

Subject: Kitchissippi Parking Study Update

File Number: ACS2024-PWD-RPS-0003

Report to Transportation Committee on 27 June 2024

and Council 10 July 2024

Submitted on June 18, 2024 by Quentin Levesque, Director, Roads and Parking Services

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Ward: Kitchissippi (15) Bay (7)

Objet : Mise à jour de l'Étude sur le stationnement dans le secteur de Kitchissippi

Numéro de dossier : ACS2024-PWD-RPS-0003

Rapport présenté au Comité des transports

Rapport soumis le 27 juin 2024

et au Conseil le 10 juillet 2024

Soumis le 2024-06-18 par par Quentin Levesque, directeur, Services des routes et stationnement

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Quartier : Kitchissippi (15) Baie (7)

REPORT RECOMMENDATION(S)

That Transportation Committee Recommend Council:

- 1. Approve the introduction of paid on-street parking in Westboro and Wellington West as outlined in this report.**
- 2. Receive, for information, the Kitchissippi Parking Study Update as attached as Document 1 and the recommendations unrelated to the implementation**

of paid parking as contained in this report.

RECOMMANDATION(S) DU RAPPORT

Que le Comité des transports recommande au Conseil :

1. d'approuver l'instauration du stationnement sur rue payant dans Westboro et Wellington Ouest, comme il est décrit dans le présent rapport;
2. de prendre acte, à titre informatif, de la mise à jour de l'Étude sur le stationnement dans le secteur de Kitchissippi (document 1 ci-joint) et des recommandations non liées à l'instauration de stationnement payant décrites dans le présent rapport.

EXECUTIVE SUMMARY

Assumption and Analysis

The City of Ottawa manages parking across the city in alignment with the Municipal Parking Management Program (MPMP) mandate which is defined as part of the Council-approved Municipal Parking Management Strategy (MPMS). This Strategy was updated in October of 2019 through the Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)).

Included in the MPMS are Rate Setting Guidelines which establish thresholds at which parking is deemed to be problematic and at which the introduction or adjustment of parking rates is warranted. The Rate Setting Guidelines were updated through the MPMS Refresh. With this, staff committed to complete an update to the previous Local Area Parking Studies (LAPS) for Westboro / Wellington West to re-assess parking management issues and ensure alignment with the updated Rate Setting Guidelines.

The last LAPS for Westboro and Wellington West were presented to Council in 2017 as the Kitchissippi Parking Strategy ([ACS2017-PWE-GEN-0011](#)). Key issues from the 2017 studies included:

- Shortage of available parking
- Time limits are too short (business corridor)
- Inconsistent parking time limits
- Development has negatively impacted availability of parking

- Need to solve long-term parking needs
- More bike parking required

The 2017 outcomes that were implemented within delegated authority included:

- Increasing the number of on-street parking on Kirkwood Avenue, Madison Avenue, and Athlone Avenue
- Implementation of 90-minute parking limits along the business corridor 7-days a week from 7am to 7pm, and increased paid parking time limits on Holland Avenue, Spencer Street, and Hamilton Avenue
- On-street paid parking adjustments on Holland Avenue, Spencer Street and Hamilton Avenue
- Installation of wayfinding signs to promote off-street parking facilities

In addition to these outcomes in 2017, paid parking along the business corridor in Westboro and Wellington West was deemed to be warranted as per the criteria in the Rate Setting Guidelines. However, paid parking was not recommended due to the requirement at the time for concurrence from various stakeholders (i.e. any impacted Business Improvement Areas, Community Associations and the Ward Councillor). There was only partial support for paid parking among the identified stakeholders, therefore staff did not have the ability to implement or recommend the implementation of paid parking.

Since then, with the updated Rate Setting Guidelines from the MPMS Refresh in 2019, the Delegation of Authority By-Law ([Section 14 - Municipally-Managed Parking Rates - On-Street](#)) was updated to no longer require concurrence to proceed with paid parking in a new area where it is warranted. Concurrence is still sought but when there is not complete concurrence, City Council will be asked to approve moving forward with implementation.

The Kitchissippi Parking Study Update began in early 2023 and was completed in Q2 2024. The study area was bounded by Scott Street in the north, Kenwood Avenue / Wesley Avenue / and Byron Avenue in the south, Broadview Avenue in the west, and Island Park Drive in the east. Additionally, it includes Byron Avenue / Tyndall Street / Sims Avenue / Gladstone Avenue / Laurel Street to the south, and the O-Train tracks to the east. Studies consist of extensive data and information collection as well as

continuous consultation throughout the process. The full study (which includes a map of the study area) is attached as Document 1.

Accounting for consultation feedback combined with the data and information that was captured as part of this study process, the key issues were themed up into four categories:

- Availability of parking
- Flexibility of time limits along the business corridor
- Compounding effects of developments on paid parking
- Limited long-term employee parking options

The Municipal Parking Management Program references a “Parking Management Toolbox” as part of the Local Area Parking Study process when addressing verified issues. The Parking Management Toolbox provides a number of different mechanisms and options to address parking pressures. These include tools to:

- Increase supply of parking spaces (e.g. increase the number of off-street or on-street spaces; enter into agreements with developers to provide public parking; etc.)
- Increase availability of parking (e.g. increase turnover through regulations, pricing changes or enforcement; promote off-street facilities; etc.)
- Reduce parking demand through the promotion of alternative modes of transportation (e.g. increase bicycle parking, improve access to transit services, introduce measures to reduce employee parking demand, and promote car-sharing/car-pooling; etc.)

As part of the Kitchissippi Parking Strategy in 2017, a number of solutions were identified to address the issues and pressures that were identified at the time. The current Kitchissippi Parking Study Update provides for an opportunity to reconsider what options may remain available for the current issues. The issues and staff’s recommendations on how to address them are summarized below.

Availability of Parking

A lack of available parking can be detrimental for businesses and also have negative impacts for the community due to increases in traffic caused by people having to search for parking. The data collected through the study shows there are a number of instances where the occupancy is at or above practical capacity (85 per cent) on a sector-by-sector basis. Since the last study in 2017, the availability of parking at the busier times has generally remained the same or increased.

To address this, staff will:

- Adjust the regulations on Wellington Street West between Western Avenue and Carleton Avenue to permit peak hour parking which will add nine spaces between the hours of 3:30 PM – 5:30 PM Monday to Friday.
- Work with the Business Improvement Areas (BIAs) to adjust Loading Zones (timing / location) to better optimize the curb space along and in proximity to the commercial main street.
- Implement paid parking in alignment with the Rate Setting Guidelines with the following parameters, if approved by Council:
 - Locations:
 - Along the main street corridor (Richmond Road /Wellington Street/ Somerset Street)
 - Streets with prominent commercial and non-residential zones (Danforth Avenue, Churchill Avenue, Holland Avenue)
 - There will also be paid parking on the side streets immediately adjacent to the above mentioned streets to the extent there is continuity of commercial property
 - Area to be divided into zones, the cost to park would be set at an “introductory rate” of \$3.00 per hour with adjusted rates in alignment with the Council approved Municipal Parking Management Strategy Rate Setting Guidelines

- Days and hours of paid parking are still to be determined and will be in alignment with both the Rate Setting Guidelines and the upcoming consistency review that will assess the timing and extent of on-street rates, including during evening and weekend periods. This will be presented to Transportation Committee and Council as a new report in Q1 2025.
- Implementation to occur no earlier than Q2 2025 to allow for planning, the development of a corresponding communications plan and the need to secure the required equipment.

Flexibility of Time Limits Along the Business Corridor

In response to feedback from businesses related to providing more flexibility to customers and visitors by way of increased time limits, staff will:

- Increase the time limit in all spaces where there will be on-street paid parking to 2-hours (except for Danforth Avenue which will remain at 3-hours)

This change is contingent on and would align with the implementation of paid parking. This would be consistent with most other commercial areas in the City where there is on-street paid parking.

Compounding Effects of Developments on Parking

In response to feedback from stakeholders related to the impacts of developments and the increasing pressures related to available on-street parking, staff will:

- Continue to review and provide comment on minor variance and Zoning By-law amendment applications, and leverage the data and outcomes from this study in any analysis / feedback
- Share the results of this study with other City of Ottawa departments, including Planning Services.

Limited Long-Term Employee Parking Options

While the mandate of the Municipal Parking Management Program relates to ensuring available short-term parking, it is noted that there are challenges and pressures for

businesses when it comes to accommodating parking for their employees. To this end, staff will:

- Work with each BIA towards identifying opportunities to leverage and promote existing nearby off-street lots
- Support and promote alternate modes of transportation through pursuing additional standard bike parking options, secure bike parking, and micro-mobility connections.

