



Glebe Local Area Parking Study and 170 Second Avenue Parking Development

Public Works Department

Transportation Committee
April 3, 2013

Background

On June 28, 2010, Council directed 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”

Study Objectives

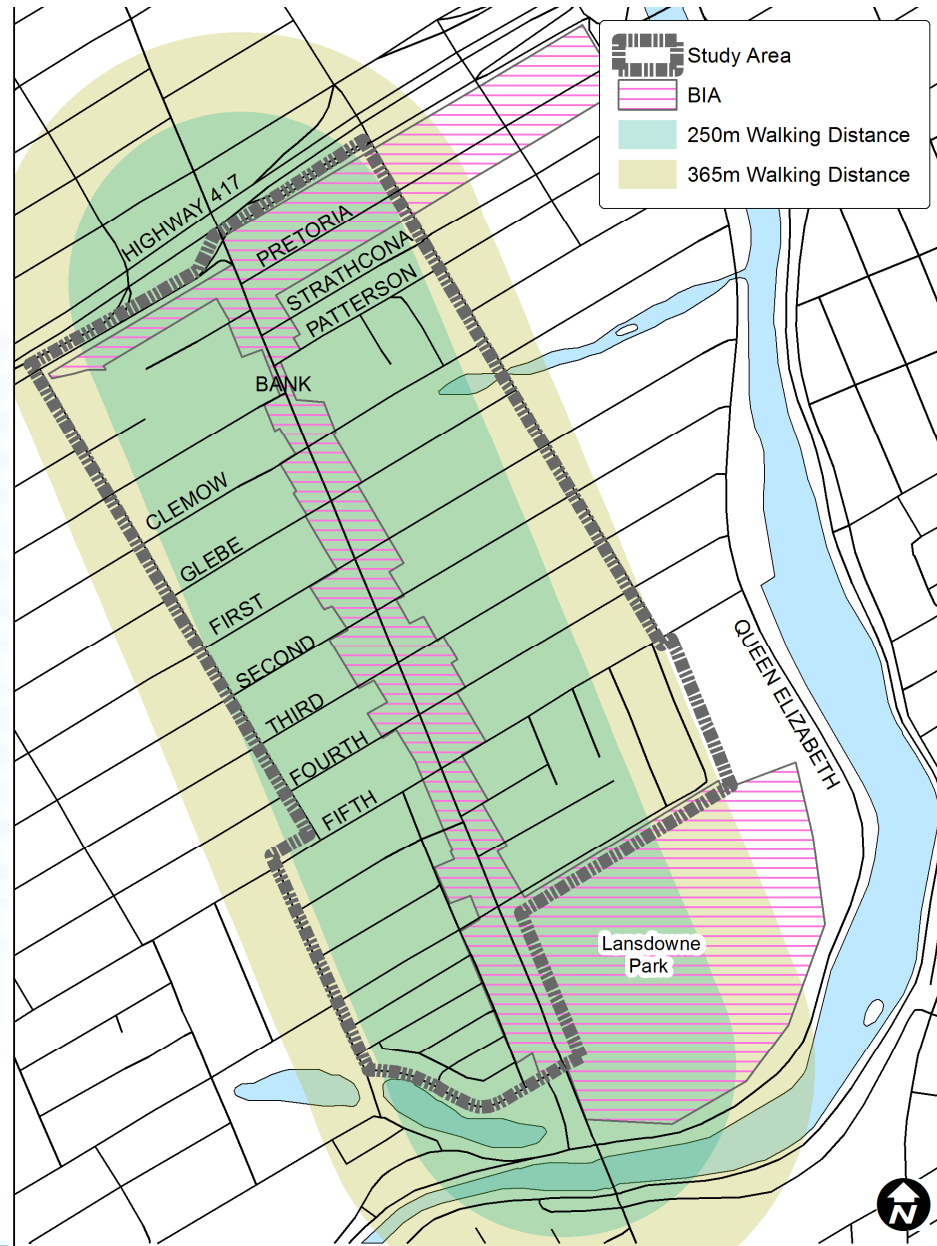
Evaluate the current supply and demand for parking in the Glebe, and identify potential issues

Assess future parking requirements

Identify strategies to address current and future parking needs

- Parking management and supply
- Particular focus on the municipal parking lot at 170 Second Avenue

Study Area



Occupancy Rates

Thursday 1 p.m.



