

# Welcome

## City of Belleville



# Comprehensive Parking Study

December 3, 2024  
4:00 pm – 6:30 pm  
Fireplace Room,  
Quinte Sport and Wellness Centre  
265 Cannifton Road, Belleville

With the exception of personal information, all comments received will become part of the public record, in accordance with the *Municipal Freedom of Information and Protection of Privacy Act*.

# Background

## ► What is this project about?

- A systematic and strategic review of downtown parking in Belleville
- 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 area focusses on parking in the downtown area as illustrated in the map below



# Study Process

## ▶ Study undertaken in 3 Phases

### Technical Work Program

#### ▶ Phase 1

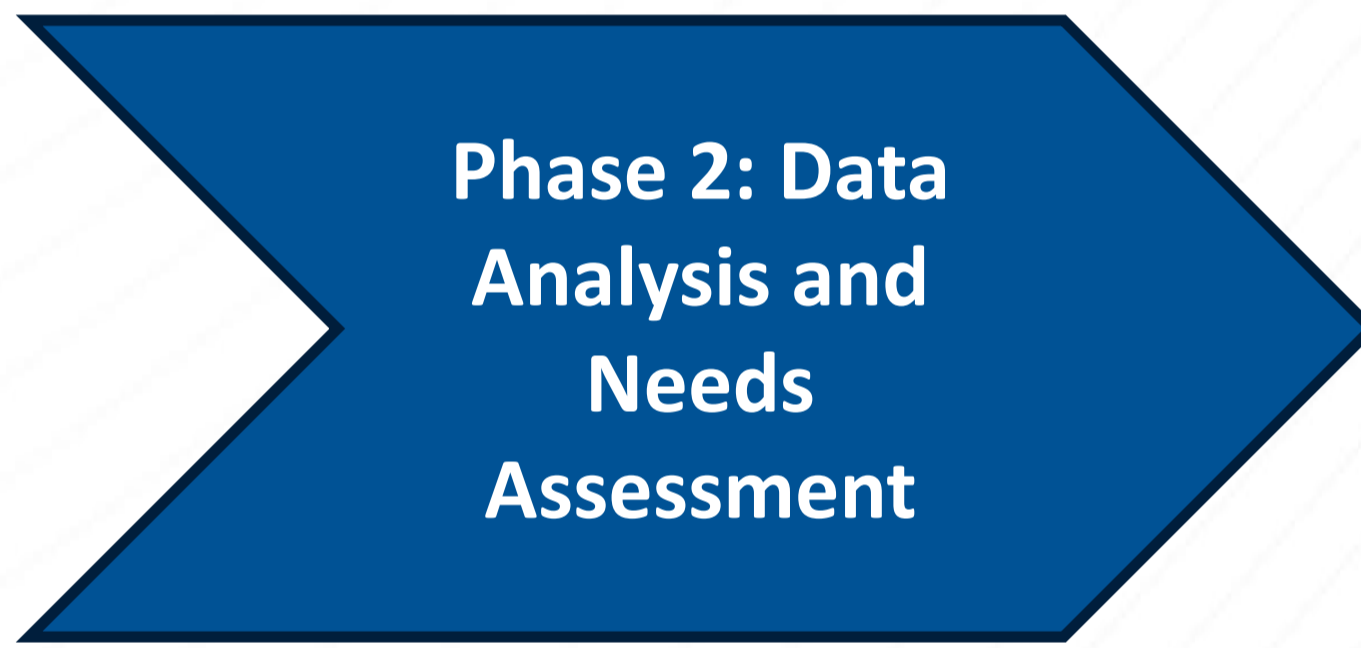
- ✓ Collect Parking Survey Data
- ✓ Assess Existing Conditions
- ✓ Identify gaps / opportunities

#### ▶ Phase 2

- ✓ Data analysis
- ✓ Growth forecasting
- ✓ Needs Assessment
- ✓ Financial Assessment

#### ▶ Phase 3

- ✓ Parking Strategy
- ✓ Assessing alternatives
- ✓ Improvement Recommendations



### Public Engagement Program

#### ▶ Phase 1

- ✓ Stakeholder Meeting (BDIA)

#### ▶ Phase 2

- ✓ Online Opinion Survey (April 26 - May 25)

#### ▶ Phase 3

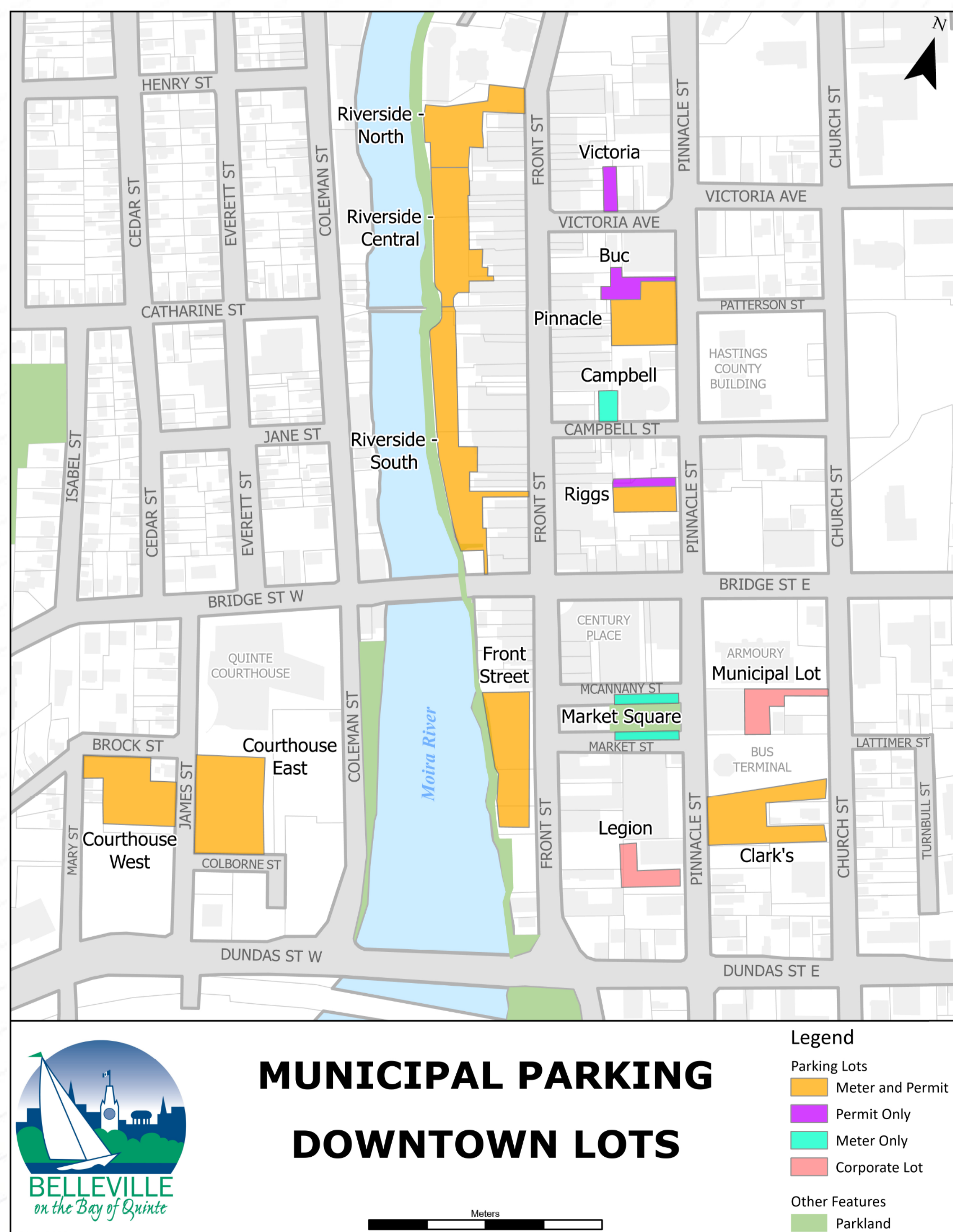
- ✓ Stakeholder Meeting (BDIA)
- Public Open House
- Present to Council for approval

**Opportunities to Connect:**

- Website
- Project Email
- Social Media Posts
- Online survey
- Public Open House Meetings
- Stakeholder Meetings

