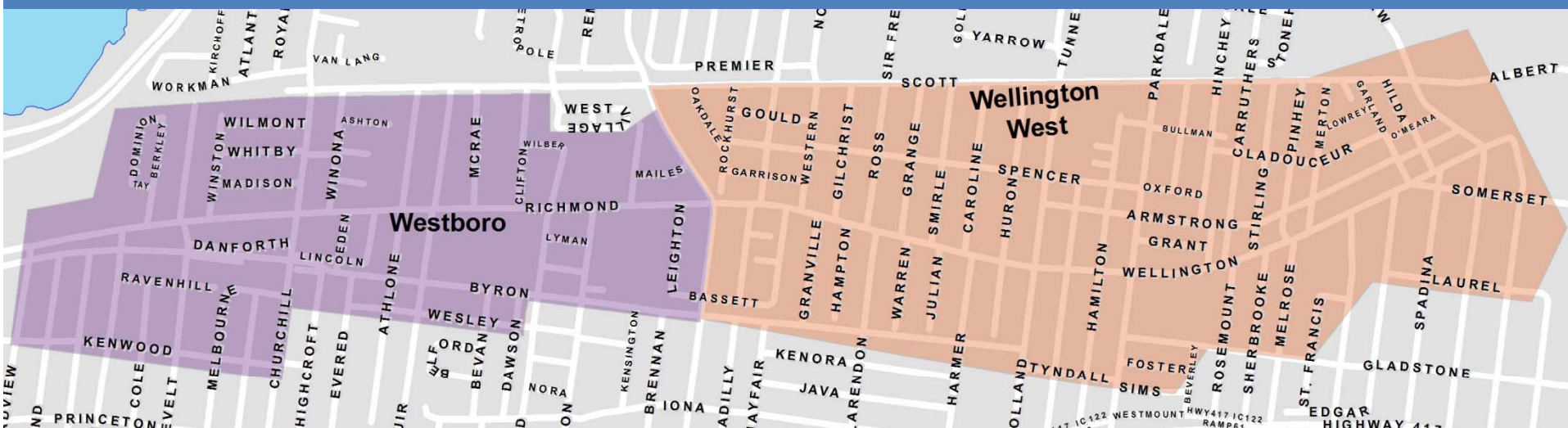


# Kitchissippi Parking Strategy



Community Associations – Briefing

November 24, 2016

# Overview

- 1) Background / Study Process
- 2) Overview of Issues
- 3) Parking Demand Analysis – Extent of Issue
- 4) The Paid Parking Question
- 5) Time Limits
- 6) Localized Issues
  - Time Limits
  - Holland Cross
  - Loading Zones
  - Safety concerns
- 7) Summary of Recommendations
- 8) Next Steps

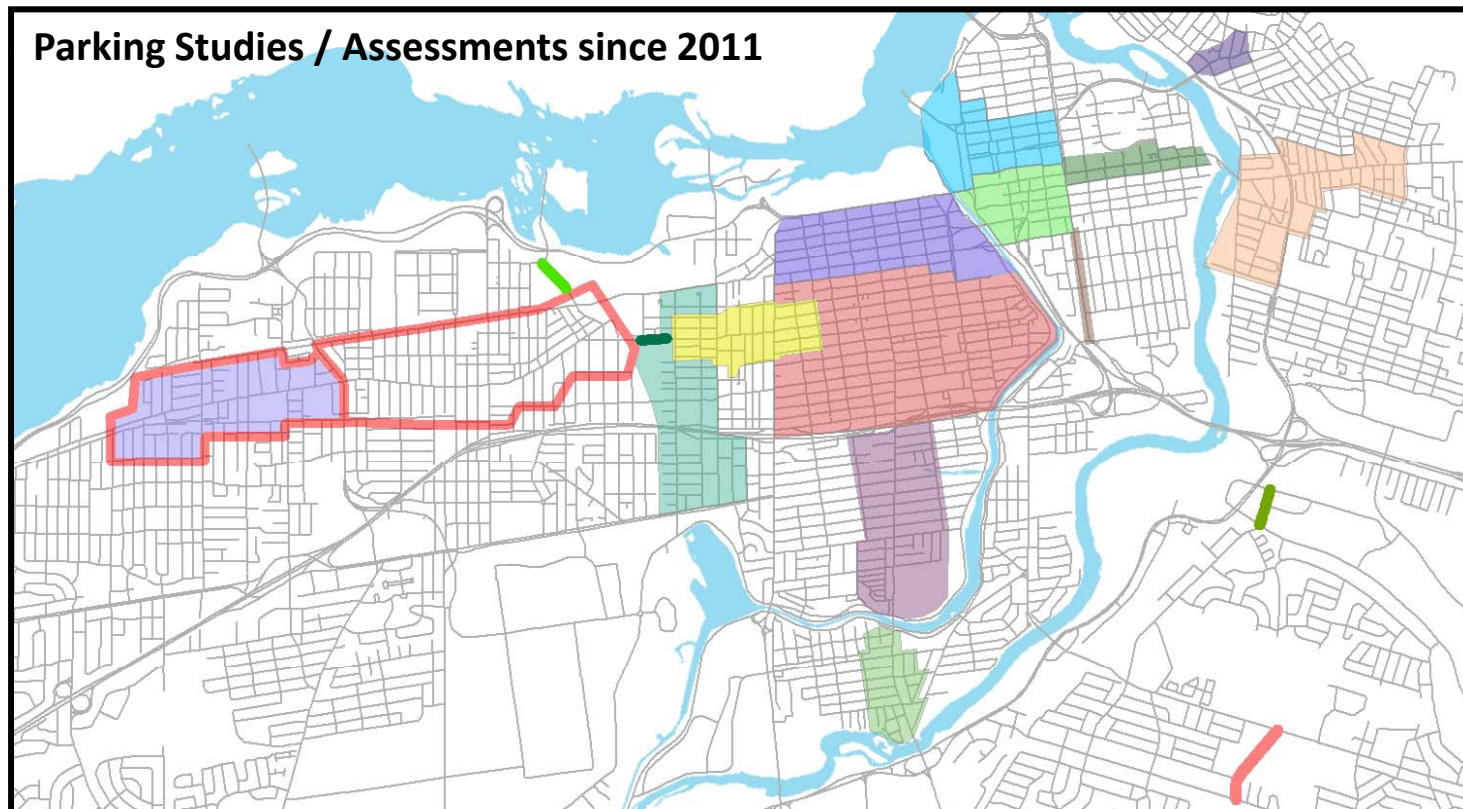
# Background – Parking Management Program

- Council-approved Strategy in 2009 (MPMS)
  - Clear objectives for the program:
    - Ensure a supply of available, convenient and accessible short-term parking in support of businesses
    - Achieving balance with residential side streets that are impacted by parking generators
    - Promote alternate modes of transportation
  - Rate Setting Guidelines
  - Local Area Parking Studies
- Revenue neutral (extra revenues go to a Parking Reserve Fund)



# Background - Studies

- Local Area Parking Studies (LAPS) / Assessments are a key mechanism to evaluate and assess parking in order to ensure objectives of the program are achieved.



# Background - Studies

- Consistent model for Local Area Parking Studies per the MPMS:
  - Study context (defined area, consideration of land uses)
  - Existing conditions (inventory / utilization and regulations / rates)
  - Assess challenges and opportunities (existing and future with a focus on optimizing facilities)
  - Engagement of stakeholders
  - Application of **Parking Management Toolbox**



# Background - Toolbox

- **Parking Management Toolbox**

## Supply of Parking Spaces

The number of publicly available parking spaces in an area defines how much 'supply' is available for those seeking parking. These tools can help us adjust this supply in order to respond to varying levels of demand.

- 1) Municipal "Parking Lot" Supply*
- 2) Curb-Side "Street" Parking Supply*
- 3) Agreements with Developers*
- 4) Zoning Provision Adjustments*

## Availability of Parking on Demand

Where there is high demand for parking, we work to improve rates of *turn-over* – to ensure more spaces are free when needed. These tools can encourage turnover, or make available spaces more apparent.

- 5) Curb-Side Parking Regulations*
- 6) Enforcement Levels*
- 7) Parking Price Adjustments*
- 8) Off-Street Parking Visibility / Promotion*

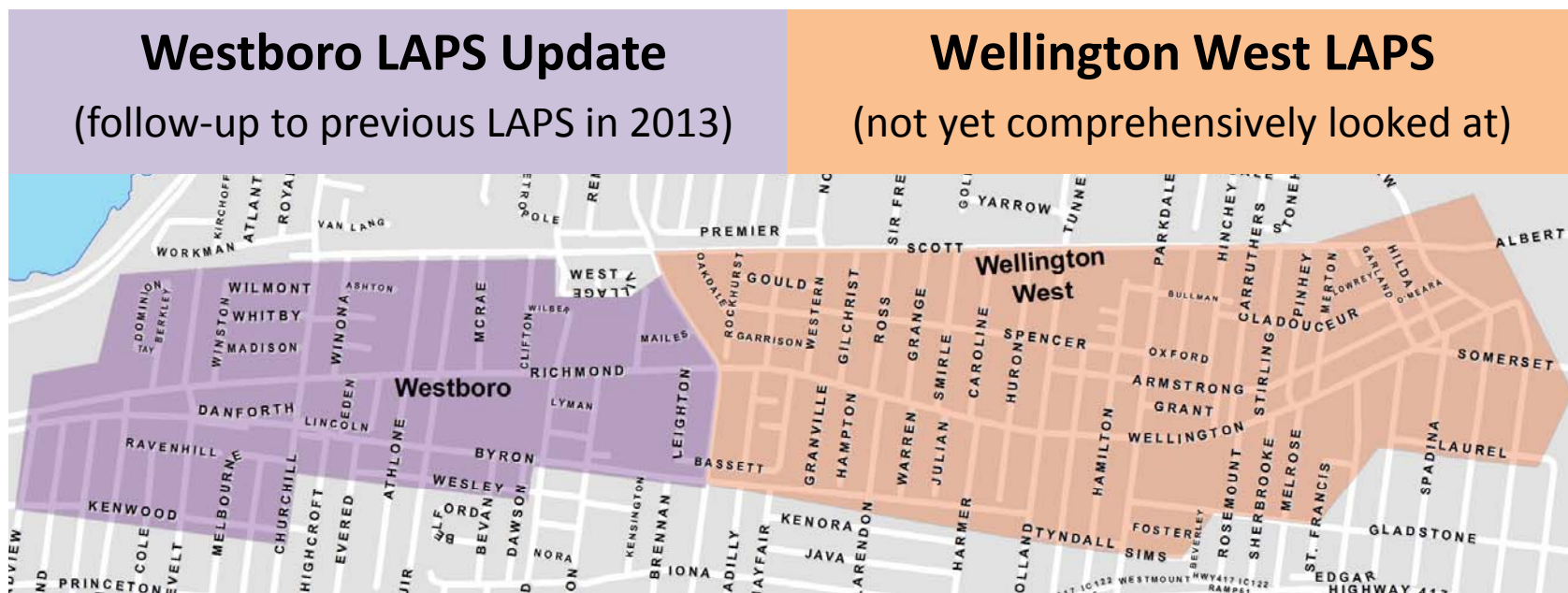
## Alternative Modes of Transportation

One important way to reduce parking pressure – and improve our City – is to reduce the number of cars competing for spaces. These tools help us promote walking, transit, and alternative modes of transportation.

