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## Introduction

**Welcome to the Parking Operations, Maintenance & Development 2012 Business Plan<sup>1</sup>!** The second such document to be presented to Transportation Committee and Council, it serves to present the financial picture of the branch as of 2012 in addition to the capital spending plan for the next 10 years.

Since the 2009 Council approval of the Municipal Parking Management Strategy, the branch has successfully managed many positive changes to the way in which parking services are provided by the City of Ottawa. As the guiding document for the Municipal Parking Program, the Municipal Parking Management Strategy clearly identifies parking as a service that is responsible for providing and maintaining an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking that supports local businesses, institutions, and tourism.

## Branch Reporting

The Municipal Parking Management Strategy requires the Parking Operations, Maintenance & Development branch to produce a Work Plan, Business Plan, and Annual Report, each on an annual basis.

The **2012 Work Plan** presents a brief overview of the initiatives that were undertaken in 2011 and identifies the priorities and initiatives that are planned for 2012. The 2012 Work Plan was approved by Council in Q1 2012.

This document, the **2012 Business Plan**, presents in detail, the projected revenue and proposed operational expenses for 2012, as well as the planned spending from the Parking Reserve Fund to support the capital programs outlined herein. It also outlines the long-term planning that has been undertaken to ensure a viable parking reserve.

The **2011 Annual Report**, also being released at this time, serves to fully illustrate the branch's achievements of 2011 as well as report on a number of key business indicators.

## Funding Model

The Municipal Parking Management Strategy establishes the Municipal Parking Program as a **service provider** as opposed to a revenue generator. The fifth objective of the Municipal Parking Management Strategy states:

*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.*

Thus, all revenues from the paid parking program are to be allocated to related parking service costs. As part of the Municipal Parking Management Strategy, Council established the Parking Reserve Fund in order to facilitate that outcome.

This report will look at the projected revenues in 2012, as well as the proposed spending (operating and capital). A ten-year Capital Program Plan has been developed by the Branch. This takes into account planned contributions to the Parking Reserve Fund on a yearly basis to ensure a viable Fund.

## Parking Reserve Fund

In approving the Municipal Parking Management Strategy, Council also directed the establishment of a Parking Reserve Fund (By-law 2009-148). The Parking Reserve Fund can be used towards the following six purposes:

- On-Street Parking Program;

<sup>1</sup> Formerly referred to as the Financial Summary & Capital Program Plan.

- Off-Street Paid Parking Program (including development of new facilities);
- Local Area Parking Study Program;
- Parking capital projects;
- Marketing and Promotion Program (including a maximum annual grant of \$5,000 per BIA with paid parking per year); and,
- Related initiatives to encourage the use of alternative modes of transportation.

The use of parking funds as stipulated by By-law 2009-148 is in alignment with both the Municipal Parking Management Strategy and the Municipal Act, which requires that the fees charged for a particular service must be used towards the provision of that service.

Each year, the net surplus between parking program revenues and costs are contributed to the Parking Reserve Fund. Within the Parking Reserve Fund, there are allocations set up to account for:

- Lifecycle Depreciation of on-street parking payment equipment;
- Lifecycle Depreciation of off-street parking facilities; and,
- New initiatives.

The current status of the Parking Reserve Fund and the respective allocations, as well as the long term plan for spending from the Parking Reserve Fund is covered later in this document. In order to spend from the Parking Reserve Fund, staff require Council direction to do so (either through the Budget approval process or an approved direction from Council during the year).

### Parking Reserve Fund Status

There are significant annual contributions being made to the Parking Reserve Fund. The depreciations and allocations are calculated to ensure that enough funds are being set aside to cover replacement costs at the end of lifespan, as well as the required structural upkeep for the off-street parking facilities.

Once depreciation costs are accounted for, the remaining amount is available to the Municipal Parking Management Program for new initiatives that are in alignment with the funding model. This, in effect, represents the available balance of funds at any point in time within the Parking Reserve Fund.

