

PARKING SERVICES

# 2015 ANNUAL REPORT

PUBLIC WORKS 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. 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* serves as the guiding document for the Municipal Parking Management Program and establishes the five strategic objectives of the program.

### 2015 ANNUAL REPORT OVERVIEW

The 2015 Annual Report presents the achievements and initiatives completed by the Parking Services branch in 2015. It presents the following information:

- An overview of the branch
- The role of the Parking Stakeholder Consultation Group (PSCG)
- The accomplishments and achievements of 2015 grouped by theme
- The 2015 year-end results of twelve key business indicators with a comparison to 2014 and 2013
- A summary of adjustments made to paid parking in 2015
- An inventory of all paid municipal parking managed by the branch, as of December 31, 2015

### 2015 HIGHLIGHTS

- Constructed the parking garage at 170 Second Avenue in the Glebe - a state-of-the-art 146 space facility complete with a parking guidance system (PGS), public

art installations, solar panels that feed power back into the power grid, two electric vehicle charging stations, 60 bike parking spaces, a bike repair station, motion activated LED lighting, and “green” vehicle parking.

- Completed the Little Italy Local Area Parking Study, which consisted of identifying the study area, determining the total number of parking spaces in the area, conducting surveys to determine utilization and turnover, analyzing the data, and presenting recommendations in a final report to the Transportation Committee.
- Completed the Lynda Lane Local Area Assessment, which responded to a direction from Council and consisted of determining the utilization and turnover of parking spaces on Lynda Lane near the Ottawa Hospital and working with stakeholders to develop recommendations.
- Started work on the Centretown Local Area Parking Study and the Kitchissippi Parking Strategy. Both involved collecting and analyzing data, determining issues, and consulting with stakeholders. Final reports are expected in 2016.
- Continued the review of the On-Street Rate Setting Guidelines, in response to a 2013 Council direction, in a move to towards service-based pricing where parking rates are adjusted based on demand.
- Continued work and installation of new signage for our off-street parking facilities, designed to enhance the customer experience and reflect the new visual identity.
- Completed the installation of the new Parking Guidance System (PGS) in the ByWard & Dalhousie parking garages in the ByWard Market, designed to optimize the supply of parking in the area by helping motorists quickly find nearby available parking spaces. By reducing the need to search for parking, a PGS can also reduce traffic congestion and vehicle emissions.
- Completed lifecycle repairs in various parking facilities.

## **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* 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 (TMP).

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 PSCG, a process was undertaken to identify members for the 2015 – 2018 Term of Council.

### **PSCG MEMBERS (2015 – 2018)**

- Chair – Kevin Wylie, GM Public Works
- BIA Representatives – Jasna Jennings, Mary Thorne, Andrew Peck, Christine Leadman
- Community Association Representatives – John Verbaas, Steve Harris, Michel-Adrien Sheppard
- 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 – Chris Pomroy
- Accessibility Representative – Mike Nemesvary

### **NEW PARKING FACILITY**

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The *Municipal Parking Management Strategy* mandates that the City provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing short-term public parking that support local businesses, institutions, and tourism. As such, the Parking Services branch was proud to announce the opening of the brand new Glebe Parking Garage at 170 Second Ave. in 2015, which fulfills all of these objectives.

## **GLEBE PARKING GARAGE – 170 SECOND AVE.**

In 2010, Council directed staff to begin development of a new parking garage located at 170 Second Ave. in the Glebe, then the site of a 49 space municipal surface parking lot. Following a study of the area to determine existing parking conditions and in anticipation of the future need for parking, staff reported back to Transportation Committee and Council in 2013 with recommendations to build a parking garage consisting of approximately 150 spaces. Council approved the recommendations and, following extensive community consultation regarding the aesthetics of the new garage, construction began in January 2015.

The Glebe Parking Garage was officially opened on November 25, 2015. The garage features 146 parking spaces on four levels, including seven accessible parking spaces, an elevator for accessibility, 60 bicycle parking spaces, a bike repair station complete with tools and an air pump, a parkette located at each of the two entrances, heated ramps and entrances to reduce the need for snow removal, drinking fountains and digital messaging boards.

The garage offers two electric vehicle charging stations on the first floor which provide a convenient way for owners of electric vehicles to charge their cars. The Glebe garage also features the third fully automated Parking Guidance System (PGS) implemented by the Parking Services branch, which includes dynamic digital display boards outside each entrance that shows the availability of conventional and accessible spaces, as well as digital displays inside that show the number of spaces available on each floor.

Additionally, the garage features artwork by local artist Christopher Griffin. Located throughout the four levels, the concrete etchings depict wildlife associated with the four bodies of water that surround the Glebe: Patterson Creek, Dow's Lake, Brown's Inlet and the Rideau Canal. The artwork enhances the visual appeal of the garage and assists motorists in remembering where they parked.

## **CUSTOMER EXPERIENCE**

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Service Excellence plays an important role for the Parking Services branch – 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 on-street and off-street parking facilities.

## **PARKING STUDIES**

The Parking Studies Unit made significant progress towards the Kitchissippi Parking Strategy and the Centretown Local Area Parking Study in 2015. The Kitchissippi Parking Strategy is designed to take a coordinated approach to solving parking challenges across several neighbourhoods within the Kitchissippi Ward, based around the Wellington Street / Richmond Road corridor. The goal is to consult community stakeholders; collect, study, and share comprehensive data on usage; and develop a strategy to reduce parking pressures over time. Staff held a Town Hall in May 2015 to present the findings and recommendations in Westboro, and regularly communicated with key stakeholders. The final report is expected to be tabled at Transportation Committee and Council in 2016. The data for the Centretown Local Area Parking Study was collected in 2015. Staff also consulted extensively with community stakeholders on the progress. The final report will be tabled at meetings of the Transportation Committee and Council in 2016 as well.

## **NEW FACILITY SIGNAGE**

Parking Services completed the refresh of all visual identity signage at off-street parking facilities in 2015. 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, eliminates duplicate signs, and reflects the new visual identity.

## **ELECTRIC VEHICLE CHARGING STATIONS**

As electric vehicles are becoming more widely adopted by the general public, Parking Services installed an electric vehicle charging station in the ByWard Parking Garage. This convenient feature allows owners of electric vehicles to charge their vehicle while they park in the facility. The new Glebe garage also features two charging stations.

## **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. Business Improvement Associations (BIAs), Community Associations, representatives from Places of Worship, and Councillors were actively engaged in 2015.

### **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 BIAs 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. The Somerset-Chinatown, Bank Street, Downtown Rideau and ByWard Market BIAs applied for and received the grant in 2015.

### **PSCG MEETINGS**

The PSCG continued to act as a forum for staff and stakeholders to have dialogue and exchange information. A total of three meetings were held in 2015, 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 2015 regarding various studies in Little Italy, Centretown and Westboro / Wellington West (Kitchissippi). Staff attended BIA 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 finalized. Stakeholders were also involved in the development of recommendations in order to address the parking concerns of the local communities and/or groups that they represent.

