



Downtown Rideau  
Local Area Parking Study (LAPS)  
**Summary Report**  
2011

Parking Operations, Maintenance, & Development  
Parking Studies Unit





City of Ottawa

Parking Operations, Maintenance & Development

Parking Studies Unit

2011

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# 1 Introduction

## 1.1 Context

The parking data used in the Downtown Rideau LAPS was collected concurrently with the 2009/10 Central Area Parking Study (CAPS) update in September 2009 by the consulting firm HDR|itrans.

***This Summary Report is intended to compliment the Downtown Rideau LAPS Technical Report by analyzing parking trends, addressing stakeholder issues, and presenting the overall findings in a condensed format. Detailed parking data is contained within the Downtown Rideau LAPS Technical Report.***

## 1.2 Study Purpose

In April 2009 City Council approved the *Municipal Parking Management Strategy*<sup>1</sup> which established the local area parking study (LAPS) program. Two areas were identified for the preliminary LAPS, one of which was the Downtown Rideau BIA.

The purpose of the Downtown Rideau LAPS is to analyze parking activities in the study area, which involves determining the total number of parking spaces, observing and recording the usage of the spaces during specific time periods, and analyzing the findings.

The results of the study are presented in two separate reports:

- The **Technical Report**, a highly detailed document that provides comprehensive inventory, occupancy, duration, and turnover data on a block face by block face and block by block level of details (*the focus is on detailed, objective data collection and presentation*)
- The **Summary Report** (this document) which uses the data from the Technical Report to analyze parking trends, address stakeholder issues, and present the overall findings in a condensed format (*the focus is on data analysis and issue resolution*)

Like the Technical Report, the Summary Report focuses exclusively on public parking in the Downtown Rideau LAPS area.

The Downtown Rideau LAPS is guided by the five primary objectives of the Municipal Parking Management Strategy:

1. Provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking.
2. Provide and promote affordable short-term parking services, and fair and consistent enforcement services, that support local businesses, institutions, and tourism.
3. Promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation including public transit, car/van pooling, taxis, auto sharing, cycling, and walking.

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<sup>1</sup> For the complete text of the *Municipal Parking Management Strategy*, see [http://ottawa.ca/residents/parking/parking\\_mgt\\_strategy/mngmt\\_strategy\\_en.html](http://ottawa.ca/residents/parking/parking_mgt_strategy/mngmt_strategy_en.html)

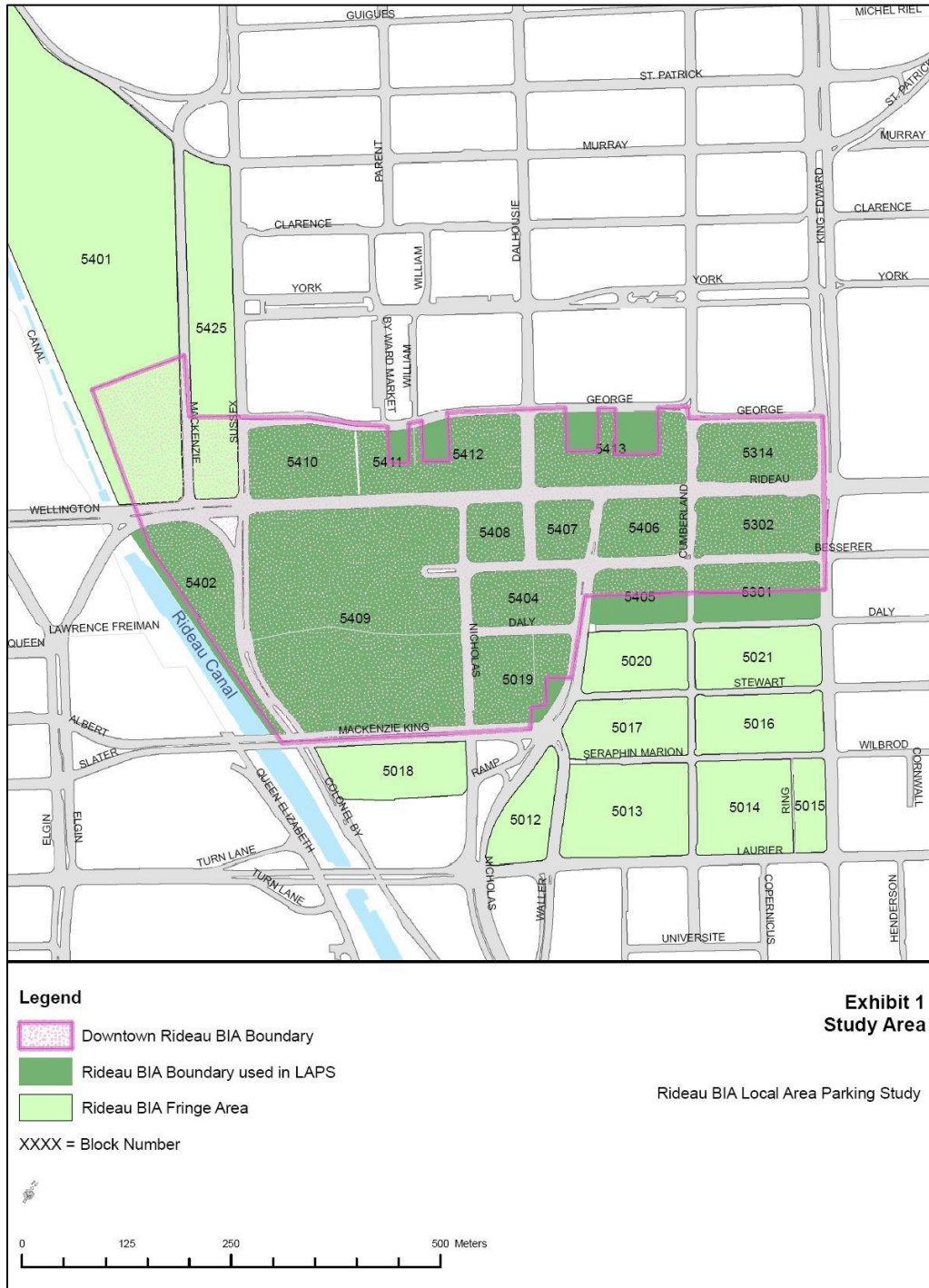
4. Support residential intensification and resolve parking problems within residential areas caused by significant traffic generators or conflicting uses of the roadway, including implementing on-street permit parking programs to relieve area residents and visitors from parking regulations directed at the non-resident.
5. Ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

### **1.3 Study Area**

The study area was determined by the City in consultation with the Downtown Rideau BIA and Ward Councillor.

Exhibit 1 shows the study area of the Downtown Rideau LAPS.

**Exhibit 1 - Study Area of the Downtown Rideau LAPS**



**Note:** The study area was divided into two main areas: the Downtown Rideau BIA (dark green) and the Downtown Rideau Fringe Area (light green). The official boundaries of the BIA are shaded in light purple.

## 1.4 Definitions

**“Rideau BIA Area”** means the area bounded by the Mackenzie King Bridge, Waller St., Daly St., King Edward Ave., George St., Sussex Dr., Rideau St., and the Rideau Canal George (refer to Map 1 – Study Area)

**“Rideau Fringe Area”** means the two blocks bounded by Rideau St., Sussex Dr., the Alexandra Bridge, and the Rideau Canal; and the seven blocks bounded by Laurier Ave., King Edward Ave., Daly St., and Waller St. (refer to Map 1 – Study Area)

**“Entire study area”** means the entire study area (the combined Rideau BIA Area and Rideau Fringe Area)

**“Practical capacity”** means 85% of the maximum capacity, a generally accepted parking industry measure considered to represent the maximum functional capacity<sup>2</sup> (once 85% capacity is reached, finding a vacant parking space becomes increasingly difficult)

**“Maximum capacity”** means 100% of total capacity – the absolute maximum number of parking spaces in a given area

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<sup>2</sup> See the article, *Parking Pricing Implementation Guidelines* (March 2011) from the Victoria Transport Policy Institute for more information. <http://www.vtpi.org/parkpricing.pdf>

## 1.5 Types of Parking

Virtually all parking spaces can be classified according to the following table:

