

City of Cambridge

CORE AREAS PARKING MASTER PLAN

PUBLIC CONSULTATION SUMMARY REPORT

JULY 2008



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1. PUBLIC INFORMATION CENTRE #1

This was the first Public Information Centre (PIC) for the Core Areas Parking Master Plan. The PIC was held on June 18th, 2008. The purpose of this PIC was to present the following:

- Purpose and scope of the study
- A review of parking conditions in the three Cambridge downtown core areas
- A review of potential alternatives
- A review of how alternatives would be evaluated
- An opportunity to discuss issues and ask questions

The first PIC was held at the Cambridge Centre. This location was chosen as it is central and also provided an opportunity to speak with people who may otherwise have not come to a PIC on parking. From a Core Areas retail perspective, people visiting the Cambridge Centre to some extent represent the “competition”.

A total of 13 people signed in at the Cambridge Centre event. Significantly more people stopped to discuss the boards but chose not to sign in. It is estimated that approximately 40 contacts were made.

1.1 Notification

The PIC was widely advertised to the general public and interested stakeholders as follows:

1. Notices were placed in the Cambridge Times on Friday June 6th, 2008 and Friday June 13, 2008 (see **Appendix A** for a copy of the newspaper “Notice of Public Information Centre”)
2. Notices were e-mailed to the Technical Agencies Group and Stakeholder Group
3. Approximately 500 postcard notices were prepared and distributed to the BIAs (see **Appendix A** for a copy of the postcard)

In addition to these formal notification methods, a media release was prepared and resulted in a newspaper article being printed prior to the PIC (see **Appendix A** for a copy of the article).

1.2 Presentation Material

The material on display consisted of presentation boards and a comment sheet. Upon arrival, attendees were asked to sign a visitor sign-in sheet.

In addition to the display boards, two laptop computers were set-up and people were encouraged to complete the on-line parking survey.

A copy of the display boards is provided in **Appendix B** and copies of the comment form and sign in sheet are provided in **Appendix C**.



1.3 Summary of Comments

Detailed comments were recorded during the discussions with attendees at the PIC and are provided in **Appendix D**. Common themes that emerged from the discussions were as follows:

- Concerns about residential intensification and its impact on parking supply and demand.
- Differing opinions on the requirement for additional parking, with some people suggesting all that is required is to maximize use of existing supply; while others strongly feel that a new parking structure is essential.
- There appears to be a mindset that free parking is a right. For example, one attendee complained that he kept getting tickets when parking in an off-street lot all day, when in fact it is clearly evident that only the first two hours are free. Another business owner suggested that it is a hassle for employees to have to move cars every two hours to avoid paying for parking.
- Several people had questions about how the residential parking work programs. e.g. When do you need a permit? When you can or can't park overnight, etc.
- Appears to be some support for shifting long term parkers away from prime spots. Several people also suggested the need for better transit.
- Need for improvements to signage and way-finding systems.

To date, only one comment form has been received and is included in **Appendix E**.

2. WEB-CONSULTATION RESULTS

In conjunction with the PIC, IBI Group also developed an on-line parking survey. A notice for this survey was published in conjunction with the PIC notice. A notice was also included in communication with the Technical Advisory Group and was published in the City's internal newsletter. To date, there have been 37 responses to the web survey. This is a surprisingly low response rate for this type of survey, but it is perhaps an indication that people have few issues with the parking system.

Additional tactics will be considered to increase the response rate of the web-survey. In the meantime, some highlights from the responses to date are as follows (note: totals may not add up to 100% due to non-responses or don't know responses; also some questions allow multiple responses so that totals may be higher than 100%):

Shopping Trips

- For their last shopping trip to the core areas, 69% of respondents went to Galt, 21% to Hespeler and 10% to Preston. For these shopping trips, 48% drove alone, 42% went as a passenger and 6.5% walked. Only 15% paid for parking.
- 45% of respondents indicated that the 2 hour free parking was very important to their choice of where to shop, 32% said it was somewhat important and 18% said it is not important.

- 50% of respondents indicated that the 2 hour free parking program is easy to use; while 14% said it is somewhat easy to use. 37% said it is confusing.
- 33% of respondents indicated that the City's no-reparking in the central areas is very important, followed by 30% as somewhat important. 22% indicated it is not important and 14% did not know. 37% found it to be confusing; while 52% found it very easy or somewhat easy to understand.

Residential Parking

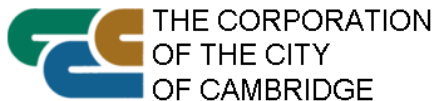
- 37% of respondents live in the cores areas while 67% do not. Of those who do, 84% of had a private driveway or garage; while, 16% parked at a different property from their residence. 33% paid for residential parking.

Work/commuting trips

- 86% of respondents commuted to one of the core areas; while, 14% did not. 84% of those did so five days per week.
- 76% of respondents commuted to Galt, followed by Preston (16%) and Hespeler (8%).
- 65% of respondents took less than 15 minutes to commute, 22% 15-30 minutes, 9% 31-45 minutes and 4% more than 45 minutes.
- Only 17% of respondents indicated working at home was an option; while 82% said it was rarely or never an option.
- 64% of respondents indicated they drive alone to work, followed by 16% who travel as a passenger. Only 4% take transit, and 12% walk or bike.
- 70% of people driving to work parked at a parking lot within a 5 minute walk and 8% longer than a five minute walk. 23% parked on street (low sample). Of those who parked, 64% said the lot they parked in was full or almost full and more than 50% said they often have trouble finding a parking spot.
- 50% of people working in the core areas have free parking. Of these people, 60% said they would continue to drive if they had to pay for parking, 10% would not drive and 30% may or may not drive depending on the price. Less than \$5 was considered the maximum daily rate by most.
- 21% of people commuting to the core areas choose to drive because they have free parking. 52% of people chose to drive because of time/convenience.

