



MORRISON HERSHFIELD

Phase 1 Scoping Document

Old Ottawa South Parking Study

Ottawa, Ontario

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1. INTRODUCTION

The City of Ottawa retained Morrison Hershfield to complete a parking study in the Old Ottawa South area based on the February 4, 2009 Transportation Committee motion to:

“carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South.”

Details of the motion are provided in Appendix 1. The study was initiated in response to concerns with the potential impacts of the Shoppers Drug Mart development at the north-west corner of the intersection at Bank Street and Sunnyside Avenue. There is a need to determine the current state of parking supply and demand in order to better plan for and accommodate future demands from any new development.

This study summarizes the results of Phase I of a projected two-phase project and includes the elements described below to provide recommendations to carry forward to Phase II regarding more detailed analysis and monitoring, if appropriate.

This study focuses on the following objectives:

- Evaluating the current supply and demand for parking in the area;
- Assessing the need and opportunity to provide additional on-street parking; and,
- Supporting the Municipal Parking Management Strategy by considering its 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

In support of these objectives, this Phase I parking study includes the following specific components:

- Consolidation of information collected in previous parking studies;
- Consolidation of background data such as land use, mode share, etc.;

- On-site inventory of all on-street as well as public and private off-street parking;
- On-site review of parking regulations;
- On-site weekday and weekend parking audits during peak parking period; and
- Initial analysis of parking occupancy and vacancy rates.

2. PREVIOUS PARKING STUDIES

Parking in the Old Ottawa South area has been reviewed and studied periodically over the past 15 years. Since 1996, the following studies have been carried out:

- The Ottawa South Transportation and Parking Study (McCormick Rankin, 1996)
- Ottawa South Parking Study (City of Ottawa, 2000)
- Ottawa South Parking Turnover Study Update (Giffels Associates, 2006)

A summary of these past studies is provided in Appendix 3. While the three studies had slightly different study areas, they all reached a similar conclusion: **overall, parking supply along Bank Street in the Old Ottawa South area is sufficient to accommodate the parking demand.** Recommendations from the three studies centered around short term parking requirements; better definition of parking and no-parking zones; provision of bicycle parking; enforcement and monitoring needs; use of Travel Demand Management strategies; investigation of opportunities to increase on-street parking, and control measures (such as time restrictions or parking meters) to address localized deficiencies.

3. FACTORS INFLUENCING PARKING SUPPLY & DEMAND

The following section includes a discussion of the various issues related to parking demand and supply in Old Ottawa South.

3.1 Existing Characteristics & Land Use

Old Ottawa South is a community in Ottawa bounded by the Rideau Canal in the north, Ottawa River in the south, Bronson Avenue in the west and Riverdale Avenue in the east. The area is primarily residential with a prominent commercial district along Bank Street. Key community facilities include an elementary school, multiple child care centres, churches, long-term care centres, and a public library. In addition, Carleton University is located to the west of Old Ottawa South while Lansdowne Park is located to the north – both of which have the potential to contribute to the parking demand in Old Ottawa South.

Figure 1 illustrates the existing land classification in Old Ottawa South as per the Ottawa Zoning By-law.

Old Ottawa South Parking Study

Zoning Designations



Source: GIS layers provided by the City of Ottawa Public Works Dept. (March 29, 2011)

Figure 1 – Old Ottawa South Land Use Zoning

The major streets in Old Ottawa South are listed below in Table 1. Given the mobility function of these corridors, there is more likely to be conflicts between parking and traffic operations on these corridors than on the more local streets which primarily provide access to adjacent land use.

Table 1 – Major Streets in Old Ottawa South

Name	Type	Surrounding Land Use
Bank Street	Arterial	Commercial
Riverdale Avenue	Collector	Residential
Sunnyside Avenue	Collector	Residential & Institutional

Parking in the area is provided by a combination of on and off street parking spaces. Off-street private lots provided by the businesses along Bank Street are typically customer-only or employee-only lots. There are no public (municipal or privately owned) off-street lots in Old Ottawa South. On-street parking is available in the form of unpaid spaces on Bank Street (typically short-term parking intended for commercial use) as well as along residential side streets. There are currently no paid parking spaces in the Old Ottawa South study area.

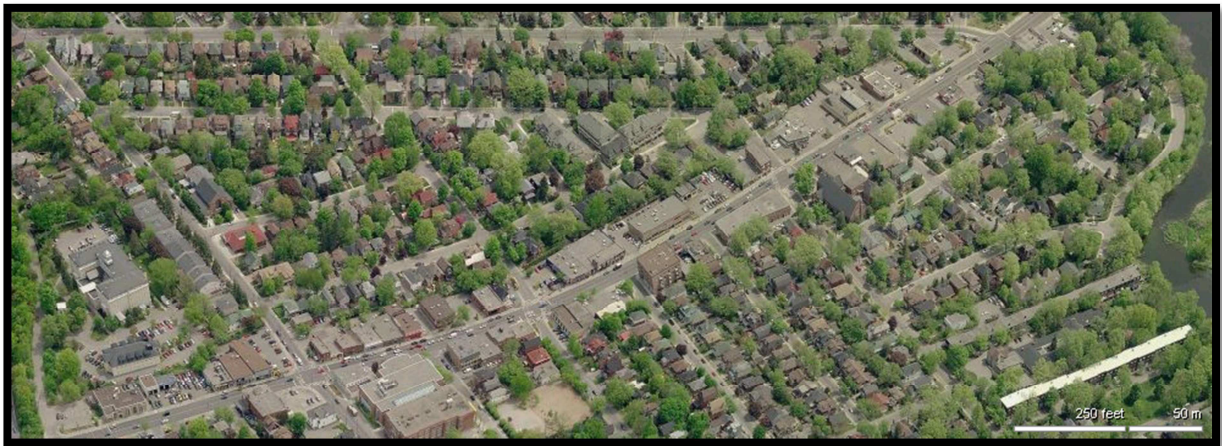
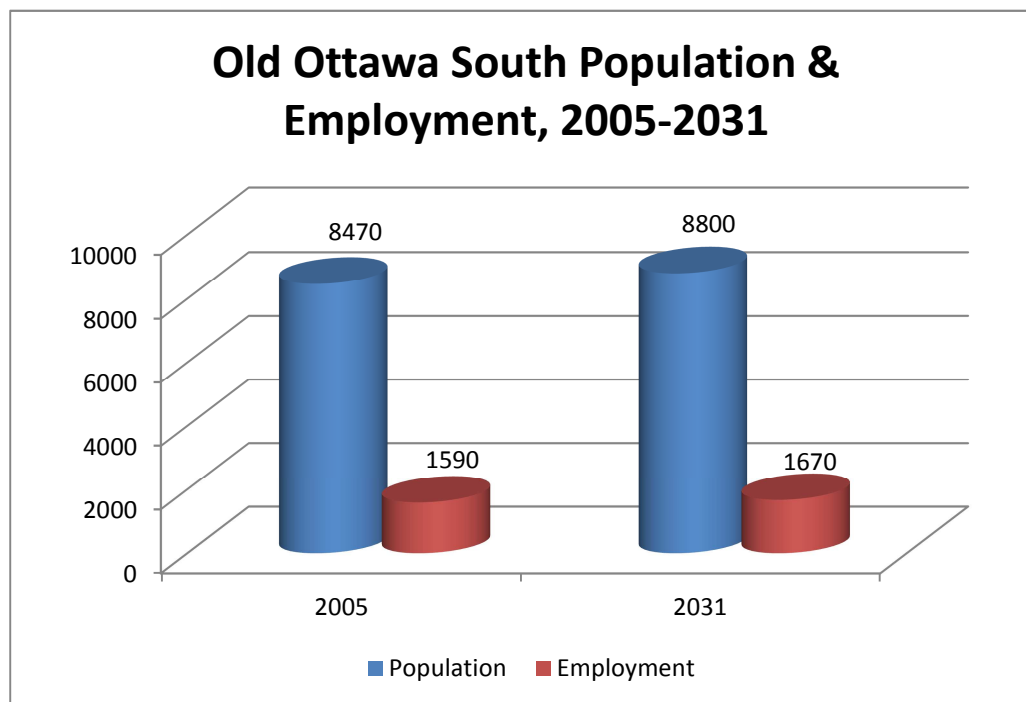


Figure 2 – Commercial Area on Bank Street in Old Ottawa South

3.2 Review of Population & Employment Forecasts

Population and employment figures were obtained for 2005 and 2031, from the Planning and Growth Management Department at the City of Ottawa. The population and employment figures refer to an area bounded by: Clegg Street and the Rideau Canal in the north, Bronson Avenue in the west and the Rideau River in the south and east. The population and employment estimates for the years 2005 and 2031 are shown in Figure 3.

Population growth to 2031 is projected to be 3.9% over a 26 year period. Employment is projected to grow by 5% over the same period. Population and employment in the Lansdowne Park area are also expected to increase.¹



Source: City of Ottawa Planning & Growth Management Dept. (data provided Aug. 25, 2011)

Figure 3 – Population & Employment Data

3.3 Review of Mode Share Forecasts

Mode share data was obtained from the City of Ottawa's Planning and Growth Management Department (August 25, 2011). The data was based on the City's screenline data collection system as well as the TRANS model. Counts from 2005 as well as projections for 2031 were obtained, corresponding to the morning peak hour. Details are shown in Appendix 4.

By 2031, it is expected that a substantial portion of the City's Light Rail Transit (LRT) and Bus Rapid Transit (BRT) system will be completed, resulting in increased transit ridership. During the morning peak hour, the transit mode share into this area of the city is expected to increase from 42% in 2005 to 52% in 2031. This translates to approximately 13,000 new transit trips and 1,600 new auto trips into the area including Old Ottawa South, the Glebe

¹ Refer to Section 3.5.3 and also see the design plans for Lansdowne Park at: http://ottawa.ca/en/city_hall/planningprojectsreports/construction/projects/lansdowne_construction/index.html

and Centretown. According to the City of Ottawa Transportation Master Plan (TMP), planned transit improvements in the area include transit priority measures along Bank Street.

Parking implications associated with the above mode share forecasts will depend on several factors:

- The impact of transit priority measures on the supply of on-street parking on Bank Street
- The increase in automobile traffic on Bank Street, and more specifically, the increase in traffic having an origin or destination in Old Ottawa South

3.4 Recent Development Activity

3.4.1 Recently Constructed Developments

Recent development in Old Ottawa South has influenced current parking demand and supply. Some examples of recent construction that resulted in changes to land use in the study area include:

- 1080 Bank Street: A demolition permit was issued in March, 2002 to demolish the existing building. A building permit was issued in June, 2010 to construct a 2 storey commercial building. Shoppers Drug Mart has leased the ground floor of the building. More detail on this development is provided in Section 3.4.1.1.
- 1176 Bank Street: This site was a vacant lot until August 2006 when a construction permit was issued. A 4-storey mixed use building was built with commercial uses on the ground floor and residential units on the upper floors.

3.4.1.1 Shoppers Drug Mart at Bank/Sunnyside Intersection

The lot at the northwest corner of Bank Street and Sunnyside Avenue was previously occupied by a small 2-storey office building and 2 parking lots (30 to 35 spaces). The current layout of the lot is a 2-storey commercial building of approx. 25,000 sq-ft which includes a 12 space parking lot. The primary occupant is Shoppers Drug Mart. It also contains offices on the second floor.

A transportation overview report was prepared by Delcan consultants. The following is a brief summary of the parking related observations and conclusions:

- The site provides its own on-site parking; Given that this is not the case for many of the businesses in the area, it is expected to have minimal impact on the existing parking demand;
- On-street parking is available on Bank Street near the site;
- Many future patrons of the site are expected to walk, cycle or take transit reducing the number of vehicles requiring parking at the site; and,

- The conclusion of the overview was that the site will generate minimal automobile traffic as such it is expected to have a minimal effect on both on and off street parking in the surrounding area.

3.4.2 Cash in Lieu of Parking

Between 2006 and 2010 there have been 3 Cash-in-Lieu (CIL) of parking applications. Cash-in-lieu of parking can be defined as an agreement entered into by the City and owners or occupants that exempt owners or occupants from providing parking spaces where required by the Zoning By-law. The cash-in-lieu of parking applications that were filed between 2006 and 2010 in the Old Ottawa South area include:

- In October 2007, a development application was approved to convert 1440 sq-ft of commercial space at 1176 Bank Street into a coffee shop. An accompanying cash-in-lieu application for 6 spaces was approved. The development is complete.
- In April 2009, a cash-in-lieu of parking application was approved for 15 parking spaces for the Ottawa South Community Centre (260 Sunnyside Avenue). This project is also complete.
- In March of 2010, an application was filed to permit the renovation of an existing commercial unit to a restaurant at 1115 Bank Street. No details regarding cash-in-lieu of parking are available. At the time of the field work, this address was being renovated and there was no indication of any new parking being provided.

In summary, there have been 3 cash-in-lieu of parking applications for 21 parking spaces between 2006 and 2010 in the Old Ottawa South area. Where developments have used cash-in-lieu of parking approvals and an increase in the number of vehicle trips occurs, there may be a corresponding increase in demand on the existing supply of parking in the area.