	Total Parking Supply				
Category	Public			Private	
	On-Street	Off-Street			
	Short-Term	Long-Term	Customer/Employee	Residential	
Function	Parking for any number of purposes.			Parking for a specific establishment or workplace.	Parking for a specific residential building or residence.
Usage	Available for general use by the public – <b>anyone</b> may park. (Note: Public parking connotes public <i>usage</i> , not necessarily public <i>ownership</i> ).			Available only to <b>customers</b> or <b>employees</b> of a specific establishment or workplace.	Available only to <b>residents</b> or <b>visitors</b> of a specific residential building or residence.
Location	Along the sides of City streets.	Parking lots or parking structures.			
Pricing	Free or priced by the hour or minute.	Usually priced by the hour or minute; sometimes free during certain times or days.	Priced by the day or month.	Varies (but often free for customers).	Varies (but often priced by the month).
Examples	<ul style="list-style-type: none"> <li>Metered/pay &amp; display parking in the downtown core.</li> <li>Unmetered on-street parking in residential areas.</li> </ul>	<ul style="list-style-type: none"> <li>Privately owned parking lots that allow the public to park for a fee (or for free).</li> <li>Municipally owned parking garages or lots that allow the public to park for a fee (or for free).</li> </ul>		<ul style="list-style-type: none"> <li>Employee/customer only parking.</li> <li>A restaurant parking lot.</li> <li>A shopping mall parking lot.</li> </ul>	<ul style="list-style-type: none"> <li>A parking garage in an apartment building or condominium.</li> <li>The driveway of a house.</li> </ul>
Name	<b>Public On-Street Short-Term (or simply On-Street)</b>	<b>Public Off-Street Short-Term</b>	<b>Public Off-Street Long-Term</b>	<b>Private Off-Street Customer/Employee</b>	<b>Private Off-Street Residential</b>



## 2 Parking Inventory

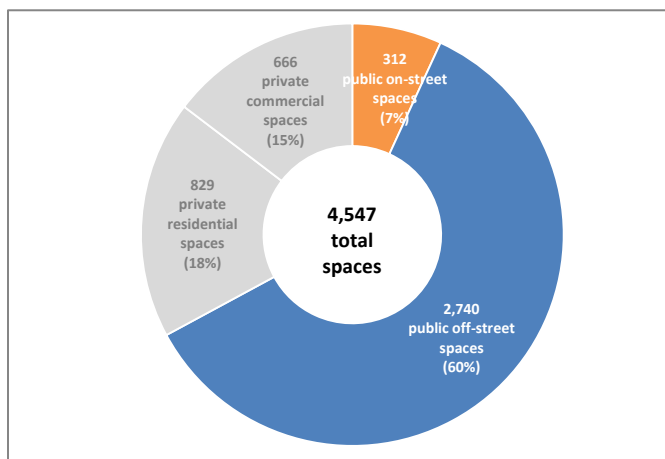
### 2.1 Overview

An extensive parking inventory count was performed for the Downtown Rideau BIA LAPS. All on-street, public off-street, and private off-street spaces were counted during September 2009. Please refer to the Downtown Rideau BIA LAPS Technical Report for complete inventory details.

**Note:** All parking inventory data contained in this report is based on the supply as observed during the data collection in September 2009. Note that the Ottawa Convention Centre was closed for reconstruction during the survey.

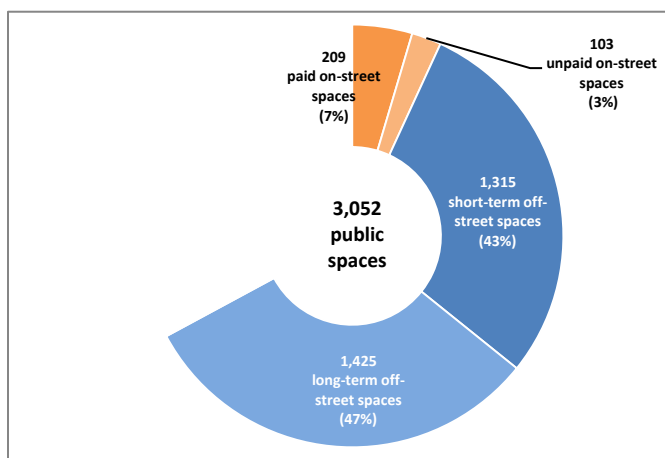
### 2.2 Total Parking Inventory – Entire Study Area

- There are 4,547 parking spaces in the entire study area
- 3,052 spaces are public (67% of the total supply), which includes 312 on-street spaces (7% of the total supply) and 2,740 off-street spaces (60% of the total supply)
- 1,495 spaces are private (33% of the total supply), which includes 829 residential spaces (18% of the total supply) and 666 commercial spaces (15% of the total supply)
- 312 spaces are municipal (7% of the total supply) which includes 312 on-street spaces (no municipal off-street spaces in the study area)



### 2.3 Public Parking Inventory – Entire Study Area

- There are 3,052 public parking spaces in the entire study area
- 1,627 spaces are short-term (53% of the public supply), which includes 209 paid on-street spaces (7% of the public supply), 103 unpaid on-street spaces (3% of the public supply), and 1,315 short-term off-street spaces (43% of the public supply)
- 1,425 spaces are long-term off-street (47% of the public supply) – used by daily and monthly parkers
- 312 spaces are municipal (10% of the public supply) which includes 312 on-street spaces (no municipal off-street spaces in the study area)



## 2.4 On-Street Parking Supply - In Detail

### Downtown Rideau

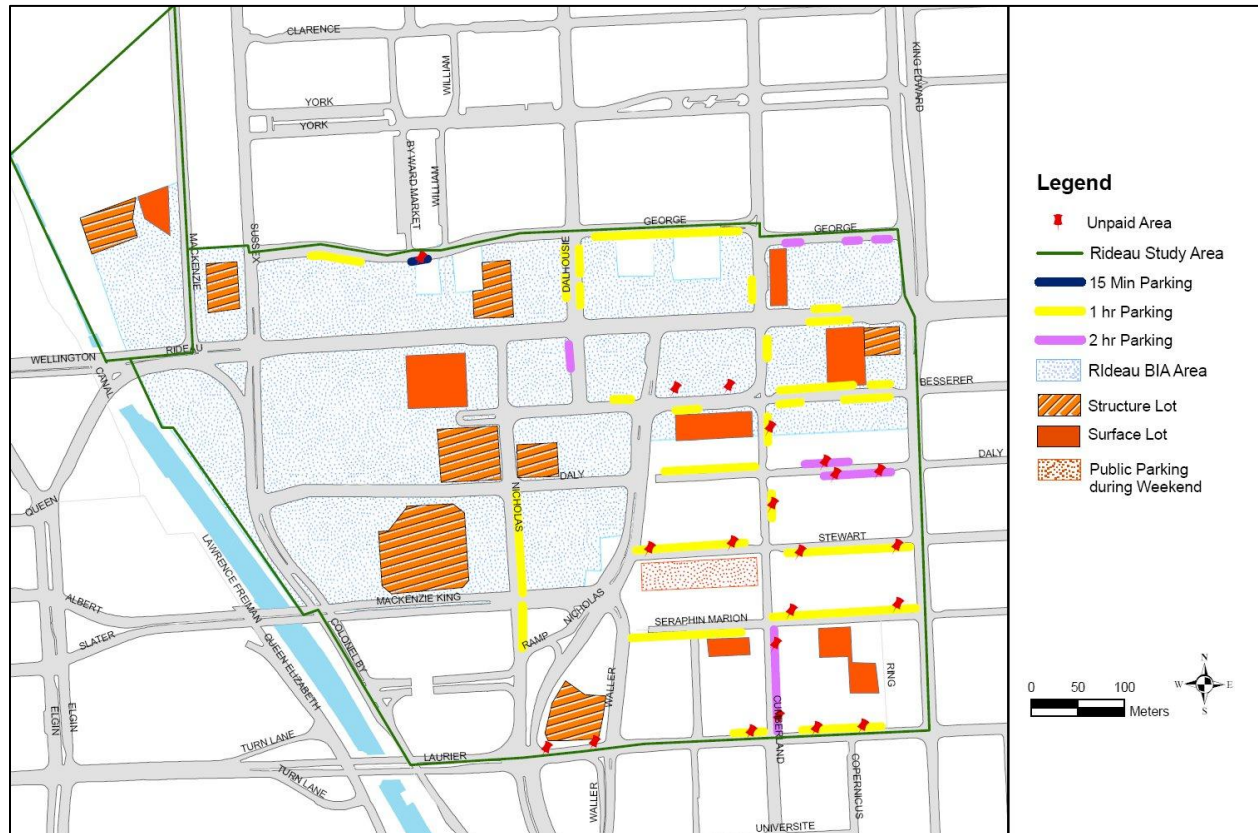
- 204 on-street spaces (65% of the total on-street supply)
- 189 spaces are paid (93% of the Downtown Rideau area on-street supply)
- 15 spaces are unpaid (7% of the Downtown Rideau area on-street supply)
- 115 spaces are located on George St. (56% of the Downtown Rideau area on-street supply)

### Rideau Fringe

- 108 on-street spaces (35% of the total on-street supply)
- 20 spaces are paid (19% of the Rideau Fringe area on-street supply)
- 88 spaces are unpaid (81% of the Rideau Fringe area on-street supply)