- 9) Bicycle Parking*
- 10) Transit Service*
- 11) Measures to Reduce Employee Parking Demand*
- 12) Car-sharing / Car-pooling Promotion*

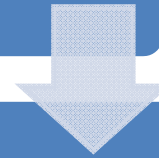
# Study Process

- Kitchissippi Parking Strategy
  - Coordinated / parallel approach to consider parking issues across the different neighbourhoods and identify both integrated and localized solutions
  - Developed through two separate studies:

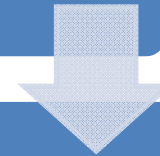


# Study Process

**Data Collection & Consultation**

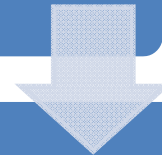


**Issue Identification**



**Solutions / Develop Strategy**

(Parking Management Toolbox)



**Recommendations & Staff Report**

(Finalize early January.; to Committee in March)



# Study Process

## Data Collection

- Parking inventory
- Occupancy / demand
- Parking duration
- Intercept surveys (perspectives on parking)
- Bicycle parking inventory
- Development information
- Modal split information
- Population / employment forecasts
- Permit parking
- Land use

*198,066  
data points*

*1,426  
surveys*

## Consultation

- Start-Up Notices & Updates
- Stakeholder Meetings
- Public Meetings / Open Houses
- Intercept surveys (identification of concerns / issues)

*21  
meetings*

*551  
comments*

# Parking Issues – What Was Heard

| Westboro   | Wellington West   |
|--|---|
| Shortage of parking  |   |
| Need to solve issue of long-term parking needs<br>(mainly employees, but also caregivers and volunteers) |   |
| Time limits are too short (main street)  |   |
| More enforcement required  |   |
| Development has negatively impacted the availability of parking  |   |
| More bike parking required   |   |
| Too much parking is available<br>(promotes car use)  | Shorten time limit on Wellington<br>(Bayswater-Breezehill)            |
| Inconsistent time limits on side streets   | Loading zones   |
|  | Holland Cross – paid parking on-street &<br>weekend time limits       |
|  | Construction activity taking up parking spaces                        |
|  | Safety issues (Hinton @ Wellington; Huron @<br>Wellington; McCormick) |
|  | Long-term parking is taking spaces away from<br>visitors              |

# Parking Issues – Other Issues Raised

| Westboro   | Wellington West                         |
|--|---|
| Traffic volume is too high – safety & congestion |   |
| Safety concerns – cyclists                       |   |
| Safety concerns - pedestrians                    |   |
| Amount of construction in the area (impacts)     | Transit service unreliable / infrequent |
| Cyclist behaviour<br>(e.g. riding on sidewalks)  | Narrow streets                          |
| Bike lanes / facilities required                 |   |

# Parking Issues – From Data / Observation

| Westboro  | Wellington West   |
|---|---|
| Inconsistent time limits along main street              |   |
| Heavy demand – certain times & certain areas / sections |   |
|   | Localized inconsistencies in time limits (sides of street)    |
|   | Long-term parking is occurring                                |
|   | Better leverage paid parking areas (Holland Cross / Hamilton) |

# Dashboard – Westboro

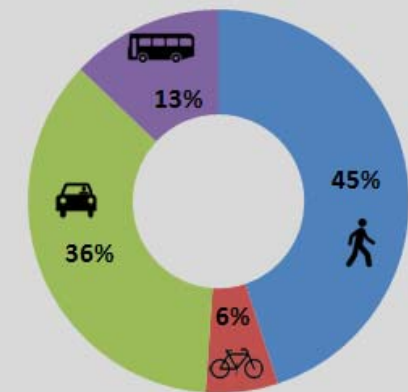
1.5km  
of main  
street



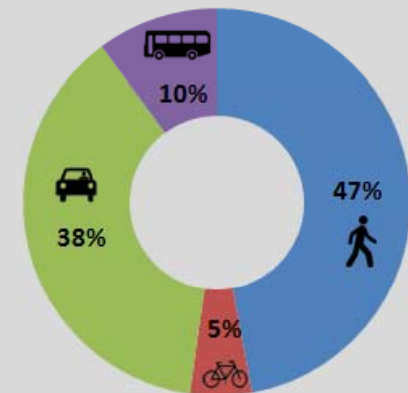
|                       | West of Tweedsmuir | East of Tweedsmuir |
|-----------------------|--------------------|--------------------|
| <b>Inventory</b>      |                    |                    |
| On-Street (Richmond)  | 147                | 105                |
| Off-Street (Richmond) | 787                | 478                |
| On-Street (Total)     | 780                | 377                |
| Off-Street (Total)    | 933                | 573                |
| Bike Racks            | 141                | 31                 |
| <b>Duration</b>       |                    |                    |
| <= 1hr                | 78.6%              | 69.6%              |
| 1-2 hrs               | 10.7%              | 23.3%              |
| 2-3 hrs               | 4.2%               | 4.9%               |
| 3+ hrs                | 6.5%               | 2.2%               |

## Modal Split (Trips to the Area)

### Everyone



### Patrons





# Dashboard – Wellington West

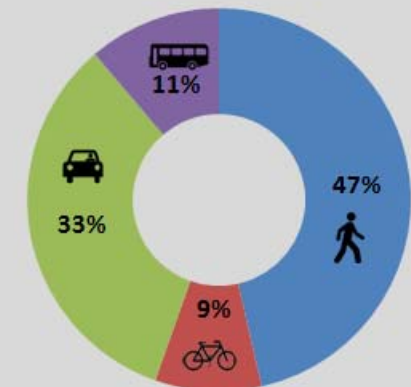
2.2km  
of main  
street



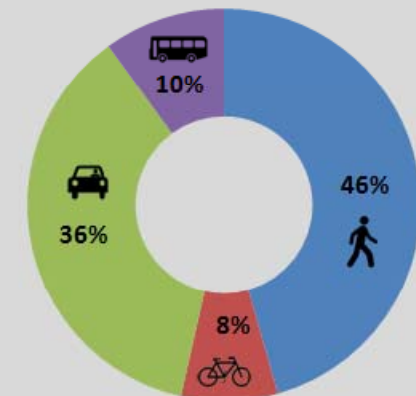
|                         | West of Parkdale | East of Parkdale |
|-------------------------|------------------|------------------|
| <b>Inventory</b>        |                  |                  |
| On-Street (Wellington)  | 158              | 137              |
| Off-Street (Wellington) | 563              | 305              |
| On-Street (Total)       | 1,159            | 680              |
| Off-Street (Total)      | 1,758            | 1,005            |
| Bike Racks              | 169              | 120              |
| <b>Duration</b>         |                  |                  |
| <= 1hr                  | 73.0%            | 70.1%            |
| 1-2 hrs                 | 17.0%            | 17.4%            |
| 2-3 hrs                 | 5.5%             | 6.0%             |
| 3+ hrs                  | 4.5%             | 6.5%             |

## Modal Split (Trips to the Area)

### Everyone



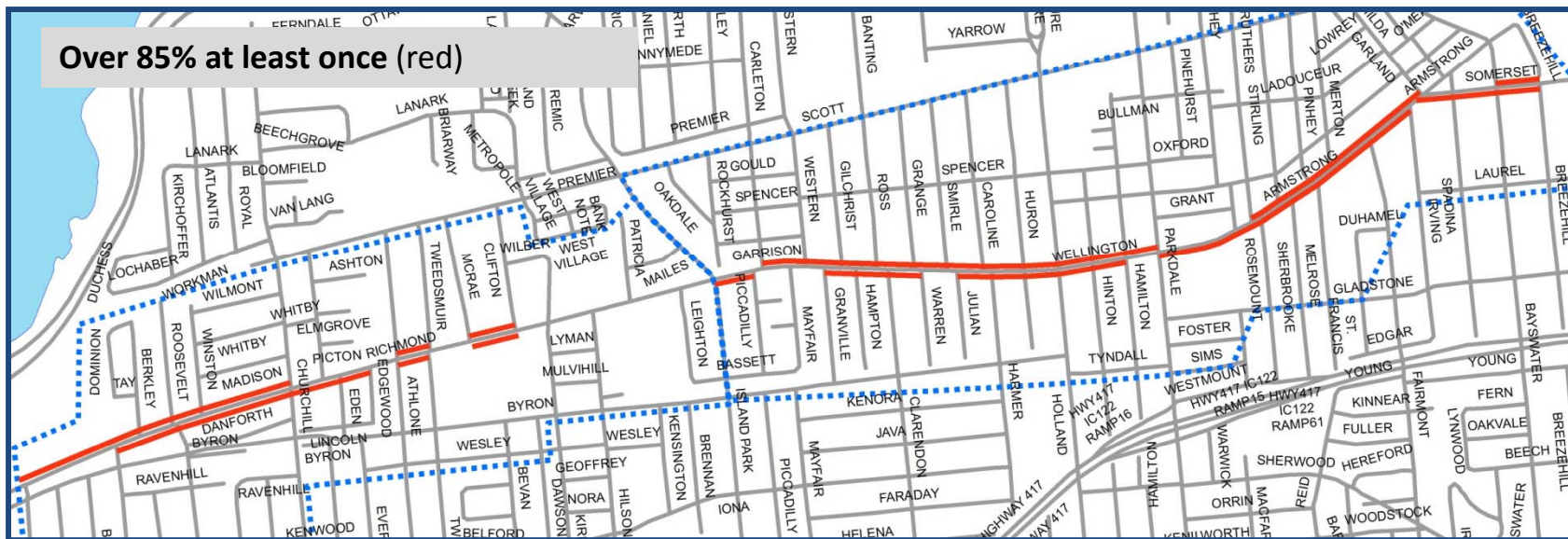
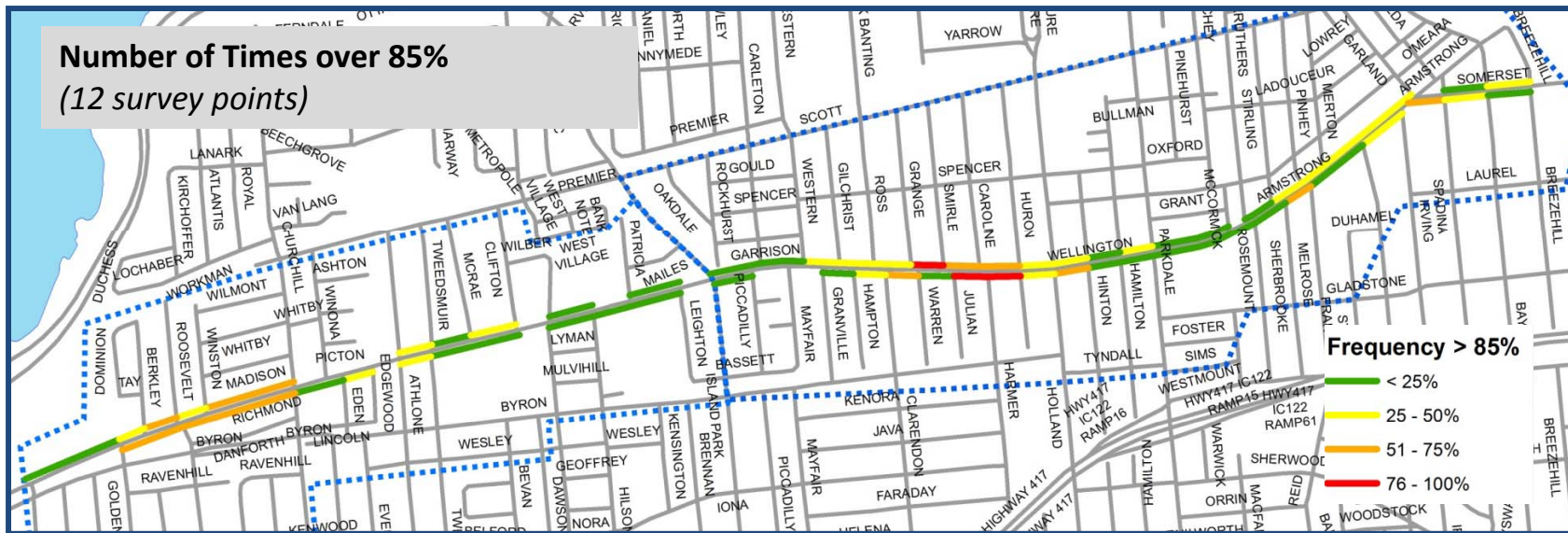
### Patrons



# 'Parking Shortage' – Extent of Issue

- Parking is a common complaint in many commercial areas - most audible from the businesses themselves who see it as an impediment to optimizing their bottom line and/or hear complaints from customers
  - Sometimes based only on perception
- If parking is > 85% full, it is difficult to find a space and there are follow-on adverse effects
  - Traffic (congestion / safety on main streets and side streets)
  - Loss of business
- Thorough analysis is required in order to properly assess the issue - focus is along the main street (Wellington St. W & Richmond Rd.)