At the beginning of 2011, the Parking Reserve Fund had a balance of \$8,577,000. In considering expenses incurred in 2011 along with the forecasted revenues, the Parking Reserve Fund reached a balance of \$9,138,000 as of the end of 2011. At this point, the total amount of the Parking Reserve Fund breaks out into the allocations as follows:

Parking Reserve Fund Allocation	Year-End 2011 (Actuals)
Lifecycle Depreciation Off-Street Parking Facilities	2,669
Lifecycle Depreciation On-street Equipment	1,527
New Initiatives	4,942
<b>Total Balance</b>	<b>9,138</b>

*All figures in thousands (\$,000)*

### Cash-in-Lieu Reserve Fund

Funds are also available to the Municipal Parking Management Program through the Cash-in-Lieu Reserve Fund. Under the current Cash-in-Lieu policy (and in alignment with the Planning Act), the Cash-in-Lieu Reserve Fund can be used for the acquisition, establishment, laying out or improvement of additional parking lots or facilities and other parking related activities in accordance with the City’s Cash-in-Lieu of Parking Fund By-law No. 2004-321 (as amended). The Cash-in-Lieu policy is currently under review by the Planning and Growth Management Department with a revised policy expected to come forward in 2012.

## Cash-In-Lieu Reserve Fund Status

At the end of 2011, the Cash-in-Lieu Reserve Fund had a balance of \$4,256,000. These funds are accounted for in the development and updating of the Capital Program Plan. On an annual basis, a portion of the Parking Studies (DC) program is funded from the Cash-in-Lieu Reserve Fund. Total planned spending on this program alternates between \$50,000 and \$100,000 every year (\$50,000 in 2012). Approximately 75% of the spending is drawn from the Cash-in-Lieu Reserve Fund, with the remainder drawn from Development Charges.

The other planned expenditures in the Capital Program Plan from the Cash-in-Lieu Reserve Fund are contributions towards the building of a new parking facility in 2014. It is planned that \$4,000,000 will be drawn from the Cash-in-Lieu Reserve Fund which will partially cover the costs of the new facility.

On an annual basis, the status of the Capital Program Plan will be reassessed and adjusted in part based on the Cash-in-Lieu Reserve Fund.

## Financial Sustainability

Each year, the Business Plan is developed with the best financial data available at the time of submission to Transportation Committee and Council. However, it may be adjusted to reflect operational requirements, adjustments related to priorities, inflationary pressures, interest rates, etc.

To align with Council’s objectives in the Municipal Parking Management Strategy that the Municipal Parking Program operate in a financially self-sufficient way, the Capital Program Plan is subject to change. This is necessary to ensure the stability of the Parking Reserve Fund.

For the 2012 Business Plan, a focused effort was made to examine the impacts of inflation and growing operating costs, and to maintain the long-term

sustainability of the Parking Reserve Fund and protect the viability of the Capital Program Plan. In 2012 and 2013, the Parking, Operations, Maintenance and Development Branch will undertake further analysis of the Municipal Parking Program’s projected long term operating and capital requirements along with the relationship to fees and rate structures to ensure ongoing sustainability in accordance with the Municipal Parking Management Strategy objectives.

An adjustment has also been incorporated into the timing for constructing a second parking garage. Originally planned for 2018, construction of this garage is anticipated to occur beyond the 10 year window of the Capital Program Plan, subject to further evaluation of requirement needs and availability of funding.

## Revenue & Cost Components

The revenues and costs generated and incurred by the Parking Operations, Maintenance & Development branch include the following components:

Revenues
<ul style="list-style-type: none"> <li>On-street paid parking fees</li> <li>Off-street paid parking fees</li> <li>Parking permit fees</li> <li>Cash-in-lieu of parking levies</li> <li>Net proceeds obtained from the sale of any parking facility</li> </ul>
Costs
<ul style="list-style-type: none"> <li>Operating costs</li> <li>Development costs</li> <li>Program support services costs (Finance, Legal, HR, IT, Supply, Records, etc)</li> <li>Incremental surface operations services (winter control)</li> <li>Roadway and curb lifecycle costs</li> <li>Depreciation of equipment and facilities</li> <li>Facility operating and lifecycle costs</li> <li>Debt servicing</li> <li>Contributions to Parking Reserve Fund (PRF)</li> </ul>

