

Little Italy Local Area Parking Study

Parking Services

Public Works Department

City of Ottawa

February 2015



All content in this document is available in alternative formats upon request. Please contact parking.operations@ottawa.ca for more information or to make a request.



Table of Contents

Little Italy Local Area Parking Study.....	1
Background.....	4
1.1 Study Purpose	4
1.2 Study Area	5
1.3 Definitions	7
1.4 Types of Parking.....	8
1.5 Previous Parking Studies.....	10
Overview of Existing and Future Conditions	13
2.1 Land Use	13
2.2 Development Potential for Little Italy.....	16
2.3 Review of Development Activity.....	20
2.4 Population & Employment Forecasts	28
2.5 Mode Split for Trips Destined to Little Italy.....	29
2.6 Enforcement Data (2013 and 2014).....	30
2.7 Forecasting Summary.....	37
Methodology & Data Collection.....	38
3.1 Total Parking Inventory	38
3.2 Parking Inventory Maps	41
3.3 Parking Data Collection	44
Findings	46
4.1 Parking Occupancy Rates	46
4.2 Travel Surveys	52
Public Consultation	58
5.1 Summary of Public Consultation and Feedback	58
Parking Toolbox.....	61
Bicycle Parking	61
Transit Service.....	62
Car Sharing	62

Telework and Car-Sharing.....	63
Promotion of off-street parking spaces	64
Off-street public parking supply	65
Off-street private parking supply.....	66
Curb-side parking supply	67
Curb-side parking regulations.....	67
On-street parking permits	68
Parking pricing.....	69
Parking enforcement.....	71
Remote (satellite) parking.....	71
Development agreements (i.e. developer provided public parking)	72
Zoning provisions.....	73
Recommendations	75
7.1 Recommendations.....	75
Appendices	77
Appendix 1: Previous Parking Studies – Preston Street and Area Parking Study Results.....	77
Appendix 2: Cash-in-Lieu Applications for Little Italy	86
Appendix 3: Parking Regulation Maps.....	94
Appendix 4: On-Street and Off-Street Information Tables	96
Appendix 5: Parking Occupancy Maps	108
Appendix 6: Parking Occupancy Information Tables	120
Appendix 7: Travel Survey Questions.....	126
Appendix 8: Public Consultation Comments.....	129

Background

1.1 Study Purpose

The purpose of the Little Italy Local Area Parking Study is to determine the need for, nature and extent of municipal involvement in the provision of public parking services.

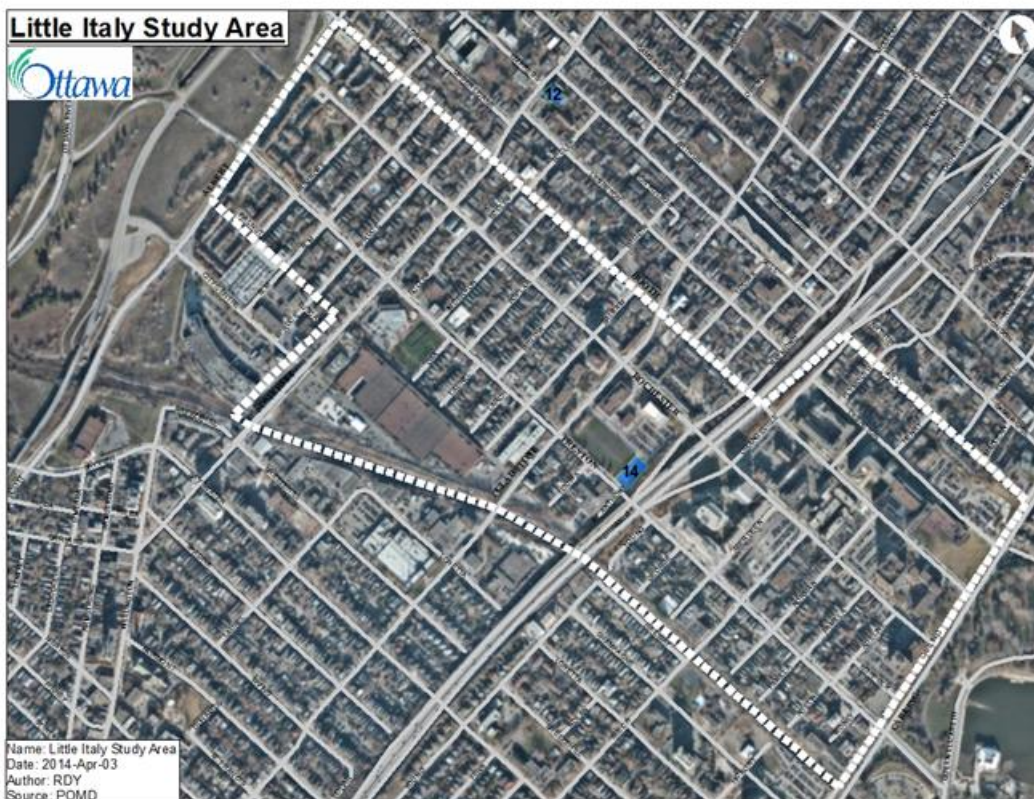
On April 22, 2009, City Council approved the Municipal Parking Management Strategy. The Little Italy Local Area Parking Study is guided by the five primary objectives:

1. Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.
2. Provide and promote affordable short-term parking services, and fair and consistent enforcement services that support local businesses, institutions, and tourism.
3. Promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking.
4. Support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway, including implementing on-street permit parking programs to relieve area residents and visitors from parking regulations directed at the non-resident.
5. Ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

1.2 Study Area

The Little Italy study area was developed based on the location of commercial activity and office use within Little Italy. The study area is bounded by Albert Street in the north, Carling Avenue in the south, Booth Street and Bell Street South in the east, and the O-train Corridor in the west. Please see *Map 1 – Little Italy Study Area* for more information. There are currently 854 total on-street spaces in the study area. Of these, 353 are paid parking with a 1 or 2 hour maximum parking time limit. There are 62 Pay and Display machines located in the study area. Depending on the street, Pay and Display machines are in effect from 8:00am to 5:30pm or 9:00am to 5:30pm, Monday-Friday. Parking on weekends is free. The on-street parking rate (everywhere) is \$0.25 per 5 minutes (\$3.00 per hour).

Map 1 – Little Italy Study Area



There is one off-street City-owned parking lot within the study area. The City-owned off-street parking lot is located at 301 Preston Street (Lot 14) with 62 parking spaces (one accessible parking space and 61 public parking spaces). The off-street parking short-term rate is \$1.25 per half hour (\$2.50 per hour) from 8:30 am to 8:00 pm, seven days a

week. The daily maximum is \$10.00 (from 8:30pm to 6:00pm) and the evening maximum is \$7.50 (from 6:00pm to 8:00pm), seven days a week. There are 32 active monthly permit holders at this lot. Twelve of the permits are for public use and 20 of the permits are utilized by the school board.

There are currently four residential parking permit zones located north of the Queensway and one residential parking permit zone located near the Booth Street Complex (See Map 2). The zones include:

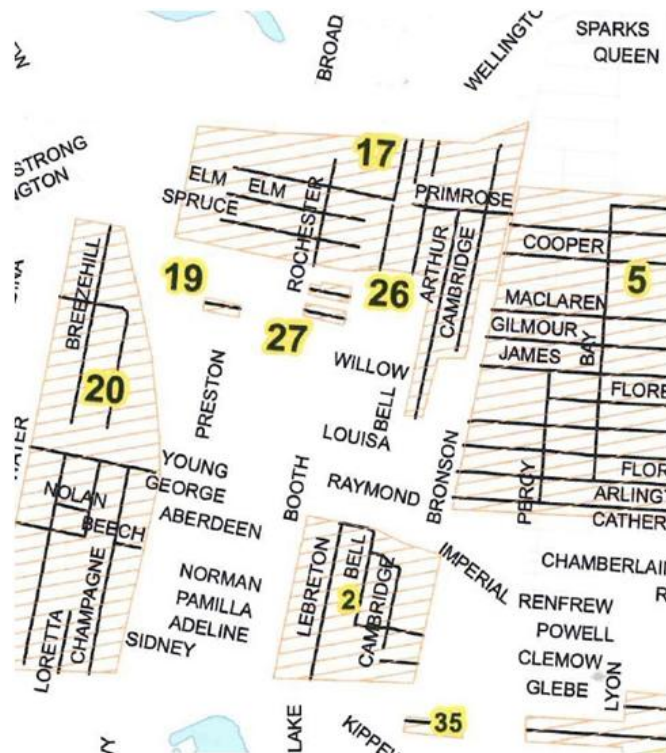
North of the Queensway

- Part of zone 17 – Dalhousie North
- Zone 19 – Oak Street
- Zone 26 – Eccles Street
- Zone 27 – Anderson Street

Booth Street Complex

- Zone 2 – Dalhousie South East

Map 2 – Residential Parking Permit Zones (2013)



1.3 Definitions

A number of terms related to parking are used throughout this report. A glossary of key terms is provided below.

- **Parking Occupancy** - The ratio of the number of vehicles parked divided by the number of spaces provided. The chance that a customer to the area will be able to find convenient, available parking on a particular street or parking lot is a function of occupancy. An occupancy rate between 75% and 85% is considered to be an industry “best practice”, representing the level at which the spaces are optimized, while there is still a reasonable opportunity for a customer to find convenient parking. Above this rate, additional traffic can be generated as drivers search for available parking. Thus, an occupancy ratio of 85% is considered to be the “practical capacity” of a facility or block face. Customers would need to park at less convenient locations, or potentially shop elsewhere. This is a key point from the Municipal Parking Management Strategy – studies should be undertaken wherever paid occupancy rates are less than 75% or greater than 85%.
- **Practical Capacity** - 85% of the total parking capacity.
- **Maximum Capacity** - 100% of total parking capacity.
- **Short-Term Parking** - Parking with a duration less than three hours, generally provided for commercial and institutional uses.
- **Long-Term Parking** - Parking with a duration of three hours or greater, such as for residential or office type land uses.
- **On-Street Parking** - Curb paid and unpaid parking used by the general public.
- **Off-Street Parking** - Parking located in dedicated parking lots or structures (above, at or below ground), located off the roadway. Can be available by general use by the public (public parking) or unavailable for general use by the public (private parking), or a combination of both (public and private).
 - **Public Parking** - Surface parking lots or garage spaces available for use by the general public on a cash basis (including hourly, daily, and monthly spaces).
 - **Private Parking** - Surface parking lots or garages reserved for exclusive use.
- **Peak Period** - Time of day during which demand for parking is at its highest.

1.4 Types of Parking

Virtually all parking spaces can be classified according to *Table 1 – Types of Parking*. In section 3.2, *Map 10 – Off-Street Lots by Type* illustrates the types of parking described below and provides an inventory of all the off-street lots by type within the study area. Note that public parking connotes public usage, not necessarily public ownership.

Table 1 - Types of Parking

Description	Public On-Street Short-Term (On-Street)	Public Off-Street Short-Term	Public Off-Street Long-Term	Private Off-Street Customer/Employee	Private Off-Street Residential*
Function	Parking for any number of purposes.	Parking for any number of purposes.	Parking for any number of purposes.	Parking for a specific establishment or workplace.	Parking for a specific residential building or residence.
Usage	Available for general use by the public - anyone may park.	Available for general use by the public - anyone may park.	Available for general use by the public - anyone may park.	Available only to customers or employees of a specific establishment or workplace.	Available only to residents or visitors of a specific residential building or residence.
Location	Along the sides of City streets.	Parking lots or parking structures.	Parking lots or parking structures.	Parking lots or parking structures.	Parking lots or parking structures.

Description	Public On-Street Short-Term (On-Street)	Public Off-Street Short-Term	Public Off-Street Long-Term	Private Off-Street Customer/Employee	Private Off-Street Residential*
Pricing	Free or priced by the hour or minute.	Usually priced by the hour or minute; sometimes free during certain times of day.	Priced by the day or month.	Varies (but often free for customers).	Varies (but often priced by the month).
Examples	Metered/pay & display parking in the commercial core; unmetered on-street parking in residential areas.	Privately owned parking lots that allow the public to park for a fee (or for free); municipally owned parking lots that allow the public to park for a fee.	Privately owned parking lots that allow the public to park for a fee (or for free); municipally owned parking lots that allow the public to park for a fee.	Employee/customer only parking; a restaurant parking lot; a shopping mall parking lot; a school or church parking lot.	A parking garage in an apartment building or condominium; the driveway of a house.

*Private off-street residential parking was not included in the parking inventory or data collection (occupancy counts) for the Little Italy Local Area Parking Study.

1.5 Previous Parking Studies

The Preston Street and Area Parking Study conducted by Delcan in 1994-1995 was the only previous parking study conducted for the Preston Street / Little Italy area. The following is a summary of the parking study.

Preston Street and Area Parking Study (December 1995)

The City of Ottawa retained Delcan to conduct the *Preston Street and Area Parking Study* in 1994 due to parking-related concerns expressed by the Preston Street BIA and as a result of Council's approval of the Preston-Champagne Plan of Development. The study area is almost the same as the current study area. The previous study area included Elm Street in the north, Carling Avenue in the south, Rochester Street (north of the Queensway) and Booth Street (south of the Queensway) in the east, and the CPR (O-Train) corridor in the west.

In November and December 1994, surveys were conducted for all on-street and off-street parking space supply, the use (demand) of these parking spaces, the turnover of parking spaces and the average parking duration. The survey data was summarized by location (block and block-face) and by type (public, private, proprietor-owned) for daytime and evening conditions on both a weekday and a Saturday.

Conclusions:

- The study area has sufficient on-street parking; however, there are segments of the study area that exceed practical capacity (85%). See Appendix 1 – *Preston Street and Area Parking Study Occupancy Surveys* for more information.
- The majority of vehicles (85%) were parked for less than two hours; therefore, long-term on-street parking was not problematic. Only 10% of vehicles surveyed were parked for more than 3 hours.
- There is sufficient off-street public parking; however, it is not evenly distributed throughout the study area. The majority of off-street public parking is located south of the Queensway. North of the Queensway all of the longer-term parking has to be accommodated either on-street or in the proprietors' off-street parking lots. The study results also show that the off-street lots accommodate the majority of employee parking.
- There are inconsistencies with the on-street parking regulations that should be corrected in order to be more "user-friendly" and better satisfy the parking requirements of all parking space users within the study area.

- There are opportunities to provide a significant increase in on-street parking through a combination of: removal of unnecessary prohibitions, changing the time period of restrictions and relocating bus stops.
- There are opportunities to improve the pedestrian environment and security that could encourage greater use of available side street parking during non-daylight hours.

Recommendations:

- Increase the supply of on-street parking.
 - Modify (at certain locations) the on-street parking duration regulations.
 - Provide more on-street parking by relocating bus stops.
- Reduce on-street parking prohibitions which would result in more curb space being available for parking.
- Modify the on-street parking environment to increase pedestrian safety and security.
- Improve the utilization of existing off-street proprietor parking lots.
- Improve the use of existing off-street public parking lots.

A more detailed version of the recommendations are provided in Appendix 1.

Results:

A site visit was conducted to check which of the recommendations from the *Preston Street and Area Parking Study* were implemented. The results are provided in *Appendix 1*.

Changes since the 1995 Preston Street and Area Parking Study

There have been many changes within the study area since the 1995 Preston Street and Area Parking Study was conducted.

At the time of the *1995 Preston Street and Area Parking Study*, the land currently occupying 333 Preston Street (now known as Preston Square) contained some parking. There was a privately-owned parking lot that contained 270 parking spaces with monthly permits available (closed on Saturdays), 256 underground public parking spaces (closed Saturdays and evenings), and 85 public parking spaces that were available for \$2.00 a day.

In the early 2000's the land that contains 333 Preston Street was redeveloped and now contains an underground parking garage of 1039 public parking spaces. Some of the

parking supply is reserved for monthly permit holders. The daily maximum for the underground parking is \$13.00 and the half hour rate is \$2.50.

In 2007, the City of Ottawa planned a full reconstruction along Preston Street from Carling Avenue to Albert Street. The reconstruction included sewer, water, and roadway improvements. It also involved coordination with the Preston Street BIA and included major landscaping elements. Prior to the reconstruction there were 287 paid on-street parking spaces in the sections north and south of the Queensway. Currently, there are 226 paid on-street parking spaces within those sections. Therefore, a total of 61 on-street paid parking spaces were eliminated due to the reconstruction. More specifically, along Preston Street there were 149 on-street paid parking spaces and now there are 92 on-street paid parking spaces. Therefore, a total of 57 on-street parking spaces were eliminated along Preston Street due to the reconstruction. The reconstruction was completed in 2010.

In August 2007, the City of Ottawa opened a 62 space parking lot at 301 Preston Street.

A portion of the Little Italy study area overlaps with the study area for the *Chinatown Local Area Parking Study* that was conducted in 2013. The portion of the study area that overlaps includes Preston Street from Elm Street to Oak Street and Somerset Street West from the Plant Recreation Centre to Booth Street. While conducting the Chinatown LAPS, there were a number of complaints received regarding a lack of parking at the Plant Recreation Centre specifically, vehicles parked on the basketball court during the summer months. As a result, two parking spaces were designated for Plant staff at the Fire Station located on the east side of Preston Street. The purpose of designating the two parking spaces for staff was to make more short-term parking available in the parking lot and on-street in front of recreation centre.

Overview of Existing and Future Conditions

2.1 Land Use

The Little Italy study area includes multiple land uses including commercial, institutional and residential. Within the Little Italy study area there is Plant Bath Recreation Centre, a fire station, Plouffe Park, Piazza Dante Park, McCann Park, Chaudiere Park, Primrose Park (dog friendly), community gardens, Family Reception Centre, and an adult high school.

The City of Ottawa Official Plan designates the Little Italy study area as part of the Mixed Use Centre and General Urban Area. Preston Street, Somerset Street and Gladstone Avenue are designated as Traditional Mainstreets.

A Traditional Mainstreet is a street that was generally developed prior to 1945. The Mainstreet designation identifies streets that offer “some of the most significant opportunities in the City for intensification through more compact forms of development, a lively mix of uses and a pedestrian-friendly environment” (City of Ottawa, Official Plan).

The Official Plan’s Schedule E – *Urban Road Network* and Schedule F – *Central Area/Inner City Road Network* shows the major streets within the Little Italy study area as:

Table 2 - Major Streets in Little Italy

Name	Type	Surrounding Land Use
Preston Street	Arterial	Commercial
Somerset Street	Arterial	Commercial
Gladstone Avenue	Major Collector	Commercial
Rochester Street	Major Collector	Institutional
Booth Street	Major Collector	Institutional

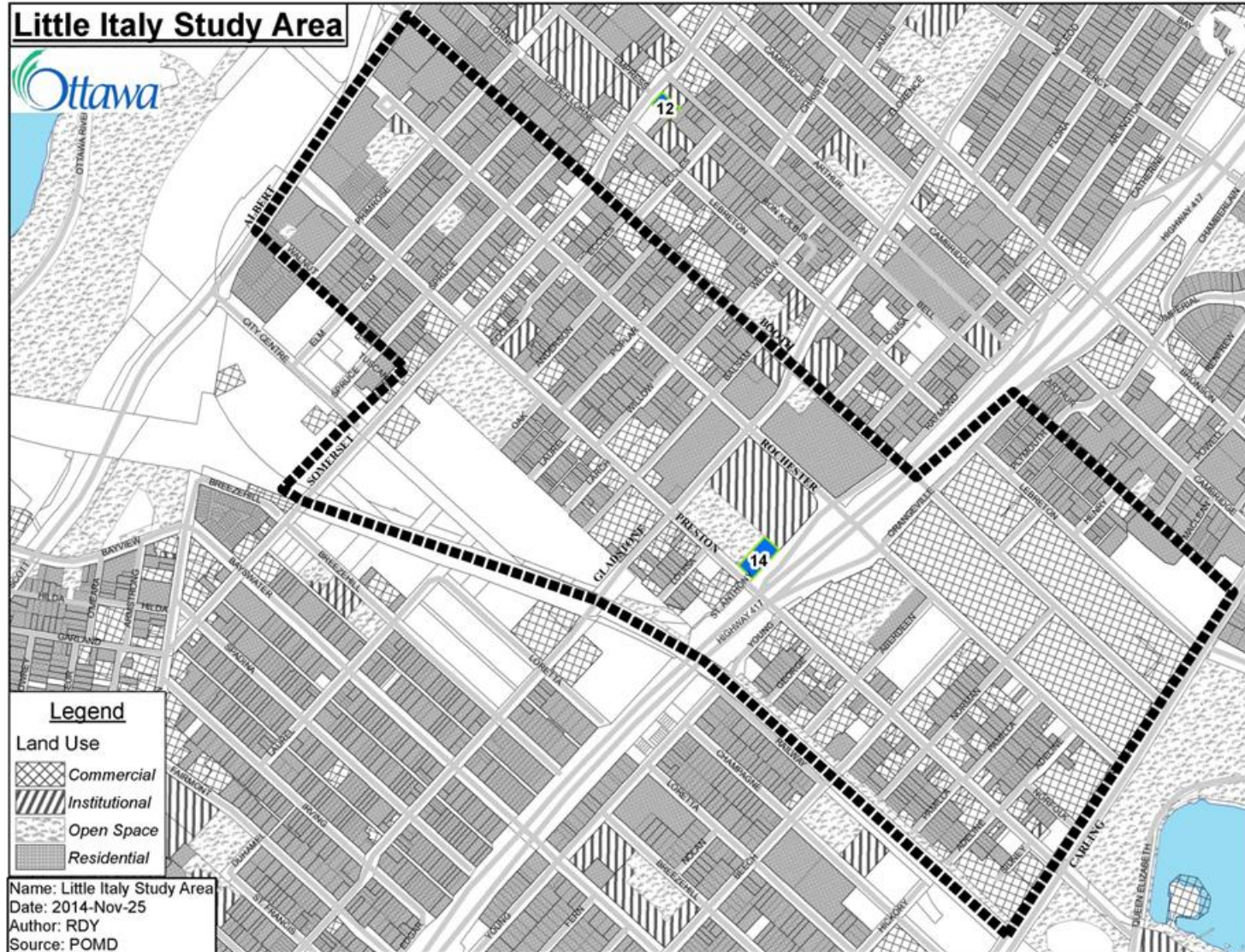
According to the 2010 land use data, there are approximately 480 property parcels in the Little Italy study area:

- 102 identified as commercial

- 347 identified as residential
- 20 are identified as institution
- 11 are identified as open space

See *Map 3 – Little Italy Land Use* for details.

Map 3 - Little Italy Land Use

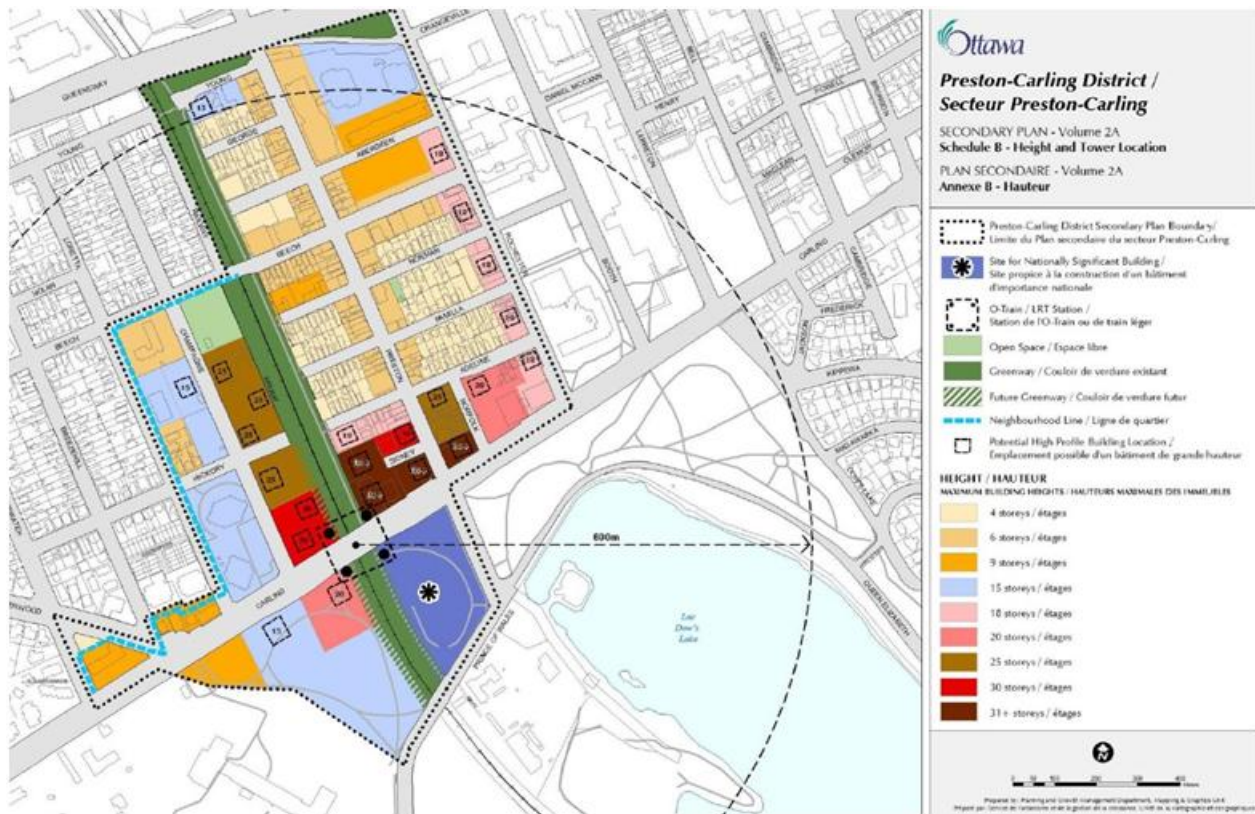


2.2 Development Potential for Little Italy

The Little Italy study area is of considerable development interest. There are a number of development projects in various states of approval (some without commitment to initiate construction), that will bring major intensification to Little Italy.

