

PARKING SERVICES

# 2017 ANNUAL REPORT

PUBLIC WORKS AND ENVIRONMENTAL SERVICES DEPARTMENT



## SUMMARY

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### 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.

### 2017 ANNUAL REPORT OVERVIEW

The 2017 Annual Report presents the following information:

- 2017 highlights for Parking Services.
- An overview of the Parking Stakeholder Consultation Group (PSCG).
- The key accomplishments and achievements of 2017, 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 2017 year-end results of thirteen key business indicators with a comparison to 2016 and 2015.
- A summary of changes made to paid parking in 2017.
- An inventory of all paid municipal public parking that was active in 2017.

## 2017 HIGHLIGHTS

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- Installation of the new Parking Guidance System (PGS) in the City Hall parking garage, designed to optimize the supply of parking in the area by helping motorists quickly find nearby available parking spaces. It reduces the need to search for parking. A PGS also helps to reduce traffic congestion and vehicle emissions.
- On-going support for the ring-and-post bicycle parking program which saw an additional 24 spaces installed.
- Relocation of the access gate at the Gloucester Street parking garage which resulted in an increase of 48 daily / short-term parking spaces. This location also benefitted from lifecycle repair work and saw the start of installation of a PGS (to be completed in 2018).
- Completion of the Kitchissippi Parking Strategy, a coordinated approach to solving parking problems across several neighbourhoods within Kitchissippi Ward, based around the Wellington Street / Richmond Road corridor. The final report was presented to Transportation Committee in April and contained a total of 22 recommendations.
- Work towards the completion of the Central Area Parking Study (CAPS) consisting of an east (CAPS – East) and west (CAPS - West) components. Surveys were conducted to determine parking space utilization and turnover data was analyzed in 2017.
- Installation of three Electric Vehicle Charging Stations at two public parking facilities.
- Six long-term rate increases (daily maximum and monthly permit) as a result of a regular rate review process at off-street facilities and in support of the objectives of the Municipal Parking Management Strategy.
- Implementation of new paid parking spaces on Terminal Avenue and Bayview Road following successful Parking Assessment processes.

## **PARKING STAKEHOLDER CONSULTATION GROUP**

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### **PURPOSE**

The Parking Stakeholder Consultation Group (PSCG) was established with the approval of the *Municipal Parking Management Strategy*. 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 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.

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

### **PSCG MEMBERS (2015 – 2018)**

- Chair – Kevin Wylie, GM Public Works
- BIA Representatives – Jasna Jennings, Andrew Peck, Christine Leadman, Mary Thorne (replaced by Michelle Proulx)
- Community Association Representatives – John Verbaas, Steve Harris, Michel-Adrien Sheppard
- 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 – Mike Nemesvary

## **CUSTOMER EXPERIENCE**

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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.

### **CITY HALL PARKING GUIDANCE SYSTEM**

The City Hall parking garage saw the completion of a Parking Guidance System (PGS) in 2017. 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.

### **FREE OVERNIGHT WINTER PARKING**

The City of Ottawa began offering free overnight parking in all six municipally-owned public parking garages during the winter of 2015-16 whenever an overnight parking ban is called. The initiative provides residents that park on-street with an additional and convenient option of parking their vehicles off-street during winter events. Surface parking lots were not included so as not to impede snow-clearing activities.

Four overnight parking bans were called in 2017 which resulted in an average of 489 vehicles per event parked in city parking facilities, which both demonstrated the public's uptake of this option, and led to increased efficiency in winter snow operations. In 2017 options were extended to include the University of Ottawa parking garage located at King Edward Avenue and Mann Avenue.

### **SPECIAL EVENTS**

In 2017, Parking Services collaborated with Ottawa 2017 organizers and Event Central to provide support of the various initiatives, including, New Year's Eve Human Chain, Red Bull Crushed Ice, Inspiration Village, Canada Day Celebrations, La Machine, Grey Cup and the Heritage Classic. Parking Services worked closely with these groups to contribute in whatever way possible towards ensuring successful events.

## **PARKING STUDIES**

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### **KITCHISSIPPI PARKING STRATEGY**

Parking Services completed the Kitchissippi Parking Strategy in 2017. This was a coordinated approach to solving parking problems across different neighbourhoods within Kitchissippi Ward. Individual Local Area Parking Studies were conducted in Wellington West and Westboro, based around the Wellington Street/Richmond Road corridor and the results were rolled up into an area-wide strategy. This was a culmination of a large amount of work and widespread engagement with various stakeholders. The resulting strategy was presented to Transportation Committee in April and contained a total of 22 recommendations which addressed things such as parking time limits, on-street rates and enforcement. Parking Services continued to work with the community and stakeholders to implement the outcomes of the strategy through 2017.

### **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. Work in 2017 included drafting a series of draft reports towards completion of the 'CAPS – West' portion and beginning data collection for 'CAPS – East'.

### **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 2017, a Parking Assessment was completed for the Sanford Fleming / Terminal area which resulted in the introduction of paid parking on Terminal Avenue, as well as a change to the rates and regulations in the immediate area.

## **BUILDING COMMUNITY RELATIONSHIPS**

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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 2017 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 BIA's in order to fulfill the Municipal Parking Management Program. Eligible BIA's 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 2017 (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. Two meetings were held in 2017, where a wide variety of topics were discussed including the electric vehicle charging station initiative, parking enforcement, facility improvements and upgrades, the initiatives within the 2017 Business Plan, and study updates.

### **STAKEHOLDER CONSULTATIONS**

Stakeholders were engaged in 2017 regarding studies the Central Area Parking Study and final consultations related to the different elements of the Kitchissippi Parking Strategy.

The on-going purpose of these extensive consultations related to studies is to present information, discuss results, and pursue opportunities to ensure that all stakeholders have an opportunity to provide input before study reports are complete.

## OPERATIONAL ENHANCEMENTS

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Parking Services manages six parking garages and 12 surface parking lots in addition to 3,966 paid on-street parking spaces and 2,798 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. The following are the highlights of the work undertaken in 2017 towards parking facility improvement:

- Relocation of the existing powered gate system and safety fencing from Level P2B to Level P3B at the Gloucester street garage to provide additional daily / short-term parking spaces;
- Minor civil works to re-arrange / formalize parking on Madison Avenue and Kirkwood Avenue;
- Design work related to the installation of a Parking Guidance System at the Gloucester Street parking garage;
- Remedial work on expansion joint and membrane toppings in the City Hall parking garage and the completion of the Parking Guidance System;
- Completion of advanced designs for the refurbishing of the Somerset parking lot at Somerset Street / Cambridge Street, North River Road parking lot and the booth replacement at the Gloucester Street parking garage; and,
- Completion of the functional design for signage and pavement markings as a follow-on initiative to coincide with Parking Guidance System at City Hall.



## **ENVIRONMENTAL SUSTAINABILITY**

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### **BICYCLE PARKING**

Parking Services provides and manages 2,798 ring-and-post parking spaces throughout the downtown core and within parking facilities. 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 and thus providing bicycle parking is an important part of any approach to support alternative modes of transportation. In 2017, an additional 12 ring and post racks were installed for a total of 24 new bicycle parking spaces.

