SELKIRK AVENUE PARKING STUDY

SALTER STREET TO MCGREGOR STREET



Prepared For

Winnipeg

Winnipeg Parking Authority

Selkirk Avenue BIZ

Selkirk Avenue Parking Stakeholders Committee

Submitted By

NDLEA

December 2006
41733.101

MMM GROUP OF COMPANIES
VANCOUVER • KAMLOOPS • KELOWNA • CALGARY • EDMONTON • FORT MCMURRAY • WINNIPEG • TORONTO • OTTAWA

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STANDARD LIMITATIONS

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The Project Steering Committee, which includes the Winnipeg Parking Authority, City of Winnipeg Planning, Property and Development Department (Planning and Land Use Division) and City of Winnipeg Public Works Department (Transportation Division), would like to acknowledge the community collaborative process that contributed to this Study and recognize the entities and organizations that participated as Project Stakeholders, including:

Selkirk Avenue Business Improvement District (BIZ)

North End Community Renewal Corporation (NECRC)

Urban Circle Training Centre

Murdo Scribe Centre

William Norrie Centre – Inter City Social Work Program

Dufferin Residents Association

William Whyte Residents Association

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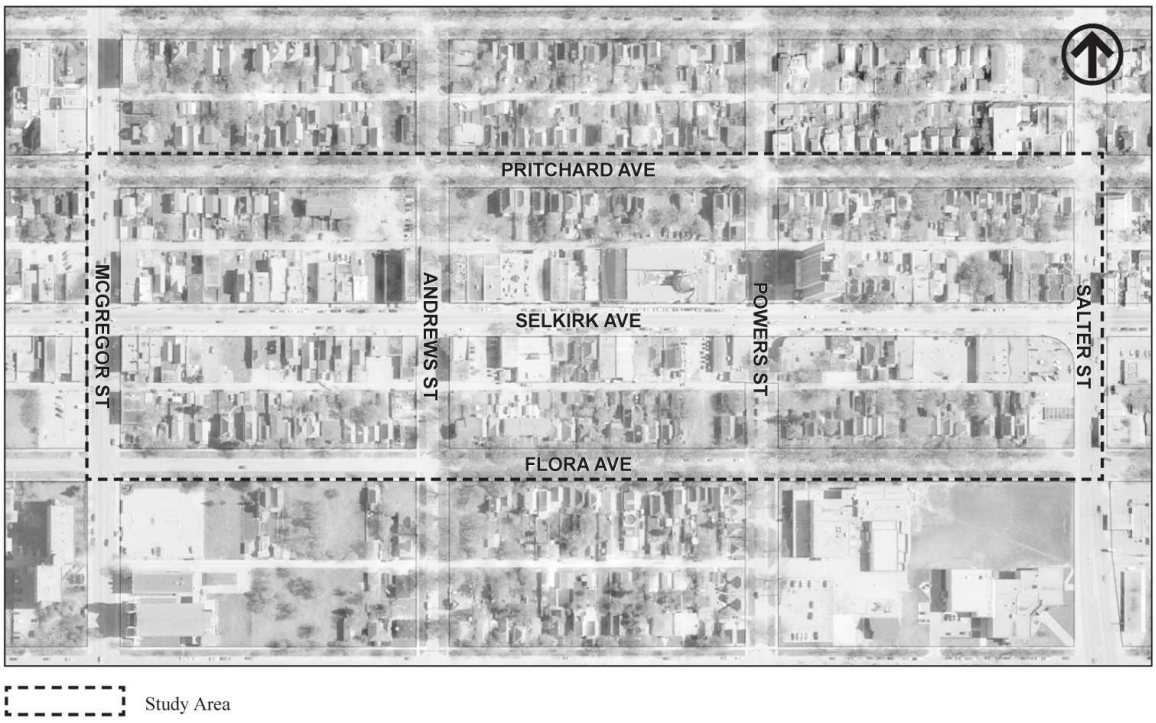
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EXECUTIVE SUMMARY

The City of Winnipeg, in cooperation with the Winnipeg Parking Authority, the Selkirk Avenue Business Improvement Zone (BIZ), and other area entities funded a parking study to examine existing parking needs in the Selkirk Avenue business district bound by Salter Street, Flora Avenue, McGregor Street, and Pritchard Avenue as shown in **Figure ES-1**. The primary purpose of this study was to examine parking needs to ensure that a reasonable standard of public parking is maintained for commercial and residential interests both now and in the near future.

Figure ES-1: Study Area



A Project Stakeholders Committee was established that included the Selkirk Avenue BIZ, North End Community Renewal Corporation (NECRC), William Norrie Centre (University of Manitoba), Urban Circle Training Centre, Murdo Scribe Centre, Dufferin Residents Association and William Whyte Residents Association as well as various departments from within the City. Stakeholder interviews were conducted to solicit opinions regarding parking conditions along Selkirk Avenue and potential improvements.

During more than a half dozen site visits the existing parking supply, characteristics, and patterns within the Study Area were documented. On Thursday, September 14, 2006, a parking survey was conducted between 1:00pm and 4:45pm. The survey documented each vehicle parked along Selkirk Avenue as well as its side streets and cross streets. This demand was then analyzed against the available supply to determine the utilization, turnover and duration.

The analysis found that while individual segments along Selkirk Avenue did reach parking capacity, on average no single segment exceeded capacity. During the time period with the greatest parking demand a total of 60 parked vehicles were documented along Selkirk Avenue, a utilization rate of approximately 55%. The analysis also found that 9% of the parked vehicles along Selkirk Avenue were parked in violation of the existing restrictions. Were these vehicles removed from the parking demand, particularly within the central block where they accounted for 13% of the parked vehicles, the existing supply of parking could adequately accommodate the demand.

Based on Project Stakeholder interviews as well the data analysis, three initial improvements are recommended, as shown in **Figure ES-2**.

Figure ES-2: Recommended Improvements



The first improvement should be uniform parking restrictions along Selkirk Avenue within the Study Area (two-hour maximum). The second improvement should be increased enforcement of existing restrictions along both Selkirk Avenue and its parallel alleyways. The third improvement should include the installation of parking meters along both sides of Selkirk Avenue between Salter Street and McGregor Street.

Taking into account the existing parking supply along Selkirk Avenue within the Study Area, these improvements, which require a minimal investment, should accommodate both the existing and future parking demand along Selkirk Avenue. Future improvements for providing additional supply, such as removing existing bulb-outs and creating parking lots, should be considered if the future parking demand exceeds the existing supply.

1.0 INTRODUCTION

ND LEA Inc. was retained by the City of Winnipeg, in cooperation with the Winnipeg Parking Authority, the Selkirk Avenue Business Improvement Zone (BIZ), and other local entities to examine existing parking needs in the Selkirk Avenue business district primarily between Salter Street and McGregor Street.

1.1 Purpose of the Study

The primary purpose of the parking study is to examine parking needs to ensure that a reasonable standard of public parking is maintained for commercial and residential interests both now and in the near future. Recent revitalization within the North End, particularly along Selkirk Avenue has introduced a greater mix of roadway, transit and parking users and has thus called into question the parking strategies within the Study Area.

1.2 Objectives of the Study

The primary objectives of the parking study include:

- Identification of existing traffic and parking activity within the Study Area (**Sections 4.0 and 5.0**),
- Determination of parking utilization and average length of stay (**Section 6.0**), and
- Identification of parking surplus and shortfall locations and conditions (**Section 6.0**).

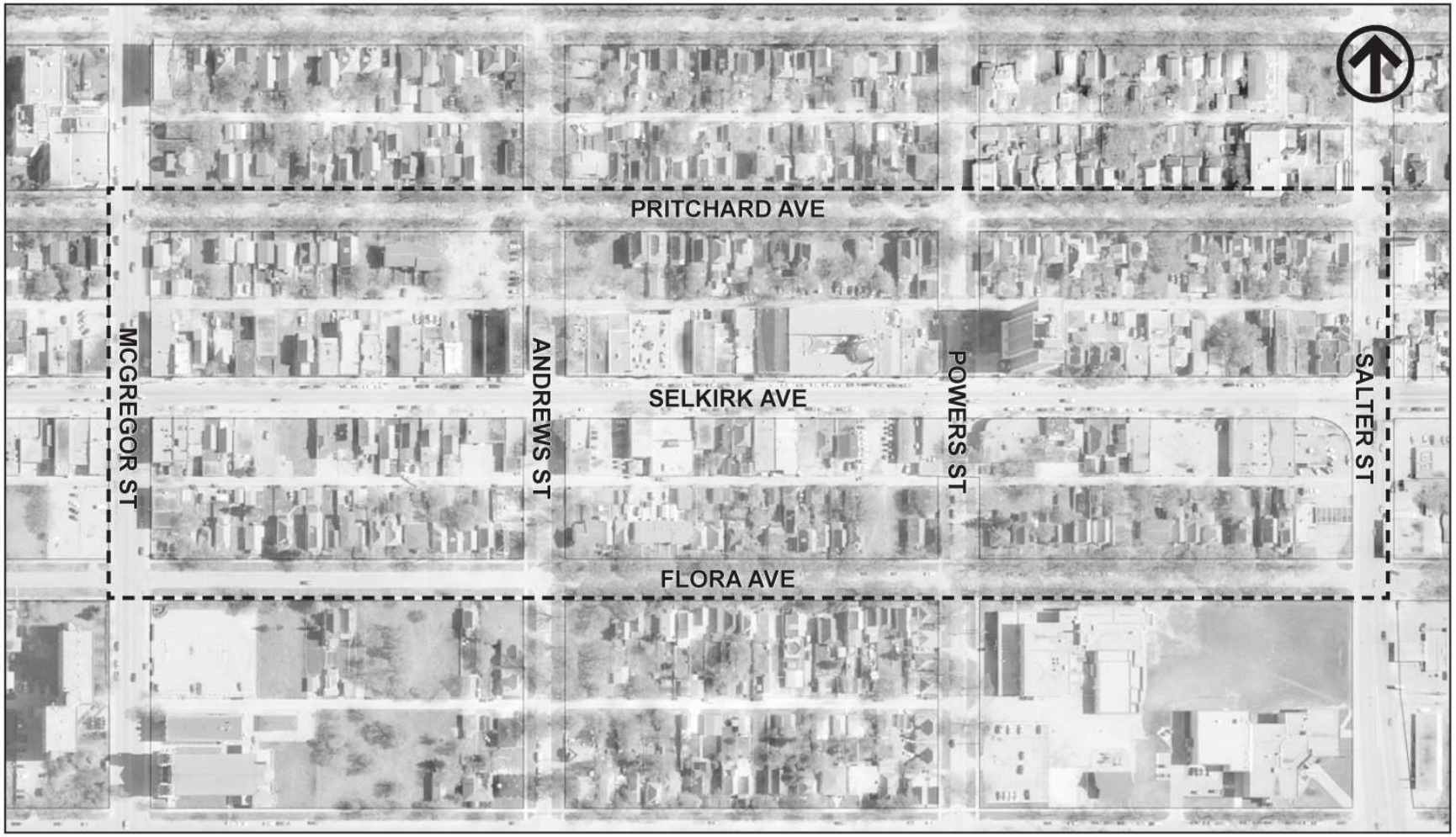
Once these objectives have been addressed, the following secondary objectives would be undertaken:

- Forecasting potential changes in parking demand (**Section 6.0**),
- Evaluation of the effect parking meters would have within the Study Area, including their impact on private and public off-street parking lots (**Sections 7.0 and 8.0**), and
- Identification of options to address any parking deficiencies within the Study Area (**Section 7.0 and 8.0**).

1.3 Study Area

The Study Area for this parking study is centered about Selkirk Avenue between Salter Street on the east and McGregor Street on the west. The residential streets, Pritchard Avenue to the north and Flora Avenue to the south, form the other two boundary limits. In total, six square blocks are included within the Study Area, as shown in **Figure 1.1**.

Figure 1.1: Study Area



Within the Study Area, Selkirk Avenue consists primarily of commercial and social / educational services along with a few residential parcels. There are a few mixed-use properties that include residential use on the second floors. Pritchard Avenue and Flora Avenue consist primarily of residential uses, mainly single-family residences, as well as the Niji Mahkwa School along Flora Avenue.

1.4 Background Information

Selkirk Avenue, which exists as the main commercial artery in Winnipeg's North End, saw its initial development in the later portion of the 1800s and it continued to develop as more and more immigrants traveled to Winnipeg from Eastern Europe. The street is lined with ethnic boutiques, bakeries and butcher shops that attract patrons from all corners of the City as well as dozens of murals representing the communities multicultural and historical past.

Although development along Selkirk Avenue slowed during the later portions of the 1980s, recent activities and programs by the City of Winnipeg and community groups have sought to revitalize the neighbourhoods around Selkirk Avenue, as well as Selkirk Avenue itself. While many storeowners have been at their current location for decades, others are new to Selkirk Avenue and represent the upward turn in redevelopment. As part of the North End's revitalization, several social and educational services linked to the Province of Manitoba, the University of Manitoba, and the University of Winnipeg have also taken up residence along Selkirk Avenue resulting in fewer vacancies and additional patrons for neighbouring stores.

With additional development and revitalization, however, come additional vehicles both for staff as well as patrons. Add to this the revitalization taking place in the William Whyte and Dufferin neighbourhoods (north and south of Selkirk Avenue, respectively) and the commercial parking interests are now competing with the residential parking interests. Given that both communities would welcome and in fact are working towards additional revitalization and redevelopment in the coming years, the need to ensure a reasonable standard of public parking became apparent.

Prior to the initiation of the parking study, two distinct voices were heard: the business community along Selkirk Avenue saying they needed a new parking solution (as they were losing business due to the current parking configuration) and the adjacent residential communities along Flora Avenue and Pritchard Avenue saying they didn't want Selkirk Avenue's business parking pushed onto their residential streets.

2.0 POLICIES AND CONCERNS

The following planning / design policies and Stakeholder concerns were considered in the development of this parking study.

2.1 Policies

During the initial Steering Committee meeting as well as the initial Project Stakeholder Meeting, staff from the City of Winnipeg Planning, Property, and Development Department reiterated the City's policy against the use of residentially zoned property for non-residential use.

Additionally, the Study Area was indirectly identified in Plan Winnipeg 2020, which specifies the City's desire to create healthy neighbourhoods by supporting their revitalization. The Plan states that first priority will be given to Major Improvement Neighbourhoods identified in Policy Plate D. The William Whyte and Dufferin neighbourhoods, to the north and south of Selkirk Avenue, are both identified in this grouping.

And finally, for analysis purposes, parallel parking stalls were assumed to be seven metres in length, consistent with city- and industry-accepted standards.

2.2 Concerns

A Project Stakeholders Meeting was held on July 24, 2006 at the North End Community Renewal Corporation to bring together affected commercial, social, educational, and residential interests to discuss the project and its scope, present a study timeline, and solicit input relative to the groups they represent and their concerns. The following entities participated in the initial Project Stakeholders Meeting:

- Selkirk Avenue BIZ
- North End Community Renewal Corporation (NECRC)
- Community Education and Development Association of Winnipeg (CEDA)
- William Norrie Centre (University of Manitoba / University of Winnipeg)
- William Whyte Residents Association
- Dufferin Residents Association / Flora Place
- City of Winnipeg (Parking Authority; Planning, Property, and Development; Public Works)
- Consultants

Three primary concerns were raised by the participants including the availability of parking, the location of available parking, and any costs which may be associated with changed (or unchanged) parking restrictions.

