

Highland Creek Village Transportation Master Plan: Parking Meeting Summary

November 19, 2014

Location: In the Spirit of Yoga Studio, 376 Old Kingston Road

Participants:

Councillor Moeser and Heather Moeser

Local businesses represented:

Bradley's Paint and Decorative Centre

Dr. Jessica Hall, Optometrist

Fleury, Comery LLP

Gold and Shamrock

Grahams Travel

In the Spirit of Yoga Studio

La Lune Medi spa

Sew Here Sew Now

The Clay Emporium

Wine Kitz.

Staff Attendance:

Ed Presta, Transportation Services

Andrew Chislett, Transportation Services

Gary Papas, City Planning

Al Burrows, Transportation Services

Paul Conner, Transportation Services

Sheri Harmsworth, AECOM

Maogosha Pyjor, Public Consultation Unit

Discussion Highlights:

- Priorities for businesses include:
 - Keep angled parking and plaza building in its current form
 - Consider other area streetscape opportunities – not just plaza strip
 - There is not enough parking spots right now and numerous challenges due to weekend event, restaurant customers, and lack of parking enforcement
 - Request to see visually how they will gain parking now and in future
- City Project team presented:
 - All new development must meet current standards and guidelines including Accessibility for Ontarians with Disabilities Act (AODA)
 - Three hypothetical scenarios which involve removal of angled parking (capital works project, EA recommendations, new development application)
 - City has moved away from angled parking due to safety concerns
 - Consider that future customer base will be a walking community
 - Cannot maintain angled parking and increase public realm at same time
- Numerous alternative parking suggestions to improve current and future parking capacity including: introducing metres, Green P parking lot, and parking restrictions to move people in and out more efficiently

1. Future development scenarios and parking

If plaza building stays in its current form, there will be no change to angled parking however, once a development application is submitted, current guidelines must be met (*i.e. standards for retail parking, Accessibility for Ontarians with Disabilities Act AODA*).

Consider the following hypothetical scenarios which involve removing angled parking:

1. Public Right of Way (RoW) changes with a capital works project and then meeting the recommendations & criteria of this Environmental Assessment (EA) which would also involve streetscape improvements.
2. If the building stays as is, angled parking could still be removed as per EA recommendations
3. Application to redevelop with three stories and based on Urban Design Guidelines for area

Comment: Village meant to be kept as a little village and not with 10 storey buildings. City Council supports this and staff have lost their focus.

Councillor: Given Toronto's Official Plan, densities prescribed in Secondary Plan, and Area Planning Study, the community wants buildings to stay as is

Response: This study is responding to a long-term process to address higher density, more people walking, and streetscape improvements. Some loss of street parking will be gained on future development sites. For design side of changes, future building redevelopment has to accommodate minimum standards and requirements like AODA (*i.e. dimensions to accommodate wheel chairs on sidewalk and other mobility devices*). These requirements must be met and are outlined by province. For new trees, boulevard has to have specific dimension as well.

Question: What is happening with corner parking lot (odd shaped parcel) - S/E corner Morrish Rd. and Old Kingston Rd.?

Response: Spring 2015 development to start into retail and small residential (3 storey with underground parking). This corner will be urbanized with parking and loading in back.

Comment: Problem is that retail customers won't park underground. Above is more convenient and this will then mean already limited parking will be further stressed.

Comment: Understanding that underground parking not feasible due to soil conditions (sand, water, high water table).

2. Removal of angled parking

Comment: A bad idea now is still a bad idea in the future – it doesn't matter that it won't happen right away. Parking is a higher priority than making the Village look nice.

Response: With new development – new onsite parking has to be incorporated with development and this will supplement loss. Loss is from 21 spots to 10 however, there will be a net gain with new developments. The only place we lose spots is current angled parking.

Comment: That loss is huge and will negatively impact businesses. Customer base will shop elsewhere where parking is more convenient like big box stores.

Question: Businesses don't want angle parking to be removed, how can City hear us and not change this? How does our opinion affect this study's recommendations?

Response: We are listening to business needs and preferences. All comments are part of the project record and considered by the project team. We also need to consider current standards and requirements by law for new developments. We will continue to engage with you throughout this study. When staff recommendations go before City Council, you are also able to make deputations. In

the future, if the property redevelops, there is a community consultation process through the development application.

