Photo source: Downtown Belleville BIA

City of Belleville

Comprehensive Parking Study

June 2025

BELLEVILLE
on the Bay of Quinte

paradigm
TRANSPORTATION SOLUTIONS LIMITED

Project Summary

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City of Belleville
Comprehensive Parking Study

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1 Introduction

The City of Belleville (City) retained Paradigm Transportation Solutions Limited (Paradigm) to undertake a comprehensive review and assessment of the Downtown Parking System. The purpose of this study is to undertake a systematic and strategic review of downtown parking in Belleville in order to answer the following key questions:

- How is the system working today?
- Do we have enough parking in the right places?
- Is the current pricing structure financially sustainable?
- What improvements are needed to maintain / improve the system?
- Are there opportunities to leverage technology?
- What are our priorities for the next 5 / 10 years?

The study included a mix of data collection, review of practices in other similar sized municipalities, assessment of existing and future conditions, and consultation with the public and stakeholder groups having an interest in parking.

To assist completing the study objectives the study workplan included:

- Completing an inventory of the existing municipal on- and off-street parking supply and parking assets in the downtown area;
- Parking utilization and duration surveys to determine parking demand and parking duration trends for an average weekday and average Saturday condition;
- Assessment of the capacity of the existing parking supply;
- Assessment of the financial stability of the parking system; and
- Development of a range of reasonable, practical, and feasible parking management recommendations to accommodate existing and future parking demands, address potential revenue or cost issues, and address identified other issues identified as part of the study.

1.1 Study Area

The study area encompasses the downtown area of Belleville north of Dundas Street, roughly bounded by James Street, Bridge Street West, Coleman Street, Moira Street West, and Church Street. The limits of the study area are illustrated in **Figure 1.1**.

FIGURE 1.1: STUDY AREA

2 Parking System Characteristics

2.1 Supply

The parking system in downtown Belleville comprises public on-street parking, public off-street parking, and privately owned (but publicly accessible) off-street parking lots.

The public parking supply encompasses 1,289 spaces, comprising 345 on-street spaces and 944 off-street spaces divided among 15 parking lots. Four of these lots provide just over 50% of the municipal off-street parking supply (Clark Lot, Courthouse Lot East, Front Street Lot, and the Riverside South Lot). Error! Reference source not found. illustrates the location of the existing off-street and on-street parking supply included in this study.

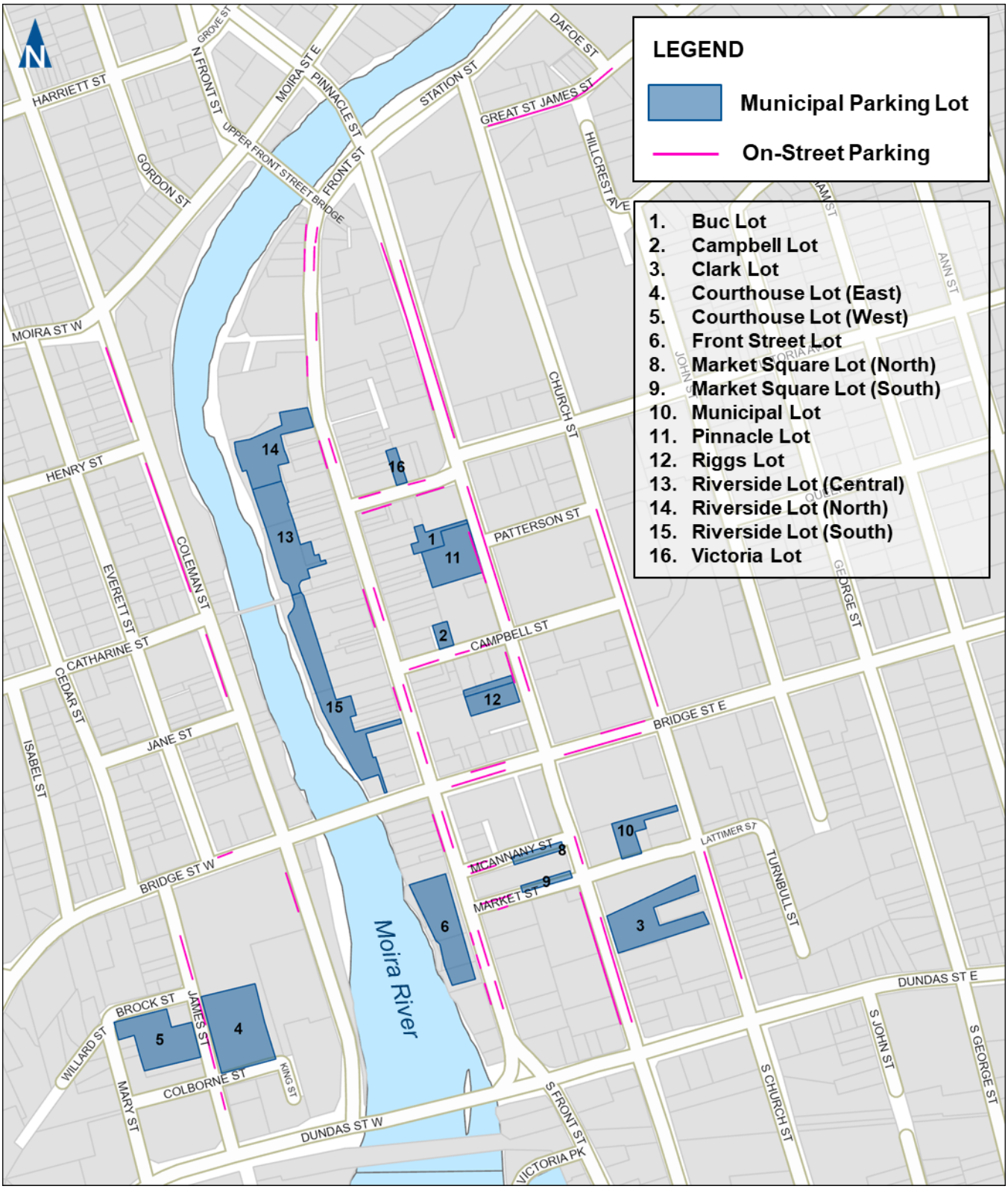
In addition to the municipal parking supply there are private parking spaces at a number of commercial developments in the downtown area. The 2014 Downtown Belleville Parking Study, completed by Lea Consulting, estimated that there are approximately 1,200 private parking spaces in downtown Belleville.

2.2 Parking Rates and Time Limits

The city charges $1.00 per hour in both on-street and off-street parking areas on weekdays between 9:00 AM and 5:00 PM. Parking is free after 5:00 PM (on weekdays), and at all times on weekends. Parking is purchased through on street parking meters that accept coins and pay and display machines which accept payment by coins and credit cards. The city also accepts payment through the HotSpot Parking App.

There are no time limits in municipal lots, but on-street parking is permitted on most streets for a maximum of two hours on weekdays between 9:00 AM and 5:00 PM. On Front Street, on-street parking is free, but is restricted to one hour in duration. These time limits do not apply on weekends, or any day of the week after 5:00 PM.

The City sells a monthly parking permit at a cost of $65 per month. These permits allow a motorist to park in select municipally owned parking lots, but do not include assigned parking spaces.



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Existing Public Parking Supply

City of Belleville Downtown Parking Study
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Figure 2.1

3 Existing Parking Demands

3.1 Parking Surveys

Paradigm conducted four surveys to determine current weekday and weekend parking demand, utilization, and duration in the downtown area. The surveys occurred on the following dates over the following times:

- Weekday:
  - Tuesday April 23, 2024 from 8:00 AM and 6:00 PM
  - Thursday April 25, 2024 from 8:00 AM and 11:00 PM
- Weekend:
  - Saturday April 20, 2024 from 10:00 AM and 6:00 PM
  - Saturday April 27, 2024 from 10:00 AM and 6:00 PM

The weekday survey on Thursday extended to 11:00 PM to obtain parking demand related to weekday evenings.

For each survey, a team of surveyors walked a pre-determined route once each hour to collect data in 60-minute intervals. Surveyors recorded the last three digits of the vehicle license plate in each occupied parking space. Parking spaces closed for a special event or impeded for use by construction, or other activities were also noted.

Data was also collected for four private lots in the study area but this data was not used in the assessment of the system capacity or the development of parking strategies noted in this report. The data collected as part of the study, including the data for the private parking lots is included in **Appendix A**.

3.2 Existing Parking Utilization

3.2.1 Overall Parking Utilization

Parking utilization is used to measure the percent of parking capacity that is full at any given point in time. The analyses and findings are discussed in terms of:

- **Average parking demand and utilization**: the average number of parking spaces occupied each hour over the survey period. Average utilization is determined by calculating the arithmetic mean of the occupied stalls observed each hour over the entire

day and dividing by the total number of parking stalls (parking supply);

- **Maximum parking demand and utilization**: the peak number of parking spaces occupied over the survey period. Maximum utilization is determined by dividing the highest number of occupied stalls observed over the entire survey period by the total number of parking stalls (parking supply). This rate represents the peak parking requirement for the site.

Maximum values are more critical than the average rates because they represent the parking supply required to satisfy peak demand. The maximum demand also indicates the overall surplus or deficiency in parking and guides the assessment of strategies to increase or decrease the available parking supply or manage parking demands.

Table 3.1 summarizes the overall maximum parking occupancy for each survey day for both the public on-street and public off-street parking areas. Error! Reference source not found. and Error! Reference source not found. illustrate the hourly parking demands for the four survey days.

In downtown Belleville, parking demand peaked between 11:00 AM and 1:00 PM for the weekday surveys whereas the Saturday surveys illustrated differing peak hours. The highest utilization rate of 42% was observed on Thursday April 25, 2024. Across all surveys, the existing parking supply satisfied observed demands. It is noted that the utilization rates are calculated based on the available parking supply during each survey day, which varied because some spaces were closed or blocked on specific survey days.

Under ideal conditions the average occupancy rate for parking should be between 85% and 95% of the actual system or lot capacity. At 85% occupancy customers will still be able to find a spot most of the time with minimal need to visit multiple lots or streets to find an open space. When the occupancy levels reach 95% of capacity, is it increasingly more difficult to find an open parking space and users will often circle within lots or within the downtown area looking for an open space or waiting for someone to leave an existing space.

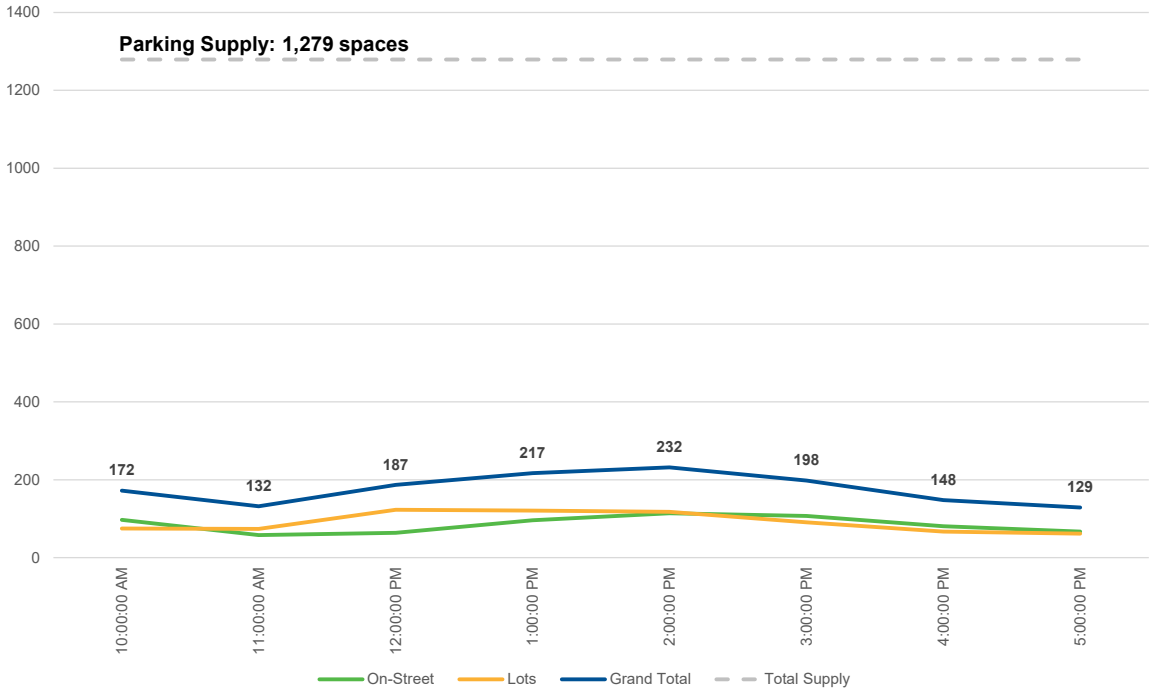
TABLE 3.1: PEAK HOUR PARKING UTILIZATION SUMMARY

Public On-Street Demand	Public Off-Street Demand	Total Parking Demand (Supply)
Saturday April 20, 2024 (2:00 PM to 3:00 PM)		
114 (335)	118 (944)	232 (1,279)
34%	13%	18%
Tuesday April 23, 2024 (11:00 AM to Noon)		
123 (337)	353 (944)	476 (1,281)
36%	37%	37%
Thursday April 25, 2024 (Noon to 1:00 PM)		
153 (337)	381 (944)	534 (1,281)
45%	40%	42%
Saturday April 27, 2024 (11:00 AM to Noon)		
141 (345)	179 (944)	320 (1,289)
41%	19%	25%

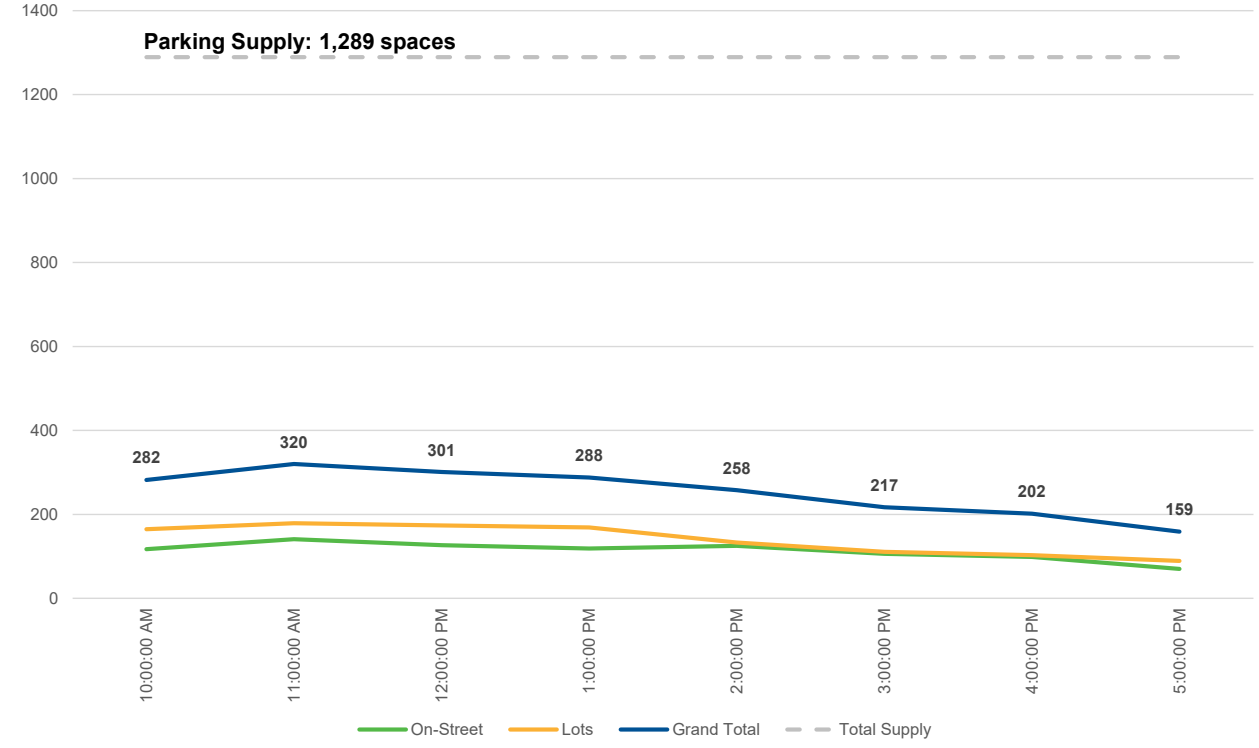
Notes:

1. The parking supply for each survey reflects the actual number of spaces available during that survey day. Construction activities closed or impeded access to some parking spaces during the surveys.

Parking Utilization Saturday April 20



Parking Utilization Saturday April 27



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Saturday Overall Parking Utilization

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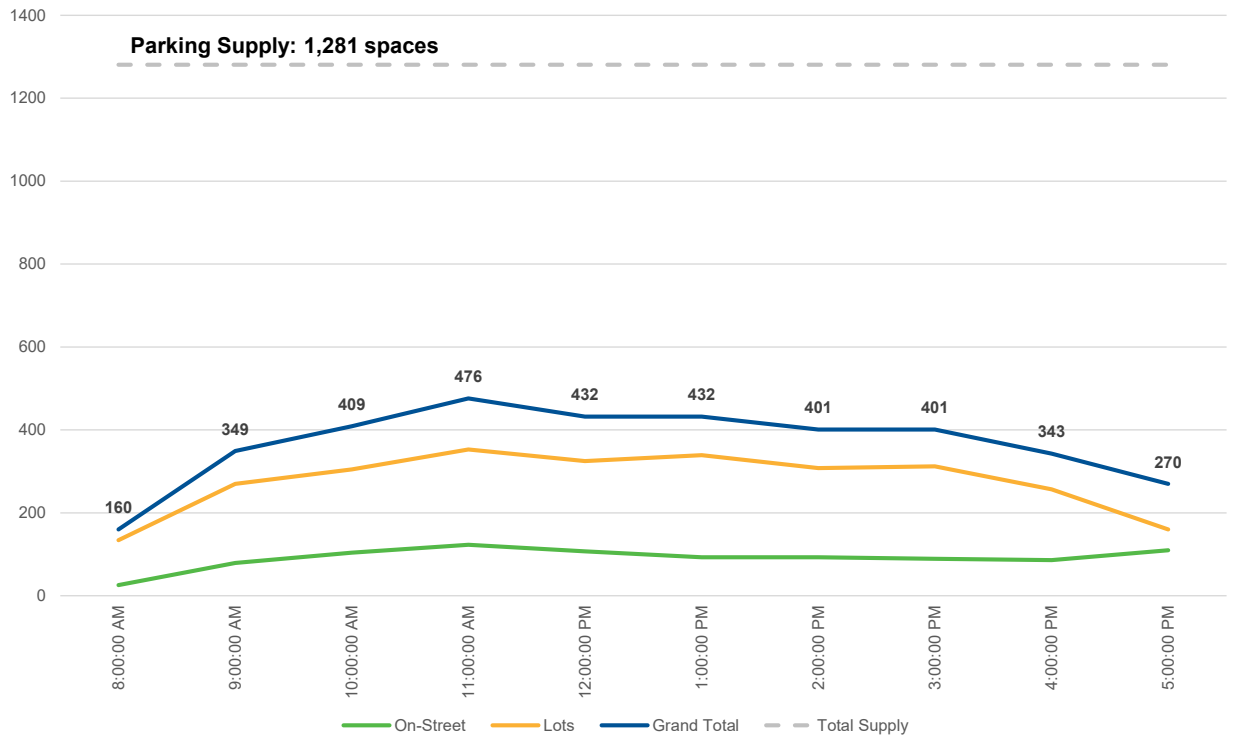
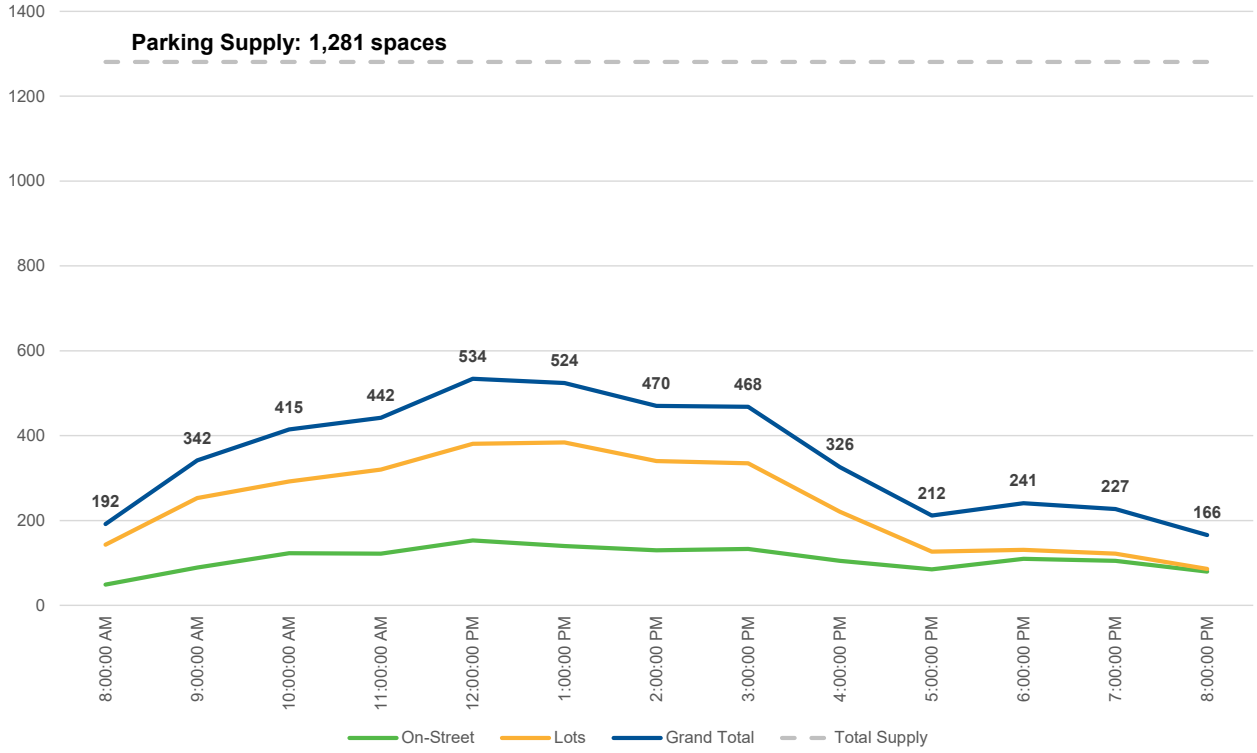
Figure 3.1

Parking Utilization Tuesday April 23



Parking Utilization Thursday April 25



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Weekday Overall Parking Utilization

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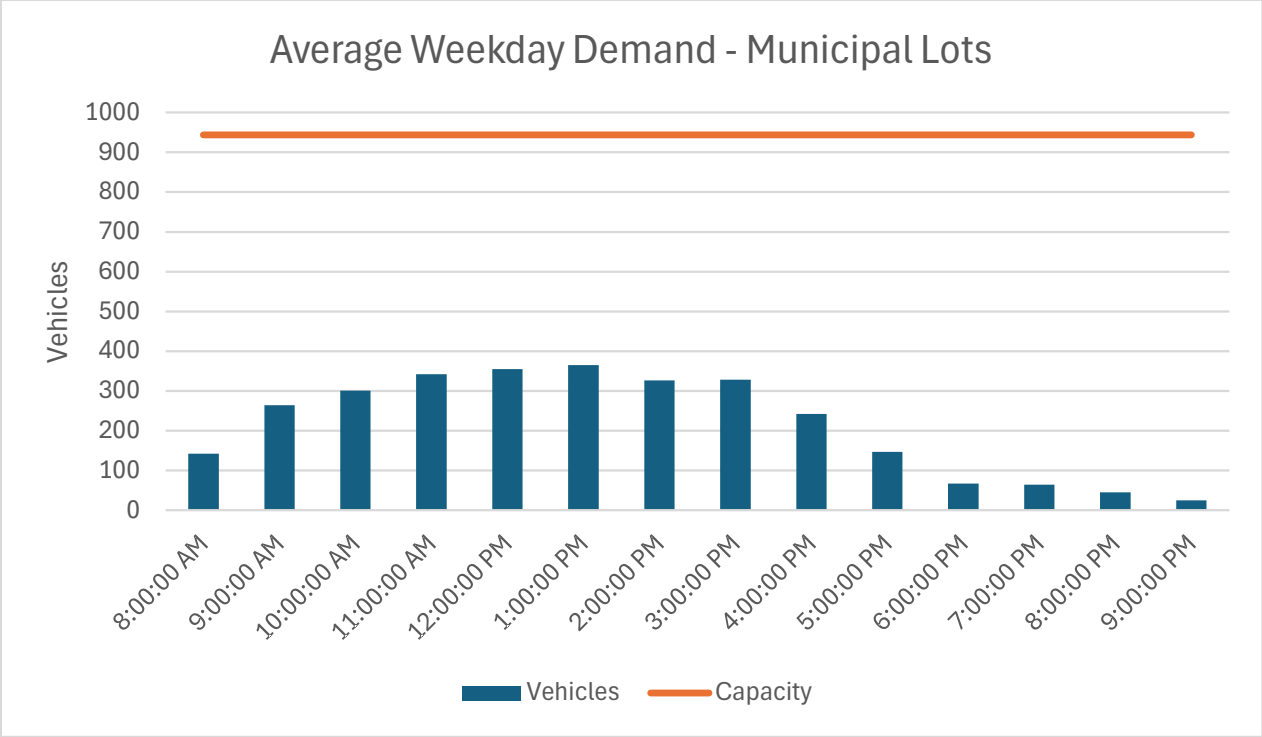
Figure 3.2

When the weekday and Saturday parking demand is averaged over the two survey periods the following observations were noted:

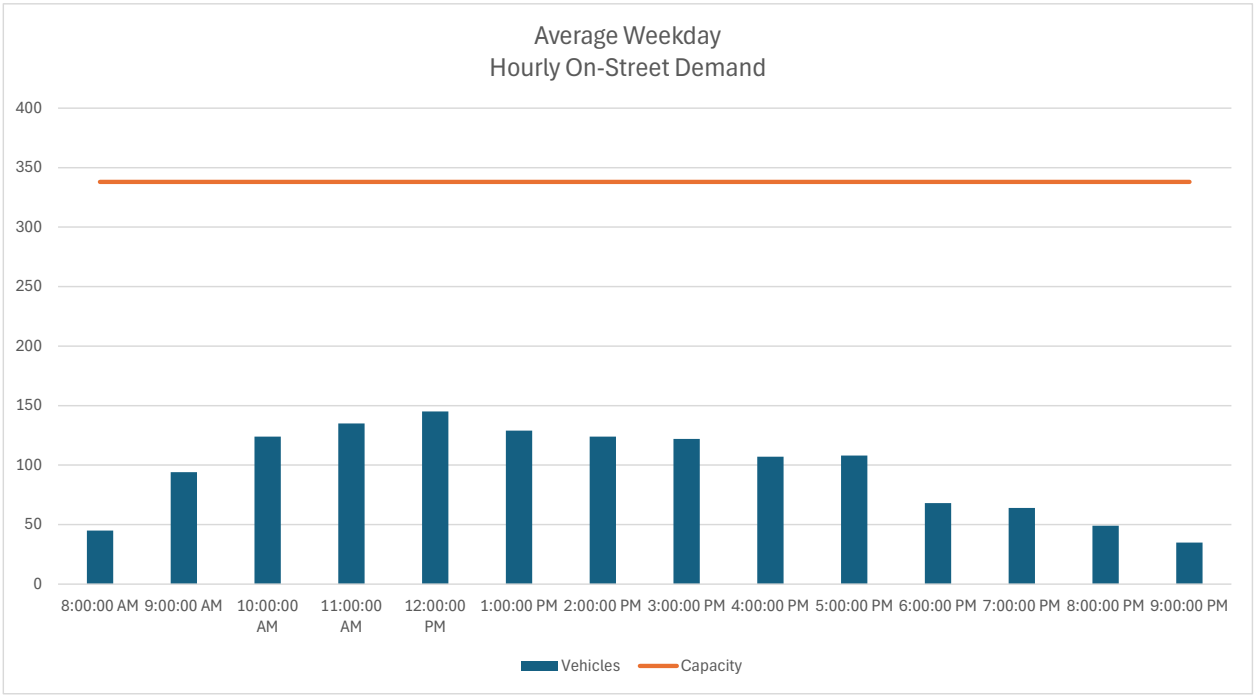
- For average weekday conditions in parking lots:
  - Most lots peak between 11 am and 2 pm
  - The maximum hourly occupancy in lots was 38.7% of spaces used (at 1 pm)
  - Average occupancy (between 9 am to 4 pm) was 33.4%
- For on-street parking the average weekday conditions show:
  - Peak demand for on-street parking is at 12:00 pm
  - The maximum hourly occupancy on street was 43% of spaces used
  - Average occupancy (9 am to 5 pm) = 36%
  - The on-street spaces in the south end of Front St are near capacity while the north end of Front St has lower use
  - Pinnacle and Church Streets have low use
- For average Saturday conditions in parking lots:
  - Most lots peak between 11 am and 2 pm
  - The maximum hourly occupancy was 16.1% of spaces used (at 12 pm)
  - Average occupancy (between 10 am to 5 pm) was 12.6%
- For on-street parking average Saturday conditions show:
  - Peak demand is at 2 pm
  - The maximum hourly occupancy was 38% of spaces used
  - Average occupancy (10 am to 5 pm) was 32%
  - On Street parking on Front Street at Bridge Street was near capacity along with the parking at the north end of Front St. This was influenced by an event at the Theatre during the survey
  - Pinnacle and Church Streets have low use

Figure 3.3 and **Figure 3.4** illustrates the average weekday and average Saturday parking demand separated by municipal lots and on-street parking based on the survey data collected.

Average Weekday Demand / Utilization - Lots

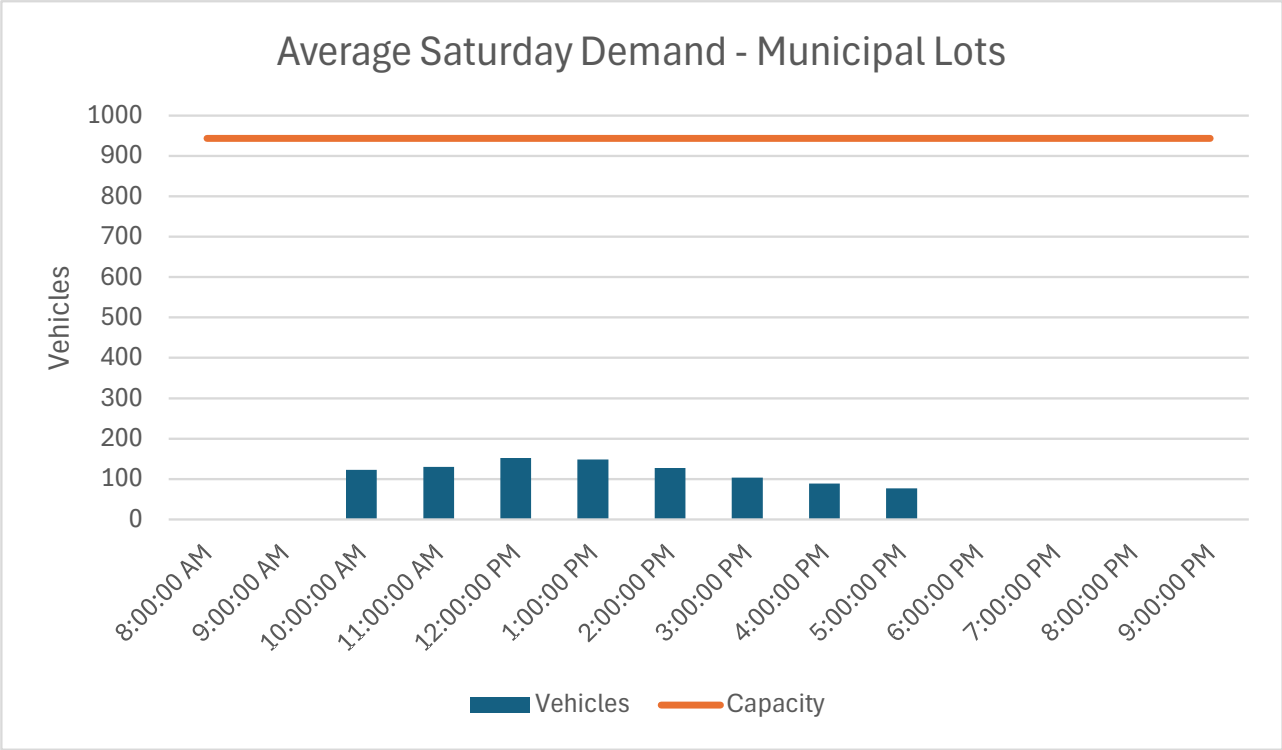


Average Weekday Demand / Utilization – On Street

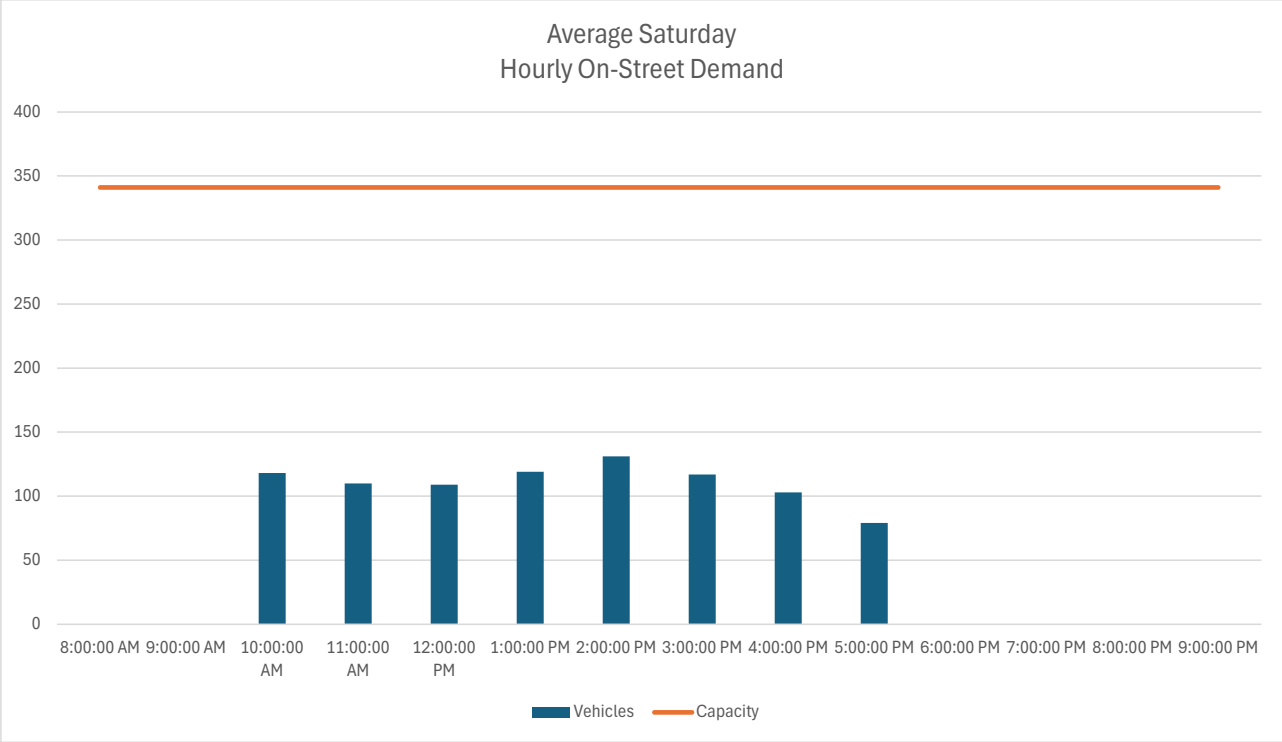


Average Weekday Parking Demand

Average Saturday Demand / Utilization - Lots



Average Saturday Demand / Utilization – On Street



Average Saturday Parking Demand

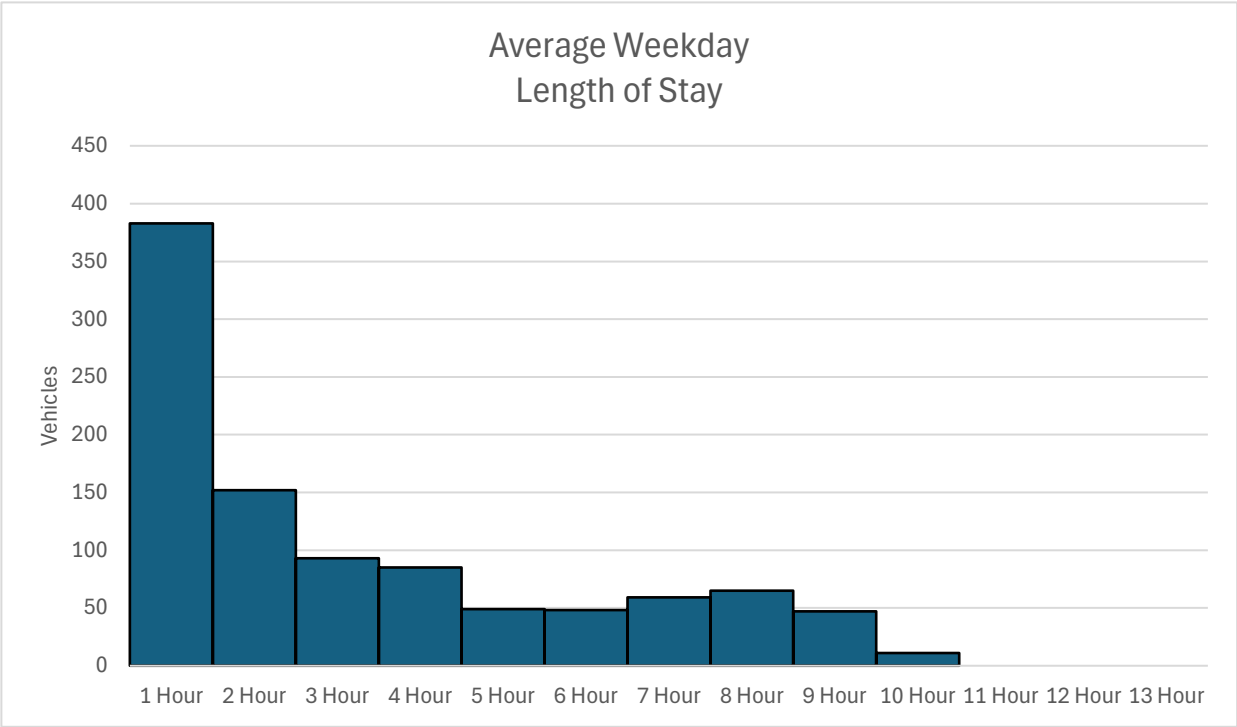
3.2.2 On-Street Parking Utilization

Figure 3.5 and **Figure 3.6** illustrate the parking utilization rates by location (both on-street and off-street) during the peak hour of observed demand for the Saturday and Weekday survey periods respectively.

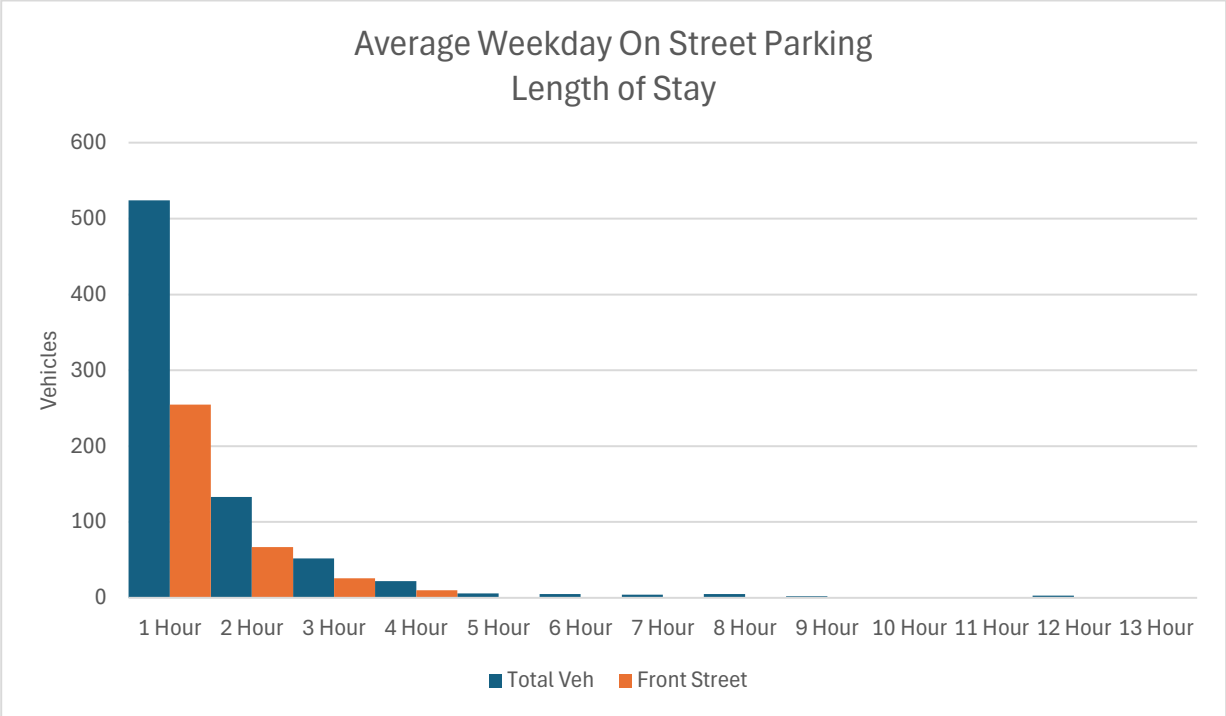
The following streets experienced the highest usage during the peak hour of observed demand for the entire parking system:

- Weekday:
  - April 23, 2024: Select portions of Front Street between Bridge Street and Victoria Street, and both sides of Victoria Street between Front Street and Pinnacle Street.
  - April 25, 2024: Select portions of Front Street between Bridge Street and Victoria Street, and both sides of Victoria Street between Front Street and Pinnacle Street.
- Weekend:
  - April 20, 2024: Select portions of Front Street between Bridge Street and Campbell Street, the south side of Market Street, and the south side of McAnnany Street;
  - April 27, 2024: Select portions of Front Street between Bridge Street and Pinnacle Street, both sides of Victoria Street immediately east of Front Street, and the south side of Campbell Street between Front Street and Pinnacle Street.

Average Weekday Duration - Lots



Average Weekday Duration – On Street



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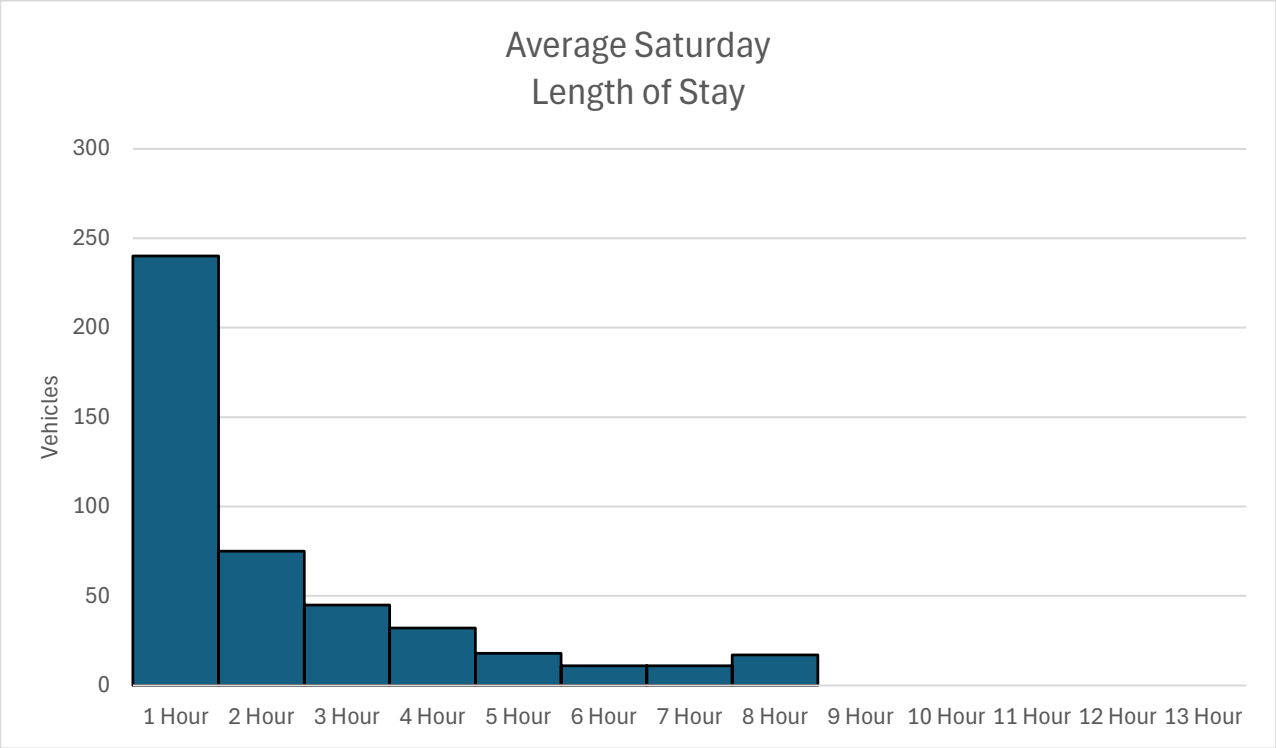
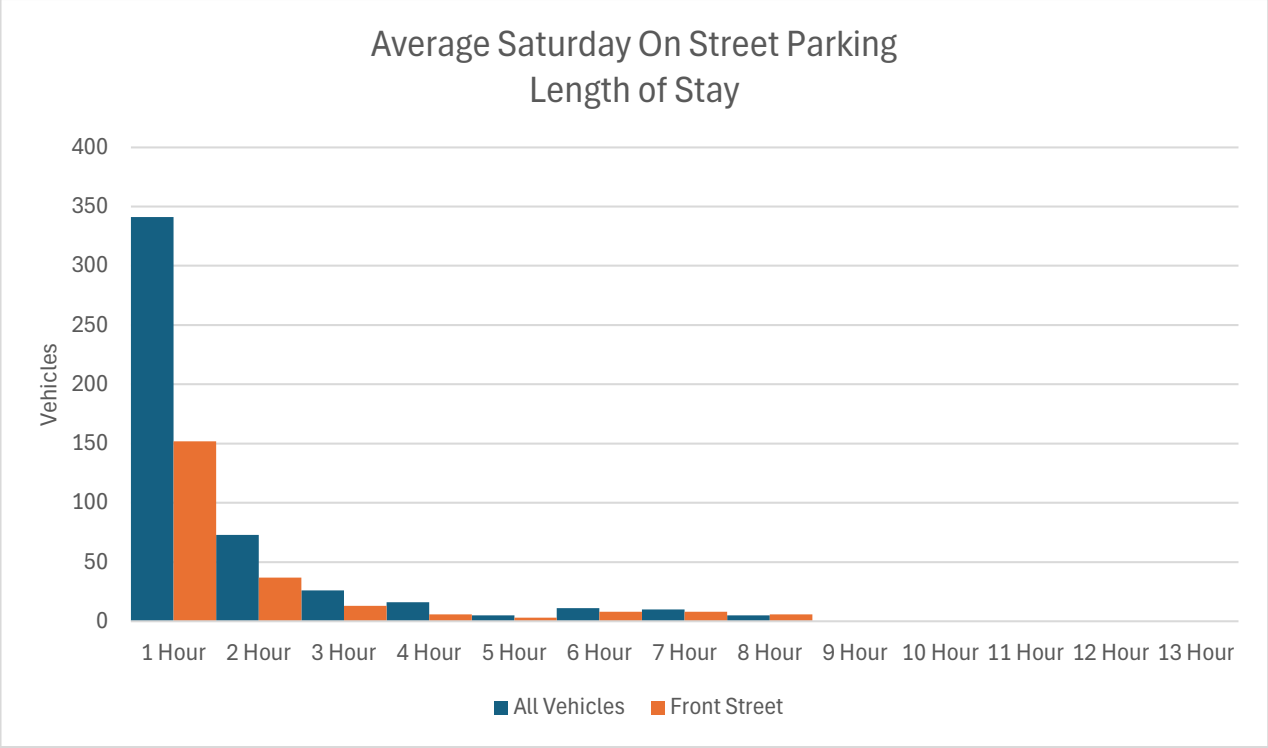
Average Weekday Parking Duration

Average Saturday Duration - Lots



Average Saturday Duration – On Street



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Average Saturday Parking Duration

3.2.3 Off-Street Parking Utilization

Table 3.2 summarizes the off-street parking utilization rates for each municipal lot during the peak hour of observed demand for the entire parking system on each survey date (also shown in **Figure 3.5** and **Figure 3.6**).

Cells highlighted in orange denote rates between 50% and 84%, and cells highlighted in red denote rates greater than or equal to 85%. Of note:

- Weekday:
  - April 23, 2024: Six lots achieved parking utilization rates greater than 50%, but none achieved rates greater than 85%.
  - April 25, 2024: Three lots achieved parking utilization rates greater than 50%, but none achieved rates greater than 85%.
- Weekend:
  - April 20, 2024: Nearly every lot operated with utilization rates less than 50%, except for the Campbell Street Lot which achieved a utilization rate of 75%.
  - April 27, 2024: Nearly every lot operated with utilization rates less than 50%, except for the Market Square North Lot which achieved a utilization rate of 65%, and the Riverside North Lot which achieved a utilization rate of 88%.

3.2.4 Existing Parking Duration

Paradigm used the licence plate data collected as part of the surveys to determine the typical length of stay, or parking duration, in each parking space. Parking duration helps identify whether parking is being used primarily by short-term parking needs (for example, customers of local businesses) or longer-term parking needs (for example, employees). Parking duration is also helpful in identifying the percentage of vehicles that are parked beyond a specified time limit (if posted or applicable).

Error! Reference source not found. summarizes the findings of the parking duration study for on-street and off-street parking facilities. Across the four survey dates, at least 61% of occupied on-street parking spaces were occupied for less than one hour. Shorter parking durations were observed in the on-street parking spaces whereas longer durations were observed in off-street spaces.

TABLE 3.2: OFF-STREET PEAK PARKING UTILIZATION

ID	Lot Name	Weekday		Weekend	
		April 23, 2024 (11:00 AM to Noon)	April 25, 2024 (Noon to 1:00 PM)	April 20, 2024 (2:00 PM to 3:00 PM)	April 27, 2024 (11:00 AM to Noon)
1	Buc Lot	0%	0%	0%	0%
2	Campbell Lot	13%	50%	**75%**	38%
3	Clark Lot	**52%**	47%	4%	3%
4	Courthouse Lot (East)	28%	22%	0%	0%
5	Courthouse Lot (West)	11%	38%	0%	0%
6	Front Street Lot	**61%**	**76%**	6%	19%
8	Market Square Lot (North)	**59%**	35%	12%	**65%**
9	Market Square Lot (South)	**65%**	**53%**	24%	35%
10	Municipal Lot	0%	0%	0%	0%
11	Pinnacle Lot	**54%**	46%	38%	31%
12	Riggs Lot	39%	33%	20%	22%
13	Riverside Lot (Central)	8%	26%	23%	27%
14	Riverside Lot (North)	10%	22%	25%	**88%**
15	Riverside Lot (South)	**60%**	**79%**	20%	24%
16	Victoria Lot	42%	25%	17%	0%
	Lowest Utilization	**0%**	**0%**	**0%**	**0%**
	Highest Utilization	**65%**	**79%**	**75%**	**88%**

TABLE 3.3: EXISTING PARKING DURATION

Date	Duration	On-Street Parking	Public Off-Street Parking
April 20	<1 Hour	71%	55%
	1 – 2 Hours	16%	20%
	2 – 3 Hours	7%	10%
	3+ Hours	6%	15%
	Total	**100%**	**100%**
April 23	<1 Hour	79%	41%
	1 – 2 Hours	13%	15%
	2 – 3 Hours	5%	10%
	3+ Hours	3%	34%
	Total	**100%**	**100%**
April 25	<1 Hour	61%	38%
	1 – 2 Hours	22%	16%
	2 – 3 Hours	9%	9%
	3+ Hours	8%	37%
	Total	**100%**	**100%**
April 27	<1 Hour	70%	55%
	1 – 2 Hours	14%	15%
	2 – 3 Hours	4%	10%
	3+ Hours	12%	20%
	Total	**100%**	**100%**

Figure 3.7 illustrates the average length of stay for weekday conditions in both parking lots and on-street parking spaces. **Figure 3.8** illustrates the average length of stay for the Saturday parking surveys.

