

January 17<sup>th</sup>, 2014

**OUR REF:** TO3152TOB00  
**By Email:** [renfroe@domicile.ca](mailto:renfroe@domicile.ca)

Domicile  
1 – 371A Richmond Road  
Ottawa, ON K2A 0E7

**Attention: David Renfroe**

Dear Mr. Renfroe,

## **Re: 141 Main Street Redevelopment – Parking Supply and Demand**

### **1.0 Introduction**

Domicile's proposed mixed-use development at 141 Main Street includes sufficient on-site parking to meet the City of Ottawa's Zoning By-law requirements for its residential use. However, the proposed number of parking spaces for visitors and the development's retail use do not meet the By-law requirements. The purpose of this study is to identify the parking supply and demand within a defined study area, and determine whether there is sufficient surplus public parking in this study area to satisfy the proposed development's retail and visitor parking supply shortfall.

### **2.0 Background**

As shown in Figure 1, 141 Main Street is located at the southeast corner of the Main Street and Springhurst Avenue intersection. The Immaculata High School property is located west of the subject site, and the Oblate Fathers property is south of the site. The existing site has an area of 0.55 hectares.

Currently, there is a rowhouse block on the northwest corner of the property, and the Sisters of the Sacred Heart convent is located at the rear (east end) of the site, further away from Main Street. Domicile submitted a Site Plan Application to the City of Ottawa on November 18, 2013, for a 6-storey mixed-use building along Main Street and Oblate Avenue that transitions to a 4-storey residential building along Springhurst Avenue. The proposal includes 140 residential units and 1,229 m<sup>2</sup> of leasable commercial retail space.

Figure 1: Subject Site



In the sector where the subject site is located, the City's minimum parking space requirement for a mid-high rise residential use is 0.5 residential parking spaces per unit (City of Ottawa Zoning By-law No 2008-250). This equates to a minimum parking space requirement of 70 spaces for the residential units. The visitor parking requirement is 26 spaces and the retail parking requirement is 24 spaces. These combined parking requirements total 120 spaces.

The proposed development will have 131 parking spaces comprised of 126 underground parking spaces for the residential use and 5 parking spaces at grade for retail use. The project overall meets the combined By-law requirements for 120 spaces. However, the way in which these spaces are allocated by use results in the individual visitor and retail requirements not being met.

In summary, the minimum residential parking requirements are met (126 spaces provided vs. 70 spaces required), but the retail parking supply is deficient by 19 spaces and visitor parking supply is deficient by 26 spaces, representing a total shortfall of 45 parking spaces for these components of the project based on By-law requirements.

### 3.0 Study Area and Parking Supply

The study area for this parking space supply/demand analysis includes streets and parking lots generally within one to two blocks of the subject site. Figure 2 shows the locations where parking supply and utilization were surveyed – streets are shown in blue and parking lots are outlined in green.

Figure 2: Streets and Parking Lots Surveyed



In total, 100 on-street parking spaces and 466 off-street parking spaces were inventoried. A breakdown of the number of parking spaces by street and lot are provided in the following **Table 1** (on-street supply) and **Table 2** (parking lot supply). An overall summary of parking space supply is provided in **Table 3**. The posted signage restrictions of on-street parking are listed in Appendix A.

**Table 1: On-Street Parking Space Supply**

Street	Block	Supply	
		North Side	South Side
Evelyn Avenue	<i>Main to Rosemere</i>	9	N/A
Springhurst Avenue	<i>Main to Rosemere</i>	15	N/A
	<i>Rosemere to Concord</i>	8	N/A
Hazel Street	<i>Glenora to Main</i>	3	N/A
		West Side	East Side
Rosemere Avenue	<i>Evelyn to Springhurst</i>	11	N/A
Main Street	<i>Evelyn to Springhurst</i>	7	10
	<i>Springhurst to Oblate (North)</i>	9	8
	<i>Oblate (North) to Hazel</i>	8	12
<b>Total On-street Supply: 100 spaces</b>			

**Table 2: Parking Lot Parking Space Supply**

Lot	Type	Supply
Immaculata High School	Private	188
Canadian Martyrs Church	Private	16
Saint Paul University	Reserved/Permit only	183
	Public	44
Hazel Street Lot	Public	7
Main Street Lot	Public	28
<b>Total Parking Lot Supply: 466 spaces</b>		

**Table 3: Summary of Parking Space Supply**

Type	Supply
Public On-Street Parking	100 spaces
Public Parking Lot	79 spaces
<b>Subtotal Public Parking</b>	<b>179 spaces</b>
Parking Lot – Reserved/permit only	387 spaces
<b>Total Study Area Parking Supply</b>	<b>566 spaces</b>

It is notable that the City of Ottawa plans to commence the reconstruction of Main Street in 2015. The functional design for Main Street includes a modification of the street's configuration and the incorporation of parking bays at some locations. Post construction, the number of on-street parking spaces that are expected to be accommodated on Main Street within the study area are summarized in **Table 4**.

