

PARKING SERVICES

2018 ANNUAL REPORT

PUBLIC WORKS AND ENVIRONMENTAL SERVICES DEPARTMENT



SUMMARY

PURPOSE

The *Municipal Parking Management Strategy*, approved by City Council in 2009, requires that an annual report for the Municipal Parking Management Program be received and reviewed by Council annually.

MUNICIPAL PARKING MANAGEMENT PROGRAM OVERVIEW

The City of Ottawa provides paid public parking through the Municipal Parking Management Program. Delivered by Roads and Parking Services within the Public Works and Environmental Services Department, the Municipal Parking Management Program is mandated to provide public parking services that are in alignment with the goals and objectives of the *Municipal Parking Management Strategy*.

The *Municipal Parking Management Strategy* requires that the Municipal Parking Management Program be financially self-sustaining as a whole. This means that parking revenues must be sufficient to entirely recover all related operating and capital lifecycle maintenance expenditures, including contributions to the Parking Reserve Fund to finance future parking system development, operation, and promotion.

2018 ANNUAL REPORT OVERVIEW

The 2018 Annual Report presents the following information:

- 2018 highlights for Parking Services.
- An overview of the Parking Stakeholder Consultation Group (PSCG).
- The key achievements of 2018, linking them to five themes consistent with the *Municipal Parking Management Strategy*:
 - Customer Experience;
 - Parking Studies;
 - Building Community Relationships;
 - Operational Enhancements; and
 - Environmental Sustainability.
- The 2018 year-end results across 13 key business indicators with a comparison to 2017 and 2016.
- A summary of changes made to paid parking in 2018.
- An inventory of all paid municipal public parking that was active in 2018.

2018 HIGHLIGHTS

- The Municipal Parking Management Strategy Refresh and Governance Review began in 2018. It has included extensive consultations with key stakeholders including the Parking Stakeholder Consultation Group, Councillors who have paid parking in their Ward, Business Improvement Areas and internal stakeholders.
- Ongoing support for the ring and post bike parking program, installing 32 racks at various locations in 2018 and an additional 25 racks at OC Transpo bus stop locations in alignment with Council direction.
- Installation of a Parking Guidance System at the Gloucester Street Parking Garage, the fifth municipally-managed parking structure to be outfitted with this technology.
- Real-time parking garage space counts were made available to the public on ottawa.ca.
- Refurbishment started on Pay and Display machines in order to update components and address aesthetic issues. A total of 60 units were refurbished in 2018 and the program will re-commence in the Spring of 2019.
- Twenty rate adjustments made at off-street facilities were implemented as a result of the regular rate review process at off-street facilities in support of the objectives of the *Municipal Parking Management Strategy*.

PARKING STAKEHOLDER CONSULTATION GROUP

PURPOSE

The Parking Stakeholder Consultation Group (PSCG) was established with the approval of the *Municipal Parking Management Strategy*. Consisting of 13 members who represent a wide variety of key stakeholder groups, its mandate is to act as a channel between the City, stakeholders, and affected citizens and groups. The group also provides feedback on parking management policy that supports the objectives of the Municipal Parking Management Program as well as the parking-related objectives of the Transportation Master Plan. Regular consultation with the PSCG ensures that community stakeholders remain well informed of issues related to municipal parking and that services offered by Parking Services are aligned with community needs.

The group serves for a period that runs concurrently with the term of Council. Meetings, held approximately 3-4 times per year, present an opportunity for staff to update and engage stakeholders on various issues associated with the Municipal Parking Management Program. Meeting minutes are available upon request from Parking Services.

In consultation with PSCG, it was agreed that the 2015 – 2018 PSCG membership would continue to sit for the remainder of the *Municipal Parking Management Strategy* Refresh process (until Q2 2019). This decision will allow for continuity with respect to the *Municipal Parking Management Strategy* Refresh process and reduce potential interruptions in the consultation process.

PSCG MEMBERS - 2018

- Chair – Kevin Wylie, General Manager, Public Works & Environmental Services
- BIA Representatives – Jasna Jennings, Andrew Peck, Christine Leadman, Michelle Groulx
- Community Association Representatives – John Verbaas, Steve Harris, Alice Nakanishi
- TDM/Cycling/Pedestrian Representative – Daniel Spence
- Ottawa Tourism & Convention Authority Representative – Catherine Callary
- Development Industry Representative – Dean Karakasis
- Places of Worship Representative – Greg Fyffe
- Accessibility Representative – Daniel Boyer
- Council on Aging – John Woodhouse (Member-at-Large)

CUSTOMER EXPERIENCE

Service excellence and the corresponding impact to customer experience plays a significant role for Parking Services – it means striving to provide a level of operational performance that exceeds the expectations of the residents and visitors to Ottawa. In alignment with the *Municipal Parking Management Strategy*, parking is a public service that supports a multitude of purposes. As such, Parking Services is committed to providing customers with a positive experience at all of its parking facilities.

FREE OVERNIGHT WINTER PARKING

The City of Ottawa continued to offer free overnight parking in all six municipally-owned public parking garages during the winter whenever an overnight parking ban was called. In 2018, an additional option (parking garage) was added through a partnership with the University of Ottawa. Two overnight winter parking bans were called in 2018 that resulted in an average of 519-vehicles per event parked in city parking facilities.

PARKING AVAILABILITY ONLINE

With Parking Guidance Systems now installed at the five municipally-managed parking garages, the data from this system was made available in real time through the City's Interactive Traffic Map. The data is also available through the Open Data initiative.

PAY & DISPLAY REFURBISHMENT

Through the vendor for the Pay & Display technology, a program was initiated in 2018 to update components and address aesthetic issues. This is intended to improve the operations of the equipment and the overall customer experience. The process began with upgrades to machines in the Glebe, on George Street and Ruskin Avenue as part of overall equipment upgrades. A total of 60 units were refurbished in 2018. The program will re-commence in the Spring of 2019.

PARKING STUDIES

CENTRAL AREA PARKING STUDY

Substantial progress was made on the updates to the Central Area Parking Study (CAPS). First conducted in 1985 and later divided into eastern (CAPS – East) and western (CAPS – West) portions, these studies are intended to determine the supply and utilization of the parking spaces within the City’s central area and to ultimately help guide the provision and management of parking. In 2018, data collection was completed for CAPS – West portion and a report will be finalized in Q2 2019.

PARKING ASSESSMENTS

Within the last few years, an approach to conducting ‘Parking Assessments’ has been adopted which allows Parking Services to address a specific request or issue without undertaking a fulsome Local Area Parking Study. Alignment with the Local Area Parking Study process is maintained when it comes to things such as consultation and data collection. In 2018, Parking Assessments were substantially completed for Dalhousie Street and Cooper Street. Operational reviews were conducted for Centrepointe and the West Memorial Building located at 344 Wellington Street.

ZONING AMENDMENTS

Parking Services regularly provides input to the Planning, Infrastructure and Economic Development Department on applications for zoning amendments related to parking by summarizing key issues, collecting data (where applicable), and ensuring that the objectives of the *Municipal Parking Management Strategy* are observed. In 2018, approximately 12 comments were provided as memorandums which included issue summary, data analysis, linkages back to the *Municipal Parking Management Strategy*, and conclusions.

TURNOVER STUDIES

Parking Services regularly monitors paid parking areas by surveying on-street paid spaces for occupancy and turnover to ensure the on-street objectives of the *Municipal Parking Management Strategy* are being met. In 2018, turnover studies were conducted for 30 different turnover routes. Once the data was collected and analyzed, it was used to help identify issues and inform the decision-making process.

BUILDING COMMUNITY RELATIONSHIPS

Building and maintaining positive relationships with local communities is a key component for the continued success of the Municipal Parking Management Program. Many stakeholders were actively engaged in 2018 through various programs, parking studies and operational initiatives.