The *Preston Carling Public Realm and Mobility Study*, March 18th, 2014 looked at development potential in the section south of the Queensway. The study resulted in the Preston-Carling District Secondary Plan which envisions higher density development around the Transit Station Area (within 600 meters of the Carling Station), with mixed-use development along Rochester Street, and main street development along Preston Street and Beech Street. As shown on *Map 4 – Height and Tower Location*, there are a number of high-rise (10+ storey) developments planned for this area. The 300 space parking lot on Beech Street and the City-owned parking lot located at 301 Preston Street may also be redeveloped in the near future.

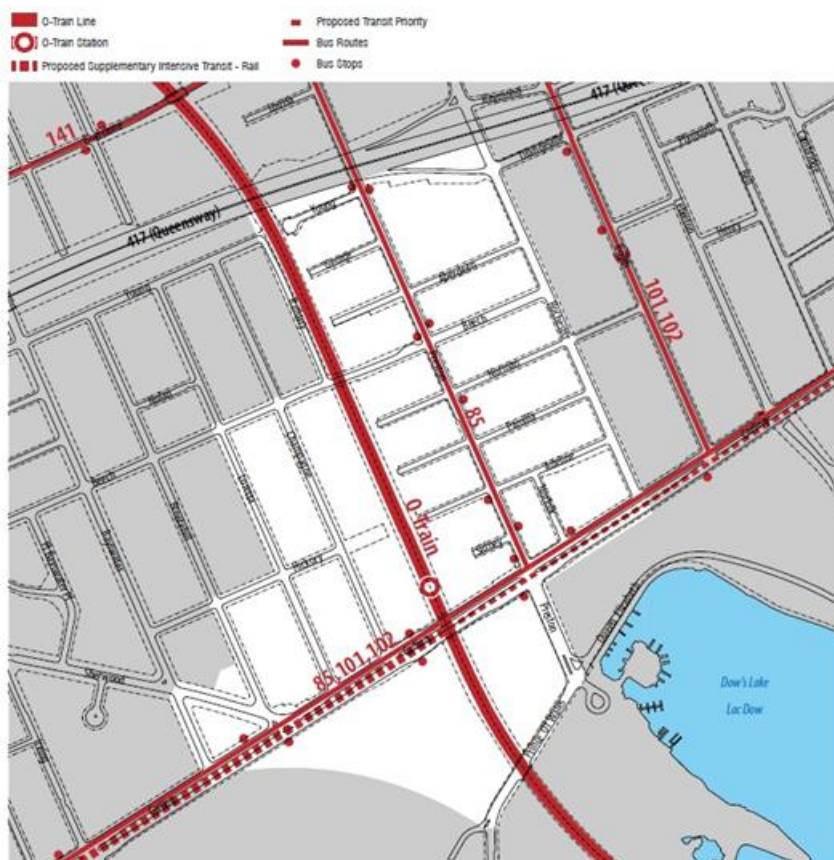
Map 4 – Preston-Carling District Secondary Plan, Height and Tower Location Plan



The *Preston Carling District Secondary Plan* identifies the Preston-Carling District as a transit hub. The area currently has bus service along Preston Street and Carling

Avenue and Light Rail Transit (LRT) service in the O-Train corridor (See *Map 5 – Transportation Network*). The O-Train corridor currently operates from Bayview station in the north to Greenboro station in the south.

Map 5 – Transportation Network



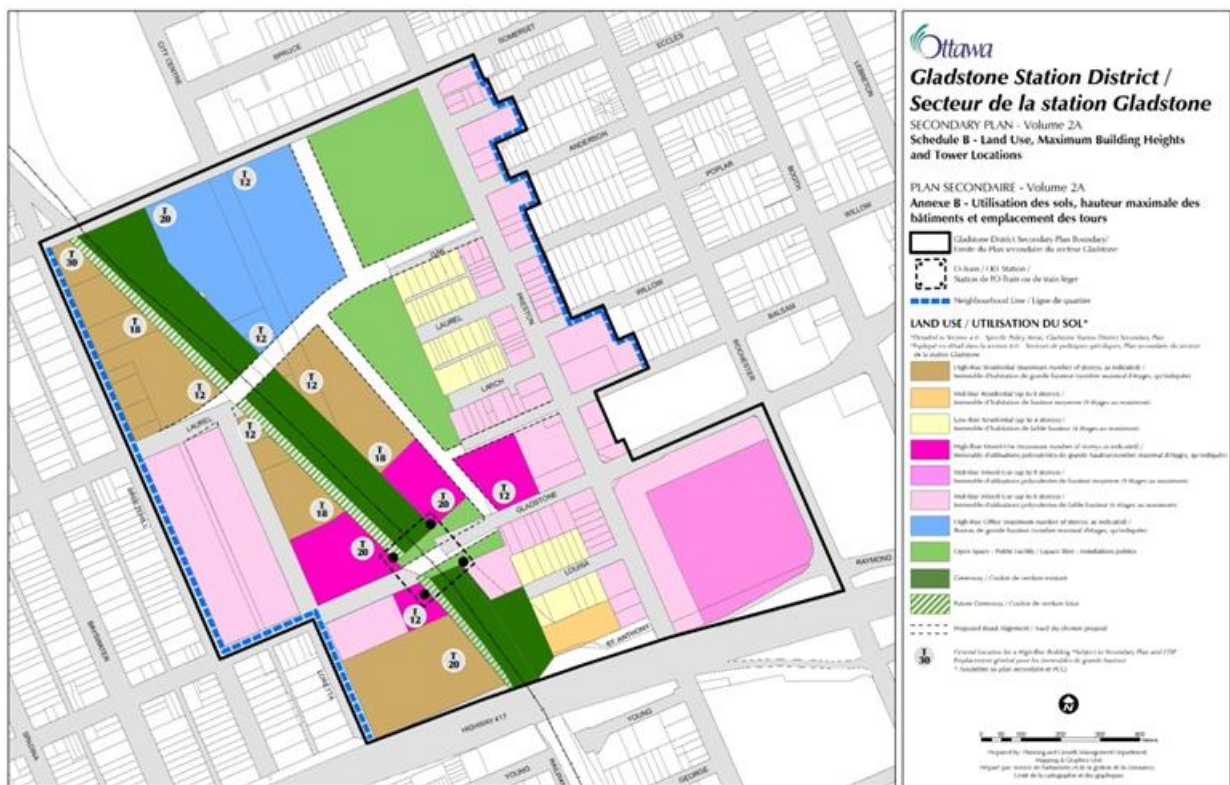
The City of Ottawa's *Transportation Master Plan (2013)* states that the existing O-Train line along the Bayview-Carling Corridor will be a major future north-south LRT route. An enhanced O-Train/LRT station is planned at Carling Avenue with the intent to double the capacity of the O-Train. Furthermore, the need for a station at Gladstone Avenue has been identified as a priority to be built in the future in order to improve service to the community.

The area north of the Queensway will also experience intensification. The draft *Gladstone Station District Community Design Plan (2014)* recommends a development concept that primarily focuses redevelopment and intensification along the transit corridor and around the future transit station. See *Map 6 – Gladstone: Preferred Concept*. Underutilized lands with significant redevelopment potential include the adjacent Public Works and Government Services Canada (PWGSC) property as well as

properties along the west side of the O-Train Corridor. By focusing intensification along the corridor, a large central community open space could be formed in the centre of the district.

The proposed concept proposes an active transportation connection across the O-Train corridor by extending Oak Street and connecting it to Laurel Street on the west side of the corridor. A north-south connection from Gladstone Avenue to the new Oak Street will provide access to the new development along the corridor and will frame the new central Open Space. It also proposes a mixed-use node at the corner of Gladstone Avenue and Preston Street, including the block from Gladstone Avenue to Balsam Street, east of Preston Street.

Map 6 – Proposed Gladstone Station District Secondary Plan: Land Use and Maximum Building Height Plan



As intensification occurs in Little Italy, there will be increased demand on the existing public parking supply. Therefore, it is crucial for new developments to provide sufficient short-term (visitor and commercial) parking due to the limited supply and high demand for short-term parking in this area. If visitor parking is not provided or reduced, visitors who cannot find a parking space on-site will be forced to park on-street which will have

an impact on local businesses and will transfer the deficiency to the municipality to address in the future. Providing no commercial / retail parking will only compound the existing issues of on-street demand in the general area; therefore approval of reductions in commercial / retail parking is likely to cause problems in the future.

Unbundling parking is a viable option for new developments. Unbundling parking means that parking is rented or sold separately, rather than automatically included in the building space. Currently, the Zoning By-law 2008-250 does not allow the general public to utilize parking within new developments unless they are an occupant, tenant, or user of the building. For example, a mixed-use building with ground floor retail would allow a customer to utilize the parking but not if they intended on conducting business elsewhere. By incorporating unbundling into the Zoning By-law, it would allow for developers to include public parking into new developments more easily by not having to apply for a Zoning By-law Amendment. The benefit of unbundling parking is that the unsold parking spaces within developments that provided too much parking could now become available for public use. It is therefore recommended that unbundling parking be incorporated into the Zoning By-law to make parking available to the general public in underground parking garages that are accessory to a mid or high-rise development including residential, non-residential, or mixed-use buildings. Unbundling parking in surface parking lots is not being considered due to planning impacts.

2.3 Review of Development Activity

To provide a sense of the likelihood and magnitude of the pending intensification, it is important to consider the redevelopment which has been proposed for Little Italy in the near future. Therefore, a comprehensive review of past, current, and future development applications was conducted.

2.3.1 Development Applications

The following section lists the development applications (Site Plan Control and Zoning By-Law Amendment) submitted to the Planning and Growth Management Department for the Little Italy study area from January 2011 to February 2014.

Please note that certain developments that have been approved or are currently being constructed contain additional zoning information related specifically to parking. The Zoning By-Law 2008-250 contains parking requirements for residential, visitor and commercial parking. For this area (Area B on Schedule 1 in the Zoning By-Law) the parking requirements are:

- Apartment Building, Low, Mid, and High-Rise – 0.5 parking spaces per unit
- Visitor – 0.2 parking spaces per dwelling unit
- Commercial – depends on use and gross floor area. For example: Retail Store – 2.5 parking spaces per 100m² of gross floor area.

There are a few developments that have been approved or are currently being constructed that have gone through a Zoning By-Law Amendment to reduce the requirements for visitor parking. See *Table 3 – Reductions in Parking* for more information.

The numbers illustrated on *Map 7 – Potential Development Locations* corresponds to a particular development listed below. Each development listed includes the application date, type of application, status, and a description. Please note that the status of the following development applications is current up to March 10, 2015.

Map 7 - Potential Development Locations



1. 409, 411 Preston between Beech Street and Norman Street

- Type of Application: Site Plan Control
- Application Date: 17-Jan-11
- Status: Application Terminated
- Description: The purpose of this Site Plan Control application is to permit the demolition of the existing detached garage to allow for the development of a 3 and a half storey residential building, that provides 3 dwelling units
- Type of Application: Zoning By-Law Amendment
- Application Date: 17-Jan-11
- Status: Approved

- Description: The application proposes the rezoning of the site from a Traditional Mainstreet Zone (TM) with exception 86, to TM Zone with exception 1876 to allow for a three-unit dwelling.

2. 303 LeBreton Street South between Plymouth Street and Henry Street

- Application Date: 25-Feb-11
- Type of Application: Site Plan Control
- Status: Approved
- Description: Construction of a 29 unit three-storey apartment dwelling.

3. 27, 29 Balsam & 249, 261, 263, 265, 267 Rochester between Rochester Street and Booth Street

- Application Date: 29-Apr-11
- Type of Application: Site Plan Control
- Status: On Hold
- Description: The property owner proposes to construct a 23 unit, three storey residential development with an internal private road.

4. 490, 491, 492, 495, 499, 500 Preston between Adeline Street and Sidney Street

- Type of Application: Zoning By-Law Amendment
- Application Date: 06-Jul-11
- Status: Application Withdrawn
- Description: A 30-storey residential building with commercial uses occupying the ground and portion of second floor.
- Type of Application: Site Plan Control
- Application Date: 07-Oct-13
- Status: Approved
- Description: A 30-storey residential building with commercial uses occupying the ground and portion of second floor.

Additional Details: A 30-storey residential building with 268 units and commercial uses on the ground and a portion of the second floor is proposed to be constructed on Preston Street. The Site Plan Control application has been approved by the Ontario Municipal Board. The parking requirement for the site as per the Zoning By-law 2008-250 is 196 parking spaces (134 residential; 54 visitor; and 8 commercial).

The Site Plan Control Application indicates that a total of 204 parking spaces will be provided (175 residential and 29 shared visitor and commercial).

5. 424 Preston between Beech Street and Norman Street

- Application Date: 14-Oct-11
- Type of Application: Site Plan Control
- Status: Application Applied
- Description: The purpose of this application is to obtain approval for the conversion of an existing 100m² ground-floor retail unit to a restaurant.

6. 505 Preston between Adeline Street and Carling Avenue

- Type of Application: Zoning By-Law Amendment
- Application Date: 30-May-12
- Status: Approved
- Description: 45 storey mixed-use high rise building.
- Type of Application: Site Plan Control
- Application Date: 04-Jun-13
- Status: On Hold
- Description: 45 storey mixed-use high rise building.
- Additional Details: A 45-storey mixed-use building including retail, office, and residential uses is proposed to be constructed at 505 Preston Street. The building will include a total of 320 residential units.
- The Site Plan Control Application indicates that the building will include a 10-level underground parking garage with a total of 360 parking spaces. 31 of those parking spaces will be visitor/commercial parking spaces and the remaining 329 will be for the residents. The Zoning By-law requires 160 parking spaces for residential units.

7. 13 Balsam between Rochester Street and Booth Street

- Application Date: 09-Oct-12
- Type of Application: Zoning By-Law Amendment
- Status: On Hold
- Description: The application proposes a five-storey residential apartment building with a total of eight units. The roof is being proposed as an outdoor common amenity space for residents. There will be a total of six parking spaces.

8. 93, 95, 97, 99, 103, 105 Norman between the Dead End and Preston Street

- Type of Application: Zoning By-Law Amendment
- Application Date: 25-Oct-12
- Status: Approved by City Council subject to an Ontario Municipal Board appeal
- Description: A 9-storey apartment building containing 117 units is proposed to be constructed on Norman Street.
- Type of Application: Site Plan Control
- Application Date: 25-Nov-13
- Status: On Hold
- Description: A 9-storey apartment building containing 117 units is proposed to be constructed on Norman Street.
- Additional Details: A 9-storey apartment building containing 117 units is proposed to be constructed on Norman Street. The Zoning By-Law Amendment application was submitted to reduce the number of visitor parking spaces from 21 to ten.
- The parking requirement for the site as per Zoning By-law 2008-250 is 80 parking spaces (59 residential and 21 visitor). The proposed parking for the apartment building will consist of a total of 104 parking spaces (94 residential and ten visitor).

9. 845 Carling Avenue

- Application Date: 21-Mar-13
- Type of Application: Zoning By-Law Amendment
- Status: Approved
- Description: The mixed-use development including residential and commercial uses will contain a 55-storey, 45-storey and a 19-storey tower. There will be a total of 1,123 residential units.
- Additional Details: The parking requirement for the site as per the Zoning By-law 2008-250 is 822 parking spaces (562 residential, 222 visitor, and 38 commercial). A total of 857 parking spaces will be provided within the development (766 residential and 91 visitor/commercial).

10.514, 516, 518, 530, 532 Rochester between Norman Street and Pamilla Street

- Application Date: 05-Apr-13

- Type of Application: Zoning By-Law Amendment
- Status: Notice Given of Public Meeting
- Description: An 18-storey mixed-use building with 119 units containing commercial uses at grade and residential uses above is proposed.
- Application Date: 10-Dec-13
- Type of Application: Site Plan Control
- Status: On Hold
- Description: An 18-storey mixed-use building with 119 units containing commercial uses at grade and residential uses above is proposed
- Additional Details: An 18-storey mixed-use building with 119 units containing commercial uses at grade and residential uses above is proposed to be constructed on Rochester Street. The Zoning By-Law Amendment application was submitted to reduce the number of visitor parking spaces from 23 to zero and the number of commercial spaces from 9-34 to 0.
- The parking requirement for the site as per Zoning By-law 2008-250 is 79 parking spaces (59 residential and 21 visitor). The proposed parking for the mixed-use building will consist of a total of 108 parking spaces. All 108 parking spaces will be used for residential parking (108 residential and zero visitor).

2.3.2 Developments Surrounding the Study Area

There are also a number of large-scale developments being proposed / constructed in close proximity to the study area that will have an impact on parking within the study area. For example, a 28-storey apartment building which will be used as a student residence is proposed to be constructed at 101 Champagne Avenue. A Minor Variance application was submitted to the Committee of Adjustment in July 2014 to provide 20 surface parking spaces for tenants and zero visitor parking spaces for the development. The Minor Variance application was amended and the developer must now provide 16 visitor parking spaces and zero tenant parking spaces. The same developer will be proposing the construction of another high-rise apartment building for this site. Another large-scale development that is currently being constructed is the 21-storey SoHo Champagne apartment building located at 111 Champagne Avenue.

Champagne Avenue is located in close proximity to the section south of the Queensway where demand for parking is the greatest. If new developments do not provide sufficient visitor parking, visitors will be forced to park on-street which will have an impact on local

businesses and could have an additional negative impact relative to the existing issues of on-street demand in the study area.

2.3.3 Summary of Reductions in Parking

The following table summarizes the amount of visitor and commercial parking that was reduced and/or not provided through Zoning By-Law Amendment applications from January 2011 to February 2014. The “# of required spaces” column represents the number of visitor and / or commercial spaces that are required under the current Zoning By-Law 2008-250. Please note that this table does not include residential parking. A total of 265 visitor and commercial parking spaces that are required per the Zoning By-Law were not included in developments over this three year period.

Table 3 – Reductions in Visitor / Commercial Parking (Recent Zoning By-Law Amendments)

Address	# of required spaces	# of provided spaces	+/-
93, 95, 97, 99, 103, 105 Norman Street	21	10	-11
514, 516, 518, 530, 532 Rochester Street	21	0	-21
505 Preston Street	62	31	-31
490, 491, 492, 495, 499, 500 Preston Street	62	29	-33
845 Carling Avenue	260	91	-169
Total	426	161	-265

2.3.4 Cash-in-Lieu of Parking

There have been 53 Cash-in-Lieu of Parking applications between 1989 and 2013. Nine out of the 53 applications were either withdrawn, refused, or the approval lapsed. The Cash-in-Lieu parking program was repealed on May 31, 2014 and only applications received prior to June 26, 2013 can be processed. The intent of Cash-in-Lieu was to

transfer the responsibility of providing required parking from property owners / developers who cannot physically provide parking on site, to the City, where the property owner / developer would pay a fee or levy to the City, which the City would use in turn, to provide publicly accessible parking.

A total of approximately 170 parking spaces have been approved through Cash-in-Lieu since 1989. The majority of Cash-in-Lieu applications for the Little Italy study area include the expansion of an existing restaurant or converting to a restaurant use.

Appendix 2 – Cash-In-Lieu of Parking Applications provides a description of the Cash-in-Lieu applications for Little Italy.

Since January 2011, there has been one Cash-in-Lieu application that was approved for a total of 2 parking spaces.

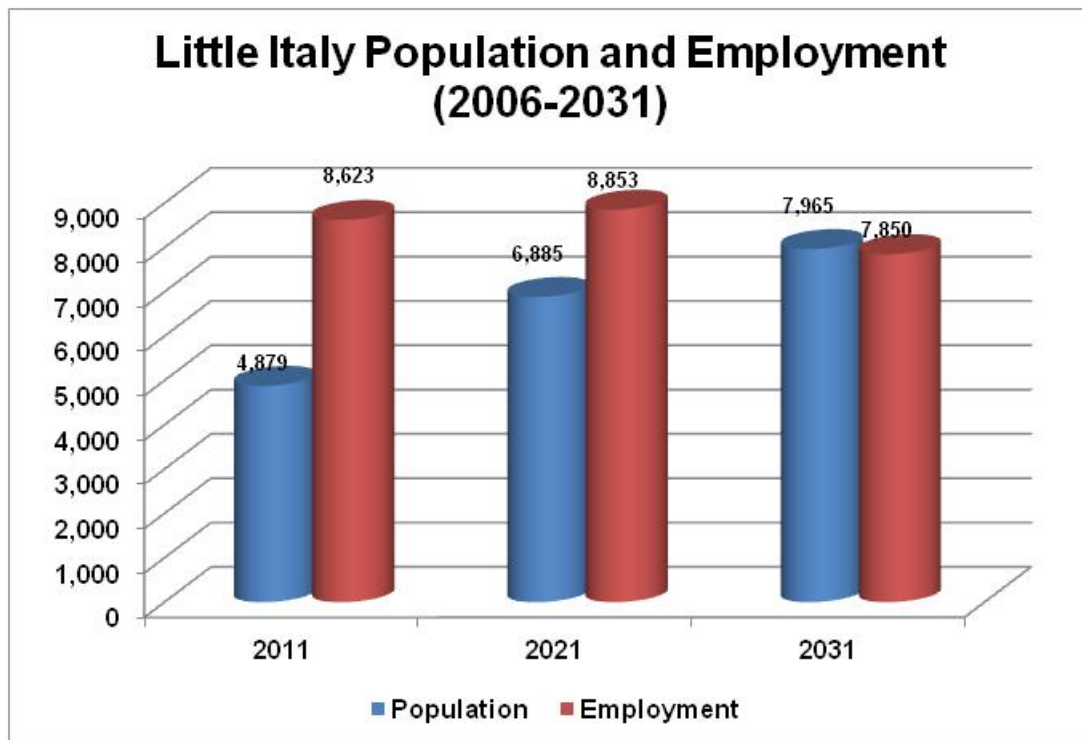
2.4 Population & Employment Forecasts

The increase in intensification described in Sections 2.2 and 2.3 will increase the population within the Little Italy study area over the next 15 years. It is expected that the population will increase a great deal in the section south of the Queensway where the majority of large developments are planned to occur.

The population and employment figures shown in *Graph 1 – Little Italy Population and Employment* were provided by the City of Ottawa’s Planning and Growth Management Department. *Graph 1* depicts population and employment growth in Little Italy over a 20 year period from 2011 to 2031 by ten year increments.

The population figures show that population in Little Italy is expected to grow by 63%. This compares with the city-wide population which is expected to grow by 22% over the same period. The employment figures show that employment in Little Italy is projected to decrease by 0.9% over 20 years from 2011-2031 compared to the city-wide employment projections which show that employment will increase by 19% over the next 19 years from 2012 to 2031 (an employment survey was not conducted for 2011). The employment figure decreases in Little Italy after 2021 due to the projected demolition of the Booth Street government buildings.

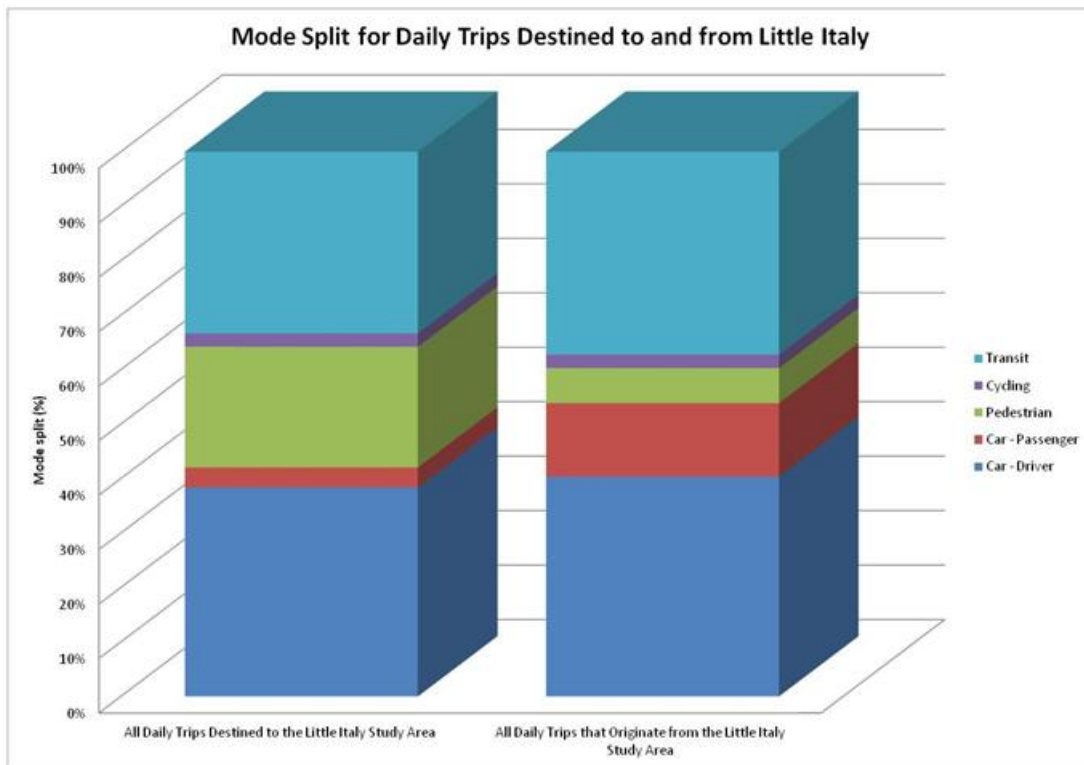
Graph 1 – Little Italy Population & Employment Forecasts



2.5 Mode Split for Trips Destined to Little Italy

The Mode Split data shown in *Graph 2 – Mode Split for Daily Trips Destined to and from Little Italy* was provided by the Planning and Growth Management Department as part of the City of Ottawa’s 2011 Origin-Destination Travel Survey. The following graph illustrates the mode split for daily trips destined to and from the Little Italy study area. Of all daily trips destined to the Little Italy study area, drivers and passengers account for 42%, active modes of transportation such as walking and biking account for 25%, and transit accounts for 33%. Of all daily trips destined from the Little Italy study area, drivers and passengers account for 54%, active modes of transportation such as walking and biking account for 9%, and transit accounts for 37%. Of all daily trips that begin and end in the Little Italy study area, transit accounts for 27% and drivers account for 72%. Pedestrian, cycling and passenger information was not available for all daily trips that begin and end in the Little Italy study area.

