



City of  
**Peterborough**

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**To: Members of the Committee of the Whole**

**From: W.H. Jackson, Director of Utility Services**

**Meeting Date: November 6, 2017**

**Subject: Report USTR17-018  
Strategic Downtown Parking Management Study**

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## **Purpose**

A report to inform Council of the contents of the IBI Group report entitled “Strategic Downtown Parking Management Study” dated September 2017 and to formulate a strategy to receive, review and move forward with the recommendations of the report.

## **Recommendations**

That Council approve the recommendations outlined in Report USTR17-018 dated November 6, 2017, of the Director of Utility Services, as follows:

- a. That the presentation entitled Strategic Downtown Parking Management Study from IBI Group be received;
- b. That the following recommendations contained in the Strategic Downtown Parking Study be approved as follows:
  - i. That the existing \$15 parking fines for Expired Meter and Overtime Parking be increased to \$25 and that the Comprehensive Parking By-Law 09-136 be amended accordingly;
  - ii. That effective January 1, 2018 all monthly parking permits be increased as shown in Table 2 of Report USTR17-018 and that the Comprehensive Parking By-Law 09-136 be amended accordingly;

- iii. That effective January 1, 2018 the hourly on-street, surface lot and parking garage parking rates be increased as shown in Table 2 of Report USTR17-018 and that the Comprehensive Parking By-Law 09-136 be amended accordingly;
  - iv. That any surplus parking revenue from annual operations (beyond budget forecasts) be transferred to the Parking Reserve fund, subject to the overall year end position;
  - v. That the 2018 operating budget for parking be adjusted to convert the existing part time parking operations assistant to a full time position to improve customer service and assist in implementation of the Downtown Parking Study recommendations; and
- c. That staff be requested to report further on implementation of the remaining recommendations contained within the Strategic Downtown Parking Management Study, including any cost implications.

## Budget and Financial Implications

The immediate recommendations outlined in this report will result in the following increases to parking revenues and costs in 2018.

Recommendations (c) i, ii, and iii are expected to increase 2018 revenues by approximately \$395,000. Approximately \$292,000 of the anticipated new revenues recommended in this report have already been included in the Draft 2018 Operating Budget for parking.

Recommendation (c) v will add an additional 0.31 FTE to the Parking staffing compliment and result in an increase to the operating budget for 2018 of \$27,350 in salary and benefits, funding for which would come from anticipated increased parking revenues.

Longer term recommendations contained in the study will result in significant future capital costs for new parking technology and new parking capacity, which will be reflected in future capital budgets.

## Background

In 2007, IBI Group completed the Strategic Downtown Parking Management Study with the objective of providing a five to ten year plan that addressed the parking related needs of the Downtown core. The 2007 study generated 22 recommendations, most of which have been implemented by the City. Considering the study's 2017 horizon year, and expected reductions in the parking supply brought about by planned and proposed

Downtown redevelopment projects, there is now a need to reassess Peterborough's downtown parking operations and update the vision for the next 10 years. In response, the City of Peterborough initiated an update to the Strategic Downtown Parking Management Study.

A request for proposal was issued in November 2016 and Administrative Staff Committee approved Report USTR16-014 awarding the assignment to the consulting firm IBI Group.

### **Study Objective and Vision**

The Strategic Downtown Parking Management Study's objective was to develop a parking strategy and a series of recommendations based on a long term vision for parking within Downtown Peterborough. Based on feedback from stakeholders and review of best practices in other jurisdictions and other Transportation and Land Use planning documents pertaining to the downtown the following Vision Statement was developed:

**Vision for Downtown Parking:** "Self-sufficient, sustainable, and accessible parking operations are envisioned for Peterborough's Downtown parking system, meeting the parking needs of a rapidly growing Downtown core while promoting alternative modes of transportation. A self-sufficient parking system balances parking revenues with parking related costs (operations, maintenance, and capital costs) in order to achieve financially sustainable operations. The parking system's operational goal is not to maximize revenue, but to price parking at a rate that sustains parking operations, manages parking demand, and meets the current and future parking needs of all Downtown users. Considering Peterborough's unique demographics with a comparatively high percentage of seniors, special attention is given to providing a user friendly and safe parking experience for individuals with accessible needs."

### **Consultation During the Study**

At the outset of the study, the consulting team met with a number of key stakeholders including representatives from the Downtown Business Improvement Area, East City Business Improvement Area, the Accessibility Advisory Committee, private sector developers with active projects in the downtown, the Greater Peterborough Economic Development Corporation, the Greater Peterborough Innovation Cluster, and the Peterborough Public Library. This initial consultation was focussed on obtaining input on their ideas, issues, and desired study outcomes prior to the consulting team undertaking their work. During the second phase of consultation, a public information center was held on July 5, 2017 to present the study's preliminary findings and recommendations, and provide members of the public and stakeholders an opportunity to provide feedback. Input received from the public information centre was used to finalize the study recommendations and develop an implementation plan.

## Summary of Recommendations

The review identified 25 recommendations for the City to consider in managing the parking system over the next 10 years. Section 12 of the report includes an action plan to implement the study recommendation over the short, medium, and long term horizons. The complete list of study recommendations (Appendix A) can be grouped under the following general headings:

- Increase supply of municipal parking;
- Reduce long term parking demand through encouraging alternative travel modes;
- Meet or exceed Accessible Parking requirements outlined in the Accessibility for Ontarians with Disabilities Act (AODA);
- Improve parking management;
- Residential on-street parking permit program considerations;
- Financing the parking program; and
- Invest in new parking technologies.

A copy of the full report is available for review in the Clerk's Office and on the City's web site. An Executive Summary and listing of study recommendations is contained in Appendix "A".

## Existing and Future Parking Demand

A review of the current parking inventory in the downtown (both municipal owned parking spaces and privately owned spaces) concluded that there are approximately 3,607 parking spaces in the downtown available for use by the public. This excludes private parking spaces that are located at private residences, stores, and other businesses that provide dedicated on-site parking for residents, employees or customers. The downtown parking supply is comprised of 516 on-street parking spaces, 1,639 municipally owned off-street spaces (in surface lots and the 2 parking garages), and about 1,452 privately owned spaces. Within the 2,155 municipally controlled parking spaces, 74 (3.4%) are designated as accessible parking spaces.

Parking occupancy counts taken as part of the review were adjusted to account for seasonal variation in demand in order to assess the availability of parking in the downtown. The review found that the supply of on-street parking spaces was well utilized with 73% of available spaces used during peak periods on an average weekday and 94% of spaces used during peak periods on an average Saturday. Municipal off-street spaces in surface lots and the 2 parking garages were approximately 71% full on a typical weekday (with lots closer to the downtown core area approaching 100% occupancy), but usage dropped on Saturdays with only 24% of spaces used on average.

A parking system is considered to be operating at its effective capacity when the average occupancy levels reach about 85% of the total capacity. At this level of usage parking spaces become hard to find and result in motorists circling to find an available space (or avoiding to stop at all if it is perceived that parking is not available). At an

average occupancy of 85%, there are also a number of periods through the year where demand will actually exceed the available supply. Based on the current demand and available capacity, the review concluded that the current parking supply was adequate for the average demand during all periods.

In assessing the future parking situation, the review noted that the existing parking supply and future demand will be affected by the following factors:

- Increased growth in demand due to general city-wide growth (230 new spaces required over 10 years);
- Reduced demand (24 spaces over 10 years) resulting from efforts to encourage reduced auto use assuming the City achieves the Transportation Mode Share targets approved as part of the 2012 Comprehensive Transportation Plan;
- Parking supply losses (259 municipal spaces lost) due to streetscaping projects and new developments in the downtown core that displace existing municipal parking; and
- New developments in the downtown core that displace existing private spaces or where the development may not be able to provide sufficient parking on site to meet zoning by-law requirements (equivalent to 496 new spaces required).

