a fast and easy phone app, or return to the paper hang tags.
- The visitor parking login works sporadically on my PC, which is inconvenient. Until recently, the login didn't work at all on my iPhone (took me to a blank page). Is there a plan to create a parking app for visitor parking sessions?
 - the website is very frustrating to access from a mobile - slow, and usually repeated attempts required in order to achieve success. And very frustrating if have more than 2 visitors, say for a social event. Ridiculous that cannot have more than 2 visitors. Nonsense.
- If my spouse has someone already registered I have to call/text them to remove whoever they have registered so I can add mine. Would be nice if multiple users could access the same info to clear visitors. Also the website is down quite often and is difficult to log in sometimes. I often get a forward to change my password when trying to log in.
- We have had to give access to our account at our home address to others who would be coming to our home while we were away and needed parking. This is awkward and clearly inconsistent with the password protected nature of the account. It was much easier to provide a physical tag to our guests for their use while they were here. Secondly, the lack of physical tags makes it impossible for us as residents to determine if vehicles tying up parking on our street are legitimate visitors or residents. The only choice is to complain to the Parking Authority to have the Authority determine if those cars are legally parked. We either just put up with the congestion or we may end up increasing complaints that are not, in fact, legitimate. But we have no way of knowing.
- I personally dislike the new electronic system. It's simple enough for me to add visitors...
HOWEVER, I have elderly parents (73 and 83) who live 1.5 hrs outside of Calgary in very rural area.



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They are often in the city for medical appts, visit friends etc. They USED to stop at my house several times a week while I was at work and put the paper parking pass on their mirror. They would have a rest, use the bathroom, or eat their lunches here between appts or before heading home. I would feel happy coming home from work and seeing that they'd been here. Now they almost NEVER stop by. Of course I could put them in the electronic system, but would I remember? Which vehicles? They have 2 farm trucks and a car. Last Wednesday, I had 3 different service vehicles at my home (washer repair, Telus etc), so I put them in the system, not my parents. Several weeks ago, my mother had major surgery at Foothills. I had my father's truck entered in my system and he came and went from the hospital. During this time, my sister, who lives in Rocky Mtn House and who is also ill, was in Calgary for appointments. I entered her vehicle. That was my two vehicles. One day while I was at work, my sister had a friend over for coffee without telling me. My sister saw a note on my bulletin board in my kitchen with instructions for how to call in a vehicle plate to Residential Parking. So she called in her friend's plate. Now her friend got a ticket. They begged me to appeal, but I told them THEY will have to go to court. I don't have time to deal with this, and my sister had no way of knowing that it was only her car and my fathers truck allowed to be parked here. She fully believed she had parked her friend. Of course if she had asked me, I would have canceled my father's truck (he wasn't in town that day) and parked her friend for her... so.... this new system is having serious consequences for me and my family, as my Calgary home is a 'way stopping' place for them where they are always welcome but now extremely difficult for them to park here unless they coordinate with me. They all have keys to my home as they were always welcome any time, unannounced, when I was not home and it was EASY AND SIMPLE for them to park. I have no doubt that my sister paid that parking ticket for her friend, even though she makes minimum wage and is very poor.

- Hard to get permit for contractors, etc.
- An online tool to request parking relaxations for hosting events with more than 2 vehicles would be extremely helpful, rather than having to call 311 4-5 days before and wait for a response.
- My mother lives across the street from the UofC residences. It used to be a tag you put in your car and we had no problems with that but endless problems with the online system. Most of her neighbors are elderly and this has been a hardship for them. She has her car in the garage and that is fine. Her caregiver has a permanent registration - that is fine. But between us coming (me and my husband), homecare, transition services, blood collection, additional care workers, there are often times where we can't log in a car because there are too many people there. Asking for extra parking several days in advance for a house party, while onerous, is not the main problem here. That can be done, but it is the ad hoc visitation that is a problem. Additionally, there are always car2go cars parked in the cul-de-sac and when you have a huge wheelchair ramp outside your house, people are not being considerate and are parking in front of it all the time. Neighbors don't do this. These cars aren't being used by the residents - ever - I guarantee it, it is 100% university students. The new system is clunky, prone to bugs, the service on the phone is usually unable to resolve problems and you need to realize that not everyone has internet. It was a big deal to get internet and a tablet



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and laptop so my mother could have visitors. Never mind the financials, it is more the reality of being 85 and never having used a computer. My grandmother is in the same boat - some seniors just are not online. If it was here, in Kincora where I live, so what, most people are families with children and I guarantee the bulk of us have internet. These older communities are not the case. The old system was fine. I get why the city likes the new system - it makes it way easier to ticket. But the reality is that even though her house is close to McMahon and the University, simply the fact that there were signs saying you need a permit to park, for the most part, worked fine. Were there sometimes infractions? Sure; however, it is the new system combined with the cars2go that are the problem. I am writing this on the behalf of my mother, who does not know how to work a computer, but who is a homeowner.

- There is a bar at the end of the street and patrons use the permit parking zone to visit the bar as it does not have enough parking to service the business. Once LRT station goes in for green line, I am sure permit zone will be used for this as well.
- I would rather go back to the parking tags. It makes it much more obvious who is allowed to park there and who can't .
Plus I am not a fan of the new system. Annoying to ask friends for their license plate every time they come over. So much quicker just to give a tag when they arrive.
- I live in an apartment that is located within Inglewood. I noticed a lot of people have garages that filled with junk. People tend to park their cars in our parking lot instead of their garage or in front of their house. People should park in their garage. The road should be free for everyone else to park.
- Only places without garages, parking pads, or parking lots should have parking zone permit requirements. People with disabilities should be able to park for free in those zones since most garages and back yard doors are not designed to be accessible. parking meters are not designed to be accessible either.
- Lack of enforcement. Some people are quite happy to risk not getting a ticket and park where they know it is a restricted zone because they rarely get penalized.
- Residents do not know if an illegally parked vehicle has been ticketed.
Frequency of inspection bt camera cars should be increased significantly.
If a vehicle is illegally parked AND has 10 or more unpaid tickets, it should immediately be towed.
Build an app for smartphones. This way I don't have to be at home when a cleaner, plumber or other repairman arrive at my house.
- Convenience of registering visitors: it would be more convenient to be able to register visitors via a mobile-friendly app.
- No sufficient enforcement. People park from all over the city and block our sidewalk, fire hydrants etc. Only two visitor permits (free) per house is silly. I should not have to pay extra for additional permits.
- The issue affecting me most is how incredibly far in advance a visitor parking relaxation is required to be requested (4 business days). This is not always possible for impromptu gatherings or for homeowners who entertain frequently. There should be an electronic request on our account where



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the homeowner can input the data required for the relaxation (date, time range, number of vehicles etc.) and approval can be generated immediately or within a much more reasonable amount of time (same day).

- Prior to having A "Permit Only" designation, we had a 2 hour only zone. The street in front of our house would be occupied days and evenings from workers and/visitors to the Foothills hospital. Since it has become "Permit Only" visitors are now able to park in front of our house.
- The current Residential Parking Permit System is a joke. Alleyways are constantly clogged in my area, especially in summer, with the trades parked in the alley because they can't easily get temporary parking permits for parking on the street. I regularly have difficulty accessing my garage to park my car because these vehicals are blocking the alleyway.

Also, friends and family park illegally on the street because it is impossible to get a temporary via phone.

I would like to see the old system with two paper parking passes per household brought back as the current system is not working at all.

- People using the "visitor" option for vehicles vs getting them registered to the address. And selling visitor passes. The 14 days is ridiculous, the previous ones were only good for 48/72 hours. Which is reasonable for a Visitor.

Since switching to didgital passes my street has become overrun with vehicles which has caused safety issues for myself being able to use our garage parking. Coming out of an alley/drive into the street can be risking my safety as parking is so congested folks don't recognize or adhere to the 1.5m from a curb cut parking buffer. There is zero compliance to the 3m from an intersection rule every single day.

- We like the on-line permitting for ourselves as homeowners as well as for visitors. There still tends to be some SAIT(?) student parking that occurs but it is better than a few years ago (appreciate that bylaw officers cant be everywhere all the time).
- Trouble having more than two friends over at a time - we are in Auburn Bay, so majority of our friends MUST drive and therefore having only "two passes" makes it hard to host any events. Would be nice if we could apply for an extra few passes - even if you limited that applications to 3 times a year.

For this new program, the website is USUALLY down and therefore I have to long in multiple times. It was also a challenge at first to locate the website but now it is easier.

- It costs money to park in front on my own house. We have four drivers in the house, why are we singled out and penalized. We don't want the RPP for this reason.
- Unable to register new home address since program began. Calls to 311 have been essentially useless. Tickets created get categorized as " new signage " required versus add address to parking database. We pay A LOT property taxes but don't exist according to the parking authority.



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- Digital parking passes were a terrible idea- registering license plates everytime a visitor comes is very inconvenient . We have a son with a disability who has many workers coming and going- and having them have to log in and register their plates is not a good use of their time- lots of times the online service does not work, we have had to park our own cars on the street and have them park on the driveway. Paper passes were soooo much easier as they could be transferred from one worker to another. It would be nice to have a choice of how we get our passes. Paper or digital. It wasn't my choice to have the permits but I would like a choice on how we deal with visitors
- We have a nanny who parks at our house M-F. We should be able to permanently (or in 6 month increments) register her parking (like we do our cars) instead of using one visitor spot for her and re-registering her every couple weeks.
- The biggest issue is having guests visit our home and trying to get them registered. It is a nuisance to have to register them online or on the phone. Guests end up parking on our driveway to eliminate the need to register and then we can't get out of our garage.
If we have a large group of people visiting, we need to phone 3 business days ahead to let them know not to ticket people around our house on that day and time. It means we cannot ever spontaneously have people over to visit. Incredibly frustrating and this needs to be addressed. We liked the ticket that was put on the rearview mirror or dash better than registering online. Could there be options made available?
- We live in West Hillhurst, I have 4 children who visit me on special occasions, usually a weekend, the 2 car limit has caused our family no end of stress. Why on earth is the parking authority ticketing on weekends. I often observe them driving around our neighbourhood more than 2 Times a day on a weekend. We believe it is nothing more than a money grab. Please, please change this rule.
- With the paper permits nobody (as a rule) used to park in front of my house. Now, up to 3 are there every day; all day. One might argue that they are neighbours (given their recurrence); however at least one has appeared with inches of snow on it when none has fallen in the city. This suggests that either they are never caught (enforcement???) or someone is cheating and providing them "coverage", but in front of my home. There is no way to work it out as homeowner, given the lack of paper permits that gave one some idea as to whether or not a car should be there. Now, I can call in the "offenders", of course, but there is NO FEEDBACK as to whether or not they were supposed to be there or not - in any case the same cars return everyday even if they have perhaps gotten a single ticket because it is cheaper than paying monthly rates (no doubt) and due to the fact that enforcement is perhaps (since there is no feedback I can't tell) spotty at best and at worst only when I call in.
- The only problem is restriction to two visitors. Not enough for book club never mind a party.
- Making sure my company doesn't get ticketed when I have family events. I love the electronic sign in and am wondering if event relaxation can be electronic as well since they often happen at times that the parking authority is closed.
- Other homeowners or renters along our block take up the street parking with their multiple cars then there is no point because there still isnt any parking available.



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- I live in Sunnyside next to a two hour limit area unless you have a RPP. Lots of people park in the space for much longer than two hours. I used to be able to tell you had a permit and who didn't and I could contact parking enforcement to come and tag those who didn't, but now I have no way of telling who has a permit or not. Parking enforcement doesn't seem to come around all that often to be effective in persuading people to follow the rules. I also now have no way of telling if a person who has parked in the two hour zone all day has been ticketed. How can we rectify this situation?
- Too many residents in Kensington/Hillhurst have a permit and park on the street permanently. Some even tell others they can't park in front of their house. They should have to pay to park permanently as they use their garage for other things (storage) or rent it out. Cars should have to be moved every 48 hrs on the street.
- Overly zealous enforcement (example, park plus patrol on Grey Cup afternoon), and tolerance on the parking, do they issue a ticket immediately or cycle back. I think park plus patrol is overly driven as a profit center rather than enforcement to mitigate impacts, vis tickets issued to folks parking around the stadium game day, its not really a problem but City makes a lot of money on tickets, give people a break
Complicated process (three web pages) to access visitor parking page
Limited to 2 visitor passes, a problem when entertaining (see enforcement above)
Don't actually need RPP in my view, even though close to hospital I don't have issues with street parking, a few busy bodies promote for their own agenda
Should be able to register another owner parking pass with less complexity (having to scan in registration, should take owner's word for it)
Similarly, process to get student parking pass is also overly complex, having to get school registration, again take owner's word for it, I don't think the impact is significant to warrant the complexity
- The digital system for visitor parking is very difficult to use. Using the paper visitor pass was quick and easy. I have had to call which takes too much time. Going on line can take time too. Plus, when a car is parked illegally it is very hard to know if it is a visitor or not. The parking officials can't come every time someone reports a car.
- I own a home beside Tuscany LRT. My driveway is regularly used as a turnaround for drivers looking for parking spots. Drivers have parked right up against my wheelie bin on collection day so my bin is not emptied. Drivers are now parking on the grass verges by the LRT. A zone within a certain distance of LRT stations should be zoned for either permit or time limitations ie 2 hrs only.
- Why is it if you have a motorhome and use a visitor parking for 2 wks you cant park across the street from your own home. It is safer to park across the street than parking in front of your own home because of the people backing out of their property because they cant see as well. This is a money grab. A person used to be able to but now we cant.
- The biggest issue for me, living only a short distance from the Foothills Hospital (in St Andrews Heights) is hospital employees and other visitors using up short-term parking - and actually coordinating to move vehicles around, so they can get away with it. I've also heard of people being



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willing to pay the fines because if they get caught once a week, it's cheaper than parking at the hospital. On the other hand, I can't have more than two visitors at a time - because there is no way for me to park their vehicles. Please let's get this sorted. By the way, I do love that it's easy to register a visitor. It works perfectly! Thank you also, for providing this feedback mechanism and working to sort this issue.

- I liked the pass and the visitors pass.
- These work well and have been monitored properly in our area.
- This are good as is means residents usually can find parking
- Find the new onlin system extremely inconvenient. Much harder to manage and update for visitors, and sharing amongst neighbors for dates with an event. Really cannot find any benefit of the new system over the old with cards.

I seldom have such a strong view but this system is dreadful and I think creates a distrust of the city rather than support a positive interaction

- No issues really, I think the current program is working fine and no changes are needed.
- as a landlady it is a pain that I am only able to register my car and not the licence plate of a handyman, repair person etc - my tenants have to do this - this makes no sense!!!!!!
- Not a problem as long as they are used only where necessary such as close to a shopping district.
- We are on 27ave NW at 5st. Permit parking is only on the north side, south side of the street is open. There is zero enforcement aside from mid weekdays when it's not needed. Come by any evening and you'll find a score of non permit cars. What's the point of the permit zone if it's not enforced?
- There are a lot of people who parks in the parking permit zones without a valid permit there are times that it is hard for us to find a spot I am hoping that you can increase the number of visitor parking permits
- I'm a renter in a building in Sunnyside area with a RPP program (9A st. NW) and they told me my apartment doesn't qualify for a visitor parking permit, only me as a tenant, so my boyfriend can't visit me anymore because they got a ticket on a Saturday at 7 pm. Is not possible to allow free parking on Saturday after 6pm and Sundays? Or at least give me the opportunity to have a visitor parking. However I can say thanks to this electronic permit program I can find parking spot in my street easier than before because with the paper permit there were a lot people who used to park in this street, but they didn't live in this area, so sometimes I didn't find any available spot to park. Thanks City for let us express our thoughts.
- It is challenging if we have more than 2 guests over as you can only register 2 license plates. We are in an area with a 2 hour limit at all times. It would make more sense to have it as a 2 hr limit during weekdays from 9-5, not all the time.
- the biggest issue is homes with rental suites making for added vehicles on an already cramped cul desac. add in their visitors..
- Mailed in my permit request last year and never received my permits at all. The website was too confusing and couldn't figure how to use it.



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- New system is not simple and straight forward to use to register visitors like the old one was.
- 1. We live near an LRT station. we are within a Zone, so transit parking is taken care of.
- 2. Nobody plows the snow on our street. In winter, parking anywhere is a challenge. I can help by scraping some of the ice in front of our home, but my ability is limited. In fact, as the snow accumulates, it can become impossible to park in the ruts, or to escape the ice when our car is trapped. When this happens, our car is trapped beyond our efforts. I can still walk to an LRT, but my wife cannot, and she is trapped.
- I'm satisfied with how my street is doing.
- Making sure there is parking available for our guests and if a tradesperson needs access. 2. Preventing overuse by people who park in our neighborhood to use commercial facilities.
- Residents (tenants) of condos who drive leased or rental vehicles can't get RPP or guest street parking. This should be changed.
- Having a permit parking zone outside of my house is essential for us because we live next to a hospital and we would never have free space outside the house if it was not a permitted zone. All 2 hour parking zones in our neighbourhood are full all day long with staff and visitors to the hospital and it would be impossible for visitors to our home to find a space.
- I live in a parking by permit only zone (X). Generally system works reasonably well as hospital parkers have been reduced. However, it is impossible to know when an unrecognized vehicle is legally parked, i.e., entered into P-Plus as a visitor by a neighbour, or is a neighbour's new car, or has been parked farther than usual from the owner's house. When such a vehicle is called in to Parking Enforcement, no feedback is given as to its true status. If a licence number of the offending vehicle was requested by the officer receiving the call, it should be possible for him/her to punch the plate into the system to provide an immediate status. From my perspective, it is important to know whether or not the vehicle really is in violation, not just to be happy that the camera car will make a pass sometime in the indefinite future. The old sticker & tag system was better in this regard. There is now no way to know whether a car is a visitor's; before we could see it was AND which neighbour had the visitor. As I see it there is currently no way to know if a homeowner is abusing the system by continually registering a car in P-Plus. I do talk to most, but not all, of my neighbours, but can't do it all the time for every potentially offending car.
- It is really inconvenient to register visitors, there needs to be an app!
- Yes, they may be for parking permits only. HOWEVER, under the current system, there are visitor permits, that others can call in for, whether or not the homeowner has authorized them to do so. Someone has stolen information out of our mailbox, and calling in for a visitor permit. Then, the "visitors" go and work at Foothills! Visitor permits are being misused for work at Foothills, and there seems to be no remedy. If we go back to the old system, with hang-tags, this could be better managed!
- It is a good idea to keep them but extend the hours of operation to 24 hrs
- Zone C on residential streets should be permit parking only for residents



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- My guests find it difficult to register their vehicles, since I, as the homeowner, must register their vehicles using my online account
- Not enough monitoring so people come to park, and take away resident parking areas.
- Primary issue for me is the new digital RPP system. The fact that it is web-only, has to be logged back in every time, can't remember frequently used plate numbers, isn't being integrated into the Calgary Parking app any time soon, and is a poorly designed interface in every way has significantly increased the amount of hassle in our household in dealing with parking. There's no earthly reason this couldn't all be dealt with in a simple, straightforward app that we could keep logged in on all devices. It suggests a total lack of concern for those of us who have to use this system every day.
- Many many times I cannot access site from phone or iPad. Get error 404. We have 2 iPhones and have this issue on both. Inquired about an app and was told that an app was imminent but still nothing. Calling phone when site down wait times very long. Please fix this and get an app up as soon as possible!
- I like the online sign-in for visitors but dislike having to re-enter licence plates all the time. Could the system not save a list of favorites for people who come regularly like family or house cleaners etc?
- Despite paying property taxes like every other Calgarian, im ineligible for a parking permit. I have called the city to make an exception as the work vehicle I use to do my job and pay my taxes .. does not fit in my assigned parking space and I need to street park. The city official basically chuckled at me on the phone and hung up. So if the question is how do I feel about this program? I rate this program as poor
- We are finding an increase in congestion as the parking permit was not specific to our street. It seems that all of the people in an apartment nearby have found a way access to this permit which they do not have the right to. These bugs need to be worked out please.
- So many students and AHS staff from ACH in front of our home 24/7. No space for our own guests. So many garages full of crap that should be for vehicles.. I pay so much in taxes I should at least be able to park in front of my own home. They never patrol. The old way with the permits in the window it was obvious if you were allowed to park their or not. The tickets were immediate. I think they should get towed!
- Getting setup in the system as a renter of a home in a RPP as it takes time to get necessary changes to insurance address, utilities are not paid by me and so I don't have access to a bill etc so the first month can be a big issue when moving into a RPP zone as a renter or new home owner.
- Camera car monitors area,, would like to know how often. Many illegal cars parked, how many are ticketed?
- spr
- without paper permits, it is very difficult to tell if someone is parked illegally. since this new system started I quite frequently can't park near my home & I am handicapped. create an app, going online everytime is not efficient.
- like the zone, hate the new on-line registry = lousy, faulty, slow ,a failure, go back to the previous rear window sticker and visitor mirror hang cards = was never a prob



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- The restrictions are too stringent. We have a tenant using his parents' vehicle and can't get a permit because registration isn't at that address. He's working several jobs and won't be there very long. Costs money to change it.
- The limitation of two visitors per household without the opportunity to expand that on occasion (ie Christmas parties, family gatherings) is overly restrictive and diminishes quality of life in our neighborhood. At least with paper passes, we had the opportunity to notify parking authority when these types of events would occur in the home, and our guests could be spared the cost and inconvenience of a parking ticket. Now, with the new system, it is impossible to entertain in your own home. Furthermore, there is no way to include a long term visitor without continually logging their licence into the system. In our area, there are a number of exchange students and other longer term community residents who do not want to change their vehicle registration to a non-permanent address. I personally am inconvenienced by this because I currently drive my senior father's vehicle, which we can't change the registration and I can't get a letter from my parent due to his declining health. Until he passes away, I will have to log in and register his vehicle every two weeks!!! I've lived in my neighborhood for over 20 years, paying property taxes, and am in my 50's, but can't get a parking pass without a letter from my 89 year old father. Do you know how humiliating that is?????
- Having visitors is a pain, the system says they need 3 or 4 days notice to enter the vehicle in the system. So if someone drops by on short notice they will probably get a ticket. The old hanging permit method was much better.
- Please set up email reminders for visitor parking passes in RPP zones. There are times when they need renewal and it is not on one's radar (contractor, family emergency for example). Thanks.
- Ease of renewal, ease of participation in the program.
- The signs on my street were changed without any input from the community. 2 hour shift parking without a permit. Was permit parking période lime across the street. I can't park in front of my house? Also contractors find it a pain. The passes worked perfect. I guess they were too efficient. I had a contractor give me his licence number, but the vehicle broke down the morning he was to work in my house and brought another vehicle. Had to track me down in a business meeting to get me to go online to get another permit. Complète inefficiency.
- Living near a school, I like the need for a permit to ensure our parking is maintained.
- Very difficult to use. So many visitors do not know their license plate number and that entails a trip back to the car. As soon as someone arrives, must stop hugging and enter plate number. 5 minutes is too short a time. Can't borrow tags from a neighbor for an event. And still there are too many cars that park without registering.
- The online system is great for initially registering, but logging in each time we have a visitor is annoying. Not to mention that the average senior around here may not be as adept at navigating a kind of complicated system.
There's also no need to have parking zones on this street (84 Ave SE)
- When more than 2 visitors come and you can't register their plates. Could do an 8 hour max for more than 2 cars in stead of 2 week permits



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- The parking registration IS NOT WORKING for us, as seniors living in West Hillhurst. I cannot invite 3 friends for tea, just an example. Your authoritarian rules have made it very stressful living in this District. My 4 children come for a visit on a weekend only to be ticketed if I don't instantly get 2 of their cars registered, the other 2 cars not eligible, internet does not always work and phone system is sporadic at best. I dread the thought of the need for some homecare assistance. Please consider making some changes.
- Residential streets who are designated as this should be re-evaluated within 1 year of a new launch and every 5 years. Residents who voted an area in may not realize the impact it will have until they live with it for a while
- Our neighbours petitioned for this restricted zone on our street. We did not agree and still do not. It is a nuisance to have to register our guests and to be limited on the number of guests. Upon calling to the city to request an exemption when we had a party at our house, we were told it took 3 business days for approval. That is ridiculous and makes spontaneous get togethers difficult. If any restrictions are necessary, we prefer the old system of 2 hour time limit between 8 and 5 weekdays only. The real problem of course is the limited parking and its cost at the Foothills. We live in St Andrews Heights. I expect that once the new parking structure is open the parking issues will drop off dramatically. My own preference is to not have parking restrictions at all.
- Better and timely enforcement by Calgary Parking Authority, when dealing with illegally parked vehicles.
- West LRT is the parking congestion generator for our community. Bring back PAPER Parking Permits for Residents AND Visitor Parking. VISIBLE Paper Parking Permit makes it easy for residents to identify illegal parking. The new online registration system makes it difficult for residents to determine if a vehicle is legally parked in a designated parking permit zone, and prohibits follow-up with Calgary Parking Authority. Paper Visitor Passes can be used Immediately by visitors; whereas the current online/phone in registration appears to have registration issues and a time lag. Bring back PAPER PARKING PERMITS.
- we have 2 visitor passes only, with no ability to borrow paper passes from neighbours if we have a party. When we are away, we can't have work done on our house because we aren't there to log in contractor's license #.
- I own this home but do not live there, only visit. When I do visit, I rent vehicles and unable to park legally. I have someone living at the home, he has a work vehicle not registered in his name therefor we have both been denied to park. Also when friends visit they cannot park. Please fix this and bring back paper permits for those that don't have permanent transportation.
- I would like 20th Ave NW, between 19 and 17 street to be permit only
- The visitor parking system for homes is not user friendly. Only allows two visitors at a at time. Kids have trouble using it. Longer term visitors have to constantly renew.
- I am a renter with no assigned parking space, so street parking is my only option, and I live in an RPP neighbourhood.



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- Received a number of surprise tickets this year. 2 on a rental car that was in place of regular vehicle being repaired - used the parking pass (hanger) from i guess 2017 as was unaware of the new procedure. Ticketing costs have gone up substantially from prior years and there is less parking on the street. House nearby has 4 parking passes now because they can be purchased. Neighbours had EVERYONE visiting them receive tickets -- we were unaware of new procedures. Very expensive learnings in 2018.
- Our street - Cherovan Drive SW - was designated as an RPP zone earlier this year. I find it inconvenient to have to tell visitors that they cannot park in front of my house. Instead, everyone must crowd on to the driveway. I would be happy to see the restrictions removed.
- Missing signs and inadequate signage. SAIT students, perhaps faculty too, park on many streets in my neighbourhood. Usually where a sign was removed or destroyed
- The residential parking system works very well now. Before we had it, we had to park half a block to a block away from our home because of people parking on our street and then walking to work downtown. Made it very hard to load or unload our vehicle, especially in winter. The breaking point for folks on our street was when a resident was forced to walk half a block with her groceries in winter, she slipped and fell and had to go to hospital.
- I dislike how the visitor permit is only valid for 2 weeks. My parents regularly visit and I always need to renew their permit/check to make sure it's valid. Also what should people do if they have more than 2 visitors?
- Too restrictive. [removed] No customer service. The online parking site is useless. Unless, you fit all the blocks, you can't get parking for your own house....
- there is not enough monitoring of Upton PI NW where vehicles are parked there illegally nearly every day, often the same ones for weeks at a time.
- How about a smartphone app where I can just take a photo of a visitors license plate to start a visitor parking session at my home.
- I have lived in the same area my whole life. Now because of MRU students taking all the street parking communities have gone to the city for permit parking. The complex I belong to has not. I can't park anywhere near my home. I work for [personal information removed] and shiftwork. I do not feel safe anymore walking to and from my vehicle. It has been a constant frustration for myself and many others. It should be location and address based not how it currently is for multiple unit complexes.
- When you have an extra vehicle at home that is for work. There is not enough permits for my household to be able to street park.
- Large condo buildings that have underground parking and still get 2 residential and 2 visitors. Fills up the street far too quickly. For many the fine is cheaper than paying downtown rates.
- We live less than 1 block from 5 restaurant and/or pubs. It is impossible to tell who is a legitimate visitor and who is a jerk that doesn't care. We never see any of the enforcement cars/cameras go by. I suspect it isn't nearly often enough. Car2Go should not be allowed to park in RRP zones. With



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5 restaurants people leave these cars all over the block, then cab home after drinking leaving no parking for residents.

- I'm in [personal information removed] I have went to the parking office for the past few years to renew my permit. I decided this year to get it online. Got my confirmation by email. Thought this is great. I must have nearly 20 parking tickets outside my home since I got my online permit. I have threw in a drawer because I can't get to office between office hours. Looks like my online parking permit is not working!!
- We have cleaners that come every two weeks. It is a pain to remember to rebook their pass every two weeks so they won't get a ticket. Before, they came in the house and got one of the paper permits and put it on their mirror. I did not have to remember. Can't we have both systems?
- It took awhile to figure out the online to apply for a visitor parking and I just realized you can have 2 personal parking passes. I wonder if older people might be having similar issues or if they might find it even more confusing.
- These zones around my home prevent me from having a home party with more than 2 people. I can't even invite all my kids at the same time it is ridiculous you can regulate it against the home owners. I know you believe you own the street and the lowly homeowner has to use it without paying you for it. That is not your deal the citizens agreed too !
- The system should store regular visitor plates. Plus, two visitors for two weeks, versus 8 visitors for one evening? How is one supposed to have a dinner party?
- The website is difficult to use to register guests, a mobile app would be better. No consideration has been made for people who need to visit my house weekly - for example house cleaners or babysitters. I must constantly unregister and reregister them, but I am not there. When there was a physical pass, I could just leave it out and they would put it on their car.
- University Heights. The good: keeps students from parking so owners can access. The bad:football games- visitors often ignore restrictions and leave garbage and increase noise, visitor pass system is seriously flawed. When I called with some concerns, I was told to give my account password to visitors. Seriously. The current system has a very narrow view of what constitutes a visitor to a residence. The visitor permit system does not work for a number of situations. Feedback was rebuffed. No one seemed to care to hear the issues that need some attention.
- Difficult to have guests over when their vehicles have to be parked a few blocks away
- Where do our contracted snow removal, plumbers, renovator vehicals Park with this restriction. It's very tough for them to have work vehicles on site during snowfall, emergency work in building or to do on site renovations. Therefore how can this be eased for the above?
- Dont know how to use online
- So?
- Permit parking helps ensure parking is available for residents, especially near Ctrain stations and commercial areas, particularly restaurants. I wish that the city was more diligent enforcing these zones. Residents should not have to call to request enforcement.
- During the day there should include short term parking for non residents



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- We live in one of these zones.... the system seems to work well, the only issue is that there are times when having a paper visitor permit can be helpful versus always entering someone's license plate online.... We would prefer to have both options available. Technology can fail.... Wifi can go down, not everyone at home may be versed in how to use the system etc. when a guest or contractor arrives. But thank-you for keeping parking free for residents.... (you seem to understand that we should not be penalized for choosing an inner city neighbourhood when the city suffers from so much suburban sprawl / overdevelopment)
- The nice thing about the passes was you knew who was parking where because it had the address. If you needed to ask the person if they could let you park in front of your house you could find them.
- I will never buy nor rent in one of these areas.
- We live in upper Montgomery, what a mess with parking. Many who work at the hospital or go the University park in front of our house all hours of the day. We have some permit zoning but the people who don't live here abuse the few areas that the signs have been mysteriously removed. Montalban Park is a 2hour parking zone, there are people who park there all day long, it's ridiculous...walk to work with scrubs on or ride their bike from their car everyday, no tickets handed out. [personal information removed] We are hoping to have a fully permitted area because of the parking abuse in our neighborhood. We can also see another issue of people abusing the parking in our neighborhood once the University District is built. If you require any additional information please do not hesitate to ask us door to door, we would be more than happy to share so details.
- Homeowners or renters should always have parking rights in front of their residence. Visitors should require homeowners permission to park.
- It only becomes an issue if I have a group of friends over and since that is usually on a weekend, it doesn't impact me or them that much.
- The online visitor parking permitting detracts from permitted parking. The zone I live in (RR) is rarely patrolled. Because there is no tags anymore for parking it is impossible for homeowners to identify unpermitted parked vehicles and request a parking patrol to pass through the area.
- I mostly like the online visitor parking process but it would be nicer if there was an app that could save the license plate numbers of our common visitors. And it's a pain that I can't bookmark the page directly where I enter the license plates. I have to go through two steps to get there.
- It's a bother having to register visitor's license plates and make special arrangements in advance if we have more than 2 cars visiting
- I want to know who parks their car in front of my home for weeks on end. There is no enforcement.
- I struggle with entering guests into the parking system as the permits are linked to my husband's email account. It's hard for multiple people in a household to enter guests to that residence. When it was a physical permit anyone could quickly put it into a guest's vehicle. It was faster for residents to use a physical permit than an online permit.
- I live on 33 ST SW and this street is too narrow for both street parking and traffic. It feels like a one way street due to the parking, especially in winter when there is snow built up on the side of the street. I do not park on the street because I am afraid my vehicle will get side swiped and I prefer the



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covered parking in my garage. However, most of my neighbours do not use their garage for parking and there are always people parked in front of my home. I did not sign the petition to approve my block as a permit zone. I do not feel like C-Train parking is an issue in my block (that was the main reason neighbours wanted a permit zone). Personally, I would prefer my block to be a 2 hour parking zone Monday-Friday. Visitor parking is frustrating. Two permits per house is not enough when hosting a dinner party or other short-term event and I find it difficult to remember to input my guest's plate number each time someone arrives. As our neighbourhood becomes more dense with infills and multi-plex housing, there are an increasing number of cars parked on the street. Note that I would NOT be willing to pay to park in front of my house and I don't think I should have to pay for visitor permits either. Inner city residents already pay higher property taxes and should not be asked to pay for street parking if suburbanites do not have to pay.

- I find it frustrating to have to get to my computer when I have a guest. I'd like to have had the option of using the Park Plus app or phone number too. Half the time, the site doesn't load. I also think it's not fair to assume everyone has WiFi at home; it's not friendly to those who are low-income in our city.
- Lack of compliance. Parents who park in restricted zone to walk their children into school. They leave vehicles unattended at drop off and pick up times, linger in school, chat with other parents which all contributes to us being unable to park near our homes (and frequently in our own front driveway/garage). We are encouraged by the fact that CPA is now doing more enforcement with camera cars this year, and it seems better than last year, but more needs to be done with those who willfully ignore the signs and bylaw. The CBE should be leaned on by the City to provide drop off lanes on their property if they are going to continue the trend of having special program schools where most of the children come by way of private vehicles. Most streets near neighborhood schools were not designed for the volume of traffic that now exists with these programs. Physical presence and face to face enforcement / education would go a long way especially at the beginning of each term. During peak times when driveway is blocked we end up being late for work / appointments and when we call CPA it takes too long to respond so we end up in face to face with violator when they finally return.

We also need to be able to add more than two visiting vehicles at a time for those occasions where we have guests (like for dinner) in the evening on days when permit time is still in effect but school is actually over. Parking is too restrictive for those who live here and not restrictive enough for violators.

- - Not enough signage. There is a No parking zone right across the street from me and another on my side of the street, but a few houses up the block. It's ambiguous whether non-permit holders can park right in front of me or not.
- The e-permitting system for visitors is less convenient than having a printed permit.
- In theory, this requires if a friend drops by and parks in front of the house, the vehicle should be registered, which is inconvenient and a bit of a pain for a short visit. It would seem that the real



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offenders are those who park and then go to work on the C-Train. Perhaps if 2 hour parking was allowed, this would alleviate the concern.

- Eliminating the parking pass that visitors can use was the stupidest thing ever. Older people do not know how to register a car in an app, nor do they want to learn. Calling in the license plate number to register a visitor and then calling again when visitor leaves is the dumbest thing ever. Please go back to issuing the two visitor passes like you did before!
- I have had no problems. In fact, I would rather make the road one-side-parking only and have more public space.
- We are the only street in our area that has a parking permit zone. I do not understand why both cross streets and surrounding parallels streets have nothing but we have one. Would like it removed (Tuscany springs heights)
- Its nice to have such lovely empty streets. Street hockey benefits!
- Having someone stop by to pick up an item for less than 5 minutes being ticketed for not having a permit. Unexpected friends coming for less than 10 minutes being ticketed. It is hard to live regularly in a residential area with these issues.
- I live in this zone and much preferred having physical tags that I could provide to visitors. Then I didn't have to go on the website, collect license numbers and try registering them. Make having an open house impossible.
- Can be a problem when having more than 1 or two guests over for the an event. How can you accommodate this? Nuisance asking every guest for their license plate and then inputing it.
- We like the RPP, for the most part. We are glad we don't have to pay for on-street parking. If there were no RPP, we would not be able to park on our street, as we are close to 14 St. & 17 Ave. SW. The RPP also limits parking by strangers, which we feel can be a safety issue in our neighbourhood.
- I don't like using the web-site to register guests - I find that cumbersome, and I often forget. I'd rather just have the tag - plus I'd know who is parking illegally and who is a legitimate guest and couple report.

Other than that it's good.

- We are in a zone because of our close proximity to Dr. E.P. Scarlett high school. It's ridiculous how many times the City of Calgary checks permits at night, on weekends and holidays when the school is closed. I think our area should only be in effect when school is in session. We just had the city checking vehicles on Dec. 27th. We have an out of town visitor parked on the street. It's ridiculous that she might get a ticket over the holiday break.
- 1. Why do I have to buy passes for more than 2 vehicles. My adult children need to park at their home as well. Why do they have to pay when other Calgary citizens don't have to pay.
2. We live in a school area, not commercial or c-train. Why do they enforce the permits when school is not in session? We have seen them ticketing cars on Easter Sunday, Christmas holidays and Saturday nights at 1 a.m. when someone was having a party. This is ridiculous and an abuse of the



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reason the area is permitted. This zone, EP Scarlett should only be in effect Monday to Friday, 8-4.
How do we get this changed?

3. Parking snow ban. Can't the city identify when streets are cleared and finished? We don't see cars ticketed before the streets are cleared. We have moved our cars, the street is cleared and then people put their cars back on the street. Then we see parking control come around and ticket people after the city is done clearing the streets. Very frustrating.

- I don't own a car so can't use the online system. Calgary Parking Authority never replied to my concern over this.

I like to entertain but visitors are anxious about getting parking tickets.

I liked the old paper tag system.

I would like more visitor parking privileges.

I would like to allow overnight or late night parking for guests and entertaining.

I don't like the idea of the online system, seems too intensive, a hassle, but as CPA didn't provide a reply or alternate, I really wouldn't know.

- Unsure how to get temporary permits
- Works well to keep people from parking all day while they walk to downtown.

Major issue is that we live on the border of 2 different parking zones and so can't park on the other side of the street. We are very limited on our side for parking spaces due to driveway and lane way access and others who regularly need to park on the street. Rarely does anyone park on the other side of the street. Please reconfigure the border division to one side of the street or the other so that we may park on either side without having to park 5+ houses down the block and around the corner if all spaces are filled.

Smart cars are allowed to park anywhere and therefore are often taking one of these rare spaces. Please have them only park in timed zones or more major thoroughfares. These are challenging issues when one is mobility challenged but not to the point of requiring a specific handicap restriction zone signage.

- applying for permit was difficult. If I wanted to send in more information I could not recall/resubmit the permit. I had to wait for the rejection then resubmit.
- I don't really see the point in having residential parking where I live. Street parking shouldn't be free for residents anyway. And if close by commercial areas attract so many cars that they park in neighbouring residential zones there's an issue with walk ability and urban transit, not parking.
- There is no way of tell, now, whether a vehicle has a Permit or Not, so you can't phone and complain. The Photo Vehicle comes and goes, but not at the times when the big offenders are parking. ie. Sunday when all the church parishioners abandon their vehicles in the area, 2 services every Sunday, one on Saturday. Then there are the special times Christmas, Easter and other special services. I used to phone Parking Control, along with my neighbours, with little success, it was about a 50/50 chance that anyone would turn up and then it would be a 50/50 chance they would stop. If they did stop very few tickets were ever written. I tried to tell Parking Control when the peak times are, but they wanted us to phone each and every time there was a problem. My



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complaint is that more enforcement is required on the busy days and more education to the church and its parishioners. It appears if you know the right people you can get away with Parking where ever and when ever you want you. No help from my Councillor either, its a church!
ENFORCEMENT IS REQUIRED ALL THE TIME AND NOT JUST A DRIVE BY ON SLOW TIMES DURING THE DAY!

- We don't require this. It's frustrating and stupid. I've paid several hundred dollars in tickets for friends and employees because your app doesn't work. I get an error every time we try and login anywhere but my wife's phone. The old system was great. This is garbage and makes me mad to pay property taxes.
- The current method of registering visitors is not very convenient. For example, regular visitors such as service people (e.g. cleaners, contractors) who typically stay longer than 2 hours have to be registered which means having to get their licence plate number each time. We will be having some renovation work done in the near future with many trades people coming and going and trying to register all of them will be difficult. Also family members who visit regularly need to be registered which is also very inconvenient. I preferred the Visitor tag method - much more convenient.
- Car To Go users tend to park in the RPP Zone when there is 2-hour parking nearby.
- I don't mind the new online registration process, although it was easier to remember to just hand someone a parking pass when they came in the front door. I do, however, find it very annoying that all the members of my own family cannot park in front of our house or even on our street. Since we are allowed only two visitor passes and have five children who drive, we either have to have our neighbors register the extra cars (possibly leaving themselves short of passes) or pay for more passes. We as taxpayers should not have to shell out more money to park on our own street. I wonder how the city arrived at the magic number of two free passes per household?? If volume is the issue, on each street there are probably many houses with one car registered, so those would balance out the houses needing more. Our street has many spots that are consistently empty of cars. I would appreciate this issue being addressed in this review.
- People park in my zone who do not live here or do not have a visitor permit.
- When friends are invited for an evening, it used to be convenient to have card we could give to the driver who would place it on their dashboard. Now the process is much more cumbersome, and too many details are required for a simple 4 hour visit. I would like to see a simplified process to allow vehicles to park on a short-term (upto 12 hours) basis -- ie. nothing more than a licence plate being required.
- The move to electronic permitting was, in my experience, a step backward. Not only are we now required to register each visitor electronically, we cannot tell at a glance whether a vehicle is parked illegally. The hanging tags were easily deployed and easily spotted to confirm a legitimate visitor, especially when the block is crowded. And with the inability of residents to self-police, scofflaws take advantage. Often. The new system is extremely inconvenient and frustrating. As well, there is no system within to record frequent visitor plates that we could call up. Each one must be entered



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separately each time. An external list must be maintained This is not the system/solution we lobbied for.

- We do not need this is Rosdale.
- The login process for registering visitor vehicles in my home zone is very cumbersome, I can never seem to find the login page to register vehicles. It would also be handy to have a pool of known vehicles so I don't have to remind my guests to provide me with their license plates everything single time.
- The online system that I have to use to enter my visitor's license plates is cumbersome and too time consuming. An app for my cell phone would be so much easier - something similar to ParkPlus.
- On our street, 1300 block 9th St NW, most people abide by the parking permit only signs. However only 2 parking permits are given for each residence and there is a cost for having to add additional vehicles that are owned by the homeowner. \$50 cost this year should either be eliminated for owners or substantially reduced. Our property tax is one of the highest rates in the city and having to pay to park our vehicles on the street is unacceptable.
- "We live close to the Foothills hospital and some people are concerned about people parking in front of their house, which is total crap. We have lived her for [personal information removed] and that hospital parking has been with us a long time, but it isn't as bad as some think. The people complainung are just new people to the community who build these huge multi-million houses and think they own the street. There are some who are petitioning right now to have no parking on their street. This is pure selfishness by some people who own a 2 million dollar new home right by their parents who also have a 2 plus million dollar home. These people spend a lot of their time out of the country. There is a school right across the street. If you don't like parking don't build across from a school. This is pure selfishness by RICH people who think they can bully others around. I saw a garbage man get out of his truck and put some cardboard in his truck and I said "do you have to do that." His reply was " If we don't these people will report us, it is usually the affluent ones," interesting, this was my neighbor in a 2 plus million dollar home. I was walking my mom on 17 ave sw one day and a parking patrol man said "I can't believe it," there was a man sitting in a brand new Lexus parked in a No Parking spot. When I asked what he was doing he said "just drinking my coffee" and the patrol office told him he couldn't do that there he had to move and he got mad at him and said some unkind words". Another example of those with money think they can do as they please.

This is a serious problem and needs to be considered. These very people who want no parking in our community right now had 125 people at an open house in their multi-million dollar house. We happened to drive down the street and there were cars everywhere! What will they do when they get their no parking on their street, park on another street with parking!, Give me a break, this is nothing but PURE SELFISHNESS on their part.

When parking changes are being reviewed more than having a petition signed by the people on the street, other things should be considered. My [personal information removed] neighbour doesn't drive but said she was obliged to sign as she didn't want the neighbour to get mad at her! That is



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not a good reason to sign that petition. The parking at Foothills hospital has created a few problems but they haven't been that serious and will be over in a matter of months....where this No Parking will be around a heck of a lot longer and causing problems for all the wrong reason!

If someone goes to a Stampeders football game and wants to park in front of my house.....come on over glad to have you only selfish people would get upset!!

PLEASE consider more than a petition arranged by some selfish, ignorant, disrespectful RICH people when you grant these no parking regulations. The house across the street from us is also a multi-million dollar house, when the house was built the 2 hour parking sign was taken down and never replaced and no one has ever been disrespectful and parked there.

Please consider more than rich people's wishes. In a small community like ours every street shouldn't have different parking restrictions on every street and the rich shouldn't be making the decisions!!!

PLEASE do the right thing!

- RPP's are important to residents when there are significant pressures for non residents to park on residential streets. Where I live, without the RPP our street would become an LRT parking lot. I am extremely disappointed with the recent changes to the RPP program where residents are no longer issued physical parking permits. It is a rare occasion to see an photo based enforcement vehicle on our street and even rarer to see it return 2 hours later to look for illegally parked vehicles. The lack of the physical permits means it is not possible to see if a vehicle has a parking permit for the RPP zone. There has been a steady increase in illegally parked vehicles in front of our house.
- I was told there would be a significant charge for me to get a street parking permit for my three hour Book Club. We got two parking tickets even though we had on-line permits. (They were cancelled but it's a hassle.) Type face is too small on Calgary Parking Permit website.
- I live on Monterey Avenue in Montgomery which is currently designated as RPP only. I feel that Permit only for this street is unnecessary and is a source of frustration for short term visitors to our home. The majority of the businesses or parks in the area only generate day time traffic and therefore during evening and overnight hours there should be no reason to require a permit. The switch to electronic visitor passes has also caused additional frustration due to the constant need to login and update visitor license plates to our house. Even though we don't have more than two visitors at one time, I still need to login numerous times to update the different vehicles that may stop by during a single day. I wish there was a way to keep a full list of license plates that are acceptable on our street instead of having to constantly update the website. The visitor pass website is not user friendly, as it does not have a way to remember previous license plates and a quick way to switch between them. I feel there is an opportunity for integration with the parkplus app to make it easier to update. All that being said, if the permit only is removed and changed to a 900-1800 2hr like most of the streets around us, then a lot of this frustration could be avoided.
- Very inconvenient to register a guest. There should be an app.



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- I am an owner in a Eau Claire condo. Our building has several of the Residential Parking permits. This has always worked well for our visitors to the building. Do not take these permits away.
- No good options for short term (eg. Having people over for 2-6 hours) parking of more than 2 visitor vehicles. When I host book club at my home, I have to send people up to 2 blocks away for parking. Also no good option for letting someone use a visitor pass long term (eg. grand parents coming over once a week to babysit) - I have to remember to renew their online visitor permit every two weeks.
- Homeowner - RPP zone in Bridgeland also allows for 30 minute parking for NON RPP holders. This results in even more limited parking for residents given nearby shops, community hall, soccer park. Current system only allows for one license plate to be entered at a time. For homeowners with multiple vehicles this becomes a hassle as you have to remember which vehicle was last parked on the street and ensure that the correct license info has been updated on the system. Would be great to have a system that allowed for multiple vehicles so that you don't have to worry that you have updated the system (still only 1 street parked vehicle at a time).
- I feel that one side of 2 Ave.SW between 7 St. & 5 St. SW should be for resident parking only. There are a lot of condos in the area, and sometimes there is not adequate parking for visitors to our homes, or if a family has a second car. Perhaps have the number of hours, such as 18:00-8:00 for residents, with the rest of the day using 2 hour paid parking, to accommodate businesses in the Eau Claire area.
- The online system that has been implemented makes it very hard for residents to recognize illegally parked cars as the city has done away with the parking permit that people used to have to put on their cars. As such we were calling the parking patrol more frequently to have them come by to check cars. This is a waste of everyone's time as we have found that either the parking patrol never shows up or they come by and we never get feedback as to whether the cars in question were illegal or not. I would prefer to go back to the old system of physical tags for permits.
- My issue does not seem to be addressed by this survey so I will add it here - the website that we have to register our visitors' plate numbers on is frequently "down", especially when accessed from a mobile device. And, it is pretty poor planning that this service is not available on a mobile app. Why would the City roll out a mandated online service before the technology was properly developed and tested for it. Very short sighted.
- I find the online visitor registration cumbersome and a waste of time. The physical passes were so simple and easy. HOWEVER, here is my biggest concern. [personal information removed]. I had MULTIPLE different visitors coming to my house several times daily for several months, including homecare, cleaners, and different friends and family members coming by to drop off food at least once a day and help, give me rides to appointments, a company coming to shovel my snow, etc. It would have been literally impossible for me to register their vehicles as I was personally not capable of using a computer or tablet. I left the passes in an envelope in my mailbox and whoever came by just took it out and put it back afterwards. I understand the reasons for the electronic system, but there is nothing about it that has simplified my life, and when I was unwell and recovering, it would have been just one more huge frustration on top of the many others I was dealing with.



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- I live in [personal information removed] which as a heritage building, has absolutely no building parking, and because of its size, does not qualify for visitor passes. I recognize not all 66 units of our building could reasonably expect visitor passes, but it would be extremely helpful to have say 3-4 building managed passes. This would allow residents needing to use rental or loaner vehicles periodically to park easily.
- New system to call in parking and only two hours please go back to place card and the dash
- The problem is when we have more than two vehicles visiting. We have to beg driveway space from the neighbours and get visitors to park in less restrictive areas. Also, because there is no indication on a vehicle as to whether it is registered as a visitor, it is impossible to know if a vehicle is abusing the system.
- The system of guest parking in front of my home without the use of park-tags seems to be working OK. However, I would appreciate setting up a more more user-friendly way of registering the licence-plate number of the guests. Right now I find it a little complicated to do so.
- It is frustrating to go online every time we have a visitor or family members come for a visit. We agree with restricted parking however the old parking tags were much simpler. It is also frustrating that some people in our neighborhood (St. Andrews Heights) still are allowed to have the tags hanging inside their car. It is unreasonable that some one who drops in for 10 minutes is given a ticket - this does not seem like the intention of the program. There need to be some type of grace period.
- The online visitor permit takes a lot of time to process. Sometime, it does not work. I suggest to have a mobile application. The users take a photo of visitor's plate and upload it, then the permit is registered. It will save the time both owner and administration.
- Until late 2018, I was unable to log in to my account on my mobile phone, and sometimes I couldn't log in on my desktop computer, either (after entering my email and password, I just received a blank web page and the login never completed). That was very frustrating, because I couldn't set up a visitor session when I needed to, unless I called and left a message with CPA. Now it appears I can log in reliably on both, which means I can set up visitor parking sessions when I need to, and don't need to call and leave a message.
- N/A
- The current system generally works very well in my neighborhood. RPP only zones permit me to generally find a parking spot for visitors with one of my building's visitor passes even during busy times. I would like to see the City enforce these RPP only zones more during nearby events - i.e. Folk Fest (I live in Eau Claire, the RPP only zones are often filled with vehicles with no permits during such events, and I have never seen the zones enforced).
- Very rarely open spots on my street in Mission. Not enough designated parking. Permit J.
- We have a No Parking zone in front of our community hall on 13th Ave in St Andrews Heights and there are frequently cars parked there. But you guys never come around to check!!
- Since the new system started in June, there is no visible permit in the street cars. It is convenient for my visitors, however, I can't tell if the cars parked on the street have valid permits anymore. I have



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noticed a significant increase in parked cars during working hours on the weekdays since. I am very disappointed and seems like Parking has not been patrolling the area. How do you ensure to ticket the offenders? Do you have an effective systems to tell which cars aren't registered since there's no visible permits anymore?

- It should only be in effect monday to Friday. When I have guests over on the weekend I have to worry about them getting ticketed if we dont register all of their license plates online. Absurd!
- When more than two visitors come to my house, there is concern of being ticketed because only two visitor permits are provided.
- Hello, I am located one block past the RPP [personal information removed] and our block is full of vehicles whose occupants are using LRT. It is frustrating. Does the RPP need to be extended around LRT?
- These should be limited to only part of a block, leaving some available space for visitors, events, etc. The number of visitor permits issued to a residence should be reduced to 1 instead of 2, as these visitor permits are being used by residents for their own parking either beacuse they have more vehicles than their garages can contain or their garages are being used for other purposes. Careful assessment by CofC, residents and local CA's, BIA's and community groups, needs to be made as to when an RPP needs to be applied within a day or a week, to balance overall community and business needs.
- System to register guests is difficult to use- not cell phone friendly. Should be app based not website based. Very frustrating
- The permit only is an issue when we have company come over. Where are they to park without the threat of getting a ticket? Our whole area is permit only and we can only fit so many cars on our driveway.
- not enough calgary parking vehichles ticketing. I live in St Andrews by the Foot5hills Hosital and although the situation is better with zone parking- we were told that there would be patrolling and ticketing almost daily as they just need to drive by. I think i see a car maybe every 1-2 weeks. Therefore Foothills parkers STILL park daily in our area and pollute the streeets and community. Also tyeh 2 hour zone parking are neglected. I see Foothills workers park there 8-12 hours per day and come back the next day, so I dont think they are getting ticketed.
- While I am supportive of RPP only zones (as I live near the University of Calgary and Foothills Medical Centre), the online system is a colossal failure. I have someone who comes regularly to my home (2x/week) and the requirement for me to repeatedly enter the license plate number is highly inconvenient. I consider digital registration of those visiting my home to be a violation of my privacy and the two week limit on registrations to be prohibitive to those who may be away from their home for >2 weeks yet with recurring visitors. The obligation on residents to have computers/smart phones and internet access discriminates against the elderly and those of lower socioeconomic status. This is unfortunate for an inclusive city.
- We find the current arrangement efficient as we could get access to the parking permit directly from the building concierge.



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- I own a home on [personal information removed] in permit zone K. I have one suggestion and 1 concern.
My suggestion is that the online visitor registration has a place where I can store frequent visitor information and pull it up when required. For example, I can enter a friend's name and their license number and save it for future use.
My concern is that it is very difficult to arrange to have more than 2 guests on occasion. When I host my bookclub or have my family over for dinner, I would like to be able to increase my 2 visitor limit to between 3 and 5 for a few hours. I used to be able to call the parking authority and register my name, number, and address to let them know I would have more than 2 visitors. Then I would make a handmade pass, with my phone number and address, for my guests' cars so that my neighbours could easily see where the cars belonged. Now, I have to go online and fill out a form and wait 4 days before it gets registered in the system. I did this once and then I couldn't find the form again for my last book club meeting. I had to ask my neighbours if I could "borrow" their online visitor spots. This only happens a few times during the year, but I don't think it should be so hard to have my friends over.
Thank you.
- There have been numerous complaints about the process for getting relaxations for parties/numerous visitors to a home. The system is not working as advertised - residents are often being told that at least 4 days notice is required for relaxations but the parking folks are saying the relaxation should be instantaneous. Parking sends people to 311 for this and 311 sends people to parking for this. What is the correct process?
- 1) Confirmation Email. Visitor parking registration through the app should be followed up with a confirmation email. Its hard to see on smart phone screens if a plate was properly registered;
2) Emails re: Expiration of Plates: Emails should be sent to registrants for expiring visitor permits. For example: CPA sends an email that says the plate (ABC 123) you registered on January 1, 2019 is set to expire January 16, 2019;
3) No Automatic Ending of Visitor Permits. Visitor permits should not expire within 15 days. They should have to be manually removed to make room for the next visitor plate. For example: if I had a nanny, I could register her car for the school year and not have to diarize for ever 15 days, and then miss a day and she gets a ticket;
App/Registration User Friendly. Parking Registration App/Website should include the ability to save most frequently used plates or name plates (for example ABC 123 is "Grandma's Plates"; and Additional Visitor Permits for Cost. Upon evidence of a work contract, volunteer confirmation, or a lease agreement , etc., additional visitor permits should be available for plates at a cost to the homeowner. For example: upon evidencing a contract for employment with my nanny, I should be able to buy an additional annual visitor permit for her car specifically.
- The website sucks. An app would be much better.
- We do not have but need it for to budiness on Bowness road.



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- It was easier to just put a visitor tag on the window. Also without a tag I never know if a vehicle is legally parked on my street.
- I do not feel my area is enforced, living so close to the hospital.
- RPP zones are unnecessary in most areas. Citizens should be able to travel and park there without incurring costs or enforcement
- Renting in a home where a couple already lives. Bureaucratic nightmare to get a temp pass for my car as the third in their space. They have a corner or and I always have room to park but get to live with anxiety of getting a ticket if the city happens to check for permits.
- I live on a street with one side RPP and one side open parking, a community college is at the end of the street. The RPP zones ensures residents have available space that isn't overtaken by student parking.
- We are restricted to 2 permits. We have 2 personal vehicles & a company vehicle. Our house does not have a drive way or garage, so this is quite problematic. Recently (due to limited parking on our block), we had to park a block over and our car was towed (there is no signage indicating that parking was not allowed). Additionally, it is inconvenient to have to register any visitor that comes to our home. These systems do not penalize non-residents. They inconvenience & penalize the people that pay taxes and live in these zones. Reinstate paper visitors passes!
- I only get one spot for two vehicles and any guests.
- Very difficult for guests to visit. It is a nightmare to log on all the time like this and register a guest... my father who barely uses a flip phone is tough to manage when he arrives as can come during the day when we are at work. Then if my kids have a friend over we have to jump through the hoops to log someone in. This is a cumbersome way to do visitor parking. I think you are forgetting about the older people in this city, not everyone is glued to a modern phone.
- Our residential parking permits are working great. Without them, I don't think we'd be able to find on-street parking in our neighbourhood. My only complaint is the duration of visitor parking permits. We have grandparents that visit regularly and it's very inconvenient to try to remember to renew their visitor pass every two weeks. Could you provide a longer duration? Even monthly would be a bit better.
- I am a home owner and I am furious at the fact that my street is permit only. My husband is the youngest of 9 siblings his oldest is 88. Sometimes we are not home when a sibling comes (one has a key), how are they suppose to navigate this COMPUTER OPERATED system when I can't. And should I provide my password to my visitors? We have house sitters who might have a friend over while they are looking after our pets and house, do I give them my password. The petitioning of permit-only parking for a residential street in this neighbourhood - while considered inner-city really is not and a vehicle is required to get anywhere, is ridiculously selfish and shows the complete entitlement nature of people. It's a PUBLIC STREET. 2 things: 1) this is a residential neighbourhood not within walking distance to restaurants, retail etc. We have suburban wide streets and parking has NEVER been an issue. People use their garages to store their things and not their vehicles. 2) This computerized password oriented parking system is confusing, is not practical.



