March 31, 2026

ADMINISTRATIVE REPORT TO THE COMMITTEE OF THE WHOLE

ON

PARKING MANAGEMENT AND RATES

PURPOSE

The purpose of this report is to provide the Committee of the Whole with an update on interest holder engagement with respect to parking management strategies in the Parking Management Study and propose to implement the phased parking management plan over the next five years.

COUNCIL STRATEGIC PLAN

This report supports Council's strategic priorities and areas of focus regarding:

- **Governance and Service Excellence**
  - Asset Management: We plan for the development, improvement, repair, and replacement of our infrastructure.
  - Community Engagement: We promote purposeful, available, and innovative engagement opportunities to ensure a range of voices are heard, thus informing decisions, creating transparency, and cultivating relationships.
  - Fiscal Responsibility: We are accountable to Kamloops residents and businesses in providing effective management, best value, and responsible use of tax dollars.
  - Service Excellence: We promote the continuous development of staff and encourage innovation in process and service delivery.
- **Economic Health**
  - Business Development: We ensure our efforts and investments are measurable and accountable.
  - Economic Strength: We build strategies to increase our competitive advantage, cultivate growth, and support our residents.
  - Partnerships: We seek and foster the key relationships that will support our economic goals.
  - Growth Management: We are deliberate and purposeful in planning for the growth of our community.

SUMMARY

This report recommends amendments to several municipal bylaws to support the City's parking management strategies and responds to the Committee of the Whole's August 19, 2025, direction to return once financial considerations were ready for implementation.

RECOMMENDATION:

That the Committee of the Whole recommend that Council direct:

a) staff to prepare amendments to *Traffic Bylaw No. 23-30, Fees and Charges Bylaw No. 44-14* and *Municipal Ticket Information Bylaw No. 43-15* for Council's consideration to reflect adjustments to parking rates, fines, and event parking, as outlined in this report

b) begin to implement the proposed changes to the parking service as described in this report and

c) the Corporate Services Director to update the 2026 – 2030 Five Year Financial Plan, pending adoption of the parking-related bylaw amendments

DISCUSSION

At the August 19, 2025, Committee of the Whole meeting, the Parking Management Study and recommendations were presented to implement changes to various strategies. See Attachment "A" for the previous Committee of the Whole Report and Attachment "B" for the Parking Management Study.

The Committee of the Whole requested that Protective Services conduct direct engagement with various interest holders. Following the Committee of the Whole's direction, staff met and consulted with a range of interest holders, who all provided valuable insight and potential solutions.

The feedback provided insight into concerns and some desired outcomes of implementing changes to parking rates. These included a desire to see vehicles cycle through street parking at a faster pace.

Administration took a comprehensive approach to parking as it related to resident and citizen commutes. The review considered inconsistencies in paid on-street parking across the city and the broader incorporation of event parking. Parking impacts can positively affect transit use, ride-sharing programs, and alternative transportation.

As parking demand continues to rise, parking in the city is becoming more challenging. This growing challenge underscores the need to enhance parking management and enforcement strategies to promote compliance and ensure that parking resources are used as intended.

To sustain a financially viable parking service capable of supporting current service levels, ongoing commitments, and future investment needs, the City must adjust its rates to better reflect current market values and consider allocating contributions to reserves to address aging infrastructure.

To support the overall strategy, changes are required to the following bylaws:

- *Traffic Bylaw No. 23-30*

- *Fees and Charges Bylaw No. 44-14*
- *Municipal Ticket Information Bylaw No. 43-15*

These bylaw updates are required prior to the proposed implementation of the parking management strategy.

The proposed strategy promotes frequent turnover of prime on-street parking spaces, which the retail and services industries rely on. This approach aligns with best practices by shifting long-term parkers to off-street facilities and keeping business corridors open for more customers throughout the day and aligns with the other core objectives as identified in the Parking Management Study, including:

- ongoing and predictable rate increases
- adoption of newer technologies options
- expansion of parking infrastructure to other business corridors
- further review of event parking options
- an additional review of residential neighbour parking impacts and potential solutions

The implementation of the overall parking management program is set to occur over an initial five-year period beginning in 2026 with the implementation of upgraded parking infrastructure for on street parking in the City's downtown core. Along with this equipment investment, planned annual parking rate increases will reflect inflation and the increasing costs of providing this service.

