



## **Kitchissippi Parking Study Update**

Parking Services

Public Works Department

City of Ottawa

May 2024

# Contents

- List of Figures ..... 5
- List of Tables ..... 5
- List of Maps ..... 6
- 1 Background ..... 7
  - 1.1 Study Overview and Purpose ..... 7
  - 1.2 Study Area ..... 7
  - 1.3 Parking Study Definitions & Terminology ..... 9
  - 1.4 Types of Parking ..... 11
  - 1.5 Previous Kitchissippi Parking Studies ..... 13
- 2 Methodology – Data Collection ..... 14
  - 2.1 Parking Inventory ..... 14
    - 2.1.1 On-Street Parking Inventory ..... 14
    - 2.1.2 Off-Street Parking Inventory ..... 15
  - 2.2 Parking Occupancy Surveys ..... 15
    - 2.2.1 On-Street Parking Occupancy Surveys ..... 16
    - 2.2.2 Off-Street Parking Occupancy Surveys ..... 17
  - 2.3 Parking Duration ..... 17
  - 2.4 By-Law Enforcement Data ..... 17
  - 2.5 Population Growth and Development ..... 17
  - 2.6 Bicycle Parking Inventory ..... 18
  - 2.7 Intercept Travel Surveys ..... 18
- 3 Public Consultation ..... 20
  - 3.1 Phase 1 – Preliminary Consultation (August to October 2023) ..... 20
  - 3.2 Phase 2 – Focused Consultation (January – March 2024) ..... 20
  - 3.3 Phase 3 - Final Consultation (April 2024-May 2024) ..... 21
  - 3.4 Other Consultation Initiatives ..... 22
    - 3.4.1 Parking Stakeholder Consultation Group (PSCG) ..... 22
    - 3.4.2 Engage Ottawa ..... 22

3.5	Consultation Feedback.....	23
4	Parking Supply and Regulations .....	24
4.1	On-Street Parking .....	24
4.2	Off-Street Parking .....	24
5	Parking Occupancy Rates and Trends.....	26
5.1	Business Corridor On-street Parking Occupancy Rates.....	26
5.1.1	Westboro – Richmond Road.....	27
5.1.2	Wellington West – Wellington Street West and Somerset Street West .....	31
5.2	Residential On-street Parking Occupancy Rates .....	34
5.3	Westboro.....	34
5.3.1	Westboro – East of Tweedsmuir Avenue .....	34
5.3.2	Westboro – West of Tweedsmuir Avenue.....	36
5.4	Wellington West .....	37
5.4.1	Wellington West – East of Parkdale Avenue.....	37
5.4.2	Wellington West – West of Parkdale Avenue.....	38
5.5	Off-Street Parking Occupancy Rates .....	39
5.5.1	General Use Paid Parking .....	39
5.5.2	General Use Permit Only Parking .....	40
5.5.3	Commercial General Use Parking Lots.....	40
5.5.4	Municipal / Institutional Parking Lots.....	40
6	Parking Duration .....	42
6.1	Richmond Road .....	42
6.2	Danforth Avenue .....	43
6.3	Wellington and Somerset Street West.....	44
7	By-Law Enforcement Violations .....	46
7.1	Types of Parking Enforcement Violations.....	46
7.2	Parking Enforcement Violations Data.....	46
8	Population Growth and Development.....	50
8.1	Population and Future Growth .....	50

8.2	Zoning By-law Amendments .....	52
9	Intercept Travel Surveys .....	54
9.1	Summary of Intercept Travel Survey Findings.....	54
9.2	Results from Patrons who Drove .....	54
10	Sustainable and Active Modes of Transportation .....	58
10.1	Public Transportation .....	58
10.2	E-Scooters .....	58
10.3	Bicycle Parking.....	59
11	On-Street Parking Permits Zones .....	59
11.1	Types of Parking Permits .....	60
12	Parking Management Toolbox .....	62
	Alternative Modes of Transportation.....	62
	Supply of Parking Spaces .....	62
	Availability of Parking on Demand .....	63
12.1	Bicycle Parking.....	63
12.2	Transit Service .....	64
12.3	Measures to Reduce Employee Parking Demand.....	65
12.4	Car Sharing / Car-pooling Promotion .....	65
12.5	Municipal “Parking Lot” Supply.....	67
12.6	Agreements with Developers .....	69
12.7	Zoning Provision Adjustments.....	69
12.8	Curb-Side Parking Regulations .....	70
12.9	Enforcement Levels .....	71
12.10	Parking Pricing Adjustments .....	72
12.11	Off-Street Parking Visibility / Promotion .....	74
13	Recommendations .....	75
Appendix A – Previous Parking Studies .....		77
	Previous Westboro Parking Studies.....	77
	Previous Wellington West Parking Studies .....	88

Appendix B – Development Applications ..... 93

Appendix C – Parking Regulations ..... 96

Appendix D – Business Corridor Occupancy Collection Information..... 99

Appendix E – Residential Occupancy Collection Information ..... 103

Appendix F – Consultation Feedback and Comments..... 128

Appendix G – Intercept Travel Survey & Results..... 138

    Intercept Travel Survey ..... 138

    Intercept Travel Survey Results ..... 140

## List of Figures

Figure 1 Richmond Rd Weekday Daytime Peak Occupancy .....	27
Figure 2 Richmond Rd Weekday Evening Peak Occupancy .....	29
Figure 3 Richmond Rd Saturday Daytime Peak Occupancy.....	30
Figure 4 Wellington West & Somerset Weekday Daytime Peak Occupancy .....	31
Figure 5 Wellington West & Somerset Weekday Evening Peak Occupancy .....	32
Figure 6 Wellington West & Somerset Saturday Daytime Peak Occupancy.....	33
Figure 7 Residential On-Street Occupancy East of Tweedsmuir .....	35
Figure 8 Residential On-Street Occupancy West of Tweedsmuir .....	36
Figure 9 Residential On-Street Occupancy East of Parkdale .....	37
Figure 10 Residential On-Street Occupancy West of Parkdale .....	38
Figure 11 Parking Duration on Richmond Road .....	43
Figure 12 Parking Duration on Danforth Avenue .....	44
Figure 13 Parking Duration on Wellington and Somerset Street West.....	45
Figure 14 Westboro Parking Enforcement Violations .....	47
Figure 15 Wellington West Parking Enforcement Violations .....	48
Figure 16 2022-2046 Projected Population .....	51
Figure 17 Difficulty finding parking by patrons.....	55
Figure 18 Reason for choosing parking space on Weekdays.....	55
Figure 19 Reason for choosing parking space on Weekends.....	56
Figure 20 Main concerns of Patrons.....	56
Figure 21 Mode of Transportation of Workers .....	57
Figure 22 Type of Parking Space of Patrons.....	57
Figure 23 Existing Transit Service Through the Study Area.....	58
Figure 24 Planned Future Transit Service Through the Study Area.....	59
Figure 25 Parking Management Toolbox.....	62

## List of Tables

Table 1 Types of Parking.....	11
Table 2 Parking Space Sizing Guidelines.....	15
Table 3 On-Street Parking Supply .....	24
Table 4 Total Off-Street Parking Supply .....	25
Table 5 Richmond Rd Weekday Daytime Peak Occupancy .....	28
Table 6 Richmond Rd Weekday Evening Peak Occupancy .....	29
Table 7 Richmond Rd Saturday Daytime Peak Occupancy.....	30
Table 8 Wellington West & Somerset Weekday Daytime Peak Occupancy .....	31
Table 9 Wellington West & Somerset Weekday Evening Peak Occupancy.....	32
Table 10 Wellington West & Somerset Saturday Daytime Peak Occupancy.....	33

Table 11 Residential On-Street Occupancy East of Tweedsmuir .....	35
Table 12 Residential On-Street Occupancy West of Tweedsmuir .....	36
Table 13 Residential On-Street Occupancy East of Parkdale.....	37
Table 14 Residential On-Street Occupancy West of Parkdale.....	38
Table 15 Off-Street Occupancy Rates by Lot Type .....	41
Table 16 Westboro Parking Enforcement Violations.....	47
Table 17 Wellington West Parking Enforcement Violations .....	48
Table 18 2022-2046 Projected Population.....	51
Table 19 Study Area Developments .....	52
Table 20 Average monthly on-street parking permits .....	62

## List of Maps

Map 1 Kitchissippi Parking Study Area .....	8
Map 2 Study Area Population Growth.....	50
Map 3 Study Area Developments .....	52
Map 4 Developments without residential parking.....	53
Map 5 Developments without visitor parking .....	53
Map 6 Ring & Post Bicycle parking racks .....	60
Map 7 Wellington West & Westboro Residential Permit Parking Zones .....	62
Map 8 Locations of Communauto Car Share spaces .....	67

# 1 Background

## 1.1 Study Overview and Purpose

The Kitchissippi Parking Study Update was initiated in 2023 by the Parking Services branch of the City of Ottawa as a follow on to the [Kitchissippi Parking Strategy](#) which included the [2017 Westboro Local Area Parking Study](#) and [2017 Wellington West Local Area Parking Study](#). This parking study update serves as a coordinated approach to identify and address parking-related issues across the Westboro Village and Wellington West Business Improvement Areas (BIAs).

The [Municipal Parking Management Strategy \(MPMS\)](#) commits Parking Services and the Municipal Parking Management Program (MPMP) to provide efficient, transparent and sustainable parking services in collaboration with stakeholders who will be regularly consulted in a timely manner.

This study was undertaken in accordance with the [Terms of Reference for Local Area Parking Studies \(LAPS\)](#) and supports the objectives of the MPMP, which are:

1. Provide an appropriate and optimized supply of general use public parking that is secure, accessible, convenient, appealing, and fairly and consistently enforced.
2. Prioritize short-term parking that is responsively priced to support businesses, institutions, and tourism while considering the impact on the local community.
3. Promote sustainable modes of transportation by supporting and maintaining programs and facilities that encourage sustainable mobility choices (public transit, cycling, walking) and alternative modes, including electric vehicles, car sharing, and new technologies as they emerge.
4. Resolve parking-related issues in residential areas caused by sources of high parking demand.
5. Ensure financial sustainability by ensuring that revenues are sufficient to support the objectives of the MPMS, recover all Parking Services operating and capital expenditures, and contribute to the Parking Reserve Fund to finance future parking system development.

Based on the objectives of the program, it becomes clear that solutions to parking-related issues vary and are not exclusively tied to increasing or decreasing parking supply.

## 1.2 Study Area

The study area encompasses both Westboro and Wellington West, delineated by Scott Street to the north, Kenwood Avenue/Wesley Avenue/Byron Avenue to the south,



Broadview Avenue to the west, and Island Park Drive to the east. Additionally, it includes Byron Avenue/Tyndall Street/Sims Avenue/Gladstone Avenue/Laurel Street to the south, and the O-Train tracks to the east. Please refer to Map 1 for further clarification.

The business corridor of the study area encompasses Richmond Road, Wellington Street, and Somerset Street, all of which define Kitchissippi Ward, recognized as one of Ottawa's traditional main streets. as per the City of Ottawa's Official Plan.

The study area for this report was developed based on several considerations including:

- Study limits used in previous parking studies (see Appendix A – Previous Parking Studies)
- Captures the location of commercial activity
- Ensures the inclusion of the acceptable walking distance to/from the commercial destinations

**Map 1 Kitchissippi Parking Study Area**



### 1.3 Parking Study Definitions & Terminology

Several terms related to parking are used throughout this report. A glossary of key terms is provided below:

- **Average Duration:** The average length of time that vehicles occupy parking spaces within a specified timeframe.
- **Parking Duration:** The period of time during which a vehicle is parked in a designated parking space, measured from the time of arrival to departure.
- **Long-Term Parking:** Parking intended for vehicles to remain parked for extended periods, typically exceeding three hours and commonly utilized for residential or employment purposes.
- **Maximum Capacity:** The total number of parking spaces available in a parking facility or on a street, representing 100% utilization.
- **On-Street Parking:** Parking spaces located along the roadside, which may be metered or non-metered and accessible to the public.
- **Off-Street Parking:** Parking facilities situated away from public roads, including dedicated parking lots or structures, accessible to the public or reserved for general public or private use.
- **Parking Occupancy:** The ratio of occupied parking spaces to total available spaces in a parking area, indicating the level of utilization.
- **Peak Occupancy:** The maximum number of parking spaces occupied by vehicles during a specific timeframe.
- **Peak Period:** The timeframe when demand for parking is at its highest.
- **Permit Parking:** Used to exempt eligible permit holders from certain on-street parking regulations and daily off-street parking fees.
- **Practical Capacity:** The maximum recommended utilization level for a parking facility to ensure available parking and an effective operation. On-street, practical capacity is considered to be 85% based on research and best practices. This is reflected in the Municipal Parking Management Strategy.

- **Private Parking:** Parking areas reserved for exclusive use, typically designated for specific entities such as businesses, residents, or employees.
- **Public Parking:** Parking facilities available for use by the general public, either free of charge or requiring payment based on usage (hourly, daily, monthly).
- **Short-Term Parking:** Parking designated for vehicles to remain parked for brief periods, typically less than three hours.
- **Total Parking Capacity:** The overall number of parking spaces on-street within a specific area or within a parking facility, representing the total available inventory.

## 1.4 Types of Parking

Virtually all parking spaces can be classified according to Table 1 Types of Parking. Sections 4.1 and 4.2 provide an inventory of all the parking, by type, within the study area. Of note, “Public Parking” connotes public usage, not necessarily public ownership.

**Table 1 Types of Parking**

<b>Description</b>	<b>Public On-Street Short-Term (On-Street)</b>	<b>Public Off-Street Short-Term</b>	<b>Public Off-Street Long-Term</b>	<b>Private Off-Street Customer/Employee/ Institutional</b>	<b>Private Off-Street Residential*</b>
<b>Function</b>	Parking for any purpose.	Parking for any purpose.	Parking for any purpose.	Parking for a specific establishment or workplace.	Parking for a specific residential building or residence.
<b>Usage</b>	Available for general use by the public - anyone may park.	Available for general use by the public - anyone may park.	Available for general use by the public - anyone may park.	Available only to customers or employees of a specific establishment or workplace.	Available only to residents or visitors of a specific residential building or residence.
<b>Location</b>	Along the sides of City streets.	Parking lots or parking structures.	Parking lots or parking structures.	Parking lots or parking structures.	Parking lots or parking structures.

<b>Description</b>	<b>Public On-Street Short-Term (On-Street)</b>	<b>Public Off-Street Short-Term</b>	<b>Public Off-Street Long-Term</b>	<b>Private Off-Street Customer/Employee/Institutional</b>	<b>Private Off-Street Residential*</b>
<b>Pricing</b>	Free or priced by the hour or minute.	Usually priced by the hour or minute. Sometimes free during certain times of day.	Priced by the day or month.	Varies (often free for customers).	Varies (often priced by the month).
<b>Examples</b>	Metered/pay & display parking in the commercial core and along main streets; unmetered on-street parking in residential areas.	Privately owned parking lots that allow the public to park.  Municipally owned parking lots.	Privately owned parking lots that allow the public to park.  Municipally owned parking lots that allow the public to park.	Employee/customer only parking; a  Restaurant parking lot.  Shopping mall parking lot.  School or church parking lot.	A surface parking lot or garage as part of an apartment building or condominium  The driveway of a house.

\*Private off-street residential parking was not included in the parking inventory or data collection (occupancy counts) for the Kitchissippi Parking Study Update.

## 1.5 Previous Kitchissippi Parking Studies

Between 1978 and 2017, seven parking studies were conducted within the Westboro Village BIA boundaries. Additionally, two studies were carried out in Wellington West, one in 2007 as part of the Wellington Street West Functional Design Transportation and Parking Study, and another in 2017 as part of the Kitchissippi Parking Strategy. Appendix A – Previous Parking Studies offers a summary of the past parking studies including conclusions / outcomes. Recommendations have typically focused on managing employee parking both on-street and off-street, as well as increasing parking availability in busy areas through the implementation of on-street paid parking.

The 2017 Local Area Parking Studies for [Westboro](#) and [Wellington West](#) were presented together to Council as a [Kitchissippi Parking Strategy](#).

Key issues:

- Shortage of available parking
- Time limits are too short/inconsistent
- Inconsistent parking time limits
- Need to address long-term parking needs
- More bike parking required

Key Outcomes:

- Increased on-street parking supply (25 spaces)
- Wayfinding signs for off-street parking
- Consistent 90-minute parking time limit along the business corridor
- Time limit and parking rate adjustments on Holland Avenue / Spencer Street / Hamilton Avenue
- Paid parking was deemed to be warranted along the business corridor but was not recommended since the previous concurrence requirements were not met

## 2 Methodology – Data Collection

To establish the current conditions for the purpose of analysis, a significant amount of information and data was collected including:

- Total parking inventory
- Parking occupancy (demand)
- Parking duration
- Intercept travel surveys
- Parking enforcement (tickets)
- Population growth and development
- Bicycle parking inventory

In the sections to follow, the methodology for each form of data collection is presented, along with a summary of the resulting data and the key findings.

### 2.1 Parking Inventory

#### 2.1.1 On-Street Parking Inventory

In March 2023, a comprehensive inventory of on-street parking was conducted ahead of the April 2023 data collection, and it was revised in early June 2023 prior to the subsequent data collection, to ascertain the total number of parking spaces within the study area. On-street parking inventory is determined based on the linear measurement of available curb space for each parking segment, as opposed to defining each single parking space. The majority of on-street parking in the study area is parallel to the curb; however, there is a minimal number of defined 45° angled parking spaces on Kirkwood Avenue and 90° perpendicular parking spaces on Danforth Avenue. Table 2 depicts the sizing guideline for the number of vehicles assigned to each length of available parking space parallel to the curb.

**Table 2 Parking Space Sizing Guidelines**

Length (m)	Length (ft)	Parking Spaces
4.6 – 9.5	15 – 31.2	1
9.6 – 15.5	31.5 – 50.9	2
15.6 – 21.5	51.2 – 70.5	3
21.6 – 27.5	70.9 – 90.2	4
27.6 – 33.5	90.6 – 109.9	5
33.6 – 39.5	110.2 – 129.6	6
39.6 – 45.5	129.9 – 149.3	7
45.6 – 51.5	149.6 – 169.0	8
51.6 – 57.5	169.3 – 188.6	9
57.6 – 63.5	189.0 – 208.3	10
For every additional 6 metres increase parking spaces by 1		

### **2.1.2 Off-Street Parking Inventory**

To assess off-street parking inventory, the count is based on the number of single defined parking spaces in the lot. Off-street parking lots can be dedicated for specific uses or available for general public parking. The parking lots considered within the scope of the study were categorized as follows:

- Privately Operated Public Parking
- Commercial - Employee Only Parking
- Commercial - General Parking
- Municipal / Institutional Parking

In April 2023, Parking Services surveyed the off-street parking inventory which determined the number of facilities and spaces for the purpose of conducting the study. Additionally, parking lots designated for residential land uses were excluded from the survey, as they are not accessible to the public.

### **2.2 Parking Occupancy Surveys**

Data collectors followed a pre-determined route to ensure consistency, with each route starting at designated time intervals. Data collection was performed only during ‘typical’ days while ensuring no events occurred and there were no adverse weather conditions such as rain or snow.

For the parking data collection efforts, the months of April and June were selected as the primary months for gathering data. These months were selected as they represent parking patterns that are very close to the monthly median. The overall approach is aimed



to provide an accurate and unbiased representation of parking utilization, facilitating more informed analysis and decision-making based on reliable data.

### **2.2.1 On-Street Parking Occupancy Surveys**

On-street parking occupancy data was collected for each blockface, including vehicles parking in non-conforming spaces such as those near driveways, intersections, or hydrants.

Surveys were conducted at the following time intervals:

- Morning: 9:30 AM – 11:30 AM
- Midday: 12:00 PM – 2:00 PM
- Afternoon: 2:00 PM – 4:00 PM
- Evening: 6:00 PM – 8:00 PM

Along the main business corridor (plus Danforth Avenue), surveys were conducted on the following days:

- Wednesday April 19, 2023
- Thursday April 20, 2023
- Saturday April 22, 2023
- Sunday April 23, 2023
- Tuesday June 13, 2023
- Thursday June 15, 2023

For the remaining streets in the study area, surveys were conducted on the following days:

Westboro:

- Thursday April 20, 2023
- Saturday April 29, 2023

Wellington West:

- Wednesday April 19, 2023
- Saturday April 22, 2023

### **2.2.2 Off-Street Parking Occupancy Surveys**

For off-street lots, information related to the type of business, location and number of parked vehicles was collected.

Surveys were conducted at the following time intervals:

- Morning: 10:00 AM – 11:00 AM
- Midday: 1:00 PM – 2:00 PM
- Afternoon: 4:00 PM – 5:00 PM

Surveys were conducted on the following days:

- Tuesday, June 6, 2023
- Thursday, June 8, 2023

On-street and off-street parking occupancy collection information tables are provided in Appendix D – Business Corridor Occupancy Collection Information.

### **2.3 Parking Duration**

Parking duration data was gathered along Richmond Road, Wellington Street West, and Somerset Street West, the primary business corridor. These streets have a 90-minute parking maximum from 7:00 AM to 7:00 PM, seven days a week.

Parking duration surveys were conducted on the following days:

- Wednesday September 13, 2023
- Thursday September 14, 2023

Data collection occurred in 30-minute intervals from 7:00 AM to 7:00 PM.

### **2.4 By-Law Enforcement Data**

Conducting parking enforcement ensures that parking rules are being followed. Parking violation data for the study area was provided by By-law Services for 2018-2022 and organized by type of violation for each type of parking.

### **2.5 Population Growth and Development**

The population growth figures were sourced from the City of Ottawa's Planning, Development & Buildings Department. Population data for the study area boundaries as

of 2022 was provided, with projections for population growth in 5-year increments from 2026 to 2046.

The Development Applications (including Zoning By-law Amendments and Site Plan Control applications) within the study area were retrieved from the Municipal Application Partnership (MAP) software database. Between the 2017 parking studies and this update, as of April 2023 a total of 72 developments within the study area have been identified and are either ongoing, on-hold or pending. This analysis aimed to track the evolution of development in the area, encompassing approved projects in all phases. See Appendix B – Development Applications for a complete list of developments within the study area.

## **2.6 Bicycle Parking Inventory**

Right-of-way bicycle parking inventory and condition assessment were most recently undertaken in March 2024 for the entire study area, revealing insights into the current bike parking inventory and state of bicycle parking infrastructure.

## **2.7 Intercept Travel Surveys**

A face-to-face intercept survey was conducted along the main business corridor to directly engage with visitors in the commercial areas. The purpose was to gain insights into visitor trends, experiences, and opinions regarding travel and parking. General feedback related to parking matters / issues was also invited. Altogether, the information provided important context and input to the study process.

Surveys were strategically conducted between 10:00 am and 5:00 pm on weekdays and weekends at two separate locations in each area, ensuring a comprehensive representation of visitor perspectives across different days and times.

Surveyors were stationed at the following locations:

- Richmond Road between Clifton Road and Tweedsmuir Avenue
- Richmond Road between Churchill Avenue and Roosevelt Avenue
- Wellington Street West between Clarendon Avenue and Caroline Avenue
- Wellington Street West between Garland Street and Fairmont Avenue

Surveys were conducted on the following dates:

- Monday, October 23, 2023
- Tuesday, October 24, 2023

- Thursday October 26, 2023
- Saturday, October 28, 2023
- Sunday, October 29, 2023
- Tuesday, October 31, 2023
- Saturday, November 4, 2023

A total of 839 surveys were conducted, with 441 in Wellington West (295 on weekdays / 146 on weekends) and 398 in Westboro (261 on weekdays / 137 on weekends). Survey results will be discussed in Section Appendix G – Intercept Travel Survey & Results of this report.

### **3 Public Consultation**

A three-phased consultation approach was integral to the success of this parking study update. Throughout the process, stakeholders were engaged, and feedback was solicited.

The following is a summary of the consultation approach which was comprised of a preliminary, focused and final phase:

#### **3.1 Phase 1 – Preliminary Consultation (August to October 2023)**

The Preliminary Phase established early stakeholder engagement and feedback. Start-up notifications and invitations to meet were extended to the local Community Associations (seven in total) and the Wellington West and Westboro Village Business Improvement Areas. While the community associations opted for digital updates, the Business Improvement Areas chose to meet in person.

The meeting, held jointly for both BIA memberships on August 31, 2023, at Tom Brown Arena, provided an overview of Parking Services' roles and mandate, outlined the parking study process, and discussed past parking studies in Westboro and Wellington West. This information was also published on Ottawa.ca and each BIA and Community Association was notified and invited to share it with their membership.

This phase aimed to solicit initial stakeholder feedback on parking-related and clarify any questions, setting the stage for more extensive engagement in the next phases of the study. The intent was to establish contact points and emphasized collaboration between stakeholders and the project team to identify and ultimately address parking challenges.

This phase also included an intercept travel survey to better understand parking behavior, attitudes, and issues within Westboro and Wellington West, as well as to gather additional comments related to parking from area visitors.

#### **3.2 Phase 2 – Focused Consultation (January – March 2024)**

Two targeted consultation presentations were arranged with the Business Improvement Areas. These coincided with each of the BIA's Annual General Meeting:

- Wellington West - January 11, 2024
- Westboro Village - January 16, 2024.

Invitations were extended to places of worship along the main street corridor and each of the community associations within the study area and adjacent areas. Four community associations asked for a presentation by Parking Services staff. They are listed below with the date on which the meeting took place:

- Westboro - March 5, 2024
- Hintonburg - March 6, 2024
- Champlain Park - March 11, 2024
- Wellington Village - March 21, 2024, accepted the invitation for a formal presentation.

Mechanicsville, Civic Hospital, Hampton Iona, and McKellar Park opted to receive digital updates as new information became available.

These presentations covered parking data, findings, potential outcomes, and summarized preliminary stakeholder feedback from Phase 1. Participants were provided with a summary of the data collected to that point and given the opportunity to ask questions and provide feedback towards shaping the final outcomes. Phase 2 content was published on Engage Ottawa on March 20, 2024, and the stakeholders were notified and invited to share it with their membership.

### **3.3 Phase 3 - Final Consultation (April 2024-May 2024)**

Three separate Community Information Sessions were held:

- Westboro Masonic Hall - Saturday, April 20, 2024
- Hintonburg Community Centre on Monday, April 22, 2024
- Westboro Masonic Hall - Monday, May 6, 2024

The purpose of these sessions was to continue the consultation process, share key parking issues, and discuss findings and results from parking data collection and consultation.

The format for the Community Information Sessions was designed as drop-in sessions, allowing attendees to come and go at their convenience. Large display boards were set up, providing comprehensive information about the parking study, while the project team circulated among attendees to answer questions and gather feedback. This approach ensured that participants could engage with the material at their own pace while having direct access to subject matter experts from Parking Services.

Information about these sessions was disseminated through Engage Ottawa and included in the local Ward Councilor's newsletter for advertisement. Invitations to attend were also extended to all community associations and Business Improvement Areas, with a request to share the event details with interested individuals.

### **3.4 Other Consultation Initiatives**

#### **3.4.1 Parking Stakeholder Consultation Group (PSCG)**

The PSCG plays a vital role as a reference and sounding board for the Municipal Parking Management Program, especially concerning initiatives like this one. Status updates were provided on October 4, 2023, January 18, 2024, and May 7, 2024, aligning with each phase of the consultation approach.

#### **3.4.2 Engage Ottawa**

Engage Ottawa is an online platform that serves as a vital channel for citizen input on various initiatives and was leveraged for this study. During phase 2 consultation, comprehensive parking data findings, results, potential outcomes, and feedback was shared on Engage Ottawa. Subsequently, final conclusions and draft outcomes were provided on the platform before the community information sessions in Phase 3. Stakeholders received regular updates as new content was added to Engage Ottawa and were encouraged to share it with interested community and business members, ensuring their engagement throughout each consultation phase.

The Engage Ottawa page featured a project timeline with key dates, allowing stakeholders to track progress easily and check back for any new data or updates. Additionally, the page included contact information for the project team, serving as a conduit for interested parties to ask questions, seek clarification, and submit feedback.

### 3.5 Consultation Feedback

In Appendix F – Consultation Feedback and Comments, there is a comprehensive overview of feedback from various phases of consultation, including from Phase 1 and Phase 2 consultations with BIAs and Community Associations, as well as from Phase 3 consultation and e-mailed / Engage Ottawa feedback and comments.

The following is a summary of stakeholder feedback related to parking.

- Issues with availability of parking at different times in different areas
- 90-minute limit too short (business corridor)
- Limited options for employee parking
- Pressures compounded by developments and loss of parking due to things such as traffic calming
- Concerned about increasing parking on side streets, with some streets experiencing high demand and issues related to blocking driveways / fire hydrants / etc.
- In terms of solutions, there are differences in what is required across the study area
- By-law doesn't enforce current regulations
- Wayfinding required to raise awareness of public off-street parking
- While LRT expansion is pending, there are transit / transportation related pressures
- Last mile connectivity to LRT required



## 4 Parking Supply and Regulations

### 4.1 On-Street Parking

A visual presentation of the parking supply and applicable parking regulations is provided in Appendix C – Parking Regulations.

The municipal on-street non-metered parking supply in the study area, located along the main business corridors of Richmond Road, Wellington Street West, and Somerset Street West, allows for 90 minutes of parking from 7:00 AM to 7:00 PM seven days a week.

The municipal on-street parking supply in the Westboro residential area mainly consists of unsigned 3-hour parking from 7:00 AM to 7:00 PM Monday to Friday. Additionally, there are signed 1-hour parking spaces on Churchill Avenue, Athlone Avenue, and Clifton Road from 8:00 AM to 4:00 PM Monday to Friday.

The municipal on-street parking supply in the Wellington West residential area is signed 1-hour and 2-hour from 8:00 AM to 5:00 PM Monday to Friday east of Parkdale Avenue, while west of Parkdale Avenue is mainly signed 1-hour during the same hours.

The total on-street parking supply is detailed in Table 3, categorized based on the type of property frontage the on-street parking spaces are in front of.

**Table 3 On-Street Parking Supply**

<b>On-Street Property Frontages</b>	<b>Westboro</b>	<b>Wellington West</b>	<b>Total Supply</b>
Business-Oriented Frontage	303	323	626
Residential Frontage	1,041	1,644	2,685
<b>Total Supply</b>	<b>1,344</b>	<b>1,967</b>	<b>3,311</b>

### 4.2 Off-Street Parking

A total of 202 off-street parking lots were identified in the study area in April 2023, 67 in Westboro and 135 in Wellington West.

Off-street lots may be dedicated for a specific use or may be available for general, public parking. Off-street parking lots are categorized as follows:

- General Use Paid Parking
- General Use Permit Only Parking

- Commercial General Use Parking
- Employee Office Parking
- Municipal / Institutional Parking

Parking lots for residential land uses were not included in this survey since they are not available to the public.

Total off-street parking supply by lot type is depicted in Table 4.

**Table 4 Total Off-Street Parking Supply**

<b>Type of Lot</b>	<b>Westboro</b>	<b>Wellington West</b>	<b>Total</b>
General Use Paid Parking	343	968	<b>1,311</b>
General Use Permit Only Parking	0	159	<b>159</b>
Commercial General Use Parking	690	928	<b>1,618</b>
Employee Office Parking	541	454	<b>995</b>
Municipal / Institutional Parking	153	590	<b>743</b>
<b>Total</b>	<b>1,727</b>	<b>3,099</b>	<b>4,826</b>

## **5 Parking Occupancy Rates and Trends**

Parking occupancy refers to the percentage of parking spaces in use at any given time during the day on a particular street or in an area. Occupancy rate is a key indicator in determining if parking issues exist or is developing. Specifically, when looking at commercial areas, issues may exist when the occupancy rate is either too high or too low. In alignment with the City of Ottawa's Rate Setting Guidelines, if the peak occupancy rate is between 50% and 85%, the level at which the spaces are optimized, while there is still reasonable opportunity for the public to find convenient parking.

Occupancy rates above 85% signal inadequate parking availability, causing difficulties for visitors and customers in finding short-term parking and often leading to increased traffic as drivers search for spots. This can have detrimental effects on businesses and the community. Conversely, low occupancy rates below 50% can indicate that spaces are underutilized which could be the result of different factors.

Peak parking occupancy an important reference point. It reveals when demand for parking is at its highest, indicating the times of day or days of the week when parking spaces are most sought after.

This study assesses parking by examining occupancy rates during specific morning, midday, afternoon, and evening periods, as well as identifying peak occupancy rates to gauge parking demand.

### **5.1 Business Corridor On-street Parking Occupancy Rates**

In the comprehensive analysis of on-street parking data along the main business corridor from Richmond Road and Broadview Avenue to Somerset Street West and Breezehill Avenue, a multi-faceted approach has been employed. This involved breaking the length of road down into subsections / sectors for analysis to account for potential difference in characteristics from one end of the study area to the other. This approach aligns with what was done as part of the 2017 studies.

This segmentation approach served three primary purposes. First, by breaking down the data into smaller segments, a more detailed analysis was possible, uncovering insights and patterns that might have been overlooked in a broader view. Second, it facilitated meaningful comparisons between different sectors, enabling comparative analysis. And lastly, this approach helped identify trends, outliers, anomalies, or areas of concern within the dataset, providing a nuanced understanding essential for making well-informed decisions.

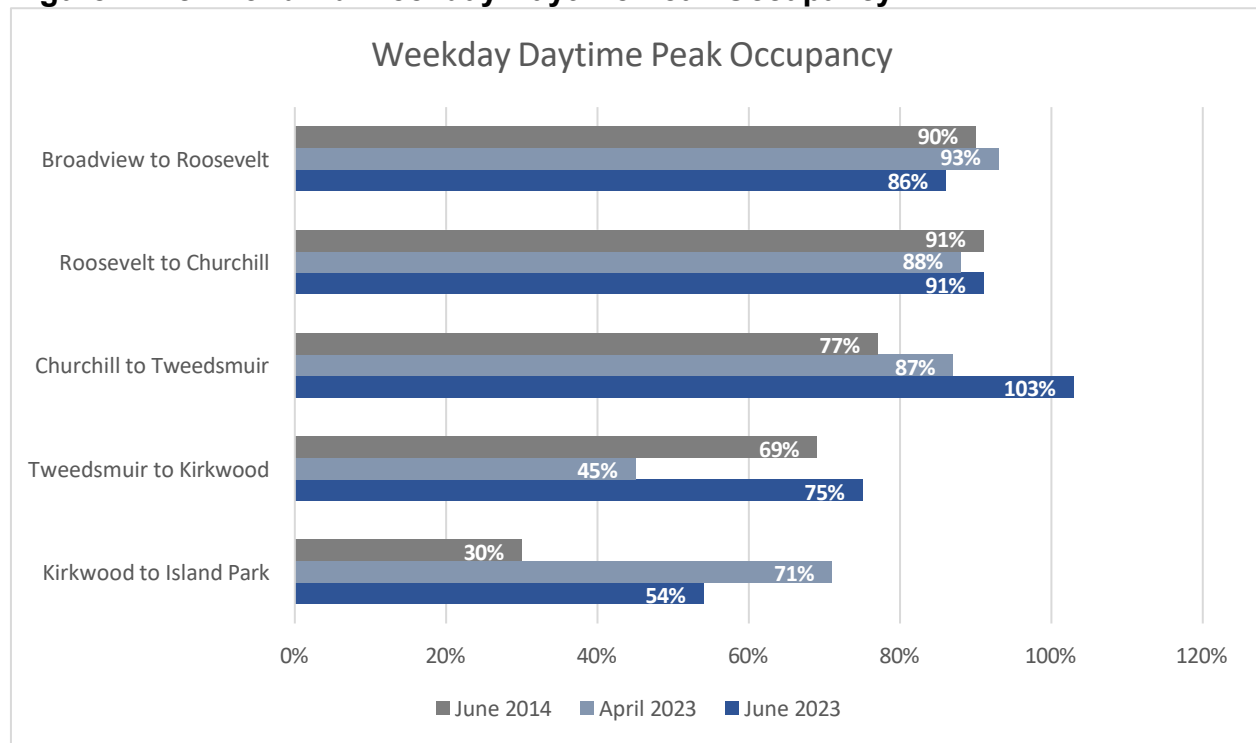
### 5.1.1 Westboro – Richmond Road

Figure 1 and Table 5 illustrate the weekday daytime peak parking occupancy in Westboro along Richmond Road.

Weekday daytime peak parking occupancy has increased steadily since 2014. Each parking sector west of Tweedsmuir Avenue exceeded a practical capacity of 85% in 2023 with peak occupancy averaging 86% in June 2014, 89% in April 2023, and 93% in June 2023.

The area east of Tweedsmuir Avenue, although peaking below practical capacity, experienced the sharpest increase in peak parking demand since 2014. Averaging 50% in June 2014, 58% in April 2023, and 65% in June 2023 which highlights a shift from an area experiencing low to moderate parking utilization.

**Figure 1 Richmond Rd Weekday Daytime Peak Occupancy**



**Table 5 Richmond Rd Weekday Daytime Peak Occupancy**

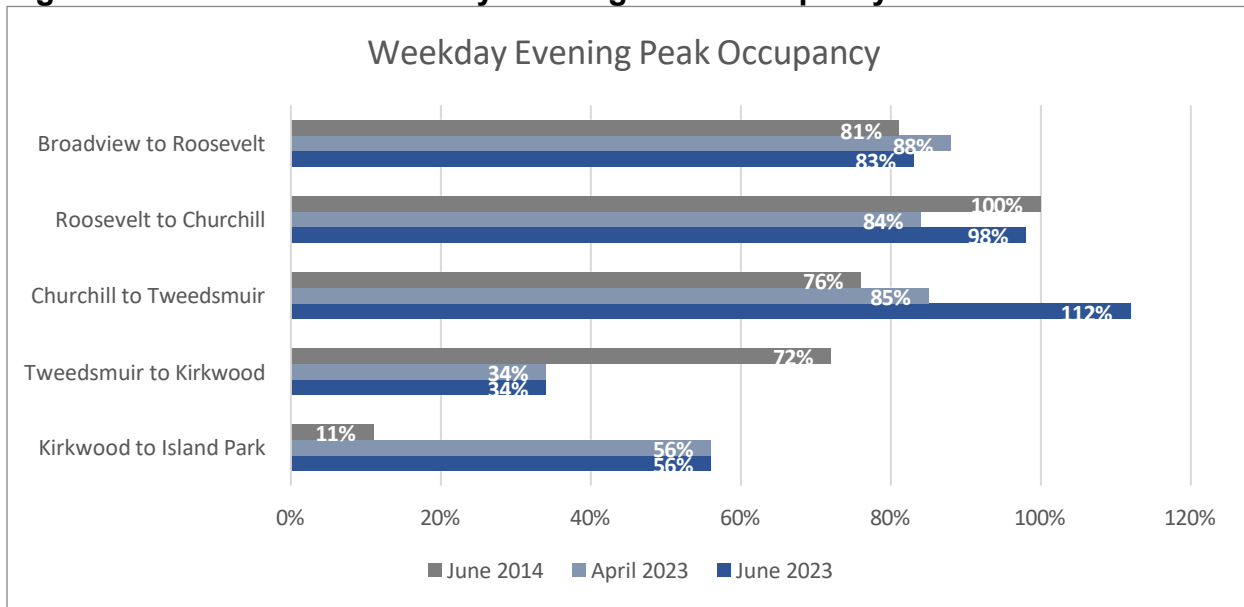
<b>Weekday Daytime Peak (between)</b>	<b>June 2014</b>	<b>April 2023</b>	<b>June 2023</b>
Broadview to Roosevelt	90%	93%	86%
Roosevelt to Churchill	91%	88%	91%
Churchill to Tweedsmuir	77%	87%	103%
Tweedsmuir to Kirkwood	69%	45%	75%
Kirkwood to Island Park	30%	71%	54%

Figure 2 and Table 6 illustrate the weekday evening peak parking occupancy in Westboro along Richmond Road.

