

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
3 June 2015 / 3 juin 2015**

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**Submitted by
Soumis par:**

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Ward: ALTA VISTA (18)

File Number: ACS2015-COS-PWS-0012

SUBJECT: Lynda Lane Parking Assessment

OBJET: Évaluation du stationnement sur la ruelle Lynda

REPORT RECOMMENDATIONS

That the Transportation Committee receive the Lynda Lane Parking Assessment.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports prenne connaissance de l'évaluation du stationnement sur la ruelle Lynda.

BACKGROUND

The Parking Services Branch has undertaken an assessment of parking conditions on Lynda Lane in response to a direction from City Council on November 27, 2013 which requested, "that staff explore the possibility of installing parking meters on Lynda Lane".

The direction was made during budget deliberations when proposed infrastructure improvements along Lynda Lane were being discussed.

The process for conducting a 'parking assessment' is adopted from the process used to conduct Local Area Parking Studies. An 'assessment' allows Parking Services to respond to a focused issue, inquiry or direction without launching into a comprehensive review. The key aspects of the study process, namely in terms of data collection and stakeholder consultation, are retained. This allows Parking Services to better leverage resources and be more responsive towards upholding the objectives found within the Municipal Parking Management Strategy which was approved by Council in 2009.

These objectives are as follows:

1. Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking;
2. Provide and promote affordable short-term parking services, and fair and consistent enforcement services, that support local businesses, institutions, and tourism;
3. Promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking;
4. Support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway, including implementing on-street permit parking programs to relieve area residents and visitors from parking regulations directed at the non-resident; and,
5. Ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

Also included in the Municipal Parking Management Strategy are the Rate Setting Guidelines which provide for standard measures and criteria to help clarify where and when on-street parking rates should be introduced, adjusted or removed. Where 85% of parking spaces are occupied, parking is considered to be operating at 'practical capacity' and there is an ideal balance between parking supply and demand. At 85% occupancy, the spaces are optimized and there is an appropriate amount of turnover so as to ensure that anybody arriving to find a parking space can readily do so at any given point in time. In addition to ensuring convenient and accessible parking, this also has

the added benefit of reducing traffic in the vicinity by cutting down on the number of people who are circling in search of a parking space.

Introducing or adjusting paid parking rates is one mechanism that is available to better manage demand and ultimately ensure that there is an availability of space. Council sets the maximum rate that can be charged as part of the annual budget. For 2015, the maximum rate is \$3.00 per hour for on-street spaces. Whereas all on-street spaces used to charge the same rate in all areas, rates now vary in different areas to provide the best fit possible relative to demand and try to achieve an occupancy rate of 85% (or just below) during the peak periods.

In addition to the considerations around demand and general availability of parking, there is also an importance placed on consulting with stakeholders on any proposed changes to rates. Ultimately, the Municipal Parking Management Strategy requires concurrence from the local Ward Councillor, as well as the Business Improvement Area (BIA) and Community Association (as applicable), when changing or introducing on-street parking rates.

DISCUSSION

Lynda Lane is close in proximity to the Ottawa Hospital's General Campus and the Children's Hospital of Eastern Ontario. It is a local road that runs south from Smyth Road to Pleasant Park Road. For 470 metres between Smyth Road and Billings Avenue, on-street parking is permitted and is used primarily by visitors to the hospitals. This is an uninhabited stretch of road with green space on either side (including some City park space on the east side). Work has been initiated to improve Lynda Lane through the installation of street lighting, as well as curbs and a sidewalk on the west side. It is expected that this will be completed in August 2015.

The assessment reviewed parking conditions on Lynda Lane between Smyth Road and Billings Avenue, and Billings Avenue between Lynda Lane and Highridge Avenue. See Document 1 for a map of the study area.

On Lynda Lane, parking is permitted at all times on the west side with a 2-hour restriction in effect during the week from 8:00 am to 5:30 pm. On the east side, 'No Parking' restrictions are in effect during the week from 7:00 am to 5:30 pm, but parking is permitted at other times. Currently, there is a supply of 72 on-street spaces on the west side and 64 on-street spaces on the east side.