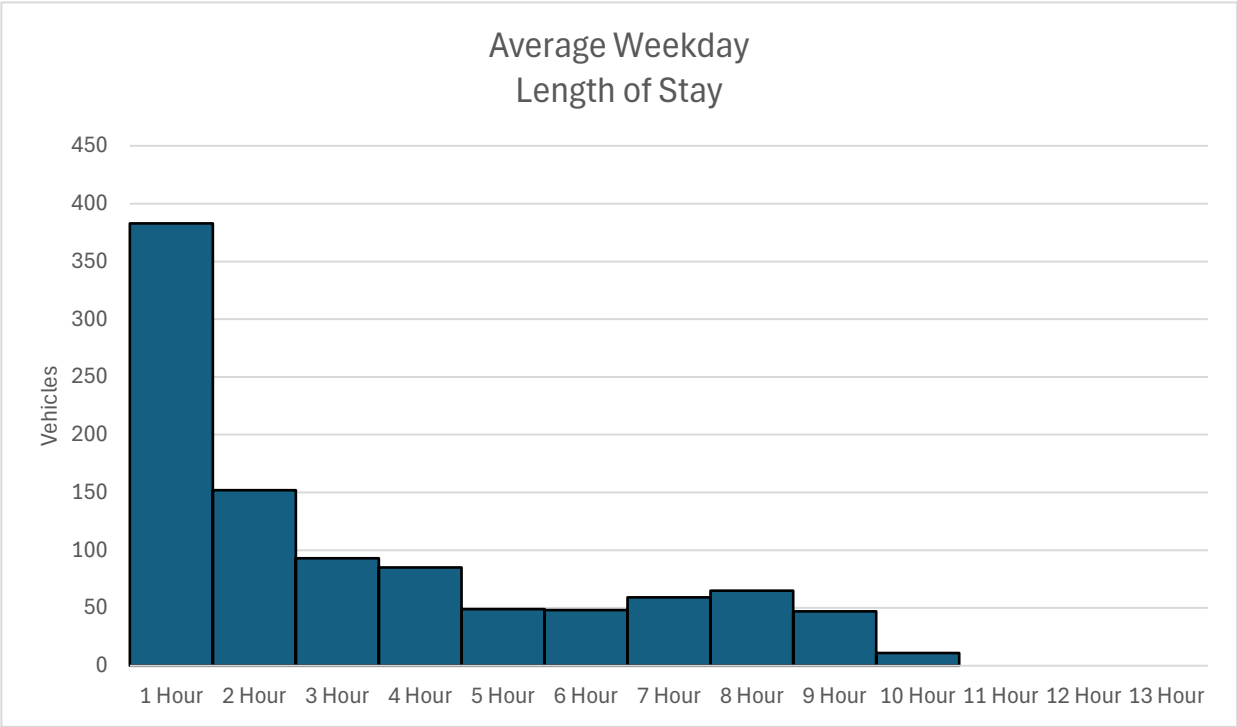
For the average weekday conditions, the average parking duration varied between lots and on-street parking spaces, as one would expect. For parking lots the average length of stay was 2.7 hours on weekdays, with a maximum length of stay of 10 hours recorded in 5 different lots. The Courthouse lots and Clark lot have the longest parking durations.

For the on-street parking, the average length of stay for weekdays was 0.86 hours. There are approximately 757 vehicles that use the on-street parking facilities on a typical day, with almost half of the parking activity (362 vehicles) using the parking on Front Street. On a typical weekday, approximately 30% of vehicles on Front Street were observed to exceed the 1 hour parking limit.

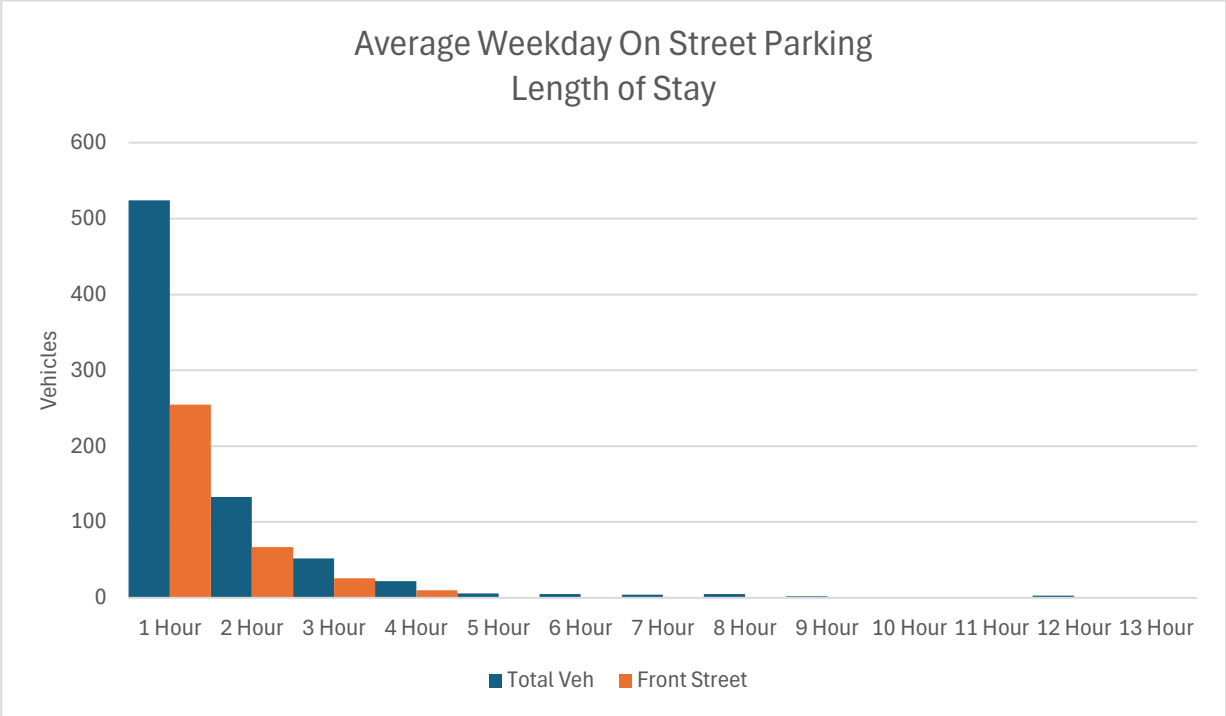
During the Saturday surveys the average length of stay in parking lots was 1.7 hours, with a maximum stay of 8 hours recorded in 5 different lots. The Riggs and Riverside North lots showed the longest parking durations on Saturdays; however it is noted that there was an event at the downtown Theater on one of the Saturday survey days which may have influenced these results.

For on-street parking, the average length of stay on Saturdays averaged 0.94 hours. There was an average of 487 vehicles using the on-street parking system each Saturday, with approximately 233 of these vehicles (48%) parking on Front Street. On Saturdays approximately 35% of the vehicles on Front Street exceeded the 1 hour parking limit.

Average Weekday Duration - Lots



Average Weekday Duration – On Street



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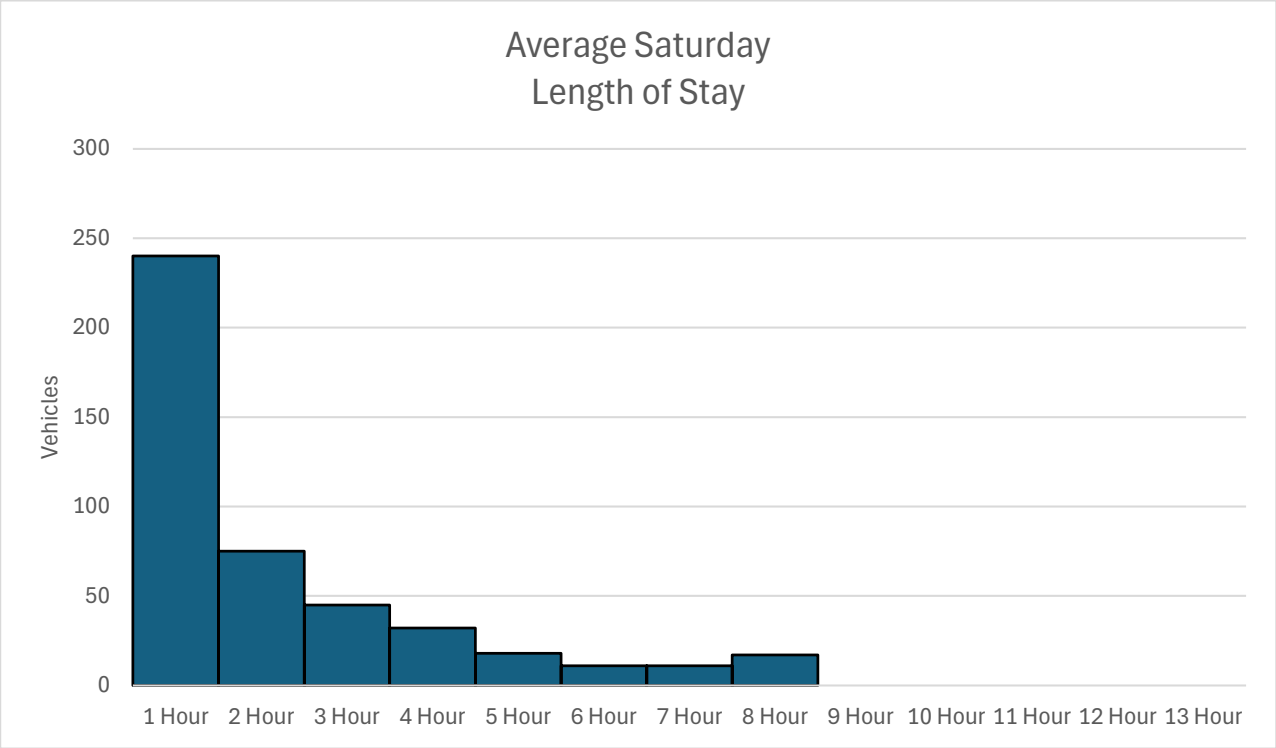
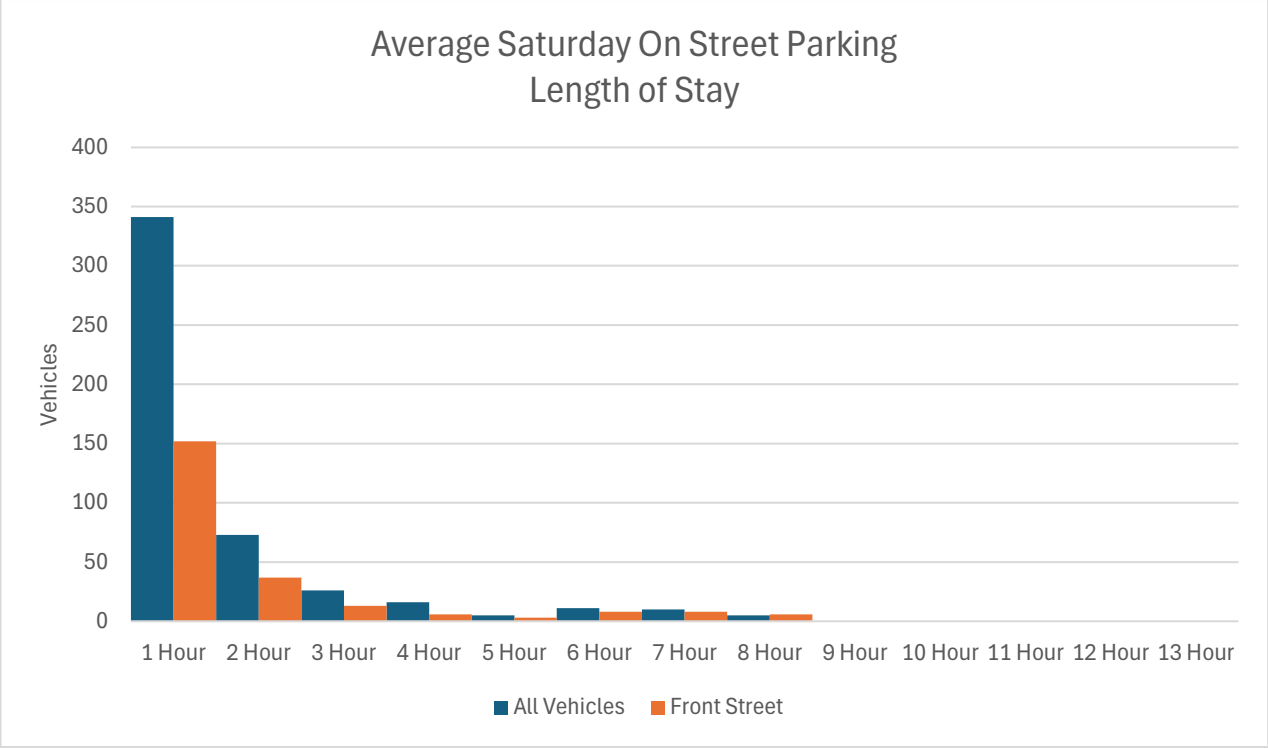
Average Weekday Parking Duration

Average Saturday Duration - Lots



Average Saturday Duration – On Street



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Average Saturday Parking Duration

3.2.5 Special Event Parking

Given the importance of parking during downtown events the project team undertook a limited parking survey during the DocFest and Savour the Chill Event on Saturday February 24, 2024. The survey only recorded the occupancy of vehicles in the municipal parking lots to provide a general comparison to typical weekday and Saturday conditions.

During the event most of the surface parking lots were well below the 85% capacity threshold, except for the Front Street lot which reached a peak occupancy of 92%. The peak hour for parking demand was between 12 noon and 1 pm. During the 12:30 pm period the maximum overall parking occupancy rate reached 41%, with an overall average rate of 26% across the day.

Other lots that experienced peak parking demands include:

- Market Square – 82% occupancy
- Riverside North – 72% occupancy
- Pinnacle – 63% occupancy
- Riverside South – 57% occupancy
- Riggs – 57% occupancy
- Riverside Central – 46% occupancy
- Clark – 14% occupancy

Since special event parking only occurs a few times per year, and primarily on weekends, there is no need to modify the City's approach to issuing monthly parking permits, nor is there any concern with introducing new permit options, like overnight permits or 24-hour permits. There is still capacity available in prime lots, such as Front Street, and there is significant capacity in the adjacent Riverside lots serving the Front Street area of the downtown to accommodate any additional event related demand that is looking for downtown parking.

3.2.6 Accessible Parking

The Accessibility for Ontarians with Disabilities Act (AODA) establishes the legislative requirements and standards in order to achieve Accessibility for Ontarians with Disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises. The AODA also requires the Government of Ontario, municipalities, and representatives of industries and of various sectors of the economy to include persons with disabilities in the development of accessibility standards and in the implementation of adopted standards.

Section 80.23 of Ontario Regulation 191/11 (Integrated Accessibility Standards) specifies minimum accessible parking requirements for off-street parking facilities; however, accessible parking requirements are not identified for on-street facilities. **Table 3.4** summarizes the existing number of parking spaces in each city lot, the existing number of accessible parking spaces, the number of required accessible parking spaces per lot, and the net number of spaces needed to satisfy AODA requirements in each lot.

Twenty-five accessible parking spaces are provided across the city's parking lots, nearly half of which are in the Courthouse Lots on either side of James Street. These off-street accessible spaces account for 26% of the off-street parking supply and are supplemented by 14 on-street accessible spaces. Error! Reference source not found. illustrates the location of each accessible parking space (including on-street spaces).

The existing supply of 25 spaces represents a deficit of 20 accessible parking spaces across the municipal off-street parking supply when compared to the minimum standards identified in the AODA.

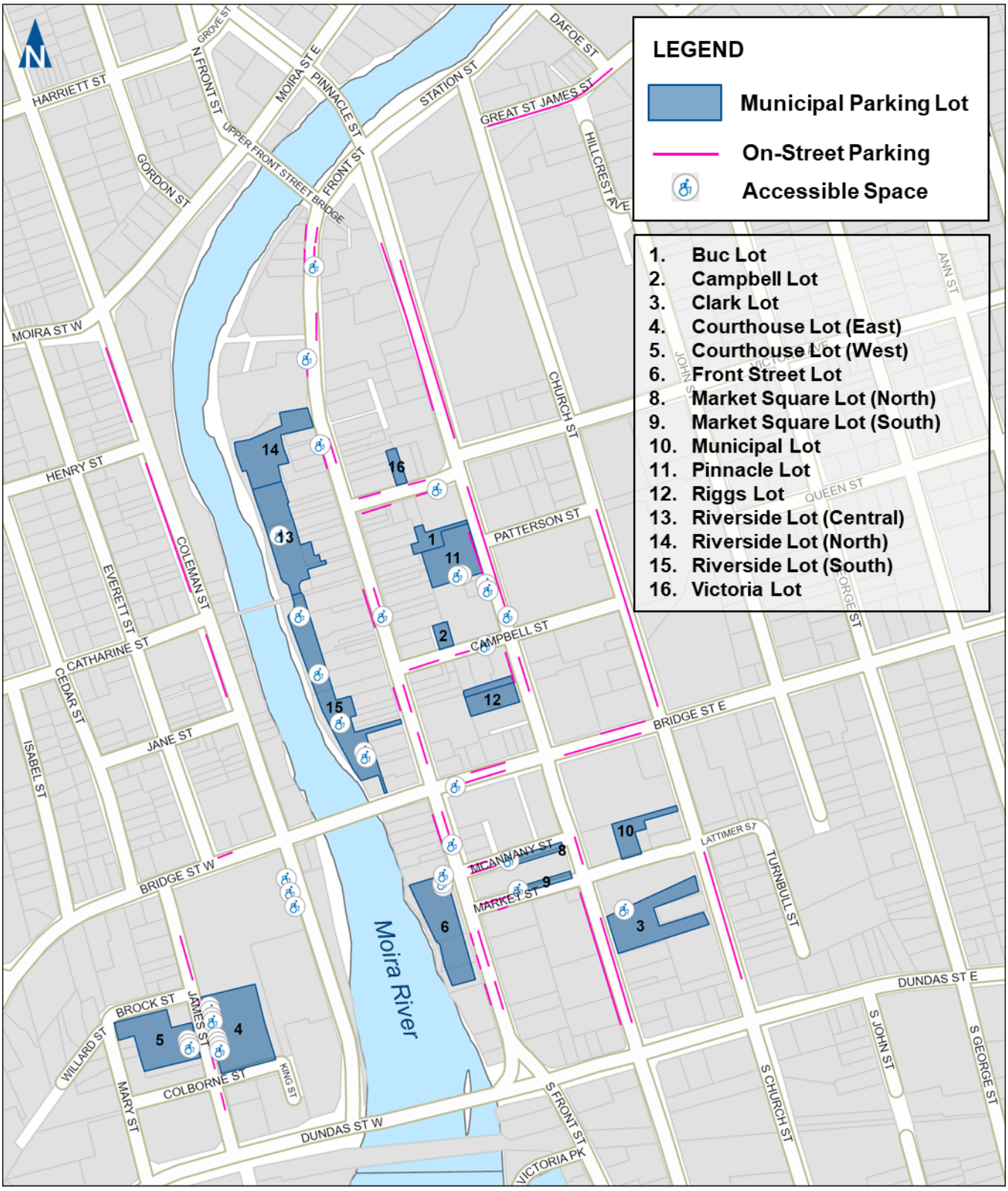
The City's new Zoning By-law 2024-100 adopted higher minimum accessible parking requirements for new development applications than the minimum standards contained in the AODA standards. These higher requirements will be considered as part of the recommendations for the study.

TABLE 3.4: REQUIRED ACCESSIBLE PARKING SPACES PER LOT

Parking Lot	Number of Spaces	Number of Accessible Spaces	Number of Required Spaces[1]	Difference
Buc Lot	15	0	1	+1
Campbell Lot	8	0	1	+1
Clark Lot	116	1	5	+4
Courthouse East Lot	144	8	6	-2
Courthouse West Lot	98	3	4	+1
Front Street Lot	127	3	5	+2
Market Square North Lot	17	1	1	-
Market Square South Lot	17	1	1	-
Municipal Lot	26	0	2	+2
Pinnacle Lot	78	2	4	+2
Riggs Lot	54	0	3	+3
Riverside Central Lot	66	1	3	+2
Riverside North Lot	60	0	3	+3
Riverside South Lot	106	5	5	-
Victoria Lot	12	0	1	+1
Total	**944**	**25**	**45**	**+20**

Notes:

1. Off-street parking facilities must have a minimum number of parking spaces for the use of persons with disabilities, in accordance with the following requirements:
    a. 12 parking spaces or fewer: 1 space
    b. 13 – 100 parking spaces, 4% of the total number of parking spaces
    c. 101 – 200 parking spaces, 1 space plus 3% of the total number of parking spaces
    d. 201 – 1,000 parking spaces, 2 spaces plus 2% of the total number of parking spaces



Accessible Parking Spaces in Downtown Belleville

City of Belleville Downtown Parking Study
230694

Figure 3.9

3.3 Key Observations

The key observations from the parking surveys are as follows:

- Overall weekday parking utilization peaked at 42% between noon and 1:00 PM on Thursday April 25, 2024;
- Overall weekend parking utilization peaked at 25% between 11:00 AM and noon on Saturday, April 27, 2024;
- Peak parking utilization in the off-street lots equals or exceeds that of the on-street parking areas on weekdays, but is generally equally used during weekends; and
- On-street parking areas tend to be serving shorter parking durations (less than one hour), whereas longer parking durations – more than three hours – are more prominent in off-street parking lots. This pattern is likely influenced by the 1 hour parking limit on Front Street, the most popular on-street parking area in the downtown.

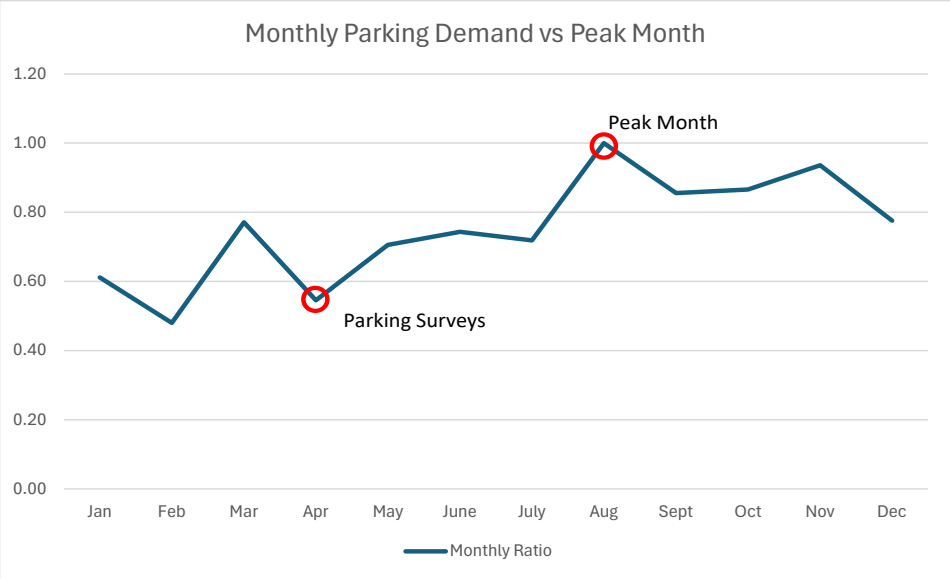
Overall, the downtown parking system (excluding private off-street parking lots) currently operates below its effective capacity. Although some municipal lots experience parking utilization rates greater than 85% under peak conditions, ample capacity exists elsewhere in the system to accommodate additional demand.

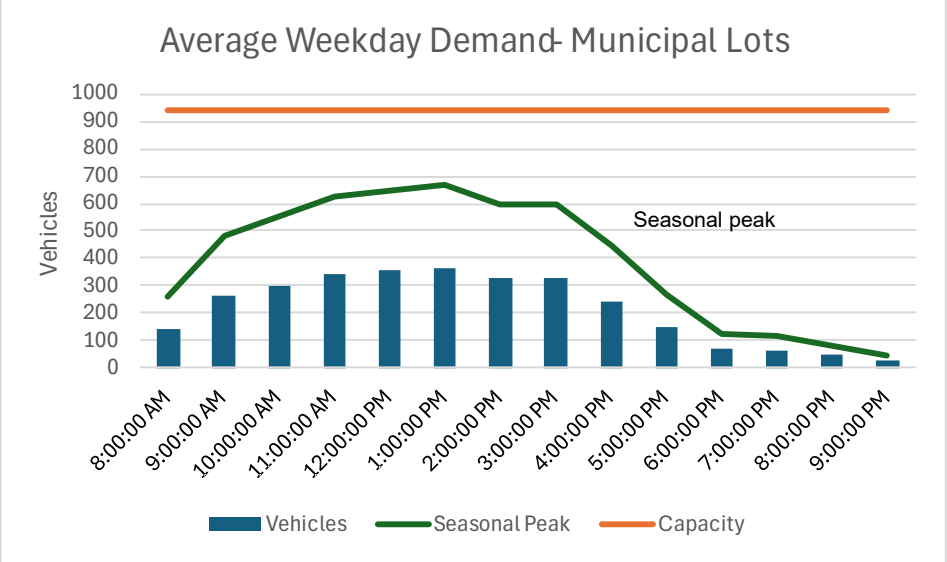
3.4 Seasonal Demands

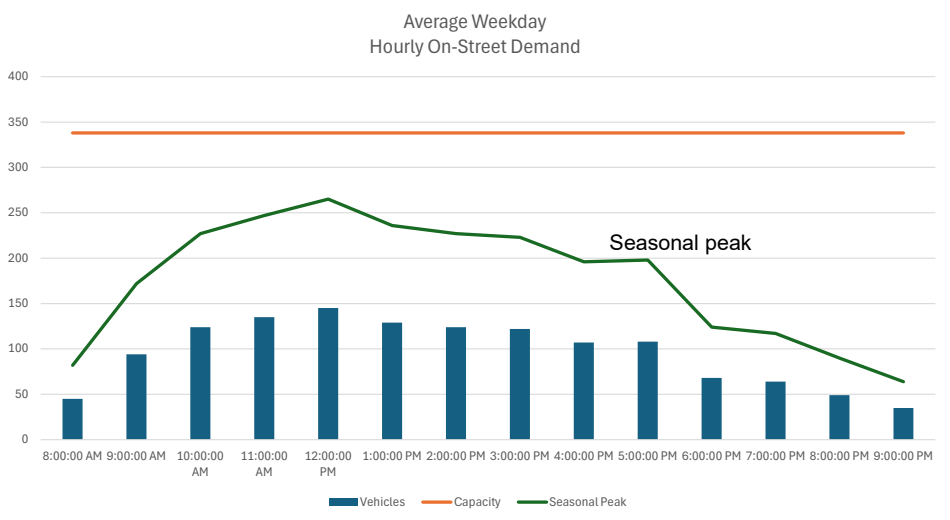
A review of the parking revenue by different months of the year was used to better understand the seasonal peaking factors that influence the performance of the downtown parking system.

Based on the revenue analysis the peak parking demand occurs in August and the lowest parking demands occur in February and April. Given the parking surveys were completed in April, which represents about 6% of the total annual demand and 55% of the demand observed in August, there is a need to adjust the parking survey data to represent the peak seasonal demands when assessing the capacity of the system.

After adjusting for peak seasons, there is still sufficient capacity within the existing downtown parking system as illustrated in **Figure 3.10**. Given the available capacity there is also an opportunity to encourage more use of the City's parking lots to increase revenues and optimize lot usage. Two key opportunities include permitting the sale of additional monthly permits (there is a waiting list in some lots) and introducing a new overnight parking permit to support downtown residents and maximize use and revenues during off-peak periods.







Adjusting for Seasonal Parking Demands

While many residents and some stakeholders may feel that there is a need for more parking in the downtown area, the capacity analysis would suggest that the existing parking supply provides enough parking capacity to handle peak parking demands.

One of the strengths of the current parking system in downtown Belleville is the relatively good distribution of parking capacity in lots and on street parking in various areas of downtown. This broad distribution of capacity reduces walking distances to businesses and key destinations within the downtown.

Centralizing capacity in a new parking structure is not needed for capacity reasons and would typically increase walking distances to destinations, assuming that the existing lots would be re-purposed for other land uses.

Because there is no financial incentive to parking in one lot versus another, the choice of which off-street lot to use is likely based on each lot's proximity to a user's destination(s).

Similarly, as the pricing model is not variable (that is, it is not cheaper to park during less busy hours, and more expensive to park during busier times), the distribution of parking demands throughout the day likely correlates to a user's preferred time of day for their trip. Users are not financially incentivized to travel and park at different times of day.

4 Financial Analysis of Parking System

4.1 Historical Revenues and Expenses

Table 4.1 summarizes the realized revenues and expenses of the parking system across the 2021, 2022, 2023, and 2024 fiscal years which were used in the financial assessment of the parking system. Revenues over the three years increased 45%, driven primarily by increased enforcement, parking meter revenue and the sale of parking permits as parking activity recovered from the reduced activity during the COVID pandemic.

Expenses over the same period also increased 45%, driven primarily by increases in enforcement costs, which have increased by 48% since 2021. The city's parking system realized a net loss in 2021 and had to draw $58,721 from reserve funds to balance operating costs.

In 2022 revenues improved over 2021, but a draw of $27,243 from reserve funds was required to balance with higher operating costs, primarily due to one-time costs due to insurance claims.

In 2023, parking revenues increased to $830,467 and operating costs were lower at $687,517, providing a net profit which allowed the City to return $118,050 to reserves.

In 2023, parking meters and parking permits accounted for 65% of all revenues, with another 35% generated from fines and parking violations. Between 2021 and 2023, the revenue from monthly parking permits issued increased by approximately 58%.

The data in **Table 4.1** also shows a 27% increase in 2023 revenue from fines and violations, which is slightly below the increase in enforcement costs.

Year end financial data for 2024 is also summarized in **Table 4.1**, which shows a continued increase in parking meter revenue and a significant increase in revenue from fines and violations reflecting additional effort on enforcement and the increase in fine rates for some parking infractions, as discussed in Section 7.3.2.

The 2024 financial data presented in **Table 4.1** was included in the final report to reflect the most recent information available, however the 2021 to 2023 financial information formed the basis for the financial assessment of the future parking outlook and the modelling of potential financial strategies.

4.2 Revenue Sources

4.2.1 Parking Meters

Table 4.2 summarizes the average monthly net revenue from parking meters between 2021 and 2023 and indicates nearly one third (32.5%) of annual parking meter revenue is generated in August (11.3%), November (11.0%), and September (10.2%). Revenue is lowest in February (5.3% of annual revenue) and April (6.0% of annual revenue). The peaking factors summarized in **Table 4.2**, were calculated by comparing the monthly revenue to the peak month in August and were used to adjust parking demands collected during the survey to represent peak conditions.

TABLE 4.1: PARKING REVENUES AND EXPENSES (2021 TO 2024)

Revenue	2021	2022	2023	2024[1]
Parking Meters	$189,966	$244,340	$299,829	$313,472
Parking Permits	$143,067	$193,211	$226,510	$193,769
Fines and Violations	$226,144	$255,660	$291,387	$394,558
Draw from Reserves	$58,721	$27,243	($130,500)	
Other Revenue	$4,395	$1,517	$12,740	$426
Total Revenues	**$622,293**	**$721,972**	**$699,967**	**$902,225**
Expenses	**2021**	**2022**	**2023**	**2024[1]**
Staffing	$95,831	$97,326	$99,933	$107,329
Operating Expenses	$397,319	$477,814	$405,579	$524,929
Enforcement	$125,143	$146,832	$182,005	$184,784
Contribution to Reserve Fund	$4,000	$0	$12,450	$85,183
Total Expenses	**$622,293**	**$721,972**	**$699,967**	**$902,225**
Net	**$ -**	**$ -**	**$ -**	**$ -**

TABLE 4.2: AVERAGE NET METER REVENUE BY MONTH (2021 – 2023)

Month	Average Monthly Revenue	Proportion of Annual Revenue	Peaking Factor
January	$15,981.44	6.8%	1.64
February	$12,554.98	5.3%	2.08
March	$20,165.85	8.8%	1.30
April	$14,264.61	6.0%	1.83
May	$18,447.99	7.3%	1.42
June	$19,431.74	8.2%	1.35
July	$18,794.30	7.7%	1.39
August	$26,147.05	11.3%	1.00
September	$22,374.04	10.2%	1.17
October	$22,635.62	9.5%	1.16
November	$24,472.20	11.0%	1.07
December	$20,277.82	8.0%	1.29
Total	**$235,547.65**	**100.0%**	

[1] Based on 2024 Year End Financial Results.

4.2.2 Parking Permits

Between 2021 and 2023 the City sold an average of 93 annual parking permits and 1,431 monthly parking permits each year. **Table 4.3** summarizes the annual permit sales by type and by lot for the 2021 to 2023 period.

There is no cost difference between the annual parking permit and purchasing individual monthly permits, as both are based on a monthly rate of $65.00. The cost of an annual permit is $715.00 plus HST with parking for December provided free of charge. Purchasing 11 monthly permits results in the same overall cost.

Many residents choose the monthly permit to provide the additional flexibility to use their monthly parking permit only when required or to spread their payments out over the year.

Annual permits are not typically offered for sale to the public by municipalities; however, those who do offer annual permits will often provide some form of discount in exchange for the longer-term commitment. For example, in St. Thomas, the discount for an annual parking permit is equivalent to the cost of a monthly permit.

For monthly permit holders in Belleville, the free parking in December results in the same discount offered in St Thomas. The City of Burlington also offers free monthly permit parking in December; however, they don't offer annual permits except as part of one of their neighbourhood on-street permit parking programs.

Annual permits are also sometimes offered for corporate clients or businesses who may wish to purchase an annual permit to provide parking for their employees.

Table 4.4 summarizes the total permit revenue collected by the City for the 2021 to 2023 budget years. After a significant drop in permit revenue during the pandemic in 2020 and parts of 2021, permit sales have been increasing in 2022 and 2023 as the downtown recovers.

Based on the monthly and annual permit sales recorded for each lot, **Table 4.5** provides a summary of the average number of parking spaces in each lot allocated to monthly or annual permit holders with the remaining spaces available for hourly parking use. For the Clark and Front Street lots, these totals also include monthly permits issued to City staff.

TABLE 4.3: PARKING PERMIT SALES BY TYPE AND LOT (2021 – 2023)

Annual Permits	2021	2022	2023
BUC Lot	9	8	-
Clark Lot	-	1	-
Front Street Lot	3	1	1
Pinnacle Lot	59	4	54
Courthouse East Lot	-	1	-
Courthouse West Lot	4	-	2
Riggs Lot	1	-	1
Riverside South Lot	77	18	17
Victoria Lot	8	9	-
Grand Total	**161**	**42**	**75**
Monthly Permits	**2021**	**2022**	**2023**
BUC Lot	-	-	6
Clark Lot	93	93	100[2]
Front Street Lot	215	250	253[3]
Pinnacle Lot	82	126	77
Courthouse East Lot	233	294	311
Courthouse West Lot	20	84	129
Riggs Lot	138	183	186
Riverside Central Lot	43	78	101
Riverside North Lot	6	16	56
Riverside South Lot	260	382	430
Victoria Lot	1	1	-
Grand Total	**1,138**	**1,507**	**1,649**
Annual Permits	**161**	**42**	**75**
Monthly Permits	**1,138**	**1,507**	**1,649**
Grand Total	**1,299**	**1,549**	**1,724**

[2] In 2023 there was an average of 31 monthly permits for City staff issued for the Clark Lot

[3] In 2023 there was an average of 8 monthly permits for City staff issued for the Front Street Lot

TABLE 4.4: ANNUAL PARKING PERMIT SALES (2021 – 2023)

Year	Permit Revenue
2021	$ 143,067.00
2022	$ 193,211.00
2023	$ 226,510.00

TABLE 4.5: PERMIT PARKING IN LOTS (2023)

Lot	Total Spaces	Permit Holders	Available for Hourly Parking
Buc Lot	15	2	13
Campbell Lot	8	0	8
Clark Lot	116	56	60
Courthouse East Lot	144	33	111
Courthouse West Lot	98	14	84
Front Street Lot	127	54	73
Market Square North Lot	17	0	17
Market Square South Lot	17	0	17
Municipal Lot	26	0	0
Pinnacle Lot	78	61	17
Riggs Lot	54	18	36
Riverside Central Lot	66	9	57
Riverside North Lot	60	5	55
Riverside South Lot	106	56	50
Victoria Lot	12	12	0

The Clark, Front Street, Pinnacle and Riverside South lots feature the highest level of permit parking demand and use on a typical day, followed by the Courthouse East and Riggs lots. The Victoria lot is typically reserved for permit holders, as is the BUC lot, although sales and monthly usage are below the number of available spaces. The municipal lot noted in **Table 4.5** is a lot used for City employees and is not open for public parking.

On a typical day approximately 34% of the spaces in downtown lots have been sold to permit holders, although the spaces are not reserved and are accessible on a first come-first served basis. Approximately 39% of monthly permits issued are for the lots in the vicinity of Front Street, including the Riverside lots and Front Street lot.

Approximately 43% of permits are assigned to the lots along Pinnacle Street, including the BUC, Riggs, Clark and Pinnacle Street lots. The two Courthouse lots represent 15% of total permit allocations with the remaining in the Victoria lot.

Based on the monthly permit cost of $65.00 the estimated annual permit revenue generated by each lot is summarized in **Table 4.6**.

4.2.3 Parking Fines

In 2023, the City collected approximately $291,387 in parking fine revenue and based on data provided by the City, they issued approximately 15,930 parking related infractions. The Belleville parking by-law provides a set fine amount for each parking infraction issued and also provides a discount if users choose to pay their ticket within 7 days. The early pay option provides an approximate discount of 20%.

The available data provided for the study does not breakdown how many infractions were paid at the early pay rate versus those that paid the set fine, however if all infractions were settled at the set fine rate in 2023, the potential fine revenue could have been $386,960.

In addition to some users choosing to pay the early payment amount, some infractions are cancelled by the City where errors have been made in issuing tickets, and some infractions are challenged at Court and fines can be waived where the Court determines that the ticket was issued in error.

Based on the comparison between the potential set fine revenue and the actual fine revenue received, it is estimated that the City collects approximately 75.3%[4] of the potential set fine revenue for all infractions issued.

[4] This was updated from the estimate of 69% shown at PIC 1 due to receipt of updated 2023 fine revenue data from the City.

TABLE 4.6: ANNUAL PERMIT REVENUE BY LOT (2023)

Lot	Total Spaces	Average Permits	Permit Rate	Annual Permit Revenue
Buc Lot	15	2	$65.00	$ 1,285.00
Campbell Lot	8	0	$65.00	-
Clark Lot	116	55	$65.00	$ 39,325.00
Courthouse East Lot	144	32	$65.00	$ 22,880.00
Courthouse West Lot	98	14	$65.00	$ 10,010.00
Front Street Lot	127	53	$65.00	$ 37,895.00
Market Square North Lot	17	0	-	-
Market Square South Lot	17	0	-	-
Municipal Lot	26	0	-	-
Pinnacle Lot	78	61	$65.00	$ 43,615.00
Riggs Lot	54	18	$65.00	$ 12,870.00
Riverside Central Lot	66	9	$65.00	$ 6,435.00
Riverside North Lot	60	5	$65.00	$ 3,575.00
Riverside South Lot	106	56	$65.00	$ 40,040.00
Victoria Lot	12	12	$65.00	$ 8,580.00
Total	**944**	**317**		**$ 226,510.00**

4.2.4 Hourly Metered Parking

Revenue generated from hourly parking on street or in lots represents approximately 34% of total annual revenues for the parking operation. The City does not collect and categorize revenue from metered parking, although with the introduction of the HotSpot Parking App, data on metered parking use by space and by lot is now available.

HotSpot parking revenues in 2023 represent 19% of the total metered parking revenues collected in lots and only 3% of the revenues collected at on-street meters. To estimate the annual hourly parking revenues by lot and street we combined the financial data provided by the City with the parking survey data collected as part of the study.

The parking survey provided detailed parking occupancy information for each lot and on each street parking block for each hour of two representative weekdays in April. Parking allocated for use by holders of parking permits was subtracted from the total parking demand to derive estimates of the hourly parking activity in lots. These were further separated into periods covering the early morning (before 9 am), between 9 am and 5 pm (when paid parking applies), and hourly evening parking (after 5 pm). Based on the average length of stay average weekday revenues for metered parking spaces in lots and on-street were calculated. These were converted to annual revenues by applying monthly and seasonal variation factors derived from the monthly revenue patterns, with the factors calibrated to match overall annual revenues generated by metered parking.

Table 4.7 summarizes the resulting annual meter parking revenue estimates for each parking lot and street in the downtown study area.

Metered parking in surface lots is estimated to generate approximately $208,718 dollars annually, while metered on-street parking generates approximately $91,260 each year. On a per space basis, the on-street parking generates approximately $270 per space on average while the surface lots generate $221 in meter revenue per space, however when the revenue generated from permits is included this amount jumps to $461 per space.

The Riverside South and Front Street lots generate the highest annual revenues from hourly parking, with these two lots representing approximately 48% of total generated from all lots. The Clark lot is estimated to generate about $23,400 in meter revenue annually and the two Market Square lots generate just over $24,175 annually.

For on-street parking the Bridge Street spaces generate approximately 34% of the total annual metered revenue followed by Pinnacle Street

to the south of Victoria Street. Victoria Street and Coleman Street generate approximately $9,360 and $8,110 in annual revenue respectively, with the remaining streets generating under $8,000 in revenues per year.

On a per space basis, the Bridge Street parking spaces have the highest revenue generation with an average of $885 per space over the year. The Market Square north lot has the highest revenue generation of all lots, with $846 in annual revenue per space, followed closely by the Front Street lot which generates $844 per space – including combined meter and permit parking revenue.

The financial model developed during this phase of the study was used to generate revenue forecasts for various parking scenarios and changes recommended in Section 7 of the report.

TABLE 4.7: ANNUAL METER REVENUE BY LOCATION

Lots	Spaces	Survey Average Weekday Parkers	Spaces Used by Permit Holders	Hourly Parkers	Survey Distribution Hourly Early AM 4.70%	Survey Distribution Hourly 9am-5pm 83.35%	Survey Distribution Hourly After 5pm 11.50%	Survey Average Stay (hrs)	Estimated Average Weekday Revenue $ 1.00	Estimated Monthly Revenue (April 2024) 18.40	Estimated Annual Revenue 17.32
Factor --->											
Buc Lot	15	0	2	0	0	0	0	0.00	$ -	$ -	$ -
Campbell Lot	8	16	0	16	1	13	2	0.83	$ 10.83	$ 199.33	$ 3,451.65
Clark Lot	116	126	55	71	3	59	8	1.24	$ 73.41	$ 1,350.80	$ 23,390.37
Courthouse East Lot 'A'	144	67	32	35	2	29	4	1.27	$ 36.85	$ 677.99	$ 11,739.99
Courthouse West Lot 'B'	98	16	14	2	0	2	0	2.09	$ 4.18	$ 76.91	$ 1,331.81
Front Street Lot	127	204	53	151	7	126	17	1.29	$ 162.04	$ 2,981.46	$ 51,626.94
Market Square North Lot	17	69	0	69	3	58	8	0.78	$ 45.16	$ 831.00	$ 14,389.64
Market Square South Lot	17	51	0	51	2	43	6	0.71	$ 30.71	$ 565.14	$ 9,786.00
Pinnacle Lot	78	100	61	39	2	33	4	1.27	$ 41.97	$ 772.28	$ 13,372.83
Riggs Lot	54	59	18	41	2	34	5	1.21	$ 41.03	$ 754.89	$ 13,071.67
Riverside Central Lot	66	42	9	33	2	28	4	1.04	$ 29.19	$ 537.06	$ 9,299.67
Riverside North Lot	60	39	5	34	2	28	4	0.87	$ 24.44	$ 449.70	$ 7,786.93
Riverside South Lot	106	195	56	139	7	116	16	1.34	$ 155.27	$ 2,856.92	$ 49,470.43
Victoria Lot	12	8	12	0	0	0	0	0.86	$ -	$ -	$ -
Total	**944**	**992**	**317**	**681**	**33**	**569**	**78**		**$ 655.08**	**$ 12,053.49**	**$ 208,717.92**

On Street	Spaces	Survey Average Weekday Hourly Parkers	Survey Distribution Hourly Early AM 5.10%	Survey Distribution Hourly 9am-5pm 70.90%	Survey Distribution Hourly After 5pm 24.00%	Survey Average Stay (hrs)	Max Permitted Stay (hrs)	Hourly Rate	Estimated Avg Weekday Revenue	Estimated Monthly Revenue (April 2024) 18.40	Estimated Annual Revenue 17.32	Payment Avoidance % age	Adjusted Annual Revenue
Factor --->													
Bridge Street	35	103	5	73	25	1.451	2	$ 1.00	$ 105.96	$ 1,949.60	$ 33,759.17	8.20%	$ 30,990.92
Coleman Street	27	20	1	14	5	1.980	2	$ 1.00	$ 27.72	$ 510.05	$ 8,831.98	8.20%	$ 8,107.76
Campbell Street	8	23	1	16	6	1.274	2	$ 1.00	$ 20.38	$ 375.04	$ 6,494.19	8.20%	$ 5,961.66
Church Street	37	23	1	16	6	1.039	2	$ 1.00	$ 16.63	$ 305.92	$ 5,297.30	8.20%	$ 4,862.93
Front Street	77	362	18	257	87	0.722	1	$ -	$ -	$ -	$ -		$ -
Great St James St	20	14	1	10	3	3.771	2	$ -	$ -	$ -	$ -		$ -
James St	20	14	1	10	3	0.786	2	$ 1.00	$ 7.86	$ 144.57	$ 2,503.40	8.20%	$ 2,298.12
Market St	5	14	1	10	3	0.357	2	$ -	$ -	$ -	$ -		$ -
McAnanny St	7	18	1	13	4	0.911	2	$ 1.00	$ 11.85	$ 218.01	$ 3,775.12	8.20%	$ 3,465.56
Pinnacle St South of Victoria	49	108	6	77	26	0.813	2	$ 1.00	$ 62.60	$ 1,151.81	$ 19,944.65	8.20%	$ 18,309.19
Pinnacle St North of Victoria	38	30	2	21	7	1.287	2	$ 1.00	$ 27.02	$ 497.17	$ 8,608.95	8.20%	$ 7,903.02
Victoria	15	70	4	50	17	0.640	2	$ 1.00	$ 32.00	$ 588.80	$ 10,195.65	8.20%	$ 9,359.61
Total	**338**	**799**	**42**	**567**	**192**				**$ 312.01**	**$ 5,740.96**	**$ 99,410.40**	**8.20%**	**$ 91,258.75**
											Estimated Total Meter Revenue		**$ 299,976.67**
											Actual Total Meter Revenue		**$ 299,829.20**

4.2.5 Cash-in-Lieu of Parking

Cash-in-lieu of parking is a policy approach that is often used to address parking supply management and encourage development in strategic areas of a community. A cash-in-lieu program will typically allow a developer to provide fewer parking spaces than would otherwise be required in the zoning by-law by requiring the applicant to pay a set fee to the municipality for each space that their property is deficient. Money collected from a cash-in-lieu program is often used to provide municipal parking infrastructure, related services or to fund transit programs.

Cash-in-Lieu programs can discourage high vehicle ownership rates which supports reduce auto use and encourages use of non-auto modes of transportation. From a development perspective, cash-in-lieu programs are also strategically used to support re-urbanizing downtown cores, protecting heritage buildings and facilitating redevelopment and intensification where space for on-site parking is limited.

Section 40 of the Planning Act governs the application of cash-in-lieu programs and grants municipalities the power to enter into agreements with a property owner to waive parking requirements for a site on the condition that the applicant makes a payment to the municipality for granting the exemption. Money collected from the cash-in-lieu of parking program must be held in reserve fund account, with the administration of the reserve account governed by the Municipal Act. Cash-in-Lieu agreements between an owner and the municipality are registered on title of the property.

The City of Belleville has a Cash-in-Lieu of Parking Policy in their Official Plan and developers who cannot provide the minimum amount of parking required on their site can make a Cash-in-Lieu contribution of $4,300 per parking space to address any parking deficiencies on their proposed site. Revenues from the Cash-in-Lieu program are directed to the parking reserve fund to be used for future parking infrastructure or improvements.

4.2.6 Financial Outlook

Revenues from the operation of the parking system in downtown Belleville are intended to cover operating and capital costs for parking services. The costs to provide this service include City staff, enforcement staffing, utility costs, vehicle costs, new equipment and equipment maintenance costs, parking lot maintenance, insurance, property taxes, legal expenses and other general expenses required to run the parking business.

The City typically allocates money from the annual parking revenues collected to the Parking Reserve Fund which is accumulated and used to fund larger one-time capital expenses and purchases, like new parking meters and pay and display machines, or to undertake resurfacing and rehabilitation of parking lots. The reserve fund is also used to stabilize in year unexpected costs due to higher expenses or lower revenues than originally anticipated when the budget was created.

Prior to COVID, revenues from parking would typically exceed costs with the balance transferred to the reserve for future use. Since 2020 revenues have been lower and funds have been drawn from the reserve to cover operating expenses.

In some years, contributions to the reserve fund have been eliminated to balance the cost of the parking operation with actual revenues.

As summarized in **Table 4.1**, the financial performance of the parking system improved in 2023 and 2024 due to higher revenues from fines, metered parking and permit sales. In 2023 the City implemented a proactive overnight parking enforcement program which resulted in a 25% increase in the number of infractions issued. At the same time, operating costs were lower which allowed the City to provide a modest contribution to the Parking Reserve Fund at year end.

Assuming no change to annual revenues going forward and increased costs due to inflation, revenues could be expected to outpace expenses until 2026 assuming no change to parking demands or the revenues from infractions. When the impact of inflation[5] is included, beyond 2026 the parking system is projected to return to a deficit position with no new revenue sources. This assumes that the City makes no contributions to the Parking Reserve Fund over this period.

When an annual reserve fund contribution of $100,000 is allocated from revenues (as noted in Section 7.2 an annual allocation of $330,000 was recommended based on the 2024 Asset Management Plan) the financial outlook shows a negative net revenue forecast by 2025 with this deficit continuing on into the future. Without increases in revenues the City will have to continue to draw from the reserve fund or rely on property taxes to support ongoing operational costs and to maintain the downtown parking infrastructure.

[5] Between 2021 and 2024 operating costs increased by an average annual rate of 9.74% excluding reserve contributions, although some of this increase was due to increased service levels for enforcement. An annual inflation rate of 6% is assumed for future forecasts of expenses.

Deferring contributions provides limited short term benefit and does not solve the financial issues over the longer term.

Table 4.8 summarizes the financial analysis of cost and revenues for the 2023 to 2031 horizon with the results illustrated in **Figure 4.1**.