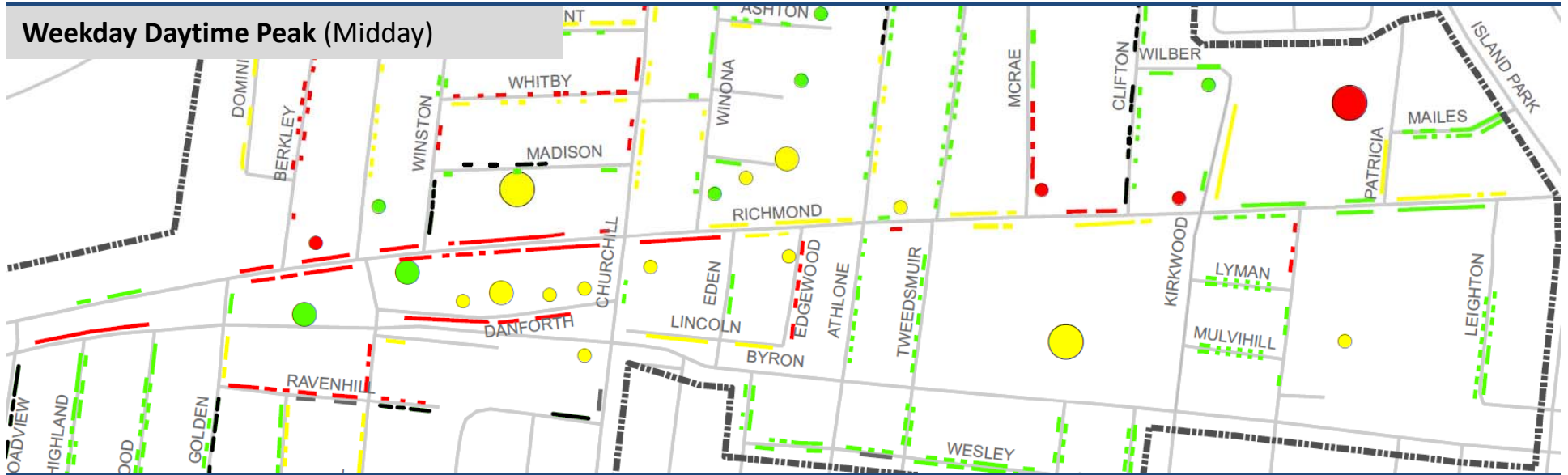
# Relative to Practical Capacity





# Demand Analysis – Westboro

Weekday Daytime Peak (Midday)

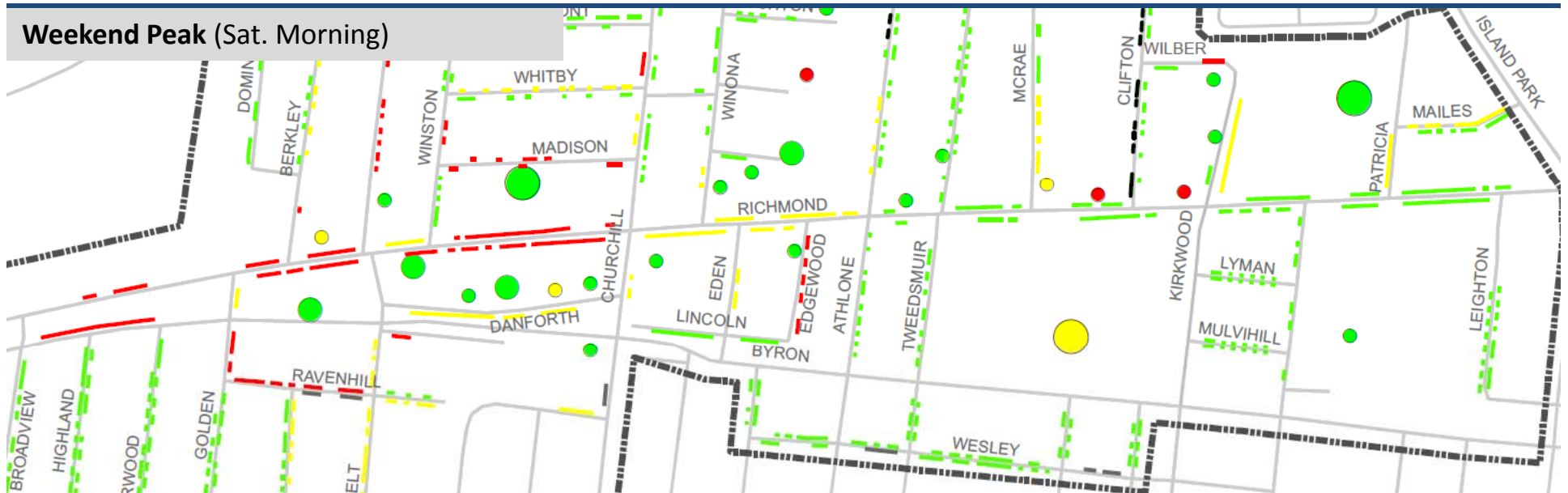


0 - 50% OCCUPIED

51 - 85% OCCUPIED

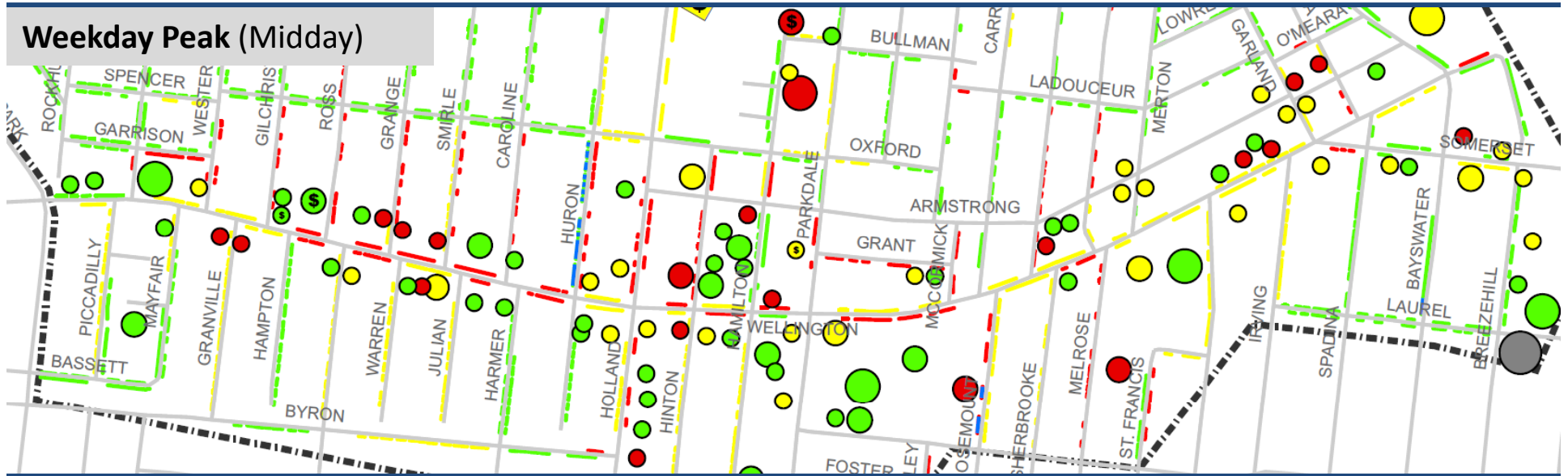
> 85% OCCUPIED

Weekend Peak (Sat. Morning)