# EXISTING CONDITIONS: Parking Supply

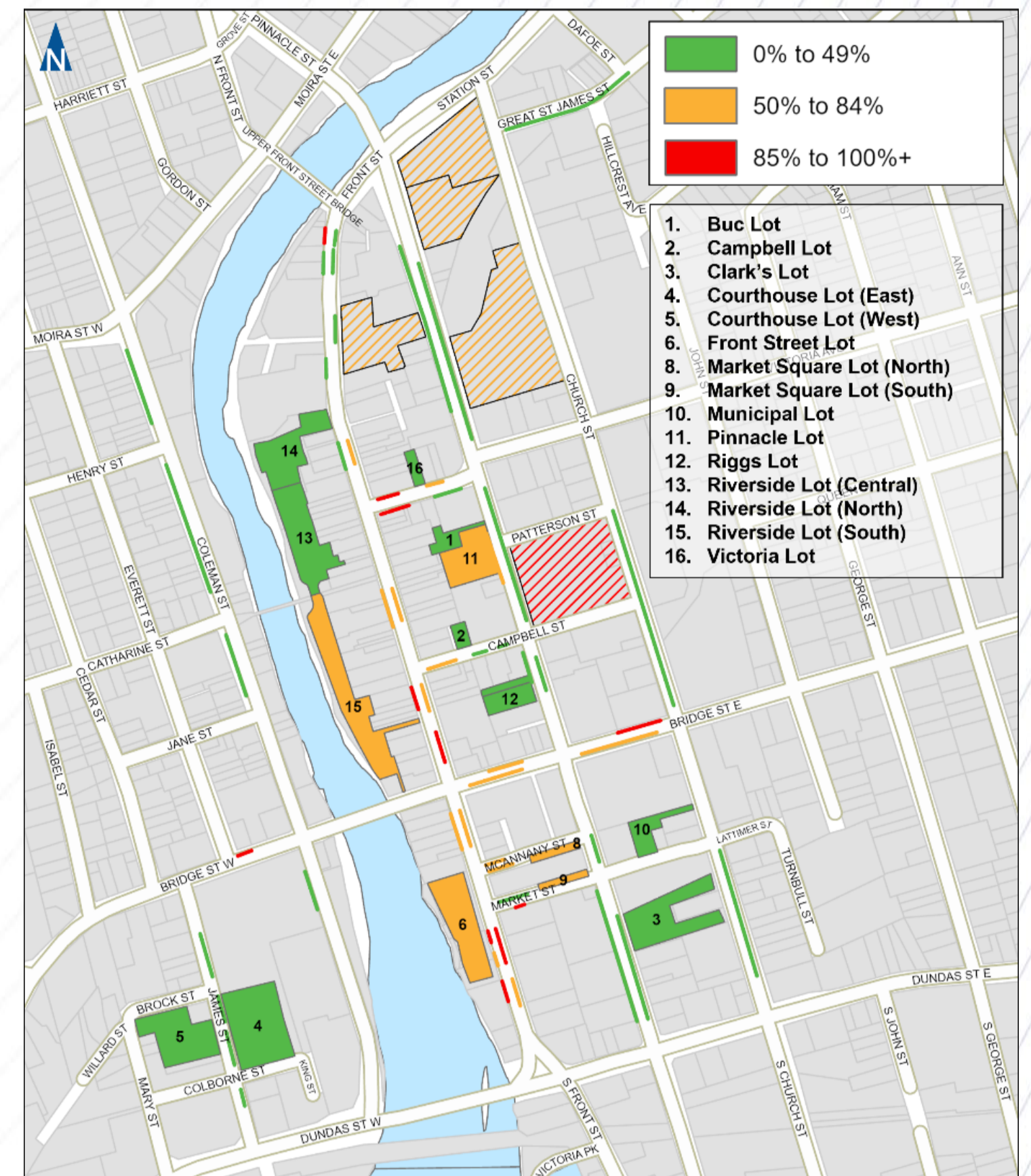
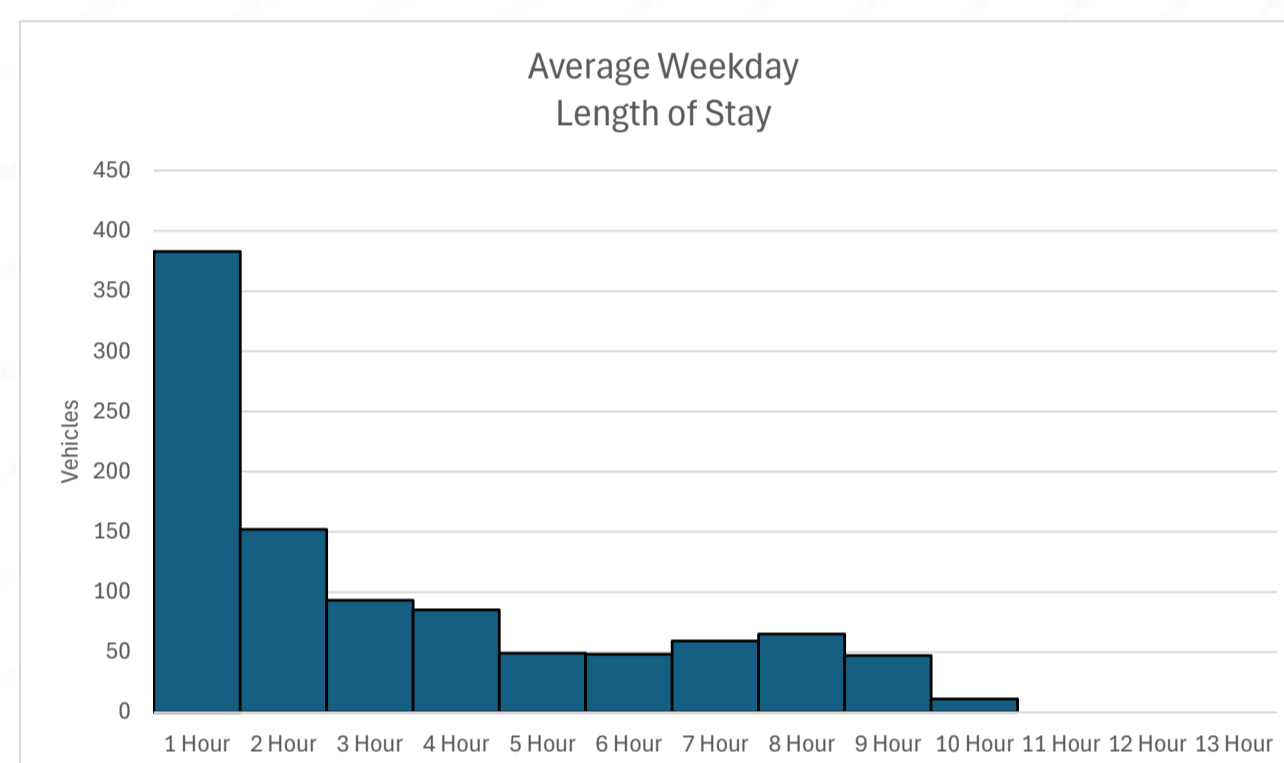
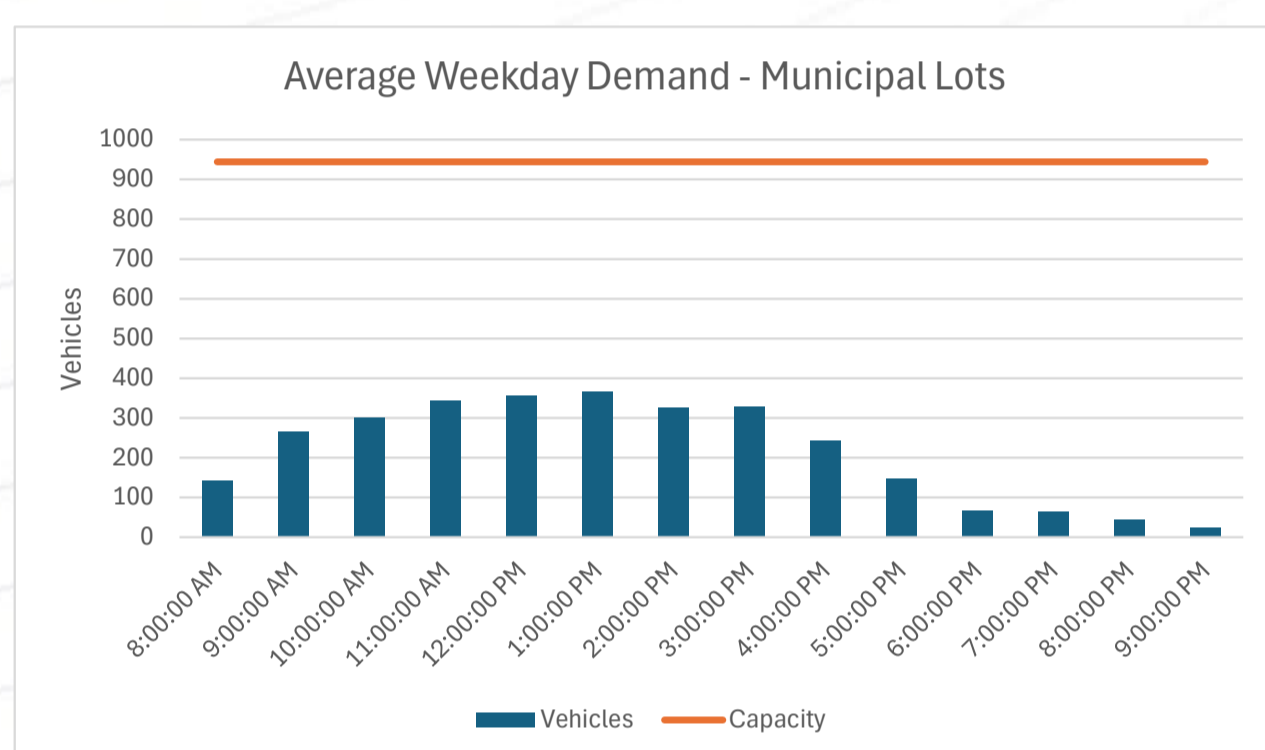
- ▶ **City manages supply of 1,282 parking spaces in downtown**
  - 944 spaces in 14 separate municipal lots
  - 338 spaces on-street
- ▶ **Estimate of 1,200 additional private spaces**
  - 2014 Downtown Belleville Parking Study, Lea Consulting
- ▶ **A Parking Survey was completed (April 2024)**
  - Measured occupancy – how many spaces being used?
  - Measured duration – how long are people parking?
  - Included City lots and major private lots
  - Included on-street parking
  - Two weekdays (8 am – 6 pm) – one evening (6 pm – 11 pm)
  - Two Saturdays (10 am – 6 pm)
  - No personal information collected



# WHAT THE DATA SHOWS: Parking Lots

## Average Weekday Demand

- Most lots peak between 11:00 and 2:00 pm
- Maximum Hourly Occupancy = 38.7% of spaces used (1:00 pm)
- Average Occupancy (9:00 am to 4:00 pm) = 33.4%
- Average Length of Stay = 2.7 hours
- Maximum Length of Stay = 10 hours (5 different lots)
- Courthouse lots and Clark lot have longest duration



