

PARKING SERVICES

2016 ANNUAL REPORT

PUBLIC WORKS AND ENVIRONMENTAL SERVICES DEPARTMENT

SUMMARY

PURPOSE

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

MUNICIPAL PARKING MANAGEMENT PROGRAM OVERVIEW

The City of Ottawa provides paid public parking through the Municipal Parking Management Program. Delivered by the Parking Services Unit, part of Roads Services in 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.

2016 ANNUAL REPORT OVERVIEW

The 2016 Annual Report presents a summary of the key achievements and initiatives completed by the Parking Services branch in 2016. It presents the following information:

- 2016 highlights
- The role of Parking Stakeholder Consultation Group (PSCG)
- The key accomplishments and achievements of 2016 linking them to five themes consistent with the Municipal Parking Management Strategy, including
 - Customer Experience
 - Parking Studies
 - Building Community Relationships
 - Operational Enhancements
 - Environmental Sustainability
- The 2016 year-end results of twelve key business indicators with a comparison to 2015 and 2014
- A summary of changes made to paid parking in 2016
- An inventory of all paid municipal parking as of December 31, 2016

2016 HIGHLIGHTS

- Significant upgrades and repairs to the ByWard Market parking garage located at 70 Clarence Street, which involved replacing the asphalt on the basement level, upgrading the fire alarm system, improving the foundation wall, painting, installing new ULC-rated doors and frames, repairing concrete throughout the garage, and refreshing the electrical systems.
- Completion of the Centretown 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, consulting extensively with stakeholders, and presenting recommendations in a final report to Transportation Committee.
- Significant progress towards 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. Work in 2016 included collecting and analyzing data, determining issues, and consulting with stakeholders.
- The permanent establishment of free parking for Veterans on Remembrance Day. At City Hall, holders of Veteran license plates and any person wearing an armed forces uniform and/or displaying service medals may park for free on Remembrance Day. Holders of Veteran license plates may also park for free at all on-street paid parking spaces in the geographic area bounded by the Rideau Canal in the east, Somerset Street to the south, Bank Street to the west, and the Ottawa River to the north on Remembrance Day.
- Preparation work including the procurement and planning phases for the 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. By reducing the need to search for parking, a PGS can also both reduce traffic congestion and reduce vehicle emissions.
- Ongoing support of the ring-and-post bicycle parking program, which saw an additional 66 spaces installed, bringing the City-wide total to 2,672 ring-and-post bicycle parking spaces, demonstrating the commitment to promote, establish, and maintain programs and facilities that encourage the use of alternative modes of transportation.
- Completion of lifecycle repairs in various parking facilities.

- Publication of the sixth annual Business Plan and the fifth Annual Report as mandated by the *Municipal Parking Management Strategy*. Both documents were approved by Transportation Committee and Council.
- 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.
- Substantial work on the update to the Central Area Parking Study – West to determine the supply and utilization of the parking spaces within the City's central area. Activities included surveying the study area (west of the Canal, north of Gloucester, east of Bronson, south of Wellington), analyzing the data, and comparing with the results of the 2010 study. Ultimately, the study will help guide the provision and management of parking in the central area.
- Completion of Parking Assessments in various areas in response to specific issues and concerns, including Bayview Road, Somerset Street, and Terminal Avenue / Sandford Fleming Avenue.

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 was undertaken to identify members for the 2015 – 2018 term of Council.

PSCG MEMBERS (2015 – 2018)

- Chair – Kevin Wylie, GM Public Works and Environmental Services
- 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 – Catherine Frechette
- Development Industry Representative – Dean Karakasis
- Places of Worship Representative – Greg Fyffe
- Member at Large – Chris Pomroy
- Accessibility Representative – Mike Nemesvary

CUSTOMER EXPERIENCE

Service excellence and the corresponding impact to customer experience 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.

VETERANS PARKING

In order to recognize Veterans' contributions, dedication, and commitment to serving and protecting our country, the City of Ottawa launched a pilot initiative in 2015 granting free parking for holders of Veteran license plates on Remembrance Day. The pilot was successful, and in May 2016 the initiative was made permanent. At City Hall, holders of Veteran license plates and any person wearing an armed forces uniform and/or displaying service medals may park for free on Remembrance Day. Holders of Veteran license plates may also park for free at all on-street paid parking spaces in the geographic area bounded by the Rideau Canal in the east, Somerset Street to the south, Bank Street to the west, and the Ottawa River to the north on Remembrance Day.

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 winter parking ban is called. The initiative provides residents that park on-street with an additional option of parking their vehicles off-street during winter events. Surface parking lots were not included so as to not impede snow clearing activities. Four overnight parking bans were called in 2016 which resulted in an average of 400 vehicles per event parking in city parking facilities, which both demonstrated the public's uptake of this convenient option, and led to increased efficiency in winter snow operations.

PARKING STUDIES

CENTRETOWN LOCAL AREA PARKING STUDY

The Parking Studies group completed the Centretown Local Area Parking Study, the first comprehensive and integrated parking study of the entire Centretown area. Using the Council approved Terms of Reference for Parking Studies as framework, the study consisted of determining the occupancy and turnover of 3,042 on-street parking spaces, 9,426 parking spaces in parking lots and garages, consulting with stakeholders to determine issues, and developing a number of recommendations. Transportation Committee received the final report in May 2016.

KITCHISSIPPI PARKING STRATEGY

The Parking Studies group also made significant progress towards the 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. Community stakeholders including the Westboro Village and Wellington West BIAs, various community associations, and the Ward Councillor were consulted, data was collected and studied, and a strategy to reduce parking pressures over time was developed and shared with stakeholders for their input.

CENTRAL AREA PARKING STUDY

Substantial progress was also made on the Central Area Parking Study (CAPS) – West. First conducted in 1985, CAPS is 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 included surveying the study area (west of the Canal, north of Gloucester, east of Bronson, south of Wellington), analyzing the data, and comparing with the results of the 2010 study.

CUSTOMER INTERCEPT SURVEYS

A key component to both the Kitchissippi Parking Strategy and the CAPS – West Update that were completed in 2016 were customer intercept surveys. These consisted of face-to-face surveys of people in the study areas using questions designed to gain an appreciation of parking behaviour, attitudes, and issues. Results from these surveys assisted with the development of recommendations for both studies, and provide a valuable means of engaging the general public in the parking study process.

BUILDING COMMUNITY RELATIONSHIPS

Building and maintaining positive relationships with local communities is a key component for the continued success of the Municipal Parking Management Program. Business Improvement Associations (BIA's), Community Associations, representatives from Places of Worship, and Ward Councillors were actively engaged in 2016.

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. The Bank Street, ByWard Market, Downtown Rideau, Somerset-Chinatown, and Preston BIA's applied for and received the grant in 2016.

