

TRAFFIC AND PARKING



Traffic Projections

Existing: the City of Calgary traffic department provided current traffic volumes:

Ramsay Street baseline traffic count is 150 vehicles per day (vpd) (March 2009)

Burns Avenue baseline traffic count is 460 vpd (July 2009)

Spiller Road at 21 Avenue has approximately 5,500 vpd (June 2008)

Ramsay Street, Burns Avenue and 6 Street are classified as 'residential streets', and under City policy have an 'environmental capacity' of 500 to 1,500 vpd. Spiller Road is a 'local collector' and has an environmental capacity of 1,500 to 5,000 vpd.

Anticipated Phase III traffic volumes:

- Ramsay Street, Burns Avenue and 6 Street projected daily increases range from 135 to 330 vpd. If 100% of the vehicles use Burns Avenue, this equates to approximately 595 to 790 vpd (460 + 135 and 460 + 330), an increase of approximately 29 to 72% compared to present values. This lies at the lower end of the City's environmental capacity for these roadways.
- Spiller Road at 21st Avenue projected daily volumes will be approximately 5,500 + 330 = 5,830 vpd, an increase of approximately 6% and exceeds the City's environmental capacity by 17%.

It is likely the above estimates represent 'worst case' and over-estimate actual volumes considering not all rentals will be game rentals with two teams (i.e. each person driving their own vehicle). Rather, it is more likely that practice rentals would be approximately half the volume, some users car pooling, and some attending programmed events with smaller groups, e.g. figure skating.

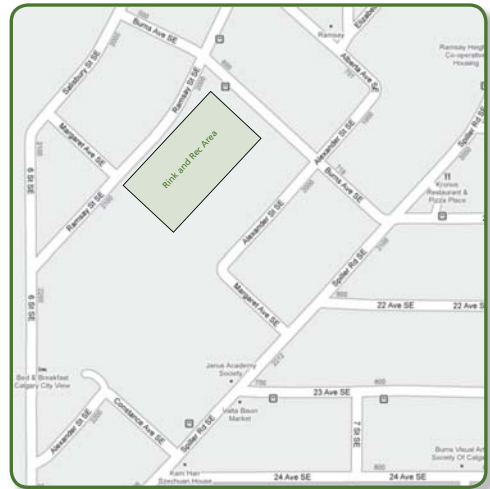
The above increases in traffic volumes are not technically 'short-cutting' as the destination lies within Ramsay. As such, driver behavior should be more respectful.

Generally, it is expected that Ramsay traffic volumes would further increase by about 3% per year based on the overall growth of the city of Calgary and the ensuing effect of short-cutting on inner city communities such as Ramsay.

Assumptions:

For Phase I, it is assumed that traffic will use 6th Street, Ramsay Street and Burns Avenue.

For Phases II and III, it is assumed that the majority of vehicles will use Burns Avenue given that the parking lot entrance is roughly one block west of Spiller Road. It is anticipated that Spiller Road, 8 Street and 21 Avenue will be used to connect with Burns Avenue.



New Parking Lot

Phases I

Improvements are not expected to generate significant increases in traffic because the existing change facility limits the type of usage. We anticipate the current lot and street parking counts should remain similar to what they are now. Parking by-laws (D Permits) and limited one-hour parking zones will effectively continue to manage the parking traffic.

Phases II and III

The existing Phase I parking is accessed off Ramsay Street on the west side of the facility at the skate shack.

A proposed relocation and expansion of the parking lot in Phase II is designed to manage the maximum capacity traffic count.

Moving the parking area to the east side of the facility presents many advantages:

The existing parking lot sits above the rink entrance gate forcing skaters to travel on a sloping decline to the ice area and up an incline to get back to the skate shack. Users have expressed safety concerns. The new parking lot location will work with the natural topography and eliminate slopes to ensure safe and easy access to the skate area.

The new location will utilize an existing access point off Burns Avenue.

The new parking lot location takes advantage of the natural topography and is set into the slope of the land to obstruct views of the vehicles from the residences adjacent to the new parking location. Landscaping will be added to further obstruct views of the lot.

The parking pad itself will use as little asphalt as possible. The actual parking "stall" area will use a porous "paving" block that allows natural grasses to grow while supporting the weight of the vehicles. It also allows for much more efficient drainage of snow and water. This is a very eco-friendly initiative and an attractive option to conventional parking lots. The existing parking area will be returned to green space.

