

SUBJECT
3777 Strandherd Drive – Transportation Technical
Memorandum for SPA Amendment

DATE
11 March 2026

DEPARTMENT
Transportation Engineering

COPIES TO
Steve Bishop, NADG
Pegah Abhari, NADG

TO
Noah Emerson, Senior Associate – Development Services,
NADG

OUR REF
30259645 – 149226-Barrhaven Town Centre (3777
Strandherd) – Documents \Project\05 Project
execution\Inputs\03_Reports

PROJECT NUMBER
30259645

NAME
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Introduction

Arcadis was retained by NADG to complete a transportation study for a proposed development labelled as “Pad C”, located within the existing shopping centre at 3777 Strandherd Drive, Ottawa, Ontario. A site plan for Pad C was previously approved; however, the site plan has been updated to include a drive-through facility. In accordance with the requirements for a site plan amendment application, this technical memorandum has been prepared to support the proposed change.

The purpose of this study is to verify the parking requirements for the updated development and assess whether the overall parking supply on site is sufficient to accommodate the proposed drive-through use. The updated site plan highlighting the SPA extents for this study is provided in **Appendix A**.

Following a pre-consultation meeting with City staff held on July 18, 2025, and subsequent comments received on July 25, 2025, it was confirmed that a technical memorandum would be sufficient to support the application. As such, the following memorandum has been prepared to verify the parking requirements and the site’s ability to accommodate the updated parking needs, as well as an overview of the site’s relative change in trip generation.

This memorandum is intended to satisfy the transportation study component of the site plan amendment application, as required.

Proposed Development

The subject property is located at 3777 Strandherd Drive in the Barrhaven Town Centre, an Evolving Neighbourhood, and a Hub as indicated in Schedule B6 of the City of Ottawa Official Plan. It is currently zoned as Mixed-Use Centre (MC) which permits a wide range of complementary land uses such as residential, commercial, institutional and office. The subject site is currently occupied by a shopping centre with a total gross leasable floor area of 16,433 m². The shopping centre originally included 973 formal parking spaces, which has been revised to 914 spaces based on the updated site plan.

The current Site Plan Application (SPA) amendment is limited to Pad C, a proposed standalone commercial building within the existing shopping centre. No changes are proposed to the remainder of the property as part of this application. Surrounding land uses include a mix of other retail and commercial uses consistent with the Town Centre designation. The amendment proposes to expand the Pad C building footprint to 740 m² (with gross leasable

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area of 729 m²) and introduce a drive-through facility as part of Pad C to support the proposed commercial use. From a parking perspective, the amendment results in a net reduction of 59 spaces relative to the original approval, with a revised site-wide parking supply of 914 spaces.

Trip Generation

Peak hour vehicular traffic volumes associated with 3777 Strandherd Drive development were estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition). For the purposes of this study, only vehicular trips have been reported as a full transportation analysis is not required for this application amendment.

Based on the previously approved site plan, the vehicular trip generation results for the subject site are provided in **Table 1**.

Table 1 – Peak Hour Vehicular Trip Generation Results - Old Site Plan

Land Use	Size (GFA)	AM Peak Hour (veh/h)			PM Peak Hour (veh/h)			SAT Peak Hour (veh/h)		
		In	Out	Total	In	Out	Total	In	Out	Total
821 – Shopping Plaza w/ Supermarket	9180 m ²	216	133	349	428	464	892	467	448	915
934 – Fast-Food Restaurant w/ Drive-Through Window	496 m ²	121	117	238	92	84	176	150	145	295
932 – High-Turnover (Sit-Down) Restaurant	534 m ²	30	25	55	32	20	52	33	31	64
944 – Gasoline/Service Station	241 m ²	13	14	27	18	18	36	17	16	33
912 – Drive-in Bank	484 m ²	30	22	52	55	54	109	70	67	137
942 – Automobile Care Centre	159 m ²	3	1	4	3	2	5	3	2	5
712 – Small Office Building	288 m ²	4	1	5	2	5	7	2	5	7
930 – Fast Casual Restaurant	279 m ²	2	2	4	21	17	38	54	44	98
863 – Electronics Superstore	2400 m ²	6	3	9	55	55	110	82	85	167
815 – Free-Standing Discount Store	2386 m ²	21	9	30	62	63	125	92	89	181
933 – Fast-Food Restaurant without Drive-Through Window	431 m ²	87	62	149	57	58	115	92	97	189
Total		533	389	922	825	840	1665	1062	1029	2091

As summarized in **Table 1**, based on the previously approved site plan, the subject site is projected to generate 922 and 1,665 veh/h during the weekday morning and afternoon peak hours, respectively. Additionally, during the weekend peak hour, the site is expected to generate 2091 veh/h.

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Based on the New Site Plan, the vehicular trip generation results for the subject site are provided in **Table 2**.

Table 2 – Peak Hour Vehicular Trip Generation Results - New Site Plan

Land Use	Size (GFA)	AM Peak Hour (veh/h)			PM Peak Hour (veh/h)			SAT Peak Hour (veh/h)		
		In	Out	Total	In	Out	Total	In	Out	Total
821 – Shopping Plaza w/ Supermarket	9180 m ²	216	133	349	428	464	892	467	448	915
934 – Fast-Food Restaurant w/ Drive-Through Window	496 m ²	121	117	238	92	84	176	150	145	295
932 – High-Turnover (Sit-Down) Restaurant	534 m ²	30	25	55	32	20	52	33	31	64
944 – Gasoline/Service Station	241 m ²	13	14	27	18	18	36	17	16	33
912 – Drive-in Bank	484 m ²	30	22	52	55	54	109	70	67	137
942 – Automobile Care Centre	159 m ²	3	1	4	3	2	5	3	2	5
712 – Small Office Building	288 m ²	4	1	5	2	5	7	2	5	7
930 – Fast Casual Restaurant	279 m ²	2	2	4	21	17	38	54	44	98
934 – Fast-Food Restaurant w/ Drive-Through Window	181 m ²	44	43	87	33	31	64	55	53	108
822 – Strip Retail Plaza	548 m ²	8	6	14	19	20	39	20	19	39
492 – Health/Fitness Club	4773 m ²	34	33	67	101	76	177	80	84	164
Total		505	397	902	804	791	1595	951	914	1865

With the inclusion of the revised Pad C to include an expanded footprint and a drive-through use, and the health/fitness club, the total site traffic is estimated at approximately 902 veh/h during the weekday AM peak hour, 1,595 veh/h during the weekday PM peak hour, and 1,865 veh/h during the weekend peak hour, with a provided parking supply of 914 parking spaces.

The relative change in trip generation between the previously approved and the New Site Plan, including the net difference for Pad C and the overall site, is summarized in **Table 3**.

Table 3 - Relative Change in Trip Generation - Old Site Plan vs New Site Plan

Component	Peak Period	Old Site Plan (veh/h)	New Site Plan (veh/h)	Net Change (veh/h)	% Change
Pad C Building	AM	149	101	-48	-32%
	PM	115	103	-12	-10%
	SAT	189	147	-42	-22%
Overall Site	AM	922	902	-20	-2%

Component	Peak Period	Old Site Plan (veh/h)	New Site Plan (veh/h)	Net Change (veh/h)	% Change
	PM	1665	1595	-70	-4%
	SAT	2091	1865	-226	-11%

As shown in **Table 3**, the comparison of trip generation between the Old Site Plan and the New Site Plan indicates a reduction in trips associated with the Pad C building across all analyzed peak periods. Under the New Site Plan, Pad C is projected to generate approximately 101 veh/h during the weekday AM peak hour, 103 veh/h during the weekday PM peak hour, and 147 veh/h during the Saturday peak hour. Compared to the Old Site Plan, these values represent decreases of 48 veh/h (-32%), 12 veh/h (-10%), and 42 veh/h (-22%) for the AM, PM, and Saturday peak hours, respectively.

At the site-wide level, the change in trip generation is relatively minor showing a total decrease across the peak periods. The weekday AM peak is expected to decrease from 922 veh/h to 902 veh/h (-20 veh/h, or approximately -2%), while the weekday PM peak decreases from 1,665 veh/h to 1,595 veh/h (-70 veh/h, or approximately -4%). During the Saturday peak hour, site-wide trips decrease from 2,091 veh/h to 1,865 veh/h (-226 veh/h, or approximately -11%).

Overall, the revised development land use for the Pad C building does not result in an increase in site-generated traffic compared to the previously approved plan. When considered alongside the available parking supply of 914 spaces, the site continues to provide sufficient capacity to accommodate the anticipated level of activity associated with the New Site Plan.

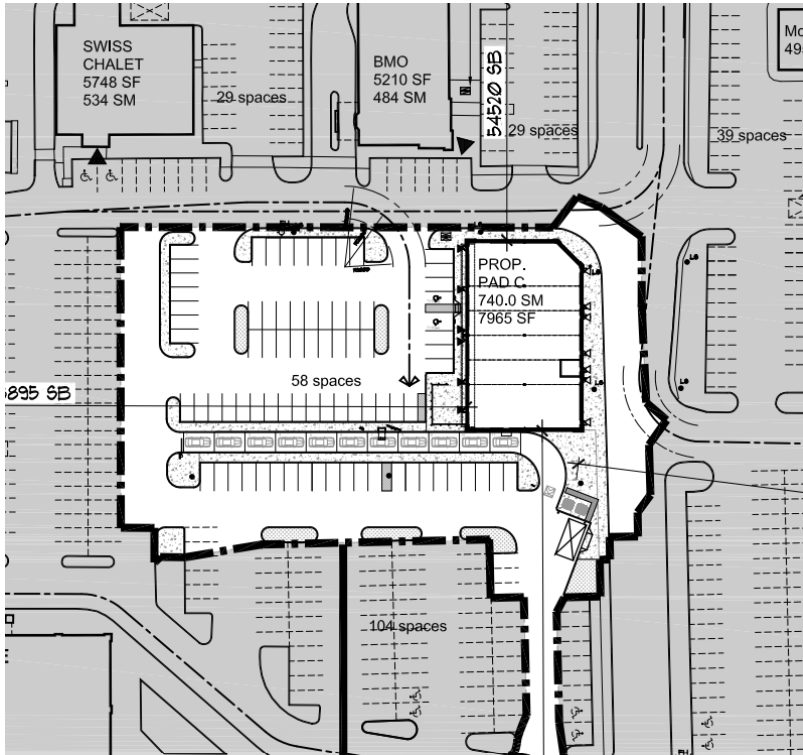
Development Design

Parking Supply

A Parking Utilization Study was previously completed for the subject site by Arcadis in January 2025 to provide an overview of the existing parking demand and utilization prior to redevelopment. This study is included in **Appendix B**.

The New Site Plan will provide a total of 914 parking spaces for the overall site compared to 973 spaces under the Old Site Plan. For the Pad C building specifically, 58 parking spaces are proposed as shown in **Figure 1**.

Figure 1 - New Site Plan – Proposed Parking Spaces for Pad C Building



Zoning By-Law Parking Requirements

For zoning purposes, the subject site is considered as one lot, as it functions as a shopping centre. However, for the purposes of this SPA, the Pad C building has also been reviewed independently to assess compliance with parking requirements, where applicable.

Vehicular Parking Supply

In accordance with Section 101(1) of Zoning By-law 2008-250, off-street motor vehicle parking for the subject shopping centre is to be provided at the rate set out in Table 101. The subject site is located within Area C on Schedule 1A and, accordingly, the applicable minimum parking rate for a shopping centre is 3.6 parking spaces per 100 m² of gross leasable floor area.

The following **Table 4** summarizes the applicable minimum vehicle parking rates, minimum parking requirements and proposed parking spaces for the subject site.

Table 4 – Vehicular Parking Supply (Minimum Parking Requirements)

Land Use	Size	Zoning Requirement	Minimum Parking Requirement	Proposed Parking Supply
Shopping Centre	17,162 m ²	3.6 per 100 m ² GLFA	618	914
Pad C - including in Shopping Centre GFA	729 m ² *	3.6 per 100 m ² GLFA	26	58

*The gross leasable floor area for Pad C building is 729 m²

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As shown in **Table 4**, the minimum vehicle parking space requirement for the subject development with the New Site Plan is 618 parking spaces. The New Site Plan provides 914 parking spaces and therefore exceeds this minimum requirement by approximately 296 spaces. For reference, Pad C is included in the overall shopping centre gross floor area and is provided with 58 vehicle parking spaces, which satisfies its corresponding minimum requirement.

The subject property is located within 600 m of the Barrhaven Centre rapid transit station based on the shortest perpendicular distance between the lot line and the centre of the rapid transit station platform. Because of its proximity to a rapid transit station, the maximum number of parking spaces permitted for the overall site was also reviewed with reference to Table 103 of the Zoning By-law (2008-250).

Table 5 summarizes the appropriate maximum vehicle parking rates, maximum parking requirements and proposed parking spaces for the subject site.

Table 5 – Vehicular Parking Supply (Maximum Parking Requirements)

Land Use	Size	Zoning Requirement	Maximum Parking Requirement	Proposed Parking Supply
Shopping Centre	17,162 m ²	4.0 per 100 m ² GLFA	686	914

As shown in **Table 5**, the maximum number of parking spaces permitted for the subject development with the New Site Plan is 686 spaces. As such, there is a surplus of 228 parking spaces provided. However, it should be noted that there has always been a surplus of parking spaces on this subject site with the existing site having a parking surplus of 241 spaces as reported in the Parking Utilization Study completed in January 2025. For the purpose of this redevelopment, it is noted that this SPA amendment is limited to the Pad C building within the existing shopping centre, and parking adjustments have been made only to accommodate the building expansion and the addition of the drive-through facility.