For the most part, weekday evening peak parking occupancy trends have remained somewhat the same since 2014 between Broadview Avenue and Churchill Avenue, however parking occupancy between Churchill Avenue and Tweedsmuir Avenue has increased and now peaks above practical capacity (85% in April 2023 and 112% in June 2023).

The area east of Tweedsmuir Avenue has experienced significant shifts in evening parking demand since 2014. Peak parking occupancy between Tweedsmuir Avenue and Kirkwood Avenue dropped from 72% in 2014 to 34% in 2023. However, demands between Kirkwood Avenue and Island Park Drive, rose from 11% in 2014 to 56% in 2023, possibly due to the QWest mixed-use development on the south side of Richmond Road.

**Figure 2 Richmond Rd Weekday Evening Peak Occupancy**



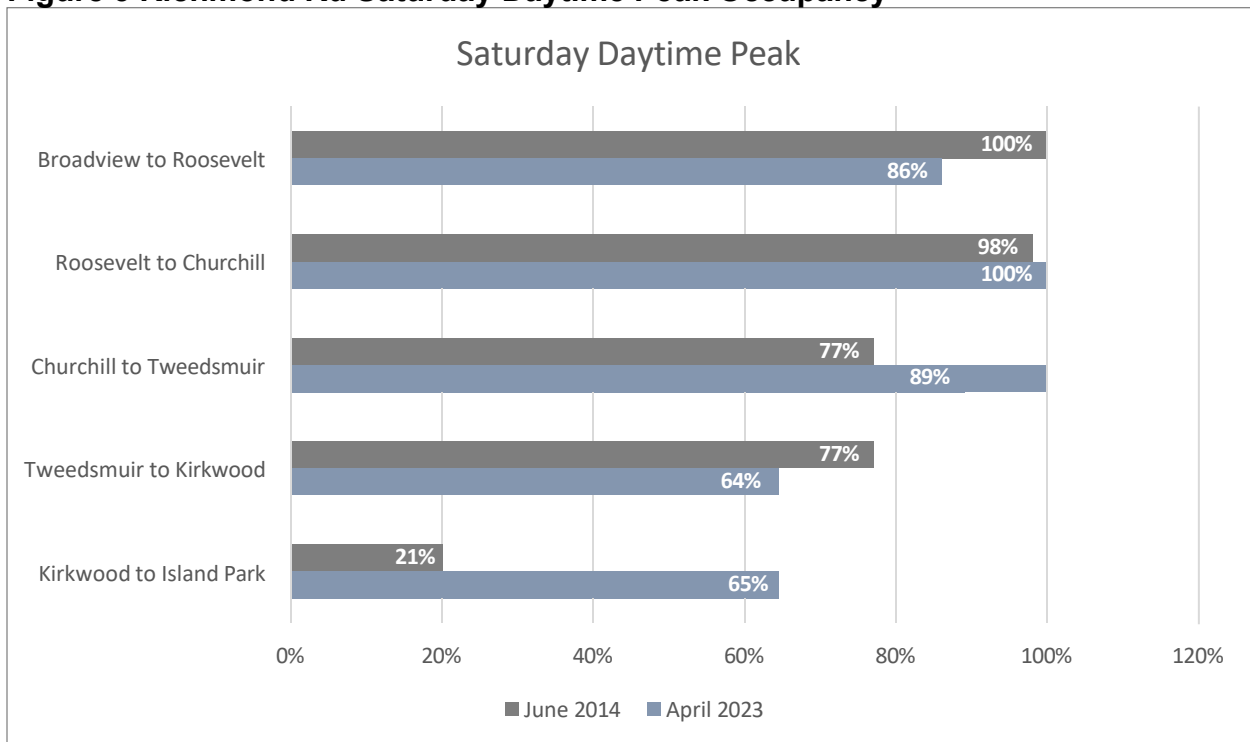
**Table 6 Richmond Rd Weekday Evening Peak Occupancy**

Weekday Evening Peak (between)	June 2014	April 2023	June 2023
Broadview to Roosevelt	81%	88%	83%
Roosevelt to Churchill	100%	84%	98%
Churchill to Tweedsmuir	76%	85%	112%
Tweedsmuir to Kirkwood	72%	34%	34%
Kirkwood to Island Park	11%	56%	56%

Figure 3 and Table 7 illustrate the Saturday daytime peak parking occupancy in Westboro along Richmond Road.

Peak occupancy west of Tweedsmuir Avenue is above practical capacity for each sector in 2023. Peak occupancy east of Tweedsmuir Avenue between Tweedsmuir Avenue and Kirkwood Avenue continues to experience moderate parking demands at 77% 2014 and 64% in 2023. However, demands between Kirkwood Avenue and Island Park Drive, rose from 21% in 2014 to 65% in 2023, possibly due to the QWest mixed-use development on the south side of Richmond Road.

**Figure 3 Richmond Rd Saturday Daytime Peak Occupancy**



**Table 7 Richmond Rd Saturday Daytime Peak Occupancy**

Saturday Daytime Peak (between)	June 2014	April 2023
Broadview to Roosevelt	100%	86%
Roosevelt to Churchill	98%	100%
Churchill to Tweedsmuir	77%	89%
Tweedsmuir to Kirkwood	77%	64%
Kirkwood to Island Park	21%	65%

The parking sectors located along Richmond Road west of Tweedsmuir Avenue to Broadview Avenue experience very high parking demands consistently peaking above practical capacity throughout the daytime and evening hours on weekdays and on Saturday. The parking sectors east of Tweedsmuir Avenue to Island Park Drive have experienced the sharpest increase in weekday daytime peak occupancy rates increasing 14% on average since 2014.

Overall, the area's increasing parking demands emphasize the need for continued monitoring and potential adjustments to current parking management strategies. This ensures optimal use of available resources and mitigates difficulties for visitors and

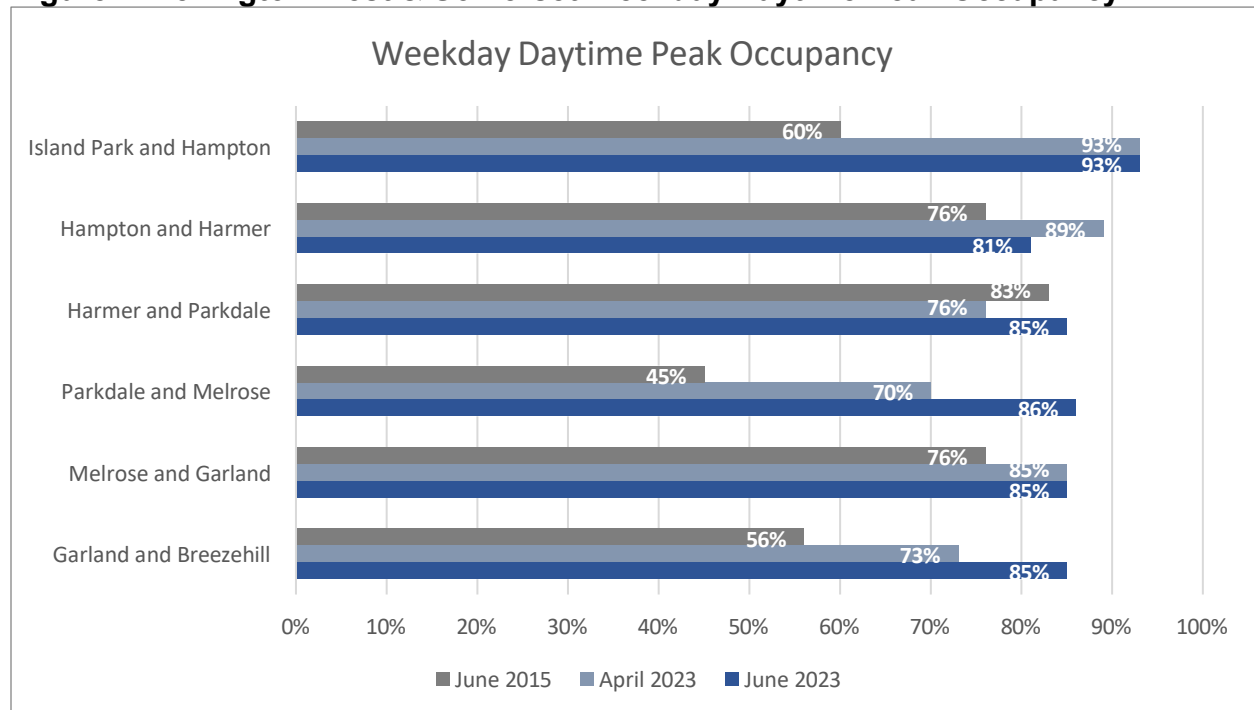
patrons searching for short-term parking, thereby reducing traffic congestion caused by circling for available spots.

### 5.1.2 Wellington West – Wellington Street West and Somerset Street West

Figure 4 illustrates the weekday daytime peak parking occupancy in Wellington West along Wellington Street West and Somerset Street West.

Weekday daytime peak parking occupancy has shown a consistent upward trend since 2015. By 2023, every parking sector across Wellington West had reached or exceeded the practical capacity threshold of 85% at least once, with the most significant increases observed east of Parkdale Avenue.

**Figure 4 Wellington West & Somerset Weekday Daytime Peak Occupancy**



**Table 8 Wellington West & Somerset Weekday Daytime Peak Occupancy**

Weekday Daytime Peak (between)	June 2015	April 2023	June 2023
Island Park and Hampton	60%	93%	93%
Hampton and Harmer	76%	89%	81%
Harmer and Parkdale	83%	76%	85%
Parkdale and Melrose	45%	70%	86%
Melrose and Garland	76%	85%	85%
Garland and Breezehill	56%	73%	85%

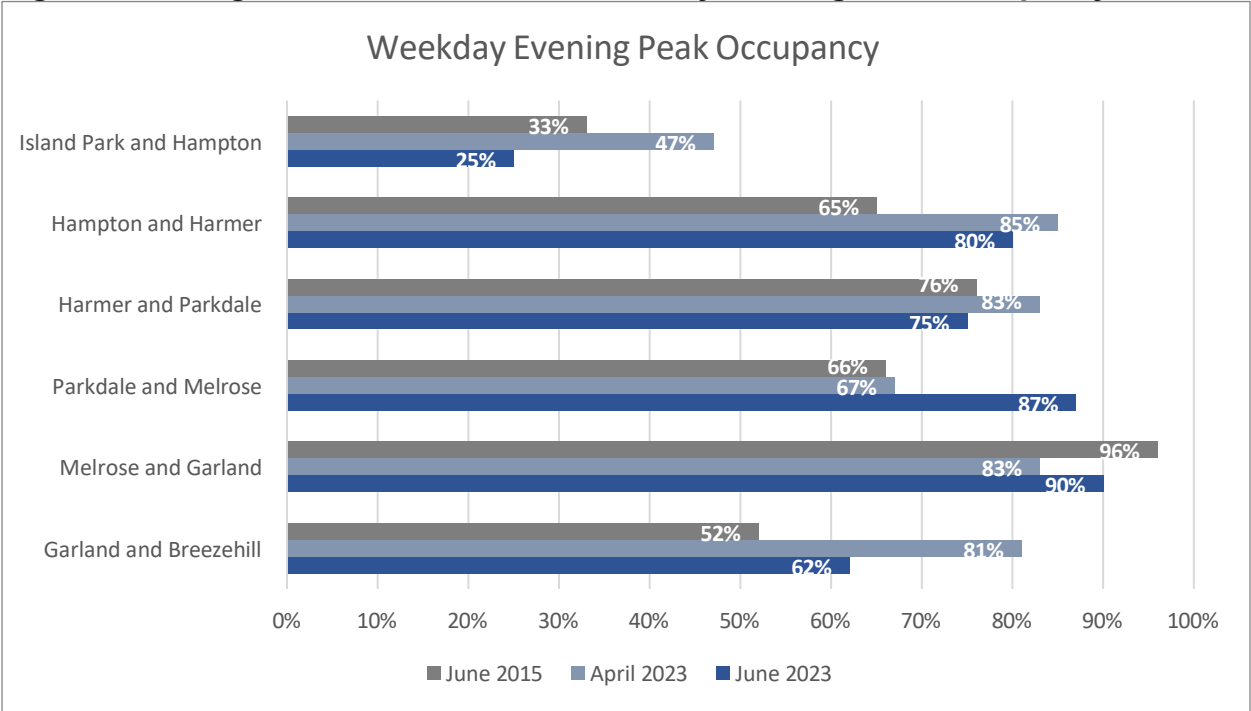


Figure 5 and Table 9 illustrate the weekday evening peak parking in Wellington West along Wellington Street West and Somerset Street West.

Weekday evening peak parking occupancy remained high to very high across the surveyed sectors between Hampton and Breezehill along Wellington Street West and Somerset Street West

In June 2023, occupancy between the Melrose to Garland sector remained consistently high at 90%, slightly lower than the 96% recorded in June 2015. The Parkdale to Melrose sector peaked at 87% in June 2023, while Hampton to Harmer peaked at 85% in April 2023. The Island Park to Hampton sector has the lowest evening occupancy, peaking at 47% in April 2023. This is mainly because most commercial establishments in this sector close by 6:00 pm, and those that remain open provide off-street parking options for customers.

**Figure 5 Wellington West & Somerset Weekday Evening Peak Occupancy**



**Table 9 Wellington West & Somerset Weekday Evening Peak Occupancy**

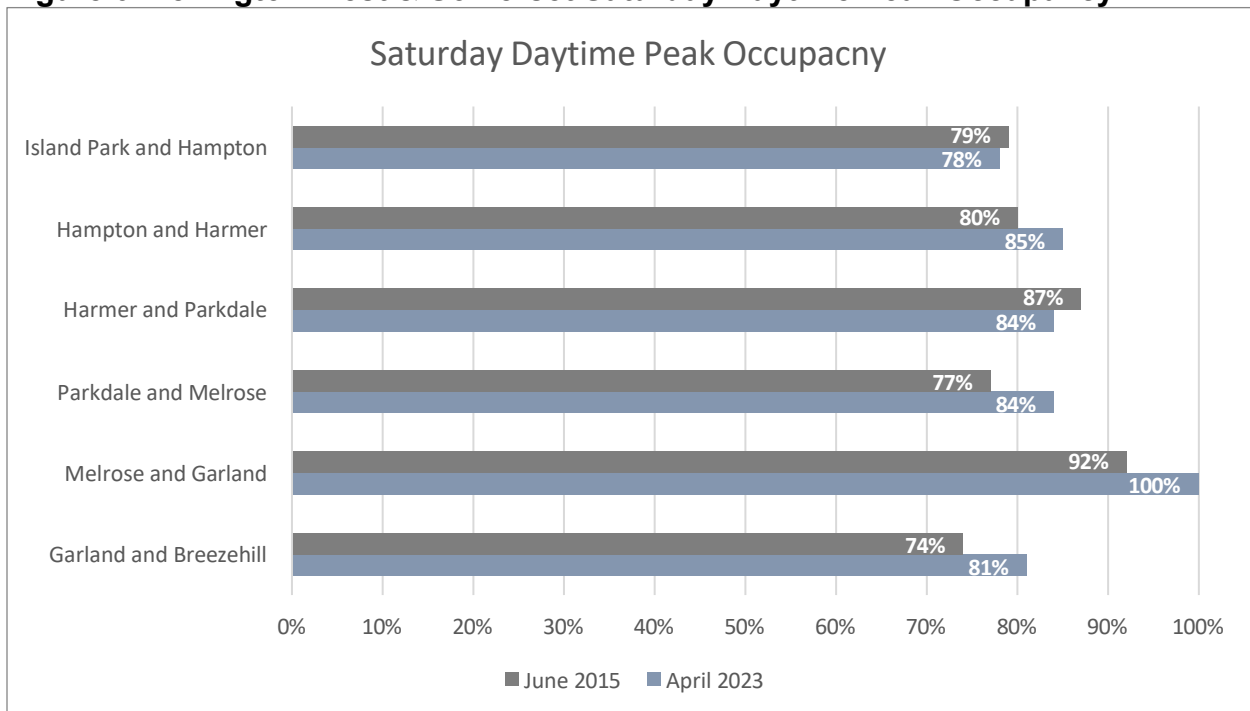
Weekday Evening Peak (between)	June 2015	April 2023	June 2023
Island Park and Hampton	33%	47%	25%
Hampton and Harmer	65%	85%	80%
Harmer and Parkdale	76%	83%	75%

Parkdale and Melrose	66%	67%	87%
Melrose and Garland	96%	83%	90%
Garland and Breezehill	52%	81%	62%

Figure 6 and Table 10 illustrate the Saturday daytime peak parking occupancy in Wellington West along Wellington Street West and Somerset Street West.

Peak occupancy levels across the study area consistently remain high to very high. Each sector west of Parkdale Avenue saw an increase in April 2023 compared to June 2015. Furthermore, east of Parkdale Avenue, the area from Melrose to Garland reached practical capacity in June 2023. In 2023, occupancy levels remained elevated, with rates of 84% from Parkdale to Melrose and 78% from Garland to Breezehill.

**Figure 6 Wellington West & Somerset Saturday Daytime Peak Occupancy**



**Table 10 Wellington West & Somerset Saturday Daytime Peak Occupancy**

Saturday Daytime Peak (between)	June 2015	April 2023
Island Park and Hampton	79%	78%
Hampton and Harmer	80%	85%
Harmer and Parkdale	87%	84%

Parkdale and Melrose	77%	84%
Melrose and Garland	92%	100%
Garland and Breezehill	74%	81%

Overall, the findings from the Wellington West main street corridor point to increasing levels of demand to the point that there is consistently a shortage of available parking at the busiest times. This requires monitoring and adjustments to ensure the optimal use of the on-street parking facility.

**5.2 Residential On-street Parking Occupancy Rates**

Residential parking occupancy focuses on parking data within one block within the main business corridor, representing the primary areas where visitors or patrons would likely park to visit local businesses as well as the total residential parking area. These divisions were crucial for achieving a holistic understanding of parking dynamics across the entire area. Specifically, Westboro was divided into two areas, east and west of Tweedsmuir Avenue, and Wellington West into two areas, east and west of Parkdale Avenue.

Total residential parking encompasses all of the parking spaces within the residential zone, away from the main business corridor, throughout the study area. However, parking within one block of the main business corridor is often an alternative for visitors of local businesses and may experience higher parking demands compared to the overall residential area.

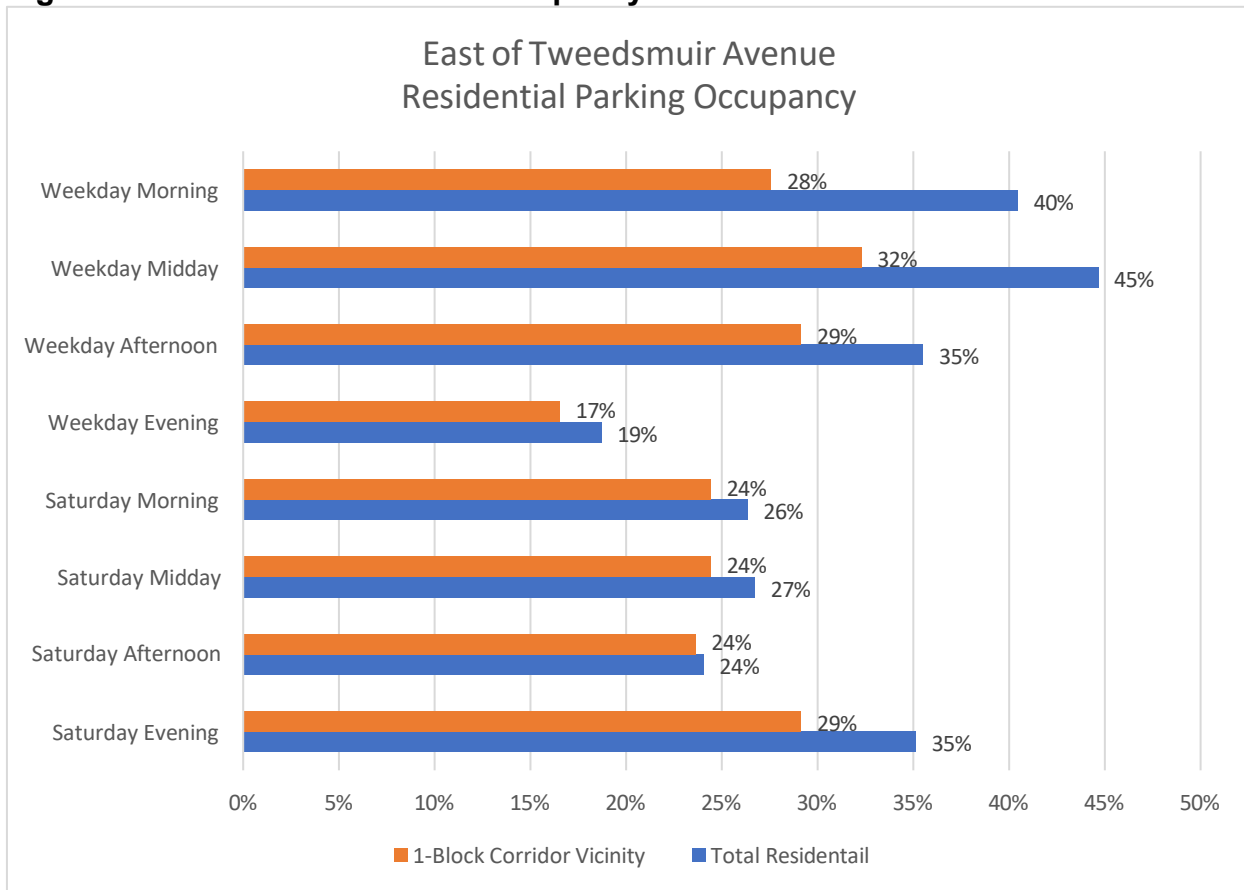
As a result, parking space counts within 1-block from the main business corridor were extrapolated from the overall residential area and analyzed separately.

**5.3 Westboro**

**5.3.1 Westboro – East of Tweedsmuir Avenue**

Figure 7 shows the residential on-street occupancy trends, while Table 11 presents the daily high, low, and average occupancy trends for roads east of Tweedsmuir Avenue. These trends are analyzed within 1-block of the main business corridor and the overall residential area.

**Figure 7 Residential On-Street Occupancy East of Tweedsmuir**



**Table 11 Residential On-Street Occupancy East of Tweedsmuir**

Day of the Week	Occupancy Range	1-Block Vicinity of Corridor	Total Residential Area
Weekday	High	32%	45%
	Low	17%	19%
	Average	26%	35%
Saturday	High	29%	35%
	Low	24%	24%
	Average	25%	28%

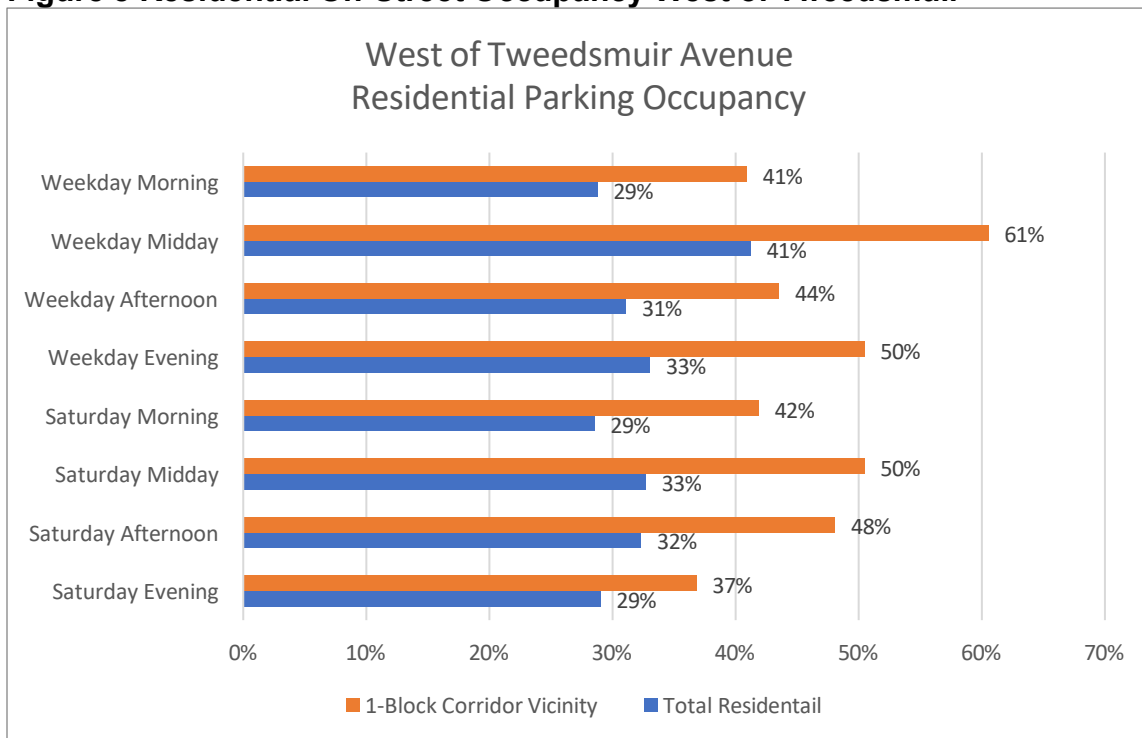
Overall, occupancy east of Tweedsmuir Avenue is somewhat low, remaining under 50% peaking at 45% midday on Saturday. Occupancy rates are lower within one block of the main business corridor compared to the total residential area because there is a lower concentration of businesses in this area and some of the businesses along Richmond

Road offer off-street parking options for visitors, reducing the likelihood of parking in residential streets.

### 5.3.2 Westboro – West of Tweedsmuir Avenue

Figure 8 shows the residential on-street occupancy trends, while Table 12 presents the daily high, low, and average occupancy trends for roads west of Tweedsmuir Avenue. These trends are analyzed within 1-block of the main business corridor and the total residential area.

**Figure 8 Residential On-Street Occupancy West of Tweedsmuir**



**Table 12 Residential On-Street Occupancy West of Tweedsmuir**

Day of the Week	Occupancy Range	1-Block Vicinity of Corridor	Total Residential Area
Weekday	High	61%	41%
	Low	41%	29%
	Average	49%	34%
Saturday	High	50%	33%
	Low	37%	29%
	Average	44%	31%

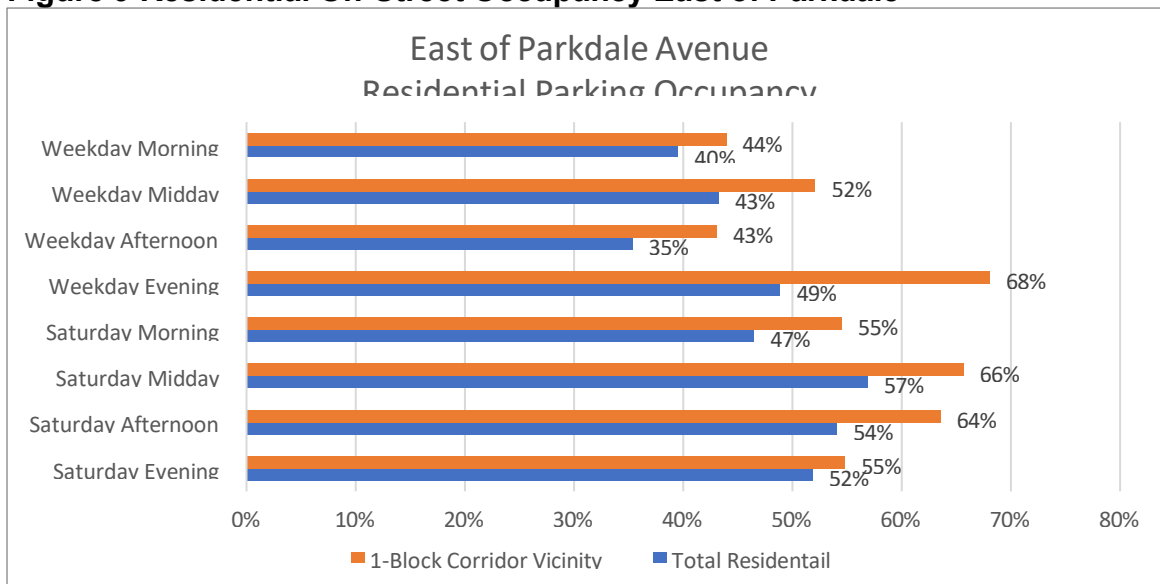
For this area, residential parking occupancy west of Tweedsmuir Avenue within a 1-block vicinity of the business corridor peaks at 61% midday on weekdays but remains low for the rest of the weekday and on Saturday. In the total residential area, parking occupancy also stays low, consistently under 50% and peaking at 41% midday on weekdays.

## 5.4 Wellington West

### 5.4.1 Wellington West – East of Parkdale Avenue

Figure 9 shows the residential on-street occupancy trends, while Table 13 Table 12 presents the daily high, low, and average occupancy trends for roads east of Parkdale Avenue. These trends are analyzed within 1-block of the main business corridor and the total study residential area.

**Figure 9 Residential On-Street Occupancy East of Parkdale**



**Table 13 Residential On-Street Occupancy East of Parkdale**

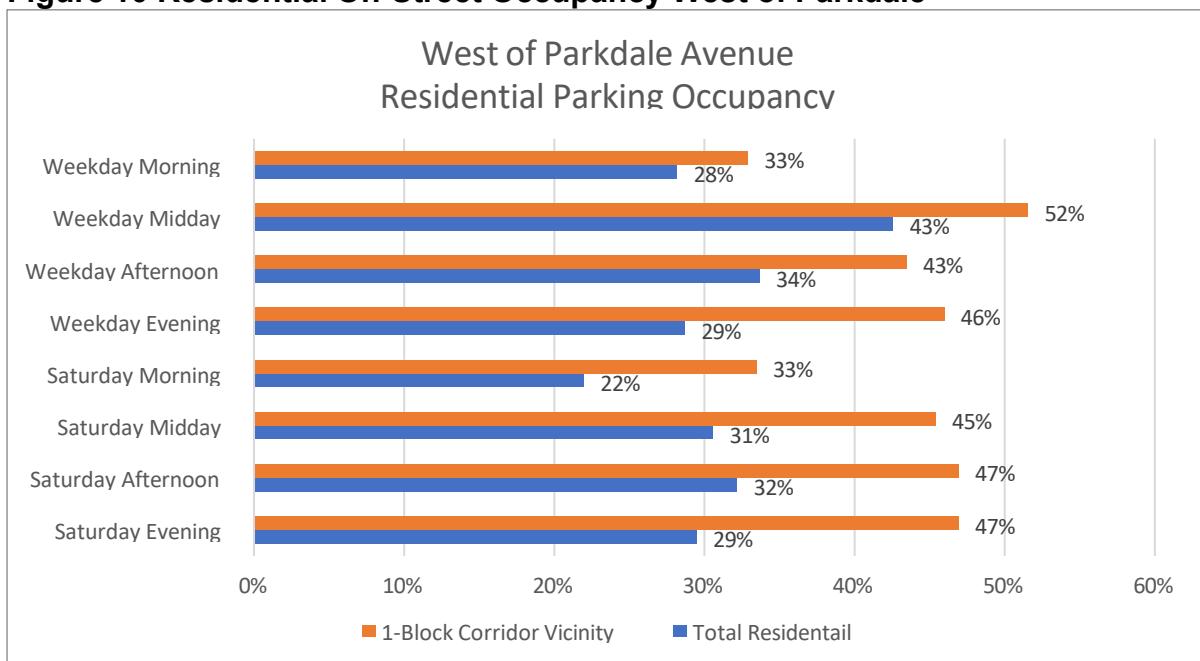
Day of the Week	Occupancy Range	1-Block Vicinity of Corridor	Total Residential Area
Weekday	High	68%	49%
	Low	43%	35%
	Average	52%	42%
Saturday	High	66%	57%
	Low	55%	47%
	Average	60%	52%

Residential parking occupancy east of Parkdale Avenue, within a 1-block vicinity of the business corridor, experiences moderate usage overall, peaking at 68% on weekday evenings and averaging 52% on weekdays and 60% on Saturdays. Occupancy by street will vary with some being fuller at different times but overall there remains available capacity on these streets.

#### 5.4.2 Wellington West – West of Parkdale Avenue

Figure 10 shows the residential on-street occupancy trends, while Table 14 presents the daily high, low, and average occupancy trends for roads west of Parkdale Avenue. These trends are analyzed within 1-block of the main business corridor and the total residential study area.

**Figure 10 Residential On-Street Occupancy West of Parkdale**



**Table 14 Residential On-Street Occupancy West of Parkdale**

Day of the Week	Occupancy Range	1-Block Vicinity of Corridor	Total Residential Area
Weekday	High	52%	43%
	Low	33%	28%
	Average	43%	33%
Saturday	High	47%	32%
	Low	33%	22%
	Average	43%	29%

Residential parking occupancy west of Parkdale Avenue within a 1-block vicinity of the business corridor, peaks at 52% midday on weekdays but remains low for the rest of the weekday and on Saturday. In the total residential area, parking occupancy also stays low, consistently under 50% and peaking at 43% midday on weekdays.

Occupancy rates within one block of the main business corridor are higher than in the total residential area, typically peaking around 50%. This is mainly because the area offers paid permit parking options and several medium-sized lots with 10 to 30 parking spaces for employees and visitors. However, many small shops and restaurants lack available off-street parking options.

## **5.5 Off-Street Parking Occupancy Rates**

Table 15 depicts weekday off-street occupancy rates for each type of parking lot for the key parking lots in the study area (based on size, location, etc.). The data points are broken down for both days surveyed and their average.

### **5.5.1 General Use Paid Parking**

- The parking lots near Tunny's Pasture experience peak utilization in the morning at 10:00 AM, primarily to accommodate employee parking needs.
- The other paid lots typically experience peak parking occupancy around in the afternoon at 1:00 PM compared to 10:00 AM and 4:00 PM.
- Parking occupancy varies widely across different lots. For instance, some lots consistently have moderate to high occupancy rates throughout the day (e.g., Indigo Lot OT455, Bullman Lot), while others have lower average occupancy rates.
- Certain lots, such as Indigo Lot OT455 and Bullman Lot, consistently experience moderate occupancy rates across all time slots, indicating demand for parking in these locations throughout the day.



### **5.5.2 General Use Permit Only Parking**

- Generally, permit only parking lots experience low parking usage throughout the day across all surveyed time points.
- These lots are mainly occupied by users who require long-term parking for employment purposes, inducing lower turnover.

### **5.5.3 Commercial General Use Parking Lots**

- These parking lots are among the most utilized in the study area as they offer free parking to visitors and patrons. They typically experience peak demand during midday at 1:00 PM and consistently reach moderate to very high occupancy throughout the day.
- The Real Canadian Superstore and Bushtukah parking lots consistently exhibit high occupancy rates across all time slots, with occupancy ranging from 80% to 98%.

### **5.5.4 Municipal / Institutional Parking Lots**

- These parking lots experience low parking usage throughout the day at 10:00 AM and 1:00 PM however usage peaks in the afternoon at 4:00 PM indicating an increase in demands moving away from typical working hours.

Overall, the study area has a notable amount of underutilized off-street parking capacity, offering significant room to accommodate additional longer-term parking demands if necessary. In particular, this could support any current and future employee parking requirements.

**Table 15 Off-Street Occupancy Rates by Lot Type**

Address	Common Name	Tues, June 6, 2023			Thurs, June 8, 2023			Weekday Average		
		10:00 AM	1:00 PM	4:00 PM	10:00 AM	1:00 PM	4:00 PM	10:00 AM	1:00 PM	4:00 PM
<b>General Use Paid Parking Lot</b>										
366 Parkdale Ave.	Parkdale Market	0%	35%	20%	45%	45%	35%	23%	40%	28%
261 Parkdale Ave.	Indigo Lot OT455	95%	15%	10%	95%	85%	45%	95%	50%	28%
1546 Scott St.	Holland Cross Surface Lot	84%	78%	41%	88%	84%	28%	86%	81%	34%
1560 Scott St.	Holland Cross Underground Lot	29%	28%	16%	19%	19%	6%	24%	23%	11%
1542 Scott St.	Bullman Lot	100%	100%	41%	86%	77%	18%	93%	89%	30%
1217 Wellington St. W.	The Royal Oak	29%	26%	13%	24%	24%	16%	26%	25%	14%
1213 Wellington St. W.	ParkSafe Pay by Plate	10%	15%	10%	13%	23%	13%	11%	19%	11%
277 Richmond Rd.	Picton Public Lot	65%	73%	32%	79%	58%	52%	72%	65%	42%
319 McRae Ave.	Farm Boy Garage	45%	54%	25%	44%	48%	23%	44%	51%	24%
366 Richmond Rd.	MEC Ottawa	45%	63%	34%	27%	69%	34%	36%	66%	34%
575 Byron Ave.	Westboro Station	20%	31%	34%	43%	49%	11%	31%	40%	23%
428 Churchill Ave. N.	Westboro Masonic Hall	65%	65%	50%	55%	70%	70%	60%	68%	60%
<b>General Use Permit Only Parking Lot</b>										
281 Armstrong Ave.	Private Surface Lot	64%	68%	20%	36%	70%	43%	50%	69%	32%
1426 Scott St.	Downtown Parking	0%	0%	0%	33%	11%	0%	17%	6%	0%
1011 Wellington St. W.	Private Surface Lot	23%	17%	17%	14%	11%	17%	19%	14%	17%
1347 Wellington St. W.	Indigo Monthly Parking Lot	31%	38%	31%	38%	44%	44%	34%	41%	38%
1337 Wellington St. W.	Indigo Monthly Parking Lot	32%	46%	32%	64%	57%	46%	48%	52%	39%
<b>Commercial - General Use Parking Lot</b>										
190 Richmond Rd.	Real Canadian Superstore	94%	83%	75%	84%	98%	86%	89%	91%	80%
205 Richmond Rd.	Bushtukah	79%	97%	72%	93%	100%	76%	86%	98%	74%
421 Richmond Rd.	Westboro Village Center	59%	69%	66%	66%	76%	62%	62%	72%	64%
317 McRae Ave.	Farm Boy Plaza Surface Parking	77%	65%	75%	62%	65%	63%	69%	65%	69%
<b>Municipal / Institutional Parking Lot</b>										
294 Elmgrove Ave.	Ottawa Gymnastics Center	15%	30%	90%	15%	25%	50%	15%	28%	70%
296 Elmgrove Ave.	Lion's Park (Westboro)	50%	39%	89%	33%	39%	83%	42%	39%	86%

**Legend:** Low Utilization Moderate Utilization High Utilization

## 6 Parking Duration

Parking duration is determined by recording partial license plate numbers every half hour between 7:00 am and 7:00 pm. This data is a critical piece towards gaining a full understanding of parking behaviours and any trends related to the availability of parking.

Parking duration data was collected along the commercial main street (Somerset Street West, Wellington Street West and Richmond Road), as well as Danforth Avenue.