2017 also represented the fourth year of the bicycle corral initiative. Roads and Parking Services, in conjunction with the Planning and Growth Management Department oversaw the installation of three bicycle corrals located on the roadway, in on-street parking spaces. These structures offer parking for up to 12 bicycles in the public right-of-way and provide another attractive option for cyclists looking for a place to park their bikes.

### **ELECTRIC VEHICLE (EV) CHARGING STATIONS**

Recognizing that electric vehicles are becoming more widely adopted by the general public, Parking Services is dedicated to supporting this new and environmentally friendly technology. In 2017, there were three new EV Charging Stations installed at public parking facilities. Two (a DC Fast and Level 2 terminal) were installed at 141 Clarence Street and one (a DC Fast terminal) was installed at 687 Somerset Street. There are now a total of six EV Charging Stations associated with public parking facilities that are managed by Parking Services.

### **MOTORCYCLE AND SCOOTER PARKING**

The City continues to offer half price parking for motorcycles and scooters at all on-street parking spaces and all un-gated 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

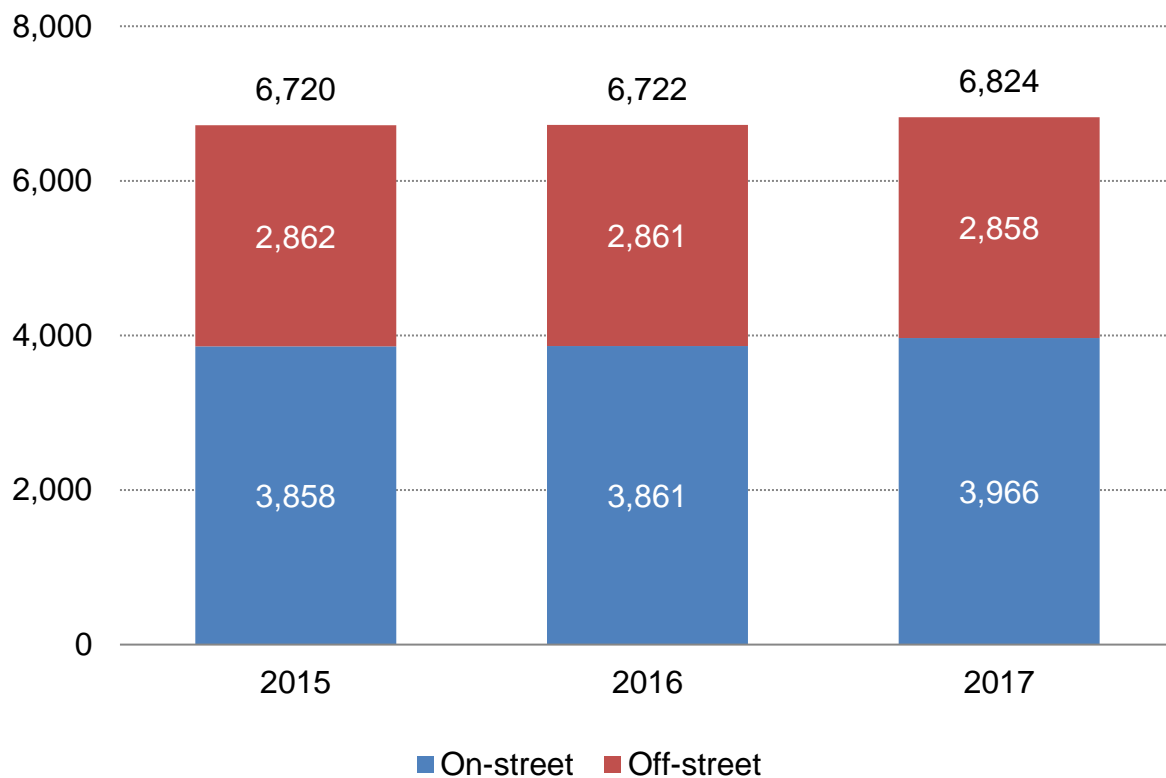
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Measuring performance plays a critical role in the decision making process. A total of thirteen key business indicators have been selected to indicate overall performance of the branch and are presented on the following pages, including:

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 On-Street Hourly Rates (Weekday)
5. B) Average Off-Street Daily Maximum Rates (Weekday)
6. Operating Expenses (Excluding Parking Reserve Fund 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 Alternative Modes of Transportation
12. Total Bicycle Spaces Managed by Parking Services

Measure 5B (Average Off-Street Daily Maximum Rate) has been introduced in this Annual Report. It helps to clarify trends related to long-term parking rates.

## 1. TOTAL PARKING SPACES MANAGED



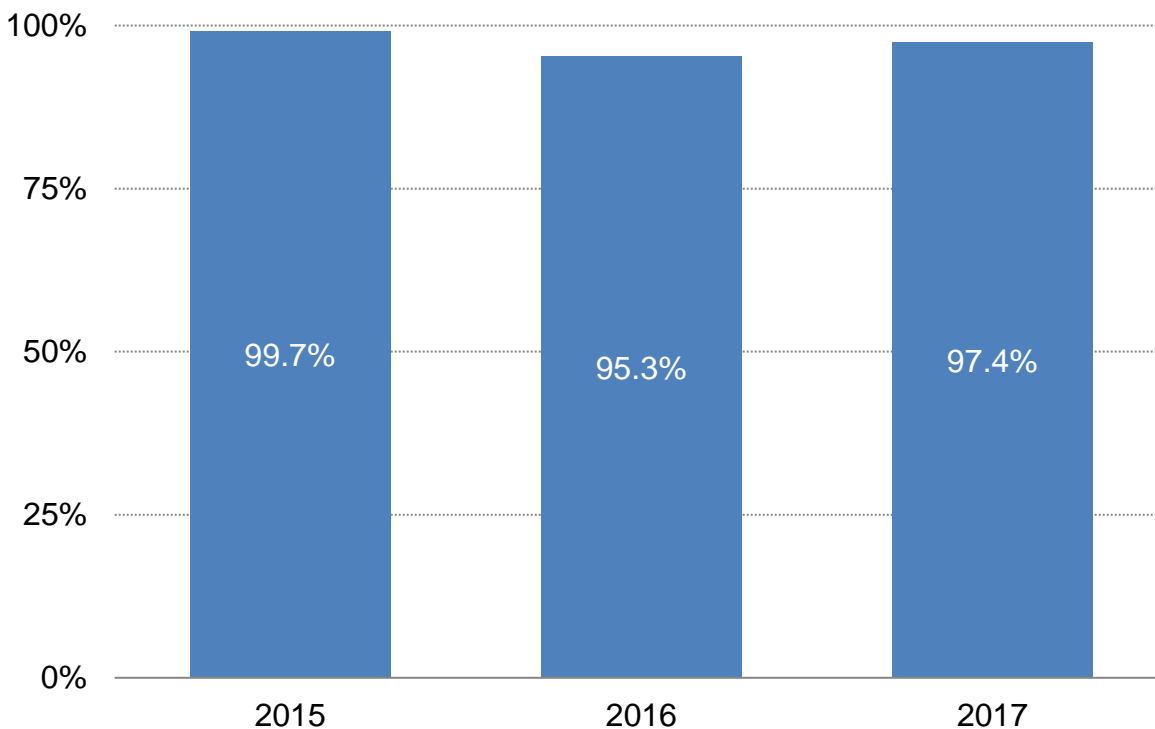
Total Parking Spaces Managed	2015	2016	2017
On-street	3,858	3,861	3,966
Off-street	2,862	2,861	2,858
<b>Total</b>	<b>6,720</b>	<b>6,722</b>	<b>6,824</b>

### ANALYSIS

As of December 31, 2017, Parking Services managed 3,966 paid on-street parking spaces and 2,858 paid off-street spaces, for a total of 6,824 paid parking spaces.

