

Document 2

Westboro Local Area Parking Study Stakeholder Comments

Westboro Community Association

February 13, 2012 - Gary Ludington

...As a community association we see ourselves working together with the Westboro BIA and the City and have been keen on doing that over the years. So to that end we appreciate being invited to participate in the Westboro portion of City wide parking studies. We also understand that Council controls the budget process so money is not always available for studies such as this.

While we do have specific suggestions related to specific streets we expect these will be collected during the 2nd phase.

Specifically acknowledging that Richmond Road has changed dramatically over the past 20 years and has become an area of destination shopping and as a result has different parking requirements today than it did 10 or 20 years ago without the proper planning taking place is part one of the process. This also applies to Scott St., Churchill Ave and McRae St. Any possibility of having City owned parking has evaporated as a result of land availability and the cost of such land if it was available.

A second area of concern for the WCA is the haphazard way cash-in-lieu for parking is administered and collected. There should be no reduction in the amount and what is collected should be used in the area in which it is collected.

While it is great that the merchants in large part are doing great business wise the WCA keeps hearing from residents on either side of Richmond Road especially about on street parking being taken up by retail customers. Better enforcement could possibly have adverse affects on the well being of the retail fabric on Richmond Rd but something needs to be done. Just the other night at our AGM we heard from a couple of residents that the visitor parking at the Exchange had been rented/sold to the commercial tenants. While we haven't confirmed this the question that arises is where do visitors now park?

While locally we as residents know the three possibilities for public parking how do people coming from away know what's available? Only MEC has truly visible signage and over the next 12 months or so some of their parking will be lost as construction gets underway.

The WCA sees it boiling down to two major issues. Where to find the potential for an adequate supply of public parking and to somehow control the overflow of parking

penetrating the residential fabric. We appreciate the opportunity to work together to resolve these and all other issues related to the study

November 3, 2012 - Gary Ludington

...While RR [Richmond Road] poses a couple of problems –

- Promoting parking in the residential fabric and the length of time it takes for by-law to respond to 311
- Cash-in-lieu that gets collected and not always at the full rate and never gets used here – new const or a new use should have to conform rather than pay some token amount that goes elsewhere

Other commercial type streets also cause problems –

- Churchill Ave thru its entire length from Carling to Scott – cars are parked along Churchill at the South end for what appears most of the day. The rebuilding of that part may solve the problem for Churchill but will chase them onto the nearby residential streets although Tillbury is currently a favourite spot. The new development at the United Church will also add to parking problems on the residential streets when it is finally completed...

November 7, 2012 – Jean Mckibbon

There does not seem to be a long term fix to the parking woes of Westboro. The big concern to a lot of people is the all day parking on the streets that are close to Byron.

These people pay Big Buck taxes and have to look out their window at cars parking in front of their homes, walking/driving all over their lawns. There should be no parking in neighbourhood streets. These streets should have been included.

They tell me they do not see the by law officers; do not see tickets on cars. I know on my street a man has his business and 2 secretaries park on the street all day even in winter. This has been going on for at least 4 years and never have they had a ticket.

TMIP - "pm peak period auto medal share must decrease by 13%. This will never happen. People will drive it they are out at night. If they have to go long distance they will drive. I have neighbours who work downtown and take the bus to work but soon as they come home they go out in their cars.

411 Roosevelt should provide more parking. A car with a stand out licence plate has been parking on the street through at least 3 car ownership. They work at 411.

Churchill Seniors Centre

July 14, 2012 - Sally R. Luce, Ph.D

...We are a group of 395 participants at the Churchill Centre who advocate on behalf of participants in the centre's programs.

We hope we can participate in your study. We are very concerned about parking issues affecting the participants at Churchill. In that regard, Janet Blondeau of our Board and Jan Davis the director of the Centre undertook a study of the parking pressures we face. The report is attached for your information.

About 75% of the seniors who use the centre arrive by car. The majority of participants do not come from the immediate neighbourhood.

Often when the Centre has programs for large groups, some of our members who drive to the centre for a class, turn around and drive home because there is no parking close enough to accommodate them. Among our members are seniors with balance, mobility and other issues that make a long walk from a distant parking spot very difficult. Also, because most programs run at least for an hour, the one hour parking limits on the side streets add additional concerns to Centre participants.

Ensuring that we stay fit and active is a key to our independence as seniors, and we believe that alleviating the parking problems would make sure participants can attend all the classes for which they are registered...

