

Wellington West Local Area Parking Study

Parking Services

Public Works Department

City of Ottawa

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Section 1 - Background

1.1 Study Purpose

The Local Area Parking Study (LAPS) for Wellington West was initiated in 2015 by the Parking Services Branch of the City of Ottawa. Wellington West is an area that has experienced, and has high potential for, development and intensification. Despite all of the growth within the study area, there have been limited previous parking studies conducted for Wellington West. The LAPS is being conducted in conjunction with an update to a previous Westboro LAPS. 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 Wellington West LAPS represents the ninth Local Area Parking Study (LAPS) to be completed since the approval of the [Municipal Parking Management Strategy](#) (MPMS) in 2009. Previous studies include ByWard Market, Glebe, Westboro, Little Italy, Chinatown, Vanier, and Centretown. Among the commercial mainstreet corridors in the core area of Ottawa, Wellington West is the last to be subject of any type of study since 2009.

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

1. Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.
2. Provide and promote affordable short-term parking services, and fair and consistent enforcement services, that support local businesses, institutions, and tourism.
3. Promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking.
4. Support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway,

including implementing on-street permit parking programs to relieve area residents and visitors from parking regulations directed at the non-resident.

5. Ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

1.2 Study Area

The study area is bounded by Scott Street in the north, Byron Avenue / Tyndall Street / Sims Avenue / Gladstone Avenue / Laurel Street in the south, Island Park Drive in the west, and the O-Train tracks in the east. Please see Map 1 for more information. As per the Official Plan, there are two Traditional Mainstreets within the study area, Wellington Street West and Somerset Street West. Along Wellington Street West heading east near Garland Street, Wellington Street West splits in two directions. To the north east the street continues as Wellington Street West and to the east the street turns into Somerset Street West. When referring to the “Mainstreet” in this study, the “Mainstreet” includes the portion of Wellington Street West that turns into Somerset Street West.

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 1,839 total on-street spaces within the study area. This includes a total of 91 paid parking spaces. There is on-street paid parking along Hamilton Avenue from Wellington Avenue West to Armstrong Street and around Holland Cross (Spencer Street from Holland Avenue to Hamilton Avenue, Holland Avenue from Spencer Street to Scott Street, and Hamilton Avenue from Spencer Street to Bullman Street). There are a total of 2,763 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, 927 are paid parking spaces (788 of which are at Holland Cross). Table 1 breaks down the number of parking spaces located east and west of Parkdale Avenue for on-street and off-street parking along Wellington Street West and for the whole study area.

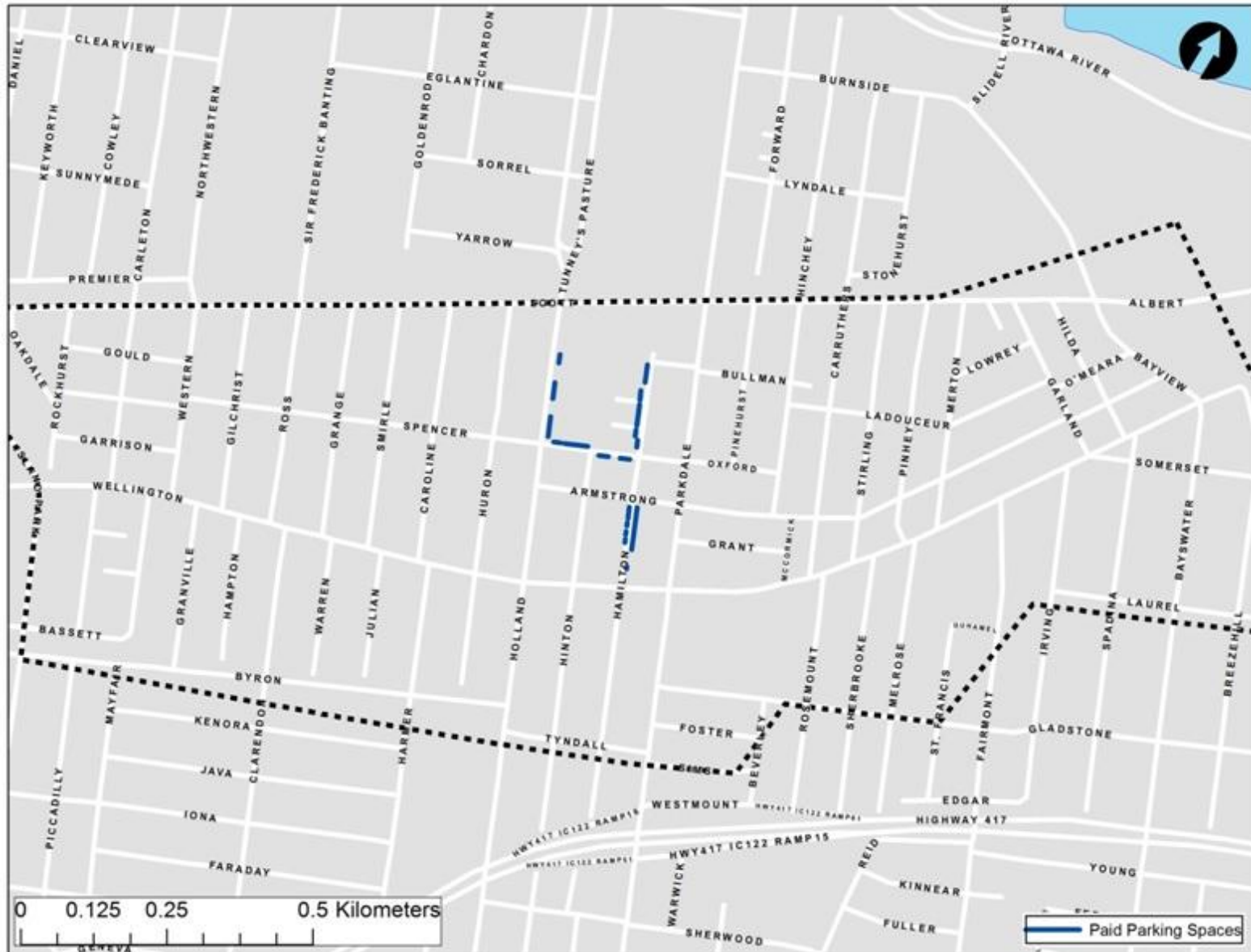
Table 1 - Parking Inventory East and West of Parkdale Avenue

| | West of Parkdale | East of Parkdale | Total |
|--------------------------------|-------------------------|-------------------------|--------------|
| On-Street - Wellington Street | 158 | 137 | 295 |
| Off-Street – Wellington Street | 563 | 305 | 868 |
| On-Street Total | 1,159 | 680 | 1,839 |
| Off-Street Total | 1,758 | 1,005 | 2,763 |

There is one City-owned surface parking lot (Lot 13) within the study area located off of Parkdale Avenue between Armstrong Street and Wellington Street West which contains 20 parking spaces. During the on-season months (May 1st to October 31st), the parking at Lot 13 is free, with a maximum parking time limit of 15 minutes. During the off-season months (November 1st to April 30th), the parking at Lot 13 consists of paid parking from

8:00am to 6:00pm. Ten monthly parking permits are also available during the off-season.

Map 1 – West Wellington Study Area



There are currently four residential parking permit zoned located within the Wellington West study area (See Map 2):

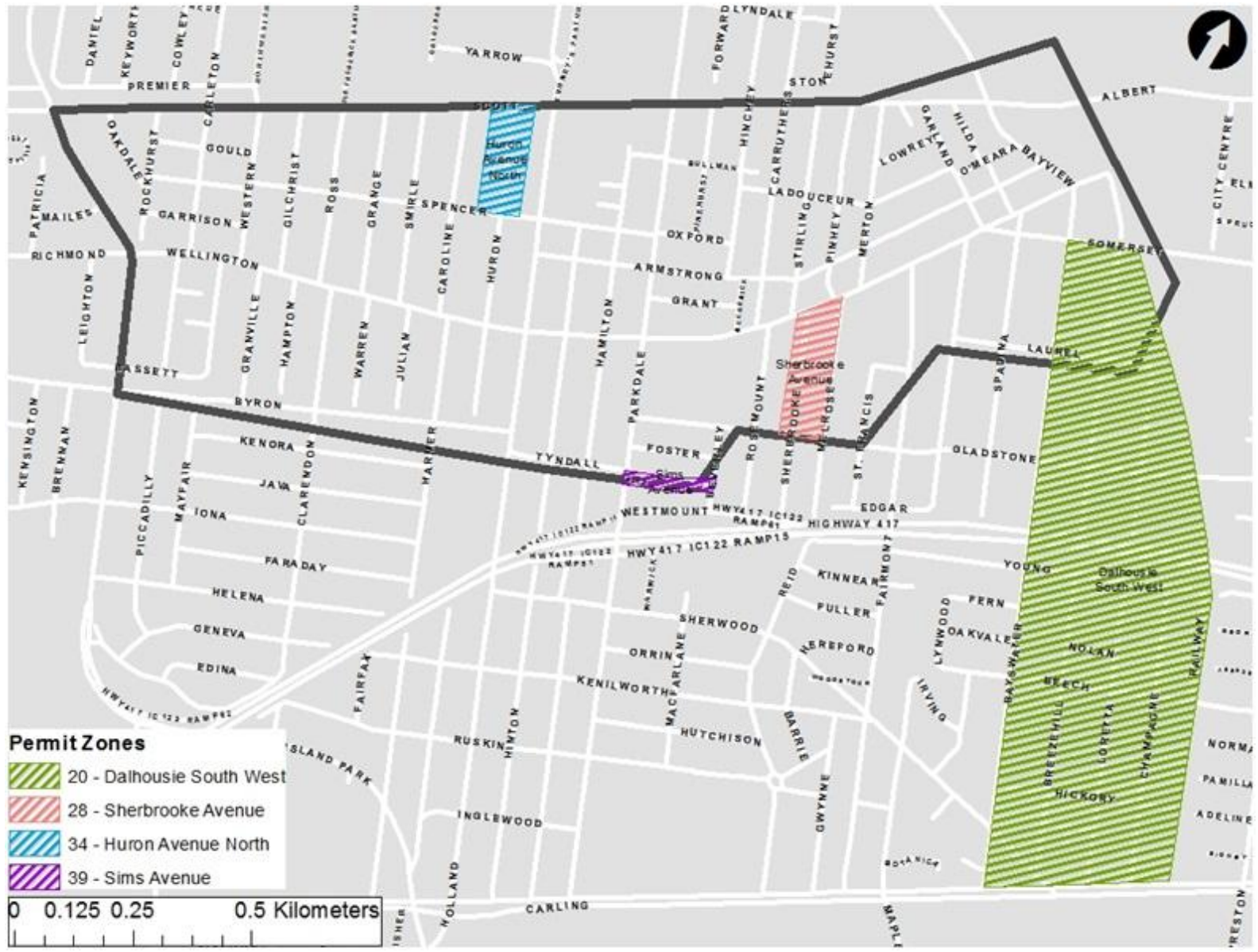
- Zone 20 – Dalhousie South West
- Zone 28 - Sherbrooke Avenue
- Zone 34 - Huron Avenue North
- Zone 39 - Sims Avenue

The table below shows the number of active and available residential on-street parking permits by zone as of July 20th, 2016:

Table 2 – Number of On-Street Residential Parking Permits

| Area | Available | Active |
|-----------------------------------|------------------|---------------|
| Dalhousie South West (Zone 20) | 140 | 14 (10%) |
| Sherbrooke Avenue (Zone 28) | 11 | 2 (18%) |
| Huron Avenue North (Zone 34) | 12 | 1 (8%) |
| Sims Avenue (Zone 39) | 7 | N/A |

Map 2 – Residential Parking Permit Zones (2016)



1.3 Definitions

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

- **Parking Occupancy** - The ratio of the number of vehicles parked divided by the number of spaces provided. The chance that a customer to the area will be able to find convenient, available parking on a particular street or parking lot is a function of occupancy. Achieving an occupancy rate between 75% and 85% is considered to be an industry “best practice”, representing the level at which the spaces are optimized, while there is still a reasonable opportunity for a customer to find convenient parking. Above this rate (85%), additional traffic can be generated as drivers search for available parking.
- **Practical Capacity** - 85% of the total parking capacity.
- **Maximum Capacity** - 100% of total parking capacity.
- **Short-Term Parking** - Parking with a duration less than three hours, generally provided for commercial and institutional uses.
- **Long-Term Parking** - Parking with a duration of three hours or greater, such as for residential or office type land uses.
- **On-Street Parking** – Curb-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 3. In Section 3.1, Map 9 illustrates the types of parking described below and provides an inventory of all the off-street lots by type within the study area. Note that “public parking” connotes public usage, not necessarily public ownership.

Table 3 - Types of Parking

| | Public On-Street Short-Term (On-Street) | Public Off-Street Short-Term | Public Off-Street Long-Term | Private Off-Street Customer/Employee | Private Off-Street Residential* |
|-----------------|--|---|--|--|--|
| Function | Parking for any purpose. | Parking for any purpose. | Parking for any purpose. | Parking for a specific establishment or workplace. | Parking for a specific residential building or residence. |
| Usage | Available for general use by the public - anyone may park. | Available for general use by the public - anyone may park. | Available for general use by the public - anyone may park. | Available only to customers or employees of a specific establishment or workplace. | Available only to residents or visitors of a specific residential building or residence. |
| Location | Along the sides of City streets. | Parking lots or structures. | Parking lots or structures. | Parking lots or structures. | Parking lots or structures. |
| Pricing | Free or priced by the hour or minute. | Usually priced by the hour or minute; sometimes free during certain times of day. | Priced by the day or month. | Varies (but often free for customers). | Varies (but often priced by the month). |
| Examples | Metered/pay & display parking in | Privately owned parking lots that | Privately owned parking lots that | A restaurant parking lot; a shopping mall | A parking garage in an apartment |

| | Public On-Street Short-Term (On-Street) | Public Off-Street Short-Term | Public Off-Street Long-Term | Private Off-Street Customer/Employee | Private Off-Street Residential* |
|--|--|---|---|--|---|
| | 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. |

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

1.5 Previous Parking Studies

Wellington Street West Functional Design Transportation and Parking Study (2007)

A parking demand survey for the *Wellington Street West Functional Design Transportation and Parking Study (2007)* was conducted in December 2006 by Delcan. The study area included Wellington Street West from Bayview Avenue to Piccadilly Avenue and Somerset Street West from Wellington Street West to Breezehill Avenue. The side streets were also included along Wellington Street West and Somerset Street West up to a distance of 50 metres (See the Map 3).

Map 3 - Wellington Street West Functional Design Transportation and Parking Study (2007) Study Area



The purpose of the parking study was to provide an indication of on-street parking demand “hot spots” along the corridor during several time periods throughout the day.

Due to parking restrictions, the on-street parking supply within the corridor varied between approximately 265 spaces (AM peak) and 310 spaces (off peaks). On-street parking on the side streets (within the study area) offered an additional 140 spaces.

Parking demand data, on a block face basis, were collected during the following four time periods:

- Wednesday, 7:30am – 10:30am
- Wednesday, 11:30am – 2:30pm
- Wednesday, 3:30pm – 6:30pm
- Saturday, 11:30am – 1:30pm

For each block face, the ratio of parking demand to supply was computed. Three categories of parking utilization were defined: 0 to 49%; 50% to 79%; and 80% to 100%. The parking demand data showed that:

- During the weekday morning peak, parking utilization was generally less than 80% throughout the corridor. Only on four segments was the on-street parking utilization 80% to 100%, and all the four of these segments are west of Holland Avenue. Lower utilization was recorded for the bulk of the side streets.
- During the weekday afternoon peak, there is generally high utilization of the on-street parking supply. Utilization of less than 80% was noted on Wellington Street between Parkdale Avenue and Rosemount Avenue, and east of Fairmont Avenue. Utilization of greater than 80% was noted for most of the side streets on south side of Wellington, while the majority of the side streets on north side of Wellington Street were reported to have utilization of less than 80%.
- During the weekday midday peak, utilization of greater than 80% was observed for almost all the segments (corridor and side streets) west of Parkdale Avenue. For most of the segments east of Parkdale Avenue, utilization was typically less than 80%. Notable exceptions include on the north side of the corridor between Carruthers Avenue and Merton Street.
- During the Saturday peak, 80% to 100% utilization was observed for the majority of the on-street parking supply segments. On each of the north and south side streets of Wellington Street, four segments are noted to have utilization less than 80%. Most of these segments are located west of Parkdale Avenue. High parking utilization was also observed for most of the side streets.

Conclusions that stemmed from the Transportation and Parking Study include:

- Utilization of the current supply is highest (between 80% and 100%) for much of the corridor during the Saturday and weekday afternoon and midday peak periods.
- Proposed curb extensions will impact the number of on-street parking spaces by reducing the parking supply by 17%.

Section 2 - Overview of Existing and Future Conditions

2.1 Uses and Land Use

The Wellington West study area includes a wide range of land uses (See Map 4). The land uses include residential, commercial, institutional, and open space. Within the study area there are nine parks, three schools, six child-care centres, a senior's centre, a long-term care facility, the Hintonburg Community Centre, a library, Tom Brown Hall and Arena, and eight places of worship.

Map 4 – Wellington West Land Uses

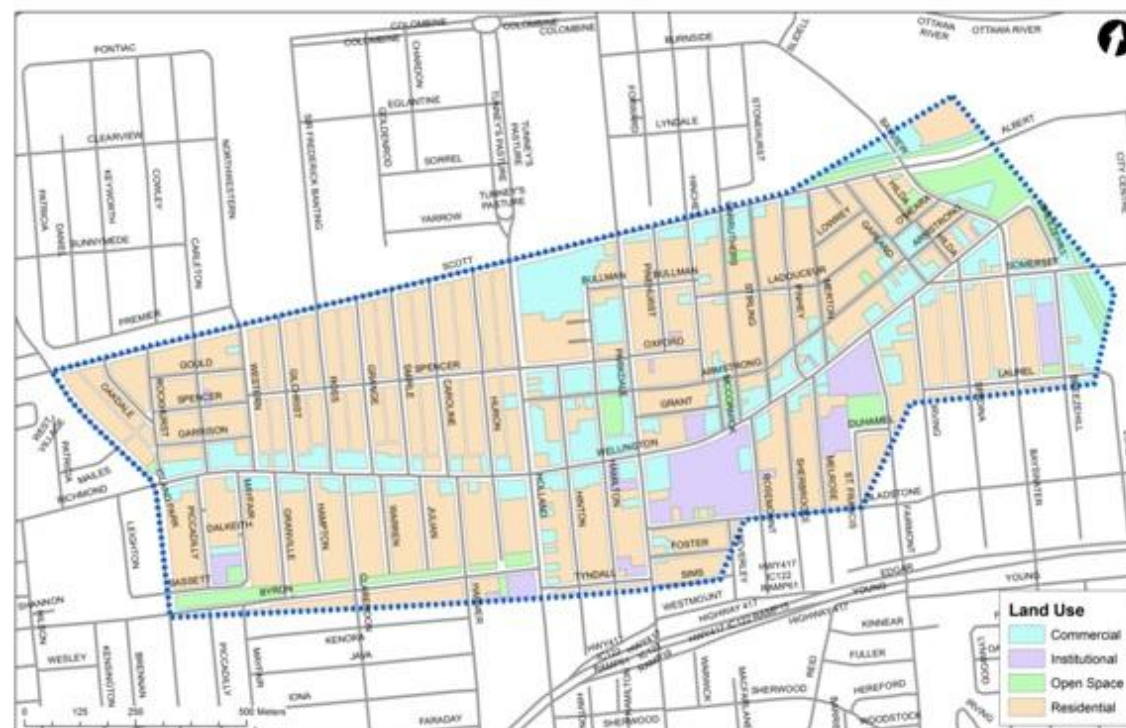


Table 4 – Land Use % within Wellington West

| | |
|--------------------|-----|
| Residential | 67% |
| Commercial | 20% |
| Institutional | 7% |
| Open Space / Parks | 6% |

The dominant land use in the broader community is residential. North and south of the mainstreet are almost exclusively lots for residential uses. The majority of residential uses consist of single-detached homes. However, there are a large number of semi-detached, three- to four- unit apartments and apartment towers, particularly east of Parkdale Avenue. Within the residential area, most lots are not vacant or underutilized. There are a number of larger lots along Wellington Street West including high-rise residential buildings, but also several large institutional uses, such as a seniors' centre, and churches. The area's institutional uses are almost all on the south side of Wellington between Parkdale and Rosemount Avenues, west of Carruthers Street and north of Gladstone Avenue.

Wellington Street West exhibits land uses typical of a Traditional Mainstreet, with a strong mix of commercial/office and residential uses. The majority of commercial uses are located along Wellington Street West. The area between Parkdale and Holland Avenue along Scott Street also has a high concentration of commercial uses. The residential uses tend to be above first-floor retail or in high profile apartment buildings. More recently, residential land use is being located in six storey mixed use buildings.

There are also industrial, office and residential uses to north of Wellington Street West between Parkdale Avenue and Holland Avenue in the "Mixed Use Centre". The uses and larger lot sizes reflect the industrial past of this area.

Most of the open space within the study area is concentrated at Parkdale Park. There is actually no open space directly fronting onto Wellington mainstreet, with the exception of Somerset Square. However, almost all of the public open spaces are in close proximity to the mainstreet, including Hintonburg Park and McCormick Park.

2.2 City of Ottawa Official Plan

The Wellington West study area contains three urban policy areas as per Schedule B in the City of Ottawa Official Plan. These urban policy areas include the General Urban Area, the Mixed Use Centre, and the Traditional Mainstreet.

Wellington Street West is designated as a Traditional Mainstreet. 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.

A portion of the study area including north of Wellington Street West, south of Scott Street, east of Holland Avenue and west of Parkdale Avenue is designated as a Mixed Use Centre. Mixed Use Centres apply to areas that have been “identified as strategic locations on the rapid-transit network and lie adjacent to major roads” (City of Ottawa, Official Plan). They are areas with a high potential to achieve compact and mixed use development and represent opportunities for substantial growth.

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 Wellington West exist and are encouraged.

The Official Plan's Schedule E – Urban Road Network shows the major streets within the Wellington West study area as:

Table 5 – Urban Road Network

| Name | Type | Surrounding Land Use |
|------------------------|-----------------|-----------------------------|
| Scott Street | Arterial | Commercial |
| Wellington Street West | Arterial | Commercial / Residential |
| Somerset Street West | Arterial | Commercial / Residential |
| Parkdale Avenue | Arterial | Commercial / Residential |
| Holland Avenue | Major Collector | Commercial / Residential |
| Gladstone Avenue | Major Collector | Commercial / Residential |
| Byron Avenue | Collector | Residential |
| Tyndall Street | Collector | Residential |
| Bayview Road | Collector | Commercial / Residential |

2.3 Development Potential for Wellington West

2.3.1 Wellington Street West Community Design Plan (2011)

The *Wellington Street West Community Design Plan (CDP)* was approved by the City's Planning Committee on April 27th, 2011 and was adopted by City Council on May 25th, 2011. The broader study area for *CDP* includes Scott Street in the north, Highway 417 in the south, Island Park Avenue in the west, and O-Train Corridor in the east. However, the focus area is along the mainstreet - Wellington Street West (See Map 5).

Map 5 – Wellington Street West CDP Study Area



The *CDP* projection estimates the likely levels of development for the Wellington mainstreet from 2006 to 2031 by estimating the change in number of dwelling units and the change in population.

Growth and development within the broader community, and indeed along the Wellington mainstreet, has progressed at a rate similar to other older, inner urban area neighbourhoods. From 1976 to 1986 the population shrank by 2,175 or 12%. It was not until 1996 that the community regained a population slightly over the 1976 level to 18,500. From 1976 to 1986, there was a marginal increase in dwelling units.

However, between 1986 and 1991 there was an 18% increase in dwelling units. Years 2001 and 2006 saw this rate of increase taper again.

However, from 2000 to 2007, 205 new dwelling units were specifically built along the mainstreet, averaging about 30 units per year. Renewed retail activity occurred in tandem with this growth.

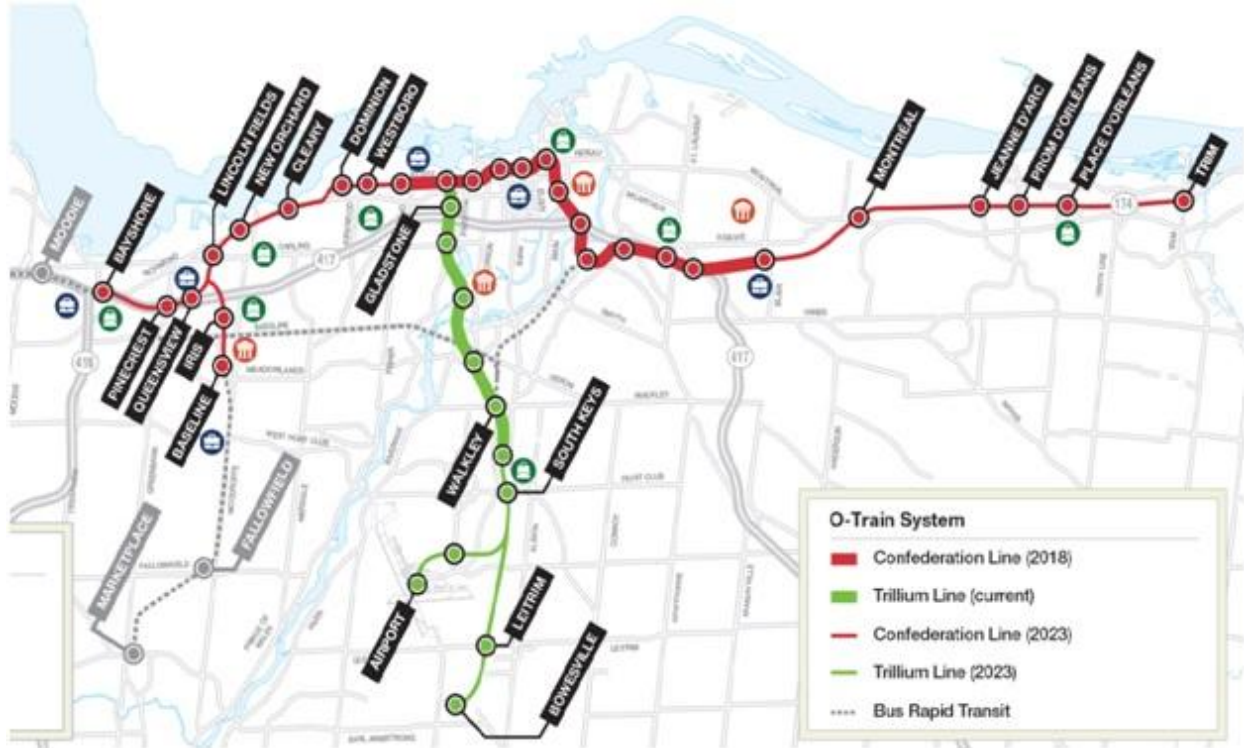
The main findings stemming from the *CDP* include:

- Projections estimate about 950 units will be developed in the study area from 2006 to 2031, approximately 38 dwelling units per year.
- This corresponds with a 10% population increase in the total broader area during that time.
- There will be virtually no change to the population in the established, stable residential neighbourhoods surrounding the Wellington Street corridor (outside of the study focus area) due largely to the slow, but continued decline in the household size and to the market demand along the mainstreet.
- Wellington Street West will absorb the majority of additional units to the broader community. 29% of the broader area's population will reside there. Currently, approximately 15% of people live there.
- Retail space will increase about 28%.
- Present infrastructure capacity will be able to accommodate these projections for incremental infill and intensification.
- Present and future transportation facilities will be able to accommodate these growth projections.

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 Wellington West study area. Due to the close proximity of the LRT to the Wellington West 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 6 – 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 from March 2010 to June 2016. Over this six year period, there are a total of 31 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 7.

The City of Ottawa conducted a Zoning By-law review which was approved by City Council on July 13th, 2016. Although the Zoning By-law review was approved by City Council on July 13th, while conducting the *Wellington West Local Area Parking Study*, 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 100m² of gross floor area.

The new (current) parking requirements in the Zoning By-law are provided in Section 2.5. This section describes the new (current) parking requirements and how the parking requirements have changed from the previous Zoning By-law.

Map 7 – Location of Development Applications Resulting in a Reduction of Parking



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 current *Zoning By-law 2008-250*. Please note that this table does not include residential parking. A total of 81 visitor and commercial parking spaces that are required per the Zoning By-law were not included in the developments over this six year period. There is also the potential that the development at 1518 Scott Street will not provide 35 parking spaces.

Table 6 – Development Reductions in Parking

| Ref. Number Map 10 (Red) | Address | Application Date | # of required spaces | # of provided spaces | + / - |
|-------------------------------------|-------------------------|-----------------------------|------------------------------------|-------------------------------------|--------------|
| 1 | 1050 Somerset Street | February 8, 2012 | 52 visitor | 27 visitor | -25 |
| 2 | 1040 Somerset Street | June 20, 2013 | 65 visitor / 1 commercial | 10 visitor / 0 commercial | -56 |
| Total | | | | | -81 |
| Pending | 1518 Scott Street | April 18, 2013 | 83 (48 visitor / 35 commercial) | 48 shared | -35 |
| Total | | | | | -116 |

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 two Cash-in-Lieu of Parking applications between March 1st, 2010 and June 26th, 2013 in the study area. One Cash-in-Lieu application was cancelled for 93 Armstrong Street.

A total of approximately five parking spaces have been approved through Cash-in-Lieu since March 2010. The four Cash-in-Lieu applications for the Wellington West study area included introducing and changing uses.

