



MORRISON HERSHFIELD

FINAL REPORT

Glebe Local Area Parking Study

Ottawa, ON



Presented to:

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1. INTRODUCTION

1.1 Study Overview & Purpose

The City of Ottawa retained Morrison Hershfield to undertake a parking study for the Glebe, an established neighbourhood in Ottawa located south of the downtown with a vibrant commercial district centred on Bank Street. The area includes both on- and off-street parking, including two municipal surface lots located at 170 Second Avenue and 574 Bank Street. The study was initiated based on a City Council motion from June 28, 2010 which spoke to potential parking shortages in the Glebe and concerns raised by the Glebe BIA. As part of this motion, City staff were directed to:

“...commence an RFP process for the parking area, with new parking spots, at 170 Second Avenue and report to Committee and Council at each stage of the process.”

There is a need to determine the current state of parking supply and demand in the Glebe in order to better plan for and accommodate future demands from any new development and specifically to determine the requirements for parking at and in the vicinity of the municipal parking lot at 170 Second Avenue. Accordingly, the study objectives were threefold:

1. Evaluate the **current** supply and demand for parking in the Glebe, and identify potential issues.
2. Assess **future** parking requirements due to infill development and redevelopment of existing properties.
3. Identify strategies to address current and future parking needs, encompassing both the management and supply of parking, with particular focus on the municipal parking lot at 170 Second Avenue.

The study was undertaken in accordance with the Terms of Reference for Local Area Parking Studies, and supports the objectives of the Municipal Parking Management Strategy.



Figure 1 – Parking Area at 170 Second Avenue

Municipal Parking Management Strategy Objectives

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

1.2 Study Area

The study area for this report was developed based on a number of considerations, including:

- Study limits used in previous parking studies for the Glebe (refer to Section 2.3);
- The location of commercial activity within the Glebe; and
- The acceptable walking distance between parking facilities and commercial destinations.

Acceptable walking distances were defined based on data presented in the Victoria Transport Policy Institute's *TDM Encyclopedia*¹ (refer to Table 1). The values correspond to the maximum acceptable walking distance "from parking to destinations for various activities and users", assuming good pedestrian conditions (sidewalks, crosswalks, level terrain), an uncovered outdoor environment, and a mild climate.

¹ Victoria Transport Policy Institute. *TDM Encyclopedia*. "Shared Parking". Updated September 10, 2012.

Table 1 – Acceptable Walking Distances from Parking

Adjacent (Less than 30m)	Short (Less than 250m)	Medium (Less than 365m)	Long (Less than 480m)
People with disabilities Deliveries & loading Emergency services Convenience store	Grocery stores Professional services Medical clinics Residents	General retail Restaurant Employees Entertainment center Religious institution	Airport parking Major sport or cultural event Overflow parking

Source: Victoria Transport Policy Institute, TDM Encyclopedia. <http://www.vtpi.org/tdm/tdm89.htm>

Based on the types of commercial uses in the Glebe, buffers of 250m and 365m were applied to Bank Street between Queen Elizabeth Drive and Highway 417, representing the acceptable walking distance for “short” and “medium” destinations respectively. Given these buffers, the appropriateness of the study area was confirmed. A map of the study area is provided in Figure 2.

Glebe Parking Study

Bank St. Commercial District- Acceptable Walking Distances & Study Area

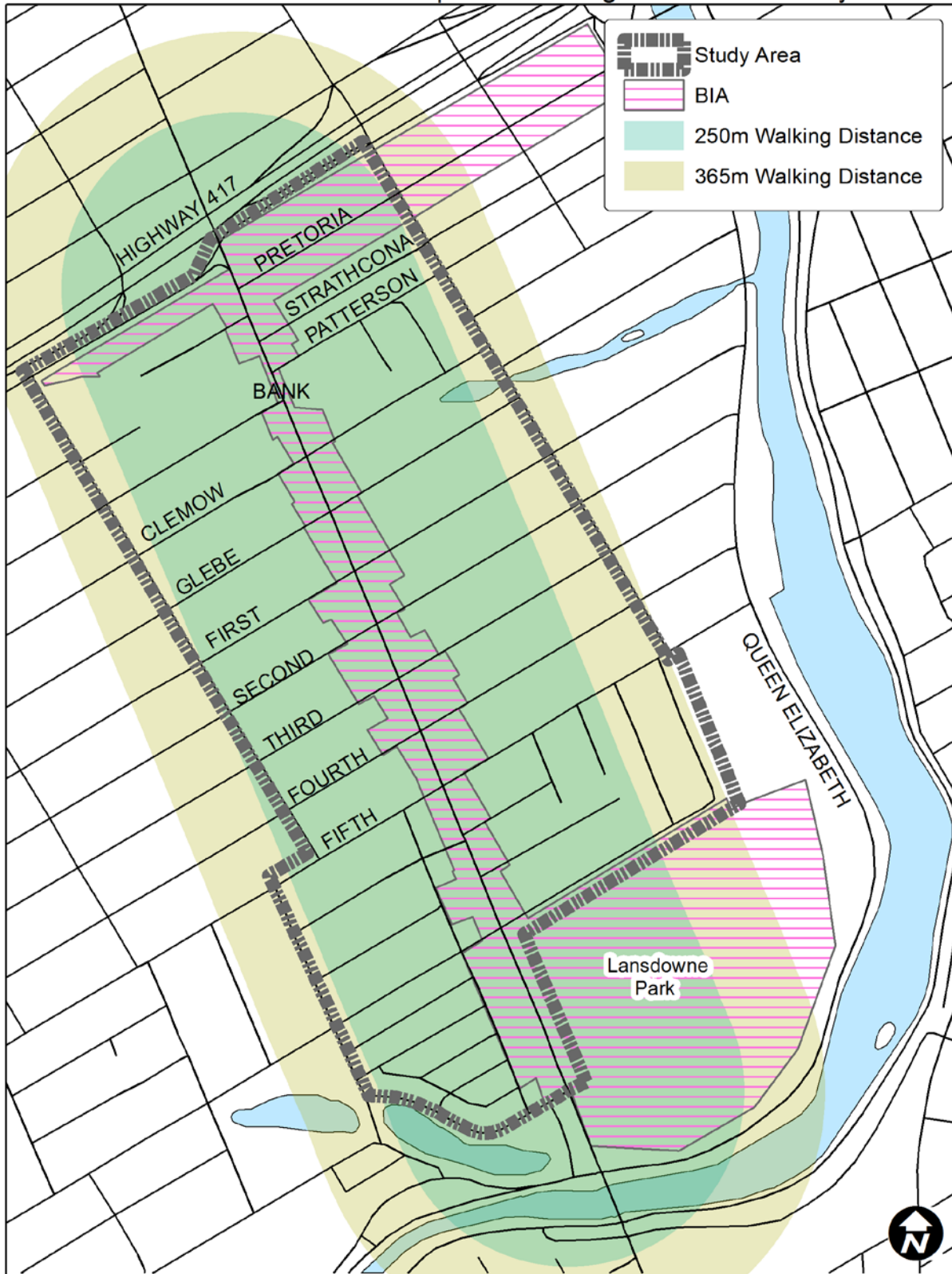


Figure 2 – Study Area

1.3 Parking Terminology

A number of terms related to parking are used throughout this report. For ease of reference, a glossary of key terms is provided below:

- **Total Parking Capacity** – The total number of parking spaces.
- **Practical Capacity** – 85% of the total parking capacity
- **Peak Occupancy** – The highest observed number of parking spaces occupied by parked vehicles over a period of time
- **Peak Occupancy Rate** – The average proportion of parking spaces occupied by parked vehicles over a period of time
- **Average Duration** – The average length of time that a number of vehicles park in a number of parking spaces
- **Turnover** – The number of unique vehicles parked in a number of parking spaces over a length of time (i.e. could be the entire study period or one hour)
- **Short-Term Parking** – Parking with a duration less than 3 hours, generally provided for commercial and institutional uses
- **Long-Term Parking** – Parking with a duration of 3 hours or greater, such as for residential or office type land uses
- **Public Parking** – Surface parking lots or garage spaces available for use by the general public on a cash basis (including hourly, daily, and monthly spaces)
- **Private Parking** – Surface parking lots or garage spaces reserved for exclusive use
- **On-Street Parking** – Curb metered and non-metered parking used by the general public
- **Off-Street Parking** – Parking located in dedicated parking lots or parking structures (above or below ground) located off the roadway. 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 & private)

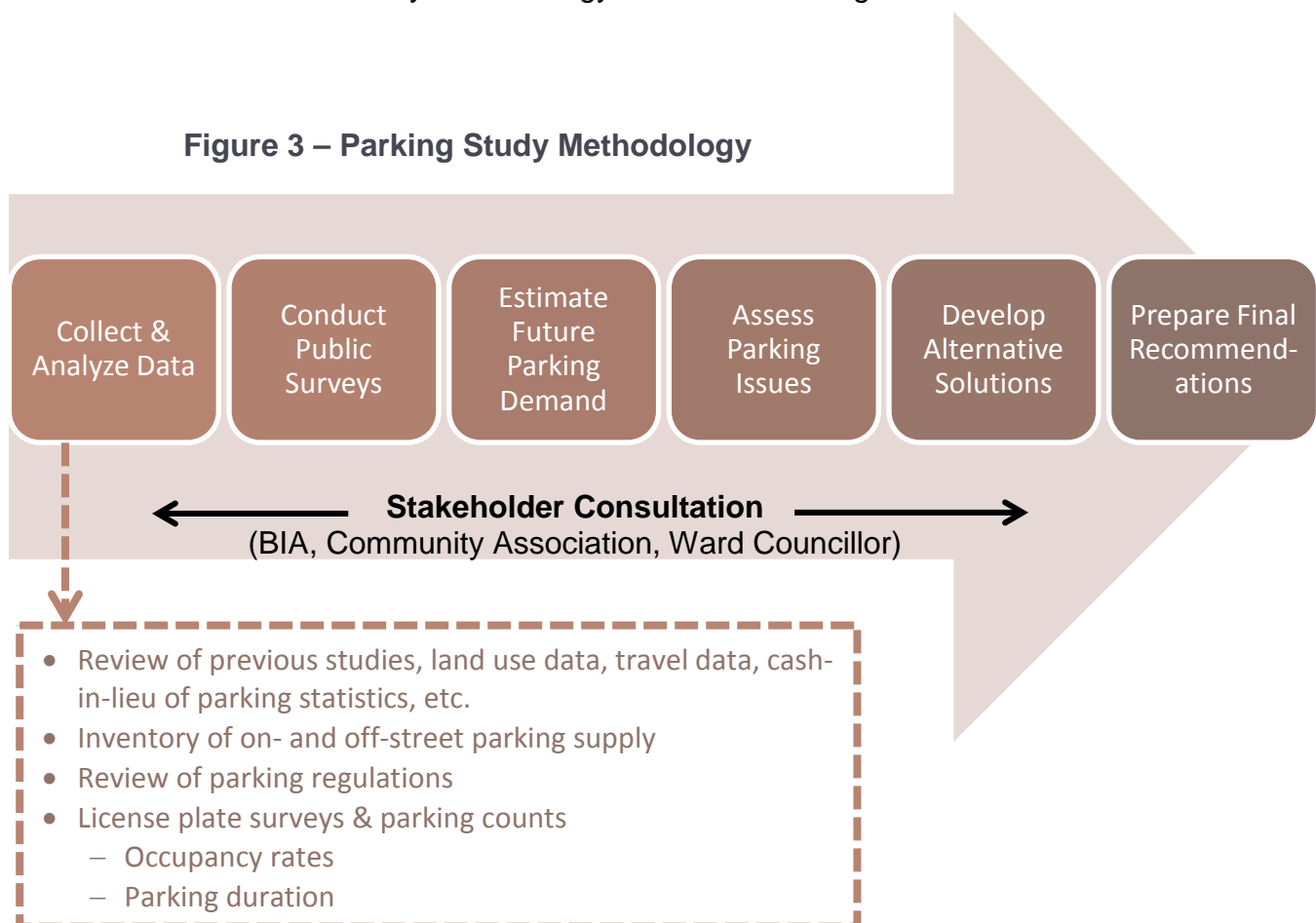
2. METHODOLOGY & DATA COLLECTION

2.1 Overview of Methodology

Parking is a complex issue – there are a number of competing considerations which influence both supply and demand. Too much parking can encourage automobile use, take up precious space in central business areas, and reduce property values. On the other hand, providing too little parking can result in lost business, frustrated residents, and increased traffic congestion as drivers search for spots.

The approach to assessing the parking situation in the Glebe has been to consider key indicators of parking demand such as occupancy data, land-use projections, and travel forecasts – and to consider the interaction of these forces with supply side changes related to intensification and redevelopment potential. To gain insight into existing conditions, an extensive data collection exercise was undertaken, and two public opinion surveys were carried out. Consultation with key stakeholders (including the BIA and Community Association) was also undertaken to identify parking issues within the area. Once an understanding of existing and future needs was established, strategies were identified to resolve each issue, considering their appropriateness for the Glebe – including its unique requirements as a distinct community in a well-established residential neighbourhood with a thriving commercial area. An overview of the study methodology is illustrated in Figure 3.

Figure 3 – Parking Study Methodology



2.2 Construction in the Glebe – Impact on Data Collection & Analysis

Reconstruction of Bank Street between the Queensway and Rideau Canal began May 24, 2011, and lasted until November 15, 2011. As a result of the reconstruction, the number of parking spaces on Bank Street and adjacent side streets changed slightly from what was previously available. In carrying out the parking study, care was taken to ensure that no data collection was performed during the construction period. Most data was collected prior to the start of construction; however, some supplementary data collection was also carried out post-construction.

The analysis of existing conditions presented in this report compares the parking occupancy to the capacity that was available when the data was actually collected. However, changes in the parking supply have been considered in the assessment of parking needs. Details on the pre- and post- construction capacities are discussed in Section 3.5.

2.3 Review of Previous Parking Studies

A number of previous studies have examined parking in the Glebe. In total, five studies have been completed since 1994, each with a different study area, as illustrated in Appendix A. The most recent study, conducted in 2005, focused on parking meter usage on Bank Street on weekends. Appendix A provides a summary of the main conclusions and recommendations arising from each study. For the most part, recommendations have centered on changes in parking management and supply, with several studies recommending changes in parking time restrictions to encourage greater turnover and availability of spaces.

2.4 License Plate Surveys

The primary data collection for this study was a license plate survey carried out in May 2011, prior to the start of construction on Bank Street. Data was collected for all on-street parking spaces within the study area, including Bank Street as well as the various side streets. The survey was conducted by Geospace Research Associates on behalf of the City of Ottawa and covered the following three time periods:²

- Thursday, May 12, 2011 (8:00 AM – 8:00 PM)
- Saturday, April 1, 2011 (8:00 AM – 4:00 PM)
- Sunday, May 1, 2011 (12:00 PM – 4:00 PM)

In conjunction with the license plate survey, parking occupancy counts were conducted at 15 key off-

Data Collection Techniques

License Plate Survey: In this type of survey, part of the license plate of each parked vehicle is recorded at pre-defined intervals, providing information that can be used to calculate parking occupancy, duration, and turnover. For the Glebe, a one-half hour interval was used.

Parking Occupancy Count: This type of survey only provides information on parking occupancy, and simply involves counting the number of vehicles parked at a given location at certain intervals. For the survey of off-street lots, a one-hour interval was used.

² Upon review of this data, several issues were noted and a data “cleaning” process was undertaken as described in Appendix B.

street lots along Bank Street, including the two municipal lots at 170 Second Avenue and 574 Bank Street.

To complement the information obtained from the initial data collection exercise, supplemental parking occupancy counts were carried out for the remaining off-street parking lots within the study area (excluding residential lots, and lots used for automotive sales/servicing). These counts were carried out on June 7th, 9th and 10th, 2012 between 12 PM and 3 PM - i.e. the time periods with highest occupancy as identified during the previous off-street survey.

In addition, Pay and Display records were obtained for the two municipal lots at 170 Second Avenue and 574 Bank Street, providing an indication of parking occupancy and duration at different times throughout the year. Since no Pay and Display data is available for Sundays (when parking is free), additional license plate surveys were carried out at the two municipal lots in the spring of 2012 as follows:

- 170 Second Avenue: Sunday, April 22, 2012 (10:00 AM to 4:00 PM)
- 574 Bank Street: Sunday, June 24, 2012 (10:00 AM to 4:00 PM)

2.5 Consumer Surveys

2.5.1 Municipal Lot - 170 Second Avenue

A parking survey was undertaken to assess how and why people use the parking lot at 170 Second Avenue in the Glebe. The primary goals of the survey were to better understand the motivating factors for parking in this lot, to gain a better sense of how far people are walking from the lot, and to assess consumer satisfaction with parking regulations and rates at this location.

A total of 113 surveys were completed over the course of three days. Surveys were conducted on the following dates:

- Thursday, June 7th, 2012, 12:00-3:00 PM – 34 surveys
- Saturday, June 9th, 2012, 12:00-3:00 PM – 38 surveys
- Sunday, June 10th, 2012, 12:00-3:00 PM – 41 surveys

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

The same survey questions were used on Thursday and Saturday – days when parking fees are in effect. However, since parking is free on Sunday, two of the survey questions were modified for the Sunday survey to gain insight into the impact/acceptability of pricing policies. A copy of the survey questions can be found in Appendix C.

2.5.2 Glebe General Customer Survey

A more general survey was used to gauge opinions and perceptions of parking across the wider Glebe study area. As part of this survey, two individuals were stationed along Bank Street, one near Glebe Avenue towards the north end of the study area, and one near Fifth Avenue towards the south.

A total of 181 surveys were completed over the course of three days. Surveys were conducted on the following dates:

- Thursday, September 20th, 2012, 12:00-3:00 PM – 56 surveys
- Saturday, September 22nd, 2012, 12:00-3:00 PM – 65 surveys
- Sunday, September 23rd, 2012, 12:00-3:00 PM – 60 surveys

The questions used in the survey were based on the recently developed *City of Ottawa Business Consumer Survey Template*, which is intended to serve as a common framework for parking surveys across the Ottawa area. By using a similar set of questions in all parking surveys, it is possible to compare parking conditions and consumer attitudes over time and across neighbourhoods, providing a rich dataset for the City. A copy of the survey questions can be found in Appendix C.

3. OVERVIEW OF EXISTING CONDITIONS

3.1 Land Use

Land use is one of the primary influences on parking demand. For example, a purely residential neighbourhood has very different parking demand patterns and requirements (long-term parking with low turnover) than a commercial area (short-term parking with high turnover). Therefore, examining land use patterns is essential for estimating parking demand.

Bordered by the Rideau Canal on the East and South, Highway 417 to the North and Bronson Avenue to the West, the Glebe is a neighbourhood with a population of just under 14,000. The Glebe is primarily a residential neighbourhood, but also features a prominent and flourishing commercial area, several recreational parks and a major sports/event venue at Lansdowne Park. Institutions include several churches, schools, a fire station and a community centre. Land uses within the Glebe as designated in the Ottawa Zoning By-Law are illustrated in Figure 4.

Overall, land use patterns within the Glebe are well established, and there has not been a lot of change in recent years. A small amount of development has occurred in the form of infill development, as existing buildings are demolished and replaced with new structures. The most recent developments include:

- **1014 Bank Street:** A demolition permit was issued in August, 2006 to demolish a single storey commercial building. A building permit was issued in November, 2007 to construct a 6 storey, 25 unit condominium building.
- **615 Bank Street:** A demolition permit was issued in July, 2007 to demolish a small retail building. A building permit was issued in January, 2008 to construct a 4 storey mixed use building.

Bank Street has been designated as a Traditional Mainstreet which means that it can support intensification and infill development. The redevelopment of Lansdowne Park will also impact future travel and parking demand within the study area. Further discussion on the potential impacts of future redevelopment is included in Section 4.

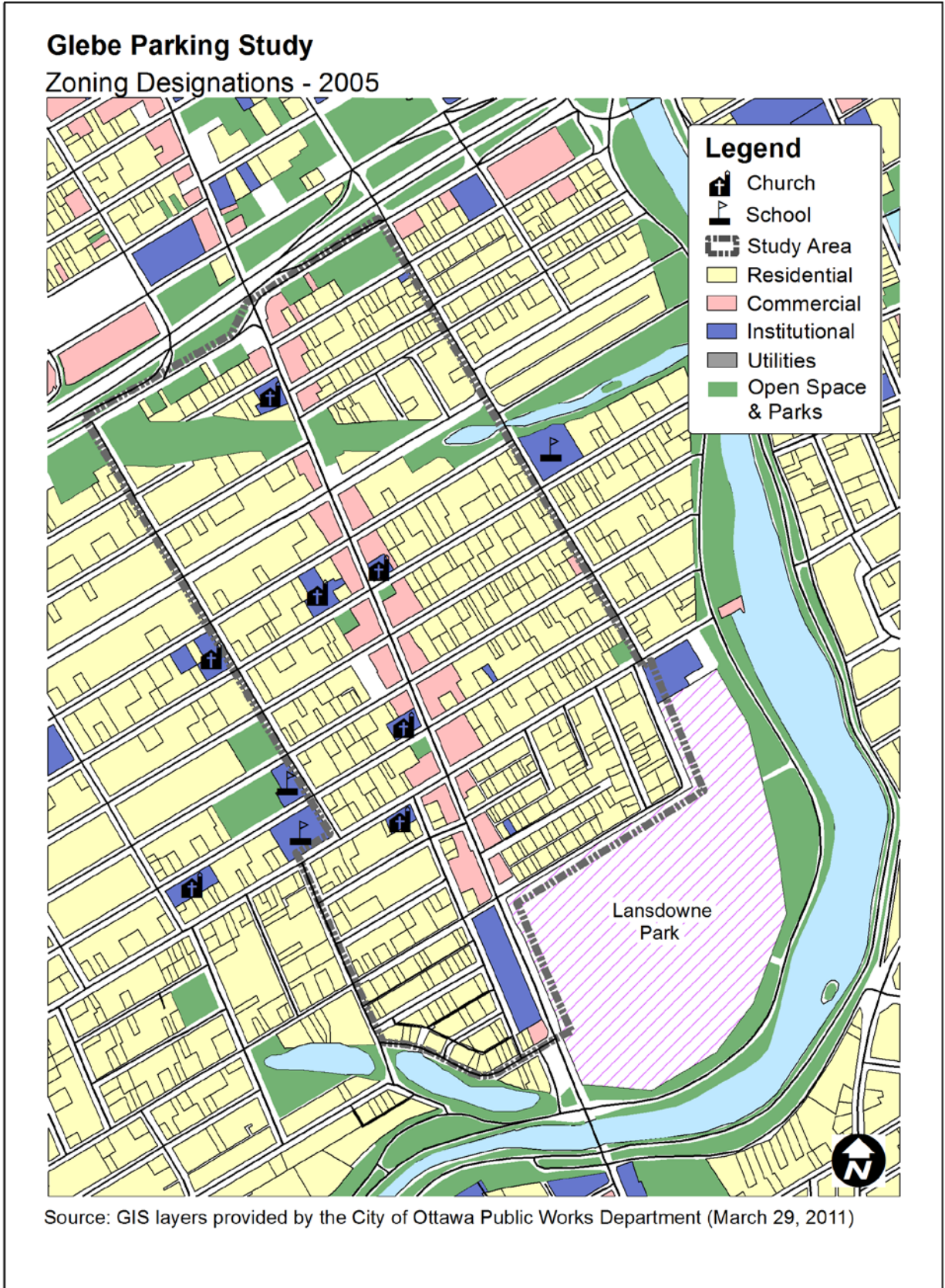


Figure 4 – Glebe Land Use Zoning

3.2 Cash-in-Lieu of Parking

Cash-in-lieu (CIL) of parking can be defined as an agreement entered into by the City and owner or occupant of a building that exempts them from providing parking spaces where they would otherwise be required to do so under the Zoning By-law. Essentially, the cash-in-lieu of parking scheme allows developers to pay a certain sum of money to the City if they are unable to provide the required number of parking spaces due to space limitations or other constraints. In general principle, the funds received by the City should in turn be used to operate and maintain public parking, helping to minimize the impact of the new parking demand on pre-existing supply.

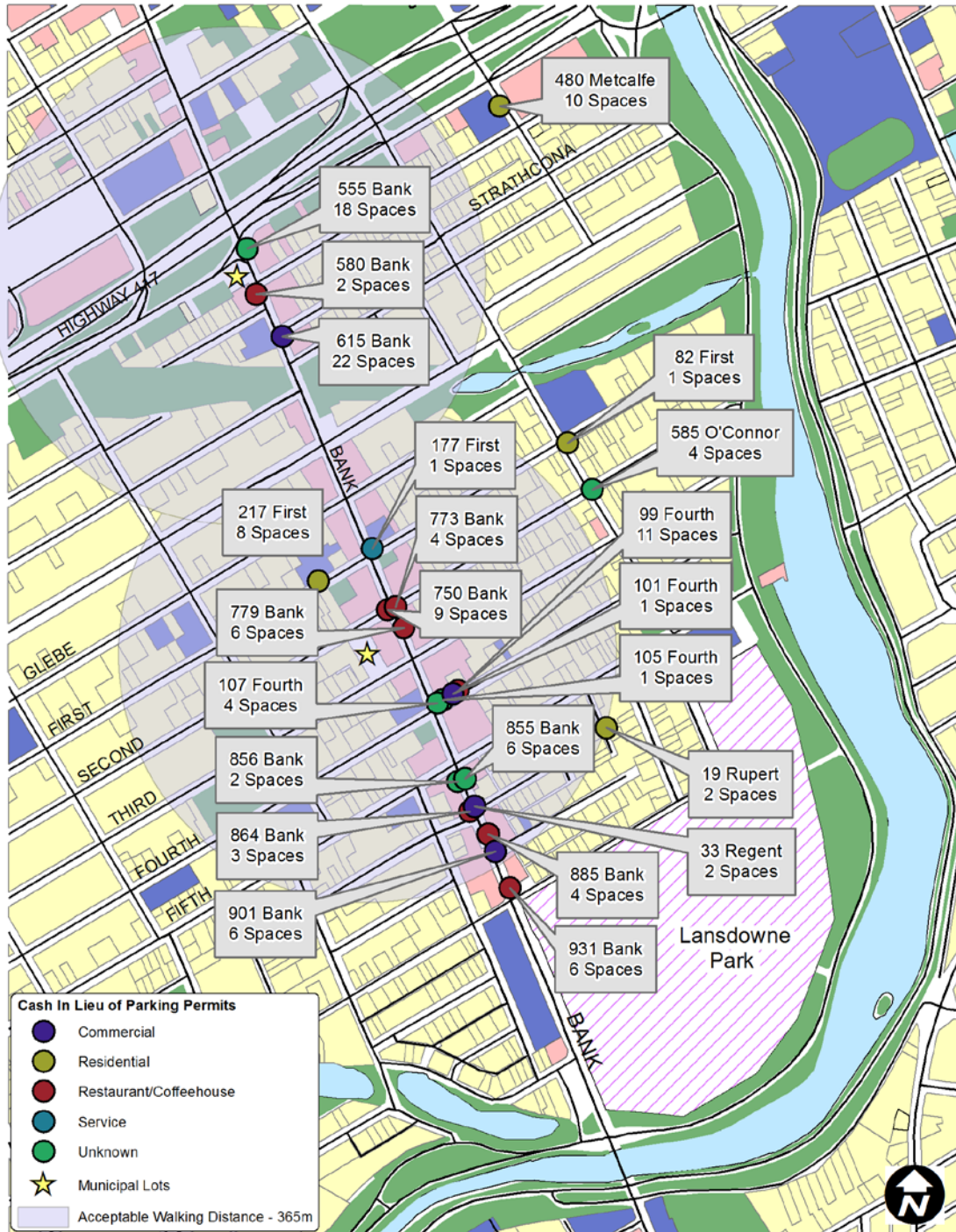
Between 1991 and 2010, there have been 22 cash-in-lieu of parking approvals within the study area, and 27 in the larger Glebe community, representing a total of 139 parking spaces. A summary of these applications is provided in Table 2, while Figure 5 illustrates the location of each application in relation to the two municipal parking lots at 170 Second Avenue and 574 Bank Street. As shown, there have been 70 spaces approved within an acceptable walking distance (365 m) of 170 Second Avenue, and 42 spaces approved within a similar distance of 574 Bank Street.

Since cash-in-lieu of parking allows developments to proceed with less than the required number of parking spaces, not all of the parking demand can be accommodated on-site, putting pressure on other parking facilities within the community. Since the money collected from cash-in-lieu of parking is intended to mitigate these impacts, it could be argued that a new parking facility is warranted for the Glebe. However, this is only true if the parking demand actually materializes and there is insufficient parking spaces elsewhere in the community (either on- or off-street) to accommodate this demand. As a result, while the cash-in-lieu of parking data confirms that there is an off-street parking supply deficiency in the Glebe (based on Zoning By-Law requirements), it does not confirm the need for constructing additional parking facilities.

Table 2 – Summary of Cash-in-Lieu of Parking Permits (1991-2010)

Type of Land Use	Parking Spaces
Commercial	31
Residential	24
Restaurant/Coffeehouse	45
Service	1
Unknown	38
TOTAL	139

Glebe Parking Study Cash in Lieu of Parking Permits (1991 to 2010)



Total Number of Parking Spaces = 133 spaces
 Total Number of Parking Spaces within 365m of Municipal Lot at 170 2nd Avenue = 70 spaces
 Total Number of Parking Spaces within 365m of Municipal Lot at 574 Bank Street = 42 spaces

Figure 5 – Cash-in-Lieu of Parking Permits Approved in the Glebe

3.3 Travel Trends

To gain an appreciation of current travel characteristics within the Glebe area, data from the City of Ottawa’s 2005 Origin-Destination Travel Survey was examined. According to this data, roughly 9% of all trips destined to the Glebe are made by transit, while 57% of people arrive by automobile (either as a driver or passenger). Active modes such as walking and cycling account for over 30% of the trips to the Glebe, with walking representing the bulk these trips. A different picture emerges when considering trips that both begin and end in the Glebe. Of these “internal” trips, roughly 72% are made by walking, as illustrated in Figure 6.

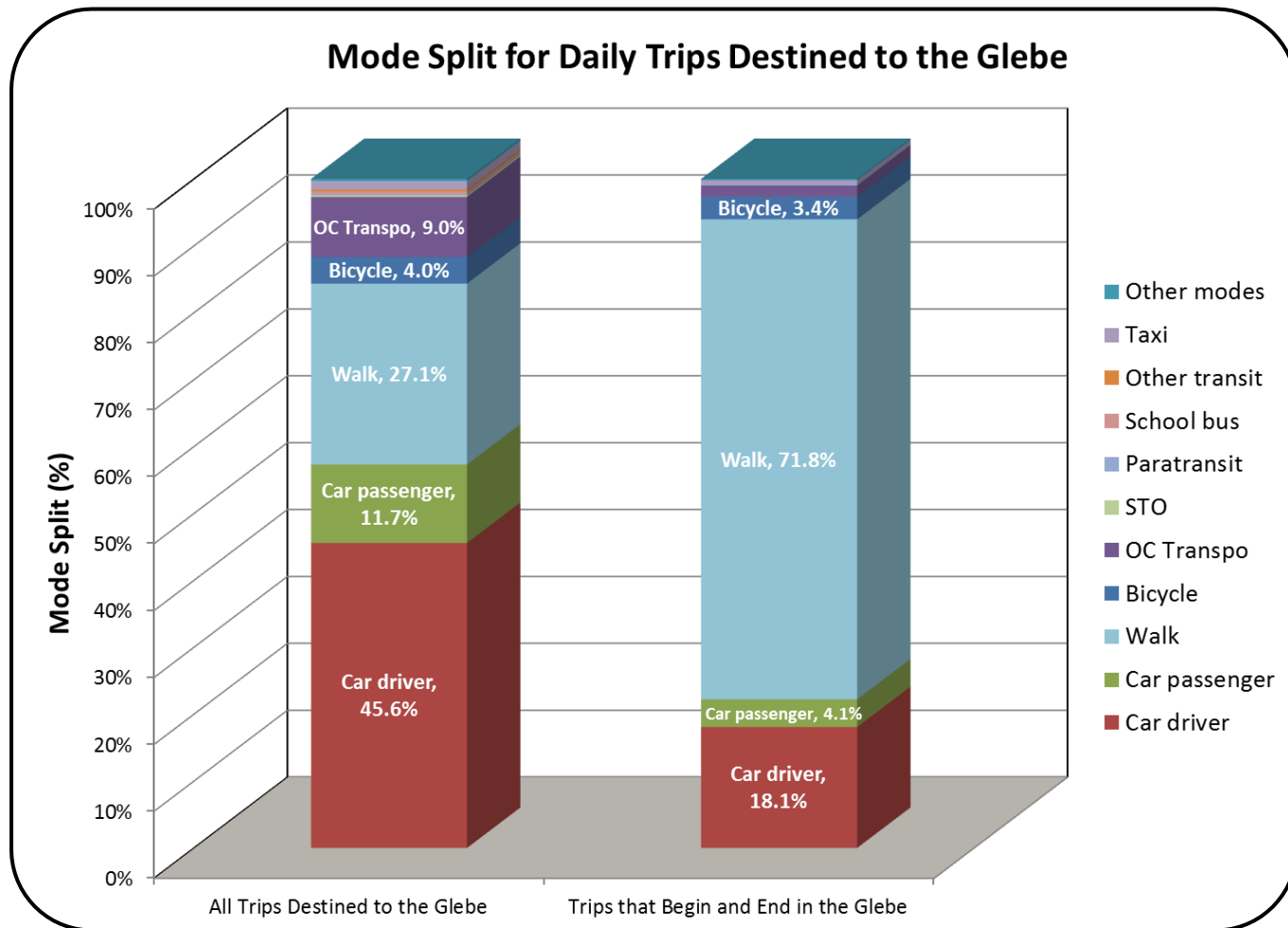


Figure 6 – Mode Split for Tips Destined to the Glebe

Figure 7 illustrates the trip purpose for auto vehicle trips destined to the Glebe by time of day. As expected, the greatest proportion of trips into the Glebe during the morning peak period³ are work-related, however there is also a number of trips to stores, restaurants, and appointments (representing roughly 11% of total trips). In the afternoon peak period⁴, the

³ Defined as 7:00 a.m. to 10:00 a.m.

⁴ Defined as 4:00 p.m. to 7:00 p.m.

majority of trips are residents returning home. Trips for retail / restaurant / appointment purposes appear to account for the greatest component of trips midday, in particular between 10:00 a.m. and 3:00 p.m. Trips for recreational purposes are highest during the evening period (after 5:00 p.m.). Not surprisingly, many of these recreational trips are destined to Lansdowne Park.

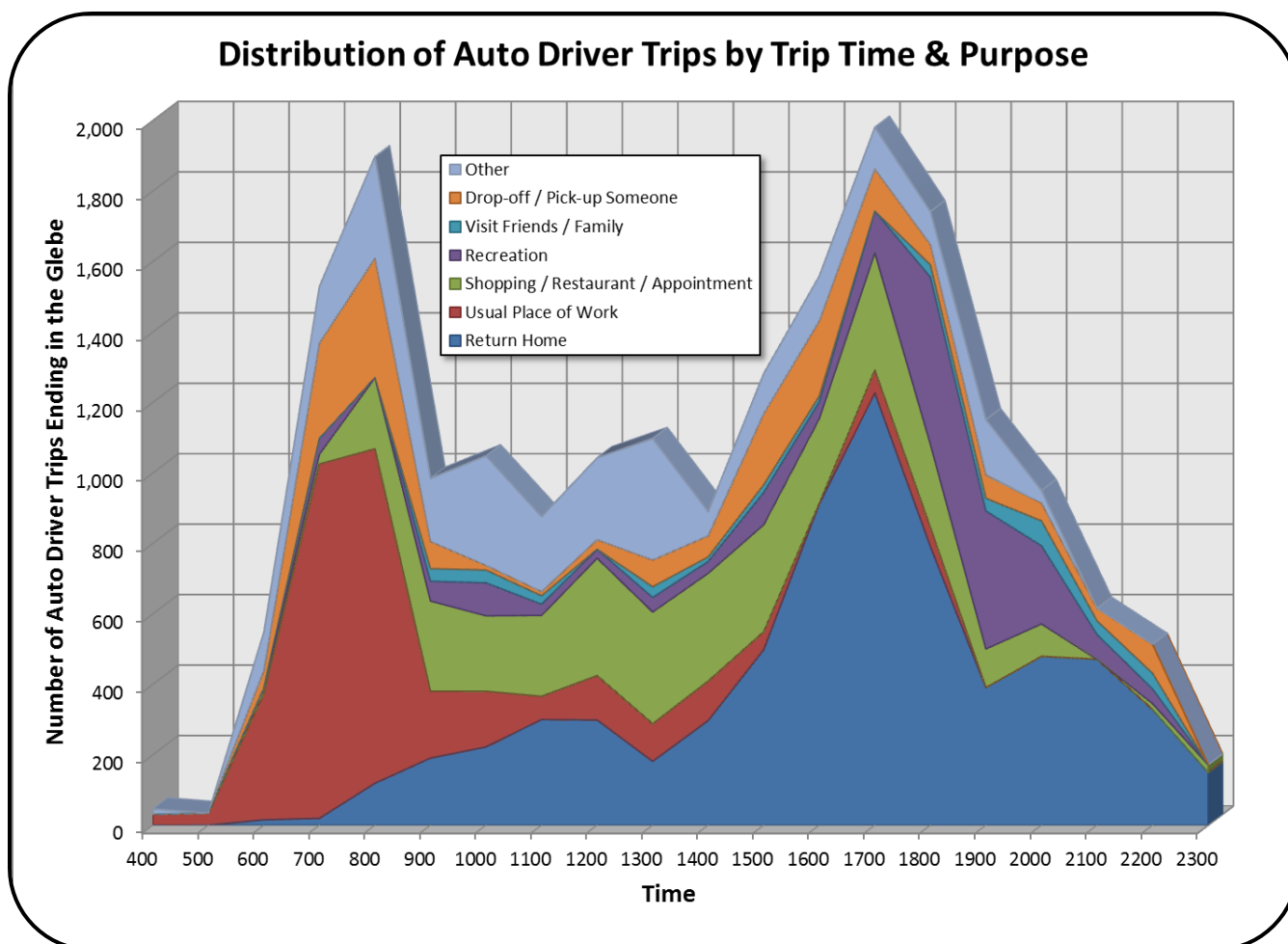


Figure 7 – Distribution of Auto Driver Trips

Since parking demand related to retail trips is one of the key considerations of this study (predicated by the desire to ensure that sufficient parking is available for local businesses), it is particularly insightful to understand where the majority of shoppers are coming from.

Figure 8 illustrates the origins of shopping trips destined to the Glebe, for those trips made by automobile. The majority of trips originate in Ottawa’s Inner Area which includes Old Ottawa South, Sandy Hill, Lowertown and parts of Little Italy and Centretown, as well as the Glebe itself. One may argue that trips from these parts of the City could be encouraged to use transit, walking or cycling to access the Glebe as viable alternative modes, which would reduce the need for retail parking. In contrast, trips originating in areas of the city further away from the Glebe are more likely to require parking. These would include areas such as Hunt Club, Merivale, Ottawa West, Ottawa East and South Nepean.

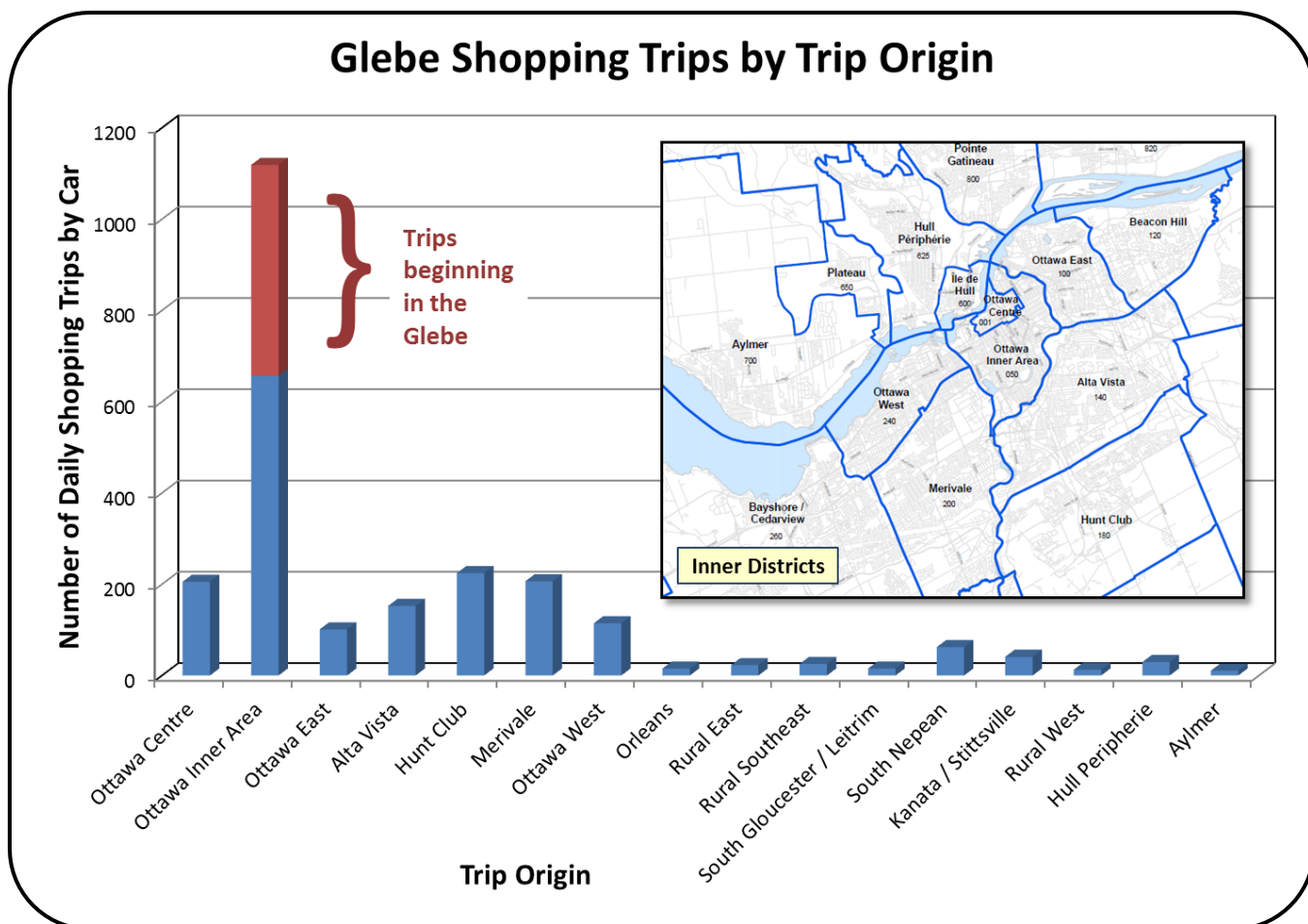


Figure 8 – Origin of Shopping Trips to the Glebe

There are, however, a number of other considerations which determine the mode choice of consumers including the type of shopping (i.e. people may choose to drive to the grocery store since there will be a lot to carry home), seasonal variations (people may be more likely to drive in the winter), accessibility (person with disabilities may prefer or require the use of an automobile), etc.

Additional graphs depicting details on travel trends are provided in Appendix D.

3.4 Parking Regulations

Parking regulations dictate where and when people are allowed to park on public streets, and thus influence parking turnover and the availability of spaces.

Parking regulations were extracted from the Bank Street Reconstruction Signage Plans and confirmed via field visits. The regulations are illustrated in Figure 9. Daytime parking limits for the side-streets range from one to three hours. On Bank Street itself, a 2-hour parking limit is imposed. To accommodate peak traffic flows, no stopping (or parking) is permitted on the east side of Bank Street between 7:00 a.m. and 9:00 a.m., Monday to Friday. Similarly, parking is

prohibited on the west side of Bank Street between 3:30 p.m. and 5:30 p.m. during the work week.

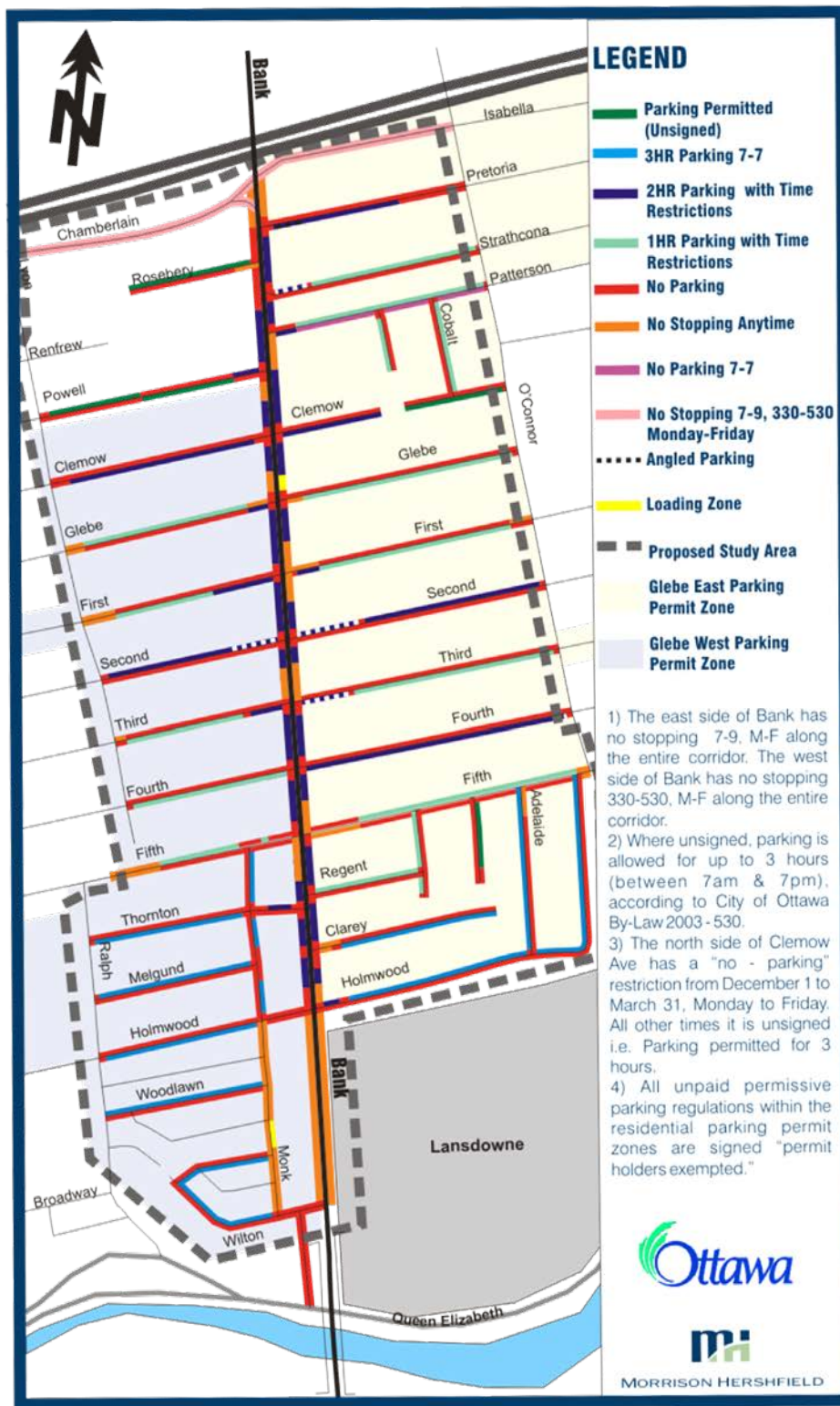


Figure 9 – On-Street Parking Regulations in the Glebe

Where residential parking permit zones have been designated, residents without access to off-street parking can apply for permits which allow them to park for up to 48 hours in the same spot without being ticketed. Permit holders are also excluded from winter overnight parking restrictions.

Within the study area, two residential parking permit zones have been established: Glebe East and West (shown above in Figure 9). As of September 11, 2012, there were 427 residential permits available for these two zones, and 96 permits that were active.⁵ In January 2013, the residential permit zone for Glebe West was expanded to include the section of First Avenue between Lyon Street and Percy Street.

3.5 Parking Supply

The supply of parking in the Glebe comes in several forms:

- **On-street paid parking** – Generally found on or immediately adjacent to Bank Street in the commercial district
- **On-street unpaid parking**
- **Off-street parking**
 - Municipal/private lots available for general public use
 - Private lots available for customer parking only (may be shared with employee parking)
 - Private lots not open to the public

The various off-street lots within the study area are illustrated by type and capacity in Figure 10. Each lot is indicated by a dot with the size of the dot representing the lot capacity. The location of paid parking along Bank Street and the adjacent side streets is illustrated in Appendix E.

Table 3 illustrates the total quantity of parking within the study area, including both on- and off-street facilities. Note that the off-street parking quantities refer only to the lots which were included in the data collection – typically those lots in close proximity to Bank Street used for public, customer, or employee parking. Off-street lots associated with residential, embassy, automotive, and institutional uses were not specifically analyzed, as these lots were considered to have limited impact on parking conditions within the Glebe.

In light of the reconstruction work on Bank Street that occurred in the middle of the parking study, Table 3 provides the parking supply both pre and post construction. While certain spaces may have shifted from one block to another, overall, the net change in parking supply is minimal.

⁵ Note that the number of active residential permits varies throughout the year. For example, on January 17, 2013, there were 132 active permits for Glebe East and West, based on more recent information received after the data collection and analysis phase of the study were completed.

Table 3 – Parking Supply in the Glebe¹

Location	Pre-Construction			Post-Construction		
	Paid Spaces	Unpaid Spaces	Total	Paid Spaces	Unpaid Spaces	Total
Bank Street	134	0	134	139	0	139
Side Streets	77	675	752	73	675	748
Off-Street		675	675		675	675
Total Supply			1561			1562

¹ Approximate values. In areas without painted stalls, the parking capacity is difficult to estimate precisely due to variability in vehicle size and spacing which influence how many cars fit along a particular block or within a particular area. In general, baseline supply numbers were established by considering a number of sources including site visits, previous studies, construction plans, and air photos. Post-construction numbers for Bank Street were supplied by Dillon Consulting as part of a study carried out for the City of Ottawa.

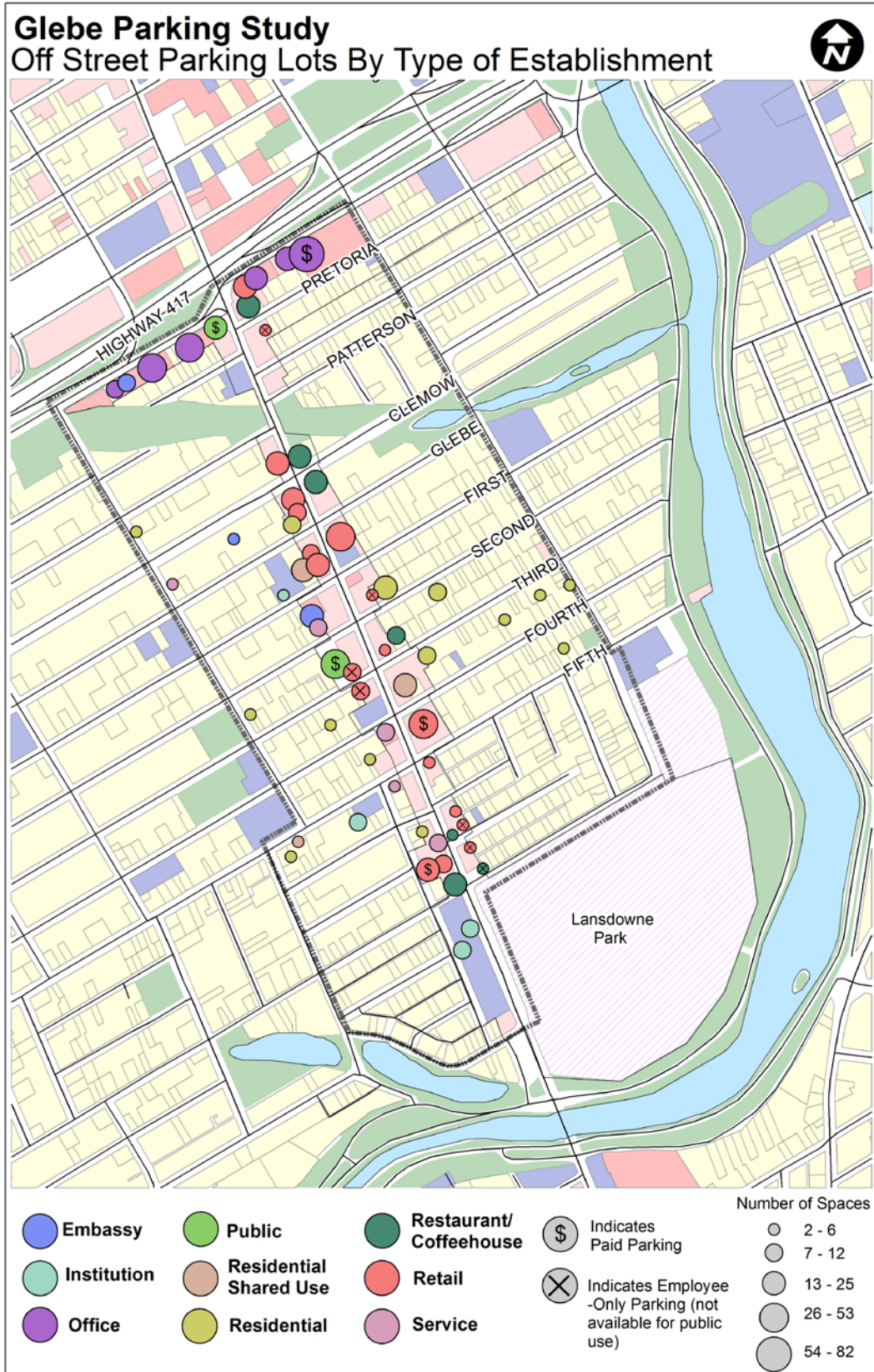


Figure 10 – Off-Street Parking Lots

3.6 Parking Occupancy Rates

Parking occupancy rates refer to the percentage of parking spaces or stalls which are in use for a particular area or street at a given time. This is one of the key indicators of parking issues – if occupancy rates are too low, parking is underutilized. Conversely, parking occupancy rates in excess of 85% (the ‘practical’ capacity) may indicate insufficient parking supply, making it difficult for visitors or customers to find somewhere to park.

Table 4 illustrates the observed occupancy during the critical hour on Thursday, Saturday and Sunday as observed during the license plate survey. On Thursday, the parking demand “peaks” twice during the day: once at 1:00 p.m. and once at 7:00 p.m. Of these two peaks, the evening tends to be the more critical, however, both time periods are presented for comparison.

In analyzing the parking data, the study area has been divided into two sections, north and south of Glebe Avenue, to capture differences in the parking characteristics between the north and south sections of the Glebe. From the results presented, **Bank Street south of Glebe Avenue is exceeding the practical capacity on each of the three days examined.** However, there is generally adequate side street capacity, suggesting that overall, the parking supply south of Glebe Avenue is adequate. The only exception is Sunday, when the critical occupancy of the side streets also reaches 85%. North of Glebe Avenue, the occupancy rates for both Bank Street and the side streets never exceeds 60%, suggesting that sufficient parking is generally available in the northern part of the study area.

From the data presented in Table 4, Saturday at noon was selected as the “critical time period” for assessing parking needs. While the occupancy rate for the study area as a whole is slightly higher on Thursday evening, and Sunday is the critical time for the area south of Glebe Avenue, Saturday was selected as the analysis period because paid parking is in effect at this time, so there are fewer tools available to increase turnover.

Table 4 – On-Street Parking Occupancy Rates during the Critical Hour

Day of Week	Location		Parking Occupancy	Parking Supply	Occupancy Rate
Thursday 1:00 p.m.	Bank Street	North of Glebe Ave	7	53	13%
		South of Glebe Ave	56	81	69%
		Total	63	134	47%
	Side Streets	North of Glebe Ave	138	259	53%
		South of Glebe Ave	292	493	59%
		Total	430	752	57%
	Total		493	886	56%
Thursday 7:00 p.m.	Bank Street	North of Glebe Ave	20	53	38%
		South of Glebe Ave	79	81	98%
		Total	99	134	74%
	Side Streets	North of Glebe Ave	156	259	60%
		South of Glebe Ave	395	493	80%
		Total	551	752	73%
	Total		650	886	73%

Day of Week	Location		Parking Occupancy	Parking Supply	Occupancy Rate
Saturday Noon	Bank Street	North of Glebe Ave	8	53	15%
		South of Glebe Ave	72	81	89%
		Total	80	134	60%
	Side Streets	North of Glebe Ave	116	259	45%
		South of Glebe Ave	356	493	72%
		Total	472	752	63%
Total		552	886	62%	
Sunday Noon	Bank Street	North of Glebe Ave	21	53	40%
		South of Glebe Ave	78	81	96%
		Total	99	134	74%
	Side Streets	North of Glebe Ave	104	259	40%
		South of Glebe Ave	424	493	86%
		Total	528	752	70%
	Total		627	886	71%

The occupancy rates for the off-street parking supply are presented in Table 5. A more detailed breakdown by individual lot is presented in Appendix F. While some off-street lots are at or exceeding the critical occupancy, overall, the off-street supply appears to be under-utilized, particularly on weekends. However, it should be noted that only some of the off-street supply is open to the general public.

Table 5 – Off-Street Occupancy Rates During the Critical Hour

Day of Week	Location	Parking Occupancy	Parking Supply	Occupancy Rate
Thursday 1:00 p.m.	North of Glebe Ave	224	355	63%
	South of Glebe Ave	201	320	63%
	Total	425	675	63%
Saturday Noon	North of Glebe Ave	71	355	20%
	South of Glebe Ave	182	320	57%
	Total	253	675	37%
Sunday Noon	North of Glebe Ave	65	355	18%
	South of Glebe Ave	158	320	49%
	Total	223	675	33%

Exhibits showing the occupancy rate by location for Thursday (Daytime + Evening), Saturday and Sunday are presented in Figure 11 through Figure 14. These figures reinforce the findings presented above: north of Glebe Avenue, the occupancy rates are generally acceptable; south of Glebe Avenue, several streets have occupancies that exceed the 85% threshold.

