

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

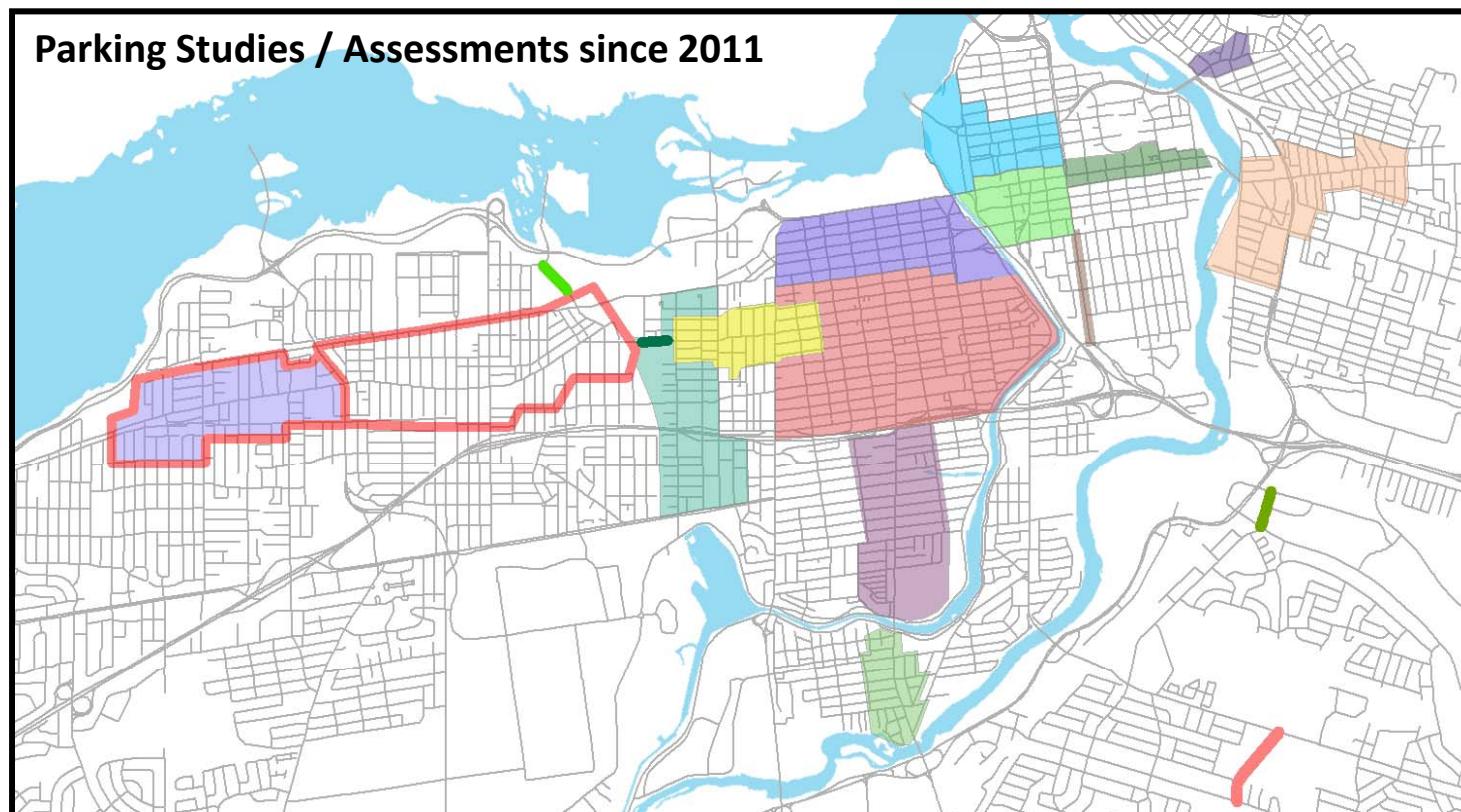
Background – Parking Management Program

- 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.

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.

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.

1) Municipal "Parking Lot" Supply

2) Curb-Side "Street" Parking Supply

3) Agreements with Developers

4) Zoning Provision Adjustments

5) Curb-Side Parking Regulations

6) Enforcement Levels

7) Parking Price Adjustments

8) Off-Street Parking Visibility / Promotion

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:

Westboro LAPS Update

(follow-up to previous LAPS in 2013)



Wellington West LAPS

(not yet comprehensively looked at)

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 (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 (promotes car use)	Shorten time limit on Wellington (Bayswater-Breezehill)
Inconsistent time limits on side streets	Loading zones
	Holland Cross – paid parking on-street & weekend time limits
	Construction activity taking up parking spaces
	Safety issues (Hinton @ Wellington; Huron @ Wellington; McCormick)
	Long-term parking is taking spaces away from 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 (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

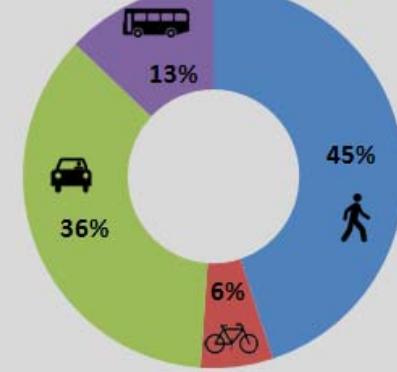
1.5km
of main
street



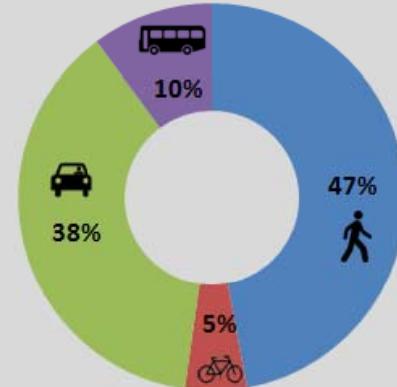
	West of Tweedsmuir	East of Tweedsmuir
Inventory		
On-Street (Richmond)	147	105
Off-Street (Richmond)	787	478
On-Street (Total)	780	377
Off-Street (Total)	933	573
Bike Racks	141	31
Duration		
<= 1hr	78.6%	69.6%
1-2 hrs	10.7%	23.3%
2-3 hrs	4.2%	4.9%
3+ hrs	6.5%	2.2%

Modal Split (Trips to the Area)

Everyone



Patrons



Dashboard – Wellington West

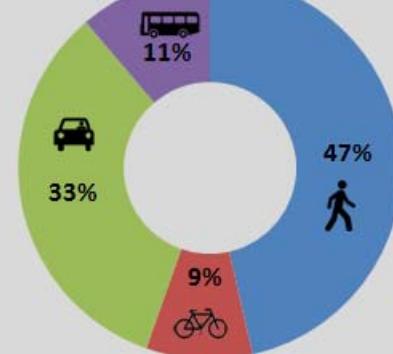
2.2km
of main
street



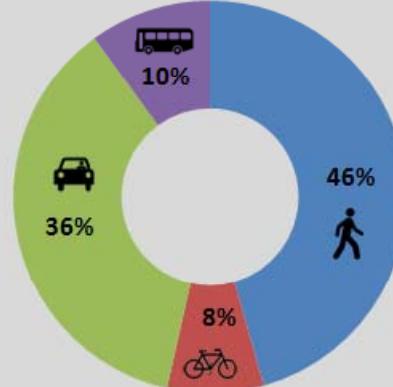
	West of Parkdale	East of Parkdale
Inventory		
On-Street (Wellington)	158	137
Off-Street (Wellington)	563	305
On-Street (Total)	1,159	680
Off-Street (Total)	1,758	1,005
Bike Racks	169	120
Duration		
<= 1hr	73.0%	70.1%
1-2 hrs	17.0%	17.4%
2-3 hrs	5.5%	6.0%
3+ hrs	4.5%	6.5%

Modal Split
(Trips to the Area)

Everyone



Patrons



‘Parking Shortage’ – Extent of Issue

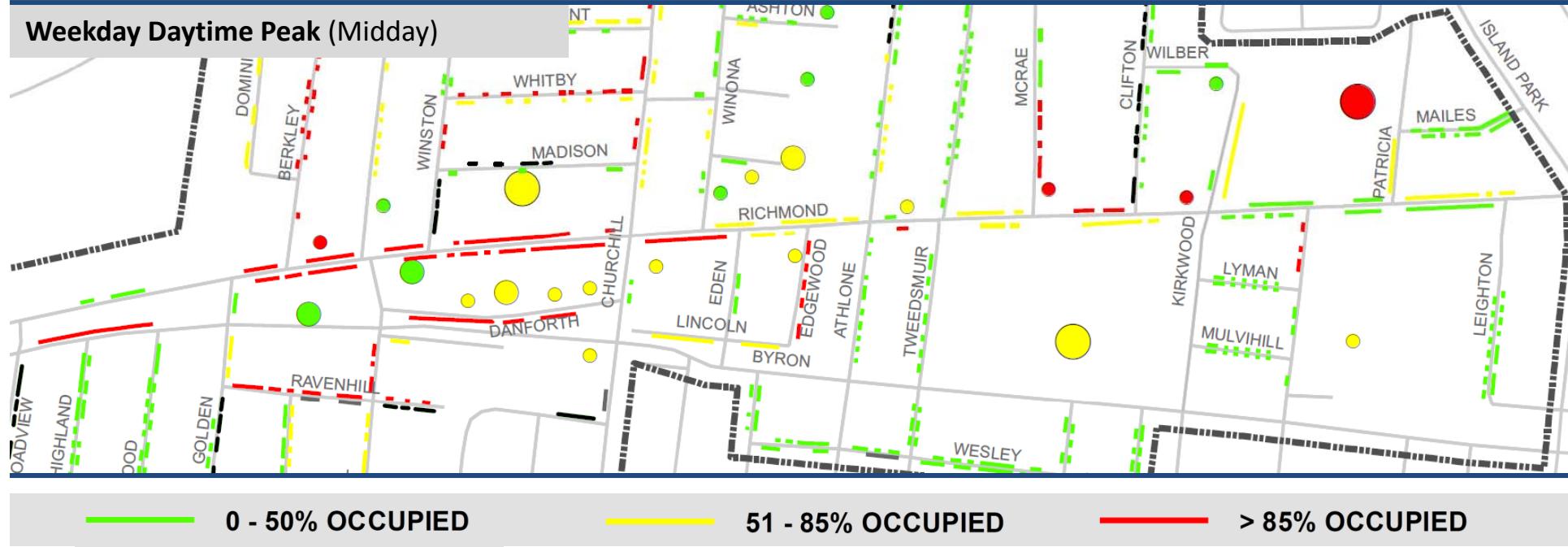
- Parking is a common complaint in many commercial areas - most audible from the businesses themselves who see it as an impediment to optimizing their bottom line and/or hear complaints from customers
 - Sometimes based only on perception
- If parking is > 85% full, it is difficult to find a space and 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

