

Subject: On-Street Parking Removal in Hunt Club

File Number: ACS2023-OCC-CCS-0080

Report to Transportation Committee on 22 June 2023

and Council 28 June 2023

Submitted on June 8, 2023 by Councillor R. Brockington

Contact Person: Councillor R. Brockington, River Ward (16)

613-580-2486, Riley.Brockington@ottawa.ca

Ward: River (16)

**Objet : Suppression de places de stationnement sur rue dans le secteur
Hunt Club**

Dossier : ACS2023-OCC-CCS-0080

Rapport au Comité des transports

le 22 juin 2023

et au Conseil le 28 juin 2023

Soumis le 8 juin 2023 par Conseiller R. Brockington

Personne ressource : Conseiller R. Brockington, quartier Rivière (16)

613-580-2486, Riley.Brockington@ottawa.ca

Quartier : Rivière (16)

REPORT RECOMMENDATION(S)

That the Transportation Committee recommend that Council approve the provision of on-street parking be removed due to safety issues on a small portion of three streets: Paul Anka Drive, Pigeon Terrace and Uplands Drive

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que des places de stationnement sur rue soient supprimées, en raison de problèmes de

sécurité, le long d'un petit tronçon des trois rues suivantes : la promenade Paul-Anka, la terrasse Pigeon et la promenade Uplands.

BACKGROUND

Members of Council have historically come to the Transportation Committee or even Council to address road safety issues in their respective wards, whether it be requests to modify the existing speed limit, remove on-street parking by creating or extending No Parking or No Stopping zones.

DISCUSSION

Local Residents and/or local road users have brought three matters to the attention of the Councillor for River Ward that identify safety concerns.

Paul Anka Drive (between McCarthy Road and Uplands Drive)

This block, approximately 325m in length is arguably the busiest 325m in Hunt Club. On the north side of the block is the Hunt Club Riverside Park Community Centre, McCarthy Park, containing basketball courts, soccer pitches, baseball diamond, play structure and water feature and an apartment building. On the south side, the Metro grocery store and other commercial properties, Quarry Coop Phase 2 and an apartment building. The block is served by two OC Transpo bus routes (90 & 92) and heavy trucks serving the grocery store and retailers.

No parking/No Stopping exists on both sides of Paul Anka from McCarthy Road, westbound, to the end of the Community Centre entry/exit lane and the rear entry/exit lane of the Metro grocery store. Past this point, parking is permitted on both sides of Paul Anka.

Motorists, cyclists and pedestrians have stated that the proliferation of parked cars on both sides of the block, coupled with a high volume of pedestrians, mostly children and youth, crossing back and forth, in addition to accommodating passing buses presents a number of safety issues.

The recommendation is to remove the provision of on-street parking from Paul Anka Drive, southside, from the rear entry/exit lane of the Metro Grocery store, to Uplands Drive. This will impact approximately 14 parking spaces.

Pigeon Terrace (between McCarthy Road and approximately 40m inward)

This section has residential side lawns on the southside of the street, as well as a

Canada Post community mailbox and residential condo garden homes on the north side. Parking is permitted on both sides of the street.

Local residents have stated that when entering/exiting Pigeon from McCarthy, when parked cars are on both sides of the street, especially in winter months with snow banks, there is insufficient space to safely pass, plus with pedestrian activity at the mailbox, at times, motorists don't see them until the last second.

The recommendation is remove the provision of on-street parking from Pigeon Terrace, south side, from McCarthy Road, to approximately 40m inward, parallel to the private black street lamp at the entrance to the Huntridge condo parking lot across the street. This will impact approximately 7 parking spots.

Uplands Drive at Archer Square (east side of Archer)

Parking is permitted on the north side of Uplands Drive and prohibited on the south side. This is a collector street and has high traffic volumes, compared to the other local residential streets. Uplands is also served by Route 90 of OC Transpo, in both directions. There is a slight curve to Uplands Drive as it passes Archer Square.

Residents of Archer Square has identified a safety issue for exiting motorists. When they look left for oncoming traffic, parked cars to the immediate left, coupled with the slight curve in the road create a 'perfect' blindspot, forcing them to inch forward in to oncoming traffic to get a clear sightline.

The recommendation is to remove the provision of on-street parking from Uplands Drive, northside, from Archer Square to the driveway of the first residential dwelling, 3061 Uplands Drive. This will impact approximately 3 parking spots.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations.