Financial Implications

Any impacts resulting from changes to existing paid parking rates or the potential introduction of paid parking would be accounted for within the Municipal Parking Management Program, as directed by the Municipal Parking Management Strategy.

There are no financial implications resulting from any of the other recommendations contained in this report.

Public Consultation/Input

Consultation took place throughout the study process in three phases – Preliminary, Focused and Final. Collectively, this took place from August 2023 to May 2024. Key stakeholders included the Ward Councillors, all Community Associations and BIAs and places of worship in the study areas. Staff also engaged with the Parking Stakeholder Consultation Group periodically at key milestones to provide updates and receive feedback.

When engaging with stakeholders, staff would provide updates and seek input. At different points in the process, staff clarified the nature of the study, summarized the data and information that had been collected and presented draft outcomes.

In order to help keep stakeholders updated, better facilitate the dissemination of information and better enable feedback, an [Engage Ottawa page](#) was launched during the Focused Phase.

During the Final Phase, staff held three community information sessions where the draft outcomes were presented with corresponding data / information and other contextual information. In total, 95 people attended the sessions and there were a number of comments / points of feedback received both as part of that stage and throughout the

study process. Feedback was generally focused on parking-related issues in the area and the prospect of on-street paid parking.

Feedback from all points of the consultation process is captured in the Kitchissippi Parking Study Update (Document 1). Staff also offered to meet with members of Transportation Committee and Councillors with paid parking in their ward.

This feedback was a key consideration when developing the recommendations of the report.

RÉSUMÉ

Hypothèses et analyse

La Ville gère le stationnement à Ottawa conformément au mandat du Programme municipal de gestion du stationnement, défini dans le cadre de la Stratégie municipale de gestion du stationnement approuvée par le Conseil. Cette stratégie a été modifiée en octobre 2019 par le rapport sur la mise à jour de la Stratégie municipale de gestion du stationnement et l'examen de la structure de gestion publique ([ACS2019-PWE-RPS-0016](#)).

La Stratégie municipale de gestion du stationnement comprend des lignes directrices pour l'établissement des tarifs, qui définissent les éléments rendant un stationnement problématique et ceux justifiant l'instauration de frais de stationnement ou leur ajustement. Ces lignes directrices ont été modifiées par la mise à jour de la Stratégie. Le personnel s'est engagé à renouveler les études sur le stationnement local menées antérieurement pour Westboro et Wellington Ouest afin de réévaluer les questions de gestion du stationnement et d'assurer le respect des nouvelles lignes directrices pour l'établissement des tarifs.

Les dernières études sur le stationnement local pour Westboro et Wellington Ouest ont été présentées au Conseil en 2017 à même la stratégie de stationnement de Kitchissippi ([ACS2017-PWE-GEN-0011](#)). Ces études faisaient état des principaux problèmes suivants :

- Manque de places de stationnement
- Durées maximales trop courtes (couloir commercial)
- Durées maximales de stationnement variables

- Répercussions négatives des nouveaux aménagements sur la disponibilité des places de stationnement
- Nécessité de répondre aux besoins de stationnement à long terme
- Nécessité de plus de stationnement pour vélos

Voici les résultats de 2017 mis en œuvre dans les limites des pouvoirs délégués :

- Augmentation du nombre de places de stationnement sur rue sur les avenues Kirkwood, Madison et Athlone
- Instauration d'une durée maximale de stationnement de 90 minutes le long du couloir commercial sept jours sur sept, de 7 h à 19 h, et augmentation de la durée maximale du stationnement payant sur les avenues Holland et Hamilton et la rue Spencer
- Ajustement du stationnement sur rue payant sur les avenues Holland et Hamilton et la rue Spencer
- Installation de panneaux d'orientation pour promouvoir les installations de stationnement hors rue

Outre les résultats de 2017, le stationnement payant le long du couloir commercial dans Westboro et Wellington Ouest a été jugé comme justifié selon les critères des lignes directrices pour l'établissement des tarifs. Cependant, il n'a pas été recommandé, puisqu'il était auparavant nécessaire d'obtenir l'approbation de diverses parties prenantes (zones d'amélioration commerciales touchées, associations communautaires et conseillère ou conseiller du quartier). Comme l'opinion des parties prenantes à l'égard du stationnement payant était partagée, le personnel n'a pas pu l'instaurer ni en recommander l'instauration.

Depuis, vu la modification des lignes directrices pour l'établissement des tarifs ayant découlé de la mise à jour de la Stratégie municipale de gestion du stationnement de 2019, le *Règlement municipal sur la délégation de pouvoirs* ([article 14 – Tarif du stationnement hors rue géré par la ville](#)) a été mis à jour : il n'est plus nécessaire d'obtenir l'assentiment des parties prenantes pour instaurer le stationnement payant dans un secteur où il est justifié. L'assentiment est encore recherché, mais s'il n'est pas possible de l'obtenir à l'unanimité, on demandera au Conseil municipal d'approuver la mise en œuvre.

La mise à jour de l'Étude sur le stationnement dans le secteur de Kitchissippi a commencé au début de 2023 et s'est terminée au deuxième trimestre de 2024. Le secteur à l'étude était délimité par la rue Scott au nord, les avenues Kenwood, Wesley et Byron au sud, l'avenue Broadview à l'ouest et la promenade Island Park à l'est. Elle comprenait également l'avenue Byron, la rue Tyndall, l'avenue Sims, l'avenue Gladstone et la rue Laurel au sud, et les rails de l'O-Train à l'est. Les études comprennent une collecte exhaustive de données et de renseignements ainsi que la consultation continue du début à la fin du processus. L'étude complète, qui comprend une carte du secteur à l'étude, est jointe au présent rapport (document 1).

D'après les commentaires reçus lors de la consultation et les données et renseignements recueillis pendant l'étude, les principales questions ont été classées dans quatre catégories :

- Disponibilité des places de stationnement
- Flexibilité de la durée maximale de stationnement dans le couloir commercial
- Effets décuplés des projets d'aménagement sur le stationnement payant
- Options de stationnement à long terme limitées pour les employés

Dans le cadre du processus d'étude sur le stationnement local, le Programme municipal de gestion du stationnement prévoit un « Coffre d'outils pour la gestion du stationnement », qui facilite le traitement des problèmes vérifiés. Ce coffre d'outils donne plusieurs mécanismes et options pour régler les problèmes de stationnement, entre autres :

- en augmentant l'offre de places de stationnement (augmenter le nombre de places de stationnement hors rue ou sur rue, conclure des ententes avec des promoteurs pour offrir du stationnement public, etc.);
- en augmentant la disponibilité des places de stationnement (accroître le taux de rotation des espaces de stationnement par des règlements, changer les tarifs ou les mettre en application, promouvoir les installations hors rue, etc.);
- en réduisant la demande de stationnement grâce à la promotion des modes de transport écologiques (accroître le nombre de places de stationnement pour bicyclettes, améliorer l'accès au transport en commun, mettre en place

des mesures visant à réduire la demande de stationnement des travailleuses et travailleurs, promouvoir le covoiturage et l'autopartage, etc.).

Dans le cadre de la stratégie de stationnement de Kitchissippi de 2017, plusieurs solutions ont été proposées pour régler les problèmes relevés. La mise à jour de l'Étude sur le stationnement dans le secteur de Kitchissippi représente une occasion de réexaminer lesquelles pourraient être appliquées aux problèmes actuels. Ces problèmes ainsi que les recommandations du personnel pour y remédier sont résumés ci-dessous.

Disponibilité des places de stationnement

Le manque de places de stationnement peut nuire aux entreprises, mais aussi à la communauté, vu l'augmentation de la circulation occasionnée lorsque les gens doivent chercher du stationnement. Les données recueillies pendant l'étude indiquent certains cas où le taux d'utilisation des places atteint ou dépasse la capacité pratique (85 pour cent) d'un secteur à l'autre. Depuis la dernière étude, en 2017, la disponibilité des places de stationnement pendant les périodes de pointe est généralement restée stable ou a augmenté.

