Centretown Local Area Parking Study

Parking Services

Public Works Department

City of Ottawa

March 2016

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Background

1.1 Study Purpose

This study was initiated in 2015 by the Parking Services Branch of the City of Ottawa. It represents the eighth Local Area Parking Study (LAPS) to be completed since the approval of the Municipal Parking Management Strategy (MPMS) in 2009. Previous studies include ByWard Market, Glebe, Little Italy, Chinatown and Vanier.

As with much of the central part of the City of Ottawa, growth and intensification are changing the dynamic of the Centretown area. In turn, there is a need to determine the impacts of the different types of change on both businesses and residents. This type of study also provides critical information to assist in future planning and infrastructure processes.

The process undertaken for this study aligns with the previous studies and with the MPMS which identifies Local Area Parking Studies as a primary tool in ensuring parking issues are properly accounted for and addressed through detailed data collection, consultation and analysis. The MPMS also outlines the objectives of the City's Municipal Parking Management Program:

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.

Based on the objectives of the program, it becomes clear that solutions to parking-related issues can be varied and are not exclusively tied to increasing or decreasing parking supply. There is a strong recognition that the Centretown area is unique from other areas in the City in terms of transportation. The means of transportation into and within this area is heavily weighted towards ‘alternate modes’ (e.g. cycling, walking, transit), the promotion of which is a supported component of the Municipal Parking Management Program.

1.2 Study Area

The study area is bounded by Gloucester Street / Lisgar Street in the north, Highway 417 in the south, the Rideau Canal in the east, and Bronson Avenue in the west. The Centretown study area is consistent with the study area used within the *Centretown Community Design Plan*. Please see *Map 1 –Centretown Study Area* for more information.

An inventory of all parking within the study area and occupancy counts was completed for all on-street parking and off-street parking including public and private lots. Private off-street residential parking lots were not included in the parking inventory or in the occupancy data. There are currently 3,042 total on-street spaces in the study area (1,408 are paid parking). There are a total of 9,426 off-street parking spaces within the study area that are available for public use which includes parking for commercial, office, institutional, and open space uses for customers, employees, and the general public. Of these, 5,842 are paid parking spaces (1,057 municipally-owned and 4,785 privately-owned).

There are two off-street City-owned parking garages within the study area:

- 210 Gloucester Street (Lot 3) contains 206 parking spaces (69 public parking spaces and 137 reserved parking spaces located on the upper floors).
- 114 Laurier Avenue West (City Hall, Lot 6) contains 850 parking spaces (794 public parking spaces and 56 reserved parking spaces).

Due to the large size of the study area, the study area was separated into five different areas (See *Map 1 – Centretown Study Areas*). Areas A and E consist primarily of residential land uses, Areas B and C are centered around commercial mainstreets (Bank Street and Elgin Street respectively) and Area D is located in the south-east portion of the study area and contains institutional uses such as the Museum of Nature and the Ottawa Police Station. *Table 1 – Parking Inventory by Section* shows the on-street and off-street parking inventory for each area.

Map 1 –Centretown Study Areas

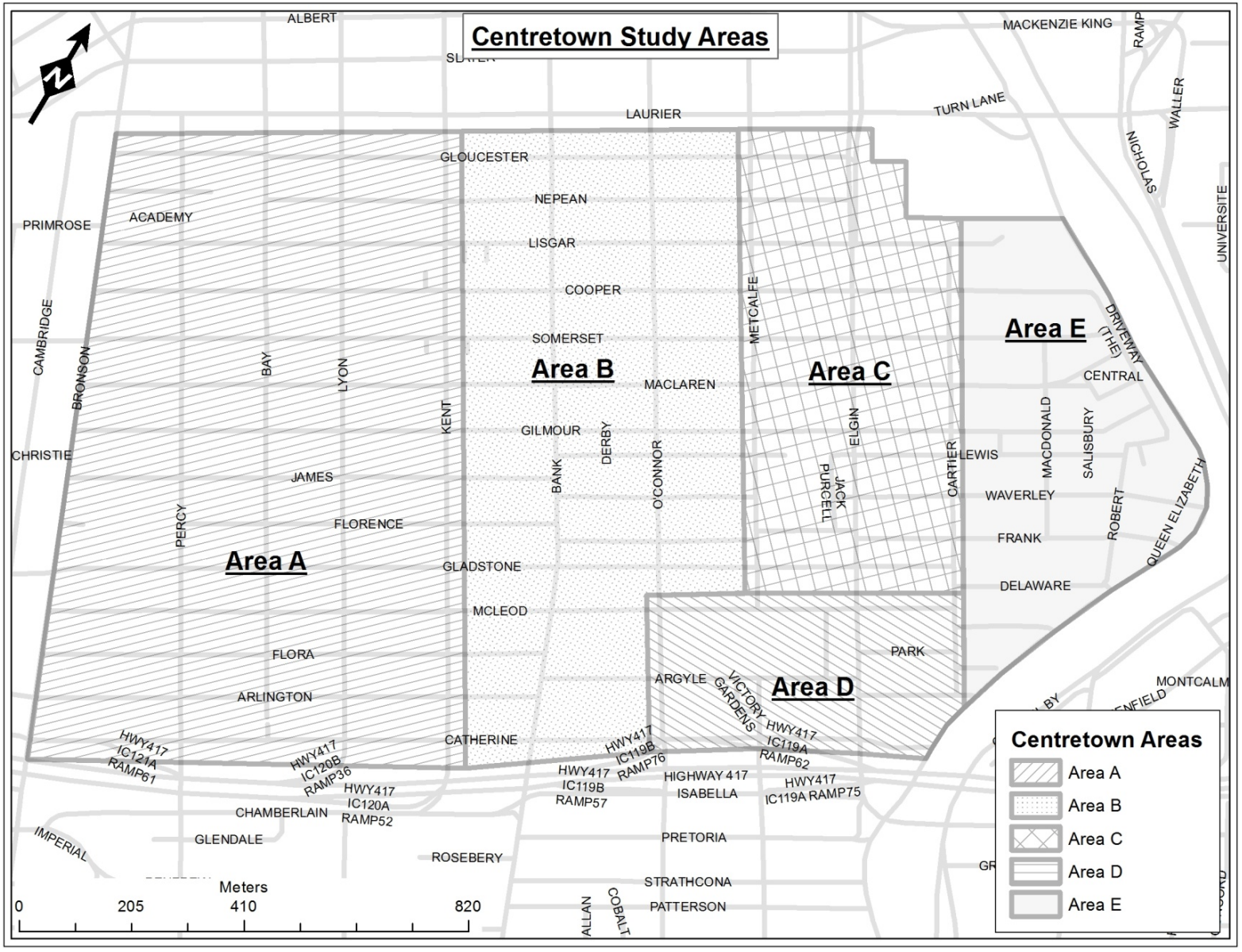


Table 1 –Parking Inventory by Section

Area	On-Street	Off-Street	Total
Area A	1,118	1,638	**2,756**
Area B	790	4,236	**5,026**
Area C	544	2,963	**3,507**
Area D	178	435	**613**
Area E	412	154	**566**
Total	**3,042**	**9,426**	**12,468**

There are currently three residential parking permit zones located within the Centretown study area (See *Map 2 – Residential Parking Permit Zones*):

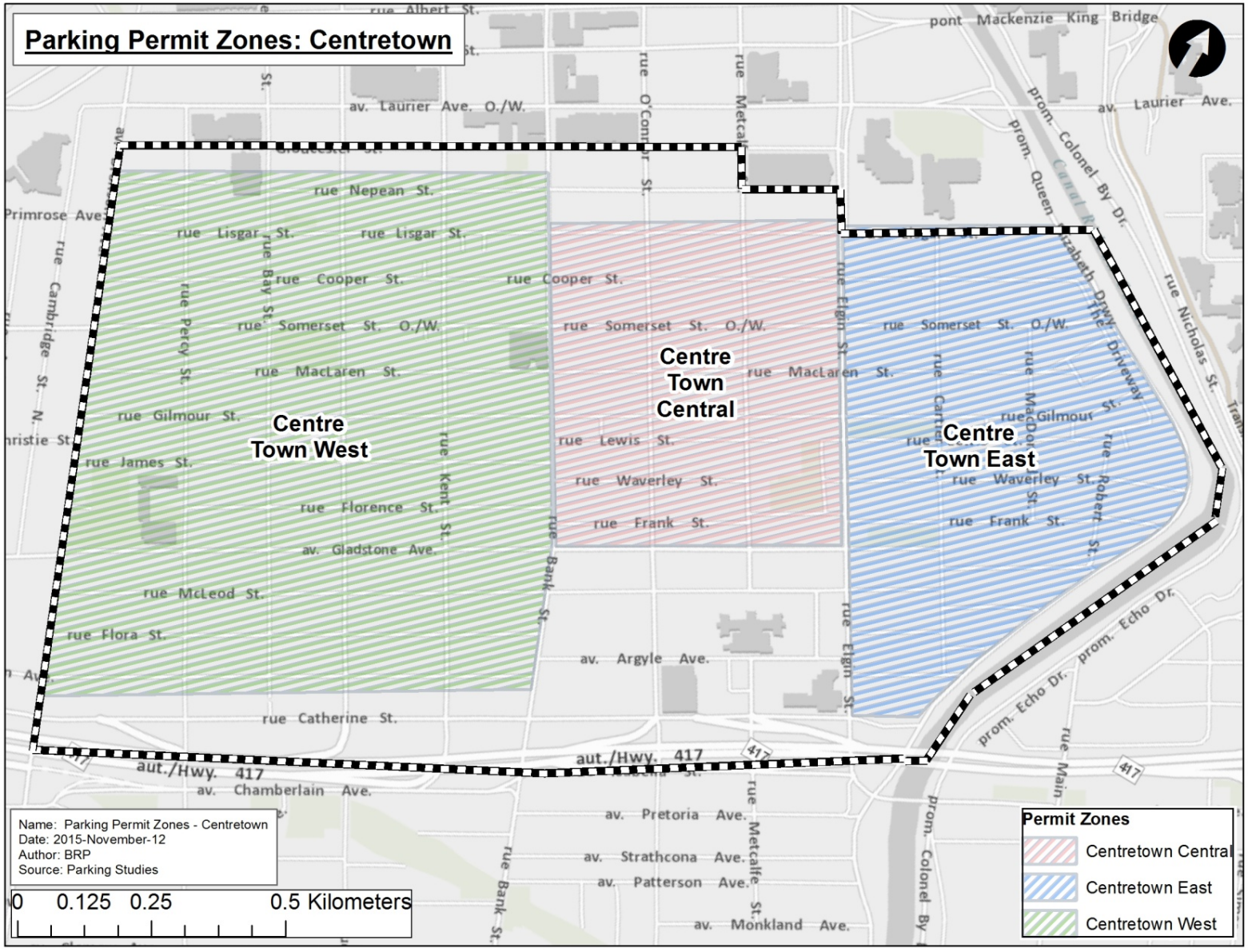
- Zone 5 – Centretown West
- Zone 6 – Centretown Central
- Zone 7 – Centretown East

The table below shows the number of active and available residential on-street parking permits by zone as of March 17th, 2016.

Table 2 – Number of On-Street Residential Parking Permits

Area	Available	Active	Remaining
Centretown West (Zone 5)	320	124 (39%)	196 (61%)
Centretown Central (Zone 6)	212	54 (25%)	158 (75%)
Centretown East (Zone 7)	268	155 (58%)	113 (42%)

Map 2 – Residential Parking Permit Zones (2016)



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. Achieving 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 (85%), additional traffic can be generated as drivers search for available parking.
- **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. These facilities 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). Private off-street residential parking lots were not included in the parking inventory or in the occupancy data.
- **Peak Period -** Time at which demand for parking is at its highest.

1.4 Types of Parking

Virtually all parking spaces can be classified according to *Table 3 – Types of Parking*. In section 3.1 – Total Parking Inventory, *Map 14 – 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 3 - 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 and along mainstreets; 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 *Centretown Local Area Parking Study*.

1.5 Previous Parking Studies

There have been no recent parking studies conducted for any significant part of the Centretown study area. The majority of previous studies were conducted in the 1990's. Other more recent studies only included a small portion of Centretown within their study area. In total, nine studies have been conducted since 1989, accounting for different study areas. The parking studies are divided by Area and include:

Area A

- Flora/Arlington Area Transportation Study (1994)
- Somerset Heights Transportation and Parking Study (1994)
- Chinatown Local Area Parking Study (2012)

Area B

- Bank Street Parking Study (1998)

Area B and C

- Central Area Parking Study Update – West of Rideau Canal (2010)
    - North of Gloucester Street
    - Very limited overlap with current study area

Area C

- Elgin Street Parking Study (1989)
- Elgin Street Parking Review (1993)
- Elgin Street Parking Review (1994)

Area D

- Museum of Nature Parking Study (2003)

1.5.1 Area A

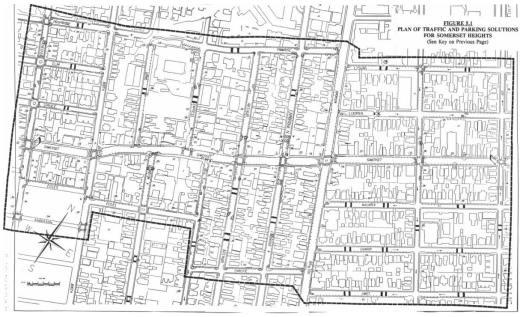
1. Flora/Arlington Area Transportation Study (1994)

The *Flora / Arlington Area Transportation Study* conducted in April 1994 by McCormick Rankin included parking related feedback received during public consultation. A formal parking survey was not conducted for this transportation study. The parking issues detailed in the transportation study included a lack of on-street parking on weekday evenings and weekends.

There were concerns that lack of parking could lead to double-parking, vehicles blocking private laneways or fire hydrants, vehicles parked in no-parking zones, and front yard / boulevard non-licensed and licensed parking. There were also concerns that residential developments do not provide enough parking for all residents. As medium profile development occurs, parking problems within the study area will be exacerbated.

2. Somerset Heights Transportation and Parking Study (1994)

The *Somerset Heights Transportation and Parking Study* was conducted in November 1994 by J.P. Braaksma & Associates Ltd. The parking study was conducted at half-hour intervals during on Thursday, November 3, 1994 from 11:30am to 2:30pm and from 6:30pm to 8:30pm and on Saturday, November 5, 1994 from 11:30am to 2:30pm. Please see map for study area.



Only a small portion of the Centretown study area overlaps with the Somerset Heights study area. This area includes east of Bronson Avenue, west of Bay Street, south of Lisgar Street, and north of James Street. The results of the study showed that peak parking periods occurred on weekday evenings between 7:30pm and 8:30pm and Saturday noon-time between 12:30pm and 1:30pm. The study concluded that the study area was short 50 to 100 parking spaces. The shortage was most prevalent during the Saturday peak period. Other parking issues that arose during the study included illegal parking (in no-parking zones, parking on curbs, sidewalks and lawns, parking too close to intersections, parking across pedestrian crossways and driveways), underutilized off-street lots combined with commercial parking on residential streets, lack of enforcement during critical times (weekends, holidays, special events), tour bus parking on residential streets, delivery trucks blocking sidewalks while loading and unloading, and high parking demand (exceeding parking supply) for land uses along Somerset Street.

3. Chinatown Local Area Parking Study (2012)

The *Chinatown Local Area Parking Study* was completed in 2013 by Dillon Consultants Limited. The Chinatown parking study area overlaps with the Centretown study area. The Chinatown parking study area includes Lisgar Street / Primrose Street / Elm Street in the north, Gilmour Street / Christie Street / Willow Street Anderson Street in the south, Preston Street in the west, and Bay Street in the east. Parking occupancy data was collected on Saturday, November 3rd, Sunday, November 4th, and Thursday, November 8th, 2012 from 9:00 am to 9:00 pm.

Within the study area east of Bronson Avenue where the Centretown and Chinatown study areas overlap, the Chinatown parking study found that on-street parking is underutilized on all days until 11:30 am and that the on-street parking exceeds practical capacity on Saturday and Sunday during dinner hours when on-street parking is unpaid.

Some of the recommendations stemming from the parking study in the section east of Bronson Avenue include:

- Consider improving the use of on-street parking in the study area by reducing parking fees and/or increasing permitted duration where and when occupancy levels are consistently at or below 50% throughout the day.
- Explore the potential of increasing on-street parking supply (through community consultation process) on Cooper Street between Bronson Avenue and Percy Street.
- Explore the need for additional bicycle parking facilities along Somerset Street and install new bicycle parking as appropriate.

1.5.2 Area B

1. Bank Street Parking Study (1998)

The *Bank Street Parking Study* was conducted in October 1998 by Delcan. The study area included Bank Street from Gloucester Street to Catherine Street and some of the side streets (see map below). The study was conducted for on-street and off-street parking on weekdays Thursday, May 29, 1997 from 9:30am to 3:00pm and from 7:00pm to 9:00pm. The study was also conducted on Saturday, May 31, 1997 from 11:00am to 3:00pm.

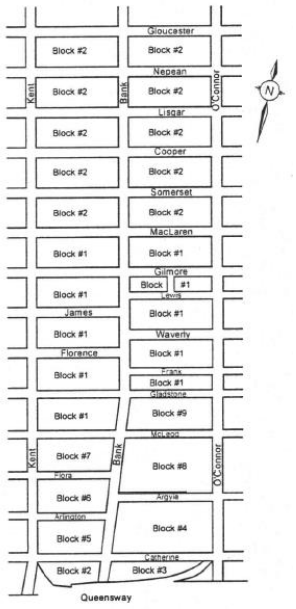


Exhibit 1: Study Area

The results showed that there is high demand for on-street parking along Bank Street north of Gladstone Avenue. During the time of the survey, this stretch of Bank Street was a no-parking zone. Both customers and business owners have indicated that on-street parking would be highly desirable along this stretch of Bank Street. The findings also indicated that there was heavy demand for on-street parking on the streets crossing Bank Street.

The parking surveys showed that occupancy was highest in the evenings and that off-street parking was in very low demand. It was suggested that this result was due to the on-street parking in the evenings being unpaid, whereas the off-street parking lots continue to charge a fee. The table below shows the results of the occupancy surveys and travel surveys.

The study also noted that demand for parking would increase in the near future due to changes in provincial legislation that would permit retail stores to remain open later during the evenings. It was recommended that the City of Ottawa should consider charging for parking at meters in the evenings to encourage the

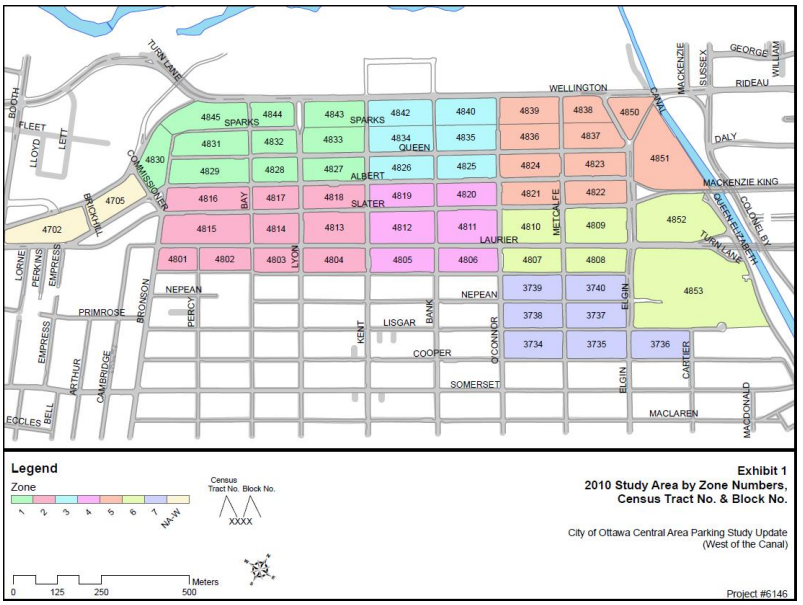
Street Location	Weekdays	Evenings	Saturdays
Bank Street north of Gladstone	✔	✔	✔
Gloucester Street	✔	✔	✔
Nepean Street	✔	✔	✔
Somerset Street	✔	✔	✔
Argyle Street	✔	✔	✔
MacLaren Street	✔	✔	✔
McLeod Street between Bank and O'Connor	✔	✔	
Lewis Street		✔	✔
Flora Street		✔	✔
Gladstone Avenue between Bank and Kent		✔	✔
Lisgar Street		✔	✔
Cooper Street		✔	✔
Gilmour Street		✔	
James Street		✔	
Waverly Street			✔

use of on-street parking for shorter-term uses (i.e. less than one or two hours) and to encourage the use of off-street lots for longer-term parking (i.e. more than two hours).

1.5.3 Area B and C

1. Central Area Parking Study Update – West of Rideau Canal (2010)

The Central Area Parking Study Update – West of Rideau Canal was completed in February 2013 by the HDR Corporation for the City of Ottawa. The data collection for this parking study update occurred in the fall of 2010. An on-street and off-street parking survey was conducted on Thursday, September 23rd and Wednesday, November 10th, 2010 from 11:30am to 2:30pm. On-street parking surveys were also conducted on Friday September 24th, 2010 from 6:30pm to 9:30pm and on Saturday, September 25th and Sunday, 26th, 2010 from 10:30am to 2:30pm.

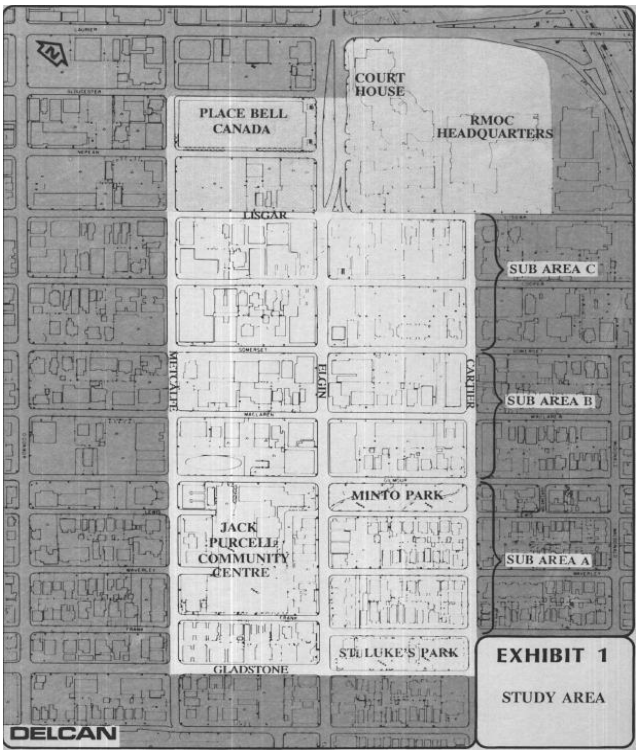


Zone 7 as seen on the study area map (blocks 3734 - 3740 inclusive), is the only part that is within the Centretown study area. The results showed that during the weekday, the on-street parking utilization was above practical capacity (90%) for the majority of blocks in Zone 7. More than half of the blocks exceeded 90% on weekdays from 11:30am to 2:30pm and from 6:30pm to 9:30pm. During the weekend (Saturday and Sunday), it was found that the on-street parking utilization was above practical capacity for the majority of blocks in Zone 7. The peak parking demand period for both Saturday and Sunday was from 11:30am to 2:30pm where parking utilization exceeded 90% for most of the blocks.

1.5.4 Area C

1. Elgin Street Parking Study (1988)

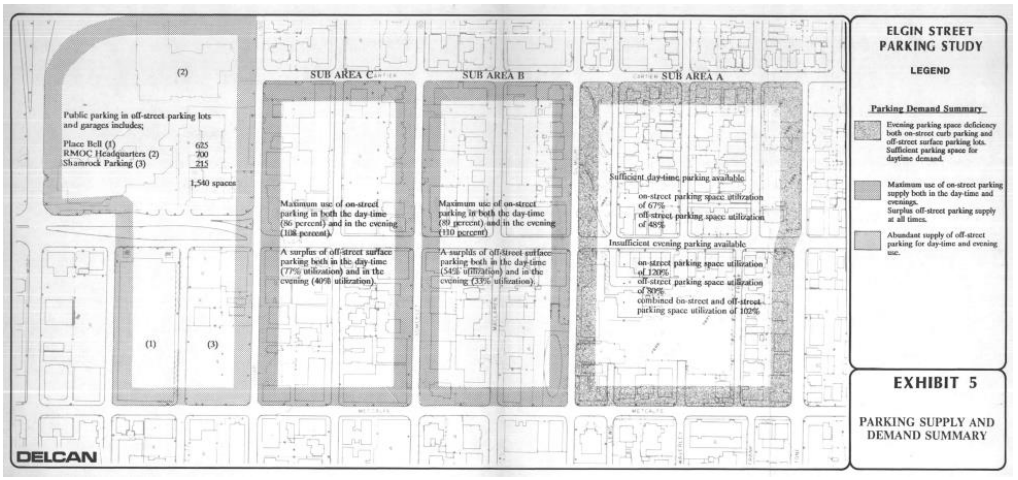
A parking study was completed by Delcan in November 1989 for Elgin Street and the surrounding area. The *Elgin Street Parking Study* was divided into three sub-areas: A, B, and C due to the large size of the study area (see map for boundaries). The parking study was conducted in July, August, and September 1988 and supplementary data was collected in March 1989 for on-street and off-street parking. Parking surveys were conducted at 30 minute intervals on a Thursday, Friday, and Saturday from 9:00am to 6:00pm and 6:00pm to 11:00pm. The findings of the study for the separate sub-areas include:



In sub-area A, the results showed that there is sufficient on-street and off-street parking during the daytime peak period. However, it was found that there was a parking space deficiency in the evenings due to the total on-street and off-street occupancy exceeding maximum capacity.

In sub-area B, the results showed very high utilization of on-street parking during the daytime and evening peak periods. The off-street parking lots however, were underutilized during the daytime and evening peak periods.

In sub-area C, the results showed that the utilization is very similar to sub-area B. The on-street parking utilization during the daytime and evening peak were very high and there was a surplus of off-street parking during the daytime and evening peak periods.



Overall, the results showed that the weekday parking demand was greater than the weekend parking demand. The study concludes that the study area as a whole has sufficient on-street and off-street parking. Once the study area was divided into the three sub-areas, it was found that in sub-areas A and B, an additional 70 and 100 parking spaces was needed in order to satisfy the evening parking demand due to a high amount of illegal parking. In sub-area C, it was found that the on-street parking was extensively utilized at all times during the day however, the off-street parking supply was substantial and significantly exceeded the daytime and evening parking demand.

2. Elgin Street Parking Review (1991)

The *Elgin Street Parking Review* was completed in April 1993 by Delcan. Parking surveys were conducted for on-street and off-street parking during the weekday (Thursday, August 22nd and 29th, 1991 and Friday, August 23rd, 1991) from 10:00am to 2:00pm and from 8:00pm to 11:00pm and on Saturday, August 24th, 1991 from 10:00am to 2:00pm. Similar to the *1989 Elgin Street Parking Study*, the study area was divided into 3 sub-areas (A, B, and C).

YEAR, TIME AND LOCATION OF PARKING SURVEY				PARKING SPACE UTILIZATION IN PEAK OCCUPANCY PERIOD			
				Area A	Area B	Area C	Total
WEEKDAY	On-street	Daytime	1988	67%	89%	86%	78%
			1991	79%	99%	99%	91%
		Evening	1988	120%	110%	108%	114%
			1991	117%	107%	86%	106%
	Off-street	Daytime	1988	48%	54%	77%	60%
			1991	62%	64%	69%	65%
		Evening	1988	80%	33%	40%	47%
			1991	62%	41%	36%	44%
	All Parking	Daytime	1988	57%	59%	79%	65%
			1991	68%	74%	78%	73%
		Evening	1988	102%	57%	64%	73%
			1991	87%	60%	54%	68%
SATURDAY	On-street	Daytime	1988	64%	77%	95%	77%
			1991	62%	74%	82%	71%
	Off-street	Daytime	1988	44%	25%	37%	34%
			1991	38%	29%	32%	32%
	All Parking	Daytime	1988	55%	42%	55%	50%
			1991	52%	41%	49%	47%

The results of the parking survey show that there is little difference between the key results of the 1988 and 1991 surveys. It was found that some types of parking at some times of day increased or decreased, the changes were not significant in most cases. The only parking category where the

difference was significant was for on-street parking during the weekday daytime. The on-street parking space occupancy in all sub-areas increased by 10% to 13% and for the whole study area increased by 13%.

The study concluded that the 1991 review found that the volume of illegal on-street parking during the weekday evenings was slightly less than in 1988. Therefore, the 1991 parking space deficiency in Area A and B is the same as the 1988 deficiency (70 and 100 parking spaces). It was also noted that due to potential future changes in land use within buildings in Areas A and B, another 50 additional parking spaces (total 150) could be needed to accommodate the weekday evening parking demands.

3. Elgin Street Parking Review (1994)

The *Elgin Street Parking Review* was completed in January 1995 by Delcan. Parking surveys were conducted for on-street and off-street parking during the weekday (Thursday, September 15th, 1994 and Friday, September 16th, 1994) from 10:00am to 2:00pm and from 8:00pm to 11:00pm and on Saturday, September 17th, 1994 from 10:00am to 2:00pm. Similar to the *1989 Elgin Street Parking Study and the 1993 Elgin Street Parking Review*, the study area was divided into 3 sub-areas (A, B, and C) (see previous *Elgin Street Parking Study (1988)* map).

The 1994 parking review concluded that the parking space occupancy survey results reveal that the parking demand in the study area was approximately constant between 1991 and 1994. The most significant change was an increase in on-street parking demand during the mid-day peak period on Saturdays. The on-street parking rates in sub-areas A, B, and C all increased by 17% to 21% and for the whole study area increased by 19%. For the study area as a whole, other comparisons between 1988 and 1991 indicated little change. See table to the right.

YEAR, TIME AND LOCATION OF PARKING SURVEY				PARKING SPACE UTILIZATION IN PEAK OCCUPANCY PERIOD			
				Area A	Area B	Area C	Total
WEEKDAY	On-street	Daytime	1988	67%	89%	86%	78%
			1991	79%	99%	99%	91%
			1994	84%	86%	100%	89%
		Evening	1988	120%	110%	108%	114%
			1991	117%	107%	86%	106%
			1994	118%	104%	88%	106%
	Off-street	Daytime	1988	48%	54%	77%	60%
			1991	62%	64%	69%	65%
			1994	75%	60%	72%	68%
		Evening	1988	80%	33%	40%	47%
			1991	62%	41%	36%	44%
			1994	83%	58%	28%	54%
	All Parking	Daytime	1988	57%	59%	79%	65%
			1991	68%	74%	78%	73%
			1994	80%	67%	78%	75%
		Evening	1988	102%	57%	64%	73%
			1991	87%	60%	54%	68%
			1994	100%	71%	46%	72%
SATURDAY	On-street	Daytime	1988	64%	77%	95%	77%
			1991	62%	74%	82%	71%
			1994	83%	91%	101%	90%
	Off-street	Daytime	1988	44%	25%	37%	34%
			1991	38%	29%	32%	32%
			1994	36%	32%	32%	33%
	All Parking	Daytime	1988	55%	42%	55%	50%
			1991	52%	41%	49%	47%
			1994	60%	50%	54%	55%

The critical parking deficiency noted following the 1991 survey was in the supply of on-street parking spaces during weekday evenings in sub-areas A and B. The 1994 survey revealed that this deficiency has not likely

changed magnitude since 1991, and remains the critical deficiency in the study area. The study also concluded that there was no need to revise the assessment of need for additional parking in the study area which was included in the *1991 Elgin Street Parking Review*.

1.5.5 Area D

1. **Museum of Nature Parking Study (2003)**

The *Museum of Nature Parking Study* was conducted in February 2003 by the City of Ottawa, Traffic and Parking Operations Branch. The study area included a 1 km radius surrounding the Museum of Nature and included occupancy counts of both on-street and off-street parking facilities. The survey was conducted during the weekday from 10:30am to 2:30pm and from 5:45pm to 9:00pm.

The results showed that during the daytime count, on-street parking was underutilized and during the evening count, the majority of block faces within were at full capacity. However, it was noted that there is a sufficient amount of off-street parking available to accommodate the evening parking demand. The Police Central Headquarters parking lot and the Museum of Nature parking lot were mentioned as potential solutions.

Overview of Existing and Future Conditions

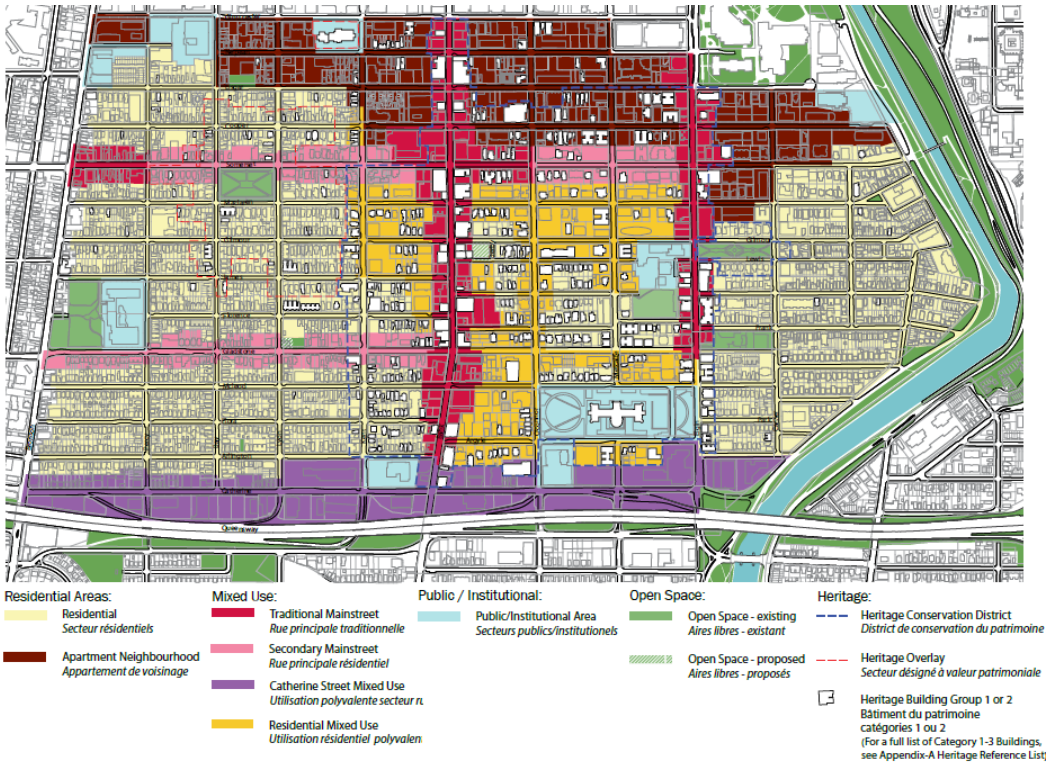
2.1 Uses and Land Use

The Centretown study area includes a wide range of land uses. The *Centretown Secondary Plan* identifies 17 official land use designations for the area, including high, medium, and low-profile residential, major open spaces, public and institutional uses, parking, and a wide range of commercial designations, among others (see *Map 3 – Proposed Update to Land Use Plan, Centretown Secondary Plan*). The four main land use designations are as follows and are described in more detail below.

1. Residential
2. Mixed Use
3. Public / Institutional
4. Open Space

Within the study area there are nine parks, the Museum of Nature, the Jack Purcell Community Centre and pool, the McNabb Community Centre including arena and recreational complex, St. Luke's Community Centre, five schools, the Police Central Headquarters, 21 embassies, 12 places of worship, and two community gardens.

Map 3 - Proposed update to Land Use Plan, Centretown Secondary Plan



1. **Residential Areas**

Residential areas contain a variety of dwelling types, ranging from single family dwellings to multi-unit dwellings to high-rise apartment dwellings. There are two residential land use designations in Centretown:

a) Residential: The residential designation applies to areas where significant change is not anticipated. Although dominated by residential uses, other uses present include open spaces, institutional uses, community services, cultural and recreational facilities. Proposals for significant intensification are not encouraged in residential areas however, infill may be considered.

b) Apartment Neighbourhood: Within Centretown, more than 75% of dwelling units are contained in low-, mid-, and high-rise apartment buildings. Apartment neighbourhoods are comprised of larger-scale buildings. Like the residential designation, apartment neighbourhoods include other uses such as open spaces, institutional uses, limited commercial uses, community services, and cultural and recreational facilities. The majority of these apartment buildings are located in the northern section of the study area (north of Somerset Street between Cartier Street and Kent Street).

