

January 16th, 2018

Greatwise Developments
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Toronto, Ontario, Canada
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**Re: Norberry Crescent – Additional Parking Survey
Ottawa, Ontario**

Subsequent to the submission of the Transportation Impact Study (September 2017) and the public meeting (Nov. 9th, 2017), the City of Ottawa requested that additional parking survey be undertaken for the Norberry Crescent development. It should be acknowledged that in September 2016:

- a single on-site parking survey was undertaken during evening hours; and
- a two-day on-street (a weekday and a weekend day) parking survey was undertaken during evening hours.

Communication with City of Ottawa staff (e-mail: Dec. 1st, 2017) indicated that an additional two-day survey would suffice to provide a better understanding of the existing parking demand for Norberry Crescent. Similar to the original parking survey (undertaken September 2016), the additional scope of parking survey includes:

- An on-site parking utilization survey during the late evening hours (7:00 to-11:00 pm - observations will be taken at 7pm, 8pm, 9pm, 10pm and 11:00 pm) on December 5th and 6th, 2017; and
- An on-street parking utilization survey during the same hours noted above. The on-street parking survey focused on Norberry Crescent and Springfield Drive (i.e. the roads surrounding the site).

1.0 EXISTING PARKING SITUATION

Exhibit 1 illustrates the on-site and on-street parking areas that were surveyed for the Norberry Crescent development. Table 1 depicts the current parking supply (759 stalls) for each area of the Norberry site.

- The on-site parking supply includes 741 tenant stalls and 18 visitor stalls for a total of 759 stalls;
- The vacancy rate (reported by the Property Manager at the time of the surveys as of December 11th, 2017) was determined to be 1.8% (or 14 units); and
- The on-street parking supply includes 67 spaces surrounding the Norberry development.



Exhibit 1: On-Site and On-Street Parking Supply

2.0 EXISTING PARKING DEMAND

2.1 ON-SITE PARKING: WEEKDAY (December 5th and 6th, 2017) SURVEY

The results indicated that for:

Tenant Parking:

- The maximum number of tenant parking stalls occupied during the parking survey was found to occur at 11pm, where 452 tenant stalls were occupied for each December 5th and 6th, 2017.
- Given that there are 761 units in the existing development, the occupied tenant parking ratio per-unit was determined to be 0.61 stalls-per-unit (assuming a vacancy rate of 1.8 %).

Visitor Parking:

- **December 5th, 2017:** The maximum number of visitor parking stalls occupied during the survey occurred at 9pm, where 17 visitor stalls out of the available 18 visitor stalls were occupied. This translates to a visitor utilization rate of 0.94 stalls occupied-per-available visitor stall.
- **December 6th, 2017:** The maximum number of visitor parking stalls occupied during this survey date occurred at 10pm, where 15 visitor stalls out of the available 18 visitor stalls were occupied. This translates to a visitor utilization rate of 0.83 stalls occupied-per-available visitor stall.

Conclusion: The two-day December 2017 parking survey results in slightly higher existing tenant parking ratio of 0.61 stalls-per-unit (452 occupied stalls) compared to the September 2016 parking survey, which was 0.58 stalls-per-unit (430 occupied stalls). In short:

- The December 2017 on-site parking survey substantiates the previous September 2016 parking survey results in that parking spaces are currently under-utilized at the Norberry Crescent.

2.2 ON-STREET PARKING - WEEKDAY (December 5th and 6th, 2017) SURVEY

An on-street parking survey was also undertaken on the surrounding roadways (Norberry Crescent and Springland Drive) to get an appreciation of the existing on-street parking conditions. The parking survey was undertaken on a weekday (December 5th and 6th, 2017 between 7pm-to-11pm) to confirm the current usage of the on-street parking (In total 10 observations were made during both survey dates). The on-street parking survey results indicate that the maximum number of cars parked on-street during:

- **December 5th, 2017** where 42 stalls out of 67 estimated available on-street spaces. This translates to on-street parking utilization of 63% on the surrounding roads.
- **December 6th, 2017** where 44 stalls out of 67 estimated available on-street spaces. This translates to on-street utilization of 66%.

Conclusion: The December 2017 on-street parking survey substantiates the previous September 2016 on-street parking survey [September 2016 two-day on-street parking survey indicated a maximum 43 spaces out of 67 were occupied compared to the December 2017 two-day parking survey where a maximum 44 out of 67 spaces were occupied during the survey times].

3.0 ANTICIPATED FUTURE PARKING DEMAND

Assuming a worst-case parking survey results, only 452 stalls of the total 741 tenant stalls were found to be occupied at the “busiest” time of the survey, which results in a rate of 0.61 occupied stalls-per-unit. In short, the parking survey determined that at the “busiest” time a total of 289 tenant stalls (741 less 452) were unoccupied. The table below summarizes these findings.

Table 3: Existing Parking Demand

Units	761	Max. No. of Occupied Stalls during worst-case Survey	No. of Unoccupied Available Parking Stalls
Tenant Parking Stalls	741	452	289
Visitor Parking Stalls	18	17	1
Total Parking Stalls	759	469	290

If we assume the existing demand would apply (0.61 stalls-per-unit) to the existing 761 units in the towers and the proposed 0.71 rate for the new 225 units (please keep in mind that there is no rationale as to why the new units would generate a higher value since there are both rentals on the same site); the following demands are anticipated:

Table 4: Anticipated Future Parking Demand

Units	986	Max. No. of Occupied Stalls			No. of Estimated Unoccupied Available Parking Stalls
		Existing Units = 761 Existing Parking Demand 0.61 / unit	Proposed New Units = 225 Provided Parking Demand 0.71	Total Units = 986	
Tenant Parking Stalls	702	Anticipated Demand 452	Anticipated Demand 160	Anticipated Demand 612	90
Visitor Parking Stalls	50 (18 existing + 32 NEW stalls)	17	32*	49	1
Total Parking Stalls	752	469	192	661	91

*Assumes worst-case scenario that all visitor parking spaces would be occupied.