3.5 Future Development Activity

The following describes relevant information pertaining to future development within and surrounding Old Ottawa South.

3.5.1 Intensification

There are currently no community development plans in place for the area. However, Bank Street is zoned as a Traditional Mainstreet Zone by the City of Ottawa Zoning By-Law and designated as a Traditional Mainstreet by the Official Plan. The Traditional Mainstreet Zone encourages intensification and the accommodation of many different uses including commercial, residential and institutional but excluding auto related uses. It is expected that the study area will accommodate intensification particularly on Bank Street according to the Zoning By-law and the Official Plan, even if there are no major developments planned to occur within the Old Ottawa South study area boundaries in the near future.

3.5.2 Development Applications

There are no currently active or pending development applications along Bank Street in the Old Ottawa South area.

3.5.3 Lansdowne Park

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 2011.² 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 Old Ottawa South 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.

3.6 Old Ottawa South ATM Study

The Old Ottawa South Area Traffic Management (ATM) Study was completed in 2012. The final recommended plan was approved through delegated authority via a Roadway Modification Approval (RMA) document completed in March 2012. The main objective of the study was to address local residents' concerns regarding speeding, through traffic, and pedestrian / cyclist safety.

Several of the measures proposed in the Old Ottawa South ATM Study have the potential to influence parking supply. While the magnitude of the impact has not yet been quantified, the overall change is expected to be minor.

² *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.

Based on comments received during the first round of consultations for the ATM study, the primary parking concern in the Old Ottawa South area is the potential for overflow parking from Lansdowne Park due to special events and the addition of new commercial space.

4. STUDY AREA

A study area was developed for Phase I of this report which defined the area where field reconnaissance was carried out. This Phase I study area was developed by reviewing past parking study areas.

4.1 Previous Study Areas

Past parking studies have generally focused on the commercial activity on Bank Street and have included a one-block section of the surrounding community. The variations between the study areas are depicted in Figure 4. The 1996 study also included a separate study area located around Brewer Park to analyze issues associated with the use of Brewer Park by Carleton University students.

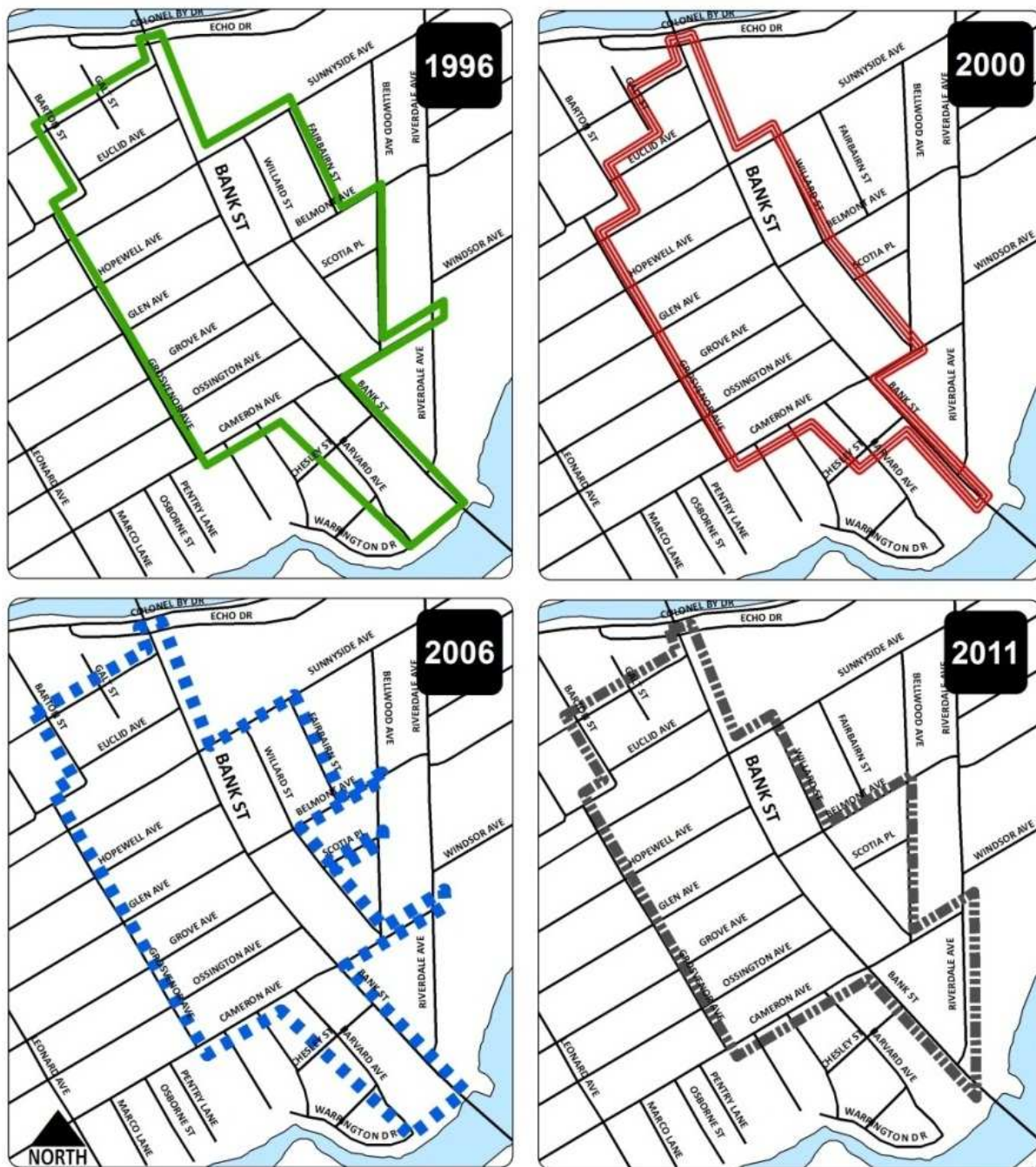


Figure 4 – Old Ottawa South Parking Study: Previous and Current Study Area(s)

4.2 Phase I Study Area

As depicted in Figure 4, the Phase I study area was based closely on the 2006 boundary with a few exceptions:

- Riverdale Avenue –The study area was expanded to include Riverdale Avenue. Visitors unfamiliar with side streets and parking lots may park on Riverdale since it is recognizable and close to the south section of Bank Street.
- Bellwood Avenue – Included in the study area, due to the street configuration at the intersection of Bellwood Avenue / Cameron Avenue / Willard Street. Visitors may park on Bellwood Avenue and Willard Street.
- Fairbairn Street – This street has been removed from the study area as it lies outside of the one block area proposed for the study and has no special configuration to warrant its inclusion (unlike Bellwood Avenue).
- Harvard Avenue – This street has been removed from the study area. The businesses along Bank Street south of Cameron Avenue (Dairy Queen, Tim Hortons, Penzoil, C.A. Paradis etc.) all have highly visible, relatively large surface parking lots unlike many of the businesses further north. Customers destined to the businesses north of Cameron Avenue are more likely to use the side streets in this area for on-street parking, rather than Harvard Avenue which is more out of the way.

It is important to note that the Phase I Study Area was used in this screening report, but may be refined for Phase II based on the conclusions of this study. More details are available in Section 7.

5. FIELD RECONNAISSANCE

Field reconnaissance was completed to determine on-site conditions in order to assess the parking availability and occupancy. A visual inspection on foot was completed in August of 2011 to confirm the parking regulations and parking supply for all on and off street parking in the Old Ottawa South study area.

5.1 Parking Regulations

On street parking in the Old Ottawa South area is generally restricted to durations of 1 to 3 hours during the day. There is no paid parking in the Old Ottawa South study area. Figure 5 shows a detailed summary of the various parking regulations in the study area. This is a preliminary assessment of the parking regulations in the Old Ottawa South study area. A detailed survey of parking regulations within the study area will be completed as part of Phase II.



Figure 5 – Parking Regulations in the Old Ottawa South Study Area

5.2 Parking Supply Count

The total parking supply in the Old Ottawa South study is shown below in Table 2.

Table 2 – Parking Supply

Type		Supply
On-Street	Bank Street	81
	Side Streets	206
Off-Street	Public	0
	Commercial Customer ¹	362
	Commercial Employee ²	53
TOTAL		702

¹ Includes lots with shared employee parking

² Includes lots with shared residential/employee parking

There are two lots along Bank Street that operate as used car dealers / auto mechanics. These lots are not included in the area parking supply counts as many cars on the lot are likely present for extended periods of time. In addition, the property at 1125 Bank Street has been closed along with the accompanying parking lot.

The parking capacities determined in each of the three previous reports were: 886 in the 1996 study, 751 in the 2000 study and 767 in the 2006 study. For the current study, the parking supply was found to be 702 parking spaces. The variation in the parking supply presented in the previous three reports can be attributed primarily to whether or not “illegal” parking spaces (i.e. no parking zones) were included in the total capacity and the general differences in the study area, discussed previously. In addition, re-development of existing properties (such as the Shoppers Drug Mart) have resulted in a small decline in the supply of parking over time.

For the on-street parking supply, it is difficult to distinguish between parking spaces predominantly used for commercial purposes, and those used for residential uses. On Bank Street, it is reasonable to assume that most spaces support commercial uses, however, on the side streets, some spaces may be used by customers destined to the Bank Street commercial district, while others may be used by people visiting friends and family in the neighbourhood. In some cases, a given parking space may serve multiple purposes over the course of a single day. It is likewise difficult to distinguish between “customer” and “employee” parking in off-street lots, since property owners may not necessarily designate employee parking with signs.

The locations of the off-street parking lots are illustrated in Figure 6. The figure also includes the type of parking lot and number of parking spaces.

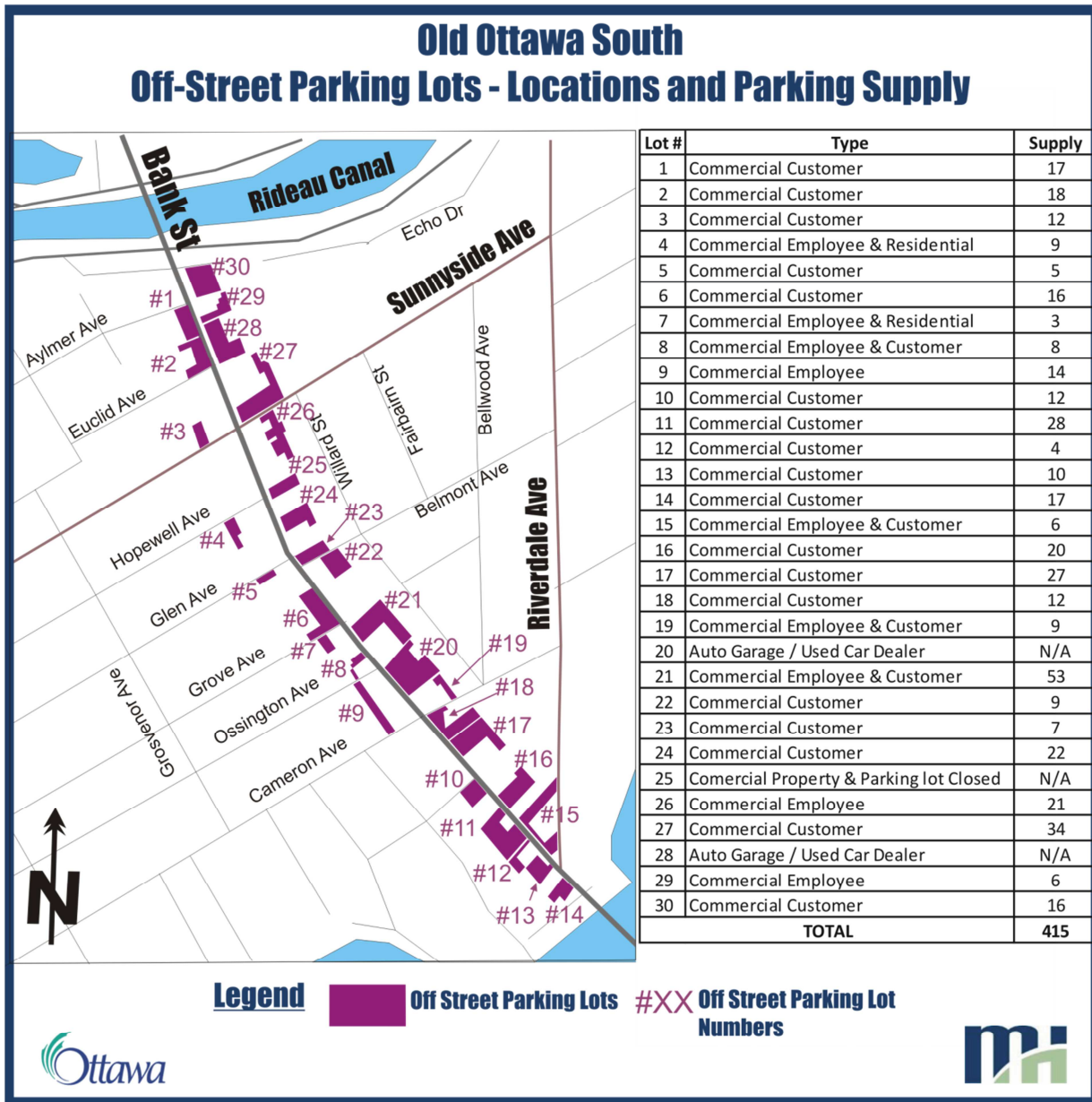


Figure 6 – Off-Street Parking Supply

6. ANALYSIS

Following the assessment of parking regulations and supply, a manual count of occupancy was undertaken. A summary of the analysis and results is presented below. Parking occupancy was considered by parking type, by block face, day of the week and by off street lot. The occupancies were then compared to those determined in the previous studies.