Based on the forecasts prepared at the time of this study, the overall demand for downtown parking is projected to exceed the available number of spaces by 117% within the next 10 years. The King Street and Simcoe Street parking garages are expected to see demands that exceed capacity by 136% and 135% respectively, and the remaining on-street supply (after accounting for lost spaces due to streetscaping projects) is expected to be operating at capacity.

The report concludes that approximately 750 new parking spaces will be required over the next 10 years to maintain the targeted 85% effective utilization rate. With annual growth and the potential loss of 259 municipal parking spaces in the next 3-5 years, due to streetscaping projects and new developments in the downtown core that displace existing municipal parking, the downtown parking supply is expected to operate at 86% of its actual capacity during peak weekday periods over the next 3-5 years. The report recommends the addition of 250-300 new downtown parking spaces be constructed within 5 years, with the remaining 450 new spaces to be provided within the 5-10 year horizon.

A life cycle cost analysis was completed as part of the study to determine the optimum approach to providing the required new parking supply. Given the cost and relative scarcity of land in the downtown, investing in new parking garage capacity was found to be more economically feasible than expanding the supply of surface parking lots, which would require up to 9 acres of vacant land in close proximity to the downtown core. Investing in new garage infrastructure would also better support planned intensification of the downtown, which is expected to result in pressure to develop many of the existing vacant downtown properties. The initial capital cost to provide up to 750 new parking spaces within parking garage(s) is approximately \$30,000,000 (in 2017\$) or about \$40,000 per space.

The report also recommended that the new parking supply should be generally located in the area of Bethune Street / Charlotte Street, as this area is expected to see a significant level of potential new development and will also experience a large portion of the loss of existing municipal parking supply. Beyond that, the identification of specific locations for new parking supply was outside the scope of this study.

There are a number of possible options that staff will consider in the near future as a plan for addressing this aspect of the report recommendations is prepared. The existing King Street parking garage may be able to support a fourth level of parking, and a separate structural review and assessment of the feasibility of this option is currently being completed. During the stakeholder consultation for this study, some of the private developers in the downtown expressed interest in partnering with the City to provide new parking garage capacity as part of, or adjacent to their development projects. This option may present the opportunity to consider a partnership approach to providing some or all of the required parking capacity; an approach that would be tied to some of the new growth that will generate the future demand.

Developing a plan for how best to provide the required future parking supply will take some time and further assessment by staff, and will require the development of a capital financing plan to fund the future expansion of parking supply in the downtown. A recommended implementation plan and capital financing strategy will be the subject of future reports to Council and capital funding requests will be reflected in future capital budgets.

### **Financial Assessment of Parking Operations**

The parking system's operational goal is not to maximize revenue, but instead to price parking at a rate that sustains parking operations. However, under ideal circumstances, parking revenues should slightly exceed annual expenses with the excess revenue placed in a parking reserve fund to spend when revenues are less than anticipated in a given year, or to help fund parking related capital expenses.

Between 2011 and 2016, total parking revenues averaged \$1.98 million each year. Regular operating costs averaged about \$1.62 million and debt servicing costs for construction of the King Street parking garage averaged about \$733,000 annually. On an overall basis, the parking operation has operated at a deficit of about \$370,000 each year, which is funded from the municipal tax base. In 2016, the last remaining debt for the King Street parking garage was paid off, and it is expected that 2017 should show a modest operating surplus for the year.

The City currently maintains a general Parking Reserve Fund and a Development Charge Parking reserve fund to supplement the capital expenditures associated with operating and expanding the parking infrastructure in the Downtown. Historically, annual contributions to the reserve fund are made each year from the Parking Operating budget. Based on the published 2017 Budget Documents, the general parking reserve fund had a balance of \$529,437 (identified to support future capital budget planning) and an uncommitted balance of \$862,175 was in the Development Charge Parking reserve fund.

While the available reserve funds can be used to provide a good start to address the future capital needs associated with increasing the parking supply in the Downtown, the \$30,000,000 capital cost to provide 750 new spaces in today's cost represents a future capital cost requirement of \$46,600,000 in 10 years time, assuming the construction cost escalation factor of 4.5% the City has experienced over the past 3-5 years continues into the future. With approximately \$1.4 million in the current parking reserve funds, it is clear that additional funding sources will be required to support the significant capital investments that will be required to address the parking supply needs of the Downtown over the next 10 years.

Accordingly, the study recommended that the City continue to maintain the Parking Reserve Fund and provide annual allocations into the reserve fund from parking revenues. Given the significant forecast of future capital costs to provide additional parking supply in the downtown, the study also recommends that the City consider adopting a policy where any revenue from annual parking fees, that is over and above annual operating costs for parking services, be used to enhance the reserve fund rather than offset other City operating costs. In the past, parking costs (when debt servicing costs for the King Street garage were included) have typically exceeded revenues so this hasn't been a consideration until the 2018 budget year. With the retirement of the debt for the King Street garage, the expected surplus revenue from parking has been used to offset other pressures in the overall corporate operating budget. As such, this recommendation has not been implemented in the draft 2018 operating budget, but will be in future operating budgets.

As a first step towards implementing this policy, Recommendation (b) (iv) would direct any parking revenue collected in 2017 and 2018, which is over and above the revenue estimates included in the budget, to the parking reserve fund to help finance future capital works. Implementing this recommendation is subject to maintaining the overall budgeted net requirement for Parking Operations established in the annual budget process.

Contributions to the Development Charge Parking Reserve Fund are funded from development charges applied to the construction of new residential and commercial units across the City. The current City-Wide Development Charge (DC) by-law includes a cost allocation of \$260 per apartments, \$354 per multiple units and \$446 per single unit and \$2.44 per square meter of non-residential floor space, and these funds are allocated to fund new parking infrastructure. In the 2014 DC Background Study, the only capital project related to parking infrastructure was the replacement of the Simcoe Street Parking Garage. Since development charges can only be used to fund new capacity to support growth, approximately \$5,300,000 of the \$30,000,000 estimated cost of this project is eligible for Development Charge funding. However, the capital costs to provide new Downtown parking supply to support growth will be significantly higher than assumed in the 2014 DC Background Study, and updated cost estimates for this new supply should be incorporated into the next update of the DC Background Study and By-Law.

## **Review of Policies for Cash-In-Lieu / Downtown Parking Requirement**

Cash-in-lieu of parking is used by many Canadian municipalities as a mechanism to address parking supply management. It can be used to:

- Facilitate redevelopment where providing parking on-site is either too costly or difficult due to site configuration or condition (i.e. heritage);
- Encourage shared or short-term parking strategies, discourage vehicle use, and encourage and potentially fund transit;
- Intensify and re-urbanize Downtown cores (especially former surface lots);
- Protect heritage buildings; and
- Assure property owners that sufficient parking opportunities will be available.

The current cash-in-lieu of parking rate in Peterborough is \$6,000 per required space. Cash-in-lieu rates of other similar sized municipalities were compared to Peterborough's and Peterborough's cash-in-lieu rate is not out of line with the average cost in similar sized municipalities for the provision of surface parking. The cost to provide structure parking is estimated to be \$40,000 per space.

While some developers have commented that the current cash-in-lieu rate in the City is relatively affordable given the costs for them to provide parking on their own sites, others have expressed concerns with a dramatic increase in costs to develop smaller downtown sites where on-site parking may be difficult or impossible to provide.

Given the growth and intensification targets established by the province in the Places to Grow legislation, significant new development will be required in the City's downtown core over the next 20 years. As such, the ongoing Official Plan Review and future updates to the City-wide Development Charges By-law will need to consider the appropriate mix of policies and incentives to encourage high density development in the downtown while considering the funding requirements of the municipal infrastructure required to support this growth.

IBI examined the parking requirements in the City's current zoning by-law and recommended that the City consider reducing the overall parking requirements in Area 1 (the Downtown) to support alternative modes of transportation. Such a reduction would also improve the financial viability of intensification projects, but may create some tension in providing sufficient parking to support growth, particularly if shifts to transit and more active transportation modes do not occur as envisioned.