The number of both on and off-street paid spaces were very similar to previous years. See pages 25 and 26 for complete details regarding the changes in parking spaces in 2017.

## 2. PARKING EQUIPMENT UPTIME



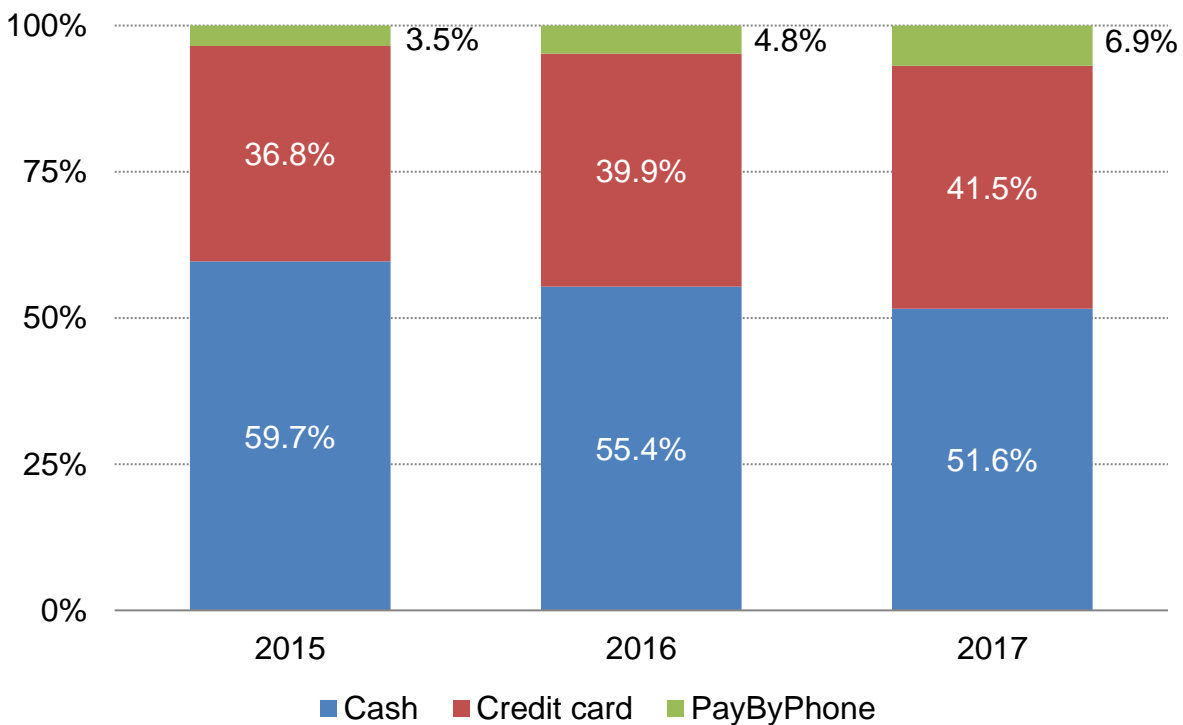
Parking Equipment Uptime	2015	2016	2017
Total uptime	99.1%	95.3%	97.4%

### ANALYSIS

The uptime rate for parking equipment was 97.4% in 2017, slightly higher than the previous year. Data for this measure was estimated using reporting information from the contractor that supplies and maintains the equipment.

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)



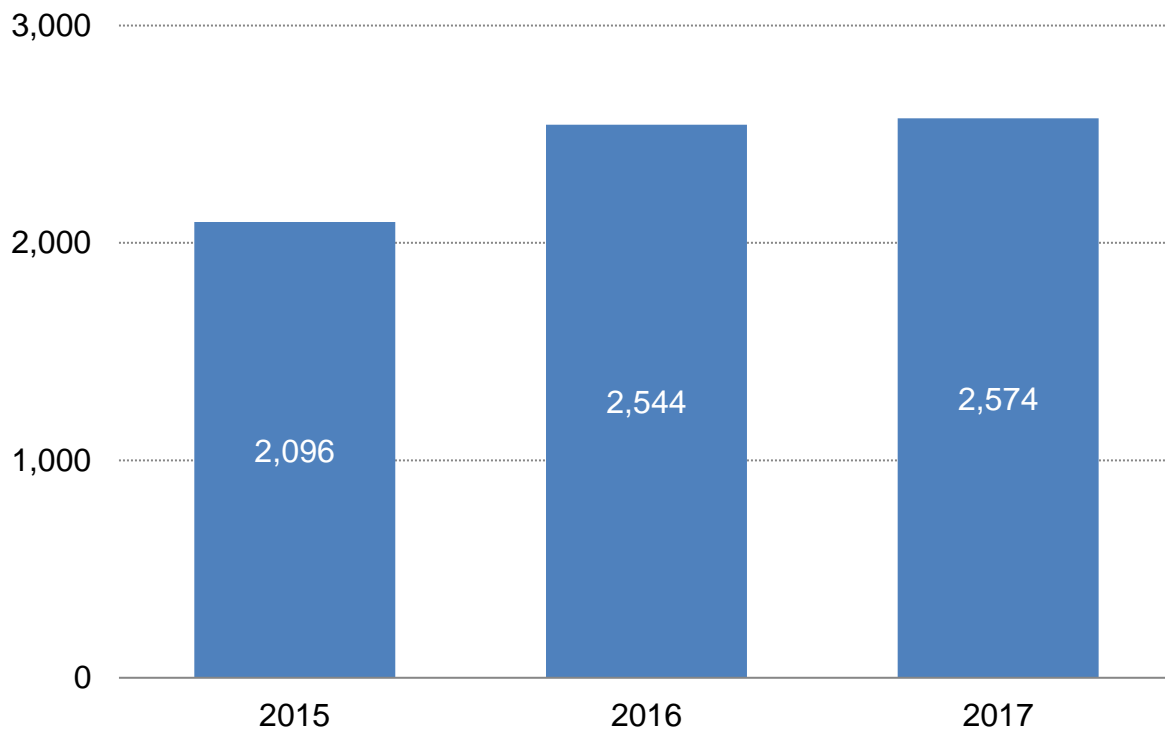
Transactions by Payment Type	2015	2016	2017
Cash	59.7%	55.4%	51.6%
Credit Card	36.8%	39.9%	41.5%
PayByPhone	3.5%	4.8%	6.9%

#### ANALYSIS

The proportion of on-street Pay & Display transactions conducted with a credit card increased to 41.50% in 2017, up from 39.9% in 2016. The proportion of cash transactions decreased to 51.6% in 2017, down from 55.4% in 2016.

