

# Westboro Local Area Parking Study Update

Parking Services

Public Works Department

City of Ottawa

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## Section 1 - Background

### 1.1 Study Purpose

In 2013, Delcan completed the *Westboro Local Area Parking Study* for the City of Ottawa, Parking Services Branch. Results from the 2013 study showed that there were issues with the level of demand for parking and that City staff should continue to monitor the parking situation within the study area. The purpose of this study is to provide an update on the parking situation in Westboro since the previous study was completed. City staff continued to monitor the study area and initiated a separate Local Area Parking Study to include a parking review of Wellington West. The goal of expanding the scope of the parking review was to clarify the magnitude of the parking issue over the entire area in addition to identifying solutions and strategies that could be applied in a way so as to ensure relative equity across the entire area. In response, City staff have undertaken data collection and consultation in both areas towards completing a full Local Area Parking Study for Wellington West and a Local Area Parking Study Update for Westboro. The findings from these studies will be implemented as the Kitchissippi Parking Strategy.

The process undertaken for this study update 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.

## 1.2 Study Area

The study area is bounded by Scott Street in the north, Kenwood Avenue / Wesley Avenue / and Byron Avenue in the south, Broadview Avenue in the west, and Island Park Drive in the east. Please see Map 1 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 1,157 total on-street spaces within the study area. All of the on-street parking consists of unpaid parking. There are a total of 1,506 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, 107 are paid parking spaces (all at privately-owned facilities). Table 1 breaks down the number of parking spaces located east and west of Tweedsmuir Avenue for on-street and off-street parking along Richmond Road and for the whole study area.

**Table 1 - Parking Inventory East and West of Tweedsmuir Avenue**

	<b>West of Tweedsmuir</b>	<b>East of Tweedsmuir</b>	<b>Total</b>
On-Street – Richmond Road	147	105	252
Off-Street – Richmond Road	787	478	1,265
On-Street Total	780	377	1,157
Off-Street Total	933	573	1,506

There are currently no residential parking permit zones within the Westboro study area.

Map 1 – Westboro Study Area



### 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-side parking (paid and unpaid) used by the general public. Can be parallel, angle or perpendicular to the curb.
- **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 for 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 2. In Section 3.1, Map 13 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 2 - Types of Parking**

	<b>Public On-Street Short-Term (On-Street)</b>	<b>Public Off-Street Short-Term</b>	<b>Public Off-Street Long-Term</b>	<b>Private Off-Street Customer/Employee</b>	<b>Private Off-Street Residential*</b>
<b>Function</b>	Parking for any purpose.	Parking for any purpose.	Parking for any purpose.	Parking for a specific establishment or workplace.	Parking for a specific residential building or residence.
<b>Usage</b>	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.
<b>Location</b>	Along the sides of City streets.	Parking lots or structures.	Parking lots or structures.	Parking lots or structures.	Parking lots or structures.
<b>Pricing</b>	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).
<b>Examples</b>	Metered/pay & display parking in	Privately owned parking lots that	Privately owned parking lots that	A restaurant parking lot; a shopping mall	A parking garage in an apartment

	the commercial core and along mainstreets; unmetered on-street parking in residential areas.	allow the public to park for a fee (or for free); municipally owned parking lots that allow the public to park for a fee (or for free).	allow the public to park for a fee (or for free); municipally owned parking lots that allow the public to park for a fee.	parking lot; a school or church parking lot.	building or condominium; the driveway of a house.
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\*Private off-street residential parking was not included in the parking inventory or data collection (occupancy counts) for the *Westboro Local Area Parking Study*.

## **1.5 Previous Parking Studies**

The Regional Municipality of Ottawa-Carleton (RMOC) conducted the first parking study in the Westboro area in 1978. The City of Ottawa coordinated six parking studies since 1991 (1991, 1993, 1997, 2003, 2005, and 2013). The following is a summary of the parking studies conducted in Westboro.

### **1.5.1 Richmond Road Parking Study (1978)**

The RMOC conducted this Westboro parking study in 1978. The study area was along Richmond Road from Golden Avenue to Island Park Drive with including 125 metres north and south. The maximum curb-side capacity of the study area was 487 parking spaces.

Data collection on a weekday only in June found that:

- The average occupancy was 38%
- The peak occupancy was 49%
- The average parking duration was about 55 minutes
- Turnover during the study period was 3.3 (i.e. an average of 3.3 vehicles occupied each space).
- Peak occupancy was at 12:30 pm

Conclusions and Recommendations:

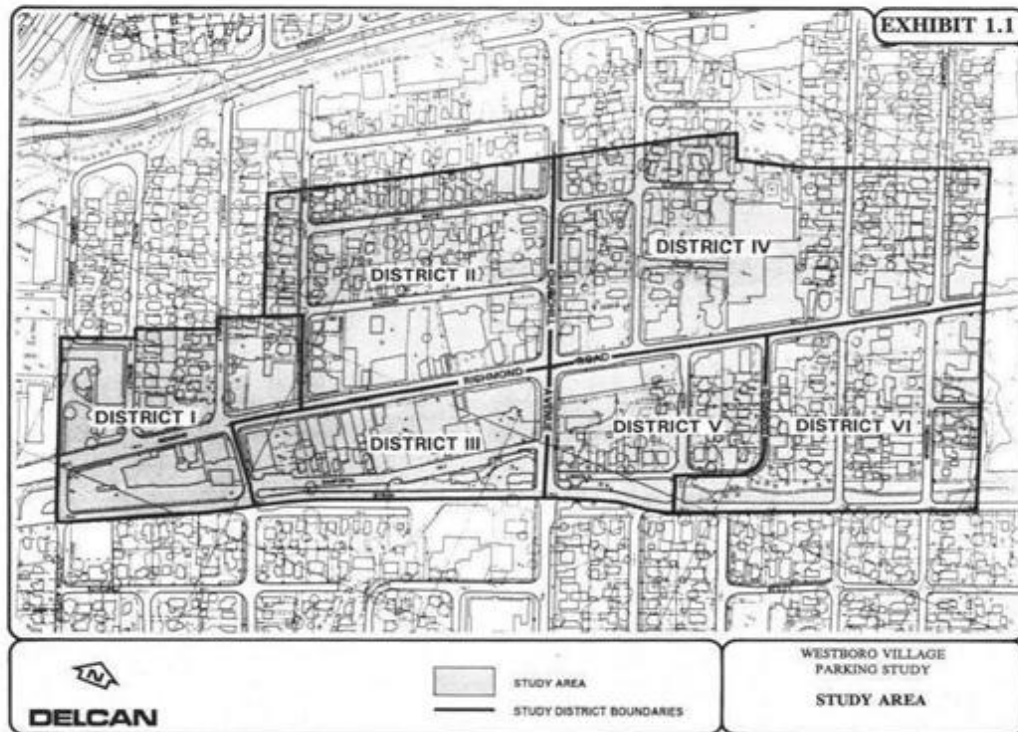
- Parking capacity is sufficient
- Have employees use off-street facilities
- Make off-street parking signage clearer
- Redistribute or share off-street lots by employees
- Close Danforth at Churchill and consolidate City Parking Authority
- Implement parking meters on curb faces of high parking demand and turnover

### **1.5.2 Westboro Village Parking Study (1991)**

Delcan conducted this parking study in Westboro in 1991 in attempt to capture the “area of influence” of the Westboro BIA. The study area was roughly one to two blocks north and south of Richmond Road from Golden Avenue to Tweedsmuir Avenue.

## Map 2 – Westboro Village Parking Study (1991) Study Area

1991 Study Area



The maximum capacity of the study area was 349 parking spaces.

Data collection on a weekday in June found that:

- The average occupancy was 51% during the day and 41% in the evening
- The peak occupancy was 62% during the day and 45% in the evening
- The average parking duration was about 66 minutes on a weekday
- Turnover during the study period was 3.5 on a weekday
- Peak occupancy was from 12:30 pm – 1:00 pm

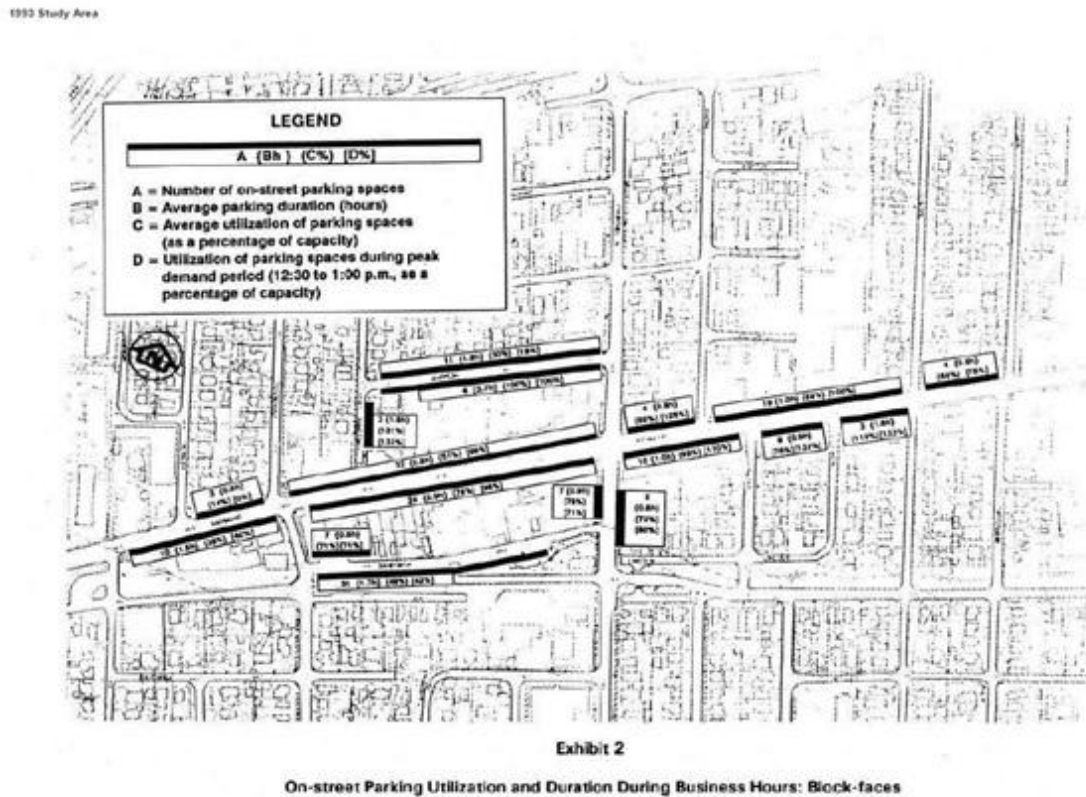
Conclusions and Recommendations:

- Parking capacity is sufficient but employees are using too many on-street parking spaces
- All off-street lots are private
- All parking is below functional capacity (same as practical capacity)
- There may be demand for short-term parking greater than one hour
- Install one-hour parking meters along Richmond Road from Golden Avenue to Tweedsmuir Avenue to increase turnover
- Add one or more City operated metered short-term surface lots
- Improve visibility and signage of off-street lots

### 1.5.3 Westboro Village Parking Study (1993)

Delcan conducted this parking study in Westboro in 1993 on behalf of the City of Ottawa with the use of the 1991 parking study data to focus only on the geographical boundaries of the BIA. The study area was comprised of the BIA only. The study area included Richmond Road from Golden Avenue in the west to Tweedsmuir Avenue in the east, Madison Avenue in the north from Winston Avenue to Churchill Avenue, and Byron Avenue in the south from Golden Avenue to Churchill Avenue.

#### Map 3 – Westboro Village Parking study (1993) Study Area



The maximum capacity was 183 parking spaces.

Data collection on a weekday in June found that:

- The average occupancy was 64% during the day and 52% in the evening
- The peak occupancy was 78% during the day and 61% in the evening
- The average parking duration was about 60 minutes on a weekday
- Turnover during the study period was 3.5 on a weekday
- Peak occupancy was from 12:30 pm – 1:00 pm and 4:30 pm – 5:00 pm

## Conclusions and Recommendations:

- Parking capacity is sufficient
- The original 1991 study better reflects parking in the area
- Conclusions in the 1991 report are upheld
- On-street parking occupancy is below functional capacity
- Some responses from the business survey indicated more long-term parking is needed for employees
- Half of the responses to the business survey said public parking was adequate while the other half said it was inadequate

### 1.5.4 Westboro Village Parking Study (1997)

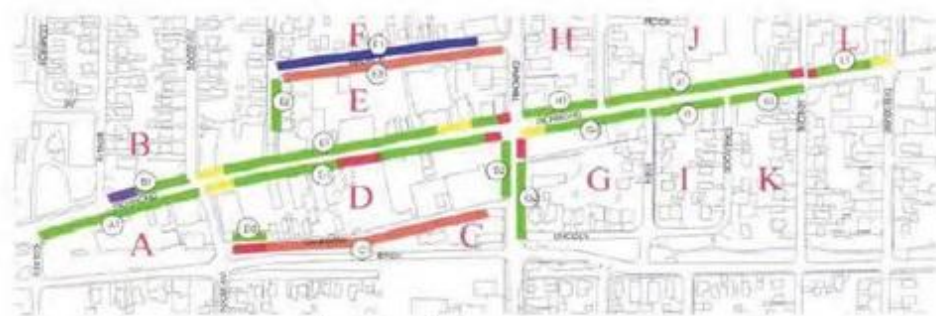
The City of Ottawa conducted this parking study in Westboro in 1997. The study area is smaller than the current study area, with boundaries from Madison Street to the North, Tweedsmuir Avenue to the East, Danforth Avenue to the South, and Golden Avenue to the West.

#### Map 4 – Westboro Village Parking Study (1997) Study Area




1997 Study Area

### Westboro Village Parking Study

FIGURE 1: Study Area, Blocks, Block Faces And Parking Regulations



#### Legend

	Parking 1 Hour 7 am to 7 pm		Block
	Bus Zone - No Stopping		Block Face
	No Parking 9am to 4 pm Monday to Friday		
	No Stopping 3:30pm to 5:30pm		
	Unsigned 3 hour Parking		
	No Parking		

-2-

There were a maximum of 220 parking spaces total on weekdays and 234 on weekends.

Data collection in October found that:

- The average utilization was 47% on a weekday and 54% on the weekend
- During the peak (12:30 pm to 1:00 pm) occupancy was 54% on a weekday and 58% on the weekend
- The average duration was 1 hour on a weekday and 1.1 hours on the weekend
- On weekdays, 82% parked for less than an hour
- On weekends, 79% parked for less than an hour
- About 18% overall parked longer than the posted regulations permit
- At no time was parking unavailable within the study area
- Parking not immediately visible from Richmond Road had the lowest occupancy
- Off-street parking did not seem to be well utilized

Conclusions and Recommendations:

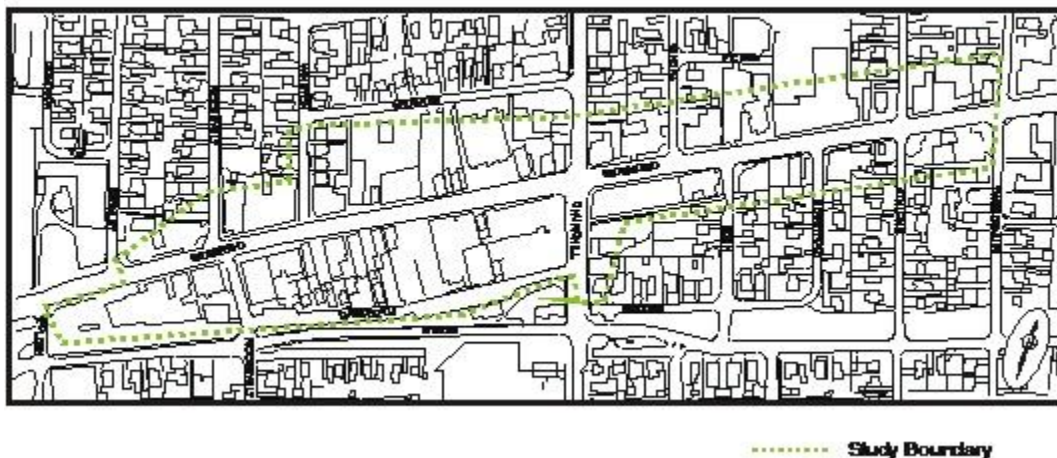
- Mid-term parking (1 to 3 hours) is inconveniently located
- Add directional signage to better advertize the longer-term parking
- Develop an off-street parking facility with access directly from Richmond Road when parking demand is sufficient
- Add metered parking on Richmond Road between Athlone Avenue and Roosevelt Avenue on the north side and Athlone Avenue and Golden on the south side
- Regulatory enforcement should be carried out daily
- A further study should not be conducted in this area until physical facilities have been altered, evidence of new parking issues arise, or major steps have been taken to influence the behaviour of motorists' parking habit

### **1.5.5 Westboro Village Parking Study (2003)**

The City of Ottawa conducted this parking study in Westboro in 2003. The study area is smaller than the current study area, going along Richmond Road from Golden Avenue to Tweedsmuir with an average of 150 meters both North and South.

## Map – 5 Westboro Village Parking Study (2003) Study Area

**Exhibit 1: Study Area**



An inventory in May found a maximum of 205 on-street parking spaces total, reduced to 199 spaces on weekdays from 3:30pm to 5:30pm.

Data collection in June found that:

- The average parking duration was about 56 minutes
- Only four of the 33 block faces had an average occupancy over 90% on a weekday, and only one of the 33 on the weekend
- On average, peak occupancy occurred around lunchtime at 85%
- 64% of spaces on a weekday and 82% of spaces on the weekend experienced utilization over 90% for most of the day
- Parking demand is slightly higher on weekends compared to weekdays
- Parking demand created by employees and customers since most stores don't offer their own parking

Conclusions and Recommendations:

- The parking situation is not critical
- Delimit the parking spaces along Richmond Road since many vehicles occupied more than one space
- Install parking meters along Richmond Road to increase turnover and discourage employees and employers from parking

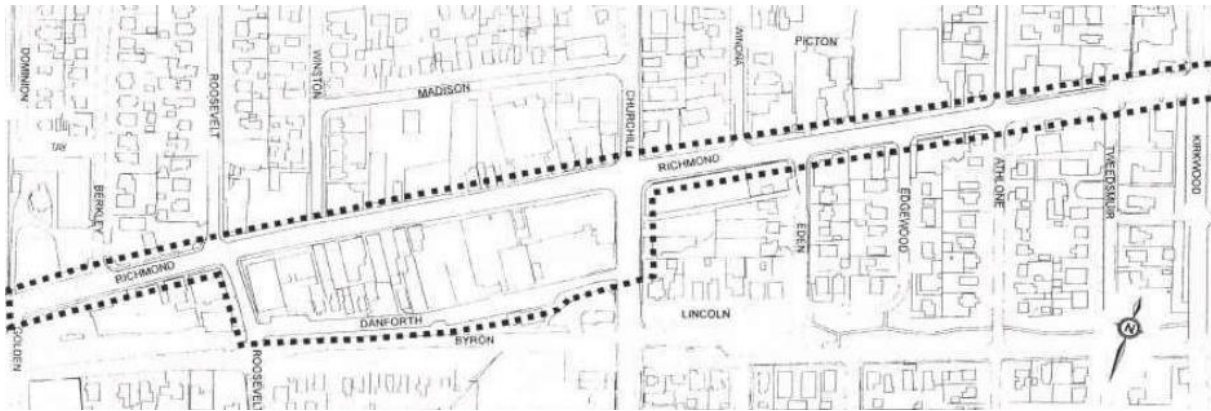
### 1.5.6 License Plate Survey Richmond Road and Danforth Avenue Westboro Village (2005)

The City of Ottawa conducted this parking study in Westboro in 2005. The study area was smaller than the current study area but larger than the previous years, including



Richmond Road from Golden Avenue to Kirkwood Avenue and Danforth Avenue in the south from Roosevelt Avenue to Churchill Avenue.

### Map 6 - License Plate Survey Richmond Road and Danforth Avenue Westboro Village (2005) Study Area



There was a maximum of 228 on-street parking spaces total.

Data collection in May found that:

- The average parking duration was 48 minutes on Richmond Road (max. 1 hour parking) and 62 minutes on Danforth Avenue (max. 3 hour parking)
- In the core area of the Westboro Village the ½ hour vehicle occupancy exceeds 85% between 12:00pm to 1:00pm on a weekday and 10:30am to 4:00pm on the weekend
- In the total study area, the ½ hour vehicle occupancy does not exceed 85% at any time
- The average occupancy on Richmond Road is 48% on a weekday and 66% on the weekend
- The average occupancy on Danforth is 65% on a weekday and 88% on the weekend
- The average turnover per parking space was 5.6 on a weekday and 6.5 on the weekend
- Long-term parking encroachment of employers and employees were not noticeable along Richmond Road
- The weekday occupancy in the core is virtually at practical capacity during its peak period

Conclusions and Recommendations:

- On-street parking situation has intensified particularly in the core area on Richmond Road between Roosevelt Avenue and Athlone Avenue, and on Danforth Avenue
- Add on-street meters or pay-and-display machines in the core area
- Development of an off-street facility should be considered

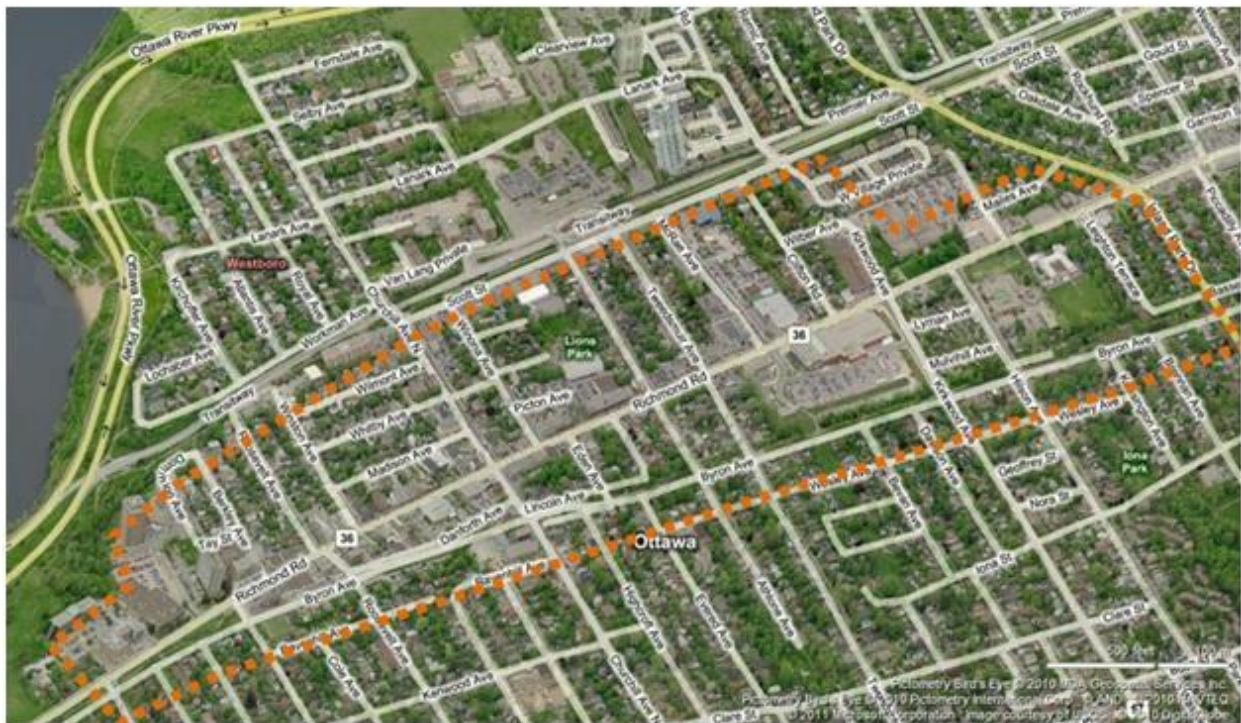
- The parking situation should be reviewed on a regular basis to make sure average parking does not exceed one hour and the turnover rate is no less than 6.5 vehicles/space on Saturdays
- On-street delineation of bus zones should be improved to prevent illegal parking
- Loading zone designations should be considered in cooperation with the Westboro BIA

### 1.5.7 Westboro Local Area Parking Study (2012)

Delcan conducted this parking study in 2012 on behalf of the City of Ottawa to identify community parking issues; provide more detailed information and analysis of the existing and projected parking patterns; identify candidate parking solutions; and, propose an action plan.

The study area included Richmond Road between Golden Avenue in the west and Island Park Drive in the east, Scott Street in the north, and Ravenhill Avenue and Wesley Avenue in the south. The side streets on which parking data was recorded includes: McRae Avenue, Tweedsmuir Avenue, Athlone Avenue, Madison Avenue, Winona Avenue, Churchill Avenue, Edgewood Avenue, Eden Avenue, Danforth Avenue and Golden Avenue.

#### Map 7 - Westboro Local Area Parking Study (2012) Study Area



There were a maximum of 225 parking spaces along Richmond Road.

Data collection in found that:

- In general, the occupancy ranged from 50% to 85% for the vast majority of Richmond Road, although it exceeded 85% in certain areas such as Richmond Road between Churchill Avenue and Roosevelt Avenue
- The average max time to turnover was 6.3 hours on a weekday and 5.3 hours on the weekend
- On average, about 24% of cars parked in the area were violators
- On a weekday, 12 of the 28 blocks exhibited usage over 85% for more than four hours in a day while the weekend had only seven of the 28
- On a weekday, the average minimum occupancy was 19% and the maximum occupancy was 80% within the whole study area
- On the weekend, the average minimum occupancy was 27% and the maximum was 80% within the whole study area

Conclusions and Recommendations:

- There are parking issues within the Westboro community
- On-going monitoring of the parking utilization is suggested
- Increasing the parking time limits may increase occupancy over 85% for longer periods
- Consider implementing a 1.5 or 2 hour maximum on side streets where occupancy is currently low
- Continue to adjust parking regulations on residential streets in consultation with residents
- In collaboration with the BIA, review the current policy regarding provision of way findings signs to off-street paid parking lots that are privately owned/managed
- Lower the existing 3 hour regulation on Danforth
- Monitor the effectiveness of the new alignment / signage on Golden Avenue with regards to property damage

### **1.5.8 Summary of Westboro Parking Studies**

Overall, occupancy on the mainstreet has been increasing since the first Westboro parking study was conducted in 1978. Please note that study boundaries vary per study. The following chart shows the peak and average utilization over the years. Section 5.3 also analyzes the historical trends including the current 2016 data.

**Table 3 – Historical Trends, Utilization Rates**

<b>Study Year</b>	<b>Peak Utilization*</b>	<b>Average Utilization*</b>	<b>Average Parking Duration</b>
1978 Study	49%	38%	55 minutes
1991 Study	62%	51%	66 minutes
1993 Study	78%	54%	60 minutes
1997 Study	65%	49%	60 minutes
2003 Study	88%	77%	56 minutes
2012 Study	84%	76%	N/A

\*To provide an accurate comparison, only data from the common geographical area (Richmond Road from Golden Avenue to Tweedsmuir Avenue) and timing (10:00am-3:00pm) from all studies was considered.

Since 1978, there have been several recurring trends in the conclusion and recommendation sections of these parking studies. One the main trends that appears consistently throughout the years, is that employees are parking on-street and staying for longer periods. There are several recommendations to discourage employees from parking on-street all day including promoting off-street parking facilities by increasing the visibility and number of directional signs in order to advertise these off-street facilities to long-term parkers. Some studies also recommend implementing on-street paid parking to discourage longer term parking in general and encourage turnover. Another common recommendation to discourage long-term parking is to build a City-owned off-street parking facility. Identifying an effective location for a parking facility will always present a challenge. Additionally, under the current mandate, building a City-owned off-street parking facility would only be considered if supported by a local revenue source (e.g. paid on-street parking). The other trend that appears frequently throughout the years is to increase the maximum parking time limit to over 1-hour along Richmond Road. The studies suggest that 1-hour is not sufficient time for customers. Ongoing monitoring of the study area was also a recommendation in several of the studies.

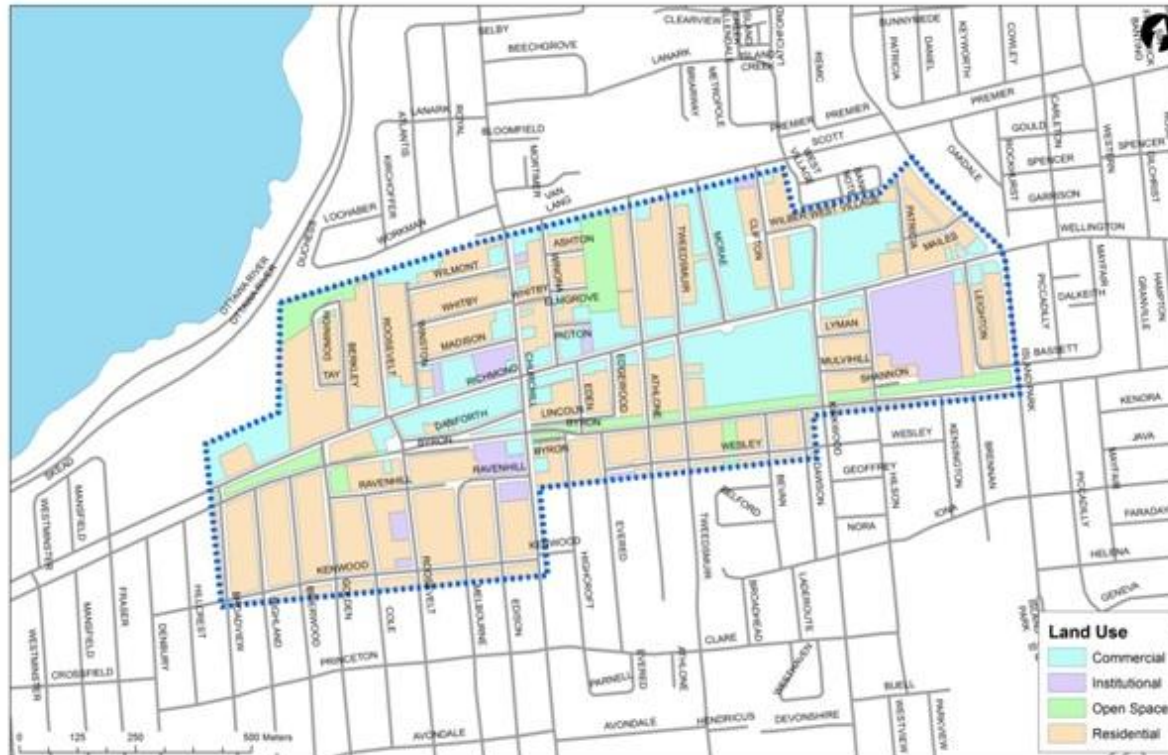
To date, the recommendation to increase visibility and number of wayfinding signs to off-street facilities has been completed. The Westboro Station off-street parking facility now has several wayfinding signs directing drivers to the facility. This recommendation was completed in 2015. Also, the recommendation for ongoing monitoring of the study area has been and is currently being fulfilled.

## Section 2 - Overview of Existing and Future Conditions

### 2.1 Uses and Land Use

The Westboro study area includes a wide range of land uses (See Map 8). The land uses include residential, commercial, institutional, and open space. Within the study area there are five parks, five schools, five child-care centres, a senior's recreation centre, and five places of worship.

Map 8 – Westboro Land Uses



## 2.2 City of Ottawa Official Plan

The Westboro study area 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 Westboro study area that are designated Traditional Mainstreet include Scott Street from Island Park Drive to Churchill Avenue and Richmond Road. 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 Traditional 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 Traditional 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 Westboro exist and are encouraged.

The Official Plan’s Schedule E – Urban Road Network shows the major streets within the Westboro study area as:

**Table 4 – Urban Road Network in Westboro**

<b>Name</b>	<b>Type</b>	<b>Surrounding Land Use</b>
Scott Street	Arterial	Commercial
Richmond Road	Arterial	Commercial / Residential
Kirkwood Avenue	Arterial	Residential
Churchill Avenue	Major Collector	Commercial / Residential
Byron Avenue	Collector	Residential

## 2.3 Development Potential for Westboro

### 2.3.1 Richmond Road / Westboro Community Design Plan

The Richmond Road / Westboro Community Design Plan (CDP), July 2007 was developed as a long-term plan which considered land use, urban design, zoning, transportation, existing streetscape conditions, compatibility of new development, and community concerns.

The study area for the CDP included the Ottawa River in the north, Byron Avenue in the south, Island Park Drive in the east, and the Ottawa River Parkway in the west.

#### Map 9 – Richmond Road / Westboro CDP Study Area



The CDP calculated development potential by comparing the maximum development potential under the existing zoning (at the time in 2007) and the maximum development potential as proposed in the CDP for each sector. Table 6 compares the number of residential units and square metres of floor space of other uses (e.g., retail, restaurant, office, institutional, institutional, recreational) for each category.

The CDP divided the study area into nine different planning area sectors. The sectors include:

**Table 5 - CDP Planning Sectors**

Map Number	Sector Area
1	Ambleside Area
2	Woodroffe North Area
3	Skead Street Area
4	Maplelawn / 495 Richmond Area
5	Westboro Village
6	East Village
7	Scott Street and Westboro Transitway Station Area
8	Westboro Beach / Atlantis - Selby
9	McRae and Churchill Avenue

Map 10 outlines the boundaries of each sector.

The three areas that are pertinent to this study include Westboro Village, East Village, and McRae and Churchill Avenue. The majority of these three areas fall within the study area boundaries. These areas are mostly commercial in nature and are mostly located within the boundaries of the Westboro BIA. The other areas are not located within the Westboro BIA and are mostly residential in nature.