In order to provide greater context, it is also useful to examine how long the occupancy exceeds the desired threshold. If high occupancy levels are only evident for a short period, the situation is less critical than if high occupancy levels persist over an extended period. Figure

15 illustrates the number of half hour intervals during the Saturday data collection period where the occupancy rate for each street segment was observed to exceed 85%. As this figure shows, the capacity issues south of Glebe Avenue appear to occur over longer periods of time, indicating that the issue is not confined to a short peak period.

Similar exhibits are provided for all three data collection days in Appendix F, along with exhibits which show the variation in occupancy levels by time of day. In comparing these exhibits, it should be noted that different survey times were used on each of the three survey dates, so the number of half-hour intervals with occupancy exceeding 85% will be “capped” by the survey length.

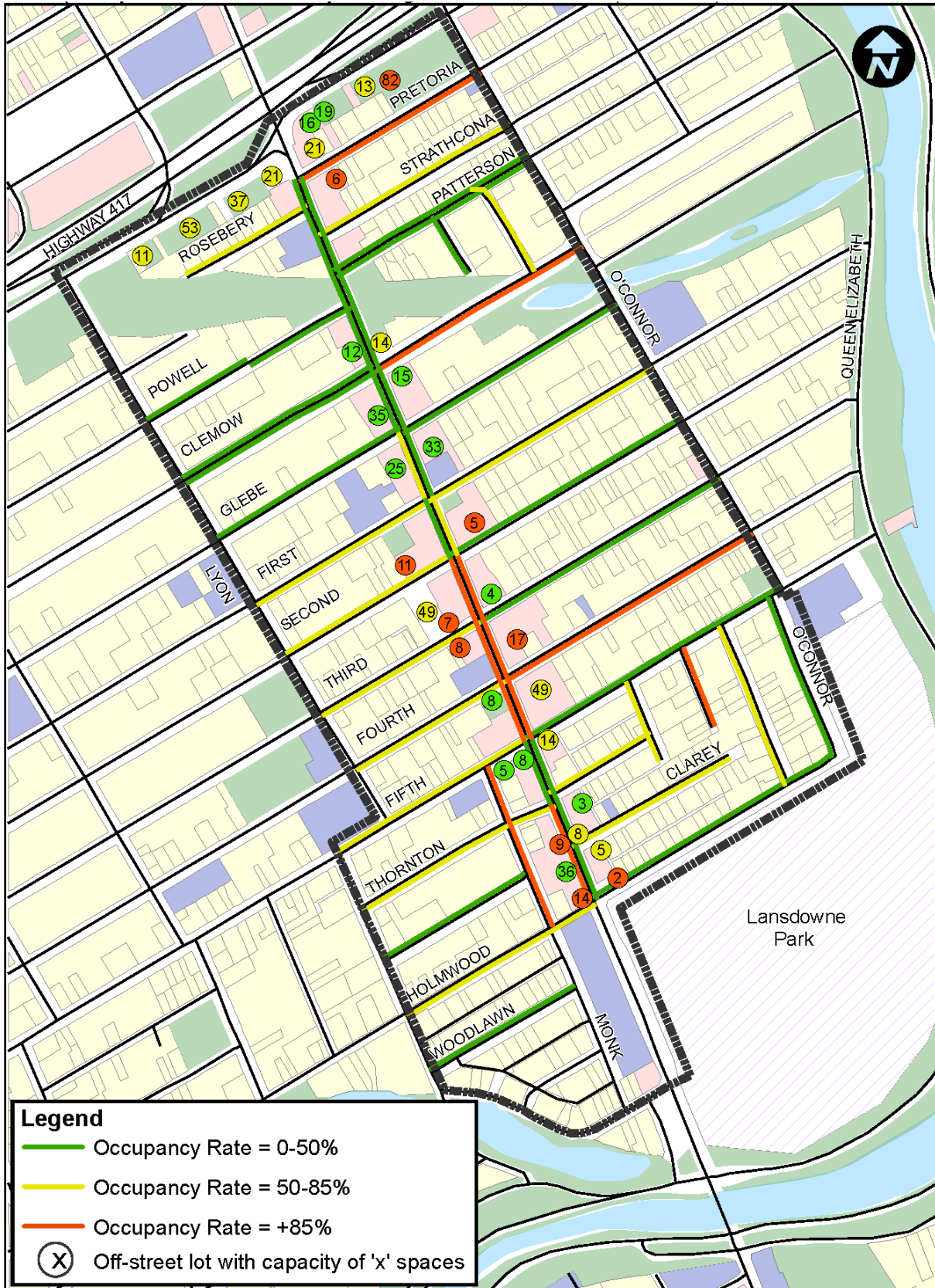


Figure 11 – Occupancy Rate During the Critical Hour – Thursday (daytime)

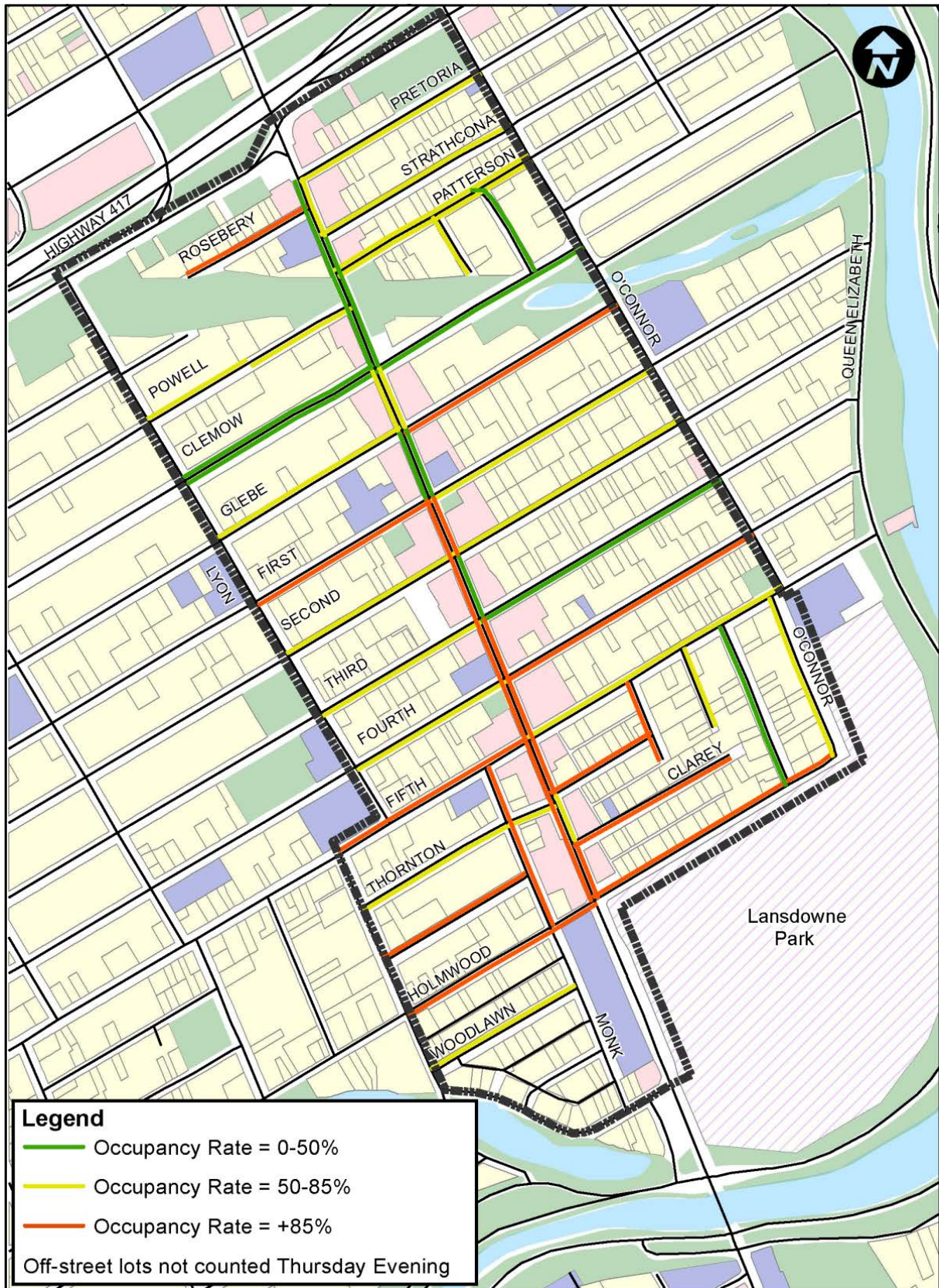


Figure 12 – Occupancy Rate During the Critical Hour – Thursday (evening)



Figure 13 – Occupancy Rate During the Critical Hour - Saturday



Figure 14 – Occupancy Rate During the Critical Hour – Sunday

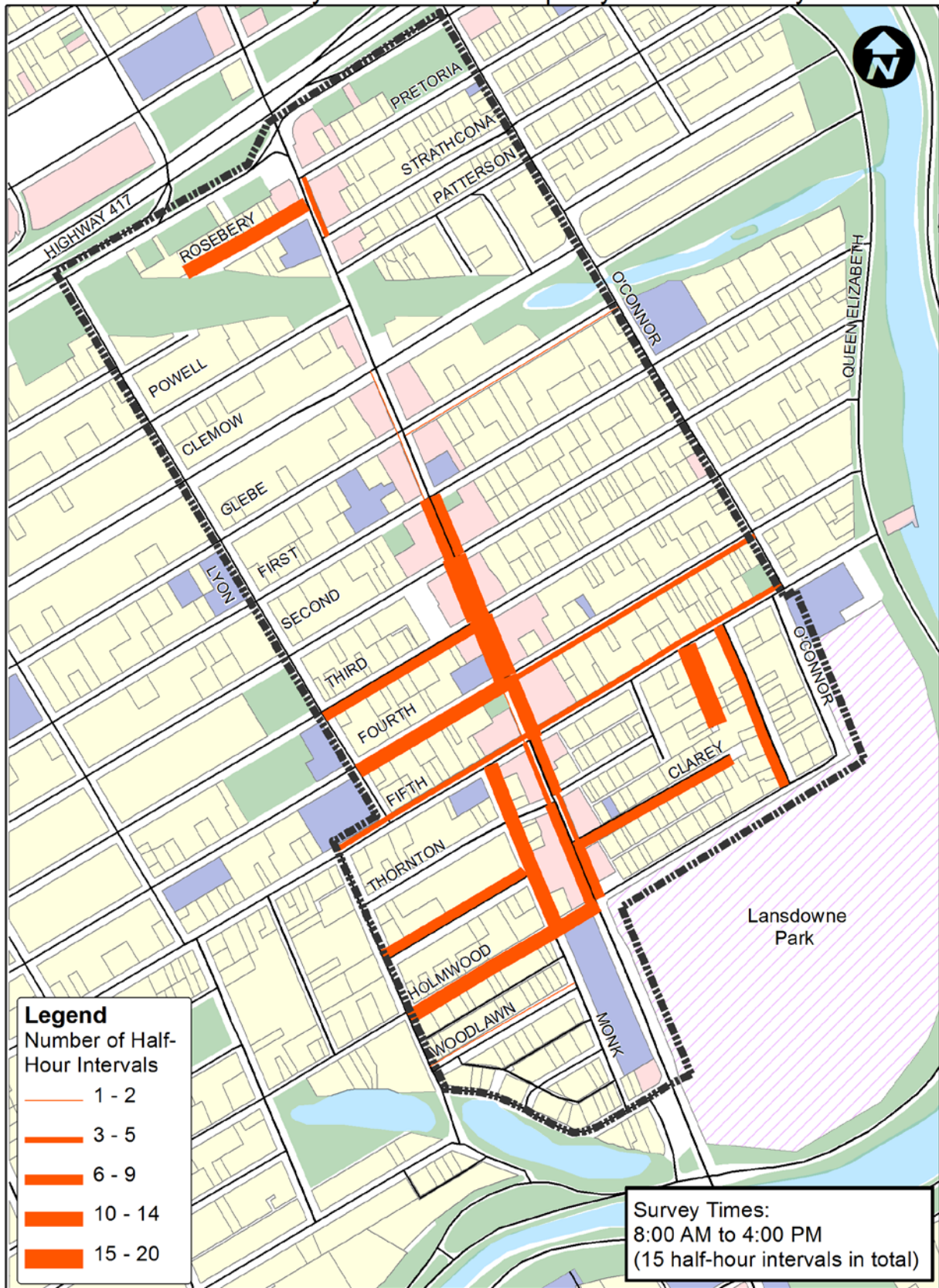


Figure 15 – Number of Half Hours with Occupancy $\geq 85\%$ - Saturday

3.7 Parking Duration

The availability of parking in a given area depends in part on the average parking duration; the shorter the parking duration, the greater the turnover of spaces. Parking duration across the Glebe was analyzed for both Bank Street and side street locations (refer to Table 6 and Figure 16). In general, a significant number of cars are parking for periods of a half hour or less, with most parking for less than an hour. This is particularly true for the paid spaces along Bank Street. Along the side streets, as may be expected, the parking duration tends to be longer due to the less restrictive time limits in certain areas. The side street results are also impacted by residential permit holders who may park on-street for extended periods.

It is interesting to note that although the average parking duration on Bank Street increases on Sunday (when parking is free), people still tend to park for less time than the surrounding side streets. While parking fees do impact the parking duration on Bank Street, in absolute terms, the impact is small, with the average parking duration on Sunday only 10 minutes longer than on Thursday and Saturday. However, this small difference has a noticeable impact on occupancy levels, with less parking available on Sunday than on Saturday, even though both days represent weekend conditions.

Additional graphs illustrating the parking duration can be found in Appendix G.

Table 6 – Average Parking Duration in the Glebe

Location		Average Parking Duration (minutes)		
		Saturday	Sunday	Thursday
Bank Street	North of Glebe Ave	46	62	52
	South of Glebe Ave	49	55	46
	Bank Street - Overall	48	57	47
Side Streets	North of Glebe Ave	95	73	103
	South of Glebe Ave	85	79	84
	Side Streets - Overall	87	78	89

Note: The parking duration results may be affected by the length of the survey period. In particular, since the Sunday survey was only 4 hours long, the actual parking duration may be longer than captured in the data.

3.8 Municipal Lots at 170 Second Avenue and 574 Bank Street

The two municipal parking lots in the Glebe are located at 170 Second Avenue and 574 Bank Street. Some general information about these lots is provided in Table 7.

Table 7 – Municipal Lots in the Glebe

Lot	Operating Mechanism	Number of Spaces	Parking Rates	Time Limits	Monthly Permit Holders
170 Second Avenue	2 Pay & Display Machines	48 public + 1 disabled = 49 spaces	\$0.50 per 12 min	<ul style="list-style-type: none"> ▪ 8:30 – 21:00 Mon-Sat (Sunday and Holidays Free) ▪ 2 hr maximum 	15
574 Bank Street	1 Pay & Display Machine	20 public + 1 disabled = 21 spaces	\$0.25 per 6 min	<ul style="list-style-type: none"> ▪ 8:30 - 21:00 Mon-Sat (Sunday and Holidays Free) ▪ 12 hr maximum 	13

Since the City uses pay and display machines at its municipal lots, the parking lot occupancy can be estimated over an extended period. Figure 17 illustrates the peak parking occupancy⁶ observed in each lot for the months between September, 2011 and September, 2012. From this figure, it would appear that the lot at 574 Bank Street typically operates well below the practical capacity. At 170 Second Avenue, the practical capacity is exceeded only in December as holiday shopping is at its peak.



The graphs in Figure 17 do not include data for Sunday, since parking is free. However, the results for on-street parking discussed in Section 3.6 suggest that Sunday occupancy levels tend to be greater than those observed at other times, particularly in the area south of Glebe Avenue. Figure 18 presents the results of occupancy counts carried out at the two municipal parking lots on four different dates, including two Sunday surveys. This data is considered more accurate than the pay and display data, since no assumptions are required on how many people stay shorter or longer than their purchased parking ticket. From the results, it would appear that Sunday is the critical time period for the lot at 170 Second Avenue, with occupancy rates that exceed the critical occupancy for an extended period. In fact, with occupancy levels greater than 100% in some cases, it would appear that illegal parking is occurring. At 574 Bank Street, the occupancy is greatest on Thursday evening, exceeding the practical capacity for several hours. This is likely a reflection of the adjacent land use, which includes two popular restaurants.

⁶ Occupancy levels are estimates only based on P&D data, and rely on a number of assumptions. In particular, it is assumed that 20% of vehicles leave before their ticket expires; 10% of vehicles leave after their ticket expires; 5% of vehicles do not pay; 2% of vehicles have a disabled permit; and weekday/weekend occupancy at 08:30 is zero. **Note that permit holders are excluded from the P&D data, implying that the actual occupancy level may be higher than estimated using the P&D data.**

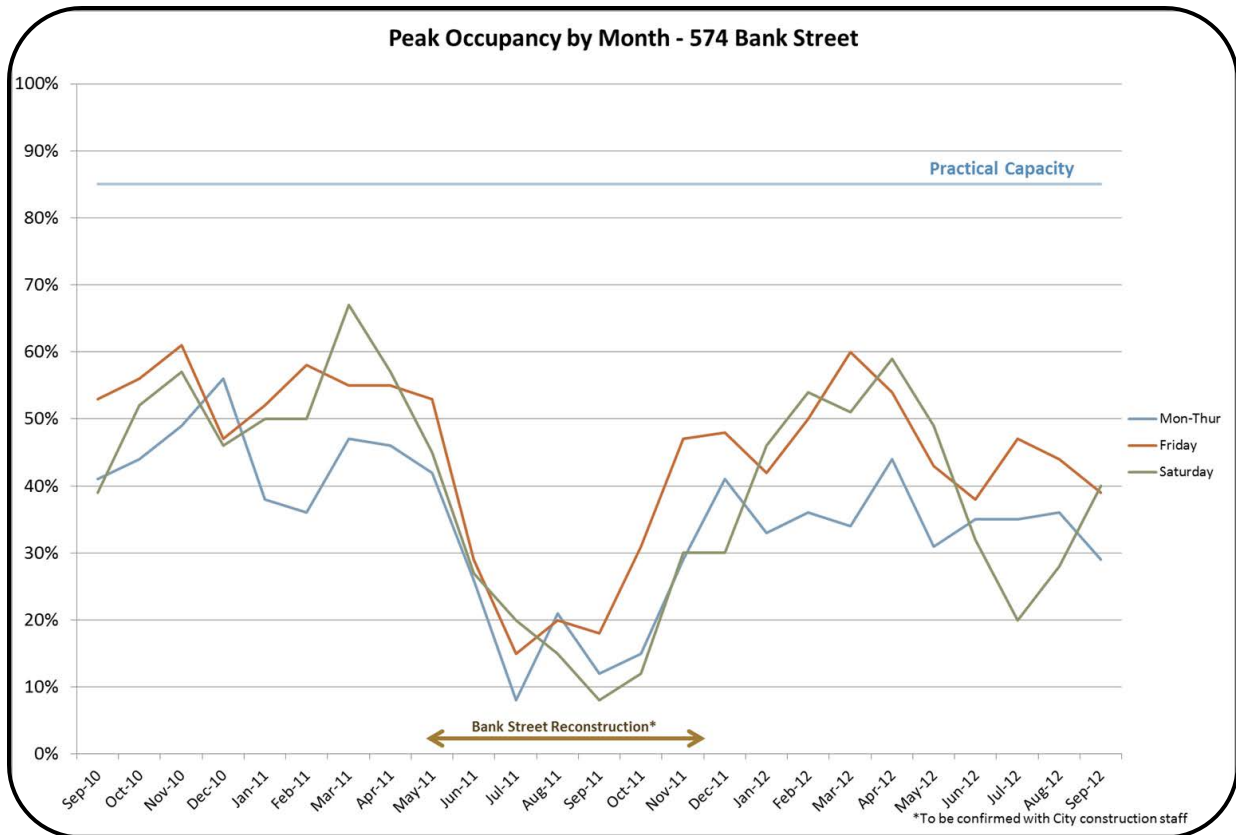
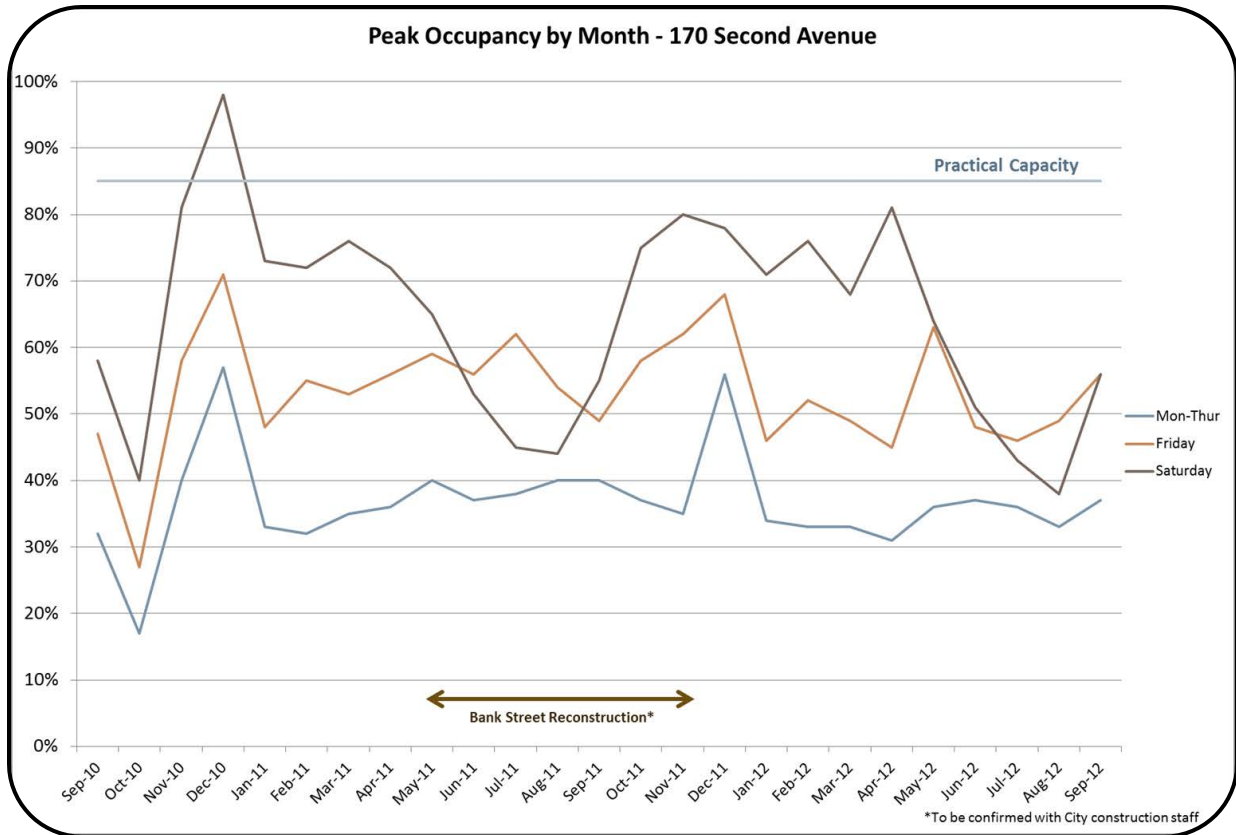


Figure 17 – Peak Occupancy at Municipal Lots by Month (Based on P&D Data)



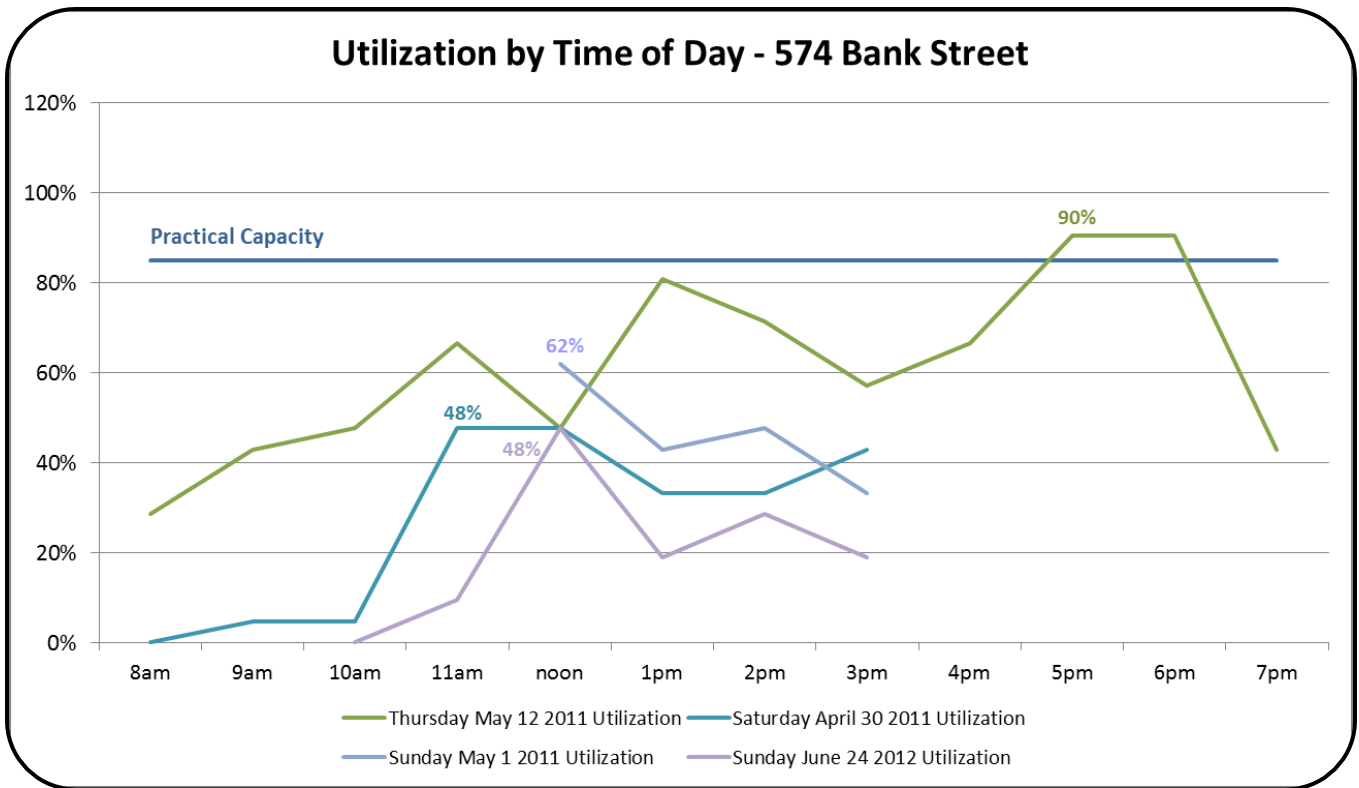
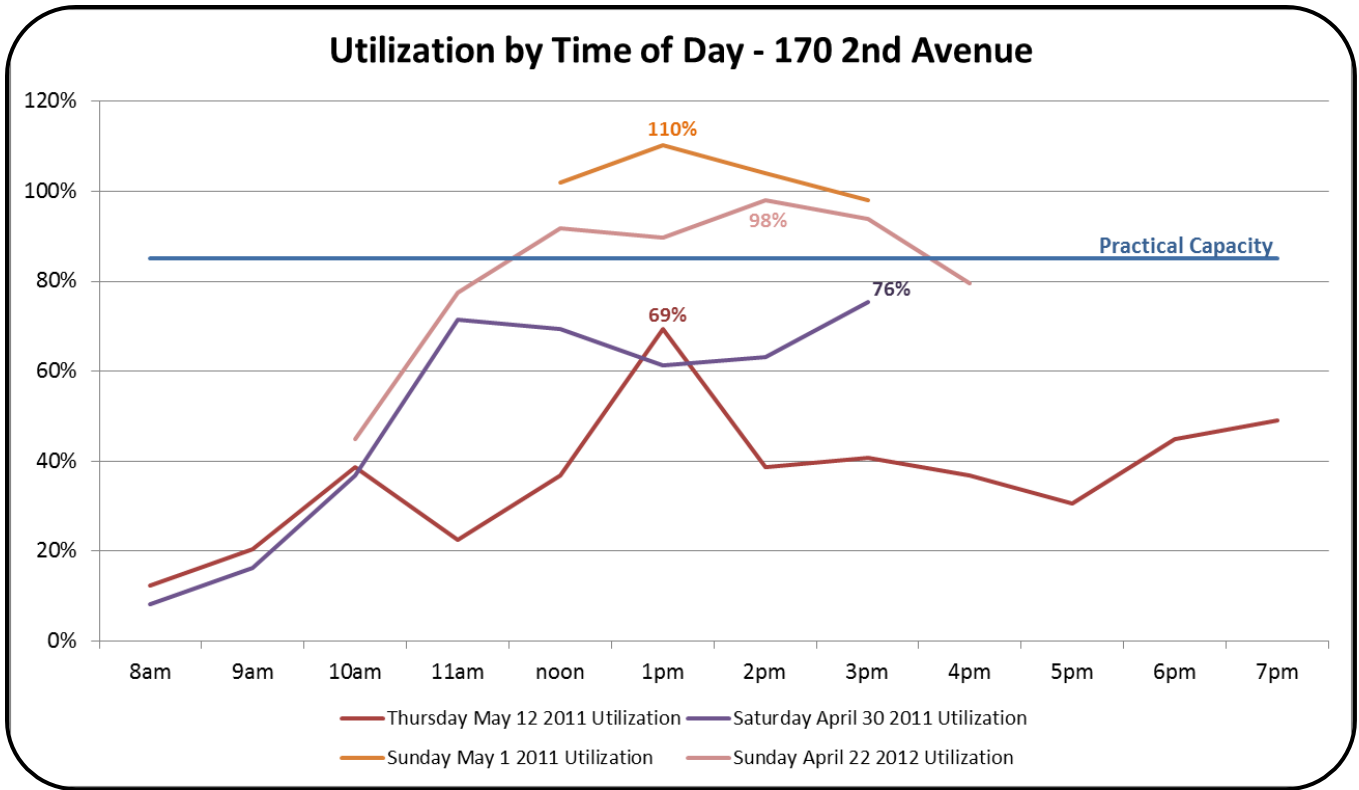


Figure 18 – Parking Occupancy at Municipal Lots (Based on Parking Counts)



Duration data for both parking lots is shown in Figure 19. At 170 Second Avenue, roughly 75% of people park for one hour or less, with some variation between days.⁷ Interestingly, with free parking on Sunday, there are a number of people who park for longer than 2 hours (10%), but there are also many more people parking for shorter intervals. At 574 Bank Street, the impact of free Sunday parking is much more significant, with 38% of people parking for 4 hours or more.

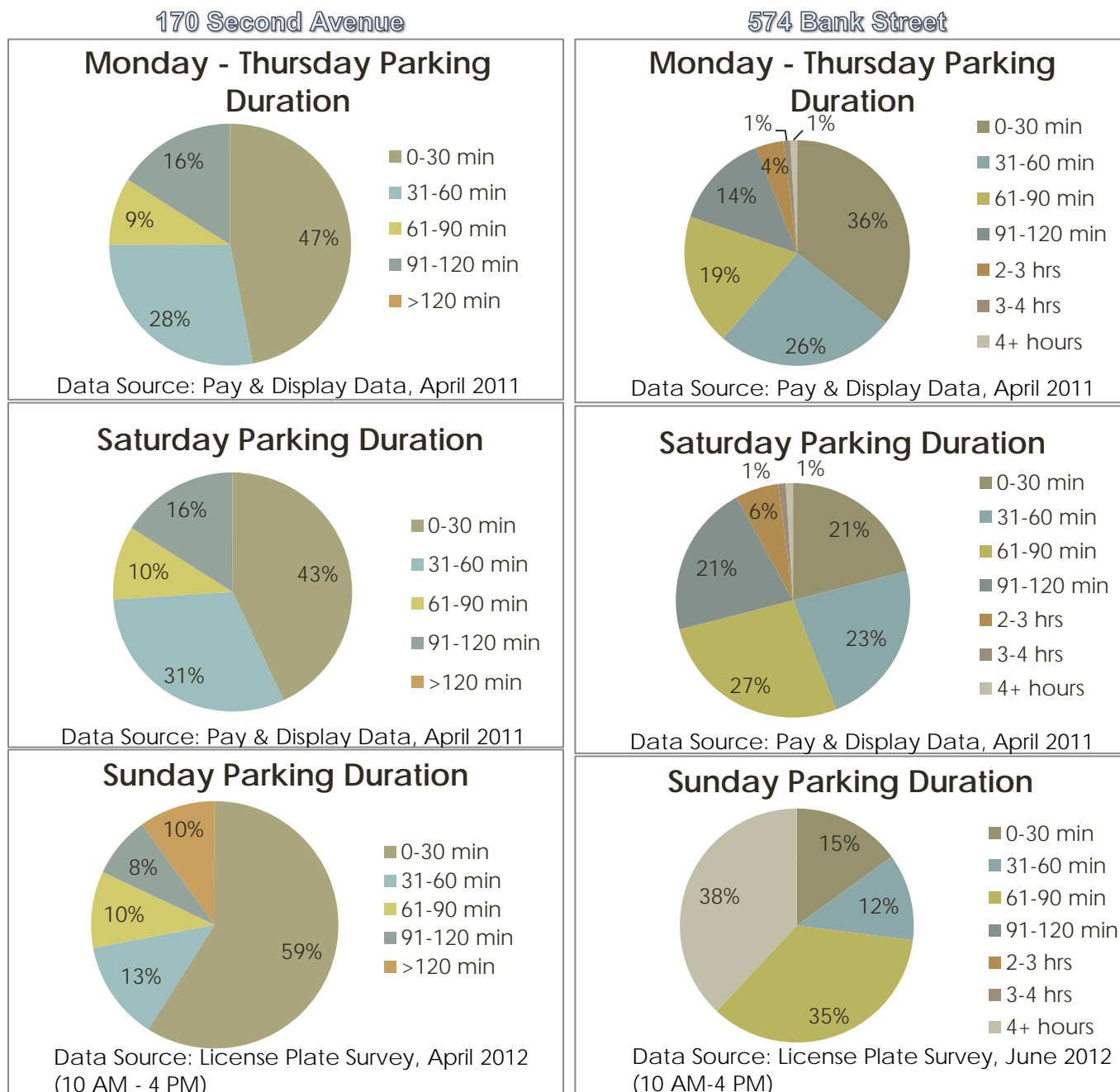


Figure 19 – Duration Data for Municipal Lots in the Glebe

⁷ Duration data based on Pay & Display data is an estimate only, since people may purchase more time than they actually use, or conversely, they may park for longer than the ticket allows.

3.9 User Perceptions of Parking Supply & Demand

While the more objective data analysis presented in the previous section is an important element of assessing parking issues, it is also important to consider the public’s perceptions. Regardless of what occupancy rates reveal, people may base their decisions about how, if, and when they travel to a particular destination on their perception of parking availability. If they have had difficulty parking in the past, it is possible that they may choose an alternate location if they intend to drive, or instead choose to travel by an alternate mode or at a different time. On the other hand, if parking is abundant, it is more likely that someone with access to a vehicle may make the trip by automobile.

3.9.1 General Glebe Survey

During the survey of the general Glebe area, surveyors were stationed at Fifth Avenue and Glebe Avenue, in the central commercial zone along Bank Street. The surveyors randomly approached passersby to participate in the parking survey. As a result of the random selection, many of the study participants did not actually drive to, and therefore park, in the Glebe.

The majority (56%) of respondents walked to the Glebe, while 35% drove. This seems reasonable given that most of the trips were non-work (i.e. optional) trips, such as shopping (43%), dining (15%), or those who lived in the area (23%). These results are illustrated in Figure 20.

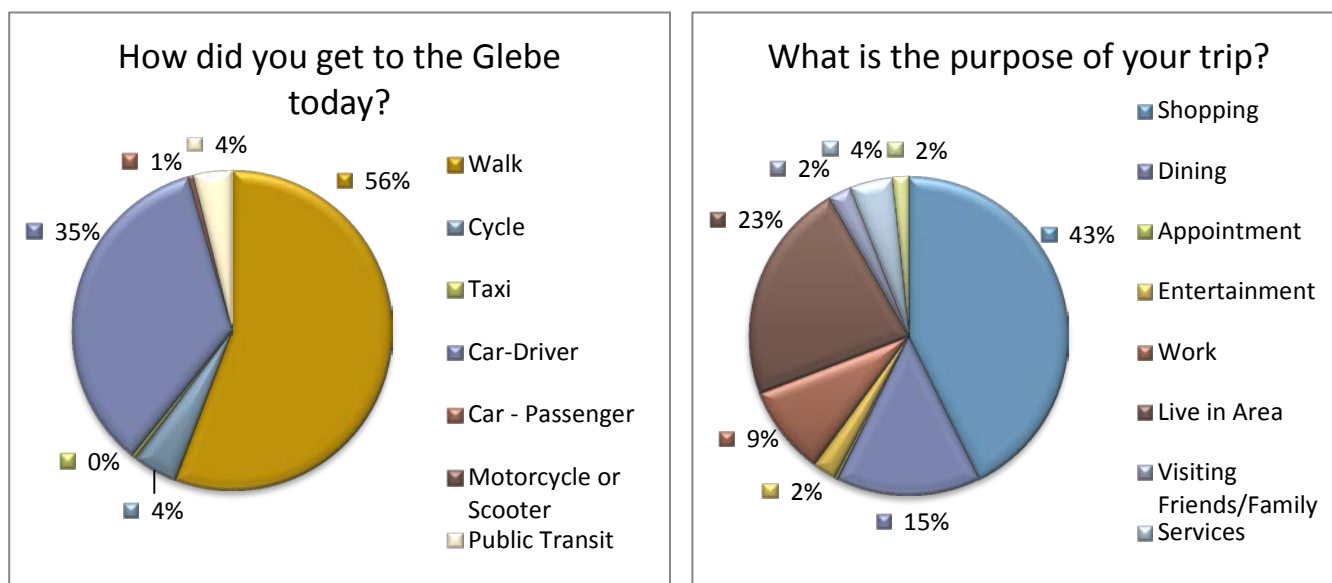


Figure 20 – Mode of Trip & Trip Purpose

While only 43% of visitors identified their trip purpose as shopping, there were many people who intended to spend money in the Glebe. Only 9% of respondents indicated that they would not spend anything (refer to Figure 21).

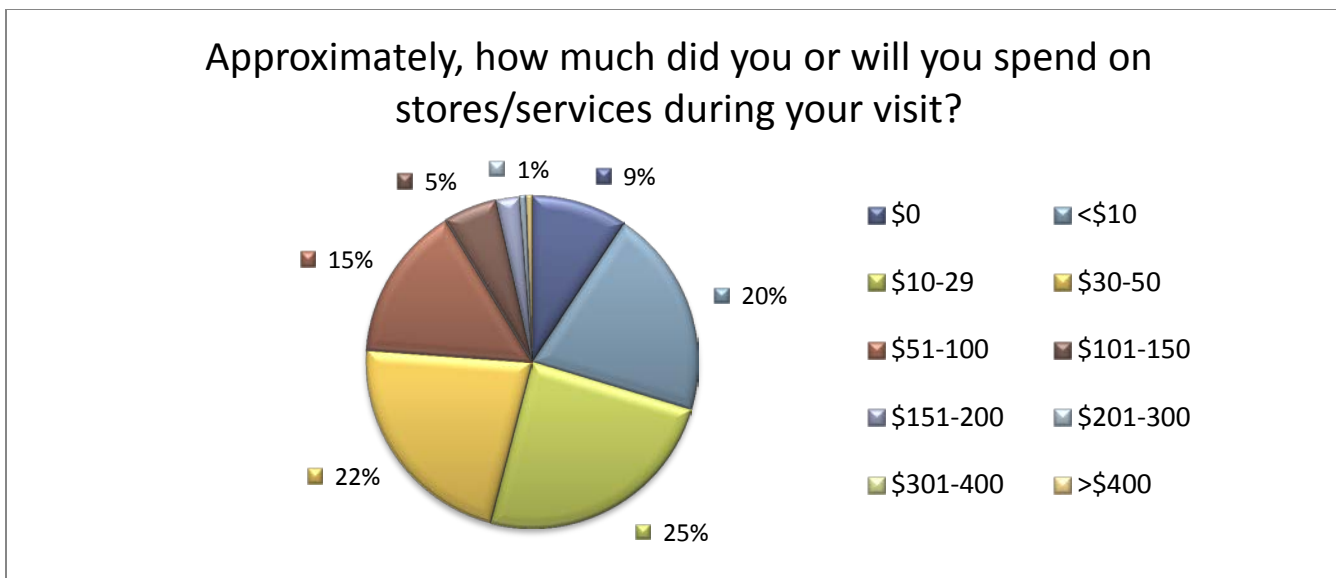


Figure 21 – Spending in the Glebe

Amongst all survey respondents, the main concerns with travelling to the Glebe (refer to Figure 22) included the availability of parking (26%), parking rates (18%), and bicycle parking (9%). On the other hand, a large proportion of respondents indicated they had no concerns (31%).

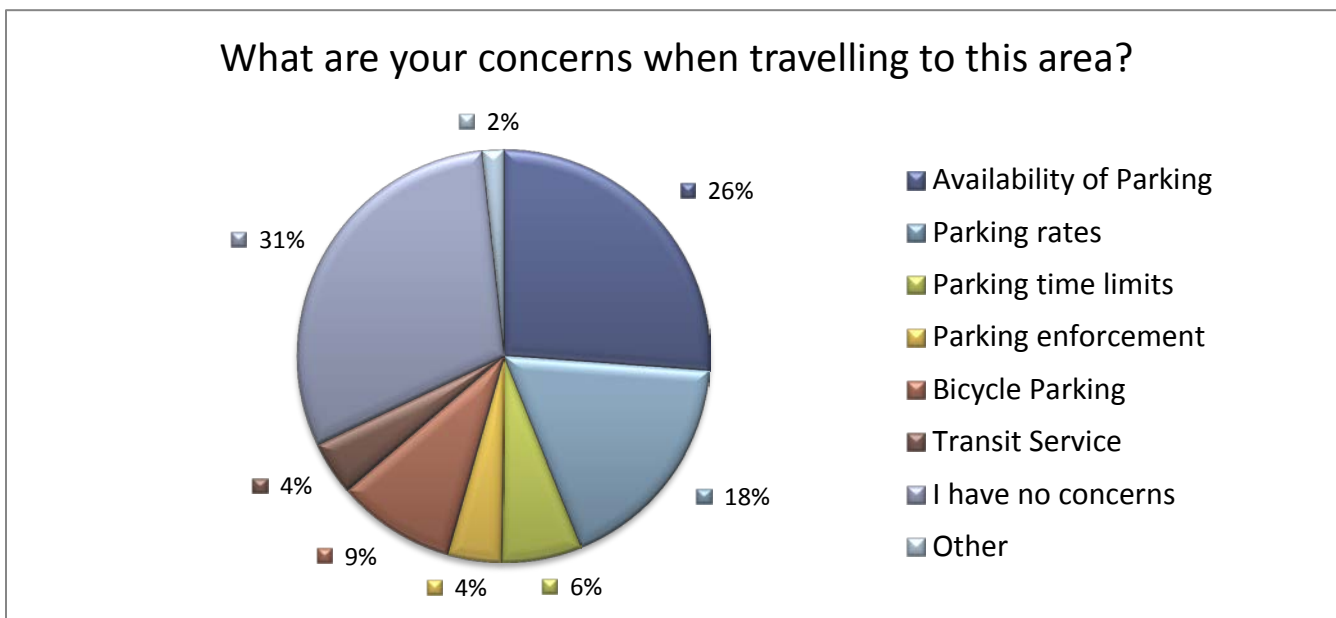


Figure 22 – Concerns with Travelling to the Glebe

For those who drove to the Glebe and parked, respondents were asked a number of questions related to their parking experience, both in general and on that particular day (refer to Figure 23) . While the majority took less than five minutes to park on the day of the survey (60%), only 33% indicated that they can always find an empty spot when they visit. 42% of respondents identified that they occasionally have difficulty finding a space, while another 23% indicated that they frequently do. Most of the study participants used on-street unpaid parking (61%)

which seems to be at least partially motivated by price (30%). Other factors in selecting parking spots included location (45%), ease of use (14%), and familiarity (5%).

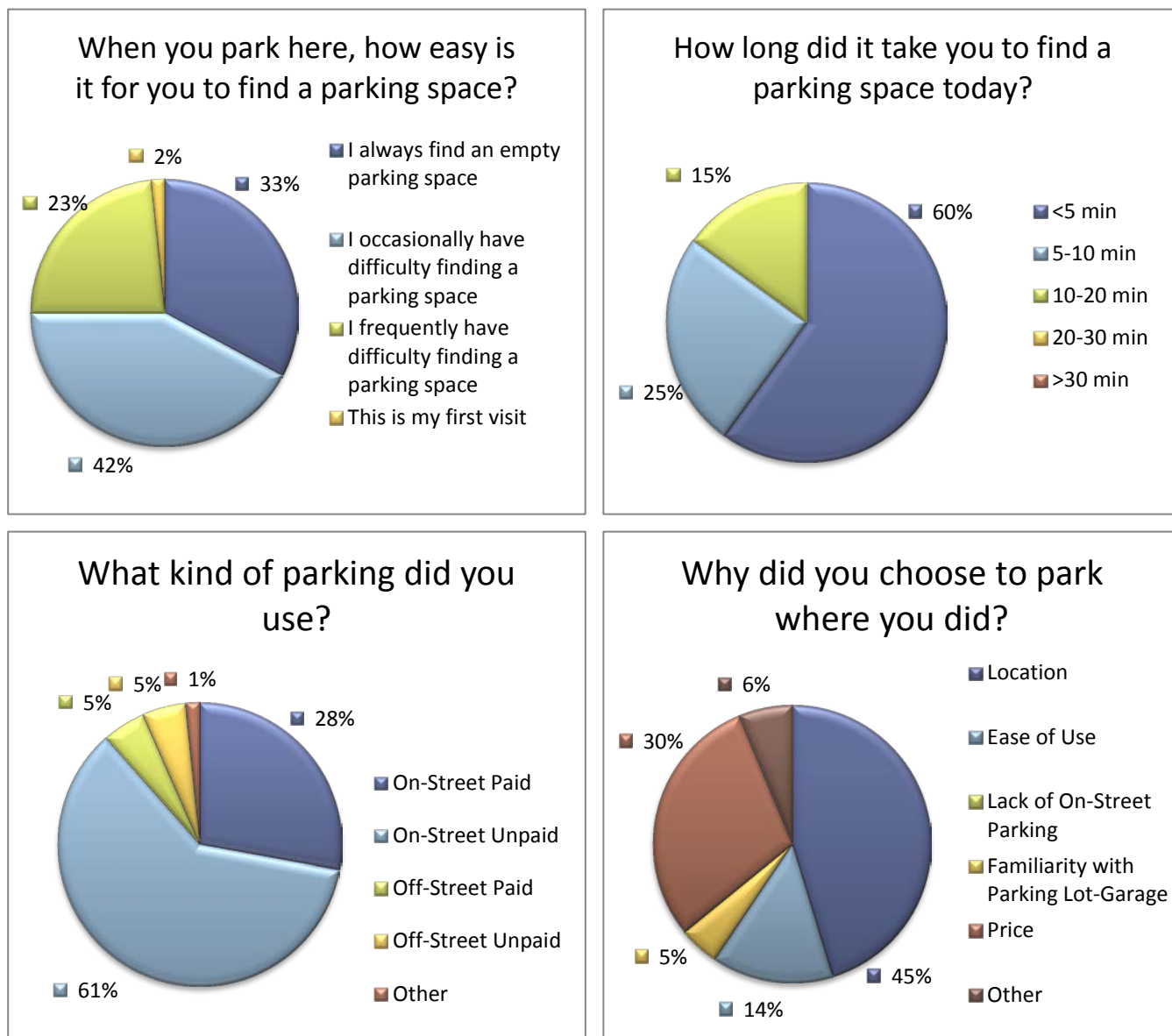


Figure 23 – Parking Issues in the Glebe

Interestingly, many respondents who did not necessarily drive (and some that did) expressed the concern that although parking was not an issue for them, it was for their friends, visitors or customers within the Glebe.

Survey respondents were asked to identify their approximate parking space and furthest destination within the Glebe. Based on the responses, an approximate distance that people were willing to walk from parking was calculated (refer to Figure 24). Overall, 85% of respondents walked 400 m or less, which is generally consistent with the acceptable walking distances presented in Section 1.2.

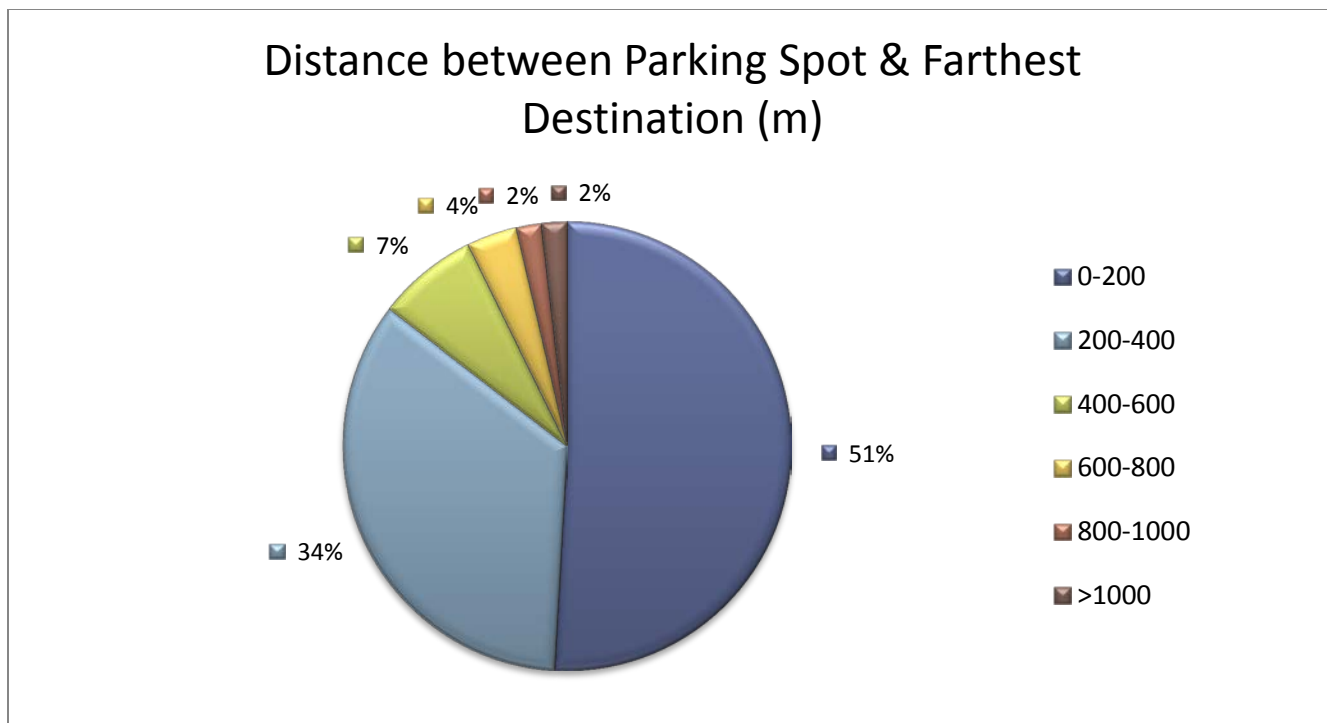
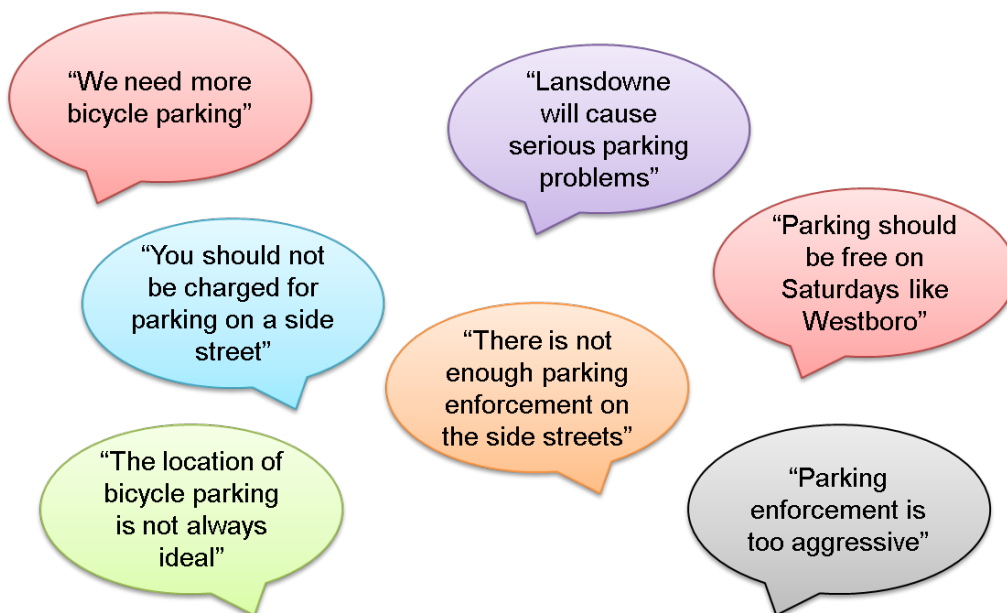


Figure 24 – Distance between Parking Spot & Furthest Destination

Respondents were also asked for the first three digits of their postal codes in order to help determine where the majority of survey respondents originated. The results are illustrated in Figure 33, with proportional symbols used to show the number of survey respondents living in each area.

A summary of additional comments received as part of the survey is included in Appendix C. Selected comments are illustrated below:



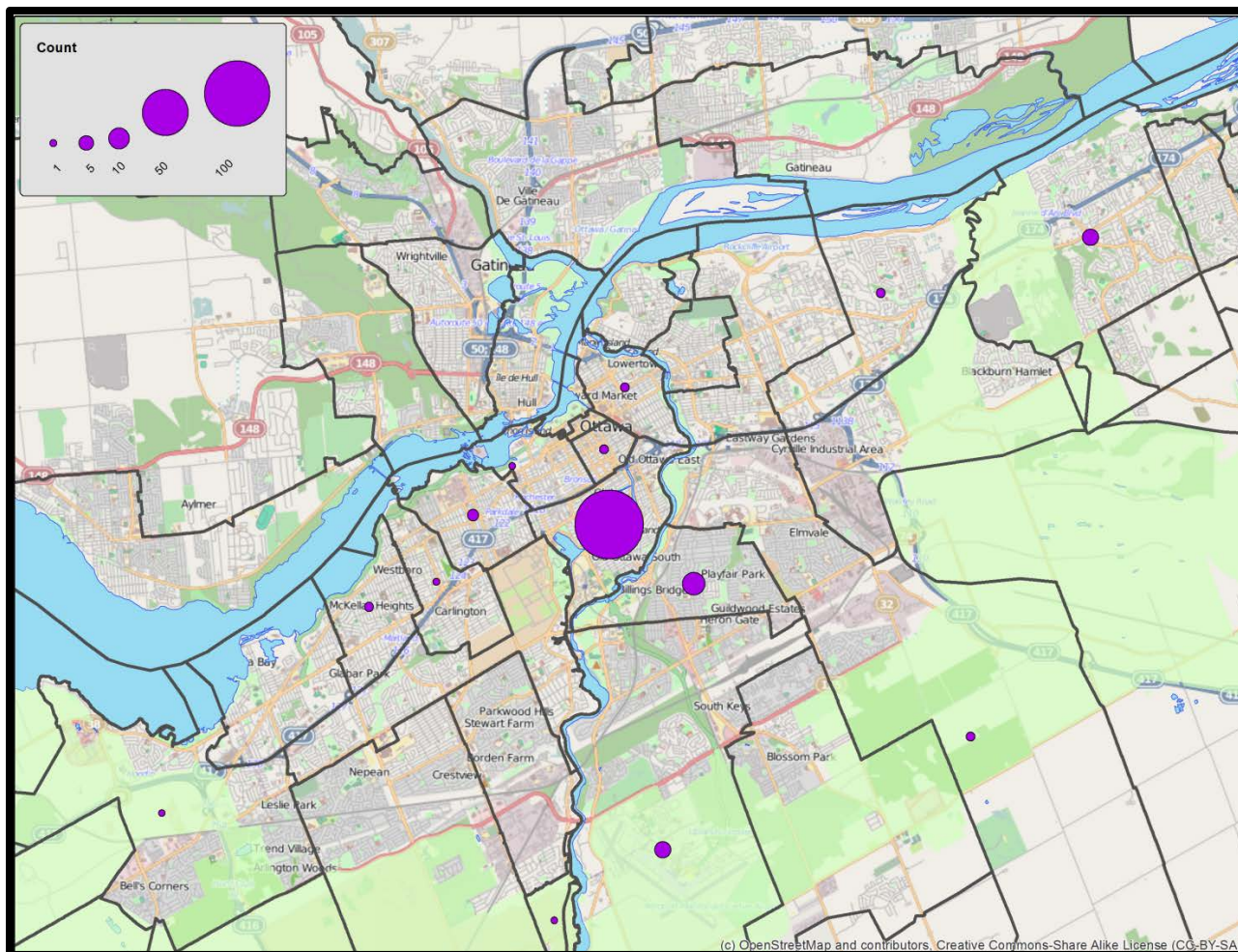


Figure 25 - Origin of Survey Respondents

3.9.2 170 Second Avenue

In addition to the general Glebe survey, a second survey was carried out at the municipal parking lot at 170 Second Avenue to gain an appreciation of the current users of the lot, along with their experiences and perceptions.

For those people parking in the lot, the primary trip purpose was found to be shopping, with dining the second-most frequently cited purpose. While overall, work trips accounted for only about 6% of trips, on Thursday, work trips accounted for roughly 20% of trips.