### 6.1 Richmond Road

#### ***West of Tweedsmuir Avenue to Broadview Avenue:***

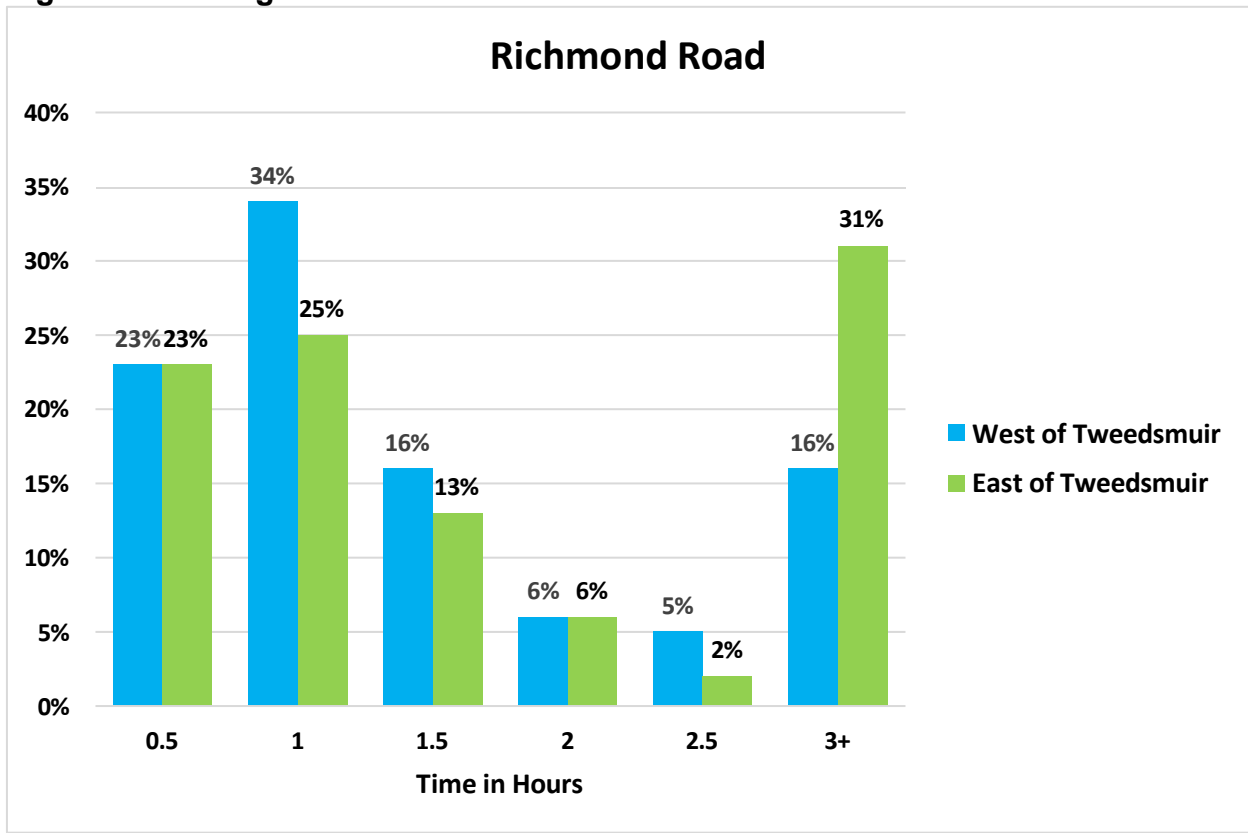
- 23% of vehicles parked within 30 minutes, 34% between 30 minutes and 1 hour, and 16% between 1 and the 1.5-hour max parking regulation.
- 27% of vehicles parked longer than 1.5-hour max parking regulation.
- 577 unique license plates were surveyed from a total of 128 parking spaces throughout the day.

#### ***East of Tweedsmuir Avenue to Island Roark Drive:***

- 23% of vehicles parked within 30 minutes, 25% between 30 minutes and 1 hour, and 13% between 1 and the 1.5-hour max parking regulation.
- 39% of vehicles parked longer than 1.5-hour max parking regulation.
- 173 unique license plates were surveyed from a total of 92 parking spaces throughout the day.

Figure 11 illustrates weekday parking duration on Richmond Road, Wednesday September 13, 2023, and Thursday September 14, 2023.

**Figure 11 Parking Duration on Richmond Road**

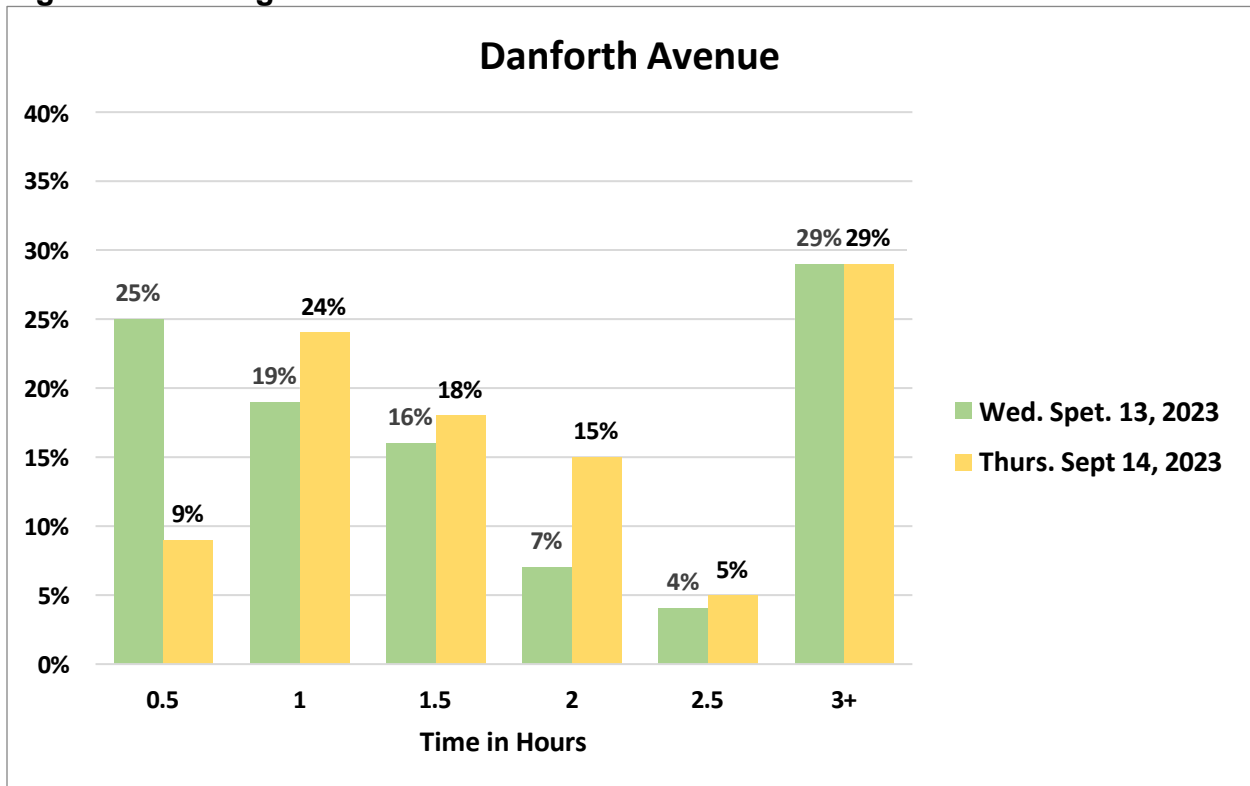


## 6.2 Danforth Avenue

- 71% of vehicles are parked within the 3-hour max parking regulation.
- 29% of vehicles parked longer than 3-hour max parking regulation.
- 124 unique license plates were surveyed from a total of 36 parking spaces throughout the day.

Figure 12 illustrates weekday parking duration on Danforth Avenue, Wednesday September 13, 2023, and Thursday September 14, 2023.

**Figure 12 Parking Duration on Danforth Avenue**



### 6.3 Wellington and Somerset Street West

#### ***West of Parkdale Avenue to Island Park Drive:***

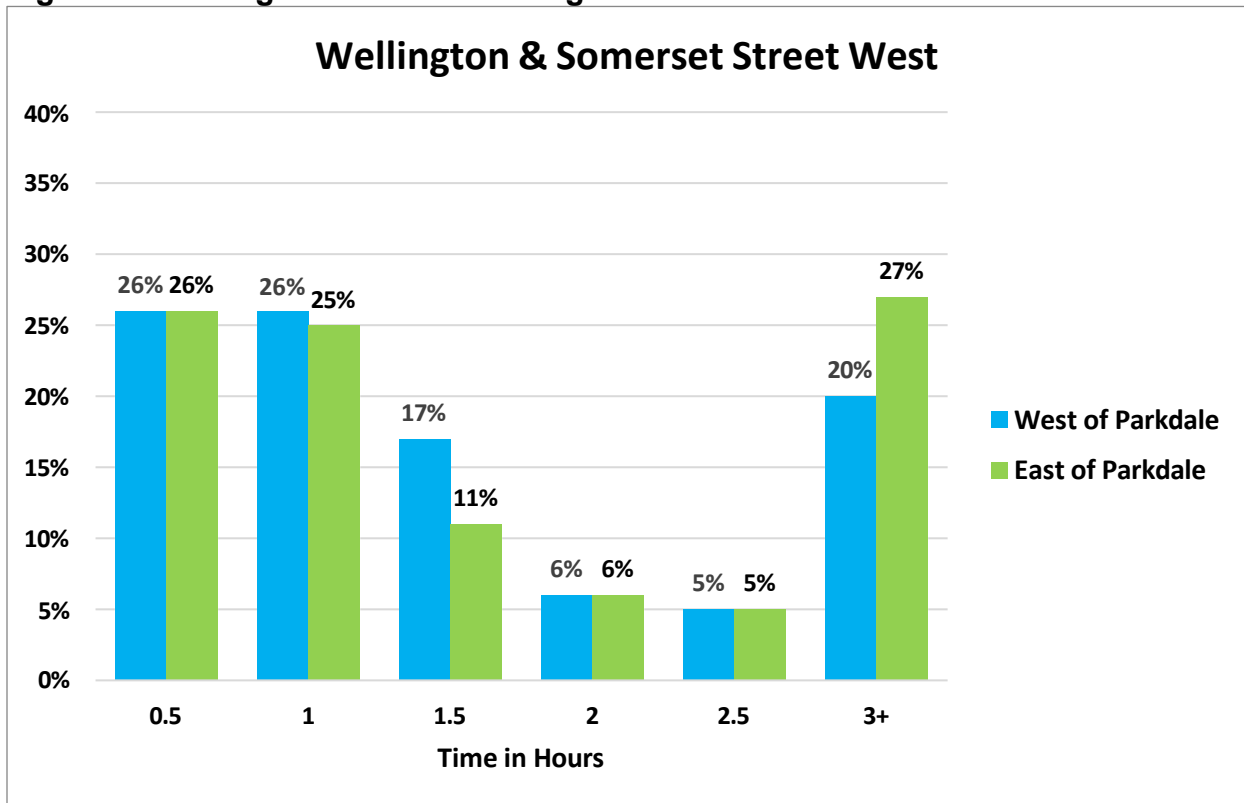
- 26% of vehicles parked within 30 minutes, 26% between 30 minutes and 1-hour, and 17% between 1-hour and the 1.5-hour max parking regulation.
- 31% of vehicles parked longer than 1.5-hour max parking regulation.
- 417 unique license plates were surveyed from a total of 146 parking spaces throughout the day.

#### ***East of Parkdale Avenue to Breezehill Avenue:***

- 26% of vehicles parked within 30 minutes, 25% between 30 minutes and 1-hour, and 11% between 1-hour and the 1.5-hour max parking regulation.
- 38% of vehicles parked longer than 1.5-hour max parking regulation.
- 396 unique license plates were surveyed from a total of 129 parking spaces throughout the day.

Figure 13 illustrates weekday parking duration on Wellington and Somerset Street West, Wednesday September 13, 2023, and Thursday September 14, 2023.

**Figure 13 Parking Duration on Wellington and Somerset Street West**



#### 6.4 Summary

In conclusion, the parking duration results indicate 33% of all surveyed vehicles parked along the main business corridor were illegally parked exceeding the maximum 1.5-hour parking duration and 29% on Danforth Avenue exceeding the maximum 3-hour parking duration, double that of the main business corridor.

## 7 By-Law Enforcement Violations

### 7.1 Types of Parking Enforcement Violations

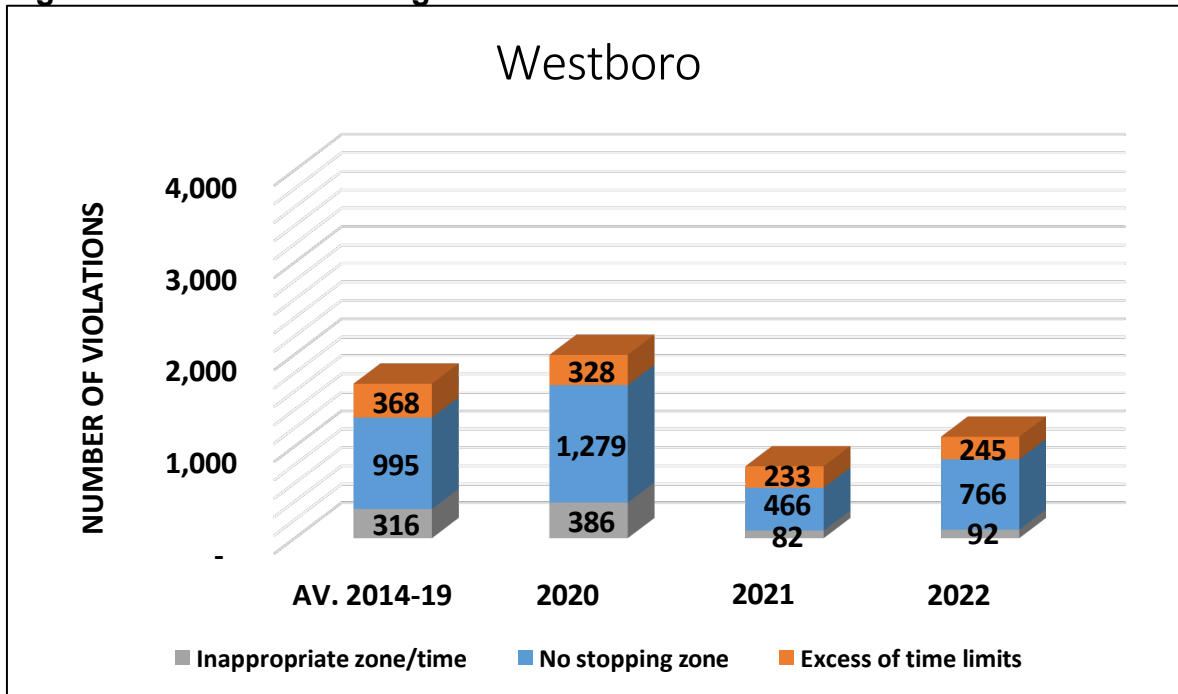
Parking violations have been grouped into three categories for convenience purposes. The groups, as illustrated in the figures, include the following types of parking tickets:

- Parking within an inappropriate zone / time
  - Park within or in front of 1.5 m of laneway
  - Park in a no-parking zone / loading zone / taxi zone
  - Park within 3 m of a fire hydrant
  - Park within 9 m of intersection
  - Unauthorized parking on private property
  - Park in space reserved for physically disabled
  - Interfering with clearing of snow
  - Unauthorized angle parking
  - Failure to display label in accordance with permit
  
- Stopping in an inappropriate zone
  - Stop in a no-stopping area
  - Stop in a bus zone
  - Stop adjacent to central boulevard or on outer boulevard
  - Stop on/over sidewalk / crosswalk
  
- Parking in excess of time limits (paid and unpaid)
  - Park in excess of posted / allowable time limits

### 7.2 Parking Enforcement Violations Data

The following Figure 14 for Westboro and Figure 15 for Wellington West illustrate the average number of parking enforcement violations issued for each category between 2014 and 2019, providing an overview of ticket volumes prior to the COVID-19 pandemic. Additionally, violation data for 2020, 2021 and 2022 is presented to understand more recent trends.

**Figure 14 Westboro Parking Enforcement Violations**



**Table 16 Westboro Parking Enforcement Violations**

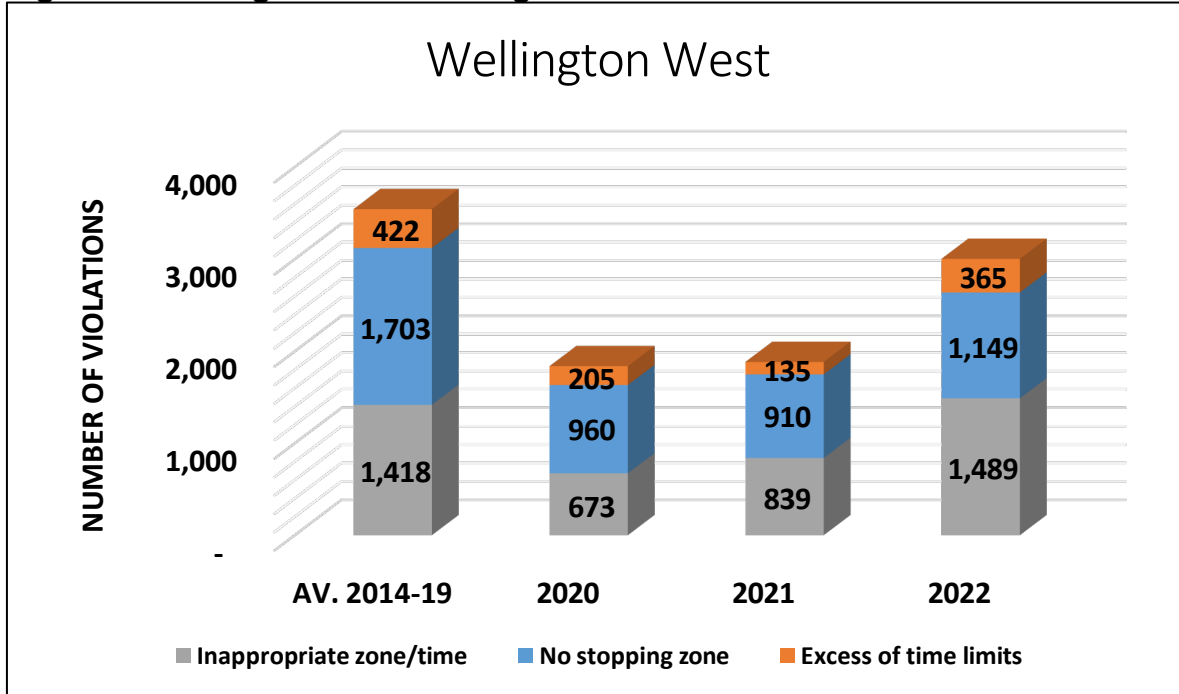
Type of Violation	Westboro			
	AV. 2014-19	2020	2021	2022
Inappropriate zone/time	316	386	82	92
No stopping zone	995	1,279	466	766
Excess of time limits	368	328	233	245
<b>Total</b>	<b>1,680</b>	<b>1,993</b>	<b>781</b>	<b>1,103</b>

- **Inappropriate zone/time violations:** There was a significant decrease from an average of 316 violations per year during 2014-2019 to 92 violations in 2022.
- **No stopping zone violations:** There was a decrease from an average of 995 violations per year during 2014-2019 to 766 violations in 2022.
- **Excess of time limits violations:** There was a slight decrease in violations from a 368 average of 2014-2019 to 245 violations in 2022.

The overall trend in parking violations during the COVID-19 pandemic years (2020-2021) showed a significant reduction in inappropriate zone/time violations alongside an increase in no stopping zone violations, followed by stabilization or minor adjustments as the pandemic subsided in 2022.



**Figure 15 Wellington West Parking Enforcement Violations**



**Table 17 Wellington West Parking Enforcement Violations**

Type of Violation	Wellington West			
	AV. 2014-19	2020	2021	2022
Inappropriate zone/time	1,418	673	839	1,489
No stopping zone	1,703	960	910	1,149
Excess of time limits	422	205	135	365
<b>Total</b>	<b>3,542</b>	<b>1,838</b>	<b>1,884</b>	<b>3,003</b>

- **Inappropriate zone/time violations:** There was an increase from an average of 1,418 violations per year during 2014-2019 to 1,489 violations in 2022.
- **No stopping zone violations:** There was a decrease from an average of 1,703 violations per year during 2014-2019 to 1,149 violations in 2022.
- **Excess of time limits violations:** There was a decrease in violations from an average of 422 from 2014-2019 to 365 violations in 2022.

The overall trend in parking violations during the COVID-19 pandemic years (2020-2021) showed a significant reduction in inappropriate zone/time violations alongside an increase in no stopping zone violations, followed by stabilization or minor adjustments as the pandemic subsided in 2022.

## 8 Population Growth and Development

### 8.1 Population and Future Growth

Population growth directly impacts the number of vehicles on our roads, as vehicle travel remains the predominant mode of transportation across the city. This, in turn, affects the demand for parking spaces in residential and commercial areas. Understanding these trends is essential for anticipating future parking needs and ensuring that municipal parking supply keeps pace with the evolving demands within the study area.

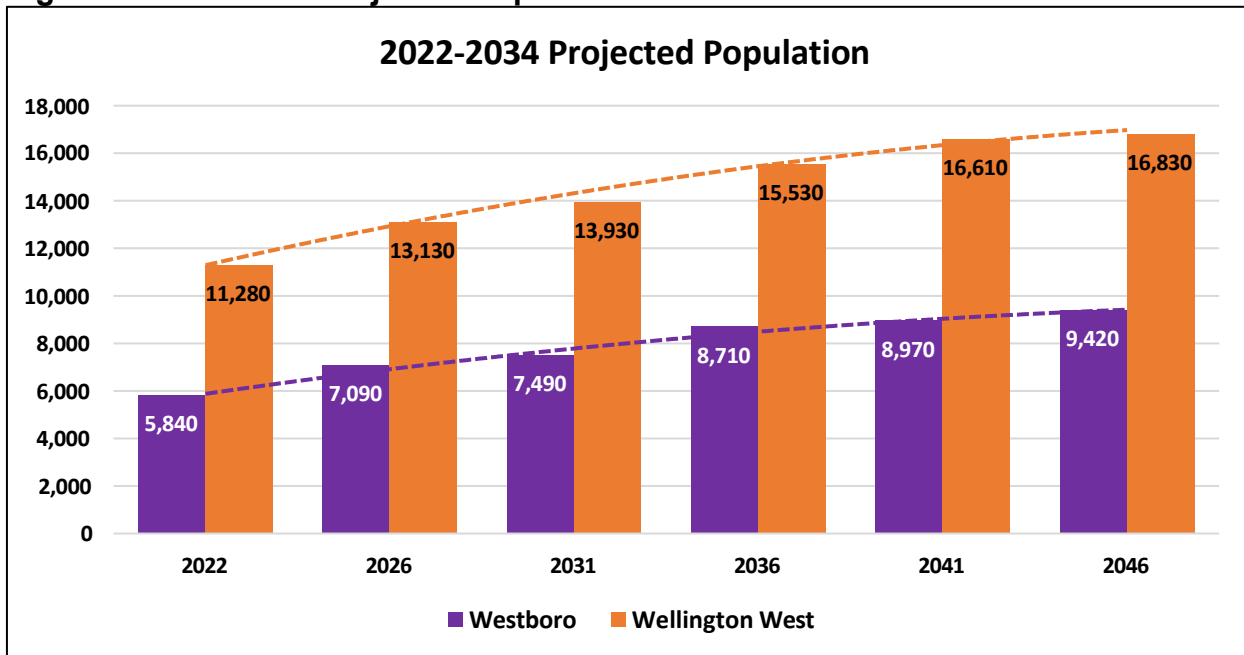
New development projects, whether residential or commercial, have a significant impact on parking availability. By reviewing how these developments influence parking for both residents and visitors, we can optimize parking availability and support sustainable transportation options in the study area.

Map 2 provides the geographical area used for population figures, while Figure 16 presents the projected total population from 2022 onwards, shown in 5-year increments until 2046. Additionally, Table 18 offers detailed information on the projected population growth.

#### Map 2 Study Area Population Growth



**Figure 16 2022-2046 Projected Population**



**Table 18 2022-2046 Projected Population**

Projected Population Growth					
Year	2022-2026	2026-2031	2031-2036	2036-2041	2041-2046
<b>Westboro</b>	1,250 (21%)	400 (6%)	1,220 (16%)	260 (3%)	450 (5%)
<b>Wellington West</b>	1,850 (16%)	800 (6%)	1,600 (11%)	1,080 (7%)	220 (1%)
<b>Total Study Area</b>	<b>3,100 (18%)</b>	<b>1,200 (6%)</b>	<b>2,820 (13%)</b>	<b>1,340 (6%)</b>	<b>670 (3%)</b>

Overall, Westboro is anticipating a population growth rate of 49% and Wellington West 38% between 2022 and 2036, compared to Ottawa's overall population growth rate of 20% therefore demand for residential parking spaces in this expanding community will rise significantly. Similarly, the rise in population will lead to an increased number of visitors to the area, putting additional pressure on existing on-street parking spaces.

Proactive infrastructure planning involves collaboration with developers to integrate sufficient parking provisions into new developments. By considering parking requirements in urban planning and development strategies, the area can better adapt to ensure adequate parking availability for residents, visitors and patrons of local businesses as the community grows.

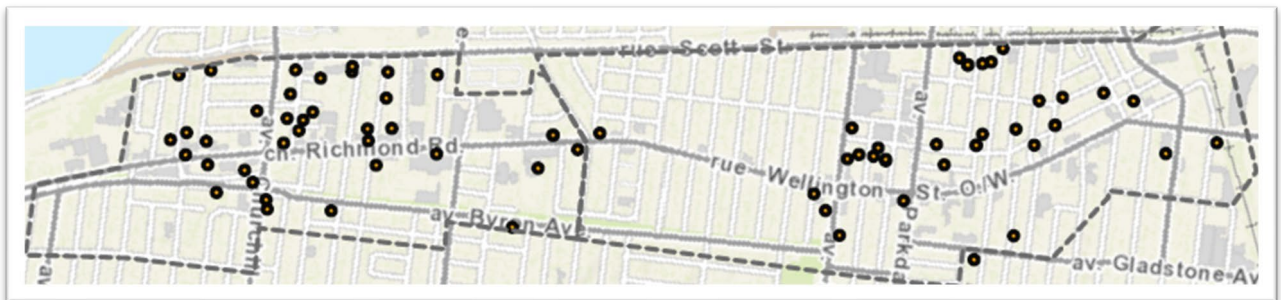
## 8.2 Zoning By-law Amendments

The study area has garnered significant attention for residential and mixed-use development, with a focus on increasing density. These developments represent a notable transformation within the community, contributing to its growth and evolution. Table 19 below outlines the number of developments, associated residential units and on-site vehicle and bicycle parking. Map 3 depicts the location of each development within the study area boundaries. Appendix B – Development Applications includes a list of all development applications that have been planned, approved, or completed since the 2017 Local Area Parking Studies.

**Table 19 Study Area Developments**

Area	No. of Developments	Residential Units	Vehicle Parking	Bike Parking
Westboro	36	4,643	2,674	2,613
Wellington West	36	1,640	890	1,069
<b>Total</b>	<b>72</b>	<b>6,283</b>	<b>3,564</b>	<b>3,682</b>

**Map 3 Study Area Developments**



In both Westboro and Wellington West, a considerable percentage of developments have gone through the to reduce the requirements for minimum visitor and residential parking.

In Westboro, 29% of identified developments will not be allocating space for residential parking. In Wellington West, this figure stands at 50%. Additionally, 71% of developments in Westboro and 78% in Wellington West will not provide visitor parking.

Presented in Map 4 and Map 5 are developments without residential or visitor parking as marked by a red box, while those providing parking are indicated by a green circle.

#### Map 4 Developments without residential parking



#### Map 5 Developments without visitor parking



In Westboro, 11 developments received minimum parking exemptions, resulting in a reduction of 229 residential parking spaces. Furthermore, 17 developments have obtained exemptions to decrease visitor parking spaces below the minimum required by-law, resulting in a reduction of 147 spaces.

Seven developments comprising 355 residential units on Hamilton Avenue, Holland Avenue, and Hinton Avenue fall under Area Z: Zoning Near Major LRT Stations, exempting them from providing any residential parking. Consequently, six of these developments received minimum parking exemptions, reducing residential parking by 23 spaces. Additionally, 11 developments obtained exemptions, lowering visitor parking below the minimum required bylaw by 68 spaces.

The absence of residential and visitor parking may exacerbate parking shortages, leading to heightened frustration and inconvenience for residents and visitors alike. The likelihood of increased on-street parking demand poses risks of congestion, spillover, hindering traffic flow and pressures related to winter road maintenance and emergency vehicle access. Such shortcomings could contribute to negative perceptions / experiences and may cause visitors leave or avoid the area.

In conclusion, the number of developments receiving reductions minimum parking zoning by-laws for visitor and residential parking spaces underscores the proactive need to review parking management strategies in Westboro and Wellington West to mitigate potential impacts on parking availability, traffic congestion, and community well-being. The parking pressures arising from developments granted parking exemptions whether residential, visitor, or business-related must be accommodated within the area.

## **9 Intercept Travel Surveys**

A face-to-face intercept survey was conducted along the main business corridor to help contextualize parking behavior, attitudes, and issues within the study area.

The same set of survey questions was used consistently over all seven days.

In total, 839 surveys were completed over the seven-day period – 398 in Westboro and 441 in Wellington West.

Appendix G – Intercept Travel Survey & Results contains a copy of the survey questions and the full results.

### **9.1 Summary of Intercept Travel Survey Findings**

When asked what mode of travel respondents used, the most popular answer was ‘walking’ in both Westboro (56%) and Wellington West (45%) was walking, followed by use of a motor vehicle (34% in Westboro / 35% in Wellington West). For those that traveled to the study area for work, respondents were most likely to answers that they used a motor vehicle (44%), followed by public transit (23%).

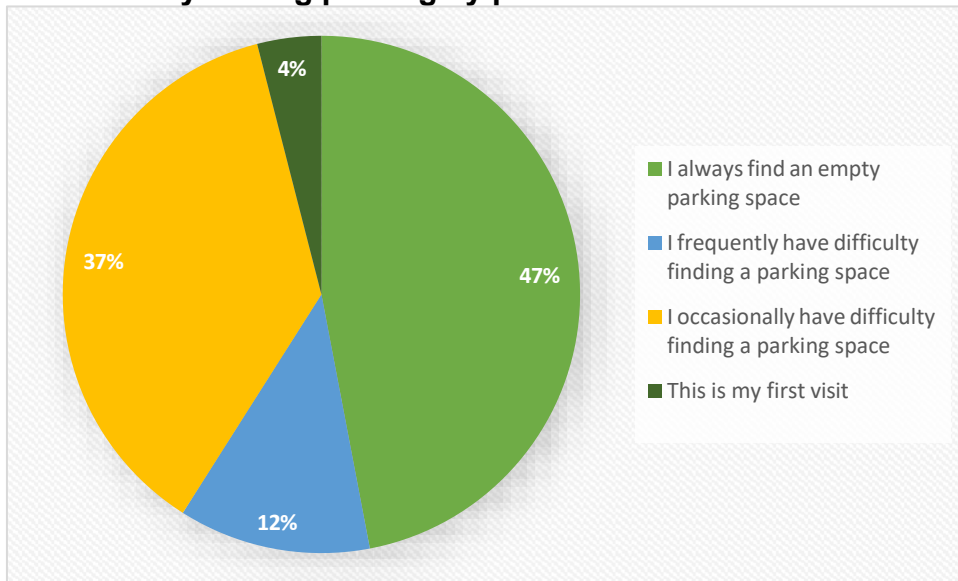
When asked how often they frequent the area, the results show that most respondents in Westboro visit ‘several times per week’ (36%), followed by ‘daily’ (35%), while most respondents visit Wellington West ‘daily’ (43%), followed by ‘several times per month’ (21%).

### **9.2 Results from Patrons who Drove**

The following questions were asked for drivers only. The results have been filtered to only include responses from patrons, who are people in the study for one of the following reasons: shopping, dining, entertainment, appointments, services. These patrons were also asked how easy it was for them to find a parking space. Overall, 49% of patrons do have difficulty finding a parking space, while 47% indicated that they always find a parking

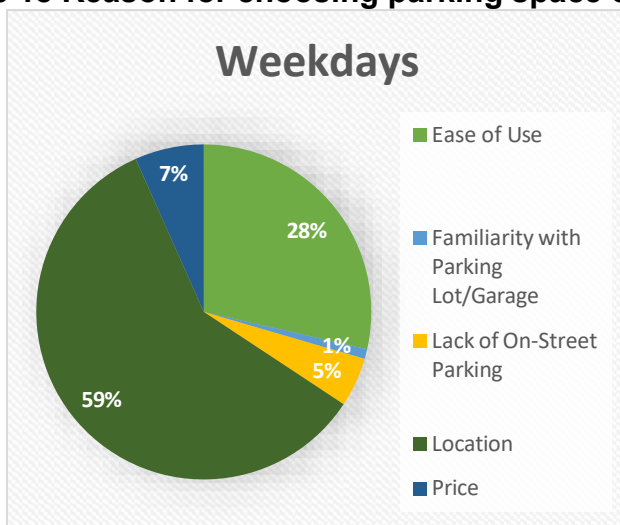
space. Of those that experience this difficulty, one quarter responded that it was frequent, while three quarters responded it was occasional. When looking at the results in each area, the percentage of patrons that always find a parking space is the same as the study area average, while those that experience difficulty finding parking are twice as likely to say it is frequent in Westboro than in Wellington West.

**Figure 17 Difficulty finding parking by patrons**

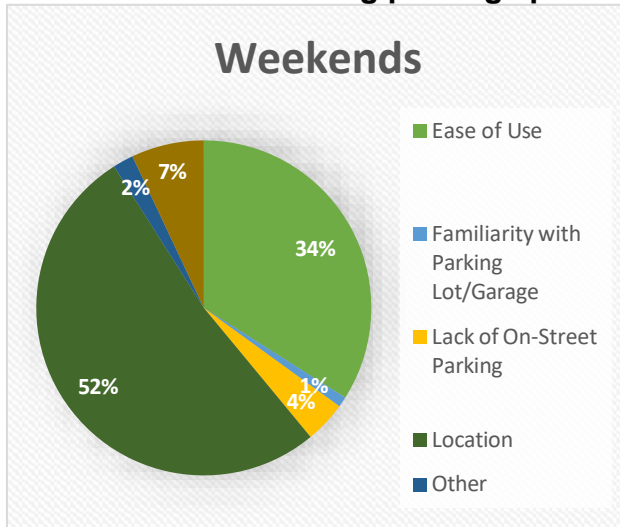


When patrons were asked why they chose to park where they did, they indicated on weekdays that location (62%) and ease of use (30%) were top factors. On weekends, location was less important (52%) and ease of use increased (34%).

**Figure 18 Reason for choosing parking space on Weekdays**

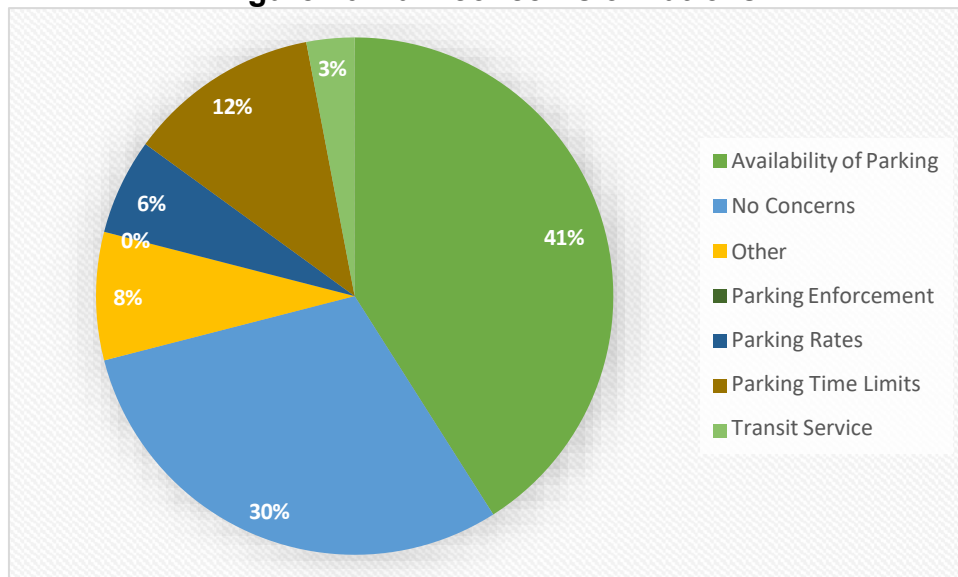


**Figure 19 Reason for choosing parking space on Weekends**



Patrons were also asked what their main concerns were when traveling to the study area. The results show that the main concern was availability of parking (41%) followed by parking time limits (12%). 30% of respondents indicated they had no concerns. When looking at the results in each area, Westboro patrons are twice as likely to be concerned about availability of parking than those in Wellington West (58%/24%), whereas Wellington West patrons more than twice as likely to be concerned about parking time limits (17%/6%).

**Figure 20 Main concerns of Patrons**

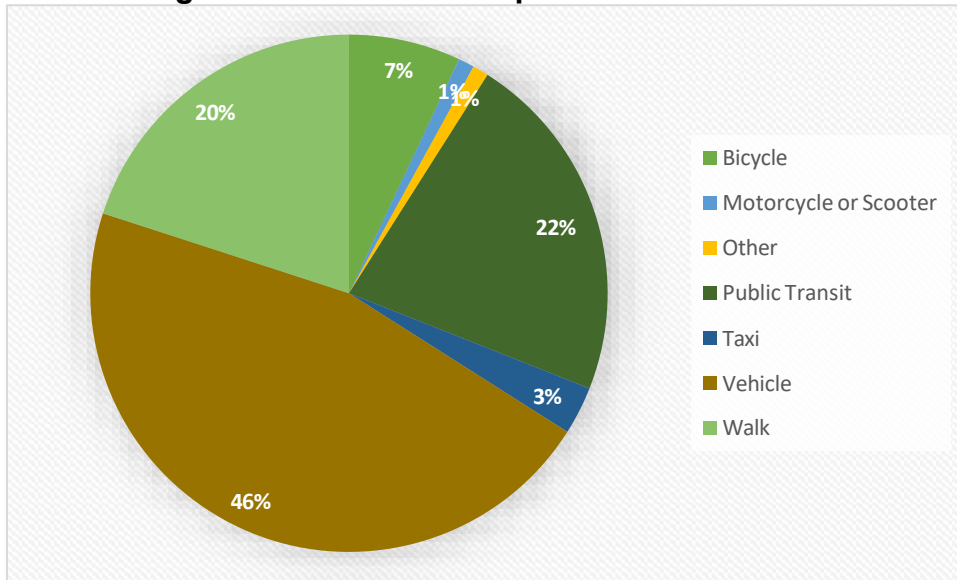




### 5.1.2 Results from Workers

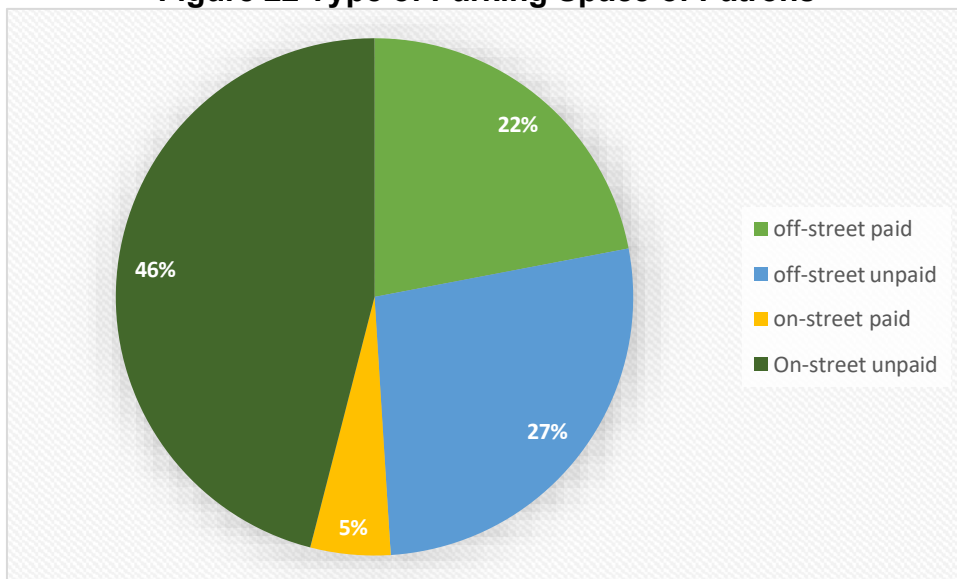
The results of the following questions have been filtered to only include responses from people who were in the study area for work only. The majority of the respondents (46%) drove to the work. The second most common answer was public transit (22%) followed by walking (20%).

