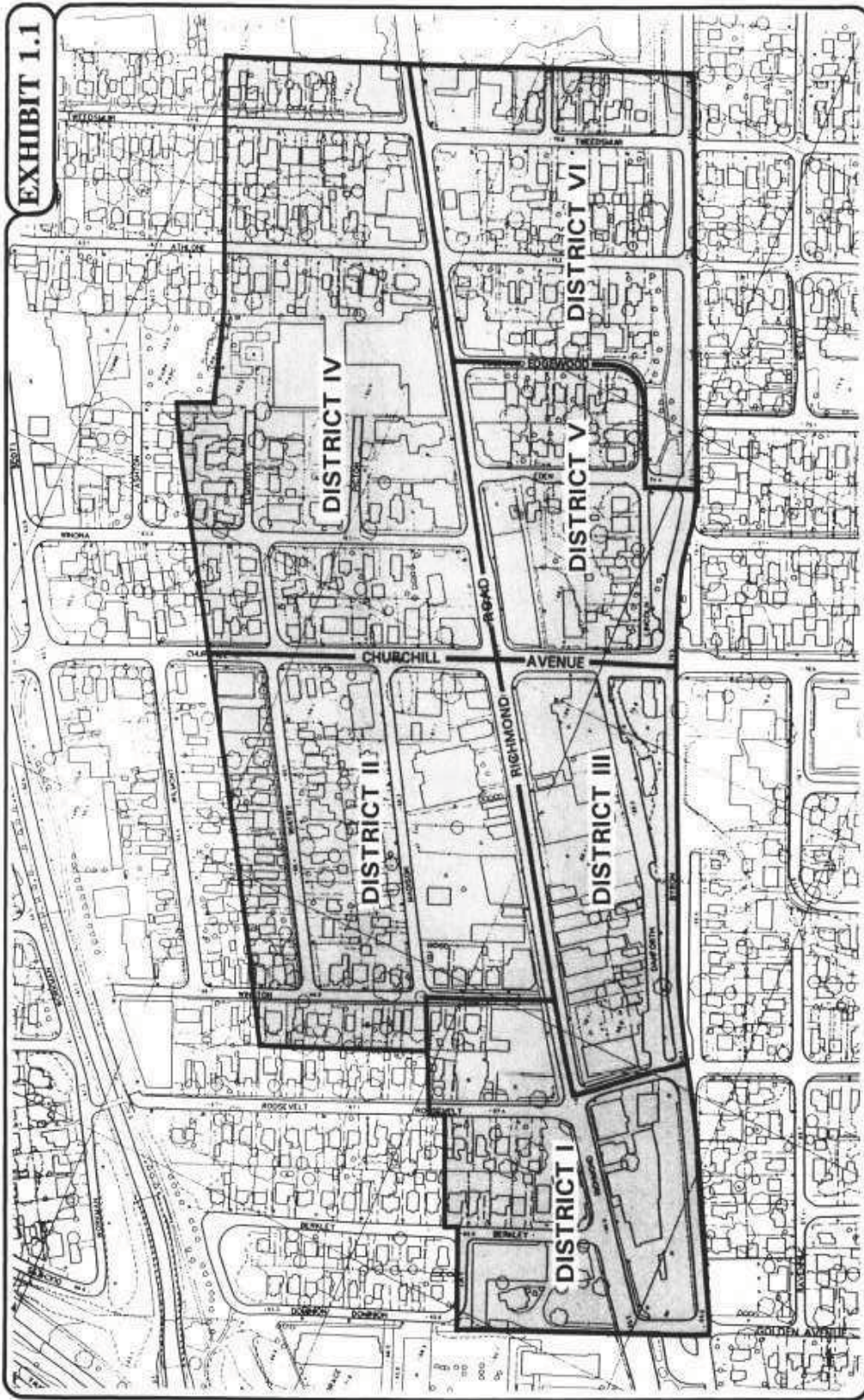


APPENDIX A:

Summary of Previous Westboro Parking Studies

Westboro - Parking Study Analysis - October 2010							
Study Name	Richmond Road Parking Study	Westboro Village Parking Study	Focus Area Analysis: Westboro Village Parking Study	Westboro Village Parking Study	Westboro Village Parking Study	License Plate Survey Richmond Road and Danforth Avenue Westboro Village	
Year	1978	1991	1993	1997	2003	2005	
Author	RMOG	Delcan	Delcan	City of Ottawa (former)	City of Ottawa (?)	Giffels	
Boundaries	Approx 125m north and south of Richmond Rd from Golden Ave to Island Park Dr (significantly larger than subsequent studies)	Roughly 1-2 blocks north and south of Richmond Rd from Golden Ave to slightly past Tweedsmuir Ave. (See map)	BIA only (see map)	BIA only (see map)	Largely the BIA, with some areas slightly north and south (see map).	Richmond Rd and Danforth Ave and the sections of Churchill and Roosevelt in between them (see map).	
Overview	Conducted as part of the Westboro Neighbourhood Study.	Attempts to capture the entire "area of influence" of the Westboro BIA.	Uses the 1991 data to focus solely on the geographical boundaries of the BIA (approx. 50% of the 1991 study).	Essentially an update to the 1993 study as it uses the exact same boundaries. (See calculations worksheet.)	Very brief report.	Studies the core area only.	
Overall Conclusion	Parking capacity is sufficient.	Parking capacity is sufficient, but employees are using up too many on-street spaces.	Parking capacity is sufficient within the BIA boundaries.	Parking capacity is sufficient, but there is too much long term parking.	Overall parking capacity is sufficient, but 64% of block faces along Richmond are above practical capacity during the day (week and weekend).	Overall parking capacity is sufficient, but meters should be installed in the core area.	
Count Interval	20 minutes	30 minutes	30 minutes	30 minutes	30 minutes	30 minutes	
Study Findings - On-Street							
Richmond Road ONLY (Golden to Tweedsmuir) weekday	Study date	Thursday, June, 1978	Thursday, June 6, 1991.	Friday, October 3, 1997.	Friday, June 27, 2003.	Wednesday, May 25, 2005.	
	Study time	10am-6pm	10am-6pm	8am-5:30pm	10am-9pm	9am-5:30pm	
	Capacity of study area	107	115	147	129	139	
	Average occupancy rate	0.66	0.67	0.46	0.65-0.84	0.50	
	Peak occupancy rate	-	0.90	-	1.35	0.86	
	Average duration	-	1.02 hrs	0.90 hrs	-	0.76	
	Turnover (over study period)	8.3	-	-	-	5.6	
On-street weekday	Study date	Thursday, June, 1978	Thursday, June 6, 1991.	Thursday, June 6, 1991.	Friday, October 3, 1997.	Friday, June 27, 2003.	Wednesday, May 25, 2005.
	Study time	10am-6pm	10am-6pm	10am-6pm	8am-5:30pm	10am-9pm	9am-5:30pm
	Max capacity of study area	487	349	183	220	205	248
	Min capacity of study area	371	287	121	-	199	248
	Average occupancy rate	38%	51%	64%	44%	68%	52%
	Peak occupancy rate	49%	62%	78%	57%	83%	84%
	Time of peak occupancy rate	12:30pm	12:30pm-1pm	12:30pm-1pm & 4:30pm-5pm	12:30pm-1pm & 5:30pm-6pm	12:30pm-1:00pm	12pm-1pm
	Average duration	0.91 hrs	1.1 hrs	1.0 hrs	1.0 hrs	0.92 hrs	0.80 hrs
	Turnover (over study period)	3.3	3.5	-	4.8	-	5.6
On-street weekday evening	Study date		Thursday, June 6, 1991.	Thursday, June 6, 1991.			
	Study time		6pm-10pm	6pm-10pm			
	Total capacity		349	183			
	Average occupancy rate	N/A	41%	52%	N/A	N/A	
	Peak occupancy rate		45%	61%			
	Average duration		-	-			
	Turnover (over study period)		-	-			
On-street weekend day	Study date			Saturday, October 13, 1997.	Saturday, June 28, 2003.	Saturday, May 28, 2005.	
	Study time			10am-3pm	10am-6pm	9am-5:30pm	
	Max capacity of study area			234	205	248	
	Average occupancy rate	N/A	N/A	54%	68%	71%	
	Peak occupancy rate			-	87%	92%	
	Time of peak occupancy rate			-	1:30pm	12pm-1pm	
	Average duration			1.1 hrs	0.96 hrs	0.91 hrs	
	Turnover (over study period)			2.65	-	6.5	
Study Findings - Off-Street							
Off-street weekday	Study date	Thursday, June, 1978	Thursday, June 6, 1991.				
	Study time	10am-6pm	10am-5:30pm				
	Max capacity of study area	1193	786				
	Average occupancy rate	53%	51%	N/A	N/A	N/A	
	Peak occupancy rate	58%	54%				
	Time of peak occupancy rate	12pm	2:30pm-4pm				
	Average duration	2.08 hrs	-				
	Turnover (over study period)	2.0	-				
Off-street weekday evening	Study date		Thursday, June 6, 1991.				
	Study time		6pm-10pm				
	Max capacity of study area		786				
	Average occupancy rate		-				
	Peak occupancy rate	N/A	23%	N/A	N/A	N/A	
	Time of peak occupancy rate		-				
	Average duration		-				
	Turnover (over study period)		-				
Off-street weekday evening	Study date						
	Study time						
	Max capacity of study area						
	Average occupancy rate	N/A					
	Peak occupancy rate						
	Time of peak occupancy rate						
	Average duration						
	Turnover (over study period)						
Conclusions & Recommendations							
Conclusions			2. Usage and turnover are similar to 1. The original 1991 study better reflects parking in the area.	1. Parking on Churchill 1 block south of Richmond and Richmond from Churchill to Athlone experience average occupancy of 68% on weekdays, up to 85% on weekdays, and up to 100% during peak periods, however, "suitable alternative parking exists."	1. The "parking situation in Westboro Village is acceptable."	1. Usage has "intensified particularly in the Core Area on Richmond Road between Roosevelt Ave and Athlone Ave, and Danforth Ave." <i>(Note that the data does NOT support this conclusion.)</i>	
		N/A	3. Average occupancy ratio on Richmond Rd is 67%. 6. All off-street lots are private, "and restricted to employees and/or patrons." 9. All parking (on and off-street) is below practical capacity. 10. High levels of on-street parking (>90%) on Richmond Rd and Churchill near under-used off-street lots. 11. There may be demand for short-term parking longer than 1 hr. 18. Approximately 115 meters could be installed on Richmond Rd from Golden Ave to Tweedsmuir Ave.	2. The conclusions made in the 1991 report are upheld. 3. On-street parking usage remains below functional capacity. 4. Average duration was within legal limits in most places. 5. Some respondents to the business survey indicated more long-term parking is needed for employees. 6. Half of business survey respondents said public parking was adequate, other half said inadequate.	2. Parking supply for 1-3 hour duration is inconveniently located. 3. Amount of long-term parking is increasing.	2. Parking demand is higher on weekends than weekdays. 3. Many stores do not offer parking for staff or customers, so they end up parking on the street.	
Recommendations	1. Have employees use off-street facilities	3. Install parking meters (1 hr) along Richmond Rd from Golden Ave to Tweedsmuir Ave to increase turnover.	5. While long-term parking was observed frequently throughout the focus area and it does not threaten parking adequacy, measures to reduce it should be investigated.	1. Better advertise longer term parking on Danforth Ave.	1. Implement delimitations (sic) with meters.	1. Install on-street parking meters or pay-and-display machines in the Core area.	
	2. Clearer off-street parking signage. 5. Redistribution or sharing of off-street lots by employees. 9. Closure of Danforth at Churchill and consolidation of City Parking Authority. 10. Implement parking meters on curb faces of high parking demand and turnover (mainly Richmond Rd).	4. One or more City operated metered (1-3 hr) surface lots. 5. Improve visibility and signage of off-street lots.		2. Establish a municipal off-street parking facility; establish paid parking meters on Richmond Rd: north side from Athlone and Roosevelt, south side from Athlone to Golden. 4. Increase enforcement, especially on weekends. 5. No more studies until the recommendations are implemented.		2. On-street delineation of bus zones should be improved to prevent illegal parking which presently affects traffic safety. 3. Add loading zones (none currently exist).	