Graph 2 – Mode Split for Daily Trips Destined to and from Little Italy

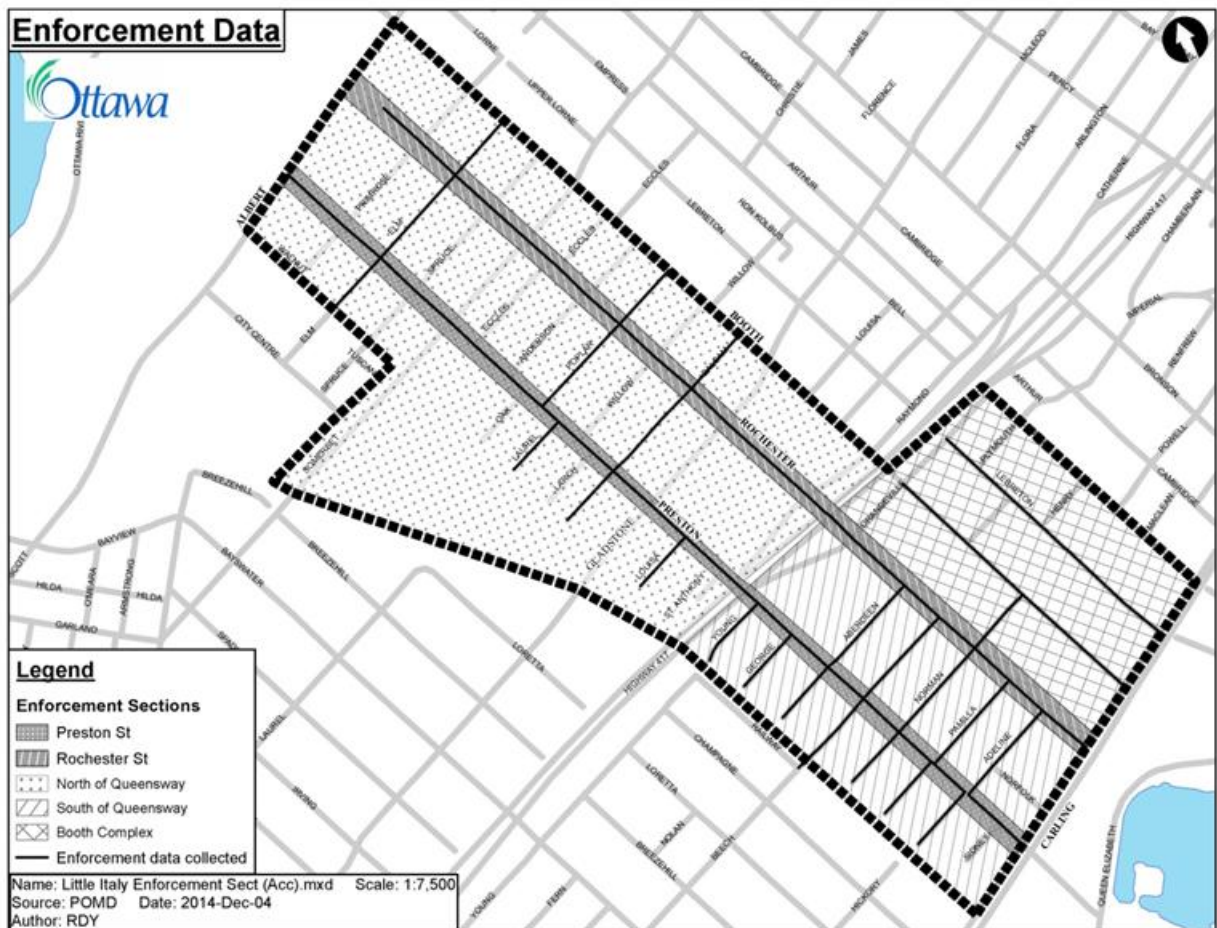


The results conclude that the primary mode of transportation to, from and within the Little Italy study area is to drive and the second most popular mode of transportation is to take transit.

2.6 Enforcement Data (2013 and 2014)

Enforcement data was analyzed for a selection of streets based on the different land uses within the Little Italy study area. For this purpose, the study area has been divided into five sections: North of the Queensway (Preston Street and Rochester Street not included); South of the Queensway, west of Rochester Street (Preston Street not included); Booth Street Complex (Rochester Street not included); Preston Street; and Rochester Street. Due to the size of the study area, only certain streets were included in the enforcement data results. The streets included are highlighted in black.

Map 8 – Enforcement Data Collection Sections



The following graphs show the enforcement data by area for 2013 and 2014. The parking tickets have been grouped into five categories for convenience purposes. The groups, as illustrated in the graphs, include the following types of parking tickets:

- Failure to pay
 - Park in a paid parking zone – failure to deposit required fee
 - Park in a paid parking zone – failure to place receipt on vehicle
- Parking within an inappropriate zone / time
 - Park within or in front of 1.5m of laneway
 - Park in a no-parking zone / loading zone / taxi zone
 - Park within 3m of a fire hydrant
 - Park within 9m of intersection
 - Unauthorized parking on private property
 - Park in space reserved for physically disabled
- Stopping in an inappropriate zone
 - Stop in a no-stopping area
 - Stop in a bus zone
 - Stop adjacent to central boulevard or on outer boulevard
 - Stop on/over sidewalk / crosswalk
- Parking in excess of time limits (paid and unpaid)
 - Park in excess of posted / allowable time limits
 - Park in paid parking zone – in excess of time shown on receipt
- Other
 - Interfering with clearing of snow
 - Unauthorized angle parking
 - Failure to display label in accordance with permit

In 2013, there were a total of 7,455 ticketed parking violations (see *Graph 3 – 2013 Enforcement Data by Section* and *Table 4 - Enforcement Data by Section (%'s)*).

Graph 3 – 2013 Enforcement Data by Section

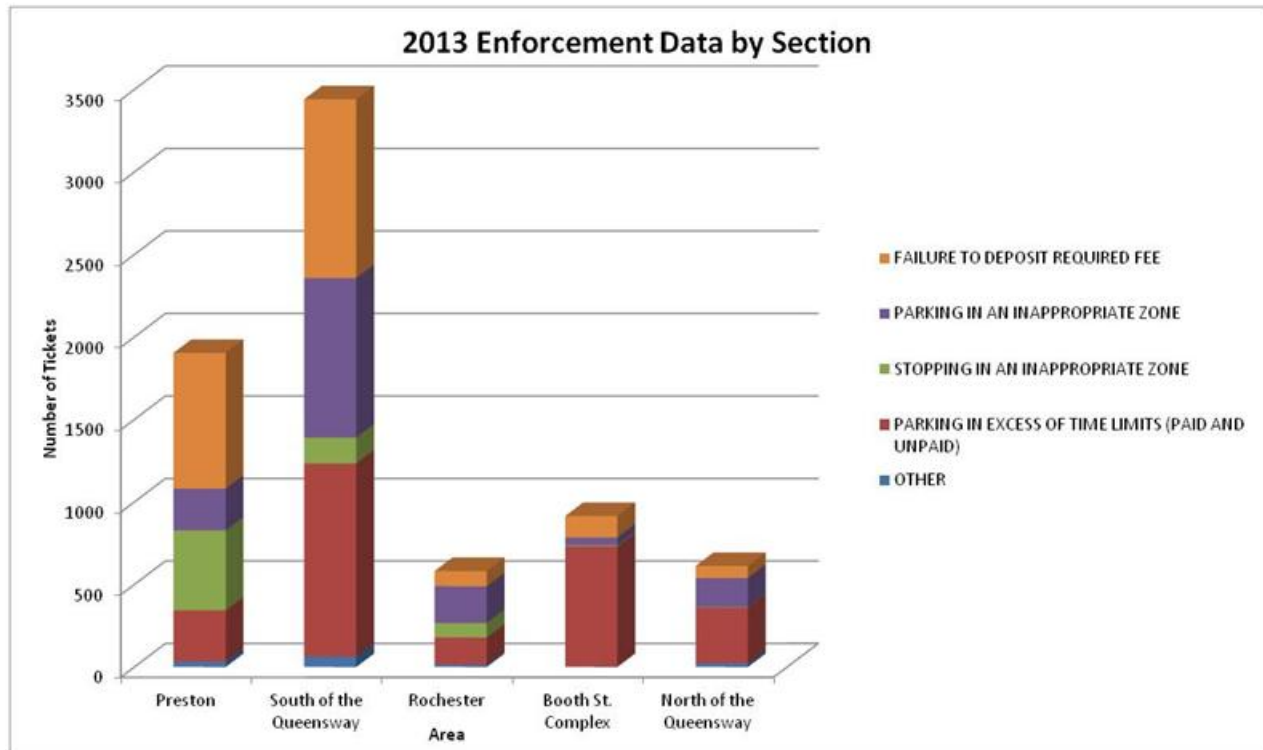


Table 4 – 2013 Enforcement Data by Section (proportion of tickets issued by area)

Ticket Type	Preston Street	South of the Queensway	Rochester Street	Booth Street Complex	North of the Queensway
Failure to Pay	43%	31%	16%	14%	12%
Parking within an inappropriate zone/time	13%	28%	38%	5%	29%
Stopping within an inappropriate zone	25%	5%	15%	1%	0
Parking in excess of time limits (paid and unpaid)	16%	34%	28%	80%	55%
Other	2%	2%	3%	0	4%

In 2014, there were a total of 5,271 ticketed parking violations (see Graph 4 – 2014 Enforcement Data by Section and Table 5 – 2014 Enforcement Data by Section (%'s)).

Graph 4 – 2014 Enforcement Data by Section

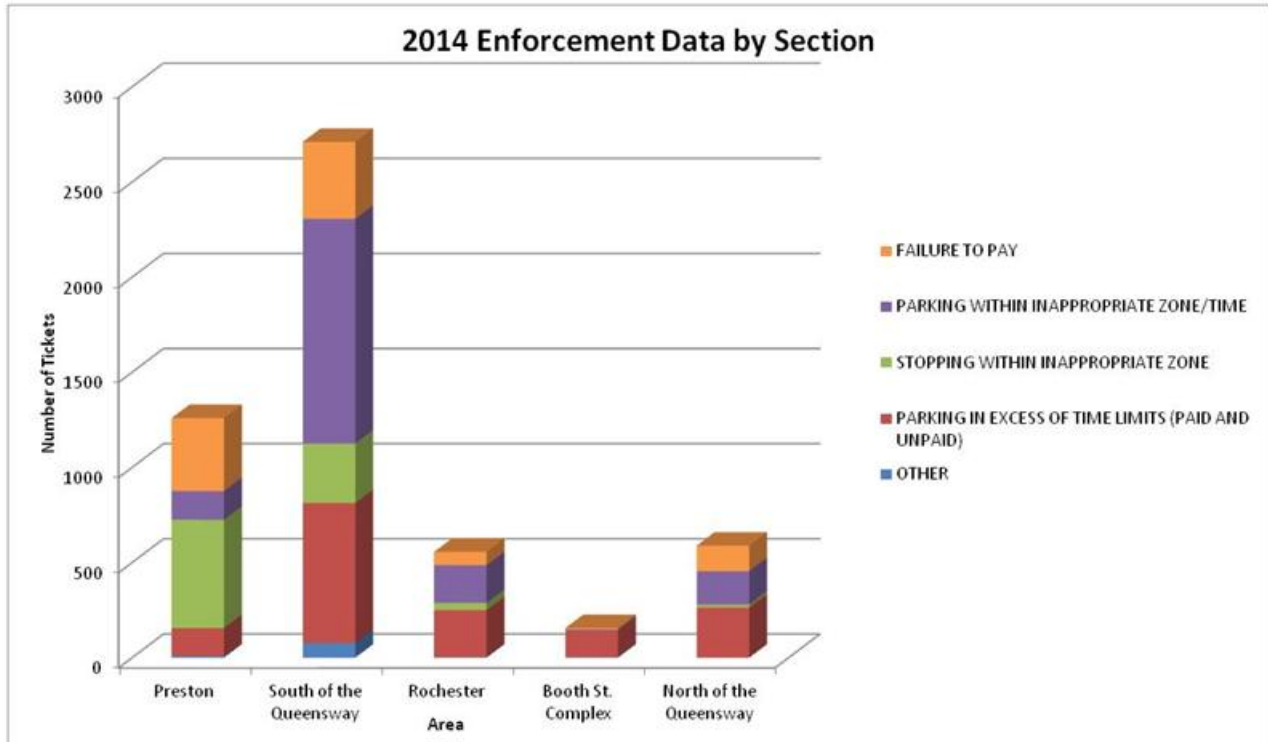
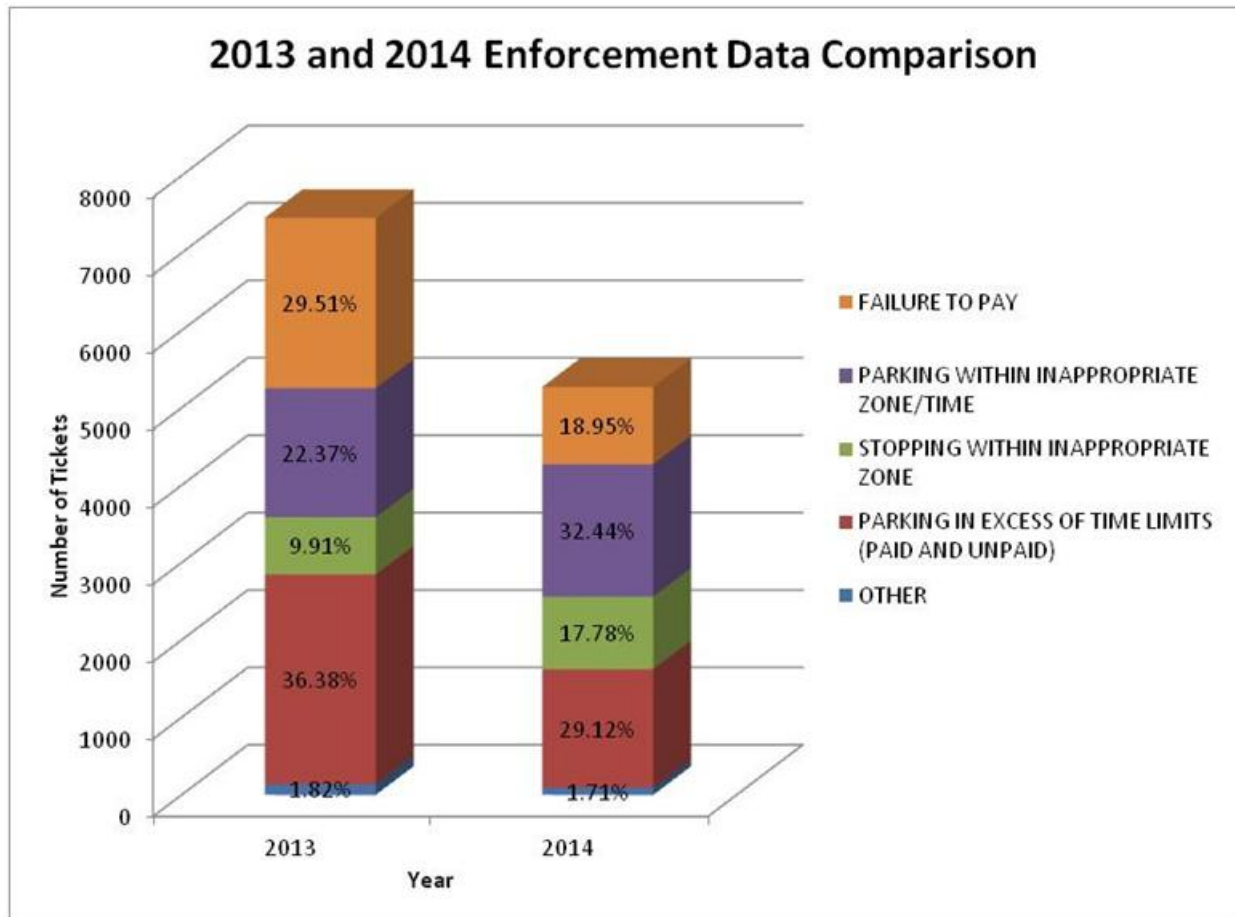


Table 5 – 2014 Enforcement Data by Section (proportion of tickets issued by area)

Ticket Type	Preston Street	South of the Queensway	Rochester Street	Booth Street Complex	North of the Queensway
Failure to Pay	30%	15%	13%	5%	23%
Parking within an inappropriate zone/time	12%	44%	36%	3%	30%
Stopping within an inappropriate zone	45%	12%	7%	0	3%
Parking in excess of time limits (paid and unpaid)	12%	27%	44%	90%	45%
Other	1%	3%	1%	1%	0

Overall, the number of enforcement tickets issued in the Little Italy study area has decreased by 29% from 2013 to 2014 (see *Graph 5 – 2013 and 2014 Enforcement Data Comparison* for overall comparison).

Graph 5 – 2013 and 2014 Enforcement Data Comparison



2.7 Forecasting Summary

Parking demand within the Little Italy study area is expected to increase significantly over the next 15 years. The two Community Design Plans identified in Section 2.2 illustrate major intensification within the study area particularly, and most immediately in the section south of the Queensway where demand for parking is the highest. The *Preston Carling Public Realm and Mobility Study* depicts 15 new condominiums (15-40 stories) to be constructed within this section. There are also seven condominiums (25-30 stories) planned just outside the study area to the west of the O-Train corridor. Due to all of this intensification, the population is expected to grow by 63% over 20 years from 2011-2031. Furthermore, the 300 parking space lot located on Beech Street may also be redeveloped at some point.

The demand for parking within the study area is going to increase naturally, but this will be more so the case due to a lack of visitor and commercial parking. Many of the new developments are not providing the required amount of visitor and/or commercial parking spaces. Developers are applying for parking space reductions through Zoning By-Law Amendments. Over the past three years, a total of 265 required visitor / commercial spaces were not included in new developments. The mode split data shows that the majority of trips destined to the study area will be by drivers or passengers (43%). Therefore, not providing the required amount of visitor and/or commercial parking will only add pressure to the current supply of on-street parking.

The enforcement data shows an increase in illegal parking when it comes to stopping in an inappropriate area and parking in an inappropriate area or within an inappropriate time. This type of illegal parking could mean that there is not a sufficient amount of legal on-street parking spaces available. Most of these infractions (48%) took place in the section south of the Queensway. When all of the legal on-street parking is utilized some drivers may take their chances and park in a no-parking zone or in a no-stopping zone.

In conclusion, major intensification will occur within the study area over the next 15 years. This needs to be taken into considerations when the current day findings are analysed. If this is expected to exasperate any existing parking issues, it is particularly important that this be considered through the planning process. In some cases, it may be particularly important for new developments to supply the required amount of visitor and commercial parking. The increase in illegal parking in an inappropriate area or time indicates that drivers that cannot find available or convenient parking will resort to illegal

parking. Current parking supply / demand data will be assessed in the following sections.

Methodology & Data Collection

3.1 Total Parking Inventory

An inventory of parking in Little Italy was carried out to determine the number of parking spaces within the study area. The supply of parking in Little Italy comes in several forms:

- On-street paid parking – Generally found on or immediately adjacent to Preston Street in the commercial district, as well as on other major streets such as Rochester Street, Booth Street, Beech Street, Gladstone Avenue and Somerset Street West.
- On-Street unpaid parking
- Off-street parking
 - Municipal/private lots available for general public use
 - Private lots available for customer parking only (may be shared with employee parking)
 - Private lots not open to the public

For the off-street lots, information related to the type of business, location, and number of spaces was collected during the week of May 19th, 2014. Off-street lots were classified into one of six categories:

1. General commercial customer parking (may also be used by employees)
2. Restaurant customer parking (may also be used by employees)
3. Employee-only parking for commercial or restaurant uses
4. Office/institutional parking
5. Public parking (municipally-owned)
6. Public parking (privately-owned)

For the purpose of analysis, the study area was divided into three sections, north of the Queensway, south of the Queensway, and the Booth Street Complex. See *Map 9 – Little Italy Sections* for more information. In assessing the parking data from the study, the three sections shared common parking demand characteristics.

Map 9 – Little Italy Sections

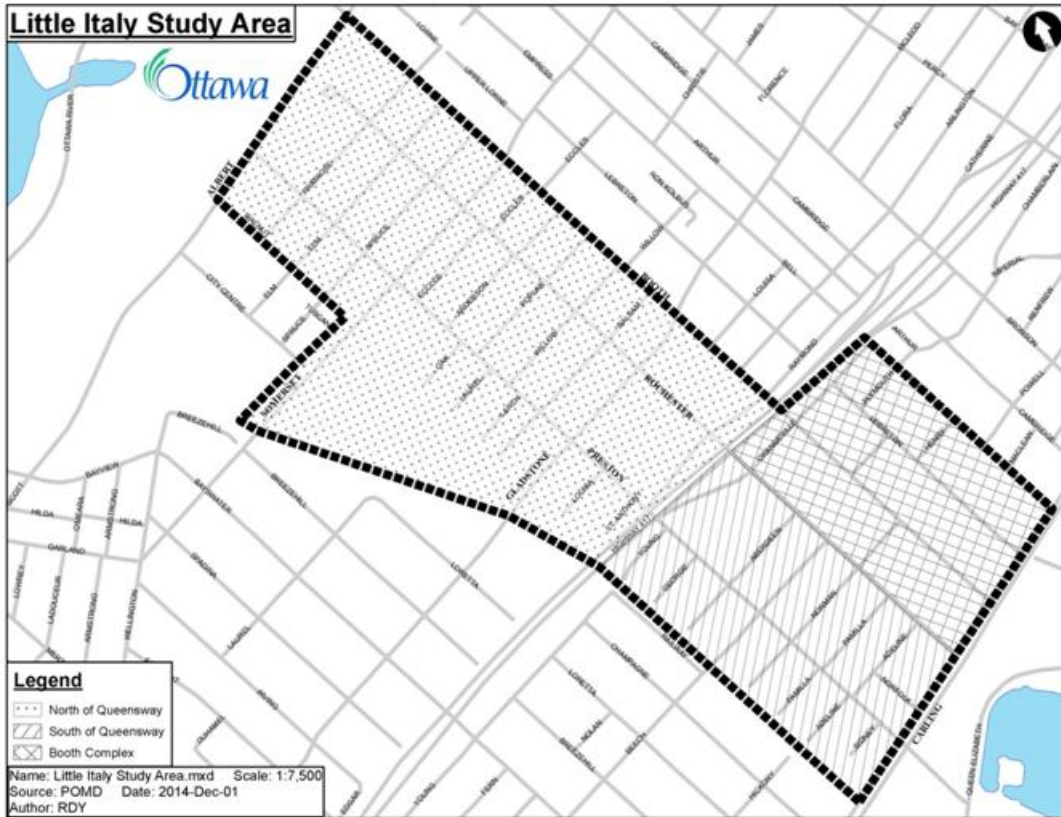


Table 5 illustrates the total quantity of parking within the study area, including both on- and off-street facilities.