## **OPERATIONAL ENHANCEMENTS**

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The Parking Services branch manages six multi-story parking garages and 13 surface parking lots, in addition to 3,858 paid on-street parking spaces and 2,708 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 2015.

## **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. Noteworthy 2015 initiatives include:

- Concrete foundation repairs at the City Hall Parking Garage
- Exterior concrete and brick rehabilitation at the ByWard (70 Clarence St.) Parking Garage
- Fire suppression repairs and upgrades at the ByWard (70 Clarence St.) Parking Garage
- Replacement of exhaust fans in the ByWard (70 Clarence St.) Parking Garage
- Design work related to the installation of Parking Guidance Systems (PGSs) in the City Hall and 210 Gloucester St. parking garages

## **ACCESSIBILITY**

The Parking Services branch continued to increase accessibility at its parking facilities in 2015. An additional two accessible parking spaces were added to the ByWard (70 Clarence St.) Parking Garage, and an additional accessible space was added to the 301 Preston St. Parking Lot, all with the intent of increasing accessibility at these facilities.

Seven accessible parking spaces were included in the construction of the new Glebe Parking Garage, which exceeds the legislated requirements under the City's Accessibility Design Standards. The PGS in the garage shows the availability of accessible parking spaces so motorists can quickly see if an accessible space is available even before entering the garage.



Further, all reports published by Parking Services in 2015 met the Accessibility for Ontarians with Disabilities Act.

## **TECHNOLOGY & ENVIRONMENT**

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Introducing new technologies designed to improve customer service by improving efficiency and enhancing service is an important part of providing excellent parking services. Adopting environmentally sustainable business practices is also important to Parking Services. Several initiatives were adopted by Parking Services in 2015 that enhance municipal parking services in Ottawa that meet the objectives of implementing new technologies and environmental sustainability.

### **PARKING GUIDANCE SYSTEMS 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 2015, Parking Services completed the installation of the 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 PGS has effectively helped to integrate the parking supply of the ByWard and Dalhousie garages to enhance service for parkers.

### **BICYCLE PARKING**

Located throughout the downtown core, Parking Services provides 2,708 bicycle parking spaces at ring and post bicycle parking spaces. They offer a convenient place for bike riders to park their bikes so that they can quickly access their destinations while securely parking their bike. Bicycles as a mode of transportation contribute greatly to environmental sustainability in the community and thus providing bicycle parking is an important part of transportation services. In 2015, an additional 32 ring and post racks were installed for a total of 64 new bicycle parking spaces.

2015 also saw the second year of the bicycle corral pilot project. Parking Services, in conjunction with the Planning and Growth Management Department, saw the installation of three bicycle corrals located in on-street parking spaces. These convenient 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.

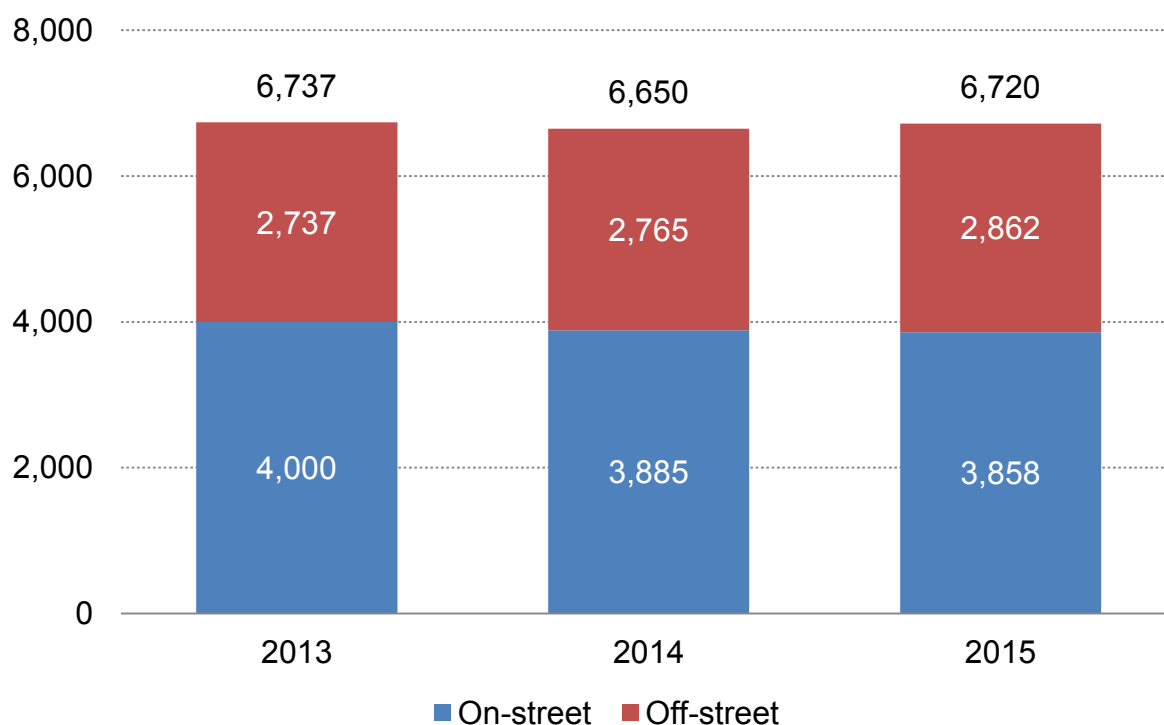
## **PERFORMANCE MEASURES**

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Measuring performance plays a critical role in the decision making process for the Parking Services branch. As a result, 12 key business indicators have been selected to assess the overall performance of the branch year-over-year. These measures include:

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

## 1. TOTAL PARKING SPACES MANAGED



Total Parking Spaces Managed	2013	2014	2015
On-street	4,000	3,885	3,858
Off-street	2,737	2,765	2,862
<b>Total</b>	<b>6,737</b>	<b>6,650</b>	<b>6,720</b>