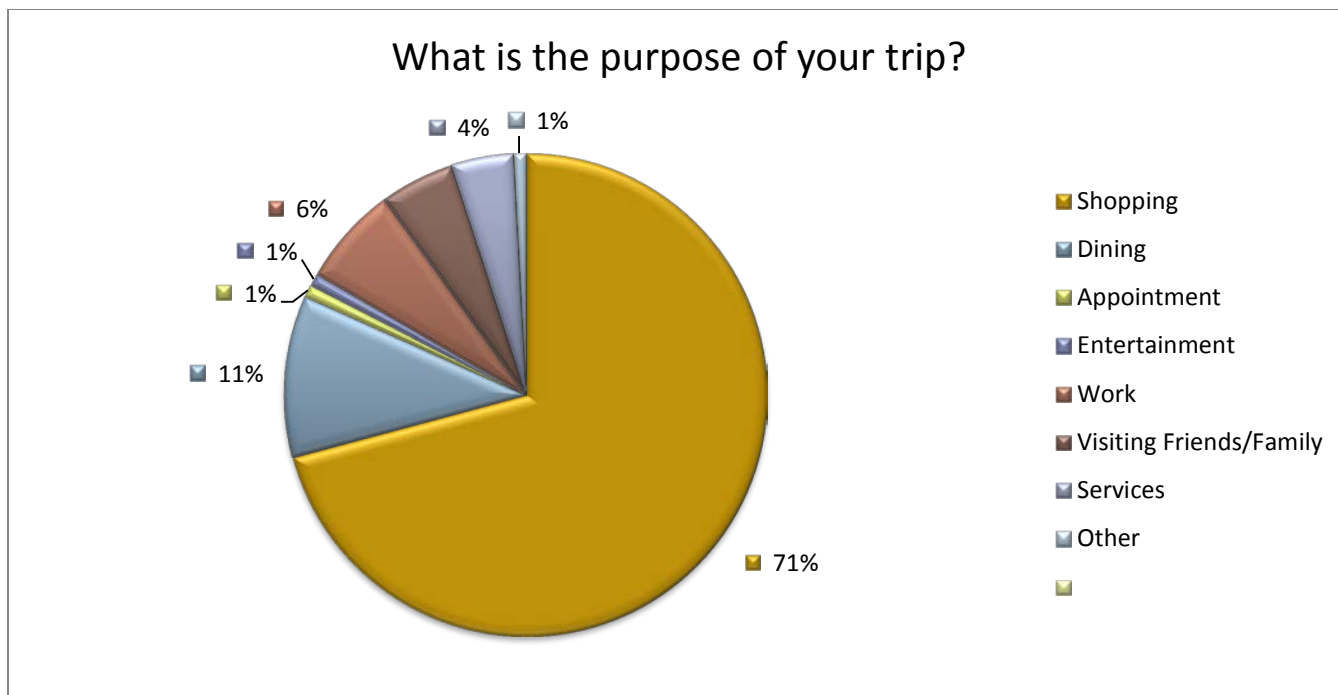


Figure 26 – Trip Purpose (170 Second Avenue)

In general, it appears that most people using the lot are familiar with it (92%) and are using it for short-term parking needs (78% park less than one hour).

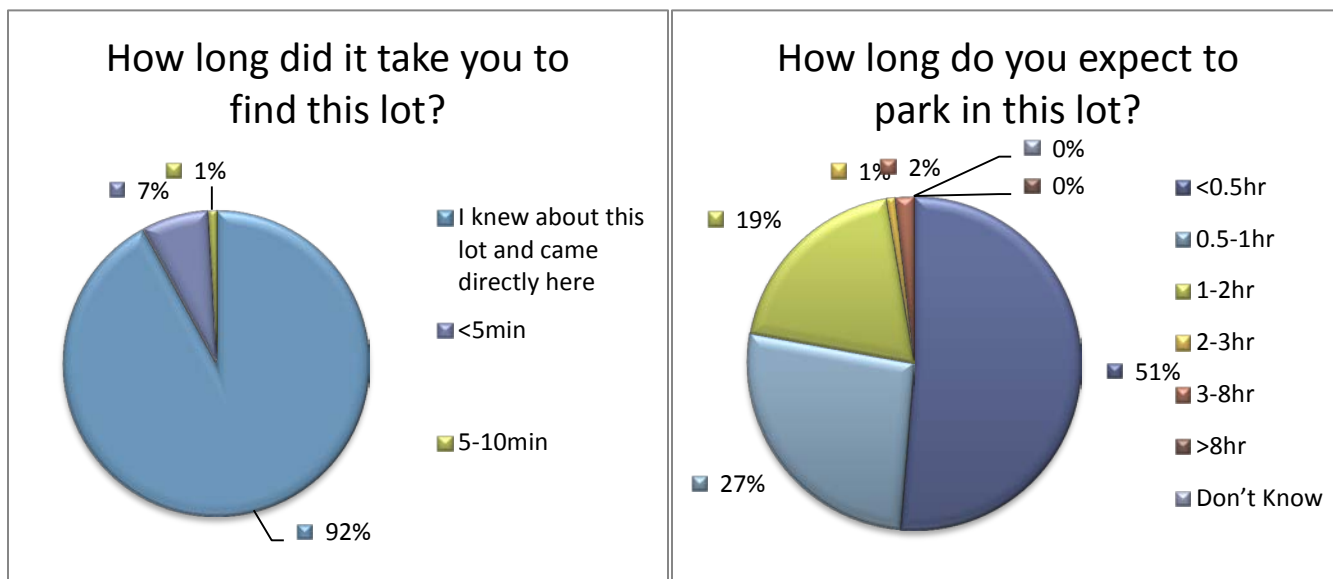


Figure 27 – Lot Familiarity & Use

The primary motivating factor for parking in the lot is location (68%), as many respondents indicated that is centrally located to many of the Glebe shops. Respondents also indicated that they parked in this lot because they were familiar with it (9%), or because they were not able to find an on-street parking space (9%).

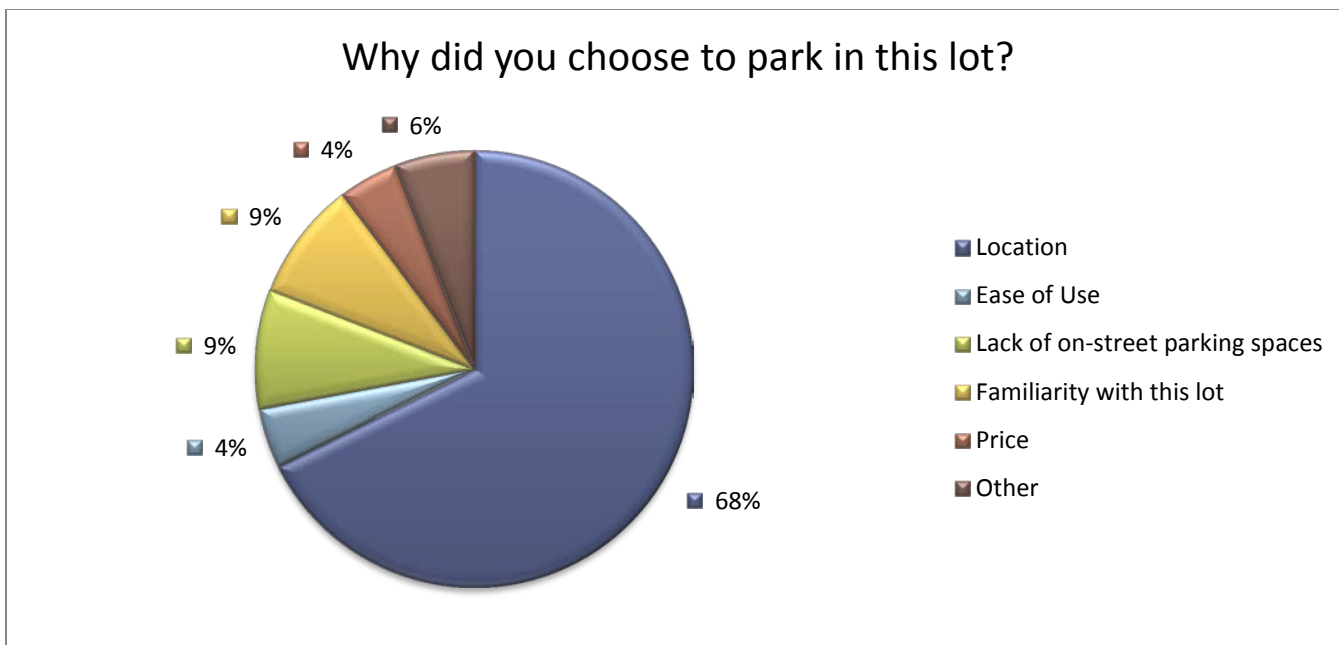


Figure 28 – Reasons for Using the Lot (170 Second Avenue)

Most people using the lot appear to be frequent users (51% park at least once a week), who rarely have difficulty finding a parking spot (55%).

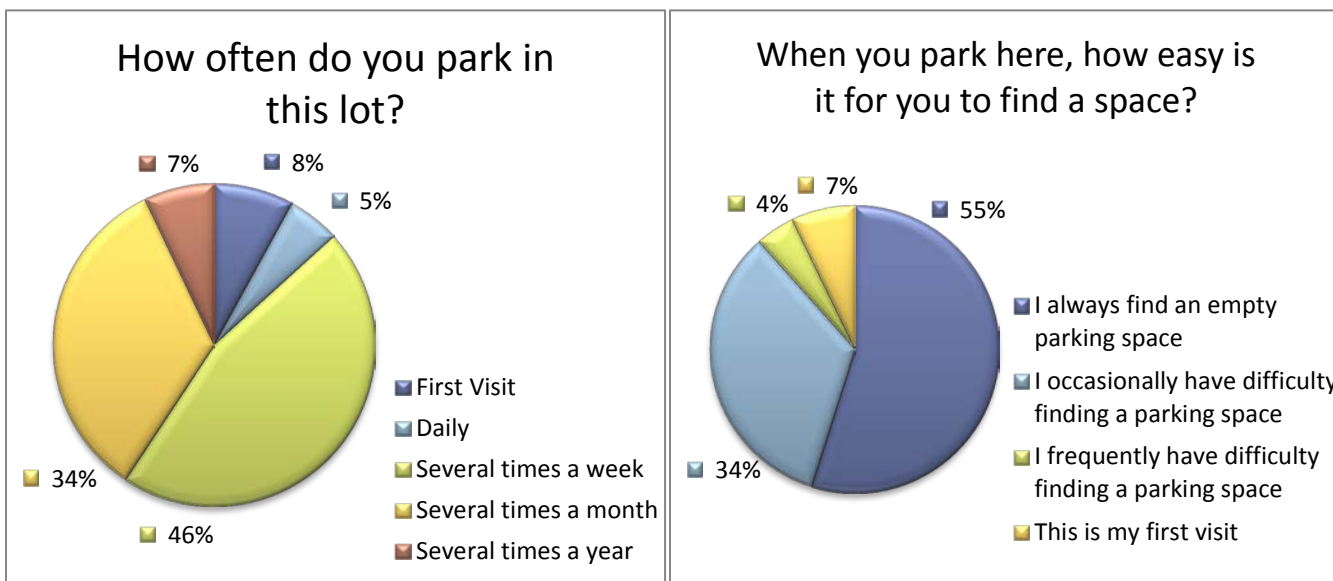


Figure 29 – Frequency & Ease of Use

Respondents parking on Thursday and Saturday were asked about time limits and parking rates at the lot. In general, the majority (about 60%) agreed with both the existing regulations and fees.

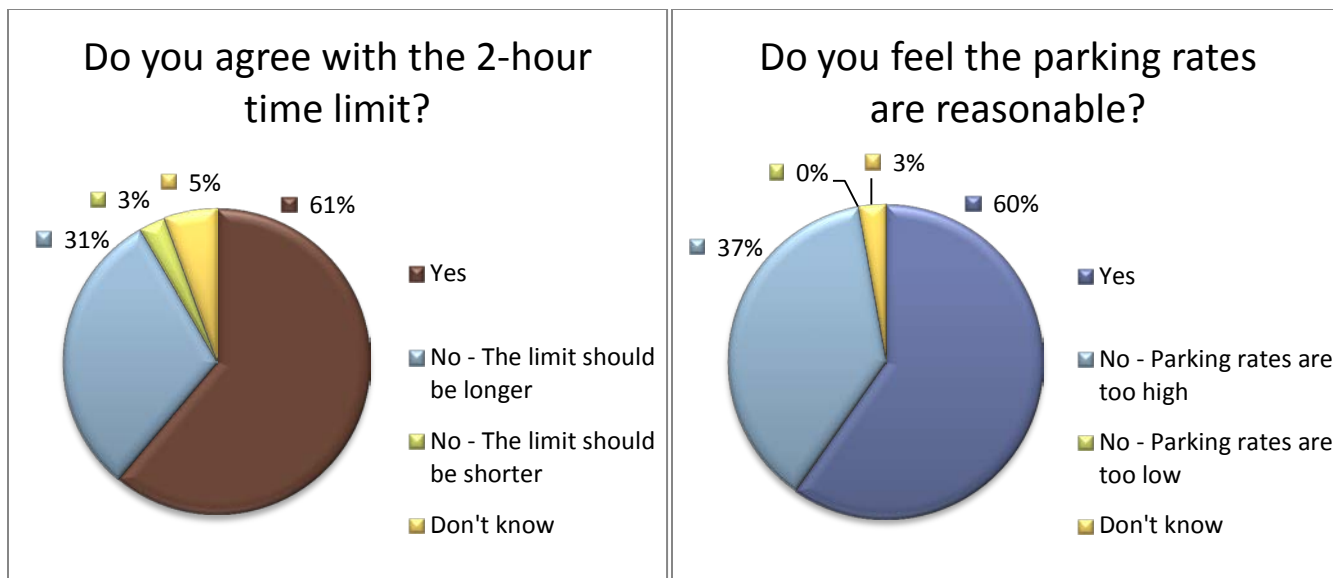


Figure 30 – Agreement with Parking Regulations & Fees

Sunday

Two of the questions were modified for the Sunday survey to provide insight into the impact of the free, unlimited parking on Sunday. About one quarter of respondents indicated that the free parking influenced the day of the week they chose to make the trip, however, most respondents (73%) indicated that it did not. With respect to time limits for the lot, the respondents were divided. About 42% indicated that there should not be time limits, while about 46% indicated that it should be 2 hours, consistent with other days of the week.

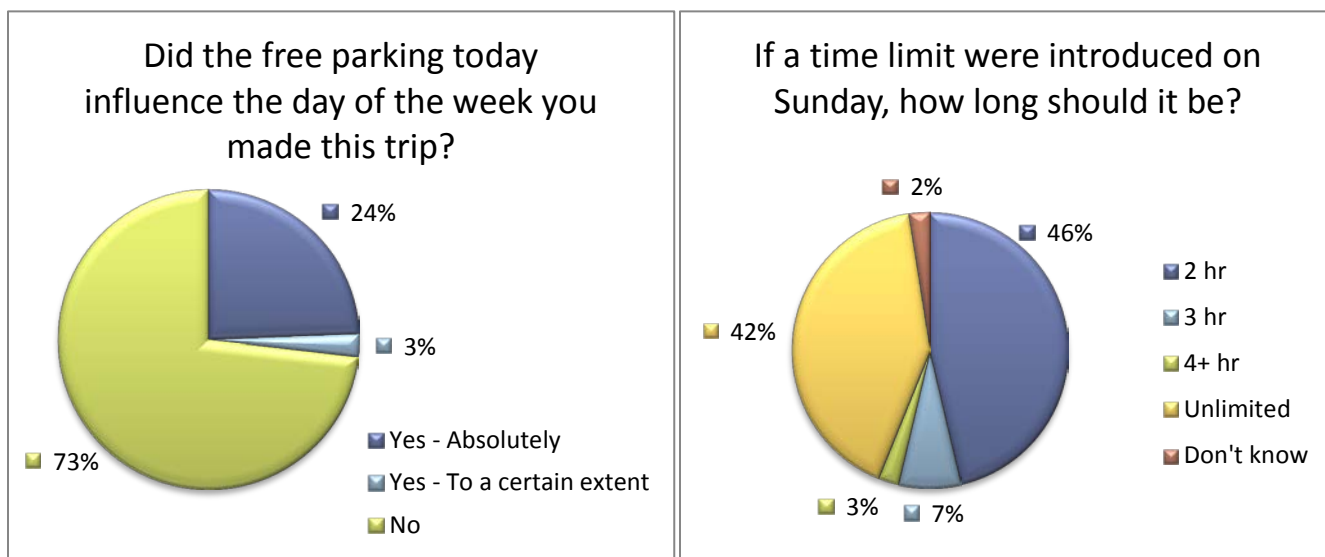


Figure 31 – Views on Sunday Parking Regulations

In addition to the above survey questions, respondents were also asked to provide the first three digits of their postal codes representing their FSA – Forward Sortation Area. In Figure 7

below, the dots are scaled proportionally to the number of respondents living in each zone. The greatest number of respondents live in the FSA immediately surrounding and including the Glebe (51 respondents). The majority of the remaining respondents are relatively evenly dispersed throughout the Ottawa region, with 8 people living in Quebec, and 4 people living in various areas beyond Ottawa, extending as far as Ajax, Ontario (not shown on map).

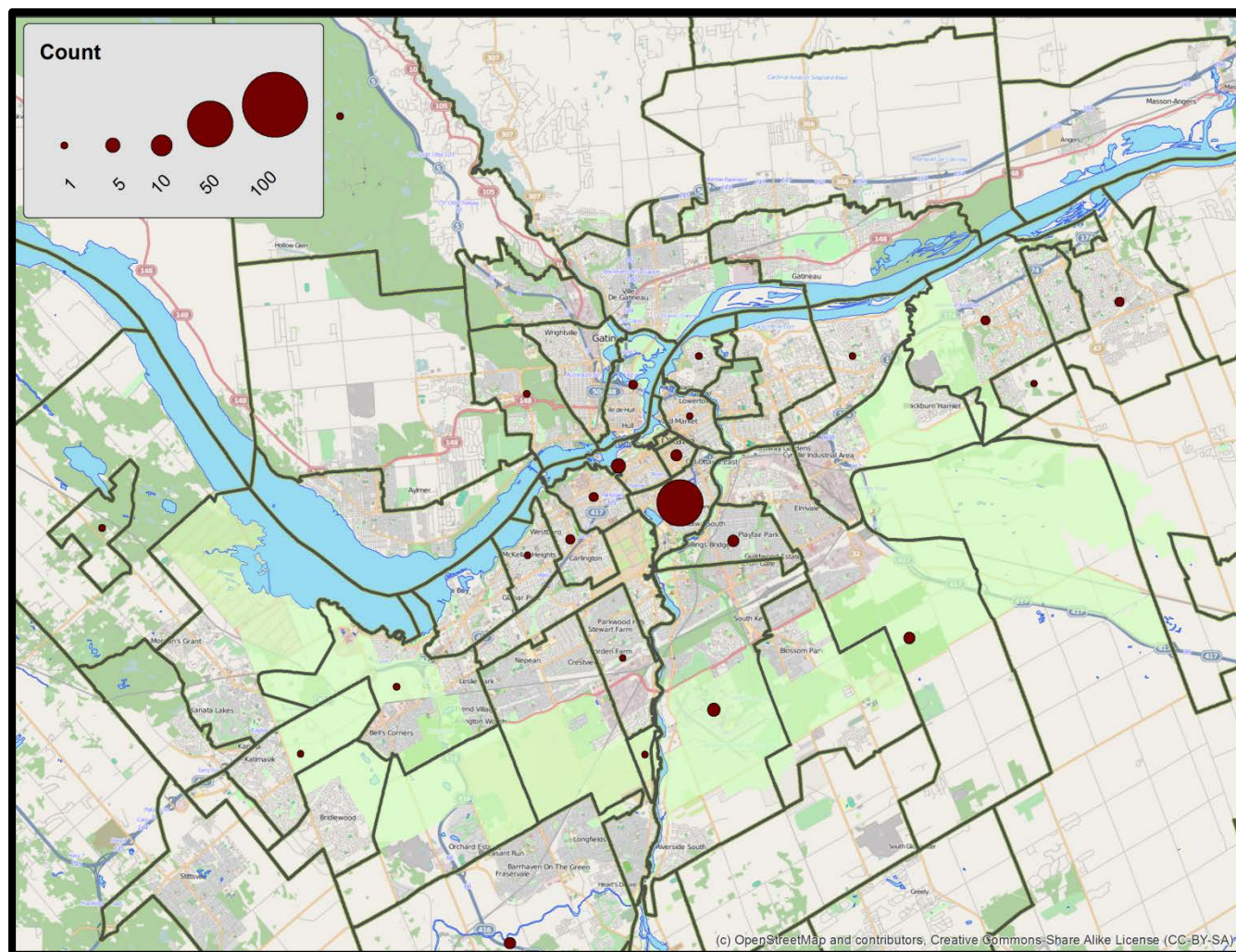
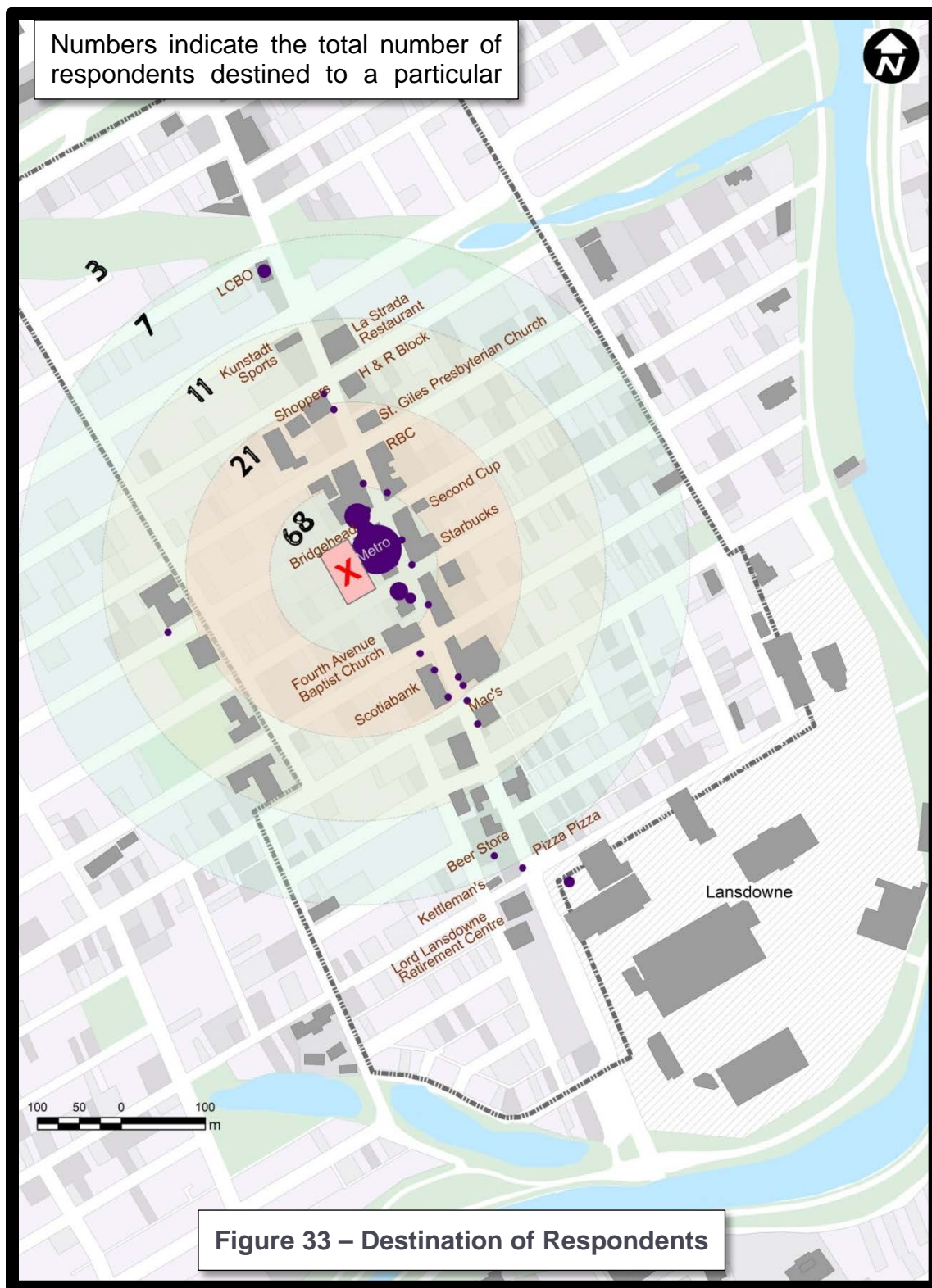


Figure 32 – Geographic Profile of Respondents Parking at 170 Second Avenue

As a final question, respondents were asked how far they would be walking from the parking lot to their furthest destination within the Glebe. Destinations were grouped into one of five zones, with the boundaries for each consecutive zone representing a walking distance of 100m. Under this set-up, Zone 1 represents any trips within 100m of the parking lot, while Zone 5 represents any trips 400m or further from the lot. The number of trips destined for each zone is indicated in Figure 8 below. In addition, in the cases where respondents provided the name/address of their destination, this data was entered into GIS software and used to plot the location of each destination, with the size of the dot representing how frequently the destination was mentioned. From the results provided, **the parking lot at 170 Second Avenue appears to be heavily used by people with a destination in close proximity to**

the lot. This finding is reinforced by the trip length distribution provided in Figure 9, which can be used to define a “catchment area” for the lot.



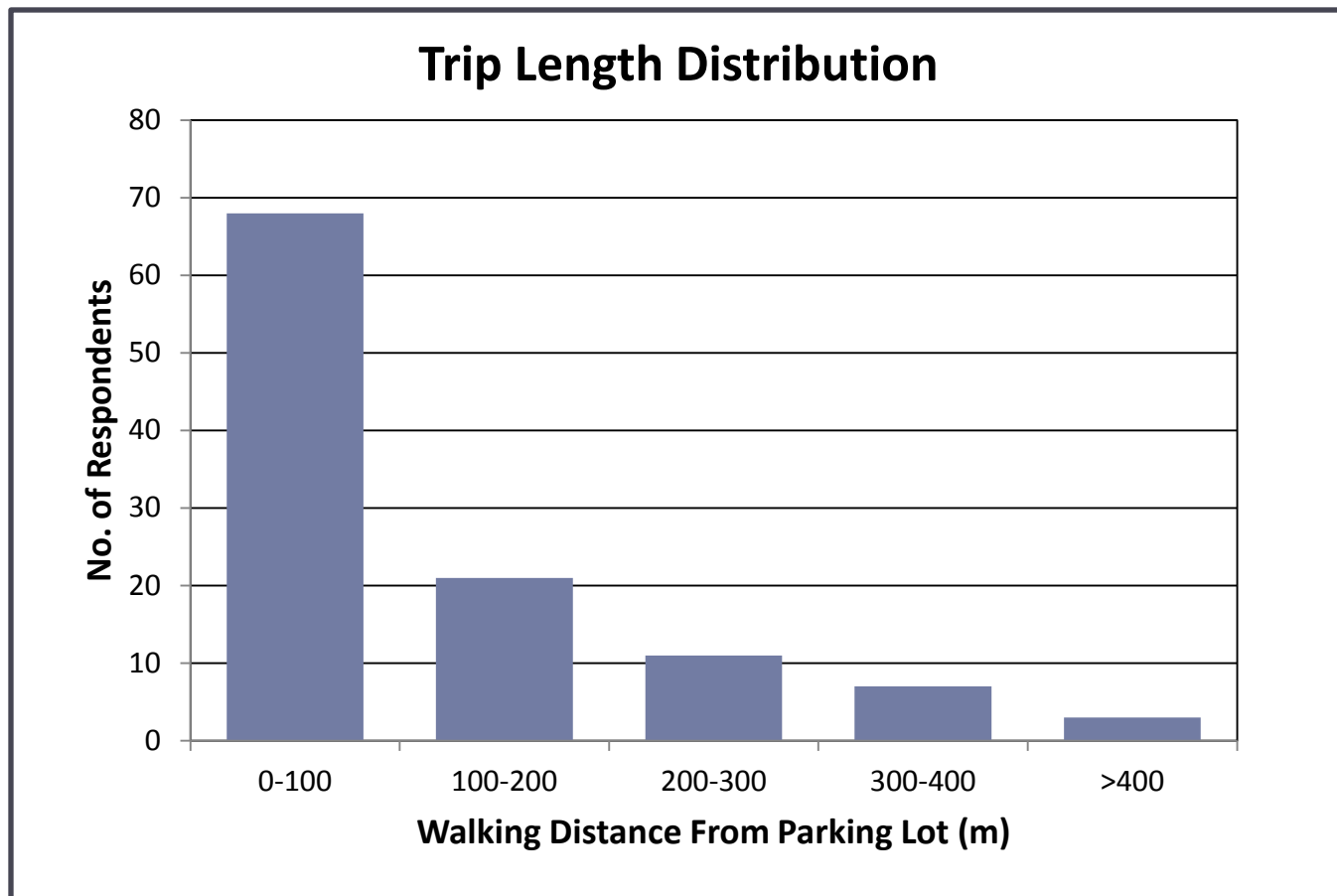
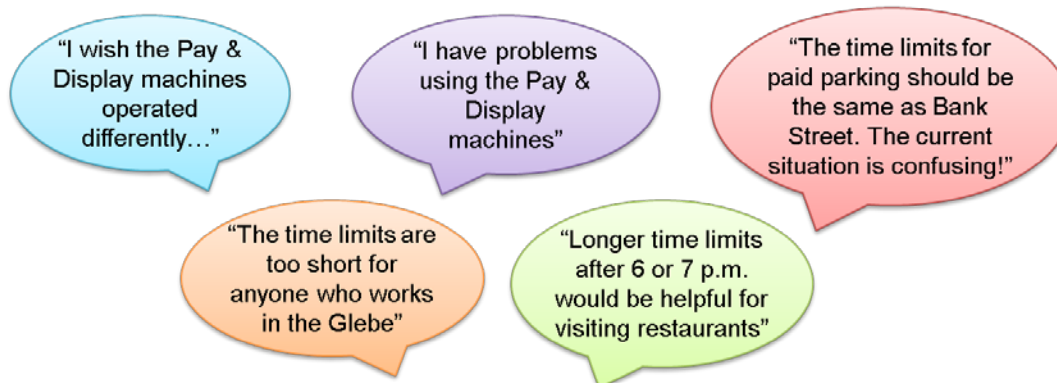


Figure 34 – “Catchment Area” for the Lot at 170 Second Avenue

Figure 33 and Figure 34 generally agree with the acceptable walking distances presented in Section 1.2. There are very few parkers walking more than 400m, which agrees with the findings from the Victoria Transport Policy Institute for retail and similar uses.

At the conclusion of the survey, respondents were asked to share any additional comments or concerns related to the parking lot. Interestingly, a fairly high number of respondents indicated concerns with the operation of the pay and display machines in the lot. A full summary of the comments received as part of the survey is included in Appendix C. Selected comments are illustrated below.



4. FUTURE PARKING DEMAND

4.1 Overview

Future parking demand within the Glebe (and the commercial area in particular) is likely to be influenced by several factors:

- Changes in land use due to redevelopment activity or infill construction, in keeping with Bank Street’s designation as a Traditional Mainstreet
- Retail vacancy levels
- Changes in travel behavior, such as increased use of transit in accordance with the City’s mode share objectives
- The attractiveness of the Glebe relative to other retail nodes within the City



Unfortunately, our ability to accurately predict these factors, and their corresponding implications for parking demand, is limited. Given this uncertainty, a number of different approaches were applied to estimate future parking demand within the Glebe, in order to give a sense of the potential magnitude of change.

4.2 Historical Trends from Past Studies

One way of predicting future demand is to examine historical trends. While numerous parking studies have been conducted for the Glebe, comparison of observed parking demand is complicated by differences in the study area and approach. Of all the previous studies, the 2005 study is considered to provide the best basis for comparison with the current investigation, and was therefore used to examine historical trends. The 2005 study considered only paid public parking and was based on data collected over two weekends in April. Comparable data has been extracted from both the 2005 study and the current study and is shown in Table 8. Note that although the data from 2005 represents the average occupancy over the course of the day (9-5:30), the 2011 data correspond to the critical hour (i.e. average occupancy would be lower).

Table 8 – Average Occupancy Rate Historical Comparison

Day of the Week	License Plate Survey – Bank Street Parking Meters in the Glebe (2005) <i>(parking meters on Bank Street & intersecting streets)</i>	Glebe Local Area Parking Study (2012) ¹ <i>(spaces on Bank Street)</i>
Saturday	63%	60%
Sunday	72%	74%

¹ Data corresponds to May 2011

Overall, the results suggest that parking demand on Bank Street has remained stable over time, at least at an aggregate level. However, the data does not capture any growth in retail parking demand that may have shifted to residential streets due to high occupancy rates on specific sections of Bank Street.

4.3 Population & Employment Projections

Another approach to estimating the change in parking demand is to assume a direct relationship between parking and population / employment. As more people live in the Glebe, the number of residential parking permits is expected to increase, and there will also be an increase in demand for visitor parking within the area. Likewise, any new employment is likely to generate a corresponding increase in demand for employee and customer parking.

Population and employment projections obtained from the Planning and Growth Management Department at the City of Ottawa are shown in Figure 35. Note that these numbers correspond to the City's traffic zone system (specifically, traffic zones 601 and 621) and include the area bordered by Highway 417 in the north, the Rideau Canal in the east, Lansdowne Park in the south, and Lyon Street in the west.

Overall, population within the Glebe is projected to grow by roughly 3.5% between 2006 and 2031. At the same time, employment is projected to grow by 2.0%, resulting in 75 new jobs. These increases in population and employment are relatively low, and reflect the fact that the Glebe is an established neighbourhood with limited potential for new development. As a result, **the corresponding impact on parking demand is likewise expected to be low.**

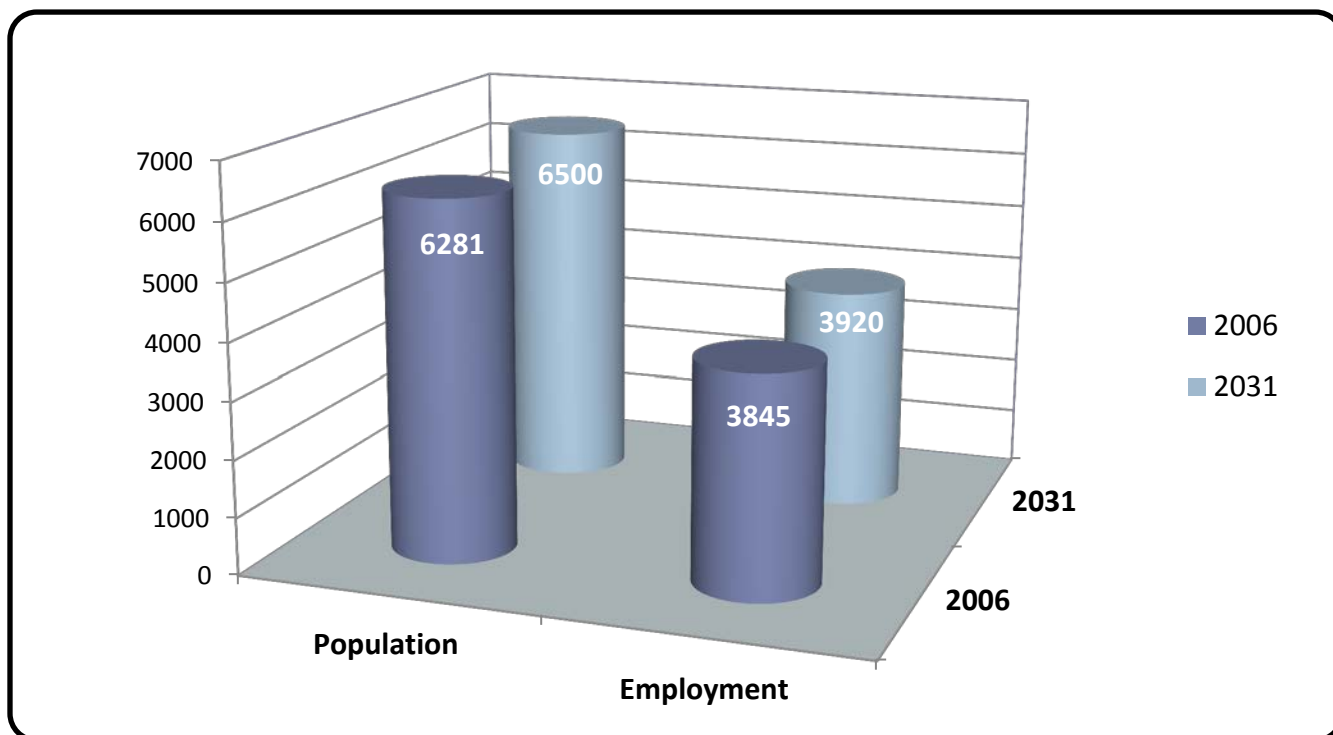


Figure 35 – Projected Population & Employment Growth

Table 9 presents the increase in parking demand attributed to the expected growth in population and employment. A detailed explanation as to how these figures were derived can be found in Appendix H.

Table 9 – Parking Projections based on Aggregate Population & Employment Growth

	New On-Street Demand	New Off-Street Demand¹
Residential Demand	+26 spaces	N/A
Employment Demand (employee + customer)	+11 spaces	+5 spaces
Total Increase	+37 spaces	+5 spaces

¹ Employee/customer parking only

4.4 Travel Demand Forecasts

While population and employment projections provide one estimate of parking demand, such figures do not account for changes in travel behavior that may occur over time as the City seeks to promote greater use of transit and active travel modes through improved infrastructure and services. As illustrated in Figure 36, **vehicle trips into and out of the Glebe during the morning peak period are projected to decline by 8.2% and 7.8%, respectively, between 2005 and 2031**, based on the City’s EMME travel demand model. This decline can be at least partially attributed to an increase in the proportion of trips made by transit, which is expected to increase from roughly 25% in 2005 to 32% in 2031. Overall, trip-making activity is forecast to remain approximately constant over the 2031 horizon, reflecting the relatively minor change in population and employment anticipated for this area.

If parking demand is assumed to grow in relation to vehicle trips, **no growth (or even a decline) in parking demand would be expected**, given the model projections described above. It is important to note, however, that these trends correspond to the morning peak period, when parking demand is typically lower. Moreover, during both the morning and afternoon peak periods, trips to access shops, services, and restaurants typically represent less than 15% of the total trip-making activity. As a result, any trends in retail trips may be masked by the more dominant trip purposes.⁸

Overall, the reduction in vehicular trips into and out of the Glebe during the morning peak period suggests that **less parking will be needed for employees and residents** (i.e. fewer trips by automobile into the Glebe to access jobs, and fewer trips by automobile out of the Glebe by residents working elsewhere in the city – assuming that automobile ownership declines as transit use increases). While commercial parking needs may also decline, this cannot be concluded with certainty from the available data.

⁸ In particular, it is anticipated that people travelling to access shops and services may have different modal preferences than people travelling for school / work.

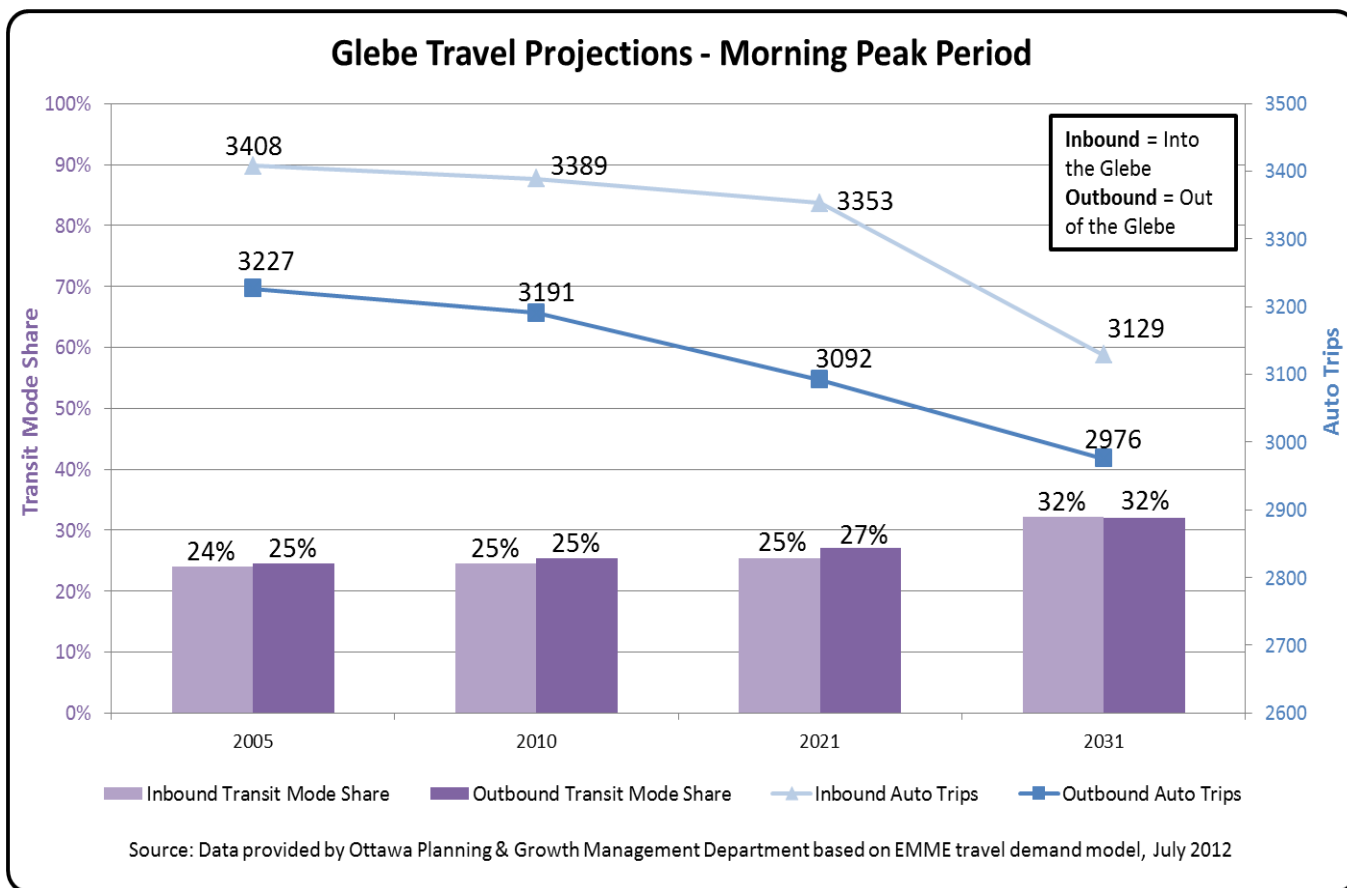


Figure 36 – Glebe Travel Projections – Auto Trips & Transit Mode Share

4.5 Impact of Retail Vacancy Levels & Sales Trends

At present, retail vacancy rates in the Glebe are extremely low. In the 2007 Retail Database provided by the City of Ottawa’s Planning & Growth Management Department, the retail vacancy rate in the Glebe was about 1.0%. Comments from the Glebe BIA confirm that vacancy levels are similar today. As a result, it is not expected that there will be a significant increase in parking demand due to a change in the retail vacancy level.

In assessing parking demand, it is also important to consider retail sales trends, if only to confirm the reliability of the data used to establish existing conditions. During the consultation process, concerns were raised that the occupancy data collected in 2011 may have captured a period of lower retail demand due to the impact of the recent economic downturn. Although retail sales figures are not available for the Glebe specifically, the City of Ottawa’s *Annual Development Report* provides figures on retail sales per capita for Ottawa-Gatineau. Historical trends are shown below in Figure 37.

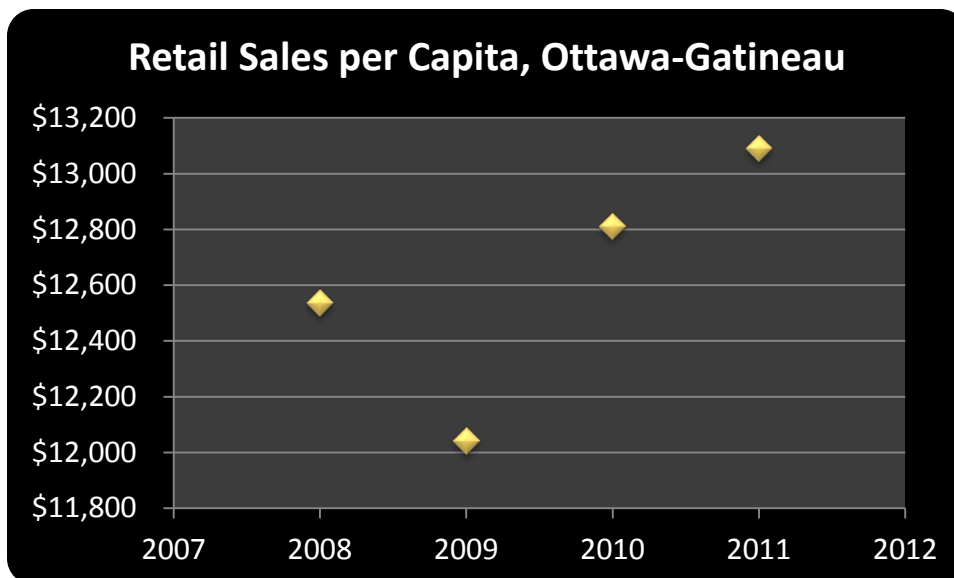


Figure 37 – Historical Retail Sales per Capita, Ottawa-Gatineau

From this figure, it would appear that retail sales in 2011 were continuing an upward trend, implying that any parking data collected in 2011 should not be unduly affected by the economic downturn (unlike the situation in 2009). Such findings provide some confidence that the parking occupancy rates determined previously provide a reasonable baseline for assessing existing conditions and projecting outward.

4.6 Intensification Opportunities

To give a sense of the likelihood of the potential for intensification to occur, it is important to consider the redevelopment which has been proposed for the Glebe in the near future.

4.6.1 Development Applications

At present, there are a few development applications for the Glebe within the study area. These are illustrated below in Table 10. Overall, the number of proposed developments is modest, consistent with the Glebe's status as a mature community. The one major change anticipated is the redevelopment of Lansdowne Park, which is discussed in the following section.

Table 10 Development Applications within the Glebe

Application Type	Address	Status	Description
Plan of Condominium	81 Fourth Avenue	Post Approval	Three-Unit, Three-Storey Condominium
Plan of Condominium	99 Fourth Avenue	Active	The subject property is approximately 478 m ² in area and contains an existing building with two personal service retail shops on the main floor and three rental units on the second floor. This building has approximately 15 m of frontage along Fourth Avenue.
Site Plan Control	753 Bank Street	Post Approval	Tenant fit-up for a restaurant in an existing 1 storey commercial building

4.6.2 Lansdowne Park Redevelopment

The planned redevelopment of Lansdowne Park includes a refurbished, open air 24,000 seat stadium with expansion potential to 40,000 seats, a refurbished Civic Centre arena with 11,000 seats, and the establishment of an Urban Park with frontage along the Queen Elizabeth Driveway. The project also includes mixed-use development in the form of condominiums, general office space, specialty retail, and urban cinemas. To accommodate the parking demand associated with the mixed-use development, an underground parking garage is planned which would have sufficient capacity for the day-to-day operations of the site. However, the on-site parking supply will not be sufficient to accommodate the increased parking demand associated with special events.

To address the traffic and parking implications of the Lansdowne redevelopment, a Transportation Impact and Assessment Study was prepared in 2010 by McCormick Rankin and updated in 2011.⁹ As part of this study, existing parking conditions in the area surrounding Lansdowne Park were examined, and various options were explored for accommodating parking needs during special events including a combination of travel demand management strategies, on-street parking, and satellite parking with shuttle service. The expectation is that the Glebe will experience overflow parking during special events due to its proximity to Lansdowne Park.

Additional details on the parking management plan for Lansdowne Park and associated parking impacts can be found in the 2010 and 2011 McCormick Rankin reports.

In addition to generating new parking demand, the redevelopment of Lansdowne Park has also had the effect of displacing people who previously parked on the site. According to input from former Lansdowne staff and nearby employers, there were roughly 200 vehicles parked at a

⁹ *Transportation Impact and Assessment Study and Transportation Demand Management Plan: Technical Report.* McCormick Rankin Corporation. June, 2010 & *Traffic and Parking Management Plan: Final Report.* McCormick Rankin Corporation. October, 2011.

time at Lansdowne Park prior to the start of construction in 2012. The majority of these parkers were employees and volunteers. Anecdotal evidence suggests that some of these people may now park in the community, reducing short-term parking capacity in the area south of Fourth Avenue.¹⁰

4.6.3 Additional Intensification Opportunities

To estimate future parking demand, it is appropriate to consider specific changes in land use that could occur over the study horizon. In the case of the Glebe, opportunities for intensification and infill development beyond those presently proposed were explored.

In order to estimate the potential for new parking demand arising from infill development, it was necessary to determine potential locations where infill could occur. There are currently no community development plans in place for the Glebe. However, Bank Street is zoned as a Traditional Mainstreet in the City of Ottawa Zoning By-Law and is also designated as a Traditional Mainstreet in the Official Plan. The Traditional Mainstreet designation encourages intensification and the accommodation of many different uses including commercial, residential, and institutional but excluding auto-related uses.

To identify potential opportunities for intensification, two types of land uses were considered. Any non-conforming auto-related uses were considered to be eligible for redevelopment, as well as large surface parking lots. Two scenarios of intensification were developed with the worst case scenario assuming that all surface parking lots larger than 10 vehicles and all non-conforming land uses (i.e. auto-related uses) will be redeveloped over the study horizon (9 locations in total). A second scenario selectively considers the more likely of these projects, with 4 locations assumed to be redeveloped.

A number of assumptions were made with regard to the potential size of these infill developments and the types of businesses which would fill them (refer to Appendix H). Parking demand rates were then calculated based on the Institute of Transportation Engineer's *Parking Generation Manual* (refer to Table 11).

¹⁰ Note that construction at Lansdowne Park commenced after the parking occupancy counts were conducted in 2011. As a result, any impacts from displaced parkers will not be reflected in the reported occupancy rates.

Table 11 – Parking Demand Associated with Different Land Uses

Land Use Type	Average Peak Parking Demand ¹¹ (per 1000 sq. ft. GFA)	Assumed Breakdown by Development Type
Apparel Store	2.13	12%
Hardware/Paint Store	1.5	7%
Medical-Dental Office	3.2	26%
Pharmacy/Drugstore	2.94	26%
Quality Restaurant	10.6	10.5%
High-Turnover Sit-Down Restaurant	5.55	10.5%
Supermarket	2.27	8%
TOTAL		100%

Based on these rates, the new parking demand is roughly estimated to vary from about **40 in the low intensification scenario to 90 in the high intensification scenario**. It is important to note that in addition to adding new demand, this **intensification would also remove existing supply – 50 spaces in the first scenario and 180 in the second**.¹² These results are illustrated in Table 12.

Table 12 – Impacts of Intensification Scenarios

Scenario	Number of Redevelopment Sites	Number of existing off-street spaces lost due to redevelopment	Parking demand generated by new development
Low	4	50	40
High	9	180	90

In carrying out the above analysis, it is not known how many parking spaces would be provided on-site to accommodate the new development. The City of Ottawa Zoning By-Law sets out requirements for new developments, but also allows for cash-in-lieu of parking, which has proven to be popular in the Glebe (refer to Section 3.2). Re-zoning and minor variance applications may also impact the amount of parking provided on-site. Table 13 provides details on the number of parking spaces required under the Zoning By-Law for the types of developments anticipated for Bank Street.

¹¹ The critical time period for each land use does not necessarily correspond to the critical time period in the Glebe (i.e. Saturday at noon). As a result, the calculated parking demand should be considered a conservative estimate.

¹² These numbers exclude the auto-related businesses. These businesses were not included in the occupancy calculations for existing conditions, and any loss in parking supply will be accompanied by a loss in parking demand, resulting in a net effect of zero.

Table 13 – Parking Requirements based on the Ottawa Zoning By-Law

Land Use Type	Parking Requirement ¹³ (per 100m ² of GFA, unless otherwise specified)	Assumed Breakdown by Development Type
Medical Facility	4	13%
Office	2	13%
Restaurant	No parking spaces for the first 150m ² of gross floor area, 3 spaces for the next 50m ² gross floor area over 150 m ² , and 10 spaces per 100m ² over 200m ² gross floor area	21%
Retail	No parking spaces for the first 150m ² of gross floor area and 2.5 spaces per 100m ² of gross floor area over 150m ² .	53%
TOTAL		100%

Based on the Zoning By-Law requirements, the total number of parking spaces to be provided for the new developments is **16 in the low intensification scenario and 43 in the high intensification scenario**. From this data, it would appear that the number of required spaces is less than the critical demand (recognizing that there is not always a perfect correlation between the land use categories used in the Zoning By-Law and those used in the ITE *Parking Generation Manual*). This implies that, even if the parking requirements of the Zoning By-Law are fully satisfied on-site, some demand will spill over into the community.

Taking a conservative approach, **it was assumed that 30% of the parking spaces required under the Zoning By-Law would be provided off-site**, either through cash-in-lieu of parking, re-zoning, or minor variance applications. The end result is an increase in on-street parking demand as intensification occurs, as shown in Table 14.

¹³ Assuming no shared parking is used.

Table 14 – Parking Demand Accommodation for Intensification Scenarios

	Scenario 1	Scenario 2
	Low Intensification	High Intensification
Zoning By-Law Requirement	16 spaces	43 spaces
% of Spaces Provided On-Site	70%	70%
No. of Spaces Provided On-Site	11 (70% of 16 spaces)	30 (70% of 43 spaces)
Total Parking Demand	40	90
<i>Parking Demand Accommodated On-Site</i>	11	30
<i>Parking Demand Accommodated Off-Site*</i>	29	60

* Assumed to be accommodated on-street, but could also use other publicly available off-street parking

The net change in parking supply and demand is illustrated in Table 15.

Table 15 – Net Impact of Intensification Scenarios

		Scenario 1 - Low		Scenario 2 - High	
		On-Street	Off-Street	On-Street	Off-Street
Potential Change in Supply	Loss of spaces due to parking lot redevelopment	--	-50	--	-180
	New spaces associated with infill development*	--	+11	--	+30
	Net Change in Supply	--	-39	--	-150
Potential Change in Demand	Shift in demand due to parking lot redevelopment	+17	-17	+73	-73
	New demand due to infill development	+29	+11	+60	+30
	Net Change in Demand	+46	-6	+133	-43

* Assumes 70% of the required parking spaces are provided on-site as part of the new development

4.7 Summary

Table 16 summarizes the potential changes to parking demand & supply based on the varying approaches discussed above. Considering the results presented, it seems reasonable to assume **an overall increase in parking demand in the range of 40 to 90 vehicles with a corresponding loss in off-street parking supply of between 40 and 150 spaces**. The rather large range reflects uncertainty in the estimation process. Overall, the low intensification scenario is more in line with the other estimation approaches, which tend to predict relatively low growth in parking demand over time.

Table 16 – Summary of Future Parking Demand Estimation

Estimation Approach		Demand Implications	Supply Implications	Comments
Historical Trends		Negligible	Negligible	Based on a limited comparison of occupancy rates
Population & Employment Growth		+37 on-street +5 off-street	Not known	Does not consider potential for changes in mode choice/car ownership
Travel Demand Forecasts		No growth or decline	Not known	Trends in retail trips may be masked by more dominant trip purposes
Impact of Retail Vacancy Levels		Negligible	Negligible	Very low vacancy rates at present (1%)
Intensification Opportunities	Scenario 1 (Low)	+50 on-street -10 off-street	-40 off-street	Conservatively assumes peak parking demand for different land uses occurs simultaneously (during the critical period for the Glebe) and no shared use parking is provided. Scenario 2 may be difficult to achieve in practice depending on the willingness of businesses to give up space currently used for customer parking.
	Scenario 2 (High)	+135 on-street -45 off-street	-150 off-street	

Based on the potential change in parking demand and supply presented above, the impact on overall parking occupancy rates was calculated for the selected analysis period (corresponding to Saturday at noon). The results are provided in Table 17 for the overall study area. In this table, a “low” and “high” scenario has been applied, roughly corresponding to the “low” and “high” intensification scenarios described above (the majority of the demand estimation approaches tend to support the “low” scenario).

Table 17 – Projected Impacts of Future Parking Changes (Full Study Area)

		On-Street		Off-Street	
Existing	Demand	552		253	
	Supply	887		675	
	Occupancy Rate	62%		37%	
		Low	High	Low	High
Anticipated Change	Demand	+50	+135	-10	-45
	Supply	--	--	-40	-150
		Low	High	Low	High
Future (net impact)	Demand	602	687	243	208
	Supply	887	887	635	525
	Occupancy Rate	68%	77%	38%	40%

Since current occupancy levels are highest in the area south of Glebe Avenue, a similar analysis was carried out focusing on the southern section of the study area, with the results shown below in Table 18.

Table 18 – Projected Impacts of Future Parking Changes (South of Glebe Avenue)

		On-Street		Off-Street	
Existing	Demand	428		182	
	Supply	583		320	
	Occupancy Rate	73%		57%	
		Low	High	Low	High
Anticipated Change	Demand	+15	+75	+10	-30
	Supply	--	--	+10	-70
		Low	High	Low	High
Future (net impact)	Demand	443	503	192	152
	Supply	583	583	330	250
	Occupancy Rate	76%	86%	58%	61%

If the maximum growth is achieved, the overall on-street occupancy rate for the area south of Glebe Avenue will exceed the 85% utilization threshold (i.e. the practical capacity), prompting the need for action.¹⁴

¹⁴ Although off-street occupancy levels remain relatively low under both intensification scenarios, it is important to note that only some of the off-street supply is available for general public use.

5. STAKEHOLDER CONSULTATION

Stakeholder consultation is integral to the success of any parking study. While every effort is made to ensure robust data collection and analysis, the experiences of those working and living in the study area draw from a much broader spectrum of conditions and provide valuable insight.