WESTBORO VILLAGE
PARKING STUDY
STUDY AREA

STUDY AREA
STUDY DISTRICT BOUNDARIES



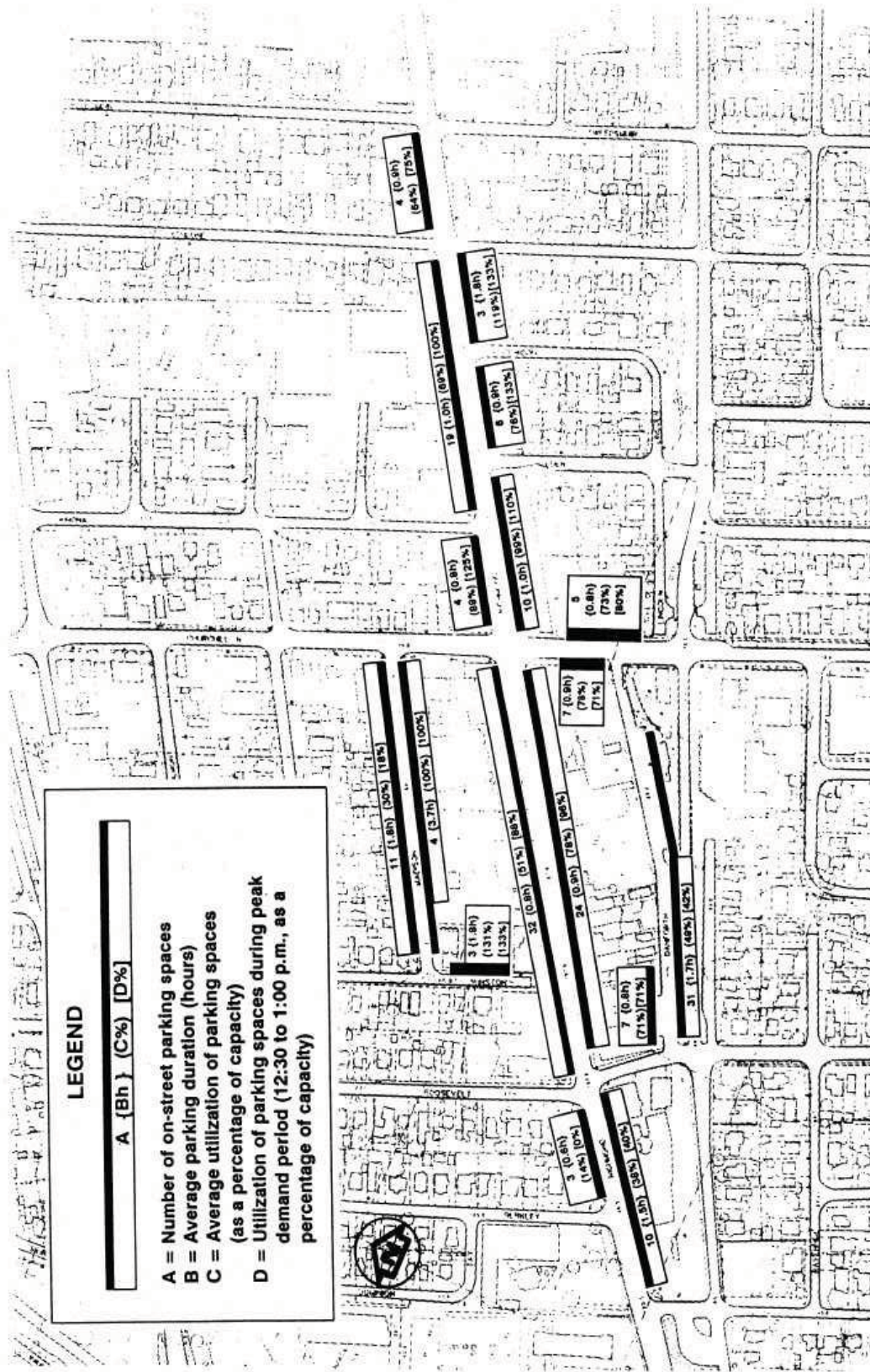


Exhibit 2

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

Westboro Village Parking Study

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

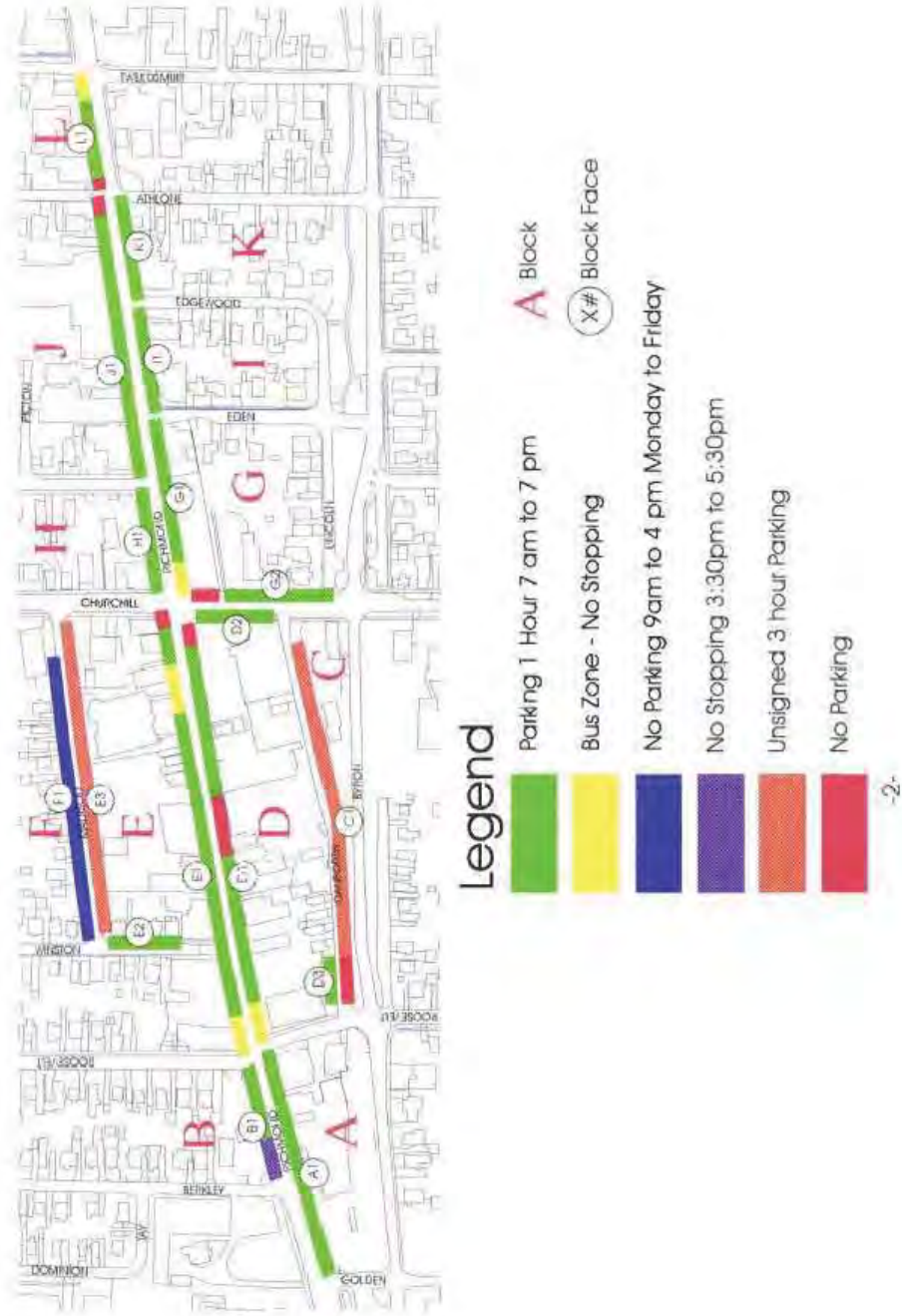
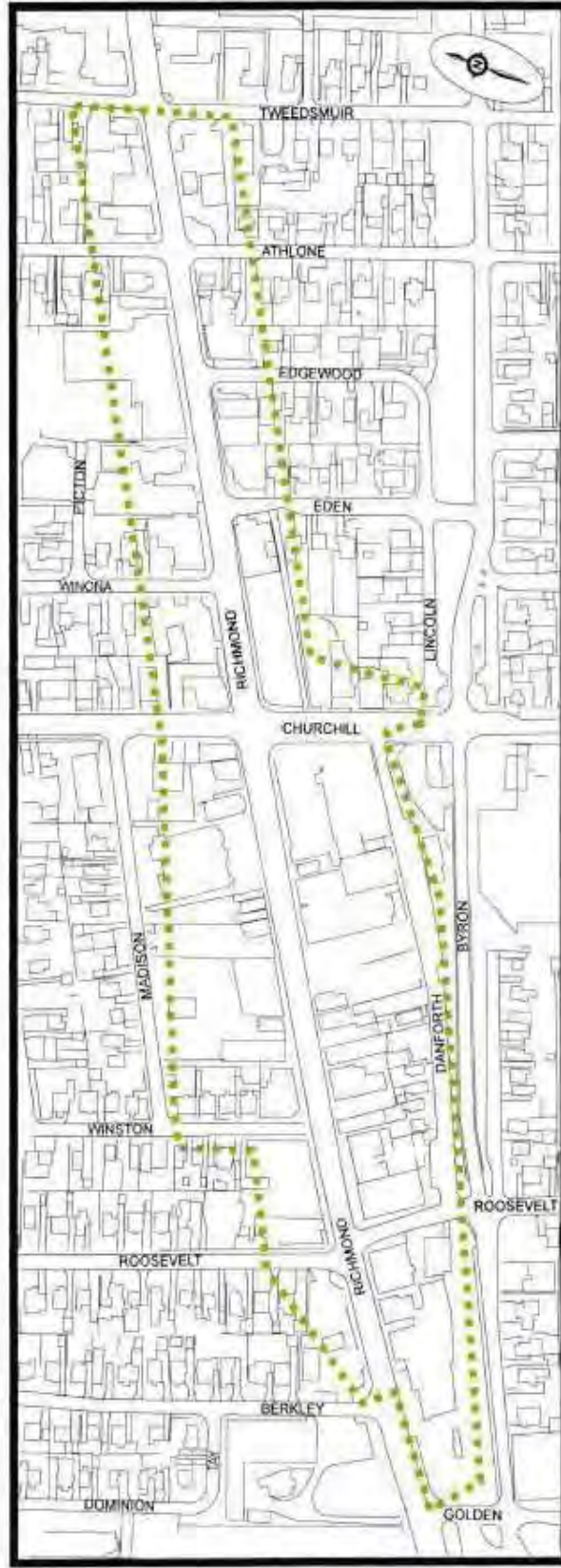
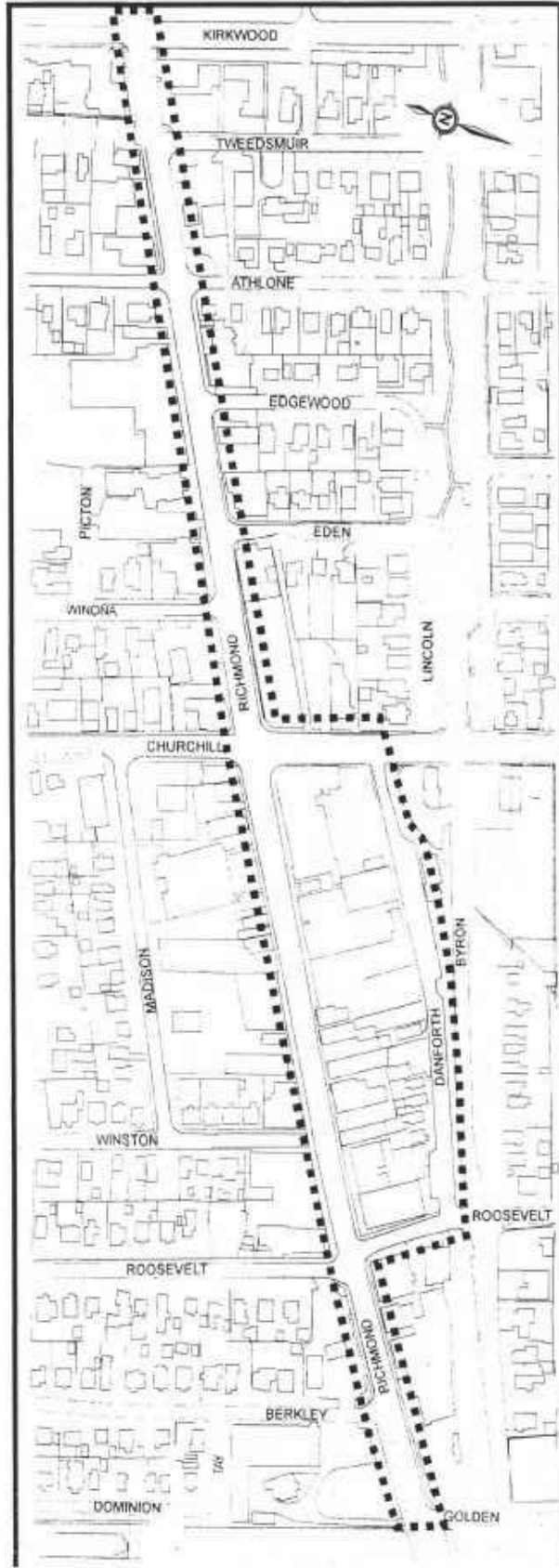


Exhibit 1: Study Area



..... Study Boundary

Exhibit 1: Study Area - 248 On-street Parking Spaces



..... Study Boundary

1997 Study Calculations													
block #	weekdays				weekend				turnover	# of spaces	avg occupancy	rate	
	avg occupancy	rate	duration	turnover	avg occupancy	rate	duration	turnover					
K1	5	0.60	0.88	6.8	5	0.80	0.80	4.4	5	4	0.80	0.8	4.4
I1	7	0.57	0.95	6.14	7	0.71	0.71	4.43	7	5	0.71	0.82	4.43
G1	14	0.64	0.8	6.71	14	0.79	0.79	3.79	14	11	0.79	1.02	3.79
D1	30	0.50	0.8	6.23	30	0.57	0.57	3.23	30	17	0.57	0.97	3.23
A1	11	0.27	0.81	3.18	11	0.27	0.27	1.55	11	3	0.27	0.94	1.55
D3	7	0.71	0.81	8.57	7	0.00	0.00	0.43	7	0	0.00	0.67	0.43
C1	36	0.31	1.57	1.86	36	0.31	0.31	1.19	36	11	0.31	1.13	1.19
