

## **Appendix F- Comments received from the Public**

Respondents gave a variety of reason explaining why they enjoyed visiting, living and shopping in the BIA areas, including: convenience and accessibility of location; variety and unique offerings of mixed commercial and retail; architecture including heritage buildings; the sense of place and quaint feel of some BIA, as well as the walkability of the neighbourhood. On the converse, a number of reasons offered for disliking the BIAs was the shortage of parking and concept of payment for parking; the lack of green space; store front vacancies and number of buildings that needed reinvestment; the inadequacy of alternative transportation infrastructure and transit; hidden spaces; high speed traffics; loud noise level and low privacy levels for residential use.

Respondents were asked to identify locations where off-street parking lots are best accommodated. Some responded that it should not be visible from the mainstreets and was best located behind the building, and similar for drive-through restaurants to be located behind. There were comments that business with existing parking behind their buildings should use those parking areas instead of parking on the side streets. Other comments about parking behind suggested that it was unfair as it would decrease the value of houses behind the commercial buildings. Other comments were made that it should not overtake adjacent residential areas and some were concerned about the potential demolition of their houses for parking. There were also suggestions for parking to be located in between buildings, as well as on the mainstreet.

The comment form also asked of respondents to list key features which they attributed to a well-designed parking lot. Responses include: adequacy of parking lots and spaces which was recommended to be small sized lots at full capacity; sufficient space for vehicular manoeuvring; prioritising pedestrian paths to business from lots and accessible design; enhanced landscaping and fence treatments, also shade trees and low maintenance green space to reduce heat from paved surfaces; signage; good lighting; bicycle parking; under or above ground parking. Lastly, a variety of respondents commented that parking should be free, or some commented that it should be payable by app/credit card.

Respondents were asked if the potential demolition of building types to create space for parking lots in the BIA were a concern to them. The majority were concerned over the loss of all three building types which includes commercial or mixed use buildings along the Mainstreet, Heritage buildings, and Residential homes immediately behind the Mainstreet. Some of the explanations for their concern were that the future would have less driving so the destruction of building for parking lots should be stopped. Others said that if the commercial area were to be demolished, there would become less destinations and would result in a detraction from the BIA's unique character and negatively impact the BIAs. Some recognized the dilemma between the preservation of

the main street, heritage buildings and established residences close to the street. Another commented that side street properties also form part of the neighbourhood character, and that demolition and parking would lower the attractiveness and value of the neighbourhood. There were also comments that suggested older/dated buildings be demolished as those are eyesores and another commented there was no concern as there is no demand for demolition.

For the final question in the comment form, respondents offered a wide range of feedback. Some of the suggestions received include:

- increase investments in transit/alternative transportation infrastructure and amenities in order to decrease the demand for vehicular parking
- parking garages to have active ground floor uses to encourage pedestrian friendly street frontages
- temporary 15 minute parking for quick service stores such as pharmacies to decrease parking space needs
- Introduction of parking maximums and review of current parking minimums
- Restriction of size and location of parking lots to limit oversupply and under-utilization of surface parking in the study area
- Parking study to investigate parking supply and demand for areas such as Goyeau to Alymer, to Riverside Drive
- Partnerships to provide car-sharing between property owners

Unrelated on-street parking comments were made by some residents to introduce residential parking permit in some BIA neighbourhoods.