6.1 Existing Parking Occupancy

Field surveys were completed on three separate days to assess the parking situation on weekdays and weekends. The field surveys were conducted on foot for durations of 2 to 3 hours and involved a preliminary count of the parking occupancy. The surveys were conducted on the following dates:

- Thursday August 11, 2011 (2 passes)
- Saturday August 13, 2011 (3 passes)
- Sunday August 14, 2011 (3 passes)

Based on previous studies (summarized in Section 2) it was found that the weekday peak was relatively consistent with reported peak occupancy times around mid-day. As such, only two passes were made on the Thursday field survey. The weekend peak was not as consistent, therefore three passes were made to determine the peak time.

The existing parking occupancy, which is based on occupancy counts conducted on foot, is summarized in Table 3. The table summarizes the occupancy rates for each pass. Parking occupancy was examined for the various categories of parking: off-street customer, off-street employee, side street and Bank Street parking.

Table 3 – Parking Occupancy

Date	Hour		On-Street		Off-Street		Totals
			Bank Street	Side Streets	Customer	Employee	
Capacity			81	206	362	53	702
Thursday (08/11/11)	11:30	Occupancy	54	92	206	40	392
		Rate	67%	45%	57%	75%	56%
	13:15	Occupancy	50	108	204	35	397
		Rate	62%	52%	56%	66%	57%
Saturday (08/13/11)	11:00	Occupancy	48	113	140	25	326
		Rate	59%	55%	39%	47%	46%
	12:00	Occupancy	51	112	138	29	330
		Rate	63%	54%	38%	55%	47%
	13:00	Occupancy	58	108	161	30	357
		Rate	72%	52%	44%	57%	51%
Sunday (08/14/11)	11:00	Occupancy	35	117	88	15	255
		Rate	43%	57%	24%	28%	36%
	12:00	Occupancy	41	109	108	15	273
		Rate	51%	53%	30%	28%	39%
	13:00	Occupancy	46	103	103	15	267
		Rate	57%	50%	28%	28%	38%

The highlighted figures represent the peak occupancy rates found during the course of each of the three survey days. It was found that the weekday peak occurred at approximately 13:00, the Saturday peak occurred at 13:00 and the Sunday peak occurred at 12:00. It was found that the highest number of vehicles parked in the Old Ottawa South study area was 397, on a Thursday at 13:15, representing a peak occupancy rate of 57%.

6.2 Parking Occupancy Analysis

During the field reconnaissance, occupancy observations were collected for all of the on and off street parking in the study area.

6.2.1 Parking Occupancy By Parking Type

Parking data is provided for four categories of parking spaces:

- **On-Street Public Parking on Bank Street** – It is anticipated that the majority of parking spaces on Bank Street are used by people visiting the commercial district.
- **On-Street Public Parking on Side Streets** – Parking on side streets may serve both adjacent residential properties, as well as the shops and businesses on Bank Street.
- **Off-Street Commercial Customer** – All of the private off-street parking lots were assumed to be used for customer parking unless signed otherwise.
- **Off-Street Commercial Employee** – Includes any lot with signage indicating parking spaces reserved for employees.

The following table summarizes parking occupancy based on the various types of parking described above:

Table 4 – Summary of Peak Parking Occupancy Rate by Parking Type

Date	On-Street – Bank Street	On-Street – Side Streets	Off-Street Customer	Off-Street Employee
Thursday (13:00)	62%	52%	56%	66%
Saturday (13:00)	72%	52%	44%	57%
Sunday (12:00)	51%	53%	30%	28%
<i>Capacity</i>	81	206	362	53

As shown in Table 4, the parking occupancy rate is below the practical capacity of 85% during the Thursday, Saturday and Sunday peak hours.

6.2.2 Parking Occupancy By Block Face

The occupancy rates for all of the on street parking spaces were analyzed by block face. The results are illustrated in Figures 7, 8 and 9.

During the Thursday peak hour, there were some block faces that were approaching or exceeding the practical capacity of 85%. These areas were generally located in the central and western portion of the study area. The specific blocks with occupancy rates approaching or at practical capacity include: Bank Street between Euclid Avenue and Hopewell Avenue (east side) and between Grove Avenue and Ossington Avenue (both sides), Hopewell Avenue (south side) and Ossington Avenue (north side).

During the Saturday peak hour the area approaching or above the practical capacity was in the north-western portion of the study area and along Bank Street. The specific block faces of concern include Bank Street between Cameron Avenue and Grove Avenue (both sides) and between Sunnyside Avenue and Hopewell Avenue (both sides).

During the Sunday peak hour, the majority of the west-central portion of the study area was approaching or operating at practical capacity, including Bank Street and most of the side streets between Ossington Avenue and Euclid Avenue, west of Bank Street.



Figure 7 – Thursday Peak Occupancy Rates By Block Face



Figure 8 – Saturday Peak Occupancy Rates By Block Face



Figure 9 – Sunday Peak Occupancy Rates By Block Face

6.2.3 Parking Occupancy by Off-Street Lot

The peak hour occupancy rates of the off street lots were analyzed based on the counts conducted on foot. The results are presented in Table 5 with lots exceeding the practical capacity of 85% highlighted in red. Refer to Figure 6 for a visual representation of the various off street lots.

Table 5 – Peak Hour Off-Street Parking Occupancy Rates

Lot Number	Lot Type	Capacity	Peak Occupancy Rates		
			Thursday (13:00)	Saturday (13:00)	Sunday (12:00)
1	Commercial Customer	17	71%	18%	41%
2	Commercial Customer	18	50%	44%	94%
3	Commercial Customer	12	42%	50%	42%
4	Commercial Employee & Residential	9	78%	78%	56%
5	Commercial Customer	5	40%	20%	0%
6	Commercial Customer	16	25%	44%	25%
7	Commercial Employee & Residential	3	0%	33%	33%
8	Commercial Employee & Customer	8	38%	50%	38%
9	Commercial Employee	14	107%	86%	43%
10	Commercial Customer	12	58%	33%	17%
11	Commercial Customer	28	86%	18%	4%
12	Commercial Customer	4	0%	0%	75%
13	Commercial Customer	10	110%	40%	10%
14	Commercial Customer	17	71%	112%	24%
15	Commercial Employee & Customer	6	33%	67%	17%
16	Commercial Customer	11	80%	50%	40%
17	Commercial Customer	27	19%	26%	7%
18	Commercial Customer	5	17%	25%	0%
19	Commercial Employee & Customer	9	33%	78%	44%
21	Commercial Employee & Customer	53	66%	74%	45%
22	Commercial Customer	9	67%	89%	111%
23	Commercial Customer	7	43%	29%	14%
24	Commercial Customer	22	50%	9%	14%
26	Commercial Employee	21	52%	33%	14%
27	Commercial Customer	34	68%	26%	24%
29	Commercial Employee	6	33%	50%	0%
30	Commercial Customer	16	56%	56%	0%

The analysis revealed that 5 lots (highlighted in red) were operating above the practical capacity of 85% at certain times. Lots #9, #11 and #13 were found to be exceeding practical capacity during the Thursday peak. These three lots are located on the west side of Bank Street between Ossington Avenue and Riverdale Avenue. Lots #9 and #14 (located on the southwest corner of Bank Street and Riverdale Avenue) were exceeding practical capacity during the Saturday peak. Lot #22 (located southwest of the Bank Street – Belmont Avenue intersection) was found to be exceeding practical capacity during the Saturday and Sunday peaks. Lots #11, #13, #14 and #22 are classified as commercial customer lots while lot #9 is classified as a commercial employee lot.

While the 5 off-street lots noted above may be operating above practical capacity at certain times, it is important to note that on-street parking is available in the surrounding area. When the on- and off-street parking supply are considered together, the overall supply is adequate to accommodate the demand without exceeding the practical capacity.

6.3 Field Observations

While conducting the field reconnaissance, some existing parking issues were observed, and are summarized below:

- Vehicles parked too close to the intersection at Bank Street and Aylmer Avenue were observed, an issue which was also noted in the stakeholder consultation for the Old Ottawa South Area Traffic Management Study (refer to Section 3.6).
- Vehicles (primarily contractors and landscapers) were found to be parked in the no-parking zone on the north side of Cameron Avenue. These vehicles were blocking the contra-flow bicycle lane which represents a potential hazard to cyclists.

As these issues are considered by-law enforcement issues, they have been communicated to the by-law enforcement group for follow-up.

6.4 Comparison with Previous Studies

Three previous reports were considered in this study including:

- Ottawa South Parking and Transportation Study – 1996 (McCormick Rankin)
- Ottawa South Parking Study – 2000 (City of Ottawa)
- Ottawa South Parking Turnover Study Update – 2006 (Giffels Associates Ltd.)

The studies will be referred to by the year in which they were issued, while the current study will be referred to as 2011. A summary of total parking capacities reported in each study is shown below in Table 6.

Table 6 – Parking Study Capacities

Study Year	1996	2000	2006	2011
On-Street	442	214	392	287

Off-Street	442	537	375	415
Total Capacity	884	751	767	702

Although it appears that there was a decrease in parking spaces from 1996 to 2000, the first study did not account for the differences between “legal” and “illegal” parking spaces while the latter did. For the 2000 study, ‘illegal’ was defined as parking within 9m of an unsigned intersection, within 3m of a fire hydrant, within 1.5m of a driveway or in any space where parking is prohibited due to the bylaw signage (including time regulations). Disparities between study area boundaries have also influenced the capacity. All of the weekday surveys in the previous studies were completed on either Wednesdays or Thursdays. It was assumed that any survey completed between Tuesday and Thursday would be representative of weekday conditions. As such, no weekday adjustment factor was applied to the results of the studies.

The previous studies were completed in various months of the year: the 1996 study was completed in December, the 2000 study in June and the 2006 and 2011 studies in August. Parking revenue for the year 2007 was obtained from the City of Ottawa and was used to determine adjustment factors based on the month of the year. It is recognized that the monthly revenue data applies to paid parking while the parking in Old Ottawa South is unpaid, however, the use of adjustment factors based on this data was found to be the simplest way to normalize the data. Table 7 shows the monthly revenue and the percent difference of each month to the mean monthly revenue.

Table 7 – 2007 Monthly Parking Revenues

Month	2007 Monthly Revenue	% Difference from Mean
July	\$699,719	15%
May	\$687,960	13%
August	\$672,499	11%
October	\$651,942	7%
April	\$617,175	2%
June	\$615,558	1%
September	\$611,243	1%
November	\$594,759	-2%
January	\$593,841	-2%
March	\$571,707	-6%
February	\$506,925	-17%
December	\$467,817	-23%

The adjustment factor for the month of the year was taken as the negative of the percent difference from the mean and was multiplied by the occupancy values for each of the studies. The mean monthly revenue for 2007 was \$607,595 and the median was \$613,401. Following the application of the adjustment factors to the results of the previous studies the occupancy rates were calculated. Figure 10 and Figure 11 illustrate the differences between all four parking studies completed or in progress to date.