2012 Reserve Fund Year End Estimate

**Year-end 2011 (actual)**

Parking Reserve  
Fund Balance

**\$9,138,000**

**2012 (estimate)**

Revenue		Costs		Parking Reserve Fund Contribution
<b>\$15,687,000</b>	-	<b>\$10,854,000</b>	=	<b>\$4,833,000</b>

Parking Reserve  
Fund Spending

**\$3,455,000**

**Year-end 2012 (estimate)**



Parking Reserve Fund Balance		Cash-in-Lieu Reserve Fund Balance		<b>Total Balance of Reserve Funds</b>
<b>\$10,779,000</b>	+	<b>\$4,376,000</b>	=	<b>\$15,155,000</b>

## Revenue and Operating Expenses

The budgets for 2011 and 2012 as well as the year-end actuals for 2011 are summarized in Table 1:

<b>Table 1 – Revenue and Operating Expenses</b>			
<b>Revenues</b>	<b>2011 (Budgeted)</b>	<b>2011 (Actual)</b>	<b>2012 (Budgeted)</b>
On-Street Parking Fees	8,725	8,601	8,725
Off-Street Parking Fees	6,366	6,551	6,366
Parking Permit Fees	596	615	596
<b>Total</b>	<b>15,687</b>	<b>15,767</b>	<b>15,687</b>

  

<b>Expenses</b>	<b>2011 (Budgeted)</b>	<b>2011 (Actual)</b>	<b>2012 (Budgeted)</b>
Salaries, Wages and Benefits	1,637	1,471	1,706
Overtime	20	28	21
Materials and Services	3,079	2,909	3,519
Transfers/Grants/Financial Charges	2,264	2,334	1,464
Fleet Costs	34	53	38
Program Facility Costs	786	830	884
Other Internal Costs	3,162	3,171	3,270
Recoveries & Allocations	(46)	(33)	(39)
<b>Total</b>	<b>10,936</b>	<b>10,764</b>	<b>10,854</b>

  

<b>Net</b>	<b>2011 (Budgeted)</b>	<b>2011 (Actual)</b>	<b>2012 (Budgeted)</b>
<b>Parking Reserve Fund Contribution</b>	<b>4,751</b>	<b>5,004</b>	<b>4,833</b>

All figures in thousands (\$,000)

### Revenues

- Year-end revenues for 2011 were \$15,767,000 (\$8,601,000 from on-street, \$6,551,000 from off-street, and \$615,000 from parking permits).
- Off-street revenues and parking permit fee revenues for 2011 were 3% above budget expectations and fluctuate annually depending upon demand and are expected to meet budget in 2012.
- On-street revenues were slightly down in 2011 due to impacts of the Laurier Ave Segregated Bike Lane project and various hoodings related to construction projects such as Bank St in the Glebe. Revenues for 2012 are expected to meet budget.

### Expenses

- Year-end expenses for 2011 were \$10,764,000, slightly less than anticipated, due largely to lower than expected salary, wages, and benefits, along with reduced off-street costs as the City was not required to pay third party contract costs for the new off street payment system in the 110 Laurier (City Hall), 70 Clarence, and 141 Clarence parking garages that were still undergoing final acceptance.
- Overall expenses are projected to remain relatively constant in 2012 relative to 2011.
- The 2012 budgeted increase for materials and services is due to the contractual agreement with the Province for revenue sharing in the 110 Laurier (City Hall) parking garage and

inflation on the third party servicing agreement for parking systems.

- The 2012 budgeted decrease in transfers/grants/financial charges is due to a reduction of debenture payments for the 70 Clarence and 110 Laurier (City Hall) parking garages.

### Parking Reserve Fund

- The contribution to the Parking Reserve Fund was \$5,004,000 in 2011, up from the forecasted \$4,751,000, due primarily to lower than expected expenses.
- It is expected that the contribution will be \$4,833,000 in 2012.

