

PARKING SERVICES

2014 ANNUAL REPORT

PUBLIC WORKS DEPARTMENT



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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. The Parking Services branch fulfills this annual reporting requirement each year.

PARKING SERVICES BRANCH

The Parking Services branch is one of seven operating branches in the City of Ottawa's Public Works Department. Consisting of three units – Parking Operations, Parking Studies, and Management Support – the branch features a range of expertise and experience in the parking field.

The primary responsibility of the branch is to deliver the Municipal Parking Management Program, designed to provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking that supports local businesses, institutions and tourism. The *Municipal Parking Management Strategy*, approved by Council in 2009, serves as the guiding document for the Municipal Parking Management Program and establishes the five strategic objectives of the program.

2014 ANNUAL REPORT OVERVIEW

The 2014 Annual Report presents the achievements and initiatives completed by the Parking Services branch in 2014. It presents the following information:

- An overview of the branch
- The role of the Parking Stakeholder Consultation Group (PSCG)
- The accomplishments and achievements of 2014 grouped by theme
- The 2014 year-end results of twelve key business indicators with a comparison to 2013 and 2012
- A summary of adjustments made to paid parking in 2014
- An inventory of all paid municipal parking managed by the branch

2014 HIGHLIGHTS

- Installation of a state of the art Parking Guidance System in the ByWard and Dalhousie parking garages in the ByWard Market that alerts motorists to available spaces using a fully automated digital counting system

- Refreshing of the ByWard and Dalhousie garages including new signage and visual identity, new elevators, new windows and doors, and accessibility upgrades
- Establishment of a new 33 space surface parking lot located at the corner of Lyon and Albert in order to enhance our service offerings downtown by providing more convenient short-term parking
- Installation of a new access ramp and reconfiguration of accessible parking spaces in the 210 Gloucester St. parking garage that improves accessibility of the garage
- Completion of the Vanier Local Area Parking Study which was tabled at Transportation Committee and which was performed completely in house without any support from external resources
- Substantial completion of the final phases of repair work at the City Hall parking garage that will extend the life of the facility
- Ongoing relationship building with local stakeholders including Ward Councillors, BIA's, and Community Associations through regular consultations, hosting open houses, attending general meetings, and regular Parking Stakeholder Consultation Group meetings
- Recognition by the Chair of the Environment Committee and the City Manager with an Environmental Excellence Award for the Ring and Post Bicycle Rack Program
- Replacement of old tour bus parking meters with brand new state of the art digital meters. The new meters accept both credit card and coin payments, feature wireless remote monitoring to maximize reliability, and are solar powered so require no external power source which limits their impact on the environment
- Publication of the fourth annual Business Plan and the third Annual Report as mandated by the *Municipal Parking Management Strategy*. Both documents were approved by Transportation Committee and Council.

PARKING STAKEHOLDER CONSULTATION GROUP

PURPOSE

The Parking Stakeholder Consultation Group (PSCG) was established with the approval of the *Municipal Parking Management Strategy* in 2009. Consisting of 12 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 advice and guidance on parking management policy that supports the objectives of the Municipal Parking Management Program as well as the parking objectives of the Transportation Master Plan.

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

Regular consultation with the PSCG ensures that community stakeholders remain well informed of issues related to municipal parking and that the services offered by the Parking Services branch are aligned with the needs and wants of the community.

Using the Council approved Terms of Reference for the Parking Stakeholder Consultation Group, a process will be undertaken to identify members for the 2015 – 2018 term of Council.

PSCG MEMBERS (2011 – 2014)

- Chair – Kevin Wylie, GM Public Works
- BIA Representatives – Jasna Jennings, Lori Mellor, Natalie Hanson (2011-2013), Mary Thorne (2013-2014), & Suzanne Valiquet
- Community Association Representatives – Chris Bradshaw, David Baird, & Denis Schryburt (2011-2013)
- TDM/Cycling/Pedestrian Representative – Daniel Spence
- Ottawa Tourism & Convention Authority Representative – Glenn Duncan
- Development Industry Representative – Dean Karakasis
- Places of Worship Representative – Greg Fyffe
- Member at Large – Sheldon Cross
- Accessibility Representative – Barry McMahon (2011-2013); James St. John (2014-)

CUSTOMER EXPERIENCE

Service Excellence plays a big 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.

NEW FACILITY SIGNAGE

In conjunction with the new Parking Guidance System in the ByWard Market (see next page), Parking Services also unveiled new visual identity signage at the ByWard Garage (70 Clarence St.) and Dalhousie Garage (141 Clarence St.). In consultation with local stakeholders, the names “ByWard” and “Dalhousie” were assigned to the garages respectively to acknowledge the heritage of the area and to facilitate easier location and identification for motorists.

With the help of a graphic designer, a more streamlined signage system was developed and all of the old decorative and informational signage was replaced with new signage that blends in well with the surrounding environment. The new signage system provides a cleaner and more modern aesthetic, and eliminates duplicate signs. Look for new signage in Parking Services’ other facilities in 2015.

MORE DOWNTOWN PARKING OPTIONS

In 2014, the Parking Services branch worked with its partners in Light Rail and Real Estate to open a brand new 33 space surface parking lot at 160 Lyon St. The new lot is located one block west of the surface parking lot located at 111 Kent St., which opened in 2013 but saw a reduction in spaces due to LRT construction activities. The new lot provides convenient parking for the downtown core and allows the branch to continue offering a high level of service.

170 SECOND AVE. PARKING GARAGE

Significant progress was made towards the construction of a new parking garage at 170 Second Ave. in the Glebe in 2014. Parking Services staff along with internal partners, external contractors and community stakeholders, worked on design concepts, held a competition to choose public art to be displayed in the garage, and finalized the construction timetable. Construction of the garage began in January 2015.

TECHNOLOGICAL INNOVATION

Introducing new technologies designed to improve customer service by improving efficiency and enhancing service is an important part of providing excellent parking services. New technologies improve customer satisfaction, streamline operations, and offer new and exciting services. Several new technologies were adopted by Parking Services in 2014 that enhance municipal parking services in Ottawa.

PARKING GUIDANCE SYSTEM IN THE BYWARD MARKET

A Parking Guidance System (PGS) is designed to optimize the supply of parking in a given area by helping motorists quickly find nearby available parking spaces. By reducing the need to drive around in search of parking, a PGS can both reduce traffic congestion and reduce vehicle emissions.