A combination of reduced parking requirements and other incentive programs to support downtown intensification, combined with an increase in the cash-in-lieu rates for developments that cannot meet the new lower parking requirements, may provide an appropriate mix of policies to encourage downtown growth while providing seed funding to support the creation of new municipal parking supply to support planned growth.

Given the above discussion, the report recommended that Peterborough consider increasing the current cash-in-lieu of parking rate to between \$8,000 and \$10,000 per



space. Implementation of this policy change and the establishment of a final cash-in-lieu rate should be referred to the ongoing Official Plan and Development Charge By-Law update process to ensure alignment with the overall intensification and growth management objectives of the City and any final changes to the minimum parking requirements in the downtown area of the City.

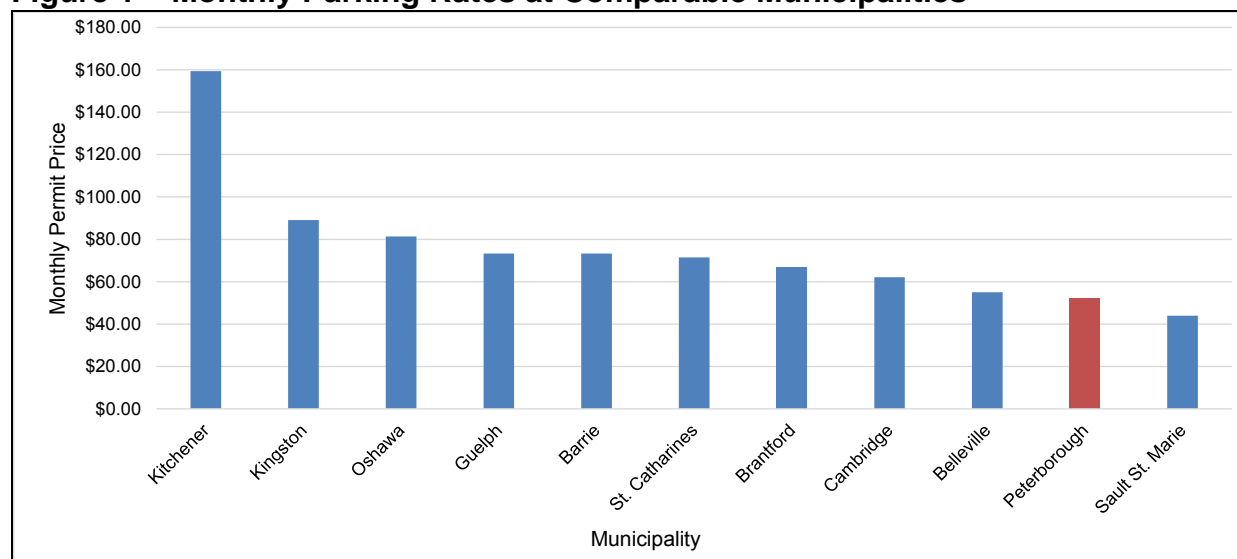
## Review of Parking Revenue Streams

The financial review of the parking system also reviewed the current parking revenue streams including the costs for hourly and permit parking and the fines structures used for parking infractions in Peterborough. The review compared the rates in Peterborough to the rates applied in ten similar sized municipalities across southern Ontario. Given the future capital investments required to fund future parking expansion, and the generally lower costs for fines and parking rates applied in Peterborough, a general increase in the parking rates and fines was recommended, as discussed below.

## Parking Rates

The monthly and hourly rates for ten similar municipalities are presented in **Figure 1** and **Figure 2**, respectively. Several municipalities provide a range of permit and hourly parking prices, which vary depending on location. The average permit and hourly parking prices are used for these municipalities.

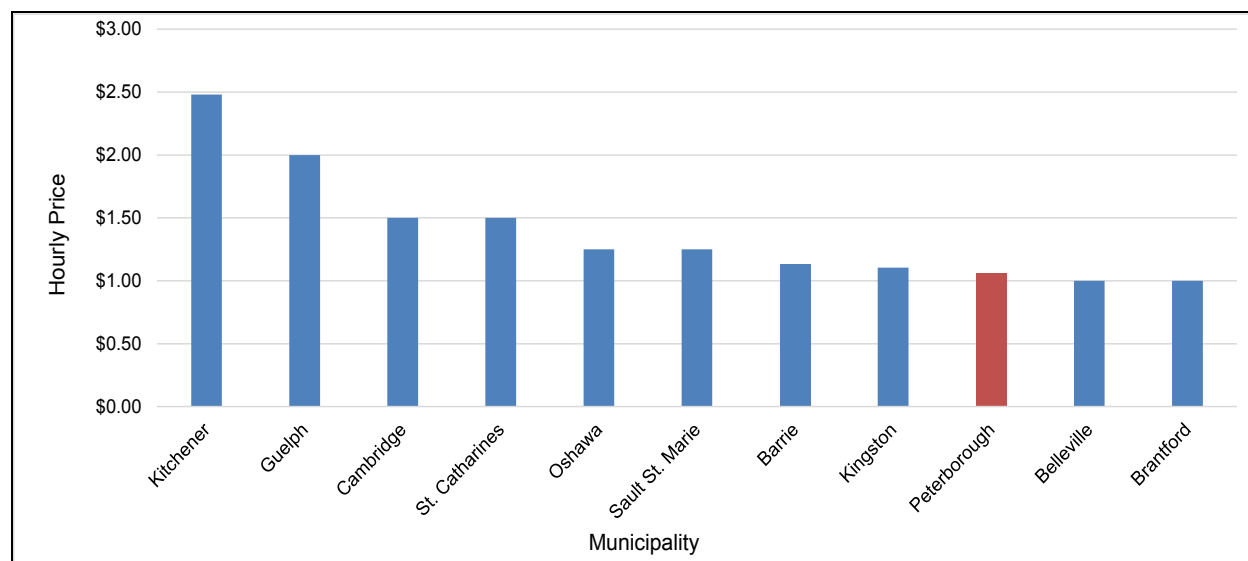
**Figure 1 – Monthly Parking Rates at Comparable Municipalities**



As presented in **Figure 1**, the City of Peterborough's average monthly parking permit price is at the low end among similar municipalities. The average monthly parking permit in Peterborough costs \$52.25, while the monthly parking permit rates at similar municipalities range between \$44.00 (Sault Ste. Marie) and \$159.30 (Kitchener). This observation indicates that permit parking prices in Peterborough could be increased by \$10-15 per permit without overcharging, on a comparative basis.

To make transit a financially competitive option compared to driving, tying the pricing of monthly parking passes to monthly adult transit passes is strongly advised. In other words, the cost of a monthly parking pass is recommended to be equal to or greater than the cost of a monthly transit pass. Currently a monthly transit pass is \$60.

**Figure 2 – Hourly Parking Rates at Comparable Municipalities**



Similar monthly parking prices, Peterborough appears to be at the low end amongst similar municipalities when comparing hourly parking prices. The hourly parking rates of similar municipalities range between \$1.00 (Brantford and Belleville) and \$2.48 (Kitchener), while Peterborough charges \$1.00 an hour (\$1.25 at the King Street parkade and Simcoe Street garage). The review indicates that hourly parking rates in Peterborough could also be increased without overcharging, on a comparative basis.

Based on the financial review and comparison results, the study has recommended increases to the parking price structure in Peterborough with the intent of achieving long term financial sustainability and generating funds necessary for the parking improvements recommended as part of this study (new technologies, parking supply expansion, etc.). To generate additional revenue and to bring Peterborough's rates more in line with the average of similar Southern Ontario municipalities, the report recommends the following parking price increases in 2018:

- Hourly price increased by \$0.25;
- Daily flat rate increased by \$1.75 (to maintain current hourly/daily pricing ratio); and
- Monthly permit prices increased by 25%.