Table 7 – Cash-in-Lieu Reductions in Parking

| Ref. Number Map 10 (Green) | Address | Application Date | Description | Estimated # of required spaces | # of provided spaces | + / - |
|-----------------------------------|--------------------|-------------------------|---------------------|---------------------------------------|-----------------------------|--------------|
| 1 | 175 Holland Avenue | January 10, 2011 | Change of use | 14 | 10 | -4 |
| 2 | 5 Hamilton Avenue | July 19, 2012 | Introducing new use | 1 | 0 | -1 |
| | | | Total | 15 | 10 | -5 |

3. Minor Variance Applications

Since the Cash-in-Lieu program was repealed, applicants proposing to reduce parking requirements within existing 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 8 – Minor Variance Reductions in Parking

| Ref. Number Map 10 (Blue) | Address | Application Date | Description | Estimated # of required spaces | # of provided spaces | + / - |
|---------------------------|----------------------------|------------------|---------------|--------------------------------|----------------------|-------|
| 1 | 73 Breezehill Avenue North | April 9, 2015 | Change of use | 20 | 18 | -2 |

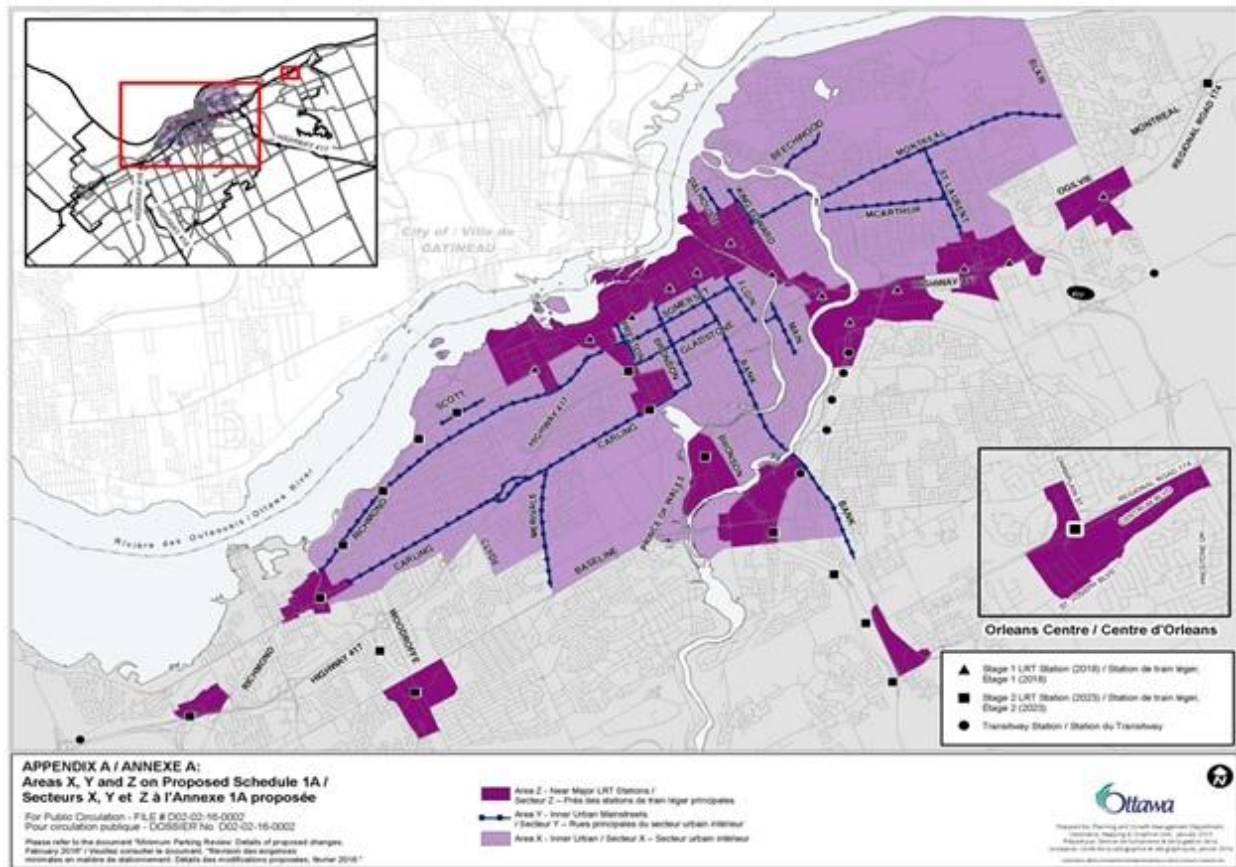
As a result, from 2011 to June 2016, a total of 88 parking spaces were not provided within existing and new developments due to Zoning By-law Amendments, Cash-in-Lieu and Minor Variances.

Since June 2016, there has been one Minor Variance applications submitted to the Committee of Adjustment requesting a reduction of parking at 1063 Wellington Street West. The Minor Variance application for 1063 Wellington Street West (December 2016), requested permission to provide no off-street parking for a non-residential use located entirely in the basement, whereas the By-law requires no parking for a retail food store under 1500 square metres, a restaurant under 350 square metres, and any other non-residential use under 500 square metres for uses partly or entirely on the ground floor. This application was approved in March 2017.

2.5 City of Ottawa Zoning By-law 2008-250

As mentioned in Section 2.4 the City of Ottawa Zoning By-law review was approved by City Council on July 13th, 2016. The following section will describe the new Zoning By-law parking requirements for the Wellington West 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 8 – Zoning By-law Review Study Area



Wellington West is made up of parts that can be classified as Area X (Inner Urban Area) and Area Y (Inner Urban Mainstreets). Within the Wellington West study area, Area Y includes Wellington Street West and continues along Somerset Street West to the end of the study area 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

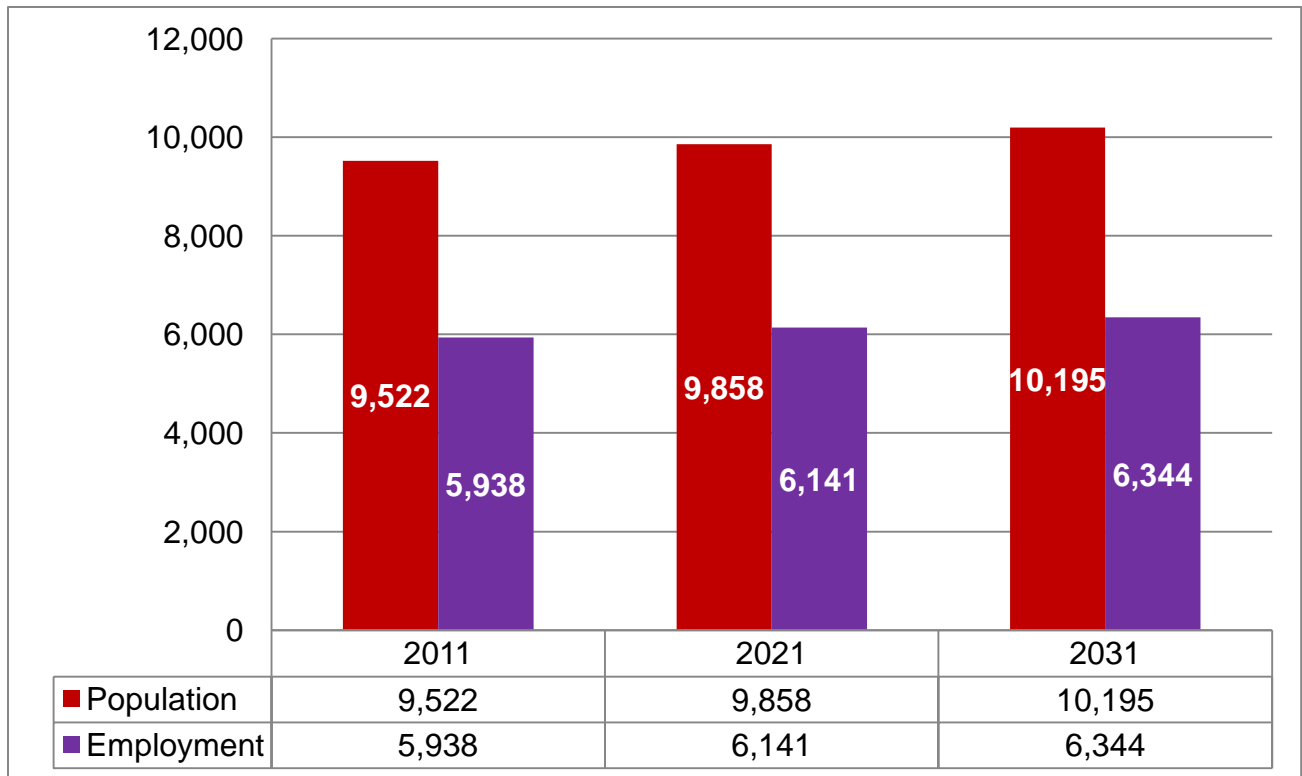
Area Y (Inner Urban Mainstreets) exempts small-scale development from parking minimums for selected Mainstreets. Within the study area, Wellington Street West and Somerset Street West are the only Mainstreets within the study area. Area Y includes an exemption in parking requirements for non-residential 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 projected population and employment growth in Wellington West over a 20 year period from 2011 to 2031 by ten year increments.

The population figures show that population in Wellington West is expected to grow by 7%. 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 Wellington West is projected to increase by 7% 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 – Wellington West Population & Employment Forecasts



2.7 Mode Split for Trips Destined to Wellington West

The mode split data (first two bars) shown in Graph 2 and Table 6 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.

Of all daily trips destined to the Wellington West study area, drivers and passengers account for 56%, active modes of transportation such as walking and biking account for 31%, and transit accounts for 12%. Of all daily trips that begin and end in the Wellington West study area, walking and biking account for 71%, drivers and passengers account for 28%, 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 Wellington West 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 (55%), the second most popular mode of travel is to drive / passenger (38%), and then transit (11%).

Graph 2 – Mode Split Data

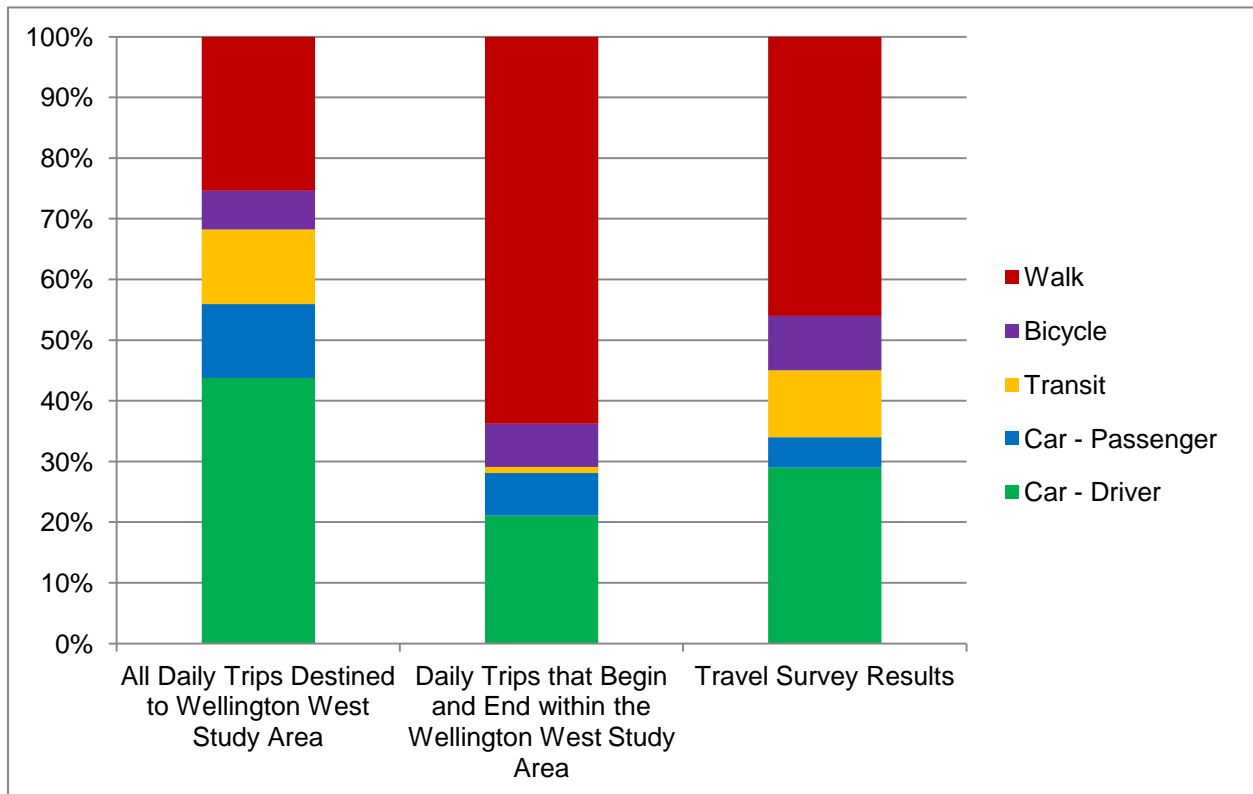


Table 6 – Mode Split Data

| Mode of Travel | All Trips Destined to the Wellington West Study Area | Daily Trips that Begin and End within the Wellington west Study Area | Wellington West Travel Survey Results |
|-----------------------|---|---|--|
| Walk | 25% | 64% | 46% |
| Bicycle | 6% | 7% | 9% |
| Transit | 12% | 1% | 11% |
| Car – Passenger | 12% | 7% | 9% |
| Car - Driver | 44% | 21% | 29% |

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 3.2.

3.1 Total Parking Inventory

An inventory of parking in Wellington West was carried out to determine the number of parking spaces within the study area. The supply of available parking in Wellington West is represented by several forms:

1. **On-street paid parking:** The on-street paid parking is found around Holland Cross and the Parkdale Market area. On-street parking is metered by Pay & Display parking machines. In this area, payment is required Monday to Friday from 8:00am to 5:30pm with the exception of Hamilton Avenue North from Armstrong Street to Wellington Street West when paid parking is in effect from Monday to Saturday. Paid parking was also in effect on Saturday along Holland Avenue, but that was changed during the course of this study. On-street metered rates are \$3.00 per hour. The on-street parking space inventory is illustrated in Map 9 and the parking regulations are illustrated on Map 10.
2. **On-street unpaid parking:** The on-street unpaid parking space inventory covers the majority of the study area including the Wellington mainstreet and the residential areas.
3. **Off-street parking:** A total of 103 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

The surveyed public and private parking lots including on-street parking are illustrated on Map 9. Tables 7, 8, and 9 indicate the parking space inventory of the various on-street and off-street parking facilities along Wellington Street West / Somerset Street West, for the total study area, and for paid and unpaid parking within the total study area. The total number of paid spaces included any on-street parking space that is available to the general public in at least one of the survey time periods.

Table 7 – Total Parking Inventory along Wellington Street West / Somerset Street West

| Location | West of Parkdale | East of Parkdale | Total |
|---------------------|-------------------------|-------------------------|--------------|
| On-Street | 158 | 137 | 295 |
| Off-Street | 563 | 305 | 868 |
| Total Supply | 721 | 442 | 1,163 |

Table 8 - Total Parking Inventory in Study Area

| Location | West of Parkdale | East of Parkdale | Total |
|---------------------|-------------------------|-------------------------|--------------|
| On-Street | 1,159 | 680 | 1,839 |
| Off-Street | 1,758 | 1,005 | 2,763 |
| Total Supply | 2,917 | 1,685 | 4,602 |

Table 9 - Total Parking Inventory in Study Area (Paid and Unpaid)

| Location | Paid Spaces | Unpaid Spaces | Total |
|---------------------|--------------------|----------------------|--------------|
| On-Street | 91 | 1,748 | 1,839 |
| Off-Street | 927 | 1,836 | 2,763 |
| Total Supply | 1,018 | 3,584 | 4,602 |

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

- Map 9 illustrates the location of paid and unpaid on-street parking and the off-street lots including public, customer, employee, and institutional within the Wellington West study area.
- Map 10 illustrates the parking regulations within the Wellington West study area.

Map 9 – Off-Street Parking Lots by Type



Legend

On-Street Parking Spaces and Metered Parking Areas

- Metered
- Not metered

Off-Street Parking Lot Inventory

Size

- 0 - 25 spaces
- 26 - 50 spaces
- 51 - 100 spaces
- ~790 spaces (Underground Parking)

Type

- Commercial - General
- Commercial - Employee Only
- Office / Institutional
- Public - Privately Owned (Free)
- Public - Municipal-owned (Free)
- Public - Privately Owned (Paid)
- Public - Municipal-owned (Paid)

Légende

Espaces de stationnement en bordure de rue et zones de stationnement payantes

- Parcomètres
- Sans parcomètre

Inventaire des parcs de stationnement hors rue

Taille

- 0 - 25 places
- 26 - 50 places
- 51 - 100 places
- ~790 places (Stationnement Souterrain)

Type

- Commercial - Général
- Commercial - Employés seul
- Bureau / Établissement
- Public - Privé (gratuit)
- Public - Municipal (gratuit)
- Public - Privé (payant)
- Public - Municipal (payant)

Map 10 – Parking Regulations



ON-STREET PARKING TIME
RESTRICTIONS
RESTRICTIONS SUR LA DURÉE DU
STATIONNEMENT SUR RUE

- RESTRICTED PARKING / STATIONNEMENT LIMITÉ
- 1 HOUR / 1 HEURE
- 1.5 HOURS / 1.5 HEURES
- 2 HOUR / 2 HEURES
- 3 HOUR / 3 HEURES

3.2 Parking Occupancy Methodology

Parking occupancy data was collected for the Wellington West study area in two phases. The first phase was conducted in June and October 2015 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 Wellington Street West / Somerset Street West. This allowed for more detailed occupancy data and also provided for better parking duration data (See Sections 5 and 7).

The surveys were conducted on the following days:

- Phase One
 - Thursday, June 11th, 2015
 - Saturday, June 6th, 2015
 - Sunday, June 7th, 2015
 - Thursday, October 8th, 2015
 - Saturday October 17th, 2015
 - Sunday, October 4th, 2015
- Phase Two – West of Parkdale Avenue
 - Wednesday, June 24, 2015
 - Tuesday, October 6, 2015
 - Saturday, November 7, 2015
 - Sunday, December 13, 2015
- Phase Two – East of Parkdale Avenue
 - Tuesday, June 23, 2015
 - Thursday, October 1, 2015
 - Saturday, October 24, 2015

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

- Phase One
 - Morning - 9:30am to 11:30am
 - Midday -12:00pm to 1:30pm

- Afternoon - 2:00pm to 3:30pm
- Evening - 6:00pm to 8:00pm

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

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 Wellington Street West / Somerset Street West for both areas east and west of Parkdale Avenue. The dates of the data collection are summarized in Section 3.2 and the parking duration results can be found in Section 7 and in Appendix 4. License plate data was collected at 30 minute intervals which allowed for the duration of each parked vehicle to be estimated.

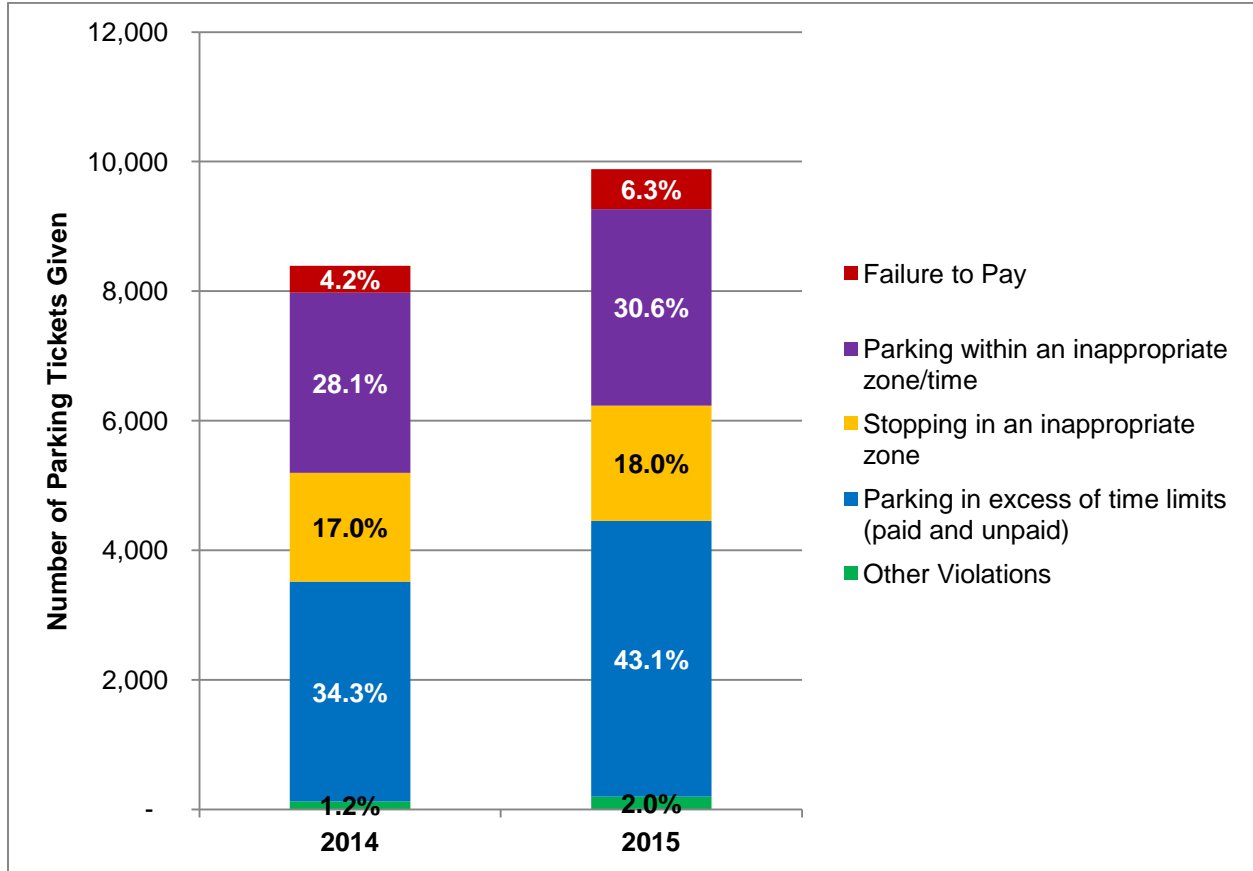
3.4 Enforcement Data

For the purpose of analysis, the parking tickets issues on-street in Wellington West have been grouped into five categories.

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

In 2014, there were a total of 8,390 ticketed parking violations. In 2015, there were a total of 9,883 ticketed violations. Overall, the number of enforcement tickets issued in the Wellington West area increased by 18% from 2014 to 2015 (See Graph 3 and Table 7).

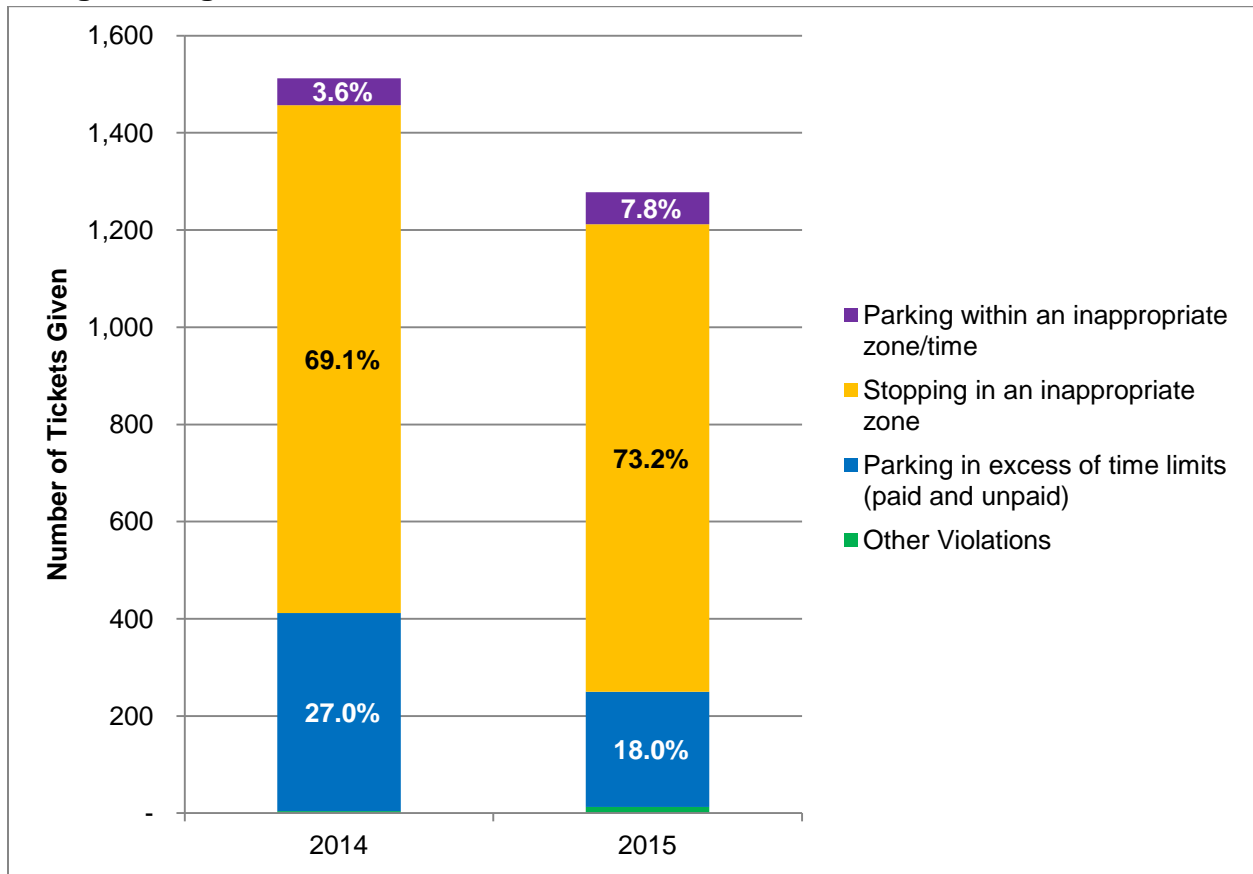
Graph 3 and Table 7 – 2014 and 2015 Enforcement Data Comparison



| Type | 2014 | 2015 |
|--|------|------|
| Failure to Pay | 4% | 6% |
| Parking within an inappropriate zone / time | 28% | 31% |
| Stopping within an inappropriate zone | 17% | 18% |
| Parking in excess of time limits (paid and unpaid) | 34% | 43% |
| Other | 1% | 2% |

In 2014, there were a total of 1,512 ticketed parking violations. In 2015, there were a total of 1,278 ticketed violations. Overall, the number of enforcement tickets issued in the Wellington West area decreased by 13% from 2014 to 2015 (See Graph 4 and Table 8).

Graph 4 and Table 8 – 2014 and 2015 Enforcement Data Comparison Along Wellington Street West / Somerset Street West



| Type | 2014 | 2015 |
|--|------|------|
| Parking within an inappropriate zone / time | 4% | 8% |
| Stopping within an inappropriate zone | 69% | 73% |
| Parking in excess of time limits (paid and unpaid) | 27% | 18% |
| Other | 0% | 0% |

3.5 Bicycle Parking

In order to assess whether more bicycle parking is needed within the Wellington West study area, an inventory of all the different types of bicycle parking racks was conducted for the entire Wellington West 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 (Friday, July 29th, 2016) in order to determine the utilization of the bicycle parking racks.

3.5.1 Bicycle Parking Supply

Table 9 shows the total number of bicycle parking racks and bicycle parking spaces by type.

Table 9 - Number of Bicycle Racks and Spaces

| Type | Total Number of Bicycle Racks | Total Number of Bicycle Rack Parking Spaces |
|--------------|-------------------------------|---|
| Post & Ring | 316 | 632 |
| Wheel Slot | 8 | 66 |
| Decorative | 18 | 44 |
| Other | 38 | 125 |
| Total | 380 | 867 |

Map 11 shows where the bicycle parking is located within the Wellington West study area.

3.5.2 Bicycle Parking Occupancy

Table 10 shows the total number of bicycle parking spaces and the occupancy for the entire Wellington West study area and along Wellington Street West.

Table 10 – Bicycle Parking Occupancy

| | Total Number of Bicycle Parking Spaces | Percent Occupancy |
|----------------------------|--|-------------------|
| Wellington West Study Area | 867 | 18% |
| Wellington Street West | 478 | 18% |

Map 12 shows the bicycle parking demand during the weekday.

Map 11 – Bicycle Parking Supply Wellington West



Map 12 – Weekday Bicycle Parking Demand Wellington West



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 Wellington West study area. During the survey, surveyors were stationed at the following locations:

- Wellington Street West between Clarendon Avenue and Caroline Avenue
- Wellington Street West between Fairmont Avenue and Irving Avenue

A total of 499 surveys were completed over the course of four days. Surveys were conducted on the following dates:

- Saturday, June 13, 2015 (12:00pm - 3:00pm)
- Wednesday, June 17, 2015 (12:00pm - 4:00pm)
- Saturday, October 17, 2015 (12:00pm - 3:00pm)
- Wednesday, October 21, 2015 (12:00pm - 4:00pm)

The same survey questions were used on all four 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 – Travel Survey Questionnaire.

Summary of Travel Survey Findings

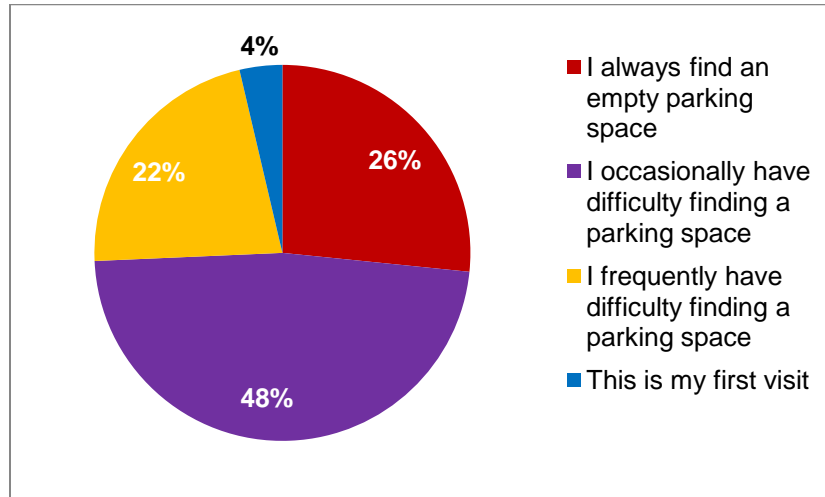
This section summarizes the Travel Survey responses. A complete summary of all of the travel survey responses can be found in Appendix 6 – Travel Survey Findings. When asked what the purpose of their trip was, the majority of respondents indicated that they were in Wellington West for shopping on both weekdays (31%) and weekends (34%). The most popular mode of travel overall was walking (46%), followed by driving (29%). When asked how often they frequent the area, the overall majority visit the study area daily (45%).