BIA PARKING INITIATIVES GRANT PROGRAM

The Annual BIA Parking Initiatives Grant Program was established as part of the *Municipal Parking Management Strategy*. It provides an opportunity to work through the BIAs in order to fulfill the Municipal Parking Management Program. Eligible BIAs have an opportunity for an annual grant of up to \$5,000, which is to be used for promotions and projects that are consistent with the objectives of the MPMS. A total of four BIAs applied for and received the grant in 2018 (Downtown Rideau, ByWard Market, Chinatown-Somerset and Bank Street).

PARKING STAKEHOLDER CONSULTATION GROUP MEETINGS

The Parking Stakeholder Consultation Group continued to act as a forum for staff and stakeholders to have dialogue and exchange information. Six meetings were held in 2018, where a wide variety of topics were discussed, including the *Municipal Parking Management Strategy* Refresh, Pay and Display machine refurbishing, off-street rate reviews, facility improvements and upgrades, and study updates.

STAKEHOLDER CONSULTATIONS

Most stakeholder consultations in 2018 were focused on the *Municipal Parking Management Strategy* Refresh. In addition to the Parking Stakeholder Consultation Group meetings, Councillors and Business Improvement Areas were actively engaged in this process during 2018.

OPERATIONAL ENHANCEMENTS

In addition to on-street paid parking, Parking Services manages six parking garages and 11 surface parking lots. Ensuring that the supply of municipal paid parking is properly maintained and that existing infrastructure is appropriately managed is an important part of operational performance. The following is a sample of the work undertaken in 2018 towards parking facility improvement:

GLOUCESTER STREET PARKING GARAGE

The Gloucester Street Garage saw the installation of a new Parking Guidance System designed to optimize the supply of parking in the area. Customers are made aware of the number of available parking spaces upon entering at both garage entrances. This upgrade provides real time parking space availability, efficiently guides parkers to available parking spaces and provides a new parking experience for drivers using this parking facility.

Substantial progress was made towards the construction of a new parking attendant booth located at the Gloucester Street entrance / exit. The new booth will improve customer service and enhance security of the facility.

DALHOUSIE PARKING GARAGE

Based on the results of a structural review, a number of lifecycle renewal initiatives were initiated in 2018. These include localized concrete, crack, masonry and joint repairs. In addition, repairs to the outdoor roof parking area on the garage's fifth floor began in 2018, which included repair of the concrete slab and resurfacing. All work is expected to be completed in 2019.

CITY HALL PARKING GARAGE

Realignment of parking spaces at the City Hall garage resulted in an increased number of accessible parking spaces to align for *Accessibility for Ontarians with Disabilities Act, 2005*, requirements relating to new facilities. This upgrade – along with the Parking Guidance System – has improved the level of service and overall appeal of the City Hall garage.

ENVIRONMENTAL SUSTAINABILITY

RING AND POST BICYCLE RACKS

Parking Services provides and manages 2,810 ring and post parking spaces throughout the downtown core. They offer a convenient place for cyclists to securely park their bikes and quickly access their destinations. Bicycles, as a mode of transportation, contribute greatly to environmental sustainability in the community, therefore comprising an important part of the Municipal Parking Management Program's approach to supporting alternative modes of transportation. In 2018, an additional 57 ring and post racks were installed for a total of 114 new bicycle parking spaces.

BICYCLE PARKING INVENTORY

Significant steps were made in developing a Geographic Information Systems (GIS) application to identify and record bicycle parking locations. This tool was then utilized through surveys to create an inventory of bike parking in areas with paid parking. This will support the pending development of the Bike Parking Strategy.

INTER-DEPARTMENTAL SUPPORT

Annually, Parking Services transfers a portion of its revenues internally to groups such as OC Transpo and Transportation Planning, with the purpose of supporting programs that promote the use of sustainable modes of transportation and that are connected to the Municipal Parking Management Program. For example, as directed by Council, funds are provided to OC Transpo to be used towards the maintenance of Park & Ride facilities. In 2018, a total of \$1.65 million was transferred to the Transportation Services Department.

MOTORCYCLE AND SCOOTER PARKING

The City continues to offer half price parking for motorcycles and scooters at all on-street parking spaces and all ungated surface parking lots. Further, the seasonal motorcycle and scooter compound at the ByWard Market parking garage continued to be operated between May and September.

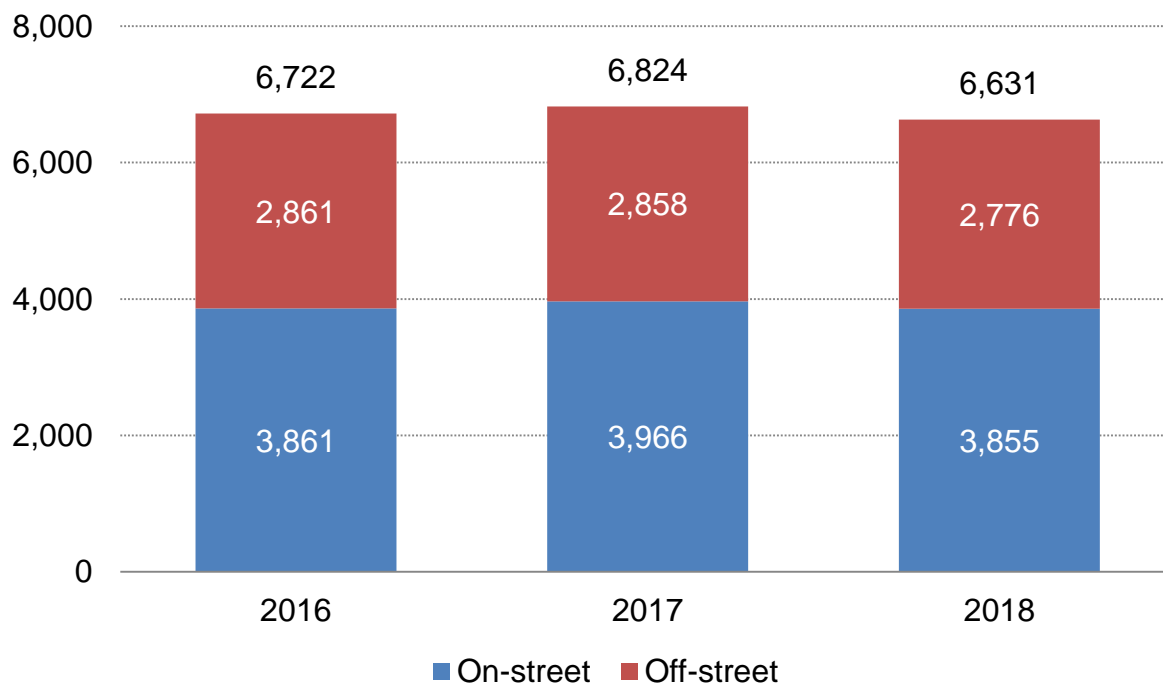
PERFORMANCE MEASURES

Measuring performance plays a critical role in the decision making process. A total of 13 key business indicators have been selected to indicate overall performance of the branch and are presented on the following pages, including:

1. Total Parking Spaces Managed
2. Parking Equipment Uptime
3. Parking Transactions by Payment Type (On-Street)
4. Number of 3-1-1 Calls for Parking Equipment
5. A) Average Hourly Rates (Weekday)
5. B) Average Daily Maximum Rates (Weekday)
6. Operating Expenses (Excluding Parking Reserve Fund (PRF) Contribution)
7. Revenue
8. Parking Reserve Fund Contribution
9. Average Expense per Space (Excluding Parking Reserve Fund Contribution)
10. Average Revenue per Space
11. Spending on Sustainable Modes of Transportation
12. Total Bicycle Spaces Managed by Parking Services

An updated methodology to calculate measures 5A, 5B, 9, and 10 was developed in 2018. For consistency, the updated calculations were applied to the 2017 and 2016 values for these measures as shown in this report, and as such, there are minor variances when compared to the values as reported in the 2017 Annual Report.