Parking Supply - Representatives of the business community expressed concern for a lack of adequate parking along Selkirk Avenue. They indicated they were losing business, and businesses, as a result of insufficient parking and that a solution needed to come quickly. The solution could include additional parking (possibly in parking lots), parking meters, or a combination of the two. Representatives of the residential community were concerned the parking supply in front of their homes would be affected if demand spilled over from Selkirk Avenue into neighbouring residential areas.

Parking Location – Concern was raised by all parties regarding parking in alleyways parallel to Selkirk Avenue, as well as the unwillingness of patrons to walk any significant distance to get to their final destination. All parties were in agreement that their patrons would prefer to park immediately in front of their destination and walk as little as possible. Parking is not permitted in alleyways as per Traffic By-law 1573/77.

Cost – Differences of opinion were raised concerning parking costs such as parking meters and pay lots. The business community indicated it wouldn't be a problem for them or their patrons while the residential community paused at the notion that some people would shop elsewhere if they had to pay to park.

3.0 STAKEHOLDER PERCEPTIONS AND SUGGESTIONS

To develop a better understanding for how the three primary land uses within the Study Area (business, social / educational, and residential) interact with one another, individual stakeholder interviews were conducted. Those meetings, and their outcomes, are presented below.

3.1 Stakeholder Interviews

During the initial Project Stakeholders Meeting the group concurred that individual interviews with affected parties should take place, including the following entities:

- Selkirk Avenue BIZ
- North End Community Renewal Corporation (NECRC)
- William Norrie Centre – Inter City Social Work Program
- Murdo Scribe Centre
- Urban Circle Training Centre
- Dufferin Residents Association
- William Whyte Residents Association

Additional interviews were also conducted with the local business entities and residents as documented in **Sections 5.3 and 5.4**.

The stakeholders above represent different interests including business, social services, redevelopment, education, and residential concerns. Although they have different perspectives on many issues, they were all in agreement that safety (or at least its perception) and enforcement would be two critical issues when addressing parking along Selkirk Avenue.

Each stakeholder believed the others brought something good to the redevelopment of Selkirk Avenue. The newer social / educational services have decreased the number of vacant buildings and increased the attractiveness of Selkirk Avenue. The residential associations view increased activity along Selkirk Avenue as the revitalization of the neighbourhoods, and thus a good source for local jobs, goods, and services. The business community provides goods and services to the social / educational service staff and

patrons, which number in the 100s. All agree that the mixed-use works well, with the exception of parking.

Selkirk Avenue Business Improvement Zone (BIZ) (August 30, 2006)

The main concern of the BIZ is the loss of business due to a lack of patron parking along Selkirk Avenue. There was an understanding that both the social services as well as the educational services along Selkirk Avenue have aided in the areas redevelopment, and are welcome neighbours, but that they have not provided the necessary parking to accommodate their staff, patrons, or students, and in fact have resulted in two public, casual parking lots along Selkirk Avenue being reallocated to staff parking. The business community thus believes it is taking a back seat to the social / educational community.

In addition to the lack of supply, they believe safety and enforcement are two areas that are also impacting the parking situation along Selkirk Avenue. Increased safety, such as a foot patrol similar to downtown, could encourage patrons to perhaps walk a bit further than they would today, while increased enforcement of existing time restrictions would open up the currently available supply.

Other challenges within the Study Area include:

- Most customers would only be willing to walk a block to get to their final destination.
- The bulb-outs along Selkirk Avenue are not beneficial to any business and occupy space that could accommodate parking.
- The lack of parking / adequate loading zones along Selkirk Avenue forces delivery vehicles to use the alleyways, which are occasionally completely blocked causing both safety and fire response issues.
- Time restrictions along Selkirk Avenue should be consistent from one end to the other.
- Parking meters along Selkirk Avenue would be welcomed by virtually every business.
- Parking lots, including ones at churches, the Sicilian Club, the Merchant's Hotel and the vacant lots adjacent to it, with space allocated to area employees or visitors during weekdays, would also be welcomed.

North End Community Renewal Corporation (NECRC) (September 19, 2006)

The main concern of NECRC is the continued revitalization of the North End, including Selkirk Avenue and it surrounding area. They recognize there is a parking problem along Selkirk Avenue that they and the other social / educational services have contributed to. They also believe the local community can and should come together to find a common solution or agreement on parking and then follow through and hold each other accountable.

NECRC believes there are numerous opportunities within the Study Area to accommodate additional parking through the use of parking lots. Area such as the Merchant's Hotel parking lot (which NECRC has used in the past) and the three lots owned by the North End Housing Project at Pritchard Avenue and Andrews Street should be considered to increase supply.

Additional topics discussed include:

- The use of the Sicilian Club parking lot should be investigated.
- Parking meters along Selkirk Avenue may assist in generating more availability, which the NECRC would not be opposed to.
- The sidewalks along Selkirk Avenue are in bad need of repair. Increasing the ability to walk along Selkirk Avenue (especially for the elderly) could reduce the need for additional parking within the central area.
- People who work along Selkirk Avenue should not be parking along Selkirk Avenue. These spaces should be left available for store patrons.

William Norrie Centre – Inter City Social Work Program (August 4, 2006)

The William Norrie Centre, which accommodates approximately 275 – 300 students and a few dozen faculty and staff, also believes there is a parking problem along Selkirk Avenue, an issue that has been expressed by their students as well. Although 20 parking spaces are provided for staff in a parking lot along Selkirk Avenue, there is no designated student parking area. In the past, the William Norrie Centre had negotiated some parking at the Sicilian Club. Students who do drive that cannot find parking along Selkirk Avenue park along either Pritchard Avenue or Flora Avenue, and are likely unwilling to walk more than one block.

Safety and sidewalk condition were two topics of concern for the William Norrie Centre. Students and faculty cite safety (both personal and property) as one reason they are not willing to walk greater distances to find acceptable parking. The current conditions of sidewalks, curbs, and ramps hinder access to many students / community residents who have mobility needs.

Parking meters along Selkirk Avenue were considered an acceptable management option. They believed the presence of parking meters would not however deter students from parking along Selkirk Avenue as they would likely pay the meter fee.

Murdo Scribe Centre (August 30, 2006)

The Murdo Scribe Centre believe there is a "perceived" parking problem along Selkirk Avenue as people are unwilling to walk a block or two to get to their destination. They did recognize that safety concerns have inhibited peoples desire to walk – particularly near the Merchant's Hotel and along Flora Avenue and Pritchard Avenue (based on staff and patron perspectives).

Parking lots were identified as potential solutions, but only if people felt safe leaving their vehicles "out of sight", otherwise they will continue to want to park in front of their destination.

Parking meters were not viewed favourably as they believe meters would not assist in revitalizing the neighbourhood. The Centre believes most of its patrons however would not object to parking meters as a majority do not drive to receive their services.

In addition to increased safety, increased enforcement of existing parking restrictions would be the best method for increasing the availability and supply of parking along Selkirk Avenue.

Urban Circle Training Centre (September 28, 2006)

The Urban Circle Training Centre believes there is a parking problem along Selkirk Avenue that not only impacts their students but also their staff. Although Urban Circle does own a parking lot along Selkirk Avenue, the parking is restricted to staff (plus one student). Vandalism along public streets and within the parking lot has been both a past and recent problem.

Approximately 100 – 130 students attend Urban Circle on a daily basis with between 10 – 40% driving vehicles. Students typically park where they can find a space, either along Selkirk Avenue, side streets, or in the back of the facility (an alleyway). Most of the students who attend Urban Circle either walk, take the bus (a transit program is available) or carpool. As a majority of the students have limited income, many do not have their own vehicles.

The Urban Circle Training Centre would not support parking meters along Selkirk Avenue or the installation of a pay lot. Most students are on fixed income and this type of additional cost is viewed as a barrier to their education.

Additional topics discussed included:

- No safe place to lock-up and store bicycles exists along Selkirk Avenue. If one did, it is likely more students would take advantage of biking as a means of transportation.
- In the past, Urban Circle has negotiated with the owners of the Merchant's Hotel for student and staff parking needs. The current owners requested increased fees that the Centre was unwilling/unable to accommodate. No student/staff parking takes place in this lot currently.
- If a parking lot (free) were located within the Study Area, perhaps in the vacant lots along Selkirk Avenue between Andrews Street and McGregor Street, students would likely take advantage of it, so long as it was safe.

Dufferin Residents Association (August 4, 2006)

The Dufferin Residents Association believes there is a parking problem along Selkirk Avenue that is primarily due to students attending the local Centres. They cite both safety and appearance of the area as reasons people are unwilling to walk / park further from the central block. Foot patrols, fixed sidewalks, planters, and a general pleasing appearance may encourage (or at least not inhibit) people's willingness to walk along Selkirk Avenue.

They believe that additional parking is needed along Selkirk Avenue to encourage more businesses to relocate to the area, which in turn will create additional local jobs and assist in revitalizing the their community. Additional businesses along Selkirk Avenue would also spread out the "desirable" parking (in front of active stores) and lead to better utilization of existing parking. They noted that when parking along Selkirk Avenue is full, local residents shop elsewhere.

Parking meters along Selkirk Avenue would not be welcome as many local residents are elderly and on a fixed income.

Other topics raised by the Association included:

- Creating a parking lot, off Selkirk Avenue, for William Norrie students would leave the parking on Selkirk Avenue for store patrons. The University of Manitoba should cover the costs associated with these lots as they do at their other campuses.
- If students were told during orientation to use a particular lot and not park along Selkirk Avenue, after a few years, it would simply be what is done.

William Whyte Residents Association (August 10, 2006)

Most residents within William Whyte do not consider parking along Selkirk Avenue to be a problem that requires immediate attention (due largely to other community challenges). A majority of the residents who patronize Selkirk Avenue walk and thus don't notice a parking problem.

There is a perception, locally and throughout the City, that Selkirk Avenue is not safe. If this perception could be modified, people may be more willing to walk and park a bit further than they are currently. This in turn could increase the number of desirable parking spaces along Selkirk Avenue. Selkirk Avenue would also become more pedestrian-friendly if sidewalks, curbs, and brick pavers were fixed. They are currently a safety concern to elderly and disabled. Beautification would also lend itself to a feeling of safety and increase the amount of pedestrian traffic.

While parking meters and parking lots could be considered, they should be on Selkirk Avenue and not push non-residential traffic onto Pritchard Avenue or other William Whyte streets.

Additional comments include:

- Enforcement of parking restrictions, including alleyways, needs to be increased. Alleyways are often completely blocked by delivery vehicles.
- The social and educational services, which do help the local economy, take up too much on-street parking and have no dedicated parking lots themselves.

3.2 Critical Time Periods

Each stakeholder had a different perception on when the most difficult time of day to find parking along Selkirk Avenue occurred.

The Selkirk Avenue BIZ believes parking is most difficult to locate when the schools are in session, particularly when classes are occurring at the William Norrie Centre. The NECRC and the Murdo Scribe Centre have identified weekday school hours as the most busy.

The William Norrie Centre said its busiest time in terms of total students is weekdays between 9:00am and 4:00pm when approximately 150 students are on campus (although not all drive). In terms of parking, the busiest times at the William Norrie Centre are Wednesday evenings and Saturday mornings when approximately 80 students attend classes, a majority of whom do drive.

Winter was identified by one of the Residents Associations as being the most difficult time to find parking along Selkirk Avenue, as fewer local residents walk to Selkirk Avenue.

Two local businesses that were interviewed for this study identified the weekday between 9:00am and 3:00pm as the most difficult time to find parking and loading spaces, both the result of classes, meetings, and luncheons.

3.3 Potential Parking Solutions within the Study Area

A majority of the stakeholders interviewed conceded there is a parking problem along Selkirk Avenue, particularly within the central portion of the Study Area (Powers Street to Andrews Street). Every stakeholder believed something should be done to increase the existing parking supply, availability and/or enforcement.

Stakeholders identified the following options as their “ideal parking solution”:

- Parking meters along Selkirk Avenue with a two-hour limit.
- Convert the three residential lots behind Urban Circle Training Centre, temporarily, into a parking lot.
- Negotiate with the Merchant’s Hotel to use their existing lot.
- Parking meters in the lots could help finance them as well.

- An additional parking lot within the Study Area that permits rented spaces. This could include a combination of the Merchant's Hotel parking lot, the Sicilian Club parking lot, and the North End Housing Project lots.
- A pay lot that is capable of accommodating approximately 50 vehicles where people can pay by the hour.
- Equal parking access along Selkirk Avenue with two-hour time restrictions, a parking lot (free) to accommodate area students, and no parking meters along Selkirk Avenue.
- Leave Selkirk Avenue as-is.
- A parking lot to accommodate William Norrie Centre / Urban Circle Training Centre students, thus leaving the on-street parking (without meters) for local residents and shoppers.
- Something quick in the short-term to show the City is working to help the neighbourhoods. A parking lot at the Merchant's Hotel could be beneficial as well.

4.0 STUDY AREA PARKING SUPPLY

The amount of public and private parking not related to private residences was inventoried throughout the Study Area to establish a baseline understanding of the parking supply.

4.1 Selkirk Avenue

The amount of available on-street parking along Selkirk Avenue was determined through both site visits as well as information obtained from the City of Winnipeg Public Works Department. The inventory included all three blocks of Selkirk Avenue within the Study Area between Salter Street and McGregor Street, and is summarized in **Table 4.1** below. Parking restrictions one block east and west of the Study Area, to Aikins Street and McKenzie Street respectively, were also identified. The available parking supply and parking restrictions on both the north and south sides of Selkirk Avenue are presented on a per block basis after the summary table.

Table 4.1: Study Area On Street Parking Supply Along Selkirk Avenue

Location	Location Along Selkirk Avenue		
	Salter Street – Powers Street	**Powers Street – Andrews Street**	**Andrews Street – McGregor Street**
North Side	11 Parking Spaces 3 Loading Spaces	14 Parking Spaces 3 Loading Spaces	16 Parking Spaces 4 Loading Spaces
South Side	14 Parking Spaces 2 Loading Spaces	10 Parking Spaces 4 Loading Spaces	20 Parking Spaces 0 Loading Spaces
Total	25 Parking Spaces 5 Loading Spaces	24 Parking Spaces 7 Loading Spaces	36 Parking Spaces 4 Loading Spaces

Within the Study Area, there are 85 on-street parking spaces along Selkirk Avenue in addition to 16 on-street loading zone spaces.

Aikins Street – Salter Street (East of Study Area)

Parking along the north side of Selkirk Avenue is restricted to 1-hour. Two loading zones are also present: one in front of 367 Selkirk Avenue (closed) and the other in front of 407 Selkirk Avenue. Approximately 32 available parking spaces and loading zone spaces are located within this block.

There are no restrictions along the south side of Selkirk Avenue.

Salter Street – Powers Street (Within Study Area)

Parking along the north side of Selkirk Avenue is restricted to two-hours. Two loading zones are also present: one in front of 447 Selkirk Avenue and the other in front of 453 Selkirk Avenue. There are approximately 11 parking spaces and 3 loading spaces along the north side.

There are no parking restrictions along the south side of Selkirk Avenue with the exception of a loading zone in front of 470 Selkirk Avenue. There are approximately 14 parking spaces and 2 loading spaces along the south side.



Photo 1 - Sicilian Club parking lot, south side of Selkirk Avenue looking southeast.

