



## TRANSIT ACCESS

100m

The effect of the “residential envelope” around the hospital is noticeable in a number of ways relating to the intensity of circulation in the vicinity. There are bus routes running down Monkland, Somerled and Sherbrooke which lead to the Villa Maria, Vendome, and Snowdon metro stations. Furthermore, the hospital caters to patients in need of physiotherapy or occupational therapy, and quite often these individuals cannot physically cope with riding on a bus/train/metro at this point in their rehabilitation process. Accordingly, the hospital has an arrangement for subsidised taxi rates for its patients and an observer of the site will notice the comings and goings of taxi cabs. There are no corner stores, schools, or mixed use commercial spaces in the immediate area, which also contributes to the scarcity of pedestrian traffic on Montclair and Walkley Avenues. Interestingly enough, the hospital has not felt the need to implement controlled parking in the neighbourhood, or supply permits to its employees.

A conversation with a key informant at the hospital revealed interesting facts about the copacetic relationship between the hospital and the community in terms of parking on the street. The informal understanding seems to go both ways, as citizens from the community have been known to park their cars in the hospital parking lot on winter evenings when their street is being cleared of its snow. The hospital staff often need to park on the street because the hospital lot does not have the required capacity. The C.B. hospital carries out most of its programmatic functions during regular office hours, therefore, the bulk of its staff keep those hours as well. The migration of cars commuting in and out of the neighbourhood seems to flow in a complementary pattern. When most of the hospital staff are leaving work for the day, most of the commuters who live in the neighbourhood are returning home. As a result, the availability of parking spots has never been issue.