

March 26, 2018

To: His Worship the Mayor
And Members of City Council

Re: Stadium Permit Zone Strategic Review and Phase Out Plan

RECOMMENDATION

**RECOMMENDATION OF THE PUBLIC WORKS AND INFRASTRUCTURE
COMMITTEE - March 8, 2018**

1. That City Council approve changes to *The Traffic Bylaw No. 9900* recommended in this report as detailed in Appendix A which would give the Administration flexibility in managing the Stadium Permit Zone.
2. That the City Solicitor be instructed to make the required amendments to *The Traffic Bylaw No. 9900* to give effect to the change in management of the zone, as detailed in Appendix A.

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE - MARCH 8, 2018

The Committee adopted a resolution to concur in the recommendation contained in the report. Recommendation #3 does not require City Council approval.

Councillors: Sharron Bryce (Chairperson), Jason Mancinelli, Andrew Stevens and Barbara Young were present during consideration of this report by the Public Works and Infrastructure Committee.

The Public Works and Infrastructure Committee, at its meeting held on March 8, 2018, considered the following report from the Administration:

RECOMMENDATION

1. That City Council approve changes to *The Traffic Bylaw No. 9900* recommended in this report as detailed in Appendix A which would give the Administration flexibility in managing the Stadium Permit Zone.
2. That the City Solicitor be instructed to make the required amendments to *The Traffic Bylaw No. 9900* to give effect to the change in management of the zone, as detailed in Appendix A.

3. That this report be forwarded to the March 26, 2018 meeting of City Council for approval.

CONCLUSION

Given the feedback received during community outreach held during Q1 of 2017, and the continued engagement from those in the North Central, McNab and Cathedral neighbourhoods, the Administration is recommending that the City of Regina (City) maintain the current Stadium Permit zone; yet, add wording that would allow flexibility in the *Traffic Bylaw No. 9900* (Traffic Bylaw) to enable the Administration to phase out portions (blocks) of the existing zone which are either not utilized by residents or are no longer wanted by the members of the community.

As a result, minor amendments to the Traffic Bylaw will be required to reflect the need for increased flexibility in managing the existing Stadium Permit Zone given the preferences of those who live in the neighbourhood and are affected by this zone.

BACKGROUND

The existing 'Taylor Field Parking Area' has been in place since 1978. The current zone encompasses an area within North Railway Street to the South, 7th Avenue to the North, Pasqua Street to the West, and Rae and Angus Street to the East (see Appendix B for a complete map of the area). This area provides resident only parking for the neighbourhood surrounding the old Mosaic Stadium site during CFL games and other events as approved by City Council. The zone was installed as an interim measure in order to give some immediate relief for residents and to give a chance to test and evaluate the various elements of a paid off-street lot parking management plan however it was not substantially adjusted since its creation.

Past reports indicate that the zone was left intact in order to ensure that paid off-street parking lots would be utilized, as opposed to having event attendees avoid paying for parking by utilizing the 'free' on-street parking spaces in the surrounding community. However, as result of the new stadium's location and the decommissioning of the old stadium, the current zone's relevancy has been put into question - as the stadium is no longer in this neighbourhood and this type of 'zone' does not align with the City's current on-street parking management policies and practices. The purpose of on-street parking is to create turnover such that any driver has a reasonable opportunity to utilize on street parking space.

DISCUSSION

Feedback received during community outreach held in 2016, and the continued engagement from those in the North Central, McNab and Cathedral areas, has highlighted that there are opposing viewpoints on the zone. While there is significant community interest from some area residents to maintain the status quo; the engagement process has highlighted that others either do not want

it, nor do they take advantage of the permits (see Appendix C for a breakdown of permit usage by block in 2017).

As a result of this engagement process and given that this type of parking zone is contrary to the City's own parking management strategy, a balanced solution has been recommended which seeks to meet the needs of all stakeholders. This translates into a proposed plan to maintain the current zone; yet, enable the Administration to phase out portions by block of the Stadium Permit Zone which are either not utilized by residents or no longer wanted by members of the community.