APPENDIX A

COPY OF NEWSPAPER NOTICE AND POSTCARD



CORE AREAS PARKING MASTER PLAN

NOTICE OF PUBLIC INFORMATION CENTRE

Parking affects all residents of Cambridge and is one of the biggest factors in achieving a successful urban area. Too little parking can affect transportation accessibility and business viability; while, too much parking can impede progress towards a more sustainable City.

In recognition of the need to develop improved plans for parking, the City has initiated a Core Areas Parking Master Plan for the three Core Areas of Galt, Hespeler and Preston. A key objective of this strategy is to assess existing and future parking needs and develop a forward-looking and sustainable parking plan for the next 15-20 years. The Master Plan will assess existing parking needs and policies, develop future forecasts of parking demand, and identify alternative methods of providing and managing parking.

Public and stakeholder input is essential for the development of a Parking Master Plan that addresses long term goals for the City, while meeting the current needs of residents and businesses. Two Public Information Centres will be held to provide interested parties with an opportunity to review and discuss issues related to the study. Members of the public, business owners and interested stakeholders are invited to attend the first Public Information Centre at the following location:

Wednesday, June 18, 2008
Cambridge Centre (near the food court)
Hespeler Road, Cambridge
5:00 p.m. - 8:00 p.m.

At this Public Information Centre, attendees can learn about the purpose of the parking master plan, parking supply and demand in the Core Areas and what types of options may be considered. Attendees will also be given the opportunity to discuss their current parking issues and future objectives with City staff. Following the analysis phase of the study, a second Public Information Centre will be held in January 2009 to review alternatives, their evaluation and study recommendations.

A web parking survey has also been set up at <http://www.cambridge.ca/parkingmasterplan> to collect information on your parking needs and opinions on the current parking situation. Please take 10 minutes to fill in the survey - your information is very important to the study.

For more information see www.cambridge.ca or contact:

Ms. Cathy Robertson, P.Eng., PTOE
Director of Engineering Services, City of Cambridge
robertsonc@cambridge.ca
(519) 740-4682, ext. 4544

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This Notice first issued on June 6, 2008.

Core Areas Parking Master Plan

We need your input!

The City of Cambridge has initiated a Parking Master Plan for the three Core Areas of Galt, Hespeler and Preston. The Master Plan will assess existing parking needs and policies, develop future forecasts of parking demand, and identify alternative methods of providing and managing parking.

We invite you to attend an upcoming public open house to provide your opinions and suggestions for parking in the core areas.

When: Wednesday, June 18, 2008, 5:00 p.m. – 8:00 p.m.

Where: Cambridge Centre (near the food court)

Please also visit our website to fill out a survey and to obtain additional information on the study.

<http://www.cambridge.ca/parkingmasterplan>





City to study parking needs

Ray Martin

Published on May 22, 2008

As development begins to take off in the three core area, the city is attempting to address the common problems with parking in all downtown areas.

The City of Cambridge is now in the midst of creating a new Cores Areas Parking Master Plan, which aims to look at the current parking situation across the city and develop a plan to deal with it over the next 20 years.

A key component of the new parking strategy is a series of public consultation sessions and an online web survey to gather public input.

The master plan is slated to be completed by next spring.

"Technical work has already begun including collecting background data and setting up parking demand surveys that are scheduled for April and May 2008," says Ed Kovacs, Commissioner of Transportation and Public Works.

The city's consultant, IBI Group, is collecting data that will include parking supply and demand numbers for each lot in each core.

They will then use that information to provide a baseline of data to estimate future parking demands.

"It's about developing an overarching strategic plan for core area parking that enhances parking opportunities and plans for the future needs of our community," said Cathy Robertson, director of engineering services.

The Core Areas Parking Master Plan examines all aspects of parking in the cores.

It follows the environmental assessment process for master plans which will include a review of all policies like two-hour free parking, permit parking and parking rates.

The review will also look at how well the city's parking lots are being utilized both during the week and on the weekends. It will then develop parking demand projections for the next 20 years.

As part of the environmental assessment process, the city will be seeking input from the community which will happen in several different ways. There will be public information centres, online surveys, stakeholder group sessions with the core area business associations, libraries, and seniors' centres representatives, and meetings with outside agencies, like Waterloo Region, emergency services and Grand River Transit.

Following the first public information centre on June 18, the master plan steering committee will then develop a range of alternatives to meet today's demands and in five-year time increments over the next 20 years.

These alternatives, their evaluation and a suite of preferred alternatives will be presented at a second public information centre in the fall.

After hearing from the public, a final set of recommendations will be drafted and presented for council's consideration early next spring.

Updates on the master plan's progress will be posted on the city's website at www.cambridge.ca as will the online survey.

CAMBRIDGETIMES
.ca

<http://www.cambridgetimes.ca/news/article/129338>



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APPENDIX B

DISPLAY BOARDS PRESENTED AT PUBLIC INFORMATION CENTRE #1



Welcome to the Core Areas Parking Master Plan Public Information Centre!

Please sign in

Purpose of Public Information Centre

Learn about the purpose and scope of the study

Review parking conditions in the three Cambridge downtown core areas

Review potential alternatives

Review how to evaluate alternatives

Discuss issues and ask questions

Please don't forget to fill out a comment form
before you leave, or visit our website at:

www.cambridge.ca/parkingmasterplan



STUDY PURPOSE & OBJECTIVES

The Core Areas Parking Master Plan will:

- **Provide a detailed review of existing parking**, including measuring parking demands on-street and in parking lots
- **Estimate parking supply and demand** in five-year time slices from 2008 to 2028
- **Develop alternatives** for each 5-year timeframe, including financial analysis
- **Develop an implementation program** for sustainable parking operations in each core area
- **Promote efficient land use** and support the development of the core areas, as outlined in the Official Plan
- **Support local business, tourism, and service sectors** and the community's economic development
- **Protect the environment** by minimizing impacts of parking facilities on air, water, land and other natural resources
- **Link with other ongoing studies and initiatives**, such as the City's Core Areas Revitalization program and the Region's Rapid Transit Study

Did you know...