Also located in this block of Selkirk Avenue is the Sicilian Club parking lot on the south side shown in **Photo 1**. The building itself is currently for sale and the lot is unused. The parking lot, which is approximately 40 metres wide by 28 metres deep, currently has no striping but could be designed to accommodate 30 vehicles or more.

Powers Street – Andrews Street (Within Study Area)

Parking along the north side of Selkirk Avenue is restricted to two-hours (**Photo 2**). Two loading zones are present along the north side adjacent to one another in front of 485 Selkirk Avenue (William Norrie Centre): one is a general loading zone while the other is a handicap loading zone. There are also two bulb-outs that extend into the parking lane in front of 501 – 503 Selkirk Avenue and 519 – 527 Selkirk Avenue. There are approximately 14 parking spaces and 3 loading spaces along the north side.



Photo 2 - North side of Selkirk Avenue, looking east in front of Urban Circle.

Parking along the south side of Selkirk Avenue is restricted to two-hours. Two loading zones are present along the south side in front of 530 Selkirk Avenue and 510 – 514 Selkirk Avenue. There are also two bulb-outs that extend into the parking lane in front of 516 Selkirk Avenue and 500 – 502 Selkirk Avenue. There are approximately 10 parking spaces and 4 loading spaces along the south side.



Photo 3 - Urban Circle Training Centre parking lot along Selkirk Avenue.

Also located along the south side of Selkirk Avenue are two private parking lots. The first lot between 516 – 530 Selkirk Avenue is associated with the Urban Circle Training Centre (**Photo 3**) and has 20 designated parking spaces including one handicap stall. The second lot between 472 – 484 Selkirk Avenue is associated with the University of Manitoba and services staff from the William Norrie Centre. There are 20 designated parking spaces in this lot. Public parking is not permitted in either parking lot.

Andrews Street – McGregor Street (Within Study Area)

Parking along the north side of Selkirk Avenue is restricted to two-hours. Three loading zones are present along the north side in front of 541 Selkirk Avenue, 565 Selkirk Avenue and 587 Selkirk Avenue. There are approximately 16 parking spaces and 4 loading spaces along the north side.

Three vacant lots also exist along the north side, two side-by-side lots between 553 – 565 Selkirk Avenue and one lot at 575 Selkirk Avenue

Parking along the south side of Selkirk Avenue is restricted to two-hours. There are approximately 20 parking spaces along the south side.

Four vacant lots also exist along the south side, one lot between 586 – 592 Selkirk Avenue and three side-by-side lots between 570 – 584 Selkirk Avenue.

McGregor Street – McKenzie Street (West of Study Area)

Parking along both the north and south sides of Selkirk Avenue is not restricted. There is one loading zone in front of 621 Selkirk Avenue along the north side and one loading zone in front of 618 Selkirk Avenue along the south side. Approximately 40 parking spaces and loading zone spaces are located within this block.

4.2 Surrounding Area

In addition to Selkirk Avenue itself, the Study Area includes Flora Avenue (to the south) and Pritchard Avenue (to the north) as well as Salter Street, Powers Street, Andrews Street, and McGregor Street. Each street is summarized below in **Table 4.2**.

Table 4.2: Study Area Parking Restrictions Around Selkirk Avenue

Street	Location	Land Use	Parking Restrictions
Flora Avenue	North	Residential	No Restrictions
	South		No Parking
Pritchard Avenue	North	Residential	No Restrictions
	South		No Parking
Salter Street	East	Commercial	No Parking
	West		No Parking
Powers Street	East	Residential	No Parking
	West		No Restrictions
Andrews Street	East	Residential	No Parking
	West		No Restrictions
McGregor Street	East	Commercial	Parking Permitted with Restrictions
	West		Parking Permitted with Restrictions

Flora Avenue (Southern Limit of Study Area)

Flora Avenue, located one block south and parallel to Selkirk Avenue, has a mixture of single-family residential and multi-family residential development. The Niji Mahkwa School is also located along Flora Avenue east of Powers Street. Parking is permitted on the north side of the street, with enough space for approximately 24 vehicles per block. Thus, within the Study Area, Flora Avenue has the capacity to accommodate slightly more than 70 vehicles between Salter Street and McGregor Street. With an average of 30 – 35 developable lots per block, the available parking permits space for less than one vehicle per lot.

In addition to the on-street parking, vehicles were observed parking in the currently vacant lots between 475 – 483 Flora Avenue on the north side of the street. These lots are directly behind the William Norrie Centre parking lot along Selkirk Avenue.

Also, vehicle parking (both passenger vehicles and delivery vehicles) was observed in the alleyway between Selkirk Avenue and Flora Avenue. Parking in the alleyway is prohibited.

South of Flora Avenue is Stella Avenue, another primarily residential street that permits parking on the north side but prohibits parking on the south side. South of Stella Avenue is Dufferin Avenue, with a mixture of commercial and residential development that permits parking on both sides of the street. Dufferin Avenue is a likely parking generator for the residential neighbourhood between Selkirk Avenue and Dufferin Avenue.

Pritchard Avenue (Northern Limit of Study Area)

Pritchard Avenue, located one block north and parallel to Selkirk Avenue, also has a mixture of single-family residential and multi-family residential development. Parking is permitted along the north side of the street as shown in **Photo 4,** again with enough space for approximately 24 vehicles per block. Thus, within the Study Area, Pritchard Avenue has the capacity to accommodate slightly more than 70 vehicles between Salter Street and McGregor Street. With an average of 30 – 35 developable lots per block, the available parking permits space for less than one vehicle per lot.



Photo 4 - Pritchard Avenue looking west from Powers Street.

In addition to the on-street parking, an existing parking lot located behind the Merchant's Hotel at the intersection of Pritchard Avenue and Andrews Street, which measures approximately 40 metres wide by 32 metres deep, has the capacity to accommodate 30 vehicles or more.

Across Andrews Street from the Merchant's Hotel parking lot are three vacant lots west of 520 Pritchard Avenue that are owned by the North End Housing Project. Vehicles were observed parking in these lots during multiple site visits. These lots are located directly behind the Urban Circle Training Centre.

Passenger vehicle parking was also observed parking in the alleyway between Selkirk Avenue and Pritchard Avenue. Parking in the alleyway is prohibited.

North of Pritchard Avenue is Manitoba Avenue, another primarily residential street that permits parking on the north side but prohibits parking on the south side. North of Manitoba Avenue is Magnus Avenue, which is primarily residential and permits parking only on one side of the street (although the side switches at Powers Street).

Salter Street (Eastern Limit of Study Area)

Salter Street at the eastern limit of the Study Area consists mainly of commercial development and the sides of residential development from side streets. No parking is permitted along Salter Street.

Powers Street (Within Study Area)

Powers Street, located one block west of Salter Street, consists mainly of residential development with a few commercial establishments, primarily at side streets. It does not actually intersect with Selkirk Avenue, but rather creates sitting areas / plazas where its intersection would be. Parking is permitted along the west side but prohibited along the east side. A parking lot that accommodates resident parking for the residential high-rise

at Selkirk Avenue and Powers Street is located on the eastern side of Powers Street. Between most blocks there is enough space to accommodate approximately 6 – 8 vehicles.

Andrews Street (Within Study Area)

Andrews Street, located one block west of Powers Street and one block east of McGregor Street, consists primarily of residential development with a few commercial establishments, again, primarily at side streets. Parking is permitted along the west side but prohibited along the east side. In addition to the established parking lot behind the Merchant's Hotel and the vacant residential lots across Andrews Street, angle parking was also observed on the west side of Andrews Street, north of Selkirk Avenue (at the Merchant's Hotel). This parking was observed on numerous site visits. Although parking on this side of the street is permitted, this type of parking (which extends into the travel lane and completely blocks the sidewalk) is not permitted.

McGregor Street (Western Limit of Study Area)

McGregor Street at the western limit of the Study Area consists primarily of commercial development and the sides of residential development from side streets. Parking is permitted on both sides, with time of day and duration restrictions.

5.0 STUDY AREA PARKING DEMAND

To determine if a parking shortage exists along Selkirk Avenue, the demand for parking was compared with the available parking supply. The demand for parking within the Study Area was determined through multiple site visits, a parking survey, and formal and informal interviews with local businesses and residents.

5.1 Site Visits

Multiple site visits occurred between mid-August and early September to determine parking trends both within and adjacent to the Study Area. During these visits, observations were made while walking as well as driving throughout the area. Key points of interest were parking concentration, location, and availability. The facilities that generated the need for parking were also investigated.

Observations

During every site visit, the highest concentration of parking along Selkirk Avenue was centered about the block between Powers Street and Andrews Street. This segment of Selkirk Avenue includes the greatest concentration of social / educational services as well as business services along Selkirk Avenue, but also has the fewest parking spaces available (due to loading zones and bulb-outs). Both east and west of this central block, the concentration of parked vehicles tapered off, but was still around 25% - 50% utilized. During a majority of site visits, which occurred between 9:00am and 4:30pm, there were no available parking spaces along this central block. On multiple occasions Study Team

participants parked on Flora Avenue, Pritchard Avenue, or other cross-streets due to a lack of parking. During these same site visits, violations of existing restrictions (such as two-hour limits and loading zones) were noticed between Powers Street and Andrews Street, and to a lesser extent between Salter Street and Powers Street.

Along both Flora Avenue and Pritchard Avenue, parked vehicles again appeared to be concentrated between Powers Street and Andrews Street at approximately 25% - 50% capacity, tapering off to the east and west. A majority of the parking appeared to be related to the residences along these streets. Informal discussions with local residents indicated they did not believe there was a parking shortage along the residential streets near Selkirk Avenue.

Parking along Stella Avenue and Manitoba Avenue, one block south of Flora Avenue and north of Pritchard Avenue, respectively, did not appear to be affected at all by the parking supply/demand along Selkirk Avenue. In each block, ample parking was available as were spots on both Flora Avenue and Pritchard Avenue, which are closer to Selkirk Avenue. After this trend was observed multiple times, it was determined that Selkirk Avenue parking has no impact on Stella Avenue or Manitoba Avenue.

The two parking lots associated with the William Norrie Centre and the Urban Circle Training Centre had vehicles in them during each visit. The concentration of vehicles varied from 25 % - 75% utilization depending on time and day. The parking lot behind the Merchant's Hotel, which is signed as private parking, typically had two or three vehicles parked in it. The undeveloped area across Andrews Street from the Merchant's Hotel parking lot also had vehicles parked there repeatedly. As many as five were observed at one time.

During numerous visits, the alleyways both north and south of Selkirk Avenue were blocked. On the north side, it was typically passenger vehicles that either partially or completely blocked any through movement. On the south side, it was a combination of passenger vehicles and delivery trucks, which completely blocked the alleyway. During these occurrences, there was no available parking on Selkirk Avenue parallel to the "blockage" in the alleyway.

Parking Generators

By its very nature, the mixture of social, educational, and commercial interests along Selkirk Avenue is going to generate a need for parking. Just as the different types of social/educational entities generate different parking demand (such as the difference between the Murdo Scribe Centre and the William Norrie Centre), so too do the different types of commercial entities (such as the Windmill Restaurant and Todaschuk Sisters Ukrainian Boutique). The need for parking and the facilities that generate the greatest demand also vary by time, day, and season.

During site visits and interviews, a majority of the parking generators appeared to be located within the central block of the Study Area, between Powers Street and Andrews Street. The William Norrie Centre, Urban Circle Training Centre, Windmill Restaurant,

Merchant's Hotel and North End Community Renewal Corporation had the most "foot traffic" entering and exiting their facilities (which does not necessarily equate to the most parked vehicles). Based on the small scale of most commercial establishments along Selkirk Avenue, it is reasonable to assume a majority of the parking demand is generated between the William Norrie Centre, the Urban Circle Training Centre and the Murdo Scribe Centre – all of which are large establishments by comparison.

5.2 Parking Survey

On Thursday, September 14, 2006, a parking survey was conducted both within and around the Study Area to document the actual weekday parking demand. The survey ran from 1:00pm until 4:45pm and included Selkirk Avenue and side streets Flora Avenue and Pritchard Avenue from Aikins Street (one block east of Salter Street) to McKenzie Street (one block west of McGregor Street). Parking along cross-streets, including Powers Street, Andrews Street, and McGregor Street was also documented (parking along Salter Street is not permitted).

The 1:00pm – 4:45pm time period was chosen based on stakeholder input of when the busiest time of day along Selkirk Avenue occurred (between 9:00am – 3:00pm). By beginning the survey during this period and ending afterwards, the survey was able to document the drop in demand that occurs throughout the Study Area. The date was chosen to ensure students were present and their parking demand was documented (classes began on September 12th).

Although there may be specific instances when greater demand for parking exists along Selkirk Avenue (such as during monthly meetings, Saturday morning classes, and funerals), the Study Team believed this time and day to be appropriate for determining the typical weekday parking demand along Selkirk Avenue.

Selkirk Avenue

The parking demand documented along Selkirk Avenue within and adjacent to the Study Area is presented in **Table 5.1**.

Table 5.1: Parking Survey Demand – Selkirk Avenue

Location	Supply[1]	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Aikins Street to Salter Street (Outside Study Area)							
North Side	16	6	3	1	2	0	2
South Side	16	10	10	9	10	10	10
Salter Street to Powers Street							
North Side	11 (3)	8	12	6	9	3	8
South Side	14 (2)	7	7	8	5	6	7
Powers Street to Andrews Street							
North Side	14 (3)	15	15	13	11	10	13
South Side	10 (4)	14	10	11	10	6	10
Andrews Street to McGregor Street							
North Side	16 (4)	5	6	6	4	2	5
South Side	20	7	10	7	8	5	7
McGregor Street to McKenzie Street (Outside Study Area)							
North Side	20	12	12	10	12	8	11
South Side	20	13	11	13	9	9	11
Study Area Total	**101**	**56**	**60**	**51**	**47**	**32**	**50**
Total	**182**	**97**	**96**	**84**	**80**	**59**	**83**

[1]# (#) = Parking Spaces (Loading Zone Spaces)

Within the Study Area itself, the peak usage occurred between 1:45pm – 2:25pm (60 vehicles parked within a total supply of approximately 101) while the peak usage along the entire count length occurred during the previous time period from 1:00pm – 1:45pm (97 vehicles parked within a total supply of approximately 182).

The data extends from Aikins Streets (east of the Study Area) to McKenzie Street (west of the Study Area) and includes both the north and south side of Selkirk Avenue. The demand is presented in time periods ranging from 35 minutes to 60 minutes (depending on how long it took to complete the survey loop). The available supply of parking is also presented.

The parking survey quantified observations made during previous site visits that the central block within the Study Area (between Powers Street and Andrews Street) appeared to have the highest concentration of parked vehicles and that this concentration tapers off in each direction. With an average of 23 parked vehicles during each time period, the Powers Street to Andrews Street segment had the highest demand. The McGregor Street to McKenzie Street segment (outside the Study Area) had the second highest demand at 22 parked vehicles (a segment of Selkirk Avenue that has no parking restrictions except for two loading zones near McGregor Street). The two time periods between 1:00pm and 2:25pm saw the highest demand along Selkirk Avenue at approximately 97 parking spaces.

It should be noted that on the day of the parking survey, a majority of the staff from the North End Community Renewal Corporation were attending a conference and thus not on Selkirk Avenue. It may also be reasonable to assume a majority of their patrons were also not on Selkirk Avenue either.