2. **Mixed Use**

There are four mixed-use designations within Centretown: Traditional Mainstreet, Secondary Mainstreet, Catherine Street Mixed-Use Area, and Residential Mixed-Use. The majority of future retail, commercial and employment growth will occur within these four designations. Uses may include residential, offices, retail, recreational, community and cultural, institutional and open spaces. The mixed-use designations below encourage the following uses:

a) Traditional Mainstreet: Retail shops and commercial uses are encouraged at grade while residential and office uses are to be located above the ground level. Uses can be part of a single-use or a mixed-use building.

b) Secondary Mainstreet: Currently dominated by residential uses, the Secondary Mainsteet should encourage more mixed-use / commercial uses such as retail, office, cultural, institutional uses. These commercial uses would be permitted at grade.

c) Catherine Street Mixed-Use: This designation encourages uses that require a large format / floorplate including residential, commercial, office, retail (including big box stores), open space, hotels, apartment hotels, bulk good outlets, wholesale operations, etc. Commercial uses are recommended at ground-floor level. Uses can be part of a single-use or a mixed-use building.

d) Residential Mixed-Use: This designation includes low- to mid-rise residential, small-scale office, minor retail, open spaces, institutional and public uses. Ground-floor commercial uses are not mandatory. Residential uses must be the primary use within the building. It is recommended that buildings within this designation contain a mix of uses however, it is not mandatory.

Levels of intensification will vary among the mixed-use designations. The highest intensification will happen along Catherine Street while lower degrees of intensification will occur along the Traditional Mainstreets and Secondary Mainstreets. Commercial uses will be predominant along Mainstreets and Catherine Street, with residential uses being more common within Residential Mixed-Use areas.

3. Public / Institutional

Public / institutional areas include a variety of public uses including schools, parks, public utility installations, municipal facilities, community health centres and places of worship.

4. Open Space

There are two open space designations: existing and proposed. The existing designation includes the landscaped National Capital Commission lands adjacent to the Rideau Canal and the proposed designation includes new parks and open spaces. There is limited space within the study area for new parks and open spaces.

2.2 City of Ottawa Official Plan

Centretown contains two urban policy areas as per Schedule B in the *City of Ottawa Official Plan*. These urban policy areas include the General Urban Area and the Traditional Mainstreet.

The streets within the Centretown study area that are designated Traditional Mainstreet include Bank Street, Elgin Street, Somerset Street and Gladstone Avenue. Traditional Mainstreets are considered streets that were generally developed prior to 1945. Land uses along Traditional Mainstreets consist of a mix of uses with commercial uses at grade and residential uses on the upper levels. The Mainstreet designation offers “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). Intensification along Mainstreets is encouraged and is most likely to occur through the redevelopment of sites such as vacant lots, aging strip malls, former automobile sales lots, parking lots, gas stations, and through additions to existing buildings.

The remainder of the study area is considered General Urban Area which “permits the development of a full range and choice of housing types to meet the needs of all ages, incomes and life circumstances, in combination with conveniently located employment, retail, service, cultural, leisure, entertainment and institutional uses” (City of Ottawa, Official Plan). Opportunities for intensification within the General Urban Area in Centretown exist and are encouraged.

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

Table 4 - Major Streets in Centretown

Name	Type	Surrounding Land Use
Catherine Street	Arterial	Commercial
Somerset Street from Bronson Avenue to Elgin Street	Arterial	Commercial
Lyon Street	Arterial	Residential
Kent Street	Arterial	Commercial / Residential
Bank Street	Arterial	Commercial
O'Connor Street	Arterial	Commercial / Residential
Metcalfe Street	Arterial	Commercial / Residential
Elgin Street	Arterial	Commercial
Gladstone Avenue from Bronson Avenue to Elgin Street	Major Collector	Commercial
Somerset Street from Elgin Street to Queen Elizabeth Drive	Collector	Residential

2.3 Development Potential for Centretown – *Centretown Community Design Plan*

2.3.1 Overview

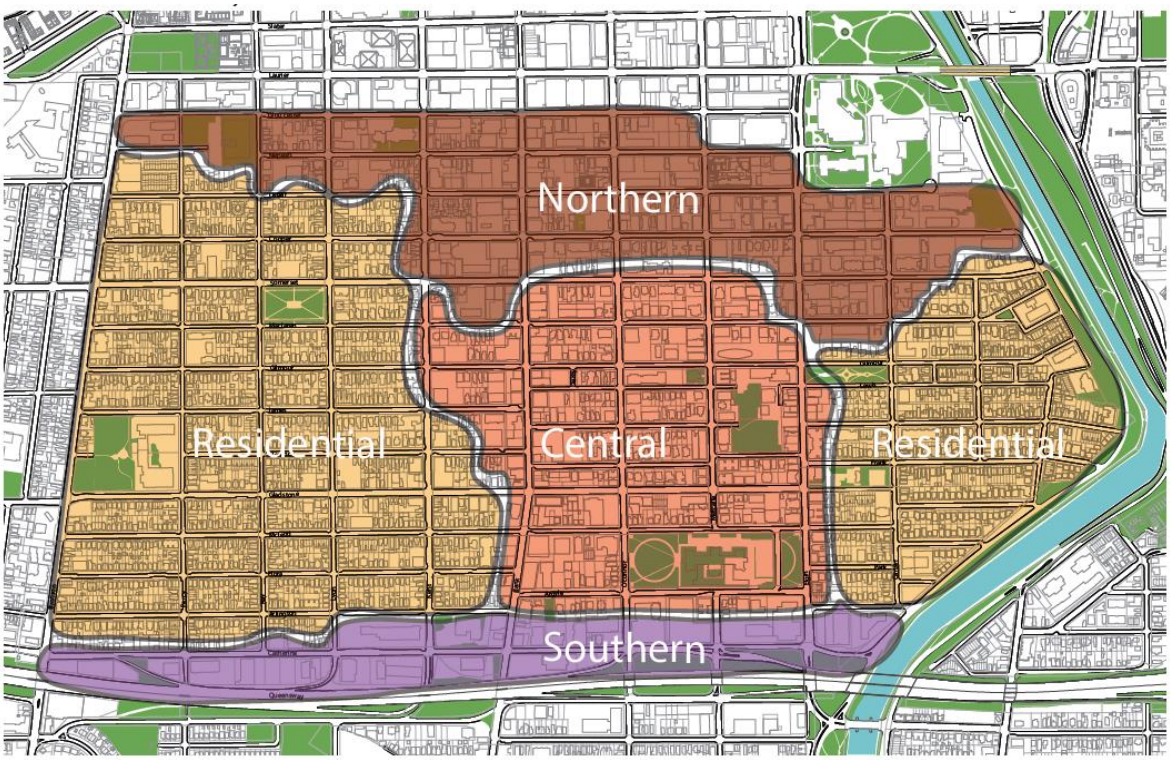
The *Centretown Community Design Plan* (CDP), May 2013 was initiated in response to the redevelopment of several Centretown surface parking lots and vacant lots for high-rise buildings. The number and scale of these redevelopments caused Centretown residents to raise concerns regarding compatibility, adequacy of existing community amenities and other impacts on the surrounding neighbourhood. The intention of the CDP was to determine how Centretown could contribute to the achievement of the Official Plan intensification objectives while ensuring that compatible infill development and other community concerns were addressed. Also, the *Centretown Secondary Plan*, adopted in the 1970's needed to be updated to provide clearer direction for the future growth of Centretown as a community that reflects the Official Plan objectives as well as current development trends.

2.3.2 Character Areas

The Centretown CDP divides the study area into four different character areas (see *Map 4 – Centretown Character Areas*):

1. The *Northern Character Area* includes larger, taller building forms, including residential, commercial and retail that provide transition to the traditional Downtown area / Central area.
2. The *Central Character Area* includes mixed-use, mixed-use building typology.
3. The *Southern Character Area* includes linear, low-rise employment zone with some residential.
4. The *Residential Character Areas* include low-rise residential with mixed-use Secondary Mainstreets (Somerset Street and Gladstone Avenue west of Bank Street).

Map 4 – Centretown Character Areas



1. The Northern Character Area

The northern section of the study area is generally defined as the area north of Cooper Street / MacLaren Street. This section of the study area tends to support larger buildings that are broader and taller than those buildings in the areas to the south (usually 10 or more storeys). The northern section of the study area consisted of mostly single-detached homes until the thirty year period between 1950 and the early 1980's when these single-family homes were replaced with office developments, commercial conversions, mid- to high-rise apartment buildings and surface parking lots. Only a small portion of low-rise buildings remain within this area.

Map 5 - The Northern Character Area

This area also supports a mix of one-way arterial roads and more quiet local streets. Elgin Street

and Bank Street are considered the area's commercial 'Mainstreets' and consist of two-way traffic.

In the 1980's and 1990's development was stagnant in this area. Today, however, this area is experiencing an increase in higher density developments due to the demand for downtown living. Many of the new developments have been built on large surface parking lots and many more redevelopment opportunities remain. The current Bus Rapid Transit system and future Light Rail Transit system are located just to the north of this part of the area and will help to support further residential and commercial intensification.

2. The Central Character Area

The Central section of the study area is generally defined as the area south of Cooper Street / MacLaren Street to Argyle Street / Arlington Street. This section of the study area consists of smaller-scale low and mid-rise buildings and a large portion of this area has been designated as a Heritage Conservation District. In more recent years, many of the heritage homes have been converted into multi-unit apartment buildings and commercial businesses (offices, restaurants, health care services, etc.).

This area also supports several important institutional uses including the Museum of Nature, embassies, government services and two schools. This area has transitioned from large single-detached homes to a highly mixed-use apartment neighbourhood due to the large amount of conversions and the role of Bank Street and Elgin Street as commercial corridors.

Map 6 – The Central Character Area

This area is currently facing redevelopment pressures, with new developments proposed or under construction along its major corridors (namely Bank Street).

In the future, this area will be as a renewed low-to-mid rise mixed-use neighbourhood dominated by residential uses. This area will consist of a broad mix of buildings ranging from single-family dwellings to mid-rise buildings which will

provide various types of accommodation. While residential uses will dominate this area, limited commercial as well as institutional clusters may also be accommodated.

Opportunities for renewal and redevelopment will be prevalent along significant streets such as Bank Street, Elgin Street, and portions of Gladstone Avenue, Somerset Street, and O'Connor Street. Bank Street offers the greatest opportunity for redevelopment. Infill along Bank Street will strengthen Bank Street's mainstreet function and serve both local and regional needs.

3. The Southern Character Area

The southern area acts as a buffer to Highway 417. This area supports significant parcels of underutilized land due to its location adjacent to the highway. The underutilized land consists of surface parking lots and residual open spaces.

The majority of this area consists of employment uses including offices, light industrial uses, services, and retail uses. Although building footprints are large, building tends to be low-rise and contain their own surface parking lots. Residential uses are not common in the southern area.

This area is also very car dominated and Catherine Street is used as a collector road for the highway.

The large parcels and availability of land in this area offers the opportunity to create higher density. On a fully rebuilt Catherine Street streetscape, this area could support a mix of mid-to-high rise development. New residential uses could complement the existing employment focus of this zone and bring new residents and activity to the corridor.

Map 7 – The Southern Character Area

2.3.3 Existing and Future Developments (2000-2011)

The Centretown CDP provides the number of developments that have been built, approved, or planned within an 11 year time period from 2000 to 2011. *Map 8 - Built, Approved and Planned Developments (2000-2011)* illustrates all of the new and proposed developments (as of 2011) across the Centretown study area. Many of these developments have been or will be constructed on vacant and / or underutilized sites such as parking lots, derelict buildings, auto repair shops or garages, etc. The developments illustrated on *Map 8* are listed in *Tables 5 – Planned or Approved Developments, Table 6 – Built Developments and Table 7 – Developments Completed Since 2011*.

Map 8 – Built, Approved and Planned Developments (2000-2011)

Table 5 – Planned or Approved Developments

Name	***Address***	***Storeys***	***Status***	***Units***
	390 Bank St.	7	Approved	57
The Bay Street	346 Gloucester	18	Approved	199
The Carillon	330 Gilmour St.	7	Approved	N/A
Central II	340 McLeod St.	9	Approved	141
	287 Lisgar St.	18	Approved	101
	89 & 91 Nepean St.	27	Approved	233
	70 Gloucester St.	27	Approved	235
	265 Catherine St.	27	Approved	460
Gotham	224 Lyon St.	17	Approved	251
Central III	340 McLeod St.	9	Approved	162
	260 MacLaren St.	7	Approved	63
So-Ba	203 Catherine St.	23	Approved	244
			Total	**2146**

Table 6 – Built Developments (As of 2000-2011)

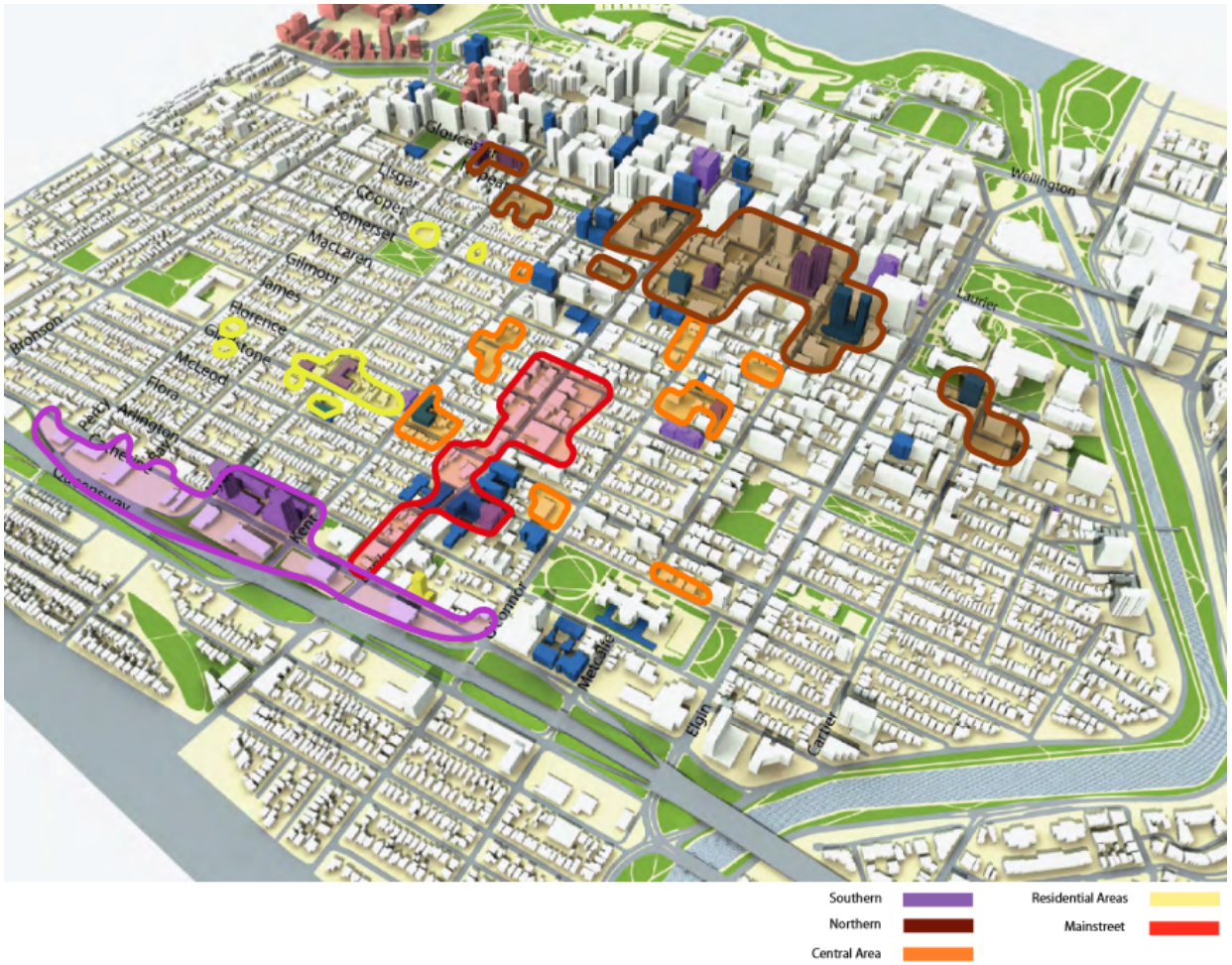
Name	*Address*	*Storeys*	*Status*	*Units*
Opus	320 McLeod St.	9	Built	70
The Everett	375 Lisgar St.	11	Built	66
The Metropolitan Phase II	374 Cooper St.	11	Built	42
The Metropolitan Phase I	364 Cooper St.	7	Built	27
Dwell	457 McLeod St.	4	Built	35
Studio Argyle	255 Argyle Ave.	4	Built	40
The 400 McLeod	400 McLeod St.	4	Built	30
The Filmore	412 Nepean St.	4	Built	33
The Laurier	570 W. Laurier Ave.	23	Built	121
Hudson Park Phase I	235 Kent St.	20	Built	123
Somerset Gardens	138 Somerset St. West	10	Built	119
Hartman Place	380 Somerset St. West	6	Built	60
The Strand	419 W. Somerset St.	14	Built	190
Beaver Barracks Ph 1	Argyle St.	8	Built	182
Hudson Park Phase II	234 Nepean St.	20	Built	119
			Total	**1257**

Table 7 – Developments Completed Since 2011

Name	***Address***	***Storeys***	***Status***	***Units***
Central	453 Bank St.	10	Completed since 2011	228
Tribeca	187 Metcalfe St.	27	Completed since 2011	453
Beaver Barracks	2 Catherine St.	7	Completed since 2011	72
SOHO Lisgar	300 Lisgar St.	16	Completed since 2011	132
Central I	340 McLeod St.	9	Completed since 2011	141
Centropolis	Kent St. and Gladstone Ave.	4	Completed since 2011	102
Merit	108 Lisgar St.	16	Completed since 2011	75
			Total	**1203**

Map 9 – Zones of Change Potential Locations for Appropriate Infill and Intensification highlights those locations where growth is anticipated. These sites tend to be served by transit, support a number of vacant or underutilized sites or are located in close proximity to the area's already undergoing transformation. As shown on *Map 9*, some of the main areas where growth is anticipated include Bank Street, Gladstone Avenue, Catherine Street and the northern section of the study area.

Map 9 - Zones of Change Potential Locations for Appropriate Infill and Intensification



2.4 Review of Recent Development Activity

In the previous section (*2.3 Development Potential for Centretown*), the *Centretown Community Design Plan* included a list of developments that have been built, approved, or planned from 2000 to 2011. To provide a sense of the potential impacts of the pending intensification from a parking perspective, it is important to consider developments which have been proposed or are in the approval process for Centretown since 2011. Therefore, a comprehensive review of past, current, and future development applications was conducted.

2.4.1 Development Applications

Appendix 1 – Development Applications in Centretown includes a list of all the 'active' (in progress, on-hold, pending, approved) development applications (Zoning By-law Amendments and Site Plan Control applications) that have been submitted to the Planning and Growth Management Department from March 2010 to March 2016. Over this six year period, there are a total of 37 'active' development applications submitted to the Planning and Growth Management Department. Each development listed in *Appendix 1* includes the application date, type of application, status, and a description.

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.

2.4.2 Summary of Reductions in Parking

1. Zoning By-law Amendments

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 and/or commercial parking.

The following summarizes the amount of visitor and commercial parking that was reduced and / or not provided through Zoning By-Law Amendment applications from March 2010 to March 2016. 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 the developments over this six year period.

Table 8 – Development Reductions in Parking

Ref. Number Map 10 (Red)	Address	Date	# of required spaces	# of provided spaces	+ / -
1	180 Metcalfe St.	September 2014	46	16	-30
2	267 O'Connor St.	May 2014	70	55	-15
3	488 Bank St.	August 2012	28	3	-25
4	312 Lisgar St.	January 2012	8	0	-8
5	231 Lisgar St.	November 2011	5	0	-5
6	203 Catherine St.	November 2011	61	23	-38
7	265 Catherine St.	August 2011	89	37	-52
8	340 McLeod St.	May 2011	30	13	-17
9	70 Gloucester St.	May 2011	44	22	-22
10	224 Lyon St.	May 2011	46	19	-27
11	91 Nepean St.	February 2011	44	18	-26
		Total	**471**	**206**	**-265**

2. Cash-in-Lieu of Parking

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. The Cash-in-Lieu parking program was repealed on May 31, 2014 and only applications received prior to June 26, 2013 can be processed. There have been seven Cash-in-Lieu of Parking applications between March 1st, 2010 and July 10th, 2013 in the study area. Three out of the seven applications were withdrawn.

A total of approximately 41 parking spaces have been approved through Cash-in-Lieu since March 2010. The four Cash-in-Lieu applications for the Centretown study area included increasing the number of dwelling units within converted dwellings, expansion of an existing restaurant use and the construction of a new condominium.

Table 9 – Cash-in-Lieu Reductions in Parking

Ref. Number Map 10 (Green)	Address	Date	Description	Estimated # of required spaces	# of provided spaces	+ / -
1	186 James Street	July 2013	Converted dwelling	10	0	-10
2	404 Bay Street	May 2013	Converted dwelling	1	0	-1
3	200 Cooper Street	April 2013	Expand existing restaurant	11	0	-11
4	255 Bay Street	August 2012	Construction of a new high-rise condominium	39 visitor	20 visitor	-19
			Total	61	20	**-41**

3. Minor Variance Applications

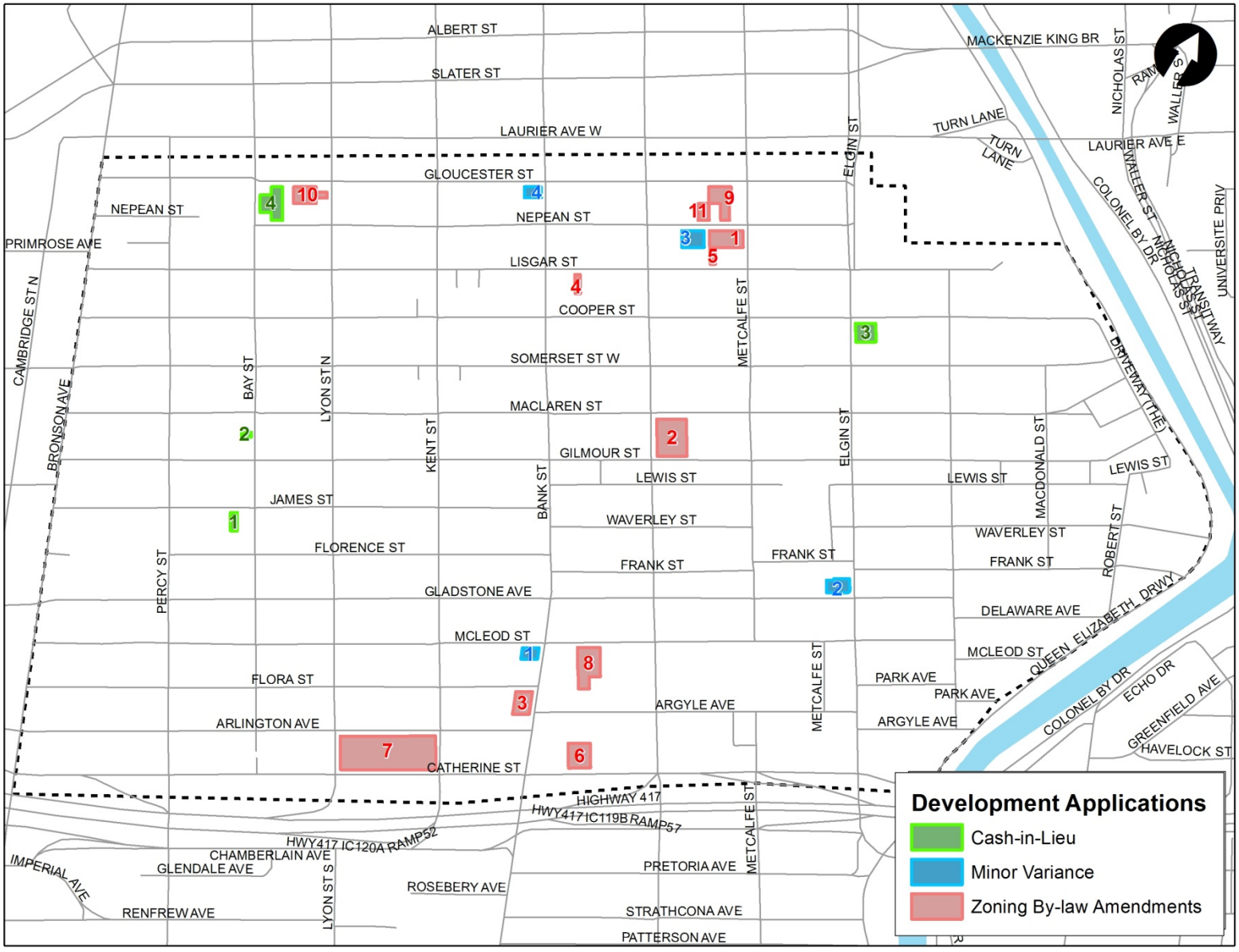
Since the Cash-in-Lieu program was repealed, applicants proposing to reduce parking requirements within existing and / or new developments had the option to apply for Zoning By-Law Amendments and Minor Variances. There have been four Minor Variance applications within the study area since the Cash-in-Lieu program was repealed.

Table 10 – Minor Variance Reductions in Parking

Ref. Number Map 10 (Blue)	Address	Date	Description	# of required spaces	# of provided spaces	+ / -
1	464 Bank Street	September 2015	Change / Expand uses	42	10	-32
2	380 Elgin Street	August 2015	Change / Expand uses	36	13	-23
3	96 Nepean Street	May 2014	Reduction in visitor parking for new 27-storey apartment building with 233 units.	45	19	-26
4	188 Bank Street	August 2013	Enlarging existing restaurant use	13	0	-13
			Total	**136**	**42**	**-94**

As a result, from 2011 to present, a total of 400 parking spaces were not provided within existing and new developments due to Zoning By-law Amendments, Cash-in-Lieu, and Minor Variances. See *Map 10* for the locations where development applications resulted in a reduction of parking.

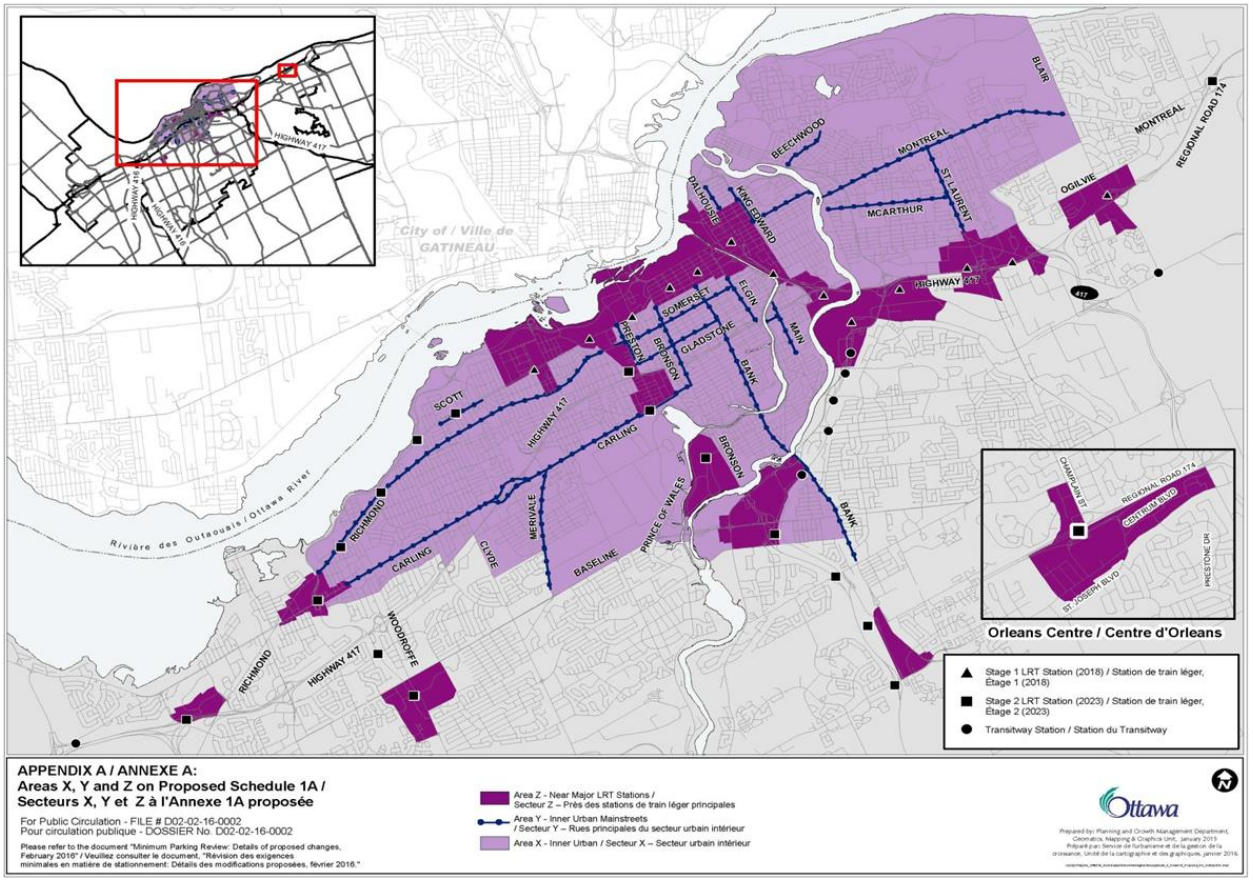
Map 10 – Locations of Development Applications Resulting in a Reduction of Parking



2.5 City of Ottawa Zoning By-law 2008-250

A Zoning By-law review of the minimum parking requirements is currently being conducted by the Planning and Growth Management Department which is expected to be tabled at Planning Committee in June 2016. Please note that, while conducting the *Centretown Local Area Parking Study*, the outcomes of the Zoning By-law Review had not been finalized. The Zoning By-law review covers the following areas:

Map 11 – Zoning By-law Review Study Area



Centretown is made up of parts that can be classified as Area X (Inner Urban Area) and Area Y (Inner Urban Mainstreets).

Area X

There are a number of recommendations that are being proposed for Area X which would result in a reduction of required parking for specific uses. Some of the proposed recommendations for Area X include a reduction in parking for some small-scale non-residential uses located partly or entirely on the ground floor, a 50% reduction (from current requirements) in parking for some non-residential uses, no parking required for the first 12 dwelling units in residential buildings, a reduction of visitor parking from 0.2

to 0.1 parking spaces per dwelling unit in excess of 12 dwelling units (no visitor parking required for first 12 dwelling units), and no more than 30 visitor parking spaces are required for a building.

Area Y

The proposed recommendations for Area Y (Inner Urban Mainstreets) intend to exempt small-scale development from parking minimums for selected Mainstreets. Within the study area, there are four Mainstreets including Bank Street, Somerset Street, Elgin Street, and Gladstone Avenue. Some of the proposed recommendations for Area Y include an exemption in parking requirements for non-residential uses located partly or entirely on the ground floor, an exemption in some small-scale uses located partly or entirely on the ground floor including retail food stores, restaurants, and other non-residential uses, an exemption in parking from residential and office uses in a low-rise building (less than four storeys), a 50% reduction in parking (from current requirements) for non-residential uses, a reduction of visitor parking from 0.2 to 0.1 parking spaces per dwelling unit in excess of 12 dwelling units (no visitor parking required for first 12 dwelling units), and no more than 30 visitor parking spaces are required for a building.

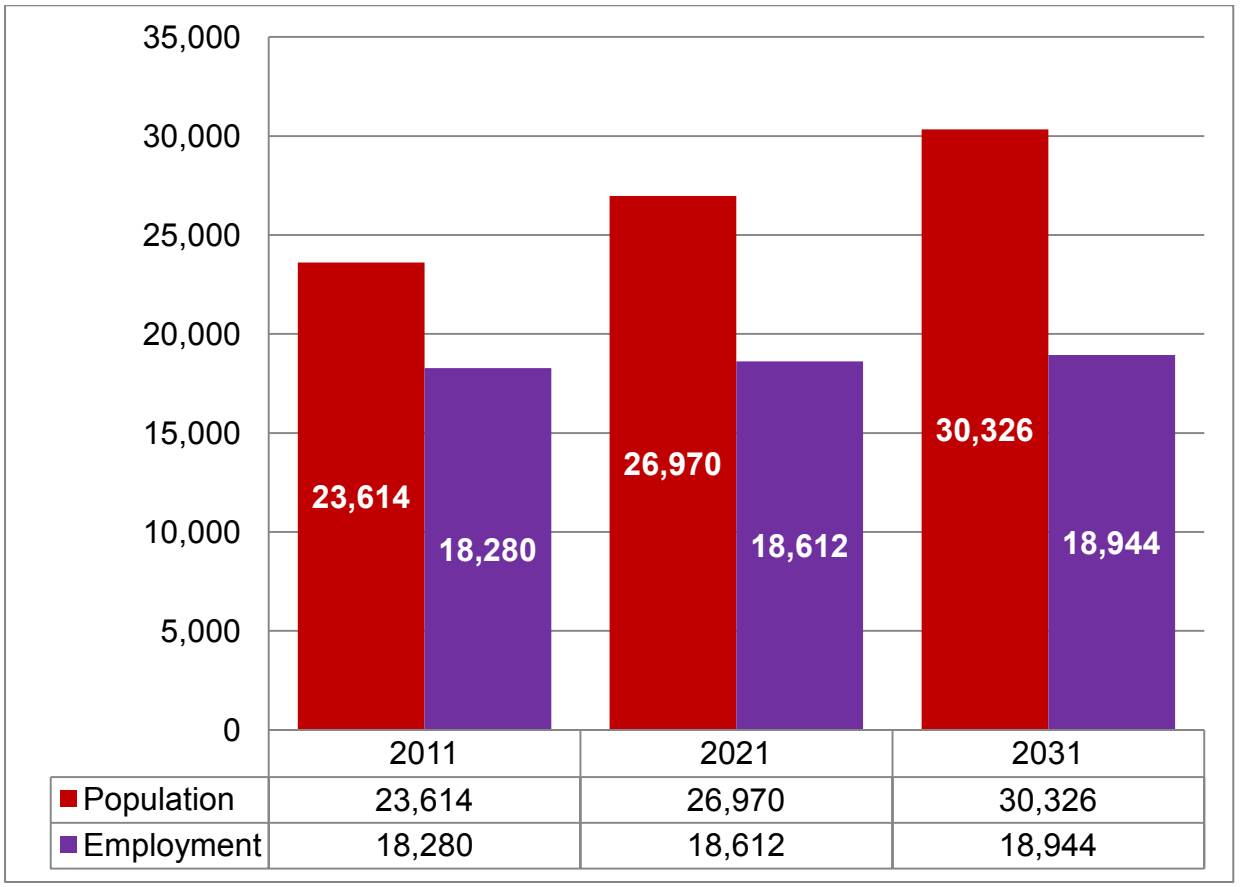
While the aforementioned parking study is being undertaken to address zoning requirements that are approximately 50 years old, the proposed exemption and reduction of parking requirements for certain uses may have an impact on the current parking supply within Centretown. At this time, however, it is difficult to determine the extent to which this may be the case. If approved, the impact of these changes will have to be carefully monitored and any future proposals to eliminate or reduce the parking requirements will have to be carefully considered.

2.6 Population & Employment Forecasts

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

The population figures show that population in Centretown is expected to grow by 28%. 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 Centretown is projected to increase by 4% over 19 years from 2012-2031 compared to the city-wide employment projections which show that employment will increase by 19% from 2012 to 2031.

Graph 1 – Centretown Population & Employment Forecasts



	2011	2021	2031
Population	23,614	26,970	30,326
Employment	18,280	18,612	18,944

2.7 Mode Split for Trips Destined to Centretown

The Mode Split data shown in *Graph 2* and *Table 10 – Mode Split for Daily Trips Destined to and within Centretown* was provided by the Planning and Growth Management Department and was generated from the City of Ottawa's 2011 Origin-Destination Travel Survey. *Graph 2* illustrates the mode split for daily trips destined to the Centretown study area. Of all daily trips destined to the Centretown study area, drivers and passengers account for 42%, active modes of transportation such as walking and biking account for 43%, and transit accounts for 15%. Of all daily trips that begin and end in the Centretown study area, walking and biking account for 85%, drivers and passengers account for 13%, and transit accounts for 2%.