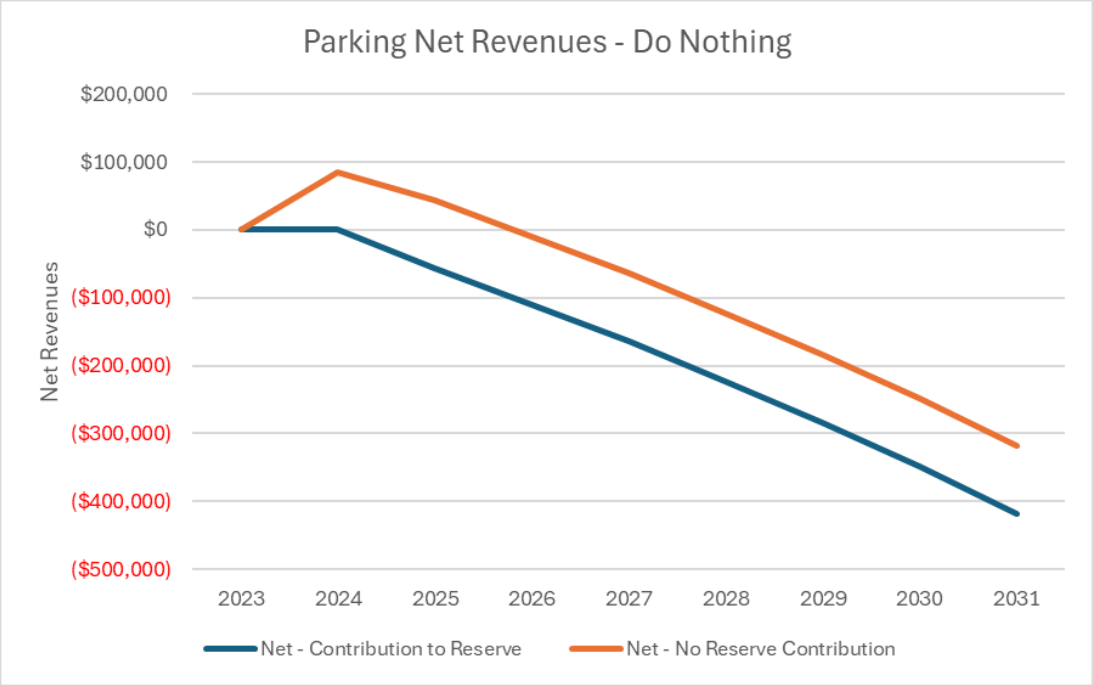


FIGURE 4.1: NET REVENUE FORECAST – DO NOTHING

TABLE 4.8: ANNUAL COST / REVENUE FORECAST – DO NOTHING

Parking Budget Summary	2023	2024	2025 [1]	2026	2027	2028	2029	2030	2031
	Actual	Actual	Do Nothing	Do Nothing	Do Nothing	Do Nothing	Do Nothing	Do Nothing	Do Nothing
Fine Revenue	$291,387	$394,558	$394,558	$394,558	$394,558	$394,558	$394,558	$394,558	$394,558
Meter Revenue	$299,829	$313,472	$313,472	$313,472	$313,472	$313,472	$313,472	$313,472	$313,472
Permit Revenue	$226,510	$193,769	$193,769	$193,769	$193,769	$193,769	$193,769	$193,769	$193,769
Draw from Reserves	-$130,500	$0	$0	$0	$0	$0	$0	$0	$0
Other Revenue	$12,740	$426	$1,000	$0					
Total Revenue	**$699,967**	**$902,225**	**$902,799**	**$901,799**	**$901,799**	**$901,799**	**$901,799**	**$901,799**	**$901,799**
Staffing Expenses	$99,933	$107,329	$109,800	$116,388	$123,371	$130,774	$138,620	$146,937	$155,753
Enforcement Services	$182,005	$184,784	$221,000	$234,260	$248,316	$263,215	$279,007	$295,748	$313,493
Other Operating Costs	$405,579	$524,929	$529,200	$560,952	$594,609	$630,286	$668,103	$708,189	$750,680
Contribution to Parking Reserve	$12,450	$85,183	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000	$100,000
One Time Capital	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Expenses	**$699,967**	**$902,225**	**$960,000**	**$1,011,600**	**$1,066,296**	**$1,124,274**	**$1,185,730**	**$1,250,874**	**$1,319,926**
Net - Contribution to Reserve	**$0**	**$0**	**-$57,201**	**-$109,801**	**-$164,497**	**-$222,475**	**-$283,931**	**-$349,075**	**-$418,127**
Net - No Reserve Contribution	**$0**	**$85,183**	**$42,799**	**-$9,801**	**-$64,497**	**-$122,475**	**-$183,931**	**-$249,075**	**-$318,127**

Notes:

1) 2025-2031 revenues for this analysis assumes no change from 2024 actuals. The 2025 City budget assumed total revenues of $860,000 based on reduced revenues for meter parking ($300,000), reduced fine revenue ($343,000) and higher permit revenue ($216,000). In the 2025 budget a $3,000 transfer to the reserve fund was include.
2) Future expenses assumed to increase by annual inflation rate of 6%.

5 Parking in Other Municipalities

As part of considering changes to the cost of parking or the establishment of new parking policies, most parking studies completed by municipalities undertake a review of policies and costs in other municipalities to gauge how the current policies in place compare to other jurisdictions. This process is also known as “benchmarking”.

For example, increasing parking costs may be viewed negatively by residents and businesses under the assumption that any increase in costs will drive users away – and negatively impact businesses that rely on parking. However, by carefully selecting municipalities in the general area that have a similar size or a similar downtown parking and commercial environment, benchmarking can provide a real world comparison of approaches that have been implemented in comparable municipalities and can indicate if there is a corresponding impact on downtown health and parking demand.

Our review of parking in other communities focused on:

- comparing the set fines used in Belleville versus other communities
- comparing the cost of monthly permits, hourly parking, on-street versus off street parking costs, the time periods where paid parking is applied, and the availability of free parking
- comparing Cash-in-Lieu of Parking policies in other communities

The comparator municipalities chosen for the review of fines and parking rates include Kingston, Peterborough, Cobourg, Port Hope, Stratford, Clarington, Quinte West and Prince Edward County. For the Cash-in-Lieu of Parking program comparisons the review was expanded to include Brantford and London, both of which have established programs.

Kingston, Peterborough and Guelph are larger than Belleville in population, but feature vibrant downtowns with paid parking, extensive municipal parking infrastructure (surface lots, parking garages, on street parking), and a mix of downtown employment and commercial / service related commercial activity. Clarington, while larger in absolute population, features a downtown area that is similar in size to Belleville. The other municipalities are either local comparators or are a similar size to Belleville.

5.1 Parking Fines

A review of parking fines for common parking infractions in other municipalities found that fines in Belleville tend to be about 27% lower than the average fines charged in the other comparator municipalities. **Table 5.1** summarizes the fines rates for over 20 different set fines commonly found in the parking and traffic by-laws in other communities similar to Belleville.

In 2024, the City increased the set fines for two of the most common parking infractions – “parking at an expired meter” and “parking without properly displaying a ticket”. These offenses were increased from a set fine of $12.00 to $20.00, with an early pay option set at $15.00, up from $8.00.

In 2023 the City issued 544 infractions for parking at an expired meter and 5,570 infractions for not displaying a parking ticket. With the 2024 increase, the City should generate an additional $38,700 in fine revenue assuming no change to the number of infractions issued, and no change to the ratio of fine revenue received to potential fine revenue issued.

TABLE 5.1: PARKING RELATED FINES IN OTHER MUNICIPALITIES

Infraction	Kingston		Peterborough	Cobourg	Port Hope		Stratford		Clarington	Quinte West		PE County		Average	Belleville	
	Set Fine	Early Pay	Set Fine	Set Fine	Set Fine	Early Pay	Set Fine	Early Pay	Set Fine	Set Fine	Early Pay	Set Fine	Early Pay	Set Fine	Set Fine	Early Pay
Block Traffic / Double Park	$30	$25	$30	$50			$60	$40	$45	$38	$25			$42	$30	$20
Parking in Bus Stop	$35	$30	$25	$40	$40	$30	$80	$60		$53	$35			$47		$20
Commercial Loading Zone	$30	$25	$25	$40	$40	$30	$80	$60		$38	$25	$50	$35	$44	$30	$20
Expired Meter	$20	$15	$25	$40	$40	$30	$60	$40	$30	$8	$6	$20	$15	$29	$20	$15
No Parking Area	$25	$20	$25	$50	$40	$30	$80	$60	$60	$38	$25	$50	$35	$47	$30	$20
No Stopping	$30	$25	$30	$50	$40	$30			$60	$53	$35			$45	$30	$20
Obstruct Entrance	$25	$20	$25	$100	$40	$30	$80	$60		$15	$10			$49	$30	$20
Too Close to Intersection	$25	$20	$30	$40	$40	$30	$60	$40		$38	$25			$39	$30	$20
During Restricted Times	$25	$20	$25	$40	$40	$30	$60	$40		$38	$25	$25	$20	$36	$30	$20
Exceed Max Period	$25	$20	$25	$40	$40	$30	$60	$40		$12	$8	$25	$17	$31	$30	$20
Wrong Way	$25	$20	$25	$40	$40	$30	$60	$40		$23	$15			$35	$30	$20
Taxi Stand	$25	$20	$30		$40	$30	$80	$60		$38	$25			$43	$30	$20
Unauthorized Area	$25	$20	$30	$100			$80	$60		$30	$20	$20	$15	$48	$30	$20
Over 12 Hrs	$15	$10			$40	$30	$60	$40						$38	$30	$20
Fail to Display	$25	$20	$25	$40	$40	$30				$12	$8			$26	$20	$15
Exceed Meter Limit	$25	$20	$25	$40	$40	$30	$60	$40	$30	$8	$6			$31	$20	$15
Exceed Posted Time Limit	$20	$15	$25	$40	$40	$30	$60	$40		$12	$8			$31	$30	$20
Unauthorized Lot	$25	$20	$25	$100	$40	$30				$38	$25	$150	$100	$68	$30	$20
Fire Hydrant	$35	$30	$25	$100			$60	$40		$60	$40	$50	$35	$55	$30	$20
Accessible Space	$300	$300	$300	$300	$300	$300	$400	$350	$500	$300	$300	$400	$300	$357	$305	$305
Unauthorized Private Property	$25	$20	$25	$40	$40	$30	$60	$40	$45	$12	$8			$35	$30	$20
Park on Sidewalk			$30		$40	$30	$80	$60		$23	$15			$44	$25	$20
Fire Route			$25		$100	$75	$300	$300	$75	$150	$100	$100	$75	$130	$75	$75
Average Fine														$59	$43	-27%

5.2 Parking Rates

A review of parking rates for hourly parking and monthly parking permits in other municipalities also found that costs charged for use of parking infrastructure in Belleville tend to be lower than the average costs charged in the other comparator municipalities.

Table 5.2 summarizes the parking rates in other communities similar to Belleville.

TABLE 5.2: PARKING RATES IN OTHER MUNICIPALITIES

Permit Rates	Belleville	Kingston	Peterborough	Cobourg	Port Hope	Guelph	Quite West	Prince Edward County
Monthly Permit Lots	$65	$89-$102	$46	$35		$77-$130	$116	N/A
Garage Monthly Permit		$102-$153	$85-$100	N/A		$175-$185	N/A	N/A
Daily Permit	$9		$10.50-$12.50	$10	$10	$30.00	N/A	N/A
Hourly Lots	$1.00	$1.50-$2.00	$1.50	N/A 2hr free	$1.00	$3.00	$1.00	
On Street Hourly	$1.00	$1.50-$2.00	$1.50	$2.25	$1.00	$3.00	$1.00	
Free	After 5pm Weekend Holidays December	Sunday Holidays	After 6pm Weekend Holidays December	After 6pm December	After 6pm Weekend Holidays	After 6pm Sundays	After 4:30pm Weekend Holidays	After 5pm, Weekend Holidays Dec to Mar 31

Of the municipalities reviewed all of them feature some form of publicly accessible municipal parking lots in their downtown areas. Larger municipalities such as Kingston, Peterborough, and Guelph also have parking garages in their downtown areas to serve larger employment bases, hospitals, event centres, or other key traffic generators.

On street parking in other municipalities is largely managed through the use of pay and display machines as most have already replaced most of their coin-based parking meters.

While all municipalities reviewed offer paid parking in surface lots and on-street (except for Quinte West who removed paid parking in January 2025); the rates often varied from a low of $0.50 per hour to a high of $3.00 per hour in Guelph. Municipalities that offer more robust payment options such as credit and debit card payments also tend to charge higher rates, in part to recover additional costs for credit card transaction fees and added bank charges.

Many municipalities are embracing digital online parking options and user Apps that can be downloaded onto smartphones and allow users to pay for hourly or even permit parking. Common platforms include HotSpot, Honk, or Passport.

Most municipalities reviewed manage parking on weekdays between 8 am or 9 am and 5 pm or 6 pm. Free evening parking is common and free parking on weekends and holidays is also available in most municipalities. Kingston and Guelph charge for parking on Saturdays but parking on Sundays and holidays is free. Cobourg charges for parking 7 days per week. Similar to Belleville, Peterborough, Cobourg and Prince Edward County provide free parking during the December shopping period.

5.3 Cash-in-Lieu of Parking

Many municipalities also have Cash-in-Lieu Policies within their Official Plans as summarized in **Table 4.8**.

The 2014 Town of Cobourg Downtown Parking Study suggested a proposed formula for the calculation of a cash-in-lieu of parking fee as:

CIL = [C + (L x 30 m^2)] x S x d

Where:

- CIL = Cash in Lieu of parking payment

- C = Current estimated cost to construct one surface parking space (generally estimated at $5,3006 excluding land)
- L = Estimated average land cost per m2
- 30 m2 = estimated area for one parking space, including share of aisle space
- S = number spaces seeking cash-in-lieu relief
- D = discount factor (if desired)

One of the challenges with many cash-in-lieu programs is that the rate is nominally based on the cost to provide a surface parking space. However, opportunities to build new surface parking lots in the downtown areas of many communities are limited. If new municipal parking infrastructure is needed in many larger downtown areas to support future development, it is likely that a structured parking solution will be required, which can cost approximately $46,000 per space[7].

Funding to support the provision of municipal parking infrastructure in the downtown was traditionally collected as part of the Development Charges applied to new development in a community which contributed to the demand for new infrastructure. Changes to the Development Charges Act implemented through Bill 108, the “More Homes, More Choices Act”, eliminated the ability to collect development charges for parking services as of September 18, 2022[8]. As a result, new development that creates demand for municipal parking is no longer required to contribute towards the cost of new parking infrastructure.

In many municipalities, a series of changes to planning rules and regulations have been adopted to reduce housing development costs for developers, encourage new housing starts, and improve housing affordability for residents. The elimination of minimum parking requirements for new developments is one major change that has been recently adopted in many communities. The elimination of minimum parking requirements would eliminate the need for a Cash-in-Lieu of Parking policy and would also reduce the funding that these types of policies can provide to support the municipal parking program in a community.

[6] Residential Parking Standards Review, City of Peterborough, 2023, Paradigm Transportation Solutions Limited, based 2023 Canadian Cost Guide, Altus Group

[7] Residential Parking Standards Review, City of Peterborough, 2023, Paradigm Transportation Solutions Limited

[8] 2022 Development Charges Amended Background Study, Hemson Consulting, May 2022

TABLE 5.3: CASH-IN-LIEU POLICIES IN OTHER MUNICIPALITIES

Municipality	Rate per Space	Notes
Belleville	$4,300	Current Cash-in-Lieu rate.
Peterborough	$7,110 (2023)	Cash-in-Lieu program applied in the downtown Central Area, but fees can be reimbursed for qualifying properties within the Community Improvement Plan area of the downtown. 2023 Residential Parking Standards Review recommended increasing rate to $17,000 per space[9].
Kingston	$8,000 (2022 By-law)	There are no minimum parking requirements for non-residential uses. The cash-in-lieu for residential uses will supplement the establishment of a city-wide car-share program.
Cobourg	Varies by formula	In 2022, the Town approved a cash-in-lieu of parking agreement for a site requiring relief for 10 missing parking spaces at a rate of $86,930 (or $8,693 per space).
Brantford	$3,600 + Land Cost (2018 By-law)	Encouraged use of cash-in-lieu of parking in the Urban Growth Centre. Rates are established through City By-Law. Land Cost is established per sq meter and multiplied by 16.5 m2 based on the size of a parking stall.
Guelph	-	No current cash-in-lieu of parking rate. 2023 Downtown Parking Master Plan recommended $27,500 to be used at the City's discretion in the downtown and where no municipal parking is currently available.
Burlington	-	No cash-in-lieu rate, instead all commercial and industrial businesses in the downtown are charged a levy on their tax bill.
London	$10,600	Up to 25% of cash-in-lieu of parking from the Downtown area will be allocated to improve on-street transit facilities and promoting the use of transit for employees Downtown.
Newmarket	-	No set rate but accepts appropriate amounts for developments within the Urban Centres.

[9] Residential Parking Standards Review, City of Peterborough, 2023, Paradigm Transportation Solutions Limited

6 Public Engagement

6.1 Program Overview

Over the course of the study, the City and Paradigm conducted two rounds of public engagement. The purpose of the community and stakeholder engagement program was to collect feedback from businesses, residents, and visitors to the downtown area to better understand their experiences with parking in the downtown.

The objective of the consultation program was to promote information sharing and two-way communication between the City, consultant staff and study participants and to share preliminary findings and seek feedback on preliminary recommendations.

6.2 Engagement Round 1 Summary

6.2.1 Stakeholder Meeting - Belleville Downtown Improvement Area (BDIA)

An introductory meeting was held with members of BDIA in April 2024 to obtain feedback on parking issues opportunities and concerns. The meeting included an introductory presentation from the consulting team to members of the committee to outline the scope of the project, the approach to data collection and assessment of parking conditions, some initial context about the role of parking and the financial framework guiding the City in managing the parking program, and some key questions about parking in downtown Belleville to solicit feedback.

What we heard

Feedback received as part of the initial meeting with the BDIA centred around six key themes including:

- Overnight Parking
  - The BDIA felt that the City was missing an important opportunity to generate revenue and address the needs of downtown property owners by restricting overnight parking in surface parking lots.
  - Providing an overnight parking permit would provide parking for residents of the downtown with no parking for their apartment units, would provide parking to support conversion of upper floor residential units to short term rentals, and would support broader community objectives to

reduce impaired driving by allowing patrons to leave their vehicles without fear of them being towed.

- The BDIA felt that the City could charge a flat rate for overnight paid parking.

- Time Limits
  - The BDIA felt that the 1 hour limit for on street parking on Front Street is not long enough and would deter users from longer shopping trips or visiting multiple stores on one visit. They also noted that contractors need longer than 1 hour of parking for service calls to downtown businesses.
  - There is an opportunity to introduce free parking in the Riverside and Front Street lots to encourage use.
  - They noted that existing loading zones are not being used, with larger trucks typically blocking a lane of traffic to provide deliveries.
- Rates
  - The BDIA would like to see more free parking in the downtown to allow them to better compete with free parking offered in other commercial areas by store owners and at the mall.
  - Higher rates for parking should be combined with a period of free parking to encourage longer stays and reduce the overall cost to users.
  - There was some concern expressed with the current $65 rate for a monthly parking permit – they noted that this is an issue for businesses trying to recruit part time workers or for businesses with no parking. They also feel it creates a deterrent to filling vacant storefronts and downtown office spaces.
- Parking Supply
  - There was a general feeling that the supply of downtown parking is adequate.
  - The City could explore the opportunity to move parking away from the downtown waterfront to repurpose this space for community uses – requiring new lots or a garage in vacant downtown lots.
  - Parking around the Library can be difficult to find at times.
  - It was noted that accessible spaces in lots are not well used.

- The members felt that vehicles tend to circle around the downtown to find free on-street parking spaces, adding to traffic levels and conflicts.
- Members noted that the Riverside South lot is busy during most days and noted it's proximity to the Service Ontario outlet as a key destination for users.
- There is a wait list for monthly parking permits in the Front Street and BUC lot, however on many days there are many open unused spaces in both lots – particularly the BUC lot.
- The City should consider downtown events when assessing parking needs.

- Parking Signage
  - There was a general feeling that the City should better clarify the rules for parking on the signage in lots – for example when users need to pay versus when parking is free.
  - The use of illuminated signs in lots would improve visibility of the signs.
  - The pay and display machines in lots should accept debit cards as a payment option.
- Customer Service
  - The members felt that the City should explore opportunities to enhance their website to provide more information about the parking program and better communicate the program options and rules with users.
  - The members generally felt that a less aggressive approach to enforcement would improve public perception of shopping downtown.

6.2.2 Online Public Opinion Survey

To obtain feedback from the public about their perception of parking in downtown Belleville an online public survey was launched between May 2024 and July 2024, using the SurveyMonkey platform. The survey was advertised on the City website and through the City social media accounts with posts provided to encourage residents to provide their input.

The survey generated 952 responses, with approximately 82% of respondents from residents of Belleville, with the other 18% from people who live outside the City but travel into the City for employment, shopping or other services. The survey generated a good distribution of responses from all across the City, with 14% living in the north end,

27% living east of the downtown, 29% living in the west end, and 11% living downtown. There was also a good distribution of respondents from most age categories, except the age 18-24 age group, which was represented by 0.6% of total responses.

Of the survey respondents, 59% are frequent users of the downtown parking system and 21% rarely if ever go downtown. The remaining respondents travel downtown occasionally. For those that never travel downtown paying for parking and difficulty finding parking were noted as reasons along with general safety and security concerns noted by a number of respondents.

Despite the concerns expressed by some about paying for parking, 47% of visitors to the downtown reported that they did not have to pay for parking on their last visit. Of these 23% used the free parking on Front Street, 19% parked for free after 5 pm, and 5% reported having a parking permit or accessible parking permit, eliminating the need to pay for parking.

Of those who paid for parking:

- 7% paid $1.00
- 11% paid $1.00- $2.00
- 15% paid $2.00 - $5.00
- 6% paid over $5.00, and
- 9% did not know how much they paid.

Residents who used the downtown parking system noted that they typically parked in a municipal lot (38%), use the on-street parking spaces (44%), or park in a private lot (12%). Approximately 67% indicated no issues or difficulties in finding parking and only 16% indicated some concerns with signage in lots, although many noted that they don’t notice or pay attention to the signage.

Most users (54%) indicated that they parked for less than an hour on their last visit downtown, with 26% parking for 1-2 hours and 20% parking for longer periods. Approximately 62% of users took less than 2 minutes to walk from their parking space to their destination with 7% reporting that it took longer than 5 minutes to walk to their destination.

There were mixed responses to questions asking about resident’s satisfaction with downtown parking. While 41% indicated general satisfaction with the quantity of downtown parking, almost 30% suggested there is not enough parking. Approximately 46% of residents felt that the location of downtown lots provided good proximity to their destinations and 38% were satisfied with the

proximity of on-street parking spaces. Approximately 36% of respondents noted that they were satisfied with the availability of accessible parking spaces in the downtown.

Roughly 24% were not satisfied with the locations of parking lots and 32% felt that on street parking was not convenient enough. In many of the free form comments, some residents were critical of the loss of parking on Front Street due to the recent reconstruction and streetscaping project.

Satisfaction with time limits for parking also featured a mix of responses with 38% of respondents indicating they were satisfied with current limits and 30% indicating they felt the limits were too short. A similar mix of feedback was received regarding the cost of parking. Approximately 35% of respondents felt that the overall cost of parking was reasonable and 26% indicated that the cost of permit parking was reasonable, while 40-41% of respondents were not satisfied with these costs.

As part of the survey, residents were provided with a list of potential changes to downtown parking that could be considered, and users were asked to rank their preference for each potential measure. Responses were scored based on the rankings and the number of respondents selecting each ranking value to estimate a weighted score for each measure, with the lowest weighted score representing the most popular measures. **Table 6.1** summarizes the ranking results. **Appendix B** provides a copy of the survey questionnaire and a detailed summary of the public survey results.

Based on the ranking results the following observations are noted:

- Longer time limits for on-street parking are most popular.
- Improved signage and increasing options to pay (mostly at meters) are ranked third and fourth respectively.
- Adding more spaces and more overnight parking is felt to be important.
- The desire for more free parking is highly popular but ranks second last when asked if tax increases should be used to cover the costs of free parking.
- Some felt that elimination of free on-street parking would improve availability.
- Many suggested providing more free parking in municipal lots and asking users to pay for the convenience of on-street parking.
- Bike parking and E-vehicle charging stations were not identified as key priorities for current users.

TABLE 6.1: RANKING OF POTENTIAL CHANGES TO DOWNTOWN PARKING

Potential Measure	Overall Score	Weighed Score
Allow longer time limits for on-street parking on Front Street	2290	3.50
Allow longer time limits for all on-street parking	2303	3.52
Improve signage to locate municipal parking lots	3196	4.89
Increase options to pay for parking	3705	5.67
Provide more municipal parking spaces in the Downtown	4006	6.13
Allow more overnight parking in municipal lots	4419	6.76
Provide lower parking rates in municipal lots	4601	7.04
Provide signs indicating number of available parking spaces in lots	4973	7.60
Provide more accessible parking spaces	5932	9.07
Eliminate free on-street parking to improve availability of spaces	7140	10.92
Provide more loading zones for business deliveries	7472	11.43
Increase enforcement levels to better manage parking violations	7971	12.19
Provide less expensive parking rates in lower used lots	8034	12.28
Increase fines to better manage parking violations	8662	13.24
Reduce number of loading zones to provide more spaces	8762	13.40
Providing secure bicycle parking in municipal lots	8914	13.63
Increase amount of free parking and raise taxes to cover costs instead	9290	14.20
Provide electric vehicle charging stations in municipal lots	10164	15.54

6.3 Engagement Round 2 Summary

6.3.1 Stakeholder Meeting with BDIA

A follow up meeting was organized with members of the BDIA in November 2024 to share information on the findings of the parking surveys in downtown lots, the assessment of current conditions, the feedback received from the public survey and to obtain feedback on the preliminary study recommendations.

The members of the BDIA expressed some support for some of the proposed recommendations but had concerns with the proposal to eliminate free parking on Front Street. In their response following the meeting the BDIA expressed the following priorities for downtown parking changes, for consideration:

1. **No Pay and Display Meters on Front Street**: The BDIA strongly recommended that pay and display meters not be implemented on Front Street. In the past, the City installed meters in this area, but they were later removed during the costly Build Belleville project. They felt that reinstating meters here would be cost-prohibitive and counterproductive.

2. **Free Parking in Back Lots for 2 Hours**: To encourage people to come downtown, they suggest offering 2 hours of free parking in the rear lots. In exchange, they proposed an increase to the rate for street parking to $2 per hour to help offset the costs of providing this benefit.

3. **Free Lot by the Courthouse**: They recommended dedicating a free parking lot near the courthouse or another low use lot to make it more convenient for those who don't mind walking a little further to their destination. They felt this would provide an additional, less expensive parking option and encourage broader use of the downtown area.

4. **Free Parking in Evenings and Weekends**: The BDIA believe that keeping parking free during evenings and weekends is essential, as it would help support the local restaurant industry and other businesses that rely on higher traffic during off-peak hours. They feet this is a crucial incentive to draw more visitors to the downtown area and attend events.

5. **Monthly Overnight Permits for STAs and Residents**: The BDIA support offering monthly overnight parking permits for short-term accommodations (STAs) and residents throughout the year. They felt this would offer greater convenience and

ensure that those living and working downtown have reliable parking options, along with creating another parking revenue stream for the City.

6.3.2 Public Open House – December 2024

Following the meeting with the BDIA a Public Open House was held December 6, 2024 at the Quinte Sports and Wellness Centre. Attendance at the open house was limited, with approximately 5 residents signing in and discussing the project with members of the project team.

Copies of the PIC Displays were made available on the City website for those who were not available to attend the open house meeting.

The project team received one response; however this was a comment about the current process for registering multi-vehicles for monthly parking permits.

7 Parking Management Framework

Based on the review of the existing parking system in downtown Belleville, the review of parking in other municipalities, the financial analysis and the results of the Phase 1 consultation program a proposed parking framework was developed for the City to guide the development of recommendations.

The proposed parking framework is guided by 8 key high-level principles which include:

1. Meet or exceed accessible parking standards (on street and in City lots)
2. Parking is an asset that needs to be managed to support the entire City and the downtown
3. Maintain user pay approach to downtown parking
4. On street parking is the most highly sought-after type of parking and should be treated accordingly
5. Customers requiring longer parking durations should be encouraged to use off street lots
6. Parking in lots should be incentivized to optimize use
7. All day parking should be priced higher than taking transit
8. Make use of technology to improve customer service

7.1 Meet or Exceed Accessible Parking Standards

The Accessibility for Ontarians with Disabilities Act (AODA) establishes the legislative requirements and standards in order to achieve Accessibility for Ontarians with Disabilities with respect to goods, services, facilities, accommodation, employment, buildings, structures and premises. The AODA also requires the Government of Ontario, municipalities, and representatives of industries and of various sectors of the economy to include persons with disabilities in the development of accessibility standards and in the implementation of adopted standards.

Regulation 191/11, made under the AODA, establishes Integrated Accessibility Standards (IAS) for the provision of information and communications, employment, transportation, customer service, and the design of public spaces. Regulation 191/11 applies to the

government of Ontario, Municipalities, other public sector organizations, and private sector organizations with at least one employee that provide goods, services, or facilities to the public or other third parties.

The City of Belleville has adopted standards within their Zoning By-Law (2024-100) regarding the provision of Accessible Parking spaces for new developments in the City. These requirements generally exceed the minimum requirements outlined in the AODA legislation.

Given the City policy direction regarding the provision of Accessible parking in new development areas it would be appropriate to adopt a similar standard for the provision of Accessible parking spaces within municipal parking lots.

The AODA does not provide any guidance on charging parking fees for use of Accessible parking spaces. The City currently does not charge for parking in Accessible spaces, and this practice is common in some of the smaller municipalities reviewed, such as Port Hope and Prince Edward County. Larger municipalities like Peterborough, Kingston and Guelph all charge regular parking fees for use of Accessible parking spaces in lots and on-street. Some Cities, such as Peterborough have maintained separate parking meters at their Accessible on-street spaces so that customers have easier access to pay and do not have to navigate to a pay and display machine to make their payment.

7.1.1 Provincial Requirements for Accessible Parking

Part IV.1 of the IAS regulation provides standards for the design of Spaces and the Built Environment and includes requirements for Accessible Parking. The IAS apply to off-street parking facilities in municipal parking lots and private parking for lots serving the public.

Section 80.34 of the IAS provides standards for the design of accessible parking spaces, Section 80.35 covers accessible aisles between parking spaces that allow for persons with disabilities to get in and out of their vehicles, and Section 80.36 establishes requirements for the number and type of accessible parking spaces to be provided.

Under the IAS the requirement for Accessible parking spaces is tied to the overall number of spaces within a parking lot, as follows:

- Under 12 spaces - 1 Type A space is required
- Between 13-100 spaces - 4% of total spaces shall be accessible with 50% being Type A and Type B
- Between 101 – 200 spaces - 1 space + 3% of total spaces shall be accessible with 50% being Type A and Type B

- Between 201-1000 spaces – 2 spaces + 2% of total spaces shall be accessible with 50% being Type A and Type B
- For lots with over 1000 spaces = 11 spaces + 1% of total spaces shall be accessible with 50% being Type A and Type B.

7.1.2 City of Belleville Accessible Parking Requirements

Under the City Zoning By-Law 2024-100, the requirement for Accessible parking spaces is also tied to the overall number of spaces within a parking lot, however the requirement exceeds the minimum AODA standards, as follows:

- Under 12 spaces - 1 Type A space is required
- Between 13-100 spaces - 5% of total spaces shall be accessible with 50% being Type A and Type B
- Between 101 – 200 spaces - 1 space + 4% of total spaces shall be accessible with 50% being Type A and Type B
- Between 201-1000 spaces – 2 spaces + 3% of total spaces shall be accessible with 50% being Type A and Type B
- For lots with over 1000 spaces = 11 spaces + 2% of total spaces shall be accessible with 50% being Type A and Type B.

Table 7.1 summarizes the number of Accessible Parking Spaces in each of the City managed parking lots and compares this to the number of spaces required under the AODA legislation and the City Zoning By-Law.

Currently there are 25 designated Accessible parking spaces in the 14 City operated parking lots in the downtown. Based on the AODA minimum requirements, a total of 43 spaces would be required, and by adopting the requirements in the City Zoning By-Law an additional 7 spaces would be required – for a total of 50 spaces.

Under the current City Zoning By-Law there is a deficiency of 26 spaces spread across most of the City operated lots, when the lot-by-lot deficiencies are totaled. This is because the Courthouse East lot has one more space than is required under the Zoning By-Law. The Market Square North and South lots, both have the required number of Accessible spaces. The Riverside South lot currently meets the requirements under the AODA legislation but requires one additional accessible space to comply with the Zoning By-Law.

The estimated costs to restripe the lane marking in the lots to provide these new spaces is $130,000, or approximately $5000 per space.

TABLE 7.1: ACCESSIBLE PARKING REQUIREMENTS IN MUNICIPAL LOTS

Parking Lot	Number of Spaces	Number of Accessible Spaces	Number of Required Spaces AODA	Number of Required Spaces Zoning By-Law	Deficiency
Buc Lot	15	0	1	1	1
Campbell Lot	8	0	1	1	1
Clark Lot	116	1	5	6	5
Courthouse East Lot	144	8	6	7	0
Courthouse West Lot	98	3	4	5	2
Front Street Lot	127	3	5	7	4
Market Square North Lot	17	1	1	1	0
Market Square South Lot	17	1	1	1	0
Pinnacle Lot	78	2	4	4	2
Riggs Lot	54	0	3	3	3
Riverside Central Lot	66	1	3	4	3
Riverside North Lot	60	0	3	3	3
Riverside South Lot	106	5	5	6	1
Victoria Lot	12	0	1	1	1
Total	**918**	**25**	**43**	**50**	**26**

7.1.3 Apply Standards for Lots to On-Street Parking

Currently there are no standards in the AODA legislation or the associated regulations regarding the number of accessible parking spaces to be provided for on-street parking, nor the design of on-street spaces designated for accessible parking.

Section 80.39 of the IAS does require that public sector organizations shall consult with the public and persons with disabilities on the need, location and design of accessible on-street parking spaces. Municipalities are also required to consult with their Accessibility Advisory Committees, where they have been established.

In alignment with the parking framework recommendation to meet or exceed accessible parking standards, the same AODA parking requirement standards could be used to determine the number of on-street accessible spaces that should be provided as well.

There are a couple of ways this could be implemented. Either the number of required spaces could be based on the AODA or City Zoning By-Law standards and be applied on an overall basis or the standards could be applied on street-by-street basis.

Treating the standards as a target to achieve on an overall basis treats the entire on-street parking supply in the downtown the same as a large parking lot, where the total number of on-street accessible spaces provided in the downtown would be a function of the total number of on-street spaces. The distribution of where those spaces are located could be flexible with more spaces located around destinations where users require them most. Consultation with the Accessibility Advisory Committee and persons with disabilities would be suggested to help identify where spaces would be most useful.

Applying the standards on a street-by-street basis is another approach that can be used. This would treat each street like a parking lot and determine the number of spaces that should be provided for each street. This approach would ensure that a least one accessible parking space is provided on each street but may be less sensitive to the types of destinations on a street and if those locations are important locations for accessible parking spaces.

Table 7.2 summarizes the number of accessible on-street parking spaces in the downtown area by street and compares this to the number of spaces that would be required under the City Zoning By-Law applied on an overall basis and a street-by-street basis.

TABLE 7.2: ACCESSIBLE PARKING REQUIREMENTS ON-STREET

Street	Number of Spaces	Accessible Spaces	Requirement
Bridge Street	35	1	2
Campbell Street	8	1	1
Church Street	37	0	2
Coleman Street	27	3	2
Front Street	77	5	4
Great St James	20	0	1
Market Street *	5	0	1
Mc Annany Street *	7	0	1
Pinnacle Street	94	3	5
Victoria Ave	15	1	1
Total Spaces	**325**	**14**	

Requirement	(based on overall spaces)	**13**	
Requirement	(street by street)		**20**
	Deficiency / Surplus	1	-6

Applying the accessibility requirements on an overall basis results in the need for 13 spaces in the downtown, while there are currently 14 spaces provided. Applying the requirements on a street-by-street basis would result in the need for 20 accessible parking spaces, representing a deficiency of 6 spaces compared to what exists today. The estimated cost to provide these additional spaces is $6,000 for pavement markings and signage.

In the existing condition, there are no accessible parking spaces along Church Street, Great St James Street, Market Street, nor McAnnany Street. The street-by-street approach would address this; however, it is noted that for Market Street and McAnnany Street there are accessible spaces provided in the adjacent Market Street Square lots on the north and south sides.

Using a street-by-street approach shows an oversupply of accessible parking on Front Street and Coleman Street. With both streets being long, the City may wish to maintain this oversupply to ensure an appropriate distribution of spaces to reduce the distances between spaces.

Feedback received during the study identified a request for a new on-street Accessible parking space in the vicinity of 231 Front Street to support a medical practitioners office. This is one of the few blocks along Front Street that does not currently have an Accessible space. With the limited number of overall parking spaces on Front Street, it may be more appropriate to relocate one of the existing Accessible spaces to this block rather than adding a new Accessible space. We would suggest that this request be brought forward to the City's Accessibility Advisory Committee to seek feedback on the implications of moving an existing Accessible parking space to this section of Front Street, between Bridge Street and Campbell Street.

Accessibility Recommendations:

7.1.1. The City should adopt the Accessible Parking Space requirements outlined in Zoning By-Law 2024-100 and apply these to municipal parking lots in the downtown.

7.1.2. The City should implement a program to restripe the parking spaces in all municipal lots to add additional Accessible Parking Spaces in accordance with Table 7.1.

7.1.3. Accessible spaces in municipal lots should be 50% Type A spaces and 50% Type B spaces and should be designed with an

accessible aisle on both sides of each space in accordance with the City Zoning By-Law.

7.1.4. The City should adopt the Accessible Parking Space requirements outlined in Zoning By-Law 2024-100 and apply these to municipal on- street spaces in the downtown, using a street-by-street approach.

7.1.5. The City should implement a program to designate accessible parking spaces on all streets in the downtown in accordance with Table 7.2.

7.1.6. The City should consult with the Accessibility Advisory Committee to seek feedback on the locations for new on-street accessible parking spaces and prior to removing or relocating any existing accessible spaces.

7.1.7. The City should continue to maintain their program of providing free parking for Accessible spaces in lots and for on-street parking as the cost to provide and install separate meters at each on-street accessible space would likely outweigh the potential revenue collected from charging for parking in the Accessible spaces.

7.2 Treat Parking as an Asset

Parking has the power to shape the design, form and function of our cities and the neighbourhoods that we live in. A report prepared by the City of Regina estimated that close to 47% of privately owned land in Regina's downtown is dedicated to parking[10].

Parking is often considered as one of the greatest assets to support a vibrant and growing downtown, yet a parking lot does not create value in and of itself – the value of parking is created by providing access to destinations that people want to travel to. The more convenient the access the higher the value that a user will place on it.

The typical cost to build a surface parking space is approximately $5,300 plus the cost of land, while parking in a structure can range from $46,100 per space for an above grade structure, to $61,200 per space for an underground parking lot (excluding land costs)[11].

As noted in Section 4, in 2023 the City of Belleville spent approximately $700,000 per year to manage their downtown parking

[10] Regina Planning Commission Report RPC21-3 Temporary Downtown Surface Parking Lots, January 6, 2021

[11] City of Peterborough Residential Parking Ratios Technical Working Paper, Oct 2023.,

system, which is comprised of approximately 1,280 municipal parking spaces – 944 in 14 separate parking lots and 338 spaces on street. This represents an annual operating cost of $546.00 per space, plus the cost of long-term maintenance and rehabilitation.

Given the value of parking in supporting destinations in the downtown combined with the cost to construct and maintain parking infrastructure the City needs to treat the downtown municipal parking supply as an asset that is critical in supporting the downtown.

7.2.1 Adopting an Asset Management Approach

In January 2018, the Province of Ontario passed the Infrastructure for Jobs and Prosperity Act which established a requirement for municipalities to undertake evidence-based and strategic long-term financial infrastructure planning. Ontario Regulation 588/17, 'Asset Management Planning for Municipal Infrastructure' which was enacted as part of the Act, requires municipalities to develop Asset Management Plans covering all municipal infrastructure.

The 2024 Asset Management Plan for the City of Belleville identifies an inventory of 17 parking lots, 65 Light poles and signs, and 403 Pay and Display Machines and parking meters with an overall replacement value of $7,510,000. The plan did not provide a detailed breakdown of the various assets, their individual replacement values and their life expectancy.

For the purpose of this study, we have identified four key asset groups associated with the current downtown parking system, as summarized in **Table 7.3**. Based on the estimated replacement value for each of the asset classes we estimated the replacement value of the downtown parking infrastructure at $7.46 million, which is in line with the total estimated in the 2024 Asset Management Plan.

One of the key benefits of using an asset management approach to managing infrastructure is the data driven approach to identifying assets, assessing their replacement value, determining the ongoing costs to operate and maintain the asset, assessing the current condition of the asset and any associated risks, and assessing the long-term financial requirements to operate and maintain the asset over its lifecycle.

TABLE 7.3: DOWNTOWN PARKING ASSETS

Asset	Number of Units	Replacement Cost Per Unit	Replacement Value
Parking Lot Spaces	944	$ 5,300.00	$ 5,003,200
On Street Spaces	338	$ 5,300.00	$ 1,791,400
Pay and Display Machines	15	$ 15,000.00	$ 225,000
Parking Meters[12]	165	$ 1,800.00	$297,000
Lighting	31	$4,500.00	$139,500
Total Replacement Value			**$7,456,100**

7.2.2 Life Cycle Cost to Maintain Parking Infrastructure

The 2024 Asset Management Plan assessed the condition of the parking assets and developed a 10-year average annual funding needs forecast of $1.21 M – comprised of $0.10 M for growth and upgrade needs, $0.23 M for asset renewal needs, and $0.88 M for operations and maintenance needs. The study identified the need for an 18.2% increase in revenues to close the 10-year funding gap. The report did not provide a detailed breakdown of how the growth amounts and asset renewal amounts were estimated.

Based on the asset inventory and replacement value for parking related assets in the downtown we also estimated an annual cost to maintain the assets based on the typical lifecycle for each asset class.

For surface parking lots an average lifecycle of 15 years was assumed between major resurfacing of the pavement surface. With routine maintenance every 15 years, and regular crack sealing in interim years as required, a parking space should have an ultimate lifespan of up to 80 years before full reconstruction is required. For the purpose of this assessment, we have assumed the same lifespan for on street parking spaces, although it is recognized that the decorative paving treatment used for some of the parking spaces on Front Street may last longer than a traditional pavement surface but may require more frequent maintenance to correct loose pavers and fill gaps to avoid water damage.

[12] The inventory of parking meters did not differentiate between meters with two meter heads serving two on-street spaces versus single meters serving one space. This may be the source of difference between the 403 Pay and Display Machines and parking meters noted in the 2024 AMP and the 165 meters and 15 Pay and Display machines noted in this study.

Pay and Display machines are assumed to have an average lifespan of 10 years, at which point they will likely need to be replaced due to failing internal electronic parts and technology obsolescence.

Lighting poles in surface parking lots are assumed to have a lifespan of 50 years, at which point they would need replacement. Light fixtures will require changing on a more frequent basis however this is dependent on the type of fixture used. High pressure sodium light fixtures can last approximately 24,000 hours or roughly 5.5 years assuming an average of 12 hours of use per day. LED fixtures have an estimated lifespan of 50,000 to 100,000 hours – effectively extending their effective life to 10 to 20 years.

Parking meters are assumed to have an average lifespan of 25 years before needing replacement due to aging electronic components and display screens.

By assessing the average lifespan of each asset class along with the average replacement cost, an overall annual cost for replacing the existing parking assets is summarized in **Table 7.4**. This approach is also known as a "whole of lifecycle" approach.

This annual cost should form the basis for annual contributions to the Parking Reserve Fund to ensure that adequate funding is available to undertake routine maintenance work for parking capital assets without having to use tax supported capital program contributions.

TABLE 7.4: ANNUAL COST TO MAINTAIN PARKING ASSETS

Asset	Number of Units	Rehabilitation Cost	Lifecycle (years)	Annual Cost
Parking Lot Spaces	944	$ 2,407,200	15	$ 160,480
On Street Spaces	338	$ 861,900	15	$ 57,460
Pay and Display Machines	15	$ 225,000	10	$ 22,500
Parking Meters	165	$ 297,000	25	$11,880
Lighting	31	$ 139,500	50	$2,790
Annual Cost				**$255,110**

Based on the lifecycle assessment of parking infrastructure costs an annual allocation of $255,110, would be required to provide sufficient funding within the Parking Reserve Fund to support ongoing

maintenance and rehabilitation of the major parking assets over their lifespan.

This compares relatively closely to the estimated Asset Renewal forecast of $230,000 developed as part of the City's 2024 Asset Management Plan, which estimated the investment needed over the next 10 years assuming current service levels are maintained. The Plan also identified the need for an additional $100,000 in annual funding to accommodate future growth in the City.

In total the 2024 Asset Management Plan identified a funding requirement of $330,000 each year for asset renewal and to keep pace with overall City growth and identified that an immediate increase in user fees of 18.23% would be required to close the funding gap. The 2024 plan ultimately recommended a phased approach to close the funding gap assuming a 1.69% annual increase in revenues.

The specific changes to parking fees, fines, and permit parking programs and rates recommended in this study should result in an estimated 63% increase in annual revenues to the parking operation upon full implementation. This level of increase will close the funding gap identified in the 2024 Asset Management Plan, provide additional revenues necessary to fund the capital investment recommendations in this study, and will allow the City to gradually increase the parking reserve fund to cover future longer term needs.

The City is currently updating their Asset Management Plan and may be adjusting the forecasts of future funding needs accordingly, taking into account proposed levels of service. Many of the parking improvements recommended as part of this study would represent service level enhancements (e.g. increased staffing for enforcement, investment in new technology for enforcement, investment in a parking management system and enhanced lighting and safety systems for the Front Street and Riverside lots). These enhancements should be considered as part of the updated Asset Management Plan being completed by the City, to form the basis for future reserve fund contribution targets.

In the meantime, for the purpose of this study, the financial analysis has used the original $330,000 annual reserve fund contribution recommendation in the 2024 Asset Management Plan as a target, along with an additional 2% of annual revenues to be used for revenue stabilization – for an overall target of $359,500 per year. This contribution target will need to be achieved in a phased implementation (discussed further in Section 9 of the report) as the various revenue generating measures are also expected to be implemented in phases.

7.2.3 Optimizing Use of Parking Assets

Given the annual cost to operate parking services, and the need to set aside annual funding for major capital maintenance and rehabilitation work the City would be wise to optimize the use of the parking assets in the downtown to increase value for downtown businesses and users and to improve the financial performance and self sufficiency of the parking enterprise.

The parking occupancy surveys completed as part of the study identified sufficient capacity in the downtown parking lots during all periods of the day, and considering seasonal demand patterns, to support the issuing of additional parking permits to downtown residents and other users. Two opportunities identified include the issuing of additional monthly parking permits in certain lots and the issuing of overnight parking permits in municipal lots for those needing a more permanent parking solution during the evening hours when parking is currently prohibited.

Capacity for Additional Monthly Permits

Based on the occupancy surveys completed as part of the data collection phase of the study, hourly parking demands for each lot where identified. Some of the occupants are already permit holders and some are hourly parkers, for lots where hourly parking is permitted. As noted in Section 3.4, the parking demand during the survey period is less than the peak parking demands experienced in August – which is the peak season based on revenue intake.

Parking capacity is typically defined as when a lot reaches between 85% and 95% of its actual capacity. Beyond that, users have to spend additional time circling the lot searching for parking spaces and often leave frustrated with the parking system.

With these considerations in mind, the approach to determining capacity for issuing additional monthly permits was completed on a lot-by-lot basis and included the following steps:

1. Calculate average weekday parking demand by hour of the day from the two weekday surveys in April.
2. Estimate number of permit holders by hour of day in the existing parking demand based on permits sold for each lot, assuming 50% of permit holders arrive between 8am and 9 am, 100% of permit holder are parking between 9 am and 5 pm, and 50% of permit holders are still parked between 5pm and 6 pm.

3. Calculate estimated number of hourly parkers by lot by time period based on the difference between total demand and permit holder demand.
4. Adjust hourly parking demand for peak seasonal variation. Based on August versus April revenues a factor of 1.83 was applied to estimate peak hourly demand during peak seasons.
5. Apply 95% target occupancy for lot based on number of total spaces.
6. Calculate maximum hourly demand by lot and by hour based on permit holder parkers plus seasonal adjusted hourly parkers.
7. Calculate permit availability by subtracting maximum hourly demand (adjusted per step 6) from the 95% target occupancy level for each lot.

A similar process was used to estimate capacity for overnight permits, with two key differences. Despite available capacity in some lots, it was assumed for practical reasons to restrict issuing overnight permits in lots where monthly permits are not currently issued. These lots are reserved for hourly parking demand, and overnight permit holders that stay beyond their allotted time would take up the available capacity, particularly during the morning.

The two Courthouse lots were also excluded from the overnight permit availability calculations, as it is expected that there would be limited demand for overnight parking in these areas. The Pinnacle lot has limited daytime capacity for hourly parking due to the number of permit holders registered for this lot and therefore this lot was also excluded from the calculations of overnight permit availability to avoid conflicts with overnight permit holder taking up capacity reserved for monthly permit holders.

Table 7.5 provides a summary of the assessment results for the summer peak season and **Table 7.6** provides a similar assessment for the winter season, accounting for the lower average hourly demands observed during the surveys and spaces used for snow storage in each lot.

TABLE 7.5: MONTHLY AND OVERNIGHT PERMIT AVAILABILITY

Lot	Total Spaces	Current Permit Holders	Available Spaces	Peak Season Maximum Hourly Demand	Hourly Parkers Target Occupancy 95%	Monthly Permit Availability	Overnight Permit Availability
Buc Lot	15	2	13	0	12	12	12
Campbell Lot	8	0	8	9	8	0	0
Clark Lot	116	56	60	27	57	30	30
Courthouse East Lot	144	33	111	9	105	96	
Courthouse West Lot	98	14	84	0	80	80	
Front Street Lot	127	54	73	51	69	18	32
Market Square North Lot	17	0	17	22	16	0	0
Market Square South Lot	17	0	17	20	16	0	0
Municipal Lot	26	0	26	N/A	0	0	0
Pinnacle Lot	78	61	17	0	16	16	
Riggs Lot	54	18	36	4	34	30	27
Riverside Central Lot	66	9	57	7	54	47	47
Riverside North Lot	60	5	55	9	52	43	41
Riverside South Lot	106	56	50	55	48	0	0
Victoria Lot	12	12	0	0	0	0	0
Total Available						**372**	**189**

TABLE 7.6: MONTHLY AND OVERNIGHT PERMIT AVAILABILITY – WINTER SEASON

Lot	Total Spaces	Current Permit Holders	Spaces for Snow Storage	Available Spaces	Winter Hourly Demand	Hourly Parkers Target Occupancy 95%	Monthly Permit Availability	Overnight Permit Availability
Buc Lot	15	2	3	10	0	9	9	9
Campbell Lot	8	0	3	5	5	4	0	0
Clark Lot	116	56	10	50	15	47	32	50
Courthouse East Lot	144	33	10	101	5	95	90	
Courthouse West Lot	98	14	8	76	1	72	71	
Front Street Lot	127	54	10	63	28	59	31	50
Market Square North Lot	17	0	0	17	12	16	0	
Market Square South Lot	17	0	0	17	11	16	0	
Municipal Lot	26	0	5	21	N/A	N/A	0	
Pinnacle Lot	78	61	8	9	0	8	8	
Riggs Lot	54	18	8	28	4	26	22	28
Riverside Central Lot	66	9	16	41	4	38	34	41
Riverside North Lot	60	5	8	47	6	44	38	46
Riverside South Lot	106	56	8	42	30	39	9	42
Victoria Lot	12	12	3	9	0	0	0	0
Total Available							**344**	**267**

Using the methodology described above, there is estimated capacity to consider 372 additional monthly parking permits and 189 new overnight parking permits across the downtown parking lots during the summer months, however when accounting for lower parking demand in winter combined with the spaces lost in the lots for snow storage, there is estimated capacity to consider 344 additional monthly parking permits and 267 new overnight parking permits during the winter season.

To ensure that the availability constraints for each season are respected it is recommended that the permit availability be based on the lower of both seasonal conditions, as summarized in **Table 7.7**. The analysis suggests that City could consider issuing up to 320 additional monthly parking permits and 180 new overnight parking permits across the downtown parking lots based on current demands.

Introducing Overnight Parking Permits

Overnight parking is currently permitted in the Riggs Lot and the Riverside North lot, with 8 and 10 designated spaces in each lot respectively. Use of the overnight parking spaces is free after 6 pm until 8 am. Vehicles parked in these spaces outside the designated time limits are issued a parking infraction.

Introducing a formal paid overnight parking permit system can have a number of benefits and will appeal to different user groups. For residents and visitors to the downtown, overnight parking in downtown lots may be appealing for those who do not wish to drive home after visiting a restaurant or bar and consuming alcohol. An ad hoc overnight permit would allow those users to choose a safe way to get home (cab, Uber, friend, transit, walk, etc.) without fear of having their car towed. For this to be convenient for users the option would need to be available at the pay and display machines and on the Hotspot Parking App. This would need to be structured as a one-time parking permit similar to a flat rate for evening parking (this option is further discussed in Section 7.6).

Other potential users of the overnight parking permit would be residents who live downtown or in close proximity to a downtown lot but do not have parking at their residence. For these residents having the option to purchase a monthly overnight parking permit would provide a location for them to park their vehicle without fear of having their vehicle ticketed or towed.

TABLE 7.7: RECOMMENDED MONTHLY AND OVERNIGHT PERMIT AVAILABILITY

Lot	Total Spaces	Current Permit Holders	Monthly Permit Availability	Overnight Permit Availability
Buc Lot	15	2	9	9
Campbell Lot	8	0	0	0
Clark Lot	116	56	30	30
Courthouse East Lot	144	33	90	
Courthouse West Lot	98	14	71	
Front Street Lot	127	54	18	32
Market Square North Lot	17	0	0	
Market Square South Lot	17	0	0	
Municipal Lot	26	0	0	
Pinnacle Lot	78	61	8	
Riggs Lot	54	18	22	27
Riverside Central Lot	66	9	34	41
Riverside North Lot	60	5	38	41
Riverside South Lot	106	56	0	0
Victoria Lot	12	12	0	0
		Total Available	**320**	**180**

The other potential user group is tenants of downtown short term rental accommodation, where the unit does not feature on site parking. Many of the upper units in downtown commercial buildings are being converted to provide short term rental accommodation and having a parking option would assist in marketing these units to customers.

For both permanent downtown residents and short-term rental accommodation tenants, the overnight parking permit may also need to provide the ability to park during the daytime – essentially requiring a 24 hour parking permit.