# Map 10 - CDP Planning Area Sectors

PLAN 1 - SECTEURS DE PLANIFICATION

MAP 1 - PLANNING AREA SECTORS



COMMUNITY DESIGN PLAN RICHMOND ROAD / WESTBORO  
 PLAN DE CONCEPTION COMMUNAUTAIRE VISANT LE SECTEUR DU CHEMIN RICHMOND À WESTBORO



JUNE 2007



- |   |                            |   |   |
|---|----------------------------|---|---|
| 1 | AMBLESIDE AREA             | 5 | WESTBORO VILLAGE                                  |
| 2 | WOODROFFE NORTH AREA       | 6 | EAST VILLAGE                                      |
| 3 | SKEAD STREET AREA          | 7 | SCOTT STREET AND WESTBORO TRANSITWAY STATION AREA |
| 4 | MAPLEAWN 495 RICHMOND AREA | 8 | WESTBORO BEACH / ATLANTIS - SELBY                 |
|   |                            | 9 | MCRAE AND CHURCHILL AVE.                          |



JUNE 2007



**Table 6 – Summary of Maximum Existing and Proposed Development Potential by Sector**

<b>Sector</b>	<b># of Existing Potential for Other Uses (m2)</b>	<b># of Existing Potential Residential Uses</b>	<b># of Proposed Potential for Other Uses (m2)</b>	<b># of Proposed Potential Residential Uses</b>
Westboro Village	31,591	1,019	31,591	898
East Village	24,574	133	19,797	608
McRae Avenue	11,895	0	3,965	79
Churchill Avenue	4,180	208	4,180	208
Total	72,240	1,360	59,533	1,793

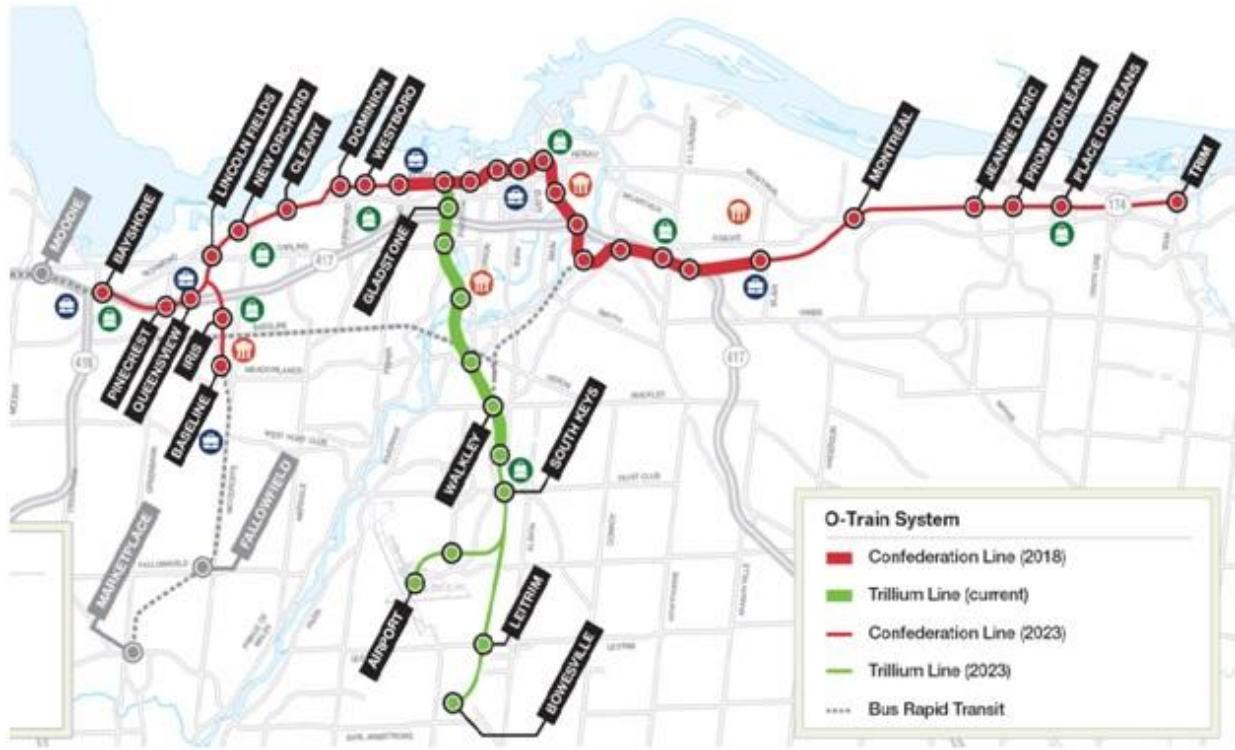
The CDP indicated that the East Village has a larger potential increase for residential units based on a proposed shift from industrial use to residential mixed-use on 174 and 145 Richmond Road. The CDP also indicated that Westboro Village has the greatest potential for new residential units, although the CDP proposal is actually for a small decrease in the maximum potential units under the zoning because of the recommendation to reduce most of the maximum height limits in the Village from eight storeys to six and four storeys.

For the entire planning area, the total floor area of other uses is proposed not to change significantly from the existing situation, although the type of use could change in some areas and it could be distributed differently. In certain sectors such as the East Village and McRae Avenue, industrial uses would eventually be replaced by mixed use.

### **2.3.2 Light Rail Transit**

Phase one of the Light Rail Transit is being constructed along the existing bus rapid transit corridor. It will extend from Blair Road in the east to Tunney’s Pasture in the west. Phase two of the LRT will continue west along the existing bus rapid transit corridor which is immediately to the north of the Westboro study area. Due to the close proximity of the LRT to the Westboro study area, the LRT will have an impact on the number of drivers coming to the study area. It is assumed that some visitors that normally drive to the study area will choose to take the LRT instead in the future. Phase one will be completed in 2018 and the western extension of phase two is expected to be completed in 2023.

Map 11 – Light Rail Transit Routes (Planned and Proposed)



## 2.4 Development Applications

Appendix 1 includes a list of all the development applications (Zoning By-law Amendments, Site Plan Control, and Cash-in-Lieu applications) that have been submitted from March 2010 to June 2016. Over this six year period, there are a total of 49 such applications. In addition to these applications, there was one Minor Variance application submitted to the Committee of Adjustment which resulted in a reduction of parking. Each development listed in Appendix 1 includes the application date, type of application, status, and a description.

Certain developments that have been approved or are currently being constructed contain additional zoning information related specifically to parking. The locations of these developments are illustrated on Map 12.

The City of Ottawa conducted a Zoning By-law review which was approved by City Council on July 13<sup>th</sup>, 2016. Although the Zoning By-law review was approved by City Council on July 13<sup>th</sup>, while conducting the *Westboro Local Area Parking Study Update*, the new parking requirements stemming from the Zoning By-law review were not yet in effect. Therefore, the parking requirements shown in this section are from the previous Zoning By-law. The previous *Zoning By-law 2008-250* parking requirements for residential, visitor and commercial parking for this area (former Area B on Schedule 1) were:

- 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 100m<sup>2</sup> of gross floor area.

The new (current) parking requirements in the Zoning By-law are provided in Section 2.4. This section describes the new (current) parking requirements and how the parking requirements have changed from the previous Zoning By-law.



## 2.4.1 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 June 2016. The “# of required spaces” column represents the number of visitor and / or commercial spaces that are required under the previous *Zoning By-law 2008-250*. Please note that this table does not include residential parking. A total of 14 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 7 – Development Reductions in Parking**

Ref. Number Map 10 (Red)	Address	Application Date	# of required spaces	# of provided spaces	+ / -
1	364 Churchill Avenue	October 31, 2013	8 commercial	6 commercial	-2
2	371 Richmond Road	August 8, 2014	20 visitor	8 visitor	-12
Total					-14

## 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 nine Cash-in-Lieu of Parking applications between March 1<sup>st</sup>, 2010 and June 26<sup>th</sup>, 2013 in the study area.

A total of approximately 71 parking spaces have been approved through Cash-in-Lieu since March 2010. The nine Cash-in-Lieu applications for the Westboro study area included changing uses, expanding existing buildings, and reducing visitor and commercial parking requirements for new buildings.

**Table 8 – Cash-in-Lieu Reductions in Parking**

Ref. Number Map 10 (Green)	Address	Application Date	Description	Estimated # of required spaces	# of provided spaces	+ / -
1	356 Richmond Road	June 3, 2010	Change of use	commercial	commercial	-4
2	323 Winona Avenue	September 16, 2010	Convert visitor parking into residential parking	5 visitor	3 visitor	-2
3	375 Danforth Avenue / 366, 378, 380 Richmond Road	September 24, 2010	Expansion of the building	67 commercial	63 commercial	-4
4	300 Richmond Road	February 28, 2011	Reducing commercial parking requirements for new	36 commercial	27 commercial	-9

Ref. Number Map 10 (Green)	Address	Application Date	Description	Estimated # of required spaces	# of provided spaces	+ / -
			building			
5	401 Richmond Road	March 8, 2012	Expansion of the building	1 commercial	0	-1
6	337 Richmond Road	May 9, 2012	Change of use	12 commercial	6 commercial	-6
7	111 Richmond Road	July 5, 2013	Reducing visitor parking requirements for new building	31 visitor	16 visitor	-14
8	401 Richmond Road	July 9, 2013	Change of use	13 commercial	0	-13
9	399 Richmond Road	July 9, 2013	Change of Use	18 commercial	0	-18
Total						-71



### **3. Minor Variance Applications**

Since the Cash-in-Lieu program was repealed, applicants proposing to reduce parking requirements within existing and / or new developments have the option to apply for Zoning By-law Amendments and Minor Variances. There has been one Minor Variance application which resulted in a reduction of parking within the study area since the Cash-in-Lieu program was repealed.

**Table 9 – Minor Variance Reductions in Parking**

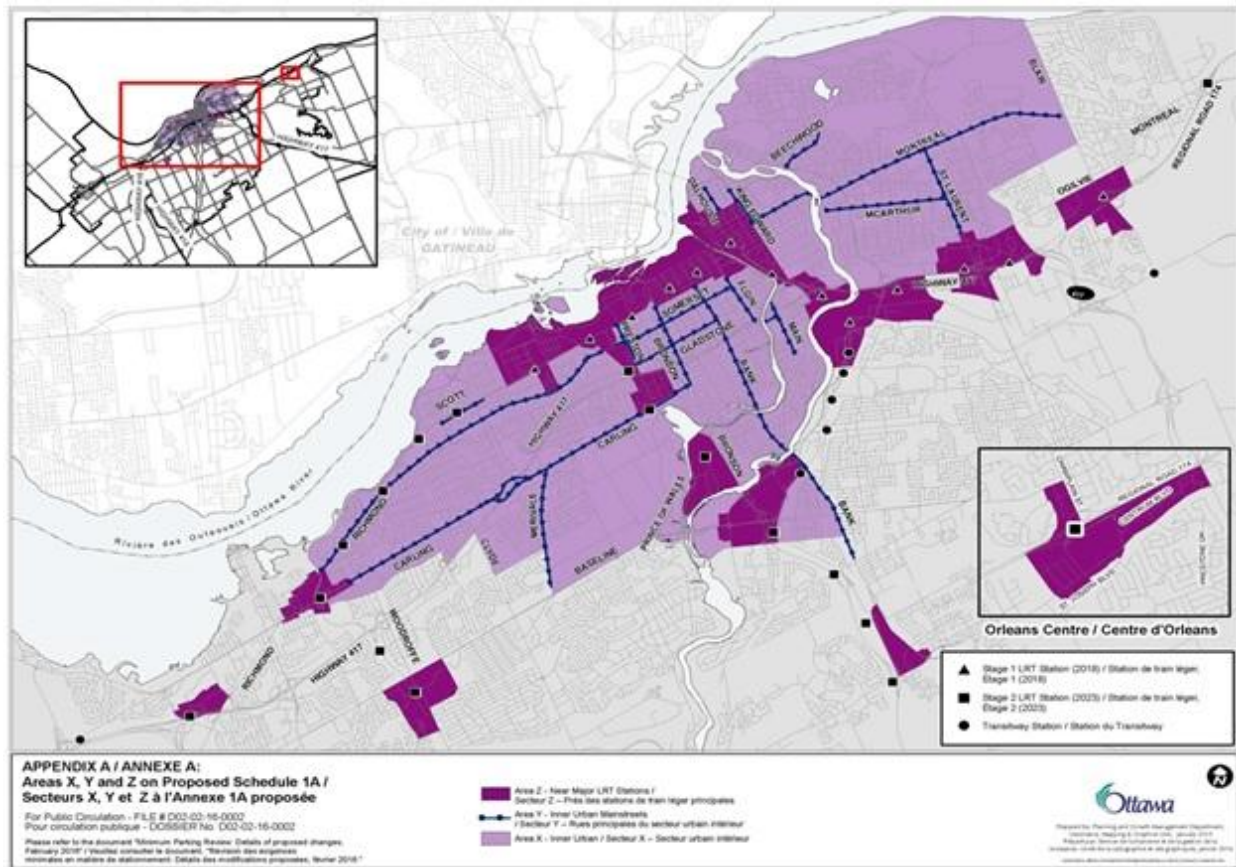
Ref. Number Map 10 (Blue)	Address	Application Date	Description	Estimated # of required spaces	# of provided spaces	+ / -
1	352 Danforth Avenue	January 30, 2015	Change of use	12	4	-8

As a result, from 2010 to June 2016, a total of 93 parking spaces were not provided within existing and new developments due to Zoning By-law Amendments, Cash-in-Lieu and Minor Variances.

## 2.5 City of Ottawa Zoning By-law 2008-250

As mentioned in Section 2.3 the City of Ottawa Zoning By-law review was approved by City Council on July 13<sup>th</sup>, 2016. The following section will describe the new Zoning By-law parking requirements for the Westboro study area and how the parking requirements have changed from the previous Zoning By-law. The new (current) Zoning By-law covers the following areas:

### Map 13 – Zoning By-law Review Study Area



Westboro is made up of parts that can be classified as Area X (Inner Urban Area) and Area Y (Inner Urban Mainstreets). Within the Westboro study area, Area Y includes all of Richmond Road from Golden Avenue to Island Park Drive and Area X includes the remainder of the study area.

### Area X

Area X reduces the required parking requirements from the previous Zoning By-law for specific uses including a reduction in parking for some small-scale non-residential uses located partly or entirely on the ground floor, a 50% reduction (from previous

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**

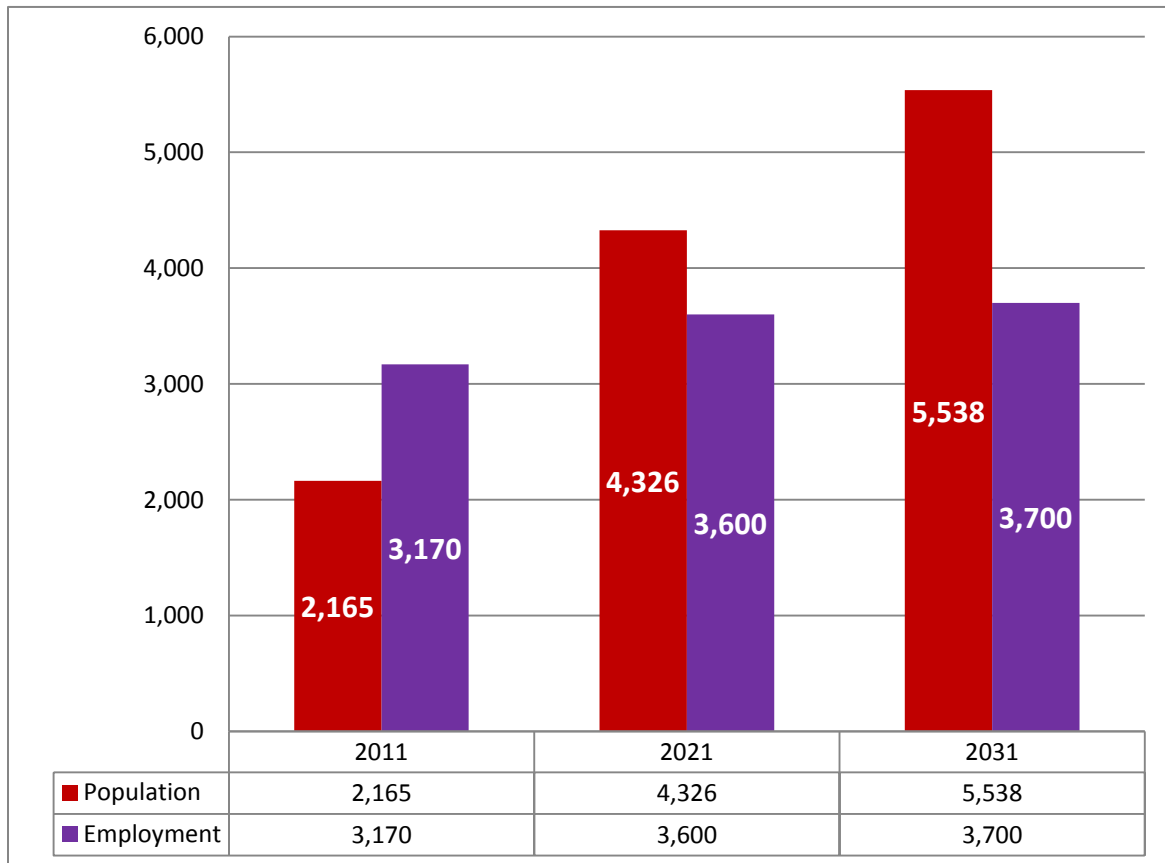
Area Y (Inner Urban Mainstreets) exempts small-scale development from parking minimums for selected Mainstreets. Within the study area, Richmond Road is the only Mainstreet. Area Y includes an exemption in parking requirements for non-residential uses located partly or entirely on the ground floor, an 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 previous 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.

## 2.6 Population & Employment Forecasts

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

The population figures show that population in Westboro is expected to grow by 156%. 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 Westboro is projected to increase by 17% 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 – Westboro Population & Employment Forecasts**

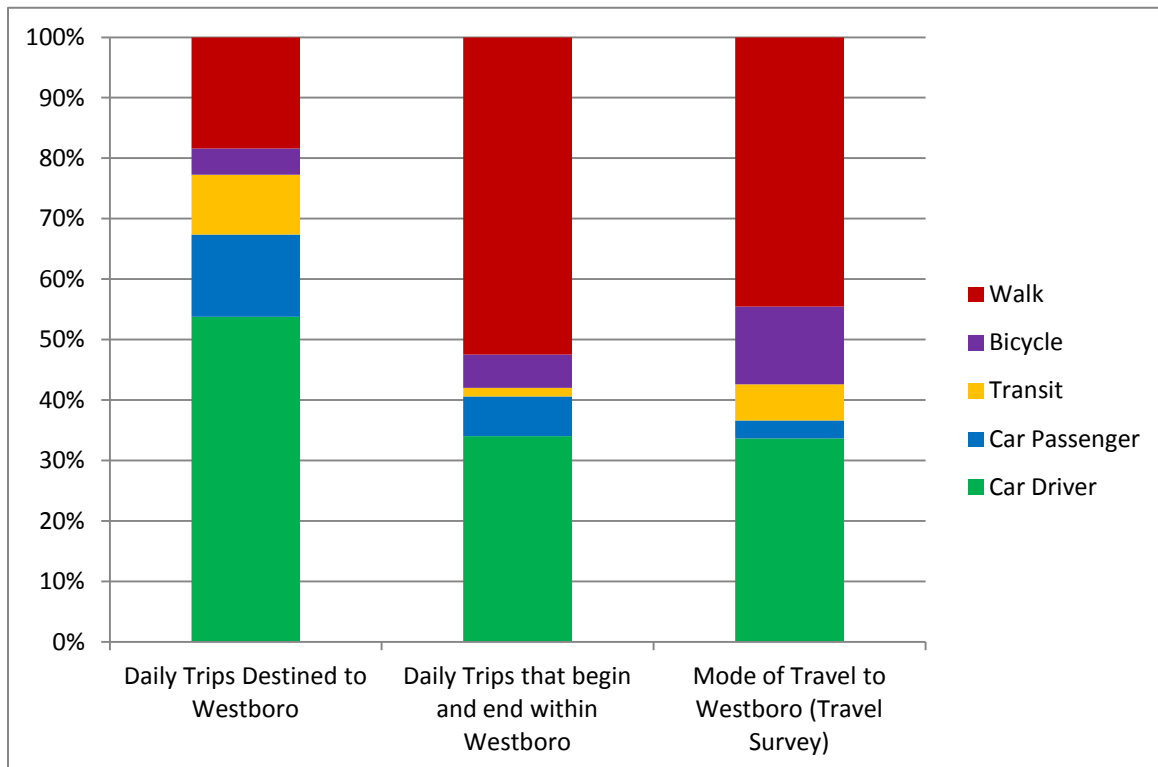


## 2.7 Mode Split for Trips Destined to Westboro

The mode split data shown in Graph 2 and Table 10 was generated from the City of Ottawa’s 2011 Origin-Destination Travel Survey. The mode split data for the “Travel Survey” results was derived through data collection in 2015 as part of this study (See Section 3.6).

Of all daily trips destined to the Westboro study area, drivers and passengers account for 68%, active modes of transportation such as walking and biking account for 22%, and transit accounts for 10%. Of all daily trips that begin and end in the Westboro study area, walking and biking account for 59%, drivers and passengers account for 41%, and transit accounts for 1%. The Travel Survey results are similar to the results shown for all daily trips that begin and end in the Westboro study area. The Travel Survey results show that the most popular mode of travel to / within the Wellington West study area is to walk / bike (51%), the second most popular mode of travel is to drive / passenger (37%), and then transit (13%).

**Graph 2 – Mode Split Data**



**Table 10 – Mode Split Data**

<b>Mode of Travel</b>	<b>All Trips Destined to the Westboro Study Area</b>	<b>Daily Trips that Begin and End within the Westboro Study Area</b>	<b>Westboro Travel Survey Results</b>
Walk	18%	53%	45%
Bicycle	4%	6%	6%
Transit	10%	1%	13%
Car – Passenger	14%	7%	3%
Car - Driver	54%	34%	34%

## Section 3 - 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)
- Parking Duration
- 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. A more detailed analysis can be found in Section 5.

### 3.1 Total Parking Inventory

An inventory of parking in Westboro was carried out to determine the number of parking spaces within the study area. The supply of available parking in Westboro is made up of on-street unpaid parking and off-street parking:

1. **On-street unpaid parking:** All of the on-street parking within the Westboro study area is unpaid.
2. **Off-street parking:** A total of 30 off-street parking lots were identified. These spaces may be dedicated for a specific use or may be available for general public parking. Parking lots dedicated in support of residential land uses were not included within the study. The parking lots considered to be in scope of the study were categorized as follows:
  - Commercial - Employee Only;
  - Commercial - General Parking;
  - Office / Institutional;
  - Public Parking - Municipally Operated; and,
  - Public Parking - Privately Operated

**Table 11 – Total Parking Inventory Along Richmond Road**

	<b>West of Tweedsmuir</b>	<b>East of Tweedsmuir</b>	<b>Total</b>
On-Street – Richmond Road	147	105	252
Off-Street – Richmond Road	787	478	1,265

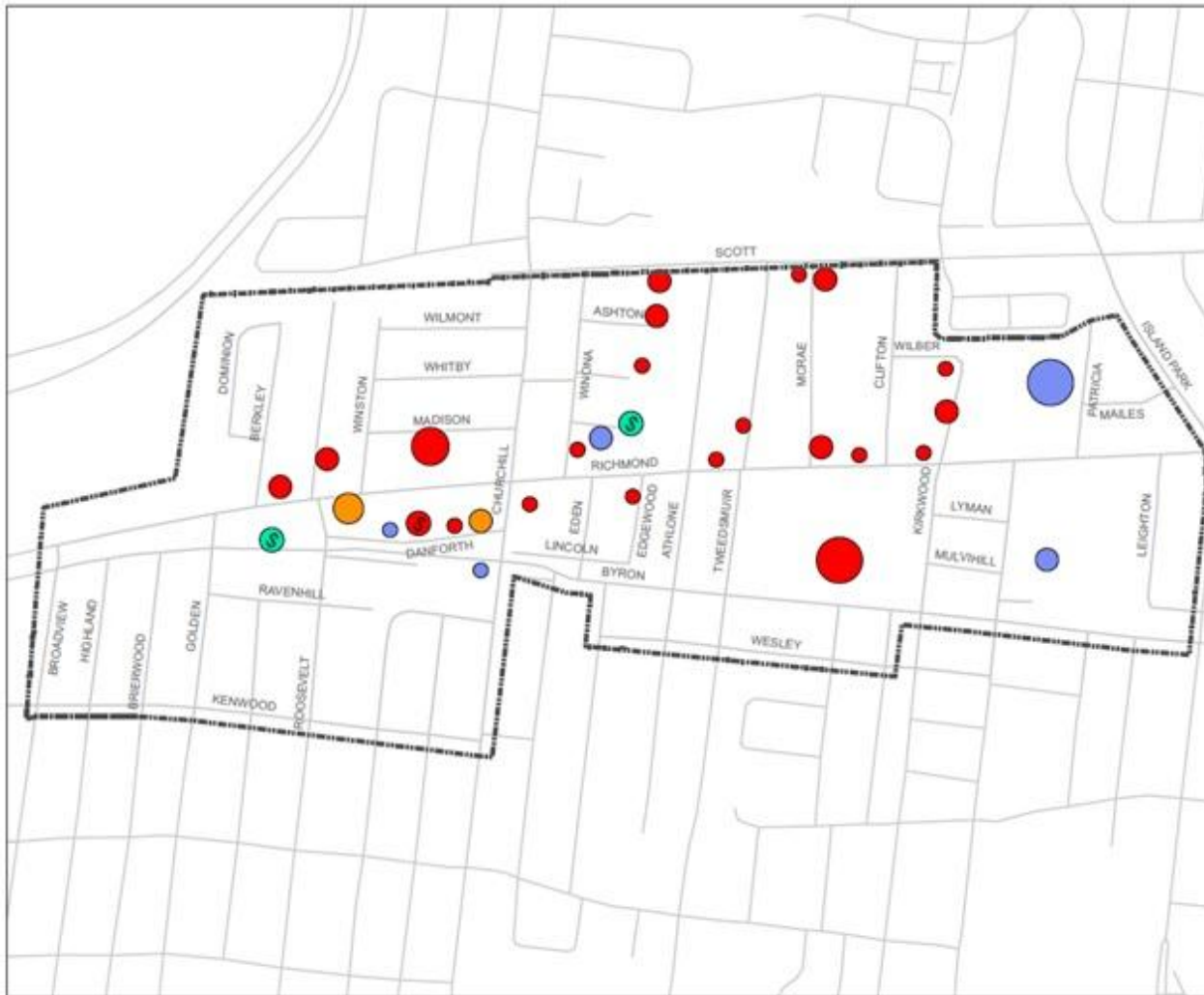
**Table 12 – Total Parking Inventory in the Study Area**

	<b>West of Tweedsmuir</b>	<b>East of Tweedsmuir</b>	<b>Total</b>
On-Street Total	780	377	1,157
Off-Street Total	933	573	1,506

The following map illustrates the location of paid and unpaid off-street lots including public, customer, employee, and office / institutional within the Westboro study area.



Map 13 – Off-Street Parking Lots by Type



**Ottawa**

**City of Ottawa**  
 Westboro Parking Survey  
 Off-Street Lots by Type & Size

**TYPE OF LOT**

- Office/Institutional
- Public - Privately Owned
- Public - Municipal Owned
- Commercial - General
- Commercial - Employee Only
- \$ Indicates Paid Parking

**NUMBER OF SPACES**

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

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014

**MH MORRISON HERSHFIELD**

## 3.2 Parking Occupancy Methodology

Parking occupancy data was collected for the Westboro study area in two phases. The first phase was conducted in June 2014 and included occupancy surveys for both on-street and off-street parking within the entire study area across different time periods on a weekday, Saturday and Sunday.

Phase two was conducted in 2015 and 2016 and included license plate surveys with data recorded every half hour over an entire day. The focus of these was primarily on Richmond Road. This allowed for more detailed occupancy data and also provided for better parking duration data (See Section 8).

The surveys were conducted on the following days:

- Phase One
  - Wednesday, June 4<sup>th</sup>, 2014
  - Saturday, June 7<sup>th</sup>, 2014
  - Sunday, June 8<sup>th</sup>, 2014
  
- Phase Two – West of Tweedsmuir Avenue
  - Thursday, July 2, 2015
  - Wednesday, September 30, 2015
  - Saturday, November 14, 2015
  - Wednesday, June 1<sup>st</sup>, 2016
  
- Phase Two – East of Tweedsmuir Avenue
  - Tuesday, July 7, 2015
  - Wednesday, October 7, 2015
  - Saturday, November 21, 2015
  - Tuesday, May 31<sup>st</sup>
  - Saturday, June 4<sup>th</sup>, 2016

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

- Phase One
  - 10:00am
  - 12:00pm
  - 2:00pm

- 6:30pm
- Phase Two
  - 2015 - 30 minute intervals from 9:00am to 7:30pm
  - 2016 - 30 minute intervals from 8:00am to 8:30pm

In addition, further data collection was completed as it was warranted. Special considerations on Danforth Avenue resulted in additional surveys and more data was also collected for the off-street lots close to Richmond Road where it is the busiest (e.g. Westboro Station and Mountain Equipment Co-op).

Please note that, in order to collect occupancy data that represents a “typical” day, the occupancy surveys were scheduled on days and at times where there were no events occurring or anything else that would influence the levels of parking demand.

### **3.2.1 Parking Occupancy Data Results**

The 12 occupancy maps for the entire study area from phase one can be found in Appendix 2. Occupancy results specific to the mainstreet including the data from both phases are presented and discussed in Section 5.1.

### **3.3 Parking Duration Methodology**

Detailed duration data was collected in 2015 and 2016. The routes for 2015 and 2016 can be found in Appendix 3. The routes focussed on Richmond Road for both areas east and west of Tweedsmuir Avenue. The dates of the data collection are summarized in Section 3.2 and duration data can be found in Section 8 (more specific duration data can be found in Appendix 4). License plate data was collected at 30 minute intervals which allowed for the duration of each parked vehicle to be estimated.

### 3.4 Enforcement Data

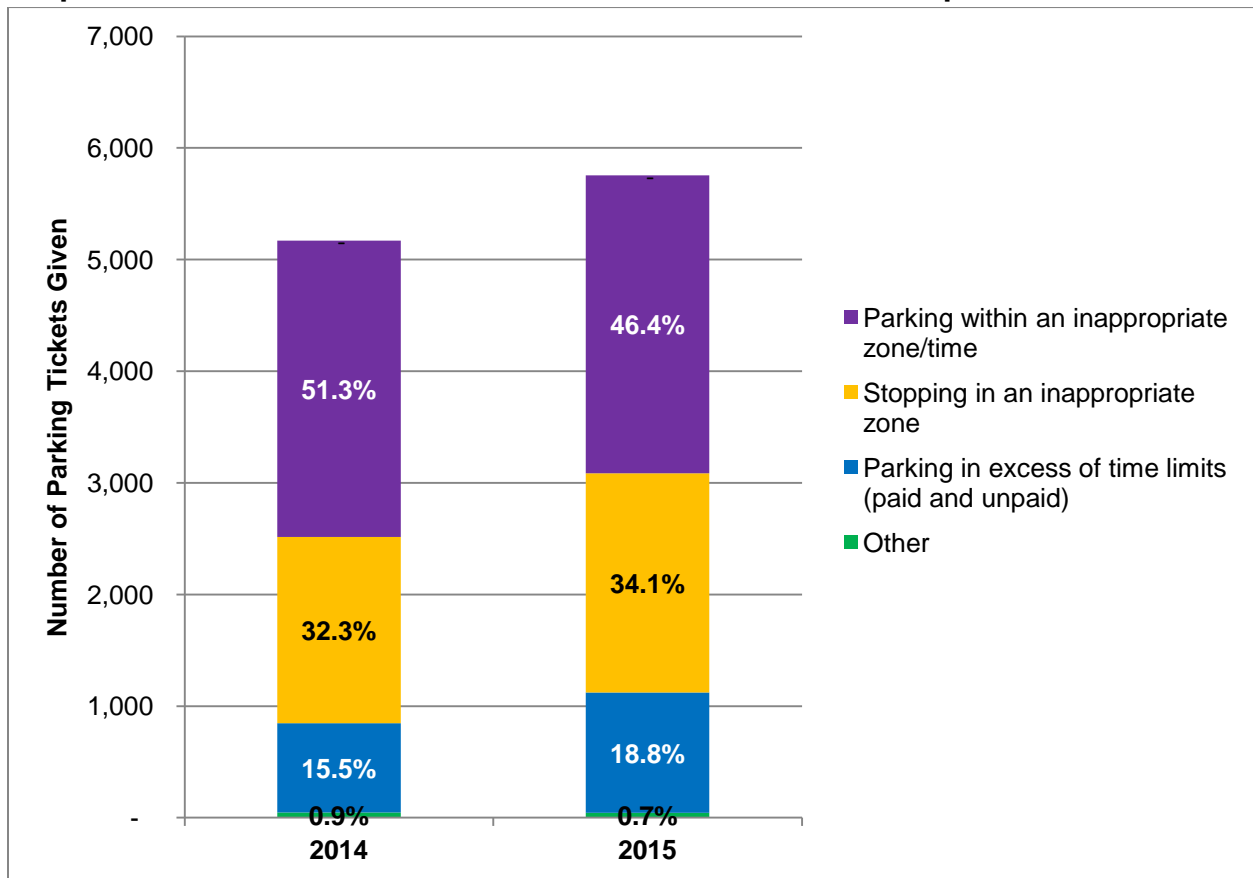
For the purpose of analysis, the parking tickets issued on-street in Westboro have been grouped into four categories for convenience purposes:

- 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 5,169 ticketed parking violations. In 2015, there were a total of 5,755 ticketed violations. Overall, the number of enforcement tickets issued in the Westboro area increased by 11% from 2014 to 2015 (See Graph 3 and Table 13).