Occupancy Rates

Thursday 7 p.m.



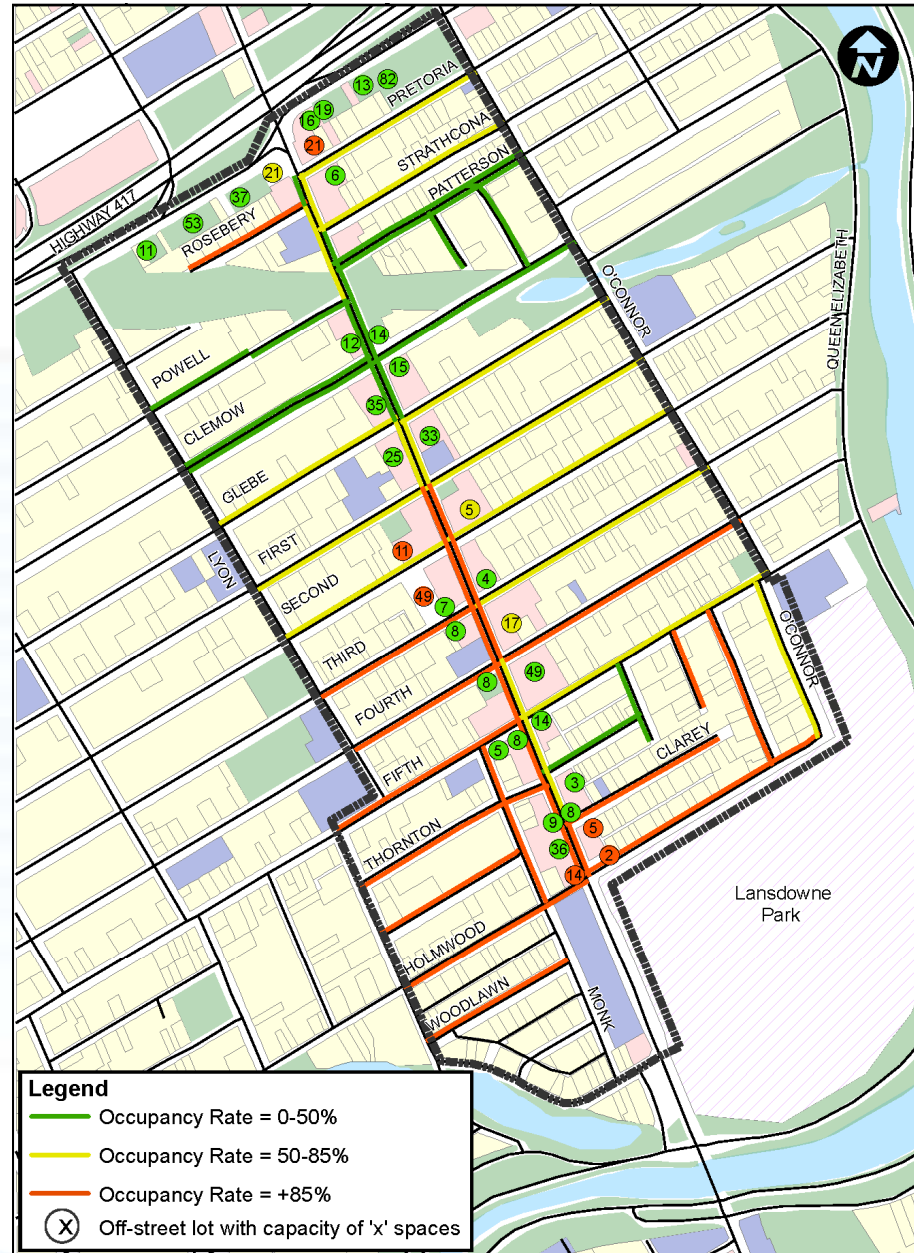
Occupancy Rates

Saturday 12 p.m.