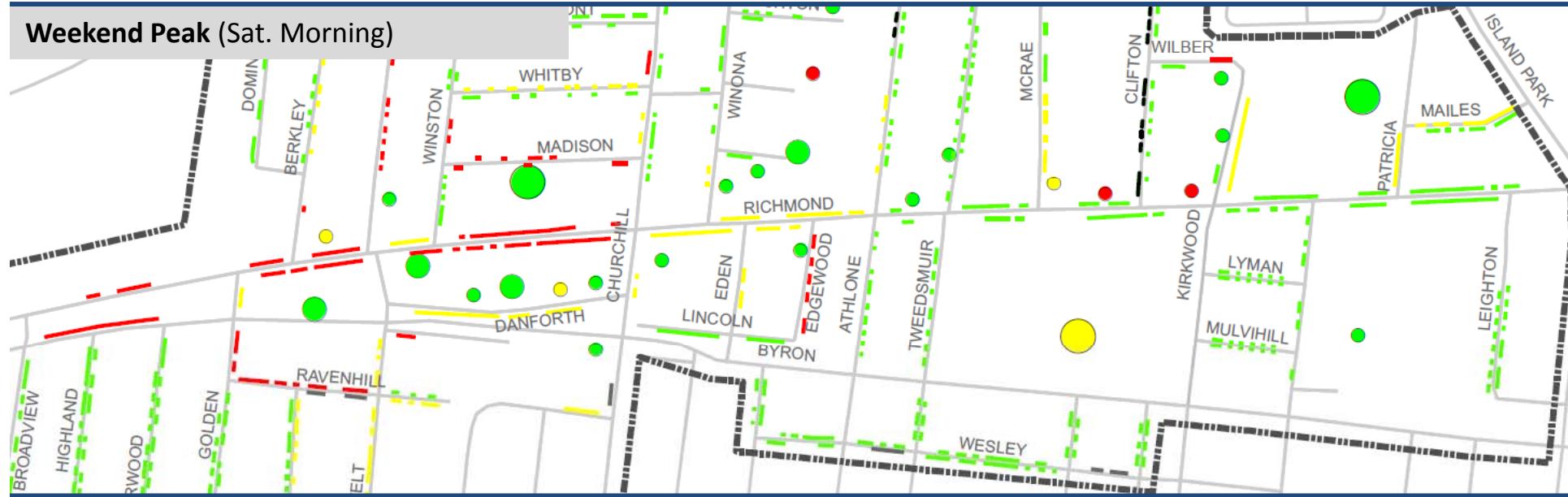


Demand Analysis – Westboro

Weekday Daytime Peak (Midday)

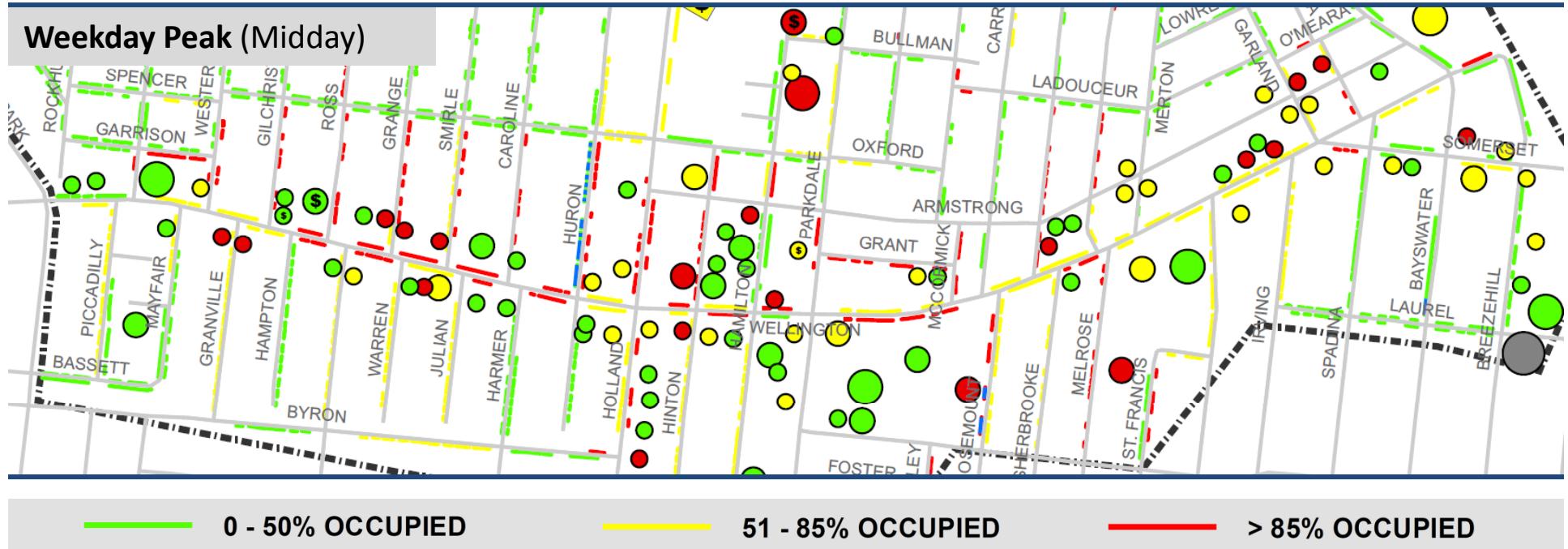


Weekend Peak (Sat. Morning)

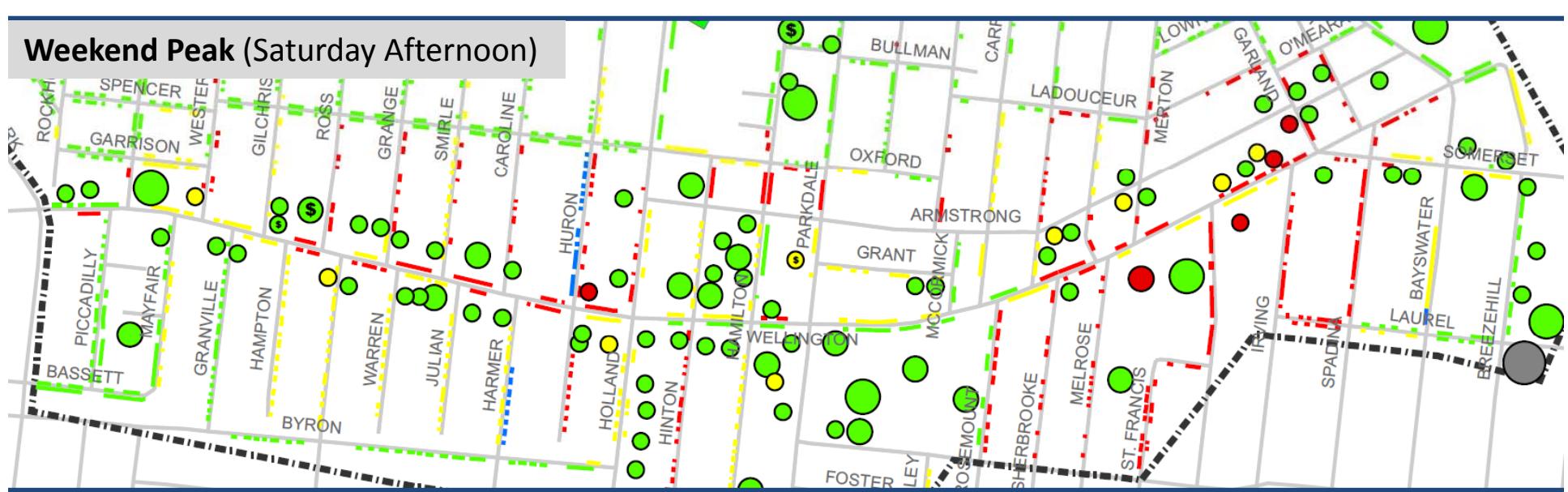


Demand Analysis – Wellington West

Weekday Peak (Midday)