Peak Occupancy - Weekday

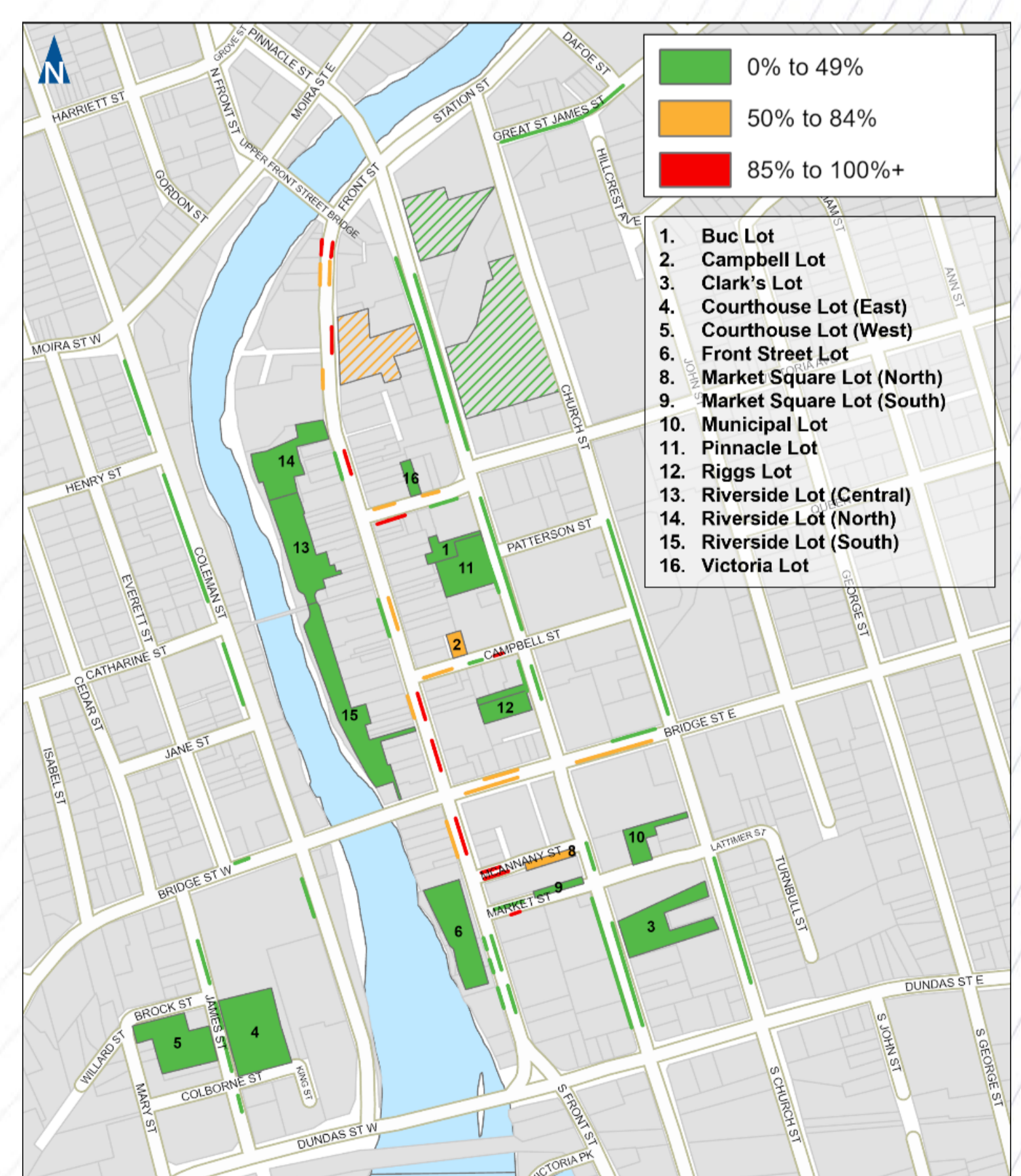
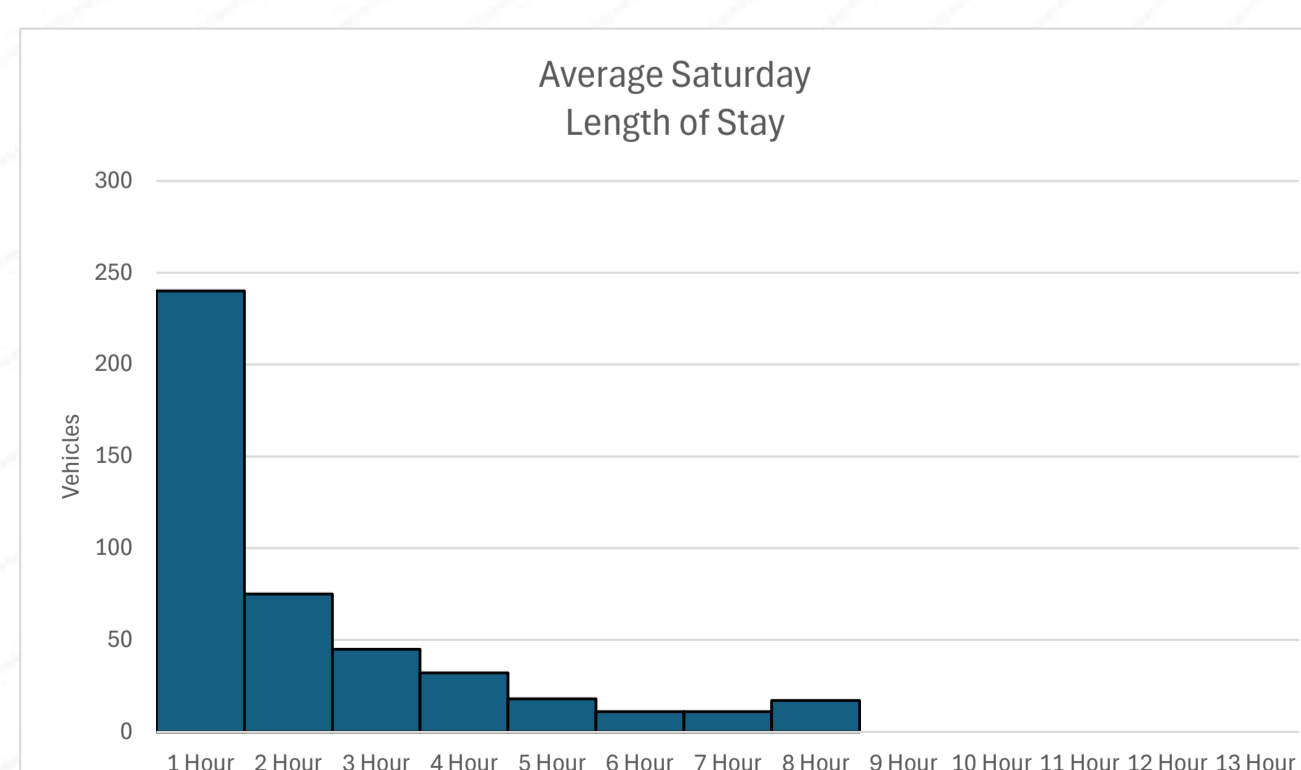
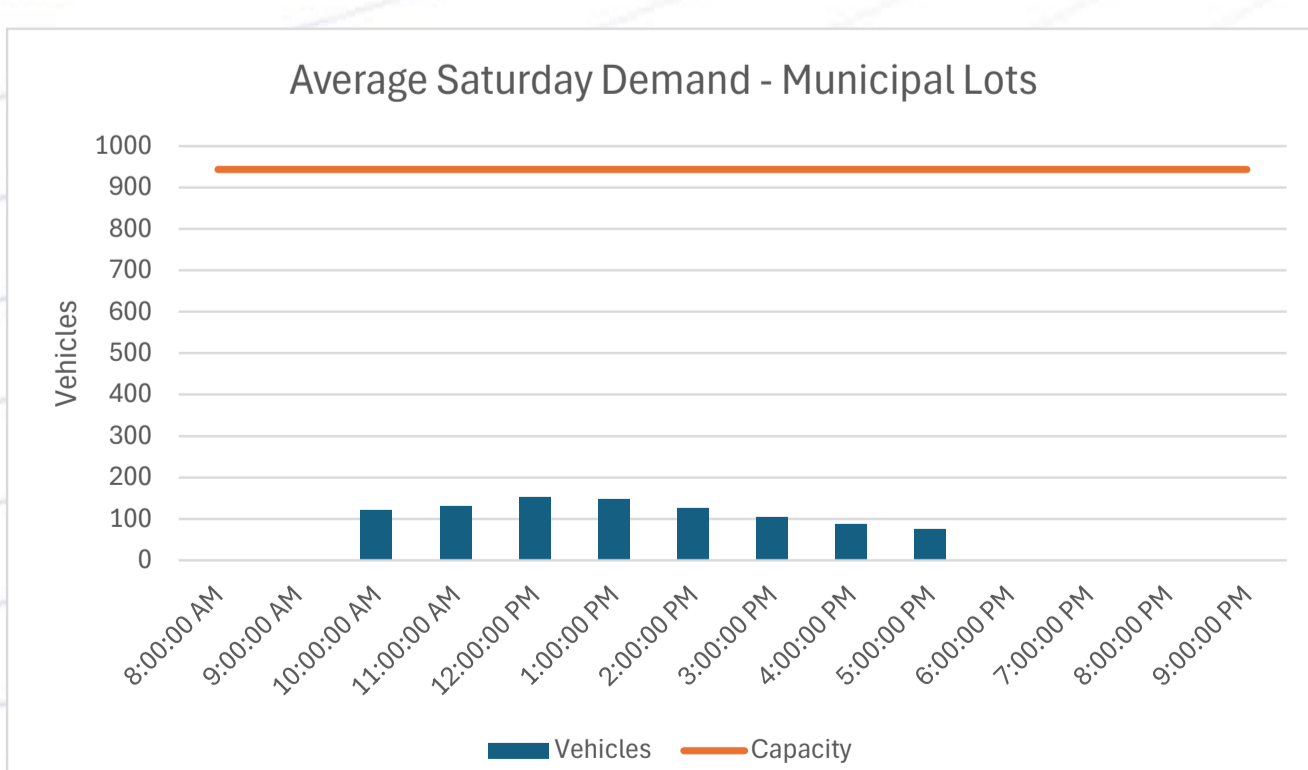
### Did you know?

Occupancy refers to the number of spaces being used at any time.

Ideally this should be under 85% otherwise it becomes difficult to find a parking space

## Average Saturday Demand

- Most lots peak between 11:00 and 2:00 pm
- Maximum Hourly Occupancy = 16.1% of spaces used (12:00 pm)
- Average Occupancy (10:00 am to 5:00 pm) = 12.6%
- Average Length of Stay = 1.7 hours
- Maximum Length of Stay = 8 hours (5 different lots)
- Riggs and Riverside North lots have longest duration
- Influenced by event at Theatre on survey day