During the initial five-year period, the introduction of pay parking requirements along the Tranquille Market Corridor is proposed. In the longer term, a broader review of parking impacts across the city will be undertaken.

Proposed Initial Year Rate Changes

On-Street Parking Rates

A review of peer municipalities' daily hourly parking rates ranged between $0.75 - $2 per hour.

Administration is proposing the changes to on-street parking and surface lot rates shown in the following table to take effect June 1, 2026.

	Current Rates	Proposed
On-Street Parking	$1.25 per hour for the first two hours $2.50 for the third hour, for a three-hour maximum	$1.50 per hour for the first two hours $3 for the third hour, for a three-hour maximum
Reserving On-Street Parking	$15	$20
Paid Parking Hours	9:00 am to 6:00 pm, Monday to Saturday	8:00 am to 6:00 pm, Monday to Saturday

Surface Lots Rates

A broader review of the overall market in Kamloops indicated that private parking lots have daily rates ranging between $8 and $12 and monthly parking rates ranging between $40 and $175.

Administration is proposing the changes to surface lot rates shown in the following table to take effect June 1, 2026.

Lot	Current Rate	Proposed Rate
400 Lorne Street Parking Lot	$4 per day or $55 per month	$6 per day or $65 per month
500 Lorne Street Parking Lot	$4 per day or $40 per month	$6 per day or $50 per month
Heritage House Parking Lot	$4 per day or $55 per month	$6 per day or $65 per month
Sandman Centre Parking Lot	$4 per day or $55 per month	$6 per day or $65 per month
West End Riverside	$55 per month	$65 per month
Surface Lot Event Parking Rate	$4 per event	$6 per event, including holidays

Surface lot pay parking hours and dates will remain the same, 7:00 am to 5:00 pm, Monday to Saturday, excluding holidays.

With increasing operational and maintenance costs for the City as an owner and operator of parking lots, it is essential to sustain an effective enforcement program and to contribute to reserves that fund initiatives such as wayfinding signage and other measures that encourage the public to use these parking spaces.

Parkade Rates

Administration is proposing the changes to parkade rates shown in the following table to take effect June 1, 2026.

Parkade	Current Rates	Proposed Rates
Lansdowne Parkade	$1 per hour, maximum $5 per day	$1 per hour, maximum $5 per day
	$85 per month for a random stall	$95 per month for a random stall
	$105 per month for a reserved stall	$115 per month for a reserved stall
Seymour Parkade	$1 per hour, maximum $5 per day	$1 per hour, maximum $5 per day
	$85 per month for a random stall	$95 per month for a random stall
	$105 per month for a reserved stall	$115 per month for a reserved stall

To incentivize long-term parkade parking, there will be no changes to the current hourly or daily parkade rates. Parkade pay parking is in effect from 6:00 am to 6:00 pm, Monday to Friday. There are no restrictions on the length of time a vehicle may remain parked in these facilities.

Implementing the proposed changes in tandem with the installation of new parking pay stations is the most effective approach. The current pay stations use outdated technology, making

reprogramming them time-consuming for staff and financially impractical. By coordinating the changes with the introduction of updated pay stations, we ensure the process is efficient and cost-effective.

Additional Parking Strategies

Additional parking strategies may be considered for boat launches, the Tournament Capital Ranch, and other municipal facilities. However, further recommendations will be developed following ongoing consultation with operating departments and user groups.

Work is underway to evaluate and develop a new Residential Parking Permit Program. This initiative will involve, but is not limited to, reviewing the availability of accessible parking spaces, addressing parking spillover into surrounding residential neighbourhoods as nearby business corridors continue to grow, and addressing other evolving community needs.

Staff recommend paid parking on the North Shore be deferred until the Residential Parking Permit Program is updated to avoid time limit spillover on adjacent residential streets that would otherwise reduce residents' ability to park near their homes.

Parking Fines

Administration is proposing the changes to parking fines shown in the following table to take effect June 1, 2026.

	Current	Proposed
Expired time or unpaid parking violations	$40	$80
Reduced ticket amounts	$10, if paid within 24 hours $20, if paid within 30 days	$40, if paid within 24 hours $60, if paid within 30 days
Serious parking violations (e.g. obstructing a fire hydrant or crosswalk)	$50	$100
Reduced ticket amounts	$15, if paid within 24 hours $25, if paid within 30 days	$50, if paid within 24 hours $75, if paid within 30 days

By increasing fines for parking violations, it is anticipated that the overall incidence of infractions will decline, as the existing penalty amounts do not serve as a significant financial deterrent. Despite the expected fewer violations ticketing revenues will still increase due to the higher parking rates. The resulting increased compliance for paid parking will also have a positive influence on overall parking revenues.