**Table 4: Main Street On-Street Parking Supply Post-Reconstruction**

Block	North side	South side
Evelyn to Springhurst	7	10
Springhurst to Oblate (North)	0	5
Oblate (North) to Hazel	10	6

There are expected to be 38 on-street parking spaces in these blocks of Main Street post-construction, compared to 54 today. However, 31 of the 38 future parking spaces will be provided in parking bays, which would not be subject to peak hour parking restrictions as the current on-street parking supply is. Post-construction, the number of total on-street parking spaces within the study area is expected to be reduced from 100 to 84. In the ensuing analysis, we have used the post-construction supply of 84 on-street parking spaces. This then reduces the amount of public parking in the study area to 163 spaces (179 spaces -16 spaces = 163 spaces).

#### 4.0 Data Collection

The survey of parking space utilization took place over five time periods:

##### **Sunday, December 8<sup>th</sup>, 2013**

Weekend mid-day: 12:00PM-4:00PM

Weekend evening: 8:00PM-10:00PM

##### **Wednesday, December 11<sup>th</sup>, 2013**

Weekday morning: 8:00AM-9:00AM

Weekday mid-day: 12:00PM-2:00PM

Weekday evening: 8:00PM-10:00PM

Within these survey periods, each block and parking lot within the study area was visited and the number of parked vehicles recorded. This effectively results in a 'snapshot' of parking utilization.

#### 5.0 Survey Results

**Table 5** provides the number of parking spaces that were found to be utilized during the survey periods for the entire study area, categorized into on-street parking, parking lot (reserved/permit only) and parking lot (public). The table also expresses this information in terms of the percentage utilization of parking supply, and the number of available spaces at each survey period. The final section of the table summarizes the parking supply/demand for the study area in entirety, but excluding the reserved/permit only parking. As this parking is not available to the public (i.e. for visitor parking), it is not carried forward in the analysis.

**Table 5: Summary of Parking Space Utilization by Survey Period**

<b>On-Street Parking (Public)</b>				
	Supply	Utilization	% Utilized	Available Spaces
Weekday Morning	84	20	23.8%	64
Weekday Mid-Day	84	33	39.3%	51
Weekday Evening	84	20	23.8%	64
Weekend Mid-Day	84	15	17.9%	69
Weekend Evening	84	26	31.0%	58
<b>Average On-Street</b>		23	27.1%	61
<b>Parking Lot (Public)</b>				
	Supply	Utilization	% Utilized	Available Spaces
Weekday Morning	79	18	22.8%	61
Weekday Mid-Day	79	12	15.2%	67
Weekday Evening	79	17	21.5%	62
Weekend Mid-Day	79	9	11.4%	70
Weekend Evening	79	10	12.7%	69
<b>Average Public Lot</b>		13	16.7%	66
<b>Parking Lot (Reserved/Permit Only)</b>				
	Supply	Utilization	% Utilized	Available Spaces
Weekday Morning	387	213	55.0%	174
Weekday Mid-Day	387	214	55.3%	173
Weekday Evening	387	65	16.8%	322
Weekend Mid-Day	387	14	3.6%	373
Weekend Evening	387	33	8.5%	354
<b>Average Reserved Lot</b>		108	27.9%	279
<b>Total Study Area Public Parking (On-Street &amp; Public Lots Only)</b>				
	Supply	Utilization	% Utilized	Available Spaces
Weekday Morning	163	38	23.3%	125
Weekday Mid-Day	163	45	27.6%	118
Weekday Evening	163	37	22.7%	126
Weekend Mid-Day	163	24	14.7%	139
Weekend Evening	163	36	22.1%	127
<b>Average Study Area</b>		36	22.1%	127

**Table 6** and **Table 7** indicate the average utilization of study area streets and parking lots observed during the five study periods. The % utilization of on-street parking on Main Street was calculated as a percentage of the number of spaces expected post-reconstruction. A detailed block-by-block breakdown of utilization data is provided in Appendix B.

