

### **Document 3 – General stakeholder input regarding the proposed garage at 170 Second Avenue**

The following input was received in response to comment sheets which asked: “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 feedback has been grouped into main themes.

Additional comments received by email are also listed.

#### **Purpose – Maximize Parking**

- Maximize parking – no residential, no retail
- I am glad this initiative is taking place and look forward to alleviating parking congestion in the Glebe
- Having additional parking to service businesses along Bank Street
- I think this garage is a great idea to increase parking in the area
- Build more underground spots in the garage
- I welcome the construction of this parking. I also suggest to maximize the value and excavate down 2-3 levels & make exception to zoning and go with 4 ½ floors to add extra parking.
- No residential, focus on meeting parking needs
- No retail
- Maximize number of spaces
- Maximize parking spaces for visitors to the Glebe.

#### **Purpose – Not Needed Now**

- Do nothing to increase cars in the Glebe – that is so last century – let’s plan for future modes
- Need not shown
- It is not needed. Demand is low. It will cost citizens money, more parking at Lansdowne needs to exist for events there.
- Money could be better spent on improving recreation space (sports fields and new rink) in the Glebe
- Need has not been demonstrated
- It is quite questionable if there is truly a need for the new garage at the proposed area as the lot is rarely full

- The study actually proves that expansion of the 170 Second Avenue is NOT required. It is so obvious I am questioning why it is still being considered. It is not required. It is very unlikely that maximum growth will be achieved by 2031, so why are we bothering with this project in 2013/14? The Glebe businesses have existed for 100 years without this parking garage. Too early to make a decision – wait until Lansdowne is mature.
- A 1% to 15% increase in need for parking spaces does not really tell us there is a need.
- 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.
- 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.
- 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.
- 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: Parking lot is currently rarely full. Street parking spots are rarely full. What is the point? If for Lansdowne, then

in my opinion 7+ blocks are too far to walk for this parking lot to be used for stores and restaurants at Lansdowne. Are there studies to back the need for this development and that suggest its effectiveness?

- 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? Lansdowne's development was enough 'progression' I had hoped.

### **Purpose – Mix it Up**

- 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)
- Don't assume parking lot only, look at mixed use structure with housing above ground, shops at street level and parking below grade.
- Use the space effectively – below grade parking, 4 stories on Bank and above garage.
- That it be mixed use and not just a parking garage.
- We are trying to intensify but only putting up a parking lot?
- Commercial/retail facing 3<sup>rd</sup> Ave

### **Design – Blend it in**

- Blend with the character of community as best possible utilizing materials suited to surroundings (brick etc)
- Provide Opportunity for community feedback to building design
- As long as it fits the general layout and look of the neighbourhood I support it.
- I think the building should fit into the neighbourhood – not to many preferences for appearance – it is not like the area is currently any great thing of beauty
- It should fit with the surrounding buildings. The City garage on Clarence in the Market is a good example.
- Parking garages are ugly
- Blend in with area
- appearance – brick and glass steel traditional and modern
- 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.
- Liked the multicoloured design
- make it attractive and heritage looking if possible; put a green wall on the outside facing the homes right beside the garage.

- Why not underground – or at least good design with retail at grade if it is built.
- The examples shown do not fit the Glebe style.
- Not a bunker! Not dark! No cement and stone! I want structure to look & feel very light and not to look like a usual parking or garage. Using glass, metal & lots of lights to light at night.
- Put it underground as City financed parking at Lansdowne is treated. None of the examples of structures [on display boards at the Open House] would fit with the neighbourhood – they are uniformly dreadful.
- I believe underground should be reconsidered. They are going underground at Lansdowne. No water table issues on 2<sup>nd</sup> Ave.
- Parking garage also needs to be aesthetically appealing. Greening would be essential to its integration into the streetscape.
- 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 clear. What's the comparative unit cost/space between this and...
- There is no need to go underground – too expensive!
- If some can be space for the metro entrance into the store from the rear that would be great. Especially coming from a resident who uses the parking lot a lot when I go shopping at the Metro
- Don't exceed the height of buildings in the area
- If it must be built it should be underground.
- Absolutely none of the examples (photos of other parking garages) shown at this open house is appropriate for Second Avenue.
- Do something with architectural interest (un-boring)
- Not unsightly
- Parking garage should have high architectural characteristics
- 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.
- Visually attractive with good landscaping (some red brick – can blend older with more modern)
- Aesthetic design should be in keeping with the heritage nature of the neighbourhood – e.g. some red brick (not a concrete monstrosity)
- Brutalist design
- Sponsor new and imaginative designs from leading designers outside Ottawa