The usage of PayByPhone continues to increase and at the end of 2017, 6.9% of all transactions were by this method, which was a 44% increase over the previous year.

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



3-1-1 Calls for Parking Equipment	2015	2016	2017
Total calls	2,096	2,544	2,574

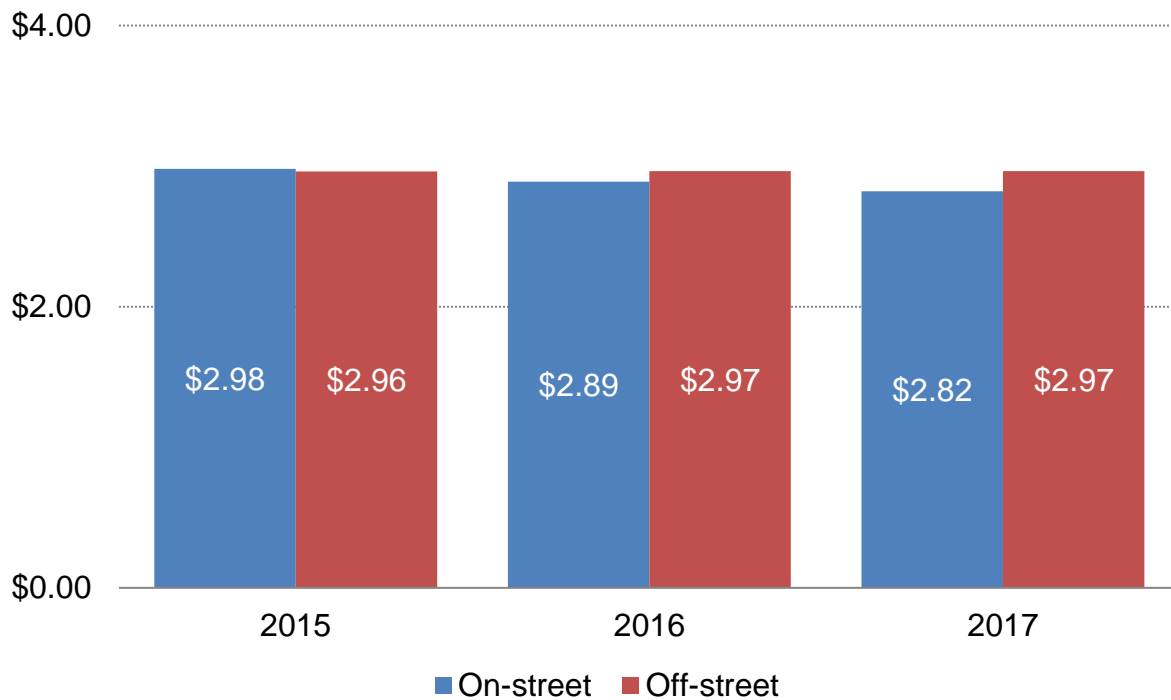
#### ANALYSIS

In 2017, a total of 2,574 calls were registered with 3-1-1 related to parking equipment, which is similar to the 2,544 calls in 2016.

The increase since 2015 has been due mainly to an increase in calls related to things such as, 'no ticket dispensed', 'machine out of service', and 'general error'.

There are continuing efforts to work with the service provider to address specific issues and trends.

## 5A. AVERAGE HOURLY RATES (WEEKDAY)



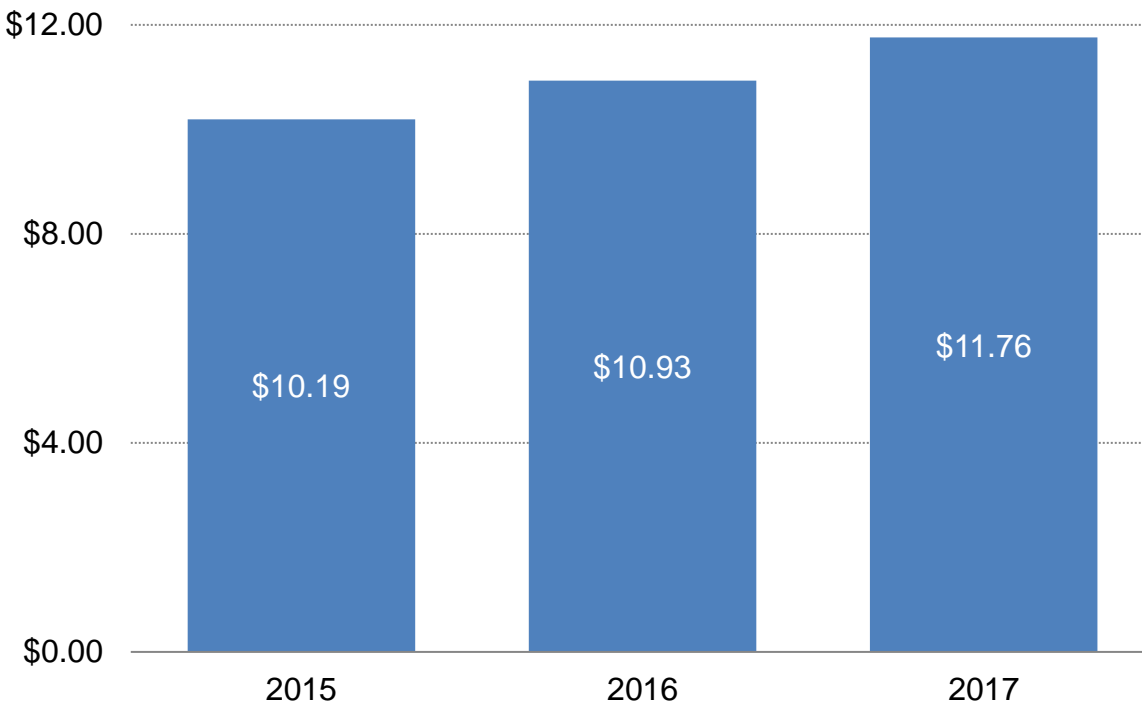
Average Hourly Rates	2015	2016	2017
On-street	\$2.98	\$2.89	\$2.82
Off-street	\$2.96	\$2.97	\$2.97

### ANALYSIS

Average hourly on-street parking rates decreased slightly to \$2.82 in 2017, down from \$2.89 in 2016. The decrease was primarily due to the introduction of reduced rates in the Holland Cross area (as a result of the Kitchissippi Parking Strategy), and on Sanford Fleming Avenue / Terminal Avenue.

Average hourly off-street parking rates were \$2.97 in 2017, which represented no change from 2016.