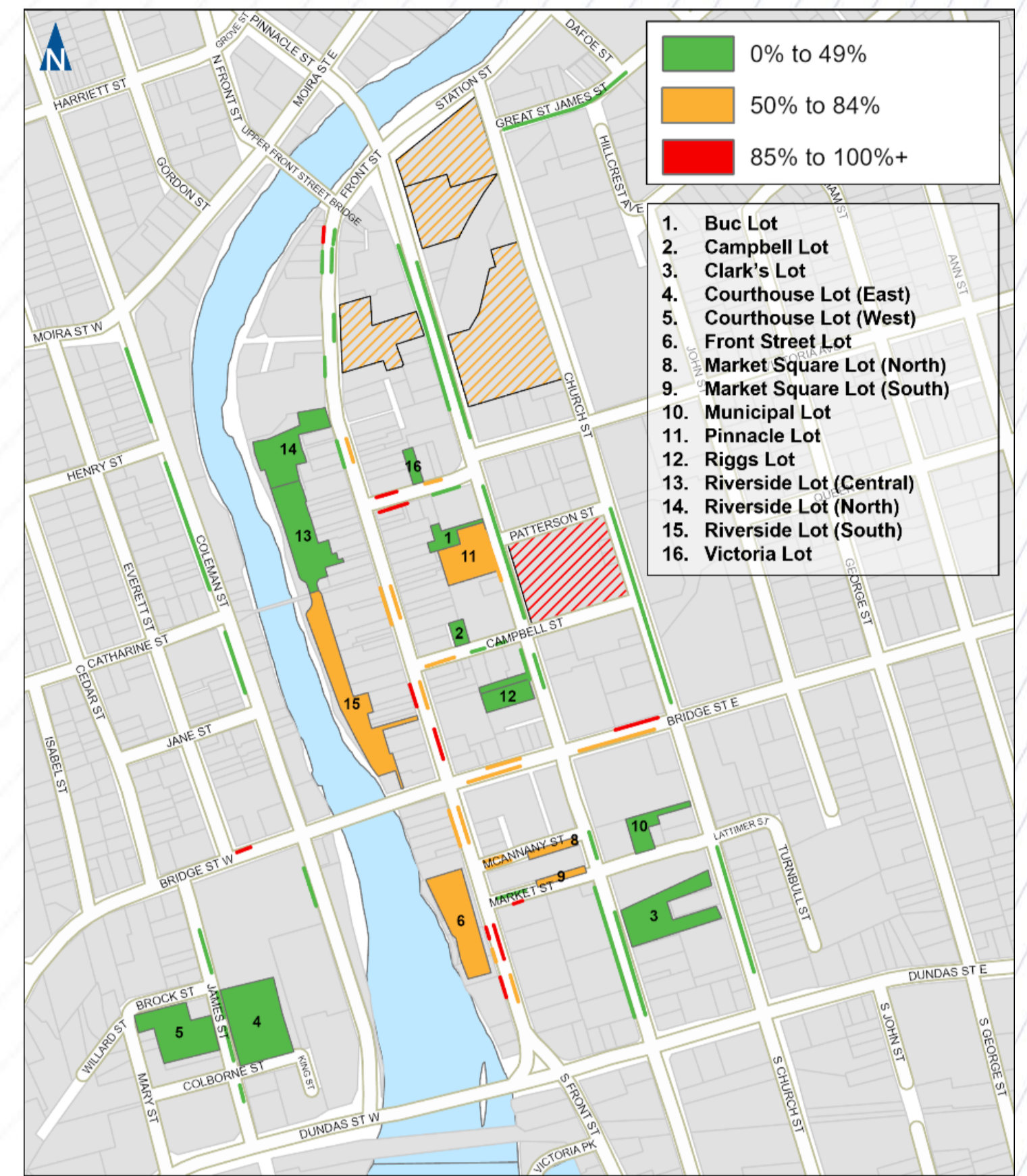
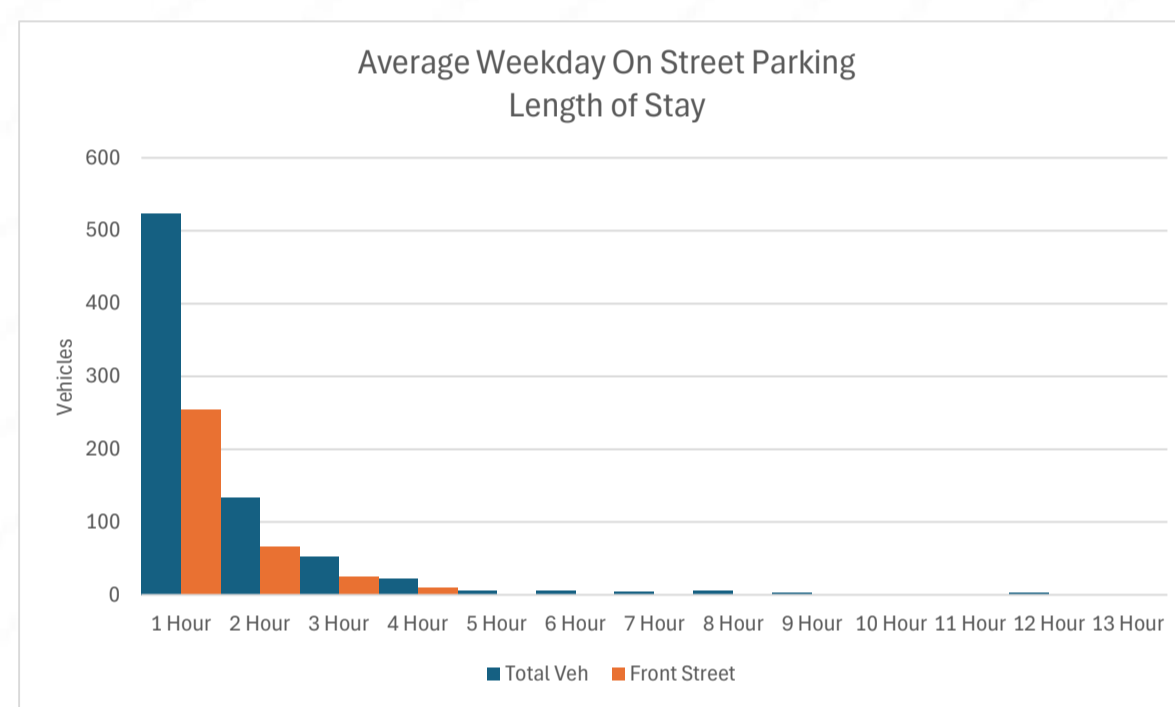
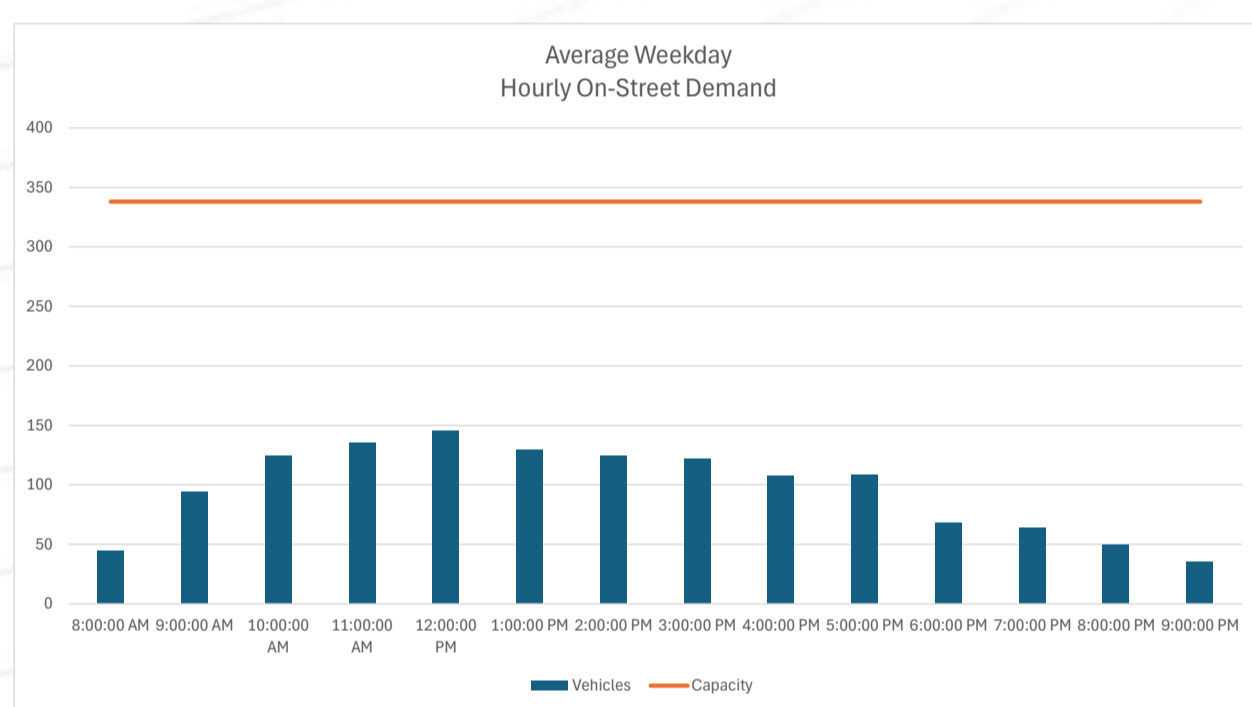


Peak Occupancy - Saturday

# WHAT THE DATA SHOWS: On Street Parking

## Average Weekday Demand

- Peak demand at 12:00 pm
- Maximum Hourly Occupancy = 43% of spaces used
- Average Occupancy (9:00 am to 5:00 pm) = 36%
- South end of Front St near capacity
- North end of Front St has lower use
- Pinnacle and Church St have low use
- Average Length of Stay = 0.86 hours
- Daily demand = 757 vehicles use on street parking (362 vehicles park on Front Street)
- 30% of Front Street vehicles exceed 1 hour limit