Occupancy Rates

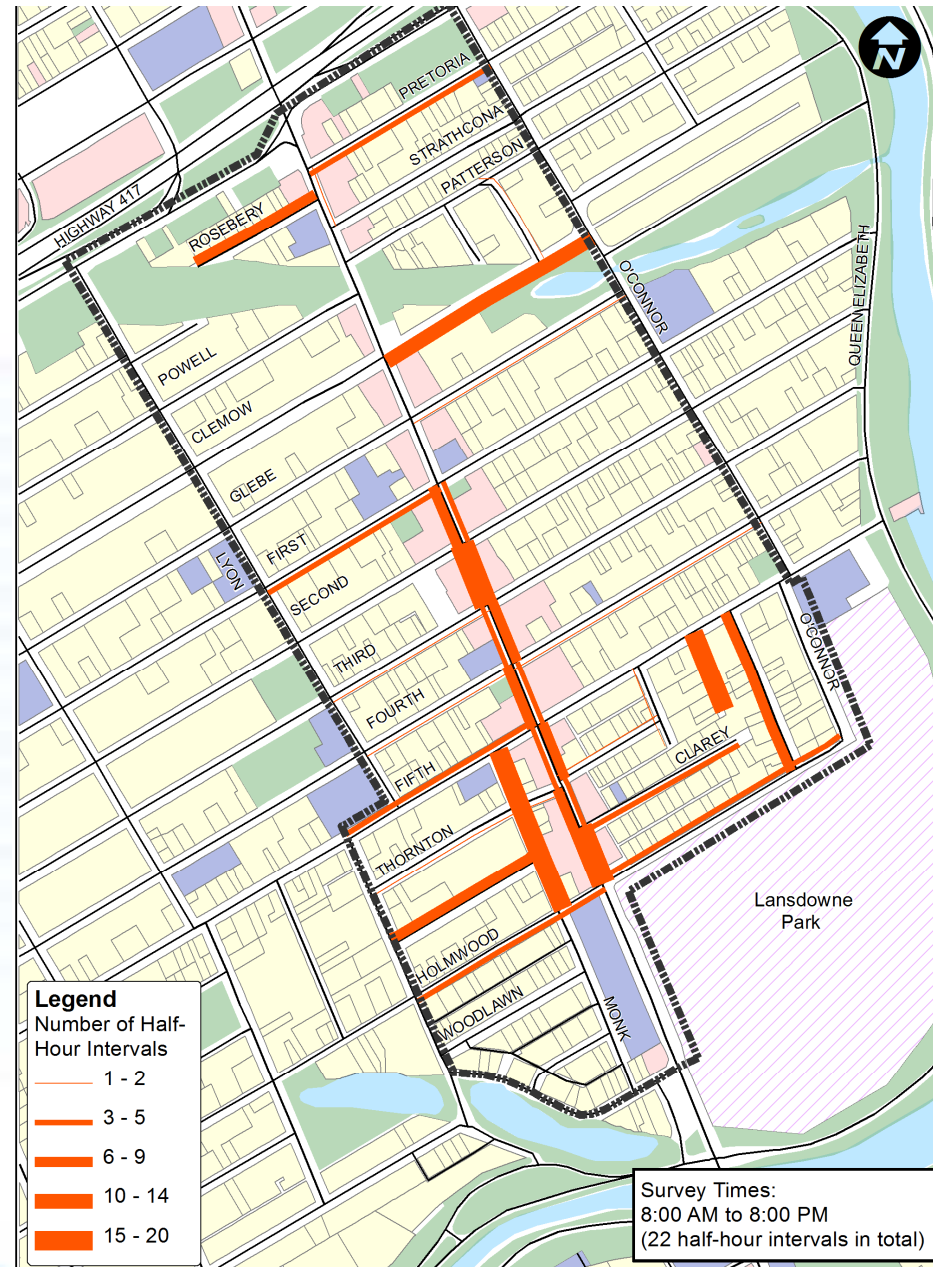
Sunday 12 p.m.