Bike Parking Supply

Bicycle parking for the subject property is intended to be provided on a site-wide basis as part of the overall shopping centre. Table 111A of the City of Ottawa Zoning By-law identifies “Shopping Centre” as a distinct land use category with a bicycle parking rate of 1 space per 500 m² of gross floor area. Given that Pad C forms part of the broader shopping centre site, the bicycle parking rate for Pad C has been determined as a proportion of the overall site.

As outlined under Section 111 of the City’s Zoning By-Law, bike parking is to be calculated using the rates found in **Table 6**.

Table 6 - Bike Parking Supply

Land Use	Size	Zoning Requirement	Minimum Bike Parking Requirement	Proposed Bike Parking Supply
Pad C – included in Shopping Centre GFA	740 m ²	1 per 500 m ² of GFA	2	2

As shown in **Table 6** above, Pad C is included in the overall shopping centre gross floor area and is provided with 2 bicycle parking spaces, which meets its corresponding minimum requirement.

Loading Zone Spaces

As outlined under Section 113 of the City’s Zoning By-Law, loading zone spaces are to be calculated using the rates found in **Table 7**.

Table 7 - Loading Zone Spaces

Land Use	Size	Zoning Requirement	Minimum Loading Requirement	Proposed Loading Zone Supply
Shopping Centre	17,162 m ²	15,000 – 24,999 m ² of GFA	2	Pad C: 1 Overall Site: 7

As shown in **Table 7**, a total of 7 loading spaces are provided on site for the shopping centre, which exceeds the minimum requirement, with 1 loading space dedicated to the Pad C building.

Parking Utilization

The Parking Utilization Study completed in January 2025 confirmed that peak weekday utilization was observed at approximately 40% and weekend utilization at 50%, well below the 85% effective capacity threshold. Sensitivity analysis confirmed that a 25% reduction in parking supply from 919 spaces could be accommodated without operational issues, and even a reduction of up to 50% would continue to exceed observed demand, though it could result in some operational concerns and on-site traffic congestion.

Building on this baseline, the New Site Plan proposes a total parking supply of 914 spaces, representing a slight decrease from the parking supply observed at the time of the Parking Utilization Study. Given that the current utilization remains well below the effective capacity threshold and even considering the projected decrease in trips generated with this redevelopment, the proposed parking supply is expected to comfortably meet operational needs.

Transportation Demand Management

The City of Ottawa is committed to implementing Transportation Demand Management (TDM) measures on a City-wide basis to reduce automobile dependence, particularly during the weekday peak travel periods. TDM initiatives are aimed at encouraging individuals to use non-auto modes of travel during the peak periods.

Given the site’s close proximity to the Barrhaven Centre Transitway station (approximately 430m), easy access to rapid transit services is provided. The site is also integrated into the surrounding community with existing sidewalks and planned improvements to active transportation infrastructure, ensuring convenient connections for pedestrians and cyclists.

For the purposes of this redevelopment, no TDM measures are being proposed by the developer at this time. The TDM Supportive Infrastructure Checklist has been completed and included in **Appendix C**.

Conclusion

The New Site Plan for the Pad C development at 3777 Strandherd Drive has been reviewed with respect to parking supply, trip generation, and compliance with the City of Ottawa Zoning By-law. The proposed expansion of Pad C includes an increase in building footprint to approximately 740 m² and the addition of a drive-through facility within the existing shopping centre. The updated plan provides a total of 914 parking spaces, exceeding the minimum Zoning By-law requirement of 618 spaces. The site also meets or surpasses other Zoning By-Law requirements, including loading zones (7 provided vs. 2 required) and bicycle parking for Pad C building (2 spaces provided vs. 2 required). Additionally, the site is located approximately 430 metres from the Barrhaven Centre Transitway Station, providing convenient access to transit and active transportation facilities.

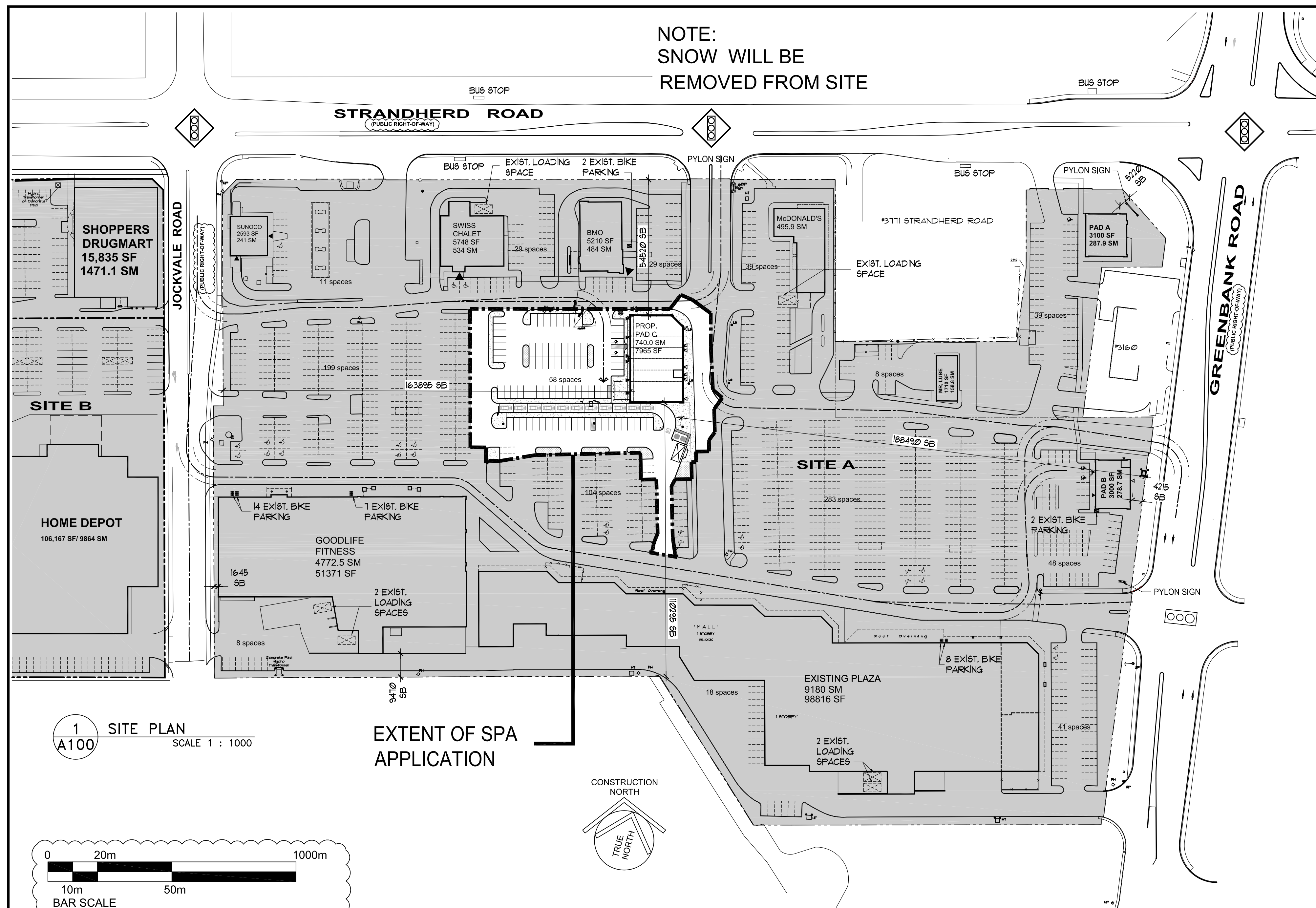
Trip generation estimates indicate that the overall site is expected to generate approximately 902 veh/h in the weekday AM peak, 1595 veh/h in the weekday PM peak, and 1865 veh/h in the weekend peak. For the Pad C building specifically, the anticipated trips to be generated are approximately 101 veh/h in the weekday AM peak, 103 veh/h in the weekday PM peak, and 147 veh/h in the weekend peak. With regards to parking utilization, previous studies have confirmed that the existing demand is well below the 85% effective capacity threshold and the proposed parking supply is expected to comfortably meet operational needs.

From a transportation perspective, the proposed development can be accommodated within the existing site framework and is considered acceptable.

Noah Emerson
NADG
March 11, 2026

Appendix A

Updated Site Plan



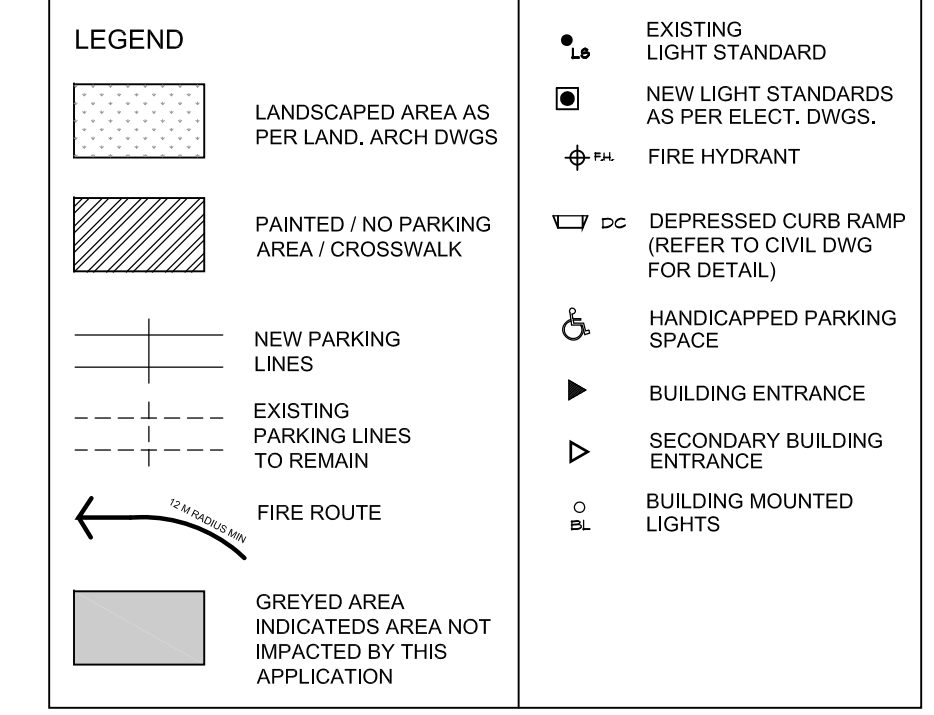
NOTE:
SNOW WILL BE
REMOVED FROM SITE

SITE STATISTIC

SITE AREA	77926.0 SM	±19.26 AC
SITE COVERAGE	22.7%	
LOT WIDTH	±200 M	
EX. BUILDING AREA	BLDG AREA	GLA
PLAZA	9180.0 SM	
SUNOCO	241.0 SM	
SWISS CHALET	534.0 SM	
BMO	484.0 SM	
McDONALD'S	495.9 SM	
GOODLIFE FITNESS	4772.5 SM	
PAD A (HAKIM)	287.9 SM	
MR.LUBE	158.8 SM	
PAD B	278.7 SM	
BUILDING AREA (GLA)	16432.8 SM	176881 SF
PROP BUILDING AREA	BLDG AREA	GLA
PAD C	729.0 SM	7845 SF
BUILDING AREA	17161.8 SM	184726 SF
TOTAL SPACES	914 SPACES	5.33/100SM
		4.95/1000SF

MC (187H(20)) - ZONE PROVISIONS

ZONING MECHANISMS	II PROVISIONS	PROVIDED
(a) Minimum lot area	No Minimum	77926 sm
(b) Minimum lot width	No Minimum	±1.370 m
(c) Minimum front yard and corner side yard setback	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No Minimum (GREENBANK ROAD) Site: 5.2m Pad C: 188.4m No Minimum (STRANDHERD ROAD) Site: 5.2m Pad C: 54.5m
(d) Minimum interior side yard setback (JOCKVALE RD)	(i) abutting a lot in a residential zone	3 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No Minimum Site: 1.6m Pad C: 183.8m
(e) Minimum rear yard setback	(i) abutting a lot in a residential zone	6 m
	(ii) abutting the rapid transit corridor	2 m
	(iii) other cases	No Minimum Site: 9.5m Pad C: 110.2m
(f) Maximum floor space index	2.0	0.22
(g) Min. building height	for all uses within 400m of a rapid transit station, other than a gas bar	6.7M
		6.7M
(h) Maximum building height	20.0m	6.7M
(i) Minimum width of landscaped area	No minimum, except that where a yard is provided and not used for required driveways, alleys, parking, loading spaces or outdoor commercial pads, the whole yard must be landscaped	N/A
Exception: max. gross leasable floor area	35,000 sm	17161.8 SM EAST OF JOCKVALE RD. 914 SPACES
Parking	MIN 3.6/100 SM GLA	618 SPACES 914 SPACES
Loading (3.5m x 7.0m)	1500sm - 2499sm gfa	Total: Min. 2 Pad C: 1 Total: 7
Bicycle parking	1500sm gfa	Shopping Centre Pad C: 2 Pad C: 2 Total: 35
Drive Thru Queuing	7 AT THE BOARD 133074	Proposed: 2 (1 Type-A, 1 Type-B) Existing: 31 Total: 33
Accessible Parking Requirements	801-850 = 21 Total 10 Type-A, 11 Type-B	Proposed: 2 (1 Type-A, 1 Type-B) Existing: 31 Total: 33



SURVEY INFO TAKEN FROM:
SURVEYOR'S REAL PROPERTY REPORT - PART 1
PART OF LOT 15
CONCESSION 3 (Rideau Front)
GEOGRAPHIC TOWNSHIP OF NEPEAN
Now CITY OF OTTAWA

PREPARED BY:
FAIRHALL, MOFFATT & WOODLAND LIMITED
ONTARIO LAND SURVEYORS
JUNE 12 2012

NO.	BY	DATE	ISSUED
1	AB	NOV21,25	SPA

VERIFY ALL DIMENSIONS AND CONDITIONS AT THE JOB DO NOT SCALE PRINTS

PLANS AND SPECIFICATIONS ARE THE PROPERTY OF THE ARCHITECT AND MUST BE RETURNED AT COMPLETION OF THE WORK OR UPON REQUEST

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APPROVED: _____ DATE: _____

BARRHAVEN TOWN CENTRE INC.

