

March 24, 2020

City of Ottawa
Planning and Growth Management Department
110 Laurier Ave. W., 4th Floor,
Ottawa, Ontario K1P 1J1

Attention: Mr. Wally Dubyk
Project Manager, Infrastructure Approvals

Dear Mr. Dubyk:

Reference: 114 Isabella Street
Parking Review
Our File No. 119100

1.0 INTRODUCTION

This parking review letter has been prepared in support of Minor Rezoning and Site Plan Control applications for 114 Isabella Street. The subject property is currently vacant, with a gravel parking area for 5-6 vehicles and one driveway.

The subject site is surrounded by the following:

- Isabella Street and Highway 417 to the north;
- Residential properties and Pretoria Avenue to the south;
- An apartment building, a retirement residence, and Metcalfe Street to the east; and
- A pizzeria, auto body shop, and O'Connor Street to the west.

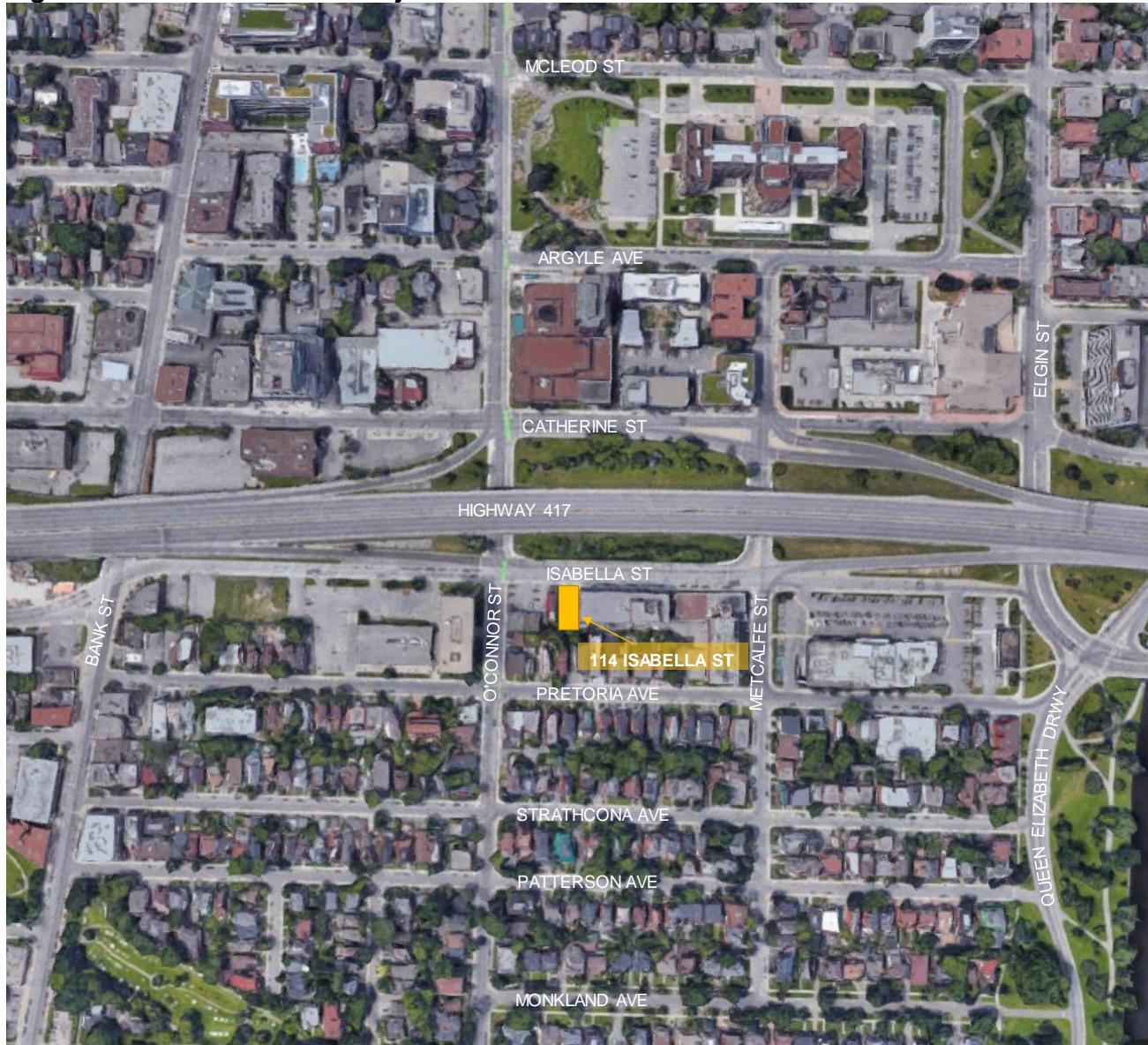
An aerial view of the subject site is provided in **Figure 1**.