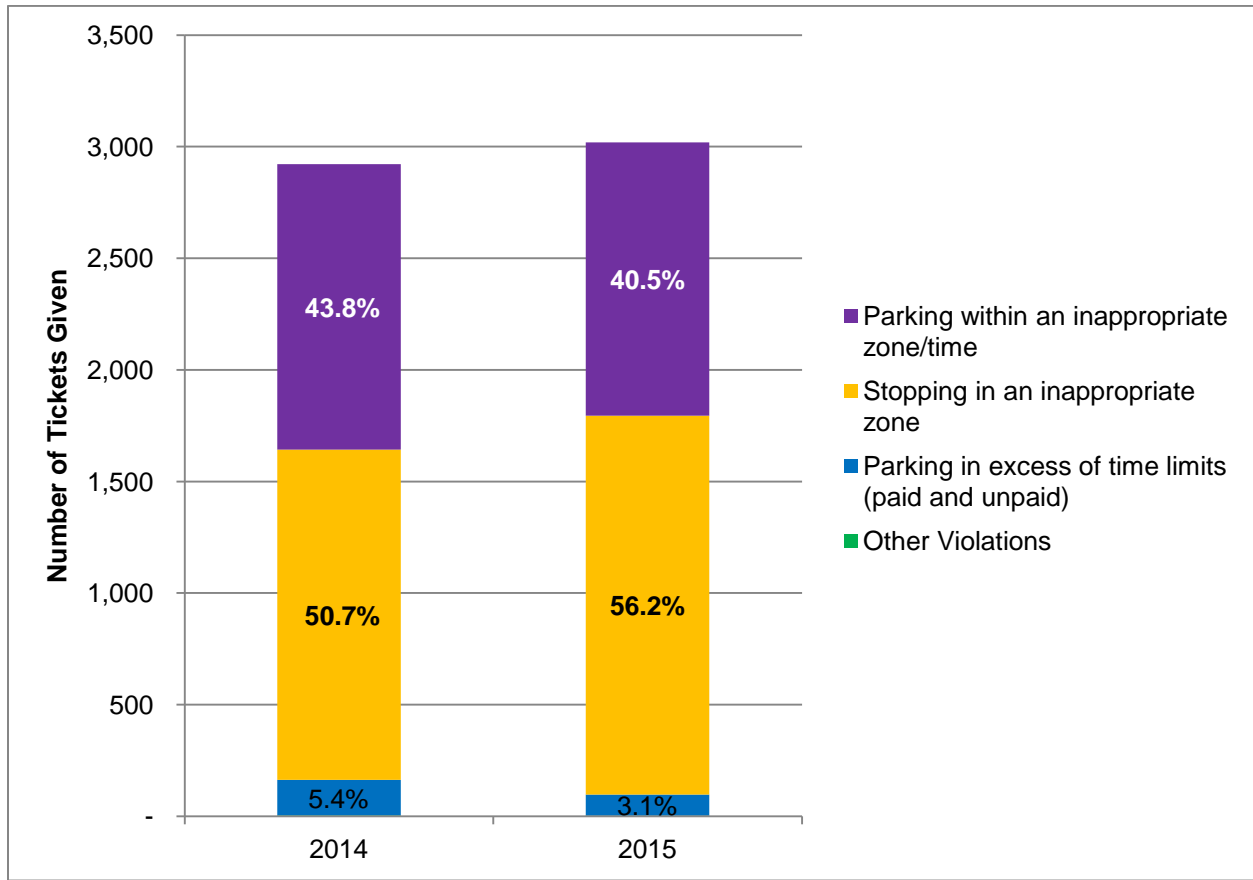
**Graph 3 and Table 13 – 2014 and 2015 Enforcement Data Comparison**



Type	2014	2015
Parking within an inappropriate zone / time	51%	46%
Stopping within an inappropriate zone	32%	34%
Parking in excess of time limits (paid and unpaid)	16%	19%
Other	1%	1%

In 2014, there were a total of 2,922 ticketed parking violations. In 2015, there were a total of 3,019 ticketed violations. Overall, the number of enforcement tickets issued in the Westboro area increased by 3% from 2014 to 2015 (See Graph 4 and Table 14).

**Graph 4 and Table 14 – 2014 and 2015 Enforcement Data Comparison Along Richmond Road**



Type	2014	2015
Parking within an inappropriate zone / time	44%	41%
Stopping within an inappropriate zone	51%	56%
Parking in excess of time limits (paid and unpaid)	5%	3%
Other	0%	0%

### 3.5 Bicycle Parking

In order to assess whether more bicycle parking is needed within the Westboro study area, an inventory of all the different types of bicycle parking racks was conducted for the entire Westboro study area. Please note that the inventory number only includes bicycle parking along the right-of-way and does not include bicycle parking within developments. Once the inventory of bicycle parking racks was completed, occupancy counts were conducted on a weekday (Tuesday, August 2<sup>nd</sup>, 2016) in order to determine the utilization of the bicycle parking racks.

#### 3.5.1 Bicycle Parking Supply

Table 15 shows the total number of bicycle parking racks and bicycle parking spaces by type. Map 14 shows where the bicycle parking is located within the Westboro study area.

**Table 15 - Number of Bicycle Racks and Spaces**

Type	Total Number of Bicycle Racks	Total Number of Bicycle Rack Parking Spaces
Post & Ring	111	222
Wheel Slot	10	85
Other	63	231
<b>Total</b>	<b>184</b>	<b>538</b>

#### 3.5.2 Bicycle Parking Occupancy

Table 16 shows the total number of bicycle parking spaces and the occupancy for the entire Westboro study area and along Richmond Road.

**Table 16 – Bicycle Parking Occupancy**

	Total Number of Bicycle Parking Spaces	Percent Occupancy
Westboro Study Area	538	21%
Richmond Road	286	19%

Map 15 shows the bicycle parking demand during the weekday.

Map 14 – Westboro Bicycle Parking Supply





Map 15 – Weekday Westboro Bicycle Parking Demand



### **3.6 Travel Surveys**

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

- Richmond Road between Kirkwood Avenue and Tweedsmuir Avenue
- Richmond Road between Churchill Avenue and Roosevelt Avenue

A total of 928 surveys were completed over the course of seven days. Surveys were conducted from 10:00am to 5:00pm on the following dates:

- Thursday, June 9, 2016
- Wednesday, June 15, 2016
- Thursday, June 16, 2016
- Saturday, June 18, 2016
- Thursday, June 23, 2016
- Saturday, June 25, 2016
- Sunday, June 26, 2016

The same survey questions were used on all seven days. Some of the participants used modes of travel 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 5.

#### **3.6.1 Summary of Travel Survey Findings**

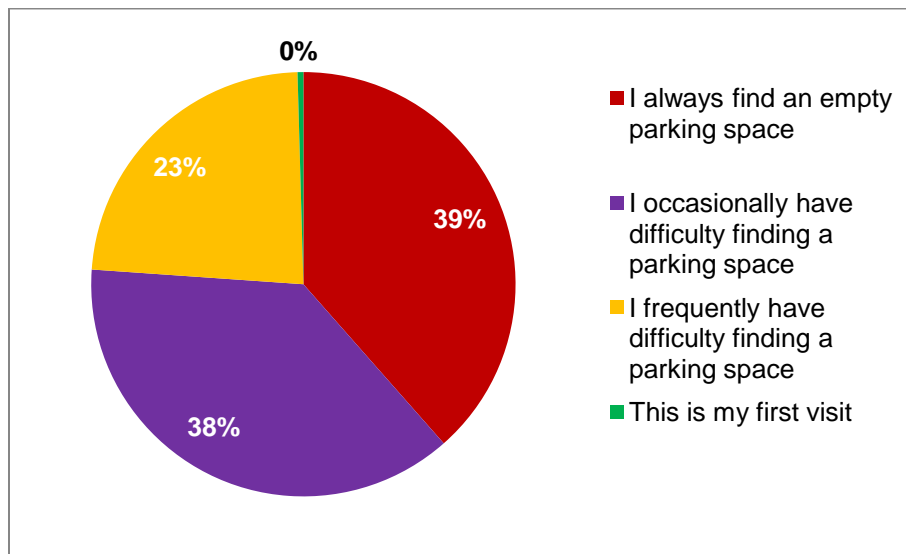
This section summarizes some of the the Travel Survey responses. All of the travel survey responses can be found in Appendix 6.

When asked what the purpose of their trip was, the majority of respondents indicated that they were in Westboro for shopping on both weekdays (31%) and weekends (40%). The most popular mode of travel overall was walking (44%), followed by driving (34%). When asked how often they frequent the area, the results show that during the weekday, the majority of respondents (43%) visit daily, and during the weekend the majority (30%) visit several times a week.

### 3.6.2 Results from Patrons

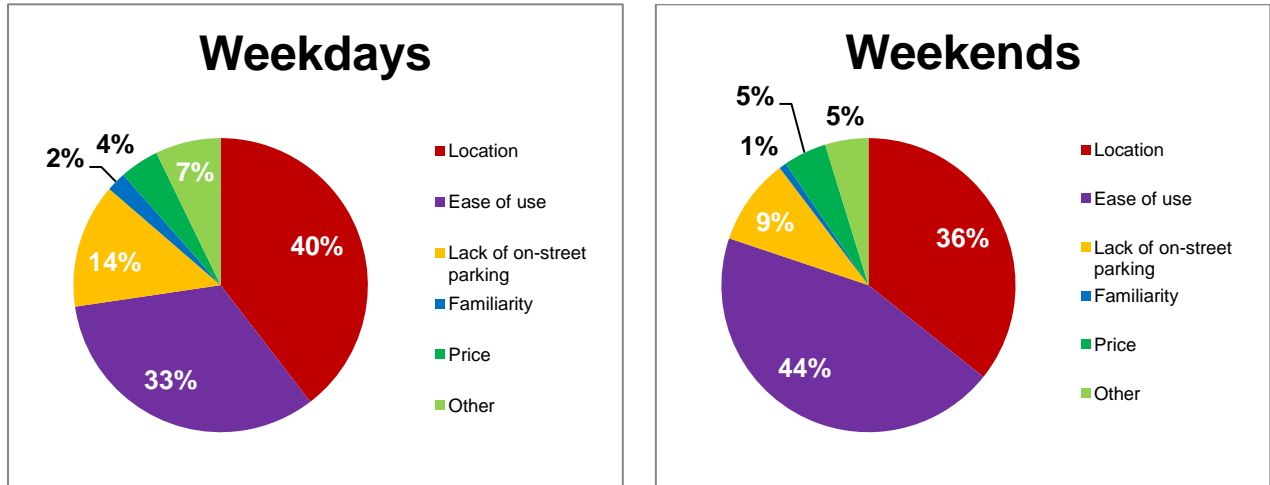
The following questions were asked for drivers only. The results have been filtered to only include responses from patrons, who are people in the study for one of the following reasons: shopping, dining, entertainment, appointments, services. These patrons were asked how long it took them to find a parking space. The majority of the respondents (80%) spent less than five minutes to find a parking space. These patrons were also asked how easy it was for them to find a parking space. Overall, 39% of patrons always find a parking space, while 38% occasionally have difficulty finding a parking space and 23% frequently have difficulty finding a parking space (See Graph 5).

**Graph 5 – When you park here, how easy is it for you to find a parking space?**



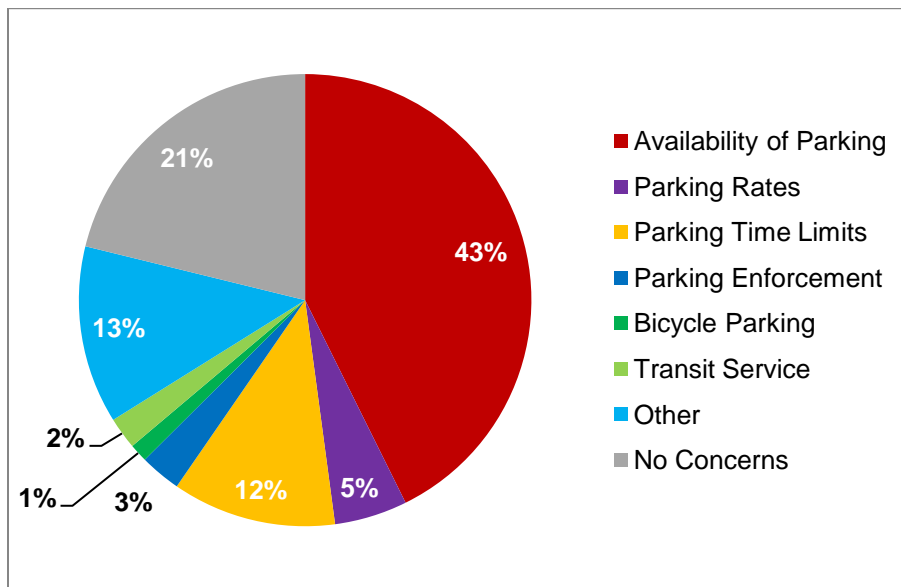
When patrons were asked why they chose to park where they did, they indicated on weekdays that location (40%) and ease of use (33%) were top factors. On weekends, location was less important (36%) and ease of use increased (44%) (See Graphs 6 and 7).

**Graphs 6 (weekdays) and 7 (weekends) – Why did you choose to park where you did?**



Patrons were also asked what their main concerns were when driving to Westboro. The results show that the main concern was availability of parking (43%) followed by other (14%). 21% of respondents indicated that they had no concerns (See Graph 8).

**Graph 8 – What are your concerns when travelling to this area?**



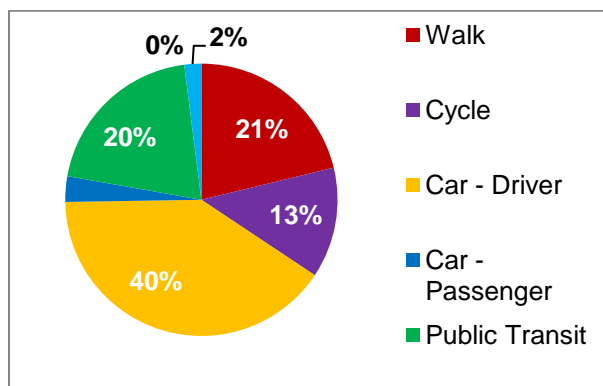
When asked how long driving patrons expected to stay in the area, the survey results showed that 89% of weekday respondents and 94% of weekend respondents would be in the area for three hours or less. Short-term parking is defined as “parking with a duration less than three hours”. This shows that short-term parking is prevalent amongst patrons.

### 3.6.3 Results from Employees

The following shows the Travel Survey results from employees. The results have been filtered to only include responses from employees, who are people in the study area for work.

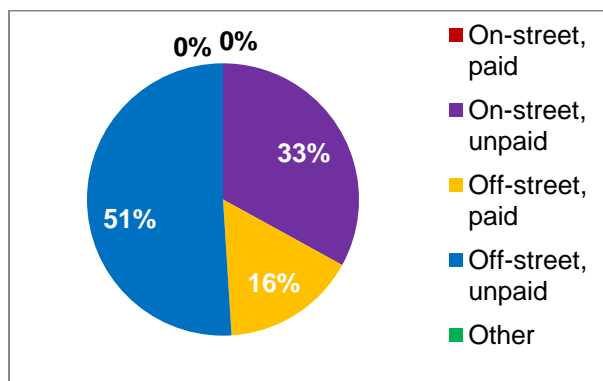
These employees were asked how they got to Westboro. The majority of the respondents (40%) drove to the work. The second most common answer was walking to work (21%) followed by taking public transit (20%), among others (See Graph 9).

**Graph 9 – How did you get to Westboro today?**



These employees were also asked where they parked. Over half of employees answered that they park in unpaid off-street lots (51%) followed by unpaid on-street parking (33%) and then paid off-street parking lots (16%) (See Graph 10).

**Graph 10 –Where did you park?**



## **Section 4 - Public Consultation**

### **4.1 Summary of Public Consultation Feedback**

Consultation is integral to the success of any study. Accordingly, throughout the process for this Local Area Parking Study, stakeholders were engaged and feedback was solicited.

The following is a summary of the consultation:

**Travel Surveys** – A total of 928 surveys were completed over the course of seven days in June 2016. The travel surveys were carried out in order to gain an appreciation of parking behaviour, attitudes, and issues within Westboro and also to solicit additional comments related to parking from those visiting the area.

**Public Open House (POH)** – This was held in May 2015 – The POH was held at the Churchill Seniors Centre. 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 anybody that may be interested. In total, there were approximately 30 attendees. A number of the businesses attended the POH. Boards illustrating the study findings were provided, and attendees were invited to add comments in order to identify issues. There was also a formal PowerPoint presentation with a chance for attendees to ask questions at the end. A second POH was held in March 2016 which focussed on Wellington West but also included some discussion related to Westboro.

**Other Stakeholder Meetings** – Staff met with Councillor Leiper and communicated with his office on a regular basis regarding the status of the study. Staff also attended two events that were hosted by the Councillor including a community forum and staff participated in a ‘Pop-Up Meeting’ which had parking as its main theme. In November 2016, the Councillor hosted a meeting with representatives from all the Community Association at which Parking Services presented the findings and conclusions of the study.

Staff were in regular contact with the Westboro Village Business Improvement Area (BIA) and periodically met with its representatives to share results and solicit feedback. In addition, staff conducted a walkabout with the Westboro BIA Executive Director in April 2015, met with the Westboro Village BIA board on two separate occasions in September 2014 and August 2016, and attended two members meetings hosted by the Westboro Village BIA in April 2015 and November 2016. At the most recent of these

sessions, Parking Services provided a presentation on the findings and conclusions of the study. Following the session, the Westboro Village BIA polled their membership to determine whether there was support for paid parking.

Each Community Association across the Ward (seven in total) was included on status updates and invited to provide feedback throughout this process. As noted above, there was a meeting to share the outcomes and findings with all Community Associations in November 2016.

**Other Consultation** - 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. Throughout the study process, status updates were provided to PSCG. A presentation related to the outcomes was provided to PSCG in March 2017.

Internal staff groups (notably Parking Enforcement and Traffic Services) have also been engaged and will continue to be consulted through to the implementation of the recommendations.

The entirety of the comments that were received through consultation is contained in Appendix 7. The following section summarizes some of the key points of feedback:

- Make more parking available for employees of area businesses.
- There is not enough parking in the area.
- Development in the area has created parking issues.
- Development in the area has cause additional traffic congestion.
- Traffic volume if too high in the area.
- Do not introduce paid parking into the area.
- Poor safety conditions for cyclists.
- Additional bicycle parking is needed to encourage cycling.
- Need cycling lanes on Richmond Road and other streets.
- Poor safety conditions for pedestrians.
- Amount of construction has impacted the area.
- There are a lot of impatient drivers that commit traffic violations.

## Section 5 - Analysis – Richmond Road

One of the purposes of conducting this study was to assess the extent of the issue with parking availability. As mentioned in the public consultation section, one of the main concerns raised by stakeholders is that there is a shortage of available parking within the study area, especially in the commercial area (i.e. along the mainstreet). The businesses and property owners hear complaints from their customers that there is no available parking and ultimately view a shortage in parking availability as an impediment to optimizing their bottom line.

According to industry best practices, the ideal peak parking occupancy rate is 75%-85%. At these levels, the usage of the parking spaces is optimized and there is an appropriate amount of turnover so as to ensure that anybody arriving to find a parking space can readily do so at any given point in time. In addition to ensuring convenient and accessible parking, this also has the added benefit of reducing traffic in the vicinity by cutting down on the number of people who are circling on search of a parking space. If drivers are unable to find available parking, this can lead to traffic congestion from drivers circling the neighbourhood in search of an available parking space. It can also lead to a loss of business in the area. Drivers may become frustrated with the lack of available parking and may decide to leave the area to conduct their business elsewhere. This creates a perception problem which may deter customers from visiting the area.

“Practical capacity”, where 85% of parking spaces are occupied, is the maximum ideal peak occupancy rate. Once peak parking occupancy rates exceed 85%, there are no longer 1-2 spaces available per block and drivers will begin circulating, looking for parking, or leave the area altogether. The Rate Setting Guidelines, as described in the Municipal Parking Management Strategy, suggests where peak parking rates exceed 85%, then the area should be studied so that potential solutions may be pursued to ensure peak occupancy rates remain at a more appropriate target level.

The following section will provide a thorough analysis of the mainstreet (Richmond Road) where the majority of businesses are located.

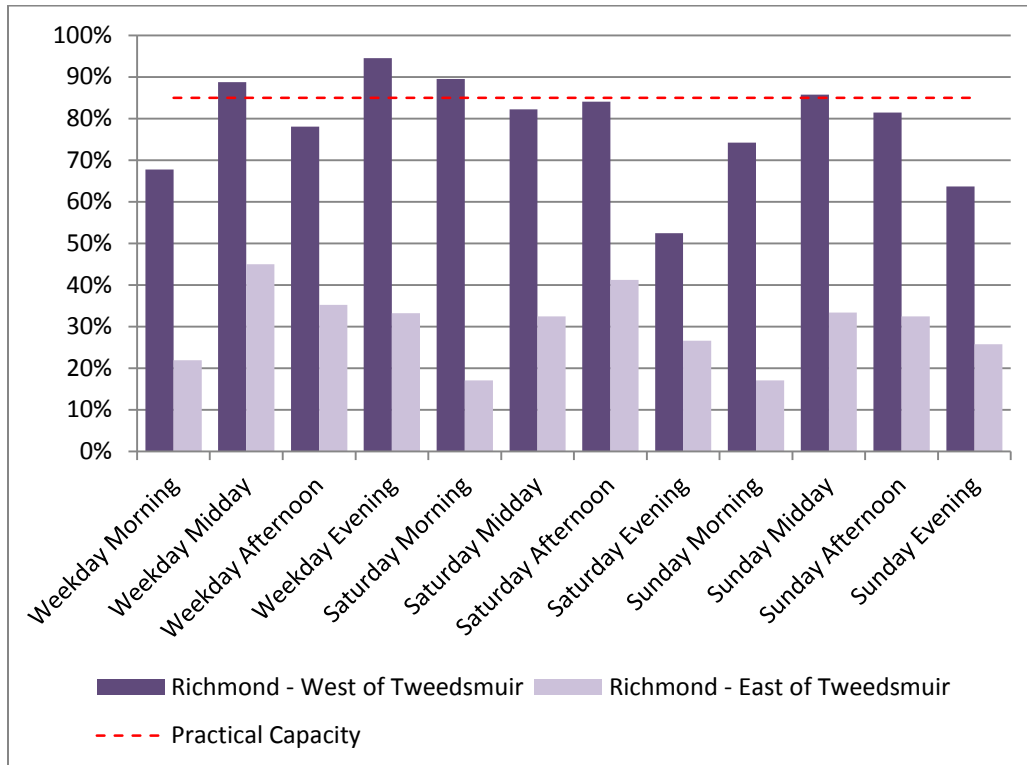


## 5.1 Occupancy Findings for Richmond Road

As described in the methodology section, there has been a lot of data collected in the Westboro study area, including the June 2014 occupancy surveys and the 2015 / 2016 license plate surveys which focused on Richmond Road. The data for both of these types of surveys is described below. The June 2014 occupancy surveys provide occupancy data for four time periods throughout the day (morning, at midday, in the afternoon, and in the evening) on a weekday, Saturday, and a Sunday. This data is good for establishing a general overview of occupancy patterns in the area. For a more detailed description of what occupancy is like in the area over the course of a day, the licence plate surveys provide more information (conducted at 30-minute intervals instead of just four time periods). In addition, the license plate surveys provide not only occupancy data but also duration data. This section will review the occupancy data from both of the surveys starting with the high-level occupancy surveys.

As per the June 2014 occupancy surveys, the following table shows the on-street occupancy along Richmond Road east and west of Tweedmuir Avenue.

**Graph 11 and Table 16 – On-Street Occupancy Richmond Road (June 2014)**



<b>Day</b>	<b>Time</b>	<b>West of Tweedsmuir Occupancy (%)</b>	<b>East of Tweedsmuir Occupancy (%)</b>
Weekday	Morning	68%	22%
Weekday	Midday	89%	45%
Weekday	Afternoon	78%	35%
Weekday	Evening	94%	33%
Saturday	Morning	89%	17%
Saturday	Midday	82%	32%
Saturday	Afternoon	54%	41%
Saturday	Evening	52%	27%
Sunday	Morning	74%	17%
Sunday	Midday	86%	33%
Sunday	Afternoon	81%	32%
Sunday	Evening	64%	26%

This data shows that parking demand along Richmond Road west of Tweedsmuir Avenue is significantly higher than what it is east of Tweedsmuir Avenue.

The following is a summary of this data:

- West of Tweedsmuir Avenue:
  - Weekday evenings are the busiest times, with occupancy exceeding practical capacity at a rate of 94%.
  - During the daytime on weekdays, the occupancy is generally high, especially during midday when the occupancy peaks at 89%.
  - On Saturday, the occupancy is high in the morning until midday when the occupancy ranges from 82% to 89%.
  - On Sunday, the occupancy is more consistently high in the daytime ranging from 74% to 86%.
- East of Tweedsmuir Avenue:
  - During the weekdays, the occupancy is low and ranges from 22%-45%.
  - On Saturday, the occupancy is low and ranges from 17%-41%.
  - On Sunday, the occupancy is low and ranges from 17%-33%.

Using the June 2014 occupancy survey data, Map 16 and Table 17 shows the number of times by percentage that each block face along Richmond Road exceeded practical capacity (85%). Map 17 shows which block faces along Richmond Road exceeded practical capacity (85%) at least once.

The results show that along Richmond Road, the busiest stretch of road is from Golden Avenue to Churchill Avenue. The occupancy exceeds practical capacity (85%) most of

the time for that stretch of road with the exception of the north side from Golden Avenue to Berkley Avenue and from Roosevelt Avenue to Winston Avenue (See Map 16). Furthermore, the occupancy results show that the majority of the mainstreet west of Clifton Avenue exceeds practical capacity (85%) at least once out of the 12 times surveyed (See Map 17). The occupancy east of Clifton Avenue is not as busy. However, there has been a lot of development related growth in this area since 2010 and this area will continue to grow.

This data indicates that along Richmond Road, there are consistently high levels of demand along the busiest stretch with “hot spots” especially from Golden Avenue to Churchill Avenue.

**Map 16 and Table 17 – Number of Times Occupancy Exceeds 85%**



**Legend**

- Green - <25%
- Yellow - 25-50%
- Orange - 51-75%
- Red - 76-100%

Street	From	To	Side	Number of Times Over 85%
Richmond	Broadview	Golden	N	<25%
Richmond	Golden	Berkley	N	25-50%
Richmond	Berkley	Roosevelt	N	51-75%
Richmond	Roosevelt	Winston	N	25-50%
Richmond	Winston	Churchill	N	51-75%
Richmond	Athlone	Tweedsmuir	N	25-50%
Richmond	Tweedsmuir	McCrae	N	<25%
Richmond	McCrae	Clifton	N	25-50%
Richmond	Kirkwood	Hilson	N	<25%
Richmond	Patricia	Leighton	N	<25%
Richmond	Golden	Roosevelt	S	51-75%
Richmond	Roosevelt	Churchill	S	51-75%
Richmond	Churchill	Eden	S	<25%
Richmond	Eden	Edgewood	S	25-50%
Richmond	Athlone	Tweedsmuir	S	25-50%
Richmond	Tweedsmuir	Clifton	S	<25%
Richmond	Kirkwood	Hilson	S	<25%
Richmond	Hilson	Leighton	S	<25%

Map 17 – Number of Times Occupancy Exceeds 85% at Least Once



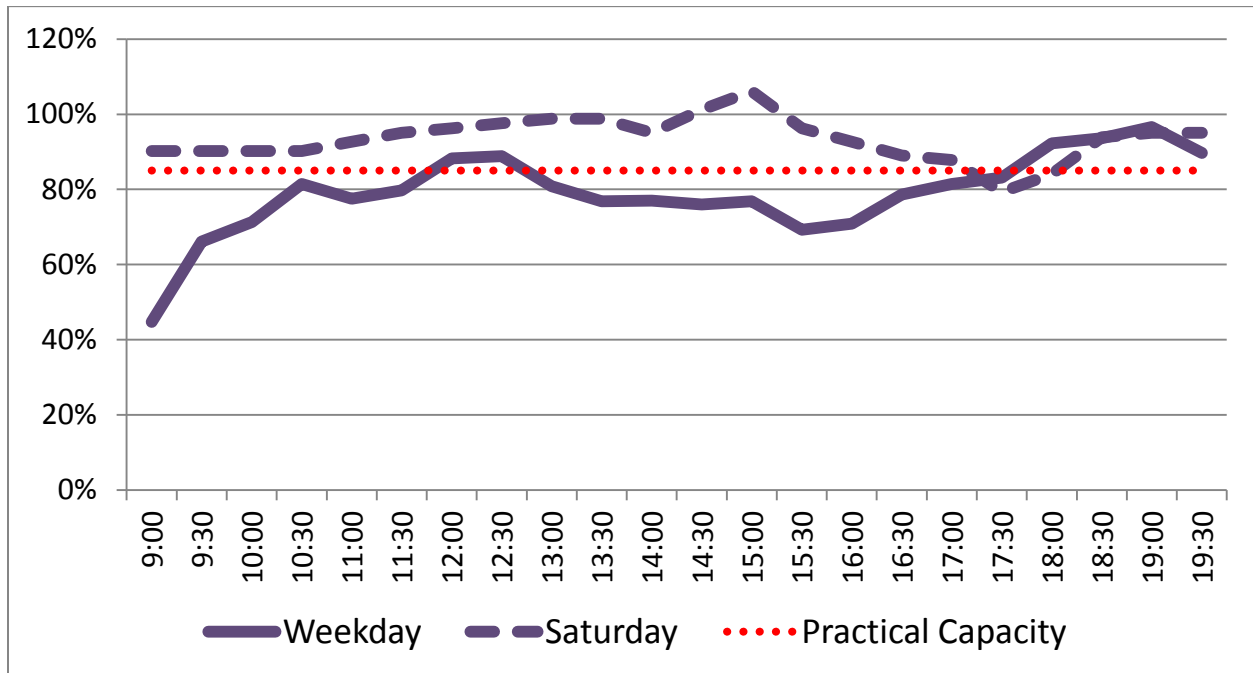
While the spot survey data that has been presented to this point helps to clarify peak times and illustrate how parking demand varies across a typical week, it was important

to take a more detailed approach in evaluating how demand fluctuates over the course of a day. To that end, areas both west and east of Tweedsmuir Avenue were surveyed in half hour intervals over multiple days. The following parts of Richmond Road were included in these surveys (See Sections 3.2 for dates/ times and Appendix 3 for the route maps).

- West of Tweedsmuir – Both sides of Richmond Road between Tweedsmuir Avenue and Golden Avenue
- East of Tweedsmuir – North side of Richmond Road between Kirkwood Avenue and Leighton Avenue; and, south side of Richmond Road between McRae Avenue and Leighton Avenue

West of Tweedsmuir Avenue, the weekday occupancy data is an average from three days in 2015 / 2016 and a Saturday in 2015. East of Tweedsmuir Avenue, the weekday occupancy data is an average from three days in 2015 / 2016 and an average from two Saturdays in 2015 / 2016.

**Graph 12 and Table 18 - Richmond Road, Occupancy West of Tweedsmuir Avenue**

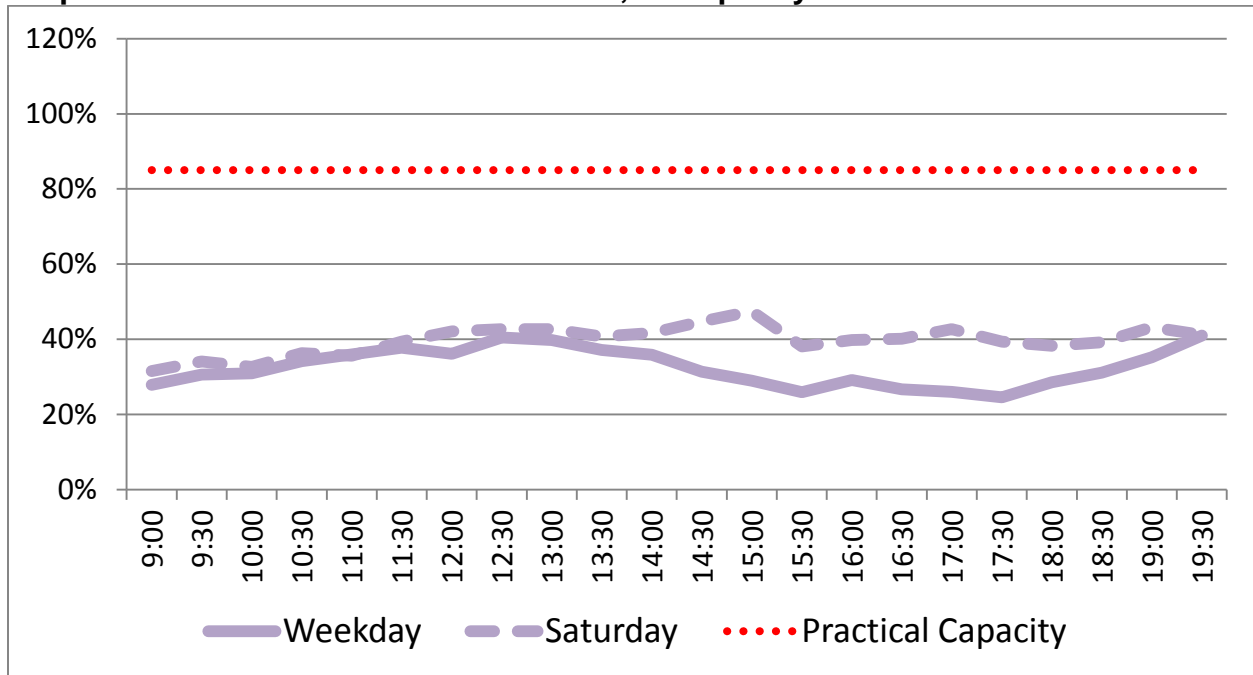


<b>Time</b>	<b>Weekday (Average)</b>	<b>Saturday</b>
9:00	45%	90%
9:30	66%	90%
10:00	71%	90%
10:30	81%	90%
11:00	77%	93%
11:30	80%	95%
12:00	88%	96%
12:30	89%	98%
13:00	81%	99%
13:30	77%	99%
14:00	77%	95%
14:30	76%	101%
15:00	77%	106%
15:30	69%	96%
16:00	71%	93%
16:30	79%	89%
17:00	81%	88%
17:30	83%	79%
18:00	92%	84%
18:30	94%	94%
19:00	97%	95%
19:30	90%	95%

The occupancy results for Richmond Road for the stretch of road west of Tweedsmuir Avenue show that:

- The peak periods during the weekday are at midday and in the evening and on Saturday the peak period is in the afternoon.
- During the weekday, the occupancy exceeds practical capacity (85%) during the day over multiple time periods from 12:00 to 13:00 and in the evening from 18:00 until the survey ended at 19:30.
- During Saturday, the occupancy exceeds practical capacity (85%) for the majority of the day from 9:00 to 19:30pm and even exceeds maximum capacity (100%) from 14:30 to 15:30. The only time during the day when the occupancy decreases below 85% is from 17:30-18:30.