OWNER : STEVE BISHOP
NORTH AMERICAN DEVELOPMENT GROUP.
2851 JOHN ST. SUITE ONE, MARKHAM,
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CIVIL ENGINEER : RYAN ROBINEAU
ARCADIS
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LANDSCAPE ENGINEER : RUDY LEVSTEK
LEVSTEK CONSULTANTS
5871 HUGH CRES., OTTAWA,
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SURVEYOR : FAIRHALL MOFFATT & WOODLAND LTD.
100-600 TERRY FOX DRIVE, KANATA,
ONT, K2L 4B6 TEL: (613)591-2580

SCOLER LEE BORENSTEIN + ASSOCIATES ARCHITECTS INC.

ARCHITECT: ALLAN BORENSTEIN
STE 900, 60 ST. CLAIR AVE E TEL: (416)362-7753
TORONTO, ONTARIO M4T 1N5 FAX: (416)362-8519

PROJECT
BARRHAVEN TOWN CENTRE
3777 STRANDHERD DRIVE
NEPEAN, ONTARIO

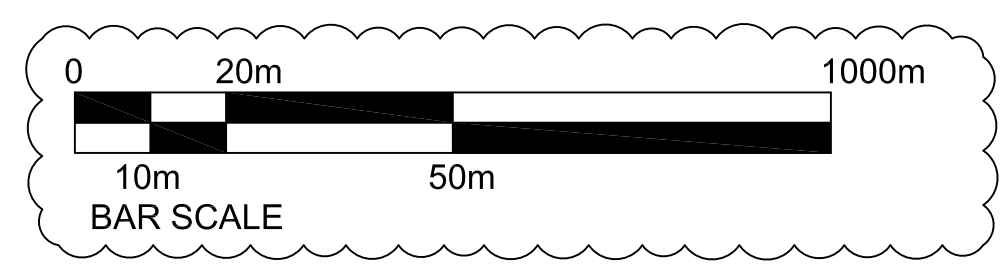
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SITE PLAN, DETAILS

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	DATE OCT 2025	SCALE AS NOTED

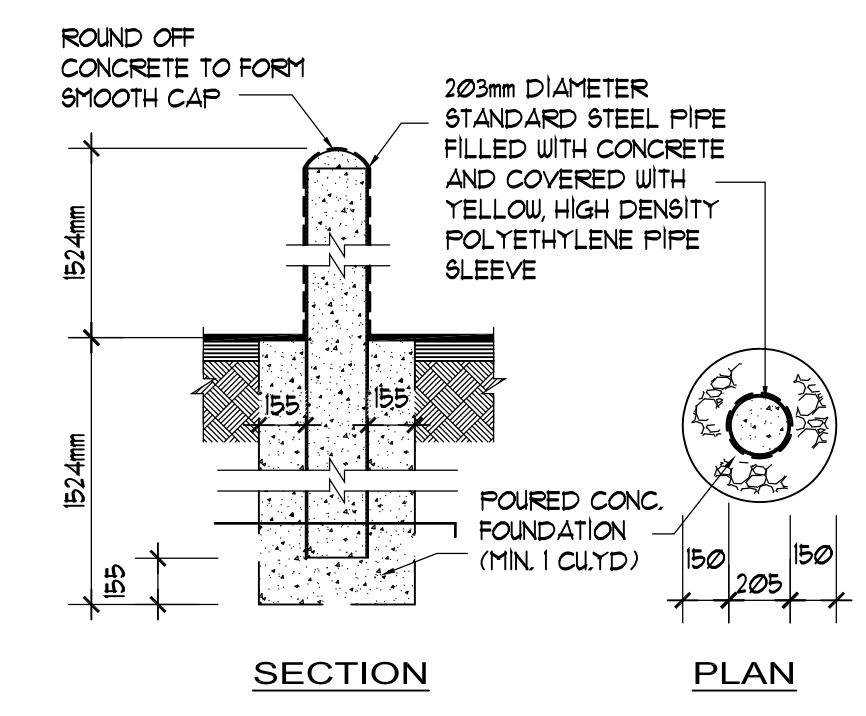
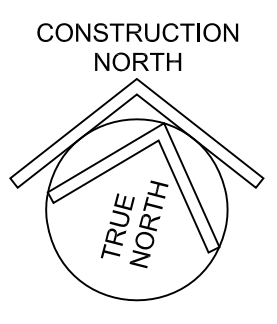
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PLAN #: 19416

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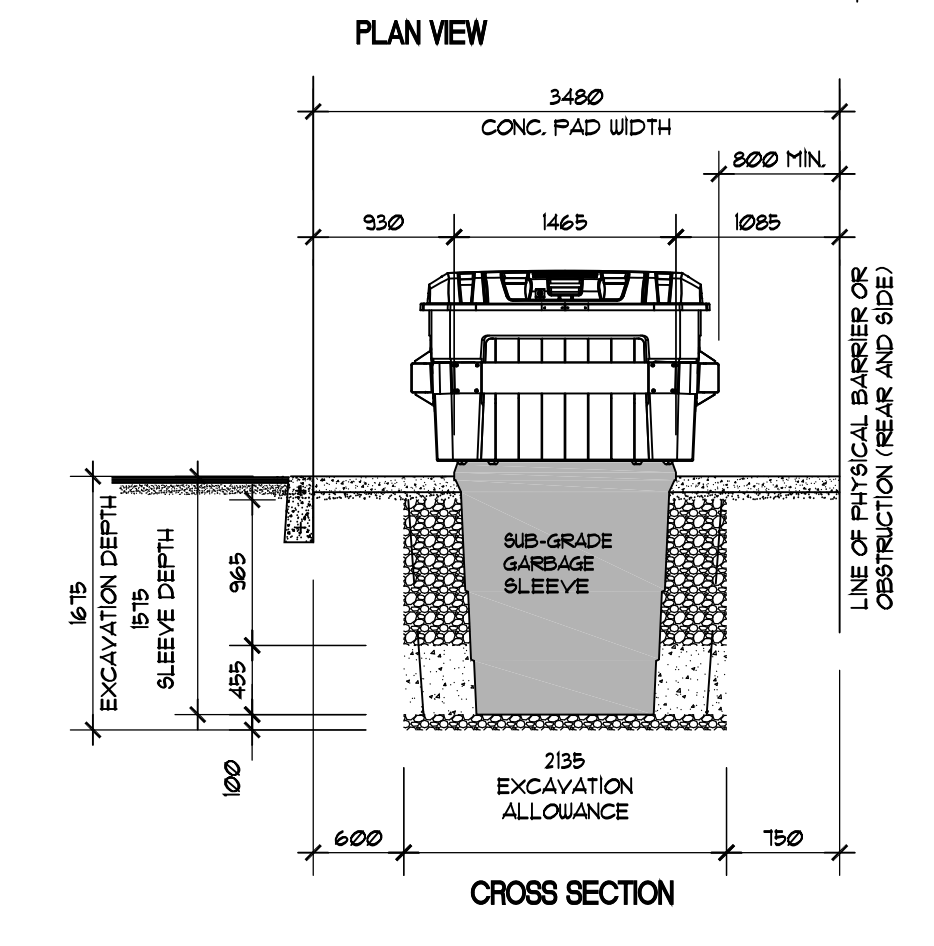
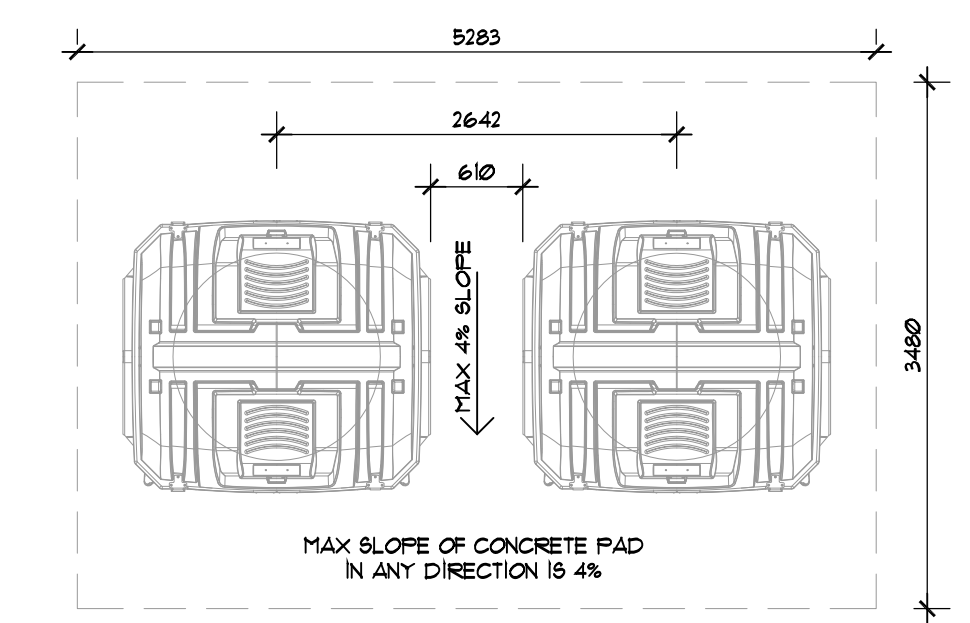
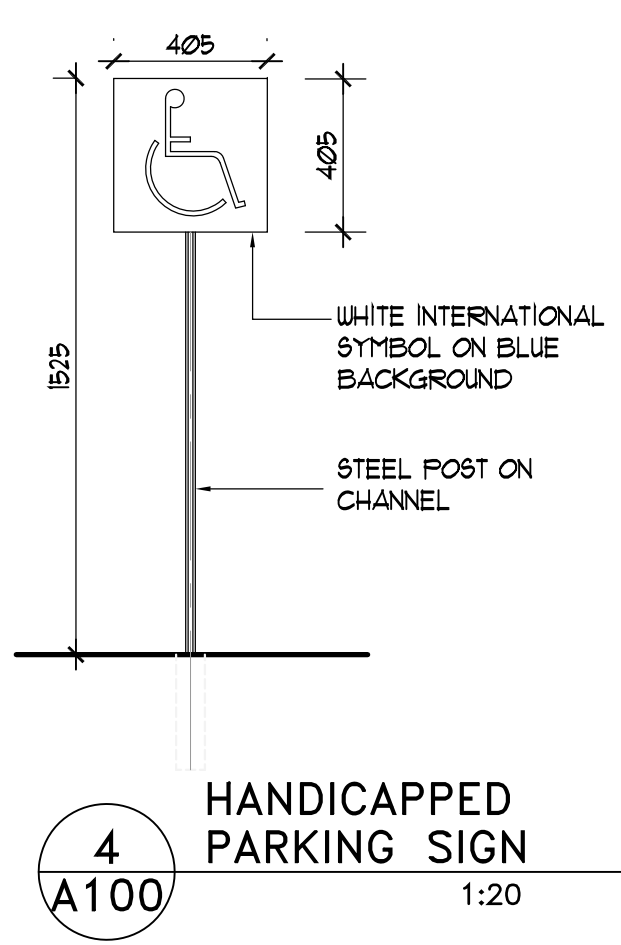
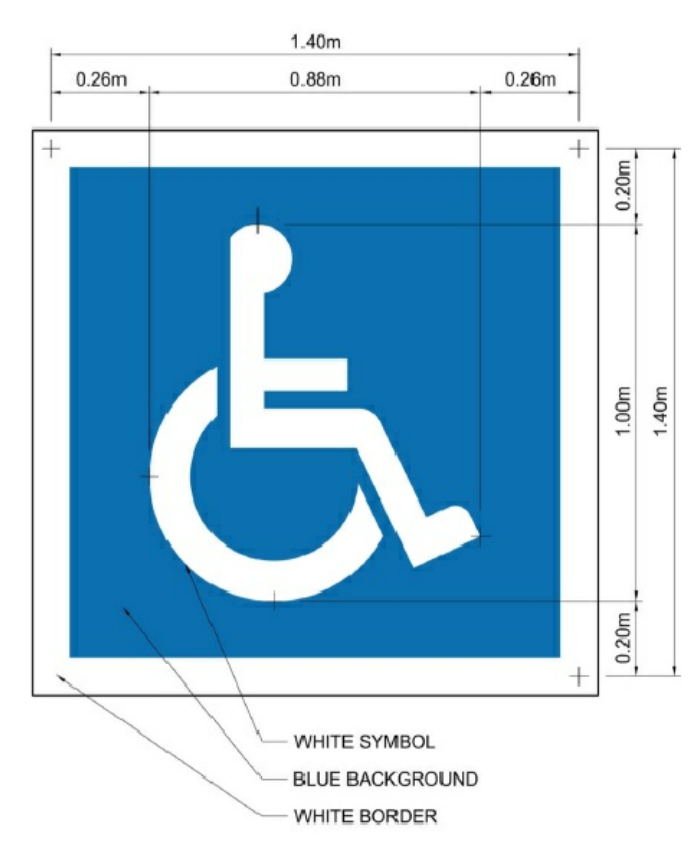
1 SITE PLAN
A100 SCALE 1 : 1000



EXTENT OF SPA APPLICATION



3 ROAD PAINTING
A100 SCALE NTS



Noah Emerson
NADG
March 11, 2026

Appendix B

Parking Occupancy Survey Data

SUBJECT
3777 Strandherd Drive – Parking Utilization Study

TO
Noah Emerson, Senior Associate – Development Service,
North American Development Group

DATE
08 January 2025

OUR REF
149226 - 3777 Strandherd Parking -
Documents\6.0_Technical\6.23_Traffic\03_Reports

DEPARTMENT
Transportation Engineering

PROJECT NUMBER
149226

COPIES TO

NAME
Eric McLaren
eric.mclaren@arcadis.com

Introduction

Arcadis was retained by the North American Development Group to undertake a Parking Utilization Study for the existing shopping centre at 3777 Strandherd Drive, Ottawa, Ontario. This study will provide an overview of existing parking demand and utilization during both weekdays and weekends in order to inform the future re-development planning of the subject site.