Graph 2 – Mode Split for Daily Trips Destined to and within Centretown

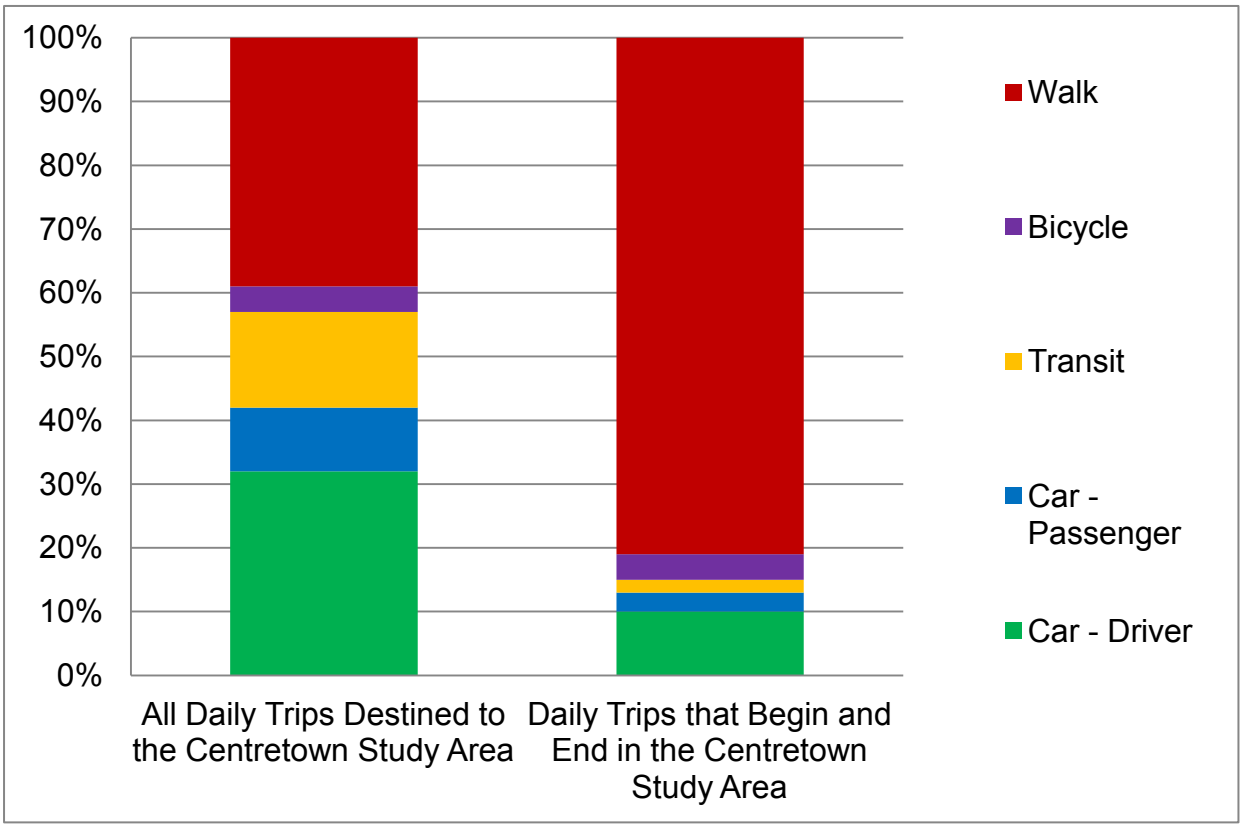


Table 11 – Mode Split for Daily Trips Destined to and within Centretown

Mode of Travel	All Trips Destined to the Centretown Study Area	Daily Trips that Begin and End in the Centretown Study Area
Walk	39%	81%
Bicycle	4%	4%
Transit	15%	2%
Car –Passenger	10%	3%
Car - Driver	32%	10%

The results show that the primary mode of transportation to and within the Centretown study area is to walk or bike and the second most popular mode of transportation is to drive.

Mode split data was collected for previous parking studies including the Glebe, Little Italy, and Chinatown. The following tables compare the percentage of people that drove to / within the study area to the percentage of people that used alternative modes of transportation to get to / around the study area.

Table 12 - All trips destined to the study area

Area	Car Driver / Passenger	Alternative Modes (Walking, Cycling, Transit, Other)
Centretown	**42%**	**58%**
Glebe	**57%**	**43%**
Chinatown	**44%**	**56%**
Little Italy	**42%**	**58%**

Table 13 – Trips that begin and end in the study area

Area	Car Driver / Passenger	Alternative Modes (Walking, Cycling, Transit, Other)
Centretown	**13%**	**87%**
Glebe	**22%**	**78%**
Chinatown	**16%**	**85%**
Little Italy	**53%**	**47%**

The modal spilt data shows that the majority of people travelling to Centretown, Little Italy and Chinatown are using alternative modes of transportation. However, almost half of the people are travelling to the study areas by car.

When travelling within the study area, a higher majority of people are using alternative modes of transportation then cars in Centretown, Glebe and Chinatown.

2.8 Forecasting and Development Summary

The Centretown study area is a large study area that contains significant amounts of different land uses such as residential, commercial, institutional and open space. The *Centretown Community Design Plan* anticipates growth (intensification and infill) mostly in the northern and southern sections of the study area and also along Bank Street and Gladstone Avenue. The northern section of the study area consists of mainly mid-high rise residential buildings, office developments, and commercial conversions. The southern section of the study area currently consists of employment uses including offices, light industrial uses, services, and retail uses. Both the northern and southern sections of the study area will experience an increase in higher density development including a mixture of commercial and residential uses. Although there are some areas within the residential portions of the study area that are expected to grow, the growth is not considered to be significant. In terms of the main commercial corridors, there are also opportunities for development. However, the *Centretown Community Design Plan* highlights Bank Street as having the greatest opportunity for redevelopment, especially south of Gilmour Street.

Over the past six years, there have been a number of exceptions granted relative to minimum parking requirements (including Zoning By-law Amendment, Cash-in-Lieu, and Minor Variance applications). In total, 400 parking spaces were not provided for developments through these different types of development applications.

Moving forward, reductions to visitor and commercial parking requirements are expected through the current Zoning By-law review. Any reductions in parking requirements will only add pressure to the current supply of on-street parking, especially since 42% of visitors to the study area arrive by car.

Other pending reductions to the parking supply will include a net loss of 34 on-street parking spaces along O'Connor Street due to the construction of bicycle lanes. Reductions to the parking supply in Centretown are also possible through intensification (e.g. development of surface parking lots) and through modifications to the right-of way (e.g. Elgin Street reconstruction).

Overall, continued reductions in the amount of required parking permitted through development applications, the effect of reductions through intensification, and the changes to infrastructure are expected have the potential to create stresses / challenges for both residents and businesses. This may be partially offset by the way in

which people travel however, the impacts and implications of future reductions need to be carefully considered and monitored.

Methodology and Data Collection

The preceding information helps to clarify the area from a development perspective in terms of what has happened and what the future may hold. In order to establish the current conditions for the purpose of analysis, a significant amount of data was collected including:

- Total Parking Inventory
- Parking Occupancy (Demand)
- Turnover Rates
- Enforcement (tickets)
- Bicycle Parking (inventory and demand)
- Travel Surveys

In the sections to follow, the methodology for each form of data collection is presented, along with a summary of the resulting data and the key findings by area.

3.1 Total Parking Inventory

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

1. **On-street paid parking:** Generally found in the commercial core of the study area. On-street parking is metered by Pay & Display parking machines. In this area, payment is generally required Monday to Friday from 8:00 a.m. to 5:30 p.m. Time-of-day parking restrictions are also in place on many north / south streets to accommodate the morning and afternoon rush hours. On-street metered rates are $3.00 per hour throughout the study area. The on-street parking space inventory is illustrated in *Map 12 - On-Street Parking (Paid and Unpaid) in Centretown* and the parking regulations are illustrated on *Map 13 – Parking Regulations***.**

2. **On-street unpaid parking:** The on-street non-metered parking space inventory is generally located within the residential areas of the study area. Within the commercial area, non-metered spaces exist typically within areas that contain parking restrictions or within loading zones.

3. **Off-street parking:** A total of 236 off-street parking lots were surveyed in conjunction with the on-street parking occupancy surveys. These spaces may be dedicated for a specific land use or may be available for general public parking. Parking lots dedicated in support of residential land uses were not included within the survey. The parking lots surveyed are categorized as follows and were considered to be in scope of the study (i.e. they provide publicly available parking for commercial, office, institutional, and open space uses for customers, employees, and the general public):

    - Commercial – Employee Only;
    - Commercial – General Parking;
    - Office / Institutional;
    - Municipally operated public parking; and,
    - Public parking privately operated

The surveyed public and private off-street parking lots are illustrated on *Map 14 - Off-Street Parking Lots by Type*. Please note that, it was not possible to access the following parking facilities for occupancy purposes:

1. 203 Catherine Street (Soba Ottawa) – 35 unpaid parking spaces
2. 150 Elgin Street (Impark) – 208 paid parking spaces
3. 410 Laurier Avenue (Canadian Border Services Agency) – 22 unpaid parking spaces
4. 200 Kent Street (Impark) – 254 paid parking spaces

Table 14 – Total Parking Inventory indicates the parking space inventory of the various on-street and off-street parking facilities. The total number of metered spaces included any on-street parking space that is available to the general public in at least one of the survey time periods.

Table 14 - Total Parking Inventory

Location	Paid Spaces	Unpaid Spaces	Total
On-Street	1,408	1,634	**3,042**
Off-Street	5,842	3,584	**9,426**
Total Supply	**7,250**	**5,218**	**12,468**

3.1.1 Inventory – Area-Wide Results

The on-street and off-street parking space inventory by Area is also shown in *Table 15 - On-Street Parking Inventory by Section* and in *Table 16 - Off-Street Parking Inventory by Section.*

Table 15 – On-Street Parking Inventory by Section

On-Street	Paid Spaces	Unpaid Spaces	Total
Area A	233	885	**1,118**
Area B	708	82	**790**
Area C	370	174	**544**
Area D	72	106	**178**
Area E	25	387	**412**

Table 16 – Off-Street Parking Inventory by Section

Off-Street	Public (Paid) Parking	Private Parking	Total
Area A	619	1,019	**1,638**
Area B	2,852	1,384	**4,236**
Area C	2,067	896	**2,963**
Area D	292	143	**435**
Area E	90	64	**154**

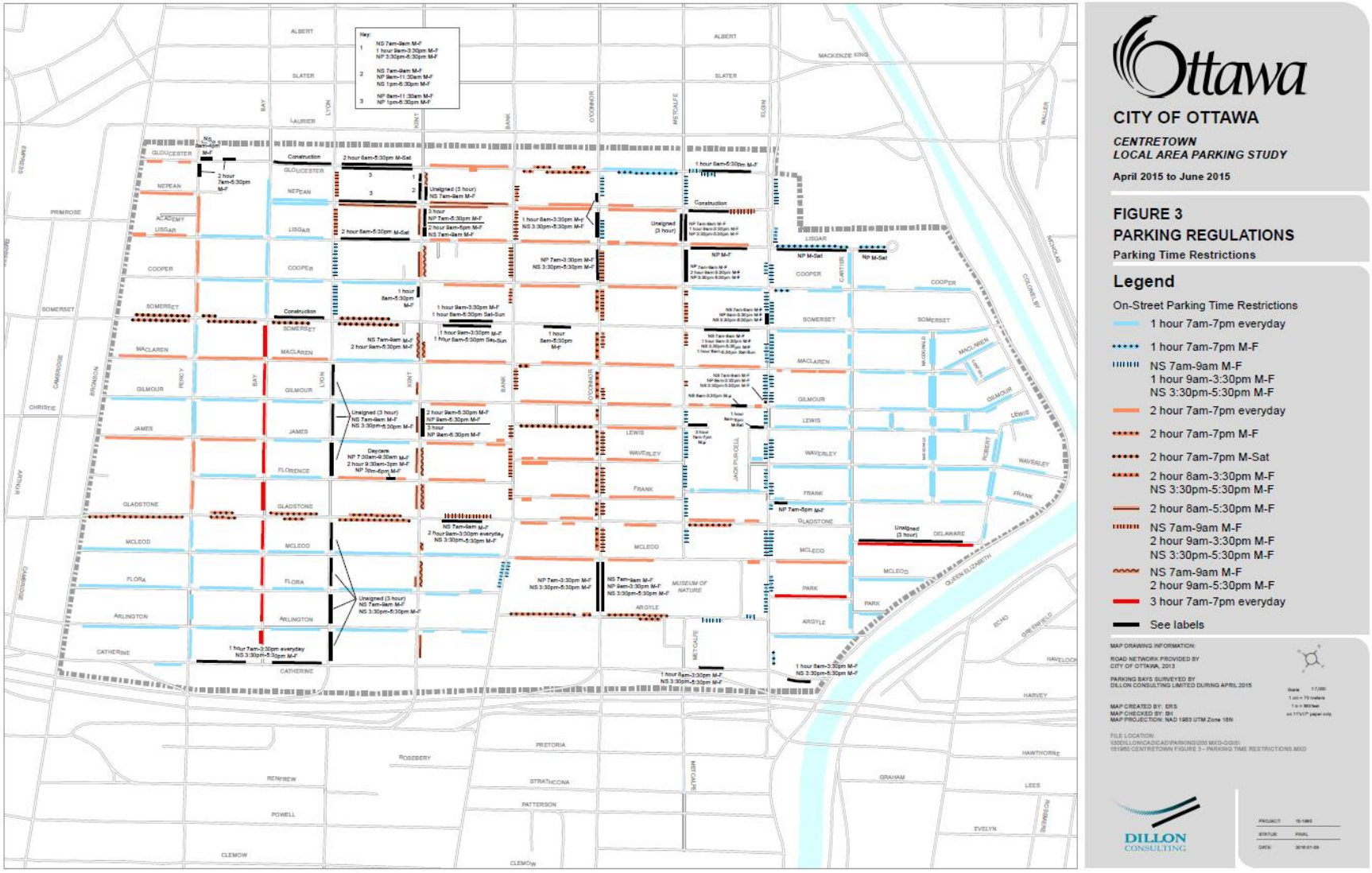
* Note: Off-street paid spaces include parking lots offering monthly permits

The following maps illustrate the complete parking inventory of the Centretown study area:

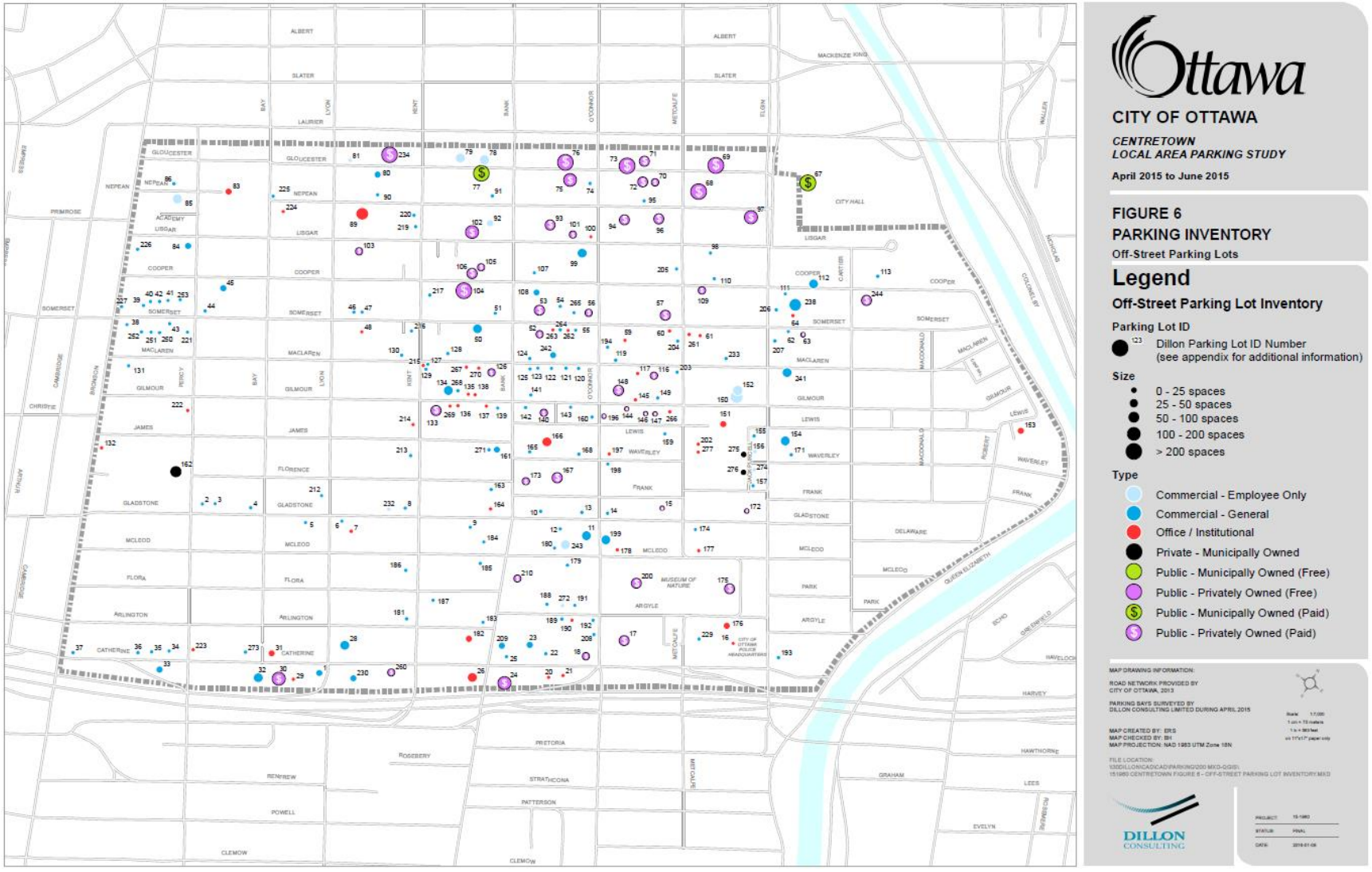
- *Map 12* illustrates the location of paid and unpaid on-street parking within the Centretown study area.
- *Map 13* illustrates the parking regulations within the Centretown study area.
- *Map 14* illustrates the off-street lots within the Centretown study area including public, customer, employee and institutional.

Map 12 - On-Street Parking (Paid and Unpaid) in Centretown

Map 13 - Parking Regulations



Map 14 - Off-Street Parking Lots by Type



3.1.2 Changes in Parking Supply

As there have been no recent parking studies conducted across the entire Centretown area, it is difficult to compare the current parking inventory with the past parking inventory in order to evaluate how many parking spaces have been gained / lost through the reconstruction of streets, bicycle lanes, development, etc. Some of the more recent changes in parking inventory include the construction of the Laurier bicycle lanes in 2011 (which resulted in additional on-street parking in this study area on Gloucester Street (70 spaces) and Nepean Street (65 spaces), and different developments which have eliminated surface parking lots (e.g. at Bank Street and Gladstone Avenue).

Moving forward, new bicycle lanes will be installed in 2017 along O'Connor Street. The new bicycle lane will affect the supply of on-street parking within Centretown. On O'Connor Street from Gloucester Street to Catherine Street there are a total of 145 on-street parking spaces. A total of 61 on-street parking spaces will be removed along O'Connor Street due to the installation of the bicycle lanes. However, an additional 21 on-street parking spaces will be introduced along Lisgar Street (10 parking spaces west of O'Connor and 11 parking spaces east of O'Connor) and six on-street parking spaces will be introduced along MacLaren Street (west of O'Connor). Therefore, a net total of 34 on-street parking spaces will be eliminated from the total supply of parking within Centretown.

As a result of the pending reconstruction of Elgin Street, it is also expected that there will be future impacts to the on-street parking supply. At this time, it is not known if any on-street parking spaces will be lost due to the reconstruction.

Additional future impacts to the parking supply could result from continued intensification and the re-purposing of parts of the road way following the removal of a large volume of buses in the core when the Light Rail Transit is completed. Collectively, all potential losses in parking could have adverse effects, particularly in areas where there are already issues with available parking.

3.2 Parking Occupancy Data

Parking occupancy data collection of the Centretown study area was conducted in May and June 2015. Given the large size of the study area with over 38 km of linear roadway and over 12,000 total parking spaces, the data collection program divided the study area approximately in half, with Bank Street acting as the dividing line between the east and west data collection routes.

The survey were conducted on the following days:

- Thursday, May 7th and 28th
- Saturday, May 9th and June 13th
- Sunday, May 31st and June 7th

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

- Morning - 9:30 a.m. to 11:30 a.m.
- Midday - 12:00 p.m. to 2:00 p.m.
- Afternoon - 2:00 p.m. to 4:00 p.m.
- Evening - 6:00 p.m. to 8:00 p.m.

An occupancy survey provides information on parking occupancy, and involves counting the number of vehicles parked at a given location (block) at certain intervals. The two survey types (on-street and off-street) were conducted concurrently by data collection staff. Dillon Consulting Limited was responsible for most of the occupancy surveys, but this was supported in some instances by Parking Services staff.

3.2.1 Parking Occupancy Data – Area-Wide Results

The 12 occupancy maps by time (morning, midday, afternoon, evening) and day (weekday, Saturday, Sunday) can be found in *Appendix 2 – Parking Occupancy Maps.* Findings by area can be found in *Section 4 – Findings*:

- Areas A and E – Section 4.1
- Area B – Section 4.2
- Area C – Section 4.3
- Area D - Section 4.4

3.3 Parking Turnover Data

Bank Street and Elgin Street are both considered Traditional Mainstreets in the *Centretown Secondary Plan*. This means that both Bank Street and Elgin Street contain commercial uses at grade and offer some of the most significant opportunities in the City for intensification. As a result, turnover data was collected for both Bank Street and Elgin Street on a weekday along from 9:00am to 3:30pm at 30 minute intervals due to the no-stopping restriction which is in effect from 7:00am to 9:00am and 3:30pm to 5:50pm, Monday to Friday. The following section describes the methodology for both Bank Street and Elgin Street.

3.3.1 Bank Street Parking Turnover Data

There is a 2 hour maximum time limit along Bank Street from 9:00am to 3:30pm, Monday to Friday. Turnover data was collected for three different routes along Bank Street. The routes included:

- Bank Street (e.s.) between Nepean Street and Cooper Street on July 16th, 2015
- Bank Street (w.s.) between Nepean Street and Somerset Street on August 18th, 2015
- Bank Street (w.s.) between Gilmour Street and Florence Street on July 11th, 2015

The turnover data for all three separate routes along Bank Street can be found in *Appendix 3 – Parking Turnover Data.* The overall combined turnover data for Bank Street can be found in Section 4.2.6.

3.3.2 Elgin Street Parking Turnover Data

There is a 1 hour maximum time limit along Elgin Street from 9:00am to 3:30pm, Monday to Friday. Turnover data was collected for three different routes along Elgin Street. The routes included:

- Elgin Street (w.s.) between Gloucester Street and Somerset Street on July 14th, 2015
- Elgin Street (e.s.) between Lisgar Street and Gilmour Street on July 9th, 2015
- Elgin Street (w.s.) between Somerset Street and Frank Street on July 15th, 2015

The turnover data for all three separate routes along Elgin Street can be found in *Appendix 3 – Parking Turnover Data.* The overall combined turnover data for Elgin Street can be found in Section 4.3.6.

3.4 Enforcement Data

The following graphs show the enforcement data by area for 2014 and 2015. 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

3.4.1 Enforcement Data Graphs

In 2014, there were a total of 48,394 ticketed parking violations (see *Graph 3 – 2014 Enforcement Data by Section* and *Table 17 – 2014 Enforcement Data by Area (%'s)*).

Graph 3 – 2014 Enforcement Data by Area

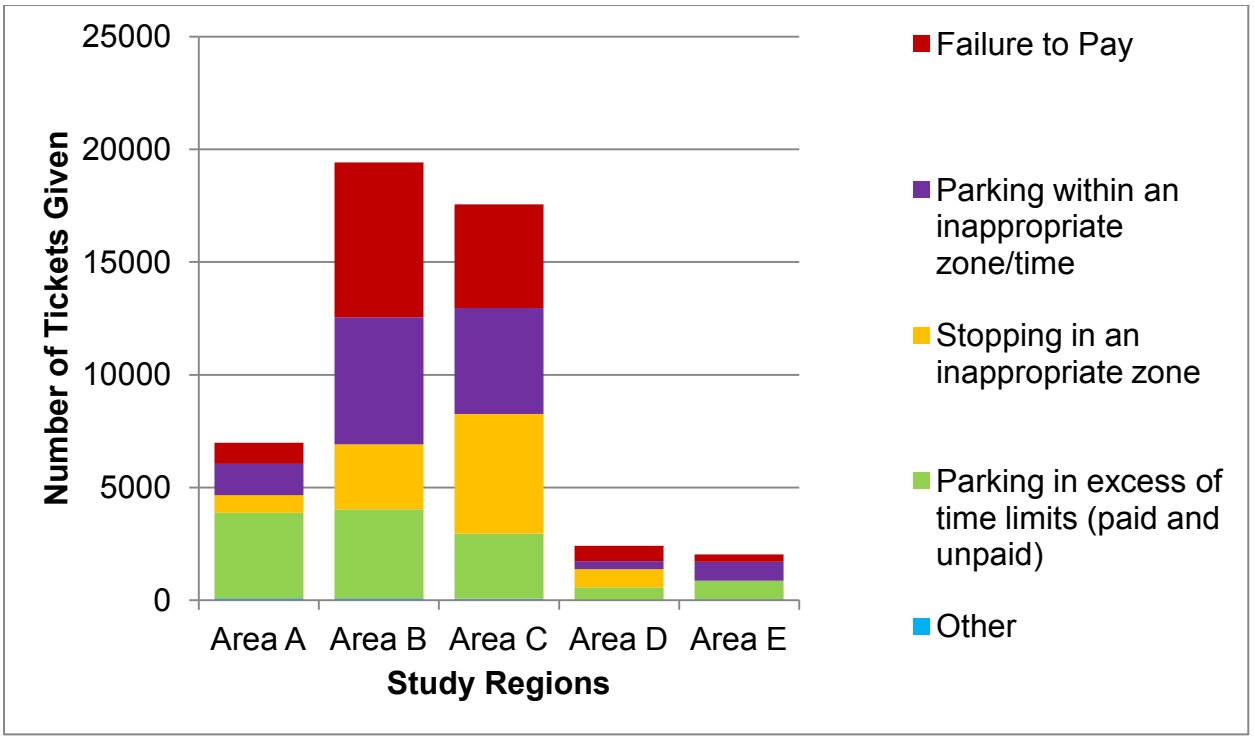


Table 17 – 2014 Enforcement Data by Section (proportion of tickets issued by area)

Type	Area A	Area B	Area C	Area D	Area E
Failure to Pay	13%	35%	26%	28%	16%
Parking within an inappropriate zone / time	20%	29%	27%	15%	42%
Stopping within an inappropriate zone	11%	15%	30%	34%	1%
Parking in excess of time limits (paid and unpaid)	54%	20%	16%	23%	41%
Other	1%	0%	0%	0%	2%

In 2015, there were a total of 48,935 ticketed parking violations (see *Graph 4 – 2015 Enforcement Data by Section* and *Table 18 – 2015 Enforcement Data by Area (%'s)*).

Graph 4 – 2015 Enforcement Data by Area

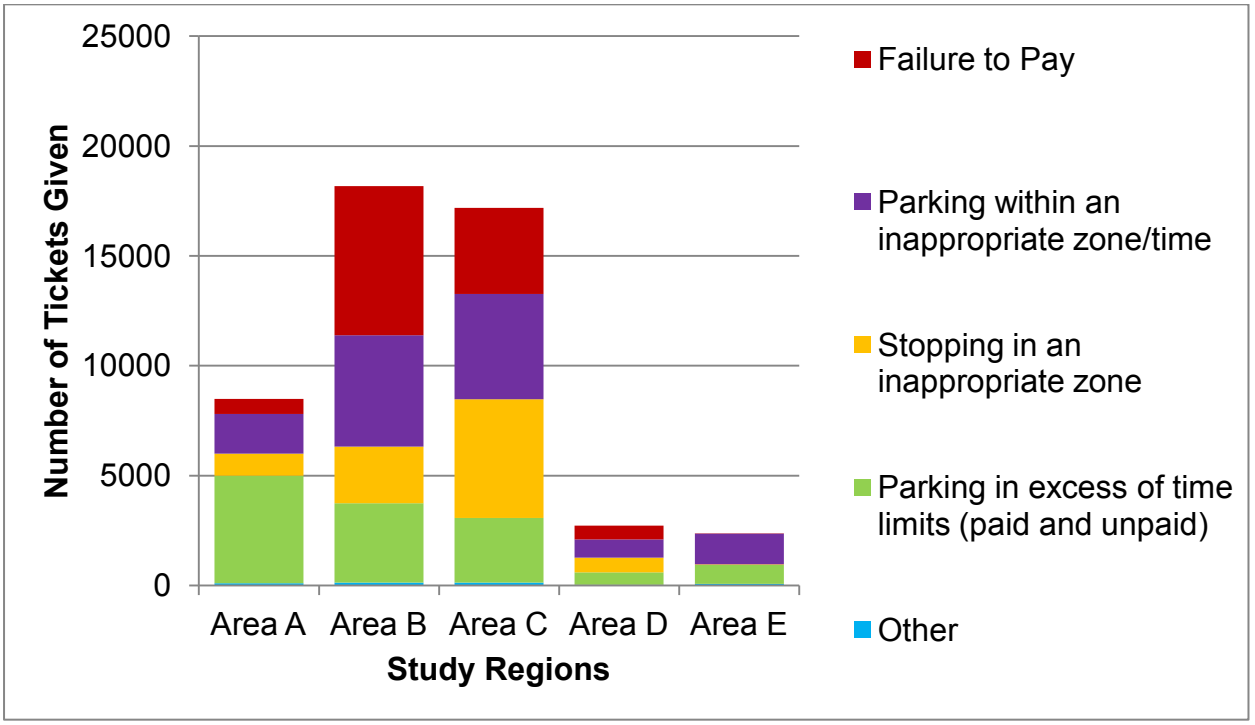


Table 18 – 2015 Enforcement Data by Section (proportion of tickets issued by area)

Type	Area A	Area B	Area C	Area D	Area E
Failure to Pay	8%	37%	23%	23%	1%
Parking within an inappropriate zone / time	21%	28%	28%	31%	59%
Stopping within an inappropriate zone	12%	14%	32%	25%	1%
Parking in excess of time limits (paid and unpaid)	58%	20%	17%	21%	36%
Other	1%	1%	1%	1%	3%

Overall, the number of enforcement tickets issued in the Centretown area increased slightly by 1% from 2014 to 2015 (see *Graph 5 and Table 19 – 2014 and 2015 Enforcement Data Comparison* for overall comparison).

Graph 5 – 2014 and 2015 Enforcement Data Comparison

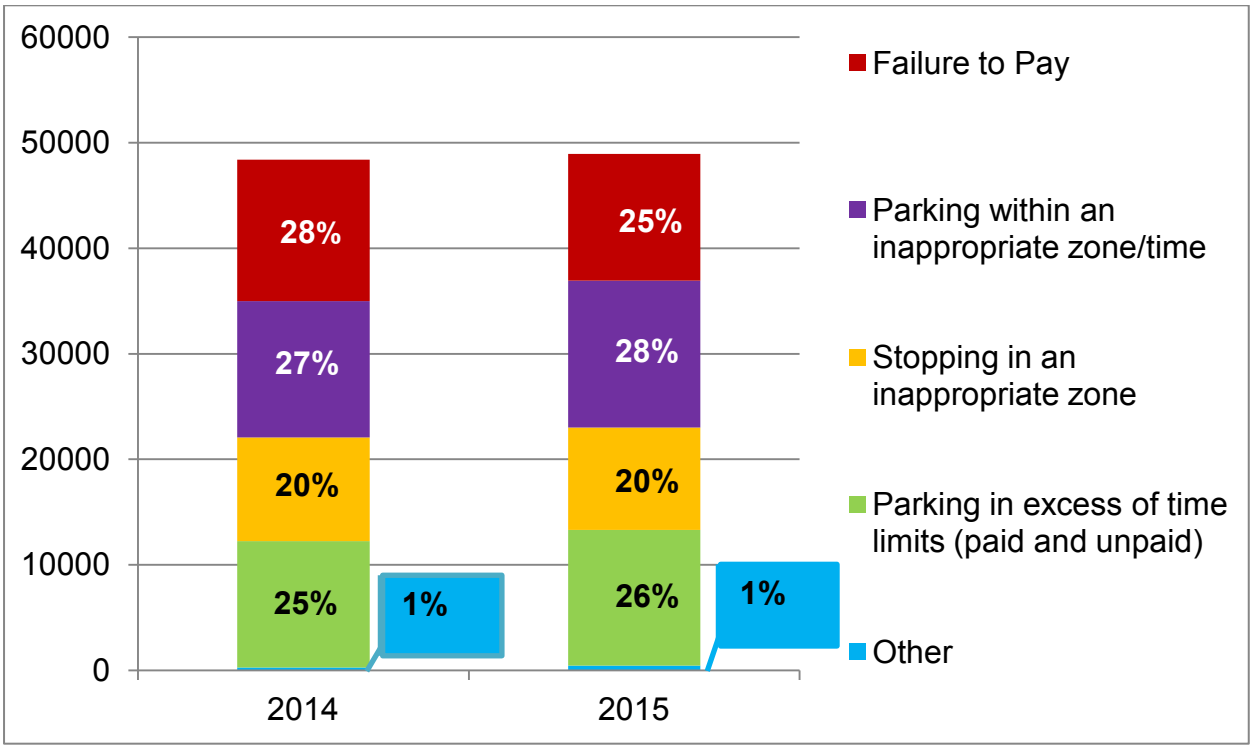


Table 19 – 2014 and 2015 Enforcement Data Comparison

Type	2014	2015
Failure to Pay	28%	25%
Parking within an inappropriate zone / time	27%	28%
Stopping within an inappropriate zone	20%	20%
Parking in excess of time limits (paid and unpaid)	25%	26%
Other	1%	1%

3.5 Bicycle Parking

In order to assess whether more bicycle parking is needed within the Centretown study area, an inventory of all the different types of bicycle parking racks was conducted for the entire Centretown study area. Please note that the inventory number only includes bicycle parking located on-street and does not include bicycle parking within in developments. Once the inventory of bicycle parking racks was completed, occupancy counts were conducted during the weekday and on a Saturday (Thursday, August 27th, 2015 and Saturday, August 22nd, 2015) in order to determine the utilization of the bicycle parking racks.

3.5.1 Bicycle Parking Supply

Table 20 – Number of Bicycle Racks and Spaces shows the total number of bicycle parking racks and bicycle parking spaces by type.