Phase Out (End-of-Life) Procedure

The wording in the Traffic Bylaw will be revised such that the current Stadium Permit zone will only be in effect *where signed*. This would give the Administration the flexibility to remove the zone by simply removing signage instead of altering the bylaw every time a change is required. All residents within the current zone will have the opportunity to receive permits before April 30th of a given year - prior to the commencement of the CFL football season. If no residents on a particular block receive a permit, signage will be removed and that block will no longer be a part of the Stadium Permit Zone. The deadline for the 2018 season will be May 31, 2018 to ensure adequate communication to the North Central community members.

Furthermore, if a resident does not want their permit zone adjacent to their property, they can ask for a review of the zone - which will result in the City surveying all residents on the block to determine their preference for or against the zone. If there is a two-thirds majority of residents on the block advocating to eliminating the zone, signage will be permanently removed and the block will no longer be subject to the Stadium Permit Zone restrictions as prescribed in the Traffic Bylaw. Once a block has been removed, there will be no process to re-install the zone.

Mosaic Stadium Parking and Transportation Options

Ensuring that the current zone remains as is, or is reduced, and that no further expansion of the zone occurs, is necessary due to the significant parking demand during stadium events which is greater than the on-site supply at EVRAZ Place. As a result there is a significant need to take advantage of the on-street parking supply near the stadium to compensate for this shortage.

Given that there is a limited number of parking spaces available on-site and in off-street lots in the vicinity, the City has identified and successfully leveraged a number of other parking demand management solutions during the first full season in operation. They include:

- Increased transit usage as a result of shuttle service from key points in the City which included the introduction and promotion of a new downtown bus route
- Provided incentives for alternative modes of transportation (on-site bike parking)
- Utilizing the old Mosaic Stadium land for parking until the location is redeveloped

The recommendation is to leave the zone as is, but to also allow for some flexibility in the management of that zone - to meet the will of the community - and move toward alignment with the City's current parking management strategy that the 'public right of way' is open to all members of the public.

RECOMMENDATION IMPLICATIONS

Financial Implications

Signage changes within the zone will need to take place in 2018 and in future years. This work will be funded within the Traffic Branch's normal operating budget.

Environmental Implications

None with respect to this report.

Policy and/or Strategic Implications

The success of the new Mosaic Stadium greatly depends on the effectiveness of the Parking and Transportation Management Plans to ensure people can get to events. Restricting parking en masse around the stadium would significantly impact stadium goers and their perception of the stadium, as well as the City of Regina as a whole. However, balancing the impact of the stadium on nearby residents is also just as important. Therefore, the City has implemented a number of other initiatives and strategies that balance the needs of all users, while limiting the impact the stadium has on surrounding communities through improving safety in their neighbourhoods, upholding community standards and penalizing those who choose to negatively impact residents as a result of their disorderly actions.

Other Implications

None with respect to this report.

Accessibility Implications

None with respect to this report.

COMMUNICATIONS

The Regina Revitalization Initiative - Stadium Project have held a number of public sessions regarding the Parking and Transportation Management Plans. These included Open Houses in the summer and fall of 2016, as well as 3 additional parking Open Houses in January of 2017, one for each of the following communities: North Central neighbourhood, McNab

neighbourhood and the Cathedral neighborhood. Feedback from these engagement activities informed the recommendation in this report. There were no critical concerns with respect to the Cathedral and McNab Associations however North Central Community Association was concerned with the turnaround time for the implementation of the new process in 2018.

If the recommended solution is passed, all effected residences in North Central will be sent correspondence outlining the new process. Based on the feedback the deadline date for the permits was moved to May 31st in the first year to give more time for informing the North

Central residents of the changes. The North Central Community Association has agreed to partner with the City's Parking Services to help communicate the new process to residents using further means besides mail correspondence (ie, social media, newsletters). The signage changes will need to be made with a very short turnaround time (the first home preseason game is June 8, 2018 and the first home game is June 15, 2018).

DELEGATED AUTHORITY

The recommendations contained in this report require City Council approval.

Respectfully submitted,

PUBLIC WORKS AND INFRASTRUCTURE COMMITTEE



Kristina Gentile, Secretary