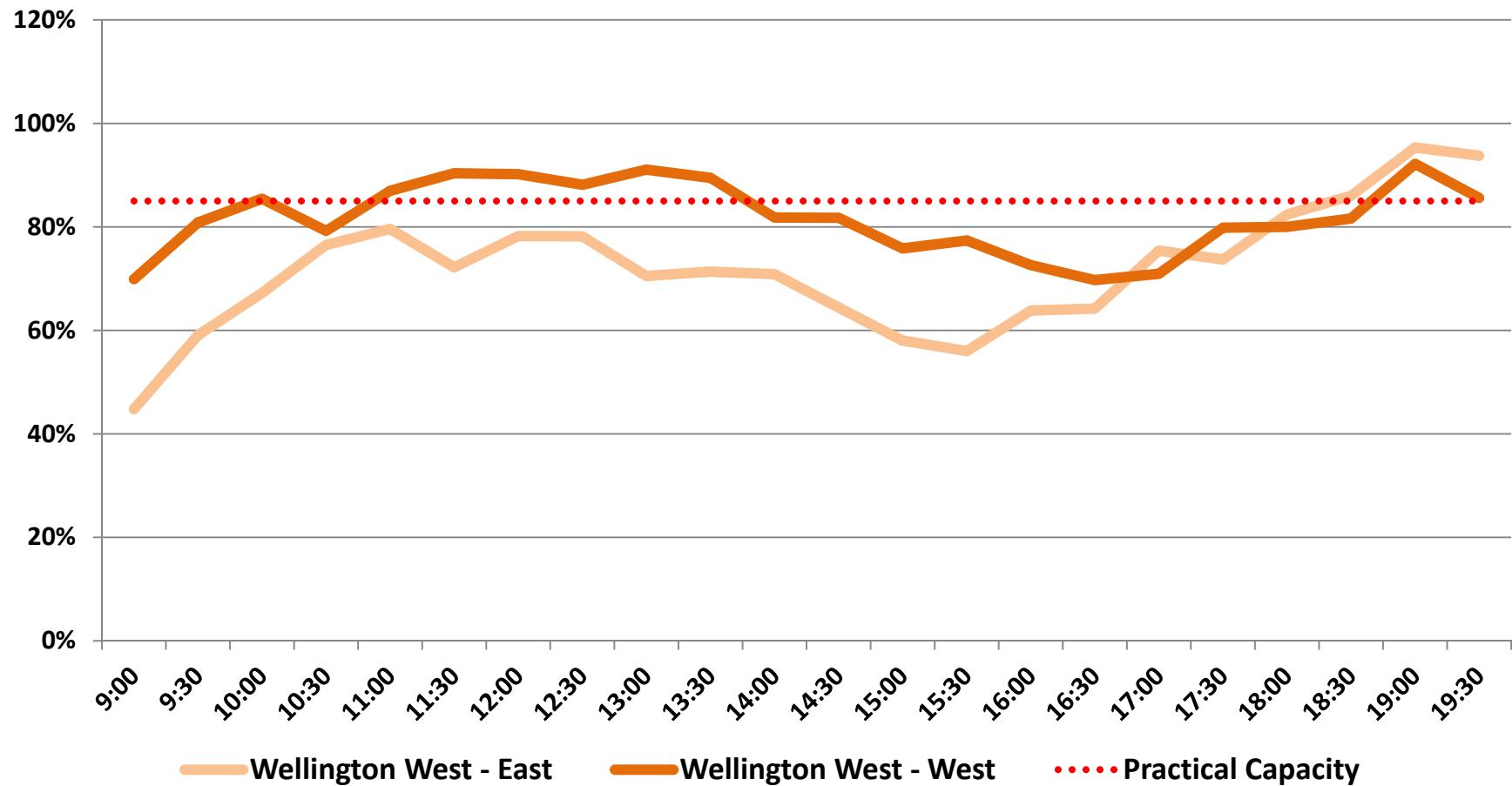


Weekend Peak (Saturday Afternoon)



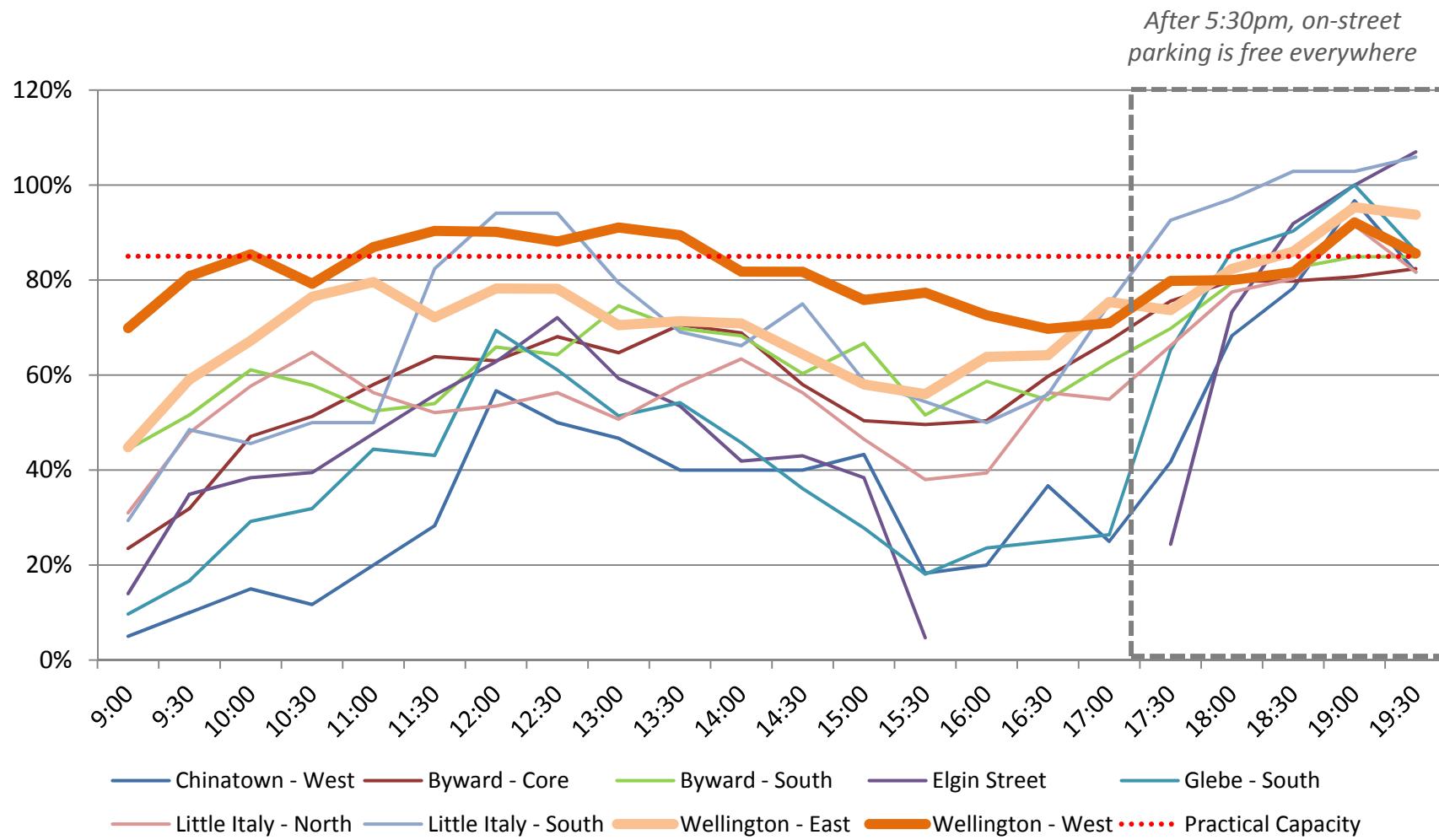
Demand Analysis – Wellington West

Weekday Profile



Demand Comparisons – Wellington West

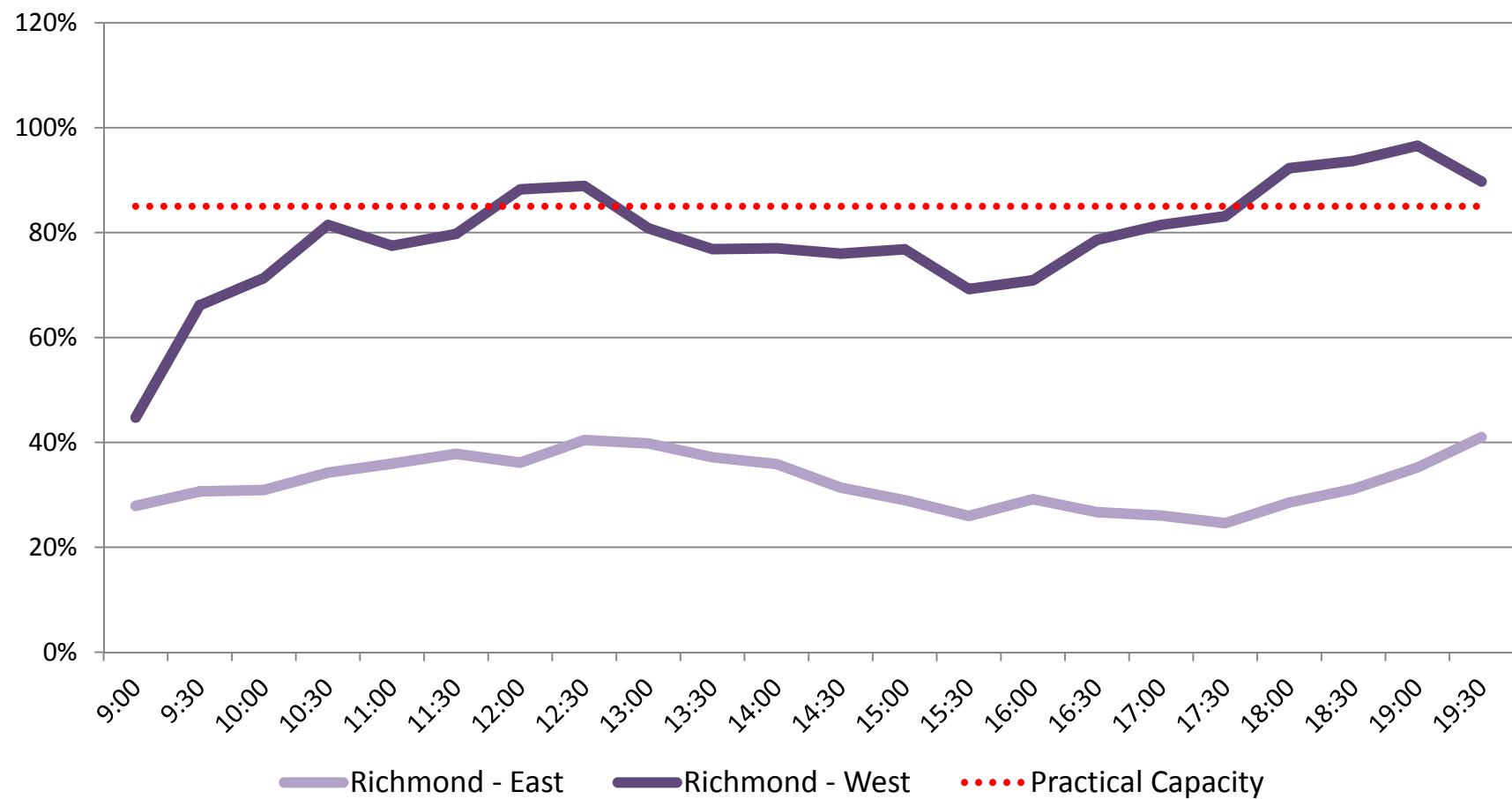
Weekday Profile



Wellington West data averaged from three days in 2015 / 2016; others from 2015 & 2016