Pour remédier à ce problème, le personnel prendra les mesures suivantes :

- Ajuster les règlements pour la rue Wellington Ouest entre les avenues Western et Carleton afin de permettre le stationnement aux heures de pointe, ce qui ajoutera neuf places de stationnement entre 15 h 30 et 17 h 30 du lundi au vendredi.
- Travailler avec les zones d'amélioration commerciales (ZAC) à ajuster les zones d'embarquement (heures et emplacements) pour optimiser l'espace le long du couloir commercial de la rue Main et à proximité.
- Instaurer le stationnement payant conformément aux lignes directrices pour l'établissement des tarifs et selon les paramètres suivants (si le Conseil donne son accord) :
 - Emplacement :
 - Le long du couloir de la rue Main (chemin Richmond, rue Wellington et rue Somerset)

- Sur les rues principalement commerciales et non résidentielles (avenue Danforth, avenue Churchill, avenue Holland)
 - Sur les rues secondaires immédiatement adjacentes aux rues susmentionnées, si elles sont un prolongement de la propriété commerciale
- Le secteur sera divisé en zones, et le coût du stationnement sera fixé à 3 \$ par heure (tarif de lancement), puis ajusté selon les lignes directrices pour l'établissement des tarifs de la Stratégie municipale de gestion du stationnement approuvées par le Conseil;
 - Les jours et les heures où le stationnement payant sera en vigueur restent à déterminer. Ils seront conformes aux lignes directrices pour l'établissement des tarifs et à l'examen de l'uniformité à venir, où l'on évaluera la période d'application et la portée des tarifs du stationnement sur rue, y compris les soirs et la fin de semaine. Cette information sera présentée au Comité des transports et au Conseil dans un nouveau rapport au premier trimestre de 2025;
 - Le stationnement payant sera appliqué seulement à compter du deuxième trimestre de 2025 afin de laisser du temps pour la planification, l'élaboration d'un plan de communication et l'obtention de l'équipement nécessaire.

Flexibilité de la durée maximale de stationnement dans le couloir commercial

En réponse aux commentaires émis par les entreprises demandant davantage de flexibilité pour la clientèle et les visiteurs par l'augmentation de la durée maximale de stationnement, le personnel :

- fera passer à deux heures la durée maximale du stationnement payant pour toutes les places sur rue (sauf sur l'avenue Danforth, où la durée maximale restera de trois heures).

Ce changement dépend de l'instauration du stationnement payant, à laquelle il serait harmonisé, et cadrerait avec la plupart des secteurs commerciaux offrant des places de stationnement sur rue payantes dans la ville.

Effets décuplés des projets d'aménagement sur le stationnement payant

En réponse aux commentaires de parties prenantes sur les répercussions des projets d'aménagement et les pressions croissantes relatives aux places de stationnement sur rue disponibles, le personnel :

- continuera d'examiner et de commenter les demandes de dérogation mineure et de modification du *Règlement de zonage*, et utilisera les données et les résultats de cette étude dans ses analyses et ses commentaires, le cas échéant;
- transmettra les résultats de cette étude à d'autres directions générales de la Ville, dont les Services de planification.

Options de stationnement à long terme limitées pour les employés

Bien que le mandat du Programme municipal de gestion du stationnement concerne l'offre de places de stationnement à court terme, il convient de noter que les entreprises font face à des difficultés et à des pressions pour ce qui est de fournir du stationnement à leur équipe. Le personnel prendra donc les mesures suivantes :

- Travailler avec chaque ZAC à trouver des occasions de mettre à profit et de promouvoir les stationnements hors rue à proximité;
- Favorisera et promouvra les modes de transport écologiques en ajoutant des options de stationnement standard et de stationnement sécuritaire pour les vélos et des liaisons de micromobilité.

Répercussions financières

Toutes les répercussions de changements apportés aux tarifs de stationnement payant ou de l'instauration potentielle du stationnement payant seront prises en compte dans le Programme municipal de gestion du stationnement, conformément à l'orientation de la Stratégie municipale de gestion du stationnement.

Aucune répercussion financière n'est associée aux recommandations du présent rapport.

Consultations publiques et commentaires

La consultation pour l'étude s'est déroulée en trois phases – préliminaire, ciblée et finale – d'août 2023 à mai 2024. Les principales parties prenantes comprenaient les conseillers de quartier ainsi que l'ensemble des associations communautaires, des ZAC et des lieux de culte du secteur à l'étude. Le personnel a également consulté le Groupe de consultation des intervenants du stationnement à certaines étapes du processus pour le tenir au courant des progrès et recevoir ses commentaires.

Pendant la consultation des parties prenantes, le personnel a tenu ces dernières au courant et a sollicité leurs commentaires. À différentes étapes du processus, le personnel a précisé la nature de l'étude, résumé les données et l'information recueillies et présenté des résultats provisoires.

Afin de tenir les parties prenantes au courant des progrès et de faciliter la transmission de l'information et la rétroaction, une [page Participons Ottawa](#) a été lancée pendant la phase ciblée.

Pendant la phase finale, le personnel a tenu trois séances d'information communautaires où il a présenté les résultats provisoires, les données et l'information connexes et d'autres renseignements contextuels. Au total, 95 personnes y ont participé. Les commentaires ont été recueillis à cette étape et pendant tout le processus de l'étude; ils portaient généralement sur les problèmes de stationnement dans le secteur et l'éventualité du stationnement sur rue payant.

Les commentaires reçus du début à la fin du processus de consultation sont présentés dans la mise à jour de l'Étude sur le stationnement dans le secteur de Kitchissippi (document 1). Le personnel a également proposé de rencontrer les membres du Comité des transports et des conseillères et conseillers dont le quartier comprend du stationnement payant.

Cette rétroaction a été soigneusement prise en compte dans les recommandations du présent rapport.

BACKGROUND

The City of Ottawa manages parking across the city in alignment with the Municipal Parking Management Program (MPMP) mandate which is defined as part of the Council-approved [Municipal Parking Management Strategy](#) (MPMS). The Municipal Parking Management Strategy was first approved in 2009 in response to a direction to

staff following the 2008 Budget process to develop a parking strategy with clear objectives in alignment with the [Municipal Act](#) and the [Transportation Master Plan](#). This Strategy was updated in October of 2019. The Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)) revisited and/or confirmed the following elements:

- Municipal Parking Management Program Mandate
- Rate Setting Guidelines (including directed revisions to the Delegation of Authority By-Law)
- Funding Model / Parking Reserve Fund parameters
- Business Improvement Area (BIA) Parking Initiatives Grant Program
- Various reporting requirements
- Terms of Reference related to conducting Local Area Parking Studies
- Performance Measurement Program

This report will focus on a staff commitment to complete an update to the previous 2017 Local Area Parking Studies for Westboro / Wellington West to re-assess parking management issues and ensure alignment with the updated Rate Setting Guidelines.

The following sections cover some of the key background related to the MPMS and recent parking studies in the Westboro / Wellington West area.

Municipal Parking Management Program Mandate

The Key Principle and Objectives of the MPMP are as follows:

Key Principle

The Municipal Parking Management Program is committed to providing efficient, transparent and sustainable parking services in collaboration with stakeholders who will be regularly consulted in a timely manner.

Objectives

1. Provide an appropriate and optimized supply of general use public parking that is secure, accessible, convenient, appealing, and fairly and consistently

enforced.

2. Prioritize short-term parking that is responsively priced to support businesses, institutions, and tourism while considering the impact on the local community.
3. Promote sustainable modes of transportation by supporting and maintaining programs and facilities that encourage sustainable mobility choices (public transit, cycling, walking) and alternative modes, including electric vehicles, car sharing, and new technologies as they emerge.
4. Resolve parking-related issues in residential areas caused by sources of high parking demand.
5. Ensure financial sustainability by ensuring that revenues are sufficient to support the objectives of the Municipal Parking Management Strategy, recover all Parking Services operating and capital expenditures and contribute to the Parking Reserve Fund to finance future parking system development.

Rate Setting Guidelines

The MPMS contains various mechanisms and reference points that are intended to support the implementation of the MPMS. Included in these are the Rate Setting Guidelines which establish thresholds at which parking is deemed to be problematic and at which the introduction or adjustment of parking rates is warranted.

For the introduction of on-street parking rates, the Rate Setting Guidelines require a Local Area Parking Study or Parking Assessment which would:

- Indicate peak occupancy levels of greater than 85 per cent over multiple surveys
- Consider and address impacts of implementing paid parking
- Include consultation with area stakeholders

An occupancy level of 85 per cent is known as “practical capacity” in the parking industry. Parking occupancy rates that exceed 85 per cent indicate a lack of available parking for people arriving to an area, causing them to search for parking and potentially go elsewhere. Parking occupancy rates that exceed 85 per cent also have negative implications towards businesses and the community as a whole due to increased traffic volumes, which can result in increases in emissions, congestion and safety-related

issues. Per the Rate Setting Guidelines, introducing or increasing parking rates is warranted where peak occupancy levels exceed 85 per cent over multiple surveys.

Where there is existing on-street paid parking, rates can be adjusted up and down if parking occupancy is demonstrated to be too high (over 85 per cent at peak) or too low (under 50 per cent at peak).