1. TOTAL PARKING SPACES MANAGED



Total Parking Spaces Managed	2016	2017	2018
On-street	3,861	3,966	3,855
Off-street	2,861	2,858	2,776
Total	6,722	6,824	6,631

ANALYSIS

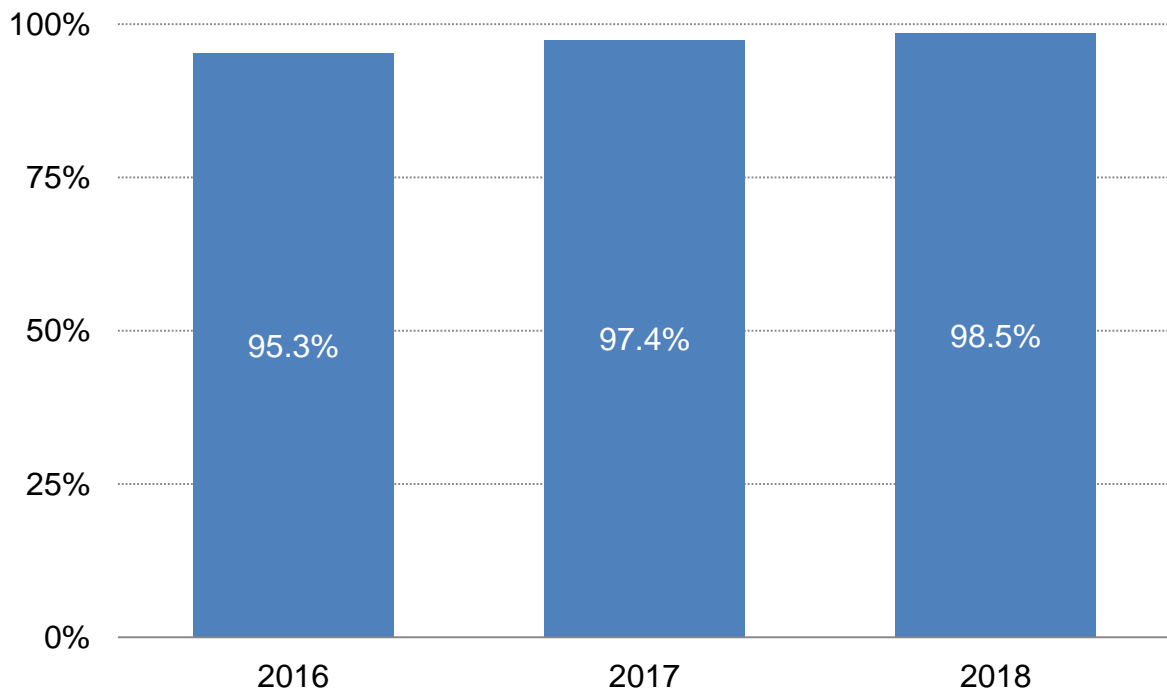
As of December 31, 2018, Parking Services managed 3,855 paid on-street parking spaces and 2,776 paid off-street spaces, for a total of 6,631 paid parking spaces.

The reduction in on-street parking spaces is due to reconstruction on Queen Street and a number of inventory changes resulting from adjustments to curbside regulations.

The reduction in off-street parking spaces is due primarily to the closure of surface parking lots located at 111 Kent Street and 160 Lyon Street.

See pages 24 and 25 for complete details regarding the changes in parking spaces in 2018.

2. PARKING EQUIPMENT UPTIME



Parking Equipment Uptime	2016	2017	2018
Total uptime	95.3%	97.4%	98.5%

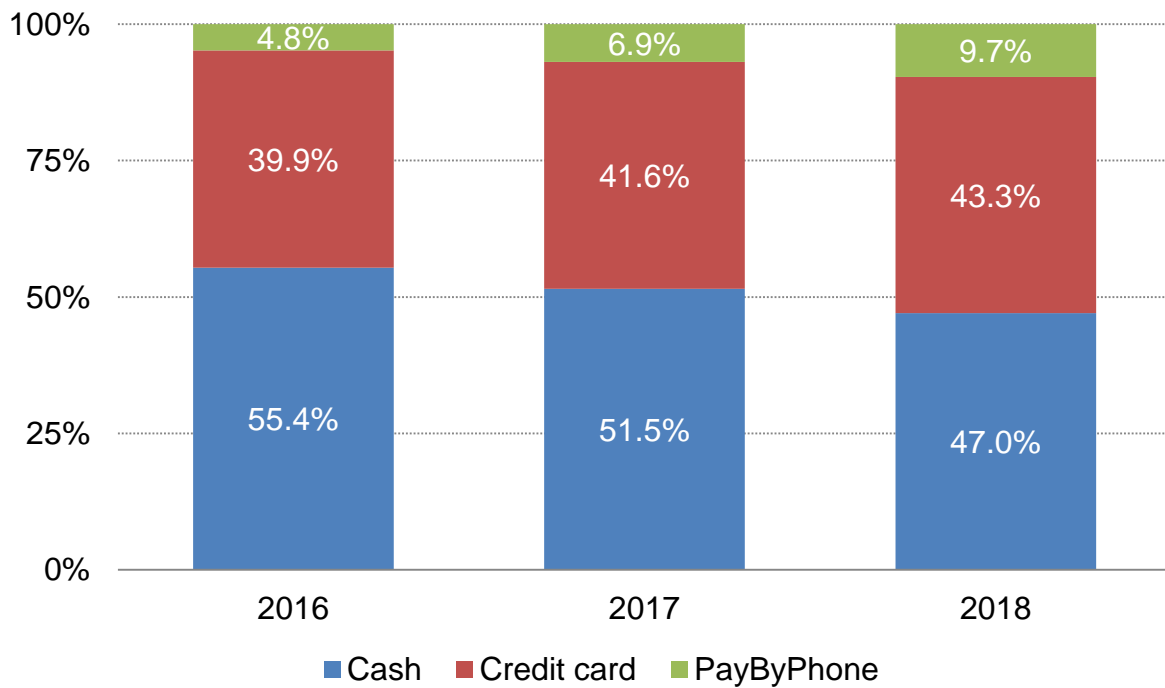
ANALYSIS

The uptime rate for parking equipment was 98.5% in 2018, slightly higher than the previous year. Data for this measure was estimated using reporting information from the contractor that supplies and maintains the equipment.

The increase in uptime relative to 2017 is a result of improved monitoring initiatives and strategies to address long-term outages and other specific issues and trends.

Overall uptime remains high and will continue to be monitored to ensure that a high level of service continues to be offered to customers.