If the demand for parking associated with the existing towers remains the same and a higher rate is assumed for the new buildings, the analysis shows that there would be 91 spare stalls on site and no spill-over onto public streets is anticipated.

In terms of visitor parking:

- 18 existing visitor stalls are grandfathered;
- the proposed 225 units under the City of Ottawa By-law requires 0.2 visitor parking stalls per unit, which translates to 45 new visitor stalls;
- the new site plan provides for an additional 32 visitor parking stalls over and above the existing (grandfathered) 18 visitor parking stalls.
- the new units are short by 13 stalls (45 minus 32);

- The on-street parking survey indicated that on average 23 on-street stalls surrounding the Norberry Crescent development were available at all time. Any excess visitors (13 stall required) can be provided with the available on-street parking supply.

4.0 CONCLUSIONS

- ***On-Site Existing Tenant Parking Demand:*** The December 2017 survey results in slightly higher existing tenant parking ratio of 0.61 stalls-per-unit (452 occupied stalls) compared to the September 2016 parking survey, which was 0.58 stalls-per-unit (430 occupied stalls). Hence, the December 2017 substantiates the previous September 2016 parking survey results in that parking spaces are currently under-utilized at the Norberry Crescent.
- ***On-Street Existing Parking Demand:*** The on-street parking survey indicated that on average 23 on-street stalls surrounding the Norberry Crescent development were available at all time. Therefore, the December 2017 on-street parking survey substantiates the previous September 2016 on-street parking survey.
- ***Future Parking Demand:*** The following conclusions were determined:
 - ***Tenant Parking Demand:*** Assuming the demand for parking associated with the existing towers remains the same and a higher rate is assumed for the new buildings, the analysis shows that there would be 91 spare stalls on site.
 - ***Visitor Parking Demand:*** The on-street parking survey indicated that on average 23 on-street stalls surrounding the Norberry Crescent development were available at all time. Any excess visitors (13 stall required) can be accommodated by the available on-street parking supply.

Yours truly,

Arman Matti

Arman Matti, P.Eng.
Transportation Engineer
Castleglenn Consultants Inc.



Attachment A

Communication with the City of Ottawa Scope of Work

Arman Matti

From: Dubyk, Wally <Wally.Dubyk@ottawa.ca>
Sent: December-01-17 8:25 AM
To: Arman Matti
Cc: Gervais, Melanie; 'lloyd@lloydphillips.com'; Arthur Gordon; Natan Ary <natan@greatwise.ca> (natan@greatwise.ca); Zaf Kelekvan
Subject: RE: Norberry Crescent - Additional Parking Survey

Arman,

I concur with your work program.

A two day count provides a better scope of the parking situation.

Thank you,

Wally Dubyk
Project Manager - Transportation Approvals
Development Review, Central & South Branches
613-580-2424 x13783

From: Arman Matti [mailto:amatti@castleglenn.ca]
Sent: Thursday, November 30, 2017 3:52 PM
To: Dubyk, Wally
Cc: Gervais, Melanie ; 'lloyd@lloydphillips.com' ; Arthur Gordon ; Natan Ary (natan@greatwise.ca) ; Zaf Kelekvan
Subject: Norberry Crescent - Additional Parking Survey

Wally

Subsequent to the submission of the traffic study and the public meeting (Nov 9th, 2017), the City replied with 1st review comments in regards to Norberry Crescent Development.

One of the comments indicated that the parking survey should be expanded by number of days.

Please appreciate that a parking survey was already undertaken last September subsequent to scope approval by the City, which observed on-site and on-street parking demand.

Although we disagree with the comments provided to us (letter dated Nov.24th, 2017), we are proposing to undertake another 2 weekday parking survey to answer the City and community concern.

We wanted to run by you the work program for the additional parking survey to make sure the City is comfortable with what we are proposing.

The work program would be identical to the previous approved scope of work, which would include the following activities.

- An on-site parking utilization survey will be undertaken during the late evening hours (8:00 to-11:00 pm - observations will be taken at 8pm, 9pm, 10pm and 11:00 pm) on two weeknights (excluding Friday) when most residents are home to confirm the current demand for on-site tenant and visitors;
- An on-street parking utilization survey will be undertaken during the evening hours (7:00 to-10:00 pm observations will be taken at 7pm, 8pm, 9pm, 10pm) on two weeknight (excluding Friday) to confirm the current demand for on-street parking. The on-street parking survey will focus on Norberry Crescent and

Springfield Drive...i.e. the roads surrounding the site [see attached exhibit illustrating the study area (red boundary area) for on-street parking survey]; and

- The available residual supply of parking will be confirmed.

Please appreciate that we do plan to undertake the additional 2 day survey next week (potentially on Dec. 5th and 6th); your prompt feedback is appreciated.

Please let us know if you concur with the above work program?

Arman Matti, P.Eng., MPM

Transportation Engineer

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