Table 5a – Total Parking Inventory

Location	Paid Spaces	Unpaid Spaces	Total
On-Street	353	501	854
Off-Street	1,476	2,007	3,483
Total Supply	1,829	2,508	4,337

Table 5b – On-Street Parking Inventory by Section

On-Street	Paid Spaces	Unpaid Spaces	Total
North of Queensway	112	353	465
South of Queensway	114	64	178
Booth Street Complex	127	84	211

Table 5c – Off-Street Parking Inventory by Section

Off-Street	Public (Paid) Parking	Private Parking	Total
North of Queensway	103	695	798
South of Queensway	634	1,136	1,770
Booth Street Complex	0	915	915

3.2 Parking Inventory Maps

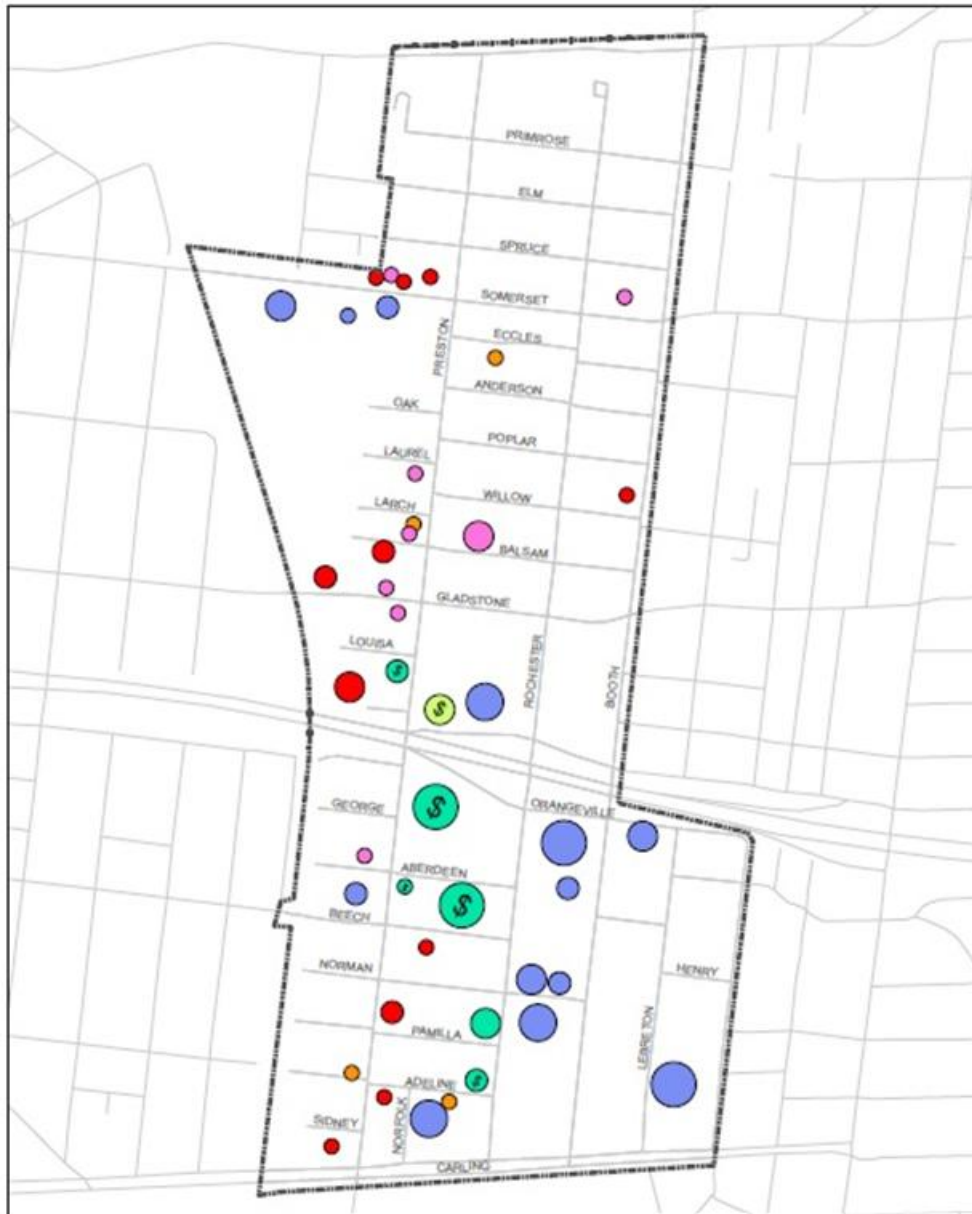
The following maps illustrate a complete parking inventory of the Little Italy study area including off-street lots, on-street parking, and paid/unpaid parking.

- *Map 10* illustrates the off-street lots within the Little Italy study area including public, customer, employee and institutional.
- *Map 11* illustrates the location of paid and unpaid on-street parking within the Little Italy study area.

Due to the large size of the Little Italy study area, the parking regulations are illustrated on two maps and these are included in *Appendix 3*.

Please note that the information from the next two pages (*Map 10* and *Map 11*) can be found in an accessible format in *Appendix 4 – On-Street and Off-Street Information Tables*.

Map 10 – Off-Street Parking Lots by Type





Little Italy Parking Study
Off-Street Lots by Type

Project: 2140259.00
Status: FINAL
Date: March 18, 2015




TYPE OF LOT

- Office/Institutional
- Public - Privately Owned
- Public - Municipal Owned
- Restaurant
- Commercial - General
- Commercial - Employee Only

NUMBER OF SPACES

- 0 - 25
- 25 - 50
- 50 - 100
- 100 - 200
- >200

\$ Indicates Paid Parking

Map 11 – On-Street Parking (Paid and Unpaid) in Little Italy



Little Italy Parking Study
On-Street Parking in Little Italy

Project: 2140259.00
Status: FINAL
Date: September 3, 2014



— Unpaid Parking
— Paid Parking

Note that paid parking is in effect in Little Italy according to the following schedule:
- Preston / Booth: Monday to Friday 9:00 AM - 5:30 PM
- Somerset: Monday to Friday 8:00 AM to 5:30 PM

3.3 Parking Data Collection

An occupancy survey of the Little Italy study area was conducted in late May and early June 2014. Data was collected for all on-street paid and unpaid parking spaces within the study area, including Preston Street, as well as the various side streets. For the paid parking, occupancy data was collected separately for each grouping (or 'cluster') of parking spaces along a particular block face. This approach allows the data to be presented by individual parking group, or aggregated by block face. For the unpaid spaces, it was challenging for surveyors to identify individual parking clusters in the field, since in many cases, people were parking in non-conforming spaces (i.e. too close to driveways or intersections). As a result, the unpaid occupancy data was collected by block face.

The survey was conducted on the following days:

- Thursday, May 29th, 2014
- Saturday, May 31st, 2014
- Sunday, June 1st, 2014

For each day, data collection was completed over the following four time intervals:

- 10:00 a.m. to 11:30 a.m.
- 12:00 p.m. to 1:30 p.m.
- 2:00 p.m. to 3:30 p.m.
- 6:30 p.m. to 8:00 p.m.

For all three data collection days, the weather was sunny and hot, with no precipitation. No major special events were scheduled for any of the survey dates, and the survey findings are believed to be representative of typical spring conditions. However, several minor events (construction, dance performance, open house, etc.) were observed during the survey which may have impacted the parking activity in the immediate vicinity.

Data collectors were given pre-determined walking routes that were to be strictly followed to ensure consistency, with each route starting at the times indicated above. For the paid parking, surveyors noted the number of vehicles parked and whether the vehicles were in possession of a valid parking receipt (or accessible parking permit). For the unpaid spaces, data collectors recorded the last four digits of the license plate of each vehicle, as well as any notable features (including parking violations). By collecting

license plate data, it is possible to not only determine the parking occupancy, but also estimate the average duration.

In conjunction with the on-street survey, parking occupancy counts were conducted at the 47 off-street lots in the study area, including the municipal lot at 301 Preston Street. Please note that, an additional occupancy count was conducted for the privately owned off-street facility at 333 Preston Square in February 2015 in order to clarify the previous occupancy results.

Findings

4.1 Parking Occupancy Rates

The *Parking Occupancy Rates* section contains the summary occupancy rates for on-street parking and off-street parking (public and private) by section (north of Queensway, south of Queensway, and the Booth Street Complex). Occupancy maps can be found in *Appendix 5 – Parking Occupancy Maps*. The accessible version of the occupancy maps can be found in *Appendix 6 – Parking Occupancy Maps (Accessible Format)*.

4.1.1 Occupancy Results North of the Queensway

The findings for the section north of the Queensway show that:

- On-Street parking demand is high at times but only reaches a maximum of 82% on Saturday afternoon.
- The demand is consistent at around 50% on weekdays from morning until evening when on-street parking is paid.
- Generally, off-street public parking is at its highest when on-street paid parking is in effect.
- Utilization of off-street public parking decreases to very low levels when on-street parking is unpaid.
- The on-street parking along Preston Street is underutilized when paid parking is in effect however, the utilization increases significantly after 5:30pm when on-street parking is unpaid.

Table 6 – Data Findings North of the Queensway

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	53%	68%	62%
Weekday	Midday	52%	65%	61%
Weekday	Afternoon	49%	52%	49%
Weekday	Evening	72%	27%	32%
Saturday	Morning	72%	9%	33%
Saturday	Midday	68%	6%	33%
Saturday	Afternoon	82%	90%	56%
Saturday	Evening	73%	37%	57%
Sunday	Morning	60%	4%	20%
Sunday	Midday	66%	11%	29%
Sunday	Afternoon	60%	7%	23%
Sunday	Evening	71%	11%	16%

4.1.2 Occupancy Results South of the Queensway (west of Rochester Street)

The findings for the section south of the Queensway, west of Rochester Street show that:

- There is a significant problem for on-street parking in the evenings. The occupancy exceeds practical capacity (85%) on Sunday evening and exceeds maximum capacity on weekday and Saturday evenings.
- The off-street public parking is approaching practical capacity during the daytime on weekdays, but the off-street public parking is not being utilized to nearly the same extent on weekday evenings or weekends.
- When paid parking is in effect, parking is most in demand during the weekday noon-hour (midday) when it exceeds practical capacity at 92%.

Table 7 – Data Findings South of the Queensway (west of Rochester Street)

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	59%	81%	78%
Weekday	Midday	92%	83%	69%
Weekday	Afternoon	62%	81%	69%
Weekday	Evening	103%	31%	67%
Saturday	Morning	58%	10%	17%
Saturday	Midday	75%	10%	11%
Saturday	Afternoon	86%	13%	10%
Saturday	Evening	106%	21%	12%
Sunday	Morning	67%	10%	14%
Sunday	Midday	82%	9%	9%
Sunday	Afternoon	79%	10%	10%
Sunday	Evening	88%	10%	10%

4.1.3 Occupancy Results Booth Street Complex

The findings for the Booth Street Complex section show that:

- On-street parking is underutilized at all times, even during weekday noon-hour when the highest parking demand occurs along the streets surrounding Preston Street.
- Demand for on-street parking is relatively static between the weekday, Saturday, and Sunday (varies between 17% and 35%).

Table 8 – Data Findings Booth Street Complex

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	35%	N/A	73%
Weekday	Midday	17%	N/A	77%
Weekday	Afternoon	31%	N/A	79%
Weekday	Evening	19%	N/A	7%
Saturday	Morning	18%	N/A	2%
Saturday	Midday	21%	N/A	2%
Saturday	Afternoon	22%	N/A	7%
Saturday	Evening	34%	N/A	5%
Sunday	Morning	18%	N/A	2%
Sunday	Midday	21%	N/A	2%
Sunday	Afternoon	26%	N/A	3%
Sunday	Evening	17%	N/A	2%

4.2 Travel Surveys

4.2.1 Overview

A face-to-face survey of people along Preston Street was carried out in order to gain an appreciation of parking behavior, attitudes, and issues within the Little Italy study area. During the survey, surveyors were stationed at the intersections of Preston and Aberdeen, and Preston and Gladstone / Anderson, depending on the day / time.

A total of 128 surveys were completed over the course of three days. Surveys were conducted on the following dates:

- Thursday, June 19th, 2014, 12:00-3:00 p.m. – 45 surveys completed
- Saturday, June 21st, 2014, 12:00-3:00 p.m. – 43 surveys completed
- Sunday, June 22nd, 2014, 12:00-3:00 p.m. – 40 surveys completed

On all three days, the weather was sunny and warm, with no rain. No major events were taking place at the time of the surveys, and the results are believed to be representative of typical conditions.

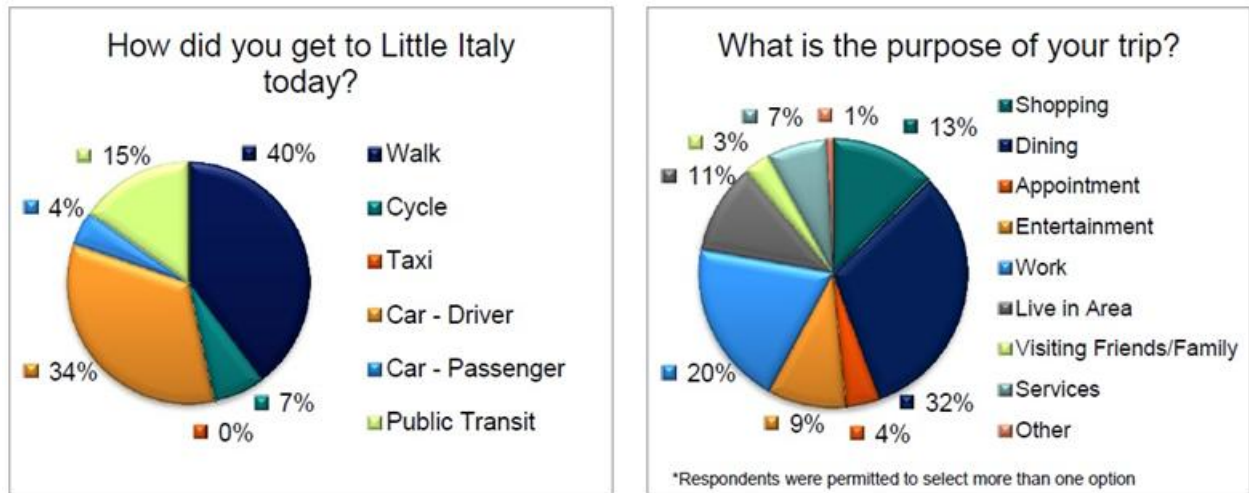
The same survey questions were used on all three days. Some of the study participants used modes other than driving, and therefore did not park in the study area. These participants were asked about their general impressions / concerns with the area, but were not asked the detailed questions related to parking that drivers were asked. A copy of the survey questions can be found in *Appendix 7 – Travel Survey Questionnaire*.

4.2.2 Survey Findings

The following discussion and exhibits are based on results for all three survey days combined. However, notable trends for specific survey days are noted in the text.

Overall, 40% of the survey participants walked, while 34% drove, 15% took transit, and 7% cycled (refer to Graph 6). The most frequently cited trip purposes were dining (32%), work (20%), and shopping (13%). However, work trips accounted for 42% of trips on Thursday.

Graph 6 & 7



While only 13% of visitors identified their trip purpose as shopping, there were many people who intended to spend money in Little Italy. Only about a quarter of the respondents (23%) indicated that they would not spend anything (refer to Graph 8). Those who did not plan to spend money may have either been part of the 11% of respondents who lived in the area and were out for a walk or passing by or were among the employees who were captured.

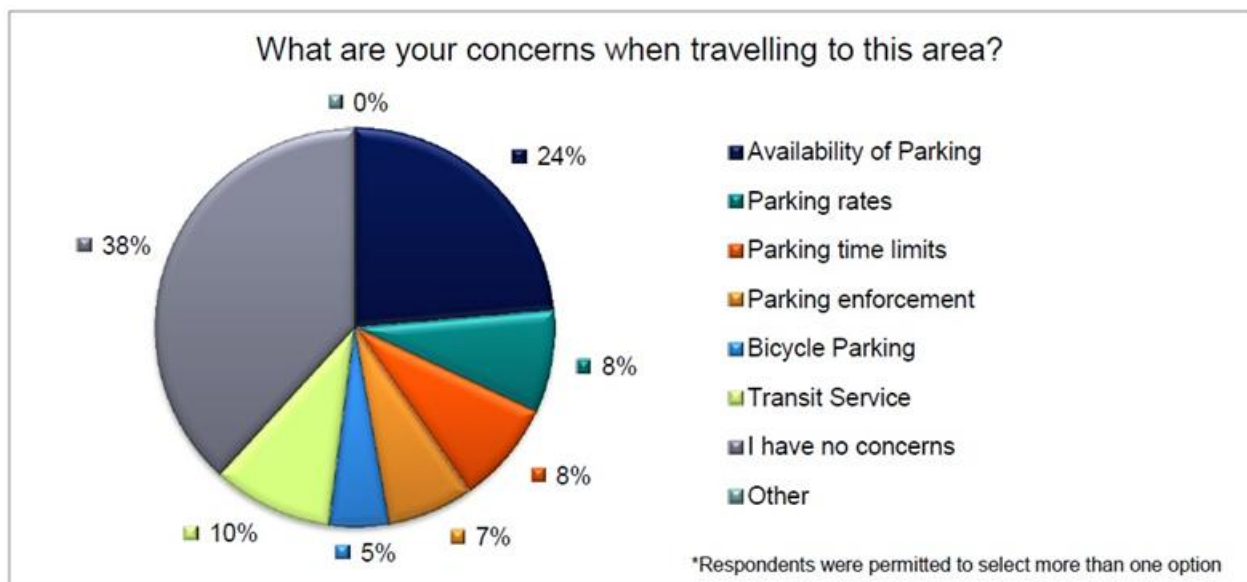
Graph 8



Amongst all survey respondents, the main concern with travelling to Little Italy (refer to Graph 9) was the availability of parking (24%). Respondents were also concerned about

transit service (10%), and expressed frustration about the frequency of the 85 and 185 OC Transpo buses. Only 8% of the survey participants were concerned about parking rates. In addition, 8% of the participants were concerned about parking limits, highlighting that the limits are too short. On the other hand, the largest proportion of respondents (38%) indicated they had no concerns. Interestingly, many of these respondents expressed that although parking was not an issue for them, it was for their friends, visitors, or customers within Little Italy.

Graph 9



Respondents who drove to Little Italy and parked were asked a few questions related to their parking experience, both in general and on that particular day (refer to Graph 10, 11, 12 and 13).

While a considerable majority (75%) of respondents took less than five minutes to find a parking space on the day of the survey, only 43% indicated that they can always find an empty spot when they visit. 36% of the survey participants identified that they occasionally have difficulty finding a space, while another 14% indicated that they frequently have difficulty finding a free space. 50% of the study participants used on-street unpaid parking, which seems to be at least partially motivated by price (22%). Other factors in selecting parking spots included location (50%), ease of use (24%), and familiarity (4%). Interestingly, a lack of on-street parking was not identified as a major determinant in where people choose to park.

Graph 10 & 11

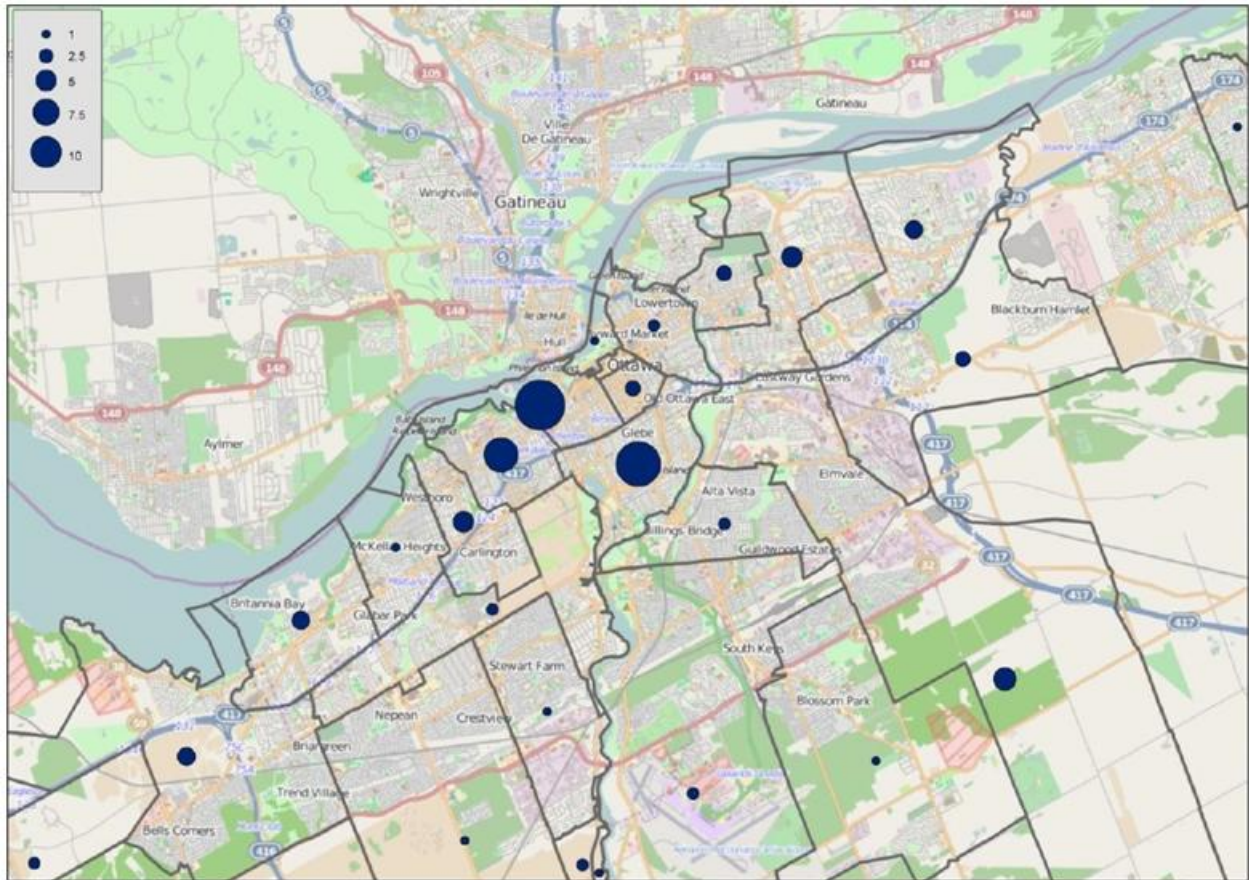


Graph 12 & 13



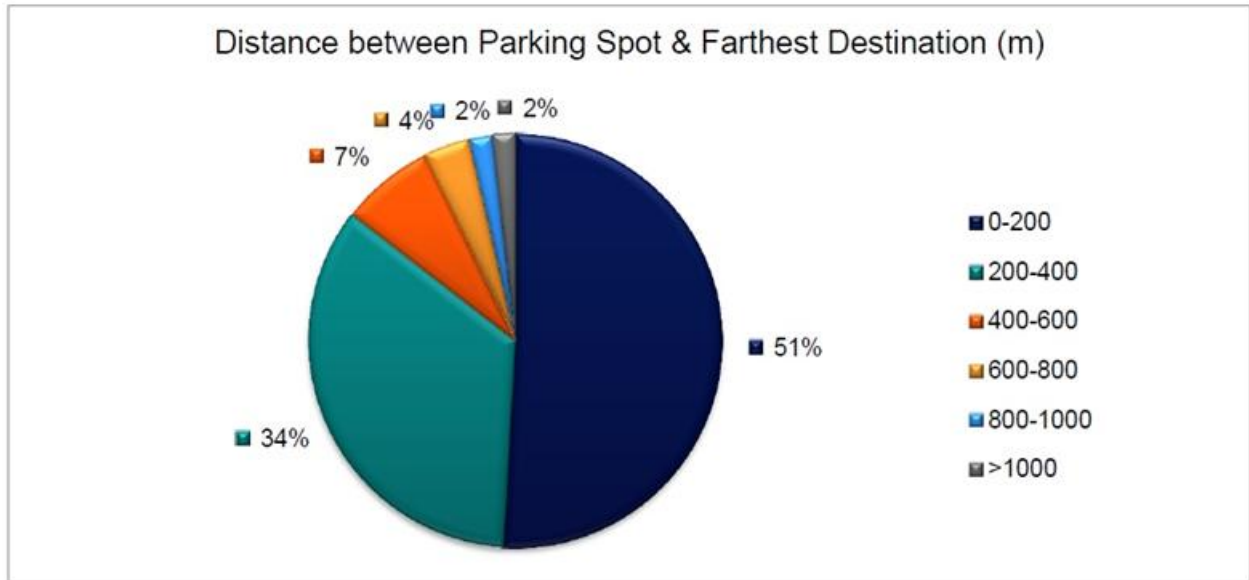
In addition to the above survey questions, respondents provided the first three digits of their postal codes representing their Forward Sortation Area (FSA). In Map 12 – Number of Respondents Living in Each Zone, the dots are scaled proportionally to the number of respondents living in each zone. The greatest number of respondents live in the three FSAs immediately surrounding and including Little Italy (54 respondents). The majority of the remaining respondents are relatively evenly dispersed throughout the Ottawa region.

Map 12 – Number of Respondents Living in Each Zone



As a final question, respondents who drove to the study area were asked how far they needed to walk from their parked vehicle. Destinations were grouped into one of eight consecutive zones, with each zone separated from the next by a walking distance of roughly 200m. From the response, the trip length distribution was estimated. As shown in Graph 14, the majority of respondents are parking in a location immediately adjacent to their destination (less than 200m away). Only 15% parked more than 400m away.

Graph 14



At the conclusion of the survey, respondents were asked to share any additional comments or concerns. These have been included with the public consultation feedback that is discussed in the next section.