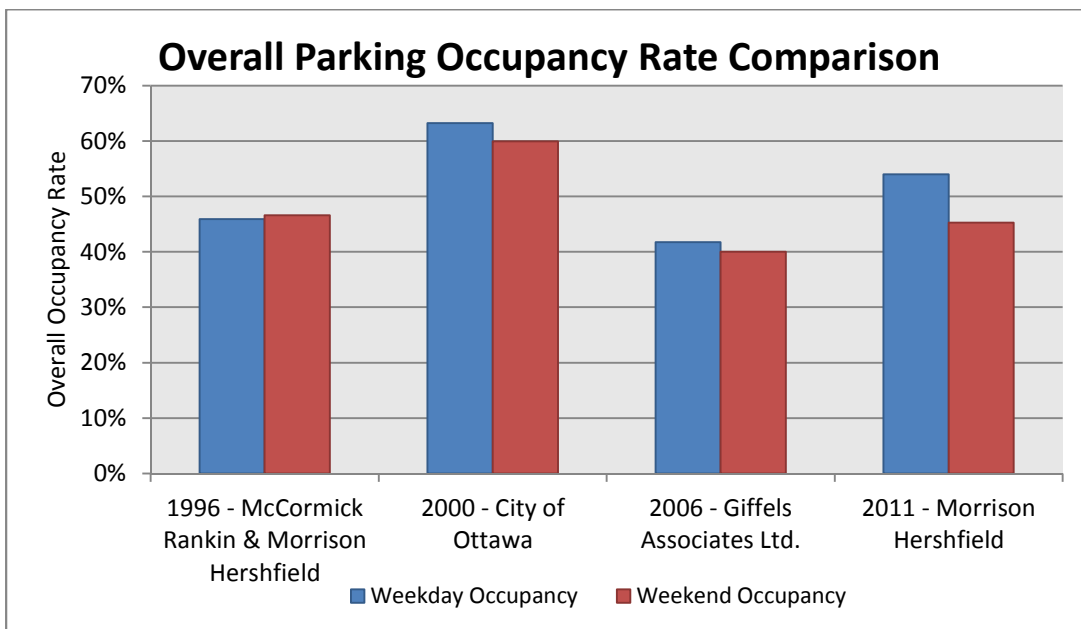


Figure 10 – Comparison of Occupancy Rates of Previous and Current Studies

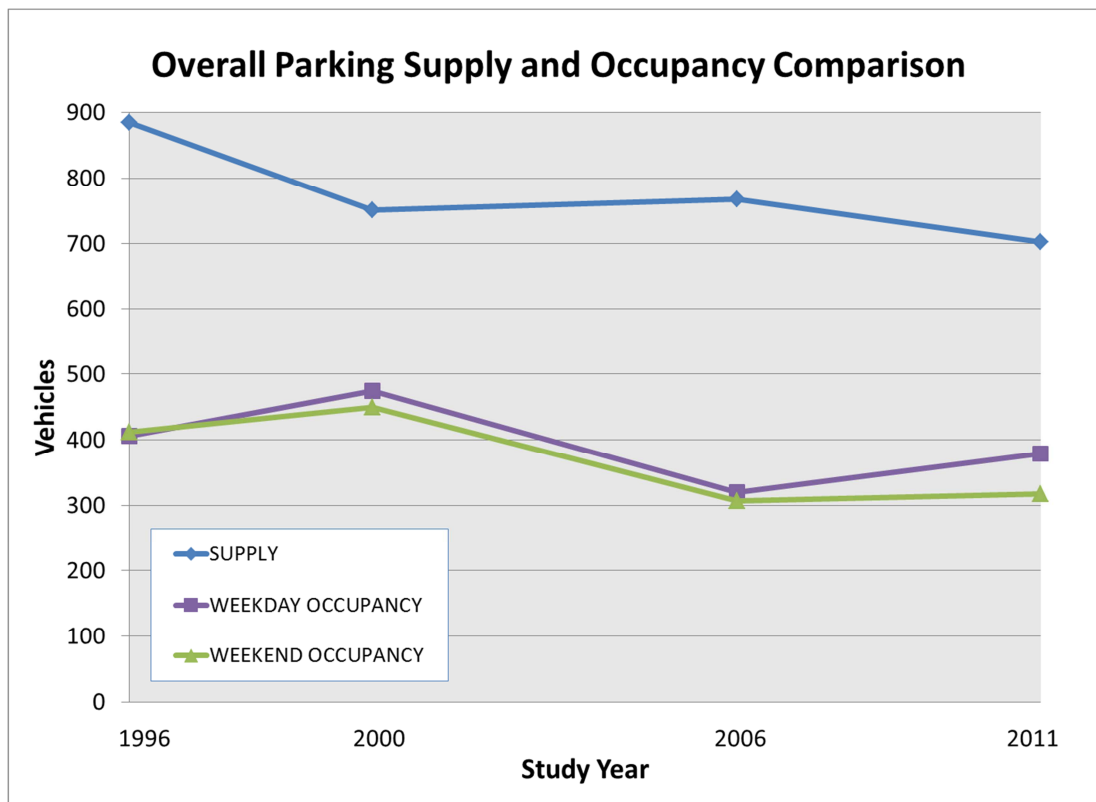


Figure 11 – Comparison of Supply and Occupancy of Previous and Current Studies

Occupancy and occupancy rates for each of the studies were provided for the weekday and weekend surveys. Weekend surveys in the figure refer to the Saturday survey as Sunday surveys were not completed until 2011. The parking supply has decreased slightly compared to previous studies and the occupancy rates have remained in the range of 40% to 65%.

All of the previous studies concluded that sufficient parking capacity was present for the area and that no additional capacity was required. However, recent developments and the redevelopment of Lansdowne Park area have prompted concern about the availability of parking to accommodate the needs of the community, particularly in light of the potential for increased demand.

7. REFINED STUDY AREA FOR PHASE II

To confirm the validity of the selected study area moving forward to Phase II of this parking study, the Phase I study area was reviewed for any necessary refinements.

In refining the study area, it is important to consider a variety of factors. The main factors that help predict the occupancy rates of competing parking areas are price and location. With regards to location, it is generally desirable to park as close as possible to a destination, which may be why many larger and more accessible lots slightly further away from major destinations can often be underutilized compared to smaller lots directly adjacent to the property.

One of the primary objectives in defining the study area for Phase II is to ensure that all on- and off-street parking areas which serve the commercial area of Old Ottawa South are adequately captured in the analysis. In order to assess whether the Phase I study area meets this objective, parking areas were assessed based on their distance from the commercial area.

Table 8 provides acceptable walking distances from parking for a variety of destinations. The acceptable walking distances shown in the table are based on research compiled by the Victoria Transport Policy Institute and correspond to:

“...maximum acceptable walking distance from parking to destinations for various activities and users. It assumes good pedestrian conditions (sidewalks, crosswalks, level terrain) that are outdoors and uncovered, with a mild climate.”³

³ Victoria Transport Policy Institute. *Shared Parking*. On-Line TDM Encyclopedia. Updated February 17, 2010. <http://www.vtpi.org/tdm/tdm89.htm>

Table 8 – 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 and 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 Transportation Policy Institute, On-Line TDM Encyclopedia

Walking distances of 250m and 365m were applied to the Bank Street corridor to review the potential parking area influenced by commercial uses. Figure 12 illustrates the Phase I study area and compares it to these “acceptable walking distances”.

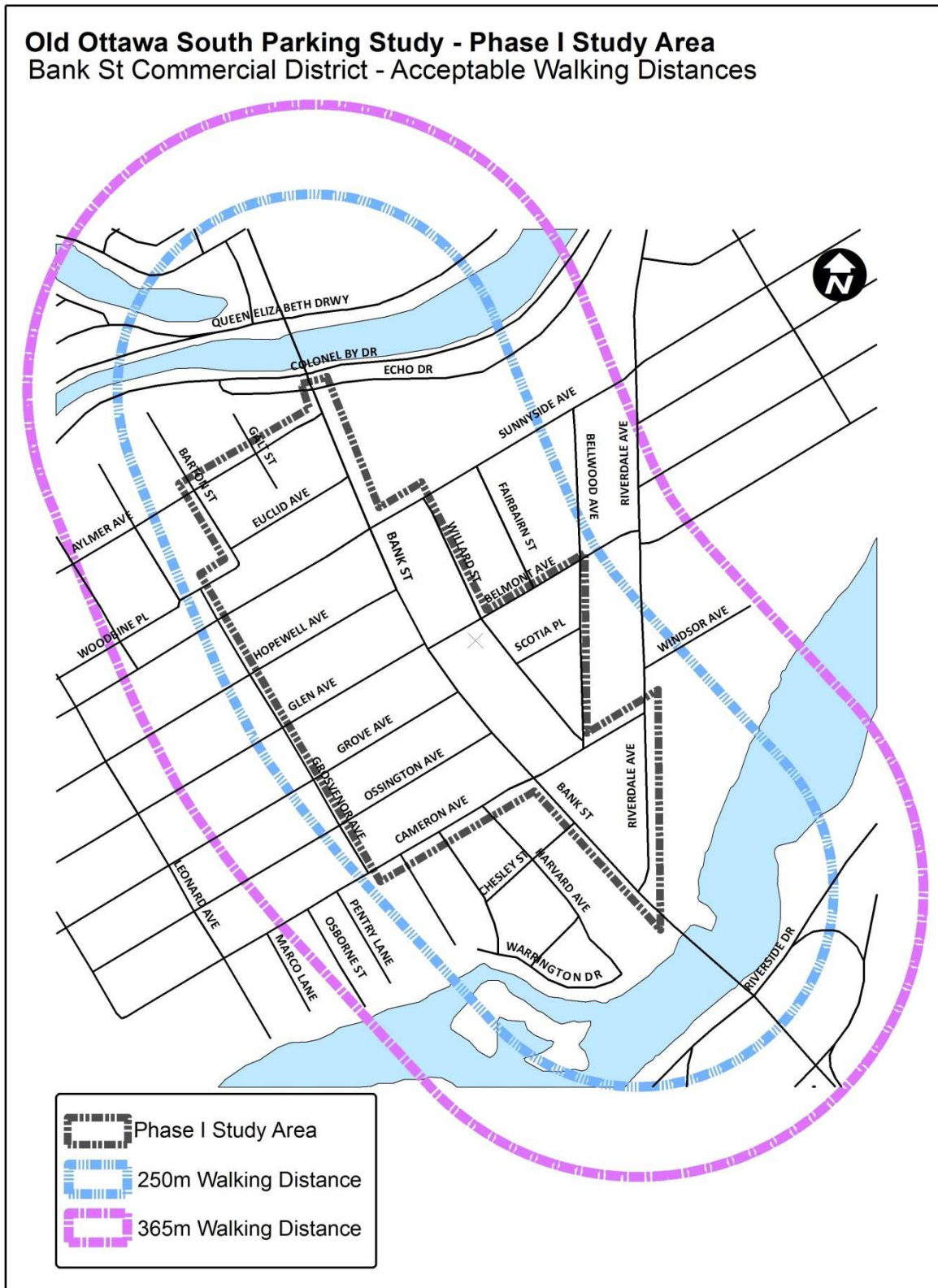


Figure 12 – Phase I Study Area and Acceptable Walking Distance

While the Phase I study area aligns quite closely with the acceptable walking distances, there are a few areas where it may be desirable to expand the study area to better match the acceptable walking distances, including the south-west blocks including Warrington Drive, Harvard Avenue, and Chelsey Street, as well as Fairbairn Street in the north-east end.

The proposed refined study area for Phase II is illustrated below in Figure 13.

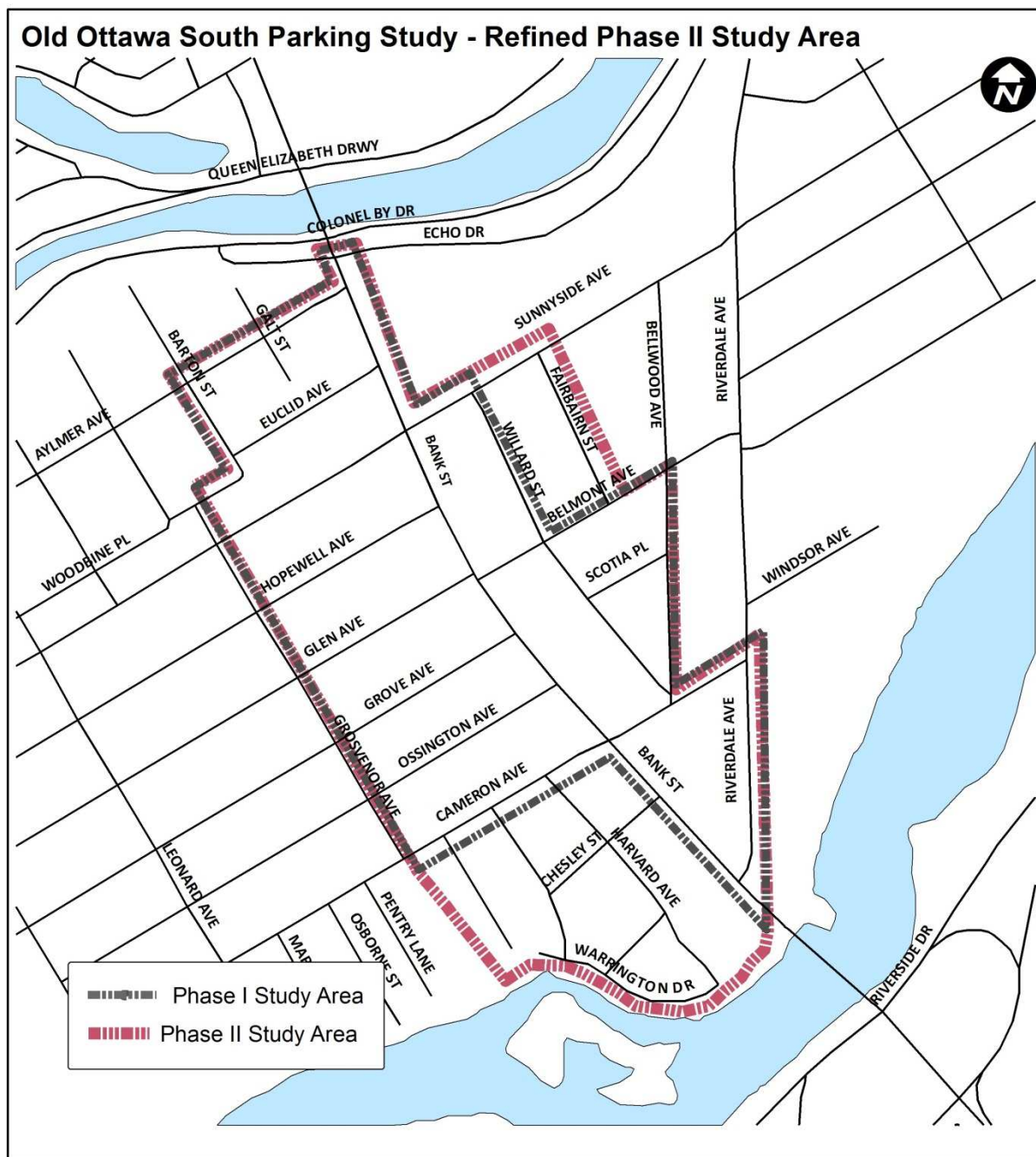


Figure 13 – Refined Study Area for Phase II

8. CONCLUSIONS

This screening exercise relied on a review of background information, land use data, development applications, and other key pieces of information to identify potential issues related to parking supply and demand in Old Ottawa South and determine the need for additional study. In conjunction with this review, a field reconnaissance was carried out to provide a general indication of existing parking occupancy rates within the study area. A summary of the key findings are presented below.