To address the various needs of different users three type of overnight permits are suggested to be made available:

- **Overnight Monthly** – this permit would be targeted to downtown residents who need parking after normal hours (after 6pm) but do not require daytime parking except on weekends. The permit would be valid Monday to Friday between 6 pm and 8 am, and all day Saturday and Sunday. Users would be asked to park in designated overnight parking spaces assigned in each lot, although they would not have a designated spot for themselves as all parking would be on a first come-first served basis. Permit management could be handled through the current HotSpot Parking App, with residents purchasing their permit online and providing their licence plate information to allow for validation of their permit by enforcement staff.
- **24 Hour Monthly Permit** – this permit would be targeted to downtown residents and owners of short-term rental properties who need parking 24 hours per day. For residents living downtown who do not use their car during the day, this would provide them a permit to park their car all day and all night in designated parking spaces. For owners of short-term rental properties who want to provide parking for their tenants a monthly 24 hour permit would provide the flexibility to offer this to guests who need the service. Permit management could be handled through the current HotSpot Parking App, with residents purchasing their permit online and providing their licence plate information to allow for validation of their permit by enforcement staff. Similarly, owners of short-term rental accommodations could ask for the licence plate information from their guest at the time of registration, and use this to update the plate information within the HotSpot App. The City would need to work with HotSpot and the owners of rental properties to confirm the timing and process for changing the licence plate information in the system with consideration for pre-booking of accommodations, tenant check out and check in

times, and the need to update the HotSpot App to ensure accurate licence plate information is provided as tenants change.

- **24 Hour Daily Parking Permit** – this permit would be targeted to tenants of short term rental properties (where the owner chooses not to include the parking permit in the cost of the rental) or other users who do not need a monthly permit but may require overnight downtown parking and parking during the day for one or more days on an ad hoc basis (i.e. to provide parking for visitors). Similar to the other forms of overnight permits, this daily permit could be managed through the HotSpot Parking App, with users going online to book their daily permit and entering their licence plate information for validation of their permit by enforcement staff.

The recommended costs and revenue potential for the various types of overnight permits are summarized in **Table 7.8**.

TABLE 7.8: RECOMMENDED OVERNIGHT PERMIT COSTS AND REVENUES

Permit Type	Recommended Cost	Estimated Monthly Permit Sales	Estimated Annual Revenue
Overnight Monthly Permit	$ 25.00	40	$11,000
24 Hour Monthly Permit	$ 100.00	15	$16,500
24 Hour Daily Permit	$ 15.00	20	$3,300
Estimated Annual Revenue			**$ 30,800**

Notes:

1) 24 Hour Monthly Permit price is based on the recommended increase of Monthly Daytime permits to $75 (see Section 7.71) plus the $25 Overnight Monthly Permit.

2) Annual Revenue assumes continuation of free monthly permits in December

3) Monthly demand based on sales of 25% of available overnight permits

Asset Management and Optimization Recommendations:

7.2.1. Subject to the update of the City's 2024 Asset Management Plan, the City should allocate $359,500 from annual parking revenues to the Parking Reserve Fund to support future rehabilitation of major parking assets, new capital investments, and to provide for future revenue stabilization.

7.2.2. The City should amend the traffic by-law to establish an overnight parking permit program featuring an Overnight Monthly Permit, priced at $25.00 per month; a 24-Hour Monthly Permit, priced at $100.00 per month; and a 24-Hour Daily Permit, priced at $15.00 per day.

7.2.3. The City should designate sufficient parking spaces for overnight parking permit holders in areas that do not conflict with snow storage areas in lots.

7.2.4. The City should work with HotSpot to establish an online process to book the various types of overnight parking permits for lots identified with capacity to accommodate overnight parking.

7.2.5. The City should consult with downtown property owners of short-term rental accommodations to clarify permit booking process, permit rules and expectations, and eligible lot locations.

7.2.6. The City should develop information material to make available on the parking webpage to describe the overnight permit parking program, permit types and options, parking rules, and process for purchasing permits.

7.3 Maintain User Pay Approach to Downtown Parking

The City currently charges users for downtown parking as a means of offsetting the cost of operating and maintaining the parking infrastructure. As noted previously, the cost to operate and maintain the downtown parking system was approximately $817,000 in 2024, and as noted previously, the City should be allocating an additional $330,000 per year to the Parking Reserve Fund to plan for longer-term maintenance and rehabilitation of parking assets. This represents an annual base cost of $1,147,000 to operate and maintain the parking system downtown.

Adopting a user fee system is consistent with the approach used in most municipalities to recover the costs associated with providing municipal parking to support their downtown areas. Maintaining the user pay approach avoids adding the cost of maintaining the parking system to the general property tax base.

7.3.1 Revenues Should Cover Parking Costs

Maintaining a user pay approach to downtown parking essentially means that the parking system must generate sufficient annual revenues to cover annual costs, including contributions to the Parking Reserve Fund for long term capital projects to upgrade parking lots or

equipment. Revenues should also be sufficient to cover any debt financing costs resulting from larger capital projects that exceed the available funding in the parking reserve.

The demand for parking can fluctuate due to various external factors beyond the control of the City. In 2020 the COVID pandemic was a significant event that impacted parking demands and significantly reduced parking related revenues in most municipalities and ultimately changed the financial framework for parking. The longer-term effects of COVID are still influencing parking patterns in municipalities across Ontario, if not all of North America, with increased work at home more online shopping and the popularity of food delivery services.

Other less dramatic trends can also influence parking demands such as the overall health of the downtown, tourism visitation, business turn-over, or the relocation of major employers or businesses that generate activity. Inflationary pressures due to abnormal external factors can also impact operating costs. To provide a mechanism for stabilizing parking revenues related to costs on an annual basis an additional 2% of parking revenues could be directed to the Parking Reserve Fund each year to be available for funding shortfalls in the parking operation in years where revenues are impacted by external factors.

7.3.2 Benchmarking Costs in Other Municipalities

Benchmarking how other municipalities deal with parking policy or the cost of parking provides a context for assessing what other communities are doing and what changes might be reasonable to consider at the local level. Local residents will often be aware of different parking policies and the cost of parking in municipalities in the local area.

Having a policy and pricing approach to parking that is consistent with the approaches used in other municipalities is a reasonable approach to managing the parking system, keeping up with increasing costs, while staying competitive with adjacent municipalities.

As noted in Section 5, parking fines are approximately 27% lower in Belleville than the average rates charged in other peer municipalities. While no one like to receive a parking ticket, they are an important tool used to control abuse of parking rules, ensure turnover of high valued parking spaces, and ensure that accessible parking spaces are available to those who most need them.

Parking Fines

The City increased two of the most frequent parking infractions in 2024, but there are a number of other infractions where the fines are much lower in Belleville than the average of other municipalities.

As noted previously, parking enforcement activities and the issuing of fines for parking infractions are an important tool that a City can use to manage parking.

In some cases, the issuing of fines can be used as a form of education to make sure residents are aware of the parking rules and the consequences of breaking them. In other cases, enforcement is used as a tool to control obvious cases of abuse of the parking rules. Enforcement of parking time limits is important to ensure that there is turnover of highly valued spaces, such as on street parking.

Table 7.9 summarizes the recommended changes to set fines to bring the fines in line with fines issued in other municipalities in the area. Increasing the set fine rates has the potential to generate additional revenue and estimates of the increase in revenue potential is included in **Table 7.9**.

TABLE 7.9: RECOMMENDED FINE INCREASES AND REVENUES

#	Infraction	Reference	2023 Infractions	2024 Set Fine	Recommended Set Fine	Potential Revenue	New Revenue Potential
1	PARK-LEFT SIDE STREET-NOT ONE WAY-CURB	PART III, s.1 (1)(a)	49	30	30	$1,470.00	$0.00
2	PARK-LEFT SIDE STREET-NOT ONE WAY-NOCB	PART III, s.1 (1)(b)	7	30	30	$210.00	$0.00
4	FAIL TO PARK WITHIN DESIGNATED LINES	PART III, s.1 (2)(b)	4	30	30	$120.00	$0.00
5	PARK WRONG WAY ON ONE WAY STREET-CURB	PART III, s.1 (3)(a)	4	30	30	$120.00	$0.00
6	PARK WRONG WAY ON ONE WAY STREET-NO CURB	PART III, s.1 (3)(b)	1	30	30	$30.00	$0.00
7	PARK ON SIDEWALK OR FOOTPATH	Part III, s.1 (4)(a)	112	25	**30**	$3,360.00	$560.00
8	PARK WITHIN 0.5 METERS OF DRIVEWAY	PART III, s.1 (4)(b)	21	30	30	$630.00	$0.00
10	PARK WITHIN 3 METERS OF FIRE HYDRANT	Part III, s.1 (4)(d)	5	30	**50**	$250.00	$100.00
14	PARK WITHIN 9 M. INTERSECTION CROSSWALK	PART III, s.1 (4)(f)	21	30	**40**	$840.00	$210.00
17	PARK OBSTRUCT SNOW REMOVAL	PART III, s.1 (4)(h)	90	75	75	$6,750.00	$0.00
29	DOUBLE PARK	PART III, s.1 (4)(n)	1	30	**40**	$40.00	$10.00
30	PARK IMPROPERLY IN PARKING SPACE	PART III, s.1 (4)(o)	2	30	30	$60.00	$0.00
31	PARK WITHIN "T-TYPE" INTERSECTION	PART III, s.1 (4)(p)	2	30	**40**	$80.00	$20.00
33	STOP WHEN PROHIBITED	PART III, s.2 (13)	8	30	**40**	$320.00	$80.00
33	PARK WHEN PROHIBITED	PART III, s.1 (5)(b)	1387	30	**40**	$55,480.00	$13,870.00
34	PARK MORE THAN 120 MINUTES	PART III, s.1 (5)(c)	38	30	**40**	$1,520.00	$380.00
35	PARK MORE THAN 15 MINUTES	Part III, s.1 (5)(d)	6	30	30	$180.00	$0.00
38	PARK MORE THAN 1 HOUR	PART III, s.1 (5)(g)	341	30	**40**	$13,640.00	$3,410.00
40	PARK IN RESERVED SPACE - MAYOR	PART III, s.1 (6)(f)	1	30	30	$30.00	$0.00
41	PARK IN RESERVED SPACE - COUNCILLOR	PART III, s.1 (6)(f)	8	30	30	$240.00	$0.00
42	PARK BETWEEN 1:00 AM AND 6:00 AM	PART III, s.1 (7)(a)	2826	30	30	$84,780.00	$0.00
43	PARK MORE THAN 12 CONSECUTIVE HOURS	PART III, s.1 (8)	28	30	30	$840.00	$0.00
45	PARK - EXPIRED METER	PART III, s.2 (5)(b)	2304	12	**30**	$69,120.00	$41,472.00

#	Infraction	Reference	2023 Infractions	2024 Set Fine	Recommended Set Fine	Potential Revenue	New Revenue Potential
47	PARK - TICKET NOT PROPERLY DISPLAYED	Part III,s.2 (6)(a)(ii)	5570	**20**	**30**	$167,100.00	$55,700.00
48	PARK EXPIRED METER	Part III,s.2.(6)(a)(iii)	544	**20**	**30**	$16,320.00	$5,440.00
51	PARK - METER REMOVED FROM STANDARD	Part III, s.2 (9)(b)	7	12	**30**	$210.00	$126.00
54	PARK ON PRIVATE PROPERTY	Part III, s.3 (1)	245	30	30	$7,350.00	$0.00
55	PARK ON CITY PROPERTY	Part III,sec.3(2)	344	30	30	$10,320.00	$0.00
56	PARK ON LOCAL BOARD PROPERTY	Part III, s.3 (2)	462	30	30	$13,860.00	$0.00
59	PARK - INTERFERE SNOW REMOVAL 5PM-7AM	Part III, s.4 (11)	7	75	75	$525.00	$0.00
60	PARK - IMPROPERLY IN PARKING LOT SPACE	Part III, s.4 (13)(a)	1	30	30	$30.00	$0.00
62	PARK - OTHER THAN DESIGNATED SPACE	Part III, s.4 (13)(c)	31	30	30	$930.00	$0.00
64	PARK PARKING LOT-OBSTRUCT AISLE/LANEWAY	Part III, s.4 (15)(a)	1	30	30	$30.00	$0.00
70	PARK LONGER THAN POSTED TIME LIMIT	PART III, s.4 (16)(b)	180	30	**40**	$7,200.00	$1,800.00
72	PARK IN FIRE ROUTE	Part III, s.4(16)(d)	70	75	100	$7,000.00	$1,750.00
76	PARK IN HANDICAPPED SPACE	Part III, s.6 (3)(a)	135	305	**400**	$54,000.00	$12,825.00
80	PARK IN LOADING ZONE - UNLAWFUL PURPOSES	Part III, s.7 (3)(b)	1009	30	**40**	$40,360.00	$10,090.00
84	PARK - OTHER THAN PARALLEL	PART III, s.1(6)(d)	1	30	30	$30.00	$0.00
Total						**$565,375**	**$147,843**

Revenue vs Set Fine	75.3%
Potential 2025 Revenue	**$425,734**
Diff vs 2024	**$111,328**

In 2024, the City reported that the number of annual parking infractions issued had increased to approximately 20,223, a 24% increase over the number of infractions issued in 2023.

With the proposed parking infraction rates there should be a reduction in the number of infractions issued due to the additional deterrence of higher fines. It is assumed that after implementing the higher fine rates and the other recommendations in the study, the number of infractions should return back to 2023 levels.

Accordingly, the City should generate an additional $111,330 in fine revenue annually. The revenue estimates assume no change to the collection rate of 75.3% that the City was able to achieve in 2023.

There are opportunities to implement technology solutions to improve the collection of fine revenue associated with parking infractions. As noted in a recent report to the Transportation Committee[13], purchasing enforcement software could create several efficiencies in managing and processing parking tickets compared to the current manual process. This could reduce errors and automate some portions of the ticket management process as the infraction moves through the court process. Some municipalities have also invested in Licence Plate Recognition (LPR) software that can be installed on handheld ticket issuing devices. Reducing transcribing errors can help to increase fine revenues from tickets that are dismissed due to errors.

Many of the municipalities in the review have also eliminated the early pay discount option in their parking by-laws. Instead, some municipalities have moved to the Administrative Monetary Penalty (AMP) system for parking infractions. We would recommend that the City also consider the elimination of the early pay option and consider adopting an Administrative Monetary Penalty system for parking infractions.

An Administrative Monetary Penalty system, using Penalty Notices, is an emerging approach to dealing with minor by-law infractions in a manner which is fair, effective and efficient. This approach has been adopted by numerous municipalities, the province and by the federal government and is designed to streamline the enforcement process and increase compliance with City by-laws.

The AMP system transfers by-law disputes from a Provincial courtroom to the municipality. Using a trial to resolve minor by-law infractions, such as parking matters, could potentially take months in the congested court system.

[13] Report No. MBECS-2025-01 to City of Belleville Transportation Committee

The AMP system helps to speed up the process by resolving minor by-law infraction matters in a shorter period of time and through using a municipally run resolution process which maintains an individual's right to request a Screening of their Penalty Notice and, in some cases, to request a Hearing before a Hearing Officer.

The AMP system is more effective because:

- Unlike the Provincial Offences system, citizens can choose to resolve by-law infraction matters via written submissions or electronic hearings rather than through in-person hearings;
- It enables the City to deal with minor by-law infractions in a timely manner;
- Citizens may request an extension of time in which to request a review by a Screening Officer or a Hearing by a Hearing Officer;
- Citizens may, during a Screening or Hearing, request an extension of time to pay a fine from a Screening Officer or Hearing Officer;
- It reduces congestion in the over-burdened provincial court system; and
- It results in a better use of court time and other resources for more serious matters such as Highway Traffic Act offences.

Parking Rates and Fees

As noted in Section 5, parking rates and fees are also lower in Belleville than the average rates charged in other peer municipalities. Updating rates and fees to match those in other adjacent municipalities can generate additional revenue for the municipality, allow prices to keep pace with inflation, and maintain a parking pricing system that is still competitive with other municipalities.

Based on a review of hourly parking rates in other municipalities the average rates charged for on-street parking and parking in off-street lots is approximately $1.50 per hour, which is 50% higher than the current rate of $1.00 per hour in Belleville. Kingston has hourly rates that range from $1.50 -$2.00 per hour depending on the location and Peterborough recently[14] increased their hourly rates to $1.75 per hour for on-street parking and $2.00 per hour for parking in their parking garages, up from $1.50 per hour at the time this review was initially undertaken.

[14] Parking rates in Peterborough were recently increased as part of the 2025 Budget.

Increasing the hourly cost of parking is expected to result in a modest reduction in parking demand. On-street parking is the most highly sought after parking and therefore usage is less sensitive to price increases than parking in surface lots. The daily demand is expected to reduce by up to 5%, with minimal impacts during peak periods and higher impacts early in the morning or later in the afternoon. Hourly demand in parking lots is expected to reduce by 5-10% due the higher hourly rates, despite some users shifting from on-street parking to longer parking available in surface lots.

Based on the average parking occupancy and duration data collected during the parking surveys, there are approximately 251 vehicles that use the downtown on-street parking spaces over the course of a day, with an average length of stay of 1.05 hours. There are also approximately 457 hourly users that park in the 14 surface lots, and their average length of stay is 1.13 hours. After adjusting for weekday and seasonal peaking factors the $0.50 per hour parking rate increase is expected to generate approximately $120,900 in additional revenue annually, as summarized in **Table 7.10**.

TABLE 7.10: ANNUAL REVENUES FROM HOURLY PARKING RATE INCREASES

Parking Area	Number of Daily Vehicles	Monthly Factor	Seasonal Adjustment	Average Stay (hrs)	Annual Revenue
On- Street	251	18.4	17.326	1.05	$38,600.00
Surface Lots	457	18.4	17.326	1.13	$82,300.00
				Total	**$120,900.00**

Update Cash in Lieu of Parking Rates

Based on a review of Cash-in-Lieu of Parking rates used in other municipalities, the City of Belleville's current rates at $4,300 per space are lower than most other municipalities reviewed and lower than the average cost to build a surface parking space. The City should consider adopting the Town of Cobourg approach to setting Cash-in-Lieu of parking rates where the cost is established through a formula considering the average cost to build a surface parking space (currently estimated at $5,300) plus the cost of land, assuming 30 m^2 of space used per space, including a share of the aisle and driving lane widths. The City could also apply an appropriate discount factor based on the degree to which the applicant satisfies the City's policy objectives (urban design, heritage preservation, etc.).

The recommended formula for the calculation of a cash-in-lieu of parking fee is:

CIL = [C + (L x 30 m^2)] x S x d

Where:

- CIL = Cash in Lieu of parking payment
- C = Current estimated cost to construct one surface parking space (generally estimated at $5,30015 excluding land)
- L = Estimated average land cost per m2
- 30 m2 = estimated area for one parking space, including share of aisle space
- S = number spaces seeking cash-in-lieu relief
- D = discount factor (if desired)

Estimating the average value of vacant land in the downtown area is beyond the scope of the parking study, but as an example of the calculation – where the average value of a vacant parcel is estimated at $1,000,000 per acre the cost per square meter would be $250. In this case the $7,500 average land cost per parking space (30 m^2 x $250 / m^2) would be added to the average cost to build a surface parking space (estimated at $5,300) for a total cash-in-lieu of parking rate of $10,800 per space, before any discounts.

Using the above methodology, calibrated for local land costs would provide a transparent and defensible cash-in-lieu of parking rate that reflects current municipal practice in other jurisdictions while allowing flexibility for local planning and urban design objectives.

[15] Residential Parking Standards Review, City of Peterborough, 2023, Paradigm Transportation Solutions Limited, based 2023 Canadian Cost Guide, Altus Group

7.3.3 December Free Parking Promotion

The City has historically provided free parking during the month of December as a promotion for shopping in the downtown during the holiday season. Any money deposited into the parking meter machines during this period is donated to charity. This type of promotional event is common in many communities, including Niagara-on-the-Lake, Barrie, Burlington, Peterborough, Cobourg, Clarington (Bowmanville), and Collingwood.

Based on input provided by members of the BDIA, this holiday period represents one of their busiest times of the year and the sales revenue during this period often represents the difference between their business losing money and making a profit.

Based on the average daily parking demand, adjusted to reflect the seasonal demand in December, it is estimated that the cost of this free parking promotion is approximately $23,000 - $25,000 per year.

User Pay Recommendations:

7.3.1. The City should adopt a policy directing that parking revenues should cover annual operating costs plus contributions to the parking reserve fund.

7.3.2. The City should consider allocating an additional 2% of annual parking revenues to the parking reserve fund for budget stabilization subject to the year end position of the parking budget.

7.3.3. The City update the current parking set fines in accordance with the recommendations in Table 7.9 and should review parking fees, charges, and fines on an annual basis to determine if updates are required to account for inflation and any emerging trends impacting parking demands or revenue expectations.

7.3.4. The City should consider eliminating the early pay option for parking infractions and move to an Administrative Monetary Penalty (AMP) system for parking infractions to eliminate the need to process parking infractions through the Provincial Offenses Court.

7.3.5. The City should update Schedule J and J-1 of the traffic by-law to increase hourly parking rates from $1.00 to $1.50 per hour for all on street parking and surface parking lots, Monday to Friday, excluding holidays and weekends.

7.3.6. The City should continue to consult with the BDIA regarding any potential future changes to parking rates and new parking programs.

7.3.7 The City should consider updating the current Cash-in-Lieu of Parking rate in the downtown area based on the average cost to build a parking space plus the average cost of land, as discussed in this report.

7.3.8. The City should continue to provide free on-street and surface parking during the month of December as a promotional event to support businesses in the downtown.

7.4 Managing On Street Parking as a Priority

As noted previously, the on-street parking supply in any downtown area is the most sought-after parking for customers wanting to reduce the time and effort they spend walking to their destination from a parking space. A study completed in Denmark in 2023 found that the willingness to walk from a parking space to the users first destination is on average 416 meters, and users are willing to walk up to 1.5 times the average distance if parking is appreciably cheaper or a free spot is guaranteed[16].

Input received during the study from members of the BDIA support the role that on-street parking plays in encouraging customers to visit their business and the downtown as a whole.

7.4.1 Managing On Street Parking

Given the importance of on-street parking to users and business owners the City should actively manage the on-street parking supply in downtown Belleville to encourage turnover and ensure that on-street spaces are available for those wanting parking for a short duration to visit a destination.

Active enforcement of parking restrictions and time limits is one of the key approaches used to manage on-street parking turnover and usage. The City employs two enforcement staff to undertake daily enforcement activities in the downtown between the hours of 9:00 am and 5:00 pm, during the hours when paid parking is in force. An additional officer provides parking enforcement services during the same period and on some weekends (as required) across the rest of the City using a patrol car. Given the length of the downtown and the number of off-street lots also requiring enforcement services their ability to focus on enforcement of on-street parking is limited.

Data from the parking surveys indicated that almost 30% of the vehicles parking on Front Street during a typical weekday exceed the

[16] Jensen, Ole B., et al., 2023. “Willingness to Walk - Pedestrianism in the City of Aalborg, Denmark.” Applied Mobilities 9 (1): 20–37.

1-hour parking time limit, and approximately 22% exceed the 2-hour time limit on the other downtown streets with on-street parking.

Adding an additional enforcement officer during the weekdays would increase the visible presence of enforcement personnel and would improve parking turnover and compliance with parking time limits and restrictions. It is estimated that this could cost approximately $53,000 on an annual basis. Investing in new enforcement software would also improve management of ticketing, reduce the likelihood of errors and rejected tickets (through Licence Plate Recognition software), improve efficiency for staff, and would allow the City to transition to and Administrative Monetary Penalty System (AMPS) for infraction processing in the future. The upfront cost of approximately $70,000 to subscribe to a software solution along with annual costs of about $40,000 per year should be recovered through improved efficiency and fine conviction rates.

Alternatively, in the longer term, the City may want to consider investing in an automated parking system for some or all of the surface lots in the downtown. In addition to improving compliance with paying for parking in the lots, this would reduce the need for enforcement officers to patrol these areas, allowing them to focus their attention on enforcing the on-street parking spaces. This topic is further discussed in Section 7.8.

7.4.2 Front Street Parking

There are currently 77 on-street parking spaces on Front Street, and during most weekdays these spaces are fully occupied, at least for the spaces to the south of Victoria Avenue. Parking on Front Street is free and is limited to one hour parking Monday to Friday between 9 am and 5 pm.

The average length of stay for vehicles parked on Front Street during a typical weekday is 0.72 hours, and this increases to an average of 1.19 hours on a typical Saturday when the parking time limits are lifted, and parking enforcement is not active.

Input received as part of the consultation with members of the BDIA suggest the need for the City to consider extending the time limits for parking on Front Street from the 1 hour maximum to at least 2 hours. Members noted that the current 1 hour limit does not provide sufficient time for most customers to visit more than 1 business per visit, which is viewed as an impediment to staying downtown longer and spending more of their shopping dollars at downtown businesses.

Implementing paid parking on Front Street would be a significant source of new revenue for the City. On an average weekday there are approximately 257 vehicles that use the on-street parking on Front Street between 9 am and 5 pm and the average length of stay is 0.72 hours. Implementing paid parking under the existing time limits would generate approximately $81,400 annually at the $1.50 hourly parking rate recommended in Section 7.3.2.

Increasing the hourly limit from 1 hours to 2 hours would address one of the items requested by members of the BDIA and reflected I the public survey results and would increase the average length of stay for vehicles parking on Front Street. Assuming the average stay increases to 1.47 hours (additional 0.75 hours) the two-hour parking limit could generate approximately $166,000 annually.

Installing pay and display machines on Front Street to support the restoration of paid parking would require an additional investment. To provide adequate coverage for all of the on-street spaces, up to 14 new pay and display machines would be required at an estimated cost of $240,000, excluding the cost to provide power. Acquisition of the new machines and installation would take a couple of years to coordinate, making this an initiative for the medium term horizon.

7.4.3 Implementing Paid Parking on Great St. James Street

The parking survey also noted a significant number of vehicles parking on Great St. James Street, to the east of Church Street for extended periods of the day due to capacity issues in the Belleville Service Canada parking lot. The demand for parking starts prior to 8 am and drops off after 5 pm, which aligns with employment related parking. The City should consider charging the same $1.50 per hour rate for on-street parking in this location and use the additional revenue to improve or pave the gravel shoulder and establish a more formal on-street parking area. Permitting paid parking between 7 am and 6 pm, would capture the peak activity times.

Based on approximately 15 vehicles that use this area during peak seasonal demands and the average length of stay of 6.8 hours, charging for weekday parking in this location could generate approximately $26,700 annually, as summarized in **Table 7.11**.

TABLE 7.11: PAID PARKING ON GREAT ST. JAMES STREET

Parking Area	Number of Daily Vehicles	Monthly Factor	Seasonal Adjustment	Average Stay (hrs)	Annual Revenue
Great St James Street	9	18.4	17.326	6.77	$26,700.00
				Total	**$26,700.00**

The implementation of hourly parking on Great St. James Street will require the purchase and installation of at least 3 new pay and display machines, estimated to cost approximately $45,000. Given the lead time to purchase these machines, implementation of paid parking in this location could not occur before 2027 at the earliest. With a payback period of approximately 2 years, the benefits will outweigh the costs over the life of a typical pay and display machine.

As an alternative, the City could consider making this an on-street permit parking zone and use the HotSpot App to process online permits and payments. This would avoid the cost of the pay and display machines and could be implemented much sooner but would likely generate less revenue.

On Street Parking Recommendations:

7.4.1. The City should consider adding 1 additional parking enforcement officer during the weekday periods to improve compliance with on street parking time limits and improve vehicle turn-over in on street parking spaces.

7.4.2. The City should consider implementing paid parking on Front Street. To achieve this the City would need to initiate the procurement of up to 14 new pay and display parking meters for Front Street, complete with credit / debit card processing, tap payment capabilities, and coin acceptance capabilities. Solar powered devices would be preferrable to avoid additional costs for hydro infrastructure subject to sufficient power to operate the devices.

7.4.3. The City should amend the traffic by-law to increase the permitted time for parking on Front Street from 1 hour to 2 hours, by eliminating Schedule G and updating Schedule C.

7.4.4. The City should amend Schedule J of the traffic by-law to include Front Street on both sides of the road, between Bridge Street and Upper Front Street, as a parking meter zone, at the rate of $1.50 per hour.

7.4.5. The City should amend the traffic by-law to permit hourly on-street parking on Great St. James Street, between Church Street and Ashley Lane, on the south side of the road, between 7 am and 6 pm.

7.4.6. The City should install up to 3 Pay and Display machines on Great St. James Street, and once installed Schedule J of the traffic by-law should be amended to include Great St. James Street, between Church Street and Ashley Lane, on the south side of the road, at the rate $1.50 per hour.

7.4.7 The City should consider investing in enhanced parking enforcement software that can integrate with the HotSpot Parking App and that incorporates advanced features such as Licence plate Recognition software to improve enforcement efficiency.

7.5 Directing Longer Parking Durations to Off Street Lots

The overall parking system in any downtown location should be structured to encourage users requiring longer term parking to use off street parking lots, leaving the higher demand on-street spaces for shorter parking durations.

One of the strengths of the current parking system in downtown Belleville is the wide geographic distribution of off-street parking facilities throughout the downtown. Having a dispersed network of municipal parking lots ensures that municipally controlled public parking is available throughout the downtown in a manner that minimizes walking distances and improves access. A dispersed network of municipal lots also ensures that publicly available accessible parking spaces are also widely distributed throughout the downtown, improving accessibility for users of all abilities.

To encourage users requiring longer parking durations to use off street lots, the City could consider applying a daily maximum parking charge for use of existing lots. At this time, paid parking applies between 9 am and 5 pm, Monday to Friday. At the current rate of $1.00 per hour, the maximum daily parking charge would be $8.00. With the recommended increase in hourly parking rates to $1.50 per hour, the total daily maximum would increase to $12.00.

Setting a daily maximum at $10.00 would cost virtually nothing in terms of existing revenue and would not significantly reduce future potential revenue as only 18% of vehicles using lots on an average weekday stay over 7 hours. Implementing this charge would require some changes to programming in the existing pay and display machines, and would require changes to the configuration of the HotSpot Parking App.

Recommendation:

7.5.1. The City should amend the parking by-law to allow a daily maximum of $10.00 for parking in all off-street lots.

7.6 Incentivizing Parking in Lots

In addition to encouraging longer duration parking in off street lots, the City should develop additional incentives to encourage increased use of the lots throughout the downtown.

Many municipalities offer the first hour of parking in municipal lots free of charge as a way to encourage those needing longer parking durations to use the lots and pay for the extra time they need rather than risk exceeding the shorter time limits in on-street parking spaces. Given the current free 1 hour parking on Front Street, the Riverside and Front Street lots would provide an ideal location to offer 1 hour free parking, as it would practically replace the 1 hour free parking currently in place on Front Street.

7.6.1 Implement 1 Hour Free Parking in Lots

Implementing the 1 hour free parking in all off street lots is expected to increase the average length of stay in in the off street lots by 0.50 to 0.75 hours and would increase the number of vehicles parking for over 2 hours in duration.

Based on the current demands there are approximately 349 hourly parking vehicles using the Front Street and Riverside Parking lots on an average weekday. Adjusting for seasonal peak demands, and assuming some increase in demand due to issuing new monthly permits plus hourly parking vehicles shifting from Front Street, there should still be sufficient capacity to accommodate the increased demand. It is estimated that the 1 hour free parking incentive for these four lots would cost approximately $41,000 annually, an amount that is more than covered by the increased revenue associated with implementing paid parking on Front Street. The two measures implemented together would provide an incentive for increased use of the lots while offsetting the loss of free parking on Front Street.

Implementing this charge would require some changes to programming in the existing pay and display machines, and would require changes to the configuration of the HotSpot Parking App. The new pay and display tickets and the HotSpot App would provide an updated parking expiry date that reflects the one-hour free parking plus the time purchased by the user, so there should not be any change to the way that enforcement staff monitor the compliance with the parking time limits.

7.6.2 Flat Rate Evening Parking

The City currently does not charge for parking in surface lots or on-street after 5 pm on weekdays or any time on weekends and holidays. Based on the parking surveys undertaken as part of the study, approximately 11.5% of the average weekday parking activity occurs after 5 pm, representing a potential source of new revenues for the parking operation.

Some municipalities are opting to charge a flat rate for parking in the evening hours or on weekends in order to generate additional revenues to fund the parking system while keeping the rates for parking during other time periods lower.

An overnight flat rate program could also allow for the introduction of an ad hoc overnight parking program that does not require users to purchase a monthly permit, instead allowing users to leave their car overnight in case they cannot drive home or need the overnight parking option only for infrequent occasions. This could also provide an overnight parking solution for users of short-term residential accommodations, where the cost of their parking is not included in the rental rate.

Kingston charges a flat rate for evening parking in many downtown lots and also has special event parking rates for lots around the arena. The City of Guelph also charges special event parking rates in the evening but has not implemented a regular evening flat rate. The City of London also has a $6.00 evening flat rate for parking in many downtown lots. Other municipalities have extended their paid parking periods to cover weekends, rather than implementing a flat rate in the evenings. Cobourg applies their paid parking on weekends for lots near the beach area and Waterloo charges for parking on Saturdays and Sundays.

Based on the existing parking demand profile in surface lots a flat rate evening parking charge of $3.00 could be applied to allow parking between 6 pm and 8 am. If implemented, this measure could generate an estimated $81,300 annually.

Another revenue option would be to provide an evening flat rate for on-street parking between 5 pm to 11 pm, or midnight. A two-hour maximum parking limit would still be in place, therefore the flat rate of $2.00 would be applied to those wishing to park on-street after 5 pm for a two-hour period. Assuming this would also be applied to the on-street parking on Front Street, this measure could generate annual revenues of approximately $105,000.

Under the current system additional enforcement staff would be required to manage the parking activity and enforce the evening paid parking rules. Assuming the need to provide enforcement coverage between 5 pm and 9 am, 5 days per week the estimated annual cost for the enforcement would be $174,000 per year. This assumes two officers on duty between 5 pm and midnight, and one officer on duty during the midnight to 9 am period.

With the anticipated revenues almost equal to the cost of enforcing the new evening parking rules, this program does not offer any significant financial benefit to the City, unless the flat rate charges are increased beyond the levels tested.

Alternatively, the City could consider implementing an evening flat rate parking program in the lots only, if they decide to invest in a parking control system for their downtown surface lots. This would remove the need for significant enforcement presence during the evening periods. This type of system is discussed in Section 7.8.3.

Parking Lot Incentive Recommendations:

7.6.1. The City should amend the Schedule J-1 of the traffic by-law to provide 1 hour of free parking in the Front Street and Riverside parking lots in conjunction with the implementation of paid parking on Front Street.

7.6.2. The City should maintain the current paid parking time period for downtown lots and on-street spaces, between 9 am and 5 pm.

7.6.3. The City should consider implementing a flat rate evening parking program in downtown surface lots in the future if they decide to implement a parking control system in the downtown lots to control vehicle entry and reduce the need for additional evening enforcement.

7.6.4. The flat rate evening parking program should be re-considered in future reviews of parking rates, as an alternative to significant increases in permit or hourly parking rates.

7.7 Parking Cost Drives User Choices

The cost of parking is one of the key factors that can influence motorists' choices on the mode of travel they use for many routine trips. Municipalities with parking costs in their downtown employment areas that are higher than the cost of a monthly bus pass have found that they can achieve higher rates of active transportation use and higher transit ridership levels. This is an important consideration in

achieving their goals for encouraging shifts in the mode share in their community and for reducing the greenhouse gas emissions they generate as a community.

7.7.1 Increase Monthly Parking Permit Costs

A review of the cost for monthly parking permits in other municipalities (see Section 5) found that the current $65.00 monthly permit is less than the monthly costs for permit parking in most of the other municipalities reviewed. Kingston and Peterborough have monthly parking rates in excess of $85 per month, with rates varying for different lots based on their proximity to downtown destinations and employment centres. The City of Guelph also charges between $77 and $185 for monthly permit parking in their various surface lots and garages. The City of Quinte West previously charged a monthly rate of $116 for permit parking at the time of the original review, however they have recently implemented free parking in their lots as of January 2025, as part of implementing a new parking system.

The City of Belleville recently adjusted their transit fares effective January 1, 2025, with single ride cash fares increasing to $3.25 and monthly transit passes increasing to $75.00 for adult riders, with seniors, children under 12 and those with a disability paying $70.00 per month.

As a measure to ensure that the cost of transit is competitive with the cost of driving and parking downtown, an increase in the monthly parking pass rate to $75.00 would at least match the monthly cost of a transit pass and would limit the magnitude of the increase to users. Increasing the monthly permit parking rate to $75.00 is expected to generate approximately $43,500 annually in the first year of implementation.

Ideally the monthly parking cost should exceed the cost of a monthly bus pass if the City wants to encourage more users to consider transit. The City should consider maintaining the cost of a monthly parking permit at least $5.00 to $10.00 higher than the cost of a monthly bus pass. We would suggest a further increase to $80.00 in 2027 and an additional increase to $85.00 in 2028, subject to any additional changes to the monthly transit fares in the future. These additional increases should generate an additional $15,455 in annual revenue in 2027 and an additional $15,125 in annual revenue in 2028.

Recommendations:

7.7.1. The City of Belleville should increase the cost of monthly all day permit parking to $75.00.

7.7.2. The monthly cost of permit parking should be increased to $80.00 in 2027 and $85.00 in 2028, subject to any changes to the cost of a monthly transit pass.

7.7.3. The City adopt a policy that the cost of a monthly parking permit should be $10.00 higher than the cost of monthly transit passes, and rates should be reviewed annually and adjusted in line with adjustments to the cost of monthly transit passes.

7.8 Use Technology to Improve Customer Service

Investments in new technology can go a long way to improving the customer service aspects of the current parking system. Responses to the public opinion survey noted concerns with the signage for parking lots, the feeling of safety some residents experienced in parking lots during the evening, and the availability of information on the City website and in lots on the various parking rules, rates and permit options.

Many municipalities are also using their municipal parking lots to provide other services that can improve the experience for downtown users. Electric vehicle charging stations are becoming more common in municipal parking lots as they offer a centralized location where those parking for longer durations can access charging ports for their vehicles. For employees this can allow for charging while they are at work, and for visitors this can provide a charging location in close proximity to other businesses or restaurants for those wanting something to do while their vehicle is charging.

Some municipalities are also allocating space in their parking lots for non-vehicle users, such as secure parking for bikes and short-term bike, e-bike, or scooter rental services.

The following technology and customer service initiatives should be considered for implementation in Belleville.

7.8.1 Improve Lighting and Safety Measures in Lots

Visible, aesthetically pleasing, and safe pedestrian linkages to and within parking areas can help encourage the use of municipal lots and increase overall system efficiency and the feeling of safety experienced by users.

As part of the parking survey many residents noted that they did not feel safe using some of the downtown parking lots at night, particularly the Riverside Lots which are not visible from the street front.

Improved safety measures, such as illumination and emergency call boxes could bring make otherwise “remote” parking facilities feel safe and allow users to feel that help is available if needed. Improving pedestrian linkages to and from parking lots could also encourage “park once” trips where users park and walk to multiple destinations.

The City should review the lighting levels in the parking lots and on the walking paths leading to and within the parking lots to ensure that there are no dark zones that can increase the feeling of unease for vulnerable users. Lighting levels at pay stations should be bright and sight lines should be unobstructed to maintain a level of safety for users.

Samples of enhanced illumination and emergency call boxes are illustrated in **Figure 7.1**.

7.8.2 Enhanced Signage in Lots

Signs provide the first customer service contact for motorists wishing to park. To make a positive “first impression” and ease motorist frustration, signs should be intuitive and attractive, offering convenient and accurate information on the location of parking facilities, the availability of parking, and the applicability of any fees, and/or time restrictions.

A comprehensive parking information system, consisting of wayfinding, directional, and information signs for drivers and pedestrians, can identify and direct motorists to municipal parking facilities with a consistent style and branding. The following elements comprise the system:

- **Wayfinding signs** help motorists identify municipal parking facilities using visual cues and easily recognizable symbols such as the Green “P” sign. The City has several of these signs in the downtown directing motorists to parking lots;
- **Directional signs** guide motorists to important destinations or features. Typical examples include directional arrows in a parking lot and an arrow with the word “meter” or “pay here” for pay and display machines. These signs are provided in the pay and display lots and on-street where motorists must pay for parking; and
- **Information signs** provide key information to the motorist about hours of use, time-limits, and other pertinent items concerning

the operation of the parking facility. Each municipal lot already includes a sign detailing the need for payment (such as pay and display parking), time restrictions, and enforcement times. Some municipalities also provide wayfinding signs in their parking lots to advise visitors about area attractions and businesses within close proximity to each parking lot.

While the City already has several wayfinding, directional, and information signs for the parking system, relocating certain signs or payment infrastructure could improve efficiency and enhance communication with users.

In addition, advanced signage that provides real time lot capacity and parking availability information would provide users with information on parking availability before they enter a lot and begin the search for an empty space. This could be particularly useful for the Riverside lots, which are hidden from view from drivers as they approach the lot entrance locations. Samples of these types of enhanced signs are illustrated in **Figure 7.1**.

Digital signs that provide parking availability information to users require a parking management system to track vehicle entries and exits from the lot, or a system to monitor the occupancy of each space within the lot. Given the size of the Riverside lots, a gated entry and exit control system could provide the tracking needed to support a real time information signage system. Costs for digital signage are approximately $20,000 - $25,000 per sign, depending on the size and design of the sign, and the number of digital display units required. Additional costs to implement a system include the cost for entry and exit terminals, gate arms, and software and networking infrastructure.

Emergency call station

Real Time Parking Availability

Secure Bike Parking , London

Electric Vehicle Charging
Pembroke, St. Thomas

paradigm TRANSPORTATION SOLUTIONS LIMITED

Signage and Technology Options for Parking Lots

City of Belleville Downtown Parking Study
230694

Figure 7.1

7.8.3 Implement Parking Control System

Implementing a parking control system within the parking lots in Belleville would provide an opportunity to address a number of customer service needs. A typical control system for a lot, or series of lots, would typically include entry and exit terminals / pay stations, gate arm systems at each lot to control entry and exit, software and networking infrastructure to allow payment processing and data transfer between devices, and potentially external signage which can provide real time information to users.

The key benefits of a parking management system include:

- Real time data collection of parking usage and demand patterns over extended time periods to assist with future parking policy and planning decisions.
- Removing the need for pay and display stations in remote lots, by moving payment processing to the entry/exit terminals where users can process their parking from their vehicle or utilize hands free technologies such as Cards, RFID, Bluetooth, or Mobile Digital Access keys.
- Controlling access to the parking facility and tracking usage by different user types (permit holders, hourly parkers, overnight permit parkers, etc.).
- Maintaining a real time count of vehicles within each lot at any given time and providing space availability information to potential customers on digital signs at the lot entrance location.
- Enabling enhanced payment processing options (credit, debit, tap payment, cash payment, etc.) and revenue monitoring and reporting information by lot, time period, day of the week, etc.
- Enhanced management of various parking permit types allowing for system wide management of permit expirations, renewals, temporary or ad hoc permits.
- Improved revenue management and control of “lost revenue” due to nonpayment or underpayment of parking fees.

Costs for a parking management system can vary based on the options included. For the purpose of this assessment a full parking control system for the Riverside and Front Street lots, including digital signage is estimated to cost between $458,000 to $527,000, as summarized in **Table 7.12**.

This assumes 4 sets of entry/exit terminals and gate arms, 3 digital signs with real time parking availability information and the parking management software and networking provisions to allow for system

integration. Additional lots could be added to this system by adding additional entry / exit terminals and gate arm systems, plus signage (if desired), and some additional costs for networking and installation. The initial software investment should be able to manage the addition of subsequent lots without the need for upgrades. There would typically also be an annual software maintenance cost to ensure that the City receives technical support and any software upgrades.

Depending on the system purchased, there may be an option to purchase a cloud-based software solution which would reduce some upfront costs but may result in higher annual costs.

TABLE 7.12: PARKING CONTROL SYSTEM COST ESTIMATE

Item	Unit Cost	Quantity	Indicative Cost	
			Low	High
Entry Terminals	$ 21,100.00	4	$84,400.00	$ 97,060.00
Exit Terminal	$ 30,300.00	4	$121,200.00	$139,380.00
Gate Arms	$7,900.00	4	$31,600.00	$36,340.00
Software and Networking	$61,800.00	1	$61,800.00	$71,070.00
Digital Signage	$22,500.00	3	$67,500.00	$77,625.00
Subtotal Equipment			**$366,500.00**	**$421,475.00**
Installation	15%		$55,000.00	$63,200.00
Contingency	10%		$36,700.00	$42,100.00
Total Cost			**$458,200.00**	**$526,775.00**

7.8.4 Electric-Vehicle Charging in Lots

The provision of Electric Vehicle (EV) charging stations in municipal parking lots is becoming a feature that customers are looking for.

The Government of Canada proposed new regulations for zero-emission vehicle (ZEV) sales targets for vehicle manufacturers and importers. These regulations set a minimum target of 20% of new light-duty vehicles sold in Canada by 2026 to be ZEV's, with a minimum of 60% by 2030, and 100% by 2035.

Current trends show that the market share of light duty ZEV sales is increasing each year. The estimated market share of ZEV sales per year in Canada was:

- 2023 – 11.7%
- 2022 – 8.9%

- 2021 – 5.6%
- 2020 – 3.8%;
- 2019 – 3.1%

To support these targets the Federal Government established Canada's Zero Emission Vehicle Infrastructure Program (ZEVIP) which funds the deployment of EV chargers in public places, workplaces, multi-unit residential buildings, and fleet parking areas. The ZEVIP has committed $680 million to install 84,500 chargers across Canada by 2029. **While the program is ongoing, the application period for the program is currently closed**.

Ontario's EV ChargeON Program also provides funding for the installation of public EV chargers to help small and medium-sized communities outside of major cities become a part of Ontario's electric vehicle charging network. The EV ChargeON Program aims to:

- Increase the number of public EV charging stations throughout Ontario to build a more connected network.
- Make public chargers more accessible and affordable.
- Encourage more people to switch to EVs.

Businesses, Not-for-profit corporations, municipal governments, indigenous communities and broader public sector organizations were eligible to apply to the program. **While this program is ongoing, the application period for the program is also currently closed.**

There are different policies in place in various municipalities with respect to paying for the power consumed while charging a vehicle parked in a municipal lot. Amendments to the Highway Traffic Act in 2019, prohibit parking a vehicle in a public EV parking space with a designated sign unless the vehicle is classified as an electric vehicle and the vehicle is attached to the station charging equipment. The fine for contravening this requirement is $125.00.

The Toronto Parking Authority, City of Guelph, City of Peterborough, and Town of Oakville charge hourly rates for charging vehicles that can vary based on the type of charging unit (Level 2, slow versus Level 3 fast charging stations), plus the cost of using the parking space. The City of Barrie and Mississauga provide free charging but require users to pay for the use of the parking space. Many municipalities have partnered with third party companies to provide the charging units, many of which also process any payments required for charging separately from the cost of parking.

Samples of electric vehicle charging stations in other communities are illustrated in **Figure 7.1**.

The City does not offer any EV charging stations in municipal parking lots or at municipal facilities; however there are a number of charging stations at private locations across the City.

Based on the Charge Hub website, there are 63 publicly accessible charging stations within 15 km radius of the City, with 49% classed as Level 2 stations and 51% classed as Level 3 stations. Most of the private stations apply a fee for charging vehicles, although there are 9 locations that offer free charging. Two locations on Dundas Street are in proximity to the downtown area and there is an additional location with two charging stations at the Via Rail Station. The remaining stations in the City are located at two hotels along North Front Street and in the retail shopping areas north and south of Highway 401.

There is very little guidance on determining how many EV charging station are needed in a community. As more residents purchase E-Vehicles it is anticipated that the majority of the demand will be for at home charging. The **International Energy Agency (IEA)** recommends deploying one public charger for every 10–15 EVs to minimize wait times and ensure sufficient coverage. This metric provides a scalable foundation for planning as EV adoption increases in Belleville.

Based on data maintained by the Ministry of Transportation there are an estimated 433 Battery (BEV) and Plug-in Hybrid (PHEV) registered in Belleville[17]. Using the IEA standards for coverage would suggest a demand for 30 - 45 electric vehicle charging stations in the City based on the current fleet. Allowing for additional capacity to accommodate visitors to the City a network of 40 – 60 charging stations would provide sufficient capacity for basic charger availability.

Based on a review of various research papers[18],[19] the following general guidelines are suggested for locating EV changing infrastructure at different types of land uses including:

[17] Ontario Open Data Catalogue, Electric Vehicles in Ontario – By Forward Sortation Area, Q1 2025, Emerging Technologies Office, Ontario Ministry of Transportation, https://data.ontario.ca/dataset/electric-vehicles-in-ontario-by-forward-sortation-area/resource/95621f4c-0581-4a01-9365-5a323ad0df1c, accessed 2025-05-14.

[18] Gregory J. Carlton, Selima Sultana, Electric vehicle charging station accessibility and land use clustering: A case study of the Chicago region, Journal of Urban Mobility, Volume 2, 2022;

[19] "How to Develop an EV Charging Station Location Strategy", Powerflex EDF Renewables Blog, September 27, 2024, https://www.powerflex.com/blog/ev-charging-stations-location-strategy

- **High-Use Parking Areas:** Includes malls, public garages, and transit hubs, which ensure consistent usage due to high vehicle turnover and predictable dwell times.
- **Retail and Shopping Centers:** Charging stations in these hubs support convenient charging during shopping trips, attract diverse users, and promote adoption.
- **Government and Municipal Service Facilities:** Leverage public spaces and display municipal leadership in sustainable transportation.
- **Highway Intersections and Major Roadways:** Critical for long-distance EV trips and accessibility for intercity travelers.
- **Transport Hubs:** Ideal for airports, train stations, and transit hubs due to high traffic and turnover, serving commuters.
- **High-Density Residential Areas:** Stations near multi-unit dwellings for residents without private charging.
- **Recreational and Tourist Destinations:** Parks, cultural sites, and attractions to serve visitors.
- **Institutional Facilities:** Schools, hospitals, and libraries are high-visibility, high-traffic locations that enhance access.

Based on the inventory of existing charging stations and the above noted guidelines there would appear to be a sufficient number of charging stations in the City from a capacity perspective, however there would appear to be a need for some additional charging stations in the downtown area to provide charging infrastructure in proximity to the high use parking areas supporting downtown businesses, employment users, and government service facilities.

If the City were to purchase charging stations and install them in their lots, there may be a revenue opportunity associated with these parking spaces as most municipalities charge between $1.00 - $2.50 per hour for Level 2 chargers and between $15 and $20 per hour for Level 3 fast charging.

Costs for each type of charging unit can also vary with Level 2 units ranging from $2,000 - $7,500 per unit and Level 3 units for commercial applications costing over $50,000 per unit.

With no current funding programs open to assist with the upfront capital costs for charging station infrastructure, the City could also consider a partnership program with a private sector supplier of charging infrastructure to fund the installation of charging stations in municipal parking lots. Typically, the private sector supplier would recover their costs through hourly fees for use of the charger. The City

would still be able to collect revenues from the use of the parking space.

7.8.5 Secure Bicycle Parking in Municipal Lots

Secure bicycle parking is often cited as a key barrier to increased cycling use in a community, as many residents fear that their bicycle or parts of their bicycle will be stolen at public bike parking stands.

Providing sufficient and safe bicycle parking facilities in municipal lots would help address the need for secure storage of user's bikes and concerns about theft and damage among those who cycle.

Current best practices for bicycle parking include:

- providing parking where cyclists typically stop, with racks that maximize convenience for short-term stops (such as downtown retail entrances) and storage facilities that maximize security for longer duration stays;
- siting facilities in locations that are convenient to use, secure, visible, protected from the elements, and offer adequate clearance;
- placing bicycle racks in locations that do not impede or pose hazards to pedestrians and motor vehicle traffic; and
- selecting bicycle rack designs that are easy to use, attractive, and can be integrated into the streetscape.

The City of London and City of Toronto are beginning to install bicycle lockers in some parking lot locations where users can pay to lock their bike in a weather-proof storage unit. The cost of providing the secure storage lockers is recovered through bike parking fees applied to users and can be an additional source of revenue for the City. With appropriate terms and conditions posted at each location the introduction of bicycle storage lockers should not introduce any new undue risk for the municipality.

Given the broad distribution of municipal parking lots throughout the downtown, providing one or two parking spaces dedicating to secure bike parking would significantly enhance the accessibility of secure parking facilities.

Samples of these types of secure bike parking systems are illustrated in **Figure 7.1**.

7.8.6 Replace Existing Older Parking Meters

Based on the inventory of parking assets discussed in Section 7.2, it is estimated that the City has approximately 165 older style parking meters installed on various streets in the downtown.

As these older parking meters age, the cost to maintain them will increase and replacement parts will get harder to find. Older style parking meters do not provide alternative payment opportunities for users, other than inserting coins into the meters or using the HotSpot App to pay for parking at meter locations.