In 2014, Parking Services installed a fully automated PGS in the ByWard (70 Clarence St.) and Dalhousie (141 Clarence St.) parking garages in the ByWard Market. The system features dynamic digital display boards outside each garage entrance that show the number of available parking spaces and accessible spaces in both garages. Inside the garages, digital displays show the number of spaces available on each floor, allowing motorists to find parking easily. The Dalhousie garage also features individual space sensors using an overhead mounted LED which shows available spaces in green and occupied spaces in red, adding further convenience to parkers. Accessible space LED lights are blue. The PGS has effectively helped to integrate the parking supply of the ByWard and Dalhousie garages to enhance service for parkers.

NEW TOUR BUS PARKING METERS

Located throughout the downtown core, Parking Services provides 27 paid tour bus parking spaces that offer a convenient place for tour bus operators to park their buses so that tour groups can embark and explore the City. Tour buses contribute greatly to the local economy so convenient access to suitable parking is important.

Starting in May 2014, all of the old meters were replaced with brand new state of the art digital meters. For the convenience of tour bus drivers, who often don't carry coins, the meters accept both credit card and coin payments. The machines feature wireless remote monitoring to maximize reliability, and they are solar powered and require no external power source which limits their impact on the environment.

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. Business Improvement Associations (BIA's), Community Associations, representatives from Places of Worship, and Ward Councillors were actively engaged in 2014.

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 for the City to promote the Municipal Parking Management Program by providing eligible BIA's with an annual grant of up to \$5,000 to be used for promotions and projects that are consistent with the objectives of the MPMS. Somerset-Chinatown, Bank Street, Downtown Rideau, ByWard Market, and Vanier BIA's applied for and received the grant in 2014.

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. A total of three meetings were held in 2014, where a wide variety of topics were discussed including bicycle parking, the capital program plan, facility improvements and upgrades, accessibility, Local Area Parking Studies, and the annual business plan.

STAKEHOLDER CONSULTATIONS

Stakeholders were consulted throughout 2014 regarding various studies in Vanier, Little Italy, Westboro, and Lynda Lane. Staff attended business improvement area meetings, contacted community associations, held open houses, met with Councillors, contacted places of worship, and met with other affected stakeholders.

The purpose of these extensive consultations was to present information, discuss results, and pursue opportunities to ensure that all stakeholders have an opportunity to provide input before the study reports are complete. Stakeholders were also involved in the development of recommendations in order to address the parking concerns of the local communities that they represent.

ENVIRONMENTAL SUSTAINABILITY

Adopting environmentally sustainable business practices is important to Parking Services. One of the primary strategic objectives described by the *Municipal Parking Management Strategy* is the promotion, establishment, and maintenance of programs and facilities that encourage the use of alternative forms of transportation. As such, the branch endeavours to adopt environmentally sustainable practices into its service offerings.

2014 ENVIRONMENTAL EXCELLENCE AWARD WINNER

Throughout the summer and fall of 2010, the City replaced all 4,000 of its on-street single space parking meters with approximately 650 solar powered Pay & Display machines. Since cyclists had become accustomed to using the former parking meters as secure bicycle parking, and since one of the objectives of the *Municipal Parking Management Strategy* is to promote alternative modes of transportation, the Parking Services branch embarked on an initiative to convert the former parking meters into “Ring and Post” bicycle racks to ensure there would not be a loss of bicycle parking.

The project was a collaborative effort between Parking Services and the Transportation Planning branch in the Planning and Growth Management Department (PGM). PGM identifies areas that have a demand for bicycle parking in order to fulfill the cycling elements of the City’s Transportation Master Plan and the Cycling Plan, while Parking Services funds the cost from parking revenues, and procures and installs the bike racks using efficient work scheduling with existing staff.

Since the start of the project in 2010, 2,542 bicycle parking spaces have been created throughout the downtown core as a result of the program. More are planned for future years.

As a result of this excellent and environmentally friendly program, on September 16, 2014, the Parking Services branch was recognized by the Chair of the Environment Committee and the City Manager with an Environmental Excellence Award for the Ring and Post Bicycle Rack Program.

The award shows that Parking Services’ efforts in providing alternative modes of transportation have not gone unnoticed, and demonstrate how the branch is working to implement the *Municipal Parking Management Strategy* into all aspects of the services it offers.

OPERATIONAL ENHANCEMENTS

Parking Services manages five multi-story parking garages and 14 surface parking lots in addition to nearly 4,000 paid on-street parking spaces and over 2,500 bicycle parking spaces. 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. A number of operational enhancements were achieved in 2014.

PARKING FACILITY IMPROVEMENTS

The Parking Services branch continued to make progress on its Facilities Improvement Plan, a comprehensive work plan that acts as a roadmap for parking facility upgrades and improvements. Designed to improve the customer experience and to fulfil the vision of providing world-class parking services, it was developed with stakeholder input and recommendations resulting from facility assessments related to facility condition, accessibility, and security. 2014 highlights include:

- New window glazing and LED lighting in all four stairwells in the ByWard (70 Clarence St.) parking garage, designed to improve appearance and safety.
- Replacement of all doors and glass curtain walls in elevator lobbies of the 70 Clarence St. parking garage.
- Removal and replacement of elevators in the ByWard (70 Clarence St.) & Dalhousie (141 Clarence St.) parking garages.
- Completion of deck repairs at the City Hall parking garage which consisted of the removal and replacement of identified sections of the concrete slab and the replacement of drains and expansion joints.

ACCESSIBILITY

Parking Services continued to increase accessibility at its parking facilities in 2014. Automated door activation switches were installed at the ByWard (70 Clarence St.) parking garage, allowing those with limited mobility to open and close doors with the push of a button. In the Dalhousie (141 Clarence St.) garage, pedestrian access was improved to make entry and exit easier for all users. An accessibility ramp designed to improve access to the 210 Gloucester St. garage was completed in early 2014, and additional accessible parking spaces were added to both the City Hall and ByWard parking garages. Further, all reports published by Parking Services in 2014 met the Accessibility for Ontarians with Disabilities Act.

PERFORMANCE MEASURES

Measuring performance plays a critical role in the decision making process. A total of twelve key business indicators have been selected to indicate overall performance of the branch and are presented on the following pages. Trends for 2014 can be summarized as follows:

REVENUE

- On-street revenues were \$9.34 million in 2014, similar to \$9.35 million in 2013 and \$9.29 million in 2012. The on-street revenue amounts include actual collections and any applicable revenue guarantee component over the adjusted baseline revenues in accordance with the agreement with the third party service provider of the Pay & Display technology. The adjustments to the baseline revenues account for permanent and temporary adjustments due to machine hoodings, capital projects, third party construction projects, removal/relocation of Pay & Display machines, etc. Adjustments such as these are made each year as required and are the subject of regular contract discussions with the supplier.
- Off-street revenues increased to \$6.95 million in 2014, higher than \$6.44 million in 2013 and \$6.46 million in 2012.