3.6.1 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 (57%) spent 5 to 10 minutes to find a parking space. These patrons were

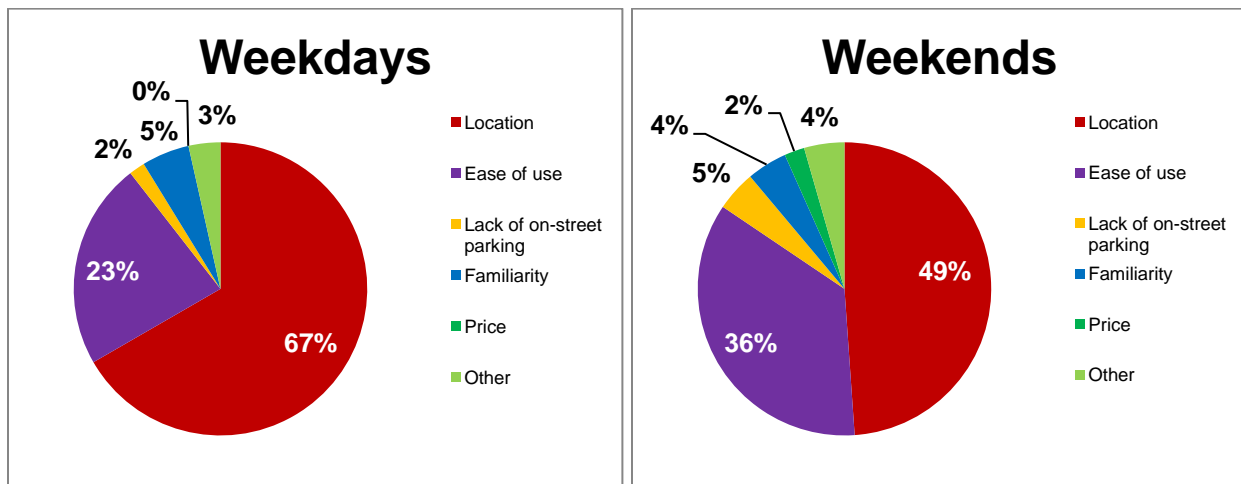
also asked how easy it was for them to find a parking space. Overall, patrons occasionally have difficulty finding a parking space (48%), while 26% always find a parking space and 22% frequently have difficulty finding a parking space (See Graph 5).

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 (67%) and ease of use (23%) were top factors. On weekends, location was less important (49%) and ease of use increased (36%) (See Graphs 6 and 7).

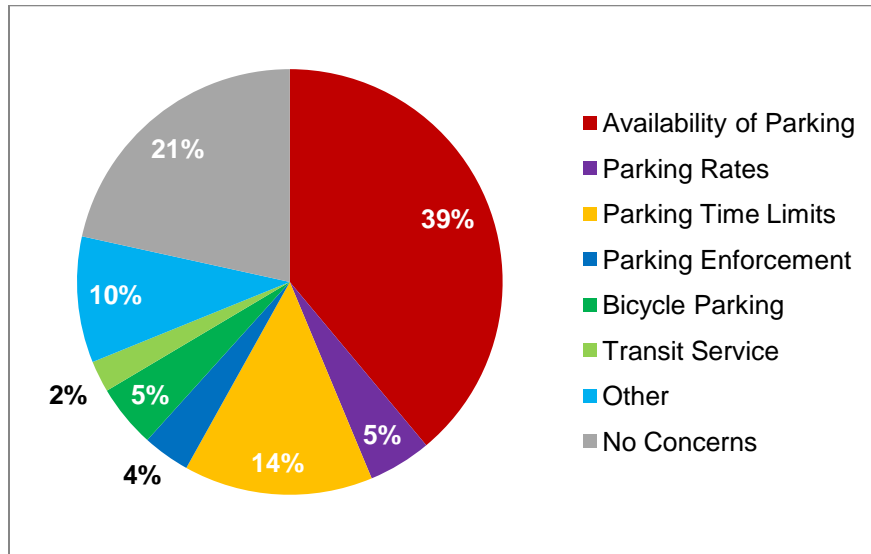
Graphs 6 (weekdays) and 7 (weekends) – Why did you choose to park where you did?



Patrons were also asked what their main concerns were when driving to Wellington West. The results show that the main concern was availability of parking (39%) followed

by parking time limits (14%). 21% of respondents indicated that they had no concerns (See Graph 8).

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



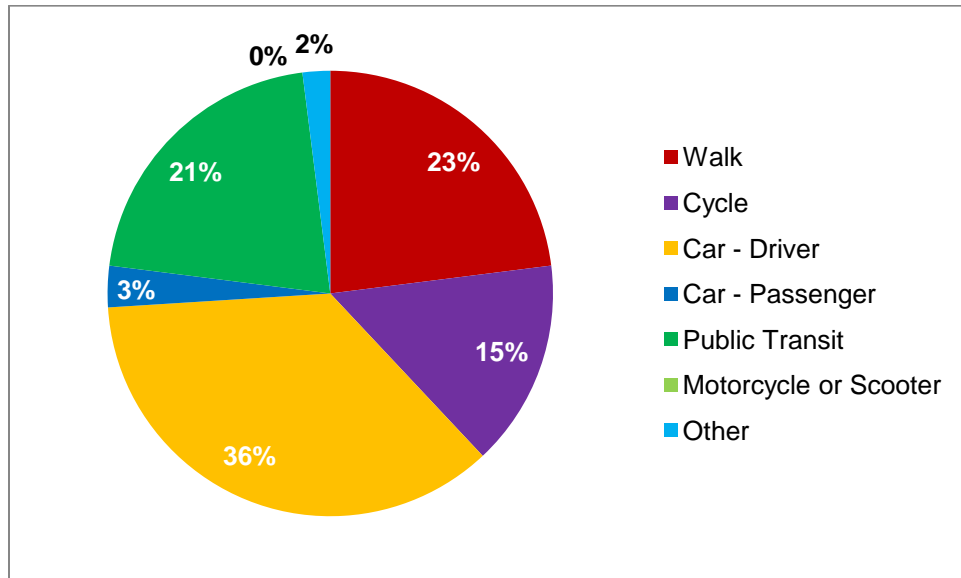
When asked how long driving patrons expected to stay in the area, the survey results showed that 92% of weekday respondents and 94% of weekend respondents would be in the area for three hours or less. Short-term parking is defined as “parking with a duration less than three hours”. This shows that short-term parking is prevalent amongst patrons.

3.6.2 Results from Employees

The following graphs show 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.

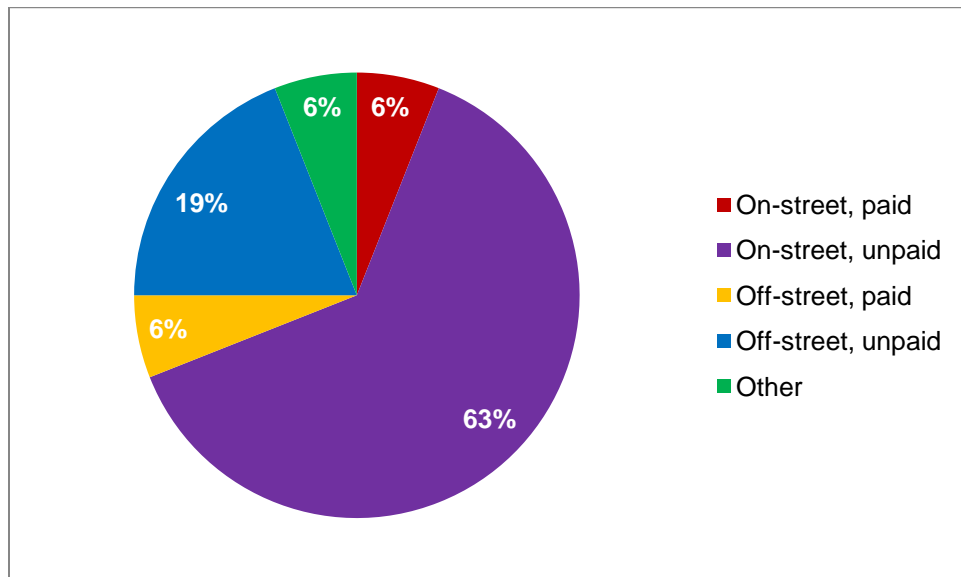
These employees were asked how they got to Wellington West. The majority of the respondents (36%) drove to the work. The second most common answer was walking (23%) followed by taking public transit (21%), among others (See Graph 9).

Graph 9 – How did you get to Westboro today?



These employees were also asked where they parked. Over half of the employees answered that they parked in unpaid on-street parking spaces (63%) followed by unpaid off-street parking lots (19%), among others (See Graph 10).

Graph 10 –Where did you park?



Section 4 - Public Consultation

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. Before the Wellington West Local Area Parking Study began, a Start-Up Notice was emailed to stakeholders in June 2015. The Start-Up Notice included the purpose of the study and an invitation to provide feedback on known parking issues with the intent that these could help frame the study. Stakeholders were encouraged to distribute the Start-Up Notice to anybody that may be interested in providing feedback.

Additional consultation included the following:

Travel Surveys – A total of 499 surveys were completed over the course of four days in June and October 2015. The travel surveys were carried out in order to gain an appreciation of parking behaviour, attitudes, and issues within Wellington West, and also to solicit additional comments related to parking from those visiting the area.

Public Open House (POH) – This was held in March 2016 – The POH was held at the Hintonburg Community 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 25 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. Another POH in May 2015 focussed on Westboro but also included some discussion related to Wellington West.

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 all the Community Association presidents at which Parking Services presented the findings and conclusions of the study.

Staff were also in regular contact with the Wellington West Business Improvement Area (BIA) and periodically met with its representatives to share the results and solicit feedback. In addition, staff conducted a walk about with the Wellington West BIA Executive Director in June 2015, met with the Wellington West BIA board on two separate occasions in October 2015 and July 2016. Staff also attended a meeting hosted by the Wellington West BIA to which all of its members were invited in

November 2016. At that session, Parking Services provided a presentation on the findings and conclusions of the study. Following the session, the Wellington West 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. In November 2015, there was a meeting with representatives of the Community Associations that directly impacted in the Wellington West area. As noted above, there was also 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 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:

- There is not enough parking in the area.
- Leave the on-street parking as unpaid parking.
- Parking rates and regulations around Holland Cross need to be reviewed.
- Parking rates are inconsistent in the area.
- There is too much traffic in the area.
- There are poor safety conditions for cyclists and pedestrians in the area.
- There is not enough bicycle parking and more options are needed.
- Bicycle lanes are needed in the area.
- Narrow streets make it difficult for drivers pass cyclists and to park which makes it unsafe for cyclists.
- Transit service is infrequent, not on time, and not reliable.

Section 5 - Analysis – Wellington Street West / Somerset Street West

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.

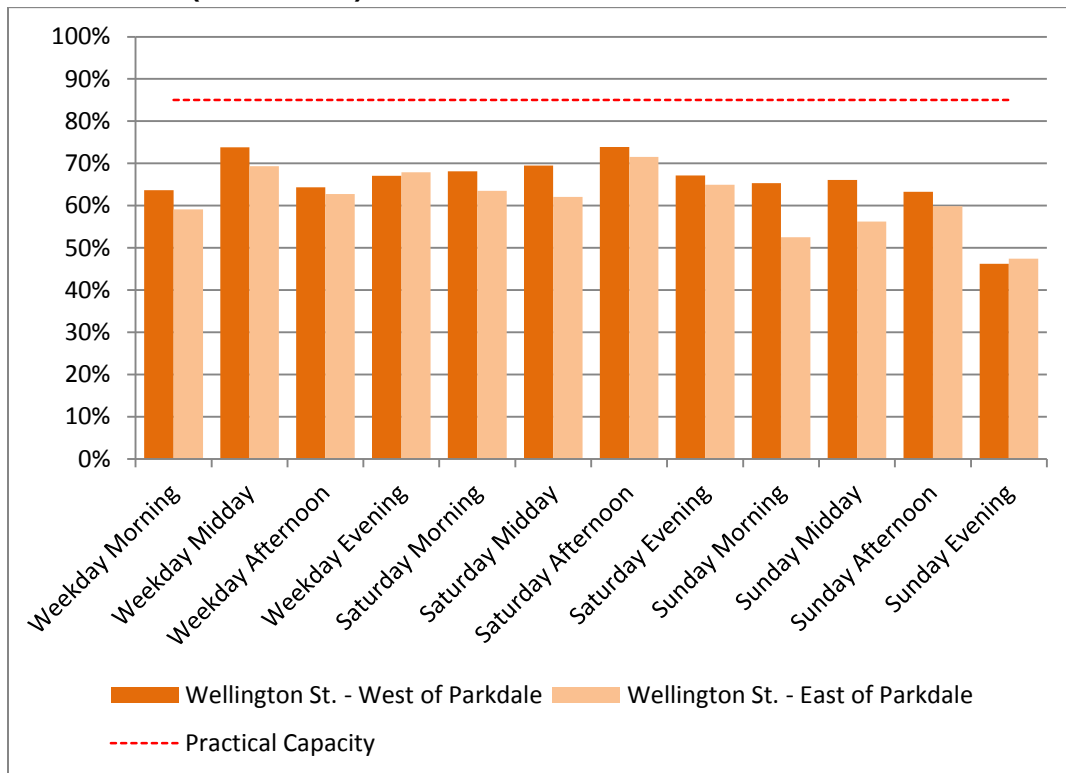
The following section will provide a thorough analysis of the mainstreet (Wellington Street West / Somerset Street) where the majority of businesses are located.

5.1 Occupancy Findings for Wellington Street West / Somerset Street West

As described in the methodology section, there has been a lot of data collected in the Wellington West study area, including the June 2014 occupancy surveys and the 2015 / 2016 license plate surveys which focused on Wellington Street West / Somerset Street West. 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 Parkdale Avenue.

Table 11 and Graph 11 – On-Street Occupancy Wellington Street West / Somerset Street West (June 2014)



| Day | Time | West of Parkdale Occupancy (%) | East of Parkdale Occupancy (%) |
|------------|-------------|---------------------------------------|---------------------------------------|
| Weekday | Morning | 64% | 59% |
| Weekday | Midday | 74% | 69% |
| Weekday | Afternoon | 64% | 63% |
| Weekday | Evening | 67% | 68% |
| Saturday | Morning | 68% | 64% |
| Saturday | Midday | 69% | 62% |
| Saturday | Afternoon | 74% | 72% |
| Saturday | Evening | 67% | 65% |
| Sunday | Morning | 65% | 53% |
| Sunday | Midday | 66% | 56% |
| Sunday | Afternoon | 63% | 60% |
| Sunday | Evening | 46% | 47% |

This data shows that parking demand along Wellington Street West / Somerset Street West is similar for both areas east and west of Parkdale Avenue.

The following is a summary of this data:

- West of Parkdale Avenue:
 - Weekdays at midday and Saturday afternoon are the busiest times. The occupancy peaks at 74% during both of these time periods.
 - During the weekdays, the occupancy is moderate and ranges from 64% to 74%.
 - Saturday is the busiest day west of Parkdale Avenue, the occupancy peaks at 74% in the afternoon.
 - Sunday is the least busy day west of Parkdale Avenue, the occupancy peaks at 66% at midday.
- East of Parkdale Avenue:
 - During the weekdays, the occupancy is moderate and ranges from 59%-69%.
 - Saturday is the busiest day east of Parkdale Avenue, the occupancy peaks at 72% in the afternoon.
 - Sunday is the least busy day east of Parkdale Avenue, the occupancy peaks at 60% in the afternoon.

Using the June 2014 occupancy survey data, Map 13 and Table 12 shows the number of times by percentage that each block face along Wellington Street West / Somerset Street West exceeded practical capacity (85%). Map 14 shows which block faces along

Wellington Street West / Somerset Street West exceeded practical capacity (85%) at least once.

The results show that along Wellington Street West / Somerset Street West, the busiest stretch of road is from Western Avenue to Hinton Avenue North on the north side and from Hampton Avenue to Hinton Avenue North on the south side. The occupancy exceeds practical capacity (85%) 76-100% of the time along three blocks, 51-75% of the time along four blocks, and 25-50% of the time along seven blocks along that stretch of road (See Map 13). Furthermore, the occupancy results show that the majority of the mainstreet exceeds practical capacity (85%) at least once out of the 12 times surveyed (See Map 14).

This data indicates that along Wellington Street West / Somerset Street West, there are consistently high levels of demand along the busiest stretch with “hot spots” especially from Western Avenue to Hinton Avenue North on the north side and from Hampton Avenue to Hinton Avenue North on the south side.

Map 13 and Table 12 – 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% |
|---------------|----------------|----------------|-------------|---------------------------------|
| Wellington | Island Park | Carleton | N | <25% |
| Wellington | Carleton | Western | N | <25% |
| Wellington | Western | Gilcrest | N | 25-50% |
| Wellington | Gilcrest | Ross | N | 25-50% |
| Wellington | Ross | Grange | N | 25-50% |
| Wellington | Grange | Smirle | N | 76-100% |
| Wellington | Smirle | Caroline | N | 51-75% |
| Wellington | Caroline | Huron North | N | 51-75% |
| Wellington | Huron North | Holland | N | 25-50% |
| Wellington | Holland | Hinton North | N | 25-50% |
| Wellington | Hinton North | Hamilton North | N | <25% |
| Wellington | Hamilton North | Parkdale | N | 25-50% |
| Wellington | Parkdale | McCormick | N | <25% |
| Wellington | Carruthers | Stirling | N | <25% |
| Wellington | Stirling | Pinhey | N | 25-50% |
| Wellington | Pinhey | Merton | N | 25-50% |
| Wellington | Merton | Garland | N | 25-50% |
| Somerset | Spadina | Bayview | N | <25% |
| Somerset | Bayview | Breezhill | N | 25-50% |
| Wellington | Island Park | Piccadilly | S | <25% |
| Wellington | Granville | Hampton | S | <25% |
| Wellington | Hampton | Clarendon | S | 25-50% |
| Wellington | Clarendon | Warren | S | 51-75% |
| Wellington | Warren | Julian | S | <25% |
| Wellington | Julian | Harmer | S | 76-100% |
| Wellington | Harmer | Huron North | S | 76-100% |
| Wellington | Huron North | Holland | S | 25-50% |
| Wellington | Holland | Hinton North | S | 51-75% |
| Wellington | Hinton North | Hamilton North | S | <25% |
| Wellington | Hamilton North | Parkdale | S | <25% |
| Wellington | Parkdale | Rosemount | S | <25% |
| Wellington | Rosemount | Sherbrooke | S | <25% |
| Wellington | Sherbrooke | Melrose | S | 51-75% |
| Wellington | Melrose | Fairmont | S | <25% |
| Wellington | Fairmont | Irving | S | 25-50% |
| Somerset | Irving | Spadina | S | 51-75% |
| Somerset | Spadina | Bayswater | S | 25-50% |
| Somerset | Bayswater | Breezhill | S | <25% |

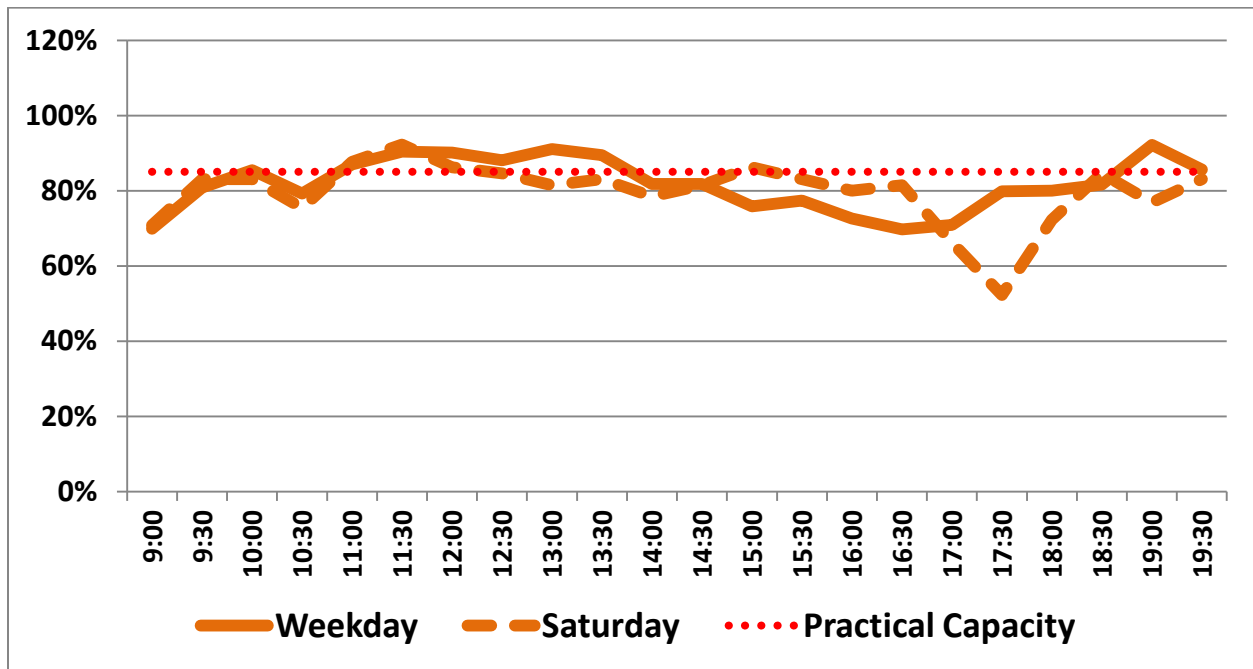
Map 14 – Number of Times Occupancy Exceeds 85% at Least Once



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 Parkdale Avenue were surveyed in half hour intervals over multiple days. The following parts of Wellington Street West / Somerset Street West were included in these surveys (See Section 3.2 for dates / times and Appendix 3 for the route maps). The weekday occupancy data is an average from three days in 2015 / 2016 and the Saturday occupancy data is from 2015.

- West of Parkdale –Both sides of Wellington Street West between Hamilton Avenue North and Clarendon Avenue
- East of Parkdale - Both sides of Wellington Street West between Garland Avenue and Rosemount Avenue

Graph 12 and Table 13 - Wellington Street West, Occupancy West of Parkdale Avenue

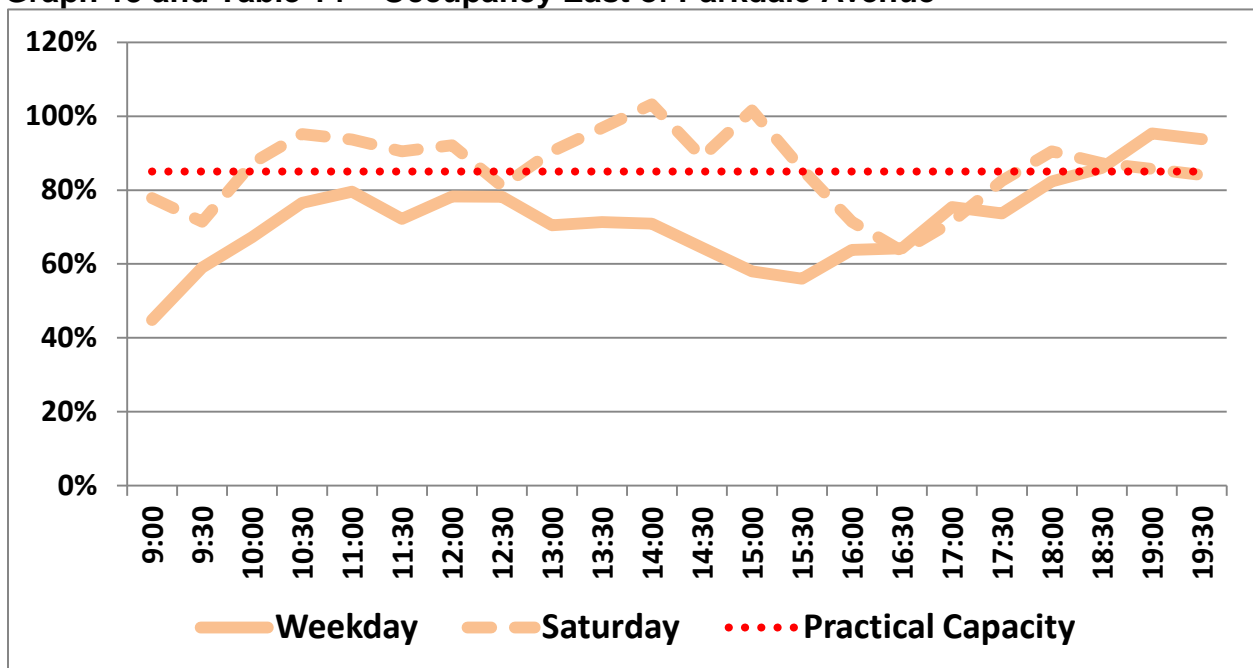


| Time | Weekday (Average) | Saturday (Average) |
|-------|-------------------|--------------------|
| 9:00 | 70% | 71% |
| 9:30 | 81% | 83% |
| 10:00 | 85% | 83% |
| 10:30 | 79% | 75% |
| 11:00 | 87% | 88% |
| 11:30 | 90% | 92% |
| 12:00 | 90% | 86% |
| 12:30 | 88% | 85% |
| 13:00 | 91% | 82% |
| 13:30 | 89% | 83% |
| 14:00 | 82% | 79% |
| 14:30 | 82% | 82% |
| 15:00 | 76% | 86% |
| 15:30 | 77% | 83% |
| 16:00 | 73% | 80% |
| 16:30 | 70% | 82% |
| 17:00 | 71% | 66% |
| 17:30 | 80% | 52% |
| 18:00 | 80% | 72% |
| 18:30 | 82% | 85% |
| 19:00 | 92% | 77% |
| 19:30 | 86% | 83% |

The occupancy results for Wellington Street West / Somerset Street West for the stretch of road west of Parkdale Avenue show that:

- The peak periods during the weekday are at midday and in the evening and on Saturday the peak period is at midday.
- During the weekday, the occupancy exceeds practical capacity (85%) during the day from 11:00 to 14:00 and in the evening from 19:00 until the survey ended at 19:30pm.
- During the Saturday, the occupancy exceeds practical capacity (85%) from 11:00 to 12:30.

Graph 13 and Table 14 – Occupancy East of Parkdale Avenue



| Time | Weekday (Average) | Saturday (Average) |
|-------------|------------------------------|-------------------------------|
| 9:00am | 45% | 78% |
| 9:30am | 59% | 71% |
| 10:00am | 67% | 87% |
| 10:30am | 77% | 95% |
| 11:00am | 80% | 94% |
| 11:30am | 72% | 91% |
| 12:00pm | 78% | 92% |
| 12:30pm | 78% | 81% |
| 13:00pm | 71% | 91% |
| 13:30pm | 71% | 97% |
| 14:00pm | 71% | 103% |
| 14:30pm | 64% | 89% |
| 15:00pm | 58% | 102% |
| 15:30pm | 56% | 86% |
| 16:00pm | 64% | 71% |
| 16:30pm | 64% | 64% |
| 17:00pm | 75% | 71% |
| 17:30pm | 74% | 83% |
| 18:00pm | 82% | 91% |
| 18:30pm | 86% | 87% |
| 19:00pm | 95% | 86% |
| 19:30pm | 94% | 84% |

The occupancy results for Wellington Street West / Somerset Street West for the stretch of road east of Parkdale Avenue show that:

- The peak period during the weekday is in the evening and on Saturday the peak periods is in the afternoon.
- During the weekday, the occupancy exceeds practical capacity (85%) in the evening from 18:30 until the survey ended at 19:30.
- During the Saturday, the occupancy exceeds practical capacity (85%) from 10:30 to 12:30, exceeds practical capacity (85%) and maximum capacity (100%) from 13:00 to 16:00, and exceeds practical capacity (85%) from 18:00 to 19:30.

The results show that along Wellington Street West / Somerset Street West, the stretch of road west of Parkdale Avenue is busier than east of Parkdale Avenue especially during the day from 11:00am to 2:00pm. During these times, the occupancy exceeds practical capacity (85%) west of Parkdale Avenue but east of Parkdale Avenue, the occupancy only reaches a peak of 80%. However, in the evenings, the Wellington Street West / Somerset Street West east of Parkdale Avenue is slightly busier than west of Parkdale Avenue.

Overall, the parking demand data along Wellington Street West / Somerset Street West show that there are times at which parking is a significant issue especially west of Parkdale Avenue during the weekday and east of Parkdale Avenue on the Saturday. During these times, the occupancy exceeds practical capacity (85%) for periods of time and even maximum capacity (100%) at some time periods which means that parking is in such demand that people are parking illegally.