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- I think the permits are important otherwise workers from the hospital would be taking all the parking in front of our home, however, I wish that it was easier to have guests park at our house with out the restrictions of the current permit. It would work better to have evenings and weekends without permits, or additional guest passes free of charge. We often host large gatherings with family/friends and the limited number of passes proves challenging. I also feel that the online parking permit system would be a much smoother process if it were an App, if I could save frequently used license plates and easily extend those plates expiring.
- The system system is difficult and cumbersome to use. We usually just end up phoning in with license plate numbers. Although painful with one or two people this becomes quite problematic if you're having more people over at any point. ie. a birthday or Christmas.
We have wide streets with lots of parking and still don't understand why people think they own the street in front of their property. I've been at community meetings were people are complaining about people parking in the city parking lot near the community centre in Saint Andrews Heights. They live four or five blocks away. I fail to see the problem with Calgary taxpayers parking in a Calgary parking lot. I would think everyone in the city has had people that are receiving care at the hospital. So what if hospital workers are parking in the area. They are working on the parking lot and expanding services at the site... Which all taxpayers will have access to.
If you look down our street we have nothing but space..... this was also before the permit parking came into effect.
The streets are public streets... It's a privilege not a right if you find a open spot in front of your house.
I can understand having a four hour limit to parking but anything else is a waste of resources and time by the city.
My name is [personal information removed]
- How do you visit friends/family in this neighbourhood?
- Family and friends visiting and having issues parking. Temp passes for windows would be useful or even a way to register them with the parking app
- As a homeowner who is in the process of redeveloping my property having to renew my parking permit every two weeks online is such a pain! Having the pass to hang in the window so much easier, the online system frequently does not work properly, can't count how many times had to reset my password!
- We used to have a couple RPP zone signs. They were removed and never replaced. I called the parking authority and also created a ticket online [personal information removed]. We still do not have any signs telling people we are a RPP Zone. A few of us have called due to non residents parking and also a house that rents to a business with high traffic (not permitted in this area). This is a residential area only. Many people have limited parking and some only have parking on the street. This cause huge issues. We also have the C-train across the street. It doesn't make sense that we don't have RPP signs when people further away do have signs. We faithfully get our permits every



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year, but now we don't see a point when our signs are gone and we cannot seem to have our parking issues dealt with.

- There are a number of issues re: RPP:

We do not like the online system. My Mom does not have a computer at home, and she is in her 90's. It's not handy for us to access the website. We also have a few different vehicles as we are a business, and sometimes we are in different vehicles, hence it does not make sense to register all of them with you. It was so much easier, when we had the permit stickers and visitor parking passes that we could put on our windows when required. We would either park in the driveway or else on our side of the street in front of our home.

Problem: [personal information removed] along Toronto Crescent NW, there is a 2 hour free parking. A lot of people park across the street and walk to the foothills hospital. The whole street is full. We are paying for a city view, and have strangers parking across the street from our expensive homes, this is not right. We also had in broad daylight stolen from our [personal information removed]. It used to be a quiet street, this is no longer the case.

We have a big truck, [personal information removed] and I have to back it into the driveway.

However, it is still very difficult to get in and out of our own driveway as vehicles are lined up all across the entire block of our street.

We would like to see the 2 hour parking across the street eliminated. This is a private residential area along the crescent and we pay a lot of money to live on the crescent, and have a hard time parking our own vehicles at home.

- Visitor parking is a complete pain to do electronically. It's much easier to just hand someone a pass to put on their dash
- I don't own a car, but sometimes rent one or have family visit. The way the RPP is structured means that I a rental won't be registered for a few days (and I can't get the license plate in advance) and I can't have visitors with my residence, including when I borrow a vehicle. I would like to be able to nearly instantly register a vehicle, whether for me personally or for a visitor, to a maximum of one vehicle at a time.
- The number of cars that we can registered are too few, we could be able to register at least 3 cars
- khjsdfhjk
- I don't live in an area that has parking permit/zones. I live in East Parkdale
- My son lives on a street with an RPP and it makes it very difficult for us to have a family get together at his home due to the highly restrictive RPP rules.
- These zones are great as it ensures there is parking outside my home. It would be nice however on the website if you could save or log past license plates of visitors, for example, my parents visit frequently and we have to register their license each time but we always forget what the plate # is so have to go back to the car to look
- The homes in my neighborhood all have double car garages and can still fit 2-4 cars in the driveway --- but seem to NEED to have street parking for vehicles that never are driven. This is a waste of



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space, causes additional line of sight issues for drivers when kids are crossing the streets, or bus patrons, and are an unnecessary hazard !

- Homes nearby schools should be able to easily access these zones, especially when driveways are constantly blocked by in oran parents. While we don't have 5000+ vehicles to the area daily, these homeowners should be able to access this type of service to ticket offenders.
- All areas of the street directly surrounding my home [personal information removed] are either RPP Only or 2 hr restricted, except (apparently) the half block where my address is. I'm unable to select my address from the RPP online list and have contacted Calgary Parking authority, who say my address doesn't qualify unless it is in that list. Because it is the only half block that is not a permit zone, there are usually other cars parked there from the many adjacent multi-family residences. Yet, I can not get a permit, which has resulted in parking tickets when I'm forced to park outside this half block. I don't see why some addresses on the same block should be prevented from obtaining permits that their neighbors are entitled to.
- No we are not
- Yes. Someone who lived close by "rented out" his right to park to a commuter (we're in an inner city neighborhood) for \$100/month. Then this person's car took space we would have linked to park in ourselves, and was in the way during street sweeping and snow clearing.
- The booking system is very poor and complicated, needs update. There should be a history of the parking permits issued at least and methods for exceptions directly in the application. The timeframe for exclusion is also too long, the impacted times should be limited, outside these times should not be limited, for example during the daytime periods in some areas but no restrictions at night
- The website is often not available to register guests. Also, if you have frequent guests you cannot save their information - it has to be input each time. It would be better if you could use the same app that is used for ParkPlus and if you could save visitors so that each time you go to register there is a drop down. It currently is very difficult, and I cannot imagine how difficult it is for seniors, to try to access the website and input the information efficiently.
- This is a source of frustration. The idea residents on a street through a relatively simple petition can gain exclusive (or almost exclusive) parking on that street without a mechanism for review is not appropriate. I understand the frustrations with large venues (hospitals, schools, stadiums etc.) near houses but with very rare exceptions these facilities were present before the house was purchase, or it was zoned to have this facility there in the future.
- I cannot have a party ever again. You suck. This is destroying community, the opposite of building community. People have to stay home now. Please revert to the complaints-based system and stop roaming -- it's creepy and hostile!
- I live in a RPP zone (BB) and I find that the process for registering visitor cards is terrible. Before I just gave the two passes to my elderly father and my son. Both visit frequently. Now setting their licence plates has to be done every three weeks and the program won't remember the licences. The visitor parking should be set to not expire until the homeowners permit expires. It would also be nice



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to have a nickname for the plates so I can remember who's plate I've registered last. 2nd problem... now I get people parking in front of my house, because there is no longer a visible indication if they belong there it falls on me to guess and ultimately phone the car in. There seems to be little enforcement on parking now.

- I have no idea where you are possibly going with this Residential Parking review, or even why you are doing it. To my knowledge that hasn't been stated. However, I do have some views in our community of St. Andrew's Heights, which is across from the Foothills Hospital. There is parking along Toronto Crescent for parkers going to the hospital which is not a problem, I do not believe. However, some of the more affluent residents who have moved into the area in the past 3-4 years along some of the other streets, even further away from the hospital, seem to think they can take over and have no parking in front of their house. [personal information removed] If someone needs to park for a couple hours to go to the hospital and they wish to park in front of my house, so be it. I don't own the street and neither do my affluent neighbours. A street was recently petitioned for NO PARKING by these affluent selfish people and got it passed and the city immediately came and changed the signs to NO PARKING. This is a street with a school and a playground, [personal information removed], give me a break!! These selfish affluent people took advantage of these people. In my opinion, before a petition like this goes through maybe the city should do some research and find out what the real problem is. Why is this a bad thing for the street? The Foothills is undergoing parking construction, but that is almost over, so why is there such a big rush to get this to NO PARKING.....no other reason that pure selfishness by the rich!!

I would suggest that in a community like ours every street should be no less than 2 hour parking and probably in most cases no parking restrictions at all. And if there is a School and a playground NO PARKING should be absolutely not allowed. This was an example of these people pulling one over on people in the community and the city. These fat cats have 3 car garages and don't need to park in front of their house, so tell me, is it anything but pure selfishness and greed on their part? If you are out of the country why does it matter who parks in front of your house. They don't own the street and I think it is time the city started taking back some of these streets.

Last weekend a car pulled up in front of our house, [personal information removed] Did that hurt me.....of course not, I don't own the street. Last year a young man parked in front of our house all year. We didn't know him, never talked to him, [personal information removed] and he had no place to park, so he parked in front of our house for a whole year. Did that hurt us? No of course not, we don't own the street, and the young man needed a place to park. What is wrong with people? Selfishness is the biggest reason, especially if you want NO PARKING by a school and a playground!!

The city has got to do more investigation before they allow these permits, as the instigators are not always honest....only selfish and rich!!

- Renters aren't allowed to have visitors any more in this city? How can you justify that?
- I cannot have a party ever again. This new roaming policy is destroying community, the opposite of building community. People have to stay home now, or only visit friends in the suburbs. Here's the



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thing: If you don't get a phone call complaining about parking, it's not a problem! That's how the old system worked. The city is creating a problem and then making money off it. Please revert to the complaints-based system and stop roaming — it's creepy and hostile!

- The parking in front my my rental property was declared RPP without my notification and the process was a failure as 2 hour parking signs went up weeks before tenants were given option to register online for parking access creating unnecessary stress and confusion. As a landlord and property owner there appears to be no provision for me to park in front of my property at any time of day to perform maintenance...this is absurd. The process has completely lost sight of being citizen centric and appears to be focused on ease of administration by The City. This is simply an inconvenience on citizens trying to live their lives and not an example of The City making life better. If this were to work there would be a simple mobile app to add plates to an address and landlords would also be able to simply sign plates up for service calls such as say roofers and plumbers. At his point I guess I'm supposed to have any service people park on the lawn as there is no mechanism for the landlord to get an account and nothing was ever sent to me as the property owner regarding the RPP changes.
- yes I am a homeowner who lives near Sait. Sait students park within the district all the time and are not being ticketed. We went to the new system this last August so it should be easier to cruise within the district and give out tickets. They park on 13ave between 7st and 6ast mon-fri and on 9st between 11 ave and 13 ave mon-fri, thiese areas are 1hr only. I has one student park in front of my house from sept-dec. I phoned the city parking department and complained and they said they wouldn't come out and ticket the guy. What is the purpose of having a parking system if the the people enforcing don't want to do their job.
- I have not had any issues with the RPP zone in my neighbourhood.
- I find it very difficult to keep up with registering license plates online when someone comes to my house. Some of my friends have received tickets because I either forgot or was too late registering their plates. Having a party or family gathering is particularly difficult as it's almost certain that some will get ticketed. I understand that issuing more than 2 permits is unreasonable as some would take advantage but I think a good solution would be to allow a 2 hour parking window during the day and allow open parking after 5:00pm. Another suggestion is to create a place on the website interface where one could store license plate numbers of frequent visitors. This way we could just click on the plate of the person visiting rather than go through the process of determining their plate number and entering it.
- Vehicles abandoned/parked on the street in the same spot for weeks at a time. Residential parking permits should not be free for street parking. I would prefer a paid permit system to free up street space for other uses
- Without seeing a parking pass, I have a hard time telling if someone should be parked in my neighborhood... I used to report cars parked illegally in the neighborhood because it was obvious... now I'm not sure. It is an extreme pain to log in/call for visitors, please bring back paper passes



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- With the elimination of window stickers and hanging permits for visitors it is impossible to tell if vehicles parked in front of our house are legal or illegal. Bring back the ID items.
- The only issue I have since going digital, is when a vehicle is parked in front of our house, how can I identify if they have a visitor pass or permit. We live on 26th ave NW (JJ)and the restaurants on 4th can be quite frustrating with vehicles taking spots all down the street. Being on such a street I think should be subject to an increased presence by Calgary parking but I rarely see the vehicles driving by (perhaps I am not looking enough)
- Go back to the paper system or make an app.
- I'm happy with the system as it has somewhat reduced illegal parking on our street, but would like to see more enforcement occurring. An app would be more user friendly than having to log onto the Parking website for visitor permits.
- I feel that the new online/telephone visitor tag system is cumbersome. The old paper tag method was much more convenient.
- I live in an RPP only zone (Z). There are very few businesses close to my street, and parking is not really a problem so permit-only parking is unreasonably restrictive, particularly considering the recent increase in enforcement ability. I would prefer my street to not have limited parking, or if it could at least change to a 2 hour-limit Monday to Friday, 9-5. Because of the substantial increase in the City's ability to enforce RPP only zones using the park plus system, I am no longer able to have guests at my residence for short periods of time without registering their licence plates (which, as some commentators have mentioned, is not a straightforward task even for me, a computer savvy millennial).

You should undertake a thorough review of RPP only zones to determine whether permit only parking is justified and, where appropriate, replace permit only parking with less restrictive rules that do not place such an unfair burden on guests and homeowners. It used to be the case that I would give a visitor pass to someone staying for a longer period of time, and could place a paper permit in my short term guest's vehicle if enforcement showed up, which I think was both reasonable and convenient. I expect the City to want to maintain a similar approach and appreciate that it is not convenient or reasonable to register the licence plate of someone who is visiting my residence for only a short period of time. Permit only parking should be limited to places where it is actually justified.

Furthermore, if I have more guests than my allocation of visitor permits, there is simply NO WAY for my guests to park legally near my house. If parking is at such a premium, they should at least be able to pay for the right to park on a street (i.e. reasonable payment instead of receiving a parking ticket). The City now has the infrastructure to accommodate such a change through the expansion of the park plus system, so it seems reasonable to expect my guests to be able to pay to park on my street and avoid a fine.

- this is a more complicated, less user friendly system. I've already received 2 tickets because i 'forgot' to register a vehicle parked at my house. Never received a ticket in previous 8 years! Our nanny is a visitor every day but we have to remember to renew her 2-week visitor permit or we'll get



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a ticket. Not satisfied with the change. Go back to the old paper permits. This seems like a money-making endeavour by the city for when homeowners legitimately forget to register a visitor plate. It doesn't seem right.

Plus having a permit sticker for residents made it easier to know when people were parking without permission. I live in Kensington so parking is a challenge, and now I don't know if a car parked on the street has been registered or not. Please go back to the old system.

- It is extremely inconvenient to have to register licence plates online. I fully support the Permit Program, but I am not always by a computer when I'm notified someone will be stopping by to visit a member of my family. A functional app would be more helpful but still would not be as good as the paper hang tags we used to use. Additionally, as many households have more than one vehicle - I'm required to reach out to each guest and ask them which vehicle they intend to park in front of my house. Also, the two week limit to have a vehicle registered is extremely annoying. For example - my parents come to visit often. It would be nice to be able to register their vehicle once, (for the year perhaps), and not have to go in every 2 weeks like clockwork to renew that registration.
- The paper permits were much easier to use than the online version. Also, how can an inner-city homeowner/renter hold a party with more than two guests?
- I live in Cliff Bungalow on 21st Ave. On 21st Ave., there is an RPP only zone directly adjacent to a 2-hour-without-a-permit zone. I often see people park in the RPP only zone, walk to a local business, and then leave quickly sometimes and at other times after a few hours. Because vehicles aren't required to have a sticker indicating whether they're allowed to park in that zone it's impossible to know whether they're parked illegally or not. It seems to me that for this system to work, the parking bylaw vehicles need to patrol the street more frequently. If they can't, perhaps the stickers should be brought back so that residents can call the parking authority when vehicles don't show the correct parking zone sticker.
- Having to sign into a computer to sign visitors in is more cumbersome than the old paper permit. A phone app would be slightly more convenient, though still less convenient than the paper permit. It's unclear what to do for businesses visiting the home (ie. servicing a furnace, etc) whether they need to be signed in as a visitor or if they are exempt.
- We live [personal information removed]. Everyday the south half of the street fills up with University students. There needs to be a lot more enforcement of permit only parking around the university. I have already complained to police about the same students blowing through the playground zone on 37 Street.
- Visitor Passes are not easily accessible. These should be mailed out as they had been before.
- Permits for RPPs are given to households regardless of how much parking they have on their property. Properties with 2 stalls per unit should not be given RPPs other than for visitors.
- There seems to be no reason or rhyme to these zones in my neighborhood
- Not enough enforcement, should have multiple trips to check for violators



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- The system is too much work for short visits. The computer system is awkward requiring too much time people avoid visiting because of the fear of a ticket. The system is a poor approach to parking certain residential areas. It is more a money grab than a policing issue.
- Residential Parking zone: V
- 1. I like having a RPP area in much of the Hillhurst area, and it likely makes it easier to park in front of my house, however I find it extremely limiting. If I have my family over, I do not have enough visitor permits for them to all park in front of my house. I would like to see some flexibility in terms of number of parking permits available, instead of having to call CPA at least 2 days in advance of any get together to request some flexibility.
- 2. The app often does not work. Regularly (every time in the last 3 months) that I have tried to use the online system to register a licence plate, the system crashes and I get a 404 error. I have to refresh the page at least twice to get the log-in page to appear, and then at least a few more times to actually get to the main RPP page. In these instances, I have to call the CPA to register the vehicle. It is very inconvenient.
Trades, cleaning personnel, etc. find it very challenging to park near or at my home while I am at work. If I have meetings, I can not register licence plates during that time. It's much easier to have paper tags that the contractor, or tradesperson can take out to their car while they are at my home and I'm not able to be there with them. Them having to call me to register their licence plate, then having the website not working, makes using the RPP system very frustrating.
- I do not have a smart phone which immediately puts me at a disadvantage to conveniently register my guests. We live close to the L.R.T. and from the beginning of the no paper parking encouraged people to park in front of our home. Before we could identify conveniently if they had a permit, if not call in to the parking authority's. The old system worked perfectly for convince for our guests and ourselves now it is nothing but a huge hassle
- If I have any friends or family over, or even anyone just visiting for a brief period of time to pick something up, they often return to their car to find a ticket. My street is rarely busy so I don't feel there is any need to penalize people who are just stopping by, it has prevented people from wanting to come over! Secondly I rent in an apartment so I'm not even granted a visitor pass for people! Lastly if we need someone to look after our pets while we're away they can't park on our street without getting a ticket and don't have access to our building parking, this has led to major inconveniences for people looking after our pets.
- With the old system, we as community members could help monitor who was parking illegally as we could look for a pass and phone in if we noticed someone was parked particularly for a long period of time without a pass. People now can park and gamble that enforcement is not going to catch them because a concerned community member can't assist the city in monitoring the parking and people know that. I believe it has led to more congested parking rather than easing the strain of number of people parking in the area. We were also in the past able to inquire when a car has been there for awhile without a pass whether the car parked on the street might be a stolen car. We would let the police know so they could investigate why the car had been parked so long. Now we



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can do that as we have no way of knowing whether the person has a right to park there or not and we don't want to get in trouble with our neighbours if the person is legitimately parked there. Can not stress enough how much I dislike the new system. It also does not take into account people who can't afford to buy computers or are not computer literate.

- visitor permits - need to be able to register our visitors via the parking authority's app.
- Switching to a computer or telephone call-in system has needlessly complicated and made inconvenient what was a simple and straight-forward system. No everyone has the ability or inclination to use a computer nor the time it takes to register through the call-in system. Return to the old system.
- Why does the city reserve streets for residence? Don't all tax payers pay for these streets? Shouldn't people pay for the privilege of reserving a piece of the public street. Limiting parking times makes sense so that streets are not used for long term parking. Nobody should own the street.
- Having to use the computer to get a 2 week permit for friends who will be at my home to play bridge for 3 hours. Very inconvenient and unnecessary in Hounsfield Heights. The old card for the window was much more convenient and easy to use.
- We own our home in Elbow Park. As far as we know there are no RPP zones in the area.
- One must always think ahead, whether it's gathering license plate numbers from friends who are coming one at a time or in numbers. If a friend drops by unexpectedly it's both discourteous and annoying for the first thought to be 'what's the license plate number?'. Being allowed only two visitors is far too restrictive when a group is gathering at a home for any number of reasons. I feel that the restrictions on my street are a case of NIMBY. Surely the street belongs to everyone.
- I have twice asked for and received a relaxation permit for my guests. On both occasions, they were issued parking tickets. They appealed and won, but it's frustrating and they shouldn't have to do it in the first place. I'd like to know more about the breakdown in communication.
- The only issue is that I have to turn on my computer to issue a temporary pass to visitors. If there was an app or a physical visitor's pass, it would be much easier. I find the issued permit for my vehicle being online to be much more convenient, but the visitor's pass is now very annoying.
- I am in a parking permit only zone and it is unbelievably inconvenient to register my visitors plates online every time I have a guest that is staying more than 2 hours. The placard marker for the dash were much more convenient. Dislike the new system immensely.
- With no stickers or visitor permits on the vehicles you can not tell if the car is allowed to be parked in the area. This results in parking control being called for vehicles that are allowed to be in the area or people being reluctant to call.
Parking enforcement needs an easier way to report infractions like an app, calling for enforcement and being put on endless hold is annoying.
- Why am I forced to "purchase" a third permit for a family member so I can park on the street
- It is extremely inconvenient to have to sign into my computer or phone every time I have guests. Also it seems like I can never just get to the page I need - there is no clear quick link and even bookmarking it doesn't seem to work. So... Every time a guest comes to our home I have to spend



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10 minutes trying to figure out how to register them for a visitor permit. I am extremely unhappy with the system!

- I actually don't bother logging in and registering a visitor's plate if it is clearly one of the 2 spots in front of my house. It is too time consuming and my computer is slow to start up. Do you have an app for that? I do have a visitor permit for my nanny and it's setup for 2 years. I have to email you guys every time I change my nanny, which was at least twice in the last year to get the plate registered.

I would love the option of using a paper hang tag as it is more convenient.

- These work well but the zones are inconsistent across my neighborhood, University Heights. We get parking pressure from the University, the Hospital and all related construction.
- Hassle to the homeowner to now collect visitor plates and activate/deactivate session. Where previously majority of the effort was on the visitor. Especially for regular visitors, it was more convenient to give them the paper pass instead of now having to activate and deactivate sessions. Also, expanding the length of time a visitor parking session runs for (greater than the current 2 weeks) would be convenient for recurring long term visitors (ex. contractors doing work).
- Put it back the way it was,,where we home owners gave a visitor a pass,, the way it is now we don't know who's a visitor or someone just parking, we do NOT like this new system,,why do you have to go & spoil something that was working good,,plus some streets in parkdale need more permit parking signs, our street has 2 .. one if you turn from the east you can't see, the other is high up by a big tree & in the summer it's non visible,, I've talked to a wall when I try to get ahold of her office,,,
- I am not, but I wish my community was an RPP (I live in Dalhousie). We have no driveway, and a rental across the street [personal information removed]. I understand that it is a public ROW, but it is pretty frustrating to consistently not have a spot in front of your own house. We have been in our house for [personal information removed], and love the neighborhood. This issue is so aggravating to us, that we have decided to list our house this spring and move.
- The on-line system is hard to use for those of us who don't have the latest computer hardware and software. Registering a new vehicle is a pain. Would definitely prefer the paper system as it allows us to tell if cars parked on the street are there legitimately or not. With the electronic system we have no way of knowing. I really do hate the electronic system, it is irritating and difficult to use. Actually the whole park plus system is a pain in the ass. Thanks
- they are too restrictive - if you have a house and you want to have more than a couple of people over you can't. if you live in an apartment building you can't have any visitors at all! something like two hour parking would be much better
- The website is awkward to get to. Would be easier with a basic phone app. Would be useful to save frequently used license plates, maybe with user names. We have had visitors ticketed in the past and had to get them voided. Would there be a way to see if a license plate had been previously permitted by a household in the area before issuing a ticket? Would it be possible to still use the paper permits for the visitors while still registering the residents' plates?



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- As 21 Ave is a paid one hour spot, there is not enough parking forcing us to go several blocks into RPP only zones impacting other residents
- THE DIGITAL PASS SYSTEM IS ABSOLUTELY ATROCIOUS. Why am I penalized for not being able to access the internet regularly to update my pass. Two weeks is a ridiculously short time for the pass to be valid. And no online option to register my OWN VEHICLE to MY OWN HOUSE?? I've gotten three parking tickets outside my own house and I AM FURIOUS.
- I am happy with the electronic permit for our personal vehicles. Set it up once and don't have to do anything.

The visitor pass could be improved by having a place to remember the plates of routine service people. For example I have to put in the plate of a once per month service.

I prefer the paper system. I am frequently away. But I still have guests and service people who have to be set up to park even though I may be in another time zone. I would prefer that they get the pass inside my house and place it in the vehicle. Works better for me.

- There is no visitor parking 24 hours a day in my neighbourhood. This is a big nuisance, and now that the parking people have instituted their random-drive-by policy, several of my friends have been hit with parking tickets when there was no shortage of parking spaces on the street. This is unreasonable! If no one is calling about a problem, THERE IS NO PROBLEM, [removed]
- I live in this zone, in Hillhurst. I find the online program inconvenient and time consuming. I would gladly take the paper system back!
- we got signs in our neighborhood big mistake
- I no longer have a car but my visitors do. I would rather visit than hide in a room trying to legitimize their visit. Total waste of time. Bring back the paper. Then I may not qualify to have visitors as I have no car.
- As a renter, having to change my address on my driver's license and insurance in order to obtain a parking pass in front of my house is inconvenient. It should be enough to provide a piece of mail with my name and address on it. For longer term visitors, it is annoying to have to register their car every 2 weeks. I wish I could select the amount of time for a visitor pass online.
- I really like the new system, but I wish there were a way to set up a recurring visitor permit. We have a cleaner that comes once a week every week, and it's a pain to have to re-do the authorization every time.
- If you don't have a computer. You have to call and you visitor ends up with a ticket. Not all seniors even know how to use a computer.
- I rent, have a roommate with a car, but am not a vehicle owner. I cannot access the online system as I have no vehicle to register - and am not privy to my roommate's account - but I have visitors who do own cars and need to park in front of the house. The old paper system provided for this. The online system does not. Other residents without vehicles will be in the same position. I advocate a return to paper permits.



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- Since i live in an area with very limited parking (Ramsay) but dont have a car, when i have people over, i can not give them a guest pass, which previously i could.
- Camera cars do not seem to patrol often enough to provide a deterrent to nuisance parkers. In our 2 hour zone ending at 6pm frequently we see nuisance parkers arrive at 4:15pm or sometimes gamble at 3:30p and then will park all night... in my opinion the "timer" should begin when they start parking so if for example the camera car comes around at 5:30p (when 2 hr parking is in effect) if the vehicle is parked past 7:30p it should still be ticketed as it has exceeded 2 hours. Online visitor permits have both up and downsides, for those who are computer literate it is easy, for those who aren't it is very awkward. Benefit of the paper visitor permits is you knew who was a legitimate visitor and who was a nuisance parker... makes it more difficult to report nuisance parkers. Should be easy to use provision for visitor exceptions... everyone has a party, event, funeral, etc at some point where you have more than 2 visitors for that period... would be nice to have a process where additional visitor permits could be obtained (even for a *small* fee) that would be valid for the day of the gathering.
- 1. without the window tags it is much harder to determine as a homeowner if a car is parked legally on the block or not. since the window tags went away, i note far more cars parked on my block that i know do not belong here - it is a small block with few neighbours and we all know our cars.
 2. without the window tags, it is much more burdensome to deal with quick/surprise guests, i.e. someone pops over for coffee or a serviceman - far easier to hand out a window tag than boot up the computer and get all their car details.
 3. i was away for 3 months last year due to a death in the family and had multiple people pop by (7 - one for each day of the week) to check on house (as required by insurance company) - i had to remember to log them in/out individually on the website at beginning of each day while i was in Ontario rather than them simply being able to grab a visitor tag and use it while here checking house and leave for the next person.
the app and website does not work on my phone unless i remove certain security settings.
there is construction of a new residential building next door and that worksite has more than two vehicles a day parked in the RPP zones but unclear if they have applied for the special permits or not as nothing visible
- i was away several times last year and had a housesitter, which i did register their vehicle for a long-term exemption (took several emails but we sorted it out with the parking authority) however, for the entire time i was away, if the housesitter had a guest over, they were unable to park anywhere in the RPP zone near my house as my housesitter obviously has no ability to register their guest against my address . had the old paper window tags been in play, this would be a non-issue entirely
- It is very inconvenient to have to go online. My parents do not have a computer and they miss being able to give a guest a paper parking pass.
- It is a hassle to have to go online to record a visitor's licence plate - takes away from visiting time and, if the system is down, takes even longer to get through on the phone line. The previous system was so easy - just hand your visitor the permit to hang on their windshield.



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- The staff at the PLC hospital have figured out they can park on 38th St NE because us residents can no longer see visitors pass in windows.
- I am homeowner. Saving \$\$ is good, but without permits on vehicle we are unable to see who is permitted to park and who isn't. we could inadvertently complain about a vehicle who is validly parked. Also, let's have hard copy of visitor parking, so there is no problem getting a permit for them to identify their vehicle to other residents who monitor these things. Also, we have had to complain about vehicles which DO NOT Belong in our area but no one showed up to take care of the complaint.
- Develop a cellphone APP with a good user interface that remembers historical license plate
- I do not appreciate the new online system. It's more difficult to ensure that license plates are entered. The website often needs to be refreshed multiple times and is not user friendly. I suggest a few changes: (1) make it possible to save/name license plates of visitors that will return to the same residence (2) allow me to input license plates for dates in advance and a day or two past the visit. That way I'm not interrupting a visit with friends/family to ask for their license plate and enter it. Especially when I know when some people typically visit. For example, [personal information removed] so I always enter their license plate that day. 3) Allow more than 2 visitors at one time. On occasion, I hold family gatherings and 2 visitors is unnecessarily restricting. I don't want my guests/family to risk tickets or have to park far away. I'm not in a zone where the street ever fills completely. If more than 2 guests can not be allowed anytime, I'd like to see a more efficient streamlined process for applying for a granting a parking exemption and assurance that my guests will not receive parking tickets if an exemption is granted. Perhaps the exemption could be integrated with the online system and I could enter all license plates (perhaps up to a dozen license plates). Perhaps limit the number of exemptions to a certain number per month/year or monitor if someone is abusing the parking exemptions daily or weekly. Earlier this year, I got an exemption but my guests still received tickets (there may have been a communication issue between Roads that issues the parking exemption and Calgary Parking authority, but it do not know). The tickets were repealed, but it was an unnecessary waste of time for both me and the parking authority and not the type of efficiency that I'd like to see my tax dollars go towards. Thank you for considering my feedback.
- I am disappointed in the website. If I have to go through the effort of doing this online there should be some benefits. For instance, I should be able to save license plates with the owners name so I select their name when they visit and don't have to run outside to get the plate number. Also, I should be able to schedule my visitors in advance to ensure I put them in the system. When I have people over before I would have the pass hanging on the door handle, which made it ok to remember. I just hate having someone for dinner and you want to talk but instead you need to sit down and put their plate number in while still hosting. Half the time my computer needs to be restarted or the site won't come up. I hate to waste that time instead of visiting with guests. I can put the guests in ahead of time but only after another guest(s) has left.



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- No history on which vehicle was parked when, and no history on previously entered plates, so people have to run back out to their vehicle to remember their license number.
- The online parking system makes something that was once simple unnecessary complicated. It also becomes difficult to identify which vehicles are allowed to park in the areas in front of our neighbourhood, and which aren't. The volume of cars parked has actually increased with this new system, as it's now difficult to identify which cars are parked illegally (we live in an area where there is very little ticketing, but the lack of a highly visible orange tag seemed to prevent illegal parking)
- I live in one and like it. The new electronic system is great. Easy for homeowner to register and manage online. Easy for city to target violations. Before we had RPP I had lots of issues with being blocked in my driveway by inconsiderate parkers. Other issues were noisy late night bar patrons driving off the street and garbage.
- I think RPP zones work well and love the new electronic system. So easy to use.

Before RPP on our street we had numerous problems with non-resident cars (people are lazy and selfish). 1. blocking access to residential garbage bins on weekly pick-up days. 2. Parking on street during annual street clean so street was not cleaned. 3. Cars blocking driveways. 4. Noise 5. Litter (fast food packages and cigarette butts).

- cannot get through on website. Old card system worked well for 20 years, go back to that. Some seniors don't have computers and calling in by telephone is useless
- I don't mind using the electronic version of the RPP for our home owners passes but the visitor passes should go back to paper format. It takes too long to register the visitor pass and it is not on the top of our mind when people visit. I also don't like that as a home owner I can only register 2 vehicles. We have a full size lot, not an infill (i.e., half the size of our lot), yet we get the same number of passes. We park our cars in our garage but occasionally we park in the front of our house and I have actually been ticketed when I parked in front of my house for less than 15 minutes.
- My partner's car is registered to his business outside the city. In the past, he used one of the visitor parking passes I was given and just hung it on his rear view mirror. Now I have to register him EVERYTIME he parks out front. I often am not here, or I forget, and he has gotten 2 tickets. I believe I should be able to put another car on my account that is not registered to my address.
- Why do we not get a physical parking pass anymore? I am renting short term from my sister and have not signed any lease with a landlord. So far this month I have two tickets. I predict that by the end of the month I will have 5-10 more tickets. People and landlords pay taxes. Why do we need to register vehicles to park where we live? Each house should have 2 permanent parking passes and one visitor parking pass that we can post on the vehicle, like the City used to do! Now this has become a huge hassle, especially for visitors!!
- It is really inconvenient for my visitors to have to register online as they are not all. Computer savvy. They end up crowding into a adjacent two zone instead.
- Piecemeal implementation. Unpredictable. Arbitrary. On one road but not the next.



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- Online input for visitors. We need an app for this so that we don't have to turn on the computer just to register a visitor.
- I believe that there are cars parking on our street for longer than is allowed that do not have a permit, but i'm not able to tell since it's all online.
- These are very important to residents.
- Outside my house my friends cannot park without getting a ticket because we live near a hospital. However fighting a ticket is nearly impossible as well. We used to get the guest passes but now that it is completely online we are completely helpless in this situation!!!!
- I would prefer to have visitor passes rather than online registration. If you must keep online registration, then please set up an email reminder system for when visitor passes are expiring (per vehicle).
- With visitor passes no longer available, any 'unknown' vehicle that parks in our zone F, which is a block from SAIT, requires me to make a call to see if they are registered as a visitor to someone who lives in the community. Sometimes the dispatch/operator will check over the phone, which could save a PA vehicle an unnecessary trip, if the vehicle is registered as a visitor. But, sometimes, the PA operator won't check over the phone, and this sometimes results in a wasted trip for the PA officer.
- The online interface has too many steps to navigate and is extremely clunky. You should not be required to re sign in every time someone comes to visit you. Too many pages, it should be way more streamlined.
- This is a VERY poorly designed questionnaire. All we want to tell you is that digital permits are problematic for the elderly, and a real issue for renters (with more than one roommate needing to grant access for people parking in front of their property). Paper was an issue too. Maybe if there were a less problematic digital interface or app this would be easier, but as it stands, the online-only parking passes are a huge problem.
- I am a homeowner in an RPP zone area. I have found the online system, compared to the older paper permit system, not only to be inefficient but also irritating and more complex. [personal information removed] has one online pass and my partner who uses the pass less frequently has the other. And so if I have an additional visitor I have to ask one of those two to log off and then explain the online system for the new person to log on (or do it myself). The new system also means I need to give my id & password to the 2 closely related people so they can monitor the parking themselves.

The paper system was far more convenient: keep one pass at the front door for a visitor when my partner is not using it. A once-a-year pass was not difficult to obtain by either faxing or scanning the residence info to the City.

In addition, having a visible coloured parking pass displayed in the front windshield of a car made it easy to see if someone else living or visiting in my zone had authority to park near my place of residence. This I cannot do now.



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- I don't like the idea of the city making parking permit only zones in residential areas. I don't want the city to control who parks on our street there has never been any issues with parking in our area
- Give homeowners an app. The permit website sucks on mobile
- this system is great. I'm closer to 80 than 70, and if I can't figure out how to enter the guest license place, one of my technician neighbours will
- the paper tags eventually became tattered and difficult. This works much better.
- kk
- I am a homeowner with an RPP. Praises and issues I have:
Praise: I like the online renewals for the RPP. It is more convenient.
Issue: I very much dislike having to register guests online, even for short visits. I would prefer that physical guest passes be mailed out. This can be done either on a yearly basis or more robust placards that are sent out once (to save on yearly costs for the City).
Issue: It is strange on our street [personal information removed], that we have a permit zone on our side (east) and not on the other side (west).
Issue: During Calgary Stampeder games, our neighbourhood is overrun with fans that park here. The issue is that some of these fans don't care about our neighbourhood, often littering, peeing on the side of Branton Junior High, making lots of noise. Some fans have also parked like idiots, including partially blocking alley entrances, etc. This is a problem.
- Illegally parked vehicles are hard to identify
CPA will not come when a complaint is being filed, saying they do random checks.
- It is a pain to have to register my guests with a computer. It is even worse when it is the cleaners as they come when I am not home and I don't want to give them access to my PCs.
- C_train commuters obey the law. We have several rental houses in the area with four to six vehicles per house. So they park anywhere! We live on a corner lot with no parking space in front. Thank goodness we have a 2-hour parking zone along side our house for C-Train commuters. But our neighbours three houses down park there over three to seven days with their digital permits. In fact as a corner house closer to the street than normal houses. Thus the noise from them closing their vehicle doors is totally annoying. Also they use leaf blowers to take off snow late at night. They also perform vehicle maintenance on the street and make a mess and noise. This exclusion to them has been taken to an extreme and misused. We are seniors and they are labourers with attitudes. The parking officers have done their best, but they misuse their privilege and should obey all parking zones. Also our street is narrow and the postal employees complain about access to the mail boxes!!
- Now that everything is online, we don't know who is actually allowed to park in our zone or not. When we had the paper and sticker method, you knew who should be parked. Now, the monitoring of those zones needs to be stepped up, as homeowners, we don't know and can't call for a complaint.
- With the present system we have no idea as residents who is and who isn't supposed to be there.



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- There are far too many restricted zones in the city. Homeowners shouldn't expect access to their own curb side for parking all the time. The permitting system is a detriment to flexible and dynamic use of neighbourhoods and streets.
- People park there without a permit. Even in Winter when the snow plows come they do not move away and then the plow has to go around them. The City has not towed them away in the last two years.
- We love it! We live in one and adding a guest to the app is so convenient.
- I have to remember to enter a licence plate number into the RPP system every time a visitor drives to my home. I am limited to maximum two vehicles visiting at one time. I find both of these limiting to having family and friends over, or having service providers work on my home while I am away at work. This includes evenings and weekends, which I find to be unreasonable. Also, I do not like that a simple clerical mistake in licence plate entry can lead to an expense for my guests, and that the onus is on me or them to plead for cancelling a parking ticket, which presumably can then be cancelled, or not, at the discretion of someone at the parking authority.
- They are not monitored regularly and some days there is no parking available on street. Parking during street cleaning is especially problematic, we have no back alley or driveways on my street and it leaves very few options when our cars need to be moved.
- The old system was far better. I don't always have my computer on and even if I did it just is awkward and takes too much time. The phone system is no better. Please return to the paper permits for both residents and visitors. Just because technology makes something possible, it doesn't mean it makes it better.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- There are still people parking without permits. Park plus vehicles aren't patrolling enough.
- We are seniors who live in [personal information removed]. Online registering of our guests' licenses is very inconvenient. In the past year we have received and paid for tickets because we did not get our visitors registered fast enough. The parking authority cruises, sometimes twice a day, 7 days a week, 365 days a year. Our four children cannot park near our house for Mother's Day, Father's Day, Christmas or birthdays, the stress that this program has caused us is great. We are allowed to register 2 guests Only!. Why on weekends is it necessary for the parking authority to even be driving around? The paper passes were far mor convenient. Please reconsider this stupid program. Consultation with homeowners BEFORE this program started should have taken place not a year into it!!!
- The system works well (for those with internet/computer access) and generally works well. However, I have experienced issues when the system has been down and when this happens, according to 311, there is no backup system other than cross your fingers and hope the system comes back before Parking Enforcement cruises by. Thats a poor Plan B.



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- The online registration is fine but I wish was integrated with the parkplus app - one place for everything... For now, I just google search for the site address and register. I do like that I don't annually need to go down and get my paper permits and see enforcement is much easier by having plates registered.
- I am frequently unable to find parking in my designated permit area. I suspect that multiple people without passes are parking there because they aren't getting ticketed. I have waited on hold on numerous occasions for >1hr and haven't managed to get through to an operator to report this.
- My only issue / concern is with the limited extent of enforcement of these zones within my neighborhood. When walking my dog I regularly witness SAIT students parking within these restricted zones without consequence. The switch to digital permits has made it much more difficult to discern legitimate parkers from illegal parkers. Enforcement does not appear to be consistent enough to discourage illegal parking.
- My main concern is that there is street parking for both myself and my visitors, especially in neighborhoods near transit zones. My preference is to have a City of Calgary parking app that is easy and convenient to ensure that owners vehicles can be easily registered annually for parking on the street and guest vehicles can be easily registered on an as needed basis.
- These shouldn't exist, unless people pay market rate for the space they are using. These are public owned and operated spaces. There shouldn't be entitlement breeding privileges to those who live adjacent to them. If demand is present, there should be pricing, and the use of public space should be available to all who are willing to pay.
- The Zone I am registered for works well for me and my guests through the app. The problem is that there are many other cars using the spaces despite the 24-hour Zone
- Convenience of Hang Tags

The following examples show how hang tags were used costing the City little compared to the logistical problems caused by going digital. Hang tags left control of parking with the neighbours in the neighbourhood.

When having more than 2 visitors we could lend our hang tag to a neighbour and they could lend us theirs.

When someone cares for our home and/or pets while we are away the caretaker(s) used our entrance key and hang tag. This is no longer possible especially if more than two caretakers are involved for 2 weeks or more and we must forfeit our privacy by allowing our computer to be used with the digital system.

When contractors are hired to do small renovations we provided a key to our home and access to the hang tags. If more than 3 vehicles came we borrowed hang tags from the neighbour.

In the past we could ask a neighbour to relocate a residential or visiting car if an elderly relative was visiting and we needed space for a loading zone.

The hang tag system was simple. Having to log in to the computer each time we have a visitor only makes sense if we are constantly on the computer. We are not.



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With hang tags we knew if a visitor was legitimate, now we have to phone in to find out if a vehicle is a true visitor.

Digital Problems

The trouble with the digital parking system for registering visitors is just that...it is digital... a resident can sign up for a parking app and register any "visitor" using that app.

The residents who abuse the visitor residential system in this manner are the only winners as they can collect parking fees (likely without paying tax) in order to defray high inner city property tax.

This prevents the city from renting parking spaces (eg at Prince's Island lot 59 @\$200) thereby losing revenue.

It means some suburbanites will not be using transit

It increases traffic on inner city roads.

It does not allow inner city residents know who the "visitors" are visiting (we used to know who was abusing the system with hang tags).

The city's solution to dealing with contractors means they would require a time specific license and the costs of this will be passed on to the homeowner.

The digital system means more work for homeowners by constantly updating visitor info even if that visitor is a regular family member, more work for CPA by registering visitors if our computer is down (this was tried and CPA could not accommodate my visitors on time) and more work for 311 (as we understand that this is the route to go if we having a party).

Enforcement

We have paid \$120 in fines since this system was initiated and this is why.

One ticket was for \$80 for a visitor from BC. In this instance Roads were street cleaning both the main and side streets at the same time leaving no place for a visitor to park. On top of this the roads website was incorrect on the street cleaning day. The neighbour appealed their ticket on these grounds. It was forgiven. My visitor was parked directly behind the neighbour and her ticket was not forgiven. This is the real problem....her ticket could be forgiven if a second appeal was made BUT it could be refused and my neighbour would get a ticket. Bottom line CPA would forgive a ticket IF I was prepared to "RAT" on my neighbour.

Second ticket was for contractor's truck wheels being on the boulevard. We paid the ticket and informed roads that the curb height does not meet Alberta Transport standards.

I doubt these types of tickets would be issued in the suburbs. CPA has been over zealous in adopting and over reaching in policing this system.

- I am the owner of the house located on [personal information removed] but this not my primary residence

I spend most of my days there up keeping the property

I require a longer term parking permission in order to continue the repairs and snow removal .

Calling Parking Authority every 2 weeks in order to extend my permit is greatly inconvenient to me. I



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am a senior citizen and I can easily forget when my permit expires. I would be extremely grateful if I could apply for a longer term parking permit. Here is my email address [personal information removed]

Sincerely,

[personal information removed]

- It is imperative that we continue to have the RPP only zones in the inner city for the resident to be able to park in front of their home especially as the city continues to go crazy with approving residential zoning designation and approving high density developments which is resulting in parking congestion. Unfortunately the city's new system of not issuing hard copy permits is a failure for several reasons. First of all it is not user friendly and enforcement is not being implemented. As a result we are always having problems trying to park in front of our home because cars are parked illegally.
- Live near Foothills Hospital; e-system appears to have lowered "illegal" parking and it appears that enforcement has been effective
- There needs to be more non-designated spaces.
- This is not city friendly and visitors will never be able to visit at ANY time. Get rid of it!
- Can generally find a parking spot on my street during the day (8-5) on the permit only side of the street.

While the new electronic parking is easy when you know that a visitor is coming in advance, it is a pain to have to login for drop by visitors who are only staying 15-20 min or for trades workers who are coming eg plumber when you don't have their license plate. The old style visitor hang tags were much easier to hand to a guest. Maybe an app instead of full login would be easier to quickly register their vehicle.

- Currently we have 2 Visitor Parking Permits. If you are having more than two visitors with cars, it is necessary to call "Roads" Monday to Friday, and 48 hours before your event. There needs to be a method that supports spontaneous get-togethers with more than two visitors on weekends and/or with less than 48 hours notice. Other than that, all good with the online registration system.
- Even though our street is a RPP only zone, parking is in high demand. We have a young family, with grandparents living outside the city, so expecting our visitors to exclusively use public transit isn't realistic. We also rely on available street parking to load and unload our child's carseat into our vehicle, as our small detached garage does not allow us the space to fully open the vehicle doors. When I need to make multiple trips to load the car (stroller, diaper bag, carseat, groceries) I need street parking in sight of my home for me to take multiple trips without leaving the baby unsafely. Without the RPP on our street, I would not be able to raise a family in our home.
- As an owner of a condo, I am not allowed to have a visitor parking pass on the street but our building only has one 4 hour visitor parking stall. Why are Owners of condos treated differently than Owners of houses across the street?
- Guests getting parking tickets.



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- These RPP only zones need to be changed. It makes no sense to leave these streets empty all day when parking is already so limited. These RPP only zones should be changed to minimum 2 hour public parking spaces during the day (eg. 8am-4pm) then RPP only from 6pm-midnight (or 8am). Those with RPP can still park there all day but allowing for public parking during the day will at least provide some free street parking availability on otherwise empty streets. Then when residents return home from work, their streets are empty of non-residents and they can park all night until they go to work again the next morning or park all the next day if they are not working. That seems reasonable to me.
- My block is suppose to be for RESIDENTIAL PARKING, not University and LRT Parking. The City of Calgary does not understand. We have no parking if guests, family, delivery people or service people (plumbers, electricians, etc.) come to our house.
- Permit Only Parking is very valuable to residents in areas where there is a lot of outside of community traffic into the community.
- I was not surveyed about wanting the RPP (SDC) on my street. The business daytime parking situation only lasted for about a year and is no longer a problem. I want to get rid of the RPP
- I like the new format for applying and receiving parking permits for homeowner owned vehicles. Unfortunately, due to the restriction of 2 permits, it limits me when I use my other vehicles that cannot be registered due to the 2 permit limit. This means I need to register each of my other vehicles like a "visitor" vehicle. It would be better for me if all my vehicles could be listed as to avoid the "visitor" vehicle registration. I own 5 vehicles.
- Having to use the internet to register a vehicle visiting my home.
- I have lived in my current home for over 3years. I register my vehicles every year. I constantly have problems finding parking in front of my house. I live close to transit and apartments. It's seems the people taking transit or live in the apartments can park because there is no one controlling the 2 hour parking limit. I've also had problems with the Car to Go's as it seems they have a right to park anywhere. Again no one controls the 2 hour limit. So why do I bother registering my vehicles ever year when it doesn't really matter who I am or where I live.
- I have a frequent visitor to my area that lives out of the city. I try to update the website as much as I can but there are times where it is missed. This had resulted in a couple of parking tickets. There should be a way to make the visitor pass valid until the user changes it, instead of expiring in 2 weeks.
- My townhouse complex is on a permitted street however no one within the complex can apply for a permit to park on the street. Only those units which have the street as the address are able, which is 20/109 units. All the surrounding streets are also permitted which means there is no where for the other 89 units to park if they require street parking. [personal information removed]Residents requiring street parking have to either park in the alley, which is not allowed in most cases or very few options, or risk getting a ticket. This is our residence, we should be able to park on the street that services our residence.



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- I like the website and I use it all the time. The only problem is that the website is awful to use. Frequent errors when trying to open it. Confusing layout. I try to cancel my two permit constantly because it looks so similar to the visitor permit. Please improve the website.
- We seem to have numerous folks parking on our RPP area with no idea if they are registered as a guest or not. We are affected by Foothills Hospital, Children's Hospital, and U of C . We also have no idea of how effective or ineffective the monitoring/policing of the RRP areas are. Perhaps the CPA can provide some statistics to communities such as ours (University Heights) as to the number of visits/tickets etc. Thanks
- I don't have a car, so I don't need a permit. But it would be nice if I could get visitor parking passes for when people visit--something I can't currently do without my own vehicle!
- One of the farces I have encountered with this is when you are building a house on a 50 ft lot you can't even pull a permit for the owner to park in front of the site he owns. It is very inconvenient. The city needs to create a permit to encompass the entire construction project. What am I supposed to do with my work truck? Leave it at home ? If parking needs to be controlled then it should allow my trades to park in front of my houses during day hours without any conditions.
- No.
- The key issue is being able to park in front of ones house. This becomes an issue with mixed owner and rental properties (ie) inner core areas. Also, now with higher density, new construction which adds twice the number of vehicles on the street. One realizes that no one wants to park a block away from their house. When 1/2 vehicles allowed per house there were less problems.
- It's a big hassle to register guests online, particularly if all guests show up at once.
- As a homeowner, the visitor permits are difficult to use. It was much easier to use the visitor permits. We have people that require access to our home when we are not in town and the paper permits are much easier for these individuals.
- I live on the cusp of a zone in the Beltline. I can only park on one side of the street with my permit P otherwise it's C. That decreases my area to park, why can't Beltline zone C go until 14th Ave?
- I live near Sait, I'd like to know if the many cars parked on my street are allowed to be there, as we used to know by tags in the window. Residents seem to be solely responsible for catching illegal parkers, but we can't without seeing some indication. I would also like to see parking authority more, because residents shouldn't be solely responsible for pointing them out
- I am a home owner in an inner city residential neighbourhood. I have had serious difficulties switching to the on line system for visitors. I am in receipt of homecare services from the health region and have a series of different nurses attending my home as well as other services. Though we have registered for the visitor parking pass system, it often would not allow us to register the vehicles. I have also had feedback from nurses that some are uncomfortable providing their licence plate info to a patient. In addition my computer is now in for repairs so I have been without internet access for weeks. I understand that online can work well for many people but to deny those without computers or with other complicating reasons any other option does not serve a large group in the city. There is a large inner city population that may be receiving several services due to their age, health etc. that



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may require more than one option to register guests. Because the visitors fluctuate depending on who's working that day, it is not possible to permanently register these professionals which I understand can be done with a regular steady visitor (i.e. nanny). I have contacted 311 to express my concerns as well as attended in person to the parking authority office. I have been advised there will be no changes to this new system. They were not able to explain why I could not access the website with any regularity and they were very clear a manual backup option could not be made available. I have been a home owner in this neighbourhood for 28 years, I am also aware of other home owners where internet access is not always possible. Please reconsider the need for a manual back up system like the previous visitor tags to assist the many of us who require a more flexible option.

- These are excellent. If there is no specified zone, we are inundated with hospital workers and parking in front of our own homes is impossible. It seems to be the only thing people respect.
- My issues with our RPP system are:

Ease of use

I find it difficult to remember and cumbersome to have to login online and enter the person's license plate the moment they arrive at my house - I often forget to do this which is frustrating. Having a paper ticket sitting by the door was much easier to remember to use. I understand that I can appeal a ticket and it would be cancelled if I had an unused permit at the time of the ticket (hopefully this will continue to be the case?), but I also often forget to end a session when a guest at my house leaves. I have found there to be no way to explain this/relaxation of the rules around this.

Also, in general the website is not user friendly and is slow.

Visitors Passes

We reside on a street with permit parking 24/7. I am frustrated that I am unable to get additional visitor passes. Being limited to having more than 2 guests with cars over at any one time is frustrating. I understand I can request a relaxation for a specific event, however, this requires 2 business days (at least I believe) to be processed. If one morning I decide to have some mom friends over that afternoon for example, there is no way for me to register their vehicles or inform the city of Calgary parking authority that these vehicles are authorized vehicles. As a resident we should be able to have as many visitors over as needed without having to provide 2 days notice to the city. I find that this flaw in the system can be quite isolating, especially as a new mother who is limited in my ability to go out.

Relaxation

When requesting a relaxation for parking on our street I find the questions asked by the 311 operator inappropriate. For example, what is the event? It shouldn't matter what the event is and in fact, it is none of the city's business why I am having people over to my private residence.

Ticketing

I thought the point of the new system was to have more efficient use of staff time. I often see officers walking and giving tickets by hand on our street. This seems like a big waste of resources.

- multiple website crashes - when trying to book a visitor spot.



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causing failures to book & subsequent tickets.

- I do not want to use an app every time a guest comes over and parks their car, as I find it an impersonal imposition. I believe I pay high enough taxes, that when friend comes to visit, I can spend 100% of my time welcoming them in. If I had a tag, I could hang that tag, or give them a parking tag, without taking any of my attention away from them in order to fill out a City of Calgary parking authorization. I find apps rude. And I find it a rude barrier to the arrival of a guest. I would rather pay for the postage so that the City of Calgary could mail me a parking tag. I am grateful that a City of Calgary employee called me to help me through the application. This is essential. I am in senior years and do not understand instructions as easily over a website as when given person to person.
- I live by Tuscany LRT. I am always on the phone to 311 about parking outside my property. Cars are either towed or ticketed. If you live within a two block radius of a LRT, then it should be a automatic 2hr parking. If you need a residential permit, then you apply and pay for it.
- Too many non-registered cars taking advantage of the lack of camera-cars patrols. We live on 7 Ave NW and see people who work at the Foothills Hospital parking their vehicles for the day. Complaining to the Parking Authority is useless as they refuse to adress the problem.
- I HATE how I have to register my family everytime they come to visit. I don't have time to go on the computer and input their license plate - and then remove them and add someone else. It's stupid and I hate it!! THE LEAST you could do to improve this system was to have an automatic renewal apply to license plates I've entered until I remove them if necessary. There has to be a better way. Instead of only 2 spots to enter license plates - Give me the ability to add in 5 different license plates that automatically renew unless I remove them from the list.
- The website used to register visitors license plates is hit or miss. One of my vehicles is registered to my company and isn't simple to register for a permit. In the past we just hung a visitor tag in it and all was well. Knowi need to log on every two weeks to register and access to the web site has proven to be unreliable. I notice that "improving " these type of city services always means making things easier for the city and shifting the work to the homeowners. Future changes should perhaps include the perspective of the people it impacts. Friends of ours live in mayfair and still have parking issues from rockyview hospital. Addition of permit signs have done little to help as someone has to phone in every day to complain....
- Problem when cars don't have a tag any more and don't get physical tickets:
 - hard to know when to report a pkg violation if no tag
 - cars less likely to violate if cars illegally show a physical ticket
 - need adequate signage to reduce confusion
 - need enhanced enforcement (frequency)
- The concern residents have is when neighbours rent out their permits through kijiji to people outside the community



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- System works fine except for renters of less than six months who do not want to change registration on their car to Alberta registration. Should be able to get a parking permit with copy of lease as proof of residence.
- It is as awkward to register a visitor. The CPA site is hard to Google search. It is rude to ask my visitors to return to their cars and note down their plate numbers. If I leave my laptop at work, I need to call 311 to register the plate. That is a rude interruption to receiving a visitor. It is very much easier to simply hand out placards. If a visitor arrives when I am not at home, they must call me (if they remember) and tell me their plate so I can register it. I am often in a location away from home with no cell reception, so the call must wait until I am back in cell range.
- Online visitor permit system is inconvenient (as compared to the previous paper visitor permit method).
- (1) better online portal that would allow us to save license plates/name license plates so that we don't have to ask guests each time they arrive for their license plate info.
(2) ability to enter start/end date/time of a license plate in advance of visits and a day or two after the visit, so that a visit isn't interrupted to enter a license plate info. And then to have certain license plates on a schedule for regular visitors.
(3) ability to apply for an exemption (to have more than 2 visitors) through the online portal and enter all the license plates of those visiting so they don't get tickets (which happened for the exemption I got in July). Perhaps the number of exemptions per month/year could be limited.
(4) A phone app that stays signed on would simplify the registration process, especially if a photograph of a license plate could be uploaded.
(5) Some sort of provision to allow a very brief visit (eg 10 mins) without having to register the guest license plate.
- I don't mind if someone has to park in front of my house for a few hours occasionally. It would bother me if they used the space daily.
- The Calgary parking authority denied us a pass for our zone, as there is one block of free parking outside our building (the rest is zoned) and so we don't qualify. However it's fair to say these spots are constantly taken with commuters, as we live close to downtown. Therefore, there is never anywhere for me to park.
- This permit has worked well for me.
The allowance of car sharing permits has become an issue.
- 1. Permits are issued to the people in the condos across the street from the single family homes even though their side is not permit parking (it is 2 hour parking), with a large number from the multi family complex parking on the opposite side of the street this makes it very difficult for the people in the single family homes to find street parking for themselves or guests. Frequently if I have guests and they find a spot to park by my house, I will then chauffeur them around town so they won't have to try to find another spot later (I park in the back of my house).
2. With the previous need for the paper permit, you could easily identify illegally parked vehicles. Citizens no longer can.



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3. Paper permits (visitors) could be lent to a neighbor if they had a larger gathering. Now you need to get a neighbor to enter and hope they did as yourself cannot verify it's done.
 4. Would be great if the system had a frequently used memory for the visitors permits, instead of storing the plate info externally or asking the visitors for it each time.
 5. Notification reminders (text or email) of a visitors plate expiring or able to auto renew the plate would be nice.
- I've had so many problems with the cities computer parking permit site going down and having to call instead (frustrating) also it's hard if you have more then 2 guests visiting with cars (there is 3 adults in my family) we all have friends who visit seems so restrictive! Also some cars never move off the street in our area (Ramsay) they just sit on the street for weeks on end! The biggest aggravation of all in all is is the computer site for parking permit not working all the time...! The crashes are just frustrating (the city needs to have a better website)
 - Multiple resident permits provided for free per home. Maximum of 1 resident pass/house should be free. Additional passes should require payment.
 - This has reduced the illegal parking in front of our home, which is a welcome change. However, the requirement for the homeowner to log in and register every visitor on the city's website is onerous and time consuming. It was much easier to hand a parking tag to a visitor as they arrived and let them place it on their dash. For those not using a computer, having to register every visitor over the phone must be extremely painful. When the city's website is not accessible (for whatever reason) the homeowner is still responsible to register visitor's after the website is back up, even if it's a day or two later, long after guests have departed, and thoughts of registering guests have also long departed.
keeping it simple:
owner of home puts parking permit displayed for the year
visitors receives permit to put in there window
end of visit visitor returns permit
everyone clearly identified for residential parking
small is beautiful, simple is perfection !!
 - Our home became our extended family gathering place. Gov't social supports and policy are dependent on familial relationships and support. We should be cautious not to develop by laws that go against the rest of this legislation. Discouraging families from gathering, by making parking impossible for visitors, is counter productive. Policy should support family bonds as those bonds are counted on by many other areas of policy.
 - I don't like having to specify exactly whom is visiting me and when via the Internet.
 - Lack of enforcement. Visitors to 4th Street businesses park in residential parking areas without permit.
 - The new electronic visitor permits could be more easy to use/enter if an app was created (rather than website). Features to add could include:
-



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saved visitors (often we have frequent visitors, so having them available to select from a list would be great)

allow visitor permits to remain active longer than 2 weeks. As long as the 2 permit limit is enforced, I don't see the need for a 2 week limit. Would be helpful for regular recurring visitors.