2.0 PROPOSED DEVELOPMENT

The proposed development consists of a seven-storey building with nineteen residential units and one 3m² (35ft²) commercial unit at grade. No new driveway is proposed. The concept currently does not include any vehicle parking, however bicycle parking will be accommodated on-site.

A copy of the proposed site plan is included in **Appendix A**.

Figure 1: Aerial View of the Subject Site



3.0 PARKING REQUIREMENTS

The subject site is located in Area X on Schedule 1A of the City of Ottawa's Zoning By-Law (ZBL). Vehicular and bicycle parking rates for the proposed uses are identified in the ZBL and are summarized in **Table 1**.

Table 1: Parking Requirements

Land Use	Minimum Rate	Units/GFA	Required	Proposed
<i>Vehicle Parking</i>				
Dwelling, Mid-Rise Apartment	0.5 per dwelling unit ¹ 0.1 visitor space per dwelling unit ²	19 units	4 resident 1 visitor	0
Commercial Unit	5 per 100 square metres of GFA ³	35 square feet (3 square metres)	0	0
<i>Bicycle Parking</i>				
Apartment Building	0.5 per dwelling unit	19 units	10	20
Commercial Unit	1 per 250 square metres of GFA	35 square feet (3 square metres)	0	0

1: within Area X, for a residential building, no off-street motor vehicle parking is required to be provided for the first twelve residential units

2: within Area X, no visitor parking spaces are required for the first twelve dwelling units on a lot

3: within Area X, where a non-residential use is located partly or entirely on the ground floor and has a gross floor area of 200 square metres or less, no off-street motor vehicle parking is required to be provided.

Based on the foregoing, the proposed development will not meet the minimum parking requirement of the ZBL. A parking shortfall of 5 vehicular spaces is proposed. A total of twenty bicycle parking spaces will be accommodated on site and will exceed the requirements of the ZBL.

4.0 PARKING SUPPLY

4.1 On-Street

A review of the available street parking within the immediate vicinity (within a 400m walking distance) of the subject site was conducted. The parking study area is shown in **Figure 2**.

The supply of legal parking spaces was determined in accordance with criteria supplied by the City of Ottawa's Traffic and Parking By-law No. 2017-301, with the following regulations being employed:

Parking Space Size:

Parking Space 5.5 metres (length)

Distance From:

Fire Hydrant	3.0 metres
Private Driveway	1.5 metres
Intersection	9.0 metres
Bus Stop (approaching)	34.0 metres
Bus Stop (departing)	18.0 metres

With the above defined guidelines, a quantification of the existing on-street supply with the vicinity of the subject site was made. The results are shown in **Table 2**.