In 2023 it is estimated that 3% of all revenue from meter parking (approximately $3,200) was processed through the HotSpot App while the remaining 97% was through cash payment using coins. There is an ongoing cost to the City for collecting, processing and depositing coins obtained from the existing parking meters.

Most municipalities are moving away from coin operated parking meters, adopting payment kiosks that serve a number of parking spaces along a street, such as the existing pay and display machines used on some downtown streets. Pay and Display machines can be electrically powered or solar powered and can come equipped with wi-fi and credit/debit card/tap card processing, along with traditional cash and/or coin payments.

Many municipalities are also implementing pay-by-plate technologies, where a user enters their licence plate into the machine and there is no need to return to their vehicle to place the parking receipt in the window. Enforcement staff, equipped with Licence Plate readers, can scan the plate in real time to determine if the user has paid for their parking session, and automatically issue an infraction if they haven't paid or their session is expired.

Some municipalities have experienced difficulties after implementing pay by plate machines. In some cases, users forget their plate numbers or are driving a rental vehicle or someone else's vehicle and do not know the plate number - and have to return to their vehicle anyway. In other cases, where the user makes an error entering their licence plate information, they would then receive a ticket.

The estimated cost to replace the 165 meter stations will depend on the type of machines selected, the ultimate spacing of pay stations, the types of payment processing options desired, and if hydro connections are required to power the stations. Based on a machine to parking space ratio of 5 to 1, approximately 33 new pay and display machines could be required to replace the current meters. At an average cost of

$15,000 per machine, the estimated cost for this program is $500,000 in 2024 dollars.

Technology Recommendations

7.8.1. The City should establish an ongoing capital program to fund enhanced signage and technology for the overall parking system, with funding to come from the annual revenues or from the parking reserve fund.

7.8.2. The City should review the current signage in on-street parking lots and develop a signage upgrade program to enhance the information provided to users, optimize the location of signage, improve sign conspicuity, provide adequate lighting at sign locations and at pay and display machines.

7.8.3. The City should explore opportunities to provided enhanced lighting in downtown parking lots, focusing on pedestrian walking paths, pay stations, and areas where dark zones are present.

7.8.4. The City should explore opportunities to provide emergency call stations in parking lots, to improve the level of security for users. Emergency call stations should be distinctive in colour, have external lighting and signage that make them highly visible at night, be equipped with an emergency phone line (that connects to 911 or a 24/7 security service provider), be outfitted with a lighting system that activities in the case of an emergency, and should feature a security camera with 360 degree visibility and online monitoring capabilities.

7.8.5. The City should explore opportunities to implement a parking control system with gate entry/exit stations for all city lots, external signage with capacity / availability information updated in real time, and a parking management software system to track and report on usage and revenues. The first priority would be the Riverside and Front Street lots.

7.8.6. The City should explore opportunities to provide a mix of Level 2 and Level 3 Electric Vehicle Charging Stations in City lots, through partnerships with technology providers. Allocation of parking spaces for E-Vehicle parking should consider accessibility requirements and provide for three to four stations in larger lots (Riverside, Clark, Front Street, Courthouse).

7.8.7. The City should explore opportunities to provide secure bike parking in downtown parking lots comprised of short term parking (double attachment bike securement posts) and longer-term parking

(secure weather-proof lockers) that charge users for rental of the parking space.

7.8.8. The City should establish a program to replace the current parking meters with new pay and display or pay by plate machines.

8 Parking Enforcement Program

The approach to parking enforcement is a critical component of any parking strategy and can take many forms based on the goals and objectives of the overall approach to parking management.

Enforcement is necessary to encourage compliance with the rules established through the various provisions in the parking by-law including parking restrictions, the charging of fees for use of parking spaces, and the setting of time limits for free or paid parking. Without some level of enforcement, the parking rules put in place will be ineffective and largely ignored.

The approach to enforcement will depend on the overall objectives of the parking management strategy. In some cases, the type and level of enforcement can vary by location and type of infraction. Common enforcement approaches include:

- **Selective Enforcement to Educate** – This low-key approach uses selective enforcement of various types of parking infractions to educate residents about the parking rules in place and to remind them that there may be consequences for abuse. In neighbourhoods this could include random patrols to target safety-related violations (such as parking too close to an intersection) or parking outside established time limits, while in the downtown this could take the form of random enforcement of time limits or payment of parking fees in on-street spaces or lots. This approach typically requires fewer staff resources but generates modest fine revenues and can be seen by some as arbitrary and unfair (i.e., “I got a ticket today, but my neighbour parks illegally all the time and never gets tagged”).
- **Complaint Based Enforcement** – Some municipalities prioritize their enforcement efforts in areas where they receive complaints about parking violations or know about chronic abuse of restrictions. This is most applicable for neighbourhood areas but can also be used in the downtown where abuse of set time limits for on-street parking can be a frequent source of complaints from business owners. Care needs to be taken to ensure that the parking enforcement team does not get drawn into neighbourhood disputes, where parking complaints are used by disgruntled neighbours to try to penalize each other for some other unresolved issue. This approach will typically require a modest compliment of enforcement staff and may require extended hours of operation covering daytime, evening and even weekend patrols. While revenues can be higher with this approach, the hours of enforcement will need to be carefully

selected to balance costs with anticipated fine revenue to ensure that the program can be funded from generated revenues.

- **Regular Enforcement to Encourage Compliance** – A regular program of enforcement is often used in certain areas to maintain regular compliance with parking restrictions. This is most often used in downtown areas, to enforce posted time limits to encourage parking turn-over. In some areas, regular enforcement is also needed to curb inappropriate parking activity in “no parking” or “no stopping” zones, particularly where these in in place to promote safety. A higher level of enforcement effort means additional resources are typically needed to support a regular program, necessitating more careful selection of the hours and days of service to match fine revenue with costs, assuming the goal is to achieve a “revenue neutral” service level. For example, Peterborough found that weekend enforcement of neighbourhood parking restrictions cost more than the typical monthly revenue generated by the regular enforcement program. This led the City to scale back enforcement to focus on random weekend blitzes to serve as a deterrent. Regular enforcement of downtown time limits and other infractions is used to encourage turnover during peak times, while free on street and lot parking is provided outside of peak times to encourage downtown visitation.
- **Hybrid Approach** – In most cases, municipalities will use a mix of the various enforcement approaches to address the most pressing issues in their communities, including the expectations of the public, elected officials, and businesses.

In Belleville the approach to enforcement in the downtown study area could be characterized as a regular enforcement program. There are two officers on duty Monday to Friday between the hours of 8 am and 5 pm. For one hour of the day the officers will collect money from the parking meters and then between 9 am and 5 pm they undertake regular foot patrols of the downtown covering parking lots and on-street parking spaces. Officers issue approximately 20,000 parking tickets annually.

Feedback from the public during the opinion survey, and to some extent from the BDIA, suggested that the parking enforcement approach in Belleville is aggressive, with too much emphasis on issuing tickets.

Approximately 36% of survey respondents indicated that they were satisfied with overall level of enforcement activity and 35% were satisfied with the customer service skills of enforcement staff. On the

other side, only 26% of respondents were not satisfied with the level of enforcement activity nor the customer service skills of the staff. Approximately 37-39% of respondents indicated they were somewhat satisfied with both the level of enforcement and the customer service skills displayed by staff.

Being a parking enforcement officer is one of the more visible and less appreciated roles in the municipal service delivery organization. Most people only interact with an enforcement officer when they have received a parking ticket, and at that point they are typically defensive about their actions and often times are angry that they were ticketed. No one is pleased to have received a parking ticket and enforcement officers undertake routine abuse from some customers, most often in the form of intimidation, threats, and verbal abuse.

Enforcement staff have literally heard every excuse possible for why a person parked illegally, parked outside their time limit, and why they do not deserve a ticket. One of the most common complaints heard is the lack of a grace period being granted for people who were 5-10 minutes longer than their allotted parking time. It therefore is not surprising that some officers have developed very little tolerance for these types of pleas from the public. This is not unique to Belleville.

Some municipalities, including Belleville, have experimented with formal grace periods, posting notices on parking meters that a 5 minute grace period will be applied, or in some cases placing a grace period notice on the vehicle windshield prior to issuing a ticket after the grace period has expired. The problem with formal approaches to grace periods is that people become unsatisfied with the approach to applying the grace period itself. It is either not longer enough, or the customer feels that the enforcement officer did not provide a grace period at all.

Grace periods are also sometime hard to determine. For traditional parking meters the meter display only indicates if there is time left on the meter or if the time has expired – but it does not indicate when the time expired, making the assessment of a grace period difficult to judge in the field. Pay and Display machines have addressed this to some degree by issuing a ticket indicating when the paid parking time limit expires, but applying a grace period requires the officer to possibly circle back to check a vehicle twice – making the enforcement less efficient and the second time check process less likely to happen.

Most municipalities that have tried formal grace period policies have found that it does not reduce the complaints about enforcement being too aggressive and in some cases the disputes become about how the grace periods are applied or interpreted instead of the original parking

infraction. Most municipalities have therefore abandoned the practice, and it is recommended that the City continue with their current practice of not providing a grace period for parking time limits.

Contracted Versus In-House Service Delivery

Many municipalities outsource the enforcement activities to third-party vendors, while others use in house staff. There is no right or wrong approach, with each model having its merits and drawbacks, as follows:

- **Third-Party** – Contracting out to a third-party security service provider is one approach that municipalities have used to deliver their parking enforcement programs. Third-party services have historically tended to be less expensive than hiring in-house staff for enforcement, although in the past few years the hourly rates required for external service providers to hire reliable people with adequate customer service skills has been increasing significantly due to staffing shortages in the overall labour market. This pattern can be seen in the significant cost increase for Enforcement Services compared to previous years.

  While some third-party firms have good employee retention programs in place, there can be a tendency for high turnover with outsourced, low wage providers due to the working environment and stressful situations that enforcement staff routinely encounter. High turnover can result in staff who are unfamiliar with parking management approaches used in the past, staff with limited customer service training, and reduced productivity in terms of enforcement activity.

  Third party contracts to provide enforcement can provide a more flexible staffing solution where hours of service and service levels can be adjusted to reflect seasonal needs, subject to staff availability, without the long lead time needed to recruit permanent or temporary staff through internal processes. Use of third-party contracts can also help manage productivity, where staffing levels are set as part of the contract and many contracts include the provision to ensure that replacements are available in the event of an employee being sick or during vacation periods.

  Finally, use of third-party resources can reduce administrative time for staff in the parking services business area, allowing them to focus their energies on parking management and customer service initiatives rather than human resources and staff administration activities. Depending on the nature of the

contract, staff resource time will be required to administer the contract for parking enforcement services.

- **In House** – Bringing the delivery of parking enforcement services in house is another model used in some municipalities to manage their parking system. Staffing costs for this type of service have traditionally been higher than third party providers, particularly when the costs of benefits and pensions are included. With recent wage pressure in the private sector, the cost savings for private security contractors are becoming less of a factor. Using in house staff offers several customer service benefits, particularly with respect to the ability to provide enhanced and regular customer service training for staff, and for staff to provide a more consistent approach to the way enforcement is managed.

  In some municipalities parking enforcement services are combined with other by-law enforcement and/or security related services to provide one integrated enforcement department. The increased size can allow additional flexibility to adjust resource allocation to adjust for seasonal demands or to provide service during holidays or back up when staff are sick. Where enforcement services are split by functional organization (i.e. parking enforcement is separate from By-Law enforcement) fixed staffing levels in the public service environment can result in some resource challenges when staff are sick, completing training, or on holidays or other types of leaves. There is often not sufficient back up staff to cover vacancies and therefore efficiency in program delivery can be reduced.

  In house service delivery is often delivered by unionized staff within the municipal organization which can increase service continuity risks related to labour disruptions and in some cases may result in lower service performance levels and efficiency compared to a private sector comparator.

  Additional staff resources will be required for staffing administration, including human resource functions, payroll and administration, and for staff management, scheduling, training and oversight.

A review of public sector labour contracts in municipalities with in-house parking enforcement found that average hourly rates for staff are approximately $34.17 per hour, with a total estimated cost of $44.42 per hour once the costs of benefits and pensions are included.

It is difficult to provide a reliable estimate of the additional internal staff needed to mange in-house delivery of parking enforcement services as

these roles can be very decentralized in larger organizations. For a smaller organization a minimum of 1 additional supervisory position is typically required for each 35 hour work shift. Depending on the size of the parking enforcement staff compliment, additional human resources staff may also be required although this not expected to be the case in Belleville with a small compliment of enforcement staff.

By comparison outsourced service delivery tends to be less expensive with an average hourly rates of $30.00 - $37.00 per hour including any mark ups applied by the contractor to cover the costs of their internal administration, benefits and training for staff, and their internal profit.

Enforcement Program Recommendations:

8.1. The City of Belleville should continue to use an outsourced service delivery model to undertake the Parking Enforcement function within the City. This approach maintains the current practice, recognizes the limited internal staff availability for managing front line staff, and provides the maximum flexibility in adjusting staffing levels to respond to emerging needs.

8.2. The City should explore opportunities to provide customer service and conflict management training to existing parking enforcement staff and should require this training program to be part of the scope of services to be provided by enforcement contractors to their staff in any future enforcement contracts.

9 Implementation Plan

Implementation of the study recommendations will need to be planned in phases to allow time for procurement of new equipment, implementation of changes to the parking by-laws, additional consultation with stakeholder groups, and the development of detailed improvement plans where appropriate.

Some recommendations, such as the suite of technology opportunities may require time to secure funding (or build-up sufficient reserve funds) to support these programs. Other recommendations will require more detailed engineering design work, or the investigation and evaluation of alternatives before staff are able to initiate procurement activities.

Accordingly, we have developed a 3 phase implementation plan along with a series of recommendations that we recommend for future consideration as funding is available. **Table 9.1** provides a summary of the study recommendations and costs by year.

9.1 Phase 1 Improvements (2026)

The initial suite of recommendations focus on those that can be implemented relatively easily (through updates to existing by-laws) and only minor physical changes to the existing parking inventory and equipment. The initial Phase 1 improvements include:

- Increasing the set fine rates for parking infractions.
- Increasing the monthly fee for daytime permit parking to $75.00.
- Increase the hourly parking rate to $1.50 per hour for existing on-street spaces and surface parking lots.
- Implementing enhanced daytime enforcement through the addition of 1 added enforcement officer shift.
- Restriping parking spaces in surface lots to add new Accessible Parking Spaces.
- Making additional monthly permits available for sale – we would suggest phasing this in to allow for monitoring the uptake and ensuring that capacity continues to exist to accommodate hourly parking. The initial release of monthly permits should be based on 50% of the monthly permit availability by lot as summarized in **Table 7.7**. Monitoring of usage and lot capacity could be undertaken by enforcement staff (or other temporary staff) completing parking occupancy counts during peak periods at

various times during the year to provide data to determine if there is capacity to allow for more permits to be released.

- Implement the overnight parking permit program – with a phased implementation, offering 50% of the permit availability as summarized in **Table 7.7** initially available, subject to review and monitoring of the program results. Designate spaces for overnight permit holders in lots to ensure that parked vehicles do not conflict with snow removal and storage operations.
- Upgrading existing signage in existing surface lots and updating the City website to provide additional information on downtown parking, parking rules and rates, information about monthly permits, and information about the overnight parking permit program.

9.2 Phase 2 Improvements (2027)

The second phase of implementation requires some lead time to procure and install new pay and display machines and is targeted for consideration in the 2027 budget, subject to the availability of funding. Implementation could potentially begin in 2027, depending on timelines for delivery and installation of new equipment.

We would recommend that the Phase 2 improvements be implemented as a package, since the various recommendations have been designed to work together in way that promotes a smooth transition and lessens potential impacts to users and downtown businesses. The Phase 2 improvements include:

- Implementation of paid parking on Front Street (requiring new pay and display machine procurement and installation).
- Increase the maximum time limit for parking on Front Street to 2 hours.
- Implementation of paid parking on Great St James Street. This could be included in Phase 1 if the City decides to implement this as an on-street permit parking program, avoiding the need to purchase and install new pay and display machines.
- Implement 1 hour free parking in the Riverside and Front Street lots.
- Invest in Parking Enforcement software[20] that can integrate with the HotSpot Parking App to improve enforcement efficiency.

[20] Report MEBCS-2025-01 to the Transportation Committee (January 2025) identified the need to consider purchase of new enforcement software as future

9.3 Phase 3 Improvements (2028)+

The third phase of implementation will also require some lead time to allow for more detailed design activities and to allocate funding and procure and install a parking management system for the Riverside and Front Street parking lots. Timelines for implementation of Phase 3 will largely depend on funding availability, and the ability of the measures recommended in Phase 1 and 2 to generate new revenues to fund additional investments in the parking system. Implementation of the Phase 3 improvements includes:

- Procure a new parking management system for the Riverside and Front Street lots including gate arms, entry and exit stations, and real time signage.
- Implement evening flat rate parking in the Riverside and Front Street parking lots.
- Replacement of remaining parking meters with new pay and display or pay by plate machines.

9.4 Future Long Term Improvements

The longer term items for consideration will also require some lead time to allow for more detailed design activities and to allocate funding for implementation. Timelines for implementation will largely depend on the ability of the previous recommended measures to generate additional revenues to fund these additional initiatives. The remaining technology items discussed in Section 7.8 that are recommend for long-term consideration include:

- Installation of lighting and security upgrades in the Riverside and Front Street parking lots.
- Implementation of secure bike parking in surface lots.

Procurement and installation of Electric Vehicle Charging Stations in surface lots.

consideration as new permit programs are introduced and as on street parking and enhanced enforcement measures expand.

TABLE 9.1: SUMMARY OF RECOMMENDATIONS AND COSTS BY YEAR

Rec #	Principle	Recommendation	Year	Operating / Capital Budget	Total Cost (Revenue)	Budget Year		
						2026	2027	2028
7.1.1 to 7.13	Accessibility	Adopt Accessible parking space requirements for lots Restripe parking lots to add new Accessible spaces – 50% Type A and 50% Type B	2026	Operating	$ 130,000	$ 130,000	-	-
7.1.4 7.1.5 7.1.6	Accessibility	Apply Accessible parking space requirements to municipal on street parking Add 6 new Accessible On-Street Spaces Consult with Accessibility Advisory Committee to confirm locations	2026	Operating	$ 6,000	$ 6,000	-	-
7.2.1	Asset Management	The City should allocate funding from annual parking revenues to the Parking Reserve Fund to support future capital needs	2026	Operating	$645,082	$83,529	$179,653	$330,000
7.2.2	Asset Management	Establish overnight parking permit program	2026	Operating	($92,400)	($30,800)	($30,800)	($30,800)
7.2.3 7.2.4 7.2.5 7.2.6	Asset Management	Designate sufficient parking spaces for overnight parking permit holders in areas that do not conflict with snow storage areas in lots Establish an online process to book overnight parking permits through HotSpot Consult with property owners to clarify permit process Update website to promote overnight parking permit program	2026	Operating	-	-	-	-
7.3.1	User Pay	Adopt policy directing that parking revenues should cover annual operating costs plus contributions to reserve fund	2026	Operating	-	-	-	-
7.3.2	User Pay	Allocate additional 2% of annual parking revenue to parking reserve fund for budget stabilization	2026	Operating	$81,259	$24,200	$27,700	$29,500
7.3.3	User Pay	Update parking set fines and review fines and rates annually	2026	Operating	($339,990)	($111,330)	($111,330)	($111,330)
7.3.4	User Pay	Eliminate early pay option for parking infractions Consider Administrative Monetary Penalty (AMP) system	2027	Operating	-	-	-	-
7.3.5 7.3.6	User Pay	Increase hourly parking rates from $1.00 to $1.50 per hour for all on street parking and surface parking lots Continue to consult with the BDIA regarding any potential future changes to parking rates and new parking programs.	2026	Operating	($362,700)	($120,900)	($120,900)	($120,900)
7.3.7	User Pay	Updating the current Cash-in-Lieu of Parking rate in the downtown area based on the methodology discussed in this report.	2026	Operating	-	-	-	-
7.3.8	User Pay	The City should continue to provide free on-street and surface parking during the month of December	2026	Operating	No Change	-	-	-
7.4.1	Manage On Street Parking	The City should consider adding 1 additional parking enforcement officer during the weekday periods	2026	Operating	$159,000	$53,000	$53,000	$53,000

Rec #	Principle	Recommendation	Year	Operating / Capital Budget	Total Cost (Revenue)	Budget Year		
						2026	2027	2028
7.4.2	Manage On Street Parking	Purchase 14 Pay and Display machines for Front Street	2027	Capital	$240,000	-	$240,000	-
7.4.3 7.4.4	Manage On Street Parking	Implement Paid Parking on Front Street and update traffic by-law Increase the permitted time from 1 hour to 2 hours	2027	Operating	($249,000)	-	($83,000)	($166,000)
7.4.5	Manage On Street Parking	Implement Paid Parking on Great St. James Street, between Church Street and Ashley Lane and update traffic by-law	2027	Operating	($39,700)	-	($13,000)	($26,700)
7.4.6	Manage On Street Parking	Install 3 Pay and Display Machines on Great St. James Street	2027	Capital	$45,000	-	$45,000	-
7.4.7	Manage On Street Parking	Purchase new enforcement software that can integrate with HotSpot and offers enhanced features	2027	Operating	$110,000		$70,000	$40,000
7.5.1	Long Duration Parking	Implement daily maximum of $10.00 for off street lots.	2026	Operating	-	-	-	-
7.6.1 7.6.2	Incentivize Use of Lots	Implement 1 hour of free parking in the Front Street and Riverside parking lots. Maintain the current paid parking time period for downtown lots and on-street spaces, between 9 am and 5 pm.	2027	Operating	$61,000	-	$20,000	$41,000
7.6.3 7.6.4	Incentivize Use of Lots	Consider implementing a flat rate evening parking program in downtown lots. Reconsider as part of future parking reviews	2029	Operating	($81,300)	-	-	($81,300)
7.7.1 7.7.2 7.7.3	User Choice	Increase the cost of monthly permit parking to $75.00 in 2026. Increase monthly permit parking to $80.00 in 2027 and $85.00 in 2028. Adopt a policy that the cost of a monthly parking permit should be $10.00 higher than the cost of monthly transit passes	2026-2028	Operating	($176,580)	($43,500)	($59,000)	($74,080)
7.8.1	Technology	Establish an ongoing capital program to fund enhanced signage and technology for the overall parking system.	2027	Capital	TBD	-	-	-
7.8.2	Technology	Develop a signage upgrade program for lots to enhance the information provided to users	2028	Capital	TBD	-	-	-
7.8.3	Technology	Explore opportunities to provided enhanced lighting in downtown parking lots	2028	Capital	TBD	-	-	-
7.8.4	Technology	Explore opportunities to provide emergency call stations in parking lots	2028	Capital	TBD	-	-	-
7.8.5	Technology	Explore opportunities to implement a parking control system with gate entry/exit stations, external signage and a parking management software system	2029	Capital	$593,000	-	-	$593,000
7.8.6	Technology	Explore opportunities to provide a mix of Level 2 and Level 3 Electric Vehicle Charging Stations in City lots	2029	Capital	TBD	-	-	-

Rec #	Principle	Recommendation	Year	Operating / Capital Budget	Total Cost (Revenue)	Budget Year		
						2026	2027	2028
7.8.7	Technology	Explore opportunities to provide secure bike parking in downtown parking lots	2029	Capital	TBD	-	-	-
7.8.8	Technology	Establish a program to replace the current parking meters with new pay and display or pay by plate machines	2029	Capital	$563,000	-	-	$563,000
Total Operating					**($195,088)**	**($9,801)**	**($67,677)**	**($117,610)**
Total Capital					**$1,441,000**	**-**	**$285,000**	**$1,156,000**

9.5 Financial Analysis of Recommendations

A financial analysis of the study recommendations was undertaken to determine how the phased implementation program would impact the costs and revenues within the parking program.

As summarized in **Table 9.2**, the analysis started off with the actual revenues and costs for 2024 and forecasts for 2025. The 2025 parking budget assumed lower revenues than the actual revenues for 2024, whereas our analysis has used the 2024 actual revenues as a baseline for the 2025 revenue forecast.

Implementation of the Phase 1 recommendations are expected to increase total annual revenues by about $305,500 with additional costs of $53,000 primarily due to the recommendation for additional enforcement resources. Implementation of the Phase 1 program of changes should enable the City to contribute approximately $107,700 to the Parking Reserve Fund.

Phase 2 would implement the paid parking on Front Street and on Great St James Street, along with the 1 hour free parking in the Front Street parking lots. This would increase revenues by approximately $397,000, which includes an additional $76,000 in net new meter revenue (after accounting for the cost of the 1 hour free parking in the Front Street and Riverside Lots) plus $15,500 in new permit revenue. A one time draw from the reserve to help fund the capital cost of new pay and display machines on Front Street and Great St. James Street is shown as both a revenue and capital expense.

Anticipated costs will increase by $376,550 primarily due to the one-time capital cost of the new pay and display machines, plus an additional $70,000 in operating costs for new enforcement software and inflationary cost increases. The Phase 2 program of changes should allow for a $207,350 contribution to the Parking Reserve Fund.

In Phase 3 overall revenues are expected to increase by $569,100 which includes $81,300 in revenue from the evening flat rate permit parking program in the Riverside and Front Street lots, a full year of the paid parking on Front Street and Great St. James Street, plus additional increases to monthly permit fees. In addition, another one time draw from the parking reserve would be required to contribute to the purchase of the parking control system for the Riverside and Front Street lots and for replacement of the remaining parking meters.

TABLE 9.2: FINANCIAL ANALYSIS OF STUDY RECOMMENDATIONS

Parking Budget Summary	2023	2024	2025	Phase 1 (2026)	Phase 2 (2027)	Phase 3 (2028+)
	Actual	Actual	Forecast	Fines + Monthly / Overnight Permits + $1.50 Hrly	Front St Paid Parking, 1 Hr Free in Lots	Evening Flat Rate
Fine Revenue	$291,387	$394,558	$394,558	$505,888	$505,888	$505,888
Meter Revenue	$299,829	$313,472	$313,472	$434,372	$510,372	$667,372
Permit Revenue	$226,510	$193,769	$193,769	$268,069	$283,569	$298,649
Draw from Reserves	-$130,500	$0	$0	$0	$285,000	$1,156,000
Other Revenues	$12,740	$426	$1,000	$0	$0	$0
Total Revenue	**$699,966**	**$902,225**	**$902,799**	**$1,208,329**	**$1,584,829**	**$2,627,909**
Staffing Expenses	$99,933	$107,329	$109,800	$116,388	$123,371	$130,774
Enforcement Services	$182,005	$184,784	$221,000	$287,260	$374,496	$362,765
Other Operating Costs	$405,579	$524,929	$529,200	$696,952	$594,609	$630,286
Contribution to Parking Reserve	$12,450	$85,183	$42,799	$107,729	$207,353	$359,500
One Time Capital	$0	$0	$0	$0	$285,000	$1,156,000
Total Expenses	**$699,967**	**$902,225**	**$902,799**	**$1,208,329**	**$1,584,829**	**$2,639,325**
Net	**-$1**	**$0**	**$0**	**$0**	**$0**	**-$11,416**

Costs are expected to increase by a similar amount, due to inflationary costs plus the one-time capital expenditure for the parking control system and new meters. The Phase 3 program of changes should result in a small revenue surplus after including a $359,500 contribution to the Parking Reserve Fund, which incorporates the recommended $330,000 allocation recommended in the 2024 Asset Management Plan plus the additional 2% of revenues recommended for revenue stabilization.

The contributions to the reserve fund between 2026 and 2028 (the assumed timing for Phase 3 initiatives) total $802,560 versus planned draws of $1,441,000 over the same period to fund the capital program. Accordingly, the draw from the parking reserve fund for the parking control system and new meters identified in the Phase 3 recommendations may need to be phased in over a 2-to-3-year period to ensure that the reserve is not depleted.

Table 9.3 illustrates the anticipated parking reserve fund forecast for 2025 to 2034 including recommended transfers for operating revenues, and anticipated draws to fund the recommendations of this study plus asset renewal costs identified in the Asset Management Plan.

The timing for the Phase 4 recommendations have not been specified, and therefore these items have not been included in the multi-year budget forecasts. By the end of 2032, the reserve fund should return to a balance of just over $598,000 allowing some fiscal room to fund other new capital items identified in **Section 7.8** of the report.

TABLE 9.3: PARKING RESERVE FUND FORECAST

Capital Reserve/Reserve Funds (Parking Development)	Forecast									
	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034
Opening Balance	707,770	769,069	742,145	576,256	453,808	260,246	121,005	358,950	598,438	839,333
Transfers From Operating/Capital (contributions to reserve fund)	42,799	107,729	207,353	359,500	359,500	359,500	359,500	359,500	359,500	359,500
Transfer to Capital (Parking Study Capital)	-	-	(285,000)	(385,333)	(385,333)	(385,333)				
Transfer to Capital (AMP)		(154,755)	(107,641)	(111,677)	(179,591)	(120,210)	(124,718)	(129,395)	(134,247)	(326,020)
Transfer to Operating	-	-	-	-	-	-	-	-	-	-
Interest Earned (2.6%)	18,500	20,102	19,399	15,062	11,862	6,802	3,163	9,382	15,642	21,939
Closing Balance	769,069	742,145	576,256	453,808	260,246	121,005	358,950	598,438	839,333	894,752

Appendix A

Parking Survey Data

City of Belleville
Comprehensive Parking Study
June 2025

Parking Data - Weekday Lots Occupancy

Day 2 Tuesday Apr 23	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	2	8	0	1	4	1	0	1	2	0	2	1	0	0	0	0
Clark's Lot	3	116	39	63	59	60	53	62	67	69	59	6	0	0	0	0
Courthouse East Lot	4	144	8	29	38	40	33	27	27	30	23	13	0	0	0	0
Courthouse West Lot	5	98	4	10	12	11	9	9	9	9	5	3	0	0	0	0
Front Street Lot	6	127	17	42	57	77	68	65	62	60	55	32	0	0	0	0
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	8	17	1	1	5	10	8	12	9	6	6	5	0	0	0	0
Market Square South Lot	9	17	3	1	3	11	11	10	7	6	8	8	0	0	0	0
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	11	78	0	33	40	42	43	45	42	41	21	19	0	0	0	0
Riggs Lot	12	54	0	14	15	21	16	20	12	16	16	25	0	0	0	0
Riverside Central Lot	13	66	3	3	2	5	7	4	5	5	8	18	0	0	0	0
Riverside North Lot	14	60	4	4	4	6	4	4	6	5	7	9	0	0	0	0
Riverside South Lot	15	106	54	65	61	64	68	76	56	61	44	19	0	0	0	0
Victoria Lot	16	12	1	4	5	5	5	4	4	4	3	2	0	0	0	0
Total		**944**	**134**	**270**	**305**	**353**	**325**	**339**	**308**	**312**	**257**	**160**	**0**	**0**	**0**	**0**
	Occ		14.2%	28.6%	32.3%	37.4%	34.4%	35.9%	32.6%	33.1%	27.2%	16.9%	0.0%	0.0%	0.0%	0.0%

Day 3 Thursday Apr 25	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	2	8	0	2	2	2	4	2	7	5	3	2	0	0	0	0
Clark's Lot	3	116	46	56	56	59	55	54	57	57	9	5	10	4	4	2
Courthouse East Lot	4	144	10	23	34	35	32	26	25	27	23	12	0	0	0	0
Courthouse West Lot	5	98	2	10	8	8	8	7	7	6	6	3	0	1	1	0
Front Street Lot	6	127	17	54	54	51	96	88	84	85	57	31	38	39	26	5
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	8	17	0	5	9	9	6	11	12	11	11	11	13	14	8	2
Market Square South Lot	9	17	2	2	4	4	9	11	4	6	7	7	12	11	2	2
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	11	78	9	14	41	41	36	35	42	37	19	6	17	20	17	15
Riggs Lot	12	54	7	7	7	19	18	20	20	16	14	0	7	7	5	3
Riverside Central Lot	13	66	2	5	6	8	17	20	9	10	7	8	10	7	6	2
Riverside North Lot	14	60	6	6	8	3	13	12	8	6	7	11	14	11	11	12
Riverside South Lot	15	106	39	67	60	79	84	95	62	66	55	31	10	8	6	4
Victoria Lot	16	12	3	2	3	2	3	3	3	3	3	0	0	0	0	0
		944	143	253	292	320	381	384	340	335	221	127	131	122	86	47
	Occ		15.1%	26.8%	30.9%	33.9%	40.4%	40.7%	36.0%	35.5%	23.4%	13.5%	13.9%	12.9%	9.1%	5.0%

Average Weekday	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	2	8	0	2	3	2	2	2	5	3	3	2	0	0	0	0
Clark's Lot	3	116	43	60	58	60	54	58	62	63	34	6	5	2	2	1
Courthouse East Lot	4	144	9	26	36	38	33	27	26	29	23	13	0	0	0	0
Courthouse West Lot	5	98	3	10	10	10	9	8	8	8	6	3	0	1	1	0
Front Street Lot	6	127	17	48	56	64	82	77	73	73	56	32	19	20	13	3
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	8	17	1	3	7	10	7	12	11	9	9	8	7	7	4	1
Market Square South Lot	9	17	3	2	4	8	10	11	6	6	8	8	6	6	1	1
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	11	78	5	24	41	42	40	40	42	39	20	13	9	10	9	8
Riggs Lot	12	54	4	11	11	20	17	20	16	16	15	13	4	4	3	2
Riverside Central Lot	13	66	3	4	4	7	12	12	7	8	8	13	5	4	3	1
Riverside North Lot	14	60	5	5	6	5	9	8	7	6	7	10	7	6	6	6
Riverside South Lot	15	106	47	66	61	72	76	86	59	64	50	25	5	4	3	2
Victoria Lot	16	12	2	3	4	4	4	4	4	4	3	1	0	0	0	0
	Total	**944**	**142**	**264**	**301**	**342**	**355**	**365**	**326**	**328**	**242**	**147**	**67**	**64**	**45**	**25**
	Occ		15.0%	28.0%	31.9%	36.2%	37.6%	38.7%	34.5%	34.7%	25.6%	15.6%	7.1%	6.8%	4.8%	2.6%

Average Weekday	
Max Occupancy	38.7%
Average Occupancy	22.8%
Average Occupancy (9-4)	33.4%

Parking Data - Weekday Lots Duration

Day 2 Tuesday Apr 23	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Buc Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	11	10	1	0	0	0	0	0	0	0	0	0	0	0
Clark's Lot	143	48	8	5	18	6	5	13	20	18	0	0	0	0
Courthouse East Lot	69	14	13	9	2	0	3	3	13	10	1	0	0	0
Courthouse West Lot	14	0	1	1	2	1	2	0	6	2	0	0	0	0
Front Street Lot	166	52	35	21	15	6	9	12	7	6	3	0	0	0
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	42	43	8	2	0	0	0	0	0	0	0	0	0	0
Market Square South Lot	42	35	10	2	0	0	0	1	0	0	0	0	0	0
Municipal Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	98	37	10	10	5	5	6	20	4	1	0	0	0	0
Riggs Lot	69	36	9	10	3	7	1	1	2	0	0	0	0	0
Riverside Central Lot	29	19	4	2	1	0	0	2	0	1	0	0	0	0
Riverside North Lot	26	14	8	0	1	1	1	0	1	0	0	0	0	0
Riverside South Lot	170	58	25	23	19	11	8	1	14	8	3	0	0	0
Victoria Lot	11	2	0	1	0	0	0	1	2	1	0	0	0	0
total	**890**	**368**	**132**	**86**	**66**	**37**	**35**	**54**	**69**	**47**	**7**	**0**	**0**	**0**

Day 3 Thursday Apr 25	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Buc Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	16	11	3	1	1	1	0	0	0	0	0	0	0	0
Clark's Lot	105	16	13	5	11	7	10	19	19	4	1	0	0	0
Courthouse East Lot	58	15	5	5	3	4	4	8	8	5	2	0	0	0
Courthouse West Lot	11	2	1	0	1	0	1	0	1	5	0	0	0	0
Front Street Lot	234	89	34	26	24	19	10	11	9	12	1	0	0	0
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	76	54	15	7	3	1	0	0	0	0	0	0	0	0
Market Square South Lot	53	32	16	1	0	2	0	1	0	0	0	0	0	0
Municipal Lot	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	96	26	14	14	10	4	13	9	5	1	0	0	0	0
Riggs Lot	44	14	2	7	6	3	2	2	3	4	0	0	0	0
Riverside Central Lot	49	17	13	6	2	0	7	3	0	0	1	0	0	0
Riverside North Lot	50	29	12	2	3	1	1	0	2	0	0	0	0	0
Riverside South Lot	212	81	38	18	30	13	4	4	7	11	7	0	0	0
Victoria Lot	12	3	0	0	0	0	2	1	0	1	0	0	0	0
	1017	389	166	92	94	55	54	58	54	43	12	0	0	0

		1	2	3	4	5	6	7	8	9	10	11	12	13
Average Weekday	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Buc Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	16	11	2	1	1	1	0	0	0	0	0	0	0	0
Clark's Lot	126	32	11	5	15	7	8	16	20	11	1	0	0	0
Courthouse East Lot	67	15	9	7	3	2	4	6	11	8	2	0	0	0
Courthouse West Lot	16	1	1	1	2	1	2	0	4	4	0	0	0	0
Front Street Lot	204	71	35	24	20	13	10	12	8	9	2	0	0	0
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	69	49	12	5	2	1	0	0	0	0	0	0	0	0
Market Square South Lot	51	34	13	2	0	1	0	1	0	0	0	0	0	0
Municipal Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	100	32	12	12	8	5	10	15	5	1	0	0	0	0
Riggs Lot	59	25	6	9	5	5	2	2	3	2	0	0	0	0
Riverside Central Lot	42	18	9	4	2	0	4	3	0	1	1	0	0	0
Riverside North Lot	39	22	10	1	2	1	1	0	2	0	0	0	0	0
Riverside South Lot	195	70	32	21	25	12	6	3	11	10	5	0	0	0
Victoria Lot	8	3	0	1	0	0	1	1	1	1	0	0	0	0
Total Vehicles	**992**	383	152	93	85	49	48	59	65	47	11	0	0	0
Time		0.4	1.3	2.25	3.25	4.3	5.3	6.3	7.3	8.5	9.5	10.5	11.5	12.5
Veh-Time		153.2	197.6	209.25	276.25	210.7	254.4	371.7	474.5	399.5	104.5	0	0	0
Average Length of Stay (veh-Time/Veh)	**2.7 Hours**													
		39%	15%	9%	9%	5%	5%	6%	7%	5%	1%	0%	0%	0%

Parking Data - Weekday On Street - Occupancy

Day 2 Tues April 23	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	1	4	4	2	3	4	3	4	1	2	0	0	0	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	0	1	2	2	6	4	4	5	3	2	0	0	0	0
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	4	5	3	3	2	0	1	5	5	0	0	0	0
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	2	3	5	5	4	4	5	5	4	7	0	0	0	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	1	0	5	5	4	3	1	2	5	1	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	2	2	2	1	1	1	1	2	1	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	4	0	2	3	3	3	2	0	1	1	1	0	0	0	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	2	2	5	4	2	1	1	1	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	1	1	1	2	1	3	0	0	0	0	0	0
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	2	1	1	1	1	2	2	1	1	0	0	0	0	0
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	1	2	3	1	1	2	0	2	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	0	0	0	0	0	0	1	1	0	0	0	0
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	2	2	1	2	2	1	0	0	0	0	0	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	0	2	4	4	4	3	3	3	2	5	0	0	0	0
Front Street (east side Bridge to Campbell) - Front15	Front15	4	0	1	3	4	1	4	3	2	4	4	0	0	0	0
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	0	4	5	1	3	3	3	2	6	0	0	0	0
Front Street (east side Dundas to Market) - Front11	Front11	3	0	0	0	3	2	1	2	1	1	1	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	1	1	3	5	1	1	3	4	2	0	0	0	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	3	3	5	3	2	3	4	3	2	2	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	2	1	1	3	2	4	3	2	1	2	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	2	3	3	4	1	0	3	1	3	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	1	1	0	1	1	0	0	2	2	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	0	1	0	0	0	0	0	0	1	1	0	0	0	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	4	4	4	4	3	3	2	1	3	0	0	0	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	4	3	4	5	3	2	4	3	3	4	0	0	0	0
Front Street (west side Market to Dundas) - Front10	Front10	2	0	0	0	1	2	1	1	1	2	1	0	0	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	0	2	1	2	1	1	1	0	1	0	0	0	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	1	1	0	2	2	0	0	0	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	1	0	0	0	2	0	0	0	0	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	2	0	2	1	2	1	2	2	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	0	1	1	0	2	1	0	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	1	2	2	3	1	2	3	4	0	0	0	0
Front Street (west side Victoria to Campbell) - Front5	Front5	6	0	5	4	4	5	1	2	4	3	0	0	0	0	0
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	2	3	2	1	3	3	3	3	1	2	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	0	0	0	0	0	0	0	0	0	3	0	0	0	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	0	1	1	1	1	1	1	1	0	0	0	0
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	2	3	1	1	2	3	2	1	0	0	0	0	0
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	0	4	3	4	2	2	4	0	2	0	0	0	0	0
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	0	0	1	1	3	3	2	0	5	0	0	0	0
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	2	3	4	2	5	4	1	2	4	0	0	0	0
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	3	3	4	2	0	0	2	6	6	0	0	0	0
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	2	0	1	0	2	0	0	1	0	0	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	0	3	0	3	1	0	0	2	0	3	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	2	4	3	0	0	0	0	0	0	0	0	0	0
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	6	1	1	5	3	3	3	2	2	1	1	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	1	1	1	1	5	3	8	3	3	4	0	0	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	0	0	3	3	1	2	0	1	2	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	1	2	1	3	1	1	2	2	2	3	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	0	0	1	3	3	1	2	2	1	2	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	0	1	3	2	2	1	2	3	1	3	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	0	1	2	3	1	1	1	2	3	3	0	0	0	0
Total		**337**	**26**	**79**	**104**	**123**	**107**	**93**	**93**	**89**	**86**	**110**	**0**	**0**	**0**	**0**

Day 3 Thursday April 25	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	0	2	4	4	4	2	3	4	1	2	2	1	1	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	4	4	4	4	5	6	4	4	3	3	3	5	3	3
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	0	0	4	2	4	5	5	3	5	5	5	2	2
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	4	5	6	4	5	4	0	5	4	5	6	7	2	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	3	3	4	6	9	4	3	3	3	4	7	9	7	6
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	0	0	0	1	0	0	2	0	1	1	1	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	5	1	3	1	1	4	5	3	3	2	2	1	1	1	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	0	2	0	1	6	4	2	0	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	1	0	1	1	0	2	3	4	7	4	2	2
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	0	0	1	1	1	1	1	1	0	0	1	0	2	1
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	0	0	1	1	1	0	0	0	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	0	1	0	0	0	0	0	0	1	1	2	2
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	0	2	3	1	1	1	0	0	0	2	1	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	1	5	3	4	5	5	3	3	3	3	2	4	3	1
Front Street (east side Bridge to Campbell) - Front15	Front15	4	2	3	0	3	4	4	4	3	0	1	3	2	2	2
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	1	4	4	6	5	5	5	2	5	4	5	4	4
Front Street (east side Dundas to Market) - Front11	Front11	3	0	1	0	0	1	0	2	3	3	1	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	2	4	4	4	2	3	3	3	2	1	2	2	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	1	4	3	3	5	3	4	3	3	1	5	5	5	3
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	0	0	1	1	3	4	3	4	4	4	4	3	4	3
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	2	3	2	2	3	2	3	1	1	3	3	1	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	1	1	0	0	0	1	2	1	3	3	3	1	1	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	1	0	1	1	1	1	1	2	1	1	1	2	1	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	0	3	3	3	4	2	4	3	4	3	2	1	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	1	3	5	5	5	5	4	5	4	4	6	6	3	1
Front Street (west side Market to Dundas) - Front10	Front10	2	0	1	0	0	1	0	1	0	1	0	1	1	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	2	2	2	2	1	0	1	2	2	2	1	1	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	0	2	2	2	1	0	0	1	0	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	0	2	2	2	2	2	2	2	1	2	1	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	2	2	2	1	2	2	1	3	2	3	2	2	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	1	1	0	0	1	1	1	1	1	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	0	0	0	4	4	2	3	2	3	3	3	2
Front Street (west side Victoria to Campbell) - Front5	Front5	6	1	3	6	6	5	6	6	5	6	6	4	6	6	6
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames	20	10	10	16	13	15	16	16	13	7	1	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	1	2	2	2	0	1	3	3	2	0	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	1	0	0	0	0	0	1	3	2	1	0	1	0	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	0	0	1	1	1	0	1	1	1	1	0	1
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	2	3	3	2	3	3	3	1	0	3	3	2	1
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	2	3	3	2	3	4	3	4	2	0	4	4	3	2
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	3	3	3	3	2	0	0	1	0	1	1	1	1
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	2	4	4	6	2	5	3	2	0	2	1	1	1
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	4	5	5	5	3	3	4	4	0	6	3	2	3
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	0	2	2	3	5	1	1	1	0	1	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	1	1	1	1	1	1	0	0	0	0	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	2	1	1	4	4	1	1	0	0	0	0	1	1
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	5	1	0	1	1	1	3	4	3	2	0	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	2	3	4	4	4	2	3	4	5	3	0	1	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	2	2	2	3	3	2	1	0	0	0	2	2	2
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	2	0	0	0	4	0	2	3	0	0	0	2	2	2
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	2	1	4	2	4	0	3	3	3	3	2	4	4	4
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	2	1	3	2	3	1	1	3	3	2	3	2	1	1
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	3	3	2	1	3	3	2	3	1	0	0	0	0	0
Total		**337**	**49**	**89**	**123**	**122**	**153**	**140**	**130**	**133**	**105**	**85**	**110**	**105**	**80**	**57**

Average Weekday On Street		Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	1	3	4	3	4	3	3	4	1	2	1	1	1	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	2	3	3	3	6	5	4	5	3	3	2	3	2	2
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	2	3	4	3	3	3	3	4	5	3	3	1	1
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	3	4	6	5	5	4	3	5	4	6	3	4	1	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	2	2	5	6	7	4	2	3	4	3	4	5	4	3
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	1	1	1	1	1	1	2	1	1	1	1	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	5	1	3	2	2	4	4	2	2	2	2	1	1	1	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	1	2	3	3	4	3	2	1	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	1	1	1	2	1	3	2	2	4	2	1	1
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	1	1	1	1	1	2	2	1	1	0	1	0	1	1
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	1	1	2	1	1	1	0	1	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	0	1	0	0	0	0	1	1	1	1	1	1
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	1	2	2	2	2	1	0	0	0	1	1	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	1	4	4	4	5	4	3	3	3	4	1	2	2	1
Front Street (east side Bridge to Campbell) - Front15	Front15	4	1	2	2	4	3	4	4	3	2	3	2	1	1	1
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	1	4	5	4	4	4	4	2	6	2	3	2	2
Front Street (east side Dundas to Market) - Front11	Front11	3	0	1	0	2	2	1	2	2	2	1	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	2	3	4	5	2	2	3	4	2	1	1	1	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	2	4	4	3	4	3	4	3	3	2	3	3	3	2
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	1	1	1	2	3	4	3	3	3	3	2	2	2	2
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	2	3	3	3	2	1	3	1	2	3	2	1	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	1	1	0	1	1	1	1	2	3	3	2	1	1	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	1	1	1	1	1	1	1	1	1	1	1	1	1	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	2	4	4	4	4	3	3	2	4	2	1	1	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	3	3	5	5	4	4	4	4	4	4	3	3	2	1
Front Street (west side Market to Dundas) - Front10	Front10	2	0	1	0	1	2	1	1	1	2	1	1	1	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	1	2	2	2	1	1	1	1	2	1	1	1	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	1	2	1	2	2	0	0	1	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	1	1	1	1	2	1	1	1	1	2	1	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	2	1	2	1	2	2	2	3	2	2	1	1	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	1	1	1	0	2	1	1	1	1	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	1	1	1	4	3	2	3	3	2	2	2	1
Front Street (west side Victoria to Campbell) - Front5	Front5	6	1	4	5	5	5	4	4	5	5	3	2	3	3	3
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames	20	5	5	8	7	8	8	8	7	4	1	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	2	3	2	2	2	2	3	3	2	1	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	1	0	0	0	0	0	0	1	2	3	1	0	1	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	0	1	1	1	1	1	1	1	1	1	0	1
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	2	3	2	2	3	3	3	1	0	2	2	1	1
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	1	4	3	3	3	3	4	2	2	0	2	2	2	1
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	2	2	2	2	3	2	1	1	3	1	1	1	1
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	2	4	4	4	4	5	2	2	2	1	1	1	1
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	4	4	5	4	2	2	3	5	3	3	2	1	2
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	1	1	2	2	4	1	1	1	0	1	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	1	2	1	2	1	1	0	1	0	2	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	2	3	2	2	2	1	1	0	0	0	0	1	1
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	6	1	1	3	2	2	3	3	3	2	1	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	2	2	3	3	5	3	6	4	4	4	0	1	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	1	1	3	3	2	2	1	1	1	0	1	1	1
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	2	1	1	2	3	1	2	3	1	2	0	1	1	1
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	1	1	3	3	4	1	3	3	2	3	1	2	2	2
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	1	1	3	2	3	1	2	3	2	3	2	1	1	1
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	2	2	2	2	2	2	2	3	2	2	0	0	0	0
Average Demand		**338**	**45**	**94**	**124**	**135**	**145**	**129**	**124**	**122**	**107**	**108**	**68**	**64**	**49**	**35**
Overall Occupancy			13%	28%	37%	40%	43%	38%	37%	36%	32%	32%	20%	19%	14%	10%

Parking Data - Weekday On Street - Duration

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Bridge1	15	5	6	3	0	1	0	0	0	0	0	0	0	0
Bridge3	11	3	4	2	1	0	0	0	1	0	0	0	0	0
Bridge2	20	12	8	0	0	0	0	0	0	0	0	0	0	0
Bridge4	30	22	4	3	0	1	0	0	0	0	0	0	0	0
Bridge5	15	11	1	2	0	0	0	0	1	0	0	0	0	0
Campbell1	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Campbell2	5	3	1	0	0	0	0	0	1	0	0	0	0	0
Campbell3	14	12	2	0	0	0	0	0	0	0	0	0	0	0
Church1	10	6	2	0	2	0	0	0	0	0	0	0	0	0
Church2	4	3	0	0	0	0	1	0	0	0	0	0	0	0
Coleman2	6	5	0	0	0	0	0	1	0	0	0	0	0	0
Coleman4	7	3	1	2	1	0	0	0	0	0	0	0	0	0
Coleman3	1	0	1	0	0	0	0	0	0	0	0	0	0	0
Coleman1	4	2	1	0	0	0	1	0	0	0	0	0	0	0
Front14	26	22	4	0	0	0	0	0	0	0	0	0	0	0
Front15	25	24	1	0	0	0	0	0	0	0	0	0	0	0
Front16	27	27	0	0	0	0	0	0	0	0	0	0	0	0
Front11	10	9	1	0	0	0	0	0	0	0	0	0	0	0
Front12	18	15	3	0	0	0	0	0	0	0	0	0	0	0
Front13	24	19	4	1	0	0	0	0	0	0	0	0	0	0
Front17	14	12	1	0	0	0	0	1	0	0	0	0	0	0
Front18	12	5	3	0	4	0	0	0	0	0	0	0	0	0
Front19	10	8	0	2	0	0	0	0	0	0	0	0	0	0
Front20	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Front6	26	24	2	0	0	0	0	0	0	0	0	0	0	0
Front7	32	29	3	0	0	0	0	0	0	0	0	0	0	0
Front10	6	4	1	1	0	0	0	0	0	0	0	0	0	0
Front8	9	9	0	0	0	0	0	0	0	0	0	0	0	0
Front9	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Front1	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Front2	12	10	2	0	0	0	0	0	0	0	0	0	0	0
Front3	5	4	1	0	0	0	0	0	0	0	0	0	0	0
Front4	11	7	1	3	0	0	0	0	0	0	0	0	0	0
Front5	24	21	2	1	0	0	0	0	0	0	0	0	0	0
GreatStJames1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James4	15	10	2	3	0	0	0	0	0	0	0	0	0	0
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Market1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Market2	6	5	1	0	0	0	0	0	0	0	0	0	0	0
McAnanny1	12	9	3	0	0	0	0	0	0	0	0	0	0	0
McAnanny2	14	11	1	1	0	1	0	0	0	0	0	0	0	0
Pinnacle7	13	12	0	1	0	0	0	0	0	0	0	0	0	0
Pinnacle8	23	21	1	0	1	0	0	0	0	0	0	0	0	0
Pinnacle5	21	16	5	0	0	0	0	0	0	0	0	0	0	0
Pinnacle6	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle9	11	7	1	3	0	0	0	0	0	0	0	0	0	0
Pinnacle3	7	5	2	0	0	0	0	0	0	0	0	0	0	0
Pinnacle4	16	13	1	1	1	0	0	0	0	0	0	0	0	0
Pinnacle1	20	13	6	0	0	0	0	1	0	0	0	0	0	0
Pinnacle7	9	7	1	1	0	0	0	0	0	0	0	0	0	0
Victoria1	14	12	1	0	1	0	0	0	0	0	0	0	0	0
Victoria2	10	8	0	1	1	0	0	0	0	0	0	0	0	0
Victoria3	17	16	1	0	0	0	0	0	0	0	0	0	0	0
Victoria4	17	17	0	0	0	0	0	0	0	0	0	0	0	0
	684	**543**	**86**	**32**	**12**	**3**	**2**	**3**	**3**	**0**	**0**	**0**	**0**	**0**