Public Consultation

5.1 Summary of Public Consultation and Feedback

Consultation is integral to the success of any parking study. Accordingly, consultation was carried out at multiple points over the course of the study. Before the *Little Italy Local Area Parking Study* began, a ‘start-up’ notice and comment sheet was e-mailed to stakeholders including the BIA, Ward Councillor, Community Associations, and land owners, among others. Stakeholders were encouraged to distribute the start-up notice and comment sheet to anybody including businesses and residents that may be interested in providing comments and / or feedback. The start-up notice included the purpose of the parking study, recommendations stemming from previous local area parking studies, and information on how the study will be conducted. It also included an invitation to provide feedback on known parking issues with the intent that these could help frame the study. Additional consultation included the following:

- **Preston Street Business Improvement Area (BIA) Annual General Meeting** held on March 18th, 2014 –The meeting included members of the Preston Street BIA, the Ward Councillor, and business owners within Little Italy. Staff from the Parking Services Branch presented at the meeting. The purpose was to inform the stakeholders of the upcoming *Little Italy Local Area Parking Study* and to distribute comment sheets with the intention of soliciting feedback. Additional meetings also took place with the BIA throughout the course of the study to ensure clarity on different issues.
- **Travel Surveys** conducted on Thursday, June 19th, Saturday, June 21st and Sunday, June 22nd, 2014 – The travel surveys were carried out in order to gain an appreciation of parking behavior, attitudes, and issues within the Little Italy study area. During the survey, surveyors were stationed at the intersections of Preston and Aberdeen, and Preston and Gladstone / Anderson, depending on the day / time. A total of 128 surveys were completed over the course of three days. See *Appendix 5* for the Travel Survey Questionnaire.
- **Public Open House (POH)** held on January 27th, 2015 – The POH was held at St. Anthony’s Banquet Hall for members of the community. The event was advertised through the BIA, Ward Councillor, and community associations. In total, six attendees were registered on the sign-in sheet. Boards illustrating the study findings were provided, and attendees were invited to add comments identifying issues. As a follow-up to the POH, the content (presentation boards and comment sheet) was e-mailed to all stakeholders for additional feedback. The submission date for

comments was extended to allow stakeholders additional time to provide comments. In total, six responses were received which included a total of 32 comments following this circulation.

Table 9 – Number of Comments Received by Type of Consultation

Type of Consultation	Number of Comments Received
Start-up Notice (the start-up notice was distributed at the Preston Street BIA Annual General Meeting and by e-mail to stakeholders)	43
In-Field – includes travel surveys and other comments obtained during data collection	60
Public Open House (includes comments received from the follow-up e-mail)	32
Total:	135

5.1.1 Comments by Stakeholder Group

The entirety of the comments that were received through consultation is contained in *Appendix 8 - Public Consultation Comments*. The following section summarizes some of the key points of feedback, summarized by stakeholder group, including residents, business owners and all others (includes those where there was not enough information to classify the source).

The residents of Little Italy provided a number of comments, primarily through comment sheets. The main comments from the residents included:

- Enforcement is too lax (more active enforcement required for time regulations or vehicles parking too close to laneways).
- Some on-street parking spaces are not long enough for vehicles to fit properly. When vehicles do park in these spaces, it results in vehicles overhanging into laneways and blocking them. Specific concerns were raised on Pamilla Street, Louisa Street, and Spruce Street.
- Safety concerns with vehicles speeding down the side streets west of Preston Street.

- There is not enough short-term parking adjacent to the Bridgehead (located at the corner of Preston Street and Anderson Street). This creates a dangerous situation on Anderson Street due to vehicles stopping in the middle of the street, double-parking, stopping on the sidewalk, on the wrong side of the street.
- Intensification will create major parking problems in the near future.
- Better promotion of the off-street parking lots is needed. Better wayfinding signage is also needed.
- Snowbanks make the side streets too narrow for on-street parking.

Comments from Little Italy business owners included:

- There should be free on-street parking. Paid parking deters customers from conducting business in Little Italy.
- Free lunchtime parking, Monday-Friday, 12:00pm to 2:00pm would benefit businesses in Little Italy.
- Enforcement is too aggressive. The enforcement officers are scaring away customers.
- A parking garage is needed within the study area.
- There is an inequity between areas that do / do not have paid parking and those that do not, benefit.

Additional comments were also received from other, or multiple / unspecified groups of stakeholders. Some of this feedback included:

- At times, it is hard to find available parking.
- Better bike racks / bicycle parking is required.
- The impact on parking during special events and festivals create major parking problems on-street and in visitor parking areas.
- Visitor parking is in short-supply.
- Vehicles blocking laneways and sidewalks during events are a problem for pedestrians and cyclists.

Parking Toolbox

There are a number of strategies that can be implemented to influence the availability of parking. This section provides an overview of these strategies and describes their potential applicability to Little Italy.

Bicycle Parking

Description/Rationale

Bicycle parking represents a parking need in its own right. In addition to properly accommodating current demand, improvements to bicycle parking can also encourage more people to cycle, which in turn reduces the demand for vehicular parking.

Applicability to Little Italy

This measure is applicable to Little Italy. There are a number of single spaced Post and Ring bicycle parking spaces within the Little Italy Study area. There are 36 Post and Ring located along Preston Street, two along Pamilla Street, one along Larch Street, 47 along Somerset Street West, and eight along Gladstone Avenue.

The surveyors received some comments from the public while in the field that identified the need for more bicycle parking in Little Italy.

Somerset Street West between Preston Street and Booth Street contains 45 Post and Rings. The highest inventory of Post and Rings along Preston Street for a two block stretch is seven between Young Street and Aberdeen Street.

The recently opened Multi-Use Pathway along the O-Train corridor has the potential to draw more bicycle traffic into the study area. In order to properly accommodate this and take advantage of the opportunity, it is recommended that additional Post and Rings be installed along Preston Street. It is also recommended that Post and Rings be installed on Beech Street between Preston Street and Rochester Street. The number and location of the new Post and Rings will be determined in conjunction with the Planning & Growth Management Department.

In addition, a survey of damaged Post and Rings will be conducted. The damaged Post and Rings will be replaced with new City of Ottawa ones.

Transit Service

Description/Rationale

As more people use transit, the demand for parking is reduced. Options to encourage transit ridership include increasing the number/frequency of routes and promoting transit in the community.

Applicability to Little Italy

This measure is applicable to Little Italy. However implementation would fall under the jurisdiction of OC Transpo.

The surveyors received some comments regarding transit service from the public while conducting the travel survey. Comments included that the 85 should run more frequently and service should be more reliable; buses should run more frequently especially on weekends; there should be more bus stops along Preston Street; there should be bicycle racks on all buses; and that the recent increase in fare (75 cents) is too high. There was also concern that the construction of Light Rail Transit will affect bus service in the study area.

In addition to bus service, the O-Train provides transit service within the study area. The existing O-Train line along the Bayview-Carling Corridor is projected to be a major future north-south LRT route. An enhanced O-Train / LRT station is planned at Carling Avenue with the intent to double the capacity of the O-Train. Furthermore, the City has identified a need for a future LRT station at Gladstone Avenue in order to improve service to the community.

The *Transportation Master Plan (2013)* projects that sustainable modes of transportation (cycling, walking, transit, automobile passenger) will increase from 45% in 2011 to a target of 50% in 2031. This would increase transit use from 22.4% to 26%.

Even though sustainable modes of transportation are projected to increase, any improvements to transit service could be expected to decrease parking demand. The aforementioned comments from the public will be sent to OC Transpo for their review.

Car Sharing

Description/Rationale

Car sharing helps reduce the number of cars per household. Rather than buying a vehicle, residents have the option of using transit, and active modes to meet the

majority of the travel needs, with the convenience of having access to a vehicle when necessary. Under such arrangements, overall parking demand is reduced since more trips are made by alternative modes and vehicles are shared among multiple people.

Applicability to Little Italy

This measure is applicable to Little Italy. Car sharing is active in the Little Italy area. VRTUCAR provides vehicles at the Preston Street parking lot (301 Preston Street) and at 190 Booth Street which are accessible to members of the public who subscribe to the service.

The occupancy for on-street parking in the section south of the Queensway is very high and the parking lots are approaching practical capacity on weekdays. Intensification of the study area will only increase the demand on the existing public parking supply.

Compounding this is the fact that there are currently limited amenities in the area (e.g. a grocery store). This may change as the area grows but for the time being this is a restriction for those moving into the area, one that may result in the necessity to own a vehicle.

The Planning & Growth Management Department is currently undertaking a review of the parking requirements within the Zoning By-law 2008-250. This presents an ideal opportunity for the inclusion of a requirement for car sharing spaces in the Zoning By-law. The development of a requirement to include car sharing spaces within the Zoning By-law will be a recommendation of this study. It is intended that this would apply to mid to high rise dwellings within the inner and outer core. A mid to high rise dwelling consists of a residential use building that is more than four storeys in height and contains four or more principal dwelling units.

Telework and Car-Sharing

Description/Rationale

Travel demand management programs targeted at employees can help reduce parking demand by promoting use of transit, carpooling, and telework.

TDM has two important benefits from a parking perspective:

With people sharing a ride to work, taking transit, or working from home, there is less demand for employee parking

Residential parking demand may also decline if the decision to take the bus or carpool to work allows households to forgo the purchase of an additional vehicle.

Applicability to Little Italy

The effectiveness of this measure will depend to a certain extent on the type of employees working in any area.

Within the study area north and south of the Queensway (excluding the Booth Street Complex), telework is not likely to be a viable option due to the significant amount of people working in the retail or service sectors. Carpooling may also prove more challenging for workers of small retail establishments, whose hours of work may differ significantly from both their co-workers, and the traditional 9-to-5 workday.

However, the Booth Street Complex is an employment hub consisting of large government buildings. Telework might be a viable option in this section of the study area and should be explored more.

Promotion of off-street parking spaces

Description/Rationale

In cases where the off-street parking supply is underutilized it may be appropriate to implement signage or other marketing measures, to increase the viability of the off-street parking space supply.

Other measures to promote off-street parking spaces include parking pricing measures.

Applicability to Little Italy

In 2013, the City of Ottawa conducted a wayfinding study for all municipal parking lots. The study recommended that a new green “P” sign be installed along Preston Street to help drivers locate the lot more easily. The new green “P” sign was installed on the west side of Preston Street with a straight arrow. There is also a green “P” sign located along the east side of Preston Street at St. Anthony Street with a right turn arrow and one on the west side of Preston Street located directly adjacent to the lot with a left turn arrow.

The Preston Street parking lot will also be getting new lot identification signage in May or June 2015.

There were comments related to the need for additional signage to the underground parking garage at Preston Square (333 Preston Street). The Preston Square parking

garage and the other public parking lots located in the section south of the Queensway are underutilized on weekday evenings and on weekends when on-street parking demand is the highest. The promotion of these parking lots might help decrease the demand for on-street parking and encourage drivers to park in the off-street parking lots. The City of Ottawa is currently working on a policy to allow for privately owned/managed off-street parking lots to be promoted by installing wayfinding signs on public property. In the interim, attempts will be made to work with Preston Square to adapt their approach to better draw people into the facility during these times.

Off-street public parking supply

Description/Rationale

This measure involves the provision of publicly accessible, off-street parking spaces. Such spaces may be provided through the construction of new public parking facilities, the expansion of existing facilities, or from reconfiguring of existing lots to optimize the number spaces.

In cases where parking is underutilized, this measure could also involve divesting of parking assets.

Applicability to Little Italy

The City of Ottawa conducts occupancy counts for every municipally-owned parking lot on a tri-annual basis (winter, spring, and fall). The purpose of the occupancy counts is to determine if any rate adjustments are warranted based on the utilization of the parking lot to ultimately optimize the lot in alignment with the Municipal Parking Management Strategy.

With respect to the municipally-owned parking lot at 301 Preston, options to expand the amount of supply are limited and it is first necessary to ensure the lot is optimized to its current capacity. Approaches to this end will be discussed further on in 'Parking Pricing'.

The section south of the Queensway currently has on-street occupancy rates that exceed practical capacity and maximum capacity and off-street parking lots that are approaching practical capacity on weekdays.

In addition, major intensification is currently occurring within this section of the study area and more new developments are being proposed / approved. The *Preston Carling Public Realm and Mobility Study* identifies the potential for 15 (15-40 storey) new

condominiums to be constructed within this section. There are also 7 (25-30 storey) condominiums planned just outside the study area to the west of the O-Train corridor.

All of this being the case, the construction of a parking garage may be warranted in this area. Alternatively, the City of Ottawa could also consider developing public / private partnerships within new developments which would involve the inclusion of publicly available parking. Some form of action to increase the parking supply should be considered a priority.

In the interim, it will be important that the City monitor the situation throughout Little Italy to account for any changes in the relative demand for parking.

It needs to be noted that the majority of new developments are not supplying the required number of visitor and / or commercial parking spaces as per the Zoning By-law. Providing reduced or no visitor and / or commercial parking serves to compound the existing issues of on-street demand and is likely to cause problems for drivers, local businesses and residents as developments are completed.

Off-street private parking supply

Description/Rationale

This measure involves working with private landowners with underutilized, off-street private parking to increase the number of parking spaces available for public use.

Applicability to Little Italy

North of the Queensway:

The usage of off-street lots in the section north of the Queensway is low to moderate. Weekday mornings and at noon-time and Saturday mid-afternoon are the busiest times for the off-street lots in this section of the study area.

South of the Queensway and Booth Street Complex:

The off-street lots in the section south of the Queensway and the Booth Street Complex are approaching practical capacity on weekdays from morning until mid-afternoon. On weekday evenings and weekends, when on-street parking is unpaid, the off-street lots in these sections are underutilized.

There is no recommendation for the off-street private parking supply at this time.

Curb-side parking supply

Description/Rationale

The number of curbside parking spaces is influenced by a number of factors, including: location and number of accesses (driveways), location of transit stops, location of loading zones, and the type of parking provided (parallel or angle parking on one side or both sides of the street). By examining these factors on a street by street basis it may be possible to increase the number of on-street parking spaces.

Applicability to Little Italy

As intensification occurs throughout the study area, small lots will be consolidated and the number of driveways will be reduced. This provides opportunities to increase the supply of on-street parking in the area. The *Preston Carling Public Realm and Mobility Study* recommends that when approving plans for intensification and site redevelopment, the Planning & Growth Management Department look for opportunities to provide additional on-street parking adjacent to these development sites.

Parking space assessments have been completed in the past along Preston Street to determine whether it is possible to increase the parking supply through better placement of parking signage. Parking Services will undertake an up to date review along Preston Street to determine if there is potential for additional space that could be utilized to expand parking.

Curb-side parking regulations

Description/Rationale

Changes in parking regulations may address:

- When parking time limits are in effect (hours / days of the week)
- The maximum parking duration

Parking regulations influence parking turnover, which in turn influences the availability of spaces. For example, by reducing the maximum parking time limit (from two hours to one hour), people tend to park for shorter periods of time providing space for shorter duration parking needs, thus freeing up space for commercial activity. However, such restrictions may represent a burden to residents, as their guests rely on on-street parking.

Similar to parking pricing, the maximum parking duration can vary by location, day of week, or time of day to ensure an adequate level of parking availability.

Changes in parking regulations may also be considered when there are resident/safety concerns that need to be resolved. These may pertain to such things as maintaining adequate sight lines or clarification of legal/illegal parking spaces.

Applicability to Little Italy

This measure is applicable to Little Italy.

Residents raised concerns that some of the parking spaces along Pamilla Street, Louisa Street and Spruce Street are too short for a vehicle to properly park and as a result, vehicles are blocking residential driveways. The Traffic Services Branch has previously conducted reviews in response to similar issues on Pamilla Street and Louisa Street. Changes at these locations were not supported from a policy perspective and consensus to change the regulations for the entire block could not be established.

With respect to the issue on Spruce Street, there is no prior history of these concerns being assessed, so these will be referred to Traffic Services for review and appropriate action.

A couple of residents on Laurel Street expressed concern that vehicles with accessible permits are parking all day in a “No Parking” zone on the south side of the street. The resident explains that when vehicles are parked on both sides of the street (parking is permitted on the north side of the street), the street becomes too narrow and there is not enough room for vehicles pass. These concerns will be forwarded to the Traffic Services Branch to be assessed on the basis of safety.

Similar concerns have also been expressed on Anderson Street in the vicinity of Preston Street where there have been issues with Bridgehead customers parking illegally. Traffic Services have identified potential solutions with respect to extending a ‘No Stopping’ zone and this situation will continue to be monitored, both for additional solutions and from an enforcement perspective.

On-street parking permits

Description/Rationale

Parking permits are used to exempt eligible permit holders from certain on-street parking regulations. For example, residential parking permit holders are allowed to park

for longer than the maximum time stipulated for their street without being ticketed, subject to certain conditions and limitations.

Applicability to Little Italy

There are residential parking permit zones in the section north of the Queensway and in the Booth Street Complex. The criteria for the establishment of residential parking permit zones is set out in a Council-approved policy and requires consensus among residents. The Parking Services Branch will monitor the establishment of any future zones in this area to assess and account for the impact.

Parking pricing

Description/Rationale

This measure involves modifying existing parking rates to encourage an appropriate level of available parking spaces. It could also involve introducing paid parking on streets which are currently free, or adjusting the hours when fees are in effect.

Parking pricing is generally used to ensure the availability of parking in retail areas and public off-street lots which in turn helps to support convenient and accessible short-term parking per the Municipal Parking Management Strategy. It is not typically used in residential areas.

Rate adjustments may be implemented on an area wide basis or limited to specific streets. Rates may also be fixed or variable.

In a performance-based system, rates are set to achieve certain objectives, such as a target occupancy level (within the Municipal Parking Management Program, this is referred to as 'practical capacity'). The goal is to maximize the use of on-street parking, yet still ensure an adequate number of vacant spaces. To achieve this goal, parking rates may vary by location, day of week, or time of day.

Per the Municipal Parking Management Strategy, the City of Ottawa refers to the peak period when assessing occupancy to determine appropriate rates.

Applicability to Little Italy

Parking pricing adjustments relative to both on- and off-street public parking are applicable to Little Italy.

At peak periods, the occupancy for on-street parking is:

- North of the Queensway: Approaching, but under practical capacity at all times. In the daytime during the week, utilization is relatively consistent (49-53%). At other times, utilization is higher, reaching 82% on Saturday afternoon.
- South of the Queensway: Exceeds practical capacity during the midday (noon) period. During unpaid times, it exceeds practical capacity at multiple points and even exceeds maximum capacity during the evening on weekdays (103%) and on Saturday (106%); and,
- Booth Street Complex: Very low at all times, reaching a maximum of 35% occupancy (weekday morning).

While strict application of Rate Setting Guidelines would suggest that the extension of paid parking hours may be warranted, this is something that will be addressed as part of the City-wide On-Street Rate Review which will be developed and presented to Transportation Committee and Council in 2016.

It is recommended that the weekday on-street parking rate within the Booth Street Complex section be reduced from \$3.00 per hour to \$1.50 per hour. This will encourage drivers to park in the low utilization areas, potentially relieving some of the pressure in the area to the west where demand is very high.

The municipally-owned Preston Street parking lot was found to be underutilized. In the past, as a result of regular reviews, the rates had been adjusted slightly at different times. Given the continuing underutilization and the potential for this facility to be part of the solution for the adjacent area in terms of short-term parking, more aggressive rate changes will be pursued.

Decreasing the short term (half hour) rates considerably and the daily maximum rates for weekdays and weekends should encourage more drivers to utilize this parking lot. It is recommended that

- The weekday daily maximum be decreased from \$10.00 to \$9.00.
- The weekend daily maximum be decreased from \$10.00 to \$5.00.
- The weekday daytime half hour rate be reduced from \$1.25 to \$1.00

The weekday evening and weekend half hour rates be reduced from \$1.25 to \$0.50.

Parking enforcement

Description/Rationale

Enforcement ensures that parking rules are being followed, and is thus a key element of an equitable parking system. However, in commercial areas, aggressive enforcement may be counterproductive if it discourages people from visiting. As a result, enforcement is most appropriate for addressing safety issues and ensuring availability of spaces in residential areas.

Applicability to Little Italy

Enforcement is currently carried out in Little Italy.

Public consultation results show that stakeholders have differing opinions on parking enforcement within the study area. For instance, residents have expressed concern that parking enforcement officers are too lax and do not enforce the parking regulations or illegally parked vehicles. However, business owners have indicated that parking enforcement officers are too aggressive and can scare away potential customers.

Aside from the comments noted above, some feedback is related to the situation during special events. It was suggested that an increase in enforcement at these times would help the mobility of cyclists and pedestrians due to the number of vehicles that block sidewalks and driveways.

The following information will be shared with By-Law Services for their consideration:

- Vehicles that block driveways and vehicles that park on sidewalks.
- During special events, especially for vehicles blocking sidewalks.

Remote (satellite) parking

Description/Rationale

This measure is effective if underutilized parking is available near commercial districts which can be used to meet the parking demand.

For parking lots beyond the acceptable walking distance, a shuttle service is required for shoppers between the parking lot and various retail destinations.

Applicability to Little Italy

Remote (satellite) parking is not required in Little Italy.

Development agreements (i.e. developer provided public parking)

Description/Rationale

Where parking supply is scarce, there may be an opportunity to provide public parking as part of private developments. In contrast, an overabundance of parking may be addressed by reducing parking requirements for new developments.

Another option is to encourage developers to “unbundle” parking. Under such an approach, tenants and homeowners pay for parking separately from other costs - a practice which can reduce parking demand by presenting households with the full cost of parking.

Applicability to Little Italy

Developer agreements are generally applicable for Little Italy.

As mentioned earlier in the *Car Sharing* section of the Toolbox, there is an opportunity for new developments to provide car sharing spaces where the Zoning By-Law parking requirements are not met and / or in areas where there is a high demand for parking. There are two options for the Planning & Growth Management Department to consider. Please see the *Car Sharing* section of the Toolbox for additional information. If car sharing spaces are deemed as a requirement for new developments, then the developer would be responsible for providing the space(s) and vehicle(s) for tenant use.

Opportunities to unbundle parking or provide public parking as part of private developments are considered to have particular merit. Unbundling parking means that parking is rented or sold separately, rather than automatically included in the building space. It is recommended that the Planning & Growth Management Department consider opportunities to unbundle parking or provide public parking as part of private developments.

As mentioned in the *On-Street Public Parking Supply* section of the Toolbox, due to the very high demand for on-street parking, the off-street lots approaching practical capacity and current / future intensification within the section south of the Queensway, it is recommended that the City of Ottawa consider developing public / private partnerships that would enable public parking to be provided within new developments.

Zoning provisions

Description/Rationale

The Zoning By-law establishes the amount of parking to be provided on a given site, generally as a function of the development type and size.

Minimum parking requirements have traditionally been set so that the majority of parking demand is accommodated on the site, minimizing impacts on adjacent streets. However, adjustments to minimum parking provisions (or the introduction of maximum limits) may be considered to meet other objectives, such as promoting transit near rapid transit stations. Some municipalities also allow a reduction in the minimum parking requirements if the developer implements a travel demand management program.

Given the above, any adjustment to the parking provision in the Zoning By-law will have the potential to impact both on-street parking demand as well as transit usage.

Another strategy is to allow for shared parking between more than one land use. Such an approach recognizes that where the peak parking demand for adjacent developments occurs at different times, there may be opportunity to share parking, making more efficient use of urban space.

Applicability to Little Italy

Before approving an application for variance or re-zoning in Little Italy, the associated parking implications should be carefully reviewed. This review should consider both the current parking situation, as well as any anticipated changes in parking supply and demand.

Intensification within the study area will increase the pressure on the existing supply of short-term public parking especially if the required number of visitor and/or commercial parking spaces are reduced or not provided.

The majority of new developments are providing the required number or more than the required number of parking spaces for residents but not providing the required number of parking spaces for visitor and/or commercial uses. Some new developments are even giving away free vehicles to new condominium buyers. This is contrary to the *Municipal Parking Management Strategy* which states that the City of Ottawa must “Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.”

Furthermore, the existing parking supply is limited and intensification will only compound the existing issues of demand for parking in the study area. Therefore, the Parking Services Branch will continue to comment on Minor Variance and Zoning By-law Amendment applications where a reduction in visitor / commercial parking is proposed. Comments will continue to recommend that less residential parking be provided and more visitor and commercial parking be incorporated within new developments.

Recommendations

The following recommendations are based on the findings in this Study.

7.1 Recommendations

Bicycle Parking

1. It is recommended that additional Post and Rings be installed along Preston Street. It is also recommended that Post and Rings be installed on Beech Street between Preston Street and Rochester Street.
2. It is recommended that damaged Post and Rings be replaced with new City of Ottawa ones.

Car Sharing

3. It is recommended that the Planning & Growth Management Department introduce a requirement for car sharing in the Zoning By-law 2008-250.

Promotion of Off-Street Parking

4. Follow through with enhanced lot identification signage.
5. It is recommended that the City of Ottawa continue to work on a policy that allows for privately owned/managed off-street parking lots to be promoted by installing wayfinding signs on public property.

Parking Pricing

6. It is recommended that the weekday on-street parking rate within the Booth Street Complex section be reduced from \$3.00 per hour to \$1.50 per hour to encourage drivers to park in the underutilized section of the study area.
7. For the municipally owned lot at 301 Preston Street (Lot 14), it is recommended that:
 - o The weekday daily maximum be decreased from \$10.00 to \$9.00.
 - o The weekend daily maximum be decreased from \$10.00 to \$5.00.
 - o The weekday half hour rate be reduced from \$1.25 to \$1.00
 - o The weekday evening and weekend half hour rates be reduced from \$1.25 to \$0.50.