### Long-Term Planning

While the total amount currently in the Parking Reserve Fund is healthy, there are medium and long term requirements that need to be considered to ensure effective planning and the sustainability of the fund moving forward. This involves

anticipating and addressing specific issues in the future such as:

- Construction of parking facilities;
- Capital payments on existing parking payment technology;
- Replacement of parking payment technology; and,
- Requirements to maintain / replace existing off-street infrastructure.

Table 2 summarizes revenue and operating expenditure projections over the next ten years to derive annual contributions to the Parking Reserve Fund. This identifies projected available funds in the Parking Reserve Fund and forms the basis of the Capital Program Plan.

This long term planning process will be revisited on an annual basis in order to re-assess the projections as well as the projects and priorities that contributed to the development of the Capital Program Plan.

**Table 2 – Parking Reserve Fund Summary**

Year	Starting Balance <sup>1</sup>	Revenues <sup>2</sup>	Total Program Costs	Contribution (to PRF)	Spent (from PRF)	Year-End Balance <sup>1</sup>
2012	9,138	15,687	10,854	4,833	3,455	10,779
2013	10,779	15,687	10,882	4,805	4,014	11,859
2014	11,859	15,687	11,104	4,583	5,773	10,936
2015	10,936	15,687	11,341	4,346	1,508	14,118
2016 - 2021	14,118	94,122	72,575	21,547	34,133 <sup>3,4</sup>	3,288

All figures in thousands (\$,000)

**Notes:**

1. Balances include funds set aside for depreciation (further detail provided later in the report)
2. Includes estimated annual interest from the Parking Reserve Fund balance
3. Includes capital payments on recently acquired Pay and Display and Off-Street parking payment equipment
4. Includes the purchase of a new parking payment system



A new parking facility is planned for construction in 2014. \$5,000,000 is to be drawn from the Parking Reserve Fund along with \$4,000,000 from the Cash-in-Lieu Reserve Fund with the remainder debt serviced. This is consistent with the City's financial best practises which consider debt servicing as a preferred option where the cost incurred relates to something with a long life span (such as a parking structure).

The issuance of debt will be subject to review in the year the project is approved and constructed. Should debt be issued the servicing costs will be funded from the Parking Reserve for the term of the debenture. Debt is normally issued for assets of this nature as it meets the criteria for debt financing by the City.

It is important to refer to the three distinct allocations within the Parking Reserve Fund in order to fully understand these projected year-end balances. The three allocations account both for lifecycle costs and identify available funds for new initiatives.

### Lifecycle Depreciation - Off-Street Parking Facilities

- On an annual basis, \$1,809,000 is allocated to account for the costs related to the upkeep and eventual replacement of the five parking structures that are owned by the City.
- In 2012, \$500,000 will be required to complete significant lifecycle requirements.
- From 2013 to 2019, annual costs of between approximately \$700,000 and \$1,600,000 are projected for lifecycle renewal projects. On average, \$1,350,000 will be spent annually.
- In 2020, there is an additional expense anticipated related to the replacement of off-street parking payment technology. The total requirement for that year (including lifecycle renewal requirements) is projected to be \$3,100,000.

### Lifecycle Depreciation - On-Street Parking Payment Equipment

- On an annual basis, \$897,000 is allocated to account for the eventual replacement of the on-street parking payment technology currently in place.
- No spending is planned from this allocation until 2020 when a replacement on-street parking payment system is expected to cost \$9,600,000.

### New Initiatives

- Annual allocations are determined by the portion of the Parking Reserve Fund that remains once the appropriate amounts have been assigned to each of the lifecycle depreciation allocations.
- Between 2012 and 2021, on average, \$2,600,000 will be allocated annually.
- In 2011, Council directed the Parking Operations Maintenance & Development branch to construct a new garage at 170 Second Avenue to address the growing needs of the business community in the Glebe.<sup>2</sup> Results for the associated Parking Needs Study and Scoping Study are anticipated to be completed during 2012 and the garage design planning process is expected to begin, all of which involve extensive stakeholder consultation. The associated capital and operating costs for the new garage have been estimated using information currently available at this time and are forecasted to be revenue neutral in this Business Plan.
- The overall combined year-end balance of the Parking Reserve Fund at the end of 2021 is projected to be \$3,288,000, based on the assumptions taken to model future revenues, and operating and capital requirements.