## 5B. AVERAGE DAILY MAXIMUM RATE (WEEKDAYS)



Average Daily Maximum Rate	2015	2016	2017
Off-street	\$10.19	\$10.93	\$11.76

### ANALYSIS

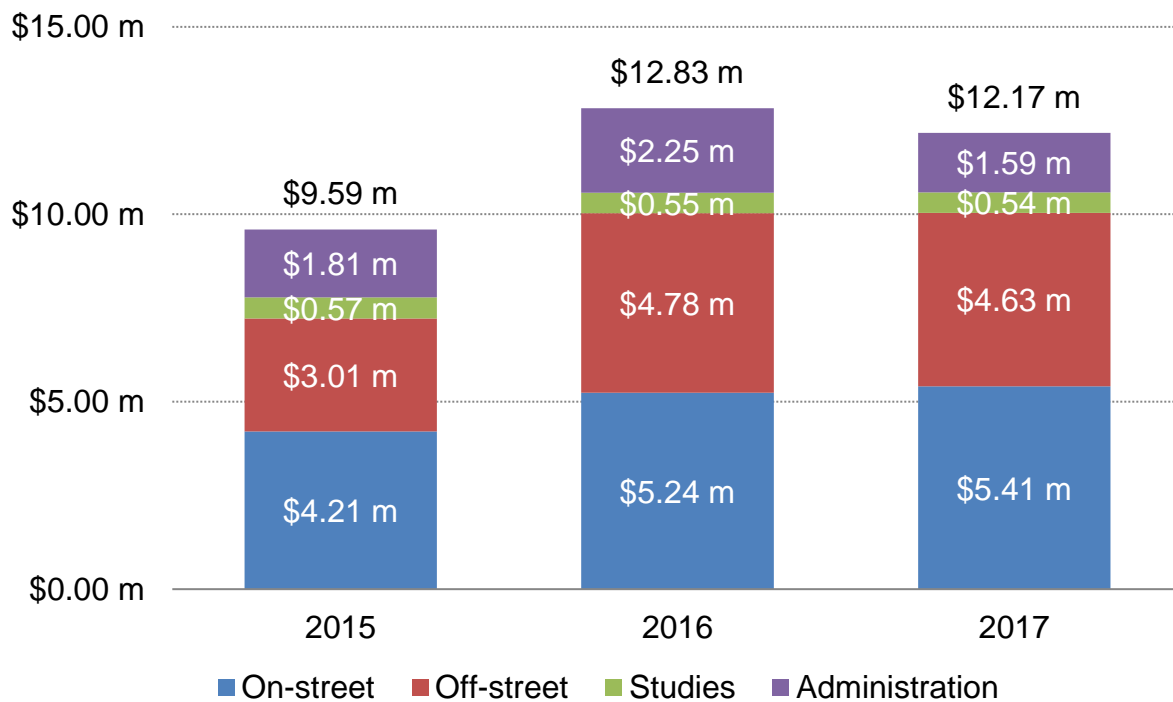
This measure is being reported for the first time as part of the Parking Services Annual Report. It helps to illustrate trends related to how long-term parking is priced.

There has been a steady increase in this measure over the last three years. In 2017, the increase of 83 cents over 2016 (+8%) is the result of increases in the daily maximum at both parking garages in the ByWard Market and at both facilities in Chinatown.

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)



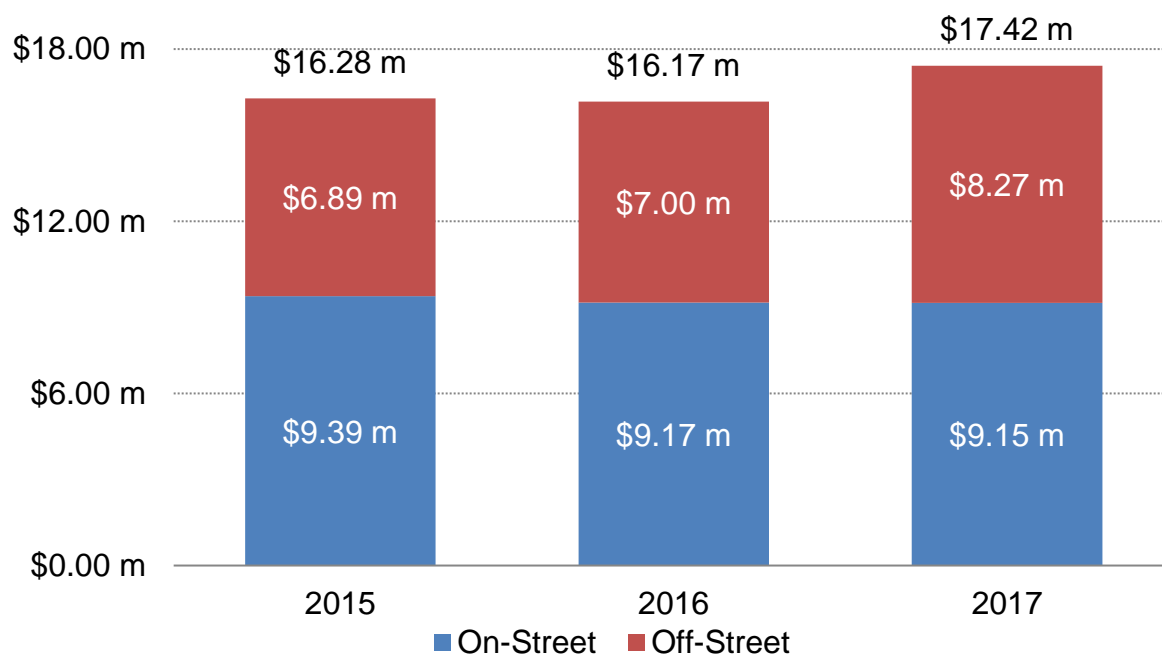
Operating Expenses	2015	2016	2017
Administration	\$1.81 m	\$2.25 m	\$1.59 m
Studies	\$0.57 m	\$0.55 m	\$0.54 m
Off-street	\$3.01 m	\$4.78 m	\$4.63 m
On-street	\$4.21 m	\$5.24 m	\$5.41 m
<b>Total</b>	<b>\$9.59 m</b>	<b>\$12.83m</b>	<b>\$12.17m</b>

### ANALYSIS

Overall, expenses in 2017 were slightly when lower compared with 2016 (-5%).

The increase since 2015 is attributable to increased transfers to accommodate winter maintenance costs and a new transfer of costs related to OC Transpo Park & Rides, Mary Pitt Centre and Ben Franklin Place to Parking Services (per the Council-approved 2016 Budget).