Parking Management Toolbox

The Municipal Parking Management Program references a “Parking Management Toolbox” as part of the Local Area Parking Study process when addressing verified issues. The Parking Management Toolbox provides a number of different mechanisms and options to address parking pressures. These include tools to:

- Increase supply of parking spaces (e.g. increase the number of off-street or on-street spaces; enter into agreements with developers to provide public parking; etc.)
- Increase availability of parking (e.g. increase turnover through regulations, pricing changes or enforcement; promote off-street facilities; etc.)
- Reduce parking demand through the promotion of alternative modes of transportation (e.g. increase bicycle parking, improve access to transit services, introduce measures to reduce employee parking demand, and promote car-sharing/car-pooling; etc.)

Kitchissippi Parking Study History

Kitchissippi Ward has had multiple studies completed to address parking management issues (seven in Westboro since 1978 and two in Wellington West since 2007). The last studies for Westboro and Wellington West were presented to Council in 2017 as the Kitchissippi Parking Strategy ([ACS2017-PWE-GEN-0011](#)). A coordinated approach to parking management in Westboro and Wellington West was taken considering the increasingly contiguous nature of the commercial main street and as any changes to parking in one area have the potential to impact the other.

Key issues from the 2017 studies included:

- Shortage of available parking

- Time limits are too short (business corridor)
- Inconsistent parking time limits
- Development has negatively impacted availability of parking
- Need to solve long-term parking needs
- More bike parking required

The 2017 outcomes that were implemented within delegated authority were as follows:

- Increased the number of on-street parking on Kirkwood Avenue, Madison Avenue, and Athlone Avenue
- Implementation of 90-minute parking limits along the business corridor 7-days a week from 7am to 7pm, and increased paid parking time limits on Holland Avenue, Spencer Streets, and Hamilton Avenue
- On-street paid parking adjustments on Holland Avenue, Spencer Street and Hamilton Avenue
- Installation of wayfinding signs to promote off-street parking facilities

In addition to these outcomes, paid parking along the business corridor in Westboro and Wellington West was deemed to be warranted as per the criteria in the Rate Setting Guidelines. It was noted in the 2017 report that, “Based on the information that has been collected through these studies, paid parking along the main street (Richmond Road / Wellington Street West / Somerset Street West) is warranted according to the criteria established in the MPMS and its Rate Setting Guidelines, and would align with industry best practices. It would also establish consistency with other commercial areas of the city”.

However, paid parking was not recommended due to the requirement for concurrence from various stakeholders (any impacted Business Improvement Areas, Community Associations and the Ward Councillor). There was only partial support for paid parking among the identified stakeholders therefore, staff did not have the ability to implement or recommend the implementation of paid parking.

Since then, with the updated Rate Setting Guidelines from the MPMS Refresh in 2019,

the Delegation of Authority By-Law ([Section 14 - Municipally-Managed Parking Rates - On-Street](#)) was updated to state “The General Manager, Public Works, is delegated the authority to vary existing on-street parking rates, vary the times of day and days of the week when on-street parking rates are in effect, and to introduce on-street parking rates in new areas, provided the variation or introduction is consistent with the Municipal Parking Management Strategy and is within the range approved by Council as part of the annual budget”.

The Municipal Parking Management Strategy now no longer requires concurrence where parking is deemed warranted. When there is not full concurrence, City Council will be asked to approve moving forward with implementation.

DISCUSSION

This report will focus on a staff commitment to complete a new Local Area Parking Study Update for Westboro / Wellington West to re-assess parking management issues and ensure alignment with the updated Rate Setting Guidelines.

Local Area Parking Study Process

Staff complete Local Area Parking Studies (LAPS) in accordance with the Municipal Parking Management Strategy. LAPS consist of extensive data and information collection as well as continuous consultation throughout the process. This study update began in early 2023 and was completed in Q2 2024. The study was conducted as a follow-on to the previous studies for both Wellington West and Westboro that were completed in 2017.

Study Area

The study area is based around the commercial main street portions of Richmond Road / Wellington Street West and Somerset Street West and includes streets to the north and south which are primarily residential in nature. It is the same study area as used in the 2017 studies which allows for a comparison to determine any trends in the number of available spaces.

The study area is bounded by Scott Street in the north, Kenwood Avenue / Wesley Avenue / and Byron Avenue in the south, Broadview Avenue in the west, and Island Park Drive in the east. Additionally, it includes Byron Avenue/ Tyndall Street/ Sims Avenue/ Gladstone Avenue/ Laurel Street to the south, and the O-Train tracks to the

east. The full study (which includes a map of the study area) is attached as Document 1 with some of the key points summarized below.

Data / Information Collection

A significant amount of information and data was collected, including the following which are summarized in this report:

- Parking inventory
- Parking occupancy and duration
- Growth (development / population)

Detailed data related to the above as well as additional data (e.g. parking enforcement, bike parking, car share spaces and intercept surveys) is provided in Document 1.

The input and feedback received through consultations is also considered to be important information gathered through the study process. The consultation process is outlined later in this report and the feedback is summarized in Document 1.

Parking Inventory – On-Street

The inventory of on-street spaces is summarized as follows across the various parts of the study area:

Table 1: On-street Parking Inventory

Area	On-Street Inventory 2017 Study	On-Street Inventory 2023 Study	Change
Westboro – Main Street Corridor	252	220	-32 (-13 per cent)
Westboro – Rest of Study Area	905	881	-24 (-3 per cent)
Wellington West – Main Street Corridor	295	275	-20 (-7 per cent)

Wellington West – Rest of Study Area	1,600	1,682	+82 (+5 per cent)
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All of the on-street parking in the study area is unpaid except for on some streets around the Holland Cross development (parts of Holland Avenue, Spencer Street and Hamilton Street).

Parking Inventory – Off-Street

Within the study area, there is a significant amount of available off-street parking. These are garages and surface lots that are either available paid or unpaid and which permit parking either for the public, customers or employees.

The total supply of current off-street parking in the study area is as follows:

Table 2: Off-Street Parking Inventory

Area	Off-Street Inventory in Study Area	Off-Street Inventory within 350 meters of the Main Street Corridor
Westboro	1,727	1,727
Wellington West	3,099	2,187

The current inventory can be broken out into different types based on who it is purposed for / available to. The table below captures some of the key categories.

Table 3: Off-Street Parking Inventory Categories

Area	Off-Street Public - Free	Off-Street Public - Paid	Off-Street Reserved	Off-Street Other
Westboro	690	343	541	153
Wellington West	928	968	613	590

In considering only the parking that is within 350 meters of the main street corridor, the inventory can be broken down as follows:

Table 4: Off-Street Parking Inventory Within 350 Meters of the Main Street Corridor

Area	Off-Street Public - Free	Off-Street Public - Paid	Off-Street Reserved	Off-Street Other
Westboro	690	343	541	153
Wellington West	884	118	595	590

Parking Occupancy and Duration – On-Street

Through the study process, parking occupancy data was collected for both on-street and off-street spaces at different points in time. In addition, parking duration data was collected for the on-street spaces along the main street corridor. For portions of the data collection, Stantec Inc. was engaged and provided assistance.

The following is a summary of the findings related to on-street occupancy. Data related to peak occupancy by sector along the main street corridor can be found later in the report in the Key Issues section.

Westboro (Main Street Corridor - Richmond Road)

- During the weekday, overall parking occupancy has increased since the last study
- West of Tweedsmuir Avenue, occupancy exceeds practical capacity (85 per cent) at peak
- Between Kirkwood Avenue and Island Park Drive, the demand for parking has more than doubled since the last study for all times surveyed

Wellington West (Main Street Corridor - Wellington Street West / Somerset Street West)

- Weekday daytime peak parking occupancy has increased since the last study, with every sector across Wellington West now reaching or surpassing 85 per cent at least once during the 2023 data collection
- The section east of Parkdale Avenue saw the most notable increase during the week

- Evening occupancy rates increased or remained consistent since the last study across all sectors
- Weekend peak occupancies remained relatively the same with a slight increase west of Parkdale Avenue

Westboro (Rest of Study Area)

- Occupancy rates within one-block of the main street peak at 54 per cent on the weekday (midday) and at 44 per cent on Saturday (midday)
- For the entire study area away from the main street, occupancy rates peak at 42 per cent (midday) on the weekday and at 31 per cent on Saturday (midday)
- Some side streets experience higher volumes of parked cars, routinely being greater than 50 per cent full

Wellington West (Rest of Study Area)