**Table 6: On-Street Parking Average Utilization by Block**

Street	Block	North Side		South Side	
		Available Spaces	% Utilized	Available Spaces	% Utilized
Evelyn Avenue	<i>Main to Rosemere</i>	8	6.7%	N/A	N/A
Springhurst Avenue	<i>Main to Rosemere</i>	10	32.0%	N/A	N/A
	<i>Rosemere to Concord</i>	5	32.5%	N/A	N/A
Hazel Street	<i>Glenora to Main</i>	1	60.0%	N/A	N/A
		West Side		East Side	
Rosemere Avenue	<i>Evelyn to Springhurst</i>	5	50.9%	N/A	N/A
Main Street	<i>Evelyn to Springhurst</i>	7	2.9%	10	4.0%
	<i>Springhurst to Oblate (North)</i>	0	0.0%	5	0.0%
	<i>Oblate (North) to Hazel</i>	6	36.0%	3	53.3%

**Table 7: Parking Lot Percentage Average Utilization**

Public Lots		
Lot	Available Spaces	Utilization
SPU (Public)	37	16.4%
Hazel Street Lot	6	20.0%
Main Street Lot	23	16.4%
Reserved/Permit only Lots		
Lot	Available Spaces	Utilization
Immaculata High School	131	30.3%
Canadian Martyrs Church	14	12.5%
SPU (Reserved/Permit)	134	26.7%

## 6.0 Discussion

The ensuing discussion relates to only the study area parking available to the public. Reserved/permit parking is excluded from this discussion.

Overall:

- Utilization of the public parking spaces within the total study area was less than one-third of the supply in all observed survey periods. The overall average utilization for all survey periods was approximately 22%.
- For the overall study area, utilization was heaviest during the weekday mid-day (approx. 28%). Utilization during the other survey periods was in the range of 22% to 23%, except for weekend mid-day when utilization was reduced to approximately 15%.

On-street parking:

- On average, there were 61 unoccupied on-street parking spaces available in the study area during the survey periods, representing an average utilization rate of approximately 27%.
- In terms of percentage utilization, the blocks that were most heavily utilized on average were Hazel Street (Glenora to Main) – 60%, Main Street (Springhurst to Oblate – east side) – 53% and Rosemere Avenue (Evelyn to Springhurst – west side) – 51%.
- The highest level of on-street parking utilization was observed at mid-day on a weekday, at approximately 39%.

Public Parking lots:

- On average, 66 public parking lot parking spaces were unoccupied and available in the study area during the survey periods, representing an average utilization rate of 17%.
- Utilization of public parking lots was greater on weekdays compared to weekends. The highest utilization was observed on the weekday morning survey period (23%), and the lowest utilization was found on weekend mid-day (11%).

## 7.0 Conclusion

Overall, the level of utilization of public parking spaces in the study area was less than half of the supply in every survey period. Based on the number of available parking spaces post Main Street reconstruction, this level of utilization translates to an average of 127 public



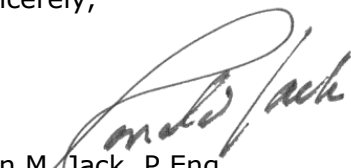
parking spaces being unoccupied/available in the study area, comprised of 61 on-street spaces and 66 public parking lot spaces.

Based on the foregoing, it would appear that there is sufficient public parking available on-street and in public parking lots within an area of 1 to 2 blocks from the subject site, even with the reduction of on-street parking that will result from the reconstruction of Main Street. The average number of parking spaces available significantly exceeds the 45 space supply shortfall of retail and visitor parking spaces in the proposed development.

In summary, this survey of parking supply and demand in the vicinity of the subject site indicates that any additional potential parking demand brought about by the proposed development can be accommodated by existing/projected on-street parking spaces and public parking lots within the study area.

Please call if you have any questions of the foregoing.