- Enforces the fallacy that the street in front of a person's house belongs to them. This is not true. This is a very expensive subsidy by the city (free parking/storage/road building/road maintenance/handling of runoff/drainage) for citizens to park their cars AFTER the city has already mandated every house have X number of parking stalls for storage of those vehicles!
- I do not have a problem with obtaining parking permit access outside my own home (registering with the City "on line" annually. However, when visitors come to my home I find accessing the webpage "on line" very difficult to follow the steps consequently it takes much too much time to get the information on line. In the past I have been successful only 1 time on line, the other occasions I have had to phone to request help. I think having to go on line twice for each visitors who attends my home is a time wasting exercise when trades are only parked for a short amount of time. I have never gone back on line to remove the car registration and just leave it on there until it is removed by the City in two weeks. I found the parking passes much easier and it took away the need to be constantly registering.
- My car was in for repairs and I had a rental. The repairs took longer than anticipated and so I got a parking ticket on the rental - this would never have happened with the old system where I would have had a permit dangling from the rear-view mirror.

Once you get used to logging in and putting the visitors registration on the parking site its not too much of a hassle.

The requirements around having a party and getting a waiver for a lot of on street parking during the event without everyone getting ticketed is not very obvious/intuitive

- Not vetted often enough. We are close to Edmonton Trail and cars park in our zone to go to the bars and restaurants.
- These zones should no parking for anyone, anytime.
- It has been difficult to accommodate guests when we have friends over. We can only list two guests at a time and this has resulted in family and friends getting tickets. It is a problem.
- Every time I get a visitor, I face the impossible website.
- Hello,[personal information removed]. It took a while to get registered online for my permit. But after getting there, it has been OK. However, Ramsay has a lot of seniors that have lived here their entire life and I suspect there are many that have challenges having to use a computer to register a guest every time they have a visitor that drives to their home. Also, when visitors and residents used the paper visitor permits, it allowed residents to know who was parking there legally and who was not. Now we do not know if strange cars that are taking up our valuable parking space are abusing the system. I rarely see the parking car with cameras on this street so suspect many are getting away with free parking here and not being penalized. I would much rather we go back to displaying permits and letting visitors use our paper passes than having to go online to register each visitor.



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- In the electronic system there is no way to tell who is allowed to be there and who isn't. In the paper permit for example, the visitor pass has the address from which it is issued in view, and the residents have visible permits that include their licence plate. I would like to see the address as well on these permits. The enforcement was complaint based (which may save money), the community is self policing and system worked quite well. I prefer it for the visibility.
The issue with both systems (paper and electronic) is the advance notice required to relax enforcement in the event you are having a party with multiple guests. I have received mixed messages as to how much advance notice is required 4 days to 10 and have also been told there is no guarantee that guests will not be ticketed. I would prefer 24 hours notice and automatic. As a control, I would suggest that for the day of the relaxation the host specify how many vehicles are expected. Extra visitor permits are electronically provided which are valid for 24 hrs. Plates are entered electronically or phoned in as guests arrive. This would work for both paper and electronic systems (tickets are tied to the plate).
Multi residential complexes (more than 2 units) occupy a limited amount of block face and provide on-site parking for the unit owners. These owners know the number of stalls they get when they buy the unit. On-street parking should be only for visitors and limited by the block face distance. The parking relaxations granted to developers of multi-family units to encourage alternative transportation contributes to these issues. I would suggest adequate on site parking be built in accordance with the developers client market requirements not on City imposed restrictions attempting to force increased transit use.
One area I am not sure of is how Car to Go cars work in the permit only zones.
- All parking permits must be priced according to the market. If people don't want to pay, they need to park on their own property.
- I am a homeowner. I have no problem using the website to update visitor parking. If I had a choice though, I would say that I prefer the actual parking passes. Quick to install in the vehicular and remove . No need to sign into the city website.
- Currently, with online visitor registration, I don't know if it is legitimate. Would prefer to reinstate visitor cards so I can see the address that the visitor is visiting.
- We live in an RPP zone. (Shaganappi, near 17th Ave.) I would much prefer that parking for non-residents be permitted for 1 or (preferably) 2 hours, rather than an outright ban. It would add to the vitality of 17th Ave, which the City has identified as a Main Street. More people and life on the street would enhance public safety and the pedestrian experience as well.
- I live in a RPP zone and while I appreciate that it reduces the number of people parking in our neighbourhood to use the c-train, it does give residents a sense of entitlement to street parking. This is used as a talking point to try to shoot down any development or densification in the area.
- I regularly park on my own property, and find it cumbersome to add/remove guest permits for people that visit my house. Could this be administered more like park plus with texting ?



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- Parkers move into the streets that don't have parking permit requirements, filling up the street so visitors can't park. My area isn't too bad and the parking zones are necessary so that residents can park and non-residents don't take up the entire street.
- Change from paper to electronic permits has not been smooth. Trying to access the RPP website when a visitor arrives has been problematic. Two suggestions for improvement:
Create a smart phone "app" for managing online permits to avoid manually logging into the RPP website.
Allow a list of regular visitor's license plates to be kept in a user's RPP profile so that the plate number does not have to be manually entered each time.
- Lack of enforcement.
What to do if having more than 2 visitors with vehicles at the same time.
- Unable to tell who should be parking in these areas as they no longer have tags, etc
- Would like to see the hours expanded. Also an issue with some 'permitted' vehicles that are left for months parked on the street without being moved. On street parking should not be for long-term storage. Some areas require on street parking especially in historic neighbourhoods with narrow lots and no alleys (no onsite parking) so definitely need to keep a program.
- Construction workers parking construction vehicles on the road for extended periods. Use of street for large waste bins etc. that take up multiple parking spots.
- Congestion, tight streets that barely allow room for a single car, let alone two-way traffic and parking as well, lack of parking for visitors
- People who don't live in my condo complex clearly have an arrangement with someone who does live here to use their parking permit. I have been aware of 2 vehicles parked long-term on the street who's owners do not live at this complex. I've seen them drive up and park regularly in the morning. The RPP zone is not monitored very regularly. My family has 2 cars. Unfortunately I forgot to change the license plate in the online system right before Stampede, so technically I was illegally parked on the street from July 9-13, but did not receive 1 ticket. Seems obvious that no parking checks were done at all for my street, which is right by the Somerset-Bridlewood train station.
- A Volkswagen van that has not moved for 4 years!!!! And the owners have two other vehicles as well. So 3 vehicles in total for them. Squeezes out the one space we need.
- booking visitor online is a nightmare.
- I share a vehicle with a significant other, but we do not reside at the same address. His address is on the vehicle registration so I am not able to get a parking pass for my address.
- Difficult to have multiple friends over
- It is very cumbersome to register a visitor's vehicle. Additional issue is a poor customer service from Calgary Parking Authority. We raised a question about not being issued an electronic visitor session by phoning the CPA and by e-mail and never got any response from them. Instead the visitor got a parking ticket for the session that was requested over the phone.
- I am writing on behalf of my father, a senior, who recently moved to a house in an RPP area. Two visitor permits are not enough for those times that the whole family would like to come visit. Could



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there not be some temporary permit to allow for more than two guests on an occasional basis? He does not want to pay \$50 per year for an extra permit, as this is not a regular occurrence; it is stressful if there are more than two visitors. Also, the online system is not that easy for him to follow. He would prefer placards to give to his guests.

- We rent a townhouse in close proximity to 2 long term care facilities and Mount Royal University. With the previous system of tags it was easy for the homeowner and visitors. Very simple to identify the violators and call the parking authority, now there is little to no sufficient patrolling of this area to ensure violators are ticketed! We also find the procedure to register a visitor very cumbersome. A simple tag in the vehicle window was very easy! Why make a fairly simple procedure more complicated?

- St. Andrews Heights, NW , Calgary

Parking Problem in ST. Andrews Heights, NW :

Since parking permits went digital, more people from outside the community come and park in this community and go to Foothills Hospital or senior care facilities on 16 Ave. NW. In fact we had less problem when it was paper permits.

Reason for the increase of violation:

The reason is that the 150m rule is not enforced. That is the major reason that encourages wrong visitors to park anywhere they like in the community. Most of them park close to Foothills hospital, especially on Toronto Crescent, 13 Avenue NW, and around the church and the school. These people do not respect the 150 meter rule, which states "Visitor permits are only valid within 150m of the resident's address." If this rule is enforced, definitely the visitors who abuse the system will be discouraged from abusing the system because they want to park close to Foothills Hospital and not at the other end of the community.

Suggestion: Enforce 150 Meters Rule

Respectfully submitted

[personal information removed]

Calgary

- For frequent visitor's, it is a hassle to check them in all the time.
- I do not like the online system. The original paper parking pass was much more user friendly

Other types of RPP restrictions

- 14 Different restrictions
- Good for homeowner and allows visitors to park. Good that there is no long term parking during the day.
- This would be acceptable if limited to a specific zone near a business/institution and for business hours. Overnight parking should be restricted.
- I think this would work better if it was 24/7/365. This gets taken advantage of overnights



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- 150 m for residents from their house/apartment. Overnight not fine for non permits. Some areas 3 or 4 hrs
- this is a good option. It allows parking but also moves cars along. Residents can park any time and up to 72 hours.
- It can be frustrating to not be able to find a parking spot in front of my house. If the street in front of my house was pay parking for non-residents, then it inconveniences me but I don't get the financial benefit. Enforcement is complaint based. It takes time on the phone to request enforcement, then time for the enforcement officer to come out, then enforcement has to come back at the end of the time limit.
- There are a lot of businesses in the area. This seems reasonable and flexible. I can live with this! The alternatives! Change wording from "Except by RPP permit" to "OR by RPP permit"
- Limit the number of permits to 1 if the home has a driveway and/or garage.
- Rosscarock - 2 hr parking and seeing people park on their front lawns b/c they aren't clear of rules or don't want to bother (blue)
- This allows parents to go to the park. Otherwise its too restrictive.
- Residents should pay for the RPP permits. Other cities charge.
- Would it be reasonable to allow parking 3-4 hrs free near major generators?
- At a min a 2 hour time limit for public
- We are considering RPP but I can't see why you should be able to buy up to 10 additionaly permits
- Issue with difficulty with new online registration - having to reregister visitors - online down on occas. - phone system has long waitlist
- Medical needs' parking zones should continue provided the need is legitimate.
- Residents need to know that restricted parking days/times on a block can be changed with X% of signatures on block
- What do you do when you have more than 2 guests parking?
- I live in Capitol Hill. 1 side of my street is 2 hour parking (opposite my house) and my side is free anyone 0 sign parking. My only issue is that I can not get a parking permit to park on the other side of the road. Only the South side of the road can. I recommend allowing both sides of the road get parking permits. Residents on the other side of the road don't get permits and park on my side of the road but yet I can't park on their side of the road. I don't think you need RPP just allow both sides to get permit.
- Would like to REMOVE parking restrictions on my street.
- Don't mind M-F in areas where there are schools
- Inconsistency of RPP zones
- Poor reinforcement of parking in designated areas of Inglewood shopping zones and restaraunts. Been an ongoing issue for years. Ppl parking for the entire day and taking transit into dwtn. No effective recourse or action from City of Calgary Parking Authority
- Same for above (hourly on one side of the street, permit on the other)



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- Paid permitted and parking would provide a useful revenue stream and prevent people from having multiple vehicles Parked on the streets for weeks without being used.
- I live near SAIT and currently the city allows 2 hour parking on the street without a permit. But 1 block away it is restricted. I'd like to see my street, which is 18 Ave NW between 9th and 10th street. If I leave to get groceries, I can't park in front of my own house to unload my groceries. Many times I have seen cars parked for more than 2 hours and not receive a ticket. With our proximity to SAIT and downtown the restriction should be all day.
- The parking on the street by my home is 2 hour parking. The property only has space for one vehicle per home which means each unit with more than one vehicle would have to park illegally or a few blocks away. If you reside in the area or have guests at the home- there should not be a limit on parking time on a public street. (This is by anderson station)
- Hourly make sense given that people can then stop somewhere for a short time, but long enough for an appointment, for example.
- vehicles parked all day in 2 hours zones and walk to downtown from my area.
- With the new digital system, we have trouble remembering to activate the parking online when people visit. It would be nice to have an app on our phone that could do that.
- We have parking restricted to 2 hours from 7 am to 5 pm to deter workers from foothills hospital from parking up the street. By NOON almost every day our street is totally parked up. The workers from the hospital know the odds of getting tagged and then checked 2 hours later during the afternoon are almost non existent. And really any time of the day many people are willing to take the risk and park here because the odds of getting a ticket are low. One person I spoke to about parking in front of our gate kindly moved his car forward along the street but admitted that even if he got a ticket once a month it still paid for him to park illegally in our neighborhood. Because the RPP system is a complaint-based system, or at least it sure seems to be, the only recourse I as the homeowner have is to call the parking authority, sit on hold sometimes for as much as an hour, and then MAYBE they will come out and tag a vehicle and MAYBE they will come back and issue a ticket. I have hospital workers parked by my house EVERY SINGLE DAY. As a senior this makes access to my home increasingly difficult as my mobility decreases over the years. In our neighborhood I would say the RPP does not work the way it should.
- WE have SAIT & LRT near us, It is better this year which I am assuming means more prompt tickets happened. without a program it would be congested, more traffic circling looking for parking and we would have no parking for friends and family. DO NOT kill the program
- Living near SAIT and across from a senior's centre, we get a lot of parkers who don't live here. Visitors are no problem because they are short term. But between staff and students who move their car back and forth a few feet every few hours to avoid a ticket, the street can be packed all day long. Once I leave to do an errand, I'm not likely to park near my house when returning with a load from Costco or the grocery store. Overnight, there's about 3 to 4 cars parked on our street, both sides. I would pay to park in front of my house as I could save the cost of building a garage.
- I have gotten used to having a parking permit and even adjusted to using the online visitor feature.



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- My area is near Princes Island and should be a Rrp only zone. Too many people park on the street going to the park or even to work downtown. The street is always full so my visitors have to often park at some distance.
- Hourly parking permit zone are preferred so guest coming into the area off peak times do not require the resident to supply permits. There are times when trade people or guests sometime outnumber the temporary permits issued to the home. there should be a system to ticket temporary or yearly permits that are attached to long term or abandoned vehicles. I have seen circumstances that appear to be residential permits loaned or sold. It would be nice to stop this practice.
- Please institute either paid parking or no parking at parks near post secondary schools (SAIT) because students crowd these areas
- I have a parking permit for my residence with two hour parking for residents. I find this program a pain in the butt. My partner, who lives out of town, continuously has to remember to have his car registered in the system so he doesn't get a ticket. Hard to remember all the time to input his license plate every two weeks. And I always forget to register visitors or repair services who park in front of the house. It was easier to remember when I had a paper parking pass in view.
- No comment
- None of the street parking things actually accept debit and thats frustrating for those of us who dont have credit cards
- Works well
- Cash grab by the city
- The current unpaid RPP is best suited to the residents of my zone. It should be maintained.
- Don't think I have these in my area. Haven't seen them and wouldn't know the difference if I did.
- Before I retired I used to walk or drive closer to my place of work + didn't have problems finding a free place to park even though my employment drew in lots of folk
- We have 2-hour parking on our Sunnyside residential street, otherwise it is by permit only with 2 visitor parking permits allowed. Visitor permits for the past year are now available only online causing much confusion for us in their operation. Previous visitor parking was simple and straight forward as we were issued to permits to hang directly on the rear view mirror inside the car. Now we must go online for each visitor, open our site with a password, and register the visitor's license number. We are elderly and this is both a confusing and cumbersome process for us. Remembering our password, or even recalling the proper address that opens the online parking site, even when we write them down, are sometimes difficult for us to access, especially as visitor parking is only an infrequent necessity for us. Sometimes we just give up without recording the visitor parking and just hope for the best. The paper visitor parking tags were such an easy thing for us to use in comparison.
- Hourly zones in Bankview seem to be left over from when the Children's Hospital was open, so there is a lot of 2hr locations. They are rarely/never policed so people park for days on end, or in the winter get ploughed in and are there for months without any ticket or tow.



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- As a homeowner, I find it difficult to manage parking when we have more than 2 vehicles visiting for a social gathering or a community meeting etc. With the old visitor parking permits we could borrow some from neighbours. It is much harder to arrange this with the online system. This issue is a major inconvenience for us. A more minor inconvenience is having to enter the same license plate number every time a frequent visitor comes. It would be nice if the system allowed you to save some license plate numbers.
- NA
- We have hourly parking and zone permit parking in front of our house in a residential area that's mostly permit only. Parking authority only drives by once, and only if they're called to do so. They have to drive by twice in order to ticket people in 1-2 hour zones. As a result there's little to no consequences for illegal parking in 1-2 hour zones. This becomes a real problem when someone figures out they won't get caught or they'll only get a \$35 ticket once in a while - cheap in the face of \$14/day parking at the hospital. Apparently Parkdale has not been designated to have a regular parking authority drive-by. Furthermore, now that a vehicle doesn't need to show a zone permit, there's no way for residents to know if calling the parking authority is warranted, unless can you observe the vehicle/driver to see them walking to the hospital. This can sometimes take days before you're certain followed by multiple calls to the city to have them come out twice!
- Hourly parking zones should be in all commercial areas in the city and revenue should be reinvested into that community. Parking on city property should not be free anywhere in the city.
- This system has poor communication and recommended actions DO NOT WORK not to mention an inability to access any comprehensible movement forward once your recommended actions fail. F
- If you instigate paid parking, you run the risk of people not using that area – i.e. I don't go downtown because why would I pay (excessively or otherwise) to go somewhere when I can access the same goods and services elsewhere for free?
Unpaid hourly are great for business hours and encouraging turnover.
- Not enough meters or meters are hard to find.
- I live in Bridgeland - people park on 2nd Ave and take the LRT to work EVERY WORK DAY. There appears to be no oversight on this.
- Not generally affected.
- Due to proximity to Western Canada High School, on school days, students are parking on 7 St SW, and Hope St SW for up to 8 hrs in 2 hr parking zones. This prohibits visitors to residences and/or service vehicles from being able to access parking near those residences. CPA is NOT enforcing the parking limits unless calls are made by residents and then, the usual reply is "ParkPlus is automated and we wouldn't know if the vehicles are being ticketed. Two observations: 1) the same vehicles are parked in the same places on a daily/weekly basis and 2) we never see a ParkPlus vehicle on the street.
- N/A



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- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- -lack of enforcement of people parking too close to driveways/cross walks etc
- No issue
- Currently I am ineligible for the RPP on my street -with hourly limits (weekdays 2hr) on one side and full RPP-only on the other (my side of the street) - and so sometimes find it merely inconvenient as I cannot park in front of my home on the street and the other side (2hr) is often full. I find it more frustrating as an occupant when I have visitors over and they cannot park and it often means people then just don't come to visit me or have to park 3+ blocks away which isn't helpful.
- no
- I live in a building that has not front street parking because a driveway spans the length of the building. Because we do not have a limited parking zone directly in front of our building, we do not qualify for a parking pass, but everywhere on our street is 2 hour parking otherwise.
- I think it's imperative to continue to provide the free parking for residents in the pay zones that reside in the beltline area (by example) that compete for parking for businesses in the area
- They make finding parking extremely difficult and frustrating
- Reasonable for residents to have An RPP while parking in front of their home where non resident parking is allowed for 1-2 hour parking. Nothing longer than 3 hour parking should be allowed because too many downtown workers will try to park in our Bridgeland neighbourhood all day. Also My home lot is only 25 feet wide and it can be hard for a visitor to get a parking space nearby so I would like to have a RPP for the nearby avenue that has 2 hr limited parking.
- It is to difficult to access the website for friends who want to park only for 2 hours (1 hour allowed), The old method with the cards were easy. Furthermore lots of people don't care and park sometimes for an entire day. I don't think they are ticketed as I see them nearly every day. We live [personal information removed]. So opposite the Foothills hospital. People also block our drive way partially. Very inconvenient.
- We live in this zone. It is inadequate to reduce the number of people parking in the area. People parking in this zone drive through our neighbourhood at high rates of speed and are highly distracted by looking for a spot and reading signs, they also frequently make illegal u-turns and back through intersections. [personal information removed]. As a result we get a large number of people parking in front of our house, whereas the people at the other end of our block get very few parkers. We haven't asked about changing our zone to permit only, but because the city requires the whole block at 80%, we feel it is unfair to those of us at the end of the block that are negatively affected, because the city won't put a sign in partway down with a change if we can't get the 80%. We live next to the Foothills Hospital. We have so many non-residents in our neighbourhood that we cannot even begin to keep an eye out for suspicious activity in the neighbourhood. [personal information removed] Because we have so much non-residential traffic and parking in the area, it is impossible for us to look out for our neighbours and report suspicious activity. We also see frequent (nearly daily)



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parking violations that go beyond just the permit zones. We have people parking literally around the corners, we have people parking too close to corners, because the zone signs end before the corner and although it is too close, they still park there, but don't appear to ever get a ticket. I have seen people parking right next to yield and stop signs in the neighbourhood; the same people every day park in these spots, so either they are not being ticketed or the fines are not enough. We also have several of these zones surrounding the parks and neighbourhood school. These areas are completely filled with non-resident parking. It is unclear whether these people ever get tickets. There are so many cars that it can be impossible to pass oncoming vehicles, because the parked cars make the street narrow. They also dramatically block sight lines and I greatly fear kids visiting the playground are at risk because of the distracted parking traffic and too many cars parked.

- I live in such a zone. There should be an opportunity to register more than 2 short term visitors (4-5 hrs?) For long term (2-weeks) the system is fine
- Hourly rate spaces dominate my neighborhood. It makes it very difficult to find on-street parking, since I walk to work so don't move the car during the day. Permit or free unlimited parking would be preferable, because it would be predictable.
- Hard to get permit for contractors, etc.
- There are no hourly rpp zones near my residence
- We are in a 2 hour restricted zone (8th Ave SE Inglewood). It serves, inter alia, 2 medical clinics, a day care and merchants on 9th Ave in Inglewood, as well as the residents. The 2 hour limit is designed to ensure that parking is available to a variety of users. Unfortunately, it has been monopolized by all day parkers from a construction project (who are only using their vehicles for getting to and from the site - apparently cannot pay for available parking or use public transport like others) and workers in the Arts Building where parking is provided, but who find it is cheaper to risk an occasional ticket than to pay for the available parking. The 2 hour zone should work well if it were enforced as promised when the changeover was made. I believe that, after several months of trying, we have reached a parking enforcement person who (as of last Thursday) promises to start effective enforcement of the 2 hour zone. This, one hopes, should sort the problem out (it is really one of enforcement); we will have to see. I have an extensive file on this and would be happy to discuss it with you [personal information removed]
- Priority should be given to people using handicap placards should be able to park for free in these areas.
- Again, lack of enforcement. An hourly unpaid zone exists across the street from my residence. I live close to a hospital. Most people park all day and all night (hospital workers) with little regard for the zone.

Traffic in this area has become quite busy over the last 10 years. Most of this traffic is people looking for parking. This has increased noise in neighbourhood. Noise not only from the cars but people not shutting off horns as they lock their vehicles and from people remotely starting their vehicles and letting them idle. Car doors slamming continuously affect my sleep.



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The zone is also in a playground zone. People traversing this zone looking for parking rarely adhere to the speed limits (this really is not a parking problem and residents of the neighbourhood are also guilty of this but the additional traffic simply adds to the issue).

- Not applicable to my situation.
- Sunnyside has no paid LRT parking our neighbourhood a dead end street has vehicles that do not have business in the area left on street often blocking delivery trucks can we have loading zones?
- On Hamilton Street NW we have a 2-hour 24/7 restriction. Now I have no way of knowing whether the vehicle parked in front of my house for more than 2 hours belongs to someone on my block. It makes reporting vehicles that have parked for longer periods difficult because I don't know whether they belong there or not. The parking authority checkers come around so rarely - I've never seen one on my street.
- Why should i have to pay to park on the block that I've purchased a home on and pay substantial property taxes on yearly.
- Need to be able to schedule visitor permits. ie. xxx xxx June 12 from 3-4, xxx xxx June 12 from 1-2. It is very difficult if you are out of town & having visitors or someone checking your house on different days.
- Set up pay meters that help finance the city shortfalls for drivers that park near LRT stations if staying longer than 2 hrs.
- I live in [personal information removed]. There are only 5 spots to park on my block using my permit. Two of which have vehicles that have not moved in months. The rest is pay parking only, not permit/pay parking. While I understand the importance of generating parking revenue, I feel there should also be a focus on inclusion of people who live in the neighbourhood.
- This doesn't apply to our neighbourhood.
- None
- 1hr limit or RPP permit is generally good as it does allow for short visits without having to get a visitor permit.
- It is helpful to have some unrestricted available for instance for small community businesses.
- This is not an issue in our RPP. I see how it could arise but if any changes are made these should be done with care.
- I live in a 2 hour zone M-F during day, System works well and we don't get the SAIT, ACAD and downtown parkers anymore that were a problem for my visitors and trademen. Not really liking the online registration for visitors. I'd rather just use a visitors tag. You assume everyone has smart phone which isn't always the case.
- Normal RPP should be unpaid hourly to allow for short term visitors without the hassle of visitors permits.
- Preventing overuse by people who park in our neighborhood to use commercial facilities.
- Hourly zones in my community are always filled throughout the day.
- The neighbourhood also has hourly and 2-hour parking. These areas are constantly full during a large part of the day with (presumably) workers at, and visitors to, Foothills Hospital. Some of our



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streets are quite narrow and when cars are parked on both sides access is seriously restricted - on many streets to single line traffic. This is dangerous especially around the City owned park and adjacent school. Twice a day there is the drop-off/pick-up of children by parents adding to congestion. There needs to be some system to make it very expensive to abuse these parking rules. The camera cars need to go by every hour, every day to attempt to control this - just make it very expensive to abuse the zones. This need to be a continuous patrol. Short-term, occasional blitzes will not solve the problem.

- Go back to the old way of in car tags. This new way is in no way easier. Also, parking patrols do not by any means come by often enough and we get real tired of having to phone them up to do so. Unfortunately we also are having a problem with the fact that our side of the street has the parking restriction signs up and the other side so they park in our spots as college kids park in theirs.
- Unfortunately, Car-to-go can use any of these areas for as long as they want!
- At the moment we have a 2 hr zone, I would prefer this to be reduced to 1 hr zone for none residents parking
- There are all 3 types in my zone between 4th and 5th St SW on 15 Ave SW. Everything is taken by the 8 restaurants/bars 24/7 along 17 Ave behind us. On our street, there's Red's Brunch which takes up the mornings. Residents have a hard time to find parking because the condo board only gives 1 spot per apartment.
- We have 2 hour parking on our street and on one side of Forest Grove Place. It was put in place because of staff at Clifton Manor were clogging our street when they have their own designated staff parking lot. Now a few are back parking on the street because they are too lazy to park. I have yet to see the street patrolled.
- It doesn't seem to be like there is any enforcement of residential parking restrictions outside the downtown core.
- There are some 2 hours zones but they are ALWAYS abused by university students who are on sleepovers or don't want to pay the ridiculous fees on campus
- The hours for hourly parking zones should be changed to start evening rates earlier - say 5:30 for people who wish to come downtown to have an early dinner and then go to the theatre or movie etc....paying full price for the hour or half hour is discouraging
- My zone on 3 ave NE near 1st St. Is 2 hour and RPP though I find downtowners like to park in front of my house for a lot longer than 2 hours. It doesn't seem to be patrolled very often. The other possibility is that someone may had been given permission to park in front of my house though they dont live on the street (by somebody who does live on the street). I can't tell.
- ok
- Payment types accepted. I don't believe in credit but it's almost impossible some places to pay any other way.
- Better and timely enforcement by Calgary Parking Authority, when responding to complaints.
- NA
- n/a



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- Little or no enforcement on the hourly limit.
- The idea of people being forced to pay to park in front of their homes is very disturbing.
- Too expensive. Can't find the appropriate machine for the space I'm in.
- I like unpaid
- So?
- I can no longer have my small group of four elderly friends over for a visit, as there is only 2 hour parking. There never was a problem of parking on our street. Someone parked in front of a neighbor's driveway and he went overboard by getting a petition to bring in the parking restriction. He went door to door presenting a biased and persuasive presentation. The only reason I did not sign it was because I have a friend living in an area with RPP and I knew the facts.
- I live near foothills hospital with limited 2 hour parking on our street M-F, 7 am to 5 pm. I suppose in one way it is effective because there is not bumper to bumper parking like there is on the blocks in our neighborhood without the RPP. However it does not have the intended result which is to limit people's parking time to 2 hours on the street by our home. We do not get people visiting the hospital parking by us, we get employees. Some people are there at 7 am and do not leave until 3 pm. The only way they have a consequence for their actions is if I get on the phone to the parking authority and complain. If I did this routinely I would spend an hour each morning on the phone ... you always end up on hold. How is this a solution for the residents?? The bigger problem is that people on the afternoon/evening shifts know they will never get a ticket if they show up anytime after noon - even though they are parked for much longer than the posted 2 hours. I have sometimes called the parking authority but there is never any sign that they have come out. I have been told I cannot get my street re-designated to no parking without a permit. It's really great to come home with groceries and not be able to park anywhere close to my walkway to my back door. I realize the streets are public but there is an expectation that someone in a quiet residential area to park near their home. The fact that the city has the RPP supports this. Unfortunately the program does not work as intended in Parkdale!
- On Meredith Rd in Bridgeland we have two hour parking but it's not enforced. Many people parking for the day as they walk from our road down town to work. Also park too close to driveways. This should be enforced due to safety
- Only two visitor passes doesn't help when you have a party. Except for two people, everybody had to go move their cars after two hours.
- We don't use these
- I will never buy nor rent in one of these areas.
- Paypoints are sometimes across the street or far down the block which makes it difficult if the street/sidewalk is icy or you're carrying bundles or have small children
- Some permit only zones have been turned into pay parking on the north side of the street. While it facilitates the business, it makes it harder for residents to find parking.
- None.
- These make my life easier because I can get contractors and visitors and mail.



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- This would not work well for us.
- I am disappointed that my neighbourhood saw a need to have RRP- 2 hour limits because of break-ins and because of not wanting Rockyview Hospital visitors or employees parking in our neighbourhood. Our streets are empty so it isn't a parking problem issue that people are addressing- it is a perception issue and an issue related to the mistaken belief that the road in front of your home is only for the adjacent homeowner. AND, having to go through a fairly bureaucratic process to get a permit in case we park on the street.
- Same
- We do need the hourly restrictions that are in place in Rosedale. Many SAIT and also downtown commuters would otherwise flood the parking in our community. The problem with the present system to register visitors is that the software does not allow you to set up regular visits that you know in advance will occur. As an example, we have a person come every two weeks to our home (every second Tuesday) for a fixed period of time. The system does not allow me to go online and set up these visits in advance. So every time I have to go online to register each separate visit instead of going online and registering visits months in advance. Secondly, the system does not allow you to put in a fixed time period of the visitor permit. When you register the visitor you have to go online to open the permit, then go back online later to cancel it hours later. That is a waste of time when you know the visitor will only need the permit for a few hours. So the software system is not at all convenient for users.
- There seems to be very little enforcement. Prior to the new residential parking permit system, I was able to call parking authority and they sometimes would respond to my call regarding vehicles parked in 2 hour parking zones. Now I rarely see the ParkPlus vehicle pass by. And the fact that the same vehicles are regularly parked on my street either all day or half of the day supports that enforcement is not regular. Visitors to my home cannot park in front of my house or the neighbours.
- On [personal information removed], the east side of the street runs along a public school and playground. SAIT students use this street for parking daily, including weekends. It is only by calling that an officer will come and check on vehicles parking over the one hour by-law limit, as shown on signage. The last time I called [personal information removed], I was asked for my home address and the officer came and checked only in front of my home rather than checking all the SAIT student parking on the east side of the street. This has been an ongoing safety and congestion problem on this street for at least 20 years. My having to be vigilant in calling the parking switchboard regularly is not a solution. SAIT student drivers ignore speed limits and the one hour parking limit on the east of [personal information removed] and put children at risk.
- I live in Bridgeland in the AAA zone which has 30 minute street parking and then needing the AAA permit to leave a vehicle on the street for longer than 30 minutes. The AAA zones also have a yearly permit cost which - although is not a lot of money - still has to be paid for but yet the Calgary Parking Authority does not appear to do any enforcement. Lack of enforcement is evident from the staff of a nearby restaurant that leave at least 2 vehicles parked on 8A Street NE all day, every day -



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that I am aware of. If you are going to make me pay for a pass to park my vehicle, or that of my visitor, on the street, I would appreciate it if enforcement was more of a priority. Thank you.

- Don't know of any others.
- No good options for short term (eg. Having people over for 2-6 hours) parking of more than 2 visitor vehicles. When I host book club at my home, I have to send people up to 2 blocks away for parking. Also no good option for letting someone use a visitor pass long term (eg. grand parents coming over once a week to babysit) - I have to remember to renew their online visitor permit every two weeks.
- We have an RPP within a 2-hour limited zone on Memorial Drive. Although this allows us to exceed the 2-hour limit before 18:00, any visiting guests or cleaning staff cannot. We would like a visitor parking pass to be granted (currently not) by way of license plate in to allow for this.
- In the paid parking in Eau Claire, the two-hour limit is good. I feel that after 18:00-12:00 parking should be free, no overnight parking without a resident permit.
- Why make it so hard to understand how to change a 2-hour zone to permit only when the 2-hour restriction is not working.
- I live on [personal information removed] and have not gotten around to applying for a parking permit for street parking. While it is not a permit-only zone, and is 2-hour parking 7:00AM to 5:00PM Monday to Friday, it worries me to park on the street during the weekdays when I've taken a day off, and when I have visitors over on a weekday (ie. Christmas day). [personal information removed]
- lack of enforcement. 1-hour parking zone is parked full 8 hours a day every day and enforcement only seems to come when called by a resident.
- We strongly object to changing our existing RPP zone system from what it is to any other zone system. Our current system has proven very satisfactory in all aspects over time.
- I don't like the mixed spots because people who park to go to fitness classes etc after work pay and get spots that should be designated for residents of the area.
- I live on [personal information removed] where it is 2-hour/24 hours. I do not like this electronic system at all because I have no idea if the car parked for days in front of my house is legitimate or not. And the parking authority never comes around to my neighborhood to check as far as I can tell.
- I am a home owner in Rosedale within a 2-hour RPP zone located a few blocks from SAIT. My issue is lack of parking bylaw enforcement. Students seeking free parking, park daily for many hours within the 2-hour zones in my neighbourhood without fear of receiving a parking ticket. I have called 311 and spoken with representatives with Calgary Parking who state they will dispatch enforcement vehicles. I have not witnessed any follow-up. I have never seen an enforcement vehicle on my street and the same students continue to violate parking in the same 2-hour zones day after day in the neighbourhood (not just in front my home). I am left to conclude enforcement is not happening. I plan to take up this issue with my City Councillor Druh Farrell.
- I remember our Councillor said once that the City owns the street and should charge parking for homeowners. This would cause high anxiety and intense backlash.



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- As above. Preference for specific hours and days over 24-7 permit areas. There should be no paid parking requirements in Residential areas, as primary use of non-resident parking tends to be for events and activities that provide a benefit to the community and residents overall.
- Does not affect us.
- NIL
- People are ignoring the time limit or are moving their cars a bit up or back throughout the day when they park in these zones all day for work purposes. This is a problem around FMC. These zones are needed for businesses and hospital visitors.
- N/A
- Should remain unpaid.
- I prefer unpaid RPP zones.
- I live in mission on 26th av sw and there is so little street parking but the whole street almost is apartment buildings. People end up using our visitor parking so when my visitors actually need it, they have to park 5 blocks away. Just in my small area off 1 st, there are 5 apartment buildings directly in that area and only about 13 street parking spots which are almost always taken because of the high density in our immediate area. The 2 hour zones are better than the designated permit zones in this case because the parking situation would be incredibly worse, as apartment dwellers we cannot apply for those permits. Also it helps circulation of parking so less people will be occupying one of our few parking spots for longer periods of time.
- I frequently see Calgary parking authority driving up & down the same street for hours. This is a huge waste of time & money.
- I live in [personal information removed], just outside the 2hr limit parking near the LRT station. However, this means that I am never able to park outside my house, deliveries are impossible and any contractor servicing my property (furnace service, etc.) cannot park any where near my house because it is always clogged by students and commuters who do not want to pay for parking at the UofC or the LRT parking at McMahon. If I am in Zone E, why are not all the streets designated as 2hr max?
- I'm ok with paying for parking but this is a money grab. Why not allow me to pay for 1 hour parking anywhere. I enter my licence plate but stop for less than 7 minutes in zone 9876 and then stop again in zone 1234 for less than 5 minutes and then maybe stop in zone 3456 for 30 minutes. Each time I am paying for more time than I use. You have my plate number...
- Hopefully this would not be the case for a residential area here
- The signage on my street is unclear for visitors. I live across the street from an LRT station and am in zone N which requires a Residential Parking Permit. The signs on my street, [personal information removed], indicate that visitors are limited to 2 hour parking between 8:00 and 5:00 weekdays. There is no direction for the other time periods or a sign that states "Permit Parking Only" so there is still trouble finding parking near my home in the evenings. There needs to be some clarity so that homeowners/renters and visitors understand the regulations.
- Should have more unpaid with more time



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- I preferred having a visible permit. Neighbors called the police because our car was parked for more than two hours(days actually) but we live just around the corner and it is the closest RPP parking. A visible permit makes more sense.
- Not applicable.
- The tuscaney LRT street parking is unpaid, and out of control!
- I live in a 2 hr limit zone. I used to see who had permits/visitor permits and could call parking authority when I noticed a vehicle that didn't have a pass that was parking all day. Now with the electronic system I have no idea what vehicles have permits or not. I don't see any parking authority vehicles patrolling the area. I would like to have more parking authority presence in the area which would help remedy the vehicles staying longer than the 2 hrs.
- [personal information removed]This is a street close to downtown and at the end of the block, a private sports facility. Parking on this block is often crowded. [personal information removed] I would support an RPP zone on this block or 2 hour parking so that we can park in front of our house.
- All areas of the street directly surrounding my home [personal information removed] are either RPP Only or 2 hr restricted, except (apparently) the half block where my address is. I'm unable to select my address from the RPP online list and have contacted Calgary Parking authority, who say my address doesn't qualify unless it is in that list. Because it is the only half block that is not a permit zone, there are usually other cars parked there from the many adjacent multi-family residences. Yet, I can not get a permit, which has resulted in parking tickets when I'm forced to park outside this half block. I don't see why some addresses on the same block should be prevented from obtaining permits that their neighbors are entitled to.
- Does not include us
- I find it a little confusing that the street in front of my house has a sign that says @ hour parking while the sign on the cross street beside my house [personal information removed] is RPP. I assume that with my permit, I can also park in front of my house! What about my visitors?
- I have no issues with these as long as the hours for public parking are reasonable. 2 hour public parking with 24 hour permit parking. What we don't want is people parking on side streets near train stations all day while they commute downtown. What we do want is the ability for volunteers/visitors to be at hospitals or schools for a reasonable amount of time.
- The only issue that has presented itself is when someone has parked for much longer than the specified parking limit.
- Some lack of availability at peak times (near 4th St. Mission)
- I'm not sure if this is the correct response box. I live in Mayfair & the new system is very time consuming, confusing & inconvenient for both us as residents if we have park on the street & any visitors we have during the 2 hour parking time restrictions
- This approach should be the default for all restricted parking zones in the City. It is reasonable to expect people to be able to pay for the right to park on city streets, and it is not reasonable to force guests to houses in RPP zones to park far away from their destination or risk a parking ticket



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because the person they are visiting does not have enough guest passes or simply forgets to register every vehicle that visits for any amount of time.

- We live on a street that is permit parking only during stampede. The blocks around us are permit parking year round. The photo ticketing car drives by and issues tickets to our car, and our guests' cars even though a ticket is not required. I've had to appeal tickets 3 times in as many months, and guests have had to also. If you are going to use this photo ticketing system it should at least be done properly so that drivers are aware which blocks require permits and which don't so we don't have to waste everyone's time appealing faulty tickets.
- Cost of RPPs are too low and incentivize people to park on the street rather than on their own property.
- Costs of parking should be higher, the spots are always full
- As a new resident to my community I find the residential parking zones inconstant and not fair. I now live on a street that we need to pay for street parking. Which is ok because I do live very close to downtown. However, I am only allowed to register two guests at a time and then have to call 311 every time more than two guests come over to my home. This is 24/7 which I think is crazy considering areas closer to downtown and downtown are typical business hours and free after 6 and the weekends.
- Hourly zones make sense as we get closer to the core.
- We live in a 2-hr. max. parking area. Who in blazes has time to navigate the computer system (not an easy system for sure) or to spend an eternity on the telephone to notify the Parking Authority to allow guest's vehicles to be parked in front of our residence. Back to paper passes PLEASE!
- We hate the new way that our RPP zones are run with the new program. Without the visible permits that used to hang from rear view mirrors we don't know if people have legitimate permission to park on our street. We live in an area where parking in front of your own house is a treat. There are so many people that are taking advantage of the situation since most of us in the parking restricted area are reluctant to call parking control to issue a complaint. Parking enforcement officers NEVER patrol our street either. If rules changed then the city should be verifying that the rules are being followed. This new permit system puts more work in the hands of officers. If I could simply go to the street and see that a car has permission to be there it would be better. We live close to the downtown so people use our street to park on and then walk into the core. PLEASE, PLEASE, PLEASE go back to the old way.
- I live on [personal information removed], yet our street was recently designated hourly paid to accommodate 4 St business. Why can't we have a regular RPP zone? There is never adequate parking! Let visitors pay for the commercial spots
- This system penalizes those who don't have regular access to, or ability to use the internet and is exclusionary and offensive.
- I rent but there are two suites in the basement and three on the main floor, I'm the only one of five who doesn't have a car as I use transit. However sometimes because of shift work or because I have things to do that are easier with a car than transit I will rent a car for a couple of days. I can't



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leave the car outside the house for more than two hours between 7am and 5pm so if I get home from work at 4am I have to get up before 9am to move the car.

I've walked down to the offices and been told I can't get a permit as I don't have a car registration and I don't get visitor permits as I don't have a car.

What if friends from out of town visit and we decide to take the bus downtown to avoid parking? It's easier to drive as we can't leave the car outside for longer than two hours.

- I live in zone L and most street and avenues are for parking permits, however, there are many streets and avenues marked 2 hour parking which are frequently used by people who use the c train. How are these people ticketed or are they? There are some areas that are not posted at all, particularly by the bluff (north end of 5A street). Do these vehicles receive tickets. How would tickets happen if a city vehicle is only conducted by digital access. Guess I really do not understand the whole mess. Sorry.
- N/A
- own a house pay over 4000,00 in taxes in river district and have to pay to park way to gouge the pocket
- This would be confusing.
- Develop a cellphone APP with a good user interface that remembers historical license plate
- On my street (22 St), I am unsure why one side of the street requires a permit and one side doesn't. Looking for consistency to deal with issues such as parking for C-train and major events at McMahon.
- These work best in commercial dominated areas to encourage turn-over.
- n/a
- No comment
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- just keep lots of loonies and toonies in my car...
- Park and ride lots are too small, specially in Shawnessy. Nobody respects the NO STOPPING and NO U TURN signs at that station on the close side in the residential area (Wets of track). People are using reserved parking space as well and the whole area is being used as a pickup drop-off point. The CPA and CPS will not do anything about it.
- RPP zones should obey all parking zone restrictions with heavy fines. No more 72 hours, as they leave their vehicles for days making great hindrances to snow removal and parking. If one residence has over three vehicles, they should look for parking space else where NOT IN THE SINGLE FAMILY RESIDENTIAL AREAS!!
- Our neighbourhood needs timed zones both paid and unpaid. We are a destination, and need to make sure our businesses are supported and people can come and enjoy the walk-ability of of our area. This again needs to be monitored to make it work, especially the unpaid. There needs to be a mix for both, as many people don't have extra money to pay for parking to simply enjoy and area.



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- You don't enforce the 2 hr. or 3 hour parking zones enough to stop people from abusing the system. It's cheaper to get a parking ticket than pay for downtown parking. I watch people getting dropped off at the Rotary Park parking lot to get their cars daily.
- As per above, particularly where hourly zones are vestigial and remain purely to benefit local residents who want empty streets (for example in the vicinity of the old Children's Hospital).
- n/c
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Not applicable
- Setting up a visitor parking permit is too cumbersome. Couldn't the website instead be an app that stores all my info and is easy to set up permits like park plus?
- Our home falls in an 2 hour max zone since we are close to the university. We were told when the program was setup on our street that tickets would only be handed out if a resident called in the repeat offender vehicle. This suited us. We have 4 sets of grand parents, cleaners and nanny's visiting our house daily, and the number of visitor parking passes we were provider with is not enough if the street was actively being monitored.

So any considerations for a new program should be consistent with the current program and where offenders must be called in by a resident on that street, or our guests should be able to be registered permanently on a list of allowed vehicles in our block. This list would need to allow at least 10-15 vehciles per household as it's too much, for example, to ask the cleaners to register their car upon arrival when we aren't even home.

How does longer term temporary parking fit into the new model? Like a residential house build. Are there exceptions for construction vehicles or are extra visitor passes issued in these cases?

- My home is about 2 block east of SAIT in a 1 hour RPP zone. We regularly have SAIT students parking for part or all of the day in front of our home and neighbours homes. I was told the switch to "digital" permits would greatly simplify and improve enforcement. This has not proven to be the case. I am obliged to call and report the same information as I did before the change but now it is harder to distinguish between illegal parkers and legitimate visitors. Enforcement and its apparent effectiveness in discouraging illegal parking by SAIT students have not improved.
- X
- These make sense. when demand is high, the City should institute time limits. Fees should always be included for the storage of private property on public space.
- NA
- There should be more places to park outside the downtown area for free or very cheap so that we can take the LRT
- As homeowner I cannot have more than 2 visitors with cars at my home during restricted hours. Ridiculous! I do not want to go on line to register their cars as visitors. It is my business who visits us and not the city's.



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- The 2 person guest limit is ridiculous, and is too restrictive. It puts a limit on the number of visitors we can have during the day.
- Can be a problem to find a spot on the street in front of my house in the evenings or on weekends especially after the zone J time restriction ie after 6 pm or weekends or when there is paid parking in effect. I know that this is because this is a desirable neighbourhood to visit for restaurants and shops. I do my best to consider parking and access on weekends with festivals or major events and try to park early enough so I have access.
Some people park in a way that blocks my stall - their car is 1-3 feet behind my car. This isn't acceptable and I can see that they get tickets.
- People working at the Children's Hospital are using Montgomery as a free parking lot! Too much traffic as a result with people driving too fast. We need parking permits.
- Where I live I have experienced two major issues with the new permit system. The first is the 2 week visitor pass, the old yearly pass was more convenient and worked. This new 2 week online system is not efficient and has broken a system that was working well for citizens. Many older Calgarians cannot work with the new online system and even younger citizens such as myself find the system clunky and difficult to navigate. The second issue is how residences are placed in the parking system database. The condo complex where I live is currently considered a single residence, like a single detached home, even though we have over 200 individual units. As a result when the new permit system came online in our community this past year, residents could no longer access visitor passes for the restricted parking zone outside our complex. This was largely due to the added complexity caused by the 2 week window and the fact that all visitor permits would need the condo board to approve them every 2 weeks. As a result no one has been able to park on the street during weekdays. In the past the condo board would distribute the allotted number of passes we received from the city out to the residents who needed them. Now with the new digital system and due to issues with the city parking authority no residents or visitors can park on the street by our complex yet the parking restrictions are still in place. This was never an issue with the older paper-based system.
- My RPP zone has a two hour free public parking restriction and that works just fine. What I don't like and don't find fair is the number of RPP zones that have been replaced by Park Plus. How is that fair for residents? Just another City of Calgary money grab.
- Would be nice to have repeating and/or advance registration option so that people who visit on a regular basis (i.e., biweekly cleaners) could be registered in advance/on a repeating basis rather than every 14 days having to go into the system and re-register their plate.
- Ni issues.
- No.
- Our main issue with our zone in Ulster Road NW is that is occupied by people no living in the neighborhood for several hours or the whole day, no just 2 hour unpaid parking. Most of the time we can not park around our home.



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- The need for hourly to be 7 days a week not Mon-Fri. Weekend Parking is a mess. Next to LRT and Mall,
- If hourly, this is abused. Hospital workers park for entire shifts. CPS cant get around fast enough before the restrictions are off - ie, for 7am-5.30 zone, 2 hour only, people will show up at 3pm and park until 8am the next day. This causes congestion and safety issues in the community.
- I would still prefer a paper tag that my guests can hang in their vehicle when visiting, rather than registering each and every plate when I have company.
- I live in Parkdale and we have many many people parking in our 1 & 2 hour zones all day long from the hospital. Some days I can barely get out of our back lanes because there are people parked right at the end of the lane and it's hard to see any oncoming traffic. I have called the 311 line several times already but the situation seems to get worst and worst. They come and ticket one day and there is no consistency as to when parking control comes back. A lot of people park in the neighbourhood around 14:30-1500 and stay parked until 22:00-23:00. Very frustrating. A lot of people park around our park that is between 5th and 7th Ave and 34th-35th streets.
- I live on 18 ave in the NW, my road is a 2 hour parking zone. Being very close to SAIT we experienced alot of long term parkers. We could easily identify them because we need to have a residential permit to park on the street. we used to call the CPA regularly to report these cars with no permits. They would come and clean up the street. People would learn that you would get a ticket ifthey parked to long.
- Now that we are paperless, the amount of cars parking long term on the street has increased quite a bit. I think because they are not easy to identify as a visitor or resident or a random parker. We definitely need more patrolling to catch these people who park and go to work or school. That would help send a message and free up parking. Also there is alot of new infills being built that bring a lot of construction workers cars filling the street. they should have proper visitor permits submitted. Please patrol our 2 hr streets more often. thanks
- The concern residents have is when neighbours rent out their permits through kijiji to people outside the community
- Our area is used for a lot of people to park and walk downtown to work. They leave their cars in the neighbourhood all day, parked way too close to the curbs, and even sometimes in 2 hour zones. This is because a couple blocks in our neighbourhood are without a zone.
- This system works very well, my only issue is that Calgary still has northern America's most expensive parking, it not justifiable.
- Availability and cost.
- This survey is poorly written. I'm not sure what you are asking for here.
- The 2 hour zone around the playground [personal information removed] on 5th & 7th Av and 34th St are constantly full of parked cars presumably belonging to Foothills Hospital workers making the visibility from moving vehicles of children playing there poor and potentially dangerous.
- These zones should be all be turned into paid parking all day, every day.



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- In any of the paid zones I would like the machine to know the zone it is in already (most people pay at the machine closest to where they parked). Elderly people with impaired vision for example struggle to find the zone sign and often cannot read it. All you should need is your license plate. Different zone numbers should be used only as an exception (eg. short term vs long term). If a pay machine is down I do not think you should be ticketed. You should be able to call 311 and note the zone, machine location, your plate number, and amount of time you planned to park for. An exemption for that plate and time slot should then be granted. NOT spending the time you needed to park there (and risk getting a ticket) looking around for another machine...that works...while trying to remember your zone number and your license plate and now missing your appointment...because the City machine you parked beside, cannot take your payment, that you were willing and able to provide immediately upon parking...Fair?
- Parking must be a paid activity everywhere in Calgary except on private property.
- Parking around my home is always easy and in low demand, however, people are sometimes ticketed..... Could we focus enforcement resources on problem areas and treat enforcement as a tool to encourage good parking behavior, rather than an easy revenue source where no parking issues exist?
- Don't have this in my area but I like having the daytime zone application with evening's free for everyone where the problem is with businesses and workers in the area and not with evening parking.
- ?????
- Paid residential zones can go to hell. Parking in Calgary is already one of the most expensive in North America. I barely make enough money at work to get to work and then pay for parking.
- Crescent Road NW - Rosedale: RPP restricts visitor registration to 2 during day hours. It is ridiculous that we can only have 2 guests during that time. There are frequently many construction vehicles that have more than 2 vehicle per residential construction.
- n/a
- Confusing that there are no longer visitor hang tags in the hourly RPP (unpaid) zones. How can I tell whether a strange vehicle is violating the parking restrictions if I can't tell whether or not it is a legitimate visitor?

Commercial / Residential Interface

- Are there rules around restrictions for people parking in the alley? Homes in other parts of the city only get 2 spots. Why do some of the ones here get 4 spots? All the homes have off-street parking and they get RPPs
- residents all have on-site parking. Could there be RPP (free) and visitor (pay) zones?
- Would want to make sure that I can park close to my home at all hours
- without parking restrictions, these areas become a parking lot for workers



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- they should not overlap. Permit area for residents. 2 hour for commercial
- This can be a problem. If the commercial operation does not provide enough parking, it will spill over into residential areas. Residential areas will respond with No Parking zones. There should be no parking relaxations allowed in development permits. New developments must have lots of on-site parking
- I love living near a business district. It's so walkable! Parking is a pain but it's worth it to live in a vibrant area.
- Can be tough to find parking for both homeowners/visitors
- Like short term parking for commercial question: How to enforce? Current complaint procedure too slow. Eg 30 min allowance after 30 mins call. CPA response 30-60 mins to tag. CPA return 30-60 min. Parking infraction 1 1/2 to 2 1/2 hours
- Been trying to get restrictions around C-space. Want priority options if live nearby. 2 hr. would be good but consider 24 hrs.
- More consistency on commercial parking for bus. areas (1)
- More parking spaces for restaurants and stores. My neighborhood only has space for 3-4 cars nearby with a big restaurant space. The resident only parking often gets used illegally when those spaces are filled. (1)
- 2 week visitor permit is too long for someone coming over for lunch.
- Visitors have a top 5 or 6 that could be listed in the system so do not need to call each time.

FAVOURITE LIST

- No issues with residents/businesses except during special events
- No competition. No need for parking restrictions whatsoever. The only thing it is is an inconvenience for residents and guests.
- Schools (elementary especially) should be given special considerations as small children are being forced to walk further than necessary due to parking restrictions around schools
- NA
- lack of enforcement
- I feel businesses should have to provide suitable parking for their patrons. It is one thing for occasional street parking near businesses due to occasional overflow but when the street is designed to be used to host a substantial portion of the businesses parking needs that is not fair to surrounding residences. Clients may come and go within a short block of time but if there is a steady stream of people parking on the street it is really no different than someone parking there all day.
- Our ARP should protect from this IF the city takes it serious and does the traffic studies BEFORE approving any developments that change the commercial/institutional developments near residential areas.
- The seniors home across from me does not provide enough staff parking so they park on the street. Some move their cars every couple of hours to avoid a ticket. This prevents me parking near my home.



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- Commercial needs should take precedence given that most residents have garages and/or parking pads at the back of their houses, yet they choose to park on the street.
- I think the permit system in our district would benefit from a neighborhood door to door canvas to see if it is working for people and if they'd like a change.
- Homeowners/tenants should be able to log or register trades or guests for short periods of time
- Yoga studios are the worst! Classes turn over every 60-90 minutes and the area is burdened by attendees arriving and people leaving (double the parking congestion)
- Although the LRT station was built at the Stadium, there are still too many fans taking over all the available parking in Briar Hill (and other neighbourhoods) when they arrive and start cruising around for a spot. There is no regard for the fact that a space might be needed by the home owner. I know the street belongs to the city, but is one space too much to expect to have in front of my house? I often unload groceries there because the kitchen is inside the front door. Then I go and park around back in the garage. We literally have to keep a calendar of the Stadium games and plan our day around game time.
- Where there are popular commercial enterprises (restaurants, bars, etc.) on busy thoroughfares that do not have on-street parking, there tends to be some overspill customer parking onto adjacent RRP streets, typically in the evenings/weekends. Perhaps some investigation and working some flexibility into parking policy for these locations could be undertaken. This is more prevalent in Inner City communities adjacent major roadways. Residents wishing to park on-street are affected by this.
- Parking permit spaces are not flexible for weekends - I attend Wild Rose United Church, surrounding the church there are very few public parking spaces and nothing is made available on the weekends when many people attend. The church was denied a permit to build a parking lot next to the building and the parking issues make it difficult for people to access our services.
For context - WRUC is a Wellness hub, we serve people who are struggling with addictions mental illness and grief. As well as community kitchens, primary care network, physical wellness classes like ballet, martial arts and yoga - these services help the greater community
The homes surrounding WRUC are mid to high-priced single dwelling housing, most homes have garages, driveways and street parking is an extra benefit, not a requirement. We understand that many of the permit spaces are there to ensure the neighbourhood does not become a parking lot for commuters going downtown
Solutions would include
change parking permits on weekends to allow public parking on Saturday and Sunday
allow all roads surrounding churches, schools and businesses to have a 2-hour public parking space unless they have a permit.
- I am near the foothills hospital and agree with keeping a wide circle of permit required parking around these large users.
- Businesses will be out of business with the high taxes the city is charging. Oil patch is dead so more businesses will fail. Problem will rectify itself as more businesses close their doors.



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- My RPP zone is also a TOD zone. The City charged local businesses millions in 'cash in lieu' to develop more parking, then wasted it on development that did not meet these needs. For example, a commercial development at 1217 Kensington Rd. NW was allowed to be built with no on-site or underground parking, no dedicated street parking and no parking for employees or customers. The 40+ people who work in that building and all the customers and clients complain about residential parking restrictions, but the problem was created by the city allowing the terrible development to occur in the first place in violation of the existing Bylaw. In the instance of my community, historically, the residents were there long before any commercial development occurred. Businesses need to adapt themselves to the existing conditions of communities. Residents should take significant priority in this 'interface'.
- n/a
- Capitol Hill (west of 14th St. and south of 20th ave) has a problem with SAIT students and occasionally people working downtown or at North Hill Centre, parking on our streets.
- I believe 2 hour parking until 5:00 pm, and then residential only after that would benefit everyone.
- People parking on our streets to walk over to Eau Claire reduces our personal parking
- My area has lots of parks, schools, dog parks ' river walks, shops, bars + restaurants / businesses + there doesn't seem to be any visible issue - parking just seems to manage itself fine as is.
- We are across from two schools and down the street from a large church. It's often difficult to find parking. Also, we're just outside of a permit zone (live in West Hillhurst), so it's a common drop zone for people who drive half way to work, then park on our street and cycle in.
- N/A.
- NA
- There are two schools next to our home and the facilities don't offer enough parking so we're often competing for space in front of our home.
- Paid parking across the entire city will ensure commercial and residential areas are not treated differently in different parts of the city.
- I have no idea why my area T2N 0B2 is parking controlled???
- N/a
- I mentioned this in above comments. Something I think doesn't get much attention is shared parking. There are business complexes that have businesses operating at different times and the parking spaces are allotted as such (e.g. dentist parking til 6, bar parking after 6). But there's no provision for resident/commercial sharing. If a neighbourhood is experiencing higher street parking volume due to business, could some of that be alleviated by opening up parking lots to residents?
- It is not unusual for patrons of the restaurant to feel it's okay to ignore the signs as they are only running in for lunch and an hour later they are still there. Also applicable to visitors to the apartment building.
- A free time allowance or a small fee for an initial period of time in residential areas does allow most small businesses to provide services to their customers. Businesses should not be allowed to rely on all-day parking on residential streets.