## 2.5 Map of Public Parking Inventory

**Exhibit 2 – Location of on and off-street public parking**



## 2.6 Accessible Parking

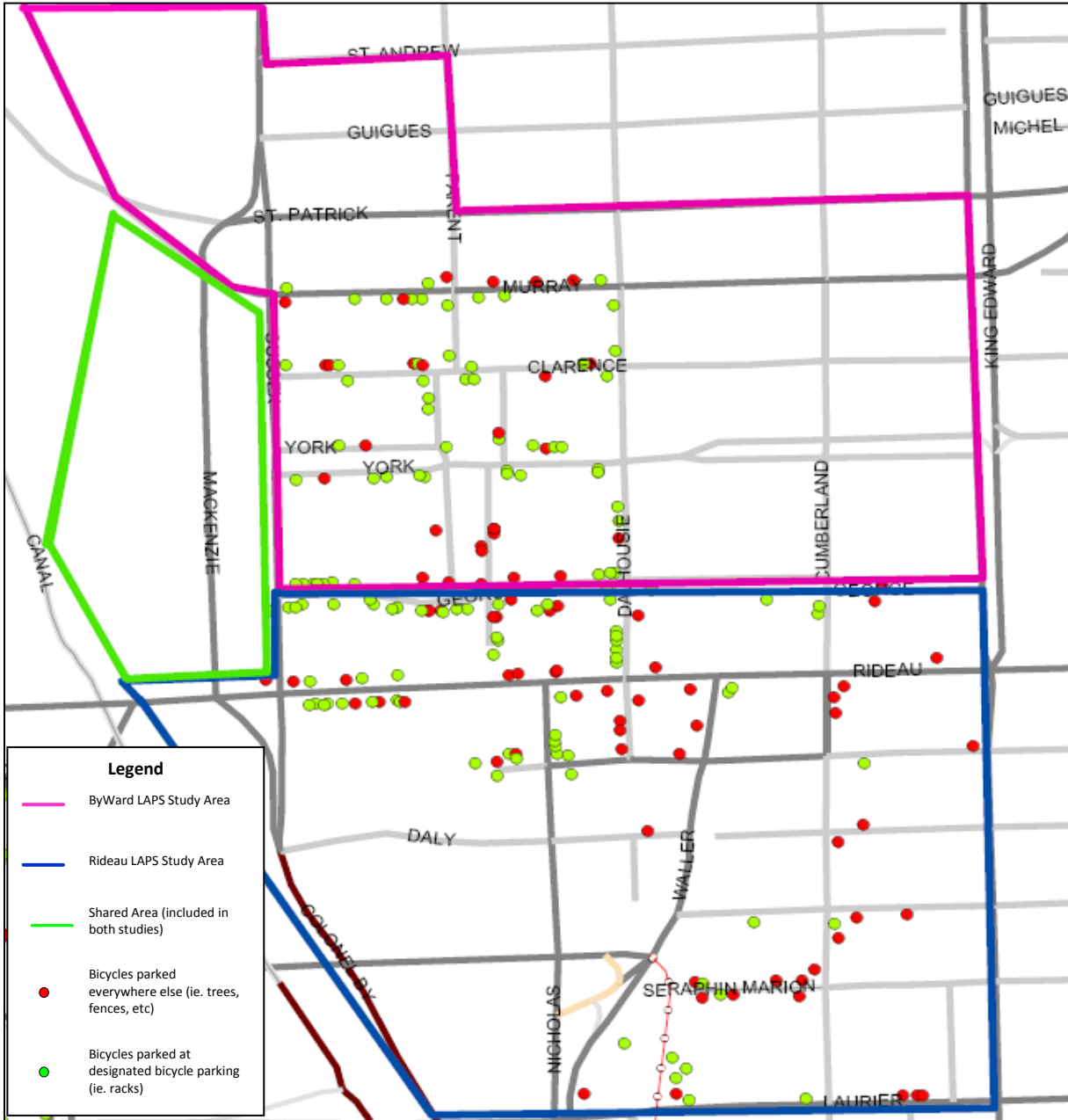
While this study has focussed on the overall parking supply and demand, it is recognized that as part of detailed implementation and examination of municipal parking facilities, planning for accessible parking supply and demand must be included. For example, in exploring options to provide real-time parking occupancy information, parking guidance signage will provide information on the availability of accessible parking spaces.

## 2.7 Bicycle Parking

On Friday, June 25, 2010 City staff performed a bicycle parking study in sections of the Downtown Rideau and ByWard Market LAPS areas. All bicycle racks in the area were identified, and all parked bicycles were counted. Additionally, all bicycles parked along railings, trees, parking meters, road signs, etc. were counted in order to determine the full extent of bicycle parking in the area.

The bicycle parking inventory in this section of the Downtown Rideau BIA area was found to be 239 spaces (including all designated racks and all “ring and post” units). During the study, staff counted 111 bicycles in the Downtown Rideau BIA area. This translates into an average occupancy rate of 0.46. See Exhibit 3.

Exhibit 3 – Bicycle Parking in the ByWard Market & Downtown Rideau areas



## 3 Findings

### 3.1 Overview

Based on the parking data collected, four metrics were calculated and analyzed for all public parking spaces as part of the LAPS:

- Average occupancy rate
- Peak occupancy rate
- Average duration
- Average turnover

**Parking Occupancy** is the ratio of the number of vehicles parked divided by the number of spaces provided. The chance that a customer to the area will be able to find convenient, available parking on a particular street or parking lot is a function of occupancy. An occupancy rate of between 75% and 85% is considered to be an industry “best practice”, representing the level at which there is a reasonable opportunity for a customer to find parking. Above this rate, additional traffic can be generated as drivers search for available parking. Thus, an occupancy ratio of 85% is considered to be the “practical capacity” of a facility or block face. Customers would need to park at less convenient locations, or potentially shop elsewhere. Thus, an occupancy rate of 85% is considered to be the “practical capacity” of a facility. This is a key point from the Municipal Parking Management Strategy – studies should be undertaken wherever paid occupancy rates are less than 75% or greater than 85%.

**Duration** refers to the average length of time that a vehicle remains parked on a street or in a parking lot. The observed duration should be similar to the posted or intended time period (e.g., one hour on-street parking). Typically, parking time limits in the core business areas and along main streets is one hour in duration. Depending on the nature of abutting businesses, two hour time limits may be in place. The intent of providing parking limits in commercial areas is to provide turnover of prime parking spaces, and to optimize the number of customers of a business area who can make use of a particular prime parking space.

**Turnover** is directly related to **Duration**, and represents the number of unique vehicles that make use a parking space over a study period. It represents the number of potential customers served by the space. For example, over an eight-hour period, four customers could make use of one space in a “two hour limit” zone, whereas if that same space were designated as a “one hour limit”, up to eight customers could be served in the same time period.

## 3.2 Weekday (Thursday) – Public Occupancy, Duration, & Turnover

Downtown Rideau BIA LAPS – Thursday, September 24, 2009. 8am – 6pm				
Area	Metric	On-Street	Public Off-Street	Total Public
Downtown Rideau BIA	Supply	204	2,102	<b>2,306</b>
	Average Occupancy Rate	55%	57%	<b>57%</b>
	Peak Occupancy Rate	100%	76%	<b>78%</b>
	Average Duration	1.3	3.1	<b>2.9</b>
	Average Turnover	3.8	1.6	<b>1.8</b>
Entire Study Area	Supply	312	2,740	<b>3,052</b>
	Average Occupancy Rate	62%	56%	<b>57%</b>
	Peak Occupancy Rate	103%	74%	<b>77%</b>
	Average Duration	1.4	3.1	<b>2.9</b>
	Average Turnover	3.9	1.5	<b>1.7</b>

### Key Findings – Entire Study Area

#### On-street

- Average occupancy rates (62%) were moderate to high
- Peak occupancy rates (103%) exceeded maximum capacity
- Average duration (1.4 hours) suggests vehicles generally complied with duration regulations
- Average turnover (3.9 vehicles per space) means approximately 1,200 vehicles parked on-street during the observation period

#### Off-street

- Average occupancy rates (56%) were moderate
- Peak occupancy rates (74%) approached practical capacity
- Average duration (3.1 hours) indicates public off-street parking was used for longer duration parking
- Average turnover (1.5 vehicles per space) means approximately 4,100 vehicles parked in off-street facilities in the entire study area during the observation period

#### Overall

- Average occupancy rates (57%) were moderate
- Peak occupancy rates (77%) approached practical capacity

### 3.3 Friday Evening – Public Occupancy, Duration, & Turnover

Downtown Rideau BIA LAPS – Friday, September 25, 2009. 6:30pm – 9:30pm				
Area	Metric	On-Street	Public Off-Street	Total Public
Downtown Rideau BIA	Supply	204	2,102	<b>2,306</b>
	Average Occupancy Rate	109%	40%	<b>47%</b>
	Peak Occupancy Rate	121%	44%	<b>52%</b>
	Average Duration	1.5	1.7	<b>1.7</b>
	Average Turnover	2.1	0.8	<b>0.9</b>
Entire Study Area	Supply	312	2,740	<b>3,052</b>
	Average Occupancy Rate	104%	40%	<b>46%</b>
	Peak Occupancy Rate	116%	44%	<b>51%</b>
	Average Duration	1.6	1.8	<b>1.8</b>
	Average Turnover	1.9	0.7	<b>0.8</b>