The City of Cambridge completed a Core Areas Parking Strategy in June 2000 that resulted in:

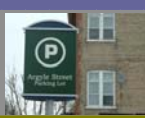
- **Current 2 hr free parking and Pay and Display system**
- **Improved signage strategy**
- **Proposed short term supply solutions**

THE CITY OF CAMBRIDGE

5 HOUR ON-STREET NO RE-PARKING ZONES

WHY?

- To provide core area visitors with 2-hour free on-street parking
- To ensure that on-street parking is used for short-term convenience parking
- To balance effectiveness and fairness in the core areas of Galt City Centre, Preston Towne Centre, and Hespeler Village

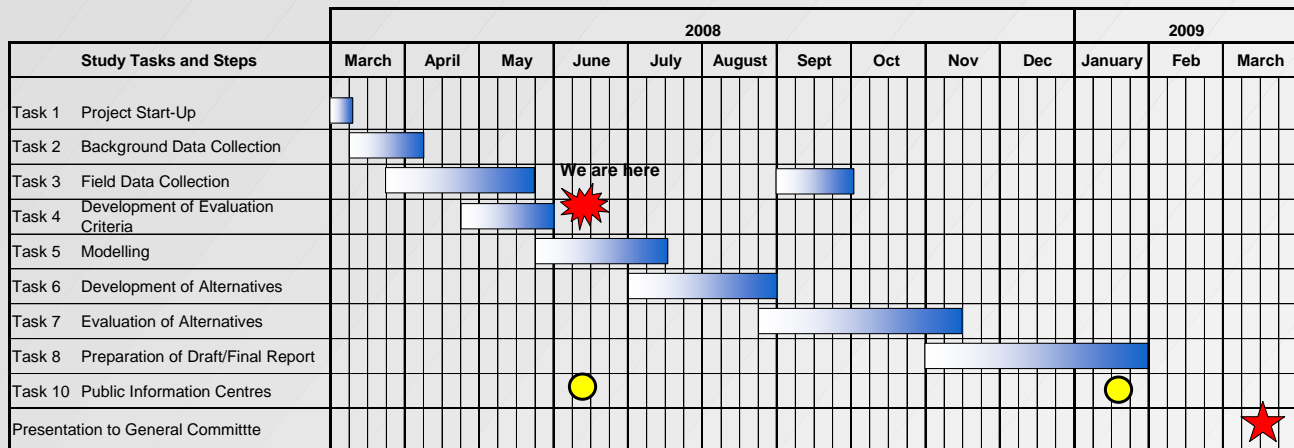


STUDY PROCESS

Environmental Assessment (EA) Approach

The study is being conducted in compliance with Section A.2.7 Master Plans, as defined in the Municipal Engineers Association "Municipal Class Environmental Assessment (October 2000, as Amended in 2007)", which will address Phases 1 and 2 of the Class Environmental Assessment Process. **Public and stakeholder consultation is a key part of the EA process.**

Schedule

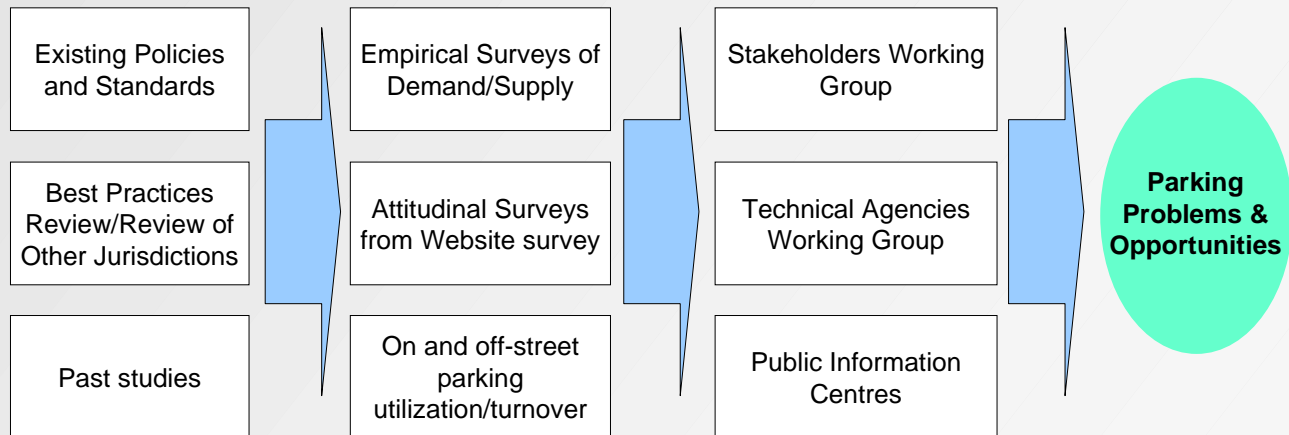


Parking Problem & Opportunity Identification

Background Research

Technical Studies

Stakeholder Consultation

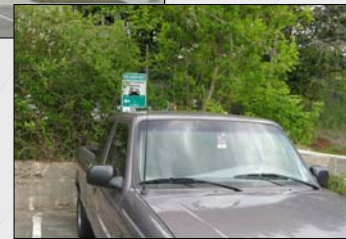




BACKGROUND – WHY IS PARKING IMPORTANT?

