

**Subject: Evening and Weekends Parking Rate Review**

**File Number: ACS2025-PWD-RPS-0002**

**Report to Public Works and Infrastructure Committee on 22 May 2025**

**and Council 28 May 2025**

**Submitted on May 12, 2025 by Quentin Levesque, Director, Roads and Parking Services**

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**Ward: Citywide**

**Objet : Examen des tarifs de soir et de fin de semaine**

**Numéro de dossier : ACS2025-PWD-RPS-0002**

**Rapport présenté au Comité de l'infrastructure et des travaux publics**

**Rapport soumis le 22 mai 2025**

**et au Conseil le 28 mai 2025**

**Soumis le 2025-05-12 par Quentin Levesque, directeur, Services des routes et stationnement**

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**Quartier : À l'échelle de la ville**

## **REPORT RECOMMENDATION(S)**

That the Public Works and Infrastructure Committee recommend Council approve the updated Municipal Parking Management Strategy Rate Setting Guidelines to address the parameters for extending or removing paid parking during the weekday evenings or during the weekend (daytime or evening).

## **RECOMMANDATION(S) DU RAPPORT**

Que le Comité de l'infrastructure et des travaux publics recommande au Conseil d'approuver la mise à jour des Lignes directrices pour l'établissement des tarifs de la Stratégie municipale de gestion du stationnement afin de préciser les paramètres relatifs à la prolongation ou au retrait du stationnement payant en soirée pendant la semaine ou la fin de semaine (jour ou soir).

## **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 last updated on October 9, 2019 through the Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)).

With the approval of the Municipal Parking Management Strategy Refresh and Governance Report, staff committed to review the inconsistencies in weekend / evening rate structures and hours, which are addressed as part of this report. This review is also a key component of the Municipal Parking Rate Review, which is part of the Corporate Service Delivery Review. Assessing the timing and extent of on-street rates during evening and weekend periods is the final MPMS Refresh rate policy initiative to be completed.

The intent of this review is two-fold. First, it is important to resolve legacy-based inconsistencies on a city-wide basis and create a consistent data-based approach that aligns with the Municipal Parking Management Strategy. Second, in alignment with the MPMS, it is important to ensure that the appropriate tools are being leveraged to properly manage on-street parking, particularly in areas of high demand.

#### *Existing On-street Paid Parking Conditions*

Time limits within paid parking zones are typically 2-hours and the rates charged are uniform within each zone. The existing paid parking zones, rates and days are illustrated in Document 1 for reference.

The existing on-street paid parking hours have been in place for decades. For the most part, paid hours are in place from 8 am to 5:30 pm. There are some inconsistencies with hours as well as days, specifically relating to Saturdays, and there is currently no paid parking on Sundays with the exception of Ruskin Street near the Civic Hospital.

To address these inconsistencies, changes to the Rate Setting Guidelines are required. The Rate Setting Guidelines, which are a component of the Municipal Parking Management Strategy, 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 ensure support for businesses, institutions and tourism by way of optimizing and ensuring available short-term parking.

To arrive at the recommended outcomes related to the updated Rate Setting Guidelines, Parking Services staff conducted a review of evening and weekend rates in other municipalities, collected and analyzed evening and weekend data on parking trends and patterns in Ottawa, and had three phases of consultations.

### *Evening and Weekends Rate Review*

Parking Services staff conducted a survey of eleven Canadian cities; Toronto, Mississauga, Hamilton, Montreal, Quebec City, Halifax, Winnipeg, Edmonton, Calgary, Vancouver, Victoria. Most of these other cities charge for parking to some extent in the evening / at night.

Additionally, most of these other cities surveyed also have paid parking on Sunday to some degree. This is largely reflective of a change in hours of operation over the years, particularly on Sundays and the evolution of rate policy to account for and respond to demand at busier times.

While this helps to contextualize trends elsewhere, it was also important through this process to understand the demand characteristics at different times across the various paid parking zones in Ottawa.

Staff facilitated the collection of parking occupancy data for all paid parking areas during morning, midday, afternoon, evening and night during Spring and Fall in both 2023 and 2024. The data showed that in several paid areas of the city, parking demand was high at different times, including evenings and weekends when there is currently no paid parking. This suggests a lack of available parking which has negative implications on businesses and the community as a whole.

Staff conducted consultations from August 2023 to April 2025 in three phases - preliminary, focused and final. Details on consultations can be found later in the report, and the key themes from consultation were:

- a need for clear and consistent criteria for extending paid parking hours

- paid hours should align with business operating times
- requirement for simplified signage
- need for a robust communications plan
- request for extending time limits (e.g., from 2 hours to 3 hours) to better accommodate activities like dining or attending events
- potential negative impact on foot traffic
- ensure short-term parking availability
- apply paid parking hours to meet the unique needs of each area

#### *Updating Rate Setting Guidelines*

As per the Delegation of Authority By-Law ([Section 15 - Municipally-Managed Parking Rates - On- Street](#)), “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.” This delegated authority was updated as part of the updated Rate Setting Guidelines through the Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)).

The existing Rate Setting Guidelines account for and provide a mechanism to adjust the days and/or hours of on-street paid parking. However, experience has demonstrated that the process does not provide an opportunity for Parking Services to be sufficiently responsive or consistent in the approach due to the requirement for comprehensive studies in each individual area.

Parking Services staff have proposed new paid parking hours. All existing and planned/approved areas will have paid parking during the daytime on weekdays and paid parking will be extended into the evening and extended/maintained into the weekend if certain criteria are met. Table 1 summarizes these changes which are discussed later in this report with the criteria.

*Table 1: Proposed Paid Parking Hours – Commercial Areas*

<b>Period</b>	<b>Current</b>	<b>Proposed</b>
Weekday Daytime - Start	8, 8:30, or 9 am (varies by area)	8:30 am (all areas)
Weekday Daytime - End	5:30 pm	No change
Weekday Evening - Start	No paid weekday evening parking currently in effect.	5:30 pm (where warranted)
Weekday Evening - End	No paid weekday evening parking currently in effect.	9 pm (where warranted)
Weekend Daytime - Start	8 or 8:30 am (where / when in effect)	10 am (Saturday & Sunday – where warranted)
Weekend Daytime - End	5:30 pm (where / when in effect)	No change
Weekend Evening - Start	No paid weekend evening parking currently in effect.	5:30 pm (where warranted)
Weekend Evening - End	No paid weekend evening parking currently in effect.	9 pm (where warranted)

## Weekdays

The proposed start time harmonizes all commercial areas at 8:30 am. Some areas will shift from 8 to 8:30 am (e.g. Glebe South, Centretown North, Downtown), while Little Italy South will shift from 9 to 8:30 am.

Where there are different start times in more institutional areas (e.g. 7 am on Ruskin Avenue adjacent to the Civic Hospital and King Edward Avenue), this will remain.

In commercial areas with existing paid daytime parking, where there is a demonstrated higher level of demand for parking, paid hours will be extended to 9 pm if peak evening demand is greater than or equal to 80 per cent. When this demand threshold is met, it identifies that there is a need to address and increase short-term parking availability in support of businesses.

The end time of 9 pm was selected to promote turnover in the busiest hours while also allowing for flexibility when it comes to people who require longer stays during the evening / at night.

## Weekends

There are two key changes to note when it comes to paid parking on the weekend.

First, paid parking will either occur on both Saturday and Sunday (daytime) or not at all on the weekend. This will limit the number of possible scenarios and in turn will make things easier to communicate and understand, all towards reducing confusion on the part of residents and visitors. This approach also acknowledges that demand patterns on Saturday and Sunday are now more similar than they have been historically. Paid parking will apply on both days if the 80 percent peak occupancy threshold is met on either Saturday or Sunday during the day.

The second key change relates to the start time. Similar to weekdays, there had been inconsistency, with start times either being 8 or 8:30 am in commercial areas. The same intent to create a harmonized start time exists, but there is more flexibility to better align the start time with typical opening times of businesses. There is also a desire to find some flexibility to accommodate centrally located places of worship to the extent that is possible.