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 2016, 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 2016 regarding studies in Centretown and Westboro / Wellington West (Kitchissippi Parking Strategy). 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 and/or groups that they represent.

OPERATIONAL ENHANCEMENTS

Parking Services manages six multi-story parking garages and 13 surface parking lots in addition to 3,861 paid on-street parking spaces and 2,774 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 2016.

PARKING FACILITY IMPROVEMENTS

Parking Services 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. 2016 highlights include:

- Major rehabilitation at the ByWard Market parking garage
- Exterior concrete, brick rehabilitation, and expansion joint repairs at the Dalhousie (141 Clarence St.) parking garage
- Soffit and traffic topping repairs to the decks at the City Hall parking garage
- Asphalt repairs at the 760 Somerset St. parking garage
- Design work related to the installation of a Parking Guidance System (PGS) in the City Hall parking garage

BYWARD PARKING GARAGE REPAIRS

Constructed in 1974, the ByWard parking garage located at 70 Clarence Street provides 289 accessible and convenient public parking spaces that support businesses, institutions, and tourism in the ByWard Market. Recognizing the age of facility, and that the last major renovations occurred in 1994, a major rehabilitation project was required and launched in the spring of 2016 led by the Infrastructure Services Department.

The work consisted of the following elements:

- Replacing the asphalt on the basement level
- Upgrading the fire alarm system
- Painting and installing new doors and frames
- Repairing concrete throughout the garage and improving the foundation wall
- Refreshing the electrical systems

ENVIRONMENTAL SUSTAINABILITY

BICYCLE PARKING

Parking Services provides 2,774 parking spaces throughout the downtown core and within parking facilities. 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 2016, an additional 33 ring and post racks were installed for a total of 66 new bicycle parking spaces.

2016 also saw the third year of the bicycle corral pilot project. Parking Services, in conjunction with Transportation Planning, 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.

ELECTRIC VEHICLE 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. As of the end of 2016, Parking Services, in conjunction with partners in the Facilities Operations Services, now offer one electric vehicle charging station in the ByWard Market parking garage and two in the Glebe parking garage.

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. Half-price motorcycle and scooter parking is also offered at all City-operated off-street surface parking lots.

CAR SHARING

Offering car share spaces in convenient locations encourages a reduction in vehicle ownership, fewer greenhouse gas emissions due to fewer kilometres travelled, and a reduced carbon footprint. As of December 2016, the branch provides seven car share spaces in six different parking lots across the City.

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, including:

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

Figure 1: Total Parking Spaces Managed

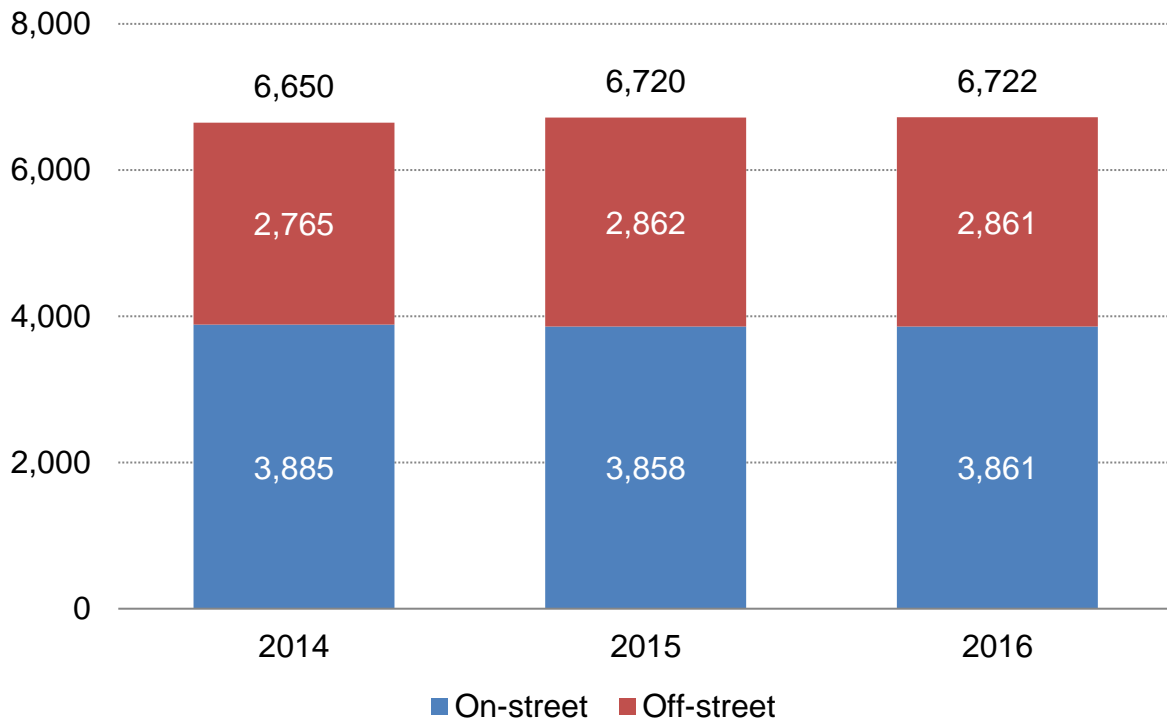


Table 1: Total Parking Spaces Managed

Total Parking Spaces Managed	2014	2015	2016
On-street	3,885	3,858	3,861
Off-street	2,765	2,862	2,861
Total	6,650	6,720	6,722

ANALYSIS

As of December 31, 2016, Parking Services managed 3,861 paid on-street parking spaces and 2,861 paid off-street spaces, for a total of 6,722 paid parking spaces.

The number of both on and off-street paid spaces were very similar to previous years. See page 24 for complete details regarding the change in parking spaces in 2016.