On Billings Avenue, there are no parking restrictions in effect other than the standard 3-hour restriction, and there is a total parking supply of 58 on-street spaces collectively on both sides.

A survey was conducted to determine the parking occupancy and turnover rates. Data was collected on a weekday (Monday) and on a Saturday in August 2014. These surveys captured parking occupancy in 30-minute intervals between 9:00 am and 7:30 pm.

Survey Results – Weekday:

- On the west side of Lynda Lane, there was limited parking availability during the day. Between 9:00 am and 4:00 pm, occupancy exceeded 85% during 12 of the 14 data collection points. Further to that, at three points during the day occupancy reached or exceeded maximum capacity (100%). At these times, vehicles were parked at an angle, overlapping, or otherwise parked illegally. In the evening, parking occupancy decreased in part because it is legal to park on the east side after 5:30 pm, which in turn spreads out the demand between both sides.
- On the east side of Lynda Lane, while there are 'No Parking' restrictions in effect during the day, the spaces closest to Smyth Road were still used by people who either ignored the restriction or who displayed an accessible parking permit which entitles them to up to four hours of parking in a 'No Parking' zone. Occupancy was relatively consistent between 9:00 am and 6:00 pm, fluctuating between 11% (seven vehicles) and 30% (19 vehicles). Towards the end of the survey period, occupancy increased to 43% due to the 'No Parking' restrictions no longer being in effect.
- On Billings Avenue, the highest demand was also during the day and the peak time periods coincided with periods when parking on the west side of Lynda Lane was at its highest. From 9:00 am to 4:00 pm the average occupancy was 23% and the peak was 37% (1:00 pm and 1:30 pm).

Survey Results – Weekend:

- On the west side of Lynda Lane, the weekend demand was lower than the weekday demand due in part to the fact that parking on the east side of Lynda Lane is permitted and the demand was thus distributed between both sides. Through the entire day, occupancy varied between 25% (9:00 am) and 67% (3:30 pm), averaging 52%.

- On the east side of Lynda Lane, the demand was virtually identical to the west side, and varied between 23% (9:00 am) and 72% (4:00 pm), averaging 53%.
- On Billings Avenue there was very little demand for parking given the readily available parking on Lynda Lane. Occupancy ranged from 2% to 12%, averaging 6%.

In summary, there is minimal parking available on Lynda Lane from Monday to Friday during daytime hours. Anyone looking for parking on Lynda Lane would have significant difficulty finding a parking spot between the hours of 9:30 am and 11.30 am, and then again from 12:30 pm to 3:30 pm - during these times, occupancy was greater than 90%. Further to that, at 12:30 pm, 1:00 pm, and 2:30 pm, occupancy was at or above 100%.

Based on the survey results and in keeping with the Municipal Parking Management Strategy, introducing paid parking would be a mechanism to better manage demand and to ensure availability of space and a reduction in area traffic. This could be achieved through the implementation of a lower rate than the maximum (e.g. \$1.50 / hour). Through consultation, this perspective was shared by the Council on Aging-Ottawa Seniors Transportation Committee (COA-OSTC). The Chair of the OSTC identified that the group has active interest in parking accessibility at the Ottawa Hospital, including perimeter parking. In consideration of the parking situation on Lynda Lane, and as a means of ensuring and improving upon the current accessibility to parking, the request from the COA-OSTC was to implement paid parking on the portion of Lynda Lane closest to hospital and on the west side only, leaving at least half of the distance as free parking. Specifically, their request was that paid parking would be in effect until 5:00 pm during the week and parking would remain free at other times.