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Bridge1	15	8	2	3	0	1	0	1	0	0	0	0	0	0
Bridge3	10	1	1	2	2	0	1	0	1	0	0	0	2	0
Bridge2	26	19	2	3	1	0	1	0	0	0	0	0	0	0
Bridge4	34	20	8	4	1	1	0	0	0	0	0	0	0	0
Bridge5	16	9	4	0	0	0	0	0	0	0	0	0	3	0
Campbell1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Campbell2	4	3	0	1	0	0	0	0	0	0	0	0	0	0
Campbell3	15	10	4	0	0	0	0	0	0	0	1	0	0	0
Church1	9	6	1	1	1	0	0	0	0	0	0	0	0	0
Church2	17	10	7	0	0	0	0	0	0	0	0	0	0	0
Coleman2	3	2	0	0	0	0	1	0	0	0	0	0	0	0
Coleman4	1	0	0	1	0	0	0	0	0	0	0	0	0	0
Coleman3	2	0	1	0	0	0	1	0	0	0	0	0	0	0
Coleman1	5	2	2	0	0	1	0	0	0	0	0	0	0	0
Front14	31	20	7	3	1	0	0	0	0	0	0	0	0	0
Front15	25	19	5	0	1	0	0	0	0	0	0	0	0	0
Front16	35	22	10	1	2	0	0	0	0	0	0	0	0	0
Front11	7	4	2	1	0	0	0	0	0	0	0	0	0	0
Front12	21	12	7	2	0	0	0	0	0	0	0	0	0	0
Front13	29	19	3	5	2	0	0	0	0	0	0	0	0	0
Front17	24	15	7	2	0	0	0	0	0	0	0	0	0	0
Front18	13	8	3	1	0	0	0	0	0	1	0	0	0	0
Front19	11	8	1	1	1	0	0	0	0	0	0	0	0	0
Front20	11	8	3	0	0	0	0	0	0	0	0	0	0	0
Front6	25	19	5	1	0	0	0	0	0	0	0	0	0	0
Front7	37	21	12	4	0	0	0	0	0	0	0	0	0	0
Front10	5	4	1	0	0	0	0	0	0	0	0	0	0	0
Front8	11	7	1	3	0	0	0	0	0	0	0	0	0	0
Front9	5	2	3	0	0	0	0	0	0	0	0	0	0	0
Front1	7	4	1	0	1	0	0	0	1	0	0	0	0	0
Front2	13	6	2	4	0	1	0	0	0	0	0	0	0	0
Front3	5	3	2	0	0	0	0	0	0	0	0	0	0	0
Front4	16	12	2	1	1	0	0	0	0	0	0	0	0	0
Front5	42	20	15	6	1	0	0	0	0	0	0	0	0	0
GreatStJames1	25	3	2	5	4	2	2	2	2	3	0	0	0	0
James4	9	3	5	1	0	0	0	0	0	0	0	0	0	0
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market1	9	9	0	0	0	0	0	0	0	0	0	0	0	0
Market2	8	8	0	0	0	0	0	0	0	0	0	0	0	0
McAnanny1	15	7	4	2	2	0	0	0	0	0	0	0	0	0
McAnanny2	25	16	4	1	4	0	0	0	0	0	0	0	0	0
Pinnacle7	10	6	1	0	1	0	0	2	0	0	0	0	0	0
Pinnacle8	16	10	4	1	0	0	0	0	1	0	0	0	0	0
Pinnacle5	33	18	11	1	3	0	0	0	0	0	0	0	0	0
Pinnacle6	14	12	2	0	0	0	0	0	0	0	0	0	0	0
Pinnacle9	1	0	0	0	0	0	1	0	0	0	0	0	0	0
Pinnacle3	12	10	1	0	1	0	0	0	0	0	0	0	0	0
Pinnacle4	11	7	3	1	0	0	0	0	0	0	0	0	0	0
Pinnacle1	20	14	4	0	0	1	0	0	1	0	0	0	0	0
Pinnacle7	10	5	2	3	0	0	0	0	0	0	0	0	0	0
Victoria1	13	11	0	2	0	0	0	0	0	0	0	0	0	0
Victoria2	23	15	3	3	1	1	0	0	0	0	0	0	0	0
Victoria3	19	11	7	1	0	0	0	0	0	0	0	0	0	0
Victoria4	18	15	3	0	0	0	0	0	0	0	0	0	0	0
Total	822	504	180	71	31	8	7	5	6	4	1	0	5	0

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour	Length o
Bridge1	16	7	4	3	0	1	0	1	0	0	0	0	0	0	**1.4**
Bridge3	12	2	3	2	2	0	1	0	1	0	0	0	1	0	**3.1**
Bridge2	25	16	5	2	1	0	1	0	0	0	0	0	0	0	**0.9**
Bridge4	33	21	6	4	1	1	0	0	0	0	0	0	0	0	**0.9**
Bridge5	17	10	3	1	0	0	0	0	1	0	0	0	2	0	**2.2**
Campbell1	2	1	0	1	0	0	0	0	0	0	0	0	0	0	**1.2**
Campbell2	6	3	1	1	0	0	0	0	1	0	0	0	0	0	**1.9**
Campbell3	15	11	3	0	0	0	0	0	0	0	1	0	0	0	**1.0**
Church1	11	6	2	1	2	0	0	0	0	0	0	0	0	0	**1.1**
Church2	12	7	4	0	0	0	1	0	0	0	0	0	0	0	**1.0**
Coleman2	6	4	0	0	0	0	1	1	0	0	0	0	0	0	**2.1**
Coleman4	6	2	1	2	1	0	0	0	0	0	0	0	0	0	**1.5**
Coleman3	2	0	1	0	0	0	1	0	0	0	0	0	0	0	**3.1**
Coleman1	6	2	2	0	0	1	1	0	0	0	0	0	0	0	**2.0**
Front14	30	21	6	2	1	0	0	0	0	0	0	0	0	0	**0.7**
Front15	26	22	3	0	1	0	0	0	0	0	0	0	0	0	**0.5**
Front16	32	25	5	1	1	0	0	0	0	0	0	0	0	0	**0.6**
Front11	10	7	2	1	0	0	0	0	0	0	0	0	0	0	**0.6**
Front12	20	14	5	1	0	0	0	0	0	0	0	0	0	0	**0.6**
Front13	27	19	4	3	1	0	0	0	0	0	0	0	0	0	**0.7**
Front17	20	14	4	1	0	0	0	1	0	0	0	0	0	0	**0.8**
Front18	14	7	3	1	2	0	0	0	0	1	0	0	0	0	**1.6**
Front19	12	8	1	2	1	0	0	0	0	0	0	0	0	0	**0.9**
Front20	8	6	2	0	0	0	0	0	0	0	0	0	0	0	**0.5**
Front6	27	22	4	1	0	0	0	0	0	0	0	0	0	0	**0.5**
Front7	35	25	8	2	0	0	0	0	0	0	0	0	0	0	**0.6**
Front10	6	4	1	1	0	0	0	0	0	0	0	0	0	0	**0.7**
Front8	11	8	1	2	0	0	0	0	0	0	0	0	0	0	**0.7**
Front9	7	5	2	0	0	0	0	0	0	0	0	0	0	0	**0.5**
Front1	8	5	1	0	1	0	0	0	1	0	0	0	0	0	**1.6**
Front2	13	8	2	2	0	1	0	0	0	0	0	0	0	0	**1.0**
Front3	6	4	2	0	0	0	0	0	0	0	0	0	0	0	**0.6**
Front4	15	10	2	2	1	0	0	0	0	0	0	0	0	0	**0.8**
Front5	35	21	9	4	1	0	0	0	0	0	0	0	0	0	**0.8**
GreatStJames1	14	2	1	3	2	1	1	1	1	2	0	0	0	0	**3.8**
James4	13	7	4	2	0	0	0	0	0	0	0	0	0	0	**0.8**
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0.0**
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0.0**
James1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	**0.3**
Market1	6	6	0	0	0	0	0	0	0	0	0	0	0	0	**0.3**
Market2	8	7	1	0	0	0	0	0	0	0	0	0	0	0	**0.4**
McAnanny1	14	8	4	1	1	0	0	0	0	0	0	0	0	0	**0.9**
McAnanny2	21	14	3	1	2	1	0	0	0	0	0	0	0	0	**0.9**
Pinnacle7	13	9	1	1	1	0	0	1	0	0	0	0	0	0	**1.2**
Pinnacle8	22	16	3	1	1	0	0	0	1	0	0	0	0	0	**0.9**
Pinnacle5	28	17	8	1	2	0	0	0	0	0	0	0	0	0	**0.8**
Pinnacle6	10	9	1	0	0	0	0	0	0	0	0	0	0	0	**0.4**
Pinnacle9	8	4	1	2	0	0	1	0	0	0	0	0	0	0	**1.5**
Pinnacle3	11	8	2	0	1	0	0	0	0	0	0	0	0	0	**0.7**
Pinnacle4	14	10	2	1	1	0	0	0	0	0	0	0	0	0	**0.7**
Pinnacle1	22	14	5	0	0	1	0	1	1	0	0	0	0	0	**1.2**
Pinnacle7	10	6	2	2	0	0	0	0	0	0	0	0	0	0	**0.8**
Victoria1	15	12	1	1	1	0	0	0	0	0	0	0	0	0	**0.7**
Victoria2	18	12	2	2	1	1	0	0	0	0	0	0	0	0	**1.0**
Victoria3	19	14	4	1	0	0	0	0	0	0	0	0	0	0	**0.6**
Victoria4	18	16	2	0	0	0	0	0	0	0	0	0	0	0	**0.4**
Average Total Veh	**757**	**524**	**133**	**52**	**22**	**6**	**5**	**4**	**5**	**2**	**1**	**0**	**3**	**0**	**0.86**
Time		0.3	1.1	2.1	3.1	4.1	5.1	6.1	7.1	8.1	9.1	10.1	11.1	12.1	
Veh-Time		157.2	146.3	109.2	68.2	24.6	25.5	24.4	35.5	16.2	9.1	0	33.3	0	
Average Length of Sta (veh-Time/Veh)	**0.86 Hrs**														

Parking Data - Saturday Lots Occupancy

Day 1 Sat Apr 20	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	2	8	0	0	0	0	5	1	6	5	0	2	0	0	0	0
Clark's Lot	3	116	0	0	3	6	5	2	5	2	2	2	0	0	0	0
Courthouse East Lot	4	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Courthouse West Lot	5	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Front Street Lot	6	127	0	0	0	19	19	22	7	7	13	12	0	0	0	0
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	8	17	0	0	5	2	10	1	2	7	5	2	0	0	0	0
Market Square South Lot	9	17	0	0	7	7	1	0	4	7	5	11	0	0	0	0
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	11	78	0	0	10	7	15	17	30	27	13	3	0	0	0	0
Riggs Lot	12	54	0	0	12	8	16	17	11	5	9	9	0	0	0	0
Riverside Central Lot	13	66	0	0	6	6	16	18	15	7	4	5	0	0	0	0
Riverside North Lot	14	60	0	0	14	9	11	12	15	12	11	12	0	0	0	0
Riverside South Lot	15	106	0	0	15	10	24	29	21	10	4	4	0	0	0	0
Victoria Lot	16	12	0	0	3	0	1	2	2	2	1	0	0	0	0	0
	Total	944	0	0	75	74	123	121	118	91	67	62	0	0	0	0
	Occ		0.0%	0.0%	7.9%	7.8%	13.0%	12.8%	12.5%	9.6%	7.1%	6.6%	0.0%	0.0%	0.0%	0.0%

Day 4 Sat Apr 27	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	2	8	0	0	7	3	6	5	7	3	5	0	0	0	0	0
Clark's Lot	3	116	0	0	5	3	6	5	5	4	5	2	0	0	0	0
Courthouse East Lot	4	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Courthouse West Lot	5	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Front Street Lot	6	127	0	0	22	24	16	10	5	3	2	7	0	0	0	0
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	8	17	0	0	9	11	9	4	9	10	9	7	0	0	0	0
Market Square South Lot	9	17	0	0	10	6	7	5	6	4	4	5	0	0	0	0
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	11	78	0	0	29	24	20	22	18	13	16	5	0	0	0	0
Riggs Lot	12	54	0	0	13	12	13	22	13	15	8	11	0	0	0	0
Riverside Central Lot	13	66	0	0	10	18	22	22	17	16	10	8	0	0	0	0
Riverside North Lot	14	60	0	0	43	53	49	57	38	34	36	40	0	0	0	0
Riverside South Lot	15	106	0	0	11	25	24	17	15	9	8	4	0	0	0	0
Victoria Lot	16	12	0	0	6	0	2	0	0	0	0	0	0	0	0	0
		944	0	0	165	179	174	169	133	111	103	89	0	0	0	0
	Occ		0.0%	0.0%	17.5%	19.0%	18.4%	17.9%	14.1%	11.8%	10.9%	9.4%	0.0%	0.0%	0.0%	0.0%

Average Saturday	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM	Peak Average	Max Occupancy
Buc Lot	1	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Campbell Lot	2	8	0	0	4	2	6	3	7	4	3	1	0	0	0	0	75%	88%
Clark's Lot	3	116	0	0	4	5	6	4	5	3	4	2	0	0	0	0	5%	5%
Courthouse East Lot	4	144	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Courthouse West Lot	5	98	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Front Street Lot	6	127	0	0	11	22	18	16	6	5	8	10	0	0	0	0	14%	17%
Legion Lot	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	
Market Square North Lot	8	17	0	0	7	7	10	3	6	9	7	5	0	0	0	0	59%	59%
Market Square South Lot	9	17	0	0	9	7	4	3	5	6	5	8	0	0	0	0	24%	53%
Municipal Lot	10	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pinnacle Lot	11	78	0	0	20	16	18	20	24	20	15	4	0	0	0	0	23%	31%
Riggs Lot	12	54	0	0	13	10	15	20	12	10	9	10	0	0	0	0	28%	37%
Riverside Central Lot	13	66	0	0	8	12	19	20	16	12	7	7	0	0	0	0	29%	30%
Riverside North Lot	14	60	0	0	29	31	30	35	27	23	24	26	0	0	0	0	50%	58%
Riverside South Lot	15	106	0	0	13	18	24	23	18	10	6	4	0	0	0	0	23%	23%
Victoria Lot	16	12	0	0	5	0	2	1	1	1	1	0	0	0	0	0	17%	42%
	Total	**944**	**0**	**0**	**123**	**130**	**152**	**148**	**127**	**103**	**89**	**77**	**0**	**0**	**0**	**0**		
	Occ		0.0%	0.0%	13.0%	13.8%	16.1%	15.7%	13.5%	10.9%	9.4%	8.2%	0.0%	0.0%	0.0%	0.0%		

Average Saturday

Max Occupancy	16.1%
Average Occupancy	7.2%
Average Occupancy (10-5)	12.6%

Parking Data - Saturday Lots Duration

Day 1 Sat Apr 20	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Buc Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	12	10	3	1	0	0	0	0	0	0	0	0	0	0
Clark's Lot	16	9	2	1	1	0	0	2	0	0	0	0	0	0
Courthouse East Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Courthouse West Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Front Street Lot	50	25	7	14	3	0	1	0	0	0	0	0	0	0
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	20	15	4	2	0	1	0	0	0	0	0	0	0	0
Market Square South Lot	26	15	9	3	0	0	0	0	0	0	0	0	0	0
Municipal Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	63	32	21	4	2	0	0	4	0	0	0	0	0	0
Riggs Lot	30	7	7	3	5	2	0	1	3	0	0	0	0	0
Riverside Central Lot	33	20	6	0	4	1	0	0	3	0	0	0	0	0
Riverside North Lot	38	24	1	0	4	2	3	1	3	0	0	0	0	0
Riverside South Lot	60	35	10	5	5	1	2	2	0	0	0	0	0	0
Victoria Lot	7	3	0	1	0	1	0	0	0	0	0	0	0	0
	355	195	70	34	24	8	6	10	9	0	0	0	0	0

Day 4 Sat Apr 27	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Buc Lot	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Campbell Lot	26	19	7	1	0	0	0	0	0	0	0	0	0	0
Clark's Lot	14	6	0	2	2	3	0	0	0	0	0	0	0	0
Courthouse East Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Courthouse West Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Front Street Lot	47	28	8	4	5	1	0	0	1	0	0	0	0	0
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Square North Lot	40	27	4	7	4	0	0	0	0	0	0	0	0	0
Market Square South Lot	23	16	1	3	1	2	1	0	0	0	0	0	0	0
Municipal Lot	1	0	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Lot	62	33	10	9	2	2	1	5	1	0	0	0	0	0
Riggs Lot	45	23	6	4	4	0	0	0	6	0	0	0	0	0
Riverside Central Lot	49	29	4	2	1	4	4	0	4	0	0	0	0	0
Riverside North Lot	123	50	24	13	12	8	6	3	9	0	0	0	0	0
Riverside South Lot	63	39	12	4	4	3	0	1	0	0	0	0	0	0
Victoria Lot	9	8	0	0	0	0	0	0	0	0	0	0	0	0
	503	278	76	49	35	23	12	9	21	0	0	0	0	0

Average Saturday	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour	Average Stay (hrs)
Buc Lot	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**0.0**
Campbell Lot	19	15	5	1	0	0	0	0	0	0	0	0	0	0	**0.8**
Clark's Lot	15	8	1	2	2	2	0	1	0	0	0	0	0	0	**2.0**
Courthouse East Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Courthouse West Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Front Street Lot	49	27	8	9	4	1	1	0	1	0	0	0	0	0	**1.5**
Legion Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Market Square North Lot	30	21	4	5	2	1	0	0	0	0	0	0	0	0	**1.2**
Market Square South Lot	25	16	5	3	1	1	1	0	0	0	0	0	0	0	**1.3**
Municipal Lot	1	0	0	0	0	0	0	0	0	0	0	0	0	0	**0.0**
Pinnacle Lot	63	33	16	7	2	1	1	5	1	0	0	0	0	0	**1.7**
Riggs Lot	38	15	7	4	5	1	0	1	5	0	0	0	0	0	**2.3**
Riverside Central Lot	41	25	5	1	3	3	2	0	4	0	0	0	0	0	**2.0**
Riverside North Lot	81	37	13	7	8	5	5	2	6	0	0	0	0	0	**2.2**
Riverside South Lot	62	37	11	5	5	2	1	2	0	0	0	0	0	0	**1.3**
Victoria Lot	8	6	0	1	0	1	0	0	0	0	0	0	0	0	**1.1**
Total Vehicles	**433**	**240**	**75**	**45**	**32**	**18**	**11**	**11**	**17**	**0**	**0**	**0**	**0**	**0**	**1.7**
Time		0.4	1.3	2.25	3.25	4.3	5.3	6.3	7.3	8.5	9.5	10.5	11.5	12.5	
Veh-Time		96	97.5	101.25	104	77.4	58.3	69.3	124.1	0	0	0	0	0	
Average Length of Stay (veh-Time/Veh)	**1.7**	**Hours**													

(230694) City of Belleville - Comprehensive Parking Study

Parking Occupancy Counts — Date: Saturday, Feb 24, 2024

Lot	Type	Time 11:30	12:00	12:40	1:30	2:15	2:50	3:20	3:50	Max
Private- South of Front St	Private	3	3	7	7	6	4	4	4	7
Private - Ainley Parking	Private	3	2	3	3	4	2	2	2	4
										0
Front Street	Municipal	30	89	117	113	63	38	22	12	117
Riverside South	Municipal	21	43	60	50	38	25	20	12	60
Riverside South - Private	Private	24	18	22	19	19	18	11	9	24
Riverside Central	Municipal	19	24	26	30	22	18	21	15	30
Riverside Central - Private	Private	7	19	15	24	13	15	14	14	24
Riverside North	Municipal	20	28	43	43	24	24	19	15	43
Riverside North - Private	Private	0	0	4	4	3	3	3	3	4
Theatre	Private	60	80	105	84	64	54	50	51	105
Pinnacle	Municipal	42	42	49	39	37	45	39	43	49
Riggs	Municipal	12	21	25	30	12	15	12	12	30
Riggs-Private	Private	26	24	24	28	28	27	28	26	28
Market	Municipal	N/A	N/A	28	21	21	21	19	15	28
Clarks	Municipal	3	8	16	13	14	6	6	6	16
Courthouse A	Municipal	0	0	0	0	0	0	0	0	0
Courthouse B	Municipal	0	0	0	0	0	0	0	0	0
	Total	270	401	544	508	368	315	270	239	
	Municipal Lots	147	255	364	339	231	192	158	130	

N/A - no count done due to farmers market

Parking Data - Saturday On Street - Occupancy

Day 1 Sat Apr 20	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	0	0	0	0	0	1	1	1	1	1	0	0	0	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	0	0	0	0	6	2	4	5	3	0	0	0	0	0
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	0	0	0	1	5	2	4	1	5	0	0	0	0
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	0	0	0	0	0	3	4	4	2	3	0	0	0	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	0	0	0	0	5	4	5	4	3	3	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	0	0	0	1	0	1	0	1	1	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	4	0	0	0	0	4	1	4	1	2	2	0	0	0	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	0	2	1	1	0	0	0	0	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	0	0	1	0	0	4	4	0	0	0	0	0
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	0	0	0	0	0	0	0	2	2	2	0	0	0	0
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	0	0	0	0	0	0	0	1	0	0	0	0
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	0	0	1	1	2	3	4	1	2	0	0	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	0	0	4	2	1	5	5	3	2	2	0	0	0	0
Front Street (east side Bridge to Campbell) - Front15	Front15	4	0	0	4	2	1	4	4	1	2	2	0	0	0	0
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	0	6	0	5	6	5	3	3	3	0	0	0	0
Front Street (east side Dundas to Market) - Front11	Front11	3	0	0	1	0	0	1	2	0	0	0	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	0	2	0	0	2	1	1	0	0	0	0	0	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	0	0	3	3	3	5	5	5	4	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	0	0	2	0	4	3	4	3	2	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	0	0	4	1	2	3	4	2	1	1	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	0	0	2	2	2	2	2	2	2	2	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	0	0	1	0	0	1	1	1	1	1	0	0	0	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	0	4	4	1	4	1	2	4	0	0	0	0	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	0	0	0	2	1	1	3	3	3	5	0	0	0	0
Front Street (west side Market to Dundas) - Front10	Front10	2	0	0	0	0	0	0	1	1	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	0	0	1	1	2	1	2	1	1	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	0	3	3	2	2	2	2	2	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	1	2	0	2	1	0	0	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	3	3	2	3	2	3	2	1	0	0	0	0
Front Street (west side Victoria to Campbell) - Front5	Front5	6	0	0	6	4	1	4	1	4	4	4	0	0	0	0
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames1	20	0	0	3	5	1	0	0	0	0	0	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	0	0	0	0	0	0	0	3	0	3	0	0	0	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	1	0	0	0	1	1	0	1	0	0	0	0
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	0	2	0	0	0	3	3	2	2	0	0	0	0
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	0	0	4	0	0	0	3	2	2	4	0	0	0	0
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	0	4	3	1	0	0	1	1	2	0	0	0	0
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	0	4	4	2	6	8	5	6	0	0	0	0	0
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	0	6	6	0	1	2	3	2	1	0	0	0	0
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	0	3	3	0	0	1	0	0	0	0	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	0	0	2	2	3	3	3	4	2	0	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	0	2	0	0	1	3	2	3	0	0	0	0	0
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	4	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	0	0	3	2	3	2	6	4	2	1	0	0	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	0	1	0	0	3	3	3	3	0	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	0	0	2	0	3	4	2	1	0	0	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	0	0	3	0	2	4	2	4	2	0	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	0	0	3	1	1	3	3	3	3	0	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	0	0	3	0	0	2	2	2	0	1	0	0	0	0
Total		335	0	0	97	58	64	96	114	107	81	67	0	0	0	0

Day 4 Sat April 27	Facility ID	Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	0	0	1	2	0	1	0	1	0	2	0	0	0	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	0	0	3	3	2	4	2	4	2	2	0	0	0	0
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	0	3	4	4	2	3	5	5	5	0	0	0	0
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	0	0	3	4	6	5	6	7	5	6	0	0	0	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	0	0	4	2	2	0	7	5	4	2	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	0	2	2	2	1	0	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	5	0	0	3	3	4	4	4	2	1	0	0	0	0	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	0	0	0	1	1	1	1	1	0	0	0	0	0	0
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	1	3	3	2	2	3	3	2	0	0	0	0
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	0	0	0	2	2	1	0	1	0	0	0	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	0	0	4	4	5	5	5	3	5	1	0	0	0	0
Front Street (east side Bridge to Campbell) - Front15	Front15	4	0	0	4	4	2	3	3	2	3	1	0	0	0	0
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	0	5	6	5	5	4	4	6	1	0	0	0	0
Front Street (east side Dundas to Market) - Front11	Front11	3	0	0	3	1	0	0	0	0	0	0	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	0	1	3	3	1	2	1	0	1	0	0	0	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	0	0	3	3	3	4	6	6	5	6	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	0	0	4	4	4	4	4	4	4	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	0	0	4	4	2	4	3	4	4	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	0	0	1	2	1	2	2	1	1	0	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	0	0	1	2	1	2	2	2	2	2	0	0	0	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	0	4	4	4	3	4	4	4	1	0	0	0	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	0	0	4	4	5	4	6	3	4	4	0	0	0	0
Front Street (west side Market to Dundas) - Front10	Front10	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	0	0	0	1	1	1	0	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	0	0	2	1	1	1	2	1	1	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	0	3	3	2	1	2	0	0	0	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	2	2	2	2	2	2	2	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	4	4	4	3	2	4	3	4	0	0	0	0
Front Street (west side Victoria to Campbell) - Front5	Front5	6	0	0	6	6	4	6	5	4	5	1	0	0	0	0
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames1	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	0	0	0	2	2	0	0	0	1	0	0	0	0	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	1	1	1	0	1	1	1	1	0	0	0	0
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	0	1	2	3	3	3	3	3	2	0	0	0	0
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	0	0	2	2	2	3	4	4	3	3	0	0	0	0
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	0	3	1	2	0	2	2	0	0	0	0	0	0
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	0	4	5	2	6	1	3	2	0	0	0	0	0
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	0	1	8	7	5	7	2	2	4	0	0	0	0
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	0	1	3	1	1	2	0	0	0	0	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	0	0	3	3	3	3	2	2	3	1	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	0	1	1	1	0	1	2	1	0	0	0	0	0
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	13	0	0	5	5	4	3	2	0	0	0	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	0	0	5	11	6	7	6	5	2	1	0	0	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	0	3	1	4	1	1	0	0	0	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	0	0	2	3	4	3	3	3	3	2	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	0	0	3	4	3	4	3	2	4	4	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	0	0	1	3	3	3	3	2	2	1	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	0	0	4	3	4	4	2	1	2	1	0	0	0	0
Total		345	0	0	117	141	127	119	125	106	99	70	0	0	0	0

Average Saturday On Street		Supply	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM	9:00:00 PM
Bridge Street (north side between Everett and Coleman) - Bridge1	Bridge1	4	0	0	1	1	0	1	1	1	1	2	0	0	0	0
Bridge Street (north side Church to Pinnacle) - Bridge3	Bridge3	7	0	0	2	2	4	3	3	5	3	1	0	0	0	0
Bridge Street (north side Pinnacle to Front) - Bridge2	Bridge2	5	0	0	2	2	3	4	3	5	3	5	0	0	0	0
Bridge Street (south side Front to Pinnacle) - Bridge4	Bridge4	8	0	0	2	2	3	4	5	6	4	5	0	0	0	0
Bridge Street (south side Pinnacle to Church) - Bridge5	Bridge5	11	0	0	2	1	4	2	6	5	4	3	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell1	Campbell1	1	0	0	0	1	1	0	1	0	1	1	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell2	Campbell2	2	0	0	1	1	2	1	1	0	0	0	0	0	0	0
Campbell Street (south side Front to Pinnacle) - Campbell3	Campbell3	5	0	0	2	2	4	3	4	2	2	1	0	0	0	0
Church Street (east side Bridge to Patterson) - Church1	Church1	22	0	0	1	1	1	0	0	0	0	0	0	0	0	0
Church Street (east side Dundas to Lattimer) - Church2	Church2	15	0	0	0	0	1	0	0	2	2	0	0	0	0	0
Coleman Street (west side Catherine to Henry) - Coleman2	Coleman2	11	0	0	0	1	1	1	1	2	1	1	0	0	0	0
Coleman Street (west side Dundas to Bridge) - Coleman4	Coleman4	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman Street (west side Henry to Moira) - Coleman3	Coleman3	6	0	0	1	2	2	1	1	2	2	2	0	0	0	0
Coleman Street (west side Jane to Catherine) - Coleman1	Coleman1	7	0	0	0	1	2	2	2	2	1	1	0	0	0	0
Front Street (east side Bridge to Campbell) - Front14	Front14	5	0	0	4	3	3	5	5	3	4	2	0	0	0	0
Front Street (east side Bridge to Campbell) - Front15	Front15	4	0	0	4	3	2	4	4	2	3	2	0	0	0	0
Front Street (east side Campbell to Victoria) - Front16	Front16	6	0	0	6	3	5	6	5	4	5	2	0	0	0	0
Front Street (east side Dundas to Market) - Front11	Front11	3	0	0	2	1	0	1	1	0	0	0	0	0	0	0
Front Street (east side Dundas to Market) - Front12	Front12	5	0	0	2	2	2	2	2	1	0	1	0	0	0	0
Front Street (east side McAnnany to Bridge) - Front13	Front13	6	0	0	3	3	3	5	6	6	5	5	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front17	Front17	4	0	0	3	2	4	4	4	4	3	3	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front18	Front18	4	0	0	4	3	2	4	4	3	3	2	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front19	Front19	3	0	0	2	2	2	2	2	2	2	1	0	0	0	0
Front Street (east side Victoria to Upper Front) - Front20	Front20	2	0	0	1	1	1	2	2	2	2	2	0	0	0	0
Front Street (west side Bridge to Campbell) - Front6	Front6	4	0	0	4	4	3	4	3	3	4	1	0	0	0	0
Front Street (west side Bridge to McAnnany) - Front7	Front7	6	0	0	2	3	3	3	5	3	4	5	0	0	0	0
Front Street (west side Market to Dundas) - Front10	Front10	2	0	0	1	0	0	0	1	1	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front8	Front8	2	0	0	1	0	1	1	1	0	0	0	0	0	0	0
Front Street (west side Market to Dundas) - Front9	Front9	3	0	0	0	1	0	0	1	0	0	0	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front1	Front1	2	0	0	2	1	2	1	2	1	1	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front2	Front2	3	0	0	3	3	2	2	2	1	1	1	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front3	Front3	3	0	0	2	2	1	2	2	1	1	2	0	0	0	0
Front Street (west side Upper Front to Victoria) - Front4	Front4	4	0	0	4	4	3	3	2	4	3	3	0	0	0	0
Front Street (west side Victoria to Campbell) - Front5	Front5	6	0	0	6	5	3	5	3	4	5	3	0	0	0	0
Great St. James St. (south side Church to Dafoe) - GreatStJames1	GreatStJames1	20	0	0	2	3	1	0	0	0	0	0	0	0	0	0
James Street (east side between Brock and Bridge) - James4	James4	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Colborne and Courthouse Lot) - James2	James2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Courthouse Lot and Brock) - James3	James3	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James Street (east side between Dundas to Colborne) - James1	James1	3	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Market Street (north side Front to Pinnacle) - Market1	Market1	4	0	0	0	1	1	0	0	2	1	2	0	0	0	0
Market Street (south side Front to Pinnacle) - Market2	Market2	1	0	0	1	1	1	0	1	1	1	1	0	0	0	0
McAnanny Street (north side Pinnacle to Front) - McAnanny1	McAnanny1	3	0	0	2	1	2	2	3	3	3	2	0	0	0	0
McAnanny Street (south side Pinnacle to Front) - McAnanny2	McAnanny2	4	0	0	3	1	1	2	4	3	3	4	0	0	0	0
Pinnacle Street (east side Bridge to Campbell) - Pinnacle7	Pinnacle7	5	0	0	4	2	2	0	1	2	1	1	0	0	0	0
Pinnacle Street (east side Campbell to Patterson) - Pinnacle8	Pinnacle8	13	0	0	4	5	2	6	5	4	4	0	0	0	0	0
Pinnacle Street (east side Dundas to Market) - Pinnacle5	Pinnacle5	11	0	0	4	7	4	3	5	3	2	3	0	0	0	0
Pinnacle Street (east side Market to Bridge) - Pinnacle6	Pinnacle6	5	0	0	2	3	1	1	2	0	0	0	0	0	0	0
Pinnacle Street (east side Victoria to Station) - Pinnacle9	Pinnacle9	18	0	0	3	3	3	3	3	3	3	1	0	0	0	0
Pinnacle Street (west side Campbel to Bridge) - Pinnacle3	Pinnacle3	4	0	0	2	1	1	1	2	2	2	0	0	0	0	0
Pinnacle Street (west side Market to Dundas) - Pinnacle4	Pinnacle4	9	0	0	3	3	2	2	1	0	0	0	0	0	0	0
Pinnacle Street (west side Station to Victoria) - Pinnacle1	Pinnacle1	20	0	0	4	7	5	5	6	5	2	1	0	0	0	0
Pinnacle Street (west side Victoria to Campbell) - Pinnacle2	Pinnacle2	5	0	0	2	1	2	2	2	2	2	0	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria1	Victoria1	4	0	0	2	2	4	4	3	2	2	1	0	0	0	0
Victoria Avenue (north side Pinnacle to Front) - Victoria2	Victoria2	4	0	0	3	2	3	4	3	3	3	2	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria3	Victoria3	3	0	0	2	2	2	3	3	3	3	1	0	0	0	0
Victoria Avenue (south side Front to Pinnacle) - Victoria4	Victoria4	4	0	0	4	2	2	3	2	2	1	1	0	0	0	0
Average Demand		**341**	**0**	**0**	**118**	**110**	**109**	**119**	**131**	**117**	**103**	**79**	**0**	**0**	**0**	**0**
Overall Occupancy			0%	0%	35%	32%	32%	35%	38%	34%	30%	23%	0%	0%	0%	0%

Parking Data - Saturday On Street - Duration

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Bridge1	3	1	2	0	0	0	0	0	0	0	0	0	0	0
Bridge3	11	6	2	1	1	1	0	0	0	0	0	0	0	0
Bridge2	13	10	2	0	1	0	0	0	0	0	0	0	0	0
Bridge4	11	8	2	0	1	0	0	0	0	0	0	0	0	0
Bridge5	6	0	2	0	1	0	3	0	0	0	0	0	0	0
Campbell1	4	4	0	0	0	0	0	0	0	0	0	0	0	0
Campbell2	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Campbell3	10	9	0	0	0	1	0	0	0	0	0	0	0	0
Church1	2	1	0	1	0	0	0	0	0	0	0	0	0	0
Church2	9	9	0	0	0	0	0	0	0	0	0	0	0	0
Coleman2	2	0	0	2	0	0	0	0	0	0	0	0	0	0
Coleman4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman3	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Coleman1	6	1	2	1	0	0	2	0	0	0	0	0	0	0
Front14	12	7	3	1	0	0	0	0	1	0	0	0	0	0
Front15	13	7	5	1	0	0	0	0	0	0	0	0	0	0
Front16	27	21	2	4	0	0	0	0	0	0	0	0	0	0
Front11	3	2	1	0	0	0	0	0	0	0	0	0	0	0
Front12	5	4	1	0	0	0	0	0	0	0	0	0	0	0
Front13	14	7	2	1	0	1	3	0	0	0	0	0	0	0
Front17	13	9	3	0	0	0	1	0	0	0	0	0	0	0
Front18	12	10	1	0	0	0	1	0	0	0	0	0	0	0
Front19	4	2	0	0	0	0	1	0	1	0	0	0	0	0
Front20	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Front6	13	11	1	0	0	0	0	1	0	0	0	0	0	0
Front7	10	7	2	0	0	0	0	1	0	0	0	0	0	0
Front10	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Front8	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Front9	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Front1	5	4	0	0	0	0	0	1	0	0	0	0	0	0
Front2	13	9	3	1	0	0	0	0	0	0	0	0	0	0
Front3	6	5	1	0	0	0	0	0	0	0	0	0	0	0
Front4	12	6	5	1	0	0	0	0	0	0	0	0	0	0
Front5	18	14	2	1	0	0	0	1	0	0	0	0	0	0
James1	6	3	3	0	0	0	0	0	0	0	0	0	0	0
James4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Market1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Market2	4	4	0	0	0	0	0	0	0	0	0	0	0	0
McAnanny1	5	2	1	0	2	0	0	0	0	0	0	0	0	0
McAnanny2	9	7	0	0	2	0	0	0	0	0	0	0	0	0
Pinnacle7	9	7	1	1	0	0	0	0	0	0	0	0	0	0
Pinnacle8	24	17	5	0	2	0	0	0	0	0	0	0	0	0
Pinnacle5	17	15	0	2	0	0	0	0	0	0	0	0	0	0
Pinnacle6	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle9	11	8	1	1	0	0	1	0	0	0	0	0	0	0
Pinnacle3	7	4	2	1	0	0	0	0	0	0	0	0	0	0
Pinnacle4	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Pinnacle1	14	7	2	5	0	0	0	0	0	0	0	0	0	0
Pinnacle7	7	3	2	2	0	0	0	0	0	0	0	0	0	0
Victoria1	8	4	4	0	0	0	0	0	0	0	0	0	0	0
Victoria2	16	15	1	0	0	0	0	0	0	0	0	0	0	0
Victoria3	12	8	3	1	0	0	0	0	0	0	0	0	0	0
Victoria4	8	7	0	1	0	0	0	0	0	0	0	0	0	0
	442	313	69	29	10	3	12	4	2	0	0	0	0	0

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Bridge1	7	7	0	0	0	0	0	0	0	0	0	0	0	0
Bridge3	9	5	1	1	1	0	0	0	1	0	0	0	0	0
Bridge2	19	13	3	2	0	0	1	0	0	0	0	0	0	0
Bridge4	21	12	3	1	4	1	0	0	0	0	0	0	0	0
Bridge5	14	8	1	4	1	0	0	0	0	0	0	0	0	0
Campbell1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Campbell2	5	3	2	0	0	0	0	0	0	0	0	0	0	0
Campbell3	16	11	5	0	0	0	0	0	0	0	0	0	0	0
Church1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Church2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman2	3	2	0	1	0	0	0	0	0	0	0	0	0	0
Coleman4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman3	5	2	1	0	0	0	0	1	1	0	0	0	0	0
Coleman1	4	2	2	0	0	0	0	0	0	0	0	0	0	0
Front14	24	20	2	1	0	1	0	0	0	0	0	0	0	0
Front15	18	15	2	1	0	0	0	0	0	0	0	0	0	0
Front16	26	21	3	1	0	0	1	0	0	0	0	0	0	0
Front11	3	2	1	0	0	0	0	0	0	0	0	0	0	0
Front12	7	5	0	1	1	0	0	0	0	0	0	0	0	0
Front13	10	4	1	0	2	0	0	2	1	0	0	0	0	0
Front17	10	2	3	1	2	0	0	0	2	0	0	0	0	0
Front18	14	8	3	0	1	2	0	0	0	0	0	0	0	0
Front19	4	3	0	0	0	0	0	1	0	0	0	0	0	0
Front20	8	7	0	0	0	0	0	1	0	0	0	0	0	0
Front6	19	16	1	1	0	0	0	1	0	0	0	0	0	0
Front7	17	13	0	1	1	0	1	0	1	0	0	0	0	0
Front10	2	1	1	0	0	0	0	0	0	0	0	0	0	0
Front8	2	1	1	0	0	0	0	0	0	0	0	0	0	0
Front9	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Front1	8	6	2	0	0	0	0	0	0	0	0	0	0	0
Front2	10	9	1	0	0	0	0	0	0	0	0	0	0	0
Front3	3	0	1	0	0	0	1	0	1	0	0	0	0	0
Front4	15	7	5	0	1	0	0	2	0	0	0	0	0	0
Front5	24	16	7	0	0	0	0	1	0	0	0	0	0	0
GreatStJames1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Market1	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Market2	4	1	3	0	0	0	0	0	0	0	0	0	0	0
McAnanny1	9	6	1	0	0	1	0	1	0	0	0	0	0	0
McAnanny2	7	3	1	0	1	0	0	2	0	0	0	0	0	0
Pinnacle7	8	6	2	0	0	0	0	0	0	0	0	0	0	0
Pinnacle8	21	19	2	0	0	0	0	0	0	0	0	0	0	0
Pinnacle5	23	16	3	0	2	0	2	0	0	0	0	0	0	0
Pinnacle6	7	6	1	0	0	0	0	0	0	0	0	0	0	0
Pinnacle9	10	7	1	0	0	1	1	0	0	0	0	0	0	0
Pinnacle3	5	4	0	1	0	0	0	0	0	0	0	0	0	0
Pinnacle4	18	17	1	0	0	0	0	0	0	0	0	0	0	0
Pinnacle1	18	10	1	2	2	1	2	0	0	0	0	0	0	0
Pinnacle7	10	10	0	0	0	0	0	0	0	0	0	0	0	0
Victoria1	11	7	1	1	1	0	0	1	0	0	0	0	0	0
Victoria2	17	12	4	0	0	0	0	1	0	0	0	0	0	0
Victoria3	11	8	0	2	1	0	0	0	0	0	0	0	0	0
Victoria4	12	8	3	0	0	0	0	1	0	0	0	0	0	0
	526	369	76	22	21	7	9	15	7	0	0	0	0	0

Average Saturday On Street

Facility ID	# of Veh	1 Hour	2 Hour	3 Hour	4 Hour	5 Hour	6 Hour	7 Hour	8 Hour	9 Hour	10 Hour	11 Hour	12 Hour	13 Hour
Bridge1	5	4	1	0	0	0	0	0	0	0	0	0	0	0
Bridge3	12	6	2	1	1	1	0	0	1	0	0	0	0	0
Bridge2	18	12	3	1	1	0	1	0	0	0	0	0	0	0
Bridge4	18	10	3	1	3	1	0	0	0	0	0	0	0	0
Bridge5	11	4	2	2	1	0	2	0	0	0	0	0	0	0
Campbell1	3	3	0	0	0	0	0	0	0	0	0	0	0	0
Campbell2	4	3	1	0	0	0	0	0	0	0	0	0	0	0
Campbell3	14	10	3	0	0	1	0	0	0	0	0	0	0	0
Church1	2	1	0	1	0	0	0	0	0	0	0	0	0	0
Church2	5	5	0	0	0	0	0	0	0	0	0	0	0	0
Coleman2	3	1	0	2	0	0	0	0	0	0	0	0	0	0
Coleman4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Coleman3	5	2	1	0	0	0	0	1	1	0	0	0	0	0
Coleman1	6	2	2	1	0	0	1	0	0	0	0	0	0	0
Front14	20	14	3	1	0	1	0	0	1	0	0	0	0	0
Front15	16	11	4	1	0	0	0	0	0	0	0	0	0	0
Front16	28	21	3	3	0	0	1	0	0	0	0	0	0	0
Front11	3	2	1	0	0	0	0	0	0	0	0	0	0	0
Front12	8	5	1	1	1	0	0	0	0	0	0	0	0	0
Front13	15	6	2	1	1	1	2	1	1	0	0	0	0	0
Front17	13	6	3	1	1	0	1	0	1	0	0	0	0	0
Front18	14	9	2	0	1	1	1	0	0	0	0	0	0	0
Front19	6	3	0	0	0	0	1	1	1	0	0	0	0	0
Front20	8	7	0	0	0	0	0	1	0	0	0	0	0	0
Front6	17	14	1	1	0	0	0	1	0	0	0	0	0	0
Front7	16	10	1	1	1	0	1	1	1	0	0	0	0	0
Front10	3	2	1	0	0	0	0	0	0	0	0	0	0	0
Front8	2	1	1	0	0	0	0	0	0	0	0	0	0	0
Front9	2	2	0	0	0	0	0	0	0	0	0	0	0	0
Front1	7	5	1	0	0	0	0	1	0	0	0	0	0	0
Front2	12	9	2	1	0	0	0	0	0	0	0	0	0	0
Front3	6	3	1	0	0	0	1	0	1	0	0	0	0	0
Front4	15	7	5	1	1	0	0	1	0	0	0	0	0	0
Front5	22	15	5	1	0	0	0	1	0	0	0	0	0	0
GreatStJames1	4	2	2	0	0	0	0	0	0	0	0	0	0	0
James4	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James2	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James3	0	0	0	0	0	0	0	0	0	0	0	0	0	0
James1	1	1	0	0	0	0	0	0	0	0	0	0	0	0
Market1	6	6	0	0	0	0	0	0	0	0	0	0	0	0
Market2	5	3	2	0	0	0	0	0	0	0	0	0	0	0
McAnanny1	8	4	1	0	1	1	0	1	0	0	0	0	0	0
McAnanny2	9	5	1	0	2	0	0	1	0	0	0	0	0	0
Pinnacle7	10	7	2	1	0	0	0	0	0	0	0	0	0	0
Pinnacle8	23	18	4	0	1	0	0	0	0	0	0	0	0	0
Pinnacle5	21	16	2	1	1	0	1	0	0	0	0	0	0	0
Pinnacle6	8	7	1	0	0	0	0	0	0	0	0	0	0	0
Pinnacle9	12	8	1	1	0	1	1	0	0	0	0	0	0	0
Pinnacle3	6	4	1	1	0	0	0	0	0	0	0	0	0	0
Pinnacle4	10	9	1	0	0	0	0	0	0	0	0	0	0	0
Pinnacle1	18	9	2	4	1	1	1	0	0	0	0	0	0	0
Pinnacle7	9	7	1	1	0	0	0	0	0	0	0	0	0	0
Victoria1	12	6	3	1	1	0	0	1	0	0	0	0	0	0
Victoria2	18	14	3	0	0	0	0	1	0	0	0	0	0	0
Victoria3	13	8	2	2	1	0	0	0	0	0	0	0	0	0
Victoria4	12	8	2	1	0	0	0	1	0	0	0	0	0	0
Average Total Veh	**487**	**341**	**73**	**26**	**16**	**5**	**11**	**10**	**5**	**0**	**0**	**0**	**0**	**0**

(230694) City of Belleville - Comprehensive Parking Study

Date: Saturday, Feb 24, 2024

Parking Occupancy Counts

On Street				Time													
From	To	Spaces		12:20		1:10		1:50		2:30		3:05		3:30		4:00	
		West	East	West	East	West	East	West	East	West	East	West	East	West	East	West	East
Front Street																	
Dundas	Market	7	8	6	4	6	7	3	7	4	1	2	1	2	0	1	0
Market	Bridge	6	5	5	5	4	5	6	6	4	5	4	4	5	4	5	4
Bridge	Campbell	4	9	4	7	4	7	4	8	4	5	3	3	2	2	1	8
Campbell	Victoria	6	6	6	4	5	5	6	6	6	5	6	5	5	3	3	3
Victoria	Pinnacle	12	13	12	12	11	10	9	8	9	11	7	8	7	4	7	4
	Total	**35**	**41**	**33**	**32**	**30**	**34**	**28**	**35**	**27**	**27**	**22**	**21**	**21**	**13**	**17**	**19**
	Occupancy			**94%**	**78%**	**86%**	**83%**	**80%**	**85%**	**77%**	**66%**	**63%**	**51%**	**60%**	**32%**	**49%**	**46%**
Pinnacle Street																	
Front	Victoria	20	18	7	4	11	8	11	2	7	2	7	3	7	0	2	3
Victoria	Campbell	5	13	3	9	5	8	3	7	3	8	4	9	5	9	5	7
Campbell	Bridge	4	5	3	4	3	4	3	2	1	1	3	1	2	0	1	0
Bridge	Market	0	5	0	2	0	5	0	4	0	1	0	1	0	0	0	0
Market	Dundas	13	11	8	10	9	11	7	7	1	6	1	4	2	5	1	5
	Total	**42**	**52**	**21**	**29**	**28**	**36**	**24**	**22**	**12**	**18**	**15**	**18**	**16**	**14**	**9**	**15**
	Occupancy			**50%**	**56%**	**67%**	**69%**	**57%**	**42%**	**29%**	**35%**	**36%**	**35%**	**38%**	**27%**	**21%**	**29%**

		North	South	North	South	North	South	North	South	North	South	North	South	North	South	North	South
Victoria Street		8	7	8	6	3	6	4	6	4	2	4	3	3	2	2	2
Campbell Street		10	0	7	N/A	4	N/A	5	N/A	5	N/A	3	N/A	5	N/A	3	N/A
Bridge Street		8	8	5	7	6	6	5	3	7	3	3	4	1	1	1	1
Market St	EB	4	2	1		3		1		3		3		3		5	
	WB	3	4	3	3	3	2	3	4	3	4	2	4	3	4	3	4
	Total	**33**	**21**	**24**	**16**	**19**	**14**	**18**	**13**	**22**	**9**	**15**	**11**	**15**	**7**	**14**	**7**
	Occupancy			**73%**	**76%**	**58%**	**67%**	**55%**	**62%**	**67%**	**43%**	**45%**	**52%**	**45%**	**33%**	**42%**	**33%**
	Total Spaces	110	114	78	77	77	84	70	70	61	54	52	50	52	34	40	41
	Occupancy			**71%**	**68%**	**70%**	**74%**	**64%**	**61%**	**55%**	**47%**	**47%**	**44%**	**47%**	**30%**	**36%**	**36%**
	ALL		224		155		161		140		115		102		86		81
					69%		**72%**		**63%**		**51%**		**46%**		**38%**		**36%**

Loading Zone Excluded

Private Lot Summary

Tuesday April 23

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	26	35	40	41	40	40	39	41	46	30	3	0		
Mission Thrift 315 Pinnacle	67	4	8	18	32	39	39	40	39	31	24	2	-2	-2	-2
Empire Theatr 357 Front	143	15	24	56	88	99	84	78	75	65	59	47	60		
St Mikes Chur 296 Church	150	22	95	81	76	79	76	81	81	46	29	17	18	18	18
Hasting Count 235 Pinnacle	121	15	59	113	106	109	75	95	107	113	107	19	18		
Pathways to In 289 Pinnacle	1	12													
			221	308	343	366	314	333	343	301	249	88	94	16	16

Thursday April 25

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	11	19	24	25	24	21	23	21	22	18	2	1	1	1
Mission Thrift 315 Pinnacle	67	2	13	18	26	36	27	40	35	38	31	11	5	1	0
Empire Theatr 357 Front	143	12	24	43	61	74	79	72	64	62	55	56	45	35	19
St Mikes Chur 296 Church	150	22	91	71	70	74	70	72	79	54	34	19	18	28	25
Hasting Count 235 Pinnacle	121	12	52	110	112	108	69	87	100	87	84	3	0	1	1
Pathways to In 289 Pinnacle	1	9													
			199	266	294	316	266	294	299	263	222	91	69	66	46

Average Weekday

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	19	27	32	33	32	31	31	31	34	24	3	1	1	1
Mission Thrift 315 Pinnacle	67	3	11	18	29	38	33	40	37	35	28	7	2	-1	-1
Empire Theatr 357 Front	143	14	24	50	75	87	82	75	70	64	57	52	53	35	19
St Mikes Chur 296 Church	150	22	93	76	73	77	73	77	80	50	32	18	18	23	22
Hasting Count 235 Pinnacle	121	14	56	112	109	109	72	91	104	100	96	11	9	1	1
Pathways to In 289 Pinnacle	1	11													
			211	288	319	343	291	314	322	283	237	91	83	59	42

Average Weekday Occupancy

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	39%	55%	65%	67%	65%	63%	63%	63%	69%	49%	6%	2%	2%	2%
Mission Thrift 315 Pinnacle	67	4%	16%	27%	43%	57%	49%	60%	55%	52%	42%	10%	3%	-1%	-1%
Empire Theatr 357 Front	143	10%	17%	35%	52%	61%	57%	52%	49%	45%	40%	36%	37%	24%	13%
St Mikes Chur 296 Church	150	15%	62%	51%	49%	51%	49%	51%	53%	33%	21%	12%	12%	15%	15%
Hasting Count 235 Pinnacle	121	12%	46%	93%	90%	90%	60%	75%	86%	83%	79%	9%	7%	1%	1%
Pathways to In 289 Pinnacle	1														