Sincerely,



Ron M. Jack, P.Eng.  
Vice President Transportation  
Manager Ottawa Operations



Arthur Lo, M.Pl.  
Urban Planner  
Transportation Division

**APPENDIX A: ON-STREET POSTED PARKING RESTRICTIONS**

Street	Block	Posted Restriction	
		North Side	South Side
Evelyn Avenue	Main to Rosemere	15 minutes 7AM to 4PM	No Parking
Springhurst Avenue	Main to Rosemere	<ul style="list-style-type: none"> <li>•No Parking 8AM to 5PM Mon-Fri (6 spaces)</li> <li>•Unrestricted (9 spaces)</li> </ul>	No Parking
	Rosemere to Concord	•1 Hour Parking 7AM to 7PM Except with Permit	No Parking
Hazel Street	Glenora to Main	•2 Hour Parking 7AM to 7PM	No Parking
		West Side	East Side
Rosemere Avenue	Evelyn to Springhurst	Unrestricted	No Parking
Main Street	Evelyn to Springhurst	<ul style="list-style-type: none"> <li>•1 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>	<ul style="list-style-type: none"> <li>•3 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>
	Springhurst to Oblate (North)	<ul style="list-style-type: none"> <li>•3 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>	<ul style="list-style-type: none"> <li>•3 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>
	Oblate (North) to Hazel	<ul style="list-style-type: none"> <li>•3 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>	<ul style="list-style-type: none"> <li>•3 Hour Parking 9AM to 3:30PM Mon-Fri</li> <li>•No Stopping 7 to 9AM, 3:30 to 5:30PM Mon-Fri</li> </ul>

**APPENDIX B: UTILIZATION PER SURVEY PERIOD BY BLOCK/LOT**

<b>EVERLYN AVENUE</b>		
Main to Rosemere		
	<b>North Side</b>	<b>South Side</b>
<b>Weekday Morning</b>	0	
<b>Weekday Mid-Day</b>	1	
<b>Weekday Evening</b>	1	
<b>Weekend Mid-Day</b>	0	
<b>Weekend Evening</b>	1	

<b>SPRINGHURST AVENUE</b>		
Main to Rosemere		
	<b>North Side</b>	<b>South Side</b>
<b>Weekday Morning</b>	9	
<b>Weekday Mid-Day</b>	8	
<b>Weekday Evening</b>	2	
<b>Weekend Mid-Day</b>	1	
<b>Weekend Evening</b>	4	

Rosemere to Concord		
	<b>North Side</b>	<b>South Side</b>
<b>Weekday Morning</b>	0	
<b>Weekday Mid-Day</b>	4	
<b>Weekday Evening</b>	2	
<b>Weekend Mid-Day</b>	1	
<b>Weekend Evening</b>	6	

<b>ROSEMERE AVENUE</b>		
Evelyn to Springhurst		
	<b>West Side</b>	<b>East Side</b>
<b>Weekday Morning</b>	6	
<b>Weekday Mid-Day</b>	8	
<b>Weekday Evening</b>	6	
<b>Weekend Mid-Day</b>	2	
<b>Weekend Evening</b>	6	

**MAIN STREET**  
Evelyn to Springhurst

	West Side	East Side
Weekday Morning	0	2
Weekday Mid-Day	0	0
Weekday Evening	0	0
Weekend Mid-Day	0	0
Weekend Evening	1	0

Springhurst to Oblate

	West Side	East Side
Weekday Morning	0	0
Weekday Mid-Day	0	0
Weekday Evening	0	0
Weekend Mid-Day	0	0
Weekend Evening	0	0

Oblate to Hazel

	West Side	East Side
Weekday Morning	1	0
Weekday Mid-Day	5	5
Weekday Evening	3	4
Weekend Mid-Day	6	4
Weekend Evening	3	3

**HAZEL STREET**  
Glenora to Main

	North Side	South Side
Weekday Morning	2	
Weekday Mid-Day	2	2(Illegal)
Weekday Evening	2	
Weekend Mid-Day	1	
Weekend Evening	2	

**IMMACULATA HIGH SCHOOL**

Weekday Morning	115
Weekday Mid-Day	105
Weekday Evening	34
Weekend Mid-Day	7
Weekend Evening	24

**CANADIAN MARTYRS CHURCH**

Weekday Morning	2
Weekday Mid-Day	1
Weekday Evening	0
Weekend Mid-Day	1
Weekend Evening	6

**SAINT PAUL UNIVERSITY**

	Reserved/Permit	Pay Public
Weekday Morning	96	10
Weekday Mid-Day	108	11
Weekday Evening	31	12
Weekend Mid-Day	6	3
Weekend Evening	3	0

**HAZEL STREET PUBLIC LOT**

Weekday Morning	4
Weekday Mid-Day	1
Weekday Evening	1
Weekend Mid-Day	1
Weekend Evening	0

**MAIN STREET PUBLIC LOT**

Weekday Morning	4
Weekday Mid-Day	0
Weekday Evening	4
Weekend Mid-Day	5