

Technical Memorandum

To: Wally Dubyk
Copy: Jennifer Murray
From: André Sponder/Christopher Gordon, P.Eng.

Date: 7 September 2017
Project: 908157-03000

**Re: Southminster Church – 1040 Bank Street
Residential Development – Parking Review**

1. INTRODUCTION

A portion of the lands of the existing Southminster Church, located at 1040 Bank Street are proposed to be redeveloped as a 14-unit condominium building and 4 townhomes including 37 proposed residential parking spaces. The portion of the site that is planned to be redeveloped is located at the west end of the site along Galt Street, north of Aylmer Avenue. The existing 17 perpendicular private parking spaces on Galt Street will be removed and are proposed to be replaced with 7 on-street parallel public parking spaces. The intent of this Tech Memo is to provide details regarding planned parking for the site and to address the comments and questions regarding parking received from the City of Ottawa on July 31, 2017.

2. EXISTING AND PROPOSED PARKING

2.1. ON-SITE

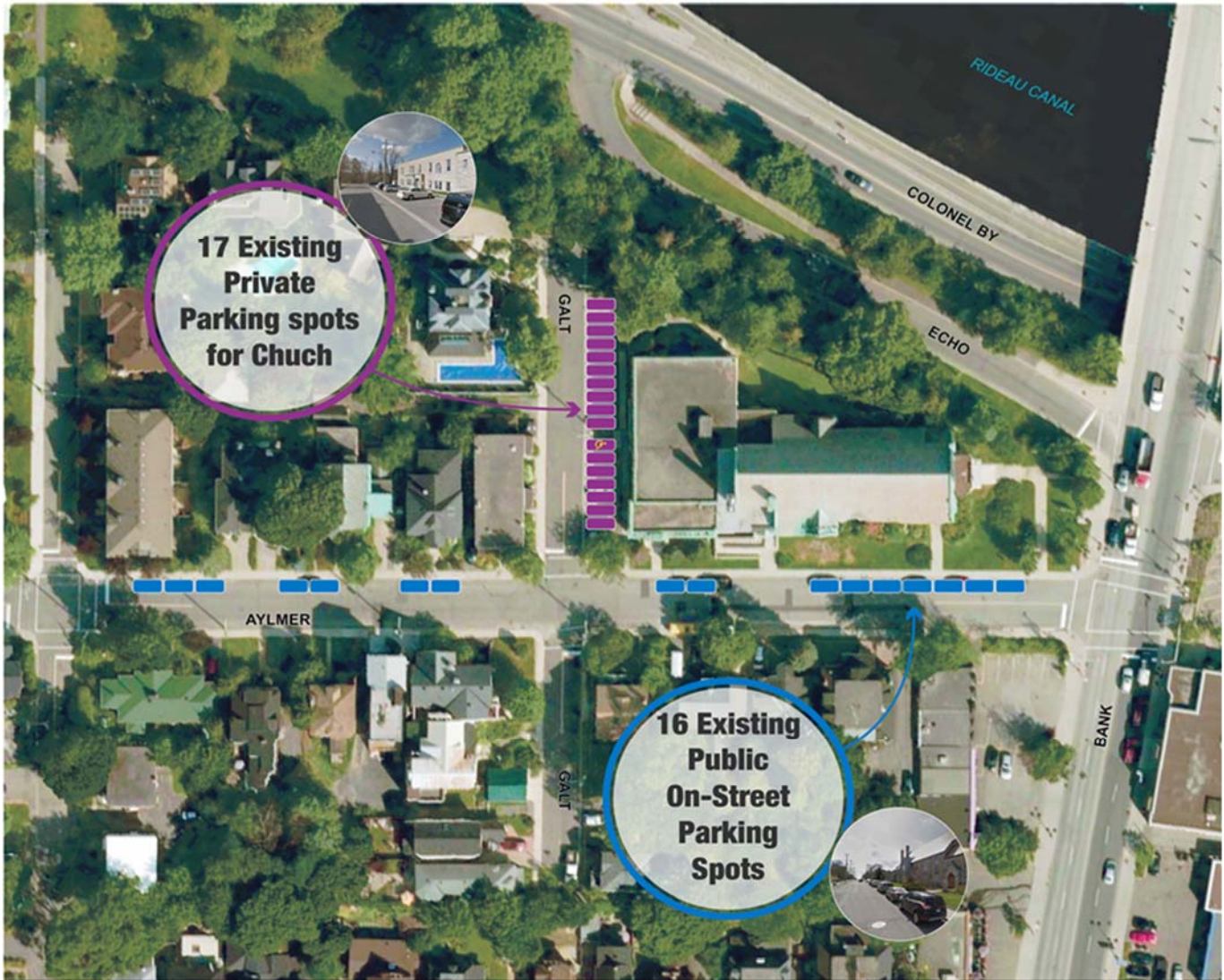
A total of 33 underground vehicle parking spaces are proposed to serve the condominium building and 4 individual garages are proposed at each of the townhouses. One visitor parking spaces is required and is included in the underground parking garage. This amount of parking significantly exceeds the City's Zoning By-Law minimum requirement for the proposed residential development. As such, the impact to on-street parking within the vicinity of the site will be minimized given the amount of residential parking proposed on-site.