G2	5	0.60	0.98	5.4	5	0.80	0.80	3.4	5	4	0.80	1.15	3.4
D2	9	0.56	0.84	6.11	9	0.89	0.89	3.44	9	8	0.89	1.27	3.44
L1	8	0.25	1.41	2	8	0.38	0.38	2.25	8	8	0.38	0.98	2.25
J1	22	0.59	0.89	6.86	22	0.82	0.82	4.14	22	18	0.82	0.98	4.14
H1	6	0.50	0.75	6.33	6	0.83	0.83	5	6	5	0.83	0.77	5
E1	38	0.39	0.73	5.32	38	0.68	0.68	3.53	38	26	0.68	0.95	3.53
B1	6	0.17	0.75	1.33	6	0.17	0.17	0.67	6	1	0.17	1	0.67
E2	4	0.50	1.94	2	4	0.50	0.50	1.5	4	2	0.50	1.58	1.5
F1	4	0.00	1	0.14	4	0.36	0.36	0.93	4	5	0.36	1.54	0.93
E3	12	1.37	1.37	1.25	12	0.33	0.33	1.17	12	4	0.33	2.04	1.17
TOTAL	234	0.41	1.03	4.48	234	0.54	1.10	2.65	234	127	0.54	1.10	2.65

Issues:
1. Study claims there are 220 spaces on weekdays and 234 on weekends - but the numbers add up to 234 for each.
2. No idea how the average occupancy for each block face is calculated (see pg 3 of the study) - the raw data does not produce the published numbers.
3. The overall average occupancy rate, overall average duration, and overall average turnover are not published, so they have been calculated in the above table using raw data contained on page 3 of the report.