In consideration of all of this, the start time for paid parking on both Saturday and Sunday will be 10 am (where weekend paid parking is warranted).

Similar to weekdays, paid parking will extend into the evenings when the same 80 per cent peak threshold is met. Weekend evening paid parking will only be applied however if there is also weekday evening paid parking.

### Summary of Parameters

The following is a summary of the other parameters which would define the rate policy approach and are the basis for the updated Rate Setting Guidelines.

- Maintain a single hourly rate for each zone during daytime and evenings (consistent with the demand-based approach in place as outlined in the On-street Rate Changes report [ACS2024-PWD-RPS-0001](#))
- Conduct on-going annual reviews of evening/weekend rates towards identifying changes
- Two consecutive data collections would be required to warrant a change (consistent with demand-based approach)
- During extended times (weekend/evenings), if peak demand is at or below 50 per cent, there will be consideration to remove paid parking

Staff are recommending that the Public Works and Infrastructure Committee recommend Council approve the updated Municipal Parking Management Strategy Rate Setting Guidelines to address the parameters for extending or removing paid parking during the weekday evenings or during the weekend (daytime or evening). The proposed updated Rate Setting Guidelines are provided in Document 3.

### *Outcomes*

Based on occupancy data collected during Spring and Fall in both 2023 and 2024, which can be found in Document 4, if the updates to the Rate Setting Guidelines are approved, staff would implement the first changes under delegated authority with a target timeframe of September 2025, which would result in what is captured in Table 2 and Table 3. For these tables, “Yes” indicates that paid parking would be in effect while “No” indicates that it would not:

*Table 2: Outcomes of Extended Times by Zone (existing areas)*

<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Constellation	Yes	No	No	No
Holland Cross	Yes	No	No	No

<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Ruskin	Yes	Yes	Yes	Yes
Vanier	Yes	No	No*	No
Terminal	Yes	No	No	No
War Museum	Yes	No	No*	No
Little Italy North	Yes	No	No	No
Little Italy South	Yes	Yes	Yes	Yes
Rochester	Yes	No	No	No
Chinatown	Yes	No	No	No
Glebe South	Yes	Yes	Yes	No
Glebe North	Yes	No	Yes	No
Centertown South	Yes	No	No	No
Centertown North	Yes	No	No	No
Downtown	Yes	No	Yes	No
King Edward	Yes	Yes	Yes	Yes
ByWard N/E	Yes	Yes	Yes	Yes
ByWard Core	Yes	Yes	Yes	Yes
Besserer	Yes	Yes	Yes	Yes
Rideau	Yes	No	No*	No

Where noted by an asterix, Saturday paid parking would be removed from these zones as a result of parking demand being too low (i.e. less than 50 per cent at peak).



As an outcome from the Kitchissippi Parking Study, which was approved by Council in July 2024, paid parking will be implemented through the areas of Wellington West and Westboro later in 2025. Consistent with the existing paid areas, a series of zones have been identified which represent similar demand characteristics within the area. Table 3 below captures when paid parking will be in effect in these zones. Details related to the extents of these new zones can be found in Document 2.

*Table 3: Outcomes of Extended Times by Zone (pending areas)*

<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Churchill	Yes	No	Yes	No
Richmond West	Yes	Yes	Yes	No
Richmond East	Yes	No	No	No
Wellington West	Yes	No	Yes	No
Hintonburg	Yes	No	Yes	No

In terms of time limits, with existing daytime parking, the most common time limit is 2-hours. The daytime parking limits will be extended into the evening to reflect the extended paid parking hours (as applicable). This will serve to ensure turnover and will also resolve the inconsistency between paid hours and the posted time limits on signs that creates confusion. Where there is evening paid parking, the paid hours and signed hours will align by default, mitigating uncertainty about the requirement to pay and reducing the likelihood that people will receive parking tickets for failure to pay.

Additional feedback was received through consultation related to extending the time limits people can park to do various activities during a night out. With paid parking extending only until 9 pm, this will help to accommodate this. With a 2-hour limit, this would mean that someone could park starting at 7 pm and stay overnight if required. Otherwise, for anybody requiring longer-term parking, the expectation is that they would utilize off-street facilities (lots or garages) as they are better suited and intended for long-term parking. Larger, busier commercial areas generally have an accessible supply of off-street parking that typically has availability in the evening / at night.

In instances where there is a demonstrated lack of available local long-term parking in an area, Parking Services staff would consider adjustments to the evening duration if

requested and supported by a review of the conditions.

Where paid parking is being extended to a Saturday and/or Sunday (daytime), the weekday daytime duration will be applied (if not already in effect).

### *Impacts of Extending On-Street 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. For example, visitors will have more choices and experience less frustration when trying to find parking at busier times. There will also be more available convenient parking for those with accessibility issues. More available parking will also lead to less 'cruising' for parking which reduces traffic and the resulting impacts.

Some concerns have been expressed, mostly regarding the potential *impact on businesses*.

The areas in which extended parking times will be implemented already have daytime paid parking hours in effect. With paid parking during the day, these areas see a lot of visitors choosing to pay as seen through the occupancy data. The improved availability of parking, particularly at busier times, will make the most convenient parking options more accessible to visitors.

If there is a significant decrease in evening or weekend demand as a result of the extension of paid parking, there are mechanisms in the updated Rate Setting Guidelines to remove paid parking during periods in which it is not supported. The ultimate purpose is to achieve a target occupancy which both ensures available parking at all times and that the available parking is optimally used.

Ultimately, the approach related to the extending of parking into the evening and weekends (where applicable) will be supported by data and would be applied in alignment with the Municipal Parking Management Strategy. This will assist in supporting the Nightlife Economy Action Plan goal to, "nurture the resilience, viability, aspirations, and prosperity of nightlife businesses and organizations" by improving customer access, enhancing business viability, and positively affecting foot traffic.

### *Implementation of Extended Times*

If approved, the initial changes are expected to be implemented starting September 2<sup>nd</sup>, 2025. Due to the signage and programming changes required, a phased approach will be taken, which will be required over the first 2 to 3 weeks of the month.

Staff will develop a communications plan which will help to ensure awareness of the changes, including the new paid parking hours and where there will be extended paid parking times.

Occupancy data will continue to be monitored at regular intervals and subsequent changes to the hours and/or days of paid parking will be considered annually. Data will be summarized and tracked as part of the Parking Services Annual Report each year.

### **Financial Implications**

If approved, the expected net increase in parking fee revenues would be approximately \$3 million based on a full year impact. Future application of the parameters could result in subsequent increases or decreases in revenue. Revenues will be monitored throughout each year and any required adjustments will be accounted for during the Budget process and Parking Services will also track impacts and revenue outcomes from these changes through the Parking Services Annual Report that is presented to Committee and Council every year.

In alignment with the MPMS Funding Model and the Municipal Act, revenues will be re-invested back into the Municipal Parking Management Program. Parking fee revenues cover operational and lifecycle costs related to the program, including significant transfers to other groups within the City of Ottawa in support of road / sidewalk maintenance, Transit Services (Park & Ride maintenance) and other initiatives that promote sustainable modes of transportation.

Similar to revenue, both operating and capital expenditures as well as the status of the Parking Reserve Fund are reported on through the Budget and the Annual Report.

### **Public Consultation/Input**

Consultation took place throughout the review in three phases – preliminary, focused and final. Collectively this took place from August 2023 to April 2025. Key stakeholders included Business Improvement Areas (BIAs) and places of worship. Staff also engaged with the Parking Stakeholder Consultation Group periodically at key milestones to provide updates and receive feedback. Internally, staff also engaged with Traffic Services, Parking Enforcement and Economic Development.

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

To ensure Council and the Public are aware of changes to paid parking hours, staff will develop a comprehensive communications plan that will leverage the use of multiple platforms, including social media and on-site signage. The development of this plan will involve consultation with key stakeholders.

