

Horodatage	Après avoir pris connaissance des informations présentées ce soir sur le réaménagement de l'avenue Claremont et de l'avenue Lorraine, y a-t-il un point spécifique que vous aimeriez souligner ou une idée que vous souhaitez proposer avant la finalisation du projet? After reviewing the information presented this evening concerning the reconstruction of Claremont Avenue and Lorraine Avenue, is there a specific point you would like to highlight or an idea you would like to propose before the project is finalized?
1-30-2025 18:26:27	The reduction in parking is a major concern, particularly for 500 Claremont (100 Windsor) where we will be bringing 20 new families on to the street. These people will have guests visiting and need to provide space for them to park. Please consider an alternative to adding a bike path on such a busy street. Bike paths should be on quiet streets where it is safe.
1-30-2025 20:10:40	Merci de nous consulter pour ce projet Claremont. Cependant, 2 éléments ont été ajoutés ce soir sans nous consulter. 1-les lampadaires 2-les feux de circulation en haut de Claremont. 1- Pour les lampadaires, il est très dommage de ne pas mettre les Washington tel que promis depuis le début de la consultation. Il faut trouver une autre solution que les Cobra ancien qui soit plus esthétique. Ce serait dommage de gâcher l'esthétique du projet par un mauvais choix de lampadaires. Svp essayez de trouver une autre solution car tout le monde est déçu du choix des Cobras, Montréal est plein d'exemples de jolis lampadaires efficaces 2- J'habite au coin de l'avenue Westmount et je souffre depuis 33 ans à cause des automobilistes qui ne font pas leur stop et accélèrent en descendant Westmount. J'approuve l'idée de la plateforme pour ralentir le trafic. C'est un progrès pour la sécurité. Il y a cependant trop de feux de circulation et cela va donner l'impression d'une artère commerciale au lieu de résidentielle. Les feux de circulation sont trop nombreux, polluants à cause des voitures à l'arrêt, défigurants pour la rue et pas nécessaires pour la sécurité. Je n'en mettrais pas du tout et garderais les stops. Merci pour votre travail. Ce n'est pas facile la consultation des citoyens mais c'est grandement apprécié!
1-30-2025 21:32:29	We must NOT put back ugly Cobra type street lamps. Such a beautiful project but such an ugly street lamp model. Lumec DMS50, Cyclone CY55P1 or CP4262 are examples installed by Ville de Montréal. Westmount deserves better than Walmart parking lighting! Security at Claremont-Westmount crossing will be much improved by the elevated intersection. Kudos! Unfortunately adding 4 traffic lights will transform the much needed impression of a residential area into the feeling of a busy thoroughfare. Let's stay with the Stop signs at that elevated intersection. Thank you and congratulations for this otherwise great project that you've carried forward with citizen's participation
1-31-2025 14:41:06	The parking above Cote St Antoine is generally available to residents, but below Cote St Antoine, the parking is necessary for residents with only one parking spot (or none at all). Further, parking is critical to the health of the commercial center of Westmount. Already, spots have been removed on Chesterfield (near corner of Claremont) in the past few years and parking is a significant challenge for residents. We do not live in a climate or a city that allows for less "resources" for drivers. Not everybody's life, health, family situation, job, business, etc is conducive to biking and/or public transport. It is imperative that the currently low number of spots not be further restricted. I would urge the city to reconsider the current proposal in light of residential and commercial realities.
1-31-2025 16:35:40	As someone who bikes regularly in the summer there is no reason to have full time bike path going north on Claremont. Taking away parking is also a serious issue that should be limited at all costs. Taking this away would be making life worse for your citizens, not benefiting them. We're lucky that we have a parking space via a lane, but but also need to park closer to our door a lot of time to get kids or food into our condo which is not accessible via the lane, taking this away, or making it more difficult to do, is not equalized because another tree is planted, or for a bike lane to be taking up space in the winter when no one is biking up Claremont. The priority should be fixing the state of the road and sidewalks, which you've included and makes life better, thank you. Adding anything that takes away quality of your citizens day to day life is not justifiable.