5.2 On-Street Parking Demand Comparisons

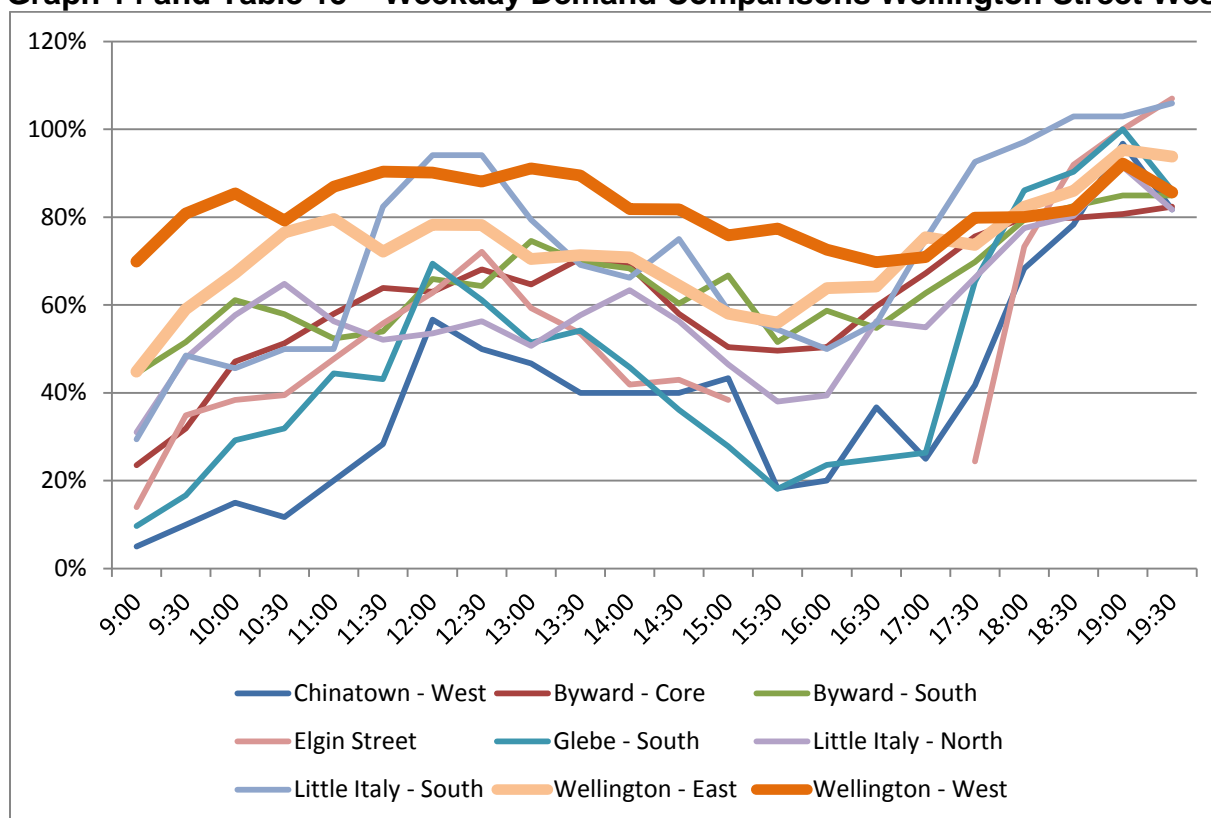
There are many commercial areas within the City contain paid on-street parking including Little Italy, the Glebe, Chinatown, ByWard Market, among others. Overall, there are approximately 3,800 on-street paid parking spaces in the City of Ottawa. In order to assess the parking in Wellington West, a comparison 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 Wellington Street West / Somerset Street West for both areas east and west of Parkdale 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 15 – Weekday Demand Comparisons Wellington Street West



| Area (Highest to Lowest) | Daytime Peak Utilization (paid) | Area (Highest to Lowest) | Evening Peak Utilization (unpaid) |
|--------------------------|---------------------------------|--------------------------|-----------------------------------|
| Little Italy South | 94% | Elgin | 107% |
| Wellington - West | 91% | Little Italy - South | 106% |
| Wellington - East | 80% | Glebe - South | 100% |
| ByWard - South | 75% | Chinatown - West | 97% |
| Elgin | 72% | Wellington - East | 95% |
| ByWard - Core | 71% | Wellington - West | 92% |
| Glebe - South | 69% | Little Italy - North | 92% |
| Little Italy - North | 65% | ByWard - South | 85% |
| Chinatown - West | 57% | ByWard - Core | 82% |

- Daytime Weekday Peak Utilization (paid) – Little Italy (South) has the highest on-street peak occupancy rate (94%), Wellington West has the second highest on-street peak occupancy rate (91%), and Wellington East has the third highest on-street peak occupancy rate (80%).
- Evening Weekday Peak Utilization (unpaid) – Wellington East has the fifth highest on-street peak occupancy rate (95%) and Wellington West has the sixth highest on-street peak occupancy rate (92%). Among the areas identified, Elgin,

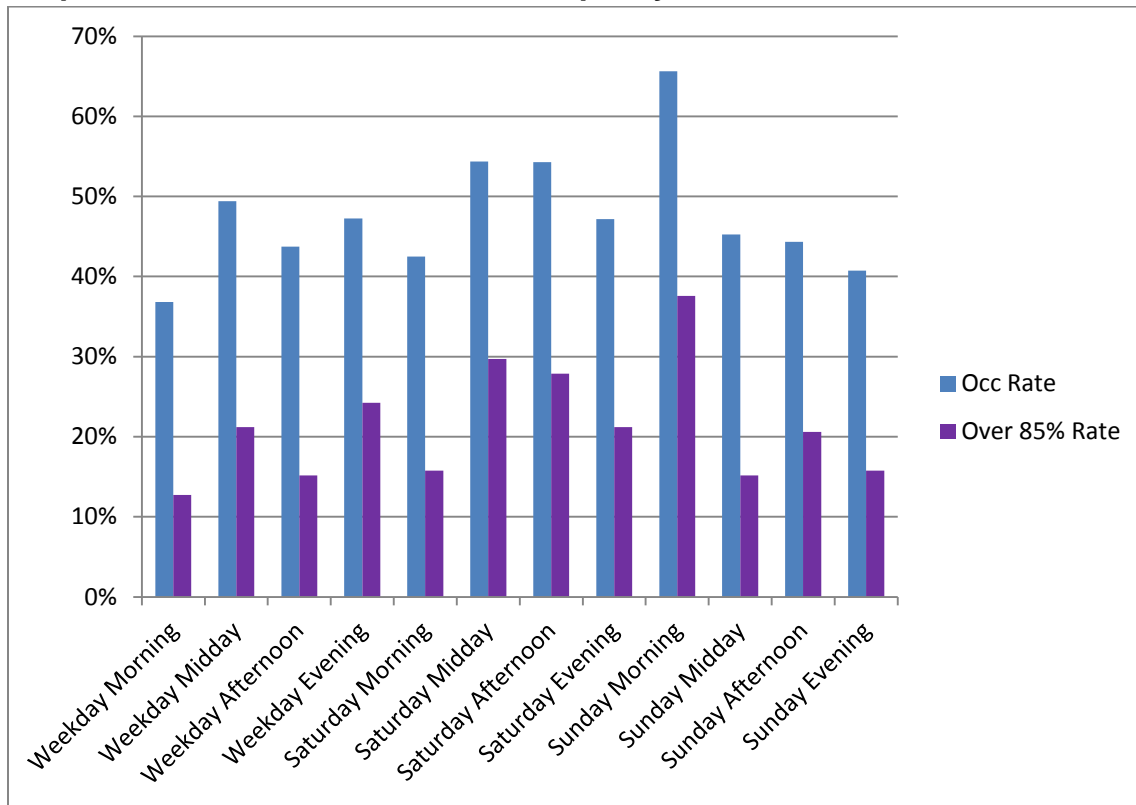
Little Italy (South), Glebe (South), and Chinatown (West) have the highest on-street occupancies (all between 97% and 107%).

The results show that Wellington Street West / Somerset Street West for both areas east and west of Parkdale Avenue are among the highest demand locations in the City for on-street parking compared to other commercial areas.

Section 6 - Side Street Parking

In addition to the occupancy collected along Wellington Street West / Somerset Street West, 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 primarily of residential uses. The parking demand along the side streets is not as great as it is along the mainstreet. Graph 15 and Table 16 summarize the occupancy results for all the side streets in the study area and the percent of times the side streets exceeded 85%.

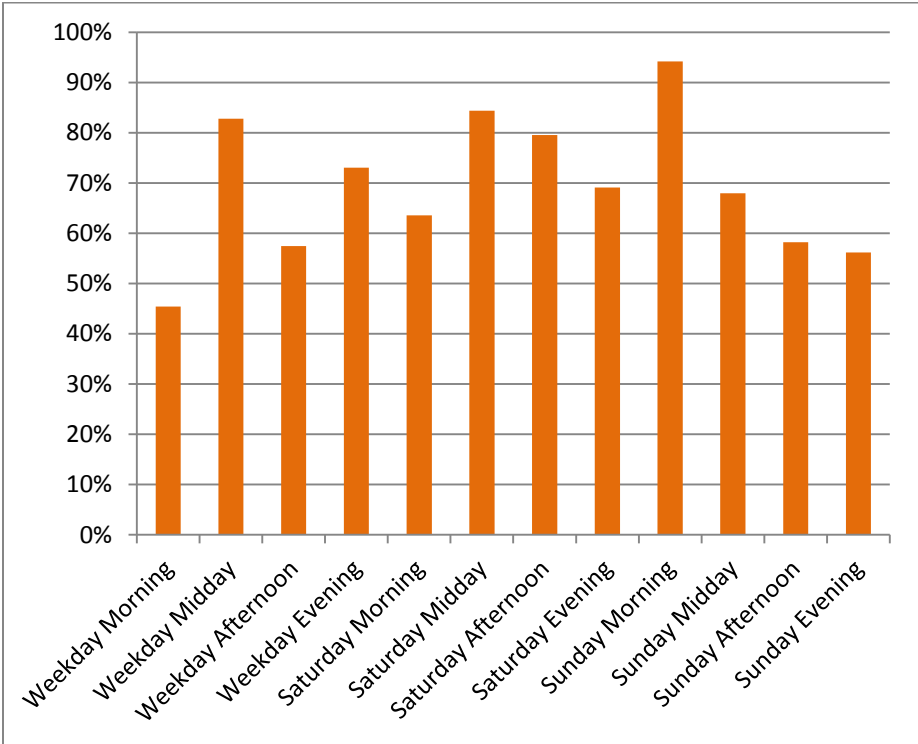
Graph 15 and Table 16 – Overall Occupancy of Westboro Side Streets



| Day of Week | Time of Day | Occupancy | Over 85% Rate |
|-------------|-------------|-----------|---------------|
| Weekday | Morning | 37% | 13% |
| Weekday | Midday | 49% | 21% |
| Weekday | Afternoon | 44% | 15% |
| Weekday | Evening | 47% | 24% |
| Saturday | Morning | 42% | 16% |
| Saturday | Midday | 54% | 30% |
| Saturday | Afternoon | 54% | 28% |
| Saturday | Evening | 47% | 21% |
| Sunday | Morning | 66% | 38% |
| Sunday | Midday | 45% | 15% |
| Sunday | Afternoon | 44% | 21% |
| Sunday | Evening | 41% | 16% |

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 Wellington Street West / Somerset Street West 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 Wellington Street West / Somerset Street West.

Graph 16 – Occupancy of Side Streets immediately off of Wellington Street West, West of Parkdale



Graph 17 – Occupancy of Side Streets immediately off of Wellington Street West / Somerset Street West , East of Parkdale

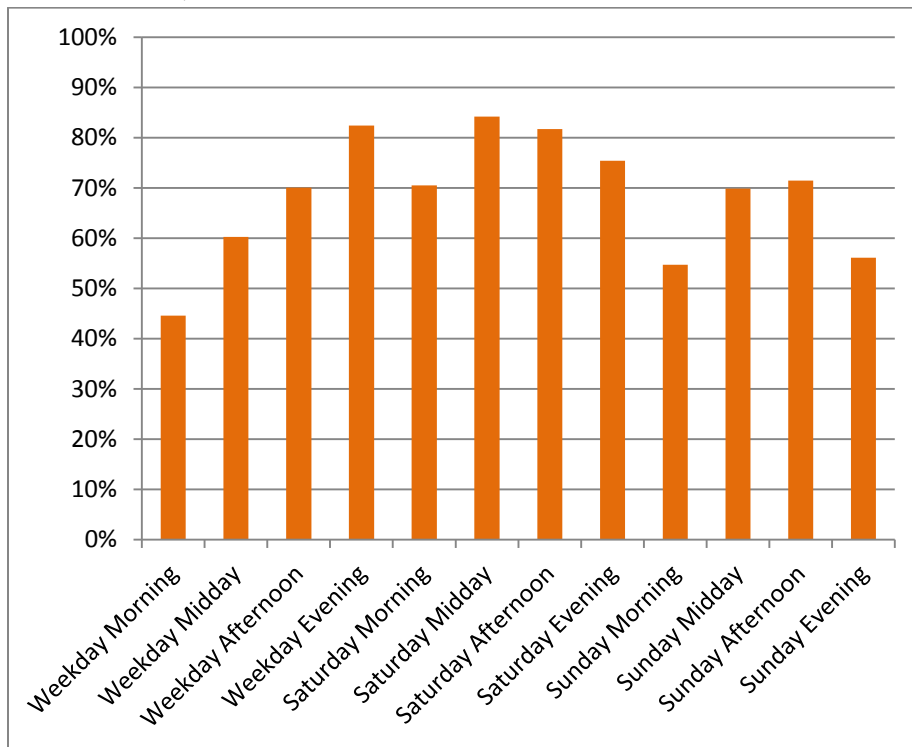


Table 17 – Occupancy of Side Streets off of Wellington Street West / Somerset Street West

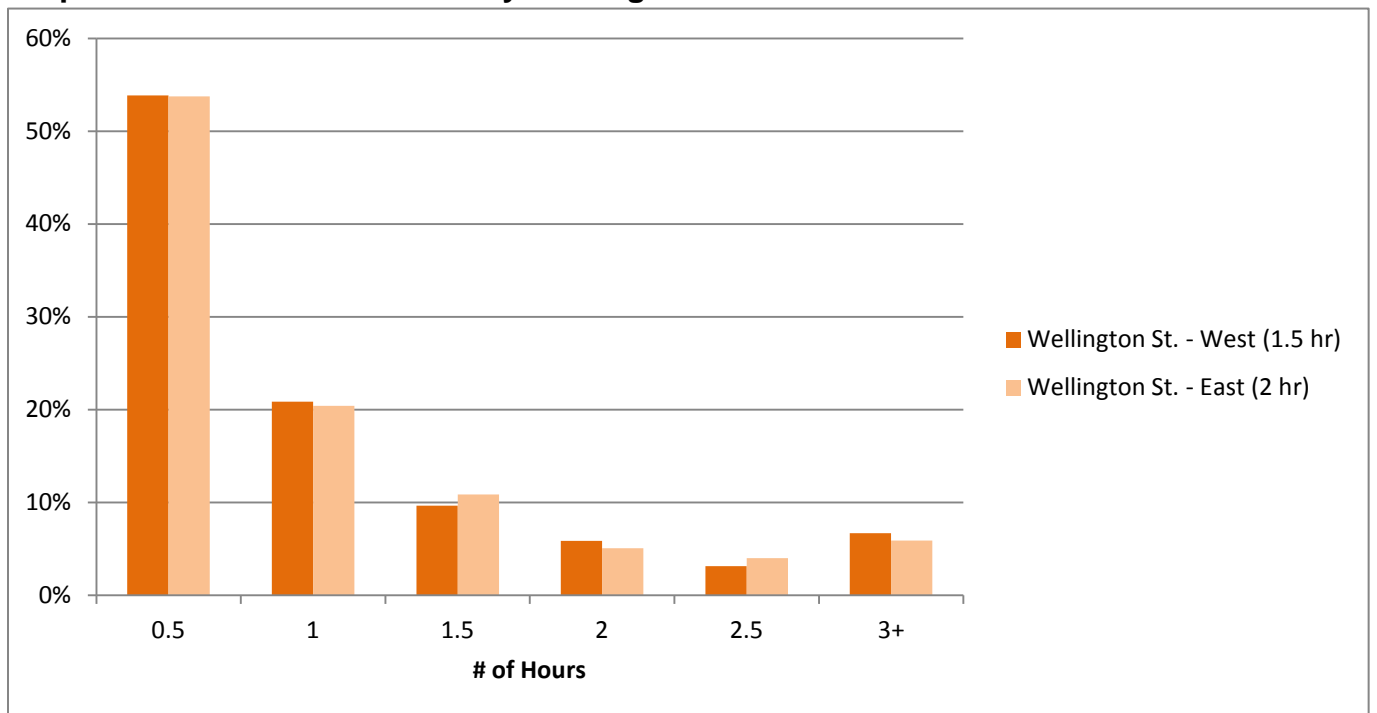
| Day of Week | Time of Day | West of Parkdale Occupancy | East of Parkdale Occupancy |
|-------------|-------------|----------------------------|----------------------------|
| Weekday | Morning | 45% | 45% |
| Weekday | Midday | 83% | 60% |
| Weekday | Afternoon | 57% | 70% |
| Weekday | Evening | 73% | 82% |
| Saturday | Morning | 64% | 70% |
| Saturday | Midday | 84% | 84% |
| Saturday | Afternoon | 80% | 82% |
| Saturday | Evening | 69% | 75% |
| Sunday | Morning | 94% | 55% |
| Sunday | Midday | 68% | 70% |
| Sunday | Afternoon | 58% | 71% |
| Sunday | Evening | 56% | 56% |

The occupancy results show that the side streets right off of Wellington Street West / Somerset Street West for one block are moderate to high. Wellington Street West / Somerset Street West remains the main parking generator in the area. However, there is spillover onto the side streets for both areas.

Section 7 - Parking Duration Results

The data from the periodic licence plate surveys was used to calculate the parking duration along Wellington Street West / Somerset Street West for both areas east and west of Parkdale 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 18 and Table 18 – Weekday Parking Duration

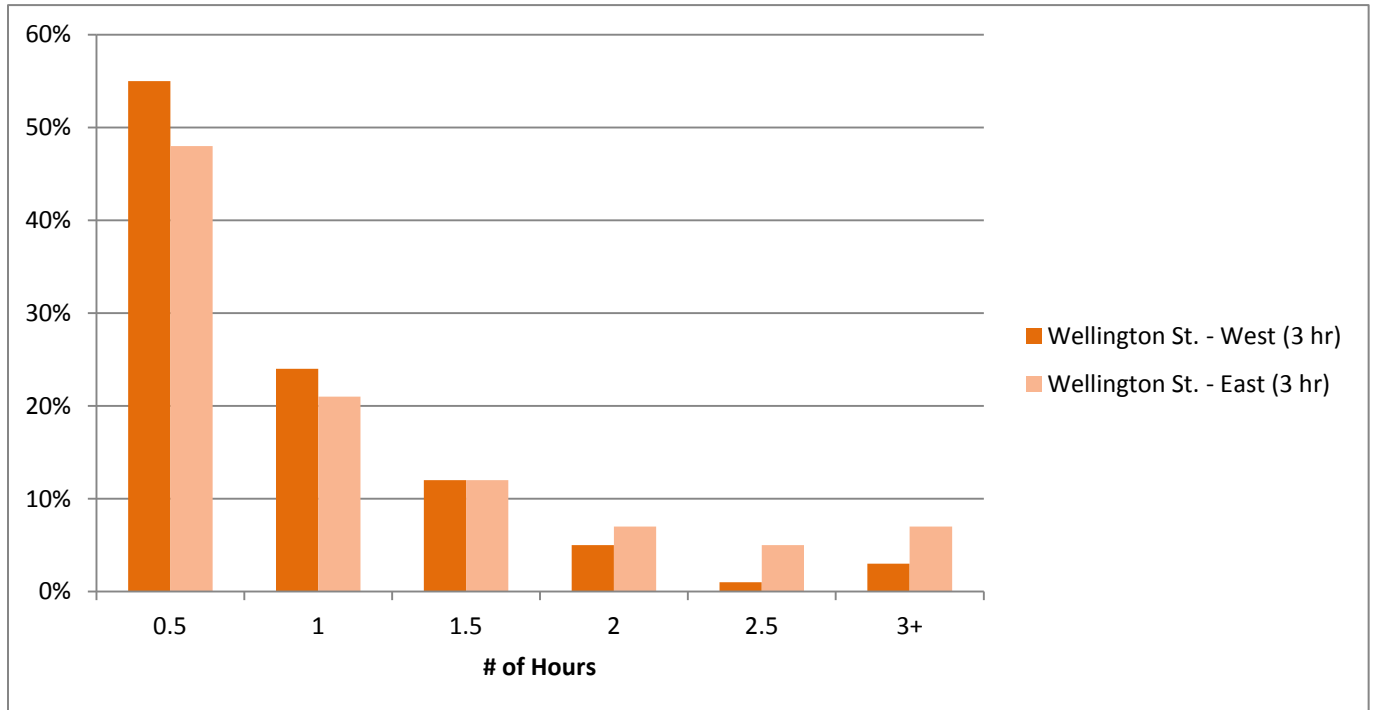


| Time Stayed (Hours) | Wellington West Weekday | Wellington East Weekday |
|------------------------|-------------------------|-------------------------|
| 0.5 | 54% | 54% |
| 1 | 21% | 20% |
| 1.5 | 10% | 11% |
| 2 | 6% | 5% |
| 2.5 | 3% | 4% |
| 3+ | 7% | 6% |
| Illegal Parking | 16% | 10% |

- The parking duration is similar along Wellington Street West / Somerset Street West for both areas east and west of Parkdale Avenue during the weekday.

- The majority of drivers are parking for 30 minutes for both areas.
- West of Parkdale Avenue, 16% of drivers are staying past the 1.5 hour maximum time limit.
- East of Parkdale Avenue, 10% of drivers are staying past the 2 hour maximum parking time limit.

Graph 19 and Table 19 –Saturday Parking Duration



| Time Stayed (Hours) | Wellington West Saturday | Wellington East Saturday |
|------------------------|--------------------------|--------------------------|
| 0.5 | 55% | 48% |
| 1 | 24% | 21% |
| 1.5 | 12% | 12% |
| 2 | 5% | 7% |
| 2.5 | 1% | 5% |
| 3+ | 3% | 7% |
| Illegal Parking | 3% | 7% |

- The parking duration is similar along Wellington Street West / Somerset Street West for both areas east and west of Parkdale Avenue on a Saturday.
- The majority of drivers are parking for 30 minutes for both areas.
- West of Parkdale Avenue, 3% of drivers are staying past the 3 hour maximum time limit.

- East of Parkdale Avenue, 7% of drivers are staying past the 3 hour maximum parking time limit.

Table 20 – Sunday Parking Duration

| Time Stayed (Hours) | Wellington West Sunday |
|----------------------------|-------------------------------|
| 0.5 | 55% |
| 1 | 21% |
| 1.5 | 9% |
| 2 | 6% |
| 2.5 | 3% |
| 3+ | 6% |
| Illegal Parking | 6% |

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 63% of employees who drive surveyed are parking in unpaid on-street spaces.

Section 8 - Off-Street Parking

8.1 Occupancy for Lot 13

The occupancy rates for Lot 13 are provided in Table 21.

Table 21 – Lot 13 Occupancy Findings

| Day | Time | Spring Data | Fall Data |
|------------|-------------|--------------------|------------------|
| Weekday | Morning | 50% | 35% |
| Weekday | Midday | 95% | 65% |
| Weekday | Afternoon | 95% | 55% |
| Weekday | Evening | 10% | 45% |
| Saturday | Morning | 70% | 80% |
| Saturday | Midday | 70% | 45% |
| Saturday | Afternoon | 60% | 55% |
| Saturday | Evening | 10% | 20% |
| Sunday | Morning | 60% | 70% |
| Sunday | Midday | 20% | 50% |
| Sunday | Afternoon | 30% | 60% |
| Sunday | Evening | 0% | 40% |

The June 2015 occupancy results for Lot 13 show that for the majority of the time, the occupancy is low to moderate with the exception of weekdays at midday and in the afternoon when the occupancy exceeds practical capacity at a rate of 95%. Due to the close proximity to the Farmer's Market, high occupancy can be expected during the on-season (particularly in the summer).

The October 2015 occupancy rates for Lot 13 show that the occupancy never exceeds 80% and is generally low to moderate.

8.2 Holland Cross

During the public consultation process, comments were received from residents living in the condominium buildings located around Holland Cross. Some of the comments favoured longer parking time limits on Saturdays and free parking during off-peak hours. In order to address these comments, this section will focus on the parking situation around Holland Cross.

Holland Cross is an office building which contains an underground parking garage with a total of 788 parking spaces. It is located in the only area that contains on-street paid parking within the Wellington West study area (See Map 15). The uses surrounding the office building include:

- Tunney's Pasture which is located north of Holland Cross and Scott Street and consists of several federal government buildings.
- Several condominium buildings which are located immediately south of Holland Cross within the same block.

Map 15 – On-Street Paid Parking Locations Holland Cross



Together, Holland Cross and Tunney’s Pasture are the main parking generators in this area. During the weekends, Holland Cross is closed and the majority of government workers at Tunney’s Pasture do not work on weekends. However, the on-street paid parking is in effect along Holland Avenue from Monday to Saturday. In order to determine the utilization of paid parking in this area manual occupancy counts were conducted for both on-street parking and for the Holland Cross parking garage. The area also has inconsistent parking regulations (See Table 22).

Table 22 – Paid Parking Information around Holland Cross

| Street / Lot | Number of Spaces | Maximum Time Limit | Paid Parking In Effect |
|------------------------------|-------------------------|---------------------------|-------------------------------|
| Holland Avenue | 20 | 1 Hour | 8:00am-5:30pm, Mon-Sat |
| Hamilton Avenue | 31 | 2 Hours | 8:00am-5:30pm, Mon-Fri |
| Spencer Street | 15 | 2 Hours | 8:00am-5:30pm, Mon-Fri |
| Holland Cross Parking Garage | 788 | No Maximum | Paid Parking 24 / 7 |

Manual occupancy counts were conducted for the on-street paid parking in Spring and Fall 2015. The following graphs and tables show the average occupancy rates for Holland Avenue, Spencer Street / Hamilton Avenue North, and the parking garage at Holland Cross during the weekday, Saturday, and Sunday.

Table 23 - Holland Avenue Occupancy

| | Weekday | Saturday | Sunday |
|------------------|----------------|-----------------|---------------|
| Morning | 54% | 40% | 73% |
| Midday | 60% | 20% | 54% |
| Afternoon | 40% | 29% | 43% |

Table 24 – Spencer Avenue and Hamilton Avenue North Occupancy

| | Weekday | Saturday | Sunday |
|------------------|----------------|-----------------|---------------|
| Morning | 12% | 47% | 41% |
| Midday | 29% | 65% | 42% |
| Afternoon | 25% | 71% | 42% |

Table 25 – Holland Cross Parking Garage

| | Weekday | Saturday | Sunday |
|------------------|----------------|-----------------|---------------|
| Morning | 73% | 0% | 0% |
| Midday | 71% | 1% | 1% |
| Afternoon | 72% | 1% | 1% |

The results show that on Saturday when paid on-street parking is in effect along Holland Avenue, the occupancy is low due to the large supply of available free on-street parking in the vicinity. There is a lack of demand for paid parking in the area on Saturdays due to office and government buildings being closed during the weekend. Also, Holland Avenue offers no advantage relative to the surrounding streets due to its 1-hour maximum time limit. Other streets in the area offer longer time limits and free parking.

Section 9 - Parking Toolbox

9.1 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 Wellington West

This measure is applicable to Wellington West. Within the Wellington West study area, there are 380 bicycle racks within the public right-of-way which equates to a total of 867 bicycle parking spaces.

Looking at the distribution of bicycle racks within the study area (See Map 11), there is an adequate amount of bicycle parking along Wellington Street West / Somerset Street West.

Overall, the bicycle parking demand is low relative to the number of racks. However, the demand for bicycle parking is high around Holland Cross and in some spots close to Wellington east of Parkdale.

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 Wellington West

This measure is applicable to Wellington West. 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 Wellington West after driving and walking. A total of 12% of all trips destined to the Wellington West study area are by transit. Through the travel surveys, there were some comments regarding transit service from the public. Comments included the following: transit service is infrequent, not reliable, and not on time; there is no easy walk to get to transit; transit on Sundays is hard to use; and a metro station is needed in the area.

In addition to transit service, the implementation of the LRT north of the Wellington West 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 Wellington West 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 Wellington West

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 Wellington West 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

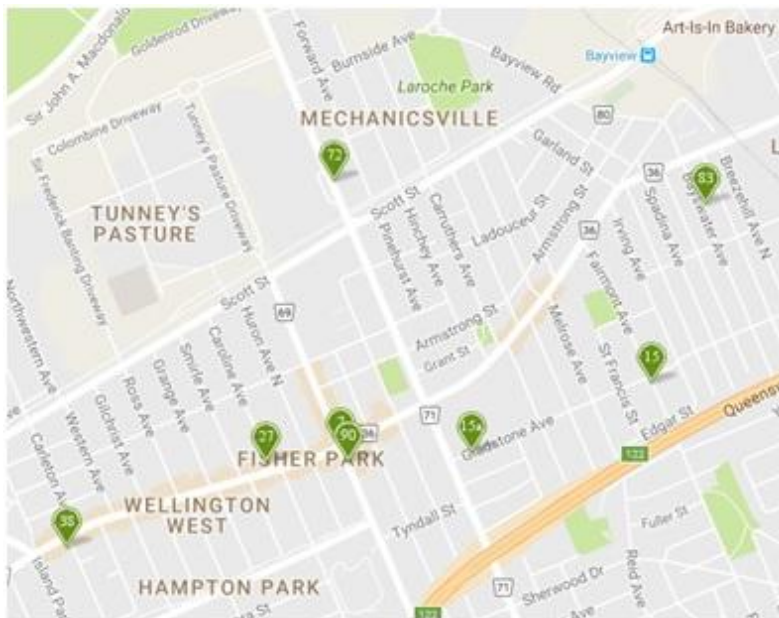
Description/Rationale

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 Wellington West

Car sharing is currently active in the Wellington West study area. The two most prominent privately-owned companies within Ottawa that provide car-sharing services are VRTUCAR and Zipcar. VRTUCAR provides vehicles at six locations within the Wellington West 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 Wellington West study area. See Map 16 for the car-sharing vehicle locations.

Map 16 – VRTUCAR locations within Wellington West



The only opportunity that the City would have to pursue additional car-sharing spaces would be at the municipal lot located at the Parkdale Farmer's Market. At the present time, there is no recommendation to pursue this.

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 of spaces.

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

Applicability to Wellington West

The municipally-owned parking lot (Lot 13) within the study area is located next to the Parkdale Farmer's Market. The parking lot during the on-season (May 1st – October 31st) consists of unpaid parking with a maximum parking time limit of 15 minutes and during the off-season (November 1st – April 30th) consists of paid parking and also monthly permit parking. The occupancy data for Lot 13 was collected during the on-season (June and October). The June occupancy results show that for the majority of the time, the occupancy is low to moderate with the exception of weekdays at midday and in the afternoon when the occupancy exceeds practical capacity at a rate of 95%. Due to the close proximity to the Farmer's Market, high occupancy can be expected during the on-season (particularly in the summer). The October occupancy rates show that the occupancy never exceeds 80% and is generally low to moderate.

In order to provide an additional supply of off-street public parking to support any general lack of available 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 Wellington West.

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 Wellington West

Through this study, it was identified that there are a significant number of Loading Zones along or just off of Wellington / Somerset. In total, there are 12 such zones which account for 25 spaces. Many of these are in effect 24 hours a day / 7 days a week and are not in use the vast majority of the time. This creates potential opportunities to specify time limits or consolidate the loading zones in order to create additional parking spaces. It is therefore recommended that City staff work with the Wellington West BIA to identify where loading zones can be consolidated or the hours reduced.

Through the study, staff were able to work with local businesses to identify an opportunity to relocate a Loading Zone on Ross Avenue immediately north of Wellington which helped to create two additional spaces.

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.

Applicability to Wellington West

At this time, developer agreements do not apply to the Wellington West study area. With the majority of 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 Wellington West

Before approving an application for variance or re-zoning in Wellington West, 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 Wellington West

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 are 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 parking regulations in Wellington West also contain different limits that vary from weekdays to Saturday to Sunday. 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. West of Parkdale, the time limit is the same during the weekday and on Saturday, but the hours are extended slightly. On Sunday, the new time limit will be a reduction whereas previously it was unsigned (i.e. a 3-hour limit). East of Parkdale, the change to a 90-minute time limit will represent a decrease on all days (currently 2-hours Monday to Friday and 3-hours Saturday and Sunday).

Without paid on-street parking along Wellington Street West / Somerset Street West, 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 Wellington Street West / Somerset Street West could be extended to 2 hours. This would be consistent with other commercial mainstreets in Ottawa which have paid on-street parking.

The on-street parking along Breezehill Avenue North currently consists of unsigned (3 hour) parking. Feedback obtained through consultation indicates that long-term parkers are making the road too narrow and therefore creating issues for those trying to access the housing development. It is therefore recommended that the maximum parking time limits be reduced along Breezehill Avenue North from 3 hours to 2 hours from Bayswater Avenue to the dead end in order to discourage long-term parking.

The pocket of paid on-street parking located around Holland Cross is inconsistent with the surrounding area as all other on-street parking in the immediate area has similar restrictions (e.g. time limits), but is unpaid. This in turn results in the paid parking being undesirable and underutilized. In order to better leverage this parking, adjustments can be made to the time limits and the rates (discussed in a later section). By extending the time limits for these spaces, they become longer-term parking options for visitors who may need to stay longer than what the other on-street parking allows.. It is therefore recommended that the maximum parking time limits be increased in areas consisting of paid parking including:

- Holland Avenue - increase time limits from 1 hour to 2 hours.
- Spencer Street and Hamilton Avenue North time limits be increased from 2 hours to 3 hours.