November 13, 2012 – Bruce Patrick

...Given the parking difficulties in Westboro, I would recommend to city staff that the "cash in lieu of parking" policy be immediately rescinded. All developers should provide the appropriate level of parking for their apartment and condo buildings. It is important to recognize that Ottawa has a winter climate, and although we may wish condo owners to take public transit, that is not likely in all 12 months of the year. In addition, Ottawa is also experiencing changing demographics, as the senior element grows more rapidly than other age groups. It is not realistic to expect seniors (who may have balance or mobility challenges) to use public transit for grocery shopping, as an example. Therefore, developers should be providing adequate parking for tenants/condo owners, and abandon the unrealistic notion of "zero parking".

Hampton Iona Community Association

October 19, 2012 - Lorne Cutler

...At this time, the area covered by the study east of Tweedsmuir has not had the same issues as west of Tweedsmuir given that we have less commercial uses along Richmond Road and the Loblaws parking lot is probably used by many people for area destinations other than just the Loblaws. Much of the on-street parking that we are experiencing on our side streets is by construction workers. I am not sure as to how much enforcement is done on our side streets unless someone calls bylaw enforcement. There are also parking problems along Richmond Road between Kirkwood and Island Park due to the continued presence of construction vehicles. Once the various Ashcroft projects are complete, the situation in our area could change significantly due to increased retail operations and guests going to visit the residents of the roughly 1200 new residential units that are being built between Kirkwood and Island Park. If there is insufficient guest parking, the area could be a mess particularly as visitors may stay well over an hour.

Firstly, I would note that in general terms, as long as the City has a policy of encouraging condos in the neighbourhood without actually promoting new well-paying jobs in the area (retail jobs don't pay enough to cover the cost of buying the condos in our area), the 60/40 modal split is going to be difficult to achieve. While the population of the area is increasing significantly, few new offices are being built that might allow for well paying jobs. Given the price of housing in Westboro, working in one of the new retail operations is unlikely to provide enough money to actually live in the area. Unless the new residents are working at Tunney's Pasture or downtown, they may be travelling to work primarily by car. The government may ultimately bring new jobs to Tunney's Pasture but that is many years out and currently the government is cutting jobs not adding to their workforce.

My specific comments are:

- 1) The use of the 600 m radius to transit stations in respect of the 60/40 split is not all that useful. A radius does not equate to actual walking distance as people have to walk on streets and sidewalks which is different than a radius. For example, while the radius distance from 114 Richmond Road to the Transitway station might be 600 m, the actual walking distance probably will vary from 700 to 900 m depending on what part of the convent property on which one actually lives.
- 2) On-street parking in the Hampton Iona area of the study is mainly due to construction-related vehicles. This was also an issue when they were building Westboro Station at the other end of the study area. The 1 or 3 hour parking limit on side streets is seldom enforced in our area unless someone calls in to the City. Given the cars that were parked on Byron west of Golden, it appears that parking was seldom enforced in that area.

- 3) The report focuses mainly on the requirements of shoppers. The study recognizes that certain types of services may require longer parking for their patrons such as doctor's offices or restaurants. The report does not make any mention of the parking demands caused by the residential units that are being built or the seniors buildings. If the residential buildings do not have enough free visitor's parking, then visitors are likely to park on side streets as long as they don't have to walk too far. Visitors may stay much longer than 1 hour. This factor is not recognized in the study. With respect to the proposed seniors building at 114 Richmond Road, we are concerned that if there is not enough visitor's parking that the overflow will occur on the side streets, particularly Shannon Street, Leighton Terrace, Byron Avenue, Kensington, Brennan and Hilson.
- 4) There should be a requirement that new buildings have to provide all necessary parking for commercial use and visitors and not be allowed to provide cash-in-lieu. There shouldn't however be minimums for resident's parking. This might encourage more people to move into the area who don't have cars but provide enough parking for visitors and those going to the new commercial uses.
- 5) I would agree that existing signage for the area parking lots needs to be improved.
- 6) While I have no problems with the methodology used to collect parking data and I am pleased to see that you used two Thursdays and 2 Saturdays, all the measurements were taken during the same season (late October –early November). It would be useful if you also included data for winter, spring and summer. Taking data at one time of year does not necessarily translate into what is happening throughout the year.
- 7) You have identified that the one hour limit on Richmond Road is largely being honoured. This means that the time limit is working and that meters are not required to encourage turnover. Introducing meters will therefore not solve a problem since the problem doesn't exist and could detract from the viability of the shopping district. Introducing meters will only force more parking onto the side streets. We are pleased that you are not recommending meters throughout the area. Clearly, however, more needs to be done to ensure that time limits are enforced on the side streets particularly by area employees.
- 8) The section on how far people will walk to Richmond Road is rather vague. You indicate 2-7 minutes but there is no breakdown of what percentage of people will actually walk these distances. While everyone might walk 2 minutes, will everyone walk 7 minutes? The Westboro transit way is probably much farther than a 7 minute walk for much of the area (everything west of Churchill or east of 114 Richmond Road. Therefore Scott Street is not necessarily a viable parking option for many people.