FINANCIAL IMPLICATIONS

Parking is treated as a self-funding service operation where all parking revenues are used to fund the associated costs, with surplus funds being allocated to a dedicated reserve.

For 2026, the financial plan for parking services is outlined in the following table.

	On Street	Off Street	Total Parking Services
Parking Permit Revenue	$225,000	$260,000	$485,000
Metered Parking Revenue	$810,000	$180,000	$990,000
Ticket Revenue	$150,000	-	$150,000
Total Revenue	***$1,185,000***	***$440,000***	***$1,625,000***
Contracted Services	$370,000	$270,000	$640,000
Community Services Enforcement	$319,000	-	$319,000
Materials and Supplies	$25,000	$65,000	$90,000
Other	$176,000	$50,000	$226,000
Transfer to General Revenue	$458,000	$320,000	$778,000
Total Expenses	***$1,348,000***	***$705,000***	***$2,053,000***
Revenues - Expense Transfer to/(From) Reserves	**($163,000)**	**($265,000)**	**($428,000)**

The proposed rate increase will help support an essential catch-up to the overall operation. As parking rates and penalties have not changed since 2019, reserves have been used to offset operating shortfalls. For 2026, maintaining current service levels will require transferring $428,000 from the respective parking reserves to support operations. However, this is not sustainable and will fully deplete the reserves within two to three years at the current rate.

The annual incremental financial impacts of the proposed parking and ticketing rates, and additional paid hours are summarized in the following table. The additional revenue will be used to fund the parking operations and contribute to the Parking Solutions Reserve or Parking Facilities Reserve, as applicable.

Description	Revenue Increase	Expected increase for 2026, with a June 1 implementation
On-Street Permit Parking	$97,000	$56,000
On-Street Metered Parking	$357,000	$200,000
Off-Street Permit Parking	$26,000	$15,000
Ticketing Revenue	$251,000	$145,000
Estimated Annual Impact of Proposed Changes	***$731,000***	***$416,000***

Proposed Planned Rate Increase Schedule

The information outlined above details the immediate change to be implemented, effective June 1, 2026. To avoid a persistent lag in rate adjustments moving forward, Administration recommends that, for an initial five-year period, annual parking rates be indexed to the previous

year's BC Inflation rate, with each increase implemented on June 1. Additionally, all calculated increases will be rounded up to the nearest nickel.

For instance, if the proposed parking rate for 2026 is $1.50 and the previous year's BC inflation rate is 5.0%, the new rate would be calculated as $1.58. According to the recommended policy, this amount would then be rounded up to the nearest nickel, resulting in a final rate of $1.60 for 2026.

Future Operation of the Service Without Ongoing Rate Increases

Without a purposeful and planned rate increase schedule, the parking service will deplete its reserve funds. Once this occurs, Council will need to provide guidance regarding the City's future approach to parking services.

Potential options include:

- maintain the service as it operates and support this activity using taxation funds, which would require an ongoing taxation increase
- eliminate parking services, which would result in most on-street parking being occupied by business workers and would fail to support the desired objective of cycling visitors in the business areas where street parking is available
- implement broader parking requirements; however, this raises the question of whether parking management is a role the City should assume, and what that would look like
- remove the City from the parking business and turn it over to a private parking company

With the proposed changing rate structure and expansion of the service, the following forecast is provided to understand the planned financial impact on the operation.

Estimated Parking Services Consolidated Budget					
	2026	**2027**	**2028**	**2029**	**2030**
Parking Permit Revenue	$485,000	$608,000	$623,000	$671,000	$688,000
Metered Parking Revenue	990,000	1,164,000	1,193,000	1,330,000	1,363,000
Ticket Revenue	150,000	401,000	461,000	461,000	461,000
Total Revenue	***$1,625,000***	***$2,173,000***	***$2,277,000***	***$2,462,000***	***$2,512,000***
Contracted Services	$640,000	$557,000	$578,000	$673,000	$682,000
Community Services Enforcement	319,000	330,000	342,000	354,000	366,000
Materials and Supplies	90,000	92,000	94,000	96,000	98,000
Other	226,000	262,000	269,000	306,000	314,000
Transfer to General Revenue	778,000	791,000	804,000	817,000	830,000
Total Expenses	***$2,053,000***	***$2,032,000***	***$2,087,000***	***$2,246,000***	***$2,290,000***
Revenues - Expense					
Transfer to/(From) Reserves	**($428,000)**	**$141,000**	**$190,000**	**$216,000**	**$222,000**