- Occupancy rates within one-block of the main street peak at 52 per cent on the weekday (midday) and at 53 per cent on Saturday (midday and afternoon)
- For the entire study area away from the main street, occupancy rates peak at 43 per cent (midday) on the weekday and at 41 per cent on Saturday (midday and afternoon)
- Some side streets experience higher volumes of parked cars, routinely being greater than 50 per cent full

The following is a summary of the key findings related to on-street parking duration:

Westboro (Main Street Corridor - Richmond Road)

- 30 per cent of vehicles parked longer than the 1.5-hour max parking regulation and 24 per cent parked longer than 3 hours
- 750 different vehicles were surveyed from a total of 220 parking spaces throughout the day

Wellington West (Main Street Corridor - Wellington Street West / Somerset Street West)

- 34 per cent of vehicles parked longer than 1.5-hour max parking regulation and 24 per cent parked longer than 3 hours
- 813 different vehicles were surveyed from a total of 275 parking spaces throughout the day

As reference, when compared to other nearby commercial main street areas in the city, the parking occupancy levels across this study area are similar or higher. The table below details the weekday daytime peak occupancy rates from data collected in 2023:

Table 5: Weekday Daytime Peak Occupancy Rates

Area (commercial main streets only)	Peak On-Street Occupancy Rate (weekday / daytime)
Westboro - west of Tweedsmuir	97 per cent
Westboro - east of Tweedsmuir	64 per cent
Wellington West – west of Parkdale	81 per cent
Wellington West – east of Parkdale	86 per cent
Little Italy – south of Highway 417	79 per cent
Little Italy – north of Highway 417	40 per cent
Somerset & Chinatown	51 per cent
Glebe – south of First Avenue	60 per cent
ByWard Market	81 per cent
Downtown – north of Nepean Street	70 per cent

Parking Occupancy - Off-Street

The following is a summary of findings related to off-street parking:

- Restricted use parking lots are among the most utilized in the study area as those facilities offer free parking to visitors and patrons. They typically experience peak demand during midday and consistently reach moderate to very high occupancy throughout the day.
- Generally, peak parking occupancy at paid parking lots occurs around midday
- The highest utilized paid surface lots are located near Tunney's Pasture
- Parking occupancy at paid parking lots along or adjacent to the business corridor varies, with some lots consistently experiencing moderate to high rates (51 per cent to 84 per cent), while others remain below 50 per cent throughout the day.
- In Westboro, there is moderate-to-high use at peak at paid parking lots, including at Farm Boy (54 per cent), Mountain Equipment Co-Op (69 per cent), and at 305-309 Picton Avenue lot (79 per cent)

Growth (population / development)

Similar to other urban areas across the city, Westboro and Wellington West have experienced and will continue to experience considerable growth. This comes in the form of development and intensification which leads to increases in the number of people living in the area which corresponds to increasing pressures when it comes to parking. This is particularly the case if less on-site parking is provided as part of the developments.

Overall, Westboro is anticipating a population growth rate of 49 per cent and Wellington West 38 per cent between 2022 and 2036, compared to Ottawa's overall population growth rate of 20 per cent.

In terms of developments, since the 2017 studies, there have been 36 Zoning By-law Amendment Reviews for each of Westboro and Wellington West. These development applications break down as follows:

- Westboro - 4,643 residential units with 2,674 on site vehicle parking spaces, and 2,613 bicycle parking spaces
- Wellington West - 4,250 residential units with 890 on site vehicle parking spaces, and 1,069 bicycle parking spaces

In Westboro, 72 per cent of developments will not provide visitor parking, and 31 per cent will not provide residential parking and in Wellington West, 81 per cent of developments will not provide visitor parking, and 50 per cent will not provide residential parking.

Consultation

Consultation took place throughout the study process in three phases – Preliminary, Focused and Final.

Preliminary Phase

The Preliminary Phase took place from August to October 2023 and involved reaching out to stakeholders to provide background on what the study was about while also inviting initial feedback on any parking-related issues or concerns. In the Summer of 2023, contact was made with all Community Associations in the study area and both BIAs to kick off the study. This resulted in meetings with the BIAs and individual businesses which resulted in some early feedback.

Feedback and information gathered through this phase also came from an ‘intercept survey’ which involved asking pedestrians in the area a series of questions related to their purpose for being in the area and their experiences related to parking (if they drove). There was also an opportunity through this survey to provide any feedback that was felt to be relevant.

During this phase, the [Parking Stakeholder Consultation Group](#) was also briefed on the status and plan for this study.

Focused Phase

The Focused Phase took place from January to March 2024. This followed the collection and processing of most of the data and information which was in turn available to be shared. For this phase, the key issues and feedback to that point were also summarized and there was discussion around what the potential outcomes could be.

Staff connected with both BIAs and all community associations to update them and invite direct engagements to allow for staff to present the information and have discussions on all of the available information. Through this phase, staff attended the

Annual General Meetings for both the Wellington West BIA and the Westboro Village BIA and met with representatives from four community associations.

Other stakeholders including places of worship along the main street corridor were also contacted during this phase to receive feedback.

In order to help keep stakeholders updated, better facilitate the dissemination of information and better enable feedback, an [Engage Ottawa page](#) was launched during this phase. A link to this page was provided through the BIAs and community associations.

Final Phase

The Final Phase of consultation took place in April and May 2024. During this phase, staff held three public open houses where there was information that summarized the key data / findings and presented draft outcomes. Details related to these sessions were shared with all stakeholders and the timing and location information as well as the content were posted to the Engage Ottawa page. In total, 95 people attended the sessions and there were a number of comments / points of feedback received.

Feedback from all points of the consultation process is captured in the Kitchissippi Parking Study Update (Document 1).

Feedback concerning parking-related issues addressed different topics. The following captures the key things that were heard:

- Concerns with the availability of parking were noted, but the perceived extent of the issue varied depending on the stakeholder and area
- There is spillover onto some side streets which can create issues such as people blocking driveways and fire hydrants
- Too many parking reductions are being allowed as part of developments without considering the impacts
- Parking-related pressures are also compounded by things like patios and traffic calming installations which remove spaces
- More needs to be done to highlight / promote off-street parking options

- Regarding enforcement, some indicated that more was required while others expressed concerns about the impact of additional enforcement
- Solutions are required to ensure available longer-term employee parking
- Transit service options / connectivity are an important consideration when it comes to addressing parking-related issues
- Current time limits along the main street are too restrictive (visitors need more flexibility)
- Location-specific concerns about parking regulations / signage

Key Issues

Accounting for the consultation feedback combined with the data and information that was captured as part of this study process, the key issues were themed up into four categories:

- Availability of parking
- Flexibility of time limits along the business corridor
- Compounding effects of developments on paid parking
- Limited long-term employee parking options

Availability of Parking

In consideration of the occupancy data, there is a lack of available parking at certain times along the business corridor. While the extent of the issue varies moving from one end of the area to the other, there are a number of instances where the occupancy is at or above practical capacity (85 per cent) on a sector-by-sector basis. To illustrate this, the table below provides the weekday occupancy levels based on the most recent data (June 2023):

Table 6: Weekday Occupancy Levels

Sector	Morning (per cent)	Midday (per cent)	Afternoon (per cent)	Evening (per cent)
Broadview to Roosevelt	74	86	74	83
Roosevelt to Churchill	45	94	91	98
Churchill to Tweedsmuir	94	103	100	112
Tweedsmuir to Kirkwood	25	75	66	34
Kirkwood to Island Park	33	54	52	56
Island Park to Hampton	93	77	63	25
Hampton to Harmer	54	80	81	80
Harmer to Parkdale	52	85	73	75
Parkdale to Melrose	49	65	86	87
Melrose to Garland	65	85	85	90
Garland to Breezehill	38	85	73	62

When looking at how things have evolved since the previous Local Area Parking Studies, a comparison of weekday peak occupancy levels by sectors shows that issues with the availability of parking at the busier times have generally remained the same or increased.

Table 7: Comparison of Weekday Peak Occupancy Levels by Sectors

Sector	2017 (per cent)	April 2023 (per cent)	June 2023 (per cent)
Broadview to Roosevelt	90	93	86
Roosevelt to Churchill	91	88	91
Churchill to Tweedsmuir	77	87	103
Tweedsmuir to Kirkwood	69	45	75
Kirkwood to Island Park	30	71	54
Island Park to Hampton	60	93	93
Hampton to Harmer	76	89	81
Harmer to Parkdale	83	76	85
Parkdale to Melrose	45	70	86
Melrose to Garland	76	85	85
Garland to Breezehill	56	73	85

As has been discussed, a lack of available parking along the main street corridor at any point can be detrimental for businesses and also have negative impacts for the community due to increases in traffic caused by people circulating in search of parking.