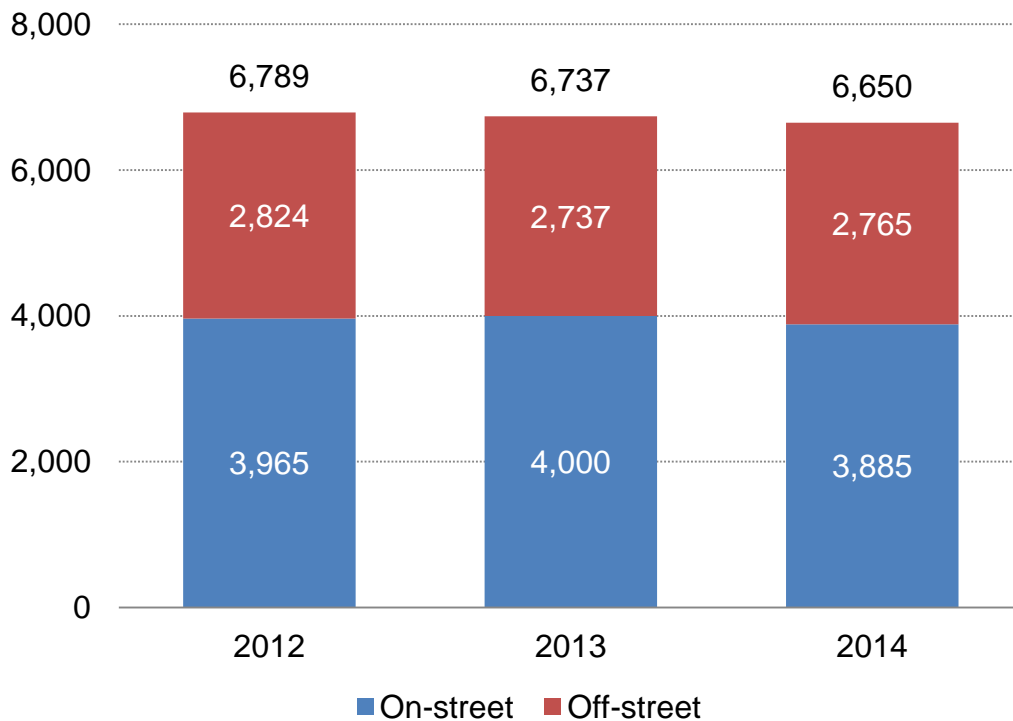
EXPENSES

- Total operating expenses were \$9.15 million in 2014, compared to \$7.83 million in 2013 and \$8.46 million in 2012.
- On-street expenditures were similar to 2013 but higher than 2012 due to a reassessment of the obligations payable to the third party service provider in accordance with the service agreement.
- Off-street expenditures were higher due to the reinstatement of payments in lieu of taxes (PILTs) on parking facilities.

PARKING RESERVE FUND CONTRIBUTION

- The contribution to the Parking Reserve Fund was \$7.07 million in 2014, compared to \$7.96 million in 2013 and \$7.29 million in 2012. The annual amount transferred contributes to the lifecycle and depreciation costs of existing parking infrastructure (on and off-street), future replacement of parking assets, and funding for future capital initiatives such as new parking facilities.

1. TOTAL PARKING SPACES MANAGED



	2012	2013	2014
On-street	3,965	4,000	3,885
Off-street	2,824	2,737	2,765
Total	6,789	6,737	6,650

ANALYSIS

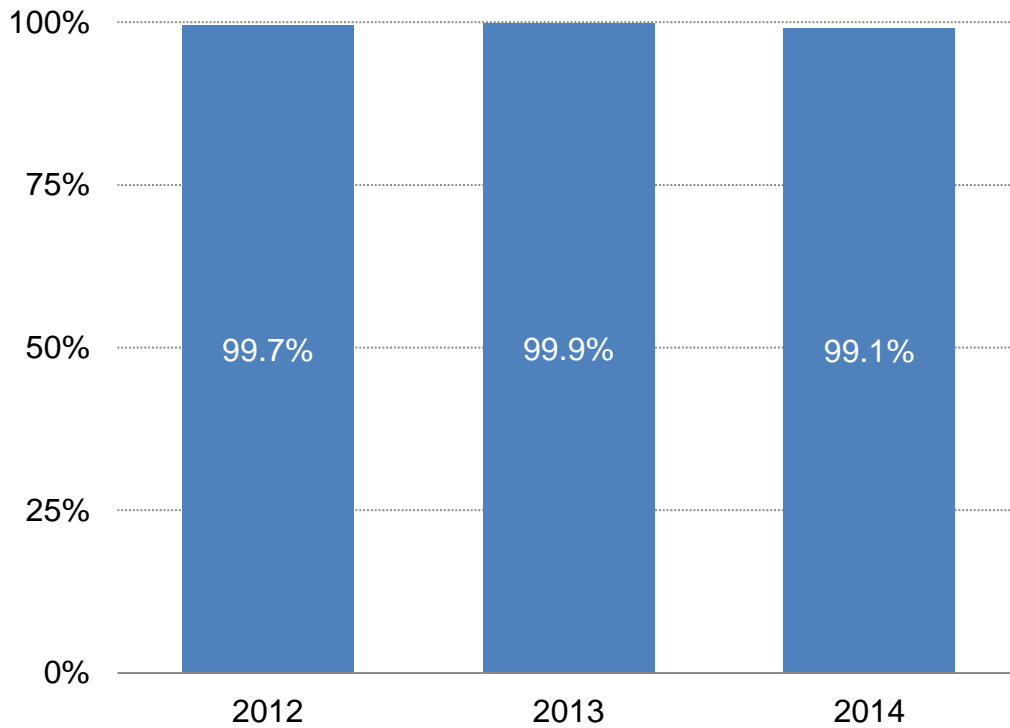
As of December 31, 2014, Parking Services managed 3,885 paid on-street parking spaces and 2,765 paid off-street spaces, for a total of 6,650 paid parking spaces.

The decrease in the number of on-street spaces was due primarily to the removal of paid parking spaces in the Vanier area.

The increase in the number of off-street spaces was due to Parking Services assuming management of the public parking lot at the Ottawa Police Station at 474 Elgin St. and the addition of a new surface parking lot at 160 Kent St.

See page 24 for complete details regarding the change in parking spaces in 2014.