#### Key Findings – Entire Study Area

##### On-street

- Average occupancy rates (104%) exceeded maximum capacity
- Peak occupancy rates (116%) exceeded maximum capacity
- Average duration (1.6 hours) suggests vehicles generally complied with duration regulations
- Average turnover (1.9 vehicles per space) means approximately 600 vehicles parked on-street during the observation period

##### Off-street

- Average occupancy rates (40%) were low to moderate
- Peak occupancy rates (44%) were moderate
- Average duration (1.8 hours) indicates public off-street parking was used for shorter duration parking
- Average turnover (0.7 vehicles per space) means approximately 1,900 vehicles parked in off-street facilities in the entire study area during the observation period

##### Overall

- Average occupancy rates (46%) were moderate
- Peak occupancy rates (51%) were moderate

### 3.4 Saturday – Public Occupancy, Duration, & Turnover

Downtown Rideau BIA LAPS – Saturday, September 26, 2009. 8am – 6pm				
Area	Metric	On-Street	Public Off-Street	Total Public
Downtown Rideau BIA	Supply	204	2,102	2,306
	Average Occupancy Rate	77%	45%	48%
	Peak Occupancy Rate	120%	63%	69%
	Average Duration	1.4	2.2	2.1
	Average Turnover	4.7	1.5	1.8
Entire Study Area	Supply	312	2,740	3,052
	Average Occupancy Rate	82%	43%	47%
	Peak Occupancy Rate	118%	59%	65%
	Average Duration	1.7	2.2	2.2
	Average Turnover	4.3	1.4	1.7

#### Key Findings – Entire Study Area

##### On-street

- Average occupancy rates (82%) approached practical capacity
- Peak occupancy rates (118%) exceeded maximum capacity
- Average duration (1.7 hours) suggests vehicles generally complied with duration regulations
- Average turnover (4.3 vehicles per hour) means approximately 1,350 vehicles parked on-street during the observation period

##### Off-street

- Average occupancy rates (43%) were moderate
- Peak occupancy rates (59%) were moderate
- Average duration (2.2 hours) indicates public off-street parking was used for shorter duration parking
- Average turnover (1.4 vehicles per space) means approximately 3,850 vehicles parked in off-street facilities in the entire study area during the observation period

##### Overall

- Average occupancy rates (47%) were moderate
- Peak occupancy rates (65%) were moderate to high



### 3.5 Sunday – Public Occupancy, Duration, & Turnover

Downtown Rideau BIA LAPS – Sunday, September 27, 2009. 10:30am – 6pm				
Area	Metric	On-Street	Public Off-Street	Total Public
Downtown Rideau BIA	Supply	204	2,102	2,306
	Average Occupancy Rate	101%	32%	39%
	Peak Occupancy Rate	127%	41%	50%
	Average Duration	2.0	2.1	2.1
	Average Turnover	3.7	0.8	1.1
Entire Study Area	Supply	312	2,740	3,052
	Average Occupancy Rate	101%	29%	36%
	Peak Occupancy Rate	125%	41%	49%
	Average Duration	2.2	2.1	2.1
	Average Turnover	3.4	0.8	1.1

#### Key Findings – Entire Study Area

##### On-street

- Average occupancy rates (101%) exceeded maximum capacity
- Peak occupancy rates (125%) exceeded maximum capacity
- Average duration (2.2 hours) suggests vehicles generally complied with duration regulations but some vehicles exceeded them
- Average turnover (3.4 vehicles per space) means approximately 1,050 vehicles parked on-street during the observation period

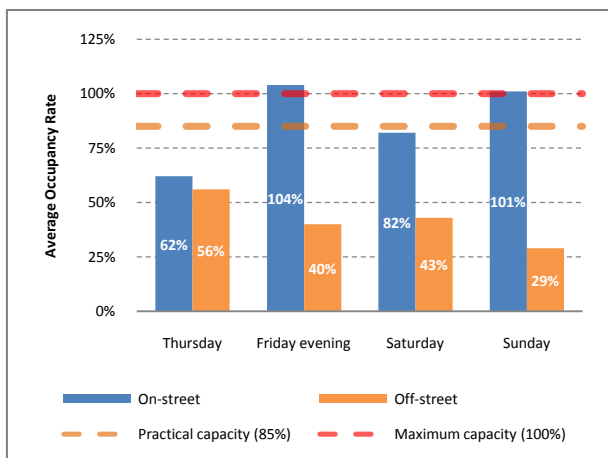
##### Off-street

- Average occupancy rates (29%) were low
- Peak occupancy rates (41%) were low to moderate
- Average duration (2.1 hours) indicates public off-street parking was used for shorter duration parking
- Average turnover (0.8 vehicles per space) means approximately 2,200 vehicles parked in off-street facilities in the entire study area during the observation period

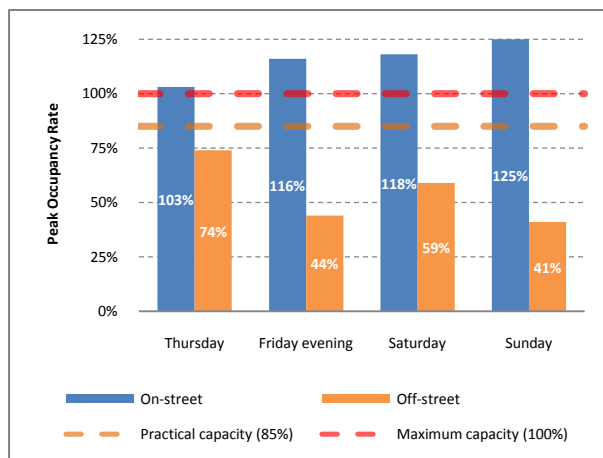
##### Overall

- Average occupancy rates (36%) were low
- Peak occupancy rates (49%) were moderate

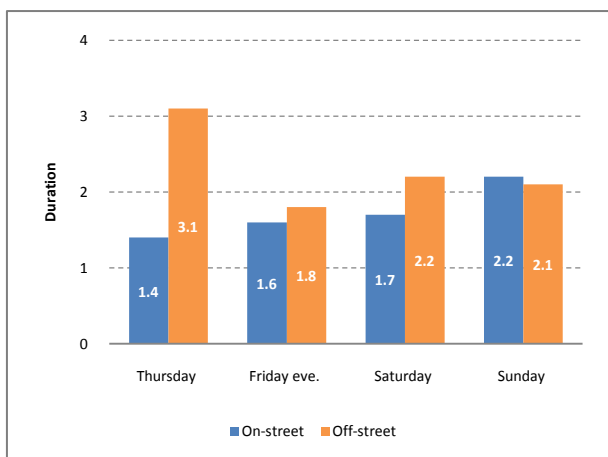
### 3.6 At a Glance – Downtown Rideau LAPS Public Parking Occupancy, Duration, and Turnover



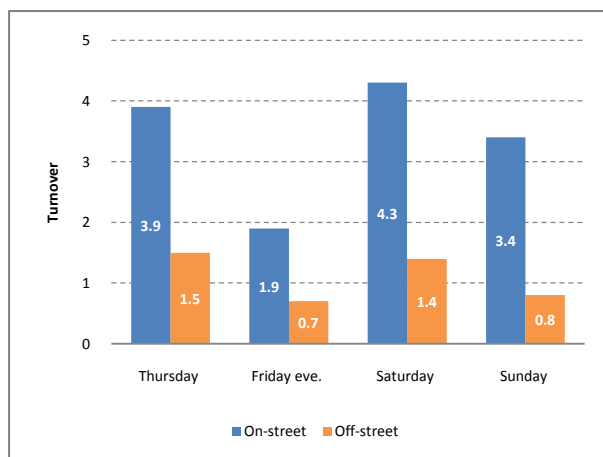
Average Occupancy Rate (Entire Study Area)



Peak Occupancy Rate (Entire Study Area)



Average Duration (Entire Study Area)



Average Turnover (Entire Study Area)

#### Key Findings – Entire Study Area

- Average on-street occupancy rates exceeded average off-street occupancy rates on all days
- Peak on-street occupancy rates exceeded peak off-street occupancy rates on all days
- While peak on-street occupancy rates exceeded maximum capacity on all days, peak off-street occupancy rates never reached practical capacity
- While on-street durations were significantly lower than off-street durations on Thursday, on-street and off-street durations were relatively similar on all other days, and higher on Sundays
- On-street turnover was significantly higher than off-street turnover on all days