In part, the lack of available parking is attributed to longer duration parking. As it stands, enforcement of this type of infraction is labour intensive and time consuming given the 'chalking' process and requirement to return to each vehicle. On a busy main street, the difficulties are compounded due to need to complete this process on foot.

When parking is especially heavily used and unavailable, there can also be instances of vehicles parking illegally which creates issues related to blocking laneways / fire hydrants, encroaching on intersections and occupying loading zones.

Through the consultation process, there were mixed perceptions among stakeholders when it came to parking availability. While there were businesses and residents who acknowledged there was an issue, others felt that the issue was not enough of a

concern across the entire study area to warrant any type of significant intervention or solution.

Of note, some related parking issues on side streets were identified through the consultation process. It was noted on different occasions that there are streets adjacent to the business corridor and elsewhere in the community that experience pressures as well. These issues relate to a lack of available parking at certain times and similar instances to the business corridor where vehicles will encroach on driveways / fire hydrants / intersections.

The data collected suggests that there is generally an availability of parking on the residential streets throughout the study area, but there are instances (i.e. specific streets / times) where parking occupancy is higher.

Flexibility of Time Limits Along the Business Corridor

Consistent with the previous Local Area Parking Studies, issues were raised through the consultation related to the length of time people are allowed to park for adjacent to the businesses. Prior to 2017, there was a mix of regulations along the commercial main street with posted time limits being either 1-hour, 90-minutes or 2-hours. In order to create consistency across both Business Improvement Areas, the time limits were harmonized to 90-minutes along the entirety of the corridor. Extending the time limits further was not recommended in 2017 without paid parking as the posted regulations remained the key driver to promote turnover.

Feedback from businesses as part of this update indicated that there is a desire to provide more flexibility to customers and visitors by way of increased time limits.

Compounding Effects of Developments on Parking

Throughout the consultation process, issues were raised regarding the impacts of local developments. Experiences noted by stakeholders suggest that there are regularly instances of resident and visitor parking taking up on-street spaces. As the number of developments that come to fruition increases, this occurrence is expected to increase.

Across the entire study area, of the 72 developments that are currently pending or underway (as of April 24, 2023), 40 per cent do not account for any resident parking and 76 per cent do not account for any visitor parking.

There are processes by which the proponent of a development can apply for and receive relief from parking requirements and there are broader City of Ottawa priorities and policies that support this general trend as a means of promoting development and encouraging alternate modes of transportation. From a parking management perspective, reductions in parking as part of developments will increase pressures and traffic levels which will in turn impact residents and businesses. This is particularly the case in areas such as Westboro and Wellington West where there are pre-existing parking management issues.

In addition to an increase in on-street demand from developments, other impacts resulting from the reduction of on-street parking were noted. Things such as the installation of traffic calming and patios will reduce the short-term parking supply which can further compound the issue.

Limited Long-Term Employee Parking Options

Ensuring available short-term parking in support of businesses is an objective of the Municipal Parking Management Program. However, this is only one part of the equation for the businesses themselves. It was raised a number of times through the consultation that businesses can feel challenged and pressures when it comes to accommodating their employees.

While not scientific, the survey results from this study provide a reference point and indicate that 46 per cent of those who were in the area to work, drove to get there. Of those, 51 per cent parked on-street while 27 per cent parked off-street in an unpaid space and 22 per cent parked in an off-street paid space.

Relative to other similar commercial areas, in general terms Westboro and Wellington West have a comparable amount of reserved off-street parking which is or could be available to employees.

Table 8: On-Street vs Off-Street Parking Ratio

Area	Off-Street Spaces	On-Street Spaces (main street corridor)	Ratio
Westboro	1,727	220	8:1
Wellington West	2,187	275	8:1
Glebe	672	219	3:1
Somerset-Chinatown	671	179	4:1
Little Italy	1,831	186	10:1

Off-street parking options are not necessarily available to all businesses, however.

While the mandate of the Municipal Parking Management Program is about ensuring available short-term parking, this study process has led to different ideas being raised and discussed related to addressing the long-term parking requirements and staff will continue to work with the BIAs towards supporting solutions where possible.

Outcomes and Recommendations

As has been referenced, there is a “Parking Management Toolbox” that is utilized as part of the Local Area Parking Study process. This includes tools to increase the supply of parking, increase the availability of parking or reduce the demand for parking through the promotion of alternate modes of transportation.

As part of the Kitchissippi Parking Strategy in 2017, a number of solutions were identified to address the issues and pressures that were identified at the time (a list of these solutions can be found in the Background section of this report). Since those studies, pressures related to parking availability have either remained or increased depending on the specific location. The current Kitchissippi Parking Study Update provides for an opportunity to reconsider what options may be available to address the various key issues that have been identified for the area. The opportunity also exists to consider and apply measures in alignment with policy updates that have been made as part of the 2019 Municipal Parking Management Strategy Refresh.

The following captures the recommended outcomes in alignment with each of the key issues that were identified:

Availability of Parking

1. Adjust the regulations on Wellington Street West between Western Avenue and Carleton Avenue to permit peak hour parking which will add nine spaces between the hours of 3:30 pm and 5:30 pm. This change will be monitored to ensure any corresponding impacts on traffic flow are manageable.
2. Work with the BIAs to adjust Loading Zones (timing / location) to better optimize the curb space along and in proximity to the commercial main street.
3. For Council's approval, implement paid on-street parking in alignment with the following parameters:
 - Locations:
 - Richmond Road from Broadview Avenue to Island Park Drive
 - Wellington Street West from Island Park Drive to Garland Street
 - Somerset Street West from Garland Street to Breezehill Avenue North
 - Danforth Avenue from Roosevelt Avenue to Churchill Avenue
 - Churchill Avenue from Scott Street to Byron Avenue
 - Holland Avenue from Spencer Street to Wellington Street West
 - Side streets immediately adjacent to the above mentioned streets to the extent there is continuity of commercial property (to be assessed on a street-by-street basis, but typically the equivalent of one to three parking spaces)
 - The cost to park will be set at an "introductory rate" of \$3.00 per hour and the area will be divided into zones for the purpose of monitoring demand and adjusting rates in alignment with the Council approved Municipal Parking Management Strategy Rate Setting Guidelines.

- Days and hours of paid parking are still to be determined and will be in alignment with both the Rate Setting Guidelines and the upcoming consistency review that will assess the timing and extent of on-street rates, including during evening and weekend periods. This will be presented to Transportation Committee and Council as a new report in Q1 2025.
- Implementation to occur no earlier than Q2 2025 to allow for planning, the development of a corresponding communications plan and the need to secure the required equipment.

Flexibility of Time Limits Along the Business Corridor

4. Increase the time limit in all spaces that have been identified for paid on-street parking (per recommendation #2 above) to 2-hours.

This change would require, and align with, the implementation of paid on-street parking. Staff do not recommend increasing time limits to 2-hours along the business corridor unless paid on-street parking is introduced.

With paid parking, the cost to park becomes a key influence over how long someone will stay. As such, this presents an opportunity to be more flexible with the time limits. Adjusting them to be 2-hours would align with most other commercial areas of the City of Ottawa where there is paid on-street parking.

The one exception to the above recommendation would be Danforth Avenue where the time limits would remain at 3-hours.

Compounding Effects of Developments on Parking

5. Continue to provide comment on minor variance and Zoning By-law amendment applications.
6. Share the results of this study with other City of Ottawa departments, including Planning Services.

Parking Services currently reviews any applications that are circulated and will provide comment when appropriate to capture the expected impacts of any reductions in resident and/or visitor parking. Going forward, this process will continue, and staff will fully leverage the data and outcomes from this study in their analysis and feedback.

Limited Long-Term Employee Parking Options

7. Work with each BIA towards identifying opportunities to leverage and promote existing nearby off-street lots.
8. Support and promote alternate modes of transportation through pursuing additional standard bike parking options, secure bike parking, and micro-mobility connections.

Through the study, some of the feedback received related to increasing the long-term parking supply through a new parking lot / garage. This type of investment would need to be more fully assessed following the implementation of on-street paid parking.

Work towards increasing / promoting options relating to alternate modes of transportation can begin more immediately. The existing Public Bike Parking Program will continue to work in the area to address gaps in standard bike parking and additional investments such as secure bike parking will be explored and may be possible if paid parking is implemented.

