

ESTABLISHMENT OF RESIDENTIAL PARKING ZONE CURRIE BARRACKS (CFC)

EXECUTIVE SUMMARY

This report is intended to create Residential Parking Zone CFC in the community of Currie Barracks. The request for this zone was initiated by Canada Land Company, the Rutland Park Community Association and Councillor Pincott (Ward 11). It is needed to address parking issues associated with Mount Royal University.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommends that Council:

1. Approve the establishment of Residential Parking Zone CFC (Attachment 1); and
2. Give three readings to the proposed bylaw to amend Calgary Traffic Bylaw 26M96 in regard to Residential Parking Zone CFC (Attachment 2).

RECOMMENDATIONS OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2014 MAY 14:

That Council:

1. Approve the establishment of Residential Parking Zone CFC (Attachment 1); and
2. Give three readings to the proposed bylaw **42M2014** to amend Calgary Traffic Bylaw 26M96 in regard to Residential Parking Zone CFC (Attachment 2).

PREVIOUS COUNCIL DIRECTION / POLICY

The Residential Parking Zone system is used to address parking issues adjacent to high parking generators such as shopping malls, hospitals, educational institutions and LRT stations.

BACKGROUND

The Rutland Park Community Association and the Canada Land Company desire a residential parking zone established to mitigate current and future on-street parking issues associated with Mount Royal University. Creating the zone would allow for residential parking restrictions where required. The Ward 11 Councillor has indicated support for this initiative. Residential Parking Zones are identified in the Calgary Traffic Bylaw 26M96.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

Parking zones are an effective parking management tool in areas adjacent to amenities that generate parking demand. Creation of a residential parking zone does not in itself alter parking restrictions in an area. Once a zone is established, residents can apply for parking restrictions on individual street blocks by submitting a petition to the Roads Traffic Engineering Division.

Petitions are successful and parking restrictions are implemented if at least 80% of the immediately adjacent residents agree to them. Implementation requires installing parking restriction signs and issuing permits to the adjacent residents.

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Parking data was collected by the Calgary Parking Authority (CPA) for the area in the vicinity of the existing occupied residences. This data supports the creation of a residential parking zone. The proposed Residential Parking Zone CFC was designed using community boundaries and high volume roads. Aligning the parking zone with these features can help make the zone boundaries more intuitive for residents.

Stakeholder Engagement, Research and Communication

Roads Traffic Engineering engaged the Rutland Park Community Association which represents the Currie Barracks Community by emails. In addition, the Canada Land Company was also engaged extensively, as they also receive communication and concerns from the residents.

Calgary Parking Authority (CPA) was engaged to ensure there were no concerns with the residential parking zone from an enforcement perspective.

Calgary residents may learn about the residential parking zone processes and locations by accessing information on-line at www.calgary.ca or by calling 311.

Strategic Alignment

The recommendations in this report align with themes identified in the Triple Bottom Line Policy Framework, as well as policies and principles in the Calgary Transportation Plan. These include improving quality of life for community residents and encouraging use of active transportation modes and transit.

Social, Environmental, Economic (External)

Residential Parking Zone CFC will contribute to the quality of life in the Currie Barracks community by helping to ensure that on-street parking is available to area residents and their visitors.

Restricting non residential parking in neighbourhoods adjacent to high parking generators can help reduce greenhouse gas emissions by encouraging alternatives to single occupancy vehicle travel such as walking, cycling and transit.

No quantifiable external economic implications are identified with this report.

Financial Capacity

Current and Future Operating Budget:

Roads operational expenditures associated with residential parking zones are nominal and are accounted for in current operating budgets. They consist of costs associated with processing residential parking permit petitions.

Other costs associated with establishing residential parking zones are paid for by The Calgary Parking Authority per standard practice. They include permit administration and enforcement as well as signage installation and maintenance.

Current and Future Capital Budget:

There are no anticipated impacts to the Capital Budget resulting from this report.

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Risk Assessment

Establishing a community wide parking zone may lead to future restrictions which hamper mixed use redevelopment in Currie Barracks. On street parking capacity is a public asset that can be critical to the success of neighbourhood business. This space is not intended to be for the sole use of the adjacent property. Given the mixed use nature of this redeveloping area including the entire neighbourhood may result in future problems.

REASON FOR RECOMMENDATION:

Establishment of Residential Parking Zone CFC is recommended to address community concerns about current and future parking issues.

ATTACHMENTS

1. Proposed Residential Parking Zone CFC
2. **Bylaw 42M2014**
3. Residential Parking Report Recommendations – Currie Barracks
4. Letter of Support – Canada Lands Company
5. Letter of Support – Community Association