2. PARKING EQUIPMENT UPTIME

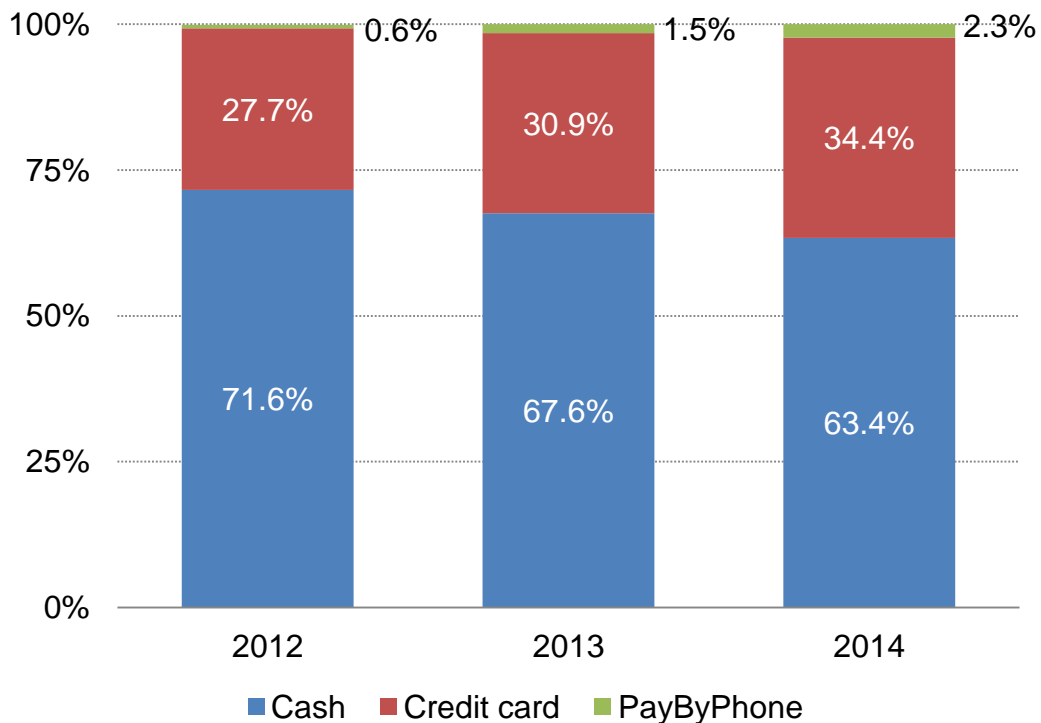


	2012	2013	2014
Parking Equipment Uptime	99.5%	99.9%	99.1%

ANALYSIS

The equipment uptime rate in 2014 is estimated at 99.1%, a slight decrease from previous years. This will continue to be monitored with the service provider to ensure that a high level of service continues to be offered to customers.

3. PARKING TRANSACTIONS BY PAYMENT TYPE



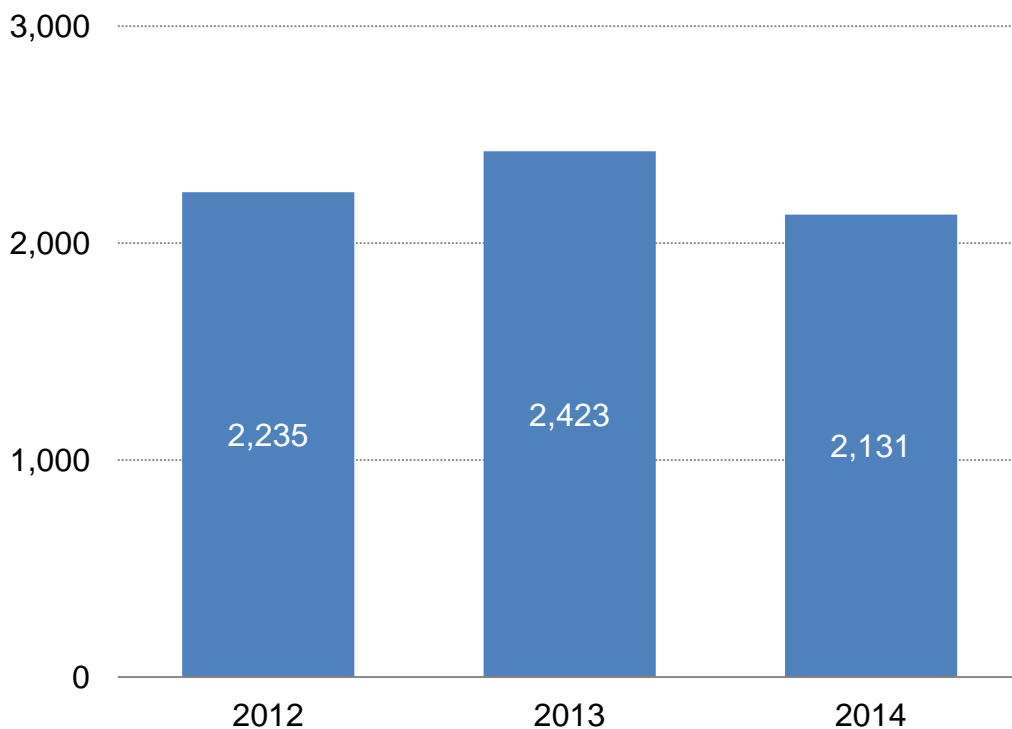
	2012	2013	2014
Cash	71.6%	67.6%	63.4%
Credit Card	27.7%	30.9%	34.4%
PayByPhone	0.6%	1.5%	2.3%

ANALYSIS

The proportion of Pay & Display transactions conducted with a credit card increased to 34.4% in 2014, up from 30.9% in 2013 and 27.7% in 2012. The proportion of cash transactions decreased to 63.4% in 2014 from 67.6% in 2013 and 71.6% in 2012.

The usage of PayByPhone, launched in 2012, increased to 2.3% of parking transactions in 2014, up from 1.5% in 2013 and 0.6% in 2012.

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



	2012	2013	2014
Number of 3-1-1 Calls for Parking Equipment	2,235	2,423	2,131

ANALYSIS

A total of 2,131 calls to 3-1-1 related to parking equipment were received in 2014, less than the 2,423 calls received in 2013 and 2,235 calls received in 2011.