Figure 2: Parking Study Area



Table 2: Existing On-Street Parking Supply

Segment	Parking Restrictions	Legal Spaces
Isabella Street, south side (O'Connor Street to Metcalfe Street)	1-hour parking, 9:00 AM – 3:30 PM	12
O'Connor Street, west side (Isabella Street to Pretoria Avenue)	2-hour parking, 8:00 AM – 5:30 PM, Monday to Friday	5
O'Connor Street, east side (Pretoria Avenue to Strathcona Avenue)	1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	4
O'Connor Street, east side (Patterson Avenue to Monkland Avenue)	1-hour parking, 7:00 AM – 7:00 PM	7
O'Connor Street, west side (Argyle Avenue to McLeod Street)	2-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (paid parking)	12
Metcalfe Street, east side (Pretoria Avenue to Strathcona Avenue)	1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	5
Metcalfe Street, east side (Strathcona Avenue to Monkland Avenue)	1-hour parking, 7:00 AM – 7:00 PM	6
Metcalfe Avenue, west side (Pretoria Avenue to Monkland Avenue)	April 1 to November 30: 1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted) December 1 to March 31: no parking	14
Pretoria Avenue, south side (Metcalfe Street to Queen Elizabeth Driveway)	1-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (permit holders exempted)	12
Pretoria Avenue, south side (Metcalfe Street to O'Connor Street)	1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	12
Pretoria Avenue, south side (30m east of Bank Street to 60m west of O'Connor Street)	2-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	17
Pretoria Avenue, south side (Bank Street to 30m east of Bank Street)	2-hour angle parking, 7:00 AM – 7:00 PM (paid parking)	4
Bank Street, east side (Pretoria Avenue to Strathcona Avenue)	2-hour parking (paid parking) Monday to Friday: 9:00 AM – 5:30 PM Saturday and Sunday: 8:00 AM – 5:30 PM	9
Strathcona Avenue, north side (Bank Street to 40m east of Bank Street)	2-hour parking, 7:00 AM – 7:00 PM (paid parking)	4
Strathcona Avenue, north side (40m east of Bank Street to O'Connor Street)	1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	17
Strathcona Avenue, north side (O'Connor Street to Queen Elizabeth Driveway)	1-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (permit holders exempted)	25
Patterson Avenue, north side (Allan Place to O'Connor Street)	1-hour parking, 7:00 AM – 7:00 PM (permit holders exempted)	26
Patterson Avenue, south side (Allan Place to O'Connor Street)	No parking between 7:00 AM – 7:00 PM	5
Patterson Avenue, south side (O'Connor Street to Metcalfe Street)	1-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (permit holders exempted)	11

Segment	Parking Restrictions	Legal Spaces
Patterson Avenue, south side (Metcalf Street to Queen Elizabeth Driveway)	3-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (permit holders exempted)	8
Monkland Avenue, south side (O'Connor Street to Metcalfe Street)	No restrictions	19
Catherine Street, north side (Metcalf Street to 70m east of Metcalfe Street)	1-hour parking, 8:00 AM – 3:30 PM, Monday to Friday (paid parking)	9
Argyle Avenue, north side (Bank Street to O'Connor Street)	2-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (paid parking)	16
Argyle Avenue, north side (O'Connor Street to Metcalfe Street)	2-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (paid parking)	20
Argyle Avenue, south side (75m east of O'Connor Street to Metcalfe Street)	2-hour parking, 7:00 AM – 7:00 PM, Monday to Friday (paid parking)	5
Argyle Avenue, south side (Metcalf Street to Metcalfe Street)	2-hour parking, 9:00 AM – 3:30 PM, Monday to Friday (paid parking)	6
Total On-Street Parking (within 400m of the subject site)		290

Based on the foregoing, there are a total of 290 on-street parking spaces available within a five minute (400m) walk of the site, including 150 spaces within a residential parking permit zone. Residential parking permit zones allow eligible residents and their out-of-town visitors to park for periods in excess of the otherwise stipulated parking period for their street(s) and exempts them from overnight parking bans during the winter months, subject to some limitations and conditions.

The Chamberlain Avenue, Catherine Street and Isabella Street Functional Design Study is currently underway. Some on-street parking may be affected by this functional design; however, the changes are not anticipated to significantly impact the on-street parking supply within the study area. Highlights of the draft design within the study area include the removal of one vehicle lane on Isabella Street east of Metcalfe Street, cycling connections between the Rideau Canal and the O'Connor Street Bikeway, and wider sidewalks where feasible.

Portions of the study area overlap with study area for the Glebe Local Area Parking Study (February 2013) and Area B and D of the Centretown Local Area Parking Study (March 2016). Maps of the respective study areas for these studies are included in **Appendix B**. In general, the following conclusions were made with respect to on-street parking:

- Glebe Local Area Parking Study
 - North of Glebe Avenue, the occupancy rates for both Bank Street and the side streets never exceeds 60%, suggesting that sufficient parking is generally available in the northern part of the study area.