## **RÉSUMÉ**

### **Hypothèse et analyse**

La Ville d'Ottawa assure la gestion du stationnement sur l'ensemble de son territoire conformément au mandat du Programme municipal de gestion du stationnement (PMGS), qui fait partie de la [Stratégie municipale de gestion du stationnement](#) (SMGS) approuvée par le Conseil. Cette stratégie a été mise à jour pour la dernière fois le 9 octobre 2019 par l'entremise du 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](#)).

Avec l'approbation du Rapport sur la mise à jour de la stratégie municipale de gestion du stationnement et l'examen de la structure de gestion publique, le personnel s'est engagé à examiner les incohérences dans les structures tarifaires et les heures d'application des tarifs en fin de semaine et en soirée, qui sont abordées dans le présent rapport. En outre, le présent rapport est un élément clé de l'examen des tarifs de stationnement municipal, qui fait partie de l'examen des services organisationnels. L'évaluation du moment et de la durée de l'application des tarifs de stationnement sur rue le soir et la fin de semaine est la dernière initiative en matière de politique tarifaire menée à bien dans le cadre de la mise à jour de la SMGS.

Le présent examen a deux objectifs. Premièrement, il vise à résoudre les incohérences héritées du passé à l'échelle de la ville et à élaborer une approche cohérente fondée sur des données qui s'harmonise avec la Stratégie municipale de gestion du stationnement. Deuxièmement, conformément à la SMGS, il vise à faire en sorte que les outils appropriés soient utilisés pour gérer adéquatement le stationnement sur rue, en particulier dans les zones à forte demande.

#### *Conditions actuelles relatives au stationnement sur rue payant*

Les durées maximales de stationnement dans les zones payantes sont généralement de deux heures, et les tarifs sont uniformes dans chaque zone. Les zones de stationnement payant actuelles, les tarifs et les jours sont indiqués dans le document 1 à titre de référence.

Les heures de stationnement sur rue payant sont en vigueur depuis des décennies. Dans la plupart des cas, le stationnement est payant de 8 h à 17 h 30. Il existe certaines incohérences dans les heures et les jours, notamment en ce qui concerne le samedi, et il n'y a actuellement aucun stationnement payant le dimanche, à l'exception de la rue Ruskin, près de l'hôpital Civic.

Afin de remédier à ces incohérences, il faut modifier les Lignes directrices sur la tarification. Ces lignes directrices, qui font partie de la Stratégie municipale de gestion du stationnement, établissent les seuils à partir desquels le stationnement est considéré comme problématique et à partir desquels l'introduction de tarifs de stationnement ou leur ajustement est justifié. Les Lignes directrices sur la tarification assurent un soutien aux commerces, aux institutions et au secteur touristique en optimisant et en garantissant la disponibilité de places de stationnement de courte durée.

Afin d'atteindre les résultats recommandés concernant la mise à jour des Lignes directrices sur la tarification, le personnel des Services du stationnement a examiné les tarifs en vigueur en soirée et la fin de semaine dans d'autres municipalités, recueilli et analysé des données sur les tendances et les habitudes de stationnement en soirée et la fin de semaine à Ottawa, et mené trois séries de consultations.

#### *Révision des tarifs en vigueur en soirée et la fin de semaine*

Le personnel des Services du stationnement a examiné la tarification appliquée dans onze villes canadiennes : Toronto, Mississauga, Hamilton, Montréal, Québec, Halifax, Winnipeg, Edmonton, Calgary, Vancouver et Victoria. La plupart de ces villes imposent des tarifs de stationnement en soirée et la nuit.

En outre, dans la plupart de ces villes, le stationnement est payant le dimanche. Ces changements s'expliquent en grande partie par une modification des heures d'ouverture au fil des ans, en particulier le dimanche, et par l'évolution de la politique tarifaire en fonction de la demande pendant les périodes de pointe.

Bien que cela aide à contextualiser les tendances observées ailleurs, il était également important, dans le cadre de ce processus, de comprendre les particularités de la demande à différents moments dans les diverses zones de stationnement payant d'Ottawa.

Le personnel a organisé la collecte de données sur l'occupation des places de stationnement payant dans toutes les zones concernées le matin, à midi, l'après-midi, le soir et la nuit au printemps et à l'automne 2023 et 2024. Les données ont révélé que

dans plusieurs zones payantes de la ville, la demande en stationnement était élevée à différents moments, y compris le soir et la fin de semaine, alors qu'il n'y a actuellement aucun stationnement payant. Il y aurait donc un manque de places de stationnement disponibles, ce qui a des répercussions négatives sur les commerces et la communauté dans son ensemble.

Le personnel a mené des consultations entre août 2023 et avril 2025, lesquelles se sont déroulées en trois étapes : préliminaires, ciblées et finales. Les détails des consultations sont présentés plus loin. Les principaux thèmes abordés étaient les suivants.

- Établissement de critères clairs et cohérents pour le prolongement des heures de stationnement payant.
- Ajustement des heures payantes en fonction des heures d'ouverture des commerces.
- Simplification de la signalisation.
- Mise en place d'un plan de communication efficace.
- Possibilité de présenter une demande de prolongation des durées de stationnement (p. ex. de 2 à 3 heures) afin d'accorder plus de temps pour certaines activités comme des soupers ou la participation à des événements.
- Répercussions négatives potentielles sur la circulation piétonne.
- Assurance de la disponibilité de places de stationnement de courte durée.
- Application d'heures de stationnement payant adaptées aux besoins particuliers de chaque zone.

#### *Mise à jour des lignes directrices pour la tarification du stationnement*

Conformément à [l'article 15 — Tarif du stationnement sur rue géré par la Ville](#) du *Règlement municipal sur la délégation de pouvoirs*, « le directeur général, Travaux publics, est autorisé à modifier les tarifs de stationnement sur rue, de même que les heures et jours de la semaine où ces tarifs sont en vigueur, ainsi qu'à instaurer de tels tarifs dans de nouvelles zones, à condition que ces règles nouvelles ou modifiées respectent la Stratégie municipale de gestion du stationnement et ne dépassent pas le plafond approuvé par le Conseil dans le budget annuel. » Cette délégation de pouvoir a

été revue dans le cadre du processus de mise à jour des Lignes directrices sur la tarification réalisée par l'entremise du 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](#)).

Les Lignes directrices sur la tarification en vigueur prévoient un mécanisme permettant d'ajuster les jours et les heures de stationnement sur rue payant. Cependant, l'expérience a démontré que ce processus ne permet pas aux Services du stationnement d'être suffisamment réactifs ou cohérents dans leur approche, car il exige la réalisation d'études approfondies dans chaque zone.

Le personnel des Services du stationnement a proposé de nouvelles heures de stationnement payant. Toutes les zones actuelles et prévues/approuvées seront soumises au stationnement payant pendant le jour en semaine, et le stationnement payant sera prolongé en soirée et étendu/maintenu la fin de semaine si certains critères sont réunis. Le tableau 1 résume ces changements, qui sont examinés plus loin dans le présent rapport avec les critères.

*Tableau 1 : Heures de stationnement payant proposées — Zones commerciales*

<b>Période</b>	<b>Actuelles</b>	<b>Proposées</b>
Le jour, en semaine — Début	8, 8 h 30 ou 9 h (variable selon les zones)	8 h 30 (toutes les zones)
Le jour, en semaine — Fin	17 h 30	Aucun changement
Le soir, en semaine — Début	Il n'y a pas de stationnement payant le soir en semaine.	17 h 30 (si nécessaire)
Le soir, en semaine — Fin	Il n'y a pas de stationnement payant le soir en semaine.	21 h (si nécessaire)
Le jour, en fin de semaine — Début	8 ou 8 h 30 (où/quand en vigueur)	10 h (samedi et dimanche — si nécessaire)

<b>Période</b>	<b>Actuelles</b>	<b>Proposées</b>
Le jour, en fin de semaine — Fin	17 h 30 (où/quand en vigueur)	Aucun changement
Le soir, en fin de semaine— Début	Aucun stationnement payant la Le soir, en fin de semaine n'est actuellement en vigueur.	17 h 30 (si nécessaire)
Le soir, en fin de semaine— Fin	Aucun stationnement payant la Le soir, en fin de semaine n'est actuellement en vigueur.	21 h (si nécessaire)

### En semaine

L'heure de début proposée uniformise toutes les zones commerciales à 8 h 30. Certaines zones passeront de 8 h à 8 h 30 (p. ex. Glebe Sud, Centre-ville Nord, Centre-ville), tandis que la Petite Italie Sud passera de 9 h à 8 h 30.