# Demand Analysis – Wellington West

**Weekday Peak (Midday)**

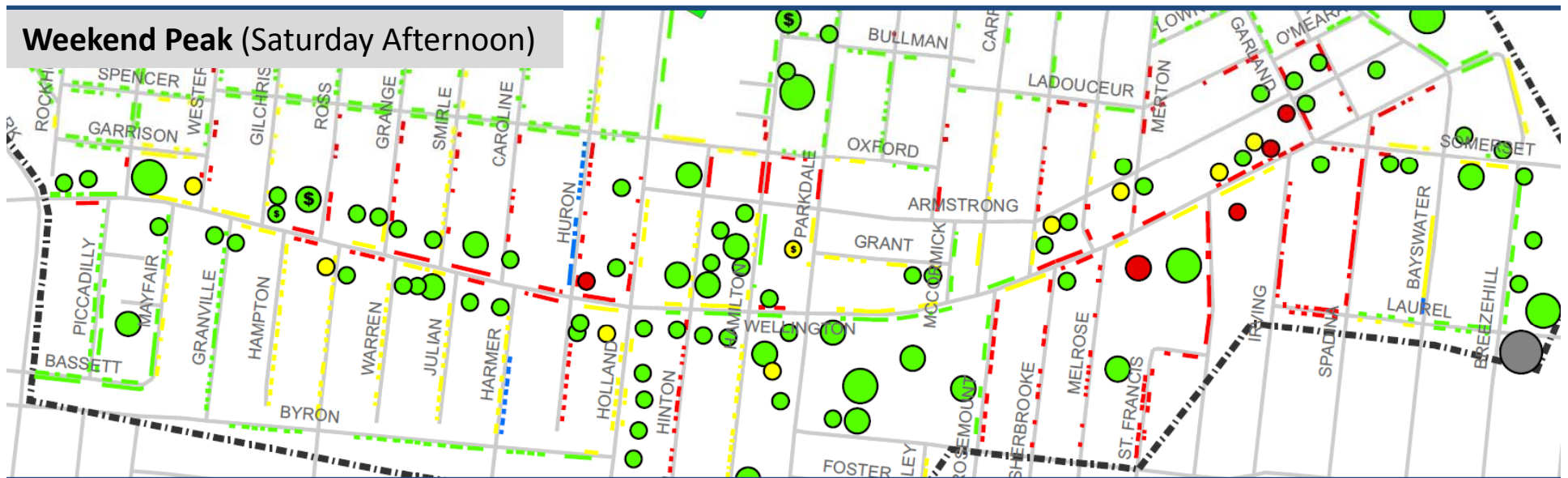


0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

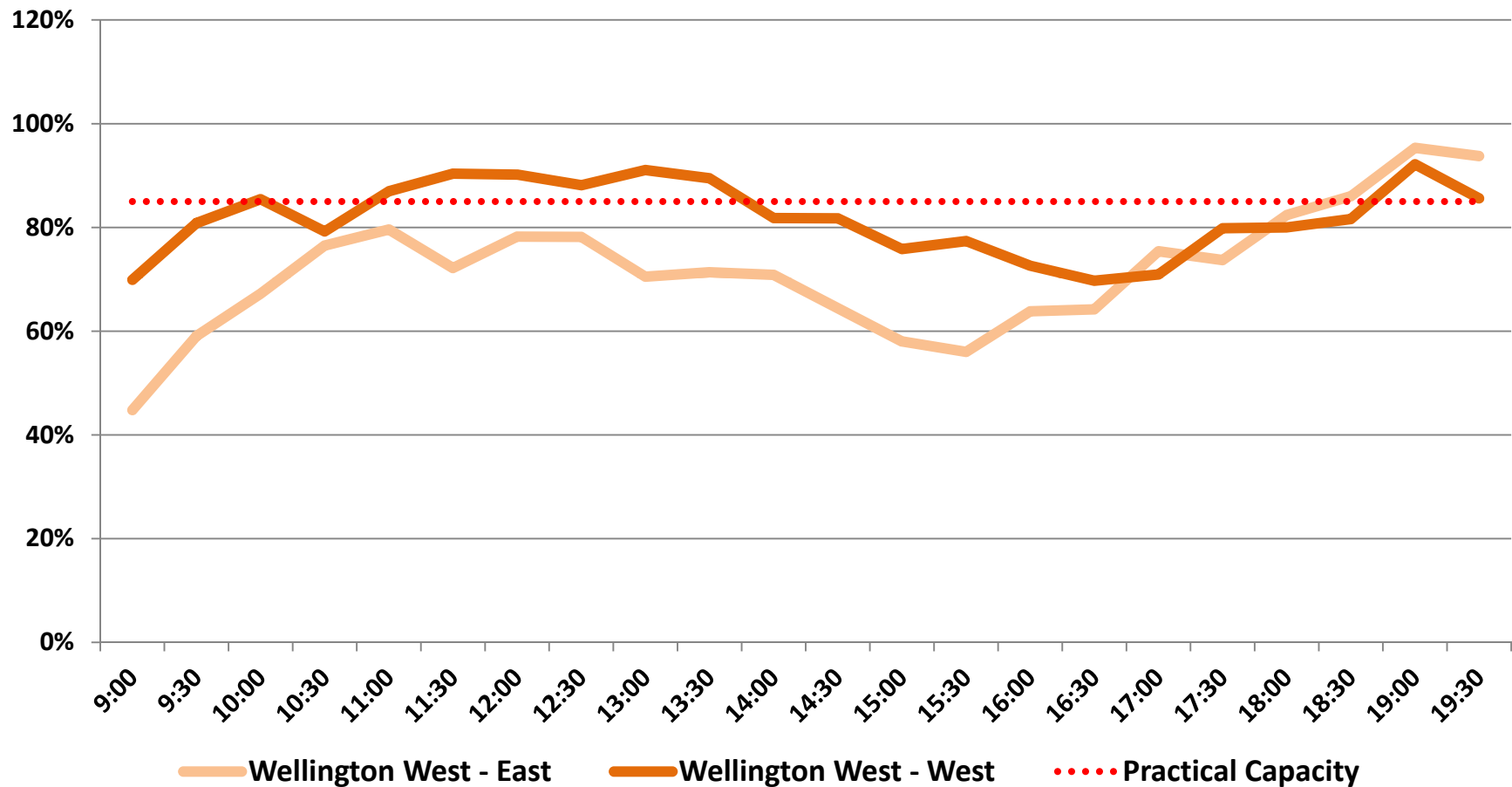
**Weekend Peak (Saturday Afternoon)**





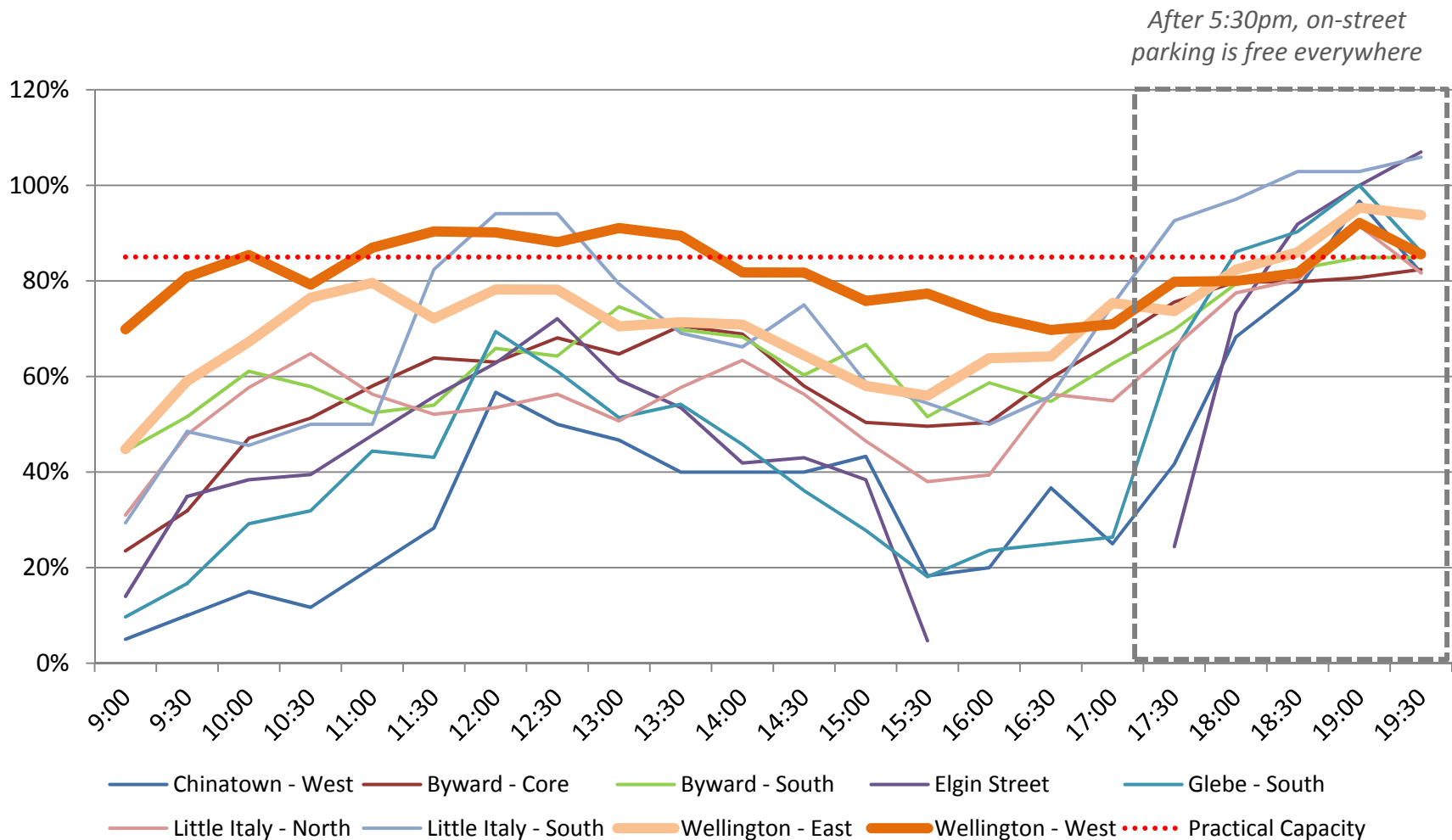
# Demand Analysis – Wellington West

## Weekday Profile



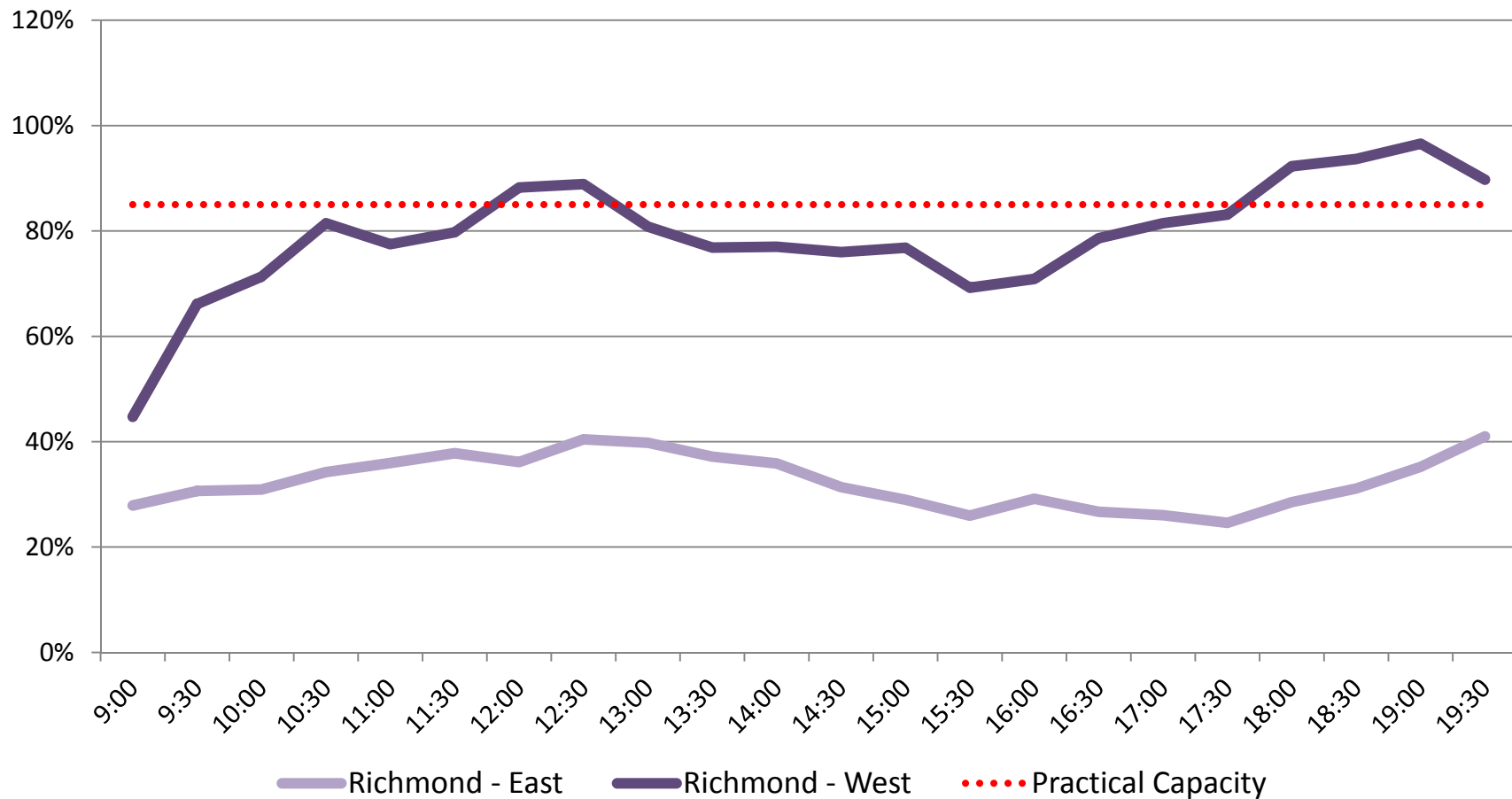
# Demand Comparisons – Wellington West

## Weekday Profile



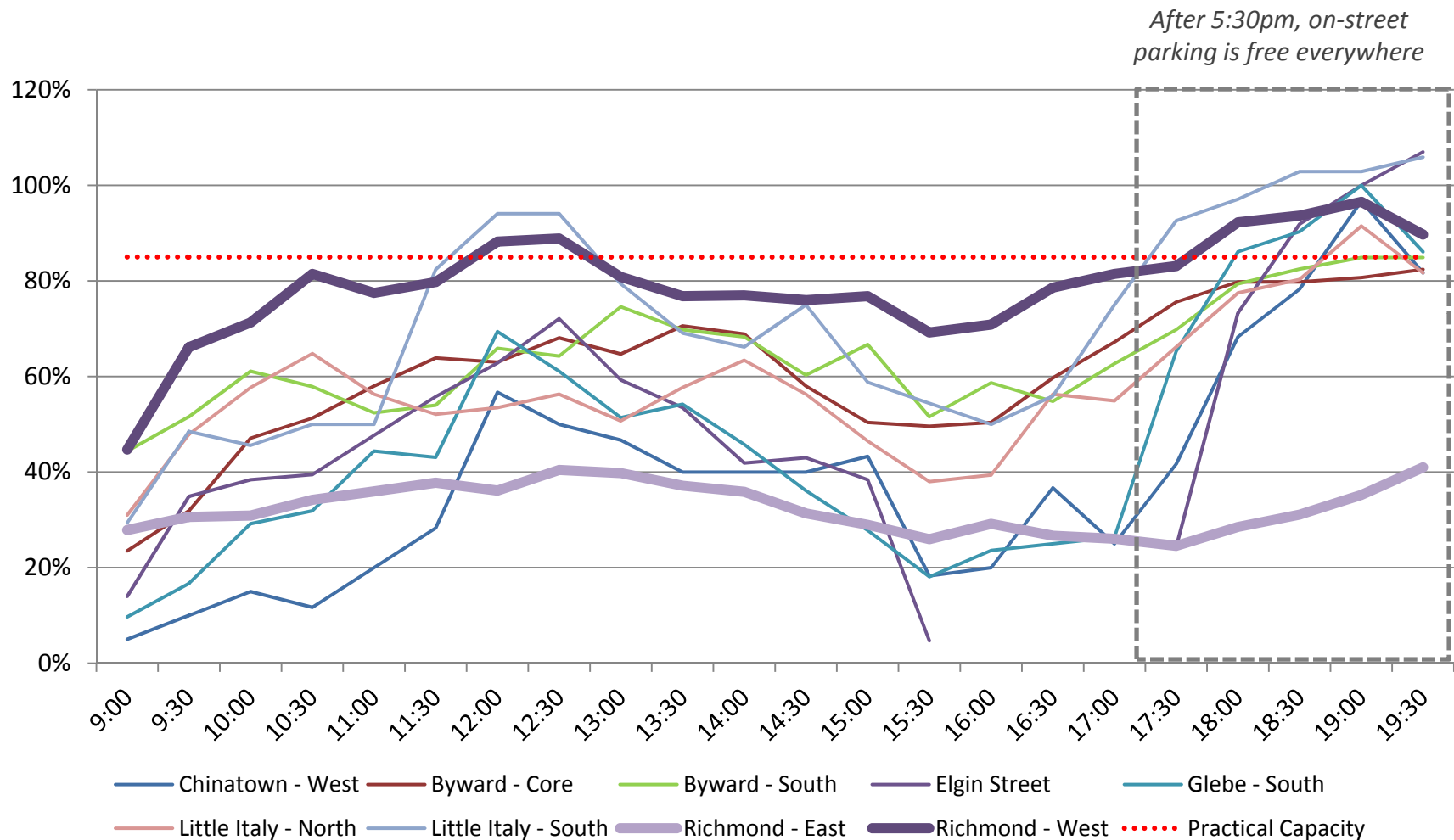
# Demand Analysis – Westboro

## Weekday Profile



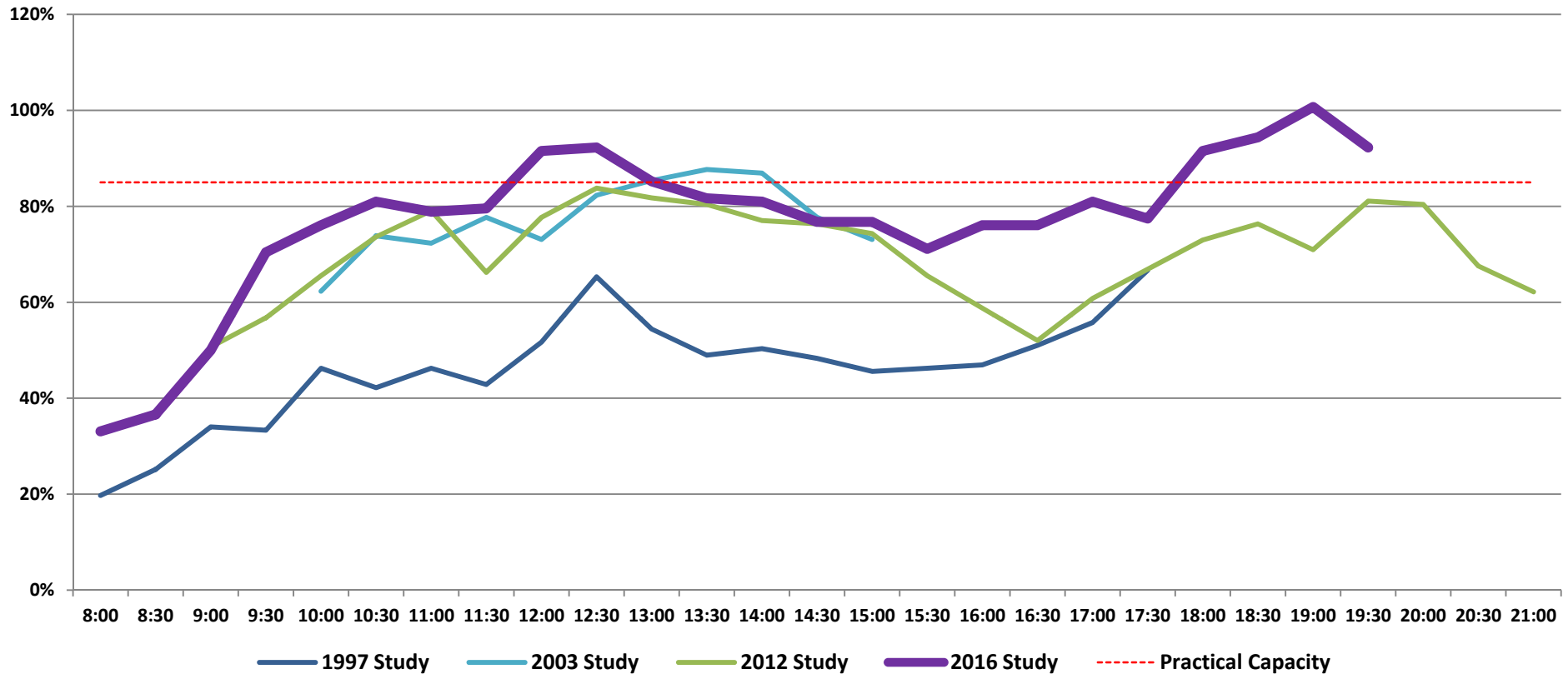
# Demand Comparisons – Westboro

## Weekday Profile



# Historical Demand Trends - Westboro

## Richmond Road from Golden to Tweedsmuir – Utilization Rates

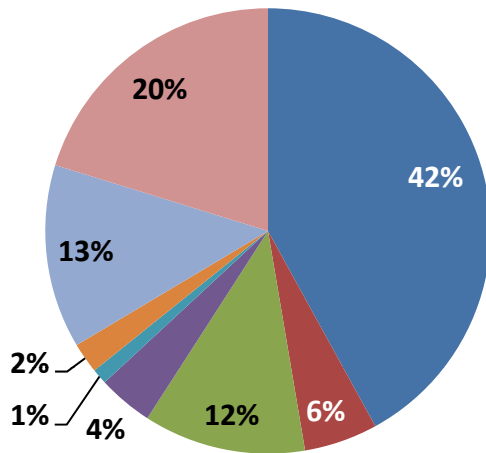


| (10am – 3pm) | Peak Utilization | Average Utilization |
|--------------|------------------|---------------------|
| 1997 Study   | 65%              | 49%                 |
| 2003 Study   | 88%              | 77%                 |