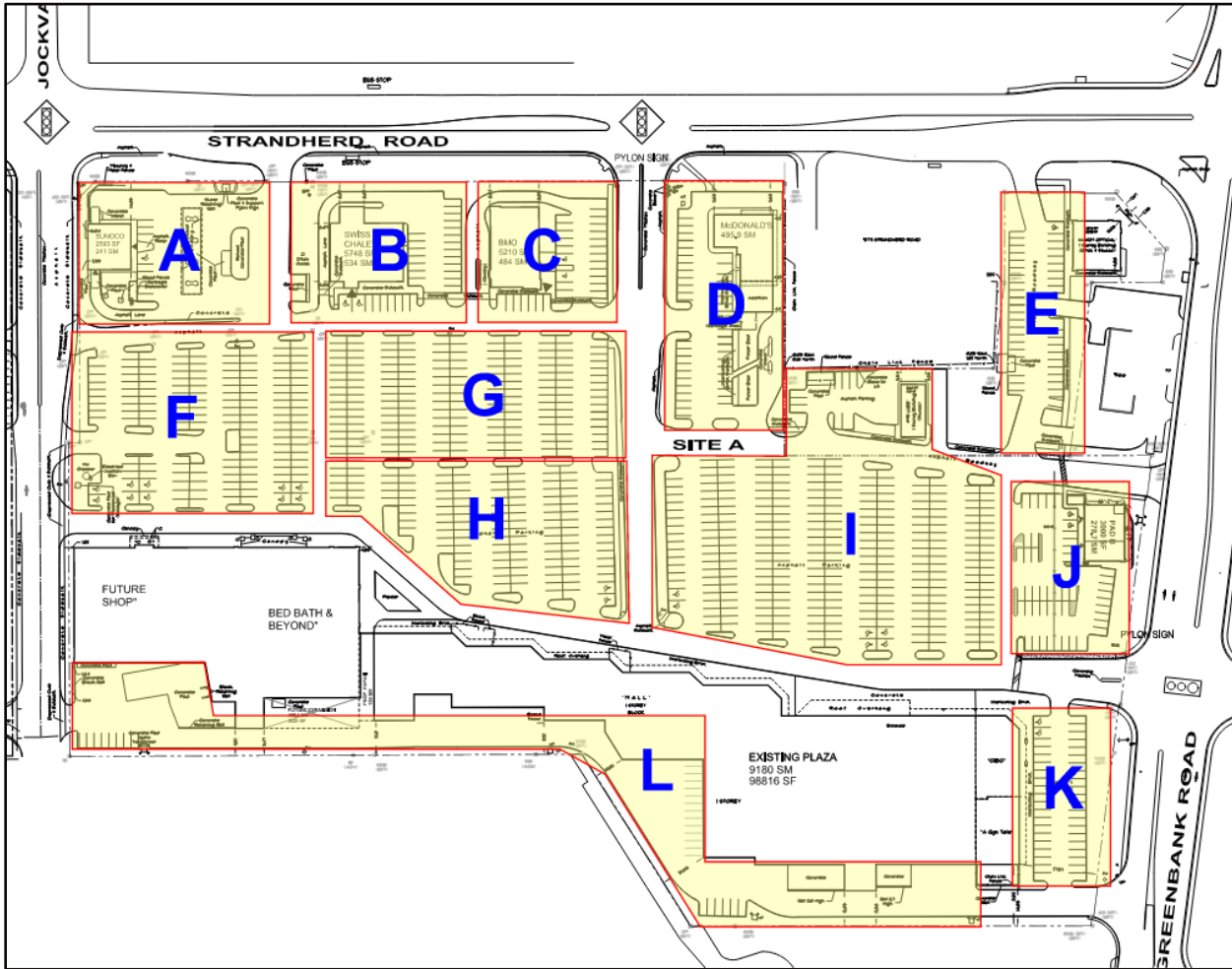
Background

The subject site is currently occupied by shopping centre with approximately 16,952 square metre of gross leasable floor area and a total of 952 formal parking spaces.

The property is currently zone as Mixed-Use Centre (MC) which permits a wide range of complimentary land uses such as residential, commercial, institutional and office land uses.

For the purposes of this parking study, the parking lot has been subdivided into 12 zones (Zones A to L). This allows for the identification of areas with higher parking demand which will be useful when deciding how to redevelop the property. **Figure 1** below shows the extents of each parking zone.

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North American Development Group
January 8, 2025
Figure 1 Existing Site Plan - Parking Zones



Existing Parking Supply

The existing parking facilities at the subject site broken into 12 zones. **Table 1** provides a summary of the parking supply by zone.

Table 1 Existing Parking Supply by Zone

Zone	Parking Spaces
A	9
B	29
C	29
D	39
E	40
F	182
G	139
H	119
I	281
J	39
K	41
L	5
Total	952

Parking Demand and Utilization

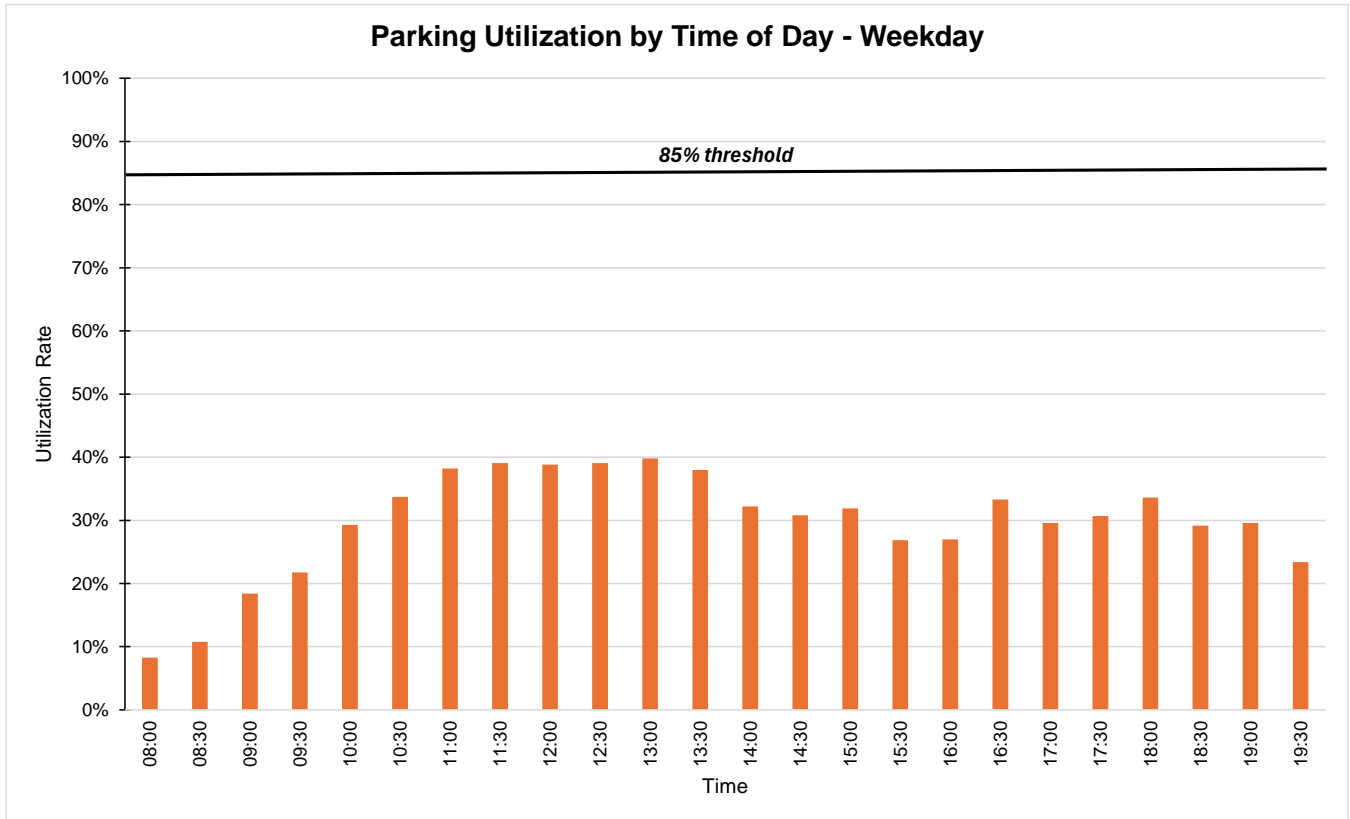
In order to properly assess the existing parking utilization of the subject site, a parking occupancy survey was completed during a typical weekday and weekend to identify how parking demand varies throughout the day. The parking survey was undertaken on a Tuesday, December 10, 2024, and on Saturday, December 7, 2024, from 8:00 AM to 8:00 PM with parking demand recorded every 30 minutes. The parking occupancy survey data is provided in **Appendix A**.

Parking Utilization

A parking utilization analysis was conducted to identify zones where parking operates at or near capacity. Parking systems are generally at “operational capacity” once the system as a whole reaches approximately 85% utilization, depending on lot size and other characteristics. This threshold represents the point where finding a space to park becomes increasingly difficult for drivers. Small individual lots can approach 100% utilization and are not considered an issue if there are alternative parking options in close proximity.

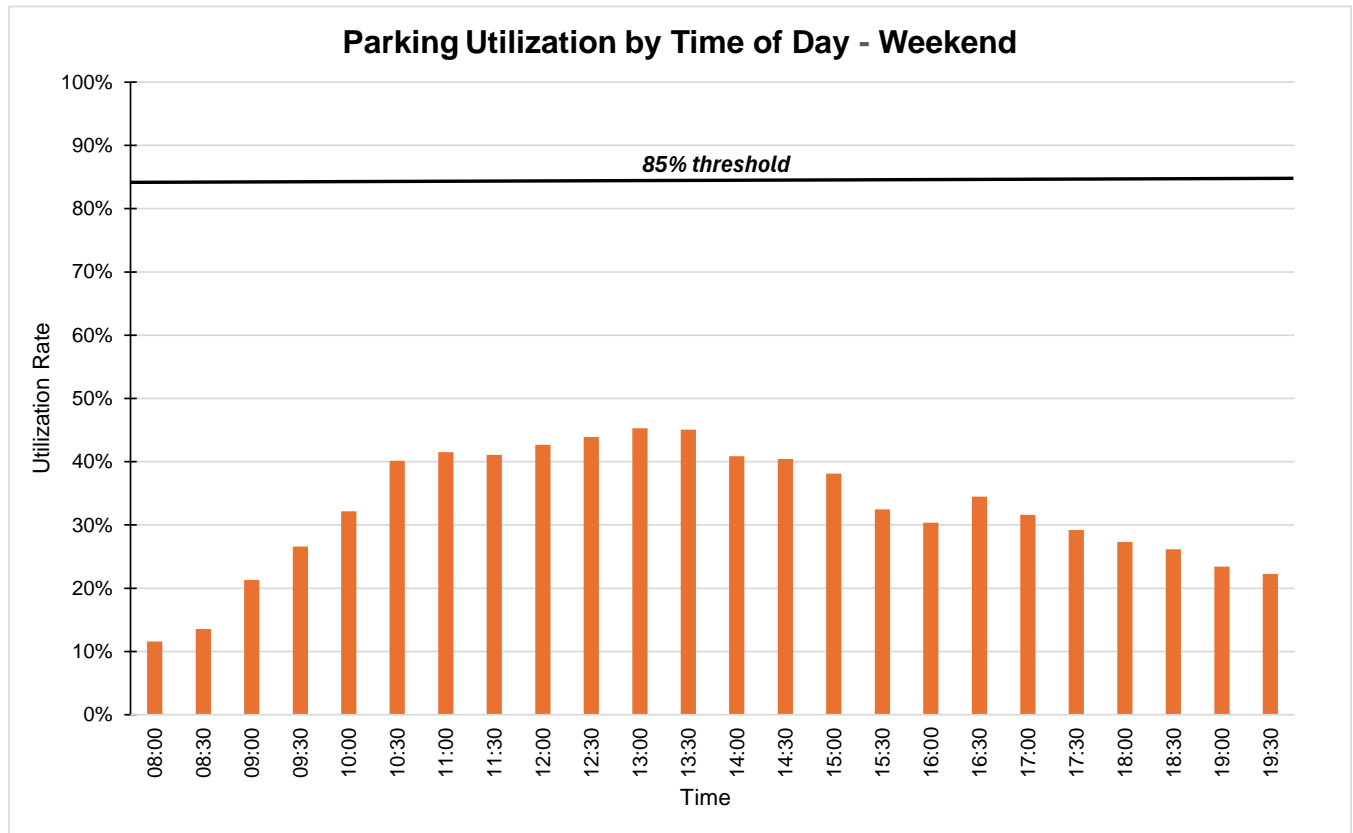
Figure 2 and **Figure 3** illustrates the parking utilization by time of day for both the weekday and weekend, respectively.