- The results of the screening study suggest that the overall parking supply in Old Ottawa South is adequate to accommodate the existing demand.
 - The Thursday peak hour (13:00) was found to have the highest occupancy rate of all the survey days for the full study area combined at 57%. This peak occupancy rate is substantially less than the practical capacity of 85%.
 - There are localized areas within Old Ottawa South that are at or approaching the practical capacity. In particular, the western – central portion of the study area was found to have concentrations of block faces approaching or exceeding the practical capacity.
 - Five off-street lots were identified as exceeding the practical capacity of 85%. Four of the five lots were classified as “commercial customer” lots while the other lot was classified as “commercial employee”. The lots were found to be concentrated in the central and southern portions of the study area along Bank Street.
 - As parking demand is not likely to decline in the future, it is expected that these localized issues will persist. However, the parking utilization data suggests that there is available parking within an acceptable walking distance of these locations. Thus, when considered at a broader level, there is a reasonable balance between parking demand and supply within the study area.
- In comparing the results of this preliminary study to the previous studies, it was found that occupancy rates for the entire study area have not changed significantly.
- Some of the measures identified in the Old Ottawa South Area Traffic Management Study have the potential to influence parking supply, however the impact is expected to be minor.
- Population and employment are not expected to grow significantly between 2005 and 2031, at 4% and 5% respectively.
- Based on the City of Ottawa’s travel demand model for the morning peak hour, auto trips are not expected to increase significantly (5%) in this area of the city, while transit trips are expected to increase substantially (62%) through 2031.
- Future development plans indicate that parking supply will remain relatively constant in the near future. However, the “Traditional Mainstreet” zoning along Bank Street

encourages intensification, which may lead to increased demand and a loss in parking supply over time.

- Special events at Lansdowne Park will require the use of parking in the surrounding area, including Old Ottawa South.

As a result, in the short-term, it is expected that day-to-day parking conditions in Old Ottawa South will remain similar to current conditions. However, as Lansdowne Park redevelops and intensification gradually occurs along Bank Street, parking pressures in Old Ottawa South may increase.

9. RECOMMENDATIONS

As discussed in the previous section, the parking supply in Old Ottawa South is currently sufficient for existing commercial and residential needs, with an overall peak occupancy rate below 85%. However, there are certain block faces that are over capacity at certain times of the day. As Lansdowne Park is redeveloped, parking pressure in the area is expected to increase, particularly during special events. Intensification of the Bank Street corridor may also impact parking supply and demand, as new developments are introduced.

Given this situation, it is recommended that parking in Old Ottawa South be monitored on an on-going basis to identify parking challenges and opportunities that arise. In carrying out this monitoring, it is further recommended that the study area described in Figure 13 be utilized. The adoption of a common study area will ensure consistency, allowing for comparison of trends over time. As part of the monitoring exercise, the supply of parking should be confirmed, and occupancy counts carried out for a 3-hour period on a typical Thursday, Saturday, and Sunday. In addition, consultation with key stakeholders is recommended to identify any parking issues that may not be evident from the occupancy data.

APPENDIX 1 – Motion from Transportation Committee

Excerpts from Transportation Committee (February 4, 2009)
Sunnyside Avenue and Bank Street –
Additional On-street Parking and Parking Study

2. SUNNYSIDE AVENUE AND BANK STREET – ADDITIONAL ON-STREET PARKING AND PARKING STUDY
AVENUE SUNNYSIDE ET RUE BANK – PLACES DE STATIONNEMENT SUR RUE ADDITIONNELLES ET ETUDE SUR LE STATIONNEMENT
[ACS2008-CCS-PEC-0002](#) CAPITAL/CAPITALE
(17) 31
-

Report Recommendations

That the Transportation Committee recommend Council direct staff to:

1. Implement, as a priority, the installation of additional on-street parking spaces along the west side of Bank Street and the along north side of Sunnyside Avenue, as appropriate, for the length of the proposed Shoppers Drugmart project at 1080 Bank Street; and
2. Carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South

At its meeting of January 13, 2009, the Planning and Environment Committee considered and approved a zoning application for 1080 Bank Street to permit a two-storey proposed for a Shoppers Drugmart at grade with office uses on the second floor. At the meeting, Councillor Doucet presented the following motion that was endorsed by PEC and referred to Transportation Committee for consideration:

WHEREAS it is generally agreed that the amount of parking proposed for the Shoppers Drugmart is appropriate given the community based nature of the business;

AND WHEREAS a concern remains among some business owners that the proposed Shoppers Drugmart will nevertheless increase the demand for on-street parking, and that the businesses located along Bank Street would benefit from additional parking spaces;

AND WHEREAS the proposed Shoppers Drugmart building, which will replace a vacant parking lot, will result in a continuous building façade along Bank Street which provides the opportunity for additional on-street parking;

BE IT THEREFORE RESOLVED that:

1. *Staff implement, as a priority, the installation of additional on-street parking spaces along the west side of Bank Street and the along north side of Sunnyside Avenue, as appropriate, for the length of the proposed Shoppers Drugmart project; and*
2. *That staff be directed to carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the*

businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South.

DEPARTMENT COMMENT

1. Implement, as a priority, the installation of additional on-street parking spaces along the west side of Bank Street and the along north side of Sunnyside Avenue, as appropriate, for the length of the proposed Shoppers Drugmart project; and

The first part of the motion is the responsibility of the Safety & Traffic Services Unit within the Public Works branch.

The property in question is immediately adjacent to the signalized intersection of Bank Street and Sunnyside Avenue on the northeast corner. Transit service operates on both roadways and both roadways are cycling routes.

Bank Street is an arterial roadway and the southbound approach to the intersection has two travel lanes. Sunnyside Avenue is the collector roadway for the community east and west of Bank Street. Traffic volumes on the southbound approach are such that on average, approximately 100 vehicles per hour turn left, effectively rendering the lane unusable for other traffic. Approximately 550 vehicles per hour (through and right turn movements) use the curb lane adjacent to the property to bypass the left turning vehicles thereby maintaining traffic flow on Bank Street. Should the curb lane be dedicated for parking, traffic flows on the southbound approach to the intersection would be unduly restricted resulting in significant congestion and long delays along the Bank Street corridor.

A roadway narrowing on the south side of Sunnyside between Bank Street and a point approximately 20 m west of Bank Street reduces the travel portion of Sunnyside to approximately 8 m in width, which is only sufficient to sustain a single lane in each direction. West of this point, parking is permitted, for a limited length, on the south side of the street within a dedicated lane, delineated in sections with curb extensions. This parking area is used as a drop off/pick up area for Hopewell Avenue Public School.

It should also be noted that provisions of the City of Ottawa's Traffic and Parking By-law prohibit parking for a distance of 30 m from a signalized intersection, and prohibits stopping for a distance of 30 m on the approach to school crossing locations. The pedestrian crossings at the intersection are controlled with Adult School Crossing Guards for which the stopping prohibitions apply. The regulatory lengths noted generally correspond to the length of the Bank Street frontage of the property.

In consideration of the above it is not appropriate to allow parking for the length of the proposed Shoppers Drugmart project on either the west side of Bank Street or the north side of Sunnyside Avenue.

2. That staff be directed to carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South.

The second part of the motion is the responsibility of the Parking Operations and Development Section within the Public Works branch.

Staff recommends that the request for a comprehensive Parking Study in Old Ottawa South be referred to staff for consideration as part of the Municipal Parking Management Strategy scheduled to come to Transportation Committee in April 2009.

The Municipal Parking Management Strategy will:

- - Set out a generic terms of reference for Local Area Parking Studies such as the one requested for Old Ottawa South, including guidelines for stakeholder involvement
- - Identify funding sources for Local Area Parking Studies
- - Provide a recommended schedule and priority listing for Local Area Parking Studies
- - Indicate Stakeholders (commercial businesses, residents, shoppers, institutions) that should be involved in a Local Area Parking Study
- - Establish a rate setting guideline that indicates if and when the City should consider introducing paid parking

CONSULTATION

Consultation occurred as part of the Zoning By-law Amendment.

The public will be consulted as part of the development of the Municipal Parking Management Strategy.

This item will be advertised in the local dailies as part of the Public Meeting Advertisement on Friday preceding the Transportation Committee meeting.

SUPPORTING DOCUMENTATION

Document 1: Zoning Application Report for 1080 Bank Street (ACS2009-ICS-PLA-0010)
Held on file with the City Clerk and Solicitor

FINANCIAL IMPLICATIONS

N/A

Motion

Moved by C. Doucet

That the report be deferred to staff for further study.

CARRIED

**Excerpts from Planning Committee (January 29, 2009)
Zoning - 1080 Bank Street**

2. ZONING - 1080 BANK STREET

9.1.1.1.1.1

**ZONAGE - 1080 RUE
BANK**

Committee Recommendations

That Council:

- 1. Approve an amendment to Zoning By-law 2008-250 to change the zoning of 1080 Bank Street, as shown in Document 1, from Traditional Mainstreet - TM2 H (15) and Traditional Mainstreet - TM2 [98] H(14) to TM2 [98] H(15) as detailed in Document 2.**
- 2. Approve an amendment to the former City of Ottawa Zoning By-law 93-98 to change the zoning provisions for part of 1080 Bank Street, as shown in Document 1, to reduce the separation for a parking lot from a public street, as detailed in Document 2.**

**Report to Planning and Environment Committee
FILE NO. D02-02-08-0081**

2. ZONING - 1080 BANK STREET

ZONAGE - 1080 RUE BANK

[ACS2009-ICS-PLA-0010](#)

CAPITAL/CAPITALE (17)

9

Report Recommendations

That the Planning and Environment Committee recommend Council:

- 1. Approve an amendment to Zoning By-law 2008-250 to change the zoning of 1080 Bank Street, as shown in Document 1, from Traditional Mainstreet - TM2 H (15) and Traditional Mainstreet - TM2 [98] H(14) to TM2 [98] H(15) as detailed in Document 2.**
- 2. Approve an amendment to the former City of Ottawa Zoning By-law 93-98 to change the zoning provisions for part of 1080 Bank Street, as shown in Document 1, to reduce the separation for a parking lot from a public street, as detailed in Document 2.**

Purpose of Zoning Amendment

The purpose of the amendment is to permit the development of a two-storey commercial building with retail at grade and office on the second floor. The proposed building would have a total gross floor area of approximately 1970 square metres (retail 1105 and office 865 square metres) with a height of 10.76 metres. Twelve surface parking spaces are proposed in the rear yard with access from Sunnyside Avenue.

Proposed Zoning

The proposed rezoning would create one TM2 zone designation with an exception and a consistent height limit (15 metres) for the entire property. The current exception, which relates to the rear of the property has provisions regarding what uses are permitted and specific provisions for parking. These exception provisions would be deleted in their entirety. The number 98 would be reused for the new exception, which would be for the entire property. Exception provisions would be established to require only 12 parking spaces rather than the 48 spaces as required under the general provisions. In addition, performance standards would be included regarding side yards, minimum landscaping buffers, maximum gross floor area for a single use, and bicycle aisle and space provisions. Finally, the exception would limit use of the rear of the site, within 20.3 metres of the rear lot line to only parking and/or open space.

Strategic Directions

Within the designated urban area, growth will be directed to locations with significant development potential, specifically those designated as Central Area, Mixed-Use Centres, Employment Areas, Enterprise Areas, Developing Communities and Mainstreets. These areas include locations that are centred on the rapid-transit network, major roads, busy commercial streets, and large tracts of vacant land. In addition, the City supports intensification and infill development throughout the urban area and promotes opportunities for intensification and infill for lands used as parking lots and lands where records indicate existing contamination due to previous uses, but which can be made suitable for development if cleaned up, provided that all other policies in the Plan are met. Also to promote compact, mixed-use development, the direction is provided to consider opportunities to reduce the amount of land used for parking, such as reductions in parking standards and the creation of municipal parking structures.

Traditional Mainstreet

The introduction of a new neighbourhood serving use will further enhance the relationship between the Bank Street commercial corridor and adjacent residential uses as contemplated under the Official Plan policies for Traditional Mainstreets. Being a use that will largely serve the adjacent community, it is expected that it will attract a significant number of patrons who will walk, cycle or take transit. This allows the number of parking spaces provided on site to be minimized so as to contribute to achieving the built form objectives for areas designated Traditional Mainstreet including the promotion of pedestrian activity and animation.