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- [personal information removed] has an office at [personal information removed]. No parking available on 10 St. Staff park on Crescent Rd. Clients/patients fill the four space lot and others park on Crescent Rd. I can rarely park in front of my house on weekdays if required. What is the solution to this situation?
- N/A
- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- Employees who work but do not live in the area are using up quite a bit of the undesignated parking the is north of 4th ave due to the RPP program% the program should be extended to cover that area as well, otherwise RPP is not addressing the issue but rather pushing it an additional block
- There are businesses nearby but I don't believe they are the main generators in the area. Some might be drivers choosing to walk downtown or to adjacent neighbourhoods with payment required parking.
- no
- It does cut down on busyness in our area... However getting our own permit is extremely frustrating
- Our local businesses on 1 avenue struggle and need people from other areas to frequent their businesses. Parking totally restricted by RPP is not appropriate but limits of 2-3 hours is necessary to prevent monopolizing the space.
- I was at an event at the Rosedale Community Hall. There is not much onstreet parking in front of the hall. Neighbouring streets have hourly parking that is in effect until 9 pm. Makes it awkward for events that start around 7 pm and run until 10 or 11.
- Construction parking has taken up all spots in front of homes in all directions (brisebois and northmount). I think it will be worse when the commercial building is open. City does not require developer to provide adequate parking for employees, much less patrons. It has been a mess for 2 years and counting.
- We often visit some areas for us to shop, such as Marda Loop and are highly frustrated by the lack of parking. We don't have any significant commercial areas within walking distance of our neighbourhood, so we have to drive to get things like fresh bread from Cobs. There are not enough parking spots in the neighbourhoods that the city have increased the density in.
- Because of construction on our street, street side parking has been swamped by construction site workers for over a year. There is no end in sight as other homes go up for sale and the properties redeveloped. Literally for weeks on end there has been no parking available in front of our house. Some of our visitors have mobility issues and having to park well down the street is problematic.
- Most houses on the street do not have a driveway, garage or alley parking. As a result street parking needs to be available for residents. Businesses nearby are using parking in permit zones even though there are other parking options nearby (paid lot across the street & free hourly parking one street over)



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- People who move into commercial/ residential areas know the issues. I think regular street parking (first come/ first serve) should apply during business hours. Off hours should be ok for residents to park.
- Create a free city wide special permit for businesses that go to residences to perform services. They pay enough business tax as it is and should not be charged for this permit.
- Contractors in the inner city park their huge trucks, block roads and park for months with no cost. And they drop construction materials all over the roads. Why not have a paid permitting system for them?
- Builders seem to have a free pass on parking equipment, trailers and unlimited vehicles on the street. Do they pay anything for that privilege?
- Not applicable to my situation.
- Construction of new homes causes alley and street closures on a regular basis. No enforcement and no response from 311. Laneway enforcement needs to be increased. Or allow submission by residents through 311 app.
- I think there should always be at least one side of the road that is not permit only, to accommodate nearby businesses, etc.
- City changed signs when 5 ave bike lane went in from 15-30 minutes to 2 hours. Now Kensington people park there and walk for coffee - no parking for residents. Also [personal information removed] when the Ezra building was built they removed permit only parking and did not put it back up. Now Ezra people park there permanently. We were told Ezra had to have visitor parking onsite.
- This area is just residential. Drivers park here when a snow ban is in effect. No one is ever towed or ticketed. Hence they continue to park here.
- All the homes in my street have double attached garages and driveway. I have neighbours with utility trailers (because he has a roofing business) and two other neighbors who have rented out their basements, and the rented have their own vehicles too. So the street in front of my driveway, is always lined up with vehicles that should be parked in the garage or driveway. If people don't want to use their garages and driveways then why are they purchasing such homes and causing other home owners stress?
- Only matters when we have sales or tradespeople over.
- Not an issue in our area.
- No concern
- This is not an issue in our RPP. I see how it could arise but if any changes are made these should be done with care.
- Must be resolved on a case-by-case basis, not with some ill-fitting blanket policy.
- See above re school.
- This is mostly the result of misuse of the "visitor" permits, that people can call in for, and then they are used to work at Foothills Hospital. Visitor permits are for use of people visiting the homeowner in the immediate area of where people park. So they are being misused. Go back to the hang-tags!



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- This a major problem on our street, the seniors home next to us was to provided parking for their staff using their underground parkade. That does not happen.
- There are enough dedicated paid parking lots on 17th Ave vistors and patrons can use. Streets in front of multi unit complexs should be residential permit parking only at all times.
- Not an issue on my street.
- Contractors abuse the rules... park however they want to and block the whole road, leave their garbage as well.Park on the sidewalk etc etc, love their vehicles running and work outside of the hours....
- Alleyways become parking lots for commercial contractors etd. Other trades and builders block their plates and the roads etc - not sure how to fix this problem....trades might just be able to register for certain days by way of the general contractor or site owner....
- Spruce cliff plaza, Westbrook LRT, Wildflower Art centre, Greek church and attached community hall, Alberta health services at the old library site, AHS Cedar Long Term care facility at 8thAve
- residents 1st
- This does not impact my area. Residents need to take priority and rules need to be enforced.
- You are doing a good job of killing the 10th Street stores. May not have been the plan but if I didn't live here, I would completely avoid the commercial area. Too bad.
- More parking permit only zones should be allowed in residential areas, not just hourly zones. Many non-residents of neighbourhoods do not comply with hourly restrictions.
- the businesses all around us have inadequate parking so customers park on our street and we can no longer tell who has or does not have permission to park because there's no visible paper pass to see in the window.
- NA
- There is a two hour parking zone nearby which seems to alleviate these issues in this area.
- n/a
- All vehicles must be registered appropriately including service vehicles and contractors. More enforcement of no overnight parking on street for commercial vehicles.&
- The solution to consider is to get rid of the under utilized bike lanes and return to on street angle parking in front of businesses. Most cyclists still use the pedestrian sidewalks in commercial and residential zones.
- Sometimes. Also, I'm quite sick of the city allowing construction companies to shut down a street for the duration of their project. Are you out of your minds? Why can't they use the space from the street to the front door for their trucks etc. They are overbuilding on the lot if the street needs to be shut down. Why should everyone suffer for a condo project?? Or how about the new TBCC? Part of 29th St NW closed for construction. And 16th Ave NW for way too long for the stupidity of fixing 16 Ave 29 St NW.
- Businesses that don't have enough off street parking to accommodate the traffic they generate.
- Obviously, and?
- Construction workers park with impunity. I wish the city would enforce the rules.



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- We have a few 4 plexes on our street which can mean many cars! Construction workers (building house next door) tend to avoid using permits by covering their licence plates, lowering their truck gate to hid the plate or backing up really close to a garbage bin so the camera can't record their plates.
- I will never buy nor rent in one of these areas. Nor will I spend money at a business in one of these areas.
- In zones other than my own, access to businesses can be very problematic.
- Sometimes it's difficult to find parking in a popular commercial area surrounded by a restricted residential area, eg Kensington. If it's too difficult to find parking, we change our minds about where to eat or shop and that impacts businesses. Perhaps there should be parkade alternatives in those areas?
- False
- Yes, it's definitely an issue especially as taller buildings are replacing smaller buildings. I see this in my neighbourhood of Sunnyside and Hillhurst.
- This is a huge problem on 10A ST NW, as folks constantly park on our street due to poor parking options on 10th.
- More bike parking, more transit would be a viable long-term solution.
- Permits help me park for free when everyone else pays - suckers.
- This is part of having dynamic communities, not sure there is a solution.
- This is not an issue in our neighbourhood.
- Get proper non-car infrastructure right and this won't be an issue anymore. Also all neighbourhoods, residential and commercial, will profit from it more than from any kind of parking regulation.
- Putting RPP parking in the neighboring communities around st. Joseph Parish (640 19 Ave NW) will negatively impact the hundreds of families who attend Masses, funerals, weddings, gatherings, charity work at the parish. As the City of Calgary is already taking away the lot next to the church that the church has been using for parking for decades imposing any other parking restrictions would be unthinkable. This church has been a part of these neighborhoods for over one hundred years and is very important to all families who worship there. Don't take away any parking from the church.
- The commercial areas have many paid street parking spots which can be used and the 20 min. loading zone areas. They do not need the Residential Permit spots.
- This hasn't been a problem in the blocks around my house.
- We definitely see an overflow from 1st Avenue NE businesses and with current 30 min non permit parking it makes for very limited street parking on the "residential" streets with multi-family units.
- Commercial parking is accommodated by 2 hour paid parking during business hours, and business owners can have a business owner permit for parking indicated by displaying a pass on their windshield. It is difficult for residents to have day parking, but businesses need to have their needs met, otherwise they might relocate out of Eau Claire.
- The construction vehicles never seem to be tagged- there are 2 flatbed type trailers on Toronto Crescent NW that have ben in the same spot for over a month, to complicate matters the sidewalk at



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this property has been closed for the same time. This is a neighborhood where people of all ages walk having this sidewalk closed and the trailers in front of this property cause people to have to walk on the road - not safe and dangerous when the roads are slick and icy.

- N/A
- No issue in my neighborhood with commercial operations. Again, City enforcement of street parking during events on Prince's Island would be helpful.
- As commercial residential combos increase, along with commercial builds in residential areas, there should be a wait period after completion of construction before and new RPP areas are able to be established. Construction often means a lot of extra traffic for the period of the build, that disappears after the build. CofC needs to limit new RPP zones around new commercial/community hubs - despite resident complaints of traffic - if they want to ensure vibrant and vital communities.
- We live in the community across from the foothills hospital so there is competition for parking daily, not for us but for anyone visiting or working nearby. We also live by the toboggan hill so we have quite the congestion of parking when the snow flies. I don't really care that people park up here except when they block my driveway. I can't believe they did the "new" parkade wrong and have to re-do it. Shameful really.
- We find there are only a few parking spaces designated for the residential RPP zones in our area and would like to have more spaces for our visitors.
- [personal information removed] In the summer months sometimes there are 10+ U-hauls parked on the street, when they have space in their own lot. I've also seen them parked within 3m of stop signs. After speaking with them a few months ago, looking for some courtesy, they told me what they are doing is perfectly legal and to take it up with the city. I do not think it is fair to the residents to have their street parking used for business purposes to the extent that residents themselves are not able to find parking.
- Need to have time limits on parking to allow for short term parking for business and those using public amenities. Permit only is not the solution.
- Bowcycle needs to address the lack of parking issues for customers.
- We do not have any commercial in my community.
- Don't care
- I've been yelled at parking on an rpp street and walking to a restaurant. I saw the residents point but had no options for parking for three blocks so it was worth it to take the chance.
- This is not currently an area of concern for us.
- I live next to Foothills Hospital where parking is an issue for people visiting the hospital. Whether they are having treatment or visiting people at the hospital they need inexpensive/or free parking. People in this neighbourhood want to see the street empty in front of their house. It seems to be lost that people walking your street makes it safer and can curb crime just by having more people walking.
- We should be assisting businesses not hampering them.



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- They pay taxes, a lot of them so businesses should have priority. Parking should be open for everyone not just those who live on the street. I also know too many people with many vehicles and only one parking spot on the property. Maybe they should buy a bike and lose a car or three.
- Car to go is an issue in front of my home!! They are here on a daily basis!!
- Business/strip mall on [personal information removed] illegally put up reserve parking signs in the parking lot to the strip mall causing customers to street park in the community. Depending on the day there are several vehicles parking along [personal information removed]. This also becomes a SAFETY issue in the community as business customers cause dramatic increase in traffic through the community - many failing to adhere to speed limit, stop signs etc causing worry for many families who have children crossing residential streets to play with their friends
As well, due to ongoing construction at Foothills Medical Centre/Cancer Centre, AHS employees park down in Parkdale [personal information removed].
If I'm working this isn't an issue, however, when I'm on vacation and leave my home, returning to find no parking in front of my home becomes an issue. Several times I've noticed there are several vehicles parked across the street where people have driveways. These vehicles fail to adhere to the city regulations about blocking/partial blocking private driveways. This has caused issues as my neighbors can't get out of their driveway and there's no one available to move the illegally parked vehicle. We understand vehicles are required to park 5m back from a driveway.
- I live on [personal information removed] adjacent to an elementary school which also has a daycare business. Parking and traffic on our cul de sac gets to be "out of control" during school season and soccer season. It is normal to see up to 6 to 8 cars park abreast in the center of the cul de sac making for a very unsafe environment with young children running between cars, not to mention restricting access for vehicles.
- I live in a residential area right behind [personal information removed] Daycare. The road that the daycare is on is permit only parking so our road, which is 2 hr parking, gets all the traffic and parking for the daycare. Another issue that I have been struggling with is residents giving visitor passes to daycare workers. Since the electronic system has come into effect I have seen the abuse of visitor passes decline, which is positive. We have spoken to the Daycare numerous times about the parking issues but it comes down to the daycare not providing proper staff parking which in turn makes it a problem for surrounding alleys and residential roads.
- Does not include us
- A little mall in the corner of our neighborhood charges for its tiny parking lot (so it isn't used by the Foothills Hospital people across the street!) and so its customers park in our neighborhood.
- One of the biggest drivers for the system, there needs to be tools for management of the different interests, businesses need to have parking and not impact the nearby residents
- This is a challenge and again can be met with reasonable paid or unpaid parking limits with permit holders having greater access. I can't think of a single time I have driven by a permit only zone where parking has been full.



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- Maybe, but two-hour parking between 8 and 5 for anyone does not impinge on residents' rights. Why 24/7? I never would have voted for that. On my old block (one block north) we had two-hour parking for anyone and we did not have a problem. Just empty out your garages people so your cars will fit in them!
- There are many instances within mt royal where people park all day up along 8st S.W. uphill of royal ave to then commute downtown via bus or walking. This also occurs so g 10th st S.W. by the community association building and nearby bus stop. These areas need to have expanded areas for time bound parking.
- Maybe, but allowing free two-hour parking between 8 and 5 on weekdays does not impinge on residents' rights. Why restrict parking 24/7? On my old block (one block north) we had two-hour free parking and we did not have a problem. Restricting parking to two hours keeps students and people who work in businesses from parking on your street all day. Tip: Just empty out your garages people so your cars will fit in them!
- No issues in my neighbourhood.
- I live in zone Z. I chose to live near businesses knowing that there may be some associated difficulty, but that the benefits (i.e. proximity to those businesses for my own use) outweigh the associated difficulties (i.e. sometimes my street doesn't have a parking spot in front of my house). It is unfair to prioritize the rights of homeowners to park on publicly maintained streets simply because they have chosen to live in a neighbourhood that is close to businesses. A balance should be struck that allows for homeowners and clients of local businesses to access parking. Currently, RPP permit-only parking, coupled with increased enforcement ability, does not strike a fair balance. RPP permit-only parking should be abolished or changed to allow non-permit holders to pay for the right to park there at market rates.
- Not necessarily. I don't think it's important to have 24/7 parking restrictions; they're usually needed only between 8:30 am and 5:30 pm.
- In commercial/residential areas it should be hourly paid parking 9am to 6pm and residential permit parking all other times. This makes sure residents are not taking up all the parking and that parking is free for businesses during for hours.
- A fellow opened a so called [personal information removed] and parking for residents was vastly reduced
- No issue
- Residential in the area is not even that busy. Not busy enough I would worry about people parking on my street for long periods of time.
- The RPP that I live in, does have businesses nearby, which all have visitor parking. I wonder whether it's really necessary to have an RPP on my street at all.
- We are close to Lina's/Cibo's on Centre Street and have seen an increase in people parking on our street as they are gambling parking enforcement won't catch them. And know that the residents can't tell if they are legitimately parked there or not. I see people walk back from Lina's or Cibo all the time after parking on our street.



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- The city should require parking in buildings so street parking is not required for residence
- We also have institutional and construction pressures
- [personal information removed] has turned into a 10 minute liquor store parking area where visitors seldom pay for parking and tie up available spots. Enforcement is not adequate.
- We get people going to the local highschool chancing that they won't get a ticket.
- During the business day, there are people who would like to park on our street, and I have no objection - if we had a two hour limit. But there's absolutely NO parking without a permit on our street, and that is ridiculous.
- calling every time almost forget tickets just get city coiffeurs full
- We have people from folk festival parking on our street. Also people going to microbreweries. They are not paying for parking and they are parking without a permit. They also make our street noisy.
- Develop a cellphone APP with a good user interface that remembers historical license plate
- In our area, people are running home businesses. This is causing a problem with on-street parking. Customers are parking on the street and there is less room for residents to park.
- The competing needs in my community result from city planners and council allowing parking relaxations for commercial developments. We have a cumulative deficit of parking resulting from numerous separate relaxations.
- there are no commercial businesses in our area
- Residential parking should be for residential parking. If there is commercial store, appropriate parking should be required by the commercial property owner.
- Business operators in my zone were charged cash in lieu of parking spaces and the money was NEVER USED by the city to actually create more public parking. Also, the city approved permits for businesses which did not include any on-site parking for staff or customers. This problem is owned by city planners and needs to be resolved.
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Need to maintain parking restrictions otherwise school uses would use all the on street parking , not allowing my visitors access to my home.
- There is not enough parking near 14 street NW. As such, people parks on the street regardless of having a permit or not or in the alleys, thus blocking access to garage or making driving in the alley dangerous.
- Actually the C-Train commuters obey the laws better than renters!!
- In the development permit and City decisions, parking needs to be top of mind. Requirements need to be met and not have spill over into residential. It is to have a balance for those of us who own homes, but for those wanting to spend money for our businesses to have that access. Underground parkades should be part of the plan where able (not a high water table).
- All-day worker parking should be discouraged, but without impacting residential use or short-term commercial use. Not quite sure how to do this.
- N/C



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- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Not applicable
- Per above, the "commercial" interface I am concerned with relates to SAIT students parking illegally in on my street which creates an inconvenience for my family and my neighbours.
- X
- Not if there are fees. No one should feel entitled to have free access to public space for the storage of the private property. On-street parking spaces should not be charities for those with means (who can own a car). If there is demand, there should be time limits. If there are parking spaces, there should be fees to park.
- The commercial property next to me has four or five spots are located on the street. There are always extra cars parked in front of my house and around making it very difficult for me and my guests to use the space
- FMC staff and visitors often park in our neighbourhood
- n/a
- This has never affected us even with the nearby mall or university.
- There are six large condominiums (one still under construction) adjacent to Mahogany Row S.E (a culdesac). The developers obviously are not required to provide adequate parking for all their residents. Our culdesac is used, sometimes to capacity, by the residents of these condominiums, often making entrance and exit difficult. Every street, including more major ones leading to Mahogany Village Market are dangerously congested with cars from these developments. Developers should be required to provide more parking spaces for their residents. We are not currently designated as a RPP zone on [personal information removed]. I do have empathy for and realize the condo residents now need somewhere to park their vehicles. However, the issue could have been solved by requiring the developers to provide adequate parking.
- We have never experienced this in our neighborhood.
- One of the big reasons that I like to live in this neighbourhood is because of the walkability, restaurants, shops, etc. I accepted that the parking would be an issue
- Many students park illegally in our RPP because the occasional ticket they pay is less expensive than paying for parking at their school. We also witness a number of clients of businesses on 14th street, park on our street when the hourly parking on the side street is full. It is unfortunate that the City allowed for developments on our main streets to have relaxations to parking requirements, because there is quite a lot of illegal parking as a result.
- In these areas, provide 1 or 2 hours of free parking. Calgary's parking rates are so exorbitant that I won't go to stores or businesses that don't offer free parking. It's that simple.
- The University of Calgary, in my opinion, is not a very good corporate citizen for not providing more parking for their students and employees. Many businesses, like car dealerships, do not provide parking for their employees anymore.



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- The original parking problem was caused by business employees parking during the daytime. The parkers did not stay through the evening. Most of the homeowners have driveways but chose to park on the road. There was no need for the RPP.
- No issues.
- Yes, near 14th street SW and [personal information removed]. Lots of new buildings on west side of 14th street is expected to result in additional parking in Upper Mount Royal.
- Apparently there are more business moving into residential areas and consequentially more traffic/cars/parking and if near the LRT those cars as well.
- Residential should Trump Commercial
- Again I live on [personal information removed]. Problems. Across the ally from me [personal information removed] day care who has no parking, uses our alley as their parking lot. littering the end of the alley with employee cars. sometimes making it hard for garbage, recycling and service vehicles to get by. When the alley is full the employees and customers end up using our street as overflow parking. I have witnessed countless times that they come out every 2 hours and move the car to the other side of the road to technically stay in the 2 hour zone. Can you guys patrol alley ways for all of this parking? it's out of hand. Also there is a child day home at [personal information removed] that also uses the road as employee and customer parking. It is getting out of hand. We are allowed up to 2 residential permits and 2 visitor passes. I abide by the rules and simply, others don't because of the business. we need more patrolling and warnings sent to these businesses. It comes down to long term parking in this 2 hour zone. We shouldn't have to petition to have a permit only zone to address these problems because I believe the same problems exist in those zones now that we are paperless. Please patrol more and look at the way these business are using our alleys and roads.
Thank you
- Yes, it can, and does in my area, but only on weekends.
- We have had 3 years of continual constructions/home-building within 2 blocks of our home and parking is a challenge because of suppliers and trades. I do not register complaints because I don't want to make their lives harder. But consideration by these companies and tradespeople needs encouraging.
- Businesses do little to dissuade patrons from parking in residential areas.
- Agreed. By offering free on-street parking you are making this interface worse, not better.
- See #1.
- Commercial businesses in residential home, ie hairdressing, landscaping, should be banned completely from these area.
- We are close to 17th Avenue and lots of people park in front of the house to shop on 17th. They do not appear to be deterred by the parking restrictions and enforcement.
- Residential parking is for residents and visitors to the residents. Understanding that roads are "public", every resident has the inherent and reasonable expectation that they or a visitor can expect to park in front of, or very near to, their residence. If a business does not have adequate parking for



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their client base, it is unreasonable to expect residents to carry the overflow because the "roads are public". Traffic impact assessments are done on commercial and multi-family developments to determine traffic and parking impacts based on number of units, business types, hours of operation etc. and come up with what is required. Relaxations to these parking requirements (generally to encourage/force transit use) forces these types of issues when the transit plan is not followed as planned...People don't ride their bikes or take the bus to go pick up groceries, they take their car on their way home from work. an example of not enough parking is the Foothills Professional Centre which has pay parking on site. The street parking is packed all day and patients are often driving around the parking lot repeatedly looking for a stall to open up...and they are going to pay for it...Residential parking is residential, and commercial is commercial, accommodate accordingly.

- All commercial operators should provide parking spaces for their customers or require paid parking. No free parking for commercial operators. I believe all street parking should be paid parking.
- It needs to be a balance, and I think the City policy - speaking as a resident of an RPP zone - is actually too skewed to the residents. It hurts local, independent business, and we need that mix.
- Per my answer above, residents of my neighbourhood are opposed to any kind of commercial presence in our community for fear it may threaten their sacred street parking.
- Commercial spaces need to be clear about when they are required for business. Often people are driving around looking for spaces in the evening while commercial spots sit empty. There is an opportunity for the city to work with private landowners to facilitate some use/revenue share with private owners?
- This is the issue in my area. The commercial area doesn't have parking for staff so they fill up the residential streets during the day. They mostly park all the way around a local park, as it doesn't have a parking zone, but they park literally on the corner of the street if there isn't parking, which is dangerous, blocks traffic and blocks sightlines.
- ????
- I have to park in a residential area to get to work because parking is not provided. It is not feasible for me to pay. There is not enough income for myself or 90% of the people I work with to pay for parking.
- n/a

Major Generators

- Seasonal make being near a generator easier sometimes - i.e. SAIT Students not using parking in summer
- People are selling parking passes. How is this monitored? People giving out pass to friend who is visiting business nearby but not them specifically.
- It's a mishmash of different parking restrictions. It's confusing. 2 hr free parking is usually a preferable solution.



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- Frustrating to have flood of non-resident parkers during the day, makes it difficult for visitors/deliveries
- Combination condos on top of commercial properties must provide sufficient parking in conjunction with city.
- without parking restrictions, this makes the onstreet parking a parking lot extension for the major generators
- cannot park here
- Large businesses and institutions attract many vehicles. If there is not sufficient, reasonably priced parking, these vehicles will spill into residential areas. Development permits must require sufficient parking. The City must not restrict the number of parking stalls to try and force people onto public transit. This strategy does not work and it is disrespectful to adjacent homeowners.
- limited parking at the business overflows to adjacent streets
- Hospital workers park in hourly zones and move cars every few hours collectively.
- Plan the community better so can better anticipate the traffic/parking volume in areas with major generators. Develop size of generator before not after.
- High parking prices are pushing people to park in community rather than.
- Seem to be the main reasons that RPP restrictions are needed.
- Why do we have an RPP program? How do we manage b/w our needs and a major generator? 15 min grace period?
- Monitor who uses the major generator at various times of day to assess best types of restrictions needed.
- Large apts allow for too many cars. Need better restrictions.
- Construction-hoarding that takes up the street. This creates issues.
- It doesn't affect me.
- Good reason to have the program (1)
- Good to have in place so not all workers from hospitals etc park in your neighbourhood. (1)
- Frustrated w/employees parking in area want City and U of C to work better together for staff parking.
- Handicapped visitors not being able to park in front of the house due to too much university parking.
- Expectation that major generators work better w/ neighbourhood re: parking
- In front of my home is residential parking. Major generators need to prepare for their own parking (includes 4 plexes & apt bldgs)
- Problem with excess street parking is escalating b/c additional parking needed for large apt. bldgs
- I feel depending on the business, they should have to provide parking. Which is difficult in residential areas with permit only parking. Some innovative solutions for businesses are needed.
- Special events increase demand for parking dt poor transit options. City still doesn't know how to increase funding for added transit during special events to improve traffic/parking issues. Eg: hockey/concerts/summer festivals/marathons.....parades.



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- Some of these no longer exist and some are new so the zones should be re-examined.
- No major generators in neighbourhood. No need for parking restrictions whatsoever. The only thing it is is an inconvenience for residents and guests.
- Yes I live in an area near schools and a hospital. The permit system works well. The only part of the online system that does not work well is when we have visitors during school hours. When we have several people over for book club I don't know the license plate numbers in advance nor do I have time to send them in as people arrive. The paper parking passes worked much better for visitors.
- That is fine. These facilities are the reason people move to those neighbourhoods.
- lack of enforcement
- We live near McMahon Stadium. Home games are problematic. It's manageable, but annoying.
- See above - I frequently cannot park near my home due to hospital workers using our neighborhood as a parking lot. I have also had people park so close behind my vehicle I could not open the back to load or unload things. This should not be happening in a quiet single family residential neighborhood.
- Concern about a new commercial/institutional development for which there has been no traffic study and they seem to be going ahead - where is city hall in requiring processes committed to the residential tax payers (ARPs)
- I live near SAIT and we have a lot of illegal student parkers. Because the cost of a ticket is so low, they can get 3 tickets per month and pay less than monthly parking at SAIT.
- The needs of major generators should take precedence given that most residents have garages and/or parking pads at the back of their houses, yet they choose to park on the street.
- The community centre is expanding its parking lot from what I hear and I don't feel threatened by them> it is in fact fun to see hockey players walking by in the winter, people going to the pool in the summer, people going to craft fairs and gem shows. It is part of what makes our community fun and accessible and it is sad to make us some little preferred and unfriendly street.
- Residents should have priority to access their own residence. large organizations and/or businesses should lease/buy permits from the community and or compensate inconvenienced neighbours.
- Absolutely...SAIT students all over Hounslow Heights for example and suburban LRT commuters who use this neighbourhood as a giant parking lot
- We thought that ticketing would reduce this problem, but it seems it is not easy to implement ticketing and we have not seen any enforcement in recent years. We were hoping that fines would deter people from coming back game after game, once the word got out.
- See comment in 3 above.
- See above
- AND I CANNOT PARK IN FRONT OF MY HOUSE. Our Capital Hill house and the stampeders games, and parking is none existent. BUY I CANNOT PARK ON THE ROAD BESIDE OUR HOUSE BECAUSE IT IS NOT IN FRONT OF MY HOUSE. [removed]
- Large Organizations need to provide their own parking solutions.



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- The Foothills Hospital is nearby and we used to have 2 hour parking. There was concern that hospital construction would drive more people to park in the community. While this is likely a problem for those in the community who live nearer to the hospital we have not seen much impact. Changing back to 2 hour parking 24-7 would be preferred to the current system - providing parking is appropriately monitored and ticketed.
- Happens in my area sometimes in the summer, but nothing that is not manageable.
- We plan our trips around the games at McMahon Stadium - travel east instead of west, or avoid game times.
- I believe 2 hour parking until 5:00 pm, and then residential only after that would benefit everyone.
- I live relatively close to ,1 shopping centre, ACAD + SAIT + parking seems to be smooth.
- As above, the old Children's Hospital used to bring a lot of vehicles parking in the neighbourhood, but not anymore. The 2hr zones are all still in place, and not policed for over-stayers.
- NA
- Also, we live under the hospital. There is insufficient parking and parking is overly expensive. Staff and patient's/family park in our area, risking tickets because it's less expensive to pay for 1-2 city tickets per week than to pay for daily parking at the hospital. This is an incredible frustration in our community. People can't access the sports facility and community centre because the parking is completely over run by Foothills hospital!
- We are very close to Riley Park. In the summer it gets difficult to find on street parking for either ourselves or for visitors. It would be nice if there was more parking available for park visitors. Before permits were required we had problems with SAIT students trying to find free parking
- Paid parking in all areas of the city will ensure that users pay in a fair way.
- There are MANY hourly and 2-hour zones on the surrounding streets in Parkdale and over this year I've noticed a MASSIVE influx of parkers from the Foothills Hospital. By 2:30 pm most days, for example, the entire city block around the Parkdale Community Centre and surrounding park is filled with commuters to the hospital who are parking their vehicles. Obviously the City is not monitoring these hourly zones effectively (i.e., coming back after an hour or two) to ticket vehicles parked for longer periods. I've spoken with people who work at the hospital but park in Parkdale and they report that they've only ever received *one* parking ticket. The City should commit to enforcing these kinds of zones regularly, especially in areas where there is a hospital, university, etc. that generates a high influx of parkers commuting.
- n/a
- Generally speaking, those venues have been around for a long time, and that issues is nothing new. I'm a proponent of buyer beware, and if that's a huge issue for someone looking to move into an area, they should understand the neighbourhood they are buying into. Events and such don't happen in a void.
- 10 day expiry for visitor passes is too long. Due to our proximity to the U of C it is very common for residents to loan/rent/sell their visitor passes to other students. It is not uncommon for someone to park, walk away (or be picked up), return 10 days later and drive away. Clearly not visiting.



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- I don't feel parking in our neighborhood should be completely restricted. Allowing 2 hour parking is reasonable. There's an elementary school down the street and this is essential for parents.
- n/a
- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- Churches see a large influx but relatively harmless on sundays
- I think the likely reason for the RPP on my street is that there are many faith organizations near my street and they draw big crowds at specific times of the day/week. I like the idea that this parking doesn't hinder their participation but at those peak times (especially on weekends) it's basically impossible to park anywhere near my home and I am not sure what a good/fair balance is for this. I would not want to make the people coming to these faith groups unable to park but this likely has more to do with me being ineligible for the RPP only zone as that would possibly solve the problem.
- no
- Too often staff at [personal information removed] will avoid paying to park and will park along our neighbourhood streets - not OK! Regular patrols and enforcement needed or organizations should provide incentives for staff to use public transit - also keep their parking rates reasonable. All street parking in the vicinity of large organizations should have 1-2 hour limits for non residents.
- I live close to U of C and Brentwood LRT station and shopping centres. People park in front of my house and walk off, leaving cars for the entire day. Why? What is wrong with the transit such that people are still choosing to drive and park for free in my neighbourhood? connections, schedule, does not run early or late to make it attractive for commuters??? City needs to review and fix.
- Yes, the Foothills Hospital is the worst
- The Foothills Hospital is the neighbour that generates vast parking problems in our neighbourhood. Enforcement seems largely non-existent since the new digital permits came into effect. We always had problems, but now certain areas of our neighbourhood have so many parked cars it can be impossible to drive down the road as we can't get through two cars in opposing directions. Dangerous driving is common as non-residents are looking only at signs and for empty spots, not watching for kids or other pedestrians. Illegal U-turns are common and people outright ignoring traffic signs. The stop signs are often completely ignored.
- There aren't many of these in my area, and most have parking lots. If there were residential permits in my area, then business customers wouldn't use them.
- [personal information removed], and I am HAPPY we have residential parking permits, as my street is nearly ALL tenants and many homes have 4 vehicles parked on the street. The street is full with residents. I can't imagine if students and U of C employees were also trying to park here...
- See my previous comments, re: McMahon and the UofC. Yes, restrictions need to be in place, but this new system needs work!
- N/a



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- Oh well. People who buy homes near large organizations and facilities should realize they run the risk of those places having visitors park in their area.
- Make the adjacent neighbourhoods completely RPP, including the alleys.
- We are overrun during the events, even the ones down in Prince's Island since no one ever controls parking in the RPP.
- I am not sure if churches fall into the category as Major Generators, but in Zone G, the impact of churches is huge. Currently there are 10-12 active churches and the impact on the community is huge. I support a vibrant commercial strip, and I understand the move to secondary suites, but there isn't street capacity to support all four (primary residences, secondary suites, commercial parking, and church members). Something has to give.
- Staff and visitors to the Foothills Hospital seem to think no pay parking in our neighbourhood is a great alternative to parking at the Hospital. Even the 4 hour zone at the community hall is favoured by staff and people going to football games. Perhaps that should be a pay lot. Any more than 4 hours requiring payment. Might help pay the cost of enforcement.
- I would say it's very likely that due to the close proximity of our neighborhood to downtown that visitor passes are being exchanged for money, creating a lot of excess congestion.
- we are "near" the hospital but I have NEVER seen anyone park here and then walk over.
- Enhanced enforcement on weeknights and weekends. Community groups and organizations dominate street parking. Start giving tickets. We only see enforcement during business hours. 24 hour enforcement us required.
- Foothills hospital and the parkade follies certainly are a major contributor; however, if their rates increase a lot it is perhaps predictable that people will choose the occasional ticket vs. paying monthly fees.
- I actually can't complain about hospital parking in my area. Since the alley behind our house received renewed signage we have had no problems around our place. (Parkdale)
- I think the best way to deal with this issue is to improve public transit! The city has been going in that direction - keep going! Make it so that it's easier to take transit than park on the street, and then people will take transit! Also, in the case of temporary parking problems like the Foothills Hospital while the parking lot is under construction, I don't think communities like mine (St. Andrew's Heights) are acting like good neighbours. Our neighbour (the Hospital) needs help! Our neighbourhood is full of single family homes with garages - it's not exactly a high density parking situation. We have room to help, and we should help, by accommodating parking needs when we can! As someone who [personal information removed], I hear stories of cancer patients, driving around looking for parking, late for their appointments. We can help reduce that stress! Also, if we get sick, it's the workers at the hospital that will care for us! Let's help care for them!
- HSCA often has overflow. Riley Park often has users park on 5th Ave as there is no signage on 5th showing them to go to 12 St and the parking lot on the north. There is not enough parking for the park on busy days (largely due to bike lanes which are empty). Also need higher fines and quicker



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service when illegal parking in private spot or back alley. We get blocked in our stalls/garages and park people don't care.

- Don't over react to the temporary issue of parking at the hospital, knee jerk issue from certain individuals.
- Where the LRT area is also a 30kph playground zone. Hardly anyone does 30 as they race to get home.
- The hospital staffers and Stamps games in our neighbourhood.
- We are impacted by Mount Royal University and the students attending there. MRU charges a high price for parking which pushes students into residential areas. We have controlled parking down one side of our street, but the other side adjacent to a park is still available. We have had a measurable impact on quality of life due to speeding and the throwing around of garbage.
- Pathway access would also fall into this category.
- This is not an issue in our RPP. I see how it could arise but if any changes are made these should be done with care.
- Richard place SW south of mount royal university. It is walking distance from the university and during the day Students park here while residents of condos in the streets can't find parking.
- Educational institutions should provide affordable parking for their students. SAIT and ACAD have parking but at vast expense.
- OK, so you defined "major generator". What is the issue you are trying to raise?
- Stampede
- The hospital next to our community is the main source of cars being parked here. Staff and visitors fill all hourly parking spots all day and night so it's essential that we have permitted parking outside our home.
- Foothills Hospital is adjacent to community. Frequent patrols are my only way to address this.
- Again, because of Foothills traffic, parking permit use for residents is at risk, due to lack of space for all. I can't park, nor can a visitor park, in front of my own house.
- A major headache as non-resident drivers try to park for 4th St Restaurants, Calgary Flames Games and the Calgary Stampede
- Not an issue in my area.
- University students and AHS
- Rosedale united church
- Greek Church & Community hall (no on site parking) - Alberta health services, both sides of spruce drive on 8th Ave, condo towers at Bow Tr especially since the closure of 11th Ave,
- too bad it is for residents
- Residents need to take priority and rules need to be enforced.
- Improving parking at Foothill Hospital would likely eliminate issues others (not us) have regarding hospital parking. On days where Mcman stadium is being used we had parking in the neighbourhood. I never objected. It is a temporary inconvenience. Again the proper fix is better parking at the venue or improved transit.



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- West LRT is the parking congestion generator in our community. More City of Calgary Park N Ride Parking Lots are needed. Not only is there abuse with illegal parking within designated permitted zones, but any available space without a Permit Parking Sign is completely congested with commuters from outside the neighbourhood. This causes a multitude of problems, not only in front of private residences, but especially along playgrounds, schools, community centres, bike lanes and major roadways.
- see #3. Same story. When passes were paper, we could see who didn't have permission to park and could call Parking Enforcement. Now we can't tell so don't call. More unauthorized parking results.
- NA
- I live in Ramsay so obviously anything on the stampede grounds is going to be an issue. The enforcement during stampede this year was excellent, the only downside being that we didn't receive enough special parking tags indicating we were locals (we only received 2 for a building with 7 suites). Maybe mailing one to each person in the neighbourhood who is registered for an RPP would help? Overall though it's very well enforced!
- n/a
- SAIT often has posters indicating where in the community to park.
- A major concern is the temporary car rental and drop off. The rental company clients can drop off the vehicles in any RPP zone and are generally discourteous. I have been blocked in by their cars in the past.
- Yes, large places like Foothills Hospital really need to have staff parking onsite, instead of the nightmare they have been providing, staff, visitors and patients for at least 30 years!!!! Although they are just SO apologetic about the current state of parking. [removed]
- Many Univ. of Calgary people park on cur-de-sacs off 24th Ave NW.
- SAIT students who park on th community and take their chances on getting tickets. Homeowners who rent out their visitor permits to students.
- Surrounded by the University of Calgary, illegal boarding houses, 2 hospitals, McMahon stadium, etc. can make it difficult to park. Traffic is an issue. Petty crime has increased.
- Okay? So I know what a major generator is now what?
- That happens to us a lot! It's very frustrating.
- I will never buy nor rent in one of these areas.
- They should have sufficient parking space without invading private homeowners space.
- [personal information removed] of a school, and there is a lot of unauthorized parking. This often causes issues for our visitors.
Unfortunately, the new electronic permit system is acceptable from a user perspective, it does not allow me to identify cars that are illegally parked. There still needs to be window tags to identify authorized vehicles. Otherwise, I may as well put the parking authority on speed-dial to get them to drive by a couple of times a day just on spec.
- True



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- Often places such as Universities, hospitals and event venues charge exorbitant prices for parking. It contributes to this issue.
- Lots of people park in Sunnyside to get to their jobs downtown, so it looks like people are selling permits.
- These places have parking and usually for cheap. I'd then a laziness problem?
- This is not an issue in our neighbourhood.
- People are parking in noparking zones and making it difficult to get through the neighbourhood. More enforcement is required including towing as enforcement has not deterred parkers.
- Get public transport right. Don't fiddle around with parking adjustments. Misses the underlying issue.
- SAIT parkers are a significant issue, what would be worse without the restrictions in place at present.
- There is an LRT station on the edge of our community and any parking where there is not a RPP in place has commuters parking their vehicles for the day and walking to the LRT station. Most prevalent on weekdays but there are also surges for the Calgary Stampede and Flames and Stampeder games.
- People visiting/working at Foothills hospital are parking in our neighbourhood. This caused neighbourhood pressure to restrict parking. I don't support restricting parking to residents but felt pressured to support my neighbours who were having driveways blocked, etc.
- This hasn't been a problem in the blocks around my house.
- In Eau Claire, there are a couple of large pay-for-parking lots that can accommodate such organizations as the Eau Claire YMCA
- I am concerned that some of the houses, townhouses, and duplexes of Lower Mount Royal that have driveways, also qualify for visitor passes. This is extremely inconvenient as not only do the aforementioned homes limit available parking with their driveways, they can further limit available parking with visitor passes. This is made further frustrating because while I realize these properties pay significant property taxes, residents of [personal information removed] pay considerably more collectively proportionate to the footprint of the building, yet we have no alternative options for parking other than paying for private parking passes or parking several blocks away when there is no available parking near the building.
- I think the reason the street I live on has the parking hours it does is because of SAIT. Even with SAIT being fairly close I would not worry about the street parking being full should it change to non-restricted. I work weekdays and have a garage. Let the students park there if they want to walk 15 or more minutes to school
- N/A
- Again, City enforcement of street parking during events on Prince's Island would be helpful.
- [personal information removed]. My issue is lack of parking bylaw enforcement. Students seeking free parking, park daily for many hours within the 2 hour zones in my neighbourhood without fear of receiving a parking ticket. I have called 311 and spoken with representatives with of Calgary Parking who state they will dispatch enforcement vehicles. I have not witnessed any follow-up. I



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have never seen an enforcement vehicle on my street and the same students continue to violate parking in the same 2 hour zones day after day in the neighbourhood (not just in front my home). I am left to conclude enforcement is not happening. I plan to take up this issue with my City Councillor Druh Farrell.

- Yes - see above. There should be no RPP's allowed around these facilities, unless significant parking is provided onsite or adjacent. Residents need to use their garages for vehicles, and understand that public parking is necessary for vibrant communities.
- Same as above.
- Foothills hospital is a diaster to live across the street as is the University, but mostly the Foothilss parkers. They still park (and hide) and abuse the permit onluy system and especially the 2 hour zone. Not nearly enough cars from CPA ticketing
- NIL
- Need to have time limits on parking to allow for short term parking for business and those using public amenities. Permit only is not the solution. We also need more enforcement.
- Bowcycle Bowness.
- We are one community away from the Foothills Hospital. People circle through my neighborhood (not watching for kids on bikes or foot) looking for a place to park.
- Don't care
- Sait is nearby and I can see how student parking might be problematic at times. Currently, the every day hassle of this system is a greater challenge.
- Does not impact me
- I see no problem with people parking on the streets around the hospital. The problem will be smaller when the parking lot is finished. These are taxpayers either going to see family or actually going to work both of which I cannot hold against anyone.
- Part of the convenience of living in those communities is having those facilities. People should realize you can't have modern conveniences in their neighbourhood and not have parking issues.
- Agreed workers from across the Main Street use our residential parking, very difficult to have visitors!!
- Business/strip mall on Parkdale Blvd/Kensington Road [removed] put up reserve parking signs in the parking lot to the strip mall causing customers to street park in the community. Depending on the day there are several vehicles parking along 26 Street NW, 1--3 Ave NW.
As well, due to ongoing construction at Foothills Medical Centre/Cancer Centre, AHS employees park down in Parkdale (both East and West of 29 Street NW) as far as 1 Ave & 26 Street.
If I'm working this isn't an issue, however, when I'm on vacation and leave my home, returning to find no parking in front of my home becomes an issue. Several times I've noticed there are several vehicles parked across the street where people have driveways. These vehicles fail to adhere to the city regulations about blocking/partial blocking private driveways. This has caused issues as my neighbors can't get out of their driveway and there's no one available to move the illegally parked vehicle. We understand vehicles are required to park 5m back from a driveway.



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- Soccer fields adjacent to our cul de sac are never policed resulting in chaos and unsafe situations.
- LRT parking on Tuscany Springs Blvd.
- Homes nearby schools should be able to easily access these zones, especially when driveways are constantly blocked by in oran parents. While we don't have 5000+ vehicles to the area daily, these homeowners should be able to access this type of service to ticket offenders.
- We only have up tick in our area if here is a funeral quite frankly of someone high profile- really not a problem for us
- We live close to Foothills Hospital, which desperately needs available, reasonably priced parking for employees, patients and visitors. They all park in our neighborhood.
- Time limit parking zones enforced through park plus. This is a NIMBY issue, don't like people parking near the facility, move.
- removing 150 parking stalls from a MAJOR city park has park users spread out into the community upwards of multiple blocks from said park. City created this problem. BEFORE they will address the street parking close to the park, they want the citizen consensus of 85%. and the Citizen MUST get this going. Conversely, 1 citizen in a beltline community can request to have the rear lane paved (at a cost of \$50000 per house - which is another ridiculous cost) and needs only 65% of the affected residents to pass. City needs to CUT BACK on their salaries, and in house city municipality costs, because parking permits will be the least of their concern when they bankrupt the city's citizens over taxes, because they need to spend millions of dollars on committees to decide for them. common sense says having no money means you spend no money. Why is it that everything the City of Calgary does is the FIRST of its kind in the WORLD (that no one knows how to implement/ administer without a committee to tell you how its done)
- I live just outside the downtown core, so sometimes I have seen people come in and park illegally in my neighbourhood and walk/transit to downtown.
- We have this issue in our neighbourhood. The West Hillhurst Community Association/City of Calgary outdoor pool does not have sufficient parking for the number of users so we often have illegal parking occurring on our street. This is the primary driver for wanting more enforcement to occur.
- Major generators should bear an increased burden through zoning requirements to accommodate on site parking for their facilities. However, if the City decides to use limited access to parking as a policy tool to shape people's behaviour (i.e. increasing transit ridership by decreasing the number of parking spots available downtown), it does not seem fair to extend the City's policy goal as a greater burden to major generators.
- Currently the city uses temporary signs that are placed during the time of events (such as Flames games). Some have taken these away to park in no parking zones, and some to place in front of their homes when they want to restrict parking in front of their house. The city should go towards permanent signage in areas that are covered when not required.
- No issues
- Building codes should require onsite parking.



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- I appreciate the permit program as everyone parks and walks to the LRT along the park across the street from me.
- This includes University and Hospital users. Impacts from sports events at McMan Stadium are similar but infrequent so are less bothersome
- Not a factor in our zone. City is driving out businesses on 4 St and 17 Ave SW due to high taxes and road construction.
- N/A
- Foothills Hospital without a doubt. Staff try every trick in the book to park on the residential streets for free. Send one person out with 5 sets of keys to move cars every couple of hours. Show up just under 2 hours prior to the end of permit parking and park all night.
- Why can a bar operate without parking but a new business needs a do?
- Develop a cellphone APP with a good user interface that remembers historical license plate
- I notice to that an increase in commercial activity nearby is causing more parking stress on our street.
- The permitting does not currently extend into the hours when major events are held at McMahon stadium, so our community is bombarded with vehicles parking in the neighbourhood. This is not an issue most of the time, however, it is when visitors are disrespectful (littler, vandalize, etc) of the neighbourhood.
- This is compounded by these facilities using parking as a profit generating business. Parking should be provided at cost to reduce this pressure. Parking relaxations should not be granted for developments. Relaxations and high fees should not be used to attempt to modify driver behaviour as this does not work - it just moves the parker to a different spot.
- SAIT nearby but not a problem. What is a problem is all the construction workers and their vehicles who don't register
- No comment
- My RPP area is across from a school. The zone is permit parking only during the day - which also discourages people from parking and walking or taking a bus downtown to work as I am close to downtown - but on the evenings/weekends anyone can park and the school often has other groups using it...I often cannot park.
- Lack of transit and other transportation options
- Around areas like universities, those homeowners should be able to keep fully restricted parking. This will encourage students to take the bus.
- We live very close to SAIT, and also have an elementary school and community centre within 2 blocks of our home. SAIT staff and students routinely park around both the school and community centre. Because nobody at either of these facilities wants to monitor the parking situation, these illegally parked vehicles don't get reported. If I as a home owner want it monitored, I have to call daily to make a complaint. I feel the high-infraction zones, such as those close to major institutions should be much more frequently monitored, on a routine schedule, to have an impact. Students to whom I have spoken know they aren't likely to get a ticket more than once every 3 weeks, and have



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told me directly that they'd rather take their chances on that infrequent occurrence than pay daily parking at SAIT, because it's cheaper for them. So, then the onus becomes the homeowners.

- [removed] kind of category is this?? Syntax, bra.
- we live close to SAIT. doesn't get much busier than that. it still works. we live in a city...
- Actually the C-Train commuters obey the laws better than renters/residents!!
- Our only issue is those who work downtown and park in our free (non timed) zones. They then walk or cycle downtown avoiding paying that parking. But they also take up the needed parking for visitors and those who want to spend money at the businesses. This also happens with events at the Stampede grounds as we are close enough for people to walk (Flames games, concerts, events).
- The employees of the EOC are some of the worst offenders.
- Intermittent stuff is fine (Stampede, hockey games etc). Hospitals and such not so much -- again, daily all-day parking should be discouraged (or paid) in favour of transit or active commenting.
- ?
- I live close to a large organization and do not have problems with users parking near my home and walking. I believe that those travelers have also paid their city and provincial taxes and therefore have paid their share of road building and maintenance and should have access to on-street parking. The only limitations that I would find reasonable are if residents are significantly impacted or substantially inconvenienced (which I recall from prior to RPP was not a problem in my neighborhood for me). I knew where the University was when I purchased my house nearby and what it meant for parking and traffic.
- Hospital workers and visitors park on nearby streets. 2 hour zone helps. Not easy to get visitor permit. Prefer paper tag.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- We are near a High school where the students park in our neighbourhood. Garbage is everywhere, hard for us to have street parking because of the students parked on our street. we also back onto a dog park and our street is constantly used for people accessing the park. They let their dogs out of their car and the dogs are not leashed so they run all over the neighborhood. Cars block our driveway by people going to the park. Maybe having parking permits would reduce this problem.
- The university and university train station are the causes of most non-resident street parking in our area. We are one of the closest areas to downtown on the NW LRT line that has some all day parking streets left (Charleswood). The parking isn't bad. Most unpermitted vehicles are very respectful and keep the streets clear.
- Per above, the "major generator" I am concerned with relates to SAIT and its students parking illegally in on my street which creates an inconvenience for my family and my neighbours.
- The Calgary Stampede creates significant parking issues for residential owners near the Stampede Grounds. In my opinion the City benefits significantly from the Calgary Stampede, but offers little or no assistance to residential owners that are negatively impacted by the Calgary Stampede (and



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there are many negative impacts in addition to parking). The City needs to improve how residential neighborhoods near the Stampede grounds are affected by parking during major events.

- Agreed. This is good. It should increase parking revenues, which could/should be pooled in local areas to local improvements.
- The large building next to me has many retail shops and restaurants that caused a significant amount of traffic on my road got most do not park as they do not have the right but it does cause a lot of traffic as people come in and out looking for a spot then realizing that it is not allowed
- This issue is very prevalent (see point 1)
- The downtown is packed for parking and there needs to be satellite parking facilities and cheap LRT
- The nearby streets do not have these same restrictions and they do not have any more cars on their street than ours.
- I like the draw of visitors to the neighbourhood to keep it vibrant and keep the stores and restaurants in business. I am aware that this means high parking demand. I need advanced warning on dates to plan my parking accordingly. During lilac festival, I do not plan to use my car or if I go out, I know that I will not be able to park on my return.
- See above - ACH is a big problem esp along Montgomery Park
- Since these organization and facilities contribute to the parking problem, they should help to resolve it, such as pay the City a fee to exempt cars that check in their license plate number. Or the City could allow or encourage people to AirBnB their parking spot for these events/organizations/facilities. Then everyone is happy.
- Same as #1 above.
- Te bulk of the traffic we get is visitors to the community for all types of services and businesses.
- No issues. I live within walking distance of Aberhart High, McMahon Stadium and the University. The permit system allows me to have adequate parking during busy times. Monday to Friday 0800-1500 and during Stampede games. Otherwise the street are quite empty.
- Living in the northwest inner core area there is definitely university, sait, LRT parking and again more people from high density proposals. This will increase much more with the new developments coming up ie: University City (?) by the Children's Hospital.
- There is a big issue with the people who work or study in U of Calgary or Foothills hospital because they are parking in our street every day all day. We have permits to park around it but we can find a place to do it. Maybe if parking authority officers come more frequently we can park around our neighborhood in our parking zone.
- Residential should Trump Major generators
- Hospital parking is significantly abused in our community. St. Andrews Heights.
- It would bother me if they used the space all day.
- Living in a Sunnyside we have a lot of people parking all day to either walk to work downtown, or take the C-train. It's occasionally quite dangerous as we are near an elementary school, and cars park bumper to bumper very close to the curb, reducing visibility.
- Correct.



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- We live in Parkdale. Most of the illegal parking in our neighborhood is due to workers at the Foothills Medical Centre (FMC). It is less expensive for them to pay the occasional parking ticket than to pay daily or monthly parking at FMC. We have switched to "Parking Permit Only" on both sides of our street - This has significantly reduced the illegal parking on our street. However, this has only served to relocate the illegal parkers to other streets that are still posted 2 hour parking.
- True. Large generators should add additional parkade (non surface) parking.
- This is not a question it is a statement.
- There has been much better enforcement of parking restrictions since the change particularly in the RPP only zones
- hospital employees, university should be ticketed and towed if parking in these zones four longer than 2 hours.
- [personal information removed] Mount Royal Junior High School. Although we are prohibited from parking in the school lot - even overnight when we have guests - they fill up every space in front of the house when they have meet the teacher, concert, sports day and every Saturday as they conduct Chinese school there. We can't park anywhere near our house on those days and the school is un-helpful and uncooperative.
- Residential parking is for residents (and their visitors). Foothills hospital is a prime example of this issue. Workers will walk several blocks to avoid paying for on site parking and will even send out rotating designates to move multiple vehicles in time limited zones. Another example is football games. These are periodic and short term but if you work late and have to park 6 blocks away from your residence on game night, this not acceptable. The residential remedy I found was to impose permit parking on the block face. Permit only keeps residential residential. People can choose to pay for parking or take alternate transportation to get to a football game, let the tax paying resident park at their residence.
- Too many Calgarians are getting something for nothing in my neighbourhood by parking in the non regulated zone and walking to the train station to use the LRT. I believe all parking in Calgary should be paid parking. They are driving into my neighbourhood (I witness speeding and some risky manoeuvres to find parking spots) to save themselves money. I believe in user pay and these people should be paying for the privilege of parking in my neighbourhood.
- There are many people mis-using the system, such as beltline office workers that park in 3hr residential zones and move their cars throughout the day while residents struggle. This is an abuse, and should be addressed.
- People who don't want to pay for parking at the local medical centre park in the neighbourhood. This is much more rare than the workers in that building clogging streets.
- ?????
- And we would park elsewhere if it wasn't so expensive to do so or the timeframes weren't so short.
- we have 2 high schools in close proximity to our house. despite a required parking permit parents pick there children up on a regular base in our street which would be ok if they would turn off the cars. but they sit there for an average of 10 min with running motor and the fumes go into our



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houses in summer when the windows are open, into our gardens any time of the year. we have children living in our house and more in our street. a campaign to not idle when waiting for passengers would be awesome. also the city does not check regularly enough if cars parked on our street have a permit.

- n/a
- University of Calgary students/staff/visitors parking in the few non-RPP sections in the neighbourhood sometimes block alley access or do not respect the snow route parking ban, and then the street is not cleared.

In-zone Commuting

- Hierarchy between people
- Could residents have the 150 m or XXX m restrictions, same as visitors to reduce in-zone commuting? Could it be tailored to type of residence?
- I would not like that people were taking advantage simply because they live in-zone. That should not be intent of permits.
- I'm okay with this
- 150 m rule to park by your house
- homeowners must park within 100 m radius of their home
- It's fine
- Put a restriction on all to have 150 m distance restriction. Visitor and residents
- I had no idea as a resident in a permit zone that I could park more than 150 m from my home. I have gotten parking tickets when not parked inside the 150 m of my home but within the same zone. Ex. Parking at my parents house in same zone (1)
- Institute a block radius around the LRT station (it's own zone). Could help to model after visitor process.
- E zone is too big. We cross 2 zones. 150 m only applies to visitors.
- n/a my permis say 200 metres from address which amounts to 1 block over
- No in-zone commuting. No need for parking restrictions whatsoever. The only thing it is is an inconvenience for residents and guests.
- who cares. if its their zone and they are registered for it than they should be allowed to park in it. or better yet. eliminate the zones all together and have it address based with a 500m radius allowable allowed.
- This happens frequently. I believe people in our neighborhood sell or give parking permits to people they know who then use them while working at Foothills Hospital. It was more noticeable when cars had actual tags on them because you could see the address of the house the tag was linked to. Now you don't know if the car belongs to a visitor from across the street or from blocks away.
- Not really an issue



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- haven't seen an issue on this
- Don't see it as an issue.
- Not a problem. So what? We try to be friendly.
- There should be a way to ticket repeat offenders who are parking substantially away from their residence.
- True...I have a neighbour who drives 4 blocks daily to be closer to the LRT station and burdens that part of the zone
- We have seen other drivers with the W zone permit come and park in front of our W zone house. When asked about this, one driver pointed to the far east side of the W zone where she lived and said she had a right to the space with her permit. I wondered if I should go and park in front of her house one day and see how that works for her.
- Yes, I have had chats with friends who have commented on this. It is probably related to residents with an RRP who park closer to mainline transit routes within their our neighbourhood. They do this for convenience and are trying to avoid parking charges where they work (downtown???) A monthly Calgary Transit pass may be cheaper than monthly parking charges where they are employed.
NOTE: This may compound the parking issue I mentioned in 3 above.
- Good on them
- This is not an issue in my area.
- I like that. Keep it.
- How would we know now that no-one has parking passes? We used to be able to talk to the owner of the car (with an address on the tag) if there was a problem, but now we can't tell if the car is a neighbor's or from another area.
- As discussed in #1, renters on my street are allowing guests to register for parking and then leave to go to school or somewhere else. The "guests" don't go in to the rental house so it's clear they are using street parking stalls which should be for residents and their guests only.
- Never heard of this before - wouldn't an easy solution be to make smaller residential parking zones?v
- N/A.
- Should be confined to a smaller area.
- Rotary Park area ... lots of "questionable use".
- OK well this is not illegal but it is abuse. The new system did help eliminate some abuse we were seeing with the old system where a neighbour lent out (or sold!) her parking pass to someone who used it to park all day on our block while they went to work. So that's a good outcome for us.
Thanks.
- Make the zones smaller and everyone should pay for a permit.
- I think this is fine and not an issue. People pay a premium to live in inner city near C-Train etc. and rather than going after them charge the people in the burbs parking for free at C-Train (note, I don't take the C-Train so no self-interest)
- n/a



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- This should not be allowed as they are taking up the primary resident's parking space. [personal information removed] He parked his truck in front of my house while his parking space is empty. He claims that he lives on the same street. This should not be allowed. They also have AirB&B that the guests park in front of my house more than 24 hours to a few days. My visitors have to park somewhere else.
- Do we have that here? I'm not sure it's necessary. The closest I can think of is LRT parking, which has its own challenges. People who drive to the last/first stop of the line to guarantee a seat on the train.
- Parking permits should be only within the block, similar to visitors passes.
- Seems reasonable to me. No longer allowed with the new on-line system. Hasn't affected me personally.
- yes this is an issue in the past but we cannot tell as the new system has no passes/tags???
- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- No issue
- While I have no idea if this is actually happening in my zone I could imagine some people further from downtown but in my zone might like to park on my street and walk to downtown, however with the weekday time limits this is either not possible or is limited in a way that it's not a substantial problem.
- no
- Not OK- permit is for parking in front of their own home. Also need special places that can accommodate parking for disabled drivers and scooters
- With the new online, digital permits, we can no longer tell if people are parked with a visitor permit. Often houses rent out these permits to staff at the hospital, despite it being not permitted, but nobody ever checks this. Also, many times these renters will park as close to the hospital as possible, even though it could be two blocks away from the house they rented the permit from. With the old paper permits, we could tell who was doing this. We have in the past left notes on the cars doing this to ask them to simply park in front of the house they borrowed the pass from. We can't tell any more. The city doesn't seem to care that our quiet neighbourhood has become a parking lot extension with the increased dangerous driving and reduced sight lines.
- I think permits should be for the entire area. Sometimes I cannot park directly in front of my house and have gotten tickets for being on a different street.
- No issues
- Hard to tell if this is an issue as there are no visible in car permits now that it's moved to digital only.
- People should park in their own zones. The only ones who should be exempt from that is people with disabled placards since they may not be able to walk too far without assistance.
- Cross match the GPS of the vehicle to the address of the permit. If it is greater than 150m from the permit address then issue a ticket.