## 4 Major Issues

### 4.1 Impact of Development on Public Parking

Parking data as collected for these studies included all parking in the area, both publicly available and private (spaces available only for residents of a property or employee). One of the objectives of the Strategy is:

*“to provide and promote affordable short-term parking services, and fair and consistent enforcement services, that support local businesses, institutions, and tourism.”*

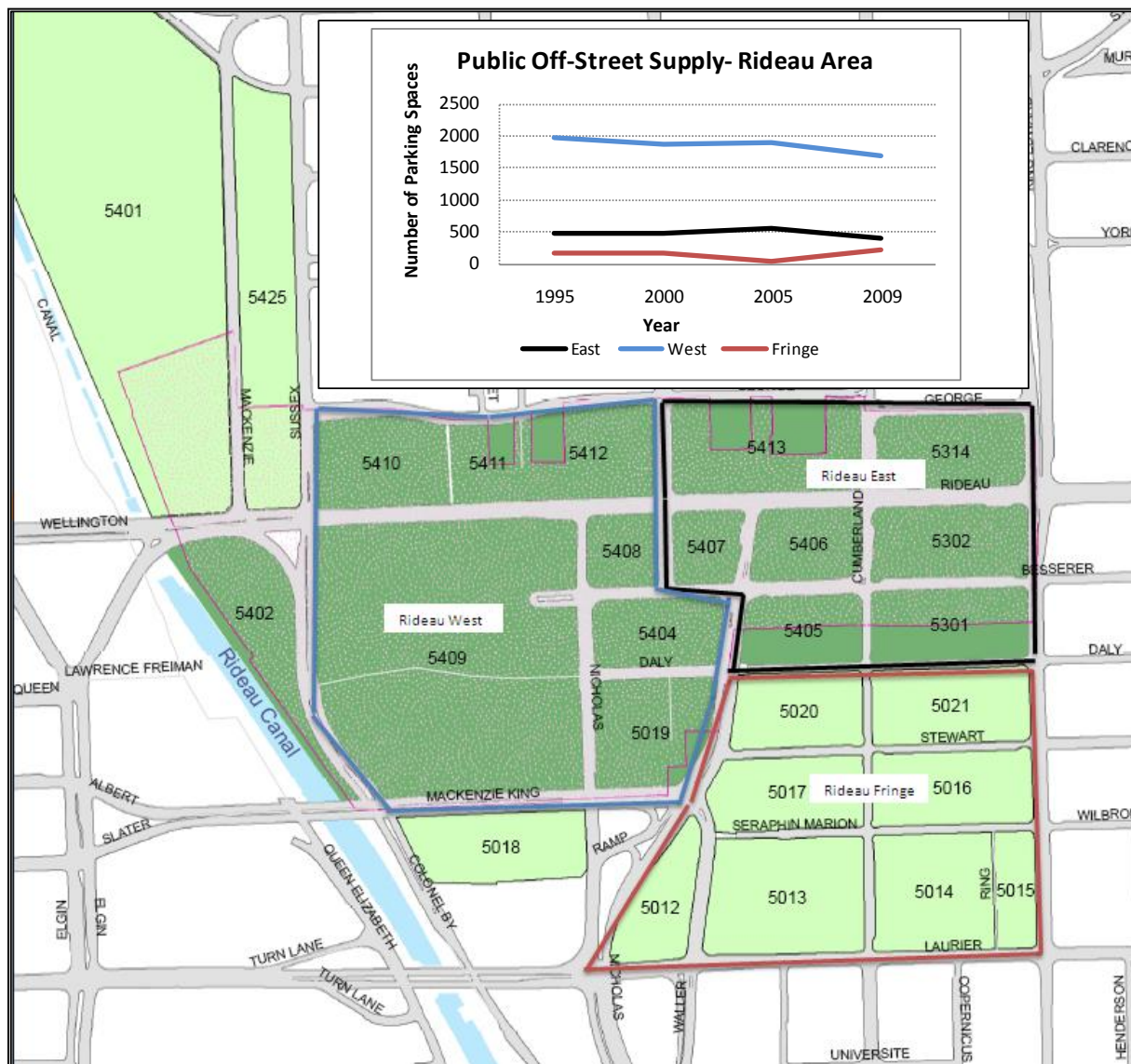
Thus, the focus of the detailed analysis has been on publicly available parking and particularly on shorter-term publicly available parking (both privately owned and Municipally-owned).

When new development occurs in the Central Area, the parking requirements are typically less than what has historically been provided. It is anticipated that the relative supply of dedicated parking for new developments will decrease over time, and as a result, demand for general public parking will potentially increase. In addition, new developments often take the place of existing surface parking lots.

#### 4.1.1 Possible Barriers within the Downtown Rideau Area

In the Downtown Rideau area, following discussions with stakeholders, it was noted that major roads within the study area may be barriers, which may make parking in the area less attractive to customers. For example, parking east of Waller Street to shop west of Waller Street may be affected by the heavy traffic flows. To review this possibility, the parking data for the Downtown Rideau BIA was divided into three sub-sections: west of Waller/Dalhousie (“Rideau West”); east of Waller/Dalhousie and north of Besserer (“Rideau East”); and the area east of Waller and south of Besserer (Rideau Fringe). See Exhibit 4.

**Exhibit 4 – Possible Barriers within the Downtown Rideau Area**



#### 4.1.2 Potential Public Parking Losses

Comparisons of land use for critical blocks have been made by documenting land use data and air photo information from 1999, 2005 and 2009. The most significant change identified in this review has been the development of several major condominiums in the area, which, in several cases, has resulted in the loss of publicly-available off street surface parking. Planned and potential developments are being reviewed for possible impact on the parking supply. Each block was examined to determine the potential loss of public parking supply.

It was found that parking issues in the Rideau Fringe area are predominantly influenced by the University of Ottawa, and not by the business area along Rideau St.

The west part of the Downtown Rideau BIA area is dominated by the Rideau Centre. The vast majority of publicly-available parking is within the three existing parking facilities. The current capacity is approximately 1,440 spaces and plans to add levels to the Red Garage, and redevelopment of the existing surface lot site, could add an additional 800 spaces. This area will be actively monitored with the recent opening of the new Ottawa Convention Centre.

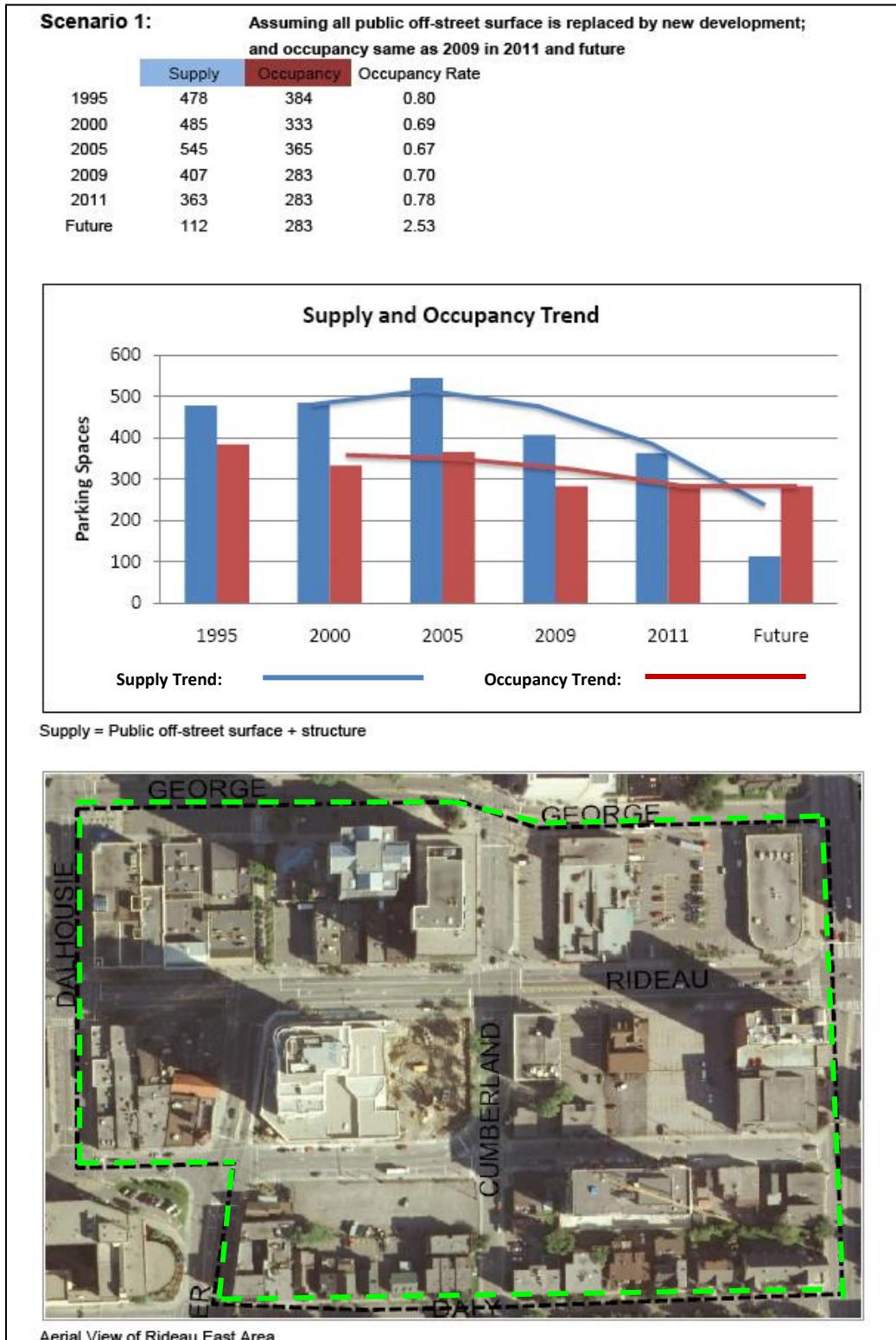
To the east, the analysis indicates that future developments could result in a potential loss of about 200-250 public off-street parking spaces (see Exhibit 5). This potential loss is in addition to the 100-140 off-street surface parking spaces that have been lost since 2005 due to redevelopment.