## 7. REVENUE



Revenue	2015	2016	2017
On-street	\$9.39 m	\$9.17 m	\$9.15 m
Off-street	\$6.89 m	\$7.00 m	\$8.27 m
<b>Total</b>	<b>\$16.28 m</b>	<b>\$16.17 m</b>	<b>\$17.42 m</b>

### ANALYSIS

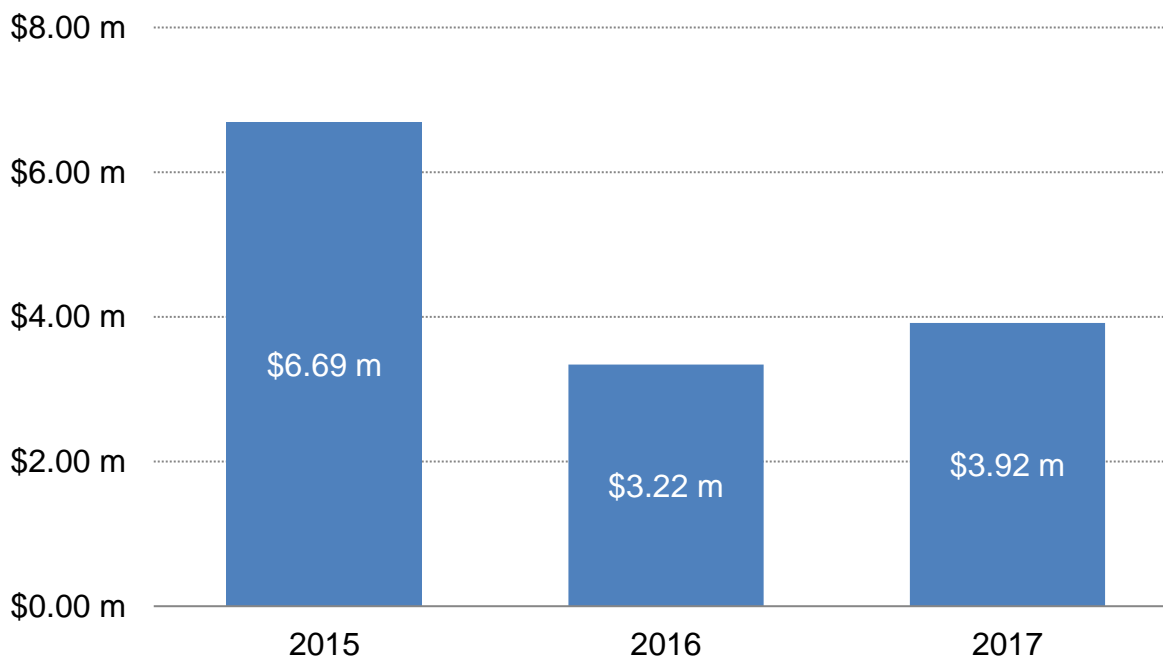
Since 2015, there has been a natural increase in revenues at most off-street facilities. In 2016, these increases were off-set by the closure of the ByWard Market parking garage for a couple of months during construction. With all parking facilities fully operational in 2017, we see the total impact of the increases since 2015.

Between 2015 and 2017, the facilities experiencing the largest increase in revenues were City Hall (+40%) and the Dalhousie Garage (+26%).

Increase in usage as well as long-term rate increases (monthly permits and daily maximum) have played a role in the increased off-street revenue.

The 2016 and 2017 revenue numbers include revenue which has been allocated to capital in order to pay for deferred equipment costs. The 2016 number has been re-stated from the 2016 Annual Report to reflect this (was \$8.99m).

## 8. PARKING RESERVE FUND (PRF) CONTRIBUTION



Parking Reserve Fund Contribution	2015	2016	2017
Total contribution	\$6.69 m	\$3.22 m	\$3.92 m

### ANALYSIS

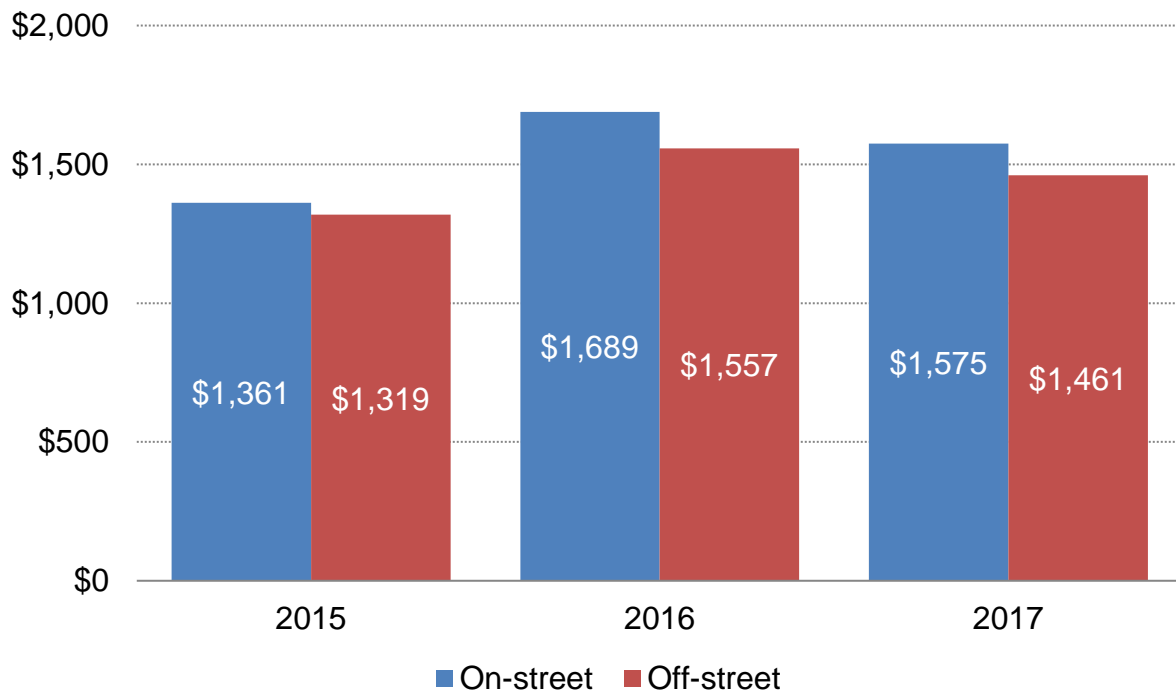
The contribution to the PRF consists of the difference between revenues and expenditures and is used to fulfill the program objective that relates to ensuring that the revenues generated by the Municipal Parking Management Program are sufficient to wholly recover all expenses and then contribute to a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

A total of \$3.92 million was contributed to the Parking Reserve Fund (PRF) in 2017. The decrease from 2015 was largely due to increased operating expenses (see page 16).

In 2016 and 2017, there was revenue allocated to offset deferred capital costs of the Pay & Display machines and Parking Facility Payment Systems (approximately \$127,000 in 2016 and \$1.3 million in 2017). In 2017, this amount reduced the Parking Reserve Fund contribution to \$3.92 million.

The amount for 2016 is re-stated from the 2016 Annual Report as a result of updated revenues.