2. PARKING EQUIPMENT UPTIME

Figure 2: Parking Equipment Uptime

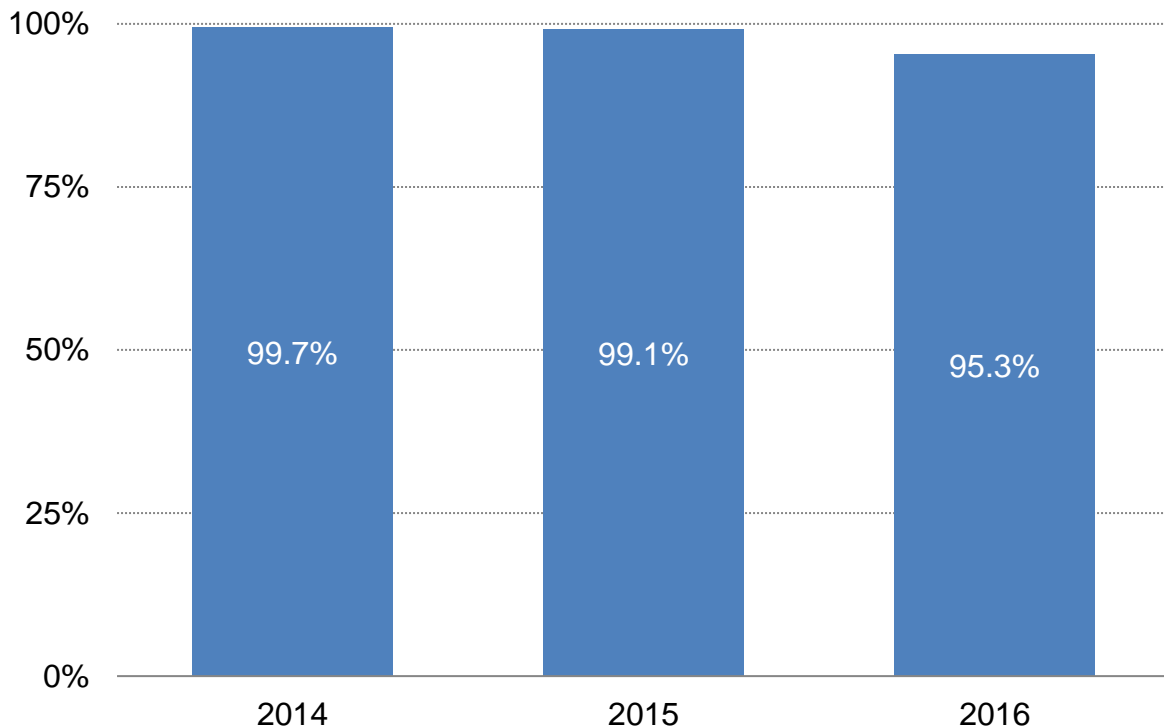


Table 2: Parking Equipment Uptime

Parking Equipment Uptime	2014	2015	2016
Total uptime	99.4%	99.1%	95.3%

ANALYSIS

The uptime rate for parking equipment was 95.3% in 2016, slightly lower than previous years. Data for 2016 was estimated using 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

Figure 3: Parking Transactions by Payment Type

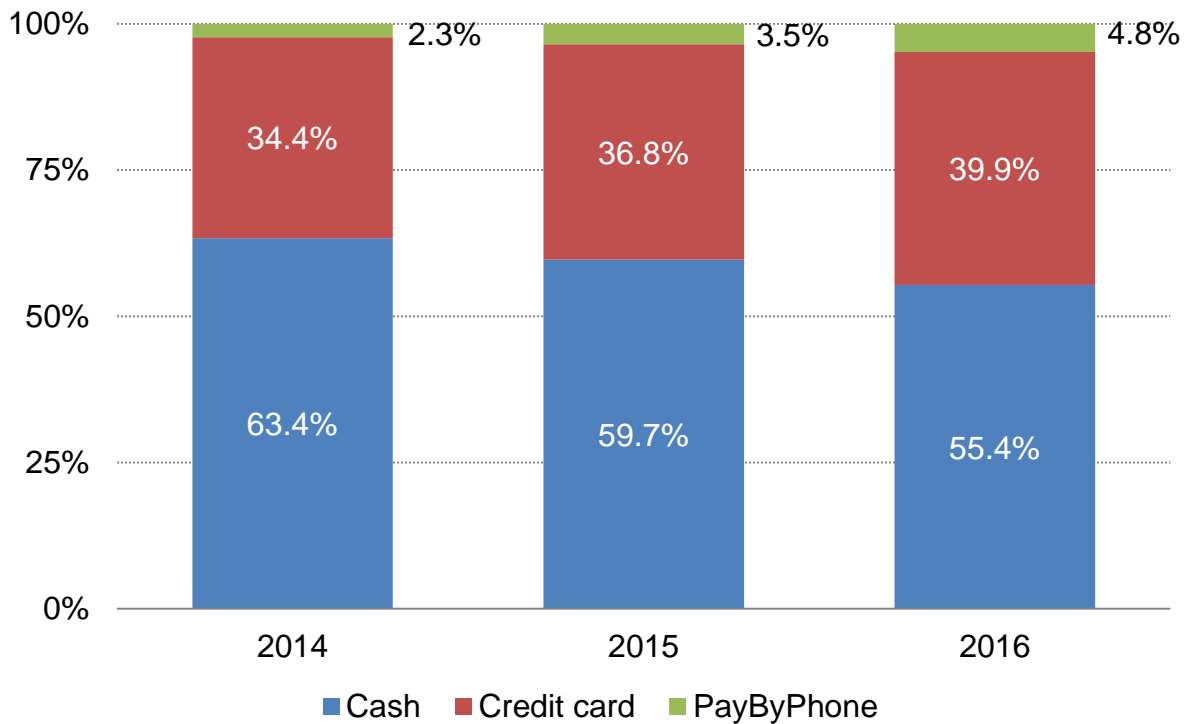


Table 3: Parking Transactions by Payment Type

Transactions by Payment Type	2014	2015	2016
Cash	63.4%	59.7%	55.4%
Credit Card	34.4%	36.8%	39.9%
PayByPhone	2.3%	3.5%	4.8%

ANALYSIS

The proportion of Pay & Display transactions conducted with a credit card increased to 39.9% in 2016, up from 36.8% in 2015 and 34.4% in 2014. The proportion of cash transactions decreased to 55.4% in 2016, down from 59.7% in 2015 and 63.4% in 2014.

The usage of PayByPhone increased to 4.8% of parking transactions in 2016, up from 3.5% in 2015 and 2.3% in 2014.