**Graph 13 and Table 19 - Richmond Road, Occupancy East of Tweedsmuir Avenue**



<b>Time</b>	<b>Weekday (Average)</b>	<b>Saturday (Average)</b>
9:00	28%	32%
9:30	31%	34%
10:00	31%	33%
10:30	34%	36%
11:00	36%	36%
11:30	38%	39%
12:00	36%	42%
12:30	40%	43%
13:00	40%	43%
13:30	37%	41%
14:00	36%	42%
14:30	31%	45%
15:00	29%	47%
15:30	26%	38%
16:00	29%	40%
16:30	27%	40%
17:00	26%	43%
17:30	25%	39%
18:00	29%	38%
18:30	31%	39%
19:00	35%	43%
19:30	41%	41%

The occupancy results for Richmond Road for the stretch of road east of Tweedsmuir Avenue show that:

- The peak periods during the weekday are at midday and in the evening and on Saturday the peak period is in the afternoon.
- During the weekday, the occupancy peaks at a rate of 40% during the day from 12:30 to 13:30 and in the evening at a rate of 41% at 19:30.
- On Saturday, the occupancy peaks at a rate of 47% at 15:00.

The results show that along Richmond Road, the stretch of road west of Tweedsmuir Avenue is a lot busier than east of Tweedsmuir Avenue. The average occupancy along Richmond Road, west of Tweedsmuir Avenue exceeds practical capacity (85%) at different times. Parking would be very difficult to find during those times. This is in contrast to east of Tweedsmuir Avenue where the occupancy is comparably lower throughout the day.

Overall, the parking demand data along Richmond Road west of Tweedsmuir Avenue show that there are times at which parking is a significant issue especially during the weekday at midday and in the evening and throughout the day Saturday. During these times, the occupancy exceeds practical capacity (85%) and even maximum capacity (100%) for periods of time which means that parking is in such demand that people are parking illegally.

## **5.2 On-Street Parking Demand Comparisons**

There are many commercial areas within the City contain paid on-street parking including Little Italy, the Glebe, Chinatown, ByWard Market, among others. Overall, there are approximately 3,800 on-street paid parking spaces in the City of Ottawa. In order to assess the parking in Westboro, a comparison was completed to see how the occupancy for this non-paid commercial area compares to other paid commercial areas. The following table compares the occupancy along Richmond Road east and west of Tweedsmuir Avenue with other commercial areas with paid on-street parking that demonstrate the highest levels of demand including:

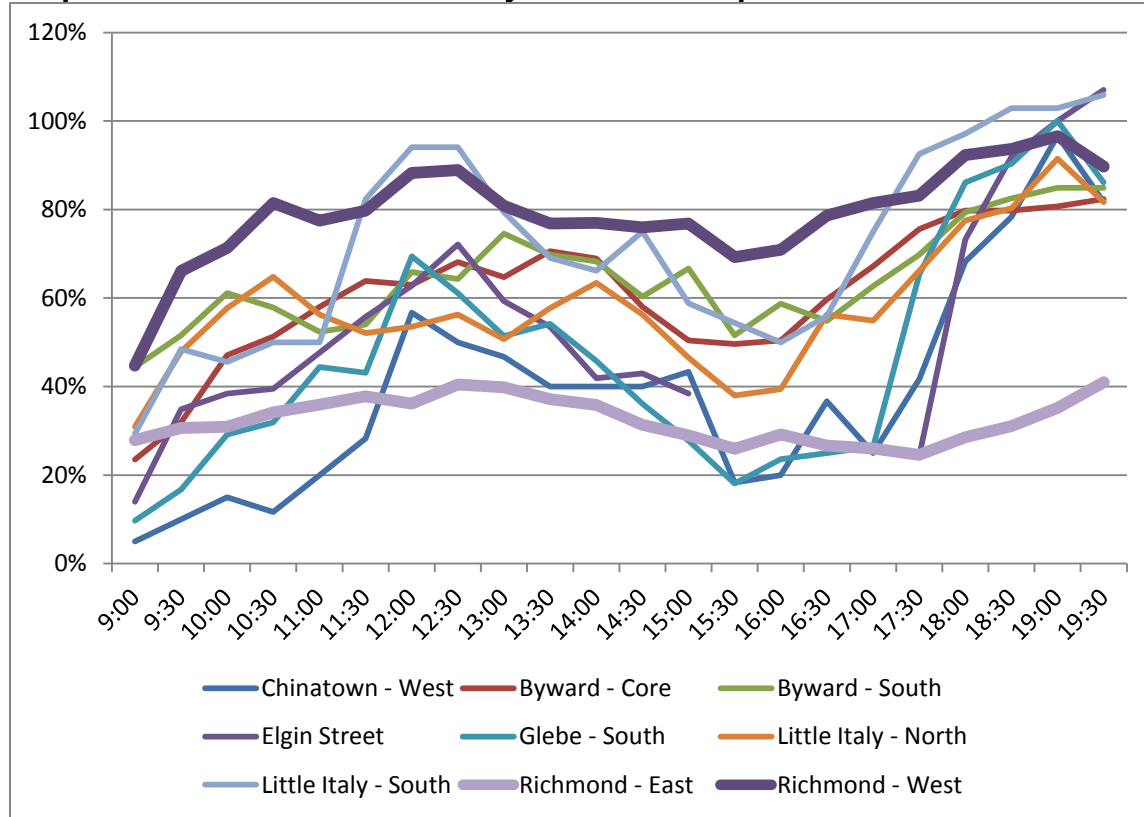
- Elgin Street – Gloucester Street to Gladstone Avenue
- Little Italy (North) – Preston Street from Gladstone Avenue to Eccles Street
- Little Italy (South) – Preston Street, Aberdeen Street, Beech Street, Norman Street
- Glebe (South) – First Avenue to Holmwood Avenue
- Chinatown (West) – Preston Street to Arthur Street
- ByWard Market (Core) – York Street, William Street, Dalhousie Street



- ByWard Market (South) – George Street to Dalhousie Street

Please note that the evening rates (after 17:30) are presented because during this period no commercial area within the City currently has paid parking during the evening hours, creating more comparable conditions. *All data was collected in 2015 and 2016.*

**Graph 14 and Table 20 – Weekday Demand Comparisons Richmond Road**



Area (Highest to Lowest)	Daytime Weekday Peak Utilization (paid)	Area (Highest to Lowest)	Evening Weekday Peak Utilization (unpaid)
Little Italy South	94%	Elgin	107%
Richmond - West	89%	Little Italy - South	106%
ByWard - South	75%	Glebe - South	100%
Elgin	72%	Chinatown - West	97%
ByWard - Core	71%	Richmond - West	97%
Glebe - South	69%	Little Italy - North	92%
Little Italy - North	65%	ByWard - South	85%
Chinatown - West	57%	ByWard - Core	82%
Richmond - East	40%	Richmond - East	41%

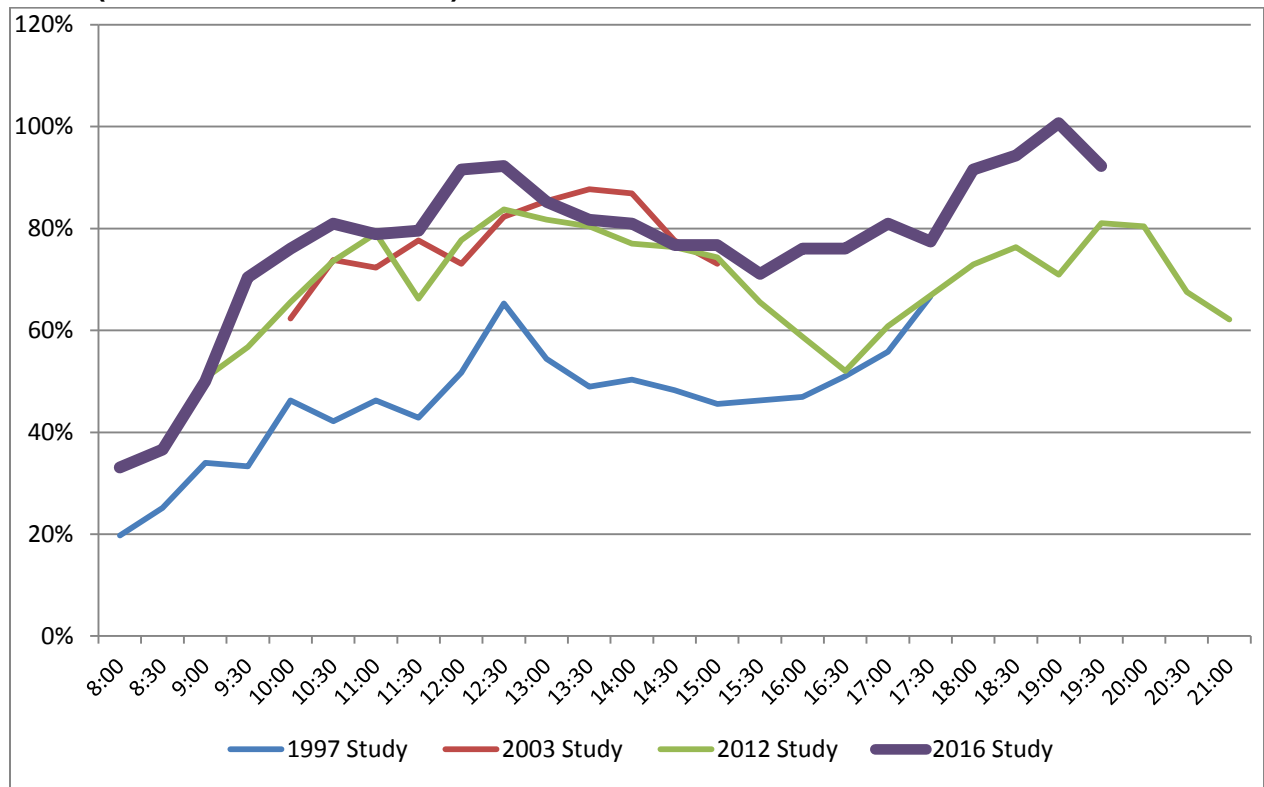
- Daytime Weekday Peak Utilization (paid) – Richmond West has the second highest on-street occupancy with a rate of 89%. Little Italy (South) has the highest occupancies with 94%. Among the areas identified, Richmond East has the lowest on-street peak occupancy rate (40%).
- Evening Weekday Peak Utilization (unpaid) – Richmond West is tied with Chinatown (West) for fourth highest on-street peak occupancy rate (97%) and Richmond East has the lowest on-street peak occupancy rate (41%). Among the areas identified, Elgin, Little Italy (South), and Glebe (South) have the highest on-street peak occupancy rates (between 100% - 107%).

The results show that Richmond Road west of Tweedmuir Avenue is among one of the highest demand locations in the City for on-street parking compared to other commercial areas.

### **5.3 Historical Trends in Westboro**

As discussed previously, there have been a number of parking studies carried out in Westboro in past years. This provides a benefit of being able to compare finding and plot trends over time. Overlapping data between a number of different studies allows for the comparison of weekday occupancy data along Richmond road between Golden Avenue and Tweedsmuir Avenue. Data from four studies (1997, 2003, 2012, and the current one) is available between 10:00 and 15:00. Overall, parking demand in this section has been increasing since 1997. The peak utilization from 10:00 to 15:00 has increased from 65% in 1997 to 89% in 2016 and the average utilization has increased from 49% in 1997 to 82% in 2016.

**Graph 15 and Table 21 – Historical Trends, Utilization Rates along Richmond Road (Golden to Tweedsmuir)**

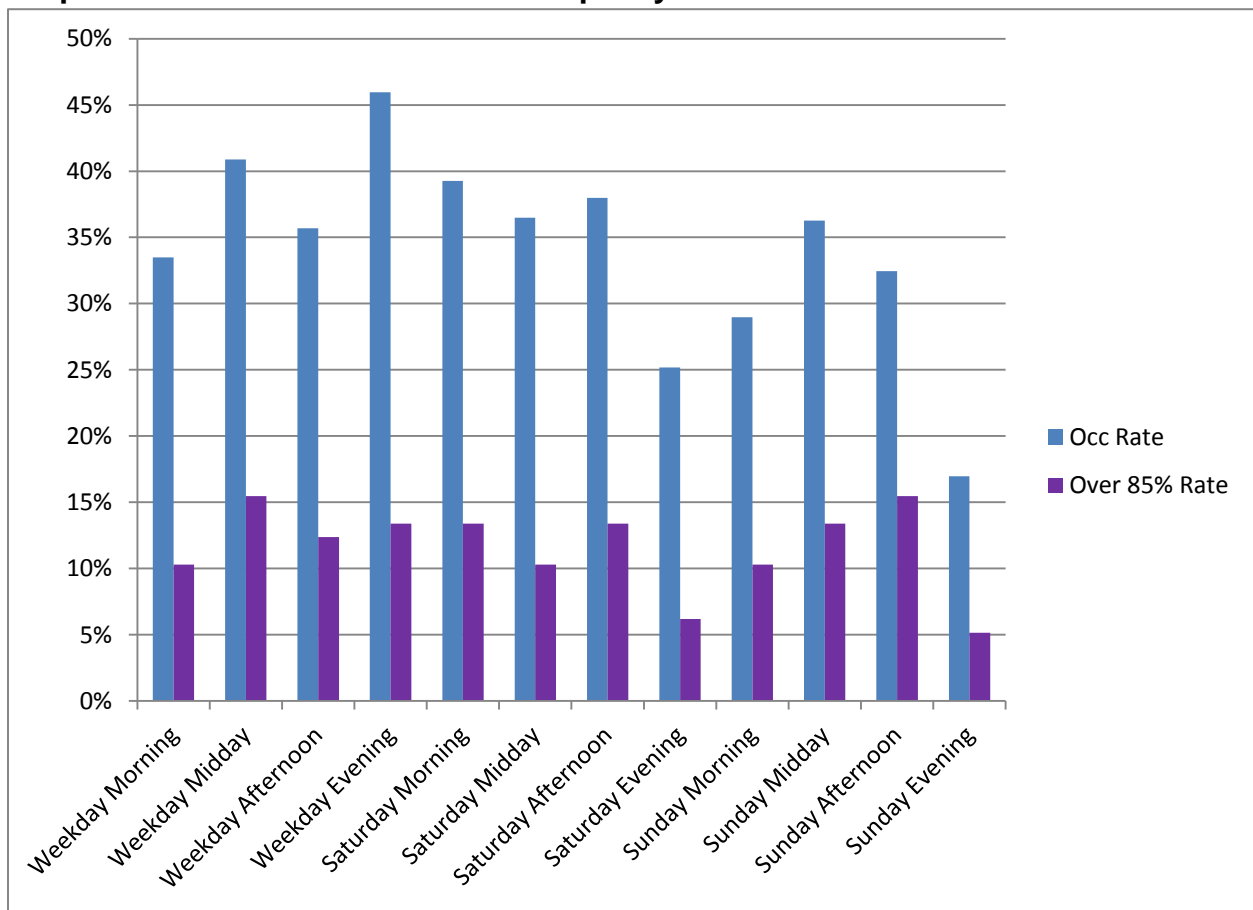


<b>Study Year (10:00am – 3:00pm)</b>	<b>Peak Utilization</b>	<b>Average Utilization</b>
1997 Study	65%	49%
2003 Study	88%	77%
2012 Study	84%	76%
2016 Study	89%	82%

## Section 6 - Side Street Parking

In addition to the occupancy collected along Richmond Road, parking demand data was also collected along the streets in the remainder of the study area as part of the phase one occupancy surveys (12 survey points). The side streets consist of residential uses. The parking demand along the side streets is quite low compared to the mainstreet. Graph 16 and Table 22 summarize the occupancy results for all the side streets in the study area and the percent of times the side streets exceeded 85%.

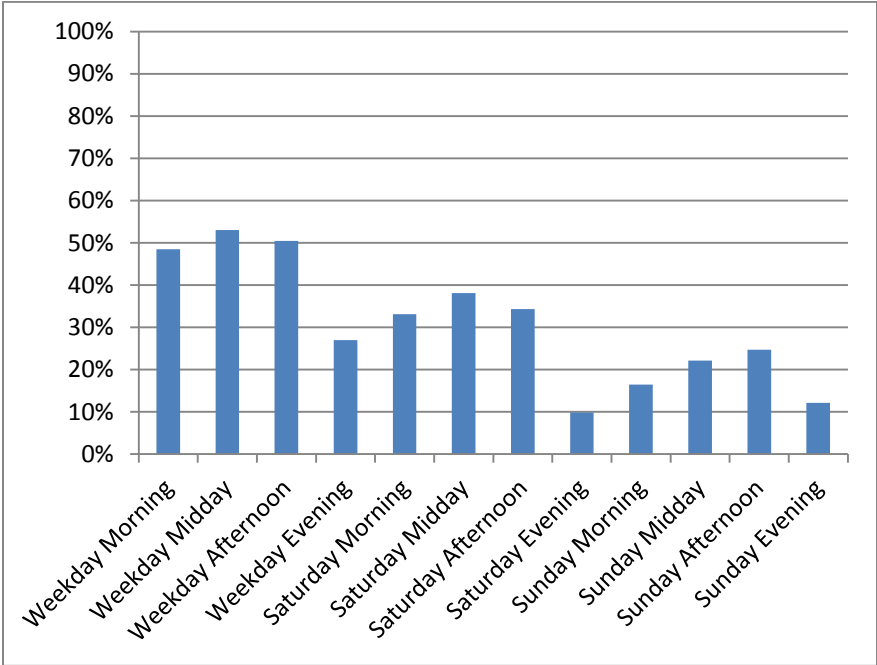
**Graph 16 and Table 22 – Overall Occupancy of Westboro Side Streets**



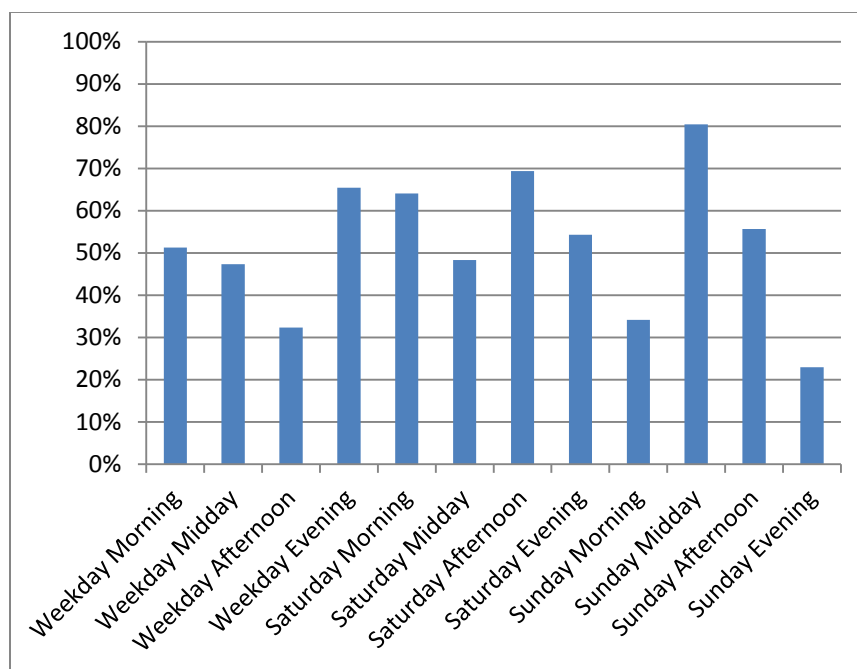
Day of Week	Time of Day	Occupancy	Over 85% Rate
Weekday	Morning	33%	10%
Weekday	Midday	41%	15%
Weekday	Afternoon	36%	12%
Weekday	Evening	46%	13%
Saturday	Morning	39%	13%
Saturday	Midday	36%	10%
Saturday	Afternoon	38%	13%
Saturday	Evening	25%	6%
Sunday	Morning	29%	10%
Sunday	Midday	36%	13%
Sunday	Afternoon	32%	15%
Sunday	Evening	17%	5%

The results show that on a general basis the occupancy is low on the side streets. However, this includes all of the side streets within the study area. As Richmond Road is the main parking generator in the area, it is important to assess the side streets north and south of the mainstreet for approximately one block. This is where most visitors to the area (e.g. customers / patrons) will look to find parking if they cannot find any available parking along Richmond Road.

**Graph 17 – Occupancy of Side Streets immediately off of Richmond Road, West of Tweedsmuir**



**Graph 18 – Occupancy of Side Streets immediately off of Richmond Road, East of Tweedsmuir**



**Table 23 – Occupancy of Side Streets off of Richmond Road**

Day of Week	Time of Day	West of Tweedsmuir Occupancy	East of Tweedsmuir Occupancy
Weekday	Morning	48%	51%
Weekday	Midday	53%	47%
Weekday	Afternoon	50%	32%
Weekday	Evening	27%	65%
Saturday	Morning	33%	64%
Saturday	Midday	38%	48%
Saturday	Afternoon	34%	69%
Saturday	Evening	10%	54%
Sunday	Morning	16%	34%
Sunday	Midday	22%	80%
Sunday	Afternoon	25%	56%
Sunday	Evening	12%	23%

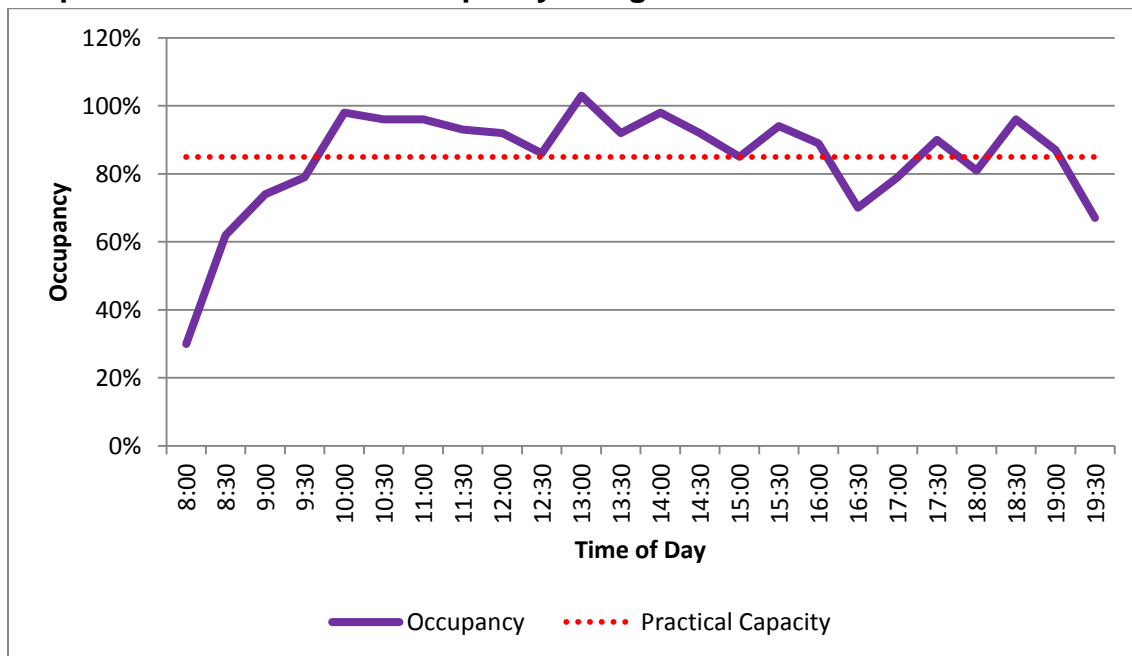
The occupancy results show that the side streets right off of Richmond Road for one block are low to moderate, especially west of Tweedsmuir Avenue. East of Tweedsmuir Avenue the occupancy is slightly higher especially on Sunday at midday where occupancy approaches practical capacity (85%). Richmond Road remains the main parking generator in the area, resulting in some spillover onto the side streets especially east of Tweedsmuir Avenue.

## Section 7 - Occupancy along Danforth Avenue

Danforth Avenue is located immediately south of Richmond Road between Churchill Avenue and Roosevelt Avenue and contains a total of 45 on-street parking spaces. The parking spaces along Danforth Avenue allow drivers to park for up to a maximum of 3-hours. By comparison, along Richmond Road vehicles can only be parked up to a maximum of 1-hour. The longer time limits and short walking distance to the busiest part of Richmond Road make Danforth Avenue an appealing place to park. As a result, the demand for parking along Danforth Avenue is very high. As part of the previous Local Area Parking Study, particular attention was paid to Danforth Avenue. Different outcomes were discussed including shortening the time limits and introducing paid parking, but with no set resolution. As a result, it was a focus of this study and additional data information was collected to help understand how this parking is being used and by whom.

On November 21, 2016, occupancy data was collected along Danforth Avenue at 15 minute intervals from 8:00 to 19:30. The following graph shows the occupancy over the course of the day.

**Graph 19 and Table 24 – Occupancy along Danforth Avenue**



<b>Time</b>	<b>Occupancy</b>
8:00	30%
8:30	62%
9:00	74%
9:30	79%
10:00	98%
10:30	96%
11:00	96%
11:30	93%
12:00	92%
12:30	86%
13:00	103%
13:30	92%
14:00	98%
14:30	92%
15:00	85%
15:30	94%
16:00	89%
16:30	70%
17:00	79%
17:30	90%
18:00	81%
18:30	96%
19:00	87%
19:30	67%

The results show that the parking occupancy along Danforth Avenue is consistently at or above practical capacity (85%). The occupancy even exceeds maximum capacity at 13:00pm at a rate of 103%. The results show that there is a demand for long-term parking in the area.

To expand on the analysis, surveys were also undertaken which focussed specifically on people who parked in Danforth Avenue. Over multiple days in October 2014 people were surveyed about the purpose of their trip and the following is a summary of the findings.

The findings show that the majority of people parking along Danforth Avenue are going shopping especially during the weekend. However, during the weekdays, there is a high percent of people parking along Danforth Avenue that are employees (27%) (See Table 25).



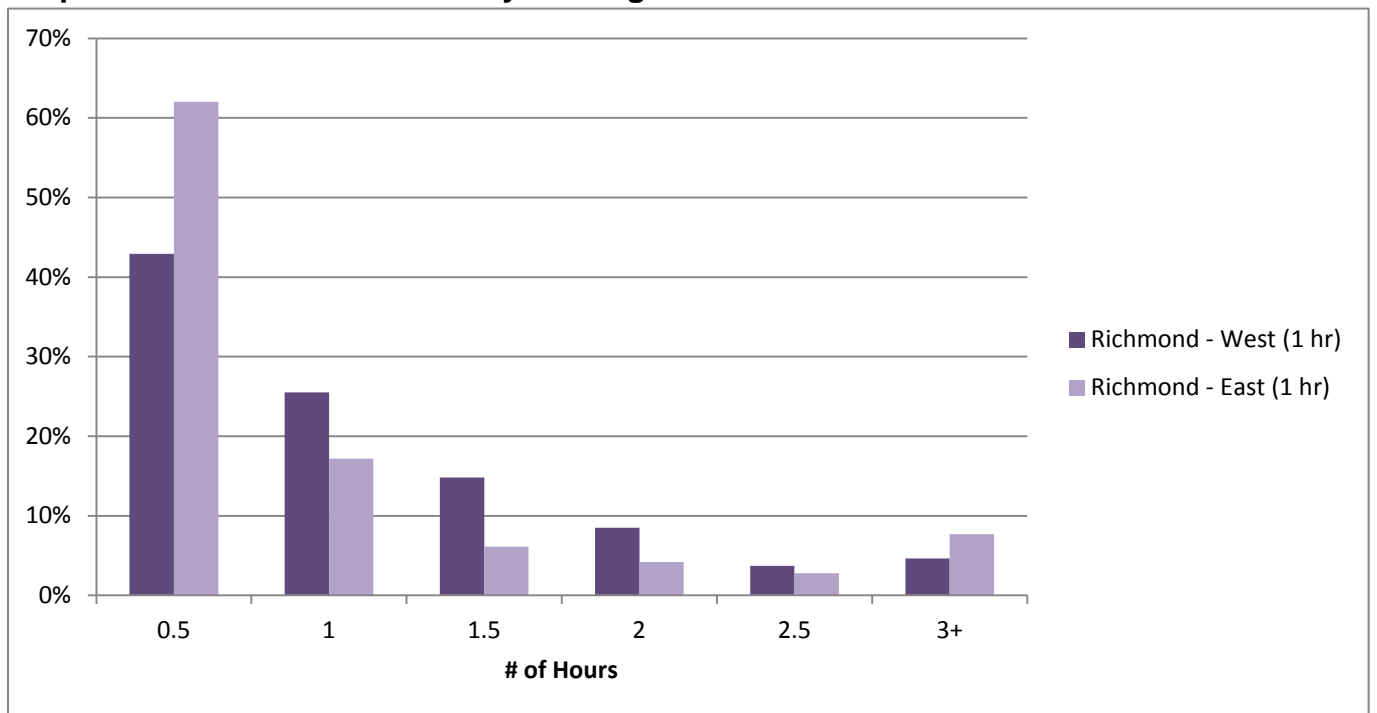
**Table 25 – Danforth Travel Survey Results. Purpose of Trip**

<b>Purpose of Trip</b>	<b>Weekday</b>	<b>Saturday</b>	<b>Sunday</b>	<b>Aggregate</b>
Shopping	40%	73%	77%	69%
Service	27%	15%	4%	12%
Work	27%	3%	4%	8%
Other	11%	11%	15%	13%

## Section 8 - Parking Duration Results

The data from the licence plate surveys was used to calculate the parking duration along Richmond Road for both east and west of Tweedsmuir Avenue. The following graphs and tables show the parking duration for the weekday and the weekend for both areas along the mainstreet. The parking duration data is useful in calculating how long drivers are parking for and how many drivers are parking past the maximum parking time limits.

**Graph 20 and Table 26 – Weekday Parking Duration**

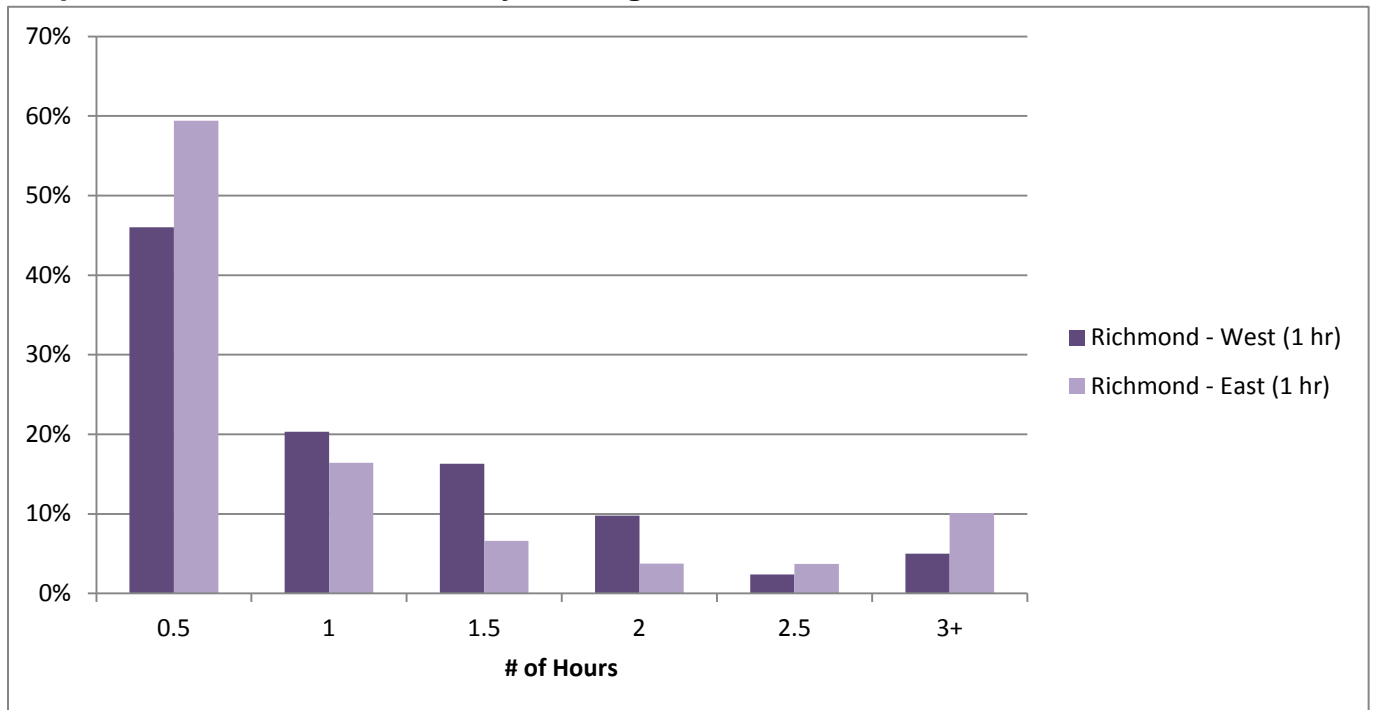


Time Stayed (Hours)	Richmond West Weekday	Richmond East Weekday
0.5	43%	62%
1	26%	17%
1.5	15%	6%
2	8%	4%
2.5	4%	3%
3+	5%	8%
<b>Illegal Parking (&gt;1 hour)</b>	<b>32%</b>	<b>21%</b>

- The parking duration is similar along Richmond Road for both areas east and west of Tweedsmuir Avenue during the weekday.