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- Happens all the time - and no one does anything about it. People who moved years ago are still parking here.
- Pretty hard to tell with the current system if someone is visiting, from another part of the zone or just parked illegally.
- Not an issue that I'm aware of. My understanding is that passes are good for only x amount of distance from the home they belong to.
- I think we see that in-zone commuting on Meredith Rd NE. Also the cars are so tightly packed together on the street that the license plate reading vehicle doesn't have a chance to read the plates. Other plates are obscured with dirt and/or faded numbers. It is a lot worse now than with tge previous paper permits. [personal information removed]
- Putting a 150 metre limit for residential parking is extremely challenging for smaller or busier neighbourhoods. I live in Erlton and find there are some streets where parking is difficult to find within 150 m restriction. I'd propose parking should be enlarged to anywhere within the zone. This also allows more neighbour to neighbour interaction as people walk around their neighbourhood.
- Permit should apply to entire zone regardless of home address. If limited to 150 metres from home as now, then change to frontage parking to reserved for home owner. Limiting distance from registered address makes no sense when enforcement doesn't happen for actual violations.
- As noted above; it is impossible to tell, but (also as noted) it seems as if someone is lending their parking privileges out to someone who commutes from afar.
- This really doesn't seem like a problem to me. Again, it just seems like a normal neighbourly thing to happen.
- Don't really think that is an issue in Kensington - most residents walk in the community - unless of course it is night and it is no longer safe to walk alone so forced to drive/park.
- no, clearly the zone has boundaries which are not "far from their home", who does not know this.
- I am okay with this.
- N/A
- That is problematic in my area as I live [personal information removed] of the 'Z' zone, [personal information removed].
- Not experiencing this issue
- This is not an issue in our RPP. I see how it could arise but if any changes are made these should be done with care.
- should not be allowed...why my street has not converted to permit parking even though those streets around us have
- Again, this is a definition of "in-zone commuting". What is the issue or problem here? I don't see one.
- This should be allowed as long as it isn't too far from the home. It will generally only be for short stops and can be reciprocal for all in an area.



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- I love this because I can park, occasionally, near the U of C C-Train stop. I am a senior and this means I can avoid falls on ice walks and lanes and yet walk instead of park downtown. I do this about 6-10 times/year.
- This happens sometimes. A car or truck owner from somewhere else can park on "our" space sometimes, and we have no choice but to drive around the block and park on yet another person's space. The Parking Authority does not help us with this issue -- they simply refuse.
- Not a particular problem to my knowledge on my street and close by streets. It could well be an issue near the Foothills Professional Building.
- Yes, this can be an issue--particularly where someone parks far away in their zone, so that they can work at Foothills Hospital.
- I do not feel this is a problem
- I don't think that is an issue in my neighbourhood.
- Not an issue, neighbours should be able to park pretty much anywhere in the neighbourhood
- zones should have address allows 2 block distance max.
- Within the zone it should be allowed. The number of people who work within zone and need to drive is likely minimal.
- Neighbors aren't necessarily on the same street. Children all go to school together and the parking thing limits visiting of friends. Seems to me to be using a tank to kill a mosquito.
- I do not take this "problem" seriously.
- This system only works if the commuter does not abuse the privilege.
- West LRT is the parking congestion generator for the community. Yes, in-zone commuting does occur frequently. But without a VISIBLE paper parking permit in the vehicle, it is difficult for residents to identify illegal parking and follow-up with Calgary Parking Authority.
- NA
- Multi-person housing (high density housing) is increasing making it difficult to get street parking anywhere near house. The 150 meter zone is too small.
- n/a
- Not that know of
- Most RPP holders only do this on special occasions like when gravel is cleaned off the roads in spring.
- AH YES, why you ask? Because on my street [personal information removed] there is constant construction. Homeowners have stupid large bins on the street. Those should be on the homeowners lawn. Also, 2 spaces have been gone for a year because of City/ATCO signs. Streets are constantly blocked off for construction. Yes, the lots are narrow but put your building materials on the back yard, front yard and garage. I am sick of contractors constantly blocking my alleyway, front street, and sidewalks.
- I often have to park far from my home because there are too many cars and no space so yes I need to park elsewhere in the zone and dont need to be hassled by parking for it
- I do this. And I want to continue to do this.



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- We're grateful to be able to visit (park in) other parts of our own community! Having this ability doesn't increase the parking, it simply redistributes it for a brief period of time. It would be too prohibitive otherwise. Taking this a step further - maybe residents can have the option of purchasing (for a reasonable cost) an annual parking permit for an adjacent zone... for those who have children attending school in a neighbouring community, or who wish to bring business to that community. Even guest-parking should have a long lead... sometimes guests can't always get in that close to our home. The only exception might be oversized vehicles... motorhomes etc. - one should be required to park in back or front of one's own home (or the home being visited) whenever possible.
- We are in Hillhurst so that happens here. People register their guests and they park on our street and walk downtown. Neighbours have told me some of these people actually "sell" their guest permits.
- Should not be allowed
- That should not be allowed.
- This may happen because we live on a secondary snow plow route. We have been told that the permit parking in front of our house is a valid snow storage area for city roads. Last winter we had to park on another block due to this 'valid snow storage'.
- This is an ongoing issue which the online format has not solved.
- Well, they should pay for that then.
- I don't think there is a solution for this without making the zones REALLY small. Living in Beltline right now with a parkade spot, I occasionally need to park on the street when the stall needs to be vacated for maintenance, cleaning, etc.
- This is not an issue in our neighbourhood.
- Doesn't matter to me or anyone I know.
- I have no real problem with this; it is no doubt because the driver can't get near his residence because of lack of space, taken up by others who may or may not be legitimate. But we, as residents can't tell, because there are no visible tags.
- There is one vehicle frequently parked on the [personal information removed] that is from Zone M, but the individual drives to and from [personal information removed] daily, and then walks downtown.
- Have seen very limited instances of this in-zone commuting.
- I use this to park closer to my work after dropping off my husband at work and children at school and daycare out of zone. I hope this continues to be an option for me. It's very convenient and I don't see it having a substantial affect on the residents I park in front of.
- The permit should have it clearly marked on the permit pass, in which zones the parking pass is allowed to be used.
- We find this quite often where we have people from within our zone parking in front of our house and know that they live 1-2 blocks away. We now put our blue cart in front of our house on the street to prevent people from parking in front of our house.
- The P parking zone is massive proportionate to the C and J zones. As I live on [personal information removed], it is beyond frustrating that someone who lives on the 14th street border, or as far away



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as Sunalta could use their P parking pass to park in the blocks around [personal information removed] on a Friday or Saturday night to go out for dinner (which I suspect is what happens because you'd be hard pressed to find parking between about 8 and 11 pm). This is made further frustrating because residents in [personal information removed] don't have the alternative of parking in the adjacent C or J zones. I'd love to see the P zone split in two with a border running north/south say along 10th Street SW to limit parking within the zone to people who actually live within parts of it. In other words, there is no reason why residents of the north end of Lower Mount Royal should have to park in Upper Mount Royal because Sunalta residents (for example) have parked in LMR to go out on 17th Ave.

- I have no problem with this within the neighborhood.
- A few people from near condo complex park their car on our street every day. Their parking does cause the inconvenience for our daily life. I suggest that the parking permit limit in their condo complex. Since the owners in condo complex pay less city tax, it is not fair for them to share the parking space on our street. Our location is [personal information removed]. Another solution is not to issue extra parking permit for the condo complex, since the condo complex has visitor parking zone. Third suggestion is to have a map to be allowed parking for each owner. So, the citizen know where is not allowed to park. Thanks!
- N/A
- I notice occasional commuter parking in front of my house (early arrival and gone late afternoon) but the same car rarely returns more than two or three days in a row. Not a problem for me.
- Ticket them
- I am not aware of this but would not be surprised it is common practice. How would you propose to fix it?
- yes or they sell it to someone who works at the Foothills hospital
- NIL
- No problem with this
- Non issue
- I do not feel this is appropriate.
- Don't care
- I am not sure how I would know this was happening as vehicles no longer have paper permits posted.
- So what.
- As long as someone isn't doing this on a long-term basis (over 8 hrs) I see no problem.
- Why not? Houses don't own the street in front of the, anyone should be able to park there OR they should buy/rent that portion of the street from the city.
- People should park closer to their home. I don't think there is need to have the permit in zone. Gibe this in zone permits to handicap and elderly people
- Is this because there are too many illegally parked vehicles in front of their home and they have to park several blocks away to be able to go home? Businesses (including those on strip malls along



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Kensington Road/Parkdale Blvd) need to be MORE responsible and ensure they have appropriate parking stalls for their customers - not relying on the community.

- Several of the cars parked in Tuscany have no permits at all - but are never ticketed
- Does not affect us
- The zones aren't marked, and are pretty small. I don't believe this is a problem.
- Not sure how to deal with this one...
- N/A
- I don't think this is an actual problem. This strikes me as something that busy bodies have thought up, but does not happen with enough frequency to justify the City's attention.
- What's wrong with that?
- Not an issue. This allows somebody to live near an LRT stop and make a short car trip so they don't have to walk. This helps incentivize transit usage.
- This is an issue at times,
- These permits should require payment.
- We are often forced to do this due to visitors using paid street parking. Often spots do not open up until late in the evening and by that time nobody is moving the car.
- How "far" do these zones go? I don't see any problem with this.
- stupid
- i have no issue with the 150m rule - as my block is small and due to [personal information removed] i actually am not legally permitting to park in front of my own home, i often have to park further from my home than i would like, but it is a city street and public use - i have no entitlement to park in front of my own home but other people certain seem to get upset if you park in front of THEIR home, so there have been spats with neighbours even though i am parked legally.
- Don't see this happening.
- Develop a cellphone APP with a good user interface that remembers historical license plate
- I dont think this is an issue.
- The problem for us before getting zone parking was people living far from our street parking all day. They do this to avoid having to pay to park closer to the city center or having to take a longer bus ride.
- n/a
- This should be acceptable. This is how you promote a community. If I want to go and visit someone in our community, I don't want to then need to register my vehicle as a visitor.
- If it is short term I have no problem with this.
- I think this should be allowed. I live in Kensington area where it is literally all RPP zones for Z, and I think that given that I pay to live in that community I should be allowed to park in a Z zone near [personal information removed] regardless of the fact that is it it blocks away from my home, I am a Z holder regardless and a paying resident of that community.



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- This should typically not be a problem as long as people are commuting to work, within regular work hours. Typically if a homeowner vacates a spot in front of his home during the day, it can be used by another resident while she is away.
- This does occur in our community. Homeowners will validate a visitor pass from the far reaches of the community, but the 'visitor' will park many blocks closer to SAIT they they are registered for. Because PA won't divulge the address to which the vehicle is registered as a visitor, this is open to abuse.
- N/A
- There are houses with illegal suites or more cars than people living in the house, as such they take all the available street parking instead of using their garages. Either because their cars do not fit in the garage or because they can't access it with people parked in the alley.
- If they have a permit, they should only be allowed to park in front of their residence!! Our neighbours park anywhere up to three or four houses away.
- This is something that is an added benefit to those who live in the neighbourhood to visit others. I don't think there are many issues with people doing this type of parking ongoing. But, maybe I just don't know.
- Dumb
- That should be allowed because it is the community they live in.
- Don't see it much
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- That is welcome in my mind as it's mostly daytime parking. A perk or the neighbourhood if that is available. The parked individuals would return to their own homes in the evenings and weekends.
- No concerns or comment.
- X
- So what? Parking is public property. Why should one person have more of a right of park for free in public space than another person? We need to end the toxic entitlements that Calgarians have with the public spaces adjacent to their property.
- My understanding is that you were to park within a hundred meters of your residence. If this is the case that should not be a problem and would be fine by me
- NA
- n/a
- We were unaware that we could park within our zone in other areas.
- I don't do this - not applicable
- As the permits are now electronic I have no idea if there is In-zone commuting going on. There are however many people who park in our RPP not to visit residents on our street, but to access commercial properties one block over.



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- Yeh, those people are smart but would be healthier if they road a bike instead. The City should look into why that (bike riding) isn't happening.
- This is a HUGE ISSUE in my area. The E-ZONE is so LARGE. This Zone involves at least two Communities. There are other zones that do not take up a whole community (like around the 45th Street and Canyon Meadows LRT Stations).
- no issue.
- It should be good for your whole zone. I want to support local businesses in my community.
- I am not really up to speed on this as have not seen that much here
- I think this is fair, it's your community and if you are doing business, working or visiting around your home in another part of that zone why not be allowed to use your permit? If you lived in another community without permits this isn't an issue.
- Should be with in a distance not entire community
- Not a concern
- I think in-zone commuting should be permitted as it allows residents of a community to use businesses and services within their community.
- Although it may seem inequitable to other city residents, I don't think that's a bad thing.
- Seems reasonable, I did not know there was a term for the activity.
- Still a resident, should be permitted.
- That's a great idea. I'm going to start doing that.
- This used to occur a lot. We live in [personal information removed] under the FH Hospital and it was not uncommon to have neighbours living closer to the river drive the few blocks north to park all day outside our house nearer to work - this no longer seems to occur. I believe these people could still do this if they wanted to.
Its a good system especially when visiting neighbours for various reasons when you may need to park away from home for a few hours - but not all day every day.
- as per 1)
These zones should no parking for anyone, anytime.
- Residential parking is for residents (and their visitors). This is why I would like the addresses on the resident permits (not just the visitor ones) in the paper system. I do not support in zone commuting. Residential parking in my mind is just that "parking at or near your residence". If you work in Zone S and live in Zone S you should not be allowed to block the resident who may be home during your work hours.
- Agree with this as long as paid permits apply.
- This is fine. For example, when dropping off kids at school or attending school events. Makes practical sense to allow this.
- This is a huge problem, as our neighbourhood is adjacent to the University. People sell their visitor passes to students who park next to the C-train and create huge vehicular congestion issues along Capitol Hill Crescent



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- This creates terrible congestion around transit points. More needs to be done to address parking requirements for people that want to split their commute between transit and driving. Planing any C-train or bus hubs without some parking or designated drop-off or waiting area is a serious under-utilization of the public infrastructure. Partnerships need to be made. Example at 45th SW C-Train, there is no public parking, but a large AMA lot that sits half-vacant most days..... Could someone get the parties talking? Maybe the city could build a parking structure in a partnership where AMA supplies the land, keeps their existing parking allotment, and the upper levels could be a revenue share?
- I wasn't aware that this happened. That's ridiculous. If they are close enough to be in the same zone they should walk/bike and not take up other people's parking.
- ?????
- That's ridiculous.
- no problem with this
- This used to happen in the neighbourhood with people in the zone buying visitor tags from a resident in the zone, then using it to park several blocks away, close to the C-train station and University of Calgary access. It is now difficult to tell if this is still occurring since there are no longer visitor hang tags.
- We have a problem in St. Andrews Heights. Owners and visitors from one end of the community come and park at the other end which is close to Foothills Hospital and go to work in hospital. If the 150-meter rule is enforced the problem to a great extent will be solved and violators will be discouraged.

On-site parking

- 2 spots minimum provided by home-owner. Issue with secondary suites having an additional 2 spots provided by homeowner - usually home owner count on using street parking for renters
- should be required for all homeowners including condos and apartments
- onsite for homeowner/renter for condo building in their private lot only. Some areas maybe city parking
- Relax lot coverage restrictions to allow for many onsite parking pads. The minimum requirement of 1/25 parking stalls per dwelling unit is inadequate. Each property should be required to accommodate 3 parking stalls
- It would be helpful if residents could generate front driveway/yard parking for on-site parking
- If a garage or pad is available... Force the street to be public parking
- If not using available on-site parking, then not as understanding for them parking on street.
- 2 infills across from me and landlord has filled garages w/ his own stuff and his renters are then aprking on street.



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- What if RPP restriction didn't apply after a certain time of night and people had to park overnight using on-site parking.
- No off-site parking at night when have on-site parking.
- We have on-site parking so why is there a need for off-site parking?
- There are drawbacks to paving - there's more ice. When Telus & Shaw come in, they have to break up the parking pad.
- The cost of paving the alley is too expensive. \$35/month/15 years is too much.
- People don't seem to know the rules about parking junk cars on the street that can't be moved.
- Aggressive neighbour insists on using street parking in front of home and not sharing. Parks a junk car in front of house, not in a condition to start.
- There must be 2 parking pads per dwelling unit per family (ie basement suites need 2) for on-site parking.
- Think this is a bigger problem for LRT stations.
- Basement suites should have to have 4 off street spots to manage street parking.
- Better coordination between transportation (public) and desnification would help alleviate problem.
- When not using on-site parking all the extra cars make it clustered on the road. Causing congestion on the road. (1)
- Impact - Varies on specific parking demand of the immediate area (1)
- 4-plexes in my community and couples have 2 cars available parking spaces does not appear sufficient so they park on the street. It means parking in front of my place is limited.
- 24th + Crowchild has a new student housing bldg. Currently not participating in program. Should this be reviewed?
- This needs to stop. Garage owners need to use their garages and parking pads to park.
- People should park in their garages and not expect to always have a spot on the street in front of their homes.
- No large buildings in neighbourhood, just houses. No need for parking restrictions whatsoever. The only thing it is is an inconvenience for residents and guests.
- That is fine. But why not make it paid. Or city is made for people not cars.
- We should be able to park in private lot and on a public street
- I wish we could have RRP on my street [personal information removed]. There is rarely parking space for visitors since customers/employees of nearby commercial areas can park indefinitely without limit.
- not familiar with this...but if id doenst conflict with an RPP than it should be fine. if it does conflict with an RPP than you have created a new problem and should eliminate it.
- Well what can you do about that. The real frustration is when the City of Calgary allows massive parking relaxations for new buildings (for example this is happening near where my daughter lives) and thus creates a situation where you have hundreds of residents with cars but no access to on-



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site parking. You know for sure these people will park on the nearest street in the adjacent neighborhood. The city is doing residents a disservice by treating residential streets as parking lots.

- Very good policy.
- hasn't been a problem in my area
- Opposed to this .
- There is something about this provision that doesn't sit well with me. I would rather residents use parking pads, garages and lay-bys for the purpose for which they were built and leave street parking for visitors.
- On site parking should be allowed for residences that may have a vehicle that does not fit the designated garage or parking pad. Businesses should be required to pay for permits that required if their assigned parking is used for other purposes.
- This only applies when condos/apartments rent/sell to occupants with one vehicle. Take the Cedarbrae Gardens apartments for example...they clog the surrounding streets with multiple vehicles despite the fact they have space to create more parking on their property.
- I know that many homeowners in our neighbourhood use their garage for alternate purposes and therefore require parking on the street. I don't think homeowners should be made to use their garage for parking if they don't want to. A lot of the alleys in Briar Hill are very narrow and some vehicles are too large to make the swing into garages built right on the edge of the alley.
- I concur that resident parking requirements for developments seem to be regulated closely. It is my impression, (not based on fact), but I believe that through the Development Review and Approval Process that too many commercial enterprises may be receiving relaxations on the parking requirements for their location, possibly as a trade-off for other planning/site features. Giving a relaxation for a couple of parking stalls may not seem to be a big deal on an individual application process, but cumulatively with a number of applications with relaxations over time can result in an area-wide parking issue..... for businesses, customers and adjacent residents. Then The City of Calgary is on the hook to resolve the parking problem. Efforts with respect to "cash in lieu" of providing parking and then The City must build a parkade..... that many will dispute the location. (Example: Hillhurst-Sunnyside) Additionally, you get a customer traffic circulation problem through the adjacent residential community with customers simply looking for an on-street parkin stall. The results in Hillhurst-Sunnyside were a series of road closures and other traffic calming features. It means the local residents have to sacrifice and live with local traffic restrictions 24/7 because of planning decisions that were not of their making.
- Agree with this policy
- Tell the stampeders to provide on site parking so I can park in front of my house
- This should be maintained - the same situation exists in all other residential areas of Calgary - why should it be any different in the RPP zones? Those living near commercial areas pay a significant tax premium to the City of Calgary in terms of inflated land and property assessment. If a neighborhood is deemed to be residential, property owners should be able to use the space they own for their needs.



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- n/a - haven't seen it as a problem.
- In theory parking could be off street in this case, but in reality, you cannot dictate what a person does with their residential accessory building. It would be unreasonable to suggest that people with off street parking have no right to park on the street, especially considering the condition of most of our unpaved alleys.
- This is a major issue on 5A St NW, especially with the apartments and condos on the street
- this is a problem - our neighbours are now building parking pads on their property off the alley and also parking illegally in our alley.
- Makes sense
- School [personal information removed] (Louise Dean) seems to have been repurposed, so many of the staff park on the street - not on the school grounds / lot.
- N/A.
- Not a good practice.
- NA
- We have a garage but because it is at the far end of our property on the laneway, it is difficult in the winter to get to the garage and much easier to park on the street
- Parking should be user-pay across the entire city, then parking will be more equitable.
- n/a
- Big van and storage van, and trailers should not be allowed to park on the street. They take up too much space. My neighbour who [personal information removed] and back lane has a big truck with a canopy or a small trailer [personal information removed]. I cannot see on coming cars to the right on exit from the lane because the trailer or big truck with the canopy is blocking the view. This is unsafe for me as the driver.
- This is probably why I am in favour of getting rid of the current system of designating RPP. I have two vehicles. So does another guy in my building. I'm ok with parking down the block. What irritates me is the RPP across the street sits "empty" all the time and it could be opened up to allow everyone to have street parking; residents, business users, people stopping for coffee, visitors, etc. Instead, there's spaces across the street available, but because it's restricted, there are people who park in front of driveways or double park, or generally create unintended issues. Enforcement, or lack thereof, is another issue. Why should I have to call the parking police because I can't get out of my driveway because someone using fit body boot camp for an hour has limited parking due to shoddy City policy in implementing parking restrictions? I'll do it, and I have, but I wouldn't have to if there was some actual engagement from the City before applying these restrictions, as well as follow-up on how it's working after implementation.
- Not generally affected.
- Individuals should be allowed one form of parking, either in their building, or if that does not exist, on the street.
- Minimum parking requirements are increasingly recognized as a flawed policy that drives up the cost of housing and employment space, penalizes small businesses and those with lower incomes, and



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has negative environmental impacts. Please follow Minneapolis' lead and deregulate parking. <https://www.reinventingparking.org/> has lots of resources on this.

- On [personal information removed], parking by residents of apartments is constant. In fact as of Dec 13, there are 2 vehicles that are being stored in a 2 hr zone - they have not been moved in over a month. This is in contravention of the Highway Traffic Act. Again, there is a complete lack of enforcement.
- There are a lot of double garages in our area but residents have two cars parked on the street?? Garages not used for parking.
- The way you have structured these questions and statements are confusing and don't make sense. How are people supposed to provide you quality feedback? You should consider rewording these to make sense and should use plain language.
- No issue
- As a resident with one parking space but no garage, I think people with parking spaces or garages (especially in urban high density or suburban low density with very limited street parking) need to be responsible to park in their on-site spaces. I think it's incorrect to assume The City will provide or for the City to actively or passively allow free street parking in front of one's home for "private" (or 24/7) parking, though I do think it would be nice to have some ways to have "priority" for one's visitors on one's street (as is often the case with RPPs). I believe I wouldn't try and have more vehicles than I had on-site parking in my own living situation and think that's fair for others to adhere to as well.
- The only time we have to park on the street is when there is a large amount of snow to be removed or for cleaning the parking lot. We have no guest parking in it though just street.
- Many downtown residential developments have very limited designated on-site parking. My building has 119 units and 10 visitor parking stalls. Street parking is imperative. Additionally, parking stalls in the building are valued (and subsequently taxed) at \$25,000.00. Not affordable for everyone.
- Especially in the inner city, parking on the street should be limited to 2-3 hours from 7-7. I think we need to reorient ourselves to the real cost of driving cars and parking... and to help our citizens adjust to more transit use and/or walking and cycling.
- It is foolish of the city to make the assumption that people will not be driving as much in the future. This is wishful thinking and completely ignore the fact that many car manufacturers are building electric cars. New buildings being approved without adequate parking are simply going to create nightmares down the road. We are a driving nation and that will not change just because the city wants it to. We will be driving cars in the future, perhaps not fossil fueled, but still driving, so stop approving buildings with limited parking.
- Most homes on my street have garages BUT they are so old (1950s) that the doors don't open, so everyone is parked on the street and not using their garages for vehicles... the homes may have 'on site' parking but it is not usable! Hal
- Maybe charge everyone for on street parking? They have off street parking but use it to store junk instead of cars.



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- Very old community with grandfathered in land use bylaw (Ramsay) means not a lot of houses actually have on site parking.
- See above -Parking mis available inmate Arts Building, but persons employed in the building would rather risk an occasional ticket than pay for it. Effective enforcement (daily ticketing) should most this out.
- If they got garages and parking pads, they should use it for their cars unless they are operating a licensed business on their own property (ex. car mechanic).
- I do not see an issue here.
- Yeah, they rent out their garages and pad spaces then clog the street with their own cars!!!
- We fall into the category of people that use our garage for parking in; but then we are frustrated by all the people that clog up the street. I believe the number of free parking spots on the street should be assigned based on lot width, and all other spots should be paid.
- This is exactly the issue I am having. Earlier this spring 2018 my street went to permit only (zone Z in West Hillhurst) at [personal information removed]. At the time of street approval, city notified residents that the apartment building at [personal information removed] would NOT qualify for permits as per by-law regulations, as they have designated parking in the alley. Since the permit system has been in place, residents of the apartment building have somehow attained permits for the street and are still parking all over [personal information removed]. This has been extremely frustrating and angering to residents as we were mislead.
- We have a single car garage. Used for parking the car. We have a street side driveway which people occassionally park too close to, making it difficult to back up into the street.
- I park in my garage but, with the RRP system, the trades people working in the area (and there are alot of them) park in the alleyways instead of the street because it is such a hassle getting a temporary parking permit. Often they block the alleyways for extended periods of time, making it very difficult to access my garage. The RRP system is not working. I would like to see the old system with 2 paper parking per household reinstated. There was not a problem with alley parking with the old system.
- [personal information removed] Realistically that leaves parking space out front of their property for 6-7 vehicles.

The problem is that for the 12 units this creates, there are at minimum 2 people per unit...and on average at minimum 1.5 vehicles per unit. $12 \times 1.5 = 18$ vehicles with space for six on the street. There are parking spaces in the rear via alley access, however they are either not used for vehicles, or, in the past have been rented out separately to commuters traveling downtown for work. There were two bungalows next door to our home. Now, I. That same space there are three two-story homes, each with two car garage with alley access. Of six pote tial off street parking spots for these three homes two vehicles park back there. [personal information removed]. Now there's three homes [personal information removed] and 8 vehicles between them all. Again, only two parked in the rear.

[removed]



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- This is fine as city charges all owners property taxes — shouldn't people have the right to park wherever they want in their neighbourhood?
- Construction crews regularly prevent access to laneway parking, rendering off street parking impossible. Use of private structures is up to resident, two passes per home is limiting and unreasonable for families with teenagers. 3 or 4 vehicles is no uncommon.
- Any residential streets close to large/main bus routes need to have permits implemented. (especially along roads leading to downtown ie. Centre street, 4th street, 10th street and 14th street etc) because cars flood our streets and leave nothing for those of us who live there. Not to mention that they do not care if it is a street cleaning day. There have been times where we have gone for years without a full street cleaning because those parking don't take the signs seriously nor do they care because it is not the street they live on. This is a matter of individuals being completely inconsiderate. The ticketing is either not enforced or the fine is not high enough to ensure they don't park where they shouldn't. Good luck trying to teach people common sense. I don't envy your job! Thank you for what you do at city council.
- Our neighbours are very good at using their on-site parking.
- When bike lanes went in a school buses started stopping at 11 st & 5 Ave. There is no parking so parents park illegally waiting on children and school bus cannot drop kids without someone there so often sit in bike lane waiting yet residents cannot even stop to unload. People with mobility issues can no longer visit as there is nowhere close to legally drop them off. Get rid of 5 Ave NW bike lane and give us back more parking.
- People choosing to park on the street, even though they have garages and driveways, must pay extra in taxes or feed as they are contributing more to the wear and tear of the roads.
- I am okay with this.
- ?
- Permits should not be given out in multi unit buildings with garages. These buildings have little street frontage compared to number of unit and potential cars. Especially in areas where houses are torn down and replaced by 4 story holdings with 4-10 times the families the houses replaced.
- No comments.
- Sometimes necessary for home owner with driveway or parking pad to park on the street if work is going on at their home.
- Yes this tends to fill up the street with parked cars but this is not an issue that can be addressed through the residential parking permit process. it is probably best handled through changes to the Community Standards bylaw to require that private parking spaces be available for parking.
- In Sunnyside it is important for larger buildings to have sufficient private parking for all units. Otherwise, there isn't enough street parking for smaller homes and legitimate visitors / commercial users.
- Sometimes available guest parking is full. Often, residents have more than one vehicle or drive a commercial vehicle which is not allowed to be parked on the street so m=need the street parking for their private vehicle.



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- There are quite a lot (many?) instances of this in the neighbourhood. I see no way to regulate this without infringing on property rights of homeowners, however much I dislike the practice.
- [personal information removed] We use our garage to store our bicycles and our outdoor gear. Theft is rampant in our area and this is the safest location for them but they are still accessible so will be used. This means we do have to park one of our cars on the street. This is positive aspect of having a bylaw as stated. It doesn't always have to be cars (i.e. it could be bicycles) that are parked in the on-site parking. It gives Calgarians the flexibility to pursue the wonderful amenities that we have in our city and close by that require outdoor equipment that would be impractical to store in the house.
- Depends on how many vehicles the homeowner has, and whether driveway is in use for visitors. This is not as much of an issue as VISITOR permits being misused to go to work, rather than visit the homeowner.
- This is a problem with condo towers and apartments that close their underground parkade for several days for annual maintenance.
- Only 1 spot is allocated to each condo unit, and other unused spots are not allowed to be rented out. So families with 2 vehicles are resorted to fight for street parking on a daily basis
- I think this is fair. We use our garage for tools and storage, and park primarily on the street with our registered vehicles.
- Not enough parking at the university or the hospitals so they plug up our street for days at a time.
- It is a free country and they should be able to park on street with or without a garage.....our alleyway is underwater or is so poorly maintained that it damages cars and properties and so parking on the street after rainstorms or in the spring breakup of frozen sewer drains etc and the alley is flooded dictates parking on the street etc
- Hemlock Cr condos restrict required visitor parking to 8 am to 11 pm; Boardwalk charging extra for onsite parking so people are choosing to park at the curb; spruce cliff plaza have large storage containers in their required parking stalls off of the lane, so staff are parking elsewhere;
- if its a rule we should allow it
- Private property development is the choice of the owner. You should have access to street parking regardless.
- Same issue as above. I have a garage but it is very small.
- Neighbor has garage pad full of junk and parks on street instead.
- Parking in the garage or on the parking pad makes the most sense for homeowners. Their vehicles are safer on their own property, especially in a garage.
- Remove the allowance for "other purposes". Parking only.
- Most families have two cars . An on-site parking garage generally only accommodates 1 car. Assigned street parking is necessary for the 2 nd vehicular.
- Yes. That's fine. Homeowners may use their garages for whatever they want. And park in front if their house...



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- But they still are given 2 residential and two visitor permits. Makes it impossible to find parking near my home
- What I do with my garage is my business. If I want to park on the street because it is closer for carrying groceries or because walking up stairs in the winter from the back is difficult then I can do that
- Homeowners need to provide their own onsite parking for their vehicles. I find it strange that they feel entitled to have exclusive use of the offsite space (on-street) directly in front of their house and not have to pay anything for such privilege. I think the City should make all off-site parking a fee-per-space system.
- This is what I'm finding in the beltline. With the new condo buildings, they're renting out their spaces, and parking on the streets which is taking up parking for people like myself, [personal information removed], doesn't have underground/large parking areas for the building. It's frustrating and especially when there is a Flames game at home, or in the summer when people from the "burbs" decide to come to the beltline. It's hard to find parking sometimes and it's very frustrating. I'd like to see the 2hr parking areas expanded and the paid parking areas minimized a bit.
- This is a really poorly written survey. I don't understand what the point of most of these are.
- We have one vehicle, it seems fair to be able to park it on the street, unloading groceries and kids is easier. It doesn't seem fair my neighbour parks their 2 cars on the street instead of garage but then again a 4 play can have 8 - 12 cars on the street depending who's renting!
- Instead of allowing developers to buy their way out of providing adequate parking the city should enforce a 2 parking stall per unit minimum. Of course people will park on the street rather than pay insane \$\$ to park in their own building. The city of Calgary has caused this problem due to greed. Snow removal and parking problems are tied for my number one reason to move out of the city. Rather pay my taxes elsewhere.
- Street in front of their residence should include their own parking and not be available to non resident.
- Only one neighbour on our cul-de-sac uses their garage for something other than parking their cars but there is still limited parking. It leads to some arguments between neighbours. Front driveways also limit available street parking and at most seem to have only one car in them or remain empty.
- I really don't think people should be allowed to monopolize public space just because they've used up all their private space. Your property ends with your property line. The onus should be on you not to create a situation that leads you to encroach upon public space, i.e., the street. The only exception should be handicapped parking in front of the house if there is a handicapped person in the household.
- This is the worst designed survey I have ever seen. I am not surprised since I consider the parking authority incompetent.
- I hate this. Buildings should be required to have enough parking for their residents and guests. We often have people who live in the 8 story condos on 10th st. NW in front of our home [personal information removed].



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- -Too many City of Calgary bins (garbage, recycling, composting) cluttering up the alley to make use of assigned parking. Street is easier. New housing developments should include a space for bins in original plans.
- We should remove that from the bylaw. Why do we, for example, insist that pubs have parking? So people can drive drunk?
- I guess I should stop my Herbalife business then.
- There should be a limit to the number of vehicles a household can have on the street.
- We like this.
- There should be time limited especially during the day
- Neighbour who has a driveway regularly leaves vehicle parked (for weeks without moving) on street. Very limited street parking because of lane way and driveway access so this habit severely limits accessible parking for any visitors.
- Yeah. That's an outdated bylaw and probably alone responsible for most calgarian neighborhoods being utterly unattractive and hostile to urban life.
- The Church has a Parking Lot, but it isn't large enough for all the Parishioners. There is no enforcement to occupancy of the Church, neither Bylaw or the Fire Commissioner want to enforce the City Bylaws. Again its who you are and who you know that makes the city do the enforcement that is required under the Bylaws City Council Pass. All bylaws need to be enforced or they are useless.
- I am a homeowner with a double garage and driveway in [personal information removed]. If I buy a permit to park on the street in front of my house, what happens if somebody else parks in that space?
- This seems to me to be a Land Use Bylaw issue and not an RPP issue. In my view the RPP is a tool to allow residents to have reasonable access to parking in close proximity to their homes in situations where non residents, mainly commuters would displace residents from parking near their residences.
- It annoys me when people don't use their on site parking and choose to park on the street 100% of the time but I realize it's their choice to make. As long as they move their vehicle(s) for street cleaning and don't pester other parkers for parking in "their" spot (in front of their house) - live and let live!
- Some restrictions need to be placed on this issue. If someone owned a single dwelling home, how much street use for extra vehicles, RV's, etc. would be permitted? In Eau Claire we do not have the luxury of a lot of street parking for residents who have extra vehicles. One 'resident parking pass per resident occupant' is reasonable, as many people have two vehicles, and use of the pass can be restricted to the hours 18:00-8:00
- There are many people who work at the Foothills Hospital who drive into this area, park in this neighborhood every morning and stay for the day. I witness this every morning as I am walking my dog.
- N/A



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- This is not an issue in my building. Residents are not permitted to use their assigned parking spots for anything other than vehicle parking. System of visitor parking passes issued to the building for the use of all residents works well. We could use additional pass or passes for peak times (i.e. holidays when many residents have family visiting), but it is not an issue most of the time.
- This is what I and most homeowners do. Not a problem here.
- In our community, most residents have more cars than there is on-site parking for - and/or they use their garages for extra storage. Our blocks are always filled with resident vehicles, and this should not be the case. Residents should have to use their parking for their vehicles, and if they have more than the allotted, should be paying for parking elsewhere - like in New York. This would also generally make our streets safer for children, pedestrians and cyclists. Communities need to have public parking where it is needed, and when it is needed, plus surplus.
- This is a serious issue our area is facing with increased density- so far city claims condos will not have street parking access but we are concerned
- I should be allowed to park on the street in front of my house if I want. We now have 3 vehicles, one in our garage, one on the driveway & one on the street. This is a good balance and works for us and I feel it is reasonable for the expensive taxes we pay.
- i dont think that home owners should be allowed to sell parking on their lawn or their driveway to Foothills parkers.
- NIL
- Parking complaints from people who want on street parking in front of their homes because they don't want to use their on site parking should be at the bottom of the priority list.
- Non issue
- As someone who redeveloped my 50's bungalow, I lost an on site parking spot as the City told me I could no longer drive from the street to my front parking pad. And then I had to pay to replace the concrete cut out from the sidewalk. This was 2008.
- Don't care
- Parking is way too expensive in our apartment buildings so most people end up just parking on streets instead.
- Their choice. They pay their property taxes, they should be free to park how they wish at their homes
- There should be increased taxes for households who have more than two vehicles, as they also contribute to clogged street parking
- This happens all the time, not sure what you are looking for.
- I find most of the people complaining about the lack of spots have spots in their garage that they are not using and still complaining that they need more space on the street.
- Not every suite is required to have parking so therefor there will always be people parking on the street. Buildings are also not required to have visitor parking either.
- One parking spot should be reserved for the homeowner!!!



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- The residents of buildings should use their assigned parking to park their cars. If they don't have enough space they could apply for a RPP
- With so MANY condos, apartments etc going up in East Parkdale, we find too many prefer the ease of street parking vs. struggling to get their vehicle into the parkade through the alleyway and squeezing into a minimal size parking spot with their SUVs.
- Often in Tuscany - people have tons of space in their driveways or garage and choose to park cars for months on end on the street. I have seen kids almost hit by vehicles on the street because they step out from a parked car that doesn't even need to be there.
- I suppose people should be able to use their garage as they like, but perhaps it is reasonable that if a home has a garage or stall, only one permit (rather than the current two) could be issued. As long as there were unzoned areas somewhere in the vicinity where that homeowner could park a second vehicle if they were using the garage for other purposes. Or, perhaps that second permit could be obtained, but be more expensive.
- Does not apply to us
- Not paying for parking. Cut your admin costs in half. Get yourself under control.
- See answer to (3)
- Yes, should be required for new development where parking is required. I also don't object to all street permit parking to have a yearly fee attached. Phase it in over a few years. First year free, next \$20, next \$60 or whatever is decided. You would see a lot of communities request their permit parking be removed.
- N/A
- As long as the zoning bylaw for on site parking spaces applies to people relatively equally, I do not think the City should concern itself with how an individual or family uses their required parking spaces. Scarcity of parking creates a market for parking spaces. The City should not intervene in this market except where reasonably justified, and it would likely be very difficult to address this problem in a fair way.
- Parking requirements are too high. This results in large parking lots and larger distances (walking and driving) to destinations.
- Charge them extra
- In my case I don't have private parking and street parking is my only option. That should be considered but I feel like the rules are enforced too strong and it is not fair.
- Long term street parking should not be allowed. All residence should have parking available.
- The Development Authority continually relaxes the requirement for a visitor stall on multi-residential development permits. Although multi-res isn't allowed a permit, somehow they obtain them. This negatively impacts nearby residents, since they are displaced from what they consider their normal parking locations.
- Our building intends to close the underground parking garage in Feb 2019 for maintenance. There is not nearly enough street parking to allow this.



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- Yep, but the landlord (who lives elsewhere in the city) parks in the garage and takes transit downtown so no space for tenants.
- N/A
- have to go down to parking authority register home and show registrations what a pain I don't get paid enough to do your job
- this is the case on my street - a townhouse is rented to 2 people, each have a vehicle, and neither use the garage, both park on the street. new building next door (4-plex) means another 4 to 8 vehicles we can expect to park on our street - there simply isn't enough room, especially in winter when the street becomes hard to drive on due to snow and ice ruts
- Develop a cellphone APP with a good user interface that remembers historical license plate
- I don't think this an issue.
- Not a big issue on my street. Issue was City granting relaxations to the amount of parking actually required by the bylaw for infill commercial buildings. Saves builder money but causes grief to others.
- this is abused.
- I think this is a good idea and should be required by all property owners including residential owners. Some of our neighbours don't have garages and so they park in front of our home. This makes it hard for people that try to visit us.
- I'm not allowed to get a visitor permit for my rental apartment. Makes it difficult to have friends over.
- If we can store our vehicle on the street to use the garage as storage why can't we buy permits to keep storage containers on the road for months at a time? It's just as useful a use of space.
- Yes it does, and yes it should continue to do so. You cannot dictate what people use garage space and on site parking for (storage, trailers, kids play room). With alleys the way they are in this city, they can be treacherous in the winter as well. Sometimes the shorter route is the front street to the house rather than the back yard garage, making the street more convenient. In addition, you can't penalize people with alleys who have back parking and insist that they don't get street parking-- those people with front drive garages already severely limit the street parking. You can't restrict one homeowner because of what another has built.
- I agree this is an issue, but if a homeowner is paying property taxes, I think they feel entitled to park in front of their home. We experience this with our direct neighbours, who have a 3 car garage, but because of family and a nanny, and their own decision not to use the garage on many occasions, often have 6 vehicles parked in front of their home, in front of our home, and in front of the neighbours across the street...it's definitely an issue. I'm just not sure how this could be dealt with.
- ??
- This is a good idea.
- The city did not build large enough parking lots for the C-Trains, especially at Somerset Bridlewood Train Station. Instead of the apartment blocks to the south which are immediately adjacent to both train lines, a parking lot structure should have been built. As well developers were allowed to cram too many houses on narrow lots with no parking in front. So these people park along side corner lots which have no front parking. Total disaster in planning!!



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- If the building has parking, you should use the parking - off-street. Those spots should be freed up for others to use, not be taken by those who have parking. Again, balance needs to happen to ensure tax payers/owners of residences are not pushed out due to overflow of high density, with not enough parking.
- seems OK.
- I have no problem with that.
- I don't think that just because I have a house with a driveway that I should have any limitation on my ability to use street parking, beyond what any member of my neighborhood faces. If I had a high density neighbor, say large apartment complex across the street, I may be in favour of RPP restrictions to encourage use of their own facility.
- On site parking needs to continue to be part of the LUB, especially as we move forward with secondary suites. From there, you have no right to dictate what people do with their on site parking.
- Many home owners fill their garages with junk and park in the street. I like other city systems where street parking has to be purchased each year by owners. This would recoup costs, free street parking and discourage owners from having 4-6 vehicles for one household. My two neighbours have 4 and 5 respectively...
- I don't see how that is avoidable. The private buildings are on their property so they are free to do as they see fit. Obviously with our climate parking in a garage in the winter is a convenience and time saver.
- No concerns or comment.
- X
- If a building has on-site parking, which almost all do, those who reside within it have zero right to any sense of entitlement about how the public spaces (streets) are used. The free storage of private property on public space is not something that is owed. It is something that is gifted, without reason.
- NA
- n/a
- This is not available to all residents on our street since it is a very hilly neighbourhood. But those with garages should rid themselves of their excesses.
- This is important to me and I would be upset if this changed. I have a designated spot but frequently park on the street when I have visitors coming and I know that it will be a busy parking time (Fri / Sat evenings, festivals, flames games or concerts). I park on the street when I get home from work and let my guests use my designated spot.
I'm concerned about the proposals to build new apartments and condos that do not have any designated parking. There is no way that an extra 60 (15 condos * 2 owner stalls and 2 visitor stalls each) cars could fit in 1 block. Even half of that would take up the entire block of parking. As great as it is to walk, we are not car free - still need one for work, travel and larger purchases. Transit can't address this.
- Please bear in mind that inner city garages are quite small. While we have a 2 car garage, compliant with the LUB, with 2 vehicles we cannot fully open car doors and load an infant carseat



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while parked in the garage. Similarly with both vehicles parked in our garage, it is impossible to access our bicycles. In the summer we often utilize street parking in our RPP so that we can make use of the new cycling infrastructure. Without the RPP zone on our street, we would use our bicycles much less often.

- Yeh, that's dumb. Residents who don't use their garages and park pad for parking should pay a small monthly or annual fee for taking those street parking spaces away from other. Nothing huge, maybe \$10 or \$20 per month as a disincentive. You can't find a storage locker for that cheap. But let's face it, people tend to collect and accumulate stuff over time. The small fee may help remind people that less is more. And if their garage is full of stuff, either they can afford to pay a small street parking fee or they can afford to declutter.
- Inner city communities do not have much onsite parking available. They were built before there were so many vehicle.
- my neighbours on both sides of my homes use their garages for storage.
- Some use the areas for recreation vehicles
- Also sounds fair
- Only if it refers to Family's with 2-3 vehicles and having one private parking spot.
- This bylaw used to be enforced however during the past 10+ years it does not appear to be put in to place at least as far as I can see. In mixed use areas ie: owner/rental, vehicles are just parked anywhere, that includes big trucks, motorhomes, campers, etc and left there for weeks on end. These used to be designed to be parked on site and could be if someone wanted to put in the effort. Some of these rules should be put into effect ie: ticket the offenders.
- The concern residents have is when neighbours rent out their permits through kijiji to people outside the community. Bylaw allows for 1 parking spot onsite per home. What about homes with suites, airbnb's etc. City provides many permits for each one on the street. Have people provide more parking on their property
- Dunno what I think of that.
- Our parking for our building is expensive and there's not enough spots for everyone's cars. Therefore, we don't have a spot and need to park on the street, however we also don't seem to qualify for a residential permit. Makes life very difficult having to park in 2 hour zones and continuously move my car around.
- Cool!
- Insisting on covered parking (e.g. for secondary suites or laneway housing) is bad. I would consider building a laneway suite, but not if it means building a massive garage underneath it as well.
- Annoying, but difficult to address. Residents are residents. Commerical vehicles are an issue as well (landscaping, for example).
- Yes, as noted above.

Did I mention this survey is a mess? Similar to the city's parking policy, which does not support any of the long-term goals of the city, which often contradicts other policies (let's give everyone free on-



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street parking, but we want them to use transit/bikes. We need to reduce operating costs, but we will provide these wide streets for free parking!)

- There are some rental properties in the neighbourhood where the landlord uses the garage for storage and/or business and the tenants park year round on the street - this needs to be controlled.
- This practice should be banned.
- A single family or duplex may experience this and I have no issue with it. The 2 free resident passes and 2 visitor passes currently in place is reasonable and works. Say you live in a duplex with a 2 car garage for the site, if one resident needs their garage for seasonal storage and parks 2 cars on the street or maybe they have 3 vehicles, if the residential parking of the other neighbor is not an issue, I don't see a problem. If there is a problem, these should be managed on an exception basis. No blanket changes required.

In the case of multi family (more than 2 units) you could have people above or behind you competing for the same street frontage. The dynamics change greatly. These developments should be allowed only visitor passes due to the higher probability of visitors and the limited street frontage of the property. These passes should be free.

I do want to note that the way this is worded, it could be easily interpreted as a foreshadow to the making of all streets everywhere pay parking, restrict on-site parking requirements to the bare minimum, and force every human who chooses to drive a car in our subarctic climate to pay.

I feel strongly that residential parking is for the residents and their guests. I was assessed \$1500 when the City decided to replace my sidewalk several years ago. If I am taxed on my sidewalk I expect to be able to park my car beside it. I would take great exception to the City considering in any way shape or form, restricting or taxing (by fee or any other means) the residential street parking in front of a single or double residence beyond what is in place now, especially citing a bylaw stating you need ample on-site parking as an excuse to do so. How does this sound? You need to have on-site parking in accordance with the bylaw so as not to not need to park on the street, however, commercial and multi-residential developments are encouraged to REDUCE on-site parking BELOW bylaw requirements and we will grant relaxations if you add 3 more bike stalls and have a bus stop. Just saying...

- On-site parking requirements need to be enforced and all street parking everywhere in the city should be paid parking only - no exceptions. We are a user pay society in Calgary and Alberta. Make it happen. I think homeowners should be able to pay the city annually for the parking spots in front of their homes which would reserve them for use by the homeowner only. If they are not being used, they could remain empty and ready for use by guests of the homeowner.
- [personal information removed] Toronto suburb where overnight street parking is not permitted, everyone must park their cars on their own property. Given that EVERYONE in my neighbourhood has on-site parking, they should have to pay for residential parking permits rather than having them issued for free. This would virtually eliminate any parking issues. No parking should be free.
- Although it is important to be able to store vehicles on private property, I think that a residential property owner should be able to decide how best to use their land. If a vehicle is licensed and



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insured, it should be welcome in designated street parking. IF someone wants to store a vehicle, this needs to be on private land.. If someone does not own a car, they should not need to maintain a space for one on their own land... IF this proves to be a poor decision, the market will let them know, when they eventually sell.

- I think this is fair except where it is a large apartment building and there clearly isn't enough room on the street for people. Where it is all single family housing, this is fine.
- Continuing push by the City for increased density in neighbourhoods means that even when residents use their garages or parking pads there is less and less on street residential parking even with RPP.
- This is a new rule - which is likely good. Still need to honor past decisions prior to new bylaw and recognize that some lots do require on street space.
- Despite this some houses in our neighbourhood do not have onsite parking and thus can only park on the street. In many cases there is no option to construct on site parking unless the front yard is paved over which is NOT a good idea.
- Makes sense. If you buy a house, you should be able to park in front of it or allow your visitors to.
- almost all the house holds have 2 cars and they park those on the street. the infills are to small almost all neighbors use there garages as storage. our children cannot cross the street safely because they cannot see past the big trucks parked on the street. the newly to be developed row houses with 4 to 8 houses will add to the pressure and density on the street. at least one car should have to park in the garage.
- if people have a parking / pad, that where the car should go. they can rent storage unit otherwise.
- I dont think this happens very frequently.

Visitor to a residence

RPP Only Zones

- 6-12 story condo only provides a certain amount of parking so that's challenging. Is that just a fact of life for high density areas? Newer condos are ok. Older condos have a hard time.
- Parties at people's homes - called [personal information removed] CPA but it takes too long/they don't get back to you right away. Visitors show up and they can't get last minute permits.
- There's an APP to phone in your RPP. Need to be within 150 m of house. Visitor Parking Permit good for 2 weeks. CB-Z not included in APP. What's the definition of a visitor? What about trades? They just use the alley. We only have a few CB-Z passes for our building.
- constructors can't visit easily. How do tradespeople get to our building? CBZ gets ????
- Inform visitors of best times and best locations when able. Difference in restrictions on same street is confusing. Should process be revisited so nearby streets are involved (broad zone vs. street by street?)



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- Apartments and condos...if each unit has 2-4 visitor parking spots, how does that impact other visitors?
- It's frustrating - all these differences. It would be nice if it was consistent. In a playground zone, you might be distracted to notice children while looking for parking.
- I would like to be able to park close to the house I'm visiting, would deter me from visiting. But I do understand that parking is restricted for a reason.
- More consistent zones. Too many charges within a small zone can be confusing for visitors.
- Requires registration - may inhibit someone from 'stopping in' on short notice. This is a problem for large #s for parties/events
- Allowed to park in alley. Call in to notify --> allow more than 2 to be registered online. So many visitor permits a year?
- Visitors need to ensure homeowner has registered their vehicle online immediately
- Quick pick ups and drop offs are hard if all the parking is restricted to residents only. How likely is the person you are visiting to log on and register your car if you are dropping off a kid for a birthday party?
- Restrictive if you have multiple visitors
- need to get a permit from the host. It's a bit of a hassle. What if it's a big party?
- Can be difficult to access. Perhaps the visitor can register their car to a home, but the homeowner has to confirm the plate via email. (re: Car2Go)
- Mobility of the visitor can be a problem. Special circumstances for a visitor pass for those with mobility challenges vs. those who are more mobile.
- When parking excludes everyone but residents it's not fair to most people.
- Exempt the street when someone calls and informs of large/planned gathering.
- My very elderly mother no longer has visitors because she has too much difficulty registering visitors.
- Promote community development by making it easy for visitors. System discourages this.
- Rules have to be clear and simple.
- We can't have enforceable zones that aren't enforced because someone made a mistake (owner made mistake).
- Initially family member got a ticket because he didn't realize that there's RPP. But it was waived.
- Don't see these restrictions as much in NE.
- When going to an area with an RPP restriction, it's awkward as an Uber driver because you're waiting for your client and sometimes they take too long so feel like breaking the rules.
- Rules for relaxations need to be promoted.
- RPP zones are restrictive in that when in place, they also come w/rules for people that we didn't intend them for.
- Can we provide a 1 day a month exemption to a RPP zone. Just a 1 time thing to help people.
- Sometimes visitors don't see the signage and are confused by where they can/can't park.



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- More staff (admin) would help things be arranged and actioned quickly.
- Visitors sometimes get yelled at or mean notes by people who believe the street in front of their house is theirs.
- A relaxation can help but it has to be easy to arrange. And good relations w/neighbours helps.
- What do you do when you have more than 2 guests wanting to park?
- Hang tags work far better. People forget to register plates + therefore get tickets :(
- Registration for visitors isn't easy. Though with the parking permits it used to work well.
- It should be yearly for visitor parking. My son comes over regularly to visit. A real pain to log into + register his car every two weeks. More likely to forget to register in that time period. Register from Jan 1 to Dec 31.
- Registering a plate when visitors come to visit is TOO much monitoring of persons whereabouts. HANG TAGS work best! Rid of on line!
- If contractors or cleaning staff are coming to my home when I'm not home and I am busy at work I can't register them right away resulting in parking tickets. Maybe some way to pre-register tradespeople in advance. (2)
- Can be frustrating. Trying to find parking and permit only roads visiting family when there is more than 1 or 2 family members visiting. (2)
- Having more than 2 visitors means that they can not park in front of my home even though there is space on the street. Would be good to have the ability to use other resident visitor passes when not in use. (2)
- Only have 2 visitor parking passes. What happens if need more than 2? Process to obtain other pass requires extra work. Convolutated. Maybe track license plates. Calling in makes visitors feel unwelcome.
- Person I'm visiting finds it a hassle to get me a permit to park near their house. Either have to park far away or risk fine.
- Makes street parking as a visitor very difficult.
- It makes it challenging to visit friends - they can only have a few people over at a time, even though there might be lots of space available on the street
- Many houses only have the number of permits that match their number of vehicles. Daytime visits to houses in permit zones are difficult when multiple people are trying to visit, especially if visitors have small children and have to park blocks away
- As someone who needs to visit homes as part of my job, this makes it very difficult.
- The loss of the windshield tags is a pain because now the homeowner must log in to register you as a visitor. I actually have friends I tend not to visit because it is such a pain to park anywhere near where they live.
- I have to park a few blocks and walk to the house, which can be unsafe later on at night.
- [personal information removed] we have to hold committee meetings at member's houses within RPP only zones. As there are several people attending these meetings from all quadrants of the City, many of whom are disabled, the homeowner has insufficient parking permits to allow more than



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2 cars to park nearby (despite the road being almost empty of parked cars). Consequently, most of the people meeting at a members home have to park a considerable distance away and walk to the home causing falling hazards regardless of whether the member is disabled or not. It would be helpful if residents in RPP only zones were given more visitor parking permits to cover when a resident might have more than two people attending their home, disabled parking badge holders were exempt from the RPP regulations, and RPP regulations were for a specific time period only (not 24hrs/day).

[personal information removed] near SAIT who is surrounded by an RPP only zone and has only one visitor's parking permit. If there are a few of us visiting simultaneously or there are several family members staying, then there are insufficient parking permits to go around and everyone else is forced to park a considerable distance away and walk to the home, or run the risk of receiving a parking fine and/or having the car impounded.

Parking restrictions are supposed to help residents in their lives but with the limited number of parking permits given to householders, the parking restrictions are negatively hindering homeowners in their normal lives. I have chosen to visit friends who live in RPP only zones because of the parking restrictions and knowing I will have to park a considerable distance away and have to walk (especially a problem in winter)

- Finding somewhere close to the home I want to visit to park in
- Drives me crazy when I just want to stop to drop something off/pick something up or have a visit and there isn't any legal parking (nor even paid) within a 5 block range.
- It would be great if we could have more than a maximum of 2 visitor permits. When we have birthdays or other gatherings, it is extremely difficult for friends/family to come visit us due to the RPP parking issue. I understand the limit is intended to encourage car sharing/alternate modes of transit, but an undesirable effect is making friends/family NOT want to come to our home at all. It has a social impact that might not be measured through statistics. Increasing the number of visitor permits allowed from a max of 2 to 4 would be greatly helpful. The online system used to register license plate would work well with the increase as well.
- it is not a simple process to get a permit each time a visitor needs parking. I prefer the old permit system to put into a visitor's car.
- Permits are required for the landlord to visit tenants' residences at any time.
- Please refer to the comments on #1 on the first page of this survey
- They should be limited as much as possible and used only when there is no other way to protect a resident's regular parking space and they have no on-property alternative.
- Two permits does not allow anyone to have a party.
- It s important to be able to visit someones home or have visitors. People do not own the street in front of their house and if I have some renovations done the contractors should be able to park for a short time on the public street without histrionics. A mechanism needs to be in place to allow this.
- Detest these, should be hourly, paid or unpaid. The roads belong to all of us, not just residents.