LEGAL IMPLICATIONS

There are no legal impediments to implementing the recommendation as outlined in the report.

COMMENTS BY THE WARD COUNCILLOR(S)

As the author of this report, and recipient of the various requests from local residents, I am supportive of the recommendations.

CONSULTATION

The Hunt Club Community Association was consulted on all three recommendations.

The Councillor proposed his vision at the January 9, 2023 Board meeting for traffic calming and road safety issues.

The Hunt Club Community Association passed a resolution endorsing all three recommendations contained in this report.

The local Councillor published Tweets informing the public of this report and recommendations on June 6, 12 and 16, 2023.

Local residents on all three streets received a hand-delivered bulletin explaining the intent, rationale, Committee meeting date and ways to provide feedback to the local Councillor.

PUBLIC WORKS COMMENT:

Staff Position/Recommendation

At this time, Traffic Services does not support the implementation of No Parking zones as per the recommendations of Councillor Brockington's report as it does not follow the Council approved policy for changes to on-street parking regulations.

Staff recommend that the Council-approved petition process be followed to ensure fairness, consistency and transparency. Following the petition process will ensure affected residents are aware of the change to regulations and formally identify support for the proposed regulation changes. It will also reduce the potential for complaints directed to both the City of Ottawa and to Councillor Brockington's office if the change is made.

Rationale

Outcome of Review

Traffic Services staff receive requests to change on-street parking regulations on local residential roadways directly from residents and/or Ward Councillors on a regular basis. Such requests include changes to the maximum 1-, 2-, or 3-hour parking durations or the implementation of no parking or no stopping regulations.

In general, changes to on-street parking regulations are triggered by two types of concerns: "Safety Related" and "Community Requests". "Safety Related" concerns are

addressed through Delegated Authority as established by City Council approved by-laws and do not require consultation with the community. "Community Requests" are addressed as per the On-Street Parking Regulation Change Policy approved by Council in April 2017 (ACS2017-TSD-TRF-0003).

The Council-approved On-Street Parking Regulation Change Policy ensures that a similar fair, consistent and transparent process is followed city-wide. When a resident, or a Councillor requests a change to on-street parking regulations, staff undertake a review of collision records and conduct a site investigation to determine whether the change addresses or causes any related safety issues. If no safety issues are identified, staff offer to provide a petition to the requestor. If the requested regulation change causes a safety concern, the resident will be notified of the results of the review and the request will not be pursued.

The petition provided by staff identifies the addresses of all affected households and also provides information on any corresponding signage changes within the right-of-way. It is the responsibility of the resident/Councillor applicant to visit every address listed on the petition form provided by Traffic Services. The formal petition process serves to inform Traffic Services staff of the proportion of residents who support the change in parking regulation and serves to provide notice to the residents along the street that a change in regulation may occur and that signage may be installed within the City's right-of-way, adjacent to their property. The change in parking regulation will only be implemented if agreed to by 66 per cent of those residing at the addresses listed on the petition and if approved by the Ward Councillor.

The curbside regulation changes to "No Parking" along the four roadway segments requested by Councillor Brockington have been assessed by staff and are deemed "Community Requests" as they do not address any safety issues. As such, the implementation of the "No Parking" regulations requires completed petitions. Traffic Services will have delegated authority to implement the regulation changes only if 66% of affected residents are in support of the "No Parking" changes proposed.

Accessibility Implications

There are **no** accessibility implications as the establishment of No Parking zones does not impact the availability of on-street parking spaces for Accessible Parking Permit holders.

Cost Estimate

Staff estimate that the cost to implement No Stopping regulations as per the report recommendations will be approximately \$1,200 for the installation of regulatory signs. The estimate includes materials and associated labour to install and remove signage as needed. Costs associated to the completion of this work will be covered by the existing Traffic Services operating budget.

ACCESSIBILITY IMPACTS

No specific accessibility impacts have been identified.

RISK MANAGEMENT IMPLICATIONS

No specific risk implications have been identified.

RURAL IMPLICATIONS

No rural implications/ not applicable.

TERM OF COUNCIL PRIORITIES

Not applicable

DISPOSITION

The Public Works Department will take appropriate action based on the recommendations made by the Committee and Council.