1-31-2025 16:39:09	I have been living on westmount ave for over a decade and the volume and speed of traffic has increased dramatically. One of the reasons is the re-direction of traffic by waze through the heart of our town. I have a friend who lives downtown and when he is returning from the west island via decairie south, waze often sends him on westmount ave. My suggestion is to make westmount ave for local traffic only, at least during the rush hour. Outremont does this. anybody that has business in Westmount like students, teachers, entrepreneurs can of course come through but it would exclude anybody using westmount ave as a shortcut. If we did this, waze would not be able to direct traffic through the middle of our town which used to be quiet and safe but no longer is. We should adopt measures like this to control the through traffic as is done by Outremont, TMR and Hampstead.
1-31-2025 17:03:38	1) Suspend this project until after the municipal elections as it is, yet again, a "one-off" expensive project that is proposed without knowing what the plan is for the whole area affected 2) Removal of close to 50 parking spots again penalizes the residents of the area - do you have a median age for the people living in the area where these spots will be removed? 3) Yet another bicycle path for "looks" - can you provide a statistics as to how many cyclists currently cycle up Claremont from Sherbrooke? 4) Can you provide data on the usage of the BIXI station at Marianopolis and, which are the transit destinations of those using these bikes?
1-31-2025 17:52:12	Hello, we are at 448 with our own little parking pad. Seeing that parking in our block eliminated on west side, what about visitors ex family with grandchildren dropping off, guests leaving something substantial before going looking for parking? This will remain a busy street, it isn't suitable to try for spot on east side when coming here. Also - where to stop when picking up folks in the greystones? Did you consider a few 15 min spots for example? Also wondering about workers (tradespeople) - old houses and frequent repairs! If no parking at least dropping off gear would seem essential without fear of ticket. This is our feedback, hope for some consideration. Thanks. Gillian Taylor.
2-1-2025 11:20:25	First I am happy that see that the island will remain open to vehicles as opposed to the trial held during the summer of 2024. But why so many traffic lights instead of the current stop signs. The area for the traffic from NDG to southbound Claremont is so small, adding a traffic light seems like it would create lots of idling traffic during school drop offs and pickups (we need to think of the impact of Villa Maria Traffic). And with a proposed field shared with Marianopolis, this seems that more traffic would be caused due to so many lights. And what about at night time, when there is no one around we are forced to wait at a street light instead of managing ourselves with a stop sign. If the lights are all synchronized to be green at the same time, then what is the point? Foot traffic? it doesn't seem it needs to be so regulated, especially for the cost of maintaining additional street lights. I do not have a proper solution to propose, maybe a roundabout could be looked into instead of the current island. Last comment, please do not make sidewalks so wide at intersections that it makes it difficult for cars to turn (ie. the intersection of Edgehill and Lexington is a disaster), its not made for narrow intersections. Thank you
2-1-2025 12:40:50	The elimination of parking spaces will result in residents driving further and more frequently to find alternatives. This will harm the environment with additional pollution - air and noise. The intersection of Westmount Ave and Claremont on the south/east corner needs to remove vegetation in the design to allow for a clear view of the cross-walk. There is no evidence that a bike lane is needed on this street. Bike traffic is likely to be nil to minimal 98% of the time based observational impressions. Bikers simply do not use this steep north/south street.
2-1-2025 12:47:09	The major limitation of parking is likely to create other problems. For the residents of Claremont without off street parking, where do visitors, medical personnel (CLSC for example), delivery men (with a heavy or large appliance) park? Most likely, they will double park just as they do down on Sherbrooke blocking the flow of traffic. And how do local merchants feel about reduced access to their stores? Could this harm the commercial interests of this part of Westmount? And, of course, we who live just off Claremont expect that there would be an increased number of cars looking for spots to park, creating more congestion on our streets, esp. the ones that are dead end. As for an increased number of trees: Trees are lovely but Westmount is already full of trees as any of us who need each year to hire someone to clear our roofs of dry leaves to avoid the clogging of our roof drains will tell you. And is the city prepared to trim and maintain these new trees...esp. any of our warming winters the likelihood of ice storms increases and we are subject to occasional high winds both conditions which have already brought down branches. Think about the future. The shade from trees in increasingly hotter summers is lovely but hotter summers are dryer summers which could lead to a fire disaster... The intention to widen the sidewalks seems much needed. The college kids especially like to walk three abreast, often talking to each other or into their cell phones, and I've seen more than one step off the curb because of insufficient space of the sidewalk.