3. PARKING TRANSACTIONS BY PAYMENT TYPE (ON-STREET)



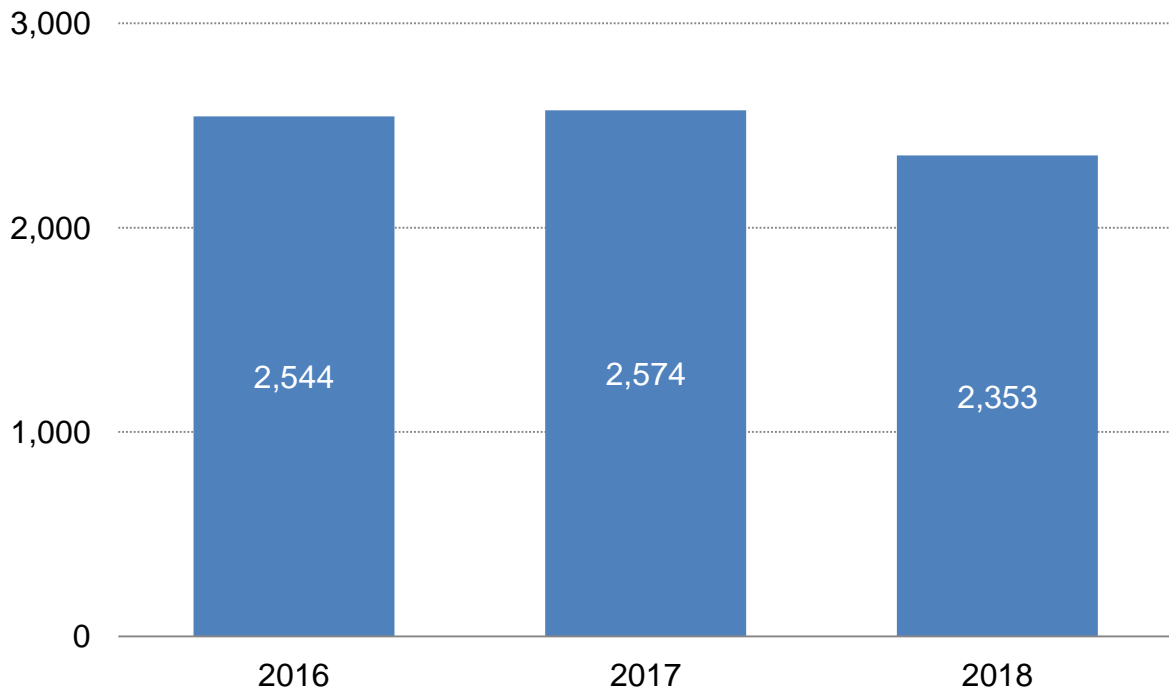
Transactions by Payment Type	2016	2017	2018
Cash	55.4%	51.5%	47.0%
Credit Card	39.9%	41.6%	43.3%
PayByPhone	4.8%	6.9%	9.7%

ANALYSIS

The proportion of on-street Pay & Display transactions conducted with a credit card increased to 43.3% in 2018, up from 41.6% in 2017. The proportion of cash transactions decreased to 47.0% in 2018, down from 51.6% in 2017.

The usage of PayByPhone continues to increase, representing 9.7% of all transactions in 2018, up from 6.9% in 2017.

4. NUMBER OF 3-1-1 CALLS FOR PARKING EQUIPMENT



3-1-1 Calls for Parking Equipment	2016	2017	2018
Total calls	2,544	2,574	2,353

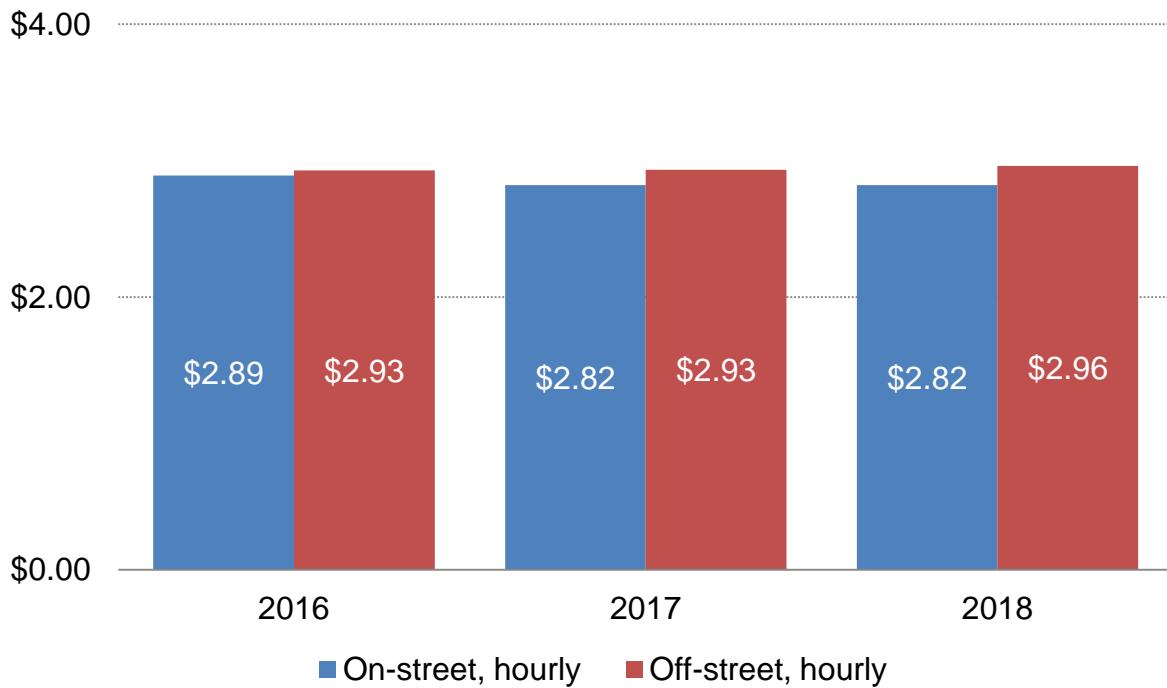
ANALYSIS

In 2018, a total of 2,353 calls were registered with 3-1-1 related to parking equipment, a decrease of 9% compared to 2017.

The decrease in calls in 2018 is a result of improved monitoring initiatives and strategies to address long-term outages and other specific issues and trends. The decrease is also attributed to the positive impact of the equipment refurbishment program that began in 2018 and will continue in 2019.

There are continuing initiatives to work with the vendor to further improve the customer experience and reduce the number of related service requests.

5A. AVERAGE HOURLY RATES (WEEKDAY)



Average Hourly Rates	2016	2017	2018
On-street	\$2.89	\$2.82	\$2.82
Off-street	\$2.93	\$2.93	\$2.96

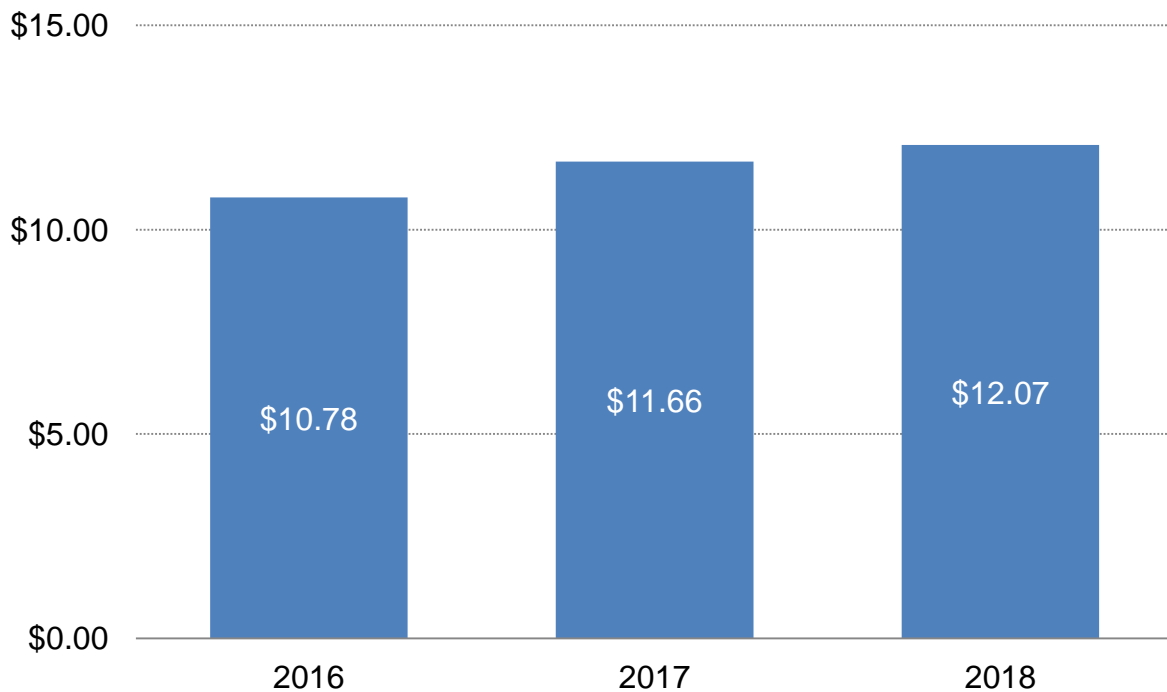
ANALYSIS

Average hourly on-street parking rates remained at \$2.82 in 2018.