<sup>2</sup> The June 17, 2010 City Council motion stated, "THEREFORE BE IT RESOLVED that staff be directed to commence an RFP process for the parking area, with new parking spots, at 170 Second Avenue and report to Committee and Council at each stage of the process."

## Ottawa on the Move Project

This initiative was tabled in 2011 and as such there has not been sufficient opportunity for POMD to assess the magnitude of the impact on revenues and expenditures and supply of parking. There will be an impact in 2012, 2013, and 2014 from Ottawa on the Move primarily in the downtown area. It may have an impact on our future capital spending for the parking branch due to revenue decreases. The magnitude of the impact is yet to be fully understood as it relates to revenues.

## Capital Program Plan (Proposed Spending)

The Capital Program Plan for the Parking Operations, Maintenance and Development Branch is provided below. It takes into account available funds within the Parking Reserve Fund as well as program requirements over the short, medium and long term. This provides further details related to the planned spending from each of the allocations and further demonstrates sustainable management of the Parking Reserve Fund and the Municipal Parking Management Program as a whole.

	2012	2013	2014	2015	2016 - 2021	Total
<b>Parking Renewal Program</b>						
○ Lifecycle Renewal – Parking Facilities <sup>1</sup>	500	934	743	768	8,056	11,001
○ Purchase New Parking Payment System <sup>2</sup>	0	0	0	0	9,600	9,600
○ Capital Payments - Parking Payment System <sup>3</sup>	0	0	0	0	13,007	13,007
○ Off-Street Parking Facility Improvements <sup>3</sup>	1,500	1,500	250	0	0	3,250
<b>Parking Growth Program</b>						
○ New Parking Facilities <sup>3</sup>	500	1,000	8,000 <sub>5</sub>	0	0	9,500
○ On-Street Parking Facility Expansion <sup>3</sup>	450	150	350	350	1,650	2,950
○ Parking Studies <sup>3</sup>	30	150	230	240	1,070	1,720
○ Development Charge Parking Studies <sup>4</sup>	50	100	50	100	400	700
<b>Parking Strategic Initiatives</b>						
○ Strategic Development <sup>3</sup>	425	230	150	100	450	1,355
○ Measures to Promote Alternative Modes of Transportation <sup>3</sup>	50	50	50	50	300	500
<b>TOTAL</b>	<b>3,505</b>	<b>4,114</b>	<b>9,823</b>	<b>1,608</b>	<b>34,533</b>	<b>53,583</b>

All figures in thousands (\$,000)

**Notes:**

1. Drawn from the funds allocated to Lifecycle Depreciation – Off-Street Parking Facilities
2. Drawn from the funds allocated to Lifecycle Depreciation – On-Street Parking Equipment
3. Drawn from the funds allocated to New Initiatives
4. Drawn in part from the Cash-in-Lieu Reserve Fund (74%) and Development Charges (26%)
5. Planned spending on the construction of new parking facilities in 2014 will be funded in part from the Parking Reserve Fund (\$5,000,000 from the funds allocated to New Initiatives), the Cash-in-Lieu Fund (\$4,000,000)

## 2012 Capital Projects - Renewal

The Parking Renewal Program addresses annual rehabilitation requirements with regards to City owned enclosed parking garages and surface lots that are managed by Parking Operations, Maintenance and Development. This program also includes those upgrades that are required to improve security, accessibility and the general conditions at these locations.

The fulfillment of these initiatives under this program both preserves and extends the life of the infrastructure and prevents failures requiring more extensive reconstruction. Safety and accessibility issues are also addressed resulting in a better experience for the user.