**Figure 21 Mode of Transportation of Workers**



The employees who drove were also asked where they parked. Nearly half of the employees answered that they parked in unpaid on-street parking spaces (46%) followed by unpaid off-street parking lots (27%).

**Figure 22 Type of Parking Space of Patrons**



## 10 Sustainable and Active Modes of Transportation

### 10.1 Public Transportation

Within and adjacent to the study area, there is a combination of rapid transit and regular bus service.

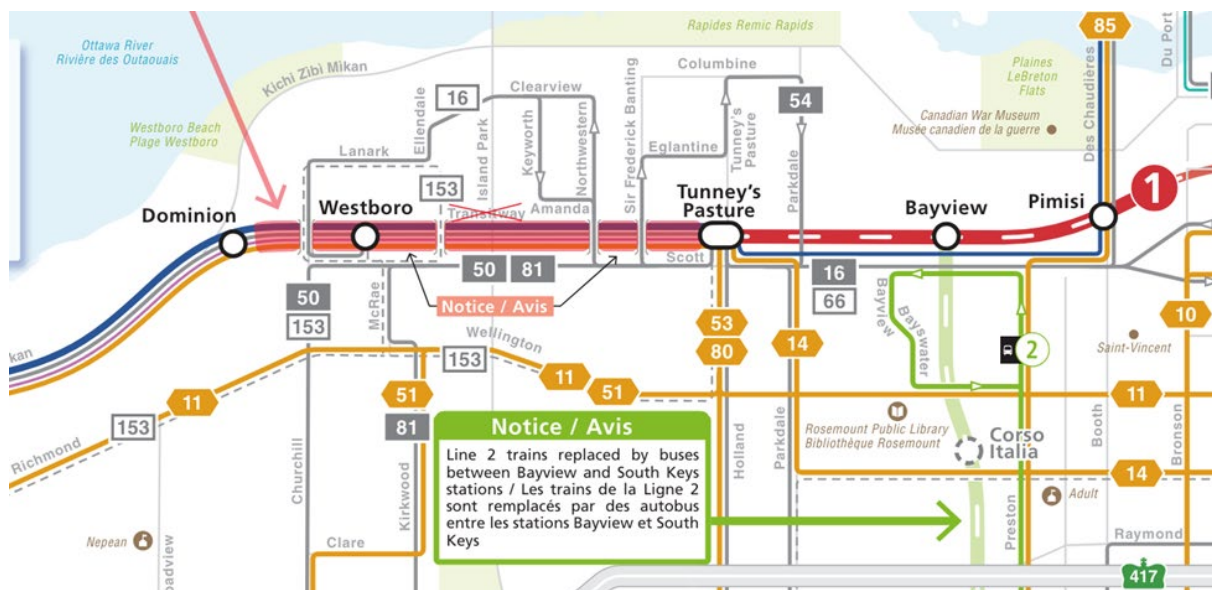
From a rapid transit perspective, west of Tunney's Pasture Station is served by the Transitway, and east of Tunney's Pasture by the O-Train Line 1. Along this corridor, from west to east, are the Kichi Zibi, Westboro, Tunney's Pasture, and Bayview stations.

Phase two of the LRT will continue west along the existing bus rapid transit corridor which is immediately to the north of the Westboro study area. Expected completion is in 2026 with service to start in 2027.

Line 2 runs south from Bayview Station, immediately east of the study area, to Limebank Station and connects to Line 4 at South Keys Station. Line 4 terminates at the Ottawa International Airport. Line 2 and Line 4 are expected to open in 2024. Bayview Station is a transfer station served by both Line 1 and Line 2.

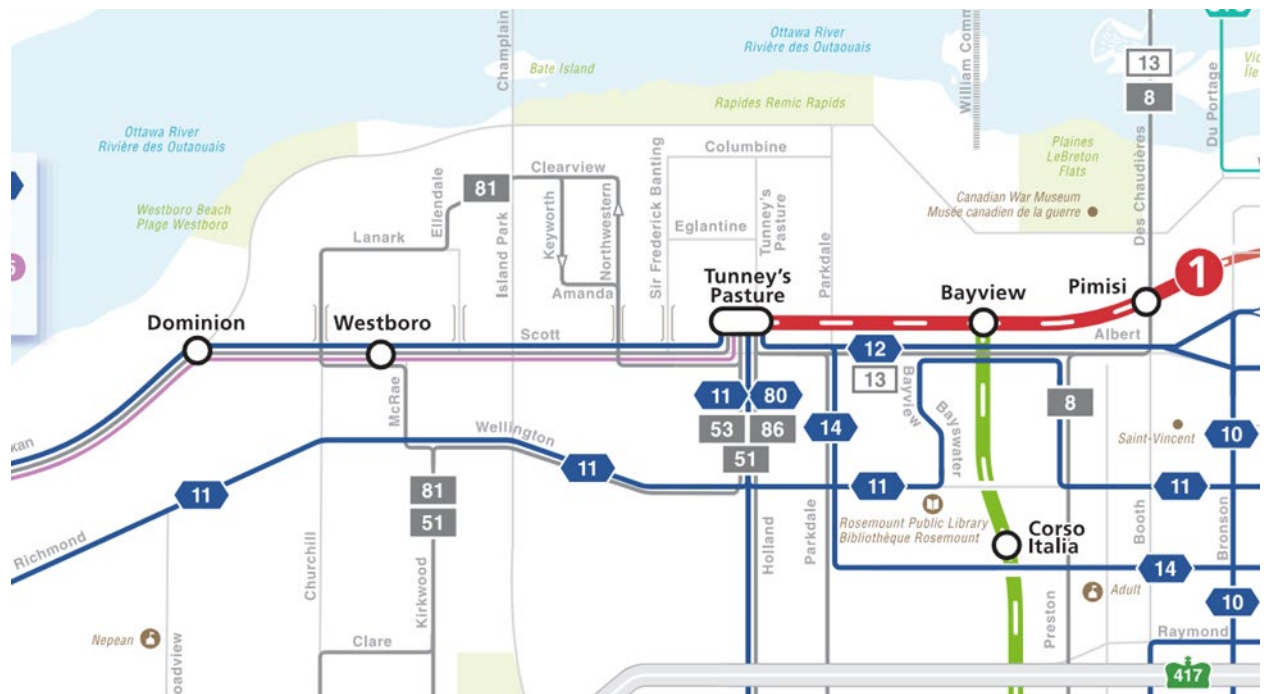
In addition to the rapid transit corridor, the study area is currently served by the route 11, 14, 51, 53 and 80. These routes are classified as "Frequent" by OC Transpo, (service every 15 minutes or less from 6am to 6pm on weekdays; operates seven days a week along main roads). As well, there are the 50, 81, 86 and 89 routes running through the study area, and are classified as "Local" (custom routing to local destinations). Existing transit service through the study area is illustrated in Figure 23, below.

**Figure 23: Existing Transit Service Through the Study Area**



Importantly, transit service changes are planned for later in 2024, coinciding with the opening of Line 2 and Line 4. As of the writing of this study report, routes 50 and 89 will be removed and there will be route and/or timing changes related to all other routes with the exception of route 51. The planned future transit service through the study area is shown in Figure 24, below.

**Figure 24: Planned Future Transit Service Through the Study Area**



Based strictly on the Intercept Survey, the modal split data shows that transit is the third most common mode of transportation for trips destined to Westboro/Wellington West study area, including those originating in Kitchissippi, after walking and driving.

## 10.2 E-Scooters

In 2020, Council approved the Electric Kick Scooter Strategy and Pilot Project, making it legal to operate e-scooters on City multiuse pathways, cycling facilities, and roads with a speed limit of 50 kph or lower. The Pilot project was expanded to Kitchissippi ward in 2023.

Within the Kitchissippi ward, there are three designated parking areas for the seasonal e-scooter fleet. All three are along the Richmond Road and Wellington Street West corridor in the study area. Each area was identified to incentivize proper parking and reduce their impact from an accessibility perspective. They also increased awareness of e-scooters

as a last-mile micro-mobility option.

The designated parking areas are located at the West corner of Irving and Wellington, on the North side of Wellington between Huron and Holland, and on the South side of Richmond, just East of McRae.

### 10.3 Bicycle Parking

On April 14, 2021, Ottawa City Council approved the Public Bike Parking Strategy and Implementation Plan which will ensure supports are in place to properly respond to where there are requirements and remove related barriers to cycling.

In the study area, there are 463 Ring & Post parking racks with the City's right-of-way, each of which represent two bicycle parking spaces. In addition, there are three full-sized seasonal on-street Bike Corrals which are installed each Spring and removed in the Fall. The larger versions are designed for a capacity of 12 bicycles. These corals are located on Golden Avenue near Richmond Road, Hamilton Avenue near Armstrong Street, and Wellington Street West near Fairmont Avenue. Lastly, the city has 66 Velocity racks along Richmond and Wellington West that act as two bike parking spaces and provide advertising space.

#### Map 6 Ring & Post Bicycle parking racks



## 11 On-Street Parking Permits Zones

The study area contains seven parking permit zones, one in Westboro and six in Wellington West. Map 7 illustrates the geographical boundaries for each parking permit zone.

The on-street parking permit zones service residential unit to private off-street parking exists and where they are supported by the local community. To establish a new zone a roadway must be in one of the officially designated areas, undertake a safety assessment and a favorable residential petition of 66% must be obtained with Ward Councillor

support. Parking permit zones have a set number of available permits that are issued on a first come first serve basis. There are different types of permits that may be issued in these designated zones.

## **11.1 Types of Parking Permits**

### ***Residential Parking Permits***

The purpose of the residential parking permit program is to provide residents who do not have access to private off-street parking special privileges to park on-street within a designated parking permit zone. In general, permit holders are exempt from certain on-street parking regulations up to 48 hours and are exempt from overnight parking bans during the winter months, subject to some limitations and conditions.

Residential parking permits are not intended to provide any special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas; and is not intended to provide a parking solution for non-residential uses.

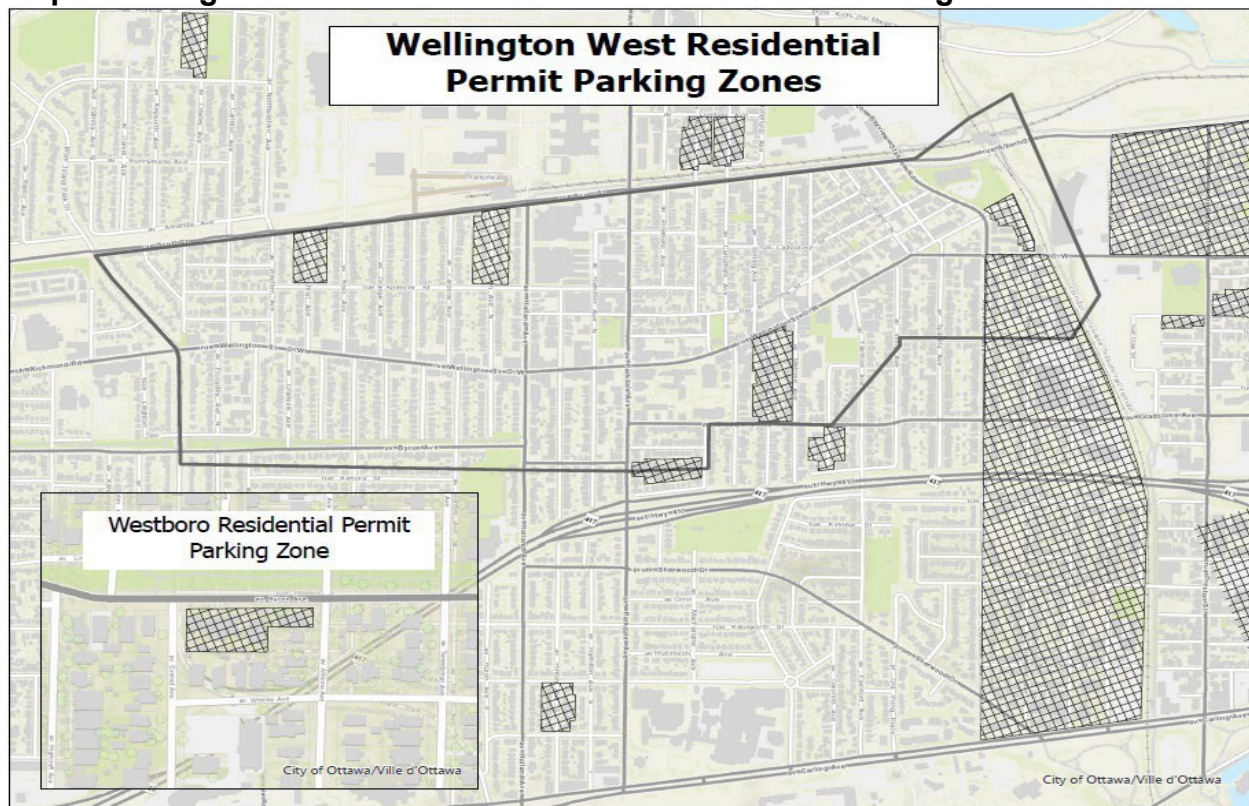
The number of active parking permits varies from month to month throughout the year. Table 20 illustrates the average number of active monthly on-street parking permits between 2023 and 2021.

**Table 20 Average monthly on-street parking permits**

Permit Area	Available Permits	Average Active Monthly Permits					
		2023		2022		2021	
		Count	%	Count	%	Count	%
Byron Avenue	8	5	63%	4	50%	5	63%
Dalhousie S.W.	140	33	24%	39	28%	41	29%
Gilchrist Avenue	4	1	25%	0	0%	0	0%
Hintonburgh Place	6	0	0%	0	0%	0	0%
Huron Avenue N.	12	0	0%	1	8%	3	25%
Sherbrooke Avenue	11	4	36%	4	36%	4	36%
Sims Avenue	7	1	14%	1	14%	1	14%
<b>Total</b>	<b>188</b>	<b>44</b>		<b>49</b>		<b>54</b>	

Most residential parking permit areas in the study area consist of a single block and are relatively small and are located away from the main business corridor. The largest permit area, Dalhousie Southwest, spans several blocks outside the study area and mainly serves Little Italy south of the 417. However, a single block of this permit area on Breezehill Avenue between Somerset Street West and Laurel Street falls within the study area.

**Map 7 Wellington West & Westboro Residential Permit Parking Zones**



**Guest Parking Permits**

The purpose of the Guest Parking Permit Program is to provide a short-term parking solution up to three hours in areas near high on-street parking generators such as hospitals or sports venues where tight parking restrictions such as “No Parking” or 1- or 2-hour time limit zones have been established to solve on-street parking violation problems.

The Program is not intended to provide longer-period on-street parking, relief from overnight winter parking regulations or provide special privilege with respect to metered parking, loading zones, no stopping zones, or other parking-restricted areas.

**Visitor's Parking Permit**

Visitor's parking permits are available only for use in Residential Parking Permit Zones by out-of-town non-residents residing 30 km or more outside the City of Ottawa for a maximum of two weeks.

**12 Parking Management Toolbox**

In any City, parking tends to be a “hot-button” issue. Ottawa is no exception as many stakeholders with different interests compete for a limited public resource. The key challenge is finding an appropriate balance between supply and demand that aligns with the stated objectives of the Municipal Parking Management Strategy (MPMS). Figure 25 illustrates measures and strategies to influence parking.

**Figure 25 Parking Management Toolbox**

Measures to Influence	Strategy
<p><b>Parking Demand</b></p> <p>One important way to reduce parking pressure and improve our City is to reduce the number of cars competing for spaces. These tools help us promote walking, transit and alternative modes of transportation.</p>	<ul style="list-style-type: none"> <li>➤ Bicycle and Scooter Parking</li> <li>➤ Transit Service</li> <li>➤ Measures to Reduce Employee Parking Demand</li> <li>➤ Car Sharing / Pooling / Telework</li> </ul>
<p><b>Parking Supply</b></p> <p>The number of publicly available parking spaces in an area defines how much ‘supply’ is available for those seeking parking. These tools can help us adjust this supply in order to respond to varying levels of demand.</p>	<ul style="list-style-type: none"> <li>➤ Municipal Off-Street Supply</li> <li>➤ Curb-side” Street” Parking Supply</li> <li>➤ Agreements with Developers</li> <li>➤ Zoning Provision Adjustments</li> </ul>
<p><b>Availability of Parking</b></p> <p>Where there is high demand for parking, we work to improve rates of turn-over to ensure more spaces are free when needed. These tools can encourage turnover or make available spaces more apparent.</p>	<ul style="list-style-type: none"> <li>➤ Curb-Side Parking Regulations</li> <li>➤ Enforcement Levels</li> <li>➤ Parking Price Adjustments / Introduce Paid Parking</li> <li>➤ Off-Street Parking Visibility / Promotion</li> </ul>

## **Alternative Modes of Transportation**

One important way to reduce parking pressure – and improve our city – is to reduce the number of cars competing for spaces. These tools help in promoting walking, transit, and alternative modes of transportation.

- 1) Bicycle Parking
- 2) Transit Service
- 3) Measures to Reduce Employee Parking Demand
- 4) Car-sharing / Car-pooling Promotion

## **Supply of Parking Spaces**

The number of publicly available parking spaces in an area defines how much ‘supply’ is available for those seeking parking. These tools can help to adjust this supply in order to respond to varying levels of demand.

- 5) Municipal Off-Street Supply
- 6) Curb-Side “Street” Parking Supply
- 7) Agreements with Developers
- 8) Zoning Provision Adjustments

## **Availability of Parking on Demand**

Where there is high demand for parking, there are measures that can be implemented to improve rates of turnover to ensure more spaces are free when needed. In addition to encouraging turnover, there are also tools to make available spaces more apparent.

- 9) Curb-Side Parking Regulations
- 10) Enforcement Levels
- 11) Parking Price Adjustments
- 12) Off-Street Parking Visibility / Promotion

This section provides an overview of these strategies and discusses their potential applicability to the study area (where feasible).

### **12.1 Bicycle Parking**

#### **Description/Rationale**

Bicycle parking addresses a unique parking need. Improvements in bicycle parking not only accommodate current demand but can also promote cycling, consequently reducing the demand for vehicular parking.



## **Applicability:**

### Westboro

- 103 racks / 213 spaces
- One on-street corral / 12 spaces
  - Located at Golden Avenue and Richmond Road

### Wellington West

- 360 racks / 760 spaces
- Two on-street corrals / 24 spaces
- located at Wellington and Fairmount and Hamilton and Armstrong

Map 6 in Section 10.3 shows a lack of bicycle parking along Richmond Road east of Tweedsmuir Avenue, while there is a more adequate amount along Wellington Street West / Somerset Street West. Feedback from public consultations highlighted insufficient bicycle parking at City facilities near the Hintonburg Community Centre. Additionally, there is interest in pursuing secure bike parking options within the right-of-way which will be explored by Parking Services.

## **12.2 Transit Service**

### **Description/Rationale**

As more people use transit, the demand for parking is reduced. Options to encourage transit ridership include increasing the frequency of service provided (throughout the day as well as on nights and weekends), reducing travel times and improving service reliability by introducing transit priority measures, and by promoting transit in the community.

### **Applicability**

This measure is applicable to the study area. While implementation largely falls under the jurisdiction of OC Transpo, consideration for measures that would introduce transit priority, for example, can have direct impacts on parking supply through the reallocation of road space.

Through the consultation, there were some comments regarding transit service from the public. Comments included the following:

- Not enough transit options
- Walking between the proposed LRT stations and the business corridor is too far

of a walk

- 'Last mile' of connectivity solutions are required
- Transit is not provided and infrequent in the evening
- Transit service is late
- Employees have to drive due to transit service levels
- The situation is being made worse by service reductions (e.g. the elimination of route 16 that runs west of downtown to Tunney's Pasture)

In addition to bus service, Phase 1 of the LRT is operational north of Wellington West. The implementation of Phase 2, which will extend service to the west, adjacent to the study area and north of Westboro, will significantly impact travel options to and from the area. Given the proximity of the LRT to Westboro, it is anticipated that some visitors who currently drive to the area will opt for the LRT in the future. Even though sustainable modes of transportation are projected to increase, any improvements to transit service could be expected to decrease parking demand.

### **12.3 Measures to Reduce Employee Parking Demand**

#### **Description/Rationale**

Travel demand management (TDM) programs targeted at employees can help reduce parking demand by promoting use of transit, carpooling, and telework.

TDM has two important benefits from a parking perspective:

- With people sharing a ride to work, taking transit, or working from home, there is less demand for employee parking
- Residential parking demand may also decline if the decision to take the bus or carpool to work allows households to reduce the number of vehicles owned.

#### **Applicability**

The effectiveness of certain measures will depend partly on the types of employees in an area. The main commercial street in our study area is primarily home to service-based establishments like retail stores and restaurants. Consequently, telework may not be a feasible option for many workers. Additionally, carpooling could be challenging, especially for employees in small service-based businesses with varying work hours that may not align with traditional '9-to-5' schedules.

### **12.4 Car Sharing / Car-pooling Promotion**

#### **Description/Rationale**

Car sharing helps reduce the number of cars per household. Rather than buying a vehicle, residents have the option of using alternate modes of transportation while having access

to a vehicle when necessary. Under such arrangements, overall parking demand is reduced since more trips are made by alternative modes and vehicles are shared among multiple people.

### Applicability

Communauto, Ottawa's prominent privately-owned car sharing service plays a significant role in the city's transportation landscape. With 14 reserved parking spaces strategically located in the study area, Communauto offers convenient access to its services for members of the public who subscribe to the platform. Notably, since 2017, Communauto has expanded its footprint with four new locations, enhancing accessibility and flexibility for residents in Westboro and Wellington West.

**Map 8 Locations of Communauto Car Share spaces**



Since there are no municipally-managed off-street parking facilities in Westboro the City does not have the means to influence or provide space to increase the number of car-sharing spaces. In Wellington West, the City does operate the Parkdale Farmer's Market off-street parking lot. At the present time, there is no recommendation to pursue a care share space at this location due to the logistical requirements of the Farmer's Market.

During the planning process for new developments seeking approval for variances or re-zoning, Parking Services conducts thorough evaluations of parking demand and supply requirements.

This process has the potential to actively promote the integration of car sharing services in new developments which seek approval to reduce minimum parking requirements.

## **12.5 Municipal “Parking Lot” Supply**

### **Description/Rationale**

This measure involves the provision of publicly accessible, off-street parking spaces. Additional spaces may be provided through the construction of new public parking facilities, the expansion of existing facilities, or from reconfiguring of existing lots to optimize the number spaces.

In cases where parking is underutilized, this measure could also involve divesting of parking assets.

### **Applicability**

Within the Westboro study area, there are no Municipal operated off-street parking facilities.

In Wellington West, there is a surface lot at the Parkdale Farmer’s Market that falls within the within study area. The parking lot during the on-season (May 1st – October 31st) consists of unpaid parking with a maximum parking time limit of 15 minutes and during the off-season (November 1st – April 30th) consists of paid parking and also monthly permit parking. Occupancy data for this lot was collected in the Winter, Spring, and Fall of 2023.

#### **Weekday Occupancy:**

- Peak Winter occupancy was 53% in the midday and the daily average was 45%
- Peak Spring occupancy was 33% in the midday and the daily average was 30%
- Peak Fall occupancy was 38% in the midday and the daily average was 21%

#### **Weekend Occupancy:**

- Peak Winter occupancy was 55% in the midday and the daily average was 32%

- Peak Spring occupancy was 75% in the morning and the daily average was 39%
- Peak Fall occupancy was 42% in the midday and the daily average was 21%

Occupancy results show that peak occupancy is consistently reached at midday and is low to moderate however average daily occupancy is low, below 50% throughout 2023.

To address the potential lack of available parking in the study area, creating additional off-street public parking would necessitate both suitable land availability and funding. Currently, parking facilities in areas with paid on-street parking are funded from the revenues collected from paid parking. Therefore, to establish off-street parking facilities in the study area, implementing paid on-street parking would be necessary to generate funding for such initiatives. There is a high level of existing off-street supply that is available to the public or which businesses allocate to customers and/or employees (although not all businesses may have that option).

If paid parking is approved in the study area, parking fee revenues could become available to fund off-street parking initiatives. However, the cost and availability of suitable land for building a standalone parking facility will be a constraint and further analysis would be required to identify opportunities and the relative priority.

## **Curb-Side “Street” Parking Supply**

### **Description/Rationale**

The number of curbside parking spaces on any given block is influenced by a number of factors, including: location and number of accesses (driveways), location of transit stops, location of loading zones, and the type of parking provided (parallel or angle parking on one side or both sides of the street). By examining these factors it may be possible to increase the number of on-street parking spaces.

### **Applicability**

As part of the 2017 studies, a thorough analysis was undertaken to identify additional curbside parking opportunities. The result was 25 spaces added in different locations. The same process occurred for this update but with the understanding that the options had likely been largely exhausted.

As part of this process, staff investigated peak hour parking restrictions along the main business corridor with Traffic Services to determine if any were not required. As a result, nine additional on-street parking spaces were identified on the north side of Wellington Street West from Western Avenue to Carleton Avenue.

Following the change, staff will monitor traffic flow to assess if there are any issues that would require the restrictions to be reinstated.

Through the study process, staff re-engaged with the BIAs on the notion of reviewing Loading Zones along the commercial main street. This is something that was identified as an outcome to the 2017 studies but no momentum was established with the previous BIA administrations. Staff will look again at this and seek feedback from the BIAs to determine if any adjustments to the timing / location of the existing Loading Zones are feasible as a means of increasing the on-street parking capacity.

## **12.6 Agreements with Developers**

### **Description/Rationale**

Where parking supply is scarce relative to demand, there may be an opportunity to provide public parking as part of private developments. In contrast, an overabundance of parking may be addressed by reducing parking requirements for new developments.

Another option is to encourage developers to “unbundle” parking. Under such an approach, tenants and homeowners pay for parking separately from other costs - a practice which can reduce parking demand by presenting households with the full cost of parking.

### **Applicability**

At this time, developer agreements do not apply to the study area. The predominance of unpaid on-street parking in both Westboro and Wellington West has resulted in a lack of incentives for providing off-street public parking within private developments.

Opportunities to invest in adding public parking as part of development projects, and the necessity of this investment, will be further investigated if paid parking is implemented in the study area.

## **12.7 Zoning Provision Adjustments**

### **Description/Rationale**

The Zoning By-law establishes the amount of parking to be provided on a given site, generally as a function of the development type and size.

Minimum parking requirements have traditionally been set so that the majority of parking demand is accommodated on the site, minimizing impacts on adjacent streets. However, adjustments to minimum parking provisions are currently being considered as part of the City of Ottawa Zoning By-law review which will have the potential to impact both on-street parking demand as well as transit usage. As part of existing approaches, some municipalities also allow a reduction in the minimum parking requirements if the developer implements a travel demand management program.

Another strategy is to allow for shared parking between more than one land use. Such an approach recognizes that where the peak parking demand for adjacent developments occurs at different times, there may be opportunity to share parking, making more efficient use of urban space.

### **Applicability**

Before approving an application for variance or re-zoning in the study area, the associated parking implications should be carefully reviewed. This review should consider both the current parking situation, as well as any anticipated changes in parking supply and demand.

Intensification within the study area will increase the pressure on the existing supply of short-term public parking especially if the required number of residential, visitor or commercial parking spaces are reduced or not provided.

Many new developments are seeking exemptions to provide a reduction in the required number parking spaces. Depending on the situation, this could be a misalignment with the Municipal Parking Management Strategy which states that the City of Ottawa must, “provide and maintain an appropriate supply of affordable, secure, accessible, convenient, and appealing public parking”.

Furthermore, the existing parking supply is limited and intensification will only compound the existing parking pressures in the study area. Therefore, Parking Services will continue to comment on Minor Variance and Zoning By-law Amendment applications where a reduction parking is proposed. The data and findings from this study will help to inform and support those comments moving forward.

## **12.8 Curb-Side Parking Regulations**

### **Description/Rationale**

Changes in parking regulations may involve adjustments to:

- When parking time limits are in effect (hours / days of the week)
- The maximum parking duration

Parking regulations can be a key influence on parking turnover, which in turn influences the availability of spaces.

Similar to parking pricing, the maximum parking duration can vary by location, day of week, or time of day to ensure an adequate level of parking availability.

Changes in parking regulations may also be considered when there are resident/safety concerns that need to be resolved. These may pertain to such things as maintaining adequate sight lines or clarification of legal/illegal parking spaces.

### **Applicability**

The maximum parking time limit along the main business corridor is currently set at 90 minutes from 7:00 am to 7:00 pm seven days a week, aimed at driving parking turnover.

During consultations, a number of stakeholders expressed that the 90-minute limit is insufficient for running errands, dining at restaurants, or attending health and wellness appointments. Without paid on-street parking in the study area, 90 minutes remains the recommended maximum parking time limit.

However, introducing paid on-street parking would become the primary mechanism for driving turnover. As a result, the time limits along the entire business corridor could be extended to 2 hours. This adjustment would align with other commercial main streets in Ottawa that have paid on-street parking, ensuring continued consistency across the entire Kitchissippi area and providing visitors with increased time flexibility.

## **12.9 Enforcement Levels**

### **Description/Rationale**

Enforcement of parking regulations ensures that rules are being followed and is thus a key element of an equitable parking system. However, in commercial areas, aggressive enforcement may be counterproductive if it discourages people from visiting. As a result,



enforcement is most appropriate for addressing safety issues and ensuring availability of spaces in residential areas.

### **Applicability**

The parking duration data show a high number of vehicles staying past the maximum time limits. On average 33% of surveyed vehicles along the main business corridor were illegally parked exceeding the maximum 90-minute parking duration and 29% of vehicles parked on Danforth Avenue exceeding the maximum 3-hour parking duration.

If paid parking is approved in the study area enforcement actions could be focused on ensuring payment rather than overtime parking which is a resource-heavy exercise, particularly on a busy main street.

This increased efficiency could allow officers to cover more ground in the general area, allowing for more effective enforcement overall.

## **12.10 Parking Pricing Adjustments**

### **Description/Rationale**

Parking pricing is generally used to ensure the availability of parking in commercial areas and public off-street lots which in turn helps to support convenient and accessible short-term parking per the Municipal Parking Management Strategy.

In a performance-based system, rates are set to achieve certain objectives, such as a target occupancy level which is detailed in the Rate Setting Guidelines which are part of the MPMS. The goal is to maximize the use of on-street parking, yet still ensure an adequate number of vacant spaces at any given point in time. To achieve this goal, parking rates may vary by location, day of week, or time of day.

Per the Municipal Parking Management Strategy, the City of Ottawa refers to the peak period when assessing occupancy to determine appropriate rates. This is intended to ensure available parking at all times.

### **Applicability**

According to industry best practices, the ideal peak parking occupancy rate is 75-85%. At these levels, the usage of the spaces is optimized, and there is an appropriate amount of turnover to ensure that anybody arriving to find a parking space can readily do so at any given point in time. In addition to ensuring convenient and accessible parking, this also has the added benefit of reducing traffic in the vicinity by cutting down on the number of

people who are generating traffic as they circle through an area in search of a parking space.

"Practical capacity", where 85% of parking spaces are occupied, is the maximum ideal peak occupancy rate. Once peak parking occupancy rates exceed 85%, there are no longer 1-2 spaces available per block on average, and drivers will begin circulating in search of convenient parking or leave the area altogether. The Rate Setting Guidelines, as described in the MPMS, suggest that where peak parking rates exceed 85%, then the area is warranted for paid parking as a means of influencing parking duration and increasing availability.

Parking occupancy data relative to the levels of demand in the study area along the main business corridor demonstrates that there are significant issues with the availability of parking at the busiest times. Peak parking occupancy rates consistently exceeded practical capacity in most of the surveyed parking sectors during each data collection point, and time indicating the need for paid parking to be part of the parking management approach across the study area.

Moreover, when comparing the main street of these two areas with data collected from other commercial areas during the same general timeframe, it becomes apparent that parking along the main business corridor is among the highest demand locations in the city for on-street parking.

Based on the data collected in this study, implementing paid parking on Richmond Road, Wellington Street West, and Somerset Street West between Broadview Avenue and the O-Train tracks is justified according to the criteria outlined in the MPMS, as well as industry best practices. This move would ensure better availability of parking at all times and would ensure consistency with other commercial areas of the city.

In the council-approved 2019 MPMS, staff can implement paid parking if concurrence is reached between the Ward Councillor and any impacted Business Improvement Areas and community associations. In cases where complete concurrence is not achieved, City Council will be asked to approve moving forward with implementing paid parking.

Throughout the study process, opposition to paid parking was voiced by various stakeholders and respondents. Those opposing paid parking expressed concerns about its potential impacts on businesses, fearing that it could act as a deterrent for customers. Additionally, there were concerns about spillover parking onto residential streets as drivers avoid paid parking leading to congestion in nearby residential areas. These

concerns highlight the complexity of implementing paid parking and the need to carefully consider the implications for both businesses and residential communities.

To this point, concurrence with on-street paid parking has not been reached which means that Council approval will be required.

### **12.11 Off-Street Parking Visibility / Promotion**

#### **Description/Rationale**

In cases where the off-street parking supply is underutilized it may be appropriate to implement signage or other marketing measures, to increase the viability of the off-street parking space supply.

#### **Applicability**

Staff will continue to work with the Business Improvement Areas to identify opportunities for improved signage and enhanced accessibility to off-street parking lots in nearby areas.

## 13 Recommendations

Following the application of the Parking Management Toolbox, the following recommendations have been identified to follow on from this study:

1. Adjust the regulations on Wellington Street West between Western Avenue and Carleton Avenue to permit peak hour parking which will add nine spaces between the hours of 3:30 pm and 5:30 pm. This change will be monitored to ensure any corresponding impacts on traffic flow are manageable.
2. Work with the BIAs to adjust Loading Zones (timing / location) to better optimize the curb space along and in proximity to the commercial main street.
3. For Council's approval, implement paid parking in alignment with the following parameters:
  - Locations:
    - Richmond Road from Broadview Avenue to Island Park Drive
    - Wellington Street West from Island Park Drive to Garland Street
    - Somerset Street West from Garland Street to Breezehill Avenue North
    - Danforth Avenue from Roosevelt Avenue to Churchill Avenue
    - Churchill Avenue from Scott Street to Byron Avenue
    - Holland Avenue from Spencer Street to Wellington Street West
    - Side streets immediately adjacent to the above mentioned streets to the extent there is continuity of commercial property (to be assessed on a street-by-street basis, but typically the equivalent of 1-3 parking spaces)
  - The cost to park will be set at an "introductory rate" of \$3.00 per hour and the area will be divided into zones for the purpose of monitoring demand and adjusting rates in alignment with the Municipal Parking Management Strategy Rate Setting Guidelines.

- Days and hours of paid parking are still to be determined and will be in alignment with both the Rate Setting Guidelines and the upcoming consistency review that will be presented to Transportation Committee and Council as a new report in Q1 2025.
  - Implementation to occur no earlier than Q2 2025 to allow for planning, the development of a corresponding communications plan and the need to secure the required equipment.
4. Increase the time limit in all spaces that have been identified for paid parking (per recommendation #2 above) to 2-hours.
  5. Continue to provide comment on minor variance and Zoning By-law amendment applications.
  6. Share the results of this study with other City of Ottawa departments, including Planning Services.
  7. Work with each BIA towards identifying opportunities to leverage and promote existing nearby off-street lots
  8. Support and promote alternate modes of transportation through pursuing additional standard bike parking options, secure bike parking, and micro-mobility connections.

## **Appendix A – Previous Parking Studies**

### Conclusions, Recommendations, Results, and Study Area

#### **Previous Westboro Parking Studies**

##### **Richmond Road Parking Study (1978)**

RMOC conducted this Westboro parking study in 1978. The study area was along Richmond Road from Golden Avenue to Island Park Drive with about 125 meters north and south. The maximum capacity of the study area was 487 parking spaces.

Data collection on a weekday only in June found that:

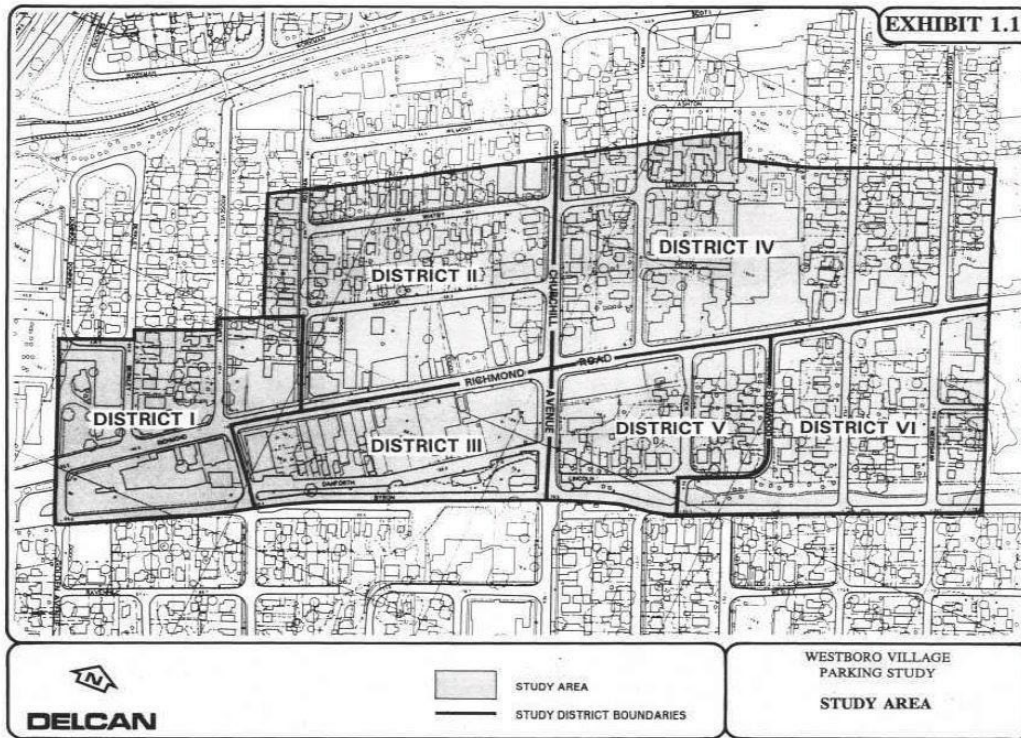
- The average occupancy was 38%
- The peak occupancy was 49%
- The average parking duration was about 55 minutes
- Turnover during the study period was 3.3
- Peak occupancy was at 12:30 pm

Conclusions and Recommendations:

- Parking capacity is sufficient
- Have employees use off-street facilities
- Make off-street parking signage clearer
- Redistribute or share off-street lots by employees
- Close Danforth at Churchill and consolidate City Parking Authority
- Implement parking meters on curb faces of high parking demand and turnover

##### **Westboro Village Parking Study (1991)**

Delcan conducted this parking study in Westboro in 1991 in attempt to capture the “area of influence” of the Westboro BIA. The study area was roughly one to two blocks north and south of Richmond Road from Golden Avenue to Tweedsmuir Avenue.



The maximum capacity of the study area was 349 parking spaces.