Parking affects all residents of Cambridge through its effects on:

- Travel behaviour and traffic
- Accessibility to businesses and tourist sites
- Costs of development
- Neighbourhood quality of life
- Quality of urban spaces
- Walking and cycling conditions
- Stormwater runoff and water quality
- Amount of urban green space and vegetation
- Equity of the transportation system

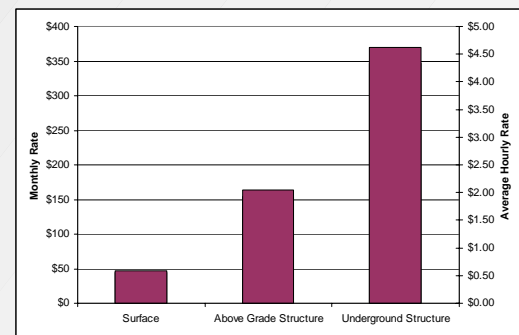


Parking for the new Cambridge Administration Building was designed to help mitigate some of the impacts of parking and includes water and heat absorbing landscaping and preferential parking for people who carpool.

A few facts about parking....

- There are currently over 6,000 parking spaces in the three Core Areas when off-street (public and private) and on-street spaces are included.
- It has been estimated that there are at least 6 parking spaces for each vehicle in a typical urban area. This includes spaces in driveways, shopping centres, places of worship, places of work, parks and government buildings.
- The economic and community value of one on-street parking space has been estimated at over \$2,000 per year.
- The typical cost of building a new parking space ranges from \$3,000 for a surface space to over \$50,000 for an underground space.
- The total surface area of all parking lots in the Core Areas is approximately 20% of the total land area.
- Since 1998, the membership in AutoShare, a Canadian car-sharing company, has grown to over 7,000 individuals.

How much does parking actually cost?



Based on current market costs, if a developer builds an underground parking structure, they would need to charge \$350 per month or \$4.50 per hour to fully recover their capital and operating costs over a 25 year period.



STUDY SCOPE

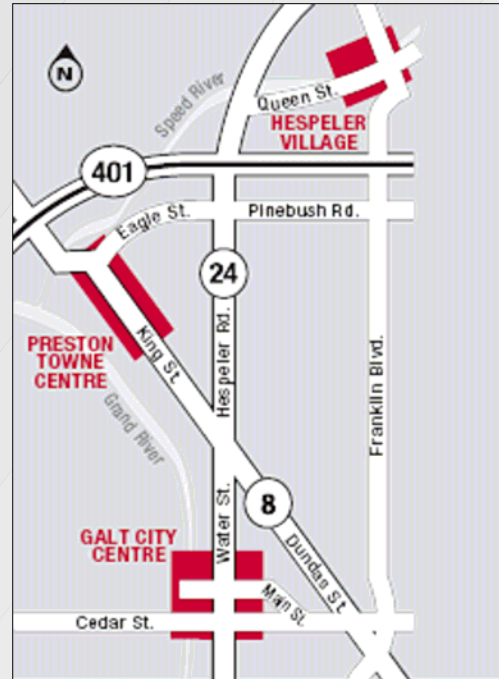
Geography

The Study covers the Core Areas of Cambridge:

- Galt City Centre
- Preston Towne Centre
- Hespeler Village

Parking Types

- Public Parking
 - On-street
 - Off-street
- Private Parking
 - Publicly accessible parking
 - Use-specific parking
- Residential On-Street Parking
- Disabled Parking



Parking Management/Control

- Public parking supply and pricing
- Revenue collection from public parking
- Parking enforcement and control
- Parking regulation and by-laws
 - Parking supply standards
 - Urban design
 - Accessible parking
 - Bicycle parking
- User information: signage, wayfinding





EXISTING PARKING SUPPLY: GALT CITY CENTRE



Parking By Type

| Type of Parking | Spaces | % |
|------------------------|-------------|-------------|
| On-street Parking | 580 | 15% |
| Municipal Off-Street | 1314 | 35% |
| Private Parking (Est.) | 1879 | 50% |
| TOTAL | 3773 | 100% |

Place a sticker on the map where you park for:

- Shopping (Red dot)
- Work (Yellow dot)

Municipal Parking Supply Breakdown

| PARKING LOT | | PARKING SPACES | | | | | |
|--------------|---|----------------|-----------|------------|-----------|-----------|-------------|
| Lot | Name | Public | Disabled | Permit | Reserved | Metered | Total |
| G1 | Park Hill Road Lot | 48 | 1 | | | | 49 |
| G2 | Water Street Lot #1 | | | 74 | | 10 | 84 |
| G3 | Libraries & Galleries Lot | 72 | 2 | | 5 | | 79 |
| G4 | Cambridge Place Parking ¹ | 143 | | | | | 143 |
| G5 | Dickson Street Lot | 46 | 2 | 17 | | | 65 |
| G6 | Market Square Lot | 30 | 2 | | | | 32 |
| G7 | Civic Square Lot | 128 | 3 | 20 | 10 | | 161 |
| G8 | Beverly Street Lot ² | | | 193 | | | 193 |
| G9 | David Durward Centre Parking (Wellington St) ² | | 5 | | 58 | | 63 |
| G10 | Main Street Lot | 31 | 1 | | | | 32 |
| G11 | Mill Street Lot | 198 | 2 | | | | 200 |
| G12 | Water Street Lot #2 | 65 | 3 | 34 | | | 102 |
| G13 | Ainslie Street South Lot | 42 | | | | | 42 |
| G14 | Baradell's Loft Lot | 8 | | | | | 8 |
| G15 | Grand Avenue Lot | 200 | 4 | | | | 204 |
| TOTAL | | 868 | 25 | 338 | 73 | 10 | 1314 |