- The majority of drivers are parking for 30 minutes for both areas.
- West of Tweedsmuir Avenue, 32% of drivers are staying past the 1 hour maximum time limit.
- East of Tweedsmuir Avenue, 21% of drivers are staying past the 1 hour maximum parking time limit.

**Graph 21 and Table 27 – Saturday Parking Duration**



Time Stayed (Hours)	Richmond West Weekend	Richmond East Weekend
0.5	46%	59%
1	20%	16%
1.5	16%	7%
2	10%	4%
2.5	2%	4%
3+	6%	9%
<b>Illegal Parking (&gt;1 hour)</b>	<b>34%</b>	<b>24%</b>

- The parking duration is similar along Richmond Road for both areas east and west of Tweedsmuir Avenue during the weekend.
- The majority of drivers are parking for 30 minutes for both areas.
- West of Tweedsmuir Avenue, 34% of drivers are staying past the 1 hour maximum time limit.

- East of Tweedsmuir Avenue, 24% of drivers are staying past the 1 hour maximum parking time limit.

The parking duration results show that there is illegal parking occurring in the area which means that vehicles are being parked for longer than the maximum parking time limits. The travel survey data suggests that many of these long-term parkers are likely employees. The travel survey results show that 33% of employees who drive surveyed are parking in unpaid on-street spaces.

## Section 9 - Off-Street Parking

Within the Westboro study area, there are two off-street parking lots that are available for general public use. These parking lots include the Picton lot and the Westboro Station lot (See Map 18). there are an additional two lots (Mountain Equipment Co-op and Pharmasave) which have paid parking. These were also looked at in this analysis. All of these parking lots contain paid parking. Table 28 provides the number of spaces and parking rate for each lot.

**Map 18 – Off-Street Public Parking Lots**



**Table 28 – Off-Street Public Parking Lots**

Parking Lot	Number of Spaces (Unreserved)	Cost per Hour
Picton	12	\$3.00
Mountain Equipment Co-op	56	\$1.00
Westboro Station	36	\$3.00
Pharmasave	3	\$5.00

### 9.1 Mountain Equipment Co-op

Due to the free on-street parking in Westboro, an analysis of the paid parking lots including Mountain Equipment Co-op and Westboro Station were conducted. For Mountain Equipment Co-op, occupancy counts were conducted over several days including weekdays and weekends in the morning, at midday and in the afternoon. The

occupancy counts were conducted in June, August and September 2015 and in June 2016.

Table 29 shows the average occupancy for the weekday and weekend for each time period. The results show that the occupancy is very high at midday on both the weekday and weekend. In the afternoon, the occupancy is high for both time periods.

**Table 29 – Occupancy Mountain Equipment Co-op**

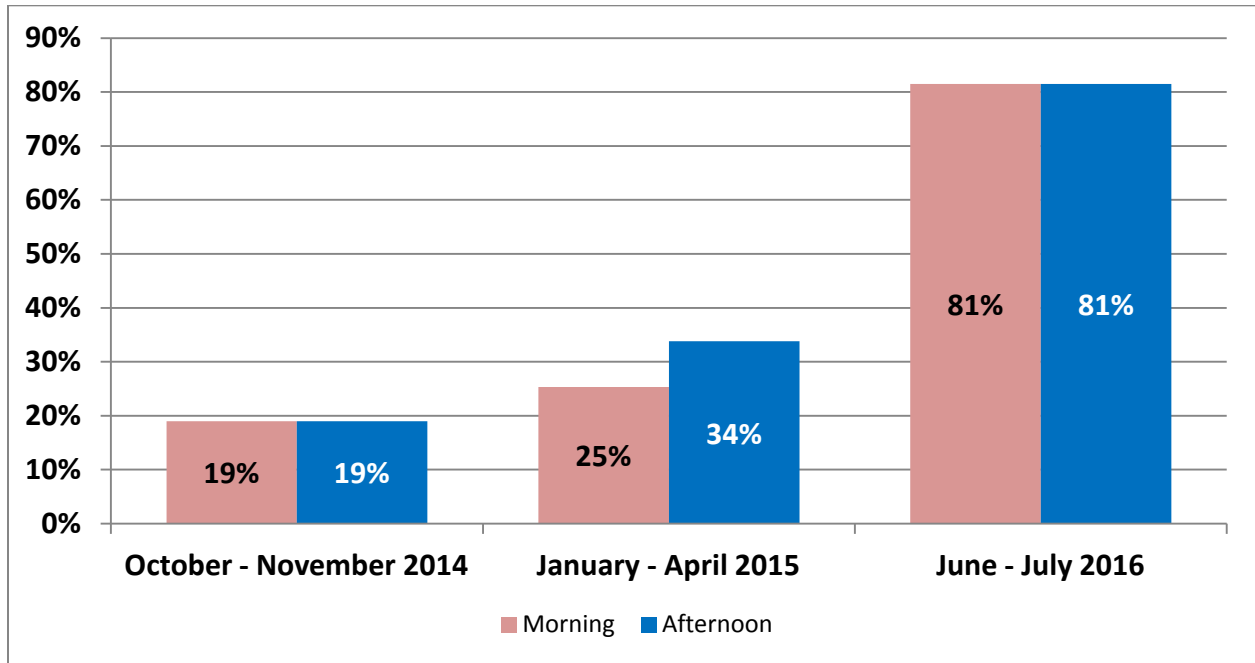
	<b># of Surveys</b>	<b>Weekday</b>	<b>Weekend</b>
Morning	14	51%	45%
Midday	18	90%	92%
Afternoon	15	72%	76%

- The peak occupancy in the morning during the weekday is 86% and on the weekend is 82%.
- The peak occupancy at midday during the weekday and on the weekend is 100%.
- The peak occupancy in the afternoon during the weekday is 88% and on the weekend is 100%.

## **9.2 Westboro Station**

Westboro Station is an underground parking garage located off of Byron Avenue. There is no access to this garage off of Richmond Road. Due to the location of the garage (not being located off of the mainstreet) and no wayfinding signs directing drivers to the garage, this garage was extremely underutilized. Occupancy counts were conducted on weekdays in October / November 2014 in the morning and in the afternoon and found that the occupancy for both time periods was extremely low (19%). Through this study, wayfinding signs were installed as a pilot project in November 2014 along Richmond Road to direct drivers to the garage entrance. After the wayfinding signs were installed, additional occupancy counts were conducted on weekdays at the same time periods. The results show that the occupancy has increased to the point that the garage is now well used.

**Graph 22 – Occupancy Westboro Station**



The results at the Mountain Equipment Co-op and Westboro Station indicate that parking demand is such that people will pay in order to secure convenient parking.

## **Section 10 - Parking Toolbox**

### **10.1 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 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 Wellington West (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 Westboro***

This measure is applicable to Westboro. Within the Westboro study area, there are 184 bicycle racks within the public right-of-way which equates to a total of 538 bicycle parking spaces.

Looking at the distribution of bicycle racks within the study area (See Map 14), there is a lack of bicycle parking along Richmond Road east of Tweedsmuir Avenue. In addition to this, feedback received through the public consultation process included that there is not enough bicycle parking at City facilities within the study area (i.e. Churchill Seniors Centre).

Overall, the bicycle parking demand is low relative to the number of racks. However, there are a number of specific locations where the demand for bicycle parking is high. These high demand locations are located in the commercial areas along Richmond Road and McRae Avenue. More specifically, the high demand locations include: Richmond Road between Golden Avenue and Berkley Avenue, Richmond Road between Winston Avenue and Churchill Avenue, McRae Avenue near Richmond Road, and Richmond Road between Clifton Avenue and Kirkwood Avenue.

This information will be shared with the Transportation Services Department for their consideration.

## **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 Westboro***

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

The modal split data shows that transit is the third most common mode of transportation for all trips destined to Westboro after driving and walking. A total of 10% of all trips destined to the Westboro study area are by transit. Through the travel surveys, there were some comments regarding transit service from the public. Comments included the following: transferring between bus routes requires too much walking; need more transit service in the evening as well; bus service is decreasing; transit service is late; and buses are overcrowded.

In addition to transit service, the implementation of the LRT (Phase 2) north of the Westboro study area will have an impact on the way people travel to and from the study area. The Confederation Line will run directly north of the study area along the existing bus rapid transit corridor. Due to the close proximity of the LRT to the Westboro study area, the LRT will have an impact on the number of drivers coming into the study area. It is assumed that some visitors that normally drive to the study area will choose to take the LRT instead in the future. 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 Westboro***

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

The main commercial street within the Westboro study area consists of mainly service-based establishments such as retail stores and restaurants. As a result, telework is not likely to be a viable option for the significant amount of people working in these establishments. Carpooling may also prove more challenging for workers of small service-based establishments, whose hours of work may differ significantly from both their co-workers, and the traditional “9-to-5” workday.

### **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 Westboro***

Car sharing is currently active in the Westboro study area. The two most prominent privately-owned companies within Ottawa that provide car-sharing services are VRTUCAR and Zipcar. VRTUCAR provides vehicles at four locations within the Westboro study area which are accessible to members of the public who subscribe to the service. Zipcar does not currently have any car-sharing locations within the Westboro study area. See Map 19 for the car-sharing vehicle locations.

**Map 19 – VRTUCAR locations within Westboro**



As there are no municipally-managed parking facilities in the area, the City does not have the means to influence (increase) the number of car-sharing spaces.

### **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 Westboro***

Within the Westboro study area, there are no municipally-owned off-street parking facilities.

In order to provide an additional supply of off-street public parking to support any general lack of available of parking in the area, there would need to be an opportunity in terms of an available piece of land in a relevant location. In addition to this, funding

would be required. Currently, parking facilities in areas with paid on-street parking are funded from the revenues collected from paid parking.

Together, these factors make it difficult to identify any short-term opportunities to increase the amount of municipally-controlled off-street parking in Westboro.

However, there is support for off-street paid parking, as demonstrated in the occupancy results for the off-street parking facilities at Mountain Equipment Co-op and Westboro Station. The results show that visitors to the area are willing to pay for parking, especially at peak periods when there is a lack of available on-street parking.

### **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 Westboro***

During the course of the study, staff worked closely with the BIA to identify opportunities to add or formalize additional parking close to the mainstreet including:

- Madison Avenue - new parking curbs will increase the parking supply by 11-12 parking spaces.
- Kirkwood Avenue – realignment of parking spaces will increase the number of parking spaces 13 (from 16 to 29).
- Athlone Avenue – one additional parking space added with the adjustment of existing regulations

There are currently no parking curbs along Madison Avenue. During site visits, illegally parked vehicles were observed parking too close to driveways. In order to better delineate parking spaces along Madison Avenue, parking curbs will be installed along the south side of Madison Avenue from Winston Avenue to Churchill Avenue North. As a result, the new parking curbs are expected to formalize approximately 11-12 parking spaces.

Along Kirkwood Avenue, north of Richmond Road, there used to be 16 parking spaces at 90 degrees. These 90 degree angled parking spaces were converted into 45 degree angled parking spaces in order to increase the total number of parking spaces. The number of parking spaces increased by 13 (from 16 to 29).

In addition, a review of loading zones in Westboro will be conducted in consultation with the BIA to see if they could be removed / consolidated or be used as parking spaces when they are not needed as loading zones. Westboro currently has four loading zones. Through consultation with the Westboro Village BIA, it was found that these loading zones are often a waste of space as they are in effect 24 hours a day / 7 days a week and not in use the vast majority of the time.

## **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 Westboro***

At this time, developer agreements do not apply to the Westboro study area. With the study area currently consisting of unpaid on-street parking, there is no incentive to provide off-street public parking within private developments.

## **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 Westboro***

Before approving an application for variance or re-zoning in Westboro, 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, Parking Services 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 Westboro***

The maximum parking time limits along Richmond Road and Wellington Street West / Somerset Street West increase moving from west to east. The weekday maximum parking time limits include 1 hour along Richmond Road from Golden Avenue to Island Park Drive, 90 minutes along Wellington Street West from Island Park Drive to Parkdale Avenue, and 2 hours from Parkdale Avenue to Breezehill Avenue. The different parking regulations create an uneven playing field for businesses with similar parking demand. Turnover would best be supported by shorter time limits and enforcement. However, it was critical to create consistency across both areas through this study and the broader Kitchissippi Parking Strategy. To this end, a 90-minute time limit will be in effect seven days a week, from 7:00am to 7:00pm along Richmond Road. This will result in an increased time limit, but it will also ensure consistency with the mainstreet across the entire Kitchissippi area and will respond to stakeholder feedback.

Without paid on-street parking along Richmond Road, 90 minutes is the maximum parking time limit recommended. However, if paid on-street parking were to be introduced, there would be added benefit to businesses and visitors in that with paid parking in place, that would be the primary mechanism to drive turnover, and the time limits along the entirety of Richmond Road could be extended to 2 hours. This would be consistent with other commercial mainstreets in Ottawa which have paid on-street parking.

### **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 Westboro***

The enforcement data from 2014 and 2015 show that there are some vehicles staying past the maximum time limit along Richmond Road. In 2014, 5% of the parking violations were vehicles staying past the maximum time limit and in 2015, 3% of the parking violations were vehicles staying past the maximum time limit along Richmond Road. However, a significantly higher amount of illegally parked vehicles staying past the maximum time limit were observed during the duration surveys. On weekdays 34% of vehicles west of Tweedsmuir Avenue and 24% of vehicles east of Tweedsmuir Avenue stayed past the maximum parking time limits. On weekends, 32% of vehicles west of Tweedsmuir Avenue and 21% of vehicles east of Tweedsmuir Avenue stayed past the maximum parking time limits. Due to the amount of illegal parking in the area regarding time limits, it is recommended that additional enforcement be requested along Richmond Road with regards to time limits.

### **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 Westboro***

According to industry best practices, the ideal peak parking occupancy rate is 75-85%. At these levels, the usage of the spaces is optimized and there is an appropriate amount of turnover so as to ensure that anybody arriving to find a parking space can readily do so at any given point in time. In addition to ensuring convenient and accessible parking, this also has the added benefit of reducing traffic in the vicinity by cutting down on the number of people who are circulating in search of a parking space.

“Practical capacity”, where 85% of parking spaces are occupied, is the maximum ideal peak occupancy rate. Once peak parking occupancy rates exceed 85%, there are no

longer 1-2 spaces available per block and drivers will begin circling the block looking for parking, or leave the area altogether. The Rate Setting Guidelines, as described in the MPMS, suggests that where peak parking rates exceed 85%, then the area should be studied so that potential solutions may be pursued to keep peak occupancy rates remain at a more appropriate target level.

Data relative to the levels of demand along Richmond Road demonstrates that there are times at which parking is a significant issue and exceeds practical capacity.

Moreover, when comparing the main street of these two areas with data collected from other commercial areas during the same general timeframe, it becomes apparent that Richmond Road is among the highest demand locations in the city for on-street parking compared to other commercial areas. The introduction of paid parking would address this issue and serve to benefit the businesses in the area and the community at large by better promoting turnover. In doing so, the outcome would be to ensure that there is a supply of convenient parking for visitors to the area and positively affect traffic levels as well as customer perceptions of parking.

Based on the information that has been collected through this study, paid parking on Richmond Road is warranted and would be justified according to the criteria established in the MPMS and its Rate Setting Guidelines, and would align with industry best practices. It would also establish consistency with other commercial area of the City.

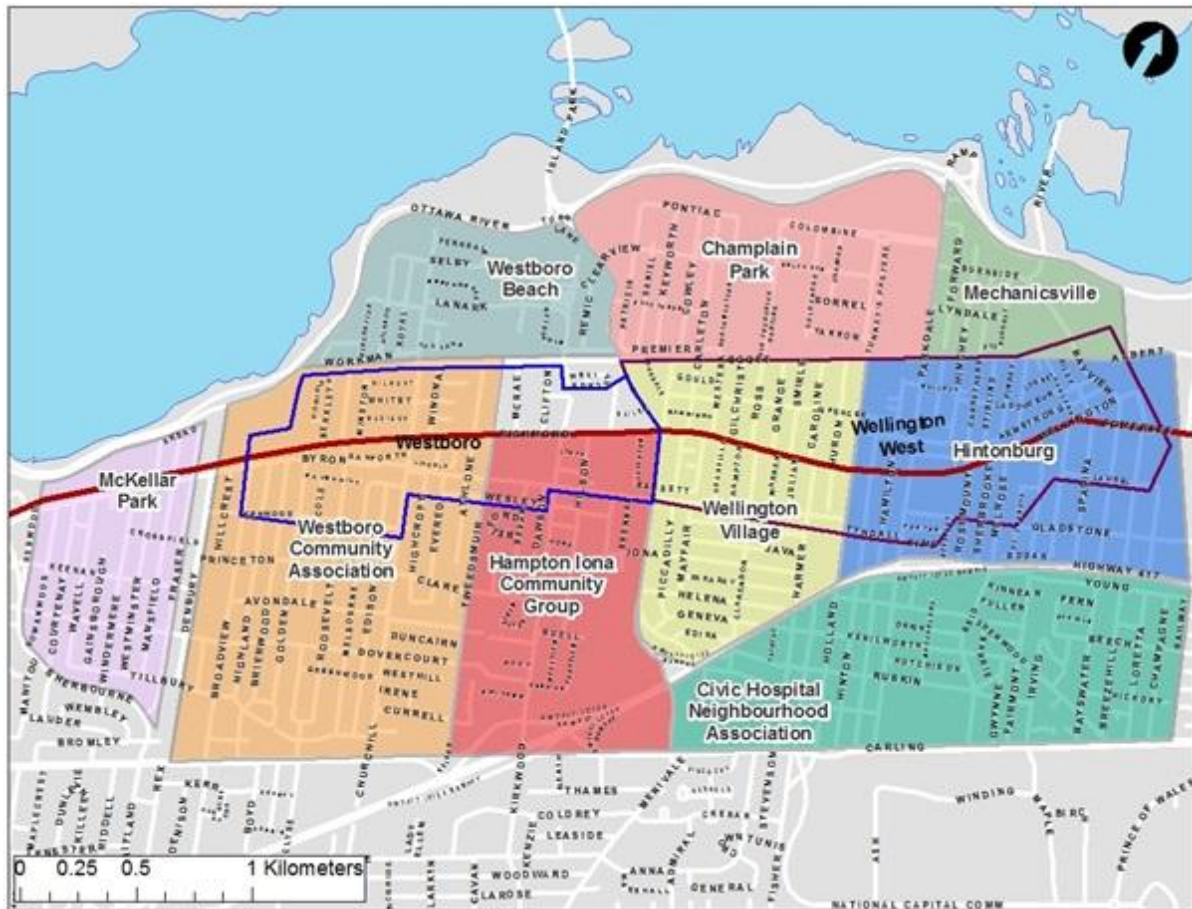
Staff have the ability to adjust on-street parking rates (including the introduction of paid parking on unpaid streets), provided that the Ward Councillor as well as the Westboro Village BIA, and community associations provide their concurrence. The ability for staff to adjust on-street rates is a key tenet of the Rate Settings Guidelines as described in the MPMS, and is provided for in the Delegation of Authority By-law (2016-369).

Council set the maximum on-street rate that can be charged as part of the annual budget (\$3.00 per hour in 2017), but it is current policy to introduce new paid parking at a lower rate than the maximum to try and find the best possible rate relative to demand. If paid parking were to be introduced along Richmond Road, it would be recommended to be \$2.00 per hour.

While paid parking has been deemed to be warranted for this mainstreet commercial area. Support (concurrence) for paid parking was received from the Westboro Village BIA, along with one of the community associations in the Westboro area.

The other community association in the study area that is adjacent to the mainstreet has opposed paid parking along Richmond.

Map 20 – BIA / Community Associations



Opposition to paid parking was noted from various stakeholders and respondents throughout the study process. Generally speaking, those who took this position were concerned about the impacts on business (fearing paid parking would act as a deterrent for customers), and spillover parking onto the residential streets.

Given that consensus has not been established and staff do not have the ability to implement paid parking in Westboro in full alignment with the MPMS or Delegation of Authority- By-law, it is not included as a recommendation here.

Despite this, staff will pursue the feasibility of implementing paid parking on Danforth Avenue. Danforth Avenue is located immediately to the south of Richmond Road (from Roosevelt to Churchill). The parking spaces along Danforth Avenue allow drivers to park for up to a maximum of 3-hours. By comparison, along Richmond Road vehicles can only be parked up to a maximum of 1-hour. The longer time limits and short walking distance to the busiest part of Richmond Road make Danforth Avenue an appealing place to park. The occupancy results along Danforth Avenue show that the parking occupancy is consistently at or above practical capacity (85%). The occupancy even exceeds maximum capacity at 13:00pm at a rate of 103%. The results show that there

is a demand for long-term parking in the area. The travel survey findings show that the majority of people parking along Danforth Avenue are going shopping especially during the weekend. However, during the weekdays, there is a high percent of people parking along Danforth Avenue that are employees (27%).

As a result, Danforth Avenue presents a unique opportunity due to the character of the street, the amount of parking it has and the proximity to the mainstreet, all combined with the fact that it offers a longer-term parking. Therefore, it is recommended that paid on-street be introduced along Danforth Avenue at a rate of \$1.50 per hour.

### **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 Westboro***

The parking spaces along Kirkwood Avenue north of Richmond Road (parking to the right in the picture) are on-street public parking spaces but due to their location across the street from commercial parking spaces (parking to the left in the picture), they can be easily mistaken as customer parking for commercial uses. These public parking spaces can also be easily missed due to the north side of Kirkwood Avenue being a dead-end and that the parking is not clearly visible from Richmond Road. In order to better promote these public parking spaces, it is recommended that the green “P” wayfinding signs be installed.

### **Image 1 – Parking along Kirkwood Avenue**



## **Section 11 - Recommendations**

After analysing the data, taking the urban planning context into account, applying the principles and objectives of the MPMS, and consulting with stakeholders, the report makes the following recommendations. All recommendations are intended to address the various issues and can be implemented under delegated authority and some have already been put in place.

### **11.1 Recommendations**

#### ***Promotion of Off-Street Parking***

- It is recommended that new green “P” wayfinding signs be at Westboro Station in order to better promote the parking lot (completed through the course of the study)
- It is recommended that the green “P” wayfinding signs be installed on Kirkwood Avenue and Richmond Road in order to better promote the new on-street parking supply on Kirkwood Avenue north of Richmond Road.

#### ***Curb-Side “Street” Parking Supply***

- Increase the number of curb-side “street” parking spaces along the following streets:
  - Madison Avenue – formalize 8-10 new parking spaces by introducing curbs
  - Kirkwood Avenue – formalize 13 new parking spaces (completed)
  - Athlone Avenue – add 1 additional space through the adjustment of regulations (completed).

#### ***Curb-Side Parking Regulations***

- Implement a 90 minute maximum parking time limit from 7:00am – 7:00pm along Richmond Road.
- Review Loading Zones in consultation with the BIA to increase supply by consolidating Loading Zones or reducing the times they are in effect.

#### **Enforcement Levels**

- Request additional enforcement along Richmond Road with regards to time limits.

### ***Parking Pricing***

Pursue paid parking along Danforth Avenue at a rate of \$1.50 per hour . This recommendation requires additional work to determine if Pay & Display machines can be installed due to grade issues and the lack of a sidewalk on the south side of the street. Additional consultation will also contribute to this process.

### ***Future Considerations***

- It is recommended that the City of Ottawa monitor the impacts of the paid parking along Danforth Avenue (in the event it is installed).

## **Appendix 1 – Development Applications within Westboro**

### **1. 360 Patricia Avenue**

- Type of Application: Site Plan Control
- Application Date: January 20, 2010
- Status: Approved
- Description: The applicant is proposing an eight-storey, 162 unit residential condominium building with 780 square metres of retail space on the main floor. The proposal includes 165 underground parking spaces, with access to the parking garage off of Patricia Street. The Ontario Municipal Board granted variances including an increase in maximum building height from 19 metres to 24 metres in 2009.

### **2. 114 Richmond Road**

- Type of Application: Zoning By-law Amendment
- Application Date: March 19, 2010
- Status: Approved
- Description: To develop multi-use buildings. Amendment required to permit various uses of a building height of 12-storeys.
- Type of Application: Site Plan Control
- Application Date: August 31, 2010
- Status: Approved
- Description: To allow a mixed-use development, consisting of nine new buildings from three- to nine-storeys, the adaptive reuse of the convent building on the property and open space.
- Type of Application: Zoning By-law Amendment
- Application Date: September 1, 2011
- Status: Cancelled
- Description: N/A
- Type of Application: Site Plan Control
- Application Date: June 15, 2012
- Status: Active
- Description: Second Phase of the Site Plan approval for the Sister's of the visitation.
- Type of Application: Zoning By-law Amendment
- Application Date: July 31, 2012
- Status: Cancelled
- Description: Mixed-use development consisting of residential, commercial and seniors residence and includes retention of existing heritage building.
- Type of Application: Site Plan Control
- Application Date: January 28, 2015
- Status: Approved

- Description: To extend an existing Site Plan for Phase II of the development of the Sisters of the Visitation property.

### **3. 356 Richmond Road**

- Type of Application: Cash-in-lieu of Parking
- Application Date: June 3, 2010
- Status: Approved
- Description: Converting retail space into a restaurant.

### **4. 323 Winona Avenue**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: September 16, 2010
- Status: Approved
- Description: To redesignate two of the 38 parking stalls from visitor parking to unit parking. ZBL requires 17 unit stalls and five visitor stalls, for a total of 22; under the current arrangement, 33 of the existing parking stalls are unit stalls and five are visitor parking.

### **5. 375 Danforth Avenue / 366, 378, 380 Richmond Road**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: September 24, 2010
- Status: Approved
- Description: To construct a new two-storey addition to an existing two-storey retail store (Mountain Equipment Coop) and demolish two smaller buildings on the lot west of the current store to expand the parking area. Cash-in-Lieu of Parking is requested because the parking requirements set out in the Zoning By-law exceed the number of units the applicant is able to provide in the new parking lot. The proposed development requires 78 parking spaces and the applicant can only provide 72. Therefore cash-in-lieu of parking for 6 parking spaces is requested.
- Type of Application: Site Plan Control
- Application Date: September 24, 2010
- Status: Approved
- Description: To construct an 881 square metres, two-storey addition to retail store and demolish two smaller buildings on the site in order to expand the parking lot.

### **6. 342 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: October 20, 2010
- Status: Approved
- Description: Proposed change of use from retail to food premise (Sushi Restaurant).



## **7. 416 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: November 29, 2010
- Status: Approved
- Description: New mixed-use, commercial and residential condominium tower (102 units) now under construction, with two floors of underground parking.

## **8. 300 Richmond Road**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: February 28, 2011
- Status: Approved
- Description: The purpose of this application is to permit cash-in-lieu of parking for nine parking spaces required for the proposed development of a four-storey retail/office building as per Site Plan Application D07-12-10-0080.

## **9. 335 Roosevelt Avenue**

- Type of Application: Zoning By-law Amendment
- Application Date: July 29, 2011
- Status: Approved
- Description: The applicant is proposing to construct two new high-rise condominium apartment buildings having a height of 16- and 14- storeys and a total of approximately 194 units.
- Type of Application: Site Plan Control
- Application Date: January 17, 2012
- Status: Cancelled
- Description: Three industrial buildings are situated on this site and the other two buildings are currently vacant.
- Type of Application: Zoning By-law Amendment
- Application Date: July 31, 2012
- Status: Approved
- Description: Two high-rise residential condominium apartment buildings are being proposed for this site.

## **10. 175 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: October 21, 2011
- Status: Pending
- Description: The Zoning By-law Amendment and Site Plan Control application propose a nine-storey mixed-use building along Richmond Road, stepping down to six-storeys along Kirkwood Avenue and four-storeys along Wilber Avenue. The nine-storey portion of the building is proposed to accommodate commercial uses on the main floors with

residential uses above with the remainder of the building consisting of residential units. In total, there are 241 residential units proposed and approximately 675 m<sup>2</sup> of retail commercial along Richmond Road.

- Type of Application: Zoning By-law Amendment
- Application Date: October 21, 2011
- Status: Active
- Description: The Zoning By-law Amendment and Site Plan Control application propose a nine-storey mixed-use building along Richmond Road, stepping down to six-storeys along Kirkwood Avenue and four-storeys along Wilber Avenue. The nine-storey portion of the building is proposed to accommodate commercial uses on the main floors with residential uses above with the remainder of the building consisting of residential units. In total, there are 241 residential units proposed and approximately 675 m<sup>2</sup> of retail commercial along Richmond Road.
- Type of Application: Zoning By-law Amendment
- Application Date: June 18, 2014
- Status: Cancelled
- Description: N/A

#### **11. 405 Tweedsmuir Avenue**

- Type of Application: Site Plan Control
- Application Date: December 20, 2011
- Status: Approved
- Description: The purpose of this application is to obtain approval for the development of a four-storey low rise apartment building with surface parking.

#### **12. 111 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: January 20, 2010
- Status: Approved
- Description: The applicant is proposing an eight storey 162 unit residential condominium building with 780 square metres of retail space on the main floor. The proposal includes 165 underground parking spaces, with access to the parking garage off of Patricia Street. The Ontario Municipal Board granted variances including an increase in maximum building height from 19 metres to 24 metres in 2009.
- Type of Application: Cash-in-Lieu of Parking
- Application Date: July 5, 2013
- Status: Approved
- Description: Application to reduce the required visitor parking spaces by 14 spaces.

### **13. 401 Richmond Road / 399 Richmond Road**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: March 8, 2012
- Status: Approved
- Description: The applicant is proposing to construct a 92.62 square metres addition to the rear of the existing one-storey retail building, which triggers the requirement for one additional parking space on site. As the required parking space cannot be accommodated on the subject property, the applicant is requesting to provide cash-in-lieu of one parking space.
- Type of Application: Cash-in-Lieu of Parking
- Application Date: July 9, 2013
- Status: Approved
- Description: For a change of use for 350M squared of the existing building from retail use to a restaurant.

### **14. 337 Richmond Road**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: May 9, 2012
- Status: Approved
- Description: Change in use from a bank use to a full service restaurant. Interior renovations to create a gross leasable area of 292 square metres anticipated.

### **15. 319 McRae Avenue**

- Type of Application: Site Plan Control
- Application Date: March 22, 2013
- Status: Approved
- Description: The purpose of this application is to construct a 28.6-metre (maximum 8-storey) mixed-use building. The proposed building will contain 4,200 square metres of commercial space within a 2-storey podium. There will be two towers located above the podium; a five-storey tower containing 12,755 square metres of commercial office space, and a six-storey tower containing 13,715 square metres of residential space. There will be 126 residential units.
- Type of Application: Zoning By-law Amendment
- Application Date: March 22, 2013
- Status: Approved
- Description: Construction of a five-storey office tower and a six-storey residential tower atop a two-storey podium. The mixed-use building would have a combination of a surface parking at the rear of the building and underground parking.
- Type of Application: Zoning By-law Amendment
- Application Date: February 11, 2014
- Status: Cancelled
- Description: N/A

## **16. 305 Picton Avenue**

- Type of Application: Zoning By-law Amendment
- Application Date: March 28, 2013
- Status: Cancelled
- Description: The proposed development would see the removal of the existing one and one half-storey detached dwelling in order to construct a four-storey low-rise residential apartment building with 11 dwelling units and seven surface parking spaces in the rear yard.
- Type of Application: Site Plan Control
- Application Date: March 28, 2013
- Status: Cancelled
- Description: Removal of the existing one and one half-storey dwelling to construct a four-storey low-rise residential apartment building with 11 dwelling units and seven parking spaces.

## **17. 2070 Scott Street**

- Type of Application: Site Plan Control
- Application Date: April 2, 2013
- Status: Active
- Description: The purpose of this application is to gain approval for a five-storey office building with potential ground-floor retail space. The proposed building will be oriented towards Scott Street and will be set back from Churchill Avenue to provide possible outdoor amenity space. The building will be set back at the fifth-storey in order to decrease the visual scale and the impact of shadows on adjacent properties. The building will have a maximum height of 20 metres, and a gross floor area of 6,010 square metres. A total of 140 vehicular parking spaces are proposed in an underground parking facility to be accessed from Winona Avenue, and 25 bicycle parking spaces are proposed at grade.
- Type of Application: Site Plan Control
- Application Date: March 24, 2015
- Status: Approved
- Description: Extension of previous site plan approval.

## **18. 236 Richmond Road**

- Type of Application: Zoning By-law Amendment
- Application Date: June 28, 2013
- Status: Approved
- Description: The purpose of the Zoning By-law Amendment is to amend the existing Traditional Mainstreet Zone - TM[83]H(15) to Traditional Mainstreet Zone - TM[XXXX]H(32.5). The Exception would include the following:
  1. To permit a maximum height of 32.5 metres (9-storeys)
  2. To permit a corner side yard setback of 0 metres on Tweedsmuir Avenue

3. To permit a rear yard setback of 0.2 metres for the parking garage and a setback of 5.2 metres for the principle building
4. To eliminate the 45-degree angular plane restriction
5. To permit a reduced driveway aisle width of 5.8 metres
6. To permit 6 small car parking spaces

The proposed development is a nine-storey, 32 metre, mixed-use building with 70 residential units and four commercial units on the ground floor facing Richmond Road. The proposed Gross Floor Area (GFA) is 6,319 square metres with 86% of the GFA devoted to residential and the remainder to commercial. A total of 60 parking spaces will be provided by a three-level underground parking lot.

- Type of Application: Site Plan Control
- Application Date: June 17, 2014
- Status: Approved
- Description: The existing building will be demolished. The proposed new development is for a nine-storey mixed-use building containing commercial on the ground floor and remaining floors will be used for residential consisting of approximately 70 units.

#### **19.399 Richmond Road**

- Type of Application: Cash-in-Lieu of Parking
- Application Date: July 9, 2013
- Status: Approved
- Description: A change of use for 350 square meters of the existing building from retail use to a restaurant. Richmond Winston Commercial Inc. is proposing to reduce the required number of parking spaces from 18 (9 with parking credits applied) to 0 to accommodate a restaurant use.