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

Figure 4: Number of 3-1-1 Calls for Parking Equipment

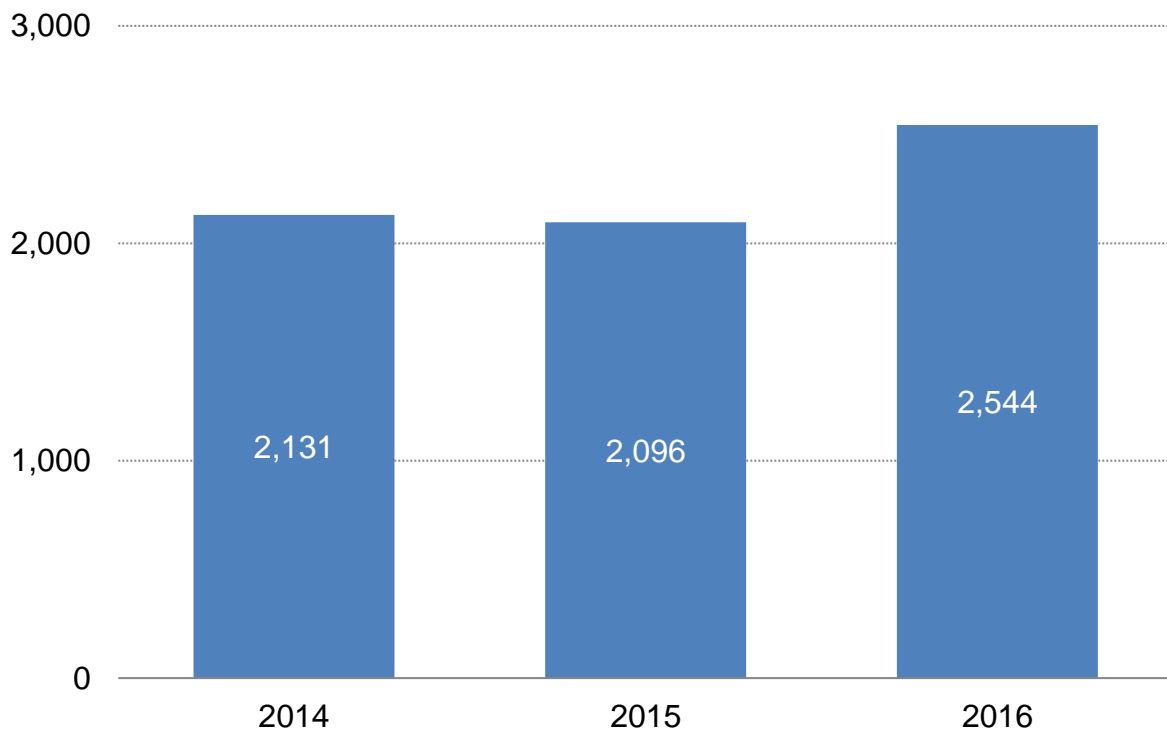


Table 4: Number of 3-1-1 Calls for Parking Equipment

3-1-1 Calls for Parking Equipment	2014	2015	2016
Total calls	2,131	2,096	2,544

ANALYSIS

In 2016, a total of 2,544 calls to 3-1-1 related to parking equipment were made, higher than the 2,096 calls made in 2015 and 2,131 made in 2014.

The increase was due mainly to an increase in calls for no ticket dispensed, machine out of service, and general error. Further, the number of calls made by Parking Services inspection staff to 3-1-1 increased in 2016, a result of increased proactive monitoring

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

5. AVERAGE HOURLY RATES (WEEKDAY)

Figure 5: Average Hourly Rates (Weekday)

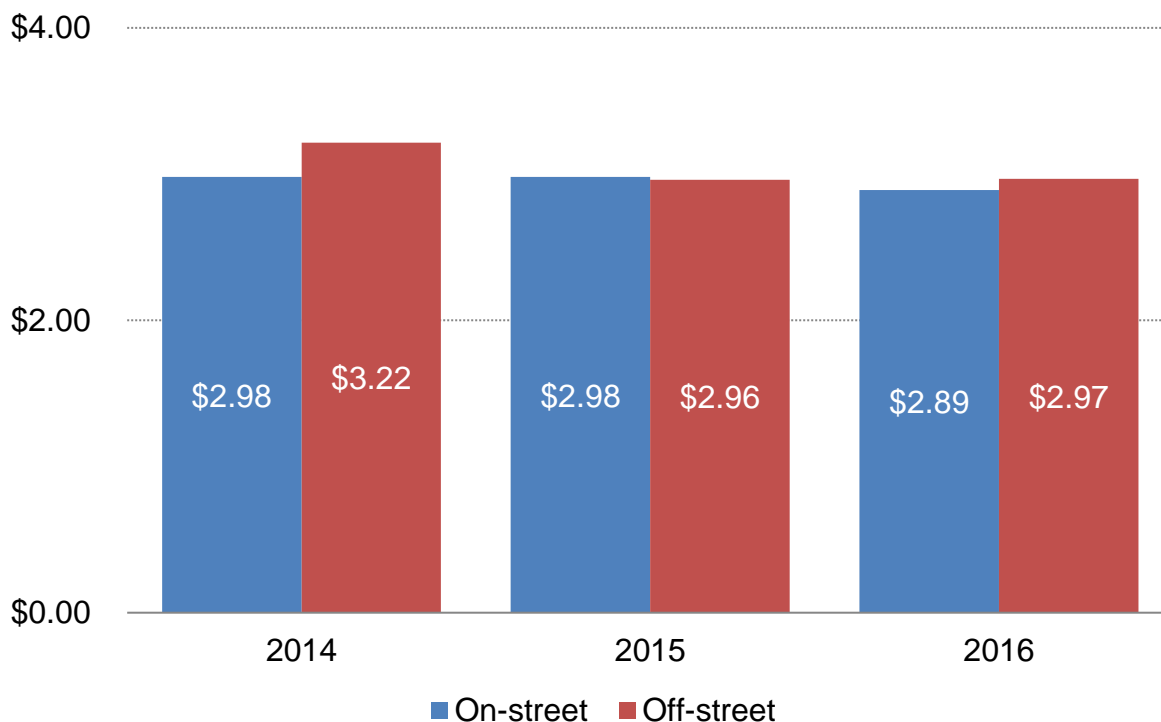


Table 5: Average Hourly Rates (Weekday)

Average Hourly Rates (weekday)	2014	2015	2016
On-street	\$2.98	\$2.98	\$2.89
Off-street	\$3.22	\$2.96	\$2.97

ANALYSIS

Average hourly on-street parking rates decreased slightly to \$2.89 in 2016, down from \$2.98 in 2015 and 2014. The decrease was due to the introduction of reduced rates along Rideau Street east of King Edward, and in the Little Italy area east of Rochester St.

Average hourly off-street parking rates were \$2.97 in 2016, virtually unchanged from 2015 and down from \$3.22 in 2014. The decrease in 2016 and 2015 relative to 2014 was due to a reduction in the half hour rate at the City Hall parking garage (during weekday evenings and on weekends).

See page 24 for complete details regarding the change in parking rates in 2016.