Figure 2 Parking Utilization by Time of Day - Weekday



As shown in **Figure 2**, the entire parking system is operating well below the 85% threshold on weekdays with a peak parking utilization of 40% occurring at 1:00 PM. This indicates there is significant excess parking supply provided for the weekday peak of parking demand.

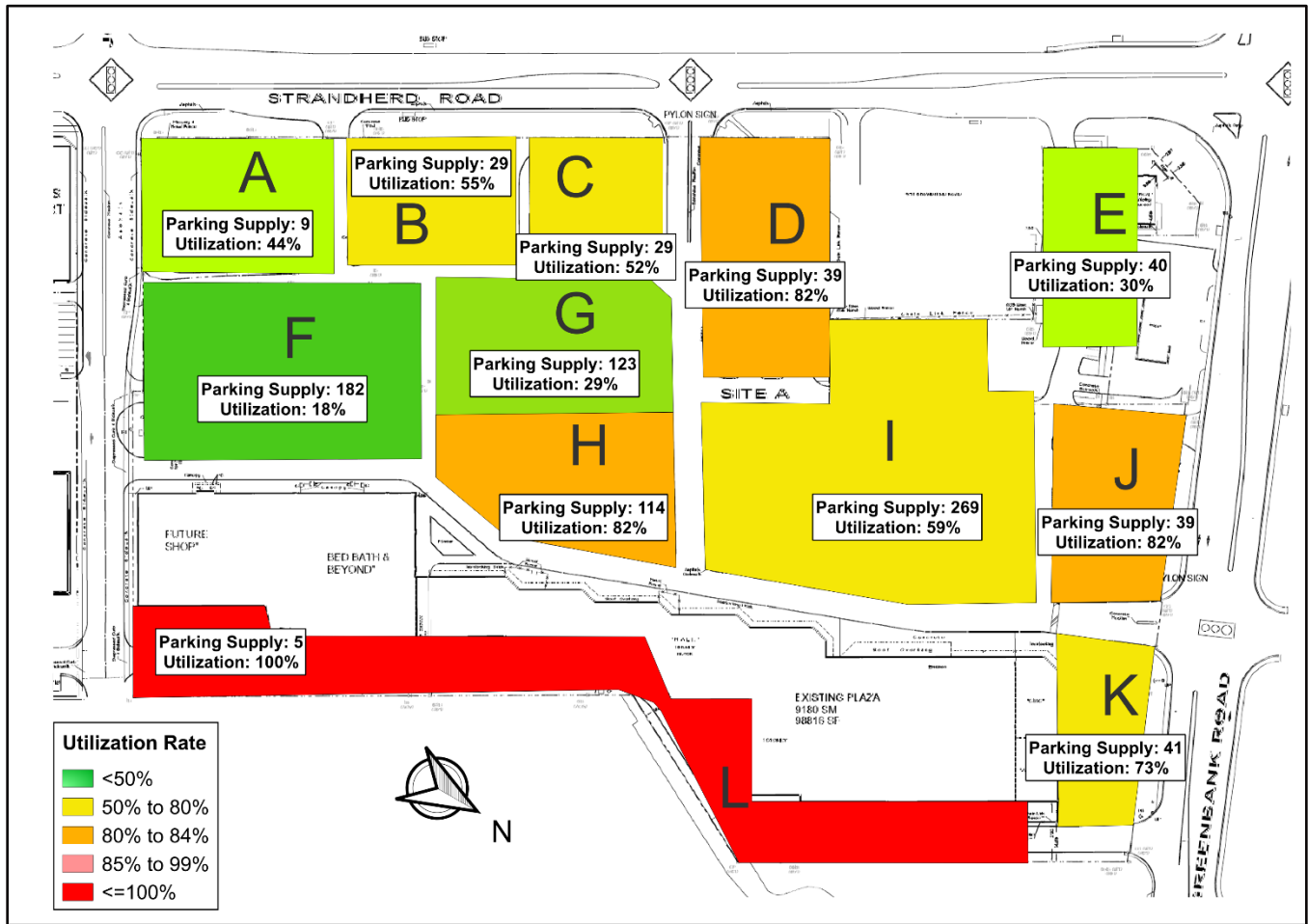
Figure 3 Parking Utilization by Time of Day - Weekend



As shown in **Figure 3**, on weekends the entire parking system is also operating well below the 85% threshold with a peak parking utilization of 45% occurring between 1:00 PM and 2:00 PM. This again indicates that there is excess parking supply provided for the site.

While the overall parking demand is well below the 85% effective capacity threshold, there are some zones that were observed to operate at or near their effective capacity. **Figure 4** and **Figure 5** display the peak parking utilization for each zone as observed during the survey period.

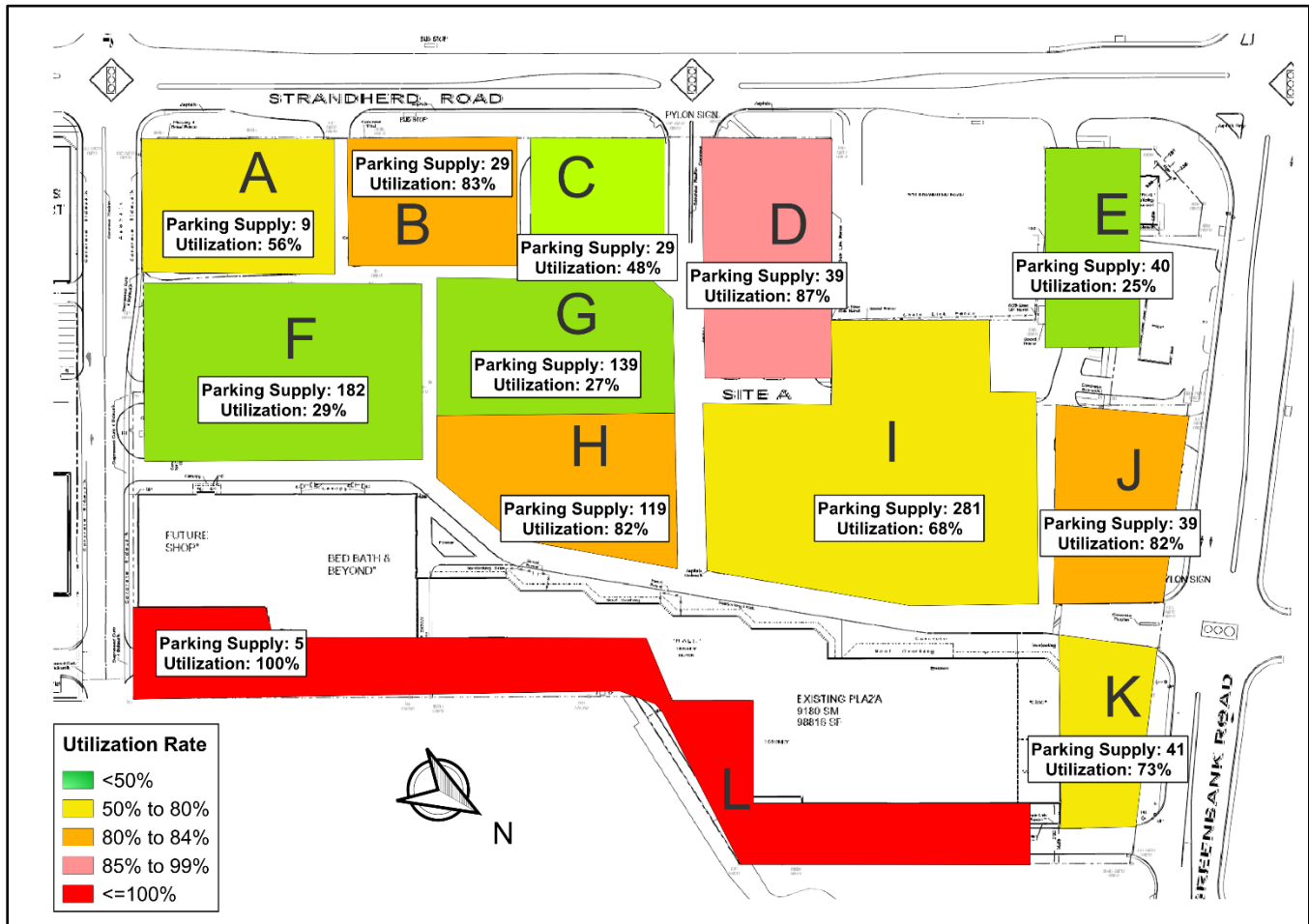
Figure 4 Existing Peak Demand Parking Utilization - Weekday



As shown in **Figure 4**, during weekdays, Zones A, E, F, and G exhibit significant excess capacity, with peak utilization rates below 50%. Additionally, Zones B, C, I, and K are also operating below the effective capacity threshold with a utilization rate of 50% to 80%, and Zones D, H, and J are approaching the practical capacity limit, with peak utilization rates slightly below 85% (i.e. at 82%).

However, Zone L stands out with a peak utilization rate of 100%. It is important to note that Zone L has only 5 parking spaces, which is considered small. Therefore, it does not pose a parking issue, as there are many other lots on the site with adequate supply to accommodate any spillover parking demand from Zone L.

Figure 5 Existing Peak Demand Parking Utilization - Weekend



As shown in **Figure 5**, during the weekend, Zones C, E, F and G exhibit significant excess capacity, with peak utilization rates below 50%. Additionally, Zones A, I, and K are also operating below the effective capacity threshold with a utilization rate of 50% to 80%, and Zones B, H and J are approaching the practical capacity limit, with peak utilization rates slightly below 85% (i.e. at 82% to 83%).

During the weekend, Zone L is operating with a peak utilization rate of 100% similar to the weekday conditions. As discussed previously, there are no concerns associated with this high utilization rate as there are multiple lots within close proximity to accommodate any spillover parking demand.

Given that the system wide peak parking utilization is well below the 85% effective capacity threshold on both weekdays and weekends, and that parking opportunities remain available near zones that are operating near or above their effective capacity, the existing parking supply is considered sufficient to accommodate the existing parking demand.

Sensitivity Analysis

A sensitivity analysis was conducted to assess the impact of a reduced parking supply on the peak utilization rate of the entire system. The analysis involved reducing the parking supply by 25% and 50% to determine the point at which parking utilization would approach or exceed the effective capacity threshold. The results of this analysis are summarized in **Table 2** below.

Table 2 Sensitivity Analysis Results for the Entire Parking System

	Parking System Utilization Rate		
	At Existing Parking Supply	With 25% Reduced Parking	With 50% Reduced Parking
Weekday	40%	53%	80%
Weekend	45%	60%	91%

As shown in **Table 2**, the existing parking supply is able to accommodate the parking demand even with a 25% reduction in parking supply. A 25% reduction in parking supply can be achieved by eliminating the parking spaces in Zones A, B, C, and F or Zones G and H. With a 50% reduction in parking, the peak utilization rate approaches the 85% effective capacity threshold during the weekday and exceeds it during the weekend.

Zoning By-Law Parking Requirements

The subject site is located within 600m (direct distance) of the Barrhaven Centre Transitway station and is also within an 800m walking distance of the station. Given its proximity to this rapid-transit station, the reduced parking requirement from Table 101A of the Zoning By-law (2008-250) apply. Based on the size of the existing shopping centre, a minimum of 577 vehicle parking spaces are required. The site currently provides 952 parking spaces and therefore exceeds this minimum requirement by 375 spaces.

According to Table 103 of the Zoning By-law (2008-250), the maximum number of parking spaces permitted for this site is 678 spaces. As such, there is a surplus of 274 parking spaces provided on the subject site.

It should be noted that the current Zoning By-Law (2008-250) is being revised. As such, parking requirements may change at the time of future re-development. Table 602 of the new Zoning By-Law (Draft 1 – released on April 29, 2024) provides a maximum requirement of 610 parking spaces for this subject site.

Findings and Recommendations

Based on the foregoing analysis, the existing parking supply is sufficient to accommodate existing parking demand. With a low peak utilization rate of 40% during the weekday and 45% during the weekend, there is capacity in the existing parking supply to absorb additional parking demand if required.

During weekdays, Zones A, E, F, and G exhibit significant excess capacity with peak utilization rates below 50%. Zones B, C, I, and K also operate below the effective capacity threshold, with utilization rates between 50% and 80%. Zones D, H, and J are approaching the practical capacity limit with peak utilization rates around 82%. Zone L, despite having a peak utilization rate of 100%, does not pose a parking issue due to its small size and the availability of nearby lots to accommodate any spillover demand.

On weekends, Zones C, E, F, and G continue to exhibit significant excess capacity, while Zones A, I, and K remain below the effective capacity threshold. Zones B, H, and J approach the practical capacity limit with utilization rates between 82% and 83%. Zone L maintains a peak utilization rate of 100% similar to the weekday period.

Noah Emerson
North American Development Group
January 8, 2025

Overall, the system-wide peak parking utilization remains well below the 85% effective capacity threshold on both weekdays and weekends. This demonstrates that the existing parking supply is adequate. Even with a 25% reduction in parking supply, the system can accommodate the demand without exceeding the effective capacity threshold. Additionally, there is potential to redevelop portions of the existing parking lots without exceeding the 85% effective capacity threshold. For redevelopment purposes, a 25% reduction in supply can be achieved by eliminating parking spaces in Zones A, B, C, and F or Zones G and H.