Table 1 shows the current parking rates, while Table 2 shows the rates that are proposed to take effect January 1, 2018.

**Table 1 – Current Parking Rates**

<b>Location</b>	<b>Hourly Rate</b>	<b>Daily Rate</b>	<b>Monthly Rate</b>
On-Street	\$1.00	N/A	N/A
Surface Lot	\$1.00	\$7.00	\$33.50 - \$44.00
Simcoe Garage	\$1.25	\$8.75	\$60.00
King Street Garage	\$1.25	\$8.75	\$71.50

**Table 2 – Proposed Parking Rates**

<b>Location</b>	<b>Hourly Rate</b>	<b>Daily Rate</b>	<b>Monthly Rate</b>
On-Street	\$1.25	N/A	N/A
Surface Lot	\$1.25	\$8.75	\$42.00 - \$55.00
Simcoe Garage	\$1.50	\$10.50	\$75.00
King Street Garage	\$1.50	\$10.50	\$90.00

The increase to the current parking rates as shown in Table 2 is anticipated to generate approximately \$250,000 in additional revenue in 2018.

### **Parking Fines**

The Strategic Downtown Parking Management Study also reviewed the City's current fine rates including durations, fines, permits, and signage. Parking fines range from \$15 for an expired parking meter to \$300 for parking in an accessible parking space without a permit. Table 3 compares several common parking related violations in Peterborough to those of the compared municipalities.

With the exception of the Expired Meter and Overtime Parking infractions, Peterborough's fines generally appear to be consistent with the average of similar municipalities. In 2015, the City increased all \$15 parking infractions to \$25, excluding the Expired Meter and Overtime Parking infractions. A comparison of parking infraction rates between 2014 and 2016, found that infractions for Expired Meter, and Parking Overtime increased by about 27%, while other infractions where the price increased to \$25 saw a 20% reduction in infractions over the same period. The review concluded that the current \$15 fine for exceeding the parking time limits or for an expired meter is not sufficient to encourage compliance in order to maintain turnover of the premium on-street parking spaces. Accordingly, the report recommended that the City increase the Expired Meter and Overtime Parking fines to \$25 to better align with fines charged in other municipalities and encourage improved compliance and parking turnover.

**Table 3 – Parking Fines Comparison at Comparable Municipalities**

<b>Municipality</b>	<b>No Parking</b>	<b>No Stopping</b>	<b>Expired Meter</b>	<b>Overtime Parking</b>	<b>Accessible Parking</b>
Barrie	\$30.00	\$30.00	\$30.00	\$30.00	\$300.00
Belleville	\$20.00	\$20.00	\$10.00	\$20.00	\$300.00
Brantford	\$30.00	\$30.00	\$30.00	\$30.00	\$300.00
Cambridge	\$25.00	\$45.00	\$25.00	\$20.00	\$350.00
Guelph	\$25.00	\$25.00	\$25.00	\$25.00	\$350.00
Kingston	\$25.00	\$30.00	\$25.00	\$25.00	\$300.00
Kitchener	\$30.00	\$45.00	\$30.00	\$30.00	\$300.00
Oshawa	\$25.00	\$30.00	\$25.00	\$25.00	\$300.00
Sault Ste. Marie	\$15.00	\$15.00	\$10.00	\$15.00	\$300.00
St. Catharine's	\$30.00	\$48.00	\$20.00	\$20.00	\$300.00
<b>Peterborough</b>	<b>\$25.00</b>	<b>\$30.00</b>	<b>\$15.00</b>	<b>\$15.00</b>	<b>\$300.00</b>
<b>Average</b>	<b>\$25.45</b>	<b>\$31.64</b>	<b>\$23.18</b>	<b>\$24.09</b>	<b>\$309.09</b>

Implementation of increases to the current \$15 parking fine for Expired Meter and Overtime Parking to \$25, are expected to generate approximately \$145,000 in additional revenue in 2018.

## Next Steps

The Strategic Downtown Parking Study makes twenty-five recommendations to be implemented over the next 10 years to improve parking in Downtown Peterborough. Implementation of the proposed changes to parking rates and fines represents the first of a series of actions to implement the recommendations of the study and generate a sustainable revenue stream to fund future investments to increase the downtown parking supply. Upon approval of the recommendations in this report, increases to parking fees will take effect January 1, 2018. Increases to set parking fines will require provincial approval before they take effect, although it is expected that these increases will be able to be implemented in 2018.

Recommendations for future parking infrastructure will require the assessment of various suitable locations, funding approaches, and delivery models to determine a recommended strategy for addressing the future parking capacity needs in the downtown. This will be the subject of future reports to council and future capital budget requests.

Changes to the minimum parking requirements for properties in the downtown along with potential measures to adjust downtown development charges rates for multi-unit buildings and potential adjustments to the cash-in-lieu of parking policy and applicable rates will be reviewed as part of the Official Plan Review process to determine the best

mix of policy actions to support growth while providing revenue to support future capital investments in parking infrastructure.

The recommendations related to establishing permit parking programs in the downtown or other areas of the City will be considered as part of future reports to Council, as applicable. Implementation of the new parking technologies recommended in this report will also require the development and design of specific project requirements, preparation of an implementation plan, and the establishment of detailed cost estimates to facilitate future capital budget requests.

## SUMMARY

The Strategic Downtown Parking Study has provided a solid overview of current parking issues and emerging needs that can be expected to arise over the next 10 years. The report makes twenty five recommendations to be implemented over the next 10 years with the ultimate goals of making the downtown parking system more effective and efficient for users; making the system financially sustainable; and ensuring that the parking infrastructure to support future anticipated growth is identified. Although some of the recommendations are straightforward and relatively easy to implement, there are many matters that will require additional discussion and further study.

The Strategic Downtown Parking Study will provide the framework for future decision making on the management of the parking system in the downtown, and it is expected that over the next few years, Council will receive a number of staff reports to implement the various recommendations contained in this report.

Implementation of the proposed parking rate increases is an initial starting point with which to begin the process of encouraging a more sustainable balance in the use of private automobiles with transit use and active forms of transportation. Reducing the number of private automobiles and automobile trips into the downtown may free up some parking inventory, providing an offset to mitigate the loss of some municipal parking spaces in the short term. The increased revenues and fees recommended in the study will also generate a sustainable revenue stream to fund future increases to the downtown parking supply that are anticipated to support growth over the next 10 years, while remaining in alignment with fines and fees charged by other municipalities.

Submitted by,

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Attachments:

Appendix A: Executive Summary

Schedule A – Amendment to By-Law 09-136



Final Report

# Strategic Downtown Parking Management Study

Submitted to The City of Peterborough  
by IBI Group  
October 10, 2017

## Executive Summary

In 2007, IBI Group completed the Peterborough Downtown Strategic Parking Study with the objective of providing a five to ten year plan that addressed the parking related needs of the Downtown core. The study generated 22 recommendations, most of which have been implemented by the City of Peterborough. Considering the study's 2017 horizon year, and expected reductions in the parking supply brought about by planned and proposed Downtown redevelopment projects, there is now a need to reassess Peterborough's downtown parking operations and update the vision for the next 10 years. In response, the City of Peterborough initiated an update to the Strategic Downtown Parking Management Study.

The Strategic Downtown Parking Management Study's objective is to develop a parking strategy that provides a long term vision for parking within Downtown Peterborough. It concludes with an action plan for the implementation of short, medium, and long term recommendations. The study area is bound by McDonnell Street to the north, Park Street North to the east, Dalhousie Street to the south, and the Otonabee River to the east.

The vision for Downtown parking in Peterborough is that it be self-sufficient, sustainable, and accessible, meeting the parking needs of a rapidly growing Downtown core while promoting alternative modes of transportation. A self-sufficient parking system balances parking revenues with parking related costs (operations, maintenance, and capital costs) in order to achieve financially sustainable operations. The parking system's operational goal is not to maximize revenue, but to price parking at a rate that sustains parking operations, manages parking demand, and meets the current and future parking needs of all Downtown users.