### ANALYSIS

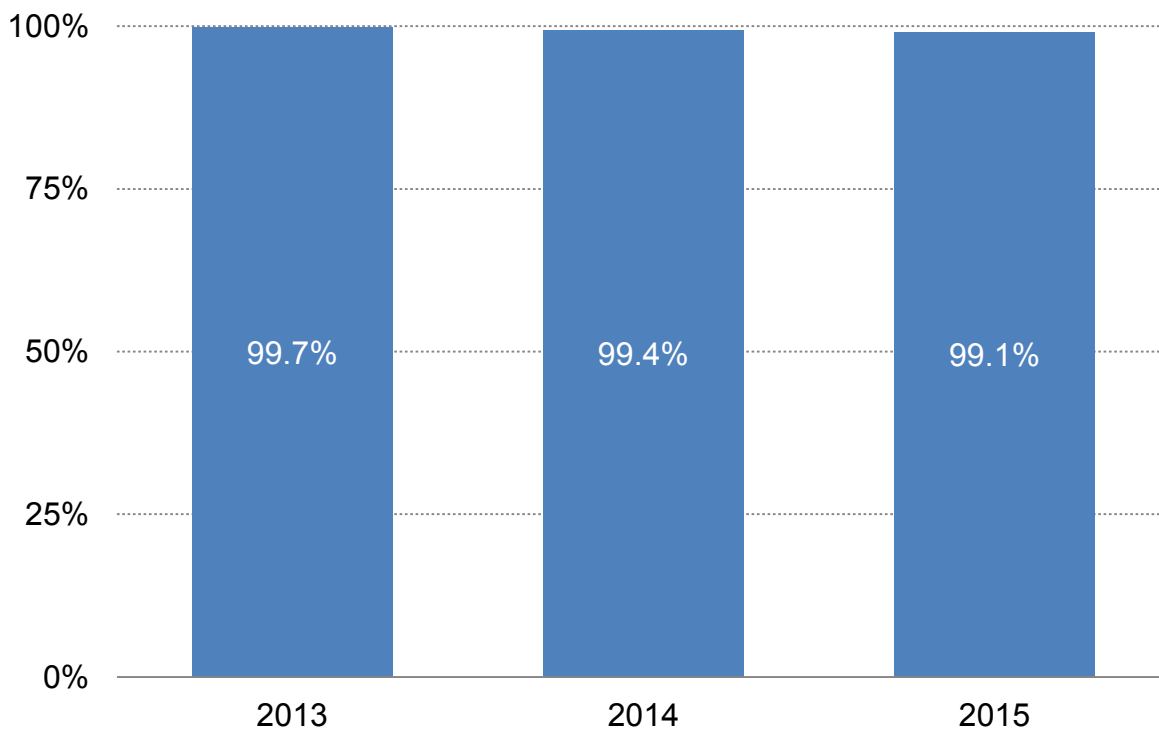
As of December 31, 2015, Parking Services managed 3,858 paid on-street parking spaces and 2,862 paid off-street spaces, for a total of 6,720 paid parking spaces.

The decrease in the number of on-street spaces was due primarily to the removal of paid parking spaces on Wellington St. in the Lebreton Flats as a result of road reconfigurations related to redevelopment of land in the area.

The increase in the number of off-street spaces was due to the opening of the new Glebe Parking Garage - a 146 space facility that replaced a 49 space surface parking lot.

See page 25 for complete details regarding the change in parking spaces in 2015.

## 2. PARKING EQUIPMENT UPTIME

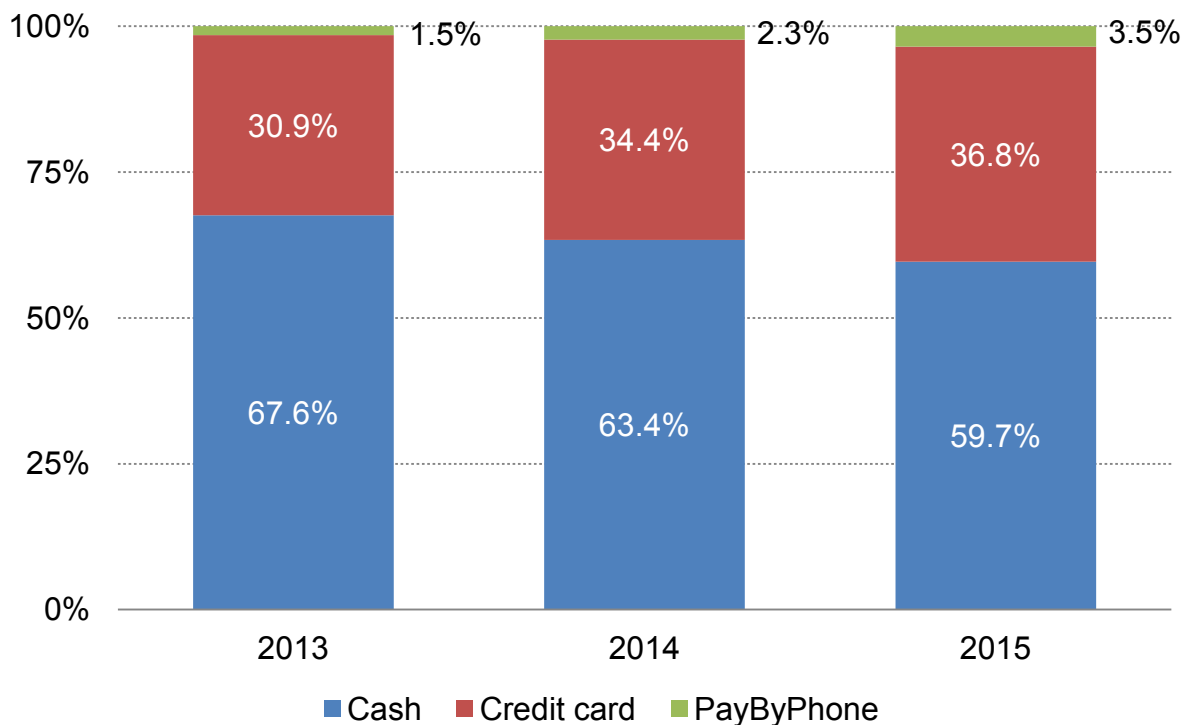


Parking Equipment Uptime	2013	2014	2015
Total uptime	99.7%	99.4%	99.1%

### ANALYSIS

The uptime rate (i.e. total time operating properly divided the total time in a year multiplied by 100) for parking equipment remained above 99% in 2015, in line with 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