Table 20 – Number of Bicycle Racks and Spaces

Type	Total Number of Bicycle Racks	Total Number of Bicycle Parking Spaces
Post & Ring	396	792
Wheel Slot	2	9
Decorative	74	148
Other	119	572
Total	**591**	**1521**

3.5.2 Bicycle Parking Occupancy

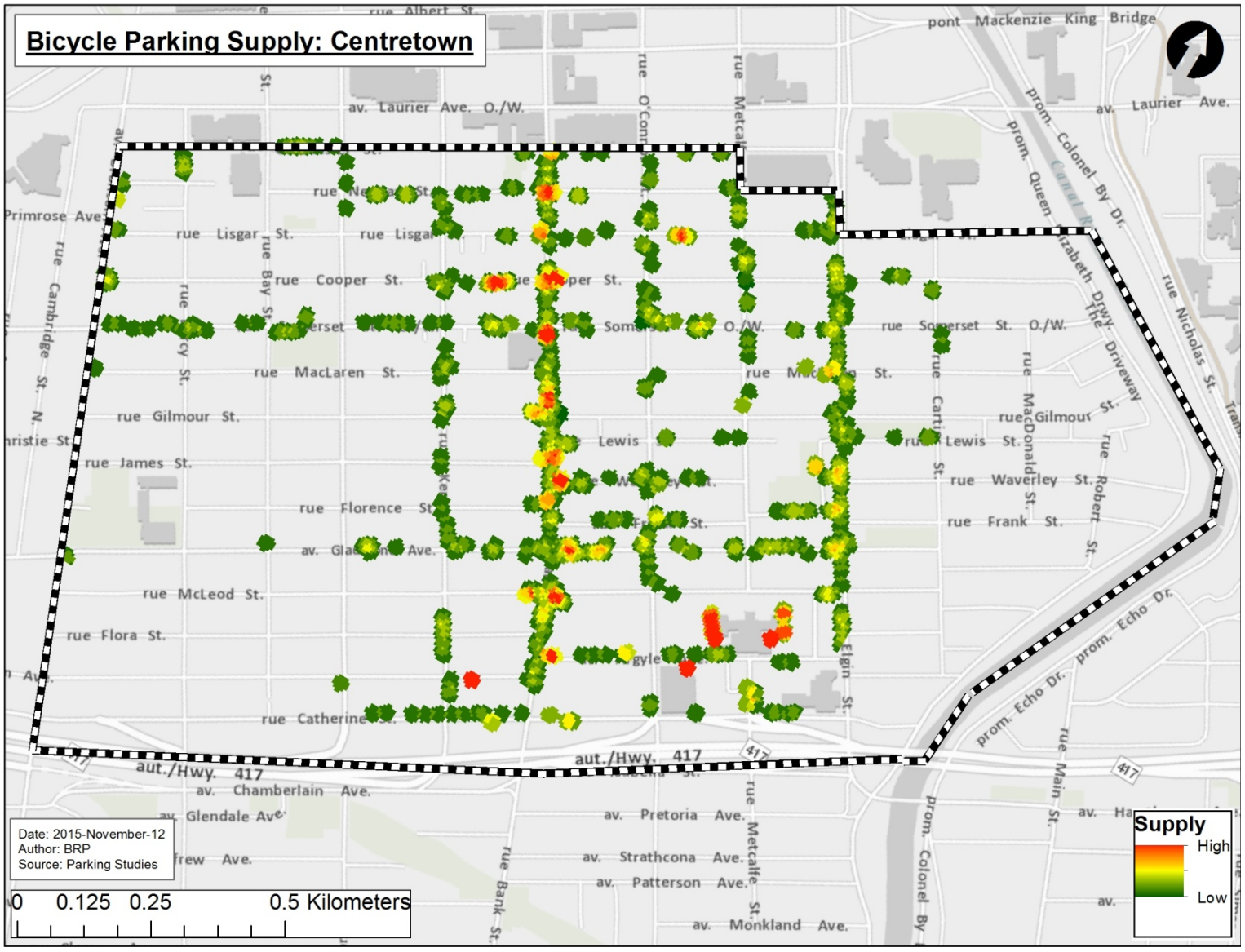
Table 21 – Bicycle Parking Occupancy shows the total number of bicycle parking spaces and the occupancy for the entire Centretown study area, Bank Street and Elgin Street.

Table 21 – Bicycle Parking Occupancy

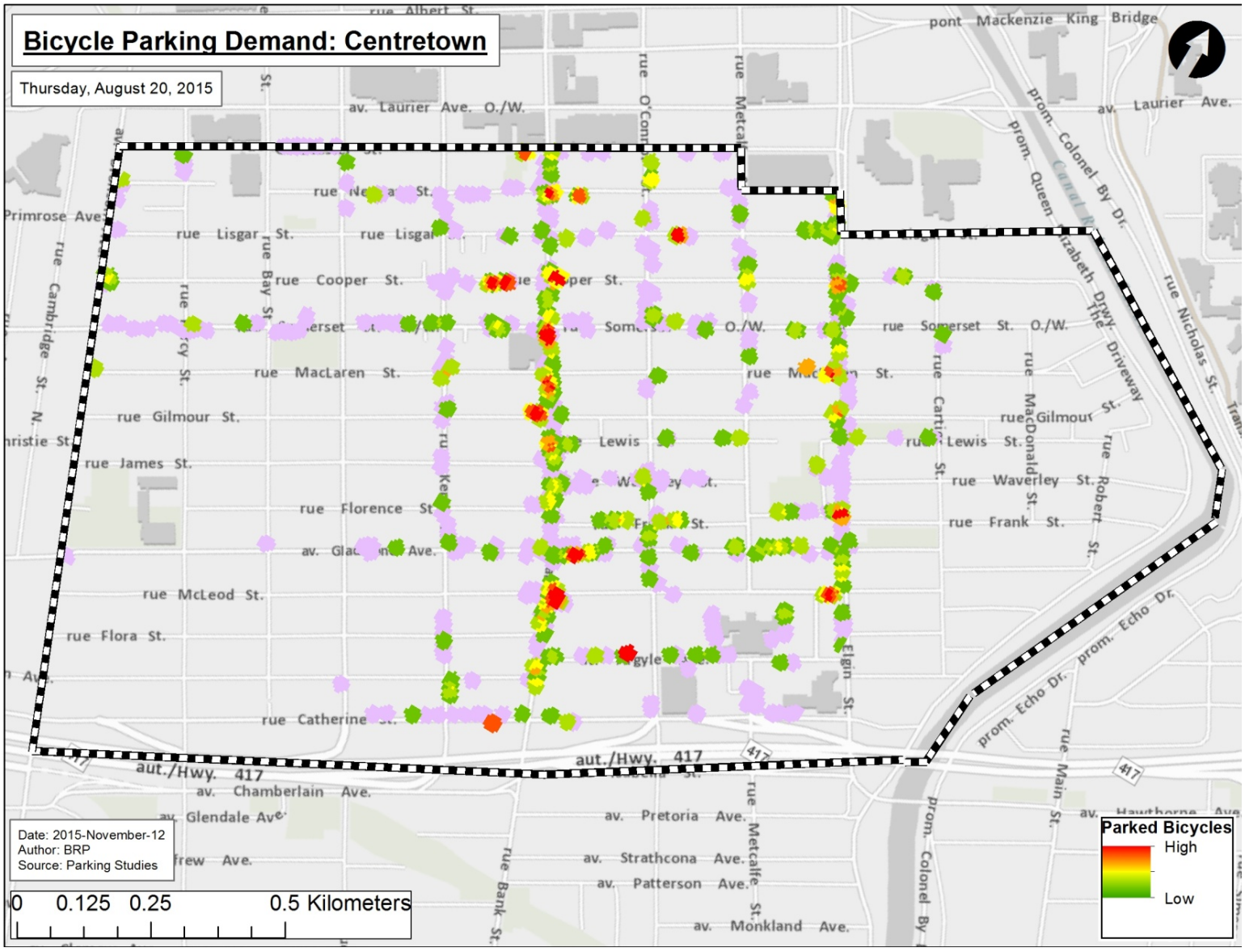
Area	Total Number of Bicycle Parking Spaces	Occupancy % Weekday	Occupancy % Saturday
Centretown Study Area	1521	22%	20%
Bank Street	227	29%	19%
Elgin Street	122	30%	30%

Map 15 shows where the bicycle parking is located within the Centertown study area. *Map 16* shows the bicycle parking demand during the weekday and *Map 17* shows the bicycle parking demand on Saturday.

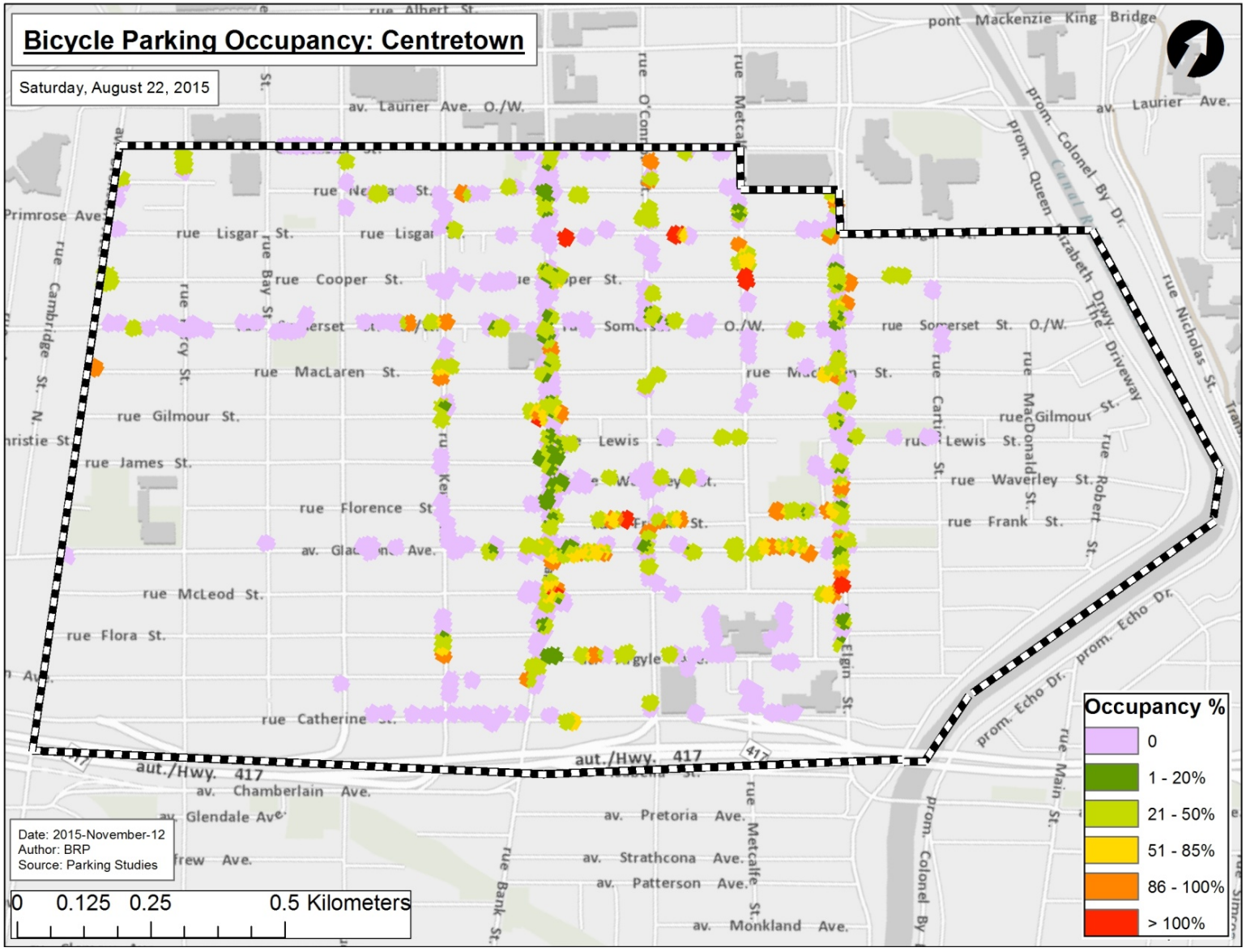
Map15 - Bicycle Parking Supply



Map 16 - Weekday Bicycle Parking Demand



Map 17 - Saturday Bicycle Parking Demand

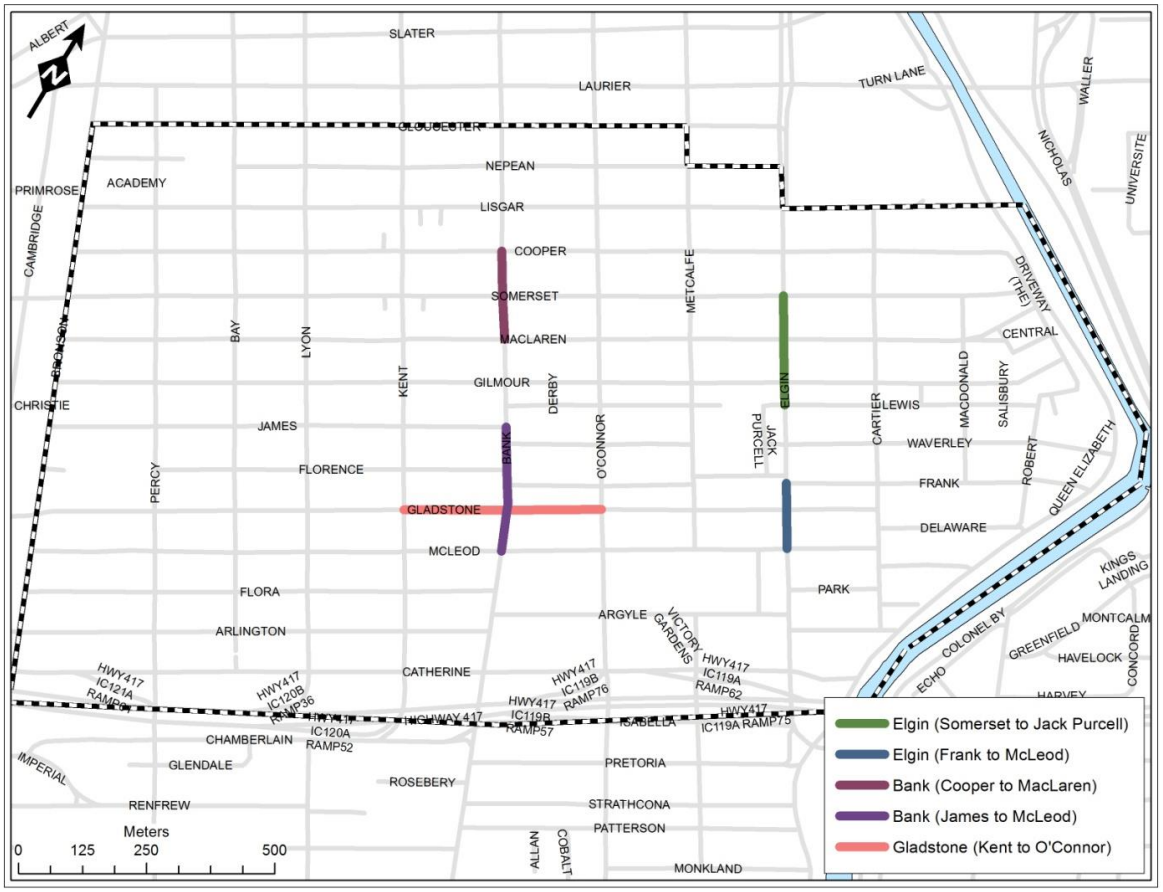


3.6 Travel Surveys

A face-to-face survey of people along the main commercial corridors was carried out in order to gain an appreciation of parking behaviour, attitudes, and issues within the Centretown study area. During the survey, surveyors were stationed at the following locations:

- Bank Street between Cooper Street and MacLaren Street;
- Bank Street between James Street and McLeod Street;
- Gladstone Avenue between Kent Street and O'Connor Street;
- Elgin Street between Somerset Street and Jack Purcell Lane; and,
- Elgin Street between Frank Street and McLeod Street.

Map 18 – Travel Survey Locations



A total of 511 surveys were completed over the course of ten days. Surveys were conducted on the following dates:

- Thursday May 28th, 2015
- Sunday May 31st, 2015
- Thursday, June 4th , 2015
- Sunday, June 7th, 2015
- Saturday June 13th, 2015
- Sunday, June 14th, 2015
- Saturday, June 20th, 2015
- Monday, August 24th, 2015
- Tuesday, August 25th, 2015
- Wednesday, August 26th, 2015

The same survey questions were used on all ten days. Some of the 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 4 – Travel Survey Questionnaire.*

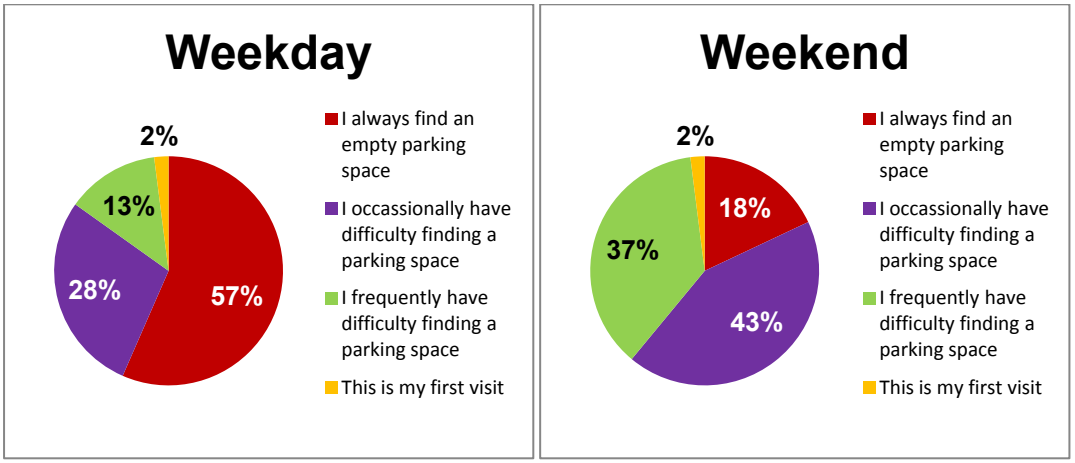
3.6.1 Summary of Travel Survey Findings

This section summarizes the Travel Survey responses. A complete summary of all of the travel survey responses can be found in *Appendix 5 – Travel Survey Findings*. When asked what was the purpose of their trip to Centretown, the majority of respondents indicated that they were in Centretown to work on weekdays (39%) and to dine and shop on weekends (48%). The most popular mode of travel to the study area during the weekday was to drive (44%), then to walk (25%), then by public transit (18%), followed by other modes of transportation. During the weekends the most popular mode of travel was to walk (61%), then to drive (21%), then by public transit (9%), followed by other modes of transportation. When asked how often do you come to the area, the results showed that during the weekday, the majority (35%) of respondents visit the study area daily and during the weekend, the majority (39%) of respondents visit the study area monthly.

The following questions were asked to drivers only. Drivers were asked how long it took them to find a parking space. The majority of the respondents (64%) indicated that it took them less than five minutes to find a desired parking space. Drivers were also

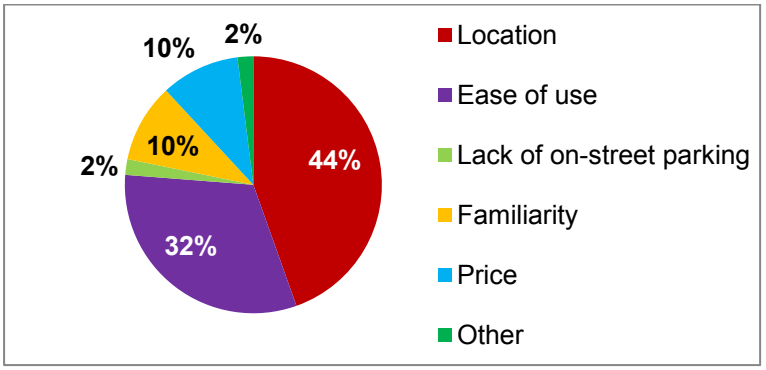
asked how easy it was for them to find a parking space. The survey results showed that the results were quite different during the weekday and the weekend. Of those that drove to the Centretown area, the majority (57%) of weekday respondents indicated that they always find an empty parking space. The weekend respondents indicated that it was more difficult to find a parking space with 43% of respondents indicating that they occasionally has difficulty finding a parking space and 37% frequently had difficulty finding a parking space (see *Graphs 6 (weekday) and 7 (weekend) – When you park here, how easy is it for you to find a parking space?*)

Graphs 6 (weekday) and 7 (weekend) – When you park here, how easy is it for you to find a parking space?



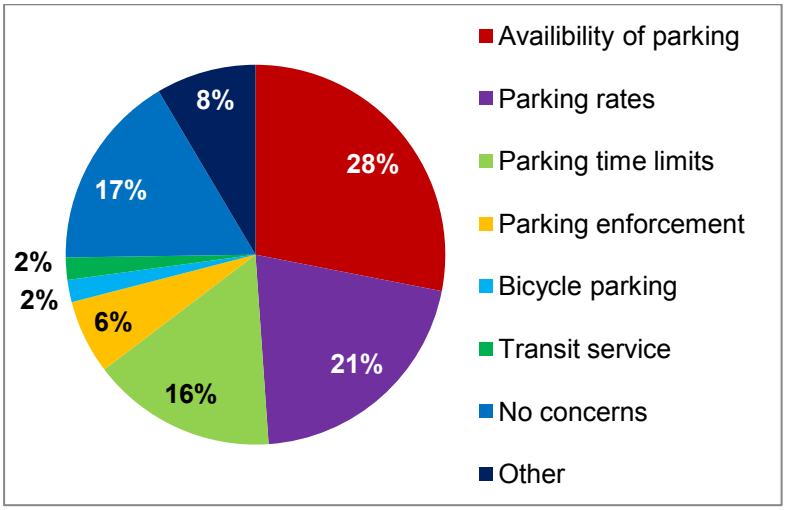
When drivers were asked why they chose to park where they did, respondents indicated that location (44%) and ease of use (32%) were the two major factors in considering where to park. Respondents also considered parking pricing (10%) and familiarity (10%) when choosing where to park (see *Graph 8 – Why did you choose to park where you did?*)

Graph 8 - Why did you choose to park where you did?



Drivers were also asked what their main concerns were when driving to Centretown. The results showed that the main concern was availability of parking (28%) and parking rates (21%). 17% of respondents indicated that they had no concerns and only 4% of respondents indicated that they were concerned about transit service and bicycle parking. (See *Graph 9 – What are your concerns when travelling to this area?)*

Graph 9 – What are your concerns when travelling to this area?



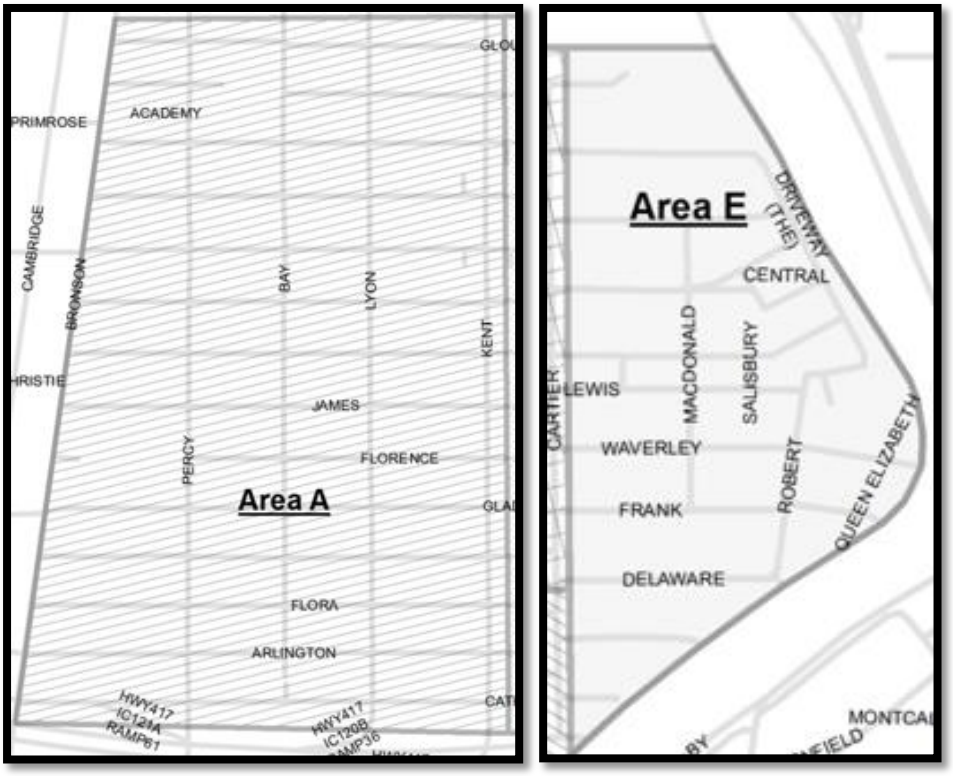
When asked how long drivers expect to stay in the area, the survey results showed that 53% of weekday respondents and 81% of weekend respondents indicated that they would be in the study area for three hours or less. Short-term parking is defined as “parking with a duration less than three hours”. This concludes that long-term parking is more prevalent during the weekday and short-term parking is more prevalent during the weekend.

Findings

This section presents the occupancy data for on-street parking and off-street parking (public and private) and a summary of the findings and issues for each area. The areas include: A and E - the primarily residential areas, B and C – the primarily commercial areas, and D – the institutional area. Occupancy maps can be found in *Appendix 2 – Parking Occupancy Maps*. This section also includes the turnover data for Bank Street and Elgin Street. Additional turnover data can be found in *Appendix 3 – Turnover Data*.

4.1 Findings Areas A and E - Primarily Residential Areas

Maps 19 and 20 – Areas A and E



4.1.1 Occupancy Findings for Areas A and E

The findings for Area A and E – the primarily residential areas show that:

- The on-street parking demand is consistent throughout the day whether on-street paid parking is in effect or not for both Areas A and E.
- The on-street parking utilization is around 50% on all days and times surveyed for both Areas A and E. The occupancy averages around 53% in Area A and 57% in Area E.

- In Area A, the occupancy reaches a maximum of 57% on Saturday afternoon and in Area E, the occupancy reaches a maximum of 64% on Saturday morning.
- The off-street parking lot occupancy is highest for both public and private parking lots when on-street paid parking is in effect for both Areas A and E.
- Utilization of off-street public and private parking decreases to very low levels when on-street parking is unpaid for both Areas A and E.
- There are a few streets within these areas that experience very high on-street parking utilization. These streets include Gloucester Street, MacLaren Street, and Bay Street.

Table 22 - Area A Occupancy Findings

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	52%	80%	54%
Weekday	Midday	54%	74%	55%
Weekday	Afternoon	50%	78%	53%
Weekday	Evening	51%	10%	25%
Saturday	Morning	51%	5%	18%
Saturday	Midday	55%	6%	23%
Saturday	Afternoon	57%	6%	20%
Saturday	Evening	56%	3%	17%
Sunday	Morning	50%	2%	13%
Sunday	Midday	56%	2%	20%
Sunday	Afternoon	50%	3%	18%
Sunday	Evening	50%	2%	17%

Table 23 – Area E Occupancy Findings

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	48%	73%	73%
Weekday	Midday	48%	81%	70%
Weekday	Afternoon	50%	77%	61%
Weekday	Evening	61%	37%	31%
Saturday	Morning	64%	9%	36%
Saturday	Midday	60%	11%	30%
Saturday	Afternoon	52%	16%	28%
Saturday	Evening	61%	20%	41%
Sunday	Morning	58%	28%	44%
Sunday	Midday	63%	22%	25%
Sunday	Afternoon	62%	21%	27%
Sunday	Evening	57%	13%	27%

4.1.2 Summary of Findings and Issues for Areas A and E

The following provides a general overview of the findings and issues that were identified for Area A:

- Area-wide, demand for on-street parking stays relatively constant across all time periods (48-57% full).
- Demand is highest on Saturday in general and the peak period is Saturday afternoon.
- Occupancy rates are higher on some streets in the north of the study area during the week (e.g. Gloucester Street), and along Bay Street and Lyon Street where there is longer parking permitted (3-hour limit). Otherwise, there is a suitable availability of parking in the area.
- Some future growth is expected in the north (Gloucester Street / Nepean Street) and along Gladstone Avenue.
- Demand for bike parking is highest along Kent Street.

The following provides a general overview of the findings and issues that were identified for Area E:

- During standard survey periods, area-wide demand for on-street parking similarly consistent and only slightly higher than west of Kent Street (48-64%)
- Due to proximity to Elgin Street, demand for on-street parking increases in the evening and on weekends. This is demonstrated by a Friday night count (9-10pm) which showed that 51% of all blocks were at or above capacity
- Cartier Street experiences very high demand at most times.
- Limited projected growth / development in the area, but could be impacted by changes on/near Elgin Street.

4.2 Findings Area B - Primarily Commercial Area

Map 21 – Area B

4.2.1 Occupancy Findings for Area B

The findings for Area B – primarily commercial area including Bank Street show that:

- On-street parking demand is high at times during the weekend but only reaches a maximum of 84% on Sunday afternoon.
- The on-street parking demand is consistent on weekdays when paid parking is in effect and ranges from 45% to 56%.
- Off-street parking (public and private) is at its highest when on-street paid parking is in effect.
- Utilization of off-street public and private parking decreases to very low levels when on-street parking is unpaid.

Table 24 - Area B Occupancy Findings

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	48%	72%	54%
Weekday	Midday	56%	81%	58%
Weekday	Afternoon	45%	78%	57%
Weekday	Evening	68%	17%	22%
Saturday	Morning	77%	7%	17%
Saturday	Midday	80%	9%	19%
Saturday	Afternoon	77%	8%	17%
Saturday	Evening	81%	8%	16%
Sunday	Morning	72%	6%	15%
Sunday	Midday	82%	8%	14%
Sunday	Afternoon	84%	7%	16%
Sunday	Evening	68%	6%	12%

4.2.2 Occupancy Findings for 210 Gloucester Street

The municipally-owned parking garage located at 210 Gloucester Street is located in Area B. The occupancy rates for the Gloucester Street parking garage are provided in *Table 25 – 210 Gloucester Street Occupancy Findings*. Please note that the occupancy results do not include the reserved monthly parking spaces. The occupancy results show that the occupancy is extremely high during the weekday in the morning at a rate of 90% and at midday at a rate of 92%. The occupancy is extremely low during the weekday evening and during the weekend. Over the weekend, the occupancy peaks on Saturday afternoon at a rate of 37%.

Table 25 – 210 Gloucester Street Occupancy Findings

Day	Time	Supply	Off-Street Occupancy Rate Gloucester Lot
Weekday	Morning	69	90%
Weekday	Midday	69	92%
Weekday	Afternoon	69	81%
Weekday	Evening	69	14%
Saturday	Morning	69	22%
Saturday	Midday	69	34%
Saturday	Afternoon	69	37%
Saturday	Evening	69	21%
Sunday	Morning	69	16%
Sunday	Midday	69	29%
Sunday	Afternoon	69	27%
Sunday	Evening	69	21%

4.2.3 Summary of Findings for Area B

The following provides a general overview of the findings and issues that were identified for Area B:

- Area-wide, when paid parking is in effect the level of parking demand is moderate (45-56% full).
- Demand for on-street parking is much higher during weekday evenings and weekends.
- The municipal parking garage at 210 Gloucester Street has limited available supply during weekdays in the daytime and is heavily used by long-term parkers.
- There are some large pockets of expected future growth, particularly north of Cooper Street and along Bank Street south of Gilmour Street.
- Some concerns were expressed about the availability of parking on Gladstone Avenue which has been impacted by recent developments. Currently, there is an availability of parking at all times, although demand is approaching 'practical capacity', particularly east of Bank Street.
- There are 760 bike parking spaces in this portion of the study area on the public right-of-way (including 234 along Bank Street). In addition to Bank Street, there are some side streets that have a high demand for bike parking, including Cooper Street, Frank Street, Gladstone Avenue and Argyle Street.

4.2.4 Occupancy Findings for Bank Street and its Surrounding Streets

The findings for Bank Street and its surrounding streets show that:

- The on-street parking along the side streets surrounding Bank Street are more utilized than Bank Street on all days and during all times surveyed.
- The on-street occupancy along Bank Street is high during Saturday but only reaches a maximum of 82% on Saturday morning.
- The on-street occupancy along the side streets surrounding Bank Street is high during weekday evenings and during the weekend. These side streets are especially busy on Saturday at midday and on Sunday in the afternoon. The occupancy exceeds practical capacity (85%) on Saturday midday at a rate of 86% and on Sunday afternoon at a rate of 88%. On-street parking along the side streets is also in high demand during Saturday evenings when occupancy is at practical capacity 85%.

- The occupancy for on-street paid parking is similar along Bank Street and the streets surrounding Bank Street during weekday paid parking hours. The average occupancy rate is slightly lower along Bank Street compared to the average occupancy along the streets surrounding Bank Street.
- The off-street public parking lots are well utilized during the weekday when on-street paid parking is in effect. Off-street public parking is especially high during the weekday at midday when the occupancy exceeds practical capacity at a rate of 87%.
- Utilization of off-street public parking decreases to very low levels when on-street parking is unpaid.

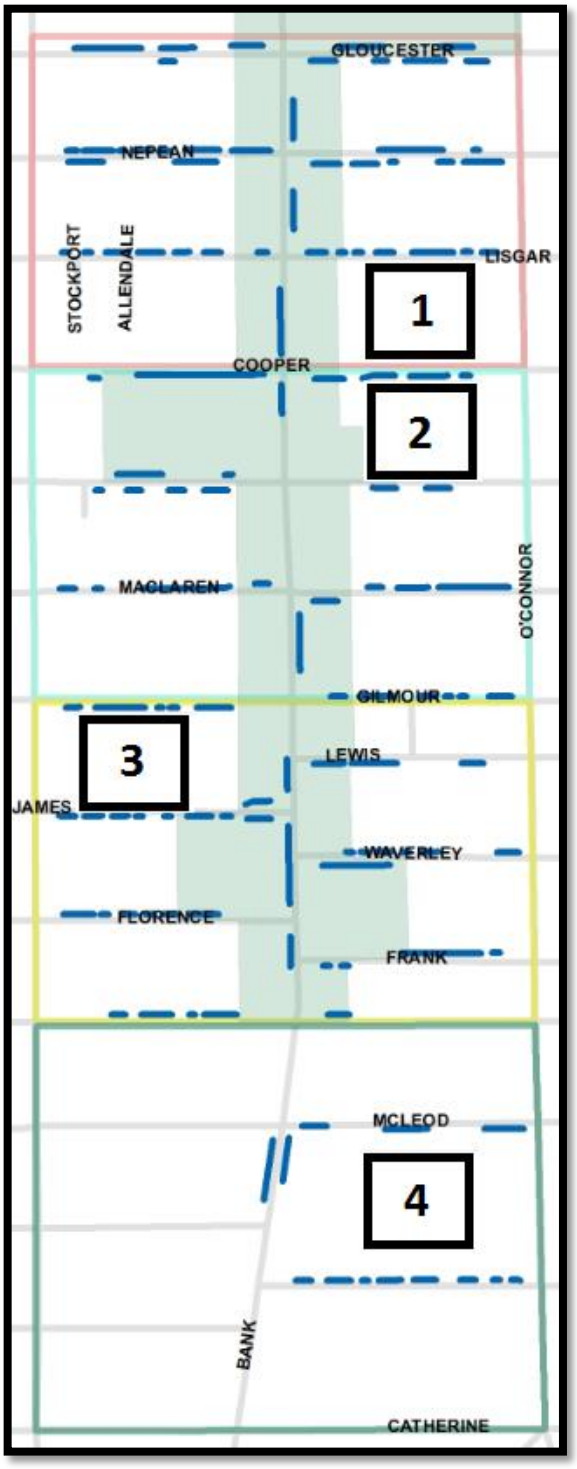
Table 26 - Bank Street Occupancy Findings

Day	Time	On-Street Occupancy Rate Bank Street	On-Street Occupancy Rate Side Streets	Off-Street Occupancy Rate (Public Parking)
Weekday	Morning	39%	51%	70%
Weekday	Midday	39%	60%	87%
Weekday	Afternoon	28%	51%	80%
Weekday	Evening	60%	73%	23%
Saturday	Morning	82%	84%	14%
Saturday	Midday	81%	86%	19%
Saturday	Afternoon	81%	82%	13%
Saturday	Evening	74%	85%	10%
Sunday	Morning	48%	76%	6%
Sunday	Midday	63%	84%	13%
Sunday	Afternoon	69%	88%	11%
Sunday	Evening	61%	73%	7%

4.2.5 An Occupancy Comparison of Bank Street and its Side Streets, Subsections 1-4

The findings along Bank Street and its side streets show that:

Map 22 – Bank Street Sub-Sections 1-4



- The on-street parking along Bank Street and its side streets is the busiest in sub-sections 1 and 2 (north of Gilmour).
- In sub-section 1, the occupancy exceeds practical capacity on Saturday from morning until evening along Bank Street. There is no available parking along the side streets during this time. The occupancy along the side streets exceeds practical capacity all day.
- In sub-section 1, the occupancy on Sunday is either approaching practical capacity or exceeding practical capacity for both Elgin Street and its surrounding streets. The afternoon is the busiest time of day on Sunday, the occupancy exceeds practical capacity for both Elgin Street and its surrounding streets.
- In sub-section 2, there is no available weekday evening parking along Bank Street. Occupancy reaches 100%. However, there is some available parking along the side streets during this time.
- In sub-section 2, on Saturday there is no available parking along Bank Street or the side streets from morning until the afternoon. Occupancy is at maximum capacity along Bank Street and exceeds practical capacity along the side streets. In the afternoon and evening, there is no available parking along side streets and limited parking available

along Bank Street. The occupancy is exceeding practical capacity along the side street and is at 82% along Bank Street.

- In sub-section 2, with the exception Bank Street on Sunday mornings the occupancy is high at all times on both Bank Street and the surrounding streets. The occupancy is exceeding practical capacity along Bank Street during the afternoon and in evening and along the side streets at midday and in the afternoon.
- In sub-section 3, the occupancy never reaches practical capacity. The maximum occupancy it reaches is 83% on Bank Street during Saturday afternoon and 77% on the streets surrounding Bank Street during Saturday midday.
- In sub-section 4, there is available parking along Bank Street on Saturday. The on-street parking along Bank Street on Saturday (except for the afternoon) is approaching practical capacity. On Saturday, the side streets are busier than Bank Street especially at midday when the occupancy exceeds practical capacity at a rate of 87%.
- In sub-section 4, there is lots of available parking along Bank Street at all times on Sunday. However, the side streets are very busy with occupancy exceeding practical capacity from morning until evening.