2-1-2025 15:32:16	It is with great dissatisfaction that I submit these comments. Eliminating parking spots is a terrible and unsatisfactory proposition once again you propose more bike paths when they are minimally used. I have yet to see more than a couple of bikers on westmount avenue the traffic is now congested and bogged down, with no cyclists in sight. Proposing more of this on Claremont smacks of blindly adhering to a model that doesn't seem to fit in some of our streets. Once again, it seems that the city is determined to reconstruct areas that only require better quality, nor reconfiguring. Please consider your citizens and their needs instead of lofty ideals that work only on paper but do not translate to superior functioning of our city. Where do you propose we put our cars?
2-2-2025 6:55:52	Yes - I live at 83 Chesterfield and I am very concerned with the amount of parking you have removed from Claremont as a result of the reconstruction of the street. This is an area where parking is already an issue - both for residents and those parking for the nearby stores on Sherbrooke. Taking away all the parking to accommodate increased green space and a bike lane is naive and harmful to those living in the area. Many residents in this area don't have parking and the close proximity of the apartment building on Sherbrooke and Claremont makes it already impossible to find parking in the area. By removing 49 spots you have just made it way worse. Our street, Chesterfield, is already frequently used for shoppers looking for parking to access the Sherbrooke stores. Now it will become worse and there will be no parking for residents. Please rethink your plan - it literally makes no sense for the local businesses we have left in Westmount and the residents who have already had to put up with years of construction around us.
2-2-2025 15:33:47	Très beau projet ! J'aimerais aussi une traverse sur élevée à l'intersection NDG/Claremont pour les voitures qui arrivent depuis l'approche Ouest. Il faut envoyer le message aux automobilistes qui arrivent de Montréal qu'ils entrent dans Westmount et qu'il faut ralentir. À cet endroit, je mettrais aussi de grosses bandes de plantation pour marquer l'entrée de la ville de part et d'autre de la rue. Sur la rue NDG dans le triangle, je rétrécirais la voie et je la séparerais de la bande cyclable par une bande de plantation. De façon générale, ce serait l'idéal de toujours avoir une bande de plantation pour protéger les cyclistes. Merci!

2-2-2025 15:49:54	<p>Dear City Officials,</p> <p>I am writing to express my profound dissatisfaction and strong opposition to the proposed redesign plan for Claremont and Lorraine Avenues. The plan, as outlined, is not only impractical but also detrimental to the daily lives of the residents and businesses in the area.</p> <p>First and foremost, the elimination of numerous parking spaces is an ill-conceived idea. Parking is already a scarce commodity in our neighborhood, and this reduction will exacerbate the problem significantly. The proposed plan suggests retaining only a minimal number of parking spots, which is grossly insufficient to meet the needs of residents, local businesses, and visitors. This will undoubtedly lead to increased congestion on surrounding streets as people desperately search for parking, thereby creating more traffic issues than the plan purports to solve.</p> <p>Moreover, the addition of dedicated bike lanes on Claremont Avenue is, frankly, an absurd proposal given the geographic and climatic realities of our area. Claremont Avenue is situated on a steep hill, making it an impractical and unsafe route for cyclists, especially during the harsh winter months when snow and ice dominate the landscape for nearly half the year. The resources allocated for these bike lanes could be better invested in maintaining safer and more functional infrastructure for all modes of transportation.</p> <p>The proposed plan also fails to adequately address the winter conditions that heavily impact our region. While the document mentions adapting to winter conditions, the reality is that narrowed lanes, raised intersections, and additional cycling infrastructure will pose significant challenges for snow removal operations, emergency vehicles, and everyday commuters during snowstorms and icy conditions. This lack of foresight is not only inconvenient but potentially hazardous.</p> <p>Furthermore, the proposed "green spaces" and "bioretention zones" appear to be token gestures that do not justify the extensive disruption and permanent changes to the streetscape. While environmental considerations are important, they should not come at the expense of practical urban planning that meets the immediate needs of the community.</p>
2-3-2025 8:26:04	<p>Disappointed that traffic is maintained on the triangle by Marianopolis. The pilot was excellent with students studying and having lunch outside on the closed off street. Disappointed that the bike lane is not fully separated (although tough to see from the renderings how exactly the cycling experience will look) and that it's only one way.</p> <p>All in all this project will be a HUGE improvement but seems a bit like a missed opportunity where we did the minimum.</p>