Private Lot Summary

Saturday April 20

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mission Thrift 315 Pinnacle	67	4	4	4	12	16	16	23	16	20	2	1	1		
Empire Theatr 357 Front	143	21	21	21	30	33	33	38	51	38	26	26	28		
St Mikes Chur 296 Church	150	31	31	31	14	9	9	1	3	0	0	51	47		
Hasting Count 235 Pinnacle	121	2	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pathways to In 289 Pinnacle	1	0													
			56	56	56	58	58	62	70	58	28	78	76	0	0

Saturday April 27

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mission Thrift 315 Pinnacle	67	4	4	4	17	22	28	23	20	18	6	7	7		
Empire Theatr 357 Front	143	74	74	74	130	155	149	146	150	117	115	139	121		
St Mikes Chur 296 Church	150	36	36	36	16	15	10	11	13	22	20	87	62		
Hasting Count 235 Pinnacle	121	5	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pathways to In 289 Pinnacle	1	6													
			114	114	163	192	187	180	183	157	141	233	190	0	0

Average Saturday

	Supply	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	49	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mission Thrift 315 Pinnacle	67	4	4	4	15	19	22	23	18	19	4	4	4		
Empire Theatr 357 Front	143	48	48	48	80	94	91	92	101	78	71	83	75		
St Mikes Chur 296 Church	150	34	34	34	15	12	10	6	8	11	10	69	55		
Hasting Count 235 Pinnacle	121	4	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pathways to In 289 Pinnacle	1	3	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
			86	86	110	125	123	121	127	108	85	156	134	0	0

Average Saturday Occupanc y

	Starting	8:00:00 AM	9:00:00 AM	10:00:00 AM	11:00:00 AM	12:00:00 PM	1:00:00 PM	2:00:00 PM	3:00:00 PM	4:00:00 PM	5:00:00 PM	6:00:00 PM	7:00:00 PM	8:00:00 PM
Service Canad 11 Station St	6%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Mission Thrift 315 Pinnacle	6%	6%	6%	22%	28%	33%	34%	27%	28%	6%	6%	6%	0%	0%
Empire Theatr 357 Front	34%	34%	34%	56%	66%	64%	64%	71%	55%	50%	58%	52%	0%	0%
St Mikes Chur 296 Church	23%	23%	23%	10%	8%	7%	4%	5%	7%	7%	46%	37%	0%	0%
Hasting Count 235 Pinnacle	3%	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Pathways to In 289 Pinnacle														

Appendix B

Public Opinion Survey Results

City of Belleville
Comprehensive Parking Study
June 2025

BELLEVILLE
on the Bay of Quinte

paradigm
TRANSPORTATION SOLUTIONS LIMITED

City of Belleville - Comprehensive Parking Study Public Questionnaire

Wednesday, July 23, 2025

952

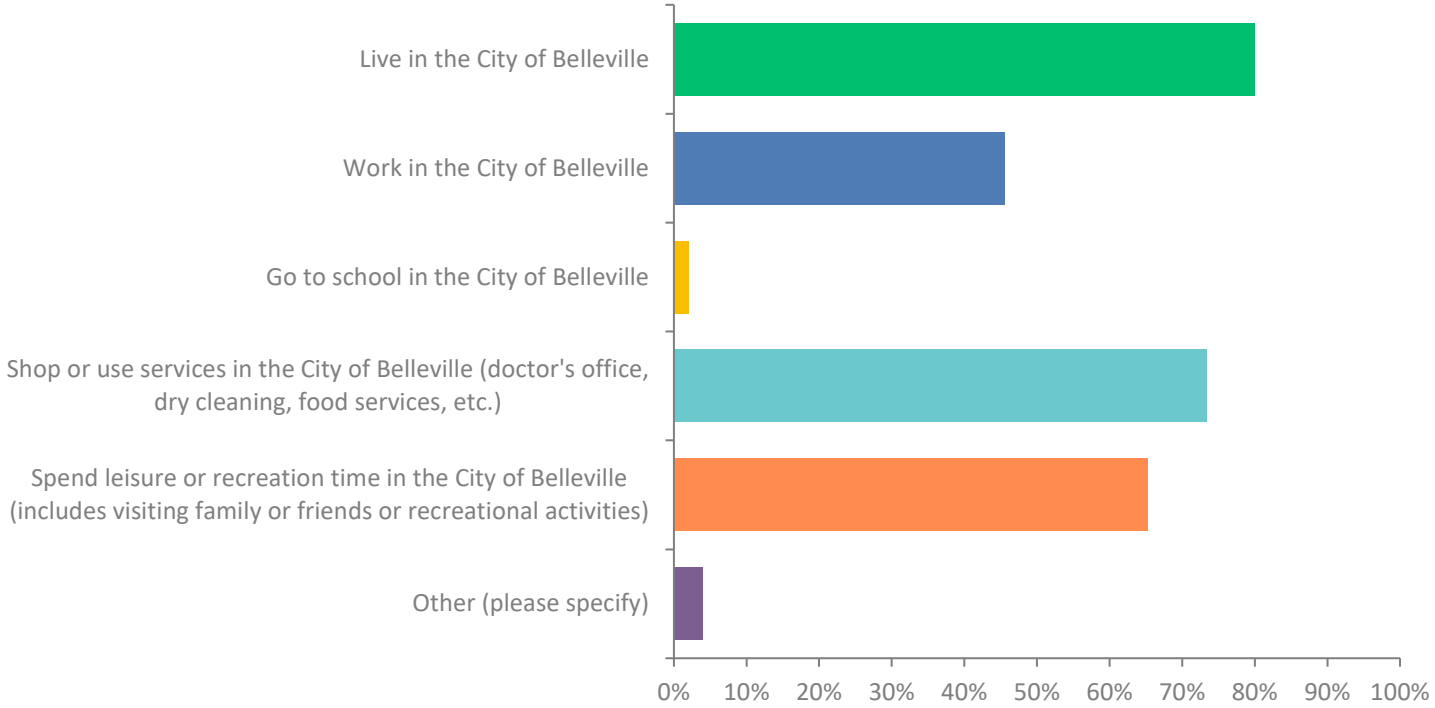
Total Responses

Date Created: Tuesday, April 23, 2024

Complete Responses: 952

Q1: Do you... (Select all that apply)

Answered: 952 Skipped: 0



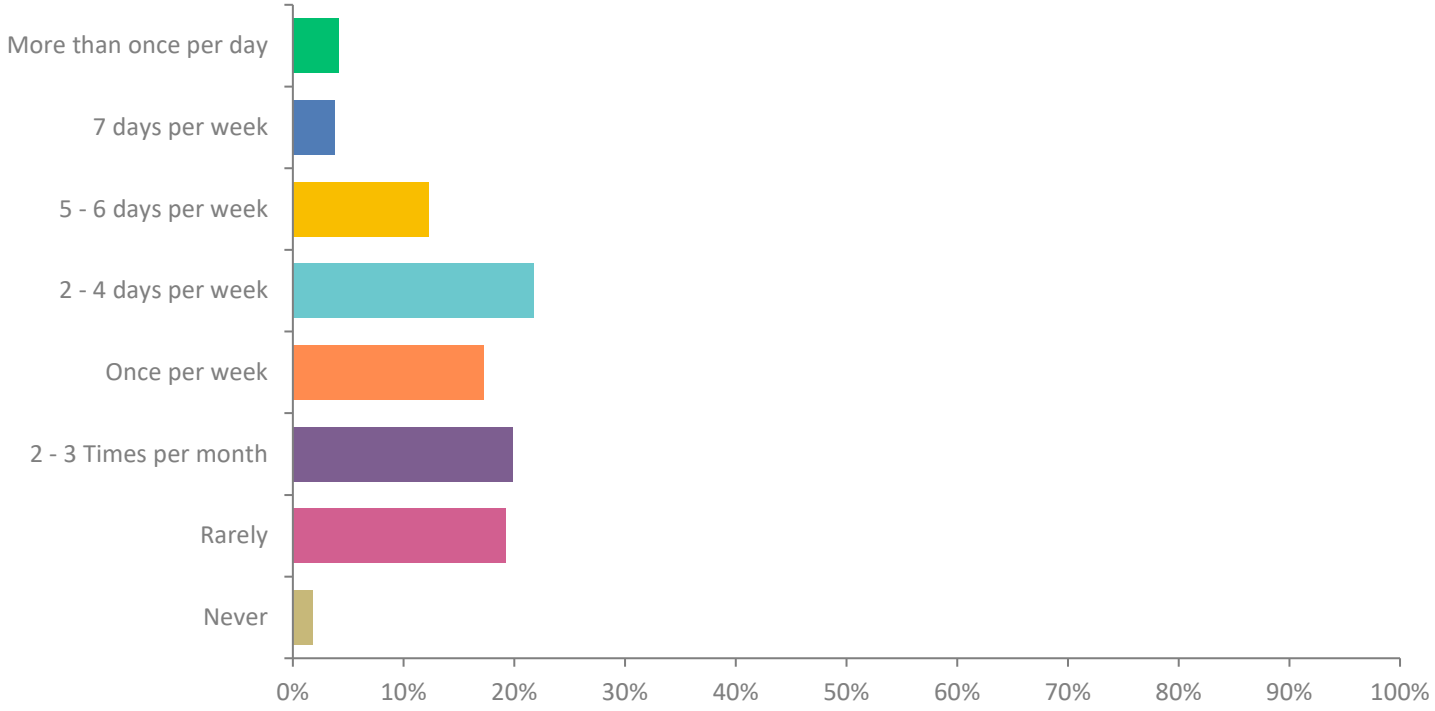
Q1: Do you... (Select all that apply)

Answered: 952 Skipped: 0

ANSWER CHOICES	RESPONSES	
Live in the City of Belleville	79.94%	761
Work in the City of Belleville	45.59%	434
Go to school in the City of Belleville	2.00%	19
Shop or use services in the City of Belleville (doctor's office, dry cleaning, food services, etc.)	73.42%	699
Spend leisure or recreation time in the City of Belleville (includes visiting family or friends or recreational activities)	65.23%	621
Other (please specify)	3.99%	38
TOTAL		2572

Q2: How often do you visit the Downtown Area: (Select one)

Answered: 952 Skipped: 0



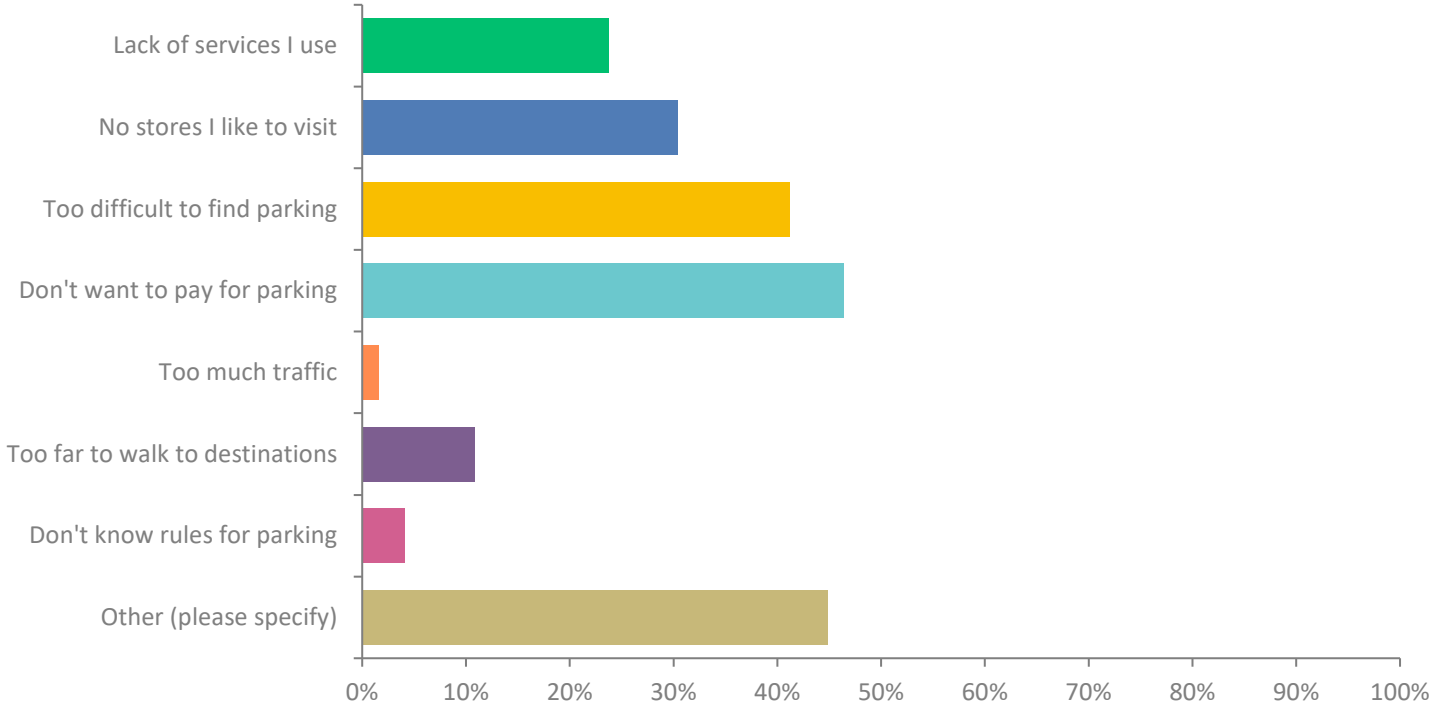
Q2: How often do you visit the Downtown Area: (Select one)

Answered: 952 Skipped: 0

ANSWER CHOICES	RESPONSES	
More than once per day	4.10%	39
7 days per week	3.78%	36
5 - 6 days per week	12.29%	117
2 - 4 days per week	21.74%	207
Once per week	17.23%	164
2 - 3 Times per month	19.85%	189
Rarely	19.22%	183
Never	1.79%	17
TOTAL		952

Q3: What prevents you from traveling downtown more often? (Select top 2 reasons)

Answered: 194 Skipped: 758



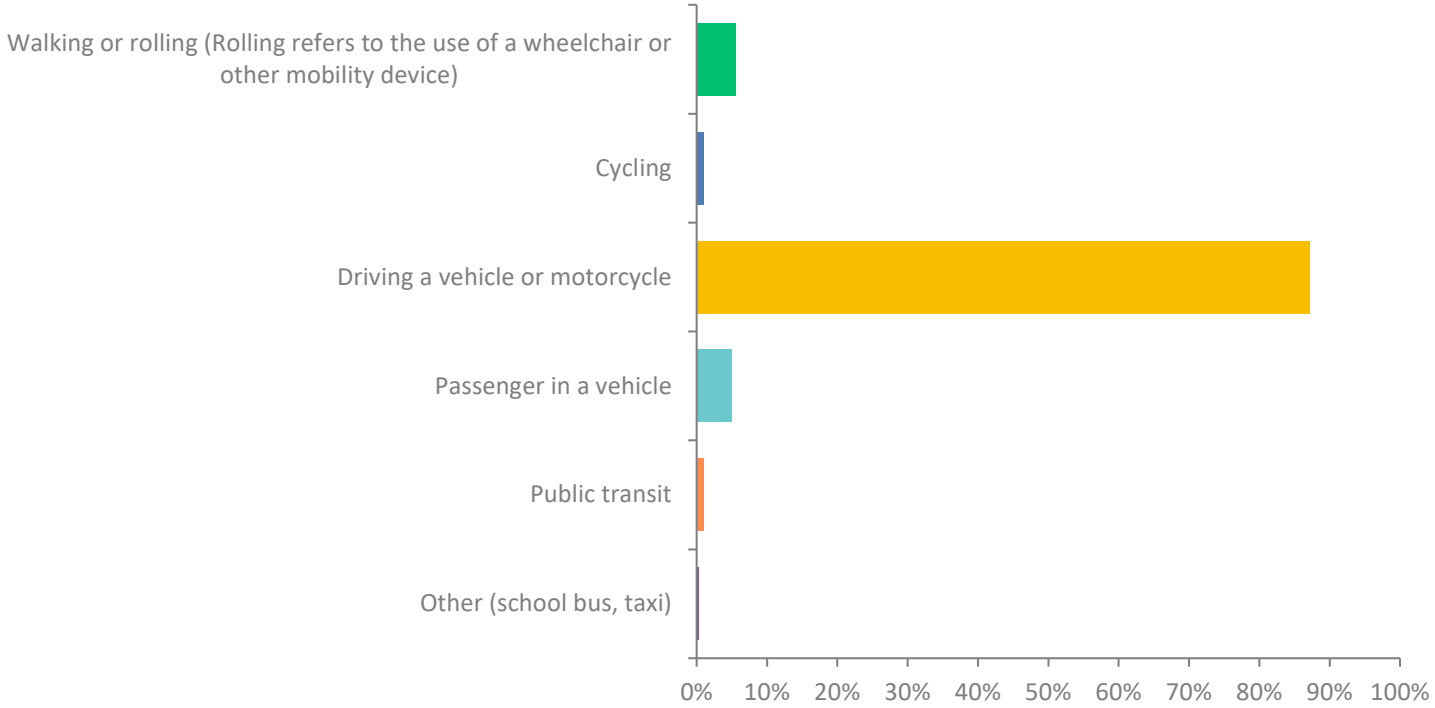
Q3: What prevents you from traveling downtown more often? (Select top 2 reasons)

Answered: 194 Skipped: 758

ANSWER CHOICES	RESPONSES	
Lack of services I use	23.71%	46
No stores I like to visit	30.41%	59
Too difficult to find parking	41.24%	80
Don't want to pay for parking	46.39%	90
Too much traffic	1.55%	3
Too far to walk to destinations	10.82%	21
Don't know rules for parking	4.12%	8
Other (please specify)	44.85%	87
TOTAL		394

Q4: How do you typically get to the Downtown Area? (Select one, most frequent method)

Answered: 931 Skipped: 21



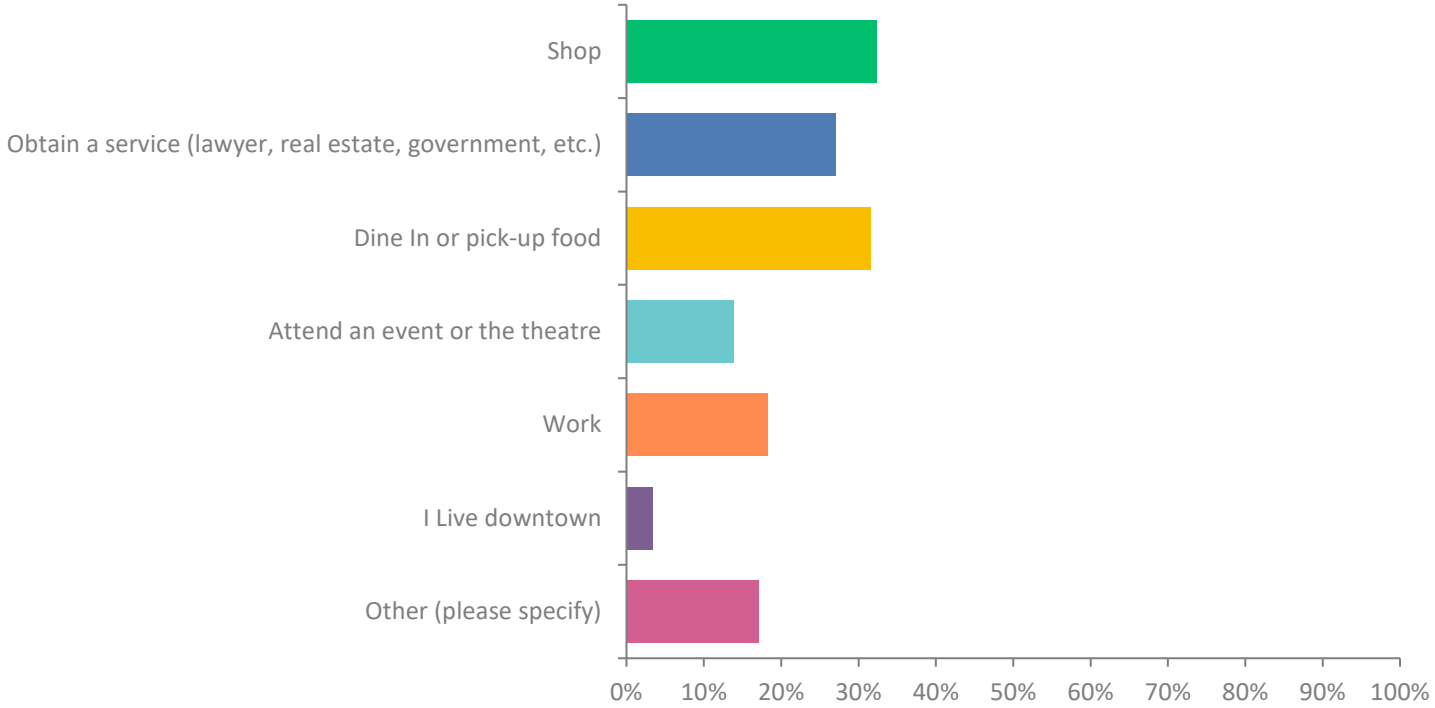
Q4: How do you typically get to the Downtown Area? (Select one, most frequent method)

Answered: 931 Skipped: 21

ANSWER CHOICES	RESPONSES	
Walking or rolling (Rolling refers to the use of a wheelchair or other mobility device)	5.59%	52
Cycling	0.97%	9
Driving a vehicle or motorcycle	87.11%	811
Passenger in a vehicle	4.94%	46
Public transit	1.07%	10
Other (school bus, taxi)	0.32%	3
TOTAL		931

Q5: What was the primary purpose of your last visit to the Downtown Area? (Select all that apply)

Answered: 931 Skipped: 21



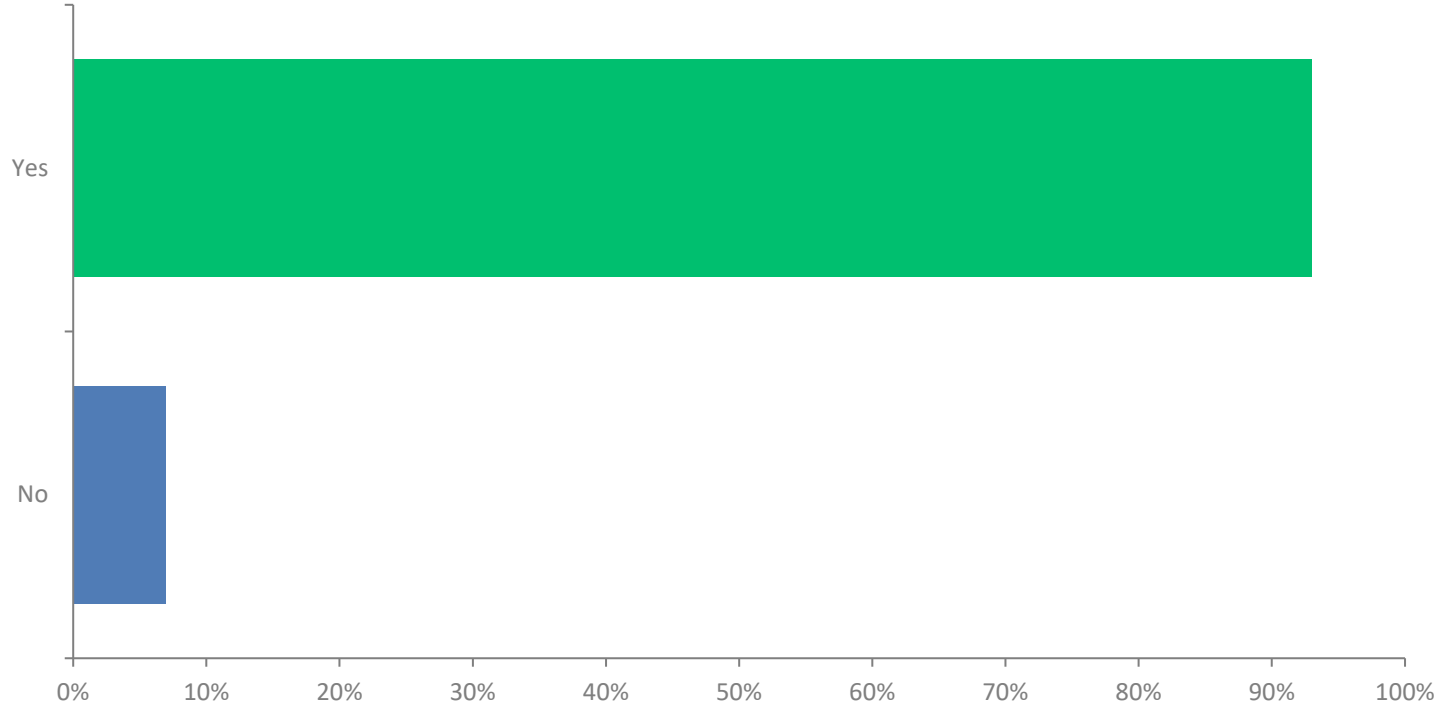
Q5: What was the primary purpose of your last visit to the Downtown Area? (Select all that apply)

Answered: 931 Skipped: 21

ANSWER CHOICES	RESPONSES	
Shop	32.33%	301
Obtain a service (lawyer, real estate, government, etc.)	27.07%	252
Dine In or pick-up food	31.58%	294
Attend an event or the theatre	13.86%	129
Work	18.26%	170
I Live downtown	3.44%	32
Other (please specify)	17.08%	159
TOTAL		1337

Q6: On your last visit to the Downtown did you drive?

Answered: 931 Skipped: 21



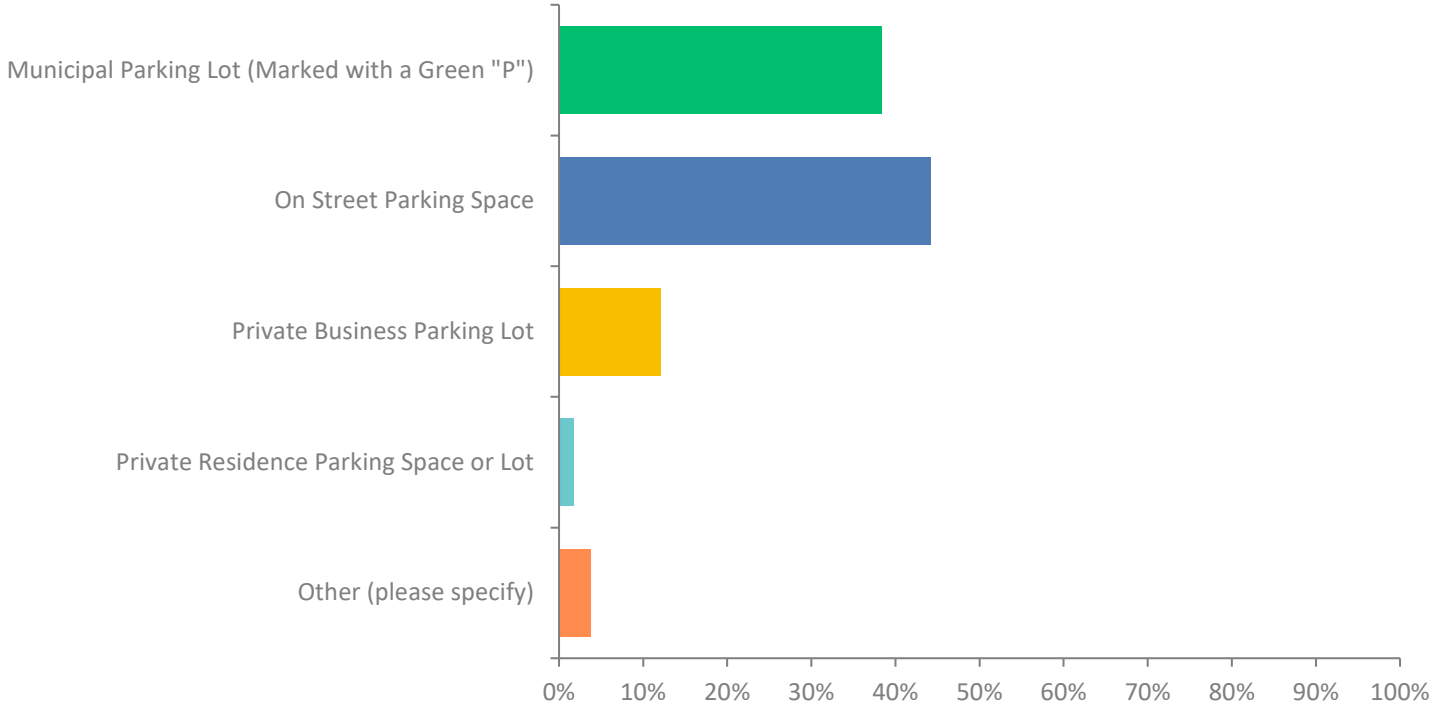
Q6: On your last visit to the Downtown did you drive?

Answered: 931 Skipped: 21

ANSWER CHOICES	RESPONSES	
Yes	93.02%	866
No	6.98%	65
TOTAL		931

Q7: On your last visit to the Downtown where did you park?

Answered: 814 Skipped: 138



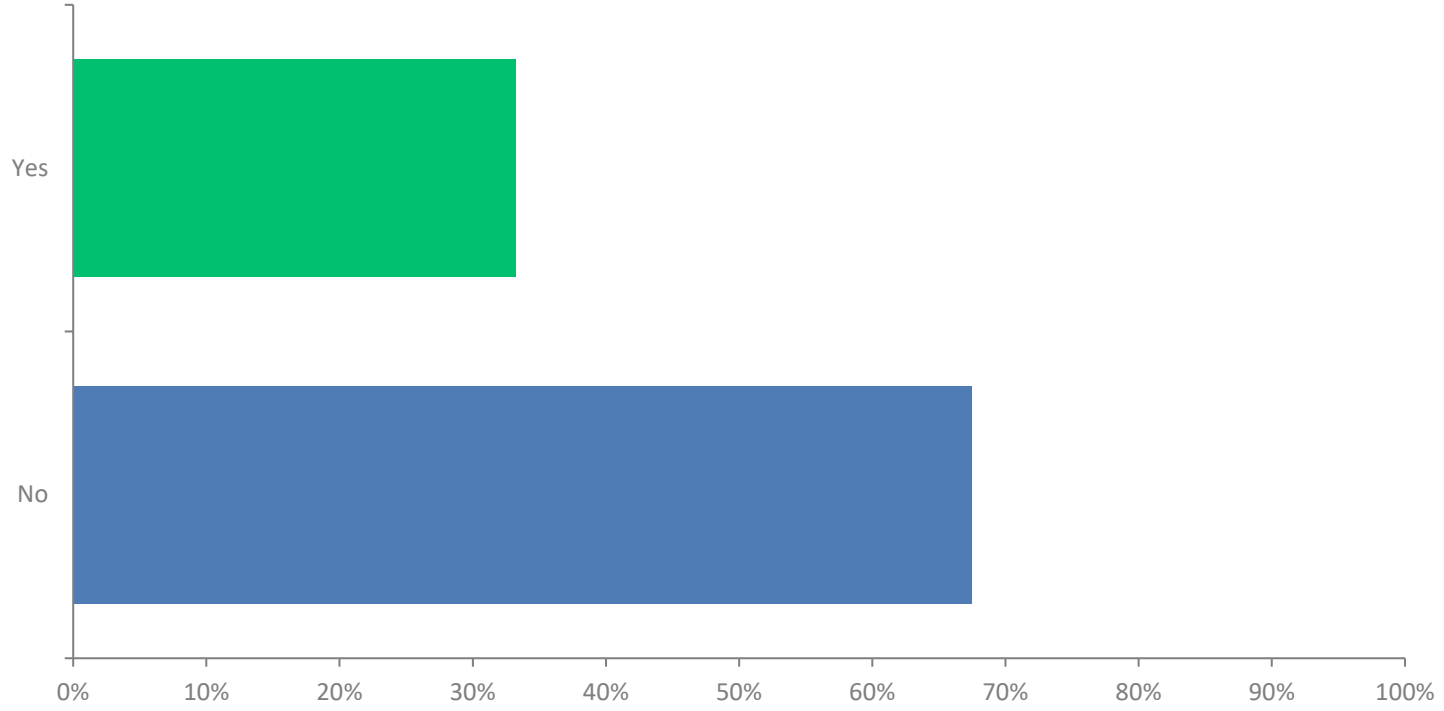
Q7: On your last visit to the Downtown where did you park?

Answered: 814 Skipped: 138

ANSWER CHOICES	RESPONSES	
Municipal Parking Lot (Marked with a Green "P")	38.33%	312
On Street Parking Space	44.23%	360
Private Business Parking Lot	12.04%	98
Private Residence Parking Space or Lot	1.72%	14
Other (please specify)	3.69%	30
TOTAL		814

Q8: On your last visit to the Downtown did you have any issues finding a parking spot?

Answered: 809 Skipped: 143



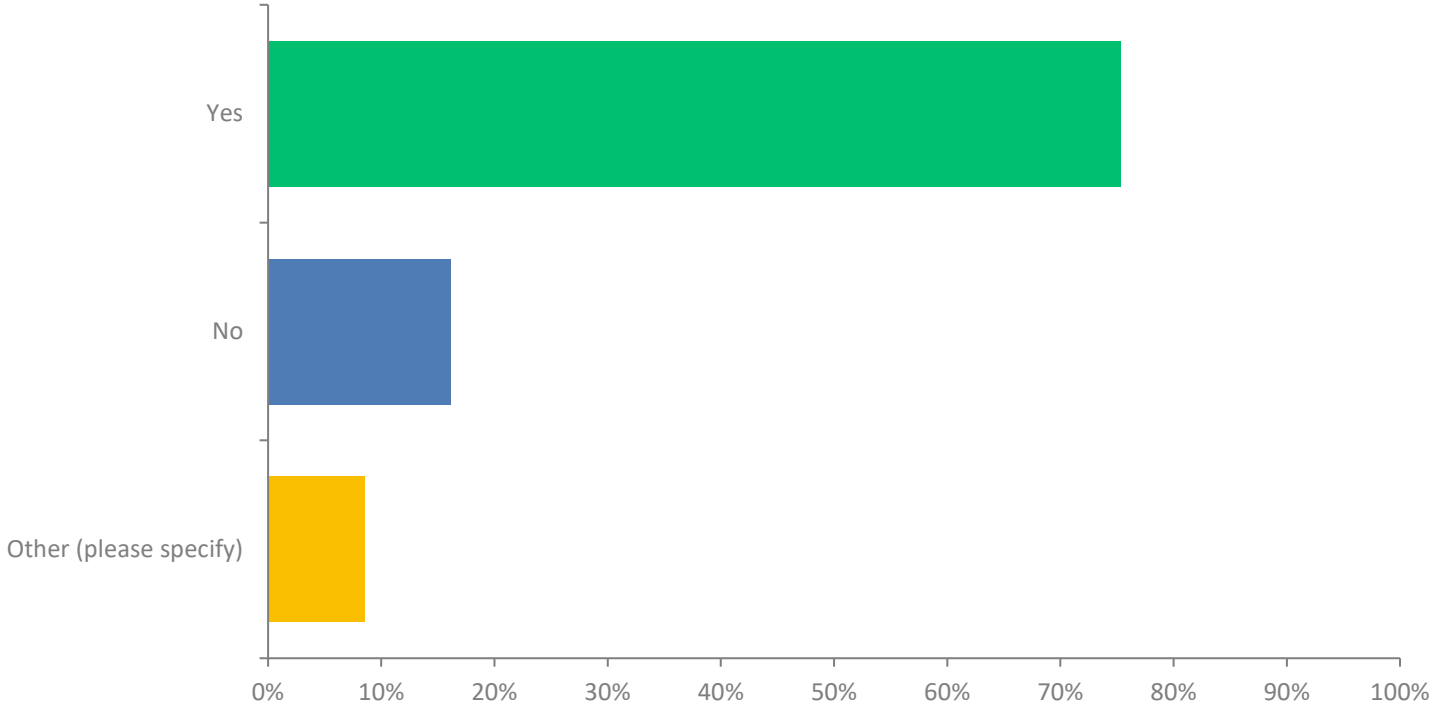
Q8: On your last visit to the Downtown did you have any issues finding a parking spot?

Answered: 809 Skipped: 143

ANSWER CHOICES	RESPONSES	
Yes	33.25%	269
No	67.49%	546
TOTAL		815

Q9: On your last visit to the Downtown, was there sufficient signage to find a parking spot?

Answered: 811 Skipped: 141



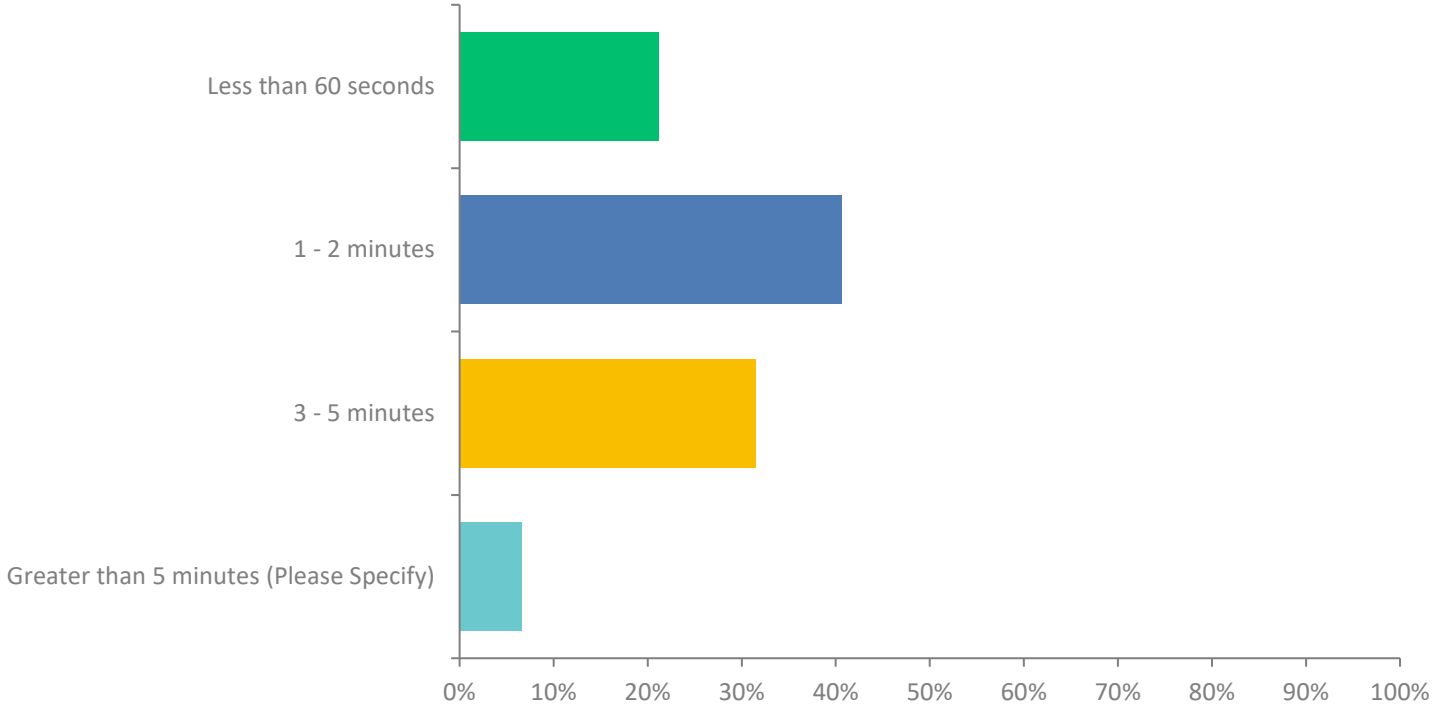
Q9: On your last visit to the Downtown, was there sufficient signage to find a parking spot?

Answered: 811 Skipped: 141

ANSWER CHOICES	RESPONSES	
Yes	75.34%	611
No	16.15%	131
Other (please specify)	8.51%	69
TOTAL		811

Q10: On your last visit to the Downtown how long did it take you to get from your parking space to your primary destination?

Answered: 812 Skipped: 140



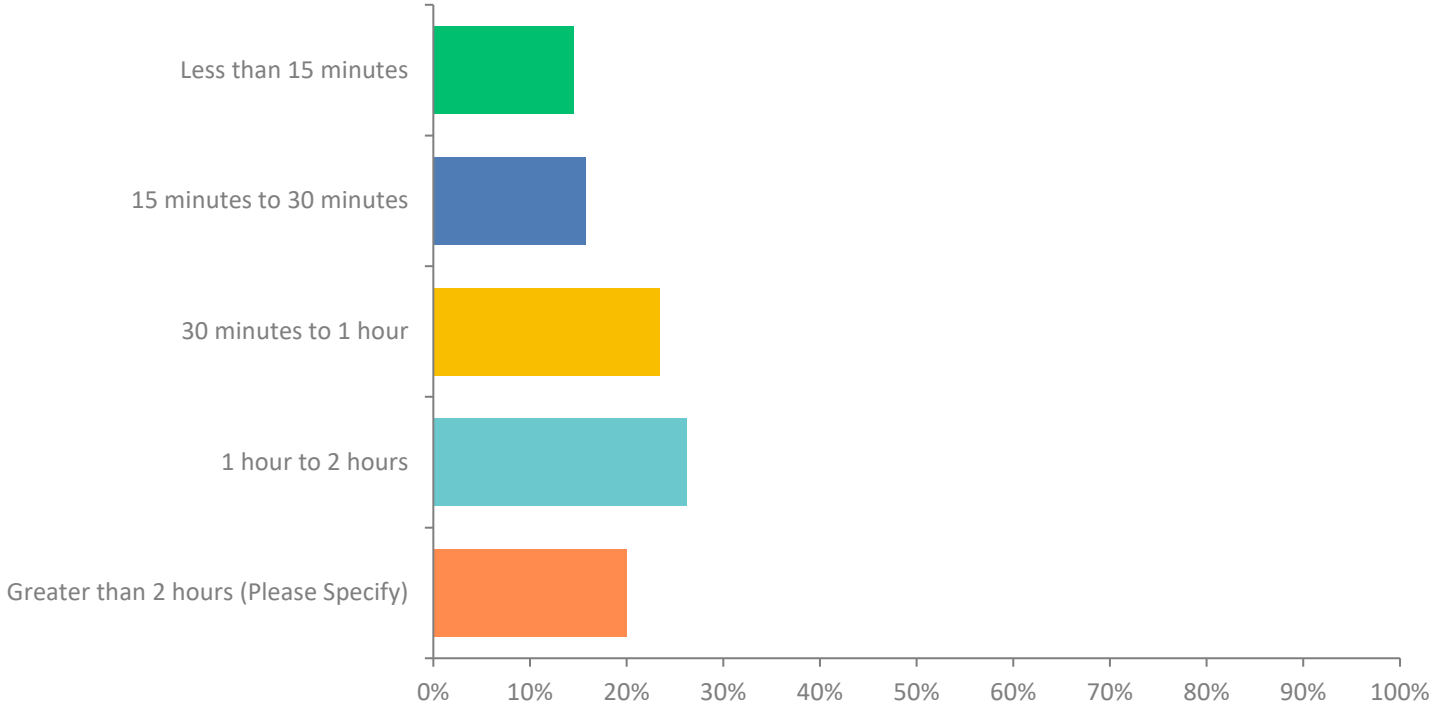
Q10: On your last visit to the Downtown how long did it take you to get from your parking space to your primary destination?

Answered: 812 Skipped: 140

ANSWER CHOICES	RESPONSES	
Less than 60 seconds	21.18%	172
1 - 2 minutes	40.64%	330
3 - 5 minutes	31.53%	256
Greater than 5 minutes (Please Specify)	6.65%	54
TOTAL		812

Q11: On your last visit to the Downtown how long did you park for?

Answered: 811 Skipped: 141



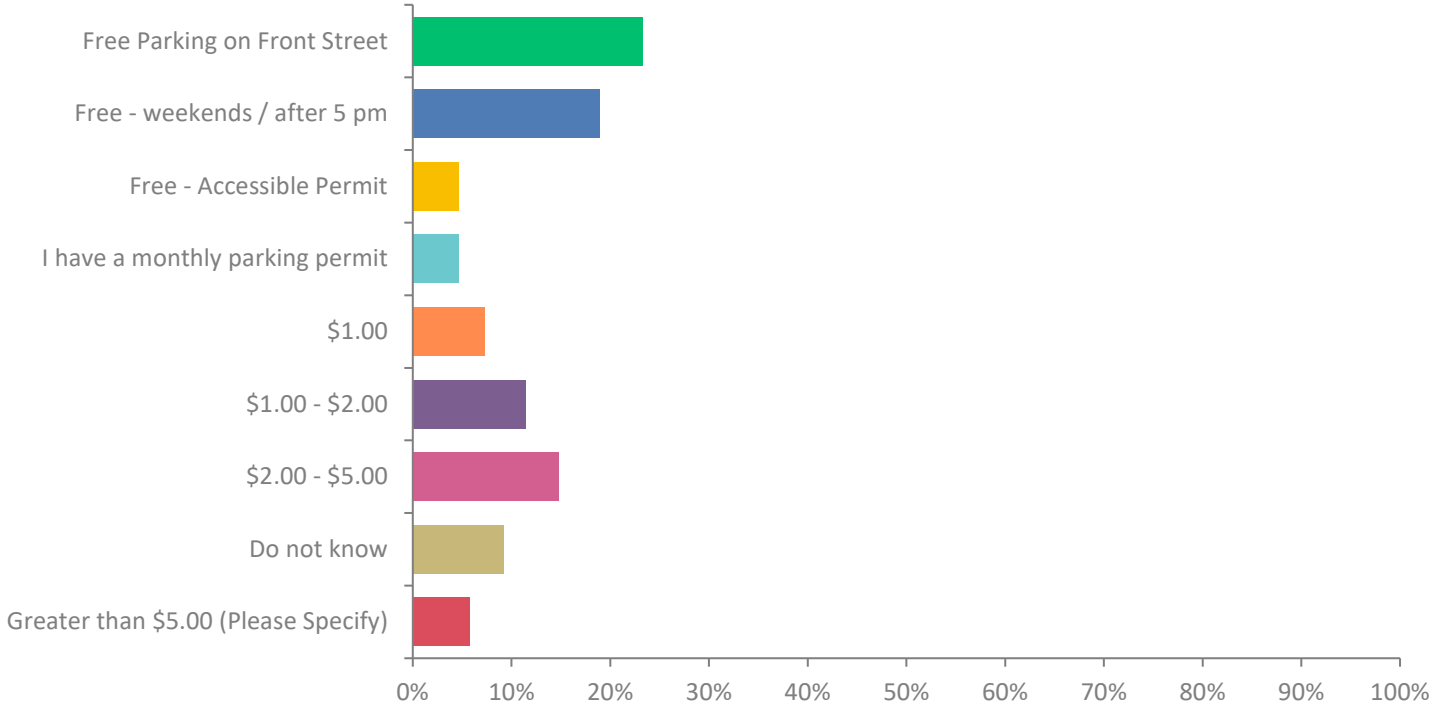
Q11: On your last visit to the Downtown how long did you park for?

Answered: 811 Skipped: 141

ANSWER CHOICES	RESPONSES	
Less than 15 minutes	14.55%	118
15 minutes to 30 minutes	15.78%	128
30 minutes to 1 hour	23.43%	190
1 hour to 2 hours	26.26%	213
Greater than 2 hours (Please Specify)	19.98%	162
TOTAL		811

Q12: On your last visit to the Downtown how much did you pay for parking?

Answered: 796 Skipped: 156



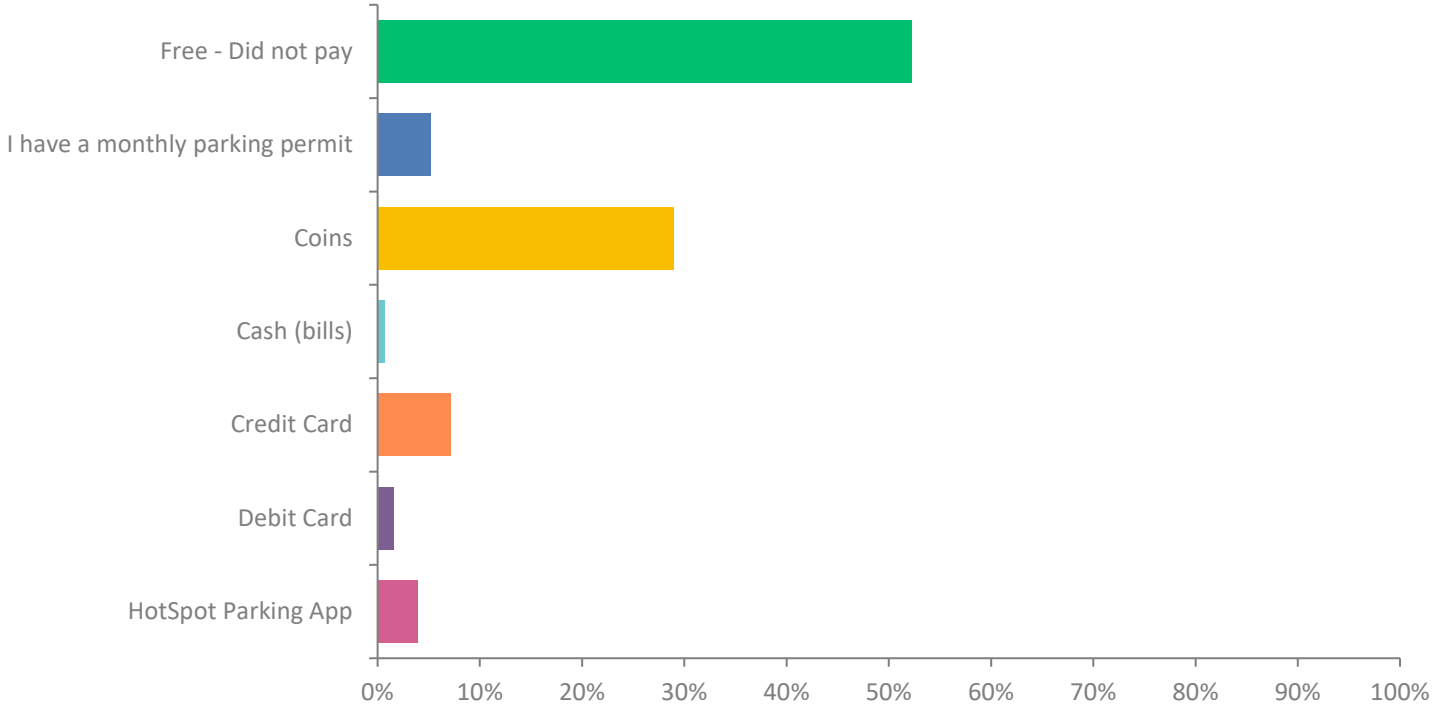
Q12: On your last visit to the Downtown how much did you pay for parking?

Answered: 796 Skipped: 156

ANSWER CHOICES	RESPONSES	
Free Parking on Front Street	23.24%	185
Free - weekends / after 5 pm	18.97%	151
Free - Accessible Permit	4.65%	37
I have a monthly parking permit	4.65%	37
$1.00	7.29%	58
$1.00 - $2.00	11.43%	91
$2.00 - $5.00	14.82%	118
Do not know	9.17%	73
Greater than $5.00 (Please Specify)	5.78%	46
TOTAL		796

Q13: On your last visit to the Downtown how did you pay for parking?

Answered: 805 Skipped: 147



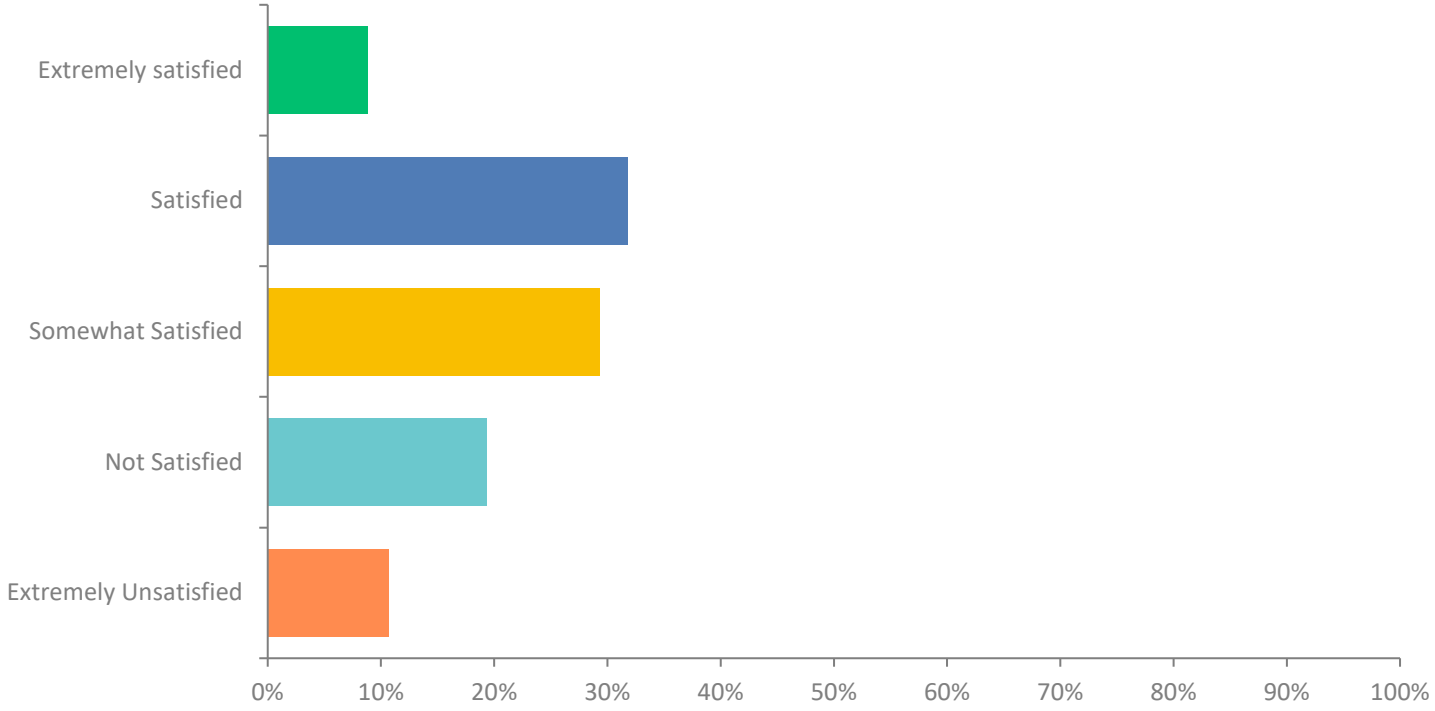
Q13: On your last visit to the Downtown how did you pay for parking?

