

# Is Old Ottawa South About to Become Ottawa's Biggest Parking Lot?

Old Ottawa South has been identified in the City's Lansdowne Park transportation study as providing at least half of all the on-street parking spaces needed to service Lansdowne events. This will clearly affect our quality of life in Old Ottawa South.

The City's *Transportation Study* for Lansdowne was released on 9 June 2010.

- It presents some data and suggestions, but it is NOT a full transportation plan.
- It does NOT discuss the fall-out from the proposed development of Lansdowne.
- It assumes that there are only two options to solve most parking problems – on-street or on Lansdowne's Urban Park (also known as the front lawn).

We urge you to read the Summary of Findings and Conclusions (pages 166-184).

[[www.ottawa.ca/residents/public\\_consult/lansdowne\\_partnership/transportation\\_summary.pdf](http://www.ottawa.ca/residents/public_consult/lansdowne_partnership/transportation_summary.pdf)]

## Forcing Street Parking into Old Ottawa South

- An important part of the study is the calculation of available on-street parking in the study area: Carling and Preston in the west, to Main Street in the east, and from the Queensway in the north to Riverside Drive in the south.
- The study says that 55-61% of the parking spaces in the study area are "available" for use during events, BUT
- The study admits that the streets near Lansdowne are already almost full.
- This means that a majority of the on-street spaces identified as available for event parking will be in Old Ottawa South.

## Parking for Lansdowne Events will Clog Old Ottawa South

### Events with up to 10,000 persons (for example, hockey games)

- Currently, for a 67's game, Lansdowne provides 2,200 of the needed 3,200 parking spaces – leaving 1,000 cars looking for on-street parking.
- After redevelopment, the study anticipates only 1,000 on-site spaces will be available (page 176), including 400 spaces in the Urban Park (Appendix A-13).
- Many weekends will have at least one of these events.
- Extra buses will be added on the #1 and #7 OC Transpo routes.
- **This will leave 2,200 cars looking for on-street parking, mostly in Old Ottawa South, for every event.**

### 10,000 to 25,000-person events (for example, football games, concerts, etc.)

- All the on-street parking is expected to be 100% full. You will have NO on-street parking for anyone visiting you!
- Up to 56 OC Transpo buses (one per minute) will shuttle between Lansdowne and parking lots at Carleton University for a couple of hours before and after each event (see page 178).
- More buses will travel on Bank Street and Queen Elizabeth Driveway.

## High Levels of Day-to-day Traffic in and out of Lansdowne

- The shopping mall/office/cineplex/hotel/condos on site will generate additional traffic all day. The study says that this traffic **will cause problems** at critical intersections during rush hours every day and on Saturdays.

- Critical intersections for OOS are already close to or at traffic capacity at peak hours (see page 168): Bank & Sunnyside, Bronson & Sunnyside, Bank & Riverdale, Bank & Riverside.
- At the peak time of 1-2 p.m. on Saturdays, 1,700 person trips/hour will access Lansdowne.
- A very generous assumption in the report is that 31% of these trips will be on foot or by bicycle. Even so, 600 cars per hour at a minimum will enter and leave Lansdowne (see page 171).
- This means that the OOS intersections will become completely congested.
- The study only talks about cars, completely ignoring the number of delivery trucks servicing the various businesses.
- Despite these admitted serious problems at key intersections, the study authors reach the hard-to-believe conclusion that “in general, future Bank Street levels of service remain relatively good” (see page 174).
- Over-flow parking is also proposed on Lansdowne’s Urban Park section.

### Major Questions

1. Who is going to address access to our schools, churches, homes, businesses, parks and community centre when any event is being held at Lansdowne? Remember, 100% of on-street parking will be filled dozens of times per year.
2. If we complain about parking, will the answer be to put more parking into the Urban Park? That would remove the remaining public space at Lansdowne from use by the public! Other options, such as a larger parking garage or a stadium near rapid transit appear to be off the table. Why?
3. Why is the City forcing a vote now when there are so many unanswered questions and no time to consider options?

### Other Concerns

1. Why is the City allowing Sunnyside Avenue west of Bank to become a bus mall?
2. More parking congestion will lead to more front-yard parking, which means fewer trees. Do we want this?
3. Why has the City spent so much time with developers and no time actually consulting residents?
4. Why are we giving a precious public space to private developers and turning our streets into parking lots? **Public needs on public land must come first!**

### TAKE ACTION!

1. Write to all members of Council, the Mayor and local media before the important City Council meeting of 28 June. For easy links and information on wards where action will have the most effect, go to [www.letsgetitright.ca](http://www.letsgetitright.ca).
2. OSWatch, the Old Ottawa South Community Association’s watchdog on City planning, is deeply concerned about this issue. You can see what they have done already at [www.oldottawasouth.ca](http://www.oldottawasouth.ca).
3. Any letters you write can be copied to the OSWatch Co-Chairs Brendan McCoy and Mohammad al-Asad at [oswatch.chair@oldottawasouth.ca](mailto:oswatch.chair@oldottawasouth.ca). OSWatch will include community concerns in its presentations to City Council.
4. Learn more about all the issues at [www.letsgetitright.ca](http://www.letsgetitright.ca) – financial, urban design, heritage, and the loss of public space.
5. If you’re on Facebook, join the "Design Lansdowne Together" group.

**THANK YOU!**