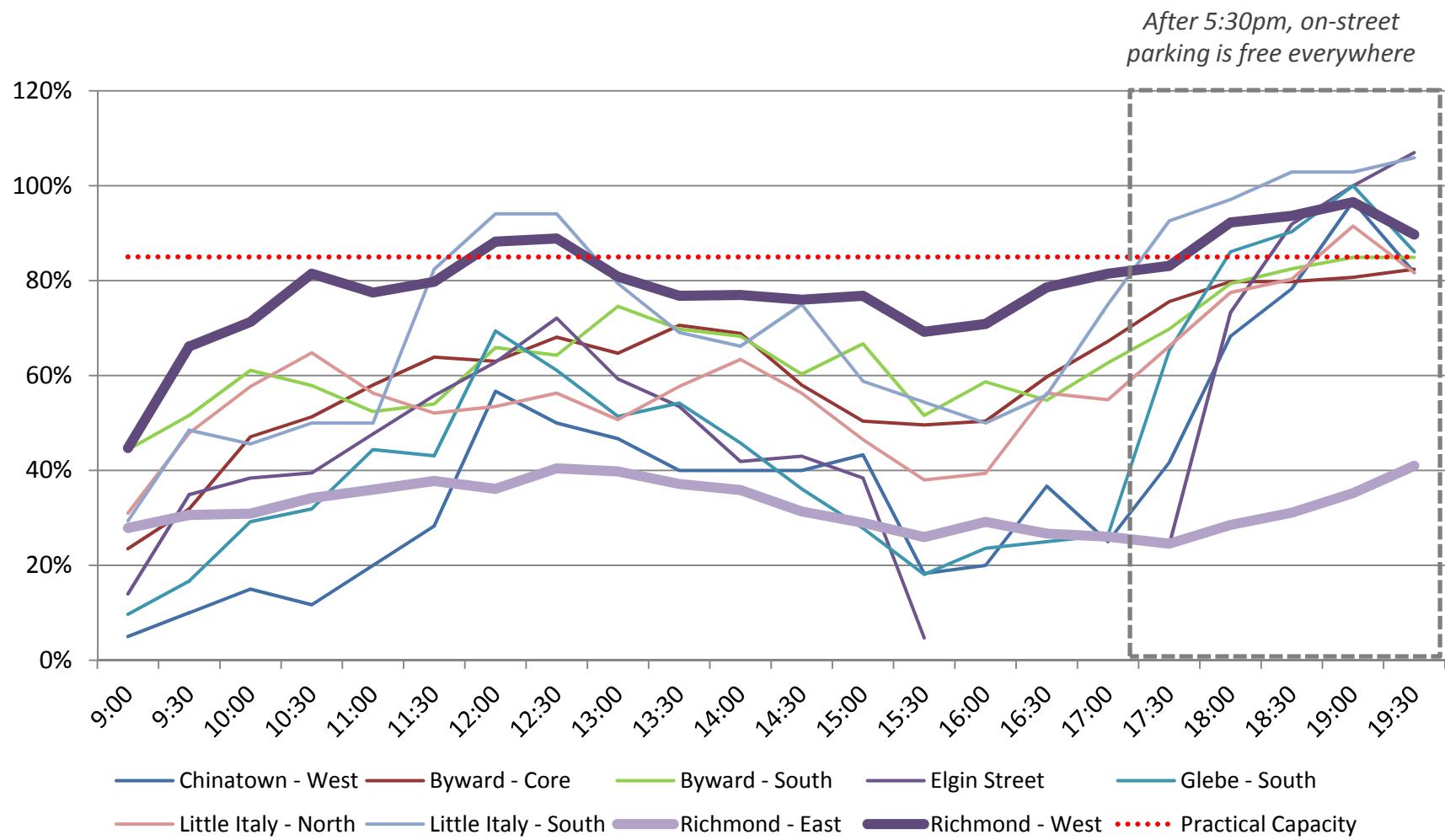
Demand Analysis – Westboro

Weekday Profile



Demand Comparisons – Westboro

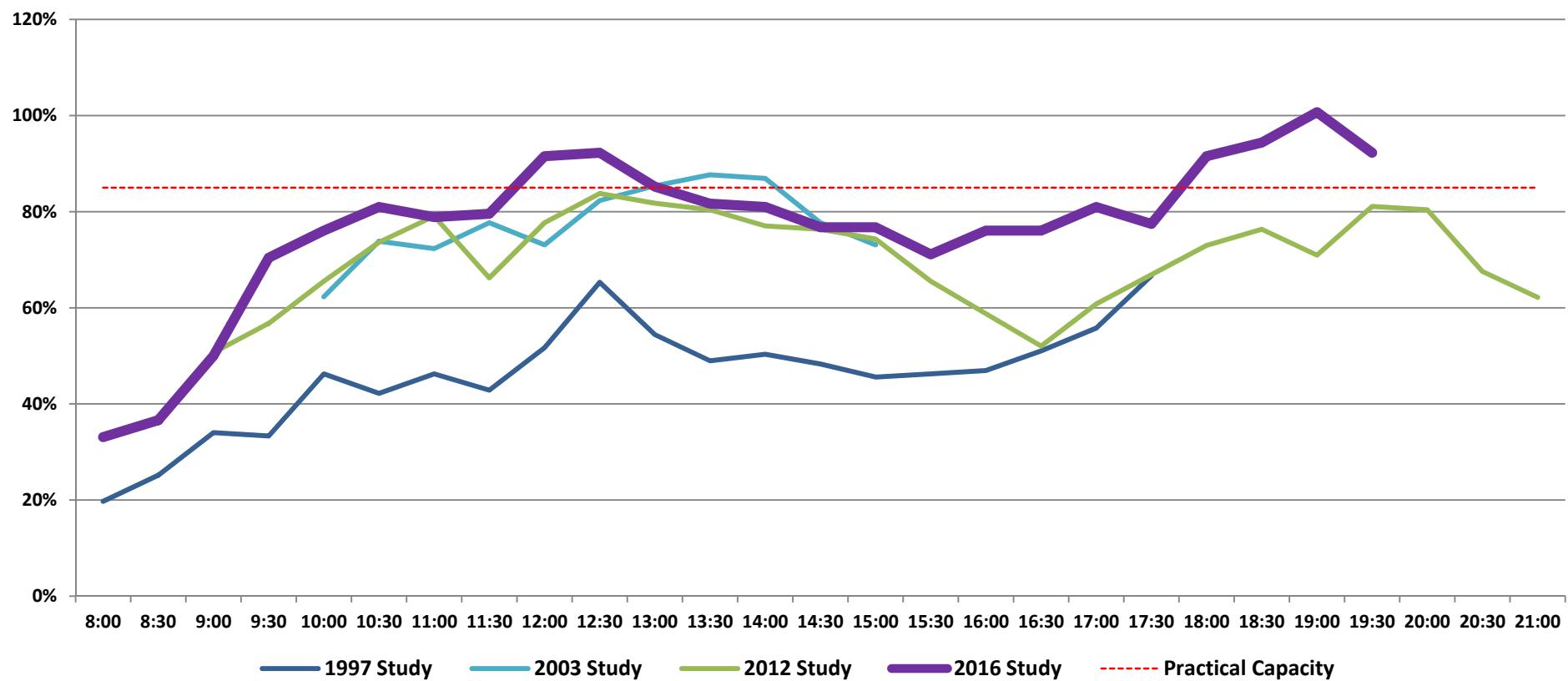
Weekday Profile



Westboro data averaged from three days in 2015 / 2016; others from 2015 & 2016

Historical Demand Trends - Westboro

Richmond Road from Golden to Tweedsmuir – Utilization Rates

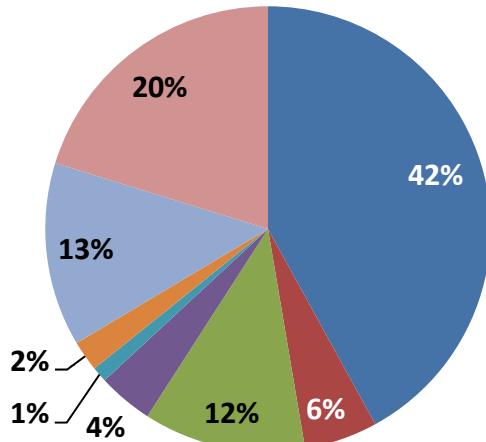


(10am – 3pm)	Peak Utilization	Average Utilization
1997 Study	65%	49%
2003 Study	88%	77%
2012 Study	84%	76%
2016 Study	92%	82%

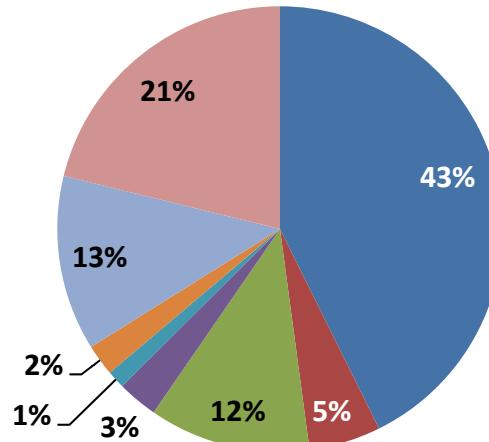
Intercept Survey Results

Westboro

Drivers



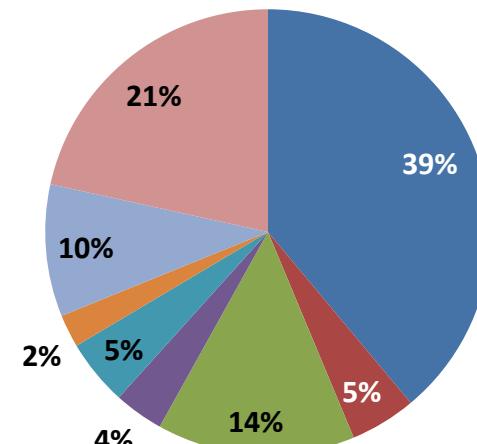
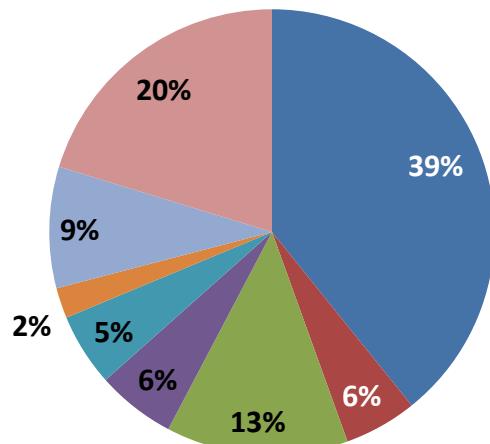
Customers / Patrons (Drove)



Concern When Travelling to the Area?