On Hamilton Avenue North from Armstrong Street to Oxford Street, there is currently a 1 hour maximum parking time restriction on the west side and it is unsigned (3 hour) parking on the east side. In order to make the parking time restrictions consistent on both sides of the street, it is recommended that a 1 hour maximum parking time limit be implemented on the east side of Hamilton Avenue North from Armstrong Street to Oxford Street.

The on-street parking along McCormick Street from Wellington Street West to Armstrong Street currently consists of unsigned (3 hour) parking. The 3 hour maximum parking time limit is an anomaly compared to the surrounding restrictions which mainly consist of 1 and 2 hour parking. After a review, it was determined that parking on this

street was for very long periods of time and those parking were believed to be employees and/or construction workers. Utilization is consistently high from 7:00am to 2:00pm which creates safety issues due to the adjacency to a park. Reducing the maximum parking time limit will increase turnover and create available on-street parking and ultimately more space on the road. It is therefore recommended that the maximum parking time limit be reduced from 3 hours to 2 hours along McCormick Street.

The Traffic and Parking By-law 2003-530 states that “no person shall park a vehicle or permit a vehicle to remain parked on any highway within 9 metres of an intersection”. There are many reported instances of vehicles parking too close to the intersection at the corner of Huron Avenue North and Wellington Street West. It is therefore recommended that a no-parking sign be introduced near the intersection to clarify that there is a 9 metre no-parking restriction.

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 Wellington West

The enforcement data from 2014 and 2015 show that there are some vehicles staying past the maximum time limit along Wellington Street West / Somerset Street West. In 2014, 27% of the parking violations were vehicles staying past the maximum time limit and in 2015, 18% of the parking violations were vehicles staying past the maximum time limit along Wellington Street West / Somerset Street West. Illegally parked vehicles were also observed during the duration surveys. On weekdays 16% of vehicles west of Parkdale Avenue and 10% of vehicles east of Parkdale 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 Wellington Street West / Somerset Street West with regards to time limits.

It is recommended that additional enforcement be requested at the no-parking zone located at Hinton Avenue / Wellington Street West.

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 Wellington West

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 Wellington Street West / Somerset Street West 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 Wellington Street West / Somerset Street West are 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.

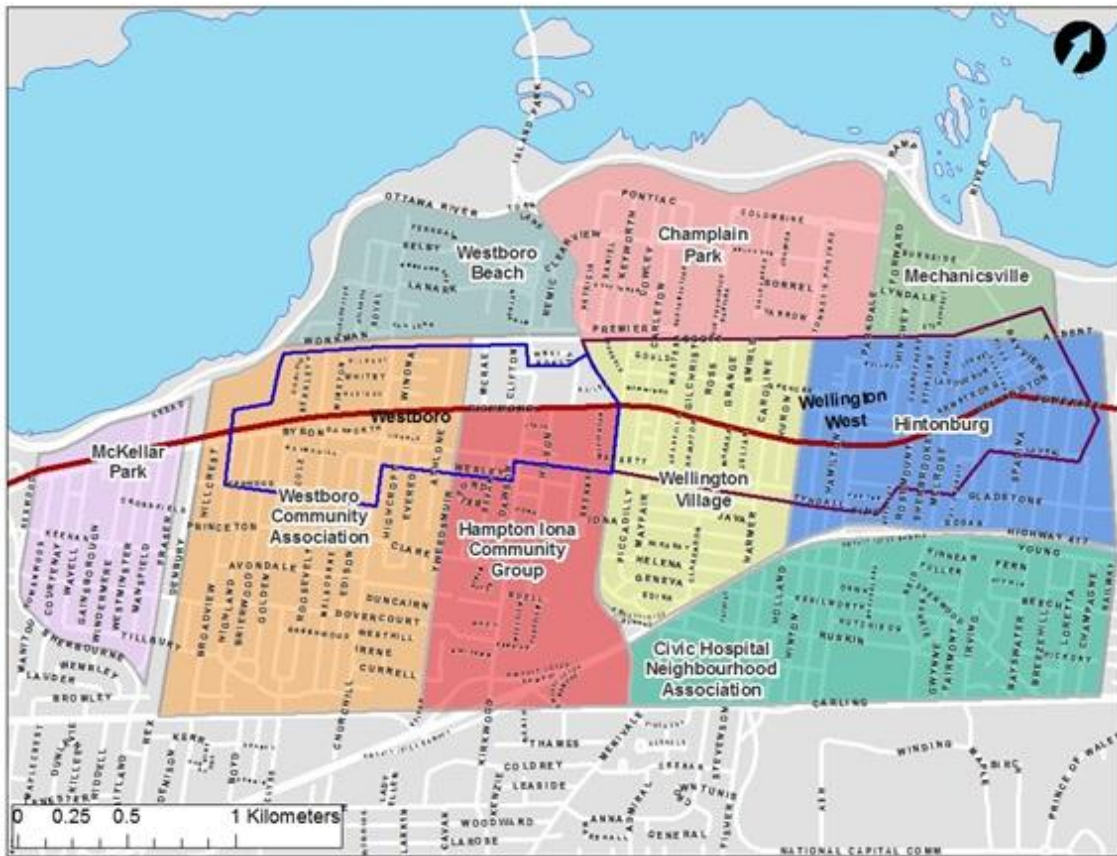
Based on the information that has been collected through this study, paid parking on Wellington Street West / Somerset Street West is warranted and would be justified according to the criteria established in the MPMS and its Rate Setting Guidelines, and would align with industry best practices. It would 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 Wellington West 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 Wellington Street West / Somerset Street West, it would be recommended to be \$2.00 per hour.

While paid parking has been deemed to be warranted for this mainstreet commercial area, the Wellington West BIA along with both community associations in the study area that are adjacent to the mainstreet have either indicated opposition to paid parking or provided no formal position.

Map 17 – BIA and Community Association Boundaries



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 Wellington West in full alignment with the MPMS or Delegation of Authority- By-law, it is not included as a recommendation here.

Pricing changes are included in the recommendation for the on-street paid parking in the Wellington West area. There is an opportunity to better leverage these spaces by reducing rates on Hamilton Avenue North, Spencer Street, and Holland Avenue.

The only paid on-street parking within the Wellington West study area is located around Holland Cross and along Hamilton Avenue North from Wellington Street West to Armstrong Street and as noted previous, there is often low demand for this parking. An earlier section discussed increasing the time limits for these spaces to better leverage this parking supply. In addition, the rates will be reduced to further make these spaces more attractive as a longer-term parking option.

Feedback was received specific to Holland Avenue where paid parking is effect on Saturday (inconsistent with the other on-street paid parking in the area). There were specific requests from the residents of the adjacent condominiums to remove the Saturday paid parking. Upon reviewed it was determined that in the absence of any local parking generators in the immediate area on Saturday (with Holland Cross being largely closed and Tunneys Pasture largely empty), it would be a greater service to the residents to remove the Saturday paid parking.

It is therefore recommended that paid on-street parking be removed on Saturday on Holland Avenue and that parking rates on Holland Avenue, Hamilton Avenue North and Spencer Street be reduced to \$1.50 per hour (north of Spencer Street).

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 Wellington West

The municipally-owned parking lot (Lot 13) has low to moderate occupancy most of the time. The exception is in the summer months (as per the June data) during the weekday at midday and in the afternoon. The access to the Lot 13 is located off of Parkdale Avenue and can be easily missed due to the location of the driveway and the parking lot is not clearly visible from Parkdale Avenue because it is hidden behind the Farmer's Market. This also pertains to the angled parking along Hamilton Avenue North (west of the Farmer's Market). To increase the utilization and better promote the municipally-owned parking lot and the angled parking along Hamilton Avenue North, it is recommended that the green "P" wayfinding signs be installed.

Section 10 – Recommendations

10.1 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.

Promotion of Off-Street Parking

- It is recommended that the green “P” wayfinding signs be installed in order to better promote the municipally-owned parking lot located at the Parkdale Market as well as the on-street spaces on Hamilton Avenue North between Wellington and Armstrong.

Curb-Side “Street” Parking Supply

- Present to BIA’s and identify where the loading zones can be consolidated or the hours reduced.

Curb-Side Parking Regulations

- Uniform the maximum parking time limits along Wellington Street West to 90 minutes from 7:00am – 7:00pm.
- Reduce parking time limits along Breezehill Avenue North from 3 hours to 2 hours from Bayswater Avenue to the dead end.
- Increase time limits where there is paid parking:
 - From 1 hour to 2 hours on Holland Avenue
 - From 2 hours to 3 hours on Spencer Street and Hamilton Avenue North
- Implement a 1 hour parking regulation along the east side of Hamilton Avenue North from Armstrong Street Oxford Street.
- Reduce the time limit from 3 hours to 2 hours along McCormick Street from Wellington Street West to Armstrong Street.
- Consult with Wellington West BIA on how to address inconsistencies on Holland Avenue.
- Introduce a no-parking sign near the intersection of Huron Avenue North and Wellington Street West to clarify that there is a 9 metre no-parking restriction near the intersection.

Enforcement Levels

- Request enforcement for overtime parking along Wellington Street West.
- Request additional enforcement at the no-parking zone located at Ross Avenue / Wellington Street West.

Parking Pricing

- Reduce parking rates on Hamilton Avenue North and Spencer Street to \$1.50 per hour (north of Spencer Street).
- Remove paid parking on Saturday on Holland Avenue (completed).

Future Considerations

- It is recommended that the City of Ottawa monitor the paid parking rates in Wellington West (Holland Cross / Hamilton Avenue North) to determine if future adjustments are required.

Appendix 1 – Development Applications within Wellington West

1. 3 Hamilton Avenue

- Type of Application: Zoning By-law Amendment
- Application Date: March 19, 2010
- Status: Approved
- Description: Plan of condo for the site. Requested zoning to construct a mixed use condominium, structure with commercial uses of approximately 600 square metres at grade.
- Type of Application: Zoning By-law Amendment
- Application Date: September 30, 2011
- Status: Terminated
- Description: Mixed-use development involving ground floor retail and restaurant, office space and residential & underground garage. Includes 6-storey segment along Parkdale and 18-storey along Hamilton.
- Type of Application: Zoning By-law Amendment
- Application Date: January 9, 2013
- Status: Approved
- Description: The applicant is proposing an eight and eighteen-storey, mixed-use building consisting of approximately 1600 square metres of ground-floor commercial uses, 1500 square metres of office/live work space and 239 residential units located above. A total of 354 parking spaces will be provided, 80 of which will be for public parking. The remaining, including visitor spaces, will be located on six levels of underground parking along with 136 bicycle parking spaces. A total Gross Floor Area of approximately 16,000 square metres is proposed.

2. 175 Holland Avenue

- Type of Application: Cash-in-Lieu of Parking
- Application Date: January 10, 2011
- Status: Approved
- Description: The purpose of this application is to permit cash-in-lieu of parking for four parking spaces required for the change of use of the third storey from an office to a medical facility.

3. 1565 Scott Street

- Type of Application: Site Plan Control
- Application Date: April 14, 2011

- Status: Terminated
- Description: Tunney's LRT Station conceptual design review

4. 28 Grant Street

- Type of Application: Site Plan Control
- Application Date: June 7, 2011
- Status: Approved
- Description: The purpose of this application is to obtain approval for the development of a three-unit multiple-attached dwelling.

5. 83 Holland Avenue

- Type of Application: Site Plan Control
- Application Date: August 12, 2011
- Status: Approved
- Description: To convert an existing grocery store to a restaurant.

6. 415 Piccadilly Avenue

- Type of Application: Site Plan Control
- Application Date: December 2, 2011
- Status: Approved
- Description: To construct an addition to the south of the existing church to create new ancillary spaces for the existing church.

7. 1050 Somerset Street

- Type of Application: Site Plan Control
- Application Date: February 8, 2012
- Status: Pending
- Description: The proposed development includes a 28-storey mixed-use condominium tower with a total height of 86 metres. The development proposes 271 residential units, including seven ground-oriented attached dwellings, and 567 square metres of ground-oriented commercial space. Commercial entrances are proposed to front onto Somerset Street West, while the main residential entrance is proposed along Breezehill Avenue North. Five levels of underground parking, containing 244 parking spaces, are proposed to be accessed from the laneway along the western edge of the property.
- Type of Application: Zoning By-law Amendment
- Application Date: February 8, 2012
- Status: Approved

- Description: The proposed development includes a 28-storey mixed-use condominium tower with a total height of 86 metres. The development proposes 271 residential units, including seven ground-oriented attached dwellings, and 567 square metres of ground-oriented commercial space. Commercial entrances are proposed to front onto Somerset Street West, while the main residential entrance is proposed along Breezehill Avenue North. Five levels of underground parking, containing 244 parking spaces, are proposed to be accessed from the laneway along the western edge of the property.

8. 93 Armstrong Street

- Type of Application: Cash-in-Lieu of Parking
- Application Date: May 22, 2012
- Status: Cancelled
- Description: N/A

9. 5 Hamilton Avenue

- Type of Application: Cash-in-Lieu of Parking
- Application Date: July 19, 2012
- Status: Approved
- Description: Renovations to building for a small micro brewery with a tasting room and retail bottle sales of product produced on-site.

10. 135 Holland Avenue

- Type of Application: Zoning By-law Amendment
- Application Date: October 2, 2012
- Status: Approved
- Description: The proposed Zoning By-law Amendment is to revise the provisions for Exception 1590 to remove "bank", "catering establishment", "place of assembly", "recreational and athletic facility" and "restaurant" from the list of prohibited uses; to add "school" to the list of permitted uses; and to require no additional parking spaces for these uses beyond what already exists on the site.

11. 12 Stirling Avenue

- Type of Application: Zoning By-law Amendment
- Application Date: March 27, 2013
- Status: Approved
- Description: The purpose of this application is to amend the I1A - Minor Institutional Zone, subzone A, which does not permit residential uses, to

GM F(4.85) H(62) [XXXX] - General Mixed-Use Zone with a maximum building height of 62 metres and a special exception.

This new zone would permit a mixed-use development including a 19-storey apartment tower located on the north side of the site facing Scott Street, with approximately 387.87 square metres of commercial space on the ground floor and 603.87 square metres of office space on the second floor. There will be outdoor amenity space on the ground floor. The former school building will be converted into a five-storey residential building, and four townhomes will be constructed along Carruthers Avenue with a height of 11 metres.

- Type of Application: Site Plan Control
- Application Date: December 23, 2014
- Status: Approved
- Description: Conversion of existing 3 storey school building to 9 dwelling units and 13 spaces of below grade parking.

12. 1518 Scott Street

- Type of Application: Zoning By-law Amendment
- Application Date: April 18, 2013
- Status: Pending
- Description: Two mixed-use buildings (24 and 25 storeys) with mix of commercial/office and residential units proposed.

13. 1040 Somerset Street

- Type of Application: Site Plan Control
- Application Date: June 20, 2013
- Status: Pending
- Description: The development of a 30-storey (100 metres) mixed-use building. The tower is set upon a 4-storey, 12 metre podium along both Somerset Street and Breezehill Avenue. On the third and fourth storeys of the building are townhouse-style units centred on a landscaped podium court. Vehicular access is located off of Breezehill Avenue. A total of 162 vehicular parking, including 10 visitor parking spaces will be provided in a 7 level underground parking structure. A total of 162 bicycle parking spaces are provided.
- Type of Application: Zoning By-law Amendment
- Application Date: June 20, 2013
- Status: Approved
- Description: The site is currently zoned Traditional Mainstreet Zone with a height restriction of 15 metres. The proposed Minor Zoning By-law

Amendment seeks to amend the existing zoning as follows:

1. To permit an increase in building height to 119.08 metres, whereas the maximum permitted height is 15 metres
2. To permit a maximum front yard setback of 6.3 metres at grade, whereas the maximum permitted front yard setback is 2 metres
3. To permit a corner side yard setback of 1.6 metres at grade and 0 metres above grade, whereas the minimum permitted corner side yard setback is 3.0 metres
4. To permit a reduction in the required number of visitor parking spaces to 10, whereas the By-law requires 65 spaces
5. To permit a reduction in the number of required retail parking spaces to 0, whereas the By-law requires 1 space
6. To permit a reduction in drive aisle width to 6.0 metres, whereas the By-law requires 6.7 metres

The proposed residential condominium is 39-storeys in height (119 metres).

14. 53 Merton Street

- Type of Application: Zoning By-law Amendment
- Application Date: August 22, 2013
- Status: Approved
- Description: New construction of 6 unit rowhouses and 2 semi-detached units. 3 storeys.
- Type of Application: Site Plan Control
- Application Date: October 25, 2013
- Status:
- Description: New construction of 6 unit rowhouses and 2 semi-detached units. 3 storeys.

15. 1560 Scott Street

- Type of Application: Site Plan Control
- Application Date: January 28, 2014
- Status: Active
- Description: A third office tower is proposed on the southeast corner of the site (at the corner of Bullman St. and Hamilton Ave Nort). Presently, there is a single storey extension of the complex podium on the site of the new tower, with underground parking beneath. The new proposed tower would be 12 storeys. No additional underground parking is proposed as part of the development.
- Type of Application: Zoning By-law Amendment

- Application Date: January 28, 2014
- Status: Approved
- Description: A third office tower is proposed on the southeast corner of the site (at the corner of Bullman St. and Hamilton Ave North). Presently, there is a single storey extension of the complex podium on the site of the new tower, with underground parking beneath. The new proposed tower would be 12 storeys. No additional underground parking is proposed as part of the development.
- Type of Application: Site Plan Control
- Status: Active
- Description: A 3rd office tower is proposed on the southeast corner of the site. Presently there is a single storey extension of the complex podium on the site of the new tower with underground parking beneath. The new proposed tower would be 12 storeys. No additional underground parking proposed.

16. 178 Carruthers Avenue

- Type of Application: Site Plan Control
- Application Date: July 24, 2014
- Status: Pending
- Description: The purpose of this site plan control proposal is to permit the construction of a four-storey, 21-unit low-rise apartment building.

17. 84 Hinton Avenue

- Type of Application: Site Plan Control
- Application Date: October 27, 2014
- Status: Active
- Description: To renovate and construct an addition to 84-86 Hinton Avenue for a 4 storey apartment building. To construct three new 6 storey apartment buildings on 88, 92 and 96 Hinton Avenue, respectively. The proposal will create 44 new residential units and six commercial units.

18. 11 Pinhey Street

- Type of Application: Site Plan Control
- Application Date: November 7, 2014
- Status: Approved
- Description: To demolish the upper level of the existing parking structure and retain the existing lower level of parking for the 20-unit apartment building.

19. 1156 Wellington Street

- Type of Application: Site Plan Control
- Application Date: February 3, 2015
- Status: Pending
- Description: This application is to seek a revision of an existing approved site plan to expand parking on the site.

20. 19 Spadina Avenue

- Type of Application: Site Plan Control
- Application Date: March 31, 2015
- Status: Approved
- Description: To construct a 3-storey, 4-unit apartment building on a new flagpole lot.

21. 73 Breezehill Avenue North

- Type of Application: Minor Variance
- Application Date: April 9, 2015
- Status: Approved
- Description: To consider an application for a Minor Variance to permit a reduction in the number of parking spaces from 20 to 18 parking spaces. The owner of this one-storey, two-unit building wants to convert the warehouse unit to an office use.

22. 1391 Wellington Street

- Type of Application: Zoning By-law Amendment
- Application Date: July 14, 2015
- Status: Approved
- Description: The purpose of this zoning By-law amendment is to add "broadcasting studio" as a permitted use at 1391 Wellington Street West, to accommodate CHIN radio station within the existing building on the lot. It is proposed to accommodate the radio station within the existing two-storey building at 1391 Wellington Street. Parking will be provided in an existing parking area at the rear of the lot.

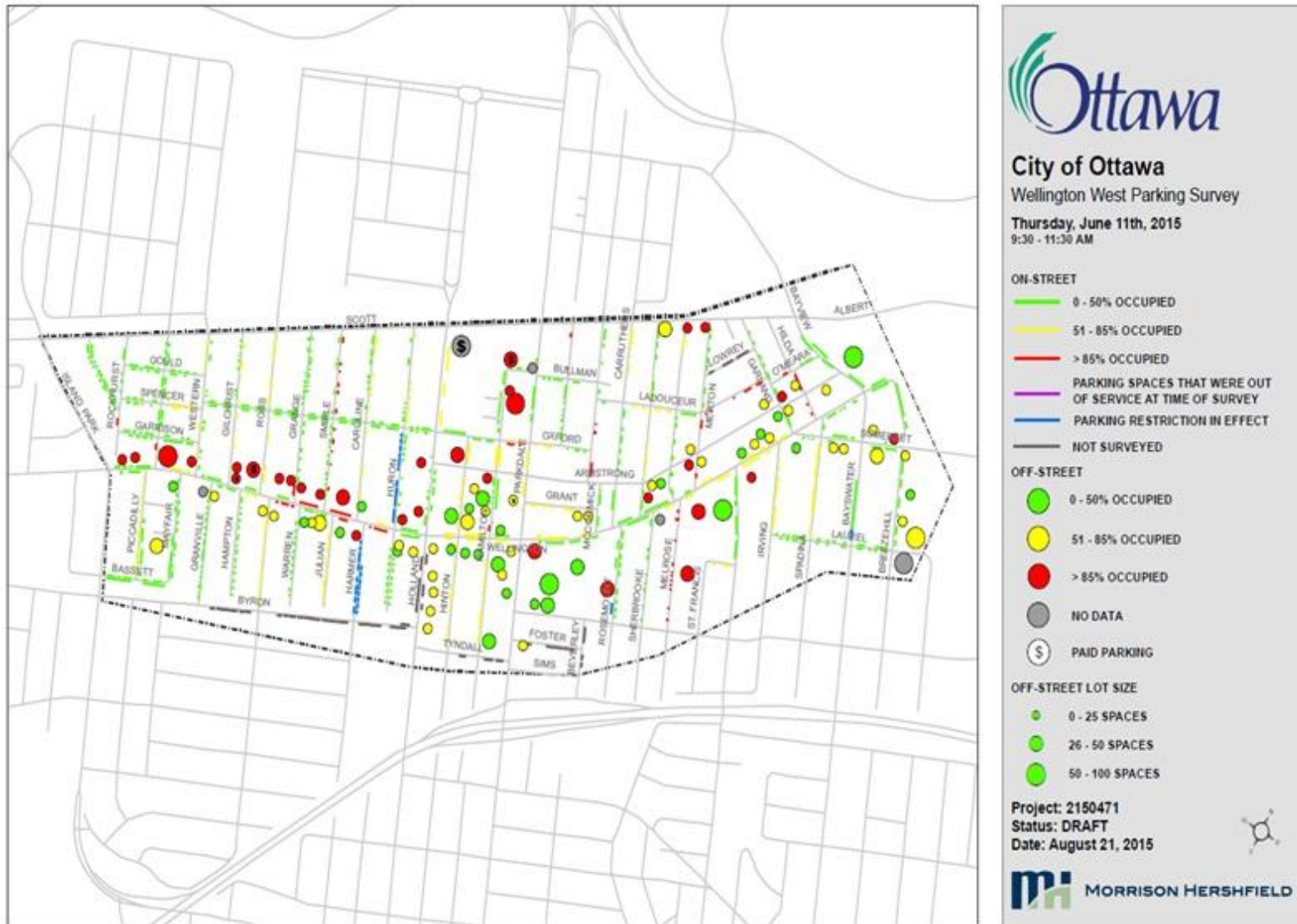
23. 1166 Wellington Street

- Type of Application: Site Plan Control
- Application Date: April 22, 2016
- Status: Active
- Description: Nine storey, 109 unit retirement residence

24.1140 Wellington Street

- Type of Application: Site Plan Control
- Application Date: June 7, 2016
- Status: Active
- Description: 13 storey apartment building with 179 units

Appendix 2 – Parking Occupancy Maps





City of Ottawa
Wellington West Parking Survey

Thursday, June 11th, 2015
12:00 - 2:00 PM

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- S PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
Wellington West Parking Survey

Thursday, June 11th, 2015
2:00 PM - 4:00 PM

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- S PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Thursday, June 11th, 2015
 6:00 PM - 8:00 PM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED

- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - S PAID PARKING

- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Thursday, June 11th, 2015
 PEAK

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED

- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - P PAID PARKING

- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
Wellington West Parking Survey

Saturday, June 6th, 2015
9:30 - 11:30 AM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED

- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - S PAID PARKING

- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
Wellington West Parking Survey
Saturday, June 6th, 2015
12:00 - 2:00 PM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED
- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - PAID PARKING
- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
Wellington West Parking Survey

Saturday, June 6th, 2015
2:00 PM - 4:00 PM

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- \$ PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
Wellington West Parking Survey
Saturday, June 6th, 2015
6:00 PM - 8:00 PM

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
Status: DRAFT
Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Saturday, June 6th, 2015
 PEAK

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- S PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Sunday, June 7th, 2015
 9:30 - 11:30 AM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED
- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - S PAID PARKING
- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES
- Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Sunday, June 7th, 2015
 12:00 - 2:00 PM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED

- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - S PAID PARKING

- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Sunday, June 7th, 2015
 2:00 PM - 4:00 PM

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED
- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - S PAID PARKING
- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Sunday, June 7th, 2015
 6:00 PM - 8:00 PM

ON-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
- PARKING RESTRICTION IN EFFECT
- NOT SURVEYED

OFF-STREET

- 0 - 50% OCCUPIED
- 51 - 85% OCCUPIED
- > 85% OCCUPIED
- NO DATA
- S PAID PARKING

OFF-STREET LOT SIZE

- 0 - 25 SPACES
- 26 - 50 SPACES
- 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015





City of Ottawa
 Wellington West Parking Survey
 Sunday, June 7th, 2015
 PEAK

- ON-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - PARKING SPACES THAT WERE OUT OF SERVICE AT TIME OF SURVEY
 - PARKING RESTRICTION IN EFFECT
 - NOT SURVEYED

- OFF-STREET**
- 0 - 50% OCCUPIED
 - 51 - 85% OCCUPIED
 - > 85% OCCUPIED
 - NO DATA
 - PAID PARKING

- OFF-STREET LOT SIZE**
- 0 - 25 SPACES
 - 26 - 50 SPACES
 - 50 - 100 SPACES

Project: 2150471
 Status: DRAFT
 Date: August 21, 2015

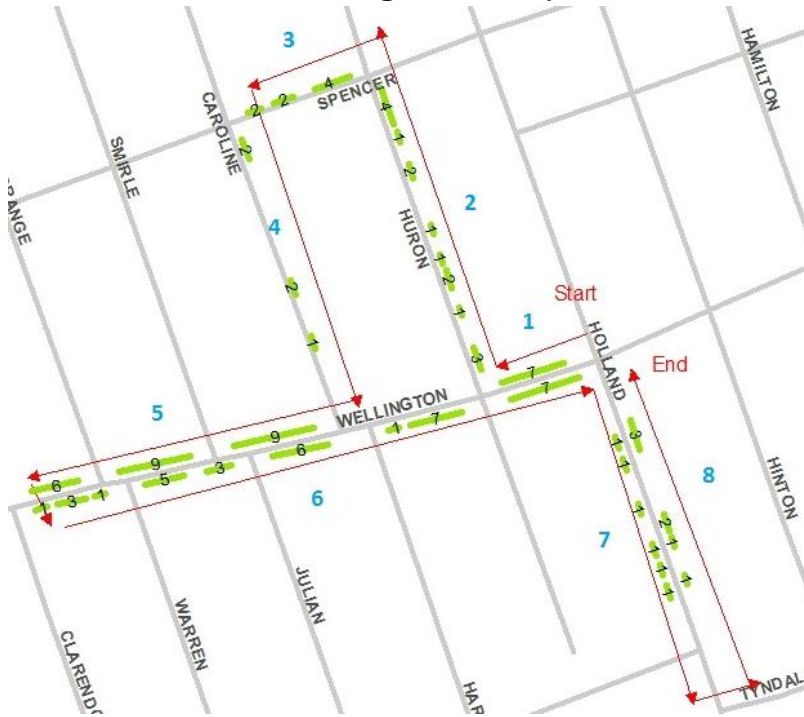


Appendix 3 – License Plate Surveys - Routes

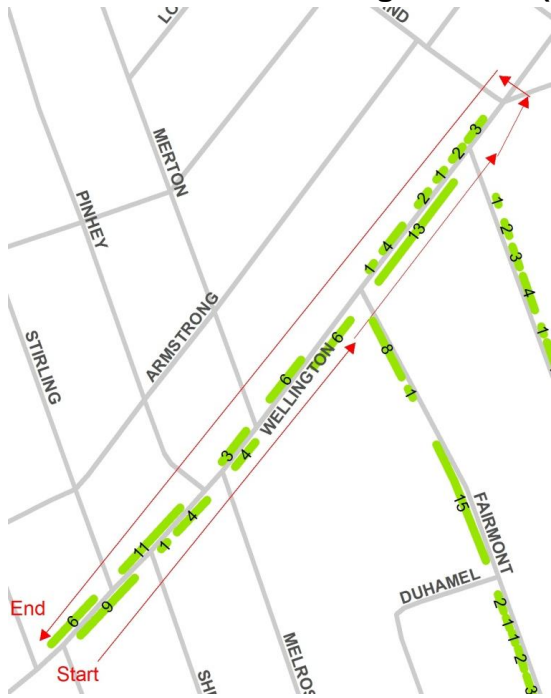
Route One 2015 - Wellington West (East of Parkdale Avenue)



Route Two 2015 – Wellington West (West of Parkdale Avenue)



Route One 2016 – Wellington West (East of Parkdale Avenue)

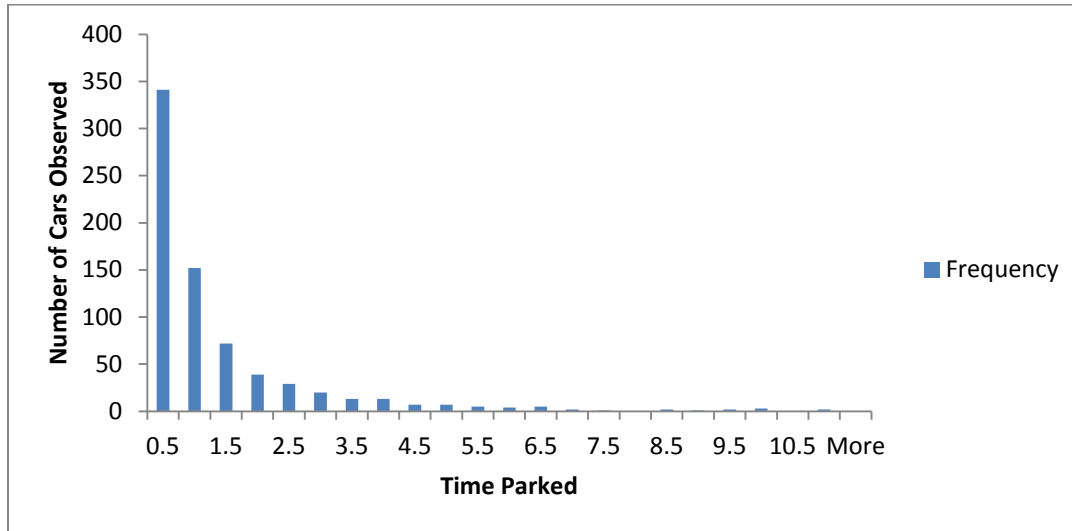


Route Two 2016 – Wellington West (West of Parkdale Avenue)