When paid parking is in effect during the weekday, the occupancy for both Bank Street and its surrounding streets never reach practical capacity (85%) for any of the sub-sections. The maximum occupancy for the weekday during paid parking hours along Bank Street is 73% in sub-section 2 in the morning and for its surrounding streets is 73% in sub-section 1 in the midday.

Table 27 - Bank Street, Sub-Sections 1-4 Occupancy Findings

Day	Time	Bank Street Sub-Section 1	Bank Street Sub-Section 2	Bank Street Sub-Section 3	Bank Street Sub-Section 4
Weekday	Morning	33%	73%	22%	43%
Weekday	Midday	61%	45%	22%	29%
Weekday	Afternoon	56%	27%	17%	7%
Weekday	Evening	39%	100%	67%	47%
Saturday	Morning	94%	100%	61%	80%
Saturday	Midday	100%	100%	56%	73%
Saturday	Afternoon	89%	82%	83%	67%
Saturday	Evening	61%	82%	78%	80%
Sunday	Morning	83%	64%	11%	40%
Sunday	Midday	83%	73%	67%	27%
Sunday	Afternoon	89%	91%	72%	27%
Sunday	Evening	78%	91%	50%	33%

Table 28 - Side Streets Off of Bank Street, Sub-Sections 1-4 Occupancy Findings

Day	Time	Side Streets Sub-Section 1	Side Streets Sub-Section 2	Side Streets Sub-Section 3	Side Streets Sub-Section 4
Weekday	Morning	59%	49%	38%	60%
Weekday	Midday	73%	63%	40%	60%
Weekday	Afternoon	62%	48%	37%	55%
Weekday	Evening	82%	72%	64%	74%
Saturday	Morning	95%	88%	69%	80%
Saturday	Midday	95%	86%	77%	87%
Saturday	Afternoon	88%	90%	75%	73%
Saturday	Evening	92%	91%	71%	82%
Sunday	Morning	78%	81%	58%	91%
Sunday	Midday	89%	93%	66%	88%
Sunday	Afternoon	89%	90%	79%	94%
Sunday	Evening	75%	81%	62%	72%

4.2.6 Bank Street Parking Turnover Data

Overall along Bank Street, the turnover results show that the majority of vehicles (74%) parked for 30 minutes (see *Graph 10 and Table 29 – Bank Street Turnover Findings*). 96% of vehicles were parked for 1.5 hours or less and only 4% of vehicles were parked longer than the 2 hour maximum time limit.

Graph 10 – Bank Street Turnover Findings

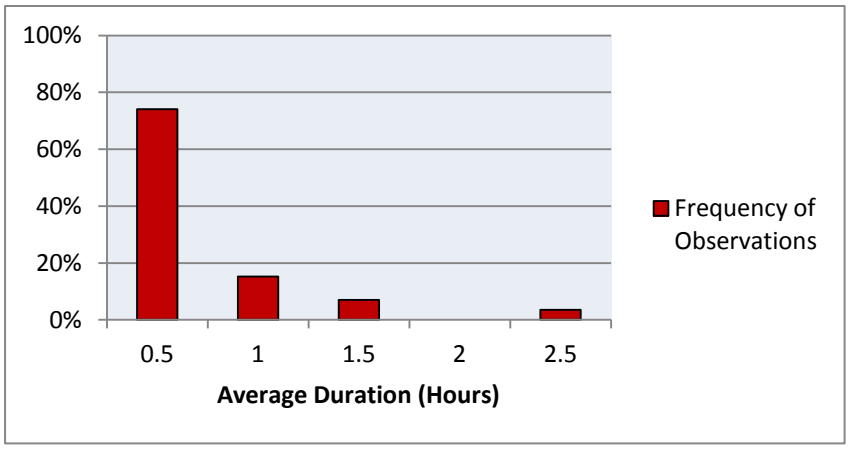


Table 29 – Bank Street Turnover Findings

Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	63	74.12%
1	13	15.29%
1.5	6	7.06%
2	0	0.00%
2.5	3	3.53%

4.2.7 Summary of Findings and Issues for Bank Street

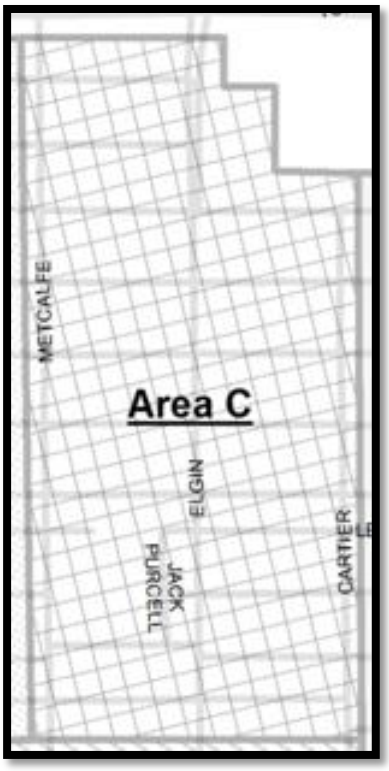
The following provides a general overview of the findings and issues that were identified for Bank Street:

- Demand for parking along Bank Street and O'Connor Street (and side streets) is highest north of Gilmour Street (full for parts of the weekend), but there is available space at all times south of Gilmour Street.
- Turnover along Bank Street is frequent with 89% of vehicles staying an average of 1-hour or less and only 4% of vehicles staying beyond the 2-hour time limit.

- 34% of people surveyed on Bank Street and Gladstone Avenue drove to the area while 11% cycled, 39% walked and 13% took transit.

4.3 Findings Area C - Primarily Commercial Area

Map 23 – Area C



4.3.1 Occupancy Findings for Area C

The findings for Area C – primarily commercial area including Elgin Street show that:

- On-street occupancy is high at all times during the weekend especially on weekday and Saturday evenings. The occupancy exceeds practical capacity (85%) at a rate of 90% during the weekday evening and at a rate of 91% during the Saturday evening. The occupancy also exceeds practical capacity at midday on Sunday at a rate of 89%.
- The on-street parking demand is consistent on weekdays when paid parking is in effect.
- The off-street parking (public and private) 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.

Table 30 - Area C Occupancy Findings

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	54%	76%	62%
Weekday	Midday	61%	74%	63%
Weekday	Afternoon	46%	63%	61%
Weekday	Evening	90%	13%	33%
Saturday	Morning	80%	6%	34%
Saturday	Midday	87%	9%	27%
Saturday	Afternoon	80%	9%	25%
Saturday	Evening	91%	6%	40%
Sunday	Morning	84%	9%	34%
Sunday	Midday	89%	17%	31%
Sunday	Afternoon	80%	18%	30%
Sunday	Evening	80%	5%	36%

4.3.2 Occupancy Findings for 114 Laurier Avenue West (City Hall)

The municipally-owned parking garage located at City Hall (110 Laurier Avenue West) is located right outside of Area C. The occupancy rates for City Hall are provided in *Table 31 – 114 Laurier Avenue West Occupancy Findings*. The occupancy results show that the occupancy is highest during the weekday morning at a rate of 82%. The occupancy is extremely low during weekday evenings and during the weekend. Over the weekend, the occupancy peaks on Sunday afternoon at a rate of 33%.

Table 31 – 114 Laurier Avenue West Occupancy Findings

Day	Time	Supply	Off-Street Occupancy Rate City Hall
Weekday	Morning	844	82%
Weekday	Midday	844	69%
Weekday	Afternoon	844	49%
Weekday	Evening	844	12%
Saturday	Morning	844	7%
Saturday	Midday	844	13%
Saturday	Afternoon	844	12%
Saturday	Evening	844	8%
Sunday	Morning	844	15%
Sunday	Midday	844	32%
Sunday	Afternoon	844	33%
Sunday	Evening	844	6%

4.3.3 Summary of Findings for Area C

The following provides a general overview of the findings and issues that were identified for Area C:

- Area-wide, there are different periods where occupancy exceeds ‘practical capacity’ (>85% full).
- When surveyed, 29% of drivers visiting Elgin Street indicated that they, “frequently have difficulty finding a parking space”.
- The City Hall parking garage is underutilized when on-street parking in the area is in greatest demand.
- There are 495 bike parking spaces on the public right-of-way in this portion of the area (including 120 along Elgin Street). A number of streets experience a high demand for bike parking, including Elgin Street and the north part of Metcalfe Street.

4.3.4 Occupancy Findings for Elgin Street and its Surrounding Streets

The findings for Elgin Street and its surrounding streets show that:

- The on-street parking occupancy along Elgin Street and the surrounding streets is very high during weekday evenings and during the weekend. The on-street occupancy along Elgin Street is at or exceeds practical capacity (85%) on the weekend at all times except in the afternoon.
- The on-street occupancy along the side streets surrounding Elgin Street is also high, especially during weekends at midday and Saturday evenings when the occupancy exceeds practical capacity.
- The occupancy for on-street paid parking is similar along Elgin Street and the streets surrounding Elgin Street during weekday paid parking hours. The average occupancy rate is slightly lower along Elgin Street compared to the average occupancy rate along the streets surrounding Elgin Street.
- The 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.

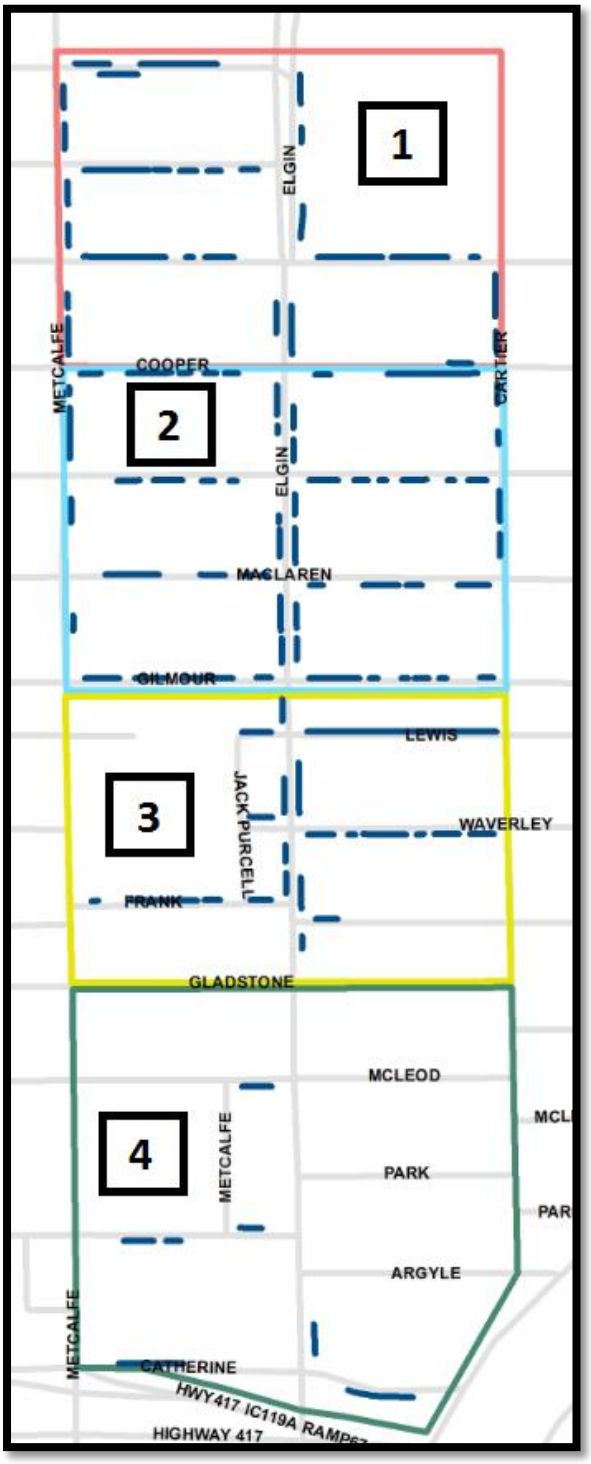
Table 32 - Elgin Street Occupancy Findings

Day	Time	On-Street Occupancy Rate Elgin Street	On-Street Occupancy Rate Side Streets	Off-Street Occupancy Rate (Public Parking)
Weekday	Morning	40%	56%	77%
Weekday	Midday	64%	63%	74%
Weekday	Afternoon	22%	61%	63%
Weekday	Evening	82%	85%	12%
Saturday	Morning	89%	77%	5%
Saturday	Midday	85%	88%	8%
Saturday	Afternoon	74%	79%	8%
Saturday	Evening	88%	90%	5%
Sunday	Morning	97%	81%	9%
Sunday	Midday	88%	89%	17%
Sunday	Afternoon	77%	82%	17%
Sunday	Evening	86%	77%	4%

4.3.5 An Occupancy Comparison of Elgin Street and its Side Streets, Subsections 1-4

The findings along Elgin Street and its side streets show that:

Map 24 – Elgin Street Sub-Sections 1-4



- The on-street parking along Elgin Street and its side streets is the busiest in sub-section 1 (north of Cooper). Sub-sections 2 and 3 are also extremely busy.
- The on-street parking along Elgin Street during the weekends is extremely busy in sub-sections 1 and 2.
- In sub-section 1, along Elgin Street the occupancy is at or exceeds maximum capacity (100%) at all times surveyed during the weekend except for Sunday afternoon when the occupancy exceeds practical capacity at a rate of 95%. There is no available parking along the side streets during the weekend. The side streets are at practical capacity, exceeding practical capacity, or exceeding maximum capacity at all times surveyed except for Sunday evening when the occupancy rate is at 72%.
- There is a lot of illegal parking occurring in sub-section 1 during the weekends.
- In sub-section 2, the on-street parking along Elgin Street is extremely busy at all times on Saturday. The occupancy exceeds practical capacity at all times. There is no available parking along the side streets at midday or during the evening. Occupancy exceeds practical capacity during these times. In the morning and in the afternoon there is very limited parking

available. Occupancy is approaching practical capacity during these times.

- In sub-section 2, the occupancy on Sunday is also very busy. The occupancy is at maximum capacity in the morning and then stays around the practical capacity mark for the rest of the day. There is no available parking along the side streets at midday and in the afternoon. Occupancy exceeds practical capacity. There is also limited parking available in the morning and evening. Occupancy is approaching practical capacity at these times.
- In sub-section 3, weekday evenings are very busy for both Elgin Street and its surrounding streets. The occupancy exceeds maximum capacity along Elgin Street and exceeds practical capacity along the side streets.
- In sub-section3, on Saturday the occupancy along Elgin Street exceeds maximum capacity in the morning and approaches practical capacity at midday and in the evening. The opposite is true for the side streets, the occupancy approached practical capacity in the morning and exceeds practical capacity at midday and in the evening. Regardless if there is some available space along Elgin Street or along the side streets, there is a lack of available parking on Saturday.
- In sub-section 3, on Sunday the occupancy is extremely high along Elgin Street in the morning, midday, and in the evening. The occupancy exceeds maximum capacity at all three of these times periods. There is some available parking along the side streets however, availability of parking is limited. The occupancy is approaching practical capacity at all three of these time periods.
- There is a fair amount of illegal parking occurring in sub-section 3 along Elgin Street especially on Sunday.

In sub-section 4, there is available parking along Elgin Street and its surrounding streets during the weekday and on Saturday. On Sunday, the occupancy is slightly higher along Elgin Street and its surrounding streets than during the weekday and on Saturday. The only time the occupancy exceeds practical capacity is on Sunday at midday along the side streets. However, there is available parking along Bank Street at this time.

Table 33 - Elgin Street, Sub-Sections 1-4 Occupancy Findings

Day	Time	Elgin Street Sub-Section 1	Elgin Street Sub-Section 2	Elgin Street Sub-Section 3	Elgin Street Sub-Section 4
Weekday	Morning	65%	59%	27%	15%
Weekday	Midday	60%	68%	69%	59%
Weekday	Afternoon	25%	24%	27%	15%
Weekday	Evening	85%	80%	104%	65%
Saturday	Morning	120%	98%	95%	56%
Saturday	Midday	100%	93%	84%	68%
Saturday	Afternoon	100%	95%	58%	41%
Saturday	Evening	110%	98%	79%	68%
Sunday	Morning	105%	100%	108%	79%
Sunday	Midday	100%	85%	104%	74%
Sunday	Afternoon	95%	80%	62%	74%
Sunday	Evening	100%	85%	104%	65%

Table 34 - Side Streets Off of Elgin Street, Sub-Sections 1-4

Day	Time	Side Streets Sub-Section 1	Side Streets Sub-Section 2	Side Streets Sub-Section 3	Side Streets Sub-Section 4
Weekday	Morning	93%	50%	35%	68%
Weekday	Midday	96%	61%	45%	69%
Weekday	Afternoon	115%	54%	36%	70%
Weekday	Evening	111%	83%	91%	66%
Saturday	Morning	85%	77%	79%	67%
Saturday	Midday	103%	86%	90%	78%
Saturday	Afternoon	92%	82%	78%	67%
Saturday	Evening	102%	95%	91%	76%
Sunday	Morning	85%	77%	79%	84%
Sunday	Midday	92%	95%	83%	88%
Sunday	Afternoon	90%	91%	69%	81%
Sunday	Evening	72%	82%	79%	70%

4.3.6 Elgin Street Parking Turnover Data

Overall along Elgin Street, the turnover results show that the majority of vehicles (53%) parked for 30 minutes (see *Graph 11 and Table 35 – Elgin Street Turnover Findings*). 76% of vehicles were parked for 1 hours or less and 24% of vehicles were parked longer than the 1 hour maximum time limit.

Graph 11 – Elgin Street Turnover Findings

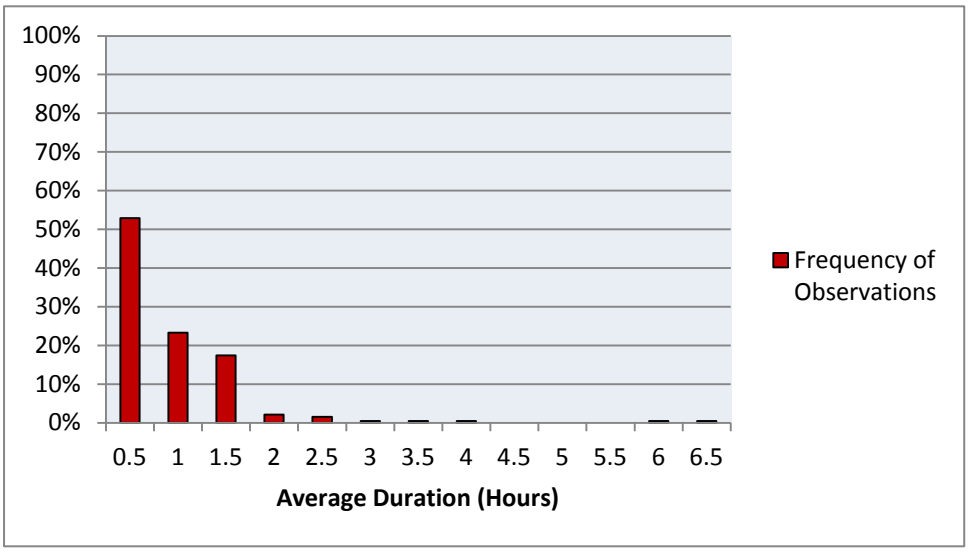


Table 35 – Elgin Street Turnover Findings

Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	100	52.91%
1	44	23.28%
1.5	33	17.46%
2	4	2.12%
2.5	3	1.59%
3	1	0.53%
3.5	1	0.53%
4	1	0.53%
4.5	0	0.00%
5	0	0.00%
5.5	0	0.00%
6	1	0.53%
6.5	1	0.53%

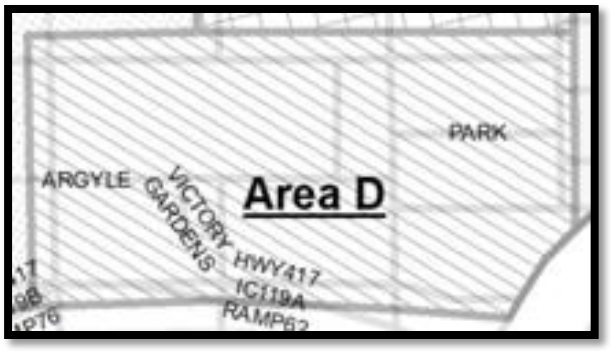
4.3.7 Summary of Findings and Issues for Elgin Street

The following provides a general overview of the findings and issues that were identified for Elgin Street:

- Parking demand in the immediate vicinity of Elgin Street is the highest in the entire Centretown study area.
  - While there is generally capacity during the day on weekdays, Elgin Street becomes full at most other times.
  - While not as full, the side streets also experience high demand over the weekend, particularly during lunch time and in the evenings
  - This is particularly an issue for the north part of Elgin Street in the study area with occupancy rates generally decreasing moving south. Parking only becomes readily available at all times when south of Gladstone Avenue.
- Turnover along Elgin Street occurs less frequently compared to Bank Street, despite the shorter time limits. 24% of vehicles stay for longer than one hour on average, but only 5% stay for longer than two hours on average.
- The time limits along and in the immediate vicinity of Elgin Street were raised as an issue during the study as 1-hour was considered to be ‘insufficient’ for visitors.
- 29% of people surveyed on Elgin Street drove to the area while 5% cycled, 51% walked and 12% took transit.

4.4 Findings Area D - Primarily Institutional Area

Map 25 – Area D



4.4.1 Occupancy Findings for Area D

The findings for Area D – primarily institutional area including the Museum of Nature show that:

- On-street parking demand is high at times especially during the weekend. On Sunday morning the occupancy exceeds practical capacity (85%) at a rate of 86% and on Sunday at midday the occupancy is at practical capacity.
- The on-street parking demand is consistent during the weekday when paid parking is in effect.
- The off-street parking (public and private) is highest when on-street paid parking is in effect.
- Utilization of off-street public and private parking decreases to low levels when on-street parking is unpaid.

4.4.2 Summary of Findings and Issues for Area D

The following provides a general overview of the findings and issues that were identified for Area D:

On-street parking demand is slightly higher in the area around the Museum of Nature and the police station compared with other streets in the immediate area, but there is also an available supply of off-street parking at all times.

Table 36 - Area D Occupancy Findings

Day	Time	On-Street Occupancy Rate	Off-Street Occupancy Rate (Public Parking)	Off-Street Occupancy Rate (Private Parking)
Weekday	Morning	64%	77%	53%
Weekday	Midday	65%	69%	58%
Weekday	Afternoon	60%	56%	59%
Weekday	Evening	59%	47%	20%
Saturday	Morning	69%	22%	9%
Saturday	Midday	77%	32%	11%
Saturday	Afternoon	71%	36%	12%
Saturday	Evening	73%	22%	10%
Sunday	Morning	86%	29%	15%
Sunday	Midday	85%	51%	17%
Sunday	Afternoon	79%	55%	12%
Sunday	Evening	59%	1%	14%

4.5 Gladstone Avenue

Through consultation, there were concerns that there was a lack of customer parking along Gladstone Avenue. The on-street parking along Gladstone Avenue is currently unpaid with the exception of the block between Kent Street and Bank Street. Paid parking is currently in effect from Monday to Friday, 9:00am to 3:30pm.

The findings along Gladstone Avenue show that:

- During the weekday, the on-street occupancy from Kent Street to Bank Street is low. The maximum occupancy only reaches an average of 61% at midday.
- The weekday occupancy from Bank Street to Metcalfe Street is 0% when paid parking is in effect at all times and in the evenings from O'Connor Street to Metcalfe Street.
- On the weekday, the on-street occupancy from Metcalfe Street to Elgin Street is the busiest. The occupancy exceeds practical capacity in the morning and in the evening at a rate of 86%. The occupancy at midday and in the afternoon is approaching practical capacity.
- The busiest day along Gladstone Avenue is on Sundays especially from Bank Street to Metcalfe Street. The occupancy is extremely high and exceeds maximum capacity on Sunday morning and in the evening and exceeds practical capacity at midday and in the afternoon. From O'Connor to Metcalfe Street the occupancy is at maximum capacity in the morning and then exceeds maximum capacity at midday and in the afternoon.
- The occupancy also exceeds practical capacity on Sunday in the morning and afternoon from Kent Street to Bank Street and in the morning and evening from Metcalfe Street to Elgin Street.

The Saturday occupancy from O'Connor Street to Metcalfe Street is at maximum capacity for most of the day except at midday when the occupancy drops to 83%. The only other time the occupancy exceeds practical capacity on Saturday is from Kent Street to Bank Street in the morning at a rate of 86%.

Table 37- Gladstone Avenue – Kent Street to Elgin Street

Day	Time	Kent to Bank	Bank to O'Connor	O'Connor to Metcalfe	Metcalfe to Elgin
Weekday	Morning	28%	82%	58%	86%
Weekday	Midday	61%	82%	50%	82%
Weekday	Afternoon	17%	71%	42%	77%
Weekday	Evening	48%	29%	0%	86%
Saturday	Morning	86%	21%	100%	77%
Saturday	Midday	81%	36%	83%	77%
Saturday	Afternoon	62%	36%	100%	73%
Saturday	Evening	71%	29%	100%	82%
Sunday	Morning	86%	121%	100%	91%
Sunday	Midday	81%	86%	133%	77%
Sunday	Afternoon	90%	86%	150%	68%
Sunday	Evening	29%	107%	83%	95%

An analysis was completed on whether the block of paid parking between Kent Street and Bank Street had any influence on the low occupancy numbers during the weekday paid parking hours. The following table compares the occupancy rates for the paid section of Gladstone Avenue between Kent Street and Bank Street and some of the unpaid sections along Gladstone Avenue. The findings show that:

- The occupancy for the paid parking between Kent Street and Bank Street is low to moderate. The occupancy peaks at midday at a rate of 50%.
- The blocks immediately adjacent to the paid parking are high. The occupancy between Lyon Street and Kent Street peaks in the morning at a rate of 75%. The occupancy between O'Connor Street to Metcalfe Street peaks in the morning and at midday at a rate of 82%.

East of Lyon Street and west of O'Connor Street the occupancy decreases.

Table 38 – Gladstone Avenue Paid and Unpaid Parking Findings

Day	Time	Unpaid Bay to Lyon	Unpaid Lyon to Kent	Paid Kent to Bank	Unpaid Bank to O'Connor	Unpaid O'Connor to Metcalfe
Weekday	Morning	19%	75%	17%	82%	58%
Weekday	Midday	56%	70%	50%	82%	50%
Weekday	Afternoon	44%	70%	6%	71%	42%

Public Consultation

5.1 Summary of Public Consultation and Feedback

Consultation is integral to the success of any parking study. Accordingly, throughout the process, stakeholders were engaged and feedback was solicited. Before the Centretown Local Area Parking Study began, a 'Start-Up' Notice and comment sheet was e-mailed to stakeholders including the Business Improvement Areas (Bank Street, Chinatown and Somerset Village), the Ward Councillor, the Centretown Citizens Community Association (CCCA) and places of worship, among others. 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. Stakeholders were encouraged to distribute the Start-Up Notice and comment sheet to anybody that may be interested in providing comments and / or feedback. A copy of the Start-Up Notice was also hand-delivered to many businesses not within a BIA (e.g. along Elgin Street, Gladstone Avenue, and Kent Street). A webpage was also created on ottawa.ca to inform the public about the parking study. The webpage included a fillable PDF comment sheet.

Additional consultation included the following:

Travel Surveys – A total of 511 surveys were completed over the course of ten days in May, June and August. The travel surveys were carried out in order to gain an appreciation of parking behavior, attitudes, and issues within the Centretown study area. During the survey, surveyors were stationed at the following locations:

- Bank Street between Cooper Street and MacLaren Street,
- Bank Street between .James Street and McLeod Street,
- Gladstone Avenue between Kent Street and O'Connor Street,
- Elgin Street between Somerset Street and Jack Purcell Lane and,
- Elgin Street between Frank Street and McLeod Street.

See *Appendix 4 – Travel Survey Questions* for the Travel Survey Questionnaire.

Stakeholder Meetings - There were two stakeholder meetings held at City Hall on July 28th and November 16th, 2015. Both stakeholder meetings consisted of PowerPoint presentations. The first stakeholder meeting included of an overview of the study, a

status update, and an opportunity for stakeholders to share their ideas and identify issues of concern. The second stakeholder meeting included a status update, a review of all data collected to date, a summary of issues, and for stakeholders to identify issues and provide feedback. Both meetings resulted in valuable feedback which helped to position and guide the study both from a data collection and issue identification points of view.

Additional one-on-one meetings took place with individual stakeholder groups (e.g. the CCCA and the Bank Street BIA) which also helped in the communication of feedback.

There is a Parking Stakeholder Consultation Group (PSCG) which acts as an important reference point and sounding board for the Municipal Parking Management Program, particularly when dealing with initiatives such as this. Updates on the Centretown Local Area Parking Study were provided at four meetings between June 2015 and March 2016.

Public Open House (POH) – This was held on February 10th, 2016 – The POH was held at City Hall for members of the community. Information was posted to ottawa.ca to help advertise the POH and an invitation was provided to all stakeholders with a request to share it with anyone who might be interested. This circulation included the BIAs, Ward Councillor, and the CCCA. Staff also hand-delivered invitations to all of the businesses along Elgin Street, Gladstone Avenue, and Kent Street. In total, 11 attendees were registered on the sign-in sheet. Boards illustrating the study findings were provided, and attendees were invited to add comments in order to identify or clarify issues. As a follow-up to the POH, the City of Ottawa webpage was updated to include information on how to obtain a copy of the presentation boards. The submission date for comments was extended to allow stakeholders additional time to provide feedback. In total, six comments were received during the POH, five sticky note comments were provided on the study area boards at the POH, and nine comments were received by e-mail after the public open house. A total of 20 comments were received from the POH.

Table 39 – Number of Comments Received by Type of Consultation

Type of Consultation	Number of Comments Received
Start-up Notice (the start-up notice was distributed by e-mail to stakeholders and hand-delivered to some businesses)	31
In-Field – includes travel surveys and other comments obtained during data collection	246
Public Open House (includes comments received during and after the public open house and the comments posted on sticky notes from the design charette portion of the open house)	20
Total:	**297**

Comments by Stakeholder Group

The entirety of the comments that were received through consultation is contained in *Appendix 5 – 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 which includes those where there was not enough information to classify the source.

The residents of Centretown provided a number of comments. The main comments from the residents included:

- Residents and visitors have difficulty finding available on-street parking.
- Residents with on-street parking permits are not guaranteed parking spaces in the areas designated by their permits.
- Improve wayfinding signage to off-street parking lots.
- Lack of enforcement.
- Too much enforcement.
- Eliminate parking requirements within new developments.
- Increase parking time limits from 1 hour to 2 or 3 hours.
- Lack of bicycle parking within study area.

Comments from Centretown business owners included:

- Increase 1-hour on-street parking to 1.5 or 2 hours.
- Lack of enforcement.
- City should provide more off-street customer parking.
- Residents from condominium buildings are using all the on-street parking spaces. This takes away on-street parking from customers.
- Paid parking deters customers from conducting business in Centretown.
- P&D machines won't allow customers to pre-pay before paid parking hours begin.
- Public transit is not feasible for everybody (not reliable, takes too much time, not frequent enough).
- Convert unused loading zones into on-street parking.

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

- There is a requirement for more public parking for residents and their visitors who cannot access private parking spaces.
- Not enough on-street parking.
- Concerns around development applications (i.e. reducing or not providing enough resident / visitor parking with new developments). Adds pressure to the existing on-street parking.
- Lack of accessible and convenient parking for health care providers (medical, homemaking, food.)
- Volunteer parking permit program very helpful because it allows volunteers to park in a no-parking zone for up to 15 minutes.
- Parking is an issue during special events (Ottawa Race Weekend, Winterlude, music festivals, Take back the night, Capital Pride, among others).
- Institutions provide inadequate parking (museums, churches, schools, Police HQ, YM-YWCA, community centres, health centres).
- Increase usage of off-street parking lots / garages by reducing rates or providing free parking (i.e. City Hall).
- Improve wayfinding signage to off-street parking lots.

Parking Toolbox

6.1 Overview

In any city, parking tends to be a “hot-button” issue. Ottawa is no exception as many stakeholders with different interests compete for a limited public resource. The key challenge is to find an appropriate *balance* between supply and demand that aligns with the stated objectives of the Municipal Parking Management Strategy (MPMS). Consistent with this, the MPMS guides this approach, and has helped to define a set of strategies below which makes up the Parking Management Toolbox for the City of Ottawa’s Municipal Parking Management Program.

Alternative Modes of Transportation

One important way to reduce parking pressure – and improve our City – is to reduce the number of cars competing for spaces. These tools help in promoting walking, transit, and alternative modes of transportation.

1) Bicycle Parking
2) Transit Service
3) Measures to Reduce Employee Parking Demand
4) Car-sharing / Car-pooling Promotion

Supply of Parking Spaces

The number of publicly available parking spaces in an area defines how much ‘supply’ is available for those seeking parking. These tools can help to adjust this supply in order to respond to varying levels of demand.

5) Municipal Off-Street Supply
6) Curb-Side “Street” Parking Supply
7) Agreements with Developers
8) Zoning Provision Adjustments

Availability of Parking on Demand

Where there is high demand for parking, there are measures that can be implemented to improve rates of turnover to ensure more spaces are free when needed. In addition to encouraging turnover, there are also tools to make available spaces more apparent.

9) Curb-Side Parking Regulations
10) Enforcement Levels

11) Parking Price Adjustments
12) Off-Street Parking Visibility / Promotion

This section provides an overview of these strategies and discusses their potential applicability to Centretown (where feasible)

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 Centretown

This measure is applicable to Centretown. Within the Centretown study area, there are 591 bicycle racks within the public right-of-way which equates to a total of 1,521 bicycle parking spaces.

Cycling access into the general downtown area has increased in recent years and this will continue to occur with additional cycling infrastructure, including the soon-to-be constructed bike lanes on O'Connor Street. In alignment with this, it is all the more important to ensure that there is an adequate supply of bike parking in order to accommodate anticipated increased cycling into and within the area.

Looking at the distribution of bicycle racks within the study area (see *Map 15 – Bicycle Parking Supply*), there are some locations where there is a lack of bicycle parking within areas relative to demand. These are almost exclusively tied to commercial areas and in particular, high demand locations include: Elgin Street, Bank Street, Gladstone Avenue, Kent Street, Metcalfe Street, Frank Street, Argyle Street, Cooper Street, Lisgar Street and O'Connor Street.

Starting with the streets indicated above, locations will be explored for additional Post and Ring bicycle racks. The Planning and Growth Management Department will be consulted through the process. It is recommended that additional Post and Rings be installed where warranted and feasible.

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 Centretown

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

The modal spilt data shows that transit is the third most common mode of transportation for all trips destined to Centretown after walking and driving. A total of 15% of all trips destined to the Centretown study area are by transit. Through the Travel Surveys, there were some comments regarding transit service from the public. Comments included the following: buses should run more frequently and service should be more reliable; there should be more bus routes; Para-Transpo parking spaces should be distinguished better; and that bus route #6 should be reinstated.

In addition to transit service, the implementation of the LRT north of the Centretown study area will have an impact on the way people travel to and from the study area. A portion of the downtown Ottawa transit tunnel will run directly north of the study area along Queen Street and to the east through the University of Ottawa (accessible via Corkstown Bridge). The *Centretown Community Design Plan* states that the implementation of the downtown transit tunnel will likely not result in significant changes to the local transit network. The local transit network is already oriented to provide connections with the existing rapid transit network and major destinations in the downtown area. However, service frequencies may be improved on routes as ridership increases with the implementation of the light rail rapid transit network. Areas adjacent to future underground rapid transit station entrances will create additional density potential which will generate more demand for transit and increased transit frequency.

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.

Measures to Reduce Employee Parking Demand

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 reduce the number of vehicles owned.

Applicability to Centretown

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

For example, along the commercial mainstreets such as Bank Street and Elgin Street, telework is not likely to be a viable option for 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.