Implementation of On-Street Paid Parking

As has been discussed, the recommendation of this report to implement on-street paid parking in Westboro and Wellington West is the result of the Rate Setting Guidelines (as part of the Council-approved Municipal Parking Management Strategy) which state that introducing on-street paid parking in a new area requires a Local Area Parking Study which would:

- Indicate peak occupancy levels of greater than 85 per cent over multiple surveys
- Consider and address impacts of implementing paid parking
- Include consultation with area stakeholders

The Rate Setting Guidelines also stipulate that, “when on-street paid parking is introduced to a new area, a special introductory rate should be considered, and a communication plan should be developed to advise the public of this change”.

Data-Supported Decision

A key purpose of the Rate Setting Guidelines is to establish clear and objective measures which are applied city-wide to ensure consistency between areas. The Rate

Setting Guidelines refer to “peak” occupancy as the determinant when considering any rate adjustments to account for the busiest times to ensure the efficient and reliable management of parking is occurring across all time periods.

The data collected for this 2023 study supports the conclusions that were drawn in the 2017 studies, that peak occupancy reaches practical capacity in different parts of the study area and across different data collection points. While there are portions that do not reach that threshold, it remains that parking-related pressures are increasing and that the entire area needs to be treated as a continuous parking network. Differences in characteristics will be accounted for through the application of the demand-based pricing model which will allow for adjustments in rate by zone, as warranted, following the implementation of paid parking (if approved).

Impacts of Paid Parking

The purpose of paid parking is to encourage turnover which has the effect of making more parking available at any given point in time. This has the potential for a number of benefits both to the businesses and the community as a whole. These include,

- More visitors can use a given space over the course of any period of time
- Visitors have more choices and experience less frustration when trying to find parking at busier times
- There is more availability of convenient parking for those with accessibility issues
- Enabling the extension of time limits, which provides more flexibility to customers / visitors
- Reduces ‘cruising’ for parking which means less traffic circulating through the neighbourhood to park or in order to return to the commercial main street
- Less emissions caused by the cruising / circulating traffic
- Greater potential for investment back into the community, including:
 - Increased snow removal where there is paid parking
 - Eligibility for the BIA Parking Initiatives Grant

- Additional bike parking infrastructure such as secure bike lockers
- Additional on-street EV charging infrastructure
- Assessments for off-street public parking solutions

Through consultation, there have been concerns expressed related to potential negative impacts of introducing paid parking. Among these, the most common related to impacts on businesses (both the loss of customers and employees), and a spillover effect onto the residential side streets.

In the event of the implementation of paid on-street parking, the volume of vehicles parked on the main street will likely decrease which is both expected and by design. However, there are many who will choose to pay which is reinforced by looking at other areas (e.g. ByWard Market, Little Italy, Somerset-Chinatown and the Glebe) which consistently have a high number of parked cars along their main street corridors where paid parking is in place. The improved availability of parking, particularly at busier times, will make the most convenient parking options more accessible to visitors. Those that choose not to pay for on-street parking may avoid the area completely, but anecdotal evidence from other areas implies that it will not have as drastic an impact as has been suggested.

The impacts of implementing paid parking is something that would be closely monitored. Consistent with the approach that is applied across the existing on-street paid parking network, an assessment will be carried out twice per year on a zone-by-zone basis to capture parking occupancy data.

At present, it is known that on-street parking is used by employees as well as patrons / visitors. In turn, the implementation of paid parking would have an impact on those that do not have any readily available alternatives for parking. Parking inventory data from the area suggests that there is a considerable amount of reserved parking in the study area. The 541 reserved spaces in Westboro and 613 reserved spaces in Wellington West do not typically allow parking for the public. Further, these spaces may not be available to all employees. Solutions can involve one of or some combination of finding long-term parking (which may be less convenient and/or involve a cost), and leveraging alternate modes of transportation (e.g. transit or cycling), which may be feasible in varying degrees depending on things like distance, work schedule and the availability of options.

If on-street paid parking proceeds, staff will work with the BIAs to provide support in any pursuit of additional long-term parking options which could leverage existing off-street supply in the study area. Continued investments will also be made towards the expansion and improvement of bike parking options which will involve working with the BIAs to identify candidate locations for secure public bike parking.

In terms of spillover parking into the adjacent neighbourhoods, it is certainly likely that some people will choose to avoid paying for parking and instead seek out a free option. Data from other commercial areas points to a higher level of occupancy on the side streets. The following represents the aggregate weekday occupancy at peak away from the main street corridor in these respective areas based on the most recent study data:

- Glebe (south of First Avenue) – 74 per cent
- Little Italy (south of Highway 417) – 43 per cent
- Little Italy (north of Highway 417) – 51 per cent
- Somerset-Chinatown – 62 per cent

At present, parking occupancy on the side streets through Westboro and Wellington West varies depending on the street and time of day. At peak, the aggregate occupancy away from the commercial main street is 43 per cent in Wellington West (weekday, midday) and 42 per cent in Westboro (weekday, midday). In part at least, this can be attributed to visitors to the main street businesses who park on the side streets due to a lack of parking on the main street corridor (which may be real or perceived depending on the time / day). Increasing the availability of parking along the main street may cause some of these people to find more convenient parking on the main street if it is known to be present.

Despite the potential for this partial off-set, it is acknowledged that there will likely be an increase in vehicles parked on the side streets. The data from other areas suggests that there is a limit to which this will occur. More so than the available curb space becoming more taken up on the side streets, the primary concern is illegal parking in the form of encroaching on driveways, fire hydrants and intersections as well as parking in otherwise prohibited areas (i.e. 'No Parking' or 'No Stopping' zones). This is something that would need to be monitored following the implementation of paid on-street parking with enforcement to occur as issues are identified. If paid on-street parking is

implemented, this and other enforcement related impacts will be assessed. Any additional requirements or resources will be identified if required.

If required to address specific localized issues, residents on the side streets have the ability to request regulation changes for their streets (including adjustments to times and time limits). This would involve a petition process and require Ward Councillor concurrence.

Introductory Rate

The Council approved Municipal Parking Management Strategy's Rate Setting Guidelines identify that a special introductory rate should be considered when introducing on-street paid parking in a new area. This is to allow the community and visitors to adjust to the implementation of on-street paid parking. Staff recommend the introductory rate to be \$3.00 per hour for the entire area. This would make the paid parking in Westboro and Wellington West cheaper than most other areas, but not substantially lower than existing on-street paid parking zones with similar characteristics. Moving forward, rate adjustments will be made as required in response to the level of parking demand and in alignment with the Rate Setting Guidelines.

Communications Plan

If paid on-street parking is approved, there will be a number of steps that staff will take in order to properly plan and prepare for its introduction into the Westboro and Wellington West areas. Included in these will be the development of a communications plan which will help to ensure the following objectives:

- Ensure awareness of the change, including the extents where there will be paid parking
- Clarify details regarding the implementation (e.g. days, hours, payment equipment location, and a transition period – as applicable)

The development of this plan will involve consultation with key stakeholders in the area.

Conclusion

Ultimately, the Municipal Parking Management Program prioritizes parking as a service. That service is defined by the Key Principle and Objectives of the program which are reflected throughout the above outcomes and recommendations. With Council's receipt

and approval of this report, staff will continue to ensure this service throughout this implementation.

FINANCIAL IMPLICATIONS

There are no financial implications associated with the report recommendations

LEGAL IMPLICATIONS

There are no legal impediments to approve the recommendations as set out in the report.

COMMENTS BY THE WARD COUNCILLOR(S)

Councillor Leiper

By now, my colleagues, residents and local businesses will be aware that I do not intend to oppose the introduction of paid parking for the main commercial stretch of Kitchissippi. It is important to me that the Somerset/Wellington/Richmond corridor be treated consistently, and I'm well aware that BIA areas to our immediate east have a high expectation that paid parking will be treated equitably across the city. Policy changes in the last term of Council have set out a quantitative process for establishing paid parking, and I'm satisfied that the recommendation before Committee and Council has been neutrally and objectively made.

The arguments against paid parking have not changed since Council established its process for implementing it. That policy was crafted with eyes wide open to the objections that will always be raised when paid parking is proposed, and I won't re-hash in any depth that discussion. I am not invested in getting meters on the street, although I tend to believe that market solutions to the problem of parking are the correct ones. I don't share some residents' concerns about incursion onto residential streets and consider that the availability of parking in areas where that is currently challenging will serve businesses well. If Committee members and Council disagree, I will certainly understand that they may wish to vote against the report recommendations.