Les heures de début différentes en vigueur dans les zones plus institutionnelles (p. ex. 7 h sur l'avenue Ruskin, à côté de l'hôpital Civic et l'avenue King Edward) seront maintenues.

Dans les zones commerciales où le stationnement est déjà payant pendant le jour et où la demande est manifestement plus forte, les heures payantes seront prolongées jusqu'à 21 h si la demande de pointe en soirée est supérieure ou égale à 80 %. À ce moment-là, il est manifestement nécessaire d'assurer la disponibilité de places de stationnement de courte durée en tout temps.

L'heure de fin à 21 h a été choisie afin de favoriser la rotation pendant les heures les plus achalandées tout en offrant une certaine souplesse aux personnes qui ont besoin de stationner plus longtemps en soirée ou la nuit.

### Fins de semaine

Deux changements importants sont à noter en ce qui concerne le stationnement payant la fin de semaine.



Premièrement, le stationnement sera payant soit le samedi et le dimanche (pendant le jour), soit pas du tout la fin de semaine. On limitera ainsi le nombre de scénarios possibles, ce qui facilitera la communication et réduira la confusion chez les résidents et les visiteurs. Cette approche tient également compte du fait que les habitudes de la clientèle le samedi et le dimanche sont maintenant plus comparables qu'elles ne l'étaient auparavant. Le stationnement payant s'appliquera les deux jours si le seuil d'occupation maximal de 80 % est atteint le samedi ou le dimanche pendant la journée.

Le deuxième grand changement concerne l'heure de début. Comme pour les jours de semaine, il y avait une incohérence, l'heure de début étant fixée à 8 h ou 8 h 30 dans les zones commerciales. L'objectif est toujours d'uniformiser l'heure de début, mais une plus grande souplesse est prévue afin que celle-ci corresponde mieux aux heures d'ouverture habituelles des commerces. Il est également souhaitable de prévoir une certaine marge de manœuvre afin de tenir compte, dans la mesure du possible, des lieux de culte situés au centre-ville.

Compte tenu de tout cela, l'heure de début du stationnement payant le samedi et le dimanche sera 10 h (là où le stationnement payant est justifié la fin de semaine).

Comme c'est le cas pendant la semaine, le stationnement payant sera prolongé en soirée lorsque le seuil de 80 % sera atteint. Toutefois, le stationnement payant en soirée la fin de semaine ne sera appliqué que s'il y a également du stationnement payant en soirée la semaine.

### Résumé des paramètres

Voici un résumé des autres paramètres qui définissent l'approche en matière de politique tarifaire et qui constituent le fondement des lignes directrices actualisées sur la tarification.

- Maintenir un tarif horaire unique pour chaque zone pendant la journée et en soirée (conformément à l'approche fondée sur la demande en vigueur, telle que décrite dans le rapport sur les changements apportés aux tarifs de stationnement sur rue [ACS2024-PWD-RPS-0001](#)).
- Procéder à des examens annuels des tarifs en soirée et la fin de semaine afin de déterminer les changements à apporter.
- Il faudrait obtenir deux séries consécutives de données pour justifier un changement (conformément à l'approche fondée sur la demande).
- Pendant les périodes prolongées (fin de semaine/soirées), la suppression du stationnement payant sera envisagée si la demande de pointe est égale ou inférieure à 50 %.

Le personnel recommande que le Comité de l'infrastructure et des travaux publics recommande au Conseil d'approuver la mise à jour des Lignes directrices sur la tarification de la Stratégie municipale de gestion du stationnement afin de tenir compte des paramètres relatifs à la prolongation ou à la suppression du stationnement payant en soirée pendant la semaine ou pendant la fin de semaine (jour ou soir). La mise à jour proposée des Lignes directrices sur la tarification est présentée dans le document 2.

### *Résultats*

D'après les données sur le taux d'occupation recueillies au printemps et à l'automne 2023 et 2024, que l'on trouve dans le document 3, le personnel mettrait en œuvre les premières modifications en vertu des pouvoirs qui lui sont délégués si les mises à jour des Lignes directrices sur la tarification sont approuvées, et ce, avec un échéancier cible fixé à septembre 2025, ce qui donnerait les résultats présentés dans les tableaux 2 et 3. Dans ces tableaux, « Oui » indique que le stationnement payant serait en vigueur, tandis que « Non » indique qu'il ne le serait pas.

*Tableau 2 : Résultats des durées prolongées par zone (zones actuelles)*

<b>Zone</b>	<b>Le jour, en semaine</b>	<b>Le soir, en semaine</b>	<b>Le jour, en fin de semaine</b>	<b>Le soir, en fin de semaine</b>
Constellation	Oui	Non	Non	Non
Holland Cross	Oui	Non	Non	Non
Ruskin	Oui	Oui	Oui	Oui
Vanier	Oui	Non	Non*	Non
Terminal	Oui	Non	Non	Non
Musée canadien de la guerre	Oui	Non	Non*	Non
Petite Italie Nord	Oui	Non	Non	Non
Petite Italie Sud	Oui	Oui	Oui	Oui
Rochester	Oui	Non	Non	Non

<b>Zone</b>	<b>Le jour, en semaine</b>	<b>Le soir, en semaine</b>	<b>Le jour, en fin de semaine</b>	<b>Le soir, en fin de semaine</b>
Quartier chinois	Oui	Non	Non	Non
Glebe Sud	Oui	Oui	Oui	Non
Glebe Nord	Oui	Non	Oui	Non
Centre-ville Sud	Oui	Non	Non	Non
Centre-ville Nord	Oui	Non	Non	Non
Centre-ville	Oui	Non	Oui	Non
King Edward	Oui	Oui	Oui	Oui
Marché By — Nord/Est	Oui	Oui	Oui	Oui
Marché By — Centre	Oui	Oui	Oui	Oui
Besserer	Oui	Oui	Oui	Oui
Rideau	Oui	Non	Non*	Non

Les astérisques indiquent les zones où le stationnement payant le samedi sera aboli en raison d'une demande trop faible (c.-à-d. moins de 50 % pendant les périodes de pointe).

À la suite de l'Étude sur le stationnement dans le secteur de Kitchissippi, approuvée par le Conseil en juillet 2024, le stationnement payant sera mis en place dans les secteurs de Wellington Ouest et de Westboro plus tard en 2025. Une série de zones présentant des demandes similaires aux zones payantes actuelles a été repérée dans le secteur. Le tableau 3 ci-dessous indique les dates d'entrée en vigueur du stationnement payant dans ces zones. L'information sur les limites de chaque zone figure dans le document 4.

*Tableau 3 : Résultats des durées prolongées par zone (zones en attente)*

<b>Zone</b>	<b>Le jour, en semaine</b>	<b>Le soir, en semaine</b>	<b>Le jour, en fin de semaine</b>	<b>Le soir, en fin de semaine</b>
Churchill	Oui	Non	Oui	Non
Richmond Ouest	Oui	Oui	Oui	Non
Richmond Est	Oui	Non	Non	Non
Wellington Ouest	Oui	Non	Oui	Non
Hintonburg	Oui	Non	Oui	Non

En ce qui concerne les durées de stationnement, la limite la plus courante actuellement pour le stationnement de jour est de deux heures. Les durées de stationnement de jour seront repoussées jusqu'en soirée afin qu'elles correspondent aux heures de stationnement payant prolongées (le cas échéant). Cela permettra d'assurer la rotation des véhicules et de résoudre le problème de l'incohérence entre les heures payantes et les durées indiquées sur les panneaux, qui est source de confusion. Dans les zones de stationnement payant en soirée, les heures payantes et les heures indiquées sur les panneaux seront harmonisées par défaut, ce qui réduira l'incertitude quant à l'obligation de payer et le risque de recevoir des contraventions pour non-paiement.