#### **20. 364 Churchill Avenue**

- Type of Application: Site Plan Control
- Application Date: October 21, 2013
- Status: Approved
- Description: To expand the Westboro Animal Hospital at 364 Churchill Avenue and demolish the existing dwelling at 348 Whitby Avenue to construct parking accessory to the Animal hospital.
- Type of Application: Zoning By-law Amendment
- Application Date: October 21, 2013
- Status: Approved
- Description: Amend zoning at 348 Whitby Avenue to change/add use to permit parking accessory to commercial use (animal hospital) at 364 Churchill Avenue.

#### **21. 108 Richmond Road**

- Type of Application: Zoning By-law Amendment
- Application Date: July 28, 2014

- Status: Cancelled
- Description: Revision of existing site plan.
- Type of Application: Site Plan Control
- Application Date: July 28, 2014
- Status: Approved
- Description: Revision of existing site plan.

## **22. 371 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: August 8, 2014
- Status: Pending
- Description: Applicant is proposing to construct a new nine-storey building at the rear of their property, facing Madison Avenue.
- Type of Application: Zoning By-law Amendment
- Application Date: August 8, 2014
- Status: Pending
- Description: Rezoning to allow a new nine-storey building on the property.

## **23. 352 Danforth Avenue**

- Type of Application: Minor Variance
- Application Date: January 30, 2015
- Status: Approved
- Description: To consider an Application for a Minor Variance to permit a reduced parking space rate for the conversion of the existing office building to a private school. In order to proceed, the Owner requires the Authority of the Committee for a Minor Variance from the Zoning By-law to permit four vehicle parking spaces (0.5 spaces per classroom) whereas the By-law requires a minimum of twelve vehicle parking spaces (1.5 spaces per classroom).

## **24. 351 Churchill Avenue**

- Type of Application: Site Plan Control
- Application Date: July 6, 2015
- Status: Pending
- Description: Proposed two-storey addition to a single-storey commercial building as well as demolition of one building to accommodate parking.

## **25.361 Athlone Avenue**

- Type of Application: Site Plan Control
- Application Date: July 23, 2015
- Status: Approved
- Description: Create a fourth dwelling unit within an existing three unit dwelling.

### **26. 365 Athlone Avenue**

- Type of Application: Site Plan Control
- Application Date: July 23, 2015
- Status: Approved
- Description: Create a fourth dwelling unit within an existing three unit dwelling.

### **27. 70 Richmond Road**

- Type of Application: Site Plan Control
- Application Date: March 4, 2016
- Status: Pending
- Description: The City of Ottawa has received Zoning By-law Amendment and Site Plan Control applications to permit a drive-through facility and a one-storey 65 square metre addition for the conversion of the existing building into a restaurant. The proposal also includes an outdoor commercial patio and new landscaping. The existing building is heritage designated.
- Type of Application: Zoning By-law Amendment
- Application Date: March 4, 2016
- Status: Pending
- Description: The City of Ottawa has received Zoning By-law Amendment and Site Plan Control applications to permit a drive-through facility and a one-storey 65 square metre addition for the conversion of the existing building into a restaurant. The proposal also includes an outdoor commercial patio and new landscaping. The existing building is heritage designated.

### **28. 190 Richmond Road**

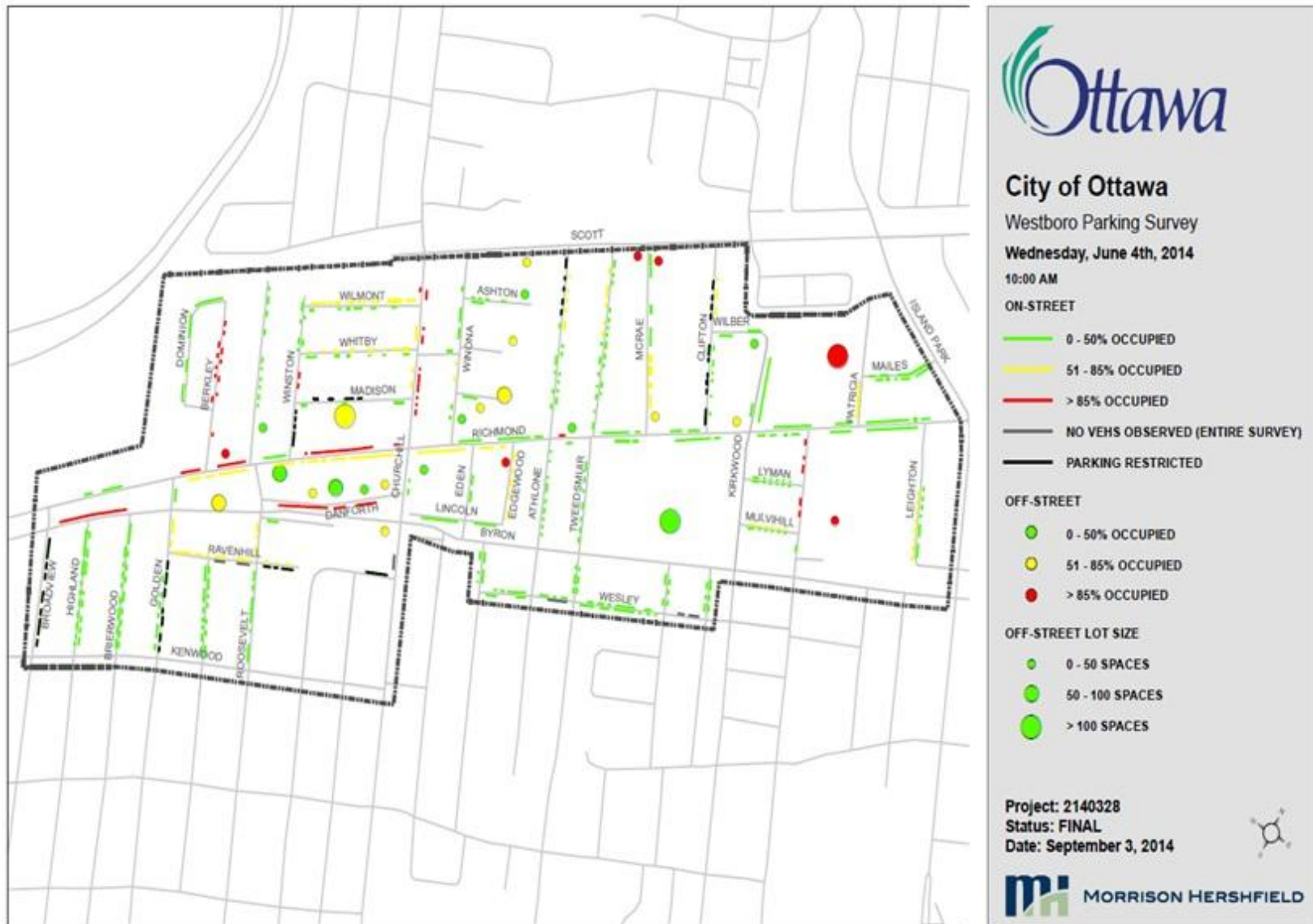
- Type of Application: Site Plan Control
- Application Date: May 2, 2016
- Status: Active
- Description: Proposed development is a 193 unit retirement home consisting of two storey volumes. Unit mix will be combination of independent living and assisted living. A 109 space underground parking garage is included as part of the retirement home.
- Type of Application: Zoning By-law Amendment
- Application Date: May 2, 2016
- Status: Active
- Description: Proposed development is a 193 unit retirement home consisting of two storey volumes. Unit mix will be a combination of independent living and assisted living. A 109 space underground parking garage is included as part of the retirement home.

**29. 404 Eden Avenue**

- Type of Application: Site Plan Control
- Application Date: May 12, 2016
- Status: Active
- Description: 13 unit low-rise apartment building.
- Type of Application: Zoning By-law Amendment
- Application Date: May 12, 2016
- Status: Active
- Description: Four-storey low rise apartment dwelling.



## Appendix 2 - Occupancy Maps







**City of Ottawa**  
 Westboro Parking Survey  
 Wednesday, June 4th, 2014  
 2:00 PM

- ON-STREET**
- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
  - NO VEHs OBSERVED (ENTIRE SURVEY)
  - PARKING RESTRICTED
- OFF-STREET**
- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
- OFF-STREET LOT SIZE**
- 0 - 50 SPACES
  - 50 - 100 SPACES
  - > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014





**City of Ottawa**

Westboro Parking Survey

Wednesday, June 4th, 2014

6:30 PM

**ON-STREET**

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

NO VEH OBSERVED (ENTIRE SURVEY)

PARKING RESTRICTED

**OFF-STREET**

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

**OFF-STREET LOT SIZE**

0 - 50 SPACES

50 - 100 SPACES

> 100 SPACES

Project: 2140328

Status: FINAL

Date: September 3, 2014



MORRISON HERSHFIELD



**City of Ottawa**  
 Westboro Parking Survey  
 Saturday, June 7th, 2014  
 10:00 AM

**ON-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO VEHs OBSERVED (ENTIRE SURVEY)
- PARKING RESTRICTED

**OFF-STREET**

- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
- OFF-STREET LOT SIZE**
- 0 - 50 SPACES
  - 50 - 100 SPACES
  - > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014





## City of Ottawa

Westboro Parking Survey

Saturday, June 7th, 2014

12:00 PM

### ON-STREET

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

NO VEH OBSERVED (ENTIRE SURVEY)

PARKING RESTRICTED

### OFF-STREET

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

### OFF-STREET LOT SIZE

0 - 50 SPACES

50 - 100 SPACES

> 100 SPACES

Project: 2140328

Status: FINAL

Date: September 3, 2014



MORRISON HERSHFIELD



**City of Ottawa**  
 Westboro Parking Survey  
 Saturday, June 7th, 2014  
 2:00 PM

**ON-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO VEHs OBSERVED (ENTIRE SURVEY)
- PARKING RESTRICTED

**OFF-STREET**

- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
- OFF-STREET LOT SIZE**
- 0 - 50 SPACES
  - 50 - 100 SPACES
  - > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014





**City of Ottawa**  
 Westboro Parking Survey  
 Saturday, June 7th, 2014  
 6:30 PM

- ON-STREET**
- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
  - NO VEH OBSERVED (ENTIRE SURVEY)
  - PARKING RESTRICTED
- OFF-STREET**
- 0 - 50% OCCUPIED
  - 51 - 85% OCCUPIED
  - > 85% OCCUPIED
- OFF-STREET LOT SIZE**
- 0 - 50 SPACES
  - 50 - 100 SPACES
  - > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014







**City of Ottawa**

Westboro Parking Survey

Sunday, June 8th, 2014

10:00 AM

**ON-STREET**

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

NO VEH OBSERVED (ENTIRE SURVEY)

PARKING RESTRICTED

**OFF-STREET**

0 - 50% OCCUPIED

51 - 85% OCCUPIED

> 85% OCCUPIED

**OFF-STREET LOT SIZE**

0 - 50 SPACES

50 - 100 SPACES

> 100 SPACES

Project: 2140328

Status: FINAL

Date: September 3, 2014



MORRISON HERSHFIELD



**City of Ottawa**

Westboro Parking Survey

Sunday, June 8th, 2014

12:00 PM

**ON-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO VEH OBSERVED (ENTIRE SURVEY)
- PARKING RESTRICTED

**OFF-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED

**OFF-STREET LOT SIZE**

- 0 - 50 SPACES
- 50 - 100 SPACES
- > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014





**City of Ottawa**  
 Westboro Parking Survey  
 Sunday, June 8th, 2014  
 2:00 PM

**ON-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO VEH OBSERVED (ENTIRE SURVEY)
- PARKING RESTRICTED

**OFF-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED

**OFF-STREET LOT SIZE**

- 0 - 50 SPACES
- 50 - 100 SPACES
- > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014





**City of Ottawa**  
 Westboro Parking Survey  
 Sunday, June 8th, 2014  
 6:30 PM

**ON-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO VEHs OBSERVED (ENTIRE SURVEY)
- PARKING RESTRICTED

**OFF-STREET**

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED

**OFF-STREET LOT SIZE**

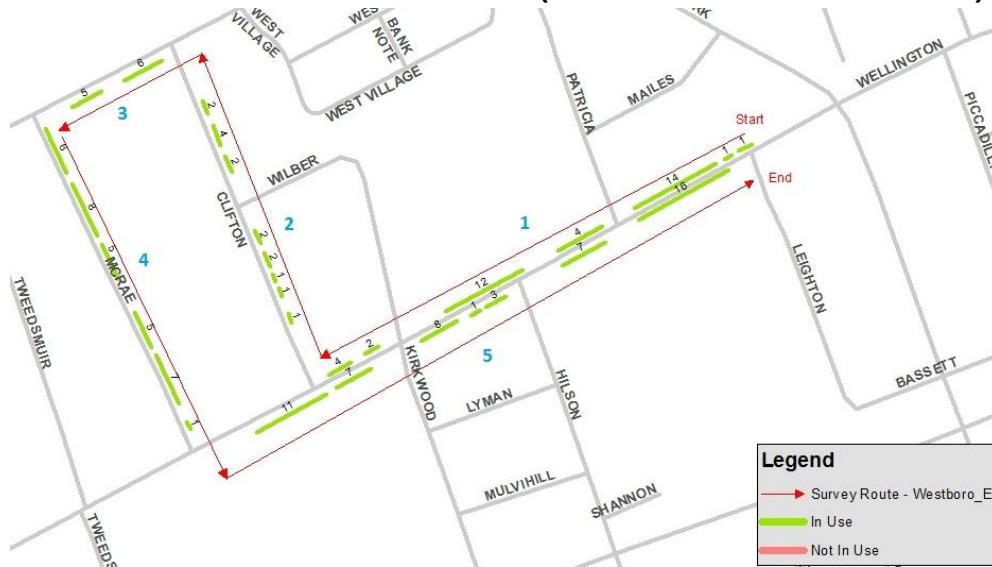
- 0 - 50 SPACES
- 50 - 100 SPACES
- > 100 SPACES

Project: 2140328  
 Status: FINAL  
 Date: September 3, 2014



## Appendix 3 – License Plate Survey Routes

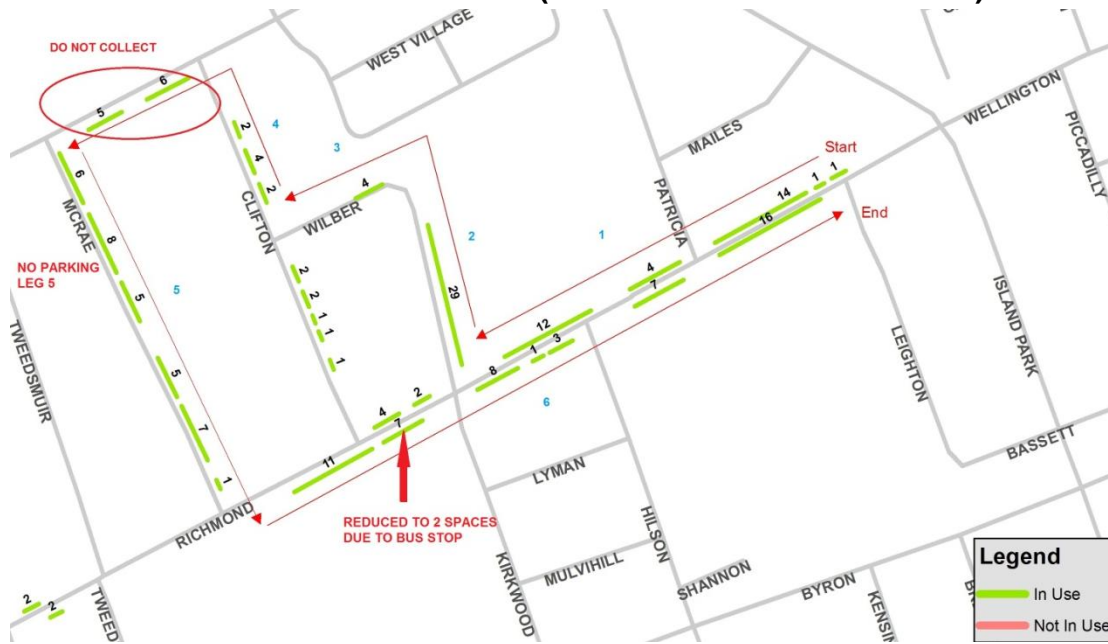
### Route One 2015 – Richmond Road (East of Tweedsmuir Avenue)



### Route Two 2015 – Richmond Road (West of Tweedsmuir Avenue)



### Route One 2016 – Richmond Road (East of Tweedsmuir Avenue)

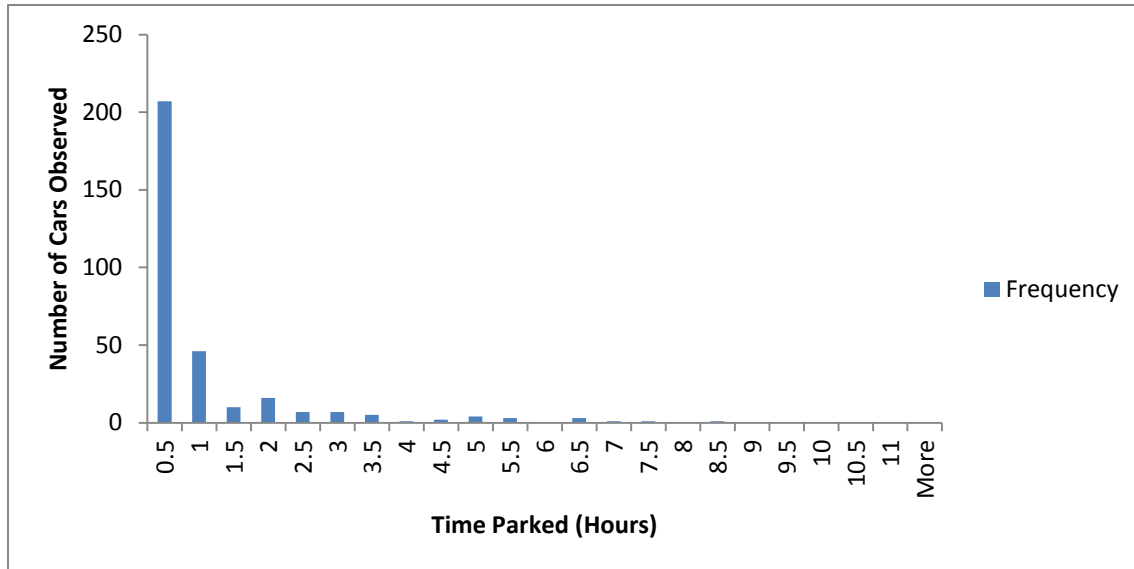


### Route Two 2016 – Richmond Road (West of Tweedsmuir Avenue)



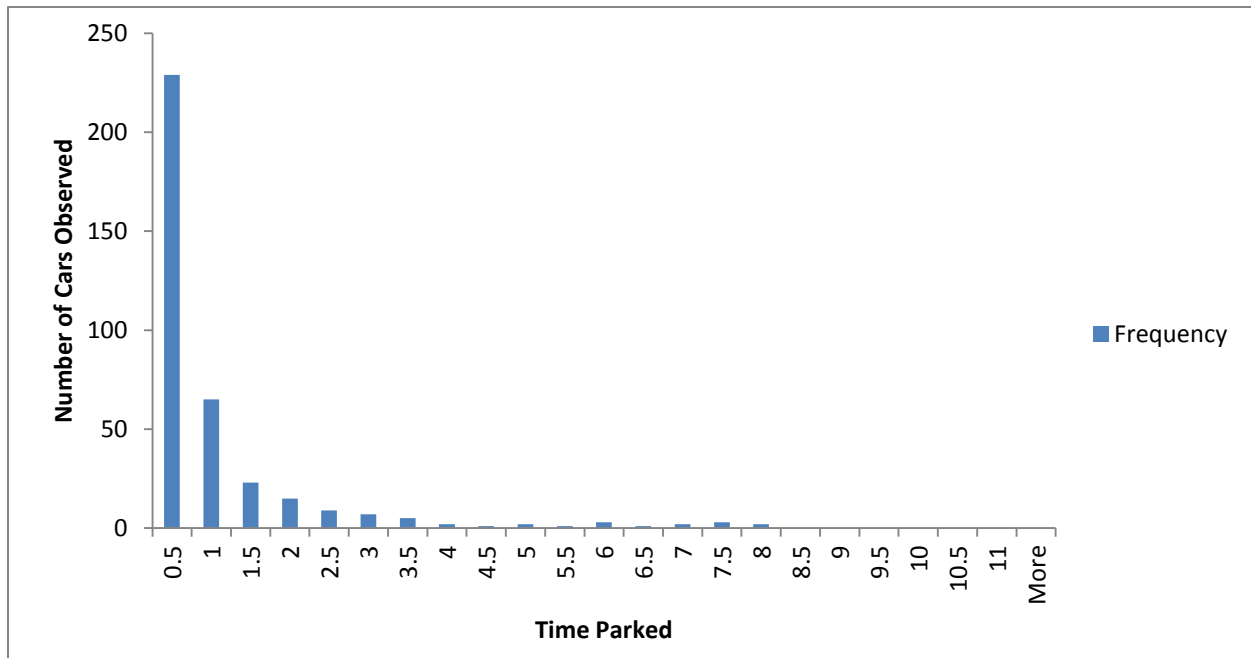
## Appendix 4 - Parking Duration Data

Route One-2015/07/07 (Total Route)



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	207	65.9%	65.9%
1	46	14.6%	80.6%
1.5	10	3.2%	83.8%
2	16	5.1%	88.9%
2.5	7	2.2%	91.1%
3	7	2.2%	93.3%
3.5	5	1.6%	94.9%
4	1	0.3%	95.2%
4.5	2	0.6%	95.9%
5	4	1.3%	97.1%
5.5	3	1.0%	98.1%
6	0	0.0%	98.1%
6.5	3	1.0%	99.0%
7	1	0.3%	99.4%
7.5	1	0.3%	99.7%
8	0	0.0%	99.7%
8.5	1	0.3%	100.0%
9	0	0.0%	100.0%
9.5	0	0.0%	100.0%
10	0	0.0%	100.0%
10.5	0	0.0%	100.0%
11	0	0.0%	100.0%

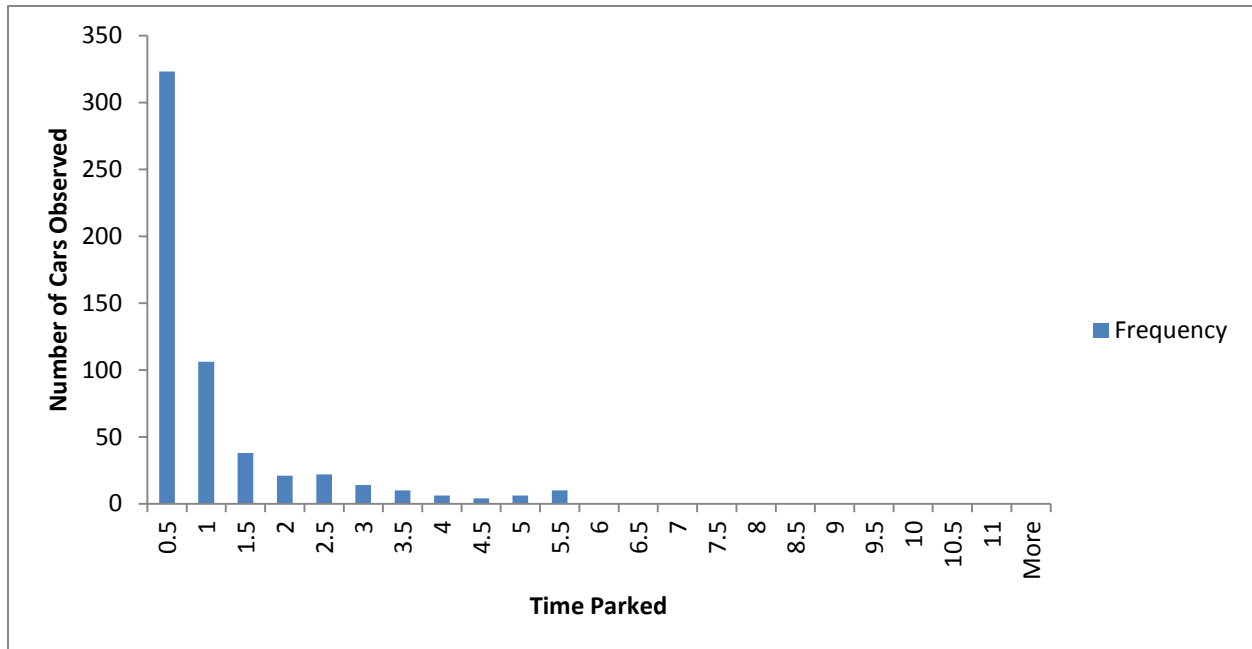
Route One-2015/10/07 (Total Route)



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	229	61.9%	61.9%
1	65	17.6%	79.5%
1.5	23	6.2%	85.7%
2	15	4.1%	89.7%
2.5	9	2.4%	92.2%
3	7	1.9%	94.1%
3.5	5	1.4%	95.4%
4	2	0.5%	95.9%
4.5	1	0.3%	96.2%
5	2	0.5%	96.8%
5.5	1	0.3%	97.0%
6	3	0.8%	97.8%
6.5	1	0.3%	98.1%
7	2	0.5%	98.6%
7.5	3	0.8%	99.5%
8	2	0.5%	100.0%
8.5	0	0.0%	100.0%
9	0	0.0%	100.0%
9.5	0	0.0%	100.0%
10	0	0.0%	100.0%
10.5	0	0.0%	100.0%
11	0	0.0%	100.0%

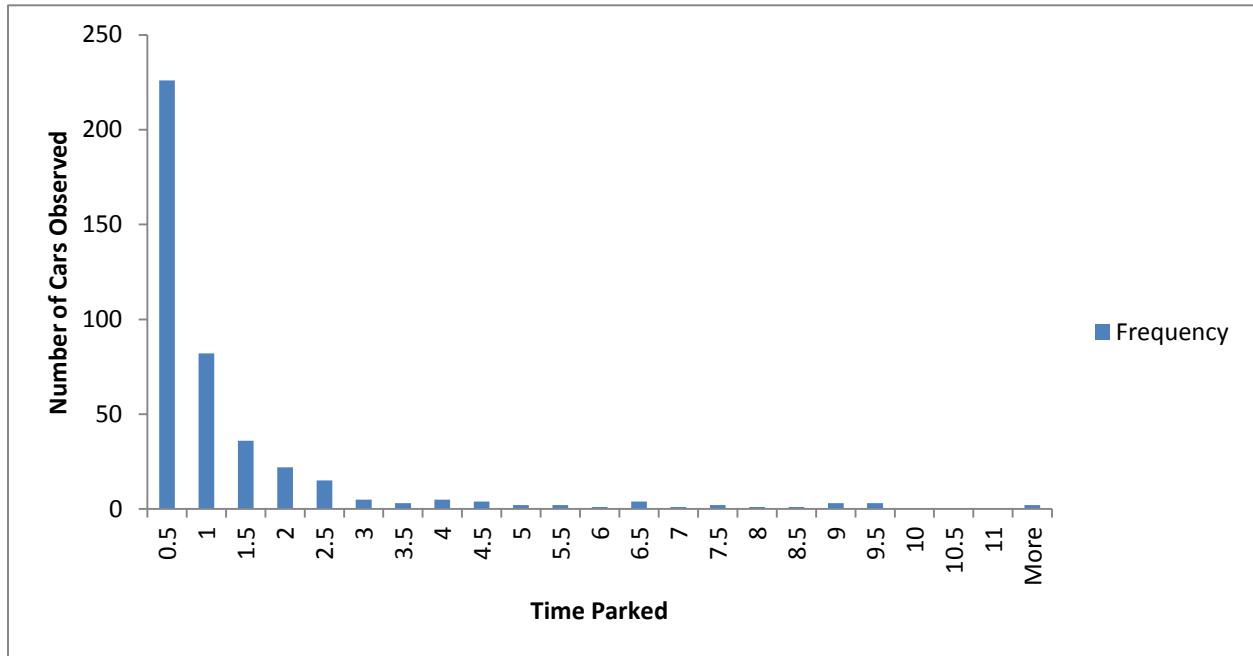


Route One-2015/11/21 (Total Route)



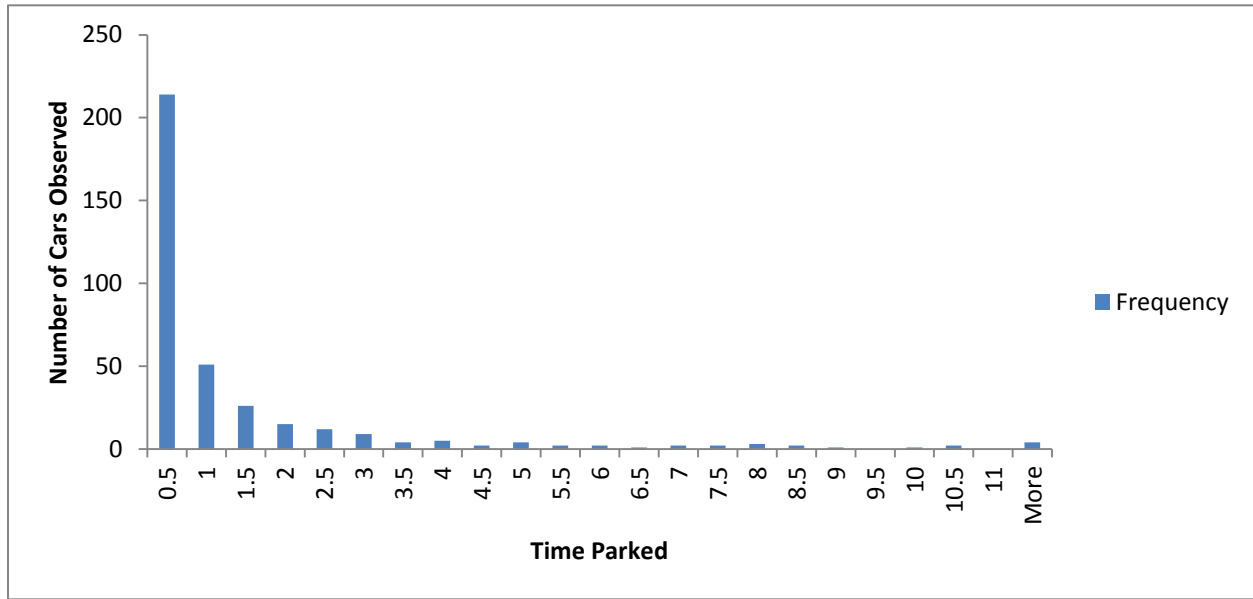
Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	323	57.7%	57.7%
1	106	18.9%	76.6%
1.5	38	6.8%	83.4%
2	21	3.8%	87.1%
2.5	22	3.9%	91.1%
3	14	2.5%	93.6%
3.5	10	1.8%	95.4%
4	6	1.1%	96.4%
4.5	4	0.7%	97.1%
5	6	1.1%	98.2%
5.5	10	1.8%	100.0%
6	0	0.0%	100.0%
6.5	0	0.0%	100.0%
7	0	0.0%	100.0%
7.5	0	0.0%	100.0%
8	0	0.0%	100.0%
8.5	0	0.0%	100.0%
9	0	0.0%	100.0%
9.5	0	0.0%	100.0%
10	0	0.0%	100.0%
10.5	0	0.0%	100.0%
11	0	0.0%	100.0%

Route One-2016/05/31 (Total Route)



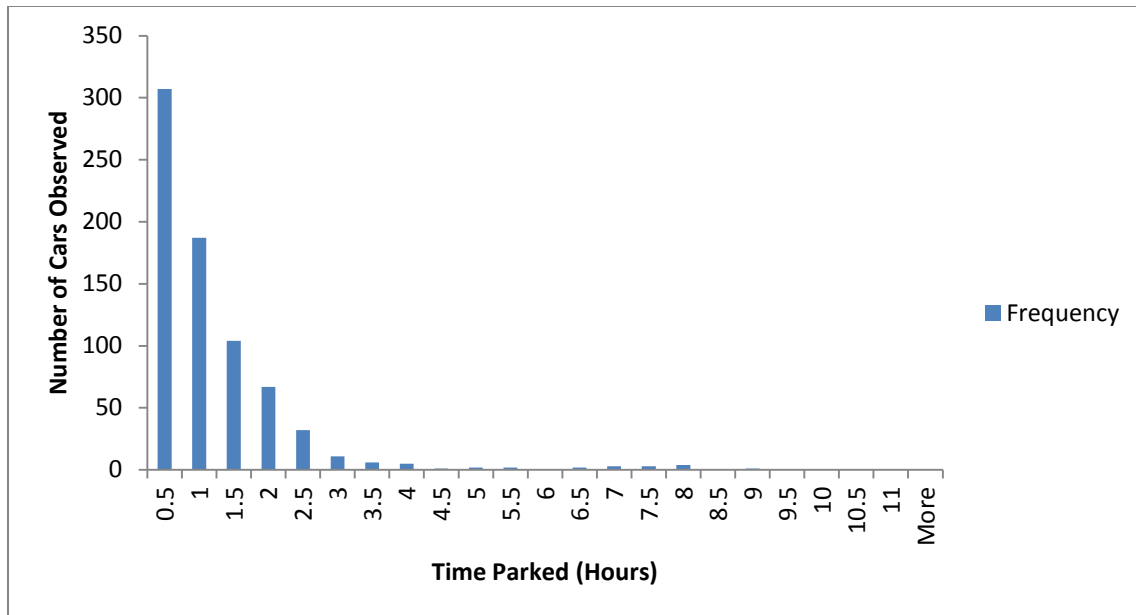
Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	226	53.8%	53.8%
1	82	19.5%	73.3%
1.5	36	8.6%	81.9%
2	22	5.2%	87.1%
2.5	15	3.6%	90.7%
3	5	1.2%	91.9%
3.5	3	0.7%	92.6%
4	5	1.2%	93.8%
4.5	4	1.0%	94.8%
5	2	0.5%	95.2%
5.5	2	0.5%	95.7%
6	1	0.2%	96.0%
6.5	4	1.0%	96.9%
7	1	0.2%	97.1%
7.5	2	0.5%	97.6%
8	1	0.2%	97.9%
8.5	1	0.2%	98.1%
9	3	0.7%	98.8%
9.5	3	0.7%	99.5%
10	0	0.0%	99.5%
10.5	0	0.0%	99.5%
11	0	0.0%	99.5%
More	2	0.5%	100.0%