Side Streets

The side streets Flora Avenue and Pritchard Avenue were documented during the parking survey, again from Aikins Street to McKenzie Street. Along both, parking is limited to the north side only. The parking demand documented along both side streets within and adjacent to the Study Area is presented in **Table 5.2**. The demand is presented in the same time periods ranging from 35 minutes to 60 minutes. The available supply of parking is estimated based on the length of the block (180 metres) and an assumed parking length of seven metres.

Although both streets consist primarily of single-family residential homes, both schools and churches are also within the survey area, to a much greater extent along Flora Avenue. Flora Avenue has residential development both north and south between Aikins Street and Salter Street, and between Powers Street and Andrews Street. Within the other three blocks, two schools and one church take up approximately 50% of the block. During the parking survey, the segment along Flora Avenue between McGregor Street and McKenzie Street (outside the Study Area) had the highest demand during every time period with an average demand of 17 parked vehicles. The two time periods between 1:45pm and 3:00pm had the highest demand along Flora Avenue at 56 parked vehicles. The increased demand during these time periods could be directly related to the hour at which school lets out and parents arrive to pick up their children (particularly between McGregor Street and McKenzie Street).

Pritchard Avenue by contrast is almost entirely residential with the exception of one government building and one church. Well over 75% of the area is residential. During the parking survey, the segment along Pritchard Avenue between Aikins Street and Salter Street (outside the Study Area) had the highest demand during every time period with an average demand of 14 parked vehicles. The three time periods between 1:00pm and 3:00pm had the highest demand along Pritchard Avenue at 54 parked vehicles.

Table 5.2: Parking Survey Demand – Side Streets

Location	Supply[1]	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Flora Avenue							
Aikins Street – Salter Street	24	7	7	12	13	10	10
Salter Street – Powers Street	24	14	15	13	8	5	11
Powers Street – Andrews Street	24	7	9	8	6	7	7
Andrews Street – McGregor Street	24	5	4	4	5	5	5
McGregor Street – McKenzie Street	24	17	21	19	18	12	17
Total	**120**	**50**	**56**	**56**	**50**	**39**	**50**
Pritchard Avenue							
Aikins Street – Salter Street	24	13	14	16	15	13	14
Salter Street – Powers Street	24	13	13	12	9	11	12
Powers Street – Andrews Street	24	10	11	13	6	4	9
Andrews Street – McGregor Street	24	9	8	8	5	4	7
McGregor Street – McKenzie Street	24	9	8	5	12	10	9
Total	**120**	**54**	**54**	**54**	**47**	**42**	**51**

[1]Each block measures approximately 180m in length. Assuming an average vehicle spacing of 7 metres, and subtracting one vehicle space from each end, there is room for approximately 24 vehicles ((180-14) / 7 = 24).

Along Flora Avenue the peak usage occurred within the two time periods between 1:45pm – 3:00pm (56 vehicles parked within a total supply of approximately 120) while the peak usage along Pritchard Avenue occurred within the three time periods between 1:00pm – 3:00pm (54 vehicles parked within a total supply of approximately 120).

Cross Streets

The cross streets of Salter Street, Powers Street, Andrews Street and McGregor Street were also accounted for during the parking survey. Demand along these streets was documented between Stella Avenue (south of Flora Avenue) and Manitoba Avenue (north of Pritchard Avenue). Although these cross streets represent a small portion of the available parking supply within the Study Area, they could provide insight into the relationship between Selkirk Avenue parking demands and adjacent residential areas. The parking demand documented along the cross streets within and adjacent to the Study Area is presented in **Table 5.3.**

Table 5.3: Parking Survey Demand – Cross Streets

Location	Supply	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Salter Street							
No parking permitted along Salter Street within the Study Area.							
Powers Street[1]							
Stella Avenue – Flora Avenue	10 – 12	3	2	3	3	0	2
Flora Avenue – Selkirk Avenue	6 – 8	4	4	4	0	0	2
Selkirk Avenue – Pritchard Avenue	6 – 8	4	4	4	1	2	3
Pritchard Avenue – Manitoba Avenue	6 – 8	2	2	2	1	0	1
Sub-Total	**28 - 36**	**13**	**12**	**13**	**5**	**2**	**9**
Andrews Street[1]							
Stella Avenue – Flora Avenue	10 – 12	3	1	1	1	1	1
Flora Avenue – Selkirk Avenue	6 – 8	5	2	1	3	3	3
Selkirk Avenue – Pritchard Avenue[3]	6 – 8	0	0	0	0	0	0
Pritchard Avenue – Manitoba Avenue	6 – 8	4	3	2	2	1	2
Sub-Total	**28 - 36**	**12**	**6**	**4**	**6**	**5**	**7**
McGregor Street[2]							
Stella Avenue – Flora Avenue	10 – 12	3	3	2	2	0	2
Flora Avenue – Selkirk Avenue	6 – 8	0	1	3	0	1	1
Selkirk Avenue – Pritchard Avenue	6 – 8	0	0	0	0	0	0
Pritchard Avenue – Manitoba Avenue	6 – 8	1	0	3	2	0	1
Sub-Total	**28 - 36**	**3**	**4**	**8**	**4**	**1**	**4**
Total	**84 - 108**	**28**	**22**	**24**	**15**	**8**	**18**

[1]Parking along Powers Street and Andrews Street is permitted on the west side only.
[2]Parking along McGregor Street is permitted, but restricted, on both sides. During the parking survey, parking was restricted (and obeyed) in portions of the Study Area.
[3]Parking along Andrews Street between Selkirk Avenue and Pritchard Avenue did not occur similar to other cross-streets. Vehicles parked in this location were accessing the Merchant's Hotel and parking within the parking lane / sidewalk (as noted in **Table 5.4**).

Along Powers Street the peak usage occurred between 1:00pm – 3:00pm (12 – 13 vehicles parked within a total supply of approximately 28 – 36).

Within the Study Area Salter Street has parking restrictions along both the east and west side. No parked vehicles were observed along Salter Street during the parking survey. McGregor Street has parking restrictions based on the direction of travel and time of day. Restrictions were in affect (and obeyed) during a portion of the survey, and so the information contained below should not be viewed as the actual demand present along McGregor Street.

Powers Street had the greatest parking demand of the cross streets considered. The peak usage occurred between 1:00pm and 3:00pm with an average of 13 parked vehicles (within a total supply of approximately 28 – 36). A majority of these vehicles were parked within the two blocks closest to Selkirk Avenue. This demand declined drastically after 3:00pm.

Andrews Street also had a significant parking demand of 12 parked vehicles (within a total supply of approximately 28 – 36), but only during the initial time period (1:00pm – 1:45pm). Demand along Andrews Street was not clustered around Selkirk Avenue.

McGregor Street had minimal parking demand during the survey, but as mentioned above, parking restrictions were in place at the time. Along McGregor Street the peak usage occurred between 2:25pm – 3:00pm (8 vehicles parked within a total supply of approximately 28 – 36).

Parking Lots

Five parking lots, four of them "official", were documented during the parking survey. The parking demand documented within these lots (all within the Study Area) is presented in **Table 5.4**.

Table 5.4: Parking Survey Demand – Parking Lots

Location	Supply	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
University of Manitoba – William Norrie Centre Parking Lot							
Selkirk Avenue	20	13	11	11	11	9	11
Urban Circle Training Centre Parking Lot							
Selkirk Avenue	20	12	12	13	13	13	13
Merchant's Hotel Back Lot							
Pritchard Avenue	30 – 40	2	3	3	2	1	2
Merchant's Hotel Side Lot[1]							
Andrews Street	--	1	2	1	1	3	2
Powers Avenue Parking Lot[2]							
Powers Street	8	7	7	6	5	1	5

[1]Although the area along Andrews Street is not identified as a parking lot for the Merchant's Hotel, it is used as such and was quantified that way. Parking was angled or perpendicular to the street.
[2]The parking lot at the Powers Avenue cul-de-sac with Selkirk Avenue (north side), although not signed as such, is used by the residential towers in the northeast quadrant of this area. Residents of this tower believe the parking lot is their private lot.

Between Powers Street and Andrews Street, both the William Norrie Centre and the Urban Circle Training Centre have dedicated parking lots along the south side of Selkirk Avenue. Each lot is capable of accommodating up to 20 vehicles. Both lots were consistently busy throughout the survey with an average demand of 11 – 13 parked vehicles and a peak usage of 13 vehicles in each lot.

The Merchant's Hotel has two parking lots, only one of which is official. Located along Pritchard Avenue at the intersection of Andrews Street (behind the Merchant's Hotel) is a private lot capable of accommodating 30 vehicles or more. The lot had an average of two vehicles per time period surveyed. Its peak usage was three vehicles. The second parking area exists along Andrews Street where patrons park diagonally across the edge of the roadway and the sidewalk. Although the City does not sanction this "lot" it has approximately the same usage as the private lot along Pritchard Avenue.

Along Powers Street north of Selkirk Avenue is a non-dedicated parking lot that is used by the residential tower located at the northeast corner of this intersection. Although not signed as such, the local residents believe the parking lot is for their private use. Demand in this lot was the highest between 1:00pm and 3:45pm, falling drastically during the final survey period. Its peak usage was seven vehicles.

Other Observations

During stakeholder interviews, three points were repeatedly discussed including blocked alleyways, loading zone violations, and time restriction violations. A concerted effort was made to investigate these topics while conducting the parking survey.

No blockages were observed along either of the two alleyways adjacent to Selkirk Avenue during the parking survey. On previous site visits, blockages were noticed along the south alleyway between Powers Street and Andrews Street caused by commercial deliveries. Blockages were also noticed along the north alleyway between Salter Street and Powers Street and Powers Street and Andrews Street. These blockages involved passenger vehicles. In both instances the alleyways were completely blocked.

During the parking survey as well as during other site visits time restriction violations were observed. Additional information pertaining to this topic is documented below in **Section 6.1**.

During numerous site visits, loading zone violations were observed. On the day of the parking survey a violation occurred along the north side of Selkirk Avenue between Salter Street and Powers Street. On multiple occasions, the same vehicle has been observed parking in loading zones between Powers Street and Andrews Street. Local business owners have indicated the vehicle is parked in the same spot for days at a time.

Selkirk Avenue Parking Demand Influence

Based on the parking survey conducted September 14, 2006, the influence of the parking demand along Selkirk Avenue seems to be mostly confined to Selkirk Avenue itself as

well as Powers Street near Selkirk Avenue. There does not appear to be a significant spill-over of Selkirk Avenue traffic onto Flora Avenue or Pritchard Avenue. Along Selkirk Avenue, the demand is clearly the highest between Powers Street and Andrews Street. The two blocks outside the Study Area also have high demand.

5.3 Local Business Perceptions

In addition to the Project Stakeholders interviewed as part of this study, local businesses were both formally and informally interviewed regarding their perception of parking along Selkirk Avenue. Informal interviews were conducted randomly while walking the Study Area while formal interviews were conducted with the following entities (both represented by the Selkirk Avenue BIZ):

- The Donut House (500 Selkirk Avenue)
- Wereschuk Funeral Chapel (447 Selkirk Avenue)

Although not in complete agreement, a vast majority of local businesses believe there is a parking problem along Selkirk Avenue and it is having a negative impact on their business. The businesses that do not see a parking problem along Selkirk Avenue admit a majority of their patrons do not drive, and thus their business is not impacted by the availability of parking.

Three main themes were identified as causing the parking problem:

1. Safety – There is a perception they say, right or wrong, that Selkirk Avenue is not a safe place to walk. Thus, if a parking space is not available immediately outside their destination, patrons go elsewhere. Eventually, long-term customers stop coming by altogether. Increasing safety along Selkirk Avenue may increase people's willingness to walk a bit further, and thus park a bit further, from their ultimate destination.

2. Enforcement – Whether it is violating the two-hour parking limit, the no parking restriction, or the loading zone restriction, business owners say enforcement of existing restrictions along Selkirk Avenue is virtually non-existent. On multiple occasions they have called the City to report violators, even gone so far as to photograph them, but that little is being done about it. While conducting site visits, vehicles were observed violating time restrictions and parking / loading restrictions. No parking enforcement officers were seen on Selkirk Avenue during any site visit.

3. Parking Supply – Although business owners believe there is enough parking supply along Selkirk Avenue to accommodate their patrons, they believe students from William Norrie Centre and patrons on the social services along Selkirk Avenue are depleting that supply, leaving business patrons with no place to park. Parking meters, additional parking lots, and a review of loading zone locations could help address the parking problem, but only if the new restrictions are enforced adequately.

5.4 Local Resident Perceptions

While conducting site visits as well as during the parking survey, the Study Team conversed with local area residents to solicit their perception of parking along Selkirk Avenue and the surrounding area. None of the residents the Study Team spoke with believed there was a parking problem along Selkirk Avenue, Flora Avenue, or Pritchard Avenue. A majority indicated that when shopping on Selkirk Avenue they typically walked and that parking spaces were almost always available along both Flora Avenue and Pritchard Avenue. A few residents did comment that parking restrictions along Selkirk Avenue are not uniform, and therefore confusing.

6.0 SUPPLY vs DEMAND ANALYSIS

Based on the available parking supply within the Study Area (documented during site visits) and the parking demand (documented during the parking survey), the Study Team was able to determine both the existing relationships between the two as well as project future needs.

6.1 Existing Supply vs. Demand Relationship

The relationship between the available parking supply and the parking demand documented during the parking survey were analyzed to determine three parameters: utilization, turnover, and duration. Summary analysis and findings of each parameter are presented below.

Parking Utilization

Parking utilization investigates the relationship between the demand for parking and its availability. In general analysis terms, an area with primarily casual parking needs is said to be “at capacity” if 85% or more of the available parking supply is occupied by parked vehicles. This value takes into account the coming/going of vehicles and the ability for drivers to park efficiently.

Table 6.1 presents the comparison between parking supply and parking demand, as well as the percent utilization, along Selkirk Avenue within the Study Area. Areas at or above the practical capacity level of 85% are shown in bold italics.

Table 6.1: Parking Utilization – Selkirk Avenue

Location	Supply[1]	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Salter Street to Powers Street							
North Side	14	8 (57%)	12 ***(86%)***	6 (43%)	9 (64%)	3 (21%)	8 (54%)
South Side	16	7 (44%)	7 (44%)	8 (50%)	5 (31%)	6 (38%)	7 (41%)
Powers Street to Andrews Street							
North Side	17	15 ***(88%)***	15 ***(88%)***	13 (76%)	11 (65%)	10 (59%)	13 (76%)
South Side	14	14 ***(100%)***	10 (71%)	11 (79%)	10 (71%)	6 (43%)	10 (71%)
Andrews Street to McGregor Street							
North Side	20	5 (25%)	6 (30%)	6 (30%)	4 (20%)	2 (10%)	5 (23%)
South Side	20	7 (35%)	10 (50%)	7 (35%)	8 (40%)	5 (25%)	7 (37%)
Total	**101**	**56 (55%)**	**60 (59%)**	**51 (50%)**	**47 (47%)**	**32 (32%)**	**50 (49%)**

[1]"Supply" includes both parking spaces as well as loading zone spaces.

The segment between Powers Street and Andrews Street has the highest average utilization at approximately 74%. Along this segment, the 85th percentile demand is exceeded three times. The segment between Salter Street and Powers Street exceeded the 85th percentile demand once between 1:45pm and 2:25pm on the north side. The highest overall utilization along Selkirk Avenue within the Study Area occurred between 1:45pm and 2:25pm (59% utilized). The highest individual segment demand within the Study Area occurred in all segments between 1:00pm and 3:00pm.