La consultation concernant la prolongation de la durée de stationnement a également donné lieu à des commentaires sur la possibilité de se stationner pour diverses activités en soirée. La prolongation du stationnement payant jusqu'à 21 h permettra de répondre à cette demande. Avec une limite de deux heures, une personne pourrait se garer à partir de 19 h et rester toute la nuit au besoin. Sinon, pour toute personne ayant besoin d'un stationnement de plus longue durée, on s'attend à ce qu'elle utilise les installations hors rue (parcs de stationnement ou garages), car celles-ci sont mieux adaptées et destinées au stationnement de longue durée. Les zones commerciales plus grandes et les plus achalandées disposent généralement d'un nombre suffisant de places de stationnement hors rue, qui sont généralement disponibles en soirée et la nuit.

Dans les cas où il est démontré qu'il n'y a pas suffisamment de places de stationnement à long terme dans une zone, le personnel des Services du stationnement considérera la possibilité d'ajuster la durée du stationnement en soirée si la demande

est faite et appuyée par un examen des conditions.

Lorsque le stationnement payant est prolongé au samedi ou au dimanche (pendant la journée), la durée applicable en semaine pendant la journée s'appliquera (si ce n'est déjà le cas).

### *Répercussions du prolongement des périodes de stationnement sur rue payant*

Le stationnement payant a pour but de stimuler la rotation des véhicules, ce qui a pour effet d'augmenter le nombre de places disponibles. Cela peut présenter un certain nombre d'avantages. Par exemple, les visiteurs auront plus de choix et seront moins frustrés lorsqu'ils chercheront une place de stationnement en période de forte affluence. Il y aura également plus de places de stationnement appropriées pour les personnes à mobilité réduite. L'augmentation du nombre de places disponibles réduira également le temps passé à la recherche d'une place, ce qui diminuera la circulation et ses répercussions.

Certaines préoccupations ont été exprimées, principalement en ce qui concerne les *répercussions sur les commerces*.

Les zones où la durée de stationnement sera prolongée font déjà l'objet d'un stationnement payant pendant la journée. Comme le montrent les données sur les taux d'occupation, les visiteurs sont nombreux à payer pour se garer dans ces zones. L'augmentation du nombre de places de stationnement disponibles, en particulier aux périodes de pointe, rendra les options de stationnement les plus pratiques plus accessibles aux visiteurs.

Si la demande diminue considérablement en soirée ou la fin de semaine à la suite du prolongement du stationnement payant, les Lignes directrices sur la tarification mises à jour prévoient des mécanismes permettant de mettre fin au stationnement payant pendant les périodes où il n'est pas justifié. Le but ultime est d'atteindre un taux d'occupation cible qui garantit à la fois la disponibilité des places de stationnement en tout temps et leur utilisation optimale.

En fin de compte, l'approche relative au prolongement du stationnement en soirée et la fin de semaine (le cas échéant) sera étayée par des données et appliquée conformément à la Stratégie municipale de gestion du stationnement. Cela contribuera à soutenir le but du Plan d'action économique de la vie nocturne, qui est de « favoriser la résilience, la viabilité, les aspirations et la prospérité des entreprises et des organisations actives dans le secteur de la vie nocturne » en améliorant l'accès des

clients, en renforçant la viabilité des commerces et en ayant une incidence positive sur la circulation piétonne.

### *Mise en œuvre des durées prolongées*

Si elles sont approuvées, les modifications initiales devraient entrer en vigueur à compter du 2 septembre 2025. En raison des changements à apporter à la signalisation et à la programmation, une approche progressive sera adoptée, laquelle s'étalera sur les deux à trois premières semaines du mois.

Le personnel élaborera un plan de communication qui permettra de faire connaître les changements, notamment les nouvelles heures de stationnement payant et les endroits où les durées de stationnement payant seront prolongées.

Les données sur l'occupation continueront de faire l'objet d'un suivi régulier et les modifications ultérieures des heures ou des jours de stationnement payant seront examinées chaque année. Les données seront résumées et consignées dans le rapport annuel des Services du stationnement.

### **Répercussions financières**

Si elle est approuvée, l'augmentation nette prévue des recettes provenant du stationnement serait d'environ 3 millions de dollars sur une année complète. L'application des paramètres pourrait entraîner des augmentations ou des diminutions des recettes. Les recettes feront l'objet d'un suivi tout au long de l'année et tout ajustement nécessaire sera pris en considération dans le cadre du processus d'élaboration du budget. Les Services du stationnement feront également état des répercussions et des résultats financiers de ces changements dans le rapport annuel qu'ils présentent chaque année au Comité et au Conseil.

Conformément au modèle de financement de la SMGS et à la *Loi sur les municipalités*, les recettes seront réinvesties dans le Programme municipal de gestion du stationnement. Les recettes provenant du stationnement couvrent les coûts d'exploitation et du cycle de vie liés au programme, y compris des transferts importants à d'autres groupes de la Ville d'Ottawa pour l'entretien des rues et des trottoirs, les services de transport en commun (entretien des parcs relais) et d'autres initiatives qui favorisent les modes de transport durables.

Tout comme les recettes, les dépenses d'exploitation et d'immobilisation ainsi que l'état du fonds de réserve pour le stationnement figureront dans le budget et le rapport annuel.

## Consultations publiques et commentaires du public

Les consultations, qui se sont déroulées en trois étapes (préliminaires, ciblées et finales) tout au long de l'examen, ont eu lieu entre août 2023 et avril 2025. Parmi les principaux intervenants figuraient des représentants des zones d'amélioration commerciale (ZAC) et de lieux de culte. Le personnel a également collaboré à intervalles réguliers avec le Groupe de consultation des intervenants du stationnement afin de lui fournir des mises à jour et de recueillir ses commentaires. À l'interne, le personnel a également collaboré avec les Services de la circulation, Application des règlements sur le stationnement et Développement économique.

Lorsqu'il communiquera avec les intervenants, le personnel leur fournira des mises à jour et sollicitera leur avis. À différentes étapes du processus, le personnel a clarifié la nature de l'examen, résumé les données et les renseignements recueillis et présenté les résultats préliminaires.

Afin de s'assurer que le Conseil et le public sont informés des changements apportés aux heures de stationnement payant, le personnel élaborera un plan de communication complet qui mettra en lumière l'utilisation de diverses plateformes, notamment les médias sociaux et la signalisation sur place. L'élaboration de ce plan fera l'objet de consultations auprès des principaux intervenants.

## 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 on October 9, 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

The approval of the Municipal Parking Management Strategy Refresh and Governance Report provided staff with the opportunity to review the following aspects and commitments were made to follow up accordingly:

- Leveraging the updated Rate Setting Guidelines to review on-street rate changes and implement a demand-based pricing model (The On-street Rate Changes report [ACS2024-PWD-RPS-0001](#) was received by Council on July 10<sup>th</sup>, 2024)
- Implementation of paid parking in new areas associated with revisions to the Rate Setting Guidelines which enabled staff to recommend paid parking in Westboro and Wellington West through the Kitchissippi Parking Study Update ([ACS2024-PWD-RPS-0003](#)) which was approved by Council on July 10<sup>th</sup>, 2024
- Inconsistencies in the timing of weekend / evening paid parking and hours, which will be addressed as part of this report.

These three reports are all also key components of the Municipal Parking Rate Review, which is part of the Corporate Service Delivery Review. Assessing the timing and extent of on-street rates during evening and weekend periods is the final piece of this review.