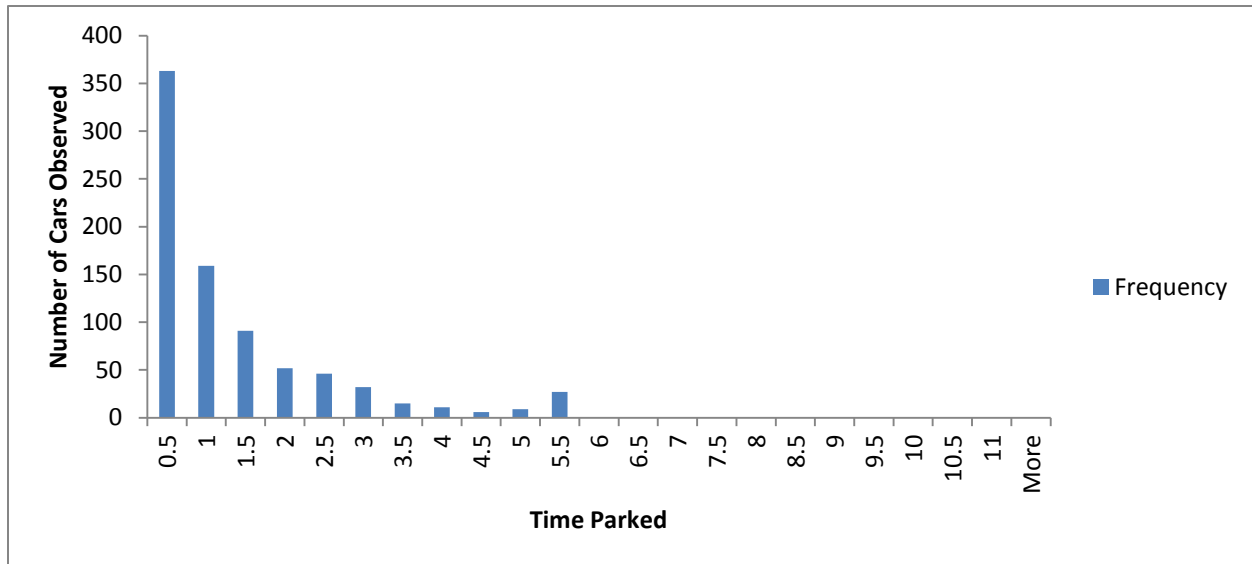
Appendix 4 – Duration Data

Route One-2015/06/23 (Total Route)



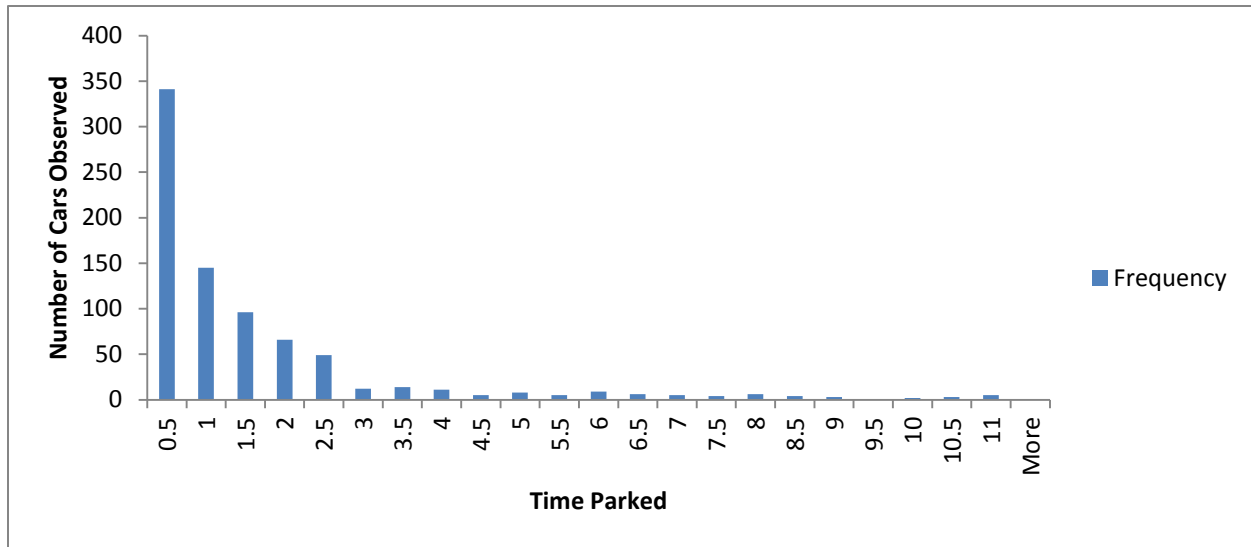
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 341 | 47.4% | 47.4% |
| 1 | 152 | 21.1% | 68.5% |
| 1.5 | 72 | 10.0% | 78.5% |
| 2 | 39 | 5.4% | 83.9% |
| 2.5 | 29 | 4.0% | 87.9% |
| 3 | 20 | 2.8% | 90.7% |
| 3.5 | 13 | 1.8% | 92.5% |
| 4 | 13 | 1.8% | 94.3% |
| 4.5 | 7 | 1.0% | 95.3% |
| 5 | 7 | 1.0% | 96.3% |
| 5.5 | 5 | 0.7% | 97.0% |
| 6 | 4 | 0.6% | 97.6% |
| 6.5 | 5 | 0.7% | 98.3% |
| 7 | 2 | 0.3% | 98.6% |
| 7.5 | 1 | 0.1% | 98.7% |
| 8 | 0 | 0.0% | 98.7% |
| 8.5 | 2 | 0.3% | 99.0% |
| 9 | 1 | 0.1% | 99.1% |
| 9.5 | 2 | 0.3% | 99.4% |
| 10 | 3 | 0.4% | 99.8% |
| 10.5 | 0 | 0.0% | 99.8% |
| 11 | 2 | 0.3% | 100.0% |

Route One-2015/06/23 (Total Route)



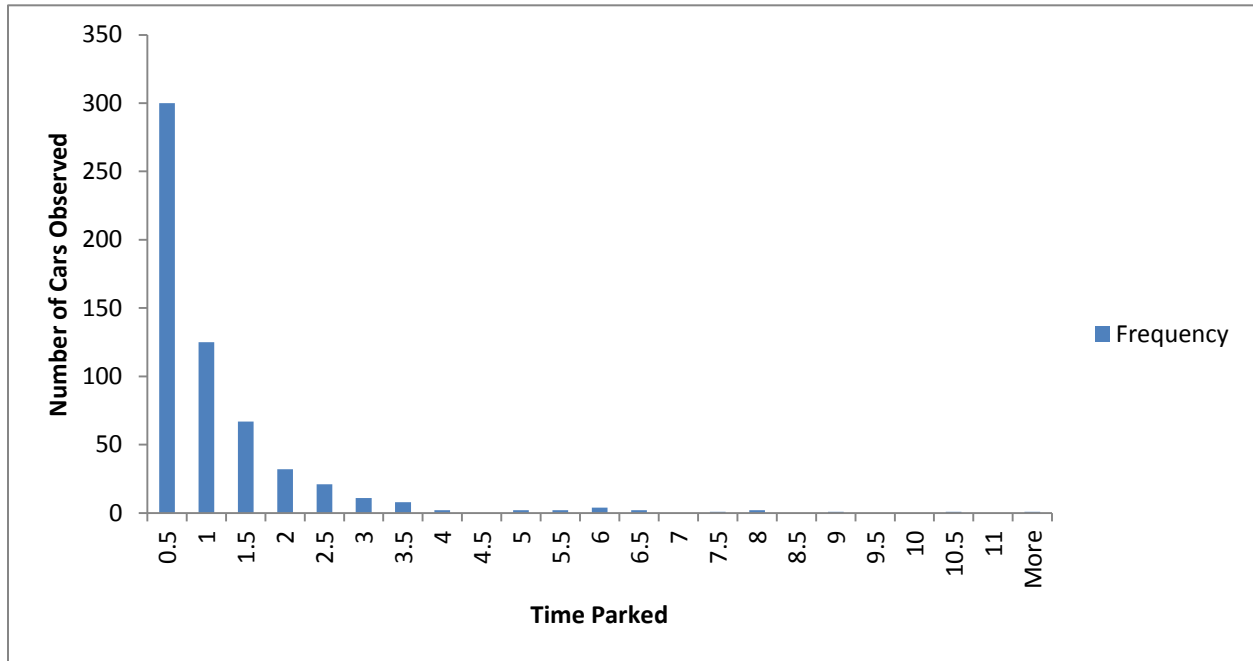
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 363 | 44.8% | 44.8% |
| 1 | 159 | 19.6% | 64.4% |
| 1.5 | 91 | 11.2% | 75.6% |
| 2 | 52 | 6.4% | 82.0% |
| 2.5 | 46 | 5.7% | 87.7% |
| 3 | 32 | 3.9% | 91.6% |
| 3.5 | 15 | 1.8% | 93.5% |
| 4 | 11 | 1.4% | 94.8% |
| 4.5 | 6 | 0.7% | 95.6% |
| 5 | 9 | 1.1% | 96.7% |
| 5.5 | 27 | 3.3% | 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-2015/10/24 (Total Route)



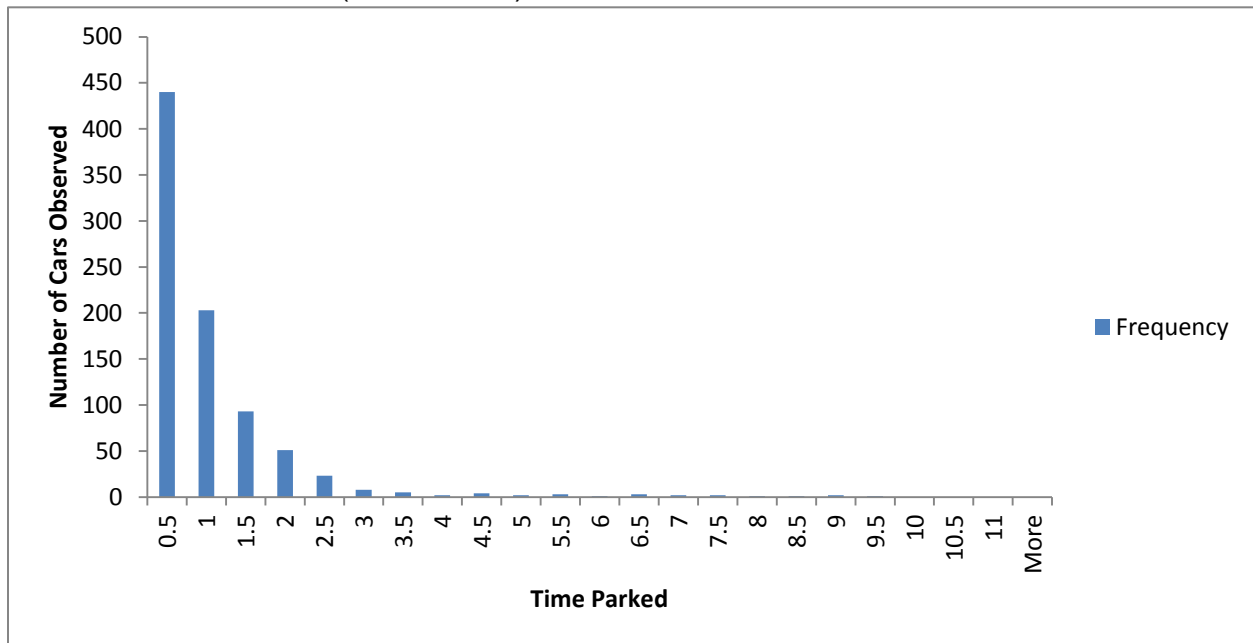
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 341 | 42.7% | 42.7% |
| 1 | 145 | 18.1% | 60.8% |
| 1.5 | 96 | 12.0% | 72.8% |
| 2 | 66 | 8.3% | 81.1% |
| 2.5 | 49 | 6.1% | 87.2% |
| 3 | 12 | 1.5% | 88.7% |
| 3.5 | 14 | 1.8% | 90.5% |
| 4 | 11 | 1.4% | 91.9% |
| 4.5 | 5 | 0.6% | 92.5% |
| 5 | 8 | 1.0% | 93.5% |
| 5.5 | 5 | 0.6% | 94.1% |
| 6 | 9 | 1.1% | 95.2% |
| 6.5 | 6 | 0.8% | 96.0% |
| 7 | 5 | 0.6% | 96.6% |
| 7.5 | 4 | 0.5% | 97.1% |
| 8 | 6 | 0.8% | 97.9% |
| 8.5 | 4 | 0.5% | 98.4% |
| 9 | 3 | 0.4% | 98.7% |
| 9.5 | 0 | 0.0% | 98.7% |
| 10 | 2 | 0.3% | 99.0% |
| 10.5 | 3 | 0.4% | 99.4% |
| 11 | 5 | 0.6% | 100.0% |

Route One-2016/06/08 (Total Route)



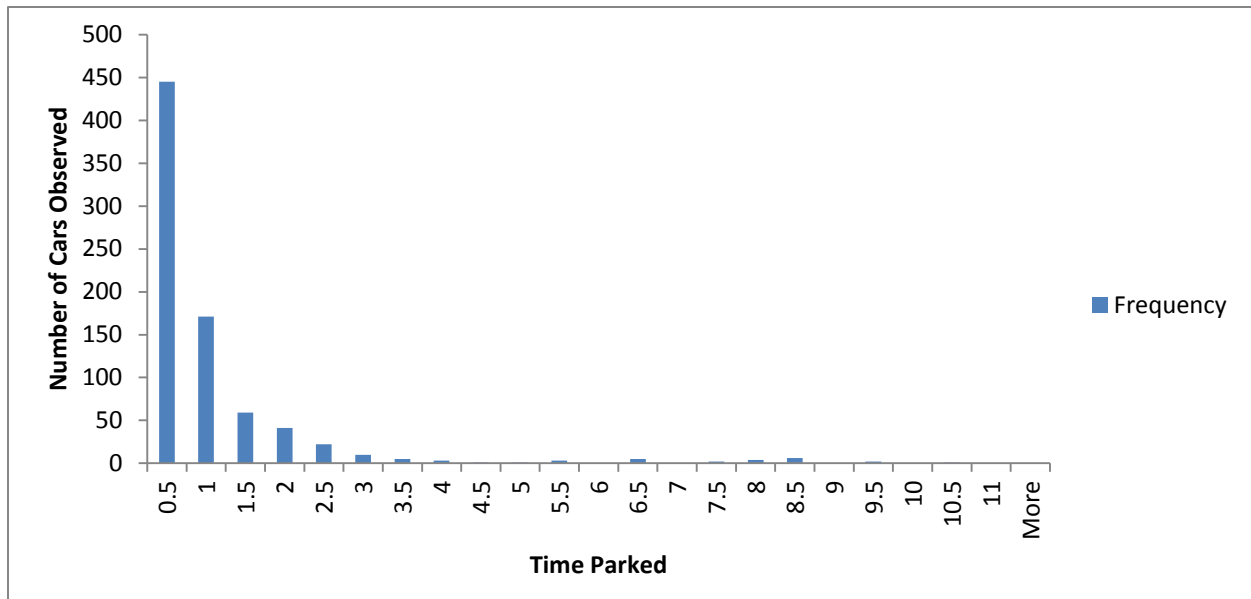
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 300 | 51.5% | 51.5% |
| 1 | 125 | 21.5% | 73.0% |
| 1.5 | 67 | 11.5% | 84.5% |
| 2 | 32 | 5.5% | 90.0% |
| 2.5 | 21 | 3.6% | 93.6% |
| 3 | 11 | 1.9% | 95.5% |
| 3.5 | 8 | 1.4% | 96.9% |
| 4 | 2 | 0.3% | 97.3% |
| 4.5 | 0 | 0.0% | 97.3% |
| 5 | 2 | 0.3% | 97.6% |
| 5.5 | 2 | 0.3% | 97.9% |
| 6 | 4 | 0.7% | 98.6% |
| 6.5 | 2 | 0.3% | 99.0% |
| 7 | 0 | 0.0% | 99.0% |
| 7.5 | 1 | 0.2% | 99.1% |
| 8 | 2 | 0.3% | 99.5% |
| 8.5 | 0 | 0.0% | 99.5% |
| 9 | 1 | 0.2% | 99.7% |
| 9.5 | 0 | 0.0% | 99.7% |
| 10 | 0 | 0.0% | 99.7% |
| 10.5 | 1 | 0.2% | 99.8% |
| 11 | 0 | 0.0% | 99.8% |
| More | 1 | 0.2% | 100.0% |

Route One-2016/06/24 (Total Route)



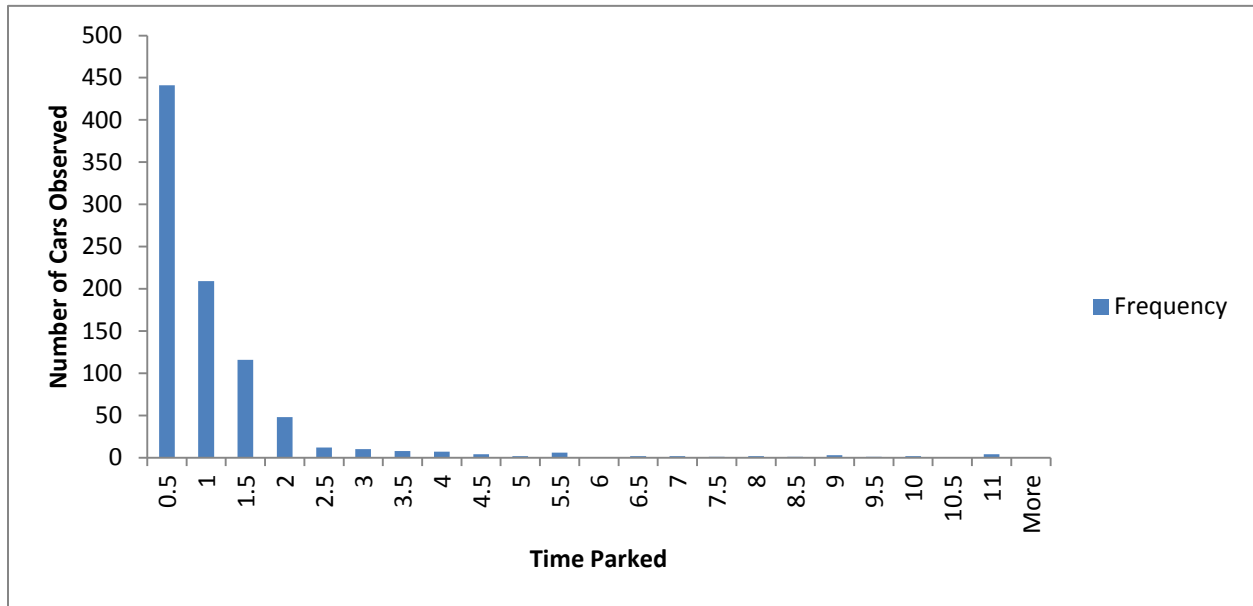
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 440 | 51.9% | 51.9% |
| 1 | 203 | 24.0% | 75.9% |
| 1.5 | 93 | 11.0% | 86.9% |
| 2 | 51 | 6.0% | 93% |
| 2.5 | 23 | 2.7% | 95.7% |
| 3 | 8 | 0.9% | 96.6% |
| 3.5 | 5 | 0.6% | 97.2% |
| 4 | 2 | 0.2% | 97.4% |
| 4.5 | 4 | 0.5% | 97.9% |
| 5 | 2 | 0.2% | 98.1% |
| 5.5 | 3 | 0.4% | 98.5% |
| 6 | 1 | 0.1% | 98.6% |
| 6.5 | 3 | 0.4% | 99% |
| 7 | 2 | 0.2% | 99.2% |
| 7.5 | 2 | 0.2% | 99.4% |
| 8 | 1 | 0.1% | 99.5% |
| 8.5 | 1 | 0.1% | 99.6% |
| 9 | 2 | 0.2% | 99.9% |
| 9.5 | 1 | 0.1% | 100% |
| 10 | 0 | 0.0% | 100% |
| 10.5 | 0 | 0.0% | 100% |
| 11 | 0 | 0.0% | 100% |

Route Two-2015/10/06 (Total Route)



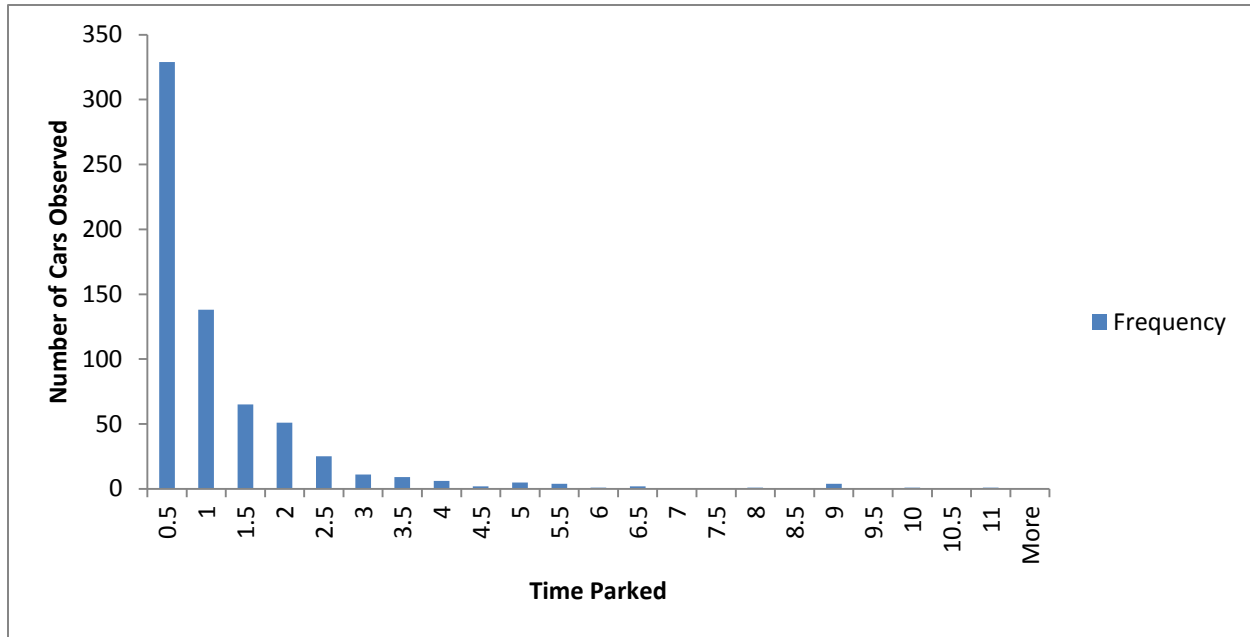
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 445 | 57.0% | 57.0% |
| 1 | 171 | 21.9% | 78.9% |
| 1.5 | 59 | 7.6% | 86.4% |
| 2 | 41 | 5.2% | 91.7% |
| 2.5 | 22 | 2.8% | 94.5% |
| 3 | 10 | 1.3% | 95.8% |
| 3.5 | 5 | 0.6% | 96.4% |
| 4 | 3 | 0.4% | 96.8% |
| 4.5 | 1 | 0.1% | 96.9% |
| 5 | 1 | 0.1% | 97.1% |
| 5.5 | 3 | 0.4% | 97.4% |
| 6 | 0 | 0.0% | 97.4% |
| 6.5 | 5 | 0.6% | 98.1% |
| 7 | 0 | 0.0% | 98.1% |
| 7.5 | 2 | 0.3% | 98.3% |
| 8 | 4 | 0.5% | 98.8% |
| 8.5 | 6 | 0.8% | 99.6% |
| 9 | 0 | 0.0% | 99.6% |
| 9.5 | 2 | 0.3% | 99.9% |
| 10 | 0 | 0.0% | 99.9% |
| 10.5 | 1 | 0.1% | 100.0% |
| 11 | 0 | 0.0% | 100.0% |

Route Two-2015/11/07 (Total Route)



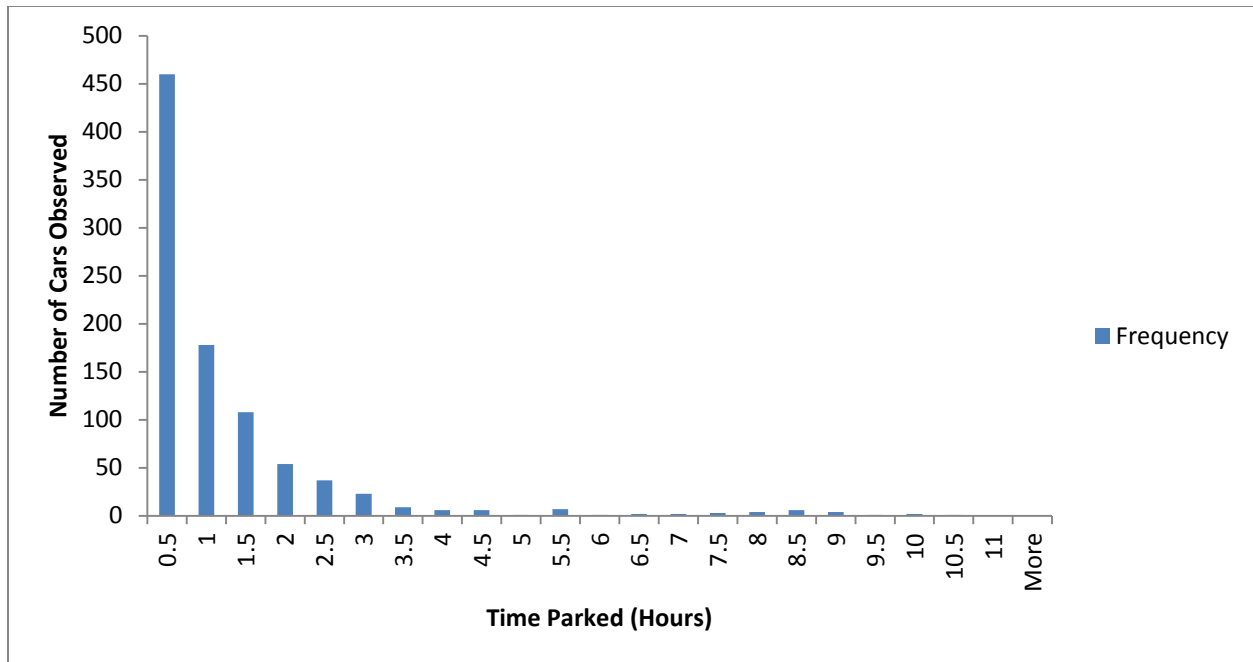
| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 441 | 50.1% | 50.1% |
| 1 | 209 | 23.7% | 73.8% |
| 1.5 | 116 | 13.2% | 86.9% |
| 2 | 48 | 5.4% | 92.4% |
| 2.5 | 12 | 1.4% | 93.8% |
| 3 | 10 | 1.1% | 94.9% |
| 3.5 | 8 | 0.9% | 95.8% |
| 4 | 7 | 0.8% | 96.6% |
| 4.5 | 4 | 0.5% | 97.0% |
| 5 | 2 | 0.2% | 97.3% |
| 5.5 | 6 | 0.7% | 98.0% |
| 6 | 0 | 0.0% | 98.0% |
| 6.5 | 2 | 0.2% | 98.2% |
| 7 | 2 | 0.2% | 98.4% |
| 7.5 | 1 | 0.1% | 98.5% |
| 8 | 2 | 0.2% | 98.8% |
| 8.5 | 1 | 0.1% | 98.9% |
| 9 | 3 | 0.3% | 99.2% |
| 9.5 | 1 | 0.1% | 99.3% |
| 10 | 2 | 0.2% | 99.5% |
| 10.5 | 0 | 0.0% | 99.5% |
| 11 | 4 | 0.5% | 100.0% |

Route Two-2015/12/13 (Total Route)



| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 329 | 50.2% | 50.2% |
| 1 | 138 | 21.1% | 71.3% |
| 1.5 | 65 | 9.9% | 81.2% |
| 2 | 51 | 7.8% | 89.0% |
| 2.5 | 25 | 3.8% | 92.8% |
| 3 | 11 | 1.7% | 94.5% |
| 3.5 | 9 | 1.4% | 95.9% |
| 4 | 6 | 0.9% | 96.8% |
| 4.5 | 2 | 0.3% | 97.1% |
| 5 | 5 | 0.8% | 97.9% |
| 5.5 | 4 | 0.6% | 98.5% |
| 6 | 1 | 0.2% | 98.6% |
| 6.5 | 2 | 0.3% | 98.9% |
| 7 | 0 | 0.0% | 98.9% |
| 7.5 | 0 | 0.0% | 98.9% |
| 8 | 1 | 0.2% | 99.1% |
| 8.5 | 0 | 0.0% | 99.1% |
| 9 | 4 | 0.6% | 99.7% |
| 9.5 | 0 | 0.0% | 99.7% |
| 10 | 1 | 0.2% | 99.8% |
| 10.5 | 0 | 0.0% | 99.8% |
| 11 | 1 | 0.2% | 100.0% |

Route Two-2016/06/02 (Total Route)



| Time Stayed (Hours) | Frequency of Observations | Frequency as a Percentage | Cumulative Frequency |
|---------------------|---------------------------|---------------------------|----------------------|
| 0.5 | 460 | 50.3% | 50.3% |
| 1 | 178 | 19.5% | 69.7% |
| 1.5 | 108 | 11.8% | 81.5% |
| 2 | 54 | 5.9% | 87.4% |
| 2.5 | 37 | 4.0% | 91.5% |
| 3 | 23 | 2.5% | 94.0% |
| 3.5 | 9 | 1.0% | 95.0% |
| 4 | 6 | 0.7% | 95.6% |
| 4.5 | 6 | 0.7% | 96.3% |
| 5 | 1 | 0.1% | 96.4% |
| 5.5 | 7 | 0.8% | 97.2% |
| 6 | 1 | 0.1% | 97.3% |
| 6.5 | 2 | 0.2% | 97.5% |
| 7 | 2 | 0.2% | 97.7% |
| 7.5 | 3 | 0.3% | 98.0% |
| 8 | 4 | 0.4% | 98.5% |
| 8.5 | 6 | 0.7% | 99.1% |
| 9 | 4 | 0.4% | 99.6% |
| 9.5 | 1 | 0.1% | 99.7% |
| 10 | 2 | 0.2% | 99.9% |
| 10.5 | 1 | 0.1% | 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)?