Richmond Road Only (Golden to Tweedsmuir) weekday - ALL STUDIES													
block #	1978				1991				turnover	# of spaces	avg occupancy	rate	
	avg occupancy	rate	duration	turnover	avg occupancy	rate	duration	turnover					
A1	8	0.39	N/A	3.6	A1	10	4	1.5	10	4	0.38	0.4	1.5
B1	7	N/A	N/A	N/A	B1	3	0	0.6	B1	3	0.14	0	0.6
D1	23	0.82	12.7	12.7	D1	24	19	0.9	D1	19	0.78	0.96	0.9
E1	26	0.54	N/A	N/A	E1	32	16	0.8	E1	16	0.51	0.88	0.8
H1	3	0.63	10.3	10.3	H1	4	4	0.8	H1	4	0.89	1.25	0.8
G1	10	0.86	6.0	6.0	G1	10	10	1	G1	10	0.99	1.1	1
J1	19	0.43	4.1	4.1	J1	19	13	0.69	J1	13	0.69	1	0.69
I1	4	0.93	14.0	14.0	I1	6	5	0.76	I1	5	0.76	0.9	0.9
K1	3	1.14	12.3	12.3	K1	3	4	1.33	K1	4	1.19	1.33	1.8
L1	4	0.21	3.5	3.5	L1	4	3	0.75	L1	3	0.64	0.75	0.9
TOTAL	107	0.59	8.3	8.3	TOTAL	115	77	1.02	TOTAL	77	0.67	0.90	1.02

2003													
block #	1997				2003				turnover	# of spaces	avg occupancy	rate	
	avg occupancy	rate	duration	turnover	avg occupancy	rate	duration	turnover					
A1	11	0.27	0.97	0.97	A1	15	6	0.60	A1	15	<50	0.60	<50
B1	6	0.17	0.75	0.75	B1	6	6	0.67	B1	6	<50	0.67	<50
D1	30	0.50	0.8	0.8	D1	28	28	1.00	D1	28	70-89	1.00	70-89
E1	38	0.39	0.73	0.73	E1	35	35	0.94	E1	35	70-89	0.94	70-89
H1	6	0.50	0.75	0.75	H1	1	1	3.00	H1	1	90-100	3.00	90-100
G1	14	0.64	0.95	0.95	G1	13	13	1.15	G1	13	70-90	1.15	70-90
J1	22	0.59	0.89	0.89	J1	20	20	0.95	J1	20	50-70	0.95	50-70
I1	7	0.57	0.88	0.88	I1	6	6	1.17	I1	6	70-90	1.17	70-90
K1	5	0.60	0.88	0.88	K1	2	2	2.00	K1	2	100+	2.00	100+
L1	8	0.25	1.41	1.41	L1	3	3	2.00	L1	3	90-100	2.00	90-100
TOTAL	147	0.46	0.90	0.90	TOTAL	129	65-84	1.35	TOTAL	129	65-84	1.35	1.35

2005													
block #	1997				2005				turnover	# of spaces	avg occupancy	rate	
	avg occupancy	rate	duration	turnover	avg occupancy	rate	duration	turnover					
A1	94	0.53	0.754	0.72	A1	50	0.53	0.72	6.3	50	0.53	0.72	6.3
B1	50	0.53	0.754	0.72	B1	20	0.44	0.957	0.8	20	0.44	0.957	0.8
D1	20	0.44	0.957	0.8	D1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
E1	70	0.50	0.86	0.76	E1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
H1	70	0.50	0.86	0.76	H1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
G1	70	0.50	0.86	0.76	G1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
J1	70	0.50	0.86	0.76	J1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
I1	70	0.50	0.86	0.76	I1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
K1	70	0.50	0.86	0.76	K1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
L1	70	0.50	0.86	0.76	L1	70	0.50	0.86	0.76	70	0.50	0.86	0.76
TOTAL	139	0.50	0.86	0.76	TOTAL	70	0.50	0.86	0.76	70	0.50	0.86	0.76

Definitions

<i>Study date</i>	The date the study was conducted.
<i>Study time</i>	The specific time the study was conducted.
<i>Max capacity of study area</i>	The maximum parking capacity of the study area (ie. occurs when no parking restrictions are in effect).
<i>Min capacity of study area</i>	The minimum parking capacity of the study area (ie. occurs when parking restrictions are in effect).
<i>Average occupancy rate</i>	The average proportion of parking spaces occupied by parked vehicles over the study period.
<i>Peak occupancy rate</i>	The highest observed proportion of parking spaces occupied by parked vehicles over a period of time
<i>Time of peak occupancy rate</i>	The time period during which the peak occupancy rate is observed.
<i>Average duration</i>	The average length of time that a number of vehicles park in a number of parking spaces over the study period.
<i>Turnover (over study period)</i>	The number of unique vehicles parked in a number of parking spaces over the study period.

APPENDIX B:

Approved Cash-in-Lieu Parking Applications in
Westboro since 1990

Westboro Cash-in-Lieu, 1990 – Present

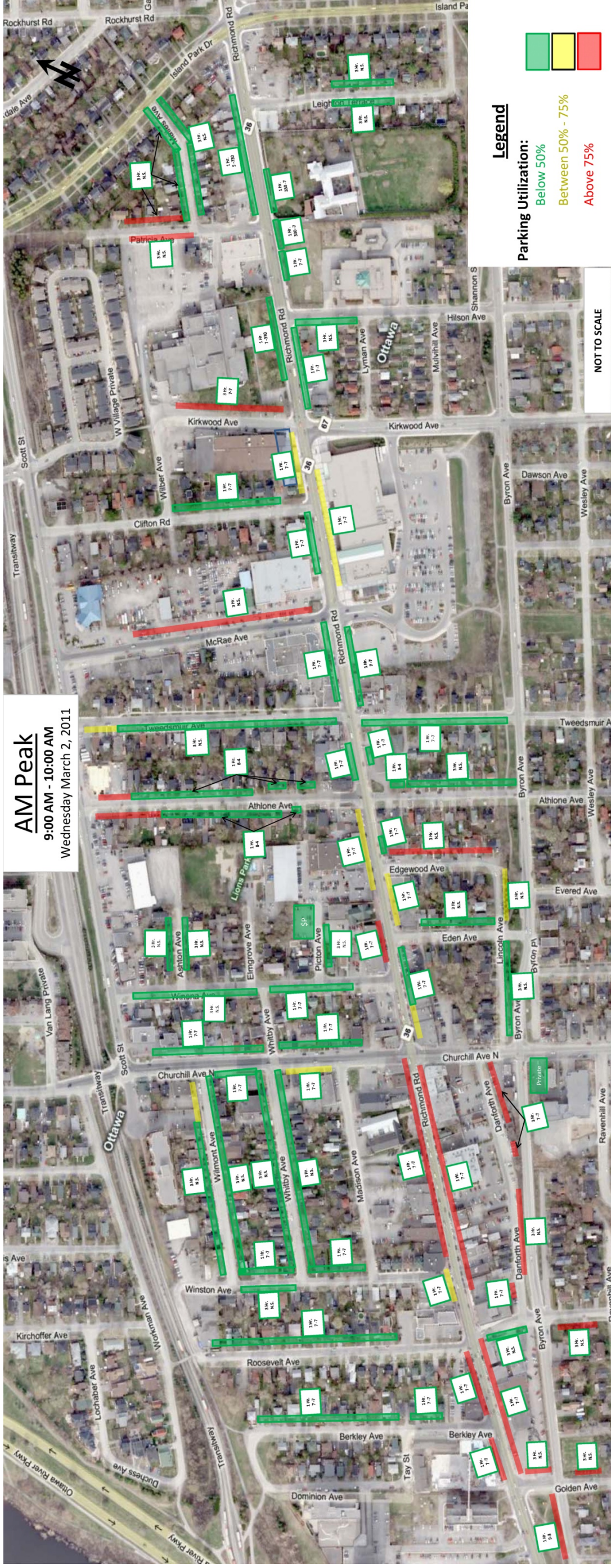
Application Number	Address	Number of Spaces Approved	Date (dd/mm/yy)	Description
TPL2000/015	249 Richmond	6 Spaces	07/06/00	Expansion of restaurant requires cash in lieu of parking for six additional parking spaces.
D07-03-03-0016	415 Richmond	9 Spaces	05/11/03	The applicant would like to convert the general office space on the subject property to medical office space. To conform to the Parking By-law, the applicant must provide 16 parking spaces to accommodate the change in use. The applicant is only able to provide 7, therefore has a deficit of 9 spaces. The applicant is seeking a reduced payment.
D07-03-03-0022	340 Richmond	19 Spaces	19/12/03	Upon conversion from a 289 square metre vacant area to a restaurant, Zoning By-law requires a total of 27 parking spaces. Existing property has capacity to provide a total of 8 spaces; therefore applicant requires exemption for 19.
D07-03-04-0001	203, 205 Richmond	14 Spaces	22/01/04	Request for an exemption of 14 parking spaces to accommodate a proposed building refit - 31 parking spaces will be provided on site.
D07-03-04-0016	203, 205 Richmond	7 Spaces	04/11/04	The purpose of the application is to receive CIL of parking for 7 spaces to accommodate the addition of a Swiss Pastry retail food store with seating area. The Zoning By-law does not recognize a retail food store with a restaurant component or seating area, thus the entire floor area is classified restaurant and required the additional 7 spaces.
D07-03-05-0016	309, 313 Athlone	31 Spaces	20/06/05	The purpose is to provide CIL of 31 parking spaces required in accordance with the Zoning By-law to permit the development of a four-storey, mixed-use development.
D07-03-05-0021	190, 222 Richmond	32 Spaces	31/08/05	The applicant is proposing to construct a new one-storey retail store having a size of approx. 950 square metres. Twenty-five parking spaces are required. The applicant requires approval for CIL for all spaces, and since the proposal involves the removal of existing spaces, CIL for seven is required to satisfy parking requirements for the grocery store. The total requirement for CIL is 32.
D07-03-05-0025	359 Richmond	6 Spaces	15/11/05	In order to complete the redevelopment of this site, the owner can only provide 3 parking spaces on site, as such, he is seeking CIL of parking for the remaining 6 spaces.
D07-03-06-0027	427, 429, 431, 433, 435, 437 Richmond	7 Spaces	26/09/06	The purpose of the CIL application is to provide more residential parking spaces by re-allocating 7 of the existing 30 commercial parking spaces to be used for additional residential parking spaces.
D07-03-07-0004	401 Athlone	4 Spaces	07/03/07	The purpose of the application is to accommodate the renovation of the existing dwelling to a commercial/retail property in conformity with the CN Zone provisions. The total parking requirements for the site is 5 spaces, but the applicant is only able to provide 1, leaving a deficiency of 4 spaces.