The average utilization along Selkirk Avenue between Salter Street and McGregor Street was 49%.

Table 6.2 presents the comparison between parking supply and parking demand, as well as the percent utilization, along Flora Avenue and Pritchard Avenue within the Study Area. No areas where at or above the practical capacity level of 85%.

Table 6.2: Parking Utilization – Side Streets

Location	Supply[1]	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Flora Avenue							
Salter Street – Powers Street	24	14 (58%)	15 (63%)	13 (54%)	8 (33%)	5 (21%)	11 (46%)
Powers Street – Andrews Street	24	7 (29%)	9 (38%)	8 (33%)	6 (25%)	7 (29%)	7 (29%)
Andrews Street – McGregor Street	24	5 (21%)	4 (17%)	4 (17%)	5 (21%)	5 (21%)	5 (21%)
Total	**72**	**26 (36%)**	**28 (39%)**	**25 (35%)**	**19 (26%)**	**17 (24%)**	**23 (32%)**
Pritchard Avenue							
Salter Street – Powers Street	24	13 (54%)	13 (54%)	12 (50%)	9 (38%)	11 (46%)	12 (50%)
Powers Street – Andrews Street	24	10 (42%)	11 (46%)	13 (54%)	6 (25%)	4 (17%)	9 (38%)
Andrews Street – McGregor Street	24	9 (38%)	8 (33%)	8 (33%)	5 (21%)	4 (17%)	7 (29%)
Total	**72**	**32 (44%)**	**32 (44%)**	**33 (46%)**	**20 (28%)**	**19 (26%)**	**28 (39%)**

[1]Each block measures approximately 180 metres in length. Assuming an average vehicle spacing of 7 metres, and subtracting one vehicle space from each end, there is room for approximately 24 vehicles ((180-14) / 7 = 24).

Although certain segments along both Flora Avenue and Pritchard Avenue do show higher utilization than others, such as Salter Street to Powers Street for both Flora Avenue and Pritchard Avenue, only one segment has a utilization level greater than 60%, and that lasts for less than one hour.

The highest average utilization for both roadways occurs between 1:00pm and 3:00pm (35% - 46%) and the highest segment for both roadways is between Salter Street and Powers Street (46% and 50%). Unlike Selkirk Avenue, the central block is not the most heavily utilized. Similar to Selkirk Avenue, however, the segment between Andrews Street and McGregor Street is the least utilized.

The average utilization during the parking survey was 32% along Flora Avenue and 39% along Pritchard Avenue.

Table 6.3 presents the comparison between parking supply and parking demand, as well as the percent utilization, along Powers Street and Andrews Street within the Study Area. No areas were at or above the practical capacity level of 85%.

Table 6.3: Study Area Parking Utilization – Cross Streets

Location	Supply	Demand By Time Period					Average
		1:00 – 1:45	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Salter Street							
No parking permitted along Salter Street within the Study Area.							
Powers Street[1]							
Stella Avenue – Flora Avenue	10 – 12	3 (27%)	2 (18%)	3 (27%)	3 (27%)	0 (0%)	2 (18%)
Flora Avenue – Selkirk Avenue	6 – 8	4 (57%)	4 (57%)	4 (57%)	0 (0%)	0 (0%)	2 (29%)
Selkirk Avenue – Pritchard Avenue	6 – 8	4 (57%)	4 (57%)	4 (57%)	1 (14%)	2 (29%)	3 (43%)
Pritchard Avenue – Manitoba Avenue	6 – 8	2 (29%)	2 (29%)	2 (29%)	1 (14%)	0 (0%)	1 (14%)
Total	**~32**	**13 (40%)**	**12 (38%)**	**13 (40%)**	**5 (16%)**	**2 (6%)**	**9 (28%)**
Andrews Street[1]							
Stella Avenue – Flora Avenue	10 – 12	3 (27%)	1 (9%)	1 (9%)	1 (9%)	1 (9%)	1 (9%)
Flora Avenue – Selkirk Avenue	6 – 8	5 (71%)	2 (29%)	1 (14%)	3 (43%)	3 (43%)	3 (43%)
Selkirk Avenue – Pritchard Avenue[3]	6 – 8	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)	0 (0%)
Pritchard Avenue – Manitoba Avenue	6 – 8	4 (57%)	3 (43%)	2 (29%)	2 (29%)	1 (14%)	2 (29%)
Total	**~32**	**12 (38%)**	**6 (19%)**	**4 (13%)**	**6 (19%)**	**5 (16%)**	**7 (21%)**
McGregor Street[2]							
Parking restricted and sporadic within Study Area during survey.							

[1]Parking along Powers Street and Andrews Street is permitted on the west side only.
[2]Parking along McGregor Street is permitted, but restricted, on both sides. During the parking survey, parking was restricted (and obeyed) in portions of the Study Area.
[3]Parking along Andrews Street between Selkirk Avenue and Pritchard Avenue does not occur similar to other cross-streets. Vehicles parked in this location were accessing the Merchant's Hotel and parking within the parking lane / sidewalk (as noted in **Table 5.4**).

The utilization along the four blocks of Powers Street centered about Selkirk Avenue is rather sporadic, but it does appear to increase in proximity to Selkirk Avenue. This is particularly evident between 1:00pm and 3:00pm, the three periods with the highest

utilization along Powers Street (between 38% – 40%). The roadway segment with the highest utilization along Powers Street is between Selkirk Avenue and Pritchard Street.

The utilization along Andrews Street is generally lower than that along Powers Street but is also the highest near Selkirk Avenue. The segment between Flora Avenue and Selkirk Avenue has the highest average segment utilization at 43%. The time period between 1:00pm and 1:45pm has the highest average total utilization at 38%.

The average utilization during the entire parking survey for Powers Street was 28% and for Andrews Street was 21%.

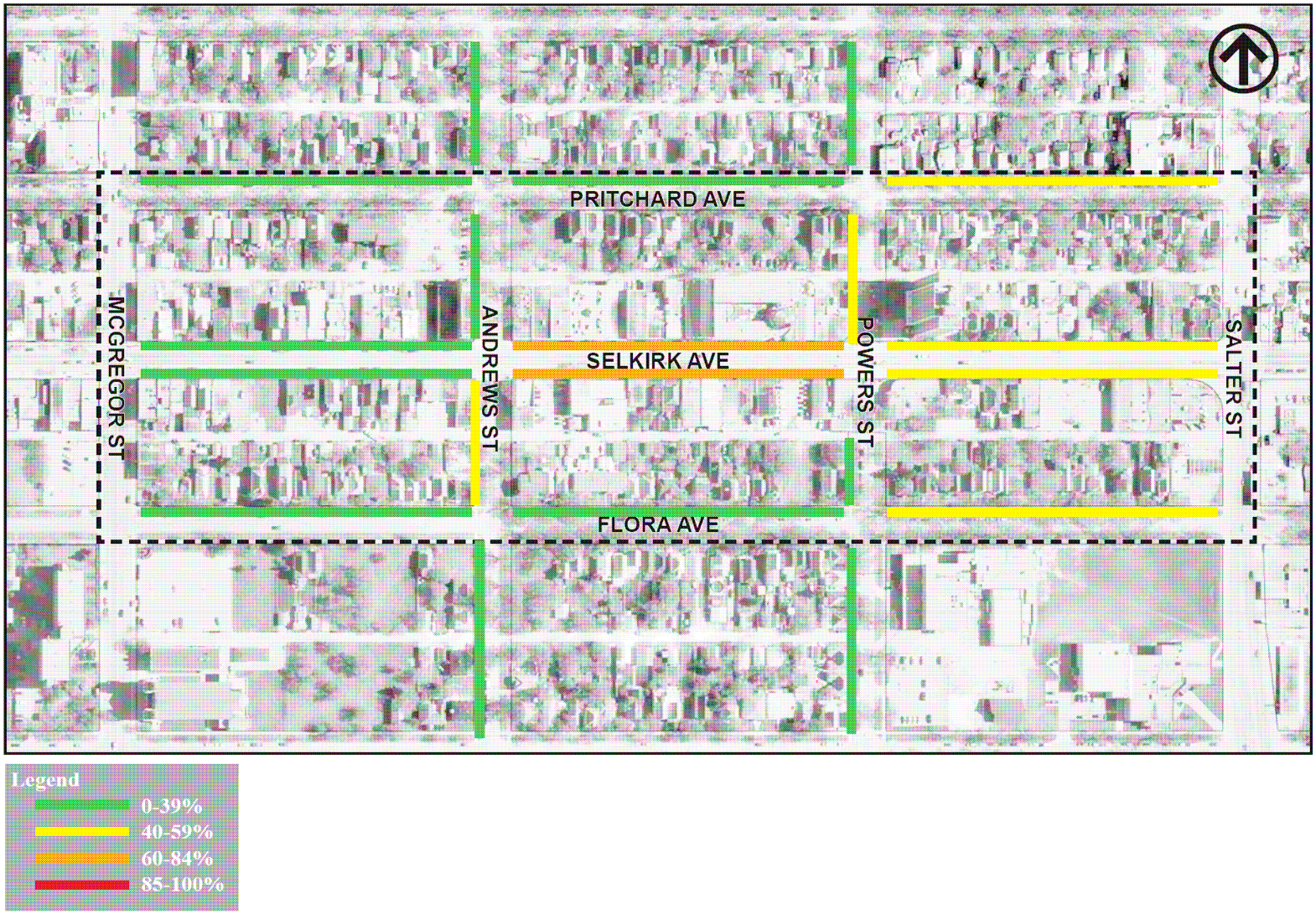
Figure 6.1 presents the peak parking utilization within the Study Area during the parking survey. The color-coded bars represent the highest individual segment demand recorded during the parking survey. Not all peak demands occurred during the same time period.

Figure 6.2 presents the average parking utilization within the Study Area during the parking survey. The color-coded bars in this figure represent that average utilization for each segment.

Figure 6.1: Peak Parking Utilization – Study Area



Figure 6.2: Average Parking Utilization – Study Area



Parking Turnover

The degree to which new vehicles enter the traffic mix, in this case new parked vehicles along a particular roadway segment, within a specified time period, is characterized as turnover. Thus, the higher the turnover percentage, the greater the number of different vehicles that are parking in a given area. A turnover of 0% means no new vehicles are parked in a particular segment whereas a turnover of 100% means every vehicle parked in this segment is new. **Table 6.4** presents the percent turnover along Selkirk Avenue within the Study Area.

Table 6.4: Parking Turnover (%)[1] - Selkirk Avenue

Location	Turnover By Time Period					Average
	1:00 – 1:45[2]	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Salter Street – Powers Street						
North Side	N/A	42%	33%	67%	33%	47%
South Side	N/A	43%	63%	0%	67%	46%
Combined	**N/A**	**42%**	**50%**	**43%**	**56%**	**47%**
Powers Street – Andrews Street						
North Side	N/A	27%	23%	36%	60%	35%
South Side	N/A	10%	27%	60%	67%	38%
Combined	**N/A**	**20%**	**25%**	**48%**	**63%**	**37%**
Andrews Street – McGregor Street						
North Side	N/A	100%	83%	100%	100%	94%
South Side	N/A	60%	57%	75%	80%	67%
Combined	**N/A**	**75%**	**69%**	**83%**	**86%**	**80%**

[1]Percentage represents the proportion of "new" vehicles parked per location as compared with previously parked vehicles.
[2]As the 1:00 – 1:45 time slot was the initial round in the parking survey, no previous data exists to make turnover percentage comparisons.

The percent turnover can best be viewed in terms of how many new vehicles enter the parking mix. The lower the percentage, the longer vehicles remain. Thus, the segment between Powers Street and Andrews Street has the lowest combined turnover percentage (37%) while the segment between Andrews Street and McGregor Street has the highest combined turnover percentage (80%). All else being equal, one could thus conclude a parking space along Selkirk Avenue would be easier to find between Andrews Street and McGregor Street than between Powers Street and Andrews Street. A relatively high turnover percentage is indicative of a commercial area with high patron turnover.

It should be noted, as presented in **Table 4.1**, that the segment between Powers Street and Andrews Street, which has the lowest percent turnover, also has the lowest supply of available parking spaces. The segment between Andrews Street and McGregor Street, which has the highest percent turnover, also has the largest supply of available parking spaces.

Table 6.5 presents the percent turnover along side streets within the Study Area.

Table 6.5: Parking Turnover (%)[1] – Side Streets

Location	Turnover By Time Period					Average
	1:00 – 1:45[2]	1:45 – 2:25	2:25 – 3:00	3:00 – 3:45	3:45 – 4:45	
Salter Street – Powers Street						
Flora Avenue	N/A	0%	25%	40%	20%	22%
Pritchard Avenue	N/A	25%	13%	0%	50%	20%
Both	**N/A**	**17%**	**17%**	**20%**	**33%**	**21%**
Powers Street – Andrews Street						
Flora Avenue	N/A	22%	13%	67%	71%	40%
Pritchard Avenue	N/A	27%	38%	67%	0%	35%
Both	**N/A**	**25%**	**29%**	**67%**	**45%**	**38%**
Andrews Street – McGregor Street						
Flora Avenue	N/A	27%	15%	13%	60%	24%
Pritchard Avenue	N/A	23%	8%	11%	27%	18%
Both	**N/A**	**25%**	**12%**	**12%**	**38%**	**21%**

[1]Percentage represents the proportion of "new" vehicles parked per location as compared with previously parked vehicles.
[2]As the 1:00 – 1:45 time slot was the initial round in the parking survey, no previous data exists to make turnover percentage comparisons.

The parking turnover along both Flora Avenue and Pritchard Avenue were analyzed to determine if Selkirk Avenue was having an impact on the availability of parking within these residential areas. Relatively low turnover percentages are indicative of a residential area where vehicles stay for extended periods of time. Noticeable increases in turnover were observed between Powers Street and Andrews Street, particularly along Flora Avenue where the turnover percentages reached 67% – 71%.

The average turnover along Flora Avenue and Pritchard Avenue between both Salter Street and Powers Street and Andrews Street and McGregor Street was 21% (one out of every five vehicles was new). Between Powers Street and Andrews Street the turnover almost doubled to and average of 38% (two out of every five vehicles are new).

Parking Duration

The duration, or length of time, a vehicles remains in one particular parking spot not only contributes to the availability of parking spaces in a particular area, but also indicates whether or not existing parking restrictions are being obeyed and enforced adequately.

Table 6.6 presents the duration of stay along Selkirk Avenue within the Study Area. Columns within the table contain number of vehicles parked in a given segment per time duration in hours.

Table 6.6: Parking Duration – Selkirk Avenue

Location	Total Parked Vehicles	Duration of Stay (Hours)				
		0 – 0.75	0.75 – 1.5	1.5 – 2.0	2.0 – 2.75	2.75 – 3.75
Salter Street – Powers Street						
North Side	22	11 (55%)	8 (40%)	1 (5%	2 (10%)	0 (0%)
South Side	18	11 (61%)	2 (11%)	2 (11%)	2 (11%)	1 (6%)
Powers Street – Andrews Street						
North Side	34	17 (50%)	8 (23%)	6 (18%)	1 (3%)	2 (6%)
South Side	26	15 (57%)	3 (12%)	3 (12%)	3 (12%)	2 (7%)
Andrews Street – McGregor Street						
North Side	22	21 (95%)	1 (5%)	0 (0%)	0 (0%)	0 (0%)
South Side	28	24 (85%)	1 (4%)	2 (7%)	0 (0%)	1 (4%)

During the 3.75 hours that elapsed during the parking survey, a total of 150 parked vehicles were documented along Selkirk Avenue within the Study Area. Of these vehicles, 27% were parked between Salter Street and Powers Street, 40% were parked between Powers Street and Andrews Street, and 33% were parked between Andrews Street and McGregor Street.