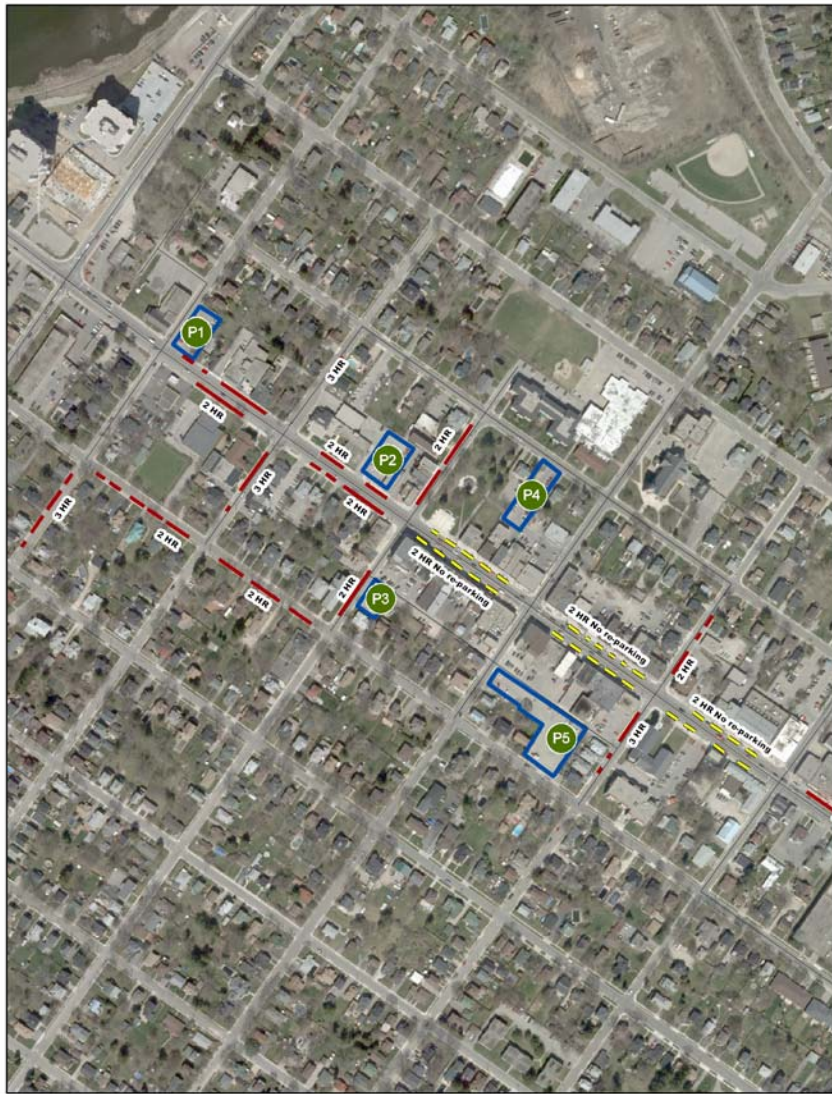
1. Formerly public parking, but now private. Not included in totals.
 2. Permit and Reserved Spaces are Public Spaces on Saturdays.



EXISTING PARKING SUPPLY: PRESTON TOWNE CENTRE

Parking By Type

| Type of Parking | Spaces | % |
|------------------------|-------------|-------------|
| On-street Parking | 250 | 14% |
| Municipal Off-Street | 203 | 11% |
| Private Parking (Est.) | 1353 | 75% |
| TOTAL | 1806 | 100% |



Place a sticker on the map where you park for:

- Shopping (Red dot)
- Work (Yellow dot)

Municipal Parking Supply Breakdown

| PARKING LOT | | PARKING SPACES | | | | | |
|--------------|--------------------|----------------|----------|----------|----------|----------|------------|
| Lot | Name | Public | Disabled | Permit | Reserved | Metered | Total |
| P1 | Dover Street Lot | 55 | | | | | 55 |
| P2 | King Street Lot | 25 | | | | | 25 |
| P3 | Argyle Street Lot | 10 | | 6 | | | 16 |
| P4 | Duke Street Lot | 30 | | | | | 30 |
| P5 | Queenston Road Lot | 77 | | | | | 77 |
| TOTAL | | 197 | - | 6 | - | - | 203 |



EXISTING PARKING SUPPLY: HESPELER VILLAGE



Parking By Type

| Type of Parking | Spaces | % |
|------------------------|------------|-------------|
| On-street Parking | 70 | 11% |
| Municipal Off-Street | 111 | 18% |
| Private Parking (Est.) | 447 | 71% |
| TOTAL | 628 | 100% |

Place a sticker on the map where you park for:

- Shopping (Red dot)
- Work (Yellow dot)