D07-03-09-0005	387 Danforth	2 Spaces	16/04/09	The purpose is to enable the applicant to build a two-storey addition of 157 square metres in order to operate daycare without having to provide 2 parking spaces, which cannot be accommodated on the property.
D07-03-10-0003	356 Richmond	4 Spaces	30/06/10	The applicant is proposing to convert the existing building (approx. 227 square metres) from retail to restaurant. The proposed conversion requires four parking spaces, which cannot be provided on the site.
D07-03-10-0006	323 Winona	2 Spaces	16/09/10	To redesignate two of the 38 parking stalls from visitor parking to unit parking. ZBL requires 17 unit stalls and five visitor stalls, for a total of 22; under the current arrangement, 33 of the existing parking stalls are unit stalls and five are visitor parking.
D07-03-12-0003	401 Richmond	1 Space	08/03/12	The applicant is proposing to construct a 92.62m ² addition to the rear of the existing one storey retail building, which triggers the requirement for one additional parking space on site. As the required parking space cannot be accommodated on the subject property, the applicant is requesting to provide cash-in-lieu of one parking space.

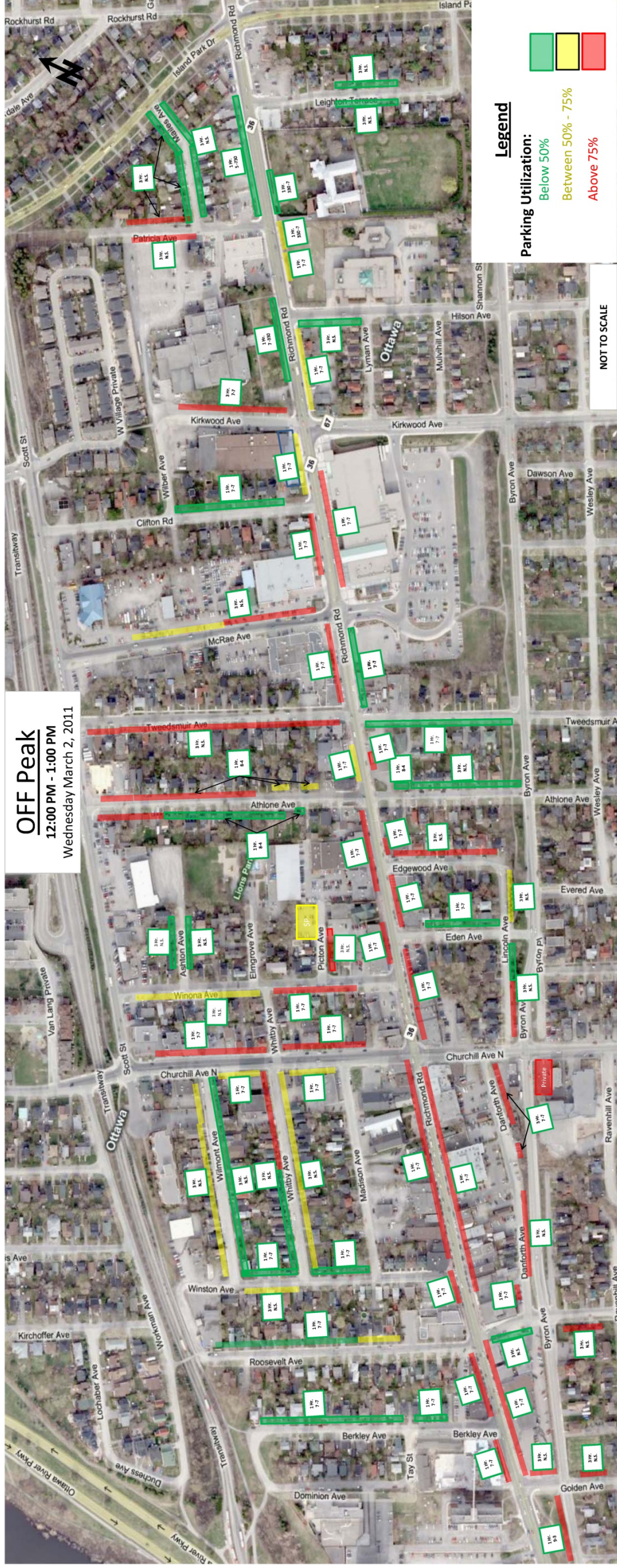
APPENDIX C:

Preliminary Parking Scan Results

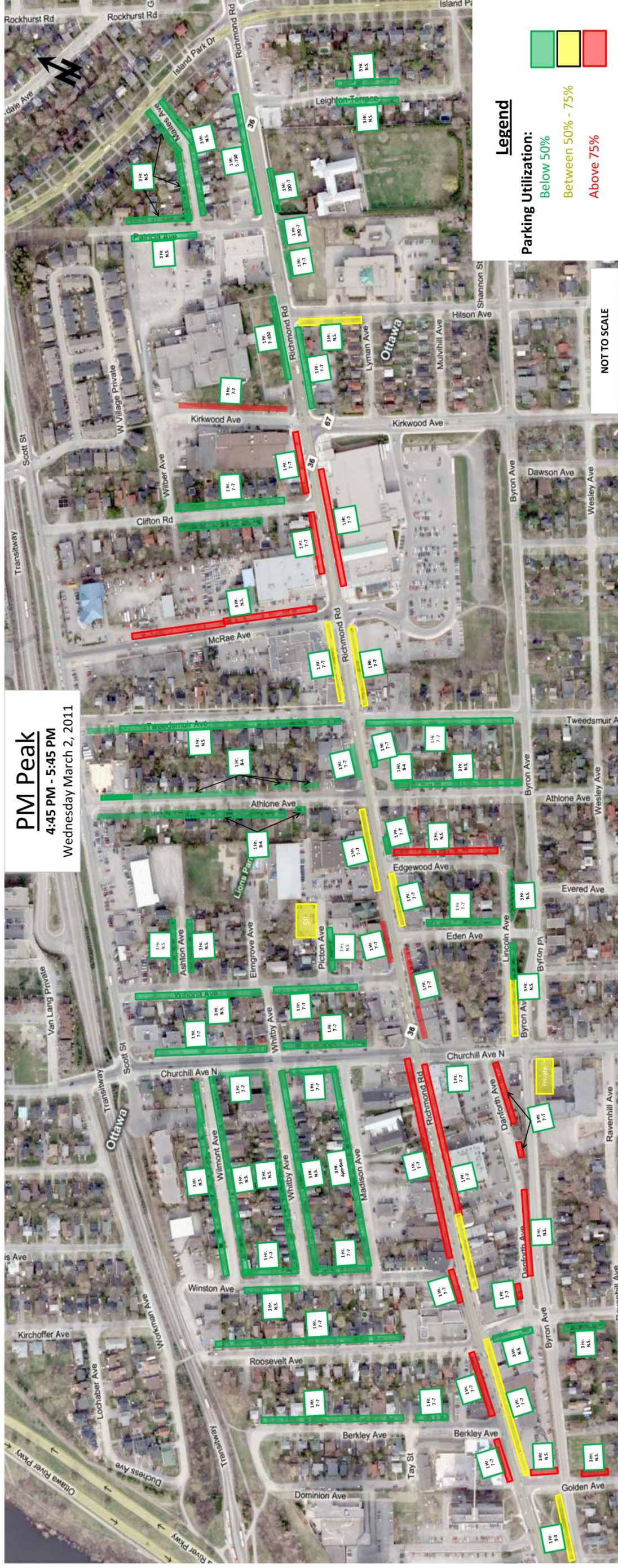
Estimated Public On-Street Parking Utilization (Weekday AM Peak Hour)