Throughout a majority of the Study Area, parking along Selkirk Avenue is restricted to a maximum of two-hours (with the exception of the south side between Salter Street and Powers Street which is not restricted). Of the 150 parked vehicles documented during the parking survey, 136 (91%) were parked along Selkirk Avenue for two-hours or less while 14 (9%) were parked for more than two-hours. **Table 6.7** presents this information on a per segment basis.

Of the 136 vehicles that were parked along Selkirk Avenue for less than two-hours, approximately 26% were between Salter Street and Powers Street, 38% were between Powers Street and Andrews Street, and 36% were between Andrews Street and McGregor Street.

Of the 14 vehicles that were parked along Selkirk Avenue for more than two-hours, 36% were between Salter Street and Powers Street, 57% were between Powers Street and Andrews Street, and 7% were between Andrews Street and McGregor Street.

Table 6.7: Parking Duration vs. Time Restrictions – Selkirk Avenue

Segment	Parked Vehicles per Segment	Less than 2-Hours		More than 2-Hours	
		#	%	#	%
Salter Street – Powers Street	40	35	88	5	12
Powers Street – Andrews Street	60	52	87	8	13
Andrews Street – McGregor Street	50	49	98	1	2
Total	**150**	**136**	**91%**	**14**	**9%**

This information indicates that a vast majority of parked vehicles along Selkirk Avenue remain there for less than two-hours (91%). The segment between Andrews Street and McGregor Street has the highest compliance percent at 98% while the segment between Powers Street and Andrews Street has the most parking restriction violators (eight vehicles parked longer than two-hours).

The Study Team also analyzed the duration of stay along the side streets (Flora Avenue and Pritchard Avenue) within the Study Area. Neither of these streets have time restrictions. **Table 6.8** presents the duration of stay along Flora Avenue and Pritchard Avenue within the Study Area. As above, columns within the table contain number of vehicles parked in a given segment per time duration in hours.

Table 6.8: Parking Duration - Side Streets

Location	Total Parked Vehicles	Duration of Stay (Hours)				
		0 – 0.75	0.75 – 1.5	1.5 – 2.0	2.0 – 2.75	2.75 – 3.75
Salter Street – Powers Street						
Flora Avenue	24	11 (46%)	2 (8%)	4 (17%)	6 (25%)	1 (4%)
Pritchard Avenue	19	7 (37%)	0 (0%)	3 (16%)	1 (5%)	8 (42%)
Powers Street – Andrews Street						
Flora Avenue	18	8 (44%)	2 (11%)	7 (39%)	0 (0%)	1 (6%)
Pritchard Avenue	21	7 (33%)	6 (29%)	7 (33%)	1 (5%)	0 (0%)
Andrews Street – McGregor Street						
Flora Avenue	9	4 (45%)	2 (22%)	0 (0%)	0 (0%)	3 (33%)
Pritchard Avenue	13	4 (31%)	3 (24%)	2 (15%)	2 (15%)	2 (15%)

During the 3.75 hours that elapsed during the parking survey, a total of 104 parked vehicles were documented along both Flora Avenue and Pritchard Avenue within the Study Area. Of these vehicles, 41% were parked between Salter Street and Powers Street, 38% were parked between Powers Street and Andrews Street, and 21% were parked between Andrews Street and McGregor Street.

Of the 104 parked vehicles documented during the parking survey, 79 (76%) were parked along Flora Avenue and Pritchard Avenue for two-hours or less while 25 (24%) were parked for more than two-hours. **Table 6.9** presents this information on a per segment basis.

Table 6.9: Parking Duration vs. Time Restrictions – Side Streets

Segment	Parked Vehicles per Segment	Less than 2-Hours		More than 2-Hours	
		#	%	#	%
Salter Street – Powers Street	43	27	63%	16	37%
Powers Street – Andrews Street	39	37	95%	2	5%
Andrews Street – McGregor Street	22	15	68%	7	32%
Total	**104**	**79**	**76%**	**25**	**24%**

Of the 79 vehicles that were parked along Flora Avenue and Pritchard Avenue for less than two-hours, approximately 34% were between Salter Street and Powers Street, 47% were between Powers Street and Andrews Street, and 19% were between Andrews Street and McGregor Street.

Of the 25 vehicles that were parked along Flora Avenue and Pritchard Avenue for more than two-hours, 64% were between Salter Street and Powers Street, 8% were between Powers Street and Andrews Street, and 28% were between Andrews Street and McGregor Street.

This information indicates that while a majority of parked vehicles along Flora Avenue and Pritchard Avenue remain there for less than two-hours (76%), the proportion of vehicles remaining longer than two-hour is 250% greater than along Selkirk Avenue itself. This is a strong indication that parked vehicles along Flora Avenue and Pritchard Avenue are associated with the residential neighbourhoods themselves, and not Selkirk Avenue business and social/educational services, based in part on the location of this trend.

This characteristic changes when the central block between Powers Street and Andrews Street is viewed individually. In this area, the percentages of vehicles parked less than and more than two-hours, 95% and 5% respectively, more closely resembles Selkirk Avenue parking characteristics. In this location, it is possible that the higher degree of turnover coupled with the shorter duration of stay indicates that some of the parked

vehicles were destined for Selkirk Avenue, but simply couldn't find an adequate parking space in proximity to their final destination.

6.2 Future Supply vs. Demand Relationship

To analyze the relationship between the potential future supply and demand for parking within the Study Area, potential changes need to be considered and various assumptions need to be made relative to potential growth.

Potential Study Area Changes

Within the Study Area both Flora Avenue and Pritchard Avenue, which consist primarily of residential development, are approximately 90 – 95% developed. There are a few vacant lots within the Study Area, a majority of which are on Pritchard Avenue. It is therefore unlikely new residential development within the Study Area would have a significant impact on parking demand. During informal conversations with local residents while conducting the parking survey, many noted that they and their neighbours do not have personal vehicles. It is, therefore, possible that parking demand could increase if the percentage of local residents who own personal vehicles were to increase. This impact would likely be greater than the impact caused by new development.

Along Selkirk Avenue within the Study Area, each of the three blocks investigated has its own potential changes that could impact parking demand.

- Salter Street – Powers Street: The Sicilian Club is currently vacant and for sale. This is a large facility (with its own parking lot) along the south side of Selkirk Avenue. Depending on what type of tenant eventually occupies this facility (and how much parking they require in addition to the existing lot), demand in this segment of Selkirk Avenue could increase. The remainder of this segment is largely developed with little likelihood for significant change.

- Powers Street – Andrews Street: The theatre located west of the William Norrie Centre is currently under new ownership (ARB Holdings Ltd.) with potential plans for redevelopment. Depending on the type of tenant that is to eventually occupy this space, the increase in parking demand could be significant. The remainder of this segment is largely developed with little likelihood for significant change.

- Andrews Street – McGregor Street: The majority of vacant lots along Selkirk Avenue are located within this segment. Depending on the type of tenant that eventually occupies this space, the increase in parking demand could be significant.

Assumptions Relative to Potential Growth

As noted above, a majority of the residential areas along both Flora Avenue and Pritchard Avenue are fully developed. Thus, it is unlikely a significant increase in local residential traffic and parking demand would occur in the near future. For the purposes of this analysis, the Study Team assumed 90% of the parked vehicles along Flora Avenue and Pritchard Avenue were related to residences while 10% were related to Selkirk Avenue businesses and social / educational services. A 1% annual growth rate was assumed for residential traffic / parking.

Along Selkirk Avenue there are various locations where future businesses and social/educational services could establish themselves. While the central portion of the Study Area is almost fully occupied (with the exception of a theatre), developable space does exist, particularly in the western segment of the Study Area (Andrews Street to McGregor Street). To approximate the additional parking demand generated by potential commercial / social / educational development along Selkirk Avenue, an aggressive annual growth rate of 2% was assumed. This rate also applied to the 10% along Flora Avenue and Pritchard Avenue related to Selkirk Avenue mentioned above.

Table 6.10 illustrates the potential growth in parking demand along Selkirk Avenue, Flora Avenue, and Pritchard Avenue based a 1% annual growth rate for residential parking demand and a 2% annual growth rate for commercial / social / educational parking demand in a 10-year horizon.

Based on the information presented in **Table 6.10**, approximately 44% (122 of 278) of the available parking supply along Flora Avenue, Selkirk Avenue, and Pritchard Avenue would remain available taking into account potential future demand within the entire Study Area. Both Flora Avenue and Pritchard Avenue would see an increase of approximately 17% in the number of parked vehicles than exist along these residential streets today.

Selkirk Avenue, however, would see an increase of approximately 25% over the number of vehicles parked along this commercial street today. The segment of Selkirk Avenue between Powers Street and Andrews Street would actually have an excess demand of five vehicles compared to the existing supply. Vehicles with a final destination in this segment would either park in adjacent segments along Selkirk Avenue or park along Flora Avenue, Pritchard Avenue, Powers Street (less likely as there is no direct access with Selkirk Avenue), or Andrews Street.

Table 6.10: Potential Future Parking Demand (10-Year Horizon)

Segment	Supply	Maximum Existing Demand	Potential Future Demand[1]	Available Parking[2]
Selkirk Avenue				
Salter Street – Powers Street	30	20	25	+5
Powers Street – Andrews Street	31	29	36	-5
Andrews Street – McGregor Street	40	16	20	+20
Total	**101[3]**	**65**	**81**	**+20**
Flora Avenue				
Salter Street – Powers Street	24	15	17	+7
Powers Street – Andrews Street	24	9	11	+13
Andrews Street – McGregor Street	24	5	6	+18
Total	**72**	**29**	**34**	**+38**
Pritchard Avenue				
Salter Street – Powers Street	24	13	15	+9
Powers Street – Andrews Street	24	13	15	+9
Andrews Street – McGregor Street	24	9	11	+13
Total	**72**	**35**	**41**	**+31**
Study Area Total	**245**	**129**	**156**	**+89**

[1] All values are rounded up.
[2] "Available Parking" is defined as the "Supply" minus the "Potential Future Demand". A positive value indicates a parking surplus while a negative value indicates a parking shortfall.
[3]Includes loading zone spaces.

Based on the potential future demand presented in **Table 6.10**, one segment along Selkirk Avenue (between Powers Street and Andrews Street) which currently exceeds the 85th percentile capacity for "maximum existing demand" would completely exceed the available supply by approximately 16%. All other segments fall below the 85th percentile capacity threshold during both the existing maximum demand as well as the potential future demand.

6.3 Supply vs. Demand Conclusions

Based on the parking survey and subsequent supply vs. demand analysis, four general conclusions were reached relative to concerns discussed by the Project Stakeholders.

1. Demand for parking. Project Stakeholders have indicated that the demand for parking along Selkirk Avenue fluctuates depending on class schedules, meetings and other events, but that in general, late morning to early afternoon is the busiest time along Selkirk Avenue, and consequently, the most difficult time to find parking.

   The parking survey conducted by the Study Team confirmed this belief, both in terms of utilization and turnover. The greatest demand for parking along Selkirk Avenue within each of the three blocks considered occurred between 1:00pm and 3:00pm. In fact, the total demand along Selkirk Avenue during the final time period of the parking survey was almost half that during the busiest time period.

   The highest percent utilization of all available parking along Selkirk Avenue (59%) occurred between 1:45pm and 2:25pm. The highest segment utilization occurred from Powers Street to Andrews Street between 1:00pm and 1:45pm during which time both sides of Selkirk Avenue exceeded 85% capacity (the south side was completely full).

2. Selkirk Avenue parking being forced onto Flora Avenue and Pritchard Avenue. Based on the results from the parking survey, it does not appear as though the demand for parking along Selkirk Avenue exceeds the available supply (and preferred location) to an extent great enough to force non-local traffic to park along adjacent residential side streets. Cross streets such as Powers Street and Andrews Street do, however, appear to be utilized for both residential and commercial / social / educational purposes. As these streets lie within the transition area between commercial and residential development, this mixture of parking is appropriate for this area.

   In the future, however, it is likely (given the assumptions identified above), that parking along Selkirk Avenue, particularly within the central block between Powers Street and Andrews Street will exceed supply. In this situation, it is likely traffic bound for Selkirk Avenue would park elsewhere on Selkirk Avenue, make greater use of the cross streets, or may use either Flora Avenue or Pritchard Avenue for parking purposes.

3. Enforcement of parking restrictions. Virtually every Project Stakeholder interviewed believed there was a lack of enforcement related to existing parking restrictions along Selkirk Avenue. Stakeholders noted vehicles parked for days at a time in two-hour restricted areas and within loading zones for the entire day. They noted that any changes in parking restrictions along Selkirk Avenue would be pointless unless enforcement of those changes was made a priority.

While conducting the parking survey, a police presence within the Study Area was evident, with police car sightings at least every hour. However, during this time period, Study Team members did not observe a parking enforcement officer patrolling Selkirk Avenue.

Based on the analysis of the parking survey data, approximately 9% of the vehicles parked along Selkirk Avenue remained in their location for more than two-hours (a majority of Selkirk Avenue is restricted to two-hour parking). Within the central block, which had the highest demand vs. supply ratio, 13% of the parked vehicles violated the two-hour restriction, approximately one in every eight vehicles. If the long-term parking violators were removed from the Selkirk Avenue parking mix, ample supply would exist along all segments of Selkirk Avenue to meet existing demand.

4. There is a lack of parking for business patrons. All of the business stakeholders, residential stakeholders, and some of the social / educational service stakeholders believed there to be a lack of parking for business patrons. Most felt there was ample parking along Selkirk Avenue for business needs, but that social / educational patrons occupied a large percentage of it. Most believed that if additional businesses were to occupy Selkirk Avenue, there would be a severe parking shortage.

   Based on the parking utilization documented during the parking survey, portions of Selkirk Avenue do appear to be at capacity in terms of parking. The central block within the Study Area had capacity rates above 85% between 1:00pm – 2:25pm, with an average capacity during the entire survey of approximately 75% utilized. Slight increases in the parking demand along this stretch would likely exceed capacity.

   Considered in its entirety, however, the existing parking along the three blocks of Selkirk Avenue within the Study Area has ample supply to meet the business (and social / educational service) needs in terms of parking supply. During its busiest time period (1:45pm – 2:25pm), 41% of the available parking spaces along Selkirk Avenue were vacant, although a majority of them (59%) were located between Andrews Street and McGregor Street. Nonetheless, this available parking is at most a five minute walk from any location in the central block of the Study Area.

   As shown in **Table 6.10**, both the existing and potential future demand for parking along Selkirk Avenue can be completely located along Selkirk Avenue within the Study Area. With a potential future demand of approximately 80 parked vehicles (10-year horizon), approximately 80% of the available parking supply would be utilized, leaving 20 parking spaces along Selkirk Avenue available.