There is currently no municipal off-street parking and, in order to ensure the ongoing supply of some public parking in support of local businesses, and in alignment with the Parking Strategy Objectives (serving businesses, tourism, and institutions, such as the Ottawa Little Theatre), it is recommended that efforts be made to secure a supply of publicly-available off-street parking by:

- Exploring opportunities for a municipal parking facility;
- Partnering with a private sector development to include municipally-controlled public parking; and/or,
- Ensuring the provision of publicly-available (but privately owned) short term parking as part of development approvals.

In order to best serve the business needs of the area, it is preferable that any new public parking in the Downtown Rideau BIA area be located to the south of Rideau Street

**Exhibit 5 – Impact of Development on Public Off-Street Parking Supply**



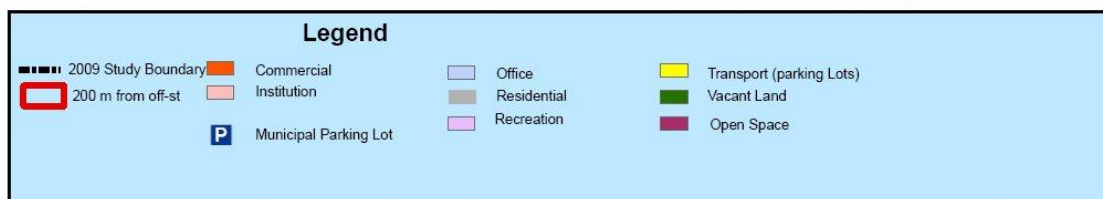
### 4.1.3 Land Use

According to 2005 land use data (2010 data not available at the time of report publication), there are approximately 105 property parcels in the Downtown Rideau area:

- 21 are zoned as commercial (20%)
- 13 are zoned office (12%)
- 44 are zoned residential (42%)
- 11 are zoned institution (10%)
- 6 are zoned parking lots (6%)
- 10 remaining are zoned vacant land, recreation, and open space (10%)

See Exhibit 6 for details.

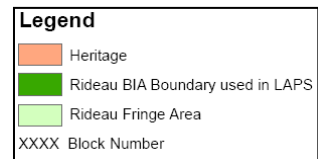
#### Exhibit 6 – 2005 Downtown Rideau Land Use



### 4.1.4 Heritage

Much of the Downtown Rideau area is covered by a Heritage District designation, thus redevelopment opportunities are limited in terms of height and density. See Exhibit 7.

**Exhibit 7 – Downtown Rideau Map of Heritage District**





## 4.2 Curb-side Use vs. On-Street Parking

Businesses are concerned that much of the available curb space in the Downtown Rideau BIA is allocated to other uses, such as taxis and buses. The BIA is concerned that these competing uses continue to diminish the amount of curb space made available to support the needs of local businesses, including loading zones and on-street parking.

In response to this concern, curb use data for the entire Downtown Rideau LAPS area (including the BIA area and the Fringe) was analyzed as part of the LAPS. Findings are as follows:

- 9,600 m of curb face in the entire study area
- 1,950 m of curb face signed for parking (20%)
- 190 m of curb face signed for taxis (2%)
- 210 m of curb face signed for tour buses (2%)
- 300 m of curb face signed for loading (3%)
- 6,950 m of curb face signed as no stopping and no parking (72%)
- 1,050 m of bus lane between Rideau St. and Cumberland St. (11%)

Reassignment of available curb space from parking to other purposes is a concern, and the BIA suggests that a process to manage these decisions is necessary.

## 4.3 Wayfinding

A key finding is the need for improvements to wayfinding to and from parking facilities. Off-street parking occupancy is moderate to low at times, and part of this may be a need to improve the awareness of available off-street public parking facilities

Currently, there are no municipally-controlled off-street public parking facilities in the Downtown Rideau BIA. All public off-street parking is provided in privately-owned facilities such as the Rideau Centre. Recognizing the importance of such facilities in providing public parking supply to the area, there is a need to work towards initiatives such as common wayfinding, both to the parking facilities and upon exit, to major destinations such as Highway 417. Opportunities to form partnerships with the operators of privately-owned public parking facilities in the DRBIA area should be pursued, including wayfinding to privately-owned but publicly accessible off-street parking facilities.

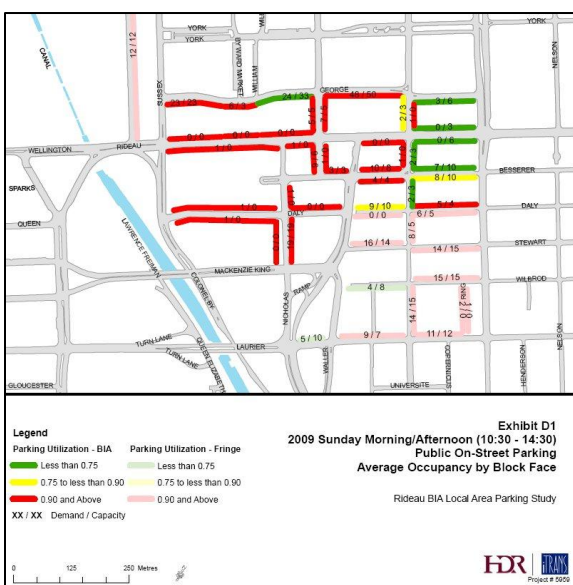
Another key initiative is partnering or finding opportunities where existing parking facilities can help address parking shortages. A positive example of this type of cooperation is the Rideau Centre now offers a maximum evening rate of \$5 (after 6pm) which is being actively promoted by the BIA and certain member businesses.

## 4.4 Paid Parking on Sundays & Holidays

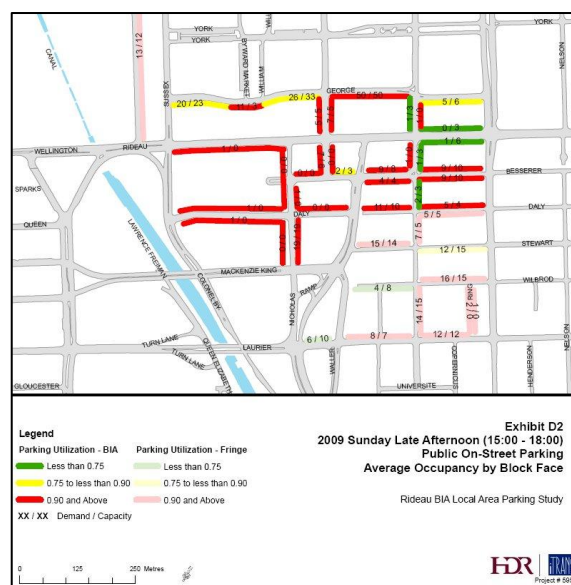
The detailed analysis of parking occupancies and durations in the Local Area Parking Study Technical report reveals that on Sundays, on-street parking is highly used, with limited turnover or opportunities for customers to find convenient parking on Sundays and Statutory Holidays. This high occupancy and low turnover suggests that paid parking on Sundays and holidays should be examined.

Prime on-street parking in the Downtown Rideau area is 88% occupied by 10:30 am, and occupancy remains above 95% for the day (see Exhibit 8). This is due to the fact that there is no charge for on-street parking and spaces are filled early and for the entire day. Although on-street parking on Sundays and holidays is technically “free”, convenient, short-term on-street parking for customers of the area is difficult to find. This means that short-term customers are unable to find convenient parking, and need to park at less convenient off-street paid parking facilities.