**Duration with
Occupancy > 85%**

Thursday

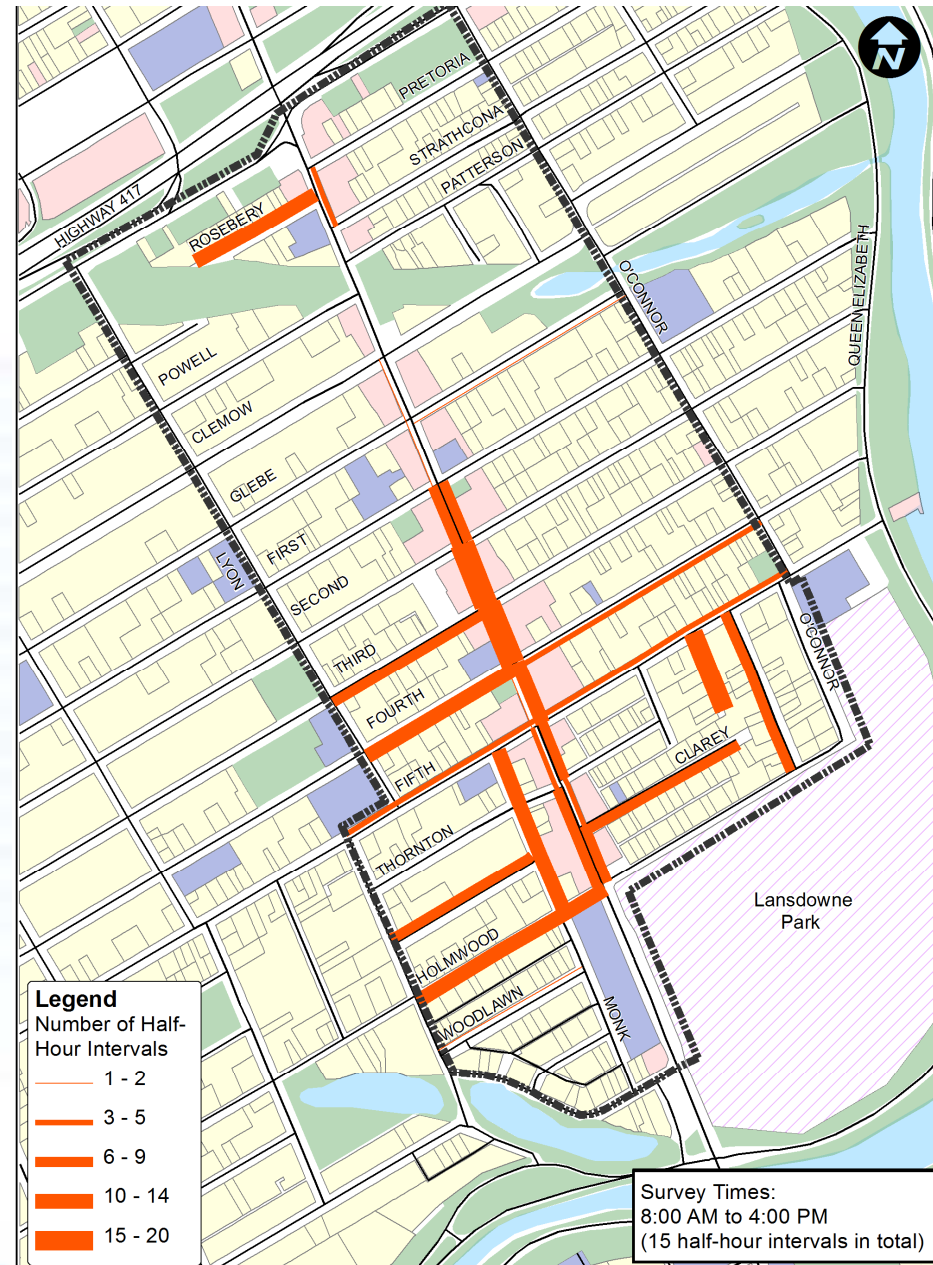
**(8:00 a.m.
to 8:00 p.m.)**



**Duration with
Occupancy > 85%**

Saturday

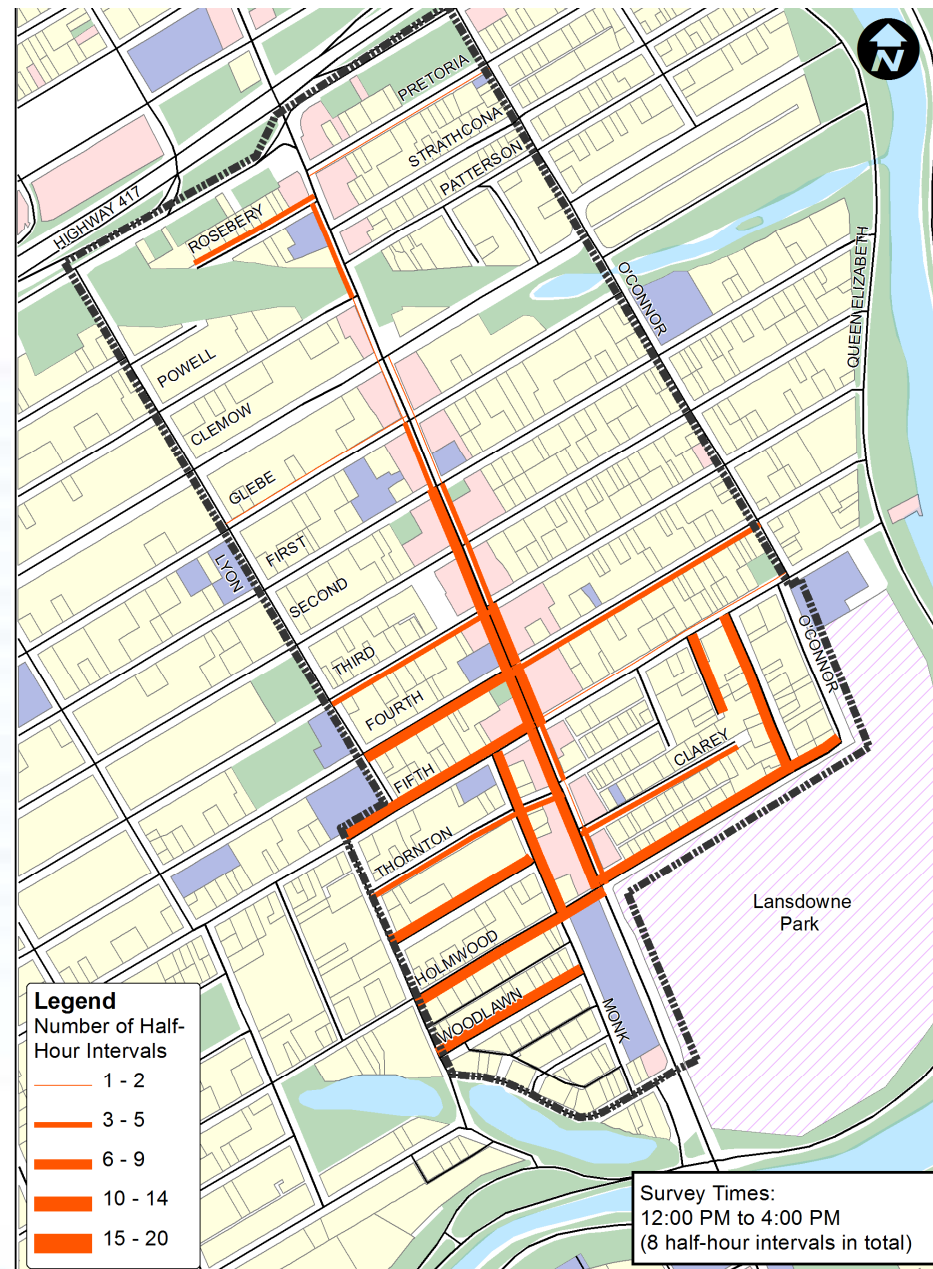
**(8:00 a.m. to 4:00
p.m.)**



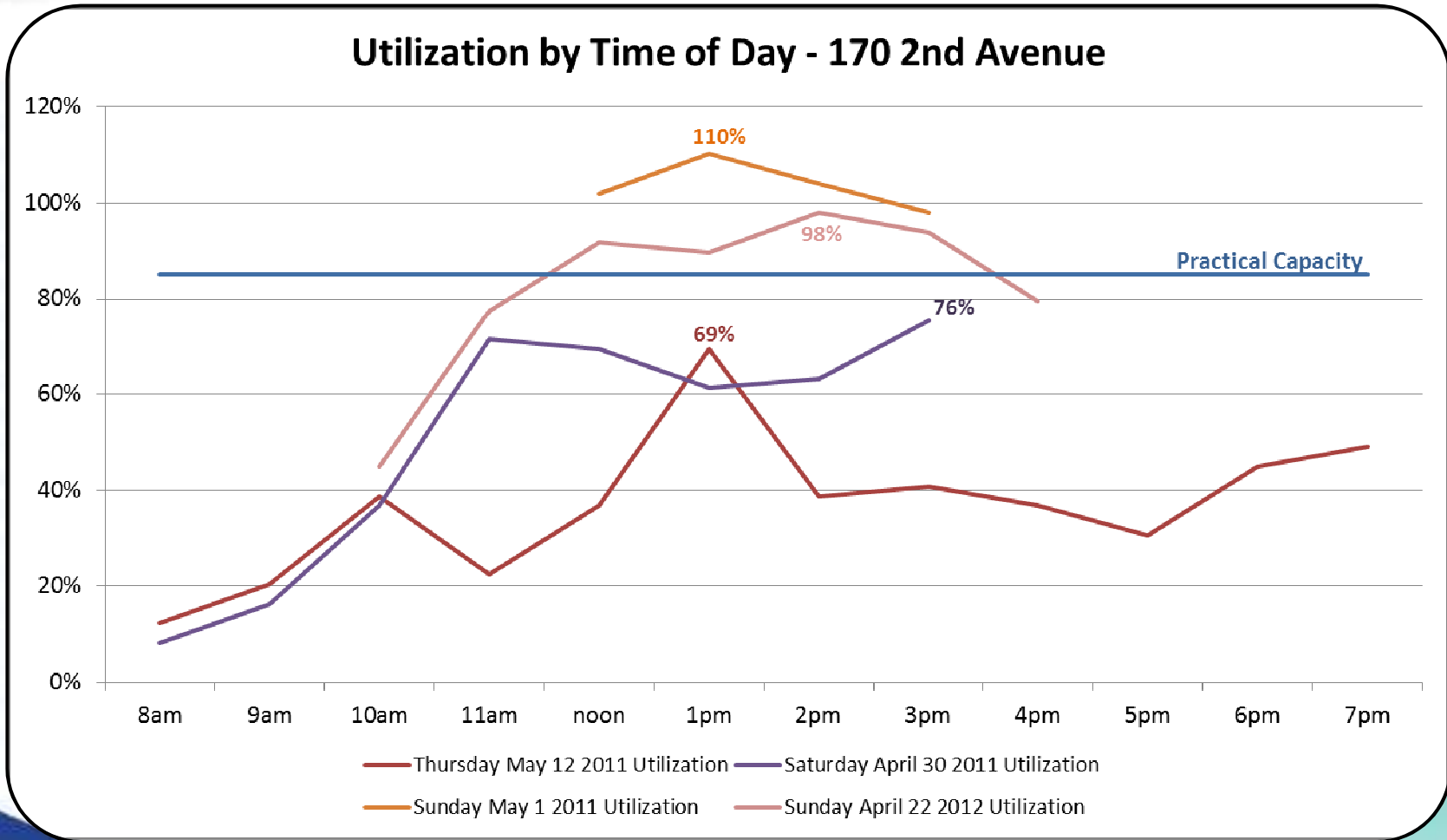
**Duration with
Occupancy > 85%**

Sunday

**(12:00 p.m. to 4:00
p.m.)**