7.0 POTENTIAL PARKING SOLUTIONS

Through stakeholder interviews, site visits, and the parking survey, modifications that could be made to improve the parking situation along Selkirk Avenue were documented. Several types of potential solutions were investigated. Some would require long-term planning (more than two years) while others could be implemented in the short term (0 – 6 months). Some would require high construction, operations, and maintenance costs while others would not.

Eight potential parking solution options were considered. **Table 7.1** lists each and identifies is implementation term, relative cost, and relative benefit:cost. Each solution option is detailed below.

Table 7.1: Potential Parking Solutions

Solution Option	Implementation Term			Relative Cost			Benefit : Cost		
	Short	Mid	Long	Low	Mid	High	Low	Mid	High
Enforcement	X			X					X
New Tenant Requirements		X		X			X		
Parking Lots		X			X			X	
Management Measures	X			X					X
Loading and Bulb-outs		X			X			X	
Walkability	X			X				X	
Community Agreements	X			X					X
Safety Initiatives	X			X					X

7.1 Enforcement of Parking Restrictions

As discussed during formal interviews and observed during site visits and the parking survey, parking restrictions along Selkirk Avenue are neither enforced nor obeyed. By increasing enforcement along the three blocks within the Study Area during the busiest parking hours (9:00am until 3:00pm according to local business owners) the availability of parking along Selkirk Avenue would increase without having to actually increase the supply. It would take one parking enforcement officer approximately 30 – 45 minutes to walk both sides of Selkirk Avenue between Salter Street and McGregor Street. The additional presence of a parking enforcement officer could also lead to the perception of increased safety.

7.2 Parking Requirements for New Tenants

Parking requirements for new tenants along Selkirk Avenue could be revised upwards to require a minimum number of parking spaces regardless of business type or purpose. This requirement could be based on building size, clientele, staff, or some other characteristic. But all new tenants should be required to provide at least some additional parking other than what currently exists along Selkirk Avenue. The location would need to be flexible to allow tenants the opportunity to secure parking, especially for staff, at a remote location rather than within their own property.

7.3 Potential Parking Lot Sites

Although a majority of interviewees indicated they would prefer additional parking lots along Selkirk Avenue itself, two parking lot locations were considered, both on and off Selkirk Avenue.

<u>On Selkirk Avenue</u>

Three potential parking lot locations along Selkirk Avenue were identified within the Study Area. (For reference purposes, the existing parking lots associated with the William Norrie Centre and the Urban Circle Training Centre are each two lots wide.)

The first location, which currently exists as a private parking lot four lots wide, is located on the south side of Selkirk Avenue west of Salter Street at the Sicilian Club (430 Selkirk Avenue) shown in **Photo 1**. Access to the parking lot is via the alleyway between Selkirk Avenue and Flora Avenue. This lot is already paved but is not properly striped. Thirty vehicles or more could be accommodated at this site. The Sicilian Club, and its associated parking lot, is currently for sale. Given the observed occurrences of the alleyways being blocked by parked cars or loading vehicles, a private approach on Selkirk Avenue would be beneficial.



Photo 5 - Vacant lots on the north side of Selkirk Avenue looking southeast.

The second location is three lots wide located on the south side of Selkirk Avenue east of McGregor Street between 570 – 584 Selkirk Avenue. The lots are currently vacant, shown in **Photo 5**. Twenty vehicles or more could be accommodated at this site.

The third location is two lots wide on the north side of Selkirk Avenue west of Andrews Avenue between 553 – 565 Selkirk Avenue. The lots are currently vacant. Approximately 20 vehicles could be accommodated at this site.

Off Selkirk Avenue

Two potential parking lot locations off Selkirk Avenue, along Pritchard Avenue, were identified within the Study Area.



Photo 6 - Merchant's Hotel parking lot from Pritchard Avenue looking southwest.

The first location, which currently exists as a private parking lot four lots wide, is located on the south side of Pritchard Avenue west of Andrews Street behind the Merchant's Hotel (543 Selkirk Avenue) shown in **Photo 6.** Access to the parking lot is via the alleyway between Selkirk Avenue and Pritchard Avenue as well as along Pritchard Avenue itself. The lot is already paved, but is not properly striped. Thirty vehicles or more could be accommodated at this site. The Merchant's Hotel has previously rented out parking spaces in this lot to area businesses. Existing usage of the lot was observed to be low.

The second location is three lots wide located on the south side of Pritchard Avenue east of Andrews Avenue shown in **Photo 7**. The lots are currently vacant and owned by the North End Housing Project. Twenty vehicles or more could be accommodated at this site.



Photo 7 – North End Housing Project lots from Pritchard Avenue looking southeast.

7.4 Parking Management Measures

A number of different parking management measures were considered.

Time Restrictions

Within a majority of the Study Area, Selkirk Avenue has a two-hour time restriction. On the south side of Selkirk Avenue between Salter Street and Powers Street, no restriction exists. Creating a uniform time restriction within all portions of the Study Area would ensure all businesses, social services, and educational facilities are being treated equally in terms of available parking. It would also create a more consistent parking situation for patrons thereby reducing driver confusion and increasing their roadway awareness. Given a high percentage of vehicles were parked for an hour or less, another option is to change to a one hour limit on Selkirk Avenue. This may encourage staff/students to seek parking elsewhere.

Parking Designation / Striping

The existing parallel parking spaces along Selkirk Avenue could be striped to indicate individual spaces vehicles should occupy. Currently, neither side of Selkirk Avenue is

striped and the available parking space is not utilized as efficiently as it could be. The effectiveness of this measure would decrease during the winter months.

Parking Meters

Parking meters, individual or pay-and-display machines, could be placed along Selkirk Avenue between Salter Street and McGregor Street. Parking meters would allow for easier identification of parking violators as well as generate revenue that could in turn be used to fund additional enforcement or parking lot maintenance and operations. The rates charged at these meters should be compatible with meter rates throughout the City, but not adversely impact existing parking lots along Selkirk Avenue. The advantage of pay-and-display machines is that differential rates could be used; low for short-term parking (two hours or less), with a higher rate for longer-term parking. The goal of parking meters along Selkirk Avenue should be to reduce the quantity of long-term parking (more than two hours) along the street while increasing the availability of parking spaces for short-term use (less than two hours).

7.5 Redistribution of Parking, Bulb-outs, and Loading Locations within Study Area

The Study Area is signed with three primary restrictions: no parking, loading, and hourly parking. Most of the no parking restrictions apply to bus stop areas near cross-street intersections and bulb out locations, while loading zones have been typically located in areas where social, educational, or commercial patrons/suppliers would benefit from a parking space that is available for short-term parking. The remaining areas generally permit parking to a two-hour maximum.

Along Selkirk Avenue, all existing loading zones appear to be properly located in front of active store-fronts that would benefit from their location. During formal interviews along Selkirk Avenue, the Donut House (500 Selkirk Avenue) requested a loading zone designation in front of their store to permit deliveries and pick-ups. While in the Study Area, delivery trucks were seen blocking the back alleyway. Currently, a bulb out exists outside the Donut House storefront (**Photo 8**).



Photo 8 – Bulb-out along south side of Selkirk Avenue looking west.

Between Powers Street and Andrews Street on both the north and south sides of Selkirk Avenue are bulb outs that extend the sidewalk area into the parking lane as shown in **Photo 8.** Two bulb-outs exist on each side. If removed in their entirety, they could be replaced by as many as 7 – 8 additional parking spaces on the north side and 5 – 7 additional parking spaces on the south side. The removal of these bulb-outs, which are not associated with the Powers Street pedestrian corridor, would result in reduced sidewalk width, fewer trees along Selkirk Avenue, and

be contrary to the intent of the streetscaping plan. Their removal, however, would have little to no impact in terms of vehicular traffic operations.

7.6 Walkability

Increasing the walkability of Selkirk Avenue could encourage patrons to park a bit further from their destination than otherwise preferred. Improvements to sidewalks, ramps, lighting, and curbs would make Selkirk Avenue more walkable for people with disabilities while improvements in safety and enforcement would make Selkirk Avenue more walkable for people who currently perceive Selkirk Avenue as unsafe. By increasing the walkability along Selkirk Avenue, the area in which people are willing to park, and thus the available supply of parking increases, without actually having to increase the supply itself.

7.7 Community Agreements

As was suggested during one of the formal interviews, the business community in conjunction with the social service and educational communities could come together and agree that no staff member would park along Selkirk Avenue for more than two-hours, thus obeying the spirit of the parking restriction. This agreement would mean staff would not simply move their vehicle to another spot along Selkirk Avenue, but instead would find another location to park, be it in a public/private parking lot or along a cross street. The institutions along the street could assist by negotiating for spaces at a set rate for staff.

7.8 Safety Initiatives

Interviews with Project Stakeholders, area businesses and local residents indicated there is a safety concern, whether real or perceived. However, a perceived safety issue is no different than a real safety issue in how potential customers and local residents react. Many of the previous potential solutions have included items that may address safety concerns in the area, including increased enforcement (due to the presence of a uniformed person patrolling the area), improved lighting, sidewalk conditions, etc,, as well as other potential measures such as a BIZ patrol similar to those operating in the downtown.

8.0 RECOMMENDED PARKING STRATEGIES

(The Study Team recognizes that certain limitations exist in terms of recommended solutions that can be implemented by the City. Although the City has no authority to encourage the Selkirk Avenue community to come together for a discussion on local issues and reach consensus agreements, the Study Team nonetheless believes this to be an excellent step in improving parking conditions within the Study Area. The North End Community Renewal Corporation during stakeholder interviews offered its facility to host this type of discussion, and the Study Team would recommend all stakeholders consider taking part in such an activity. If the local area businesses and social / educational

services could agree that staff would not park along Selkirk Avenue, the available parking supply would more than meet existing as well as future demand.)

The Study Team recommends the following parking strategies along Selkirk Avenue:

Initial Improvements

The Study Team recommends the initiation of these three initial improvements as soon as possible. The benefits these improvements provide along Selkirk Avenue should be sufficient to accommodate all existing demand as well as increased demand during the next several years.

1. Uniform parking restrictions along Selkirk Avenue within the Study Area and preferably beyond should be implemented. This would require the installation of two-hour parking restrictions along the south side of Selkirk Avenue between Salter Street and Powers Street. All other areas within the Study Area are already restricted. While one-hour parking restrictions were considered within the entire Study Area, this change was not supported by the local businesses nor the social / educational services and is thus not recommended.

   Uniform restriction would simplify parking along Selkirk Avenue for patrons as well as for enforcement.

2. Enforcement of parking restrictions along Selkirk Avenue and the alleyways that parallel it should be increased. This includes the presence of a parking enforcement officer patrolling Selkirk Avenue with the same consistency they patrol other business improvement zones (BIZs) with similar parking restrictions. If parking restrictions along Selkirk Avenue were better enforced and vehicles remained for two hours or less, the existing parking supply would be adequate to meet both current and near-future demand.

3. Parking meters, such as the new pay-and-display machines, should be located along Selkirk Avenue between Salter Street and McGregor Avenue, and possibly beyond. Parking meters along Selkirk Avenue would have three benefits:

   a. They would generate revenue that could fund potential aesthetic improvements that could increase the walkability and safety of Selkirk Avenue (such as sidewalk, curb, lighting, and ramp improvement or other improvements recommended by the Selkirk Avenue BIZ) as well as future parking improvements identified below. Funding for the additional enforcement (parking enforcement officer) could come in part from the revenue generated from the recommended parking meters as well. Refunds could be offered by businesses for customers who purchase an amount above the identified minimum.

b. They would simplify enforcement of parking restrictions by having a database-type inventory of vehicles and their duration along Selkirk Avenue.

c. They have in other locations throughout Winnipeg as well as other urban centres in Canada, encouraged vehicles to park closer together than they currently do. This would have the affect of increasing the available parking supply (through more efficient parking) without actually having to 'add' any new capacity. The effectiveness of this benefit largely depends on the driving characteristics of the patrons.

The installation of parking meters along Selkirk Avenue should have no affect on existing parking lots along Selkirk Avenue (including the Merchant's Hotel parking lot), as these lots are all currently private and signed as such.

However, the installation of parking meters along Selkirk Avenue could have an impact on neighbouring cross streets (Powers Street and Andrews Street) and side streets (Flora Avenue and Pritchard Avenue). While most social / educational institutions stated during their Stakeholder interviews that their students / patrons who currently park along Selkirk Avenue would likely pay the meter fees and continue to park there, a few indicated their students / patrons would park elsewhere for free. These same institutions, however, reported that most of their students / patrons do not drive / park to receive their services. It is reasonable to assume that approximately 25% of the central block (Powers Street to Andrews Street) Potential Future Demand along Selkirk Avenue would chose to park elsewhere were parking meters implemented.

Based on the projections documented in **Table 6.10**, approximately nine vehicles (25% of the Potential Future Demand of 36 vehicles) would thus park off Selkirk Avenue as a result of parking meters. It is equally reasonable to assume that 25% of these vehicles would occupy each of the four roadways that surround the central block (Powers Street, Andrews Street, Flora Avenue and Pritchard Avenue). With approximately two to three additional vehicles parked along both Flora Avenue and Pritchard Avenue during the highest demand, these side streets would each have between 25% and 42% available supply (six to 10 available parking spaces) based on projections documented in **Table 6.10**. This increase is proportionate to the projected 1% growth within the adjacent neighbourhoods.

The affects of parking meters along Selkirk Avenue outside this central block would likely be smaller still, resulting in one or two additional vehicles parked along each block of Flora Avenue and Pritchard Avenue. This assumption is based on the decreased demand for parking along these stretches of Selkirk Avenue as well as the services the drivers of these parked vehicles are seeking.

Following implementation of these initial improvements, should the William Whyte and Dufferin Residents Associations (north and south of Selkirk Avenue,

respectively) believe long-term parking related to Selkirk Avenue is occurring along Pritchard Avenue and Flora Avenue, they should contact the Winnipeg Parking Authority and discuss the potential for Residential Parking Permits.

All of these improvements could be initiated with minimal investment, design, and City resources.

Figure 8.1 illustrates the recommended initial improvements within the Study Area.