Review of Development Applications and Compatibility

As noted, it is proposed to limit the amount of parking provided for the development in recognition of the use being a neighborhood serving use. Given the site's location in Old Ottawa South which is known as a very walkable community, it is expected that many patrons to the drug store will walk or use modes of travel other than an automobile. Staff concur with the assumptions being made by the applicant and agree that it is more desirable to support and encourage non-auto travel modes by limiting parking and that the benefit this represents to achieving the built form objectives of the official Plan for Traditional Mainstreets will further contribute to improving the pedestrian focus of the area. In addition, the office use is also intended to serve the local community. The limited parking is a disincentive for any office use where parking is integral to their business. Tenants using the

office space would have opportunities for their employees and clients to access the office via other modes of transportation such as walking, transit and bicycle.

Zoning By-law Details

The recommended exceptions include the following:

- Allowing for reduced parking of 12 spaces to serve the proposed development, and
- Limiting the use of the rear of the site for open space or surface parking to serve the proposed development

Proposed Changes to the Comprehensive Zoning By-law

- A minimum of 12 parking spaces for the retail use and office use must be provided.

SUMMARY OF PUBLIC COMMENTS FROM OCTOBER 7, 2008 PUBLIC MEETING AND IN RESPONSE TO PUBLIC NOTIFICATION

- Parking should be at the rear of the property.
- Reduced parking will discourage vehicular traffic and encourage walk-in traffic.

9.1.1.1.2 Issues with Zoning Proposal

9.1.1.1.3 8. Traffic

- Safety Issues with Hopewell School being across the street
- Problems with emergency vehicles getting through
- Errors with Traffic Brief

Response: A revised traffic brief has been done and reviewed by City staff. The City has reviewed the traffic brief and concurs with the conclusions.

It is noted in the report that 50 per cent of peak hour person trips are projected to be by foot, bicycle or transit, particularly since the amount of available parking will be limited to 12 spaces. Shoppers Drugmart has indicated that they have stores in other cities with less than 12 on-site parking spaces and some with no spaces and that they work well from both a sales and traffic operations perspective.

9. Location of Parking

- Parking should be located as far away as possible from the back yards of the Euclid Avenue homes to minimize the noise impact on residents.

Response: The Official Plan states that for Traditional Mainstreets: “surface parking will not be permitted between the building and the street. The location of surface parking will avoid interruption of building continuity along the Traditional Mainstreet frontage and will minimize impacts on pedestrians”. In light of this policy, the rear yard is the most appropriate location for parking. A 2.4-metre opaque fence to the north and a 1.5-metre fence to the west are proposed to mitigate the impacts of the parking lot on adjacent residential properties.

11. Vehicle Parking

- Is there a sufficient amount for both the store and the office space?

Response: The Zoning By-law requires 48 parking spaces for the building. However, the reduced number of parking spaces is in keeping with the use of the property, which is meant to primarily

serve the local community. By not making it convenient to park, the development discourages patrons who would use the retail as a vehicle destination point. The office use is also intended to serve the local community. The limited parking is a disincentive for any office use where parking is integral to their business.

Written correspondence was received from the following and is held on file with the City Clerk and Solicitor:

- Email from Tim Bennett dated January 12, 2009
- Email from Sue Fay, owner of Soul Matters, dated January 12, 2009
- Email from Gabriela Gref-Innes dated January 12, 2009
- Email from Laura Rees dated January 12, 2009
- Email from Nancy Watters dated January 12, 2009
- Email from Gordon Schwartz dated January 9, 2009

Lorraine Stevens, Planner I, provided a PowerPoint presentation, which is held on file with the City Clerk and Solicitor. John Smit, Program Manager of Development Review and Grant Lindsay, Manager of Development Approvals Central/South accompanied her.

In response to questions from Councillor Qadri, Ms. Stevens advised that most buildings in the area are below the permitted 15 metres and an opaque fence is solid and cannot be seen through. She noted the building would be located on the corner, with parking and loading at the rear. Fire access would be achieved from the street on Sunnyside Avenue and Bank Street. The vehicular entrance to the parking lot is on Sunnyside Avenue.

Ted Fobert, FoTenn spoke on behalf of the applicant and presented a colour rendering of the proposed building façade. Katherine Grechuta, also from FoTenn and Ron Jack, Delcan, accompanied him. Mr. Fobert reviewed the context of the site and characteristics of the proposal. He touched on public consultation, which occurred with the community association, including four pre-application meetings in January, February, March and June 2008, as well as a public meeting organized by the ward councillor in October 2008. He added that changes were made because of pre-consultation, including adding an office use to the second floor and design changes (stepping back the second storey on Sunnyside Avenue, changes to the entrance, full brick, additional glazing and glass, and increased articulation.)

Mr. Fobert stated that the proposal is in keeping with the Traditional Mainstreet (TM) zone and the retail and office uses are permitted. Under the current zoning, a mixed use five-storey building could be constructed on the entire site; however, the proposal is limited to two storeys, leaving the back one third of the site for parking and allowing light and air for abutting properties. He noted the considerable depth of the property, which has remained vacant for many years. He said that the establishment would be a community-based store with 78 per cent of customers expected from the neighbourhood. It is thought that many customers will come to the store by foot.

In response to questions from members, Mr. Fobert and his team provided the following points of clarification:

- The TM zone in this location limits single-use retail to 600 square metres. The proposal calls for 1200 square meters.
- The building is configured in order to allow it to be subdivided into two or three shops, if necessary, in the future. The proposed store is not “big box”.
- The Shoppers Drugmart in the Glebe is approximately 6-7,000 square feet with seven to eight parking spaces. It works well and has no major issue with parking.

- The Glebe store did not require re-zoning as the TM zone in the Glebe does not have a single retail-use size limit.
- The four pre-application meetings were held with the community association executive. Changes were made to the design as a result of feedback received.
- Approximately 80 to 100 people attended the full public meeting.
- Twelve parking spaces would be provided, whereas the by-law requires 48 spaces for the general office use. It is hoped that the City will consider additional on-street parking in the area.
- It is anticipated that clients will be coming to the store by foot and bicycle. The requirement for parking is generally less in the TM zone. Parking is provided on site, well back from the intersection and removed from the school.
- The by-law does not restrict who can utilise on-site parking but it will be reserved for store customers.
- No objection was received from the operator of the Mayfair Theatre, an adjacent property.
- The applicant has entered a long-term lease with the owner (over 20 years). Soil contamination was mostly addressed when the gas station was removed. Additional remedial work is required due to trace contamination before the issuance of a building permit.
- Underground parking is cost prohibitive and not feasible due to ownership issues. It is not generally utilised in mainstreet settings.

Mr. Smit indicated that additional parking would be required if a medical office use is introduced on the second floor. Mr. Fobert stated that possible tenants would be explored once the zoning is in place. He added that an office use was added after consultation with the community association. The applicant agreed to add the use as it would be a benefit to the community but it is not a necessity for the applicant. He confirmed a stairwell and an elevator would provide access to the second floor.

Councillor Holmes suggested supportive and community housing for the second floor. Mr. Fobert replied that they are permitted uses in the existing zone. He also confirmed that Ministry of Environment approval is required as part of the remedial work to deal with the limited contamination.

Timothy Bennett spoke in opposition to the proposal with two arguments: the existing zoning requirement on maximum retail space should be preserved, and there was a lack of comprehensive public consultation on the plans. He commented that there was no pressing need to nearly double the allowed single commercial use in a small community and the proposal has no place in Old Ottawa South. He noted the existing zoning was arrived at through significant public input and study. He stated that the effort put in to creating the existing zoning involved long, hard work by members of the community and the ward councillor. He added that the present proposal has not been given the same study and exposure to the community. The public meeting of October 2008 was the first presentation of the proposal to the public with no follow up opportunity.

Arthur McGregor, Ottawa Folklore Centre, also indicated his opposition to the proposal, noting the 2006 census showed 8,168 people living in Old Ottawa South. Mr. McGregor countered the argument put forth by the applicant that the majority of business will be from walk-in traffic. He advised that a 2001 retail report showed that Shoppers Drugmart has to achieve \$1000 per square foot in sales per year. A family of four in Old Ottawa South would be required to spend \$360-400 a week at the store for it to be viable and truly community-focussed. He explained that Shoppers Drugmart would use contemporary shopping science and psychology to lure customers, noting this type of store is a 'category killer'. It is a business concept that will take over the local market in general products

by dispensing drugs in the back. He summarized a large piece of the trade to keep the store viable must come from drive-in customers, which will have a negative effect. With regard to neighbourhood fit, he countered staff's position that the proposal would not adversely affect the small-scale retail character that is to be retained along Bank Street given the depth of the property. He also noted that such controversy over a large 12,000 square foot box store in an urban situation has also been seen in Toronto. In sum, he requested that retail be limited to a decent size to help create a true mainstreet with a human scale, neighbourhood supported and run by local supporters.

Carolyn Inch, a 20-year resident of the community, said that the majority of Old Ottawa South residents would not support the amendment to the zoning by-law to allow 12,000 square feet of commercial space. She suggested the consultation process was faulty. She indicated that she heard of the proposal in September 2008 although it had been before the community association executive since January 2008. She noted that the proposed store would be directly across from the elementary school, raising safety and traffic concerns. She suggested the proposal would be setting a precedent. She added that the store would be unsightly, explaining that the street has gone through massive renovation with nice streetlights and furniture; moreover, existing businesses went through hardship during street re-construction. She stated that the community association went beyond its mandate in dealing with the developer for several months in the absence of a public meeting, which once held lacked sufficient notice. She suggested the current proposal is too big and would effectively put an end to the traditional mainstreet, impacting small local businesses. She reiterated that the community has a vision, which was developed deliberately and over time.

Lyne Burton, Wag Pet Shop, who has owned a business in the area since 1994, was pleased with the implementation of the TM zone. Councillor Doucet, community members and business owners all shared a common vision as volunteers worked with City staff to limit development to small-medium sized businesses. Ms. Burton indicated that the current zoning and size restrictions played a role in the decision to open a second business in Old Ottawa South in 2005. She said that mega stores swallow small independent shops and size restriction should not be seen as arbitrary. Ms. Burton advised that her business is situated directly across from the proposed development and questioned why she and other adjacent businesses were not notified of the public meeting. She urged the City to protect the current zoning, which protects the area from the large format trends.

In response to questions from the Chair, Ms. Burton stated that parking would become a huge issue, as Old Ottawa South is already challenged in this regard.

Chair Hume noted that if the proposed store were divided into three separate shops, the impacts would be the same, including parking. Ms. Burton reiterated her general opposition to large format stores as they cater less to neighbourhood walking traffic. She indicated she would not have the same retail concerns if the development was divided into three smaller stores but the parking problem would remain.

Councillor Feltmate wondered whether more drive-in traffic generated by the proposal would help Ms. Burton's business across the street. Ms. Burton indicated she would benefit if sufficient parking were available. She stated that a small comparative study of on-street parking in a one-block radius showed 106 spaces in the Glebe and 27 in Old Ottawa South.

Councillor Feltmate reiterated that the zoning by-law requires for 48 parking spots for the office use. Ms. Burton responded that she does not support large format stores; however, she would be more agreeable if more parking was accommodated.

Missy Fraser, a resident of Belmont Avenue, opposed the application. As a member of the community association committee, which examines development applications, she encouraged the holding of a full community meeting as soon as possible, even before the submission of a formal application. She noted that only 150 of 8,000 residents were notified of the public meeting a week before it took place. She opined that a majority of those who attended the meeting and who wrote to the planner opposed the proposal. She stated that the community association is not fully supportive of the proposal, noting some members did object. With respect to safety, she indicated the store would be located directly across one of the largest public schools in the city with over 900 kids. Ms. Fraser said the proposed loading zone and parking entrance are directly across the street from the kindergarten and primary entrance on Sunnyside Avenue. She suggested the school council was not consulted on the proposal and many other concerns were raised at the community meeting that must be considered. Ms. Fraser reiterated the current zoning was developed in a consultative process and cautioned the proposal could be viewed as a precedent that would change the street character. In conclusion, she asked that the Committee reject the application or find reasonable accommodation by reducing the size of the development.

With regard to shipping and receiving, Councillor Qadri noted that the majority of Shoppers Drugmarts have a central warehouse and use large trucks for shipping. He asked if sufficient space was available for loading, especially with parking at the rear. Mr. Smit stated that the urban model for Shoppers Drugmart is generally not serviced by 18-wheelers.

Chair Hume advised that this issue would be addressed through the site plan process where restrictions could be imposed if necessary.

Curtis LeBond, a resident of Sunnyside Avenue, requested that the proposal be rejected as it seeks to double the required floor space for the store. He said the request seems excessive. He urged that the existing rules be followed rather than allowing development to occur by variance.

Janet Desroches stated her opposition to the proposal, referencing her experience with the Glebe store, as a resident of that neighbourhood. Her objection also touched on the effect of mega stores on smaller businesses, as well as on the character of the community. Touching on the Glebe store, she noted a huge unsightly billboard is used to advertise the business, which takes away from the community feeling. Parking is also insufficient, causing some congestion on Bank Street.