- Centretown Local Area Parking Study

- For Area B, the on-street parking demand is moderate during the weekday (45-68%) and high at times during the weekend (68-84%) but never reaches the practical capacity of 85%.
- For Area D, the occupancy is low during the weekday (59-65%) and is high during the weekend, exceeding practical capacity on Sunday mornings (86%).

4.2 Nearby Off-Street

The Impark parking lot/garage at 150 Isabella Street (approximately 80m from the subject site) is located at Killeany Place on the south side of Isabella Street, west of O'Connor Street. Surface and underground parking are available, with a capacity of 318 parking spaces.

5.0 CONCLUSIONS

The proposed development will not meet the minimum parking requirements of the Zoning By-Law. A parking shortfall of 5 vehicular spaces is proposed. Bicycle parking will be accommodated on site and will exceed the requirements of the ZBL.

Based on a review of the nearby on-street parking facilities, a total of 290 on-street parking spaces are available within a five minute walk (400m walking distance) of the subject site, including 150 spaces within a designated residential parking permit zone. Additionally, off-street parking is located at the nearby Impark parking lot/garage (150 Isabella Street).

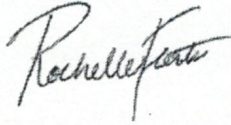
The findings of the Glebe Local Area Parking Study suggest that for the area bounded by O'Connor Street to the east, Lyon Street to the west, Highway 417 to the north and Glebe Avenue to the south, parking occupancy does not exceed 60% of the parking supply and sufficient parking is generally available.

The findings of the Centretown Local Area Parking Study suggests that north of Highway 417, the parking occupancy is low to moderate during the weekday (45-68%) and high at times during the weekends, particularly near the Museum of Nature and the police station, and may exceed practical capacity on Sunday mornings (86%).

Based on the foregoing, it is anticipated that the off-site parking supply is adequate. It is recommended that a clause specifying that on-site parking is not provided be included in lease agreements at 114 Isabella Street. The decision to issue on-street residential parking permits ultimately rests with the City.

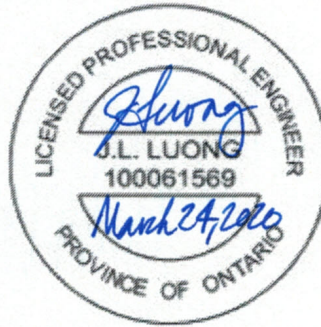
NOVATECH

Prepared by:



Rochelle Fortier, B.Eng.
E.I.T. | Transportation/Traffic

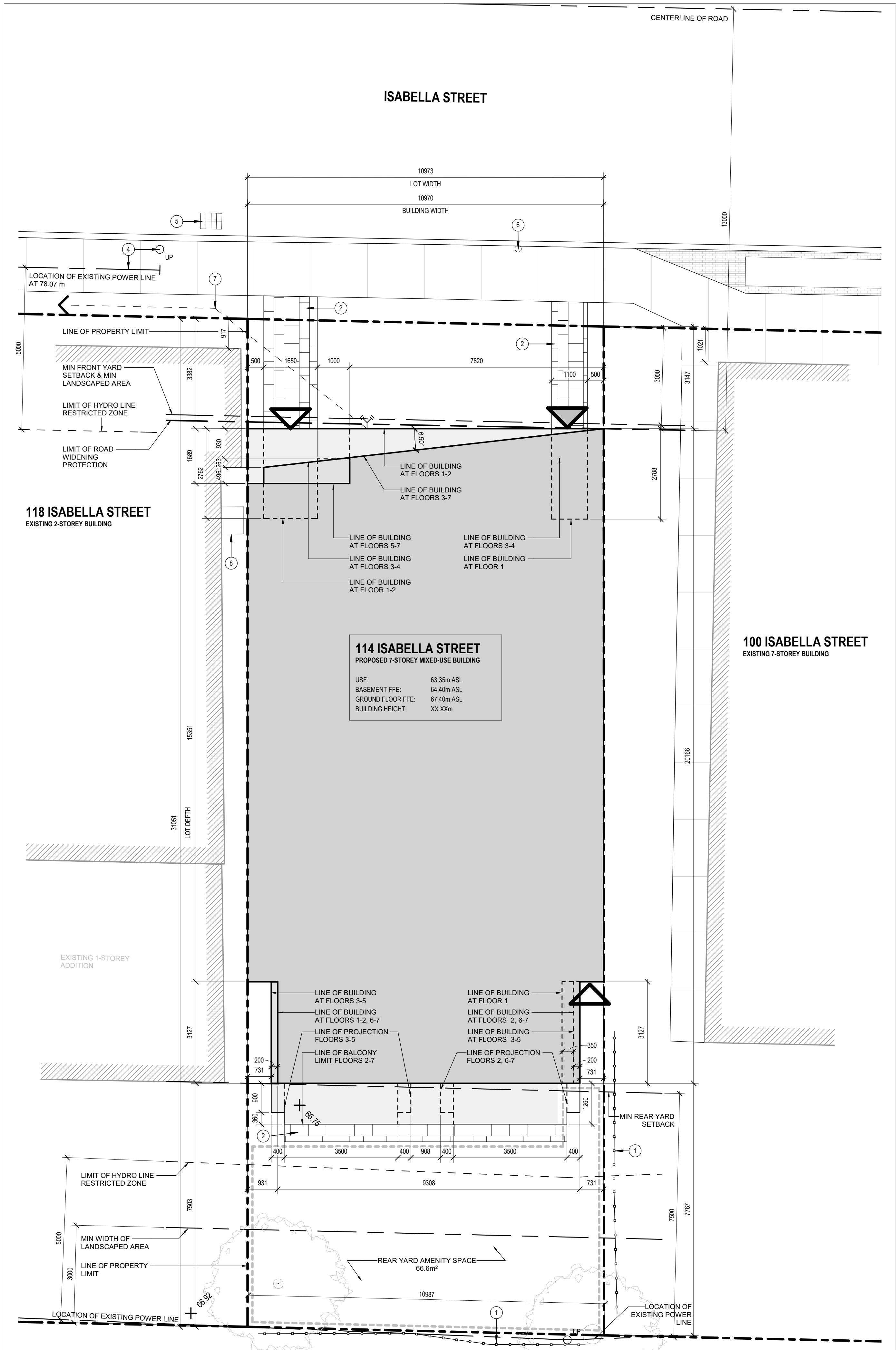
Reviewed by:



Jennifer Luong, P.Eng.
Senior Project Manager | Transportation/Traffic

APPENDIX A

Site Plan



5 SITE PLAN
SP-01 SCALE: 1 : 75



4 LOCATION PLAN
SP-01 SCALE: N.T.S.

SITE & PROJECT STATISTICS

GENERAL INFORMATION	
Zoning	GMA F(3.0)
Min. Lot Area	No minimum
Max. Building Height	23.5 m for buildings located on properties abutting the South side of Isabella Street
Min. Front Yard	3 m
Min. Rear Yard	7.5 m from any portion of a rear lot line abutting a residential zone
Min. Int. Side Yard	No minimum

PROJECT STATISTICS	
Lot Area	341.05 m ²
Building Height	XX.XX m
Front Yard	3.15 m
Rear Yard	7.5 m
Int. Side Yard	0 m
Number of Proposed Units	19 Units
Retail GFA	3.02 m ²

PARKING CALCULATION	
As per Section 101	
Required Parking:	4 spaces
Within Area X on Schedule 1A	0 spaces for first 7 units - Section 101(3)
0.5 spaces / unit for 8 units - Table 101	0.5 spaces/unit for 7 units - Table 102
0 spaces for first 500m ² non-residential - Section 101(f)(d)(iii)	
Total Resident Parking Provided:	0 spaces