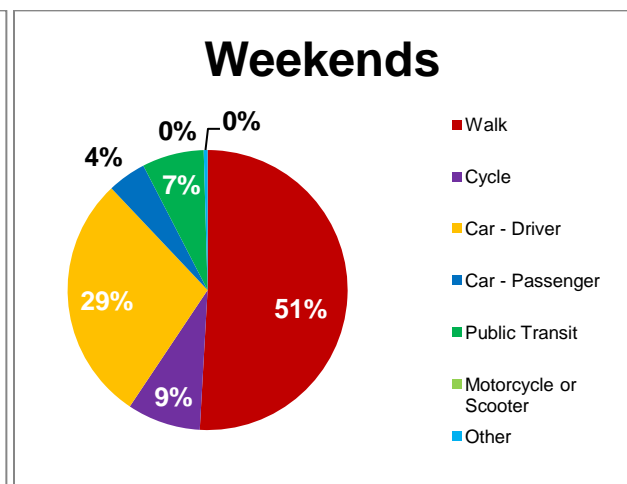
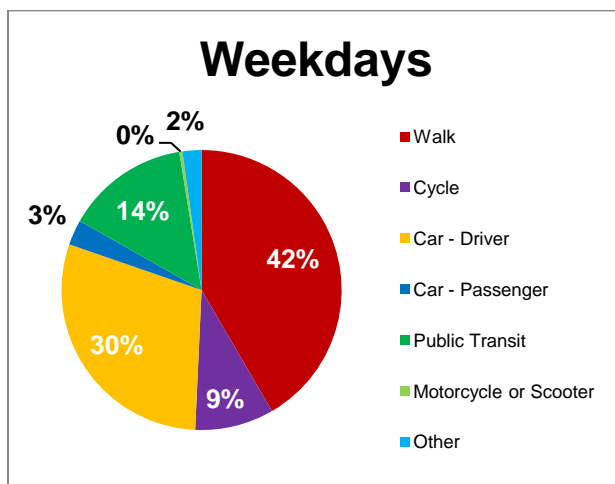
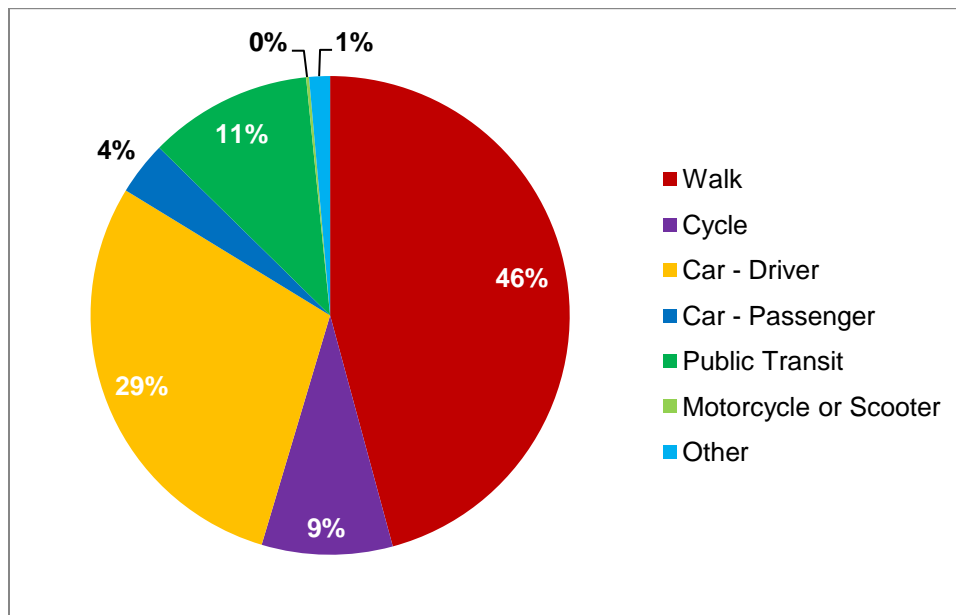
Where is your farthest destination today? (Please indicate on the map)

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.

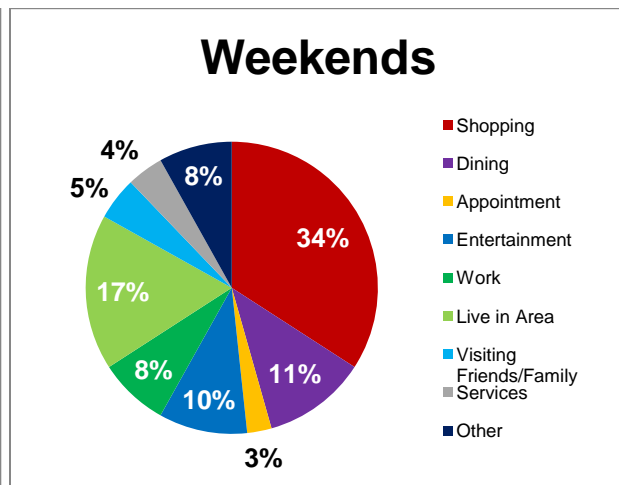
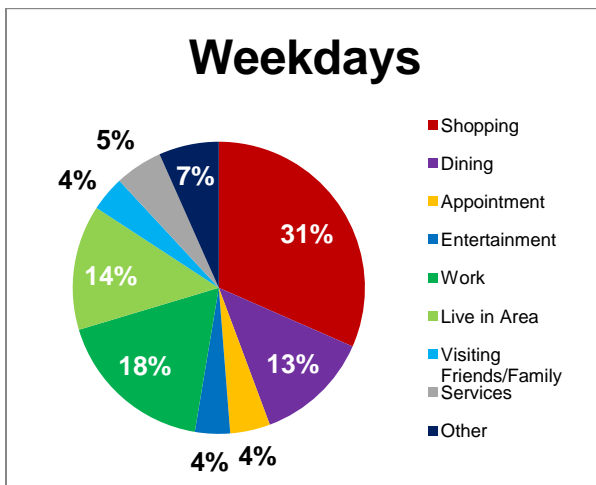
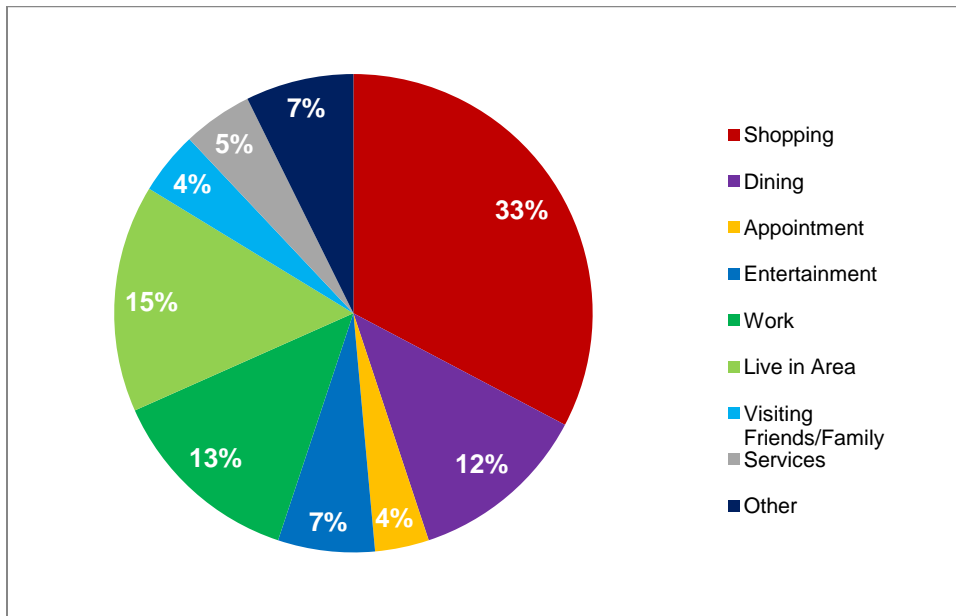
How did you get to Wellington West today?

Overall, almost half of the respondents (46%) indicated that they got to the study area by walking. During the weekend, the percentage of people walking to the study area is increased to 51%. The second most popular mode of travel was driving, followed by public transit. There was double the amount of public transit use during weekdays (14%) compared to weekends (7%).



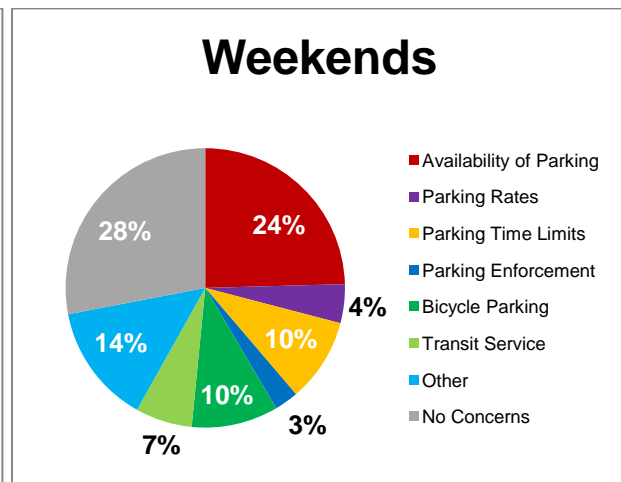
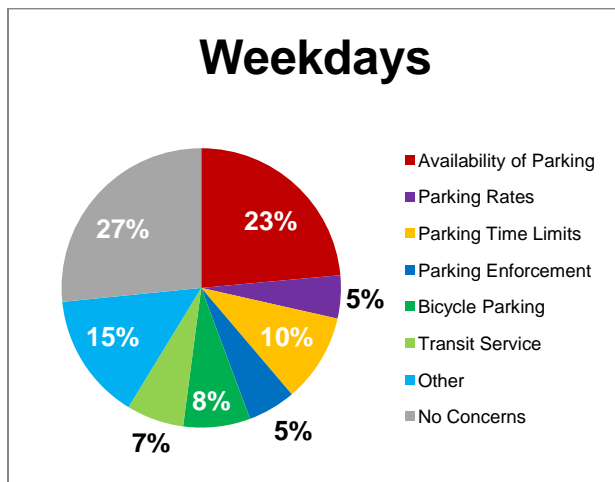
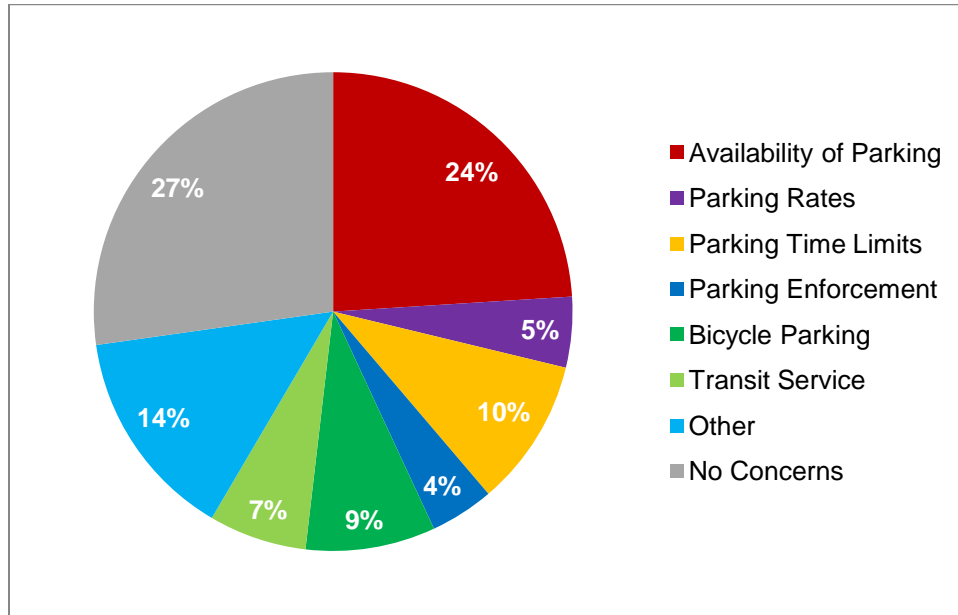
What is the purpose of your trip?

Overall, shopping (33%), living in the area (15%), and working (13%) were the main reasons why people were in the study area. More people were in the study area for work on weekdays (18%) compared to weekends (8%). More people were in the study area for entertainment on the weekend (10%) compared to weekdays (4%).



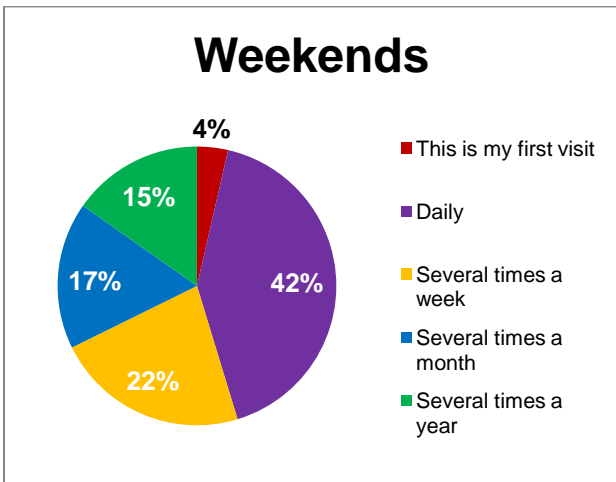
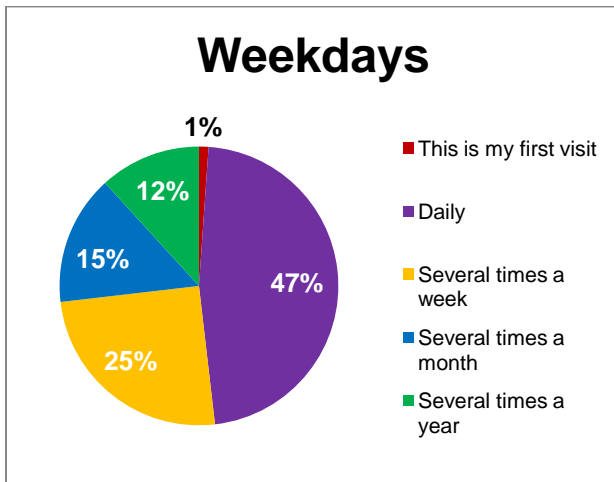
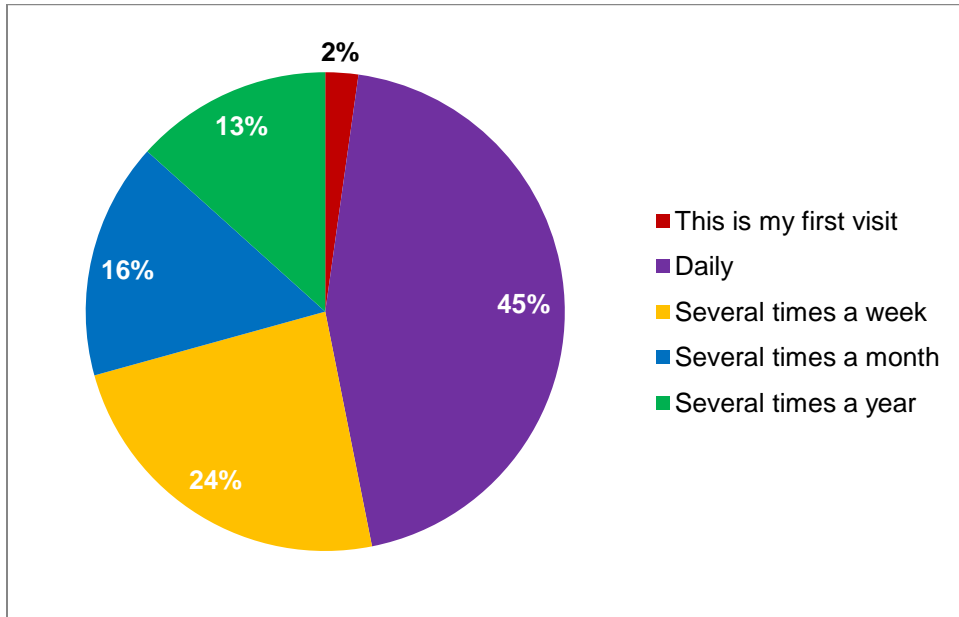
What are your concerns travelling to this area?

The majority of survey respondents (27%) did not have any concerns. Amongst all survey respondents, the main concerns with travelling to Wellington West were availability of parking (24%) and other concerns (14%). When comparing the weekday and weekend results, the concerns are almost identical.



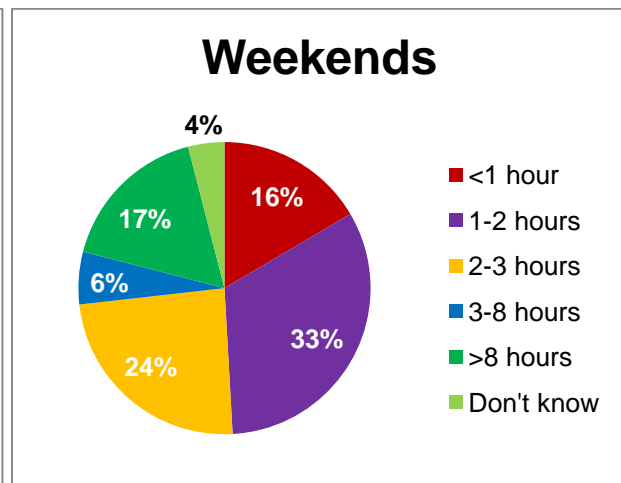
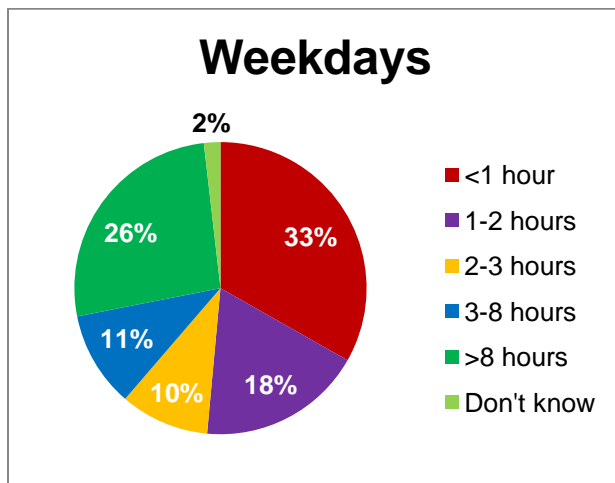
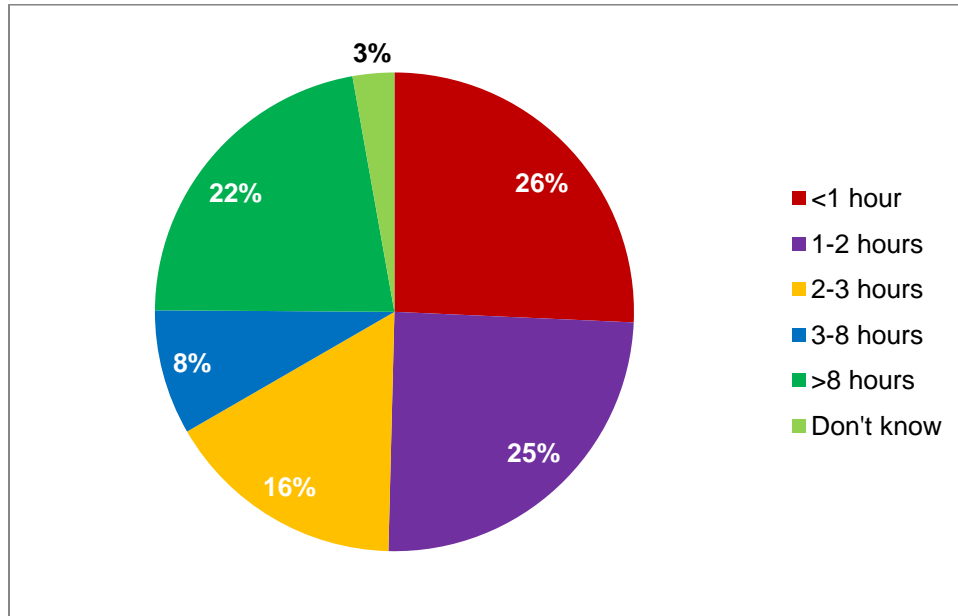
How often do you come to the area?

The results show that overall, the majority of respondents (45%) visit Wellington West daily. 24% visit several times a week, 16% visit several times a month, and 13% visit several times a year. Comparing weekdays and weekends, weekends have more people who don't visit Wellington West frequently.



How long do you expect to stay in the area?

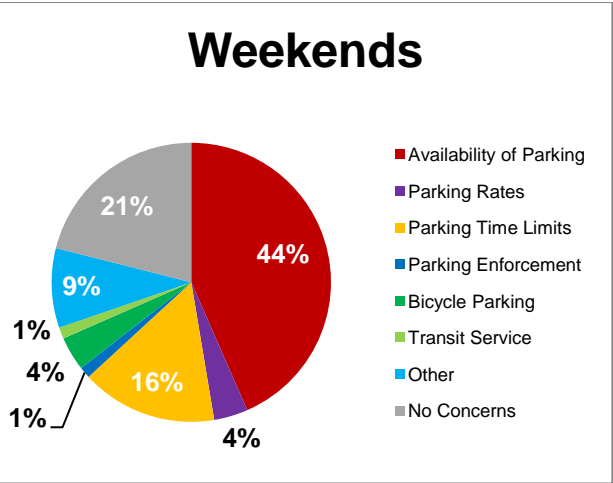
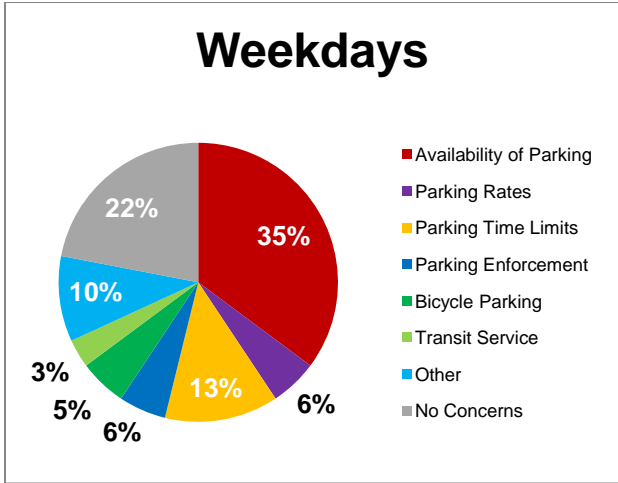
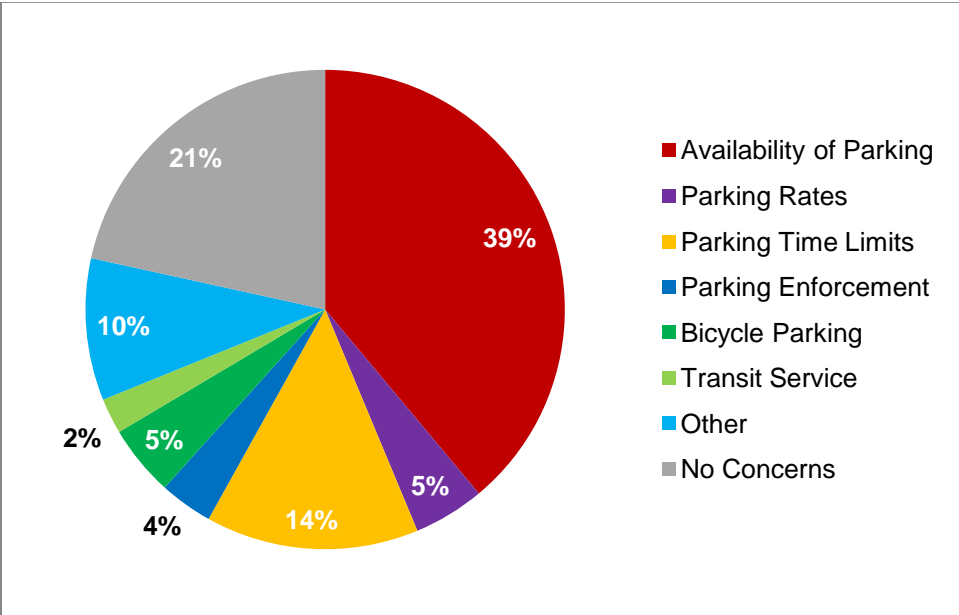
Short-term parking is defined as “parking with a duration less than three hours”. The survey results show that 61% of weekday respondents and 73% of weekend respondents indicated that they would be in the study area for three hours or less. This concludes that long-term parking is more prevalent during 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.

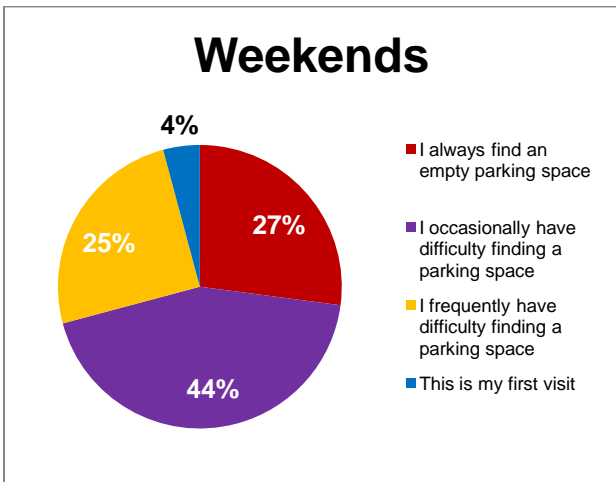
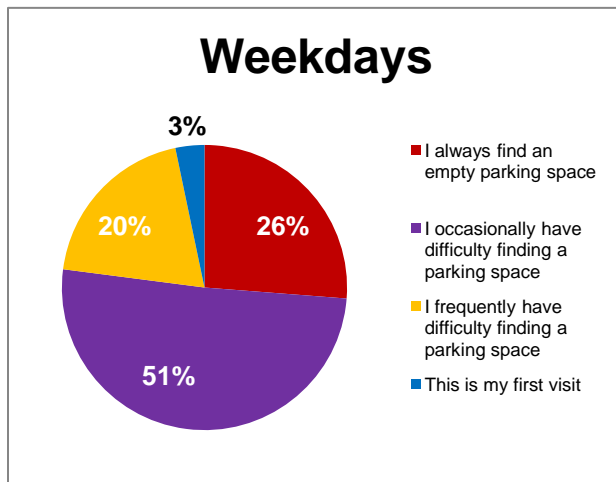
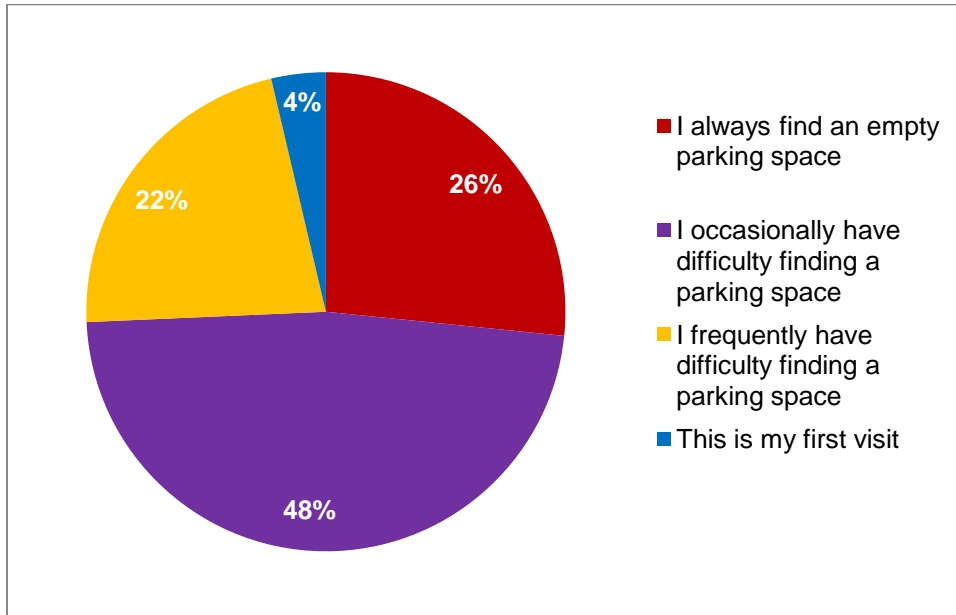
What are your concerns travelling to this area?

The majority of patrons (39%) were concerned with availability of parking, followed by parking time limits (14%) and other (10%). 21% had no concerns. More patrons were concerned about availability of parking on weekends (44%) compared to weekdays (35%).



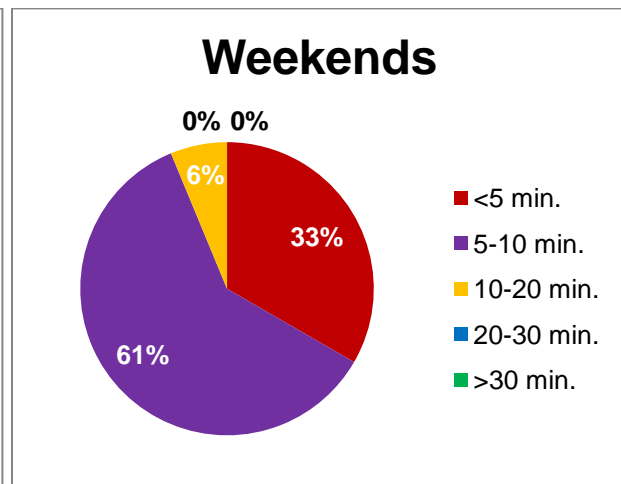
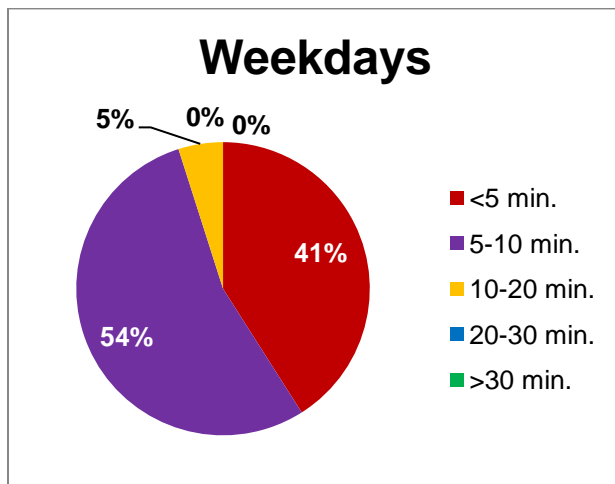
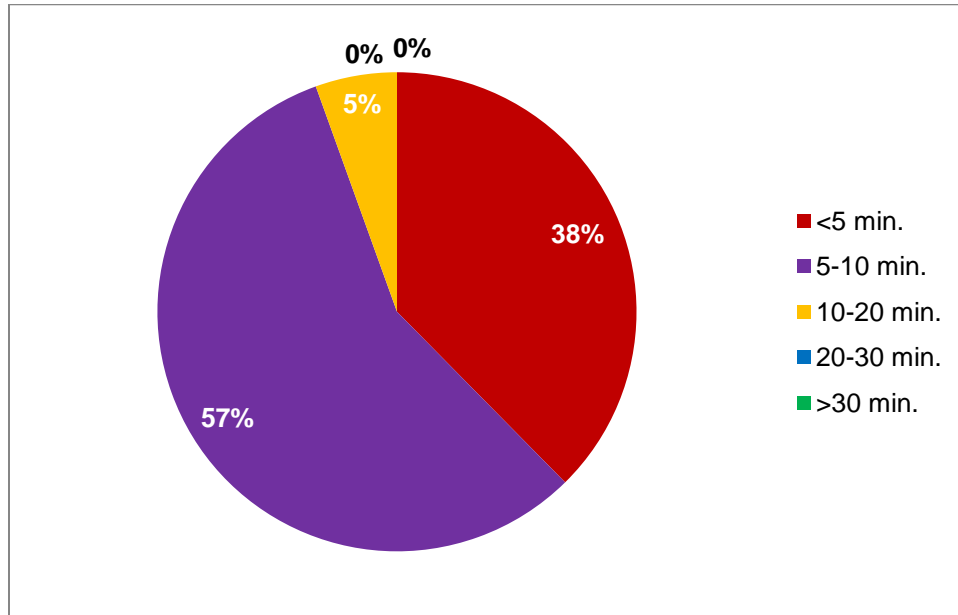
When you park here, how easy is it for you to find a parking space?