The 2012 Parking Renewal Program consists of the following components:

	<b>2012 Budget (Approved)</b>
<b>Lifecycle Renewal – Parking Facilities</b>	<b>500,000</b>
<i>This program allows for the necessary major lifecycle projects to be undertaken on an annual basis to preserve and extend the life of the infrastructure and prevent failures requiring more extensive reconstruction.</i>	
<u>2012 Initiatives:</u>	
<ul style="list-style-type: none"> <li>• Works identified by Infrastructure Services at City-owned parking structures, including asphalt replacement, drain/grate replacement, replacement of concrete deck, etc.</li> </ul>	
<b>Off-Street Parking Facility Improvements</b>	<b>1,500,000</b>
<i>This represents a commitment to upgrade existing parking facilities aimed at improving the customer experience and fulfilling the branch’s vision of providing world-class parking services. This will include the implementation of the Facilities Improvement Plan that was developed via input and recommendations from assessments of current facility conditions, accessibility, and security.</i>	
<u>2012 Initiatives:</u>	
<ul style="list-style-type: none"> <li>• Continued consultation with internal stakeholders</li> <li>• With internal stakeholders, develop implementation plan</li> <li>• Oversee implementation</li> </ul>	

## 2012 Capital Projects - Growth

This Parking Growth Program provides funding authority for various initiatives and studies related to updating and expanding the on and off-street parking program. All initiatives contribute to the fulfillment of the Municipal Parking Management Strategy.

The 2012 Parking Growth Program consists of the following components:

**2012 Budget**  
(Approved)

### Parking Studies (Development Charges)

**50,000\***

*This supports the development and updating of Parking Studies in various areas of the City relating growth from the impacts of residential and non-residential development. Parking studies are required to be undertaken on an on-going basis to update data collected in different residential and commercial areas around the City and to respond to internal and external requirements for parking-related information.*

#### 2012 Initiatives:

- Updates to City-Wide Utilization Study
- Required parking-related work associated with projects such as the Downtown Moves Study

\* Funded from Development Charges (26%) and from the Cash-in-Lieu Fund (74%)

### On-Street Parking Facility Expansion

**450,000**

*This supports the expansion and modification of on-street parking facilities in response to findings and recommendations from Local Area Parking Studies (LAPS) and other assessments/evaluations that are conducted on an annual basis and in alignment with the Municipal Parking Management Strategy.*

#### 2012 Initiatives:

- Implementation of recommendations from local area parking studies

### Parking Studies\*\*

**30,000**

*This supports studies for the purpose of managing various parking systems in the City and ensuring that the appropriate data exists to properly apply the Municipal Parking Management Strategy, respond to requests from various stakeholders and further develop the parking program.*

#### 2012 Initiatives:

- Customer Engagement
- Minor parking assessments and monitoring (e.g. Ruskin St, Vanier)

\*\* Local Area Parking Studies are funded annually through the operating budget

## 2012 Capital Projects – Strategic Initiatives

This Strategic Initiatives program provides funding authority for initiatives that allow the Branch to enhance service delivery to the public through projects that are in alignment with the Municipal Parking Management Strategy and/or Service Excellence.

The 2012 Parking Strategic Initiatives Program consists of the following components:

**2012 Budget  
(Approved)**

### Strategic Development

**425,000**

*This supports initiatives that are undertaken to support promotion of the Municipal Parking Management Program and ultimately improve service delivery to the users of paid parking services.*

#### 2012 Initiatives:

- Customer Engagement Strategy
  - Establishment of a communications approach with the intent to raise the Branch profile through increased awareness and improved services
- Sustainable Parking Plan
  - Development and implementation of a plan to integrate 'green' and/or TDM-related initiatives into the parking program

### Measures to Promote Alternative Modes of Transportation

**50,000**

This supports measures that promote alternative modes of transportation such as cycling, transit, carpooling, etc. Support of alternative modes of transportation is a key focus of the Municipal Parking Management Strategy and the funding model for the Municipal Parking Management Program.