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

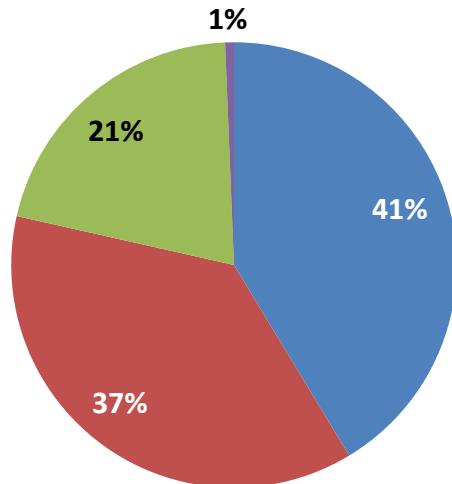
Wellington West



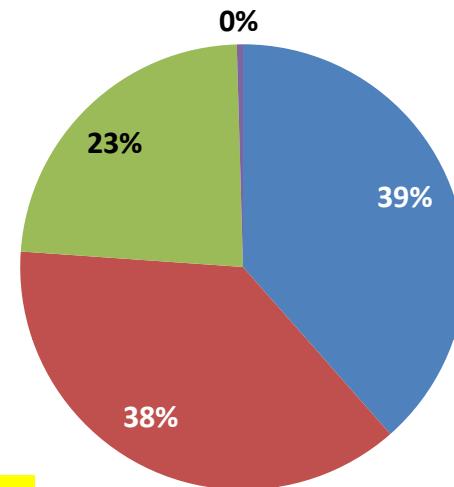
Intercept Survey Results

Westboro

Drivers

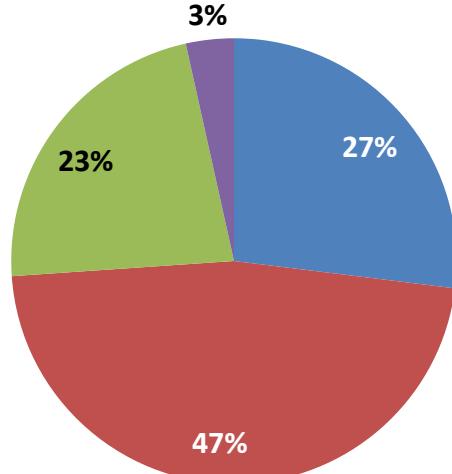


Customers / Patrons (Drove)



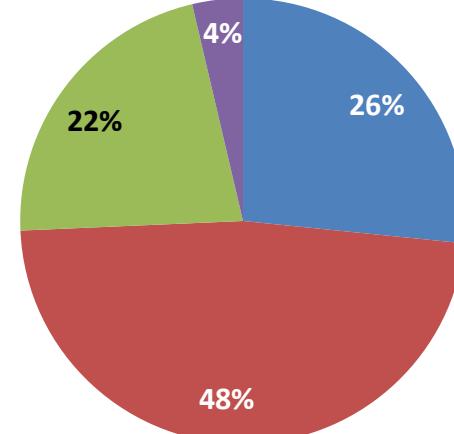
Wellington West

3%



How Easy To Find a Space?

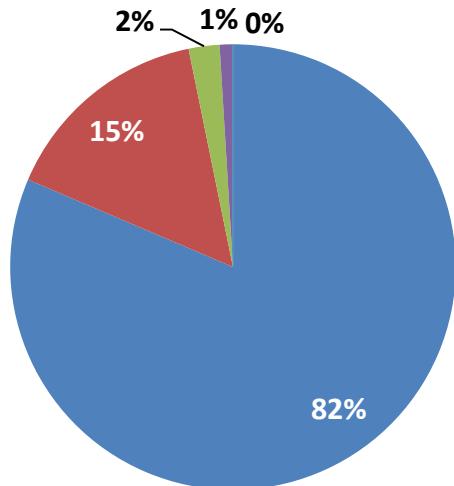
- I always find an empty parking space
- I occasionally have difficulty finding a parking space
- I frequently have difficulty finding a parking space
- This is my first visit



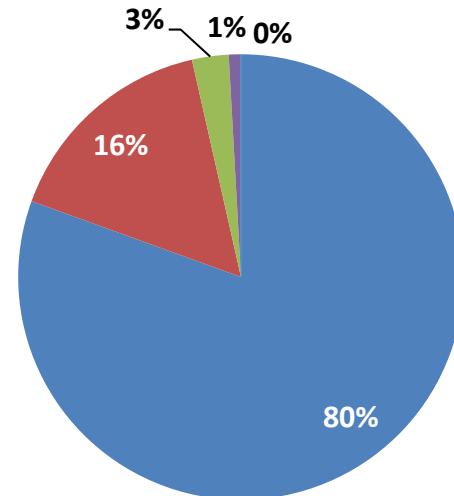
Intercept Survey Results

Westboro

Drivers



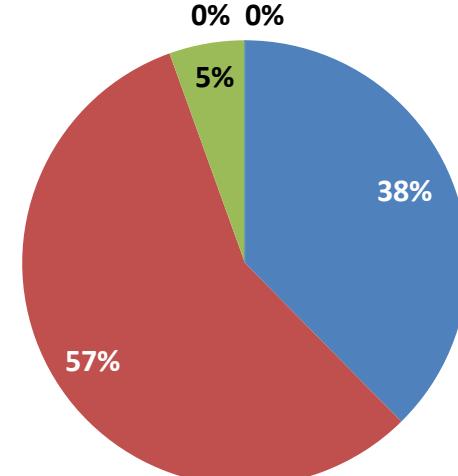
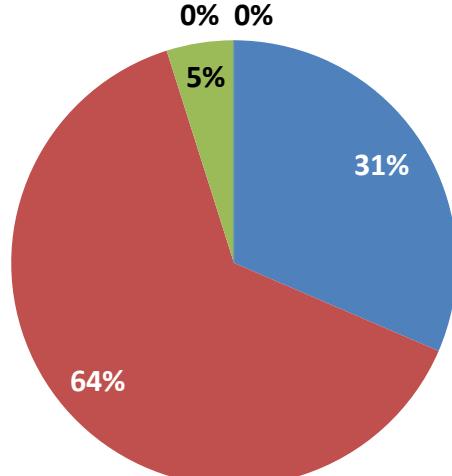
Customers / Patrons (Drove)



Wellington West

How Long to Find a Space?

- <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%

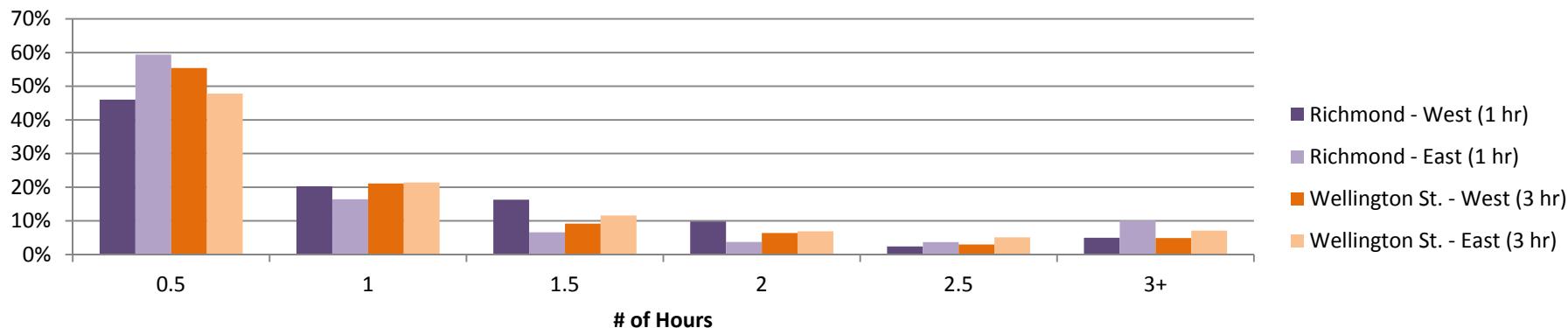
Wellington St. - West (1.5 hr)

16%

Wellington St. - East (2 hr)

10%

Weekend



Illegal Parking

Richmond - West (1 hr)

34%

Richmond - East (1 hr)