The intent of this review is two-fold. First, it is important to resolve legacy-based inconsistencies on a city-wide basis and create a consistent data-based approach that aligns with the Municipal Parking Management Strategy. Second, in alignment with the MPMS, it is important to ensure that the appropriate tools are being leveraged to properly manage on-street parking, particularly in areas of high demand.

### **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 its implementation. 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. The Rate Setting Guidelines ensure support for businesses, institutions and tourism by way of optimizing and ensuring available short-term parking.

Issues can occur if parking demand is either too high or too low. If parking demand is too high, there is limited-to-no parking available, causing drivers to search for parking and potentially go elsewhere. This can have negative results for businesses and the community as a whole due to increased traffic volumes, which results in increases in emissions, congestion and safety-related issues. On the other hand, if parking demand is too low, the spaces are underutilized, which can also represent negative implications for businesses and the local community. To avoid these issues, adjustments can be

made which are specified in the Rate Setting Guidelines.

When considering the existing Rate Setting Guidelines as they relate to adjusting days/hours of on-street paid parking, a Local Area Parking Study or Parking Assessment is required which could only be conducted on an area-by-area basis, would require extensive data collection and consultation and approval from Council if concurrence from all stakeholders on any changes could not be achieved.

The requirement for studies to consider changes to the hours or days of paid parking has proven to constrain the ability for staff to be either consistent or responsive when it comes to identifying appropriate rate policy outside of the historical paid hours in each area.

### **Existing On-street Paid Parking Conditions**

Time limits within paid parking zones are typically 2-hours and the rates charged are uniform within each zone.

The existing paid parking zones and rates are illustrated in Document 1 for reference.

The existing on-street paid parking conditions, specifically paid hours, have been in place for decades. For the most part, standard paid hours are in place from 8 am to 5:30 pm, but there are some exceptions:

- Ruskin Street and King Edward Avenue – 7 am to 7 pm due to institutional use
- ByWard Market – 8:30 am to 5:30 pm
- Preston Street south of the Queensway – 9 am to 5:30 pm

In addition, there is inconsistent application of paid parking on Saturdays between zones and across all commercial areas. Document 1 also serves to clarify where there is and is not paid parking on Saturdays.

Regarding Sunday, when the commercial on-street zones are considered, there is no paid parking on Sundays in Ottawa.

How paid parking is currently structured from an hours of operation perspective is both dated and inconsistent and in turn there are opportunities that are being missed to better manage short-term parking so as to ensure it is both optimized and there is an availability of parking at all times in support of businesses, institutions and tourism.

To address these issues and align with the Municipal Parking Management Strategy, staff have developed recommendations to update the Rate Setting Guidelines to address the parameters for extending or removing paid parking during the weekday evenings or during the weekend (daytime and evening).

## DISCUSSION

The review that led to the proposed updates to the Rate Setting Guidelines is a follow up action to the Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)). The purpose of this review was to address alignment issues in terms of days / hours of paid parking on a city-wide basis and it is intended to ensure that Parking Services staff can better manage parking in alignment with the Municipal Parking Management Strategy (MPMS) directive to ensure short-term parking availability at all times to support businesses, institutions and tourism. The process to undertake this review and arrive at the recommended outcomes related to the Rate Setting Guidelines involved a process whereby Parking Services staff conducted research of other municipalities, collected data on parking trends and patterns in Ottawa, analyzed data and had three phases of consultations.

### Research and Data Collection

From a research perspective, it was important to understand how on-street parking rate policy has evolved in other jurisdictions. Given that the hours and days of paid parking in Ottawa have not changed in the last number of decades, trends in other cities will help to inform of practices elsewhere. A survey of eleven other Canadian cities produced the following results. This table shows when paid parking is in effect in at least some capacity in commercial areas.

*Table 4: Comparison of the extents of paid parking in other cities*

City	Weekday Daytime	Weekday Evening	Saturday	Sunday
Ottawa	Yes	No	Yes	No
Toronto	Yes	Yes	Yes	Yes
Mississauga	Yes	Yes	Yes	Yes
Hamilton	Yes	Yes	Yes	No

Montreal	Yes	Yes	Yes	Yes
Quebec City	Yes	Yes	Yes	Yes
Halifax	Yes	No	No	No
Winnipeg	Yes	No	Yes	No
Edmonton	Yes	Yes	Yes	Yes
Calgary	Yes	No	Yes	No
Vancouver	Yes	Yes	Yes	Yes
Victoria	Yes	Yes	Yes	Yes

Most other cities charge for parking to some extent in the evening / at night. Additionally, most other cities also have paid parking on Sunday to some degree.

This is largely reflective of a change in commercial hours of operation over the years, particularly on Sundays, and the evolution of rate policy to account for and respond to demand at busier times.

While this helps to contextualize trends elsewhere, it was also important through this process to understand the demand characteristics at different times across the various paid parking zones in Ottawa.

Staff facilitated the collection of parking occupancy data for all paid parking areas during the morning, midday, afternoon, evening and night in the Spring and Fall of both 2023 and 2024. The data showed that in several paid areas of the city, parking demand was high at different times, including evening and weekend periods when there is currently no paid parking. This indicates a lack of available parking which has negative implications on businesses and the community as a whole.

## Consultation

Throughout the review, staff undertook three phases of consultation: preliminary, focused and final.

### *Phase 1: Preliminary*

The Preliminary Phase took place from August 2023 to October 2024 and focused on engaging stakeholders to provide project background and gather initial feedback on

parking-related issues. Staff consulted the Ottawa Coalition of BIAs (OCOBIA) and all Business Improvement Areas (BIAs) with paid on-street parking, including Westboro Village and Wellington West (where paid parking will be implemented later in 2025).

During this phase, the Parking Stakeholder Consultation Group ([PSCG](#)) was also engaged for feedback. The group includes different stakeholder representatives, including from BIAs, community associations, Ottawa Tourism and the Accessibility Advisory Committee.

During this phase, stakeholders also emphasized the need for clear and consistent criteria for extending paid parking hours and requested that paid hours align with business operating times. Additionally, feedback highlighted the impact of ongoing City projects (e.g. bike lanes, traffic calming) on parking availability and the importance of using data-driven decision-making to guide the project.

### *Phase 2: Focused*

The Focused Phase took place from October 2024 to January 2025 and involved deeper engagement with stakeholders following initial data collection and analysis. During this phase, staff met with individual BIAs and places of worship as well as with the Parking Stakeholder Consultation Group.

Staff also engaged with internal departments, including Traffic Services, Parking Enforcement and Economic Development to discuss operational considerations and potential impacts on enforcement, signage, and the nightlife economy.

Key feedback from this phase included requests for simplified signage, a robust communication plan and flexibility in implementing paid parking hours. Stakeholders also suggested ensuring an allowance for longer parking in the evening to better accommodate activities like dining or attending events. There were also concerns about the impact on worshippers and community event attendees, with suggestions for exemptions or discounted rates during those times.

### *Phase 3: Final*

The Final Phase took place from January to April 2025 and involved presenting draft criteria for extending evening and weekend parking, along with potential outcomes. Staff held meetings with BIAs with paid parking, the PSCG, the ByWard Market Business Advisory Committee, and the Federation of Citizen's Associations of Ottawa to discuss and receive feedback on the draft outcomes.

Key themes from this phase included concerns about the potential negative impact on foot traffic in impacted areas. Stakeholders reiterated the need for a clear communication strategy to explain the rationale for extending paid parking hours and address public perceptions. Stakeholders emphasized the importance of ensuring short-term parking availability and maintaining consistency in applying paid parking hours to meet the unique needs of each area.

### **Updating Rate Setting Guidelines**

As per the Delegation of Authority By-Law ([Section 15 - Municipally-Managed Parking Rates - On- Street](#)), “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.” This delegated authority was most recently updated through the Municipal Parking Management Strategy Refresh and Governance Report ([ACS2019-PWE-RPS-0016](#)).

The existing Rate Setting Guidelines (within the MPMS) account for and provide a mechanism to adjust the days and/or hours of on-street paid parking. However, experience has demonstrated that the process does not provide an opportunity for Parking Services to be sufficiently responsive or consistent in the approach due to the requirement for comprehensive studies in each individual area.