Peak Occupancy - Weekday

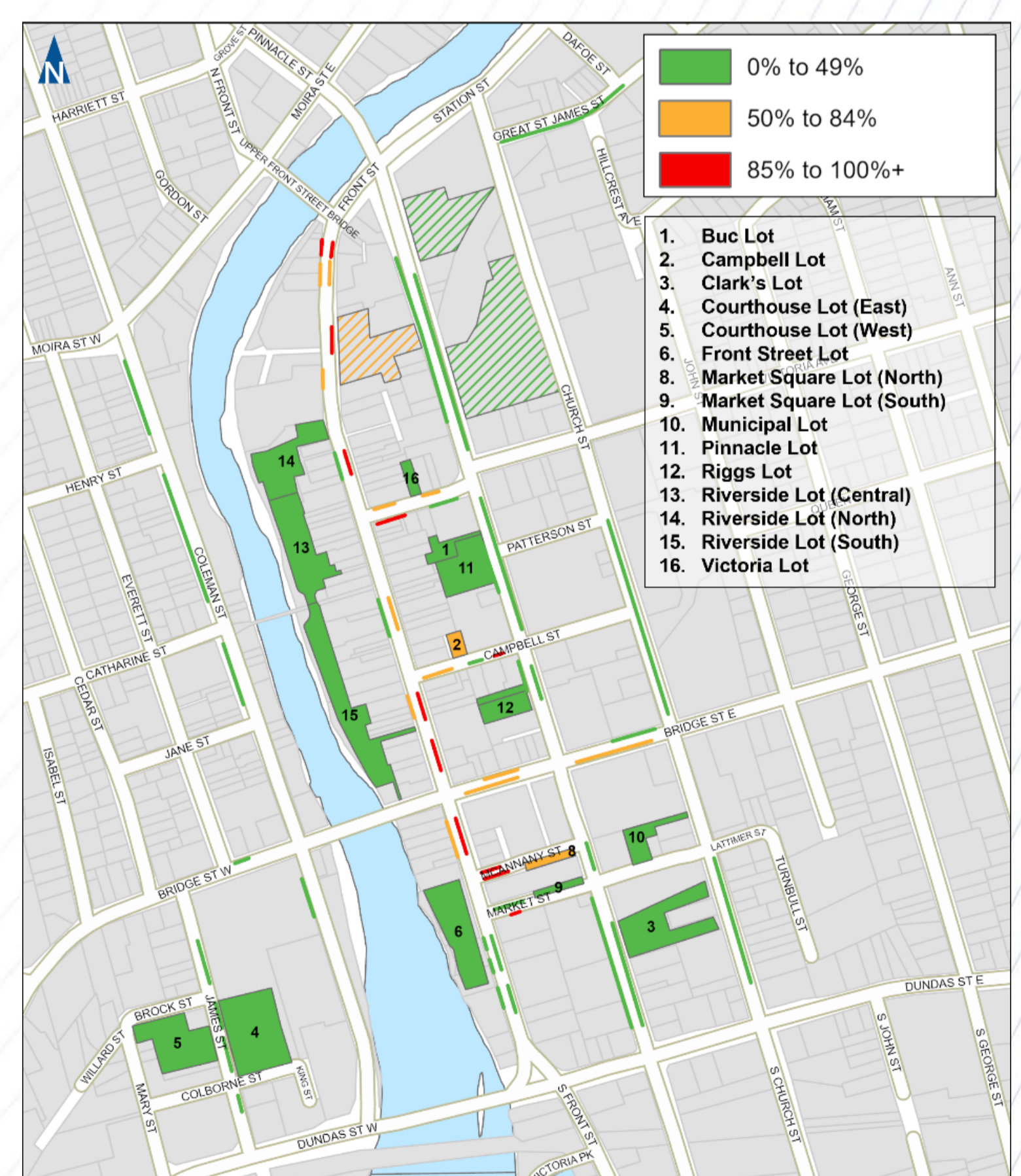
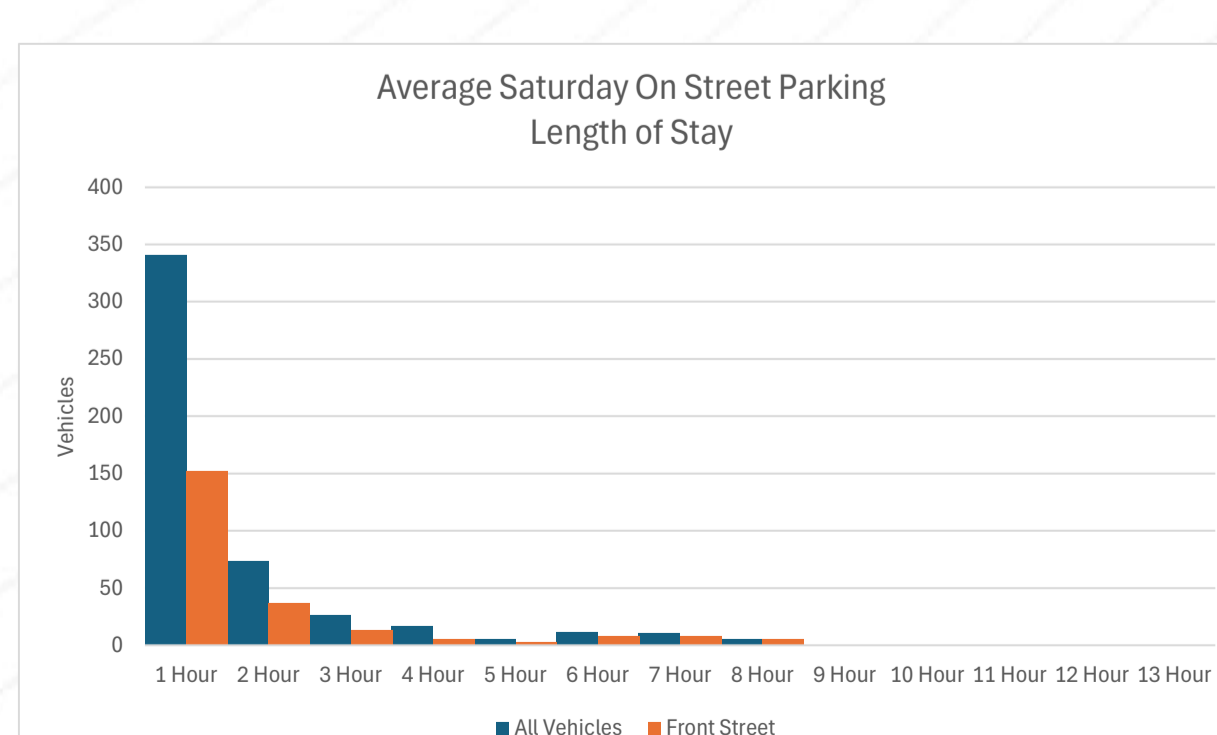
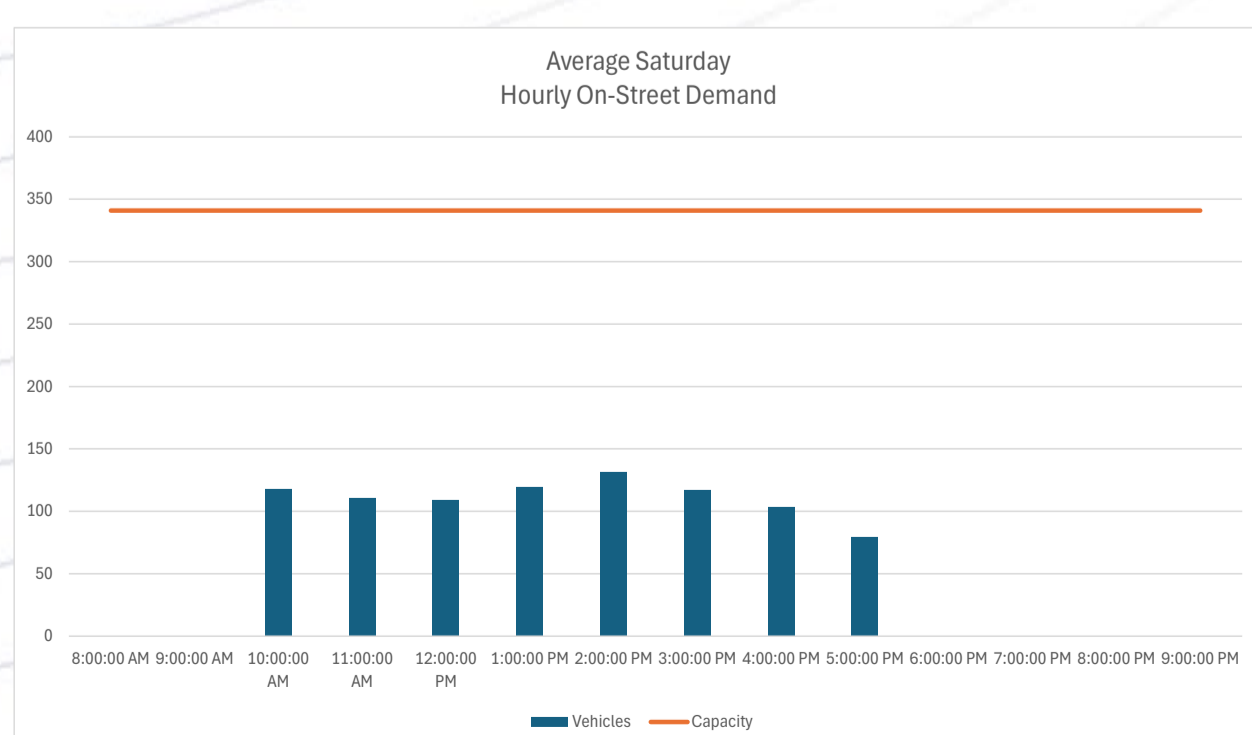
### Did you know?

Occupancy refers to the number of spaces being used at any time.

Ideally this should be under 85% otherwise it becomes difficult to find a parking space

## Average Saturday Demand

- Peak demand at 2:00 pm
- Maximum Hourly Occupancy = 38% of spaces used
- Average Occupancy (10:00 am to 5:00 pm) = 32%
- Front St at Bridge St near capacity
- North end of Front St near capacity
- Influenced by event at Theatre during survey
- Pinnacle and Church St have low use
- Average Length of Stay = 0.94 hours
- Daily demand = 487 vehicles use on street parking (233 vehicles park on Front Street)
- 35% of Front Street vehicles exceed 1 hour limit