24%

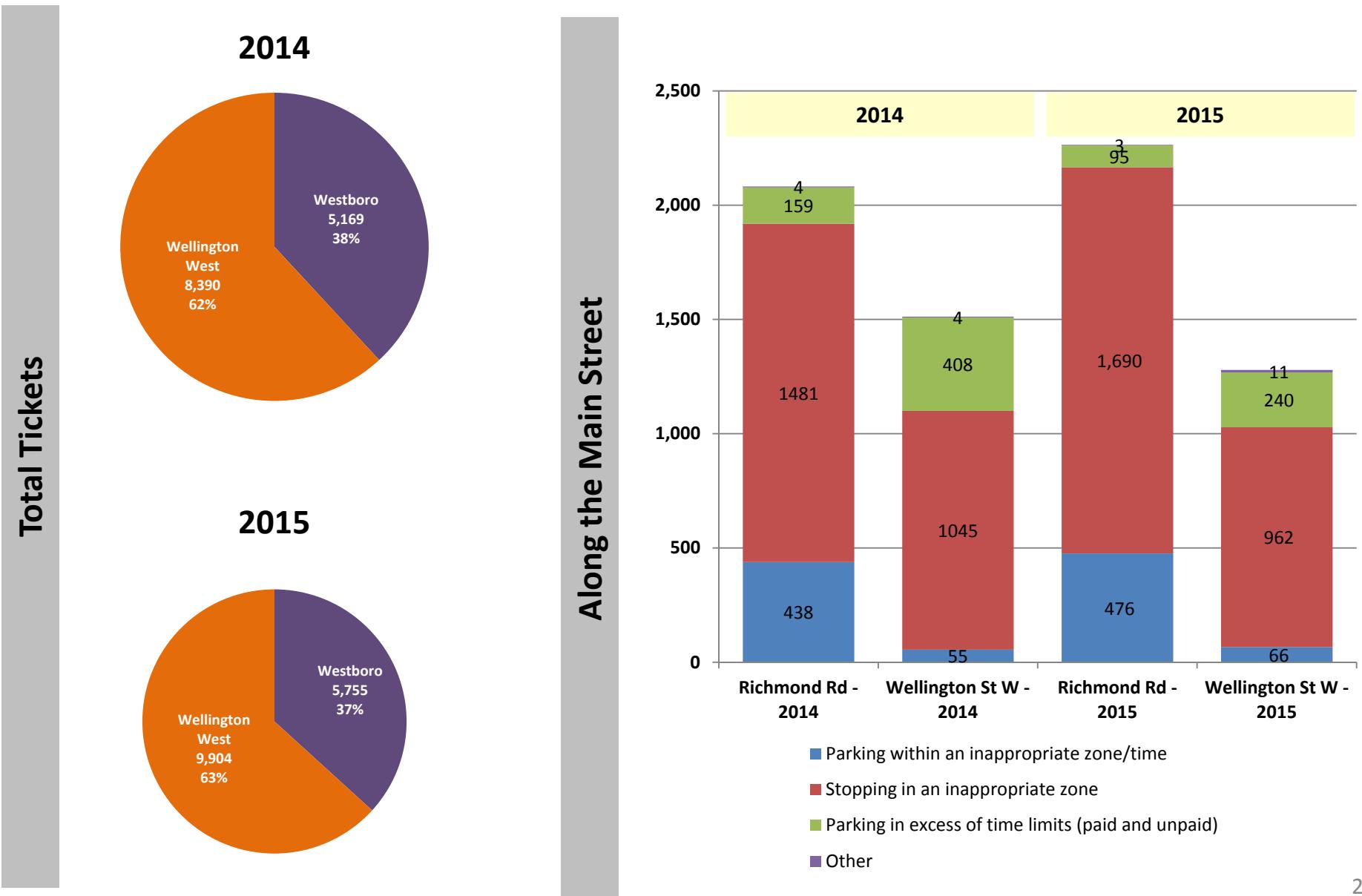
Wellington St. - West (3 hr)

5%

Wellington St. - East (3 hr)