6. OPERATING EXPENSES (EXCLUDING PRF CONTRIBUTION)

Figure 6: Operating Expenses (Excluding PRF Contribution)

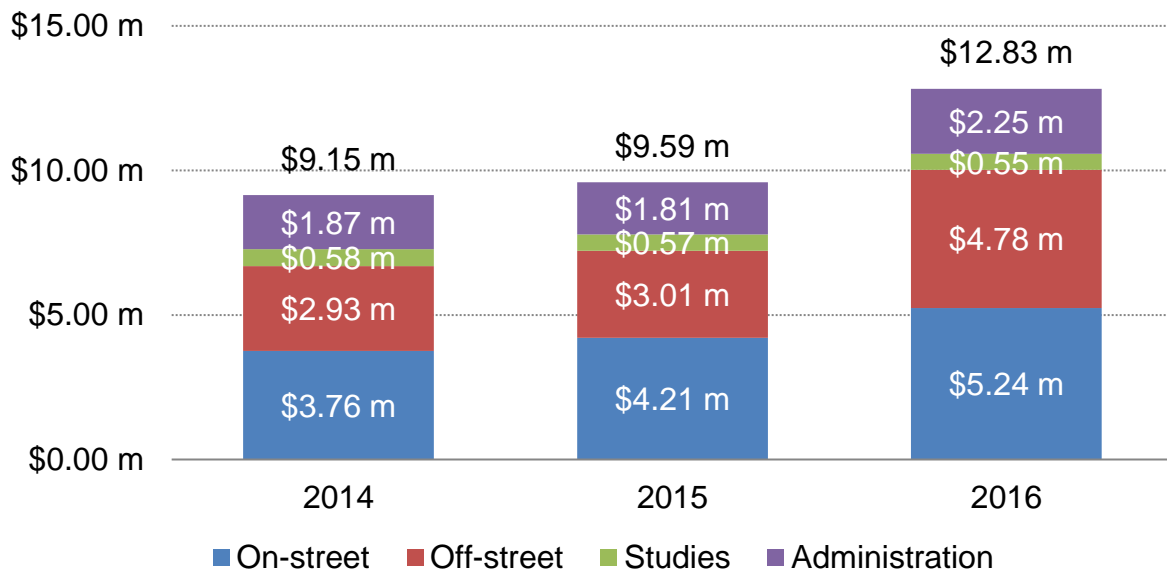


Table 6: Operating Expenses (Excluding PRF Contribution)

Operating Expenses	2014	2015	2016
On-street	\$3.76 m	\$4.21 m	\$5.24 m
Off-street	\$2.93 m	\$3.01 m	\$4.78 m
Studies	\$0.58 m	\$0.57 m	\$0.55 m
Administration	\$1.87 m	\$1.81 m	\$2.25 m
Total	\$9.15 m	\$9.59 m	\$12.83 m

ANALYSIS

On-street expenses were higher due to additional winter maintenance costs related to snow clearing and removal as a result of winter operations, and additional maintenance costs related to winter/spring clean-up activities.

Off-street expenses were higher, primarily due to the transfer of Park n’ Rides, Mary Pitt Centre, and Ben Franklin Place parking lot costs to Parking Services as described in the adopted 2016 Budget. Operating expenses at several off-street parking facilities were also up in 2016 by \$470K over 2015. 36% of this increase is related to increased security costs.

7. REVENUE

Figure 7: Revenue

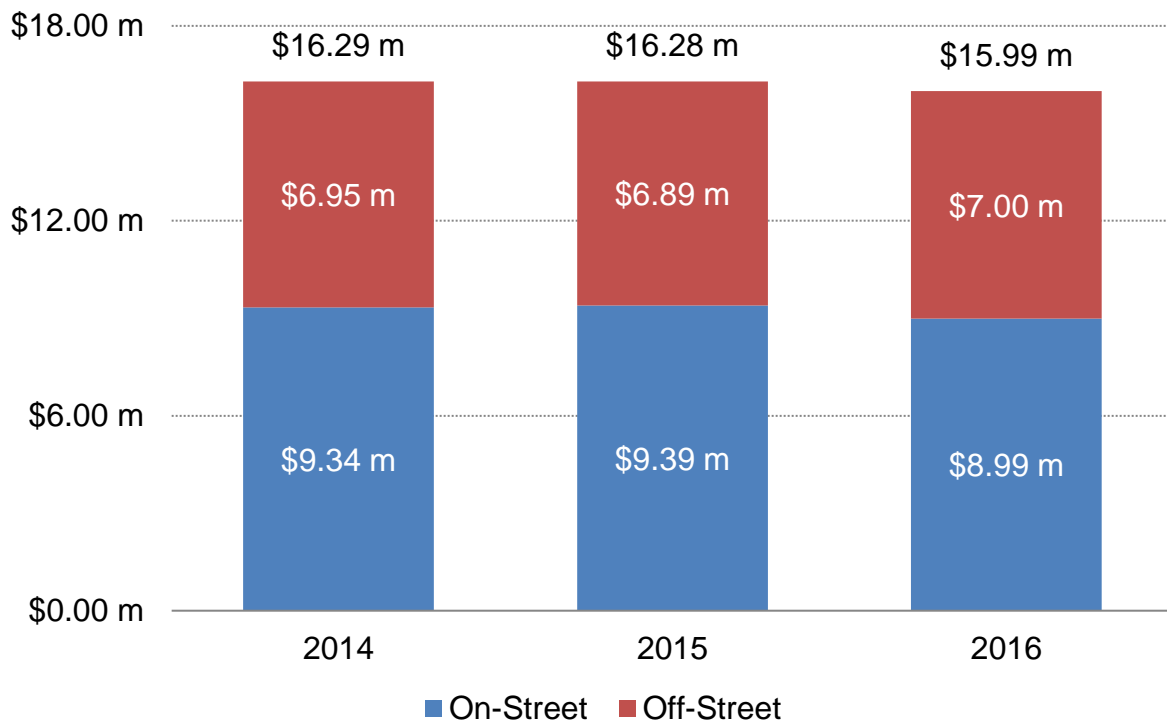


Table 7: Revenue

Revenue	2014	2015	2016
On-street	\$9.34 m	\$9.39 m	\$8.99 m
Off-street	\$6.95 m	\$6.89 m	\$7.00 m
Total	\$16.29 m	\$16.28 m	\$15.99 m

ANALYSIS

Total revenues in 2016 were \$15.99 million.

On-street revenues were \$8.99 million, slightly lower than 2015 and 2014 due increased road construction and a corresponding loss of well utilized parking spaces.

Off-street revenues were \$7.00 million in 2016, slightly higher than the \$6.89 million in 2015 and \$6.95 million in 2014.