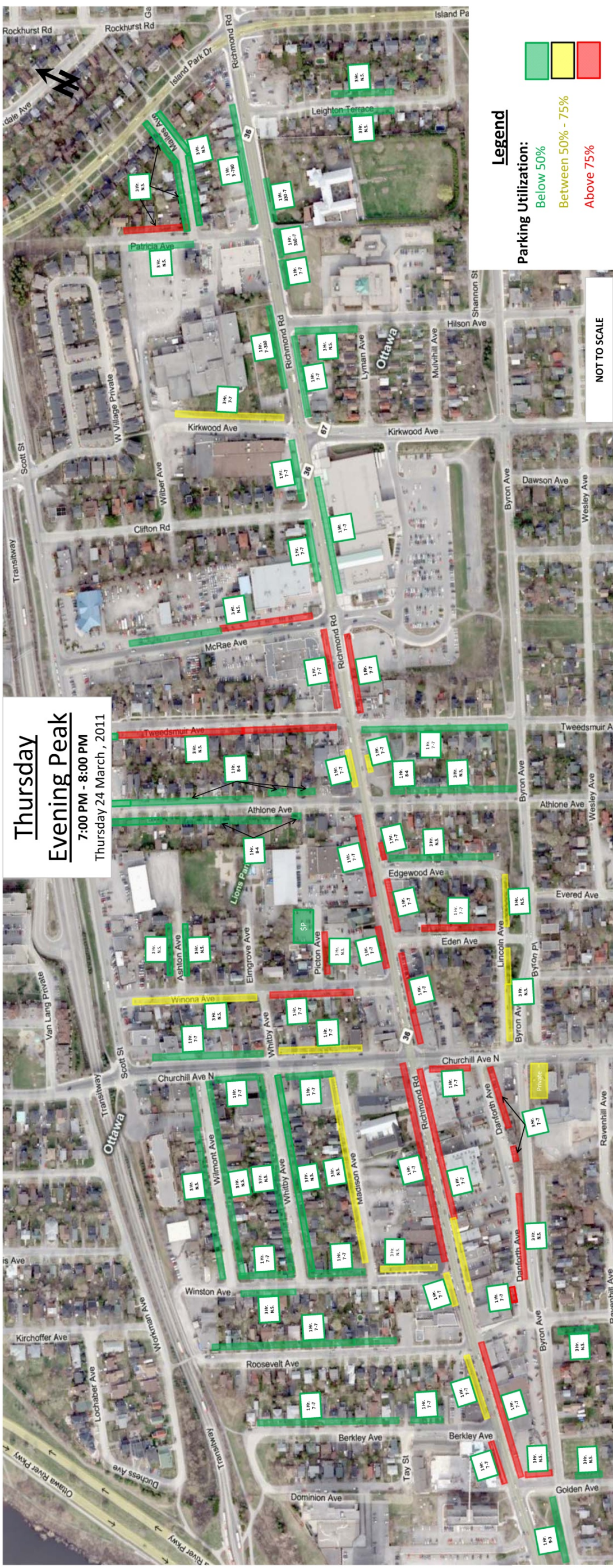
Estimated Public On-Street Parking Utilization (Weekday OFF Peak Hour)



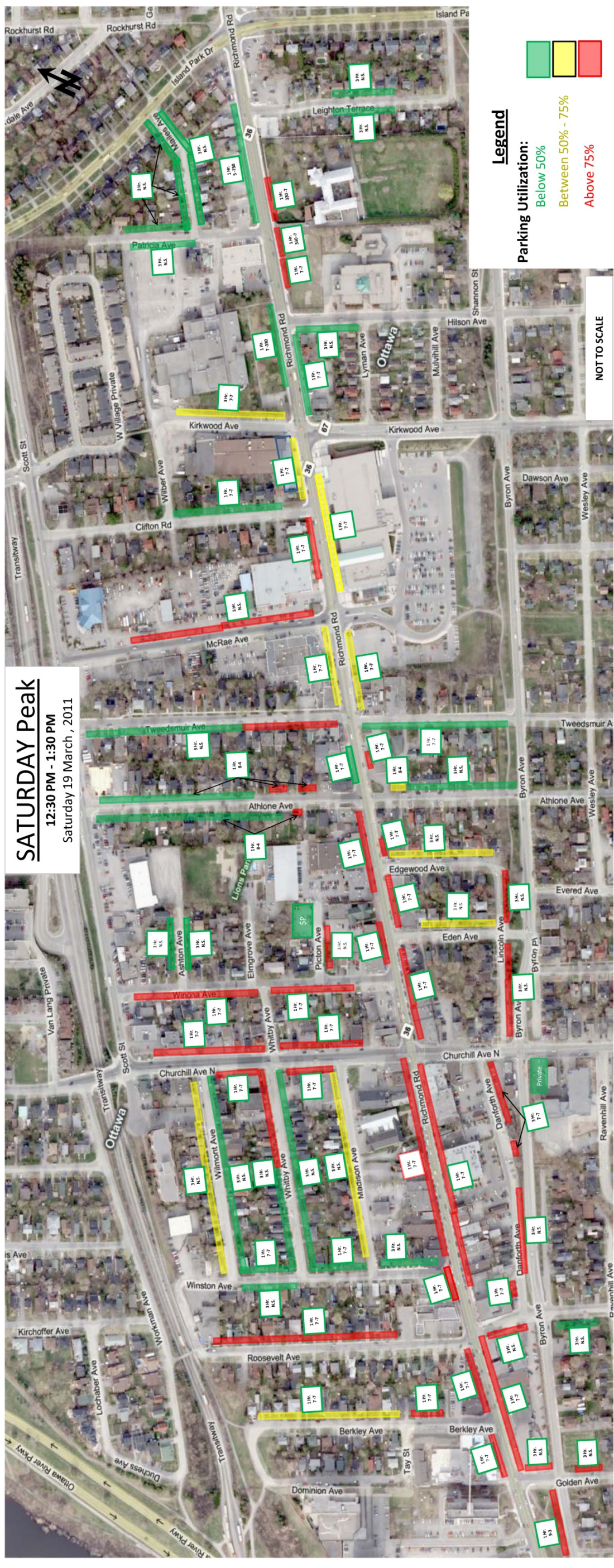
Estimated Public On-Street Parking Utilization (Weekday PM Peak Hour)



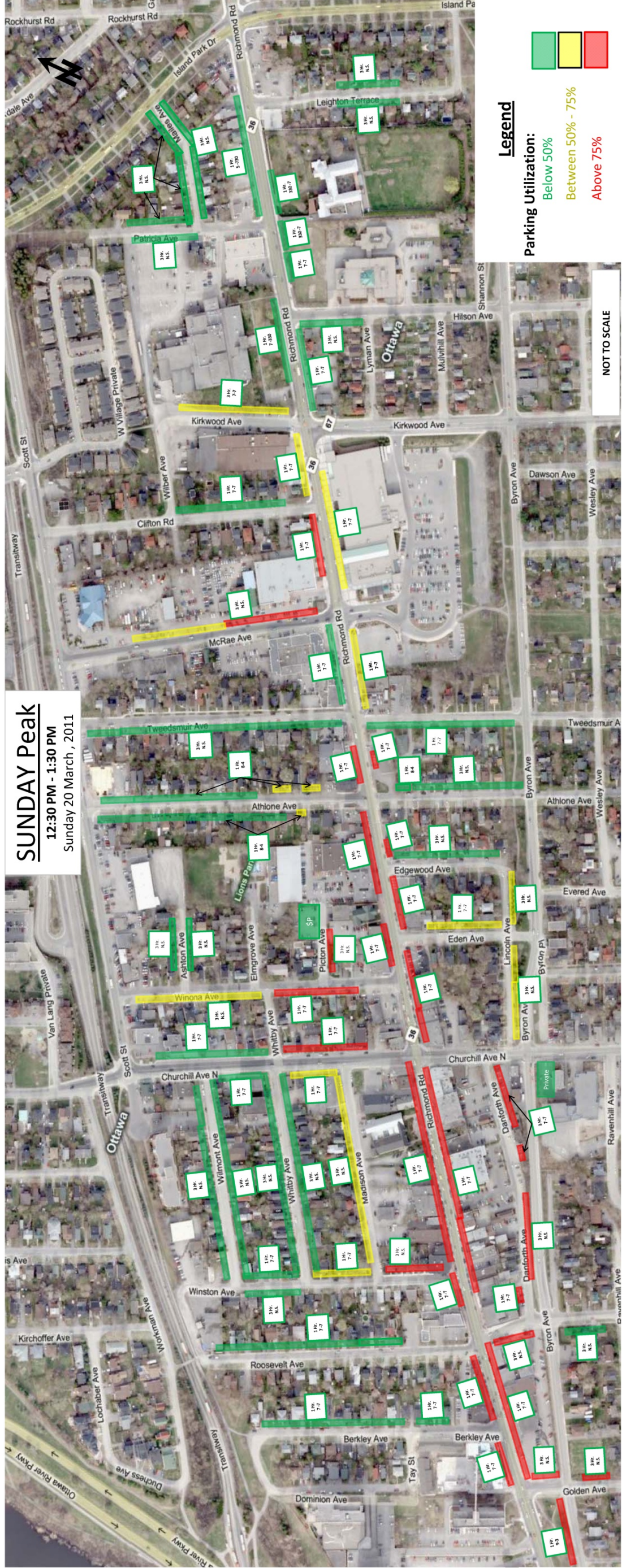
Estimated Public On-Street Parking Utilization (Weekday Evening Peak Hour)



Estimated Public On-Street Parking Utilization (Saturday Peak Hour)



