



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - Traffic, Parking, and Permit Mgmt.

**PAGE NUMBER:** 7

**ELECTED OFFICIAL:** Pelham

## QUESTION:

in the chart it seems that in the last 2 years the permit revenue is not proportionate to # of permits issued. It used to be. Why isn't it anymore?

## ANSWER:

A principal goal of the Street Use Permit system is to disincentivize the use of public space for private work. In recent years, some bigger projects have chosen to manage their work within property line, and this has had the effect of reducing revenue - but also the private use of public space. In previous years, some large projects didn't have space to be able to accommodate their work on their own sites and so revenue was generated as projects spilled out onto the public realm.



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - Traffic, Parking, and Permit Mgmt.

**PAGE NUMBER:** 8

**ELECTED OFFICIAL:** DiManno

## QUESTION:

Can you elaborate on the additional parking we can explore by the Train Station?

## ANSWER:

The Railway Lands ARP contemplates additional intercept parking stalls north of the CPR tracks and right of way. One option administration could explore is opening up discussions with the project proponent around how to expedite the construction of these stalls and / or reconfigure the existing Fenlands parking lot to increase the parking stall count.



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**SERVICE AREA:** Engineering - Traffic, Parking, and Permit Mgmt.

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**ELECTED OFFICIAL:** DiManno

## QUESTION:

From an engineering standpoint, does Administration consider the Banff Avenue Pedestrian Zone to be a tool for incentivizing walking/active modes and as an disincentive to driving? Does Administration have a prediction on what Summer 2024 traffic congestion would like without the Banff Avenue Ped Zone?

## ANSWER:

Yes - the induced demand for driving in response to more driving lanes is well documented. Communities that focus on sustainable alternatives have increased mode share of sustainable travel. When the pedestrian zone was removed and driving lanes were reopened to vehicles, then the proportion of incoming vehicles that chose to drive over the bridge increased by 8%.

Traffic congestion in 2022 (with Banff Ave closed to Vehicles) was better than in 2019 (with Banff Ave open to vehicles). An increased mode shift to transit (up 18%) and a resultant reduction in Mtn Ave vehicle (down 19%) volume are likely the principal causes. Volume-related traffic congestion was easier to manage because volume over the bridge was reduced. So without a ped zone we may see an induced demand for driving and worse congestion over the bridge as a result.

Banff's road system is finite, and congestion is directly proportional to vehicle volume. Vehicle volume is also proportional to vehicle accommodation. The solution to congestion is fewer vehicles - which can be achieved through mode shift - either from Calgary or in intercept lots and mass transit.

Average summer 2022 Main Entrance VPD predicted and actual was similar to 2016 and was down 5% from 2019.

Average summer 2024 Main Entrance VPD is predicted to be similar to 2019, 5% greater than 2022.

Congestion expectations from July thru to Sept long weekends 2024 would be similar to 2019 without the Ped Zone:

Rimrock to CIBC travel time: 2 days > 30 minutes, 13 days 15-30 minutes

East Entrance to CIBC travel time: 4 days >30 minutes, 55 days 15-30 minutes

West Entrance to CIBC travel time: 9 days 15-30 minutes



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - Capital Project Mgmt. or under Housing Sustainability

**PAGE NUMBER:** 25

**ELECTED OFFICIAL:** DiManno

## QUESTION:

When is the Cave Ave work delayed until? After completion of The Aster?

## ANSWER:

Geotech and hydrology work was carried out at Cave Ave this year in preparation for a potential future project. There are some challenging aspects on the Cave Avenue site which will limit the number of units that can be constructed and would potentially make the cost/unit cost prohibitive without further provincial funding (currently not available). Administration is currently conducting a massing exercise to outline all potential developable properties within the town site (including Cave Ave) and their corresponding unit number possibilities and aims to bring this back to council in Q1 to seek direction and to identify the logical order of projects that could be undertaken over the next 10 years. As indicated, Cave Avenue will be one of these locations, but administration would like to take a critical look at all potential locations with each of their pros and cons prior to bringing back a decision on Cave Avenue alone.