In considering the implementation of paid parking, it is also important to consult with local stakeholders in order to establish concurrence per the Municipal Parking Management Strategy. This was part of the assessment process as the Faircrest Heights Community Association, the Alta Vista Community Association, and the Ward Councillor were all engaged throughout. The overwhelming response from the community is that they are not in favour of paid parking on Lynda Lane. In total, in response to requests for feedback both at the outset of the assessment and when the results were circulated, there were 16 responses with a stated opinion related to paid parking on Lynda Lane - 14 of these responses were in opposition, and 2 were in support. The stated reasons for opposition to paid parking on Lynda Lane were relatively evenly split between compassionate concerns related to those using the hospitals and the potential impacts of spill-over parking onto nearby residential streets.

Having heard the objections from the community and confirming with the Ward Councillor that he would not like to see paid parking implemented as a result of the consultation process, it is evident that concurrence for this change cannot be established at this time. Current regulations will be retained and the area will continue to be monitored to assess the impacts of the reconstruction work on parking and on safety, and to determine if any other solutions can be identified to manage the very high level of demand.

RURAL IMPLICATIONS

The recommendations of this report will not affect rural residents, lands, services or businesses.

CONSULTATION

The following stakeholders were consulted through this process:

- Faircrest Heights Community Association
- Alta Vista Community Association
- Council on Aging-Ottawa Seniors Transportation Committee (COA-OSTC)

The following is a summary of the key consultation activities:

- June 2014 – ‘Start up’ notice distributed to stakeholders via e-mail. This described the study, identified the purpose, and solicited any comments.
- April 2015 – Updated notice distributed to stakeholders through the Councillor’s office which summarized the assessment results, as well as the proposed outcomes. This included a solicitation for any feedback.
- April 2015 – Attended Faircrest Heights Community Association Spring Meeting to provide an update of the process, including proposed outcomes.

The outcome of the consultations are highlighted in the body of the report. Public responses were generally opposed to installing paid parking on Lynda Lane.

COMMENTS BY THE WARD COUNCILLOR(S)

The Councillor has reviewed the report and supports the outcome of this process to not implement paid parking or otherwise change the regulations.

LEGAL IMPLICATIONS

There are no legal impediments to receiving this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated with the outcomes of this report.

FINANCIAL IMPLICATIONS

There are no financial implications resulting from the recommendations contained in this report.

ACCESSIBILITY IMPACTS

There are no impacts to current accessibility conditions based on the outcomes of this report.

ENVIRONMENTAL IMPLICATIONS

Appropriately managed short-term parking promotes long-term sustainability and reduces our environmental footprint. By ensuring people who are driving are not creating traffic congestion and contributing more to greenhouse gases when cruising for parking, we contribute to the maintenance and improvement of the quality of our air.

TERM OF COUNCIL PRIORITIES

The approach taken through this assessment and the entire process accounted for the following 2011-2014 Term of Council Priorities:

Transportation and Mobility: On-street municipally managed short-term parking meets the needs of residents who are driving, and is one transportation option within a balanced transportation system.

Environmental Stewardship: Appropriately managed short-term parking promotes long-term sustainability and reduces our environmental footprint by maintaining and improving the quality of our air by ensuring people who are driving are not creating traffic congestion and contributing more to greenhouse gases by cruising for parking. Shared short-term public parking is also more land-efficient than scattered private use-specific parking facilities. Where paid parking is introduced, infrastructure is generally solar powered.

Healthy and Caring Communities: Appropriately managed short-term parking helps all residents enjoy a high quality of life and contributes to community well-being through healthy, safe, secure, accessible, and inclusive places. Specifically, appropriately managed short-term municipal parking ensures there is adequate on-street parking

available to serve those with accessible permits who need to park close to their destination.

Governance, Planning and Decision-Making: This report is consistent with the Municipal Parking Management Strategy which requires consultation with local stakeholders as well as the Parking Stakeholders Consultation Group. The involvement with stakeholders improves the level of trust in how the City is governed and managed. Further, the parking study process uses a sustainability lens to decision making, and creates a governance model that compares well to best-in-class cities around the world.

SUPPORTING DOCUMENTATION

Document 1 - Lynda Lane Assessment Area Map

DISPOSITION

Staff will implement the recommendation of this report and any direction received as a result of this report.