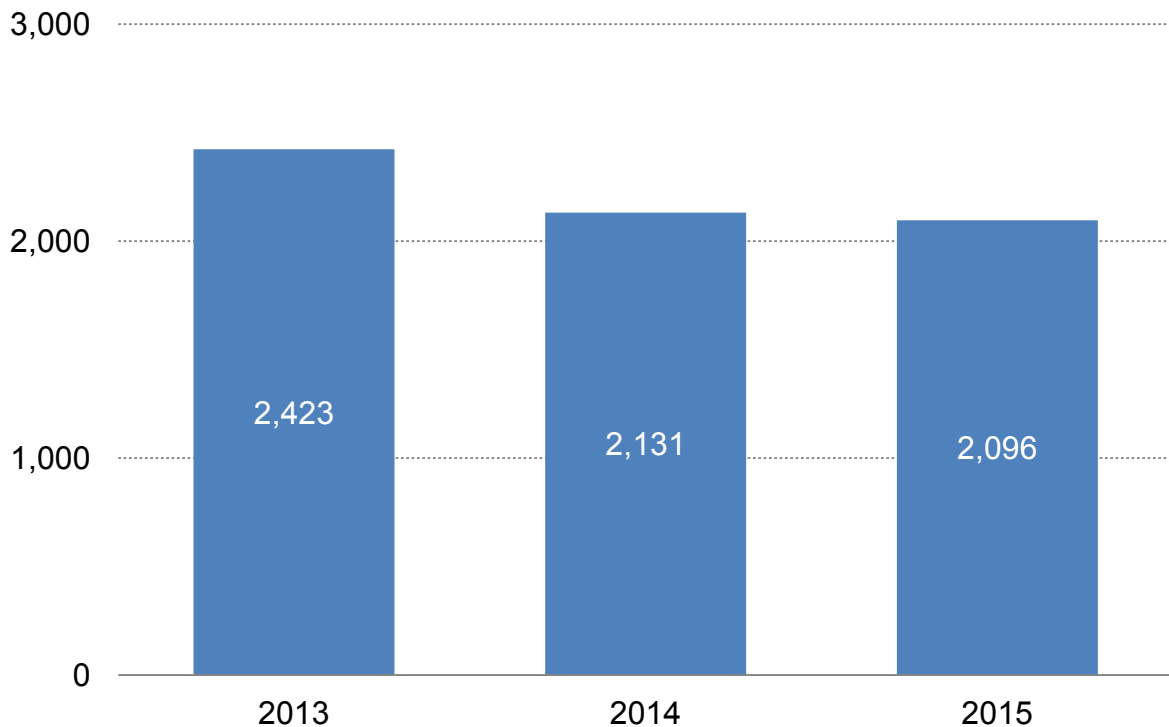
Transactions by Payment Type	2013	2014	2015
Cash	67.6%	63.4%	59.7%
Credit Card	30.9%	34.4%	36.8%
PayByPhone	1.5%	2.3%	3.5%

#### ANALYSIS

The proportion of Pay & Display transactions conducted with a credit card increased to 36.8% in 2015, up from 34.4% in 2014 and 30.9% in 2013. The proportion of cash transactions decreased to 59.7% in 2015, down from 63.4% in 2014 and 67.6% in 2013.

The usage of PayByPhone, launched in 2012, increased to 3.5% of parking transactions in 2015, up from 2.3% in 2014 and 1.5% in 2013.

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

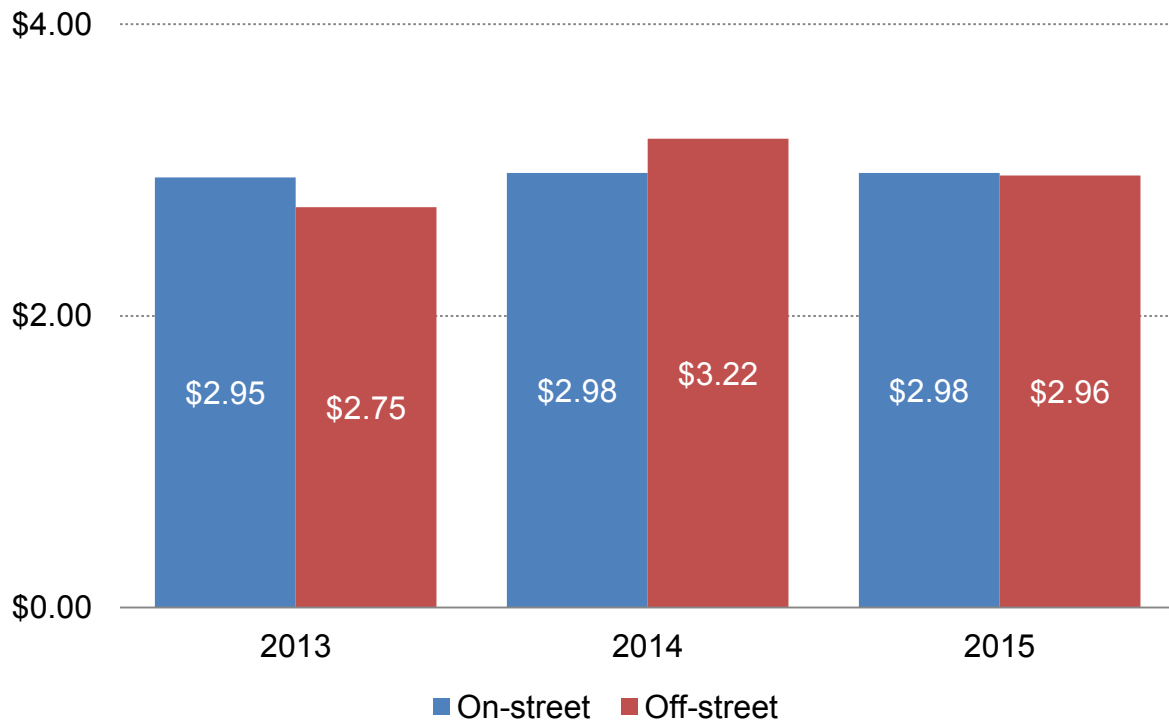


3-1-1 Calls for Parking Equipment	2013	2014	2015
Total calls	2,423	2,131	2,096

#### ANALYSIS

In 2015, the public made a total of 2,096 calls to 3-1-1 related to parking equipment, less than the 2,131 calls made in 2014 and 2,423 made in 2013. The calls received pertaining to parking equipment included, but are not limited to: no ticket dispensed, out of service, general error, not accepting coins, and card reader error.

## 5. AVERAGE HOURLY RATES (WEEKDAY)



Average Hourly Rates (weekday)	2013	2014	2015
On-street	\$2.95	\$2.98	\$2.98
Off-street	\$2.75	\$3.22	\$2.96