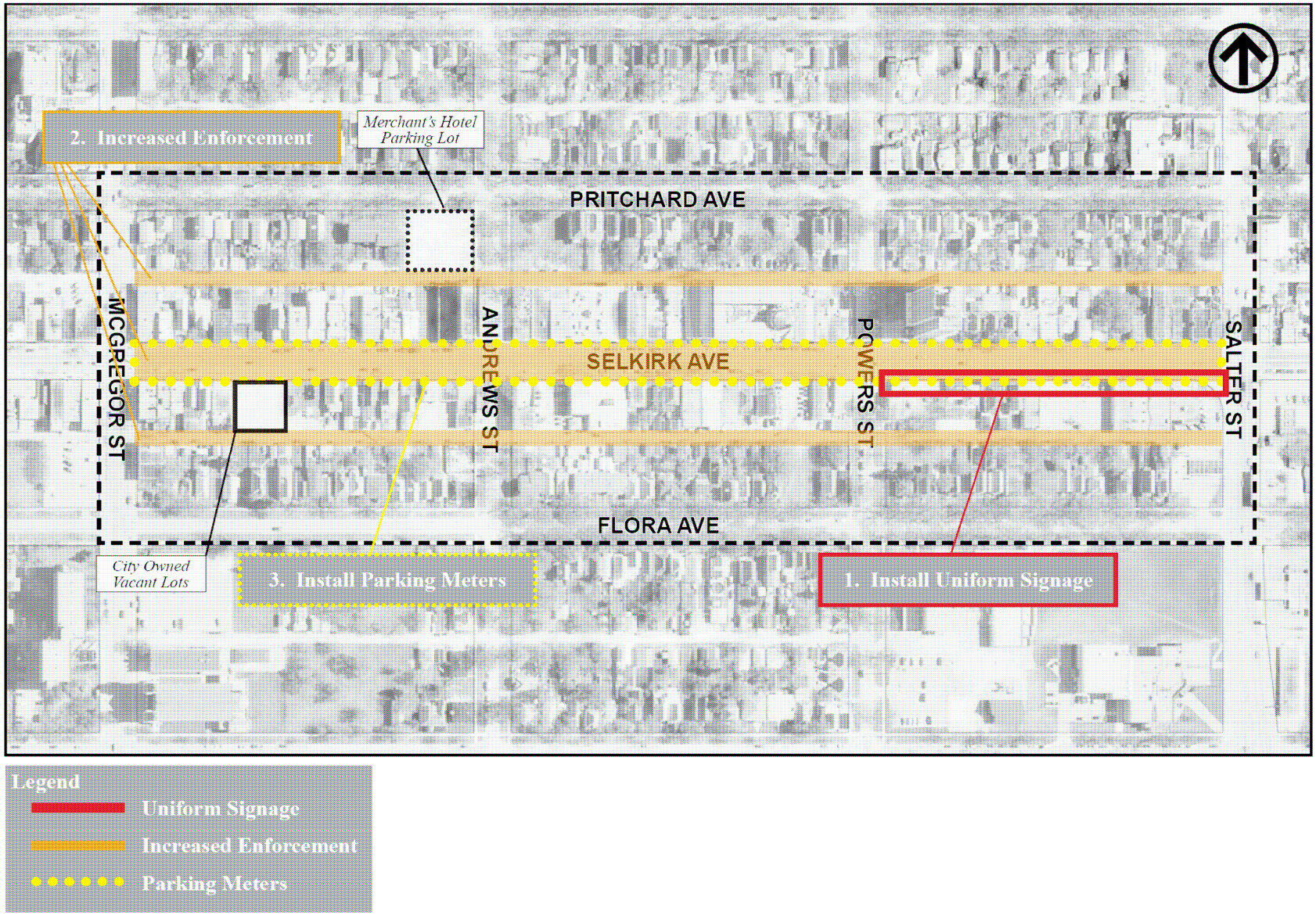
The Study Team would also like to recommend the following two spot improvements, which while not encompassing the entire Study Area, would lead to safety and supply improvements:

- An additional loading zone should be considered along the south side of Selkirk Avenue in the immediate vicinity of 500 Selkirk Avenue. Delivery vehicles were observed blocking the alleyway behind this commercial establishment (The Donut House). Providing a loading zone along Selkirk Avenue in front of this location could alleviate this safety and traffic congestion concern.

- All future development along Selkirk Avenue, whether commercial, social, or educational, should provide on-site or off-site (negotiated with another property owner) parking for a reasonable percentage of expected staff and patrons. This requirement should be considered for all future planning and zoning approvals.

The effects of these initial improvements, both positive and negative, should be documented and analyzed following their implementation to ensure they are meeting the needs of the Project Stakeholders. Qualitative analysis could include another round of Stakeholder interviews to solicit feedback and/or site visits to determine parking availability and other observations. Quantitatively, a parking survey similar to the one conducted for this Study could be undertaken to document parking supply and demand, utilization, turnover, and duration.

Figure 8.1: Recommended Improvements



Future Improvements

The timing of future improvements along Selkirk Avenue should be determined in part on the success of the initial improvements in meeting local parking demands as well as input received from the Project Stakeholders.

Two future improvements, both of which require a moderate to large investment of City funding and resources as well as design services, should be considered depending on the success of the initial improvements.

1. Within the central block of the Study Area along Selkirk Avenue are four bulb outs that are not associated with the Powers Street pedestrian corridor. These could be removed and replaced with metered on-street parking. With their removal, approximately 15 additional parking spaces could be located directly in the segment of Selkirk Avenue that experiences the highest demand. The additional parking in this segment would increase capacity by almost 50% from 31 available spaces to approximately 46. This improvement would permit the central block within the Study Area to meet both existing demand as well as the potential 10-year horizon demand of 36 parked vehicles.

2. Parking lots, whether for business purposes, social / educational purposes, or both, could be considered. While the existing demand for parking along Selkirk Avenue and within the remainder of the Study Area does not necessitate this improvement in the short- or mid-term, long-term planning should consider the provision of at least one, and possibly two, parking lots. Either of these parking lots would require a conditional use approval (Public Hearing) by the City prior to their conversion.

   While there are numerous locations within the Study Area where potential parking lots could be located, the highest demand for parking exists within the central block between Powers Street and Andrews Street, and any future parking lot should be located as close as possible to this segment. However, no vacant lots exist along Selkirk Avenue within these limits. Two potential locations for future parking lots should be considered:

   a. The Merchant's Hotel has an existing parking lot that fronts on Pritchard Avenue at the intersection of Andrews Street. This location is ideal as it is on the very edge of the central block. It is currently paved, but does not have adequate pavement markings or lighting.

      The parking lot is private and used primarily by Hotel guests, although its utilization was below 10% during the parking survey; a typical utilization observed during site visits as well. The City and Stakeholders would have to negotiate with the Merchant's

Hotel for use of the parking lot or reach some other deal wherein ownership was transferred away from the Hotel.

The location of this existing parking lot makes it a logical addition to the parking supply within the Study Area, and could add more than 30 parking spaces to the available parking supply.

b. Across the street from the Merchant's Hotel parking lot are three vacant lots owned by the North End Housing Project. These lots, also located within the central block, are currently used by some Selkirk Avenue employees/visitors as an unofficial parking lot. Converting these lots, which are currently zoned R2 Residential, to parking could accommodate more than 20 additional parked vehicles within the central block immediately behind Urban Circle Training Centre and adjacent to the William Norrie Centre.

   As the conversion of residentially zoned land to non-residential uses conflicts with current City policy, the City's Planning and Land Use Division has indicated it would not support the rezoning of these properties for parking purposes.

These potential parking lots could be managed privately by the entities or organizations that have established them (such as the existing William Norrie Centre parking lot), through the Selkirk Avenue BIZ, or a combination of the two. To increase the probability that these parking lots would be utilized to their maximum potential, joint management between the business community and the social / educational community would likely result in the highest use.

As discussed in **Section 4.1**, City-owned vacant lots do exist along Selkirk Avenue between Andrews Street and McGregor Street on the south side of Selkirk Avenue. Were parking demand within this block high and available periphery parking supply low, these three adjoining lots would be ideal locations for a future parking lot. However, current parking trends focus demand within the central block between Powers Street and Andrews Street. Should the concentration of parking demand in the future change and/or new parking restrictions are implemented along Flora Avenue and Pritchard Avenue, these lots may become viable parking solutions. However, under current parking trends and restrictions, these lots would likely have very low utilization as more convenient parking would be readily available closer to the central block.

Considered cumulatively, the initial and future improvements within the Selkirk Avenue Study Area have the potential to add more than 60 additional parking spaces along Selkirk Avenue or adjacent to it. With the 10-year horizon demand projected to increase by 27 parking spaces over existing demand, these improvements could accommodate parking within the Study Area for more than 20 years.

9.0 STAKEHOLDER AND PUBLIC INPUT

Project Stakeholder Committee Meeting

Following completion of the Draft Final Report, which included all preceding information, a Project Stakeholder Committee Meeting was held on November 6, 2006 at the North End Community Renewal Corporation. The meeting included a review of the study methodology, data collection, analysis, and recommendations. The following Stakeholders were in attendance:

- Selkirk Avenue BIZ
- North End Community Renewal Corporation (NECRC)
- Community Education and Development Association (CEDA) – Dufferin Area
- William Norrie Centre – Inner City Social Work Program
- Urban Circle Training Centre
- William Whyte Residents Association
- Winnipeg Parking Authority
- City of Winnipeg Planning
- City of Winnipeg Public Works
- Consultants

The Project Stakeholders Committee offered the following comments:

- Removing the bulb-outs along Selkirk Avenue was supported by a majority of Stakeholders present, but not by all.
- Improving accessibility (improved sidewalks, ramps, curbs, etc.) along Selkirk Avenue as well as bicycle locks for scooters were recommended by multiple Stakeholders.
- Several Stakeholders noted the data collected was consistent with their expectations of where vehicles park and during what times. One Stakeholder wished the count occurred over a longer period of time (such as a week or longer).
- Multiple Stakeholders noted drivers might be more willing to park in the Sicilian Club parking lot than behind the Merchant's Hotel.
- Some local businesses / organizations are already encouraging staff to park off Selkirk Avenue when not making quick trips.
- The suggestion was raised to consider opening up Powers Street to Selkirk Avenue (currently cul-de-saced for north and south of Selkirk Avenue).
- With respect to parking meters, some Stakeholders were in support while others were in opposition.
- Multiple Stakeholders indicated a parking lot near the central block is needed.
- Stakeholders felt safety and vandalism were two areas that must be improved to increase people's willingness to park their vehicle out of sight.
- All Stakeholders present supported foot patrols along Selkirk Avenue, as they would provide an ideal solution to both parking violations and safety concerns.

The Project Stakeholders Committee was also asked to review draft notification letters, display boards, and comment forms for an upcoming Public Open House and to provide comments.

On November 20, 2006, the Selkirk Avenue BIZ, the North End Community Renewal Corporation, Urban Circle Training Centre, and the William Norrie Centre (Inner City Social Work Program) met on their own accord to discuss further the study and its recommendations. Three of the four attendees submitted comments from that meeting to the Study Team, including:

- Removal of all bulb-outs along the central block is not supported as they provide greenery to the streetscape as well as provide pedestrian relief from vehicular traffic. Removal of all bulb-outs along one side (such as the south side) would be acceptable and could provide additional parking for the Donut House.

- The temporary conversion (3 – 5 years maximum) of the three residential lots owned by the North End Housing Project located to the southeast of Pritchard Avenue and Andrews Street to a community-run parking lot should be considered.

Public Open House / Comment Period

On November 14, 2006 the Study Team hosted a Public Open House at the William Norrie Centre from 4:00pm until 7:00pm. A series of display boards were placed throughout the lobby identifying the documented parking demand as well as the recommended initial improvements. City and consultant staff were on hand to answer questions and address concerns. Comment forms were available and participants were urged to take them home and complete them in private if they so chose. The comment period ended November 20, 2006. In total 29 people attended the Public Open House plus staff. The participants represented local businesses, educational institutions, social institutions, and resident associations.

Following the Public Open House, 85 comment forms were received from a variety of interests. Analysis of the comments received resulted in the following information:

- The vast majority (85%) of respondents travel to Selkirk Avenue on a daily basis.
- Traveling to work (39%) and attending school (46%) were the largest attractants of people to Selkirk Avenue.
- Driving (74%) was the most common method of transportation chosen by visitors to Selkirk Avenue. Public transit (29%) and walking/biking (16%) were the second and third most utilized methods, respectively.
- Of the respondents who choose to drive, 32 percent park their vehicle on side streets off Selkirk Avenue, while 28 percent park on Selkirk Avenue. Other parking locations were chosen by 24 percent of respondents. However, it should be noted that some respondents (12%) chose both parking options of Selkirk Avenue and side streets when completing the comment form.

- When asked whether or not there is a parking shortage on Selkirk Avenue, 75 percent of respondents believe that there is.
- With respect to improvements:
  - 36 percent of respondents support uniform 2-hour maximum limits within the Study Area, while 47 percent answered that they do not.
  - Half (51%) of the respondents do not support an increased presence of parking enforcement officers.
  - Over half (66%) of the respondents do not support the installation of parking meters in the Study Area.
- When asked if these improvements would make it easier to use Selkirk Avenue, 35 percent of respondents felt an improvement would be seen, while 40 percent felt the changes would not create any improvement.

The comment form also included a section for participants to leave any other comments they would like to share with the Study Team. The majority of respondents (60%) included a variety of comments, such as:

- Many of students and residents in the area are considered low-income and cannot afford the extra burden of paying to park or parking tickets.
- Some members of the business community feel that they need a small number of dedicated all-day parking stalls for their employees in a convenient and safe location. However, it was noted that additional problems, such as the condition of the road and sidewalk, are also facing businesses in the area.
- The majority of respondents feel creating a dedicated lot for students in the area would remove their vehicles from Selkirk Avenue and return the greatest benefit. However, a parking lot for students would need to be free or a low monthly fee.
- A number of respondents felt there are numerous empty lots in the area that could be used for parking or construction of a parkade.
- More information regarding the study and the open house should have been made available to the Resident Associations in the area.

Study Team Considerations

From a technical point-of-view, the initial improvements presented in Section 8.0 remain unchanged. The Study Team continues to believe that (1) implementing uniform parking restrictions, (2) increasing enforcement of those parking restrictions, and (3) installing parking meters along Selkirk Avenue will improve the current and future parking conditions along Selkirk Avenue.

Based on information received at the Project Stakeholder Meeting, there appears to be widespread community support for uniform parking restrictions and increased enforcement. While the installation of parking meters along Selkirk Avenue within the Study Area was not supported as widely, a majority of Stakeholders present did support this improvement.

Based on conversations the Study Team had with participants at the Public Open House, there appears to be majority support for both uniform parking restrictions and increased enforcement. On the issue of parking meters, the public was divided with a slight majority opposed to their installation.

The Study Team believes uniform parking restrictions along Selkirk Avenue (Initial Improvement 1) can be implemented as a stand-alone improvement. However, increased enforcement of these restrictions (Initial Improvement 2) is directly related to the funds generated from the installation of parking meters along Selkirk Avenue within the Study Area (Initial Improvement 3) as well as the parking meters resulting in an additional reason for increased enforcement. Thus, for increased enforcement to occur (the improvement that received the greatest amount of community support), the installation of parking meters is necessary. For this reason, the Study Team supports the implementation of all three initial improvements identified in Section 8.0.

With respect to the potential future improvements, the Study Team recognizes the community's desire to maintain some bulb-outs along Selkirk Avenue to provide greenery and separation between pedestrians and vehicular traffic. While this revision does not alter the traffic operations along Selkirk Avenue, removing only one half the bulb-outs would provide approximately 6 – 8 additional parking spaces compared to approximately 15 additional parking spaces were they removed in their entirety. The determination of which bulb-outs to ultimately remove (if any at all) should be made during continuing conversations between community organizations / businesses and the City of Winnipeg (Parking Authority, Planning, Property and Development Department, and Public Works Department).

The Study Team also recognizes the community's desire to locate potential parking lots in locations where they would get the greatest use while providing a safe environment for both drivers/vehicles and adjacent property owners. Currently, two large, privately owned parking lots located in the Study Area (The Sicilian Club and Merchants Hotel) are underutilized. These lots should be fully explored as a potential public/private partnership to meet the future parking demand identified in the study before new parking lot development is considered. The Study Team continues to recommend the City and Stakeholders negotiate with the Merchants Hotel for use of its parking lot. While interest in using the three vacant residential lots (owned by the North End Housing Project) across the street from the Merchants Hotel parking lot has been voiced by business, social, and educational interests, the City of Winnipeg Planning and Land Use Division nonetheless remains opposed to converting residential land to non-residential uses.