| 2012 Study   | 84%              | 76%                 |
| 2016 Study   | 92%              | 82%                 |

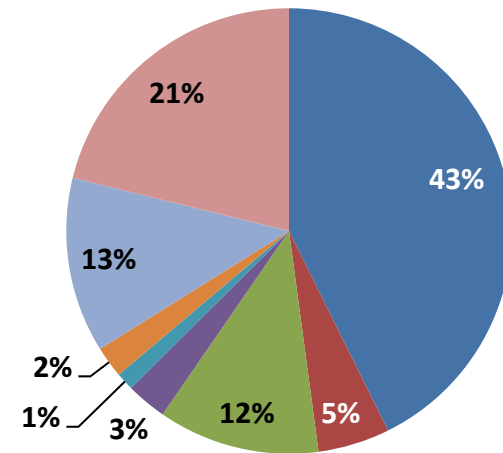


# Intercept Survey Results

Drivers

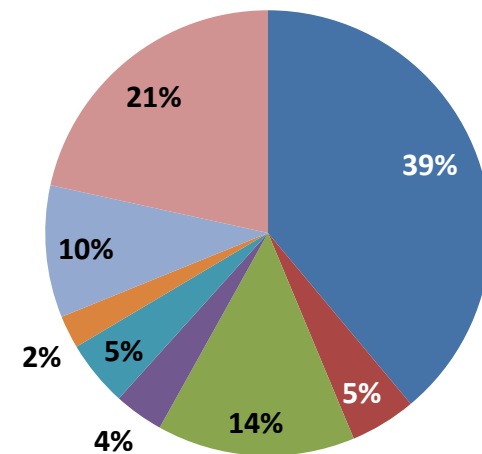
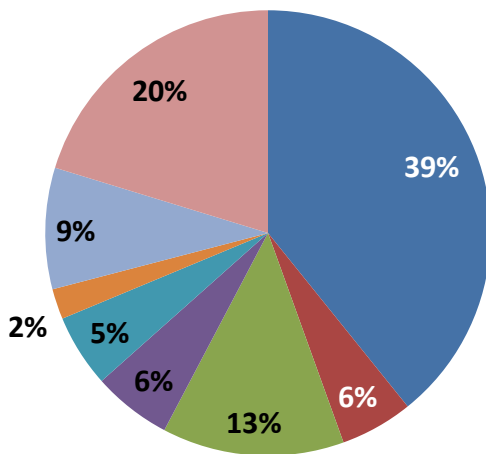


Customers / Patrons (Drove)



Concern When Travelling to the Area?

- Availability of Parking
- Parking Rates
- Parking Time Limits
- Parking Enforcement
- Bicycle Parking
- Transit Service
- Other
- No Concerns

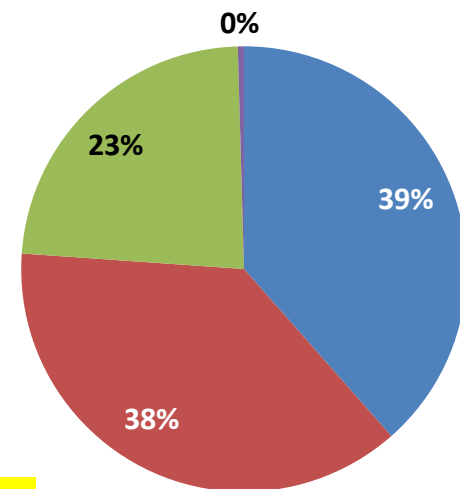
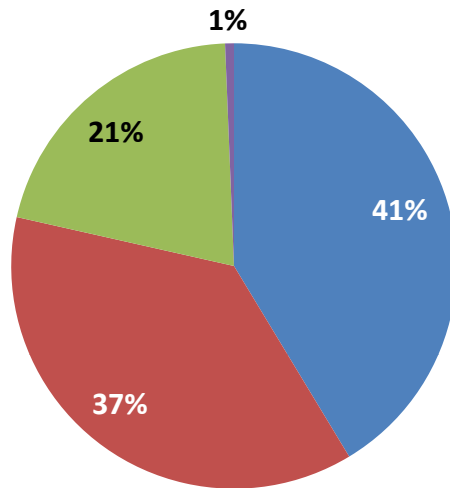


# Intercept Survey Results

## Drivers

## Customers / Patrons (Drove)

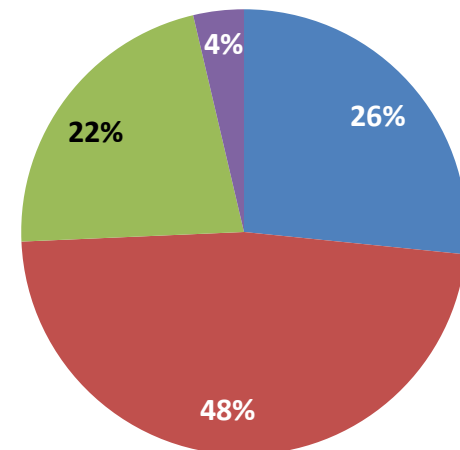
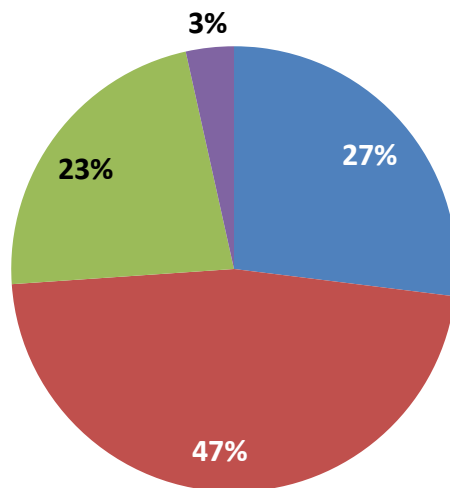
Westboro



### How Easy To Find a Space?

- I always find an empty parking space
- I occasionally have difficulty finding a parking space
- I frequently have difficulty finding a parking space
- This is my first visit

Wellington West

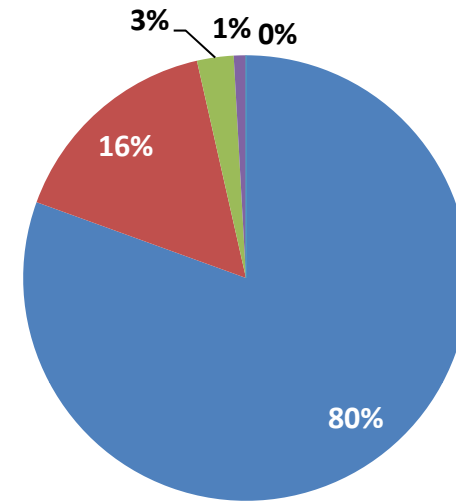
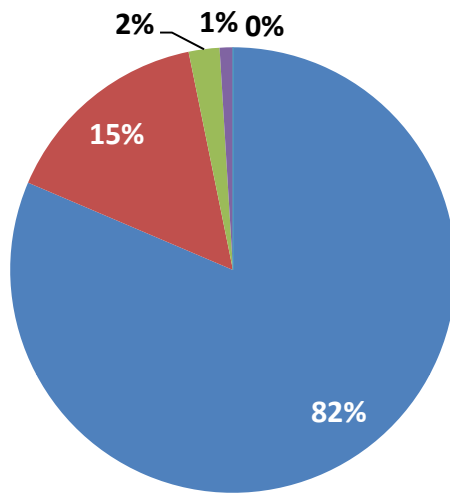


