CORPORATION OF THE TOWNSHIP
OF ESQUIMALT

Municipal Hall
1229 Esquimalt Road
Esquimalt, B.C. V9A 3P1

Legislation Text

File #: 21-334, **Version:** 1

REQUEST FOR DECISION

DATE: June 9, 2021   Report No. EPW-21-015

TO: Laurie Hurst, Chief Administrative Officer

FROM: Jeff Miller, Director of Engineering and Public Works

SUBJECT:

Bewdley Avenue Residential Parking Only

RECOMMENDATION:

That Council approves the implementation of Traffic Order 1334 for "Residential Parking Only" on both sides of Bewdley Avenue commencing 9m from the intersection of Lampson Street and extending east to its terminus, as set out in Staff Report EPW-21-015.

RELEVANT POLICY:

Streets and Traffic Regulation Bylaw, 2017, No. 2898

STRATEGIC RELEVANCE:

Healthy and Liveable Community - Ensure Multi-modal Traffic Strategies

BACKGROUND:

Bewdley Avenue is a local road with the streetscape being one of single-family homes. There are currently no parking restrictions on Bewdley Avenue from Lampson Street extending east to its terminus at CFB Esquimalt. This block of Bewdley Avenue connects to the English Inn via Hither Green Park.

The Township has received a request for the implementation of residential only parking from the residents. Their concern is that vehicles from the development at the English Inn may use, or are utilizing, the parking on Bewdley Avenue. See Attachment 1 for location map and Traffic Order.

ISSUES:

1. **Rationale for Selected Option**

    In accordance with Council Policy E&PW-03 Township Guide to Parking Restrictions (Guide), the lead resident undertook the canvassing of the residents on the street. See Attachment 2 for the Guide.

The results of the survey are:
- Number of properties canvassed: 17 of 17
- Test 1 - 90% of properties canvassed
- Number of properties signed the petition: 17 of 17
- Test 2 - 80% of properties signed the petition

See Attachment 3 for Parking Petition. As per the Guide, the petition meets both tests for a parking restriction to be implemented.

The proposed new parking restriction would see residential only parking on both sides of Bewdley Avenue between the intersection of Lampson Street and extending east to its terminus. Signage will be installed as per Part IV, Division 1, section 14 (n) of the Streets and Traffic Regulation Bylaw, 2017, No. 2898.

2. **Organizational Implications**

The proposed Traffic Order would be prepared by Engineering and signed by the Corporate Officer and the Director of Engineering and Public Works. Public Works would then install the parking restriction signage along the street. The Traffic Order would be added to Community Safety Services Department (Bylaw) patrol routes for enforcement. These activities would not impose any organizational implications.

3. **Financial Implications**

The Traffic Order implementation and enforcement can be accommodated within the current operational budgets for the various departments that will be involved in the issuing of the Traffic Order.

4. **Sustainability & Environmental Implications**

There are no sustainability or environmental implications to the Traffic Order.

5. **Communication & Engagement**

Once approved, a notification of the Traffic Order would be posted on the Township's website and other social media forums. The lead resident would be informed that the petition was accepted and that the Traffic Order will be implemented. It is assumed that the lead individual will update the signers of the petition. After the signage has been installed, the users of on-street parking will be given a one-week grace period before tickets will be issued.

ALTERNATIVES:

1. That Council approves the implementation of Traffic Order 1334 for "Residential Parking Only" on both sides of Bewdley Avenue commencing 9m from the intersection of Lampson Street and extending east to its terminus, as set out in Staff Report EPW-21-015.

2. That Council does not approve the implementation of Traffic Order 1334 for "Residential

Parking Only" on both sides of Bewdley Avenue commencing 9m from the intersection of Lampson Street and extending east to its terminus, as set out in Staff Report EPW-21-015.