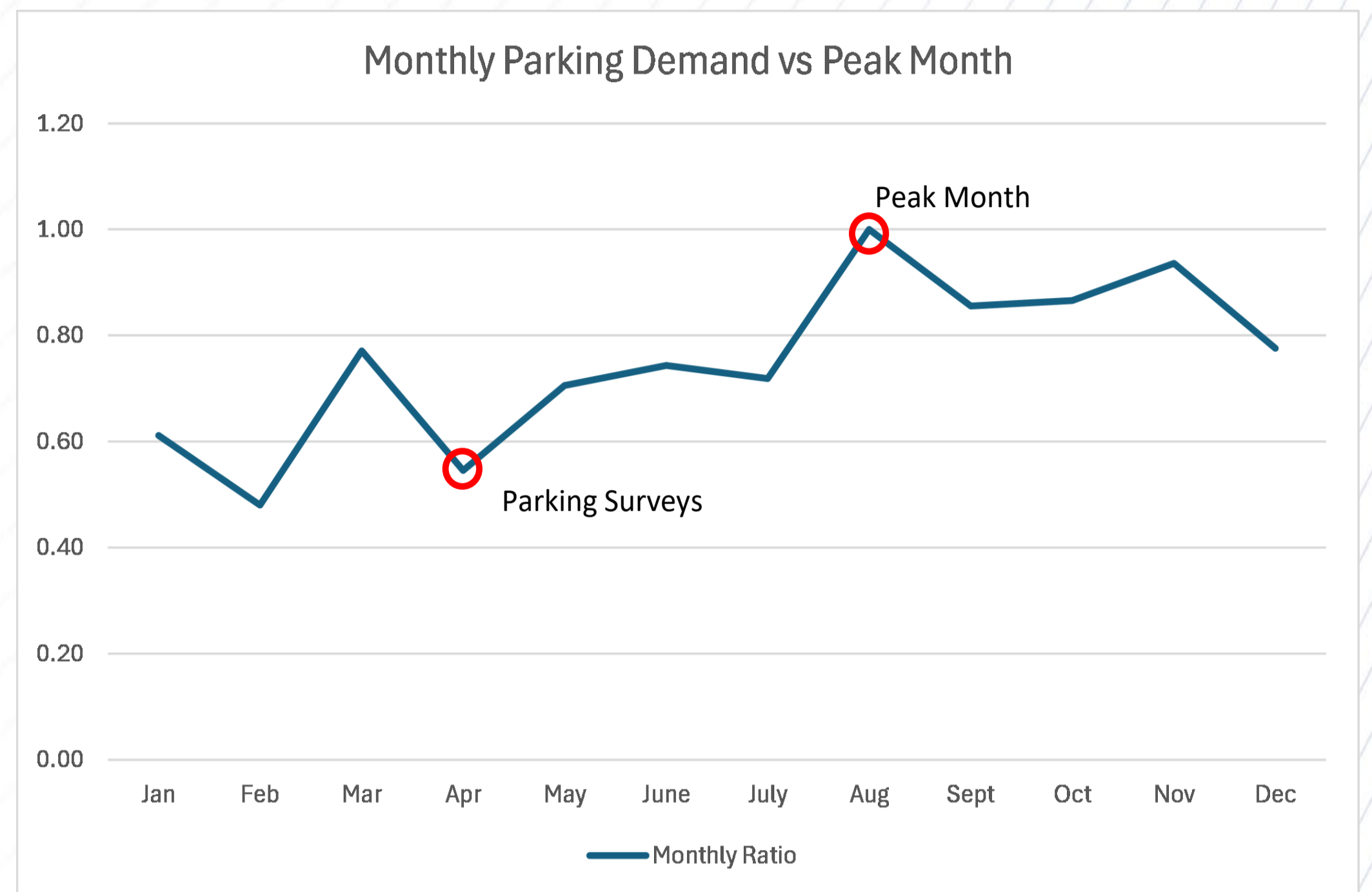


Peak Occupancy - Saturday

# WHAT THE DATA SHOWS: Seasonal Demands

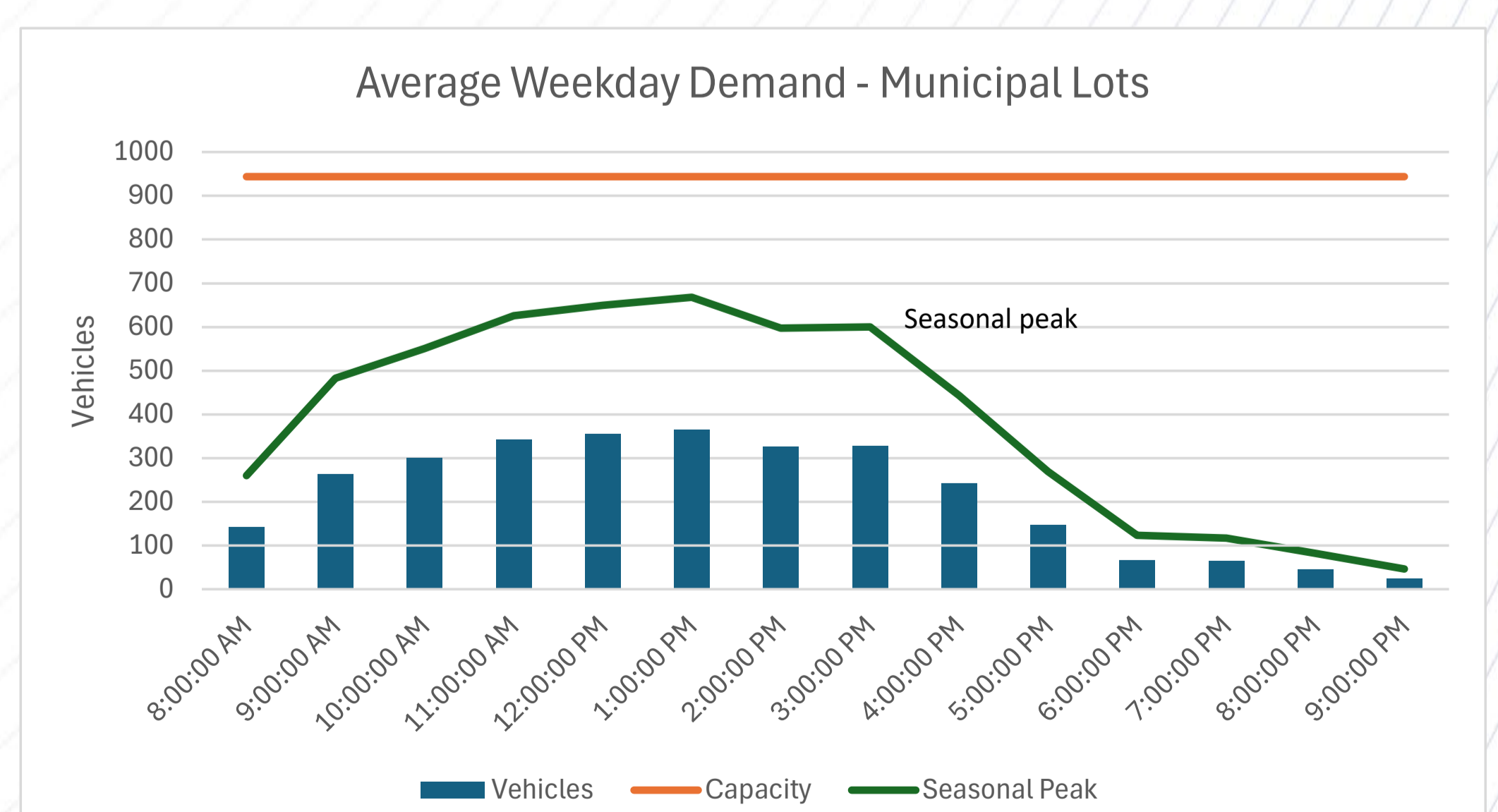
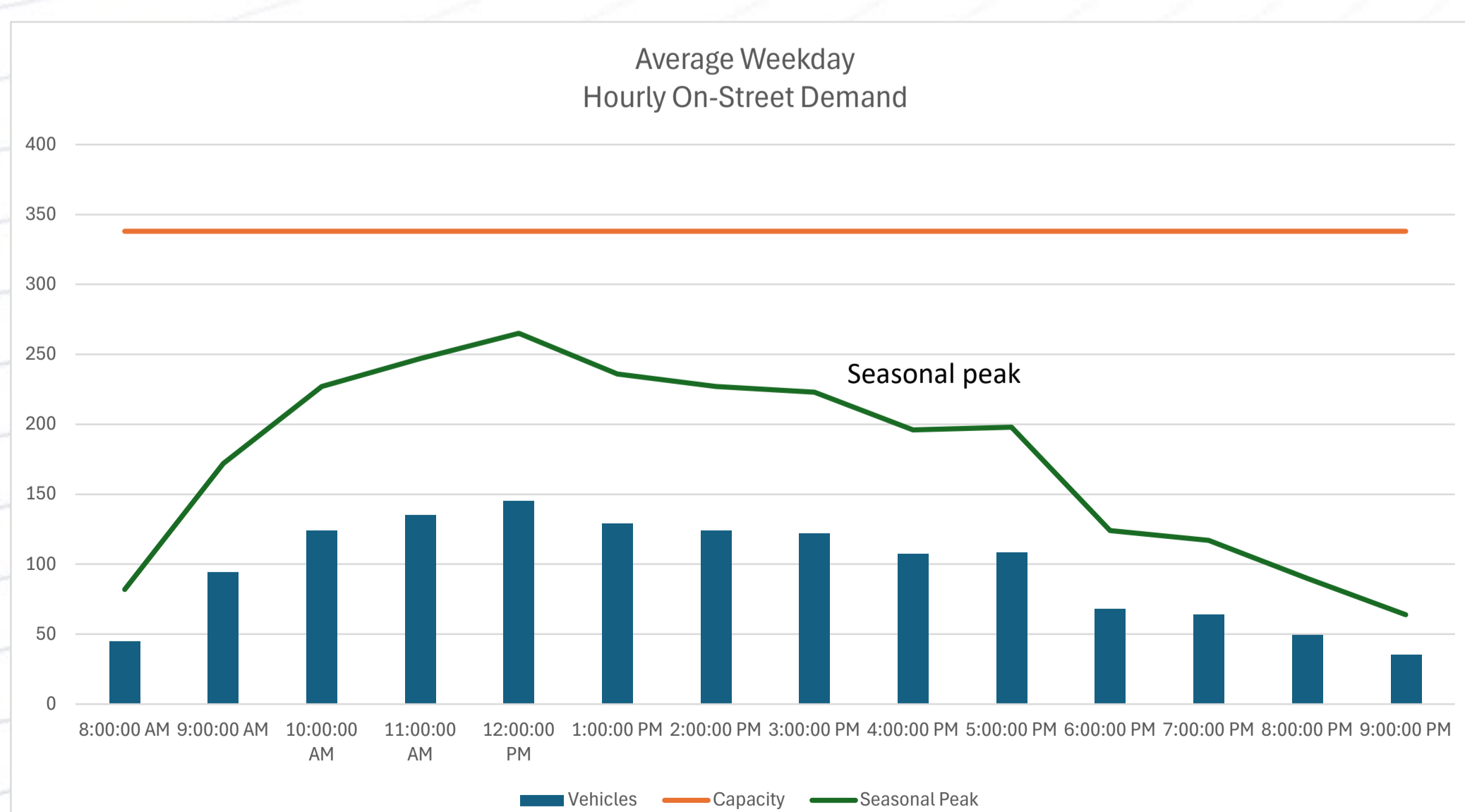
## Need to Adjust for Peak Demand when assessing capacity

- Peak parking demand occurs in August
- Parking surveys undertaken in April
- Lowest parking demands in February and April
- Demand in April is 6% of annual total
- Demand in April is 55% of peak season



## Key Findings

- After adjusting for peak seasons, there is still sufficient capacity within the existing downtown parking system
- There is a good distribution of capacity in lots and on street parking in various areas of downtown
- The existing distribution of parking spaces reduces walk distances to businesses
  - Centralizing capacity in a new parking structure is not needed for capacity
  - Centralizing capacity in new parking structure would increase walk distances to destinations
- There are opportunities to encourage more use of lots. The City should consider:
  - Overnight permits
  - Provide additional monthly permits



# EXISTING CONDITIONS: Financial

## ► Revenues are intended to cover operating and capital costs for parking services

- Costs include staffing, enforcement staffing, utility costs, vehicle costs, equipment, lot maintenance, insurance, etc.
- Parking reserve fund used to:
  - fund long term capital works for parking infrastructure (repaving lots, replacing equipment, other improvements)
  - stabilize in year unexpected costs
- 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
- Contributions to the reserve have been eliminated to reduce impacts to property taxes

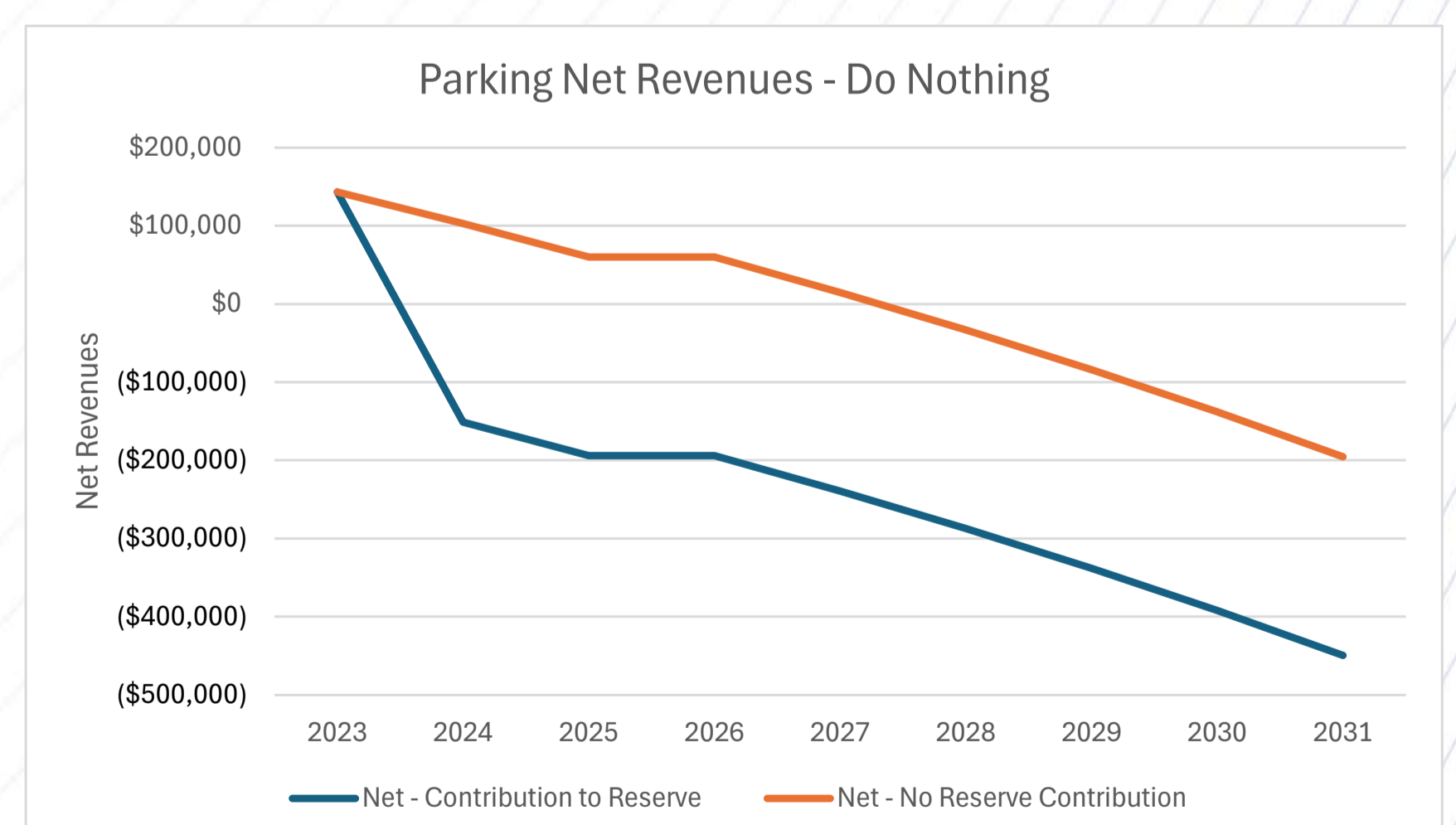
## ► Financial outlook unsustainable without new revenues