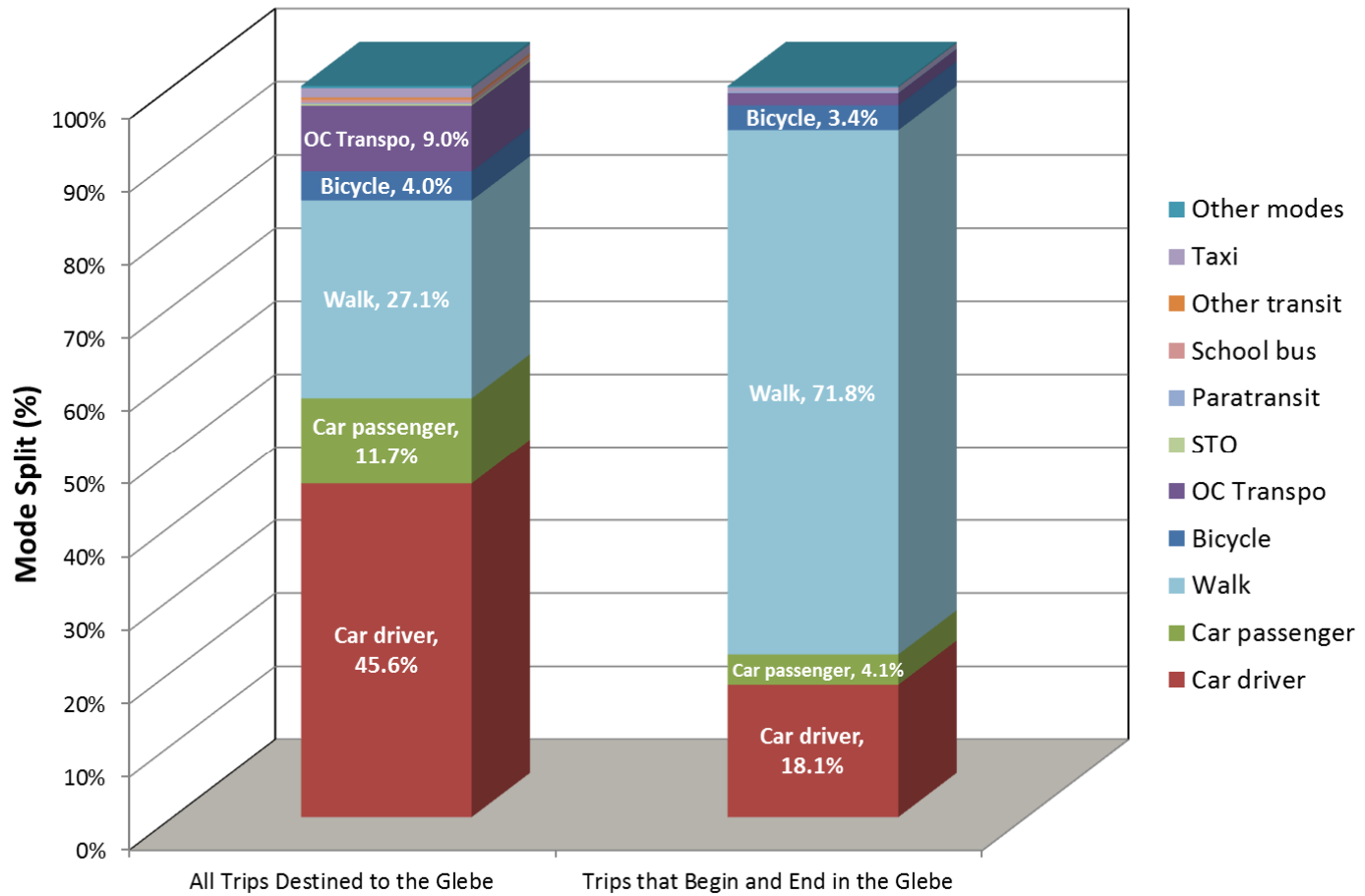


Lot at 170 Second Avenue



Current Travel Trends

Mode Split for Daily Trips Destined to the Glebe



Future Parking Demand Influencing Factors

General Growth - There are limited opportunities for intensification within the study area; by 2031, population is expected to grow by 3.5% and employment by 2.0%

Lansdowne Redevelopment - While the Lansdowne redevelopment will involve a significant retail component, roughly 1100 parking spaces will be provided on site, sufficient to meet day-to-day needs

Modal Split - Transit usage within the Glebe is expected to increase over time as service improvements are implemented

Future Parking Demand and Supply Projections

Overall, on-street parking demand in the study area south of Glebe Avenue is expected to increase by 3% to 13% by 2031.

If the maximum growth is achieved, the overall occupancy rate will reach 86% utilization (i.e. Just over practical capacity), prompting the need for action.