Map 26 – Location of Government Office Space

However, there is a lot of office space located within the study area and immediately adjacent to the study area. Specifically, the federal government is a major employer. The majority of buildings as well as City Hall are located north of Somerset Street along Elgin Street, Bank Street and Gloucester Street. The on-street parking utilization exceeds practical capacity in these areas surrounding these buildings on Elgin Street and on Gloucester Street. During the weekday daytime hours, the on-street occupancy surrounding these buildings peaks at:

- 88% in the afternoon on Elgin Street from Gloucester Street to Cooper Street and the side streets by one block.
- 68% at midday on Bank Street from Gloucester Street to Somerset Street and the side streets by one block.
- 90% in the afternoon on Gloucester Street from Kent Street to Elgin Street.

The utilization of the off-street public lots surrounding the government buildings is also high. During the weekday daytime hours, the off-street public parking occupancy surrounding these government buildings peaks at:

- 78% in the morning for the public off-street lots surrounding Elgin Street north of Cooper Street.
- 83% at midday for the public off-street lots surrounding Bank Street north of Somerset Street.
- 86% at midday for the public off-street lots surrounding Gloucester Street east of Kent Street.

Due to the high occupancy rates for both on-street and public off-street lots surrounding the government buildings, telework might be a viable and attractive option for government workers.

In 2013, the City partnered with WORKshift and is currently promoting transportation demand measures to a number of organizations including the federal government. WORKshift promotes productivity by encouraging flexible work hours, staggered hours, and part-time working from home for employees. This has shown to take traffic congestion off the roads during peak hours and lower commuting times.

The City of Ottawa also has a “Working around Construction” link on Ozone which lists a number of alternative work arrangements such as:

- Embracing technology - technology enabled workspaces and boardrooms, teleconferencing, remote access.
- Getting around the City - Travel and Mobility webpage, Plan your Commute webpage.
- Considering alternative work arrangements - information on mobile workforce and alternate work arrangements such as compressed / reduced/flexible work weeks and telework.

Car Sharing / Car-pooling Promotion

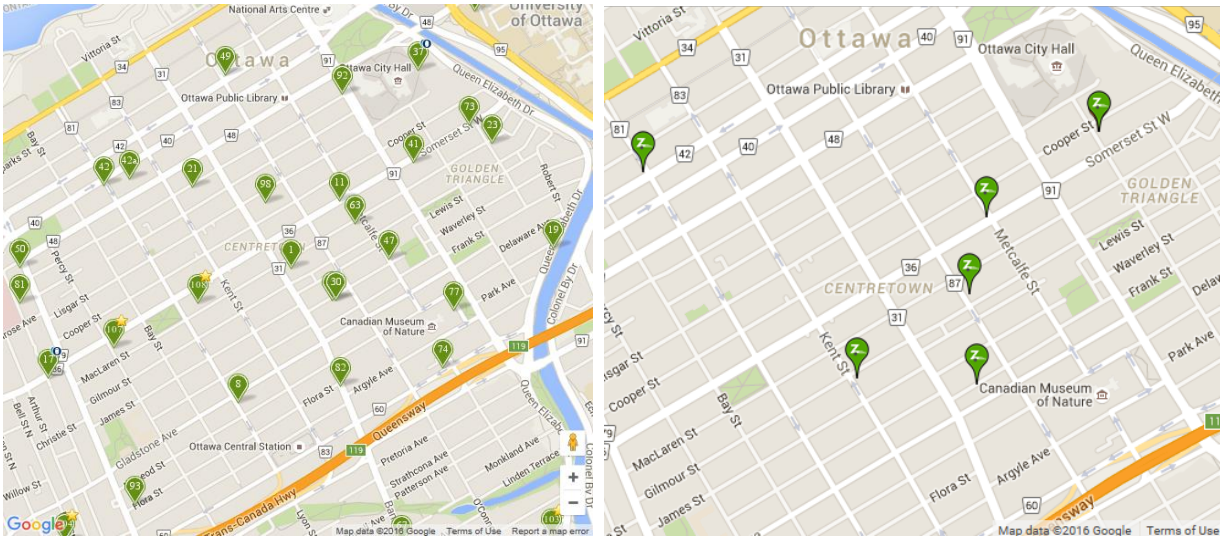
Description/Rationale

Car sharing helps reduce the number of cars per household. Rather than buying a vehicle, residents have the option of using alternate modes of transportation while 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 Centretown

Car sharing is currently active in the Centretown area. The two most prominent privately-owned companies within Ottawa that provide car-sharing services are VRTUCAR and Zipcar. VRTUCAR provides vehicles at 21 locations and Zipcar provides five locations within the Centretown study area which are accessible to members of the public who subscribe to the service. See *Maps 27 and 28 – VRTUCAR and Zipcar locations within Centretown* for the car-sharing vehicle locations.

Maps 27 and 28 – VRTUCAR and Zipcar locations within Centretown



City Hall currently has one VRTUCAR parking space. There is also already one VRTUCAR space located at 218 Gloucester Street which is located in a surface parking lot right beside the municipally-owned parking garage at 210 Gloucester Street. At the present time, there is no recommendation to include additional car-sharing spaces at either of the two municipally-owned parking lots located at City Hall or 210 Gloucester Street.

Municipal “Parking Lot” Supply

Description/Rationale

This measure involves the provision of publicly accessible, off-street parking spaces. Additional 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 Centretown

With respect to the municipally-owned parking lot at 210 Gloucester Street, there is the option to respond to the high levels of parking demand that have been identified in the north end of the study area, and particularly around Bank Street. Within this parking garage, there is a gate that separates available daily public parking from monthly parking (for which a pass is required). There are currently 73 public parking spaces (69 public and 4 accessible) below the gate and 140 monthly parking spaces (137 monthly and 3 accessible) above the gate.

Moving the gate up one level will provide for an additional 47 public parking spaces (46 public and 1 accessible) for a new total of 120 public parking spaces (115 public and 5 accessible). This is feasible while still accommodating the present number of monthly pass holders as well as contractual obligations to the Centretown Citizens Ottawa Corporation and City Living. This will add a significant amount of parking to the area and will help to alleviate parking pressures that exist on and around Bank Street.

With respect to the municipally-owned parking lot at City Hall, the occupancy peaks on the weekday morning at 82% then drops throughout the day to 69% at midday, 49% in the afternoon, and 12% in the evening. The weekend occupancy is extremely low and peaks on Sunday afternoon at 33% full. As a result, there is lots of available parking at City Hall especially during weekday evenings and on the weekend.

Through public consultation, there was interest expressed in the construction of a new parking facility along Elgin Street. On-street parking utilization along Elgin Street is at its highest during weekday evenings and on weekends. However, the City Hall parking garage which is located in the north section of the study area and contains 850 parking spaces is extremely underutilized during these times. Therefore, until it can be

demonstrated that this type of parking will be supported during these time periods, there is no justification to pursue the viability of this type of facility further sought on Elgin Street.

Curb-Side "Street" Parking Supply

Description/Rationale

The number of curbside parking spaces on any given block 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 it may be possible to increase the number of on-street parking spaces.

Applicability to Centretown

In the Centretown study area, there are not many opportunities to increase the curb-side parking supply. However, staff did receive two requests with regards to increasing the curb-side parking supply by eliminating a loading zone on Elgin Street in front of 205 Gladstone Avenue and by removing a no-parking sign on the north side of MacLaren Street between Bronson Avenue and Percy Street in order to provide more public parking. Both of these requests have been reviewed by Traffic Services.

In response to the request to convert the loading zone in front of 205 Gladstone Avenue to public parking, it was concluded that this loading zone is essential to business operations in the area. Each year, the City receives many requests for the enforcement of vehicles parked for longer durations (more than 15 minutes) in this loading zone. As a result, the loading zone cannot be converted into public parking spaces.

In response to the request to remove a no-parking signs on MacLaren Street in order to provide public parking, it was concluded that there is no rational to remove signs as no legal spaces would exist given the position of the adjacent driveways. As a result, the no-parking area cannot be converted into public parking.

There was a request from an Elgin Street business owner to investigate the possibility of increasing the supply of curb-side parking by removing the sidewalks closest to Minto Park along Gilmour Street and Lewis Street in order to provide additional curb-side parking spaces. In order to accommodate the curb-side parking spaces, Gilmour Street would not have sufficient width to accommodate this. It could be viable on Lewis Street

(creating approximately 11 spaces), but removing pedestrian infrastructure is not something that is supported from a safety or MPMS perspective.

Agreements with Developers

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 Centretown

In the Local Area Parking Study for Little Italy, it was 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 a part of private developments. The Zoning By-Law review has yet to be completed and the outcomes will be monitored to determine if there is any benefit to the Centretown area in this respect going forward.

Zoning Provision Adjustments

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 Centretown

Before approving an application for variance or re-zoning in Centretown, 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.

Many 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. Depending on the situation, this could be contrary to the MPMS 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 and there are potential negative impacts associated with the reduction.

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 are one of the primary influences on parking turnover, which in turn influences the availability of spaces.

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 Centretown

Business owners and visitors have expressed concern that the existing 1-hour parking time limit in the vicinity of Elgin Street is not sufficient time for their customers to utilize the surrounding businesses and services. Currently, virtually all of the other commercial streets in Centretown of paid parking such as Bank Street, Gladstone Street, and Kent Street have 2-hour maximum parking time limits. In addition, the data collected through the turnover studies show that that 24% of vehicles are parked for longer than the maximum 1-hour time limit on average on Elgin Street. Also, survey results show that 58% of drivers indicated that they would stay in the area for 1 to 2 hours.

In addition, past studies have shown that increasing the maximum parking time limit can have a positive net effect. In the ByWard Market, the maximum parking time limits along York Street, ByWard Market Square, George Street, William Street, Dalhousie Street, and Cumberland Street were increased from 1-hour to 2-hours in 2014. This change was evaluated and the results were that the majority of streets had slightly more transactions (visitors) with the 2-hour maximum parking time limit compared with when there was a 1-hour maximum time limit. In addition, despite adding an extra hour of available parking, the average amount of time purchased only increased from 42 to 53 minutes. As a result, the data supports increasing the maximum parking time limits along Elgin Street and its side streets (where there is paid parking) in order to better support local businesses and ensure a level playing field in the area. These streets include:

- Lisgar Street from Elgin Street to Dead End.
- Cooper Street from Metcalfe Street to Cartier Street.
- Somerset Street from Metcalfe Street to Cartier Street
- Gilmour Street from Elgin Street to Cartier Street.
- Lewis Street from Jack Purcell Street to Cartier Street.
- Waverley Street from Jack Purcell Street to Cartier Street.
- Frank Street from Metcalfe Street to Elgin Street.

There are also other streets in the study area where the maximum parking time limits should be changed from 1-hour to 2-hours in order to create consistency:

- Somerset Street from Kent Street to Metcalfe Street.
- Bank Street from McLeod Street to Flora Street.

Residents within the study area requested that the parking time limits be increased from 1-hour to 2-hours or 3-hours in residential areas in order to allow residents and their visitors more time to park on-street. One request was specifically directed at Cartier Street. There was also a request to adjust the short time that paid parking is in effect from 7:00am to 8:00am along Cartier Street and the surrounding neighbourhood. The parking regulations specifically in the Golden Triangle area (east of Elgin Street) in this area were implemented somewhat recently following a consultative process. The parking regulations are meant to provide turnover of parked vehicles which improves opportunities for permit holders to find an available parking space. In order to change the parking regulations in this area or any other location which are residential, the residents must achieve consensus for the change through a petition process.

Parking permits are used to exempt eligible permit holders from certain on-street parking regulations. There are three residential parking permit zones (Centretown West, Centretown Central, Centretown West) which cover the majority (76%) of the Centretown study area (see *Map 2- Residential Parking Permit Zones*). The criteria for the establishment / modification of residential parking permit zones is set out in a Council-approved policy and requires consensus among residents. No further action is required regarding parking permit zones, as the majority of the study area already permits them and 58% of the possible number of permits remain available.

Enforcement Levels

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 Centretown

The turnover data shows that there is an issue with vehicles being parked longer than the maximum time limit along Elgin Street. However, there will be a change to the time limits in this area as previously discussed. In turn, staff will monitor the effect of this to determine if it is necessary to request a change in enforcement levels going forward. In other commercial areas, turnover appears to be appropriate and no action is required at this time with respect to enforcement.

Public consultation results show that stakeholders have differing opinions on parking enforcement within the study area. For instance, some stakeholders have expressed concern that parking enforcement officers are too lax and other stakeholders indicated that enforcement is too strict. While conducting the travel survey (in the comment section), 13 people indicated that parking enforcement officers are too aggressive and that they are scared of getting a ticket. Only one person during the travel survey commented that there was a lack of enforcement.

Parking Pricing Adjustments

Description/Rationale

Parking pricing is generally used to ensure the availability of parking in commercial areas and public off-street lots which in turn helps to support convenient and accessible short-term parking per the Municipal Parking Management Strategy.

In a performance-based system, rates are set to achieve certain objectives, such as a target occupancy level which is detailed in the Rate Setting Guidelines which are part of the MPMS. The goal is to maximize the use of on-street parking, yet still ensure an adequate number of vacant spaces at any given point in time. 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 Centretown

With regards to off-street parking, the occupancy at the municipally-owned parking garage located at 210 Gloucester Street was found to be very high on weekdays in the morning and at midday. The occupancy exceeds ‘practical capacity’ (> 85%) at both of these times at 90% full in the morning and 92% full at midday. The hours and rates for the Gloucester parking garage are:

Table 40 - 210 Gloucester Street Parking Rates

Day	Half-Hour rates	Maximum	Hours of Operation
Weekdays (Monday-Friday)	$2.00	$13.00	8:30-18.00
Weekday Evenings	$2.00	$6.00	18:00-21:00
Weekends	Free	Free	N/A

A comparative rate survey was conducted for privately-owned parking lots within 350 metres of this parking garage. The comparative rate survey results shows that the average daily maximum for privately-owned parking lots around the municipally-owned parking garage is $14.62. In order to effectively support short-term parking in support of local businesses, a municipal parking facility should have a lower short-term rate and a higher daily maximum than the nearby privately-owned parking lots. Currently, the daily maximum at the Gloucester Street parking garage is lower than the average of what the privately-owned parking lots in the area are charging. Also, the transaction data shows that 81% of people parking at the Gloucester Street parking garage are purchasing the daily maximum (and therefore staying at least 3.25 hours). It is therefore recommended that the weekday daily maximum be increased from $13.00 to $15.00 at the Gloucester Street parking garage in order to increase the amount of available short-term parking.

The occupancy at the municipally-owned City Hall parking garage was found to be moderate to high during the weekday, however, the occupancy during the weekday evening and on the weekend was found to be extremely low. The occupancy was 12% on the weekday evening and peaked at an occupancy rate of 33% the on the weekend. The hours and rates for the City Hall parking garage are:

Table 41 – 114 Laurier Avenue West Parking Rates

Day	Half-Hour rates	Maximum	Hours of Operation
Weekdays (Monday-Friday)	$2.00	$16.00	6:00-18.00
Weekday Evenings	$1.00	$2.00	18:00-6:00
Weekends	$0.50	$2.00	6:00-18.00
Weekend Evenings (after 6:00pm)	$0.50	$2.00	18:00-6:00

The rates for weekday evenings and weekend are already very low. It is recommended that the weekday evening half hour rate be reduced from $1.00 to $0.50 in order to provide more consistency with the weekend rates.

With regards to on-street parking, the following summarizes the different commercial zones in the study area:

- Area B (includes Bank Street): Overall, the on-street parking demand is moderate during the weekday and high at times during the weekend, but never reaches practical capacity (85%).
- Area C (includes Elgin Street): Overall, the occupancy is moderate during the weekday daytime but is very high on weekday evenings and exceeds practical capacity (> 85% full). The occupancy is high at all times during the weekend especially on Saturday evenings and Sunday at midday when the occupancy exceeds practical capacity.
- Area D (primarily institutional): The occupancy is low during the weekday at all times. The occupancy is high during the weekend and exceeds practical capacity on Sunday morning.

Looking at Bank Street, Elgin Street and their side streets, the occupancy is the highest in the north sections. Moving south through the study area, the occupancy decreases along these two commercial streets and their side streets. The greatest parking demand during weekday paid parking hours is north of Gilmour Street along Bank Street, Elgin Street, and their side streets. South of Gilmour, the parking occupancy peaks at:

- Elgin Street occupancy peaks at midday at a rate of 63%
- Side Street occupancy along Elgin Street peaks at midday at a rate of 56%
- Bank Street occupancy peaks in the morning at a rate of 31%
- Side Street occupancy along Bank Street peaks at midday at a rate of 48%

Decreasing the parking rates south of Gilmour Street along Bank Street, Elgin Street and their side streets will encourage drivers to park in the low utilization areas, potentially relieving some of the pressure in the northern sections where demand is higher. Any adjustments to on-street parking pricing will be considered as part of an approach to performance-based pricing, the benefits and risks of which are currently being explored.

Given the peaks that have been identified in some commercial areas during evenings and weekends, consideration needs to be given towards paid parking at this times if the MPMS is to be fully recognized. This is part of a broader discussion that needs to consider all paid areas across the city. The method for considering these types of changes will be covered as part of a policy review exercise which will start in 2016.

Through the study, there were a couple of comments regarding the on-street parking along Gladstone Avenue from business owners and residents. Currently, the on-street parking along Gladstone is unpaid except for the block between Kent Street and Bank Street. The comments received included conflicting ideas on whether paid parking should be implemented along Gladstone Avenue.

The occupancy results show that there are sections along Gladstone Avenue, east of Bank Street that have high occupancy. However, at this time paid parking is not recommended for this section of the street due to:

- Land use designations (primarily residential uses with some small-scale office / retail);
- Other unpaid areas with low utilization located in close proximity to Gladstone Avenue; and,
- Moderate utilization between O'Connor Street and Metcalfe Street.

Paid parking is also not recommended for Gladstone Avenue west of Bank Street due to the low to moderate parking utilization along the majority of blocks. However, Gladstone Avenue, west of Bank Street is designated as a Secondary Mainstreet. This means that this section of Gladstone Avenue is currently dominated by residential uses however, mixed-use and commercial uses such as retail, office, cultural, and institutional uses will be strongly encouraged. As a result, it is recommended that this section of Gladstone Avenue be monitored closely. The parking utilization along this section of Gladstone Avenue is expected to increase over time as more mixed-use and commercial uses move into the area. As a result, paid parking may be warranted along Gladstone Avenue west of Bank Street in the future.

A couple of streets have been identified as having very high utilization. Those streets include Gloucester Street between Bronson Avenue and Bay Street, Bay Street between Somerset Street and McLeod Street and MacLaren Street between Bronson Avenue and Kent Street. There was also a request from a member of the public to implement paid parking along the full length of Gloucester Street. The aforementioned streets are considered to consist of primarily residential uses. Implementing paid parking in residential areas decreases the amount of visitor parking available to residents. There is also available parking along the streets that surround the aforementioned streets. Therefore, it is recommended that the parking on these streets remain unpaid.

Off-Street Parking Visibility / Promotion

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.

Applicability to Centretown

There are two municipally-owned parking garages within the Centretown Study area: City Hall (114 Laurier Avenue West) and 210 Gloucester Street. The occupancy for the City Hall parking garage and for the Gloucester Street parking garage is extremely low during weekday evenings and on weekends (when on-street parking is free across the study area). The occupancy for the City Hall parking garage during weekday evenings is 12% and on the weekends the average parking occupancy is 16%. The occupancy for the Gloucester Street parking garage during weekday evenings is 14% and on the weekends the average parking occupancy is 18%. However, the on-street occupancy surrounding both parking garages, and particularly surrounding the City Hall facility is very high during these times.

The City Hall garage is located in the north section of the study area but is accessible to a significant part of Elgin Street. A 450 metre buffer (considered to be a reasonable walking distance) stretches to MacLaren Street. This part of the study area around Elgin Street is where on-street parking demand is heaviest.

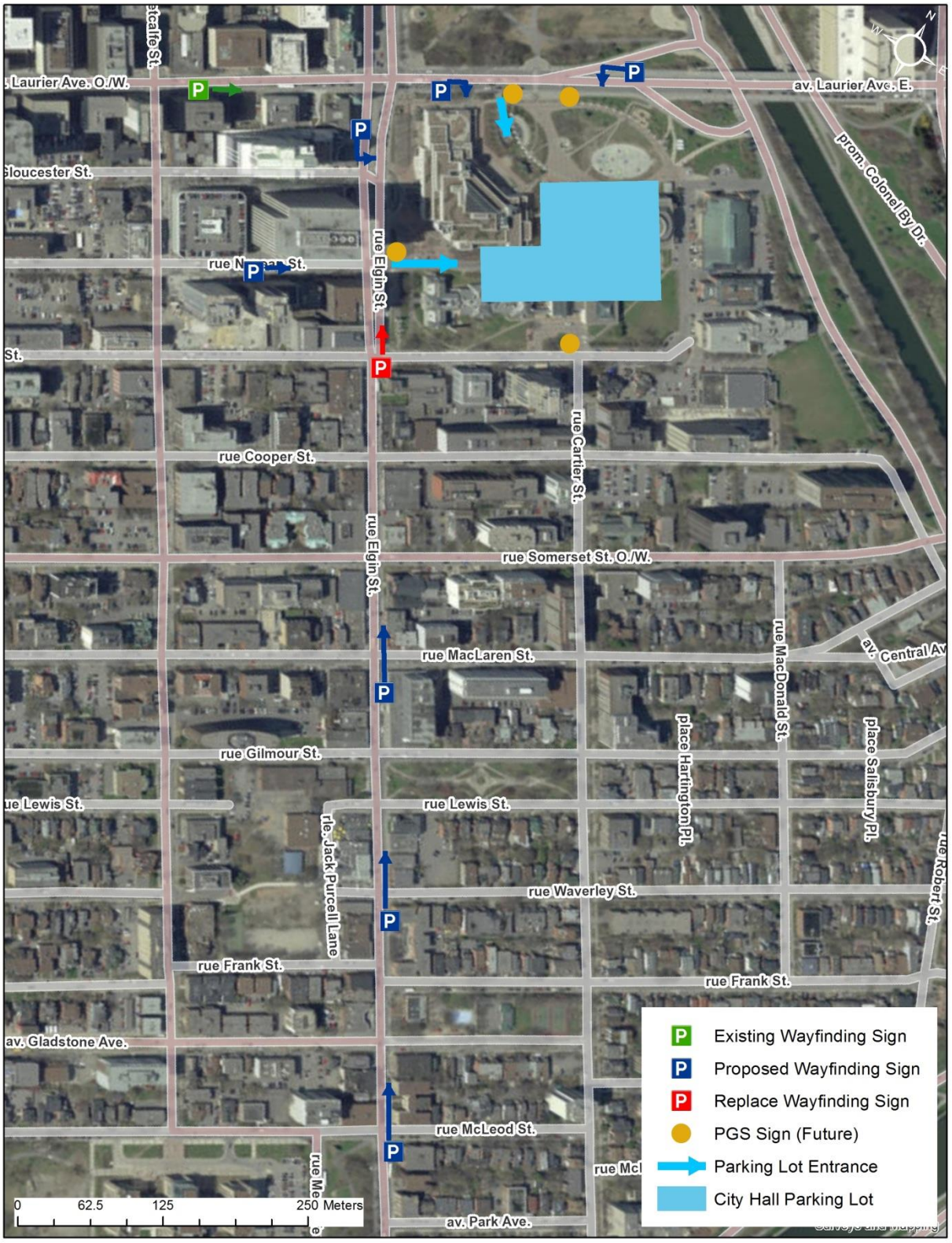
Green “P” wayfinding signs can help drivers locate available parking within off-street lots more easily. One focus of this section will look at existing and proposed wayfinding signs to the parking garages at City Hall and at 210 Gloucester Street.

City Hall: There is currently only one green “P” sign directing drivers to the parking garage at City Hall. The sign is located on the south side of Laurier Avenue West between Metcalfe Street and Elgin Street with a straight arrow. There is another green “P” sign located in close proximity to City Hall which needs to be replaced in order to more effectively guide people to the City Hall parking garage. The sign is located on Elgin Street between Lisgar Street and Cooper Street with an arrow pointing west down Lisgar Street. In addition, it is recommended that seven new green “P’” signs be installed for City Hall in the following locations:

- One on the south side of Laurier Avenue West near the entrance to the parking garage with a right turning arrow.
- One on the west side of Elgin Street between Laurier Avenue West and Gloucester Street with a left turning arrow.
- One on the north side of Laurier Avenue near the entrance to the parking garage with a left turning arrow.
- One on the south side of Nepean Street between Metcalfe and Elgin Street with a straight arrow.
- One on the east side Elgin Street between MacLaren Street and Gilmour Street with a straight arrow.
- One on the east side of Elgin Street between Waverly Street and Frank Street with a straight arrow.
- One on the east side of Elgin Street between McLeod Street and Park Street with a straight arrow.

In particular, it is expected that the signs along Elgin Street will have a positive effect in drawing visitors to businesses along Elgin Street towards the City Hall parking garage.

Map 29 – Locations of Recommended Wayfinding Signs



Gloucester Street: There are currently six green “P” signs directing drivers to the parking garage at 210 Gloucester Street. Please note that there are two entrances to this parking garage: one off of Gloucester Street and one off of Nepean Street. The signs are is located in the following locations:

- One on the east side of Kent Street between Nepean Street and Lisgar Street.
- One on the east side of Bank Street between Gloucester Street and Nepean Street.
- One on the west side of Bank Street between Laurier Street West and Gloucester Street.
- One on the north side of Gloucester Street between Bank Street and O’Connor Street.
- One on the south side of Nepean Street between Lyon Street and Kent Street.
- One on the west side of Lyon Street between Gloucester Street and Nepean Street.

There is sufficient wayfinding signage to the Gloucester Street parking garage, therefore, no new additional green “P” signs are recommended for this parking garage.

In addition to the wayfinding signage, both parking garages will be upgraded with a Parking Guidance System (PGS) and improved lot identification signs. The approximate installation date for the PGS and enhanced lot identification signage is late 2016. These installations are intended to improve the profile and appeal of the City’s parking garages in an effort to optimize off-street parking space use and vehicle flow by efficiently guiding drivers to available parking. The PGS includes facility counting, level counting and single parking space monitoring. Electronic signs which show the number of available parking spaces will be located as follows:

- City Hall:
    - One outside the entrance on Laurier Avenue West
    - One outside the entrance on Elgin Street
    - One on Lisgar Street in front of the outdoor parking lot which instructs drivers how to get to the Elgin Street entrance.
- Gloucester Street:
    - One in front of the Gloucester Street entrance.
    - One in front of the Nepean Street entrance.

For both of these parking garages, the old parking lot identification signage will be replaced with new signage. In addition, the feasibility to install electronic PGS signs in

the public right-of-way will also be evaluated in a subsequent phase. These potential new on-street electronic parking guidance system signs would show the number of available parking spaces at both parking garages to help drivers locate available parking spaces more easily. This is a potential future initiative and no timeframe has been identified as to when this will be undertaken for these parking garages.

Although not currently relevant to Centretown, the City of Ottawa is also working on a policy to allow for privately owned / managed off-street parking lots to be promoted by installing wayfinding signs on public property. This policy may help promote available parking within privately-owned off-street parking lots in areas where parking utilization is high. This is an outcome of a previous studies, and once complete, if it is deemed viable, opportunities will be explored within this study area.

While not a formal recommendation of the study, work will also be undertaken to collaborate with business owners along Elgin Street. There are different potential opportunities to explore to better direct customers and / or employees to park at City Hall (particularly in the evenings and on the weekend).

Recommendations

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

7.1 Recommendations

Bicycle Parking

- Provide additional bike parking on streets where there is a demonstrated demand or the potential for future demand. Specific locations will be confirmed, but the following are different streets that will be explored based on the information collected: Elgin Street, Bank Street, Gladstone Avenue, Kent Street, Metcalfe Street, Frank Street, Argyle Street, Cooper Street, Lisgar Street and O'Connor Street.

Promotion of Off-Street Parking

- It is recommended that new green "P" wayfinding signs be installed in the following locations:
    - One on the south side of Laurier Avenue West near the entrance to the parking garage with a right turning arrow.
    - One on the west side of Elgin Street between Laurier Avenue West and Gloucester Street with a left turning arrow.
    - One on the north side of Laurier Avenue near the entrance to the parking garage with a left turning arrow.
    - One on the south side of Nepean Street between Metcalfe and Elgin Street with a straight arrow.
    - One on the east side Elgin Street between MacLaren Street and Gilmour Street with a straight arrow.
    - One on the east side of Elgin Street between Waverly Street and Frank Street with a straight arrow.
    - One on the east side of Elgin Street between McLeod Street and Park street with a straight arrow.
- It is recommended that the green "P" wayfinding sign on the east side of Elgin Street between Lisgar Street and Cooper Street be replaced with a straight arrow.

Off-Street Public Parking Supply

- For the municipally-owned parking garage at 210 Gloucester Street, relocate the gate up one full level from P2B to P3B in order to provide more public parking.

Curb-side Parking Regulations

- Adjust the parking regulations along Elgin Street from Gloucester Street to Catherine Street to increase allowable maximum parking durations from 1 hour to 2 hours.
- Increase the maximum time limits from 1 hour to 2 hours along the following streets:
    - Lisgar Street from Elgin Street to Dead End.
    - Cooper Street from Metcalfe Street to Cartier Street.
    - Somerset Street from Kent Street to Cartier Street.
    - Gilmour Street from Elgin Street to Cartier Street.
    - Lewis Street from Jack Purcell Street to Cartier Street.
    - Waverley Street from Jack Purcell Street to Cartier Street.
    - Frank Street from Metcalfe Street to Elgin Street.
    - Bank Street from McLeod Street to Flora Street.

Parking Pricing

- For the municipally owned lot at 210 Gloucester Street, it is recommended that:
    - The weekday daily maximum be increased from $13.00 to $15.00.
- For the municipally owned lot at 110 Laurier Avenue West (City Hall), it is recommended that:
    - The weekday evening half hour rate be reduced from $1.00 to $0.50.

Zoning Provisions

- It is recommended, for the consideration of Planning & Growth Management, that before approving an application for variance or re-zoning in Centretown, that the Parking Services Branch continue to be consulted in order to provide comments and that the results of the Centretown 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

- It is recommended that the City of Ottawa monitor the parking occupancy in Centretown.

Appendices

Appendix 1 – Development Applications within Centretown (March 2010 –March 2016)

1. **424 Metcalfe Street**
    - Type of Application: Site Plan Control
    - Application Date: March 9, 2010
    - Status: Approved
    - Description: The existing EMS post is to be demolished and a 7 storey mixed use building will be constructed on the Phase 2 portion of the property. It will provide 70 affordable rental housing units and 244sq.m. of ground floor commercial rental space.

2. **340 McLeod Street**
    - Type of Application: Site Plan Control
    - Application Date: March 31, 2010
    - Status: Approved
    - Description: The proposal is for a nine-storey mixed-use building with 682 square metres of retail at-grade and 141 residential dwelling units.
    - Type of Application: Zoning By-Law Amendment
    - Application Date: March 31, 2010
    - Status: Approved
    - Description: The proposal is for a nine-storey mixed-use building with 682 square metres of retail at-grade and 141 residential dwelling units.
    - Type of Application: Site Plan Control
    - Application Date: February 3, 2011
    - Status: Approved
    - Description: The proposed Phase 3 building is 9 storeys in height stepping down to 7 along McLeod Street. The building will be connected to Phase 2 for a total of 162 units.
    - Type of Application: Zoning By-Law Amendment
    - Application Date: February 3, 2011
    - Status: Approved
    - Description: Zoning by-law Amendment is to request relief from certain applicable performance standards (height and yard setbacks) and relief from the Heritage Overlay.

3. **300 Lisgar Street**
    - Type of Application: Site Plan Control
    - Application Date: June 21, 2010
    - Status: Approved
    - Description: The purpose of this application is to obtain approval for the development of a residential condominium building with underground parking. The application proposes to construct a new 12-storey 11, 148 square metre residential condominium building with a maximum building height of 39.5 metres. The building is proposed to have 132 apartment units and 4 levels of underground parking with 104 parking spaces.

4. **154 O'Connor Street**
    - Type of Application: Site Plan Control
    - Application Date: August 9, 2010
    - Status: Approved
    - Description: The proposal is to convert the existing gas station to a restaurant and temporary commercial parking lot. The proposed parking lot will accommodate approximately 50 vehicles parked in tandem and will predominantly occupy the Gloucester Street frontage and a portion of frontage along O'Connor Street.
    - Type of Application: Zoning By-Law Amendment
    - Application Date: August 9, 2010
    - Status: Approved
    - Description: The proposal is to convert the existing gas station to a restaurant and temporary commercial parking lot. The application proposes to make the following changes to the current zoning: to permit a restaurant, to permit a commercial parking lot; to revise the provisions for tandem parking; the applicant is requesting that the commercial parking lot use be permitted as a temporary use, among others.
    - Type of Application: Zoning By-Law Amendment
    - Application Date: August 13, 2014
    - Status: Approved
    - Description: To permit the continuation of the commercial parking lot as a temporary use for a maximum of three years and the expansion of the restaurant.

5. **80 Florence Street**
    - Type of Application: Site Plan Control
    - Application Date: August 9, 2010
    - Status: Approved
    - Description: No description.

6. **91 Nepean Street**
    - Type of Application: Zoning By-Law Amendment
    - Date of Application: October 27, 2010
    - Status: Approved
    - Description: Re-zoning to facilitate the development of a 27-storey building to decrease the minimum required visitor parking spaces from 44 to 0; decrease the minimum parking for retail uses from 4 to 0; among others.

7. **112 Lisgar Street**
    - Type of Application: Site Plan Control
    - Application Date: October 29, 2010
    - Status: Approved
    - Description: Retain existing 2 1/2 storey office building and construct a 20 storey mixed use condominium. The mixed use building will contain one small commercial space at grade and 75 dwelling units. Existing parking for the office will be retained and a new 3 level underground garage will be provided for the mixed use building.

8. **260 MacLaren Street**
    - Type of Application: Zoning By-Law Amendment
    - Application Date: December 1, 2010
    - Status: Approved
    - Description: Residential Mid Rise building 9-Storey - 63 units.
    - Type of Application: Site Plan Control
    - Application Date: February 17, 2011
    - Status: Approved
    - Description: Residential Mid-Rise Building, 9 Storey, 63 Units.

9. 89 Nepean Street

- Type of Application: Site Plan Control
- Application Date: December 22, 2010
- Status: Approved
- Description: The purpose of the application is to facilitate the development of a 27-storey residential building with associated underground parking which reflects the associated Zoning By-law Amendment application.

10. 70 Gloucester Street

- Type of Application: Site Plan Control
- Application Date: February 3, 2011
- Status: Approved
- Description: The Zoning By-law Amendment proposes to rezone the property to facilitate the development of a 27-storey building.
- Type of Application: Zoning By-Law Amendment
- Application Date: February 3, 2011
- Status: Approved
- Description: The Zoning By-law Amendment proposes to rezone the property to facilitate the development of a 27-storey building by decreasing the amount of visitor parking from 44 to 20.

11. 324 Gloucester Street

- Type of Application: Site Plan Control
- Application Date: February 3, 2011
- Status: Approved
- Description: The proposed development is a 17-storey (53m) residential building with 251 dwelling units.

12. 224 Lyon Street

- Type of Application: Zoning By-Law Amendment
- Application Date: February 3, 2011
- Status: Approved
- Description: The proposed development is a 17-storey (53m) residential building with 251 dwelling units.

13. 265 Catherine Street

- Type of Application: Zoning By-Law Amendment
- Application Date: February 25, 2011
- Status: Approved
- Description: The proposal is for a mixed use development consisting of residential, office and commercial uses.

14. 282 Somerset Street

- Type of Application: Zoning By-Law Amendment
- Application Date: March 18, 2011
- Status: Approved
- Description: It is proposed that the property be zoned R4T [XXXX], which will retain the existing permitted uses, and adding office thereto.

15. 312 Lisgar Street

- Type of Application: Zoning By-Law Amendment
- Application Date: April 15, 2011
- Status: Approved
- Description: The proposed development on the site includes the demolition of the existing place of worship and development of a new place of worship and community health and resource centre. Since the existing lot area and size, as well as the proposed development, do not meet a number of the I1A zone requirements, an amendment to Zoning By-law No. 2008-250 has been requested. Specifically, the Zoning By-law Amendment proposes to introduce site-specific performance standards with respect to parking rates, lot size and area, yard setbacks and allowable gross floor area for a community health and resource centre.
- Type of Application: Site Plan Control
- Application Date: May 13, 2011
- Status: Active
- Description: The purpose of this application is to obtain approval for the development of a four-storey 1,413 m² place of worship and community resource centre.

16. 300 Lisgar Street

- Type of Application: Site Plan Control
- Application Date: April 27, 2011
- Status: Approved
- Description: The applicant is revising the approved site plan to permit the construction of a 16 Storey, 194 unit residential condominium. The previous approval was for a 12 storey approximately 140 unit residential condominium.