### Exhibit 8 – Sunday On-Street Parking Occupancy Diagrams



**Sunday Morning/Early Afternoon  
(10:30am-2:30pm) On-Street Occupancy  
(pg 76 of the Technical Report)**



**Sunday Late Afternoon  
(3pm-6pm) On-Street Occupancy  
(pg 77 of the Technical Report)**

Further, the consulting firm hired to conduct the 2009/10 CAPS East update made a recommendation with respect to Sunday paid parking (which included the Downtown Rideau BIA LAPS area) based on the data collected for the study. The recommendation stated that “it can be seen that on-street parking utilization on Sunday is over-capacity...paid on-street parking should be extended to include Sunday as a means of redistributing parking demand and discouraging long-term occupancy.”<sup>3</sup>

To date, the focus of the option for Sunday & holiday paid parking has been on the core area of the ByWard Market. While similar conditions exist in the Rideau area (see figures above), further consultation with the Downtown Rideau BIA and major stakeholders is required to determine the level of support for this option.

Setting the same time limits as during the week (8:30 am to 5:30 pm) could be appropriate to ensure a good supply of short term parking, however this might have an impact on other stakeholders – places of Worship on Sunday mornings. For this reason, close examination of all paid areas and hours will need to be done.

<sup>3</sup> Page 52 of the 2009/10 Central Area Parking Study East of the Rideau Canal, Final Report.

As per the Municipal Parking Management Strategy discussion paper, there could be a benefit to introducing paid parking on Sundays and holidays at a rate lower than the \$3/hr rate currently applied in virtually all locations citywide.

*“Where paid parking is being introduced, the minimum introductory rate could be eased in, depending on the magnitude of the change. The introductory rate could, for example, start at 50% of the existing rates or \$1.50 per hour, with a survey conducted the following year.”*

Any changes to paid on-street parking, however, would be introduced **subject to detailed consultation and concurrence with stakeholders.**

Free parking on Sundays and holidays encourages drivers to spend time searching for a space on-street even if it is not readily available. Paid parking would help to redistribute parking demand and discourage long-term occupancy, directing it to off-street parking facilities. Reducing the demand for on-street parking would encourage a higher turnover of prime on-street spaces and would help to mitigate traffic issues associated with searching for free parking spaces.

#### 4.5 Other Ongoing Studies

There are several ongoing planning and transportation-related studies in the Downtown Rideau areas. In some cases, the guiding principles of the other studies need to be taken into account during the evaluation of any recommendations. For example, any changes on Rideau Street need to be made with consideration to the Rideau Street Urban Design Study and Rideau Renewal initiatives, as well as the Downtown Ottawa Urban Design Strategy (2004). Staff will continue to participate in these studies to identify future opportunities to address parking issues within Downtown Rideau, and specifically the Downtown Rideau BIA request to consider on-street parking on Rideau Street during evenings and weekends (off-peak traffic hours).

The Parking Report has confirmed that there are few opportunities to park on-street in the vicinity of Rideau Street, and parking is currently prohibited at all times on Rideau Street west of Cumberland Street. This is a result of the multiple demands on the available road space, particularly transit (both OC Transpo and STO). In 2007-2008, this issue was briefly examined and it was found that while there may be some locations where evening and weekend parking may be possible, the challenge is to identify the periods of time during which on-street parking would not result in unacceptable impacts on transit and traffic operations. This previous work did not result in any final conclusions.

It is noted that some on-street parking on Rideau St during the evening and weekend periods may help to address, to a limited degree, the potential loss of public off-street parking in the vicinity of Rideau Street due to redevelopment (see Section 4.1.2). Therefore, the request for on-street parking in the evenings and on weekends is appropriately examined as part of a broader review within the Rideau Area Transportation Network Study Update.

## 5 Stakeholder Issue Analysis

### 5.1 Overview

Key stakeholders, including the Downtown Rideau BIA, raised a number of specific issues related to parking in the Downtown Rideau BIA LAPS area during consultations held while performing the study. Using this feedback, 14 high level issues related to the Downtown Rideau BIA area were identified. They were presented to and approved by Transportation Committee on June 2, 2010<sup>4</sup> and were analysed as part of the LAPS.

### 5.2 Parking Issues – Approach

As part of the initial steps of the study, the BIA and major stakeholders were asked about parking issues in the area. The issues were grouped:

Parking supply (opportunities to add parking, shared use parking);

- Regulations and signage;
- Specific days/times/blocks in detail;
- Special parking (bicycles, motorcycles); and
- Wayfinding.

Each issue has been examined, and recommendations for implementation or further review have been made. The detailed “issues pages” identify:

- The specific parking issue or concern,
- Available data,
- A discussion on options and opportunities,
- A recommendation/conclusion,
- Budget implications, and
- Implementation timelines.

In some cases, more complex options have been identified. Certain options involve the need for further study/consultation, such as parking changes that may affect tour bus parking and taxi zones.

Delegated Authority (for changes to the Traffic and Parking By-law) and the Municipal Parking Management Strategy (rate setting guidelines) provide the necessary tools to process changes to parking regulations, subject to concurrence with stakeholders, including the Ward Councillor, BIA, Community Associations, Places of Worship, and other stakeholders.

### 5.3 Ongoing Monitoring

It is recognized that this list represents a current inventory of the parking-related issues in the area. As this is a very dynamic and active area, issues related to parking will need to be monitored on a continuous basis and addressed as possible.

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<sup>4</sup> For the full text of the report, see <http://ottawa.ca/calendar/ottawa/citycouncil/trc/2010/06-02/ACS2010-COS-PWS-0008%20EN.htm>

Quarterly meetings with the BIA and other stakeholders are suggested, on an ongoing basis to address parking concerns. Implementation of the Pay & Display machines has provided a new opportunity to closely monitor paid parking activity by area that was not easily available before. This will allow continuing monitoring of areas of concern, in order to study/consider ongoing minor adjustments to paid parking locations and effective times/days.

## 5.4 Issues Analysis

As part of the initial steps of the study, the BIA and major stakeholders were asked about parking issues in the area. The issues were grouped into 12 topics, some which address specific locations: parking supply (opportunities to add parking, shared use parking); regulations and signage; specific days/times/blocks in detail; special parking (bicycles, motorcycles); and parking garages (wayfinding, safety and security).

Each issue has been examined, including available data, a discussion on options and opportunities, a recommendation/conclusion, budget implications, and implementation timelines. In some cases, more complex options have been identified, while other options involve the need for further study/consultation, such as parking changes that may affect tour bus parking and taxi zones. The findings are summarized as follows:

Topic	Recommendations Made
1. Examine opportunities to permit additional on-street parking during off-peak traffic/transit hours/days (3 additional on-street spaces)	3
2. Examine opportunities to provide additional on-street parking (3 additional on-street spaces)	3
3. Review existing Parking Regulations on several streets	5
4. Identify opportunities for convertible or shared use parking spaces/curb use (for example, tour bus parking daytime, taxi zone at night)	1
5. Identify opportunities to provide for bicycle and motorcycle / scooter parking, as well as for other alternative modes of transportation (Additional spaces TBD)	1
6. Review existing Loading Zones (requirement, relocation options, additional loading zones)	2
7. Review existing Tour Bus Parking locations	3
8. Review Taxi Zones	—*
9. Examine wayfinding and directional signage to/from Municipal Parking Lots	1
10. Identify and examine barriers between parking facilities and destinations	—*
11. Study specific time periods of high parking utilization / low turnover	2
12. Identify opportunities for additional off-peak public use of private parking lots	1
<b>Total</b>	<b>22</b>

\*No specific recommendations identified; recommend ongoing consultation/discussion with stakeholders as required.

