

## ESTABLISHMENT OF RESIDENTIAL PARKING ZONE BEW

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### EXECUTIVE SUMMARY

This report is intended to establish Residential Parking Zone “BEW” in the communities of Windsor Park, Britannia and Elboya. The request for this zone was initiated by residents of Windsor Park Crescent SW and it is needed to address anticipated parking issues associated with commercial development at and surrounding Britannia Plaza.

### ADMINISTRATION RECOMMENDATION(S)

That the SPC on Transportation and Transit recommends that Council:

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

### RECOMMENDATIONS OF THE SPC ON TRANSPORTATION AND TRANSIT, DATED 2016 MARCH 16:

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That Council:

1. Approve the establishment of Residential Parking Zone “BEW” (Attachment 1); and
2. Give three readings to **Proposed Bylaw 23M2016** to amend Calgary Traffic Bylaw 26M96 in regards to Residential Parking Zone “BEW” (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

Local residents would like a residential parking zone established to mitigate potential on-street parking issues associated with Britannia Plaza, as well as recent and pending retail and restaurant developments, including the OPUS development. Creating the zone would expedite implementing residential parking restrictions if needed. The Ward 11 Alderman has indicated support for this initiative.

Since the inception of the Residential Parking Zone Program, Council has established 74 residential parking zones. These residential parking zones are identified in 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. In order for a residential parking zone to be warranted, a parking study must be completed and non-resident vehicles must make up at least 70% of the vehicles parked in the study area, or a parking generator must exist in the area that would generate five thousand trips per day. In the study area for Residential Parking Zone “BEW” non-resident vehicles accounted for 76% of the on-street parked vehicles, the study area included eleven

## **ESTABLISHMENT OF RESIDENTIAL PARKING ZONE BEW**

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blocks south of 47 Ave SW, west of 5 St SW, north of 52 Ave SW and east of the Elbow River. The three impacted communities were consulted throughout the study and residential parking zone creation process. Creation of a residential parking zone does not in itself alter parking restrictions in an area. Once such a zone is established, residents can apply for parking restrictions on individual street blocks by submitting a petition to the Roads Traffic Division.

Petitions are deemed successful and parking restrictions are implemented on a block by block basis if a minimum of 80% of the immediately adjacent residents agree to them. Implementation entails installing parking restriction signs and issuing permits to the adjacent residents.

The proposed Residential Parking Zone “BEW” was established using community boundaries, other zone boundaries and physical barriers such as high volume roads. Aligning the parking zone with these features where feasible can help make the zone boundaries more intuitive for 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 in both TOD and other areas in establishing residential parking zones.

### **Stakeholder Engagement, Research and Communication**

Residents of Windsor Crescent SW, with the support of the Ward Councillor’s office, initiated discussions about establishing Residential Parking Zone “BEW.” Consultation was undertaken with the three affected Community Associations and responses have been received from Windsor Park and Britannia Community Associations who are supportive of the residential parking zone, no response was received from the Elboya Heights Community Association. A meeting was held with the Windsor Park and Britannia Community Associations in February 2016 to determine the zone boundaries (Attachment 1).

Calgary residents can learn about the residential parking zone processes and locations by accessing information on-line at [www.calgary.ca](http://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 “BEW” will contribute to the quality of life in the Windsor Park, Britannia and Elboya communities 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.

## **ESTABLISHMENT OF RESIDENTIAL PARKING ZONE BEW**

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Residential parking zones can have a detrimental impact on commercial properties. In this case there are established, new and pending commercial and retail sites that will be impacted. The impacts may include loss of patronage due to a real or perceived lack of convenient parking for customers.

### **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 as well as signage installation and maintenance. 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.

#### **Current and Future Capital Budget:**

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

### **Risk Assessment**

If Residential Parking Zone “BEW” is not established, residents and their visitors may have difficulty parking near their homes as the Britannia Plaza area businesses continue to grow.

#### **REASON(S) FOR RECOMMENDATION(S):**

Establishment of Residential Parking Zone “BEW” is recommended to address community concerns about potential parking issues.

### **ATTACHMENT(S)**

1. Proposed Residential Parking Zone “BEW”
2. **Proposed Bylaw 23M2016**