5. AVERAGE HOURLY RATES (WEEKDAY)



	2012	2013	2014
On-street	\$2.95	\$2.95	\$2.98
Off-street	\$2.70	\$2.75	\$3.20

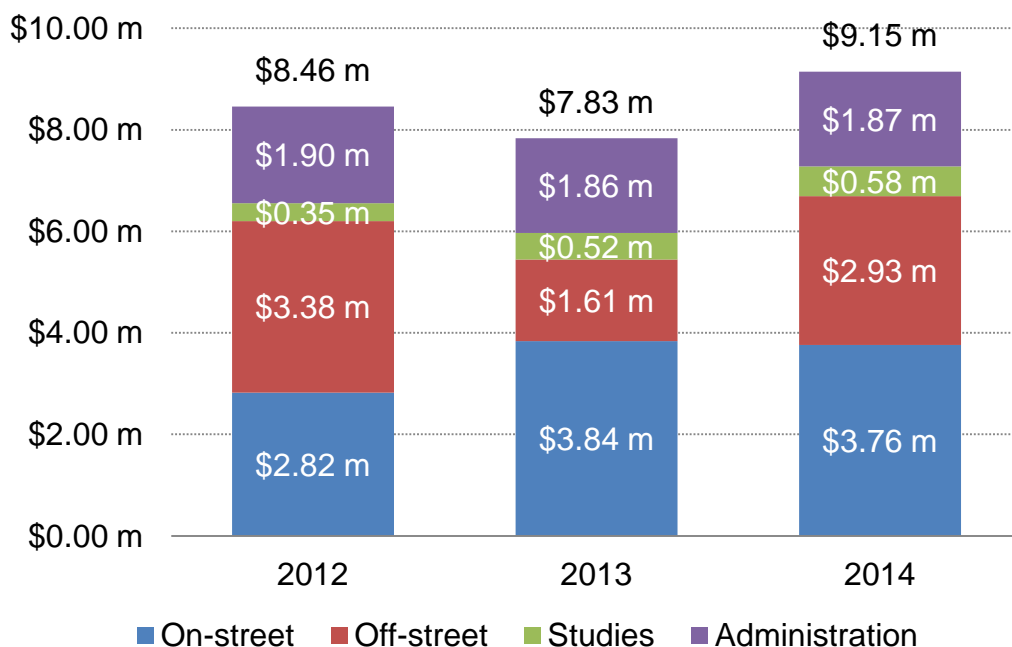
ANALYSIS

Average hourly on-street parking rates increased to \$2.98 in 2014, up from \$2.95 in 2013 and 2012. The increase is due to the removal of a number of paid parking spaces in Vanier that charged \$2.00 per hour, lower than the City-wide average, which increased the overall average rate.

Average hourly off-street parking rates increased to \$3.20 in 2014, up from \$2.75 in 2013 and \$2.70 in 2012. The increase is due to rate increases at the ByWard (70 Clarence St.), Dalhousie (141 Clarence St.), and City Hall parking garages.

See page 24 for complete details regarding the change in parking rates in 2014.

6. OPERATING EXPENSES



	2012	2013	2014
On-street	\$2.82 m	\$3.84 m	\$3.76 m
Off-street	\$3.38 m	\$1.61 m	\$2.93 m
Studies	\$0.35 m	\$0.52 m	\$0.58 m
Administration	\$1.90 m	\$1.86 m	\$1.87 m
Total	\$8.46 m	\$7.83 m	\$9.15 m

(in millions)

ANALYSIS

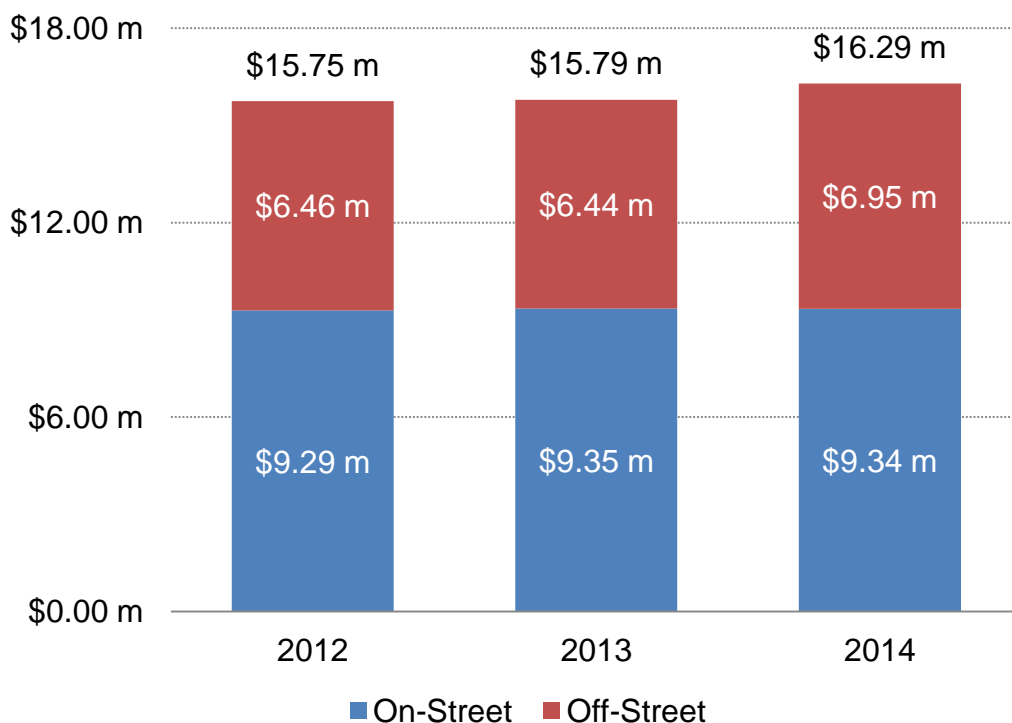
Total operating expenses in 2014 were \$9.15 million.

On-street expenditures were similar to 2013 but higher than 2012 due to a reassessment of the obligations payable to the third party service provider in accordance with the service agreement.

Off-street expenditures were higher due to the reinstatement of payments in lieu of taxes (PILTs) on parking facilities.

Studies and administration expenses were similar to previous years.