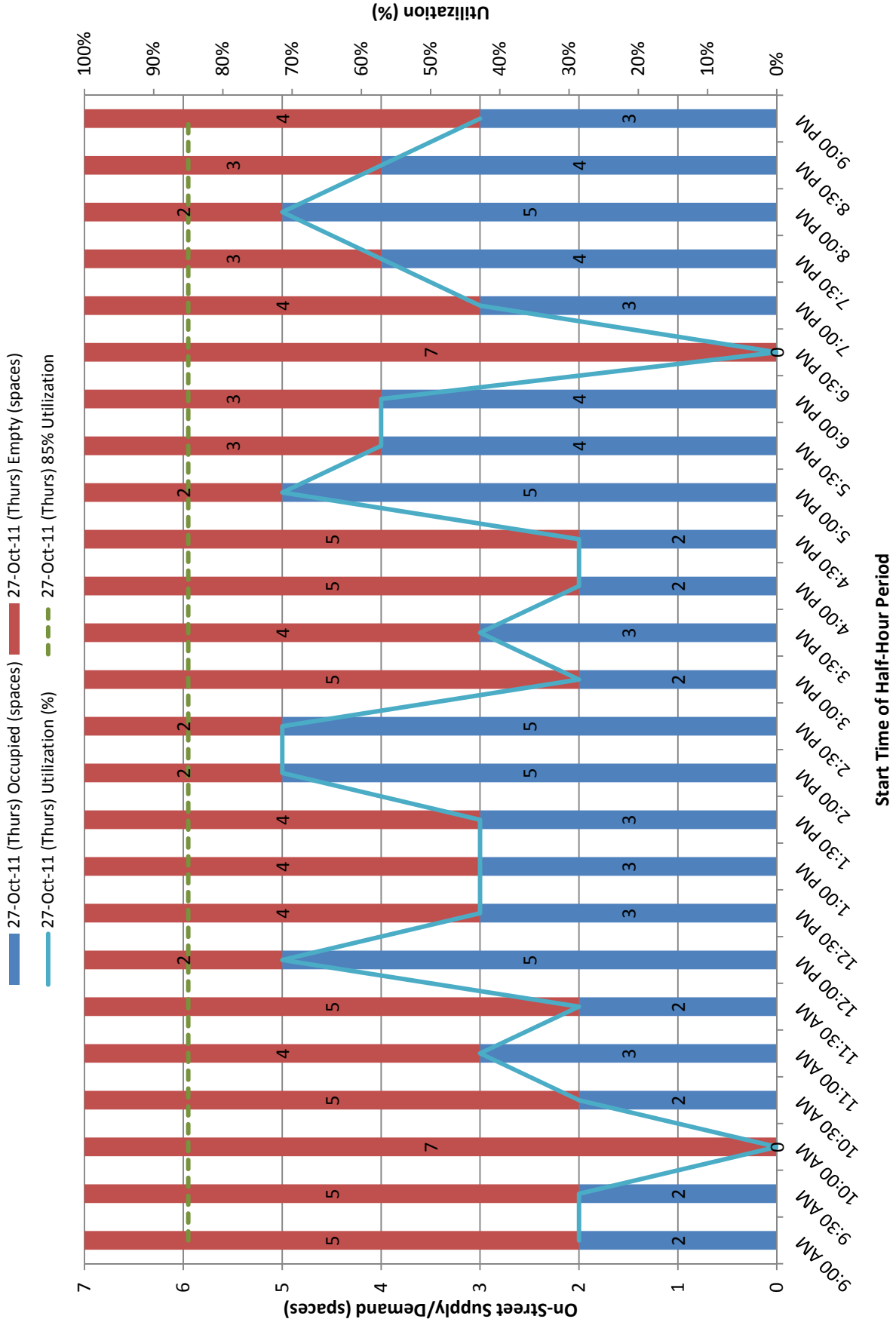
Estimated Public On-Street Parking Utilization (Sunday Peak Hour)



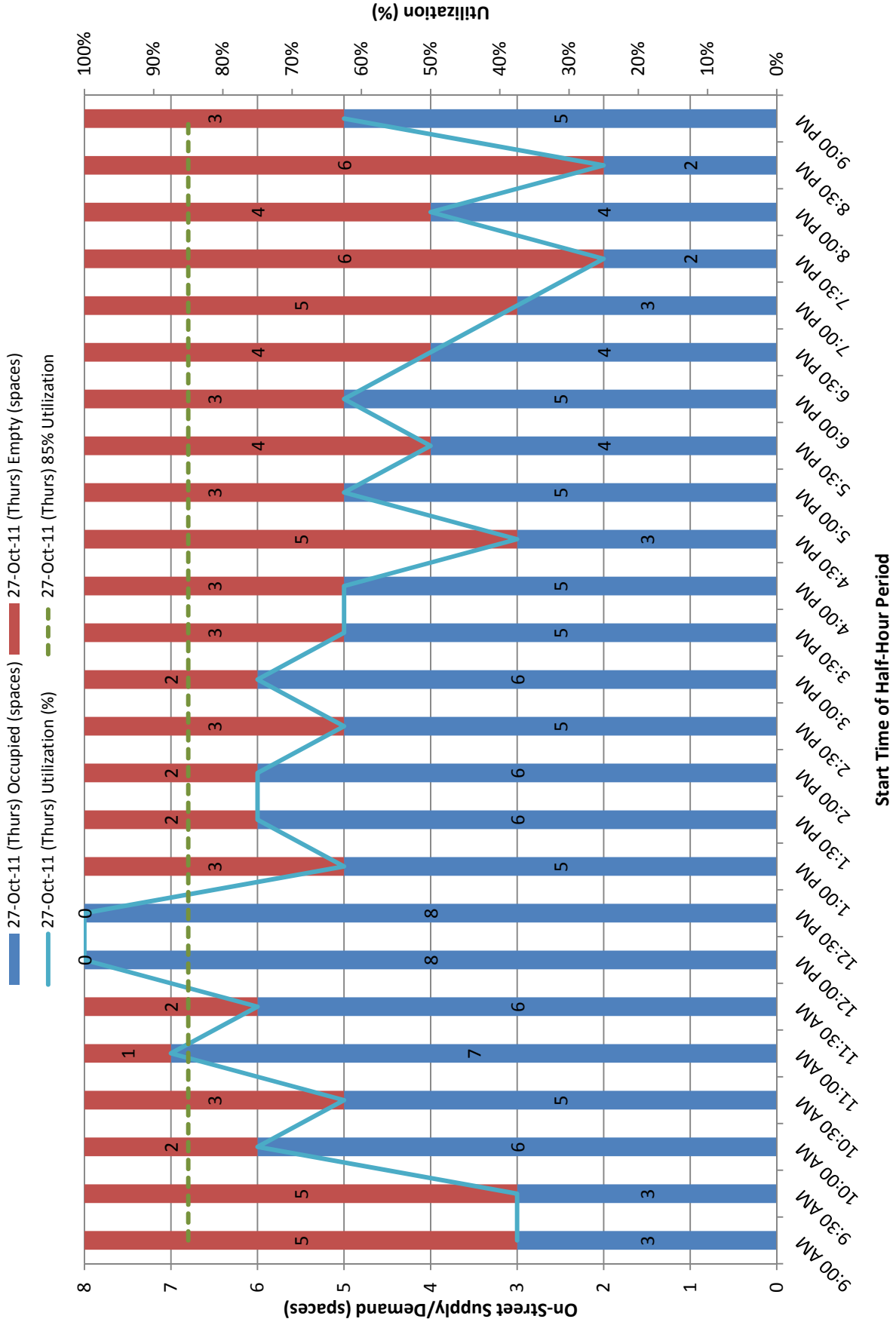
APPENDIX D:

Detailed Parking Occupancy Data

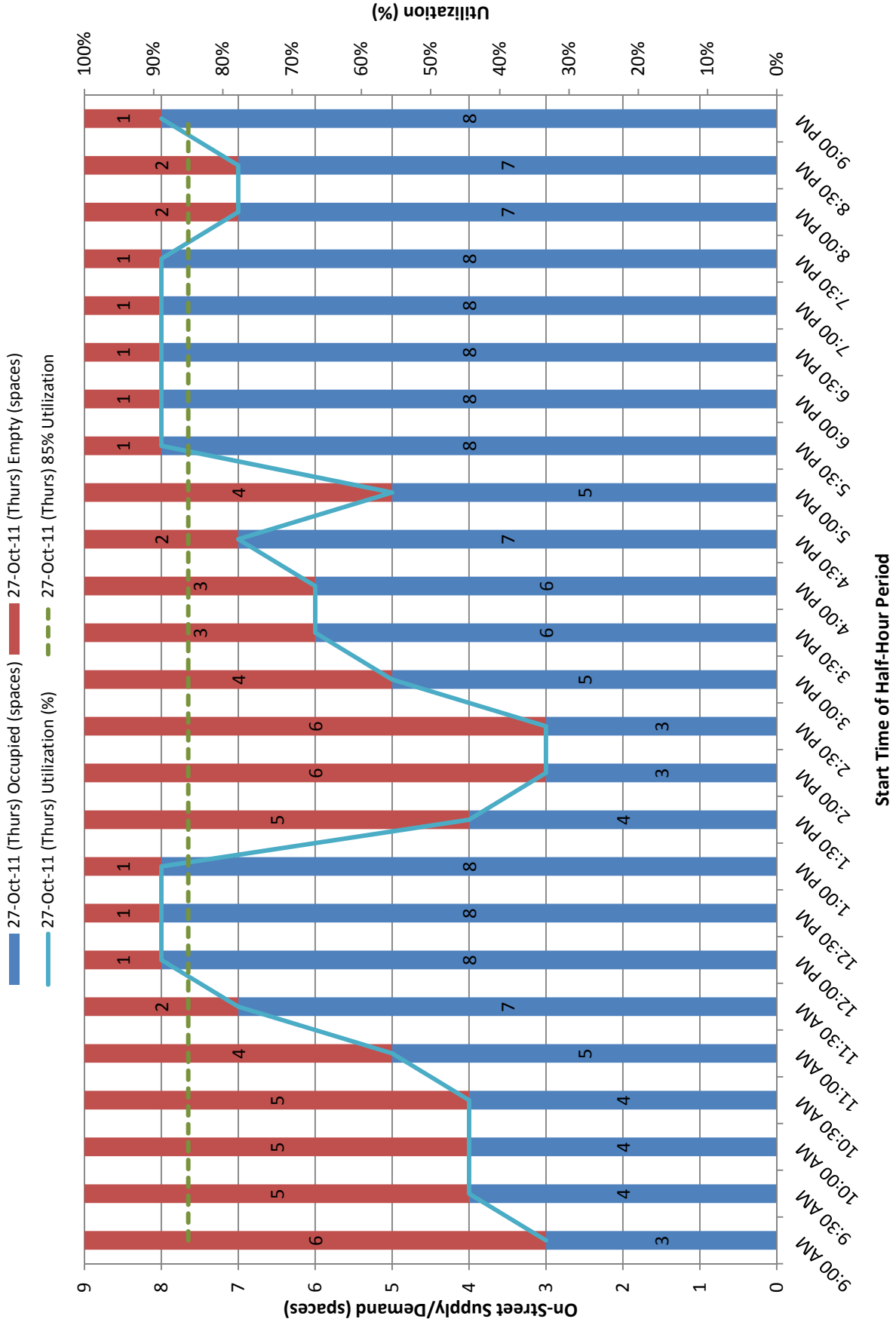
Richmond Rd N. (Kirkwood to Clifton)