8. PARKING RESERVE FUND (PRF) CONTRIBUTION

Figure 8: Parking Reserve Fund Contribution

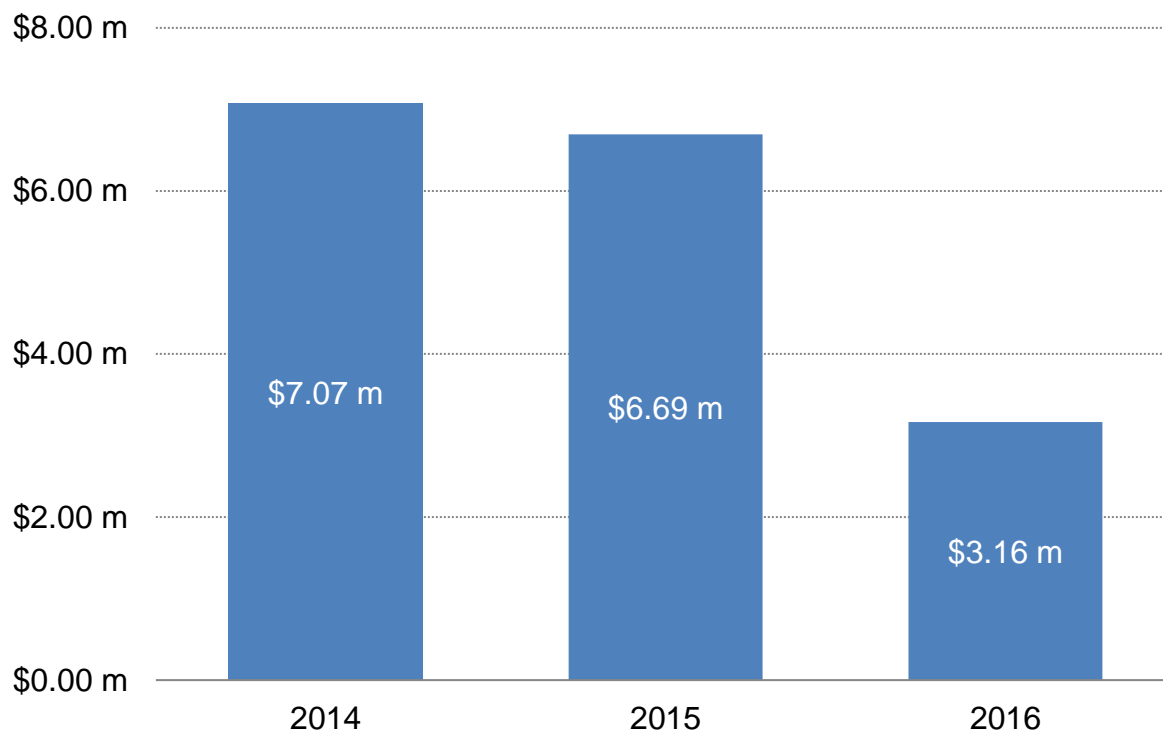


Table 8: Parking Reserve Fund Contribution

Parking Reserve Fund Contribution	2014	2015	2016
Total contribution	\$7.07 m	\$6.69 m	\$3.16 m

ANALYSIS

The contribution to the PRF consists of the difference between revenues and expenditures and is used to fulfill the fifth objective 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.

A total of \$3.16 million was contributed to the Parking Reserve Fund (PRF) in 2016. The decrease was due to increased operating expenses. See page 18 for details.

The Parking Reserve Fund 2016 year-end balance was \$19.3 million.

9. AVG EXPENSE PER SPACE (EXCLUDING PRF CONTRIBUTION)

Figure 9: Average Expense Per Space

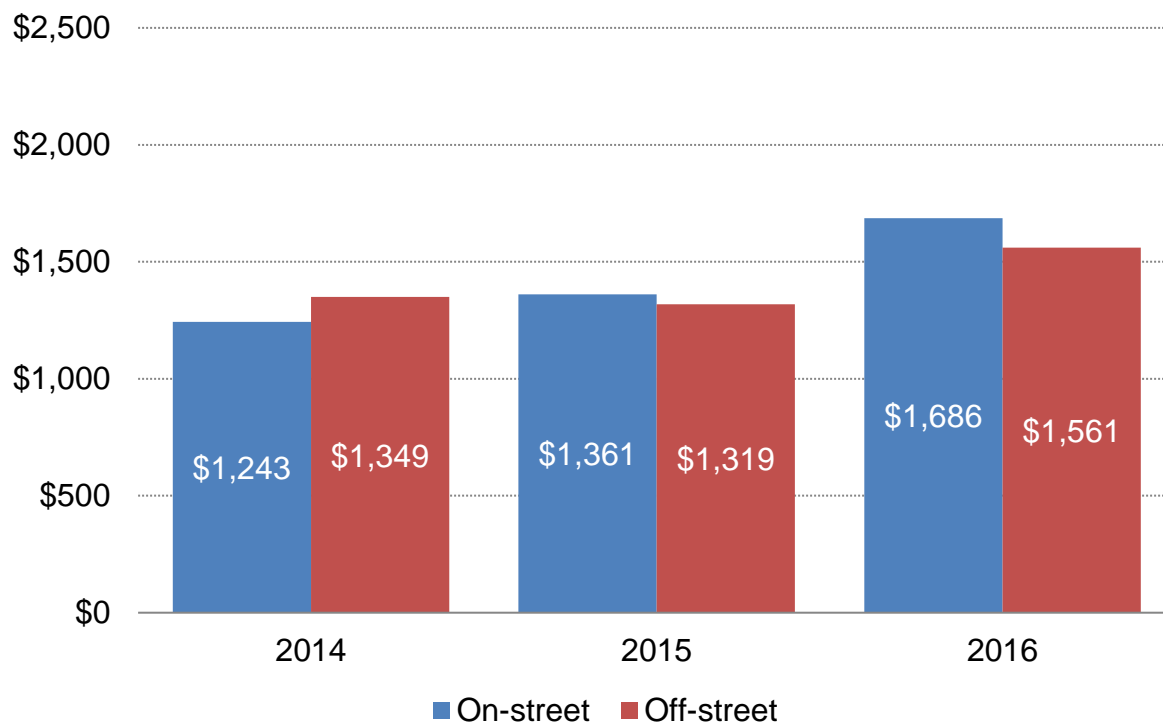


Table 9: Average Expense Per Space

Average Expense Per Space	2014	2015	2016
On-street	\$1,243	\$1,361	\$1,686
Off-street	\$1,349	\$1,319	\$1,561

ANALYSIS

The average expense per on-street space in 2016 was \$1,686, up from \$1,361 in 2015 and \$1,243 in 2014, due to additional winter maintenance costs related to snow clearing and removal as a result of winter operations.

The average expense per off-street space in 2016 was \$1,561, up from \$1,319 in 2015 and \$1,349 in 2014, due to increased operating expenses at several off-street parking facilities.

See page 18 for details on expenditures.