Consultation conducted during this study involved meetings with Downtown stakeholders and a public information centre for the general public. The study findings and recommendations received positive public feedback.

### Existing Parking Supply and Demand

The Downtown Peterborough parking supply is composed of 3,607 parking spaces divided into 516 on-street parking spaces, 1,639 municipally owned off-street parking spaces and 1,452 privately owned off-street parking spaces for a total supply of 2,081 general municipal and 74 accessible parking spaces available to the public.

Parking systems are considered "effectively full" at an occupancy of approximately 85%, depending on lot size and characteristics. Using parking utilization data and the 85% effective capacity threshold, locations were identified where parking operates near capacity, and where excess capacity is available. On-street parking was observed to be well utilized during both weekday and weekend periods. Off-street parking does not exceed the 85% effective capacity threshold during the weekday and weekend periods. This indicates that today, there is available off-street parking within the study area at all times. The two garages operate below the effective capacity threshold at all times, indicating parking opportunities are always available. In terms of parking duration, in general there is a greater demand for on-street parking during weekends due to visits to the Downtown core being shorter than weekday visits. During the weekday period, the majority of Downtown core trips are anticipated to be business related requiring more than two hours.

### Future Parking Supply and Demand

While the existing Downtown parking supply is sufficient to meet the current parking demand, the Downtown core is anticipated to experience significant growth over the next 10 years, being designated an Urban Growth Centre by the Provincial Growth Plan. Given the significant



projected growth, long term planning is required to ensure the parking supply remains sufficient to accommodate the future demand from population growth outside the Downtown core (1.4% annually), personal vehicle modal split reduction, Downtown vacancy rate changes, new developments within the Downtown study area and parking supply losses.

Given the potential loss of 259 municipal parking spaces in the Downtown due to redevelopment projects, combined with annual growth in demand, it is estimated that the parking supply will be at 86% capacity during peak periods within the next 5 years, which is above the industry standard for effective parking capacity. Accordingly, the City should plan to provide 250-300 new downtown parking spaces in the next 5 years, with an additional 450 new spaces forecast to be needed within the 10 year horizon

Based on these results, investing in new parking garage capacity is considered more economical overall given the smaller land area required and higher net present value cumulative surplus. Finding up to nine acres of underutilized land within the Downtown core area in close proximity to services and new development sites would also present a challenge in terms of availability of sites. However, the initial capital cost associated with garages is significantly higher than providing new surface lots, and will require upfront investment of significant capital resources and a 30 year life cycle. .

The potential parking supply expansion should ideally be located in close proximity to the Bethune Street and Charlotte Street intersection, as this area is projected to experience a large amount of future development and a large portion of the parking supply loss. A potential option is to work with area developers who have expressed an interest in partnering with the City for a third parking garage. An alternative approach is to add an additional level to the King Street garage and/or to develop a surface parking lot in close proximity to the Bethune Street and Charlotte Street intersection. The City is evaluating the King Street garage to determine whether an additional level is financially feasible and can be structurally supported.

## Transportation Planning Framework

In Peterborough, Transportation Demand Management (TDM) measures can also be applied to manage long-term parking demand, while supporting mobility to, from, and within the Downtown. Different TDM approaches and opportunities the City can consider include carpooling, cycling system development, enhanced public and private transit, carsharing, incorporating TDM in new Downtown development projects and using new smart parking technologies to better address the search for parking. The common element of all of these planning approach is to reduce the amount of private vehicle travel within the Downtown, thereby reducing the parking demand.

## Best Practices Review

The City of Peterborough's parking by-law regulations, Official Plan policies, fees and fines, parking management strategies, geometric design standards of parking spaces, and cash-in-lieu of parking policies are compared to those of ten similar sized municipalities. This review found:

Zoning -The City of Peterborough's Zoning By-law parking requirements are consistent with the average of comparable municipalities. As a policy aimed at supporting the Official Plan, Peterborough is recommended to consider reducing all parking requirements within the Downtown (Area 1) with the objective promoting alternative modes of transportation. This would require further investigation outside of this parking strategy study;

Accessible Parking - Peterborough's accessible parking requirements are generally aligned with the AODA's off-street requirements and compare well to the other similar municipalities. The City already exceeds the AODA ratio of accessible parking spaces compared to the overall number of spaces available. The City should continue to consult with the Accessibility Advisory Committee on a location-specific basis to identify on-street accessible stalls, and conduct annual occupancy studies of existing accessible parking spaces on the street. Spaces shown to be

underutilized should be considered for relocation to areas of higher demand, allowing the City to keep better abreast of changes in accessible parking demand;

Parking Duration - Comparable municipalities allow on-street parking up to a maximum of 2 to 3 hours. Some cities such as Ottawa extend the on-street time to 3 hours for accessible parking stalls. With the objective of maximizing parking turn over and the availability of on-street parking, Peterborough is recommended to maintain the existing 2 hour parking limit and extend accessible on-street parking to 3 hours;

Official Plan – Parking policies of most similar municipalities are consistent with Peterborough's policies. Additional policies the City could consider adopting include a parking supply equilibrium to ensure all lost parking is replaced, and using maximum rather than minimum parking requirements in the core to promote alternative transportation modes;

Parking Prices - Peterborough appears to be at the low end amongst similar municipalities when comparing hourly parking prices. The hourly parking rates of similar municipalities range between \$1.00 (Brantford and Belleville) and \$2.50 (Kitchener), while Peterborough charges \$1.00 an hour (\$1.25 at the King Street parkade and Simcoe Street garage). The review indicates that hourly parking rates in Peterborough could be increased without overcharging, on a comparative basis. A potential solution is to increase the hourly parking rates at all on and off-street facilities to match the rates at the two parking garages (\$1.25);

Fines - With the exception of the Expired Meter and Overtime Parking infractions, Peterborough's fines generally appear to be consistent with the average of similar municipalities. Considering the City's recent parking fine increase, it is recommended to increase the Expired Meter and Overtime Parking fines to \$25 as well to better align with other municipalities;

Parking Management - In general, all reviewed municipalities manage their parking services in-house as does Peterborough. This study recommends maintaining the current management practices, convert the current part time Parking Services Assistant position to full time, and possibly add one additional full time staff to the Parking Department if a residential parking program is implemented.

Geometric Design - Peterborough's parking space dimension requirements are consistent with the average of similar sized municipalities; and

Cash-in-Lieu of Parking – Based on a comparison of Peterborough's \$6,000/parking space cash-in-lieu of parking policy, the City should consider increasing this rate to between \$8,000 and \$10,000 per space as part of the ongoing Official Plan and Development Charge By-Law updates to ensure it aligns with the overall intensification and growth management objectives and any final changes to the minimum parking requirements in the downtown area of the City.

## **Residential On-Street Parking Permit Program**

Where required, Peterborough is recommended to adopt both a Residential Parking Only and Residential Preferred Parking programs city wide depending on the specific needs of a given area. Local residents could apply for a residential parking program and the City could then grant either program based on a case by case review of each application. When reviewing each application, the City is recommended to consider existing parking by-laws, anticipated residential parking demand and the level of resident support.

In a Residential Only Parking program, all vehicles parked on-street must display a valid residential permit resulting in a relatively simple enforcement practices. For the Residential Preferred Parking program, officers would continue to enforce the three hour maximum parking time limit, but check for a residential parking permit prior to issuing a parking violation.

In addition, it is recommended that the City adopt an on-street accessible parking program where permit holders are provided with a designated on-street accessible parking space in a location decided through consultation between City staff and an applicant.

Managing these on-street permit programs would require an additional full time staff member at an annual cost of approximately \$60,000 - \$70,000. Additional enforcement for the permit parking programs may also be required, particularly for weekend enforcement where there is currently limited enforcement activities and costing an additional \$12,000 - \$15,000 annually.