Zoning Provisions

8. It is recommended that the Planning & Growth Management Department consider opportunities to revise the current Zoning By-Law to enable the 'unbundling' of parking or the provision of public parking as part of private developments.
9. It is recommended, for the consideration of Planning & Growth Management, that before approving an application for variance or re-zoning in Little Italy, that the Parking Services Branch continue to be consulted in order to provide comments and that the results of the Little Italy Local Area Parking Study be taken into consideration. Any corresponding review by Planning & Growth Management should consider both the current parking situation, as well as any anticipated changes in parking supply and demand.

Future Considerations

10. It is recommended that the City of Ottawa monitor the occupancy within Little Italy.

Off-Street Public Parking Supply

11. It is recommended that the City begin searching for opportunities to increase the parking supply within the section south of the Queensway where parking demand is the highest

Appendices

Appendix 1: Previous Parking Studies – Preston Street and Area Parking Study Results

Reference Number	Street Name	Side of Street	Additional Location	1995 Recommendation	Current Conditions	Complete (Y/N)
1	Oak Street	N.S.	N/A	Allow parking on the north side for approximately 45m distance from Preston Street. Move parking from south side for that distance. Leave remaining south side parking. Parking regulation would be 1 hour, 9:00am-5:00pm, M-F. Permit holders exempt.	Parking on the north side for a distance of 80m from Preston Street is 1 hour, 7:00am-5:30pm, M-F. South side consists of no parking.	N
2	Rochester Street	E.S.	North of Somerset West.	Remove “no parking” restriction on east side of first block north of Somerset Street. Parking regulation would be 1 hour from 7:00am-7:00pm, M-S.	All parking spaces 1 hour, 7:00am to 5:30pm, M-F.	N – Parking regulations are not as described in recommendation. Y- “No parking” restriction removed.

3	Louisa Street	N.W.C	North of Preston.	Remove “no parking” restriction of north-west corner of intersection with Preston Street. Replace with 1 hour parking 7:00am-7:00pm, M-F.	1 paid parking space: 2 hours from 7:00am to 5:30pm, M-F near intersection.	N – Parking regulations are not as described in recommendation. Y- “No parking” restriction removed.
4	Rochester Street	S.W.C	South of Gladstone, in front of Adult High School.	Change “no parking” restriction on southwest corner of intersection with Gladstone (in front of Adult High School) to apply only 7:00am-7:00pm, M-F.	“No parking” restriction 7:00am to 7:00pm, M-F.	Y
5	Rochester Street	E.S.	South of Gladstone.	Change “no parking” to 7:00am-6:00pm, M-Sun restriction on east side of first block south of Gladstone to apply M-F only.	“No parking” restriction Monday-Sunday.	N

6	Larch Street	N.W.C N/A	N/A	Remove “no parking” restriction on the northwest corner of intersection with Preston. Replace with 1 hour parking 7:00am-5:30pm, M-F.	2 hour from 7:00am to 5:30pm, M-F.	N – Parking duration is not as described in recommendation. Y- “No parking” restriction removed.
7	Preston Street	N.E.C.	Intersection with Willow.	Remove “no parking” restriction on northeast corner of intersection with Willow. Replace with 1 hour parking 7:00am-5:30pm, M-S.	2 hours from 7:00am to 5:30pm, M-F.	N – Parking regulations are not as described in recommendation. Y- “No parking” restriction removed.
8	Preston Street	Under Hwy 417 Overpass	N/A	Remove “no stopping” restriction on block under the 417 overpass. Replace with 1 hour 7:00am-5:30pm, M-S.	West side of Preston Street: 2 hours from 7:00am-5:30pm, M-F.	N – Parking regulations are not as described in recommendation. Y- “No stopping” restriction removed.

9	Norfolk Street	E.S.	N/A	Move parking to east side.	Parking on east side.	Y
10	Norfolk Street	E.S.	N/A	Remove “no parking” restriction 9:00am-5:00pm, M-F.	East Side: 1 hour from 7:00am to 5:50pm. M-F.	Y
11	Adeline Street	S.S.	N/A	Remove “no parking” restriction 9:00am-5:00pm, M-F.	All parking spaces are 1 hour from 7:00am to 5:30pm, M-F.	Y
12	Young Street	N.S.	N/A	Move parking to north side. Change duration to 1 hour from 7:00am to 5:30pm, M-F.	16 paid parking spaces: 2 hours from 7:00am to 5:30pm, M-F.	N - N – Parking regulations are not as described in recommendation. Y- Parking was moved to the north side.

13	Rochester Street	W.S.	From Carling to Aberdeen	Remove “no parking” restriction on the west side between Xerox loading dock driveway and Carling. Replace with 1 hour parking from 7:00am to 5:30pm, M-F.	West Side: “No parking” restriction from 7:00am to 7:00pm, M-S. “No stopping” loading zone from 7am-7pm.	N
14	Preston Street	N.E.C.	Intersection with Norman	Remove “no stopping” restriction on the northeast corner of intersection with Norman.	Paid spaces: 2 hours from 7:00am to 5:30pm, M-F.	N
15	Norman Street	N.E.C.	Intersection with Preston.	Remove “no stopping” on northeast side corner of intersection with Preston. Replace with 1 hour from 7:00am to 5:30pm, M-F.	North Side: No stopping restriction.	N
16	Booth Street	W.S.	N/A	Remove “no parking” restriction on west side of Elizabeth to Norman. Replace with 1 hour from 7:00am, to 5:30pm, M-F.	There is no Elizabeth Street.	N/A

17	Booth Street	W.S		Remove “no parking” restriction on west side from Norman to Carling but keep existing “no stopping” from 3:30pm to 5:30pm, M-F. Replace the “no parking” restriction with 1 hour form 7:00am to 7:00pm.	Paid parking spaces: 2 hours from 7:00am to 6:00pm, M-F. No existing “no stopping” sign from 3:30pm to 5:30pm, M-F restriction.	N – Parking regulations are not as described in recommendation. And the “no stopping” restriction was removed. Y- “No parking” restriction removed.
----	--------------	-----	--	---	---	--

18	Preston Street	W.S. E.S.		Change allowed duration to 1 hour from 7:00am-5:30pm, M-S. Only area that remains 1 hour from 7:00am-5:30pm, M-F is east side south of Hwy 417.	<p>West Side: 2 hours from 7:00am-5:30pm, M-F.</p> <p>East Side: South of Hwy – 2 hours from 7:00am-5:30pm, M-F.</p> <p>North of Hwy between Hwy 417 Overpass-Spruce – 2 hours from 7:00am-5:30pm.</p> <p>Between Primrose and Albert – 2 hours from 9:00am to 6:00pm. Between Spruce and Primrose – 3 hours from 7:00am-7:00pm.</p>	N – Parking regulations are not as described in recommendation.
----	----------------	--------------	--	---	--	---

19	Adeline, Pamilla, Norman, Beech, Aberdeen, Young, Arlington, Balsam, Poplar, Anderson, Eccles		N/A	Change duration limit to 1 hour from 7:00am to 5:30pm, M-F.	Please see <i>Appendix 4</i> for current parking regulations.	N – Parking regulations are not as described in recommendation.
20	N/A	N/A	N/A	N/A	N/A	N/A
21	Preston Street	E.S.		Remove northbound bus stop at corner of Anderson. Replace with 1 hour from 7:00am to 5:30pm, M-S.	North Side of Anderson: bus stop bay for northbound bus.	N

22	Preston Street	N.E.C.		Reduce northbound bus bay to minimum required length on northeast corner of intersection with Beech, Replace with 1 hour from 7:00am to 5:30pm, M-S.	East side of Preston: bus stop bay for northbound bus. South of Anderson: 1 loading zone space from 7:00am to 5:50pm, M-F. 3 spaces: 2hours from 7:00am to 5:30pm, M-F.	N
23	Preston Street	Under Hwy 417 Overpass		If action Number 8 is implemented to allow parking under Hwy 417, then move west side bus stop to far side of intersection with Young Street.	Bus stop bay moved to the northwest corner of Young and Preston.	Y

Appendix 2: Cash-in-Lieu Applications for Little Italy

Number	Address	Date Applied	Status	# of Spaces	Description
1	71 Willow	06-Jul-89	Approved	4	N/A
2	841 Somerset	20-Feb-92	Approved	2	N/A
3	523 St. Anthony	26-Mar-92	Approved	21	N/A
4	137 Rochester	11-May-93	Approved	2	N/A
5	139 Rochester	11-May-93	Approved	2	N/A
6	812 Somerset	21-Jan-94	Approved	2	N/A
7	188 Louisa	20-May-94	Approved	1	N/A
8	225 Preston	02-Aug-94	Approved	4	N/A
9	225 Preston	22-Mar-95	Refused	4	N/A
10	540 Rochester	02-Aug-95	Approved		N/A
11	270 Preston	08-Nov-95	Approved	2.53	N/A
12	141 Preston	14-Aug-96	Approved	1	N/A
13	890 Somerset	27-Nov-96	Approved	3	N/A
14	870 Somerset	11-Apr-97	Approved		Alter a 2-storey residential dwelling apartment to a commercial use with restaurant/offices.
15	420 Preston	04-Sep-97	Refused	4	N/A

16	829 Somerset	03-Feb-98	Approved	2	N/A
17	831 Somerset	03-Feb-98	Approved	2	N/A
18	540 Rochester	13-Mar-98	Approved	4	N/A
19	438 Preston	14-May-98	Withdrawn	1	N/A
20	254 Preston	24-Feb-99	Approved	N/A	Lot is sufficient.
21	871 Somerset	04-Jun-99	Approved	N/A	Parking would be provided in tandem-would not be satisfactory with by-law.
22	876 Somerset	02-Dec-99	Approved	N/A	No space on property.
23	930 Gladstone	02-Jun-00	Approved	N/A	Limited space.
24	362 Preston	21-Mar-02	Approved	N/A	Add a 595 square foot addition to an existing 2-storey residential/commercial building for additional kitchen & storage space. Not enough land for parking.
25	268 Preston	24-Sep-02	Terminated	N/A	Proposed new kitchen at rear of existing restaurant eliminates 2 parking spaces and requires 2.45 additional spaces.

26	256 & 260 Preston	22-Oct-02	Approved	1	Third floor addition to existing mix-use building – 2 additional apartments (Total 4 apartment units on second and third floors with ground floor restaurant).
27	363 Preston	01-Nov-02	Approved	1	Exemption for 1 parking space (originally for 5.4 parking spaces).
28	234 & 248 Preston	20-Jan-03	Withdrawn	N/A	To construct a new warehouse and second floor accessory offices to an existing 1-storey retail/warehouse building.
29	935 & 943 Somerset	06-Mar-03	Approved	6	Cash-in-Lieu of 6 parking spaces for a change in use from warehouse to restaurant of approximately 1830 square feet in an existing 2-storey stucco and concrete block building with existing 19 parking spaces.
30	502 Rochester	10-Nov-03	Approved	11	To exempt 11 parking spaces required for a proposed restaurant use.

31	225 Preston	15-Mar-05	Approved	8	Amend existing Cash-in-Lieu application for 255 Preston Street to permit a medical facility on ground floor. In addition this application is submitted to reconfirm 8 Cash-in-Lieu spaces previously granted for this building.
32	356 Preston	22-Mar-05	Approved	13	Application associated with changes of use in existing building from artist studio to restaurant. Cash-in-Lieu of providing 13 parking spaces is being requested.
33	838, 340, 844 Somerset	12-May-05	Terminated	N/A	Delegated Authority Report approving Site Plan signed April 15, 2005. Applicant to construct a mixed residential and commercial (23 residential units and 6 commercial units) condominium building with underground parking.
34	225 Preston	19-Apr-06	Approved	1	In addition to the parking on-site and recent Cash-in-Lieu agreement for 8 parking spaces, 1 additional parking space will be required for the proposed medical facility located at the south end of the building.

35	105, 109, 111 Eccles & 130 Rochester & 838 Somerset	05-Jun-06	Approved	11	Site Plan Agreement is registered and the mixed use residential and commercial building is under construction.
36	215 Preston	26-Jul-06	Approved	2	The renovation of the Sala Marco banquet hall requires the applicant to provide 2 additional parking spaces. These 2 spaces cannot be provided on-site.
37	910 Gladstone	14-May-07	Approved	7	Request for relief of providing 7 parking spaces for a theatre.
38	857 Somerset	03-Jul-07	Approved	5	Proposed change of use of ground floor from retail to restaurant. Existing parking can accommodate 2 parking spaces. Deficient 5 spaces.
39	250, 252, 254 Preston	20-Sep-07	Approved	16	To expand a restaurant requires Cash-in-Lieu of 16 parking spaces.
40	442 Preston	19-Oct-07	Approved	4	To pay Cash-in-Lieu of parking for 4 parking spaces for a proposed restaurant on the ground floor.
41	274 Preston	23-Oct-07	Approval Lapsed	7	Requesting relief for 7 parking spaces to allow for the establishment of a restaurant. One space provided on-site.

42	826 Somerset	26-Nov-07	Approved	4	Request id for the exemption of 4 parking spaces – permitted change of use from retail to take-out restaurant.
43	824 Somerset	21-Dec-07	Approved	3	To convert an existing residential unit into a business unit.
44	191, 193, 197 Preston & 151 Willow	30-Jan-08	Approved	2	The purpose of this application is to permit Cash-in-Lieu for 3 required parking spaces, which cannot be accommodated on the site.
45	430 Preston	11-Feb-08	Approved	11	To permit Cash-in-Lieu of 8 parking spaces that cannot be accommodated on-site. The suite currently has 12 parking spaces, which will not change. Internal conversion, from residential to restaurant.
46	262 Preston	26-Mar-08	Approved	1	Small addition (22 sqm) at the rear of the existing restaurant. Two additional parking spaces required. Applicant requesting Cash-in-Lieu of one space.

47	815, 817, 819 Somerset	05-Jun-08	Approved	4	The purpose of the application is to permit Cash-in-Lieu of 4 required parking spaces, which cannot be accommodated on the site. The additional required parking spaces are required in association with a planned expansion of the restaurant use.
48	352 Preston	14-Nov-08	Approved	2	Applying for Cash-in-Lieu of parking for a small restaurant which will be mostly take-away & delivery. No parking available on-site.
49	268 Preston	08-Jul-09	Approved	4	Expansion of an existing ground floor restaurants seating area into an existing second floor area will require 4 Cash-in-Lieu parking spaces. Note the property currently provides 3 on-site parking spaces.
50	125 Eccles	02-Aug-11	Withdrawn	N/A	Newly constructed 3-storey single family dwelling.
51	130 Anderson	26-Sep-11	Approved	N/A	Alteration of an existing 1-storey building which previously was used for a warehouse.

52	303, 305 LeBreton	04-Oct-11	Approved	N/A	Two single family homes slated for demolishing for the construction of a 3-storey 29 unit apartment building.
53	266 Preston	25-Sep-12	Withdrawn	2	The purpose of this application is to permit Cash-in-Lieu of parking for 2 parking spaces. The applicant has proposed to convert the ground floor of the existing dwelling into a restaurant.

Appendix 3: Parking Regulation Maps





Little Italy Parking Study
Inventory of On-Street Parking

Project: 2140259.00
Status: FINAL
Date: September 3, 2014




PARKING REGULATIONS

Paid Parking

Unpaid Parking

- Restricted parking
- Signed (unpaid) parking - 1 HR
- Signed (unpaid) parking - 2 HR
- Signed (unpaid) parking - 3 HR
- Unsigned parking

Labels indicate the number of parking spaces available in each cluster




 Little Italy Parking Study
 Inventory of On-Street Parking

Project: 2140259.00
 Status: FINAL
 Date: September 3, 2014

 MORRISON HERSHFIELD

PARKING REGULATIONS
Paid Parking
 Unpaid Parking
 Restricted parking
 Signed (unpaid) parking - 1 HR
 Signed (unpaid) parking - 2 HR
 Signed (unpaid) parking - 3 HR
 Unsigned parking

Labels indicate the number of parking spaces available in each cluster

Appendix 4: On-Street and Off-Street Information Tables

On-Street Information Table

Street	From & To	Side	Supply (# of Spaces)	Paid or Un-Paid	Parking Regulations
Aberdeen	Dead end to Preston	North	6	Both	Unsigned Parking - 3 Hours and Signed Parking - 2 Hours
Aberdeen	Preston to Rochester	South	10	Paid	Signed Parking - 2 Hours
Adeline	Dead end to Preston	South	9	Both	Signed Parking - 1 & 2 Hours
Adeline	Preston to Norfolk	South	3	Unpaid	Signed Parking - 1 Hour
Adeline	Norfolk to Rochester	South	7	Unpaid	Signed Parking - 1 Hour
Anderson	Preston to Rochester	North	11	Both	Signed Parking - 2 Hours
Anderson	Rochester to Booth	North	6	Unpaid	Signed Parking - 3 Hours
Balsam	Dead end to Preston	North	5	Unpaid	Signed Parking - 1 Hour
Balsam	Preston to Rochester	North	5	Paid	Signed Parking - 2 Hours
Balsam	Preston to Rochester	South	20	Unpaid	Signed Parking - 2 Hours
Balsam	Rochester to Booth	South	10	Unpaid	Unsigned Parking - 3 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
Beech	Railway to Preston	North	8	Both	Signed Parking - 1 & 2 Hours
Beech	Preston to Rochester	North	20	Paid	Signed Parking - 2 Hours
Beech	Preston to Rochester	South	10	Paid	Signed Parking - 2 Hours
Booth	Somerset to Eccles	West	5	Paid	Signed Parking - 2 Hours
Booth	Orangeville to Norman	West	15	Paid	Signed Parking - 2 Hours
Booth	Orangeville to Daniel McCann	East	11	Paid	Signed Parking - 2 Hours
Booth	Daniel McCann to Carling	East	18	Paid	Signed Parking - 1 Hour
Daniel McCann	Booth to Lebreton	South	9	Paid	Signed Parking - 2 Hours
Eccles	Preston to Rochester	North	6	Unpaid	Unsigned Parking - 3 Hours
Eccles	Preston to Rochester	South	8	Both	Signed Parking - 1 & 2 Hours
Eccles	Rochester to Booth	North	5	Unpaid	Signed Parking - 3 Hours
Elm	City Centre to Preston	North	3	Unpaid	Signed Parking - 1 Hour

Street	From & To	Side	Supply (# of Spaces)	Paid or Un-Paid	Parking Regulations
Elm	Preston to Rochester	North	10	Unpaid	Signed Parking - 3 Hours
Elm	Preston to Rochester	South	8	Unpaid	Unsigned Parking - 3 Hours
Elm	Rochester to Booth	North	7	Unpaid	Signed Parking - 3 Hours
Elm	Rochester to Booth	South	7	Unpaid	Unsigned Parking - 3 Hours
George W	Dead end to Preston	North	6	Both	Signed Parking - 1 & 2 Hours
Gladstone	Preston to Rochester	North	9	Paid	Signed Parking - 1 Hour
Gladstone	Rochester to Booth	North	14	Unpaid	Restricted Parking
Gladstone	Rochester to Booth	South	5	Unpaid	Restricted Parking
Henry	Lebreton to Bell S	North	6	Unpaid	Signed Parking - 1 Hour
Larch	Dead end to Preston	North	2	Paid	Signed Parking - 2 Hours
Laurel	Dead end to Preston	North	2	Both	Signed Parking - 1 & 2 Hours
Lebreton	Orangeville to Plymouth	East	2	Unpaid	Signed Parking - 1 Hour
Lebreton	Plymouth to	East	10	Unpaid	Signed Parking - 1 Hour

Street	From & To	Side	Supply (# of Spaces)	Paid or Un-Paid	Parking Regulations
	Henry				
Lebreton	Henry to Carling	East	19	Unpaid	Signed Parking - 1 Hour
Louisa	Dead end to Preston	North	3	Both	Signed Parking - 1 & 2 Hours
Norfolk	Adeline to Carling	East	14	Unpaid	Signed Parking - 1 Hour
Norman	Dead end to Preston	North	3	Both	Signed Parking - 1 & 2 Hours
Norman	Preston to Rochester	North	5	Unpaid	Signed Parking - 2 Hours
Norman	Preston to Rochester	South	2	Paid	Signed Parking - 2 Hours
Norman	Rochester to Booth	North	12	Paid	Signed Parking - 1 Hour
Oak	Dead end to Preston	North	14	Unpaid	Signed Parking - 1 Hour
Orangeville	Booth to Lebreton	North	12	Unpaid	Signed Parking - 2 Hours
Orangeville	Lebreton to Bell S	South	9	Unpaid	Signed Parking - 1 Hour
Pamilla	Dead end to Preston	North	6	Both	Signed Parking - 1 & 2 Hours
Pamilla	Preston to Rochester	South	9	Both	Signed Parking - 1 & 2 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
Plymouth	Lebreton to Bell S	North	9	Unpaid	Signed Parking - 1 Hour
Plymouth	Lebreton to Bell S	South	5	Unpaid	Restricted Parking
Poplar	Preston to Rochester	North	7	Both	Signed Parking - 1 & 2 Hours
Poplar	Rochester to Booth	North	6	Unpaid	Unsigned Parking - 3 Hours
Preston	Albert to Primrose	East	6	Unpaid	Signed Parking - 2 Hours
Preston	Primrose to Elm	East	4	Unpaid	Signed Parking - 3 Hours
Preston	Elm to Spruce	East	5	Unpaid	Signed Parking - 3 Hours
Preston	Somerset to Oak	West	7	Paid	Signed Parking - 2 Hours
Preston	Anderson to Poplar	East	3	Paid	Signed Parking - 2 Hours
Preston	Oak to Laurel	West	5	Paid	Signed Parking - 2 Hours
Preston	Poplar to Willow	East	7	Paid	Signed Parking - 2 Hours
Preston	Laurel to Larch	West	5	Paid	Signed Parking - 2 Hours
Preston	Willow to Balsam	East	7	Paid	Signed Parking - 2 Hours
Preston	Gladstone to 417	East	6	Paid	Signed Parking - 2 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
Preston	St. Anthony to Young	West	6	Paid	Signed Parking - 2 Hours
Preston	417 to Aberdeen	East	15	Paid	Signed Parking - 2 Hours
Preston	Norman to Pamilla	East	3	Paid	Signed Parking - 2 Hours
Preston	Pamilla to Adeline	East	2	Paid	Signed Parking - 2 Hours
Preston	Pamilla to Adeline	West	4	Paid	Signed Parking - 2 Hours
Preston	Adeline to Sidney	West	4	Paid	Signed Parking - 2 Hours
Primrose	Walnut to Preston	North	3	Unpaid	Signed Parking - 3 Hours
Primrose	Walnut to Preston	South	4	Unpaid	Unsigned Parking - 3 Hours
Primrose	Preston to Rochester	South	11	Unpaid	Signed Parking - 3 Hours
Primrose	Rochester to Booth	North	3	Unpaid	Signed Parking - 3 Hours
Primrose	Rochester to Booth	South	5	Unpaid	Unsigned Parking - 3 Hours
Rochester	Dead end to Primrose	West	6	Unpaid	Signed Parking - 1 Hour
Rochester	Primrose to	West	2	Unpaid	Signed Parking - 3 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
	Elm				
Rochester	Elm to Spruce	West	3	Unpaid	Signed Parking - 3 Hours
Rochester	Spruce to Somerset	East	4	Unpaid	Signed Parking - 1 Hour
Rochester	Somerset to Eccles	East	1	Unpaid	Signed Parking - 2 Hours
Rochester	Somerset to Eccles	West	4	Unpaid	Signed Parking - 2 Hours
Rochester	Eccles to Anderson	East	1	Unpaid	Signed Parking - 1 Hour
Rochester	Eccles to Anderson	West	5	Unpaid	Signed Parking - 1 Hour
Rochester	Anderson to Poplar	East	6	Unpaid	Signed Parking - 1 Hour
Rochester	Anderson to Poplar	West	4	Unpaid	Signed Parking - 1 Hour
Rochester	Poplar to Willow	East	1	Unpaid	Signed Parking - 1 Hour
Rochester	Willow to Balsam	East	5	Unpaid	Signed Parking - 1 Hour
Rochester	Willow to Balsam	West	4	Unpaid	Signed Parking - 1 Hour
Rochester	Balsam to Gladstone	East	7	Unpaid	Signed Parking - 2 Hours
Rochester	Balsam to	West	1	Unpaid	Signed Parking - 2 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
	Gladstone				
Rochester	Gladstone to 417	East	10	Unpaid	Restricted Parking
Rochester	Gladstone to 417	West	11	Unpaid	Restricted Parking
Rochester	Orangeville to Norman	East	20	Both	Signed Parking - 2 Hours and Restricted Parking
Rochester	Orangeville to Aberdeen	West	2	Unpaid	Restricted Parking
Rochester	Norman to Carling	East	26	Paid	Signed Parking - 2 Hours
Sidney	Dead end to Preston	South	4	Unpaid	Signed Parking - 2 Hours
Somerset	Study area boundary to Preston	North	16	Unpaid	Signed Parking - 2 Hours and Restricted Parking
Somerset	Study area boundary to Preston	South	18	Unpaid	Signed Parking - 2 Hours
Somerset	Preston to Rochester	North	10	Paid	Signed Parking - 2 Hours
Somerset	Preston to Rochester	South	13	Paid	Signed Parking - 2 Hours
Somerset	Rochester to Booth	North	8	Paid	Signed Parking - 2 Hours