Municipal Parking Supply Breakdown

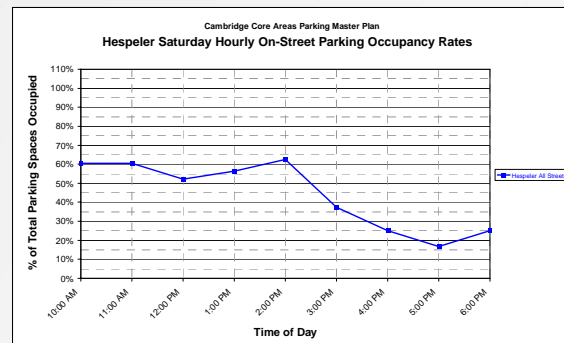
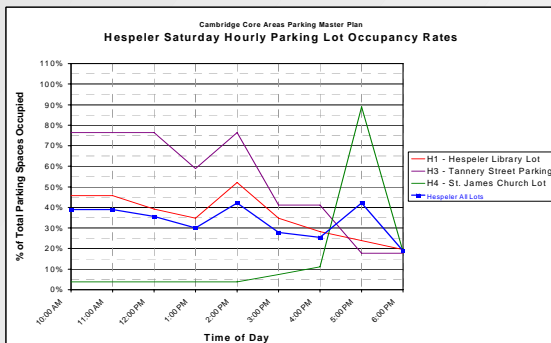
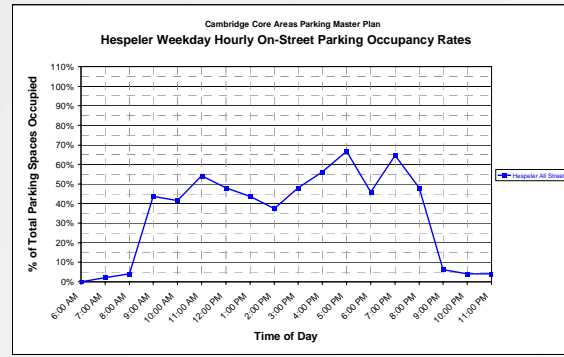
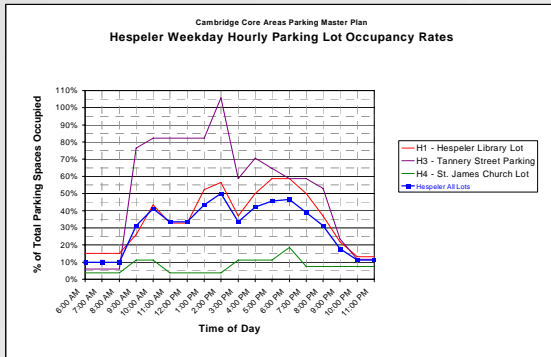
| PARKING LOT | | PARKING SPACES | | | | | |
|--------------|------------------------|----------------|----------|----------|----------|----------|------------|
| Lot | Name | Public | Disabled | Permit | Reserved | Metered | Total |
| H1 | Hespeler Library Lot | 43 | 1 | 2 | | | 46 |
| H3 | Tannery Street Parking | 17 | | | | | 17 |
| H4 | St. James Church Lot | 26 | 1 | | | | 27 |
| H5 | Queen Street Lot (new) | 20 | 1 | | | | 21 |
| TOTAL | | 86 | 2 | 2 | - | - | 111 |



EXISTING PARKING DEMAND: HESPELER VILLAGE

Off-Street Lots

On-Street Spaces





PROBLEM AND OPPORTUNITY STATEMENT

Future Outlooks

- Provincial policies and plans will result in increased population and employment in Cambridge, with a focus on the Core Areas
- Over the next 25 years, Cambridge will grow by 54,000 people and 25,000 jobs. Assuming no change in transportation behaviour, this will mean a demand for several thousand more parking spaces in the Core Areas
- Increased Core Area development may reduce parking supply as parking lots are redeveloped for other uses

Draft Problem Statement

Parking affects all residents of Cambridge and is one of the biggest factors in achieving a successful urban area.

Recognizing this, there is a need to:

- Develop parking supply options in a manner that does not impact the distinct nature of the core areas and which recognizes and supports all modes of transportation
- Ensure existing and future parking supply is used efficiently
- Improve the comprehension of the parking system for visitors
- Ensure the parking system is financially sustainable for the Cambridge Core Areas, for the the next 20 years

We need your input on refining this problem statement



POTENTIAL ALTERNATIVES

The Environmental Assessment Process requires that a range of alternatives are developed and evaluated, including the Do Nothing alternative.

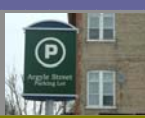
Preliminary alternatives include the following:

- Do Nothing
- Expand parking capacity to meet projected needs based on current travel behaviour
- Expand parking capacity to meet projected needs based on modified travel behaviour, in conjunction with improving options for non-automobile travel
- Manage travel demand to reduce peak demands for parking
- Increase the efficiency of existing parking supply through better parking management
- Meet future parking needs through developer provided on-site parking

Note that the preferred alternative for each horizon year may include a combination of the above alternatives, and may be tailored to each Core Area.

What other alternatives would you like to see evaluated as part of this study?

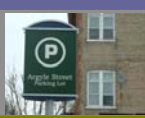




EVALUATION CRITERIA

- Draft evaluation criteria are contained in the table below. These criteria will be used to evaluate and rank potential alternatives and identify the preferred alternative.

| Category | Factor | Measure |
|-----------|--|---|
| Natural | Effect on natural environment | <ul style="list-style-type: none"> ▪ Change in impermeable surface area ▪ Estimated change in emissions of criteria air contaminants from motorized vehicles |
| Social | Effect on pedestrian and cycling environment | <ul style="list-style-type: none"> ▪ Qualitative assessment of safety impacts ▪ Qualitative assessment of security impacts ▪ Qualitative assessment of walkability impacts ▪ Qualitative assessment of cycling impacts |
| | Effect on residential properties | <ul style="list-style-type: none"> ▪ Potential for traffic infiltration ▪ Ability to meet residential parking needs |
| | Effect on archaeological resources and heritage or cultural features | <ul style="list-style-type: none"> ▪ Number of properties affected |
| | Impact on urban planning design objectives | <ul style="list-style-type: none"> ▪ Consistency with urban design objectives ▪ Compatibility with rapid transit objectives/transit-oriented development |
| Economic | Effect on businesses | <ul style="list-style-type: none"> ▪ On-street parking demand to supply ratio ▪ Off-street parking demand to supply ratio ▪ Cost of public parking ▪ User friendliness of parking system for Core Area visitors |
| | Effect on development | <ul style="list-style-type: none"> ▪ Compatibility of parking requirements with developer expectations ▪ Cost |
| | Capital and operating cost | <ul style="list-style-type: none"> ▪ Capital cost ▪ Operating cost ▪ Net annual lifecycle cost to City of Cambridge ▪ Ability for innovative financing options (i.e. public-private partnerships) |
| Technical | Ability to meet transportation accessibility needs | <ul style="list-style-type: none"> ▪ Public parking demand/supply and utilization (by time horizon) ▪ Efficiency of on-street parking (target of 85% utilization) ▪ Degree to which option increases or decreases travel options for commuters |
| | Ease of implementation | <ul style="list-style-type: none"> ▪ Length of time to achieve desired results ▪ Risk and liability ▪ Relationship to other projects ▪ Jurisdictional responsibility |
| | Impact on operations | <ul style="list-style-type: none"> ▪ Impact on road maintenance operations ▪ Impact on emergency response times |