I have, however, one request of my colleagues, which is to support a motion that I will bring to delay the implementation of paid parking until Stage 2 of the Confederation Line is open in the west. What comes through clearly in the correspondence I've received and discussions at events and open houses is that a good portion of the opposition to paid parking comes from businesses on the strip who will lose free parking for

themselves and their staff. It's important to note that under Council's current policies, free employee parking is not one of our mandates. Whether employees of other businesses pay to park in private garages downtown, or whether retailers and businesses pay for parking through leases with office parks and strip malls elsewhere in the city, people who use their vehicles to access their workplace pay for parking. But, the introduction of paid parking will come as a shock and affect many who currently rely on free street parking. The answer to that problem is to ensure we have great active and public transportation that serves our commercial centres. My argument today is that that is almost, but not quite, in place. Getting to the corner of Richmond Road and Churchill by bus from Orleans is a very long journey. When Stage 2 opens, allowing for relatively transfer-free trips from points east, west and south, that will change. That day, however, is likely three years away.

City staff are making a recommendation based on Council-approved policies and cannot support my motion. I'm asking my colleagues, however, to make a political decision. I believe it represents less of a delay than it seems since the procurement of the necessary equipment and regulatory discussions about time limits and pricing, will take some time anyways. The implementation delay may turn out to be only a year or two. It would provide business owners and their staff time to contemplate how they'll get to work when paid parking finally is implemented and hopefully lessen the shock.

I would further ask colleagues to support that delay across the ward in keeping with my own approach to treat the two BIA areas the same. The need for paid parking in Wellington West is objectively less pressing, and while most would argue that it is very well served by transit today, especially once the Trillium Line opens, I consider it important that if we have a delay that that be consistent through the whole corridor.

I thank City staff for an exhaustive process leading to their recommendation, and to colleagues for their consideration of my request.

Councillor Kavanagh

I support the report's recommendation to align parking regulations in the area with The Municipal Parking Management Program. This measure will ensure consistency and efficiency in managing parking facilities, benefiting both businesses and visitors alike by encouraging turnover of spaces. I have heard some concern from residents regarding side street spill over, and am happy to see this has been acknowledged in the report,

and there will be monitoring of illegal parking, and enforcement to occur as necessary.

CONSULTATION

Consultation took place throughout the study process in three phases – Preliminary, Focused and Final. Collectively, this took place from August 2023 to May 2024. Key stakeholders included the Ward Councillors, all community associations and BIAs and places of worship in the study areas. Staff also engaged with the Parking Stakeholder Consultation Group periodically at key milestones to provide updates and receive feedback.

When engaging with stakeholders, staff would provide updates and seek input. At different points in the process, staff clarified the nature of the study, summarized the data and information that had been collected and presented draft outcomes.

In order to help keep stakeholders updated, better facilitate the dissemination of information and better enable feedback, an [Engage Ottawa page](#) was launched during the Focused Phase.

During the Final Phase, staff held three community information sessions where the draft outcomes were presented with corresponding data / information and other contextual information. In total, 95 people attended the sessions and there were a number of comments / points of feedback received both as part of that stage and throughout the study process. Feedback was generally focused on parking-related issues in the area and the prospect of on-street paid parking.

Feedback from all points of the consultation process is captured in the Kitchissippi Parking Study Update (Document 1). Staff also offered to meet with members of Transportation Committee and Councillors with paid parking in their ward.

This feedback was a key consideration when developing the recommendations of the report.

ACCESSIBILITY IMPACTS

In Ottawa, holders of a valid accessible parking permit (APP) are entitled to park in public parking areas and on public roadways. On-street parking privileges include parking for free for up to four hours where there are Pay & Display machines, and elsewhere where parking is permitted, regardless of the time limit posted on the signs. APP holders may also park for up to four hours in "no parking" zones, except where other traffic and parking by-law provisions are in place, such as in front of a fire hydrant,

within nine meters of an intersection, and during winter parking bans. These current parking privileges for APP holders will apply if paid on-street parking is approved.

Through the consultation process of the Kitchissippi Parking Study Update, staff received feedback on the lack of availability of on-street parking in the study areas. With the recommendation of paid on-street parking it will result in more availability of convenient accessible parking for those with accessibility issue.

The first objective of the Municipal Parking Management Program is to, “Provide an appropriate and optimized supply of general use public parking that is secure, accessible, convenient, appealing, and fairly and consistently enforced”. The City follows the requirements for on and off-street parking as per the *Integrated Accessibility Standards Regulation of the Accessibility for Ontarians with Disabilities Act* (AODA, 2005). Staff will ensure that the applicable accessibility standards are adhered to during the execution of the projects and initiatives identified in this report. This will involve consulting with appropriate staff within the City.

Additionally, as identified as a requirement of the AODA, the City consults with its Accessibility Advisory Committee regarding on-street parking where there is a duty to consult. A representative from the Accessibility Advisory Committee is a member of the Parking Stakeholder Consultation Group.

DELEGATION OF AUTHORITY IMPLICATIONS

With the receipt of this report staff will be exercising delegated authority listed in the Delegation of Authority By-Law ([Section 14 - Municipally-Managed Parking Rates - On-Street](#)). Use of this delegated authority is reported on annually through the Parking Services Annual Report.

ENVIRONMENTAL IMPLICATIONS

If paid on-street parking is approved, this will result in additional parking revenues. The Municipal Parking Management Program has five objectives, one of which being to, “Promote sustainable modes of transportation by supporting and maintaining programs and facilities that encourage sustainable mobility choices (public transit, cycling, walking) and alternative modes, including electric vehicles, car sharing, and new technologies as they emerge”. The additional revenues can be used to go toward the recommended outcomes of promoting alternate modes of transportation through pursuing additional standard bike parking options, secure bike parking, and micro-mobility connections. There is also the potential that the implementation of paid parking will result in less traffic volumes and congestion while visitors are searching for parking at peak times. These outcomes would assist in the reduction of greenhouse gas emissions from vehicle travel as part of the City’s Climate Change Master Plan.

INDIGENOUS, GENDER AND EQUITY IMPLICATIONS

The Municipal Parking Management Strategy follows a key principle and objectives that define service. One of the objectives is to prioritize short-term parking that is responsively priced to support businesses, institutions, and tourism while considering the impact on the local community. Another objective of the strategy aims to promote sustainable modes of transportation by supporting and maintaining programs and facilities that encourage sustainable mobility choices (public transit, cycling, walking) and alternative modes of transportation which include, electric vehicles, car sharing, and new technologies as they emerge. These objectives ensure staff consider all individuals when managing parking. Investing in sustainable modes of transportation ensures all transportation network users can make it to their destinations without barriers.

Throughout the study process staff consulted with stakeholders to provide updates and receive feedback. Stakeholders included the Ward Councillors, all community associations and BIAs and places of worship in the study areas. Staff also engaged with the Parking Stakeholder Consultation Group (PSCG) periodically at key milestones to provide updates and receive feedback. Members of the PSCG include representatives for BIAs, Community Associations, Accessibility, Transportation Demand Management / Cycling / Pedestrian, Ottawa Tourism and Convention Authority, Development Industry / Building Owner / Building Manager, Places of Worship and Older Adults. Stakeholders provided feedback on the study and recommendations, and also on the consultation plans with the public.

To ensure all individuals could provide feedback staff accepted feedback online via an [Engage Ottawa page](#), in person at three community information sessions, and also provided a phone number for residents to provide feedback or ask questions. Originally staff had planned to hold two community information sessions, but stakeholders flagged that both dates took place during religious holidays. Staff organized a third session to ensure all residents had an opportunity to come to the community information session in person.

If paid on-street parking is approved, staff will work with stakeholders to develop a communications plan to ensure awareness of the change and implementation process.

RISK MANAGEMENT IMPLICATIONS

This report outlines all risks and mitigation measures.

TERM OF COUNCIL PRIORITIES

The implementation of paid on-street parking, providing additional parking and increasing the time limit aligns with the Municipal Parking Management Program's objective to prioritize short-term parking that is responsively priced to support businesses, institutions, and tourism while considering the impact on the local community. This also supports the City's strategic priority for "a city with a diversified and prosperous economy".

Additionally, the Kitchissippi Parking Study Update is a key component of the of the Municipal Parking Rate Review which is part of the Corporate Service Review. It is expected that more revenues will be generated as a result of the paid parking and these revenues can be used for initiatives related to parking that promote sustainable modes of transportation by supporting and maintaining programs and facilities that encourage sustainable mobility choices and alternative modes, including bike parking, EV charging, car sharing, and new technologies as they emerge. This and any outcomes to promote alternative modes would be in support of the City's strategic priority for "a city that is more connected with reliable, safe and accessible mobility options."

SUPPORTING DOCUMENTATION

Document 1 – Kitchissippi Parking Study Update

DISPOSITION

Upon Council's approval of the report recommendations, Public Works Department, Parking Services will initiate implementation of paid on-street parking and other outcomes outlined in this report.