## Future Capital Projects – Renewal

The following capital renewal programs do not have any funding requirements identified for 2012, but they do represent key components in the long-term financial planning of the Branch and are fully accounted for in the Capital Program Plan. It consists of the following components:

### Capital Payments – Parking Payment System

*The Parking Operations System Agreement that was signed with Precise Parklink (“Precise”) in April 2010 provides for Precise to supply, install and maintain new Pay and Display technology as well as new off-street parking payment equipment. The capital costs related to this equipment are not owed to Precise, and interest does not start, until the sixth year of the Agreement.*

### Purchase New Parking Payment System

*The life span of the new Pay and Display technology is conservatively estimated to be ten years. At that point (in 2020), new technologies and/or the condition of the existing equipment may necessitate the move to a new on-street parking payment system.*

## Future Capital Projects – Growth

The following capital renewal programs represent key components in the long-term financial planning of the Branch and are fully accounted for in the Capital Program Plan. It consists of the following components:

**2012 Budget  
(Approved)**

### New Parking Facilities

**500,000**

*Beginning in 2012, work will be undertaken to ultimately build new parking facilities in the City of Ottawa. Each new parking facility is expected to represent a three-year process that will involve conducting a feasibility study in order to assess candidate locations, undertaking the design work and the construction of the facility. A new facility is planned for 2014 and another is anticipated to occur beyond the 10 year window of the Capital Program Plan, subject to further evaluation of requirement needs and availability of funding. The Parking Operations, Maintenance and Development Branch will endeavour to consider and ultimately construct unique and innovative parking facilities. This could include an initiative such as the construction of inter-modal parking facilities at OC Transpo Park and Ride lots.*

## Parking Fees

What follows are the user fee rate schedules for 2012.

The on-street and off-street rates shown are the maximum potential rates that can be charged. These do not necessarily reflect the current rates being charged. No changes proposed to these maximum rates occur in 2012.

In accordance with the Delegation of Authority By-Law and the Municipal Parking Management Strategy, staff have the authority to fluctuate rates on a daily, seasonal, or monthly basis up to the approved maximums. However, the Municipal Parking Management Strategy also mandates that prior to adjusting the on-street hourly rate, the local Councillor, BIA and Community Association must concur.

	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>On-Street Parking Meters Rates</b>		
- rate	0.25 / 5 min	0.25 / 5 min
- per hour	3.00	3.00
	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>Off-Street Rates</b>		
<b>Lot 3 - 210 Gloucester</b>		
Monday – Friday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- maximum	16.00	16.00
Saturday and Sunday Downtown Zone	no charge	no charge
<b>Lot 4 - 70 Clarence</b>		
Monday – Saturday Daily (6:00 - 18:00)		
- rate	0.50 / 11 min	0.50 / 11 min
- per hour	2.73	2.73
- maximum	16.00	16.00
Monday - Sunday Evening/Overnight (18:00 - 6:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- maximum	6.50	6.50
Motorcycle Parking Seasonal in designated area	Max. rate will be 50% of max. car rates above	Max. rate will be 50% of max. car rates above
Sundays/Holidays (6:00 - 18:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- maximum	6.50	6.50
Lost ticket	20.00	20.00
Monday - Friday Morning Special (6:00 - 11:00)	2.00	2.00



	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>Off-Street Rates (continued)</b>		
<b>Lot 5 - 141 Clarence</b>		
Monday – Saturday Daily (6:00 - 18:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- maximum	11.00	11.00
Sundays/Holidays (6:00 - 18:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- maximum	6.50	6.50
Lost Ticket	15.00	15.00
<b>Lot 6 - 110 Laurier</b>		
Monday - Friday Daily (6:00 - 18:00)		
- rate first half hour	1.25	1.25
- rate for following 1/2 hours	2.75	2.75
- maximum	16.00	16.00
Saturday - Sunday Daily (6:00 - 18:00)		
- rate first half hour	1.25	1.25
- rate for following 1/2 hours	2.50	2.50
- maximum	4.25	4.25
Monday - Sundays Evenings (18:00 - 6:00)		
- rate first half hour	1.25	1.25
- rate for following 1/2 hours	2.50	2.50
- maximum	4.25	4.25
Holidays Flat Rate	6.50	6.50
Lost Ticket	18.50	18.50
Motorcycle parking seasonal in designated area	Max. rate will be 50% of max. car rates above	Max. rate will be 50% of max. car rates above
<b>Lot 8 - 170 Second Avenue</b>		
Monday – Saturday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50