### 1. Examine opportunities to permit additional on-street parking during off-peak traffic/transit hours/days (and/or evenings and weekends)

- Rideau St from Sussex Dr to Cumberland St (recommend ongoing consultation with stakeholders within the scope of the Rideau St Renewal Study & Rideau Area Transportation Network Study; consider converting loading bays to shared loading/off-peak parking zones)
- Up to 3 additional on-street spaces along the east side of Dalhousie St between Besserer St and Rideau St during evenings and weekends (subject to concurrence with Traffic Management and Transit Staff, with respect to the current bus stop location)

- Adding additional on-street off-peak parking along the north and south side of Besserer St between Nicholas St and Waller St was analyzed (additional on-street off-peak parking spaces cannot be considered due to presence of a fire hydrant and building accesses; recommend wayfinding of nearby public off-street parking)

## **2. Examine opportunities to provide additional on-street parking**

- Adding on-street spaces along the west side of Cumberland St between Besserer St and Rideau St was analyzed (recommend not adding parking due to truck route)
- Adding on-street parking along the east side of Cumberland St between Rideau St and George St was analyzed (cannot add additional on-street parking spaces due to an STO time point occupying the majority of the block face. Should bus time point be relocated (or reduced in size, hours and/or days of operation), on-street parking could be considered)
- Up to 3 additional on-street spaces along the north side of Besserer St between Waller St and Cumberland St during off-peak times by replacing a tour bus parking space (subject to concurrence with Traffic Management Staff)
- Adding additional on-street parking along the north and south side of Besserer St between Cumberland St and King Edward Ave was analyzed (both block faces already have all available curb face signed as on-street parking, no option for additional parking)
- Adding additional on-street parking near Ottawa Arts Court was analyzed (subject to concurrence with Traffic Management and taxi stakeholders, subject to the relocation of the taxi stands on the south side of Daly Ave regular on-street parking could be considered)

## **3. Review existing Parking Regulations on several streets**

- Regulations on Daly Ave between Colonel By Dr and Nicholas St (under the Rideau Centre) were analyzed (recommend ongoing consultation regarding conversion of some tour bus parking to regular parking and relocation of taxi zones in this area)
- Regulations on Daly Ave between Nicholas St and Waller St were analyzed (see various other issues; recommend no further action related specifically to regulations)
- A tour bus parking zone at 35 George St was reviewed (recommend converting to regular on-street parking; specific duration subject to concurrence with stakeholders)
- Regulations on George St from Sussex Dr to Cumberland St were analyzed (high occupancy rates; recommend continuing enforcement)
- Regulations along Waller St between Stewart St and Rideau St were analyzed (high traffic volumes, possibility of adding on-street off-peak parking subject to traffic volumes and concurrence with Traffic Management; recommend adding no stopping signs along the west side and east side between Besserer St and Rideau St)
- Recommend adding a no stopping sign along the south side of Besserer St (subject to concurrence with Traffic Management Staff)

## **4. Identify opportunities for convertible or shared use parking spaces/curb use (for example, tour bus parking daytime, taxi zone at night)**

- Rideau St from Sussex Dr to Cumberland (recommend ongoing consultation with stakeholders within the scope of the Rideau St Renewal Study & Rideau Area Transportation Network Study; consider converting loading bays to shared loading/off-peak parking zones)

## **5. Identify opportunities to provide for bicycle and motorcycle / scooter parking, as well as for other alternative modes of transportation**

- Based on the initial analysis of bicycle parking, there is a need to review the locations and use of existing bike parking facilities, and the potential installation of additional Ring and Post racks in the area.

## **6. Review existing Loading Zones (requirement, relocation options, additional loading zones);**

- Loading zone outside the Rideau Centre “Red Garage” was analyzed (recommend relocation, subject to Nicholas St reconfiguration and Rideau Red Garage entrance reconfiguration)
- Add a new loading zone on the north side of Besserer, Dalhousie to Nicholas, except at peak traffic times.

## **7. Review existing Tour Bus Parking locations**

- 1 tour bus parking space along the east side of Nicholas St between Daly Ave and Besserer St (recommend adding a Hotel Loading Zone , subject to the Nicholas reconfiguration)
- Tour bus parking spaces along the north side of Daly St were reviewed; option of a tour bus parking space along the south side of Daly St between Nicholas St and Waller St in front of Arts Court also reviewed. Several options for use of curb space between tour buses, taxis and parking (subject to concurrence with Traffic Management and taxi stakeholders, taxi stands on the south side of Daly Ave could be relocated, which could allow relocation of the tour bus parking space)
- 3 tour bus parking spaces on Besserer St, two on the south side west of Cumberland St and one on the north side east of Cumberland St (could consider replacing one of the bus parking spaces on the south side, subject to Tour Bus study, with regular paid vehicle parking; recommend moving north bus parking space to the beginning or end of the block as opposed to in the middle of regular parking spaces)

## **8. Review Taxi Zones**

- Taxi zones along the south side of Daly St between Nicholas St and Waller St were reviewed, and found to be well used (recommend no further action)

## **9. Examine wayfinding and directional signage to/from Municipal Parking Lots**

- No municipal parking lots in Downtown Rideau BIA
- Need to consider wayfinding signs to/from public facilities such as the Rideau Centre

## **10. Identify and examine barriers between parking facilities and destinations**

- Based on stakeholder feedback, the area was divided into 3 zones: west of Waller St/Dalhousie St (“Rideau West”), east of Waller St/Dalhousie St and north of Besserer (“Rideau East”), and east of Waller St and south of Besserer St (“Rideau Fringe”) – each of which was analyzed independently for parking trends

**11. Study specific time periods of high parking utilization / low turnover**

- Friday evenings and Sundays were identified as time periods with high parking utilization and low turnover and were analysed extensively as part of the LAPS Technical Reports. Further Sunday analysis as part of the Sunday paid parking discussion (recommend continuing enforcement; recommend introducing paid parking on Sundays subject to consultation with stakeholders).

**12. Identify opportunities for additional off-peak public use of private parking lots**

- Stakeholders identified University of Ottawa as an opportunity, results of the study indicated University of Ottawa parking lots are already available for off-peak public use and have low occupancy rates (recommend continued consultation with University of Ottawa for better promotion)



## 6 Future Opportunities

In addition to the measures above, there are other opportunities that may be considered for future review and action, as summarized below.

### 6.1 Extended Paid Parking Hours

Based on occupancy rates observed and duration, the data for on-street parking on Friday evenings also suggests that paid parking might be considered. However, the typical customer in the evening is visiting restaurants, etc., and the need to encourage turnover is not the same as during the day.

Future monitoring will be undertaken to further examine the evening hours. One possible option that may be considered to help ensure the maximum supply of on-street parking for customers (as opposed to employees) would be to extend the paid parking period until 7pm (currently 5:30pm).

### 6.2 Expanded Paid Parking Areas

The parking study data reviewed occupancy rates on all blocks in the area – both paid and unpaid. In some cases, it was noted that paid parking may help to encourage additional turnover on certain streets. This would require focussed consultation with adjacent businesses and residents prior to implementation.

### 6.3 Parking Rates by Zone

The current industry “best practice” is that peak occupancy should be in the range of 85%. In some municipalities, parking rates can be set based on the actual occupancy rates recorded – basing price on actual demand. Such an approach is in effect in Vancouver. The approved Municipal Parking Management Strategy includes Rate Setting Guidelines which state that public parking rates, hours and locations are to be set based on Local Area Parking Studies (LAPS). One of the principle criteria to determine the priority for undertaking LAPS is peak parking occupancy rates of below 75% or above 85%.

*“Convenient on-street parking provides business areas with a competitive advantage over those locations without it, but only if customers are actually able to find a space in a reasonable amount of time and at an acceptable cost. If the parking is priced too low, as the cost recovery approach may result in, or the supply is insufficient, it will be constantly full, making it difficult and time consuming to find a space, which dilutes the competitive advantage of having it. Pricing on-street parking appropriately ensures that a person has a chance of finding a space in a reasonable amount of time, thereby reducing congestion, as well as the lost time, fuel costs and pollution generated by cruising around the block looking for a space.*

*“The utilization rate typically used in the parking industry to increase rates is 85% utilization during peak periods”.*

*“Recent industry research has suggested that this factor should be used as the primary objective*

*measure to determine when to raise or lower rates and when to introduce paid on-street parking into an area as well, and specifically that pricing should be set such that 15% of parking spaces are vacant and available at any time<sup>5</sup>.”*

## **6.4 Progressive Pricing**

Calgary has a system of progressive pricing for on-street parking in some areas, where the first hour will be set a one price and the second hour at a higher price to encourage shorter stays, thus making the parking spaces available to more customers.

## **6.5 Paid Loading Zones**

Similar to Tour Bus spaces, loading zones could be converted to “paid” loading zones. This would serve to discourage the current practice of some motorists taking advantage of the current no cost loading zones for short term parking. Pricing the loading zones would help to ensure that they are available to those who need a temporary location to load or unload merchandise in close proximity to their destination. The Downtown Rideau BIA is interested in a pilot project of Paid Loading Zones on Rideau Street.

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<sup>5</sup> See the article, *Parking Management: Strategies, Evaluation and Planning*, (November 2008) from the Victoria Transport Policy Institute for more information. [http://www.vtpi.org/park\\_man.pdf](http://www.vtpi.org/park_man.pdf)

## 7 Conclusion

The Downtown Rideau area, together with the ByWard Market form the most active area of the City, with on-street parking pressures on all days and times. This has led to some unique challenges and opportunities. During the day, the characteristics are typical of a main street commercial area. However, during the evening, weekends and overnight, there continues to be demand for parking due to the nature of this retail, arts, and theatre district.

In summary, on-street parking in the area is well utilized and is over capacity at peak times and days. However, off-street parking utilization was found to be moderate. This indicates that although on-street utilization is of concern, the overall short-term parking supply is sufficient to meet present levels of public parking demand.

As this is a very dynamic and active area, issues related to parking will need to be monitored and a continuous basis and addressed as possible. Quarterly meetings with the BIA and other stakeholders are recommended on an ongoing basis to address parking concerns.