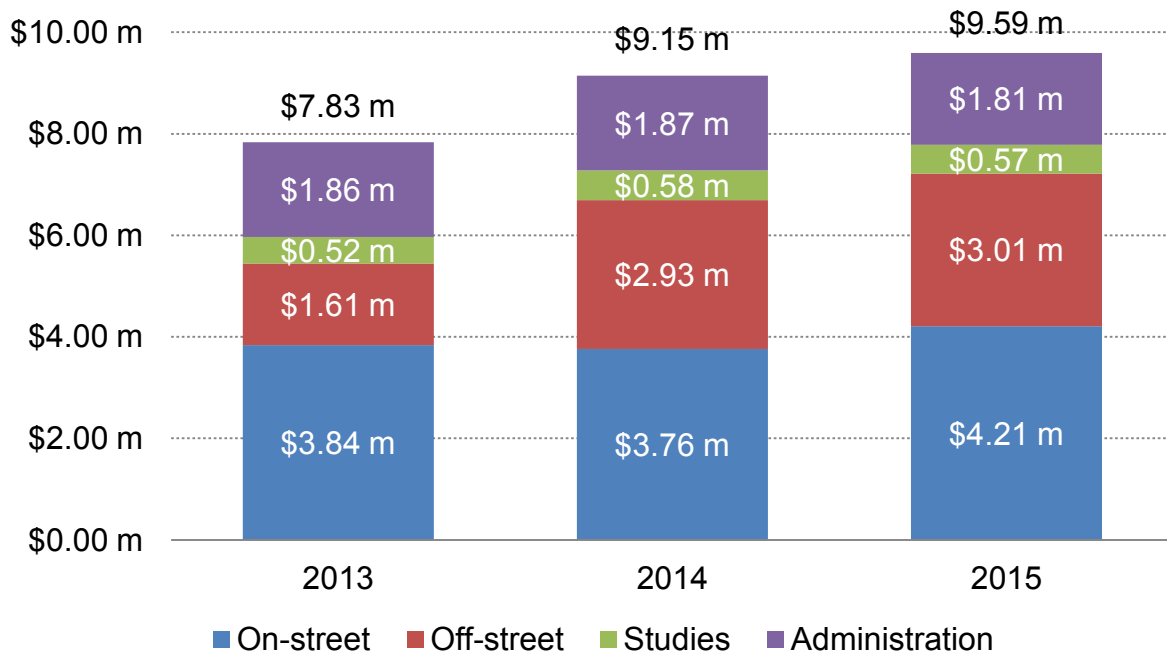
### ANALYSIS

Average hourly on-street parking rates remained at \$2.98 in 2015, the same as 2014 and up slightly from \$2.95 in 2013.

Average hourly off-street parking rates decreased to \$2.96 in 2015, down from \$3.22 in 2014 and up from \$2.75 in 2013. The 2015 decrease is due primarily to a half hour rate decrease at the City Hall Parking Garage from \$2.50 per half hour to \$2 per half hour.

See page 24 for complete details regarding the change in parking rates in 2015.

## 6. OPERATING EXPENSES



Operating Expenses	2013	2014	2015
On-street	\$3.84 m	\$3.76 m	\$4.21 m
Off-street	\$1.61 m	\$2.93 m	\$3.01 m
Studies	\$0.52 m	\$0.58 m	\$0.57 m
Administration	\$1.86 m	\$1.87 m	\$1.81 m
<b>Total</b>	<b>\$7.83 m</b>	<b>\$9.15 m</b>	<b>\$9.59 m</b>

### ANALYSIS

Total operating expenses in 2015 were \$9.59 million.

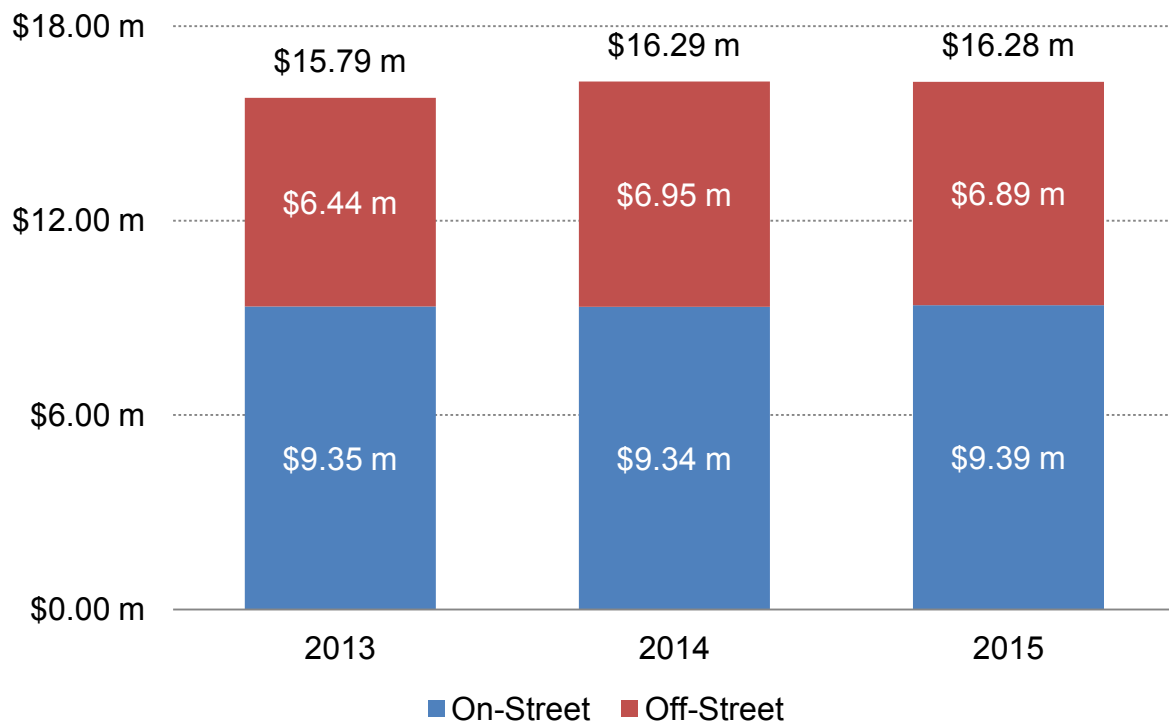
On-street expenditures of \$4.21 million in 2015 were higher than previous years due to additional winter maintenance costs related to snow clearing and removal as a result of the Q1 2015 winter season.

Off-street expenditures in 2015 were similar to 2014, but higher than 2013, 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



Revenue	2013	2014	2015
On-street	\$9.35 m	\$9.34 m	\$9.39 m
Off-street	\$6.44 m	\$6.95 m	\$6.89 m
<b>Total</b>	<b>\$15.79 m</b>	<b>\$16.29 m</b>	<b>\$16.28 m</b>