Following on the approach taken with establishing and implementing the demand-based pricing model, staff have sought to develop an approach that would allow for consistent criteria to be applied across the entire on-street paid parking network. This would result in data-driven decisions, specifically related to evening and weekend parking.

Aside from these criteria, staff also sought to establish consistent start times for paid parking in full consideration of what made the most sense to best support businesses and reflect demand on both weekdays and weekends.

The ability to communicate conditions and mitigate any form of confusion on the part of the users of the system was also a key consideration.

With all of this in mind, Parking Services staff have proposed new paid parking hours. All existing and planned/approved areas will have paid parking during the daytime on weekdays and paid parking will be extended into the evening and extended/maintained

into the weekend if certain criteria are met. Table 5 summarizes these changes which are discussed further on along with the criteria.

*Table 5: Proposed Paid Parking Hours – Commercial Areas*

<b>Period</b>	<b>Current</b>	<b>Proposed</b>
Weekday Daytime - Start	8, 8:30, or 9 am (varies by area)	8:30 am (all areas)
Weekday Daytime - End	5:30 pm	No change
Weekday Evening - Start	No paid weekday evening parking currently in effect.	5:30 pm (where warranted)
Weekday Evening - End	No paid weekday evening parking currently in effect.	9 pm (where warranted)
Weekend Daytime - Start	8 or 8:30 am (where / when in effect)	10 am (Saturday & Sunday – where warranted)
Weekend Daytime - End	5:30 pm (where / when in effect)	No change
Weekend Evening - Start	No paid weekend evening parking currently in effect.	5:30 pm (where warranted)
Weekend Evening - End	No paid weekend evening parking currently in effect.	9 pm (where warranted)

## *Weekdays*

The proposed start time will ensure consistency, harmonizing all commercial areas at 8:30 am. Some areas will shift from 8 to 8:30 am (e.g. Glebe South, Centretown North, Downtown), while Little Italy South will shift from 9 to 8:30 am.

Where there are different start times in more institutional areas (7 am on Ruskin Avenue adjacent to the Civic Hospital and King Edward Avenue), this will remain.

In commercial areas with existing paid daytime parking, where there is a demonstrated higher level of demand for parking, paid hours will be extended to 9 pm if peak evening demand is greater than or equal to 80 per cent. When this demand threshold is met, it identifies that there is a need to address and increase short-term parking availability in support of businesses.

The end time of 9 pm was selected to promote turnover in the busiest hours while also allowing for flexibility when it comes to people who require longer stays during the evening / night time.

## *Weekends*

There are two key changes to note when it comes to paid parking on the weekend.

First, paid parking will either occur on both Saturday and Sunday (daytime) or not at all on the weekend. This will limit the number of possible scenarios and in turn will make things easier to communicate and understand, all towards reducing confusion on the part of residents and visitors. This approach also acknowledges that demand patterns on Saturday and Sunday are now more similar than they have been historically. Paid parking will apply on both days if the 80 percent peak occupancy threshold is met on either Saturday or Sunday during the day.

The second key change relates to the start time. Similar to weekdays, there had been inconsistency, with start times either being 8 or 8:30 am. The same intent to create a harmonized start time exists, but there is more flexibility to better align the start time with typical opening times of businesses. There is also a desire to find some flexibility to accommodate centrally located places of worship to the extent that is possible.

In consideration of all of this, the start time for paid parking on both Saturday and Sunday will be 10 am (where weekend paid parking is warranted).



Similar to weekdays, paid parking will extend into the evenings when the same 80 per cent peak threshold is met. Weekend evening paid parking will only be applied however if there is also weekday evening paid parking.

### *Summary of Parameters*

The following is a summary of the other parameters which would define the rate policy approach and are the basis for the updated Rate Setting Guidelines.

- Maintain a single hourly rate for each zone (consistent with the demand-based approach in place as outlined in the On-street Rate Changes report [ACS2024-PWD-RPS-0001](#))
- Conduct on-going annual reviews of evening/weekend rates towards identifying changes
- Two consecutive data collections would be required to warrant a change (consistent with demand-based approach)
- During extended times (weekend/evenings), if peak demand is at or below 50 per cent, there will be consideration to remove paid parking

The parameters for extended times align with existing practices in place for the demand-based approach (per the Rate Setting Guidelines), with the exception of the peak demand threshold. It is recommended the threshold for extended times be 80 per cent occupancy versus 85 per cent which is used for new areas and rate adjustments.

Extending paid parking into the evening and weekend with an 80 percent occupancy threshold is deemed to be appropriate in areas with existing paid parking, where demand already has been demonstrated to occur at high levels.

For new areas, the 85 percent threshold will continue to be used to both ensure sustainable parking trends and that on-street parking demand remains strong once paid parking is introduced.

Staff are recommending that the Public Works and Infrastructure Committee recommend Council approve the updated Municipal Parking Management Strategy Rate Setting Guidelines to address the parameters for extending or removing paid parking during the weekday evenings or during the weekend (daytime or evening). The proposed updated Rate Setting Guidelines are provided in Document 3.

## Outcomes

If approved, these updates to the Rate Setting Guidelines will provide consistent criteria across all paid parking areas in the city that staff will be able to regularly and responsively apply, aligning with the demand-based approach already in place.

As identified, staff collected occupancy data during Spring and Fall in both 2023 and 2024. The peak occupancy data for each zone by time period in is summarized in Document 4 of this report. If the updates to the Rate Setting Guidelines are approved, staff would implement the first changes under delegated authority with a target timeframe of September 2025, which would result in what is captured in Table 6 and Table 7. For these, “Yes” indicates that paid parking would be in effect while “No” indicates that it would not:

*Table 6: Outcomes of Extended Times by Zone (existing areas)*

<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Constellation	Yes	No	No	No
Holland Cross	Yes	No	No	No
Ruskin	Yes	Yes	Yes	Yes
Vanier	Yes	No	No*	No
Terminal	Yes	No	No	No
War Museum	Yes	No	No*	No
Little Italy North	Yes	No	No	No
Little Italy South	Yes	Yes	Yes	Yes
<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Rochester	Yes	No	No	No
Chinatown	Yes	No	No	No
Glebe South	Yes	Yes	Yes	No
Glebe North	Yes	No	Yes	No

Centertown South	Yes	No	No	No
Centertown North	Yes	No	No	No
Downtown	Yes	No	Yes	No
King Edward	Yes	Yes	Yes	Yes
ByWard N/E	Yes	Yes	Yes	Yes
ByWard Core	Yes	Yes	Yes	Yes
Besserer	Yes	Yes	Yes	Yes
Rideau	Yes	No	No*	No

Where noted by an asterisk, Saturday paid parking would be removed from these zones as a result of parking demand being too low (i.e. less than 50 per cent at peak).

As an outcome from the Kitchissippi Parking Study, which was approved by Council in July 2024, paid parking will be implemented through the areas of Wellington West and Westboro later in 2025. Consistent with the existing paid areas, a series of zones have been identified which represent similar demand characteristics across the area. When the Kitchissippi Parking Study was tabled with the recommendation for paid parking, there were no hours ascribed to when paid parking would be in effect. This allowed for the completion of the Evening / Weekend Rate Review so that the outcomes could be applied in the same manner in Wellington West / Westboro as elsewhere. Table 7 below captures when paid parking will be in effect in these zones. Of note, the timing of the implementation of paid parking in these zones is now being timed to align with the initial city-wide evening and weekend changes (September 2025). Details related to the extents of these new zones can be found in Document 2.