- Increased costs due to inflation will continue
- Without increase in revenues the City will have to rely on property taxes to support operational costs and maintain infrastructure
- Deferring contributions to parking reserve does not solve financial issues over longer term

2020-2023 Parking Operating Budget

Parking Budget	2020 Actual	2021 Actual	2022 Actual	2023 Actual
Fine Revenue	\$ 197,000	\$ 226,144	\$ 255,660	\$ 286,178
Meter / Permit Revenue	\$ 276,816	\$ 333,033	\$ 437,551	\$ 528,484
Draw from Reserves + Other	\$ 198,331	\$ 63,116	\$ 18,335	\$ 290
<b>Total Revenue</b>	<b>\$ 672,148</b>	<b>\$ 622,293</b>	<b>\$ 711,547</b>	<b>\$ 814,953</b>
Staffing Expenses	\$ 96,143	\$ 95,832	\$ 97,326	\$ 99,423
Enforcement Services	\$ 110,216	\$ 125,143	\$ 146,832	\$ 167,121
Other Operating Costs	\$ 389,785	\$ 397,319	\$ 467,389	\$ 405,118
Contribtuon to Reserve Fund	\$ 76,004	\$ 4,000	\$ -	\$ -
<b>Total Expenses</b>	<b>\$ 672,148</b>	<b>\$ 622,293</b>	<b>\$ 711,547</b>	<b>\$ 671,662</b>
<b>Net</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ 143,291</b>

Future Outlook – No Changes



When net revenues are negative property taxes need to be increased to fund parking costs



# WHAT THE DATA SHOWS: Other municipalities

## Parking Fines are generally lower in Belleville than other similar municipalities

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

### Did you know?

Belleville collects approximately 69% of total fines issued  
 Many are appealed at Court  
 Some do not pay

## Monthly Parking Permits and Hourly Parking Rates are also generally lower in Belleville than other similar municipalities

Permit Rates	Kingston	Peterborough	Cobourg	Port Hope	Guelph	Quinte West	Prince Edward County	Current Belleville
Monthly Permit Lots	\$89-102	\$46	\$35	N/A	\$77-\$130	\$116	N/A	\$65
Garage Monthly Permit	\$102-\$153	\$85-\$100	N/A	N/A	\$175-\$185	N/A	N/A	N/A
Daily Permit		\$10.50-\$12.5	\$10	\$10	\$ 30	N/A	N/A	\$9
Hourly Rate - Lots	\$1.50-\$2.00	\$1.50	n/a 2 hr free	\$1.00	\$ 3.00	\$1.00	\$0.50	\$1.00
Hourly Rate - On Street	\$1.50-\$2.00	\$1.50	2.25	\$1.00	\$ 3.00	\$1.00	\$1.50	\$1.00
Free	Sun/Hol	after 6 pm weekends Nov 24 to Jan 1	after 6pm	after 6pm weekends	after 6pm Sundays	after 4:30 pm weekends	after 5 pm weekends Dec - Mar 31	after 5pm weekends December

### Notes:

Cobourg charges \$5.00 per hour for waterfront area parking in lots and on-street with \$40 daily pass available  
 Peterborough does not offer monthly passes in surface lots (except Del Cray Park lot – outside downtown)

# WHAT WE HEARD: Public Feedback to Date

## ► Stakeholder Feedback –Spring 2024

- Should consider allowing overnight parking permits (for staff and residents living downtown)
- 1 hour on street limit on Front Street is not long enough
- Consider opportunity to provide free parking in Riverside lots
- Parking supply generally okay – vehicles circle to find free parking, need to consider event parking needs
- Need to improve signage in lots – increase options to pay with Debit cards
- Need to improve customer service – enhance website, less aggressive ticketing

## ► Online Opinion Survey - May to July 2024

- 952 responses (80% from residents)
- 59% are frequent users of downtown parking
- 21% rarely or never go downtown

### What prevents you from going downtown?

- 46% Don't want to pay for parking
- 45% Other / Safety concerns
- 41% Hard to find parking
- 30% No stores I like to visit
- 23% Lack of services I use
- 11% Too far to walk
- 4% Don't know parking rules

### What did you pay for parking on your last visit?

- 47% - nothing
- 18% - less than \$2.00
- 15% - \$2.00 - \$5.00
- 6% - more than \$5.00
- 9% - don't know

### Are you satisfied with downtown parking?

- 41% satisfied with quantity of parking
- 38% satisfied with existing time limits
- 38-46% satisfied with proximity of parking to their destination
- 35% satisfied with overall cost of parking
- 36% satisfied with availability of Accessible parking

### Where did you park?

- 38% municipal lot
- 44% on street
- 12% private lot
- 6% other
- 62% took less than 2 minutes to walk to their destination

### What should we improve?

- Longer time limits on street (Front St)
- Improve signage and more options to pay
- More overnight parking
- More free parking but not if taxes need to be increased
- Eliminate free parking on street to improve availability
- Provide free parking in lots

### How long did you park?

- 54% 1 hour or less
- 26% 1- 2 hours
- 20% longer than 2 hours

# PROPOSED PARKING FRAMEWORK

The downtown parking system should be guided by the following 8 key principles

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 parking
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



# PRELIMINARY RECOMMENDATIONS

## 1 Meet or exceed accessible parking standards (on street and in City lots)

- i. Adopt Provincial requirements for accessible parking in lots and apply them to on street parking on a street-by-street basis
  - Add 5 new on-street Accessible Spaces
- ii. Adopt Provincial requirements for all City lots
  - Add 18 new Accessible Spaces in existing lots
- iii. Where more than 1 space required 50% should be Type A / Type B

Parking Lot	Number of Spaces	Number of Accessible Spaces	Number of Required Spaces	Deficiency
Buc Lot	15	0	1	1
Campbell Lot	8	0	1	1
Clark's 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	0
Market Square South Lot	17	1	1	0
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	0
Victoria Lot	12	0	1	1
<b>Total</b>	<b>918</b>	<b>25</b>	<b>43</b>	<b>18</b>

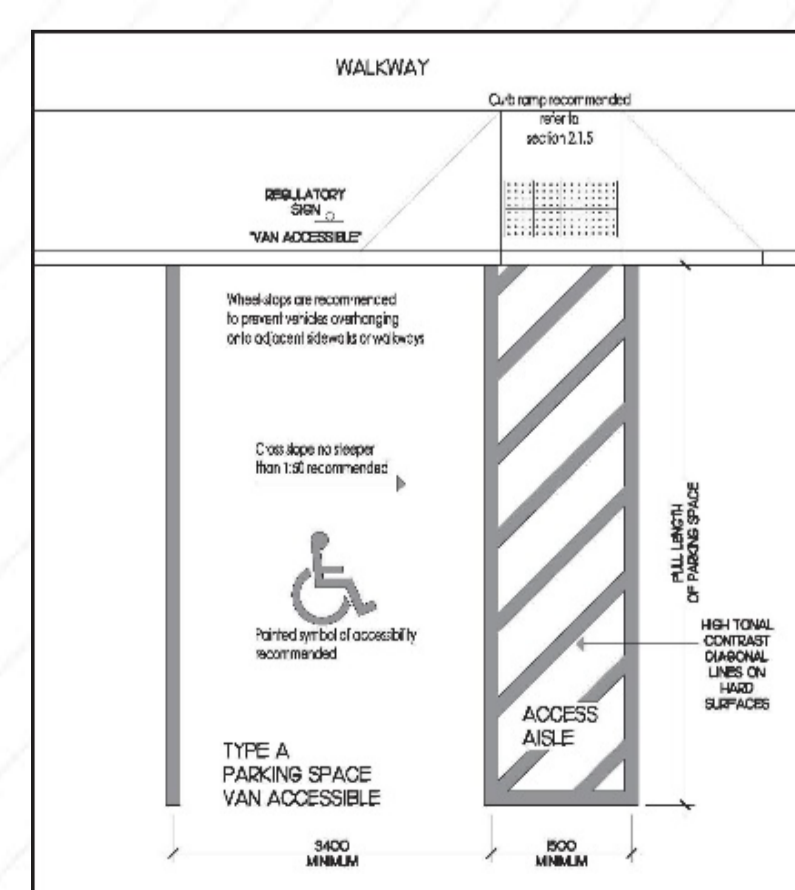
### Did you know?

The Accessibility for Ontarians with Disabilities Act (AODA) requires parking lot owners to provide a minimum number of accessible parking spaces based on the size of the lot.

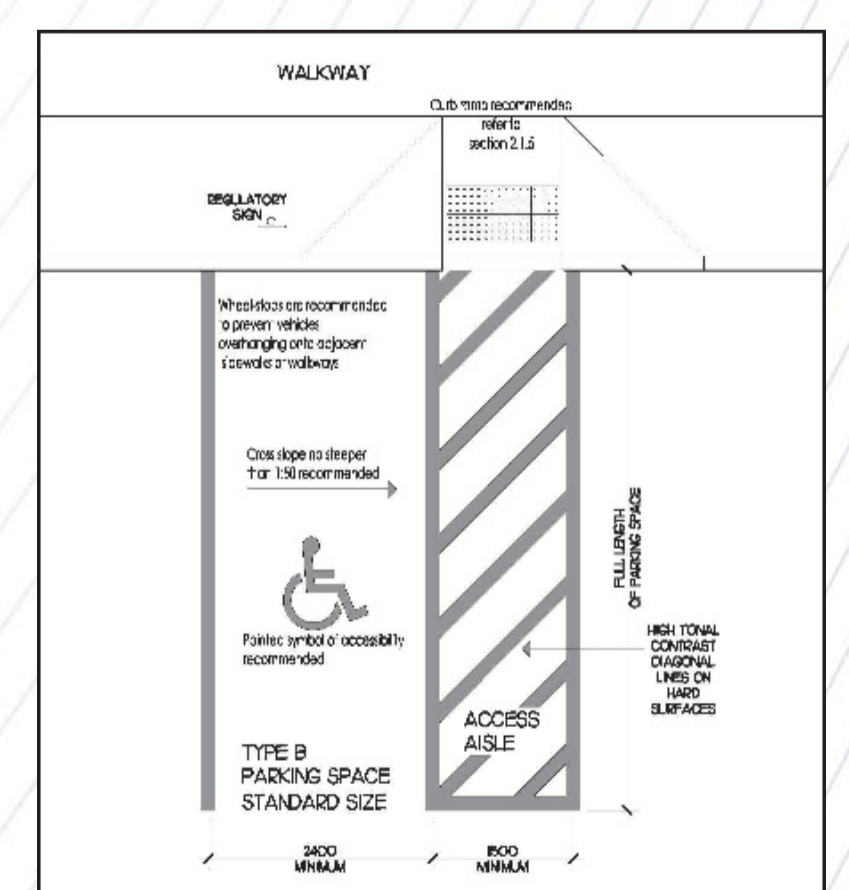
There are no standards for accessible spaces for on street parking

Street	Number of Spaces	Accessible Spaces	AODA Requirement
Bridge Street	35	1	2
Campbell Street	8	1	1
Chuch 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 Ananny Street *	7	0	1
Pinnacle Street	94	3	4
Victoria Ave	15	1	1
<b>Total Spaces</b>	<b>325</b>	<b>14</b>	
AODA Requirement (based on overall spaces)		<b>12</b>	
AODA Requirement (street by street)			<b>19</b>
Deficiency / Surplus		2	-5

\* Not including Market Square parking spaces



Type A - Van Space



Type B

# PRELIMINARY RECOMMENDATIONS

## 2 Parking is an asset that needs to be managed to support the entire City and the downtown

- i. Adopt Asset Management approach to managing parking infrastructure
- ii. Maintain parking reserve fund – to fund future parking capital needs, reduce need for tax supported debt
- iii. Re-establish annual contributions to reserve fund – put aside a portion of revenues each year
- iv. Use life cycle costing for parking infrastructure to guide reserve fund contributions
- v. Estimated Annual Reserve Fund Needs = \$254,000 (based on today's assets)
- vi. Optimize use of parking assets
  - Provide additional capacity for overnight permit parking (Up to 196 permits could be issued without exceeding lot capacity)
  - Increase availability of monthly permits (Up to 372 permits could be issued without exceeding lot capacity)

### Overnight Permit Options

1. Overnight Permits – valid for 6:00 pm to 8:00 am
  - Monthly permit rate = \$25.00
2. New 24 hour permit
  - allow overnight users to park all day and overnight
  - Monthly permit rate = \$90.00

Would you make use of an overnight parking permit if available?