Accordingly, stakeholder consultation was carried out at multiple opportunities over the course of the study. Key stakeholder events included:

- **Stakeholder Meeting**, held on October 15th, 2012 – This meeting was held with members from the Glebe Community Association (GCA), Glebe Business Improvement Association (BIA), and the ward councillor. A presentation was made describing the results of the data collection exercise and subsequent analysis, with the intention of seeking feedback on specific issues.
- **Public Open House (POH)**, held on January 23rd, 2013 – The POH was held at St. Giles Presbyterian Church for members of the community. The event was advertised in the Glebe Report, and notices were delivered to all property owners within 120m of 170 Second Avenue. In total, 52 attendees were registered on the sign-in sheet. Boards illustrating the study findings were provided, and attendees were invited to add comments identifying issues. In addition, information was provided about the proposed parking garage at 170 Second Avenue. The POH notice and boards are provided in Appendix I.



Input from these events informed the study, particularly the identification of issues (refer to Section 6) and evaluation of solutions (refer to Section 7). Overall, 53 individuals submitted comments, either at the Open House using comment forms or via e-mail. The breakdown of respondents is provided in Table 19. Note that respondents were invited to select all that apply (i.e. an individual may be represented more than once). Copies of all public comments are included in Appendix I.

Table 19 – Characteristics of Consultation Participants

Resident of the Glebe	43
Business Owner in the Glebe	5
Work in the Glebe	3
Other	3

6. IDENTIFICATION OF ISSUES

It is important to thoroughly understand the issues related to parking within the study area in order to ensure appropriate action is taken to address concerns. This section provides details on the development of the problem statement for the study area, and is based on both the 'technical' results of the data collection exercise, as well as comments received during the consultation process.

6.1 Issues Identified by the Study Team

Based on the analysis of existing parking data, a number of locations were identified where the occupancy exceeds the practical capacity (i.e. >85%). At an aggregate level, these locations include:

- **Bank Street South of Glebe Avenue**
 - All survey days
- **Side Streets South of Glebe Avenue**
 - Sunday (although individual streets also exhibit parking shortages on Thursday and Saturday)

In terms of individual streets, consistently high parking utilization rates were observed at the following locations:¹⁵

- Rosebery Avenue (North of Glebe Avenue)
- Monk Street (South of Glebe Avenue)
- Rupert Street (South of Glebe Avenue)
- Clarey Avenue (South of Glebe Avenue)

Interestingly, Bank Street north of Glebe Avenue appears to be under-utilized, particularly when compared to the utilization of the adjacent side streets.

At an aggregate level, the off-street lots appear to be operating well under capacity across the study area. However some of the smaller lots serving employees/customers were observed to be consistently at or exceeding capacity, including:

- **Lot 'A'** – Pizza Pizza employee parking (approximate capacity of 2)
- **Lot 'B'** – Employee parking alley behind Running Room & other businesses (approximate capacity of 5)
- **Lot 'K'** – Employee parking alley behind Truffle Treasures & other businesses (approximate capacity of 5)
- **Lot '1'** – Kettleman's Bagels (approximate capacity of 14)

Other issues identified by the study team include:

¹⁵ Note that this list is not exhaustive but includes a sampling of the streets with occupancy rates > 85% over a number of consecutive half hour intervals on multiple survey days.

- Lack of loading zones within the study area (as noted in an Ottawa Citizen article from December 12, 2012)
- Lack of employee and volunteer parking for certain sites (i.e. the Glebe Centre)
- Potential Impact of the Lansdowne redevelopment (in particular, the availability of spaces during special events)

6.2 Issues Identified through Public Consultation

The above issues were summarized and presented to the public to solicit feedback. On comment sheets provided at the Open House (refer to Appendix J), residents were asked to indicate which of the listed issues were of concern. The results are shown in Table 20. To put these results in context, a total of 53 individuals submitted comments (either at the Open House or later via e-mail), and of these, 39 noted concerns with parking in the Glebe.

Table 20 – Summary of Responses

My concerns with parking in the Glebe include...	Number of Responses
Lack of available parking on Bank Street	6
Lack of available parking on side streets	15
Lack of available parking on Rosebery Avenue	1
Lack of loading zones	9
Lack of employee and volunteer parking	10
Potential impact of Lansdowne development	31

Although Lansdowne redevelopment was most frequently cited as an issue, many respondents also indicated concern with the availability of parking on side streets, employee/volunteer parking, and loading zones.

In addition to the above issues, a number of other concerns were identified by community members, either on the comment sheets, follow-up e-mails or noted on the POH boards using sticky notes. A summary is provided in Table 21 below, grouped by general topic area. It should be noted that these comments exclude concerns related to the potential parking garage at 170 Second Avenue, which are being analyzed as part of a separate exercise. As well, some of the comments are conflicting, reflecting different perceptions within the community.

Table 21 – Other Concerns Noted by the Public

Specific Streets / Locations
<ul style="list-style-type: none"> ▪ First Avenue - Lack of available parking & onerous restrictions ▪ Oakland Avenue - Parking occupancy very high due to Glebe Centre visitors / employees ▪ Fourth Avenue - Lack of available parking ▪ Third Avenue - Lack of available parking (during weekend shopping hours) ▪ Second Avenue - Traffic congestion due to delivery trucks, illegal parking & use of angle parking

- Not enough parking for daycare staff (Acorn Daycare at 600 Bank Street / Glebe Reggio)
- Need parking for the doctor's office at Second Avenue & Bank Street
- Hindu Temple has city-wide draw but no parking causing "cruising" on Clarey (need a bigger dead-end sign)

Regulations & Enforcement

- Issues with visitor / guest parking i.e. inconvenient, difficult to find spaces, onerous time restrictions
- Enforcement too lax during special events
- Inconsistent regulations i.e. municipal lot is paid until 9 but street parking is paid until 5:30; different regulations for the two municipal lots
- Enforcement is very aggressive
- Availability of parking for church on Sundays
- Parking permit very expensive (should be reduced for the first vehicle at a given address)

Loading Zones / Truck Deliveries

- Operation of the Metro loading zone (overflow into municipal lot, stacking on-street, pedestrian impacts)
- Delivery trucks on Bank Street block transit & cycling access
- Delivery trucks on residential streets (particularly trucks accessing the Shoppers Drug Mart)

Active Transportation

- Many bike parking locations are missing from reconstruction
- Too much employee parking - The Glebe is well-served by transit and pedestrian/cycling infrastructure
- Concerns with pedestrian safety (parked cars block view - unsafe for children crossing the street; safety concerns at parking lot entrances)
- Safety for pedestrians and cyclists with increased transit

Miscellaneous

- Need low cost parking provision for daycare employees/volunteers
- Need for additional parking facilities for teachers at Mutchmor/Corpus Christi
- Cars looking for parking are a problem
- Lack of outdoor recreation space
- Would like residential parking to switch side mid-month to allow for better street sweeping and cleaning
- Difficulty turning left onto Bank Street at Second Avenue (currently cut through lot at 170 Second Avenue to get to the traffic light at Third)
- Too much traffic in the Glebe

While most of the additional issues were raised by only one or two respondents, a few issues were raised multiple times. These included concerns with **visitor/guest parking**, the **Metro loading zone & trucks on residential streets**, and the need for additional **parking facilities for teachers at Mutchmor/Corpus Christi**.

In addition, a few comments were received on the study format, as summarized below:

- Study Area
 - Study area should have included Lansdowne Park
 - Study area should include Oakland Avenue & streets behind Glebe Centre
 - Study area should be larger

- Data Collection
 - Should have been carried out in January during snow restrictions
 - Should have been carried out during a major event (i.e. 67s game)

- Methodology / Approach
 - Business context is missing – trucks / deliveries
 - Should consider peak parking for religious services
 - Should consider Mutchmor School, Glebe Centre parking reconfiguration

6.3 Issues Identified by Glebe Businesses

Following the Public Open House, the Glebe Business Improvement Association (BIA) took the initiative to distribute a survey to its business members. The survey was based on the comment forms provided at the Open House, with some modifications. Overall, 42 responses were received. A summary of the survey results on parking concerns in the Glebe is provided in Table 22. A more detailed overview of the survey findings can be found in Appendix K, including a copy of the individual survey forms.

Table 22 - Summary of Responses from the BIA Survey

My concerns with parking in the Glebe include...	Number of Responses
No concerns	4
Lack of available parking on Bank Street	23
Lack of available parking on side streets	21
Lack of available parking on Rosebery Avenue	3
Lack of loading zones	18
Lack of employee and volunteer parking	18
Potential impact of Lansdowne development	18

Based on the survey responses, **availability of parking** is a major concern **on both Bank Street and the adjacent side streets**. Other frequently cited issues include a **lack of loading zones, lack of employee/volunteer parking**, and the **potential impact of the Lansdowne redevelopment**.

A number of additional concerns were also noted by the business community. A summary is provided in Table 23 below, grouped by general topic area. It should be noted that these comments exclude concerns related to the potential parking garage at 170 Second Avenue

(which are being analyzed as part of a separate exercise), and also exclude non-parking related issues.

Table 23 – Other Concerns Identified by BIA Members

Regulations & Enforcement

- Parking is too expensive (discourages customers from visiting the Glebe)
 - All side streets should have free parking 24 hours a day
 - Parking should be free on Saturday
 - Parking should remain free on Sunday
 - Parking should be free after 5 p.m.
 - Inconsistent with other areas of the city (i.e. Westboro)
 - Discounted/free parking should be provided for motorcycles/scooters
- Parking is inconsistent with other cities and neighbourhoods within Ottawa
- Parking time limits are too short (discourages customers and causes problems for employees)
- More/better signage needed for indicating parking times/restrictions (conflicting information on signs and meters creates a confusing situation for customers)
- Enforcement is too aggressive

Loading Zones / Truck Deliveries

- Being ticketed when unloading merchandise for store; distributors also being ticketed

Active Transportation

- Need to improve bike parking (bicycle parkade)

Miscellaneous

- Loss of parking following reconstruction
- Business owners parking on the street prevent shoppers from parking
- People using private lots for parking during business hours

While most of the additional issues were raised by only one or two respondents, a few issues were raised multiple times. These included concerns with **parking time limits** and **parking pricing (particularly on Saturdays)**. Interestingly, both pricing and regulations can have a significant impact on parking availability – the top concern noted by BIA respondents.

6.4 Problem Statement

Based on a synthesis of the issues presented above, the following summarizes the problem statement for the Glebe Local Area Parking Study:

- **Lack of available parking on certain streets at certain times:**
 - Generally an issue on Bank Street south of Glebe Avenue, as well as the side streets south of Third Avenue (with the highest utilization observed during the evening and on Sunday)
 - Examples of streets with low parking availability include:
 - Bank Street, Rosebery Avenue, Monk Street, Rupert Street, Clarey Avenue (reflected in parking utilization data)

- Oakland Avenue, First Avenue, Third Avenue, Fourth Avenue (noted by participants at the Open House)
- **Low utilization of parking on Bank Street north of Glebe Avenue** relative to the adjacent side streets
- **Lack of employee, volunteer, and visitor parking** for certain developments/institutions
 - Glebe Centre, Acorn Daycare, Glebe Reggio Daycare, Doctor's Office (2nd & Bank), Hindu Temple, Mutchmor Public School
- **Frustration with residential guest parking** i.e. availability of spaces, time limits
- **Inconsistency in parking regulations on residential streets**
- **Inconsistency in the parking rate structure**
 - Between the two municipal parking lots
 - Between the off-street and on-street supply
- **Concerns with loading zones & truck deliveries**
 - Specifically at Metro & Shoppers Drug Mart
 - Related to pedestrian safety, traffic impacts, and operational issues
- **Desire for more high quality, well-situated bike parking**
- **Impact of the Lansdowne redevelopment**
 - Availability of parking spaces on residential streets, particularly for special events
 - Parking utilization on Bank Street

Note that the above problem statement excludes issues not related specifically to parking as these would most appropriately be addressed elsewhere (for example, as part of an Area Traffic Management Study to address more general issues related to traffic).




7. PARKING TOOLBOX

7.1 Potential Parking Measures





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



Table 24 – The Parking Toolbox


Tool	Description / Rationale	Applicability to the Glebe
<p>1. Bicycle parking</p> 	<p>Bicycle parking represents a parking “need” in its own right. However, improvements to bicycle parking can also encourage more people to cycle, which in turn helps to reduce the demand for vehicular parking.</p>	<p>There is considerable potential to increase cycling use in the Glebe.</p> <p>While this study did not examine the amount/location of bicycle parking in the area, comments from Stakeholders suggest that improvements to bicycle parking are warranted.</p>
<p>2. Transit service</p> 	<p>As more people begin to use transit, the demand for parking is reduced.</p> <p>Options to encourage transit ridership include increasing the number/frequency of routes and promoting transit services within the community.</p>	<p>This measure is applicable to the Glebe; however, implementation would fall under the jurisdiction of OC Transpo.</p> <p>Any improvements to transit service in the Glebe are expected to decrease parking demand.</p>
<p>3. Car-sharing</p>  <p>Source: VRTUCAR website</p>	<p>Car-sharing helps to reduce the number of cars per household. Rather than buy a vehicle, residents have the option of using transit and active modes to meet the majority of their travel needs, with the convenience of having access to a vehicle when necessary. Under such arrangements, overall parking demand is reduced since more trips are made by alternative modes and vehicles are shared among multiple people.</p>	<p>Car-sharing is effective at reducing residential and employee parking demand. For residents living within walking distance of the Glebe commercial district, car-sharing may also reduce retail parking demand as more people choose active modes to access nearby shops and services.</p>



Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="201 256 548 329">4. Travel Demand Management (TDM)</p> 	<p data-bbox="569 256 1163 402">Travel demand management programs targeted at employees can help to reduce parking demand by promoting the use of transit, car-pooling, and telework.</p> <p data-bbox="569 412 1121 487">TDM has two important benefits from a parking perspective:</p> <ul data-bbox="569 496 1178 837" style="list-style-type: none"> <li data-bbox="569 496 1178 643">• With people sharing a ride to work, taking transit, or working from home, there is less demand for employee parking <li data-bbox="569 652 1178 837">• Residential parking demand may also decline if the decision to take the bus or carpool to work allows households to forego the purchase of an (additional) vehicle 	<p data-bbox="1201 256 1915 656">The effectiveness of this measure will depend to a certain extent on the type of employees working in the Glebe. For example, telework is not likely to be a viable option for people working in the retail or service sectors. Car-pooling may also prove more challenging for workers in small retail establishments whose hours of work may differ significantly from the traditional '9 to 5' work day. However, transit is a feasible option for both retail and office workers, and promotion of transit is therefore considered applicable to the Glebe.</p> <p data-bbox="1201 665 1915 850">In recognition of the above, an attempt has been made to initiate communication between the Glebe Centre and OC Transpo to raise awareness of transit options among employees, visitors, and volunteers but more work remains to be done.</p>
<p data-bbox="201 873 527 979">5. Promotion of off-street parking spaces</p> 	<p data-bbox="569 873 1163 1052">In cases where the off-street parking supply is under-utilized, it may be appropriate to implement signage or other marketing measures to increase the visibility of the off-street parking supply.</p>	<p data-bbox="1201 873 1915 1198">There may be opportunity to enhance the visibility of the private off-street parking lot at Fifth Avenue Court. Based on the parking data, this lot appears to have excess capacity on Saturday and Sunday when on-street utilization is high. While this may relate to the pricing strategy employed at this location, it may also reflect the fact that drivers are less familiar with the lot (implying the need for improved signage).</p> <p data-bbox="1201 1208 1915 1430">While the private off-street parking lot on Chamberlain Avenue east of Bank Street also offers public parking that is under-utilized at certain times, parking availability is generally adequate in the north section of the study area, suggesting that no further action is required.</p>


Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="201 256 548 329">6. Off-street public parking supply</p> 	<p data-bbox="569 256 1180 513">This measure involves the provision of publicly accessible off-street parking spaces. Such spaces may be provided through the construction of new public parking facilities, the expansion of existing facilities, or from reconfiguring existing lots to optimize the number of spaces.</p> <p data-bbox="569 526 1180 631">In cases where parking is under-utilized, this measure could also involve divesting of parking assets.</p>	<p data-bbox="1201 256 1915 329">This measure is currently being contemplated for the Glebe.</p> <p data-bbox="1201 342 1925 524">A City Council motion from June 28, 2010 directed City staff to "...commence an RFP process for the parking area, with new parking spots, at 170 Second Avenue and report to Committee and Council at each stage of the process."</p>
<p data-bbox="201 657 548 730">7. Off-street private parking supply</p> 	<p data-bbox="569 657 1180 800">This measure involves working with private land-owners with under-utilized off-street parking to increase the number of parking spaces available for public use.</p>	<p data-bbox="1201 657 1915 833">This measure is considered to have low applicability for the Glebe. Most private parking lots in the area of greatest need are either already well-utilized, already open to the public, or too small for general public use.</p>
<p data-bbox="201 979 548 1052">8. Curb-side parking supply</p> 	<p data-bbox="569 979 1180 1341">The number of curb-side parking spaces is influenced by a number of factors, including: location & number of accesses (driveways), location of transit stops, the location of loading zones, and the type of parking provided (parallel or angle parking on one or both sides of the street). By examining these factors on a street by street basis, it may be possible to increase the number of on-street parking spaces.</p>	<p data-bbox="1201 979 1915 1084">This measure has limited potential for the Glebe as reconstruction was recently completed along Bank Street.</p>

Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="201 256 527 329">9. Curb-side parking regulations</p> 	<p data-bbox="569 256 1083 329">Changes in parking regulations may address:</p> <ul data-bbox="569 345 1146 467" style="list-style-type: none"><li data-bbox="569 345 1146 418">• When parking time limits are in effect (hours / days of the week)<li data-bbox="569 427 1062 467">• The maximum parking duration <p data-bbox="569 475 1180 881">Parking regulations influence parking turnover, which in turn influences the availability of spaces. For example, by reducing the maximum parking time limit (i.e. from 2 hours to 1 hour), people tend to park for a shorter period of time, freeing up spaces for those arriving later (ensuring a more equitable system). However, such restrictions may represent a burden to residents and their guests who rely on on-street parking.</p> <p data-bbox="569 889 1180 1036">Similar to parking pricing, the maximum parking duration can be varied by location, day of week, or time of day to ensure an adequate level of parking availability.</p>	<p data-bbox="1201 256 1915 329">This measure is felt to have considerable merit for the Glebe.</p> <p data-bbox="1201 345 1925 565">For residents concerned with lack of parking on their street, the on-street parking regulations can be adjusted to discourage long-term parking. Such adjustments should be made in accordance with the City's existing petition process to ensure an acceptable level of support before proceeding.</p>

Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="205 256 525 329">10. On-street parking permits</p> 	<p data-bbox="573 256 1136 548">Parking permits are used to exempt eligible permit-holders from certain on-street parking regulations. For example, residential parking permits allow permit holders to park for longer than the maximum time limit stipulated for their street without being ticketed, subject to certain conditions and limitations.</p> <p data-bbox="573 561 1167 631">On-street parking permits currently issued by the City of Ottawa include:</p> <ul data-bbox="573 646 1140 951" style="list-style-type: none">• Residential Parking (including Visitor Parking)• Guest Parking• Day Care Parking• Health Care Parking• Temporary Consideration Parking• Special Event Parking• Business Identity Card Parking <p data-bbox="573 959 1094 1029">An overview of these parking permit programs is provided in Appendix L.</p>	<p data-bbox="1207 256 1892 367">The Glebe has already been designated to allow residential parking permits (including permits for short-term out-of-town visitors).</p> <p data-bbox="1207 380 1917 743">Residents have also expressed an interest in establishing a guest parking permit program for the Glebe. Such programs are most appropriate in areas near high on-street parking generators such as hospitals or sports venues where restrictive parking regulations may be necessary. As a result, the option of a guest parking permit system could be considered by the Lansdowne Transportation Advisory Committee with the redevelopment of Lansdowne Park.</p>
<p data-bbox="205 1052 485 1089">11. Parking pricing</p> 	<p data-bbox="573 1052 1167 1300">This measure involves modifying existing parking rates to encourage an appropriate level of available parking spaces. It could also involve introducing paid parking on streets which are currently free, or adjusting the hours when fees are in effect.</p> <p data-bbox="573 1317 1178 1458">Parking pricing is generally used to ensure the availability of parking in retail areas and public off-street lots, and is not commonly used in residential areas.</p>	<p data-bbox="1207 1052 1892 1195">In the case of the Glebe, this measure could include extending the hours of paid parking on Bank Street into the evening, or introducing paid parking on Sunday afternoon.</p> <p data-bbox="1207 1208 1896 1349">A move towards a more performance-based system would provide a more iterative and responsive approach, but is beyond the scope of this study.</p> <p data-bbox="1207 1365 1902 1469">Coordination of on- and off-street parking rates is also an important consideration for the Glebe. There is evidence that certain off-street lots (i.e.</p>

Tool	Description / Rationale	Applicability to the Glebe
	<p>Rate adjustments may be implemented on an area-wide basis or limited to specific streets. Rates may also be fixed or variable.</p> <p>In a performance-based system, rates are set to achieve certain objectives, such as a target occupancy level. The goal is to maximize the use of on-street parking, yet still ensure an adequate number of vacant spaces. To achieve this goal, parking rates may vary by location, day of week, or time of day.</p>	<p>the Beer Store, Fifth Avenue Court) may be under-utilized, particularly on Sunday when on-street parking is free. Coordination of parking rates will also be important as Lansdowne Park is re-developed to ensure a balanced parking system.</p> <p>A related issue involves the parking rate structures in place at the two off-street municipal lots, which are in effect until 9:00 pm. In comparison, fees (and time restrictions) for paid on-street spaces within the study area end at 5:30 pm. Improved harmonization would promote more balanced usage of the on- and off-street parking supply.</p>
<p>12. Parking enforcement</p> 	<p>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 counter-productive 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.</p>	<p>Enforcement is currently carried out in the Glebe. During the public consultation process, only one comment was received suggesting that enforcement is too aggressive, while two people indicated that enforcement is too lax during special events. Since availability of parking spaces on residential streets was commonly cited as a concern, enforcement continues to have a role to play in ensuring parking regulations are being followed.</p>

Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="205 256 543 329">13. Remote (satellite) parking</p> 	<p data-bbox="573 256 1155 402">This measure is effective if under-utilized parking is available near commercial districts which can be used to meet the parking demand.</p> <p data-bbox="573 415 1125 594">For parking lots beyond the acceptable walking distance, a shuttle service is required to ferry shoppers between the parking lot and the various retail destinations.</p>	<p data-bbox="1205 256 1911 435">This measure has been proposed to accommodate parking demand during special events at Lansdowne Park. However, it is not considered applicable for the day-to-day needs of the Glebe.</p>
<p data-bbox="205 618 543 906">14. Development agreements (i.e. developer provided public parking, cash-in-lieu of parking payment to fund municipal parking facilities)</p> 	<p data-bbox="573 618 1176 829">Where parking supply is scarce, there may be opportunity to provide public parking as part of private developments. In contrast, an over-abundance of parking may be addressed by reducing parking requirements for new developments.</p> <p data-bbox="573 846 1161 1097">Cash-in-lieu of parking allows developers to pay a certain sum of money in exchange for providing less parking than the minimum required under the Zoning By-law. Ideally, the money collected is used to fund municipal parking projects or initiatives to reduce travel demand.</p> <p data-bbox="573 1114 1173 1365">Another option is to encourage developers to “unbundle” parking. Under such an approach, tenants and homeowners pay for parking separately from other costs – a practice which can reduce parking demand by presenting households with the full cost of parking.</p>	<p data-bbox="1205 618 1911 789">Developer agreements are generally applicable for this area. Opportunities to unbundle parking or provide public parking as part of private developments are considered to have particular merit.</p> <p data-bbox="1205 805 1911 1057">Since cash-in-lieu of parking tends to increase the demand for on-street parking, such agreements are generally not appropriate in areas with insufficient on-street parking (as is the case in certain sections of the Glebe) unless new public parking is planned or as part of an overall strategy to encourage the use of alternative modes.</p>

Tool	Description / Rationale	Applicability to the Glebe
<p data-bbox="205 256 531 293">15.Zoning provisions</p> 	<p data-bbox="573 256 1176 402">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.</p> <p data-bbox="573 415 1176 889">Minimum parking requirements have traditionally been set so that the majority of parking demand is accommodated on site, minimizing impacts to 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 in areas near rapid transit stations. Some municipalities also allow a reduction in the minimum parking requirement if the developer implements a travel demand management program.</p> <p data-bbox="573 902 1176 1084">Given the above discussion, any adjustments to the parking provisions in the Zoning By-law have the potential to impact both on-street parking demand as well as transit usage.</p> <p data-bbox="573 1097 1176 1349">Another strategy is to allow for shared parking. 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.</p>	<p data-bbox="1205 256 1913 508">Before approving any application for variance or re-zoning in the Glebe, the associated parking implications should be carefully reviewed. This review should consider both the current parking situation (as observed in on-going monitoring) as well as any anticipated changes in parking supply and demand.</p>

7.2 Stakeholder Acceptability

At the Public Open House on January 23rd, 2013, participants were asked to indicate which measures from the parking toolbox they would support to address their parking concerns. A list was provided of the various parking measures, along with extra space for writing additional comments or suggestions. A summary of the responses is provided in Table 25.

In general, there is a **high degree of acceptance for measures that reduce parking demand**, including improvements to transit service and active transportation. **Optimization of the existing parking supply was also favourably viewed** among respondents. Roughly half of the individuals responding to this question were in favour of adjusting parking regulations, with a similar number of respondents supporting the use of an on-street permit system. **Enforcement, pricing, and policy-based approaches had much lower acceptance**, with fewer than 20% of the people responding to this question in favour of these measures.

Overall, 16 respondents indicated that they would support increasing the municipal parking supply (i.e. roughly 40% of the people who provided feedback on the toolbox options). However, from a more detailed (but subjective) review of the comments related to the proposed parking structure at 170 Second Avenue, 30 respondents appeared to be in favour of the garage, 15 respondents were opposed, and 8 respondents provided comments but did not give a clear indication of their support (or otherwise) for the proposed facility.

Table 25 – Acceptability of Parking Measures to General Public

I would support these tools to address my concerns...	Number of Responses
Encourage active modes – Improve bicycle parking, enhance walking and cycling infrastructure	33
Increase transit service, promote carpooling/carsharing and teleworking	31
Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply	24
Increase municipal parking supply	17
Adjust parking regulations	15
Adjust pricing	7
Adjust enforcement	9
Use of on-street permit system	15
Policy-based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)	8
Other Suggestions / Comments	
<ul style="list-style-type: none"> • Encourage businesses at Lansdowne to give free 1-2 hour parking for customers to reduce on-street parking demand • For the streets near Lansdowne, reduce the maximum parking time limit (i.e. from 3 hours to 2 hours), extend the hours when time limits are in effect (i.e. till 10 pm), and increase enforcement • Introduce parking restrictions that are time sensitive to ensure sufficient parking for guests • Provide a guest parking permit system • Consult with BIA / residents • Reduce parking availability • Allow residents to park in municipal lots when on-street parking is prohibited (i.e. during snowstorms) • Provide daytime monthly parking permits for teachers at Mutchmor, daycare employees, and doctors • Provide express bus service on Bank Street • Provide satellite parking for special events • Avoid parking restrictions on side streets on Sundays to accommodate those attending church • The Glebe should have free parking (similar to other commercial districts such as Westboro) • Do not consider metered parking on side streets 	<p>1</p> <p>1</p> <p>1</p> <p>3</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p> <p>1</p>
Total Number of Individuals Responding To This Question	42

Note: At the Public Open House, several comments were placed on the board describing the parking toolbox using ‘sticky notes’. The majority of the comments are captured in the summary provided above. Additional suggestions include opening up parking on both sides of the street, reducing the cost of parking permits, providing a loading zone for Shoppers Drug Mart on Bank Street so trucks stay off residential streets, and re-instating the stop sign at First & Bank.



A similar analysis was carried out based on the Glebe BIA's follow-up survey to its members. In general, there is a high degree of acceptance for measures that increase parking time limits and decrease parking rates. **Particular interest was expressed in addressing employee parking needs.** Overall, 20 respondents indicated that they would support increasing the municipal parking supply, or roughly 48% of the total surveys submitted. A summary of the survey responses is provided in Table 26 below.

Table 26 – Acceptability of Parking Measures to BIA Members

I would support these tools to address my concerns...	Number of Responses
Encourage active modes – Improve bicycle parking, enhance walking and cycling infrastructure	11
Increase transit service, promote carpooling/carsharing and teleworking	6
Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply	14
Increase municipal parking supply	20
Adjust parking regulations <ul style="list-style-type: none"> ▪ Longer parking hours ▪ Shorter parking hours ▪ Eliminate peak hour restrictions ▪ Leave as is 	21 1 9 0
Adjust pricing <ul style="list-style-type: none"> ▪ Lower parking rates ▪ Increase parking rates ▪ Eliminate Saturday parking fees ▪ Leave as is 	20 2 28 0
Adjust enforcement <ul style="list-style-type: none"> ▪ Reduce level of enforcement ▪ Increase level of enforcement 	21 0
Use of on-street permit system	3
Policy-based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)	0
Other Suggestions / Comments <ul style="list-style-type: none"> ▪ Parking should be free... <ul style="list-style-type: none"> ○ ... in certain areas between 10 am and 2 pm on weekdays ○ ... on side streets (24 hours a day) ○ ... on Sunday ○ ... after 5 p.m. ▪ Parking time limit should be 4 hours (or greater) to allow people to shop and enjoy their time in the Glebe ▪ Parking rates should be consistent with other areas in Ottawa ▪ Longer parking time limits on side streets would help employees ▪ Provide reduced rates for motorcycles / scooters ▪ Consider a permit system for employees 	1 1 1 1 1 1 1 1
Total Number of Surveys Submitted	42

8. RECOMMENDATIONS

A problem statement for the study area is provided in Section 6.4, while Section 7.1 provides an overview of the various measures in the 'parking toolbox' that can be used to address parking concerns. This final chapter brings the above two sections together, and provides specific recommendations for addressing parking issues in the Glebe.

8.1 Recommendations for the Parking Garage at 170 Second Avenue

Parking forecasts for the study area south of Glebe Avenue suggest that the construction of a parking garage may be warranted as intensification occurs within the Glebe. However, this is only true if the high intensification forecast is realized; under the lower intensification scenario, the parking supply is generally sufficient at an aggregate level to accommodate the demand, although the parking utilization on some streets will exceed the practical capacity (a situation that is already occurring on certain streets at certain times).

It is important to note that these results do not reflect conditions when parking is free (i.e. evenings and Sundays), when parking utilization rates tend to be higher. The results also exclude the impact of the 200 or so parkers displaced from Lansdowne Park due to redevelopment activity. If it is roughly assumed that 75% of these parkers have found alternate arrangements (i.e. transit, other off-street spaces), then there are roughly 50 vehicles which may have shifted on-street during the critical period. For the area south of Glebe Avenue, this would translate into an overall existing occupancy rate of 82%, and a future occupancy rate of 85% and 95% under the low and high intensification scenarios respectively. With a target occupancy level of 85%, these results suggest that additional public parking spaces may be needed in the future as the Glebe approaches its build-out potential. At the same time, it is also worth noting that the above results assume a certain extent of cash-in-lieu of parking for new development, which if less than anticipated, would reduce the on-street parking demand (since more spaces would be provided off-street on the development site).

Notwithstanding the above, the construction of a parking garage at 170 Second Avenue would provide certain benefits from a parking perspective:

- It provides an opportunity to accommodate residential parking needs during special events at Lansdowne Park (i.e. by allowing residential permit holders to park in the garage at specially designated times).
- It would increase the supply of retail parking in the Glebe, alleviating pressure on adjacent streets currently at or approaching capacity.
- It provides an opportunity to address long-term parking needs within the community. While the Municipal Parking Management Strategy focuses on short-term parking, the facility could also be used to accommodate employee, volunteer, and visitor parking associated with certain developments (i.e. Mutchmor School, the Glebe Centre, etc.), once short-term parking needs are met.

Based on the analysis of parking demand presented in this report and in keeping with the mandate of the Municipal Parking Management Strategy, it would normally be recommended that construction of the parking garage at 170 Second Avenue be deferred until the need for the facility has been demonstrated (through on-going monitoring) and the impact of the Lansdowne redevelopment is more fully known. However, City staff have been directed to commence an RFP process for additional parking at 170 Second Avenue. Therefore, the following recommendations are made:

- Measures should be implemented to ensure the parking facility continues to serve the retail uses on Bank Street, and is not used by Lansdowne visitors during special events. Options include continuing with the 2 hour maximum time limit, introducing a rate structure that varies during special events, or using a progressive pricing structure where the rate is low initially, but increases significantly for each subsequent hour. Such measures would ensure that the lot is available for short-term parking needs.
- To address potential impacts of the Lansdowne redevelopment, consideration should be given to allowing residential permit holders to park at the facility during special events. However, the exact details of how such a program would work in practice would need to be resolved.
- On-going monitoring of the parking garage should be carried out to optimize utilization. In the event that usage of the garage is lower than expected, the City should consider using various zoning and planning tools to limit the amount of parking provided at new developments.
- The facility should include indoor bicycle parking, and should continue to provide parking for car-share vehicles similar to current practice.
- Monthly permits should be made available for the facility, subject to on-going monitoring to ensure an adequate supply of short-term parking.

It should be noted that the above recommendations focus on issues related to the City's Municipal Parking Management Strategy. Comments from the public regarding the aesthetics and design of the parking facility will inform the RFP process currently underway.

8.2 Other Recommendations to Address Parking Issues in the Glebe

To address the issues raised in the problem statement for the study area, the following recommendations are put forward:

- To the extent possible, parking rates at Lansdowne Park and in the wider Glebe area should be coordinated to ensure a level playing field for businesses. By adjusting parking rates appropriately based on the facility type, location, and intended purpose, a balanced parking system can be realized which achieves the City's target occupancy level: the on-street parking is busy yet customers coming to the Glebe have a reasonable expectation of finding a parking space within a reasonable walking distance of their destination, without all of the spaces being filled up by Lansdowne visitors.

- Where concerns are raised by local residents regarding parking availability on certain streets, options to consider include reducing the maximum parking duration (i.e. from 3 hours to 2 hours) and/or extending the time period when parking restrictions are in effect. Such changes should be implemented in accordance with the City's existing petition process for changes to on-street parking regulations. It is recommended that the City follow up with the Community Association to explain this process, so that the Community Association can work with its members to pursue changes in parking regulations where desired.
- For specific operational issues related to parking (i.e. operation of the loading zones at Metro and Shoppers Drug Mart), it is recommended that such issues be directed to the appropriate City department for resolution in accordance with current policies and practices.
- To improve parking availability in the southern section of the study area, it is recommended that paid parking on Bank Street (and adjacent side streets) be extended to Sunday afternoons and early evenings. However, it is recognized that such a move would be inconsistent with other commercial areas in Ottawa, potentially putting Glebe businesses at a disadvantage. As a result, it is further recommended that, as a first step, the City of Ottawa work to harmonize the approach to paid parking across the city, potentially by moving towards a more performance-based parking system.
- If additional parking is not provided at 170 Second Avenue, it is recommended that the City explore opportunities to address localized parking deficiencies in the southern section of the study area. Specifically, it is recommended that the City identify opportunities to:
 - Improve the utilization of existing public lots that appear to be under-utilized at certain times (i.e. Fifth Avenue Court), for example, by providing better signage/wayfinding
 - Provide additional off-street parking as part of private developments, particularly where such developments would otherwise result in a net loss of public parking
- To address the low utilization of parking on Bank Street north of Glebe Avenue, it is recommended that consideration be given to reducing the parking fees in this area or adjusting the parking time restrictions to allow for 3 hour parking. However, before implementing such measures, it is recommended that a follow-up parking survey be conducted to confirm that utilization continues to be low, and that City staff consult with the Business Improvement Association to assess the potential implications of such changes from a business perspective.
- Concerns have been expressed regarding the inconsistency of parking regulations on residential streets. However, such inconsistencies are not considered problematic as long as the regulations on each street are appropriate and do not cause problems elsewhere. As a result, no further action on this issue is recommended at this time,

other than ensuring that the City's standard practice is followed when setting parking regulations in residential areas.

- Concerns have also been expressed regarding inconsistencies in the parking rate structure (i.e. between the two municipal lots, as well as between the on- and off-street supply). Again, such inconsistencies are not considered to pose a problem in and of themselves, as long as the differences in rate structure are warranted.
 - In the case of the two off-street lots, differences in the maximum parking time limit (i.e. 12 hours at 574 Bank Street versus 2 hours at 170 Second Avenue) reflect differences in parking utilization. For the lot at 574 Bank Street, a longer time limit is considered appropriate given the lower utilization levels typically observed at this location.
 - While there may be some merit in harmonizing the time period when paid parking is in effect for the on- and off-street municipal parking supply, doing so would require extending the duration of paid parking on Bank Street, which, as discussed above, may put the Glebe at a competitive disadvantage until greater city-wide harmonization is achieved. Allowing free parking in the municipal lots in the evening would also provide greater consistency with on-street parking practice, but could negatively impact the availability of spaces.
 - As an alternative to harmonizing the time period for paid parking, it is recommended that the City examine the parking rate structure employed at the two municipal lots to ensure the lots are meeting the objectives of the Municipal Parking Management Strategy (i.e. maximize lot usage to accommodate short-term parking, yet still ensure a sufficient supply of vacant spaces). In particular, consideration should be given to implementing a "flat fee" for parking after 6:00 or 7:00 p.m. to improve utilization in the evening (and discourage parking in residential areas).
- Opportunities to reduce parking demand within the Glebe should be pursued. In particular, it is recommended that the City work with OC Transpo to promote the use of transit at major employers. Improvements to transit service in the Glebe would also help to increase ridership, but would need to be implemented as part of the City's overall transit service strategy.
- To improve bicycle parking in the Glebe, it is recommended that the City work with the BIA and Community Association in 2013 to identify bicycle parking needs on Bank Street and implement additional parking where warranted.
- Several comments were received regarding guest parking in the Glebe, and there is interest in establishing a guest parking permit program. Such programs are typically intended for areas near hospitals or sports venues where restrictive parking regulations are necessary to control parking spill-over into the community. As a result, it is recommended that the option of a guest parking permit program be considered by the

Lansdowne Transportation Advisory Committee within the context of other on-going initiatives related to Lansdowne Park.

- Finally, it is recommended that the City **continue to monitor parking in the Glebe on a regular basis**. Such monitoring is particularly important in light of the uncertainty surrounding the impacts of the Lansdowne redevelopment on parking within the community.

APPENDIX A: Previous Glebe Parking Studies

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Title: 1984/1985 Glebe Commercial Strip Parking Study

Author: Leaning and Associates

Authority /Sponsor: City Council

Study Date: 1984/1985

1. Conclusions

- a. The consensus was that the majority of all respondents felt that the present parking situation actually discourages customers from doing business in the area.
- b. The results of the parking use survey showed that the peak times occurred on Thursday at noon, Friday evening and Saturday at noon. The highest level of use as illustrated on Exhibits 3, 4 and 5, are shown at locations where over ninety percent (90% - full effective capacity) of the inventory was occupied.
- c. This survey indicates that the viability of this commercial strip is in part dependent upon the provision of appropriate parking in close proximity of Bank Street in that short-term parkers hesitate to walk any great distance.
- d. A separate survey undertaken to assess the amount of on-street parking that remained available to the retail sector once residential parking demand was met, indicating noon hour parking for residential purposes amounted to approximately sixteen percent (16%) of the on-street spaces. As a result, it was concluded that during an average weekday noon hour period, the amount of parking required for residential purposes is not very significant.
- e. The commercial uses depend (in varying extent) on customers from outside the local neighbourhood, as well as those from the Glebe, since Bank Street is a major north-south access route to the downtown area and therefore tends to channel a large number of potential clientele through the area. The area has also developed a vibrant ambiance and a down-to-earth nature which has further enhanced its attractiveness to customers from a large area.
- f. As illustrated on map no.7 there were two critical areas identified, between Chamberlain Avenue/Isabella Street and Patterson Avenue/Powell Avenue, and between Glebe Avenue and Holmwood Avenue. These two areas encompass about sixty-six percent (66%) of the length of Bank Street in the Glebe. They exhibit on-street parking use in excess of the optimum level; relatively few off-street spaces for the amount of floor space, and contain eighty-nine percent (89%) of the non-residential floor space along Bank Street, thus generating most of the short-term demand for parking.

2. Recommendation

- a. That the City undertakes a programme to increase the amount of on-street metered parking close to Bank Street in the blocks situated between the Queensway and Patterson Avenue, and between Glebe Avenue and Holmwood Avenue. This programme is to consist of the following actions:
- b. That the Department of Physical Environment, in co-operation with the Department of Community Development, develop design options for angle parking which will take into account requirements for loading, access, circulation, transit and safety, and submit recommendations on the preferred options to the Physical Environment Committee for consideration.
- c. That the Department of Physical Environment implement a two (2) hour parking limit for all metered parking created on the side streets adjacent to Bank Street.
- d. That during the evaluation of angle parking, the Department of Physical Environment assess the feasibility of relocating bus zones, loading zones and other no-parking zones currently within one half block on either side of Bank Street, where such changes would result in an increase in parking spaces while still meeting transit, loading and other service requirements.
- e. That the Department of Community Development develop a landscaping programme which would maximize the landscaping opportunities presented by the angle parking options developed in 1.1 above.
- f. That the Police Department assign additional staff during the daytime shift for a stricter and more effective enforcement of the parking regulations.
- g. That the City undertake a programme to increase the amount of short-term off-street parking. This programme is to consist of the following actions:
- h. That the Department of Physical Environment undertake the design, costing, and timing for developing a public parking facility on the city-owned vacant property at the southwest corner of Bank Street and Chamberlain Avenue and bring forward recommendations to Physical Environment Committee for implementation.
- i. That the current parking facility in Lansdowne Park at the southeast corner of Bank Street and Holmwood Avenue be designated as a Public Parking Facility to be operated for short term public parking by the Department of Physical Environment.
- j. That the Department of Physical Environment in co-operation with the Glebe merchants undertake a programme to provide the current standardized signage for general public or customer parking and place such signage on Bank Street and at each applicable lot where it will be readily visible to potential parkers.
- k. That the Physical Environment Department negotiate with the Brewers Warehousing Stores Ltd. at 900 Bank Street to lease that portion of their existing parking facility, not otherwise required under the current parking requirements, for short term public parking.
- l. That the Bank Street commercial properties between the Queensway and Holmwood Avenue be designated as a Gash-in-Lieu Policy Area where the following policies will be pursued:
- m. That where an owner or occupant of a building cannot provide and maintain parking facilities in accordance with the provisions of the City's zoning by-law, an agreement for the exemption of such parking may be entered into with the City in

accordance with the Gash-in-Lieu of Parking provisions of Section 39 of the Planning Act.

- n. That each agreement authorized under Condition 3.1.above shall provide for payment to the City of Ottawa of a sum of money at the time the building permit is available for issuance.
- o. That the sum of money set forth in the above agreement shall be calculated in accordance with policies developed within the Central Area Parking Study consultants report once approved by City Council.
- p. That the Department of Physical Environment, in consultation with the Department of Community Development, will pursue a programme to increase the amount of off-street parking by acquiring land and developing spaces, at a level that matches increased parking demands brought about by Gash-in-Lieu Agreements and in particular, in Cash- in-Lieu Policy Areas which demonstrate a significant deficiency.

3. Results

The Proposal which included on-street metered angled parking was approved by City Council 02/07/1987 and resulted in development of a Parking Lot at Bank street and Chamberlain and angled parking in the Glebe business area.

Title: A Parking Study Of Bank Street In The Glebe

Author: E Scott Fitzgerald

Authority/Sponsor: Corporation of the City of Ottawa Department of Planning and Development

Study Date: May 1994

1. Conclusion:

- a. Traffic flow patterns along Bank Street do not initiate or perpetuate any on-street parking problems.
- b. Heavy morning rush hour traffic is not impeded by on-street parking.
- c. Bicycles have a readily verifiable presence in the traffic flow despite the lack of municipal measures which contribute to bicycle safety and its promotion as an alternative method of travel.
- d. Public parking spaces in the north business sector (bounded by the Queensway, O, 'Connor Street, Strathcona Avenue and the Central Park), and the south business sector (consisting of half blocks between Second Avenue and Holmwood Avenue) are in great deficiency.
- e. The central business sector (consisting of half blocks between Strathcona Avenue and Second Avenue) has an adequate supply of public parking, but the supply of private (long term) parking is insufficient to meet the demand.
- f. The supply of private parking in the north and south business sectors is in adequate supply.

2. Recommendations:

The study made the following recommendations.

- a. An active program to promote the use of the bicycle as an alternative mode of transport should be initiated throughout the study area. In conjunction with this, more consideration should be given to the cyclist in future planning decisions. Also, the implementation of user friendly bicycle racks in well lit and easily identifiable locations should commence as soon as possible.
- b. Traffic flow patterns should be monitored and negative trends should be acted upon with effective traffic management techniques. Effective techniques include engineering for optimum efficiency in traffic light switching and carefully coordinated signs prohibiting left turns during peak hours or parking during peak hours.
- c. To optimize the limited parking space in the south business sector, strict enforcement of parking legislation should be enacted and the area should be under continuous observation and refinement.
- d. A follow-up report to the Streetscape Proposal of 1985 should be conducted to assess the feasibility of initiating angle parking on Glebe Avenue, First Avenue, and Fourth Avenue.
- e. Conduct a study to assess the feasibility of land acquisition in the north business sector in order to establish more public parking spaces.

- f. Initiate a more visual approach to promote use of the OC Transpo system, particularly in the central business sector where employee parking is in high demand.
- g. The entire study area should be under observation for changes in land use. When issues arise which may jeopardize the delicate parking situation, appropriate steps should be taken immediately to preserve the parking/land use equilibrium.

3. Results:

N/A

Title: Glebe/Bank Street Parking Study- March 1995

Author: Adi Limited

Authority/Sponsor: City Of Ottawa

Study Date: March 1995

1. Conclusion:

- a. Parking Demand Management (PDM) measures should be considered as methods of alleviating problems in the area. Such techniques allow for better use of existing facilities and can be fundamental to improving availability of parking. These measures can include, among others, on-street parking restrictions, enforcement of restrictions, parking permit programs, meters (short or long term), pricing programs, high occupancy vehicle (HOV) preferential parking, modifications to parking provisions in zoning by-laws that result in encouraging use of HOV's, transit or alternate modes. Marketing programs identifying availability of underutilized on-street or off-street parking spaces near areas identified with on-street deficiencies, is also a suggested technique. The following methods are relevant to this study area.
- b. Off-street parking at Fifth Avenue Court and Kamal's was underutilized during the critical Saturday time periods when the worst deficiencies were identified. Initiatives should be developed to promote the use of such lots. It is particularly noteworthy that the Fifth Avenue lot is not controlled and is available at no cost to area visitors. This may not be common knowledge to the visitors. Use of these lots could also reduce parking spill-over into the residential area.
- c. Other marketing schemes might also be considered that might encourage people to make a change in mode. Such a scheme could include, as an example, a credit or voucher system towards the future purchase of transit passes or ticket.
- d. A deficiency of 19 parking spaces was identified in the key area from Glebe Avenue south to Fourth Avenue over the Saturday afternoon period. An additional 2 space deficiency was recorded for the Saturday peak hour. A potential of 44 additional parking spaces has been identified in the immediate area, with a further five spaces, a block further north on Bank Street. These additional 49 spaces exceed the identified Saturday peak hour demand.
- e. All identified spaces on the side streets are the result of converting existing "No Parking" or "Parallel Parking" zones to "Angle Parking". On Bank Street, spaces identified between Glebe Avenue and Third Avenue result from possible consolidation of bus stops while the most northerly 5 spaces are replacing an existing "No Parking" area. Illegal parking at each of these locations was recorded during the license plate survey, even at times that adjacent metered spaces were available. Initial discussions regarding the potential consolidation of bus stops have taken place with OC Transpo who have initiate a review of their Bank Street services
- f. Another possible measure suggested, in written and verbal comments received through the public participation process, is the introduction of shorter term

parking restrictions (1 Hour) in those areas north of Glebe Avenue and south of Holmwood Avenue where existing residential permit parking applies and general current restrictions are for a 3 hour duration. These areas are outside of the critical locations of deficiencies and are not likely to relieve the problems.

- g. South of Holmwood introduction of restrictions during special events such as football games might benefit the residents if applicable during special events at Lansdowne Park/Civic Centre, as was noted by a member of the public at the second open house. This would require corresponding additional enforcement of the restrictions. It must be noted that restrictions are already by-lawed for major events such as the Exhibition and Winterlude.

2. Recommendations:

The following recommendations were made.

- a. Parking Demand Management measures be implemented to encourage better use of existing on-street and off-street parking spaces. In particular it is recommended that the local business community, together with parking providers including the City of Ottawa, promote the availability of parking through marketing and advertising methods. This measure could also include other incentives to promote the use of alternate modes of travel.
- b. Priority be given to providing appropriate bicycle racks throughout the area to encourage the use of bicycles as an alternate mode.
- c. Discussions take place between the City of Ottawa and OC Transpo towards locating /consolidating bus stops on Bank Street.
- d. Additional on-street parking (identified in detail in Section 9.3 of the report) be implemented to assist in the provision of parking in the immediately critical area following the staging order indicated.
- e. Development of the St. Matthews and Kamal's sites include as a minimum the parking requirements as outlined in the City's Comprehensive Zoning By-law Z-2K as both sites are located in the areas where the most critical on-street deficiencies were found.

3. Results:

Angled parking has been implemented.

Title: Lower Glebe Parking Study

Author: Department Of Urban Planning And Public Works Licensing, Transportation, And Buildings Division, Parking Operations.

Authority/Sponsor: Department Of Urban Planning And Public Works Licensing, Transportation, And Buildings Division, Parking Operations.

Study Date: September 12, 1998

1. Conclusions:

The Lower Glebe Parking Study Area has occupancies that are close to and exceeding functional capacity.

On weekdays, Monk Street, Clarey Street, Thornton Street and portions of Bank Street, experience average occupancies greater than 80 percent. With the exception of Fifth Avenue from Lyon to Bank Street and Howick Street south of Regent, all block faces experienced peak occupancies over 80 percent of capacity. The highest weekday peak occupancy was 200 percent which occurred on Thornton Street between 3:00 PM and 4:00 PM and again between 5:00 PM and 6:00 PM. With the exception of Fifth Avenue from Lyon to Bank Street and Howick Street south of Regent Street, all block faces experienced average occupancies over 80 percent of capacity during the weekend collection period. The lowest peak occupancy which occurred during the weekend collection was 98 percent of capacity. The ADI study completed in 1995 for this area noted that most of Bank Street in this area was at or over the 80 percent threshold and that portions of Bank Street were at 100 percent capacity on Saturday. Fourth Avenue west of Bank Street also displayed average occupancies of 70 percent on weekdays and 86 percent on weekends. It is conservatively estimated that 10 percent of all weekend vehicles recorded in the study area were attending the Home Show hosted at Landsdowne Park.

The parking meters installed in the study area successfully guarantee a turnover of vehicles even though occupancies remain high

On average, block faces with metered parking exhibited a higher turnover than streets without metered parking. On the Thursday collection date, then north side of Thornton Street between Monk Street and Bank Street displayed the highest weekday turnover at 10 vehicles per space on the day. The next highest area of weekday turnover was Bank Street between Fifth Avenue and Fourth Avenue - both east and west sides. These streets showed an average occupancy of 75 percent. The weekday turnover of Bank Street averaged 2-3 more cars per space on the day than streets without meters. Again on the weekend collection date, the north side of Thornton Street west of Bank Street exhibited the highest turnover at 14 vehicles per space on the day. Bank Street itself showed an average turnover of 10 meters per space per day. Thornton Street exhibited an average occupancy of 125 percent while Bank Street showed an average occupancy of 88 percent. This high level of occupancy illustrates the fact that motorists will choose to park in metered spaces

for convenience in spite of the cost. An overall high rate of occupancy suggests that this behaviour can be expected to continue if the hours of metered space operation are expanded past 5:30PM. The turnover difference between metered spaces and non-metered spaces during the weekend collection date is much more pronounced at 4-5 more vehicles per space on the day.

In general, the signed three hour parking duration off of Bank Street successfully limits parking duration to below the signed limit but does not encourage adequate turnover on those block faces closest to Bank Street.

The duration of vehicles parking on Monk Street, Clarey Street, and Thornton Street (South Side) was below the posted 3 hour limit (averaging 1 hour, 41 minutes on the weekday and 2 hours, 17 minutes on the weekend). The average turnover on these blocks was 6 cars per space on the weekday and 6 cars per space on the weekend. The weekday turnover is equal to the average turnover in the entire study area, and the weekend turnover for these block faces is 1_car per space lower than the average weekend turnover in the study area. However, turnover on neighbouring Bank Street is perceptively higher at 8-10 vehicles per space on both weekdays and weekends. The 3 hour limitation on block faces close to Bank Street has encouraged motorists to park illegally. These block faces averaged over 100 percent occupancy on both weekend and weekday collection dates. Motorists crowd their vehicles onto these blocks making them well over legal capacity. Vehicles crowd the traffic right-of-way on Thornton Street, and crowd into intersections on Monk Street. On Clarey Street, motorist crowded or blocked accesses to private property.

Large off-street parking facilities are not sufficiently occupied while small off-street parking facilities are over capacity.

Peak usage of off-street parking in the study area occurs around 1:00 PM on weekdays and weekends. The Fifth Avenue Court Parking lot and the Brewers' Retail Parking lot make up approximately 84 percent of all off-street public parking available in the study area. These lots reached peak occupancies of 94 and 81 percent respectively for brief periods during the weekday collection date. However, they averaged weekday occupancies of 60 percent and 44 percent respectively- well under functional capacity. In comparison, the smaller lots (the largest having only 12 spaces), averaged 73 percent occupancy during the weekday and peaked at 100 percent occupancy or greater on multiple occasions. During the weekend, the largest lots reached peak occupancies of 59 percent and 61 percent respectively. However, they averaged only 43 and 48 percent occupancies. These occupancy values were considerably lower than the weekday occupancies for the same lots

even though on-street occupancies were higher during the weekend. The smaller lots averaged 78 percent occupancy during the weekend and again, peaked at 100 percent occupancy or greater on multiple occasions. The average occupancy experienced by the smaller off-street lots increased by 5 percent from the weekday to the weekend while the average occupancy experienced by the larger lots decreased by 6 percent. Successive parking studies have demonstrated that the large off-street parking facilities in the Lower Glebe Parking Study area are generally underutilized.

2. Recommendations:

Work with the BIA and private lot owners to increase motorist access to larger private Off-street lots particularly during off-peak hours.

With modified operations (examples: provision of monthly parking , agreements with surrounding businesses to provide employee parking) parking occupancies on the study areas larger parking lots can be increased to an average of 70 to 75percent. This can reduce the number of mid- and long-term parking spaces occupied by employees in the study area. The private parking policy of Fifth Avenue Court and Brewers Retail currently inhibits short-term off-site parkers (retail customers) from using these parking facilities.

Look at expanding hours of operation for on-street meters to ensure that parking remains available for customers wishing to use retail shops and restaurants on Bank Street.

The hours of operation at on-street meters should be expanded to 9:00PM to deal with the recent change in provincial legislation that permits extended shopping hours. This change will increase the turnover of vehicles on and near Bank Street after 5:30PM thereby encouraging a flow of motorists and an increase in the level of convenient use by motorists of the most preferred parking locations.

Look at expanding the hours of operation for signed parking restrictions close to Bank Street past 5:30 PM.

Staying in line with recommendation number 2, signed duration restrictions on the side streets closest to Bank Street should be expanded to 9:00 PM. This change will increase the turnover of vehicles on block faces close to Bank Street. Residents participating in the "Residential parking permit program" on these Streets will benefit from this change – spaces will become free more frequently for their use.

Increase the duration restriction for Clarey, Thornton and Monk Streets from 3 hours to 2 hours.

- a. This change will increase the turnover of vehicles close to Bank Street and free up on-street parking spaces by encouraging mid-to long-term motorists to seek alternate parking locations. An increase in turnover will increase the number of vehicles (customers/clients) which utilize these block faces. Employers and employees should be encouraged to utilize long term off-street parking facilities so that customers are afforded the greatest convenience in on-street parking selection.
- b. Sign no parking on Monk Street 9 meters north and south of Thornton Street on the east side of the street and 9 meters north of Holmwood Street on the east side of the street to ensure enforcement of the new parking restrictions.
- c. This change will decrease the congestion created by motorists parking illegally close to the intersection of Thornton Street and Monk Street and at Holmwood Street and Monk Street. The 9 meter parking standard from intersections should be regularly enforced and this will ensure that it is clearly demarcated. Those motorists that park by squeezing their vehicles onto the end of these block faces have ample 3 hour, signed block faces available for their convenience directly west of the study area.

Where possible, increase the supply of on-street parking - particularly in areas close to Bank Street.

Increases to the supply of metered parking on Clarey Street and Fifth Avenue can occur. On these streets, it may be possible to locate metered parking within the Commercial-Residential transition zone, close to Bank Street. Increasing the supply of available parking will benefit the entire study area by alleviating the current supply shortage

Work with private property owners to better utilize their parking spaces.

Propose to Brewers' Retail an arrangement that would allow the City to operate some of their off-street spaces as short-term parking for clients along Bank Street. Any increase to the supply of available parking in the Lower Glebe Parking Study area will assist in the alleviation of the current supply shortage.

3. Results:

N/A

Title: The Glebe - Parking Surveys - Presentation To The Glebe Merchants Assoc.