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- [personal information removed] It is ridiculous to make no parking in front of day home even to drop off kids. Is there no right of parent of kids to park on the street in front of day home? I felt discrimination and insult when I got parking ticket. I have been forced to relocate my kid to another care provider where I wont get ticket while picking off my kid.
- Sometimes I drop in on [personal information removed], who lives in an RPP zone - for example, to check on her house while she is away. It used to be simple when I could hang a parking tag in my car window while I was onsite. Now, I have to make sure that she has entered my parking information into the online system in advance.
- [personal information removed]
- The visitor parking for more than 3-vehicles is quite awkward. if we have more than 3-guests over for a dinner party or book club we are supposed to call a week in advance to 311. We don't always know 1-week in advance, sometimes things come together last minute and we dont want our guests to get a ticket.
- The technology to sign up to have a visitor permit is terrible. Suggest linking to ParkPlus, which is much easier to use. I think it's terrible, though, that seniors have to call a # instead of having the hanging signs.
- IT was so much simpler to just be given a physical tag to place on the car than have the host have to log in and register our vehicle.
- not enough handicap parking zones. the meter is too tall for me, [personal information removed] to reach and too far from the limited handicap zone area.
- [personal information removed] On most days there are between 4 and 6 workers on site and in some cases, depending on the stage of the project, there can be even more. While visitor passes are available there can only be two for that location and they have to be managed by the home owner. It would be helpful if there could be a way for contractors themselves to receive a permit for a location under construction. If the parking permits were attached to the building permit number of the project it would be easy to monitor who is using them as well as making sure they're being used properly. As a contractor I would gladly pay a fee to be able to park at a construction site for the duration of time I would be working there. Since these projects are providing the city with income from permit applications as well as increased property values and taxes something should be done to help alleviate this problem for the people working on them.
- Impossible to get a permit unless you notify the owner ahead - makes it hard for house checks, pet sitters etc.
- No idea permit us required or how to acquire. 2 permits to home makes no sense. Family dinners or other get together or caregivers visiting home exceed this number.
- Very frustrating to visit and need to remember license plate number and to remember to get registered. Even if you stop in for 15 minutes, you need to get registered!
- [personal information removed]- attending meetings at residential homes in RPP zones is a problem. The meeting is 60-90 minutes, and up to 4 vehicles for different parties may attend for this short period during the workday (8am-4pm), however the home only has 2 visitor passes to provide, and



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staff for the home may already be using these if there is not on-site parking such as a driveway or pad.

- There should be a monthly/year fee associated with a parking permit for a zone. We all contribute towards city taxes whether we live in an area that has been zoned to permit parking or not. Calgary is the only city I have ever lived in where people choose to park on the road instead of their garage/driveway regularly. At least then people in permit zones would essentially be renting road space as they should be instead of getting extra free parking that only they are entitled to.
- I suggest people with commercial plates be allowed to park in permit only zones with out calling for a permit. I had to do some work on a new build. I called parking they told me I needed roads special permit because the home owner did not register his parking. Had to take the chance of no ticket why because I could not get a permit was told roads need to review my request and it could take up to seven working days I still did not receive a call back. and it's been a couple of months now.
- Electronic and hang tag system seems to work.
- Being able to invite people beyond my allocation of guest parking....how do I hold a Christmas dinner or birthday party when I can only have 2 parking spots. Under the old system I could borrow a pass for the few hours and then return them to my neighbour....not possible now.
- These zones are a nightmare. I have friends that can't have friends drop by to visit without jumping through a lot of hoops and they have a limit on the friends that can come over. This is complete nonsense. RPP zones should be done away with 100%. i would never buy a home in one of these areas as parking hassles simple make it a loss of value in my eyes.
- The system is not immediate, if I want to visit someone on short notice they can't enter the vehicle immediately.
- As a contractor this system is terrible, why not exempt commercial vehicles or have a sticker beside the plate or something.
- Better and timely enforcement by Calgary Parking Authority, when dealing with illegally parked vehicles.
- Cannot immediately register spontaneous or unexpected drop-by visitors immediately with current online/phone registration if licence plate numbers are unknown until they arrive. Time lag with current system (with possible ticket penalty). Paper Visitor Parking Permits are immediate and visible. Better system.
- Stops me from going to these businesses because I can't find any free parking. Usually when visiting a business, I'm not there more than 2 hrs. VERY frustrating. Now, I will always phone a business ahead to see what kind of parking is available. If I have to pay...I don't go to that business.
- When visiting my son at his home, often there are no spots to park. I notice there are a number of cars parked that never seem to be moved.
- Visitor permit should be take less than 5mins to register online and be valid immediately. No one can predict someone coming by for a visit 1,2,5,7 days in advance or even 12 hour in advance.



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- [personal information removed] make house calls. It can sometimes be difficult to find a parking place close to someones home. Would it be possible to have a general city wide RPP say limited to 2 hours that we could apply for?
- We used to meet for coffee at a friends home. Now we are forced to go to a restaurant and pay for parking because only 2 cars can be there [personal information removed]. It costs more, finding parking is a pain so now we do it less. Thanks for ruining friendships and get together with your restrictive policies. You want people to live in denser areas, to be downtown and not drive to the suburbs but you make life unlivable by your control. Its It's stupid
- Half the people I visit don't know how to use the internet .[personal information removed] it's been hard to facilitate the parking issues when the tenants are seniors with virtually no knowledge of current technology
- I am a contractor and with the RPP'S I have to park blocks away or illegally. Commercial vehicles should be exempt . Most Commercial vehicles are to tall to go in underground garages forcing us to park on the road .
- Visiting a friend, and she couldn't remember her password for the parking permit website, couldn't get in and eventually gave up. I ended up parking a couple blocks away instead where hourly parking was available. It was easier when there were paper permits.
- [personal information removed] due to the new regulations there is NO parking allowed around the property. The last time we all gathered for a family meal the main discussion was the new parking rules as at least five of us were parked on the street form more than 2 hours. I get this is aimed at people going to the University but what about the home owner that is scared to have the adult get together for a meal.
- Inconvenient and I will seldom visit.
- As a provider of pet sitting services I'm frustrated by these "black triangle" zones and am contemplating tacking on a surcharge for customers in these areas. Sometimes the customer neglects to make the necessary arrangements and I have to navigate a block or two along icy sidewalks in -30. As far as I'm concerned the public street belongs to the taxpaying public at large and is not for the exclusive use of the homeowner. Impose a two hour limit between 09:00 and 18:00, Monday to Saturday, and this will stop commuters from excluding other visitors.
- I can never visit some friends. I guess they like there car more than me.
- The clients or home owners are not able to input license plate number into system, it's not accepting it, being caregiver, being at clients home every week, if client out of town , not able to renew permit, every two weeks is too short, if a regular user should be a monthly renew or every 3 months, tag system in visitor mirror vehicle Worked best, leave at end of day for next visitor or guests.
- Didn't know that I can get a "pass" from the residence I'm visiting so end up parking way down the street. A bit of a production since I am mobility challenged but not wheel chair constrained.
- With no visible Parking Permits there is no way to tell if a vehicle is registered or not. Without that visible Permit residents are just left wondering. The Photo Vehicle makes such infrequent passes



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the chances of getting ticketed is very very small and I have never seen the Photo Vehicle in the area after dark.

- The online system is cumbersome and time consuming to use. It would be a big improvement if there was an app that my friends could use when I visit - something similar to ParkPlus.
- stupid stupid stupid idea, how do you go on line to get permit when you are in the car and wanting to visit someone, yes you can go in the house and use computer but by the time you get things done, you already have a ticket
- I end up using Street parking down the block in front of a house that does not require a permit. Seems unfair to those neighbours.
- My daughter and family live in this zone. It is most inconvenient to drop in for short visits or family dinners and have to keep signing in and keeping track of whether the licence is registered or not and how long ago it was.
- [personal information removed]. Before I could just go in her home and grab the tag and place it in my car. Now I have to call her at work to get her to enter my car and hope I don't get a ticket on the meantime. I also had a friend visit one day while I was here in Calgary. I called and entered her license number on the phone but apparently there were already 2 cars registered so it didn't accept her license number. She got a ticket. This is a horrible system and makes me not want to visit Calgary at all. Please bring back the paper parking passes .
- I can't park to visit friends--such a hassle to get them to have to input your license plate esp. if there are multiple visitors to a home.
- Monterey Avenue should not be permit only. Most traffic is generated during day time and therefore evenings should not require a permit
Updating of visitor license plates is not user friendly. Not quick and easy to open and doesn't remember previous license plates.
Short term visits require the homeowner to login and update license plates multiple times throughout the day even if the homeowner is away. This can be difficult when the homeowner is at work
- Monterey Ave - Updating of visitor license plates is not user friendly, the tool is not quick and easy to open and it does not remember previous license plates. Also logging on to add a visitor when they are not staying long and you may have a few people coming and going throughout the day is not convenient. Especially if you are out of town or at work, it is not easy to log in. Parking has not been a problem on the street at night so should not need to have a permit other than during the day.
- Not convenient. Remembering to log on, or if more that one family come to visit, it is a total pain.
- [personal information removed]. I also do regular home visits. Often when arriving [personal information removed] it's the middle of the night finding parking is no problem but then as the day progresses I forget about needing a permit and often feel relieve [personal information removed] that my car wasn't towed. I believe the city should provide healthcare professionals that attend people at home a pass to cover these circumstances.
- This is a significant deterrent to visiting someone's home.



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- It is a hassle to obtain the visitor permit. Citizens should be able to park in any residential area of the city without needing a parking pass
- Having to mess around with the visitor placards.
- Most of the traffic to Monterey Ave. is during the weekdays; I visit there in evenings and weekends when it isn't an issue. Updating visitor permits is not user friendly. Short-term visits require homeowner to log-in and update license plates multiple times, which is not easy.
- [personal information removed] is in her own home and I and my brother are constant visitors. She doesn't drive. So far, I have us set up as visitors and leave our license plates in system for 2 weeks and then renew them every two weeks. She hasn't had many other visitors yet so am not sure how this is going to work because I will have to know about them and then remove one of our 2 visitor permits for another visitor. [personal information removed] I can imagine that people who are not computer saavy or who have to phone every time they have a visitor, this could be a real problem and very inconvenient. So far, for me I like that I don't have to put a paper visitor sign in car every time. Can there be a combination of online and paper? I wouldn't mind having 2 visitor ones online (for family mainly) and then an extra paper one (or 2) for the odd other visitor (non family members).
- I don't visit people in these areas any more because of the new ticketing policy. Tickets should only be issued if there is a complaint.
- i am hugely opposed to residential parking permits period. People move into areas where there may be insufficient off-street parking knowingly - yet they somehow feel they now have the right to own part of the street for their own parking. If you want more parking - then move into an area that accomodates your needs. Why should every other citizen of Calgary be treated as 2nd class citizens because these people feel it is their right to own that piece of the public road. I hate the idea of residential permits!
- I work as a residential contractor and therefore visit many homes in the City which are in various zones. My work brings me to various RPP zones in the city throughout a given month, so I am unable to use the City's archaic contractor permit system. There simply is no way for me to reasonably park in these zones legally, since there are often multiple contractor vehicles on site at a given residence. It seems completely unfair that I am not able to either a) pay for parking in a permit-only zone or b) be registered on my clients' accounts to avoid a parking ticket. The City has created an impossible hoop for me to jump through to park legally so I almost always just ignore the rules.
- This is fine, app works well from my friends
- The new "guest registration" system is exceptionally inconvenient! It requires every single person to have a computer or smart phone at all times. God forbid you should go visit a senior citizen without your smart phone in your pocket! What happened to the physical tags for guests? That was such a simple solution. The new system is a case of seriously over-thinking the plumbing!
- Residents do not own the street.
- Not all of us have cell phones or use computers regularly: think many seniors or those who cannot afford the monthly cost of a smartphone. Calling in to the centre is a joke! The paper system was easy. Why do improvements make my life more difficult



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- Nowhere nearby the house you are visiting to park. Avoid going to houses with parking restrictions.
- It is very challenging to park at someone's house if there are multiple guests, since you don't know if the parking passes have been used, or if you need to find nearby non-permit parking. Parking during the day at a home for cleaning, contractor work, trades work, while the resident owner isn't home is challenging.
- It is frustrating that there can only be 2 registered visitors to a home at once. During holidays and special days like birthdays when the whole family gets together someone has to take the risk of getting a ticket.
- The online system is a pain when visiting someone. They have to log on and put your info in the system. This takes longer than the 20 minute visit. Twice while waiting for a friend to put the information in the camera car came and took the picture issuing me a ticket on one occasion. Go back to the paper version please.
- It is incredibly inconvenient to have to register online when I am visiting someone. Please change this system.
- [personal information removed]. Please consider that Calgary residents' visitors may drive a variety of rental vehicles, and/or drive their own vehicle registered in The United States (or elsewhere.) It is necessary to allow Calgary applicants to submit the requested visitor vehicle/driver data that includes an international vehicle license plate option (the character count and format may vary from Alberta plates, and driver license numbers are formatted differently.)

If Calgary transitions to a fully digital system, may I kindly suggest allowing residents to register individual user accounts with these features (or similar):

Secured, shareable links that residents can share with visitors via text message, email, or other digital applications (Perhaps visitors could download a Calgary RPP smartphone app, register their necessary info, and simply snap a photo of their vehicle license plate and submit it via the app.)

Via the resident's shared link, visitors can then enter their own vehicle and driver data (which may include vehicles and drivers registered in The United States or elsewhere) within the secured application field in the resident's account. Residents could choose to enter this information if desired, but allowing a visitor registration option will ease the burden on the resident in many cases.

Visitors should have the option to tick a box next to the vehicle plate data field, indicating whether the vehicle is a rental vehicle (this should hopefully prevent current drivers from incurring parking citations committed by previous or subsequent rental drivers of the same vehicle.)

An automatic confirmation code would then be sent to both the resident and visitor (according to applicable digital platform: text, email, or other), verifying the receipt of visitor data. The automatic confirmation code should be accompanied by the relevant parking zone's restrictions and rules, encouraging visitor compliance.

The resident's parking zone restrictions and rules should also be clearly visible and easily accessible to the visitor, via the Calgary RPP website.

A phone-in and/or paper option should be made available for residents and visitors who do not have (or choose not to use) online access.



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Facilitating visitor parking will encourage tourist spending in Calgary. I really enjoy visiting Calgary, and having my own vehicle to drive (and park) definitely maximizes the number of outings I take - including shopping, eating out, and sightseeing around Calgary (not to mention money spent on renting the vehicle and buying fuel - more dollars spent in Calgary!)

Thank-you for your consideration,
[personal information removed]

- I have to make an appointment w [personal information removed] to make sure they adds me in to the parking permit app just so I can visit them once a week!
I.e. There's no such thing as dropping in for impromptu visit
Very unfriendly system getting ticketed right away if the resident doesn't add u in to the app. We received 3 tickets in one month to go visit [personal information removed].
As wellll if you have to do it this way (using app & registering licence plate)Why does the permit expire after a week? If I'm a regular visitor can the city atleast have a permit to expire in a month instead.
C'mon be a little more humane about instilling all these rules and regulations upon us taxpayers!!
- Visitors to my home, which I rent, do not have permits because I cannot access the digital system. I do not own a car myself.
- insufficient parking availability
- I find it challenging that the homeowner is responsible for entering the license plate and I cannot enter it myself. I've got to remember to remind the homeowner once I'm inside. Plus, it would be great if the online system would at least save my license plate so the homeowner doesn't have to ask me every time I visit.
- A visitor may not realize they need to provide their plate number so then they have to run out to get it. They won't know where they can park with this visitor permit. I also feel bad for my visitors as sometimes I forget to put them in the system.
- This is really inconvenient. Even if the person I'm visiting could get a permit for me, it's a hassle
- As a professional gardener, I'm zipping all over the city to install and tend to clients' gardens. If they are not home when we are there to work, they cannot sign us in and we simply don't have time to go online and obtain permits when we might deal with up to 5 properties in any given day. Even if it only took ten minutes for each location, that's a very unreasonable 50 minutes of time lost from our day. Without the permit, we get fined.
- I have to go into home I'm visiting to give them my license number then they have to hold on line to verify my plate. The old card system worked better, the owner just gave you the card, no waiting to register licence plate on line or if owner didn't have a computer there was no panic that guest would get a ticket
- Every time someone comes to visit we need to register their vehicle. Why can we not hang that sign off of the review mirror like we used to do?
- Arbitrary and inconvenient.



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- It's ridiculous you have to go online to register your vehicle each time you visit someone. The reasonable way to control abuse is the restrict the 'none local vehicle' for, say no more than 2 hours limit. Sometime the visit maybe short, say 5-10 minutes. It could be ticked before you have a chance to register. It's called insane.
- When attending a home with a permit required, the issue is with large gatherings. In some places there is limit on the amount of permits required. This precludes when a large gathering is occurring and hamstrings the homeowner which then becomes an issue for all attending.
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- The online system sucks. It's hard to find, half the time it doesn't load, and the having to update license plates every two weeks is also a hassle if you have regular guests. There should be an app to make it easier to do from your phone (I can only get it to work from a laptop) and I'm pretty computer savvy. I feel sorry for people who aren't or who are older.
- Only 2 vehicles can be given a permit when one of 4 vehicles can be used to visit as caregivers; 2 week expiration period is far too short; difficult for seniors who don't have internet access;
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Now that my sister can enter my license plate number online it is relatively easy to park outside her home for short visits in the RPP only zone.
- the RPP visitor pass only applies within 2 blocks. I had a visitor who could not park on my ave or the one one block north or south due to limited availability. They received a ticket for being 2 blocks away.
Need a way for service trades eg furnace or plumber or electrician to park near the home with their tools and still register their vehicle so they don't get ticketed. especially important when the homeowner doesn't have the license plate number or can't predict in advance which service truck is coming to get it registered
- The resident can park on the street and give their parking spot (ie. Garage) to their visitors if the visitor is staying a few days. Otherwise visitors passes are a good idea.
- I have received multiple tickets while I babysit [personal information removed]. She has properly imputes my information, we have fought these and we were still told to pay. Unacceptable! Just a money grab that does not benefit residents or their friends or family visiting.
- What a disgusting way to treat guests in your city. Im here from out of town visiting a tax paying home owner and park on the street in front of there house. The street was near empty of vehicles. I get a \$68 ticket for parking without a permit. Gross. Use some discretion when writing tickets. We are now going thru the brutal online process of securing a "visitors pass". Im embarrassed for the city of calgary. How can thr home owner be expected to go thru this process everytime the have a visitor. \$68 is brutal amount of money to pay for parking anywhere anytime. What a cash grab. Feel ashamed Calgary.



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- I point out to visitors to be considerate when parking on the street, ie: do not take up 2/3 spaces when with a little effort pay attention to where you leave the car. The system in place of registering visitors just is not working. One cannot get on to register, the system is either not working, clogged with others attempting to get on. The system in place just is not adequate to handle the volume at key times. I have spent so much time trying to License numbers on the system that the whole purpose of a visit is lost. No fun at all, and people are under the impression that there is no parking anywhere; like downtown. The slips of paper worked far better and were easy, hang it in the car and one is done. That system worked for the past 30 years at least it seemed to here.
- Privacy, privacy, privacy. It is nobody's business whose residence I am visiting. The mandatory online registration violates privacy.
- Concerned will get a ticket when visiting some one.
- This online system of registering each visitor is EXTREMELY onerous and inconvenient. As a visitor, my friends can just hand me the paper parking pass to place in my window instead of having to go online and register. Please change it back or give home owners the option on either system.
- If I am visiting, I would hope to be able to park for a short time, say two hours, without having to activate the home-owners permit. BTW, I know it's more paperwork for the CPA, but I like parking permit hangers better than activating a parking session online. It's just a drag, and then someone will forget to do it, or undo it.
- VERY STUPID IDEA to do this on line. I received 2 tickets , 1 when I went into the house to use computer to register for parking and one while I was sitting in the car trying to register online.
- Unable to park resulting in circling for blocks to find an area to park. Then walk a long distance to the home. Essentially, privatizes a street.
- I can no longer park on the street to visit [personal information removed]. [personal information removed] who visit to insure she can continue to live in her house. She has no car and seldomly is there more than one person visiting. Two family members can register vehicles and the other [personal information removed] are out of luck. There needs to be a better system to allow visitors even if it is only family members.
- Only 2 hours to visit doesn't seem like enough time. Also wish there was a way to appeal tickets when proof can be provided by homeowner that we were visiting at that time Price of tickets are outrageous and a huge deterrent from visiting at all
- I am visiting. I hope the homeowner will know what to do and register my plate. If the homeowner is having a party I hope they have secured a relaxation. I am bringing two elderly parents to a Christmas dinner and would sure hate to have parking ticket because the homeowner was misinformed about the relaxation or it for some reason was not put in place...



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- permitted only zones often mean parking can be blocks away from the residence you are visiting if they have more than 1 or 2 visitors. At night time this can feel unsafe, especially as a female walking alone. Solution: Increase the # of permits that a resident can have for guests.
- Permit only zones make it difficult to visit new areas of the city. Is a city park in a specific area, only for the use of residents in this area? There needs to be some allotment of parking for visitors to an area that might not have a local homeowner to provide them parking.
- no easy way to get a visitor pass, especially for short-term parking (15mins-1 hr)
- Prefer the old 'paper' card system over the digital system. It was always clear why the vehicle is there and who / which house it is associated with.
- Having to renew every two weeks is a pain. As a frequent visitor the tag was much easier to use
- [personal information removed]. I go over day to help her. Even though she has me registered as a visitor we have to remember every day as she has other people coming and going too. It's a hassle to remember if I am in it she had to take me out each day. However so many non residents were parking on [personal information removed] street, at times there was no parking.
- If I am there before homeowner no way to get tag. Electronic tags would be better

Other types of RPP restrictions

- Multiple restrictions in one area is frustrating. Prefer consistency. Easily distracted driving if looking at all restrictions and navigating this. Could miss a kid that runs out in the street.
- seems not fair to get a driveway and exemptions to hourly rates
- This is sufficient and I would be willing to pay
- 4 hour should be allowed on residential streets that are not close to business/institution/LRT, etc
- This is ok for visitors
- 150 m for residents from their house/apartment. Overnight not fine for non permits. Some areas 3 or 4 hrs
- visitors have a good probability of finding a parking spot. Visitor permits will allow for longer-term parking. Signage can be very confusing.
- if the street is fully parked up then visitors to houses cannot find a spot to visit the house. The visitor might have to park more than 150 m away if the rest of the block is parked up.
- If my host doesn't have enough visitor passes, this isn't too expensive
- Good as long as it is unpaid. Find this option should be utilized more especially when the streets are empty during business hours. Could be longer hours if the space is typically underutilized e.g. <75% occupancy.
- If a visitor to a home there should be 2 hr parking available. One solution doesn't fit all.
- 2-3 hr parking with possible exemptions would be better.
- If there were more inclusive restrictions it would be nicer when visiting friends/family
- Could AHS have X # of passes for anywhere in city for house visits for work purposes?



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- Avoid some areas b/c of the restrictions use a car2go because it can park anywhere
- Appeal process for tickets issued to a legitimate visitor. Parents got ticket and paid it but I didn't get the license in the system in time.
- Park Plus system works well. Very user friendly. Why can't visitor pass work the same?
- If someone is aging or not tech savvy, there needs to be a system they can use that is easy.
- How do you accommodate health care providers going to homes of residents who are elderly (80+) and do not have access to computer and cannot register the caregivers coming to homes to provide essential care for residents.
- I like being able to decide (with neighbours on block) how parking is signed on my block. I accept the fact that flip side of above coin is that when I am parking in other neighbourhoods I have to accept their parking restrictions.
- Should be easier to register visitor in front of your house. I'm not tech savvy.
- Too much guesswork in areas and associated costs. More balanced pricing system (predictable)
- Subsidize visitor parking in City owned parking spaces for shorter period of time, so higher density neighbourhoods can have more visitor parking. (2)
- Unpaid parking is nice for flexibility and free. Saves money. 2 hour parking is short in some areas when visiting family. 4 hours would be nice except around schools like SAIT or U of C, it should stay 2. (2)
- If stopping quickly, it is nice to have space to park short term without paying. (2)
- 10 days too long for a visitor pass. Visitor expects to be able to park in front of visiting home but taken up by others
- As a visitor w/mobility challenges, I have trouble finding parking near visitors home b/c it's taken up.
- More 3 hour zones would be appreciated
- Limitations like this on street parking make it very challenging to find a parking spot near my Destination.
- The zones that have time limits without requiring payment are meaningless. I really like the hybrid one in mission.
- Moving one's vehicle while visiting a friend's house seems very unnecessary, especially when parked directly in front of that person's house.
- I like the fact that we can easily add a visitor online or through a phone call.
- The loss of the windshield tags is a pain because now the homeowner must log in to register you as a visitor. I actually have friends I tend not to visit because it is such a pain to park anywhere near where they live.
- If I'm visiting and my visit is restricted to 1 hour it makes it difficult!
- That would be great!!!!
- Any paid parking should be LOW COST. The outrageous cost for parking in downtown Calgary has made us a national cautionary tale and an international object of ridicule.



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- It is very difficult for a senior to have to return to renew the parking permit every hour especially if it is a doctor's appointment.
- I think parking in all city owned property, and well as hospitals should be free. The reason I think that is because we already do pay to access these services through our tax dollars. In regards to hospitals when their is a medical emergency time is of the essence. No one has time when their sick to find some change to pay the meter. Most people don't have enough money to pay the meter because they didn't plan for an accident or illness to happen. That is why some people end up parking on residential roads around hospitals instead blocking residents who live in the area from their own property.
- Visitor parking for a condo building? I live in a building that does not provide visitor parking. When trying to register a visitor the site says there are no more passes available. Are there only 2 passes available for the whole building? Also why can you not register a visitor plate that is from Alberta? [personal information removed]. I was unable to register her plate. Was told it was because it is a registered plate in Calgary.
- People can not visit me EVER without paying or parking. I do not own a car so IF i could find a space within my apartment building I would have to beg for one and MAYBE [personal information removed] would have someone on site I could ask.
- Better and timely enforcement by Calgary Parking Authority, when dealing with illegally parked vehicles.
- I don't mind hourly if the price is right, most of the time it's outrageous, so I don't park. I think it should be free if under 2 hrs.
- Make it easier. Many times the machines dont work in the cold. Get an app that is easy to use.
- Inner city I agree with paid but to a point and the money generated should go to sustain the community it comes from
- Inconvenient and I will seldom visit.
- Pay parking should not extend to primarily residential areas.
- These work well.
- n/a
- The hourly feature improves matters but the preferential treatment of residents is still detrimental
- lack of enforcement means that parking is rarely available and does not turn over as the 1 hour restriction intends. painful for homeowners to logon and setup visitor parking - why cant it be the same app as the city parking one?
- This is needed to allow for visitors to people's homes - especially when the homeowner hosts and event for more than 2 visitors each with vehicles.
- Paying for parking in residential areas is frustrating and unnecessary
- ?
- same argument as #1
- Cost of parking is too low, not enough spots available
- Needing to move your car mid-visit. Sometimes otherspotsare not available.



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- i do not have a gadget so unable to extend or estimate my visiting time for parking. The system is operating under the assumption everyone is wireless or has easy access to it.
- These are better. A 2-4 hr + RPP zone seems to work much better for most people.
- The new online permitting system is inconvenient for frequent visitors to the home (i.e. cleaning service bi-weekly), as homeowner has to remember to register vehicle and may not be home when cleaning service arrives. The old placard system worked better for this type of visitor. Revise system to allow more registered permits/household, or have a frequent visitor permit, or return to placard system.
- n/a
- There is no way to pay for parking by debit. This is an issue for those low income families that do not utilize credit cards or have an online account, which again requires a credit card payment, or visiting a city office to have money deposited to the system.
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Why should visitors have to pay in an RPP zone, and not homeowners? The homeowner doesn't have any additional right to the street parking in my opinion. They can park in their driveway or garage. If they have additional vehicles and need to park on the street they should pay like everyone else, or have a paid-permit that they purchase in order to park there anytime they want. Street parking shouldn't be free just to people who live in the area. It's not a right. If you have more vehicles or fill your garage up with stuff, you shouldn't get more parking space for free.
- Need extra RPP either on a weekly basis or 14 day basis. Longer than that can be approved by applying to the City and paying an extended visitor fee such as \$25 per week for anything over 2 weeks.
- They're fine - I pay and go to where I'm heading. Again, my privacy is not breached.
- n/a
- Need to move vehicle, pay for parking, our find a different place to park.
- I am visiting a friend in a two hour zone unpaid, I set my timer on my phone. It goes off. I go outside to move my car and find there are no other places to park so return to my original spot. What happens?
Hourly paid - see response in homeowner tab - summary: Pay machine needs to know its own zone number. If pay machine is broken phone 311 with plate number and intended parking time. Relaxation granted for that time. Not - go find a machine that works, remember zone and plate number, miss your appointment, pay, and get a ticket anyway while you were looking for a machine that works.
- Good signage most important
- good to have these where not directly in front of a house.



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Commercial / Residential Interface

- where do workers at a business park? Especially in Main Street areas with no on-site parking? Can we do night-time RPP and daytime pay to better use parking space on a block?
- Would be frustrating if parking was hard to find
- worker parking can be a hindrance to visitors
- can only park at the home unless using commercial
- Visitors will find parking difficult as they compete with commercial parkers. If there is restricted zone parking, visitors will find parking during the day.
- Parking is such a pain when I visit a friend. It must be nice to live where you don't need a car so much and can walk to everything.
- Can be tough to find parking for both homeowners/visitors
- For multi unit "tower" apartment buildings, would be beneficial to have visitor APP for short term/less important for longer term (multi day)
- Businesses could lose business b/c I will avoid area for this reason.
- Costs too much.
- When no restrictions in major areas such as Inglewood make it hard for visitors to visit homeowners on busy days such as Saturday when lots of public are visiting. (2)
- If I'm visiting a business with bad parking restrictions, I'm going to choose other businesses.
- Our planners don't plan well enough with roads. The result is lack of parking at businesses, and me wanting to do business elsewhere.
- Near commercial (inner city) is more difficult. My friend has limited parking.
- Sometimes can't find a parking spot near the business I'm visiting due to permits. Makes it difficult to load things that are large or heavy.
- Large, multi-level neighborhood parking structures might alleviate this.
- Commercial operators should have sufficient on site parking
- If business and /or residential do not provide enough parking for tenants/visitors, this will always be an issue. The RPP will likely not fix this.
- It is frustrating to go to the home of friends or family and have to park a block away because the street in front of their homes are all parked up with business traffic.
- Trades need permits and access to permits for variable lengths and times. Homeowner or tenants should be able to log their licences into a system
- Residents should always be the first priority. LOW COST parking alternatives for business operators and/or to be free of city hall regulation to establish their own parking solutions should be next, followed by LOW COST parking alternatives for visitors who are both visiting residents and supporting the businesses as clients/customers.
- These should all be hourly, paid or unpaid! Sure the residents will have to complete but they also have the advantage of businesses close to home. Everyone must make a trade off.



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- Very true.
- Commercial businesses should be allowed to have at least 2-4 spots that do not need residential permits but maybe time limit permits . Also dependant on the type of business. If it is one that serves the community specifically they should be exempt
- Inconvenient and I will seldom visit. I will drive across the city to spend money with a business that provides free and abundant parking. I will rarely spend money where parking is inconvenient and stressful.
- Parking time limits are a reasonable way to ensure people share the space fairly.
- It's nice to have choice.
- n/a
- That is a problem. The solution is to charge hourly for parking.
- 2 hour parking, not no parking
- Have short term parking options and enforce short term parking.
- Should not have to pay to park in a residential area even if accessing a commercial business
- again, why should businesses suffer from their customers facing limited parking from those homeowners who knowingly moved into an area with limited off-street parking - yet they want to park their (often) multiple vehicles on the public road. Again, i hate the idea of creating two classes of citizens - those with permits - those without.
- Nope this is ok
- Businesses should be required to provide their own parking as should apartment buildings
- very much agree with limited, if any, available parking space
- It would be better to have the 'other' option of 2-4 hr parking instead of completely restricted RPPs. I think people in Calgary need to get with the times and realize that they live in a big city now, and there are going to be parking constraints. If everyone was just a little bit more generous with their space instead of so territorial, we'd all be better off.
- Indeed! Most of our clients live in upscale neighbourhoods with limited parking. We are never at a property for very long, but if the entire area is allocated to residential permit holders only, we have nowhere to park without the threat of a ticket. We are often loading and unloading large amounts of plant material and equipment and need access to parking as close as possible to our clients' properties.
- n/a
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- This is where giving local residents the option of buying a parking permit that lets them park there anytime, and requiring visitors to pay for shorter stints of a few hours makes sense. In general,



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homeowners likely want to park outside of peak business hours, so there should be a good flux of business and residential parking through the day.

- Most people work during the day.. They should not be parking restrictions during the day.
- OK to make parking permits required when use is heavy.
- n/a
- [personal information removed] If should be able to visit my friend for free. If permit only parking was in place I would be able to visit my friend.
- there are areas that I don't go shopping in or avoid visiting due to lack of parking, Kensington, 17th Ave to name a couple.
- No available spaces.

Major Generators

- what if there was an incentive to park on the street all day? We can make the main street for short-term parking and further back make it longer term?
- makes it difficult to find parking
- visitor parking can be in short supply with unrestricted parking near a major generator
- cannot park here
- Visitors will be challenged to find parking. Restrictions will prevent longer term parking and will require moving vehicles throughout a longer visit
- might park at the 'generator' if onstreet isn't available. Then it causes additional issues. Those who need to park at the business can't and those that need the street can't use it.
- Near MRU, parking is taken up. Should be automatically 2hr. Mon - Fri to 8am - 4pm have restrictions.
- Parking generators must be required to provide excessive parking stalls at a low rate to allow patrons to park on-site on parking generators.
- Would be nice to have more visibility of parking (e.g. green lights at chinook) but data shown online. The consumer can choose where and when to go.
- The parkplus app helps you extend your parking or warn you if you`re out of time.
- It`s hard to have to guess how long you`re going to be somewhere. Payment should just end when you leave.
- We should have more underground or elevated parking vs only on street.
- Consistency in enforcement is a bigger deterrent than ticket amount. (2)
- More renters (great people & neighbours) but abuse the system. Students.
- Those should have designated parking
- There is a lot of abuse in places like university heights, but enforcement is impossible. It would be better to eliminate visitor permits and just charge for high demand periods of time



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- I tend to avoid visiting people who live in areas where there is so much street parking I can never get a spot
- This is a poorly worded question. Can't respond to what I don't understand.
- Oh well. It's something landlords should realize when they purchase the property.
- A driving destination within a residential area, Market Mall for example, needs additional on-site parking to deter people from parking in nearby communities. Locations such as Foothills Hospital need both more parking, and more reasonably-priced parking, on-site. Perhaps if the destination business had to contribute some money towards the permitting or ticketing process within a certain distance from their facility, they would choose instead to create more of their own on-site parking. This is also true for car-sharing operations, such as Car2Go. They have very few designated spots at destinations including malls, theatres, hospitals, stadiums, etc and if regular vehicles have parked in the Car2Go spots, then you may end up leaving the Car2Go on an adjacent RPP street instead. It's not ideal, but usually these cars are re-rented and gone from the RPP spot within 2 hours anyways. However people are more willing to leave these vehicles in RPP spots, since the driver doesn't get ticketed.
- Living in East Village is becoming a nightmare with the music centre, library, and especially all the special events that CMLC INSISTS in fact DEMANDS that be held here. Every event at Fort Calgary brings thousands of people here.
- Require facilities to provide parking dont approve commercial plans unless you can address access
- Church parking is horrendous. People from outside of the community that know nothing about the community speeding their way into the community to get to church on time and to fight with residents over parking spaces . Churches responsibility to provide ample parking for at least 30-40 %of its congregation or introduce the concept of car pooling .
In Ramsay I'm the Korean church attracts many outside visitors that drive with one individual in the car.
- If the facilities had free or reasonable rates and provided adequate parking the problems of people parking in the neighbourhoods would be greatly reduced. For example Metro Vancouver has easier and cheaper parking, never had a problem parking near a sky train station there. On the other hand Calgary just seems to reduce parking at LRT stations, it used to be free. So I drive rather than deal with the hassle. And I don't ever spend money in the downtown area. I'd rather drive across the city or to Airdrie, Chestermere than pay Calgary Parking a dime.
- Limit parking to two hours during peak times.
- n/a
- The solution is to charge hourly for parking.
- Yes, they do. Abide by parking requirements...don't relax parking and add to the problem. I have little respect for the city because of this.
- Have short term parking options and enforce short term parking.
- Don't care
- N/A



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- Schools (especially elementary schools) need special consideration. Small children should not have to walk for blocks in the cold because of parking restrictions surrounding schools
- very much agree with limited, if any, available parking space
- It can be an issue. But it would be better if everyone worked together to find some reasonable solutions instead of always blaming university students or hospital workers or others who can't afford the expensive parking at these institutions.
- n/a
- Sorry, but students should be using transit to get to university. Homeowners near these major generators deserve fully restricted parking.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- n/a
- [personal information removed] (for the reasons above in 3). I get there and [personal information removed] street parking is plugged solid by people who work at Foothills hospital but don't want to pay for parking. The only parking within 6 blocks [personal information removed] in front of a fire hydrant so I go home. [personal information removed]

In-zone Commuting

- Frustrating if unable to find parking
- restrict to 150 m
- allowed to park anywhere in the zone or even have designated of the permit
- visitors to a home must park within a 250 m radius of the home they are visiting
- Might limit parking further
- Issue as a visitor is availability when locals are parking in the zone.
- When people are parking like douche`s and park in 1.5 spots, it makes it hard to find a spot. (2)
- Visitors have to park within the block, residents should have to too. Maybe slightly larger area for residents but not like 10 blocks away.
- I don't think this is a real problem
- If this allows for LOWER COST parking for commuters than I support it, but not at the expense of residents being able to park in front of their own residents for ZERO COST (or to put it in a way city hall likes to forget: at a cost that should be more than covered by the responsible management of their considerable property taxes, but that is too much to hope for).
- I did not know that this was possible. If it is, it shows how absurd the whole program is. Get rid of these permits!
- why the heck would someone do that?
- If you are apart of the community you should have full access to that community



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- If each home in the zone has a driveway or a parking pad or a garage or a carport, they should not be able to prevent the public from parking in front of their home unless there's a disabled person in the home who requires a handicapped parking space there.
- n/a
- Sounds like another reason to eliminate RPP.
- Didn't know this was allowed. Sounds like rich people probably do this.
- no problem with this
- Don't care
- this again is an example of creating two classes of citizens. Why for example is the area immediately west of the Eau Claire YMCA restricted to permit parking? The only residential units in the area are the very expensive condo units that fact the river - and they all have off-street garages. So those who live elsewhere, but have the "right type" of permit, get preferential parking? it's just not right!
- Make this a large fine
- This is the first time i have heard of this concept and find it very disturbing, dishonest, and unfair to those who are visiting and have further unfair advantage for parking space. Not only is there existing competition for parking but to have it further reduced by this?!?!?
- You've got to solve this issue. It seems like it would a simple fix to just make the zones smaller.
- n/a
- Usually not a problem.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- n/a
- I go to visit my friend but his street is full because apparently the east half of the zone works in the west side of the zone and parks in front of my friends house. If residential parking permits had the same restriction as visitor permits I would be able to visit my friend.
- not a problem in my area

On-site Parking

- Usually not available on most homes
- not realistic for visitors to homes
- visitor section for the owner/renter which is private parking only. Some areas maybe city
- If there is more onsite parking then visitors can park onsite
- Force the street to be public parking
- It is hard to park in lane-accessed garages when it`s icy.
- Some people use street parking for their friendsfamily members as a park and jet for extended periods of time. This is a problem.



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- Do they have enough designated parking stalls?
- Households have more than 1 car. We need to build and develop to accommodate more.
- Hi-rise Apts/Condo`s change too much for underground spots that residents won`t pay it & find street parking instead.
- Vistiors and homeowners need clarity on where people are and aren`t allowed to work ie: in front of driveway.
- It causes a problem for visitors when people don`t park in the garages they have - But you also have to consider the impact of penalizing someone who has built a garage.
- Infill developers must show insite parking for the reasonably expected number of vehicles attached to the development proposed IE not 1 per suite when average closer to 2. The city are creating a parking problem in inner city by the developments they approve. The same process that was followed W.R.T. the zero parking building in the east village should be followed in concept when approving any inner city residential development.
- People do not park tightly so parking can be challenging within 150m of resident home. (2)
- Sometimes I park on the street and I allow my kids to park in my garage to avoid the visitor parking pass.
- If we are requiring that it exists, it should be used first. Getting a permit should come with a fee since it is really for people that don't use their on-site parking or have multiple vehicles.
- This happens but I don't think it is what causes parking congestion.
- That should be their choice, as residents, it is their private property, not a public trust.
- Doesn't anyone park their cars in their double garages anymore? The more garages, the more cars are parked on the streets.
- Not allowed.
- unless they got a licensed business opperating out the garage or a tenant living in the garage they should park in it.
- Unreasonable to expect homowners to provide offsite parking fir themselves or visitors.
- In the Disability Service field, the homeowner or resident is the disabled client, and their private parking space is for their belongings, which may or may not include a vehicle, and staff coming to work in their home are expected to use street parking. As the population demographic shifts toward the elderly, this will become more common and more of a problem. Caregivers could also be coming for a short period such as an hour, or for a continuous periods (shifts where one staff arrives to relieve another, with continuous staffing present), so on-street parking solutions must be flexible.
- Because I'm in an apartment I HAVE NO SAY about who parks here and why. I cannot rent a car from Budget etc and keep it more that one day due to having to pay something outrageous to leave a car in this area evernight.
- Perhaps the people with driveways and garages that hoard and fill their lot with junk and undrivable vehicles should be charged a permit to park on the street.
- Yes, if the rates were reasonable and adequate parking was provided people would park in their provided spaces. However the city allows buildings to go ahead without this in place. The city makes



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money from the developers and then from tickets to the people who have no where to park. I refuse to visit those places and I will never buy nor rent in/ near one.

- Your property ends at your property line; your inefficient use of the space should not be a reason to allow you to infringe upon public space.
- good idea
- Yet another reason to abolish RPP. A further improvement is to charge hourly for street parking
- I didn't know this...
- no comment
- My new house will be in an area where residents already compete for on street parking since they all seem to own multiple vehicles!
- This survey is confusing and frankly a waste of time. What the heck are you saying here? Who approved this survey ? Do they speak English?
- Charge them higher for this
- same response to section 5
- This seems a little excessive. The RPP process is really heavily skewed toward homeowners, even though the streets are public property and should be more available for the wellbeing of all Calgarians, as the public commons where people can gather.
- service people and construction people aren't registering but take up many spaces in neighbourhood
- There seems to be a lot of homes that have off street parking such as garages whereby the garages are utilized for storage and the cars are then parked on the street. This minimizes the ability to actually find parking when visiting causing issues between visitors, the homeowner you are visiting and those who believe that as a visitor you do not have the right to park in the street
- On site parking is also required for new commercial development. When this is required, it needs to be FREE parking. Commercial developers put in the parking, then charge for it, and all the customers end up parking on the streets!
- Keep it in the LUB and don't try to regulate the use.
- If they use their on-site parking for storing stuff or other uses, they should have to pay for on-street parking. Why get it for free just because you use your own parking for something else? No reason for giving this public service to them for free. Not fair.
- as a homeowner, I try to plan in advance for parking my vehicle on the street when someone is visiting my house so that the visitor can park in my designated spot - makes it easier when there is a big event coming up eg flames game or festival; or when tradesperson like plumber or electrician needs easy access to their tools to fix something in my house
- This online system of registering each visitor is EXTREMELY onerous and inconvenient. We much prefer the physical parking pass that can be handed to our contractors and visitors. We, the homeowners, don't know details such as licence plate #s to go online, register while at work. Please change it back or give home owners the option on either system.
- n/a



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- [personal information removed] and parks his two cars on the street. He has two permits and two visitor passes for his permit only parking zone. He says sure come on over I will move one of my cars behind my garage and you can park in front with my visitor pass. [personal information removed]
[personal information removed] condo that has 4 on site visitor stalls that are always full...his street is zoned permit only parking and he says sure come on over I just registered your plate so park in front.[personal information removed]
My other friend lives on a street that makes everyone pay for street parking including him because they want everyone to keep their cars in their garage. He can't [personal information removed] so has to park on the street. I don't see him very much [personal information removed] it costs so much to visit. [personal information removed]
- People who own property are constantly harassing visitors or neighbors that park on the street in front of their property. This needs to stop, and people need to be educated about who owns the street parking in front of any given residence. If you want the same space everyday, park on your own land. If some one parks in front of your house, calm down, you have no right to interfere.
- There should be a bylaw that required parking spaces are for exactly that (not long-term storage of undriveable vehicles or those up on hoists).

Visitor to a Business / Organization / Institution

RPP Only Zones

- Too much permit only parking. I think 30min, or 1hr should be the most restrictive option
- Makes it difficult to find parking near a business. I once had to walk 3 blocks with a [personal information removed] since there was no parking near the business I was visiting
- I appreciate the concerns of homeowners not wanting me to park in front of their homes. On the other hand it is frustrating when going to an office or shop for a quick stop and not be able to find a quick place to park nearby.
- There is not enough free parking for visitors/patients to the Foothills Hospital especially now during construction. Needs to be more 2-3 hour free parking zones in the neighborhood across from the hospital.
- Get rid of these. Parking on public roads should be available to the entire public, not a select few who live in the area and gain all the advantages of proximity and then demanding special treatment on public roads.
- Definitely understand why these exist. I know how frustrating it can be to not be able to park by your home. A permit should be a paid privilege though, by vehicle. This is privileged access to a public good. We pay for parking everywhere else (either directly or indirectly). This is how it is done in other big cities in Canada.



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- I will avoid these areas and not go to the business unless absolutely necessary if I cannot park in reasonable distance.
- In all cases, appreciate the ParkPlus cellphone pay/register system. Quite brilliant!
- parking should be free in and around hospitals.
- Streets should remain for public use at the very least limited to free parking for two hours. Permit only should not exist. If residences want parking they should develop it on their own property. High density areas should remain for public parking for all. These high density areas should promote less cars.
- I understand that first priority is for residents, second for their visitors but this can be tough on commercial users. When we use commercial we try to walk or take an Uber or Taxi or Car2Go to avoid parking issues.
- Better and timely enforcement by Calgary Parking Authority, when dealing with illegally parked vehicles.
- Even if I need to do a 2 minute delivery, in that time the camera car could ticket me. In the past, I could see the ticket man walking down the sidewalk and be able to explain I was only stopping by for 2 minutes. Or explain to the person on my way out what was happening.
- Although I respect the need for RPP only zones, when they are in a residential area that also has businesses within a two block radius they should have a timeline so there are also time periods where 1 or 2 hourly parking is available within that small area of the community.
- some of them can be limiting to visitors to an area - especially when it's a commercial area where parking requirements on the commercial sites is reduced (17th AV, Kensington).
- I simple dont go to meetings or businesses that have parking issues. They lose my business
- I find that paying for a parking permit is way to expensive. [personal information removed] Taking transit is too long but parking at the school becomes too expensive. It's hard to make ends meet and pay \$1000 per school year to park.
- I refuse to visit these businesses and organizations.
- Impose parking time limits during business hours. Otherwise homeowners should not be granted exclusive use of any public property especially when it could negatively impact businesses in the area.
- These are terrible. I can't park anywhere but the streets are empty. Such selfish neighbors.
- Issue for me is to find close parking as it is rare to find and handicapped parking zones to get to medical specialist and again for Physio.
- Major issue. [personal information removed] The church us old and the parking lot is small. It was ok when we could use the vacant lot behind the church but the land is being developed by the city. Because of all the permit parking in the area, the church goers have no place to park. I know the alderman for our area has an irrational hate on for churches (incredibly unprofessional but I didn't vote for her), but intentionally choking out our community by being stupid about parking is wrong.
- Prevents access to our church to be able To come together as a community. Monday to Friday restrictions make sense but evening and weekend parking should not be restricted



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- The 7 days a week permit around St. Joseph church is a problem for those wanting to attend this church I think 5 days a week permit would be better for the community on Saturday and Sunday
- We attend St. Joseph Catholic Church on 19 St. NW. Low-cost housing is going in a lot adjacent to the church. We will have even less space to park when that occurs. We rely on street parking on the weekends for mass.
- I attend a church that is in a residential area. [personal information removed] many parishioners, come from outside the area. An RPP only zone would restrict parishioners from attending services - usually on weekends. This would impact the church so severely that the church might be forced to close. Certainly not something I would think the City isn't interested in causing.
- This is a crime as it forces me to pay parking fees that I can't afford.
- This is hurtful to businesses.
- Business users should be able to park in adjacent parking zones without requiring a permit or fee
- We all pay for the use of roads and so it is extremely frustrating when parking surrounding businesses, churches etc is permit parking only, sometimes for blocks and blocks. The City continues to decrease requirement for parking spots for businesses with the idea that everyone will walk or bike to do business. This of course is not true and if they looked at their demographics they would note that as more people age, more disabilities occur which render walking and biking difficult, if not impossible. We need to balance the need for homeowners to park on their own streets and visitors to access parking for businesses much better than we are.
- Cost and administration of all RPP programs should be borne solely by the residents within that zone. In addition, a parking fee comparable to private lot parking should be paid and directed into general City revenues to compensate for the use of public space street parking.
- These cause empty streets all around busy retail areas and mainstreets for the majority of the time. Even on weekends it is over 50% empty. They shouldn't exist. Only time-limit parking restrictions should occur in these areas with the resident permits allowing them to park beyond the time limit.
- Online system is awful. There is no way to easily check that you are properly registered. Businesses can not assist you.
- very restricting to visitors to the area and accessing businesses
- Arbitrary, inconvenient. Undermines the fact parking is paid by everyone but is now unavailable to the public.
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Downtown, I'm thinking near 17th Ave and 9th Street all the paid spots are often full around dinner time. This causes those dining in that area to look into the nearly residential streets for parking. Would love to see more underground parkades and save the sun kissed earth for green space.



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Affordable public transit would help reduce street parking too. Right now it's cheaper (including insurance, parking, etc) for [personal information removed] to pile into the van and drive downtown to go to the library or Devonian gardens than it is for us to hop on the train whose station is only 4 blocks from our house. Free transit for all or \$1 per trip would bring it closer to on par.

- If there is no free parking or free assigned visitors parking, then they cannot want my business that badly.
- Issue. Not able to park close to a business and many businesses in older neighbourhoods do not have enough parking places. NOTE. places with back alleys do not need to have street parking as well. Finally homes on corners...why does the city limit parking in front of the house AND beside the house? This is wrong. Parking should not be limited beside these homes..its kinda double dipping if you ask me. These side streets should never have limited parking. Those fortunate to live in the inner city get a bonus of guaranteed parking... Not right. Also a lot of residents are not home during the day.. Right? ... So parking should be allowed on all residential streets between 7am and 5 pm. Time to acknowledge past bad decisions and fix them. Less monitoring.. Can save money as well.
- That's fair
- Unable to find parking close by. Requires circling for blocks to find parking. Reconsider visiting businesses and organizations with RPP.
- Many of these zones are set up in areas without a clear need for them to be in place. All city taxpayers pay for Calgary's streets and all should have reasonable access to parking on city streets. I have seen far too many times these zones being brought in without consideration for the citizens of Calgary's needs
Business in RPP zones are much less likely to have me as a frequent patron of their business due to the inconvenience of being able to find appropriate parking
- I suspect that the company I am visiting will ask for my plate and I will be allowed to stay as a visitor otherwise this organization will be out of business....If I do not know about how the permit system works I may go home or find somewhere else to park as people tend to look for VISITOR parking stalls in businesses and institutions. Permit only may not be a good solution.
- Permitted parking is restricting the access to St. Joseph's Church and if permitted parking is supported by the city it should be limited to Monday - Friday (5 days a week) with open parking on Saturdays and Sundays to allow the community to come together for our celebrations as a minimum. In light of the fact that the City has decided to build affordable housing behind the church further restricts the ability to park for Mass. The bottom line is that the City of Calgary is restricting my freedom of religion and the ability to attend the church of my choice. The City of Calgary will destroy this church through their actions.
- Parking by phone (text message) is quick and easy and very cost effective. Great system. Unfortunately the street based parking kiosks are awful.
- PAY TAX BUT CAN'T PARK



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- These zones should have 30 to 60 min free time. I drop my son to school and the community has RPP around the school. I just need 5 min hardly to stop and drop my kid at the gate of the school. I have to park far from the school and walk and then run back and then go to work. The current system is very inconvenient.
- I understand why residents wouldn't want non-residents parking in front of their homes all the time.
- Rpp only zones around St Joseph's Church in Mount Pleasant is restricting my ability to attend church functions. Please remove these parking zones or modify to Monday to Friday only
- It's stressful to find parking, and when it is 2 hour parking getting back in time so you don't get ticketed.
- It could be an issue if people are commuting in-zone. Can you ensure people are only parking within 120 meters? Could it be changed to 300 m? Can you tailor it to the type of housing? By Foothills, people are willing to risk getting a ticket and park in 2 hr areas.
- I drove around a bit. Saw a green sign and parked. But I see I'm actually not supposed to park here. I came in a Car2Go. Look at how empty the street is now. For the church - it would be nice to have 2-3 hr parking.
- parking is underutilized. Had to come early to figure out where to go
- Good neighbour behaviours of institutions in community in RPP zones sets positive tone for sharing space.
- Community/bus interface - Collective car doors closing, cars starting after events when all at same time
- Not enough monitoring of zones. Students gamble on \$40 ticket. Not enough of a deterrent.
- we find people parking in the alley during sporting events
- Lots of unrestricted parking at some places. Near hospital is all restricted. People seem to absorb the ticket costs. Paid parking at institutions is a problem. Residents renting out parking spots on our own property. What if we had 4 hr parking restriction 24 hrs/day?
- Would make me less likely to visit although I would consider alternative transportation
- There must be some space designated for business visitors, i.e. 2-4 hr free/paid zones
- This is a hindrance to business and should not be allowed in areas where businesses rely on onstreet parking
- Risking getting a ticket --> fee should be large as a deterrent
- I would expect adequate parking is provided. Businesses, organizations and institutions should not be given a development permit unless they can provide adequate parking. Lack of parking in zones is VERY frustrating for visitors. Some 2 hr parking areas must be made available on every street within a zone.
- It is hard to find parking without risking a ticket. Businesses could lose customers if they can't find parking spots without risking tickets.
- I can't park here. Is there space on a nearby unrestricted street? This street is empty and the commercial street is full! I am giving up and driving to the power center.



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- From the perspective of the Lantern church's perspective, this 'no parking' restriction kills our activities
- The RPP program works well on our street where students would previously take over the parking spaces.
- Peak hours can be frustrating as the public has no where to park. (3)
- Frustrating to see open residential parking if the free parking is full, especially at off times. (3)
- Frustrating to see empty streets w/permit & you can't park. Consider 15-30min grace period. (3)
- E-system results in errors. Hard for the elderly. People get tickets.
- Paper allowed residents to keep a better eye on the cars on the street (safety).
- Paper allowed you to address issues with neighbour.
- Permit only in big open spaces makes it difficult to have visitors over.
- Mixed results phoning parking to advise you're having an event. Worse with e-system some have had success.
- I would like to see RPP rear on Co-op and mall because everyone parks there.
- Using geo-located passes could help to identify availability, length of stay, etc.
- Issue: I drive my dad's car but it's registered to his home so I can't get our permit.
- Issue trying to use permitting when contractors were at our house doing work.
- I'm avoiding the business b/c of the RPP zone. What if there is a machine where you can get 2 hr free parking for that business.
- A church or other institution loses business because in an RPP zone so people can't go there.
- Mixed experiences having cars towed w/visitor passes.
- Concerned w/combination of RPP only and metered parking. Need consistency.
- A corner residence in an RPP only zone, they have excessive amount of parking. Consider hybrid. Combine RPP & short term parking.
- Family drove business event but accidentally parked in RPP only zone. Got a ticket. Criticized the market/BIA and threatening not to return. Could be confusing with multiple restriction areas.
- Feel they're too restrictive. 2hr would be better.
- If 2hr rotated with RPP only then that might accommodate university parking or other similar areas.
- Two-week permits are too long. People can refresh their temporary forever.
- I want some way to communicate to enforcement when people use permits illegally. But there's no way of knowing when you can't see the permits.
- Visitors to areas do not show the same level of respect as residents e.g. peeing outside and throwing garbage near the university.
- Biggest issue for me is lack of ability to see who is parked and if they're legally permitted. It makes it hard to resolve issues.
- It's hard to plan when you don't know the zones, availability, pricing, etc. ahead of time (online).
- One size doesn't fit all.



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Other types of RPP restrictions

- Some green spaces near train stations have 2hr parking to stop people from parking and taking transit. I think allowing parking here might be a better use of street space
- These are mostly reasonable. It would be nice to have more free time limited spaces. Or time limited spaces that allow for longer durations (3 hours)
- I appreciate the concerns of homeowners not wanting me to park in front of their homes. On the other hand it is frustrating when going to an office or shop for a quick stop and not be able to find a quick place to park nearby.
- Need 30 minutes free parking. All areas. All times (except rush hour restrictions). Better for business. Less driving in circles becoming frustrated.
- Dr. office at 23 ave and 3 st. SW. One side of street is designated, on is hourly paid. I don't mind paying and can usually find a spot.
- While I was paying my parking ticket I was ticketed
- Parking spaces aren't free. Someone is paying for that real estate, one way or another. Hourly and/or paid parking helps turnover allowing everyone a chance to park.
- Overall, I really like the system of paid and unpaid zones in business areas - I find the ParkPlus system to be effective and generally easy to use.
- Paid hourly parking is OK in busy areas but it can also deter people frequenting a business- must be sensitively applied. In Bridgeland paid parking on 1 ave has caused the closure of businesses over the years because customers did not stop
- parking should be free at all C-train stations since everyone using the station is paying for a ride on board Calgary Transit via their bus ticket, bus pass, and property tax.
- Residences should have to pay to hold or get permitted parking greater than two hours. No streets should be parking by permit only as these are public spaces and should be available to all.
- Better and timely enforcement by Calgary Parking Authority, when dealing with illegally parked vehicles.
- [personal information removed] being on the edge of a residential community requires me to be only able to park in a designated 1 or 2 hour parking spot within a certain time of day and I respect that and appreciate that there are these spots available. However, that being said, there is a need for a larger number of these 1 and 2 hour parking spots available between 8am and 6pm. within the community of Crescent Heights East of Centre Street and 10th Avenue. As well, there are several employees from various businesses on Centre Street that walk East and park within that community which I am sure causes conflicts with the residents. I say this because I have seen many of them doing this as I am going to my appointments late in the day and they are going home from work.
- Paying in commercial areas on a saturday is a deterrent to shoppers/visitors .
- I like having unpaid parking zones. I find hourly paid parking becomes too expensive as well. Most people visit a place longer than 1 hour. But less than two.