VISITOR PARKING CALCULATION	
As per Section 102	
Required Visitor Parking:	1 spaces
Within Area X on Schedule 1A	0 spaces for first 12 units - Section 102(2)
0.1 spaces/unit for 7 units - Table 102	
Total Visitor Parking Provided:	0 spaces

BICYCLE PARKING CALCULATION	
As per Table 111A	
Required Residential Parking:	10 spaces
0.5 spaces/unit for 20 units Section 111A(b)(i)	
Required Non-residential Parking:	0 spaces
1 space/150m ² of gross floor area 111A(i)	
Total Parking Provided:	20 spaces

AMENITY AREA CALCULATION	
As per Table 137	
Total Amenity Area Req'd:	114 m ²
6m ² /unit @ 20 units	
Communal Amenity Req'd:	57 m ²
Min of 50% of Total Amenity Area	
Communal Amenity Provided:	66.6 m ²
Rear Yard Amenity Space:	66.6 m ²
Private Amenity Area Provided:	71.9 m ²
Level 01:	15.67 m ²
Level 02:	8.82 m ²
Level 03:	10.47 m ²
Level 04:	8.82 m ²
Level 05:	8.82 m ²
Level 06:	10.47 m ²
Level 07:	8.82 m ²
Total Amenity Area Provided:	138.5 m ²

GROSS FLOOR AREA CALCULATION	
Level 01:	68.76 m ²
Level 02:	152.87 m ²
Level 03:	153.03 m ²
Level 04:	151.20 m ²
Level 05:	151.20 m ²
Level 06:	151.20 m ²
Level 07:	151.20 m ²
Gross Floor Area:	981.38 m ²
Lot Area:	341.05 m ²
Floor Space Index:	3
Permitted Gross Floor Area:	1023.15 m ²
Proposed Building Area:	981.38 m ² (2.88 FSI)

2 ZONING
SP-01 SCALE: N.T.S.

PLAN OF SURVEY OF
LOT 32
REGISTERED PLAN 35403
CITY OF OTTAWA
H.K.KEN SHIPMAN SURVEYING LTD. 2019

SURVEY INFO
SCALE: N.T.S.

SITE PLAN SYMBOLS LEGEND

	BUILDING ENTRANCE
	BUILDING EXIT
	BICYCLE PARKING
	UTILITY POLE
	SIAMESE CONNECTION
	EXISTING ELEVATION

SYMBOLS LEGEND
SCALE: N.T.S.

1	EXISTING BOARD FENCE
2	INTERLOCKING CONCRETE PAVERS
4	EXISTING POWER LINE TERMINATES AT EXISTING UTILITY POLE
5	EXISTING CATCH BASIN
6	EXISTING METAL SIGN POST
7	35 m TO FIRE HYDRANT
8	EXISTING AC UNIT

KEYNOTE LEGEND
SCALE: N.T.S.

GENERAL ARCHITECTURAL NOTES:
1. This drawing is the property of the Architect and may not be reproduced or used without the expressed consent of the Architect.
2. Drawings are not to be scaled. The Contractor is responsible for checking and verifying all levels and dimensions and shall report all discrepancies to the Architect and obtain clarification prior to commencing work.
3. Upon notice in writing, the Architect will provide written/graphic clarification or supplementary information regarding the intent of the Contract Documents.
4. The Architectural Drawings are to be read in conjunction with all other Contract Documents including Project Manuals and the Structural, Mechanical and Electrical Drawings.
5. Positions of proposed or finished Mechanical or Electrical devices, fittings and fixtures are indicated on the Architectural Drawings. Locations shown on the Architectural Drawings shall govern over Mechanical and Electrical Drawings. Mechanical and Electrical items not clearly located will be located as directed by the Architect.
6. These documents are not to be used for construction unless specifically noted for such purpose.