2.2. ON-STREET

2.2.1. EXISTING CONDITION

The existing church site currently includes 17 perpendicular parking spaces along the western boundary of the site on private property. These parking spaces are located partially on the subject property and partially on the City's right-of-way (ROW). Four of these parking spaces are currently reserved for staff. The remaining spaces are for private parking for users of the church facility. In addition, we are advised that the church has a grandparented parking rate to permit zero parking spaces for the development. The existing on-site (private) and on-street (public) parking conditions within the vicinity of the site are illustrated in Figure 1.

Figure 1: Existing On-Site and On-Street Parking



2.2.2. PROPOSED CONDITION

Based on the proposed Site Plan (included as Attachment #1), the 17 perpendicular private parking spaces are proposed to be replaced with 7 parallel on-street public parking spaces. This results in a net gain of 7 on-street public parking spaces. The 7 proposed parallel parking spaces are planned to be located on the City's ROW, as shown in Figure 2. The condominium building is proposing 32 underground residential parking spaces, 1 underground visitor parking space and 4 garage parking for the townhomes. This amount of parking is in excess of the minimum required by the City's By-Law, thereby minimizing the impact to on-street parking related to the residential land use.

The developer is currently exploring the opportunity of extending the drop-off/pick-up zone in front of the church on Aylmer Avenue towards Bank Street. This will increase the space available for short-term/temporary parking (15 mins.) for members of the church.

The impact on private parking spaces for the church/community uses is a net loss of four staff parking spaces and 13 parking spaces for members of the church congregations and members of the public using the church building.

Figure 2: Proposed On-Site and On-Street Parking – Net Gain of 7 Public On-Street Parking



3. COMMENTS RECEIVED

City comments were received July 31, 2017 in response to the Zoning By-Law Amendment Application. The responses to comments related to parking are included herein:

Comment 12: Please provide a parking study prepared by a qualified professional assessing supply and demand for on-street parking within the surrounding neighbourhood (approximately 400 metres).

Response 12: Based on a preliminary assessment of the area, within a 450 m walking distance from the site, there are approximately 121 existing on-street parking spaces. This is outlined in Table 1 below. The 17 private parking spaces on the subject site are not included in this count.

The planned increase in on-street parking is 7 spaces along Galt Street, for a total of 128 public on-street parking spaces within the vicinity of the church. Assuming church staff/members will use the proposed 7 on-street parking spaces along Galt Street, the increase demand for on-street parking in the neighborhood would be 10 additional vehicles or less (i.e. 7 planned public parking spaces to be added - 17 private parking spaces to be removed = -10 net difference of vehicle parking in the area).

A parking study showing occupancy of on-street parking spaces will likely not provide any additional information and the future operations of parking for church and other events at the subject site will be similar to the existing condition, as there is an increase parking demand of 10 vehicles (or less).

Table 1: On-Street Parking within 450 m Walking Distance to Site

Roadway	Parking Provided	Approximate Number of On-Street Parking Spaces	
		Existing	Proposed
Aylmer Avenue	North Side – 2 to 3 Hours	50	No change
Galt Street	No parking	0	7
Barton Street	East Side – 3 Hours	7	No change
Grosvenor Avenue	West Side – 3 Hours	6	No change
Rosedale Avenue	West Side – 3 Hours	13	No change
Leonard Avenue	East Side – 3 Hours	17	No change
Woodbine Place	North Side – 3 Hours	4	No change
Euclid Avenue	North Side – 3 Hours	12	No change
Sunnyside Avenue	South Side – 3 Hours*	12	No change
Total Existing On-Street Parking		~121	~128
*Does not include school zone or 5 min parking zones			

Comment 13: Please also provide a plan showing the proposed on-street parking configuration spaces along Galt Street and Aylmer Avenue.

Response 13: Please see Figure 2. A more detailed plan can be provided during the Site Plan Application stage and an RMA will be submitted if/when required. The estimated 7 parking spaces take into account the location of the proposed site driveway, the appropriate offset between parking and Aylmer Avenue, and the location of the MUP and fire hydrant at the north end of Galt Street. We are advised that the width required to implement on-street parking along a City roadway is 6 m of asphalt (minimum), which is currently provided along Galt Street.

4. DISCUSSION

The proposed development is located within the Traditional Mainstreet (Bank Street), which is designed to promote active modes and transit, further reducing the reliance on private automobiles. The church is part of the Traditional Mainstreet and in close proximity to the east-west Multi-Use Pathways (MUPs) along the Rideau Canal. Reducing the amount of parking available and providing good pedestrian, cyclist and transit connections, promotes these modes while reducing the use of private automobiles.

During the typical week/weekend, the net increased vehicle parking demand of 10 vehicle parking spaces (or less) will have minimal impact on the total 128 on-street parking within 450 m of the site. If/when larger events are hosted at the subject location, walking, cycling and travelling via transit should be encouraged by providing appropriate active mode connections to/from the site and sufficient bicycle parking. The amount of vehicle parking on-street within the neighbourhood will be similar to the existing condition during these types of events. In addition, for larger events, opportunities to pay for parking at public parking lots exist, such as Lansdowne Park/TD Place, located approximately 600m to the north (approximately 7 to 10 mins.). Finally, we are advised that the church is currently in discussions with private landowners in the area for parking opportunities.



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