Data collection on a weekday only in June found that:

- The average occupancy was 51% during the day and 41% in the evening
- The peak occupancy was 62% during the day and 45% in the evening
- The average parking duration was about 66 minutes on a weekday
- Turnover during the study period was 3.5 on a weekday
- Peak occupancy was from 12:30 pm – 1:00 pm

Conclusions and Recommendations:

- Parking capacity is sufficient but employees are using too many on-street parking spaces
- All off-street lots are private
- All parking is below practical capacity
- There may be demand for short-term parking greater than one hour
- Install one-hour parking meters along Richmond Road from Golden Avenue to Tweedsmuir Avenue to increase turnover

- Add one or more City operated metered short-term surface lots
- Improve visibility and signage of off-street lots

### Focus Area Analysis: Westboro Village Parking Study (1993)

Delcan conducted this parking study in Westboro in 1993 with the use of the 1991 parking study data to focus only on the geographical boundaries of the BIA. The study area was comprised of the BIA only.

1993 Study Area

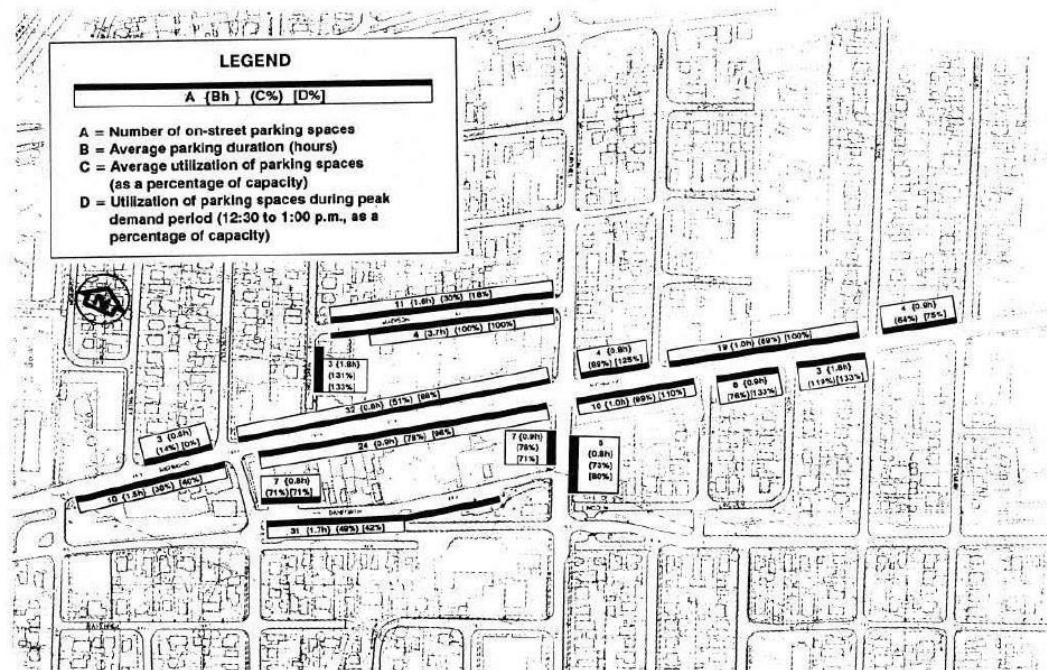


Exhibit 2

On-street Parking Utilization and Duration During Business Hours: Block-faces

The maximum capacity was 183 parking spaces.

Data collection on a weekday only in June found that:

- The average occupancy was 64% during the day and 52% in the evening
- The peak occupancy was 78% during the day and 61% in the evening
- The average parking duration was about 60 minutes on a weekday
- Turnover during the study period was 3.5 on a weekday
- Peak occupancy was from 12:30 pm – 1:00 pm and 4:30 pm – 5:00 pm



## Conclusions and Recommendations:

- Parking capacity is sufficient
- The original 1991 study better reflects parking in the area
- Conclusions in the 1991 report are upheld
- On-street parking occupancy is below functional capacity
- Some responses from the business survey indicated more long-term parking is needed for employees
- Half of the responses to the business survey said public parking was adequate while the other half said it was inadequate

## Westboro Village Parking Study (November 6, 1997)

The City of Ottawa conducted this parking study in Westboro in 1997. The study area is smaller than the current study area, with boundaries from Madison Street to the North, Tweedsmuir Avenue to the East, Danforth Avenue to the South, and Golden Avenue to the West.









1997 Study Area

## Westboro Village Parking Study

FIGURE 1: Study Area, Blocks, Block Faces And Parking Regulations



### Legend

	Parking 1 Hour 7 am to 7 pm	 Block
	Bus Zone - No Stopping	 Block Face
	No Parking 9am to 4 pm Monday to Friday	
	No Stopping 3:30pm to 5:30pm	
	Unsigned 3 hour Parking	
	No Parking	

-2-

There were a maximum of 220 parking spaces total on weekdays and 234 on weekends.

Data collection in October found that:

- The average utilization was 47% on a weekday and 54% on the weekend
- The ½ hour peak (between 12:30 pm to 1:00 pm) was 54% on a weekday and 57.8% on the weekend
- Turnover ranged from 1.3 to 3.6 cars/space on a weekday and 0.43 to 5 cars/space on the weekend
- The average duration was 1 hour on a weekday and 1.1 hours on the weekend
- On weekdays, 82% parked for less than an hour
- On weekends, 79% parked for less than an hour
- About 18% overall parked longer than the posted regulations permit
- At no time was parking unavailable within the study area
- Parking not immediately visible from Richmond Road had the lowest occupancy
- Off-street parking did not seem to be well utilized

Conclusions and Recommendations:

- Mid-term parking (1 to 3 hours) is inconveniently located
- Add directional signage to better advertize the longer-term parking
- Develop an off-street parking facility with access directly from Richmond Road when parking demand is sufficient
- Add metered parking on Richmond Road between Athlone Avenue and Roosevelt Avenue on the north side and Athlone Avenue and Golden on the south side
- Regulatory enforcement should be carried out daily
- A further study should not be conducted in this area until physical facilities have been altered, evidence of new parking issues arise, or major steps have been taken to influence the behaviour of motorists' parking habit

### **Westboro Village Parking Study (2003)**

The City of Ottawa conducted this parking study in Westboro in 2003. The study area is smaller than the current study area, going along Richmond Road from Golden Avenue to Tweedsmuir with an average of 150 meters both North and South.

### Exhibit 1: Study Area



..... Study Boundary

An inventory in May found a maximum of 205 on-street parking spaces total, reduced to 199 spaces on weekdays from 3:30 pm to 5:30 pm.

Data collection in June found that:

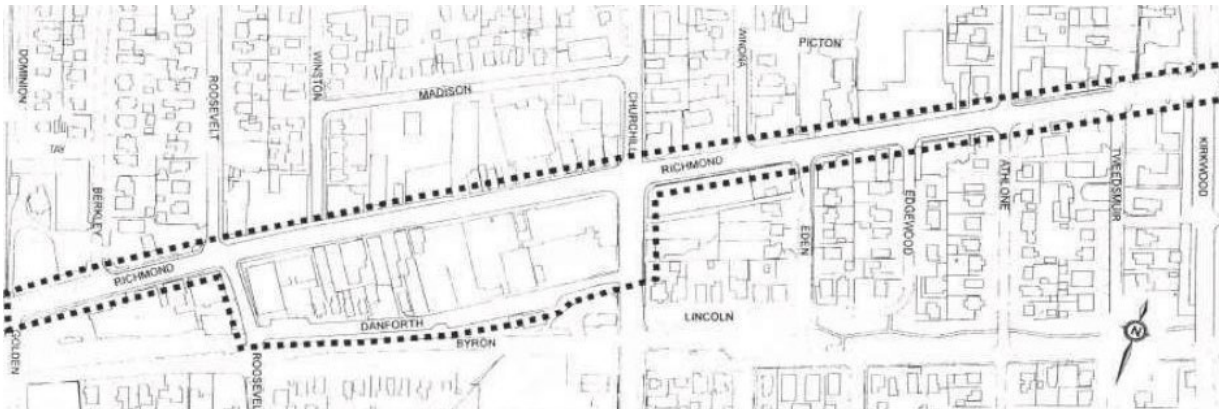
- The average parking duration was about 56 minutes
- Only four of the 33 block faces had an average occupancy over 90% on a weekday, and only one of the 33 on the weekend
- On average, peak occupancy occurred around lunchtime at 85%
- 64% of spaces on a weekday and 82% of spaces on the weekend experienced utilization over 90% for most of the day
- On average 6.5% of cars parked illegally
- Parking demand is slightly higher on weekends compared to weekdays
- Parking demand created by employees and customers since most stores don't offer their own parking

Conclusions and Recommendations:

- The parking situation is not critical
- Delimit the parking spaces along Richmond Road since many vehicles occupied more than one space
- Install parking meters along Richmond Road to increase turnover and discourage employees and employers from parking

## License Plate Survey Richmond Road and Danforth Avenue Westboro Village (2005)

The City of Ottawa conducted this parking study in Westboro in 2005. The study area was smaller than the current study area but bigger than the previous years, going along Richmond Road from Golden Avenue to Kirkwood Avenue with an average of 150 meters both North and South.



There was a maximum of 228 on-street parking spaces total.

Data collection in May found that:

- The average parking duration was 48 minutes on Richmond Road (max. 1 hour parking) and 62 minutes on Danforth Avenue (max. 3 hour parking)
- In the Core Area of the Westboro Village the ½ Hour Vehicle Occupancy exceeds 85% between 12:00 pm to 1:00 pm on a weekday and 10:30 am to 4:00 pm on the weekend
- In the study area the ½ Hour Vehicle Occupancy does not exceed 85% at all
- The average occupancy on Richmond Road is 48% on a weekday and 66% on the weekend
- The average occupancy on Danforth is 65% on a weekday and 88% on the weekend
- The average turnover per parking space was 5.6 on a weekday and 6.5 on the weekend
- Long-term parking encroachment of employers and employees were not noticeable along Richmond Road
- The weekday occupancy in the core is virtually at practical capacity during its peak period
- The weekend occupancy exceeds practical capacity most of the time

- Peak hours were between 12:00 pm to 1:00 pm

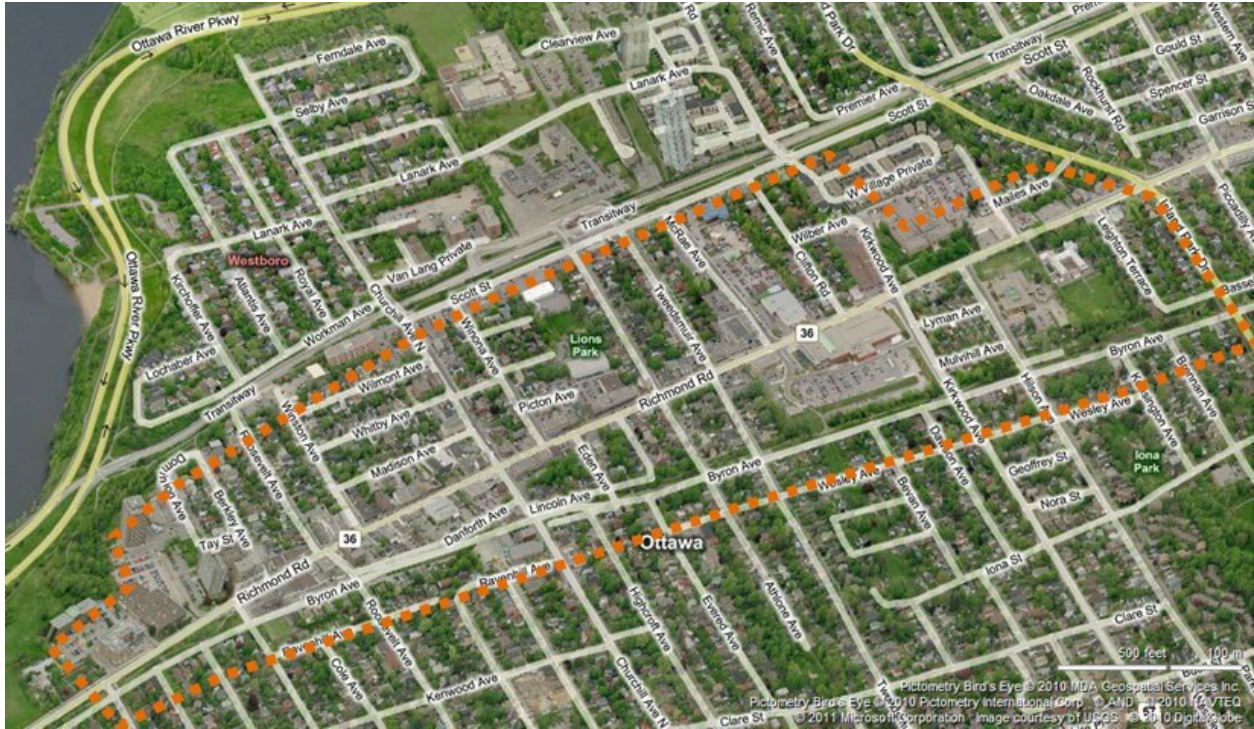
#### Conclusions and Recommendations:

- The overall supply of spaces is adequate in the study area
- Overall parking characteristics changed very little between this study and the study conducted in 2003
- On-street parking situation has intensified particularly in the Core Area on Richmond Road between Roosevelt Avenue and Athlone Avenue, and on Danforth Avenue
- Add on-street meters or pay-and-display machines in the Core Area
- Development of an off-street facility should be considered
- The parking situation should be reviewed on a regular basis to make sure average parking does not exceed one hour and the turnover rate is no less than 6.5 vehicles/space on Saturdays
- On-street delineation of bus zones should be improved to prevent illegal parking
- Loading zone designations should be considered in cooperation with the Westboro BIA

#### **Westboro Local Area Parking Study (December 12, 2012)**

Delcan conducted this parking study in 2012 to identify community parking issues; provide more detailed information and analyses of the existing and projected parking supply, demand and patterns; identify candidate parking solutions; and propose an action plan.

The study area included Richmond Road between Golden Avenue and Kirkwood Avenue, along with the side streets that are within approximately 150 m distance from Richmond Road. The side streets on which parking data was recorded includes: McRae; Tweedsmuir; Athlone; Madison; Winona; Churchill; Edgewood; Eden; Danforth; and Golden.



There were a maximum of 225 parking spaces along Richmond Road.

Data collection in found that:

- In general, the occupancy ranged from 50% to 85%, although it exceeded 85% in certain areas such as Richmond Road between Churchill and Roosevelt
- The average max time to turnover was 6.3 hours on a weekday and 5.3 hours on the weekend
- On average, about 24% of cars parked in the area were violators
- On a weekday, 12 of the 28 blocks exhibited usage over 85% for more than four hours in a day while the weekend had only seven of the 28
- Most roads exhibit a turnover consistent with the signed regulations
- On a weekday, the average minimum occupancy was 19% and the maximum was 80%
- On the weekend, the average minimum occupancy was 27% and the maximum was 80%
- The average maximum amount of time parked was 6.3 hours on a weekday (longest parked was 12.5 hours) and 5.3 hours on the weekend (longest parked was 9 hours)

## Conclusions and Recommendations:

- There are parking issues within the Westboro community
- When practical parking capacity for an area has been exceeded, adding new off-street space and introducing paid parking should be considered
- On-going monitoring of the parking utilization is suggested
- A review of the Fall 2011 data suggests that increasing the parking duration may increase occupancy over 85% for longer periods
- Consider implementing a 1.5 or 2 hour maximum on streets where occupancy is currently low
- Continue to adjust parking regulations on residential streets in consultation with residents
- In collaboration with the BIA, review the current policy regarding provision of way findings signs to off-street paid parking lots that are privately owned/managed
- Lower the existing 3 hour regulation on Danforth
- Monitor the effectiveness of the new signage on Golden Avenue
- Continue to implement the solutions identified within the Transportation Management Implementation Plan for Richmond Road/Westboro

### **Westboro Local Area Parking Study (2017)**

The purpose of this study was to provide an update on the parking situation in Westboro since the previous study was completed in 2012.

The study area is bounded by Scott Street in the north, Kenwood Avenue / Wesley Avenue / and Byron Avenue in the south, Broadview Avenue in the west, and Island Park Drive in the east.



Data collection found that:

- Average daily weekday occupancy was 82% and ranged between 68% and 94% on Richmond Road west of Tweedsmuir Avenue, exceeding 85% during midday, afternoon, and evening collections between Churchill and Golden.
- Average daily weekday occupancy was 34% and ranged between 22% and 45% on Richmond Road east of Tweedsmuir Avenue.
- Average daily weekend occupancy was 73% and ranged between 52% and 89% on Richmond Road west of Tweedsmuir Avenue exceeding 85% during midday, afternoon, and evening collections between Churchill and Golden.
- Average daily weekday occupancy was 28% and ranged between 17% and 41% on Richmond Road east of Tweedsmuir Avenue.
- Danforth Avenue is consistently over practical capacity of 85% and at times exceeds parking capacity.
- Overall parking occupancy off Richmond Road in the residential area is low to moderate throughout the week.



- Occupancy on the side streets right off of Richmond Road for one block are low to moderate indicating there is spillover from onto the side streets in both areas.
- The majority of drivers are parking for 30 minutes on Richmond Road for both areas.
- Approximately 33% of drivers are staying past the 1-hour time limit west of Tweedsmuir Avenue throughout the week.
- Approximately 23% of drivers are staying past the 1-hour time limit east of Tweedsmuir Avenue.
- On average, about 28% of cars parked in the area were violators.

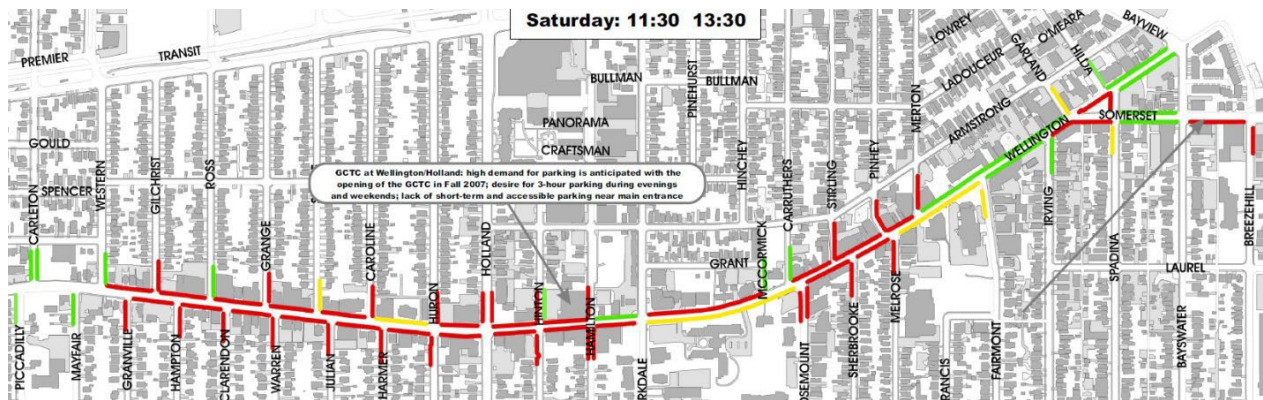
#### Conclusions and Recommendations:

- There are parking issues within the Westboro community.
- Install a new green “P” wayfinding signs at Westboro Station and on Kirkwood Avenue to promote additional parking.
- Increase the number of curb-side parking spaces on Kirkwood Avenue, Madison Avenue, and Athlone Avenue.
- Implement a 90-minute maximum parking time limit from 7:00am – 7:00pm along Richmond Road.
- Consolidate loading zones and reduce the times they are in effect.
- Request additional enforcement along Richmond Road with regards to time limits.

### **Previous Wellington West Parking Studies**

#### **Wellington Street West Functional Design Transportation and Parking Study (2007)**

A parking demand survey for the *Wellington Street West Functional Design Transportation and Parking Study (2007)* was conducted in December 2006 by Delcan. The study area included Wellington Street West from Bayview Avenue to Piccadilly Avenue and Somerset Street West from Wellington Street West to Breezehill Avenue. The side streets were also included along Wellington Street West and Somerset Street West up to a distance of 50 metres (see the Map below).



The purpose of the parking study was to provide an indication of on-street parking demand “hot spots” along the Corridor during several time slices throughout the day. The survey also considered the demand for parking on side streets, although only approximately 50 m back from Wellington Street.

The on-street parking supply within the Corridor varied between approximately 265 spaces (AM peak) and 310 spaces (off peaks). On-street parking on the side streets (50 m back from the Corridor only) offered an additional 140 spaces.

Parking demand data, on a block face basis, were collected during the following four time periods:

- Saturday, 16 December 2006: 11:30 – 13:30 (peak demand for parking);
- Wednesday, 20 December 2006: 7:30 – 10:30 (morning peak travel demand);
- Wednesday, 20 December 2006: 11:30 – 14:30 (peak demand for parking); and
- Wednesday, 20 December 2006: 15:30 – 18:30 (afternoon peak travel demand).

For each block face, the ratio of parking demand to supply was computed. Three categories of parking utilization were defined: 0 to 49%; 50% to 79%; and 80% to 100%. The parking demand data showed that:

- During the Saturday peak, 80% to 100% utilization was observed for the majority of the on-street parking supply segments. On each of the north and south sides of Wellington Street, four segments are noted to have utilization less than 80%. Most of these segments are located west of Parkdale Avenue. High parking utilization was also observed for most of the side streets.
- During the weekday morning peak, parking utilization was generally less than 80% throughout the Corridor. Only on four segments was the on-street parking

utilization 80% to 100%, and all the four of these segments are sited west of Holland Avenue. Lower utilization was recorded for bulk of the side streets.

- During the weekday afternoon peak, conditions are noted to be similar to the Saturday peak with generally high utilization of the on-street parking supply. Utilization of less than 80% was noted on Wellington Street between Parkdale Avenue and Rosemount Avenue, and east of Fairmont Avenue. Utilization of greater than 80% was noted for most of the side streets on south side of Wellington, while the majority of the side streets on north side of Wellington Street were reported to have utilization of less than 80%.
- During the weekday midday peak, utilization of greater than 80% was observed for almost all the segments (Corridor and side streets) west of Parkdale Avenue. For most of the segments east of Parkdale Avenue, utilization was typically less than 80%. Notable exceptions include on the north side of the Corridor between Carruthers Avenue and Merton Street.

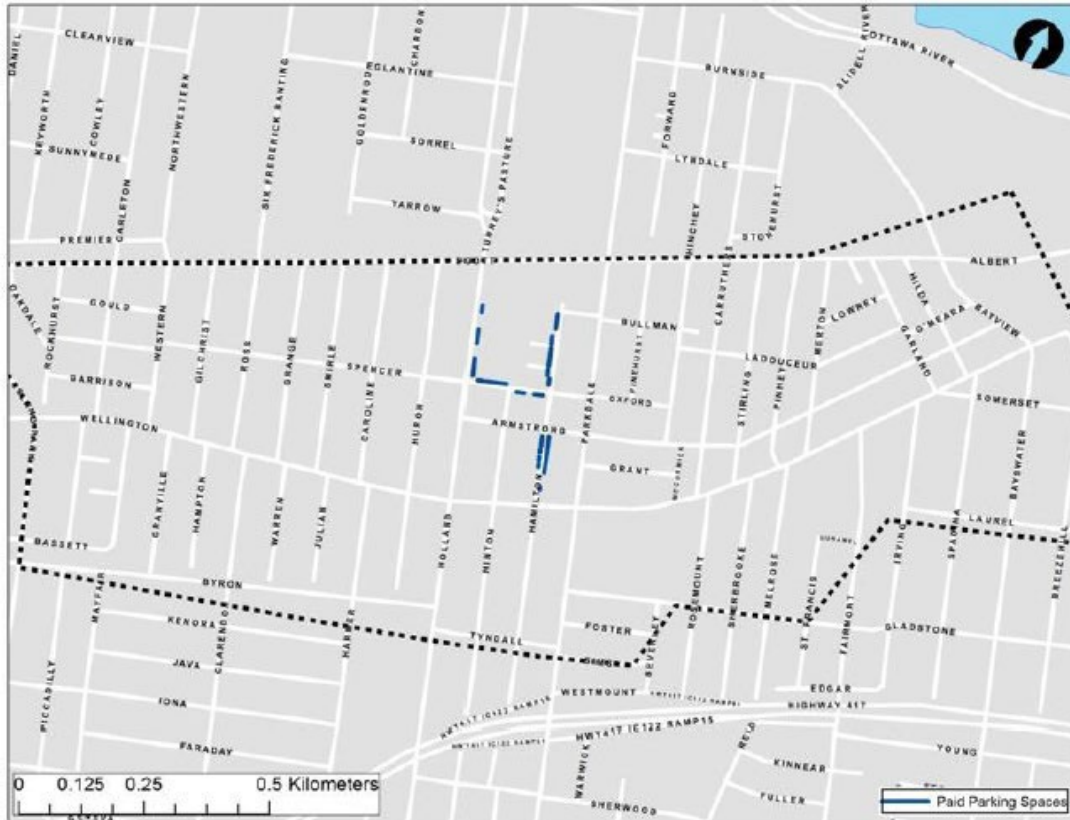
Conclusions and recommendations that stemmed from the Transportation and Parking Study included:

- The existing on-street parking supply is comprised of approximately 310 spaces along the Corridor, and that additional supply is available on the side streets. There are peak period parking restrictions that reduce the available on-street supply to approximately 265 spaces. Utilization of the current supply is highest (between 80% and 100%) for much of the Corridor during the Saturday and weekday afternoon and midday peak periods.
- Proposed curb extensions will impact the number of on-street parking spaces by reducing the parking supply by 79 parking spaces (-54 parking spaces along Wellington Street West and -24 parking spaces along the side streets) from 449 parking spaces to 371 parking spaces (17% parking supply reduction).

### **Wellington West Local Area Parking Study (2017)**

The purpose of this study was to ensure parking issues are properly accounted for and addressed since the area has experienced, and has high potential for, development and intensification.

The study area is bounded by Scott Street in the north, Byron Avenue / Tyndall Street / Sims Avenue / Gladstone Avenue / Laurel Street in the south, Island Park Drive in the west, and the O-Train tracks in the east.



Data collection found that:

- Average daily weekday occupancy was 67% and ranged between 64% and 74% on Wellington Street West, west of Parkdale Avenue.
- Average daily weekday occupancy was 65% and ranged between 59% and 68% on Wellington Street West, east of Parkdale Avenue.
- Average daily weekend occupancy was 65% and ranged between 46% and 69% on Wellington Street West, west of Parkdale Avenue.
- Average daily weekday occupancy was 60% and ranged between 47% and 72% on Wellington Street West, east of Parkdale Avenue.
- Overall parking occupancy off Wellington Street West in the residential area is low throughout the week.
- Occupancy on the side streets right off of Wellington Street West / Somerset Street West for one block are moderate to high.
- The majority of drivers are parking for 30 minutes on Wellington Street West / Somerset Street West throughout the week.
- 16% of drivers are staying past the 1.5-hour maximum time limit West of Parkdale Avenue on weekdays.

- 10% of drivers are staying past the 2-hour maximum parking time limit East of Parkdale Avenue on weekdays.
- 3% of drivers are staying past the 3-hour maximum time limit West of Parkdale Avenue on Saturday.
- 7% of drivers are staying past the 3-hour maximum parking time limit East of Parkdale Avenue on Saturday.
- The travel survey suggests that many of these long-term parkers are likely employees.
- On average, about 13% of cars parked during the weekday were violators.

#### Conclusions and Recommendations:

- Install a new green “P” wayfinding signs at the Parkdale Market as well and for the on-street spaces on Hamilton Avenue North between Wellington and Armstrong.
- Implement a 90-minute maximum parking time limit from 7:00am – 7:00pm along Wellington Street West.
- Reduce parking time limits along Breezehill Avenue North from 3 hours to 2 hours from Bayswater Avenue to the dead end.
- Increase time limits where there is paid parking:
  - From 1 hour to 2 hours on Holland Avenue
  - From 2 hours to 3 hours on Spencer Street and Hamilton Avenue North
- Implement a 1-hour parking regulation along the east side of Hamilton Avenue North from Armstrong Street Oxford Street.
- Reduce the time limit from 3 hours to 2 hours along McCormick Street from Wellington Street West to Armstrong Street.
- Introduce a no-parking sign near the intersection of Huron Avenue North and Wellington Street West to clarify that there is a 9 meter no-parking restriction near the intersection.
- Request enforcement for overtime parking along Wellington Street West.
- Request additional enforcement at the no-parking zone located at Ross Avenue / Wellington Street West.
- Reduce parking rates on Hamilton Avenue North and Spencer Street to \$1.50 per hour (north of Spencer Street).
- Remove paid parking on Saturday on Holland Avenue.  
Consolidate loading zones and reduce the times they are in effect.

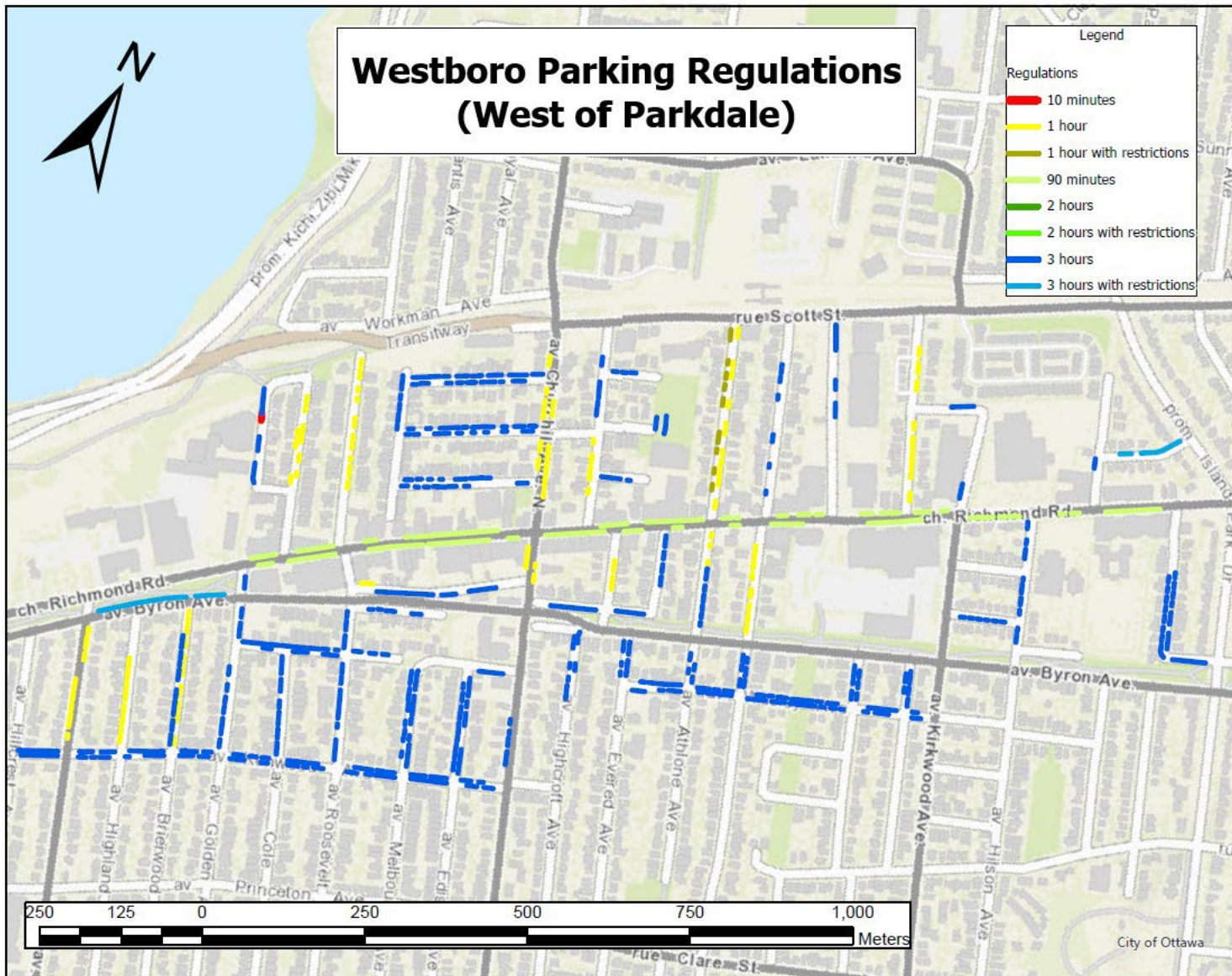
## Appendix B – Development Applications

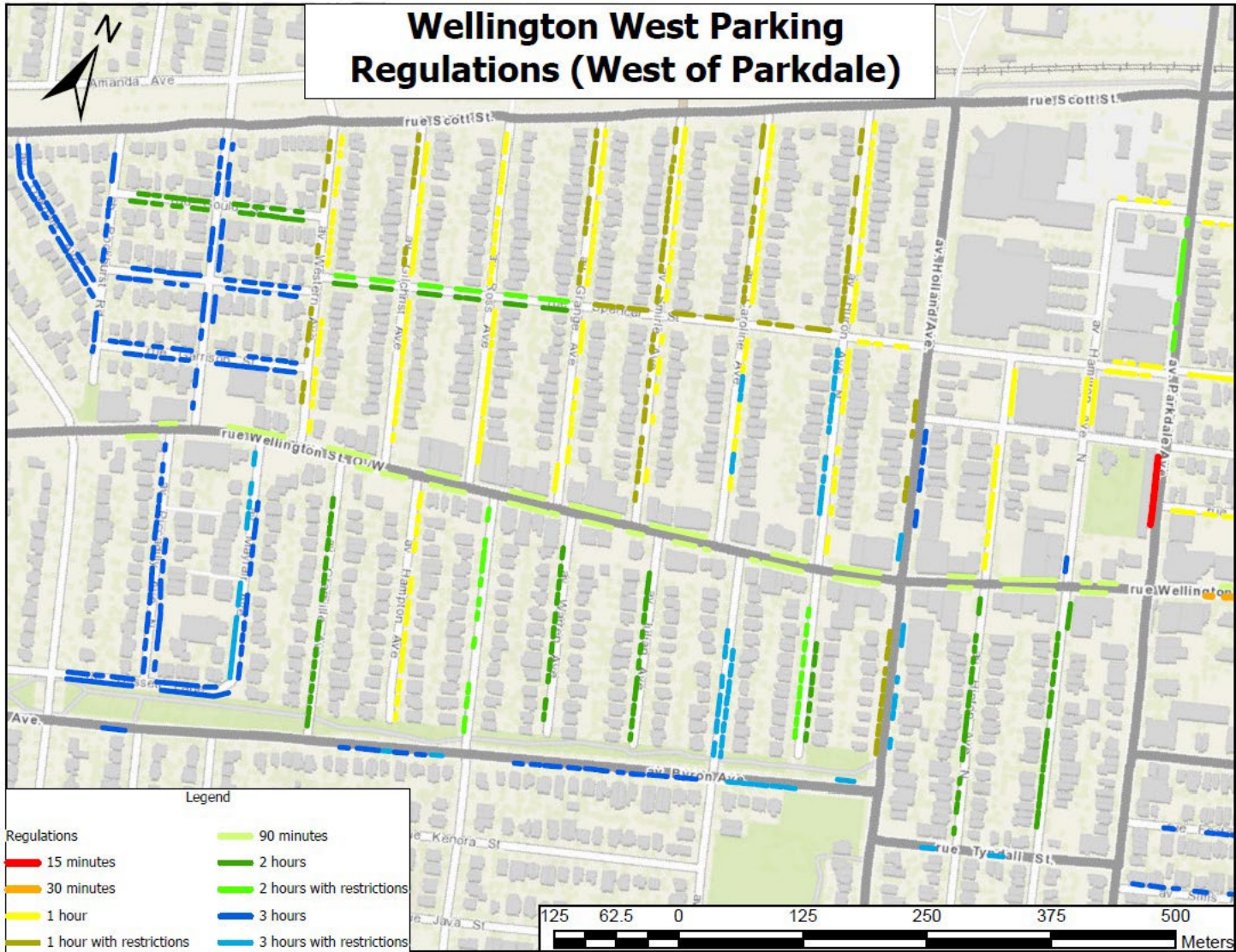
Study Area	Application No.	Application Date	Application Type	Address	Residential Units	Resident Parking	Visitor Parking	Bike Parking
Westboro	D07-12-21-0037	2021-Mar-19	Site Plan Control	295 ASHTON	331	183	30	167
Westboro	D07-12-23-0019	2023-Feb-23	Site Plan Control	318 ATHLONE	856	358	60	630
Westboro	D07-12-22-0086	2022-May-24	Site Plan Control	436 ATHLONE	16	0	0	0
Westboro	D02-02-22-0037	2022-Apr-22	Zoning By-law Amendment	314 ATHLONE	822	479	88	441
Westboro	D07-12-17-0052	2017-May-01	Site Plan Control	266 BYRON	8	6	0	0
Westboro	D01-01-22-0011	2022-Oct-25	Official Plan Amendment	424 CHURCHILL	58	31	0	50
Westboro	D02-02-19-0037	2019-Apr-09	Site Plan Control	433 CHURCHILL	73	39	6	46
Westboro	D07-12-22-0074	2022-May-04	Site Plan Control	439 CHURCHILL	4	2	0	0
Westboro	D02-02-20-0089	2020-Sep-23	Zoning By-law Amendment	316 CLIFTON	29	29	0	0
Westboro	D07-12-20-0140	2020-Oct-30	Site Plan Control	349 DANFORTH	13	4	0	0
Westboro	D02-02-19-0074	2019-Jun-21	Zoning By-law Amendment	300 ELMGROVE	12	4	0	0
Westboro	D01-01-19-0008	2019-Apr-17	Official Plan Amendment	89 RICHMOND	14	0	0	0
Westboro	D07-12-23-0005	2023-Jan-24	Site Plan Control	235 RICHMOND	184	112	18	100
Westboro	D07-12-22-0082	2022-May-16	Site Plan Control	70 RICHMOND	88	71	0	88
Westboro	D07-12-18-0192	2018-Dec-17	Site Plan Control	190 RICHMOND	252	109	0	0
Westboro	D07-12-19-0086	2019-May-24	Site Plan Control	114 RICHMOND	187	181	0	170
Westboro	D07-12-22-0067	2022-Apr-25	Site Plan Control	403 RICHMOND	141	93	15	156
Westboro	D07-12-19-0067	2019-Apr-17	Site Plan Control	89 RICHMOND	14	0	0	0
Westboro	D07-12-17-0134	2017-Oct-13	Site Plan Control	386 RICHMOND	16	0	0	0
Westboro	D07-12-20-0081	2020-Jun-17	Site Plan Control	319 RICHMOND	177	93	17	179
Westboro	D07-12-21-0179	2021-Oct-27	Site Plan Control	249 RICHMOND	87	98	0	196
Westboro	D01-01-20-0015	2020-Aug-28	Official Plan Amendment	389 ROOSEVELT	170	91	16	145
Westboro	D01-01-20-0013	2020-Aug-05	Official Plan Amendment	335 ROOSEVELT	263	0	0	0
Westboro	D07-12-17-0179	2017-Dec-22	Site Plan Control	342 ROOSEVELT	25	0	0	0
Westboro	D07-12-17-0171	2017-Dec-20	Site Plan Control	398 ROOSEVELT	28	49	0	14
Westboro	D07-12-22-0094	2022-Jun-03	Site Plan Control	78 ROSEMOUNT	12	0	0	0

