

**Parking Stakeholder Consultation Group
Meeting Minutes
October 21, 2025, 1:00 pm – 3:00 pm
Virtual Meeting hosted on Microsoft Teams**

Approved on Thursday February 5, 2026.

Regular Members

Name	Representative	Organization	Present
Quentin Levesque	PSCG Chair (Director, Roads and Parking Services)	City of Ottawa – Public Works Dept	Yes
Scott Caldwell	Parking Services (Manager, Parking Services)	City of Ottawa – Public Works Dept	Yes
Judy Lincoln	BIA	Westboro Village BIA	Yes
Colleen McIlquham	BIA	Downtown Rideau BIA	No
SabriNa C. Lemay	BIA	Centretown BIA	No
Darrell Cox	BIA	Glebe BIA	No
TBD	Community Association	<i>Seat currently vacant</i>	
TBD	Community Association	<i>Seat currently vacant</i>	
Derrick Simpson	Community Association	Federation of Citizen's Associations	No
Ana Maria Cruz-Valderrama	Accessibility	Accessibility Advisory Committee	Yes
Daniel Spence	TDM / Cycling / Pedestrian	University of Ottawa	Yes
Greg Fyffe	Places of Worship	Knox Presbyterian Church	No
Julia Cosentino	Tourism and Convention Authority Representative	Ottawa Tourism	No
Dean Karakasis	Development Industry / Building Owner / Manager	Building Owners and Managers Association	No
Janet Luloff	Older Adults	Council on Aging	Yes

City Staff and Presenters

Name	Title	Department / Organization	Present
Katie Vaughan	Program & Project Management Officer (BSS)	Public Works Dept. – Business Support Services	Yes
Erik Weinfurter	Project Coordinator, Parking	Public Works Dept. – Parking Services	Yes
Bryan Babbs	Coordinator, Parking Studies	Public Works Dept. – Parking Services	Yes

Item 1 – Introductions, Welcome, Round Table

The meeting was opened by Quentin Levesque who provided an overview of the meeting agenda.

- Minutes from the PSCG meeting held on June 5, 2025, were approved.

Item 2 – Program Update

Scott Caldwell provided an update on the Parking Services program highlighting several key initiatives. Updates included:

- Lifecycle Projects
- Payment Equipment Procurements
- On-Street Sensors
- EV Chargers
- Car Share On-Street ('Flex') Pilot
- Bike Parking

Discussion and comments:

- Will parking sensors testing be linked to the upcoming on-street accessible parking pilot and installed in high-demand areas such as hospitals to help assess parking demand?
 - Staff confirmed that parking sensors will be used in conjunction with the on-street accessible parking pilot.
 - In addition, a sensor is currently being tested on Ruskin Street near the Ottawa Civic Hospital.
 - Staff also confirmed that off-street use data for accessible parking spaces is available in parking garages equipped with overhead sensors associated with the Parking Guidance Systems (PGS).
- Can parking sensor testing take place in an off-street parking garage or lot during the winter?
 - Staff noted that testing may be possible in an off-street parking garage or lot during winter, however, installation would need to be reviewed carefully since the sensors are bolted into the ground, and care must be taken not to damage the waterproof membrane or protective coating.

- The concrete pad and sleeve for installing and maintaining ring-and-post racks in areas with sidewalk pavers has been beneficial for local businesses. However, with the addition of pay-and-display parking machines, available sidewalk and curb space is becoming limited. A question was raised about whether there is an opportunity to reduce the number of larger Velocity bike racks?
 - Staff noted that one advantage of the Velocity bike rack program is its seasonal nature, which provides additional bike parking during the peak cycling season.
 - Staff confirmed that Velocity bike rack locations are reviewed in January and February each year, and adjustments to area supply can be considered if areas are becoming overcrowded.
 - Members were also asked to share any specific issues with staff for consideration.
- Has the City considered implementing micromobility charging infrastructure for e-scooters and e-bikes?
 - Staff noted that bike charging infrastructure was identified in the [Public Bike Parking Strategy](#) however, it has not been a focus to this point due to safety / fire concerns (in enclosed spaces).
 - Staff will continue to monitor developments in other spheres that will assist with identifying options and addressing existing risks.

Item 3 – Rate Policy Initiatives

Bryan Babbs provided an update on the outcomes of the demand-based pricing model, Kitchissippi Parking Study, and the Evening and Weekends Parking Rate Review.

Discussion and comments:

- With the introduction of paid on-street parking in Kitchissippi, feedback has been received from business owners and the community regarding inconsistencies between posted time limits and payment hours. In some areas, signs indicate a 2-hour parking limit from 7:00 AM to 7:00 PM, seven days a week, while payment is only required from 8:30 AM to 5:30 PM.
 - Staff confirmed that the posted on-street parking sign establishes the parking regulation, regardless of when paid parking is in effect. The rate card on the pay-and-display machine informs users of the hours when payment is required.

- Staff noted that this approach is consistent across all existing rate zones. However, Parking Services has received this feedback on multiple occasions. As a result, the Evening and Weekend Rate Review report, scheduled for Committee and Council consideration in 2027, will include a review of potential alignment opportunities.
- It was noted that while communication efforts for the implementation of paid parking in Kitchissippi took place prior to and during the rollout, there has been limited follow-up communication since implementation. As a result, some businesses and BIA staff have reported receiving negative feedback and frustration from members of the public.
 - Staff confirmed that they will take this feedback away for review and follow-up on possible measures that could be taken.

Item 4 – Parking Studies

Erik Weinfurter presented an update on the Central Area Parking Study (CAPS) East and CAPS West parking studies and Bryan Babbs presented an update on the License Plate Recognition Pilot.

Discussion and comments:

- A comment was received that the expansion of bike lanes, combined with new development and intensification that provide limited parking, is contributing to ongoing parking challenges in the downtown and ByWard Market areas.
 - Staff noted that the upcoming analysis in CAPS East and West reports will help illustrate how on-street and off-street parking supply have evolved over time.
- It was noted that parking studies often occur after issues arise and tend to be reactive. How can the City take a more proactive approach to identify potential issues in advance, such as areas experiencing infill or intensification with limited parking, or by implementing paid parking before problems emerge?
 - Staff confirmed that, in alignment with the Municipal Parking Management Strategy (MPMS), which includes an objective to address parking-related issues in residential areas caused by high parking demand, Parking Services regularly monitors parking trends in non-paid areas and evaluates them against the demand thresholds to proactively identify areas where additional parking management may be required.
 - Parking Services regularly reviews site-specific development applications and zoning by-law amendments, including projects seeking minor

variances for parking reductions, and assesses potential impacts to public parking through an analysis of the development's parking supply and the availability of nearby public parking.

Item 5 – Wrap-Up

Quentin Levesque led the wrap-up, thanking the presenters and members for their time. He invited members to raise any final items, suggest topics for future sessions, and send any questions to himself or any Parking Services team member before the next meeting. He noted that the next PSCG meeting will likely take place in January or February 2026.

- No final items or topics were raised.