4	ISSUED FOR COORDINATION	2020-02-11
3	ISSUED FOR COORDINATION	2020-01-28
2	ISSUED FOR COORDINATION	2020-01-22
1	ISSUED FOR COORDINATION	2019-11-20

ISSUE RECORD

project1
studio

Project1 Studio Incorporated
1615 884-9399 | mail@project1studio.ca

114 ISABELLA STREET

114 Isabella Street
Ottawa, ON

PROJ	SCALE	DRAWN	REVIEWED
1912	NOTED	AP	RMK

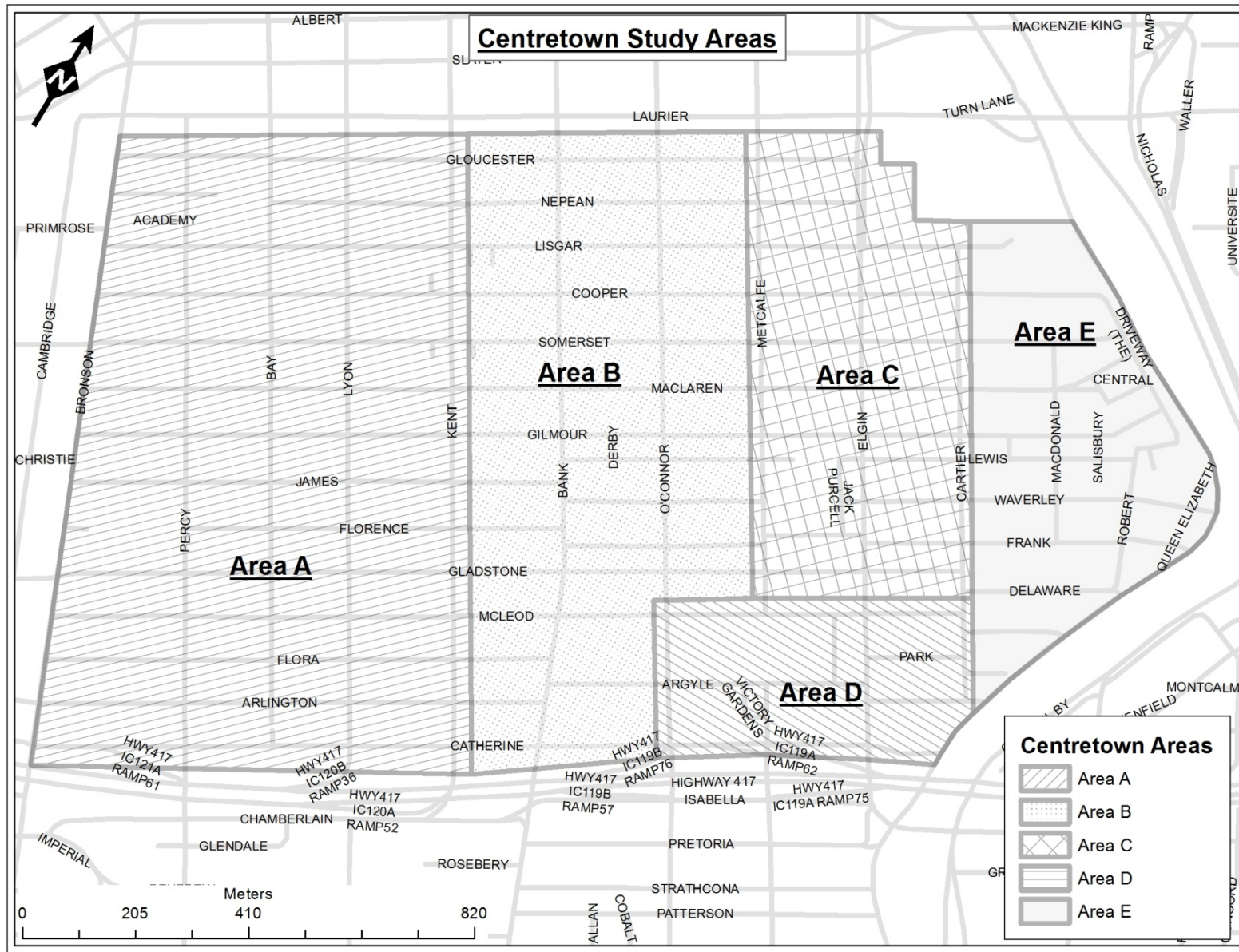
SITE PLAN

SP-01

APPENDIX B

Excerpts from Completed Local Area Parking Studies

Map 1 –Centretown Study Areas



Glebe Parking Study

Bank St. Commercial District- Acceptable Walking Distances & Study Area

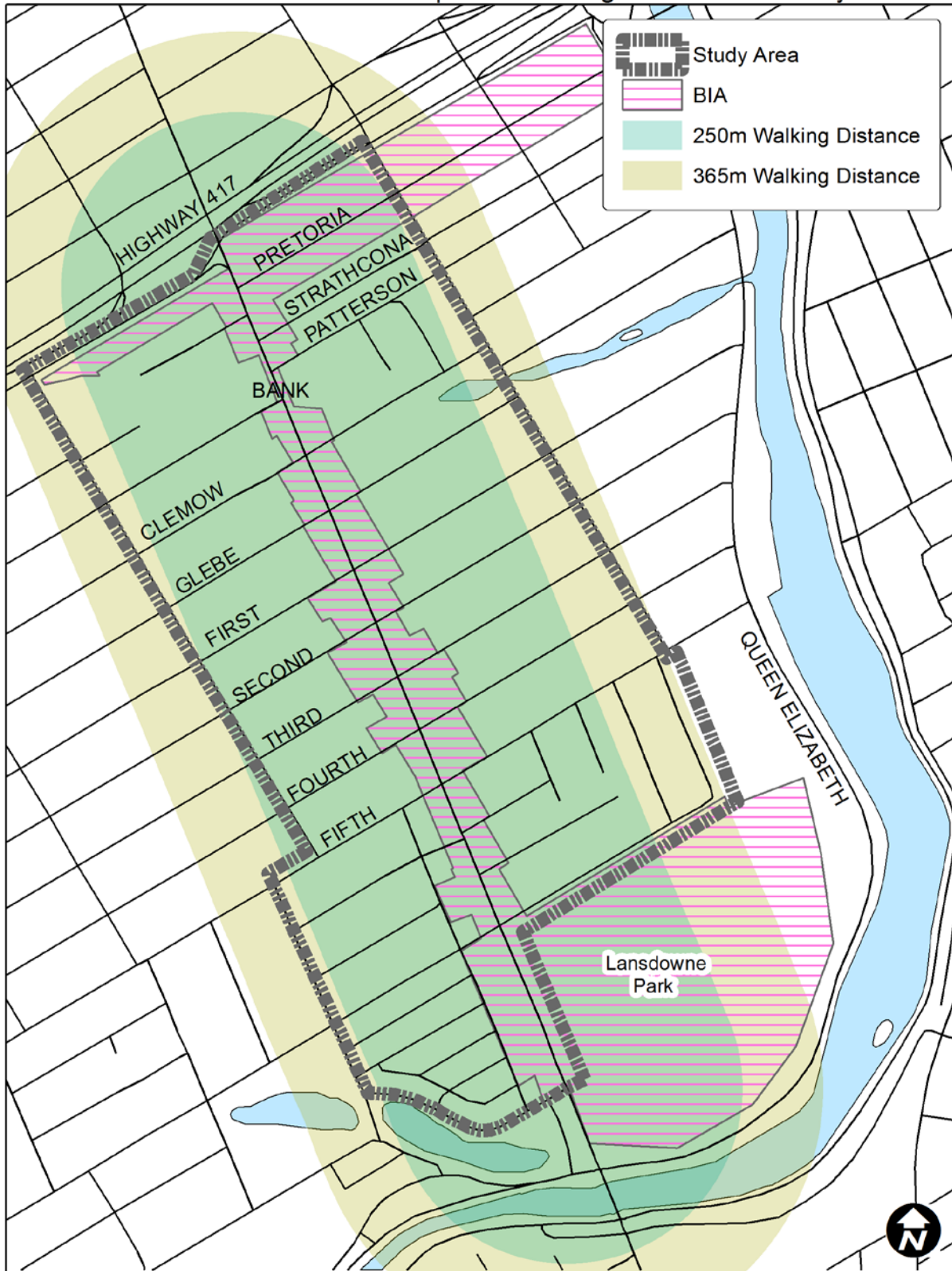


Figure 2 – Study Area