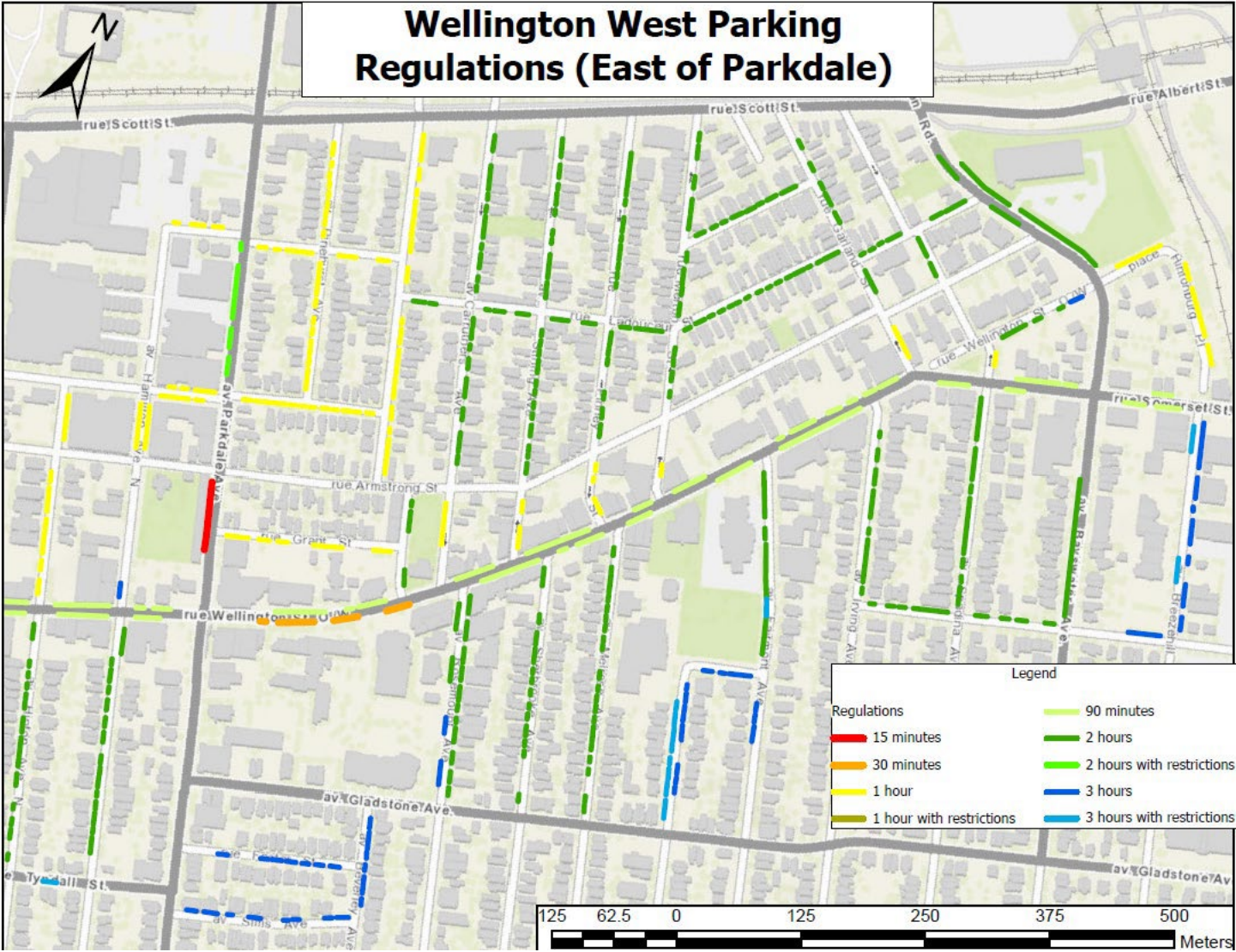
Westboro	D07-12-22-0087	2022-May-24	Site Plan Control	368 TWEEDSMUIR	16	0	0	0
Westboro	D07-12-20-0035	2020-Apr-02	Site Plan Control	315 TWEEDSMUIR	318	155	30	163
Westboro	D02-02-19-0011	2019-Jan-28	Zoning By-law Amendment	341 TWEEDSMUIR	8	0	0	0
Westboro	D02-02-17-0127	2017-Dec-21	Zoning By-law Amendment	403 TWEEDSMUIR	21	25	0	0
Westboro	D07-12-18-0200	2018-Dec-21	Site Plan Control	348 WINONA	18	8	0	0
Westboro	D07-12-22-0154	2022-Oct-27	Site Plan Control	377 WINONA	60	13	5	36
Westboro	D07-12-19-0167	2019-Oct-04	Site Plan Control	328 WINONA	254	138	0	0
Westboro	D02-02-22-0056	2022-Jun-09	Zoning By-law Amendment	366 WINONA	8	0	0	0
Westboro	D07-12-21-0028	2021-Mar-03	Site Plan Control	397 WINSTON	42	18	0	23
Westboro	D07-12-22-0107	2022-Jul-07	Site Plan Control	522 LOWER BYRON	18	0	0	9
<b>Total Westboro</b>					<b>4,643</b>	<b>2,389</b>	<b>285</b>	<b>2,613</b>
Wellington West	D07-12-21-0228	2021-Dec-21	Site Plan Control	26 ARMSTRONG	252	117	24	291
Wellington West	D07-12-22-0162	2022-Nov-15	Site Plan Control	179 ARMSTRONG	33	0	0	18
Wellington West	D07-12-20-0090	2020-Jul-03	Site Plan Control	177 ARMSTRONG	18	0	0	17
Wellington West	D07-12-22-0120	2022-Aug-03	Site Plan Control	211 ARMSTRONG	12	0	0	6
Wellington West	D02-02-22-0043	2022-May-03	Zoning By-law Amendment	262 ARMSTRONG	3	0	0	6
Wellington West	D02-02-18-0032	2018-Apr-11	Zoning By-law Amendment	107 ARMSTRONG	4	4	0	0
Wellington West	D07-12-21-0090	2021-Jun-22	Site Plan Control	54 BAYSWATER	40	18	0	50
Wellington West	D07-12-22-0121	2022-Aug-16	Site Plan Control	178 CARRUTHERS	21	14	5	0
Wellington West	D07-12-17-0074	2017-Jun-08	Site Plan Control	175 CARRUTHERS	199	109	23	22
Wellington West	D08-02-18-0117	2018-May-16	Zoning By-law Amendment	248 CARRUTHERS	3	0	2	0
Wellington West	D07-12-18-0163	2018-Oct-30	Site Plan Control	258 CARRUTHERS	16	0	0	16
Wellington West	D08-01-21-0288	2021-Oct-06	Zoning By-law Amendment	266 CARRUTHERS	3	3	0	0
Wellington West	D07-12-20-0106	2020-Aug-11	Site Plan Control	52 GARLAND	12	0	0	0
Wellington West	D02-02-19-0129	2019-Oct-24	Zoning By-law Amendment	25 GRANT	8	2	0	0
Wellington West	D07-12-18-0185	2018-Dec-11	Site Plan Control	16 HAMILTON	75	50	8	40
Wellington West	D07-04-19-0016	2019-May-13	Plan of Condominium	12 HAMILTON	25	0	0	0
Wellington West	D07-12-20-0030	2020-Mar-25	Site Plan Control	250 HINCHEY	16	0	0	0
Wellington West	D07-12-22-0062	2022-Apr-19	Site Plan Control	243 HINCHEY	16	0	0	0
Wellington West	D07-12-20-0062	2020-May-15	Site Plan Control	84 HINTON	134	13	0	70

Wellington West	D07-12-18-0044	2018-Mar-27	Site Plan Control	83 HINTON	30	0	0	0
Wellington West	D07-12-20-0154	2020-Nov-16	Site Plan Control	157 HOLLAND	12	0	0	12
Wellington West	D07-12-17-0001	2017-Jan-09	Site Plan Control	69 HOLLAND	56	10	0	23
Wellington West	D07-12-19-0038	2019-Mar-13	Site Plan Control	136 HOLLAND	5	4	0	0
Wellington West	D07-12-21-0180	2021-Oct-28	Site Plan Control	91 HOLLAND	32	0	4	28
Wellington West	D07-12-22-0081	2022-May-16	Site Plan Control	157 HURON	2	0	0	2
Wellington West	D07-08-18-0011	2018-Apr-26	Part Lot Control	37 LADOUCEUR	6	0	0	0
Wellington West	D07-08-18-0009	2018-Apr-09	Part Lot Control	71 MERTON	4	4	0	0
Wellington West	D02-02-22-0039	2022-Apr-26	Zoning By-law Amendment	307 PICTON	4	2	0	0
Wellington West	D07-12-21-0143	2021-Sep-16	Site Plan Control	61 PINEHURST	8	0	0	4
Wellington West	D07-04-20-0014	2020-Dec-30	Plan of Condominium	99 PINHEY	26	7	0	23
Wellington West	D07-12-17-0087	2017-Jun-27	Site Plan Control	51 PINHEY	1	0	0	0
Wellington West	D07-12-19-0093	2019-May-30	Site Plan Control	61 SHERBROOKE	3	0	0	0
Wellington West	D07-07-21-0008	2021-May-17	Lifting of Holding Zone	1040 SOMERSET	228	169	10	162
Wellington West	D02-02-19-0050	2019-May-09	Zoning By-law Amendment	87 STIRLING	7	2	0	7
Wellington West	D01-01-21-0011	2021-Jun-30	Official Plan Amendment	1186 WELLINGTON	212	139	0	212
Wellington West	D07-04-22-0020	2022-Dec-19	Plan of Condominium	1451 WELLINGTON	114	147	0	60
<b>Total Wellington West</b>					<b>1,640</b>	<b>814</b>	<b>76</b>	<b>1,069</b>
<b>Grand Total</b>					<b>6,283</b>	<b>3,203</b>	<b>361</b>	<b>3,682</b>









## Appendix D – Business Corridor Occupancy Collection Information

Zone	ID	Sector	Available Spaces	Wednesday April 19, 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	19	70%	18	67%	10	37%	16	50%
WW	2	Hampton and Harmer	54	34	63%	42	78%	41	76%	46	85%
WW	3	Harmer and Parkdale	63	42	67%	53	84%	35	56%	54	86%
WW	4	Parkdale and Melrose	63	44	70%	49	78%	39	62%	35	56%
WW	5	Melrose and Garland	47	33	70%	39	83%	33	70%	36	77%
WW	6	Garland and Breezehill	26	14	54%	19	73%	16	62%	20	77%
WB	7	Island Park and Kirkwood	48	18	38%	27	56%	27	56%	15	31%
WB	8	Kirkwood and Tweedsmuir	44	13	30%	25	57%	24	55%	16	36%
WB	9	Tweedsmuir and Churchill	47	36	77%	42	89%	33	70%	37	79%
WB	10	Churchill and Roosevelt	58	21	36%	51	88%	48	83%	52	90%
WB	11	Roosevelt and Broadview	42	27	64%	37	88%	39	93%	35	83%
WB	12	Danforth Avenue	42	32	76%	44	105%	42	100%	38	90%

Zone	ID	Sector	Available Spaces	Thursday April 20, 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	22	81%	25	93%	20	74%	15	47%
WW	2	Hampton and Harmer	54	29	54%	48	89%	47	87%	46	85%
WW	3	Harmer and Parkdale	63	45	71%	48	76%	41	65%	52	83%
WW	4	Parkdale and Melrose	63	39	62%	44	70%	44	70%	42	67%
	5	Melrose and Garland	47	37	79%	35	74%	40	85%	39	83%

WW	6	Garland and Breezehill	26	16	62%	19	73%	18	69%	21	81%
WB	7	Island Park and Kirkwood	48	24	50%	34	71%	20	42%	27	56%
WB	8	Kirkwood and Tweedsmuir	44	15	34%	16	36%	20	45%	15	34%
WB	9	Tweedsmuir and Churchill	47	39	83%	41	87%	41	87%	40	85%
WB	10	Churchill and Roosevelt	58	21	36%	50	86%	51	88%	49	84%
WB	11	Roosevelt and Broadview	42	32	76%	38	90%	39	93%	37	88%
WB	12	Danforth Avenue	42	33	79%	41	98%	35	83%	41	98%

Zone	ID	Sector	Available Spaces	Saturday April 22, 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	20	63%	25	78%	17	53%	13	41%
WW	2	Hampton and Harmer	54	42	78%	46	85%	45	83%	48	89%
WW	3	Harmer and Parkdale	63	44	70%	51	81%	39	62%	50	79%
WW	4	Parkdale and Melrose	63	53	84%	51	81%	51	81%	41	65%
WW	5	Melrose and Garland	47	47	100%	44	94%	37	79%	31	66%
WW	6	Garland and Breezehill	26	13	50%	18	69%	21	81%	15	58%
WB	7	Island Park and Kirkwood	48	18	38%	31	65%	23	48%	31	65%
WB	8	Kirkwood and Tweedsmuir	44	20	45%	28	64%	28	64%	8	18%
WB	9	Tweedsmuir and Churchill	47	34	72%	42	89%	42	89%	39	83%
WB	10	Churchill and Roosevelt	58	33	57%	58	100%	49	84%	48	83%
WB	11	Roosevelt and Broadview	42	27	64%	36	86%	33	79%	37	88%

WB	12	Danforth Avenue	42	36	86%	46	110%	46	110%	17	40%
----	----	-----------------	----	----	-----	----	------	----	------	----	-----

Zone	ID	Sector	Available Spaces	Sunday April 23, 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	24	75%	23	72%	12	38%	3	9%
WW	2	Hampton and Harmer	54	26	48%	42	78%	30	56%	20	37%
WW	3	Harmer and Parkdale	63	37	59%	38	60%	53	84%	39	62%
WW	4	Parkdale and Melrose	63	32	51%	49	78%	45	71%	30	48%
WW	5	Melrose and Garland	47	37	79%	37	79%	41	87%	24	51%
WW	6	Garland and Breezehill	26	4	15%	15	58%	13	50%	4	15%
WB	7	Island Park and Kirkwood	48	11	23%	23	48%	25	52%	22	46%
WB	8	Kirkwood and Tweedsmuir	44	6	14%	18	41%	14	32%	5	11%
WB	9	Tweedsmuir and Churchill	47	31	66%	37	79%	24	51%	31	66%
WB	10	Churchill and Roosevelt	58	31	53%	56	97%	52	90%	39	67%
WB	11	Roosevelt and Broadview	42	30	71%	36	86%	36	86%	19	45%
WB	12	Danforth Avenue	42	32	76%	43	102%	36	86%	12	29%

Zone	ID	Sector	Available Spaces	Tuesday June, 13 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	20	63%	26	81%	13	41%	14	44%
WW	2	Hampton and Harmer	54	27	50%	42	78%	35	65%	41	76%
WW	3	Harmer and Parkdale	60	19	32%	45	75%	42	70%	44	73%
WW	4	Parkdale and Melrose	63	23	39%	33	52%	38	60%	51	81%
WW	5	Melrose and Garland	40	25	63%	36	90%	27	68%	37	93%
WW	6	Garland and Breezehill	26	15	58%	16	62%	19	73%	11	42%

WB	7	Island Park and Kirkwood	48	14	29%	29	60%	26	54%	34	71%
WB	8	Kirkwood and Tweedsmuir	44	15	34%	24	55%	25	57%	16	36%
WB	9	Tweedsmuir and Churchill	33	29	88%	38	115%	26	79%	32	97%
WB	10	Churchill and Roosevelt	53	24	45%	49	92%	44	83%	52	98%
WB	11	Roosevelt and Broadview	42	23	55%	32	76%	36	86%	35	83%
WB	12	Danforth Avenue	42	37	88%	42	100%	38	90%	42	100%

Zone	ID	Sector	Available Spaces	Thursday June, 15 2023							
				9:30 AM		12:00 PM		2:00 PM		6:00 PM	
				Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
WW	1	Island Park and Hampton	32	28	93%	23	77%	20	63%	8	25%
WW	2	Hampton and Harmer	54	29	54%	43	80%	44	81%	43	80%
WW	3	Harmer and Parkdale	60	31	52%	51	85%	44	73%	45	75%
WW	4	Parkdale and Melrose	63	29	49%	41	65%	54	86%	55	87%
WW	5	Melrose and Garland	40	26	65%	34	85%	34	85%	36	90%
WW	6	Garland and Breezehill	26	10	38%	22	85%	19	73%	16	62%
WB	7	Island Park and Kirkwood	48	16	33%	26	54%	25	52%	27	56%
WB	8	Kirkwood and Tweedsmuir	44	11	25%	33	75%	29	66%	15	34%
WB	9	Tweedsmuir and Churchill	33	31	94%	34	103%	33	100%	37	112%
WB	10	Churchill and Roosevelt	53	24	45%	50	94%	48	91%	52	98%
WB	11	Roosevelt and Broadview	42	31	74%	36	86%	31	74%	35	83%
WB	12	Danforth Avenue	42	38	90%	43	102%	43	102%	42	100%

## Appendix E – Residential Occupancy Collection Information

Residential Zone	Available Spaces	Wednesday April 19, 2023							
		9:30 AM		12:00 PM		2:00 PM		6:00 PM	
		Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
West of Parkdale	1,001	282	28%	426	34%	337	34%	287	29%
East of Parkdale	673	266	40%	291	43%	238	35%	329	49%

Residential Zone	Available Spaces	Saturday April 22, 2023							
		9:30 AM		12:00 PM		2:00 PM		6:00 PM	
		Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
West of Parkdale	1,001	220	22%	306	31%	322	32%	295	29%
East of Parkdale	673	313	47%	383	57%	364	54%	349	52%

Residential Zone	Available Spaces	Thursday April 20, 2023							
		9:30 AM		12:00 PM		2:00 PM		6:00 PM	
		Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
East of Tweedsmuir	262	106	40%	117	45%	93	35%	49	19%
West of Tweedsmuir	820	236	29%	338	41%	255	31%	271	33%

Residential Zone	Available Spaces	Saturday April 29, 2023							
		9:30 AM		12:00 PM		2:00 PM		6:00 PM	
		Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate	Count	Occ. Rate
East of Tweedsmuir	262	69	26%	70	27%	63	24%	92	35%
West of Tweedsmuir	820	234	29%	268	33%	265	32%	238	29%



Street	From	To	Side	Inv.	April Weekday Counts				April Weekday Occupancy			
					9:30 AM	12:00 PM	2:00 PM	6:00 PM	9:30 AM	12:00 PM	2:00 PM	6:00 PM
HILSON	LYMAN ST	MULVIHILL AVE	W	6	4	1	1	2	67%	17%	17%	33%
HILSON	MULVIHILL AVE	BRYON AVE	W	3	3	4	4	0	100%	133%	133%	0%
HILSON	RICHMOND RD	LYMAN ST	W	5	5	4	3	0	100%	80%	60%	0%
MAILES	PATRICIA AVE	ISLAND PARK DR	S	1	0	0	0	0	0%	0%	0%	0%
MAILES	ISLAND PARK DR	PATRICIA AVE	N	13	1	3	4	1	8%	23%	31%	8%
LYMAN	KIRKWOOD AVE	HILSON AVE	S	6	0	0	0	0	0%	0%	0%	0%
LEIGHTON	RICHMOND RD	ISLAND PARK DR	W	18	1	3	4	4	6%	17%	22%	22%
LEIGHTON	ISLAND PARK DR	RICHMOND RD	E	11	2	2	1	1	18%	18%	9%	9%
PATRICIA	<Dead End>	RICHMOND RD	W	2	0	0	0	1	0%	0%	0%	50%
MULVIHILL	KIRKWOOD AVE	HILSON AVE	S	6	6	4	3	4	100%	67%	50%	67%
DAWSON	WESLEY AVE	BYRON AVE	E	7	4	3	2	0	57%	43%	29%	0%
BEVAN	BYRON AVE	WESLEY AVE	W	6	0	0	0	0	0%	0%	0%	0%
BEVAN	WESLEY AVE	BYRON AVE	E	4	4	3	3	0	100%	75%	75%	0%
CLIFTON	SCOTT ST	RICHMOND RD	W	17	0	0	0	0	0%	0%	0%	0%
CLIFTON	WILBER AVE	SCOTT ST	E	7	0	2	2	4	0%	29%	29%	57%
CLIFTON	RICHMOND RD	WILBER AVE	E	9	0	3	3	0	0%	33%	33%	0%
DAWSON	BYRON AVE	WESLEY AVE	W	3	0	0	0	0	0%	0%	0%	0%
WESLEY	DAWSON AVE	BEVAN AVE	N	7	0	0	0	0	0%	0%	0%	0%
WESLEY	BEVAN AVE	TWEEDSMUIR AVE	N	13	6	5	4	0	46%	38%	31%	0%
TWEEDSMUIR	SCOTT ST	RICHMOND RD	W	15	13	12	11	6	87%	80%	73%	40%
SCOTT	MCRAE AVE	CLIFTON RD	S	11	0	0	0	0	0%	0%	0%	0%
SCOTT	LANARK AVE	CHURCHILL	N	20	18	20	13	7	90%	100%	65%	35%
SCOTT	LANARK AVE	CHURCHILL	E	16	18	20	13	7	113%	125%	81%	44%
WESLEY	BEVAN AVE	DAWSON AVE	S	4	5	6	5	0	125%	150%	125%	0%
KIRKWOOD	RICHMOND	WILBER	E	29	10	16	12	6	34%	55%	41%	21%

KIRKWOOD	RICHMOND	WILBER	W	4	1	2	3	2	25%	50%	75%	50%
WILBER	KIRKWOOD AVE	CLIFTON RD	N	5	5	4	2	4	100%	80%	40%	80%
WESLEY	DAWSON AVE	KIRKWOOD AVE	S	2	0	0	0	0	0%	0%	0%	0%
WESLEY	KIRKWOOD AVE	DAWSON AVE	N	1	0	0	0	0	0%	0%	0%	0%
MCRAE	RICHMOND RD	SCOTT ST	E	11	0	0	0	0	0%	0%	0%	0%
ASHTON	<Dead End>	WINONA AVE	N	3	3	3	4	2	100%	100%	133%	67%
EVERED	BRYON AVE	CLARE ST	W	4	0	0	0	0	0%	0%	0%	0%
EVERED	WESLEY AVE	BYRON AVE	E	7	5	3	3	1	71%	43%	43%	14%
ELMGROVE	<Dead End>	WINONA AVE	W	8	3	7	3	2	38%	88%	38%	25%
ELMGROVE	WINONA AVE	<Dead End>	E	10	1	4	2	5	10%	40%	20%	50%
EDGEWOOD	LINCOLN AVE	RICHMOND RD	E	9	7	8	3	10	78%	89%	33%	111%
EDEN	LINCOLN AVE	RICHMOND RD	E	6	5	5	3	4	83%	83%	50%	67%
HIGHCROFT	BYRON AVE	KENWOOD AVE	W	5	1	1	1	3	20%	20%	20%	60%
HIGHCROFT	CLARE ST	BYRON AVE	E	5	3	3	3	3	60%	60%	60%	60%
ATHLONE	SCOTT ST	RICHMOND RD	W	14	4	11	8	8	29%	79%	57%	57%
ATHLONE	BYRON AVE	WESLEY AVE	W	3	0	0	0	0	0%	0%	0%	0%
ATHLONE	WESLEY AVE	BYRON AVE	E	2	1	1	1	0	50%	50%	50%	0%
ATHLONE	RICHMOND RD	SCOTT ST	E	15	3	13	6	12	20%	87%	40%	80%
ATHLONE	BYRON AVE	RICHMOND RD	E	12	4	8	6	11	33%	67%	50%	92%
CHURCHILL	WHITBY AVE	SCOTT ST	E	2	2	4	0	3	100%	200%	0%	150%
CHURCHILL	RICHMOND RD	WHITBY	E	10	5	7	5	9	50%	70%	50%	90%
CHURCHILL	BYRON AVE	RICHMOND RD	E	3	3	3	2	3	100%	100%	67%	100%
WESLEY	ATHLONE AVE	EVERED AVE	N	8	2	0	1	0	25%	0%	13%	0%
TWEEDSMUIR	RICHMOND RD	BYRON AVE	W	8	0	7	1	9	0%	88%	13%	113%
TWEEDSMUIR	BYRON AVE	WESLEY AVE	W	4	0	0	0	0	0%	0%	0%	0%
TWEEDSMUIR	WESLEY AVE	BYRON AVE	E	5	1	0	0	1	20%	0%	0%	20%
WESLEY	EVERED AVE	ATHLONE AVE	S	10	0	0	0	0	0%	0%	0%	0%
WINONA	WHITBY AVE	RICHMOND RD	W	7	2	6	5	8	29%	86%	71%	114%
WINONA	SCOTT ST	WHITBY AVE	W	8	8	7	7	7	100%	88%	88%	88%
WESLEY	TWEEDSMUIR AVE	ATHLONE AVE	N	6	0	0	0	0	0%	0%	0%	0%
WESLEY	ATHLONE AVE	TWEEDSMUIR AVE	S	6	0	0	0	0	0%	0%	0%	0%

WESLEY	TWEEDSMUIR AVE	BEVAN AVE	S	17	2	5	3	0	12%	29%	18%	0%
LINCOLN	<Dead End>	EDEN AVE	S	12	10	8	8	8	83%	67%	67%	67%
LINCOLN	EDEN AVE	EDGEWOOD AVE	S	7	4	6	5	6	57%	86%	71%	86%
PICTON	WINONA AVE	<Dead End>	S	6	7	8	5	6	117%	133%	83%	100%
EDISON	RAVENHILL	KENWOOD	W	14	3	7	3	5	21%	50%	21%	36%
EDISON	KENWOOD	RAVENHILL	E	15	7	6	5	4	47%	40%	33%	27%
KENWOOD	MELBOURNE	ROOSEVELT	N	7	2	1	1	1	29%	14%	14%	14%
KENWOOD	EDISON	MELBOURNE	N	8	0	0	1	1	0%	0%	13%	13%
KENWOOD	CHURCHILL	EDISON	N	3	0	1	0	0	0%	33%	0%	0%
CHURCHILL	BYRON AVE	RAVENHILL AVE	W	4	0	0	0	2	0%	0%	0%	50%
CHURCHILL	WILMONT AVE	WHITBY AVE	W	5	2	3	3	3	40%	60%	60%	60%
CHURCHILL	WHITBY AVE	MADISON AVE	W	4	1	4	1	3	25%	100%	25%	75%
CHURCHILL	SCOTT ST	WILMONT AVE	W	1	2	2	0	2	200%	200%	0%	200%
CHURCHILL	RAVENHILL	KENWOOD AVE	W	7	6	4	2	2	86%	57%	29%	29%
CHURCHILL	RICHMOND RD	DANFORTH AVE	W	5	4	4	4	4	80%	80%	80%	80%
WINSTON	RICHMOND RD	MADISON AVE	E	7	0	1	1	0	0%	14%	14%	0%
WINSTON	MADISON AVE	WHITBY AVE	E	3	2	4	4	4	67%	133%	133%	133%
WILMONT	WINSTON AVE	CHURCHILL AVE N	S	14	1	3	0	2	7%	21%	0%	14%
WILMONT	CHURCHILL AVE N	WINSTON AVE	N	23	13	12	8	9	57%	52%	35%	39%
WHITBY	WINSTON AVE	CHURCHILL AVE N	S	10	1	5	0	2	10%	50%	0%	20%
WHITBY	CHURCHILL AVE N	WINSTON	N	16	12	15	11	9	75%	94%	69%	56%
MADISON	WINSTON AVE	CHURCHILL AVE N	S	12	7	10	12	6	58%	83%	100%	50%
MADISON	CHURCHILL AVE N	WINSTON AVE	N	12	0	0	0	10	0%	0%	0%	83%
MELBOURNE	KENWOOD	RAVENHILL AVE E	E	16	1	1	2	0	6%	6%	13%	0%
KENWOOD	MELBOURNE	EDISON	S	9	1	1	3	4	11%	11%	33%	44%

KENWOOD	EDISON	CHURCHILL	S	4	1	0	0	0	25%	0%	0%	0%
WINSTON	<Dead End>	RICHMOND RD	W	9	1	2	0	1	11%	22%	0%	11%
RAVENHILL	CHURCHILL	MELBOURNE	N	11	0	0	0	1	0%	0%	0%	9%
RAVENHILL	EDISON	CHURCHILL	S	6	4	6	5	6	67%	100%	83%	100%
RAVENHILL	MELBOURNE AVE	EDISON	S	5	0	0	0	1	0%	0%	0%	20%
MELBOURNE	RAVENHILL	KENWOOD	W	12	1	3	2	1	8%	25%	17%	8%
GOLDEN	RAVENHILL AVE	BYRON AVE	E	6	5	5	4	4	83%	83%	67%	67%
GOLDEN	KENWOOD AVE	RAVENHILL AVE	E	12	0	0	0	0	0%	0%	0%	0%
GOLDEN	BYRON AVE	RICHMOND RD	E	3	4	3	3	2	133%	100%	100%	67%
KENWOOD	ROOSEVELT	COLE	N	5	2	2	2	1	40%	40%	40%	20%
KENWOOD	COLE	GOLDEN	N	6	0	0	0	0	0%	0%	0%	0%
BERKLEY	RICHMOND	DOMINION	E	8	1	4	4	1	13%	50%	50%	13%
DOMINION	BERKLEY	TAY	W	17	5	1	8	3	29%	6%	47%	18%
BERKLEY	DOMINION AVE	TAY ST	W	5	0	0	0	1	0%	0%	0%	20%
KENWOOD	COLE	ROOSEVELT	S	6	0	0	0	0	0%	0%	0%	0%
COLE	RAVENHILL AVE	KENWOOD AVE	W	16	9	13	11	7	56%	81%	69%	44%
ROOSEVELT	RAVENHILL AVE	KENWOOD AVE	W	17	4	10	10	12	24%	59%	59%	71%
KENWOOD	ROOSEVELT	MELBOURNE	S	8	0	2	1	0	0%	25%	13%	0%
KENWOOD	GOLDEN	COLE	S	5	3	2	2	1	60%	40%	40%	20%
LOWER BYRON	<Dead End>	ROOSEVELT AVE	N	19	0	0	0	0	0%	0%	0%	0%
ROOSEVELT	BYRON AVE	RAVENHILL AVE	W	6	1	2	1	3	17%	33%	17%	50%
ROOSEVELT	RICHMOND RD	<Dead End>	E	15	2	13	4	7	13%	87%	27%	47%
RAVENHILL	ROOSEVELT AVE	<Dead End>	S	6	0	0	0	0	0%	0%	0%	0%
RAVENHILL	GOLDEN AVE	COLE AVE	S	2	0	0	0	0	0%	0%	0%	0%
RAVENHILL	COLE AVE	ROOSEVELT AVE	S	7	0	0	1	0	0%	0%	14%	0%
RAVENHILL	<Dead End>	ROOSEVELT AVE	N	4	6	4	4	3	150%	100%	100%	75%
RAVENHILL	ROOSEVELT AVE	GOLDEN	N	19	7	15	14	6	37%	79%	74%	32%
KENWOOD	HIGHLAND	BROADVIEW	N	6	0	0	0	0	0%	0%	0%	0%

KENWOOD	GOLDEN	BRIERWOOD	N	4	0	0	0	0	0%	0%	0%	0%
KENWOOD	BRIERWOOD	HIGHLAND	N	6	0	1	0	0	0%	17%	0%	0%
GOLDEN	BYRON AVE	KENWOOD AVE	W	13	4	7	8	2	31%	54%	62%	15%
HIGHLAND	BYRON AVE	KENWOOD AVE	W	13	0	0	2	1	0%	0%	15%	8%
HIGHLAND	KENWOOD AVE	BRYON AVE	E	17	0	0	0	0	0%	0%	0%	0%
BYRON	GOLDEN AVE	BROADVIEW AVE	N	30	18	20	17	10	60%	67%	57%	33%
BROADVIEW	KENWOOD AVE	BYRON AVE	E	6	0	0	0	0	0%	0%	0%	0%
BROADVIEW	BYRON AVE	KENWOOD AVE	E	10	2	1	1	1	20%	10%	10%	10%
BRIERWOOD	BYRON AVE	KENWOOD AVE	W	17	0	0	0	0	0%	0%	0%	0%
BRIERWOOD	KENWOOD AVE	BYRON AVE	E	21	0	3	0	0	0%	14%	0%	0%
BYRON	ROOSEVELT AVE	<Dead End>	S	6	5	6	5	1	83%	100%	83%	17%
KENWOOD	BRIERWOOD	GOLDEN	S	5	0	0	0	0	0%	0%	0%	0%
KENWOOD	HIGHLAND	BRIERWOOD	S	5	0	1	0	1	0%	20%	0%	20%
KENWOOD	BROADVIEW	HIGHLAND	S	5	0	0	0	0	0%	0%	0%	0%
GARRISON	CARLETON AVE	ROCKHURST RD	N	7	5	6	7	1	71%	86%	100%	14%
GARRISON	ROCKHURST RD	CARLETON AVE	S	7	5	7	3	1	71%	100%	43%	14%
GOULD	CARLETON AVE	ROCKHURST RD	N	9	1	1	0	2	11%	11%	0%	22%
GARRISON	WESTERN AVE	CARLETON AVE	N	7	1	1	0	0	14%	14%	0%	0%
GOULD	WESTERN AVE	CARLETON AVE	N	6	3	2	1	0	50%	33%	17%	0%
GARRISON	CARLETON AVE	WESTERN AVE	S	11	7	9	11	5	64%	82%	100%	45%
GRANVILLE	WELLINGTON ST W	BYRON AVE	W	18	9	5	1	6	50%	28%	6%	33%
GOULD	ROCKHURST RD	CARLETON AVE	S	6	0	0	0	0	0%	0%	0%	0%
GOULD	CARLETON AVE	WESTERN AVE	S	7	0	0	0	0	0%	0%	0%	0%
BYRON	MAYFAIR AVE S	CLARENDON AVE	S	10	0	0	0	0	0%	0%	0%	0%
BYRON	ISLAND PARK DR	PICCADILLY AVE	S	4	0	0	0	0	0%	0%	0%	0%
BASSETT	ISLAND PARK DR	MAYFAIR AVE	S	22	2	2	3	0	9%	9%	14%	0%
BASSETT	PICCADILLY AVE N	ISLAND PARK DR	N	7	0	0	0	0	0%	0%	0%	0%

BASSETT	MAYFAIR AVE	PICCADILLY AVE N	N	9	0	0	0	0	0%	0%	0%	0%
SPENCER	CARLETON AVE	WESTERN AVE	S	7	0	7	3	2	0%	100%	43%	29%
SPENCER	WESTERN AVE	GILCHRIST AVE	S	7	2	1	0	0	29%	14%	0%	0%
SPENCER	GILCHRIST AVE	ROSS AVE	S	6	2	6	1	1	33%	100%	17%	17%
SPENCER	WESTERN AVE	CARLETON AVE	N	7	1	1	1	3	14%	14%	14%	43%
SPENCER	GILCHRIST AVE	WESTERN AVE	N	7	0	2	0	0	0%	29%	0%	0%
SPENCER	CARLETON AVE	ROCKHURST RD	N	9	3	3	4	2	33%	33%	44%	22%
SPENCER	ROCKHURST RD	CARLETON AVE	S	7	1	1	1	0	14%	14%	14%	0%
WESTERN	SPENCER ST	GARRISON ST	W	5	0	1	0	1	0%	20%	0%	20%
WESTERN	SCOTT ST	GOULD ST	W	4	1	0	0	1	25%	0%	0%	25%
WESTERN	GOULD ST	SPENCER ST	W	1	0	0	0	0	0%	0%	0%	0%
WESTERN	GARRISON ST	WELLINGTON ST W	W	2	2	1	3	3	100%	50%	150%	150%
WESTERN	WELLINGTON ST W	SPENCER ST	E	10	3	3	3	3	30%	30%	30%	30%
WESTERN	SPENCER ST	SCOTT ST	E	12	1	0	0	0	8%	0%	0%	0%
MAYFAIR	WELLINGTON ST W	DALKEITH PRIV	W	7	1	3	5	1	14%	43%	71%	14%
MAYFAIR	DALKEITH PRIV	BASSETT LANE	W	14	0	0	0	0	0%	0%	0%	0%
MAYFAIR	BASSETT LANE	WELLINGTON ST W	E	15	2	4	2	5	13%	27%	13%	33%
ROCKHURST	SCOTT ST	OAKDALE AVE	W	9	3	7	5	2	33%	78%	56%	22%
ROCKHURST	OAKDALE AVE	DEAD END	W	5	4	4	4	1	80%	80%	80%	20%
PICCADILLY	WELLINGTON ST W	BASSETT LANE	W	21	16	13	13	7	76%	62%	62%	33%
PICCADILLY	BASSETT LANE	PERTHSHIRE PRIV	E	14	9	5	2	0	64%	36%	14%	0%
OAKDALE	SCOTT ST	ROCKHURST RD	S	16	4	4	4	1	25%	25%	25%	6%
OAKDALE	ROCKHURST RD	SCOTT ST	N	18	2	2	1	0	11%	11%	6%	0%
CARLETON	GOULD ST	SCOTT ST	E	5	1	2	2	0	20%	40%	40%	0%
CARLETON	GARRISON ST	SPENCER ST	E	4	0	2	1	0	0%	50%	25%	0%
CARLETON	SPENCER ST	GARRISON ST	W	7	5	2	3	0	71%	29%	43%	0%
CARLETON	SCOTT ST	GOULD ST	W	5	0	2	1	0	0%	40%	20%	0%

CARLETON	GOULD ST	SPENCER ST	W	6	0	0	0	0	0%	0%	0%	0%
CARLETON	GARRISON ST	WELLINGTON ST W	W	3	2	2	3	2	67%	67%	100%	67%
CARLETON	SPENCER ST	GOULD ST	E	7	0	2	1	3	0%	29%	14%	43%
CLARENDON	WELLINGTON ST W	BYRON AVE	W	13	2	7	9	6	15%	54%	69%	46%
GRANGE	WELLINGTON ST W	SPENCER ST	E	11	0	2	4	8	0%	18%	36%	73%
GRANGE	SCOTT ST	SPENCER ST	W	12	0	0	1	0	0%	0%	8%	0%
GRANGE	SPENCER ST	WELLINGTON ST W	W	4	0	1	3	3	0%	25%	75%	75%
HARMER	WELLINGTON ST W	BYRON AVE	W	13	0	2	0	6	0%	15%	0%	46%
GRANGE	SPENCER ST	SCOTT ST	E	16	5	3	4	0	31%	19%	25%	0%
JULIAN	WELLINGTON ST W	<Dead End>	W	16	6	8	8	7	38%	50%	50%	44%
SPENCER	ROSS AVE	GRANGE AVE	S	7	5	3	4	1	71%	43%	57%	14%
BYRON	CLARENDON AVE	HARMER AVE N	S	18	4	3	3	3	22%	17%	17%	17%
SPENCER	SMIRLE AVE	GRANGE AVE	N	7	0	2	0	0	0%	29%	0%	0%
SPENCER	GRANGE AVE	ROSS AVE	N	8	2	5	2	0	25%	63%	25%	0%
SPENCER	CAROLINE AVE	SMIRLE AVE	N	7	4	4	4	3	57%	57%	57%	43%
WARREN	WELLINGTON ST W	<Dead End>	W	12	2	7	13	8	17%	58%	108%	67%
SMIRLE	SPENCER ST	WELLINGTON ST W	W	12	6	5	8	6	50%	42%	67%	50%
SMIRLE	SPENCER ST	SCOTT ST	E	17	8	7	5	1	47%	41%	29%	6%
SMIRLE	WELLINGTON ST W	SPENCER ST	E	7	3	9	7	9	43%	129%	100%	129%
SMIRLE	SCOTT ST	SPENCER ST	W	16	1	1	0	0	6%	6%	0%	0%
CAROLINE	SCOTT ST	SPENCER ST	W	12	1	10	2	0	8%	83%	17%	0%
CAROLINE	WELLINGTON ST W	SPENCER ST	E	16	8	14	11	9	50%	88%	69%	56%
CAROLINE	SPENCER ST	SCOTT ST	E	16	8	12	4	1	50%	75%	25%	6%