Average hourly off-street parking rates were \$2.96 in 2018, slightly higher than \$2.93 in 2017. This was the result of various adjustments to off-street rates to improve management of off-street facilities.

See page 24 and 25 for full details of rate changes in 2018.

5B. AVERAGE DAILY MAXIMUM RATE (WEEKDAYS)



Average Daily Maximum Rate	2016	2017	2018
Off-street	\$10.78	\$11.66	\$12.07

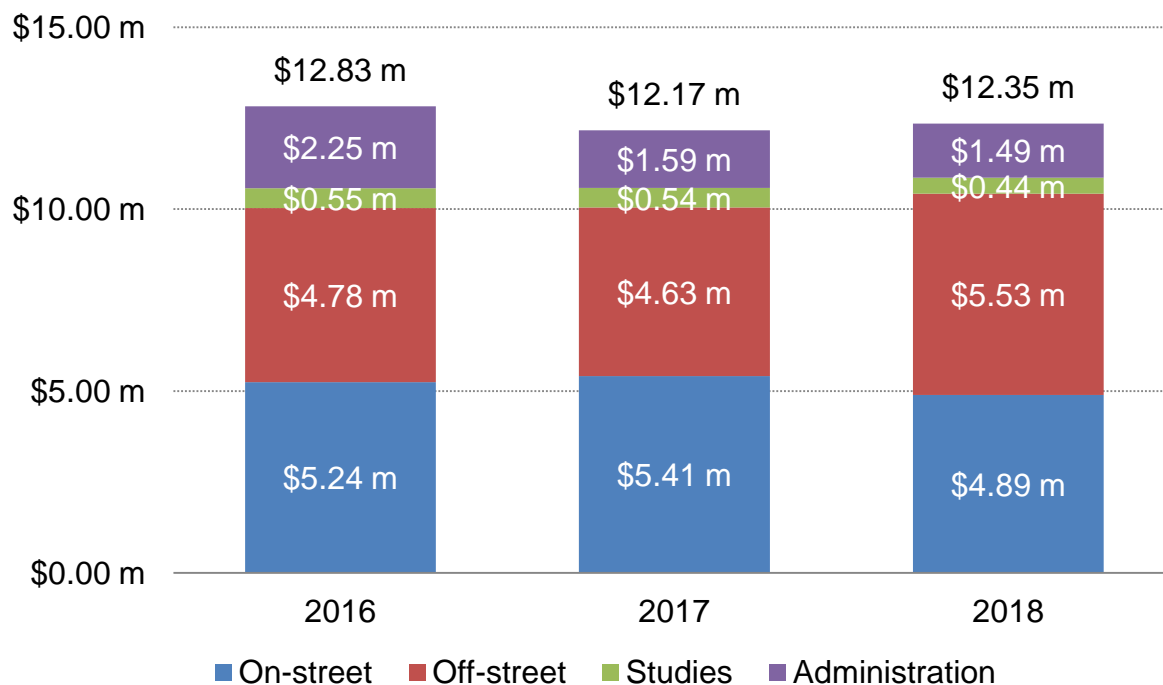
ANALYSIS

This measure is being reported for the second time as part of the Parking Services Annual Report. It helps to illustrate trends related to how long-term parking is priced.

There has been a steady increase in this measure over the last three years. In 2018, the increase of 41 cents over 2017 (+3.5%) is the result of increases in the daily maximum at City Hall garage and at three surface lots.

Off-street rates are reviewed three times per year and adjusted both in response to market conditions and to ensure fulfillment of the objectives of the *Municipal Parking Management Strategy*.

6. OPERATING EXPENSES (EXCLUDING PRF CONTRIBUTION)



Operating Expenses	2016	2017	2018
Administration	\$2.25 m	\$1.59 m	\$1.49 m
Studies	\$0.55 m	\$0.54 m	\$0.44 m
Off-street	\$4.78 m	\$4.63 m	\$5.53 m
On-street	\$5.24 m	\$5.41 m	\$4.89 m
Total	\$12.83 m	\$12.17 m	\$12.35 m

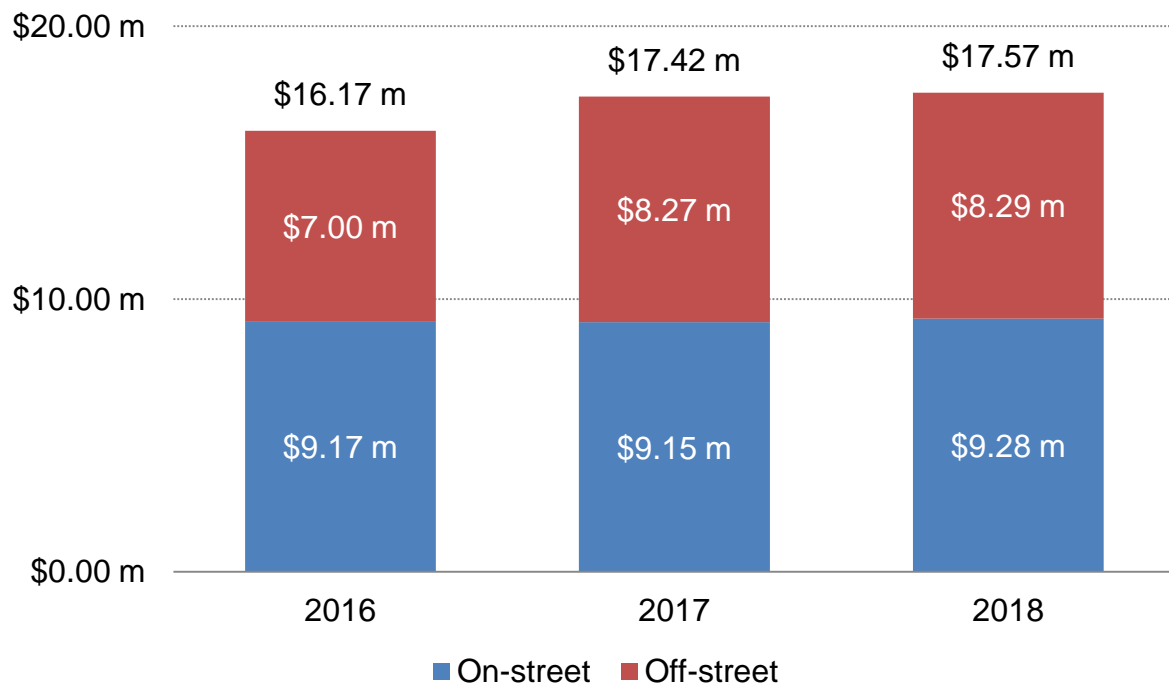
ANALYSIS

Overall, expenses in 2018 were 1.5% higher than 2017.

Off-street expenses were higher due to increased program facility costs, increased security costs, and adjustments to accrued expenses related to the parking payment equipment contract.

Expenses in 2018 for Studies and Administration were similar to 2017.