10. AVERAGE REVENUE PER SPACE

Figure 10: Average Revenue per Space

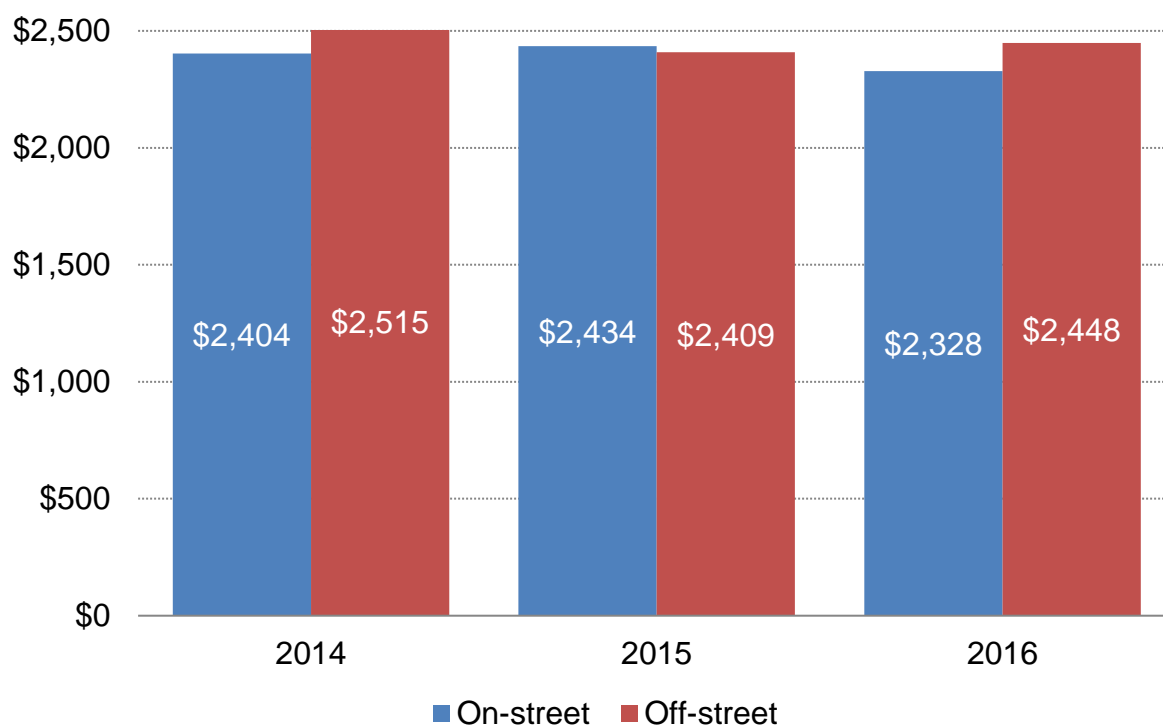


Table 10: Average Revenue per Space

Average Revenue per Space	2014	2015	2016
On-street	\$2,404	\$2,434	\$2,328
Off-street	\$2,515	\$2,409	\$2,448

ANALYSIS

Average revenue per on-street space in 2016 was \$2,328, down slightly from \$2,434 in 2015 and \$2,404 in 2013. The decrease was due to slightly lower on-street revenues in 2016.

Average revenue per off-street space in 2016 was \$2,448, slightly higher than \$2,409 in 2015 and slightly lower than \$2,515 in 2014.

These annual fluctuations are generally the result of changes to parking inventory where spaces are temporarily closed due to construction or maintenance activities, and then re-opened once work is completed.

11. SPENDING ON ALTERNATIVE MODES OF TRANSPORTATION

Figure 11: Spending on Alternative Modes of Transportation

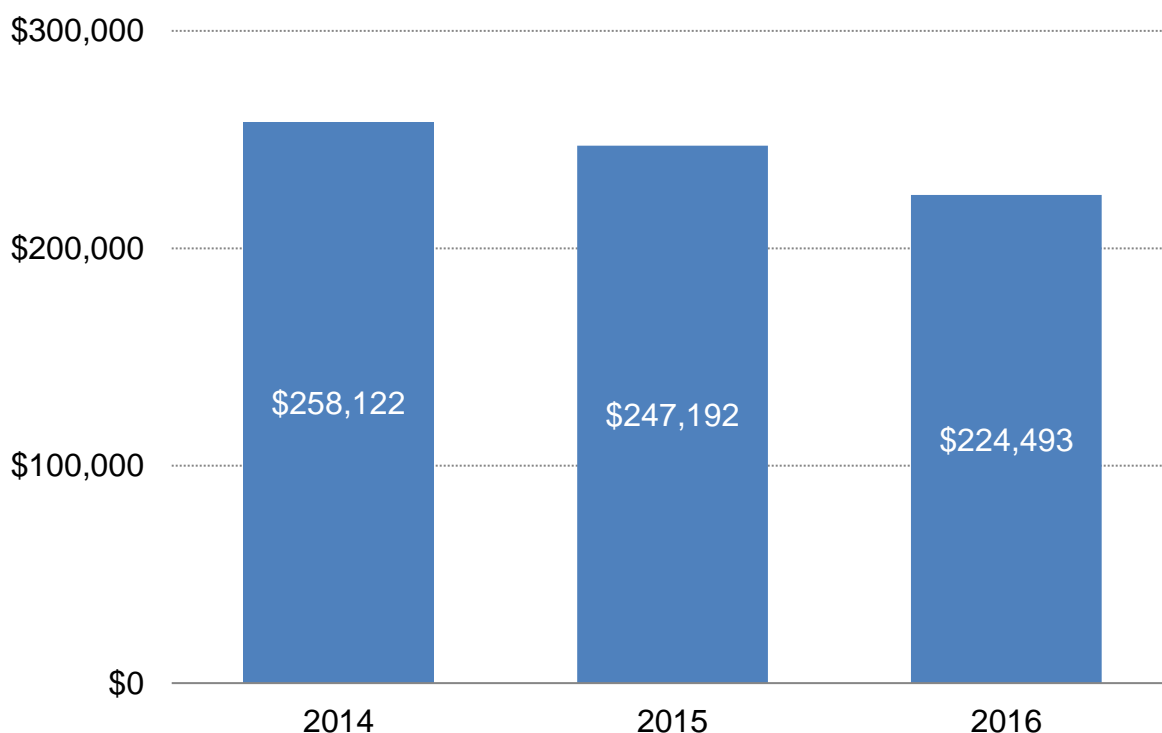


Table 11: Spending on Alternative Modes of Transportation

Spending on Alt Modes	2014	2015	2016
Total spending	\$258,122	\$247,192	\$224,493

ANALYSIS

Total spending on alternative modes of transportation was \$224,493 in 2016, slightly less than \$247,192 in 2015 and \$258,122 in 2014. The expenses for 2014 and 2015 been re-stated to include expenses related to the ring-and-post bicycle racks (\$45,765 in 2014 and \$34,835 in 2015). Ring-post-spending in 2016 was \$12,136, less than previous years because a number of racks were already in inventory and did not have to be purchased.