17. 346 Gloucester Street

- Type of Application: Zoning BY-Law Amendment
- Application Date: June 30, 2011
- Status: Approved
- Description: The proposed development will be a high-rise building containing 199 dwelling units. The main section will be 18-storeys and front on Bay St. The sections fronting on Gloucester St. and Lyon St. will be 14-storeys. The zoning amendment requested would revise the maximum permitted building height from 45.3 m to 55.6 m, reduce the minimum lot width from 22.5 m to 20 m, and decrease the minimum interior yard setback to 0 m.

18. 231 Lisgar Street

- Type of Application: Zoning By-Law Amendment
- Application Date: September 14, 2011
- Status: Approved
- Description: Additional use-medical facility, reduction in parking.

19. 203 Catherine Street

- Type of Application: Site Plan Control
- Application Date: October 6, 2011
- Status: Approved
- Description: The proposed development is a 23-storey building containing 244 dwelling units. The building also features a 698m² retail space at the ground floor, with direct access from Catherine Street.
- Type of Application: Zoning By-Law Amendment
- Application Date: October 6, 2011
- Status: Approved
- Description: The proposed development is a 21-storey building containing 244 dwelling units. The building also features a 698m² retail space at the ground floor, with direct access from Catherine Street.

20. 96 Nepean Street

- Application Type: Zoning By-Law Amendment
- Application Date: November 29, 2011
- Status: Approved
- Description: Purpose of Site Plan Control Proposal: To facilitate the construction of a 27-storey residential building. Proposal Details:
  The Zoning By-law Amendment and Site Plan Control application propose a 27-storey residential building with a total of 201 residential units proposed and approximately 161 underground parking spaces.
- Application Type: Site Plan Control
- Application Date: November 29, 2011
- Status: On Hold
- Description: Purpose of Site Plan Control Proposal: To facilitate the construction of a 27-storey residential building. Proposal Details:
  The Zoning By-law Amendment and Site Plan Control application propose a 27-storey residential building with a total of 201 residential units proposed and approximately 161 underground parking spaces.

21. 68 Cooper Street

- Type of Application: Zoning By-Law Amendment
- Application Date: April 2, 2012
- Status: Recommended for Council Approval
- Description: The City of Ottawa has received a Zoning By-law Amendment application to add 'office' as a permitted use.

22. 488 Bank Street

- Type of Application: Zoning By-Law Amendment
- Application Date: August 30, 2012
- Status: Approved
- Description: The Zoning By-law Amendment is requesting to lift the heritage overlay on the property to permit the demolition of the building and an increase in height, reductions in setbacks as well as reductions in parking space requirements to facilitate the development of a nine-storey mixed use building with commercial on the main floor and residential units above and underground parking.
- Type of Application: Site Plan Control
- Application Date: July 31, 2014
- Status: On Hold
- Description: 9 storey mixed use building with retail and residential.

23. 215 McLeod Street

- Type of Application: Site Plan Control
- Application Date: September 19, 2012
- Status: On Hold
- Description: New 4 storey embassy building with a 1 sty below grade.
- Type of Application: Zoning By-Law Amendment
- Application Date: September 19, 2012
- Status: Approved
- Description: New 4 sty embassy building with 1 sty below grade.

24. 406 Bank Street

- Type of Application: Site Plan Control
- Application Date: April 15, 2013
- Status: On Hold
- Description: 5 storey mixed use building on the corner of Bank St and Florence St; building will have 2 commercial tenants on the ground floor and 14 residential dwelling units on the upper storeys.

25. 320 McLeod Street

- Type of Application: Zoning By-Law Amendment
- Application Date: May 22, 2013
- Status: Approved
- Description: To permit additional non-residential uses on the ground floor. Currently permitted is office and the proponent is requesting that the permitted uses be expanded to Medical Facility and Retail.

26. 287 Lisgar Street

- Type of Application: Site Plan Control
- Application Date: June 6, 2013
- Status: Approved
- Description: To apply for a site plan extension of 24 months for the issuance of a building permit.

27. 330 Gilmour Street

- Type of Application: Site Plan Control
- Application Date: July 5, 2013
- Status: On Hold
- Description: No description.
- Type of application: Site Plan Control
- Application Date: December 17, 2015
- Status: Pending
- Description: To allow for a commercial parking lot.

28. 179 Metcalfe Street

- Type of Application: Site Plan Control
- Application Date: August 15, 2013
- Status: Approved
- Description: No description.
- Type of Application: Zoning By-Law Amendment
- Application Date: January 1, 2015
- Status: In Progress
- Description: To facilitate public parking in the existing underground parking structure of a mixed-use development.

29. 287 Lisgar Street

- Type of Application: Site Plan Control
- Application Date: December 11, 2013
- Status: On Hold
- Description: 27 storey residential building.
- Type of Application: Zoning By-Law Amendment
- Application Date: December 11, 2013
- Status: On Hold
- Description: 27 storey residential building.

30. 515 Somerset Street

- Type of Application: Site Plan Control
- Application Date: January 24, 2014
- Status: Approved
- Description: The proposed development is a one-storey commercial building on the easterly portion of the site. Up to three commercial retail units will be located within this 882.5sq.m building. A Parking lot containing 19 parking spaces will be located on the westerly portion of the site.

31. 267 O’Connor Street

- Type of Application: Zoning By-Law Amendment
- Application Date: May 16, 2014
- Status: On Hold
- Description: Two-highrise buildings (27storeys) in keeping with the Landmark Building policy as set out in the Centretown Secondary Plan. The two towers are proposed to be predominantly residential with ground floor retail fronting O'Connor St.

32. 108 Lisgar Street

- Type of Application: Zoning By-Law Amendment
- Application Date: June 17, 2014
- Status: Approved
- Description: Limited commercial use in this building, want to add office space.

33. 126 Catherine Street

- Type of Application: Zoning By-Law Amendment
- Application Date: June 17, 2014
- Status: Approved
- Description: Parking Lot

34. 318 Lisgar Street

- Type of Application: Site Plan Control
- Application Date: June 18, 2014
- Status: On Hold
- Description: The application is proposing to construct a six-storey mixed-use building with underground parking.
- Type of Application: Zoning By-Law Amendment
- Application Date: March 10, 2016
- Status: On Circulation
- Description: To permit an office use.

35. 180 Metcalfe Street

- Type of Application: Zoning By-Law Amendment
- Application Date: September 23, 2014
- Status: On Hold
- Description: The City of Ottawa has received an Official Plan Amendment and Rezoning application to permit a mixed-use development consisting of a 27-storey tower containing 260m2 of retail at grade, 206 residential units, 140 hotel suites, and 154 underground parking spaces.

36. 327 Elgin Street

- Type of Application: Site Plan Control
- Application Date: April 17, 2015
- Status: Pending
- Description: Park.

37. 224 Cooper Street

- Type of Application: Zoning By-Law Amendment
- Application Date: February 22, 2016
- Status: In Progress
- Description: Multi-unit residential building.

Appendix 2: Parking Occupancy Maps

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A1
Parking Occupancy
Thursday - Morning, 9:30 AM - 11:30 AM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\3001LONCAD\CAD\PARKING\2000 MXD-QGIS\
151960 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1960
STATUS: FINAL
DATE: 2016-01-08

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A2
Parking Occupancy
Thursday - Noon, 12:00 PM - 2:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY: DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DILLON\CAD\CAD\PARKING\2015\MXD-QGIS\151960 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1960
STATUS: FINAL
DATE: 2016-01-08

Ottawa

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A3
Parking Occupancy
Thursday - Afternoon, 2:00 PM - 4:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDQ
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DILLON\CAD\CAD\PARKING\200 MXD-QGIS\
151980 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1980
STATUS: FINAL
DATE: 2016-01-08

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A4
Parking Occupancy
Thursday - Evening, 6:00 PM - 8:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DOLLORCAD\CAD\PARK\NO\200 MXD-QGIS\
151060 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1060
STATUS: FINAL
DATE: 2016-01-08

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A5
Parking Occupancy
Saturday - Morning, 9:30 AM - 11:30 AM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY: DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DOLLONCAD\CAD\PARKING\000 MXD-QGIS\
151980 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1980
STATUS: FINAL
DATE: 2016-01-05

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A6
Parking Occupancy
Saturday - Noon, 12:00 PM - 2:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
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151980 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1980
STATUS: FINAL
DATE: 2016-01-08

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A7
Parking Occupancy
Saturday - Afternoon, 2:00 PM - 4:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY
CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY
DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
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151980 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

DILLON CONSULTING

PROJECT: 15-1980
STATUS: FINAL
DATE: 2015-01-05

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A8
Parking Occupancy
Saturday - Evening, 6:00 PM - 8:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDQ
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
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151960 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1960
STATUS: FINAL
DATE: 2016-01-08

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A9
Parking Occupancy
Sunday - Morning, 9:30 AM - 11:30 AM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY
CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY
DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

FILE LOCATION:
\\DILLONCAD\CAD\PARKING\2015 MXD-QGIS\
15-1980 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

DILLON CONSULTING

PROJECT: 15-1980
STATUS: FINAL
DATE: 2015-01-05

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A10
Parking Occupancy
Sunday - Noon, 12:00 PM - 2:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
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15\1560 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1560
STATUS: FINAL
DATE: 2016-01-08

Ottawa

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A11
Parking Occupancy
Sunday - Afternoon, 2:00 PM - 4:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY
CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY
DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DILLONCAD\CAD\PARKING\2015 MXD-QGIS\
151960 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

PROJECT: 15-1960
STATUS: FINAL
DATE: 2015-01-05

CITY OF OTTAWA

CENTRETOWN
LOCAL AREA PARKING STUDY

April 2015 to June 2015

Figure A12
Parking Occupancy
Sunday - Evening, 6:00 PM - 8:00 PM

LEGEND

OCCUPANCY RATES

- 0 - 50 % OCCUPIED
- 51 - 85 % OCCUPIED
- > 85 % OCCUPIED
- ON-STREET: ONE OR MORE PARKING SPACES NOT AVAILABLE DURING SURVEY PERIOD
- OFF-STREET: PARKING LOT CLOSED OR NO DATA AVAILABLE DURING SURVEY PERIOD

MAP DRAWING INFORMATION:

ROAD NETWORK PROVIDED BY CITY OF OTTAWA, 2013

PARKING BAYS SURVEYED BY DILLON CONSULTING LIMITED DURING APRIL 2015

MAP CREATED BY: ERS
MAP CHECKED BY: LDG
MAP PROJECTION: NAD 1983 UTM Zone 18N

Scale: 1:7,000
1 cm = 70 meters
1 in = 583 feet
on 11"x17" paper only

FILE LOCATION:
\\DILLONCA\DCA\DATA\PARKING\2015 MXD-GIS\15-1560 CENTRETOWN FIGURES A1-12 - OCCUPANCY.MXD

DILLON CONSULTING

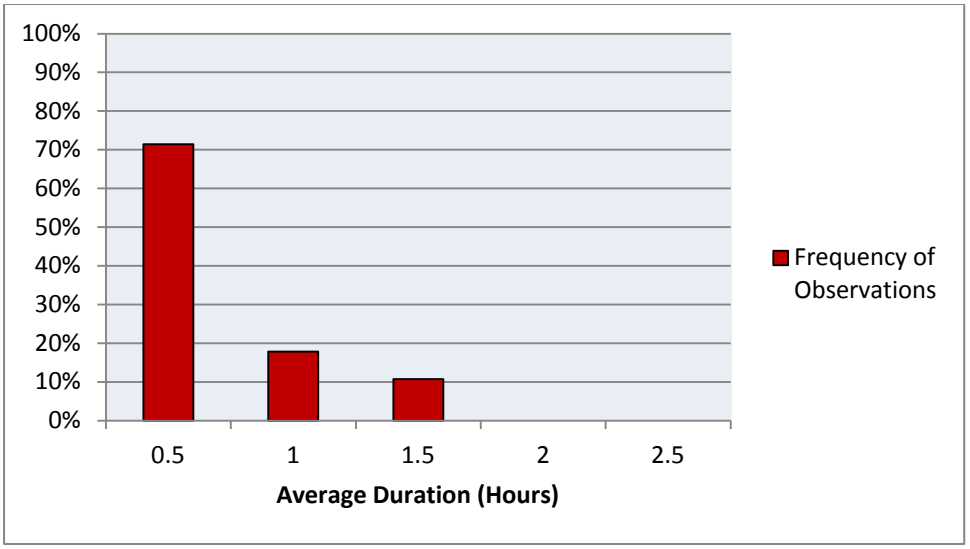
PROJECT: 15-1560
STATUS: FINAL
DATE: 2015-01-05

Appendix 3: Bank Street and Elgin Street Parking Turnover Data

Bank Street

Bank Street (e.s.) between Nepean Street and Cooper Street

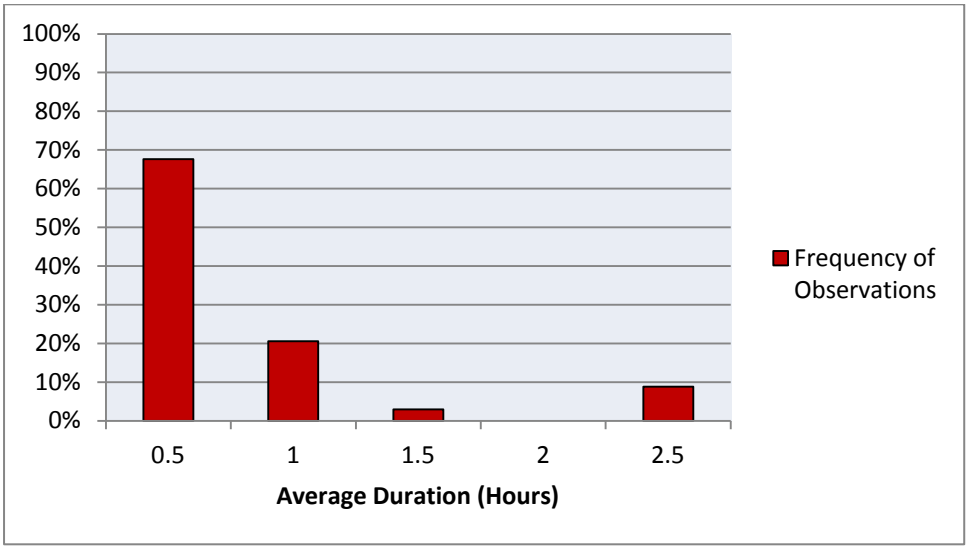
This section of Bank Street between Nepean Street and Cooper Street shows that the majority of vehicles (71%) were parked for 30 minutes. 100% of the vehicles were parked for 1.5 hours or less.



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	20	71.43%
1	5	17.86%
1.5	3	10.71%
2	0	0.00%
2.5	0	0.00%

Bank Street (w.s.) between Nepean Street and Somerset Street

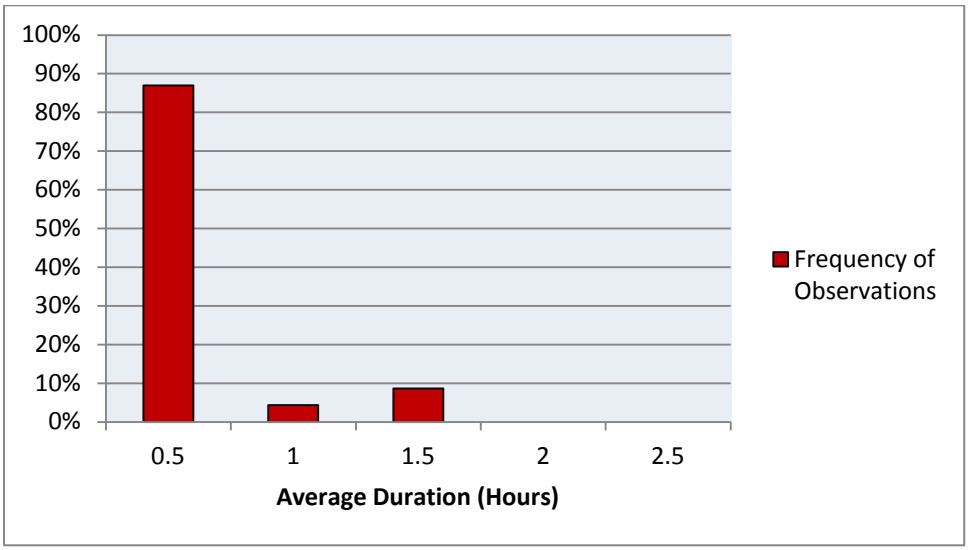
The results for this section along Bank Street between Nepean Street and Somerset Street show that the majority of vehicles (68%) were parked for less than 30 minutes. 92% of vehicles were parked for 1.5 hours or less. However, 9% of vehicles were parked over the 2 hour parking time restriction. This section of Bank Street was the only section surveyed that had vehicles that stayed over the 2 hour time limit.



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	23	67.65%
1	7	20.59%
1.5	1	2.94%
2	0	0.00%
2.5	3	8.82%

Bank Street (w.s.) between Gilmour Street and Florence Street

This section of Bank Street between Glimour Street and Florence Street shows that there was an extremely high number of vehicles (87%) parked for 30 minutes. 100% of the vehicles were parked for 1.5 hours or less.

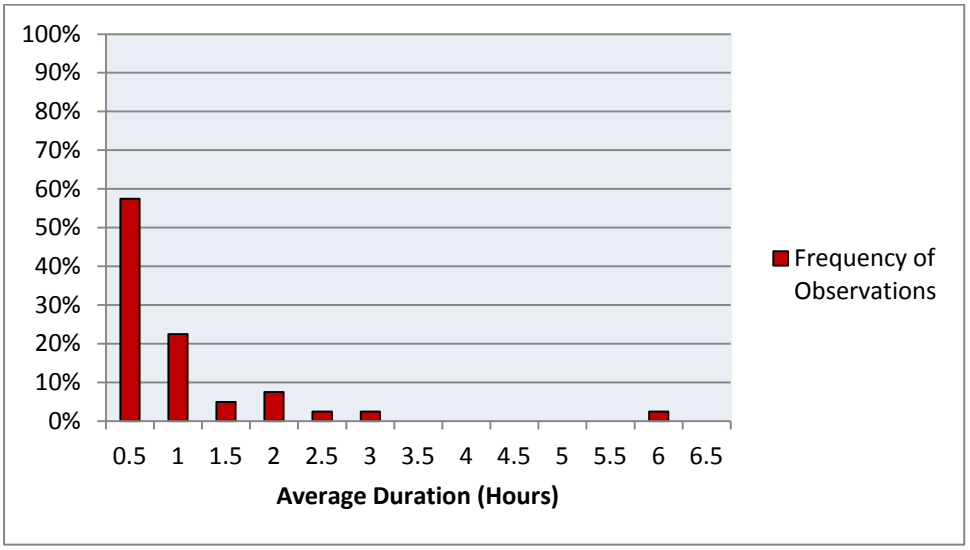


Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	20	86.96%
1	1	4.35%
1.5	2	8.70%
2	0	0.00%
2.5	0	0.00%

Elgin Street

Elgin Street (w.s.) between Gloucester Street and Somerset Street

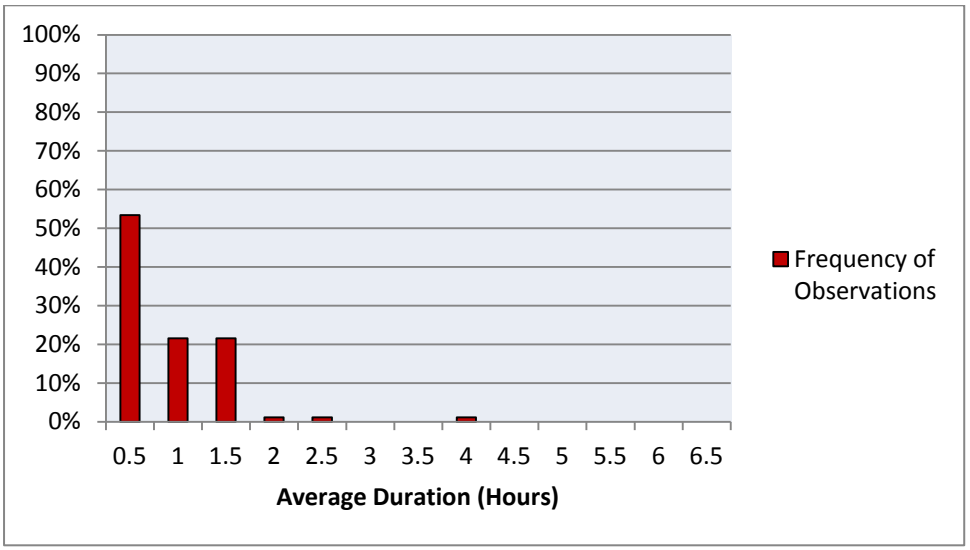
The results show that along Elgin Street between Gloucester Street and Somerset Street, the majority of vehicles (58%) were parked for 30 minutes. 81% of the vehicles parked were parked within the 1 hour time limit. Therefore, 19% of the vehicles stayed longer than the 1 hour time limit. One vehicle even stayed for 6 hours.



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	23	57.50%
1	9	22.50%
1.5	2	5.00%
2	3	7.50%
2.5	1	2.50%
3	1	2.50%
3.5	0	0.00%
4	0	0.00%
4.5	0	0.00%
5	0	0.00%
5.5	0	0.00%
6	1	2.50%
6.5	0	0.00%

Elgin Street (e.s.) between Lisgar Street and Gilmour Street

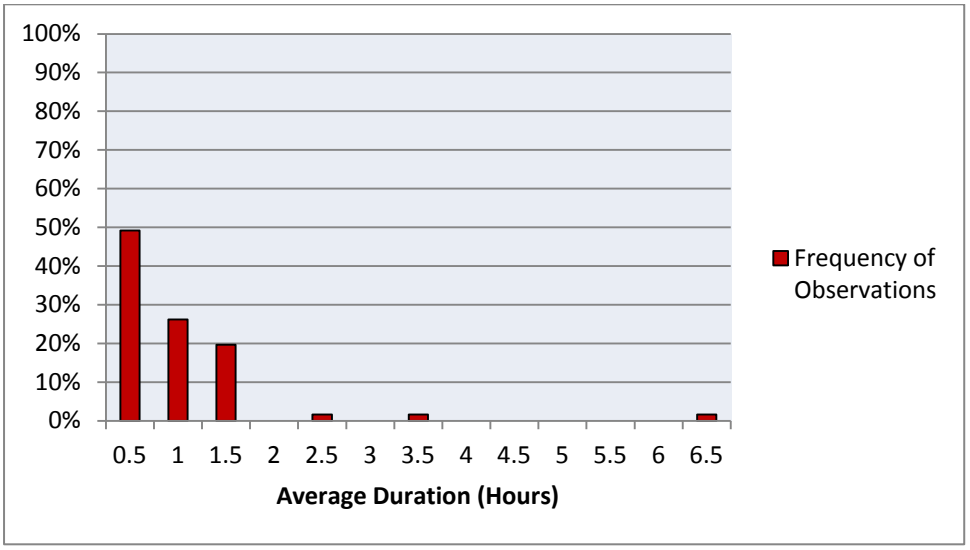
The turnover results show that along Elgin Street between Lisgar Street and Gilmour Street, the majority of vehicles (53%) were parked for 30 minutes. 75% of the vehicles were parked within the 1 hour time limit. Therefore, 25% of the vehicles stayed longer than the 1 hour time limit.



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	47	53.41%
1	19	21.59%
1.5	19	21.59%
2	1	1.14%
2.5	1	1.14%
3	0	0.00%
3.5	0	0.00%
4	1	1.14%
4.5	0	0.00%
5	0	0.00%
5.5	0	0.00%
6	0	0.00%
6.5	0	0.00%

Elgin Street (w.s.) between Somerset Street and Frank Street

For this section of Elgin Street between Gloucester Street and Somerset Street, the majority of vehicles (49%) were parked for 30 minutes. 75% of the vehicles parked were parked within the 1 hour time limit. 20% of the vehicles parked for longer than the 1 hour time limit were parked for 1.5 hours. In total, 25% of vehicles were parked for longer than the 1 hour time limit. One vehicle even stayed for 6.5 hours.



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage
0.5	30	49.18%
1	16	26.23%
1.5	12	19.67%
2	0	0.00%
2.5	1	1.64%
3	0	0.00%
3.5	1	1.64%
4	0	0.00%
4.5	0	0.00%
5	0	0.00%
5.5	0	0.00%
6	0	0.00%
6.5	1	1.64%

Appendix 4: 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*)?

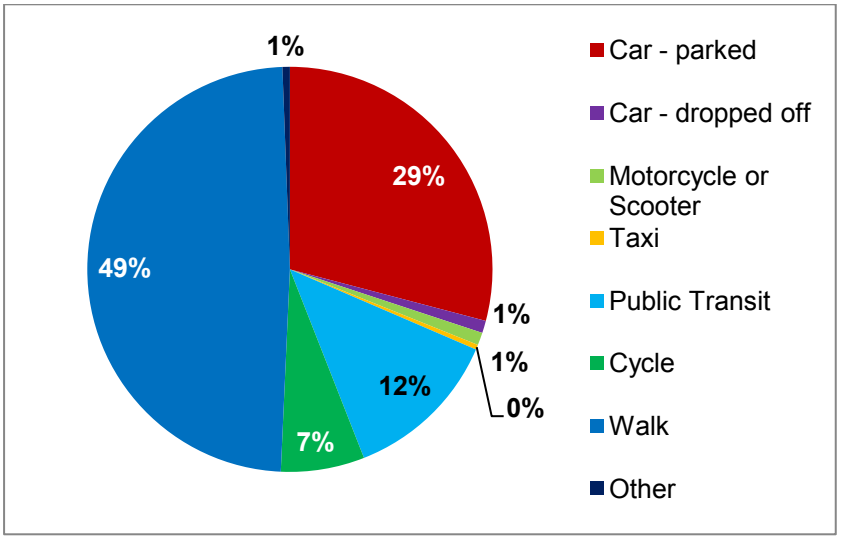
Where is your farthest destination today? (Please indicate on the map)

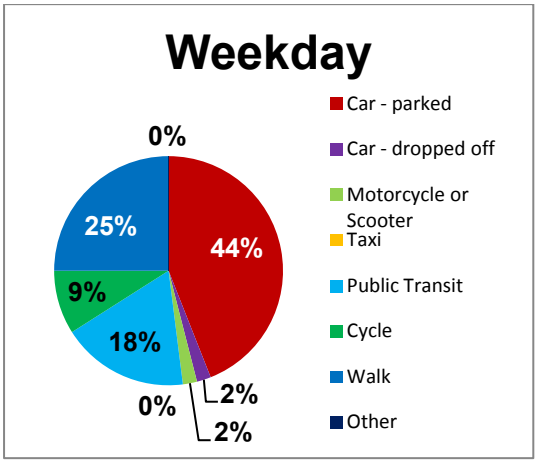
Appendix 5 – Travel Survey Findings

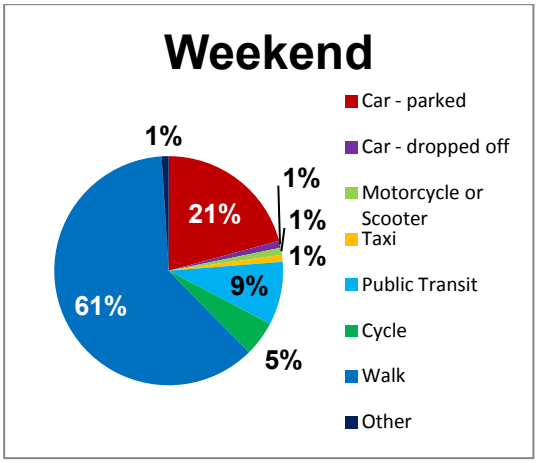
The following discussion and exhibits are based on the results for all ten survey days combined. The travel survey results are also shown by weekday and weekend.

How did you get to Centretown today?

Overall, almost half of the respondents (49%) indicated that they got to the study area by walking. During the weekend, the percentage of people walking to the study area increases to 61%. The second most popular mode of travel overall and during the weekend was driving, followed by public transit. However, during the weekday, the most common mode of travel was driving (44%), followed by walking (25%) and public transit (18%).

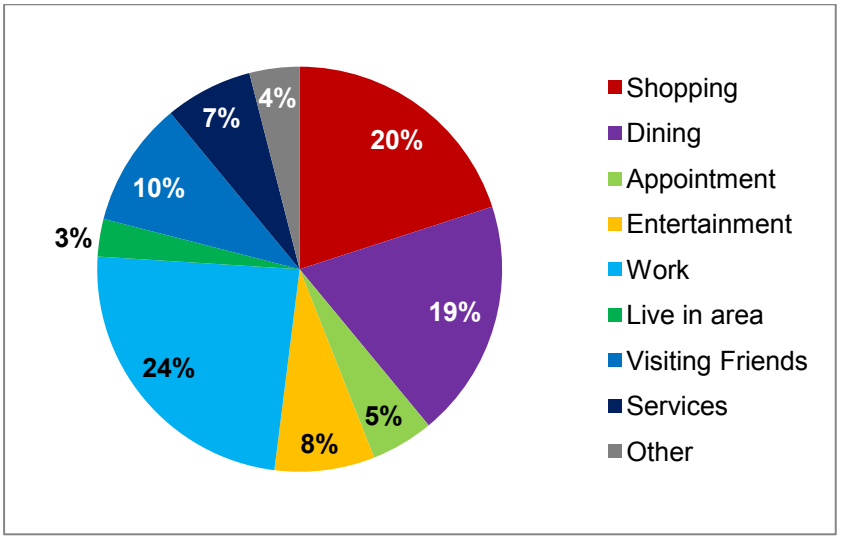


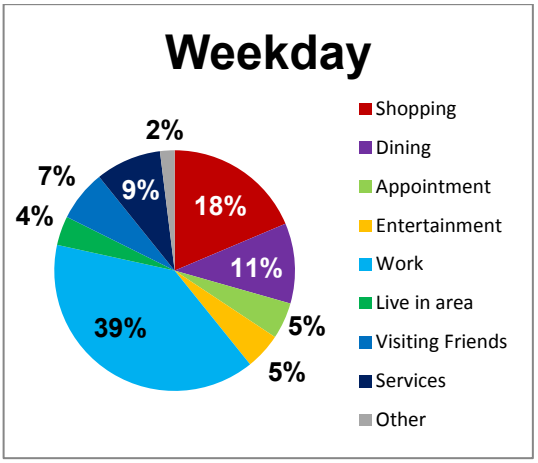


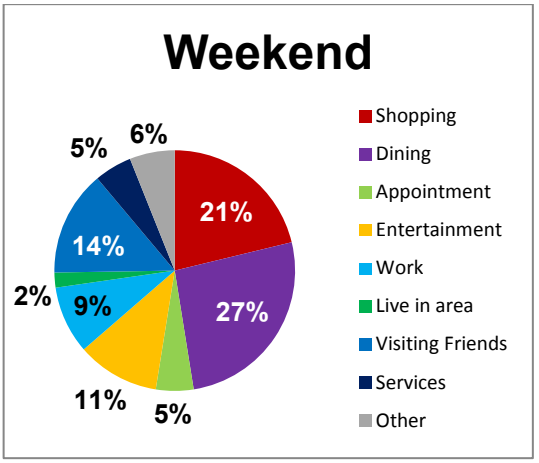


What is the purpose of your trip?

Overall, work, shopping and dining were the main reasons why people were in the study area. During the weekday, the majority (39%) of respondents indicated that they were in the area for work purposes, followed by shopping (18%), then dining (11%). During the weekend, the main purposes included dining (27%), followed by shopping (21%), then visiting friends (14%).



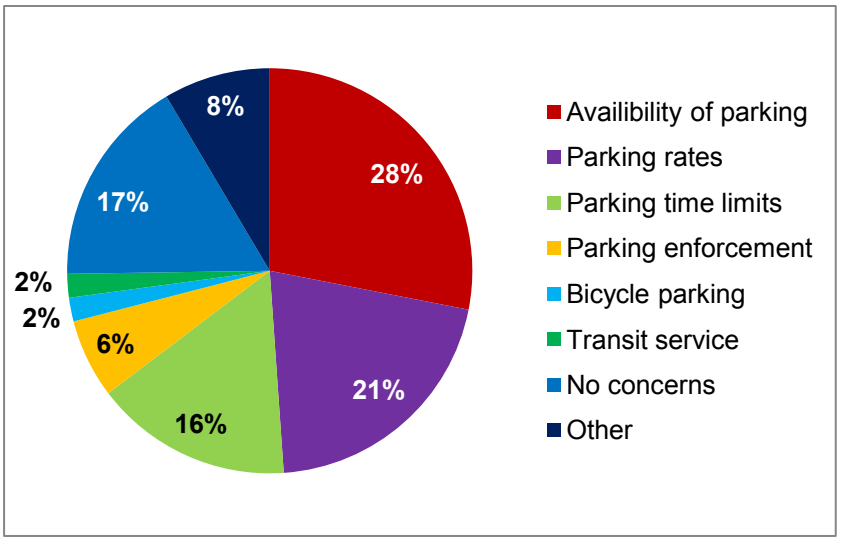


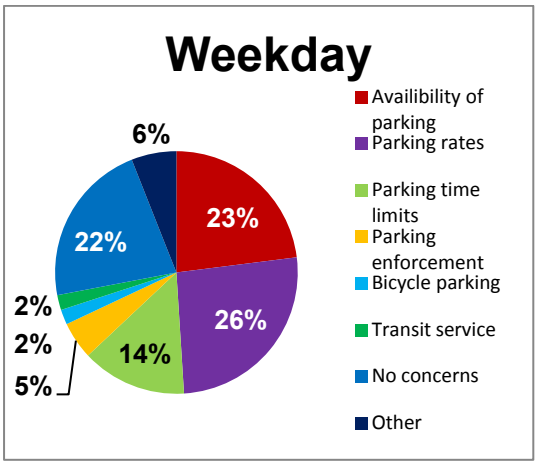


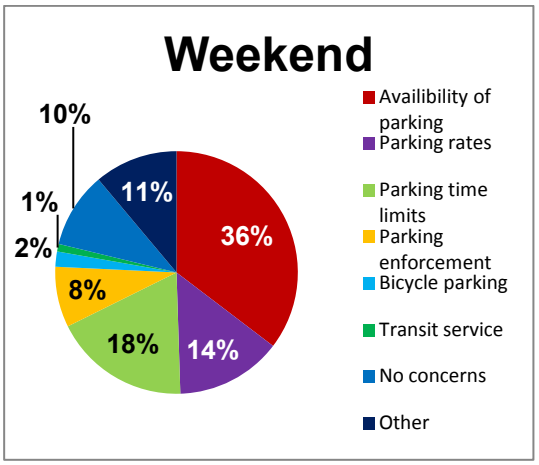
What are your concerns travelling to this area?

Amongst all survey respondents, the main concerns with travelling to Centretown was availability of parking (28%) and parking rates (21%). 17% of respondents indicated that they had no concerns and only 4% of respondents indicated that they were concerned about transit service and bicycle parking. However, it should be noted that this question was only asked to people that drove to the study area.

When comparing the weekday and weekend results, the concerns seem to be similar. However, there seems to be more of a concern with availability of parking during the weekend. 13% more people responded that there were concerns with the availability of parking.