7. REVENUE



	2012	2013	2014
On-street	\$9.29 m	\$9.35 m	\$9.34 m
Off-street	\$6.46 m	\$6.44 m	\$6.95 m
Total	\$15.75 m	\$15.79 m	\$16.29 m

(in millions)

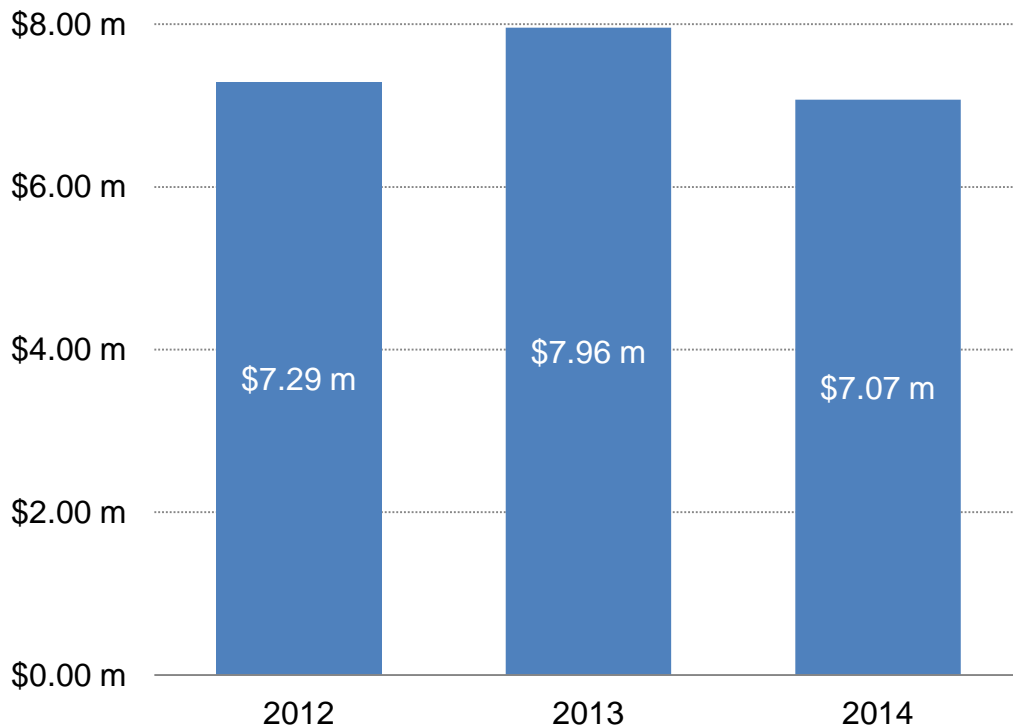
ANALYSIS

Total revenues in 2014 were \$16.29 million.

On-street revenues were \$9.34 million, similar to \$9.35 million in 2013 and \$9.29 million in 2012.

Off-street revenues increased to \$6.95 million in 2014, higher than \$6.44 million in 2013 and \$6.46 million in 2012. The increase was due to greater than expected revenues at the surface parking lots located at 300 Queen St (opened in 2013) and 160 Lyon St. (opened in 2014).

8. PARKING RESERVE FUND CONTRIBUTION



	2012	2013	2014
Parking Reserve Fund Contribution	\$7.29 m	\$7.96 m	\$7.07 m

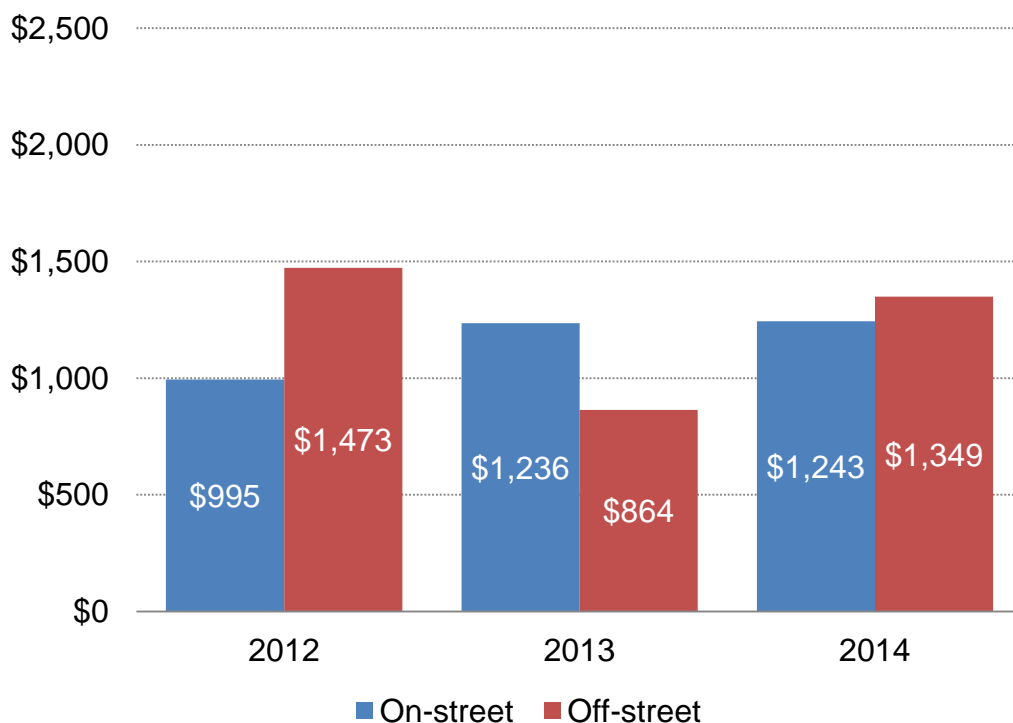
(in millions)

ANALYSIS

A total of \$7.07 million was contributed to the Parking Reserve Fund (PRF) in 2014, less than \$7.96 million in 2013 and \$7.29 million in 2012.

The contribution to the PRF consists of the difference between revenues and expenditures and is used to fulfill the fifth principle of the *Municipal Parking Management Strategy*, which is to ensure the revenues generated by the Municipal Parking Program are sufficient to wholly recover all related operating and life-cycle maintenance expenditures; contribute to a reserve fund to finance future parking system development, operation, and promotion; and then assist in the funding of related initiatives to encourage the use of alternative modes of transportation.