## 9. AVG EXPENSE PER SPACE (EXCLUDING PRF CONTRIBUTION)



Average Expense Per Space	2015	2016	2017
On-street	\$1,361	\$1,689	\$1,575
Off-street	\$1,319	\$1,557	\$1,461

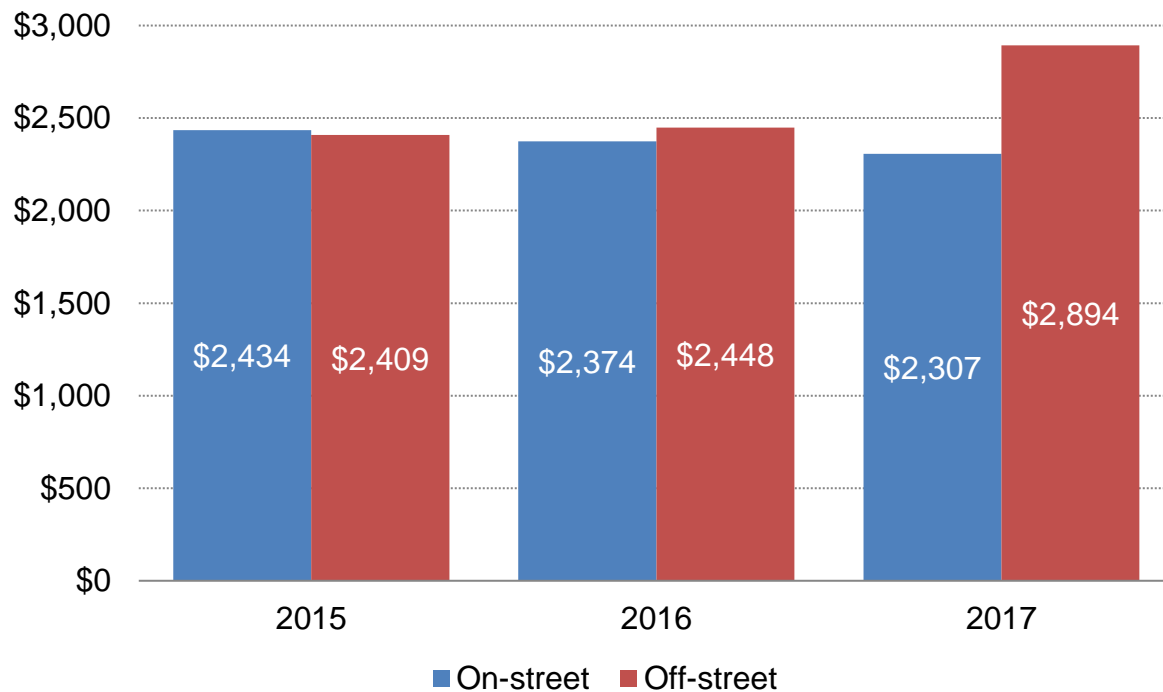
### ANALYSIS

The average expense per on-street space in 2017 was \$1,575, down slightly from \$1,689 in 2016 but higher than the \$1,361 in 2015.

The average expense per off-street space in 2017 was \$1,461 down from \$1,557 in 2016 and higher than \$1,319 in 2015.

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

## 10. AVERAGE REVENUE PER SPACE



Average Revenue per Space	2015	2016	2017
On-street	\$2,434	\$2,374	\$2,307
Off-street	\$2,409	\$2,448	\$2,894

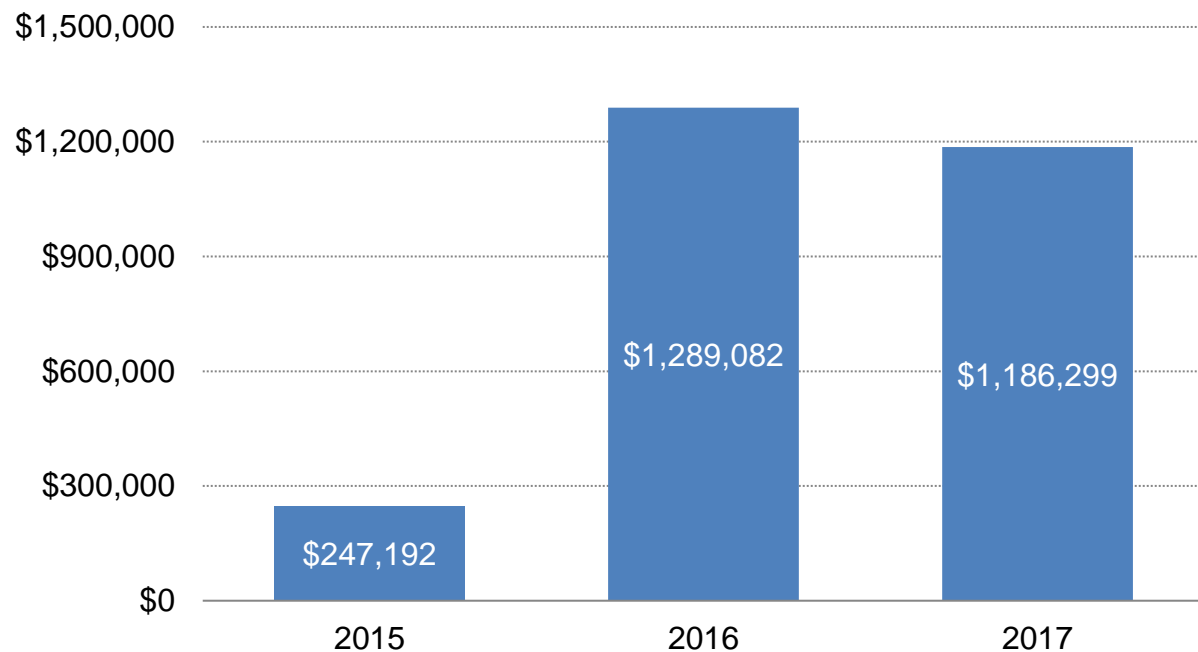
### ANALYSIS

Average revenue per on-street space in 2017 was \$2,307, down very slightly from \$2,374 in 2016 (-3%). The decrease was due to lower on-street revenues in 2017.

Average revenue per off-street space in 2017 was \$2,894, considerably higher than \$2,448 in 2016 (+18%). This can be attributed to a corresponding increase in off-street revenues in 2017.

The value for 2016 has been re-stated compared with the last Annual Report in order to reflect adjustments to 2016 revenue. See page 18 for details relating to this as well as revenue in 2017.