# PRELIMINARY RECOMMENDATIONS

## 3 Maintain user pay approach to downtown parking

- i. Revenue should cover the cost to operate parking and maintain the infrastructure
- ii. Maintain December free parking promotion
- iii. Costs should be comparable to costs in other municipalities (benchmarking)
- iv. Increase set fine rates in line with average of other municipalities
- v. Increase parking rates and fees in line with average of other municipalities
- vi. Increase hourly rates in lots to \$1.50 / hr
- vii. Increase hourly on-street rates to \$1.50 / hr

Infraction	Peer	Belleville	Recommended	Change
	Average	Current		
Block Traffic / Double Park	\$ 42	\$ 30	\$ 40	\$ 10
Parking in Bus Stop	\$ 47	\$ -	\$ 40	\$ 40
Commercial Loading Zone	\$ 44	\$ 30	\$ 40	\$ 10
Expired Meter	\$ 29	\$ 20	\$ 30	\$ 18
No Parking Area	\$ 47	\$ 30	\$ 40	\$ 10
No Stopping	\$ 45	\$ 30	\$ 40	\$ 10
Obstruct Entrance	\$ 49	\$ 30	\$ 30	\$ -
Too Close to Intersection	\$ 39	\$ 30	\$ 40	\$ 10
During Restricted Times	\$ 36	\$ 30	\$ 40	\$ 10
Exceed Max Period	\$ 31	\$ 30	\$ 40	\$ 10
Wrong Way	\$ 35	\$ 30	\$ 30	\$ -
Taxi Stand	\$ 43	\$ 30	\$ 30	\$ -
Unauthorized Area	\$ 48	\$ 30	\$ 30	\$ -
Over 12 Hrs	\$ 38	\$ 30	\$ 30	\$ -
Fail to Display	\$ 26	\$ 20	\$ 30	\$ 10
Exceed Meter Limit	\$ 31	\$ 20	\$ 30	\$ 10
Exceed Posted Time Limit	\$ 31	\$ 30	\$ 40	\$ 10
Unauthorized Lot	\$ 68	\$ 30	\$ 30	\$ -
Fire Hydrant	\$ 55	\$ 30	\$ 50	\$ 20
Accessible Space	\$ 357	\$ 305	\$ 400	\$ 95
Unauthorized Private Property	\$ 35	\$ 30	\$ 30	\$ -
Park on Sidewalk	\$ 44	\$ 25	\$ 30	\$ 5
Fire Route	\$ 130	\$ 75	\$ 100	\$ 25

# PRELIMINARY RECOMMENDATIONS

## 4 On street parking is the most highly sought after parking and should be treated as a priority

- i. Pricing should reflect the demand
- ii. Availability should be managed to promote turnover
- iii. Increase allowable time to match user needs
  - can make longer or multiple visits to merchants viable
- iv. Eliminate Free Parking on Front Street
- v. Increase time limit to 2 hours on Front Street
- vi. Implement paid parking on Great St. James Street

Implementing Front Street paid parking will require purchase of up to 14 new Pay & Display machines

- Cost for new machines estimated at \$240,000
- Will require time to purchase and install new machines



# PRELIMINARY RECOMMENDATIONS

5

Customers requiring longer parking durations should be encouraged to use off street lots

6

Parking in lots should be incentivized to optimize use

i. Provide 1 hour free parking in lots adjacent to Front Street

- Riverside and Front Street Lots
- Replaces 1 hour free on Front Street
- Should increase length of stay in lots

ii. Consider Flat Rate for Evening Parking

- \$3.00 Evening Flat Rate in Lots (allows user to park to 6 pm to 8 am)
- \$2.00 Flat Rate on Street - after 6 pm (two hour max still applies) – saves \$1.00
  - Supports downtown restaurants and bars by permitting evening parking
  - Allows City to manage night parking in lots
  - Requires additional enforcement resources

7

All day parking should be priced higher than taking transit

i. Increase monthly parking permit to \$75.00

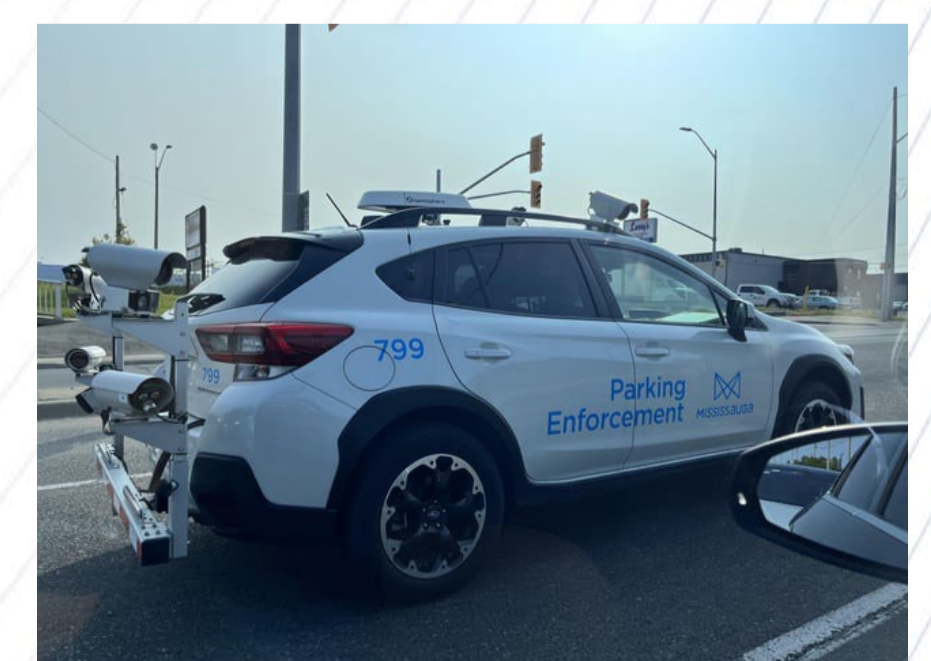
- Currently \$70 for adult monthly transit pass



# PRELIMINARY RECOMMENDATIONS

## 8 Make use of technology to improve customer service

- i. Provide enhanced signage with capacity / availability information
- ii. Enhance lighting in off street parking lots
- iii. Provide emergency call boxes in Riverside lots to improve security
- iv. Apply parking control system for lots (gate arms)
  - No need for Pay and Display
  - Real time signage (availability)
  - Reallocate enforcement resources
- v. Add E-Vehicle charging in municipal lots
- vi. Add secure bicycle parking in municipal lots – revenue opportunity
- vii. Replace existing meters with new Pay and Display machines
  - Consider Pay by Plate vs Pay and Display
  - Allows for License Plate Recognition for enforcement
  - No need to return to vehicle to place receipt in window
  - Requires full deployment of new payment kiosks on street



# IMPLEMENTATION

## Recommendations should be implemented in phases

### Phase 1

- ▶ Increase set fines
- ▶ Increase monthly permit fees / Provide additional permits
- ▶ Implement overnight parking permits
- ▶ Increase hourly rates to \$1.50 in lots

### Phase 2

- ▶ Implement paid parking Front Street
- ▶ Increase time limit to 2 hours on Front Street
- ▶ Introduce 1 hour free parking in Front / Riverside Lots
- ▶ One Time capital cost for new pay and display machines on Front Street

### Phase 3

- ▶ Implement evening flat rate in lots / on-street
- ▶ Increase evening enforcement

### Future

- ▶ Phase out remaining meters and replace with pay & display machines
- ▶ Implement parking system for lots
- ▶ Added enhanced signage and safety measures in lots

### Preliminary Financial Analysis

Parking Budget Summary	2023	Phase 1	Phase 2	Phase 3
	Actual	2026 Fines + Monthly / Overnight Permits + \$1.50 Hrly	2027 Front St Paid Parking, 1 Hr Free in Lots	2028 Evening Flat Rate
Fine Revenue	\$286,178	\$372,907	\$372,907	\$372,907
Meter Revenue	\$299,829	\$447,424	\$540,700	\$727,400
Permit Revenue	\$228,655	\$286,130	\$286,130	\$286,130
Draw from Reserves + Other	\$290	\$0	\$0	\$0
<b>Total Revenue</b>	<b>\$814,952</b>	<b>\$1,106,461</b>	<b>\$1,199,737</b>	<b>\$1,386,437</b>
Staffing Expenses	\$99,423	\$118,414	\$125,519	\$133,050
Enforcement Services	\$167,121	\$199,044	\$210,986	\$327,169
Other Operating Costs	\$405,118	\$482,502	\$511,452	\$542,139
Contribution to Parking Reserve	\$0	\$254,000	\$254,000	\$254,000
One Time Capital	\$0	\$0	\$240,000	\$0
<b>Total Expenses</b>	<b>\$671,662</b>	<b>\$1,053,960</b>	<b>\$1,101,958</b>	<b>\$1,256,358</b>
<b>Net</b>	<b>\$143,290</b>	<b>\$52,501</b>	<b>\$97,779</b>	<b>\$130,079</b>

# Next Steps

## We want to know what you think

- Do you agree with the preliminary recommendations?
- Please provide your comments
  - fill in comment form or send us comments by email
  - [BellevilleParkingStudy@ptsl.com](mailto:BellevilleParkingStudy@ptsl.com)

## ► Next Steps

- Consider feedback from public and stakeholders
- Refine / Finalize Recommendations
- Present Parking Study recommendations to Council for their consideration and approval

- **Got Questions?** If you are interested in learning more about the study, please contact [BellevilleParkingStudy@ptsl.com](mailto:BellevilleParkingStudy@ptsl.com) or one of the Project Managers:

Katy Macpherson  
Deputy Clerk  
City of Belleville  
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- **Visit the project web site** for additional information on the study and its progress

<https://www.belleville.ca/en/walk-ride-and-drive/2024-comprehensive-parking-study.aspx>