7. REVENUE



Revenue	2016	2017	2018
On-street	\$9.17 m	\$9.15 m	\$9.28 m
Off-street	\$7.00 m	\$8.27 m	\$8.29 m
Total	\$16.17 m	\$17.42 m	\$17.57 m

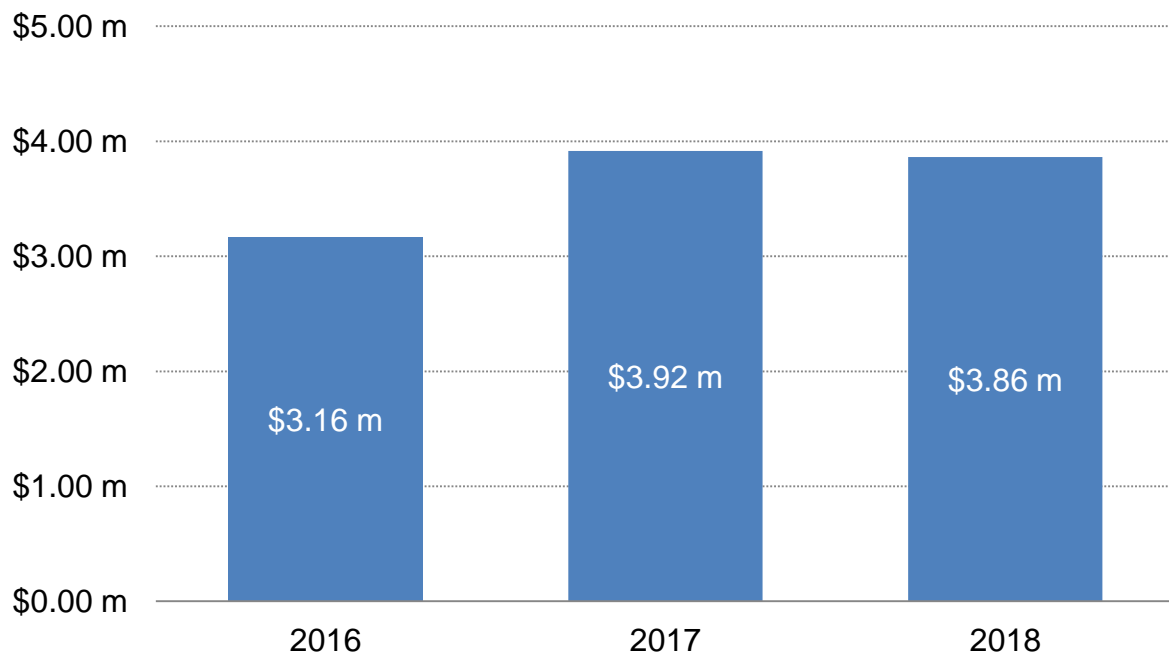
ANALYSIS

Off-street revenues in 2018 were similar to those of 2017. In 2016, the closure of the ByWard Market parking garage for a few months due to construction caused revenues to be lower. During 2018, two surface lots were closed in the summer, which mitigated any overall revenue increases in that year.

On-street revenues are up slightly primarily due to increased on-street permit revenues.

Beginning in 2016, a portion of the on-street revenue is allocated to offset deferred capital costs of the Pay & Display machines and Parking Facility Payment Systems (approximately \$127,000 in 2016; \$1.3 million in both 2017 and 2018).

8. PARKING RESERVE FUND (PRF) CONTRIBUTION



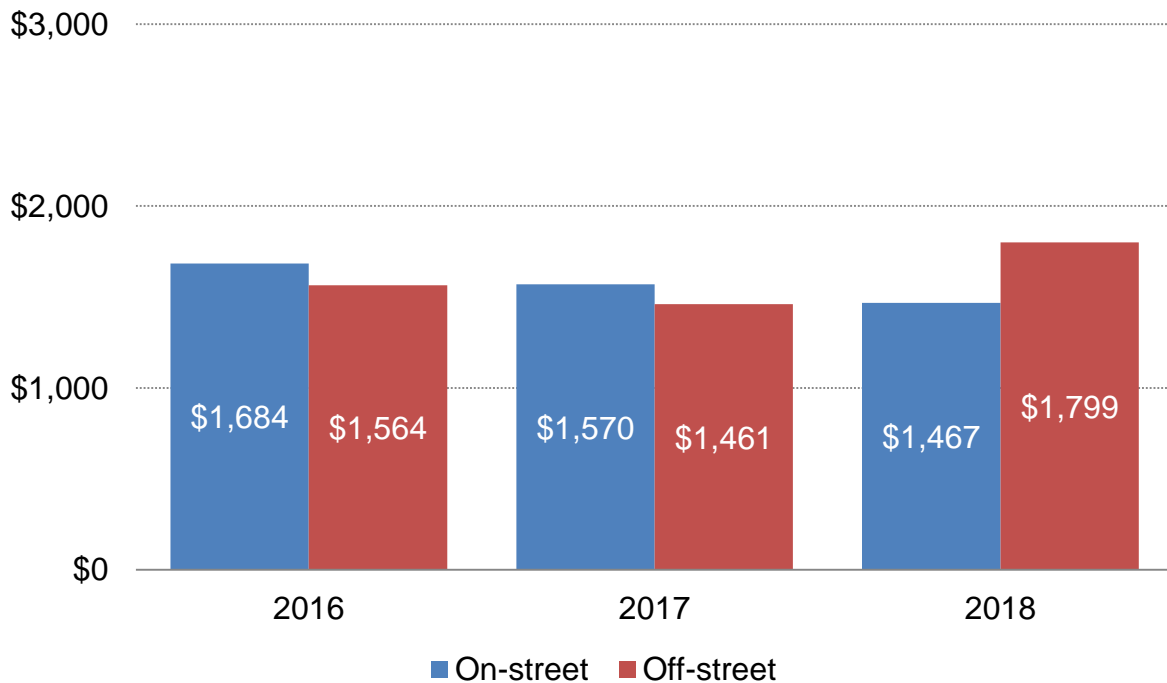
Parking Reserve Fund Contribution	2016	2017	2018
Total contribution	\$3.16 m	\$3.92 m	\$3.86 m

ANALYSIS

The contribution to the Parking Reserve Fund consists of the difference between revenues and expenditures and is used to fulfill the program objective that relates to ensuring that the revenues generated by the Municipal Parking Management Program are sufficient to wholly recover all expenses and then contribute to a reserve fund to finance future parking system development, operation and promotion.

A total of \$3.86 million was contributed to the Parking Reserve Fund in 2018, similar to the \$3.92 million contributed in 2017 and higher than 2016 due to higher operating expenses in that year.

9. AVG EXPENSE PER SPACE (EXCLUDING PRF CONTRIBUTION)



Average Expense Per Space	2016	2017	2018
On-street	\$1,684	\$1,570	\$1,467
Off-street	\$1,564	\$1,461	\$1,799