GILCHRIST	SCOTT ST	SPENCER ST	W	7	2	0	0	0	29%	0%	0%	0%
GILCHRIST	WELLINGTON ST W	SPENCER ST	E	14	4	6	8	6	29%	43%	57%	43%
GILCHRIST	SPENCER ST	SCOTT ST	E	14	3	3	2	8	21%	21%	14%	57%
HAMPTON	DEAD END	WELLINGTON ST W	E	17	3	2	4	7	18%	12%	24%	41%
ROSS	WELLINGTON ST W	SPENCER ST	E	16	0	7	7	12	0%	44%	44%	75%
SPENCER	ROSS AVE	GILCHRIST AVE	N	8	0	2	0	0	0%	25%	0%	0%
ROSS	SCOTT ST	SPENCER ST	W	14	1	4	4	5	7%	29%	29%	36%
HAMILTON	ARMSTRONG ST	WELLINGTON ST W	W	2	4	8	5	5	200%	400%	250%	250%
PARKDALE	BULLMAN ST	SPENCER ST	W	16	7	13	7	0	44%	81%	44%	0%
HAMILTON	ARMSTRONG ST	SPENCER ST	E	8	3	6	7	3	38%	75%	88%	38%
HAMILTON	TYNDALE	WELLINGTON ST W	E	4	0	3	1	3	0%	75%	25%	75%
HARMER	BYRON AVE	WELLINGTON ST W	E	11	2	0	0	0	18%	0%	0%	0%
HAMILTON	ARMSTRONG ST	WELLINGTON ST W	E	2	4	8	5	5	200%	400%	250%	250%
HAMILTON	WELLINGTON ST W	TYNDALL ST	W	21	12	14	4	9	57%	67%	19%	43%
HAMILTON	SPENCER ST	ARMSTRONG ST	W	7	4	6	6	4	57%	86%	86%	57%
HURON	SPENCER ST	SCOTT ST	E	18	13	15	13	2	72%	83%	72%	11%
PARKDALE	ARMSTRONG ST	WELLINGTON ST W	W	10	0	0	0	0	0%	0%	0%	0%
HURON	WELLINGTON ST W	<Dead End>	W	12	2	4	4	6	17%	33%	33%	50%
HURON	SPENCER ST	WELLINGTON ST W	W	21	1	2	1	0	5%	10%	5%	0%
HINTON	ARMSTRONG ST	SPENCER ST	E	7	1	5	2	6	14%	71%	29%	86%
HURON	WELLINGTON ST W	SPENCER ST	E	15	4	14	8	15	27%	93%	53%	100%
HURON	DEAD END	WELLINGTON ST W	E	7	0	3	4	2	0%	43%	57%	29%



HOLLAND	WELLINGTON ST W	BYRON AVE	W	12	5	5	2	4	42%	42%	17%	33%
HOLLAND	SPENCER ST	WELLINGTON ST W	W	9	1	7	3	4	11%	78%	33%	44%
HOLLAND	WELLINGTON ST W	ARMSTRONG ST	E	9	7	5	5	6	78%	56%	56%	67%
HOLLAND	TYNDALL ST	WELLINGTON ST W	E	8	1	4	7	7	13%	50%	88%	88%
HINTON	WELLINGTON ST W	TYNDALL ST	W	19	4	11	7	17	21%	58%	37%	89%
HINTON	ARMSTRONG ST	WELLINGTON ST W	W	14	3	13	6	15	21%	93%	43%	107%
HURON	SCOTT ST	SPENCER ST	W	17	13	8	7	1	76%	47%	41%	6%
BYRON	HARMER AVE N	HOLLAND AVE	S	9	0	0	0	0	0%	0%	0%	0%
SPENCER	HAMILTON AVE N	PARKDALE AVE	S	5	5	7	4	4	100%	140%	80%	80%
SPENCER	PARKDALE AVE	HAMILTON AVE N	N	5	3	4	2	1	60%	80%	40%	20%
SPENCER	HURON AVE N	CAROLINE AVE	N	8	0	5	3	0	0%	63%	38%	0%
BULLMAN	PARKDALE AVE	HAMILTON AVE N	N	5	4	5	9	0	80%	100%	180%	0%
SPENCER	HURON AVE N	HOLLAND AVE	S	4	2	2	3	0	50%	50%	75%	0%
BULLMAN	PARKDALE AVE	PINEHURST AVE	S	6	0	3	2	2	0%	50%	33%	33%
TYNDALL	HOLLAND AVE	HINTON AVE N	S	2	0	0	0	0	0%	0%	0%	0%
TYNDALL	HINTON AVE N	HAMILTON AVE N	S	2	0	1	0	0	0%	50%	0%	0%
BYRON	HOLLAND AVE	HARMER AVE N	N	6	1	3	4	4	17%	50%	67%	67%
FOSTER	PARKDALE AVE	BEVERLEY AVE	S	8	3	3	3	9	38%	38%	38%	113%
CARRUTHERS	ARMSTRONG ST	WELLINGTON ST W	W	7	1	6	6	3	14%	86%	86%	43%
LADOUCEUR	STIRLING AVE	PINHEY ST	S	5	1	2	1	3	20%	40%	20%	60%
LADOUCEUR	PINHEY ST	MERTON ST	S	6	0	2	2	0	0%	33%	33%	0%
PINHEY	SCOTT ST	LADOUCEUR ST	E	15	6	4	4	7	40%	27%	27%	47%
PINHEY	LADOUCEUR ST	ARMSTRONG ST	E	9	6	5	4	7	67%	56%	44%	78%

PINHEY	ARMSTRONG ST	WELLINGTON ST W	E	5	4	4	1	6	80%	80%	20%	120%
PINEHURST	SCOTT ST	BULLMAN ST	W	10	1	1	1	3	10%	10%	10%	30%
PINEHURST	BULLMAN ST	OXFORD ST	W	14	3	2	2	4	21%	14%	14%	29%
OXFORD	PARKDALE AVE	HINCHEY AVE	S	15	3	3	4	4	20%	20%	27%	27%
MCCORMICK	WELLINGTON ST W	ARMSTRONG ST	E	7	6	6	6	7	86%	86%	86%	100%
MELROSE	GLADSTONE AVE	WELLINGTON ST W	W	22	8	8	9	19	36%	36%	41%	86%
LADOUCEUR	CARRUTHERS AVE	STIRLING AVE	S	5	1	3	3	3	20%	60%	60%	60%
GRANT	PARKDALE AVE	MCCORMICK ST	S	14	16	16	13	6	114%	114%	93%	43%
HINCHEY	LADOUCEUR ST	SCOTT ST	E	15	1	2	0	8	7%	13%	0%	53%
HINCHEY	ARMSTRONG ST	LADOUCEUR ST	E	18	2	6	0	6	11%	33%	0%	33%
LADOUCEUR	HINCHEY AVE	CARRUTHERS AVE	S	3	2	2	2	0	67%	67%	67%	0%
CARRUTHERS	SCOTT ST	LADOUCEUR ST	E	16	14	11	3	13	88%	69%	19%	81%
STIRLING	ARMSTRONG ST	LADOUCEUR ST	E	15	4	5	3	9	27%	33%	20%	60%
STIRLING	WELLINGTON ST W	ARMSTRONG ST	E	5	4	4	6	2	80%	80%	120%	40%
BEVERLEY	WESTMOUNT AVE	GLADSTONE AVE	E	10	3	3	3	4	30%	30%	30%	40%
STIRLING	LADOUCEUR ST	SCOTT ST	E	17	4	5	5	11	24%	29%	29%	65%
BULLMAN	PINEHURST AVE	HINCHEY AVE	S	5	0	0	0	1	0%	0%	0%	20%
SIMS	BEVERLEY AVE	PARKDALE AVE	N	12	4	3	2	2	33%	25%	17%	17%
SHERBROOKE	WELLINGTON ST W	GLADSTONE AVE	W	18	7	11	7	10	39%	61%	39%	56%
CARRUTHERS	LADOUCEUR ST	ARMSTRONG ST	E	16	8	8	7	9	50%	50%	44%	56%
ROSEMOUNT	GLADSTONE AVE	WELLINGTON ST W	E	21	21	22	22	15	100%	105%	105%	71%
ROSEMOUNT	WELLINGTON ST W	GLADSTONE AVE	W	15	4	5	3	3	27%	33%	20%	20%
LOWREY	GARLAND ST	METRON ST	N	12	2	2	2	4	17%	17%	17%	33%

FAIRMONT	WELLINGTON ST W	DUHAMEL ST	W	27	11	16	13	26	41%	59%	48%	96%
GARLAND	ARMSTRONG ST	O'MEARA ST	E	4	4	3	2	0	100%	75%	50%	0%
GARLAND	O'MEARA ST	SCOTT ST	E	7	2	2	2	6	29%	29%	29%	86%
GARLAND	SOMERSET ST W	ARMSTRONG ST	E	5	1	3	0	6	20%	60%	0%	120%
DUHAMEL	ST. FRANCIS ST	FAIRMONT AVE	S	6	6	2	2	2	100%	33%	33%	33%
FAIRMONT	DUHAMEL ST	GLADSTONE AVE	W	9	5	5	7	4	56%	56%	78%	44%
MERTON	LOWREY ST	SCOTT ST	E	9	7	6	5	4	78%	67%	56%	44%
MERTON	LADOUCEUR ST	LOWREY ST	E	6	3	3	3	3	50%	50%	50%	50%
MERTON	ARMSTRONG ST	LADOUCEUR ST	E	4	3	1	0	6	75%	25%	0%	150%
MERTON	WELLINGTON ST W	ARMSTRONG ST	E	2	2	0	2	2	100%	0%	100%	100%
LADOUCEUR	MERTON ST	GARLAND ST	S	18	5	5	4	9	28%	28%	22%	50%
IRVING	LAUREL STREET	WELLINGTON ST W	E	18	5	9	9	20	28%	50%	50%	111%
ST. FRANCIS	DUHAMEL ST	GLADSTONE AVE	W	14	1	0	0	0	7%	0%	0%	0%
ST. FRANCIS	GLADSTONE AVE	DUHAMEL ST	E	10	3	4	2	4	30%	40%	20%	40%
LAUREL	BREEZEHILL AVE N	LORETTA AVE N	S	7	7	7	8	3	100%	100%	114%	43%
LAUREL	IRVING AVE	SPADINA AVE	S	6	1	1	1	1	17%	17%	17%	17%
LAUREL	BAYSWATER AVE	BREEZEHILL AVE N	S	6	3	3	5	2	50%	50%	83%	33%
LAUREL	SPADINA AVE	IRVING AVE	N	9	1	1	2	4	11%	11%	22%	44%
LAUREL	BREEZEHILL AVE N	BAYSWATER AVE	N	5	2	4	3	1	40%	80%	60%	20%
LAUREL	BAYSWATER AVE	SPADINA AVE	N	6	2	1	1	3	33%	17%	17%	50%
LAUREL	SPADINA AVE	BAYSWATER AVE	S	2	1	0	0	1	50%	0%	0%	50%
O'MEARA	BAYVIEW RD	HILDA ST	N	4	1	2	0	3	25%	50%	0%	75%

HINTONBURG	<Dead End>	HINTONBURG PL	E	14	3	10	4	3	21%	71%	29%	21%
HILDA	ARMSTRONG ST	WELLINGTON ST W	W	2	0	0	1	2	0%	0%	50%	100%
HINTONBURG	HINTONBURG PL	BAYVIEW RD	N	8	3	3	2	1	38%	38%	25%	13%
HILDA	O'MEARA ST	ARMSTRONG ST	W	3	3	3	5	5	100%	100%	167%	167%
SPADINA	SOMERSET ST W	LAUREL ST	W	27	13	16	9	14	48%	59%	33%	52%
O'MEARA	HILDA ST	GARLAND ST	N	5	2	2	1	3	40%	40%	20%	60%
WELLINGTON	SPADINA AVE	BAYSWATER AVE	S	8	7	7	5	3	88%	88%	63%	38%
BAYSWATER	SOMERSET ST W	LAUREL ST	W	23	0	0	0	0	0%	0%	0%	0%
BAYVIEW	HINTONBURG PL	ALBERT ST	E	25	15	15	13	10	60%	60%	52%	40%
BAYVIEW	O'MEARA ST	ARMSTRONG ST	W	5	2	2	3	1	40%	40%	60%	20%
BAYVIEW	SCOTT ST	O'MEARA ST	W	5	0	0	0	1	0%	0%	0%	20%
BREEZEHILL	SOMERSET ST W	LAUREL ST	W	8	0	0	0	0	0%	0%	0%	0%
BREEZEHILL	LAUREL ST	SOMERSET ST W	E	22	10	8	4	0	45%	36%	18%	0%
SPADINA	SOMERSET ST W	WELLINGTON ST W	E	2	0	0	1	1	0%	0%	50%	50%

Street	From	To	Side	Inv.	April Saturday Counts				April Saturday Occupancy			
					9:30 AM	12:00 PM	2:00 PM	6:00 PM	9:30 AM	12:00 PM	2:00 PM	6:00 PM
HILSON	LYMAN ST	MULVIHILL AVE	W	6	0	0	0	0	0%	0%	0%	0%
HILSON	MULVIHILL AVE	BRYON AVE	W	3	1	0	2	0	33%	0%	67%	0%
HILSON	RICHMOND RD	LYMAN ST	W	5	5	2	1	2	100%	40%	20%	40%
MAILES	PATRICIA AVE	ISLAND PARK DR	S	1	0	0	0	0	0%	0%	0%	0%

MAILES	ISLAND PARK DR	PATRICIA AVE	N	13	2	4	4	4	15%	31%	31%	31%
LYMAN	KIRKWOOD AVE	HILSON AVE	S	6	0	0	0	0	0%	0%	0%	0%
LEIGHTON	RICHMOND RD	ISLAND PARK DR	W	18	2	5	3	6	11%	28%	17%	33%
LEIGHTON	ISLAND PARK DR	RICHMOND RD	E	11	3	6	4	6	27%	55%	36%	55%
PATRICIA	<Dead End>	RICHMOND RD	W	2	2	2	2	2	100%	100%	100%	100%
MULVIHILL	KIRKWOOD AVE	HILSON AVE	S	6	3	3	2	4	50%	50%	33%	67%
DAWSON	WESLEY AVE	BYRON AVE	E	7	0	0	0	0	0%	0%	0%	0%
BEVAN	BYRON AVE	WESLEY AVE	W	6	2	2	1	1	33%	33%	17%	17%
BEVAN	WESLEY AVE	BYRON AVE	E	4	0	0	1	0	0%	0%	25%	0%
CLIFTON	SCOTT ST	RICHMOND RD	W	17	1	0	0	0	6%	0%	0%	0%
CLIFTON	WILBER AVE	SCOTT ST	E	7	0	0	1	2	0%	0%	14%	29%
CLIFTON	RICHMOND RD	WILBER AVE	E	9	0	0	4	4	0%	0%	44%	44%
DAWSON	BYRON AVE	WESLEY AVE	W	3	0	0	0	0	0%	0%	0%	0%
WESLEY	DAWSON AVE	BEVAN AVE	N	7	0	0	0	0	0%	0%	0%	0%
WESLEY	BEVAN AVE	TWEEDSMUIR AVE	N	13	0	2	2	6	0%	15%	15%	46%
TWEEDSMUIR	SCOTT ST	RICHMOND RD	W	15	6	6	4	6	40%	40%	27%	40%
SCOTT	MCRAE AVE	CLIFTON RD	S	11	0	0	0	0	0%	0%	0%	0%
SCOTT	LANARK AVE	CHURCHILL	N	20	16	13	9	16	80%	65%	45%	80%
SCOTT	LANARK AVE	CHURCHILL	E	16	16	13	9	16	100%	81%	56%	100%
WESLEY	BEVAN AVE	DAWSON AVE	S	4	0	0	0	0	0%	0%	0%	0%
KIRKWOOD	RICHMOND	WILBER	E	29	4	6	10	14	14%	21%	34%	48%
KIRKWOOD	RICHMOND	WILBER	W	4	2	2	0	0	50%	50%	0%	0%
WILBER	KIRKWOOD AVE	CLIFTON RD	N	5	4	4	4	3	80%	80%	80%	60%
WESLEY	DAWSON AVE	KIRKWOOD AVE	S	2	0	0	0	0	0%	0%	0%	0%
WESLEY	KIRKWOOD AVE	DAWSON AVE	N	1	0	0	0	0	0%	0%	0%	0%
MCRAE	RICHMOND RD	SCOTT ST	E	11	0	0	0	0	0%	0%	0%	0%
ASHTON	<Dead End>	WINONA AVE	N	3	3	2	3	1	100%	67%	100%	33%
EVERED	BRYON AVE	CLARE ST	W	4	0	0	0	1	0%	0%	0%	25%
EVERED	WESLEY AVE	BYRON AVE	E	7	0	0	0	0	0%	0%	0%	0%

ELMGROVE	<Dead End>	WINONA AVE	W	8	6	2	3	1	75%	25%	38%	13%
ELMGROVE	WINONA AVE	<Dead End>	E	10	8	3	5	2	80%	30%	50%	20%
EDGEWOOD	LINCOLN AVE	RICHMOND RD	E	9	4	8	7	8	44%	89%	78%	89%
EDEN	LINCOLN AVE	RICHMOND RD	E	6	4	4	4	5	67%	67%	67%	83%
HIGHCROFT	BYRON AVE	KENWOOD AVE	W	5	4	2	2	2	80%	40%	40%	40%
HIGHCROFT	CLARE ST	BYRON AVE	E	5	2	3	2	2	40%	60%	40%	40%
ATHLONE	SCOTT ST	RICHMOND RD	W	14	2	4	6	0	14%	29%	43%	0%
ATHLONE	BYRON AVE	WESLEY AVE	W	3	0	0	0	0	0%	0%	0%	0%
ATHLONE	WESLEY AVE	BYRON AVE	E	2	0	0	0	0	0%	0%	0%	0%
ATHLONE	RICHMOND RD	SCOTT ST	E	15	5	8	8	3	33%	53%	53%	20%
ATHLONE	BYRON AVE	RICHMOND RD	E	12	4	7	4	1	33%	58%	33%	8%
CHURCHILL	WHITBY AVE	SCOTT ST	E	2	1	3	3	2	50%	150%	150%	100%
CHURCHILL	RICHMOND RD	WHITBY	E	10	3	9	8	8	30%	90%	80%	80%
CHURCHILL	BYRON AVE	RICHMOND RD	E	3	3	5	3	3	100%	167%	100%	100%
WESLEY	ATHLONE AVE	EVERED AVE	N	8	5	3	2	2	63%	38%	25%	25%
TWEEDSMUIR	RICHMOND RD	BYRON AVE	W	8	8	9	4	7	100%	113%	50%	88%
TWEEDSMUIR	BYRON AVE	WESLEY AVE	W	4	0	0	0	2	0%	0%	0%	50%
TWEEDSMUIR	WESLEY AVE	BYRON AVE	E	5	0	0	1	1	0%	0%	20%	20%
WESLEY	EVERED AVE	ATHLONE AVE	S	10	4	3	2	2	40%	30%	20%	20%
WINONA	WHITBY AVE	RICHMOND RD	W	7	4	4	6	6	57%	57%	86%	86%
WINONA	SCOTT ST	WHITBY AVE	W	8	3	5	1	2	38%	63%	13%	25%
WESLEY	TWEEDSMUIR AVE	ATHLONE AVE	N	6	0	0	0	0	0%	0%	0%	0%
WESLEY	ATHLONE AVE	TWEEDSMUIR AVE	S	6	0	0	0	0	0%	0%	0%	0%
WESLEY	TWEEDSMUIR AVE	BEVAN AVE	S	17	0	0	0	0	0%	0%	0%	0%
LINCOLN	<Dead End>	EDEN AVE	S	12	6	10	8	2	50%	83%	67%	17%
LINCOLN	EDEN AVE	EDGEWOOD AVE	S	7	3	5	6	2	43%	71%	86%	29%
PICTON	WINONA AVE	<Dead End>	S	6	4	4	3	2	67%	67%	50%	33%
EDISON	RAVENHILL	KENWOOD	W	14	1	2	2	3	7%	14%	14%	21%
EDISON	KENWOOD	RAVENHILL	E	15	3	5	7	7	20%	33%	47%	47%

KENWOOD	MELBOURNE	ROOSEVELT	N	7	0	0	0	1	0%	0%	0%	14%
KENWOOD	EDISON	MELBOURNE	N	8	0	0	0	1	0%	0%	0%	13%
KENWOOD	CHURCHILL	EDISON	N	3	2	0	0	1	67%	0%	0%	33%
CHURCHILL	BYRON AVE	RAVENHILL AVE	W	4	5	0	0	0	125%	0%	0%	0%
CHURCHILL	WILMONT AVE	WHITBY AVE	W	5	1	3	1	1	20%	60%	20%	20%
CHURCHILL	WHITBY AVE	MADISON AVE	W	4	1	4	3	3	25%	100%	75%	75%
CHURCHILL	SCOTT ST	WILMONT AVE	W	1	2	1	0	0	200%	100%	0%	0%
CHURCHILL	RAVENHILL	KENWOOD AVE	W	7	2	4	3	3	29%	57%	43%	43%
CHURCHILL	RICHMOND RD	DANFORTH AVE	W	5	3	5	4	4	60%	100%	80%	80%
WINSTON	RICHMOND RD	MADISON AVE	E	7	4	4	2	1	57%	57%	29%	14%
WINSTON	MADISON AVE	WHITBY AVE	E	3	2	5	4	1	67%	167%	133%	33%
WILMONT	WINSTON AVE	CHURCHILL AVE N	S	14	1	0	1	1	7%	0%	7%	7%
WILMONT	CHURCHILL AVE N	WINSTON AVE	N	23	6	5	10	6	26%	22%	43%	26%
WHITBY	WINSTON AVE	CHURCHILL AVE N	S	10	1	3	1	1	10%	30%	10%	10%
WHITBY	CHURCHILL AVE N	WINSTON	N	16	6	10	8	10	38%	63%	50%	63%
MADISON	WINSTON AVE	CHURCHILL AVE N	S	12	12	11	9	8	100%	92%	75%	67%
MADISON	CHURCHILL AVE N	WINSTON AVE	N	12	9	7	6	11	75%	58%	50%	92%
MELBOURNE	KENWOOD	RAVENHILL AVE E	E	16	0	1	2	3	0%	6%	13%	19%
KENWOOD	MELBOURNE	EDISON	S	9	3	2	2	2	33%	22%	22%	22%
KENWOOD	EDISON	CHURCHILL	S	4	0	0	0	2	0%	0%	0%	50%
WINSTON	<Dead End>	RICHMOND RD	W	9	0	1	1	1	0%	11%	11%	11%
RAVENHILL	CHURCHILL	MELBOURNE	N	11	5	4	4	1	45%	36%	36%	9%
RAVENHILL	EDISON	CHURCHILL	S	6	6	6	8	4	100%	100%	133%	67%
RAVENHILL	MELBOURNE AVE	EDISON	S	5	1	0	0	0	20%	0%	0%	0%
MELBOURNE	RAVENHILL	KENWOOD	W	12	1	1	1	1	8%	8%	8%	8%
GOLDEN	RAVENHILL AVE	BYRON AVE	E	6	5	5	4	4	83%	83%	67%	67%

GOLDEN	KENWOOD AVE	RAVENHILL AVE	E	12	0	0	1	0	0%	0%	8%	0%
GOLDEN	BYRON AVE	RICHMOND RD	E	3	2	3	2	2	67%	100%	67%	67%
KENWOOD	ROOSEVELT	COLE	N	5	0	1	1	3	0%	20%	20%	60%
KENWOOD	COLE	GOLDEN	N	6	0	0	0	0	0%	0%	0%	0%
BERKLEY	RICHMOND	DOMINION	E	8	1	2	4	3	13%	25%	50%	38%
DOMINION	BERKLEY	TAY	W	17	9	11	10	9	53%	65%	59%	53%
BERKLEY	DOMINION AVE	TAY ST	W	5	0	0	0	1	0%	0%	0%	20%
KENWOOD	COLE	ROOSEVELT	S	6	0	0	0	0	0%	0%	0%	0%
COLE	RAVENHILL AVE	KENWOOD AVE	W	16	8	5	5	6	50%	31%	31%	38%
ROOSEVELT	RAVENHILL AVE	KENWOOD AVE	W	17	2	7	12	18	12%	41%	71%	106%
KENWOOD	ROOSEVELT	MELBOURNE	S	8	0	0	0	2	0%	0%	0%	25%
KENWOOD	GOLDEN	COLE	S	5	2	2	1	1	40%	40%	20%	20%
LOWER BYRON	<Dead End>	ROOSEVELT AVE	N	19	0	3	2	0	0%	16%	11%	0%
ROOSEVELT	BYRON AVE	RAVENHILL AVE	W	6	4	4	4	2	67%	67%	67%	33%
ROOSEVELT	RICHMOND RD	<Dead End>	E	15	3	3	6	6	20%	20%	40%	40%
RAVENHILL	ROOSEVELT AVE	<Dead End>	S	6	0	0	0	0	0%	0%	0%	0%
RAVENHILL	GOLDEN AVE	COLE AVE	S	2	0	0	5	0	0%	0%	250%	0%
RAVENHILL	COLE AVE	ROOSEVELT AVE	S	7	0	0	1	0	0%	0%	14%	0%
RAVENHILL	<Dead End>	ROOSEVELT AVE	N	4	1	5	4	4	25%	125%	100%	100%
RAVENHILL	ROOSEVELT AVE	GOLDEN	N	19	12	7	12	6	63%	37%	63%	32%
KENWOOD	HIGHLAND	BROADVIEW	N	6	0	0	0	0	0%	0%	0%	0%
KENWOOD	GOLDEN	BRIERWOOD	N	4	0	0	1	0	0%	0%	25%	0%
KENWOOD	BRIERWOOD	HIGHLAND	N	6	0	0	0	0	0%	0%	0%	0%
GOLDEN	BYRON AVE	KENWOOD AVE	W	13	3	3	1	3	23%	23%	8%	23%
HIGHLAND	BYRON AVE	KENWOOD AVE	W	13	0	1	0	2	0%	8%	0%	15%
HIGHLAND	KENWOOD AVE	BRYON AVE	E	17	1	0	0	0	6%	0%	0%	0%
BYRON	GOLDEN AVE	BROADVIEW AVE	N	30	9	15	14	11	30%	50%	47%	37%
BROADVIEW	KENWOOD AVE	BYRON AVE	E	6	0	0	1	4	0%	0%	17%	67%



BROADVIEW	BYRON AVE	KENWOOD AVE	E	10	2	1	3	4	20%	10%	30%	40%
BRIERWOOD	BYRON AVE	KENWOOD AVE	W	17	1	0	0	0	6%	0%	0%	0%
BRIERWOOD	KENWOOD AVE	BYRON AVE	E	21	0	0	0	0	0%	0%	0%	0%
BYRON	ROOSEVELT AVE	<Dead End>	S	6	5	2	1	3	83%	33%	17%	50%
KENWOOD	BRIERWOOD	GOLDEN	S	5	0	0	0	0	0%	0%	0%	0%
KENWOOD	HIGHLAND	BRIERWOOD	S	5	0	0	0	0	0%	0%	0%	0%
KENWOOD	BROADVIEW	HIGHLAND	S	5	1	1	0	0	20%	20%	0%	0%
GARRISON	CARLETON AVE	ROCKHURST RD	N	7	3	6	2	3	43%	86%	29%	43%
GARRISON	ROCKHURST RD	CARLETON AVE	S	7	2	4	2	0	29%	57%	29%	0%
GOULD	CARLETON AVE	ROCKHURST RD	N	9	1	2	1	1	11%	22%	11%	11%
GARRISON	WESTERN AVE	CARLETON AVE	N	7	3	4	3	1	43%	57%	43%	14%
GOULD	WESTERN AVE	CARLETON AVE	N	6	1	1	2	1	17%	17%	33%	17%
GARRISON	CARLETON AVE	WESTERN AVE	S	11	11	8	9	4	100%	73%	82%	36%
GRANVILLE	WELLINGTON ST W	BYRON AVE	W	18	4	4	4	6	22%	22%	22%	33%
GOULD	ROCKHURST RD	CARLETON AVE	S	6	2	1	1	4	33%	17%	17%	67%
GOULD	CARLETON AVE	WESTERN AVE	S	7	1	1	1	1	14%	14%	14%	14%
BYRON	MAYFAIR AVE S	CLARENDON AVE	S	10	1	0	0	0	10%	0%	0%	0%
BYRON	ISLAND PARK DR	PICCADILLY AVE	S	4	0	0	0	0	0%	0%	0%	0%
BASSETT	ISLAND PARK DR	MAYFAIR AVE	S	22	2	6	5	4	9%	27%	23%	18%
BASSETT	PICCADILLY AVE N	ISLAND PARK DR	N	7	0	0	0	0	0%	0%	0%	0%
BASSETT	MAYFAIR AVE	PICCADILLY AVE N	N	9	0	1	1	0	0%	11%	11%	0%
SPENCER	CARLETON AVE	WESTERN AVE	S	7	2	4	0	0	29%	57%	0%	0%
SPENCER	WESTERN AVE	GILCHRIST AVE	S	7	0	0	0	0	0%	0%	0%	0%
SPENCER	GILCHRIST AVE	ROSS AVE	S	6	1	0	1	0	17%	0%	17%	0%
SPENCER	WESTERN AVE	CARLETON AVE	N	7	1	0	0	0	14%	0%	0%	0%
SPENCER	GILCHRIST AVE	WESTERN AVE	N	7	0	0	0	0	0%	0%	0%	0%
SPENCER	CARLETON AVE	ROCKHURST RD	N	9	4	4	3	2	44%	44%	33%	22%

SPENCER	ROCKHURST RD	CARLETON AVE	S	7	0	1	1	1	0%	14%	14%	14%
WESTERN	SPENCER ST	GARRISON ST	W	5	0	0	1	0	0%	0%	20%	0%
WESTERN	SCOTT ST	GOULD ST	W	4	2	0	0	0	50%	0%	0%	0%
WESTERN	GOULD ST	SPENCER ST	W	1	0	0	0	0	0%	0%	0%	0%
WESTERN	GARRISON ST	WELLINGTON ST W	W	2	1	4	1	0	50%	200%	50%	0%
WESTERN	WELLINGTON ST W	SPENCER ST	E	10	7	8	7	7	70%	80%	70%	70%
WESTERN	SPENCER ST	SCOTT ST	E	12	1	2	2	1	8%	17%	17%	8%
MAYFAIR	WELLINGTON ST W	DALKEITH PRIV	W	7	1	1	0	1	14%	14%	0%	14%
MAYFAIR	DALKEITH PRIV	BASSETT LANE	W	14	0	0	1	0	0%	0%	7%	0%
MAYFAIR	BASSETT LANE	WELLINGTON ST W	E	15	2	4	3	8	13%	27%	20%	53%
ROCKHURST	SCOTT ST	OAKDALE AVE	W	9	0	0	1	0	0%	0%	11%	0%
ROCKHURST	OAKDALE AVE	DEAD END	W	5	0	0	0	0	0%	0%	0%	0%
PICCADILLY	WELLINGTON ST W	BASSETT LANE	W	21	15	8	8	11	71%	38%	38%	52%
PICCADILLY	BASSETT LANE	PERTHSHIRE PRIV	E	14	10	1	2	4	71%	7%	14%	29%
OAKDALE	SCOTT ST	ROCKHURST RD	S	16	0	1	0	1	0%	6%	0%	6%
OAKDALE	ROCKHURST RD	SCOTT ST	N	18	1	1	1	2	6%	6%	6%	11%
CARLETON	GOULD ST	SCOTT ST	E	5	0	0	1	1	0%	0%	20%	20%
CARLETON	GARRISON ST	SPENCER ST	E	4	2	1	2	0	50%	25%	50%	0%
CARLETON	SPENCER ST	GARRISON ST	W	7	2	0	1	1	29%	0%	14%	14%
CARLETON	SCOTT ST	GOULD ST	W	5	0	0	0	0	0%	0%	0%	0%
CARLETON	GOULD ST	SPENCER ST	W	6	0	1	0	0	0%	17%	0%	0%
CARLETON	GARRISON ST	WELLINGTON ST W	W	3	2	3	2	3	67%	100%	67%	100%
CARLETON	SPENCER ST	GOULD ST	E	7	2	2	0	0	29%	29%	0%	0%
CLARENDON	WELLINGTON ST W	BYRON AVE	W	13	5	6	9	4	38%	46%	69%	31%
GRANGE	WELLINGTON ST W	SPENCER ST	E	11	1	13	10	6	9%	118%	91%	55%

GRANGE	SCOTT ST	SPENCER ST	W	12	0	1	0	0	0%	8%	0%	0%
GRANGE	SPENCER ST	WELLINGTON ST W	W	4	0	3	2	1	0%	75%	50%	25%
HARMER	WELLINGTON ST W	BYRON AVE	W	13	2	7	6	4	15%	54%	46%	31%
GRANGE	SPENCER ST	SCOTT ST	E	16	2	1	4	2	13%	6%	25%	13%
JULIAN	WELLINGTON ST W	<Dead End>	W	16	6	11	12	7	38%	69%	75%	44%
SPENCER	ROSS AVE	GRANGE AVE	S	7	1	3	3	0	14%	43%	43%	0%
BYRON	CLARENDON AVE	HARMER AVE N	S	18	1	1	3	1	6%	6%	17%	6%
SPENCER	SMIRLE AVE	GRANGE AVE	N	7	0	2	4	0	0%	29%	57%	0%
SPENCER	GRANGE AVE	ROSS AVE	N	8	0	2	1	1	0%	25%	13%	13%
SPENCER	CAROLINE AVE	SMIRLE AVE	N	7	0	2	4	3	0%	29%	57%	43%
WARREN	WELLINGTON ST W	<Dead End>	W	12	3	14	10	2	25%	117%	83%	17%
SMIRLE	SPENCER ST	WELLINGTON ST W	W	12	8	9	9	9	67%	75%	75%	75%
SMIRLE	SPENCER ST	SCOTT ST	E	17	0	3	2	4	0%	18%	12%	24%
SMIRLE	WELLINGTON ST W	SPENCER ST	E	7	7	10	11	12	100%	143%	157%	171%
SMIRLE	SCOTT ST	SPENCER ST	W	16	5	2	1	2	31%	13%	6%	13%
CAROLINE	SCOTT ST	SPENCER ST	W	12	0	0	4	0	0%	0%	33%	0%
CAROLINE	WELLINGTON ST W	SPENCER ST	E	16	6	10	13	8	38%	63%	81%	50%
CAROLINE	SPENCER ST	SCOTT ST	E	16	0	1	0	0	0%	6%	0%	0%
GILCHRIST	SCOTT ST	SPENCER ST	W	7	2	2	0	0	29%	29%	0%	0%
GILCHRIST	WELLINGTON ST W	SPENCER ST	E	14	3	5	1	2	21%	36%	7%	14%
GILCHRIST	SPENCER ST	SCOTT ST	E	14	4	3	4	4	29%	21%	29%	29%
HAMPTON	DEAD END	WELLINGTON ST W	E	17	2	4	0	3	12%	24%	0%	18%
ROSS	WELLINGTON ST W	SPENCER ST	E	16	2	7	6	11	13%	44%	38%	69%

SPENCER	ROSS AVE	GILCHRIST AVE	N	8	0	1	2	2	0%	13%	25%	25%
ROSS	SCOTT ST	SPENCER ST	W	14	2	2	6	2	14%	14%	43%	14%
HAMILTON	ARMSTRONG ST	WELLINGTON ST W	W	2	2	0	2	4	100%	0%	100%	200%
PARKDALE	BULLMAN ST	SPENCER ST	W	16	0	0	2	0	0%	0%	13%	0%
HAMILTON	ARMSTRONG ST	SPENCER ST	E	8	3	3	5	1	38%	38%	63%	13%
HAMILTON	TYNDALE	WELLINGTON ST W	E	4	0	0	1	2	0%	0%	25%	50%
HARMER	BYRON AVE	WELLINGTON ST W	E	11	0	2	0	0	0%	18%	0%	0%
HAMILTON	ARMSTRONG ST	WELLINGTON ST W	E	2	2	0	2	4	100%	0%	100%	200%
HAMILTON	WELLINGTON ST W	TYNDALL ST	W	21	9	8	11	18	43%	38%	52%	86%
HAMILTON	SPENCER ST	ARMSTRONG ST	W	7	3	7	6	2	43%	100%	86%	29%
HURON	SPENCER ST	SCOTT ST	E	18	2	4	5	2	11%	22%	28%	11%
PARKDALE	ARMSTRONG ST	WELLINGTON ST W	W	10	0	0	0	0	0%	0%	0%	0%
HURON	WELLINGTON ST W	<Dead End>	W	12	1	0	5	6	8%	0%	42%	50%
HURON	SPENCER ST	WELLINGTON ST W	W	21	0	1	1	0	0%	5%	5%	0%
HINTON	ARMSTRONG ST	SPENCER ST	E	7	6	6	7	9	86%	86%	100%	129%
HURON	WELLINGTON ST W	SPENCER ST	E	15	2	6	16	12	13%	40%	107%	80%
HURON	DEAD END	WELLINGTON ST W	E	7	0	0	1	7	0%	0%	14%	100%
HOLLAND	WELLINGTON ST W	BYRON AVE	W	12	5	4	3	4	42%	33%	25%	33%
HOLLAND	SPENCER ST	WELLINGTON ST W	W	9	3	6	5	10	33%	67%	56%	111%
HOLLAND	WELLINGTON ST W	ARMSTRONG ST	E	9	1	4	5	7	11%	44%	56%	78%
HOLLAND	TYNDALL ST	WELLINGTON ST W	E	8	5	4	5	5	63%	50%	63%	63%

HINTON	WELLINGTON ST W	TYNDALL ST	W	19	4	5	9	14	21%	26%	47%	74%
HINTON	ARMSTRONG ST	WELLINGTON ST W	W	14	7	14	12	16	50%	100%	86%	114%
HURON	SCOTT ST	SPENCER ST	W	17	1	3	4	4	6%	18%	24%	24%
BYRON	HARMER AVE N	HOLLAND AVE	S	9	0	0	0	0	0%	0%	0%	0%
SPENCER	HAMILTON AVE N	PARKDALE AVE	S	5	7	7	7	1	140%	140%	140%	20%
SPENCER	PARKDALE AVE	HAMILTON AVE N	N	5	4	4	4	4	80%	80%	80%	80%
SPENCER	HURON AVE N	CAROLINE AVE	N	8	0	0	1	1	0%	0%	13%	13%
BULLMAN	PARKDALE AVE	HAMILTON AVE N	N	5	1	3	0	1	20%	60%	0%	20%
SPENCER	HURON AVE N	HOLLAND AVE	S	4	1	1	1	0	25%	25%	25%	0%
BULLMAN	PARKDALE AVE	PINEHURST AVE	S	6	1	1	1	1	17%	17%	17%	17%
TYNDALL	HOLLAND AVE	HINTON AVE N	S	2	0	0	0	0	0%	0%	0%	0%
TYNDALL	HINTON AVE N	HAMILTON AVE N	S	2	0	0	0	0	0%	0%	0%	0%
BYRON	HOLLAND AVE	HARMER AVE N	N	6	1	4	5	2	17%	67%	83%	33%
FOSTER	PARKDALE AVE	BEVERLEY AVE	S	8	2	5	6	9	25%	63%	75%	113%
CARRUTHERS	ARMSTRONG ST	WELLINGTON ST W	W	7	5	7	6	2	71%	100%	86%	29%
LADOUCEUR	STIRLING AVE	PINHEY ST	S	5	1	3	2	4	20%	60%	40%	80%
LADOUCEUR	PINHEY ST	MERTON ST	S	6	3	4	3	4	50%	67%	50%	67%
PINHEY	SCOTT ST	LADOUCEUR ST	E	15	8	8	7	6	53%	53%	47%	40%
PINHEY	LADOUCEUR ST	ARMSTRONG ST	E	9	7	5	6	7	78%	56%	67%	78%
PINHEY	ARMSTRONG ST	WELLINGTON ST W	E	5	2	6	5	2	40%	120%	100%	40%
PINEHURST	SCOTT ST	BULLMAN ST	W	10	1	1	0	2	10%	10%	0%	20%
PINEHURST	BULLMAN ST	OXFORD ST	W	14	2	7	7	5	14%	50%	50%	36%
OXFORD	PARKDALE AVE	HINCHEY AVE	S	15	3	5	6	4	20%	33%	40%	27%
MCCORMICK	WELLINGTON ST W	ARMSTRONG ST	E	7	3	8	7	0	43%	114%	100%	0%