## Financial Assessment

Parking Operations Financial Situation - The parking system's operational goal is not to maximize revenue, but instead to price parking at a rate that sustains parking operations. However, under ideal circumstances, parking revenues should slightly exceed annual expenses with the excess revenue placed in a parking reserve fund to spend when revenues are less than anticipated in a given year, or help fund parking related capital expenses.

The City currently maintains a general parking reserve fund and a Development Charge Parking reserve fund to supplement the capital expenditures associated with operating and expanding the parking infrastructure in the Downtown. Historically, annual contributions to the reserve fund are made each year from the Parking Operating budget. Based on the published 2017 Budget Documents, the general parking reserve fund had a balance of \$529,437 (identified to support future capital budget planning) and an uncommitted balance of \$862,175 in the Development Charge Parking reserve fund.

While the available reserve funds can be used to provide a good start to address the future capital needs associated with increasing the parking supply in the Downtown, the provision of 750 new spaces over the next 10 years (assuming a realistic cost of \$40,000 per space for new garage capacity) represents a capital investment need of approximately \$30,000,000 expressed in 2017 dollars. It is clear that additional funding sources will be required to support the significant capital investments that will be required to address the parking supply needs of the Downtown over the next 10 years.

Accordingly, it is recommended that the City continue to maintain the Parking Reserve Fund and provide annual allocations to the reserve fund from parking revenues. Given the capital forecast of future costs to provide additional parking supply in the downtown, the City should also consider adopting a policy where any surplus revenue from annual parking fees is used to enhance the reserve fund.

Parking Reserve Funds are not intended as the sole funding source for expensive capital projects, such as garages. Other sources include the City-Wide Development Charge (DC) by-law where the City collects between \$260 and \$446 per residential unit and \$2.44 per square meter of non-residential floor space and these funds are allocated to fund new parking infrastructure. In the 2014 DC Background Study, the only capital project related to parking infrastructure was the replacement of the Simcoe Street Parking Garage. Of the \$30,000,000 estimated capital cost of the project, only the new capacity provided is considered eligible for Development Charges, totalling approximately \$5,300,000. However, the capital costs to provide new Downtown parking supply to support growth will be significantly higher than assumed in the 2014 DC Background Study, and updated cost estimates for this new supply should be incorporated into the next update of the DC Background Study and By-Law.

Peterborough could also adopt a Build-Operate-Own-Transfer (BOOT) strategy, which is a private-public partnership (PPP) intended to facilitate the development of large public infrastructure through private funding.

Parking Pricing Structure - Based on the findings of this study, Peterborough's parking operations are anticipated to be revenue-neutral moving forward, which is desirable. Also, Peterborough's current hourly and monthly parking prices are slightly below the average of similar municipalities. While operations are approximately revenue neutral, parking rate increases are required to generate additional revenue to fund the parking related improvements recommended as part of this study (technologies, parking supply expansion, etc.). To generate additional revenue and to bring Peterborough's rates more in line with the average of similar

Southern Ontario municipalities, Peterborough is recommended to consider the following parking price increases in 2018, if possible concurrently with the pay by phone technology.

- Hourly on-street parking price increased by \$0.25;
- Daily flat rate increased for surface lots by \$1.75
- Simcoe and King Street Garage hourly price increased by \$0.25 to \$1.50 per hour and daily rate increase of \$1.75 to \$10.50 daily to offset higher operating costs and transaction fees; and
- Monthly permit prices increased by 25%.

Parking demand is anticipated to decrease by about 10% with increased parking prices. Considering Peterborough's 2016 total parking revenue (\$2,053,272), the recommended parking price changes (25% increase), and the predicted demand changes (10% decrease), Peterborough is projected to generate an additional \$250,000 to \$300,000 in annual Downtown parking revenue, assuming all other factors remain the same.

As a long term plan and to account for inflation, Peterborough is recommended to implement the following parking price changes every 5 years starting in 2023:

- Hourly price increased by \$0.25;
- Daily flat rate increased by \$1.75; and
- Monthly permit prices increased by 10%.

Prior to increasing parking prices, Peterborough is recommended to assess the financial health of their parking operations and adjust parking prices in a manner that maintains financially sustainable operations.

Simcoe Street Garage - For the Simcoe Street Garage, it has been identified to be in need of rehabilitation or replacement. Based on the conditions assessment findings, projected rehabilitation costs in 2013 dollars are \$570,000 in year 0-1, and \$1,710,000 in year 3-5 and limited to corrosion related deterioration, water leakages, and the moisture protection system. The City is currently completing a structural assessment of the garage to determine whether rehabilitation is sufficient to extend the garage's life span, or if reconstruction is necessary. Reconstruction of the 535 stall capacity is estimated to cost approximately \$20,000,000

Parking Enforcement - In terms of Downtown parking enforcement, given that parking violation revenues offset the costs associated with enforcement, and the City receives minimal complaints regarding enforcement, the City is not recommended to alter existing enforcement practices.

Outside the Downtown, the City's current policy for enforcement in residential areas is based on responding to resident complaints, and the enforcement approach is designed to educate and encourage compliance with the by-law where problems arise, rather than simply seek out and punish all offenders. In many cases, residents who are ticketed for exceeding the 3 hour parking limit in residential areas are not aware of the by-law or have some short term circumstances that require them to park on-street in excess of the 3 hour limit. As a result, parking staff do cancel a number of infractions for "first time offenders" as part of the education approach.

The 2015 Parking Review completed by the City identified possible alternative approaches to the question of appropriate enforcement levels outside of the downtown. The current complaint based system that provides 72 hours of enforcement has been in place for a number of years and provides specific targeted enforcement to areas which are having parking problems in an effort to eliminate neighbourhood parking issues. It is flexible enough to alter the enforcement level as required by extending or reducing enforcement as required by each situation. Implementing an aggressive enforcement program would remove the flexibility that currently exists in the system and shift the parking philosophy from an education based enforcement approach to one that is rigid and highly restrictive. Given the relatively modest number of

complaints received about the level of parking enforcement and the City's objectives of using enforcement to educate, it is suggested that the current enforcement policy and levels of enforcement outside the Downtown be maintained.

The 2015 Parking Review also introduced a Saturday evening parking enforcement shift between December 1 and April 1, to assist with enforcement of winter parking restrictions. It works well at improving winter snow clearing operations while generating sufficient revenue to offset the added enforcement cost, and is recommended to continue.

## Technology Assessment

The parking technologies deployed in Peterborough are consistent with those deployed in similar Southern Ontario municipalities. In general, pay parking users are served by either parking meters or pay and display machines that accept coins and potentially credit/debit cards. Permit parking lots require proof of payment through permit hangtags. Parking garages generally require pay parking users to accept a receipt, and pay for parking when exiting the system at a manned kiosk. Permit parking users either scan a valid permit and are automatically granted entrance or display a permit and are manually granted entrance by a parking attendant. To provide an alternative method of payment, many municipalities are planning the implementation of the pay by phone system.

Potential technology improvements for Downtown Peterborough parking include improved wayfinding signage to lots and garages, Smart Phone Apps and alternative payment methods (i.e. credit card, phone, Bluetooth).

## Strategic Action Plan

The following recommended strategic action plan for Downtown parking is provided in Section 12.2 of this report.

- N/A – Not Applicable; and
- TBD – To Be Determined / Requires Further Information.