## 11. SPENDING ON ALTERNATIVE MODES OF TRANSPORTATION



Spending on Alt Modes	2015	2016	2017
Total spending	\$247,192	\$1,289,082	1,186,299

### ANALYSIS

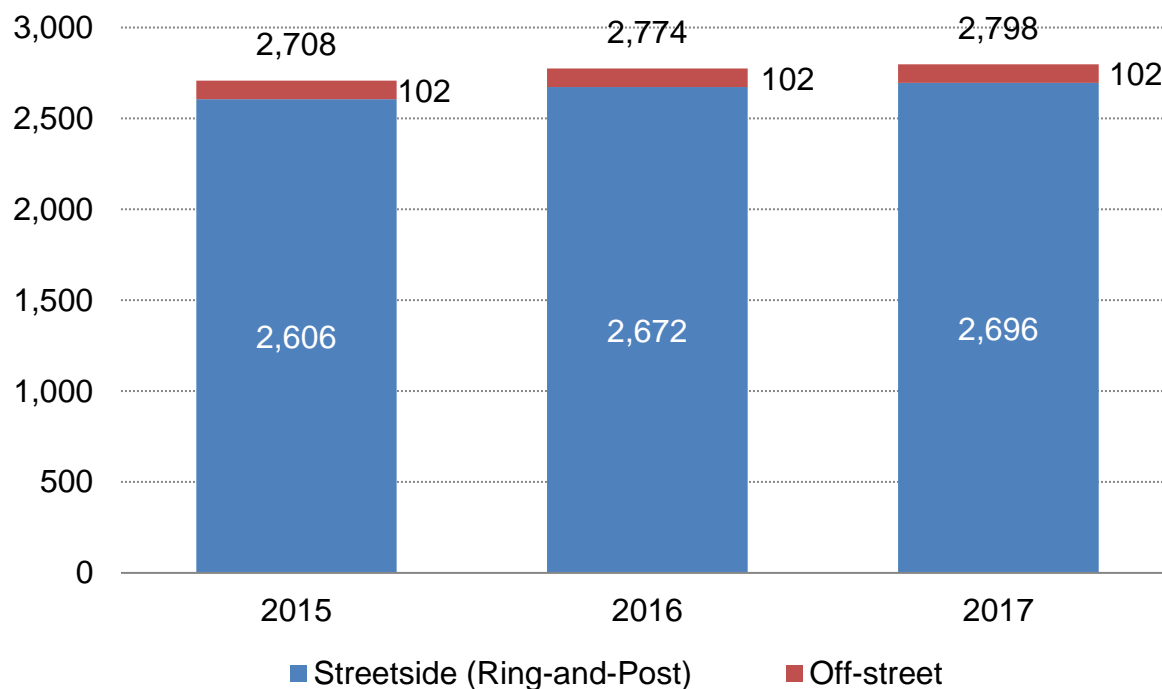
Spending in support of alternative modes of transportation aligns with the objectives of the Municipal Parking Management Strategy.

Total spending in support of on alternative modes of transportation was \$1,186,299 in 2017, slightly less than \$1,289,082 in 2016. Data for 2016 has been re-stated from the last Annual Report to reflect transfers resulting from the fact that Parking Services now funds the maintenance of OC Transpo Park & Ride facilities.

There was a reduction in cost associated with OC Transpo Park and Ride facilities from \$1,054,268.00 in 2016 to \$958,992.00 in 2017.

Other components include the costs related to the operation of the dedicated motorcycle and scooter parking compound in the ByWard Parking Garage, and transfers to different internal departments in support of Transportation Demand Management initiatives and sustainable urban planning programs.

## 12. TOTAL BICYCLE SPACES MANAGED BY PARKING SERVICES



Total Bicycle Spaces Managed	2015	2016	2017
Streetside (Ring-and-Post)	2,606	2,672	2,696
Off-street	102	102	102
<b>Total</b>	<b>2,708</b>	<b>2,774</b>	<b>2,798</b>

### ANALYSIS

As of December 31, 2017, Parking Services managed 2,696 ring and post spaces and 102 spaces in seven different off-street parking lots, for a total of 2,798 bicycle parking spaces.

The increase in ring-and-post spaces is due to the installation of a number of new racks in different locations in the downtown core.

## PAID PARKING ADJUSTMENTS IN 2017

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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 2017.

### RATES & HOURS

- 687 Somerset Street parking lot
  - Weekday daily max increased from \$7.00 to \$9.00
- 760 Somerset Street parking garage
  - Weekday daily max increased from \$6.00 to \$9.00
- 70 Clarence Street parking garage
  - Weekday daily max increased from \$11.00 to \$14.00
  - Monthly rate increased from \$179.26 to \$194.99
- 141 Clarence Street parking garage
  - Weekday daily max increased from \$8.00 to \$11.00
  - Monthly rate increased from \$179.26 to \$194.99
- Hamilton Avenue North & Spencer Street
  - Decreased the on-street rate from \$3.00 per hour to \$1.50 per hour
  - Increased the time limit from 2 hours to 3 hours
- Holland Avenue
  - Decreased the on-street rate from \$3.00 per hour to \$1.50 per hour
  - Increased time limit from 1 hours to 2 hours
- Sanford Fleming Avenue
  - Decreased the on-street rate from \$3.00 per hour to \$1.50 per hour
  - Increased the time limit from 2 hours to 3 hours

### OFF-STREET INVENTORY

- Two spaces were lost due to realignment and repainting on roof level of the Glebe garage

### ON-STREET INVENTORY

- Ruskin Street – 8 spaces were lost as a result of street realignment to install sidewalks and crosswalks
- Terminal Avenue – 61 new spaces installed.



- Bayview Avenue – 49 new spaces installed (paid parking was temporarily removed later in the year)
- A net gain of three spaces overall as a result of updated measurements, use by vendors and parking regulation changes

## ON-STREET PAID PARKING INVENTORY

### ALL LOCATIONS

Area	Parking Spaces	Hourly Rate (weekday)
Bayview <sup>1</sup>	49	\$2.00
ByWard Market & Downtown Rideau <sup>2</sup>	810	\$3.00
CentrepoinTE	158	\$3.00
Centretown <sup>3</sup>	1,344	\$3.00
Chinatown <sup>4</sup>	147	\$3.00
Civic Hospital	63	\$3.00
Downtown <sup>5</sup>	349	\$3.00
Glebe	209	\$3.00
Holland Cross	84	\$3.00
King Edward	25	\$3.00
Preston & Booth Street Complex	307	\$3.00/\$1.50 <sup>6</sup>
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

<sup>1</sup> There were 49 paid parking spaces installed in January 2017 in the vicinity of the Innovation Centre. These were subsequently removed on a temporary basis in August 2017.

<sup>2</sup> All spaces on York Street between Sussex Drive and Byward Market Square (94) were removed temporarily to accommodate Inspiration Village. Only part of the total spaces were returned to service. 22 spaces remain out of service temporarily to accommodate an installation of pedestrian public space.

<sup>3</sup> The area south of, and including, Gloucester Street, west of the Rideau Canal, north of the Queensway and east of Bay Street.

<sup>4</sup> Somerset Street from Preston Street to Bay Street, including side streets.

<sup>5</sup> The area north of Gloucester Street, and east of Bronson Street to the Rideau Canal.

<sup>6</sup> 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

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### PARKING GARAGES

#	Garage	Parking Spaces	Accessible Spaces	Hourly Rate (weekday daytime)
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.)	850	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 daytime)
9	234-250 Slater St.	65	1	\$4.00
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	\$2.00
19	474 Elgin St	20	1	\$4.00
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
27	111 Kent St.	44	4	\$4.00
28	160 Lyon St.	33	2	\$4.00
30	795 Trim Rd.	274	3	\$1.00