Author: Vince Mauceri, Vice President OF Operations, Park Smart

Authority/Sponsor: City of Ottawa-Parking Operations and Enforcement

Study date: March 12, 1999

1. Conclusions:

- a. Public have affinity for the area
- b. Many repeat customers
- c. 75 to 90 minutes time spent
- d. Average of \$50 per trip spent in the Glebe
- e. 75 to 90 minutes - some spaces not turning over
- f. Important to stay within time limits (more customers for the area)
- g. Potential of \$800 to \$1000 per hour lost(customers can't find space)

2. Recommendations:

- a. South of First St. look at changing the 2 limit to 1 hour to encourage higher turnover
- b. City & BIA to work together on providing long term parking for merchants/employees:
 - North of First St. along Bank St.
 - The northern municipal lot (<50% occupied)
 - North of First St. on side streets (not withstanding potential conflict with residents)

3. Results:

N/A

TITLE: Lansdowne Park - Parking Operations Study - Draft Report

Author: Delcan

Authority/Sponsor: City of Ottawa Parking Operations

Study date: June 2000

1. Conclusions:

- a. Lansdowne Park was redeveloped in 1990 and the number of entrances was reduced to five. The current on-site circulation pattern dates to this time.
- b. The community is in favour of promoting alternate modes of travel to the automobile for shoppers going to the commercial area along Bank and for patrons of events at Lansdowne Park.
- c. Additional public parking is required in the commercial area along Bank Street in the Glebe to meet the demand of shoppers
- d. On-street parking utilization in the lower-Glebe area (the area between Fourth Avenue, O'Connor Street, Holmwood Street, and Lyon Street) averaged over 80 percent after 4 pm on weekdays and over 100 percent on weekends.
- e. Large off-Street parking facilities in the lower- Glebe are not sufficiently occupied, as people prefer to park on-street.

2. Recommendations:

Based on the evaluation of the various methods of fare collection, including pay-and-display, entrance cashiering, exit cashiering, pre-exit cashiering, it was determined that the most efficient method of fare collection for Lansdowne Park would be entrance cashiering. The following recommendations are made related to the implementation of pay parking at Lansdowne Park.

- a. Entrance cashiering should be implemented through use of kiosks at each entrance. Gates are not recommended.
- b. Kiosks would only be operational during games and events and the site would be accessible (free) to the public at other times. In the event that pay and display parking is implemented at Parking Lot Zone 7, other entrances would have to be gated and closed to public traffic to deter users of the pay and display lot from parking free elsewhere on the site without charge.
- c. To discourage potential increases in on-street parking, parking rates should be set at levels which take into account the market for each event. Higher rates may increase the extent of on-street parking, and reduce family affordability.
- d. Proposed kiosk locations are identified in Figure 3.
- e. Potential changes to the site's operation related to the proposed kiosk locations are described in Section 4.1.
- f. Parking stalls in the area adjacent to the Civic Centre's north face should be removed and replaced with a pedestrian walkway to minimize vehicle/pedestrian conflicts.

- g. Signage identifying the entrances to Lansdowne Park along Queen Elizabeth Drive should be improved.
- h. If the Region proceeds with the implementation of pay parking, more detailed functional planning for each entrance should be undertaken to identify where on-site adjustments to the parking layout and circulation will have to be made to maximize the efficiency of traffic flow in locating the kiosks.

3. Results:

The report brought together representatives from the Glebe Community Association and the Ottawa South Community Association to communicate the proposal and illicit feedback.

Title: City Of Ottawa 2002 Glebe Business Area Survey Report

Author: Corporate Research Group Limited.

Authority/Sponsor: City of Ottawa

Study date: April 2002

1. Conclusions:

- a. Those shoppers who travel by car to the Glebe business area always first attempt to park either on the non-metered side streets and/or one hour street parking.
- b. Overall, the parking situation could best be described as being marginally adequate to suit the preferred mode of transportation of the majority of visitors/shoppers to the Glebe business area
- c. For the most part the majority of visitors/shoppers do not feel that there are enough parking spaces in the Glebe business area, and they feel that their shopping experience could be enhanced if parking rates were reduced and/or there was more and improved parking availability.

2. Recommendations:

None

3. Results:

N/A

Title: License Plate Survey Bank Street Parking Meters In The Glebe

Author: Giffels Associates Limited

Authority/Sponsor: City of Ottawa Parking Operations Branch.

Study date: May 2005

1. Conclusions:

- a. Saturdays are fairly constant with respect to vehicle trips to the Glebe; whereas, Sundays vary with the weather conditions.
- b. Sunny and warm weather reduces the number of vehicle trips (customers) to the Glebe since their average parking duration increases dramatically thus preventing other vehicle trips from finding parking spaces in the Glebe in proximity to their destinations.
- c. Windy, cold and rainy Sundays increases the number of vehicle trips to the Glebe since their average parking duration drops significantly but still approximately 17 minutes longer than average Saturday parkers.
- d. Considering that the daily available spaces are generally located north of Glebe Avenue, and south of Strathcona Avenue, the practical parking capacity at parking meters in the Glebe is reached each Saturday and Sunday between 10:30 a.m. and 11:00 a.m.
- e. If more parking spaces were made available or the time limits were reduced/controlled in the Glebe between Glebe Avenue and Holmwood Avenue, more vehicle trips would be attracted to the Glebe.

2. Recommendations:

None

3. Results:

N/A

Title: Retail Market Research Study: Glebe Business Improvement Area, Ottawa, Ont.

Author: Market Research Corporation

Authority/Sponsor: The Glebe Business Improvement Area (BIA)

Study date: April 2010

1. Conclusions:

Based on the intercept survey, it was concluded that:

- a. Most (71.3%) of the pedestrians on Bank St. live in the Glebe or nearby neighbourhoods;
- b. Most (67.3%) walk or take the bus to Bank St.
- c. They shop primarily at food, convenience, and eating/drinking establishments;
- d. Those who shop (64.8%) spend an average of \$74 each and at 2.23 businesses or the Glebe and other nearby residents, the Glebe business district functions mainly as a place for their daily and weekly shopping for food, convenience, eating and drinking. They are generally quite happy with the existing businesses in the Glebe want better/more parking, certain improvements to Lansdowne Park, but not commercialization of it. In particular, the most unwanted changes there are some of the components of the initial Lansdowne Live! Proposal or similar developments (at the time this survey was undertaken, LPP had not been released).

Based on the telephone survey, it was concluded that:

- a. Businesses in the Glebe have dual, distinct and strong functions:
 - For the Trade Area residents, they are most popular for their daily and weekly shopping, primarily at food, convenience, eating and drinking businesses; and
 - For the residents of Ottawa as a whole, they are mostly popular for their specialty, unique, high-end retail and service needs, especially dining/night out/entertainment.
- b. City residents too like the neighborhood atmosphere, independent and specialty stores in the Glebe. They are particularly bothered by the parking shortage, congestion and high prices there;
- c. City residents spend a lot more per purchase than the Trade Area residents at the Glebe businesses (\$92 and \$33 respectively), but less frequently;
- d. Unlike the trade area residents, Ottawa residents as a whole would like Lansdowne Park to be a better/larger centre for professional sports, concerts, entertainment and exhibitions;
- e. Similar to the Trade Area residents, Ottawa residents as well would not like condominiums, apartments, large/box/chain retail development in Lansdowne Park;

- f. Based on shopping patterns of the city residents as a whole, the strongest competitive shopping facilities to the Glebe are:
- St. Laurent, Rideau Centre, and Bayshore Shopping Centres; and
 - Large Loblaws supermarkets, Wal Mart and Costco stores.

Additional conclusions made by the study were:

- a. The Glebe is a generally low-scale, pedestrian-oriented, old, well-known, and popular residential community. It includes Bank Street, one of a handful of well-established main street type commercial corridors still left in the City of Ottawa;
- b. The businesses in the Glebe are diverse, include pillar-type stores, such as Davidson's Jewelers (since 1930s), whimsical new stores such as The Sassy Bead Co., specialty stores and services such as The Glebe Meat Market and Joe Mamma's Cycle Shop, chain stores such as Shoppers Drug Mart and Starbuck's coffee shop, rare stores such as Prime Crime Books and Oresta Organics, fine dining such as Urban Pear, as well as basic necessity stores, such as Metro and Loblaws' supermarkets;
- c. The residents of the Trade Area, as well as those of the rest of the City of Ottawa like the scale, charm, atmosphere of the Glebe, and the variety of the businesses, especially the fact that many of them are unique and independently owned/operated;
- d. The parking shortage, parking costs and traffic congestion on the one hand; competition from shopping centres and especially the large new-format stores (e.g., large Canadian Tire, Loblaws, Wal Mart, Costco) have increasingly become major problems for the Glebe businesses;
- e. The population of the Trade Area is low, and its growth during the next 10 years is expected to be insignificant;
- f. In order for the Glebe businesses to retain their present market share, they must be able to better serve the Trade Area residents for the daily and weekly shopping, as well as the residents of the rest of the city for their shopping needs at specialty, novelty, and unique stores and services;
- The Glebe businesses, however, are severely threatened by two expected events, in addition to the existing parking and congestion problems:
- **The Reconstruction/Renovation of Bank St.:** Similar to Bank St. north of the Queensway, its part south of this provincial highway is planned to undergo a major and necessary reconstruction of the water/sewer mains. The current reconstructions on Bank St., Preston St. and Wellington St. West, however, have been extremely damaging to the businesses there, based on this study's research. There is grave, and in our opinion, completely justifiable concern on the part of the businesses in the Glebe, that the planned reconstruction in 2010 will be just as damaging to their businesses; and
 - **OSEG "Lansdowne Live!" Proposal:** The retail component of this proposal is 408,000 sq. ft. (page 56 of "Lansdowne Partnership Plan"). The only store types and sizes of this component identified so far are a cinema complex of

approximately 45,000 sq ft and a supermarket of 40,000 sq. ft. However, in a number of articles, other documents, and meetings, the retail component has also been said to be 199,000 sq. ft., 200,000 sq. ft., 250,000 sq. ft., 360,000 sq. ft. and most recently, 300,000 sq. ft. The reasons for these varying numbers are not clear to us. Any business which sells products and/or services on a retail basis is considered to be part of the total retail commercial space in the industry. The sizes of the various existing shopping centres and other retail facilities everywhere include food stores, restaurants, beauty salons, cinemas, dry cleaning, as well as other goods-selling stores. A more complete, accurate and final make up of the retail and service floor space in the LPP is absolutely necessary in order to know exactly what is proposed, and also to assess its impacts on the Glebe businesses.

We believe that the retail market on Bank St. south of the Queensway is already fragile due to access, congestion, and parking problems and competition, and any single one of these two new threats can irreversibly damage it further. A major competitive facility at Lansdowne Park and the expected Bank St. reconstruction during the next two years are quite likely, in our view, to be detrimental to many of the existing businesses in the Glebe

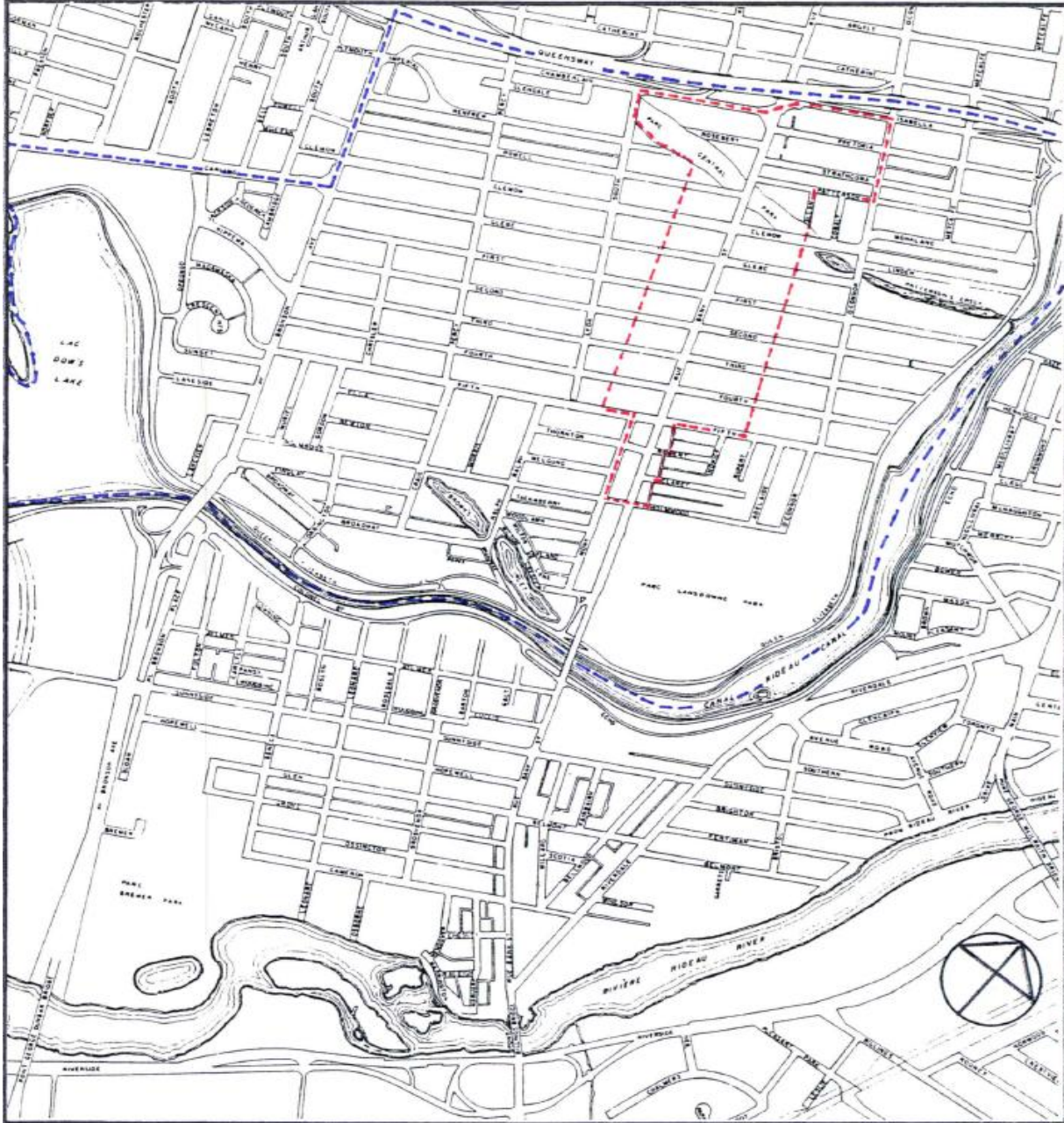
2. Recommendations:

- a. We recommend that the BIA and the City of Ottawa jointly discuss and plan the reconstruction activities, and postpone it to the year 2011. This recommendation is, in part, based on the current recession, and the beginning of its expected recovery in late 2009/early 2010 (it is acknowledged that some business/property owners prefer to have the reconstruction done as soon as possible);
- b. The planning and implementation of the reconstruction are recommended to be more detailed, consultative, and based on the minimization of damage to the Glebe businesses, regardless of whether or not it is postponed;
- c. The maximum capacity for additional supportable commercial space within the Glebe, including at Lansdowne Park, is recommended to be up to 36,200 sq. ft. during the next three years, up to 60,400 sq. ft. for the next five years, including the 36,200, and up to 121,000 sq. ft. for the next 10 years, including the 60,400 sq. ft.;

3. Results:

N/A

1994 Study Area



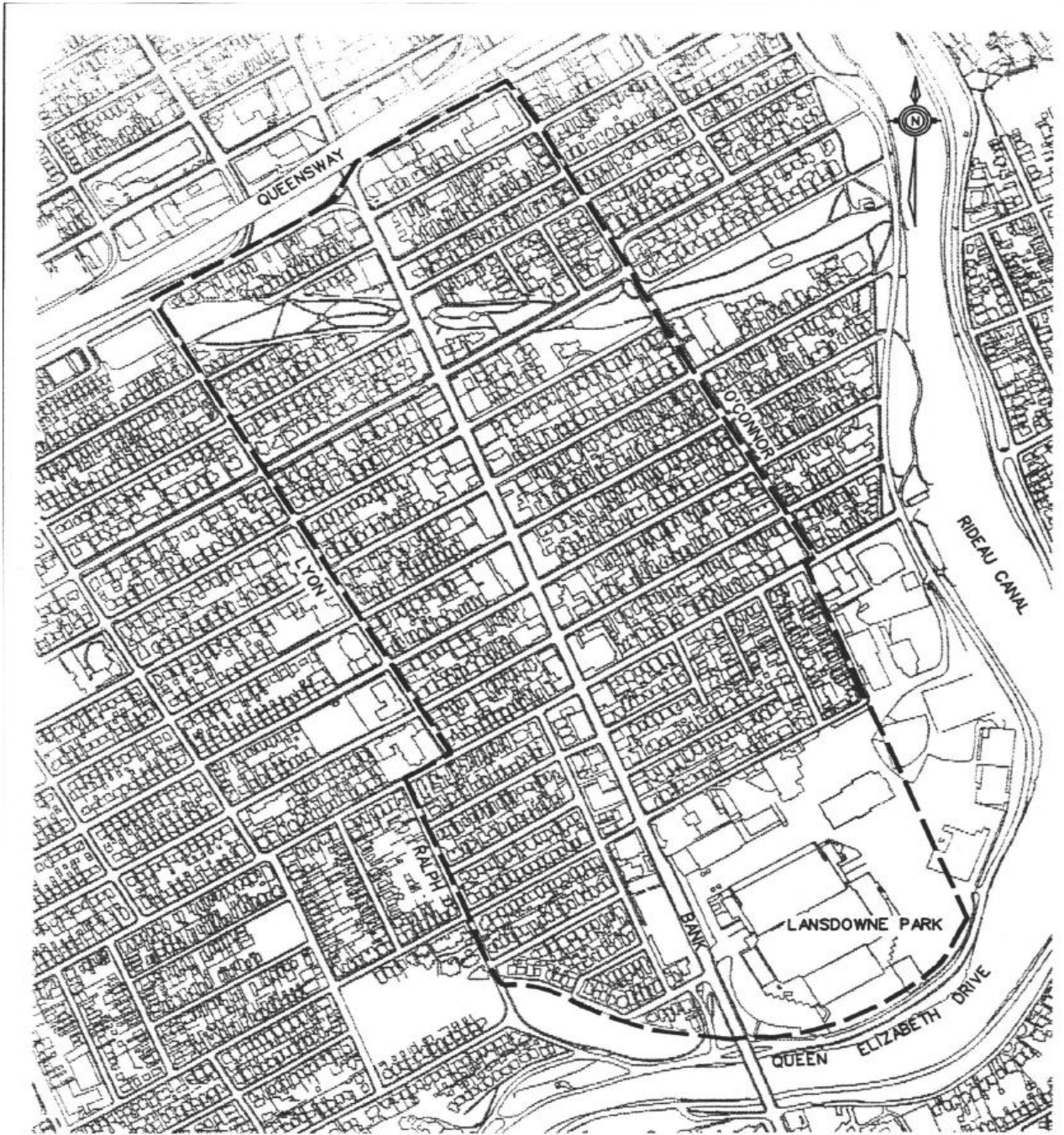
Bank Street In The Glebe Neighbourhood

Glebe Neighbourhood Boundary

Bank Street Study Area Boundary

Scale 1:15,000
Map compiled in 1989

1995 Study Area

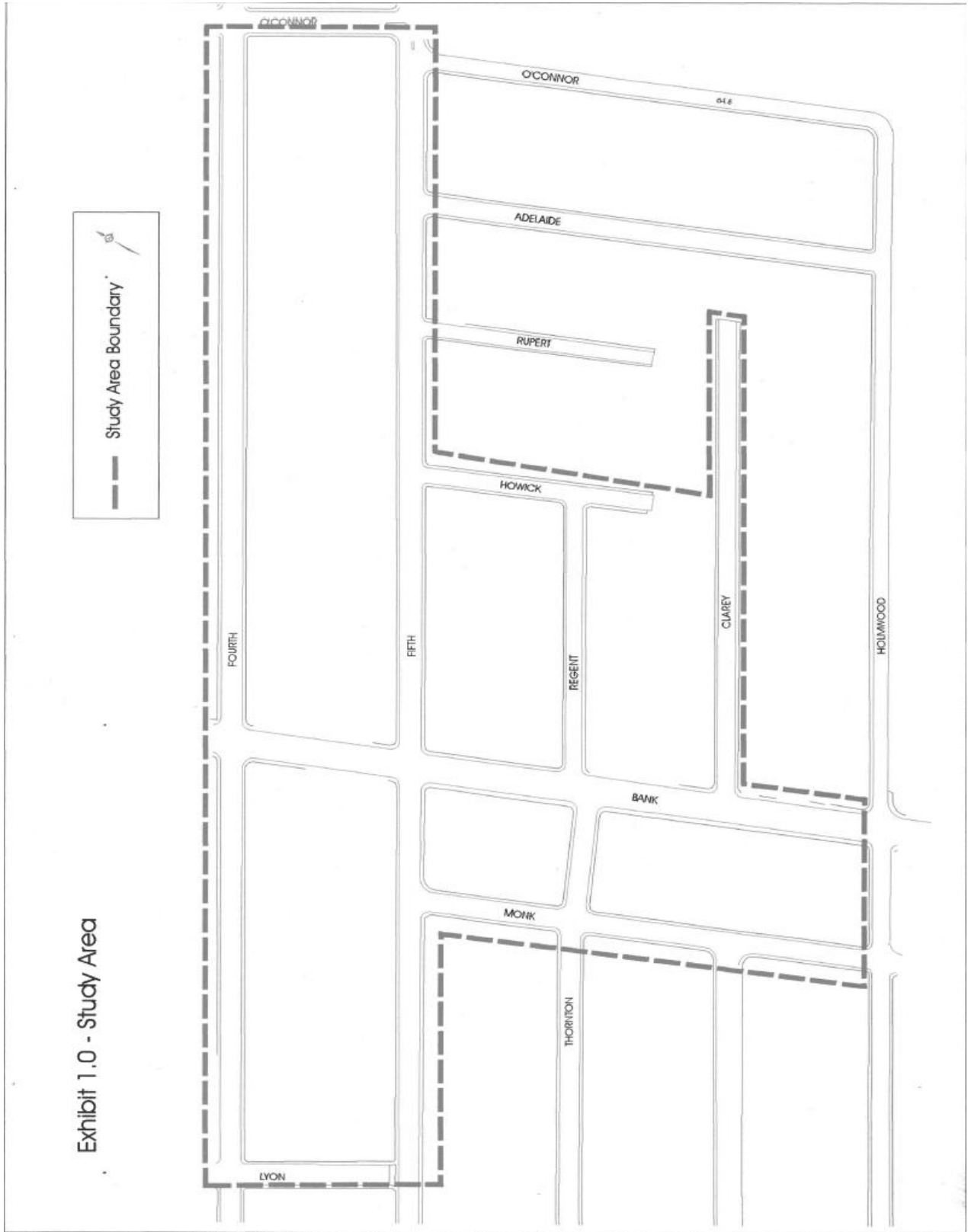


NTS

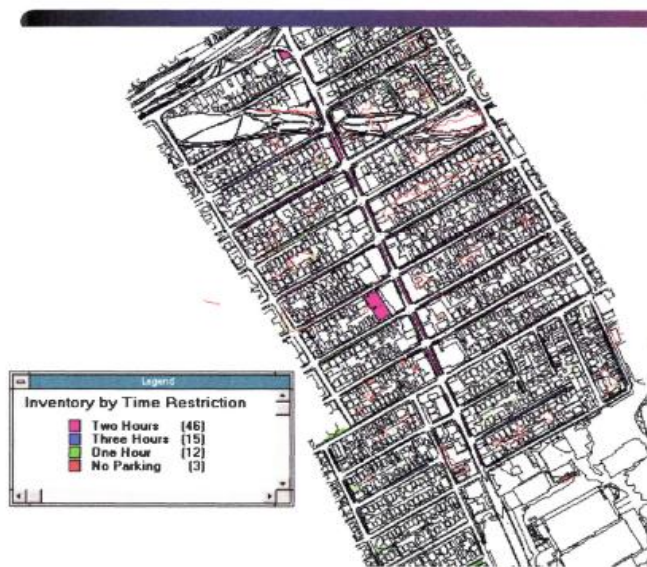
STUDY AREA
GLEBE / BANK STREET PARKING STUDY



1998 Study Area

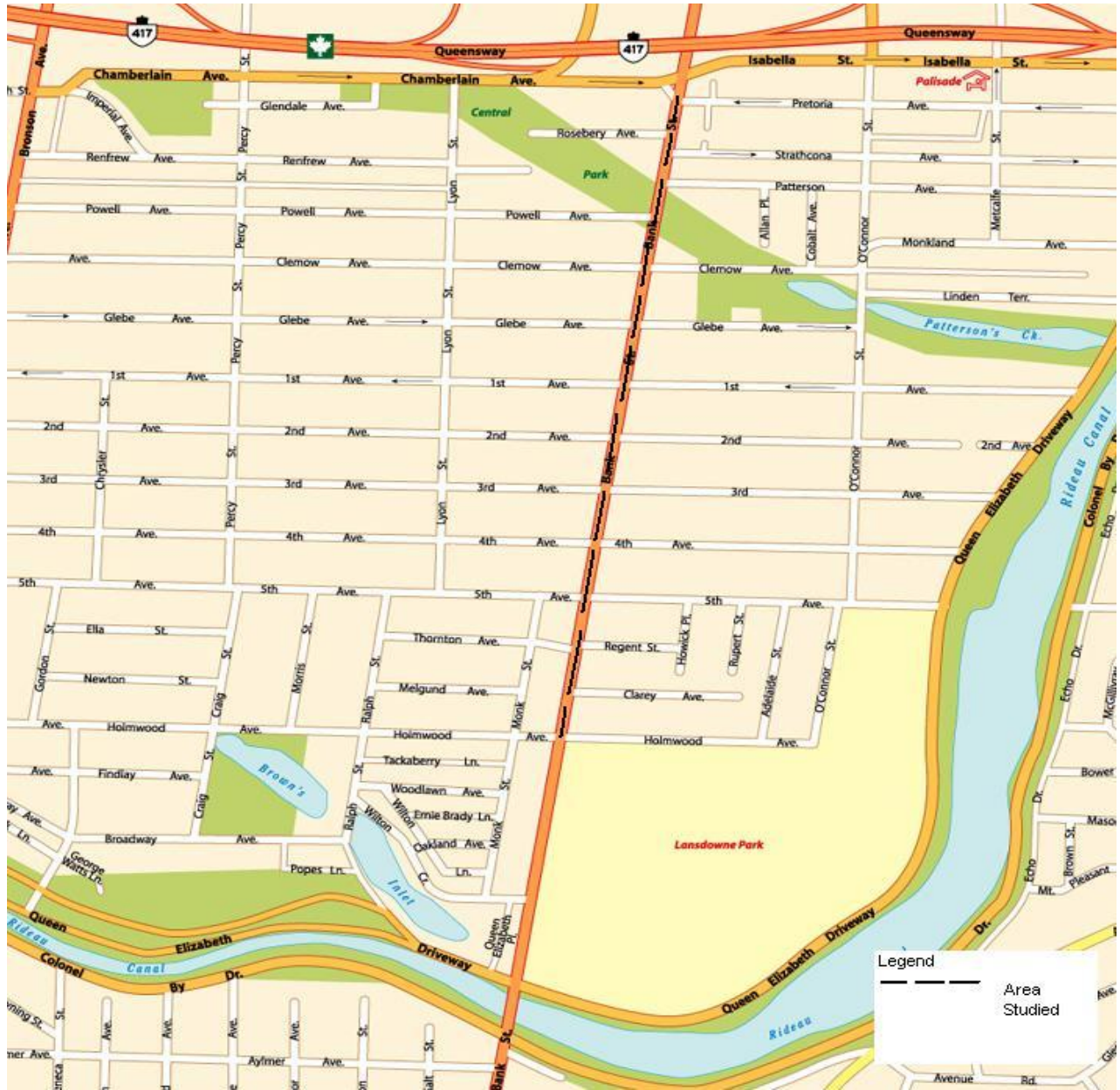


Parking Inventory



- 680 spaces surveyed on Friday and Saturday (or 83% of area total)
- 60 percent of inventory is two hour restricted parking

2005 Study Area



APPENDIX B: Glebe License Plate Survey – Data Refinement

Data Refinement Process – Glebe License Plate Survey

As with any large-scale data collection exercise, a number of issues were observed in the original license plate survey conducted by Geospace Research Associates:

- **Certain data coding errors were noted in the data.** For example, there were 4 instances where a vehicle with a license plate number of BBPE1 was observed during the Saturday survey on Adelaide between Fifth and Holmwood, and 1 instance where a vehicle with a license plate of BBPEI was observed. It is likely that these license plates refer to the same vehicle. With only 5 letters of the license plate recorded during the survey, it is difficult to devise a way to easily screen the data for such errors, since some vehicles may in fact share similar license plates. For the most part, an incorrectly coded license plate will only impact the parking duration calculations; the parking occupancy calculations will not be affected.
- **The ID field was found to have inconsistencies.** In general, this field is used to denote the following:
 - vehicles with handicap permits – HC
 - vehicles with permanent on-street parking permits – P
 - vehicles illegally parked – IP
 - vehicles with trailers – TR
 - tour buses – TB
 - taxis – TX
 - trucks (using 2 or more spaces) – TK
 - commercial vehicles (using one space) – C
 - motorcycles – M
 - vehicles parked in on-street pay parking spaces – PP

If the ID code for a particular vehicle license plate is different for different count dates, the inconsistency was disregarded since each date was analyzed separately, and it is feasible that the ID may have changed.

If, for the same count date, some of the ID codes for a particular vehicle are blank, and others are tagged “X”, the blank ID codes were set equal to “X” (i.e. it was assumed that the blank fields are an error).

If, for the same count date, some of the ID codes for a particular vehicle are set to “X”, and others are set to “Y”, appropriate adjustments were applied depending on the type of information being sought.

- **There is evidence that some vehicles returned more than once to the same block face during a particular survey period.** Of the 8093 unique vehicles observed, 632 were counted fewer times than would be implied by subtracting the times when the vehicle was first and last observed (for example, if the vehicle was first observed at 2:00 p.m. and last observed at 3:30 p.m., we would expect it to have been counted 4 times based on half hour survey increments – at 2:00, 2:30, 3:00, and 3:30). It is relatively easy to sum up the total vehicles and total unique vehicles observed over a particular time interval to calculate the average parking duration. However, if the same vehicle

returns more than once to the same block face, the number of “unique” vehicles will be underestimated (assuming that “unique” refers to each unique vehicle arrival). To address this issue, a series of sophisticated Excel and Access queries was applied to determine the parking duration associated with each continuous period of parking activity for each observed vehicle. These values were then averaged together to estimate the average parking duration by location.

- **No data was collected at 11:30 a.m. during the Saturday count, or at 11:30 a.m. and 4:30 p.m. during the Thursday count.** For simplicity, it was assumed that a vehicle recorded before and after these missing intervals was also present during the missing interval. However, because of this assumption, it was not possible to estimate the average parking duration by simply dividing the total vehicles observed during the survey interval by the total unique vehicles. Instead, the parking duration for each vehicle was estimated separately & averaged together – an approach that also proved necessary to deal with vehicles that returned more than once to the same block face during the survey, as described above.
- **There are 72 instances in the database where the same license plate was recorded more than once at the same block face, at the same time.** With only 5 digits of the license plate recorded, it is unclear whether these instances refer to coding errors or simply reflect vehicles with similar license plates. As a result, a manual check was carried out of all 72 cases, considering things such as the order of parked vehicles on a particular block face as recorded on the original survey form over several consecutive time intervals. Where errors were suspected (i.e. mis-recorded times, double-counting, etc.), appropriate adjustments were made.
- **There are several instances in the database where the license plate is coded as “N/A” or “NA”.** From a review of the data, it is believed that this coding was used to indicate cases where no vehicles were parked along a particular block face at a particular point in time. As a result, records with a license plate of “N/A” or “NA” were simply deleted from the database (373 records in total).
- **It was noted that the “time” field in the database has an incorrect format for 69 records.** Such issues may cause the records to be ignored in some of the database queries. As a result, the formatting was corrected manually for all 69 cases.
- **Certain blockfaces have no vehicles observed on certain dates.** It was assumed that this is reflective of the actual parking activity, and is not indicative of a section that was missed during the data collection.

APPENDIX C: Survey Questions & Additional Comments



City of Ottawa

Parking Operations, Maintenance and
Development
185 Slidell Street
Ottawa, ON K1Y 3B5

Business/Consumer Parking Survey

Date _____ Time _____

Weather _____ Initials _____

Special Events/Notes _____

Questions for All Interviewees

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) (ATTACH MAP)



City of Ottawa

Parking Operations, Maintenance and Development
185 Slidell Street
Ottawa, ON K1Y 3B5

Business/Consumer Parking Survey

(170 Second Avenue – Thursday + Saturday)

Date _____ Time _____

Weather _____ Initials _____

Special Events _____

Please provide the first 3 digits of your postal code: _____

1. 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) _____
2. How long do you expect to park in this lot today?
 - <0.5hr
 - 0.5-1hr
 - 1-2hr
 - 2-3hr
 - 3-8hr
 - >8hr
 - Don't Know
3. Why did you choose to park in this parking lot today? (Indicate 1st & 2nd choice)

1 st	2 nd	
<input type="checkbox"/>	<input type="checkbox"/>	Location – Close to destination
<input type="checkbox"/>	<input type="checkbox"/>	Ease of use – easy to get to/no parallel parking
<input type="checkbox"/>	<input type="checkbox"/>	Lack of on-street parking spaces
<input type="checkbox"/>	<input type="checkbox"/>	Familiarity with this lot
<input type="checkbox"/>	<input type="checkbox"/>	Price
<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify) _____
4. How long did it take you to find this parking lot?
 - I knew about this lot and came directly here
 - <5 min
 - 5-10min
 - 10-20min
 - 20-30min
 - >30min
5. How often do you park in this lot?
 - First Visit
 - Daily
 - Several times a week
 - Several times a month
 - Several times a year
6. Considering the times you've parked here in the past, 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
7. Do you agree with the 2 hour parking limit?
 - Yes
 - No – The limit should be longer
 - No – The limit should be shorter
 - Don't know
8. Do you feel the parking rates are reasonably priced?
 - Yes
 - No – Parking rates are too high
 - No – Parking rates are too low
 - Don't Know
9. Where is your farthest destination today? (Please indicate on map)
10. Are there any comments or concerns you have with parking in this lot?



City of Ottawa
 Parking Operations, Maintenance and
 Development
 185 Slidell Street
 Ottawa, ON K1Y 3B5

Business/Consumer Parking Survey

(170 Second Avenue - Sunday)

Date _____ Time _____
 Weather _____ Initials _____
 Special Events _____

Please provide the first 3 digits of your postal code: _____

1. 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) _____
2. How long do you expect to park in this lot today?
 - <0.5hr
 - 0.5-1hr
 - 1-2hr
 - 2-3hr
 - 3-8hr
 - >8hr
 - Don't Know
3. Why did you choose to park in this parking lot today? (Indicate 1st & 2nd choice)

1 st	2 nd	
<input type="checkbox"/>	<input type="checkbox"/>	Location – Close to destination
<input type="checkbox"/>	<input type="checkbox"/>	Ease of use – easy to get to/no parallel parking
<input type="checkbox"/>	<input type="checkbox"/>	Lack of on-street parking spaces
<input type="checkbox"/>	<input type="checkbox"/>	Familiarity with this lot
<input type="checkbox"/>	<input type="checkbox"/>	Price
<input type="checkbox"/>	<input type="checkbox"/>	Other (Please Specify) _____
4. How long did it take you to find this parking lot?
 - I knew about this lot and came directly here
 - <5 min
 - 5-10min
 - 10-20min
 - 20-30min
 - >30min
5. How often do you park in this lot?
 - First Visit
 - Daily
 - Several times a week
 - Several times a month
 - Several times a year
6. Considering the times you've parked here in the past, 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
7. If a parking time limit were to be introduced on Sunday to improve the availability of parking, how long should it be?
 - 2 hr
 - 3 hr
 - 4+ hr
 - Unlimited
8. Did the free parking today influence the day of the week you chose to make this trip?
 - Yes – Absolutely
 - Yes – To a certain extent
 - No
 - Don't Know
9. Where is your farthest destination today? (Please indicate on map)
10. Are there any comments or concerns you have with parking in this lot?

Additional Comments – General Glebe Survey

Issue/Comment/Concern	
Parking Availability & Enforcement	
The parking meters are located at every street corner – there is no place where you can just park for 5 min to pop in and out	1
The parking arrangement in Westboro is better for customers and retailers – should not have to pay for parking on Saturdays	4
I prefer to shop in other places because of the free parking (i.e. Westboro)	1
Parking is a problem in the Glebe – parking is the pits!	1
I walk to avoid all of the problems associated with parking in the Glebe	1
Parking enforcement is too aggressive	6
There is not enough parking enforcement on the side streets	1
There is lots of construction and it is hard to find parking on the weekends	1
7/10 clients come in and complain about parking.	1
Clients have issues with parking [Employee of business in the Glebe]	1
There should not be parking meters on the side streets – this encourages increased traffic as people look for spots.	1
You should not be charged for parking on a side street	1
Lansdowne will cause serious parking problems	4
Parking in the Glebe may deter shoppers and residents from the businesses here.	1
I leave the neighbourhood to shop because of parking.	1
Transit Service	
Transit service is horrible getting east-west from the Glebe. A 3km trip to the hospital where I work takes 3 buses and an hour from here.	1
Transit service is slow	1
There is too much traffic into the glebe already. We should be focusing on sustainable modes by increasing transit service and improving the cyclist environment. Not every house has to have a front garage.	1
Transit service should be provided at 5 min frequency since Bank is such a major arterial in the city.	1
Transit service is inconsistent.	2
There should be a transit only lane on Bank Street	1
Buses take up too much space – this should be used for parking instead.	1
There should be increased transit service for the new development.	1
Traffic	
The construction on Bronson makes it difficult to get to the Glebe.	1
Traffic on the Queensway is bad into the Glebe.	1
Cars run red lights at Fifth & Bank.	1
They just changed the signal timing plan and now the pedestrian signal must be actuated before it will change – you shouldn't have to push a button for the walk signal to appear, particularly since there are schools in this neighbourhood (Specific Intersections: Fifth & Bank; Holmwood & Bank)	1
There is too much traffic on Bank Street	2
There is too much traffic on Bank Street and it will only get worse with the redevelopment of	2

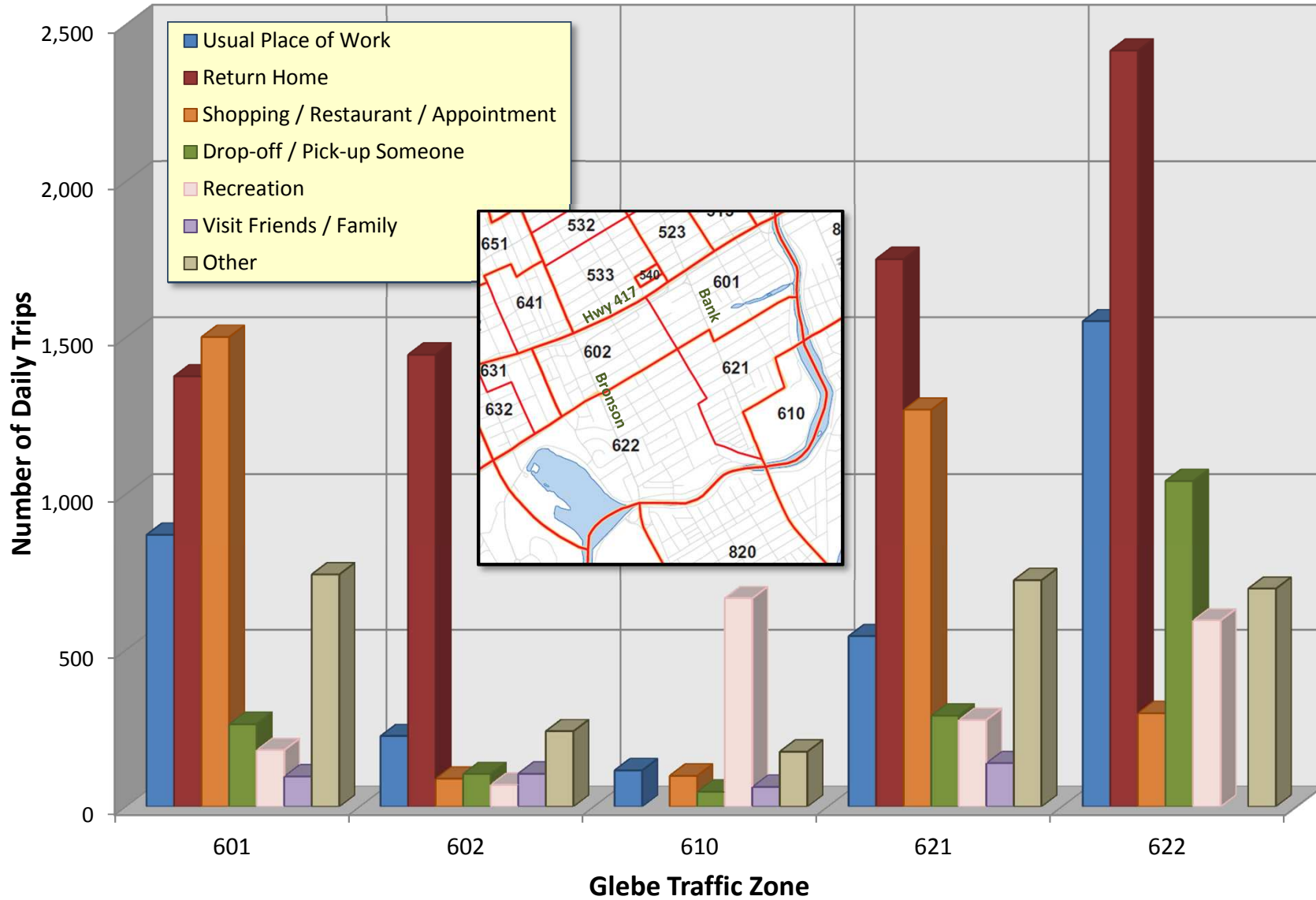
Lansdowne.	
There is too much traffic on Bank Street – serious risk of dooring for cyclists.	1
Crossing /turning on Bank Street is very hard because there is so much traffic (vehicles & pedestrians)	1
Concerns with Sussex and the Canal being blocked off → makes it hard to get around the City	1
Cycling Accomodation & Bike Racks	
Would be nice to have a bike path in the Glebe.	1
It would be great to have a Bixi bike stand in the Glebe – it seems like a logical place for it.	1
Many cyclists bike on the sidewalks and it is dangerous for pedestrians	1
We need more bike parking	10
The quality/structure of the bike parking is poor.	3
Bike parking is sometimes installed in ineffective places.	1
Other	
Why is money being spent on art installations in the Glebe when it is already gentrified – more need in other parts of the City	1
Too much money is spent on sculptures and not enough on cleaning and maintenance.	1
Clemow Street needs lighting – it is a security issue at night because it is so dark.	2
TOTAL NUMBER of ADDITIONAL COMMENTS RECEIVED	67

Additional Comments – Survey of 170 Second Avenue

Issue/Comment/Concern	# of Respondents
Many respondents who indicated that they occasionally had difficulty finding parking spots explained that it was primarily related to the time of year/week/special occasions.	Weekends – 1 Christmas – 5 Sunday – 5 Saturday - 1 Springtime – 1 Winter – 1 Events – 1 TOTAL = 15
Many indicated that they had problems/concerns with the pay machines including the following issues: →machine on the right does not accept toonies/loonies →machines are confusing to use →wish the machines gave change →machines sometimes break →desire to be able to add time to existing ticket like you can on a regular meter	9
I prefer to shop in other places because of the free parking (i.e. Westboro) and believe that paid parking hurts the retailers in the Glebe.	2
I feel there shouldn't be time limits on parking in the lot. It should be up to the person to decide how long they want to pay for.	2
The time limit should be longer after 6 or 7 PM for restaurants.	1
The lot poses problems for those who work in the Glebe because of the time limits/rates.	1
35 cents to use the pay by phone service is unreasonable given the parking rates.	1
A parking garage should be constructed with the new development expected in the Glebe.	1
The lot seems well maintained and safe, and is in a good location.	1
The lot is very important to the community and should remain as surface parking – underground parking is depressing and less safe.	1
A parking garage should be provided to increase capacity.	1
It is a safe lot.	1
It is an easy lot because of the location. It would be nice to have a grace period of 10-15 minutes so you can just run in and grab something without having to pay.	1
I resent having to pay for parking to go grocery shopping.	1
It's unfair that parking is free downtown on weekends, but not here.	1
The night time regulations Monday – Saturday should be changed to reflect those on the street (i.e. end at 7 PM rather than 9 PM).	1
I liked it better when parking was free.	1
I never have a problem parking on Sundays.	1
I park here most frequently to go to Metro.	1
One hour parking is too short – should not be provided anywhere.	1
Passerby expressed a desire for more bike parking	1
TOTAL NUMBER of ADDITIONAL COMMENTS RECEIVED	45

APPENDIX D: Travel Trends

Trips Destined Within the Glebe



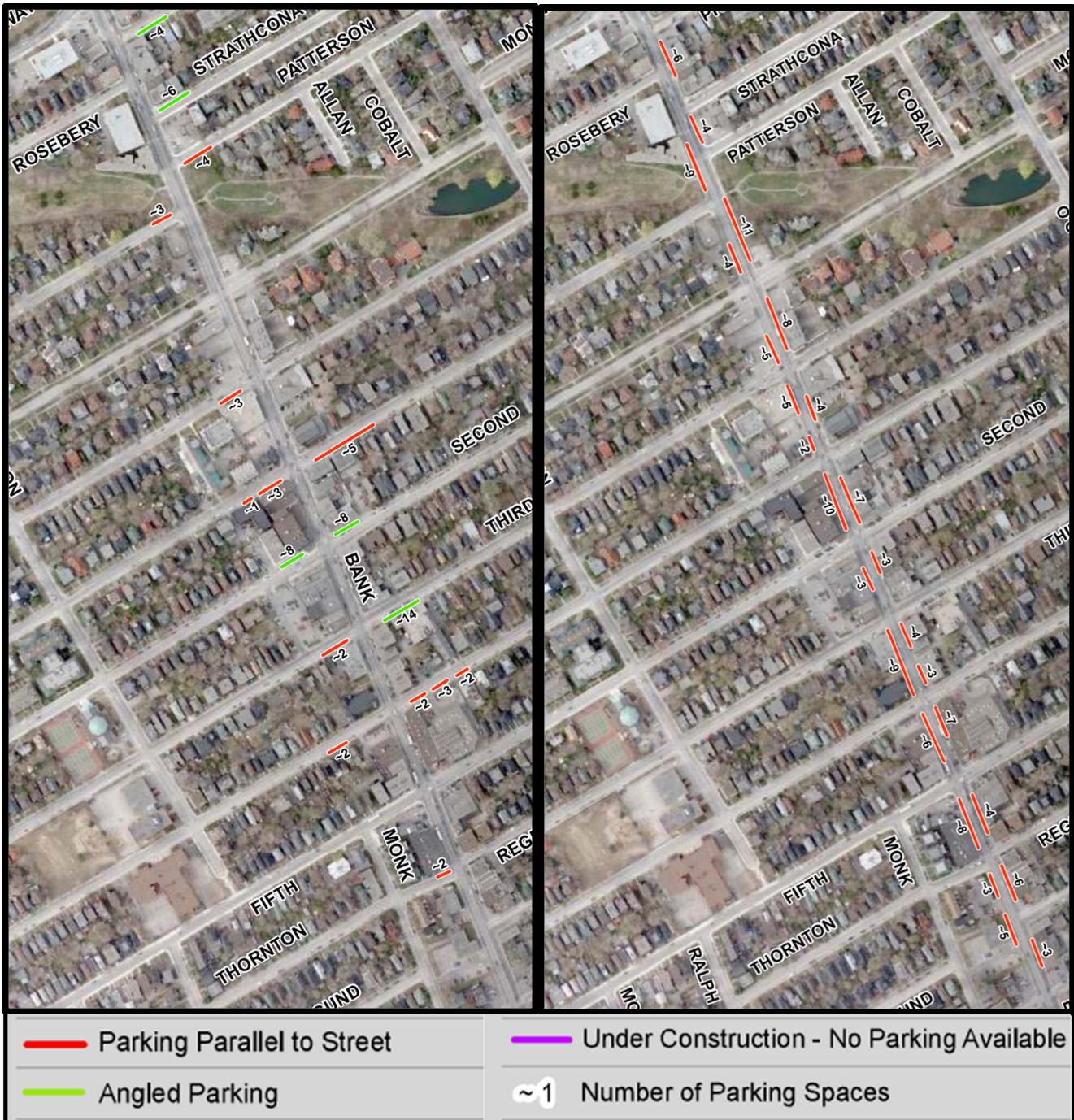
APPENDIX E: Location of Paid Parking Spaces



Paid Parking Spaces in the Glebe

Side Streets

Bank Street

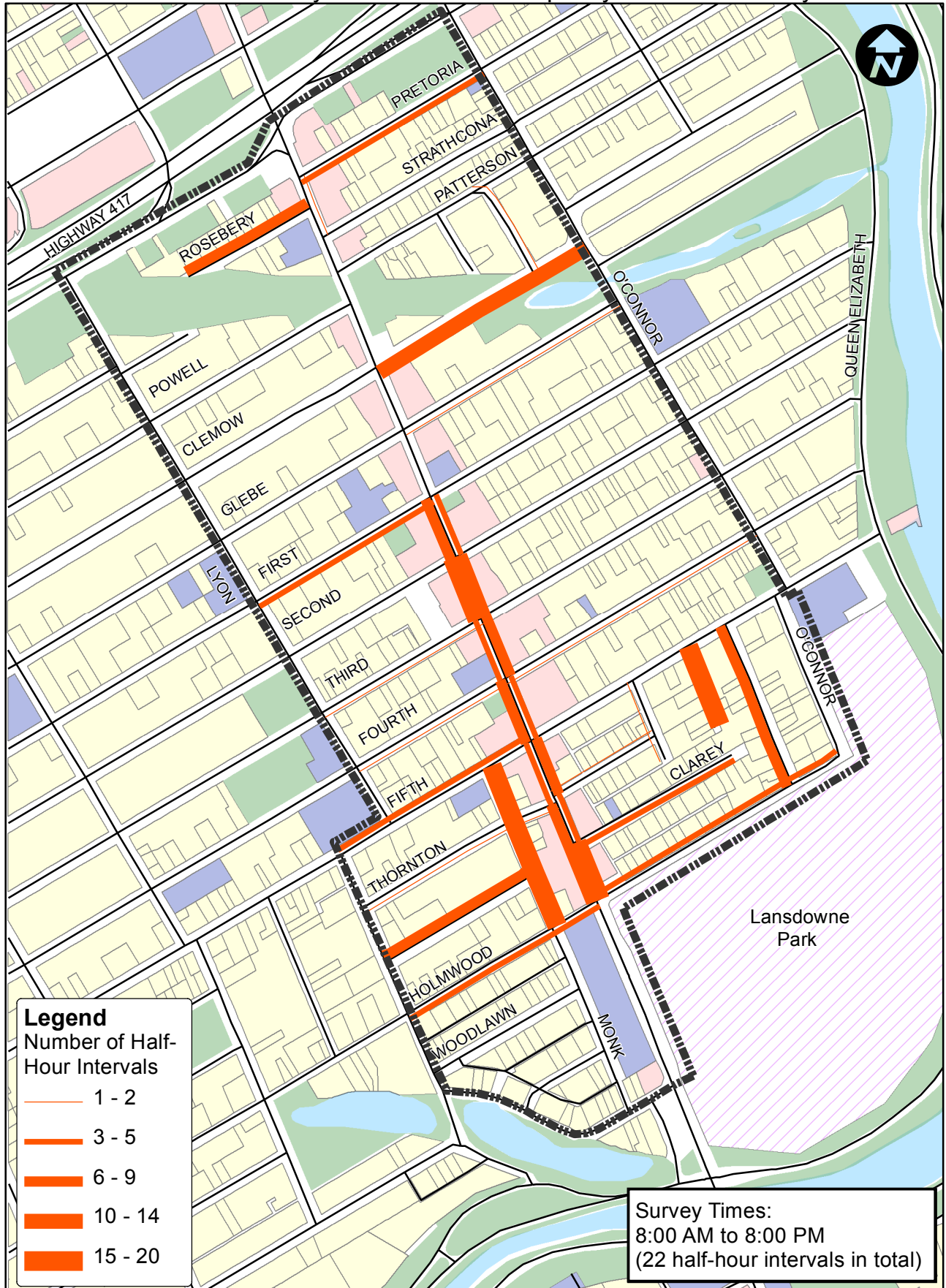


Source: Dillon Consulting (file dated October 3, 2012)