The majority of patrons (48%) occasionally have difficulty finding a parking space, while 26% always find a parking space and 22% frequently have difficulty finding a parking space. More people frequently have difficulty finding a parking space on weekends (25%) compared to weekdays (20%).



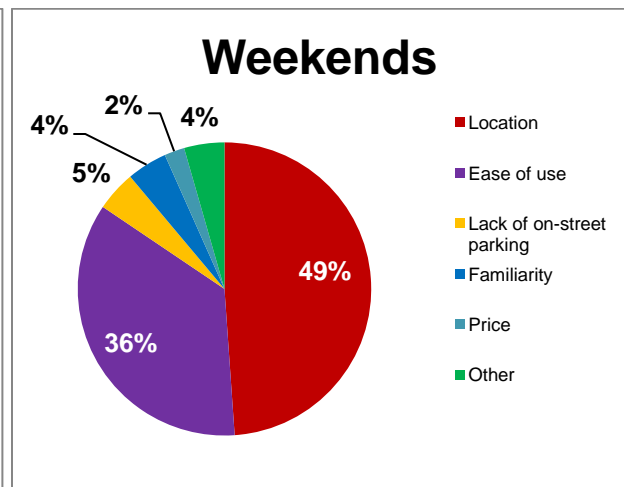
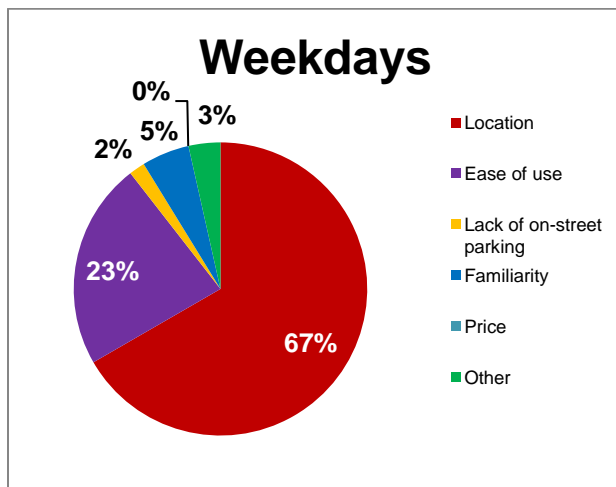
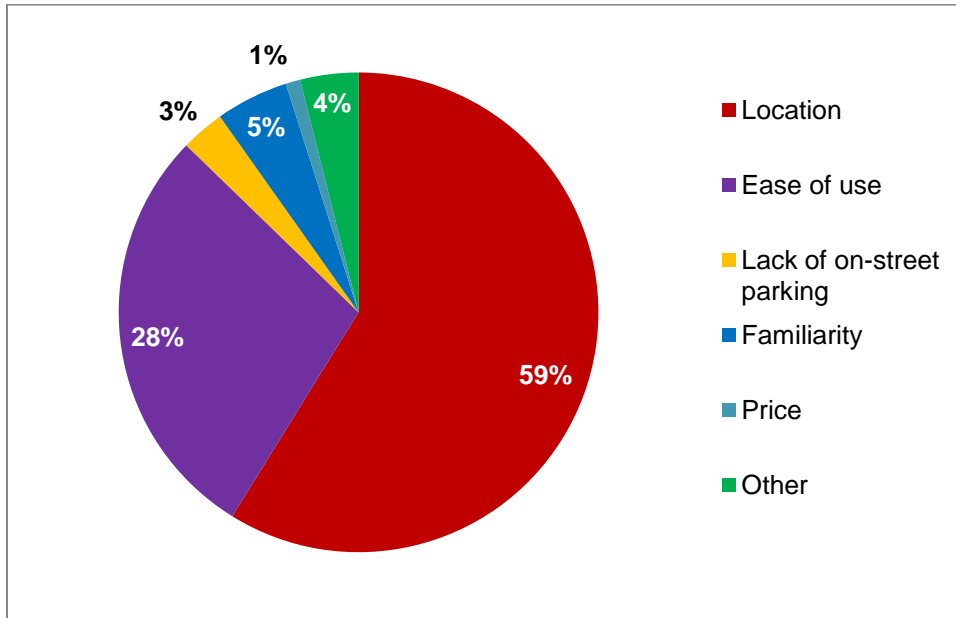
How long did it take you to find a parking space today?

Overall, over half of the patrons (57%) spent 5 to 10 minutes finding a parking space and 38% spent less than five minutes finding a parking space. It took 41% of weekday patrons less than five minutes to find a parking space compared to the 33% weekend patrons.



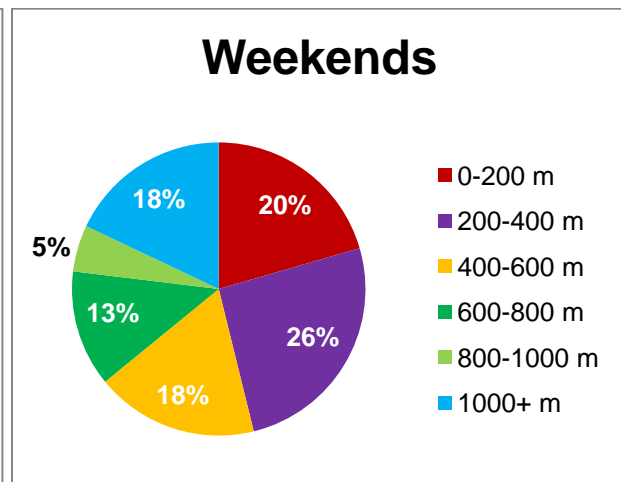
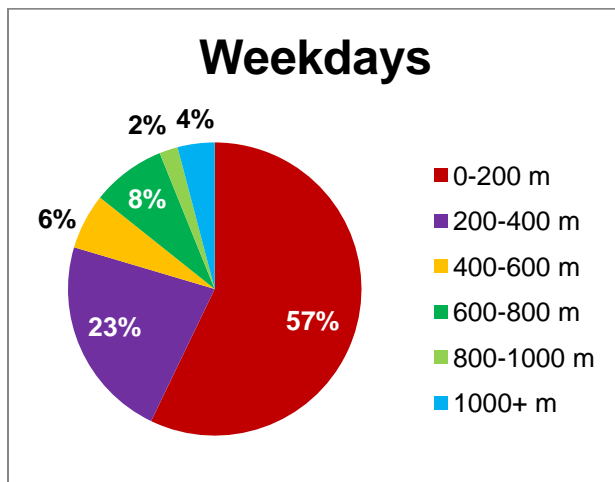
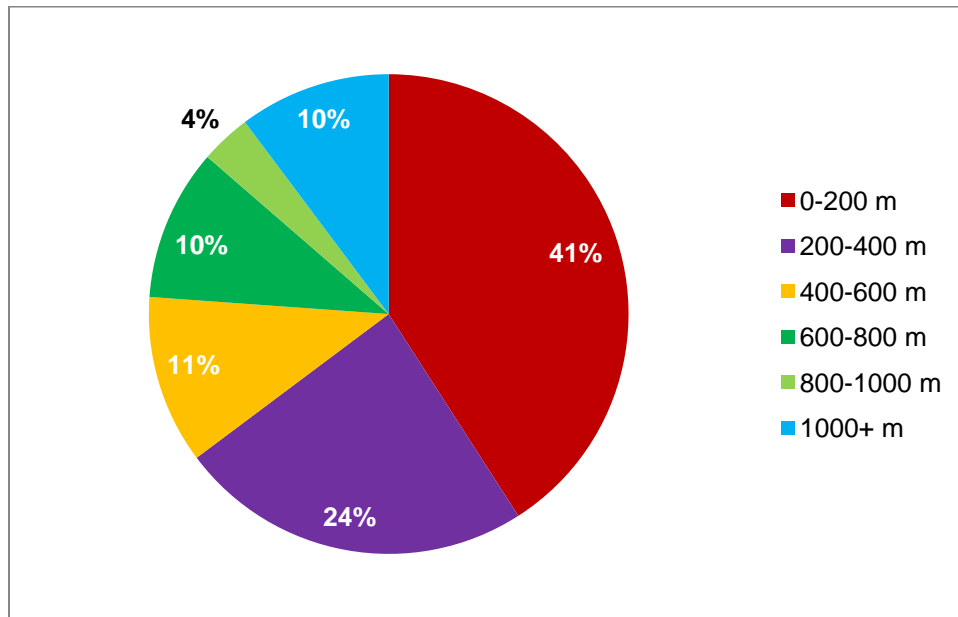
Why did you choose to park where you did?

Overall, over half of the patrons (59%) found location to be a major factor when choosing their parking space. This is followed by 28% who chose ease of use. There are more patrons on weekdays (67%) who found location to be a major factor compared to weekends (49%). Ease of use was more important on weekends (36%) compared to weekdays (23%).



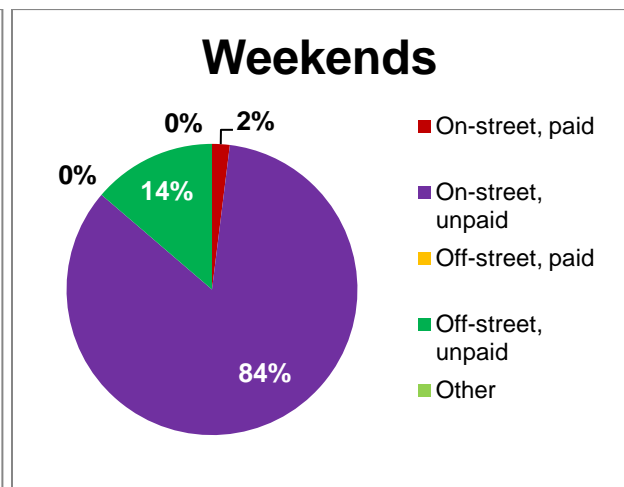
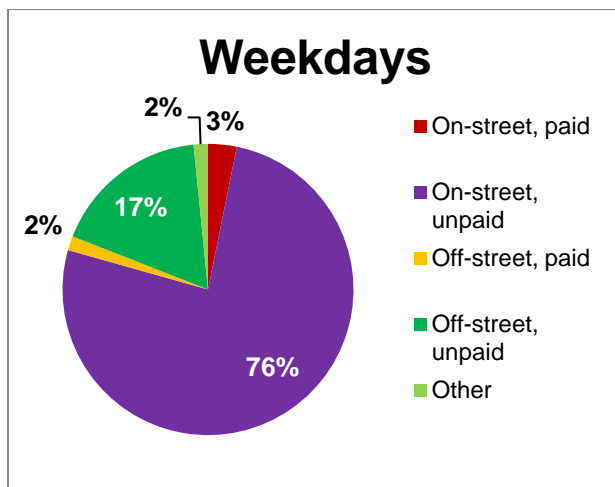
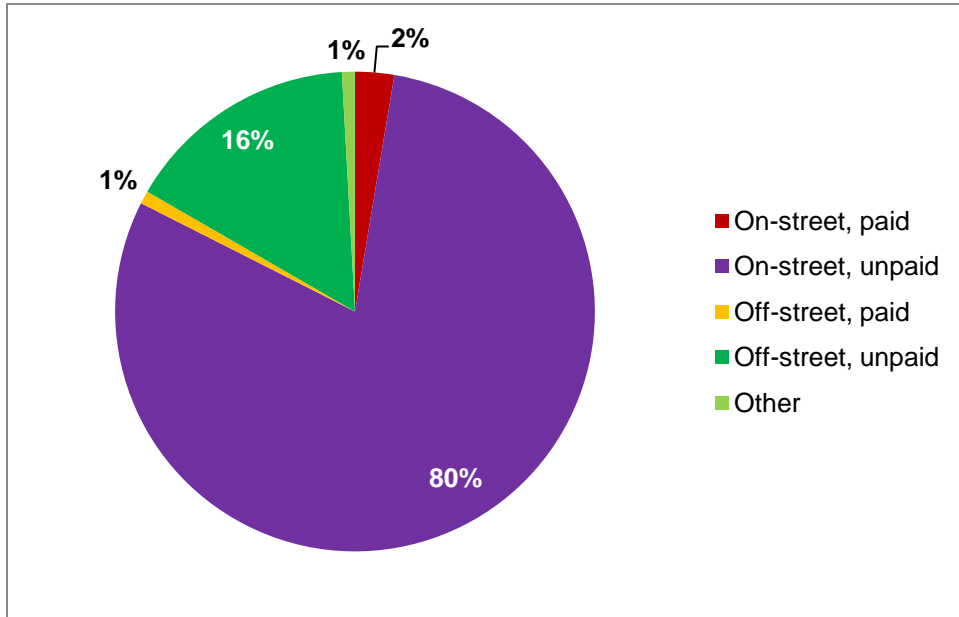
How far did you walk from your parked vehicle?

As a final question, respondents who drove to the study area were asked how far they needed to walk from their parked vehicle. Destinations were grouped into one of eight consecutive zones, which each zone separated by the next by a walking distance of roughly 200 metres. From the response, the trip length distribution was estimated. As shown below, the majority of respondents are parking in a location adjacent to their destination (less than 200 metres away). 24% were 200 to 400 metres away and 35% were more than 400 metres away. More than half (57%) of respondents were less than 200 metres away on weekdays compared to 20% on weekends.



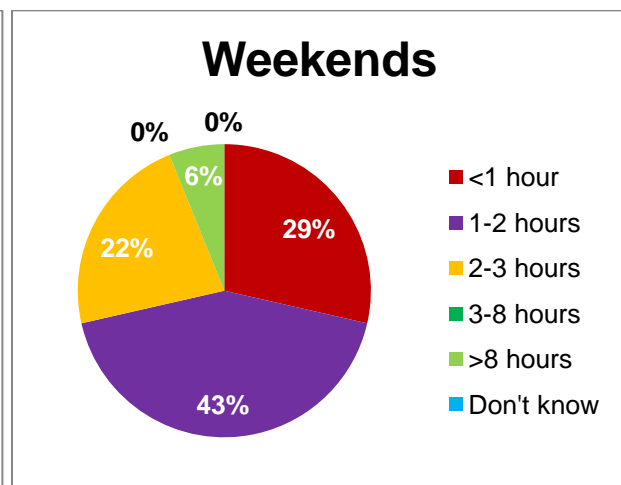
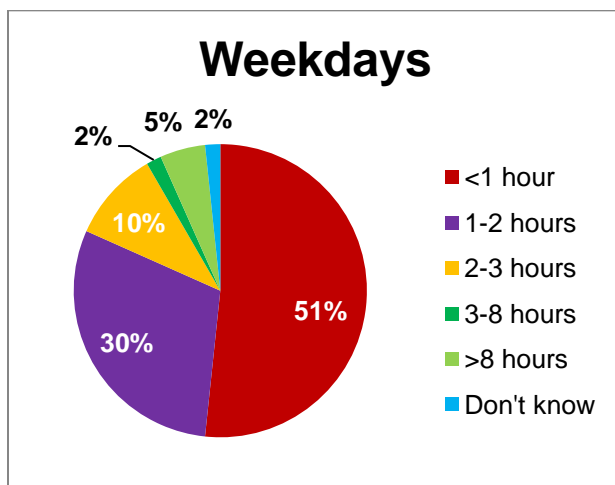
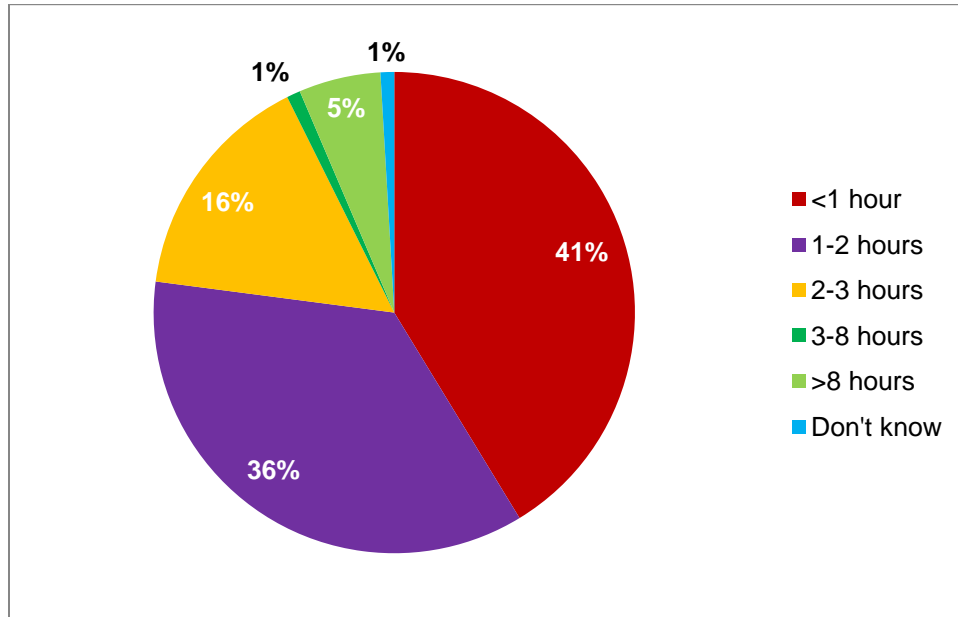
What kind of parking did you use?

Overall, 80% used on-street unpaid parking and 16% off-street unpaid parking. More people chose on-street unpaid parking on weekends (84%) compared to weekdays (76%).



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 92% 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. That said, there are almost twice as many people parked for less than an hour on weekdays (52%) compared to weekends (29%).



Appendix 7 - Public Consultation (Feedback / Comments)

Parking Availability

| Comment | Total Comments | Source |
|---|----------------|---------------------|
| There's not enough parking. | 12 | Travel Surveys |
| I'm concerned about parking availability when events are happening | 2 | Travel Surveys |
| Parking changes along the main corridor will affect side streets | 2 | Individual Feedback |
| As pressure for parking moves to side streets, standard city-wide rules need to be enforced to maintain consistency | 2 | Individual Feedback |
| Difficult to find parking. | 1 | Travel Surveys |
| Availability of parking is especially of concern during busy hours. | 1 | Travel Surveys |
| Reduce parking to encourage walking and transit. | 1 | Travel Surveys |
| There should be paid parking lots to alleviate problems with lack of parking | 1 | Individual Feedback |
| The creation of double or triple driveways further reduces parking | 1 | Individual Feedback |
| When businesses are closed, parking is no longer hard to find. | 1 | Individual Feedback |
| Parking can be a deterrent for outsider shopping | 1 | Individual Feedback |
| Reduced parking due to smart streets is not the primary cause of local business struggles | 1 | Individual Feedback |
| Condominium buildings are using guest parking for retail during the day, need extra spaces for daytime guests | 1 | Public Open House |
| Guest parking is only available after 6:00 pm due to parking restrictions | 1 | Public Open House |
| Drivers looking for parking in Westboro are spilling over into Wellington West | 1 | Public Open House |
| Vacancy rate is very high in Wellington West | 1 | Public Open House |

| | | |
|--|---|----------------|
| Perception that 69% of long term parkers are employees | 1 | WW BIA Meeting |
|--|---|----------------|

Parking Supply

| Comment | Total Comments | Source |
|---|----------------|---------------------|
| The city should not allow any new buildings to be constructed without ample parking | 1 | Individual Feedback |
| Issues with reduced parking requirements | 1 | Individual Feedback |
| Future growth must be considered when taking parking related decisions | 1 | Individual Feedback |
| Add a parking space on Ross | 1 | Individual Feedback |
| Construction could further reduce the parking supply | 1 | Public Open House |
| New condominium buildings are not providing enough parking for ground floor retail space. | 1 | Public Open House |
| 38 parking spaces have been removed due to construction | 1 | Public Open House |
| Snow banks are reducing the parking supply on side streets | 1 | Public Open House |
| Concern that parking supply is negatively affected during snowstorms | 1 | Public Open House |
| New parking facilities are needed for altered use of buildings (condominium to ground floor retail) | 1 | Public Open House |
| Residents want new parking lots along Scott St on NCC property near the O-Train and next to Tunney's Pasture. | 1 | Public Open House |
| Concerned that the city is allowing driveway widening, will affect parking supply. | 1 | WW BIA Meeting |

Parking Rates

| Comment | Total Comments | Source |
|--|----------------|---|
| Keep parking free/Opposed to paid parking | 21 | 16-Travel Surveys, 4-Individual Feedback, 1 Public Open House |
| Paid parking creates a competitive disadvantage versus malls | 2 | Public Open House |
| Concern that paid parking will cause a loss of business/customers | 2 | WW BIA Meeting |
| On-street parking rates are inconsistent in the area | 1 | Individual Feedback |
| Parking rates and regulations around Holland Cross need to be reviewed | 1 | Individual Feedback |
| Parking should all be paid to increase turnover in the area. | 1 | Travel Surveys |
| The parking should be free at the farmers market to encourage local produce. | 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 such thing as free parking | 1 | Individual Feedback |
| The driver should pay for any occupied space | 1 | Individual Feedback |
| ByWard market has paid parking and is losing business | 1 | Public Open House |
| Underground parking spaces are underused at Holland Cross, and residents are still being charged | 1 | Public Open House |
| Need proof that paid parking will be beneficial for businesses | 1 | Public Open House |

| | | |
|--|---|-------------------|
| Holland Cross should provide free parking during off-peak hours | 1 | Public Open House |
| Concern that paid parking will not directly benefit the BIA. | 1 | Public Open House |
| The BIA wants to be able to reverse paid parking if it does not prove to be beneficial | 1 | WW BIA Meeting |
| BIA wants to intervene before instituting paid parking | 1 | WW BIA Meeting |

Parking Time Limits

| Comment | Total Comments | Source |
|---|----------------|---------------------|
| The time limits are too short. | 8 | Travel Surveys |
| Signage is confusing and conflicting (e.g. Huron). | 2 | Travel Surveys |
| The time limits should be consistent throughout the area. | 1 | Travel Surveys |
| I like the time limits because it brings a higher turnover of people. | 1 | Travel Surveys |
| 15-minute parking in some areas would be beneficial | 1 | Individual Feedback |
| Long term parking needs need to be addressed | 1 | Individual Feedback |
| Long-term parking options no longer exist | 1 | Individual Feedback |
| Two hours is a fair time limit | 1 | Individual Feedback |
| Holland Cross 1-hour on-street parking restrictions are insufficient for seniors and their caretakers | 1 | Public Open House |
| Remove the 1-hour parking restriction at Holland Cross on Saturdays because retail is closed | 1 | Public Open House |
| Retail business owners are happy with a 90 minute time limit, parking meters will shift long term parkers to the side streets | 1 | Public Open House |
| One hour parking limit on side streets is unfair to residents | 1 | WW BIA Meeting |

Parking Enforcement

| Comment | Total Comments | Source |
|--|----------------|---|
| There's not enough parking enforcement (e.g. drivers stay too long) | 4 | 4 Travel Surveys, 1 Individual feedback |
| Customers receiving tickets affects business. | 2 | Travel Surveys |
| Parking is not enforced on the weekend on side streets | 1 | Individual Feedback |
| Need targeted enforcement for commercial vehicles | 1 | Individual Feedback |
| Parking issues can be solved with more consistent enforcement | 1 | Individual Feedback |
| West side of Huron is used for parking despite no parking signs | 1 | Individual Feedback |
| Residents want to know if enforcement levels have changed. | 1 | Public Open House |
| Parking rules on Somerset are desirable because of free parking after 5:30 pm | 1 | Public Open House |
| Long term parking abuse is prevalent | 1 | Public Open House |
| Construction workers are jockeying cars around to avoid enforcement. | 1 | Public Open House |
| Neighbours commit to enforce no employee parking and educate other business owners of the impact | 1 | WW BIA Meeting |
| Increased enforcement could have adverse effects on business | 1 | WW BIA Meeting |

Parking Signage

| Comment | Total Comments | Source |
|--|----------------|---------------------|
| Stall markings would be beneficial for safety and traffic flow | 2 | Individual Feedback |
| Improve parking capacity with stall markings | 1 | Public Open House |

Bicycle Parking

| Comment | Total Comments | Source |
|---|----------------|---------------------|
| There's not enough bicycle parking, more options are needed. | 15 | Travel Surveys |
| The orange bike racks are just in the way (move to side streets or remove). | 5 | Travel Surveys |
| Doesn't like that the orange bike racks are removed in November. | 1 | Travel Surveys |
| The bike rack in front of the bagel shop is missed. | 1 | Travel Surveys |
| More bike parking is needed on Armstrong | 1 | Travel Surveys |
| Like bicycle right-of-way and parking. | 1 | Travel Surveys |
| There is adequate bicycle parking | 1 | Individual Feedback |

Transit Service

| Comment | Total Comments | Source |
|--|----------------|----------------|
| Transit service infrequent, not reliable and not on time. | 15 | Travel Surveys |
| Would like more frequent transit and less traffic. | 2 | Travel Surveys |
| Buses are too crowded and some riders make others feel unsafe. | 2 | Travel Surveys |
| There is no easy walk to the transit. | 1 | Travel Surveys |
| A metro station is needed in the area. | 1 | Travel Surveys |
| Looking forward to LRT. | 1 | Travel Surveys |
| It's hard to use transit on Sundays, which is a problem for Sunday school. | 1 | Travel Surveys |

Vehicle/Pedestrian/Cyclist Traffic Flow

| Comment | Total Comments | Source |
|--|----------------|----------------|
| Some people want to take out bulb-outs | 1 | WW BIA Meeting |
| Some concerned that reducing/eradicating bulb outs would be unsafe | 1 | WW BIA Meeting |

Other

| Comment | Total Comments | Source |
|---|----------------|----------------|
| The traffic volume is too high in the area. | 27 | Travel Surveys |
| Poor safety conditions for cyclists and pedestrians | 25 | Travel Surveys |
| Bike lanes are needed in the area. | 13 | Travel Surveys |
| Narrow streets make it unsafe for cyclists, and difficult for drivers to pass cyclists and to park. | 12 | Travel Surveys |
| The traffic speed is of concern. | 4 | Travel Surveys |
| Dangerous driver behavior. Reduced safety with parallel parking. | 3 | Travel Surveys |
| Unsafe cyclist behavior. Often do not obey the rules. | 2 | Travel Surveys |
| Store closures in area are an issue. | 2 | Travel Surveys |
| The construction at Wellington and Irving is a concern. | 2 | Travel Surveys |
| The wider sidewalks are a great improvement / area is pedestrian friendly. | 2 | Travel Surveys |
| Not enough traffic lights and pedestrian crossings. | 1 | Travel Surveys |
| There's too much construction in the area. | 1 | Travel Surveys |
| Add motorcycle friendly parking. | 1 | Travel Surveys |

| | | |
|--|---|---------------------|
| Remove one-way streets. | 1 | Travel Surveys |
| Wide sidewalks on Wellington not necessary. Businesses still closing. | 1 | Travel Surveys |
| Do not allow parking on side streets. | 1 | Travel Surveys |
| Don't like that bike chevrons are in the middle of the road. | 1 | Travel Surveys |
| Snow removal in the winter is a concern. | 1 | Travel Surveys |
| I'm concerned about trip hazards due to poorly maintained sidewalks. | 1 | Travel Surveys |
| It's hard to get a taxi in the area. | 1 | Travel Surveys |
| The parking is too close to the lights at the Parkdale intersection. | 1 | Travel Surveys |
| The Harmer stoplight is too short and cars don't observe the no right. | 1 | Travel Surveys |
| The traffic lights sometimes malfunction creating unfavorable situations for walkers. | 1 | Travel Surveys |
| There's too much residential parking. | 1 | Travel Surveys |
| There's too many high-rise buildings. | 1 | Travel Surveys |
| The cash-in-lieu program was short-sighted | 1 | Individual Feedback |
| Cash-in-lieu money should be collected and spent transparently | 1 | Individual Feedback |
| There was little public consultation when Byron Linear Park for Saturday markets was commercialized from May-October | 1 | Individual Feedback |
| Several public consultations with city officials are needed as to not exclude some business owners | 1 | Individual Feedback |
| The city could highlight advantages of side street parking such as neighbourhood watch which could reduce vandalism. | 1 | Individual Feedback |
| Delivery trucks are blocking driveways | 1 | Individual Feedback |
| Densification of the neighbourhoods will encourage less driving and better living . | 1 | Individual Feedback |

| | | |
|---|---|---------------------|
| Parking is hectic and dangerous | 1 | Individual Feedback |
| Stopped vehicles block the sightlines of laneways and parking lot exits | 1 | Individual Feedback |
| Swap positions of the loading and parking zones on Ross | 1 | Individual Feedback |
| The aging population cannot use some alternative modes of transportation such as cycling | 1 | Public Open House |
| Residents are unconvinced that the local demand profile compared to other regions of the city is a fair comparison. | 1 | WW BIA Meeting |
| The BIA wants to see the reported parking revenue if it is established | 1 | WW BIA Meeting |
| Need to see numbers to show customers' willingness/unwillingness to shop in paid parking areas | 1 | WW BIA Meeting |
| The BIA wants to poll people regarding paid parking and time limits. | 1 | WW BIA Meeting |
| BIA believes that \$1500/space of sales is lost by having an employee park in spaces nearby | 1 | WW BIA Meeting |
| Prevalence of loading zones West of Holland need to be rationalized, they are taking up valuable curb space | 1 | WW BIA Meeting |