NEXT STEPS

- Collect information from public and other stakeholders
- Estimate future parking supply and demand and develop specific recommendations
- Estimate costs and other factors
- Further consultation (Website and newsletters)
- Develop implementation plan
 - 2008, 2009, 2013 and 2023 time horizon implementation plans
 - Recommended supporting policies
 - Recommendations for Land Use By-Laws
- Public Information Centre #2 in January 2009

**THANK YOU FOR YOUR INTEREST!
PLEASE FILL OUT A COMMENT FORM**

For more information <http://www.cambridge.ca/parkingmasterplan> or contact:

Ms. Cathy Robertson, P.Eng., PTOE
Director of Engineering Services, City of Cambridge
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(519) 740-4682, ext. 4544

Brian Hollingworth
Project Manager, IBI Group
bhollingworth@ibigroup.com
(416) 596-1930 ext. 414

APPENDIX C

COPY OF COMMENT FORM AND SIGN-IN SHEET

COMMENT SHEET

Your comments are important to this planning process. We ask that you answer the following questions about what you consider to be important for the future of parking in the downtown core areas of Cambridge. *(Please print)*

What do you think are the key parking issues in the core areas? *(Please specify issue and location)*

What solutions would you like to see evaluated as part of this study?

Do you agree with the evaluation criteria presented at this public information centre? *(Please explain and/or suggest changes)*

Do you have any other comments?

Name: _____

Address: _____

E-mail _____

I would like to be added to the project mailing list

Please leave your completed Comment Sheet in the drop box provided, or mail (before July 4th, 2008) to:

Ms. Cathy Robertson, P.Eng., PTOE
Director of Engineering Services, City of Cambridge
Transportation & Public Works Department
50 Dickson Street, 3rd Floor, P.O. Box 669
Cambridge, ON N1R 5W8
Tel: (519) 740-4682, ext. 4544
E-mail: robertsonc@city.cambridge.on.ca

Mr. Brian Hollingworth, P.Eng.
Project Manager, IBI Group
230 Richmond Street West, 5th Floor
Toronto, ON M5V 1V6
Tel : (416) 596-1930 ext. 414
E-mail : bhollingworth@ibigroup.com

APPENDIX D

NOTES TAKEN AT PIC #1

RECORD OF COMMENTS RECEIVED

The following is a summary of comments recorded by IBI Group staff at the PIC. Comments are “as recorded” and do not necessarily reflect the opinions of IBI Group or the City.

General Comments

- Suggest city just maximizes parking supply that already exists.
- There is nowhere to create new parking.
- Parking is not an issue (for this individual) because they take transit.
- At times, people drive around looking for free on-street spaces.
- Parking is an issue on residential streets when engaged in service business, as one can get parking ticket when exceeding 3 hours parking.
- When considering whether or not to start charging for parking, the City should be cautious not to stop progress on downtown improvement already being made.
- It was suggested that the consultants should do a random survey of people parking downtown as they park their cars (or a windshield survey).
- Don't go any longer than 2 hours free parking. 3 hours will invite abuse by employees.
- If City charges for parking, they could work with businesses to provide a \$1 voucher for discounts at local shops and restaurants.
- In the new Mattamy subdivision residents got tickets for parking on street over night. Why is this? (Note: Don Taylor clarified that the city-wide by-law restricts on-street parking overnight due to street maintenance. However, the City also offers an extended parking program. If 51% of neighbours agree to extended overnight parking, then it can be approved. However, anyone may then park on the street, not just residents.)
- Cosmetics is important – e.g. gateway features, way finding.
- Maintain what we have – but make it more accessible.
- People will always drive – even if fuel is expensive, they will just drive more efficient cars.
- 2 hour free is good – don't mind paying for more – likely would not go downtown if had to pay for parking.
- Charge more for parking everywhere.
- Don't tear down buildings to provide parking.
- Need GO service so people don't have to drive.

Area Specific Comments – Galt City Centre

- Residential tenant parking during the day is problematic. Overnight permits are useful but if tenants are shift workers, it is difficult for tenants/landlords to secure parking. Investigate some form of residential parking permits for off-street lots, if intensification is proposed in the core areas.
- Free parking in December seemed like a good Public Relations move by City, but resulted in office and other downtown employees filling up prime short term parking spaces in lots and made it harder for customers to find parking spaces.
- Should investigate incentives for downtown employees to park further out of centre, such as at the Grand Avenue lot. Financial incentives such as free or heavily reduced parking permits for those that relocate to Grand Avenue lot. Feeling that parking supply is currently adequate, but only if long-term parkers (employees) are relocated from high demand areas.
- Some existing on-street locations impede turning traffic and block sightlines, especially on Ainslie Street.
- #2 Water Street lot has 34 permits issued, which contradicts parking supply tables.
- Utilization of the Grand Avenue lot is low, suggesting the lot was not required in the first place.
- Residential downtown is booming – may impact parking.
- In the 1970's, the City was going to build parking structure. It was promised by the Mayor at that time. It was supposed to be built on Water Street Lot #2. For some reason, it was never built.
- A business owner indicated staff regularly leave their office to move their cars every two hours, to avoid paying for parking. This is seen as a hassle, even though it is recognized that this is illegal.
- When working in Galt City Centre, a construction worker found it problematic in that he could not park all day and kept getting tickets. (Note: the option would have been to pay for parking).