	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>Off-Street Rates (continued)</b>		
<b>Lot 9 - 234-250 Slater</b>		
Monday - Friday Daily (6:00 - 18:00)		
- rate	0.50 / 11 min	0.50 / 11 min
- per hour	2.73	2.73
- maximum	16.00	16.00
Evening/Overnight (18:00 - 6:00)		
- rate	0.50 / 13 min	0.50 / 13 min
- per hour	2.31	2.31
- flat rate	6.50	6.50
Saturday and Sunday Downtown Zone	no charge	no charge
Holidays (6:00 - 18:00)		
- rate	0.50 / 13 min	0.50 / 13 min
- per hour	2.31	2.31
- maximum	6.50	6.50
<b>Lot 10 - 574 Bank Street</b>		
Monday – Saturday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 11 - 687 Somerset Street</b>		
Monday – Sunday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 12 - 760 Somerset Street</b>		
Monday – Sunday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 13 - Parkdale Market</b>		
Monday – Sunday (8:00 - 17:30)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 14 - 301 Preston Street</b>		
Monday – Sunday (8:30 - 21:00)		
- rate	0.25 / 5 min	0.25 / 5 min
- per hour	3.00	3.00
<b>Lot 15 - 531 Albert Street</b>		
Monday - Sunday (8:30 - 21:30)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
- daily max.	15.00	15.00

	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>Off-Street Rates (continued)</b>		
<b>Lot 20 - 400 River Road</b>		
Monday – Saturday (8:00 - 18:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 22 - 200 Montreal Road</b>		
Monday – Sunday (8:30 - 21:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 23 - 3000 Riverside Drive</b> <i>(Seasonal - Managed on behalf of Parks &amp; Recreation)</i>		
Monday – Sunday (7:00 - 18:00)		
- rate	0.50 / 12 min	0.50 / 12 min
- per hour	2.50	2.50
<b>Lot 30 – 795 Trim Rd</b> <i>(Seasonal - Managed on behalf of Parks &amp; Recreation with rates and operation as established by Parks and Recreation)</i>		

	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>Off-Street Monthly Permits</b>		
Lots 3, 4, 5	179.26	179.26
Lot 4 Monthly Motorcycle Parking (in seasonal section)	89.00	89.00
Lot 6	172.00	172.00
Lots 10	75.42	75.42
Lot 8	129.80	129.80
Lots 11 & 12	76.65	76.65
Lots 13 (seasonal)	53.74	53.74
Lot 22	42.99	42.99
Lot 14	107.50	107.50
Lot 20	96.42	96.42
Tour Bus Passes	25.00	25.00

In alignment with the On-Street Parking Permit Policy which was approved by Council on May 23<sup>rd</sup>, 2007, on-street permit rates are subject to annual indexing adjustments and have been increased by 2% for 2012 (rounded where necessary).

	<b>2011 Rate (\$)</b>	<b>2012 Rate (\$)</b>
<b>On-Street Parking Permit Rates</b> <i>(plus GST and PST as applicable)</i>		
Residential parking permit annual	605.00	620.00
Residential parking permit monthly	54.00	56.00
Residential parking permit - minimum processing fee retained on refunds	27.50	28.00
Residential Visitor Parking (no refunds) per week or less	13.50	14.00
Residential Visitor Parking (no refunds) up to 2 weeks	27.00	28.00
Guest Parking per annum	22.95	23.50
Day Care Permit Parking per annum	240.00	246.00
Temporary Consideration Parking Permit per month	54.00	56.00
Special Events Parking Permit per event per area	22.95	23.50
Business Identity Card per vehicle	108.00	111.00
Replacement permit	10.00	10.00

#### Key Contact

For more information regarding the content of this document, or any other topic related to the City's paid parking program, please contact:

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Additional information regarding the Municipal Parking Program can be found at  
[www.ottawa.ca/parking](http://www.ottawa.ca/parking)