2-3-2025 14:00:07	<p>Hello,</p> <p>I understand that a bike lane must be included on Claremont but am very concerned about the effect that will have on the width of the street.</p> <p>One car lane each way as proposed, will cause big problems for many of the residents of the street.</p> <p>For example the block of 12 flats on the west side of Claremont just north of Sherbrooke has no parking. So when they arrive home and want to unload their cars, take out the babies and kids, unpack groceries ect, they must do in front of their residence.</p> <p>If they stop in front of their door, they will be blocking the only southbound lane on the street. There is nowhere for them to pull over. And the same can be said for the houses across the street.</p> <p>In thinking about Westmount, is there any other street where residents can't stop in front of their homes ?</p> <p>This is a big problem. And I'm not sure how you will resolve it. But some thought needs to be given to this matter.</p> <p>Another issue is the reduction of parking places on Claremont. Most of the 12 flats mentioned above use on street parking as do some houses. People going to Vic Village and the Westmount Medical building park on this street.</p>
2-3-2025 14:12:39	<p>Reduction of parking west side of Claremont: I am completely opposed to the elimination of parking spaces on the west side of Claremont between Sherbrooke and Chesterfield, especially between 424 and 446 Claremont. There is a huge surplus of parked vehicles such as Uber Eats, DoorDash, Amazon, UPS, and many more who take up legal and illegal spaces. I fear you are using us as scapegoats to make space for these vehicles when we are paying taxes of for examples \$13,884 per year X 4 buildings of 3 units each to appease the businesses and the Westmount Medical Centre on Sherbrooke St West where there is a lack of parking space. The medical centre parking is nearly always full and is not free like Claremont.</p> <p>Secondly, I am not in favour of the east side northbound bike path as I don't agree that it will be well-used since I know that Marianopolis College and Villa Maria students have a dedicated express bus service to and from Vendome metro to drive them up the hill. They walk down the hill in packs of 2 to 6 at a time as they like to be together, not alone on a bike. Have you done a study of proposed usage of this Claremont bike path?</p> <p>Very disappointed tax payer Eleanore McNaughton</p>
2-3-2025 14:47:22	<p>I would urge supporters of the current plan to look outside right now. How will the bike path make the lives of residents with already limited parking better? How will businesses offer access to shoppers? Where will families park a second car? Or what about families who don't have any parking spot (common in the area) - where do they park when it is snowing and -30? What about older or sickly residents? Or people with injuries who value parking close to home? I think that is a priority over a bike path for Marianopolis students who will hang out in PA park, leaving garbage and cigarette butts. The park is already poorly kept - this will make it far worse. People who want to bike can continue to do so - on the road like they have for 120 years. Attracting more bikers, etc to this neighbourhood does not make the lives of its residents better. This isn't a thoroughfare. It is a neighbourhood - and the residents need parking regardless.</p>
2-3-2025 14:53:25	<p>As a resident of Windsor avenue I would like it to be ensured that we will not lose any street parking spots. We already have issues with parking being very limited due to marianopolis students taking the few spots available.</p>
2-3-2025 15:02:22	<p>the introduction of an additional two sets of traffic lights on Claremont triangle will arguably contribute to even more congestion in the area with idling traffic moving only 50m at a time. the lights are too close together and will not aid traffic flow away from the area</p>
2-3-2025 15:14:18	<p>My name is Sacha Singh I am the owner of 444 and 446 Claremont. I think the work has potential but the removal of parking spaces from Sherbrooke to Chesterfield it is not reasonable to eliminate so many parking spots on Claremont. It's not attractive for owners or tenants. Already delivery trucks use our stretch for deliveries / services on Sherbrooke ..</p>
2-3-2025 15:37:57	<p>Claremont is long overdue for an overhaul. I attended the first information session and sadly missed the second. As much as I support the bike lane (as a cyclist and resident) I feel it should be on one side of Claremont preferably the East side of the street ...in this case it disrupts less driveways (not to mention the new garage for the condos on Claremont/windsor) however it removes many parking spots! We are already overwhelmed with parking from the businesses on Sherbrooke, residents parking, contractors, and cegep students...etc. not to mention restrictive time zones that westmount security enforces for garbage, recycling, compost, street cleaning and snow removal! Therefore in losing upwards of 49 parking spots while still having bus stops and multiple handicap spots we as residents have no where to park! I would propose resident-only parking all along the cross streets (chesterfield, Windsor...etc) and residents only for remaking spots on Claremont. The street needs re-paving, the traffic could use proper stops and slowing down, I support the use of bikes BUT residents need to be considered and protected with priority parking that is already severely limited!!</p>