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- I rarely visit these businesses and organizations. I will drive to the other end of the city to give my money to a business that provides free and abundant parking rather than deal with parking hassles at a closer business. I received a parking ticket in Sunnyside for being 5 minutes over. That was over 10 years ago and I have never spent another nickel at any business in that community. And I never will. [personal information removed]
- The meters should be removed and time limits should be imposed.
- I like pay for parking. It helps keep enough parking available.
- I prefer paid hourly because then it is fair for everyone and encourages parking space turnover
- We need more of these in our area in mount pleasant around st Joseph's church, especially on weekends.
- Short term free parking (5-15 min) in front of businesses is preferred. It sometimes takes longer to buy parking than it does to run in and grab what is needed.
- why can't you merge the online visitor parking permit system into the parkplus app?
- These are fine, they allow me to visit or attend appointments for free with a bit of exercise thrown in.
- This is beneficial to businesses
- I appreciate free parking, paid parking is a deterrent to using local businesses that are less likely to have their own unpaid lots
- Unpaid zones are inefficient. Why do you need to put in your licence plate if you are only going to be there for a few minutes. It takes longer to find a machine and enter your info than to go to the business.
- it operates under the assumption that everyone is wireless. I do not have a gadget and at times, it is difficult to estimate parking duration. During a major dental surgery, how do i know if complications might arise? My initial one hour parking becomes a two hour parking and i have to ask the surgeon to stop drilling or suturing so that i may physically leave and make arrangements to extend my parking or relocate my vehicle to avoid a ticket?!? This places my health in jeopardy...
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Hourly zones work well for visitors, it's unlikely someone is visiting for more than two hours. I don't really get what one hour zones are good for, except maybe shopping.
- like the calgary parking app to start/ stop paid parking
- See above. I just don't bother to go to those businesses, unless I really like them or have no choice. Who wants to pay to look around? Or pay extra to eat or patronize a business? Not me. When parking costs me \$9 for 2 hours, I'm going somewhere else for lunch. And I have in fact done just that!
- That's fair



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- Unable to find parking close by. Requires circling for blocks to find parking or pay parking. Reconsider visiting businesses and organizations with RPP.
- Many of these zones are set up in areas without a clear need for them to be in place. All city taxpayers pay for Calgary's streets and all should have reasonable access to parking on city streets. Business in RPP zones are much less likely to have me as a frequent patron of their business due to costs and/or the inconvenience of being able to find appropriate parking
- Hourly unpaid are a challenge because there is no way to add more time if you are longer than anticipated in your visit (I know - you are not supposed to be longer - but it happens doctors are classic). If you move your vehicle but have to park in the same spot are you good? Unpaid are good for things like shopping or even a restaurant where you have control over your time, they are a challenge for professional services where you don't have control.
- This works well for me near the university where I can park in the evenings to use local facilities. I completely understand the need for parking permits during the day and appreciate that they don't apply in the evenings when the streets are empty.
- zone too small
- This seems to be a good compromise so that businesses can attract customers, but the customers have a limited time frame.
- I would be willing to pay.
- 2 hr around the clock around businesses etc. Some unrestricted parking near large institutions reduces crime because there's higher/longer foot traffic in area.
- Sufficient and willing to pay
- Consider paid parking for 2-4 hrs.
- this is ok for business
- depends on the place. A business is fine but university/hospital no
- 2 hours may not be enough time. 3 hours may be better. Signage can be very confusing.
- 1 hr limit is too short. Within a zone or at least a 3-5 block radius, the limitations should be the same
- I prefer to find a spot right in front of where I am going. But if it's full it's good to find a spot on a side street.
- [personal information removed] Lantern Church, I would love to see the 2 h parking restriction around our facility. 90% of our services encompass 90-120 minutes.
- if the business/institution does not have enough parking, then do I gamble on enforcement? It can be easier to find a spot for the customers, but they need to keep an eye on the time.
- Good as long as it is unpaid. Find this option should be utilized more especially when the streets are empty during business hours. Could be longer hours if the space is typically underutilized e.g. <75% occupancy.
- 2hours is not quite long enough for main street areas.
- Surface lots in main street areas are cheap so some people park all day and walk to downtown. The bt doesn't help the businesses.
- Hybrid zones are really valuable for business/residential interfaces.



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- People will park and pay for closer rather than park further and walk.
- If it's a small space or a few spaces for parking, it is challenging to find, the next available allowed parking. Unpaid spaces are good. When there are more visitors than permits maybe a small fee (less than \$1) to add extra visitor (3)
- Other cities had a rule where 1st - 15th of month park on left side of street and 16th - 30th park on right, so both sides are not permanently blocked/used.
- As the public I like the 2hour unpaid parking. Or maybe 3 hours. First 2hours are free then after a small fee you can access on the app. (3)
- 2-3 hr restrictions are good in business areas.
- The fact that there is lots of parking (paid) in high traffic areas naturally results in more vandalism, crime and disrespect. Late night RPP could fix that (I'm a blue note!)
- If you go over time, within the hour limit, you shouldn't get a ticket. Just pay the extra you owe for the time you stayed.
- In some cases (hair dresser, hospital) you aren't able to extend your time manually.
- As a visitor: time is important; you don't want any hassle (process of paying); don't want to pay much.
- In 2 or 4 hour zones, sprinkle in some 15/20 minute parking for people who just want to pop in for something.
- It could help to allow ultra-short-term parking free or cheap for quick pit stops.
- I now avoid areas (Kensington/Inglewood) where parking is expensive.
- Businesses could try to incentivize people by paying for their parking. I'd be more likely to visit a business that offers that.
- What happens when enforcement goes by a car that has the plate covered
- 2 hour, 24 hours a day doesn't work. We're near a school and noone enforces the rules. We can rarely park at our house b/c of this.
- Park plus system works very well in paid zones. Suggest a pay by the minute system.
- Need more patrolling, in paid zones. Including permitted alleys. They don't patrol unless they're called.
- Replacing free hourly with paid could solve problems BUT! it could work against you if its cheaper than other paid parking.
- Signage needs to be better visible from a distance. Tree & lighting contribute to this.
- Have heard that signs are being defaced then can't be enforced. Is this happening and how can this be better monitored?
- Time restrictions should be based on a type of space (restaurant vs. a service) should be posted clearly.
- It's 2 hrs across from me and space is limited b/c people park right up against alley, etc.



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Commercial / Residential Interface

- Usually residential parking happens after the majority of businesses close. We should be able to share the space.
- Sometimes difficult to find parking near businesses
- I tend to avoid businesses that do not provide sufficient parking and where I have to drive around in RPP neighborhoods to find a place to park.
- Is there more opportunity to provide off hour parking on the south side of Kensington road to facilitate visiting the 1918 Tap and Table?
- Parking permit spaces are not flexible for weekends - I attend Wild Rose United Church, surrounding the church there are very few public parking spaces and nothing is made available on the weekends when many people attend. The church was denied a permit to build a parking lot next to the building and the parking issues make it difficult for people to access our services.
[personal information removed] As well as community kitchens, primary care network, physical wellness classes like ballet, martial arts and yoga - these services help the greater community
The homes surrounding WRUC are mid to high-priced single dwelling housing, most homes have garages, driveways and street parking is an extra benefit, not a requirement. We understand that many of the permit spaces are there to ensure the neighbourhood does not become a parking lot for commuters going downtown
Solutions would include
change parking permits on weekends to allow public parking on Saturday and Sunday
allow all roads surrounding churches, schools and businesses to have a 2-hour public parking space unless they have a permit.
- Hourly, time restricted, and /or paid access to in-demand areas seems like a good idea here. Most people don't need more than a couple hours to conduct business. Let the locals residents park long term (for a nominal monthly flat rate) and charge visitors by the hour. RPP should not be exclusive to residents, especially when so many sit empty all day.
- Make people pay for parking. If something is in demand up the price. Businesses not in power centres should be aiming to get pedestrians not motorists in to their locations.
- Reasonable parking- 1-3 hour free street parking should be encouraged on streets close to businesses- if we want businesses to succeed. In these days of online shopping we need to be very aware of this.
- These are typically high density areas and two hour parking should be available at the minimum. No parking by permit options should be available in these areas.
- I totally agree that this is happening. There needs to be more parking availability within communities that have close by businesses who have limited parking on site.
- Yes it can. More robust info on where there is offstreet parking and how much it is. An APP!
- Many times during the day the residential streets are empty but business visitors can't park there. It is very poor use of the shared space
- Yep. And I will not give my money to any business that does not provide free and easy parking.



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- Sometimes it's hard to find parking space for a small business. Time limited parking could be more helpful -- may an app for the calgary parking app would be helpful.
- Homeowners need to be made aware that their property rights don't extend beyond their property line and the public street is shared. Imposition of parking time limits is a common sense solution.
- Is it really a competition - lets play nice together.
- Yes, and ?
- I'm opposed to additional RPP zones around St. Joseph Church at 640 19 Ave. NW
- I need to park free on the street as I can't afford parking fees. I expect to walk several blocks to do this without hassle from the residents.
- Need to have short term parking available in the interface areas and it needs to be enforced more frequently to have it function properly.
- We can share parking without fees and enforcement
- yes, i am in complete agreement and the city needs to find some effective solution. it's a poor combination and further restricts parking availability.
- Most RPP zones should allow for 2 hour parking between the hours of 9:00 to 4:30. This allows casual users to access the parking when homeowners are typically not using the space.
- Since commercial/retail development requires parking, building owners need to provide it free to customers so that they don't all end up trying to park on the street.
- can be hard to park near specific stores or businesses especially when picking up larger purchases or when parking with mobility impaired visitors (ie seniors from out of town who can't walk far). Many have back lane access that can be used for loading larger purchases but can be hard to drop off / pick up mobility impaired individuals in front of stores or restaurants and help them inside before moving the vehicle to alternative parking area that's a bit further away.
- OK to make parking permits required when use is heavy.
- More emphasis on identifying and assessing potential parking conflicts and solutions needs to be instilled in municipal building permit decisions and approvals to mitigate and minimize such problems.
- Many of these zones are set up in areas without a clear need for them to be in place. A system of evaluating actual need versus residential desire needs to become required before zones are created. These also need regular reassessment.

An attempt to provide adequate business parking should be mandated by the bylaws to reduce friction between residents and businesses. Building owners who choose to enact paid lots around their buildings especially those that provide medical services should pay a higher tax rate to account for the additional strain that is placed on the nearby residence parking availability as a result of this choice. There is not justification for paid surface non electrified parking at medical buildings in Calgary except for greed.

- I expect a business to have sufficient on-site parking for me or I don't go there. Areas like Kensington for example I avoid because there is not much parking. They have protected the residences from overflow with physical barriers on the side streets. This reinforces the need for



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commercial to have sufficient on-site and not rely on residential to carry their overflow. Residential parking is for residents. The City has to buy into this. I am curious if there is sufficient local pedestrian traffic to satisfy the needs of the business owners - it would be interesting to know this perspective.

- See comment in section 1 above
- More needs to be done to accommodate visitors to businesses in communities. Not everyone can afford to provide a Costco sized parking lot for their customers. If we want small business and the convenience of services in our communities we need to support this and provide easy access to these businesses. We need to be better at sharing the street spaces. These are not for the exclusive use of residential property owners.
- commercial should be priority
- I tend to avoid business locations that have parking costs associated with my visit. The first 2 hours of parking should be free. Beyond 2 hours, people should expect to pay a fee.
- I feel for the residents, but the parking rates at the businesses are really expensive and sometimes hard to find a spot.
- Expectation that parking will be available and would feel upset if it was taken up by community. Is there a limit on businesses in an area? New developments feel betrayed by the City for not enforcing parking restrictions when allowing new developments.
- In Inglewood, CPA has 2 paid lots. This is more unusual compared to Eau Claire, etc. You can park on the street after hours. Are there issues for people coming for dinner? It's not well understood how much it costs to park and what the variable prices might be. Sometimes it's really cheap but people don't realize it. Pricing changes every year. Could there be an opportunity for digital signs when pricing changes?
- Would encourage me to use alternative transportation if difficult to find parking
- worker parking can be a hindrance to business
- only park at designated commercial parking
- Commercial visitors will be frustrated with lack of parking away from the business. Zone restricted parking is empty during the day. Very efficient!
- I can usually find parking nearby when I visit this area. It can be a pain but as long as there are a lot of on-street options, I'm ok. Can we do digital signs that show the street parking pricing before you pull over?
- Can be tough to find parking for both homeowners/visitors
- Short term parking, maybe have a fee for a permit
- RPP zones are spreading and hurting businesses.
- Corner lots monopolize parking if they are signed RPP. Maybe side streets could be used differently.
- Consistency for BIA areas would make things simple.
- As the public I assume its restricted around some commercial areas depending on neighbourhood. As the public I see a parking lot at a business see its full and assume no parking. (3)



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- Challenging to find unpaid parking if you are unfamiliar with the parking scenario. (3)
- I think when a commercial property is developed it should have to include enough parking spaces to serve the development. (3)
- Appreciate the free parking areas available near commercial streets i.e. mission/ 4th st. (3)
- Being part of the public if there is no parking around the commercial area I won't go to the business that harms the business. (3)
- Limited parking deters me from shopping in an area. (3)
- We can help increase business by making parking more lenient.
- Going to be a challenge to convince BIA areas to change RPP restrictions.
- Avoid areas b/c there's no place to park. It's all permit zones. Takes away from businesses.
- Could visitors park in loading zone if making quick stop? Who/how regulated. Should be up to business to ask city.
- Mobility challenges. If going to a restaurant and no available parking, choose to go elsewhere.
- Like that a business owner can have access to parking for their operations.
- Where do employees park? Are businesses making sure to offset employee parking?
- Need to make it easier for contractors to visit residences and businesses. They avoid it due to cost.
- A contractor will break the rules and respond after they receive a warning instead.
- It's fine when the commercial has enough private parking.
- When businesses have parking its better for all the residents.
- Businesses need to be good neighbours and encourage respectful parking of their clients.
- Visibility of permit is important around businesses.
- Enforcement when there is not enough private parking for the demand.
- Businesses could purchase X (number sign) of sites near their businesses. (orange)
- What is pressure was taken off visitor to monitor parking time by registering license plate with restaurant.

Major Generators

- As the Legion building leases out, the demand for parking will increase dramatically. Again, solve the problem with off hour parking south side of Kensington road!
- From my experience attending universities and working downtown, I recognize that you need to pay more to be closer. Park farther away and walk the remainder (or dont drive at all) if you don't want to pay. Again, residential privileged access for a nominal flat rate. That parking is worth something regardless of where one lives.
- It is not always possible to have huge parking lots for entertainment and sports venues especially in the inner city so it does not make sense to have exclusive RPP zones
- You could move a house in Haysboro without hitting anything. The RPP effectively keeps the streets empty of parked cars. It is a waste of space.



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- These should be limited time parking zones. Commercial areas should have to meet minimum on site parking and not significantly impact street parking. Again, these should not be for use by the residents only either
- I think if parking wasn't as expensive to pay for more people would not be parking in communities.
- True. The city causes a great number of these problems by allowing developers to pay the city rather than provide adequate parking. Parking hassles are not worth my time and I will not give those businesses my money. Hospitals are another huge problem and again if I have the option of having the test in another area of Calgary or in another town I will drive there rather than deal with the stress and contribute to the rip off of hospital parking. PLC has impacted Sunridge Mall to the extent that I no longer shop at that mall, why would I put up with the obnoxious parking patrol when I can spend my money elsewhere.
- Impose time limits. Maybe research the nature of the area you intend to live in prior to moving there.
- Yep they do. I guess popularity means places are popular.
- Yes and this is good for the communities as a whole as we do not want the inner city dying when everyone moves out. Places like wellspring in Montgomery for cancer survivors - being in relaxed community setting so it is good for them as well as Calgarians diagnosed with cancer. It is good for neighbours as it creates increased housing value when their community becomes a designation point within the community that otherwise is boring and just is. It contributes to making the location more valuable and builds significant equity in their homes — win for all.
- Yes large institutes generate parking and traffic, but they also provide parking, transit, walking and cycling options. Not everyone can park or afford to at the front door. People who live close to these institutes need to understand there will be a demand for parking and traffic on their streets and just accept it as part of living where they choose to live.
- Need to have short term parking available in the interface areas and it needs to be enforced more frequently to have it function properly.
- Does. It affect me
- yes, i am in complete agreement and the city needs to find some effective solution. it's a poor combination and further restricts parking availability.
- Other modes of transportation that would not require parking are not emphasized, undermined, and regarded as second class by the City.
- Allow homeowners to have fully restricted parking near major generators.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- See point 6. Also, these places need to include a parkade in their building plans with either free or affordable parking. If the hospitals charged reasonable rates for their parking, I wouldn't park in residential and walk over. Who can afford \$15 to park for 4 hours??? The only Alberta advantage is that we pay more for everything!!



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- Major generators should be required to provide more parking spaces on-site at affordable prices for travelers to them. People use residential parking areas mostly because they either cannot find parking at the facility or it is expensive.
- Many of these zones are set up in areas without a clear need for them to be in place. A system of evaluating actual need versus residential desire needs to become required before zones are created. These also need regular reassessment.
- If I am visiting Foothills Hospital for example I have choices on how I get there. If I choose to drive I expect there to be a place for me to park and I will expect to pay. I will not expect to find some open spot beside a park that is free and walk 5 extra blocks to get there. If I don't want to pay I will walk or take the bus or a cab or an uber maybe a counselor will give me a ride...
- People that commute to a community for the purpose of catching transit hurt that community by taking up all available space that could be used by customers of business in the area. These commuters take up space and they leave nothing in the community.
- should not be restricted by local lack of parking
- If the organizations/facilities provided enough parking at reasonable prices there wouldn't be a problem.
- Did they get RPPs here because they were walking to the zoo?
- could be difficult to find parking so would consider alternative transportation
- business parking can be in short supply with unrestricted parking near a major generator
- designated permit they are attending something in the building (work, class)
- Business visitors will be frustrated by a lack of parking. Businesses must provide adequate parking. Use and enforce time restrictions rigorously - so many visitors have an opportunity to park.
- might park at the 'generator' if onstreet isn't available. Then it causes additional issues. Those who need to park at the business can't and those that need the street can't use it.
- Businesses that make it difficult for their staff to park cause problems for residents. Need a solution such as incentives or tax breaks.
- Issue of staff of major generators taking up available parking EVERY DAY, b/c staff parking is too expensive.
- There is a lack of park & ride parking at new stations.
- Going to the Foothills Hospital - there isn't enough parking! I've had to park in the neighbourhood. (beige)
- Have become much more aware of the streets and restrictions. Just follow the rules.
- We live by major generators. The RPP program is important for us, otherwise we'd never be able to park.
- On weekends we have lots of people park for long times, often to party.
- Paid parking around here could work, but if it's weekend/evening rates (event) it won't be a deterrant.
- Provide more off-street parking.



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- City implement parking cap on major generators. Prevent from gouging patrons. Include parking \$ into ticket cost.
- Not right that people park in the lower parking lot for Edworthy Park & bike or take transit to downtown taking up spots that people that want to use the park should have available to them. (3)
- Make a time limit for parking near parks, etc. so people can not use limited parking for other purposes nearby. Ex. Commuting via bike to downtown from edworthy park. (3)
- Events increase use of RPP zones at schools, etc.
- Close to LRT good neighbour approach works.
- In RPP zones that are well-used next to large generators, there is a mix foot and road traffic increases risk of injury b/c large groups don't pay as close attention

In-zone Commuting

- Are zones really big enough to do this? I don't see this as an issue.
- This should not happen. It seems like a way of privileging people who live in nice areas of town to better parking everywhere. Zone access should be limited by address to prevent this.
- This should be illegal and permits should not be permitted
- This is challenging when You're visiting someone. However I have liked that one side of the street is permit parking and on the other is not permit parking. That's helpful
- A zone permit should apply to the whole zone, not just one spot. In any case I don't think these things should exist unless a home, or group of homes has no garage or carport or driveway or parking pad available.
- Seems fitting that neighbors who cause problems for everyone else in the city with restrictions also have their own problems from their neighbors.
- Oh pulleeze! How petty can some people get? Residents should park on their own site and leave the street parking for the public metered use. That will end this petty complaint
- I see no problem with this.
- no problem with this
- That's fine
- This is the first time i am aware of this and find it disturbing, dishonest, and unfair.
- Shouldn't be much of a problem.
- Have most zones 2 hour parking from 9:00 to 4:30 and restricted the rest of the time, except where there are major generators. People around universities for example need restricted parking 24/7, or their communities will be over run.
- Public streets are for all of us to use there are far too many restrictions on parking in this city. An informational campaign needs to be done to raise greater awareness that you do NOT own exclusive rights to parking in front of your home PERIOD.



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- If I am visiting a business I expect on site parking. If it is full say and there is 2 hour parking unpaid but the spots are all taken because a several people that work there can park as long as they want because they have a permit for that zone. I am out of luck and so is the business since none of the 2 hour cars are going to move and I am going somewhere else. I do not support zone commuting. Residential parking is for residents.
- fine with me
- Wouldn't apply to me.
- Frustrating if unable to find parking
- will be ok if time restrictions are on street without exceptions for permits
- cannot park far away --> business should have a zone outside
- businesses can issue a visitor permit for parking within 300 m of their business
- Might limit parking further
- I'm more likely to use a business in zone if I know I don't have to park there. Good for locals.
- In-zone should not work more than a block from your house. It just passes the problem to another house-hold.
- E zone is too big. We cross 2 zones.
- e.g. \$100 annual fee to park anywhere in the city in 2-hr increments.
- Permits should be restricted to the area where the permit holder lives.

On-site Parking

- Residents should need to use their onsite parking before getting a free permit to have exclusive access to street parking. Ridiculous to use garage for storage then complain about no parking available.
- It (the private parking) is their space. I'm sure they're paying for it one way or another and should be able to use it however best suits them. Let them at the public spaces so long as they don't have exclusive access to the street at no cost. If residents need to pay per car on the street, maybe they will be more inclined to use their private parking.
- Plan for incremental change and help Calgarians to adjust to a new way of thinking about parking. Sunburbanites who seek free parking in inner city communities will likely need enforcement of parking limits and fines to get the message.
- unless they are operating a licensed business or they got a tenant they should park their car in the garage. [personal information removed] people should not be allowed to have more cars than what their property can adequately hold.
- Permits should not be allowed on public streets
- The Land Use Bylaw should not be setting out requirements for on site parking. Where a use requires more parking than what can be provided on site, this parking can be provided by the market



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through private garages or paid on street parking. RPP areas should be replaced by paid parking so that people can make their land use and parking choices based on the true cost of parking.

- This is the worst survey in the world. The question make no sense. Market based parking for everyone. Please.
- This is a challenge when multiple cars visit a condo with only one visitor parking space.
- Have you looked at how much these buildings/developers charge the residents to park in their own building? It's ridiculous and I will never live in or near one of these developments.
- Use a storage facility for excess items and stop hogging public space!
- Disagree ... the street is a public roadway and the parking is part of public right away. Taxpayers pay for public roads, maintenance, enforcement as it is considered to be a public good. Residents must always have access to onsite parking and be encouraged to use it. Conditional development permits granted that has one space per Unit. Or per bedroom. Then street parking should be purposed for limited time parking with meters as it is a demand space that needs turnover. This also esure that electrical cords are not strung across public sidewalks.
- This limits parking spaces on the street. Perhaps these landlords need to be charged a fee to buy the parking spots on the street.
- Don't understand this question
- ...and further restrict and increase competition for parking availability
- Parking minimums suck - small buildings get surrounded by an ocean of parking that is either exceedingly underutilized or way too little.
- On site parking is also required for new commercial development. When this is required, it needs to be FREE parking. Commercial developers put in the parking, then charge for it, and all the customers end up parking on the streets!
- Keep it in the LUB and don't discriminate against owners that also park on the street
- I don't think the usage of these private spots is enforceable. With the exception of some massive electronics system that monitors whether their spot is in use before checking if they're allowed to be parking on the street nearby. Families are entitled to one or more vehicles if they wish. It's unlikely that most buildings provide enough parking for everybody living in it. Hence, why street parking is busy in denser communities (appartments, R2, etc.).
- Businesses and organizations need to think ahead and plan their space with parking in mind. Lots of restaurants fail because of poor access or poor parking.
- Building residents should be ticketed if they park on-street when they also have private parking spaces but use them for non-parking (e.g. storage) purposes.
- This was NOT the case on my former street in Montgomery. Residents requested parking restrictions due to a high volume of employees from a local seniors facility and medical center and commuters to the downtown core parking through the day and evening inadequate parking in the private complex (1/unit) only to denied. Meanwhile the single dwelling residents across the street applied and for were granted a RPP only zone. . Complex residents were denied permits for the



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RPP only zone. The amount of available parking that was not RPP only zone was limited to a few blocks and a single side of the street only. Other non-RPP parking being across a MAJOR roadway and several blocks beyond therefor completely impractical for any of the families.

Leading to habitual parking issues

- If I visit a business I expect to have on site parking. If the residential street is unavailable because a house has its own cars parked in front of it I am not expecting the community to absorb my parking, I am expecting the business or institution to accomodate me.
- fine , parking should not be restricted in city, no one owns the spot
- N/A
- People using alleys
- There should be sufficient parking provided by the business/institutions for their type of business
- should be requires to some extend for visitors to businesses. However, this could be a hindrance to business development
- Private parking only for that business
- Businesses must provide more parking and turn over parking frequently
- Impractical in main street business districts. Will always need on-street options, including flexibility in nearby residential areas.
- Force the street to be public parking
- People prefer to park closest to business rather than using parkades. Need to maintain on-street parking even if on-site parking.
- Parking on-site at businesses is for customers. Need parking availability for staff.
- Workaround to residential parking - vehicle is now parked in City-owned parking lot.
- Calgary is unique that the default is to not have official privately owned parking.
- No legislation in new build areas for builders to build sufficient parking (2 spots) And there`s usually not good transit there either.
- New towers (University) don`t have sifficient parking. Or if it`s expensive they will park on street 5 blocks away.
- Many residential parking problems are a byproduct of planning dept approving high density infill development while be wilfully blind to increase in cars. Any higher density infill must come with a parking solution - not just throwing additional cars into a community and leaving others to solve or suffer. parking - transit - planning - land - need to work together. No evidence that this is happening today.
- Parking in driveways and garages helps everyone, but in our neighbourhoods we don`t have those. Hence the perspective that `it`s my spot on the street`
- Example - Winter Club has not lived up to required number of parking stalls. Therefore they park on community streets. Problem is enforcement of number of stalls required.
- Impossible to park in Sunnyside for visitors to tenants of apartments
- Hospitals should provide a DAILY FLAT FEE for patient families not the outrageous amount charged to all. Families are already under enough stress.



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- As the public it's frustrating when trying to find parking in areas. (3)
- Frustrating when residents use up limited on-street parking instead of onsite locations that they have repurposed or used for other purposes. (3)

Other

- Drop criteria for setting up a restriction in a zone. If people want it, they pay it.
- The qualification criteria seems to not be applied well. It is too restrictive. Hard to get a new zone.
- Should be 75% of street buy-in vs. 80% to submit applications.
- Program needs to change w/time and lifestyles. Fewer people are getting licenses and buying cars.
- Construction workers cause lots of parking issues for long periods while they work.
- Don't want to see people charged to park in front of their house.
- Phone-in system is difficult. I'm willing to pay for the paper visitor pass.
- Share placards b/w neighbours under old system but harder with new system when have a large gathering w/more than 2 visitors.
- Maybe only 2 options standardized. Except by RPP only in extreme circumstances otherwise all 2hr or 3hr (something where public is allowed)
- Infills add to the dilemma. Changes the density and neighbourhood ideas on norms.
- Can the RPP review process be changed? Consider an automatic expiration. For example, after 5 yrs permit needs to be reviewed.
- Should City be setting standardized regulations vs. leaving it in the hands of residents to decide restrictions we need a unified approach.
- Education is needed under new program..."you don't own the street!"
- Lots of people on my street are making illegal driveways. There isn't enough space to park.
- Parallel parking in cul-de-sacs - it's a problem. It should be easier to set up angle parking in the cul-de-sac.
- There's a formal process to set up angle parking and all the costs are incurred by residents.
- Neighbours are frustrated that they'll get tickets if people are angle parking.
- Do people know the rules? Education could help.
- I'm afraid to make the call to the Calgary Parking Authority about my neighbour because I'm afraid of repercussions.
- The process isn't foolproof but want an easier process for registering visitors.
- Time restrictions should be consistent. Different zones have different start + end times.
- I travel a lot, and have different people come over + check my home, mow my lawn, shovel snow, etc. The phone in/online system sometimes is VERY impractical if I'm in Japan, or Europe the time diff. is prohibitive. Please bring back the hang tags! :)
- The residential parking system is online, but the new system often crashes and I have not been able to access the visitor permit registration online. I often get 404 errors (1)



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- Don't think it's fair that if you have more than 2 vehicles registered at an address you have to pay \$50 for each additional vehicle (1)
- Visitor permits should be available to all residents including those in apt bldgs. (1)
- W/o lines to delineate spaces people take up more than one car space (1)
- I live in a condo apartment. Why can I not get visitor parking permits for my visitors to park on the street in front of my building? Why is my building treated differently than every other type of residential building? (1)
- Neighbourhood changes - more renters mean they don't call or make complaints. If you don't speak up, nothing will change. Need community involvement to make it all work.
- If you're going to create these rules, you have to enforce them. Q: Is the cost of the parking ticket enough of a deterrent? A: For the City to explore more deterrents. Getting enforcement out is hard.
- Consistency of rules and enforcement of them.
- Electronic system for RPP very inconvenient. Take 45 mins on hold to call CPA. Really liked old system with paper permit most ppl in neighbourhood are not young. Takes too long to log in.
- Flexible and understanding appeal process. Sometimes there a special circumstances including medical.
- Parking tags!!! (want these)
- Give the visitor a tag. Can the visitor tags be scanned by CPA radar vs. license plate?
- Consider the person. If someone is low-income or living w/ a vulnerability don't penalize for on-street parking.
- If people sell visitor passes, is there significant repercussions? Same # of cars on street.
- Landlords should be able to register for visitor parking more than annually. 5 yrs?
- As a landlord it can be difficult to park as a visitor at my properties. Annual tags were easier.
- C-train parking - you get there after 9am and you have a problem. There isn't enough parking at c-train station.
- Visitor pass should be an app similat to parkplus or integrated with parkplus.
- Don't know contractors license plate and have to coordinate with them for visitor pass.
- Shouldice park is always full because people park there & bike to work. There's no parking for the public!
- Parking at city parks where `Park & Ride` restricts those who want to park & walk or enjoy the park for the weekday.
- Parking in school zones is very dangerous because it's hard to see kids crossing should really limit who can park there, if anyone.
- Parking signs are often very confusing ir. Several signs on one post - hard to interpret. (2)
- The parkplus app can only allow 1 phone number associated with license plate. We have 1 car and 2 people that use it. The new app allows `park a friend` which makes it easier to register my car in paid spaces. (2)



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- On line system is inefficient and frustrating, especially for short visits. It takes more time to register than the length of the visit. The old system with paper permits was much easier and faster.
- LOVE parkplus app! Good job (2)
- Computer system not reliable or efficient. (2)
- Signing in visitor parking is very cumbersome & frequently doesn't work. (2)
- Calling in re: enforcement is a problem. Not feeling that staff taking complaints are very happy.
- Car 2 go can park anywhere. Why can they buy a parking pass and I can't? Privilege of private company vs. individuals. There's no turnover. Unfair advantage.
- Apt bldgs will substitute lack of parking w/Car 2 go to circumvent restrictions.
- Revenue should go back into community. Needed in some areas but not all.
- The city should focus on revenue and system improvement
- Community changes in the program should be better. When the electronic system was introduced people were caught guard.
- Floating lanes are not good for visitors & businesses
- Can the city raise funds through redevelopment to build new parkades in those areas.
- Enforcement is inconsistent b/w communities.
- Education is key.
- Can we pull old land use RPR to see where there were initially on-site parking allotment for free or low cost?
- I hate having to pay for parking when I need to go to Emergency. Hospital parking in general is too expensive! (3)
- Road width needs to be considered in RPP zones.
- People are more likely to make u-turns in RPP zones and this increases safety risk.
- Continuity b/w staff business continuity consistency of knowledge transfer.
- Size of parking stalls are getting smaller. Is a deterrent for some.
- Planning...Be more thoughtful about approving developments that include adequate parking.
- Problem with paper permit is they can be bought and sold. Problem solved if there's an address on it.
- Visual permits are really important so you have awareness of what's going on.
- No difference in consequence for repeat offenders.
- If we are saving money with E-system, put it into enforcement to address the issues the E-system has created.
- I want enforcement to be efficient, so I don't want to call unnecessarily. But I want enforcement to work!
- Development plans need to ensure businesses plan enough parking otherwise it hurts residents.
- Construction contracts could play a bigger role and be proactive to ensure residential parking stays available.



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- During construction, there has to be increased enforcement due to the limited availability. The City should keep an eye out and respond in high needs areas.
- Should be more awareness of snow routes. And visibility of them.
- People aren't aware of all the rules, exceptions, etc. More education.
- People are sometimes upset when people park in front of their houses because they perceive they own the house.
- Website really needs some work. Not user friendly.
- I think we should charge for permits. The price should be based on demand and we should limit the amount of permits sold in a zone.
- Please develop an app for residential parking, specifically the visitor parking feature. I was so happy when it went electronic but now trying to remember my login when I have visitors is a pain. Also, PLEASE have a feature on the website or app to remember certain licence plates. This would make registering frequent visitors so much easier!
- I'd prefer active modes of transportation be prioritized over vehicles and parking for vehicles
- We need better pedestrian access (sidewalks) in commercial/school zones and better lighting in residential areas with mature trees. Car and garage theft is extremely common in innercity neighbourhoods.
- We like it saves losing the pass. But Apt buildings with enough parking in the back shouldn't need parking permits but just for an visitor. Also before with the hang tags we could help calgary parking by reporting but now we don't know who does and doesn't. We were told CPA would come more frequently but yet seen this
- Its a public street, not private, make the parking public too and get rid of RPP unless absolutely necessary after careful and fulsome review on a proven need, not just a bunch of signatures.
- More pedestrian only spaces!
- Please find an easy way for Corp cars to get a parking pass & for my guests to park
- I think that parking is designed to facilitate access to local businesses and services, but driving a car is largely a choice and we should be charging for street parking when there is sufficient demand. No one is entitled to the street, including home owners, especially when an area has sufficient transit access.
- The land is so expensive, limited parking on the street only can reduce the land usage and cause inconvenience. People live in the inner city should have the same right as anywhere else, unrestricted parking, the street parking doesn't belong to the inner city houses. Their garages belong to them.
- A street is for all users. Not just the car owning people and of that block. Having RPP allows certain higher income areas to reserve parking in front of their homes to the detriment of other neighbors and businesses
- Sidewalk, lighting, trees, space for bikes, space for cars, lane markings, stop line markings, cross walk markings (like Zebra in UK)



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- Streets are for the benefit and use of all citizens. Parking zone permits are unfair advantages that are subsidised by all Calgarians for a select few, usually in very wealthy neighbourhoods. The program should be abolished and if paid parking is required to ensure equity of access, all should pay.
 - It is true streets are used partly for parking. However one of the benefits of living in low density residential neighborhood is that you and your guests have ample parking available. We pay higher taxes in our neighborhood. Maybe one the benefits should be residents only street parking.
 - Yes! Streets are not "owned" by the adjacent landowner for parking - they are for everyone. More bike lanes, wider sidewalks, and more parklets, please! In addition to parking that also supports local businesses.
 - Streets are how we travel, whether by foot, bicycle or car. They are where we park when visiting friends & family. It's important to have adequate lighting, adequate parking, safe driving conditions clear of ice & snow & giant potholes, and reasonable speed limits.
 - Need to also look at public transit and when doesn't effectively serve or areas developed in a 10 block radius of the public transit to understand walking traffic (and type of traffic) to ensure it is also appropriate for the area. This can lead to less safe residential areas too.
 - We live on 7th Avenue NW [personal informaiton removed]. There is no need for permit parking on our street. It's a complete waste of city resources.
 - It's extremely frustrating to me that people within our parking zone treat the street as a park and ride. It's closest to Kensington and to the ctrain so people who live just a block or 2 away park there. I realize we don't own the street, but it is incredibly frustrating to come home with kids and groceries and not have anywhere close to your home to park. [personal informaiton removed]. Making it worse, it means me parking in front of someone else's home giving them no where to park.
 - I want to continue to have the ability to park in front of my house and welcome guests without needing to pay for it.
 - Reduce speeds in residential areas
 - [personal informaiton removed], but has a number of rental houses. There are more tenants in most of these homes than there are parking places and I find it difficult to not be able to park in front of my home, especially when I have groceries to carry in. Is there no way to mandate that if there are rental properties, they must have parking on the property and that these parking spots, not the street, must be used???
- What else is our street for - well we use it for walking and visiting with neighbours and it has trees and is a rather pleasant place to be.
- I believe the street on which I live belongs to everyone and should not have restricted parking. As noted above residents have garages and parking pads.
 - I do not isn the street in front if my house and my neighbours should know this.
 - I am thrilled you are asking and very proud I have a city that does ask. I love our little street with its small houses and big trees. The new infills are not as cute but they are often beautiful in their own



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right and I love the diversity. I extend this loving diversity to enjoying seeing many people on the street and yes they can park here for a few hours.

- I am aware that street parking is not owned by those who live there but we should have some priority over others who are too cheap to pay for parking and are seeking free space. Also I hate your new on line guest registration system. I have had to change my password so many times -awkward to use and not reliable.
- My street is close to businesses so feel it would be fair to have some 2 hr free parking available 9-5:30 weekdays. I think that happens anyway.
- I have heard nothing but complaints from friends who live in RPP zones, who need to have contractors present for long-term work. The Calgary Parking Authoritarianists think that the system is divinely intended to make it easy and lucrative for their bureaucrats, rather than for the citizens that they consider to be their serfs. A customer service ethos (utterly alien to them) needs to be imposed on that agency.
- no more taxes. no more charges. Reduce your costs. Reduce parking costs. Stop sucking all non-government workers dry with taxes.
- We are an elderly community and when illegal parkers are allowed to park in our alley it makes for a dangerous situation on the best of days. Couple all the illegal parking due to lack of enforcement from the arrogantly inept Calgary Parking Authority with Recycle / Compost / Garbage trucks in alleys and the situation goes to extremely dangerous every week. Sadly, I doubt my feedback has had any effect with the Calgary Parking Authority and fully expect the response to my next report of an illegal parker to be "How do you know they can't park in that zone?" We all know each other's vehicles and it simple to tell an illegal transient parker who gets out and walks to the University or Hospital and not to a home. Repeatedly I have had extremely negative encounters with [personal informaiton removed] from the Calgary Parking Authority.
- Street lighting is important but should be directional to light the street and sidewalks without unnecessarily lighting residences yards and homes. This should be a priority when lighting is repaired or replaced...particularly in residential neighborhoods.
- Residential streets are for accessing residences...don't forget about sidewalks for people. There are areas in Hounsfield Heights that have no sidewalks and forces pedestrians to walk IN THE STREET! Please fix this.
- In the spring cars should be towed so that the street can be completely cleaned. It's not like there aren't warnings posted all over the place.
- Streets are for getting places and not for public parking. I don't think residential streets should be the main parking for business plazas, local business buildings, churches, apartment buildings, or community centres. All new construction in the future should take this into consideration. Parking bylaws about spaces per apartment suite or business or church seats should not be relaxed because parking will only get worse as the city population grows. This is especially true if more high density housing is added in established neighbourhoods, or families come to live in the houses, not just retired couples as many are today in our area.



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- There is a hierarchy of streets in any road network and each type of street has its own particular function with respect to the service it provides, its features and the degree of access to adjacent properties. Motorists need to be trained to know what type of street and the role it functions. Driver training/education is preferred to negative traffic calming features which typically involve some form of mobility restriction. Perhaps a review of street design guidelines and some retrofit in the Inner City communities together with a funding strategy for these established areas would be worthwhile. Enough said. Thank you for the opportunity to provide feedback!!!! Much appreciated.
- we need invite Calgarians to look after their streets not rely on city to do everything.. accountability is lacking on our general society..how to encourage others to be respectful and allow more function is a huge challenge
- The streets in residential streets do not have enough traffic calming elements. The speed limit on my street is 50 km/hr and the speed bumps are so low that most vehicles speed easily over them at 50 plus km/hr.
- Street trees should be a priority in all boulevards.
- A street is a paid amenity - paid for by those who reside in the community. Their needs are paramount.,
- If safety is compromised in any way through parking then parking should not be allowed! When it comes to safety it should be defined by the residents not the city.
- Cross walks - raise them like wide speed bumps. Visibility plus less speeding. Plus and plus. For example, see the parking lots of Canmore near the new rec-centre and Sobeys/Canadian Tire.
- What a street is for?" A "street" is for vehicular traffic, ease of access, speed and convenience of thoroughfare and vehicle storage, period. It is when we get distracted from these critical objectives and into fluffy pet projects (i.e. ART displays) for municipal vote buying that we start making a mess and wasting OUR taxpayer dollars. PLEASE try and restrain yourselves. We need far less government meddling in our municipal places and faces.
- Not sure about your "question" - what is a street for - duh.....for parking on, driving down, crossing. Stupid - who designed this question?
- Residential streets should be safe for pedestrians, cyclists and automobiles. Ideally, this would mean a four way stop at each intersection in the inner city and a 30km speed limit, thereby making usage safe for everyone and discouraging commuters / drivers from driving too fast through residential areas.
- Street trees!!!! On street parking makes walking safer if there are no street trees. Lighting for pedestrians. Decent storm sewers so pedestrians don't get drenched by passing cars (16th ave at 16-17th streets is particularly bad).
- Parking is important on the street. It also helps with traffic calming, and is one of the few tools at a community's disposal to help reduce traffic speed. We are fortunate to be on a crescent where the street is also used for kids to play hockey and basketball, people are comfortable cycling there as well.
- No. I parked on School Campus purchased a ticket and was ticketed while purchasing ticket.



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- Bring back paper visitor passes! Visitor registration system is ableist and does not consider any barriers that people may experience (age, language, access to technology, time it takes to call or log in, etc). An app for RPP would be very helpful and make it much more user friendly
- I'd like to see enhanced street lighting for my inner city neighbourhood.
- For conveyance from one place to another by way of motorized vehicles (hopefully more + more hybrids, electric) including motorcycles, bicycles, etc. The recent addition of green bike lanes has greatly improved opportunities for those cyclists Bravo!
- I was not in favour of making our side of the street no parking except for permit from 2 hour but it has made a difference. On the 2 hour side of the street I see people pull up and park right by the signs and take off for the day. A student told me it is cheaper for them to get a ticket once a month than pay to park at the university.
- I'm sick and tired of seeing students or employees in Kensington park around the school grounds, where parking is free and unlimited - they take up the whole street. How would parents pick up their kids if there was an emergency? Streets should provide easy parking, trees to provide shade, and visibility of people.
- For me the street is for people, not just for cars and definitely not for free parking. Sidewalk, trees, green space, art... that is all more important considerations over parking, in my opinion. But I appreciate the opportunity to provide feedback.
- I think it is important to maintain the ability for residents to park on the street. I do believe that visitors to the area should also be allowed to park for defined periods of time ie 2 hrs etc to prevent people parking in our neighbourhood and walking to work in the downtown core to avoid parking charges
- The signage at the top of our street reads that our street is "closed" which is false.
- Our street is a cul de sac, so it is not closed it is merely closed at the far end.
- The sign should read: " This street is a cul e sac" or 'NO EXIT"
- This city was built in a way that encourages and subsidizes automobile use in a reckless, unsustainable, and obnoxious way. Put the true cost of automobile use (parking, congestion, wear on and demand for road infrastructure, snow removal, environmental degradation, etc.) the operators, and maybe we can get a little more support for alternatives to single-occupancy car commuting.
- The street is for people. That means all users including pedestrians, cyclists, strollers, wheelchairs, dump trucks and commercial vehicles. Parking on city streets should not be free. User-fees across the entire city will ensure that some areas of the city are not taxed more than others and it allows residents/consumers to determine how much they value parking.
- As a pedestrian who often walks with a stroller or young children on bicycles, I've often noticed that in the winters, when the plows go through, the snow piles up on the edges of the intersections and at crosswalks, making it very difficult to cross the streets safely and in a timely fashion. I often think about people with limited mobility (canes, wheelchairs, etc.) who must encounter even more difficulty than me.



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- I believe I have the right to park right in front of my house.
- Pedestrian and bike safety
- Only the things are those I mentioned - which is that I want the ability to occasionally have more than two guests over to visit. I know I can use my driveway, but I only have a single driveway. I want the ability on occasion to have more than four visitors when I want to have, say, a Christmas party with my friends from work / school or whatever. Other parts of the city can do so easily. It's not fair.
- 1. Pedestrians
2. Cyclists
3. Transit
10. Cars
- Go back to the paper visitor passes
- Designated and safe bike lanes would be forward thinking.
- There should perhaps be consideration given to limiting the amount of vehicles allowed at one property. It is not unusual in our area for 1 residence to have 8 vehicles parked.
- A street is for the convenient transportation of individuals and goods and services. Therefore, it should be properly maintain to accommodate all forms of transportation (i.e. free from obstacles like potholes and snow) to ensure safe use for all. Calgary's inability to maintain our streets make the pursuit of a quality life incredibly difficult for those who have to rely on alternative transportation due to physical disabilities.
- On-street parking can be an important amenity for residents and businesses, but the current approach is regressive towards small business and those with low incomes, costly, and environmentally destructive. Please move towards a model that balances supply and demand, shifts towards user-pay instead of property tax-subsidized, and deregulate off-street parking. The current approach is frankly un-Albertan and does a disservice to our self-reliant, maverick roots.
Thank you!
- The street should not be used for storing vehicles on for long periods of time I think 2 days is sufficient, any period than that the owners should fined even though the vehicle is parked in front their home. Businesses should not be allowed to park on residential streets public or RPP areas. I would like to see more monitoring on residential streets. I believe fines should be increased so that illegal parking would be taken more seriously. Overall Calgary Parking is doing a good job.
- I realize the streets are for public use but in areas of single family dwellings close to major institutions (like high schools) and high density apartment districts, more rigororous enforcement is required. This should perhaps be done in conjunction with limiting the size of permit areas.
- Again this is a poorly worded sentence.
- The parking stickers, and the two hour limit for others , is working just fine.i
- It would be nice to have Bridgeland more pedestrian friendly but parking along the main streets and commuters cutting through the neighbour make crosswalks dangerous and not safe.
- It would be nice to make the street signs about parking zones a bit easier to see - i.e. instead of a large font of the zone letter the focus/size priority of the zone restrictions or hours/day would be



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helpful both as a resident and visitor. I don't think streets should only be for cars and anything that can be done to improve their use in other ways is great. However, I also think that while streets are great for cars to move/transport it does feel a little odd for them to also be for "car storage" (parking) especially in places with very narrow roads or high traffic of all kinds. I'd love to see space used for parking put to even better use to encourage community building or pedestrian safety/use etc. Thanks for taking the time to get our input!

- There is a street that the city bus(#40 Crowfoot),from Bowness Rd. to 16 Ave. has to go down & cars park on both sides of it leaving no room for cars to go on it in the opposite direction of the bus at the same time. I think the Red Carpet Inn is right on the corner of 16 Ave & the side street(maybe 41 St.?) Sorry I can't be more specific. There is a park right there also but I can't find it on my map.
- The four drive-in stalls on the south side of Crescent Rd NW have been closed off for over a year because of neighbor complaints about social disorder. CPS statistics for that period versus the previous year do not support the closing. These stalls should be reopened and the RPP zone on the north side of Crescent Road should be rescinded.
- Safety on streets is important for both vehicles and pedestrians. Speeding endangers both. I would appreciate more widespread use of the signs that are used to tell an approaching vehicle how fast they are driving. Perhaps this would educate the driving public, and decrease residential speeds.
- Streets need to be places for people to feel safe walking and being. Snow clearing in front of homes and at corners is really important. Street lighting and boulevard maintenance are important too. There is a place for cars but they should not dominate. On streets that get shortcutting such as McDougall Rd and 4Ave in Bridgeland it may be helpful to allow longer term non resident street parking that will narrow perceptions of the street and slow down the traffic.
- I think our parking fees are too high.
- I want to be able to have guests park (aging in place) I don't always have the ability to get out so friends come to me. How can their short visits happen if they can't park IN FRONT OF MY HOUSE? Is it too much to ask?
- Some community members try to use the RPP as a means of putting a virtual gate on the community. This runs counter to the notion that all citizens are equal and should be treated as such.
- Residential neighbourhoods are not parking lots for large community generators, like the hospitals and Universities. Our streets are dramatically unsafe due to the massive increase we have observed in non-resident parking the past 16 years and it was bad before then. We also have had to fear for our property and personal safety as we have seen increased numbers of thefts, and as neighbours, we cannot watch for suspicious people, because there are far too many unknown people in our neighbourhood. Our streets in residential neighbourhoods should be for the residents, their actual visitors (not people renting passes) and the visitors to the businesses in the neighbourhood only. No outside parking should be permitted.
- Streets provide access -- they also reduce density which adds to a sense of spaciousness - room to breathe -- distance from neighbours.



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- Street and side walks should allow safe circulation of pedestrian, cyclist and motorist. Pedestrian crossing should be well lit, and also be marked so that on is aware. Many crossings, specially smaller ones, but also on major are poorly lit at night.
- More pedestrian only spaces!!
- I would LOVE the speed limit on residential streets to be lowered to 30 or 40 km/hr. There are many pedestrians and bicycles in my neighbourhood, near the university, and also a lot of traffic (on a residential street... school buses and people cutting through)... the vehicles are likely going 50 but it is MUCH TOO FAST!! I'd love it if everyone were forced to go more slowly.
- I think we need to look at streets and parking with a bit more light shed on the environment. Unfortunately a lot of issues are stemming from the fact that households have sometimes more than 2 vehicles per house and rental units even more. If a home has two rental units in it this could mean up to 4 vehicles using parking on that street or even more. Some individuals have an unreasonable amount of vehicles per individual and as mentioned perhaps they don't use their on site parking because of storage. It may be time in our society to look at charging taxes (especially for those who do not pay city taxes) or fees for individuals who insist on having more than one vehicle per person. Not only is it unnecessary from an economical and environmental standpoint it does take up space in our city and on our streets. Unfortunately, this is tough to enforce and it is impossible to control people but there may be some clever ideas on the behalf of city council which could help improve the issues we face with parking in general. As mentioned, rental houses with tenants who are inconsiderate of surrounding home owners often flood our streets with multiple vehicles which never move. This is an ongoing issue everywhere in the city. Not to mention newer areas of the city which are designed without back alleys or which back onto a green space, where parking is so unbelievably sparse it is a nightmare to find parking at all. I would hope this comment helps city council to address a topic which should be considered.
- My street is mostly side by side residential. One house which isn't uses four parking spots basically year round to store vehicles not used at all in the winter. And very seldom in the summer. There used to be a by law prohibiting on street storage of vehicles more than 72 hours but no longer. Please reinstate on street parking for longer than 48norr so hours.
- When commercial and residential have to use the same streets there is bound to be conflict, and its usually the current residents that are punished so to speak...
- Having street parking available for my house is important for my own use and for visitors to my home. I do not want to have to pay for street parking in front of my own home.
- The 2 hour parking is am compromise that serves a number of varying interests. Really think that it will work well if enforced).
- The community I live in is adjacent to a hospital but it is relatively closed off. The streets are not generally used for traffic to traverse the community. The street is there to provide access to the residents and allows people who need to access the hospital an alternative for parking. The parking pressures in this neighbourhood has not been from the visitors but has been from the hospital



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workers. This situation was tolerable until the streets are now full 24 hours a day and the traffic/noise in the neighbourhood has become excessive.

- Good lighting could be improved by more tree pruning
- There should be penalties for people who park in a neighborhood and then leave that neighborhood to work where parking is at a cost. However, if people are parking in a neighborhood to do work in that same neighborhood there shouldn't be a penalty.
- Clean safe efficient travel for bikes and cars. Plow them occasionally, OK?
- Streets should be for public use. If they are in very high demand make people pay during peak hours
- Ideally somewhere safe to walk. No cars parked on corners or too close to laneways. Safe for emergencies. No cars parked beside fire hydrants
- A street is to get people around my neighborhood safely and efficiently.

The application for increased density builds often doesn't look far enough going forward to the impact that new density will have on a neighborhood or street, in my opinion.

I dislike the new digital parking tags in the realm of now I do t know what cars belong to which homes on my street. Or if they belong at all. [personal information removed] In the past the visitor pass would indicate which address the vehicle belonged to. I'd rather speak to my neighbors about my concerns for safety and having my vehicle blocked in rather than having to call CPA for enforcement and being a jerk neighbor. But I'm also do not have the time or physical mobility to go to every house around midnight e anytime someone disobeys parking laws because the street is so full and congested they feel emboldened to park wherever they decide to.

- The main reason we have streets is to move vehicles (cars, trucks, bikes) and gain access to buildings that are built in a community. Streets must be crossed safely by pedestrians and vehicles. Movement on these streets is impeded when a narrow street is further narrowed by cars parked on both sides. It is often hard for a bike and a car to pass comfortably between 2 rows of traffic. It often becomes one way traffic!!
- Streets are for parking, would be nice if my friend could park near my house.
- How come there are so many your of province vehicles on our streets month after month - is insurance cheaper if they don't pay for Alberta plates ?
- Slow my street speed down — lots of people using the parks, biking, and children playing — yet the traffic speeds along as the city doesn't put speed signs or markers that we are a residential neighbourhood. The street in question is Erlton St SW
- Circulation routes for the community. Rate payers should have guaranteed parking with visitor or other limited. Bring pack physical passes so they can be readily displayed and violators ticketed or towed. The E-permit is a cost cutting move by the City that doesn't work. Let's ovide some jobs and have real enforcement event take place. 6am-11pm. 7 days a week.
- There is a zone immediately west of the alley behind Windsor street and along 13th avenue which is zoned as "no stopping"; however this is routinely ignored by people stopping to pick up their children at the Montessori school. The signage is ignored with impunity because the chances of being caught seem to be nil. This is dangerous for everyone trying to turn onto 13th Ave. due to the



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blocked line of sight. Painting the curb red (in addition to a bit of enforcement) might help to make it even more clear that this zone is not for parking.

- Street parking should be short term. Almost everyone has alternatives to parking on the street if they live in the area unless they have an extra car and that is provided for. I don't mind people visiting someone at the hospital parking in front of my home for an hour or two, it just becomes an issue when it is used as long term parking so it is no longer available to the residents. Again, I really like the electronic system and I think it makes it inconvenient for people to "sell" their visitor passes which I appreciate.
- I think that we should try to change the culture in Calgary - Calgarians seem to have the opinion that they own the street in front of their home. They don't! We all pay taxes to maintain these streets. Also, better snow removal will help alleviate parking issues! Let's be practical about this issue, instead of territorial!
- Yes - bike lanes (and removal of close parking) in front of my residents mean many people can no longer visit. Huge impact on quality of life. You cannot even legal pick me up within 1 block of my home. Bike lanes are empty and many bikes now ride on the sidewalks meaning it is even difficult to walk. Have been hit by a bike in front of my residence while the bike lane beside was empty. Much larger fines for cyclists on sidewalks. Limit times for bike lanes so we can park in front of residence at night. Increased crime makes it scary to park in back (beside Riley Park) at night.
- A street is for anyone to use, however there is an impact to be accounted for. If someone parks their vehicle in a manner that then stops a bin being collected on waste day or blocking access to mail boxes for a Canada Post delivery driver, using someone's private property to turn their vehicle around, speeding, high traffic use, parking when a snow route is in effect and just making it dangerous to cross roads due to how they have dumped their vehicle, then there is an issue. I don't want to keep calling 311. This is my neighbourhood and where I live, a lot of parking is done by people who live in Cochrane. They pay nothing to the city and yet fowl up the community.
- A street should be designed first for walking. Everyone has to walk on any residential street, even if it is only to and from their vehicle. Those walking the most are also typically the most vulnerable (children, the elderly). If sidewalks were well-designed and comfortable for all to use, people might be more willing to park a little further from their destination, with the knowledge that they are just as safe walking 3 blocks and crossing streets, as they are parking in front of their home. Drivers are impatient and will drive through anything if it suits them, including overhead lighted crosswalks and even strobing light crosswalks, so this is a long uphill battle. It may even take a cultural change to a more European take on walking, cycling, and residential streets before these types of driving habits see any differences.
- A street is for cars. Having cars is fine but it's not a raceway in a school zone. Also if we as vehicles have to pay for licence then bikes should need licences as well
- Having had handy bus parking removed from [personal information removed], so the Condo could get 2 parking spots during garage repairs, causing great problems since then for all the disabled person living there. The increases traffic delays and personal safety claiming over snowbanks



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- Don't take away parking to allow for a bike lane.
- For safe passage in a vehicle and parking.
- A street is intended to allow people to transit from one location to another, and for those without the capacity either at their home, or a financial capacity to pay for parking, to safely park their vehicles for limited periods of time. An issue, given we are a residential area, is the total lack of effort by the city to assist in keeping our roads clear in the winter. Road maintenance is important, but lacking in residential areas in Calgary.
- Proper snow removal would be nice, I'm fine with increasing taxes if it's going to something productive like this.
- I'm happy about the bike lanes. I wish there were more snow removal and accountability for sidewalk clearing. The combination of our back alley (managed by city) and parking pad (managed by Indigo) is a death trap of ice every winter, with no one to take responsibility for it.
- Streets need to be better maintained and patrolled - if street signs are posted with signs that show the parking is designated for these programs then during the summer the city needs to ensure that the trees are blocking the signs! Overgrowth of the branches should never ever hide the hours of the parking and during the winter the streets should be clear enough that people should be able to go down the streets safely with cars parked on both sides of the road without cars going single file.
- The RPP program is working quite well and any changes should be carefully considered. I don't see the need for changes currently.
- Sidewalks on both sides. Markings for driveways. People park too close to driveway entrances so cars on a driveway cannot exit with ease or safely. Road view often obstructed.
- The residential parking permit website/app is a hassle. A big downgrade in service to Calgarians.
- Allowing all occupants of the city of Calgary to be able to use public street parking. Not just residents.
- street cameras for drivers speeding/ drivers who have loud music in their cars and for drivers parking without permit
- [removed]
- Residential streets should be easily navigable by pedestrians/ neighbours. Enforced speed limits and physical vehicle slowing devices are critical, and lacking in our area, where city buses and trucks as well as drivers of all ages regularly speed through our school/park zone.
- Residential streets should be safe for those living in the area. Well lit and low or slow traffic.
- During winter, the city does not plow the snow and ice from our residential street. The challenge of parking on ice mounds, or driving in ice ruts, can be beyond our ability to cope. At that point, it doesn't matter about parking anymore.
- I do believe that people tend to have too many cars. The average per family is >2 and that is disgusting. There needs to be a shift in social behavior.
- Although no-one owns the parking in front of their house, there should be a clear priority of use (1) residents - for free, (2) their guests - for free, and (3) commercial users - for a price. This is fair. Streets are primarily for moving along and secondarily for parking.



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- The permit parking on both sides of the streets in our neighbourhood (Crescent Heights), along with the roundabouts and 4-way stops, mean that traffic is calm. I think our neighbourhood is a model of street design for people rather than cars. It's one of our favourite things about the place. Kudos!
- Streets are places for people to both inhabit and travel along. Their use should be prioritized by need, with gathering and walking at the top of the list, cycling and driving in the middle, and parking at the bottom. People who use the street for storage should have to pay for the privilege of taking that space away from other users.
- I tend to agree that street parking should not be "free".
- My street NEEDS to be paved. 17 Ave. S.W. has to be one of the worse roads in the city, with crazy potholes. This needs to be addressed.
- Yes, start doing something about all the S.A.I.T. parking issues in our area.
- I have been to cities in Ontario who have stricter bylaws regarding when and where vehicles can be parked on-street. One of the results of these stricter bylaws is an workaround where people are parking cars horizontally in their driveways in order to fit another car in the lower part of the driveway. This makes the street look chaotic and unpleasant. It would be much nicer to be out and about on that street with regular on-street parking rather than more cars jammed into the driveways. It doesn't make the driving, parking or pedestrian experience any better.
- Hang-tags for visitors would be a better system!
- residential permit parking only in high traffic areas please, especially when the street is mostly filled with multi unit condo buildings
- N/a
- There is virtually no decent lighting which is unsafe for especially women when walking around university heights.
- All streets should be treed, be allowed to have maintained gardens on city land and should all have sidewalks to assist pedestrians.....street hockey should be allowed again.....too many rules
- as the number of secondary suites increase, peoples stuff from basements gets move to their garage, and their cars get moved to the curb. Curb parking was lost with bike lanes (2012) and contributes to some traveling at inappropriate speeds through the community; attendees at the church often park over the sidewalk, in front of street corner ramps, and crowd the lane exits making it difficult and dangerous for pedestrians
- less computerisation upgrades to parking permits as they have proven not to work, a waste of time and money
- The current move to replace the street lamps to led is a serious safety issue. Pedestrians cannot be seen and car prowling on my neighborhood is up because the light cast onto the street is negligible. If we want to reduce our light pollution, mandate that buildings downtown must turn off all interior lights by a certain time. Don't sacrifice pedestrian safety and personal property but using insufficient street lighting.
- Lighting and surfaces are priority for safety, then beautification focusing on native plants should be encouraged. I would really like to see more green on our roadways, medians, trees, hanging



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baskets, urns, etc. I believe that urban reforestation is just as important as reducing our fossil fuel dependence when it comes to the climate change issue.