*Table 7: Outcomes of Extended Times by Zone (pending areas)*

<b>Zone</b>	<b>Weekday Daytime</b>	<b>Weekday Evening</b>	<b>Weekend Daytime</b>	<b>Weekend Evening</b>
Churchill	Yes	No	Yes	No
Richmond West	Yes	Yes	Yes	No
Richmond East	Yes	No	No	No

Wellington Village	Yes	No	Yes	No
Hintonburg	Yes	No	Yes	No

## Adapting Time Limits

Regarding evening parking, most streets in paid parking zones have daytime time limits until 7 pm. The most common time limit is 2-hours which is in effect approximately 80 per cent of the time where there is paid parking. In considering the unsigned regulations contained within the Traffic & Parking By-law, this means that someone can park in any of these areas from the evening until the next morning.

For example, where there is a 2-hour limit from 7 am to 7 pm, it would be possible to leave a car parked from 5 pm until 9 am without committing an infraction.

This increases the likelihood of longer-term parking occurring in spaces that are much more suitable and intended for shorter-term parking. As such, the daytime parking limits will be extended into the evening to reflect the extended paid parking hours (as applicable). This will serve to ensure turnover and will also resolve one point of feedback that has been received through this exercise – the inconsistency between paid hours and the posted time limits on signs creates confusion (e.g. where paid parking ends at 5:30 pm but the sign says the 2-hour limit ends at 7 pm). Where there is evening paid parking, the paid hours and signed hours will align by default, mitigating uncertainty about the requirement to pay and reducing the likelihood that people will receive parking tickets for failure to pay (e.g. where paid parking is extended to 9 pm, the 2-hour limit will also be extended to 9 pm).

Additional feedback was received through consultation related to people perhaps needing more time in the evening to do various things in the course of a night out (e.g. dinner, an event/concert/show, socializing, etc.). With paid parking extending until 9 pm (instead of later as it exists in some cities), this will help to accommodate this. With a 2-hour limit, this would mean that someone could park starting at 7 pm and stay overnight if required. Otherwise, for anybody requiring longer-term parking, the expectation is that they would utilize off-street facilities (lots or garages) as they are better suited and intended for long-term parking. Larger, busier commercial areas generally have an accessible supply of off-street parking that typically has availability in the evening / at night.

In instances where there is a demonstrated lack of available local long-term parking in an area, Parking Services staff would consider adjustments to the evening duration if

requested and if supported by a review of the conditions.

Where paid parking is being extended to a Saturday and/or Sunday (daytime), the weekday daytime duration will be applied (if not already in effect).

### **Impacts of Extending Paid On-Street 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
- A reduction in '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
- Better promotes sustainable transportation choices, such as transit, cycling, and walking.

Some concerns have been expressed related to potential negative impacts of extended paid parking times. Among these, the most common relate to the impacts on businesses and a spillover effect onto the side streets.

The areas in which extended parking times will be implemented already have daytime paid parking hours in effect. With paid parking during the day, these areas see a lot of visitors choosing to pay as seen through the occupancy data. The improved availability of parking, particularly at busier times, will make the most convenient parking options more accessible to visitors.

If there is a significant decrease in evening or weekend demand as a result of the extension of paid parking, there are mechanisms in the updated Rate Setting Guidelines to remove paid parking during periods in which it is not supported. The ultimate purpose is to achieve a target occupancy which both ensures available parking at all times and that the available parking is optimally used.

Those that choose not to pay for on-street parking may seek out free parking in the immediately adjacent neighbourhoods. This is an impact that can already be seen during existing paid parking (daytime) hours, and visitors may already be parking in the adjacent neighbourhoods due to lack of available convenient parking on the main streets. Where extended paid parking hours result in improved availability of parking, this may result in a partial off-set to this as visitors may try for more convenient parking on the main streets. 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 requires Ward Councillor concurrence.

Ultimately, this approach related to the extending of parking into the evening and weekends (where applicable) will be supported by data and would be applied in alignment with the Municipal Parking Management Strategy. This will assist in supporting the Nightlife Economy Action Plan goal to, “nurture the resilience, viability, aspirations, and prosperity of nightlife businesses and organizations” by improving customer access, enhancing business viability, and positively affecting foot traffic.

### **Parking Fee Revenues**

If the proposed updates to the Rate Setting Guidelines are approved and implemented, the expected net increase in parking fee revenues would be approximately \$3 million (full year impact). Future application of the parameters could result in subsequent increases or decreases in revenue. Revenues will be monitored throughout each year and any required adjustments will be accounted for during the Budget process and Parking Services will also track impacts and revenue outcomes from these changes through the Parking Services Annual Report that is presented to Committee and Council every year.

In alignment with the MPMS Funding Model and the Municipal Act, revenues will be re-invested back into the Municipal Parking Management Program. Parking fee revenues help to cover operational and lifecycle costs related to the program, including significant transfers to other groups within the City of Ottawa in support of road / sidewalk maintenance, Park & Ride maintenance and other initiatives that promote sustainable modes of transportation.

Similar to revenue, both operating and capital expenditures as well as the status of the Parking Reserve Fund are reported on through both the Budget and the Annual Report.

### **Implementation of Extended Times**

If approved, the initial changes are expected to be implemented starting September 2<sup>nd</sup>, 2025. Due to the signage and programming changes required, a phased approach will be required over the first 2 to 3 weeks of the month.

Staff will also develop a communications plan which will help to ensure awareness of the changes, including the new paid parking hours and where there will be extended paid parking times. The development of this plan will involve consultation with key stakeholders.

Occupancy data will continue to be monitored at regular intervals and subsequent changes to the hours and/or days of paid parking will be considered annually. Data will be summarized and tracked as part of the Parking Services Annual Report each year.

## **FINANCIAL IMPLICATIONS**

The report's recommendations will result in an expected increase in revenue of approximately \$750 thousand in 2025 and \$3 million in 2026 while implementation and ongoing costs can be absorbed within existing budgets. The increase in revenue in 2026 will be submitted as part of the Budget process. At each year-end, the net revenue will be allocated to the Parking Reserve.

## **LEGAL IMPLICATIONS**

There are no legal impediments to approving the recommendation as outlined in the report.

## **CONSULTATION**

Consultation took place throughout the review in three phases – Preliminary, Focused and Final. Collectively this took place from August 2023 to April 2025. Key stakeholders included Business Improvement Areas (BIAs) and places of worship. Staff also engaged with the Parking Stakeholder Consultation Group periodically at key milestones to provide updates and receive feedback. Internally, staff also engaged with Traffic Services, Parking Enforcement and Economic Development.

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

To ensure Council and the Public are aware of changes to paid parking hours, staff will develop a comprehensive communications plan that will leverage the use of multiple platforms, including social media and on-site signage.

## **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 extended hours for paid on-street parking is approved.

The recommendation of extended hours for paid on-street parking has the potential to 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 approval of this report staff will be exercising delegated authority listed in the Delegation of Authority By-Law (Section 15 - Municipally-Managed Parking Rates - On-Street). Use of this delegated authority is reported on annually through the Parking Services Annual Report.

## **ECONOMIC IMPLICATIONS**

The proposed updates to the Municipal Parking Management Strategy will positively impact Ottawa's economy by improving parking availability and turnover in high-demand commercial areas, particularly during evenings and weekends. By aligning paid parking



hours with actual demand and business operating times, the changes will enhance customer access, support local businesses, and contribute to the vitality of the city's nightlife and tourism sectors. The anticipated increase in revenue—estimated at \$3 million annually—will be reinvested into infrastructure and programs that promote sustainable transportation, ultimately supporting economic growth, mobility, and the City's long-term strategic goals.

## **ENVIRONMENTAL IMPLICATIONS**

If the recommendation of this report is approved, it 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 extended hours 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 review 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 throughout the review and on recommendations.

If the recommendation of this report 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 extended paid parking hours 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, this report is a key component of the of the Municipal Parking Rate Review which is part of the Corporate Service Delivery Review. It is expected that more revenues will be generated as a result of the extended paid parking hours 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 - Existing On-Street Rate Zones

Document 2 - Pending On-Street Rate Zones (Kitchissippi)

Document 3 - Updates to the Rate Setting Guidelines (proposed)

Document 4 - Peak Occupancy by Time Period

## **DISPOSITION**

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