Strategy	Recommendation	Cost / Revenue
Plan to Increase Public Parking Supply	1. Plan to add up to 250-300 off-street parking spaces in the Downtown over the next 5 years to replace lost parking supply and plan for an additional 450 new parking spaces over the next 10 years to meet the future parking needs. Actual timing will depend on the pace of Downtown redevelopment.	Construction cost of 750 structured parking stalls estimated to cost approximately \$30M excluding property.  750 off-street surface stalls = \$5M excluding property.
	2. Consider adopting as part of the current Official Plan update an "equilibrium" policy, where parking spaces lost due to redevelopment are required to be replaced.	See cost #1
Reduce Long term Parking Demand	3. Promote alternative modes of transportation through improved TDM measures including carpooling, cycling, transit, and Carshare.	TBD
	4. Consider reducing all parking requirements within Area 1 together with the promotion of alternative modes of transportation.	N/A
	5. Consider implementing a "preferred carpool parking space" program on a trial basis at the King Street and/or Simcoe Street parking garage	N/A

Strategy	Recommendation	Cost / Revenue
Exceed AODA Accessible Parking Requirements	6. Adopt a policy that exceeds the off-street parking requirements of the AODA.	N/A
	7. Identify on-street accessible parking locations on a case-by-case basis. Conduct occupancy studies of existing accessible parking spaces on the street. Any spaces shown to be underutilized should be considered for removal and replaced with new spaces at more appropriate locations.	N/A
	8. Improve the accessibility of on-street parking spaces and the respective pay parking machines (sufficient clear area surrounding the machines, proper height of operating mechanism, minimum overhead clearance, etc.)	TBD
	9. Extend maximum on-street accessible parking limit to 3 hours.	TBD
Improve Parking Management	10. Increase the Expired Meter and Overtime Parking fines to \$25.	+/- \$145,000 in new revenue annually
	11. Convert one part time position to full time	+/- \$28,000 annually
	12. Given the expensive capital cost of structure parking, Peterborough is recommended to consider increasing the cash-in-lieu of parking rate to \$8,000 – \$10,000.	If this \$2,000 – 4,000 increase was applied to the potential developments identified as being unable to provide required parking (about 162 parking spaces), this equates to a \$324,000 - \$648,000 contribution to the Parking Reserve.
	13. Review feasibility of the cash-in-lieu increase as part of the Official Plan Review and/or the Update to the 2014 Development Charge Background Study.	
	14. The three officers currently enforcing the Downtown core parking between 9:00 AM and 6:00 PM Monday to Friday are considered appropriate.	N/A
Residential On-Street Permit Parking Program	15. Consider adopting the following residential parking programs: <ul style="list-style-type: none"> <li>a. Residential parking only: on-street parking is strictly prohibited unless a residential parking program is displayed; or</li> <li>b. Residential preferred parking: All parking users are permitted to park within the designated zone. However, only permit holders are exempt from the maximum time limit.</li> <li>c. Add one additional full time staff to the Parking Department (if neighbourhood permit parking implemented.)</li> </ul>	<p>\$60,000 - \$70,000 annually for 1 new staff position to manage program.</p> <p>\$12,000 - \$15,000 for additional enforcement</p> <p>Permit fees charged will offset operational costs; total revenue will vary based on size of the program</p>
	16. Adopt an on-street accessible parking permit program where accessible permit holders are provided with a designated on-street parking	See #15

Strategy	Recommendation	Cost / Revenue
	space in a location decided through consultation between City staff and the applicant. To be eligible, applicants must possess a provincially issued accessible parking permit and not have any parking at their residence.	
Financing Parking	<p>17. While operations are approximately revenue neutral, parking rate increases are required to generate additional revenue to fund the recommended parking related improvements. The following parking price increases are recommended in 2018:</p> <ul style="list-style-type: none"> <li>a. Hourly on-street parking price increased by \$0.25;</li> <li>b. Daily flat rate increased for surface lots by \$1.75;</li> <li>c. Simcoe and King Street Garage hourly price increased by \$0.25 to \$1.50 per hour and daily rate increase of \$1.75 to \$10.50 daily to offset higher operating costs and transaction fees; and</li> <li>d. Increase monthly permit prices by 25% at all lots.</li> </ul>	<p>Considering Peterborough's 2016 total parking revenue (\$2,053,272), the recommended parking price changes (25% increase), and the predicted demand changes (10% decrease), Peterborough is projected to generate an additional \$250,000 to \$300,000 in annual parking revenue.</p>
	<p>18. Three capital project funding strategies are recommended for Peterborough to consider:</p> <ul style="list-style-type: none"> <li>a. Maintain and Enhance Parking Reserve fund:               <ul style="list-style-type: none"> <li>i. Continue current contributions to parking reserve fund; plus</li> <li>ii. Adopt a policy whereby any parking revenue in excess of a given year's parking expenses be deposited into the reserve fund account. The reserve fund is then utilized for the future years when parking expenses may be greater than the collected revenue and/or to help fund parking related capital projects.</li> </ul> </li> <li>b. Consider Build-Operate-Own-Transfer (BOOT) to provide new parking supply: a private entity designs, builds, operates, and maintains a public development for a predefined time period. Once the pre-agreed upon period has passed, the private entity transfers the development's ownership to the government agency.</li> <li>c. Update the 2014 City Development Charge Background Study and By-Law to incorporate updated capital forecast for parking needs to support growth</li> </ul>	TBD

Strategy	Recommendation	Cost / Revenue
	19. As a long term plan, Peterborough is recommended to implement the following parking price changes every 5 years starting in 2023: a. Hourly price increased by \$0.25; b. Daily flat rate increased by \$1.75; and c. Monthly permit prices increased by 10%.	TBD
Parking Technologies	20. Join Peterborough's broader wayfinding initiative to ensure that parking wayfinding improvements are included. All four layers of static wayfinding signs are recommended (introduction, directional, identification, and pedestrian).	TBD
	21. Procure introduction signs that have the capability to display the Simcoe Street and King Street garage parking occupancies in real time. Variable message signs displaying real time occupancy data are also recommended at the King Street and Simcoe Street garage entrances.	Each dynamic wayfinding sign is estimated to cost approximately \$25,000 to \$30,000.
	22. Coordinate with the DBIA to ensure the planned Downtown app includes a parking component.	N/A
	23. Procure a parking management system capable of automatically collecting occupancy data at the Simcoe Street and King Street garages. The permit scanner and automated gate system is recommended to be maintained while the pay on foot system is recommended to be adopted.	Parking management system costs vary quite significantly considering the type of technology selected and the specific site's size and configuration. Peterborough is recommended to undertake a Request for Proposal (RFP) process when procuring a parking management system to determine the optimal solution.
	24. Existing payment technologies are recommended to be supplemented with the pay by phone system to provide an alternative method of payment.	The Pay by phone system can be implemented at no cost to the City.
	25. As a pilot project, Peterborough could consider augmenting one King Street garage entry and exit lane with the Bluetooth payment technology.	Anticipated to cost approximately \$6,000 per lane



This Action Plan is proposed to be implemented as follows:

Recommendation	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027
Parking Supply Increase (up to 750 spaces)			(250-300)					(450)		
Improved Transportation Demand Management										
Zoning By-law Parking Requirement Updates										
Official Plan Policy Updates										
Parking Fine Increase										
Hire Additional Staff										
Increase Cash-in-lieu of Parking Rate										
Implement the Residential On-Street Permit Program										
Parking Price Increases										
Improved Wayfinding Signage (Static)										
Improved Wayfinding Signage (Dynamic)										
Downtown Smart Phone App with Parking Component										
Upgrade Garage Parking Management Systems										
Implement Pay by Phone										
King Street Garage Bluetooth Payment Technology										



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## The Corporation of the City of Peterborough

### By-Law Number 17-xxx

Being a By-law to amend By-law number 09-136 being a By-law for the Regulation of parking on highways, in parking lots and parkades, on Municipal property under the jurisdiction of the City and on private property

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The Corporation of the City of Peterborough by the Council thereof hereby enacts as follows:

1. That Schedule 4 of By-law 09-136 be repealed and replaced with a revised Schedule 4.
2. That Schedule 5 of By-law 09-136 be repealed and replaced with a revised Schedule 5.
3. That Schedule 6 of By-law 09-136 be repealed and replaced with a revised Schedule 6.
4. That this By-law shall come into force and effect on the day of passing.