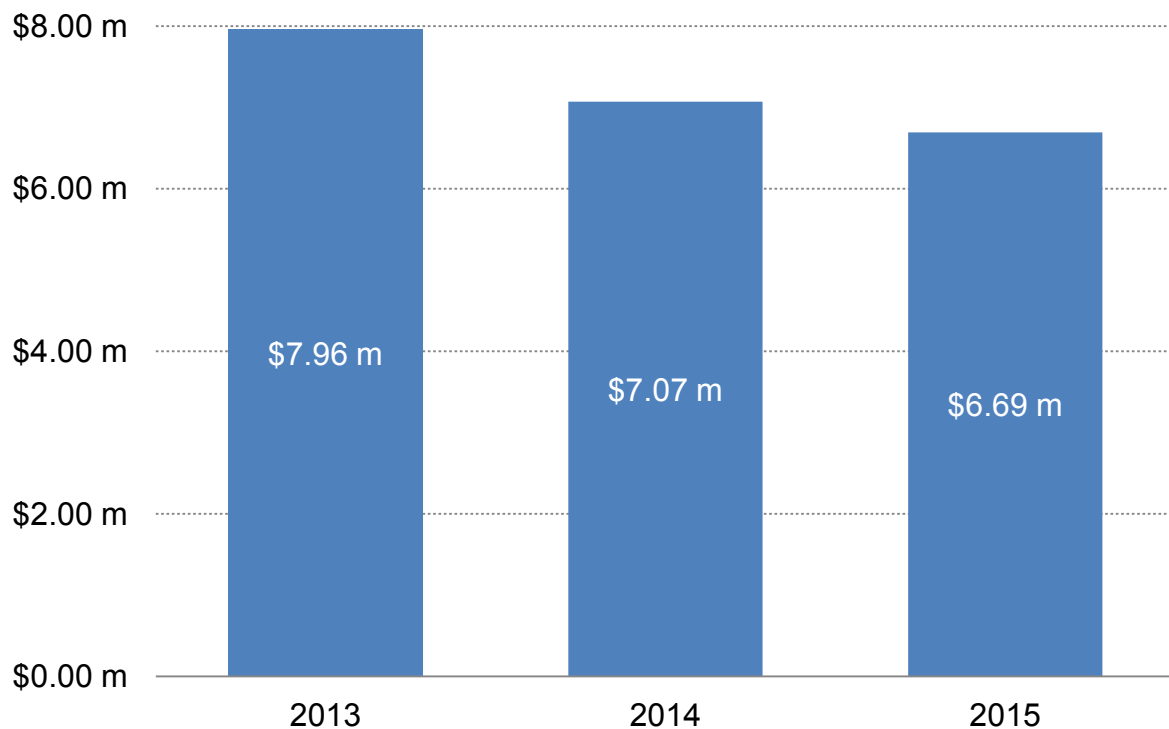
### ANALYSIS

Total revenues in 2015 were \$16.28 million.

On-street revenues were \$9.39 million, similar to \$9.34 million in 2014 and \$9.35 million in 2013.

Off-street revenues were \$6.89 million in 2015, similar to \$6.95 million in 2014, but higher than \$6.44 million in 2013. The 2014 and 2015 increases were due to the opening of new parking lots located at 300 Queen St. and 160 Lyon St.

## 8. PARKING RESERVE FUND CONTRIBUTION



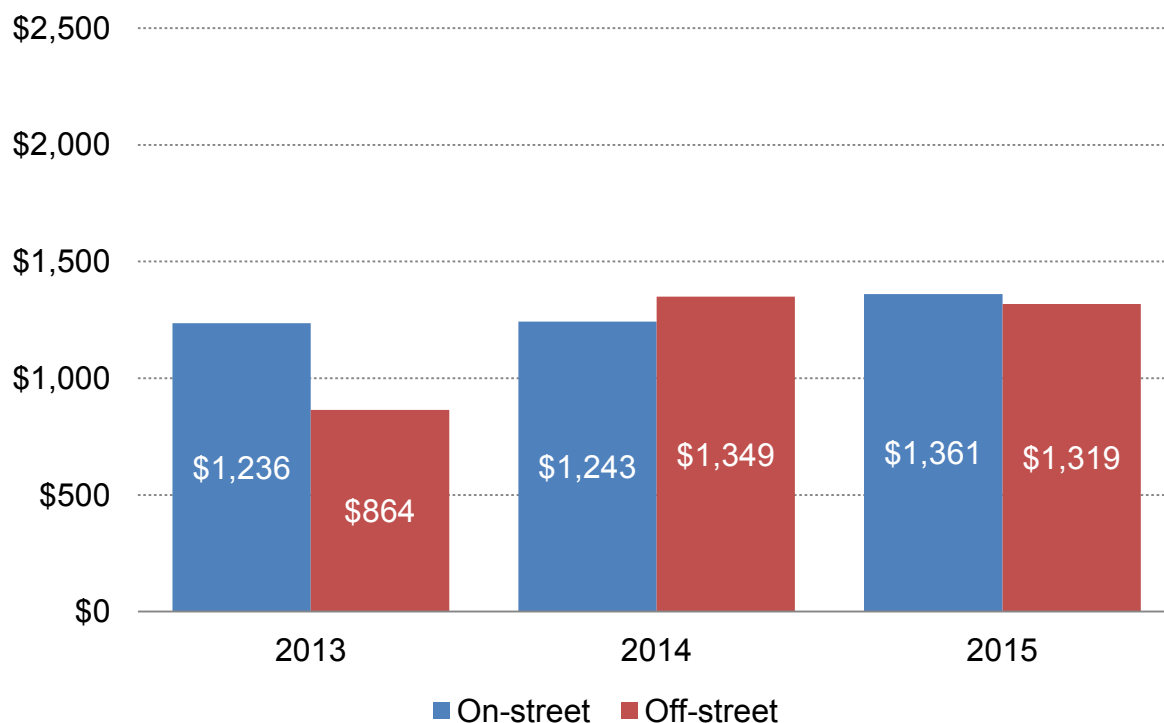
Parking Reserve Fund Contribution	2013	2014	2015
Total contribution	\$7.96 m	\$7.07 m	\$6.69 m

### ANALYSIS

A total of \$6.69 million was contributed to the Parking Reserve Fund (PRF) in 2015, less than the \$7.07 million contributed in 2014 and \$7.96 million contributed in 2013. The reduced contribution was due to an increase in on-street expenses (see page 18).

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 lifecycle 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



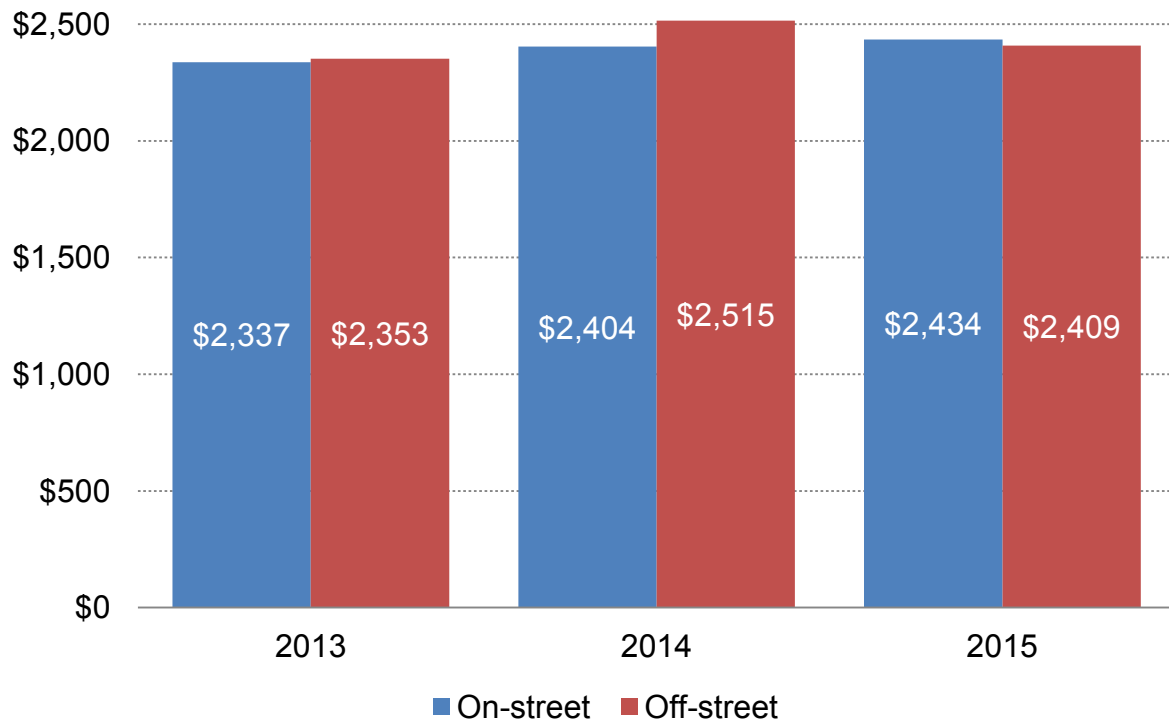
Average Expense Per Space	2013	2014	2015
On-street	\$1,236	\$1,243	\$1,361
Off-street	\$864	\$1,349	\$1,319

### ANALYSIS

The average expense per on-street space in 2015 was \$1,361, up from \$1,243 in 2014 and \$1,236 in 2013, due mainly to fewer parking on-street spaces managed.