7%

Levels of Enforcement



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

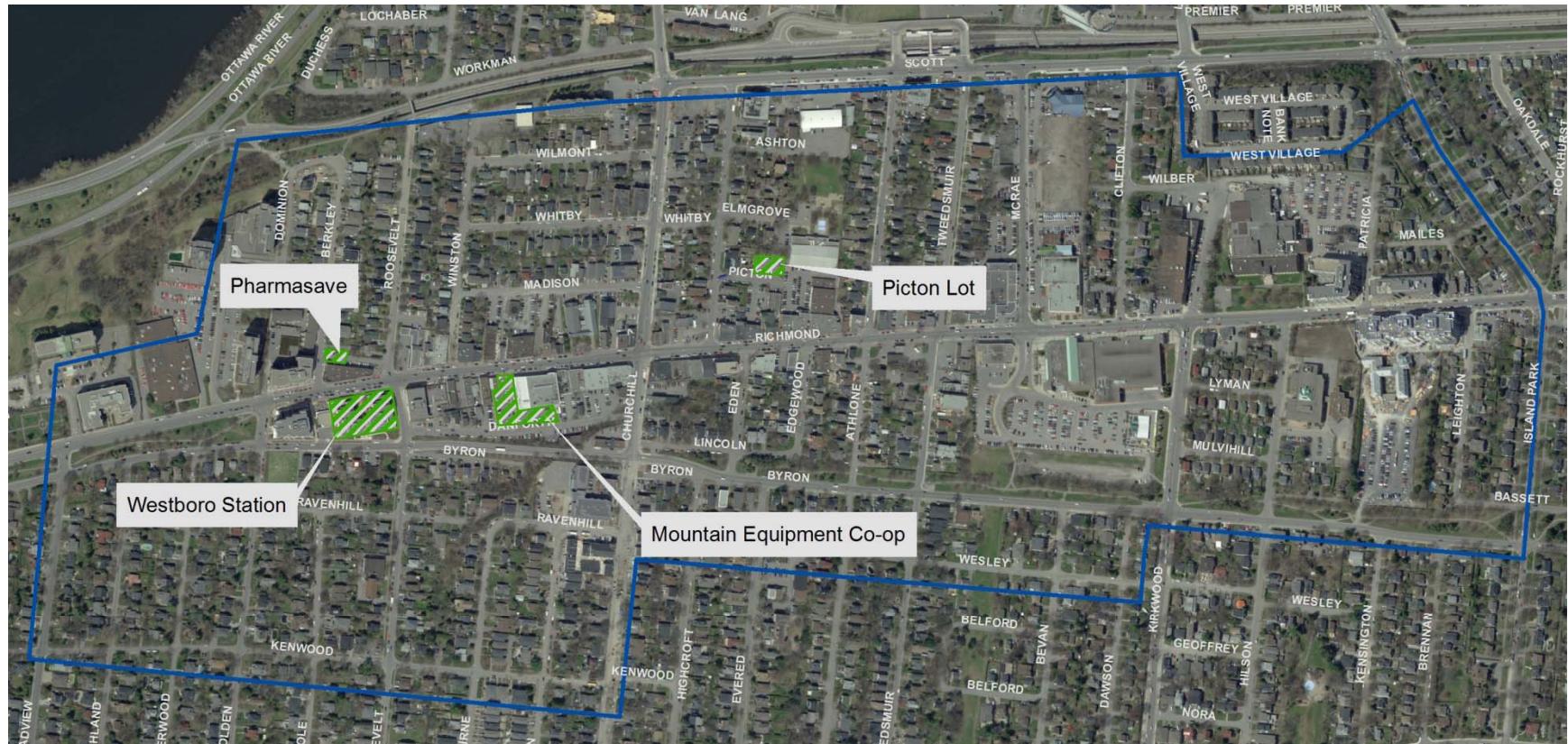
Paid Parking - Process

- 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

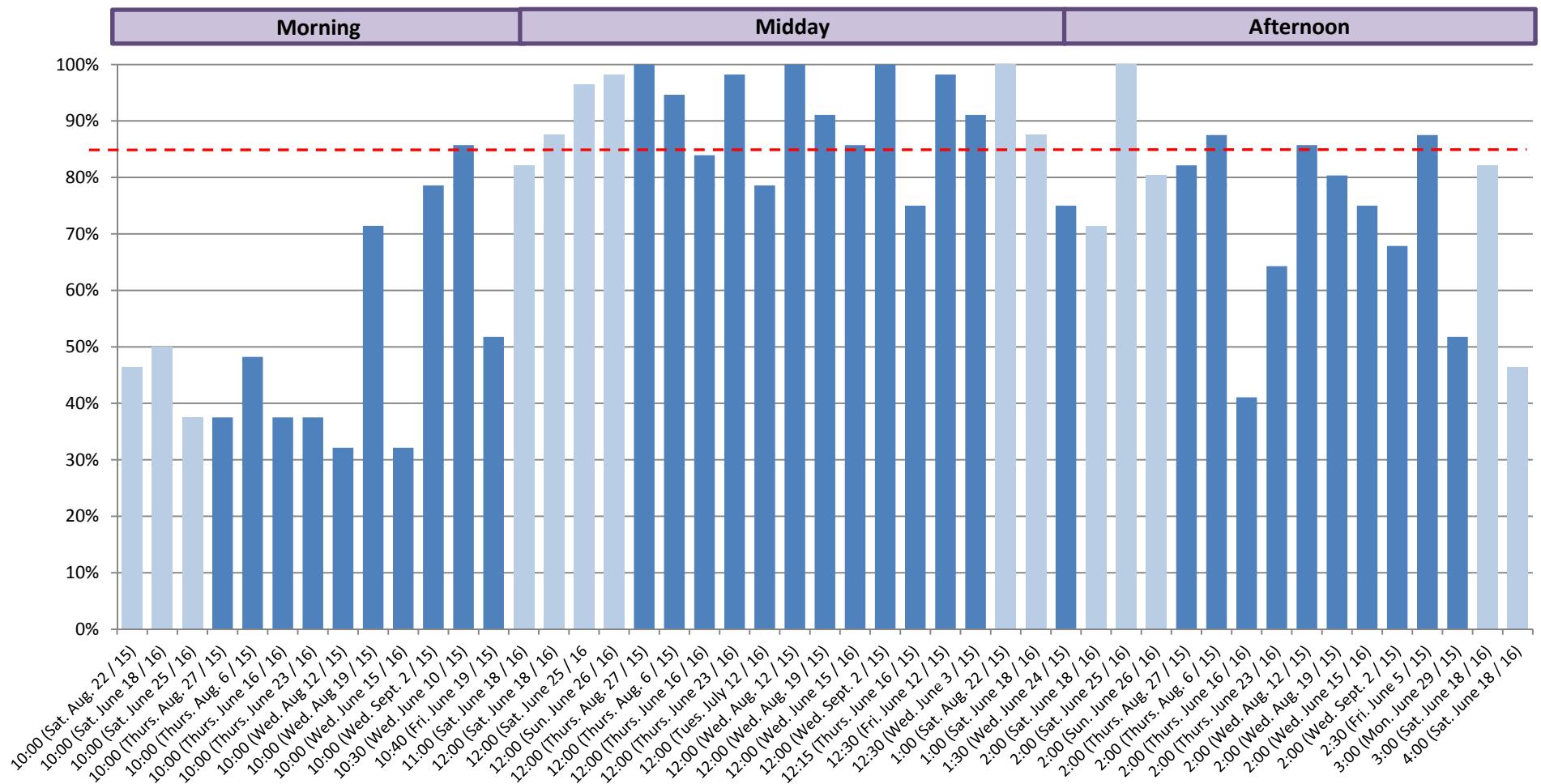
Off-Street Paid Parking - Westboro



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

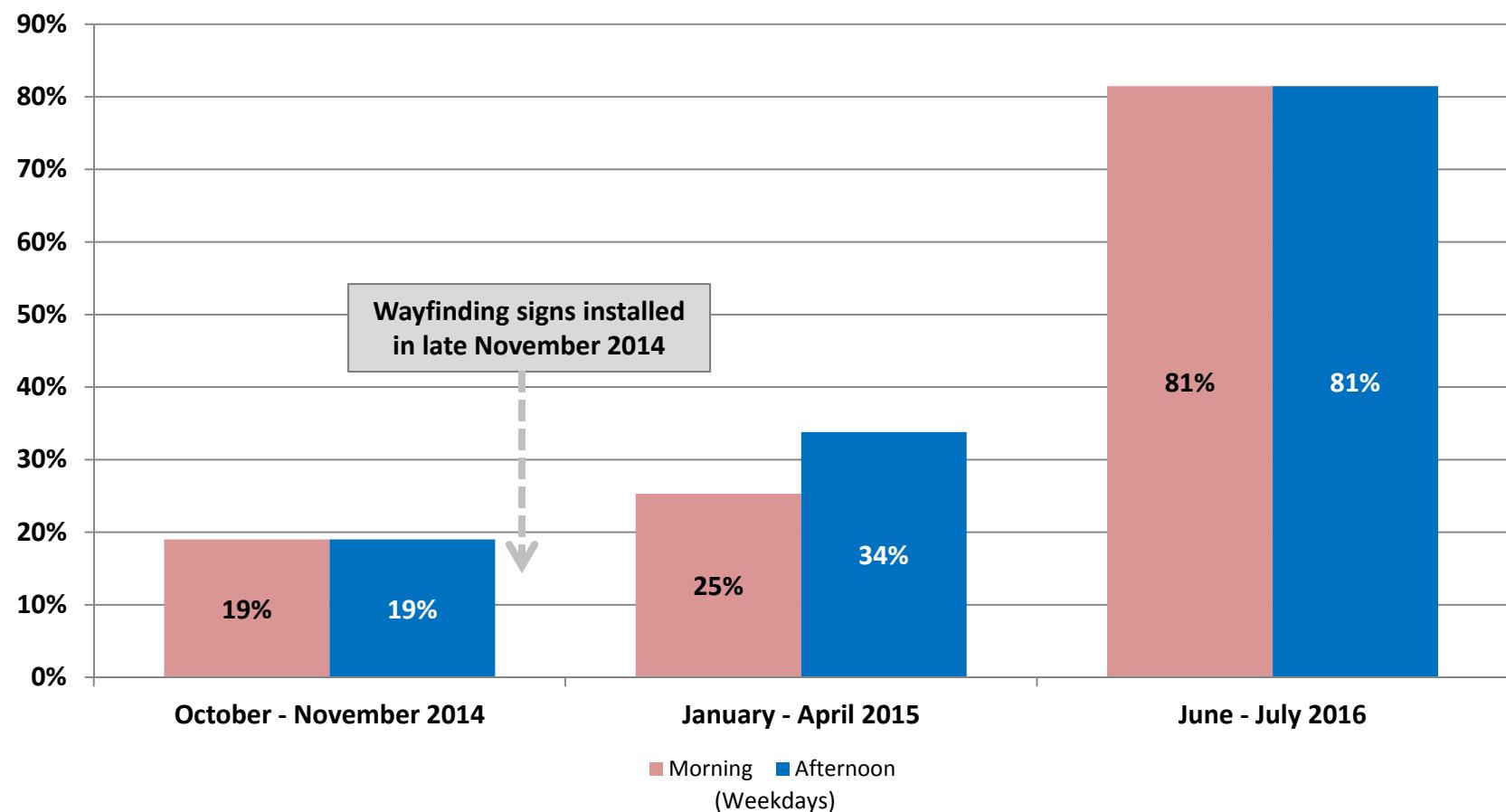
Off-Street Paid Parking - Westboro

Mountain Equipment Co-op (56 spaces)

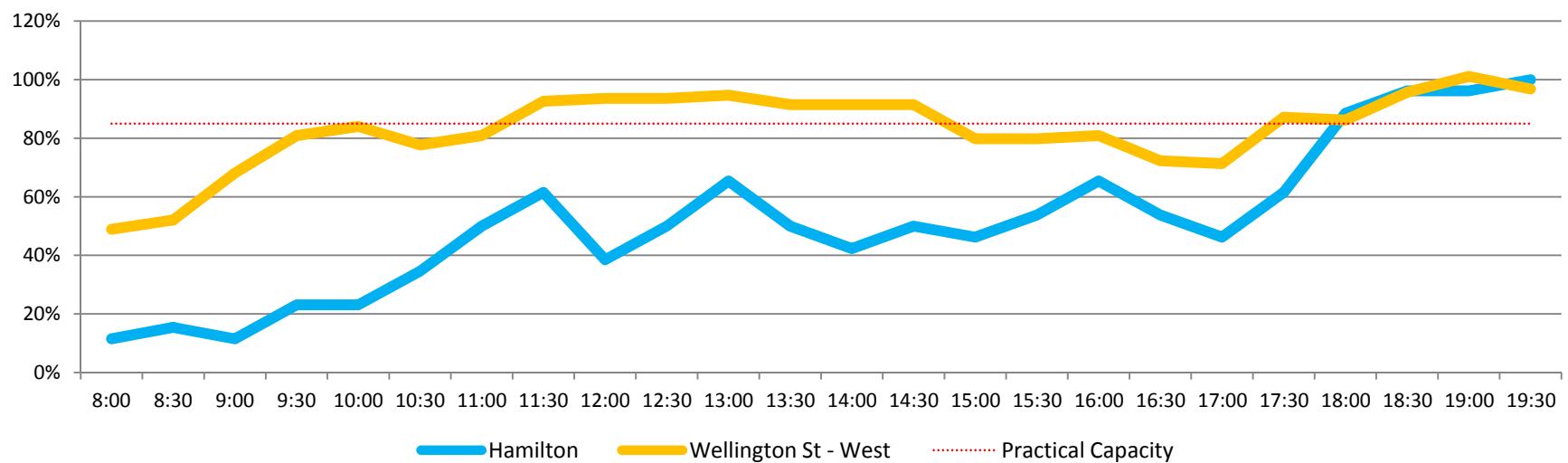
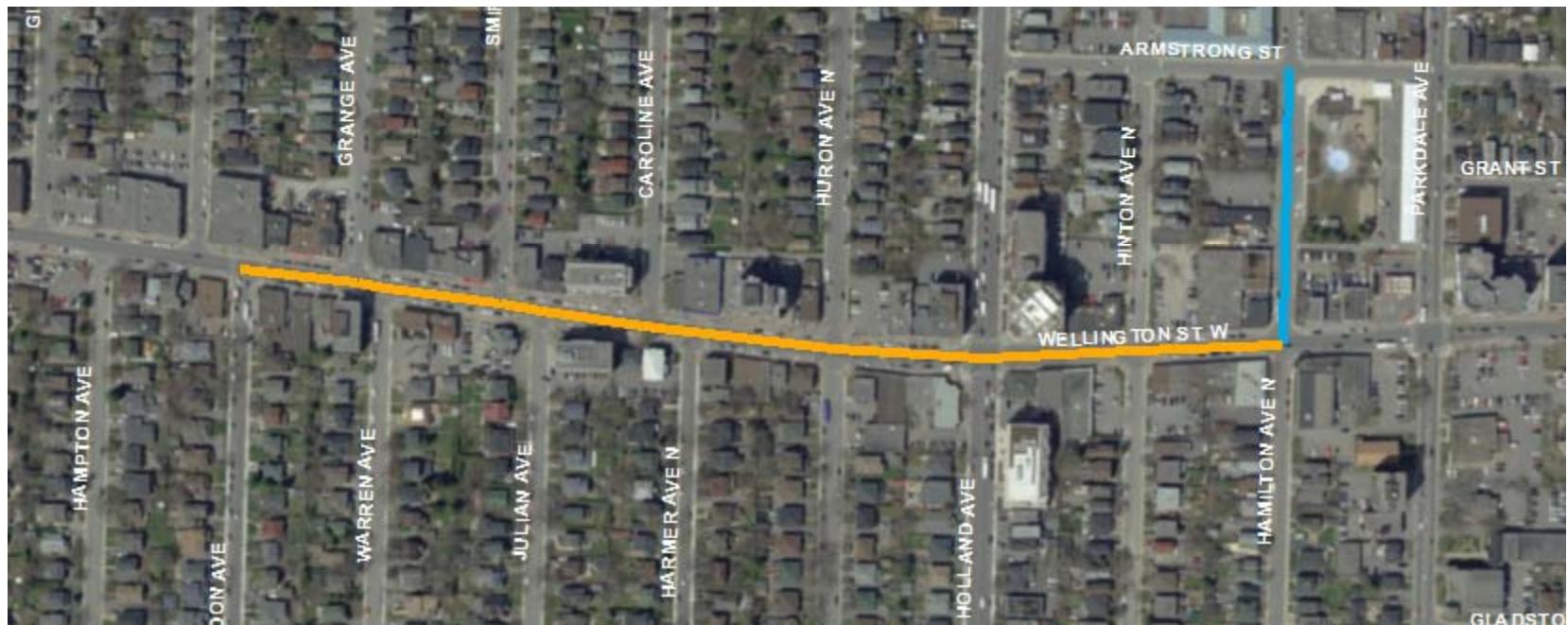


Off-Street Paid Parking - Westboro

Westboro Station (public parking) (36 public spaces)