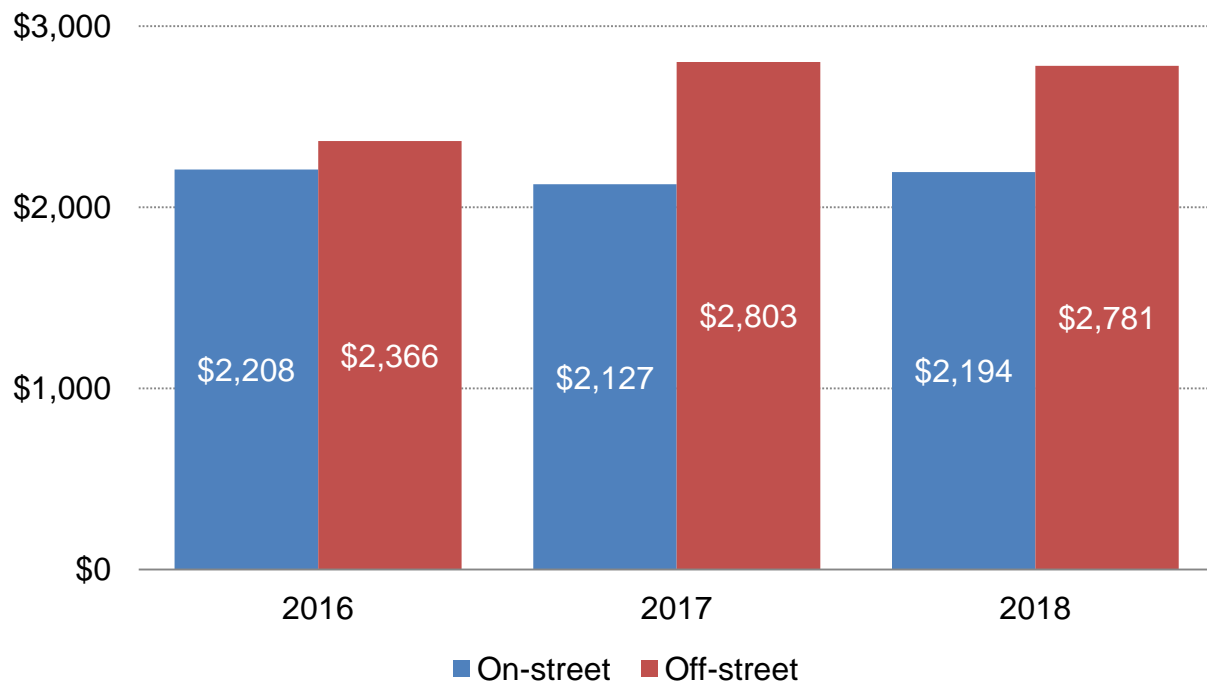
ANALYSIS

The average expense per on-street space in 2018 was \$1,467, down slightly from \$1,570 in 2017 and \$1,684 in 2016. This includes applicable administration costs.

The average expense per off-street space in 2018 was \$1,799, up from \$1,461 in 2017 and \$1,564 in 2016. This includes applicable administration costs. Since this measure is intended to reflect expenses for paid off-street parking spaces, Park and Ride spaces (and the corresponding expenses) as well as expenses for unpaid parking spaces are excluded.

Variations are attributable to changes in expenditures. See page 17 for further details.

10. AVERAGE REVENUE PER SPACE



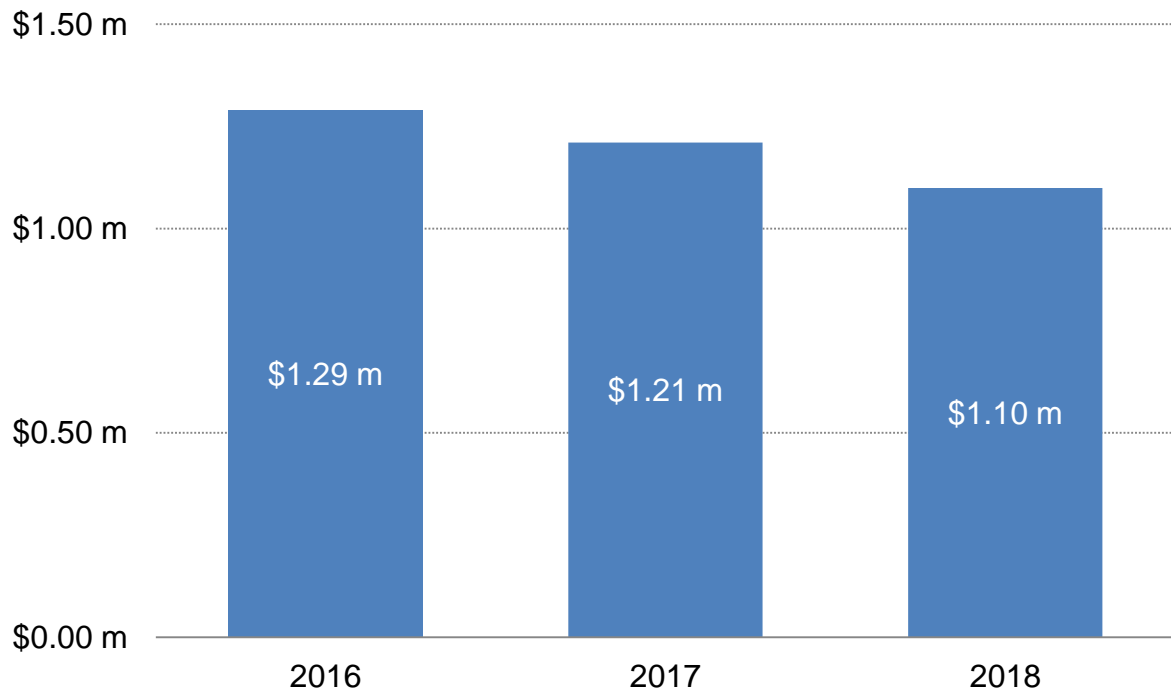
Average Revenue per Space	2016	2017	2018
On-street	\$2,208	\$2,127	\$2,194
Off-street	\$2,366	\$2,803	\$2,781

ANALYSIS

Average revenue per on-street space in 2018 was \$2,194, up slightly from \$2,127 in 2017. The increase was due to slightly higher on-street revenues in 2018. Since this measure is intended to reflect revenue for paid on-street parking spaces, residential parking spaces and the corresponding on-street parking permit revenue are excluded from this measure.

Average revenue per off-street space in 2018 was \$2,781, down slightly from \$2,803 in 2017. The slight decrease can be attributed to a minor variation in the number of spaces. Since this measure is intended to reflect revenue for paid off-street parking spaces, Park and Ride spaces and the corresponding permit revenue are excluded.

11. SPENDING ON SUSTAINABLE MODES OF TRANSPORTATION



Spending on Sustainable Modes	2016	2017	2018
Total spending	\$1.29 m	\$1.21 m	\$1.10 m

ANALYSIS

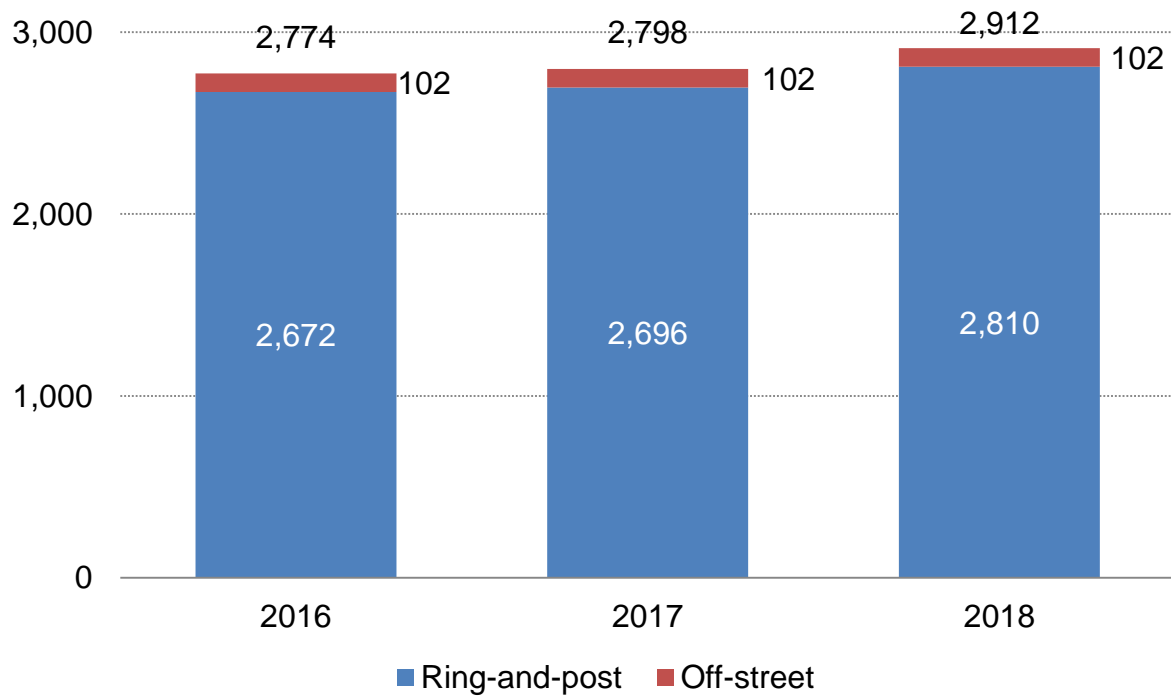
Spending in support of sustainable modes of transportation aligns with the objectives of the *Municipal Parking Management Strategy*.