Area specific comments – Hespeler Village

- Questions on where intensification may occur, and potential for intensification to take place outside of core village area.
- Suggest need to modify on-street parking on Queen Street through the core to provide more road width. In the winter, Queen Street gets narrow due to snow and mirrors often get clipped.
- Practice of employees parking in prime customer parking spaces must be stopped.
- Sometimes have trouble finding space on-street, but can always get space off-street.
- People who rent apartments should be allowed park their cars in lots overnight.

- Some merchants park in loading zones all day which, is an abuse. (Note: Don Taylor clarified that the rule is that you need to be actively loading. Some loading zones have a 15 minute limit, which makes them easy to enforce while others do not).
- Some lots in Hespeler need improved signage – e.g. library lot.
- Zoom Video lot takes care of most parking issues and is not yet at full capacity.
- Not really much growth expected over the next 20 years.
- No issues – can walk everywhere.

Area specific comments – Preston Towne Centre

- Preston works well – the whole King Street corridor looks nice.

APPENDIX E

COMMENT FORMS RECEIVED

COMMENT SHEET

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What do you think are the key parking issues in the core areas? (Please specify issue and location)

AS MORE LOCATIONS ARE BEING MADE INTO CONDO'S, BETTER
LOTS ARE GOING TO HAVE TO ACCOMMODATE MORE CARS. (DOWNTOWN AREA)

What solutions would you like to see evaluated as part of this study?

WE DEFINITELY REQUIRE A 2-TIER PARKING GARAGE
DOWNTOWN GALT

Do you agree with the evaluation criteria presented at this public information centre? (Please explain and/or suggest changes)

YES

Do you have any other comments?

Name:

Address:

E-mail

I would like to be added to the project mailing list

Please leave your completed Comment Sheet in the drop box provided, or mail (before July 4th, 2008) to:

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Cambridge Core Areas Parking Master Plan Public Information Centre June 18, 2008

COMMENT SHEET

Your comments are important to this planning process. We ask that you answer the following questions about what you consider to be important for the future of parking in the downtown core areas of Cambridge. (Please print)

What do you think are the key parking issues in the core areas? (Please specify issue and location)

Not enough parking passes issued for tenants living in the downtown core.

What solutions would you like to see evaluated as part of this study?

We should be able to have enough parking passes for tenants. The parking lots are always full.

Do you agree with the evaluation criteria presented at this public information centre? (Please explain and/or suggest changes)

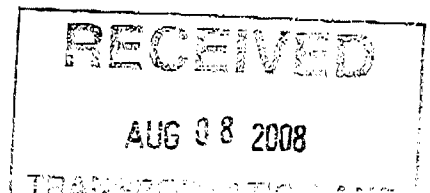
Do you have any other comments?

Name:

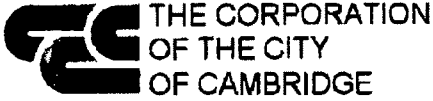
Address:

E-mail

e.



2:00 PM A.F



Cambridge Core Areas Parking Master Plan Public Information Centre June 18, 2008

COMMENT SHEET

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What do you think are the key parking issues in the core areas? (Please specify issue and location)

Paying \$21.00 because I forgot to get a parking ticket from the machine.

My \$5.00 haircut cost me \$26.00. Better notices on where the parking is available for the bums and stiffs. There is a massive parking area for city staff but, seniors are not allowed to park there.

What solutions would you like to see evaluated as part of this study?

The solutions should be coming from city hall. That is why you are here. That is why I pay property taxes.

Do you agree with the evaluation criteria presented at this public information centre? (Please explain and/or suggest changes)

N/A

Do you have any other comments?

The downtown parking is pathetic. City hall has taken care of its own. Even city staff park at the "Old Building". What does that tell you?

Name:

Address:

E-mail



Cambridge Core Areas Parking Master Plan

Public Information Centre
June 18, 2008

COMMENT SHEET

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What do you think are the key parking issues in the core areas? (Please specify issue and location)

Individuals who work downtown are being targeted by aggressive ticketing. These people are contributing to the health + growth of the core by living + working there in

What solutions would you like to see evaluated as part of this study?

- How to treat those in the core
- more parking, tags for core workers

Do you agree with the evaluation criteria presented at this public information centre? (Please explain and/or suggest changes)

Do you have any other comments?

Name:

Address:

E-mail _____



Cambridge Core Areas Parking Master Plan Public Information Centre June 18, 2008

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→ None available
→ have to pay after 2 hours

What solutions would you like to see evaluated as part of this study?

- more parking

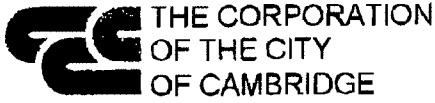
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Cambridge Core Areas Parking Master Plan Public Information Centre June 18, 2008

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What do you think are the key parking issues in the core areas? *(Please specify issue and location)*

that Res do not get permits before employees
people who live there should be looked at before anyone
else. I think its stupid that people who live there
get tickets all the time

What solutions would you like to see evaluated as part of this study?

Do you agree with the evaluation criteria presented at this public information centre? *(Please explain and/or suggest changes)*

Do you have any other comments?

Name: _____

Address: _____

E-mail: _____