Route One-2016/06/04 (Total Route)



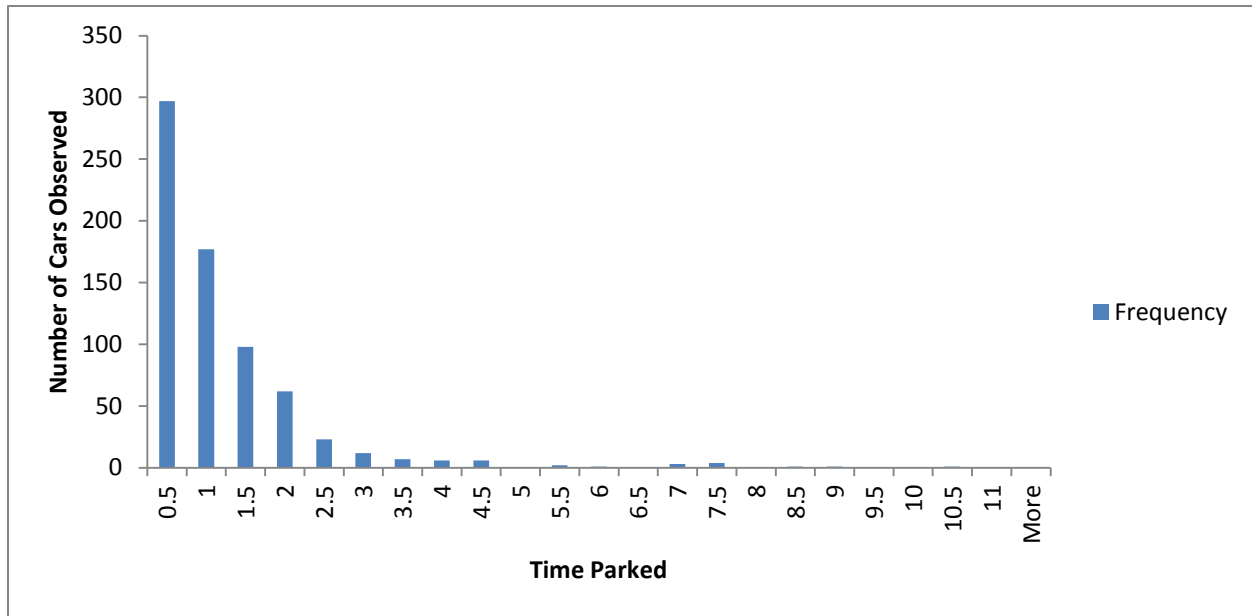
Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	214	58.8%	58.8%
1	51	14.0%	72.8%
1.5	26	7.1%	79.9%
2	15	4.1%	84.1%
2.5	12	3.3%	87.4%
3	9	2.5%	89.8%
3.5	4	1.1%	90.9%
4	5	1.4%	92.3%
4.5	2	0.5%	92.9%
5	4	1.1%	94.0%
5.5	2	0.5%	94.5%
6	2	0.5%	95.1%
6.5	1	0.3%	95.3%
7	2	0.5%	95.9%
7.5	2	0.5%	96.4%
8	3	0.8%	97.3%
8.5	2	0.5%	97.8%
9	1	0.3%	98.1%
9.5	0	0.0%	98.1%
10	1	0.3%	98.4%
10.5	2	0.5%	98.9%
11	0	0.0%	98.9%
More	4	1.1%	100.0%

Route Two-2015/07/09 (Total Route)



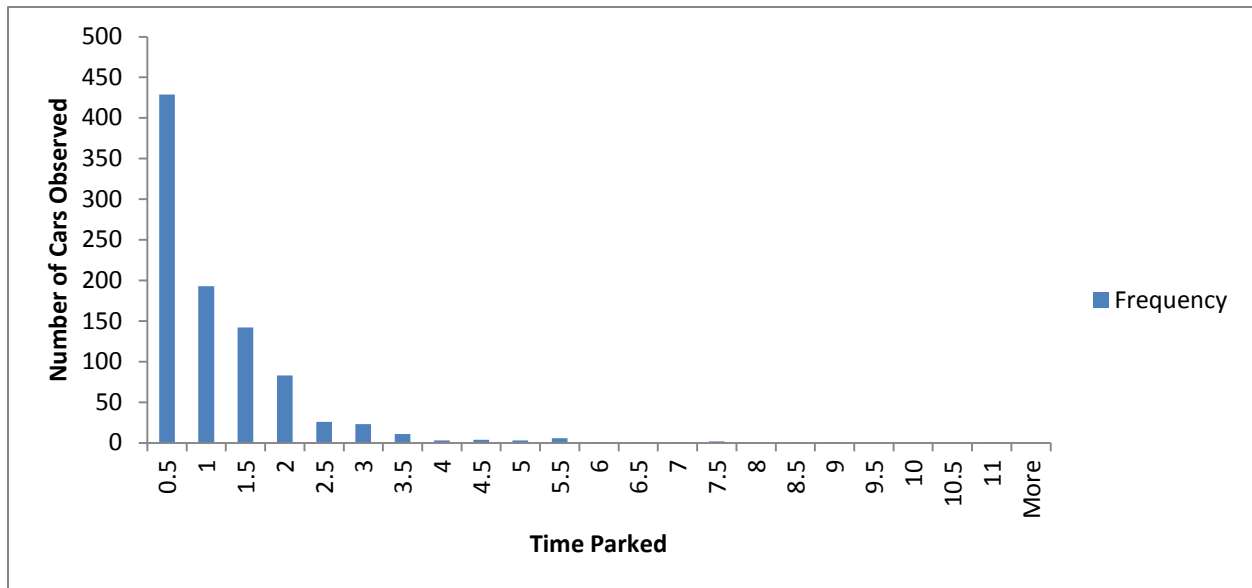
Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	307	41.7%	41.7%
1	187	25.4%	67.0%
1.5	104	14.1%	81.1%
2	67	9.1%	90.2%
2.5	32	4.3%	94.6%
3	11	1.5%	96.1%
3.5	6	0.8%	96.9%
4	5	0.7%	97.6%
4.5	1	0.1%	97.7%
5	2	0.3%	98.0%
5.5	2	0.3%	98.2%
6	0	0.0%	98.2%
6.5	2	0.3%	98.5%
7	3	0.4%	98.9%
7.5	3	0.4%	99.3%
8	4	0.5%	99.9%
8.5	0	0.0%	99.9%
9	1	0.1%	100.0%
9.5	0	0.0%	100.0%
10	0	0.0%	100.0%
10.5	0	0.0%	100.0%
11	0	0.0%	100.0%

Route Two-2015/09/30 (Total Route)



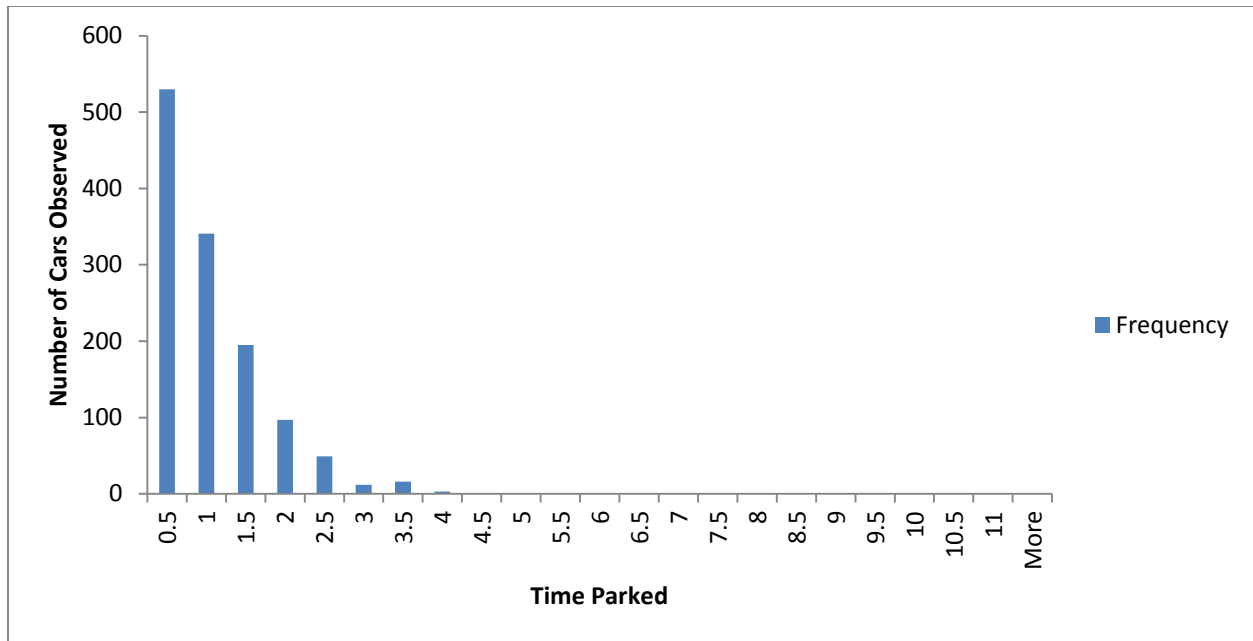
Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	297	42.4%	42.4%
1	177	25.2%	67.6%
1.5	98	14.0%	81.6%
2	62	8.8%	90.4%
2.5	23	3.3%	93.7%
3	12	1.7%	95.4%
3.5	7	1.0%	96.4%
4	6	0.9%	97.3%
4.5	6	0.9%	98.1%
5	0	0.0%	98.1%
5.5	2	0.3%	98.4%
6	1	0.1%	98.6%
6.5	0	0.0%	98.6%
7	3	0.4%	99.0%
7.5	4	0.6%	99.6%
8	0	0.0%	99.6%
8.5	1	0.1%	99.7%
9	1	0.1%	99.9%
9.5	0	0.0%	99.9%
10	0	0.0%	99.9%
10.5	1	0.1%	100.0%
11	0	0.0%	100.0%

### Route Two-2015/11/14 (Total Route)



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	429	46.1%	46.1%
1	193	20.7%	66.8%
1.5	142	15.3%	82.1%
2	83	8.9%	91.0%
2.5	26	2.8%	93.8%
3	23	2.5%	96.2%
3.5	11	1.2%	97.4%
4	3	0.3%	97.7%
4.5	4	0.4%	98.2%
5	3	0.3%	98.5%
5.5	6	0.6%	99.1%
6	1	0.1%	99.2%
6.5	1	0.1%	99.4%
7	1	0.1%	99.5%
7.5	2	0.2%	99.7%
8	0	0.0%	99.7%
8.5	1	0.1%	99.8%
9	1	0.1%	99.9%
9.5	0	0.0%	99.9%
10	0	0.0%	99.9%
10.5	0	0.0%	99.9%
11	1	0.1%	100.0%

Route Two-2016/06/01 (Total Route)



Time Stayed (Hours)	Frequency of Observations	Frequency as a Percentage	Cumulative Frequency
0.5	530	42.4%	42.4%
1	341	27.3%	69.6%
1.5	195	15.6%	85.2%
2	97	7.8%	93.0%
2.5	49	3.9%	96.9%
3	12	1.0%	97.8%
3.5	16	1.3%	99.1%
4	3	0.2%	99.4%
4.5	0	0.0%	99.4%
5	1	0.1%	99.4%
5.5	1	0.1%	99.5%
6	1	0.1%	99.6%
6.5	0	0.0%	99.6%
7	1	0.1%	99.7%
7.5	0	0.0%	99.7%
8	0	0.0%	99.7%
8.5	1	0.1%	99.8%
9	1	0.1%	99.8%
9.5	1	0.1%	99.9%
10	1	0.1%	100.0%
10.5	0	0.0%	100.0%
11	0	0.0%	100.0%
More	0	0.0%	100.0%

## Appendix 5 – Travel Survey Questionnaire

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)?

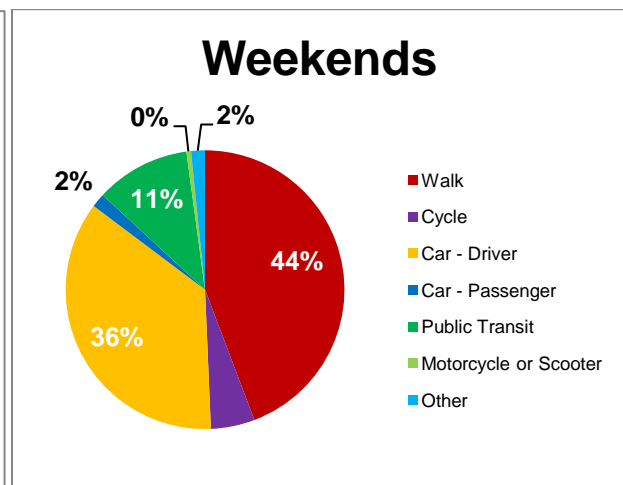
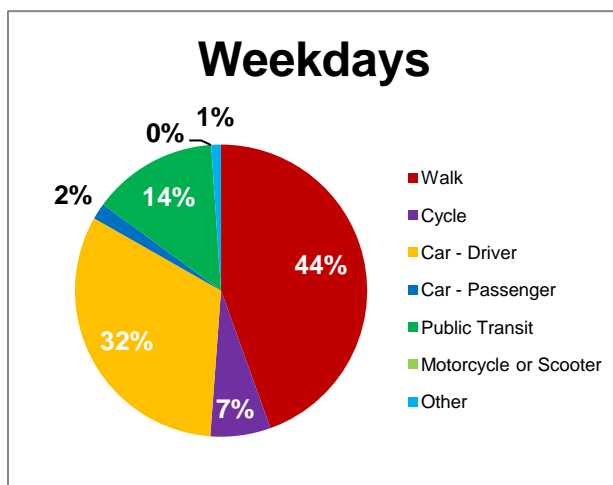
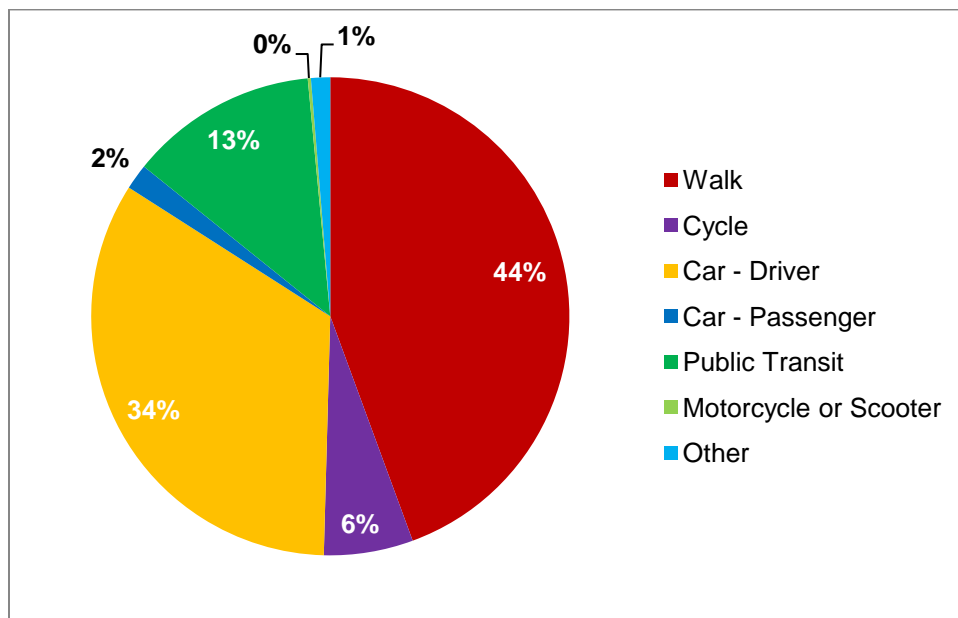
Where is your farthest destination today? (Please indicate on the map)

## Appendix 6 – Travel Survey Results

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

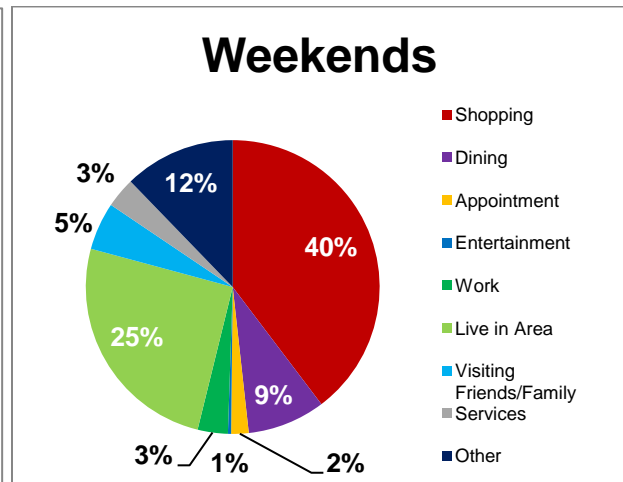
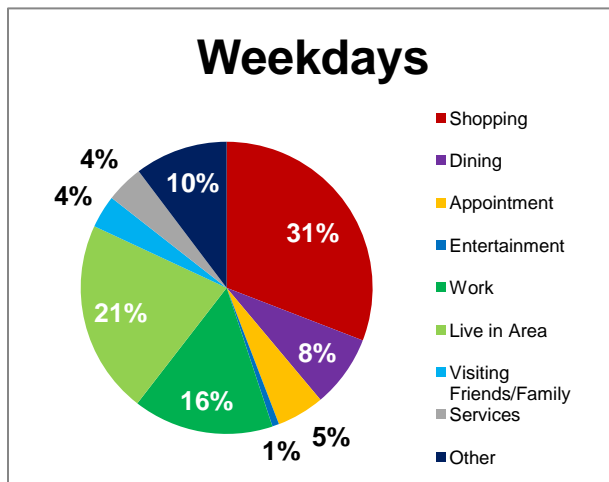
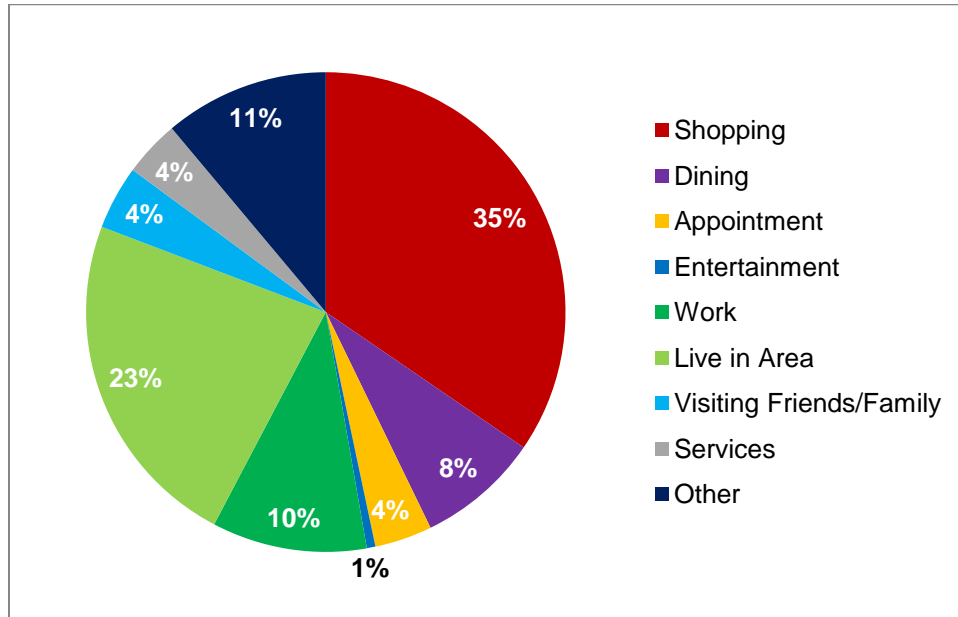
### How did you get to Westboro today?

Overall, almost half of the respondents (44%) indicated that they got to the study area by walking. The second most popular mode of travel was driving, followed by public transit. The weekdays and weekends provide very similar results.



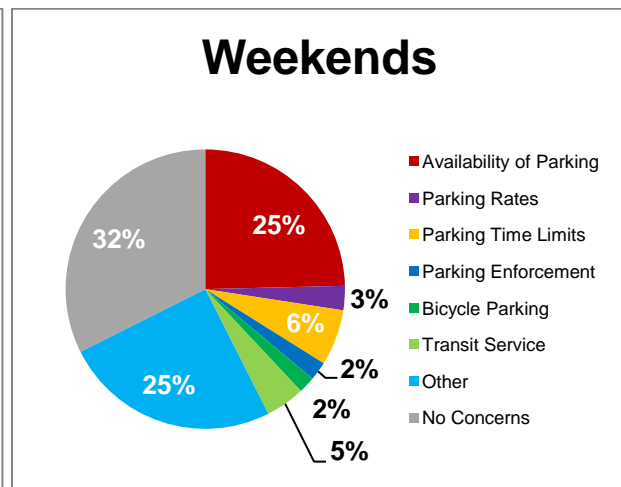
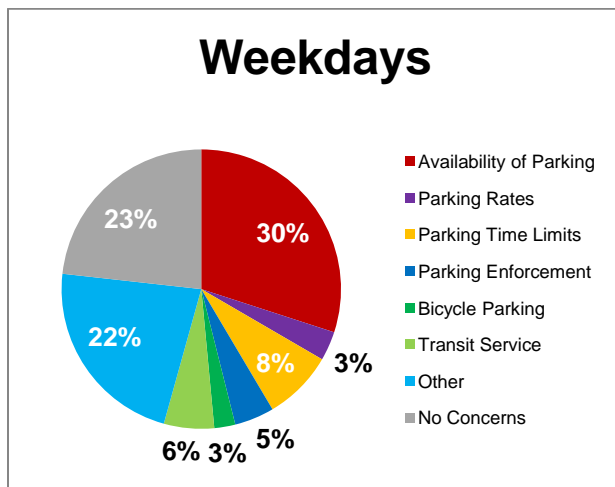
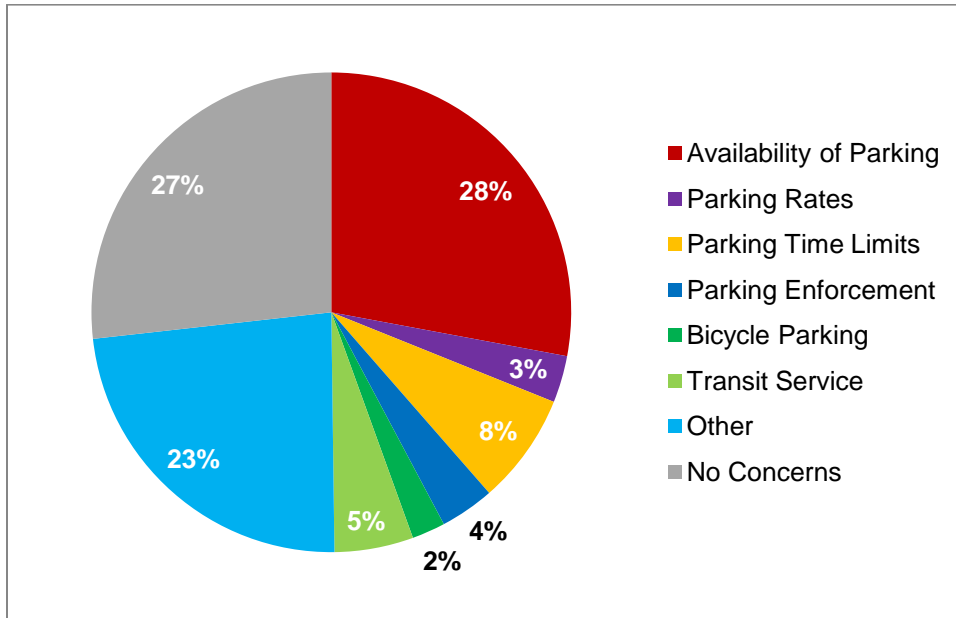
### What is the purpose of your trip?

Overall, shopping (35%), living in the area (23%), and other (11%) were the main reasons why people were in the study area. More people were in the study area for work on weekdays (16%) compared to weekends (8%). More people were in the study area for shopping on the weekend (40%) compared to weekdays (31%).



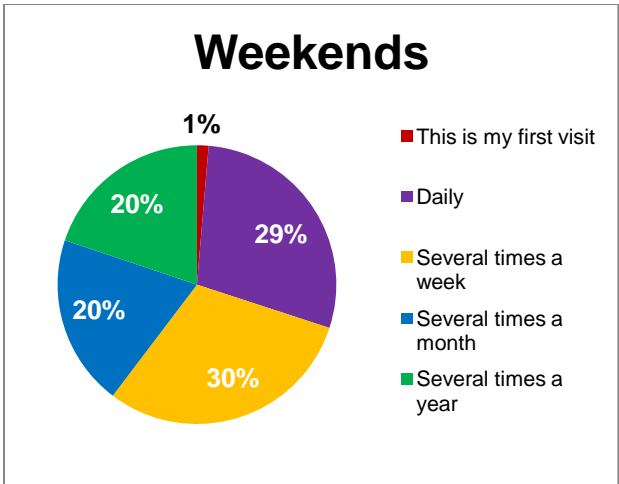
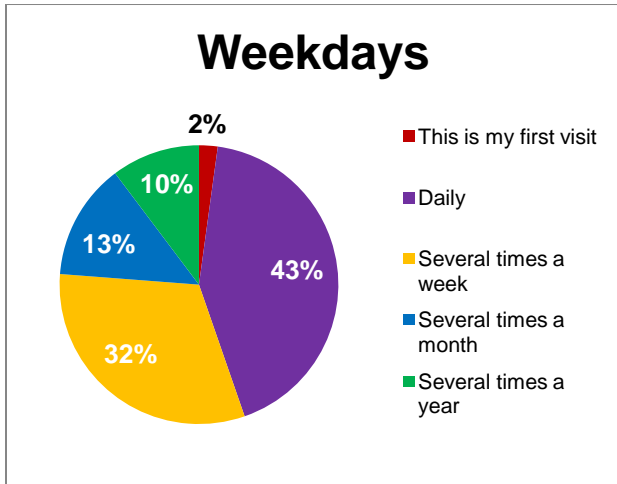
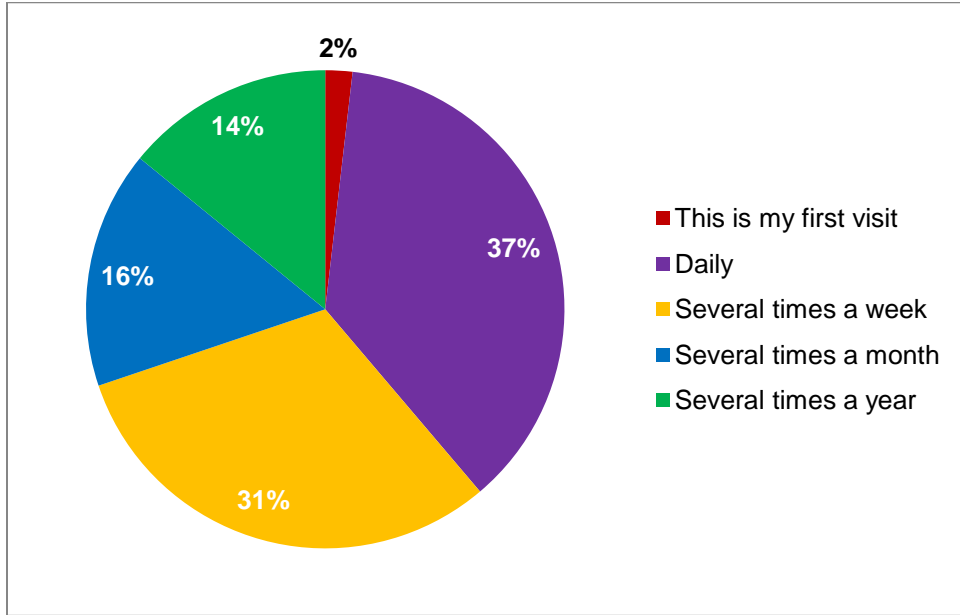
### What are your concerns travelling to this area?

The majority of survey respondents (28%) were concerned about availability of parking, closely followed by 23% who have other concerns. 27% of respondents had no concerns. More people were concerned about availability of parking on weekdays (30%) compared to weekends (25%). There were more people without concerns on weekends (32%) compared to weekdays (23%).



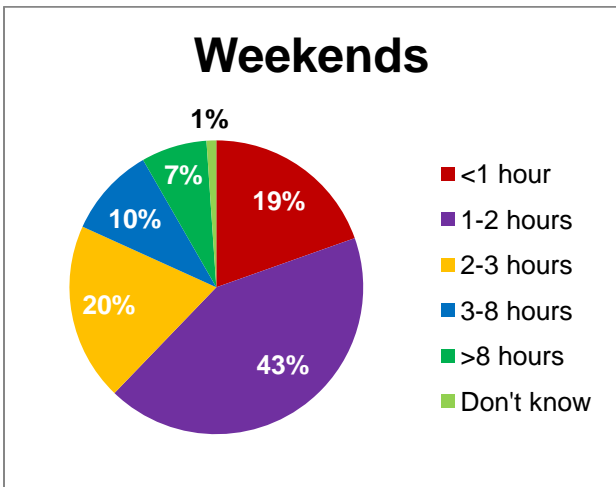
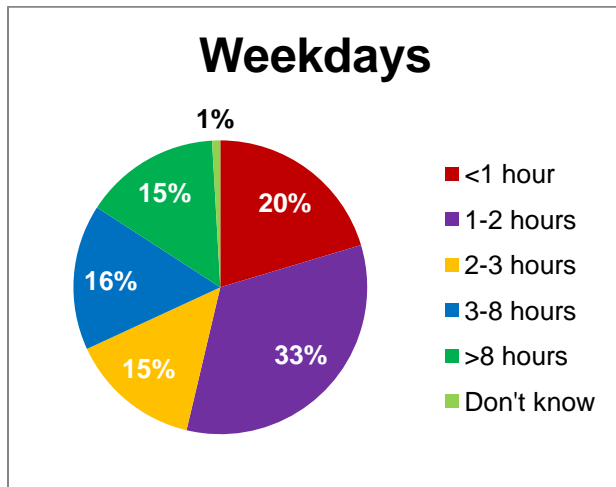
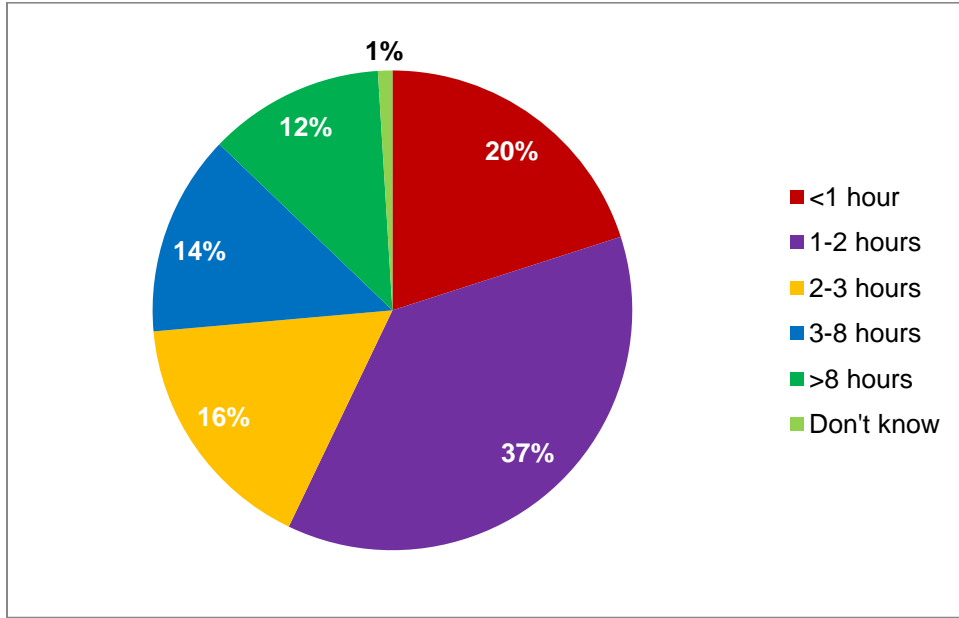
### How often do you come to the area?

The results show that overall, the majority of respondents (37%) visit Westboro daily. 31% visit several times a week, 16% visit several times a month, and 14% visit several times a year. Comparing weekdays and weekends, weekends have more people who don't visit Westboro as frequently.