APPENDIX F: Additional Parking Occupancy Data

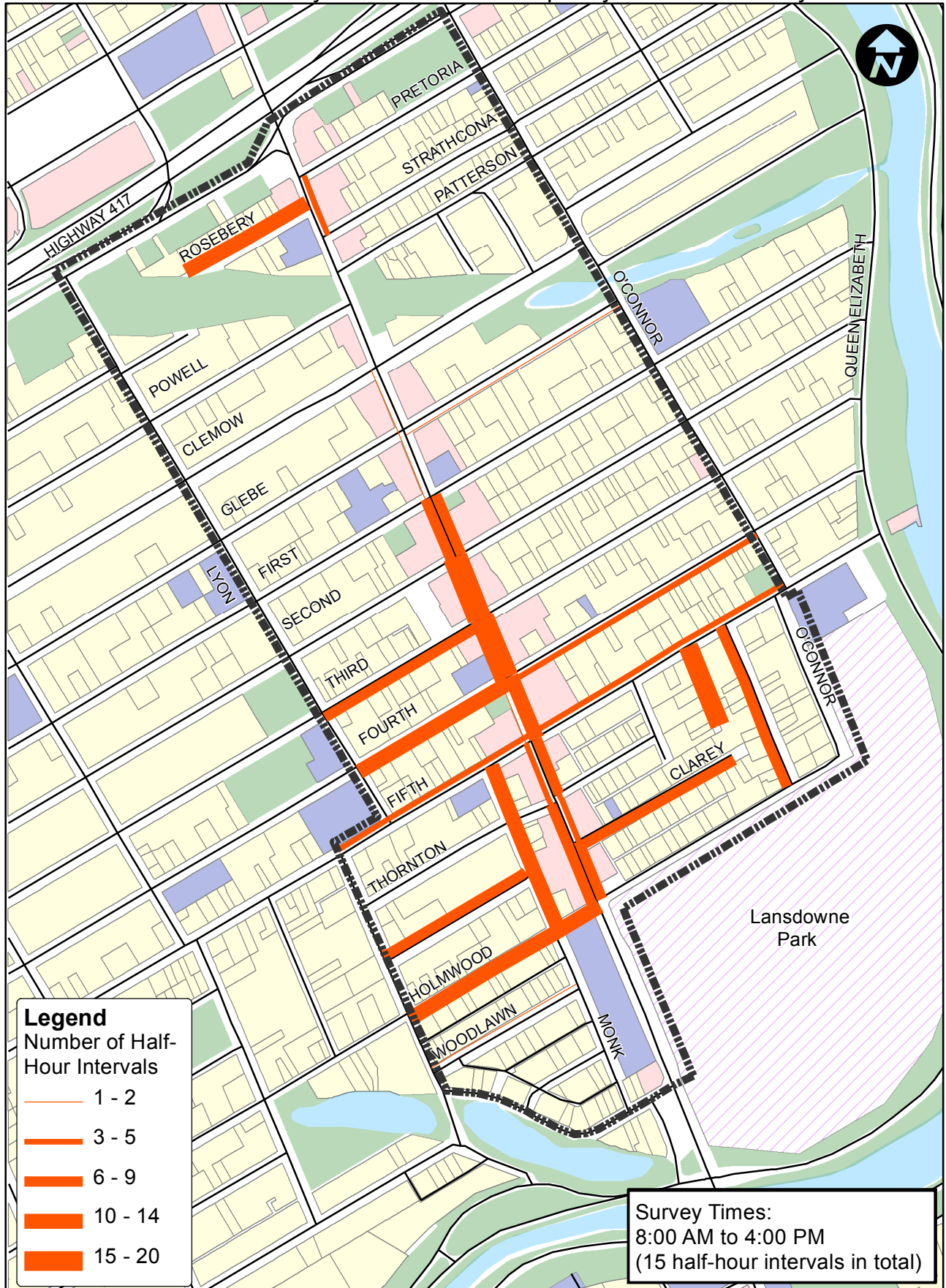
Glebe Parking Study

Number of Half-Hour Survey Intervals with Occupancy $\geq 85\%$ - Thursday



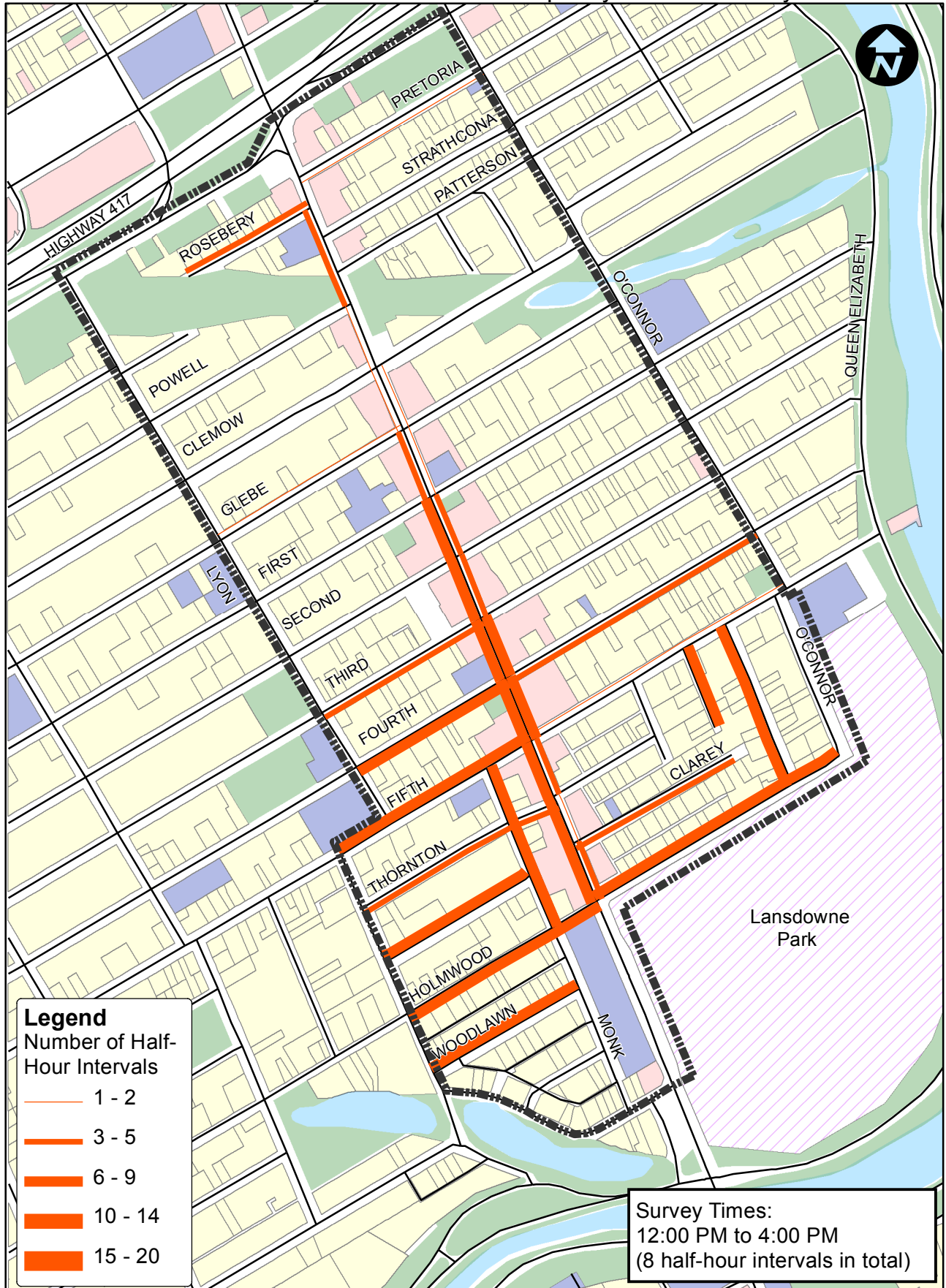
Glebe Parking Study

Number of Half-Hour Survey Intervals with Occupancy $\geq 85\%$ - Saturday

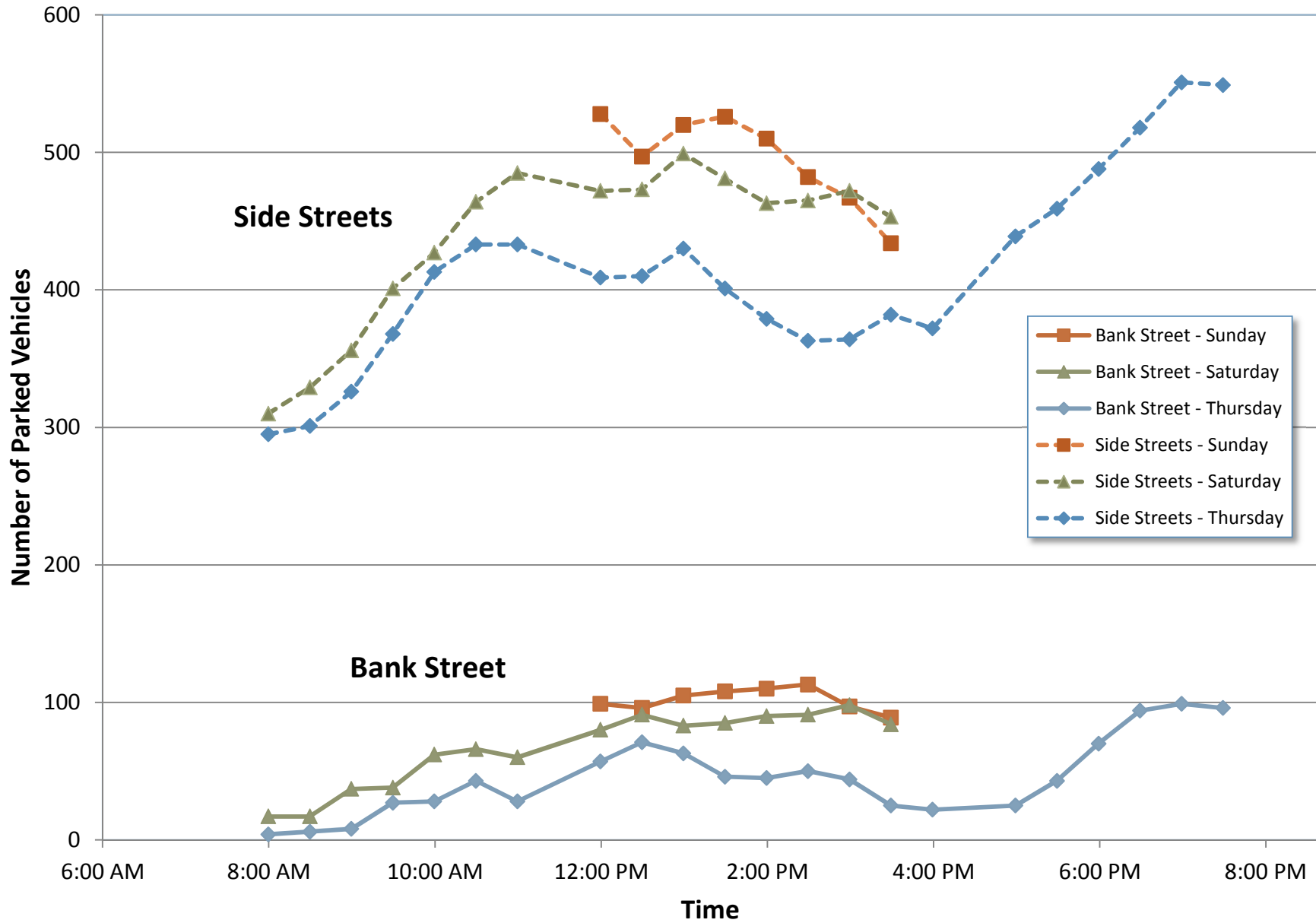


Glebe Parking Study

Number of Half-Hour Survey Intervals with Occupancy $\geq 85\%$ - Sunday



On-Street Parking Occupancy By Time of Day



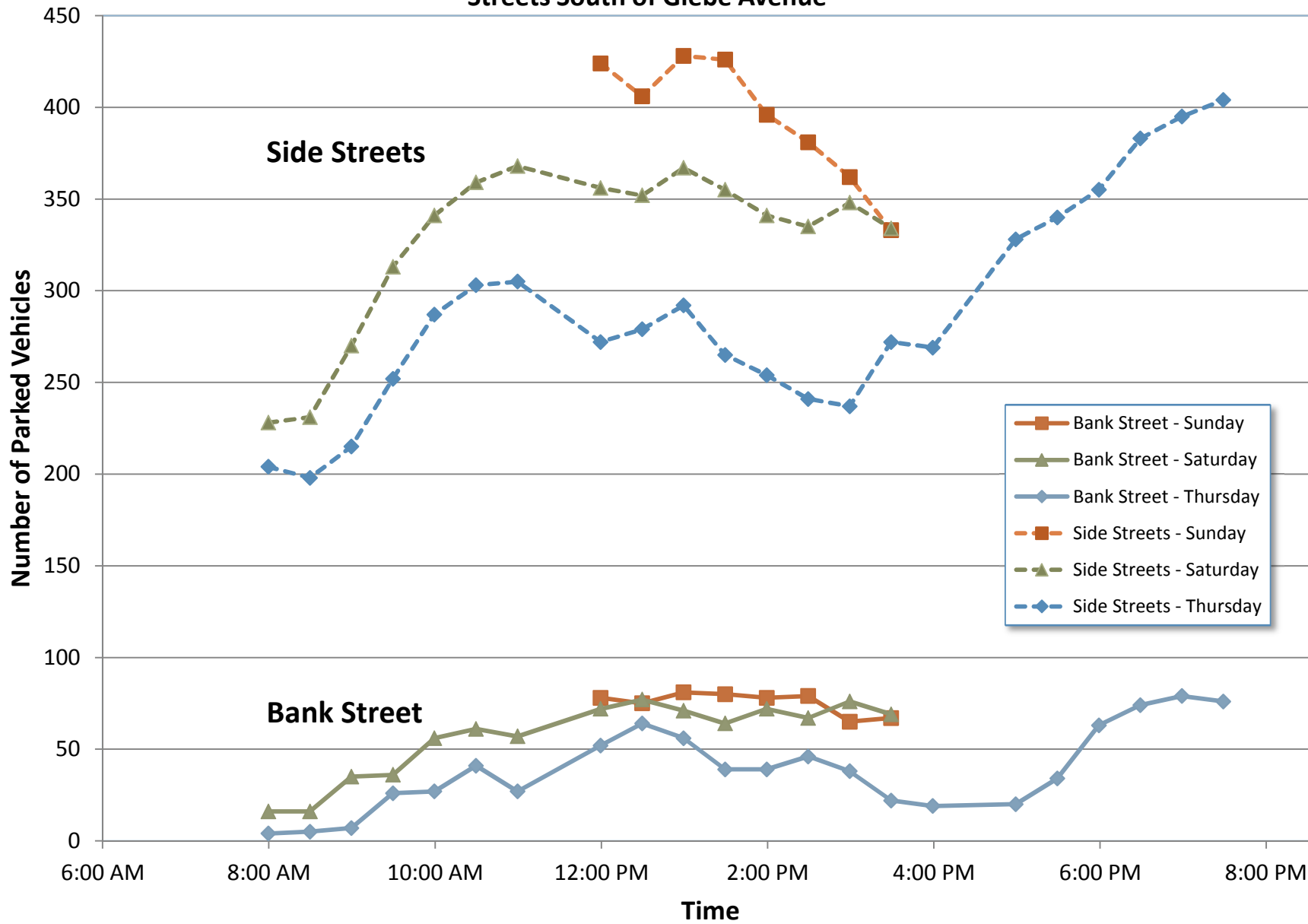
On-Street Parking Occupancy By Time of Day

Streets North of Glebe Avenue



On-Street Parking Occupancy By Time of Day








Streets South of Glebe Avenue



Glebe Parking Study

Off Street Parking Lots By ID



	Customer/Employee		Embassy		Public
	Employee-Only		Institutional		Residential
					Residential Shared Use

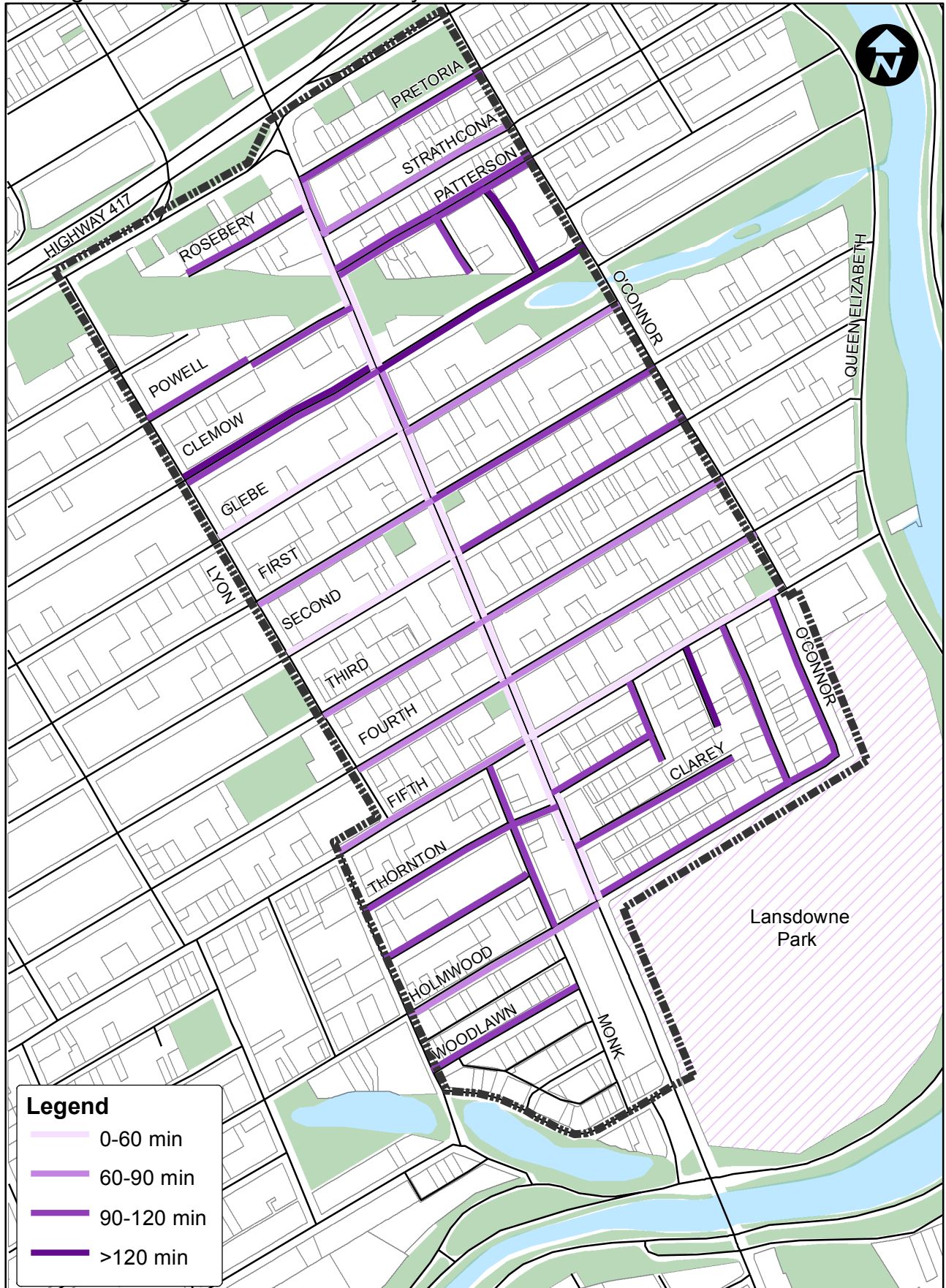
Lot ID*	Business	Public Parking Available	Capacity	Thursday - 1:00 PM		Thursday - 19:00		Saturday - 12:00		Sunday - 12:00	
				Occupancy	Rate	Occupancy	Rate	Occupancy	Rate	Occupancy	Rate
A	Pizza Pizza		2	2	100%			2	100%	2	100%
B	Alley		5	3	60%			6	120%	5	100%
C	Mechanic		9	8	89%			3	33%	2	22%
D	Glebe Meat Market		3	0	0%			3	100%	0	0%
E	Prestige Tire		5	1	20%			1	20%	1	20%
F	Lot Closed		8	1	13%			2	25%	3	38%
G			17	16	94%			14	82%	9	53%
H	Book Store etc.		8	7	88%			3	38%	2	25%
I			7	7	100%			5	71%	0	0%
J			4	1	25%			0	0%	0	0%
K	Alley		5	6	120%			6	120%	4	80%
L	Glebe Chambers		33	14	42%			8	24%	13	39%
M	Office Building		11	7	64%			1	9%	1	9%
N	Office Building		53	28	53%			3	6%	3	6%
O	Office Building		37	23	62%			0	0%	0	0%
P	Randalls		16	5	31%			4	25%	3	19%
Q	Office Building		19	8	42%			1	5%	0	0%
R	Office - CUPE		13	9	69%			0	0%	0	0%
S	Office - Royal LePage, etc.	√	82	75	91%			12	15%	3	4%
T	Alleyway Parking		6	6	100%			5	83%	1	17%
1	Kettleman's Bagel		14	12	86%	6	43%	12	86%	13	93%
2	Beer Store	√	36	18	50%	13	36%	20	56%	12	33%
3	Mexicali Rosas		8	6	75%	7	88%	6	75%	1	13%
4	Macs / Browns		14	9	64%	4	29%	8	57%	5	36%
5	Fifth Avenue Court	√	49	32	65%	18	37%	24	49%	14	29%
6	Scotiabank		8	0	0%	6	75%	6	75%	3	38%
7	Public Lot	√	49	34	69%	24	49%	34	69%	50	102%
8	Behind Home Hardware		11	12	109%	5	45%	5	45%	10	91%
9	Bucklands/Shoppers		25	12	48%	7	28%	14	56%	9	36%
10	Rogers/ Kundstadt		35	12	34%	9	26%	10	29%	13	37%
11	MVP Bar		15	5	33%	7	47%	3	20%	4	27%
12	La Strada		14	8	57%	11	79%	4	29%	4	29%
13	LCBO		12	4	33%	5	42%	4	33%	2	17%
14	Public Lot	√	21	17	81%	9	43%	10	48%	13	62%
15	Clock Tower Pub		21	17	81%	16	76%	14	67%	18	86%
TOTAL			675	425	63%	147	22%	253	37%	223	33%

*Two sets of off-street lot counts were undertaken. In the first set, lots were labelled by numbers, in second, lots labelled by letter.

APPENDIX G: Additional Parking Duration Data

Glebe Parking Study

Average Parking Duration - Thursday

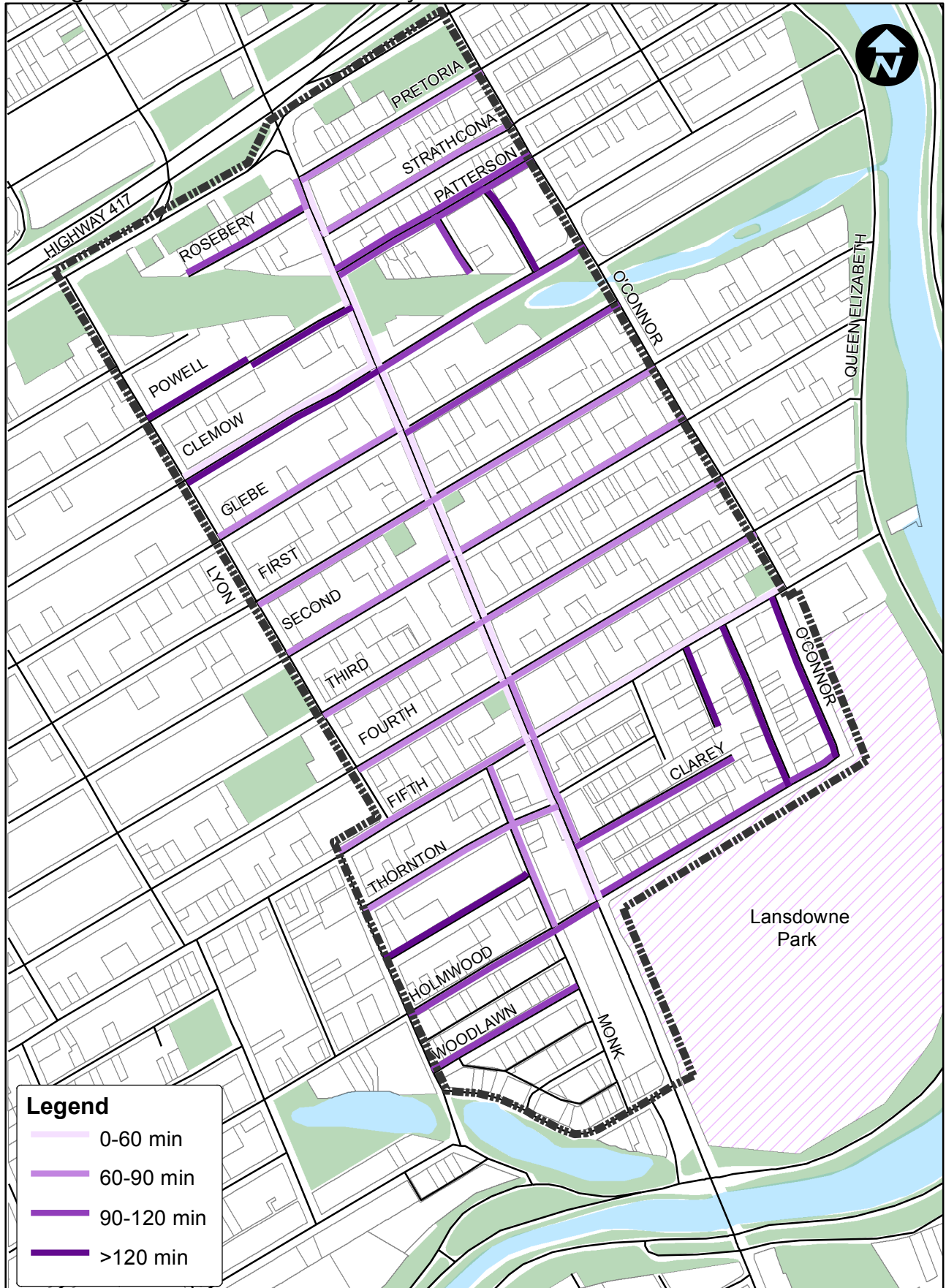


Legend

- 0-60 min
- 60-90 min
- 90-120 min
- >120 min

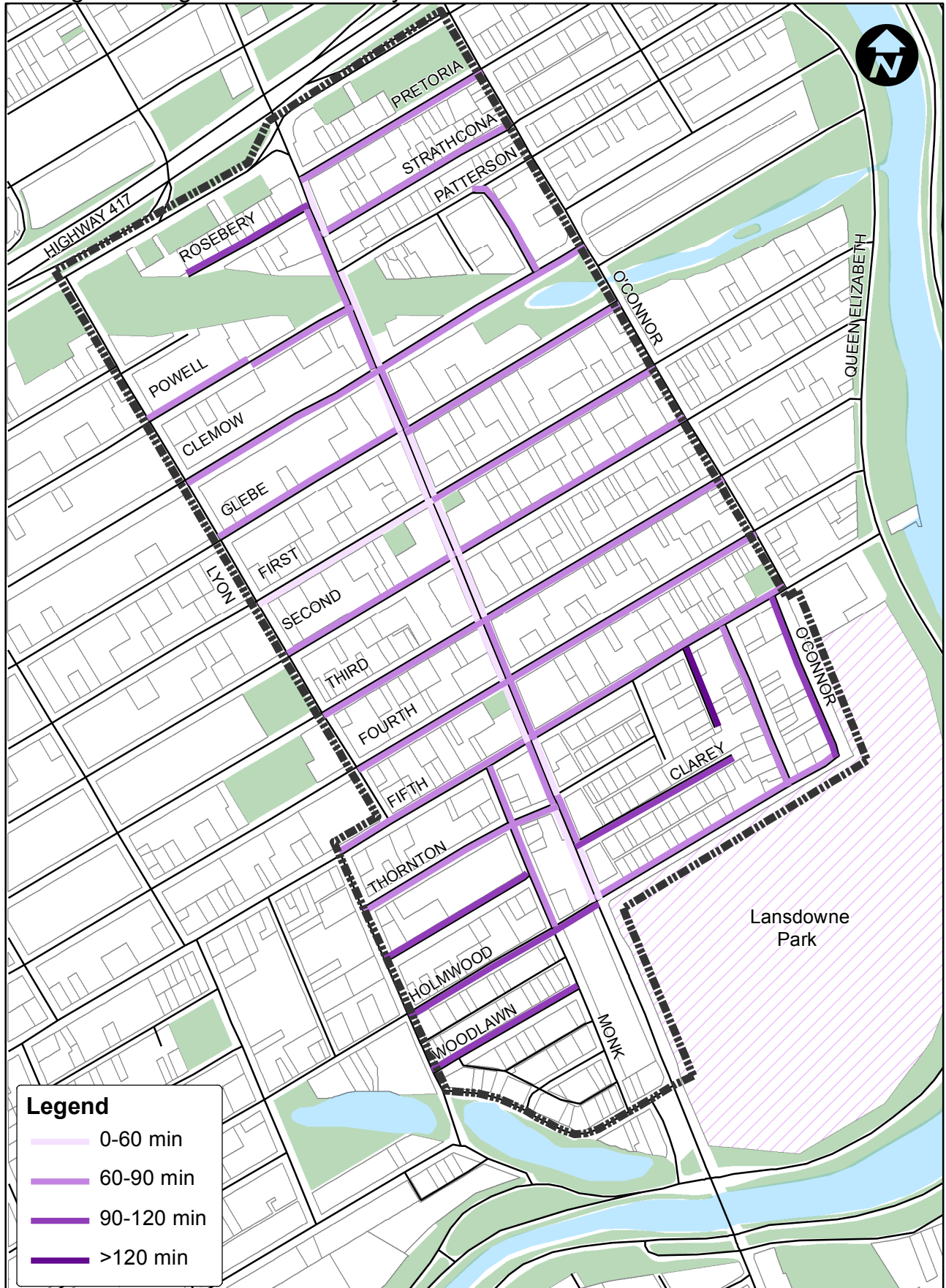
Glebe Parking Study

Average Parking Duration - Saturday

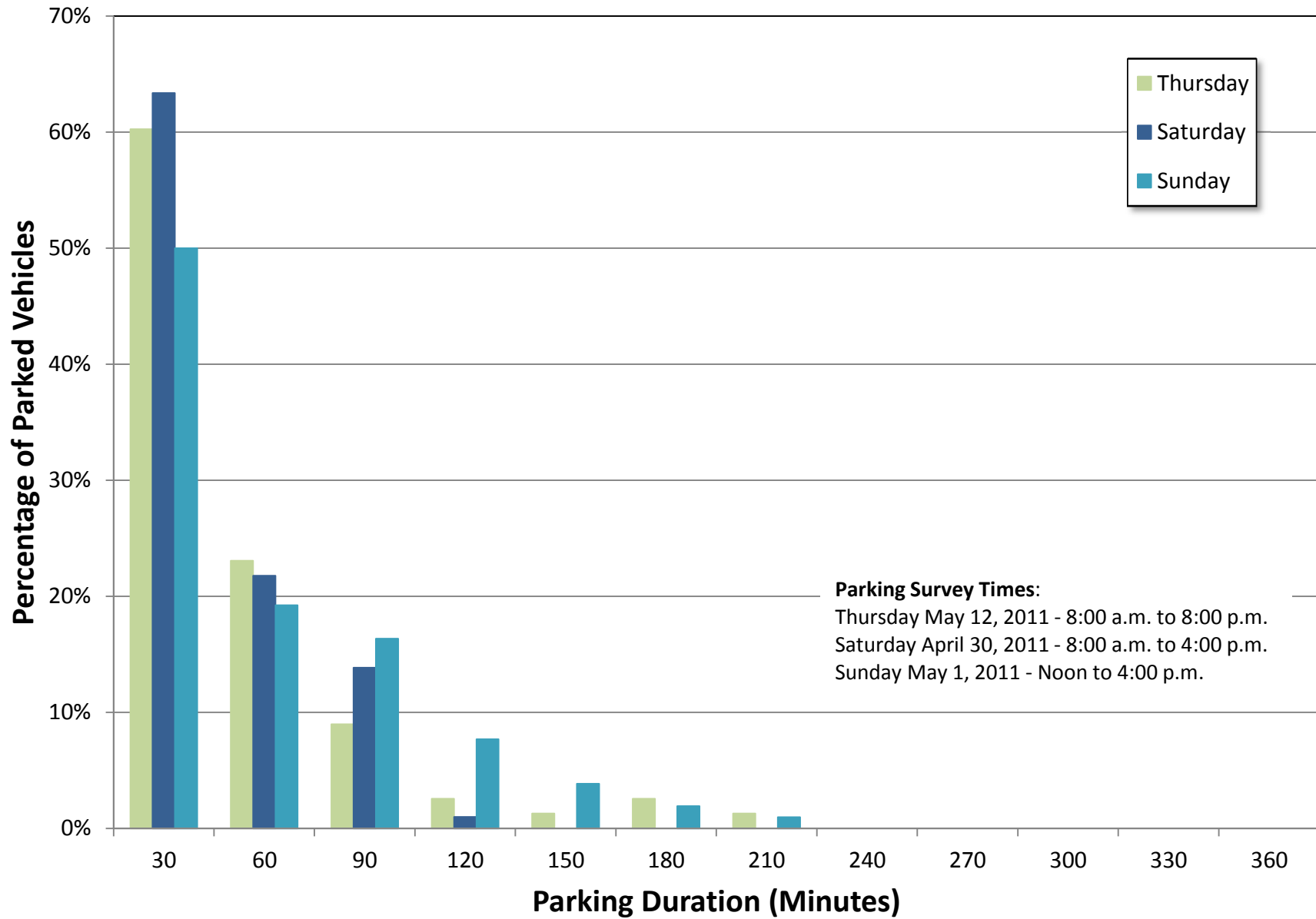


Glebe Parking Study

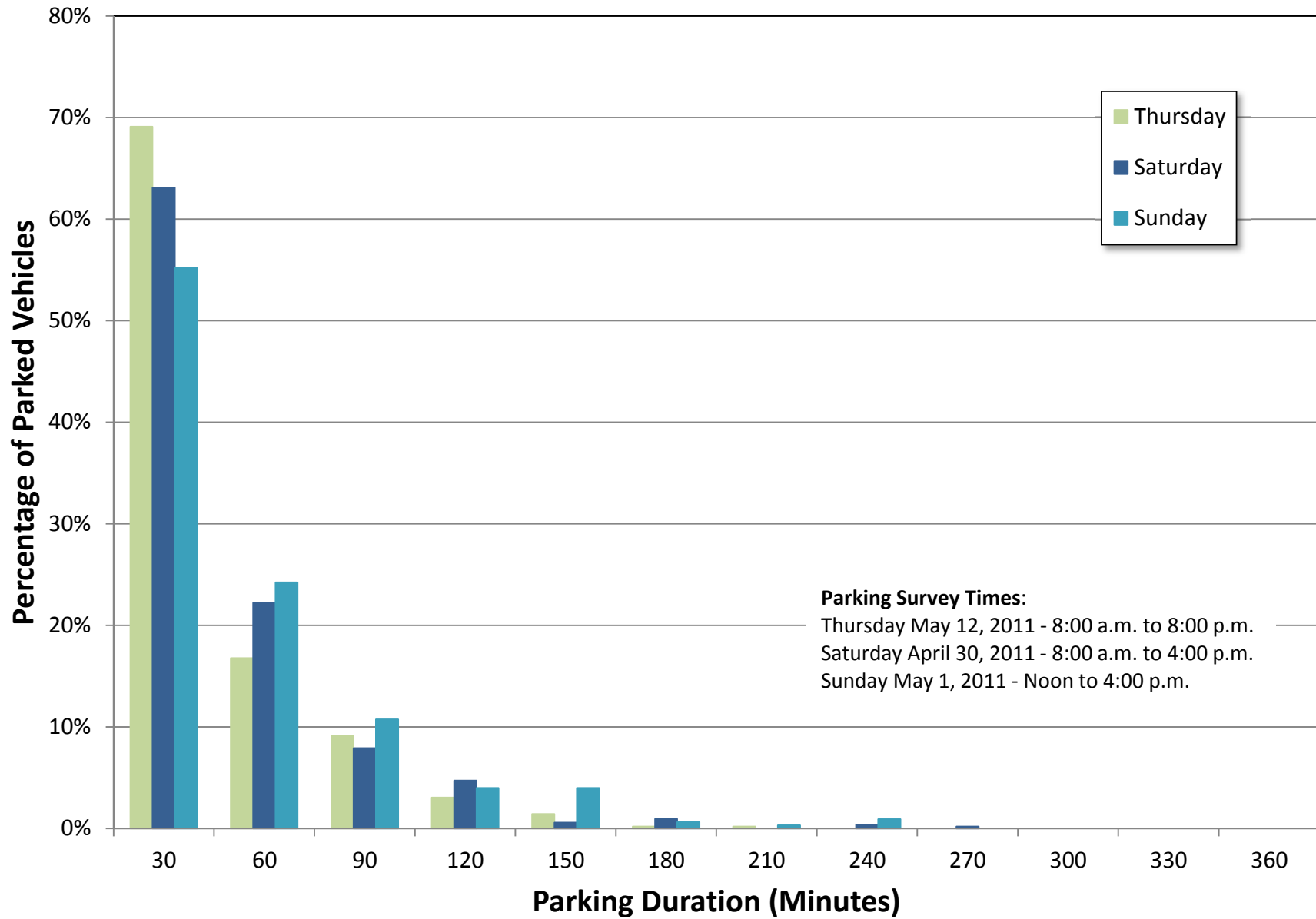
Average Parking Duration - Sunday



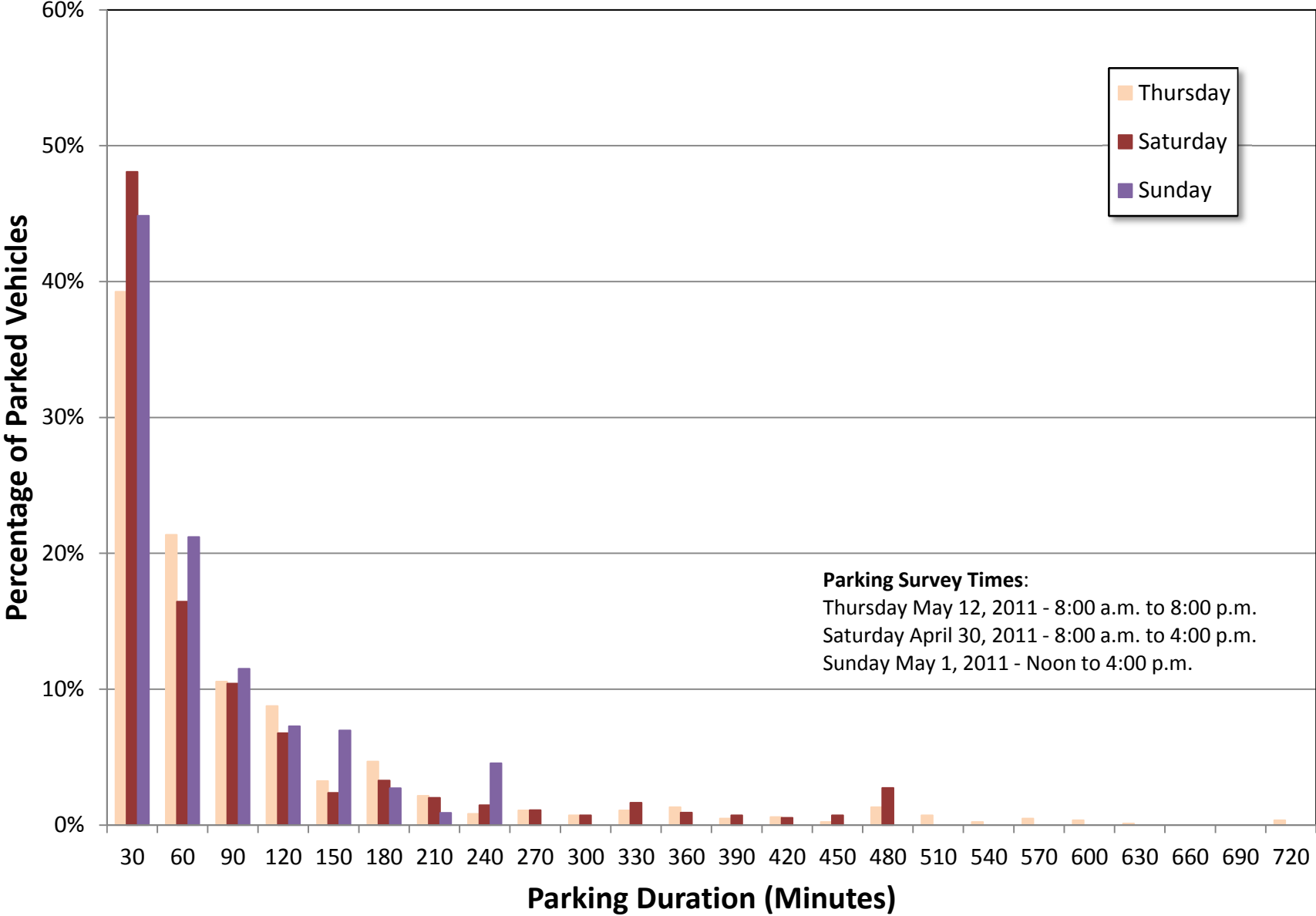
Parking Duration Distribution - Bank Street, North of Glebe Avenue



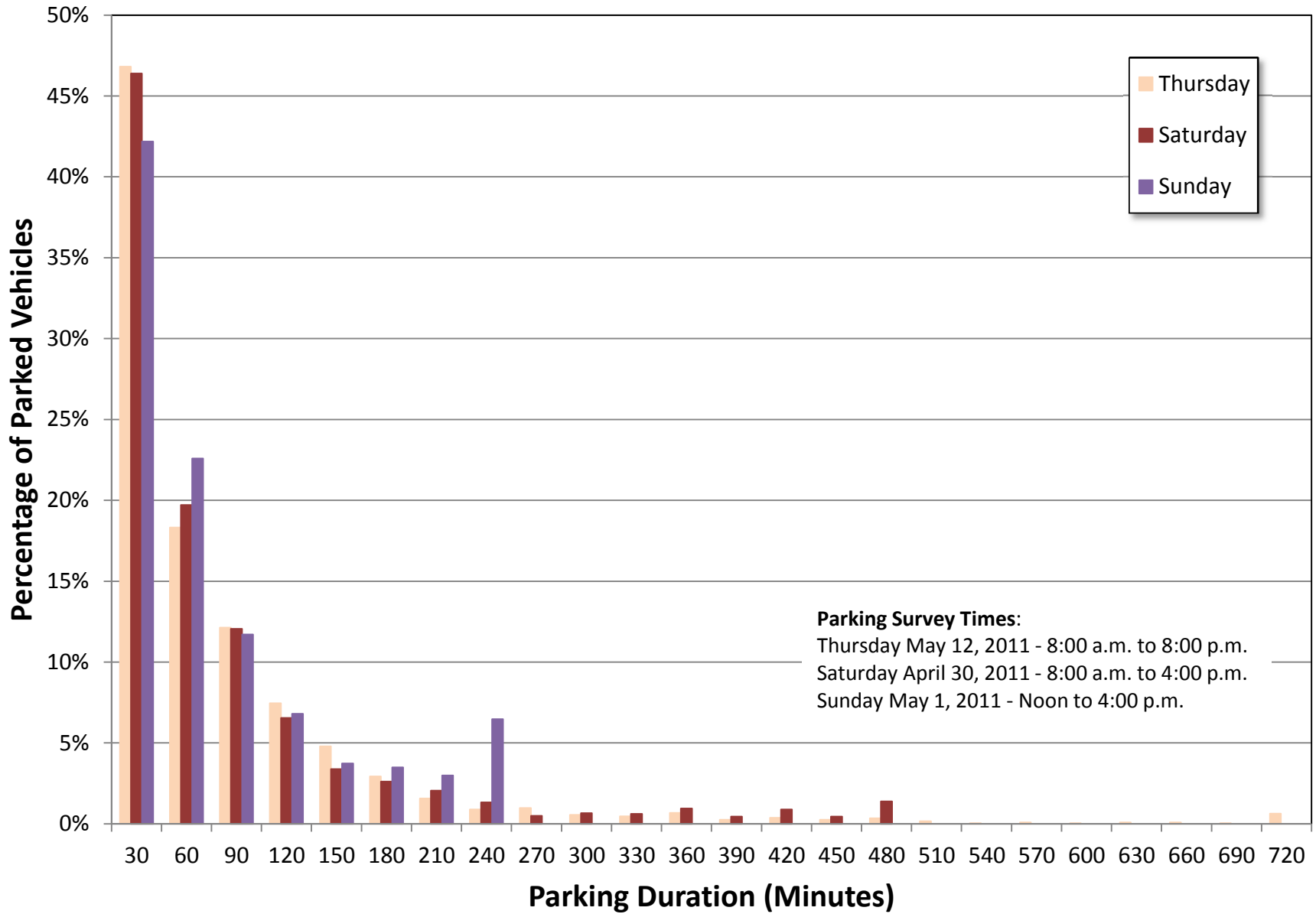
Parking Duration Distribution - Bank Street, South of Glebe Avenue



Parking Duration Distribution - Side Streets, North of Glebe Avenue



Parking Duration Distribution - Side Streets, South of Glebe Avenue



APPENDIX H: Future Parking Demand Calculations

Population & Employment

Based on growth projections, the following parking demand estimates were established:

- Overall, population within the Glebe is projected to grow by roughly 3.5% between 2006 and 2031. At the same time, the number of households is expected to increase by roughly 15%, reflecting a trend towards smaller household sizes.
- There are currently 427 residential parking permits available for the Glebe, and 86 active permits. Assuming that the demand for residential permits grows roughly in relation to the growth in population, this translates into 3 new residential permits by 2031. This calculation assumes that off-street parking provisions for new residential developments are similar to what exists today, and all permit holders park on-street during the critical period.
- From an analysis of Origin-Destination data for the study area, it is roughly estimated that there are a maximum of 150 vehicles parked at any one time associated with people visiting family/friends, or picking up/dropping off passengers in the study area. Assuming that this parking demand grows proportionately with the growth in households and is accommodated on-street, this translates into a total increase in on-street parking demand of roughly 23 spaces (i.e. 15% growth in the current demand, calculated as 0.15 x 150).
- Overall, the above calculations suggest a total increase in on-street residential parking demand of approximately 26 spaces** (i.e. 3 new residential permits + 23 spaces required for visitor parking & pick-ups/drop-offs).
- Employment is projected to grow by 2.0% between 2006 and 2031, resulting in 75 new jobs.
- The critical period selected for assessing parking needs corresponds to Saturday at noon (552 vehicles parked on-street & 253 vehicles parked in off-street lots generally used for employment/retail purposes). An increase of 2.0% thus corresponds to an **additional on-street parking demand of 11 vehicles, and an additional off-street parking demand of 5 vehicles** (assumes a similar split between on- and off-street parking demand in the future & very conservatively assumes all existing on-street parking demand is employment-related).
- The results of the above calculations are summarized in the table below:

	New On-Street Demand	New Off-Street Demand
Residential Demand	+26 spaces	N/A
Employment Demand (employee + customer)	+11 spaces	+5 spaces
Total Increase	+37 spaces	+5 spaces

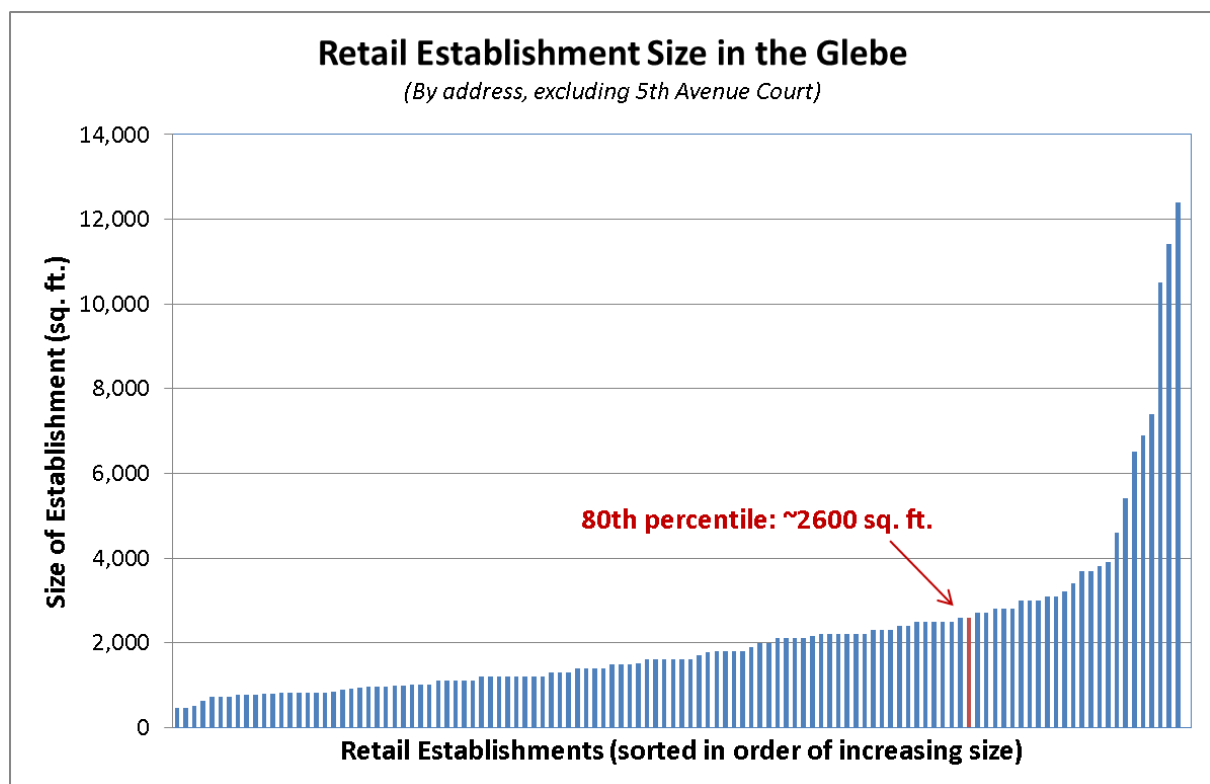
Travel Demand Forecasts

- Vehicle trips into and out of the Glebe during the morning peak period are projected to **decline by 8.2% and 7.8%**, respectively, between 2005 and 2031 (based on the City's EMME travel demand model). This decline can be at least partially attributed to an increase in the proportion of trips made by transit, which is expected to increase from roughly 25% in 2005 to 32% in 2031. Overall, trip-making activity is forecast to remain approximately constant over the 2031 horizon, reflecting the relatively minor change in population and employment anticipated for this area.
- If parking demand is assumed to grow in relation to vehicle trips, no growth (or even a decline) in parking demand would be expected.
- It is important to note, however, that these trends correspond to the morning peak period, when parking demand is typically lower.
 - According to the 2005 Origin-Destination Survey, trips with a destination in the Glebe are roughly 20% higher in the afternoon peak period (defined as 4:00 p.m. to 7:00 p.m. for the Glebe) compared to the morning peak period (defined as 7:00 a.m. to 10:00 a.m.).¹
 - The 2005 Origin-Destination Survey also shows significantly more trips to access shops, restaurants, and medical/dental services during the PM peak period (810 trips between 4:00 p.m. and 7:00 p.m. compared to 485 trips between 7:00 a.m. and 10:00 a.m., a difference of roughly 67%). However, in both time periods, such trips represent a relatively small proportion of overall trip-making activity (11% of trips during the morning, and 15% during the afternoon). **As a result, any trends in retail / service trips may be masked by the more dominant trip purposes.**
 - Given the difference in trip characteristics between the morning and afternoon peak periods, a reduction in vehicular trips during the morning peak period may not necessarily translate into a similar reduction during the afternoon peak period. This is particularly true for trips associated with the Glebe commercial district, since people travelling to access shops and services may have different modal preferences than people travelling for school / work.
 - The reduction in vehicular trips into and out of the Glebe during the morning peak period suggests that **less parking will be needed for employment and residential purposes** (i.e. fewer trips by automobile into the Glebe to access jobs, and fewer trips by automobile out of the Glebe by residents working elsewhere in the city – assuming that automobile ownership declines as transit use increases).
 - While commercial parking needs may also decline, this cannot be concluded with certainty from the available data.

¹ If only the peak hours are compared, the difference drops to 4%, suggesting that travel in the afternoon/evening is sustained at higher levels over a longer interval.

Intensification Opportunities

- As a mature community, development opportunities in the Glebe are limited. Nonetheless, some intensification is anticipated to occur over time as existing properties are redeveloped. Projects that do not involve a significant change in land use (or building size) will not have a major impact on parking demand. However, new infill development on Bank Street has the potential to influence both parking supply and demand as under-utilized sites (such as parking lots) are converted to other uses.
- Given the uncertainty in how future development will unfold, two intensification scenarios were developed. The “worst case” scenario assumes that all surface parking lots larger than 10 vehicles and all non-conforming land uses (i.e. auto-related uses) will be redeveloped by 2031 (9 locations in total). A second scenario selectively considers the more likely of these projects, involving a total of 4 locations.
- Since the size of each future development was not known, a ‘typical’ development size was assumed, based on the characteristics of existing retail development in the Glebe as recorded in the 2007 City of Ottawa Retail Database (provided by the Planning and Growth Management Department). A conservative value of 2,600 sq. ft. (240 m²) per development site was assumed for the purposes of estimating future parking demand. This value represents the 80th percentile size of existing retail sites on Bank Street.



- It was assumed that the mix of infill development in the Glebe would be similar to the existing mix of shops and businesses. The existing mix of businesses was roughly determined by examining the membership in the Glebe BIA, as posted on the BIA’s website in May 2012.

- For each type of business, a corresponding land use category was selected from the City of Ottawa Zoning By-Law (to establish parking supply requirements) and the ITE's *Parking Generation Manual* (to establish peak parking demand). In the case of the ITE *Parking Generation Manual*, care was taken to select data most closely corresponding to conditions in the Glebe.
 - To estimate future parking demand, a “blended” parking generation rate was developed based on the mix of developments anticipated.
 - A similar approach could not be applied for estimating parking supply requirements, since the provisions in the Zoning By-law for Traditional Mainstreets (i.e. the zoning designation for Bank Street) vary for ground-floor retail/restaurant uses depending on the development size. As a result, to apply the Zoning By-Law, the size of each retail/restaurant development must be known. While each development site was assumed to accommodate roughly 2,600 sq. ft. (240 m²) of gross floor area, it is recognized that some developments will be smaller than this, and some will be larger. Accordingly, rough assumptions were made on the approximate size of each new retail/restaurant development, taking into account the total amount of new development anticipated under each intensification scenario, the assumed development mix, and the average size of different types of developments currently found in the Glebe (as recorded in the City's 2007 Retail Database).

Estimated Parking Demand – Based on the ITE *Parking Generation Manual*

Land Use Type	Average Peak Parking Demand ¹ (per 1000 sq. ft. Gross Floor Area)	Assumed Breakdown by Development Type	Parking Demand	
			Scenario 1 Low	Scenario 2 High
Apparel Store	2.13	12%	3	6
Hardware/Paint Store	1.5	7%	1	2
Medical-Dental Office	3.2	26%	9	19
Pharmacy/Drugstore	2.94	26%	8	18
Quality Restaurant	10.6	10.5%	12	26
High-Turnover Sit-Down Restaurant	5.55	10.5%	6	14
Supermarket	2.27	8%	2	4
TOTAL	3.8 (blended rate)	100%	40	90

¹ The critical time period for each land use does not necessarily correspond to the critical time period in the Glebe (i.e. Saturday at noon). As a result, the calculated parking demand should be considered a conservative estimate.

Parking Supply Requirements – Based on the City of Ottawa Zoning By-Law

Land Use Type	Parking Requirement ¹ (per 100m ² of GFA, unless otherwise specified)	Assumed Breakdown by Development Type	Parking Supply	
			Scenario 1 Low	Scenario 2 High
Medical Facility	4	13%	5	11
Office	2	13%	3	6
Restaurant	No parking spaces for the first 150m ² of gross floor area, 3 spaces for the next 50m ² gross floor area over 150m ² , and 10 spaces per 100m ² over 200m ² gross floor area	21%	4	13
Retail	No parking spaces for the first 150m ² of gross floor area and 2.5 spaces per 100m ² of gross floor area over 150m ² .	53%	4	13
TOTAL		100%	16	43

¹ As specified for Traditional Mainstreets

- The above calculations conservatively assume that peak parking demand for different land uses occurs simultaneously (during the critical period for the Glebe), and that no shared use parking is provided.
- From a review of the above tables, the following observations can be made:
 - The new parking demand is expected to vary from about 40 in the low intensification scenario to 90 in the high intensification scenario. It is important to note that in addition to adding new demand, this **intensification would remove existing supply – 50 spaces in the first scenario and 180 in the second scenario**. These numbers exclude the auto-related businesses, since these businesses were not included in the occupancy calculations for existing conditions, and any loss in parking supply will be accompanied by a loss in parking demand, resulting in a net effect of zero.
 - The number of required parking spaces under the Zoning By-Law is lower than the critical demand (recognizing that there is not always a perfect correlation between the land use categories used in the Zoning By-Law and those used in the ITE *Parking Generation Manual*). This implies that, even if the parking requirements of the Zoning By-Law are fully satisfied on-site, some demand will spill over into the community.
- In carrying out the above analysis, it is not known how many parking spaces would actually be provided on-site to accommodate the new development. The City of Ottawa Zoning By-Law allows cash-in-lieu of parking; re-zoning and minor variance applications may also impact the amount of parking provided on-site.

- Taking a conservative approach, it was assumed that 30% of the parking spaces required under the Zoning By-Law would be provided off-site, either through cash-in-lieu of parking, re-zoning, or minor variance applications. The end result is an increase in on-street parking demand as intensification occurs, as shown below:

Parking Demand Accommodation Under Different Intensification Scenarios

	Scenario 1 Low Intensification	Scenario 2 High Intensification
Zoning By-Law Requirement	16 spaces	43 spaces
% of Spaces Provided On-Site	70%	70%
No. of Spaces Provided On-Site	11 (70% of 16 spaces)	30 (70% of 43 spaces)
Total Parking Demand	40	90
<i>Parking Demand Accommodated On-Site</i>	11	30
<i>Parking Demand Accommodated Off-Site*</i>	29	60

* Assumed to be accommodated on-street, but could also use other publicly available off-street parking

APPENDIX I: Public Open House Notice & Boards



INVITATION FOR OPEN HOUSE

Glebe Local Area Parking Study and 170 Second Avenue Parking Garage

Presented by

Parking Operations, Maintenance and Development Branch and
Design & Construction Buildings & Parks Branch

Public Works Department and Infrastructure Services Department

On June 17, 2010, Council passed Motion #92-31, to commence a process to build additional parking at the existing 49 space municipal surface parking lot located at 170 Second Avenue.

Parking staff and Design & Construction staff initiated two processes to address the motion:

- The Glebe Local Area Parking Study (LAPS); and
- The 170 Second Avenue Scoping and Needs Assessment Study

Purpose of Public Meeting

The City of Ottawa, Public Works Department and Morrison Hershfield are holding an Open House to gather input from the community regarding the Glebe Local Area Parking Study, and options for the construction of a parking garage at 170 Second Avenue to provide additional parking.

Drop in anytime on

*Wednesday, January 23rd, 2013 from 6:00 p.m. to 9:00 p.m.
St. Giles Presbyterian Church
174 First Avenue, Ottawa, Ontario*

For more information or to forward written comments, contact:

*Lindsay Thomas, Project Coordinator (Parking Studies)
Parking Operations, Maintenance and Development
City Operations, Public Works Department
Telephone: (613) 580-2424, ext: 12625
E-mail: lindsay.thomas@ottawa.ca*

glebe report

January 18, 2013 Vol. 41 No. 1

Serving the Glebe community since 1973

Issue no. 444 FREE

Owl in a day in the Glebe



PHOTOS: GILLIAN WRIGHT

In early January a Great Grey Owl flew into town and alighted on a tree branch overlooking Brown's Inlet.



BY GILLIAN WRIGHT

January 2, 2013, was a great day for shiny on Brown's Inlet, and my brother, Jake, was out on the ice with some neighbourhood kids. Susan Bernard was walking her dogs and noticed something in a nearby tree. She pointed it out to my dad who gave me a call, and I raced down with my camera.

A Great Grey Owl was perched on a low branch overlooking the inlet. His feathers looked particularly fluffy on this cold, winter day, and the gentle breeze was rustling his tail feathers from time to time. He was not nearly as interested in the hockey game as he was in the crows flying overhead. Neither endless photos nor barking dogs seemed to break his focus. He stayed on his

perch for such a long time that eventually Susan thought he might be injured. Her gentle touch was all that was needed for him to casually fly away.

After adventures in photographing much more skittish birds over Christmas, from wild turkeys to redpolls to chickadees, it was wonderful to have such a cooperative subject posing for photos. He was calm and graceful and majestic, and we all enjoyed our time with him.

Young photographer and writer Gillian Wright is a Grade 8 student at Glashan Public School.

MARK YOUR CALENDARS

Ongoing	Roy Brash art exhibit Portraits The Community Centre Gallery, GCC
January 22	GCA meeting, GCC, 7:30 p.m.
January 23	Open House – Glebe Local Area Parking Study St. Giles Church, 6 p.m. – 9 p.m.
February 1 – 18	Winterlude
February 2	WinterFIT launch (Glebe BIA and Winterlude) Farm Team Cookhouse and Bar, 12 p.m. – 4 p.m.
February 6	Glebe Annex Community Association meeting GCC, 7 p.m.
February 7	Lecture: The Trojan War (Prof. Shane Hawkins, Carleton University) GCC, 7:30 p.m. – 9 p.m.
February 9	WinterFIT Ski & Snowboard Competition & BBQ Corner of Bank and Glebe
February 9 – 10	Bhat Boy Open House 27 Wilton Crescent, 11 a.m. – 4 p.m.
February 24	Enchanted Ball, GCC, 1 p.m. – 3 p.m.

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FEBRUARY 15 ISSUE
EDITORIAL DEADLINE: FRIDAY, JANUARY 25
ADVERTISING DEADLINE: WEDNESDAY, JANUARY 30

WELCOME

The City of Ottawa welcomes you to the Public Open House for the Glebe Local Area Parking Study.

The purpose of this Public Open House is to:

- Provide an opportunity to introduce the project, its objectives, and scope;
- Present and seek input on the parking issues identified thus far;
- Present and seek input on the potential opportunities for the public parking lot at 170 Second Avenue.

Your comments are very important to this study.



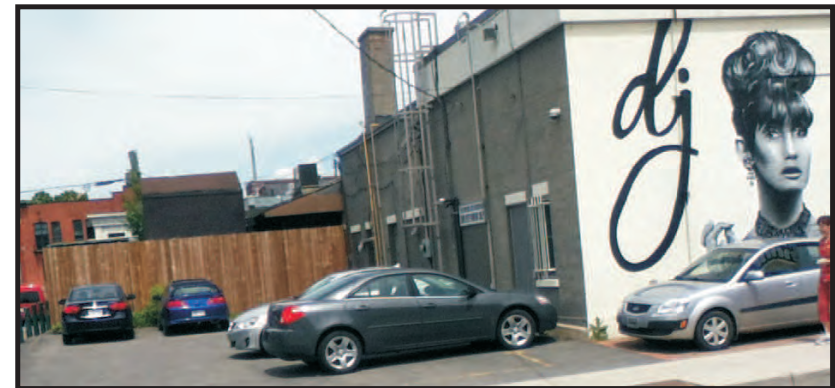
BIENVENUE

La Ville d'Ottawa vous souhaite la bienvenue à la séance portes ouvertes concernant l'étude sur le stationnement local dans le quartier Glebe.

Cette séance portes ouvertes a pour objet:

- de présenter le projet, ses objectifs et sa portée;
- d'exposer les problèmes relatifs au stationnement recensés jusqu'à présent et de recueillir des commentaires à ce sujet;
- d'énoncer les possibilités relatives au parc de stationnement public situé au 170, avenue Second et de recueillir des commentaires à ce sujet.

