

City of Burlington

Ward 5 Public Meeting – Uptown Parking Notes

DATE OF MEETING: December 6, 2012

PLACE OF MEETING: Tansley Woods Community Centre

STAFF PRESENT: Bruce Zvaniga, Director of Transportation Services
Sean Kenney, Planner, City of Burlington
Councillor Sharman, City & Regional Councillor, Ward 5
Rosemary Fitzpatrick, Assistant to Councillor Sharman

RESIDENTS: Approximately 60 residents of the Uptown community

Sean Kenney gave a brief power point presentation on the Uptown community and the challenges faced by residents. The Uptown community is a mixed-use development that is in the area east of Appleby Line, north of Mainway, south of Upper Middle Road. It was built using new urban design principles. The presentation is attached to the minutes.

The city is aware of the parking concerns of residents in the Uptown community.

The issue has been studied in the past with changes being made to the Zoning By-Law in 2010.

Parking Services has also been looking at the concerns as it relates to this community as well as the Orchard and Alton communities.

In response to continued issues, staff has been directed to do the following:

Direction Concerning the Review of Driveway Widths and Landscaped Open Space Area.

Direct the Director of the Planning and Building Department to review the City's comprehensive Zoning By-Law and other policies and regulations as they apply to "Driveway Widths and Landscaped Open Space Area" and review the effects of these regulations to determine what changes can be made to increase the parking space availability in areas where front yards of homes are small and parking is a challenging problem for residents (ADM-3-11)

Direction to Review Burlington's 3 Hour on-Street Parking Limit between Friday evening and Monday morning.

Direct the Director of Transportation Services to bring forward a proposed study scope, public participation process and budget as part of the 2012 Current Budget process to

examine the feasibility to increase Burlington's 3 hour on-street parking limit between Friday evening to Monday morning, on select streets to accommodate visitors; and Direct the Director of Transportation Services to include in the evaluation of extended on-street parking duration, the pros, and cons of changing the time limit, including the criteria for assessing which streets should be included or excluded, hours covered, experiences of surrounding municipalities with similar by-laws, and other matters staff feel are pertinent to decision-making.

The two directions have been combined into one study. The issues are complex and require a thorough review by a staff team across many departments that will be impacted by any changes.

The city must find long-term solutions that are viable and will work for the majority of the residents.

Resident Concerns:

The synchronization of parking exemption system equipment. Residents and guests continue to receive tickets after arranging for a parking exemption.

By-law officers are targeting the neighbourhood especially in the middle of the night.

The streets are narrow.

There is open parking on the weekend on Imperial Way. Why not extend it during the week?

On-street parking was allowed 24 hours a day on Imperial Way with a bus route. This made for a very dangerous situation.

Imperial Way is not wide and cars are parked all the time. Removing the sidewalk would be dangerous for children.

The onus is placed on the resident and the process is too lengthy to obtain a Neighbourhood On-Street Parking Program (NOSPP).

An implication of the NOSPP program is that you will have people park on your street that do not live there.

Lampman Avenue has garages that are too small to house cars and a single driveway.

The aprons on Lampman are narrower by nearly 2 feet.

Tickets are being issued for parking on the boulevard when parking horizontally across the bottom of the driveway ensuring that the tires are not on the grass.

Tickets for parking on the boulevard are issued when parking at the bottom of the driveway and the back tires are not on the road but the back end of the vehicle is overhung.

Enforcement has increased in the last two months. There are two enforcement officers on duty at any given time. They are driven by the way the law is written and obligated to act according to the law. If a car bumper exceeds more than 30 cm onto the sidewalk or roadway it is illegal. Officers are not proactively looking for violations but must respond to parking complaints.

There are often 40 cars making right hand turns at Imperial Way southbound. This will double with the new developments.

There will be a huge influx of new residents in an already over-populated area where there are only 4 means of entering and existing the entire subdivision (Mainway/Lampman, Corporate/Appleby, Ironstone Drive/Appleby and Imperial Way/Upper Middle Road).

Speeding is a problem. During rush hour, drivers will use Lampman to avoid the Mainway/Appleby Line intersection. This causes excess traffic and speeding on the street from Mainway onto Lampman to Corporate to Appleby Line.

With a school, bus stop and park on this route, especially during rush hour it has become very dangerous for children.

Trees have been taken out by cars near the park as drivers cut corners at high speed.

Residents need temporary relief until Council deals with the matter long term.

Potential Solutions:

Take all streets and allow parking 24-7.

Remove sidewalks (note that the cost to remove the sidewalk on Imperial Way is \$70,000).

Rotate and allow permit parking on one side of the street between the 1-15th of the month and then the other side from the 16th to the 30th.

The parking lot of the Long Term Care home on Corporate Drive is often empty, can parking options be explored there?

Allow parking at Des Jardines and Lampman Park (parking would not be allowed for residents during the day when park are in use).

Allow parking on the driveway apron between a specified time frame (ie. 9 p.m. and 7 a.m.)

Allow parking on owners' property, such as the grass (differing opinions).

Allow overnight parking on Lampman Avenue for a specified time similar to other streets.

Suspend the parking by-law for a period of time until there is a long term solution.

Install signs for no-through traffic.

Allow for more parking exemptions.

Examine the issues on street by street basis.

Install traffic calming measures.

Reduce speeds.

Next Steps:

Councillor Sharman reported that tonight's meeting is the first step in working together to solve the existing issues and expects to hold more meetings in future.

Councillor Sharman is committed to exploring options and has since met with staff to discuss temporary relief in the neighbourhood. It his intention to bring forward a staff direction to the Development and Infrastructure Committee on Monday, January 14, 2013, asking staff to bring a report to Council on Monday, January 28, 2013, suggesting the following:

"Allow parking on all local streets in the Uptown Community 24 hours a day/7 days a week where 3 hour parking is currently permitted".

This would exclude Corporate Drive, Imperial Way and Ironstone Drive which are considered collector roads.

Staff is also committed to finding long term solutions and realizes that selective designs must be sensitive to the needs of each community. In late January they will begin a public engagement process for the Uptown, Orchard, Alton and downtown communities. It may be that staff will arrange for a working group with representatives from each community to explore long-term solutions.

A staff report will be brought before Council by the end of March or early April to present options with respect to changes to the zoning and parking by-laws. It will take up to two months to implement changes the by-laws.

A Traffic Calming Policy is coming to Council in February. The policy will change drastically and be much simpler. A pilot project using split speed humps was conducted on Berwick Drive in Millcroft. The results were impressive and cut speeds by 50%. Once this policy is approved by Council, staff can look at locations to install them in Uptown.