Other components include the costs related to the operation of the dedicated motorcycle and scooter parking compound in the ByWard (70 Clarence St.) parking garage, and 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

Figure 12: Total Bicycle Spaces Managed

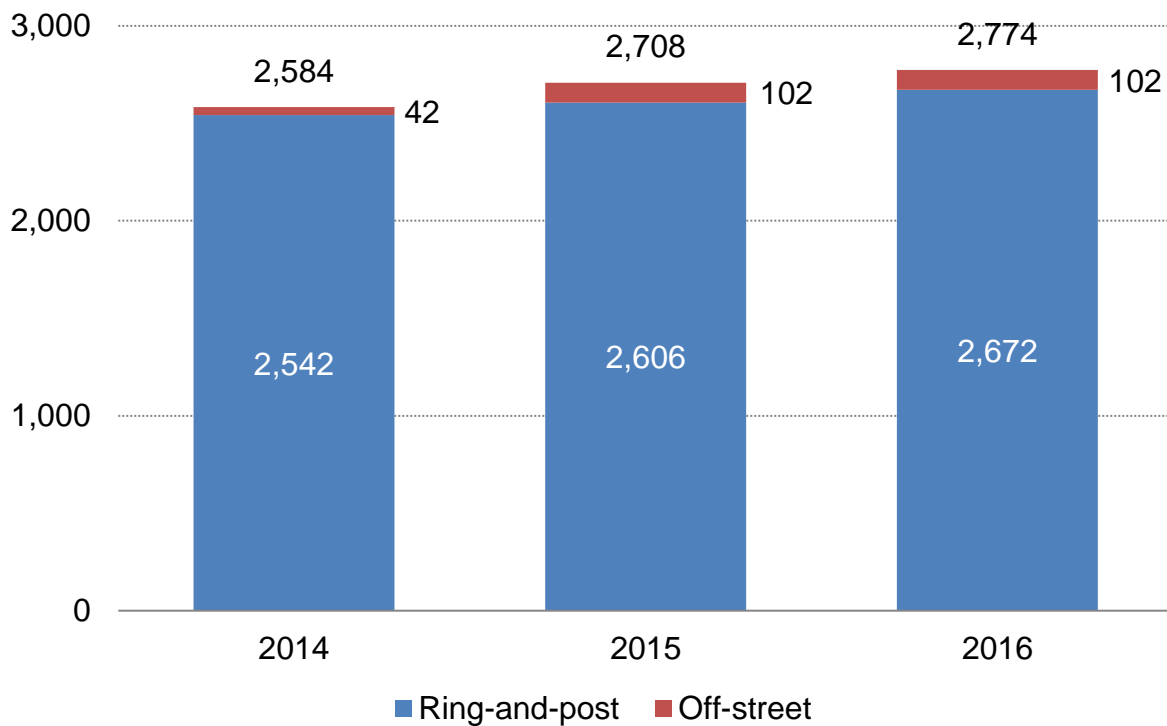


Table 12: : Total Bicycle Spaces Managed

Total Bicycle Spaces Managed	2014	2015	2016
Ring-and-post	2,542	2,606	2,672
Off-street	42	102	102
Total	2,584	2,708	2,774

ANALYSIS

As of December 31, 2016, Parking Services managed 2,672 ring and post spaces and 102 spaces in seven different off-street parking lots, for a total of 2,774 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.

PAID PARKING ADJUSTMENTS IN 2016

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 2016.

RATES & HOURS

- Gloucester parking garage (210 Gloucester St.)
 - Weekday daily max increased from \$13 to \$15
- City Hall parking garage (110 Laurier Ave.)
 - Weekday evening half hour rate decreased from \$1 to \$0.50
- 687 Somerset St. parking lot
 - Weekday daily max increased from \$7 to \$9
- 760 Somerset St. parking garage
 - Weekday daily max increased from \$6 to \$9
- 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

OFF-STREET INVENTORY

- 1 space removed in the ByWard Market parking garage due to renovations in the garage

ON-STREET INVENTORY

- 34 paid spaces were removed on O'Connor St. due to the O'Connor St. bicycle lane
- 23 paid spaces were added on MacLaren St. and Lisgar St. in response to the spaces removed on O'Connor St. due to the bicycle lane
- 12 paid spaces were removed on MacKenzie Ave. due to a new bicycle lane
- 29 paid spaces added on Somerset St. between Preston St. and the O-Train overpass
- 36 paid spaces were returned to service on the Sir John A. Macdonald Parkway in front of the War Museum due to the completion of road construction activities in the area
- 8 paid spaces were removed on Holland Ave. due to the relocation of a bus stop

- 6 paid spaces were removed on King Edward Ave. due to the relocation of a bus stop
- 25 paid spaces were removed in various locations throughout the City due to various projects including road construction, building construction, and re-measurements of existing paid areas

ON-STREET PAID PARKING INVENTORY

ALL LOCATIONS

Area	Parking Spaces	Hourly Rate (weekday)
ByWard Market & Downtown Rideau	811	\$3.00
CentrepoinTE	158	\$3.00
Centretown ¹	1,340	\$3.00
Chinatown ²	147	\$3.00
Civic Hospital	71	\$3.00
Downtown ³	349	\$3.00
Glebe	208	\$3.00
Holland & Hamilton	84	\$3.00
King Edward	25	\$3.00
Preston & Booth ⁴	307	\$3.00/\$1.50 ⁵
Rideau east of King Edward	122	\$1.50
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

⁵ On-street east of Rochester

OFF-STREET PAID PARKING INVENTORY

PARKING GARAGES

Garage	Parking Spaces	Accessible Spaces	Hourly Rate (weekday daytime)
210 Gloucester St.	213	7	\$4.00
ByWard (70 Clarence St.)	289	6	\$3.00
Dalhousie (141 Clarence St.)	461	6	\$2.50
City Hall (110 Laurier Ave.)	850	12	\$4.00
Glebe (170 Second Ave.)	146	7	\$2.50
760 Somerset St.	19	1	\$2.50

PARKING LOTS

Lot	Parking Spaces	Accessible Spaces	Hourly Rate (weekday daytime)
234-250 Slater St.	65	1	\$4.00
574 Bank St.	19	1	\$2.50
687 Somerset St.	46	2	\$2.50
Parkdale Market	20	1	\$2.50
301 Preston St.	62	2	\$2.00
422 Slater St.	10	1	\$2.00
400 River Rd.	79	4	\$2.50
283 Cyr Ave.	25	2	\$2.00
2950 Riverside Dr.	186	3	\$1.50
111 Kent St.	44	4	\$4.00
160 Lyon St.	33	2	\$4.00
795 Trim Rd.	274	3	\$1.00