Councillor Feltmate asked how many parking spaces are provided at the Glebe store. Mr. Smit indicated eight spaces are provided. Councillor Feltmate remarked that an office use is not part of the Glebe building.

Diane McIntyre, who also resides in the Glebe, expressed concern with the development in terms of its scale and the extent to which the traffic study has looked at safety issues. She noted that office uses above drug stores tend to be medical, which require additional parking. She also applauded Councillor Holmes' suggestion to introduce public housing on the second floor. Ms. McIntyre conceded that some development is advantageous at this site, but she questioned the scale of the proposal. She expressed concerns about truck entry and egress from the loading zone and remarked that parking access is opposite the school, where children park their bicycles. Ms. McIntyre also outlined concerns with water runoff, the flat roof and lack of greenspace due to the small set back. In closing, she noted the corner of Bank and Sunnyside is important as many children cross there on their way to school and it is a key access route to Carleton University.

In reply to a question from Councillor Holmes, Mr. Smit clarified that additional parking would be required if a medical office use was introduced on the second floor. A public process (cash-in-lieu of parking or minor variance) would be required to reduce the required parking.

Brian Tansey opposed the application and countered the staff argument that the proposed drug store use is one that serves the neighbourhood. The proposal is out of scale and defeats the existing zoning developed with community involvement. He suggested the proposal is the first test and if allowed would be precedent setting, leading others to assemble land. He also commented that a proper public meeting should have been held earlier and debated the argument that if the proposal is rejected no development would occur at this site. He touched on the opportunity costs of allowing the current proposal, which would nullify what should go there, as currently allowed by the existing zoning. He suggested this proposal did not fit with the community and was a 'gussied up big box store'.

Councillor Doucet remarked that this proposal is smaller in height than what is permissible under the existing by-law. Mr. Smit agreed and outlined the changes to the zoning as outlined in the report.

Mr. Lindsay discussed intensification efforts around the city and agreed that the proposal was relatively small and compatible with Official Plan objectives.

With regard to impact to the retail fabric of the street, as raised by Chair Hume, Mr. Lindsay suggested the impact was the same whether or not the building was broken into one or three shops. He noted that the market drives retail function and the building is convertible. He stated that staff are pleased the second floor would be used to benefit the community, ensuring continued viability over time.

Mr. Smit added that the property is unique on Bank Street in Old Ottawa South because of its depth, as it extends some 90 metres down Sunnyside Avenue, while properties typically have a depth of 30-50 metres. He added that this proposal on a deep lot maintains the rhythm of the streetscape by being street-oriented, pedestrian focussed, with articulation. He noted that the single retail size provision is not found in other TM zones in the city.

In response to further questions, Mr. Smit indicated that a store the size of McQueen's in the Glebe could probably not be replicated in Old Ottawa South because of lot size. He added that the 600 square metre limit was probably arrived at by using the size of the fresh food mart that once existed on the east side of Bank Street as a benchmark.

Councillor Feltmate asked if staff considered rejecting the application in order to test the validity of the 600 square metre provision. She indicated she was sympathetic to arguments supporting smaller retail, particularly when independent retail is overwhelmed by larger chains.

Mr. Smit responded that staff is comfortable with permitting a site specific exception in this instance due to the uniqueness of the site, without compromising the integrity of the zone provisions or undoing the ability to assess how effective the limitation is generally.

Mr. Lindsay reiterated that retail uses change overtime, are volatile, and influenced by market demand. He emphasized the staff position that the proposal is appropriate.

In response to a further question from Councillor Feltmate, Mr. Lindsay indicated a zoning amendment would not be required if the proposal was developed as three separate shops at the outset.

Councillor Holmes spoke in support of the recommendation, noting the benefits outweigh the negatives. She observed a five-storey building could be built under the current zoning, which would negatively impact adjacent property owners in terms of shadowing and light. She commended the community for their work in influencing the design, which resulted in increased articulation and glazing, as well as a useable second storey. She also made comparisons with the grocery store at the corner of Bank and Somerset where some concessions were made to achieve a sustainable development with affordable housing above. She suggested maximum retail square footage provisions might exist in the TM zones on Preston and Somerset.

Councillor Doucet spoke of the divisive nature of the proposal; however, he indicated he would support the departmental recommendation. He noted the design has evolved, resulting in a beautiful building. He added that 15 of 17 members of the community association committee supported the proposal and many people want to see additional shopping opportunities within walking distance. He addressed some of the concerns raised with regard to public consultation, noting those who support the proposal are not present. He stated he and his staff hand-delivered flyers for the public meeting, which was also posted on his website and locally advertised. He also went door to door to inform adjacent residents of the proposal and spoke to the school. Councillor Doucet said that little development has occurred in Old Ottawa South in the last 30 years and this site has remained vacant for seven. He reported that he reviewed the Glebe example where no complaints have been received. He consulted a small storeowner in the Glebe who commented that the new Shoppers Drugmart has not affected his business. He concluded that a range of services is needed to keep people in the neighbourhood. He indicated that he could do the easy thing and vote against it, but believed supporting it was the right thing to do.

Motion

Moved by C. Doucet:

That the Planning and Environment Committee endorse and forward the following motion to the Transportation Committee for consideration:

WHEREAS it is generally agreed that the amount of parking proposed for the Shoppers Drugmart is appropriate given the community based nature of the business;

AND WHEREAS a concern remains among some business owners that the proposed Shoppers Drugmart will nevertheless increase the demand for on-street parking, and that the businesses located along Bank Street would benefit from additional parking spaces;

AND WHEREAS the proposed Shoppers Drugmart building, which will replace a vacant parking lot, will result in a continuous building façade along Bank Street which provides the opportunity for additional on-street parking;

BE IT THEREFORE RESOLVED that:

1. Staff implement, as a priority, the installation of additional on-street parking spaces along the west side of Bank Street and the along north side of Sunnyside Avenue, as appropriate, for the length of the proposed Shoppers Drugmart project; and

2. That staff be directed to carry out a comprehensive Parking Study to assess the need for, and the opportunity to provide, additional public parking for the businesses along Bank Street, between the Canal and the Rideau River, in Old Ottawa South.

CARRIED

APPENDIX 2 – Glossary of Preferred Parking Terminology

Parking Operations, Maintenance, & Development Parking Studies Definitions

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).

Short-Term Parking – Parking with a duration less than 3 hours.

Long-Term Parking – Parking with a duration of 3 hours or greater.

Block Face – A single façade of one city block.

Total Parking Capacity – The total number of parking spaces.

Practical Capacity – 85% of the total parking capacity.

Average Occupancy – The average number of parking spaces occupied by parked vehicles over a period of time.

Average Occupancy Rate – The average proportion of parking spaces occupied by parked vehicles over a period of time.

Peak Occupancy – The highest observed number of parking spaces occupied by parked vehicles over a period of time.

Peak Occupancy Rate – The highest observed proportion of parking spaces occupied by parked vehicles over a period of time.

Average Vacancy – The average number of vacant parking spaces over a period of time.

Average Vacancy Rate – The average proportion of vacant parking spaces 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 (could be over the entire study period or one hour).

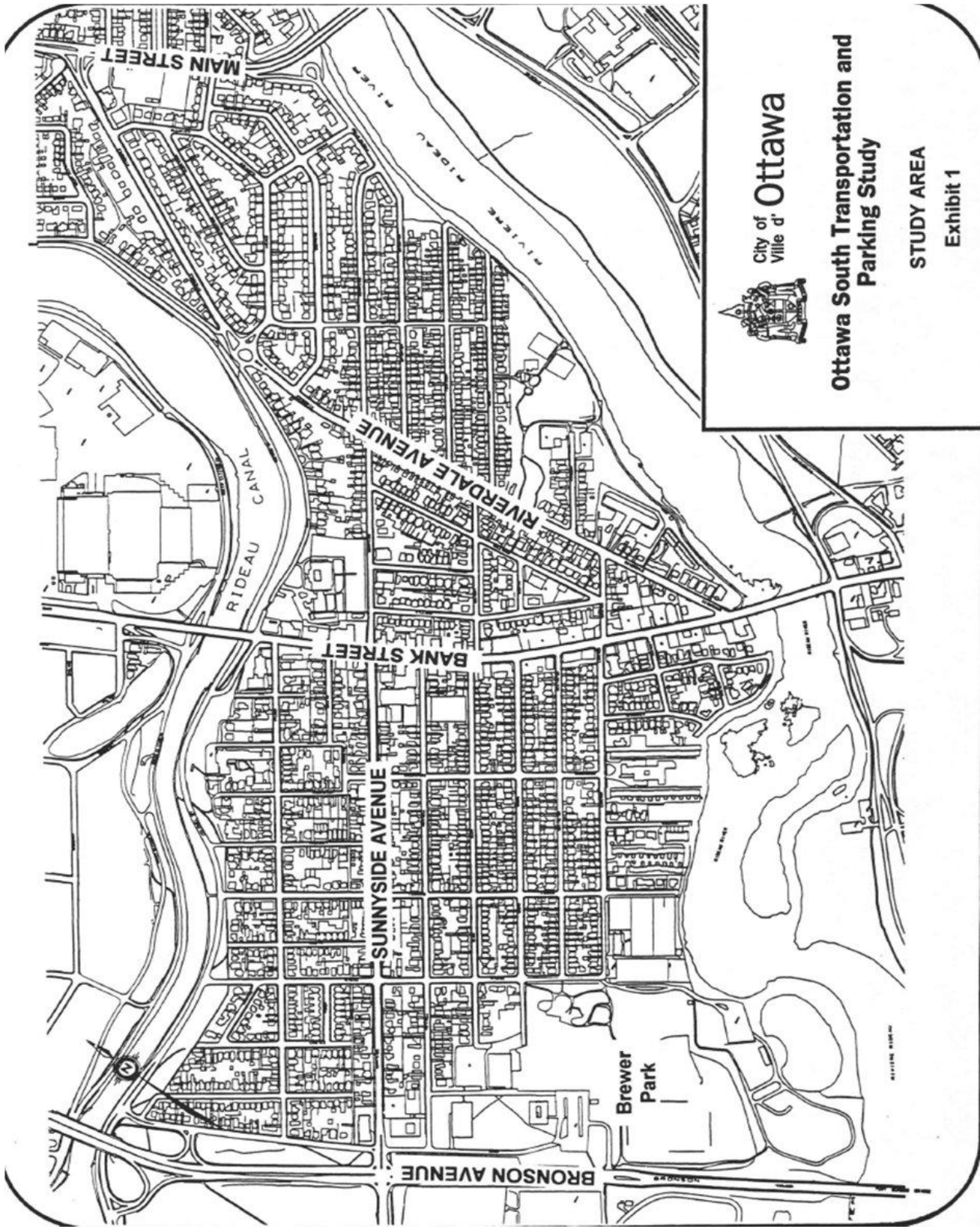
APPENDIX 3 – Summary of Previous Studies