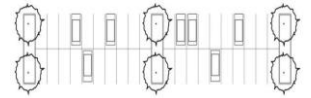
Enclosed: **Appendix A** – Parking Occupancy Survey Data

Appendix A

Parking Occupancy Survey Data



Parking Lot Survey



Barrhaven Town Centre

Survey Day: TUESDAY

Date: 10 December, 2024

Survey Hours: 0800 - 2000

Section A

# of General Parking Spaces:	8
# of Accessible Spaces:	1
# of Other Parking Spaces:	0
Total Available Parking Spaces:	9

Section B

# of General Parking Spaces:	23
# of Accessible Spaces:	2
# Curb Side Pickup Spaces:	4
Total Available Parking Spaces:	29

Section C

# of General Parking Spaces:	27
# of Accessible Spaces:	2
# of Other Parking Spaces:	0
Total Available Parking Spaces:	29

Section A

Time	# Parked Vehicles				Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	1	0		1	11.1%
0830	2	0		2	22.2%
0900	0	0		0	0.0%
0930	2	0		2	22.2%
1000	2	0		2	22.2%
1030	1	0		1	11.1%
1100	1	0		1	11.1%
1130	4	0		4	44.4%
1200	1	0		1	11.1%
1230	2	0		2	22.2%
1300	1	0		1	11.1%
1330	1	0		1	11.1%
1400	4	0		4	44.4%
1430	1	0		1	11.1%
1500	1	1		2	22.2%
1530	1	0		1	11.1%
1600	1	0		1	11.1%
1630	1	0		1	11.1%
1700	3	0		3	33.3%
1730	2	0		2	22.2%
1800	3	0		3	33.3%
1830	4	0		4	44.4%
1900	2	0		2	22.2%
1930	1	0		1	11.1%
2000	2	0		2	22.2%

Section B

Time	# Parked Vehicles				Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Curb Side Pickup	Total	
0800	0	0	0	0	0.0%
0830	0	0	0	0	0.0%
0900	0	0	0	0	0.0%
0930	0	0	0	0	0.0%
1000	0	0	0	0	0.0%
1030	1	0	0	1	3.4%
1100	2	0	0	2	6.9%
1130	2	1	0	3	10.3%
1200	4	2	0	6	20.7%
1230	5	2	1	8	27.6%
1300	6	2	0	8	27.6%
1330	7	1	0	8	27.6%
1400	5	1	0	6	20.7%
1430	3	0	1	4	13.8%
1500	6	1	0	7	24.1%
1530	4	0	1	5	17.2%
1600	5	0	0	5	17.2%
1630	4	0	1	5	17.2%
1700	7	1	1	9	31.0%
1730	9	2	1	12	41.4%
1800	11	1	3	15	51.7%
1830	10	2	4	16	55.2%
1900	10	2	4	16	55.2%
1930	9	2	2	13	44.8%
2000	8	2	3	13	44.8%

Section C

Time	# Parked Vehicles				Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	0	0		0	0.0%
0830	1	0		1	3.4%
0900	2	0		2	6.9%
0930	2	0		2	6.9%
1000	7	2		9	31.0%
1030	10	1		11	37.9%
1100	5	0		5	17.2%
1130	8	0		8	27.6%
1200	8	2		10	34.5%
1230	9	0		9	31.0%
1300	7	0		7	24.1%
1330	7	0		7	24.1%
1400	13	0		13	44.8%
1430	13	2		15	51.7%
1500	5	1		6	20.7%
1530	9	1		10	34.5%
1600	7	0		7	24.1%
1630	11	1		12	41.4%
1700	7	0		7	24.1%
1730	0	0		0	0.0%
1800	0	0		0	0.0%
1830	0	0		0	0.0%
1900	2	0		2	6.9%
1930	2	0		2	6.9%
2000	0	0		0	0.0%

Section A: Neighbours/PetroCan.

Section B: Swiss Chalet

Section C: Bank of Montreal (BMO)

Section D: McDonald's

Section E: Hakim Optical/Popeye's (DOES NOT include Greenbank Animal Hospital.)

Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven

Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)

Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)

Section I: Independent Grocer/Dollarama/Mr. Lube

Section J: Mucho Burrito/Second Cup

Section K:

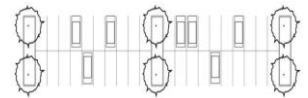
CIBC

Section L:

Rear loading area south side of Plaza - Best Buy to Independent.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: TUESDAY

Date: 10 December, 2-24

Survey Hours: 0800 - 2000

Section D

# of General Parking Spaces:	33
# of Accessible Spaces:	2
# Mobile Pickup	4
Total Available Parking Spaces:	39

Section E

# of General Parking Spaces	39
# of Accessible Spaces:	1
# of Other Parking Spaces:	0
Total Available Parking Spaces:	40

Section F

# of General Parking Spaces	170
# of Accessible Spaces:	8
# Mother's	4
Total Available Parking Spaces:	182

Section D

Time	# Parked Vehicles				Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Mobile Pickup	Total	
0800	7	0	1	8	20.5%
0830	8	0	0	8	20.5%
0900	15	0	1	16	41.0%
0930	11	0	1	12	30.8%
1000	12	0	0	12	30.8%
1030	11	0	1	12	30.8%
1100	13	2	1	16	41.0%
1130	12	1	2	15	38.5%
1200	15	0	1	16	41.0%
1230	17	0	1	18	46.2%
1300	19	1	1	21	53.8%
1330	16	0	2	18	46.2%
1400	13	0	0	13	33.3%
1430	10	0	0	10	25.6%
1500	9	0	0	9	23.1%
1530	8	0	0	8	20.5%
1600	11	0	1	12	30.8%
1630	10	0	3	13	33.3%
1700	9	1	0	10	25.6%
1730	22	1	2	25	64.1%
1800	28	1	3	32	82.1%
1830	21	1	0	22	56.4%
1900	15	1	0	16	41.0%
1930	13	2	2	17	43.6%
2000	14	0	2	16	41.0%

Section E

Time	# Parked Vehicles				Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	0			0	0.0%
0830	1			1	2.5%
0900	3			3	7.5%
0930	5			5	12.5%
1000	9			9	22.5%
1030	9			9	22.5%
1100	8			8	20.0%
1130	10			10	25.0%
1200	10			10	25.0%
1230	12			12	30.0%
1300	9			9	22.5%
1330	9			9	22.5%
1400	10			10	25.0%
1430	9			9	22.5%
1500	11			11	27.5%
1530	8			8	20.0%
1600	7			7	17.5%
1630	9			9	22.5%
1700	11			11	27.5%
1730	6			6	15.0%
1800	5			5	12.5%
1830	7			7	17.5%
1900	4			4	10.0%
1930	1			1	2.5%
2000	0			0	0.0%

Section F

Time	# Parked Vehicles				Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Mother's Spaces	Total	
0800	5	0	0	5	2.7%
0830	5	0	0	5	2.7%
0900	8	0	0	8	4.4%
0930	5	0	0	5	2.7%
1000	8	0	0	8	4.4%
1030	15	0	0	15	8.2%
1100	25	0	0	25	13.7%
1130	19	0	0	19	10.4%
1200	23	0	0	23	12.6%
1230	32	0	1	33	18.1%
1300	27	0	2	29	15.9%
1330	31	0	0	31	17.0%
1400	24	0	0	24	13.2%
1430	27	1	1	29	15.9%
1500	26	1	0	27	14.8%
1530	12	0	0	12	6.6%
1600	16	0	3	19	10.4%
1630	16	0	0	16	8.8%
1700	17	0	1	18	9.9%
1730	21	0	1	22	12.1%
1800	29	1	1	31	17.0%
1830	18	1	0	19	10.4%
1900	12	0	1	13	7.1%
1930	7	0	0	7	3.8%
2000	5	0	0	5	2.7%

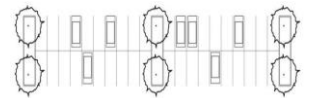
- Section A: Neighbours/PetroCan.
- Section B: Swiss Chalet
- Section C: Bank of Montreal (BMO)
- Section D: McDonald's
- Section E: Hakim Optical/Popeye's (**DOES NOT** include Greenbank Animal Hospital.)
- Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven
- Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)
- Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)
- Section I: Independent Grocer/Dollarama/Mr. Lube
- Section J: Mucho Burrito/Second Cup

- Section K: CIBC
- Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTE - Section F
2 spaces are use for shopping carts & are not included in the number of general parking spaces available.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: TUESDAY

Date: 10 December, 2024

Survey Hours: 0800 - 2000

Section G

# of General Parking Spaces:	123
# of Accessible Spaces:	0
# of Other Parking Spaces:	0
Total Available Parking Spaces:	123

Section H

# of General Parking Spaces:	110
# of Accessible Spaces:	4
# of Other Parking Spaces:	
Total Available Parking Spaces:	114

Section I

# of General Parking Spaces:	258
# of Accessible Spaces:	7
# Curb side pick up spaces:	4
Total Available Parking Spaces:	269

Section G

Time	# Parked Vehicles				Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	0			0	0.0%
0830	2			2	1.6%
0900	11			11	8.9%
0930	20			20	16.3%
1000	23			23	18.7%
1030	26			26	21.1%
1100	36			36	29.3%
1130	33			33	26.8%
1200	29			29	23.6%
1230	26			26	21.1%
1300	28			28	22.8%
1330	29			29	23.6%
1400	13			13	10.6%
1430	12			12	9.8%
1500	11			11	8.9%
1530	11			11	8.9%
1600	10			10	8.1%
1630	14			14	11.4%
1700	8			8	6.5%
1730	7			7	5.7%
1800	17			17	13.8%
1830	14			14	11.4%
1900	12			12	9.8%
1930	7			7	5.7%
2000	6			6	4.9%

Section H

Time	# Parked Vehicles				Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	28	0		28	24.6%
0830	32	1		33	28.9%
0900	50	2		52	45.6%
0930	61	1		62	54.4%
1000	63	4		67	58.8%
1030	75	3		78	68.4%
1100	87	3		90	78.9%
1130	91	3		94	82.5%
1200	81	4		85	74.6%
1230	79	1		80	70.2%
1300	76	2		78	68.4%
1330	68	0		68	59.6%
1400	37	2		39	34.2%
1430	28	0		28	24.6%
1500	26	0		26	22.8%
1530	29	0		29	25.4%
1600	28	0		28	24.6%
1630	30	0		30	26.3%
1700	42	0		42	36.8%
1730	45	1		46	40.4%
1800	53	1		54	47.4%
1830	43	1		44	38.6%
1900	49	1		50	43.9%
1930	46	2		48	42.1%
2000	39	1		40	35.1%

Section I

Time	# Parked Vehicles				Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Curb side pickup	Total	
0800	29	0	0	29	10.8%
0830	39	0	0	39	14.5%
0900	56	1	0	57	21.2%
0930	65	1	0	66	24.5%
1000	106	1	0	107	39.8%
1030	114	4	0	118	43.9%
1100	124	4	0	128	47.6%
1130	131	4	0	135	50.2%
1200	126	2	1	129	48.0%
1230	124	2	1	127	47.2%
1300	136	3	2	141	52.4%
1330	129	2	2	133	49.4%
1400	130	2	0	132	49.1%
1430	127	5	0	132	49.1%
1500	134	2	0	136	50.6%
1530	120	2	2	124	46.1%
1600	115	3	3	121	45.0%
1630	155	4	1	160	59.5%
1700	114	2	0	116	43.1%
1730	108	2	1	111	41.3%
1800	112	3	0	115	42.8%
1830	102	2	1	105	39.0%
1900	109	1	3	113	42.0%
1930	73	4	0	77	28.6%
2000	69	3	1	73	27.1%

Section A: Neighbours/PetroCan.

Section B: Swiss Chalet

Section C: Bank of Montreal (BMO)

Section D: McDonald's

Section E: Hakim Optical/Popeye's (DOES NOT include Greenbank Animal Hospi

Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven

Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)

Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)

Section I: Independent Grocer/Dollarama/Mr. Lube

Section J: Mucho Burrito/Second Cup

Section K: CIBC

Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTES - Sections G, H & I

Total Available Parking Spaces Reduced as Per the Following:

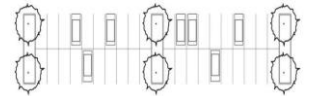
G: Less 21 spaces (20 for snow & 1 for a donated clothing box)

H: Less 8 spaces for snow

I: Less 18 spaces (14 for snow & 4 for shopping carts)



Parking Lot Survey



Barrhaven Town Centre

Survey Day: TUESDAY

Date: 10 December, 2024

Survey Hours: 0800 - 2000

Section J

# of General Parking Spaces:	37
# of Accessible Spaces:	2
# of Other Parking Spaces:	
Total Available Parking Spaces:	39

Section K

# of General Parking Spaces:	39
# of Accessible Spaces:	2
# of Other Parking Spaces:	
Total Available Parking Spaces:	41

Section L

# of General Parking Spaces:	5
# of Accessible Spaces:	
# Along Bldg - No Parking:	
Total Available Parking Spaces:	5

Section J

Time	# Parked Vehicles			Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	
0800	3	0		3 7.7%
0830	5	0		5 12.8%
0900	15	0		15 38.5%
0930	15	0		15 38.5%
1000	16	0		16 41.0%
1030	23	1		24 61.5%
1100	22	0		22 56.4%
1130	23	1		24 61.5%
1200	30	1		31 79.5%
1230	27	1		28 71.8%
1300	28	0		28 71.8%
1330	25	1		26 66.7%
1400	20	1		21 53.8%
1430	25	0		25 64.1%
1500	32	0		32 82.1%
1530	20	0		20 51.3%
1600	20	0		20 51.3%
1630	23	0		23 59.0%
1700	17	0		17 43.6%
1730	17	0		17 43.6%
1800	15	0		15 38.5%
1830	18	0		18 46.2%
1900	21	0		21 53.8%
1930	15	0		15 38.5%
2000	11	0		11 28.2%