Vos commentaires sont très importants pour cette étude.



PARKING MANAGEMENT STRATEGY

The objectives of the City of Ottawa parking management strategy are:

- Provide and maintain an *appropriate supply of* affordable, secure, accessible, convenient, and appealing *public parking*.
- Provide and promote *affordable short-term parking services*, and fair and consistent enforcement services, that support local businesses, institutions, and tourism.
- 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.
- *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.
- *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.



STRATÉGIE DE GESTION DU STATIONNEMENT

La Stratégie municipale de gestion du stationnement a plusieurs objectifs :

- Offrir et maintenir un *nombre suffisant d'emplacements publics* de stationnement abordables, sécuritaires, accessibles, pratiques et attrayants.
- Offrir et promouvoir des *services de stationnement abordables à court terme* et des services d'application des règlements équitables et cohérents, qui soutiennent les commerces locaux, les institutions et le tourisme.
- Offrir, mettre en place et maintenir des programmes et des installations qui *encouragent l'utilisation d'autres moyens de transport*, comme le transport en commun, le covoiturage, les taxis, l'autopartage et les déplacements à bicyclette ou à pied.
- *Appuyer la densification résidentielle et résoudre les problèmes de stationnement* engendrés par les générateurs de circulation ou l'utilisation conflictuelle des routes, notamment par la mise en place, *dans les zones résidentielles*, de programmes de permis de stationnement dans la rue pour soustraire les résidents du secteur et leurs visiteurs aux règlements sur le stationnement qui ciblent les non-résidents.
- *Veiller à ce que les revenus* générés par le Programme municipal de gestion du stationnement *suffisent* à couvrir totalement toutes les dépenses de fonctionnement et d'entretien du cycle de vie; contribuer à un fonds de réserve pour financer l'élaboration, le fonctionnement et la promotion à venir du système de stationnement, puis aider à financer des projets qui s'y rapportent afin d'encourager l'utilisation d'autres moyens de transport.



MORRISON HERSHFIELD

STUDY AREA

The study area was developed based on:

- Study limits used in previous parking studies in the Glebe;
- Location of commercial activity;
- Research on the maximum acceptable walking distance between parking and commercial land uses.

SECTEUR A L'ÉTUDE

Le secteur à l'étude a été choisi en fonction des éléments suivants :

- les limites évaluées dans les précédentes études sur le stationnement dans le quartier Glebe;
- l'emplacement de l'activité commerciale;
- les recherches effectuées sur la distance de marche maximale acceptable entre le parc de stationnement et la zone commerciale.



BACKGROUND & STUDY PROCESS

This study was initiated to examine parking requirements for the Glebe commercial area which is centred on Bank Street, and the adjacent residential streets. The City's parking lot at 170 Second Avenue is at the mid-point of this corridor.

The objectives of this study are to:

- Evaluate the current supply and demand for parking in the Glebe, and identify **existing** issues
- Assess **future** parking requirements
- Identify **strategies** to address current and future parking needs
- Identify **specific requirements** for the municipal parking lot at 170 Second Avenue

The study process for the Glebe Parking Study is shown below:

CONTEXTE & PROCESSUS D'ÉTUDE

Cette étude visait à évaluer les besoins en stationnement sur le tronçon commercial du quartier Glebe, situé essentiellement rue Bank, et dans les rues résidentielles voisines. Le parc de stationnement municipal situé au 170, avenue Second se trouve à mi-chemin de ce couloir.

Voici les objectifs de cette étude:

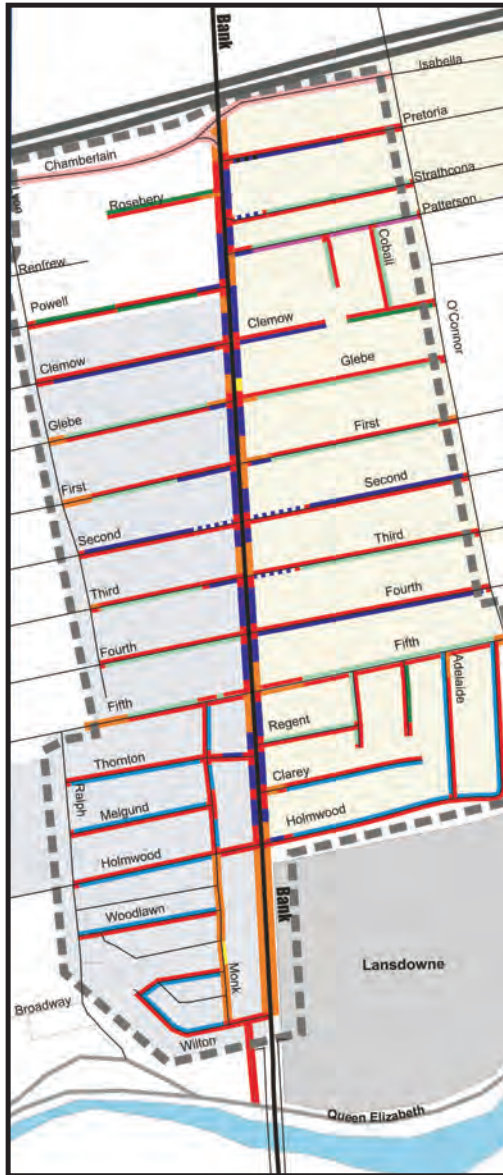
- Évaluer l'offre et la demande actuelles en matière de stationnement dans le quartier Glebe, et cerner les problèmes **existants**
- Évaluer les besoins en stationnement **à venir**.
- Trouver des **stratégies** qui permettent de répondre aux besoins actuels et futurs en matière de stationnement.
- Définir les **besoins précis** concernant le parc de stationnement municipal situé au 170, avenue Second.

Voici le processus suivi lors de l'étude sur le stationnement dans le quartier Glebe :



PARKING REGULATIONS

RÉGLEMENTATION SUR LE STATIONNEMENT



	Parking Permitted (Unsigned)	Stationnement autorisé (aucun panneau)
	3HR Parking 7-7	Zone de stationnement de trois heures de 7 h à 19 h
	2HR Parking with Time Restrictions	Zone de stationnement de deux heures, en fonction de l'heure
	1HR Parking with Time Restrictions	Zone de stationnement d'une heure, en fonction de l'heure
	No Parking	Stationnement interdit
	No Stopping Anytime	Arrêt interdit en tout temps
	No Parking 7-7	Stationnement interdit de 7 h à 19 h
	No Stopping 7-9, 330-530 Monday-Friday	Arrêt interdit du lundi au vendredi, de 7 h à 9 h et de 15 h 30 à 17 h 30
	Angled Parking	Stationnement en épi
	Loading Zone	Zone de chargement
	Study Area	Secteur à l'étude
	Glebe East Parking Permit Zone	Zone de permis de stationnement résidentiel du Glebe Est
	Glebe West Parking Permit Zone	Zone de permis de stationnement résidentiel du Glebe Ouest

Notes

- 1) The east side of Bank has no stopping 7-9, M-F along the entire corridor. The west side of Bank has no stopping 330-530, M-F along the entire corridor.
 - 2) Where unsigned, parking is allowed for up to 3 hours (between 7am & 7pm), according to City of Ottawa By-Law 2003 - 530.
 - 3) The north side of Clemow Ave has a "no - parking" restriction from December 1 to March 31, Monday to Friday. All other times it is unsigned i.e. Parking permitted for 3 hours.
 - 4) All unpaid permissive parking regulations within the residential parking permit zones are signed "permit holders exempted."
- 1) Il est interdit de s'arrêter du côté est de la rue Bank du lundi au vendredi, de 7 h à 9 h, et ce, sur toute la longueur du couloir. Quant au côté ouest, il est interdit de s'y arrêter du lundi au vendredi, de 15 h 30 à 17 h 30, et ce, sur toute la longueur du couloir également.
 - 2) Lorsqu'il n'y a aucun panneau, le stationnement est autorisé pour une durée maximale de trois heures (entre 7 h et 19 h), comme le prévoit le Règlement municipal no 2003-530.
 - 3) Le côté nord de l'avenue Clemow est frappé d'une interdiction de stationnement du 1er décembre au 31 mars, du lundi au vendredi. En tout autre temps, aucun panneau ne restreint le stationnement; le stationnement est donc permis pendant trois (3) heures.
 - 4) Toute autorisation de stationner gratuitement dans les zones de permis de stationnement résidentiel est indiquée à l'aide de panneaux « détenteurs de permis exemptés ».



Occupancy Rate on Thursday during the Critical Hour (13:00 PM)

Taux d'occupation les jeudis, pendant l'heure critique (13 h)

Notes:

1) Occupancy Rate = Number of cars parked during the critical hour divided by the total number of spaces available / Le taux d'occupation correspond au nombre de voitures stationnées pendant l'heure critique divisé par le nombre total d'espaces de stationnement offerts.

2) Occupancy rates > 85% are considered unacceptable / Un taux d'occupation supérieur à 85 % est jugé inacceptable.



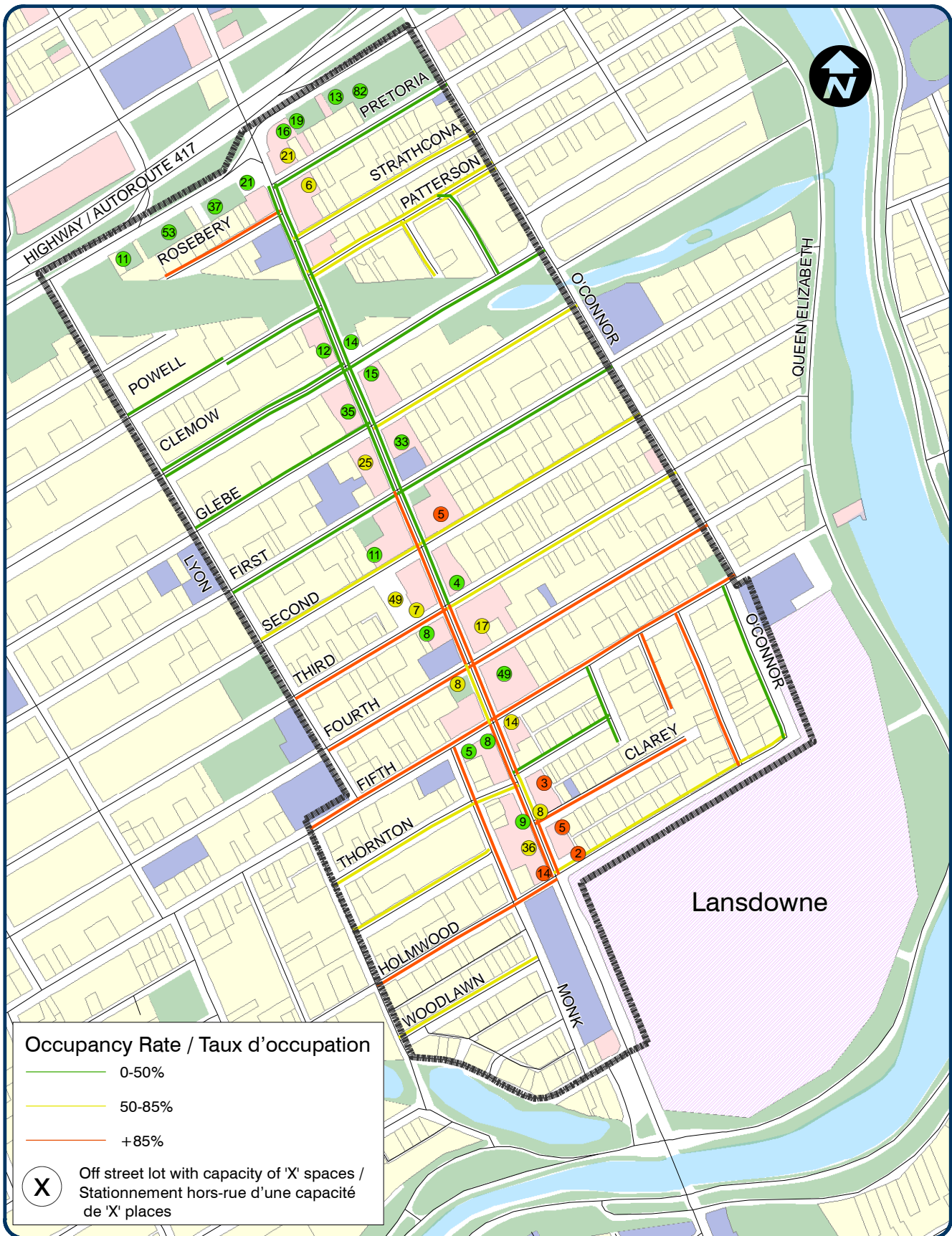
Occupancy Rate on Thursday Evening during the Critical Hour (19:00 PM)

Taux d'occupation les jeudis soirs, pendant l'heure critique (19h)

Notes:

1) Occupancy Rate = Number of cars parked during the critical hour divided by the total number of spaces available / Le taux d'occupation correspond au nombre de voitures stationnées pendant l'heure critique divisé par le nombre total d'espaces de stationnement offerts.

2) Occupancy rates > 85% are considered unacceptable / Un taux d'occupation supérieur à 85 % est jugé inacceptable.



Occupancy Rate on Saturday during the Critical Hour (12:00 PM)

Taux d'occupation les samedis, pendant l'heure critique (12h)

Notes:

- 1) Occupancy Rate = Number of cars parked during the critical hour divided by the total number of spaces available / Le taux d'occupation correspond au nombre de voitures stationnées pendant l'heure critique divisé par le nombre total d'espaces de stationnement offerts.
- 2) Occupancy rates > 85% are considered unacceptable / Un taux d'occupation supérieur à 85 % est jugé inacceptable.





Occupancy Rate on Sunday during the Critical Hour (12:00 PM)

Taux d'occupation les dimanches, pendant l'heure critique (12h)

Notes:

1) Occupancy Rate = Number of cars parked during the critical hour divided by the total number of spaces available / Le taux d'occupation correspond au nombre de voitures stationnées pendant l'heure critique divisé par le nombre total d'espaces de stationnement offerts.

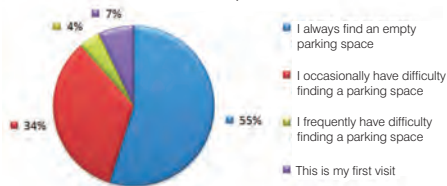
2) Occupancy rates > 85% are considered unacceptable / Un taux d'occupation supérieur à 85 % est jugé inacceptable.

SURVEY RESULTS - MUNICIPAL LOT

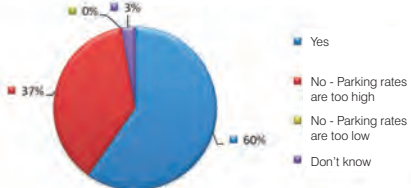
A parking survey was undertaken at 170 Second Ave in the Glebe. The primary goals of the survey were:

- To better understand the motivating factors for parking in this lot
- To gain a better sense of how far people are walking from the lot
- To assess consumer satisfaction with parking regulations and rates

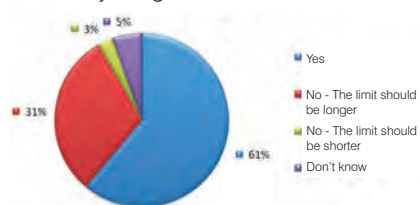
When you park here, how easy is it for you to find a space?



Do you feel the parking rates are reasonable?



Do you agree with the 2-HR limit?



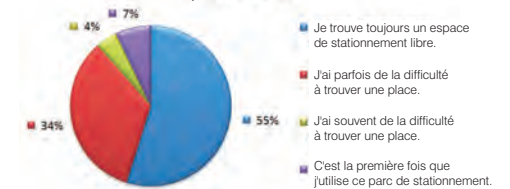
RÉSULTATS DU SONDAGE - PARC DE STATIONNEMENT MUNICIPAL

Un sondage sur le stationnement a été réalisé au 170, avenue Second, dans le quartier Glebe. La Ville avait trois grands objectifs avec ce sondage :

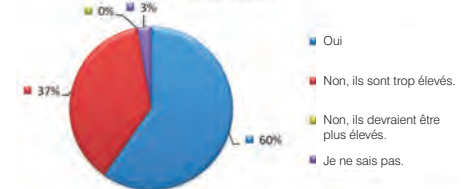
- Mieux comprendre pourquoi les gens choisissent ce parc de stationnement plutôt qu'un autre
- Avoir une meilleure idée de la distance que doivent parcourir les gens pour se rendre au parc de stationnement
- Évaluer la satisfaction de la clientèle à propos de la réglementation sur le stationnement et des tarifs



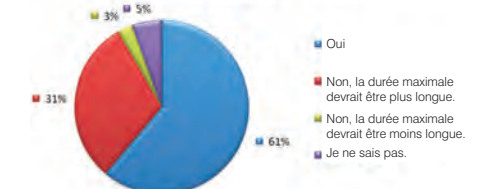
Trouvez-vous facilement un espace libre dans ce parc de stationnement?



Trouvez-vous que les tarifs sont raisonnables?



Êtes-vous d'accord avec la durée maximale de deux heures?



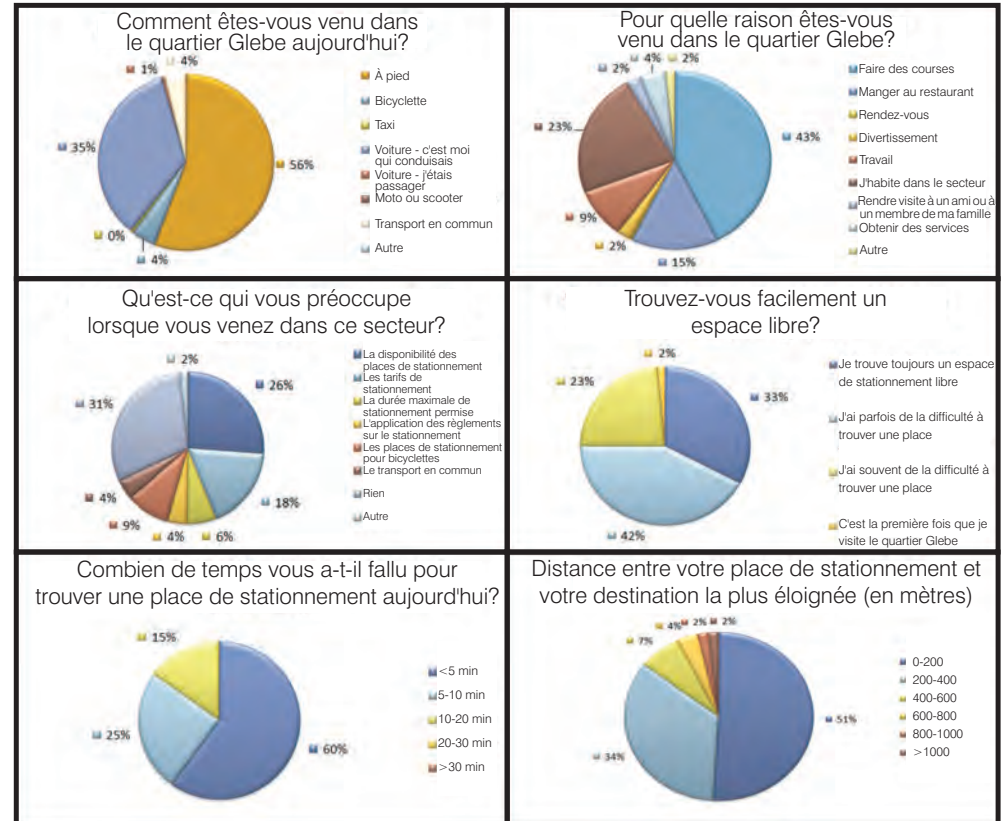
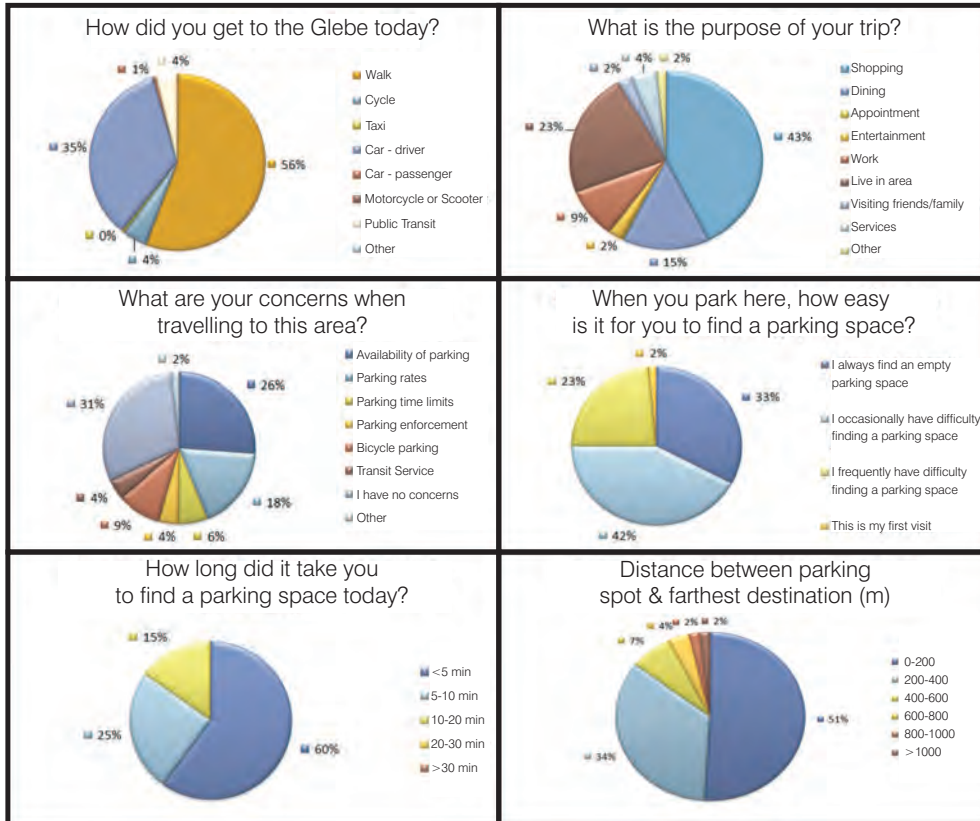
MORRISON HERSHFIELD

SURVEY RESULTS-GENERAL

RÉSULTATS DU SONDAGE GÉNÉRALITÉS

A follow-up parking survey was conducted at several locations throughout the Glebe to gain a better understanding of general perceptions about parking in the Glebe.

La Ville a réalisé un sondage de suivi sur le stationnement à plusieurs endroits dans le quartier Glebe pour connaître l'opinion générale des gens sur le stationnement dans ce quartier.



ISSUES IDENTIFIED TO DATE

The following issues have been identified based on analysis and consultation carried out thus far:

- Lack of available parking on certain streets during the evening and on weekends, for example:
 - Bank Street south of Glebe Avenue
 - Side streets south of Third Avenue
 - Rosebery Avenue
- Lack of loading zones
- Lack of employee and volunteer parking, for example:
 - Glebe Centre
- Potential impact of Lansdowne development

Help us identify any additional issues by flagging them on the map provided or by including them on your comment form!

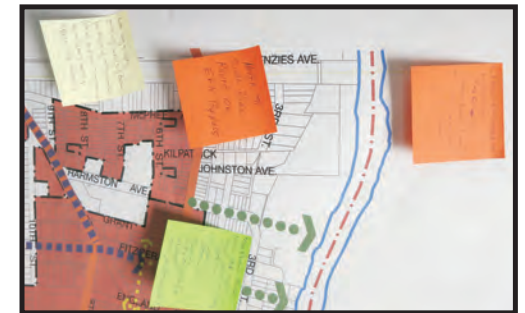


PROBLÈMES IDENTIFIÉS À CE JOUR

Les problèmes suivants ont été recensés lors de l'analyse des résultats et des consultations menées jusqu'à maintenant:

- Le manque d'espaces de stationnement dans certaines rues pendant la soirée ou la fin de semaine, par exemple:
 - la rue Bank, au sud de l'avenue Glebe
 - les rues secondaires au sud de l'avenue Third
 - l'avenue Rosebery
- Le manque de zones de chargement
- Le manque d'espaces de stationnement réservés aux employés et aux bénévoles, par exemple:
 - le Centre Glebe
- Les conséquences possibles de l'aménagement du parc Lansdowne

Aidez-nous à recenser tout autre problème en nous les signalant sur la carte fournie ou en les inscrivant dans le formulaire de commentaires que vous remplirez.



PARKING TOOLBOX

There are a number of strategies which can be implemented to influence parking availability for residents and businesses. Note that some of these strategies may not be applicable or appropriate for the Glebe.

Some examples of parking solutions include:

- Improve bicycle parking
- Improve transit service levels
- Adjust parking pricing
- Promote carsharing / carpooling
- Promote measures to reduce employee parking demand (i.e. telework)
- Promote off-street spaces (wayfinding, marketing)
- Adjust enforcement levels
- Adjust municipal parking supply
- Use of on-street parking permits
- Re-purpose existing private parking supply
- Reconfigure existing lots to maximize spaces
- Optimize curb-side parking supply
- Adjust curb-side parking regulations (days, hours, durations)
- Use of development agreements (i.e. developer provided public parking, cash-in-lieu of parking payment)
- Adjust zoning provisions for parking



STATIONNEMENT: BOÎTE À OUTILS

Plusieurs stratégies peuvent être mises en œuvre pour influencer sur la disponibilité des espaces de stationnement réservés aux résidents et aux commerçants. Il convient de souligner que certaines de ces stratégies sont peut-être inappropriées ou inapplicables dans le cas du quartier Glebe.

Voici quelques exemples de solutions en matière de stationnement:

- Augmenter le nombre de places de stationnement pour bicyclettes
- Assurer un service de transport en commun plus fréquent
- Modifier les tarifs de stationnement
- Promouvoir l'autopartage et le covoiturage
- Adopter des mesures pour réduire la demande de stationnement des employés (p. ex. le télétravail)
- Encourager le stationnement hors rue (orientation, marketing)
- Modifier le niveau d'application de la réglementation
- Modifier l'offre d'espaces de stationnement municipaux
- Délivrer des permis de stationnement sur rue
- Transformer l'offre de parcs de stationnement privés existants
- Reconfigurer les parcs de stationnement existants pour maximiser le nombre de places disponibles
- Maximiser l'offre de stationnements en bordure de rue
- Modifier la réglementation relative aux stationnements en bordure de rue (jours, heures, durées)
- Offrir des parcs de stationnement à distance (satellites)
- Recourir aux ententes d'aménagement (c.-à-d. espaces de stationnement publics fournis par le promoteur et règlement financier des exigences de stationnement pour financer les aires de stationnement municipales)
- Modifier les dispositions sur le zonage pour des raisons de stationnement

FUTURE PARKING DEMAND

Parking demand may be influenced by many factors, including:

- Changes in land use due to redevelopment
- Retail vacancy rates / economic climate
- Changes in travel behaviour / transit use
- Popularity of the Glebe



In assessing future parking demand, it is important to note the following:

- There are limited opportunities for intensification within the study area
- Over the period from 2006 to 2031, population is expected to grow by 3.5% and employment by 2.0%
- Transit usage within the Glebe is expected to increase over time as service improvements are implemented
- While the Lansdowne redevelopment will involve a significant retail component, roughly 1100 parking spaces will be provided on site, sufficient to meet the day-to-day needs of the site

Overall, on-street parking demand in the study area south of Glebe Avenue is expected to increase by 1% to 15% by 2031. If the maximum growth is achieved, the overall occupancy rate will reach the 85% utilization threshold (i.e. the practical capacity), prompting the need for action.



DEMANDE DE STATIONNEMENT À VENIR

La demande de stationnement peut dépendre de bon nombre de facteurs, notamment:

- des modifications concernant l'utilisation du sol en raison d'un réaménagement
- du taux d'occupation des commerces de vente au détail ou du contexte économique
- de changements dans les habitudes de déplacement ou l'utilisation du transport en commun
- de la popularité du quartier Glebe

Pour évaluer la demande de stationnement à venir, il faut tenir compte des éléments suivants:

- le secteur à l'étude offre peu de possibilités de densification
- entre 2006 et 2031, la population devrait croître de 3,5 % et l'emploi, de 2,0 %
- l'utilisation du transport en commun dans le quartier Glebe devrait augmenter au fil des années en raison des améliorations qui seront apportées au service
- bien que le réaménagement du parc Lansdowne comprenne plusieurs aspects commerciaux, à peu près 1 100 espaces de stationnement seront offerts sur place, ce qui suffira à combler les besoins quotidiens

Dans l'ensemble, la demande de stationnement sur rue dans le secteur à l'étude, au sud de l'avenue Glebe, devrait augmenter de 1% à 15% d'ici 2031. Si l'augmentation s'élève à 15%, le taux d'occupation global atteindra un seuil d'utilisation de 85% (donc la capacité pratique). Il faudra alors agir rapidement.



MORRISON HERSHFIELD

WHERE DO WE GO FROM HERE?

Thank you for your participation!

The next stage in the study will involve the development of recommendations. These recommendations will draw on the technical work undertaken to date as well as feedback from consultation events, including this open house. The recommendations are scheduled to be brought forward to Transportation Committee in March 2013.

Please fill in a comment sheet provided and place it in the box on the table or mail / fax / e-mail your comments by Wednesday, January 30, 2013 to:

Mary Gracie, MCIP RPP
Program Manager, Parking Studies
City of Ottawa
185 Slidell Street,
Ottawa, Ontario K1Y 3B5
E-mail: mary.gracie@ottawa.ca
Tel: 613-580-2424 X 29002

Jennifer Armstrong, P. Eng.
Project Manager
Morrison Hershfield Limited
2440 Don Reid Drive
Ottawa, Ontario K1H 1E1
E-mail:
jarmstrong@morrisonhershfield.com
Tel: 613-739-2910 X 1022338
Fax: 613-739-4926



ET ENSUITE?

Merci à l'avance de votre participation!

La prochaine étape consiste à formuler des recommandations en tenant compte du travail technique réalisé jusqu'à présent et des commentaires recueillis lors des différentes consultations, notamment la présente séance portes ouvertes. Les recommandations devraient être présentées au Comité des transports en mars 2013.

Veuillez utiliser la feuille fournie pour formuler vos commentaires, puis déposez-la dans la boîte qui se trouve sur la table. Vous pouvez aussi nous faire parvenir vos commentaires par la poste, par télécopieur ou par courriel d'ici le mercredi 30 janvier 2013 à l'intention de :

Mary Gracie, urbaniste
professionnelle accréditée, MCIP
Gestionnaire de programme,
Études sur le stationnement
Ville d'Ottawa
185, rue Slidell
Ottawa (Ontario) K1Y 3B5
Courriel : mary.gracie@ottawa.ca
Téléphone : 613-580-2424,
poste 29002

Jennifer Armstrong, ing.
Gestionnaire de projet
Morrison Hershfield Limited
2440, promenade Don-Reid
Ottawa (Ontario) K1H 1E1
Courriel :
jarmstrong@morrisonhershfield.com
Téléphone : 613-739-2910 X 1022338
Télécopieur : 613-739-4926



MORRISON HERSHFIELD

APPENDIX J: Comments from Public Open House

Summary of Comments Provided at Open House on POH Boards using Sticky Notes

Survey Results – Municipal Lot

- Users of lot do not find it full – why do we need 170 spaces?
- So where is the parking problem?

Survey Results – General

- So only 40% of 35% of Glebe visitors look for more than 5 min (14%) [beside ‘How long did it take you to find a parking space today?’ graph]

Aerial Photo (Issue Identification)

- Not enough parking for Acorn Daycare staff at 600 Bank Street [Bank at Strathcona]
- Loading zone for Shoppers on Bank St. so trucks stay off residential streets [Bank at Glebe]
- Put back stop at 1st + Bank
- Parking for employees of businesses and not for profit day cares too expensive
- Need daytime parking for doctors office. Opened in Nov, 2012, at 2nd Ave & Bank
- Daytime bottlenecks from trucks unloading for Metro [Bank at Second]
- Pedestrian safety – children specifically at entrances of parking lot
- Weekend shop hours difficult to get on street parking or lot parking along 3rd and 4th
- Mutchmor & Corpus Schools need more teacher parking. Can they use the new garage?
- Staff parking for an expanded Mutchmor & Corpus Christie that does not reduce playgrounds
- On fourth current parking is perfect one side only
- Not enough parking for Daycare Staff (Glebe Reggio) [Bank at Fourth]
- 4th O’Connor to Bank is a truck route. Cannot accommodate more paid parking
- Guest parking is an issue
- The pedestrian bridge will expand the potential “park and walk” area [QED at Fifth]
- Cars cruise this dead end street for limited spots. Needs bigger dead end sign [Clarey]
- Hindu Temple has city-wide draw but no parking causing “cruising” on Clarey
- I need to park on road on warm winter days to avoid the ice falling off my neighbours roof onto my car (1 windshield already broke) [Tackaberry]
- No data gathered on Oakland Avenue – a very busy street in terms of parking – used by visitors to Glebe Centre

Parking Toolbox

- Cycling lanes to reduce car traffic
- Open up parking on both side of street
- On-street permit parking for employees and residents too expensive
- 1st parking permit should be economical 2nd + more should pay more per household
- Placing meters on side streets

- Avoid these! [reference to above suggestion]
- Bicycle parking, improved transit, transp impact of Lansdowne dev
- How did you get from 1% to 3% to 15%

Future Parking Demand

- This points contradicts the conclusion shown below that the demand for on-street parking will increase [beside 'There are limited opportunities for intensification within the study area']
- How much has it changed to date? How robust/uncertain are these numbers? [Beside population/employment figures]
- These are city paid, underground parking spots. Parking needs of events are not catered for by this parking [Beside Lansdowne parking space estimate]
- This seems like a very large spread 1% to 15%
- Likelihood of reaching 15% is very low given the growth %s
- The need for 156 spaces is not justified for day to day Glebe use. The timing related to growth of population & economic activity is unsubstantiated
- So it makes sense to wait until this unlikely future arrives, before wasting taxpayer money

Notes: Comments generally provided word for word.

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

Your comments are appreciated. All comments will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Thank you for your participation.

Please tell us about yourself: <input checked="" type="checkbox"/> I am a resident of the Glebe <input type="checkbox"/> I attend school in the Glebe <input type="checkbox"/> I work in the Glebe <input type="checkbox"/> I am a business owner in the Glebe <input type="checkbox"/> Other (please specify):	
My concerns with parking in the Glebe include: (select all that apply) <input type="checkbox"/> I don't have any concerns <input type="checkbox"/> Lack of available parking on Bank <input checked="" type="checkbox"/> Lack of available parking on side streets <input type="checkbox"/> Lack of available parking on Rosebery Avenue <input type="checkbox"/> Lack of Loading Zones <input type="checkbox"/> Lack of employee and volunteer parking <input type="checkbox"/> Potential Impact of Lansdowne Development <input checked="" type="checkbox"/> Other issues (please be as specific as possible!) <i>It has been suggested to use space in this new garage to solve the Mitchellman school parking issues caused by the entrances. I would be against providing taxpayer funded free parking for teachers. This is a school board issue to resolve.</i>	I would support these tools to address my concerns: (select all that apply) <input checked="" type="checkbox"/> Encourage active modes – Improve Bicycle parking, enhance walking and cycling infrastructure <input type="checkbox"/> Increase transit service, promote carpooling/carsharing and teleworking <input checked="" type="checkbox"/> Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply <input checked="" type="checkbox"/> Increase municipal parking supply <input type="checkbox"/> Adjust parking regulations <input type="checkbox"/> Adjust pricing <input type="checkbox"/> Adjust enforcement <input type="checkbox"/> Use of on-street permit system <input type="checkbox"/> Policy based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking) <input type="checkbox"/> Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>Blend with character of community as best possible utilizing materials suited to surroundings (brick etc)</i>
<i>There is no need to go underground - too expensive!</i>

Please include any additional comments on the study below:

<i>Maximize parking -> No residential, no retail</i>
<i>Provide opportunity for community feedback to building design</i>

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>As long as it fits the general idea layout and look of the neighborhood I support it.</i>

Please include any additional comments on the study below:

<i>I am glad this initiative is taking place and look forward to alleviating parking ^{parking} congestion in the Glebe.</i>

**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Having additional parking to service businesses along Bank street. I think the building should fit into the neighbourhood – not too many preferences for appearance it is not like the area is currently any Please include any additional comments on the study below: great thing of beauty.
I think this garage is a great idea to increase parking in the area.

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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--	--

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building. *time sensitive e.g. -*

	<i>two guests can park in limited hrs between 7pm - 7am</i>

Please include any additional comments on the study below:

Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet

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<i>In view of extensive City work that is taking in support of commercial development at Lansdowne, comparable investment in support of existing business is only fair.</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

It should fit well with surrounding buildings. The City garage on Clarence (2) in the market is a good example.

Please include any additional comments on the study below:

I am also concerned about the imbalance in parking regulations. Why is paid parking required until 9pm behind Metro Bank and until 5:30 in the post office just east on Tandy? An integrated parking policy is needed.

**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

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ENFORCEMENT IS LAX	
DURING EVENTS THERE IS	
FREQUENT ILLEGAL PARKING	
(Empty row)	
(Empty row)	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

- PARKING GARAGES ARE UGLY - INCLUDE A BIKE STATION
(Empty row)

Please include any additional comments on the study below:

- STREETS AROUND LANSDOWNE (HOLMWOD, CLAREY, ADELAIDE ETC) SHOULD GO FROM 3hr TO 2hr, AND LIMITS UP TO 10
- INCREASED ENFORCEMENT

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

Your comments are appreciated. All comments will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Thank you for your participation.

Please tell us about yourself:

I am a resident of the Glebe I attend school in the Glebe I work in the Glebe

I am a business owner in the Glebe Other (please specify):

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<p><i>is not justified. What is the increase in demand since 2006?</i></p> <p><i>There is no consideration of loading/unloading at Metro.</i></p> <p><i>What impact are lands done events going to have & at what frequency?</i></p>	<p><i>as a last resort</i></p>

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Put it underground as city financed parking at hantsdowne is treated. None of the examples of structures would fit with the neighbour hood they are uniformly dreadful.

Please include any additional comments on the study below:

Alternative higher density, less disruptive designs are available. They may be more expensive ^{than} the model proposed but that tells us that there is a choice. I would like to see that made

what's the comparative unit cost/space between this & clear.

Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>- Blend in with the area - will it be lit? Any charges? How? Any free participants?</i>
--

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I see people from other Ottawa neighborhoods & GATINEAU coming to Glebe for its restaurants & stores. I strongly AGREE to increase parking & attract even more people to come & spend their money here & help local businesses. BRAVO!!!	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

NOT A BUNKER! NOT DARK! NO CEMENT & STONE! I WANT structure to look & feel very light & NOT to look like a usual parking or garage. Using GLASS, METAL & lots of lights to light at night.

Please include any additional comments on the study below:

I welcome the construction of this parking. I also suggest to maximize the value & excavate down 2-3 levels & more exception to zoning & go with 4 1/2 floors to add extra parking.



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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

*Being garage also needs to be Aesthetically appealing.
Greening would be essential to its integration into the streetscape*

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<i>I have no concerns.</i> <i>- the need seems to be over-stated</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Do nothing to increase cars in the Glebe - that is so last century - lets plan for future modes.

Please include any additional comments on the study below:

*• Need not share
 • why not underground - or at least good design with retail at grade if it is built*

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	<input type="checkbox"/> Other (please specify): <i>previously lived in the Glebe for 25 years.</i>
My concerns with parking in the Glebe include: (select all that apply)	I would support these tools to address my concerns: (select all that apply)
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<input type="checkbox"/> Lack of employee and volunteer parking	<input type="checkbox"/> Adjust pricing
<input checked="" type="checkbox"/> Potential Impact of Lansdowne Development	<input type="checkbox"/> Adjust enforcement
<input type="checkbox"/> Other issues (please be as specific as possible!) <i>Safety for pedestrians and cyclists while providing for increased transit that will be needed with greater density</i>	<input type="checkbox"/> Use of on-street permit system
	<input checked="" type="checkbox"/> Policy based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
	<input type="checkbox"/> Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

My preference is to dig down as well as build up and COMBINE with cultural spaces that have been lost in this area (studios, performance venues)

Please include any additional comments on the study below:

appearance - brick and glass/steel (traditional) & Modern.

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<div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <i>Want to make sure parking is not restricted for those attending church on Sundays. No enforcement (or restriction) on side streets on Sunday</i> </div>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

The building should not look like a parking structure. It should be attractive and sympathetic with the neighbourhood. I will email a photo of a parking garage in Germany.

Please include any additional comments on the study below:

There needs to be provision for church parking on Sunday - one hour is not adequate for a worship service - there should not be any restrictions on Sunday parking.

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<i>ventilation/exhaust</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>how well fences from all the street - moving cars be handled?</i>
<i>noise from fans</i>

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}

in the garage

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

- maximize # of spaces, make it attractive & heritage looking if possible
- put a "green" wall on the outside facing the homes right beside the garage

Please include any additional comments on the study below:

Please consider offering 3 types of monthly garage parking permits as follows

① daytime 8:00 - 4:45 Mon to Fri	② evening 5pm - 8am / Mon-Fri & weekends	③ monthly all day Mon-Sun
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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

build more underground spots in the garage.

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

If some can be space for the Metro entrance into store from the rear that would be great. Especially coming from a resident who uses the parking lot alot when cl go shopping at the Metro.

Please include any additional comments on the study below:

I like the guest parking permit idea.

see own

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---	--

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building. *well with residential sight lines*

low envt.

It will be an eye-sore, it will likely not fit, it will crowd the "open space" quality of the current lot, it is not needed demand is low, it will cost citizens money, more parking @ Lansdowne needs to exist for events there.

Please include any additional comments on the study below:

don't exceed height of building in the area.

don't put parking meters / pay parking on side streets

don't assume parking lot, only look @ mixed use structure with berries @ lower ground, shops @ street level + parking below ground.

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

I believe underground should be reconsidered. They are going underground at Lansdowne, No water table issues on 2nd ave

Please include any additional comments on the study below:

Should have looked at Oakland Ave + more streets behind Cylebe Centre. At time of survey stubs parking at Lansdowne.

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It appears that no data was collected on Oakland Avenue which already has parking challenged from parking by Glebe Centre visitors & possibly staff

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

maximizing parking spaces for visitors to the Glebe

Liked the multicolour design -

Please include any additional comments on the study below:

Boards that presented parking survey data were very difficult to read - hard to differentiate colours

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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Please tell us about yourself: <input checked="" type="checkbox"/> I am a resident of the Glebe <input type="checkbox"/> I attend school in the Glebe <input type="checkbox"/> I work in the Glebe <input type="checkbox"/> I am a business owner in the Glebe <input type="checkbox"/> Other (please specify):	
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<p><i>My street, 4th Bank to York is a parking lot</i></p>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<p><i>Use the space effectively - below grade parking, 4 stories on Bank & above garage</i></p>

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<div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p style="font-size: 1.2em; margin: 0;"><i>Employees do not need employer-supplied parking. The Glebe is well-served by buses, sidewalks and bike paths.</i></p> </div>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

If it must be built, it should be underground

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(Empty comment box)



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<i>Need public washrooms in the parking structure - as is the case throughout Europe.</i>	
<i>New Zealand has best public facilities</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

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THIS ONLY ADDRESSES THE CONCERNS ABOUT PARKING FOR BUSINESSES, I DO NOT FEEL IT ADDRESSES RESIDENTIAL PARKING (LACK OF) FOR VISITORS, ESPECIALLY OVERNIGHT FOR SHORT TERM LESS THAN A WEEK **	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

ABSOLUTELY NONE OF THE EXAMPLES SHOWN AT THIS OPEN HOUSE IS APPROPRIATE FOR SECOND AVENUE * PHOTOS OF OTHER PARKING GARAGES
--

Please include any additional comments on the study below:

PLEASE DO NOT CONSIDER METER PARKING OF THE SIDE STREETS A 1% TO 15% INCREASE IN NEED FOR PARKING SPACES DOES NOT REALLY TELL US THERE IS A NEED.
--

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>Do something with architectural interest (unboxing!)</i> <i>Make it safe!!</i>

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The business context is missing. No discussions on trucks/deliveries	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

This extremely important – Numbers are somewhat skewed and not representative of true demand. Witness on a daily basis. HP will also create more demand.
Please include any additional comments on the study below:
If residents are concerned – Consider parking meters on these streets as well – Modified hours –

This is NOT shown in this study – Hence the need for this facility

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<p><i>o Parking permits very expensive for 1st vehicle at address</i></p>	
<p><i>o Employees at daycares and other low-paid/volunteer facilities pay significantly for parking - need a low cost provision</i></p>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

- That it be safe - a lot of children cross the exit/entrance

- Be safe in terms of late night parking

- Not unsightly

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

I live next door → make it pretty + inviting
 - I want to be able to walk through it to go home.

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Increased parking = increased traffic. It is important to develop traffic strategies to accommodate addition vehicular traffic. Parking garage should have high architectural characteristics

Please include any additional comments on the study below:

I believe that the Lansdowne Development parking and traffic should have been further considered as part of the study.

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① <i>1 hr. parking on Patterson b/w Bank & O'Connell doesn't allow for lunch or daytime visitors</i>	<i>many spots of bike stands are missing from the Bank St reconstruction</i>
② <i>Additional 11 teachers at Matchless School will require parking – paving an intensively used playground is not a good solution; teacher parking in the new garage.</i>	
③ <i>Parking-seeking cars is a problem</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Would prefer underground parking like Lansdowne, even if it costs \$1M more for each level down. Why should the traditional main street not receive the same level of subsidy?

Please include any additional comments on the study below:

- ① *Study should have been done in January when there is no parking because of snow*
- ② *Study should have been done during 6-7 game times*
- ③ *More teacher parking at the Lyon St Stub end near Matchless School*

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→ Visitor parking is a challenge on my block (between Bank & Lyon on Third)	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

= Visually attractive with good landscaping (some red brick - can blend older with more modern)

Please include any additional comments on the study below:

Would like to have a system for visitor parking (day & overnight)
↓ i.e. guests at residents' houses

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-issues with visitor + overnight parking	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Aesthetic design should be in keeping with the heritage nature of the neighbourhood → eg. some red brick (NOT a concrete monstrosity)
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<i>Lack of outdoor play space and the potential that Matchmorpark will be paved to provide additional teacher parking.</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

① Brutalist Design. ② Money could be better spent on improving recreation space (sports fields) and (a new rink) in the Glebe

Please include any additional comments on the study below:

*Need to design loading zones along Bank St. so trucks stay off residential streets.
Did not consider peak parking for religious services.*

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Sponsored new & imaginative designs from leading designers outside Ottawa.
Seek modular approaches which would allow parking

Please include any additional comments on the study below:

to be provided when it is needed and of the type required. We know with certainty that transportation needs will be significantly different in 2030 so why

build an inflexible final solution now? Especially one based on last century models.

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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GLEBE RESIDENT SHOULD HAVE NO PAY PARKING (SAME AS WILSONBORO/WESTLINGTON VILLAGE/HUNTERBURG)	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

LESS THAN A STORES / TRADITIONAL DESIGN TO BE COMPATIBLE W- CHARACTER OF MAIN ST / NEIGHBOURHOOD, WALK-LIF & SECURITY CAMERAS → FOR WOMEN DESTINATION SHOPPERS
--

Please include any additional comments on the study below:

NO RESIDENTIAL → FOCUS ON MEETING PARKING NEEDS
NO REPAIR
NO UNDERGROUND - TOO EXPENSIVE

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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<div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p style="font-size: 1.2em;">Would like parking on residential streets to switch sides every mid month to allow for better street sweeping and cleaning</p> </div>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<ul style="list-style-type: none"> • short term meter parking on entry level for quick errands. Longer term parking on upper levels • open concept 	
Please include any additional comments on the study below:	
<ul style="list-style-type: none"> • delivery trucks on Bank St blocking transit access & cyclists. 	Bank to reduce neighbourhood cut through traffic

limited employee parking for business/restaurants
on Bank st causes lack of parking for
residents. Example - Clarey Avenue

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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May be
 Bike lanes
 Down
 Bank.
 Just
 common
 sense
 ...

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

The ground floor should be for short term (1/2 hr) parking only.
 Allowing run ins to hardware, grocery stores etc. for the
 longer term parking on higher levels for "Tourists"

Comments

Please include any additional comments on the study below:

Picking up a loan agreement
 Here hardware → having to lug to level x
 of a parking lot not feasible + does not support

local
 community population
 or businesses

Parking garage exit - cars should only be allowed
to exit ^{towards} Bank Street, not west on 3rd.
Keeps cars off The Residential Street



**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

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---	--

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please include any additional comments on the study below:

I'm concerned about the safety of my family if a new garage is built on my street. Parking garages are dirty, unsafe, invite unwanted people, provide shelter for homeless, etc.

It is quite questionable if there is truly a need for the new garage @ the proposed area as the lot is rarely full.

Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet

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<p><i>Managing volume of traffic coming into the Glebe at different times of day for Lansdowne. But it is P.T.O.</i></p> <p><i>hard to comment on this initiative without the context of Lansdowne</i></p>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please include any additional comments on the study below:

P.T.O.

The 1100 spaces identified for Lansdowne will not be adequate - most will be filled by Lansdowne residents and by the staff of the commercial units. More people will come to Lansdowne, eg for movies (who wants to pay for parking to see a movie - they will park in the Glebe); for shopping; and for events. All those should be factored in before making detailed comments on the rest of the parking.

Glebe Local Area Parking Study Public Open House Wednesday, January 23, 2013 Comment Sheet

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Please tell us about yourself:

- I am a resident of the Glebe I attend school in the Glebe I work in the Glebe
 I am a business owner in the Glebe Other (please specify):

My concerns with parking in the Glebe include: (select all that apply)

- I don't have any concerns
- Lack of available parking on Bank
- Lack of available parking on side streets
- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer parking
- Potential Impact of Lansdowne Development
- Other issues (please be as specific as possible!)

mixed use development vs. just a parking lot.

I would support these tools to address my concerns: (select all that apply)

- Encourage active modes – Improve Bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
- Increase municipal parking supply
- Adjust parking regulations
- Adjust pricing
- Adjust enforcement
- Use of on-street permit system
- Policy based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
- Other *mixed use & help pay for structure.*

use cash in lieu for glebe projects or for this glebe project not general revenues.

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

That it be mixed use not just a parking garage.

Please include any additional comments on the study below:

sell over, we are trying to intensify but only parking up a parking lot?

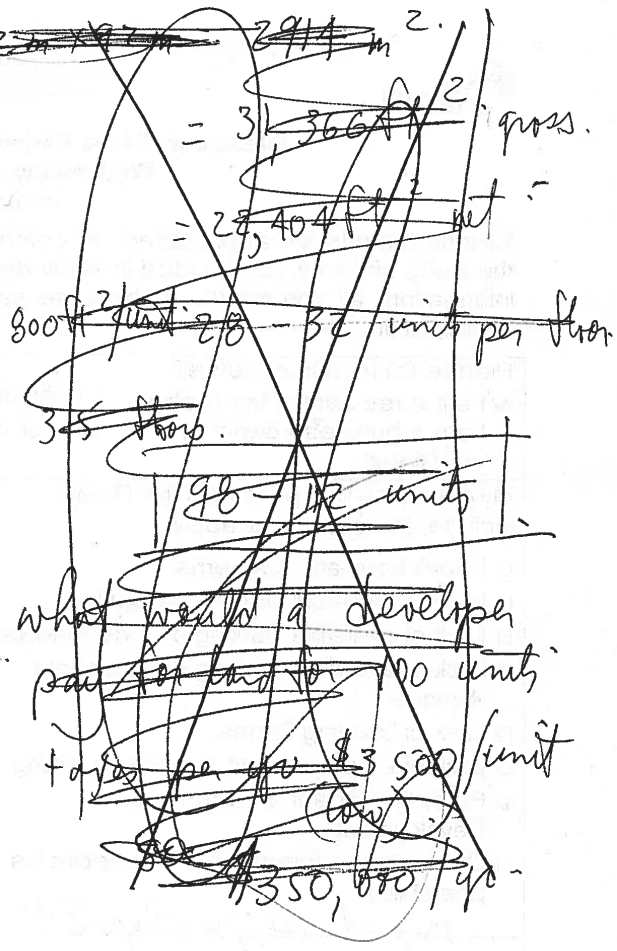
site size ~~32m x 27m~~ ~~2914 m²~~
 from MH dump.
 $30 \times 58 = 1740 m^2$
 $= ~~19,000~~ ft^2$
 18,730 gms.

13,500 ft²
 $\div 750 ft^2$
 17-18 units / per floor.

54 units
 so need more ht.

\$ 9.5 m
 \$ 7.2 m

6,000,000.



156 spaces

above grade
 156 spaces X 35,000 = \$ 5,460,000.

Below grade
 156 spaces X 60-65,000 = 9,360,000
 10,140,000
 extra cost 3,900,000
 4,680,000

**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

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<input type="checkbox"/> Potential Impact of Lansdowne Development	<input type="checkbox"/> Adjust enforcement
<input type="checkbox"/> Other issues (please be as specific as possible!) <i>Construction of addition at Mutchmor P.S. + The Swifts of school populations with First Ave P.S. Increased student population + teachers at Mutchmor + 50% will increase the parking requirements. (over).</i>	<input type="checkbox"/> Use of on-street permit system
	<input type="checkbox"/> Policy based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
	<input type="checkbox"/> Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

That is fits in esthetically with other buildings in the Glebe.

Please include any additional comments on the study below:

It's important to integrate discussions about the Mutchmor addition and the parking issues it raises with this other parking study. There

is also a project to reconfigure parking and add spaces at the Glebe Community Centre.

All these projects should be looked at together!

Parking at Mutchmor field has been proposed by ODSB as an option and this is opposed by parents, community groups etc. We want to protect the field as the only green space in the area. This parking behind Metro might be an option for teachers.

Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
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	<input type="checkbox"/> Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Commercial/Retail facing 3rd Ave, limit height for shading and overlook to 2nd Avenue - Replace trees on west edge of lot, safe access to Urtucas, avoid a concrete bunker.

Please include any additional comments on the study below:

Very disappointed in the lack of transparency of the ^{proposed} mass and scale. Information about scale, mass, setbacks are critical to the public and should be presented at this time.

→ over

I don't object to a garage, and don't question the need. The critical aspects are related to mass and scale. To have an open house that provides a plan view of the garage, without showing its context on a site plan, and not providing an elevation sketch of the street along second and third, would not be acceptable for a private developer. Therefore it is not acceptable for the City. Any comments you receive now are lacking the context that is really required for proper analysis. Design details come later, but zoning is all about mass and scale. You need to be open and transparent on these issues.

Thanks Scott

Glebe Local Area Parking Study Public Open House

Wednesday, January 23, 2013

Comment Sheet

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<div style="border: 1px solid black; padding: 5px; min-height: 100px;"> <p style="font-family: cursive; color: blue;">The study actually proves that expansion of 170 Second Avenue is <u>NOT</u> required. IT is so obvious, I am questioning why it is still being considered.</p> </div>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

That it is not required. The examples shown do not fit the Glebe style. Also, what is achievable within the limited budget that is available?

Please include any additional comments on the study below:

OVER →

The scope of the study should have included Lansdowne and its impact. It is very unlikely that the maximum growth will be achieved by 2031, so why are we bothering with this project in 2013-2014?

OVER →

- The Globe businesses have existed for 100 years without this parking garage
- change parking regulations on side streets
- too early to make a decision - wait until Landsdown is mature
- event park + ride (e.g. Billings Bridge + RA Centre)
- revenue to Mulhowne + Corpus Christi (now sell parking as fundraiser)
- the study area needs to be adjusted to include the influence of the Landsdown development, e.g. should include ~~sketch~~ on bank street past the bridge
- what will be the life cycle costs of the facility?
- What happens if the parking revenue is not realized?

**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

BE CREATIVE IN DESIGN & USE. (ROOFTOP GARDENS, SOLAR LIGHTS)
 ARCHES, CREATIVE USE OF COLOUR & TEXTURES

Please include any additional comments on the study below:

I EXPECTED THERE TO BE SOME TYPE OF PUBLIC FORUM FOR DISCUSSION, EXCHANGES OF IDEAS & DIALOGUE.

WEL

→ Your "Typical" survey in May
is flawed. What is "Typical?" in May,
in December, on Mondays or Saturdays?
Frankly I felt it was a waste of time.
Why was it not conducted on a Saturday during
a [7' AMIS]

Zibby Petch

Subject: FW: Glebe parking

-----Original Message-----

From: [REDACTED]

Sent: January 11, 2013 12:38 PM

To: Thomas, Lindsay

Subject: Glebe parking

I will not be able to attend open house re parking but wish to comment on the issuem. Having lived in area during previous football seasons I know that ticket holders park any and ewvery where.....as far away as Metcalfe and Pretoria streets. It was not uncommon for property owners -who havew no driveways ore garages ands who pay 70 a month for on st parking....to find NO parking near their homes. The city must acknowledge the extent of the impact as it goes well beyond third ave. There will needs to be off site parking somewhere???.with shuttle buses OR strictly enforced NO st parking save for parking passes.

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

Zibby Petch

Subject: FW: Parking garage on second ave

-----Original Message-----

From: [REDACTED]

Sent: January 11, 2013 12:49 PM

To: Thomas, Lindsay

Subject: Parking garage on second ave

NO; inconsistent w city plan, current zononhg and common sense. Any garages to be built had best be financed by the businesses creating the need and should be outside the congested areas which extend from riverdale to the queridas. This whole Lansdowne debacle flies in the facew of any sound traffic management. With access limited to two two lane sts, one of which prohibits buses, and both of which are currently impassable on weekends - without the 400,000 sq ft of additional retail.....is a disaster in the making. And the city is going to pay some consultant for ideas on how to put fun back in Ottawa.....how about protecting residents from unbridled greed and lack of planning.

Sent wirelessly from my BlackBerry device on the Bell network.

Envoyé sans fil par mon terminal mobile BlackBerry sur le réseau de Bell.