3. Safety, collisions, and speed

Traffic update: the number of reversing collision at the angled parking stalls with approaching vehicles includes:

Year	No. of collisions
2009	1
2010	3
2011	3
2012	2
2013	1

In this same midblock area of Old Kingston Road east of Morrish Road to Highland Creek Overpass there were another 8 collisions reported that did not involved the angled parking specifically. The sum total is 18 collisions made up of 10 related to angled related and 8 'other' collisions in this area between 2009 to 2013.

Comment: There is a problem with through traffic speed and accidents in other parking lots too.

Question: How many accidents would there be with parallel parking?

Response: For the past 50 years, City has moved away from angled parking (i.e with new applications) because of the problem with people backing up and poor site lines for approaching vehicles. There is a history of potential traffic collisions. Note: there does not appear to be any collisions on south side of road.

Question: Has there been any consideration to making Old Kingston Rd a one-way street to improve safety for angled parking?

Response: Speeds can actually increase as a result of one way streets. Speed bumps would not be considered due to bus route.

Comment: Not great for a business traffic either.

Comment: Consider reducing speed limit or better signage of limit. Current experience is that traffic travelling south down Military Trail, making left on Old Kingston – is not stopping, and driving through
Suggestion: Demolish the Lawson Road bridge and extend Military Trail to the south with a signalized intersection through No. 2A Highway to connect with Lawson Road thus diverting the Centennial area – 401 thru traffic away from the Village. This is a relatively inexpensive project which possibly could be done with a minimum of review and OP amendment.

Response: Extension is being looked at as potential solution.

4. Current parking challenges

- Church events (including every Sunday morning) means that there is no parking available for merchants. Note: Church is looking for funding to build second parking lot.
- Restaurants at either end are great but on busy nights some businesses have stopped opening up Thursday, Friday evenings.
- Parking enforcement is an issue.
- Across the street plaza is also very difficult to find a parking spot mid-day. Removing angled parking spots will affect both parking places. Consider that people are parking in angled parking spots to shop in south side plaza.
- Currently not enough parking spots now. Additional spots on Morrish still not enough.

5. Alternative parking suggestions

- Flower boxes instead of trees to maximize space for angled parking
- Supplement parking on Morrish Road south of Old Kingston. Need to better understand impacts of the new building coming in on Morrish. Impacts of losing angled has to be considered - is there something to consider in the middle?
- Phase removal of parking spots with supplementing. How could we do this and employ wholistic approach (consider timing, funding, alternatives)?
- Lessen impacts to business by taking less than 10 spots and streetscape in creative ways
- Introduce metres with validation from businesses to support their client base
- Look at Town of Markham/Unionville example where they had to build Green P's behind businesses
- Coordinate parking cycles of businesses to move people more effectively i.e. limiting time to encourage turn over. Current needs depend on type of business with some businesses needing 2 hours for clients and other much less.
- Under the ultimate design scenario of the EA, there is potential for many more parking on-street parking spaces within the village e.g. new road connection with re-alignment of Kingston Road
- Is there an opportunity to purchase automotive business and make it into public parking space?

Response: Toronto Parking Authority comprehensive review determined there wasn't enough of a need to purchase properties to provide parking. Note: mixed reaction regarding paid parking options.

Comment: Businesses need to clearly see this gain in the plan.

Comment: Some customers won't park along other streets and need parking in front of stores e.g. Paint store needs to have parking in front of business or will lose business

Comment: Consider demographic of customers (over 55) that can't walk far and need close convenient parking. If they park on Morrish Rd. will they still shop in plaza?

Concern: Will people respect time limits or metered parking?

Question: Can the businesses accept loss of angled parking being supplemented on Morrish Rd. or keep angled parking and add need new spots on Morrish Rd and/or within reasonable walking distance?

6. Public realm

The Intent of planning and development (across road – south side) is so that residents can walk to businesses. Cannot maintain angled parking and increase public realm in front of buildings because parking moves further into road space. Intent of planning is to increase residential development with people who can then better support the local businesses.

7. Additional concerns

- We need a cohesive plan not piecemeal approach. If the plaza building never gets sold – the street plan will not happen.
- Ted's Restaurant used a lot for film shoots. With their parking permits, they take up parking spots (Morrish to Lawson Rd.). When you remove angled parking they will further expand their parking needs into community. It is frustrating dealing with other City departments and their parking needs.

Response: Councillor: impacts from film permits can be mitigated by adjusting parking ratios

8. Action items for staff

- Consider asking TPA for what time of day they reviewed area.