# Intercept Survey Results

**Drivers**

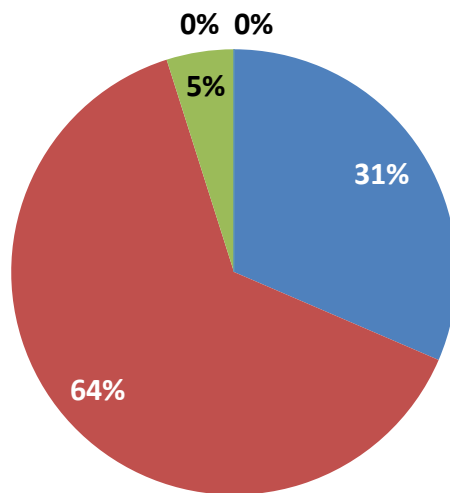
**Customers / Patrons (Drove)**

Westboro

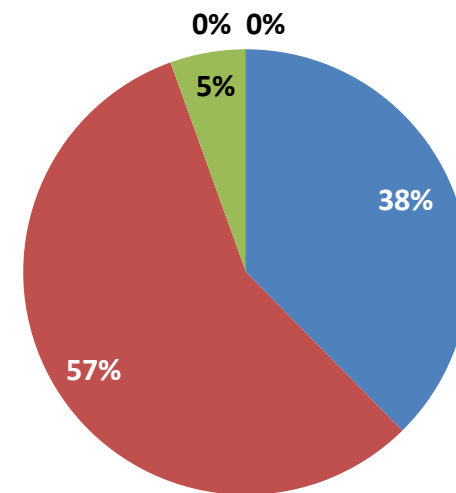


## How Long to Find a Space?

Wellington West

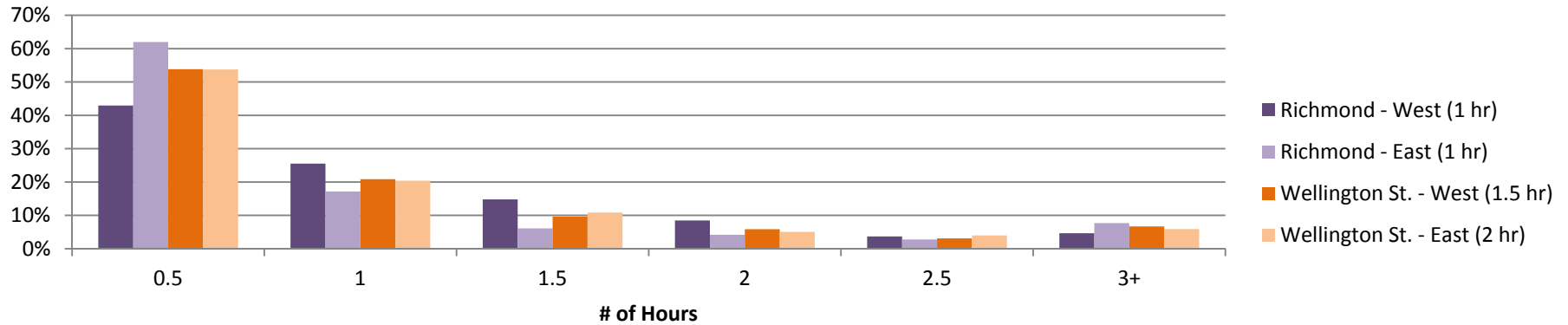


- <5 min.
- 5-10 min.
- 10-20 min.
- 20-30 min.
- >30 min.



# Parking Duration

## Weekdays



**Illegal Parking**

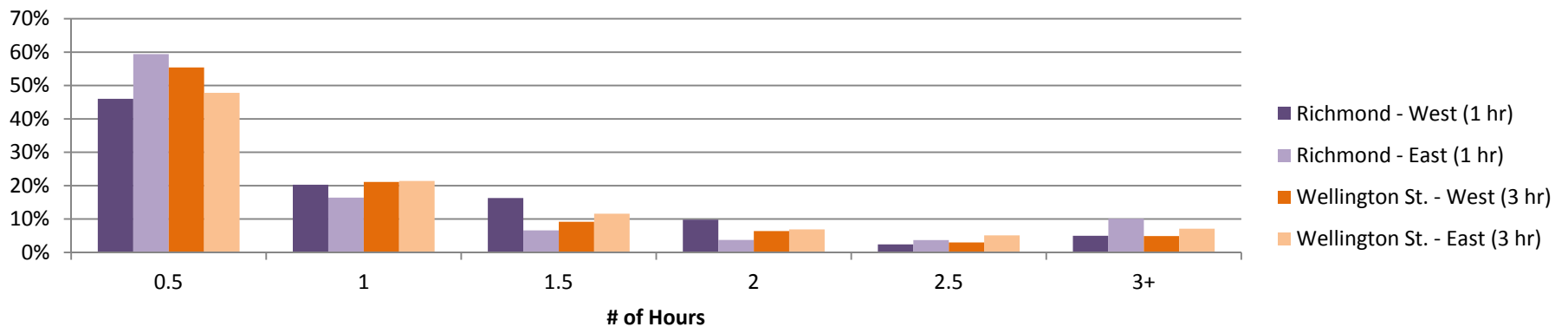
**Richmond - West (1 hr)**  
32%

**Richmond - East (1 hr)**  
21%

**Wellington St. - West (1.5 hr)**  
16%

**Wellington St. - East (2 hr)**  
10%

## Weekend



**Illegal Parking**

**Richmond - West (1 hr)**  
34%

**Richmond - East (1 hr)**  
24%

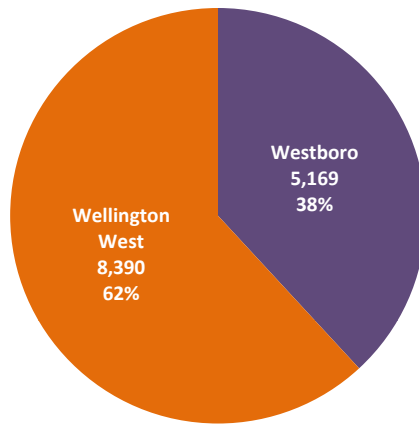
**Wellington St. - West (3 hr)**  
5%

**Wellington St. - East (3 hr)**  
7%

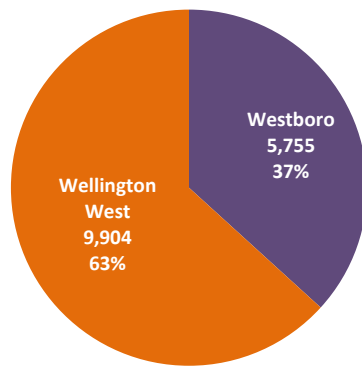
# Levels of Enforcement

## Total Tickets

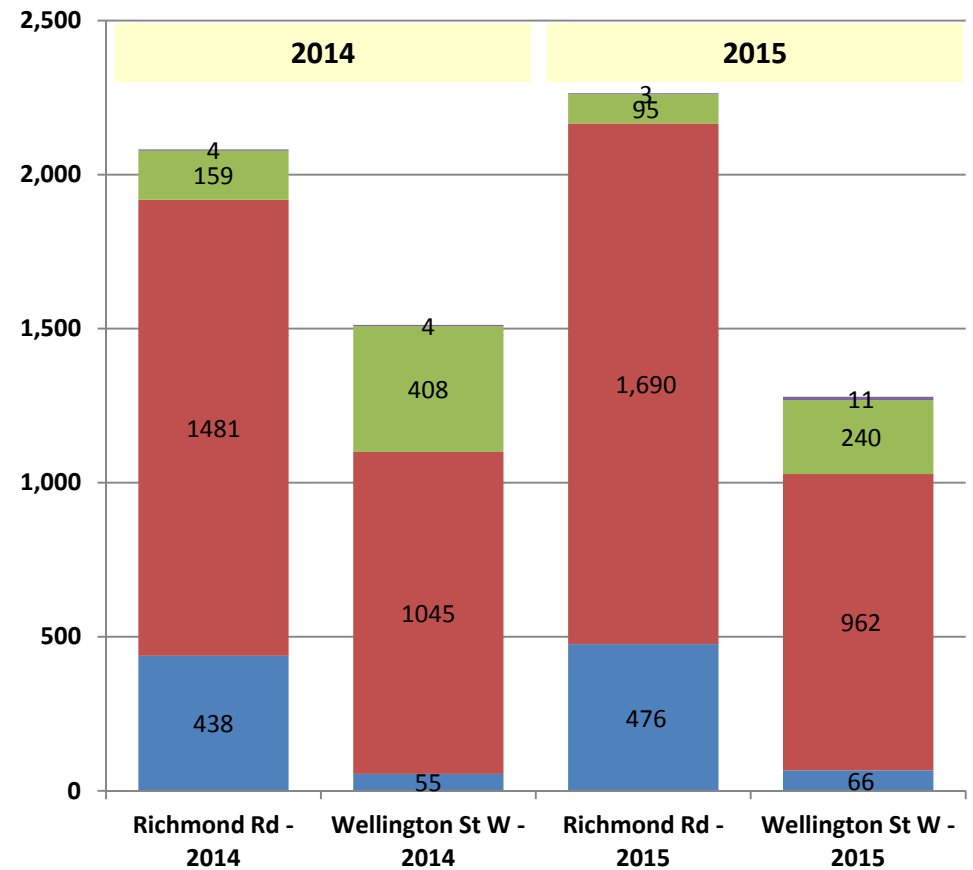
2014



2015



## Along the Main Street



- Parking within an inappropriate zone/time
- Stopping in an inappropriate zone
- Parking in excess of time limits (paid and unpaid)
- Other





## Summary - Parking Availability

- Across each area, Wellington St. and Richmond Rd. experience similar levels of demand
  - More evenly spread out on Wellington (though there are hot spots)
  - More concentrated in Westboro (west of Tweedsmuir)
- Richmond west of Tweedsmuir and Wellington St. west of Parkdale are among the highest demand locations in the city for on-street parking
- At peak, 41% of segments along the corridor (24 of 58) are at or above practical capacity (weekday and weekend)
- Parking is the most common concern amongst people driving to the area

# Resolution

## How to approach a parking issue?




### More parking

- Find more on-street 
- New parking lot 

- 23 spaces identified in Westboro near Richmond; none in WW
- Follow up on Loading Spaces to make more parking available

- Restricted in terms of funding and zoning

### More turnover



- Price adjustment 
- Increased enforcement 
- Shorter time limits 

- Concurrence required for staff to trigger paid parking (pending but not expected for main street)
- Minor changes on Danforth, Hamilton, Spencer

- Can be pursued through By-Law Services

- Contrary to feedback for longer time limits
- Need to reconcile varied time limits across entire area – could lengthen some time limits

### Less demand

- Re-distribute demand 
- Alt. transportation 

- Initiatives implemented in Westboro to divert parking to off-street locations
- Create longer-term on-street options in WW

- Can be supported over time through bike parking / infrastructure and transit (LRT), but not expected to be significant short-term gains

# Paid Parking - Process

- Process when looking at paid parking:
  - Apply best practices / Rate Setting Guidelines (MPMS) in effort to fulfill program objectives
  - Always target the right rate to support demand
  - Goes hand-in-hand with time limits & enforcement
    - Longer time limits possible when turnover being driven by paid parking
    - Enforcement still required with paid parking, but more efficient / responsive
  - In order for staff to trigger a change in rates, need concurrence from BIA, Community Association and Ward Councillor (per Delegation of Authority By-Law)

## Paid Parking - Process

- In this case, paid parking is warranted for the main street, but if not supported by stakeholders, not something that staff will initiate

