

ESTABLISHMENT OF RESIDENTIAL PARKING ZONES FOR TUSCANY, ROCKY RIDGE AND ROYAL OAK (TUS AND RRRO)

EXECUTIVE SUMMARY

It is standard practice for the City to establish residential parking zones in communities adjacent to large LRT stations. The request for these parking zones was initiated by the community and ward Councillor in response to the upcoming extension of the NW LRT line. Administration is recommending the creation of Residential Parking Zones TUS and RRRO in the communities of Tuscany, Rocky Ridge and Royal Oak respectively.

ADMINISTRATION RECOMMENDATIONS

That the SPC on Transportation and Transit recommends that Council:

1. Approve the establishment of Residential Parking Zones TUS and RRRO (Attachment 1); and
2. Give three readings to the proposed bylaw to amend Calgary Traffic Bylaw 26M96 in regard to Residential Parking Zones TUS and RRRO (Attachments 2 and 3).

RECOMMENDATION OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2014 APRIL 16:

That Council:

1. Approve the establishment of Residential Parking Zones TUS and RRRO (Attachment 1); and
2. Give three readings to the proposed Bylaws 38M2014 and 39M2014 to amend Calgary Traffic Bylaw 26M96 in regard to Residential Parking Zones TUS and RRRO (Attachments 2 and 3).

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

Since the inception of the Residential Parking Zone Program, Council has established 74 residential parking zones. These Residential Parking Zones are identified in the Calgary Traffic Bylaw 26M96.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

The extension of the NW LRT creates a situation where non-resident parking in adjacent communities may create a short supply of available on-street parking spaces for local residents.

Creation of a residential parking zone does not in itself alter parking restrictions in an area. Once a zone is established, residents can petition 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

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residents agree to them. Implementation requires installing parking restriction signs and issuing permits to the adjacent residents.

Residential parking zones typically extend a minimum of 600 metres from identified parking generators when physical barriers are not present. This distance is identified as the typical comfortable walking distance in Calgary's Transit Oriented Development (TOD) Guidelines and is used when establishing residential parking zones.

Stakeholder Engagement, Research and Communication

Roads Traffic Engineering engaged the Tuscan, Rocky Ridge and Royal Oak Community Associations to discuss concerns and the process related to parking zones through a public open house, telephone calls and emails.

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 Zones TUS and RRRO will contribute to the quality of life in the communities adjacent to the LRT station 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 green house 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. 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

If Residential Parking Zones TUS and RRRO are not established, residents and their visitors may have difficulty parking near their homes when the Tuscan LRT station opens.

REASON FOR RECOMMENDATIONS:

Establishment of Residential Parking Zones TUS and RRRO is recommended to address community concerns about current and future parking issues associated with the NW LRT.

ATTACHMENTS

1. Boundary maps of the Proposed Residential Parking Zones (TUS and RRRO)
2. **Proposed Bylaw 38M2014**
3. **Proposed Bylaw 39M2014**