2-3-2025 15:49:03	<p>As a resident of Windsor Avenue I am seriously concerned and highly opposed to the proposed plan's significant reduction in on-street parking spaces. Where will residents without parking aprons park their vehicles? We are already challenged to park near our homes due to Marianopolis students parking in our area and this will be exacerbated by new 500 Claremont residents who don't have an underground space or for their visitors. The future impossibility for us to park anywhere near our house will negatively impact the value of our home. This proposal's stakeholder engagement plan should include written notice to all overnight parking permit holders of the projected net loss of spaces. Engagement needs to be multi channel as many are not able to attend public consultation sessions. Overnight permit holders are highly affected by these plans and should be consulted directly. Residents in the area who do not currently have parking aprons should be allowed to apply for and construct aprons. Furthermore, the spaces that are left on the streets should be reserved for residents only, like on Academy road. When the arena was constructed this was an agreement made with those residents so the same is expected in our area. In closing it is unacceptable to assume that local residents should lose their ability to park on the street near their homes, especially if they don't have parking aprons. Lift the moratorium on aprons in this area and implement residents only parking zones. Apart from rebuilding the infrastructure and resurfacing the street, I do not accept the rest of the proposal at the consequence of losing my ability to park on the street near my house when I have no other options.</p>
2-3-2025 16:01:24	<p>To the City of Wetmount,</p> <p>I would like to express my concerns regarding the proposed plans for the reconstruction of Claremont Avenue. While I understand the need for improvements, I strongly believe that the current proposal does not adequately address key issues, particularly the importance of parking and congestion. Parking is completely removed from one side of the street and almost removed from the other. Also, a bike path is not necessary. Claremont avenue is quite calm, and there are even smaller streets where bikers can bike parallel to Claremont. Additionally, the risk of increased congestion in the area should be carefully considered, especially in the morning due to the Marianopolis students and staff. I also urge that the island on Claremont/NDG Ave./Westmount Ave. stays open year-round. It creates congestion on NDG Ave. in the morning and is discriminatory to the people coming from the east.</p> <p>I do agree that Claremont Avenue is in need of repair and should be pre-paved to ensure it remains in good condition, but I do not believe a complete reconstruction is necessary. Instead, I urge the city to reconsider the approach and look for a solution that balances the need for repairs with the practical concerns of the community.</p> <p>Thank you for considering my feedback</p>

2-3-2025 16:02:36	<p>Where will visitors to all our homes park? Elderly parents etc are expected to bike up Claremont? Should they do that in the snow?</p> <p>This is a patently ridiculous plan on every level. Insulting to every resident in the area. No respect for people's lives, needs, limitations, family situations, etc.</p> <p>And is the council aware we live in a difficult climate? We cannot all bike everywhere.</p> <p>I expect all parking spots to remain as is.</p> <p>Fixing broken hydro and streets is not a reason to hurt residents' daily lives to build a bike path for CEGEP students. Just fix the road and hydro and leave.</p> <p>This is an insane plan.</p>
2-3-2025 16:13:11	<p>We do not want a bike lane on Claremont!!! Removing parking spots is the worst thing you can do to your residents living in the area. Most of us have zero or one parking spot driveways and more than one car so we have to park on the street everyday. It's already hard to park on Windsor so we have to park on Claremont. If you remove parking spots on Claremont all the residents will have nowhere to park!</p> <p>You're doing all this to have a bike lane on a steep hill that will be impossible to bike on in the winter. So we're losing 49 parking spots just so a bike line can be used a few months in the summer. Who is this really benefitting!!!!?you're just upsetting the people that live in the area.</p>