### How long do you expect to stay in the area?

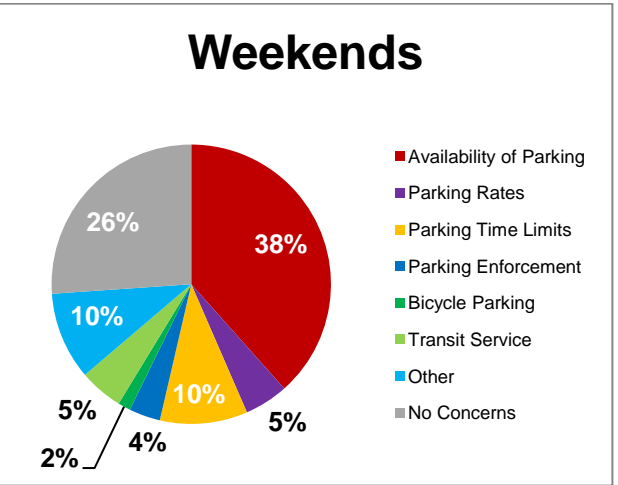
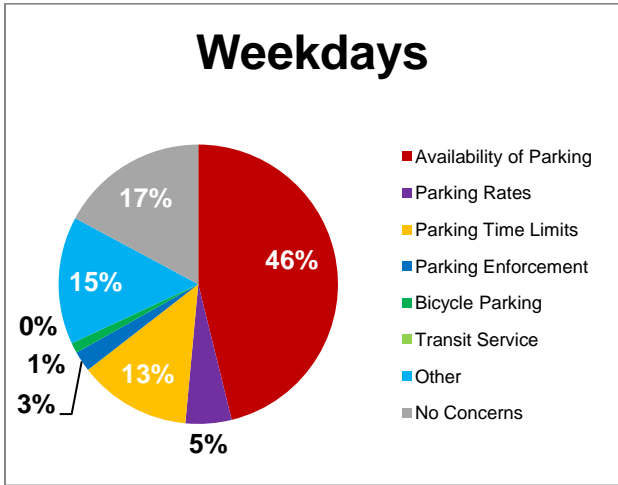
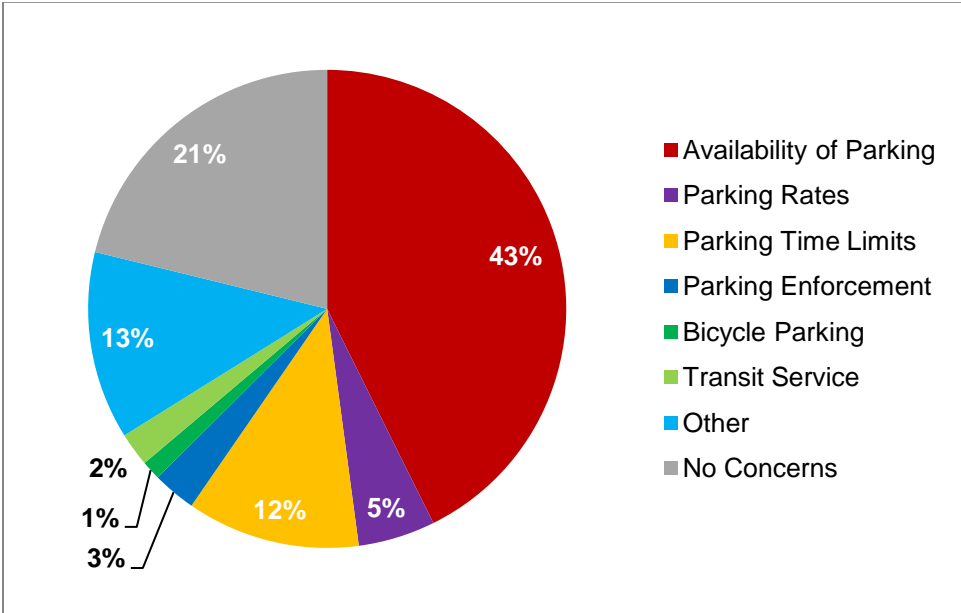
Short-term parking is defined as “parking with a duration less than three hours”. The survey results show that 68% of weekday respondents and 82% of weekend respondents indicated that they would be in the study area for three hours or less. This concludes that long-term parking is more prevalent during weekdays and short-term parking is more prevalent during the weekend.



The following six questions include the responses of patrons who drove to the study area. A patron is someone who indicated they are in the area for at least one of the following: shopping, dining, entertainment, appointments, services.

**What are your concerns travelling to this area?**

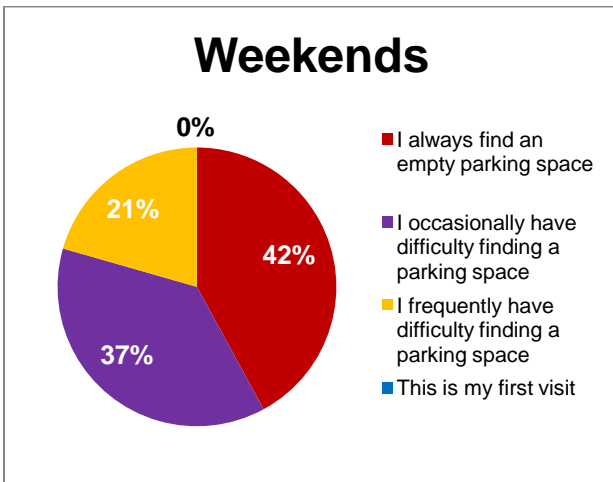
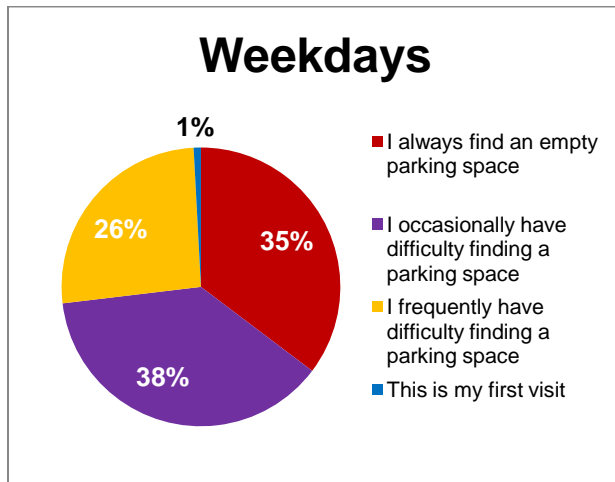
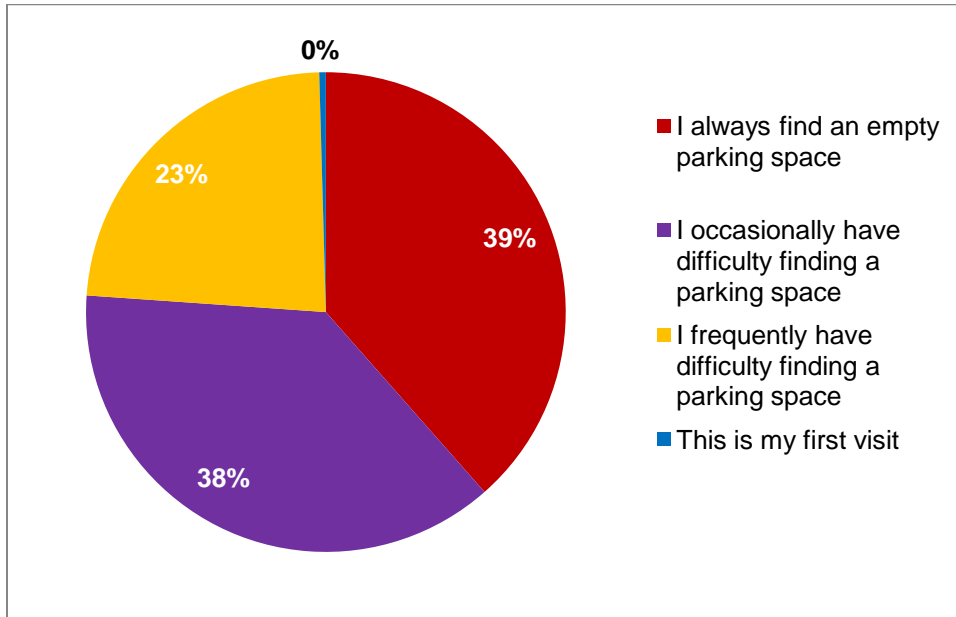
The majority of patrons (43%) were concerned with availability of parking, followed by other (13%) and parking time limits (12%). 21% had no concerns. More patrons were concerned about availability of parking on weekdays (46%) compared to weekends (38%).





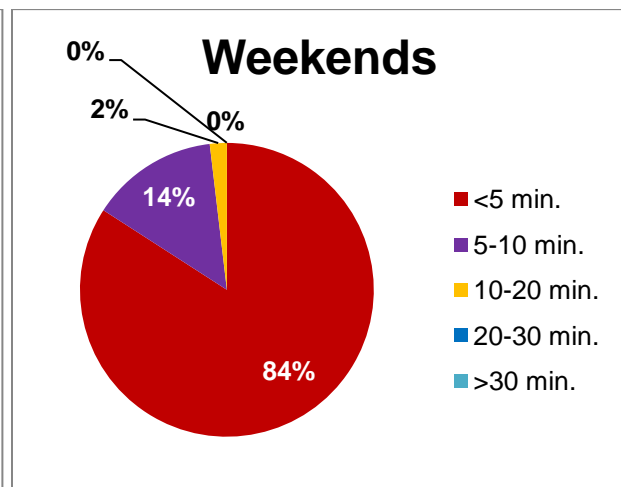
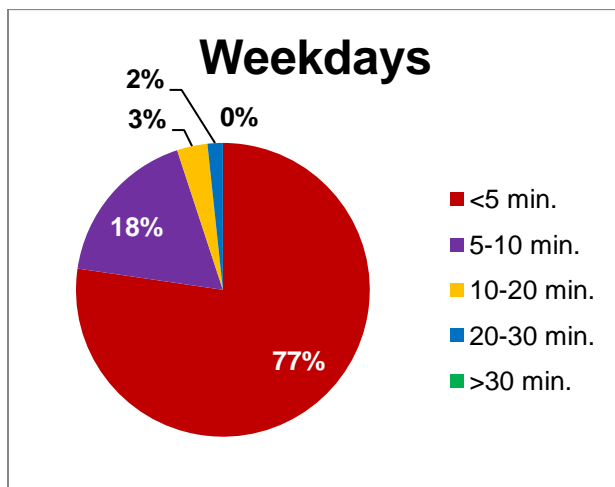
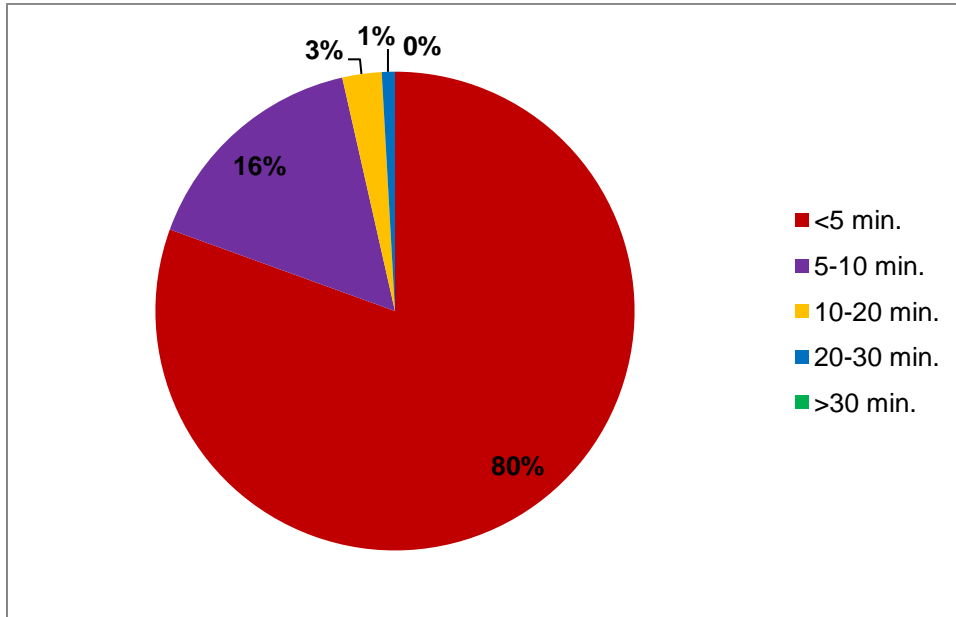
### When you park here, how easy is it for you to find a parking space?

The majority of patrons (39%) always find a parking space, while 38% occasionally have difficulty finding a parking space and 23% frequently have difficulty finding a parking space. More people always find a parking space on weekends (42%) compared to weekdays (35%).



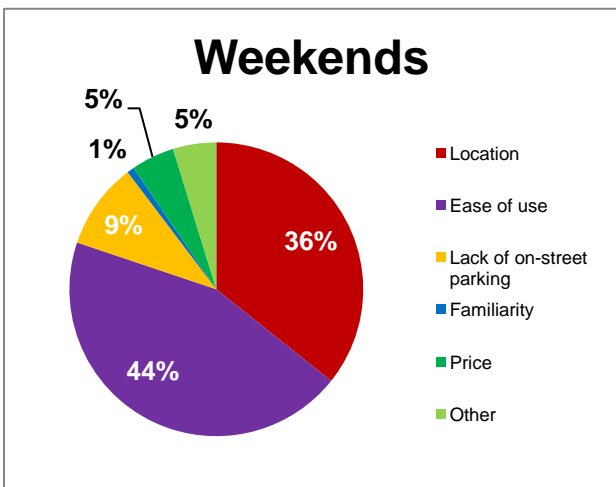
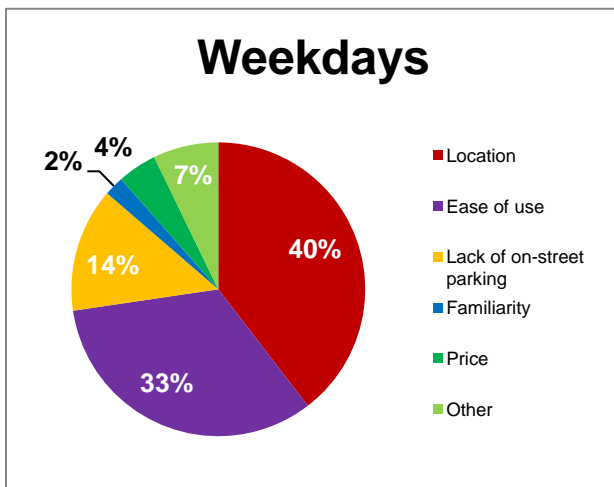
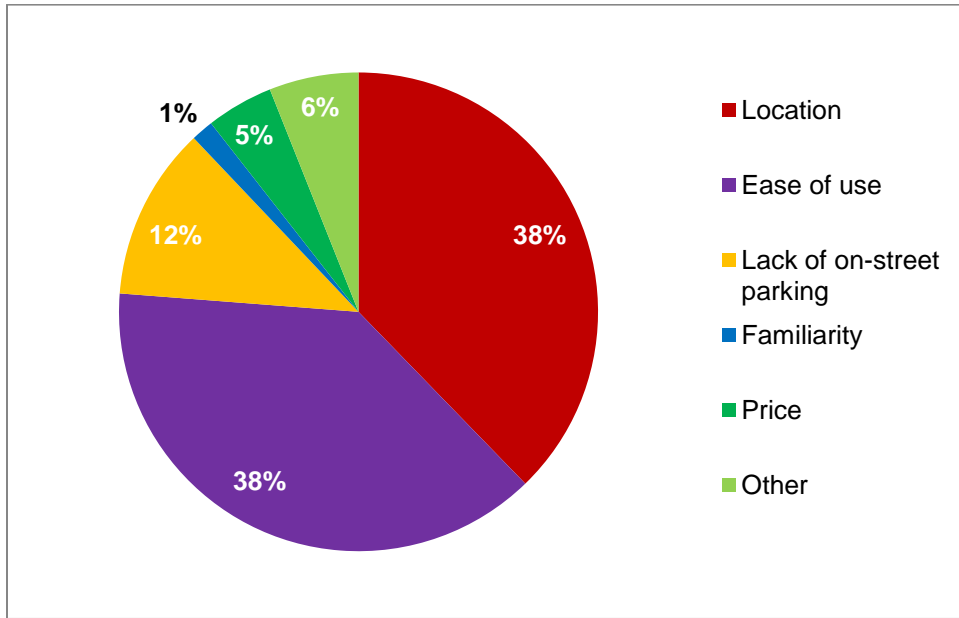
### How long did it take you to find a parking space today?

Overall, most of the patrons (80%) spent less than five minutes finding a parking space and 16% took between five to ten minutes. It took 77% of weekday patrons less than five minutes to find a parking space compared to the 84% weekend patrons.



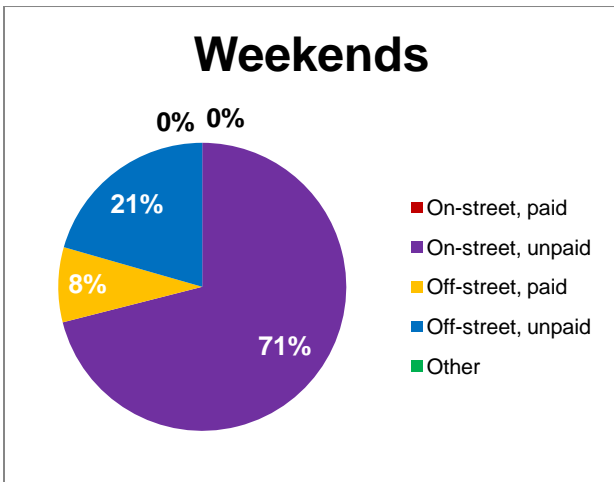
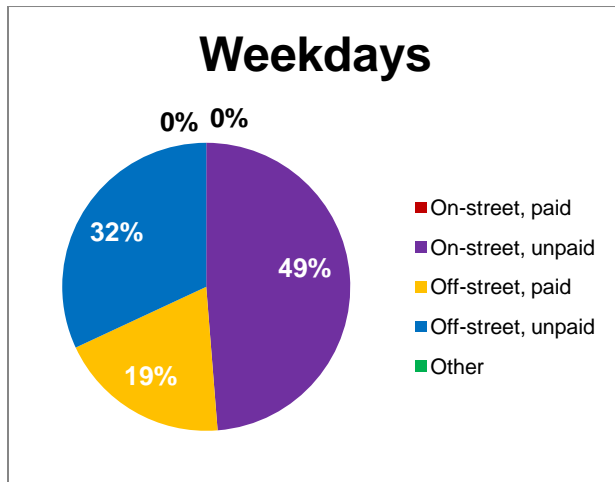
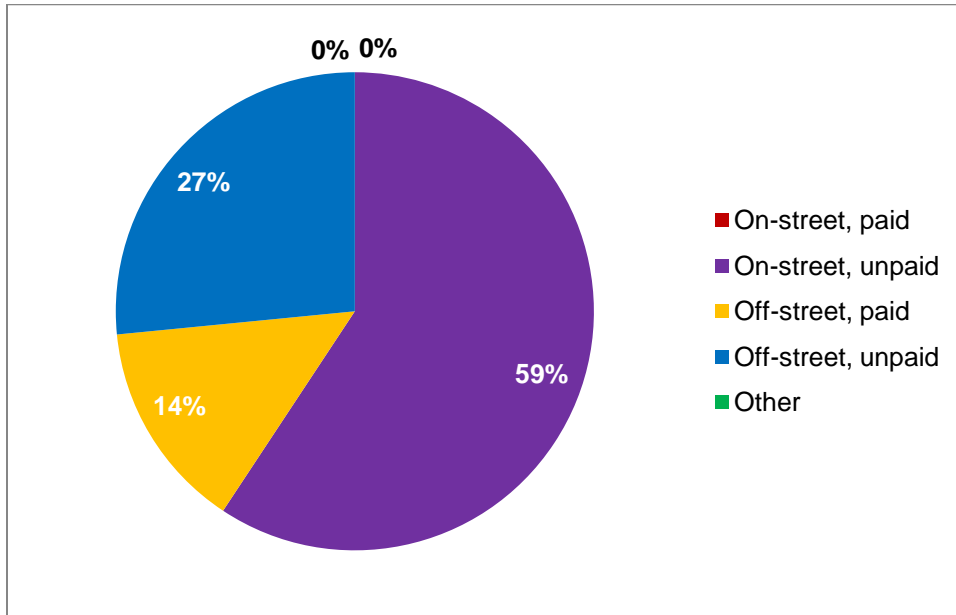
### Why did you choose to park where you did?

Overall, location and ease of use were tied for the biggest factor in choosing a parking space (38% each). These are followed by 12% who chose lack of on-street parking. There are more patrons on weekdays (40%) who found location to be a major factor compared to weekends (36%). Ease of use was more important on weekends (44%) compared to weekdays (33%).



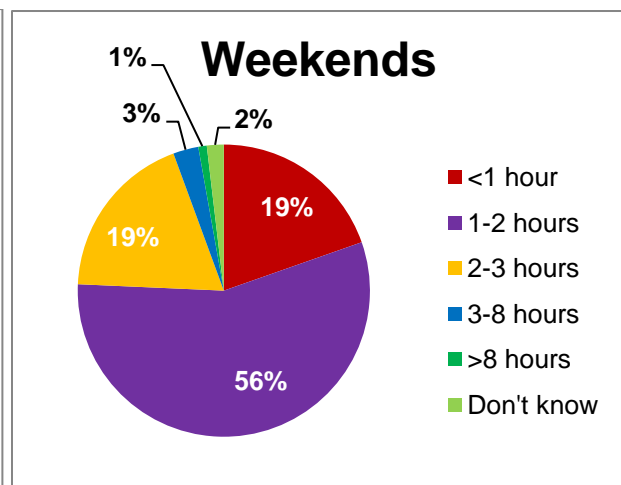
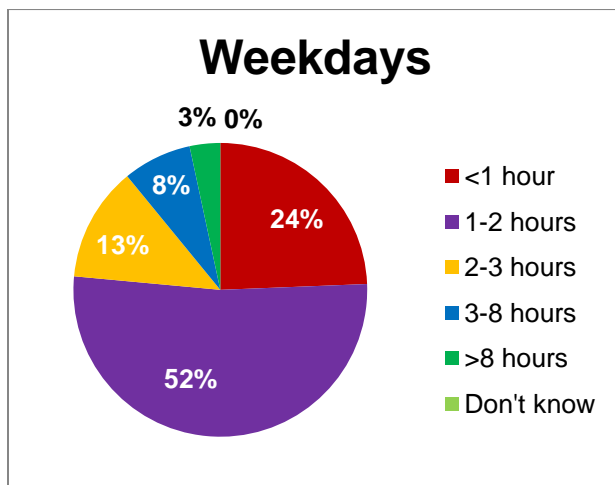
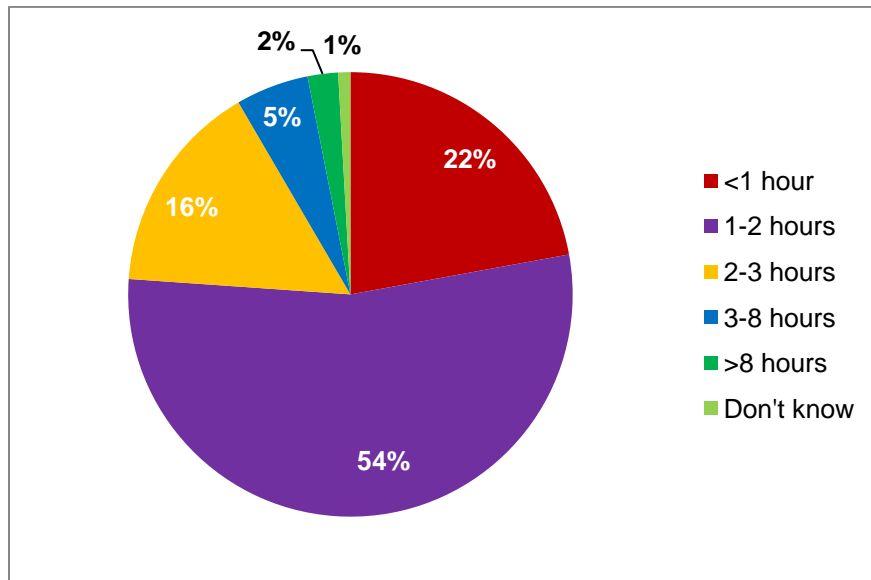
### What kind of parking did you use?

Overall, 59% used on-street unpaid parking and 27% off-street unpaid parking. More people chose on-street unpaid parking on weekends (71%) compared to weekdays (49%). Off-street paid parking is more popular on weekdays (19%) compared to weekends (8%).



### How long do you expect to stay in the area?

Short-term parking is defined as “parking with a duration less than three hours”. Overall, over half (54%) of the patrons who drove expected to stay in Westboro for one to two hours. The survey results show that 89% of weekday respondents and 94% 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 weekdays and short-term parking is more prevalent during the weekend.



## Appendix 7 – Public Consultation (Feedback / Comments)

### Parking Availability

Comment	Total Comments	Source
Development in the area has created parking issues	13	Travel Surveys
More parking required / difficult to find parking -Avoids travelling to area -For patrons / clients -At lunch specifically	~11	7-Travel Surveys 4-Stakeholder meetings
More off-street public parking lots	7	5-Travel Surveys, 1- Individual Feedback 1-Public Open House
Too much available parking - promotes car use	6	Travel Surveys
When businesses are closed, parking is no longer hard to find.	2	1-Individual Feedback, 1- Unknown
Westboro needs short-term parking help	2	Westboro BIA Meeting
As pressure for parking moves to side streets, standard city-wide rules need to be enforced to maintain consistency	1	Public Open House
Dissatisfaction with the cash-in-lieu program as it created parking issues	1	Public Open House
Request to make more parking spaces available for employees of area businesses.	1	Public Open House - Westboro
Loss of spaces due to patios	1	Travel Surveys
The creation of double or triple driveways further reduces parking	1	Individual Feedback
Parking changes along the main corridor will affect side streets	1	Individual Feedback
The seniors centre parking lot fills quickly,	1	Individual

creating spillover into the street		Feedback
The lack of available parking is of particular concern for seniors when running errands.	1	Unknown
Those with physical challenges and their caretakers must be considered.	1	Unknown
The City is asked to collect additional data from the Health Canada office and other special case facilities that could affect parking in Westboro.	1	Unknown
Parking is needed along Madison for church functions	1	Unknown
Some parking garages are under capacity	1	Westboro BIA Meeting
Westboro is "hot" right now, BIA unsure if this is a peak or if demand will increase further	1	Westboro BIA Meeting
Available parking could encourage outsiders to visit the area.	1	Westboro BIA Meeting

### Parking Supply

Comment	Total Comments	Source
Future growth must be considered when taking parking related decisions	3	2-Westboro BIA Meeting, 1-Individual Feedback
The city should not allow any new buildings to be constructed without ample parking	2	1-Individual Feedback 1-Public Open House
Existing developments should be re-purposed for parking as an alternative to on-street paid parking.	1	Public Open House
Madison and Danforth area streets identified as potential areas to increase parking.	1	Stakeholder Meeting
Issues with reduced parking requirements	1	Individual Feedback
The seniors centre at Churchill/Richmond was suggested as an off-street parking lot location	1	Westboro BIA Meeting
Provide incentives for new developments to provide public parking spaces	1	Westboro BIA Meeting

Zoning and planning committees should be responsible for making decisions regarding the creation of public parking	1	Westboro BIA Meeting
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## Parking Rates

Comment	Total Comments	Source
Opposed to paid parking	~28	23- Travel Surveys, 2-BIA Meeting, 1- Individual Feedback, Stakeholder Meetings
Paid parking could encourage turnover	1	Individual Feedback
Innovative programs like dynamic pricing could be effective	1	Stakeholder Meeting
In favour of on-street paid parking	1	Travel Surveys
Concerns that paid parking is a way to hunt for revenue lost with the cash-in-lieu program	1	Individual Feedback
Paid parking will encourage turnover	1	Individual Feedback
Parking revenue must be re-invested into the community it came from.	1	Individual Feedback
Parking revenue must be re-invested with the input of the community, not just the councillor.	1	Individual Feedback
No need to introduce paid parking on Richmond between Island Park and Kirkwood since there is no retail	1	Individual Feedback
Paid parking may have negative effects on restaurants/business	1	Individual Feedback
Shoppers are unwilling to go to the Glebe due to paid parking, fear that this will propagate in Westboro.	1	Westboro BIA Meeting
Glebe business "fell off" due to paid parking	1	Westboro BIA Meeting



The BIA would agree for paid parking if the lot was at the seniors centre at Churchill/Richmond	1	Westboro BIA Meeting
Paid parking will promote alternative modes of transportation	1	Westboro BIA Meeting

### Parking Time Limits

Comment	Total Comments	Source
Time limits should be longer.	13	12-Travel Surveys, 1-Stakeholder Meetings, 1-Individual Feedback
Some are dissatisfied with the consistency of parking regulations and time limits, particularly on side streets.	1	Public Open House
Should be able to park for extended periods specifically in residential areas	1	Travel Surveys
The time period for the current restrictions should be reduced to 8am - 6pm	1	Travel Surveys
Parking time limits should be increased to 90 minutes	1	Individual Feedback
Classes at the seniors centre last 60-75 minutes, parking times are insufficient to meet this demand	1	Individual Feedback
BIA wants to be able to affect pricing and time limits depending on results of on-street paid parking initiatives.	1	Westboro BIA Meeting

### Parking Enforcement

Comment	Total Comments	Source
Lack of enforcement	5	3-Stakeholder Meetings, 2-Travel Surveys
Too much parking enforcement	2	Travel Surveys

Parking is not enforced on the weekend on side streets	1	Individual Feedback
As pressure for parking moves to side streets, standard city-wide rules need to be enforced to maintain consistency	1	Individual Feedback
411 Roosevelt building cannot have public parking due to a zoning issue	1	Westboro BIA Meeting

### Parking Signage

Comment	Total Comments	Source
Existing private parking facilities should be advertised and used more effectively.	3	2-Travel Surveys, 1-BIA Meeting

### Bicycle Parking

Comment	Total Comments	Source
Additional spaces and formats are needed to encourage more bicycle use	~3	1-Travel Survey, Individual Feedback
Security of bikes at bike racks	3	Travel Surveys
Bicycle parking needed at Farmboy	1	Travel Surveys
There is adequate bicycle parking	1	Individual Feedback

### Transit Service

Comment	Total Comments	Source
Transferring between bus routes requires too much walking	2	Travel Surveys
Bus routes travelling along Scott.	1	Travel Surveys
Need more transit service.	1	Travel Surveys

Not enough transit service at night.	1	Travel Surveys
More transfers are going to be required to go to/from downtown (due to LRT)	1	Travel Surveys
No LRT stop, not enough buses through Westboro.	1	Travel Surveys
Bus service decreasing,	1	Travel Surveys
Transit service often late and overcrowded.	1	Travel Surveys

### **Pedestrian/Vehicle/Cyclist traffic Flow**

<b>Comment</b>	<b>Total Comments</b>	<b>Source</b>
Concern about cruising for parking near Danforth Avenue	1	Westboro BIA Meeting
Traffic is overly congested near Danforth/Churchill	1	Westboro BIA Meeting

### **Other**

<b>Comment</b>	<b>Total Comments</b>	<b>Source</b>
Traffic volume is too high in the area	70	Travel Surveys
Poor safety conditions for cyclists	39	Travel Surveys
Amount of construction in the area & impacts	19	Travel Surveys
Poor safety conditions for pedestrians	15	Travel Surveys
Development has caused additional congestion	12	Travel Surveys
Too many cyclists on the sidewalk	12	Travel Surveys
Bike lanes are need on Richmond	11	Travel Surveys
Add bike lanes / more cycling facilities	11	Travel Surveys
Impatient drivers and those who commit traffic violations	11	Travel Surveys
Not enough crossings for pedestrians / pedestrians forced to jaywalk	7	Travel Surveys
Construction activity blocks sidewalks	6	Travel Surveys
More pedestrian amenities / facilities	4	Travel Surveys
Cyclists not obeying traffic rules.	2	Travel Surveys
Drivers create safety issues for children / pedestrians	2	Travel Surveys
Sidewalks need to be repaired	2	Travel Surveys

Cash-in-lieu money should be collected and spent transparently	2	1 Individual Feedback, 1 Unknown
Hard for pedestrians to cross at intersections	1	Travel Surveys
Pedestrians do not pay attention to their surroundings.	1	Travel Surveys
Too many cars parking on residential streets - safety concern	1	Travel Surveys
Potholes on Athlone	1	Travel Surveys
Need extended green lights (along Scott, Richmond and Byron).	1	Travel Surveys
No left hand turns on Churchill at rush hour because it slows traffic.	1	Travel Surveys
Congestion at Churchill/Richmond intersection due to no advanced green.	1	Travel Surveys
Add drive-thru lane at Island Park/Richmond	1	Travel Surveys
Faster pedestrian lights	1	Travel Surveys
Issues with the direction of traffic on Eden Ave (southbound prohibited at Richmond)	1	Travel Surveys
Infrastructure stretched due to current retail / development	1	Travel Surveys
Short notice of changes. Impact of LRT on the area	1	Travel Surveys
Need to inform people that Roosevelt is a dead-end street	1	Travel Surveys
Kirkwood/Richmond signals should be more pedestrian friendly	1	Travel Surveys
Pedestrian signals don't always change	1	Travel Surveys
Lack of affordable housing	1	Travel Surveys
Pedestrian crosswalks are confusing	1	Travel Surveys
Retail is not affordable	1	Travel Surveys
People parking overnight on residential streets	1	Travel Surveys
Development of unaffordable housing	1	Travel Surveys
Bike lanes on Churchill should go in both directions	1	Travel Surveys
Churchill/Richmond intersection dangerous	1	Travel Surveys
Not enough garbage cans.	1	Travel Surveys
Metallic grates at intersection are hot for dogs	1	Travel Surveys
Add recycling bins	1	Travel Surveys
Would like Richmond to be 1-way westbound and Byron to be 1-way eastbound	1	Travel Surveys
Not accessible - cobblestones and steep curbs	1	Travel Surveys
Difficult for business owners to provide additional parking	1	Travel Surveys
Businesses to stay open longer.	1	Travel Surveys

Parking spots are too small.	1	Travel Surveys
Many drivers park on residential streets.	1	Travel Surveys
The cash-in-lieu program was short-sighted	1	Individual Feedback
There was little public consultation when Byron Linear Park for Saturday markets was commercialized from May-October	1	Individual Feedback
The city could highlight advantages of side street parking such as neighbourhood watch which could reduce vandalism.	1	Individual Feedback
Open communication between the City and stakeholders is essential	1	Unknown
Additional information regarding the Parking management Toolbox is needed	1	Unknown
The balance between convenience and community safety is paramount to the study.	1	Unknown
It is too easy to drive to Westboro even for those close enough to use alternative modes of transportation	1	Westboro BIA Meeting
BIA members have their own parking self-interest in mind when making decisions	1	Westboro BIA Meeting

Total Comments:

- Travel Surveys: 344
- BIA Meetings: 23
- Individual Feedback: 25
- Westboro Various/Unknown: unknown