Stakeholder Consultation

Stakeholder Meeting

- October 15th, 2012

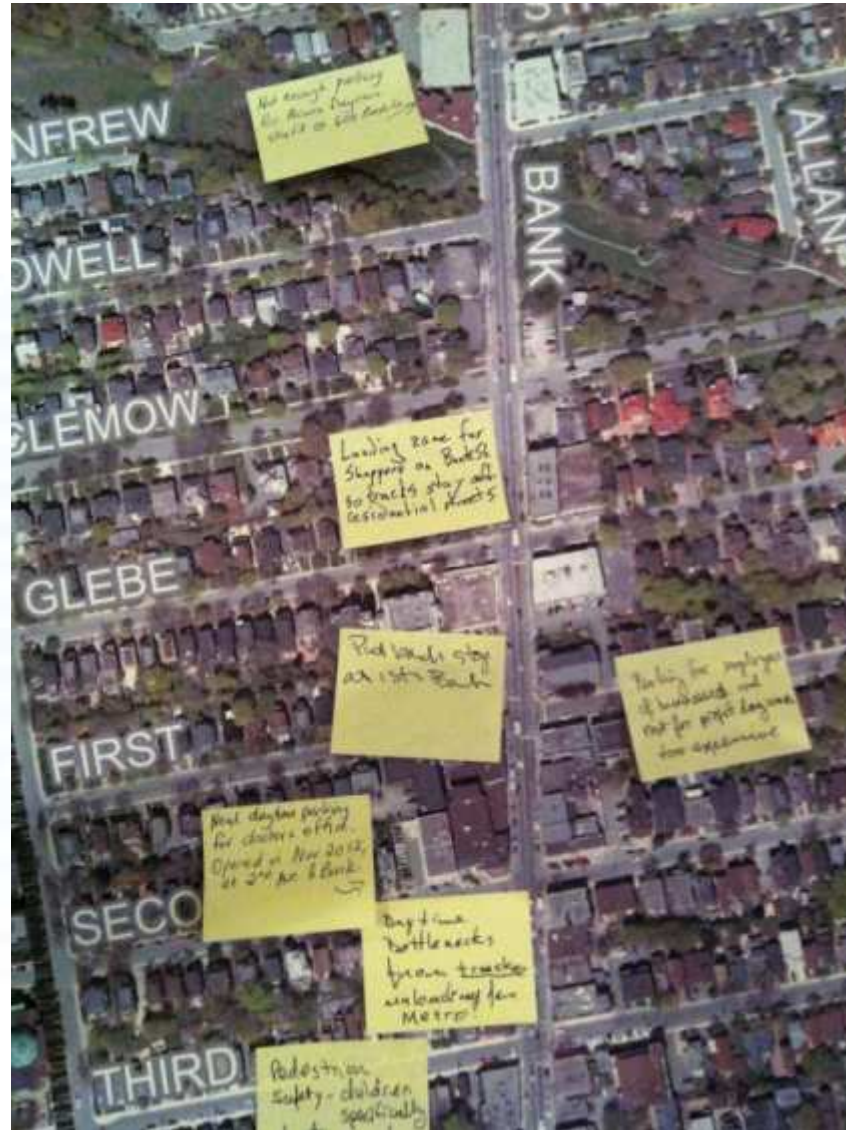
LTAC Meeting

- October 25th, 2012

Public Open House

- January 23rd 2013

- More than 80 comment sheets submitted.



Identification of Issues

Lack of available parking on certain streets at certain times

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

Frustration with residential guest parking (i.e. availability of spaces, time limits)

Identification of Issues

- **Inconsistency in parking regulations on residential streets**
- **Concerns with loading zones & truck deliveries**
- **Inconsistency in the parking rate structure**
- **Desire for more high quality, well-situated bike parking**
- **Impact of the Lansdowne redevelopment**

Parking Tool Box

Parking Supply

Parking Pricing

Transit Service

Bicycle Parking

Carsharing / carpooling / Telework / TDM

Parking Enforcement

On-street parking permits

Adjust curb-side parking regulations (days, hours, durations)

Policy and Land use planning (Zoning, Site Plan Agreements)

Recommendation 1

Receive Report

To the extent possible, coordinate parking rates in the area to ensure a level playing field for businesses

In consultation with the Community Association and residents, consider adjusting parking durations or restrictions on some streets

Consider reducing hourly rates in the northern area of the study area

Consider better coordination between parking rates and hours at the City's off-street parking lots ...with on-street rates and hours

Recommendation 1

Receive Report

Work with OC Transpo to promote the use of transit at major employers

Identify bicycle parking needs on Bank Street and implement additional parking where warranted

Consider a guest parking permit program through the Lansdowne Transportation Advisory Committee

Continue to monitor parking in the Glebe on a regular basis

Recommendation 2 Performance Based Pricing

Directs staff to examine the benefits and risks of implementing a city-wide performance pricing program, and report back to Committee.

Recommendation 3 Issue RFP

Request for Proposal for Architectural Services and the application for rezoning and site plan approval for the 170 Second Avenue site.

Based on the results of the Local Area Parking Study demand for the structure may be reached by 2031. Given the Council direction to commence the RFP process, there are benefits that align with the Municipal Parking Management Strategy objectives, stakeholder support, and the availability of sufficient budget, staff recommends proceeding.

Recommendation 4 Transfer Funds

The Council approved 2013 Parking Operations Maintenance & Development Business Plan allocated \$8.0 million to fund the new parking garage.

In order to start construction in January 2014 and complete it in advance of the opening of Lansdowne Park, the funds must be transferred from the Parking Reserve Fund to a capital account so they are available at the tender processing stage in September 2013.