Zibby Petch

From: [REDACTED]
Sent: Wednesday, January 23, 2013 10:22 PM
To: mary.gracie@ottawa.ca
Cc: Jennifer Armstrong
Subject: Parking garage, Monschau, Germany, Image #1
Attachments: Parking Garage Germany 2011.jpg

Dear Mary Gracie and Jennifer Armstrong,

I attended the Open House about parking in the Glebe this evening. I am concerned about the appearance of the proposed parking garage between Second and Third Avenues. I said I would send pictures of a parking garage in Germany which was successfully integrated with a very historic and picturesque town. I am sending two pictures as attachments. They are large files so that you can examine detail. I will send them in two emails.

I would also like to suggest that the parking garage include public toilets. In Europe and other parts of the world parking garages have this amenity. If you don't think this is needed in the Glebe come to Glebe-St. James church during the Great Glebe Garage Sale and see the line ups to use the toilets. Granted the Garage Sale is a special day, but there are a lot of people who come to the Glebe who really don't want to ask for the key to the washroom in Bridgehead. The fact that Bridgehead has a key system says something too.

Please send a message or give me a call if you have any questions. [REDACTED]

[REDACTED]
[REDACTED]
[REDACTED]





Zibby Petch

Subject: FW: 170 Second Avenue Parking Garage

From: [REDACTED]
Sent: January 24, 2013 2:12 PM
To: Thomas, Lindsay
Subject: Re: 170 Second Avenue Parking Garage

Hello;

Thanks for the prompt response. I have the following questions:

I notice that the building is four levels: is that three levels covered and one open? Would that still conform to the 10m zoning for the area given the need for an elevator on the fourth level?

Have there been any discussions with the building owners and leaseholders for the buildings facing Bank Street that back onto the existing parking lot of either integrating with their buildings or creating a common shared structure?

Will the city sell permits allowing for overnight parking when the parking ban is enforced, or will people have to purchase monthly parking passes?

Will parking ever be free, as it is on Sundays and later evenings in the current lot?

I have the following comment:

There is no indication of indoor bicycle parking. The footprint of the building would extend to the sidewalk, eliminating any provision for outdoor racks. Subtracting the five parking spots on the main level near the entrance along 2nd Ave. would allow for safe indoor bicycle parking with security cameras performing monitoring. The loss of five parking spaces would not be noticeable as your own data indicates that capacity won't be reached for some time to come.

Whether or not a fee could be charged for bicycle parking is another question. My preference would be that it should be free, to encourage cycling instead of driving and parking. If bicycle parking was secure and dry that would be further encouragement.

On Thu, Jan 24, 2013 at 1:24 PM, Thomas, Lindsay <Lindsay.Thomas@ottawa.ca> wrote:

Good Afternoon [REDACTED]

As per request: I have attached all of the presentation boards that were on display at the Glebe Open House for your information. If you wish to provide comments I can e-mail you a comment sheet or you can e-mail them to me directly. If you have any questions please do not hesitate to ask.

Sincerely,

Lindsay Thomas

From: [REDACTED]
Sent: January 23, 2013 8:51 PM
To: Thomas, Lindsay
Subject: 170 Second Avenue Parking Garage

Hello;

I was not able to make the open house on this proposal. Could you email me the materials? Thanks.

Zibby Petch

From: Gracie, Mary <Mary.Gracie@ottawa.ca>
Sent: Thursday, January 24, 2013 10:40 AM
To: [REDACTED]
Cc: Jennifer Armstrong; Bula, Peter; Faris, Robert W; Thomas, Lindsay
Subject: FW: Glebe Open House on January 23, 2013
Attachments: Horticulture Bldg in daytime.jpg; Horticulture Bldg at night.jpg

Hello [REDACTED],

Thank you so much for taking the time to attend the Open House and present your comments and ideas to us.

By copy of this email your thoughts specific to the construction of a garage at 2nd Avenue are being forwarded to Peter Bula, Parking Operations, and Rob Faris, Design and Construction, who are working on that aspect of this work.

Kind regards,

Mary Gracie, MCIP RPP
Program Manager, Parking Studies
City of Ottawa
(613) 580-2424 ext.29002
mary.gracie@ottawa.ca

From: [REDACTED]
Sent: January 24, 2013 10:20 AM
To: Gracie, Mary; jarmstrong@morrisonhershfield.com
Cc: [REDACTED]
Subject: Glebe Open House on January 23, 2013

I would like to provide my comments about the information provided at the recent Open House.

I am a resident of the Glebe

My concerns with parking in the Glebe include

- Lack of loading zones
- Lack of employee and volunteer parking
- Potential impact of Lansdowne development

I would support these tools to address my concerns

- Encourage active modes
- Increase transit service
- Increase municipal parking supply
- Adjust parking regulations
- Use of on-street permit system

With regard to the construction of additional parking at 170 Second Avenue

I understand that additional parking is important to our community and local businesses and that 170 Second Ave is currently operating at near capacity. However, it was and is a residential area and we do not need to expand the capacity to the detriment of the neighbours. Whatever is built should be in support of the community and not simply designed to be overflow parking for Lansdowne. I think going from 50 to 200 parking spaces with four levels may be too much for this location.

Our neighbourhood also has a shortage of City parks and I would like to see some consideration given to the garage roof being set up as a 'community garden' with proper rain water retention, etc. Historically, this land was predominately used for market gardens before houses were built and this extra green space would be a suitable land use for the local community.

Most of the pictures of parking garages at the Open House were purely functional with no suitable style. Although there were some images presented to show the elevator shafts. These outlines reminded me of the Prairie style of architecture (Frank Lloyd Wright, Francis Sullivan, et al) that was popular when this neighbourhood was being developed. In fact, the Horticulture Building at Lansdowne, originally built in 1914, is the best example that comes to my mind. I have attached two pictures of the new Horticulture Building copied from [Detailed designs for the new Lansdowne | City of Ottawa](#). The Horticulture Building is on the right hand side of these pictures. This Prairie style would be my preference for the appearance of the building.

Additional Comments

As with most City operated garages, there should be spaces allotted for monthly permits and daily permits. The remainder should be on an hourly basis. This would accommodate some of the local businesses that lack parking for their employees and for their customers.

The loading area currently supporting the neighbourhood Metro grocery store could be greatly improved if the laneway was open all the way from Second Avenue to Third Avenue. Perhaps some arrangement could be made with the business owners and employees (5 or 6), currently parking in the laneway, for dedicated spaces in the new parking garage.

The use of on-street parking permits should be expanded throughout most of the Glebe. Also, when on-street parking is prohibited, such as during a snow storm, valid permit holders should be allow to park in municipal lots until the prohibition is lifted.

Thank you for this opportunity to comment. I am looking forward to the next steps.

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Zibby Petch

Subject: FW: Second - Third Ave Parking Lot

From: [REDACTED]

Sent: January 24, 2013 1:20 PM

To: Gracie, Mary

Cc: jarmstrong@morrisonhershfield.com; [REDACTED]

Subject: Second - Third Ave Parking Lot

Mary:

In response to the open house Wednesday night here are some comments. The comments will be more of an operational side in regard to Metro Glebe.

1. The entrance for deliveries to Metro Glebe runs off Second Ave. During the day there could be as many as 150 trucks delivering product to the store. Some trucks with trailers in length of 50 feet. The route is off Bank Street onto Second Ave. For the driver to negotiate the backing in of the trailer, some thought as to the position of the entrance to the parking lot has to be considered. The Parking lot video showed last night, indicated that the Second Ave entrance was adjacent to the delivery laneway. This may be problematic for the divers and individuals entering the new parking lot. As you move forward as to the design of the parking lot, Metro Glebe would like to have some input to prevent problems to those using the facility and to our operation.
2. I believe the time that a client may stay in the parking lot is two hours, will this be maintain.
3. Metro Glebe pays for parking spaces for key staff members, will this be offer within the new structure? Our preference would to maintain our paid parking spaces.

[REDACTED], our store director will be reviewing the parking lot and potential issues with our management and will submit a separate comment sheet.

Please do not hesitate to contact me with any question you may have.

Yours truly,

[REDACTED]
[REDACTED]

Zibby Petch

Subject: FW: Second - Third Ave Parking Lot

From: [REDACTED]

Sent: January 25, 2013 2:06 PM

To: Gracie, Mary

Cc: [REDACTED]; jarmstrong@morrisonhershfield.com; [REDACTED]; Bula, Peter; Faris, Robert W; Thomas, Lindsay

Subject: Re: Second - Third Ave Parking Lot

Hello Mary,

As promised from [REDACTED] I have compiled a few comments regarding the parking lot proposal:

- In the proposal I noticed that the parking structure is going to be 3 stories and I am concerned with individuals gaining access to our stores roof. I am hoping in future revisions there is a possible deterrent in place to prevent this.

-Secondly I am concerned from a security point of view. With an increase amount of panhandling in the area the stairwells in the proposed parking structure may be a great place for panhandlers to setup and harass our patrons.

-and just to clarify [REDACTED]'s first point 150 trucks are for the whole week not daily.

Thanks for the opportunity to comment .

Regards,

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]

Zibby Petch

Subject: FW: proposed Glebe parking garage

From: [REDACTED]

Sent: January 26, 2013 11:23 AM

To: Bula, Peter

Cc: Thomas, Lindsay; Gracie, Mary

Subject: Re: proposed Glebe parking garage

Peter,

here is a better photo of the colonial styled parking garage to show that something could be built that fits into the Glebe.

[REDACTED]



On 2013-01-25, at 2:52 PM, "Gracie, Mary" <Mary.Gracie@ottawa.ca> wrote:

██████

Thank you very much for taking time to come to the meeting and providing detailed comments.

Kind Regards,

Mary Gracie, MCIP RPP
Program Manager, Parking Studies
City of Ottawa
(613) 580-2424 ext.29002
mary.gracie@ottawa.ca

From: [REDACTED]
Sent: January 25, 2013 2:39 PM
To: Gracie, Mary; Bula, Peter; [REDACTED]
Cc: [REDACTED]
Subject: proposed Glebe parking garage

I spoke with each of the three of you this week and wanted to follow up on a couple of issues.

First for **Peter**,

I still need to dig up our personal photos of the three story red brick parking garage in Williamsburg Virginia, but in the interim here is what google street view is able to provide: <http://goo.gl/maps/rKUaG> (you may need to rotate your point of view to see the three story garage), and here is a view from the other side: <http://goo.gl/maps/Rto3M>

Second for **Mary, Peter and [REDACTED]**,

I spoke to each of you about the need to provide teacher parking in the Glebe in a manner that does not reduce the very limited outdoor recreational spaces around the schools, and limits the possibility that cars will run over kids. Glebe residents have made improving parking safety a priority, and allocated funds from the accumulated surplus of GNAG to improve parking around the Glebe Community Centre. At the Community Centre, the objective is to eliminate the possibility along Lyon that a car would back up over a kid that is walking along the sidewalk, while also improving the landscaping around the structure. I am hopeful that the school boards and the City can similarly come up with a solution that both improves pedestrian safety and increases outdoor recreation space at the schools.

Here is how I summarize this parking issue:

- The City is evaluating a potential three-story parking garage just off Bank Street between Second and Third Avenues, the peak demand for this parking is mid-day on weekends. The proposed garage is 320m from the Mutchmor P.S. entrance, and a block closer to Corpus Christie P.S.
- The school boards are expanding Mutchmor P.S. and planning on expanding Corpus Christie P.S., and need parking for teachers and staff from roughly 7:30am until 4:30pm daily.
- The only financially viable option on OCDSB land is to pave a portion of Mutchmor Park, which is the only playing field in that area of the Glebe. The Glebe is already underserved for sports recreation space relative to other neighbourhoods, and it would likely cost the City more than \$10 million to provide a playing field in a comparable location.
- I would suggest that the City could increase the viability of a Glebe parking garage by negotiating a financially reasonable agreement with the school boards to allocate roughly one-third of the proposed structure to the school boards during off-peak week days. This would allow the OCDSB to preserve the existing footprint of Mutchmor Park, and could increase outdoor play space and improve pedestrian safety around both Mutchmor and Corpus Christie.

I also understand that the Glebe Community Association has taken a clear position on the need to resolve the school staff and teacher parking issue, and will be sending a letter to both the City and the OCDSB.

I would be happy to discuss this issue with you further, if that would help in any way.

Cheers,

[REDACTED]

[REDACTED]

[REDACTED]

Zibby Petch

From: Gracie, Mary <Mary.Gracie@ottawa.ca>
Sent: Monday, January 28, 2013 10:17 AM
To: Bula, Peter; Faris, Robert W; Jennifer Armstrong; Zibby Petch; Edens, Philip
Subject: FW: Glebe Local Area Parking Study Comment Sheet
Attachments: Glebe parking study comment sheet.pdf

Hello all,

Please see the attached comment sheet which includes some detailed suggestions regarding the parking lot.

Thank you,

Mary Gracie, MCIP RPP
Program Manager, Parking Studies
City of Ottawa
(613) 580-2424 ext.29002
mary.gracie@ottawa.ca

-----Original Message-----

From: [REDACTED]
Sent: January 26, 2013 3:08 PM
To: Gracie, Mary
Subject: Glebel Local Area Parking Study Comment Sheet

Dear Ms. Gracie and Ms. Armstrong,

Please find attached a comment sheet on the Glebe Local Area Parking Study. As you will see from my comments, my primary concern regards children's safety in the area around the schools and community centre. I am afraid that I was unable to attend the open house, but have filled out the form and attached some additional comments.

Thank you for soliciting feedback from the neighbourhood.

Best wishes,

[REDACTED]

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**Glebe Local Area Parking Study Public Open House
Wednesday, January 23, 2013
Comment Sheet**

Your comments are appreciated. All comments will be maintained on file for use during the study and may be included in study documentation. With the exception of personal information, all comments will become part of the public record. Thank you for your participation.

Please tell us about yourself:	
<input checked="" type="checkbox"/> I am a resident of the Glebe <input type="checkbox"/> I attend school in the Glebe <input type="checkbox"/> I work in the Glebe <input type="checkbox"/> I am a business owner in the Glebe <input type="checkbox"/> Other (please specify):	
My concerns with parking in the Glebe include: (select all that apply) <input type="checkbox"/> I don't have any concerns <input type="checkbox"/> Lack of available parking on Bank <input type="checkbox"/> Lack of available parking on side streets <input type="checkbox"/> Lack of available parking on Rosebery Avenue <input type="checkbox"/> Lack of Loading Zones <input type="checkbox"/> Lack of employee and volunteer parking <input checked="" type="checkbox"/> Potential Impact of Lansdowne Development <input type="checkbox"/> Other issues (please be as specific as possible!)	I would support these tools to address my concerns: (select all that apply) <input checked="" type="checkbox"/> Encourage active modes – Improve Bicycle parking, enhance walking and cycling infrastructure <input checked="" type="checkbox"/> Increase transit service, promote carpooling/carsharing and teleworking <input checked="" type="checkbox"/> Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply <input type="checkbox"/> Increase municipal parking supply <input checked="" type="checkbox"/> Adjust parking regulations <input type="checkbox"/> Adjust pricing <input checked="" type="checkbox"/> Adjust enforcement <input type="checkbox"/> Use of on-street permit system <input type="checkbox"/> Policy based approaches – Adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking) <input type="checkbox"/> Other
<i>Impact of parking garage on volume of traffic on Third and safety for children at the schools & Community Centre.</i>	

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

<i>See attached</i>

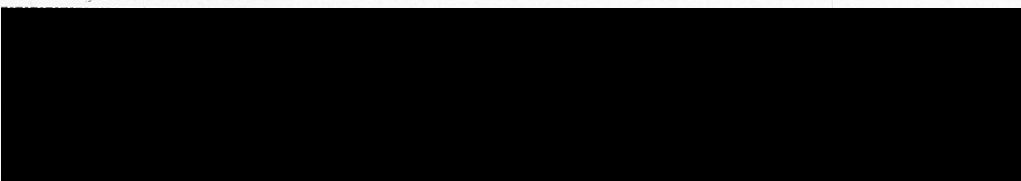
Please include any additional comments on the study below:

<i>See attached</i>

Please drop this comment sheet in the box provided, or send it by Wednesday, January 30th, 2013 to:

Mary Gracie, MCIP RPP
Program Manager, Parking Studies
City of Ottawa
185 Slidell Street, Ottawa, ON K1Y 3B5
E-mail: mary.gracie@ottawa.ca
Tel: 613-580-2424 x 29002

Jennifer Armstrong, P. Eng.
Project Manager, Morrison Hershfield Ltd.
2440 Don Reid Drive, Ottawa, ON K1H 1E1
E-mail: jarmstrong@morrisonhershfield.com
Tel: 613-739-3241; Fax: 613-739-4926



What is important to you with regard to the construction of additional parking at 170 Second Ave?

Children's safety

My primary concern regarding the proposed parking garage is the impact of additional cars on Second and Third Avenues on the safety of the many small children who use these streets on their way to and from Mutchmor, Corpus Christi and the Glebe Community Centre. It seems inevitable that the addition of further parking will increase traffic in these streets, particularly near the schools and community centre.

For this reason, I would urge the City to consider:

- 1) Limiting the number of additional parking spaces
- 2) Adding traffic calming measures along Second and Third Aves.
- 3) Lowering the speed limit around the schools and enforcing it aggressively

Describe your preference for the appearance of the building.

It's important that the building blend in with the residential neighbourhood of which it is a part – in terms of scale (particularly height) and style. Two stories would seem the maximum that would ensure that the building fit into the area. An attractive façade would also be desirable. Ideally, the entrance/exit from the garage would encourage traffic to move to and from the garage from Bank and not through the residential area or past the schools.

Additional comments.

Impact of Metro

It is also important to take into account how the garage will affect the impact of Metro on the surrounding neighbourhood:

- 1) If it could be designed in such a way as to limit/block the ventilation noise coming from Metro (which currently exceeds the maximum allowable 50 decibels in the summer), that would be a net advantage to the area.
- 2) There needs to be a strategy for dealing with the many grocery trucks that currently use the City parking lot early in the morning as an overflow unloading area. If that area is unavailable to them, they should not be allowed to take up space (and make noise) along Second and Third Avenues.

Public transit suggestions

One option that the City could consider in its efforts to improve public transit to the area is to follow the lead of Vancouver, which introduced the 99-B line down Broadway Avenue with great success. I was actually living in Vancouver at the time and commuting down Broadway. The addition of the B-line, an express bus with a limited number of stops in key areas, dramatically reduced the time it takes to take public transit down that popular corridor.

Zibby Petch

From: Thomas, Lindsay <Lindsay.Thomas@ottawa.ca>
Sent: Tuesday, January 29, 2013 8:55 AM
To: Zibby Petch
Cc: Jennifer Armstrong
Subject: FW: Parking Development 2nd Ave

Comments from [REDACTED]

From: [REDACTED]
Sent: January 23, 2013 9:33 PM
To: Gracie, Mary
Cc: [REDACTED]
Subject: Parking Development 2nd Ave

Hello Mary -

We met briefly this evening at the open house. I was the guy who was irritated by the lack of elevation drawings.

I live at 125 Third Ave with my wife and two young boys, 2 houses west of the site. We do not have a problem with the idea of adding a parking structure if your studies support the need, and it is a fiscally responsible endeavour for the City of Ottawa. There are a few items that are relevant to me as a homeowner and as someone who spends a substantial amount of time dealing with urban design issues.

From a personal perspective, the overlook from the western side of the garage into our rear yard, and the aesthetics of the western facade when looking from our house and yard will be important to us. At the moment, there are a row of trees along this edge of the parking lot that provide something pleasant and organic to look at, and some privacy to the rear yard in summer. We will also be concerned with the overall design and look of the south facade and how it transitions from commercial to residential. I believe these issues can be managed with good design, provided the garage is not excessively tall.

From a Glebe urban design perspective, 'good design' is not going to be sufficient if the proposed plan is to build lot line to lot line and up to 11m in height without consideration of form. The building at the corner of 3rd and bank is a one storey retail structure. It is probably around 4.5m tall, so the parking structure could potentially be visibly dominant from Bank St.

So, from my perspective, the mass and scale are critical to understanding the City's proposal, and I hope you will be able to answer my questions below:

1. You currently have a scaled concept plan of the proposed garage. Please tell me when you will be able to plot that concept onto a site plan and provide relevant set back dimensions from all four property lines for issue to the public.
2. Based on the model I saw on the computer screen, you should be able to provide an elevation drawing of the proposed garage on 2nd and 3rd avenues. Please understand that I am not asking for design details, or cladding, or anything final, I am merely asking for a dimensioned drawing that references the property lines and grade so that I can understand the size of the proposed structure. Please tell me when you will be able to provide an

elevation drawing of the proposed massing together with the relevant neighbouring structures for a proper analysis of the proposal.

3. Will this development be subject to a Heritage study?
4. Will this development be subject to review by the Urban Design Review Panel?

Please advise

Thanks,

[Redacted signature]

[Redacted contact information]

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Zibby Petch

Subject: FW: Parking Garage 2nd Avenue

From: [REDACTED]

Sent: January 30, 2013 10:30 AM

To: Gracie, Mary

Subject: Re: Parking Garage 2nd Avenue

Hi Mary,

I am very disappointed with the project as my property is located immediately adjacent to the parking lot at 123 1/2 Third Avenue.

This type of structure will have a tremendous negative impact on my property and the immediate neighbourhood.

I would like to see specific plans for this project as soon as possible.

Will there be entrances to the parking garage from both 2nd Avenue and 3rd Avenue?

A brief summary of my concerns include:

- such a structure adjacent to a residential property will adversely affect its market value (compensation evaluation necessary?)
- increased congestion with over 150 parking spaces Third Avenue will be a traffic nightmare
- noise and air pollution
- the proposed structure is 4 storeys which may surpass the height restriction for the area, I assume that the structure probably meets the height requirement but the number of parking spaces is well beyond the service requirements for the immediate area
- increased security risks with vandals, the homeless, teens etc
- aesthetically it will be an eyesore
- 2nd and 3rd Avenues will be the parking centre for the Glebe...will need to address access limitations restricting traffic on both.

I am not sure what the zoning is for this lot but I would assume it is residential.

I do not think that such a proposal would ever be granted by the City if this was submitted by a private builder.

I know of a similar structure located in a residential area and it adversely affects the value of the homes immediately

adjacent to this structure, not to mention the character of the street, and the quiet enjoyment of the residents.

Looking forward to receiving the proposed plans.

Regards,

[REDACTED]
[REDACTED]

Zibby Petch

Subject: FW: 170 Second Ave. Parking Garage Comments.docx
Attachments: 170 Second Ave. Parking Garage Comments.docx

-----Original Message-----

From: [REDACTED]
Sent: January 29, 2013 2:33 PM
To: Thomas, Lindsay
Cc: Gracie, Mary; jarmstrong@morrisonhershfield.com
Subject: 170 Second Ave. Parking Garage Comments.docx

Dear Ms. Thomas,

Please find attached my comments with respect to the 170 Second Ave Parking Garage Proposal.

Yours very truly,

[REDACTED]

The Proposal of a Parking Garage at 170 Second Ave.

While I understand the need for parking spaces in the neighborhood, the creation of a multi-level parking garage causes concerns as a resident of the Glebe and a direct neighbor to the current parking lot at 170 Second Ave.

My comments and concerns with respect to the redevelopment of the current parking lot are as follows:

Current Parking Lot Usage:

I reside directly across from the current parking lot at 170 Second Ave, and have for 6 years. As such I can attest to the fact that the pay-parking is rarely full, unless it is during a free-parking time frame (Sundays and after 9pm). Drivers tend to find street parking (free) before using the current parking lot, in which drivers will park illegally rather than pay. This is evident with the current traffic flow in Second Ave. and with the fact that on-street parking in front of my home was changed to a no stopping zone in 2012 due to the frequency of calls to By Law as to our driveway was continually being blocked by parked cars. Further, with the redevelopment of Lansdowne, the additional parking spaces of a parking garage will not be used for patrons of the redevelopment; when events previously happened at Lansdowne the lot was not full (ex. Super Ex, 67's games etc.) and it is just far enough from Lansdowne that those driving do not walk the distance to Lansdowne.

Traffic Congestion:

The traffic congestion on Second Ave from Bank Street west to the entrance of the parking lot is already out of control, and needs to be addressed before the creation of a parking garage. The congestion is due to the delivery trucks, starting at 6am and continuing until 6pm every day of the week, delivering to the Metro and the Bridgehead, other vehicles which are illegally parked on the south side of Second Ave. from Bank Street to the entry of the parking lot by people running to the Bridgehead, the Home Hardware and the Metro and from the cars parking and leaving from the angled parking spaces along Second Ave. This congestion is so heavy at times that the flow of traffic is restricted to one car width, which at times backs up traffic on Bank Street as people are unable to turn onto Second Ave. With the creation of the parking garage, how is the traffic flow proposed to be controlled?

Security:

As a resident, the security around the parking garage is a significant concern. With the building of a multi-level parking garage, the possibility of crime and other safety issues increases. For example homeless residing in the parking garage, drug use and other illegal activities in the parking garage and increased thefts. How does the City propose to ensure that neighbors and local residents are going to maintain their current level of safety? Will there be additional police patrols and By Law patrols?

Light Pollution:

How does the City propose to ensure the light emitted from a multi-level parking garage is unobtrusive to the neighboring residents?

Noise Pollution:

How does the City propose to limit the noise from additional vehicles in a multi-level parking garage, and prevent it from affecting the quality of life currently enjoyed by the surrounding residents?

Construction:

All of the homes surrounding the current parking lot are 100 year old homes. What precautions and measures will the City be taking to ensure that these homes are not damaged during the construction of a multi-level parking garage? Will there be blasting? Will residents be notified of blasting to ensure that pets are relocated during such activities for safety?

Aesthetic:

The images of parking garages which were provided on the boards for the Open House do not in any way fit with the architecture and historic atmosphere of the Glebe. It is of great concern that the design of the parking garage blend with the neighborhood to enhance the historic atmosphere of the Glebe, rather than detract from it.

Yours very truly,

[REDACTED]
[REDACTED]

Zibby Petch

Subject: FW: Glebe parking study

-----Original Message-----

From: [REDACTED]
Sent: January 30, 2013 1:21 PM
To: mary.grace@ottawa.ca; jarmstrong@morrisonhershfield.com; Gracie, Mary
Cc: [REDACTED]
Subject: Glebe parking study

Hello Mary & Jennifer,

I could not make out on this form whether there is an "i" in your name or not, Mary - hence the 2 addresses.

I live in the Glebe, on Fifth Ave, and attended the open house last week.

main concern: impact of Lansdowne dvt, especially as it will affect the health of residents and visitors through added noise and air pollution

I would support all of the tools you list to address my concerns.

In terms of policy-based approaches, I want it noted that the City already breached its own policies, and the wishes of residents as identified in the 20/20 process of a few years ago, in pushing ahead with this particular development plan.

RE PARKING GARAGE AT 2nd AVE: main concern is, as noted above, noise and air pollution. The city should make sure that it is using the most up-to-date standards for ventilation system . I know that there are standards for minimizing noise which is produced by garage ventilation systems. I have not had time to look up pollution standards but I am sure that they exist . The city owes it to its residents to use the best technology to achieve the highest possible standards for both issues.

Also in designing the entrance and exits for the garage, measures can and must be taken to minimize noise and fumes generated by the slow-moving vehicles as they enter and exit.

thank you for your attention to these concerns.

[REDACTED]
[REDACTED]

Zibby Petch

Subject: FW: 170 Second Ave

From: [REDACTED]
Sent: Wednesday, January 30, 2013 10:09 PM
To: peter.bula@ottawa.ca; mary.gracie@ottawa.ca; Jennifer Armstrong
Subject: 170 Second Ave

Hi everyone,

I own 157 Second Ave which is across the street from the proposed parking garage. My wife and I live here and have since June 2008. Overall I am of the opinion this development is unnecessary. I do not see how it will improve the neighbourhood (or increase business for the local enterprises). However, it risks diminishing the quality of the neighbourhood and immediate surroundings. My major issues are the following:

- 1.) Parking lot is currently rarely full. Street parking spots are rarely full. What is the point?
 - If for Landsdowne, then in my opinion 7+ blocks are too far to walk for this parking lot to be used for stores and restaurants at Landsdowne. Are there studies to back the need for this development and that suggest it's effectiveness?
- 2.) Construction. My home is nearly 100 years old. With blasting etc. directly across the street, is the city under any liability if damage is done to my home and foundation (and that of my neighbours)?
- 3.) Parking Garage. The structure is obviously going to impact my residence. Will there be any attempt to limit the lights that will continuously shine into the windows of residents?
- 4.) Safety - this is a major concern for anyone who has a family. I would be of the belief that the parking lot will attract more criminal activity.
- 5.) Traffic is my last concern. Assuming an increase in traffic because there will be 100 more cars that will apparently be using the parking facility - this is going to be a nightmare for traffic on Second and Third Ave. Have you considered converting the streets into one way streets to limit the pile-ups?

My neighbour who lives on Second Ave close to Bronson, and who also owns the triplex beside me (he is 84 years old and has lived on Second for 30 years) said it best. *The development of a parking garage is not very neighbourly.* And, in my opinion, there is little need or use for the structure, why hurt the neighbourhood? Landsdowne's development was enough 'progression' I had hoped.

Thank you for taking my concerns into consideration. I would be pleased to discuss further.

Regards,

[REDACTED]

APPENDIX K: Comments from Business Community

Summary of Parking Questionnaire for Glebe BIA Members

Number of Surveys received: 42

My concerns with parking in the Glebe include:	<u>Selected</u>
1. I don't have any concerns	(4)
2. Lack of available parking on Bank Street	(23)
3. Lack of available parking on side streets	(21)
4. Lack of available parking on Rosebery Avenue	(3)
5. Lack of loading zones	(18)
6. Lack of employee and volunteer parking	(18)
7. Potential impact of Lansdowne Development	(18)

Other issues:

- Parking expensive and does not encourage shopping in the Glebe (2)
- People using private lot for parking during business hours (1)
- Parking hours too short, shortage of parking spaces, charging for parking and ticketing all impact people's willingness to shop in the Glebe (3)
- All side street should be free parking 24 hours a day (1)
- Business owners parking on the street preventing shoppers from parking (1)
- Time limitation ie. Employees work 7 hour shift has to go and move vehicle two times throughout the day – loss of productivity and time (3)
- Permit System for employees should be considered
- Should have free Parking all day Saturday (3)
- Keep Sunday free
- Free parking only after 7:00 p.m. a problem – after 5:00 p.m. better
- Municipal lot at 2nd Avenue – changes
- Improve cycle parking (bicycle parkade)
- Improve cycling lanes (paint more lines on side street if Bank not comfortable)
- Impact of Special event days at Lansdowne
- Less available parking after construction – means less business
- Being ticketed when unloading merchandise for my store; distributors also being ticketed.
- More or better signage posted regarding parking times/restrictions (signs and meters info don't match – very confusing for customers)
- Need to maximum parking spots and make it pleasant to park in.

(Note: if no number indicated after comment denotes only one received).

I would support these tools to address my concerns:

1. Increase municipal parking supply (20)
2. Adjust parking regulations
 - Longer parking hours (21)
 - Shorter parking hours (1)
 - Eliminate peak hour restrictions (9)
 - Leave as is (0)
3. Adjust Pricing
 - Lower parking rates (20)
 - Increase parking rates (2)
 - Eliminate Saturday parking fees (28)
 - Leave as is
4. Adjust enforcement
 - Reduce level of enforcement (21)
 - Increase level of enforcement (0)
5. Optimize existing supply – repurpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curbside parking supply. (14)
6. Use of on-street permit system (3)
7. Policy based approaches – adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking) (0)
8. Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure (11)
9. Increase transit service, promote, carpooling/carsharing and teleworking (6)
10. Other (Comments)1
 - Free daytime (weekday) parking in certain areas between 10-2 p.m.

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for appearance of the building:

1. Nothing modern (3)
2. Not concerned about appearance – just the functionality. Glebe workers need parking.
3. Multi-tiered building with lots of additional parking; not just rental spaces. Three storey structure.
4. Appearance irrelevant. Want more all-day parking.
5. Should blend in with the rest of the neighbourhood. Should look appealing so as not be an eyesore.
6. Exterior fits in with residential neighbourhood.
7. Make it green as possible (green roof; angled for solar); create an artist gallery for graffiti so we are not stressed about tagging; vines as coverage along streetscape; open side walls with tubular railings (sightlines through to 2nd and 3rd Avenues); use parking garage concepts in Santa Monica, Calif.
8. Design to blend into its surroundings (not just a big concrete box. Take into consideration the surrounding residents that will be visually impacted.
9. Parking garage would be nice (2)
10. Not more than three storey above ground. Dark red brick perhaps with matching cornice in keeping with existing buildings.
11. No problem
12. That it happens quickly
13. Concerns about the potential to attract homeless people, muggings, drugs, etc. Also hope that the cost to park won't be too expensive like it is now.
14. Well lit, safe at night. In keeping with beauty and character of neighbourhood.
15. Provide underground levels and entrances and exits points on both Second and Third Avenues.
16. Need to maximize parking spots and make it pleasant to park in. Should not have the appearance of a garage

Additional Comments:

1. Parking on Bank Street or side streets incredibly frustrating. If I had to come to the Glebe as a visitor I would find the parking situation very inconvenient.
2. Parking structure should have attendant. Cheaper and more effective in the long run than machine and software. Parking validation or free parking should be given for \$20 purchase made at a Glebe merchant.
3. Baffling that Westboro has free parking and Glebe doesn't. Parking enforcement to happy to issue tickets. Discourages people from coming to the Glebe when they can park for free in Westboro.

4. No lots where employee can purchase monthly parking pass or park for the day. Nothing available for customers; they are always rushing out to feed meters or complaining about expensive or strict parking enforcement. To expect people to shop and enjoy their time in the Glebe they need to have access to reasonable, affordable, day-long parking (or at least break it into half days, 4 hour time periods ... who can shop and have lunch in 2 or 3 hours?
5. Very difficult to find parking especially during winter months. Many employees have to park very far away and walk to work. Longer parking hours on side streets would help out a lot.
6. Visitors from out-of-town often complain about the lack of parking in the Glebe.
7. Excessive allowances for buses enables buses to speed through the area (particularly when there is no one at the stop) splashing store windows and being speeding.
8. Most cities offer free parking to motorcycles /scooters. There should be reduced rates.
9. Pricing should be consistent with other cities and other areas in the GOA
10. Length of time allowed to park should result in "turn over" and should not be used to service events that are occurring a Lansdowne park.

P2/2

Parking Questionnaire:

Metro Glebe is concern with the design of the parking facility in regard to the shipping and receiving of products to and from our location or in general the operation of the store.. This concern has already been forward to the City and we have requested to be consulted when the designs for this facility is close to being finalized. At the open house we noticed that entrance was located adjacent to the receiving laneway, this would be problematic for both the clients that use the facility and large trucks that back into our laneway to offload product.

In regard to length of time, it has to result in turn over and should not be used to service events that are occurring at Lansdowne. I believe that in most areas, a two hour limit is presently used during times of enforcement. This seems to work and would not wish it to be lengthened. Parking lengths should not favour any part of the City, i.e. Westboro free parking or north of the 417 free parking on weekends.

Pricing should be consistent to amounts charged in other Cities and other areas within the GOA. Not sure how the City accounts for the policy of pricing. How do they determine the pricing strategy?

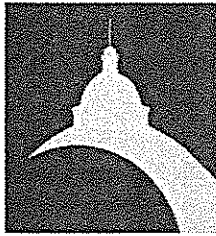
I noticed that some of the items under "I would support" deals with commuter traffic. Please explain?

Given that we are largely not a destination store, areas for bicycle infrastructure is important to our operation. Please note this is seasonal.

Cash in lieu is a touchy point; I assume the City will be exempting Lansdowne to pay up. If this is the case, why does anyone have to contribute to Cash in Lieu??

Currently metro Glebe pays for spots within the existing parking lot; we would wish this to be maintained in the new facility.

This limited list and speaks to some of our concerns with parking.



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

The City of Ottawa has conducted a Parking Study of the Glebe area. We are asking our members to comment to ensure that business input is considered in their evaluation. Please complete the survey below which will be picked up or can be faxed to 613-680-8512.

The Glebe
Business Improvement Area

My concerns with parking in the Glebe include:
(select all that apply)

- I don't have any concerns
- Lack of available parking on Bank Street
- Lack of available parking on side streets
- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

see attached

I would support these tools to address my concerns:
(select all that apply)

- Increase municipal parking supply
- Adjust parking regulations
 - Longer parking hours
 - Shorter parking hours
 - Eliminate peak hour restrictions
 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
 - Leave as is
- Adjust enforcement
 - Reduce level of enforcement
 - Increase level of enforcement
- Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
- Use of on-street permit system
- Policy based approaches – adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
- Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

see attached

Business:

Email:

(All pe

ial.)

GLEBE PARKING

concerns: aside from a general "no real issues/concerns" my suggestions may include developing more parking for Glebe ^{store} employees

Other: more understanding of potential traffic pattern concerns with the development of Lansdowne Plk

x I would ELIMINATE SATURDAY ~~AND SUNDAY~~ (?) PARKING fees

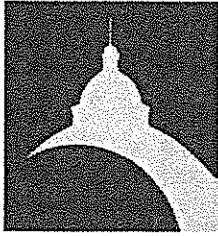
x use of on-street permit system → especially for Glebe store employees

x improve bicycle parking < like a "parkade" area where possible >
+ cycling lanes < paint more "lanes" esp. on side streets if people not comfortable with Bank St. >

Additional parking @ 170 Second Ave.

Make it green as possible.

- if roof is included, make it a green roof for small plants; or angled somehow for solar
- create an artist gallery for graffiti so we're not stressed about tagging
- vines as coverage along streetscape
- open side walls with tubular railings < sightline, through to 2nd + 3rd avenues >
- use parking garage concepts in Santa Monica Calif.



The Glebe
Business Improvement Area

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- Lack of available parking on side streets
- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

Free Parking
on Bank St
ALL DAY SATURDAY.

**I would support these tools to address my concerns:
(select all that apply)**

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 - Longer parking hours
 - Shorter parking hours
 - Eliminate peak hour restrictions
 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
 - Leave as is
- Adjust enforcement
 - Reduce level of enforcement
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- Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
- Use of on-street permit system
- Policy based approaches – adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
- Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

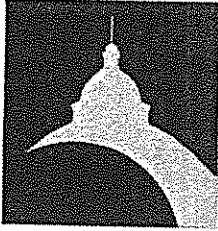
What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please include any additional comments:

Business: _____

Email: _____

All personal information/comments will be kept confidential.)



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

People using my lot
for parking during
business hours

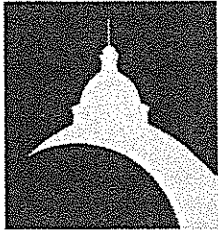
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- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

 Business:
 Email:
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PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

No Motorcycle Discount
Not enough Bicycle Parking

**I would support these tools to address my concerns:
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- Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Building should not appear to be a garage.

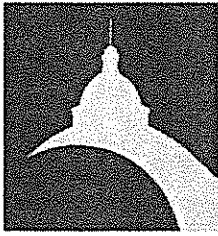
Please include any additional comments:

Most cities offer Free parking to Motorcycles/scooters there should atleast be reduced rates -> the machines have Motorcycle Buttons that do not work??

Business: _____

Email: _____

All persons _____



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

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 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
 - Leave as is
- Adjust enforcement
 - Reduce level of enforcement *n/a.*
 - Increase level of enforcement
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- Other

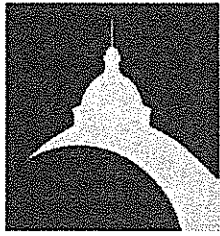
What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

well-lit, safe at night, in keeping with beauty & character of neighbourhood

Please include any additional comments:

For myself, there are no lots where I can get a monthly parking pass, or park for the day (unless available) for our customers, they're always rushed out to find meters, or complaining about excessive & strict parking enforcement. To expect people to stop & enjoy their time in the area?

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PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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Business Improvement Area

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- Lack of available parking on side streets
- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

I would support these tools to address my concerns:
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- Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
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- Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

N/A

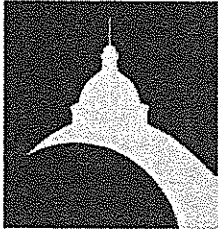
Please include any additional comments:

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PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

I worry that the building will attract homeless people leading to drug deals and drug dealing. Also I hope the cost to park won't be too expensive - like it is now!

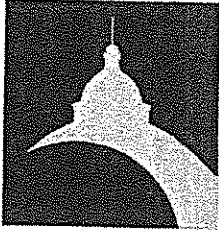
Please include any additional comments:

It boggles me as to why Westboro has free parking and we don't! Also the parking nazis are too happy to issue tickets! Discourages people from coming into the Glebe when they can park for free in Westboro!

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PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

I would support these tools to address my concerns:
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- Other

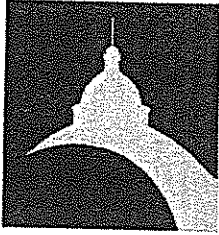
What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please include any additional comments:

Very difficult to find parking esp in the winter months. Many employees have to park very far away and walk to work. Longer parking hours on side streets would help out a lot.

SS: _____

g
PERSON _____



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Potential Impact of Lansdowne Development
- Other issues (please be as specific as possible)

All side street should
be free parking 24
hours a day.

I would support these tools to address my concerns:
(select all that apply)

- Increase municipal parking supply
- Adjust parking regulations
 - Longer parking hours
 - Shorter parking hours
 - Eliminate peak hour restrictions
 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
 - Leave as is
- Adjust enforcement
 - Reduce level of enforcement
 - Increase level of enforcement
- Optimize existing supply – Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
- Use of on-street permit system
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- Increase transit service, promote carpooling/carsharing and teleworking
- Other

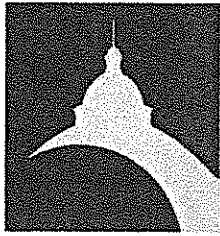
What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please include any additional comments:

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PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

The Glebe
Business Improvement Area

The City of Ottawa has conducted a Parking Study of the Glebe area. We are asking our members to comment to ensure that business input is considered in their evaluation. Please complete the survey below which will be picked up or can be faxed to 613-680-8512.

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- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

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- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Should blend in with the rest of the neighbourhood. Should look appealing so as not to be an eye sore.

Please include any additional comments:

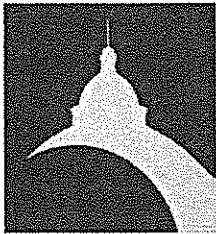
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* Wed. Pick Up



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Especially during special events

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- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Please ~~not~~ design it to blend into its surroundings. Not just a big concrete box. Take into consideration the surrounding buildings that it is visually impacted.

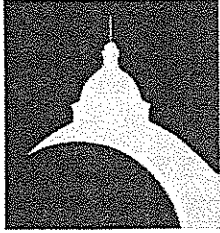
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Business

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 - Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

well-lit, safe at night. In keeping with beauty & character of neighbourhood

Please include any additional comments:

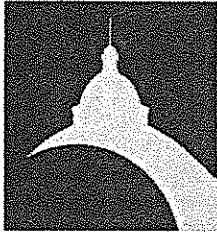
For myself, there are no lots where I can get a monthly parking pass, or park for the day (nothing available) for our customers, they're always rushed out to bad meters, or complaining about excessive or strict parking enforcement. To expect people to stop & enjoy their time in the area over

Business:

Email:

(All phone numbers should be in full)

(Fax)



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- Other issues (please be as specific as possible)

time limitation → i.e. employee works 7 hour shift has to go & move their vehicle 2 times throughout the day. loss of productivity & time.

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Other
Free day-time (week day) parking in certain areas between 10 - 2pm.

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Not concerned about appearance, just the functionality. Glebe "workers" need parking.

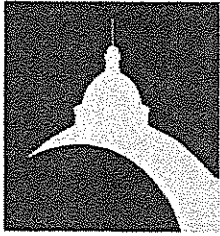
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*- Free parking only on Sun.
- Free parking only after 7pm
- Municipal lot charges
at 1701 and Second Ave.*

*- Free parking on Sat and
Sun would be better.
- Free parking after 5pm
would be better*

I would support these tools to address my concerns:
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- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Multi-tiered building with lots of additional parking; not just rental spaces. Three story structure.

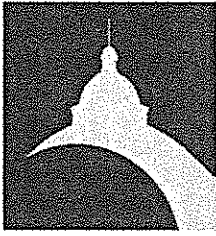
Please include any additional comments:

The structure should have an attendant in a booth. Cheaper and more effective in the long run than machines and software. Parking validation or free parking should be given for \$20 purchase made at a Glebe merchant.

Business _____

Email: _____

(All pers _____)



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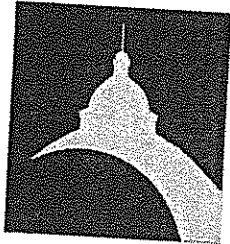
Please include any additional comments:

Parking garage would be nice.

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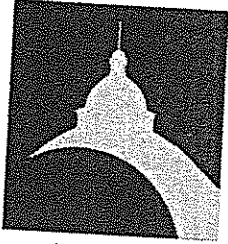
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Will HAVE NO IMPACT ON OUR AREA

Please include any additional comments:

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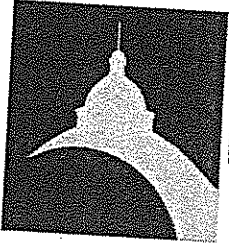
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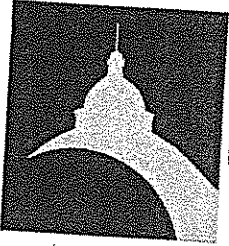
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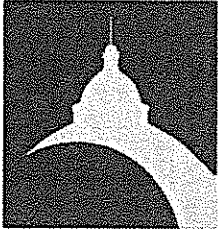
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there just isn't the space needed. I think people may be giving up on the Glebe in terms of parking. It has been being frustrating for years.

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What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

Not more than 3-stories above ground. dark red brick perhaps with matching cornice. In keeping with existing buildings.

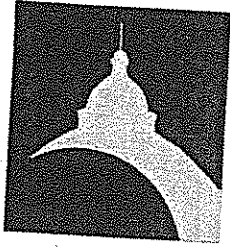
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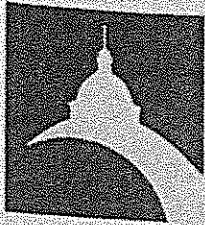
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No Problem

Please include any additional comments:

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- Lack of Loading Zones **BEEN TICKETED TWICE FOR THIS!**
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

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 - Eliminate peak hour restrictions
- Adjust pricing
 - Lower parking rates
 - Eliminate Saturday Parking fees *** NO BRAINER**
- Adjust enforcement
 - Reduce level of enforcement *** OMG THOSE GUYS ARE LIKE VULTURES OUT THERE ISSUING TICKETS IN THE FIRST SECOND POSSIBLE.....**
 - Increase level of enforcement **CAN OUR TAX DOLLARS NOT BE BETTER SPENT?**
- Optimize existing supply - Re-purpose private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
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* 1 PARKING SPOT IN FRONT OF MY STORE WAS COMPLETELY ELIMINATED AFTER BANK ST. DECONSTRUCTION WITH NO EXPLANATION - THIS HAS HAD LOGICAL CONSEQUENCES

LESS AVAILABLE PARKING = LESS BUSINESS - PERIOD -

* I HAVE RECEIVED 2 EXPENSIVE PARKING TICKETS WHILE PARKED ON BANK STREET DURING LOADING OF MERCHANDISE INTO MY STORE (I DO HAVE MY DISTRIBUTOR'S DELIVERING SHIPMENTS TO ME!). ONE BECAUSE MY CAR TIRES WERE INCHES OVER LINE, RENDERING VEHICLE TOO CLOSE TO CORNER" SECOND TICKET WAS ISSUED SEVERAL MINUTES AFTER BUS/RUSH HOUR HAD BEGUN @ 3:30 PM IN FRONT (CLOSE TO FRONT) OF MY STORE

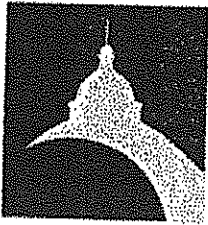
* (TTY-ADWES) (& DAMAGED) MY SMART CAR FROM SIDE STREET LAST YEAR UPON "SLOW REMOVAL" INITIATION
What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

* REMOVING THE ONE OR TWO PARKING SPOTS THAT WERE IN FRONT OF MY STORE ON BANK ST. HAS NOW ALLOWED BUS'S LONG DISTANCE VISION TO THE TOP'S WHEN NO ONE IS STOPPING THERE. THEY "TRUCK IT" (SPEED) PAST MY STORE RESULTING IN SPLASHED WINDOWS - A DISPLEASANT THAT DIDN'T LAST BEFORE REMOVING THOSE SPOTS!

* WE HAVE A LOT OF CUSTOMERS FROM OUT-OF-TOWN WHO MAKE TRIPS TO OUR STORE SPECIFICALLY TO SEE & SHOP HERE BECAUSE THERE IS NOTHING EVEN CLOSE TO BEING LIKE US ... BUT WE HEAR A LOT OF PARKING (OR LACK THERE OF) COMPLAINTS.

EVEN THOUGH THE TIME-FRAME HAD JUST BEGUN WITH NO ATTEMPT TO NOTIFY ME PRIOR - DESPITE FACT THAT MY BUSINESS NAME WAS PLASTERED ALL OVER THE CAR (HOWING TO, AND THEY REFUSED TO TAKE ANY RESPONSIBILITY FOR OVER 7,500. IN DAMAGES TO MY VEHICLE).

Business: _____
Email: _____
All perso: _____



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

The Glebe
Business Improvement Area

The City of Ottawa has conducted a Parking Study of the Glebe area. We are asking our members to comment to ensure that business input is considered in their evaluation. Please complete the survey below which will be picked up or can be faxed to 613-680-8512.

My concerns with parking in the Glebe include:
(select all that apply)

- I don't have any concerns
- Lack of available parking on Bank Street
- Lack of available parking on side streets
- Lack of available parking on Rosebery Avenue
- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

*We ARE losing Business
to other areas
because of lack of
parking*

I would support these tools to address my concerns:
(select all that apply)

- Increase municipal parking supply
- Adjust parking regulations
 - Longer parking hours
 - Shorter parking hours
 - Eliminate peak hour restrictions
 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
 - Leave as is
- Adjust enforcement
 - Reduce level of enforcement
 - Increase level of enforcement
- Optimize existing supply - Re-purpose existing private parking supply, reconfigure existing lots to maximize spaces, optimize curb-side parking supply
- Use of on-street permit system
- Policy based approaches - adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
- Encourage active modes - improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

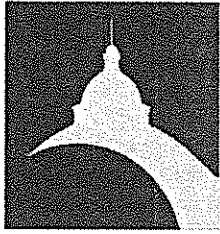
*Need to MAXIMIZE parking spots and make it
pleasant to park in it*

Please include any additional comments:

business

email: _____

cell pers _____



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

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- Other issues (please be as specific as possible)

**I would support these tools to address my concerns:
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- Encourage active modes – improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

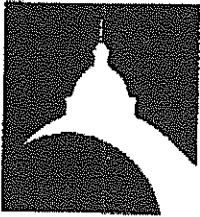
avoid

Please include any additional comments:

Name: _____ Business: _____

Address: _____ Email: _____

Phone: _____ (All persons)



PARKING QUESTIONNAIRE FOR GLEBE BIA MEMBERS

The City of Ottawa has conducted a Parking Study of the Glebe area. We are asking our members to comment to ensure that business input is considered in their evaluation. Please complete the survey below which will be picked up or can be faxed to 613-680-8512.

The Glebe
Business Improvement Area

My concerns with parking in the Glebe include:
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- Lack of Loading Zones
- Lack of employee and volunteer Parking
- Potential impact of Lansdowne Development
- Other issues (please be as specific as possible)

more signage or
better posted
info regarding
parking times/
restrictions
(signs and meter
info don't match)
very confusing for the customers

I would support these tools to address my concerns:
(select all that apply)

- Increase municipal parking supply
- Adjust parking regulations
 - Longer parking hours
 - Shorter parking hours
 - Eliminate peak hour restrictions
 - Leave as is
- Adjust pricing
 - Lower parking rates
 - Increase parking rates
 - Eliminate Saturday Parking fees
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- Policy based approaches - adjust zoning provisions, use development agreements (i.e. cash-in-lieu, developer-provided public parking)
- Encourage active modes - improve bicycle parking, enhance walking and cycling infrastructure
- Increase transit service, promote carpooling/carsharing and teleworking
- Other

What is important to you with regard to the construction of additional parking at 170 Second Avenue? Describe your preference for the appearance of the building.

We are hoping it will not be too high or ^{too} modern
and that it will provide underground levels
and entrance and exit points on both
Second and third avenues

Please include any additional comments:

Business:

Email:

(All per

APPENDIX L: Overview of On-Street Parking Permits

PRIMER: On-Street Parking Permits

On-Street Parking Permit Programs include:

- Residential Parking (including Visitor Parking)
- Guest Parking
- Day Care Parking
- Health Care Parking (including Urgent House Call Policy)
- Temporary Consideration Parking
- Special Event Parking
- Business Identity Card Parking

These permits are available through Client Services Centres.

RESIDENTIAL PARKING PERMITS

The purpose of the Residential Parking Permit Program is to provide eligible residents and their out-of-town visitors in defined areas with special privileges related to parking on designated portions of a street or streets in that area. In general, the permit allows those eligible to park for periods in excess of the otherwise stipulated parking period for their street(s), and to be exempt from the overnight parking ban during the winter months, subject to some limitations and conditions.

The Program is intended to provide special on-street parking privileges as a remedial measure for a limited number of residential areas that undeniably have a deficiency in off-street parking with no other parking alternatives for longer-period parking.

The Program is not intended to provide any special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas; and, is not intended to provide a parking solution for non-residential uses.

Where a Residential Parking Permit Program has been established, the special parking privileges may be extended to short-term out-of-town visitors of residents in that zone.

GUEST PARKING PERMITS

The purpose of the Guest Parking Permit Program is to provide residents in defined areas with a special privilege that allows their guests to park for slightly longer periods than otherwise permitted, subject to some limitations and conditions. The rationale is to provide a short-period guest parking solution in areas near high on-street parking generators such as hospitals or sports venues where tight parking restrictions such as “No Parking” or 1- or 2-hour time limit zones have been established to solve on-street parking violation problems.

The Program is not intended to provide longer-period on-street parking; is not intended to provide relief from the overnight winter parking regulations; is not intended to provide any special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas.

DAY CARE PARKING PERMITS

The purpose of the Day Care Parking Permit Program is to provide a safe and convenient manner for the drop-off and pick-up of day care users (i.e. children), without a significant disruption to the availability of on-street parking or the operation of the street. The Program is intended as a remedial measure at day care centers that do not have adequate off-street pick-up and drop-off areas.

The Day Care Parking Permit Program entails the establishment of a temporary pick-up and drop-off zone along the street, where vehicles can stop for the purpose of picking up children. “No Parking” zones are established on-street adjacent to the day care centers and permits are then issued to provide special fifteen minute privileges for loading and unloading only in that zone.

HEALTH CARE PARKING PERMITS

The purpose of the Health Care Parking Permit program is to provide special privileges to residents requiring frequent and long-duration in-home health care services. In general, the health care provider is allowed by permit to park on the street near an individual residence in restricted area zones for durations in excess of the posted limits, such as a 1- or 2-hour maximum time limits. The resident receives and manages the permit that is tied to the residential address but is used by the health care provider and his/her vehicle.

The Program is to provide a special privilege to persons requiring regular in-home health care in dwellings that have insufficient off-street parking and on streets that have time limit restrictions that are typically shorter than the duration of the in-home care visit. It is not intended to permit long-period parking by health care professionals on a city-wide basis, and is not intended to provide any special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas.

Urgent House Calls:

The City may withdraw a parking violation ticket if the City is satisfied that the ticket was issued to a vehicle operated by an eligible health care professional who was making a house call on an urgent, time-sensitive basis, whereby the extra time that it may have taken to find alternative parking may have placed the health of the care receiver into jeopardy. To be granted the special relief offered by this Policy, a request review process and conditions have been established including that Eligible health care professionals must be licensed or registered professional health care providers that provide in-home health care services that may be required on a time-sensitive basis, such as medical doctors.

Parking tickets will not be rescinded for any violations/or unauthorized parking related to signed or unsigned Stopping Prohibitions or parking in contradiction of private property restrictions enforced by the City (such as fire routes, disabled parking spaces).

TEMPORARY CONSIDERATION PARKING PERMITS

The purpose of the Temporary Consideration Parking Permit Program is to provide short-term on-street parking privileges under special circumstances. In general, permits are issued in circumstances when off-street parking spaces are displaced temporarily such as during off-street construction when a property's parking spaces may be occupied with construction activities or garbage dumpsters. Permits may be issued to both residential and non-residential uses.

The same on-street parking privileges offered by the Residential Parking Permit Program (including exemption from the winter overnight parking ban and exemption from time-specified parking periods), except as specified for non-residential uses, and subject to the same regulations.

SPECIAL EVENT PARKING PERMITS

The purpose of the Special Event Parking Permit Program is to provide short-term on-street parking privileges under special circumstances typically for only infrequent not-for-profit or charitable events at locations such as schools, places of worship, and other institutions. In general, permits are issued to provide patrons some relief from time-restriction regulations when a special parking longer-duration demand is anticipated that cannot be accommodated off-street.

The Program is not intended to provide any special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas.

BUSINESS INDENTITY CARD PROGRAM

The purpose of the Business Identity Card Program is to provide special short-term parking privileges for drivers of commercial or delivery and pick-up vehicles, not including passenger services, in the downtown and business districts of the City. The card is essentially a permit that allows drivers to temporarily park on-street in "loading" or signed "no parking" zones.

The Program is intended to serve business-related drivers and is applicable across the City, where defined Loading or No Parking zones exist along the street. It is not intended to provide any special privilege with respect to metered parking or other parking-restricted areas.

OTHER AVAILABLE PARKING PERMITS

Volunteer Parking Permit: Available free for charitable agencies to drop-off or pick-up activities including passengers with privileges in accordance with provisions of Business Identity Card. Available through the “Event Central” offices.

Construction Parking Permit: Available for free from the City’s Project Manager/Construction Traffic Inspector of City Infrastructure projects when construction removes access to off-street parking spaces. Privileges provided are consistent with those for the Residential Parking Permits.