- If the street belongs to the city, then RPP shouldn't exist, and the city should do snow removal on ALL. If it belongs to the homeowners, they should be able to do street repairs, fill in potholes privately, etc
- The occasional city snow plow which comes down our street is more nuisance than help. They often make only 1 pass which only serves to place windrows on both sides. Most often that leveling of the driving lane is not necessary.
- Put better signage for where not to park. [personal information removed] cost me \$40 because we never saw the sign (had tape or something on it, and a big Detour sign in front, below it), and other vehicles were parked there as well. Better cleaner signs that can be seen at night wouldn't have cost me \$2 a minute. And if you are going to fine, why not also fine residents who do not clean sidewalks? On our way to the school, there was lots of ice on the sidewalk, and also on school sidewalks. So if we have to find parking blocks away, at least make it walkable.
- I am suspicious that the City will use this exercise to monetize the system somehow to put more money into the coffers of the City. [personal information removed].
- PLEASE FIX PARKING SYSTEM! EACH HOUSE SHOULD BE ALLOWED TWO PHYSICAL PERMITS.
- I think it might be important to make it clear that there is no assigned parking on the street. Myself and others have had conflict with people becoming irate for parking in front of their homes (which I only ever do if there is no parking in front of mine). I am genuinely just happy to not have to pay for parking, but clearer communication about the expectations of both sides might help reduce conflicts among residents.
- Yah, the street for me to park my car in front of my house Or for my relatives and friends who come to visit to park their car during their visit. So many people "gift" their passes to people who don't even live on our street and they park in front of our street and we have no idea which house address has authorized them to park there. Or, before we could tell if a car didn't have a pass and we could report it. Now, we have no idea. It can sit there two weeks and we wouldn't know. and then they can renew it and it can be there two more!
- I want to go back to the parking permits and visitor tags, that was a good system
- Better signage. Please please implement a REAL snow route system. This "when declared" system makes Calgary look amateurish
- We need to feel safe in our community and not fearful because we can't park within four blocks of our home.
- The street has a dual use. Transportation and parking. To only consider one is very naive. It is very unappreciated that residents of older, more central communities constantly get penalized by higher taxes and now the idea of increasing permits. You want to be more environmentally friendly and sustainable but then you penalize people for attempting to live close in. Continue with this and I'll be forced to join the other urban sprawler to save money. If you do decide to overhaul parking and



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charge more for people to park in front of their own house - please ensure to implement a parking permit for the ENTIRE city regardless of area so that everyone has to pay the same for residential parking. There is limited parking in the far communities as well due to all the front driveways so why don't they need costly parking permits as well. Stop making inner city communities unliveable.

- No, inner city parking is a nightmare and I'm grateful for the permit system. Other communities outside this area just don't have this problem.
- I live near MRU, our street parking is constantly taken by people attending the University, but we understand this is part of life here. We have parking underground for visitors that is taken by renters in the building, so finding a spot for visitor parking can be difficult. Why is it that some places get these programs while others do not? Most of the parking around SAIT and the U of C is either permit or 2 hour, yet we have no restrictions. If the street parking is for owners only then maybe we should look into having these permit parking spots everywhere that are used by non-residents, or we should stop complaining about people using the street parking to park. Pay parking is so outrageous in this city, the last thing we need is to force Albertans to pay MORE during this time of hardship.
- A street in a residential area should have parking and sidewalks for walking.
- Yes the street belongs to the residents! Keep your money grabbing hands off.
- Unless something is happened that I'm not aware of streets are for parking and for driving.
- We are losing sight of maintaining safe and peaceful neighbourhoods. Developers have the ear of city council and big development wins out over maintenance of viable neighbourhoods. No one seems to care to listen to concerns or solution focused conversations. The quality of life in my neighbourhood deteriorates markedly each year. Unfortunately our taxes just keep going up with very little to show for them in our district. I am not a happy citizen.
- I think all on-street parking should no longer be free. If someone feels the need to have the ability to park on-street (especially in front of their own house) they should have to pay the city a monthly fee for the privilege. The road is a public asset that EVERYONE owns, not just the person who owns a home directly in front of it and if someone wants to use it, they should have to pay for it.
- We all can use streets wherever and whenever we need to no special permits or pay needed!
- Streets are for cars to EFFICIENTLY get from point A to point B. Reduced speed limits are not acceptable. And that includes the recent changes to playground and school zones.
- Price the curbside uses higher. Give priority to walking, cycling and transit.
- I think it's fair for each home to be able to park 2 cars on the street but no more (including suites)
- Our side of the street (having no back alley) is also used for garbage, compost, recycling bins - and so we're grateful for permit parking - it enables us to accommodate this by moving our own vehicles to the other side of the street, freeing up space for bins. Street cleaning is also very important as we're also a bike route. Streets should be cleaned on separate days from Avenues (and residents should be notified as such!!) so that those living on a street about to be cleaned, can relocate to an avenue, and vice versa, on the following day - to enable proper cleaning (this used to be the case, but hasn't been done in years and as such our street is rarely cleaned well) Again parking permits need to continue to enable free movement within communities! Finally, not sure if this needs



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mention, but in frigid temperatures we rely on having a parking spot available very near our home so we can plug in our vehicle (having no driveway or garage). Sometimes people just need to be educated to please pay attention in winter - to plug in areas... (we hang our cord from a tree, having no other choice) and reminded to please not take up two spaces with one vehicle. Basic parking etiquette! Thank-you :)

- Please plow residential streets sooner.
- None
- Adequate lighting is important, the new leds do not provide this. More lights need to be installed particularly at all intersections. Streets are for vehicular traffic. They are not for pedestrians walking when the city decides to approve developments that provide no sidewalks. They are not for residents to fight over too few parking spots because the city decided to allow developers to buy their way out of providing adequate parking stalls. They are not for parents to double park in when they pick up kids from schools. Streets are for transportation; cars, busses, bikes.
- Upper Montgomery should be a very quiet neighborhood because it is not easy to access directly. We would really like to get back to that. Many homeowners have no access to park in front of their own homes because of these people who abuse our parking space accessibility.
- I think it would be nice to get back to some of the old-fashioned community style of mixing residential with small businesses especially convenience stores. It would get people walking and mingling more.
- Living across from a school, it is not uncommon to see buses (school and city) idling for extended periods (up to 30 minutes) even in moderate weather (around 0°C). While obviously this is not environmentally acceptable, there are other immediate impacts to consider as well; waste, noise, and student health come to mind.
Casual observation would suggest that some of these vehicles emissions systems are not properly maintained, and the impact is more significant than you might imagine.
Is it within the cities authority to influence this? Perhaps education of the transit department, school bus companies and school boards, or "no idle" signs in front of schools.
- parkplus and the electronic parking permits are failures
- The City should be more diligent in enforcing RPP's during problem periods and not be afraid to tow vehicles.
- Sidewalks, boulevards, slower speed limits in residential areas, traffic calming and trees.
- I find speed bumps are unnecessary on most streets in my neighbourhood. It's very difficult to speed since the streets are narrow and there is so much street parking. Many of the speed bumps installed over the last few years seem too high. I don't think residents should park large cube trucks and campers on the street as it limits visibility at intersections and makes me feel unsafe passing through some intersections. Noise is also a concern. Loud vehicles or people playing loud music in their vehicles is disruptive in a residential area.
- City needs to force CBE to provide drop off lanes on their property to reduce traffic flow and parking conflicts on adjacent streets.



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- I'm old school. Streets are to drive on, ride on, or park on. Sometimes to play street hockey on, but the kids need to move out of the way when a car comes.
- Pedestrian crossings are really hazardous when it's icy out. In particular, the city seem to clear the streets and dump snow in crosswalks. Also: who is responsible for cleaing the sidewalk part of lanes?
- People don't own the street. It's that simple. Restrictions are unfair and inefficient.
- I like to know that my visiting family and friends will be able to park short time with no hassle at my home
- I think the conversion of 14 and 15 Ave SW to one ways with parallel parking on both sides plus a bike lane has been fairly successful in terms of making the streets better/safer for all users. This might be something to expand elsewhere, I'd also be curious if angle parking on one side of the street only would be better (easier to park and more capacity)
- No. I'm good.
- I live in a zone where I'm allowed 2 permits because of a high school close by. I have [personal information removed] living with me and think it's totally unfair that I have to pay to park in front of my own home. We used to get passes for all vehicles registered to the address. Why did the city change this and start charging. Seems like a cash grab to me. Other people in the city don't have to pay to park in front of their own home.
- With all of the infills going in there is no longer any street parking for homeowners.
- Speed bumps are stupid and so are traffic calming islands
- It is public use space and is owned by Calgarians. [personal information removed] lived in Banff Trail and would get so distressed when some parked in front of their house even though they preferred garage parking.
- Don't bother with parking but rather make car use less a necessity so that the space wasted on dangerous roads, car storage on and off street and related issues can be repurposed to benefit everyone, not just cars.
- I want this parking armor thing gone. My address is [personal information removed] and my email is [personal information removed]. Someone should reach out to me. I've had it
- [personal information removed] who have double garages who never park their cars in their garage. [personal information removed] illegal suites and the tenants are parking on the street because there is no designated parking space in a garage or parking pad. This also adds to the number cars that are parked along our street.

I don't think that a street should look like a parking lot which is does due to the above. There are also people parking on our street during festivals [personal information removed] so that it is impossible to park in front on those days. People are also parking on our street who don't live on our street and walking to work (not sure how their vehicles are being registered.) [personal information removed].

- I would like to know why 14th street has been categorized as a skeletal road system even though the street functions entirely as an arterial road? The development of this roadway as a skeletal roadway is in complete conformance with the Complete Street policy. What good are policies if the



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City of Calgary can veto established policies. I also see that the City of Calgary has altered their noise bylaw because their street infrastructure developments could no longer comply with the existing bylaws. I'd like to see the City of Calgary comply with the requirements of Complete Streets in all communities.

- Accessible parking, clear signage and safe crossing points
- Do a parking study at St. Joseph Parish (640 19 Ave NW) and explain how you can take away the parking lot adjacent to the church that has been used for decades and leave the church with less than 25 parking spaces and then restrict street parking. Is the City of Calgary trying to make it impossible for St. Joseph Parish to survive?
- Streets should be designed for pedestrians first, then bicycles, then public transportation, then to facilitate encouraging car sharing/pooling, then for personal vehicles.
- Yes. Ample amount of notice and alternatives to parking should be given to people with permit zone parking that don't have any other options to park OR may be out of town before the warning signs go up. ie. construction, street cleaning's etc.
- In a community remember the new rich people in the community shouldn't be the ones deciding what the parking should be in the community. There were many people before them who find things just fine, because we all aren't selfish people, have 3 car garages like they do and still want no parking in front of their house! Give me a break.....do the right thing, don't let them dictate what we have to do just because they have a multi-million dollar home. They are pure selfish,
- It's important to be able to walk on the sidewalks and cross the streets in winter. Anything the city can do to facilitate this is appreciated.
- Not that I can think of.
- I don't have any other options for parking other than on the street. The issue isn't with the residents of the neighbourhood but with the outsiders that come and park in the neighbourhood. I want to make sure that residents who pay high taxes to live inner city will not pay for permits to park in front of their home. That revenue can be generated by enforcement that is needed anyway.
- Street diets will improve cities.
- A residential street is for residents and resident visitors and should have sufficient parking. Parking permits are needed especially in the inner city, however, the challenge is when you reside close to commercial businesses and have staff and customers parking in designated areas for residents. It does require ongoing diligent monitoring by by-law officers to really manage driver behaviors
- Streets should be safe for all ages and abilities and people using all means of transportation. They should foster community not isolation (places to interact, rest, do errands by foot not just car - not just funnels to somewhere else exposed to heavy traffic) and happiness (eg with greenery and landscaping).
- Clean streets, nice to have the large plant boxes. Allowing grass and trees to be maintained.
- What a street is for? Good lighting for safety is an important feature as is snow clearing in winter, and clear and concise signage is desirable.



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- Well lit and tree-lined streets are important to us. As streets are used to move from place to place, the trees make them beautiful and communities far more welcoming to drive through. Well lit streets encourage the safety of others and vehicles parked.
- Don't relax parking and don't allow rich neighbourhoods to have no parking on their streets. St. Andrew's anyone? Think about people with disabilities. Don't beat up someone because they need to commute in a car.
- An RPP street is for residents of that street, and perhaps visitors. No one else. We see a lot of construction going on in LMR, with a significant number of construction worker vehicles parked in our zone (and loading zone for our building). There needs to be improved control through ticketing to ensure residents are not losing precious parking spots to people who are working in the area for the day and have no right to be in an RPP zone, or loading zone of a building they are not actually working in.
- Parking is an important street feature, as are the sidewalks for walking. While I'd love to be able to rely on a car less, Calgary is very car-dependent and needs more affordable on-street parking.
- A street is a place for people, those who live on the street and those who are visitors. Visitors should be thought of as friends and not as strangers. Streets are places to drive and cycle to get from A to B, to park and as an alternate place to walk when sidewalks are icy or are snow covered. Streets (sidewalks) are places to enjoy being outside, to go for a walk, to talk to neighbors, to help visitors who are lost and to meet new people both from within the community/street and from afar. Streets are not for exclusive use of the residents of the community or the street they live on. Streets are owned by the city, not by the residents. If a resident wants to limit the use of parking in front of their house through permit only parking then they should pay for this exclusive use by contributing a larger share of the maintenance and repair costs over and above taxes. Perhaps a fee of \$100/month for this exclusive use would curb their enthusiasm for keeping strangers out of the community and preventing someone who they don't know from parking in front of their house.
- None.
- The bike lane on 7 St. SW between 1 Ave. and 4 Ave. does not appear to see heavy use and does not appear necessary for cyclist safety given the relatively low traffic volumes. Turning 7 St. into a 1 way street to accommodate these few bikes was a poor decision which forces residents of my building and nearby buildings to make multi-block detours (extra traffic lights, 5+ minutes extra time, extra fuel wasted) to get to our parkade entrances every time we return downtown from outside the core. 7st. should be returned to 2-way traffic, at least between 1 Ave and 5 Ave.
- I want the City of Calgary to enforce existing parking bylaws in 2 hour RPP zones.
- The street was re-paved a few years ago it crews only removed old asphalt from the edge of street near curb. New pavement increased the crown to the point to the point that it is difficult to open car doors and exit when icy.
- Residents are using the street as their "garage", and also acting like the public street is their private property. It is not. It is the public realm, and should not be used for private.



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- It is extremely important for St. Joseph Church to have sufficient parking on Saturday evening and Sundays
- As our building doesn't provide any visitor parking, the RPP zone is very essential and the convenient way to get access to the parking permit is very important. The current system is considered efficient and effective and we would like to keep it as it is.
- To educate the public that if your house is on a street with only street parking that you do not own the spot on the street directly in front of your house. It's a public street. Anyone can park there if they have a permit if it's required. And if it isn't, then any member of the public is allowed to park in front of your house.
- Parking is essential- I would like to see my street become a permit zone.
- I love that 10A street, [personal information removed], is gated at the south end. It eliminates through traffic, slows vehicles down, and promotes outside activity on our street. Please don't ever take it away.
- The street is a public space and the public should be entitled to use it to access public amenities and businesses for short periods of time. However, it should not be considered a parking lot for workers.
- More narrow roads and speed bumps to reduce speed in residential roads for pedestrians, children and animals.
- Business needs to have enough parking for customers so that it does not effect the residential streets near by.
- I think people should use both parking on their property but have access to street. Families go through changes, a few years with teenagers or someone with a vintage car, and cannot always park on their property only. I also think cars parked in front driveways and don't move for years, are filled with garbage, are an eye sore and should be moved.
- Streets are for parking. We should not be forced to pay for parking or prohibited from parking in zones that are not designated as our own home parking zone
- When the sun is shining on your payment screens they are difficult to read. I entered one digit incorrectly on my license number and used your online program to appeal when I received a parking infraction notice. I submitted my parking receipt showing the incorrect license number I had entered. Then I submitted my appeal. I received no confirmation that my appeal had been received. For most transactions of this type a confirmation number is issued. I recommend that a confirmation be issued.
- I would like tow trucks to be standing by during morning and afternoon rush hours for people who park on ingress and egress routes. Let's start being serious about being an efficient big city
- We regularly move all the vehicles and play street hockey on our block. This is fun and should be encouraged/supported.
- I expect to be able to park and have my visitors park in front of my house without worrying about tickets or towing.
- Less boulevards and sticks and other crap like on 1 Ave ne. So much parking lost to traffic calming is now affecting residents on their streets



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- Clear sightlines, sidewalks for pedestrians, light up crossings for pedestrians, and frequent street lights.
- If there is a local public street for anyone to park on, how can someone stop the harassment from their neighbors of reporting vehicles as abandoned while parked on said street? Or even phone calls from their neighbors requesting they move the vehicle? Even when the vehicle is being used on a regular basis, the neighbor is reporting that vehicle as being abandoned when they know who it belongs to. I believe that if a vehicle is parked on a street where the owner of the vehicle lives, there should be no slapping of abandoned stickers affixed to a vehicle. Some people could very well have more than one vehicle.
- Safe streets are important. There are kids playing on or near the streets and it is important that drivers can see them easily. Clearly marked cross walks, well lit, slow speed limits in residential areas.
- I think we should require everyone to have a parking spot on their property for every vehicle they own. Then street parking wouldn't be an issue. the only people who would park on the street would be those visiting the neighbourhood. Also, it would allow for easy plotting of streets. I think calgarians feel entitled to the parking but Really everyone who pays taxes should be entitled to street parking.
- Streets should be bicycle friendly, ie: in good condition, cleared and well lit for security for everyone
- We need the RPP Zone sign replaced so that people will know what type of parking there is. We need the parking authority to help us with enforcement.
- Streets are a place for people to move and gather. Streets are a public good and should not be seen as an extension of the adjacent property owner's land. Streets serve a tertiary role of vehicle storage. Too often residents or businesses feel an entitlement to the forntage in front of their property. Calgary should disband the free RPP zone system and charge for passes (like Toronto or Vancouver) and use on-street parking parking demand management to control the availability of parking. Finally, RPP zones and parking management should be based on on-street parking analysis and not collecting a certain percentage of neighbours signatures.
- While some streets are vehicular transport corridors, I would appreciate paying more attention to making streets, or at least certain corridors, pleasant for pedestrians. I walk around the Beltline a lot and there are many streets where pedestrians are right next to fast moving traffic and there are no trees. While it won't work in many existing locations, well designed boulevards can successfully accommodate vehicular and pedestrian traffic.
- A street, by definition, is a section of PUBLIC land, usually paved, to allow Vehicles to move freely on them. Therefore, all street parking spaces should be free and no limit on how long your vehicle can be there for. Abolish the Calgary Parking authority, as it is a paradox to give people citations for using the roads they already pay to use. Stop the money grabbing and reprioritize our budgets to allow for better and new projects and ideas.



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- Parking signs need to be clear and direct in communicating restrictions. When a person calls the 311 line and is told that someone will be coming to ticket a car parked illegally, that promise should be kept within reason.
- Business/strip mall on Parkdale Blvd/Kensington Road illegally put up reserve parking signs in the parking lot to the strip mall causing customers to street park in the community. Depending on the day there are several vehicles parking along 26 Street NW, 1--3 Ave NW. SAFETY issue for children in the residential area - increase traffic from customers to the business in the strip mall; many who fail to adhere to the speed limits and/or stop signs. Many families worry about their children crossing residential street to play with their friends.
As well, due to ongoing construction at Foothills Medical Centre/Cancer Centre, AHS employees park down in Parkdale [personal information removed].
[personal information removed] returning to find no parking in front of my home becomes an issue. Several times I've noticed there are several vehicles parked across the street where people have driveways. These vehicles fail to adhere to the city regulations about blocking/partial blocking private driveways. This has caused issues as my neighbors can't get out of their driveway and there's no one available to move the illegally parked vehicle. We understand vehicles are required to park 5m back from a driveway.
- Schools should have never been built where there was limited parking, (example: surrounded by front attached driveways) and left for the homeowners to deal with the aftermath chaos those schools create, with little to no help from the City.
- That inner city land was not originally designed to accommodate such density. Where a block may have had 5 bungalows and perhaps 10 associated cars, some of which may have driveways or garages, it may now have 20 residences (four-plexes on bungalow sized lots). The parking situation doesn't accommodate that, so permitting is necessary but perhaps alternate solutions should be investigated. What do other cities do in high-density areas?
- Well maintained hopefully some green space and only vehicles that are insured and working are parked on a street - consideration for snow removal when necessary is really nice also
- I would like to see my property taxes decrease by 25% which would make them match inflation for the past ten years.
- Parking is horrendously expensive but absolutely necessary. Buildings should be required to provide adequate parking for their residents, and visitors, whether they are residential, commercial or institutional. NO EXCEPTIONS.
- Primary use of the streets are for connecting people, connecting people allows for transport and parking
- More traffic circles and speed tables on community BLVD.
- Streets are for cars. Bike lanes are necessary to keep bikes safe from cars.
- Streets are for cars, so bike lanes are essential to keep bikes and cars separate. This reduces the anger and hostility car drivers feel toward cyclists and makes the roads safer.



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- I think having plenty of parking on the street is important. In the area of Kensington, where my property is, there is plenty of unused street parking available yet there is a constant parking problem on my residential street and surrounding streets. This issue affects landlords, tenants, contractors and visitors. Going digital and online has also made the issues harder for seniors, people who don't have the financial means or the technical knowledge for internet registering, smartphones
- All I know is that currently (until the restricted zone signs are up), I can't find parking to visit [personal information removed] mother in her home because of the students and employees from MRU parking on her street all day. It is difficult to pick her up to take her to an appointment.
- Driving is a privilege NOT a right. start treating it as such.
- A street is not owned by the people who happen to own a house in a particular community, it is owned by the City. It is public property, and residents of a community should not be allowed to petition to disallow others to park there. Most people do not park on the street in front of their house in a community because they have a garage or in some cases 3 garages. If someone else chooses to park in front of a house, so what? If people petition to get no parking on their street, there should be some investigation as to WHY they want this. If in the case of the Foothills Hospital Parking Construction, people are requesting NO PARKING in a community, this is almost over, and these selfish people should be told to "Hang On" it is almost over! Give us a break!! The street is for driving on and if one has to park on it well that should be a privilege as well. THE HOMEOWNER DOES NOT OWN THE STREET! The City has to be more accountable as to why they allow petitioners to get parking restrictions changed on a street. These people are not always taking the wishes of others, they are only considering their own selfish ideas. Why would the city allow NO PARKING by a School and a Playground, because some selfish affluent jerk wants nobody in front of his house, while he parks in his 3 car garage. Give more thought into who is doing these petitions and why. If 2 hour parking has worked on this street for 30+ years, why all of a sudden because some selfish affluent [removed] wants nobody in front of his house, more thought should be put into this by the city. Too many people on the street are being taken advantage of, this street is NOT owned by the homeowner, give the street back to everyone, not just the affluent!!
- I get street parking is not a right, but sometimes the permit process solution is actually more of a hassle than the odd person parking in front of my house on a weekday. Process should be restricted to severely congested areas and more residential areas left out.
- Streets should be for people, not just cars/autos. Parking can provide a feeling of safety/protection for pedestrians from traffic but it can also take up valuable space that could be used for active transport modes
- With a physical pass there is less intrusion on privacy. Having to record information of who visits seems a bit of a concern if there's ever a hack. I would prefer to go back to the physical pass system.
- limited parking for residents & visitors. we have a 2 hour time limit due to the bad decision the city made to allow for the large office building (formerly the Bantrel building) to be built on Glenmore Trail without sufficient parking so all the office workers parked in Mayfair for free.



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- The parking website is horrible to use. It doesn't function well on a cell phone. A simplified user interface should be implemented. It shouldn't be easier to order from Skip the Dishes than it is to access a parking website!
- Wide sidewalks for pedestrians, bike lanes and snow plows not plowing onto the sidewalk.
- Safety is very important, and I think that the City is currently neglecting parking laws that are in place for the sake of safety in favour of restrictions that it can use to generate revenue. This is shameful behaviour and should be corrected.
- Streets are for everyone, not just cars. Please build more separated bike lanes on streets. It's a good way to wean people off their cars.
- 37 Street NW is 95% used by folks outside of the community as a short cut to the university, Crowchild Trail and the Children's hospital. Very few obey the playground zone limit. This street should be a dead end.
- Streets are public use and belong to no individual. There should be a complaint system and fines for those that harass people for parking in front of their house or set up blockades to keep the space in front of their home free (see area around Globalfest).
- I think that when you are considering parking zones and fees remember that these areas are still communities. On blocks where it is just residential, know people live there, they have children, elderly family, people with disabilities and other considerations. Enforcing such strict regulations that vary on each street or community is just adding barriers to peoples livelihoods. If you are going to enforce parking make it the same for everyone. If my neighbor two blocks away has reasonable restrictions why am I stuck with such unreasonable ones? I have never seen this in any other major City.
- My empty street in Sunnyside should be for both residents and their friends and family. Although I agree commuters to the downtown core should not be parking on these streets, let the residents of Sunnyside decide if someone's taking advantage of close parking to downtown, and let them call in a complaint! I have lost so much money to parking authority over the years, money that I can't afford to lose as a result of our poor economy and unemployment! I am tired of myself, friends and family losing so much money for no apparent reason.
- Make streets safer, stop bad drivers, more speed bumps and traffic calming
- Time restriction and temporary visitor parking only - daily overnight parkers should be minimized
- Being able to park outside my own home without having to begin or end a parking session every time is important. The current online/call in system is ridiculous. Paper parking tags are infinitely easier.
- A street is for driving temporary parking.
- Yes, peace and quiet in residential zones. In our case ([personal information removed]) we have submitted a request to the Traffic Department to study our situation as it is very busy during rush hours
- A street should have residential parking, however, it's also public space. Parking should be a mix of public and residential permit parking.



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- I believe streets in residential neighbourhoods belong to everyone. I do not understand the need for restrictions. Surely if there is concern about parking to access businesses that have opened in residential areas then the zoning for the business is problematic. If there is concern that some residents are taking advantage of available space on the street because they have too many vehicles or have vehicles that do not fit into available garages then these are issues to be addressed but not by penalizing other residents on the street. Perhaps city taxes should add a fee for these privileges.
- I miss the ease of using the tag system, I find the registration to be prohibitively time consuming. I think that it is important to be able to identify vehicles - being able to see the coloured parking tag as I walk in my neighbourhood. It's a security issue for me.
- People should be free to use city roads for whatever legal and safe purpose they wish. Residential parking zones interfere with people's freedom to move around and associate - people purchasing homes without parking spots do so in the knowledge they don't have parking spaces. Their decision to do so should not be used as a justification to penalize people who cannot afford to rent or buy properties with private parking.
- Safer to ride with kids on bikes! All bike lanes should be separated from traffic - you will see a huge increase in usage by women and children when they are.
- Residential streets are for driving and residential & guest parking. They are not for long term storage, nor for piles of snow created by plows.
- I want more street lights on my street. And the cracks in my sidewalk fixed. As the water seems to freeze and pool around the cracks even though I have salted it multiple times. You can email me [personal information removed] to follow up if you want.
- People are very hesitant to visit us as they are afraid to get a ticket.
- Enforce the requirement for visitor parking stalls for multi-residential buildings. The planners' propensity to continually relax this requirement negatively impacts neighbouring homeowners.
- The street is public realm and it should not be privatized for only the residents of that one block at the detriment of everyone else who lives in the city. Put a time restriction instead with the permit providing the exception to park longer than the time limit. Most of these streets are empty most of the time while the small blocks where a permit doesn't exist is completely crowded. This can be more evenly distributed. I used to live on a block in the RPP zone and it was way more hassle than it was worth.
Also, it should not be so easy to get these parking permits. It is essentially getting a few signatures from the loudest NIMBYs and a permit is granted.
Finally, these permits should go up for re-evaluation every few years as some clearly do not need these restrictions.
- Visitors we've had to our city often refer to Calgary as a "police state" when they see these camera cars going around taking photos of licence plates. I'd like to see these "uncivil" servants actually have to do ticketing the old-fashioned way - getting off their fat derrieres and having to interface with "John Q. Public"!



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- The primary feature of a street should be safety. Having waited for three months on one occasion and two on another to have burnt-out street lights replaced - in the darkest time of year - I can say that safety does not seem to be a priority for the city.
- A street is a place where one can park their vehicle (when there's no garage option) so that they are close to the home or the business where they need to be and where it's easy to manage hauling children, goods and elderly or disabled peoples in and out of the vehicle to enter a building.
- I do not appreciate that the visitor parking passes expire after 2 weeks. I should just be able to cancel any registered license plates as needed.
- Street parking on 2 St SW and on 21 Ave SW near corner of 4 St has vehicles far too close to the corners. Cars cannot turn out of the alley between 21 and 22 Ave and also cannot turn onto 21 Ave SW from 4 St as cars are too close to the corners.
- Not really, I would just like guests to be able to visit with out hassle
- THE DIGITAL PARKING PASS SYSTEM IS EXCLUSIONARY AND A DISGUSTING MONEY GRAB.
- If you can come up with a simple, reliable app I'd be happy to pay a couple of dollars a day to park on my block when I need to but at the moment anyone who lives in a RPP and doesn't own a car finds it incredibly inconvenient to have occasional use of a car
- What about vehicles that are parked too close to an intersection. Do these vehicles received tickets.
- I appreciate clearly-marked street signage. As a U.S. Citizen who frequently visits Calgary, I am still learning the differences between U.S. and Canadian laws, rules and customs. I have unfortunately received (and promptly paid) a parking ticket in Calgary in 2017 - in part, due to my own ignorance. I was completely unaware that Calgary residential neighborhoods have a permit system, as that is not typical where I live in the U.S. My host does not own a vehicle, so he was also unaware of the visitor parking permit requirement. The street space where I parked directly in front of his [personal information removed] residence had no signage visible, ahead or behind. We realized our mistake upon receiving the parking citation, and quickly resolved the issue by obtaining a permit. Perhaps revenue from parking citations could, in part, be used to provide clear neighborhood signage for visitors. It would be appreciated to see the signs indicate:
Requirement for a parking permit, residents and visitors alike
The parking area's zone name/color
Relevant rules (days, hours parking is allowed)
How to obtain a permit (an online address, a city phone number, and possibly a QR code for smartphone users - allowing rapid online visitor registration.)
I also think it would be nice to have a small visitor awareness campaign available at YYC Airport at the rental car counters, informing visitors that Calgary requires parking permits in many areas, including residential neighborhoods. Visitors could then be certain to obtain necessary permits before arriving to their destination.
Thank-you for your consideration,
[personal information removed]



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- The street is where visitors have to park their cars -- it simply strangles the neighbourhood to forbid parking without a permit at all hours. Even as home owners we're only allowed TWO visitors at a time. I understand that the people who devised these policies do not have any friends, but normal people do, and shouldn't be penalized for it.
- between the bicycle lanes especially in the winter not many people are using side walks are big enough you can't match European cities they use sidewalks and pedestrians share. city spends millions on bike paths and with the distance and size of city I would never be able to look after my affairs if I rode a bike around all day. the city should be smarter when building new areas do the LRt AS THE CITY GROWS. the other stupid thing was you never built an LRT from the airport when the tunnel was being done most major cities of the world have LRT from the airport, one mor thing this is a growing city and we seem to spend a lot of money on roads but you only end up with 2 lanes what's up with that example ogden rd wow lots of room and stupid merges at 18 street 3 lanes and whoops change to 2 who ever thought that up ??????????????????????
- A residential street is for driving. Also, when it is a narrow street and there is something like Confederation Golf Course in the winter street parking should only be allowed on one side of the street as there is only room for one car to drive. There is a parking lot that should be open for parking.
- Stop wasting tax payor dollars. People are out of work. The barber shop owner is complaining out property taxes going up, business taxes going up, and you just spend more on street dressing. Stop, there is no money. Instead of reducing the tax increases, why not try reducing taxes by cutting services and over head like civic employees
- No
- Safety and lighting
- I believe there needs to be a balance between residents and other community members. I have parked in other communities from time to time for various reasons, but I always try to be respectful of the area, not park right in front of someone's front door, etc. With that said, I think there is a reasonable expectation that residents and their guests might be afforded an opportunity to park within a reasonable distance of their homes. When I come home from work (where I pay good money for parking) in the evening, or come home from shopping on the weekend, having to park a half block or a block away from my home and haul my groceries in... all because somebody is too cheap to pay for parking at their work... that is simply NOT acceptable.
- a street is for travelling on.
- with inner city density a priority there should be room for reasonable amounts of parking as most households on my street and in my neighbourhood have a single (or no) garage in alley (not a single house on my street has a driveway, and only three houses in a 3+ block radius do) yet two (or more) cars - one of the two cars needs to park on street and i have no issue with that.
The street feature i find most important is that the street is actually drivable - in winter, ours is an ice rink as the sewer blocks up (from lack of clearing of snow/ice) and freeze/thaw creates a flood, and



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free of traffic hazards (i.e. we have a few alignment killer potholes around the corner that need repair)

- Develop a cellphone APP with a good user interface that remembers historical license plate
- city needs more side walks and make it more encouraging for walking
- It's most important for pedestrians and cycling and transit - I do not think cars/parking should be prioritized or that City dollars should go towards parking. We could be much denser and more efficient for walkers if parking was not provided everywhere. Encourage walking and transit by not prioritizing parking. For me, it is not an issue if the parking in front of my house is full and my guests have to walk from further. I'm only frustrated if there is parking available in front of my house but my guests cannot use it because of system that limits visitor parking to 2 per household.
- Yes! Expand the conversation beyond residential parking. Sometimes, with such restrictive RPPs, some streets are mostly empty during significant parts of the day. Reducing pedestrian and car traffic means fewer 'eyes on the street' which reduces safety. What about making streets more conducive to placemaking and walkability? Having parked cars on the streets slows down traffic and makes things safer for pedestrians. I'd like to see this policy updated in a more comprehensive way to support other projects such as traffic calming, the pedestrian strategy, etc.
- If I have an appointment at Foothills Medical Centre, it is a relative nightmare to park. Not only is it cost prohibitive for someone on a lean budget to park in a lot on the grounds, the construction has also decreased the amount of parking available. You should be permitted to park on surrounding streets as the inability to do so truly makes a citizen feel as if there is nowhere to turn. There should be parking available for all income levels, starting with free street parking.
- for owners to park and guest to park while visiting. Our neighbourhood is swamped by construction worker illegally parked and not registered.
- I have cataracts and glaucoma and cannot see the parking payment meters in the day time and it is very very very difficult so either they should all be improved or exemptions of having to pay for people who can prove their eyesight is not as good as most but can still drive.
- Please help me to remove these Parking infractions [personal information removed] licence plate [personal information removed]
- Streets are for people. Not just storage of private objects. More money should be collected should go to neighbourhood amenities.
- Being close to downtown, we get commuters parking and walking downtown so that residents and visitor to local businesses have no on street parking. This is the main reason we have the program in our area.
- We are older disabled homeowners in a zoned area. There is currently no problem registering guests as I am computer capable. However if my husband is on his own he would not be capable of registering anyone on the computer and is not mobile enough to spend a long time waiting on the phone. Similarly he would not be able to do the registration for our vehicles when it comes time to renew.
- No.



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- We should be able to park our car in front of our home not blocks away. We pay taxes.
- Need parking for second vehicle; on Royal Ave need to ensure the driving area is wide enough for two vehicles; also need to enhance traffic calming measures.
- Traffic calming needs to become a top priority in residential areas as the City moves toward densification. Tree plantings and green spaces are also very important to the pedestrian experience. 50 km/h is still a reasonable speed limit and 30 km/h in playground zones. Traffic calming will help to naturally reduce speeds on inner residential roads, including integrated bike paths in residential areas. Roads are for vehicles-- the sidewalks beside them need to be pedestrian friendly.
- The street is for occasional parking that cannot be accommodated in either your driveway or garage, such as a trades person, or short term contractor, delivery trucks, etc. Sadly, as households become more affluent, we tend to have more vehicles, and these end up being routinely parked on the street. The City might consider having an extra level of paid parking in areas that are close to large institutions like SAIT, in which students and staff could purchase a eligibility parking sticker for a particular street in a neighbourhood, (one that doesn't have residential homes directly in front) which would have a predetermined limit set on it, so as not to overwhelm the neighbourhood, but also generate some revenue for the City.
- Parking permits are quite difficult for renters. Many short-term renters don't want to register their licenses to their living address because they'll only be there temporarily. A piece of official mail from their house should be enough to get some visitor passes.
- Only other thing is the street doesn't get cleaned after a snow fall and the drains are not cleaned in spring and summer for the water to drain. Scenic way NW
- a street , in an urban setting, is for parking....not road hockey, or other street sports.
- I find that having to use the computer to register a visitor takes much more time then just putting a mirror hanger in the visitors car/truck. To go get the plate no. then register it takes too long, especially if my computer shuts off. To use the phone service takes even longer and interferes with my business with my visitor. I much prefer the old system -- it is less of a hazel!
- Je parle français. Avez-vous une version francophone pour les Canadien francophone?
- I despise that car2go is given a blanket permit for residential permit areas. My husband and I counted nearly 15 car2gos in a 2 block span during Stampede this year.
- This survey is horrible. There are actual concerns and information to be gathered. Can we do this properly? There are some serious discussions to have here. Specifically around the user interface of the digital system.
- For visitors as any house with more than three vehicles should park in their garage, driveway or in front of their immediate residence. Not other peoples houses!!
- There needs to be a balance of respect and to allow access to live in areas that have these types of zones. We pay more to live inner city through taxes, home values, etc., we need you to be mindful of our parking at least within the block of our homes.
- pedestrian environment and safety should be the priority.



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- I feel that some people think that the parking spaces in front of their house are their property, and treat it as such. I would like an overall parking strategy to consider that all citizens have contributed to the infrastructure (like our streets, sidewalks, and parking) that we all enjoy, and that as contributors they also deserve access. Also, if we live close to a major generator, we are aware of that when we choose where to live, so should not unreasonably limit other's access.
- When there are no alternative spaces for parking at a home (i.e., no alleys, driveways or garages), there ought to be a way to ensure a place to park near your home. This will only get worse in Ramsay as the 'entertainment district' is built out and some solution for homes such as those on 11th Ave SE should be a consideration.
- The street is for the use of the homeowner and those visiting the home. It should be a simple process to ensure access to the home for caregivers, visitors and owners.
- Traffic speed
- I'd like to see street scapes have more trees and residents should have to pay for extra on street parking given their garages are full.
- We live in an R1 zone so street parking is very light. About a third of the houses in the area have front garages, and another third have back garages. I don't feel strict or inconvenient parking restrictions in the neighborhood would benefit anyone. I would rather see the effort put into extending the playground zones and adding speed bumps to keep the kids waking to school and playing in the neighborhood safe.

If the parking system becomes inconvenient, most neighbours on our street would rather not have it. It was agreed upon as a convenient preventative measure. Thanks!

- Safety. Visibility. Good pedestrian access - some streets don't have sidewalks and when you get out of your car you have to walk in the street or on someone's property on the side of the road.
- In my opinion, a street is primarily a corridor to allow for safe and efficient movement of vehicles (including bicycles). In residential areas, I believe a street/sidewalks also have aesthetic values that can contribute to the character and "feel" of the community and a sense of pride/well-being for its residents. In general, I feel streets in my community are safe, however, I do have concerns with what I perceive to be a gradually increasing disregard amongst commuters (in vehicles AND on bicycles) for the rules of the road (speeding... especially through school zones, ignoring stop signs, etc.). In part I attribute this to a lack of monitoring / enforcement of existing traffic management rules. That said, I don't believe passive techniques such as lowering speed limits will change anything. If drivers are ignoring current "rules" with impunity, I don't see how changing the rules will suddenly make them compliant or in any way affect their behaviour in the absence of consequences that will deter the unwanted behaviour.
- I live at the bottom of a hill. When the city trucks plough the hill, they leave big piles of snow in front of my house. My neighbour and I try to shovel it away, but soke still remains and becomes a huge ice sheet as soon as melting begins. Why are the streets not gradually sloped until the storm sewer intake? Or, better yet, why are the storm sewer intakes NOT RIGHT AT the bottom of a slope?



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- I (and my visitors) like the old paper system where I would just hand out a piece of paper and they would just hang it on their mirror,
- (1) better online portal that would allow us to save license plates/name license plates so that we don't have to ask guests each time they arrive for their license plate info.
(2) ability to enter start/end date/time of a license plate in advance of visits and a day or two after the visit, so that a visit isn't interrupted to enter a license plate info. And then to have certain license plates on a schedule for regular visitors.
(3) ability to apply for an exemption (to have more than 2 visitors) through the online portal and enter all the license plates of those visiting so they don't get tickets (which happened for the exemption I got in July). Perhaps the number of exemptions per month/year could be limited.
- Streets are for human exchange and human and goods movement. They should not be biased to automobiles, they should be biased to what ever configuration best facilitates the highest and best economic, social, natural and cultural use of their adjacent lands. This means that the configuration and programming of streets should react to what the City believes the land along them could/should be, and not what toxic privilege of those living beside feel entitled to.
- Boulevards, especially on pedestrian-friendly main streets, should have proper height curbs. Remember Toronto and Nice where pedestrians were killed.
- As a resident of Elbow Park, [personal information removed] I am aware that our community was not inside any of the City's designated boundaries that could qualify as applicants for a RPP zone. A number of our streets are impacted by commuter parking and adjacent business parking, [personal information removed]-- perhaps it might be possible now?
- A street is for driving and the streets in the inner city are not being maintained . Driving down 32 ave sw with all the bumps is like riding a camel . The city is not spending on the infrastructure even though they promised to do so when approving these high density . developments in our area . A person should be able to drive down a street in a timely , efficient and safely manner . The city traffic lights are not synchronized properly to ensure efficient flow of traffic which results in congestion , driver frustration and eventually results in accidents . Everything city seems to do these days takes us a step backwards . Talking about changing speed limits within the communities to 30 km/ hr is just crazy . Sometimes I wonder what are they thinking when they come up with these ideas .
- Nothing to add
- [personal information removed]. We presently are not in a permit parking zone but have asked for one and been denied any assistance in getting one implemented, at present, due to a number of circumstances. I am not making any entries into the 6 questions due to not having a permit parking zone on our street. I think the present system is flawed and needs a total rework so am glad the review is happening. I truly believe some of the areas in the city presently zoned to allow for permit parking do not qualify and possibly never did for the required criteria. This whole review process is far too long - no submission to City council until the winter of 2020 is beyond acceptable since who knows from there where it goes and for how long. The City should seriously look at charging



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residents to have permit parking on their street. Open the whole city to allow for permit parking and charge for it.

- City has done a [removed] job on 8th. avenue NE between Edmonton Trail and 6 street NE. SIGNS, SIGN, EVERYWHERE SIGNS. No or little input from the people that pay your wages. Just another tax grab.

Parking enforcement officers at 2 in the morning on a Sunday no less, driving up and down the front of my house.

[removed]

- walking on sometimes. being safe. a place for trees,
- Parking, commuting (foot and wheels)
- need better sidewalk access. The parking signs that the city installed block the sidewalk width which makes it difficult for wheelchairs and strollers. The concrete is cracked and the asphalt patches make it hard to navigate. I assist neighbours with mobility issues but they would like to be able to do this themselves.

The sidewalks that are the city responsibility are frequently icy and rutted since the city doesn't clear them as fast as homeowners / renters so they get trampled and slippery. While I clear city sidewalks near my house, others need to do this too.

Bicycles are a menace - they ride in the street with traffic, in the bike lanes, and on the sidewalk. They need to be treated as cars and either ride in the street or in bike lanes.

Bike lanes have significantly reduced parking and driveability on key routes which leads to more frustration for drivers and aggressive driving - cutting and out, abrupt lane changes. 12 Ave SW is a prime example where parking alternates between north and south sides of the street, abruptly blocking driving lanes and causing near miss accidents as drivers change lanes and pedestrians step out in between cars. Not to mention bikes riding in between cars.

- Safety and noise are a concern for me, as we have a number of young children on our street. If parking is opened up to non-residents and guests, there will be more traffic and late night activity on our otherwise quiet residential street.
- On Uxbridge Drive NW, a portion of the North side of the street, by way of petition, restricted the street to residential parking permits only. Given our proximity to the University and McMahon Stadium, it is not unreasonable to have a street parking available; with 1 or 2 hr limits. In addition; our street parking has restrictions active Monday to Friday only; on stat holiday; the usual restrictions apply. This should be changed to restrictions for Monday to Friday; NOT including stat holidays. This makes it more fair for those coming to football games.
- People should be able to park in front of or close to their home without paying a parking fee. It should not be inner city dwellers that are penalized when the majority of time it is suburban residents that use inner city street parking to avoid parking fees when they commute into the downtown. Maybe suburban communities should implement street parking fees to reduce the number of vehicles in the suburbs.



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- Community parking should be for people in the community or people visiting parks - not free parking for people avoiding paying for parking at their workplace!
- Streets are a public utility which are paid for and maintained by the taxes paid by Calgary citizens, as a result city streets and the parking along them should remain public and free! That is not to say there should not be parking restrictions in areas that need it to ensure equitable and fair use of parking, but the increasing monetisation of city streets is entirely inappropriate for infrastructure paid for by the public purse. Similar calls by certain politicians to levee increasing fees for the use of roadways is entirely inappropriate as these streets benefit all citizens, whether they drive or not. If more funding is required to maintain these streets raise taxes.

In a similar vein, the ongoing discussion surrounding the lowering of speed limits on residential streets, while coming from a place of concern, is ignoring an extremely important fact. Street safety is a joint responsibility between everyone who uses them. Pedestrians who do not check before crossing, and cyclists who do not obey street signs, are just as guilty as motorists who speed in making our streets unsafe. Instead of putting all the blame on motorists and lowering speed limits, and thereby infantilising the citizen body, an increase in education on the responsibilities of all road users and increased police enforcement of the current speed limits and traffic laws would be a more appropriate action. A speed limit between 40-50 km/hour is an entirely appropriate one when motorists abide by it and are not distracted.

Thank you for this opportunity to share my views.

- Look at European cities. Bikes ride on sidewalks in a painted lane. Cyclists don't ride crazy speeds and must yield to pedestrians. Heck, helmets are not even mandatory. Calgarians need to learn to share the road and the sidewalks. Otherwise, copy what Vancouver had done with their pathways. Either is okay with me.
- I would never treat guests to my home the way calgary treats its guest in Auburn Bay. Whats this world coming too. All about money.. gross
- City of Calgary has to realize that parking in front of homes in a residential area is for residence in the immediate area. NOT for LRT PARKING, UNIVERSITY STUDENT PARKING, UNIVERSITY STAFF PARKING, EMPLOYEE PARKING, etc.
- All streets should have sidewalks on both sides; or a street with a sidewalk on only one side should have that sidewalk on the same side the full length of the street. On my street the sidewalk switches back and forth depending on the shortest side of the curves.
- Allocate more money for snow removal. Accessibility in this city is a joke.
- The street is an access to the houses and one should not be impeded by huge numbers of other vehicles, and I do not mean one or two, sometimes there are many.
- Burned out street lights showed be replaced ASAP. Eagle Ridge should have sidewalks.
- Go back to visitor parking passes. Doing it online sometimes we forget and it takes long time
- I consider important to get better signing for the corners where people cross the street because it is not define like cross-pedestrians on the pavement and there are many kids and students from schools and University nearby. Specially corner between Ulster Rd NW and Unwin Rd NW



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- Seniors home owners parking in residential zones with restrictions should have more freedom.
- For me is a means to access the house and if fortunate might be able to get close to it.
- The article written (opinion) on how Calgarians dont own the street was ridiculous. The greatest concern with people parking illegally is safety. More parked cars, means it is much harder for people to see young children and other people crossing the street. Everyone else has to obey the law, why don't hospital workers?
- I feel that the RPP system on my street and the associated requirements to constantly be planning, limiting the number of guests I have over and having to inform the city of my plans to affect my sense of community and can easily turn into a feeling of isolation. A street should foster a sense of community. The hindrance brought on by the RPP system, and especially the new electronic system takes away from this and of my ability to enjoy my street/house/community and share it with others.
- YES! ONE MORE THING!! The street in front of my house is also for walking and access to the front doors of the residences. In spring, parents of children playing soccer come and park in front of our houses, lining the street solidly with vehicles. I don't mind this so much. I DO, HOWEVER, MIND THE SIZE OF THESE VEHICLES WHICH ARE 90% SUVS AND PICK-UP TRUCKS. THE SIZE MAKES VISIBILITY MORE DIFFICULT WHEN EXITING MY DRIVEWAY. THE SIZE ALSO MAKES IT MORE DIFFICULT TO SEE CHILDREN CROSSING AND MOVING BETWEEN THE VEHICLES. I would like the City of Calgary to impose a tax on large vehicles, and all trucks that are not used for businesses that require a truck. This tax could be used to support bicycle and pedestrian paths.
- We need more traffic calming efforts on 7 Ave NW as it is often used as a cut-off between Crowchild and 29 Street and vehicles zoom at dangerous speed
- I am really glad that we have the residential parking with the 2 visitors pass. Unfortunately, there are people that abuse the visitor passes and provide them to hospital staff. Homeowners should be fined for doing this.
- some type of in-car permit system needs to be re-instated for both home owners / renters and guests. the electronic system sounds good on paper, but is a total failure for both residents and parking enforcement because there is no way to determine if a car is legally or illegally parked
- If we had better public transit there might be less parking issues but that may be wishful thinking on both points
- So tired of cars parking in area for university and lrt - speed through our streets Uni students get lrt pass with tuition yet still drive so often 1 person in car.
- I believe that residential permits and parking time restrictions were designed to allow residents to park near their homes and visitors the opportunity to engage in the community. The only way to truly enforce this is to make everyone responsible for themselves. Get your permit, register your guests, and let CPA sort the others out. Patrol patrol patrol. Send the message. I love parking patrol because I play by the rules of parking in Calgary. Penalize those who don't. Simple. thank you
- People need places to park... You drive on a road and thus need to be able to park on these same streets. I don't even go to certain areas of the city due to lack of stree parking.



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- Legislate people to provide more than one parking spot for each house. Many suites and airbnb's in our area. Parking is difficult
- Better control of traffic that is cutting through a residential neighbourhood to get from point A outside of the neighbourhood to point B outside the neighbourhood.
- I consider privacy to be of the utmost importance when using a street to legally park and feel strongly that it is an enormous overreach by the City to require the reporting of guests to your home.
- I think those stupid little buttresses which force traffic to use only one lane, but more importantly, stop bicycles from travelling beside the curb without swinging out at each intersection, are asinine. Similarly using playground zones which are longer than the legally specified and extend way past where any child might be playing, are inappropriately used to slow traffic. The term "traffic calming" is an oxymoron. If we all travelled at 10 KPH there would be no serious accidents, and no-one would get anywhere. Just enforce the limit, don't lower it.
Incidentally, we were just discussing how we should all, especially children going to and from school, wear reflective clothing while walking outdoors during the perpetual night which is our winter. Would you please formally encourage that? You may forward that to the city traffic department if it's different from you, and to the school boards.
- Considering the outstanding reduction in traffic incidents that New York City immediately experienced as a result of living their unposted speed limit from fifty kilometers per hour to forty kilometers per hour, I would really like to see the city of Calgary follow their example of real world proof and do the same thing.
- I consider good sight lines at corners and clear signage important for safety.
- Yes I mentioned it already! Cars that never move off the street! They stay for weeks on the street, people leaving their cars parked there like their own personal garages. It really isn't fair to the rest of the street ...cars should move and everyone should have a fair shot at parking on the street. It's particularly bad on scotchmans hill in Ramsay by the low income housing. They all have 1 parking stall and have multiple residents. [personal information removed]. Just frustrating [personal information removed] who would like to park her car in front of the house sometimes. The street is for everyone to use fairly...!
- Tree placement on the city easement along our streets is important, both esthetically and environmentally (air quality and provision of shade). The city should support and facilitate tree-lined streets in our communities.
- Maybe we should pay for EVERY parking-permit in all residential zones.
- I support encouraging fewer cars and more walking/transit use. However, this has to be holistic and ensure alternatives are well supported before hindering car use.
- A street is for people, not metal boxes. Cars can certainly be part of a street, but when we are compromising on design/safety in order to move and store more metal boxes, that is a disservice to all Calgarians.
- I want my guests and those people who work at my house to feel comfortable to park on the street with out the fear of getting ticketed. I would like a longer session time and for more than 2 cars



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- If there are workers at your house you can only put in two additional plates. Should be able to say it's a commercial plate and add as many as needed for 24 hours.
- 1. Primarily ingress and egress from my home by car.
2. A safe entry to my home for visitors by car, or on foot.
Safe walkable sidewalks for ease of pedestrian circulation.
I do not think of the street in front of my home as a revenue source for the city. I do not support any expansion of parking or other uses for city streets. This is unfair to inner city homeowners and does not respect the residential nature of the inner city neighbourhoods.
- If you do not live on that street, you should not be allowed to park on that street, no exceptions, including visitors, maintenance workers, door-door salespeople, religious groups.
- The old way using paper permits was sooo much easier.
- I hate our mayor for coming up with more wasteful money ideas
- Travel to and from via vehicle including bicycle and for short term parking
- Residential parking is for the residents. There is a reasonable expectation from residents that themselves or their guests can park in front of or near their residence. This parking should be free. Permit only is the best way to achieve this. Developments of more than 2 attached residential units and all commercial developments should provide adequate on-site parking for the needs of their market and not be restricted by the City. No resident permits should be issued for these developments - only visitor permits (for multi-family units) and only in such quantity to suit the street frontage of the development. The parking relaxation process for homes hosting functions with multiple guests needs to be consistent, automatic, and require only 24 hours notice. Relaxations for hourly paid parking should be automatically provided when pay machines are defective. The process should require only a call to 311 with the machine location, plate number and parking time required. Pay machines should know what zone they are in. Two free resident passes and two visitor passes are reasonable and effective in permit only zones. Fees for additional residence passes are reasonable to charge for and limits are reasonable to pursue. Zonal commutes should not be allowed. Residential permits should bear the address in the case of paper tags and be limited to the same radius as visitor passes.
- I am pleased that we have monitored parking as I live near the C-train and without it, the streets were filled with parked cars .
- I'd like the bus only lanes removed in Scenic Acres. It would significantly improve access.
- streets are for the movement and interaction of people - good signage, good lighting, good visibility visible lane dividers, anything that makes it safer and more enjoyable - places to stop, and if there are trees around - a bonus!
- Calgarians seem to think they have a "right" to the piece of street in front of their house, even as single family home dwellers have other parking options (garages, etc.). There is no such "right", and we need to learn to share the street as a public space. Empty RPP streets = low vitality.
- Unrestricted access - period.



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- resident should be able to park on the street outside their home (though not necessarily directly in front of their home, they don't own that space) and there should be parking for visitors. Socializing and important for mental health and wellness, community building, etc and streets should be available for visitors to go to people's houses. Parking space for locals and their guests is the most important feature of a street, other than actually driving on the street. I consider proper lighting to be a really important street feature, as well, for safety and crime prevention.
- Yes, this is a very confusing survey and poorly explained. I suspect that with this, as with most other issues, the City will do whatever they want despite input from Calgarians.
- Street trees are very important. Need to keep these and add more where possible. Run a program where a home owner can 'adopt' a tree to plant it, water, and fertilize it. Our street is quiet so no need for bike lanes but busier streets/ commuting to work or school should have these.
- Calgary signage is not great, especially in and around the Marda Loop area. Additionally, high traffic areas around Bridgeland almost see me murdered daily by people that won't stop for or don't notice cross walks.
- Cleared, accessible for those with mobility and sensory challenges, parking available, well maintained.
- a residential street should provide access to the houses, it should be safe for the children to be out side despite the fact the street is there, the street light should not be on all night (waste of energy and money, light pollution), there should be street bumps or other slow down features in a residential neighborhood.
- the area mentioned is around the Richmond Rd Diagnostic and Treatment Centre and concerning their employees.
- A residential street is for everyone; however, it should not be used as a parking lot for employees of institutions in close proximity.
- It's really nice that you made bike path on 5th street sw (beltlines) and with 17 ave construction going on, but so far only parking spaces were decreasing in this area. Would this be something that continuous??? What plans city have for future???
- A street should be clear to drive on. Realizing if it is cluttered with cars parked on either side and two cars can't pass each other it doesn't work well.
- Street lights that work all the time. Often the street lights or broken or just off. Also better sidewalk maintenance, Calgary sidewalks are not accessible for disabled or elderly.
- In some areas, is it possible to have paid parking with a portion of the revenue being returned to the community?
- Inconsistency with processes in RPP when applying for relaxations. Winter - car starters. Loud music, hospital workers, wake up neighbours they're parked in front of.
- 2 Hr restriction is too short a time for parks, playgrounds, playfields
- Parked cars make safe biking and bike lanes more difficult, so ways to limit parked cars on major biking routes would be good.



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- A street's primary purpose is to handle traffic (both vehicular and pedestrian). Street parking is a secondary purpose to provide space for temporary visitations of residential and commercial purposes. Street design should make the use of it safe for all users and residents fronting on it.
- I disagree with permit only parking. I think all restricted parking should be set for a time period (1,2,4 hours, etc), 24 hours a day, 365 days. Permits can be issued for homeowners and visitors of homeowners to allow for longer on street parking. Having access for short periods of time around the clock will meet the needs of short term visitors and business.
- bike lanes --> 5 Street with how it ends at 3 Ave. A hazard in winter and summer. Implementing in neighbourhood zones. More lines on the road so parkers are aware.
- Some streets should be designated the whole way through (not some parts permit or 2 hour
- Residents do not own the street in front of their homes. They do not control parking. Residents must have reasonable expectations of parking around their home given their proximity to parking generators. The City must develop policies that balance the interests of the homeowner and the interest of the public. Too many parking generators in a small area creates unacceptable intensity of use. City planners must respect neighbourhoods when issuing DPs. Residents have a right to reasonable access their homes. Business and institutions must be good neighbours. They also have a right for their clients and customers to park. Sell parking permits for a zone with money going back to the community as revenue.
- Can we increase the parking ticket amounts and hire more enforcement officers to create more of a deterrent? It seems people are willing to risk a ticket rather than paying for parking elsewhere? The City's response to projects that increase parking demands seems to be the RPP, but without enforcement this is not a solution. The City seems to grant parking relaxations because of proximity to transit, but in practice lots of people are not paying to take transit, they are parking for free on residential streets.
- We all own the street; we can't be too proprietary. Policies should allow reasonable use. Current RPP policies seem biased to low density homes with garages and biased against high-density dwellers and their visitors. That seems contrary to common sense. In commercial areas, please be mindful of the needs of workers who need to find a place to park all day. Usually no parking on site, and nearby parking is for customers (not workers).
- Thanks for engaging with us.
- For Car2Go, we need to have continued access to RPPs and streets. Lower fees to further align with other cities and acknowledge the benefits of cars having to the city and communities.
- We are in Rosedale and just were changed over last August. I have yet to run into anyone in this neighbourhood who likes the new program. It is impossible to tell if vehicles on the street are registered or not. We have so many students parking and walking over to SAIT – in fact that is the reason for the parking restrictions around here. I also heard that there are only 8 camera vehicles designated to residential area therefore most go unmonitored. My vote would be to go back to the old system :)