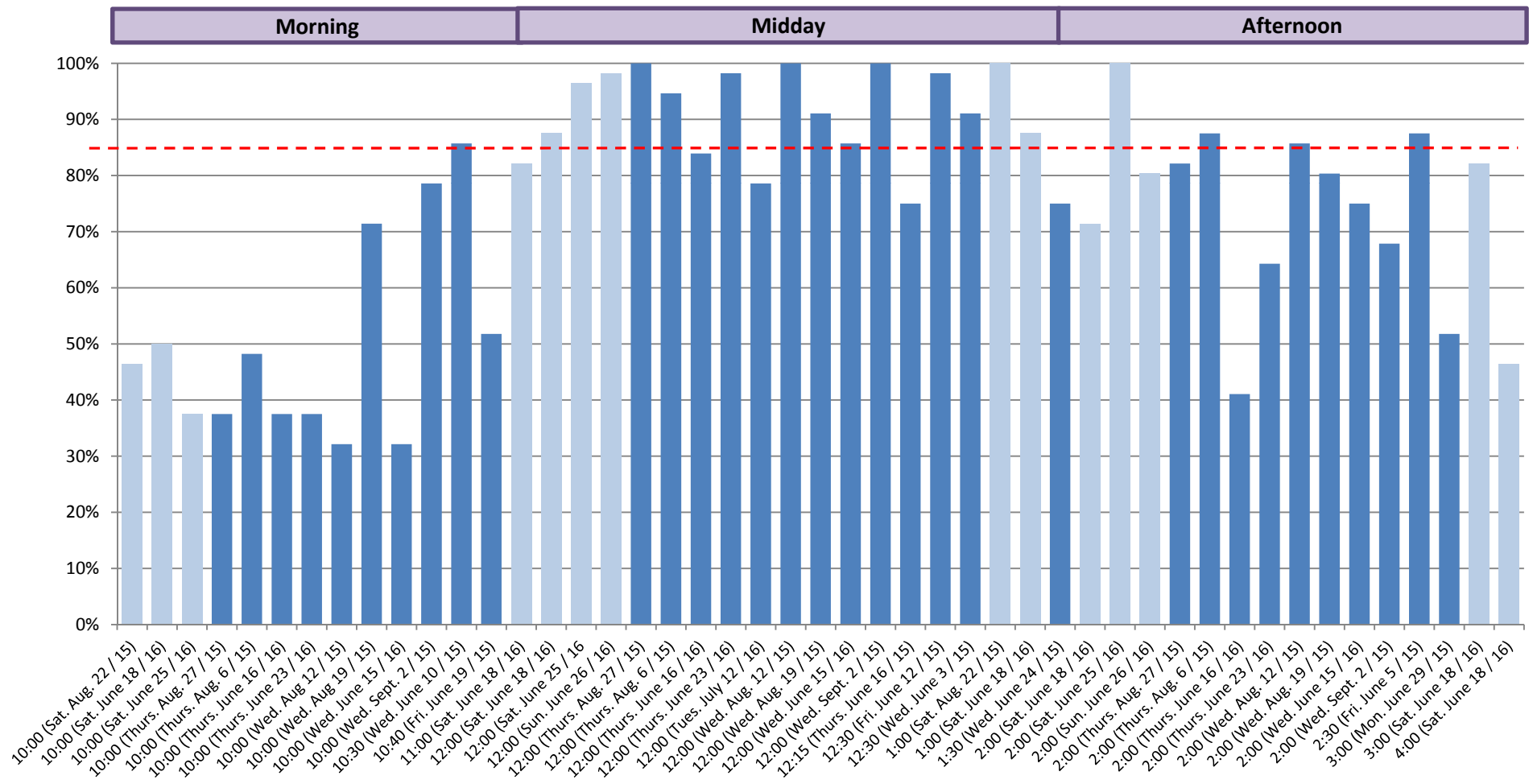
# Off-Street Paid Parking - Westboro



|                  | Spaces | Cost / hr |
|------------------|--------|-----------|
| Picton           | 12     | \$3.00    |
| MEC              | 56     | \$1.00    |
| Westboro Station | 36     | \$3.00    |
| Pharmasave       | 3      | \$5.00    |

# Off-Street Paid Parking - Westboro

## Mountain Equipment Co-op (56 spaces)

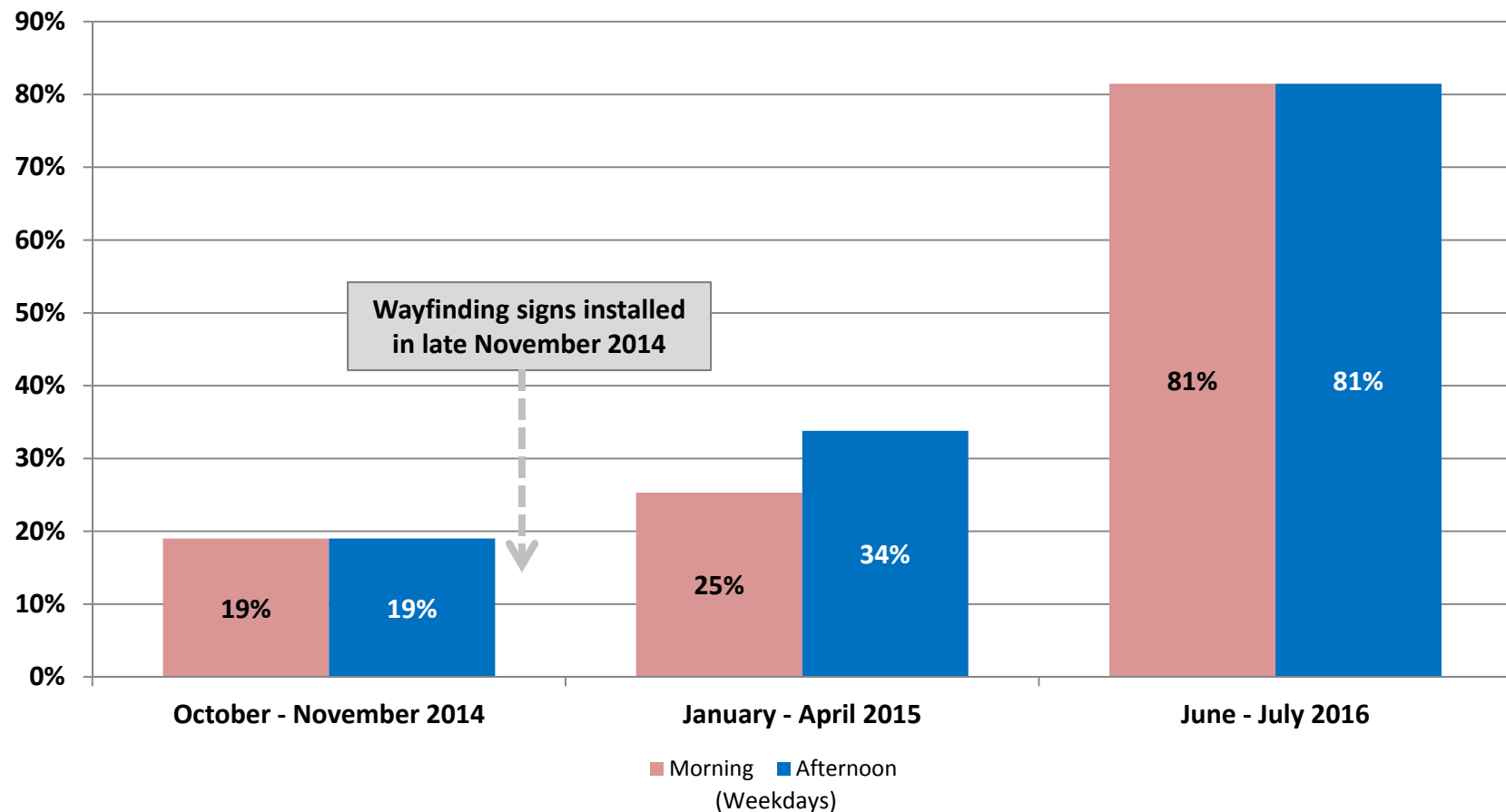




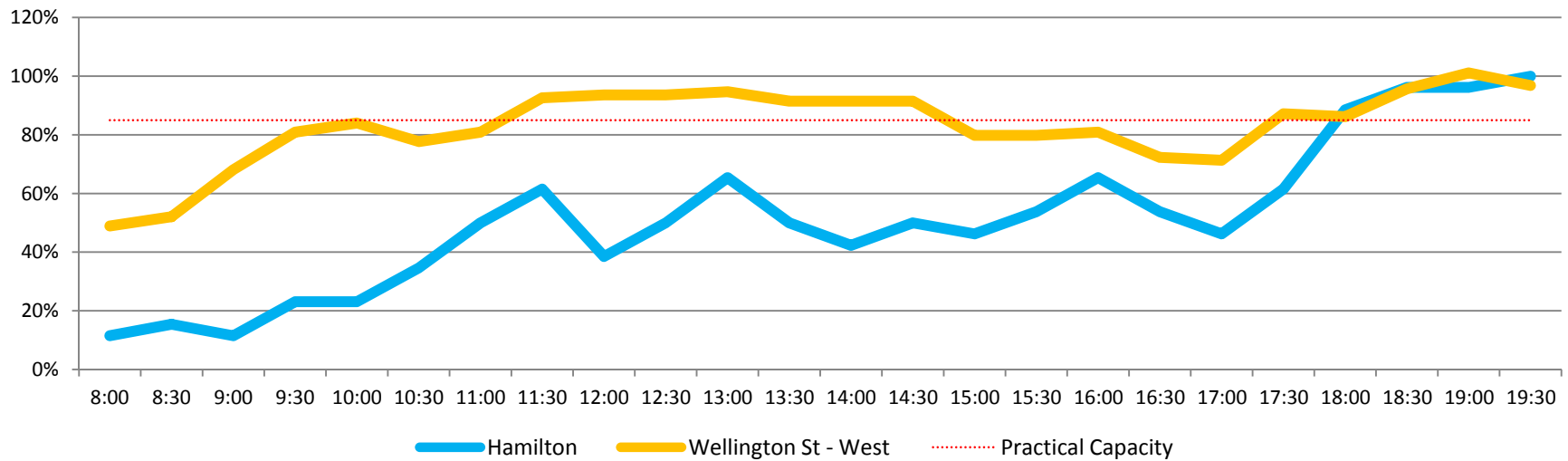
# Off-Street Paid Parking - Westboro

## Westboro Station (public parking)

(36 public spaces)



# Paid Parking – WW Data

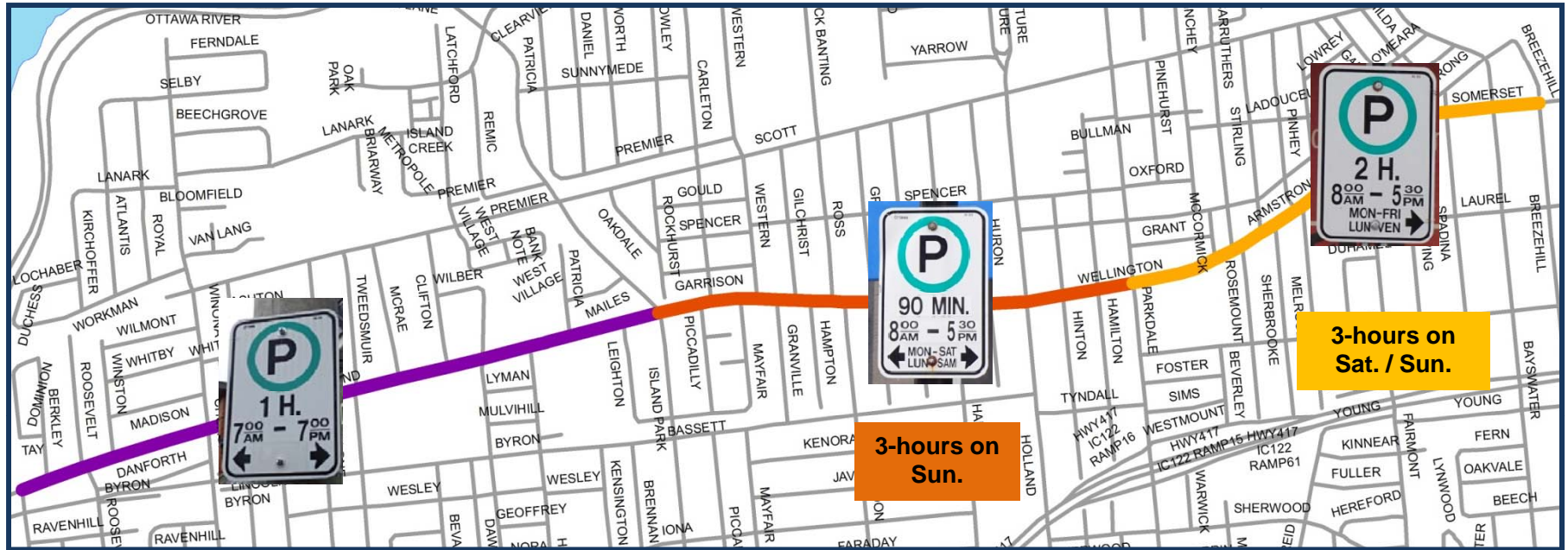




# Other Issues

- **Area-wide:**
  - Time Limits (main street)
  - Loading Zones
- **Localized Issues:**
  - Time Limits (inconsistencies in Wellington West)
  - Holland Cross (paid parking and regulations)
  - Safety concerns

# Time Limits (main street)



## Issue

- Time limits vary along the main street
  - Different set of regulations on weekdays vs. Saturdays vs. Sundays
- Uneven playing field for businesses across areas with similar demand
- Turnover would best be supported by shorter time limits + enforcement, but regular feedback during study was that time limits were too short (particularly in Westboro)