2-3-2025 16:26:49	<p>Pourquoi faire un projet aussi onereux finance par des emprunts (plus de 10m\$)? Pourquoi reduire de presque 3/4 le nombre de stationnements dans une rue residentielle familiale? Pourquoi rajouter absolument une piste cyclable dans une rue qui est a double sens, a 3 lignes de bus et qui est une route d'acces de pompiers? ce projet est un non sens economique que la ville n'a pas les moyens financiers de realiser sans lésés les contribuables et creer une dette inutile pour les generations futures.</p>
2-3-2025 16:29:06	<p>It appears there are objectives not identified in the consultation to the extent that multiple members of the administration have stated publicly that the objective of the works around the Claremont triangle is to slow down traffic to cause drivers to take other routes and not come into Westmount. The addition of 8 new traffic lights on top of the two traffic lights already at NDG/Claremont means there will be 5 sets of lights from NDG Ave to Roslyn Ave. This will create a safety issue as frustrated drivers go through the traffic lights and speed along Westmount Ave and in front of Roslyn School after getting through the Grosvenor traffic lights. It creates air pollution as cars honk more. the addition of 8 new lights makes the residential neighbourhood look like downtown Montreal and does not reflect that there is no traffic in off peak hours. Did the administration collect data on the number of cars off peak rush hour in the morning and late afternoon? Off peak hours there is not enough traffic to justify multiple traffic lights and idling cars, a breach of Westmount's own regulations. There is not enough traffic at the Claremont/Cote-St-Antoine intersection to justify a traffic light. The administration should consider speed bumps to enforce safety with the current stop signs given that the police enforcement is limited. Lastly, there was no consultation on 8 new lights being added to the configuration in previous presentations. When will we see the final configuration before it goes out to tender? Feedback was collected at the January 20th meeting suggesting that another configuration will be shared. This configuration remains unsatisfactory from a traffic management, pollution, noise, safety and aesthetic perspective. Thank you.</p>
2-3-2025 16:46:18	<p>Removal of 49 parking spots should be reconsidered - surely this will have impact on the residents without private parking?</p>
2-3-2025 17:59:48	<p>No! no! no!</p> <p>Firstly, how can you possibly consider doing this in 2025. That outrageous commercial building project on the corner of Claremont and Windsor which has been going on for about 8 years is underway. There is an enormous crane. There are huge trucks coming and going and parked on residential streets. And workers cars parked everywhere. How can the two projects possibly coexist?</p> <p>Secondly, there are about 7 or 8 parking spots on the Claremont/Prince Albert block of Windsor Avenue, grossly inadequate for the current needs of residents' cars, let alone their visitors. And only 1 hour parking which makes it impractical for visitors. And now the proposal is to take away 29 parking spots. Just where are residents supposed to park? (And once that oversized building is completed, there will be even more strain on parking.)</p> <p>And another bike path! Seriously? On a bus route. Seriously? And some sort of elevated crossing! Seriously? And built-out bus stops! Seriously? On a street that is already inadequate. Where snow clearing will become even more problematic.</p> <p>At a time when Westmount is crying poor, why is counsel even contemplating such a massive project, in a quiet residential neighborhood. No more bike paths and fancy constructions until residents requirements and needs in the area are addressed.</p> <p>Betsy Mitchell 52 Windsor</p>
2-3-2025 21:19:26	<p>Le projet pilote de l'îlot Claremont fut suffisamment désastreux: que ce nouveau projet de Claremont ne le soit pas tout autant.</p> <p>Qu'il suffise de rappeler que le trafic accru sur Côte St-Antoine déviant par Gray ou autres avenues dans NDG pour revenir sur le chemin NDG n'a été que détourné.</p> <p>Des rapports de + en + étoffés et volumineux ne seront d'aucune utilité si n'est pas reconnue ni respectée à l'évidence même que</p> <p>FLUIDITÉ ACCRUE = FRUSTRATION DIMINUÉE = SÉCURITÉ ACCRUE ou son corollaire FLUIDITÉ DIMINUÉE = FRUSTRATION ACCRUE = SÉCURITÉ DIMINUÉE</p> <p>Toute entrave supplémentaire ne fera que dégrader une situation que certains prétendent vouloir améliorer</p> <p>Respectueusement Martin</p>
2-4-2025 6:01:04	<p>More traffic calming measures for people entering Westmount territory from NDG & protect the cyclists!!</p>
2-4-2025 6:37:50	<p>The elimination of the vast majority of parking spots on Claremont, particularly around Windsor where there is a major apartment development going up, doesn't consider the quality of life of existing residents. As a resident on Windsor Ave., there is already limited street parking and I regularly need to park on Claremont or Prince Albert. The new project on Claremont and Windsor is going to create more parking issues, and the planned elimination of virtually all parking spots around Windsor is going to significantly amplify this issue, causing problems for all residents. Your plan effectively ignores residents in the area and it is very frustrating. Please reconsider.</p>