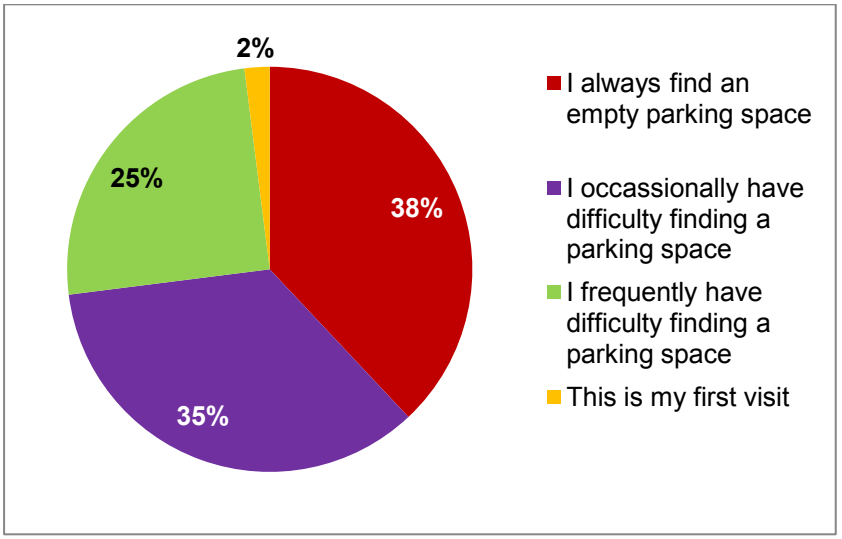


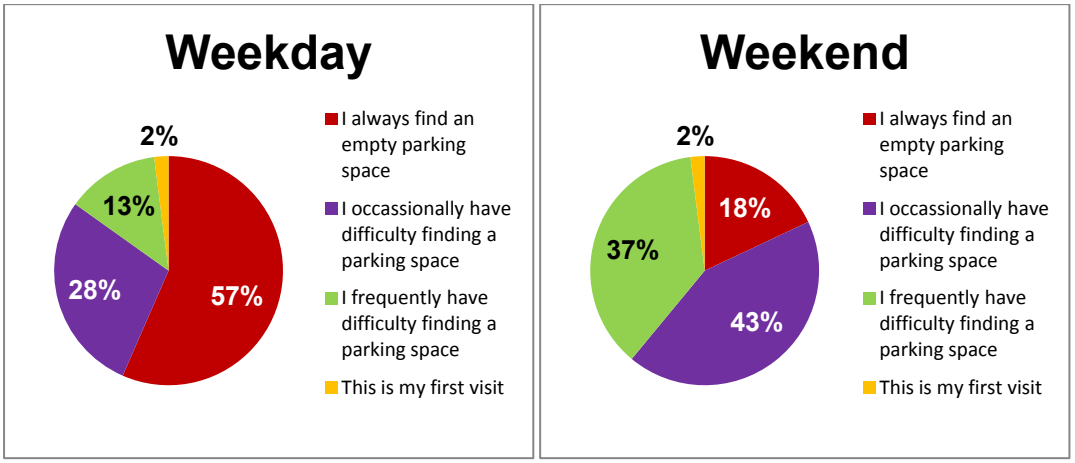




When you park here, how easy is it for you to find a parking space?

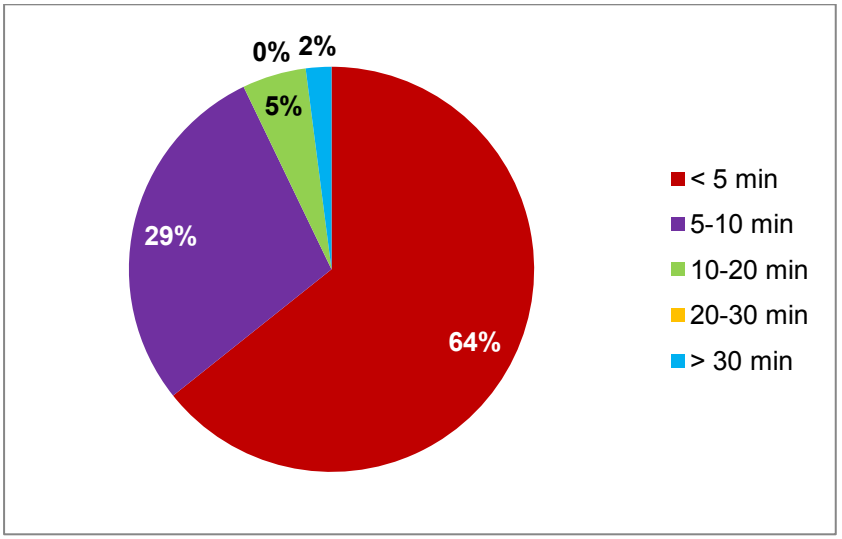
The survey results for the length of time it took to find a parking space are quite different during the weekday and the weekend. Of those that drove to the Centretown area, the majority (57%) of weekday respondents indicated that they always find an empty parking space. The weekend respondents indicated that it was more difficult to find a parking space with 43% of respondents indicating that they occasionally had difficulty finding a parking space and 37% frequently had difficulty finding a parking space.

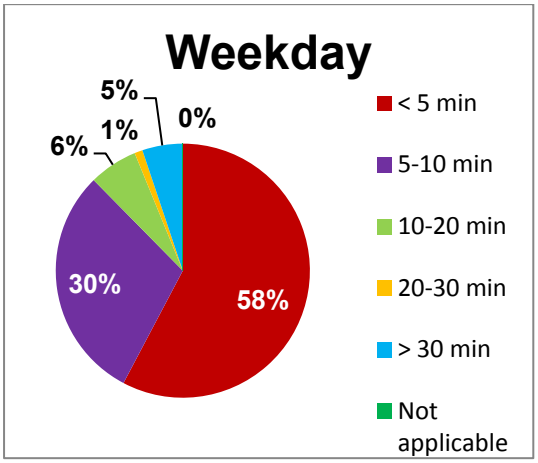


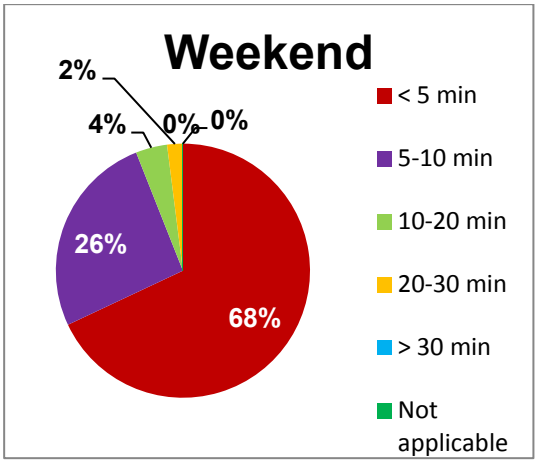


How long did it take you to find a parking space today?

Of the vehicle drivers surveyed, the majority of the respondents (64%) indicated that it took them less than 5 minutes to find a desired parking space. 29% of respondents indicated that it took 5 to 10 minutes to find a parking space. Only 7% of respondents surveyed indicated that it took longer than 10 minutes to find a parking space within the study area. The weekday and weekend results are similar in that the majority of drivers found a parking space within 5 minutes.

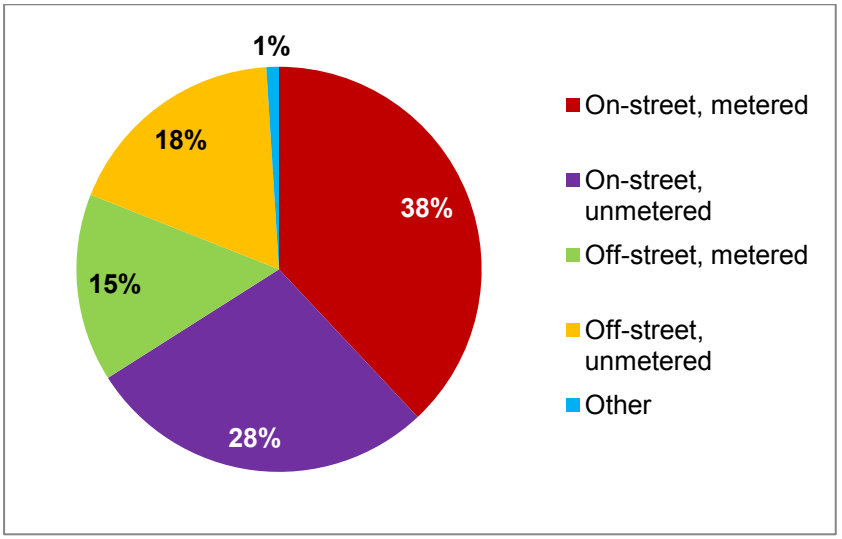


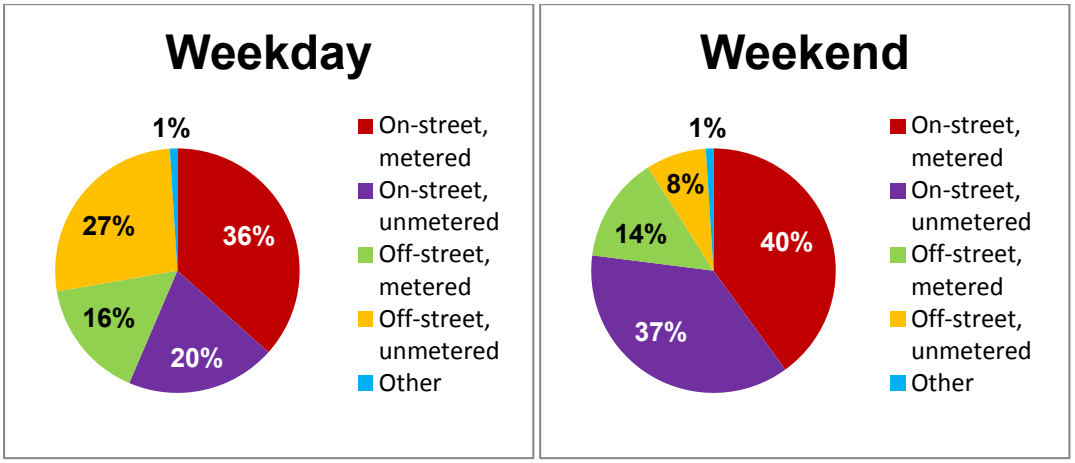




What kind of parking did you use?

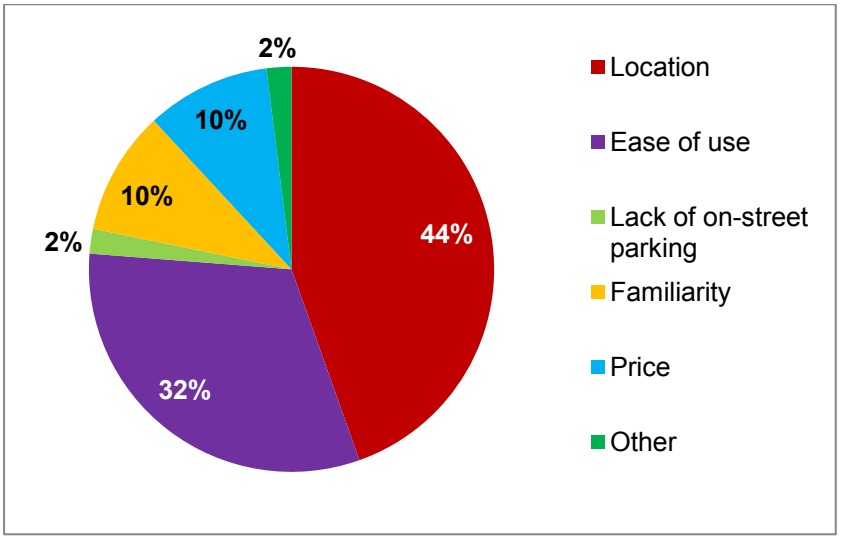
Overall, on-street paid parking was the most commonly used type of parking within the study area during both the weekday (36%) and weekend (40%). During the weekday, the second most commonly used type of parking was off-street unpaid parking (27%), followed by on-street unpaid parking (20%). During the weekend the second most commonly used type of parking was on-street unpaid parking (37%), followed by off-street paid parking (14%).

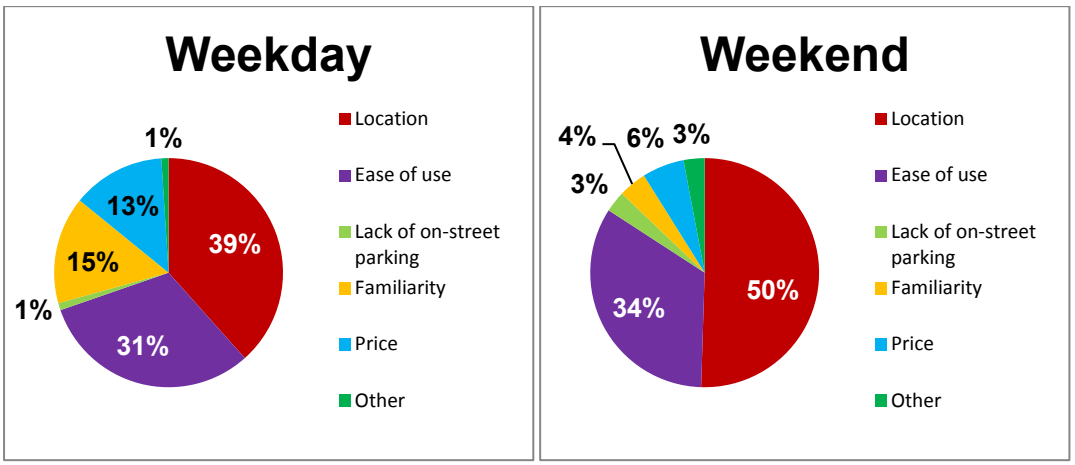




Why did you choose to park where you did?

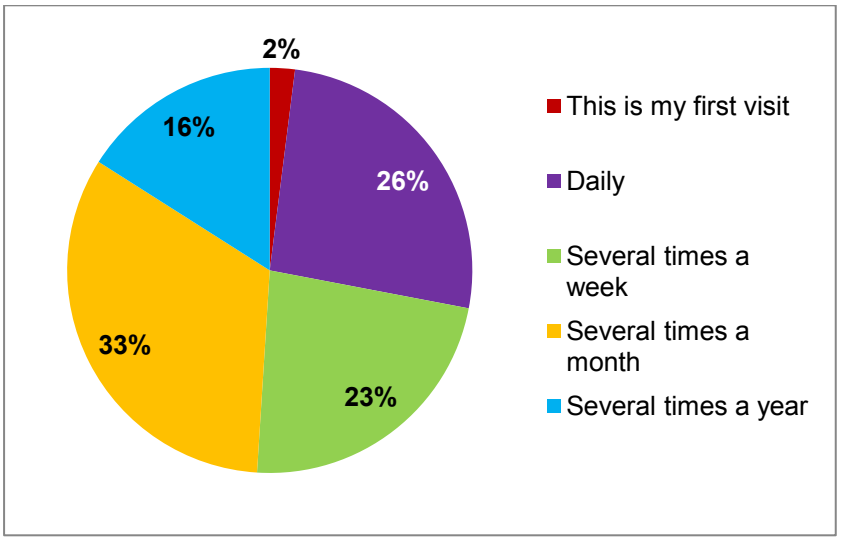
Respondents indicated that location (44%) and ease of use (32%) were the two major factors in considering where to park. Respondents also considered parking pricing (10%) and familiarity (10%) when choosing where to park. The weekday and weekend survey results are similar to the combined results. However, during the weekday familiarity and price played more of an important role in where people chose to park than during the weekend where location was more important.

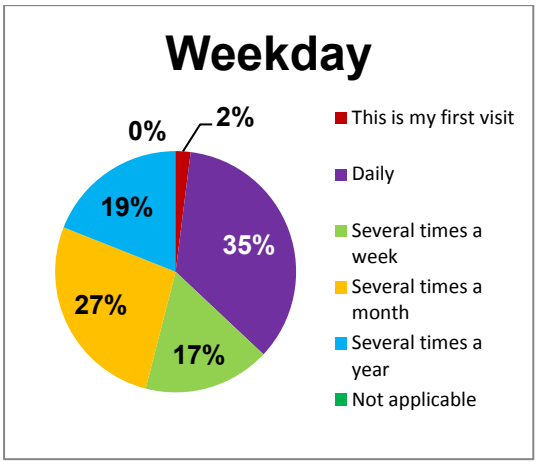


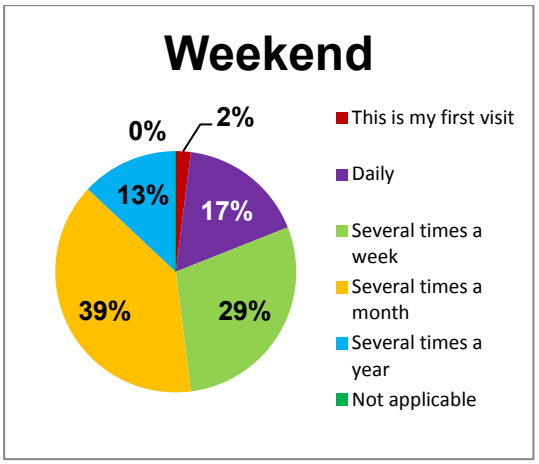


How often do you come to the area?

The results show that during the weekday, the majority (35%) of respondents visit the study area daily and during the weekend, the majority (39%) of respondents visit the study area monthly.

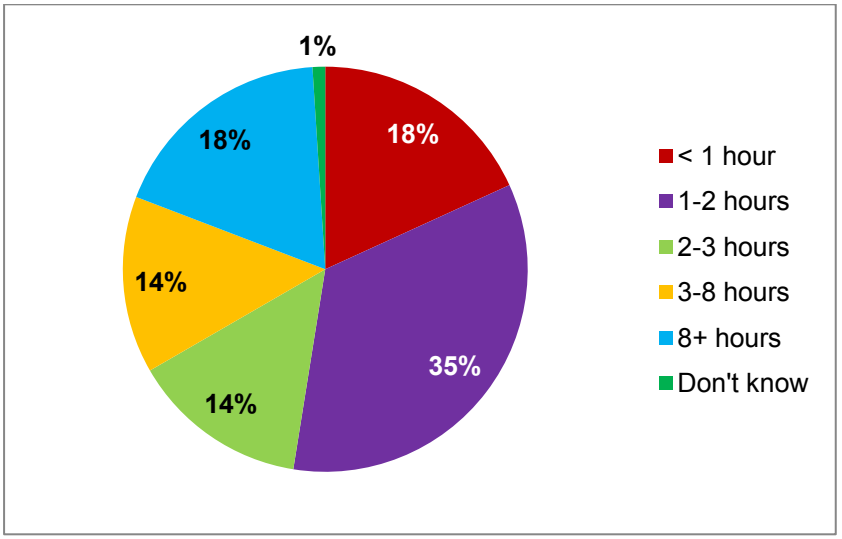


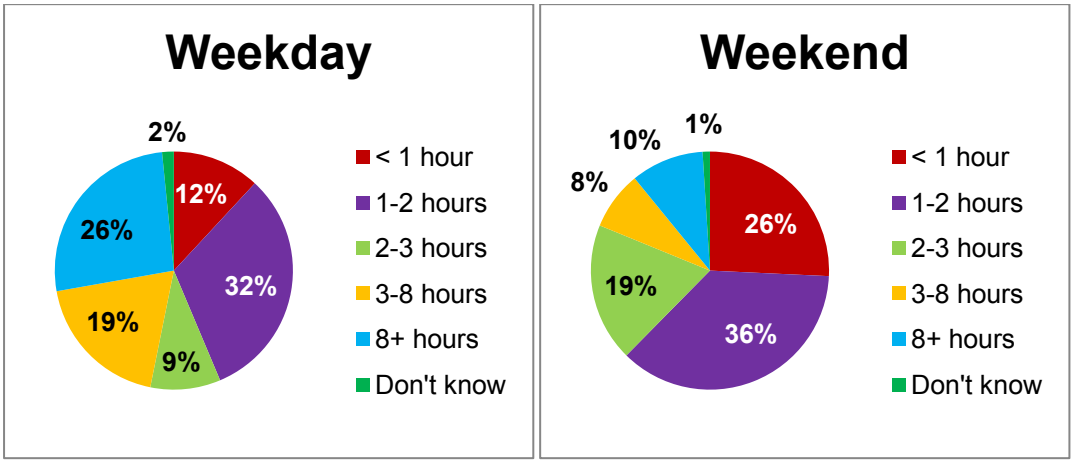




How long do you expect to stay in the area?

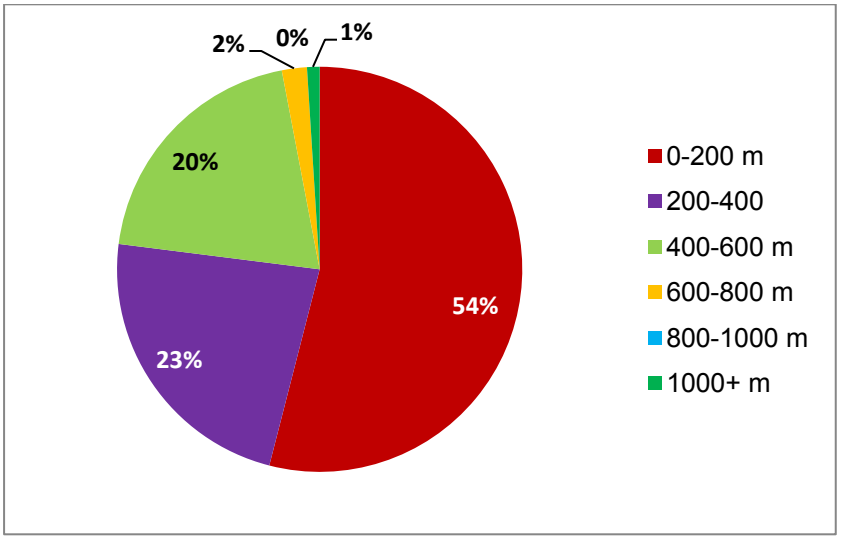
Short-term parking is defined as “parking with a duration less than three hours”. The survey results show that 53% of weekday respondents and 81% of weekend respondents indicated that they would be in the study area for three hours or less. This concludes that long-term parking is more prevalent during the weekday and short-term parking is more prevalent during the weekend.

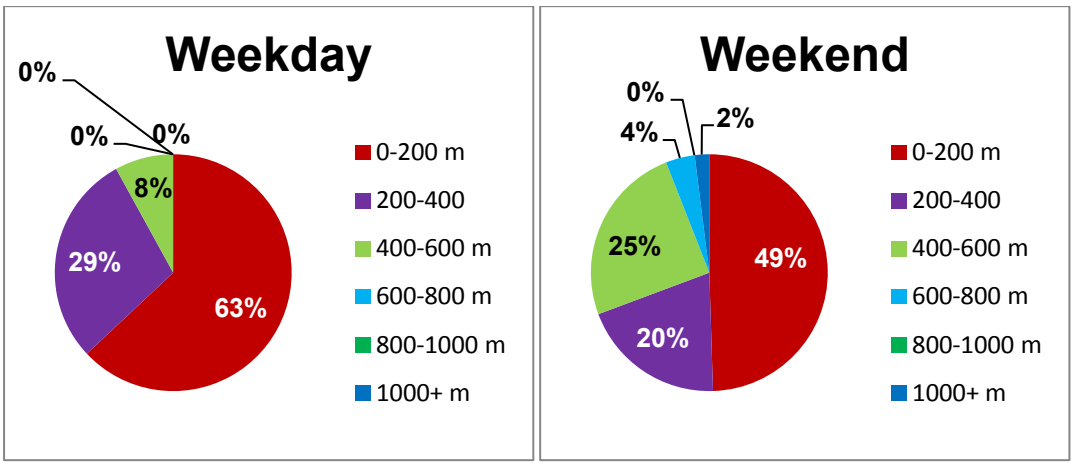




How far did you walk from your parked vehicle?

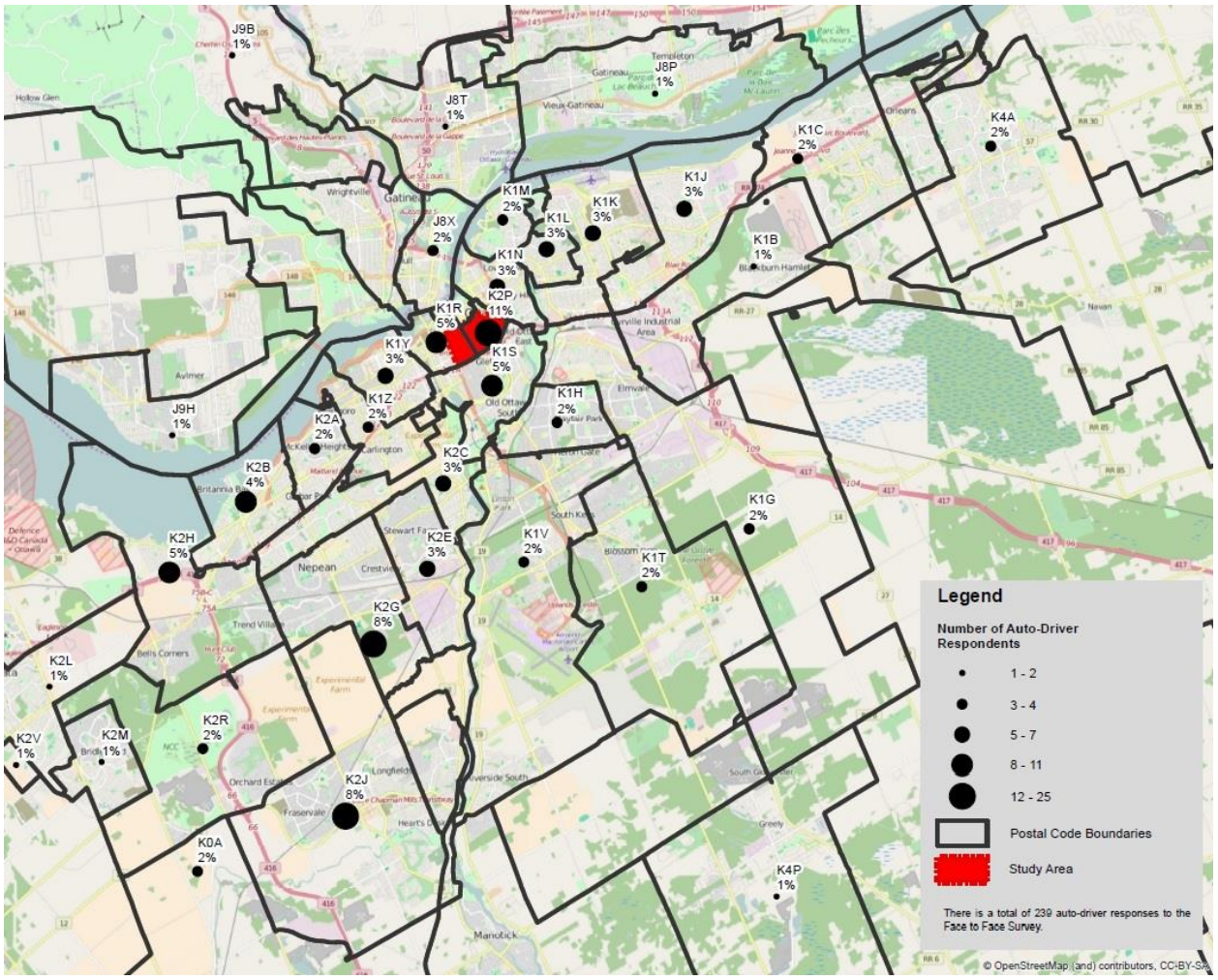
As a final question, respondents who drove to the study area were asked how far they needed to walk from their parked vehicle. Destinations were grouped into one of eight consecutive zones, with each zone separated by the next by a walking distance of roughly 200m. From the response, the trip length distribution was estimated. As shown in Graph 32, the majority of respondents are parking in a location immediately adjacent to their destination (less than 200m away). Only 23% parked more than 400m away.





Where do you reside?

In addition to the above survey questions, respondents provided the first three digits of their postal codes representing their Forward Sortation Area (FSA). In the Map below the dots are scaled proportionally to the number of respondents living in each zone. The greatest number of respondents live in the FSA's which include the Centretown study area, K2P and KR with 16% and the neighbouring FSA, KIS with 5%. A lot of the respondents also live in Nepean, K2G with 8%, Barrhaven, K2J with 8% and Bells Corners, K2H with 5%. The majority of the remaining respondents are relatively evenly dispersed throughout the Ottawa region.



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Appendix 6: Public Consultation Comments

The following table includes in-field comments (travel survey), comments received from the start-up notice (the start-up notice was e-mailed to stakeholders and distributed by hand to all businesses along Elgin Street, Gladstone Avenue, and Kent Street), and comments from the Centretown Public Open House (also includes comments received by individuals after the pubic open house was held on February 10th, 2016).

Parking Availability

Comment	Total Comments	Total Comments by Source	Source
P&D machines won't allow customers to pre-pay before paid parking hours begin. Can result in parking tickets.	1	1	Start-up
Residents from condominium buildings using parking spaces along Gladstone Avenue take away from customer parking.	1	1	Start-up
Lack of accessible and convenient parking for health care providers (medical homemaking, food).	1	1	Start-up
Parking during special events (Ottawa Race Weekend, Winterlude, music festivals, Take back the night, Capital Pride, among others).	1	1	Start-up
Residents with on-street parking permits are not guaranteed parking spaces in the areas designated by their permits.	1	1	Start-up
Concerns around development applications (i.e. Reducing or not providing any parking requirements (residential and visitor) for new developments). Adds pressure to the	1	1	Start-up

Comment	Total Comments	Total Comments by Source	Source
existing on-street parking.			
Demand for public parking by residents and who cannot access private parking spaces.	1	1	Start-up
Home based-business customers may have difficulty finding on-street parking on MacLaren Street due to the difficult egress onto Bronson Avenue.	1	1	Start-up
City should consider allowing parking on the west side of Elgin during the morning rush hour and on the east side of Elgin in the evening.	1	1	Start-up
No parking availability.	29	29	In-field
Parking permit holders cannot find available on-street parking.	2	2	In-field
No available parking during special events.	2	2	In-field
Reduce on-street parking to improve the economic viability of off-street lots. City should pursue market based parking rates to encourage turnover and availability.	1	1	Open house
Lack of available on-street parking for residents and visitors.	1	1	Open house

Parking Supply

Comment	Total Comments	Total Comments by Source	Source
City should provide a customer parking lot along Gladstone Avenue. Previous parking lot lost to development.	1	1	Start-up
Institutions provide inadequate parking (museums, churches, schools, Police HQ, YM-YWCA, community centres, health centres).	1	1	Start-up
Difficult finding a parking space for church in the winter on MacLaren Street. MacLaren Street very narrow.	1	1	Start-up
Eliminate parking requirements. Let developer and buyer decide.	1	1	Start-up
Parking garage needed.	7	7	In-field
Need more parking lots.	2	2	In-field
Need more parking.	26	26	In-field
Need more curb-side parking	5	5	In-field
Condos should provide more visitor parking.	2	2	In-field
More guest parking needed.	1	1	In-field
Need more accessible spaces that are closer to prime locations.	1	1	In-field
Lack of motorcycle parking.	1	1	In-field

Comment	Total Comments	Total Comments by Source	Source
Allow people to park in business lots that are closed.	1	1	In-field
Free employee lot needed.	1	1	In-field
More residential parking permits zones are needed.	1	1	In-field
Residents and visitors do not have access to off-street parking.	1	1	Open house
City should not eliminate on-street parking in favour of bicycles lanes.	1	1	Open house
Undersupply of on-street parking near City Hall.	1	1	Open house
Reduce the amount of on-street parking to improve the economic viability of off-street parking lots.	1	1	Open house
Eliminate sidewalks around Minto Park and introduce lateral parking.	1	1	Open house
Construct underground parking garage at Jack Purcell Park	1	1	Open house

Parking Rates

Comment	Total Comments	Total Comments by Source	Source
Paid parking deters customers from conducting business Centretown.	1	1	Start-up
Parking rates too high (on-street, off-	30	30	In-field

Comment	Total Comments	Total Comments by Source	Source
street, near museum)			
Parking should be free.	16	16	In-field
Monthlies are too expensive.	2	2	In-field
Parking for guests is expensive.	2	2	In-field
Keep parking rates reasonably priced.	1	1	In-field
Holiday parking should be free.	1	1	In-field
Pay by Phone is unreliable.	1	1	In-field
P&D machine should not accept money during unpaid hours.	1	1	In-field
P&D machine motorcycle payment option doesn't always work.	1	1	In-field
Residential parking permits are too expensive.	1	1	In-field
Allow free parking at City Hall on Saturdays and Sundays.	1	1	Open house
Pursue market based pricing rates to encourage turnover and availability	1	1	Open house
Consider implementing paid parking on Saturday and Sunday in the areas around Bank Street and Elgin Street	1	1	Open house
Expand paid parking along Gloucester Street in the west	1	1	Open house

Parking Time Limits

Comment	Total Comments	Total Comments by Source	Source
Keep 2 hour unpaid parking along Gladstone Avenue for customers.	1	1	Start-up
Increase time limit around Elgin and surrounding side-streets.	1	1	Start-up
Increase parking time limits (2, 3, 4, and 5, unlimited).	39	39	In-field
Increase time limits for guest parking.	2	2	In-field
Special event parking bans are confusing.	1	1	In-field
Parking hours should be extended from 1 hour to 2 or 3 hours around Cartier Street / Elgin Street area.	1	1	Open house
Parking time restrictions went from 8am to 7am along Cartier Street. Extend time restrictions. 7am is too early for residents and visitors to move vehicles parked on-street.	1	1	Open House
Expand 1 hour parking areas to 2 hour parking areas	1	1	Open house

Parking Enforcement

Comment	Total Comments	Total Comments by Source	Source
Lack of enforcement regarding blocking intersections.	1	1	Start-up

Comment	Total Comments	Total Comments by Source	Source
Lack of enforcement around 564 Gladstone Avenue.	1	1	Start-up
Too much enforcement (fear of getting ticket, too many tickets issued).	13	13	In-field
Lack of enforcement.	1	1	In-field
Enforcement is too strict in along Cartier Street.	1	1	Open House

Parking Signage

Comment	Total Comments	Total Comments by Source	Source
No parking sign on MacLaren Street should be removed to provide more on-street parking.	1	1	Start-up
Better demarcation needed in front of building around 488 Gladstone Avenue. Vehicles are blocking laneways.	1	1	Start-up
Improve wayfinding signage to help increase the utilization of off-street lots.	1	1	Start-up
Parking signage is not visible, confusing, and unclear.	12	12	In-field
Painted parking spaces are needed to help delineate spaces and will help reduce parking tickets.	2	2	In-field
Improve wayfinding signage at entrance of City Hall (showing parking rates).	1	1	Open house

Comment	Total Comments	Total Comments by Source	Source
Better signage around Cartier Street. Areas also include Minto Park and going south to Gladstone on the west side.	1	1	Open house

Bicycle Parking

Comment	Total Comments	Total Comments by Source	Source
Lack of bicycle parking within study area and within new developments.	1	1	Start-up
Bicycle parking usage issues.	1	1	Start-up
More bicycle parking needed (secure)	5	5	In-field
More bicycle lanes are needed.	3	3	In-field
Better bicycle racks are needed.	1	1	In-field
Cyclists should have to pay for plates. Roads closed to build bicycle lanes. Close bridges for bicycle activities.	1	1	In-field
Cyclists do not obey driving laws, bike in wrong direction on one way streets.	1	1	In-field
More consideration should be given to cyclists.	1	1	Open house
Bicycle parking is in short supply.	1	1	Open House.

Transit Service

Comment	Total Comments	Total Comments by Source	Source
Public transit is not feasible for everybody (not reliable, takes too much time, not frequent enough).	1	1	Start-up
More bus routes.	4	4	In-field
More frequent bus service is needed.	8	8	In-field
Bring back transit route #6.	1	1	In-field
Difficult to distinguish Para-Transpo parking spaces.	1	1	In-field

Vehicle/Pedestrian/Cyclist Traffic Flow

Comment	Total Comments	Total Comments by Source	Source
Better side street maintenance.	1	1	Start-up
Parking on Elgin should not be allowed.	1	1	In-field
More alternative modes of transportation needed to reduce vehicle usage.	3	3	In-field
Buses cut off cyclists on Bank Street.	1	1	In-field
Driving downtown is a bad experience.	1	1	In-field
Larger sidewalks needed. Take out parking to widen sidewalks.	1	1	In-field
E-mails should be sent out to inform the public of road closures and special events.	1	1	In-field

Other

Comment	Total Comments	Total Comments by Source	Source
Front yard parking should be assessed through the study.	1	1	Start-up
Lots of garbage located around parking spaces and in the drains.	1	1	Start-up
Volunteer parking permit program very helpful because allows volunteers to park in a no-parking zone for up to 15 minutes.	1	1	Start-up
Fire hydrants should be located closer to driveways.	1	1	Start-up
Improve profit-rental property snow removal. Should be mandated to pay for removal (similar to garbage collection).	1	1	Start-up
Underused loading zone in front of Blair House (205 Gladstone Avenue) should become regular parking.	1	1	Start-up
Parking is a bad experience because it is downtown.	1	1	In-field
Loading Zones- More needed for residential buildings, more short loading zones are needed.	2	2	In-field
One-way streets are not environmentally friendly and make drivers drive unnecessarily around blocks.	1	1	In-field
Sketchy individuals.	1	1	In-field

Comment	Total Comments	Total Comments by Source	Source
Thefts.	1	1	In-field

- In-Field Comments: 246
- Start-Up Comments: 31
- Open House Comments: 20
- Total Number of Comments: 297