Answered: 805 Skipped: 147

ANSWER CHOICES	RESPONSES	
Free - Did not pay	52.30%	421
I have a monthly parking permit	5.22%	42
Coins	28.94%	233
Cash (bills)	0.75%	6
Credit Card	7.20%	58
Debit Card	1.61%	13
HotSpot Parking App	3.98%	32
TOTAL		805

Q16: Quantity of parking spaces

Answered: 739 Skipped: 213



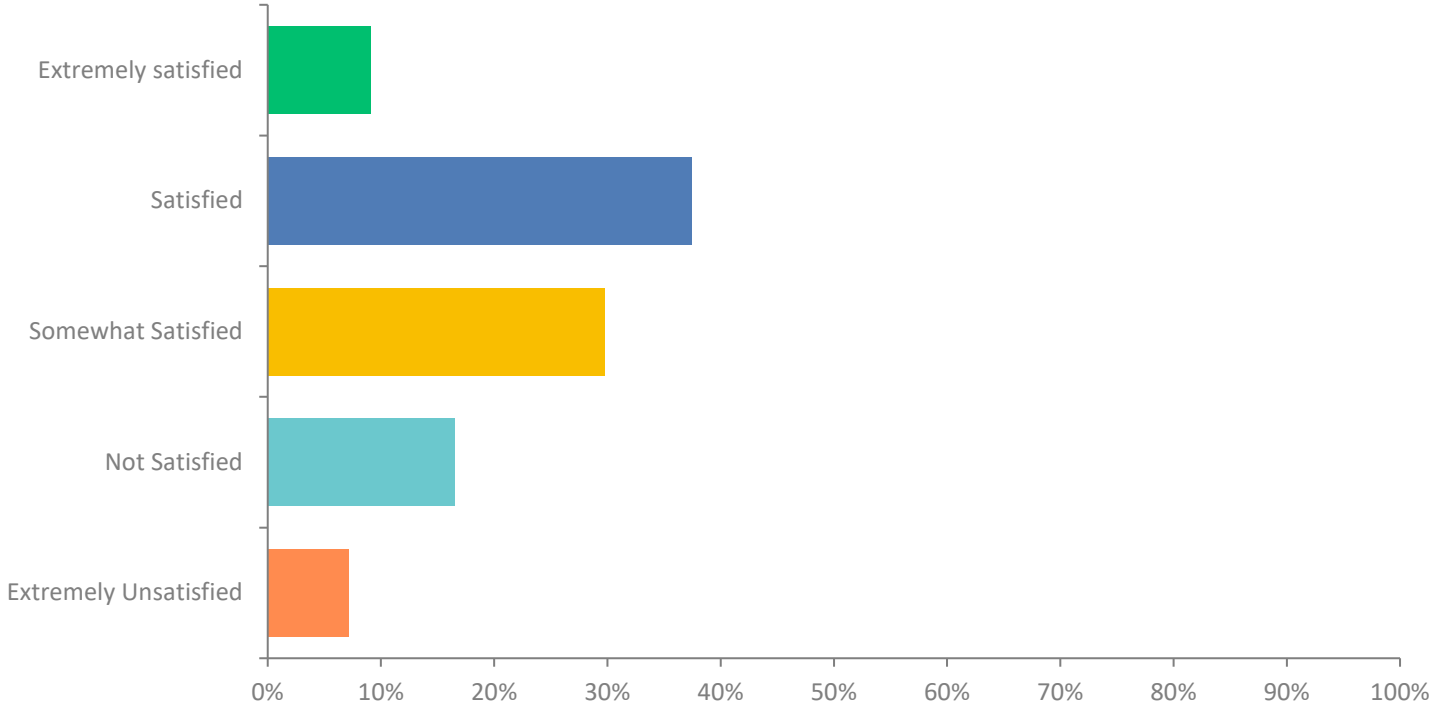
Q16: Quantity of parking spaces

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	8.80%	65
Satisfied	31.80%	235
Somewhat Satisfied	29.36%	217
Not Satisfied	19.35%	143
Extremely Unsatisfied	10.69%	79
TOTAL		739

Q17: Proximity of parking lots to your destination(s)

Answered: 739 Skipped: 213



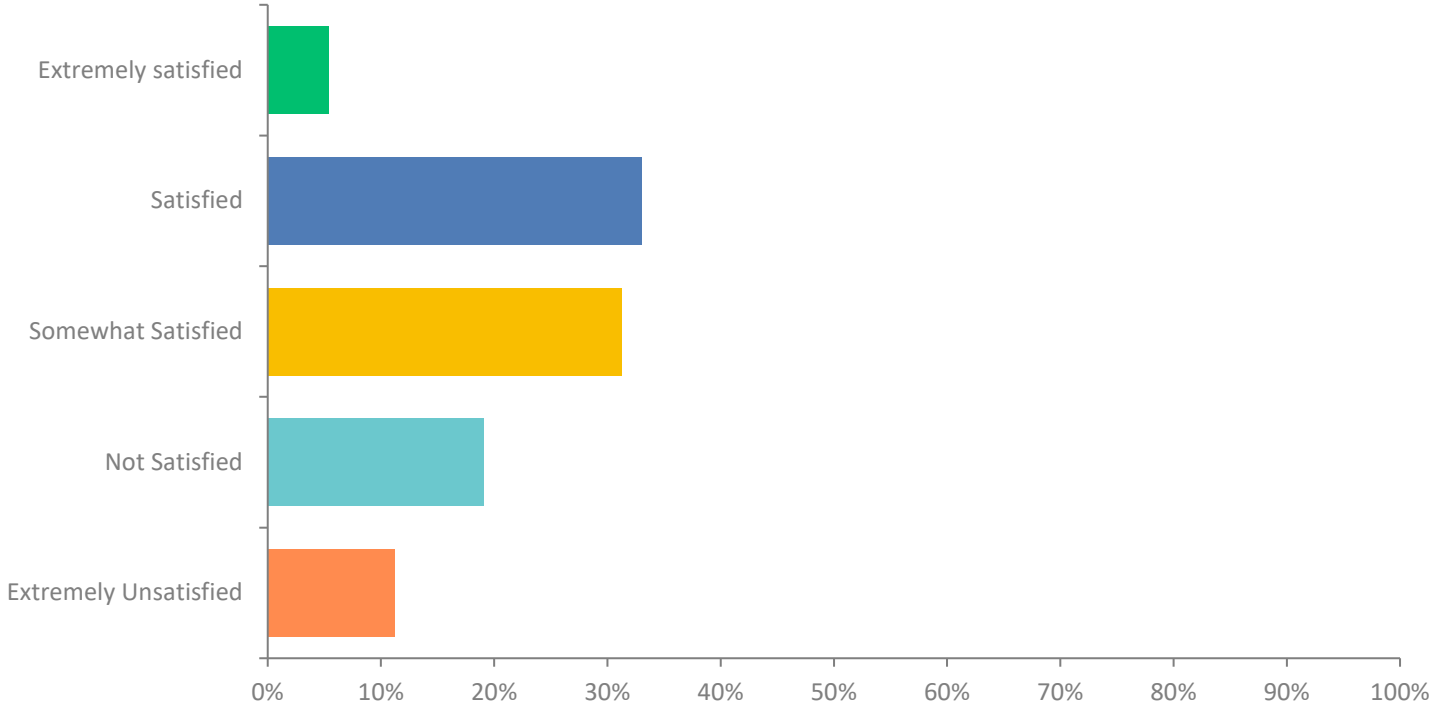
Q17: Proximity of parking lots to your destination(s)

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	9.07%	67
Satisfied	37.48%	277
Somewhat Satisfied	29.77%	220
Not Satisfied	16.51%	122
Extremely Unsatisfied	7.17%	53
TOTAL		739

Q18: Time limits for on-street parking

Answered: 739 Skipped: 213



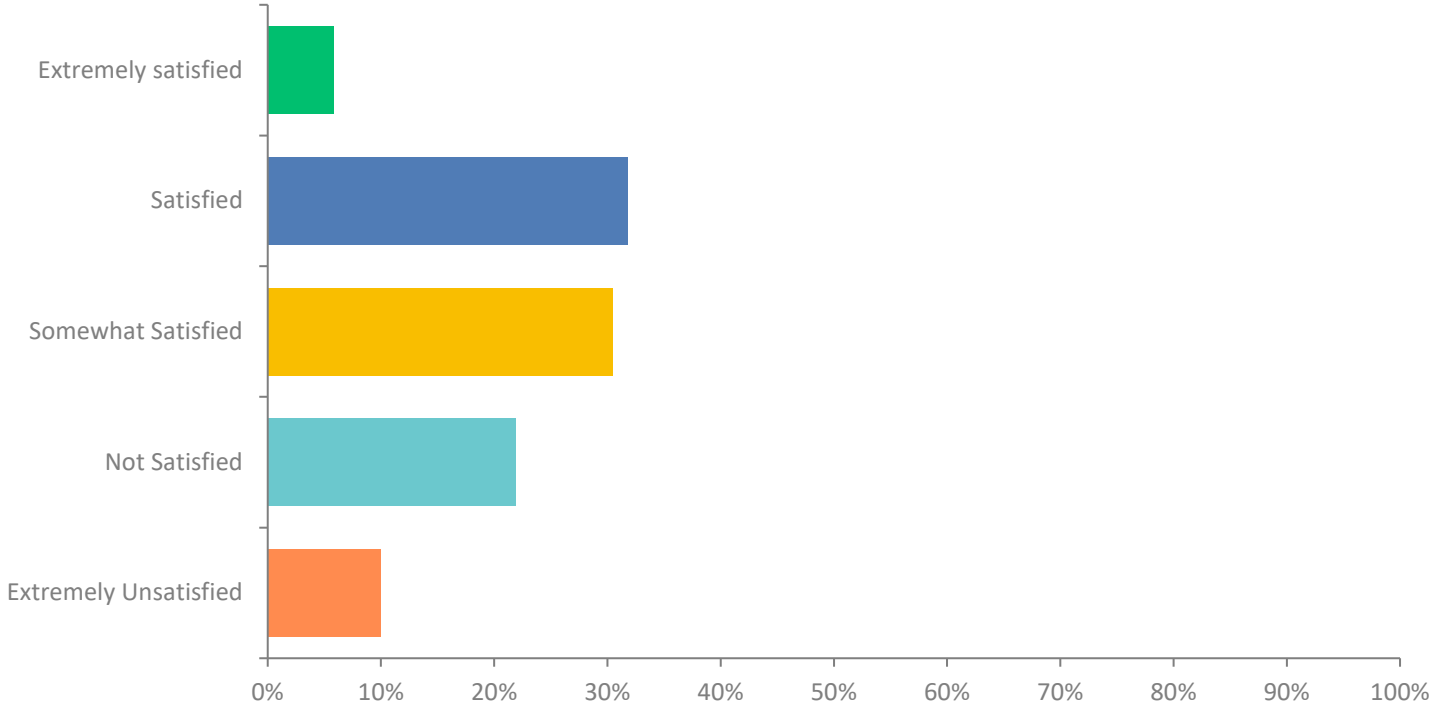
Q18: Time limits for on-street parking

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	5.41%	40
Satisfied	33.02%	244
Somewhat Satisfied	31.26%	231
Not Satisfied	19.08%	141
Extremely Unsatisfied	11.23%	83
TOTAL		739

Q19: Proximity of on-street spaces to your destination(s)

Answered: 739 Skipped: 213



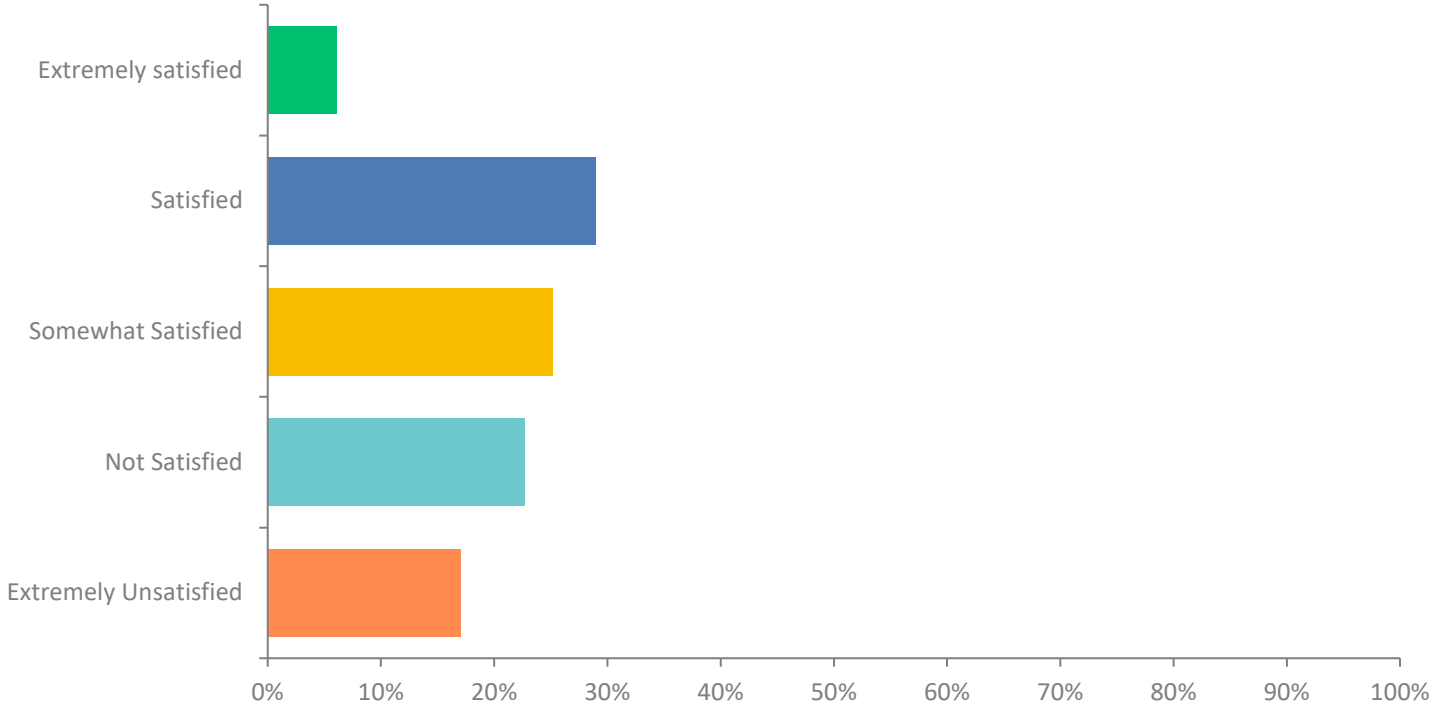
Q19: Proximity of on-street spaces to your destination(s)

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	5.82%	43
Satisfied	31.80%	235
Somewhat Satisfied	30.45%	225
Not Satisfied	21.92%	162
Extremely Unsatisfied	10.01%	74
TOTAL		739

Q20: Cost for parking

Answered: 739 Skipped: 213



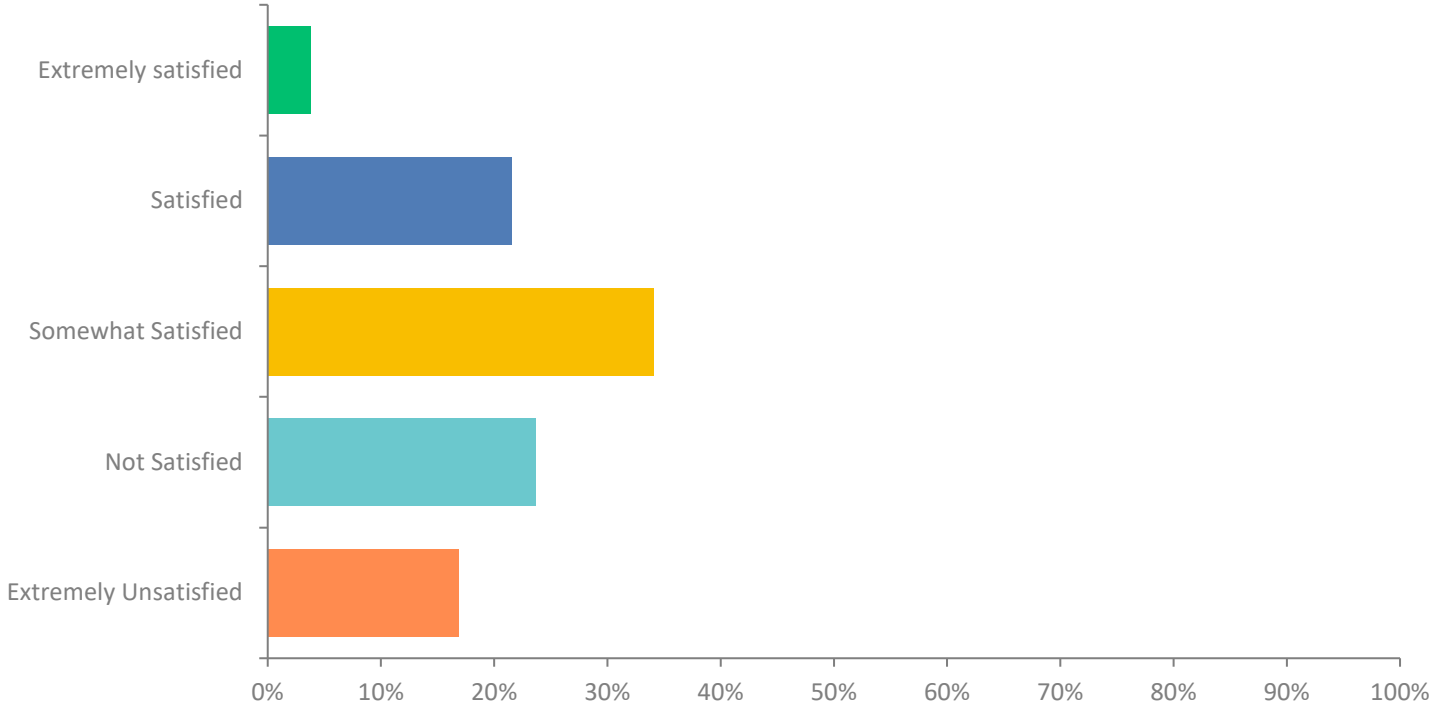
Q20: Cost for parking

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	6.09%	45
Satisfied	28.96%	214
Somewhat Satisfied	25.17%	186
Not Satisfied	22.73%	168
Extremely Unsatisfied	17.05%	126
TOTAL		739

Q21: Cost for Permit Parking

Answered: 739 Skipped: 213



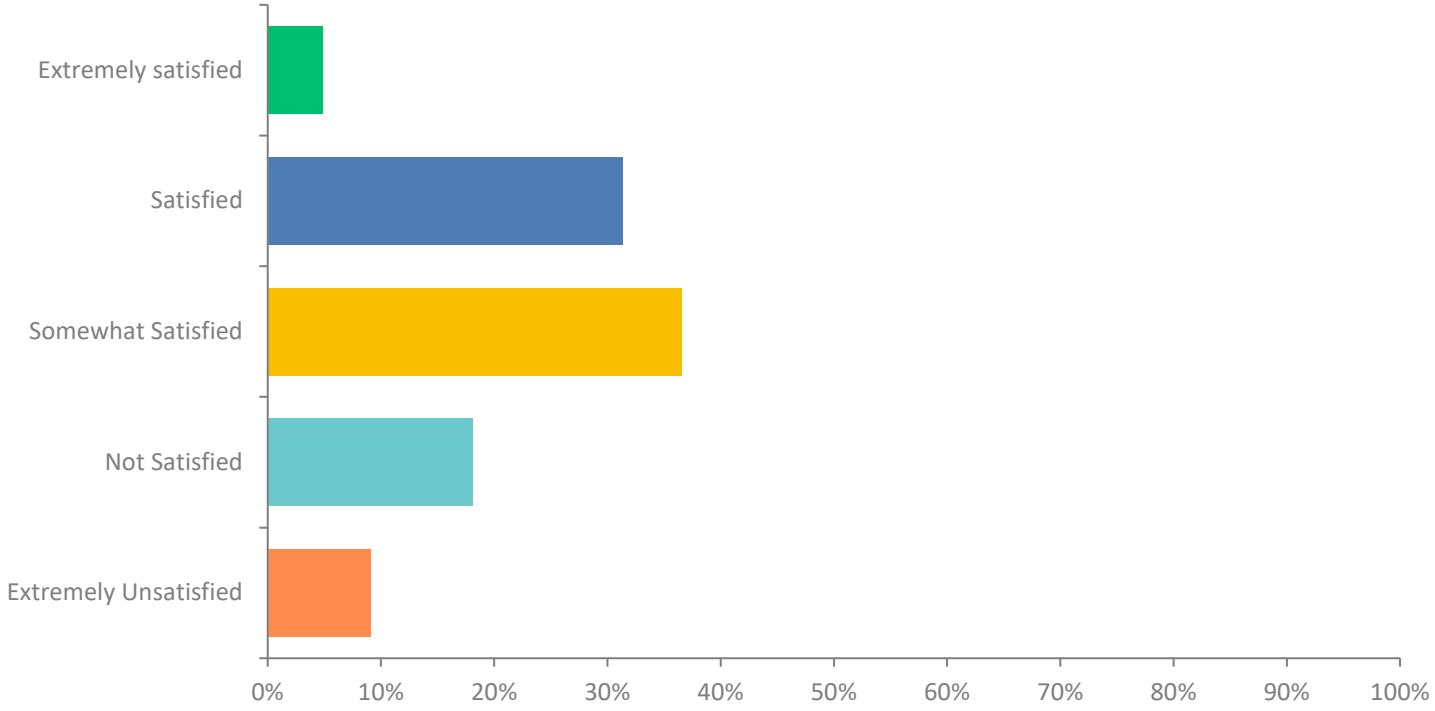
Q21: Cost for Permit Parking

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	3.79%	28
Satisfied	21.52%	159
Somewhat Satisfied	34.10%	252
Not Satisfied	23.68%	175
Extremely Unsatisfied	16.91%	125
TOTAL		739

Q22: Availability of Accessible Parking

Answered: 739 Skipped: 213



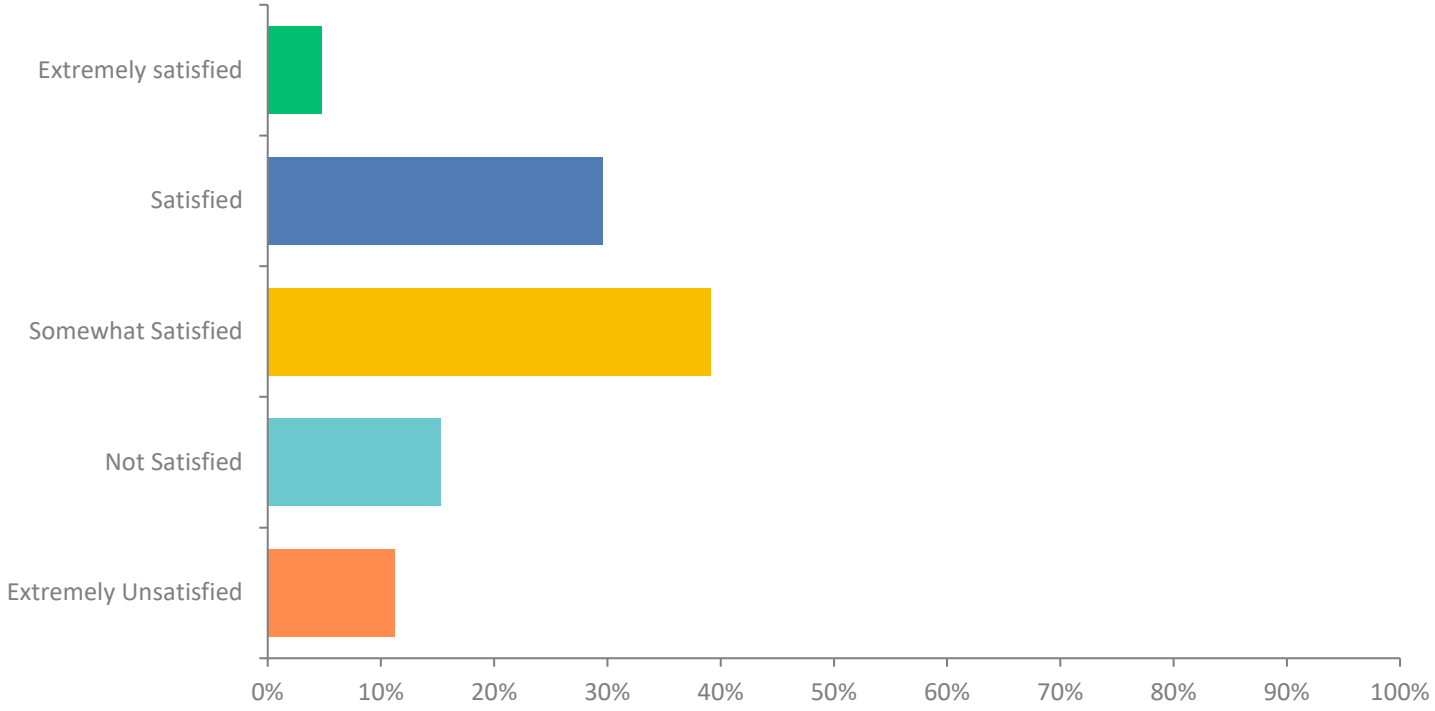
Q22: Availability of Accessible Parking

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	4.87%	36
Satisfied	31.39%	232
Somewhat Satisfied	36.54%	270
Not Satisfied	18.13%	134
Extremely Unsatisfied	9.07%	67
TOTAL		739

Q23: Customer service skills of Enforcement Staff

Answered: 739 Skipped: 213



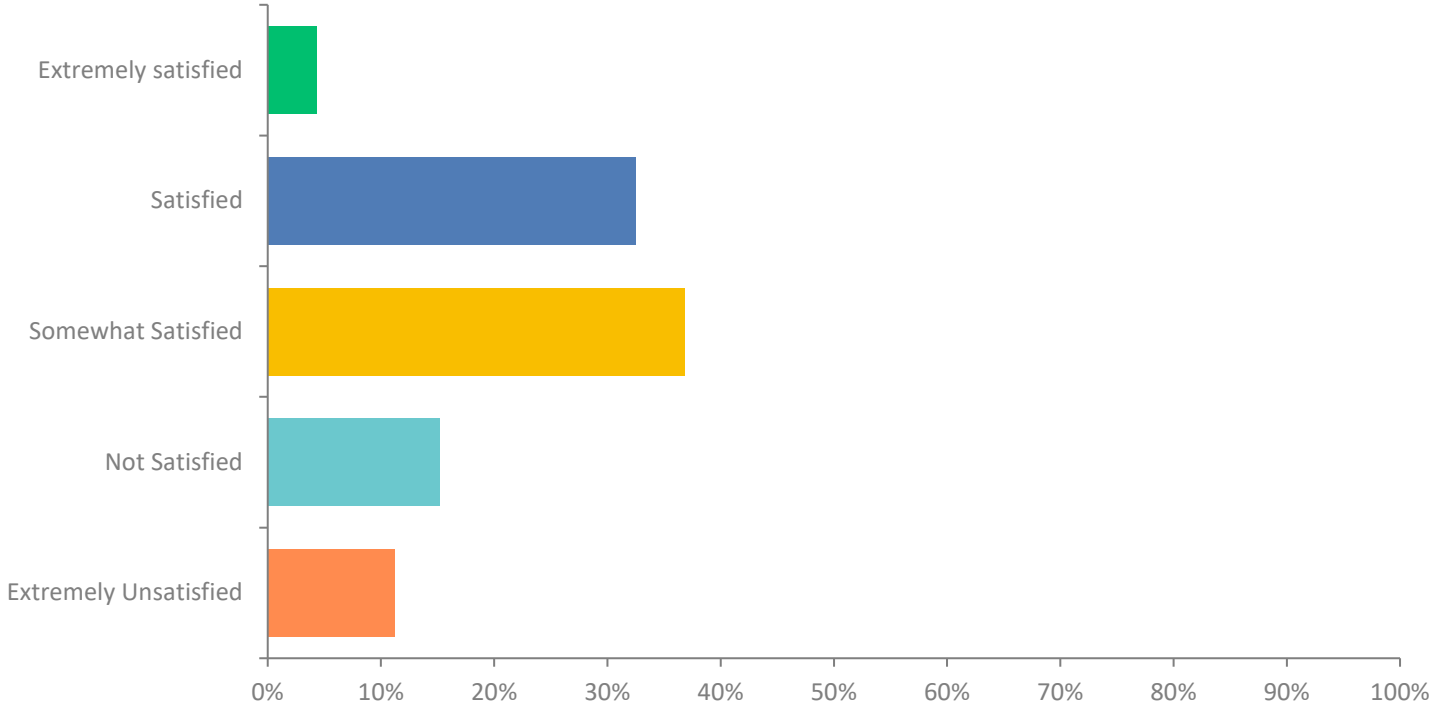
Q23: Customer service skills of Enforcement Staff

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	4.74%	35
Satisfied	29.63%	219
Somewhat Satisfied	39.11%	289
Not Satisfied	15.29%	113
Extremely Unsatisfied	11.23%	83
TOTAL		739

Q24: Level of parking enforcement

Answered: 739 Skipped: 213



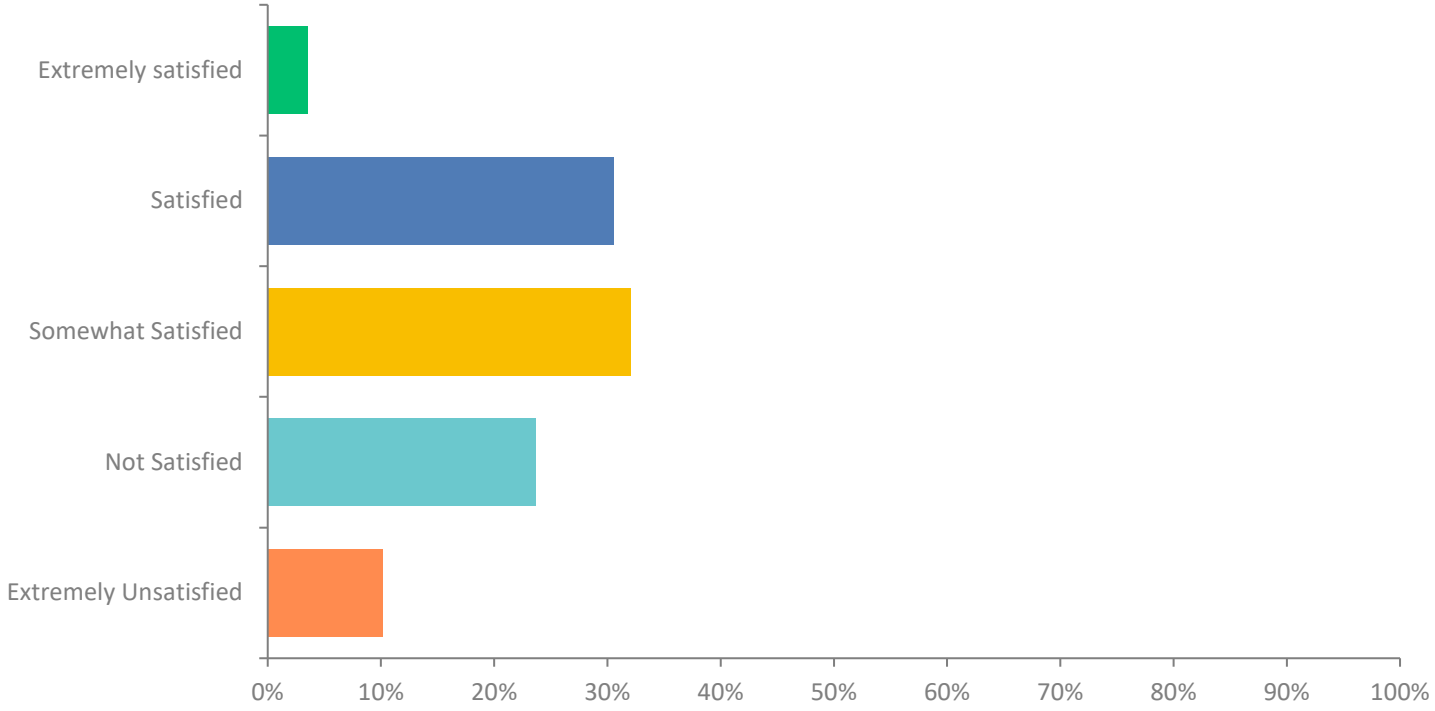
Q24: Level of parking enforcement

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	4.33%	32
Satisfied	32.48%	240
Somewhat Satisfied	36.81%	272
Not Satisfied	15.16%	112
Extremely Unsatisfied	11.23%	83
TOTAL		739

Q25: Availability of information about rules for parking

Answered: 739 Skipped: 213



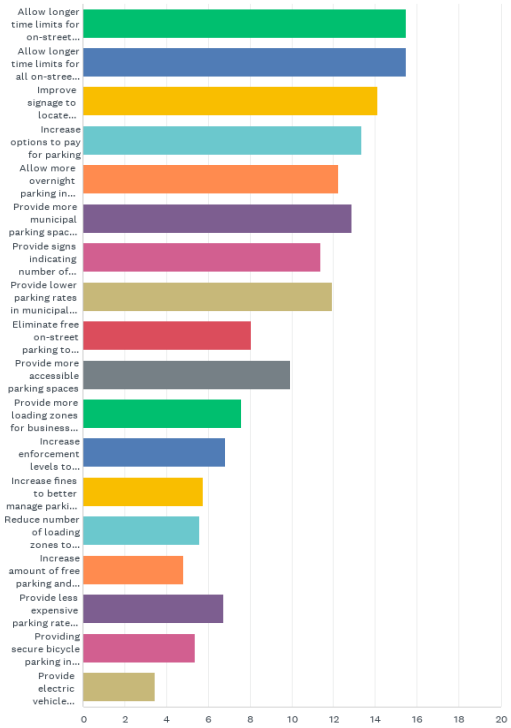
Q25: Availability of information about rules for parking

Answered: 739 Skipped: 213

ANSWER CHOICES	RESPONSES	
Extremely satisfied	3.52%	26
Satisfied	30.58%	226
Somewhat Satisfied	32.07%	237
Not Satisfied	23.68%	175
Extremely Unsatisfied	10.15%	75
TOTAL		739

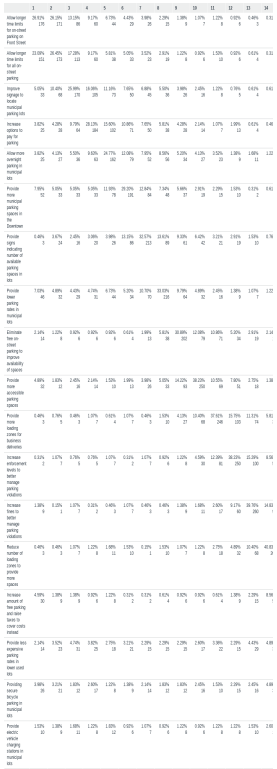
Q26: Please rank the importance of the following potential measures from your perspective: (1 = most important)

Answered: 654 Skipped: 298



Q26: Please rank the importance of the following potential measures from your perspective: (1 = most important)

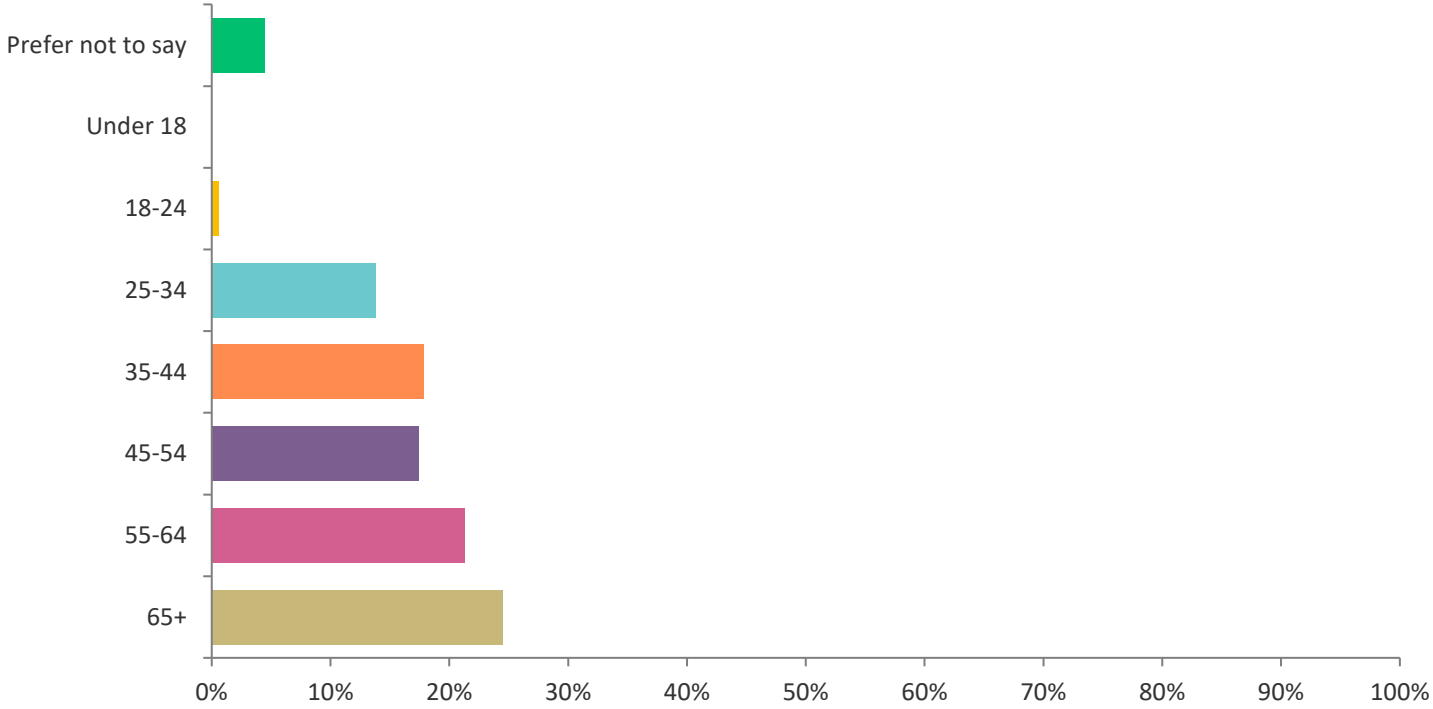
Answered: 654 Skipped: 298



	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
Allow longer time limits for on-street parking on Front Street	29.82% 176	26.19% 111	13.19% 88	9.17% 60	6.73% 44	4.43% 29	3.98% 26	2.29% 15	1.38% 9	1.07% 7	1.22% 8	0.92% 6	0.46% 3	0.31	
Allow longer time limits for on-street parking	23.09% 131	26.45% 173	17.28% 113	9.17% 60	5.81% 38	5.05% 33	3.52% 23	2.91% 19	1.22% 8	0.92% 6	1.53% 10	0.92% 6	0.61% 4	0.31	
Improve signage to locate municipal parking lots	5.05% 33	10.40% 68	25.99% 170	18.96% 124	11.93% 78	7.65% 50	6.88% 45	5.50% 36	3.98% 26	2.45% 16	1.22% 8	0.76% 5	0.61% 4	0.61	
Increase options to pay for parking	3.82% 25	4.28% 28	9.79% 64	28.13% 184	15.60% 102	10.86% 71	7.65% 50	5.81% 38	4.28% 28	2.14% 14	1.07% 7	1.99% 13	0.61% 4	0.46	
Allow more overnight parking in municipal lots	3.82% 25	4.13% 27	5.50% 36	9.63% 63	24.77% 162	12.08% 79	7.65% 50	8.56% 56	5.20% 34	4.13% 27	3.52% 23	1.38% 9	1.68% 11	1.22	
Provide more municipal parking spaces in the Downtown	7.65% 50	5.05% 33	5.05% 33	5.05% 33	11.93% 78	20.33% 133	12.84% 84	7.34% 48	5.66% 37	2.91% 19	2.29% 15	1.53% 10	0.31% 2	0.61	
Provide signs indicating number of available parking spaces in lots	0.46% 3	3.67% 24	2.45% 16	3.06% 20	3.98% 26	13.15% 86	32.57% 213	13.61% 89	9.33% 61	6.42% 42	3.21% 21	2.91% 19	1.53% 10	0.76	
Provide fewer parking lakes in municipal lots	7.03% 46	4.89% 32	4.43% 29	4.74% 31	6.73% 44	5.20% 34	10.70% 70	33.63% 220	9.79% 64	4.89% 32	2.45% 16	1.99% 13	1.07% 7	1.22	
Eliminate free on-street parking to improve availability of spaces	2.14% 14	1.22% 8	0.92% 6	0.92% 6	0.92% 6	0.61% 4	1.99% 13	5.81% 38	30.89% 202	12.08% 79	10.86% 71	5.20% 34	2.91% 19	2.14	
Provide more accessible parking spaces	4.89% 32	1.83% 12	2.45% 16	2.14% 14	1.53% 10	1.99% 13	3.98% 26	5.05% 33	14.12% 93	38.23% 250	10.55% 69	7.80% 51	2.75% 18	1.38	
Provide more loading zones for business deliveries	0.46% 3	0.76% 5	0.46% 3	1.07% 7	0.61% 4	1.07% 7	0.46% 3	1.53% 10	4.13% 27	13.45% 88	37.91% 248	23.70% 155	11.31% 74	5.81	
Increase enforcement levels to better manage parking violations	0.31% 2	1.07% 7	0.76% 5	0.76% 5	1.07% 7	0.31% 2	1.07% 7	0.92% 6	1.22% 8	4.58% 30	12.39% 81	36.03% 236	21.09% 138	8.56	
Increase fines to better manage parking violations	1.38% 9	0.15% 1	1.07% 7	0.31% 2	0.46% 3	1.07% 7	0.46% 3	0.46% 3	1.38% 9	1.68% 11	2.60% 17	9.17% 60	39.76% 260	34.82	
Reduce number of loading zones to provide more spaces	0.46% 3	0.46% 3	1.07% 7	1.22% 8	1.68% 11	1.53% 10	0.15% 1	1.53% 10	1.07% 7	1.22% 8	2.75% 18	4.89% 32	10.40% 68	40.83	
Increase amount of free parking and raise taxis to compensate instead	4.58% 30	1.99% 13	1.38% 9	0.92% 6	1.22% 8	0.31% 2	0.31% 2	0.61% 4	0.92% 6	0.92% 6	0.61% 4	1.38% 9	2.29% 15	8.56	
Provide less expensive parking lakes in fewer used lots	2.14% 14	3.52% 23	4.74% 31	3.82% 25	2.75% 18	3.21% 21	2.29% 15	2.29% 15	2.29% 15	2.60% 17	3.36% 22	2.29% 15	4.43% 29	4.89	
Providing secure bicycle parking in municipal lots	3.98% 26	3.21% 21	1.83% 12	2.60% 17	1.22% 8	1.38% 9	2.14% 14	1.83% 12	1.83% 12	2.45% 16	1.53% 10	2.29% 15	2.45% 16	4.89	
Provide electric vehicle charging stations in municipal lots	1.53% 10	1.38% 9	1.68% 11	1.22% 8	1.83% 12	0.92% 6	1.07% 7	0.92% 6	1.22% 8	0.92% 6	1.22% 8	1.22% 8	1.53% 10	2.60	

Q28: Which age group applies to you? (Select one)

Answered: 644 Skipped: 308



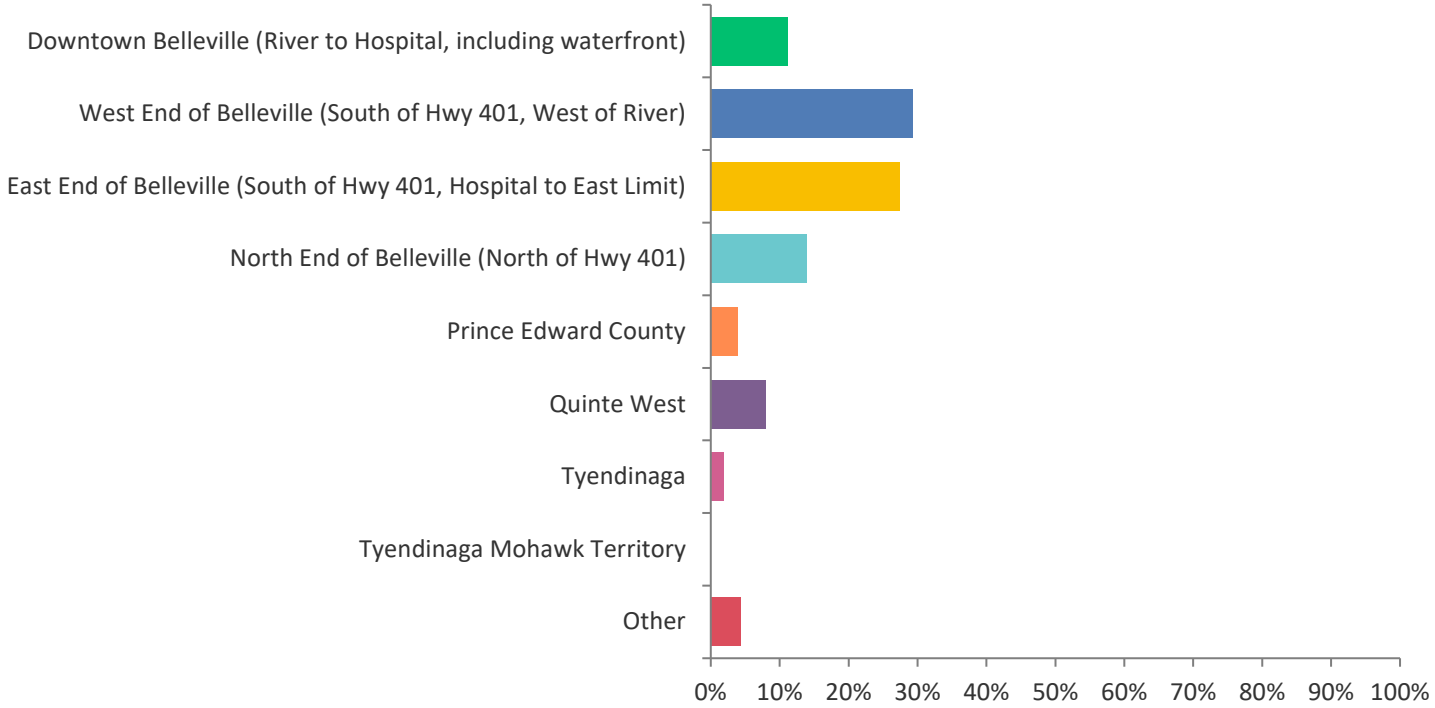
Q28: Which age group applies to you? (Select one)

Answered: 644 Skipped: 308

ANSWER CHOICES	RESPONSES	
Prefer not to say	4.50%	29
Under 18	0.00%	0
18-24	0.62%	4
25-34	13.82%	89
35-44	17.86%	115
45-54	17.39%	112
55-64	21.27%	137
65+	24.53%	158
TOTAL		644

Q29: Where do you live? (Select one)

Answered: 644 Skipped: 308



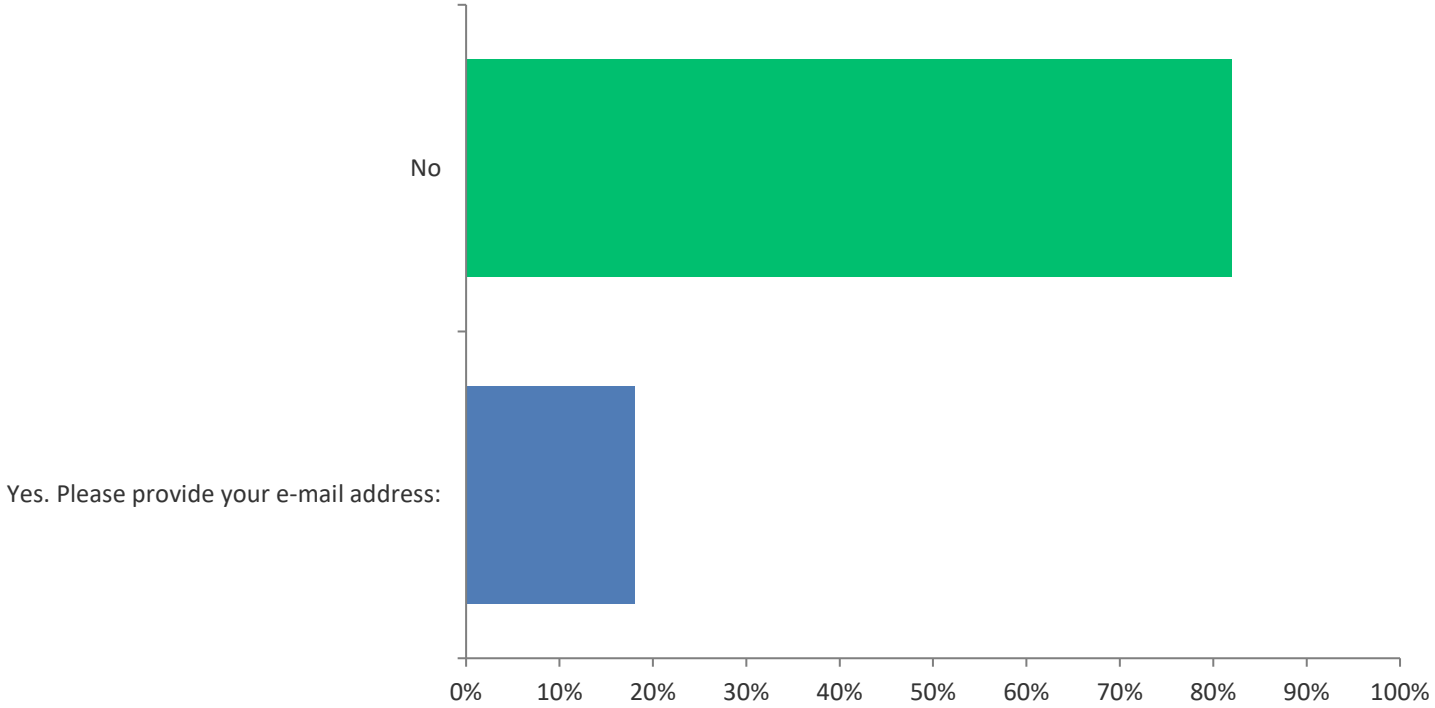
Q29: Where do you live? (Select one)

Answered: 644 Skipped: 308

ANSWER CHOICES	RESPONSES	
Downtown Belleville (River to Hospital, including waterfront)	11.18%	72
West End of Belleville (South of Hwy 401, West of River)	29.35%	189
East End of Belleville (South of Hwy 401, Hospital to East Limit)	27.48%	177
North End of Belleville (North of Hwy 401)	13.98%	90
Prince Edward County	3.88%	25
Quinte West	7.92%	51
Tyendinaga	1.86%	12
Tyendinaga Mohawk Territory	0.00%	0
Other	4.35%	28
TOTAL		644

Q30: Would you like to receive email correspondence to hear about updated on the Parking Study, future surveys, and future public meetings?

Answered: 644 Skipped: 308



Q30: Would you like to receive email correspondence to hear about updated on the Parking Study, future surveys, and future public meetings?

Answered: 644 Skipped: 308

ANSWER CHOICES	RESPONSES	
No	81.99%	528
Yes. Please provide your e-mail address:	18.01%	116
TOTAL		644