Total spending in support of sustainable modes of transportation was \$1.10 million in 2018, slightly less than \$1.21 million in 2017 and \$1.29 million in 2016. The reduced expenditures are due to reduced OC Transpo Park and Ride maintenance costs, which are covered by Parking Services through transfers to OC Transpo/Transportation Services Department.

Other components include the costs related to the ring and post bike parking program, and transfers to different internal departments in support of Transportation Demand Management initiatives and sustainable urban planning programs.

Opportunities for additional funding in support of sustainable modes of transportation are being considered as part of the *Municipal Parking Management Strategy* Refresh process.

12. TOTAL BICYCLE SPACES MANAGED BY PARKING SERVICES



Total Bicycle Spaces Managed	2016	2017	2018
Streetside (Ring-and-Post)	2,672	2,696	2,810
Off-street	102	102	102
Total	2,774	2,798	2,912

ANALYSIS

As of December 31, 2018, Parking Services managed 2,810 ring and post spaces and 102 spaces in seven different off-street parking lots, for a total of 2,912 bicycle parking spaces.

The increase in ring and post spaces is due to the installation of 32 new ring and post bicycle racks throughout the downtown core, and 25 new ring and post racks near OC Transpo bus stops.

PAID PARKING ADJUSTMENTS IN 2018

Parking Services is required to report on any changes made to parking rates, hours, and locations during the year under the Delegation of Authority By-law in its Annual Report. The following is the list of changes made in 2018.

RATES & HOURS

- 210 Gloucester Street parking lot (Gloucester Street Parking Garage – Lot 3)
 - Weekday daily max increased from \$15.00 to \$16.00
- 110 Laurier Street garage (City Hall Parking Garage – Lot 6)
 - Weekday daily max increased from \$16.00 to \$17.00
 - Evening and weekend rates reduced to zero
- 234 Slater Street parking lot (Lot 9)
 - Weekday daily max increased from \$18.00 to \$20.00
 - Weekday 30-minute rate increased from \$2.00 to \$2.50
- 574 Bank Street parking lot (Lot 10)
 - Monthly rate increased from \$95.00 to \$110.00
 - Weekday daily max increase from \$10.00 to \$11.00
 - Weekday evening rate decrease from \$6.50 to \$4.00
- 687 Somerset Street parking lot (Lot 11)
 - Monthly rate increased from \$95.00 to \$110.00
- 762A Somerset Street lot (Lot 12)
 - Monthly rate increased from \$95.00 to \$110.00
 - Weekday daily max decrease from \$9.00 to \$8.00
- 366 Parkdale Avenue parking lot (Lot 13)
 - Monthly rate increased from \$53.74 to \$70.00
- 301 Preston Street parking lot (Lot 14)
 - New weekend rate structure: 8:30am to 8pm (formerly 8:30am to 6pm, then 6pm to 8:30pm)
 - Weekend daily max reduced from \$5.00 to \$2.00, 8:30am to 8pm
 - Weekend 30-minute rate reduced from \$1.00 to \$0.50, 8:30am to 8pm
- 422 Slater Street parking lot (Lot 18)
 - Weekday 30-minute rate increased from \$1.00 to \$1.25
- 400 North River Road parking lot (Lot 20)
 - Weekday daily max increased from \$12.00 to \$14.00
 - Monthly rate increased from \$105.00 to \$115.00
- 283 Cyr Avenue parking lot (Lot 22)

- Monthly rate increased from \$55.00 to \$65.00
- Weekday daily max increased from \$4.00 to \$5.50

OFF-STREET INVENTORY

- Closure of the 111 Kent Street parking lot (Lot 27) in June 2018 resulting in a loss of 44 off-street parking spaces
- Closure of the 160 Lyon Street parking lot (Lot 28) in July 2018 resulting in a loss of 33 off-street parking spaces
- Reduction of 5 spaces at the 110 Laurier Street garage (City Hall Parking Garage – Lot 6) due to parking space reconfiguration

PAID ON-STREET INVENTORY

- Bayview Ave – 49 paid parking spaces converted to unpaid parking spaces in coordination with changes to curbside regulations (the change occurred in 2017, but was reflected on the inventory in 2018)
- Queen St – net loss of 16 paid parking spaces due to road reconstruction
- King Edward Ave – 6 paid spaces removed due to an extended turning lane between Osgoode and Laurier
- Lyon St – loss of 6 paid spaces due to the establishment of a no stopping zone between Daly and Laurier Ave E
- Albert St – loss of 5 paid parking spaces due to the establishment of a hotel loading zone between Lyon and Kent
- Dalhousie St – loss of 5 paid parking spaces due to the establishment of a hotel loading zone between George and York
- Preston St – loss of 5 paid spaces due to the establishment of a loading zone between Aberdeen and Gladstone
- Ruskin Ave – loss of 5 paid spaces due to the establishment of a hospital layby
- Various – 14 paid spaces removed due to re-measurements, bus stop extensions, and other roadway modifications

ON-STREET PAID PARKING INVENTORY

ALL LOCATIONS

Area	Parking Spaces	Hourly Rate (weekday)
ByWard Market & Downtown Rideau	798	\$3.00
CentrepoinTE	158	\$3.00
Centretown ¹	1,339	\$3.00
Chinatown ²	147	\$3.00
Civic Hospital	60	\$3.00
Downtown ³	317	\$3.00
Glebe	210	\$3.00
Holland Cross	84	\$3.00
King Edward	16	\$3.00
Preston & Booth Street Complex	305	\$3.00/\$1.50 ⁴
Rideau east of King Edward	121	\$1.50
Sanford Fleming & Terminal	73	\$1.50
Vanier	78	\$2.00
War Museum (Wellington Street)	122	\$3.00
Tour bus parking (various locations)	27	\$4.50

¹ The area south of, and including, Gloucester Street, west of the Rideau Canal, north of the Queensway and east of Bay Street.

² Somerset Street from Preston Street to Bay Street, including side streets.

³ The area north of Gloucester Street, and east of Bronson Street to the Rideau Canal.

⁴ Reduced rate is in effect for spaces in this area on Rochester Street, Booth Street, Norman Street and Daniel McCann Street.

OFF-STREET PAID PARKING INVENTORY

PARKING GARAGES

#	Garage	Parking Spaces	Accessible Spaces	Hourly Rate (weekday day)
3	210 Gloucester St.	212	7	\$4.00
4	ByWard (70 Clarence St.)	289	6	\$3.00
5	Dalhousie (141 Clarence St.)	461	6	\$2.50
6	City Hall (110 Laurier Ave. West)	845	12	\$4.00
8	Glebe (170 Second Ave.)	144	7	\$2.50
12	760 Somerset St.	19	1	\$2.50

PARKING LOTS

#	Lot	Parking Spaces	Accessible Spaces	Hourly Rate (weekday day)
9	234-250 Slater St.	65	1	\$5.00
10	574 Bank St.	19	1	\$2.50
11	687 Somerset St.	46	2	\$2.50
13	Parkdale Market	20	1	\$2.50
14	301 Preston St.	62	3	\$2.00
18	422 Slater St.	10	1	\$2.50
19	474 Elgin St	20	1	\$5.00
20	400 North River Rd.	79	4	\$2.50
22	283 Cyr Ave.	25	2	\$2.00
23	2950 Riverside Dr.	186	3	\$1.50
30	795 Trim Rd.	274	3	\$1.00