Street	From & To	Side	Supply (# of Spaces)	Paid or Un- Paid	Parking Regulations
Somerset	Rochester to Booth	South	6	Paid	Signed Parking - 2 Hours
Spruce	City Centre to Preston	North	5	Unpaid	Unsigned Parking - 3 Hours
Spruce	City Centre to Preston	South	7	Unpaid	Signed Parking - 3 Hours
Spruce	Preston to Rochester	North	6	Unpaid	Unsigned Parking - 3 Hours
Spruce	Preston to Rochester	South	10	Unpaid	Signed Parking - 3 Hours
Spruce	Rochester to Booth	South	9	Unpaid	Signed Parking - 3 Hours
St. Anthony	Dead end to Preston	South	6	Paid	Signed Parking - 1 Hour
Walnut		East	2	Unpaid	Unsigned Parking - 3 Hours
Willow	Preston to Rochester	North	12	Both	Signed Parking - 1 & 2 Hours
Willow	Rochester to Booth	North	6	Unpaid	Unsigned Parking - 3 Hours
Young	Dead end to Preston	North	9	Paid	Signed Parking - 2 Hours

Off-Street Information Table

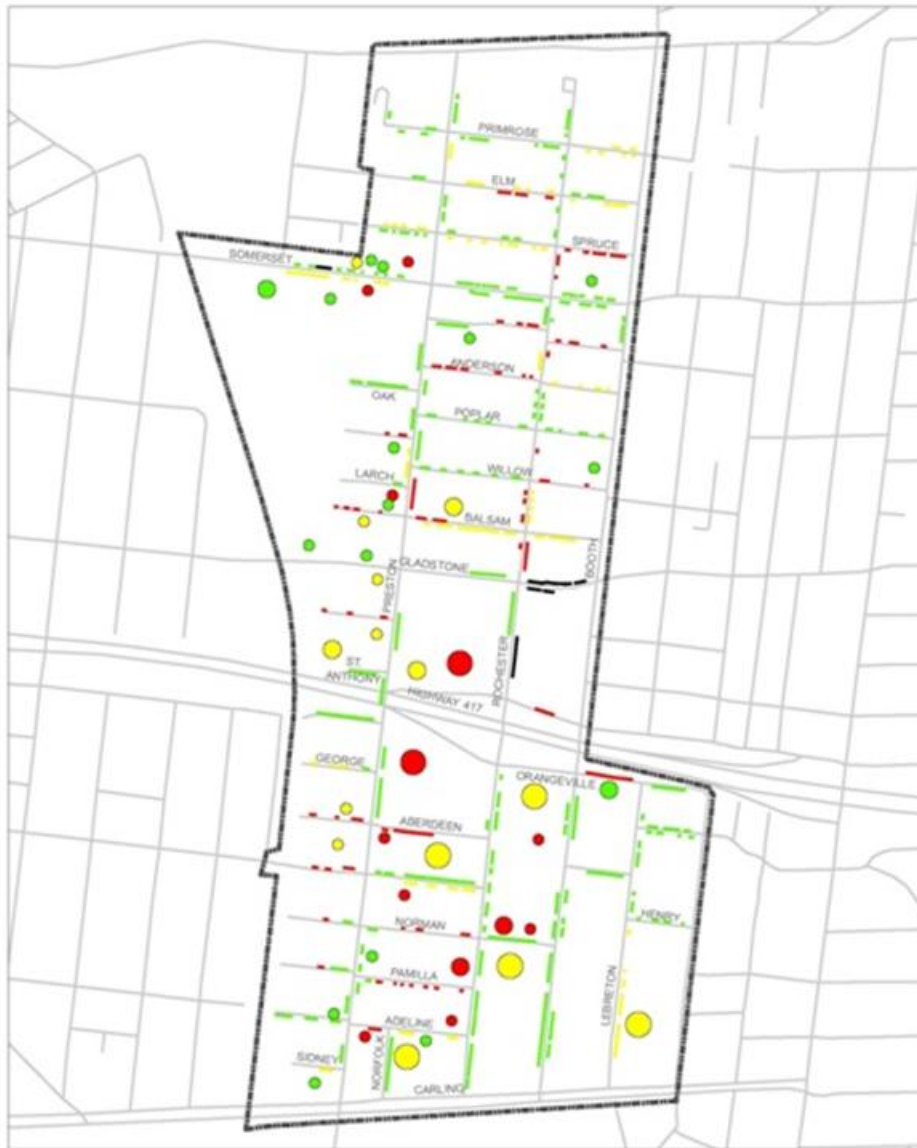
Lot ID	Lot Address	Supply (# of Spaces)	Paid or Unpaid	Category
1	829 Carling	21	Unpaid	Commercial - General
2	44 Adelaide	6	Unpaid	Commercial - General
3	785 Carling	146	Unpaid	Office/Institutional
4	299 Carling	322	Unpaid	Office/Institutional
5	552 Booth	38	Unpaid	Office/Institutional
6	552 Booth	52	Unpaid	Office/Institutional
7	580 Booth	145	Unpaid	Office/Institutional
8	516 Rochester	62	Unpaid	Public - Privately Owned
9	544 Rochester	34	Paid	Public - Privately Owned
10	485 Preston	25	Unpaid	Commercial - General
11	450 Preston	6	Unpaid	Commercial - Employee
12	333 Preston	1039	Paid	Public - Privately Owned
13	425 Preston	35	Unpaid	Commercial - General
14	360 Preston	10	Unpaid	Restaurant
15	80 Aberdeen	46	Unpaid	Office/Institutional
16	70 Beech	20	Unpaid	Commercial - General
17	555 Booth	100	Unpaid	Office/Institutional
18	552 Booth	210	Unpaid	Office/Institutional
19	552 Booth	48	Unpaid	Office/Institutional
20	450 Rochester	300	Paid	Public - Privately Owned

Lot ID	Lot Address	Supply (# of Spaces)	Paid or Unpaid	Category
21	357 Preston	20	Unpaid	Commercial - General
22	N/A			
23	933 Gladstone	84	Unpaid	Office/Institutional
24	934 Gladstone	16	Unpaid	Office/Institutional
25	930 Somerset	40	Unpaid	Office/Institutional
26	135 Preston	20	Unpaid	Commercial - Employee
27	180 Preston	7	Unpaid	Restaurant
28	224 Preston	28	Unpaid	Commercial - Employee
29	226 Preston	9	Unpaid	Restaurant
30	232 Preston	45	Unpaid	Commercial - General
31	250 Preston	18	Unpaid	Restaurant
32	933 Gladstone	28	Unpaid	Commercial - General
33	256 Preston	11	Unpaid	Restaurant
34	215 Preston	60	Unpaid	Restaurant
35	360 Booth	12	Unpaid	Commercial - General
36	523 St. Anthony	72	Unpaid	Commercial - General
37	284 Preston	43	Paid	Commercial - General
38	301 Preston	60	Paid	Public - Municipal Owned
39	300 Rochester	192	Unpaid	Office/Institutional
40	953 Somerset	8	Unpaid	Commercial - General
41	939 Somerset	12	Unpaid	Restaurant

Lot ID	Lot Address	Supply (# of Spaces)	Paid or Unpaid	Category
42	939 Somerset	7	Unpaid	Commercial - General
43	100 Preston	22	Unpaid	Commercial - General
44	815 Somerset	16	Unpaid	Restaurant

Appendix 5: Parking Occupancy Maps

Thursday, May 29th, 2014 - 10:00am



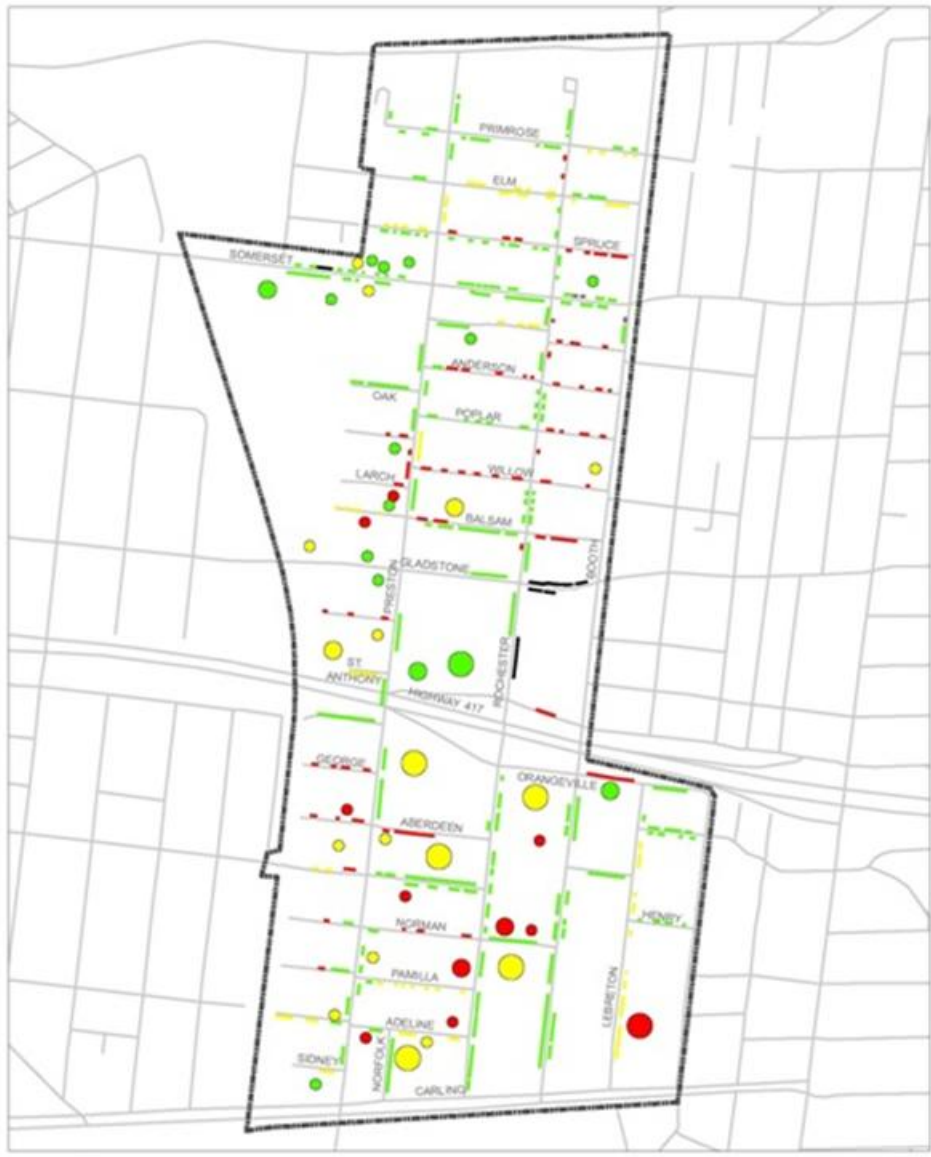
 <p>Little Italy Parking Study Thursday, May 29th, 2014 10:00 AM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p> 	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
		

Thursday, May 29th, 2014 - 12:00pm



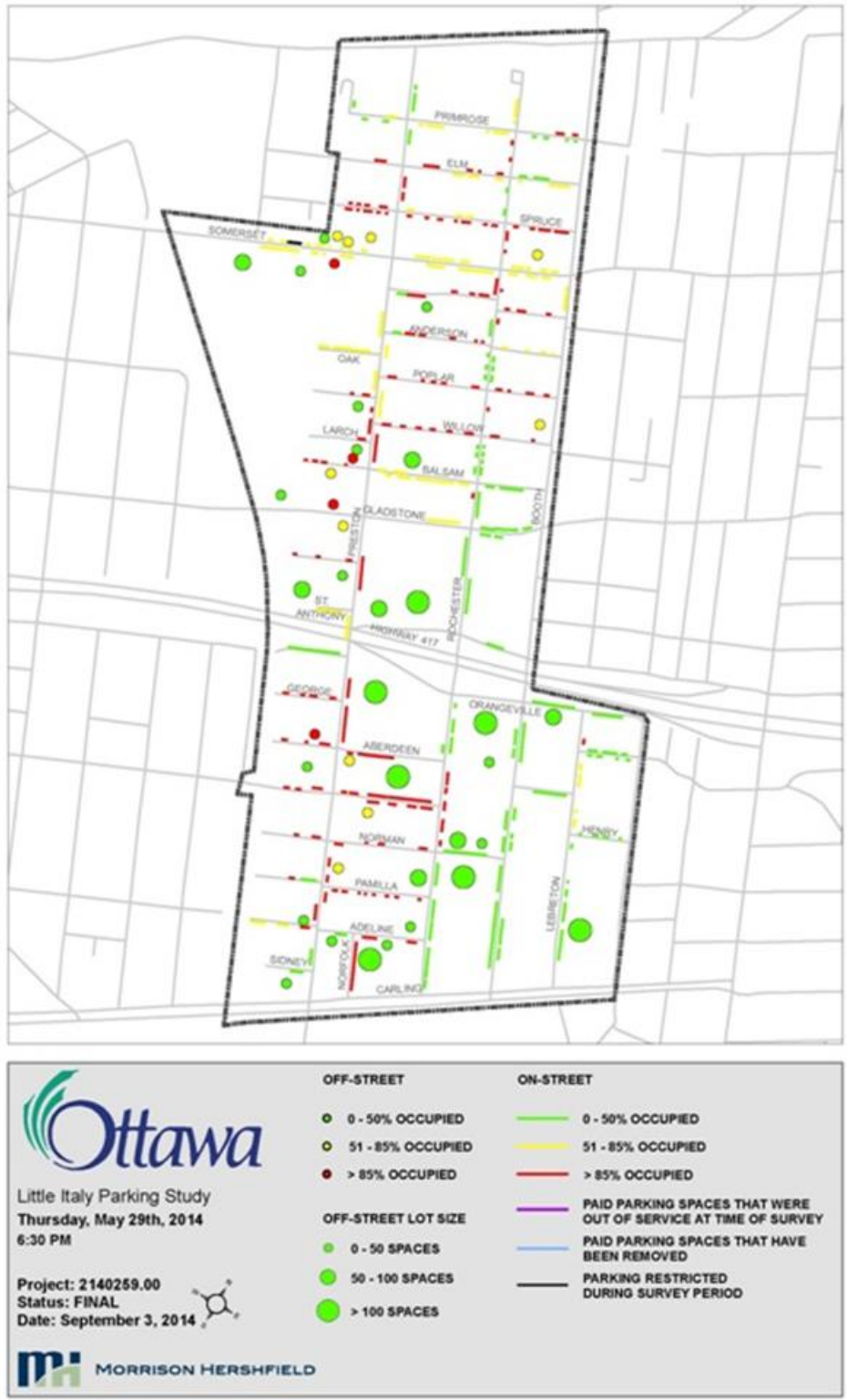
 <p>Little Italy Parking Study Thursday, May 29th, 2014 12:00 PM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p> 	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
		

Thursday, May 29th, 2014 - 2:00pm



 <p>Little Italy Parking Study Thursday, May 29th, 2014 2:00 PM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p>  	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
---	---	---

Thursday, May 29th, 2014 - 6:30pm



Saturday, May 31st, 2014 -10:00am



Saturday, May 31st, 2014 - 12:00pm

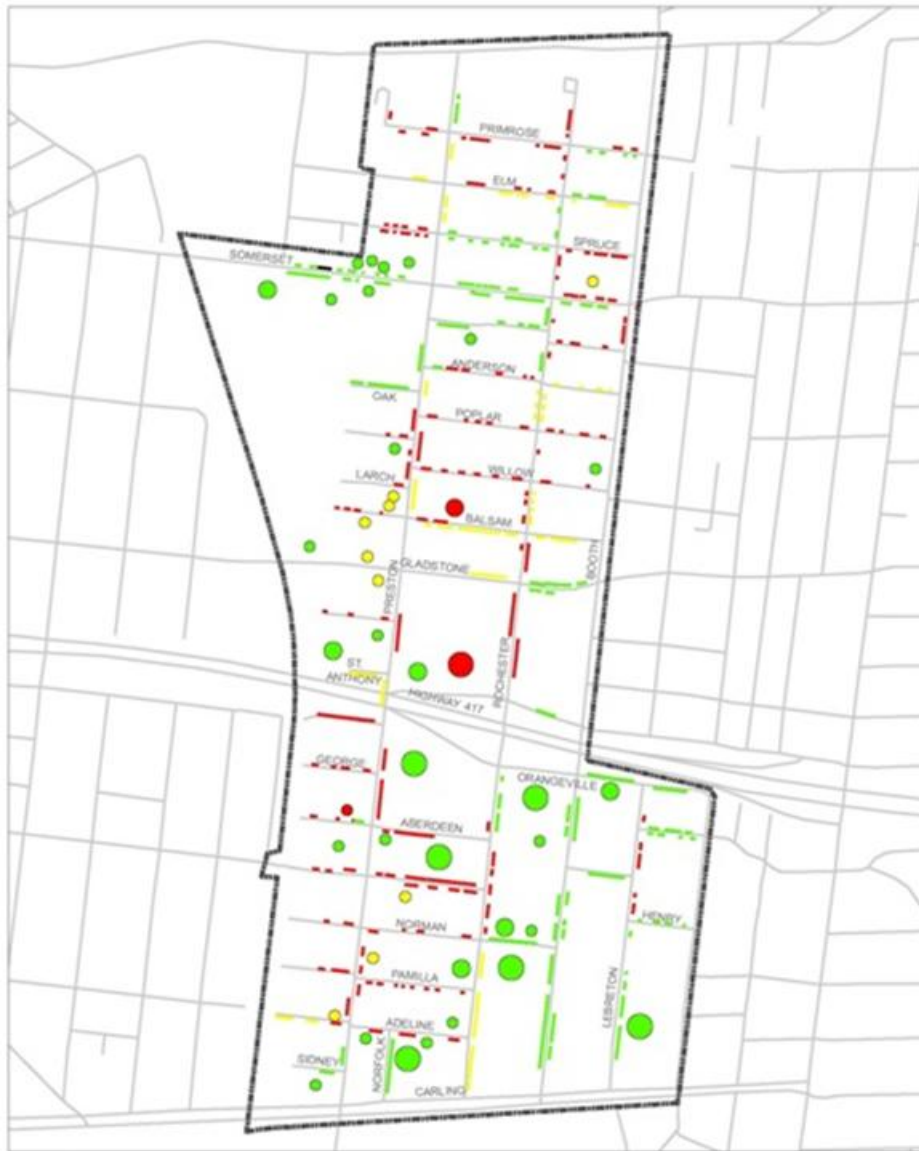


Saturday, May 31st, 2014 – 2:00pm



 <p>Little Italy Parking Study Saturday, May 31st, 2014 2:00 PM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p>  	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
---	---	---

Saturday, May 31st, 2014 – 6:30pm



 <p>Little Italy Parking Study Saturday, May 31st, 2014 6:30 PM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p>  <p> MORRISON HERSHFIELD</p>	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
--	---	---

Sunday, June 1st, 2014 – 10:00am



 Little Italy Parking Study Sunday, June 1st, 2014 10:00 AM Project: 2140259.00 Status: FINAL Date: September 3, 2014	OFF-STREET ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED OFF-STREET LOT SIZE ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES	ON-STREET — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
		
		

Sunday, June 1st, 2014 – 12:00pm



Sunday, June 1st, 2014 – 2:00pm



 <p>Little Italy Parking Study Sunday, June 1st, 2014 2:00 PM</p> <p>Project: 2140259.00 Status: FINAL Date: September 3, 2014</p> 	<p>OFF-STREET</p> <ul style="list-style-type: none"> ● 0 - 50% OCCUPIED ● 51 - 85% OCCUPIED ● > 85% OCCUPIED <p>OFF-STREET LOT SIZE</p> <ul style="list-style-type: none"> ● 0 - 50 SPACES ● 50 - 100 SPACES ● > 100 SPACES 	<p>ON-STREET</p> <ul style="list-style-type: none"> — 0 - 50% OCCUPIED — 51 - 85% OCCUPIED — > 85% OCCUPIED — PAID PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY — PAID PARKING SPACES THAT HAVE BEEN REMOVED — PARKING RESTRICTED DURING SURVEY PERIOD
		

Sunday, June 1st, 2014 – 6:30pm



Appendix 6: Parking Occupancy Information Tables

On-Street Occupancy Information Table

					Thursday				Saturday				Sunday			
Street	From	To	Side	Supply	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
Aberdeen	Dead End	Preston	North	6	100%	83%	67%	83%	100%	117%	133%	83%	100%	117%	133%	83%
Aberdeen	Preston	Rochester	South	10	80%	100%	60%	100%	110%	110%	80%	100%	80%	80%	90%	100%
Adeline	Dead End	Preston	South	9	33%	56%	67%	78%	22%	33%	33%	67%	22%	33%	11%	67%
Adeline	Preston	Norfolk	South	3	100%	100%	33%	0%	133%	133%	67%	133%	33%	67%	100%	100%
Adeline	Norfolk	Rochester	South	7	71%	114%	71%	86%	29%	71%	71%	129%	43%	57%	43%	57%
Anderson	Preston	Rochester	North	11	145%	145%	118%	109%	155%	127%	145%	118%	155%	127%	145%	118%
Anderson	Rochester	Booth	North	6	83%	67%	100%	67%	0%	17%	50%	67%	67%	100%	50%	50%
Balsam	Dead End	Preston	North	5	120%	120%	80%	160%	80%	120%	160%	140%	20%	0%	80%	140%
Balsam	Preston	Rochester	North	5	80%	100%	60%	100%	100%	60%	100%	100%	60%	80%	100%	120%
Balsam	Preston	Rochester	South	20	60%	55%	40%	55%	60%	70%	75%	85%	60%	45%	75%	45%
Balsam	Rochester	Booth	South	10	70%	120%	90%	40%	70%	70%	90%	80%	40%	80%	80%	40%
Beech	Railway	Preston	North	8	100%	113%	75%	113%	125%	100%	125%	125%	125%	100%	125%	125%
Beech	Preston	Rochester	North	20	5%	95%	20%	110%	90%	90%	80%	100%	75%	85%	70%	80%
Beech	Preston	Rochester	South	10	0%	90%	40%	100%	100%	100%	90%	100%	70%	90%	60%	90%
Booth	Somerset	Eccles	West	5	20%	80%	20%	100%	40%	80%	100%	80%	80%	100%	120%	60%
Booth	Orangeville	Norman	West	15	13%	7%	7%	7%	13%	20%	7%	0%	0%	0%	0%	0%
Booth	Orangeville	Daniel McCann	East	11	9%	9%	0%	9%	0%	0%	0%	9%	9%	9%	9%	9%
Booth	Daniel McCann	Carling	East	18	28%	11%	11%	6%	11%	6%	17%	0%	6%	11%	0%	0%
Daniel McCann	Booth	Lebreton	South	9	0%	11%	22%	0%	11%	11%	11%	0%	0%	0%	11%	11%
Eccles	Preston	Rochester	North	6	100%	117%	83%	117%	100%	83%	100%	33%	83%	117%	117%	133%
Eccles	Preston	Rochester	South	8	0%	0%	13%	100%	113%	113%	38%	25%	113%	113%	13%	25%
Eccles	Rochester	Booth	North	5	120%	140%	120%	140%	120%	140%	100%	140%	100%	140%	100%	140%
Elm	Dead End	Preston	North	3	0%	0%	0%	233%	167%	167%	233%	67%	133%	133%	267%	233%
Elm	Preston	Rochester	North	10	80%	70%	60%	140%	60%	70%	110%	120%	90%	60%	80%	120%
Elm	Preston	Rochester	South	8	88%	63%	63%	63%	50%	38%	38%	63%	63%	38%	25%	113%
Elm	Rochester	Booth	North	72	3%	0%	0%	4%	3%	4%	1%	4%	3%	7%	3%	3%
Elm	Rochester	Booth	South	7	57%	43%	71%	57%	86%	57%	43%	71%	29%	43%	43%	14%
George W	Dead End	Preston	North	6	50%	133%	133%	183%	117%	100%	100%	100%	100%	100%	100%	100%
Gladstone	Preston	Rochester	North	9	56%	67%	11%	89%	78%	67%	67%	89%	22%	89%	56%	22%
Gladstone	Rochester	Booth	North	14	0%	0%	0%	0%	0%	0%	0%	0%	21%	0%	0%	0%
Gladstone	Rochester	Booth	South	5	0%	20%	20%	0%	40%	40%	140%	20%	80%	60%	0%	20%
Henry	Lebreton	Bell S	North	6	33%	200%	33%	0%	67%	50%	17%	33%	33%	50%	50%	0%