9. AVERAGE EXPENSE PER SPACE



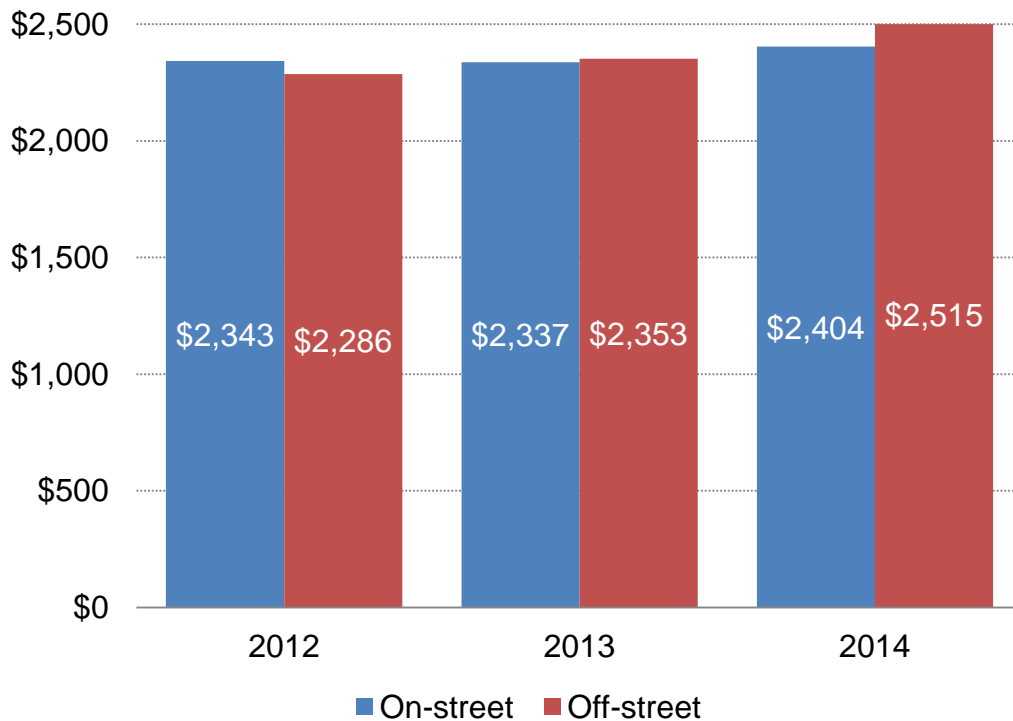
	2012	2013	2014
On-street	\$995	\$1,236	\$1,243
Off-street	\$1,473	\$864	\$1,349

ANALYSIS

The average expense per on-street space in 2014 was \$1,243, up slightly from \$1,236 in 2013 and \$995 in 2012, due mainly to fewer parking on-street spaces managed.

The average expense per off-street space in 2014 was \$1,349, up from \$864 in 2013 but less than \$1,473 in 2012. The relatively low cost in 2013 was due to the elimination of payments in lieu of taxes (PILTs) on parking lots and the elimination of debt charges to the ByWard (70 Clarence St.) and Dalhousie (141 Clarence St.) parking garages.

10. AVERAGE REVENUE PER SPACE



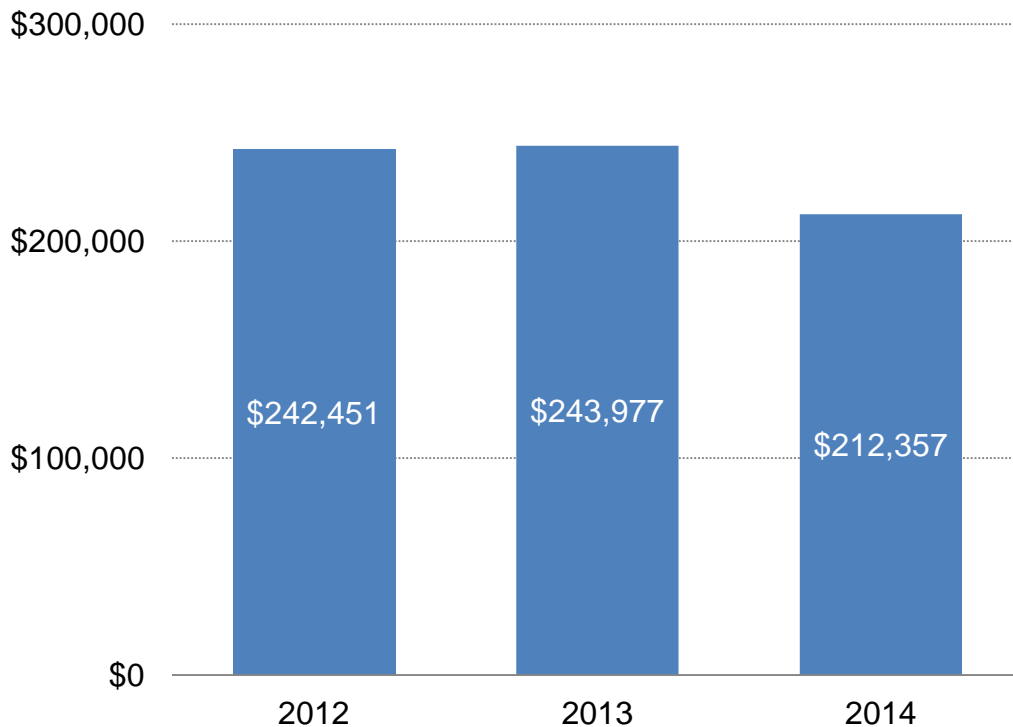
	2012	2013	2014
On-street	\$2,343	\$2,337	\$2,404
Off-street	\$2,286	\$2,353	\$2,515

ANALYSIS

Average revenue per on-street space in 2014 was \$2,404, up slightly from \$2,337 in 2013 and \$2,343 in 2012. The increase was due to the elimination of a number of underutilized spaces in the Vanier area.

Average revenue per off-street space in 2014 was \$2,515, higher than \$2,353 in 2013 and \$2,286 in 2012. The increase was due to greater than expected revenues at the surface parking lots located at 300 Queen St (opened in 2013) and 160 Lyon St. (opened in 2014).

11. SPENDING ON ALTERNATIVE MODES OF TRANSPORTATION



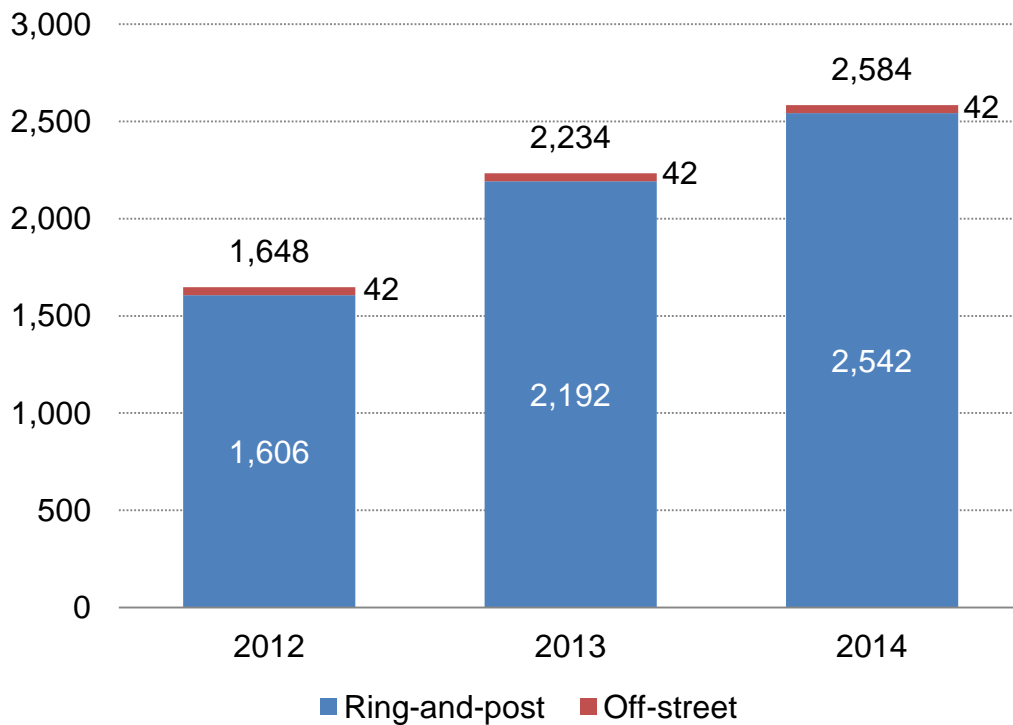
	2012	2013	2014
Spending on Alternative Modes of Transportation	\$242,451	\$243,977	\$212,357