PERSONNEL IMPLICATIONS

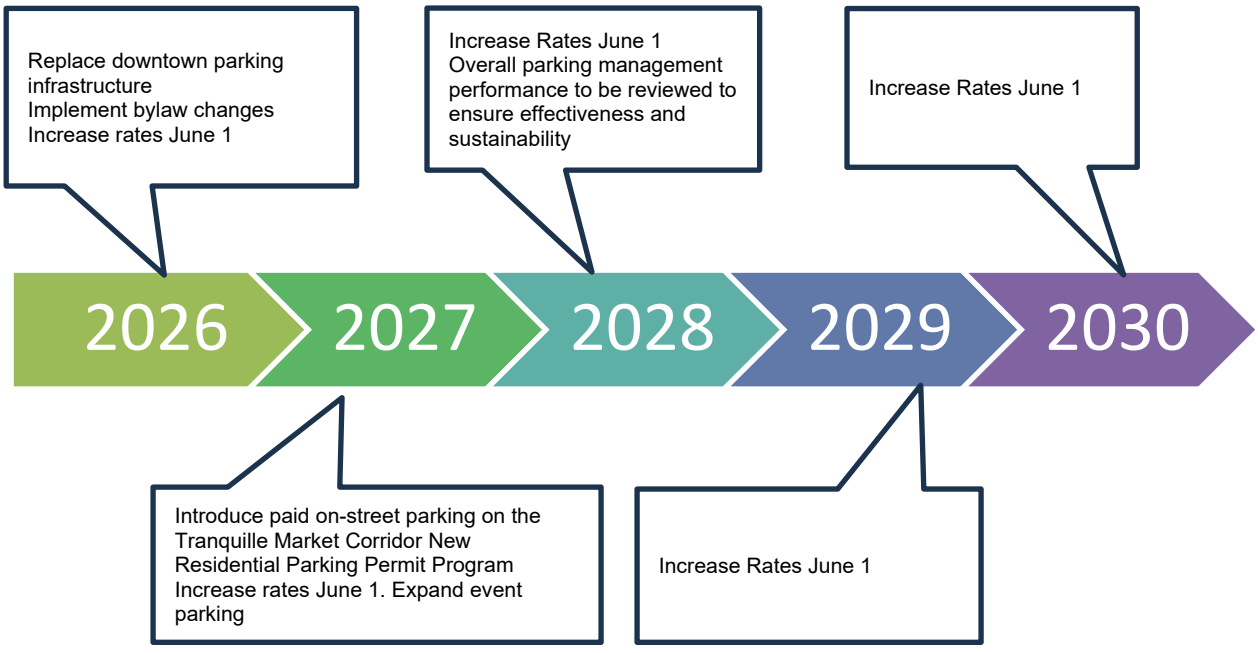
With the planned increases implemented, no personnel changes are being proposed. Once the broader Parking Management Study is rolled out, the additional parking revenues can be used to fund staff increases if required. This position maintains the principle that parking revenues pay for parking costs.

For example, with the proposed implementation of metered parking along the Tranquille Corridor, Community Services staff will be required to patrol the area and be available to address parking violations and other situations that may occur.

The impacts of changes to the overall City parking infrastructure will be monitored by staff and increases in staff will be identified when required to maintain the current service level.

IMPLEMENTATION SCHEDULE

While implementing the rate changes can be completed quickly, the overall investment in the parking service changes across the City will be a multi-year initiative. At a preliminary level the following schedule is proposed to keep the program and related investment moving forward.



COMMUNICATIONS PLAN

It is important to establish a clear and well-structured communications plan. This plan should ensure that local businesses, event organizers, and residents receive timely and relevant updates on upcoming changes, their schedules, and any additional factors that may affect them.

The Protective Services Department leadership team will work with the Communications and Strategic Partnerships Department to develop this proposed communications strategy.

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Approved for Committee of the Whole

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Attachments