Ottawa South - Parking Study Analysis - January 2011				
Study Name	The Ottawa South Transportation and Parking Study	The Ottawa South Parking Study	Ottawa South Parking Turnover Study Update	
Year	1996	2000	2006	
Author	McCormick Rankin	Haldane	Giffels Associates Ltd.	
Boundaries	Area between the Rideau Canal to the North and the Rideau river to the South, from Bronson Avenue to the west to Main Street to the East. (See Map)	Area between Aylmer to the north, Grosvenor Street to the west, the Rideau River to the south, and Willard Street to the east. (See Map)	Area between the Rideau Canal to the North and the Rideau river to the South, from Grosvenor Avenue to the west to Riverdale to the East. (See Map)	
Overview	Attempts to address the parking issues along the Bank Street commercial area and in the Brewer park area.	Focuses primarily on the Bank Street area and distinguishes between legal and illegal spaces.	Update of the original 1996 Ottawa South Transportation and Parking Study	
Overall Conclusion	Parking Capacity is sufficient, but increase the amount of short term parking.	Parking is sufficient within the studied area.	Parking is sufficient within the studied area.	
Count Interval	30 minutes		30 minutes	
Study Findings - On-Street				
Bank St. ONLY (Sunnyside to Riverdale) weekday	Study date	Wednesday, December 7th/1994	Thursday, June 22nd/ 2000	Wednesday, August 8th/2006
	Study time	10am-5pm	10:00am-8:30pm	10:00am-9:00pm
	Capacity of study area	91	82	92
	Average occupancy rate	-	0.63	55%
	Peak occupancy rate	-	0.85	47%
	Average duration	<0.5hrs	<0.5hrs	<0.5hrs
	Turnover (over study period)	2.8	-	-
On-street weekday	Study date	Wednesday, December 7th/1994	Thursday, June 22nd/ 2000	Wednesday, August 8th/2006
	Study time	10:00am-5:00pm	10:00am-8:30pm	10:00am-9:00pm
	Max capacity of study area	442	214	392
	Min capacity of study area	398	172	-
	Average occupancy rate	-	48%	47%
	Peak occupancy rate	-	58%	52%
	Time of peak occupancy rate	12:30pm-1:30pm	3:00pm	11:30am
	Average duration	<0.5hrs	<0.5hrs	<0.5hrs
Turnover (over study period)	1.4	-	-	
On-street weekday evening	Study date			
	Study time			
	Total capacity			
	Average occupancy rate	N/A	N/A	N/A
	Peak occupancy rate			
	Turnover (over study period)			
On-street weekend day	Study date	Saturday, December 3rd/1994	Saturday, June 17th/2000	Saturday, August 26th/2006
	Study time	10:00am-5:00pm	10:00am-8:30pm	10:00am-9:00pm
	Max capacity of study area	442	221	392
	Average occupancy rate	-	49%	49%
	Peak occupancy rate	-	51%	48%
	Time of peak occupancy rate	11:00am-12:00pm	6:00pm	12:00pm
	Average duration	<0.5hrs	<0.5hrs	30mins.-3hrs.
	Turnover (over study period)	0.79	-	-
Study Findings - Off-Street				
Off-street weekday	Study date	Wednesday, December 7th/1994	Thursday, June 22nd/ 2000	Saturday, August 26th/2006
	Study time	10:00am-5:00pm	10:00am-8:30pm	10:00am-9:00pm
	Max capacity of study area	442	537	375
	Average occupancy rate	-	51%	-
	Peak occupancy rate	-	-	51%
	Time of peak occupancy rate	12:30pm-1:30pm	3:30pm	11:30am
	Average duration	<0.5hrs	-	<0.5hrs
	Turnover (over study period)	2.2	-	-
Off-street weekday evening	Study date			
	Study time			
	Max capacity of study area			
	Average occupancy rate	N/A	N/A	N/A
	Peak occupancy rate			
	Turnover (over study period)			
Off-street weekend day	Study date	Saturday, December 3rd/1994	Saturday, June 17th/2000	Saturday, August 26th/2006
	Study time	10:00am-5:00pm	10:00am-8:30pm	10:00am-9:00pm
	Max capacity of study area	442	537	375
	Average occupancy rate	-	42%	-
	Peak occupancy rate	-	-	49%
	Time of peak occupancy rate	11:00am-12:00pm	2:30pm	12:00pm
	Average duration	<0.5hrs	-	<0.5hrs
	Turnover (over study period)	2.6	-	-
Conclusions & Recommendations				
Conclusions		N/A	<ol style="list-style-type: none"> There are enough parking spaces to accommodate parking demand in the Bank Street area. Weekday parking and turnover rates generally increase as the day progresses and drops in the evening, while weekend parking generally stays at the same rate throughout the day before dropping in the evening On weekdays, 74% of Bank streets block faces have a vehicle occupancy rate that is equal to or higher than the legal capacity at least one point during the day. The current off-street parking capacity is sufficient. Less than 50% of available spaces are used during the course of a regular day. 	<ol style="list-style-type: none"> New developments and the addition of loading zones, radius reductions and bus zones along with the development of land and changes in policy have decreased the amount of parking spaces by 98 since the first study was conducted in 1996. Occupancy duration has decreased by five percent since the 1996 study (from 85% to 80%). Peak hour utilization of on-street, off-street and adjacent-street parking spots was not close to the maximum parking capacity; parking is sufficient in the studied area.
	Recommendations	1. increase the amount of short-term on-street parking available along the commercial area of Bank Street.		
2. Install no parking signs at intersections and paint parking stalls on-street to clearly define parking zones along the commercial area of Bank Street.			N/A	2. Increase enforcement and monitoring of parking supply and demand in the area in order to deal with the increasing parking duration rate and deal with parking issues as they arise.
3. Increase and improve the available bicycle parking along the commercial area of Bank Street.				<ol style="list-style-type: none"> The City should investigate any opportunities for additional on-street Continue using Transportation Demand Management Strategies to control and decrease the demand for parking spaces in the area

Definitions

<i>Study date</i>	The date the study was conducted.
<i>Study time</i>	The specific time the study was conducted.
<i>Max capacity of study area</i>	The maximum parking capacity of the study area (ie. occurs when no parking restrictions are in effect).
<i>Min capacity of study area</i>	The minimum parking capacity of the study area (ie. occurs when parking restrictions are in effect).
<i>Average occupancy rate</i>	The average proportion of parking spaces occupied by parked vehicles over the study period.
<i>Peak occupancy rate</i>	The highest observed proportion of parking spaces occupied by parked vehicles over a period of time
<i>Time of peak occupancy rate</i>	The time period during which the peak occupancy rate is observed.
<i>Average duration</i>	The average length of time that a number of vehicles park in a number of parking spaces over the study period.
<i>Turnover (over study period)</i>	The number of unique vehicles parked in a number of parking spaces over the study period.

1996 Study Area



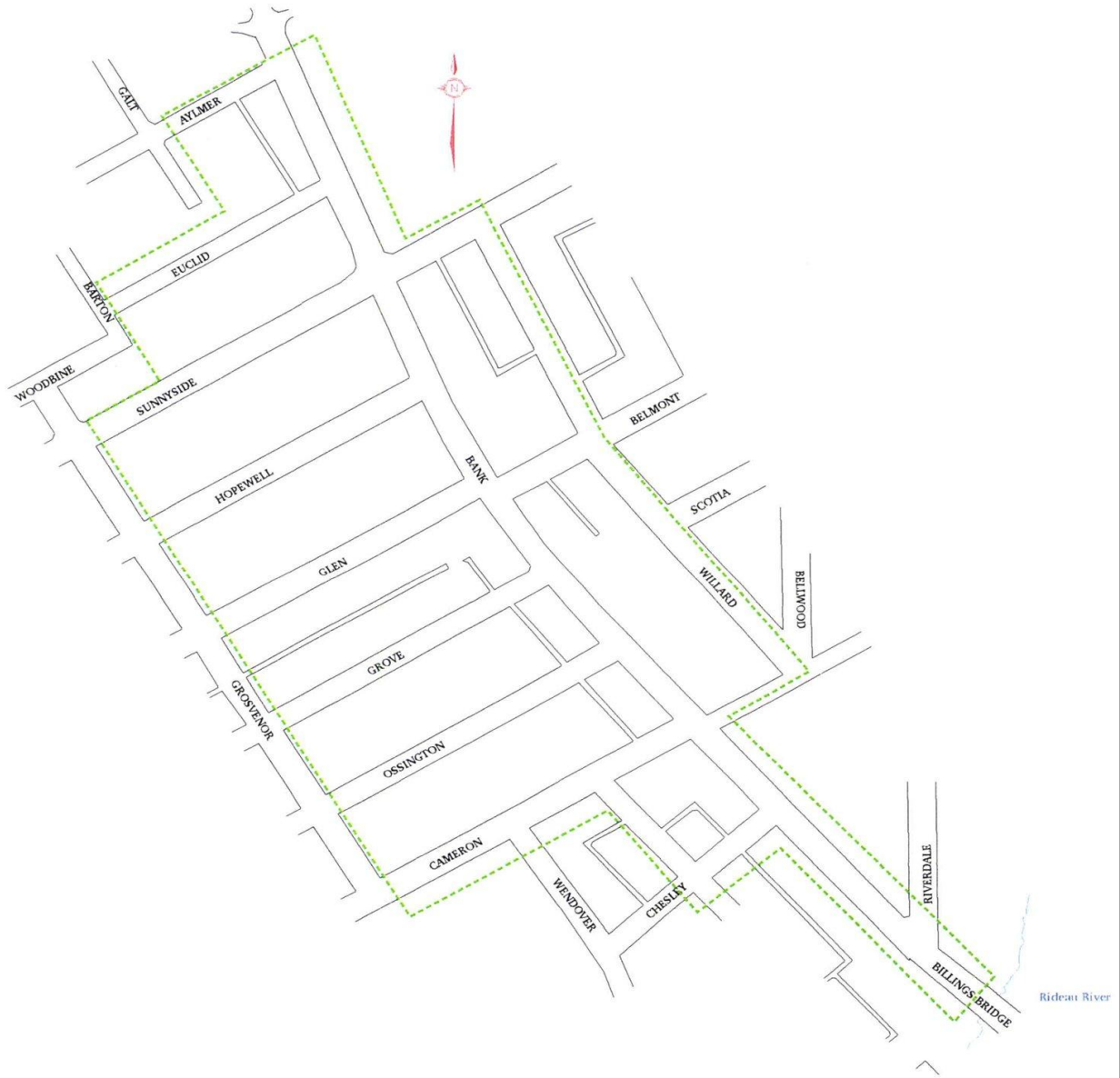
City of Ottawa
Ville d'Ottawa

**Ottawa South Transportation and
Parking Study**

STUDY AREA
Exhibit 1

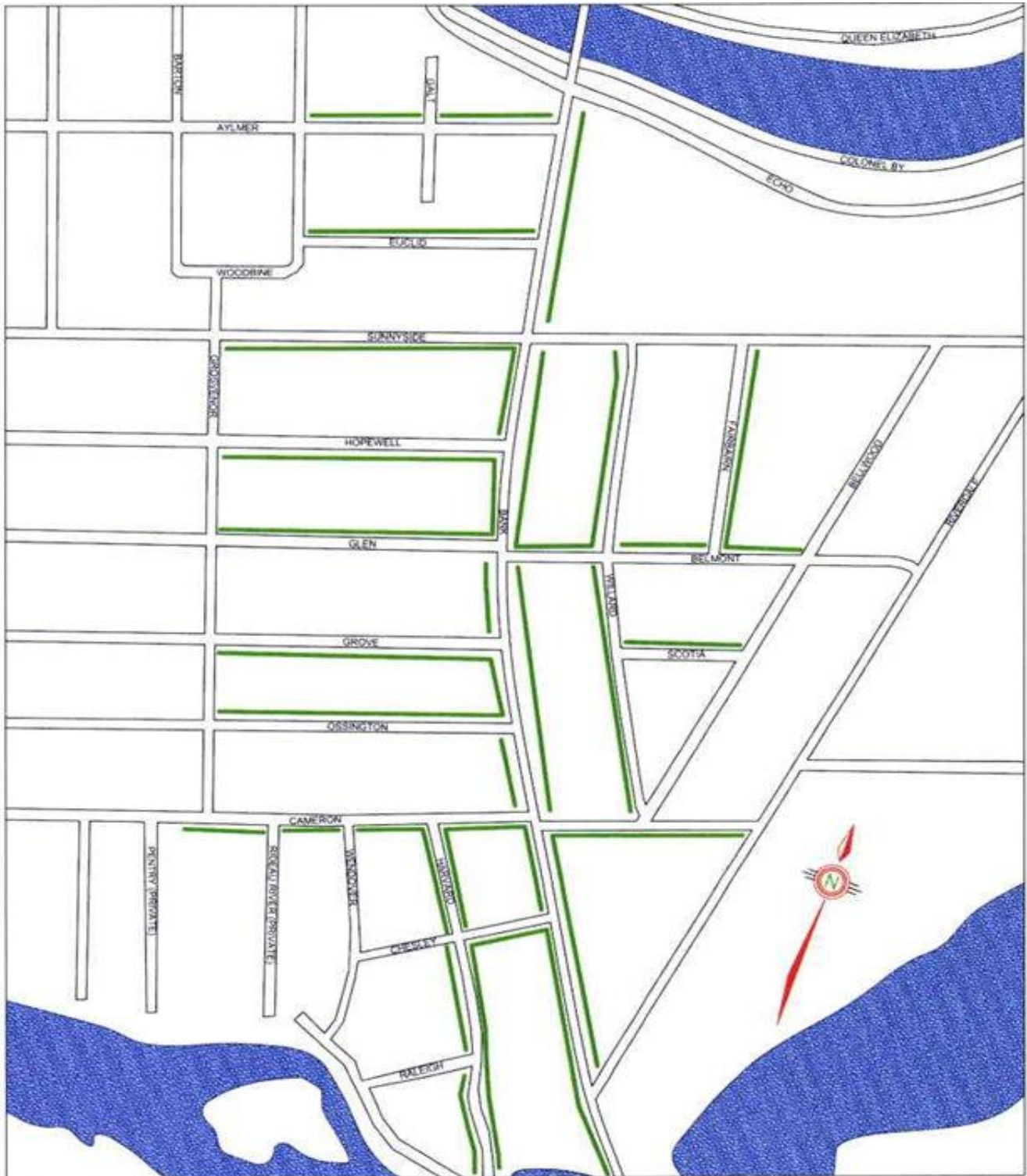
2000 Study Area

Ottawa South Parking Study
June 2000



Study Area Boundary

2006 Study Area



APPENDIX 4 – Mode Share Data

Mode share data was obtained from the City of Ottawa. The data was based on the City's screenline data collection system as well as the TRANS model. Counts from 2005 as well as projections for 2031 were obtained. These are illustrated below.

SCL	Transit		Auto	
	2005	2031	2005	2031
#19/32 Rideau River Central/Queensway	11,650	16,200	14,000	14,900
#27/28/29 CPR	9,200	17,500	16,000	16,700

These numbers represent the total trip making activities across the screenlines identified below (#19/32 Rideau River Central/Queensway and #27/28/29 CPR). As such, they represent traffic entering and exiting the areas of Old Ottawa South, the Glebe and Centretown. Consequently, the screenline data is adequate for assessing the expected change in automobile trips into the area surrounding Old Ottawa South; however, the data is not accurate enough to draw more detailed conclusions.