Section K

Time	# Parked Vehicles			Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	
0800	1	0		1 2.4%
0830	1	0		1 2.4%
0900	3	0		3 7.3%
0930	8	2		10 24.4%
1000	15	0		15 36.6%
1030	13	1		14 34.1%
1100	17	0		17 41.5%
1130	11	2		13 31.7%
1200	15	0		15 36.6%
1230	14	0		14 34.1%
1300	12	2		14 34.1%
1330	16	1		17 41.5%
1400	17	2		19 46.3%
1430	15	1		16 39.0%
1500	23	1		24 58.5%
1530	17	1		18 43.9%
1600	16	0		16 39.0%
1630	19	0		19 46.3%
1700	28	0		28 68.3%
1730	30	0		30 73.2%
1800	16	1		17 41.5%
1830	14	0		14 34.1%
1900	18	0		18 43.9%
1930	23	0		23 56.1%
2000	22			22 53.7%

Section L

Time	# Parked Vehicles			Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Along Bldg. No Parking	
0800	0		1	1 20.0%
0830	0		2	2 40.0%
0900	0		2	2 40.0%
0930	0		1	1 20.0%
1000	0		1	1 20.0%
1030	0		1	1 20.0%
1100	0		1	1 20.0%
1130	0		1	1 20.0%
1200	0		2	2 40.0%
1230	0		2	2 40.0%
1300	0		2	2 40.0%
1330	0		2	2 40.0%
1400	0		2	2 40.0%
1430	0		2	2 40.0%
1500	0		2	2 40.0%
1530	0		1	1 20.0%
1600	0		2	2 40.0%
1630	1		3	4 80.0%
1700	0		3	3 60.0%
1730	0		4	4 80.0%
1800	0		5	5 100.0%
1830	0		5	5 100.0%
1900	0		5	5 100.0%
1930	0		4	4 80.0%
2000	0		4	4 80.0%

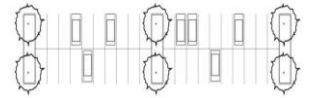
- Section A: Neighbours/PetroCan.
- Section B: Swiss Chalet
- Section C: Bank of Montreal (BMO)
- Section D: McDonald's
- Section E: Hakim Optical/Popeye's (**DOES NOT** include Greenbank Animal Hos)
- Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven
- Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)
- Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)
- Section I: Independent Grocer/Dollarama/Mr. Lube
- Section J: Mucho Burrito/Second Cup

- Section K: CIBC
- Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTES - Sections J & L
Total Available Parking Spaces Reduced as Per the Following:
 J: Less 8 spaces for snow
 L: Less 8 spaces for snow
 In section L, almost all of the cars were parked against the building in the No Parking zone.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: SATURDAY

Date: 7 December, 2024

Survey Hours: 0800 - 2000

Section A

# of General Parking Spaces:	8
# of Accessible Spaces:	1
# of Other Parking Spaces:	0
Total Available Parking Spaces:	9

Section B

# of General Parking Spaces:	23
# of Accessible Spaces:	2
# Curb Side Pickup Spaces:	4
Total Available Parking Spaces:	29

Section C

# of General Parking Spaces:	27
# of Accessible Spaces:	2
# of Other Parking Spaces:	0
Total Available Parking Spaces:	29

Section A

Time	# Parked Vehicles				Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	1	0		1	11.1%
0830	0	0		0	0.0%
0900	1	0		1	11.1%
0930	0	0		0	0.0%
1000	1	0		1	11.1%
1030	2	0		2	22.2%
1100	2	0		2	22.2%
1130	5	0		5	55.6%
1200	4	0		4	44.4%
1230	3	0		3	33.3%
1300	4	0		4	44.4%
1330	2	0		2	22.2%
1400	4	0		4	44.4%
1430	2	0		2	22.2%
1500	2	0		2	22.2%
1530	2	0		2	22.2%
1600	2	0		2	22.2%
1630	2	0		2	22.2%
1700	2	0		2	22.2%
1730	3	0		3	33.3%
1800	2	0		2	22.2%
1830	2	0		2	22.2%
1900	0	0		0	0.0%
1930	0	0		0	0.0%
2000	1	0		1	11.1%

Section B

Time	# Parked Vehicles				Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Curb Side Pickup	Total	
0800	0	0	0	0	0.0%
0830	0	0	0	0	0.0%
0900	0	0	0	0	0.0%
0930	0	0	0	0	0.0%
1000	0	0	0	0	0.0%
1030	3	0	0	3	10.3%
1100	5	0	0	5	17.2%
1130	6	0	0	6	20.7%
1200	9	1	0	10	34.5%
1230	8	1	0	9	31.0%
1300	9	1	0	10	34.5%
1330	12	1	0	13	44.8%
1400	9	1	0	10	34.5%
1430	5	1	0	6	20.7%
1500	7	1	0	8	27.6%
1530	11	0	0	11	37.9%
1600	11	0	0	11	37.9%
1630	14	1	0	15	51.7%
1700	18	1	4	23	79.3%
1730	18	2	4	24	82.8%
1800	16	2	1	19	65.5%
1830	16	2	3	21	72.4%
1900	13	0	3	16	55.2%
1930	11	1	1	13	44.8%
2000	9	1	2	12	41.4%

Section C

Time	# Parked Vehicles				Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	1	0		1	3.4%
0830	1	0		1	3.4%
0900	2	0		2	6.9%
0930	6	1		7	24.1%
1000	11	1		12	41.4%
1030	8	0		8	27.6%
1100	7	0		7	24.1%
1130	9	0		9	31.0%
1200	11	0		11	37.9%
1230	5	1		6	20.7%
1300	10	0		10	34.5%
1330	13	0		13	44.8%
1400	11	0		11	37.9%
1430	12	2		14	48.3%
1500	8	1		9	31.0%
1530	5	1		6	20.7%
1600	6	0		6	20.7%
1630	0	0		0	0.0%
1700	0	0		0	0.0%
1730	0	0		0	0.0%
1800	0	0		0	0.0%
1830	1	0		1	3.4%
1900	0	0		0	0.0%
1930	0	0		0	0.0%
2000	0	0		0	0.0%

Section A: Neighbours/PetroCan.

Section B: Swiss Chalet

Section C: Bank of Montreal (BMO)

Section D: McDonald's

Section E: Hakim Optical/Popeye's (DOES NOT include Greenbank Animal Hospital.)

Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven

Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)

Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)

Section I: Independent Grocer/Dollarama/Mr. Lube

Section J: Mucho Burrito/Second Cup

Section K:

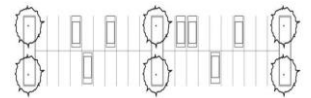
CIBC

Section L:

Rear loading area south side of Plaza - Best Buy to Independent.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: SATURDAY

Date: 7 December, 2024

Survey Hours: 0800 - 2000

Section D

# of General Parking Spaces:	33
# of Accessible Spaces:	2
# Mobile Pickup	4
Total Available Parking Spaces:	39

Section E

# of General Parking Spaces	39
# of Accessible Spaces:	1
# of Other Parking Spaces:	0
Total Available Parking Spaces:	40

Section F

# of General Parking Spaces	170
# of Accessible Spaces:	8
# Mother's	4
Total Available Parking Spaces:	182

Section D

Time	# Parked Vehicles			Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Mobile Pickup	
0800	8	0	0	20.5%
0830	9	1	0	25.6%
0900	20	1	0	53.8%
0930	20	1	2	59.0%
1000	16	1	1	46.2%
1030	18	1	0	48.7%
1100	25	0	0	64.1%
1130	21	0	0	53.8%
1200	16	2	2	51.3%
1230	25	0	2	69.2%
1300	28	1	3	82.1%
1330	30	0	4	87.2%
1400	23	0	0	59.0%
1430	16	0	0	41.0%
1500	13	2	0	38.5%
1530	9	0	0	23.1%
1600	11	1	4	41.0%
1630	18	1	2	53.8%
1700	21	0	2	59.0%
1730	17	0	3	51.3%
1800	26	1	4	79.5%
1830	19	1	2	56.4%
1900	15	1	1	43.6%
1930	13	1	4	46.2%
2000	15	0	2	43.6%

Section E

Time	# Parked Vehicles			Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	
0800	0	0		0.0%
0830	1	0		2.5%
0900	3	0		7.5%
0930	4	0		10.0%
1000	5	0		12.5%
1030	8	0		20.0%
1100	5	0		12.5%
1130	10	0		25.0%
1200	8	0		20.0%
1230	7	0		17.5%
1300	8	0		20.0%
1330	8	0		20.0%
1400	9	0		22.5%
1430	8	0		20.0%
1500	5	0		12.5%
1530	10	0		25.0%
1600	7	0		17.5%
1630	4	0		10.0%
1700	1	0		2.5%
1730	3	0		7.5%
1800	0	0		0.0%
1830	0	0		0.0%
1900	0	0		0.0%
1930	0	0		0.0%
2000	0	0		0.0%

Section F

Time	# Parked Vehicles			Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Mother's Spaces	
0800	2	0	0	1.1%
0830	2	0	0	1.1%
0900	4	0	0	2.2%
0930	5	0	0	2.7%
1000	16	0	0	8.8%
1030	31	0	0	17.0%
1100	40	0	1	22.5%
1130	33	0	2	19.2%
1200	41	2	0	23.6%
1230	53	0	0	29.1%
1300	43	1	1	24.7%
1330	41	1	2	24.2%
1400	30	0	3	18.1%
1430	41	0	3	24.2%
1500	31	1	3	19.2%
1530	32	0	2	18.7%
1600	24	1	1	14.3%
1630	34	0	3	20.3%
1700	30	0	1	17.0%
1730	27	0	1	15.4%
1800	24	0	1	13.7%
1830	25	0	0	13.7%
1900	21	0	0	11.5%
1930	19	0	0	10.4%
2000	13	0	0	7.1%

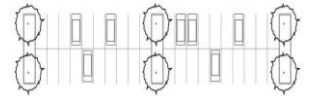
- Section A: Neighbours/PetroCan.
- Section B: Swiss Chalet
- Section C: Bank of Montreal (BMO)
- Section D: McDonald's
- Section E: Hakim Optical/Popeye's (DOES NOT include Greenbank Animal Hospital.)
- Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven
- Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)
- Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)
- Section I: Independent Grocer/Dollarama/Mr. Lube
- Section J: Mucho Burrito/Second Cup

- Section K: CIBC
- Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTE - Section F
2 spaces are use for shopping carts & are not included in the number of general parking spaces available.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: SATURDAY

Date: 7 December, 2024

Survey Hours: 0800 - 2000

Section G

# of General Parking Spaces:	139
# of Accessible Spaces:	
# of Other Parking Spaces:	
Total Available Parking Spaces:	139

Section H

# of General Parking Spaces:	115
# of Accessible Spaces:	4
# of Other Parking Spaces:	
Total Available Parking Spaces:	119

Section I

# of General Parking Spaces:	270
# of Accessible Spaces:	7
# Curb side pick up spaces:	4
Total Available Parking Spaces:	281

Section G

Time	# Parked Vehicles				Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	5			5	3.6%
0830	8			8	5.8%
0900	15			15	10.8%
0930	24			24	17.3%
1000	20			20	14.4%
1030	37			37	26.6%
1100	38			38	27.3%
1130	30			30	21.6%
1200	29			29	20.9%
1230	24			24	17.3%
1300	26			26	18.7%
1330	23			23	16.5%
1400	15			15	10.8%
1430	12			12	8.6%
1500	8			8	5.8%
1530	10			10	7.2%
1600	8			8	5.8%
1630	12			12	8.6%
1700	15			15	10.8%
1730	15			15	10.8%
1800	19			19	13.7%
1830	14			14	10.1%
1900	10			10	7.2%
1930	9			9	6.5%
2000	7			7	5.0%

Section H

Time	# Parked Vehicles				Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	Total	
0800	43	0		43	36.1%
0830	43	0		43	36.1%
0900	73	3		76	63.9%
0930	76	4		80	67.2%
1000	87	3		90	75.6%
1030	97	1		98	82.4%
1100	84	2		86	72.3%
1130	79	3		82	68.9%
1200	79	2		81	68.1%
1230	83	2		85	71.4%
1300	62	2		64	53.8%
1330	53	2		55	46.2%
1400	56	1		57	47.9%
1430	48	0		48	40.3%
1500	40	1		41	34.5%
1530	42	0		42	35.3%
1600	39	0		39	32.8%
1630	59	1		60	50.4%
1700	41	1		42	35.3%
1730	46	2		48	40.3%
1800	47	2		49	41.2%
1830	54	1		55	46.2%
1900	59	2		61	51.3%
1930	67	1		68	57.1%
2000	70	0		70	58.8%

Section I

Time	# Parked Vehicles				Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Curb side pickup	Total	
0800	45	0	0	45	16.0%
0830	56	0	0	56	19.9%
0900	60	0	1	61	21.7%
0930	82	1	1	84	29.9%
1000	111	1	0	112	39.9%
1030	134	2	1	137	48.8%
1100	143	3	0	146	52.0%
1130	148	5	2	155	55.2%
1200	147	4	1	152	54.1%
1230	157	3	0	160	56.9%
1300	184	3	1	188	66.9%
1330	185	5	2	192	68.3%
1400	180	4	1	185	65.8%
1430	188	2	2	192	68.3%
1500	176	4	2	182	64.8%
1530	140	5	1	146	52.0%
1600	130	5	1	136	48.4%
1630	128	2	1	131	46.6%
1700	111	3	2	116	41.3%
1730	82	3	1	86	30.6%
1800	77	1	0	78	27.8%
1830	67	4	1	72	25.6%
1900	51	1	2	54	19.2%
1930	42	0	1	43	15.3%
2000	36	2	0	38	13.5%

- Section A: Neighbours/PetroCan.
- Section B: Swiss Chalet
- Section C: Bank of Montreal (BMO)
- Section D: McDonald's
- Section E: Hakim Optical/Popeye's (**DOES NOT** include Greenbank Animal Hospital)
- Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven
- Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)
- Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)
- Section I: Independent Grocer/Dollarama/Mr. Lube
- Section J: Mucho Burrito/Second Cup

- Section K: CIBC
- Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTES - Sections G, H & I

Total Available Parking Spaces Reduced as Per the Following:

G: Less 4 spaces (3 for snow & 1 for a donated clothing box)

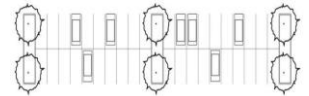
H: Less 3 spaces for snow

I: Less 6 spaces (2 for snow & 4 for shopping carts)

Mr. Lube had long lines of vehicles on roadway waiting for winter tire change.