ANALYSIS

A total of \$212,357 was spent in 2014 on alternative modes of transportation, slightly less than \$243,977 in 2013 and \$242,451 in 2012.

Items include the costs related to the operation of the dedicated motorcycle and scooter parking compound in the ByWard (70 Clarence St.) parking garage and costs related to the installation of new ring-and-post bicycle racks. It also includes transfers different internal departments in support of Transportation Demand Management initiatives and sustainable urban planning programs, such as the bicycle corral pilot project.

12. TOTAL BICYCLE SPACES MANAGED



	2012	2013	2014
On-street	1,606	2,192	2,542
Off-street	42	42	42
Total	1,648	2,234	2,584

ANALYSIS

As of December 31, 2014, Parking Services managed 2,542 Ring and Post spaces and 42 spaces in seven different off-street parking lots, for a total of 2,584 bicycle parking spaces.

PAID PARKING ADJUSTMENTS IN 2014

Each year, the Parking Services branch is required to report on any changes made to parking rates under the Delegation of Authority By-law in its Annual Report. The following is the list of changes made in 2014.

RATES & HOURS

- 210 Gloucester St. parking garage
 - Hourly rate increased from \$2.50 to \$3
 - Daily max increased from \$12 to \$13
 - Monthly permit increased from \$179.26 to \$190.56
- ByWard (70 Clarence St.) parking garage
 - Hourly rate increased from \$2.73 to \$3
 - Sunday and evening max increased from \$6 to \$7
- City Hall (110 Laurier Ave.) parking garage
 - Weekday first hour rate increased from \$3.75 to \$5
 - Weekday evening rate decreased from \$5 to \$2
 - Weekday evening and weekend max decreased from \$3.75 to \$3
 - Monthly permit increased from \$172 to \$182
- 234-250 Slater St. parking lot
 - Hourly rate increased from \$2.73 to \$3
 - Evening max decreased from \$5.75 to \$5
- 574 Bank St. parking lot
 - Daily max decreased from \$12 to \$11
 - Decrease evening max from \$5.75 to \$5
 - Monthly permit increased from \$75.42 to \$86.71
- 687 Somerset St. parking lot
 - Daily max increased from \$6 to \$7
 - Monthly permit increased from \$76.65 to \$87.95
- 760 Somerset St. parking garage
 - Weekday max increased from \$5 to \$6
 - Monthly permit increased from \$76.65 to \$87.95
- Parkdale Market parking lot
 - Paid times end at 6pm all days
- 301 Preston St. parking lot
 - Daily max decreased from \$11 to \$10
 - Paid time ends at 8pm all days

- 422 Slater St. parking lot
 - Daily max of \$16 introduced
- 283 Cyr St. parking lot
 - Daily max decreased from \$6 to \$5
- 111 Kent St.
 - Daily max increased from \$16 to \$18

OFF-STREET INVENTORY

- Parking Services assumed management of the 20 space public parking lot at 474 Elgin St. (Ottawa Police headquarters)
- Capacity of 111 Kent St. parking lot reduced from 69 to 44 spaces due to LRT construction activities
- 160 Lyon St. parking lot opened with a capacity of 33 spaces (\$4.00 per hour weekday)

ON-STREET INVENTORY

- 113 paid parking spaces removed from the Vanier area
- Minor adjustments made throughout the City resulting in a net loss of 2 paid parking spaces

ON-STREET PAID PARKING INVENTORY

ALL LOCATIONS

Area	Parking Spaces	Hourly Rate (weekday)
ByWard Market & Downtown Rideau	820	\$3.00
Centrepont	151	\$3.00
Centretown ¹	1,349	\$3.00
Chinatown ²	147	\$3.00
Civic Hospital	71	\$3.00
Downtown ³	349	\$3.00
Glebe	209	\$3.00
Holland & Hamilton	90	\$3.00
King Edward	31	\$3.00
Preston & Booth ⁴	307	\$3.00
Rideau east of King Edward	122	\$3.00
Sanford Fleming	12	\$3.00
Vanier	78	\$2.00
Wellington St.(LeBreton Flats)	122	\$3.00
Tour bus parking (various locations)	27	Varies

¹ South of and including both sides of Gloucester, west of Cartier, north of Hwy 417, east of Bay

² Somerset St. from Preston to Bay including side streets

³ South of Wellington, west of Elgin, north of but not including Gloucester, east of Bronson

⁴ South of Eccles, west of Lebreton, north of Carling, east of the O-train tracks

OFF-STREET PAID PARKING INVENTORY

PARKING GARAGES

#	Garage	Parking Spaces	Accessible Spaces	Hourly Rate (weekday)
3	210 Gloucester St.	213	7	\$3.00
4	ByWard (70 Clarence St.)	290	6	\$3.00
5	Dalhousie (141 Clarence St.)	461	6	\$2.50
6	City Hall (110 Laurier Ave.)	850	12	\$5.00
12	760 Somerset St.	19	1	\$2.50

PARKING LOTS

#	Lot	Parking Spaces	Accessible Spaces	Hourly Rate (weekday)
8	170 Second Ave.	49	2	\$2.50
9	234-250 Slater St.	65	1	\$3.00
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	2	\$2.50
18	422 Slater St.	10	1	\$3.00
19	474 Elgin St.	20	1	\$5.00
20	400 River Rd.	79	4	\$2.50
22	200 Montreal Rd.	25	2	\$2.50
23	2950 Riverside Dr.	186	3	\$1.50
27	111 Kent St.	44	4	\$4.00
28	160 Lyon St.	33	2	\$4.00
30	795 Trim Rd.	274	3	\$1.00