November 15, 2012 – Lorne Cutler

Here are the additional comments that I received.

- 1) Table 1: Please include a column indicating the number of units under development at the location so that the number of proposed parking spaces is more meaningful. Also there is no indication as to which parking is tied to the residents and which will be available for visitors or people using the commercial units in the development.
- 2) Section 2.7, Page 13 (1): Who selects and pays Delcan if a developer needs a traffic study *in support* of a cash-in-lieu of parking exemption? Since Delcan worked on many of the traffic studies for developments in the area which contained the analysis for the cash-in-lieu of parking, does this not put Delcan in a conflict position when doing work for the City. If not, why not? It appears that we have a situation where Delcan is justifying lack of required parking for developers and then advising the City that everything is ok.
- 3) Section 2.7, Page 13 (2): So there were 14 applications in 22 years, and there are 5 sites possibly opting for cash-in-lieu of parking in 2012 alone!? – How is this not making the problem worse and why is the City approving all of this cash-in-lieu before completing its overall parking study?
- 4) Section 3.2 (Parking Demand): Why was no data collected? What date was this assessment completed? March break or regular week? How does March traffic compare with other times of the year? What was the weather like which can impact on traffic. If Delcan is allowed to measure parking demand without actually measuring it, how can their justification for cash-in-lieu for their private clients have validity (notwithstanding the conflict of interest noted above).
- 5) The study recommends reducing the 3hour window on Danforth from 3hr to 90min. You have noted that McRae also has three hour parking and many of the cars may be from employees in the area. Since McRae is only 100-200 m from a transit station, why is there 3 hour parking on McRae? Why aren't you recommending limiting the parking to 90 minutes as you are elsewhere.

Highland Park Lawn Bowling Club

October 22, 2012 – Jean Higgins

Thank you for taking the time to meet with us re the Parking Study in Westboro. Following our discussion, I feel that there are still concerns for the continuation of Highland Park Lawn Bowling Club if our parking needs are not met, especially on specific tournament days. These tournaments are open to outside clubs and their members have a considerable distance to drive. If we do not have adequate parking for these events, I fear that they will not wish to attend. They are all day tournaments and number approximately six during the season. Is there a possibility that we could have parking permits for these days? We would require ten parking permits for each event. If this is possible, please let me know if there is a cost involved and the amount.

November 5, 2012 – Bill Waitken and Gillian Pearlstone

... I want to stress how much parking has deteriorated in just the one year from the time of the study (2011), as evidenced by the overflow parking onto Ravenhill and south onto Golden, Cole and Roosevelt.

In addition, the Westboro Farmers' Market on Saturdays from 9 AM to 4 PM during the summer and fall is a new intense parking demand around Byron and Golden, which did not exist at the time of the study and is concurrent with our lawn bowling season.

Also the neighbours around us on whom we relied for our parking for our tournaments, have now rented out their driveways to employees in the local businesses. Because of this we have lost at least 15 valuable and much-needed parking spaces.

Just to repeat another point, our lawn bowling club needs parking in close proximity to the club due to age constraints of lawn bowlers, for its survival.

December 6, 2012 – Bill Waitken

...The north side of Byron from Golden to Brierwood is better left signed as No-Parking, which currently allows those with Accessible Parking Permits to park there. This would better serve our members with permits.

Westboro Business Improvement Area

December 4, 2012 – BIA

Westboro BIA feels the study did not go far enough in terms of looking at future parking demand, and the businesses feel there is a parking problem in Westboro.

Having said that, the BIA agrees the best way forward is to finalize the study as is.

The BIA agrees with the recommendation to monitor and continue a dialogue to improve the management of parking in the area.