Parking Lot Survey



Barrhaven Town Centre

Survey Day: SATURDAY

Date: 7 December, 2024

Survey Hours: 0800 - 2000

Section J

# of General Parking Spaces:	41
# of Accessible Spaces:	2
# of Other Parking Spaces:	
Total Available Parking Spaces:	43

Section K

# of General Parking Spaces:	39
# of Accessible Spaces:	2
# of Other Parking Spaces:	
Total Available Parking Spaces:	41

Section L

# of General Parking Spaces:	5
# of Accessible Spaces:	
# Along Bldg - No Parking:	
Total Available Parking Spaces:	5

Section J

Time	# Parked Vehicles			Section 1 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	
0800	8	1		9 20.9%
0830	8	0		8 18.6%
0900	8	0		8 18.6%
0930	15	0		15 34.9%
1000	21	0		21 48.8%
1030	32	0		32 74.4%
1100	27	0		27 62.8%
1130	24	1		25 58.1%
1200	27	0		27 62.8%
1230	26	1		27 62.8%
1300	36	1		37 86.0%
1330	31	0		31 72.1%
1400	26	1		27 62.8%
1430	33	0		33 76.7%
1500	30	0		30 69.8%
1530	26	0		26 60.5%
1600	25	1		26 60.5%
1630	20	0		20 46.5%
1700	16	0		16 37.2%
1730	18	0		18 41.9%
1800	14	1		15 34.9%
1830	9	2		11 25.6%
1900	11	0		11 25.6%
1930	9	0		9 20.9%
2000	6	0		6 14.0%

Section K

Time	# Parked Vehicles			Section 2 Usage by Time Period
	General Parking	Accessible Parking Spaces	Other Parking Spaces	
0800	9	0		9 22.0%
0830	25	0		25 61.0%
0900	26	0		26 63.4%
0930	29	0		29 70.7%
1000	32	0		32 78.0%
1030	38	1		39 95.1%
1100	37	0		37 90.2%
1130	34	1		35 85.4%
1200	34	1		35 85.4%
1230	34	2		36 87.8%
1300	32	2		34 82.9%
1330	34	2		36 87.8%
1400	37	2		39 95.1%
1430	38	1		39 95.1%
1500	33	1		34 82.9%
1530	32	0		32 78.0%
1600	25	0		25 61.0%
1630	24	1		25 61.0%
1700	24	0		24 58.5%
1730	23	0		23 56.1%
1800	25	0		25 61.0%
1830	23	0		23 56.1%
1900	20	0		20 48.8%
1930	21	0		21 51.2%
2000	18	0		18 43.9%

Section L

Time	# Parked Vehicles			Section 3 Usage by Time Period
	General Parking	Accessible Parking Spaces	Along Bldg. No Parking	
0800	0		0	0 0.0%
0830	0		2	2 40.0%
0900	0		3	3 60.0%
0930	0		3	3 60.0%
1000	0		3	3 60.0%
1030	0		3	3 60.0%
1100	0		3	3 60.0%
1130	0		3	3 60.0%
1200	0		3	3 60.0%
1230	0		3	3 60.0%
1300	0		3	3 60.0%
1330	0		3	3 60.0%
1400	0		3	3 60.0%
1430	0		4	4 80.0%
1500	0		4	4 80.0%
1530	0		4	4 80.0%
1600	0		5	5 100.0%
1630	0		5	5 100.0%
1700	0		4	4 80.0%
1730	0		4	4 80.0%
1800	0		5	5 100.0%
1830	0		5	5 100.0%
1900	0		5	5 100.0%
1930	0		5	5 100.0%
2000	0		5	5 100.0%

Section A: Neighbours/PetroCan.

Section B: Swiss Chalet

Section C: Bank of Montreal (BMO)

Section D: McDonald's

Section E: Hakim Optical/Popeye's (DOES NOT include Greenbank Animal Hospi

Section F: Best Buy/Broadway Bar & Grill/Boomerang Kids Barrhaven

Section G: Barrhaven Dental/Asian Dragon/Work Authority (N)

Section H: Barrhaven Dental/Asian Dragon/Work Authority (S)

Section I: Independent Grocer/Dollarama/Mr. Lube

Section J: Mucho Burrito/Second Cup

Section K: CIBC

Section L: Rear loading area south side of Plaza - Best Buy to Independent.

NOTES - Sections J & L

Total Available Parking Spaces Reduced as Per the Following:

J: Less 4 spaces for snow

L: Less 8 spaces for snow

In section L, cars were parked against the building in the No Parking zone.

Noah Emerson
NADG
March 11, 2026

Appendix C

TDM Supportive Infrastructure Checklist

TDM-Supportive Development Design and Infrastructure Checklist: Non-Residential Developments (office, institutional, retail or industrial)

Legend	
REQUIRED	The Official Plan or Zoning By-law provides related guidance that must be followed
BASIC	The measure is generally feasible and effective, and in most cases would benefit the development and its users
BETTER	The measure could maximize support for users of sustainable modes, and optimize development performance

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
1. WALKING & CYCLING: ROUTES		
1.1 Building location & access points		
BASIC	1.1.1 Locate building close to the street, and do not locate parking areas between the street and building entrances	<input type="checkbox"/>
BASIC	1.1.2 Locate building entrances in order to minimize walking distances to sidewalks and transit stops/stations	<input type="checkbox"/>
BASIC	1.1.3 Locate building doors and windows to ensure visibility of pedestrians from the building, for their security and comfort	<input type="checkbox"/>
1.2 Facilities for walking & cycling		
REQUIRED	1.2.1 Provide convenient, direct access to stations or major stops along rapid transit routes within 600 metres; minimize walking distances from buildings to rapid transit; provide pedestrian-friendly, weather-protected (where possible) environment between rapid transit accesses and building entrances; ensure quality linkages from sidewalks through building entrances to integrated stops/stations (see <i>Official Plan policy 4.3.3</i>)	<input type="checkbox"/>
REQUIRED	1.2.2 Provide safe, direct and attractive pedestrian access from public sidewalks to building entrances through such measures as: reducing distances between public sidewalks and major building entrances; providing walkways from public streets to major building entrances; within a site, providing walkways along the front of adjoining buildings, between adjacent buildings, and connecting areas where people may congregate, such as courtyards and transit stops; and providing weather protection through canopies, colonnades, and other design elements wherever possible (see <i>Official Plan policy 4.3.12</i>)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
REQUIRED	1.2.3 Provide sidewalks of smooth, well-drained walking surfaces of contrasting materials or treatments to differentiate pedestrian areas from vehicle areas, and provide marked pedestrian crosswalks at intersection sidewalks (<i>see Official Plan policy 4.3.10</i>)	<input type="checkbox"/>
REQUIRED	1.2.4 Make sidewalks and open space areas easily accessible through features such as gradual grade transition, depressed curbs at street corners and convenient access to extra-wide parking spaces and ramps (<i>see Official Plan policy 4.3.10</i>)	<input type="checkbox"/>
REQUIRED	1.2.5 Include adequately spaced inter-block/street cycling and pedestrian connections to facilitate travel by active transportation. Provide links to the existing or planned network of public sidewalks, multi-use pathways and on-road cycle routes. Where public sidewalks and multi-use pathways intersect with roads, consider providing traffic control devices to give priority to cyclists and pedestrians (<i>see Official Plan policy 4.3.11</i>)	<input type="checkbox"/>
BASIC	1.2.6 Provide safe, direct and attractive walking routes from building entrances to nearby transit stops	<input type="checkbox"/>
BASIC	1.2.7 Ensure that walking routes to transit stops are secure, visible, lighted, shaded and wind-protected wherever possible	<input type="checkbox"/>
BASIC	1.2.8 Design roads used for access or circulation by cyclists using a target operating speed of no more than 30 km/h, or provide a separated cycling facility	<input type="checkbox"/>
1.3 Amenities for walking & cycling		
BASIC	1.3.1 Provide lighting, landscaping and benches along walking and cycling routes between building entrances and streets, sidewalks and trails	<input type="checkbox"/>
BASIC	1.3.2 Provide wayfinding signage for site access (where required, e.g. when multiple buildings or entrances exist) and egress (where warranted, such as when directions to reach transit stops/stations, trails or other common destinations are not obvious)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
2. WALKING & CYCLING: END-OF-TRIP FACILITIES		
2.1 Bicycle parking		
REQUIRED	2.1.1 Provide bicycle parking in highly visible and lighted areas, sheltered from the weather wherever possible (see <i>Official Plan policy 4.3.6</i>)	<input type="checkbox"/>
REQUIRED	2.1.2 Provide the number of bicycle parking spaces specified for various land uses in different parts of Ottawa; provide convenient access to main entrances or well-used areas (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
REQUIRED	2.1.3 Ensure that bicycle parking spaces and access aisles meet minimum dimensions; that no more than 50% of spaces are vertical spaces; and that parking racks are securely anchored (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
BASIC	2.1.4 Provide bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met), plus the expected peak number of customer/visitor cyclists	<input type="checkbox"/>
BETTER	2.1.5 Provide bicycle parking spaces equivalent to the expected number of commuter and customer/visitor cyclists, plus an additional buffer (e.g. 25 percent extra) to encourage other cyclists and ensure adequate capacity in peak cycling season	<input type="checkbox"/>
2.2 Secure bicycle parking		
REQUIRED	2.2.1 Where more than 50 bicycle parking spaces are provided for a single office building, locate at least 25% of spaces within a building/structure, a secure area (e.g. supervised parking lot or enclosure) or bicycle lockers (see <i>Zoning By-law Section 111</i>)	<input type="checkbox"/>
BETTER	2.2.2 Provide secure bicycle parking spaces equivalent to the expected number of commuter cyclists (assuming the cycling mode share target is met)	<input type="checkbox"/>
2.3 Shower & change facilities		
BASIC	2.3.1 Provide shower and change facilities for the use of active commuters	<input type="checkbox"/>
BETTER	2.3.2 In addition to shower and change facilities, provide dedicated lockers, grooming stations, drying racks and laundry facilities for the use of active commuters	<input type="checkbox"/>
2.4 Bicycle repair station		
BETTER	2.4.1 Provide a permanent bike repair station, with commonly used tools and an air pump, adjacent to the main bicycle parking area (or secure bicycle parking area, if provided)	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
3. TRANSIT		
3.1 Customer amenities		
BASIC	3.1.1 Provide shelters, lighting and benches at any on-site transit stops	<input type="checkbox"/>
BASIC	3.1.2 Where the site abuts an off-site transit stop and insufficient space exists for a transit shelter in the public right-of-way, protect land for a shelter and/or install a shelter	<input type="checkbox"/>
BETTER	3.1.3 Provide a secure and comfortable interior waiting area by integrating any on-site transit stops into the building	<input type="checkbox"/>
4. RIDESHARING		
4.1 Pick-up & drop-off facilities		
BASIC	4.1.1 Provide a designated area for carpool drivers (plus taxis and ride-hailing services) to drop off or pick up passengers without using fire lanes or other no-stopping zones	<input type="checkbox"/>
4.2 Carpool parking		
BASIC	4.2.1 Provide signed parking spaces for carpools in a priority location close to a major building entrance, sufficient in number to accommodate the mode share target for carpools	<input type="checkbox"/>
BETTER	4.2.2 At large developments, provide spaces for carpools in a separate, access-controlled parking area to simplify enforcement	<input type="checkbox"/>
5. CARSHARING & BIKESHARING		
5.1 Carshare parking spaces		
BETTER	5.1.1 Provide carshare parking spaces in permitted non-residential zones, occupying either required or provided parking spaces (<i>see Zoning By-law Section 94</i>)	<input type="checkbox"/>
5.2 Bikeshare station location		
BETTER	5.2.1 Provide a designated bikeshare station area near a major building entrance, preferably lighted and sheltered with a direct walkway connection	<input type="checkbox"/>

TDM-supportive design & infrastructure measures: <i>Non-residential developments</i>		Check if completed & add descriptions, explanations or plan/drawing references
6. PARKING		
6.1 Number of parking spaces		
REQUIRED	6.1.1 Do not provide more parking than permitted by zoning, nor less than required by zoning, unless a variance is being applied for	<input type="checkbox"/>
BASIC	6.1.2 Provide parking for long-term and short-term users that is consistent with mode share targets, considering the potential for visitors to use off-site public parking	<input type="checkbox"/>
BASIC	6.1.3 Where a site features more than one use, provide shared parking and reduce the cumulative number of parking spaces accordingly (<i>see Zoning By-law Section 104</i>)	<input type="checkbox"/>
BETTER	6.1.4 Reduce the minimum number of parking spaces required by zoning by one space for each 13 square metres of gross floor area provided as shower rooms, change rooms, locker rooms and other facilities for cyclists in conjunction with bicycle parking (<i>see Zoning By-law Section 111</i>)	<input type="checkbox"/>
6.2 Separate long-term & short-term parking areas		
BETTER	6.2.1 Separate short-term and long-term parking areas using signage or physical barriers, to permit access controls and simplify enforcement (i.e. to discourage employees from parking in visitor spaces, and vice versa)	<input type="checkbox"/>
7. OTHER		
7.1 On-site amenities to minimize off-site trips		
BETTER	7.1.1 Provide on-site amenities to minimize mid-day or mid-commute errands	<input type="checkbox"/>