					Thursday				Saturday				Sunday			
Street	From	To	Side	Supply	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
Larch	Dead End	Preston	North	2	50%	50%	50%	50%	50%	50%	100%	100%	100%	100%	100%	50%
Laurel	Dead End	Preston	North	2	150%	200%	100%	150%	100%	150%	150%	150%	100%	150%	150%	150%
Lebreton	Orangeville	Plymouth	East	2	0%	0%	50%	100%	50%	0%	50%	100%	50%	50%	50%	50%
Lebreton	Plymouth	Henry	East	10	80%	70%	50%	40%	110%	100%	60%	80%	80%	50%	90%	90%
Lebreton	Henry	Carling	East	19	63%	0%	58%	11%	5%	11%	21%	16%	5%	5%	5%	11%
Louisa	Dead End	Preston	North	3	100%	233%	67%	300%	133%	300%	233%	133%	133%	300%	233%	133%
Norfolk	Adeline	Carling	East	14	21%	29%	29%	107%	43%	71%	64%	43%	64%	64%	64%	64%
Norman	Dead End	Preston	North	3	67%	167%	200%	367%	133%	167%	267%	233%	133%	167%	267%	233%
Norman	Preston	Rochester	North	5	240%	220%	240%	260%	120%	140%	140%	260%	80%	120%	40%	200%
Norman	Preston	Rochester	South	2	0%	100%	0%	100%	100%	100%	100%	100%	50%	100%	100%	100%
Norman	Rochester	Booth	North	12	0%	0%	8%	50%	0%	0%	0%	17%	8%	42%	25%	0%
Oak	Dead End	Preston	North	14	14%	21%	29%	64%	86%	43%	71%	50%	50%	71%	86%	43%
Orangeville	Booth	Lebreton	North	12	92%	108%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Orangeville	Lebreton	Bell S	South	9	22%	0%	11%	33%	44%	78%	78%	44%	33%	11%	11%	22%
Pamilla	Dead End	Preston	North	6	83%	183%	100%	150%	183%	117%	133%	167%	183%	150%	150%	133%
Pamilla	Preston	Rochester	South	9	100%	111%	67%	133%	22%	22%	78%	144%	11%	22%	56%	22%
Plymouth	Lebreton	Bell S	North	9	44%	56%	33%	44%	33%	33%	22%	44%	44%	56%	33%	44%
Plymouth	Lebreton	Bell S	South	5	0%	0%	0%	0%	0%	0%	0%	20%	0%	0%	20%	0%
Poplar	Preston	Rochester	North	7	29%	43%	29%	129%	114%	100%	157%	143%	86%	100%	100%	129%
Poplar	Rochester	Booth	North	6	33%	167%	117%	133%	133%	117%	167%	183%	33%	117%	50%	183%
Preston	Albert	Primrose	East	6	33%	0%	0%	17%	17%	17%	17%	0%	33%	33%	33%	50%
Preston	Primrose	Elm	East	4	75%	25%	25%	50%	50%	25%	50%	75%	75%	75%	75%	75%
Preston	Elm	Spruce	East	5	20%	40%	60%	120%	80%	80%	80%	60%	80%	80%	60%	80%
Preston	Somerset	Oak	West	7	29%	71%	14%	100%	71%	100%	57%	29%	100%	43%	86%	29%
Preston	Anderson	Poplar	East	3	67%	67%	33%	33%	100%	133%	133%	133%	133%	67%	233%	33%
Preston	Oak	Laurel	West	5	0%	0%	60%	60%	100%	40%	80%	80%	60%	60%	80%	80%
Preston	Poplar	Willow	East	7	29%	43%	43%	100%	57%	43%	86%	100%	86%	86%	86%	100%
Preston	Laurel	Larch	West	5	60%	80%	80%	120%	80%	40%	100%	100%	120%	80%	80%	120%
Preston	Willow	Balsam	East	7	14%	43%	57%	100%	114%	86%	114%	114%	86%	86%	114%	100%
Preston	Gladstone	417	East	6	33%	67%	17%	150%	117%	150%	167%	167%	150%	117%	150%	150%
Preston	St Anthony	Young	West	6	17%	50%	33%	83%	83%	100%	67%	100%	100%	100%	83%	83%
Preston	417	Aberdeen	East	15	87%	80%	73%	93%	87%	93%	87%	100%	60%	67%	47%	60%
Preston	Norman	Pamilla	East	3	0%	133%	0%	133%	0%	67%	67%	133%	67%	133%	33%	67%
Preston	Pamilla	Adeline	East	2	50%	50%	0%	100%	50%	150%	100%	100%	50%	50%	50%	100%
Preston	Pamilla	Adeline	West	4	25%	75%	25%	100%	75%	50%	75%	100%	25%	75%	50%	100%
Preston	Adeline	Sidney	West	4	25%	50%	0%	75%	100%	50%	25%	100%	100%	0%	25%	75%
Primrose	Walnut	Preston	North	3	0%	33%	33%	67%	33%	0%	0%	100%	67%	33%	0%	67%
Primrose	Walnut	Preston	South	4	50%	25%	25%	50%	100%	50%	125%	100%	100%	100%	75%	0%

					Thursday				Saturday				Sunday			
Street	From	To	Side	Supply	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
Primrose	Preston	Rochester	South	11	45%	18%	45%	64%	36%	73%	109%	109%	82%	82%	100%	64%
Primrose	Rochester	Booth	North	3	67%	67%	33%	133%	67%	133%	100%	167%	167%	100%	33%	100%
Primrose	Rochester	Booth	South	5	80%	60%	60%	40%	20%	20%	40%	40%	0%	0%	0%	40%
Raymond	Rochester	Booth	North	5	100%	80%	100%	0%	0%	0%	100%	0%	0%	0%	0%	20%
Rochester	Dead End	Primrose	West	6	17%	50%	17%	67%	67%	83%	117%	100%	50%	67%	100%	83%
Rochester	Primrose	Elm	West	2	50%	50%	100%	100%	50%	0%	100%	150%	100%	150%	100%	50%
Rochester	Elm	Spruce	West	3	0%	0%	0%	0%	67%	33%	100%	0%	0%	0%	33%	33%
Rochester	Spruce	Somerset	East	4	125%	100%	50%	125%	75%	125%	150%	100%	100%	150%	75%	100%
Rochester	Somerset	Eccles	East	1	500%	600%	500%	400%	300%	600%	400%	400%	200%	400%	300%	500%
Rochester	Somerset	Eccles	West	4	0%	50%	0%	50%	75%	100%	100%	100%	75%	100%	75%	75%
Rochester	Eccles	Anderson	East	1	100%	200%	100%	100%	300%	200%	100%	300%	300%	400%	100%	300%
Rochester	Eccles	Anderson	West	5	60%	60%	20%	40%	80%	80%	60%	20%	0%	80%	60%	60%
Rochester	Anderson	Poplar	East	6	33%	17%	50%	50%	33%	33%	83%	83%	17%	33%	33%	67%
Rochester	Anderson	Poplar	West	4	25%	25%	25%	0%	0%	25%	0%	75%	25%	25%	0%	75%
Rochester	Poplar	Willow	East	1	200%	0%	200%	300%	500%	100%	300%	100%	0%	100%	100%	200%
Rochester	Willow	Balsam	East	5	60%	40%	40%	20%	20%	40%	120%	80%	0%	0%	20%	0%
Rochester	Willow	Balsam	West	4	100%	0%	0%	0%	75%	25%	125%	125%	0%	0%	0%	0%
Rochester	Balsam	Gladstone	East	7	100%	43%	29%	29%	100%	57%	100%	100%	29%	57%	43%	71%
Rochester	Balsam	Gladstone	West	1	200%	100%	200%	100%	200%	200%	200%	200%	200%	200%	200%	200%
Rochester	Gladstone	417	East	10	0%	0%	0%	10%	50%	20%	140%	90%	30%	30%	40%	30%
Rochester	Gladstone	417	West	11	0%	0%	0%	0%	18%	18%	136%	100%	0%	0%	0%	9%
Rochester	Orangeville	Aberdeen	East	10	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	0%	0%
Rochester	Orangeville	Aberdeen	West	2	0%	0%	0%	0%	50%	50%	100%	150%	50%	150%	50%	0%
Rochester	Aberdeen	Norman	East	10	90%	90%	10%	100%	70%	80%	40%	100%	0%	90%	60%	50%
Rochester	Norman	Carling	East	26	0%	19%	38%	58%	8%	27%	23%	50%	8%	12%	12%	0%
Sidney	Dead End	Preston	South	4	75%	25%	75%	25%	50%	100%	50%	25%	100%	125%	100%	25%
Somerset	Breezehill	Preston	North	16	44%	50%	50%	75%	69%	63%	25%	31%	56%	81%	31%	6%
Somerset	Breezehill	Preston	South	18	67%	56%	50%	83%	78%	56%	6%	17%	44%	56%	44%	6%
Somerset	Preston	Rochester	North	10	0%	40%	30%	50%	50%	50%	50%	50%	50%	80%	50%	50%
Somerset	Preston	Rochester	South	13	8%	15%	0%	62%	77%	85%	100%	54%	46%	77%	38%	69%
Somerset	Rochester	Booth	North	8	13%	50%	50%	75%	75%	100%	100%	63%	63%	88%	100%	75%
Somerset	Rochester	Booth	South	6	17%	33%	33%	50%	83%	100%	100%	100%	67%	100%	67%	100%
Spruce	City Centre	Preston	North	5	80%	100%	60%	6%	160%	120%	120%	100%	140%	100%	60%	140%
Spruce	City Centre	Preston	South	7	14%	29%	29%	86%	100%	71%	86%	100%	86%	29%	43%	71%
Spruce	Preston	Rochester	North	6	33%	83%	100%	83%	133%	133%	83%	33%	83%	100%	150%	117%
Spruce	Preston	Rochester	South	10	70%	40%	40%	90%	90%	80%	80%	50%	80%	60%	50%	70%
Spruce	Rochester	Booth	South	9	89%	100%	100%	122%	144%	133%	100%	89%	89%	111%	56%	133%
St. Anthony	Dead End	Preston	South	6	100%	100%	100%	100%	83%	100%	67%	100%	100%	100%	100%	100%

					Thursday				Saturday				Sunday			
Street	From	To	Side	Supply	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
Walnut			East	2	50%	50%	0%	50%	100%	50%	100%	100%	100%	150%	100%	50%
Willow	Preston	Rochester	North	12	0%	58%	92%	92%	108%	58%	125%	117%	58%	50%	83%	108%
Willow	Rochester	Booth	North	4	350%	175%	150%	125%	50%	125%	125%	100%	100%	225%	75%	100%
Young	Dead End	Preston	North	9	56%	22%	56%	144%	122%	122%	67%	144%	67%	144%	100%	100%

Off-Street Occupancy Information Table

Lot ID	Lot Address	Supply	Thursday				Saturday				Sunday			
			10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
1	829 Carling	21	48%	33%	24%	0%	24%	19%	38%	19%	14%	19%	14%	14%
2	44 Adelaide	6	17%	50%	50%	17%	17%	0%	0%	0%	0%	0%	0%	0%
3	785 Carling	146	78%	69%	77%	2%	1%	0%	1%	0%	0%	0%	0%	0%
4	299 Carling	322	68%	94%	92%	4%	1%	1%	1%	1%	1%	1%	1%	1%
5	552 Booth	38	103%	100%	100%	13%	0%	0%	0%	0%	0%	0%	0%	3%
6	552 Booth	52	96%	96%	92%	2%	0%	0%	0%	0%	0%	0%	0%	0%
7	580 Booth	145	78%	77%	77%	18%	6%	6%	6%	2%	8%	8%	9%	4%
8	516 Rochester	62	98%	102%	90%	3%	0%	2%	0%	0%	0%	0%	0%	0%
9	544 Rochester	34	91%	82%	94%	9%	0%	0%	0%	0%	0%	0%	0%	0%
10	485 Preston	25	88%	92%	92%	4%	36%	28%	20%	0%	20%	16%	12%	0%
11	450 Preston	6	17%	33%	67%	0%	17%	17%	33%	83%	17%	17%	17%	17%
12	333 Preston	1039	97%	82%	76%	20%	14%	14%	14%	13%	14%	12%	12%	13%
13	425 Preston	35	46%	46%	74%	54%	14%	9%	29%	83%	20%	17%	20%	29%
14	360 Preston	10	50%	30%	100%	100%	10%	40%	90%	100%	20%	20%	60%	90%
15	80 Aberdeen	46	63%	67%	52%	28%	11%	9%	11%	26%	11%	13%	13%	9%
16	70 Beech	20	85%	90%	90%	70%	35%	35%	45%	55%	15%	25%	35%	30%
17	555 Booth	100	29%	29%	29%	0%	0%	0%	0%	1%	0%	0%	0%	0%
18	552 Booth	210	78%	60%	71%	5%	0%	1%	22%	15%	1%	1%	0%	0%
19	552 Booth	48	110%	102%	96%	13%	10%	10%	10%	10%	13%	13%	13%	13%
20	450 Rochester	300	62%	67%	66%	36%	2%	2%	7%	25%	1%	2%	3%	3%
21	357 Preston	20	85%	100%	80%	65%	0%	0%	10%	40%	5%	25%	20%	15%
23	933 Gladstone	84	29%	24%	21%	0%	0%	0%	2%	2%	0%	0%	0%	0%
24	934 Gladstone	16	13%	13%	13%	0%	0%	0%	0%	0%	0%	0%	0%	0%
25	930 Somerset	40	90%	68%	53%	95%	100%	75%	78%	40%	90%	93%	85%	10%
26	135 Preston	20	35%	40%	40%	40%	35%	35%	40%	35%	35%	35%	40%	35%
27	180 Preston	7	29%	57%	43%	29%	14%	14%	14%	29%	14%	14%	29%	29%
28	224 Preston	28	100%	94%	94%	31%	63%	81%	69%	69%	56%	56%	50%	69%
29	226 Preston	9	11%	67%	44%	100%	33%	22%	56%	78%	0%	0%	33%	56%
30	232 Preston	45	80%	71%	96%	51%	51%	71%	69%	71%	7%	7%	20%	27%
31	250 Preston	18	6%	44%	44%	89%	17%	17%	33%	61%	6%	22%	17%	33%
32	933 Gladstone	28	36%	43%	54%	14%	21%	21%	36%	18%	4%	4%	4%	4%
33	256 Preston	11	55%	64%	45%	82%	36%	45%	27%	64%	73%	27%	27%	45%
34	215 Preston	60	55%	65%	53%	33%	28%	33%	52%	97%	32%	87%	80%	43%
35	360 Booth	12	33%	33%	50%	58%	8%	17%	17%	42%	0%	17%	25%	17%
36	523 St. Anthony	72	54%	50%	58%	28%	11%	25%	46%	28%	18%	68%	24%	4%
37	284 Preston	43	70%	70%	70%	40%	2%	5%	77%	23%	2%	5%	5%	9%
38	301 Preston	60	67%	62%	40%	18%	13%	7%	100%	47%	5%	15%	8%	12%

Lot ID	Lot Address	Supply	Thursday				Saturday				Sunday			
			10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM	10:00 AM	12:00 PM	2:00 PM	6:30 PM
39	300 Rochester	192	97%	91%	49%	10%	35%	29%	96%	99%	15%	3%	1%	2%
40	953 Somerset	8	50%	50%	63%	38%	88%	63%	38%	0%	0%	0%	0%	0%
41	939 Somerset	12	25%	33%	17%	58%	25%	25%	17%	42%	25%	17%	8%	8%
42	939 Somerset	7	14%	0%	0%	57%	114%	0%	0%	0%	0%	0%	0%	0%
43	100 Preston	22	95%	59%	45%	55%	68%	77%	82%	27%	18%	45%	36%	23%
44	815 Somerset	16	0%	38%	31%	81%	44%	44%	63%	75%	31%	94%	50%	88%

Appendix 7: Travel Survey Questions

Please provide the first 3 letters of your postal code:

Mode of Travel:

- Walk
- Cycle
- Taxi
- Car – Driver
- Car – Passenger
- Motorcycle or Scooter
- Public Transit
- Other (Please Specify)

What is the purpose of your trip? (Choose all that apply)

- Shopping
- Dining
- Appointment
- Entertainment
- Work
- Live in Area
- Visiting Friends/Family
- Services
- Other (Please Specify)

How long do you expect to stay in the area?

- <1hr
- 1-2hr
- 2-3hr
- 3-8hr
- >8hr
- Don't Know

How often do you come to this area?

- First Visit
- Daily
- Several times a week

- Several times a month
- Several times a year

Approximately, how much did you or will you spend on the stores/services during this visit?

- \$0
- <\$10
- \$10-29
- \$30-50
- \$51-100
- \$101-150
- \$151-200
- \$201-300
- \$301-400
- >\$400

Questions for Drivers

When you park here, how easy is it for you to find a parking space?

- I always find an empty parking space
- I occasionally have difficulty finding a parking space
- I frequently have difficulty finding a parking space
- This is my first visit

What kind of parking did you use?

- On-Street Paid
- On-Street Unpaid
- Off-Street Paid
- Off-Street Unpaid
- Other (Please Specify)

Why did you choose to park where you did?

- Location
- Ease of Use
- Lack of On-Street Parking
- Familiarity with Parking Lot/Garage
- Price

- Other (Please Specify)

How long did it take you to find a parking space?

- <5 min
- 5-10min
- 10-20min
- 20-30min
- >30min

Questions for All Interviewees

What are your concerns when travelling to this area? (Choose all that apply)

- Availability of Parking
- Parking Rates
- Parking Time Limits
- Parking Enforcement
- Bicycle Parking
- Transit Service
- Other (Please Specify)
- I have no concerns

What are your concerns with (answer above)?

Where is your farthest destination today? (Please indicate on the map)

Appendix 8: Public Consultation Comments

The following table includes in-field comments (travel surveys and other comments obtained during surveys), comments received from the start-up notice (the start-up notice was distributed at the Preston Street BIA Annual General Meeting and by e-mail to stakeholders), and comments from the Little Italy Public Open House (includes comments received from the follow-up e-mail).

Parking Availability

Comment	Total Comments	Total Comments by Source	Source
On weekdays, it's hard to find parking	1	1	In-Field
It took longer to find a parking spot than my actual visit	1	1	In-Field
Parking is an issue on Preston Street. Parking would be a deterrent if I wanted to dine here	1	1	In-Field
On Pamilla Street, lots of cars are towed away because they are blocking driveways when parked. There is not enough room for people to park (comment by a resident of Pamilla Street)	1	1	In-Field
It's tough to find parking spaces sometimes/there's a shortage of parking	6	6	In-Field
There should be additional on-street parking on the north side of Carling to support the O-Train entrance	1	1	Start-Up
There should be more paid parking lots in the area	1	1	Start-Up
We need a multi-level parking garage	1	1	Start-Up

Comment	Total Comments	Total Comments by Source	Source
Plant Recreation Centre public pool does not have enough parking spaces	1	1	Start-Up
There should be more short term parking adjacent to the Bridgehead on Anderson at Preston	1	1	Open House
Parking regulations do not provide sufficient time to park	1	1	Open House
On-street parking availability is only a problem during the evening	1	1	Open House
I'm concerned about parking availability when events are happening	4	4	In-Field
I'm concerned about parking availability when events are happening	2	2	Start-Up
There is not enough parking on side streets	1	1	In-Field
There is not enough parking on side streets	1	1	Open House
There are too many cars and not enough on-street parking spaces	1	1	Open House

Parking Rates

Comment	Total Comments	Total Comments by Source	Source
Parking is expensive	3	3	In-Field
Paid street parking is harmful to	1	1	Start-Up

Comment	Total Comments	Total Comments by Source	Source
businesses. There should be more leniency during lunch hours			
All City parking should be equitable, i.e. everyone or no one pays	1	1	Start-Up
There is not enough free short term parking	1	1	Open House
I am concerned with parking rates	1	1	Open House
There should be more free parking	1	1	In-Field
There should be more free parking	2	2	Start-Up
There should be more free parking	1	1	Open House

Parking Time Limits

Comment	Total Comments	Total Comments by Source	Source
Too short	5	5	In-Field

Parking Enforcement

Comment	Total Comments	Total Comments by Source	Source
Parking police frequently check your car	1	1	In-Field
I'm afraid of getting a ticket	2	2	In-Field
Too lenient	2	2	Start-Up

Comment	Total Comments	Total Comments by Source	Source
Too lenient	1	1	Open House
Too aggressive	2	2	In-Field
Too aggressive	2	1	Open House

Parking Signage

Comment	Total Comments	Total Comments by Source	Source
The signs are really confusing. It's hard to tell if you are legally parked. Instead of Pay and Display, we should have a parking system similar to Montreal. In Montreal, at the pay station you punch in the code for the location of where you are parked and then you pay (you don't have to return to your car to display a parking receipt). It's easy for the person monitoring parking because he/she doesn't need to look at the dashboard of each car	1	1	In-Field
There needs to be better signage for private lots i.e. 333 Preston	1	1	Start-Up
There is not enough signage to prevent cars from parking in front of driveways	1	1	Start-Up
There should be signs at the entrance of each side street which tell drivers where the nearest off-street lot is located	1	1	Open House
There should be a "No Parking" sign on	1	1	In-Field

Comment	Total Comments	Total Comments by Source	Source
the North side of Spruce Street			

Bicycle Parking

Comment	Total Comments	Total Comments by Source	Source
Better bike racks are needed / there is limited availability of bike racks	4	4	In-Field
Better bike racks are needed / there is limited availability of bike racks	1	1	In-Field
Better bike racks are needed / there is limited availability of bike racks	1	1	Open House
Bicycle corrals on Somerset force users onto the street	1	1	Open House

Transit Service

Comment	Total Comments	Total Comments by Source	Source
I'm not happy about the 75 cent fare increase in July	1	1	In-Field
There are not enough bus stops along Preston Street	1	1	In-Field
The 185 is really slow	1	1	In-Field
The 85 is too infrequent and unreliable	2	2	In-Field
Scheduling/frequency (especially on	3	3	In-Field

Comment	Total Comments	Total Comments by Source	Source
weekends)			
When taking the bus, I would like to make sure there's a bike rack on the bus	1	1	In-Field
I'm concerned about the future of transit (closed for LRT)	1	1	In-Field
Expedited completion of the Gladstone O-Train station would encourage transit use	1	1	Start-Up

Vehicle/Pedestrian/Cyclist Traffic Flow

Comment	Total Comments	Total Comments by Source	Source
Not adequate space for biking – the traffic makes it unpleasant / dangerous to bike on Preston	2	2	In-Field
Cars parked on both sides of Laurel street block traffic and cause delays for emergency vehicles	2	2	Start-Up
Cyclists exiting to the MUP are not able to see cars parked because the path is on an angle	1	1	Start-Up
Large cars park in small spots, blocking driveways	1	1	Start-Up
Large cars park in small spots, blocking driveways	1	1	Open House

Comment	Total Comments	Total Comments by Source	Source
Some rear laneways are impassable	1	1	Start-Up
Increased parking during events causes laneways and sidewalks to be blocked	1	1	Start-Up
Cars parked along Preston block sightlines for traffic. Mirrors could be installed on the houses to increase visibility	1	1	Start-Up
The snow banks are too large on side streets in the winter making passage difficult and people still park in front of the snow banks	2	2	Start-Up
Drivers looking for spots drive up and down the street, increasing traffic and drive very quickly when they leave upon not finding any spots	2	2	Open House
Unofficial taxi stand at Preston St and Aberdeen St causes westbound traffic to veer into opposing lane. Aberdeen St should be widened or parking spots on Preston should be made into designated taxi spots	1	1	Open House
Valet parking at Giovanni's restaurant and Preston and Aberdeen St occurs in the road and block traffic. 1 or 2 parking spots should be dedicated to valet parking use 6-9pm	1	1	Open House
When there is an event at Sala San Marco, driveways are blocked	1	1	In-Field

Cars park illegally in front of driveways	1	1	Start-Up
Cars park illegally in front of driveways	2	2	Open House
I'm concerned about traffic on Preston	4	4	In-Field
I'm concerned about traffic on Preston	2	2	Start-Up

Other

Comment	Total Comments	Total Comments by Source	Source
The parking meters don't work sometimes	2	2	In-Field
There should not be on-street parking	1	1	In-Field
There is a lack of buskers	1	1	In-Field
Lots of cars park illegally - some people misuse handicap signs (have seen people with H/C permits who are not handicapped)	1	1	In-Field
There are many illegally parked vehicles	1	1	Start-Up
The wide sidewalk along Preston should be removed in order to accommodate angle parking	1	1	Start-Up
Current parking garages should not be allowed to provide monthly passes	1	1	Start-Up
There needs to be increased BIA local marketing outreach	1	1	Start-Up
Parking should be banned on side streets in the winter	1	1	Start-Up

Comment	Total Comments	Total Comments by Source	Source
There needs to be a turnaround loop at the end of Oak Street to discourage drivers to use laneways to turn around	1	1	Start-Up
Parking should be difficult in order to discourage car use	1	1	Start-Up
People should be directed to a municipal lot	1	1	Start-Up
The bulbouts along Preston should be enlarged	2	2	Start-Up
We don't need to have a large garage (i.e. 333 Preston) until we utilize the parking we already have	1	1	Start-Up
There is are no rules/enforcement of homeowners renting out their front yards as parking spaces	1	1	Start-Up
Snow removal damages the landscaping surrounding parking lots	2	2	Start-Up
Parking spots are too small	1	1	Start-Up
I would support initiatives to encourage active modes of transportation	2	2	Open House
There should be no-stopping sign on the south side of Anderson at Preston. There are many dangerous traffic snarls at this intersection	1	1	Open House
I would support initiatives to encourage transit service, promote carsharing/carpooling, and teleworking	1	1	Open House

Comment	Total Comments	Total Comments by Source	Source
There is a lack of awareness of off-street parking	1	1	Open House
People will favour on-street parking over off-street lots	1	1	Open House
Side streets should have pay and display parking lots, but residents should be exempt	1	1	Open House
People using the recreation centre park in the business owner's loading zone, creating problems	1	1	In-Field
Business owner does not want a parking meter	1	1	In-Field
New residents and employees to the area will not take public transit as the Planning & Growth Management Department suggests	1	1	Open House
Parking issues will worsen with further development of the area	1	1	Start-Up
Parking issues will worsen with further development of the area	3	3	Open House

- In-Field Comments: 60
- Start-Up Comments: 43
- Open House Comments: 32
- Total Number of Comments: 135