- Seek modular approaches which would allow parking to be provided when it is needed and of the type required. We know with certainty that transportation needs will be significantly different in 2031 so why build an inflexible final solution now, especially one based on last century models.
- Less than four stories
- Traditional design to be compatible w character of main st of neighbourhood
- Avoid a concrete bunker
- I don't object to a garage and don't question the need. The critical aspects are the 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 2<sup>nd</sup> and 3<sup>rd</sup> 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.
- I live next door. Make it pretty and inventive.
- Be creative in design and use – rooftop garden, solar light panels, creative use of colour and textures.
- Replace trees on west edge of lot
- That it fits in aesthetically with other buildings in the Glebe
- [consider design of] the three story red brick parking garage in Williamsburg Virginia
- 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.

- ...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.
- My concern is the proximity of the garage to my property, the height or number of stories of the structure
- 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.
- How does the City propose to ensure the light emitted from a multi-level parking garage is unobtrusive to the neighbouring residents?
- 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 neighbourhood to enhance the historic atmosphere of the Glebe, rather than detract from it.
- aesthetically it will be a eyesore
- 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?
- Commercial or residential space on the edges of the garage wouldn't be workable, but a liveable edge is, I think, essential. Think informal street life: benches, bicycles, food vendors, buskers. Functionally the access to the parking garage will be a major node in the neighbourhood. Just think of the number of people who would use it as a point of arrival/departure ("I'll meet you at the fountain and we'll go for lunch"). An example of such a space is the 'High Line' in New York, in that it is liveable, but not functionally specific. It would be essential that the design of the liveable edges be incorporated from the beginning of the process, not tacked on at the end of a hardnosed engineering design of an optimal parking garage structure.

## **Security – Light and Safety**

- Make it safe
- Be safe in terms of late night parking.
- I am 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.
- Well lit and security cameras for women destination shoppers.
- Safe access to Vrtucar
- Open concept
- Will it be lit?
- Limit height for shading and overlook 2<sup>nd</sup> Avenue
- 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.
- increased security risks with vandals, the homeless, teens etc
- 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.

## **Traffic**

- Increased parking = increased traffic. It is important to develop traffic strategies to accommodate addition vehicular traffic.
- Parking garage exit – cars should only be allowed to exit towards Bank Street, not west on 3<sup>rd</sup>. Keep cars off the residential street
- That it be safe. A lot of children cross the exit /entrance
- Exit on Third should only turn to Bank to reduce neighbourhood cut through traffic
- I live next door. I want to be able to walk through it to go home.
- My concern is ... the increased noise and traffic on 2nd and 3rd Avenues.
- 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.
- 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

- 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?
- increased congestion with over 150 parking spaces Third Avenue will be a traffic nightmare
- 2nd and 3rd Avenues will be the parking centre for the Glebe...will need to address access limitations restricting traffic on both.
- 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?

### **Amenities, Pricing, Budget, Other**

- Need public washrooms in the parking structure as is the case throughout Europe. New Zealand has the best parking facilities
- Include a BIXI station
- How well fumes from all the slow moving cars will be handled; noise from fans
- Any charges? Any free parking hours?
- What will be the lifecycle costs of the facility? What if the parking revenue is not realized?
- Also, what is achievable within the limited budget available?
- No underground – too expensive
- Short-term meter parking on entry level for quick errands. Longer term parking on upper levels



- The ground floor should be for short term (1/2 hour) parking only allowing run ins to hardware, grocery stores etc. For the commuters longer term parking on higher levels for “tourists”
- Picking up a lawn mower at Home Hardware and having to lug to level X of a parking lot not feasible and does not support local community population or businesses
- 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 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.
- 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.
- 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.
- Have you been in touch with anyone from OCDSB regarding the new expanded Mutchmor School’s parking requirements? A long-term lease for weekday – daytime parking on the upper levels of the parking garage would make so much sense for both parties.
- 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?

- 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)?
- Such a structure adjacent to a residential property will adversely affect its market value (compensation evaluation necessary?)
- noise and air pollution
- Main concern is ... 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.