MELROSE	GLADSTONE AVE	WELLINGTON ST W	W	22	14	19	19	21	64%	86%	86%	95%
LADOUCEUR	CARRUTHERS AVE	STIRLING AVE	S	5	1	1	2	5	20%	20%	40%	100%
GRANT	PARKDALE AVE	MCCORMICK ST	S	14	7	8	8	4	50%	57%	57%	29%
HINCHEY	LADOUCEUR ST	SCOTT ST	E	15	4	7	4	3	27%	47%	27%	20%
HINCHEY	ARMSTRONG ST	LADOUCEUR ST	E	18	6	9	7	8	33%	50%	39%	44%
LADOUCEUR	HINCHEY AVE	CARRUTHERS AVE	S	3	1	0	1	0	33%	0%	33%	0%
CARRUTHERS	SCOTT ST	LADOUCEUR ST	E	16	15	14	15	19	94%	88%	94%	119%
STIRLING	ARMSTRONG ST	LADOUCEUR ST	E	15	9	7	9	7	60%	47%	60%	47%
STIRLING	WELLINGTON ST W	ARMSTRONG ST	E	5	3	6	6	4	60%	120%	120%	80%
BEVERLEY	WESTMOUNT AVE	GLADSTONE AVE	E	10	8	7	6	9	80%	70%	60%	90%
STIRLING	LADOUCEUR ST	SCOTT ST	E	17	10	9	9	13	59%	53%	53%	76%
BULLMAN	PINEHURST AVE	HINCHEY AVE	S	5	1	1	1	1	20%	20%	20%	20%
SIMS	BEVERLEY AVE	PARKDALE AVE	N	12	7	5	7	10	58%	42%	58%	83%
SHERBROOKE	WELLINGTON ST W	GLADSTONE AVE	W	18	12	15	13	16	67%	83%	72%	89%
CARRUTHERS	LADOUCEUR ST	ARMSTRONG ST	E	16	12	11	9	13	75%	69%	56%	81%
ROSEMOUNT	GLADSTONE AVE	WELLINGTON ST W	E	21	18	19	20	20	86%	90%	95%	95%
ROSEMOUNT	WELLINGTON ST W	GLADSTONE AVE	W	15	3	4	2	4	20%	27%	13%	27%
LOWREY	GARLAND ST	METRON ST	N	12	6	5	7	7	50%	42%	58%	58%
FAIRMONT	WELLINGTON ST W	DUHAMEL ST	W	27	26	26	30	20	96%	96%	111%	74%
GARLAND	ARMSTRONG ST	O'MEARA ST	E	4	4	4	4	2	100%	100%	100%	50%
GARLAND	O'MEARA ST	SCOTT ST	E	7	4	5	5	5	57%	71%	71%	71%
GARLAND	SOMERSET ST W	ARMSTRONG ST	E	5	4	4	6	3	80%	80%	120%	60%
DUHAMEL	ST. FRANCIS ST	FAIRMONT AVE	S	6	2	4	3	4	33%	67%	50%	67%

FAIRMONT	DUHAMEL ST	GLADSTONE AVE	W	9	7	7	7	8	78%	78%	78%	89%
MERTON	LOWREY ST	SCOTT ST	E	9	4	4	5	7	44%	44%	56%	78%
MERTON	LADOUCEUR ST	LOWREY ST	E	6	4	3	4	7	67%	50%	67%	117%
MERTON	ARMSTRONG ST	LADOUCEUR ST	E	4	7	4	6	5	175%	100%	150%	125%
MERTON	WELLINGTON ST W	ARMSTRONG ST	E	2	1	0	2	3	50%	0%	100%	150%
LADOUCEUR	MERTON ST	GARLAND ST	S	18	10	7	13	9	56%	39%	72%	50%
IRVING	LAUREL STREET	WELLINGTON ST W	E	18	14	18	17	15	78%	100%	94%	83%
ST. FRANCIS	DUHAMEL ST	GLADSTONE AVE	W	14	1	0	0	0	7%	0%	0%	0%
ST. FRANCIS	GLADSTONE AVE	DUHAMEL ST	E	10	5	8	6	7	50%	80%	60%	70%
LAUREL	BREEZEHILL AVE N	LORETTA AVE N	S	7	4	7	0	1	57%	100%	0%	14%
LAUREL	IRVING AVE	SPADINA AVE	S	6	0	6	6	2	0%	100%	100%	33%
LAUREL	BAYSWATER AVE	BREEZEHILL AVE N	S	6	2	3	0	0	33%	50%	0%	0%
LAUREL	SPADINA AVE	IRVING AVE	N	9	5	5	6	5	56%	56%	67%	56%
LAUREL	BREEZEHILL AVE N	BAYSWATER AVE	N	5	0	0	0	0	0%	0%	0%	0%
LAUREL	BAYSWATER AVE	SPADINA AVE	N	6	3	3	3	1	50%	50%	50%	17%
LAUREL	SPADINA AVE	BAYSWATER AVE	S	2	1	2	2	2	50%	100%	100%	100%
O'MEARA	BAYVIEW RD	HILDA ST	N	4	3	4	4	1	75%	100%	100%	25%
HINTONBURG	<Dead End>	HINTONBURG PL	E	14	1	6	3	2	7%	43%	21%	14%
HILDA	ARMSTRONG ST	WELLINGTON ST W	W	2	0	1	0	1	0%	50%	0%	50%
HINTONBURG	HINTONBURG PL	BAYVIEW RD	N	8	0	0	0	0	0%	0%	0%	0%
HILDA	O'MEARA ST	ARMSTRONG ST	W	3	2	4	0	3	67%	133%	0%	100%

SPADINA	SOMERSET ST W	LAUREL ST	W	27	15	22	23	15	56%	81%	85%	56%
O'MEARA	HILDA ST	GARLAND ST	N	5	2	8	1	1	40%	160%	20%	20%
WELLINGTON	SPADINA AVE	BAYSWATER AVE	S	8	3	7	7	3	38%	88%	88%	38%
BAYSWATER	SOMERSET ST W	LAUREL ST	W	23	0	0	0	3	0%	0%	0%	13%
BAYVIEW	HINTONBURG PL	ALBERT ST	E	25	2	3	5	3	8%	12%	20%	12%
BAYVIEW	O'MEARA ST	ARMSTRONG ST	W	5	2	2	3	4	40%	40%	60%	80%
BAYVIEW	SCOTT ST	O'MEARA ST	W	5	0	0	0	0	0%	0%	0%	0%
BREEZEHILL	SOMERSET ST W	LAUREL ST	W	8	0	2	0	0	0%	25%	0%	0%
BREEZEHILL	LAUREL ST	SOMERSET ST W	E	22	4	4	0	0	18%	18%	0%	0%
SPADINA	SOMERSET ST W	WELLINGTON ST W	E	2	0	1	0	1	0%	50%	0%	50%



## Appendix F – Consultation Feedback and Comments

### Preliminary Consultation Phase

#### **Meeting with Westboro Village and Wellington West businesses**

August 31, 2023 (in-person presentation / discussion)

##### **Paid Parking:**

- Study should consider peak times and price parking accordingly.
- Consideration of storefront type in determining paid parking locations.

##### **Off-Street Parking:**

- Discussion on developer agreements for public or permit parking.
- Concerns about insufficient parking in new developments.

##### **Employee Parking:**

- Transit unreliability at 6 am raises concerns about employee parking.
- Proposal for on-street permit areas or lots for employees.
- Recognition that employees may not park far from work and may risk street parking fines.

##### **Last Mile of Travel / Transit Connectivity:**

- Employees find LRT stations too far to walk from.
- Alternative transportation modes and better pathways to connect LRT stops to businesses.

##### **Other:**

- Need for longer parking durations for clients of professional services.
- Awareness of existing public paid parking required.
- Concerns about removal of parking spots due to traffic calming measures.

### Focused Consultation Phase

#### **Wellington West Annual General Meeting**

January 11, 2024 (in-person presentation / discussion)

##### **Employee Parking:**

- Concerns about options for owners and employees if paid parking is implemented.
- Clarify distinctions between tenant/permit-only parking and publicly available parking.
- Suggestions include employee parking permits, specific roads for employee parking, and utilizing vacant parking lots.

##### **Understanding Parking Users:**

- Need to identify the user type and time people are parking to address parking issues effectively.

##### **By law Enforcement:**

- Suggestions for increased enforcement to prevent violations of parking time limits.

**Parking Data:**

- Parking data indicates that paid parking may not be necessary across the whole area. Differences between Wellington West and Westboro in terms of parking needs and business types.
- Opposition to paid parking due to potential negative impacts on business and economic conditions.
- Concerns that customers and delivery drivers won't pay for short-term parking, potentially leading to loss of business.
- 

**New Development:**

- Insufficient parking in new developments leading to increased competition for on-street parking.

**Westboro Village Annual General Meeting**

January 16, 2024 (in-person presentation / discussion)

**Transit Concerns:**

- Suggestions for OC Transpo bus pass discounts for BIA members.

**By law Enforcement and Parking Signage:**

- Flexibility requested during special events for parking enforcement.
- Desire for better signage indicating parking options and free parking areas.
- Improvement of parking line painting and signage for better traffic flow.

**Off-Street Parking:**

- Exploration of options to convert empty lots to off-street retail parking.
- Suggestions for utilizing empty lots for fundraising with parking fees.
- Consideration of adjusting parking permit models for remote work situations.

**Paid Parking Data and Rate Customization:**

- Compare Westboro parking counts with other areas like Glebe.
- Determine where the different parking user types such as employees park in areas with paid parking and non-paid parking.
- Consideration of customized rates based on specific times and days of the week.
- Utilize a demand-based pricing model for paid parking, potentially with different rates reflecting area characteristics.
- Collect data during the 6-8 am window to evaluate the situation to address pressures on staff caused by residents' parked vehicles.

**Other:**

- Investigate peak restrictions, including potential resolution or adjustments.
- Assess missing inventory for bike parking.
- Consider installing a bike repair station at Roosevelt/Danforth.

- Consider installing additional bike racks at Hillson School.
- Concerns about the impact of patios on available parking spaces.

### **Westboro Community Association**

March 5, 2024 (in-person presentation / discussion)

- Concern over unauthorized parking on the north side of Scott St near Farm Boy.
- Strong concerns over the enforcement of minimum parking requirements for new developments.
- Concerns raised about restrictions on car-sharing designated spots within residential buildings.
- Perceived lack of wayfinding for some off-street parking options in North Westboro.
- Acknowledgment that parking surpasses practical capacity but not compelling enough to implement paid parking.
- Free parking is seen as essential for business growth.
- No perceived need for further study, but interest in investigating paid off-street parking solutions for residential spillover.

### **Hintonburg Community Association**

March 6, 2024 (virtual presentation / discussion)

- Difficulty in determining the existence of a parking issue due to insufficient data showing problems.
- Belief that the study is creating a solution for a non-existent problem.
- Anticipation that the introduction of public transit, such as trains, will decrease the need for parking in the area, potentially negating the need for paid parking.
- Observation that if people cannot park on main roads, they tend to park on residential side streets, suggesting that residential occupancy is low and can accommodate additional parking demand.
- Intercept survey results indicating a small portion of people have parking concerns when visiting the area, questioning the necessity of the study.
- Suggestion to reset public expectations regarding parking, encouraging the use of alternative modes of transportation like transit, walking, or cycling.
- Concerns raised about inadequate enforcement by bylaw officers, potentially leading to vehicles overstaying parking limits and obstructing traffic.
- Inquiry about the costs associated with implementing paid parking and the expected payback period for the investment.

### **Champlain Park Community Association**

March 11, 2024 (virtual presentation / discussion)

- Members are worried about new development leading to on-street parking issues, particularly someone monopolizing a spot in front of a house all day.

- Concerns about on-street accessibility for older residents who need to drive for appointments.
- Members believe that paid parking is likely necessary on Wellington West and Richmond.
- Suggests exploring paid parking on residential streets if spill-over from main streets occurs.

### **Wellington Village Community Association**

March 21, 2024 (in-person presentation / discussion plus written feedback submitted afterwards)

#### **Consultation Feedback:**

- Concerns about data manipulation to overstate parking issues.
- Data shows parking problems, but residents don't feel them, especially in residential zones.
- Disagreement with using peak occupancy as a sole indicator of parking issues.
- Potential overflow into residential areas if paid parking is introduced on Wellington St.
- Suggestions to focus on traffic issues over parking for transportation solutions.
- Residents should have a say on how parking revenue is spent.
- Parking issues in the area have decrease due to remote work but concerns about future problems with new developments.

#### **Feedback submitted on March 26, 2024**

- The findings fail to convincingly prove a parking issue on Wellington Street in Wellington Village. Survey results indicate a significant number always find parking and only a small percentage frequently face difficulties.
- The study's approach is criticized for not considering minimizing impacts on residential areas and for relying too heavily on peak occupancy percentage as evidence of chronic parking problems.
- Concerns raised about potential negative consequences on nearby residential streets due to paid parking on main streets, impacting safety and access for residents.
- Disagreement with treating Westboro and West Wellington as one homogeneous area, citing differences in parking concerns and challenges between the two neighborhoods.
- Suggested exploring increased enforcement and other strategies before implementing paid parking, which should be a last resort after addressing community concerns and conducting additional studies.

#### **Focused Consultation Phase**

## **Community Information Sessions**

April 20, 2024

April 22, 2024

May 6, 2024

In total, there were 95 attendees at these sessions. 25 comment sheets were left and there were 22 comments that were e-mailed to the project team during this phase. The content of the comment sheets are provided and the e-mails are summarized on the following pages. The vast majority of this feedback related to the proposed implementation of paid parking. While there was some support expressed, the following is a summary of the key themes related to the opposition:

- Paid parking will negatively impact businesses by dissuading people from visiting the area or from staying as long
- New developments need to provide an appropriate amount of residential / visitor parking
- There are currently issues on the side streets which will be made worse by paid parking.
- More vehicles parking on the side streets will force cyclists and pedestrians into the street where there are no sidewalks

Content of comment sheets received during the Community Information Sessions:

Ref #	Comments
1	It's badly gonna effect our business. Please do not do that. We are already suffering with other issues like inflation, staff shortage. People are losing their jobs which is effecting our business so please help our businesses by don't doing paid parking. Will be much appreciated.
2	Paid parking is going to further reduce the incoming of the customers further adding to the loss of revenue. Please DO NOT make parking on the streets paid if you don't want all businesses to go bankrupt.
3	Need to address / resolve side street parking as paid parking will move way to the side streets. Yes, the streets are public property not private property but already there are drivers blocking driveways on side streets cuz they can't find main street parking. This will exasperate the problem. This needs a fix.
4	<p>If paid parking is put into effect in Westboro along &amp; in the area Richmond Road from Broadview to Kirkwood the parking in the adjoining streets, neighbourhood streets, will increase from the first block to second, Monday – Friday, full, and Saturday Sunday little less. For example:</p> <p>Roosevelt – Byron to Kirkwood full of parked cars all day Monday to Fri.  Golden Byron to Kenwood – Full to Ravenhill and some to Kenwood.  Cole Avenue Ravenhill to Kenwood – full of cars Mon – Fri and some SS and the odd car Kenwood to Princeton.</p> <p>These cars are parked in front of homes paying the highest taxes in the City. They are parked, some all day, and run over lawns.</p> <p>Roosevelt Avenue – Apartment building behind Starbucks just across from Tubman Funeral Home just decreased the amount of parking spaces available to tenants when building is built. Where will those people park their car.</p> <p>Ravenhill Avenue – 6 triplex's with only 4-6 parking spots in back. The streets are always full. I was told by a person who lives in one of the units the tenants move their cars around the neighbourhood. I know this because he parked right across from driveway for almost 24 hours.</p> <p>Developers are running the show! They plan whatever they want and the City OK's it regardless of the number of parking spots.</p> <p>By-law is missing! Never see them!</p> <p>It is respectful to have this Community Information Session, but we all know the City will not listen to the ones who pay for their salaries, to the community member who have to live with these people and cars; looking out ours windows and just seeing cards, ruining our lawns.</p>
5	<p>I am with the Westboro Community Association.</p> <p>We need to see the impact on side street parking expressed in the study. We believe more cars will park on already busy side streets that have no sidewalks. The result is pedestrians &amp; bikers are forced to walk in the middle of the road if cars are parked there.</p>
6	<p>The main problems related to parking in my area are:</p> <p>There are no sidewalks and pedestrians and cyclist have to share the road with vehicles.</p> <p>There are increasing numbers of vehicles (that park for many hours at a time and overnight) which make the streets unsafe (side streets).</p>
	<p>Many new proposed and built residential/rental/condo units have no parking and they park on the street all the time.</p> <p>There is no mitigation of the bigger problem of more parking on the side streets because no one wants to pay for parking or it is unavailable on Richmond Rd, I am tired of calling 311, it is not a solution! It doesn't work!</p>

7	Additional enforcement (disturbing that almost 40% in my area are exceeding 90-minute limit. paint lines on road to delineate exclusion zones for fire hydrants and the like.
8	The project development numbers for the Wellington estimate is far too low. There are about 3,500 units already approved in Hintonburg that are yet to be built. You say 1,600 in the entire Wellington West to 2036. This is wrong Introductory \$3.00 hr is too high compared to Hamilton at Parkdale Market which is about \$1.50/hr + 3 hr max. That will drive people to park there instead of Wellington.
9	I do not have any issues with respect to parking; accordingly I do not agree that Paid Parking along the Business Corridor is required – to do so, would undermine the reason why it was made free to support the commercial enterprises.
10	I live on in the area and many new projects on and near my street. Do not allow new buildings to apply to reduce their visitor parking needs. If a reduction is allowed it overflows to our streets.
11	I do not see a clear reason expressed why we need to implement paid parking now. I recommend we wait until after the LRT is completed.
12	Absolutely not! There are many parking garages being underutilized. I stop approx. 3 times when using car in the Westboro area to support stores in the area. This is to me an added tax which most are not able to pay during these economic times. I will shop elsewhere. Cars will first flow to residential streets before paying.
13	I live very close, just outside of boundary. No concerns! Glad to see a little bit of friction being applied to our “car culture” and I’m 65 years old.
14	I support paid parking. I like the idea of parking paying for a bike share. Dynamic pricing should be used so spots stay free reducing traffic air pollution caused by drivers cruising around looking for spots. I think the parking price should be high enough to have high occupancy so a bike lane can be added to Richmond with the removal of half of the parking. I think parking services should pay property tax & the salaries of enforcement officers to reduce the parking cost to the City budget. I think parking profits should go into general City revenue. Maybe a parking authority is needed like Toronto. In this decision the climate emergency should be considered. Parking promotes the most energy intensive form of transport & thus parking should be reduce.
15	Has anyone approached Major employers in the area (eg Federal government) to offer free or subsidized OC Transpo passes to reduce need for employee parking?
16	We live in the Civic Hospital area and consider wellington street as a “downtown” area. Although we are not within the study area, it is very important to us.
17	Yes, lots of issues! Dynamic pricing? This approach is a money grab when people need parking. When demand is low will it cost be low? Example 1\$/Hr? If there are development with low parking spots then allow new development to have appropriate # of parking spots. Enforcement is needed now to stop people moving within time limits. This will help. No need to charge for parking & then add enforcement.
	There are people that will never bike or car-share. Give them options without charging to park. Time to apply fee to bikes as it is costing city for biking infrastructure. Tax all transportation methods freely. Small businesses will not survive. We will not pay extra (parking) to get a cupcake/coffee/or breakfast.

18	Intensification of driving, particularly harshly of baseline impacts all people. I have a driveway and often blocked. No provision are made by developers to make parking solutions for their residents. Paid parking throughout the neighborhood is solution? Currently off-street parking at Lynwood will not reduce parking demand because I (where we live) just use cars parking as.
19	Our block (Spadina to Gladstone) is NOT monitored by Bylaw. Since permits have been granted to renovate + add additional units on Gladstone to existing buildings, our block has become a parking lot for renters on Gladstone. Both sides are full-some staying put for weeks in winter, impeding snow removal. These car owners are not interested in neighbors or neighborhood. My concern is that people will park further up side streets, which won't be monitored or controlled.
20	I love the idea of paid parking. I can never find a spot when I come here which makes me come less often. I'd much rather pay to be able to get a spot.
21	Snow removal. Several side streets are narrow, and in winter are not equally plowed, turning them into 1 lane streets. If people park around the corner to avoid parking that can be a problem. *Consider making parking free from Dec 1-Apr 1 Public transit along Wellington/Richmond Road-too little, not on time. LRT when it runs will be too far. Since there are fewer businesses east of LPD than west, and the eastern BIAs (and residents) are opposed, why are they not listened to?
22	I am concerned about parking in areas beyond the study as the spill over from the business area as well as new developments is increasing. I live south of the study area – there are currently 11 new infills with multiple residents in each with limited to no parking. There is a proposal for another development with 12 units. There were 2 busses in the area (50 & 51) but one is being cancelled. Reality is many residents have cars- demographics, convenience, many reasons for this. Parking is an issue in the business corridor but also in the residential area that needs to be addressed (we are a one block street).
23	I live just south of the study area. Our street experiences spill over parking + congestion. Additionally, numerous infills effectively have no on site parking (laneway blocked/too narrow) resulting in significant on street parking. Bus service is unreliable + soon to be scaled back. Residents in the study area + adjacent will not be able to use alternative mods of transport until OCtranspo is reliable + frequent. OCtranspo needs to shift from a priority of moving everyone downtown. Not everyone needs to go through downtown to get to their destination.
24	Please consider the safety of 3,000 kids that go to school on Broadview, Nepean High School and Notre Dame. Your proposal will push the cars/traffic on to the local streets. Our kids deserve a safe school environment thank you.
25	Totally opposed. I like it as it is BUT if it is fait, accomplish please make it easy for us. Coins, slips, apps so we can choose and lots of machines so its easy to get to in winter.



In addition to the comment sheets received during the community information sessions, 30 emails were received through the different consultation phases which captured feedback and comments on a range of topics. Below is a summary of the emailed feedback organized by topic.

- **Response to Paid Parking:**

- Impact on local businesses: Concerns that paid parking will deter customers, reducing foot traffic and drive people away from the area potentially leading to business closures.
- Accessibility and affordability: Emphasis on the unfair burden paid parking places on residents, particularly the disabled, elderly, and those on fixed incomes.
- Support for paid parking

- **Timing and Implementation of Paid Parking:**

- Alignment with LRT: Support for implementing paid parking by fall 2025, aligning with the introduction of Stage 2 of the LRT to mitigate the impact on residents and businesses.
- OC Transpo: The elimination of route 51 removes an important transportation option for residents, adding to the inconvenience of paid parking.

- **Enforcement and Regulations:**

- By-law enforcement: Effective parking enforcement will negate the need to for paid parking.
- Regulatory adjustments: Adjusting parking hours and restricting to parking on one side of the road during the winter months will improve parking and traffic flow.
- Support for quick visits: Need for short-term parking options to support quick visits to local businesses, with suggestions for exemptions or adjustments to accommodate these needs.
- Delivery services: Suggestion to exempt delivery services from parking charges and adjust paid parking hours to accommodate short-term needs.
- Parking permits: Overnight parking passes for property owners in high-density areas.

- **Commercial Parking:**

- Utilization of vacant land: There will be benefits of engaging local businesses and using vacant lands for additional parking.

- Patios: Using on-street space for patios compounds parking issues in the area.
- Off-street parking: The area requires additional off-street parking lots or structures.
- **Impact of Paid Parking on Residential Areas and Visitors:**
  - Visitor access: Concerns about the impact of paid parking on visitors, particularly friends and family will feel unwelcome if they have to pay to park.
  - Parking spillover: Paid parking will encourage people to park in the surrounding neighborhood and clog the streets.
  - Churchill Avenue North: This street is mainly residential and should not be subject to paid parking.
  - Insufficient parking: New developments do not provide enough residential and visitor parking.

# Appendix G – Intercept Travel Survey & Results

## Intercept Travel Survey



**City of Ottawa**

Parking Services  
185 Slidell Street  
Ottawa, ON K1Y 3B5

## Business/Consumer Parking Survey

Date \_\_\_\_ Time \_\_\_\_  
Weather \_\_\_\_ Initials \_\_\_\_  
Special  
Events/Notes \_\_\_\_\_

### Questions for All Interviewees

1. Please provide the first 3 letters of your postal code: \_\_\_\_\_
2. Mode of Travel
  - Walk
  - Cycle
  - Taxi
  - Car – Driver
  - Car – Passenger
  - Motorcycle or Scooter
  - Public Transit
  - Other (Please Specify) \_\_\_\_\_
3. What is the purpose of your trip? (Choose all that apply)
  - Shopping Ex. (Goods, Groceries, Supplies)
  - Dining
  - Services Ex. (Hair, medical, Lawyer, Financial)
  - Entertainment
  - Work
  - Live in Area
  - Visiting Friends/Family
  - Other (Please Specify) \_\_\_\_\_
4. How long do you expect to stay in the area?
  - <1hr
  - 1-2hr
  - 2-3hr
  - 3-8hr
  - >8hr
  - Don't Know
5. How often do you come to this area?
  - First Visit
  - Daily
  - Several times a week
  - Several times a month
  - Several times a year
6. Approximately, how much did you or will you spend on the stores/services during this visit?
  - \$0
  - <\$10
  - \$10-29
  - \$30-50
  - \$51-100
  - \$101-150
  - \$151-200
  - \$201-300
  - \$301-400
  - >\$400
7. What are your concerns when travelling to this area? (Choose all that apply)
  - Availability of Parking
  - Parking Rates
  - Parking Time Limits
  - Parking Enforcement
  - Bicycle Parking
  - Transit Service
  - Other (Please Specify) \_\_\_\_\_
  - I have no concerns
8. As a follow up, do you have any additional or specific concerns or issues? (Response optional)  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**9 Million Miles and Passengers**

1. When you park in a parking space, how easy is it for you to find a parking space?

- 1 - "It's an empty parking space!"
- 2 - "It's a little bit difficult to find a parking space."
- 3 - "It's quite difficult to find a parking space."
- 4 - "It's very difficult to find a parking space."
- 5 - "It's impossible to find a parking space."

J. What did you do when you were here?

- D** - I went to the office.
- P** - I went to the park.
- Q** - I went to the quiet place.

5. How fast did you travel from your home to the office?

- 0-20 miles (1-3 min.)
- 20-40 miles (4-8 min.)
- 40-60 miles (8-12 min.)
- 60-80 miles (12-15 min.)
- 80-100 miles (15-20 min.)
- > 100 miles (20+ min.)
- 001** - (Please see the back of the survey.)

7. What kind of car did you use?

- 1 - Sedan
- 2 - SUV
- 3 - Truck
- 4 - Other

4. How long did it take you to find a parking space?

- D** - Less than 5 minutes.
- 5-10 minutes.
- 11-20 minutes.
- 21-30 minutes.
- 31+ minutes.

## Intercept Travel Survey Results

1. Please provide the first 3 letters of your postal code:

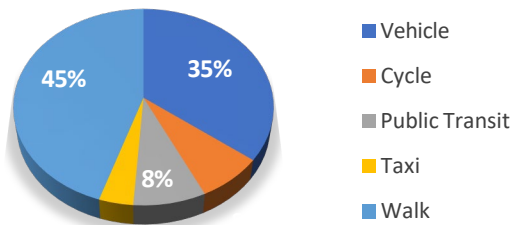
### The 5 Most Common Results

1st 3 Letters	Wellington West	Wellington West	Westboro	Westboro	Study Area	Study Area
K1Y	168	38%	80	20%	248	30%
K1Z	48	11%	61	15%	109	13%
K2A	21	5%	83	21%	104	12%
K2P	30	7%	10	3%	40	5%
K1E	4	1%	30	8%	34	4%
Other	166	38%	133	34%	299	36%
Total	437		397		834	

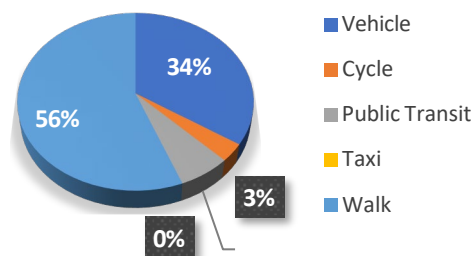
2. Mode of Travel

Mode of Travel	Wellington West	Wellington West	Westboro	Westboro	Study Area	Study Area
Vehicle	154	35%	136	34%	296	35%
Cycle	33	8%	13	3%	46	5%
Public Transit	36	8%	26	7%	62	7%
Taxi	17	4%		0%	17	2%
Walk	196	45%	222	56%	418	50%
Total	436		397		839	

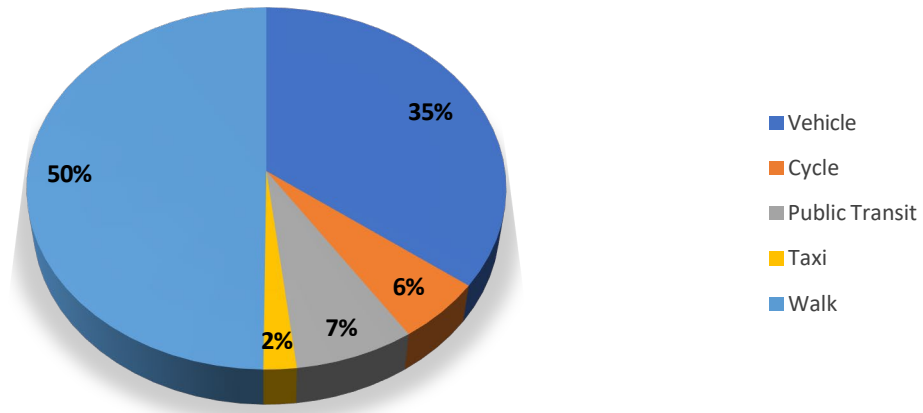
### Wellington West



### Westboro



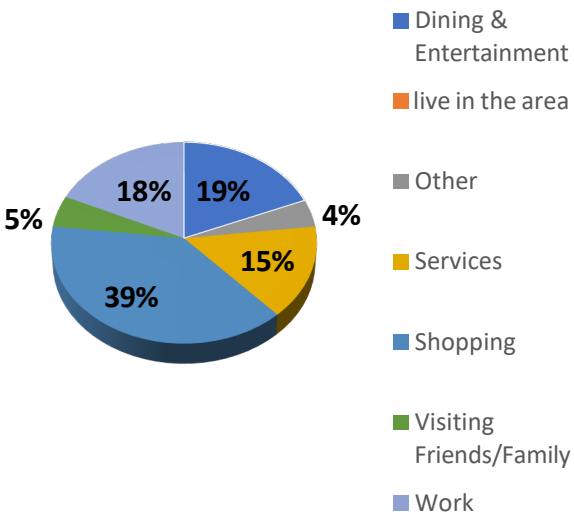
## Study Area



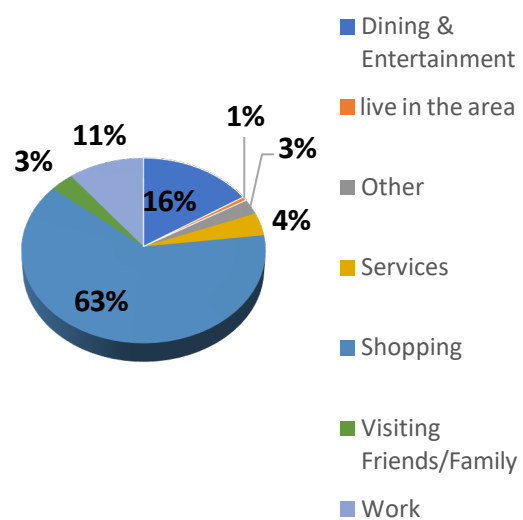
### 3. What is the purpose of your trip?

Purpose of drivers	Wellington West	Wellington West	Westboro	Westboro
Dining & Entertainment	30	19%	24	16%
live in the area	0	0%	1	1%
Other	7	4%	4	3%
Services	24	15%	6	4%
Shopping	62	39%	96	63%
Visiting Friends/Family	8	5%	5	3%
Work	29	18%	16	11%
Total	160		152	

### Wellington West



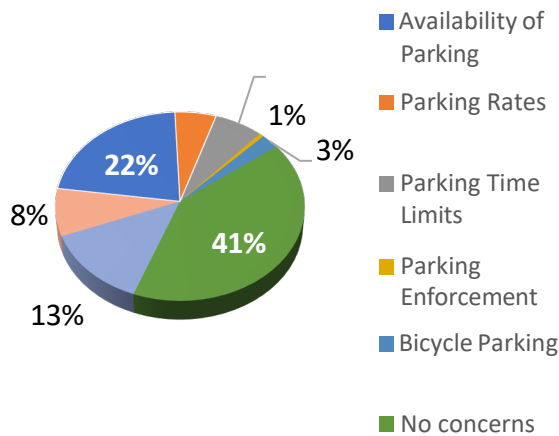
### Westboro



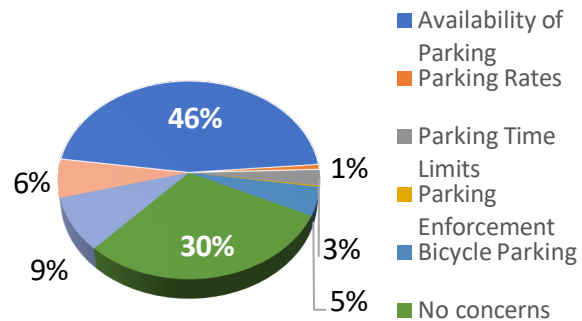
7. What are your concerns when travelling to this area?

Concerns Travelling to the Area	Wellington West	Wellington West	Westboro	Westboro	Study Area	Study Area
Availability of Parking	106	22%	229	46%	335	34%
Parking Rates	27	6%	4	1%	31	3%
Parking Time Limits	32	7%	13	3%	45	5%
Parking Enforcement	3	1%	1	0%	4	0%
Bicycle Parking	12	3%	23	5%	35	4%
No concerns	197	41%	148	30%	345	35%
Other	64	13%	44	9%	108	11%
Transit Service	39	8%	31	6%	70	7%
Total	480		493		973	

### Wellington West



### Westboro

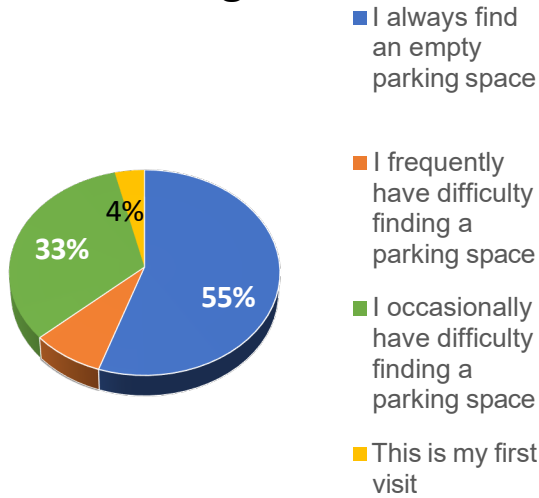


### Drivers Only

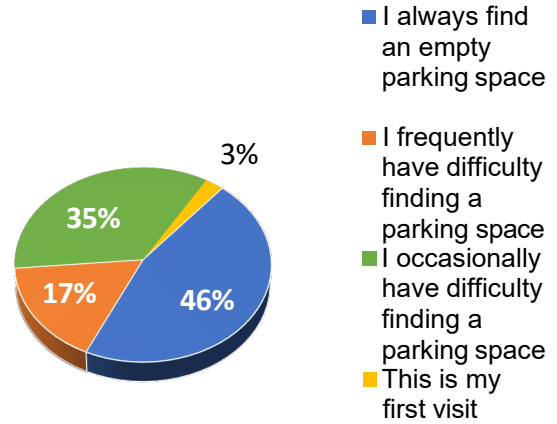
1. When you park here, how easy is it for you to find a parking space?

Ease in finding parking?	Wellington West	Wellington West	Westboro	Westboro
I always find an empty parking space	74	55%	55	46%
I frequently have difficulty finding a parking space	11	8%	20	17%
I occasionally have difficulty finding a parking space	44	33%	42	35%
This is my first visit	5	4%	3	3%
Total	134		120	

## Wellington West



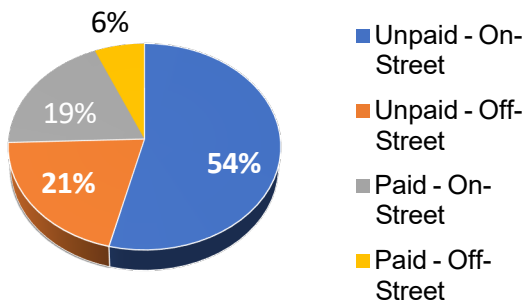
## Westboro



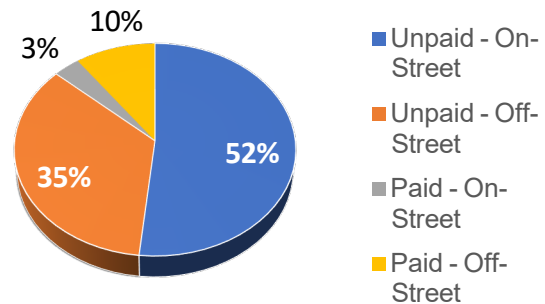
### 2. What kind of parking did you use?

What type of parking did you use?	Wellington West	Wellington West	Westboro	Westboro
Unpaid - On-Street	76	54%	62	52%
Unpaid - Off-Street	29	21%	42	35%
Paid - On-Street	27	19%	4	3%
Paid - Off-Street	9	6%	12	10%
Total	141		120	

## Wellington West



## Westboro



### 4. How long did it take you to find a parking space?

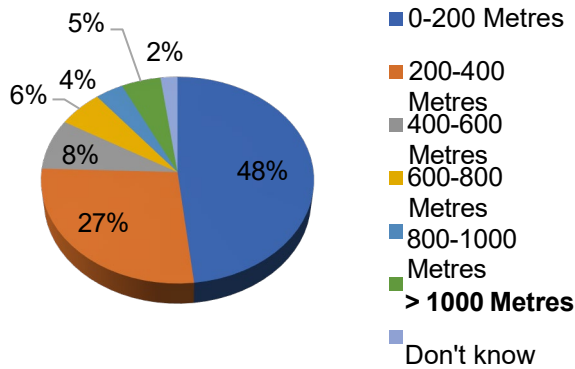
	Study Area	Wellington West	Wellington West	Westboro	Westboro
< 5 min	180	96	68%	84	71%
5-10 min	67	42	30%	25	21%
10-20 min	11	3	2%	8	7%
20-30 min	2	0	0%	2	2%
Total		141		119	



5. How far did you **walk** from your parked vehicle?

How far did you walk from your parking spot?	Wellington West	Wellington West	Westboro	Westboro
0-200 Meters	67	48%	51	43%
200-400 Meters	38	27%	29	24%
400-600 Meters	11	8%	20	17%
600-800 Meters	8	6%	12	10%
800-1000 Meters	5	4%	1	1%
> 1000 Meters	7	5%	4	3%
Don't know	3	2%	3	3%
Total	139		120	

### Wellington West



### Westboro