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - NSLR Caribou and Wolf Street Platforms

**PAGE NUMBER:**

**ELECTED OFFICIAL:** Pelham

## QUESTION:

"platforms not in a useful condition for 2023 and beyond" (pg2) yet on pg 3 platforms would only be required for 2024? would they not be needed in 2023? Also - I thought caribou St patios were on the street level - not on platforms in 2022. Am I remembering incorrectly?

## ANSWER:

For Caribou Street, a 1 year platform option was introduced because in 2023 there is an approved pedestrian zone (cafe's go on asphalt) and in 2025 the road is scheduled to be under reconstruction. Therefore the only useful year for platforms would be 2024.



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - NSLR Caribou and Wolf Street Platforms

**PAGE NUMBER:**

**ELECTED OFFICIAL:** DiManno

## QUESTION:

Can you remind me- why is Caribou's road reconstruction project scheduled for 2025 and Wolf's is 2031? Trying to refresh my memory on rationale of timing.

## ANSWER:

The Infrastructure Prioritization Model informs road reconstructions based on deep utility condition, risk of failure and land use characteristics. Caribou Street ranks no. 1 out of 188 road segments and is being proposed for reconstruction due to aging deep utilities, a desire to complete the streetscape improvements first laid out in the Downtown Enhancement Concept Plan in 1992 and significant private and public investment in the area. Wolf Street ranks no. 3 out of 188 road segments and is a smaller project (Banff ave to Bear St) with no sanitary sewer work; thus, it doesn't rank as high and planned for 2031.

Council could choose to reorder the sequence of road reconstruction projects as well.



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## QUESTION:

Would Economic Recovery Reserve be an appropriate alternative funding source?

## ANSWER:

Economic Recovery Reserve could be a funding mechanism for this project. It was not proposed simply to stay consistent with previous funding mechanisms for wooden seating platforms.



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - NSLR Summer bike racks in the downtown core

**PAGE NUMBER:**

**ELECTED OFFICIAL:** DiManno

## QUESTION:

Would Bear Street be included in this? Does Administration need more funding to include Bear Street?

## ANSWER:

Yes, Bike racks throughout the downtown core would be the focus, space permitting.





# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - NSLR Fire Hall Deep Carbon Retrofit

**PAGE NUMBER:**

**ELECTED OFFICIAL:** DiManno

## QUESTION:

Have we heard back about the Low Carbon Economy Challenge grant yet?

## ANSWER:

Administration has not yet received a response. The anticipated response date was October 15th and administration have requested an update.



# 2023 Service Review Council Questions

**SERVICE AREA:** Engineering - NSLR Fire Hall Deep Carbon Retrofit

**PAGE NUMBER:**

**ELECTED OFFICIAL:** DiManno

## QUESTION:

How far into the future will the deep carbon retrofit take the Fire Hall to? What are the risks if we only do the short-term life cycle replacements?

## ANSWER:

The retrofit case eliminates natural gas consumption in the building forever, though the HVAC equipment will require normal life cycle maintenance/replacement. The service life of the new, electrified HVAC equipment would likely be 15-20 years.

Although the BAU (business-as-usual) life cycle replacements must happen soon, they do not have a short life. If replaced on a like-for-like basis, the new boilers, rooftop makeup air units, unit heaters, etc. will have a life span of 20-30 years. All of this equipment would be natural gas fired. Therefore, the BAU case locks us into using as much natural gas in the Fire Hall as we do currently for 20-30 more years. This locks in exposure to carbon taxes over the long term.

There are a limited number of high-impact opportunities available to us for reducing GHG emissions at our facilities. The biomass project is complete, the LED lighting retrofits are underway, and we have nearly run out of roof space for solar PV. To continue making progress in the coming years, the focus needs to shift towards large-scale energy efficiency retrofits and the electrification of heating equipment. The Fire Hall is the best, and most timely opportunity for a project of this kind and is the first of many to come. If we do not pursue it, alternative projects at other facilities will become more urgent, and will be similar in scope and cost.