The average expense per off-street space in 2015 was \$1,319, slightly less than \$1,349 in 2014 and up from \$864 in 2013. 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



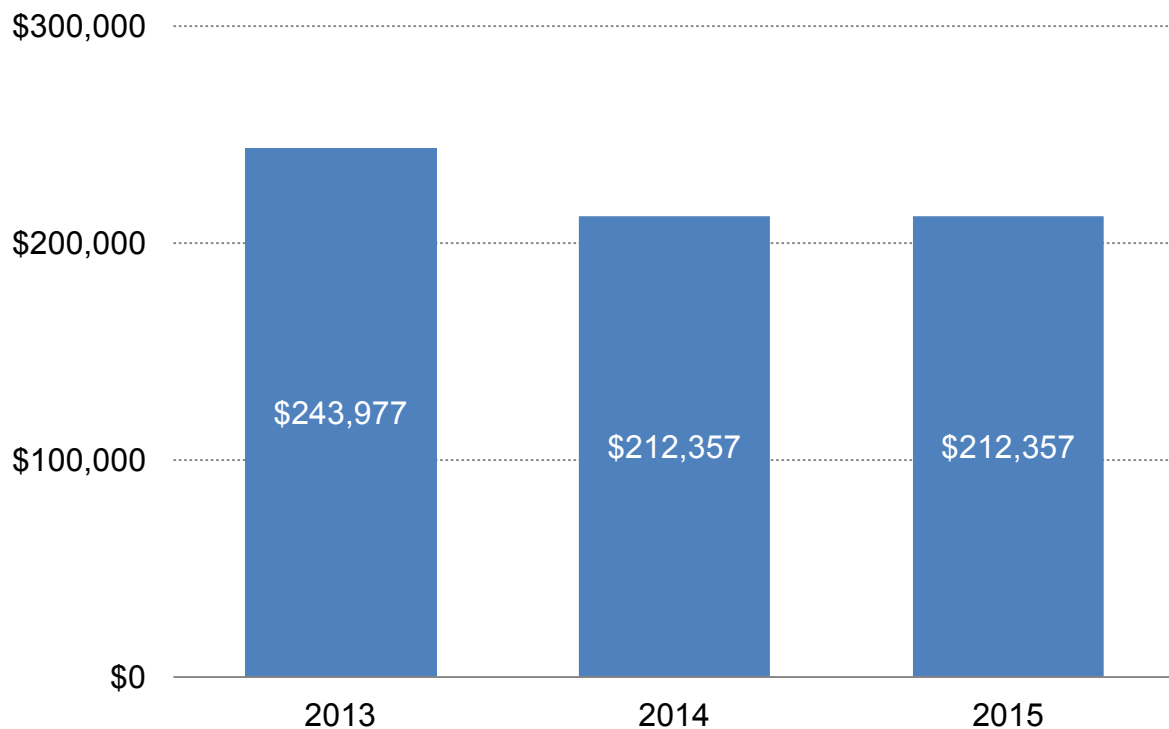
Average Revenue per Space	2013	2014	2015
On-street	\$2,337	\$2,404	\$2,434
Off-street	\$2,353	\$2,515	\$2,409

### ANALYSIS

Average revenue per on-street space in 2015 was \$2,434, up slightly from \$2,404 in 2014 and \$2,337 in 2013.

Average revenue per off-street space in 2015 was \$2,409, lower than \$2,515 in 2014 and similar to \$2,353 in 2013. The decrease in 2015 was due to higher than normal revenues in 2014 from the surface parking lots located at 300 Queen St and 160 Lyon St.

## 11. SPENDING ON ALTERNATIVE MODES OF TRANSPORTATION



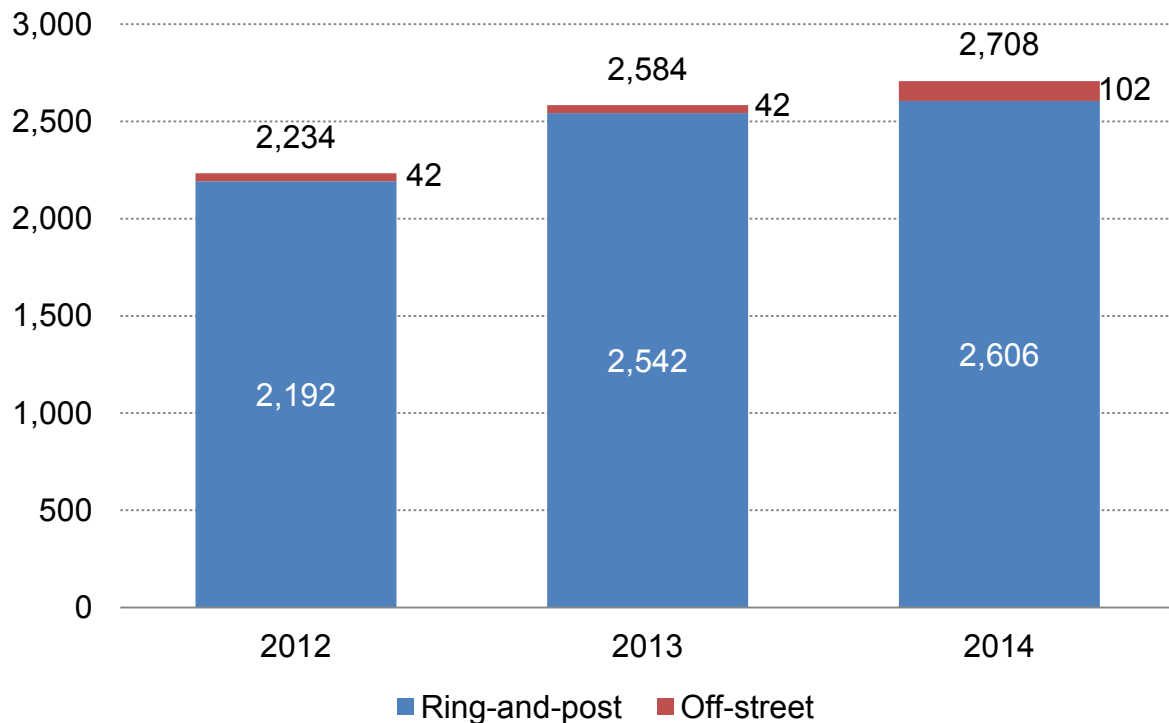
Spending on Alt Modes	2013	2014	2015
Total spending	\$243,977	\$212,357	\$212,357

### ANALYSIS

Total spending on alternative modes of transportation was \$212,357 in 2015, the same as 2014 and slightly less than \$243,977 in 2013.