By-law read a first, second and third time this xx day of xxx, 2017.

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Daryl Bennett, Mayor

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John Kennedy, City Clerk

## Schedule 4

### Parking Lots

Land	Facility	Days and Hours	Rate	Maximum Permissible Parking Period	Method of Control	Amending By-Law Number and Date
being composed of Lot 4 north of Simcoe Street and east of George Street, that part of Lot 4 south of Hunter Street and east of George Street and lying to the south of the northerly 42.67 metres thereof, Lot 5 north of Simcoe Street and east of George Street, Lot 5 south of Hunter Street and east of George Street, Part of Lot 6 south of Hunter Street and east of George Street, and part of Lot 6 north of Simcoe Street and east of George Street save and except the lands designated as Parts 1 and 3 on Reference Plan 45R 4423.	Gas Works Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day;	24 Hours	Parking Control Device	
being composed of FIRSTLY: All of Lot 3, north of Brock Street and west of George Street, save and except the most southerly 39.55 metres of the most westerly 16.15 metres thereof, SECONDLY: The most northerly 19.2 metres of the most easterly 19.2 metres of Lot 4 north of Brock Street and west of George Street, THIRDLY: The most southerly 39.59 metres of the most easterly 19.2 metres of Lot 4 north of Brock Street and west of George Street save and except the most easterly 1.22 metres thereof.	Brock Street Parking Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day; Monthly Parking Permit – fifty five dollars (\$55.00);	24 Hours	Parking Control Device	

Land	Facility	Days and Hours	Rate	Maximum Permissible Parking Period	Method of Control	Amending By-Law Number and Date
Lots 1, 2 and 3, Plan 92.	Downie Street Parking Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day;	24 Hours	Parking Control Device	
north 42.67 metres of west 36 metres of Block AA@ north of Charlotte Street and west of George Street	Reid Street Parking Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day;	24 Hours	Parking Control Device	
Part of Lot 6, north of King Street and east of George Street; and part of Lot 6, south of Charlotte Street and west of George Street and part of Lot 7, south of Charlotte Street and east of George Street.	Louis Street Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day;	24 Hours	Parking Control Device	
North 11.43 metres of Lot G, Plan 55 and the south 7.32 metres of that part of Lot 2, south of Brock Street and west of George Street lying west of Chambers Street; and Lot E, Plan 55, on Hunter Street.	Chambers-Hunter Street Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day;	24 Hours	Parking Control Device	

Land	Facility	Days and Hours	Rate	Maximum Permissible Parking Period	Method of Control	Amending By-Law Number and Date
Pt Lt 6 S OF Dalhousie StT, W OF George St, PL 1 Peterborough & PT LTS 5, 6 N of Wolfe St, W of George St, PL 1 Peterborough, PTS 1, 2 45R5655, S/T & T/W R587746, S/T Debts IN R587746 ; Peterborough	Rehill Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Monthly Parking Permit – forty two dollars (\$42.00), Three Month Parking Permit – one hundred and seven dollars (\$107.00).	24 Hours	Parking Control Device	
Pt Lt 1 and 2, North of Perry Street, East of George Street, Part Lots 1 and 2, South of Rink Street, East of George Street, RP1, Blocks D and 3, RP 7; Peterborough	Del Crary Lot	9:00 a.m. to 6:00 p.m. Monday to Friday inclusive, except holidays	Hourly Parking – one dollar and twenty five cents (\$1.25) per hour to a maximum amount of eight dollars and seventy five cents (\$8.75) per day; Monthly Parking Permit – forty two dollars (\$42.00).	24 Hours	Parking Control Device	

## Schedule 5

### Parkades

Land	Facility	Days and Hours	Rate	Maximum Permissible Parking Period	Method of Control	Amending By-Law Number and Date
being composed of the lands conveyed by Instrument Number 78068 save and except Part 2 on Reference Plan Number 45R 1051, Parts 1 and 2 on Reference Plan Number 45R 959, save and except Part 1 on Reference Plan Number 45R 1051.	Simcoe Street Parking Garage	All days and Hours during which an attendant is on duty, except holidays	Hourly Parking – first hour free, and subsequently one dollar and fifty cents (\$1.50) per hour to a maximum amount of ten dollars and fifty cents (\$10.50) per day, Monthly Parking Permit – seventy five dollars (\$75.00).	24 Hours	Parking Control Device	
Part of Lots 2, 3 and 4, north of King Street and east of George Street.	King Street Parkade	All days and Hours during which an attendant is on duty, except holidays	Hourly Parking – first hour free, and subsequently one dollar and fifty cents (\$1.50) per hour to a maximum amount of ten dollars and fifty cents (\$10.50) per day, Monthly Parking Permit – ninety dollars (\$90.00).	24 Hours	Parking Control Device	

## Schedule 6

### Control Device – On-Street

Highway	Side	Between	Days and Hours	Rate	Maximum Permissible Parking Period	Amending By-Law Number and Date
AYLMER ST N	East	from a point 40 metres south of south curb line of Simcoe Street to a point 32.5 metres north of the north curb line of Charlotte Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
AYLMER ST N	West	from a point 31.0 metres south of the south curb line of Simcoe Street to Charlotte Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
BETHUNE ST	East	from Sherbrooke Street to Charlotte Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
BROCK ST	South	from George Street to Water Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
CHARLOTTE ST	North	from George Street to Downie Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
CHARLOTTE ST	South	from Water Street to Simcoe Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
CHARLOTTE ST	South	from Reid Street to Downie Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	

Highway	Side	Between	Days and Hours	Rate	Maximum Permissible Parking Period	Amending By-Law Number and Date
CHARLOTTE ST	South	from George Street to Louis Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
CHARLOTTE ST	North	from a point 10 meters west of the west curb line of George Street to a point 19.2 meters westerly.	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
CHARLOTTE ST	South	from Aylmer Street to Rubidge Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
GEORGE ST N	East	from Murray Street to Sherbrooke Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
GEORGE ST N	West	from Murray Street to Sherbrooke Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
HUNTER ST W	North	from Aylmer Street to Sheridan Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
HOSPITAL DR	South	from a point 10 metres east of Victory Crescent to a point 55 metres easterly	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	30 MINUTES	
HOSPITAL DR	South	from a point 77 metres east of Victory Crescent to a point 37 metres easterly	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	30 MINUTES	
KING ST	South	from Aylmer Street to east end of street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	



Highway	Side	Between	Days and Hours	Rate	Maximum Permissible Parking Period	Amending By-Law Number and Date
KING ST	South	from a point 30.0 metres east of Water St to the east limit of the metered parking area.	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
KING ST	North	from a point 63.0 metres west of the west limit of George St to a point 85.00 metres westerly there from.	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
LOUIS ST	West	from a point 15 metres south of the south curb line of Charlotte Street to a point 67 metres south	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
QUEEN ST	East	from Hunter Street to Simcoe Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SHERBROOKE ST	South	from George Street to Jackson Park Creek	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SHERBROOKE ST	North	from George Street to Jackson Park Creek	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SIMCOE ST	South	From George Street To a point 15 metres west of the west curb line of Charlotte Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SIMCOE ST	North	from Aylmer Street to the westerly limit of the bus exit ramp of the Parking Garage	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SIMCOE ST	North	from the west limit of 170-172 Simcoe Street to George Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	

Highway	Side	Between	Days and Hours	Rate	Maximum Permissible Parking Period	Amending By-Law Number and Date
SIMCOE ST	South	from Aylmer Street to Bethune Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
SIMCOE ST	South	from a point 31.39 metres east of Aylmer Street to a point 19.50 metres west of George Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
WATER ST	East	from Brock Street to Sherbrooke Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
WATER ST	West	from Brock Street to Simcoe Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	
WATER ST	West	from Charlotte Street to Sherbrooke Street	9:00 A.M. TO 6:00 P.M. MONDAY TO FRIDAY	one dollar and twenty five cents (\$1.25) for 60 minutes	2 HOURS	