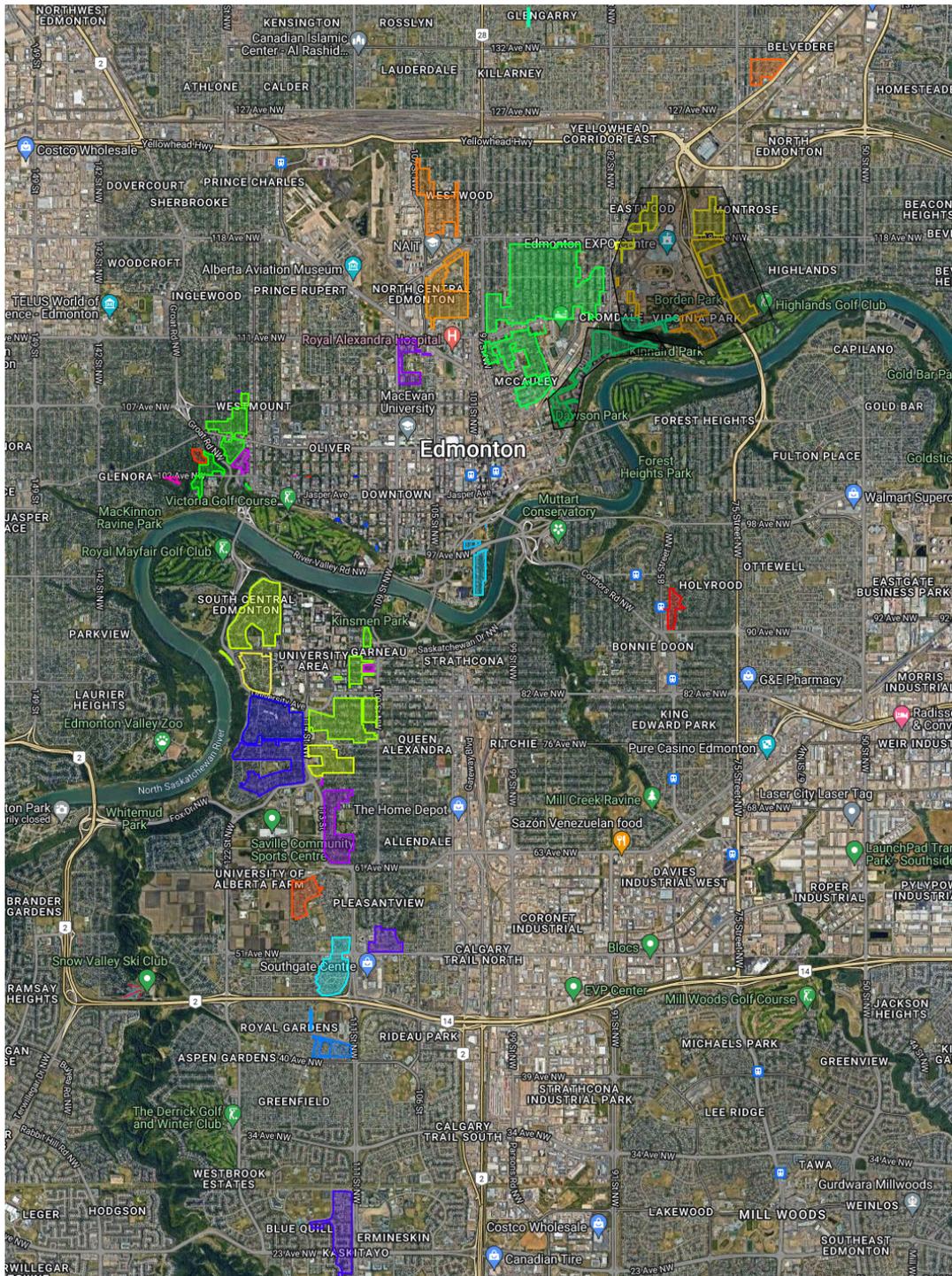


# Residential Parking Program Changes

## Current Residential Parking Program Areas



*Different colours represent the various different Residential Parking Program areas. Rules and restrictions are not consistent between areas.*

Traffic Generators

New Residential Parking Program   Traffic Generators	
Post-Secondary Institution	<ul style="list-style-type: none"> <li>• Minimum 5,000+ students</li> <li>• Residential area (not commercial)</li> <li>• Limited private parking options available</li> </ul>
Major Event Venues	<ul style="list-style-type: none"> <li>• Minimum 10,000+ capacity with active year-round events</li> <li>• Limited private parking options</li> <li>• No Park &amp; Ride available</li> </ul>
LRT Stations with Transit Centres	<ul style="list-style-type: none"> <li>• <a href="#">Active LRT Stations with adjoining Transit Centres</a></li> <li>• No public or private Park &amp; Ride on-site</li> </ul>
New Residential Parking Program   NOT Traffic Generators	
<p><i>The following neighbourhood amenities may result in increased parking demand. However, they are not considered traffic generators due to the listed factors.</i></p>	
Public / Private Schools	<ul style="list-style-type: none"> <li>• Private parking available on-site</li> <li>• Safe Mobility provides pick-up and drop-off zones</li> </ul>
Hospitals	<ul style="list-style-type: none"> <li>• Private parking available on-site</li> <li>• Alternative parking strategies: EPark, time restrictions</li> </ul>
Sport (Indoor)	<ul style="list-style-type: none"> <li>• Private parking available on-site</li> <li>• Alternative parking strategies: EPark, time restrictions</li> </ul>
Sport (Outdoor)	<ul style="list-style-type: none"> <li>• Private parking available on-site</li> <li>• Only temporary increase in parking demand</li> </ul>
Public Parks	<ul style="list-style-type: none"> <li>• Public parks access should not be restricted</li> <li>• Alternative parking strategies: Park hours, time restrictions</li> </ul>
Seasonal Large Events and Festivals	<ul style="list-style-type: none"> <li>• Only temporary increase in parking demand</li> <li>• Parking managed within road closure</li> </ul>
Commercial Business Area	<ul style="list-style-type: none"> <li>• Not a residential area</li> <li>• Alternative parking strategies: EPark, time restrictions</li> </ul>

## Assessment of Current Parking Program Areas

Residential Parking Program Neighbourhood	Assessment	Result
Belgravia	Majority of the area does not fall within the 800 metre radius of the traffic generator and there is an arterial roadway (Belgravia Road)	Removed
Belvedere	No traffic generator	Removed
Boyle Street	No traffic generator	Removed
Central McDougall	No traffic generator	Removed
Century Park	No traffic generator	Removed
Commonwealth Stadium	A portion of the area falls outside the 800 metre radius of the traffic generator	Program area reduced by roughly 30%
Garneau	A portion of the area falls outside the 800 metre radius of the traffic generator	Program area reduced by roughly 15%
Glengarry	No traffic generator	Removed
Groat Estates	No traffic generator	Removed
Holyrood	No traffic generator	Removed
McKernan	No traffic generator	Removed
NAIT	A portion of the area falls outside the 800 metre radius of the traffic generator	Program area reduced by roughly 8%
Northlands	No traffic generator	Removed
Oliver (Wihkwêntôwin)	No traffic generator	Removed
Parkallen	Within the radius of the traffic generator, but separated via an arterial roadway (113 Street)	Removed
Rossdale	No traffic generator	Removed
Royal Gardens	No traffic generator	Removed
Southgate	No traffic generator	Removed
Windsor Park	A portion of the area falls outside the 800 metre radius of the traffic generator	Program area reduced by roughly 8%

Revised Residential Parking Program Areas