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. This figure also includes transfers to 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



Total Bicycle Spaces Managed	2013	2014	2015
Ring-and-post	2,192	2,542	2,606
Off-street	42	42	102
<b>Total</b>	<b>2,234</b>	<b>2,584</b>	<b>2,708</b>

### ANALYSIS

As of December 31, 2015, Parking Services managed 2,606 ring and post spaces and 102 spaces in seven different off-street parking lots, for a total of 2,708 bicycle parking spaces.

The increase in ring-and-post spaces is due to the installation of a number of new racks throughout the downtown core. The increase in off-street spaces is due to the installation of 60 bicycle parking spaces in the new Glebe Parking Garage.

## PAID PARKING ADJUSTMENTS IN 2015

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Each year, Parking Services is required to report on any changes made to parking rates, hours, and locations under the Delegation of Authority By-law in its Annual Report. The following is the list of changes made in 2015.

### RATES & HOURS

- Gloucester parking garage (210 Gloucester St.)
  - Evening max of \$6 introduced
  - Daytime half hour rate increased from \$1.50 to \$2
- Dalhousie parking garage (141 Clarence St.)
  - Saturday and Sunday evening max decreased from \$5 to \$4
  - Weekday evening max decreased from \$5 to \$4
  - Saturday daytime max decreased from \$8 to \$4
  - Sunday daytime max decreased from \$5 to \$4
  - Lost ticket charge increased from \$15 to \$20
- City Hall parking garage (110 Laurier Ave.)
  - Weekend daily max decreased from \$3 to \$2
  - Weekday evening max decreased from \$3 to \$2
  - Weekday half hour rate decreased from \$2.50 to \$2
- Glebe parking garage (170 Second Ave.) – New Facility
  - First and second floors – 2 hour max
  - Third and fourth floors – \$14 max, monthly permit \$130
  - Daytime half hour rate, 8 am to midnight, Monday to Sunday, \$1.25
  - Night half hour rate, midnight to 8 am, Monday to Sunday, free
- 234-250 Slater St. parking lot
  - Weekday half hour rate increased from \$1.50 to \$2
  - Daily max increased from \$16 to \$18
  - Weekday evening max decreased from \$5 to \$2
  - Weekday evening half hour rate decreased from \$2 to \$1
- 574 Bank St. parking lot
  - Daily max decreased from \$11 to \$10
  - Evening max decreased from \$7.50 to \$6.50
  - Saturday max of \$5 introduced
  - Saturday half hour rate of \$0.50 introduced
  - Monthly permit increased from \$86.71 to \$95
- 687 Somerset St. parking lot

- Weekend daily max decreased from \$6 to \$5
- 760 Somerset St. parking garage
  - Weekend daily max decreased from \$5 to \$4
  - Weekend half hour rate decreased from \$1.25 to \$1
- 301 Preston St. parking lot
  - Weekday daily max decreased from \$10 to \$9
  - Weekend daily max decreased from \$10 to \$5
  - Weekday half hour rate decreased from \$1.25 to \$1
  - Weekday and weekend evening half hour rate of \$0.50 introduced
- 422 Slater St. parking lot
  - Weekday half hour rate decreased from \$1.50 to \$1
- 400 North River Rd. parking lot
  - Monthly permit spaces available to short-term parkers after 6pm on weekday evenings
- 283 Cyr St. parking lot
  - Weekday half hour rate decreased from \$1.25 to \$0.50
  - Hours of paid parking changed from 8:30 am to 7 pm to 8:30 am to 6 pm
  - Weekday daily max decreased from \$5 to \$4
- 111 Kent St. parking lot
  - Daily max increased from \$18 to \$20
  - Weekday evening half hour rate decreased from \$2 to \$1.50
  - Weekday evening max decreased from \$6 to \$5
- 160 Lyon St. parking lot
  - Daily max increased from \$18 to \$20
  - Weekday evening half hour rate decreased from \$2 to \$1.50
  - Weekday evening max decreased from \$6 to \$5

## **OFF-STREET INVENTORY**

- 97 off-street spaces added due to the construction of the 146 space Glebe parking garage, which replaced a 49 space surface parking lot.

## **ON-STREET INVENTORY**

- 36 paid spaces lost on Wellington St. in the Lebreton Flats due to road reconfigurations related to redevelopment of land in the area
- Various adjustments, including additions and removals due to various developments, resulting in a gain of 9 paid on-street spaces



## ON-STREET PAID PARKING INVENTORY

### ALL LOCATIONS

Area	Parking Spaces	Hourly Rate (weekday)
ByWard Market & Downtown Rideau	823	\$3.00
CentrepoinTE	158	\$3.00
Centretown <sup>1</sup>	1,347	\$3.00
Chinatown <sup>2</sup>	147	\$3.00
Civic Hospital	71	\$3.00
Downtown <sup>3</sup>	349	\$3.00
Glebe	208	\$3.00
Holland & Hamilton	92	\$3.00
King Edward	31	\$3.00
Preston & Booth <sup>4,5</sup>	307	\$3.00
Rideau east of King Edward <sup>5</sup>	122	\$3.00
Sanford Fleming	12	\$3.00
Vanier	78	\$2.00
Wellington St.(LeBreton Flats)	86	\$3.00
Tour bus parking (various locations)	27	Varies

<sup>1</sup> South of and including both sides of Gloucester, west of Cartier, north of Hwy 417, east of Bay.

<sup>2</sup> Somerset St. from Preston to Bay including side streets.

<sup>3</sup> South of Wellington, west of Elgin, north of but not including Gloucester, east of Bronson.

<sup>4</sup> South of Eccles, west of Lebreton, north of Carling, east of the O-train tracks

<sup>5</sup> A rate reduction was approved in this area in 2015 and will be implemented early in 2016.

## OFF-STREET PAID PARKING INVENTORY

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### PARKING GARAGES

#	Garage	Parking Spaces	Accessible Spaces	Hourly Rate (weekday daytime)
3	210 Gloucester St.	213	7	\$4.00
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	\$4.00
8	Glebe (170 Second Ave.)	146	7	\$2.50
12	760 Somerset St.	19	1	\$2.50

### PARKING LOTS

#	Garage	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	2	\$2.00
18	422 Slater St.	10	1	\$2.00
19	474 Elgin St.	20	1	\$5.00
20	400 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