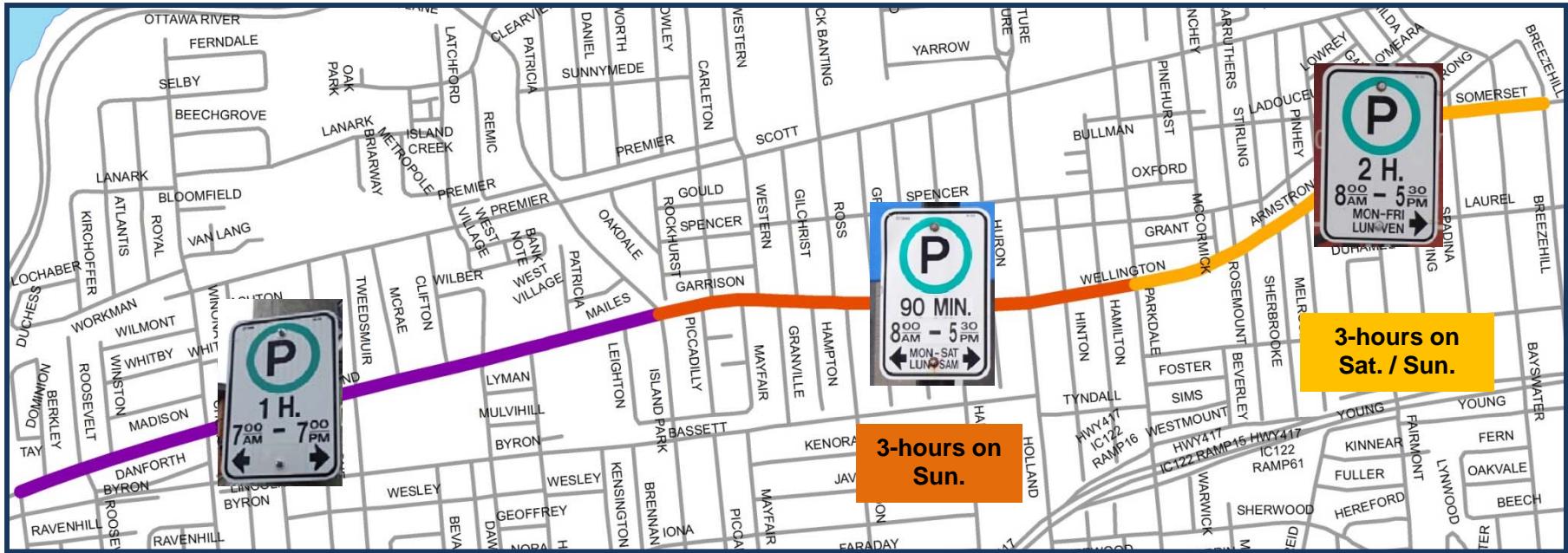
Paid Parking – WW Data



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)

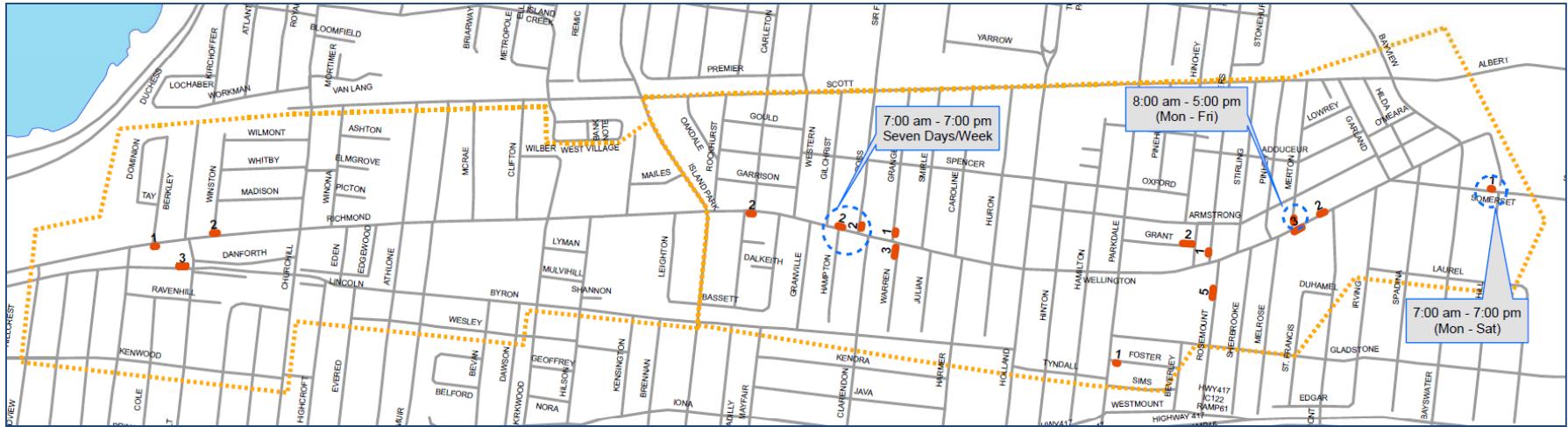
Draft Recommendation

- 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

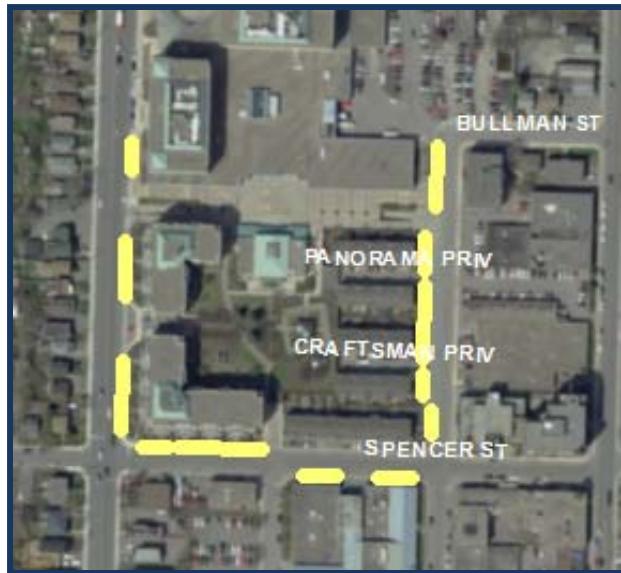
Draft Recommendations

- See following map for changes

Time Limits – Wellington West

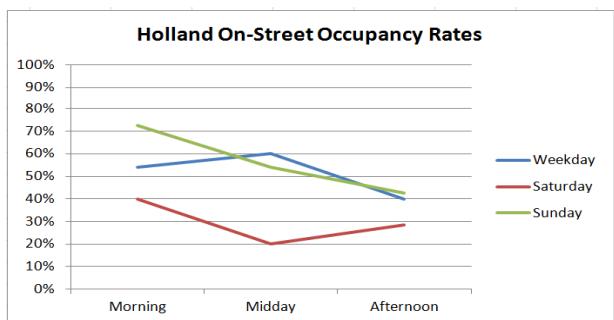


Holland Cross



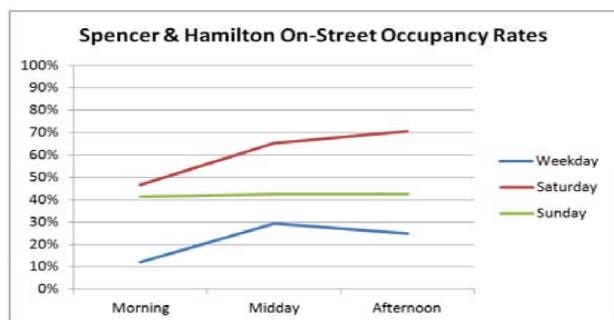
Issues

- 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)

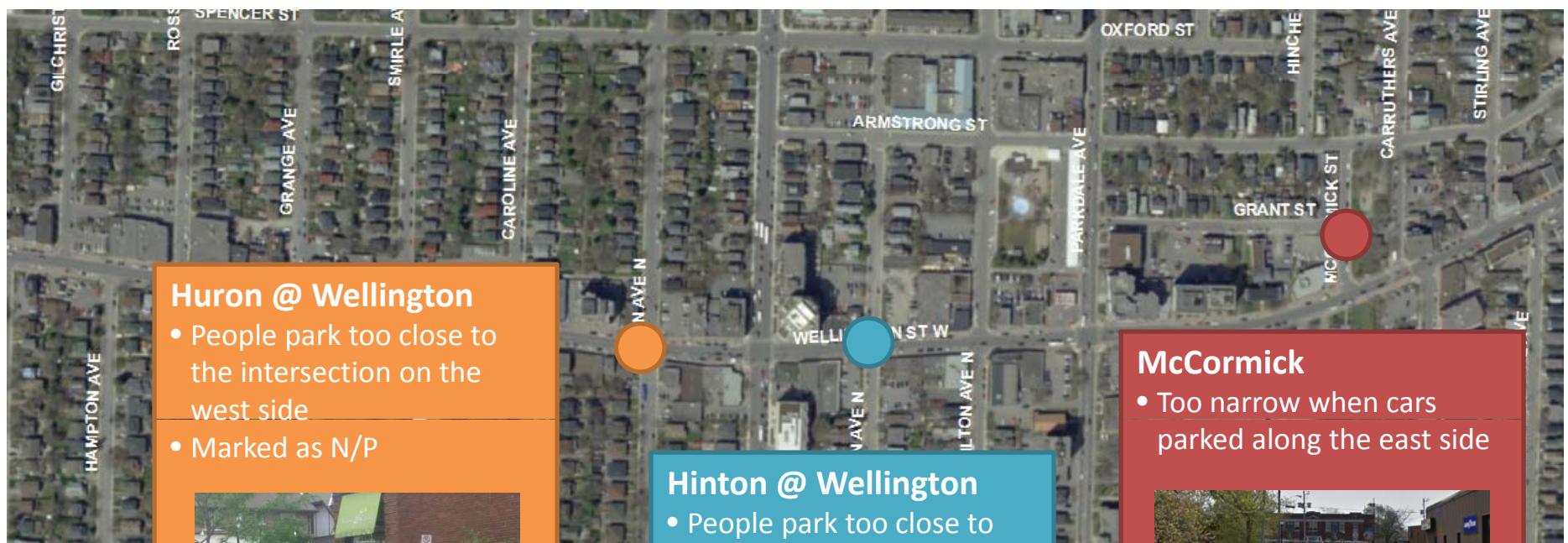


Recommendations

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

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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