# Time Limits (main street)

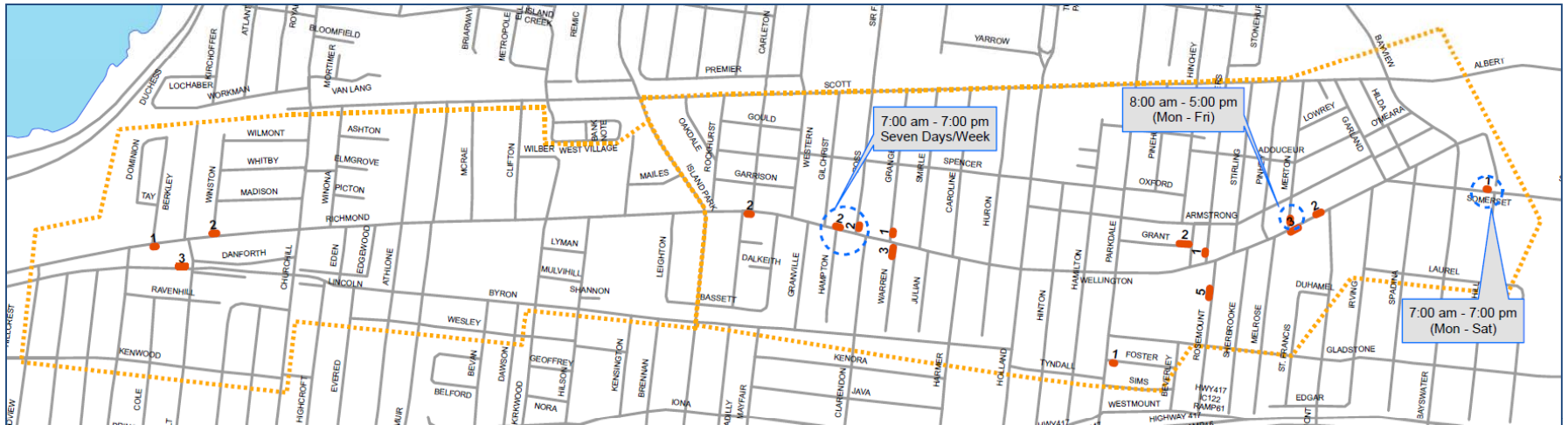
## Draft Recommendation

- 90 min. parking along entire length of Richmond / Wellington, 7-days a week (7am – 7pm)
- Proportion of vehicles parking > 90 min.:

|         | Richmond - West | Richmond - East | Wellington St. – West | Wellington St. – East |
|---------|-----------------|-----------------|-----------------------|-----------------------|
| Weekday | 17%             | 15%             | 16%                   | 15%                   |
| Weekend | 17%             | 18%             | 14%                   | 19%                   |

- **With paid parking, would be viable to extend this to 2-hours**
  - Consistent approach to other areas (recent successful changes)

## Loading Zones



# Issue

- Large number of loading zones across area (specifically in Wellington West)
- Business feedback that they are often a waste of space as they are used at certain times and not in use '90% of the time'
- Potential opportunities to specify time limits or consolidate in order to create additional parking spaces

## Draft Recommendation

- Present to BIAs and identify where there can be consolidation or the hours of loading zones can be scaled back

# Time Limits – Wellington West

## Issues

- Inconsistent in some localized areas (e.g. opposite sides of the street)
- Too long on Wellington (Bayswater – Breezehill)
- Opportunities with paid parking on Hamilton to create longer term parking

## Draft Recommendations

- See following map for changes



# Time Limits – Wellington West

## Issue

- Different regulations on each side of the street and on different portions of Holland (sometimes 1hr, sometimes 90min.)
- Originally requested by BIA

## Recommendation

- Poll BIA to determine if consistency is preferred. If so, align with regulation on Wellington

## Issue

- Posted restriction on the west side is 1hr and nothing posted on the east side (3hr)

## Recommendation

- Establish 1hr restriction on east side as well (pending concurrence from BIA)

## Issue

- Unsigned (3hr) parking
- Long term parkers make road narrow and create issues for those accessing the housing development

## Recommendation

- Reduce to 2hr parking

## Issue

- Opportunity to better leverage paid parking area as longer-term parking to better distribute demand away from Wellington

## Recommendation

- Increase time limit to 3hr

## Issue

- Unsigned (3hr limit)
- Length of time allowed is an anomaly compared to surrounding restrictions
- Heavily used by construction workers
- Consistently full from 7am to about 2pm which creates safety issues

## Recommendation

- Reduce to 2hr parking



# Holland Cross

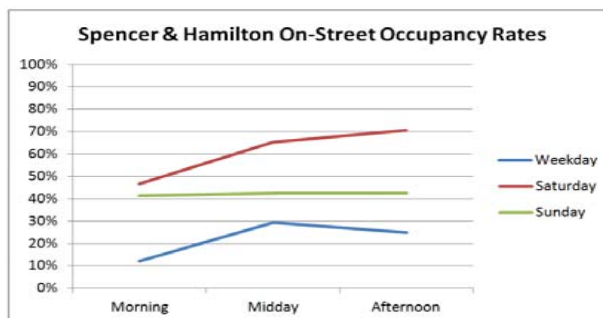
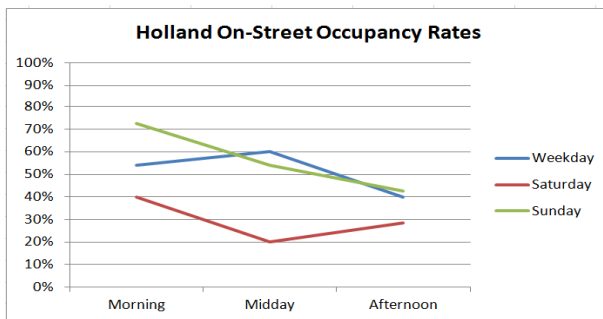


## Issues

- Inconsistent paid parking with surrounding area
- Inconsistent regulations
- Low utilization of on-street parking
- Saturday restrictions create problems for residents (with no competing parking generator)

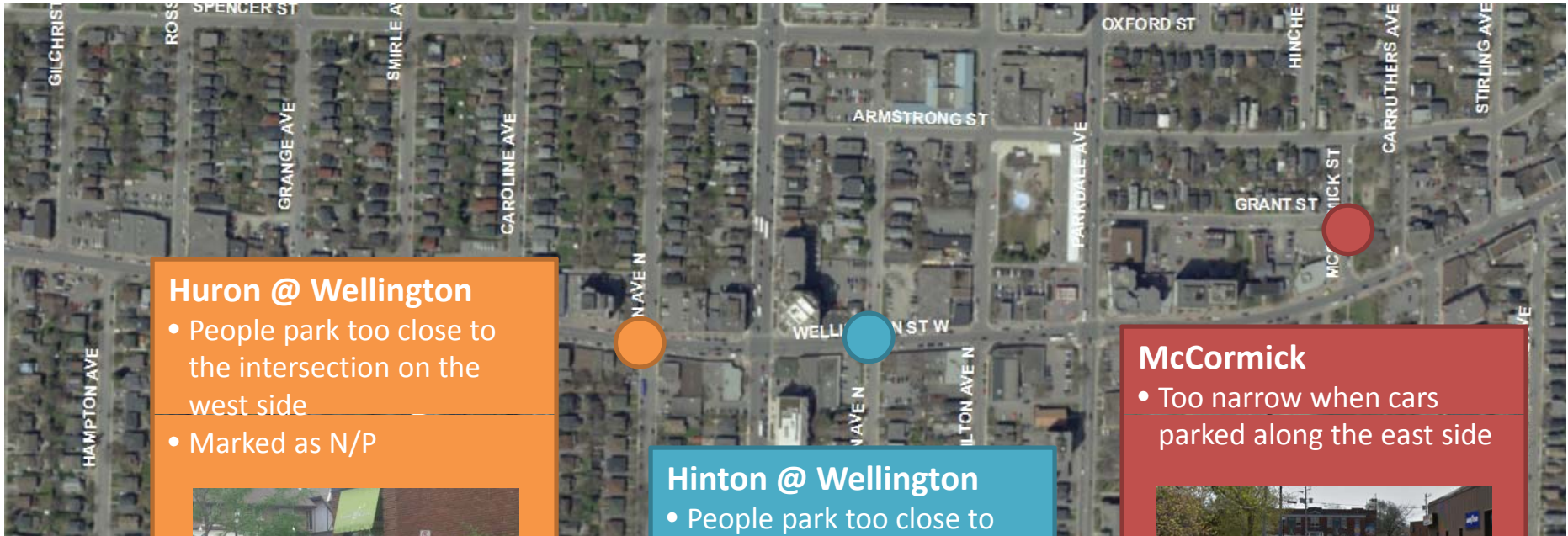
## Recommendations

- Remove paid parking on Saturday on Holland **(completed)**
- Increase time limits where there is paid parking:
  - From 1hr to 2hr on Holland
  - From 2hr to 3hr on Spencer & Hamilton
- Reduce rates on Spencer & on Hamilton to \$1.50 / hr (north of Spencer)





# Safety Issues – Wellington West



## Huron @ Wellington

- People park too close to the intersection on the west side
- Marked as N/P



*Enforcement issue – to be referred to Parking Enforcement*

## Hinton @ Wellington

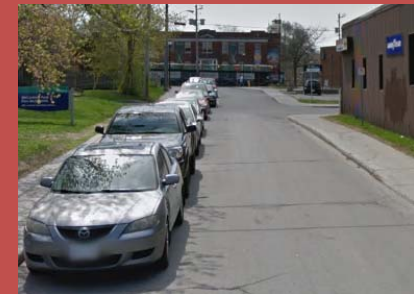
- People park too close to the intersection on the west side
- Not marked (unsigned 9m restriction)



*Signs to be added to clarify N/P near the intersection*

## McCormick

- Too narrow when cars parked along the east side



- Consistently full with cars from early morning to mid-afternoon

*Install 2hr parking limit to increase turnover and create space*

*No safety issues identified in Westboro through consultation*



# Summary of Draft Recommendations

| Tool                                       | In Progress / Short-Term   | Medium / Long-Term   |
|--|--|--|
| <b>On-Street Supply</b>                    | <ul style="list-style-type: none"> <li>• Madison – formalize 8-10 new spaces</li> <li>• Kirkwood – formalize 13 new spaces</li> <li>• Athlone – add one new space (north of Richmond)</li> </ul>   | <ul style="list-style-type: none"> <li>• Convert / adjust Loading Zones</li> </ul>   |
| <b>Off-Street Supply</b>                   |  |  |
| <b>Rate Adjustment</b>                     | <ul style="list-style-type: none"> <li>• Danforth – introduce paid parking at \$1.50 / hr</li> <li>• On Hamilton and Spencer in vicinity of Holland Cross, reduce rate to \$1.50 / hr</li> <li>• Remove paid parking on Holland on Saturday <i>(completed)</i></li> </ul>  | <ul style="list-style-type: none"> <li>• Monitor impacts of paid parking on Danforth</li> <li>• Monitor rates in Wellington West (Holland Cross / Hamilton) to determine if future adjustments required</li> </ul> |
| <b>Enforcement</b>                         | <ul style="list-style-type: none"> <li>• Request additional time limit enforcement along Richmond / Wellington</li> <li>• Request additional enforcement at Huron / Wellington (N/P zone)</li> </ul>   |  |
| <b>Regulations</b>                         | <ul style="list-style-type: none"> <li>• Uniform time limits along Wellington / Richmond (90 min.)</li> <li>• Extend time limits in paid areas on Hamilton &amp; Spencer (3hrs), and on Holland (2hrs)</li> <li>• Armstrong – implement regulations on east side (1hr)</li> <li>• Consult with Wellington West BIA on how to address inconsistencies on Holland</li> </ul> |  |
| <b>Off-Street Promotion</b>                | <ul style="list-style-type: none"> <li>• Westboro Station wayfinding signs <i>(installed)</i></li> <li>• Wayfinding signage to promote Kirkwood and Hamilton as 'lots' <i>(installed for Kirkwood)</i></li> <li>• Better promote surface lot at Parkdale Market (wayfinding signs) – particularly during off-season</li> </ul>   |  |
| <b>Alternative Modes of Transportation</b> |  | <ul style="list-style-type: none"> <li>• Bicycle racks</li> <li>• Improved bike facilities (bike lanes on Byron)</li> <li>• Development of LRT (Stage 2)</li> </ul>  |

# Next Steps

- Follow up with all stakeholders on findings / outcomes
- Receive feedback
- Finalize study and table at Transportation Committee (expected to be in March)

## Feedback / Questions Welcome:

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