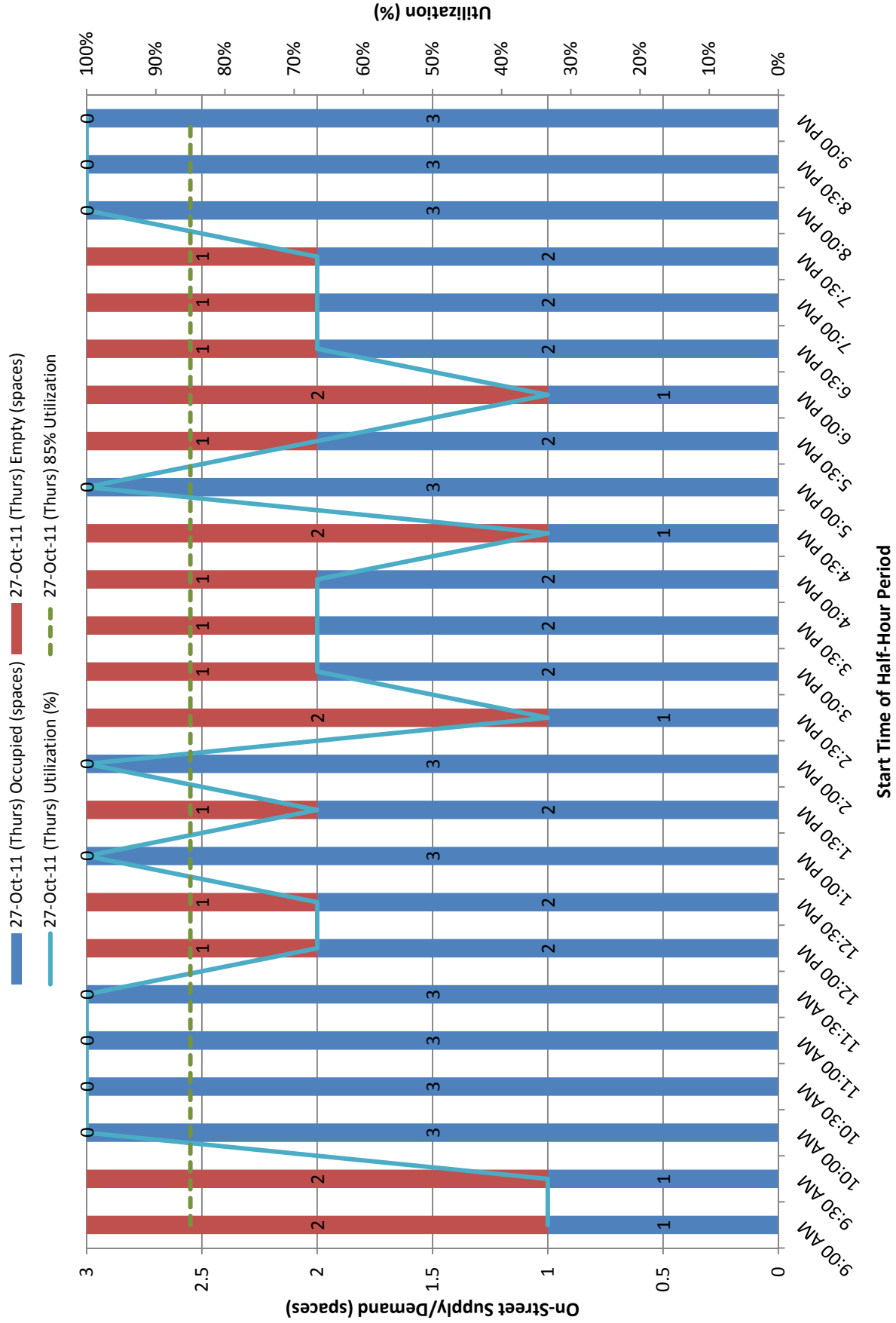
Richmond Rd N. (Clifton to McRae)



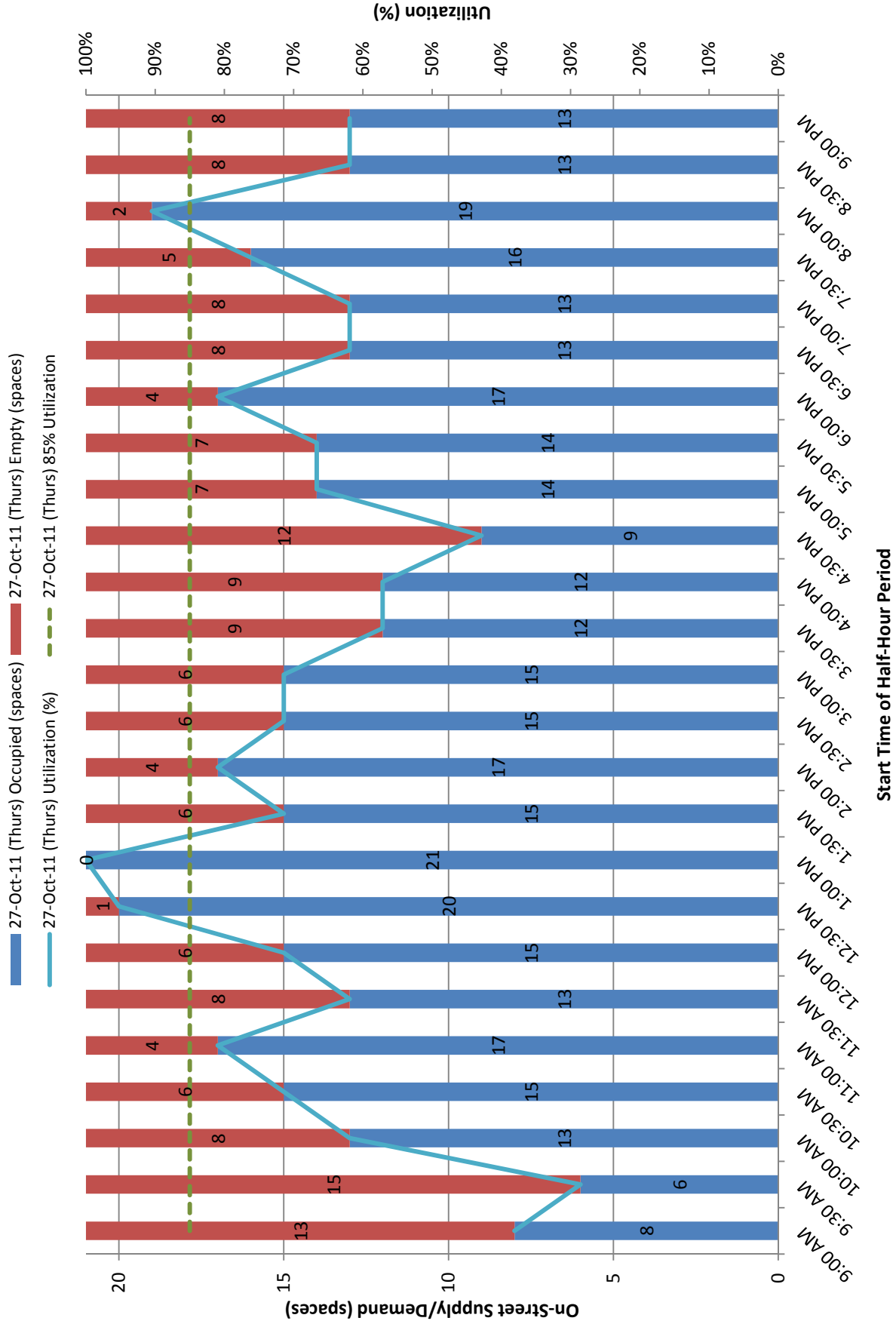
Richmond Rd N. (McRae to Tweedsmuir)



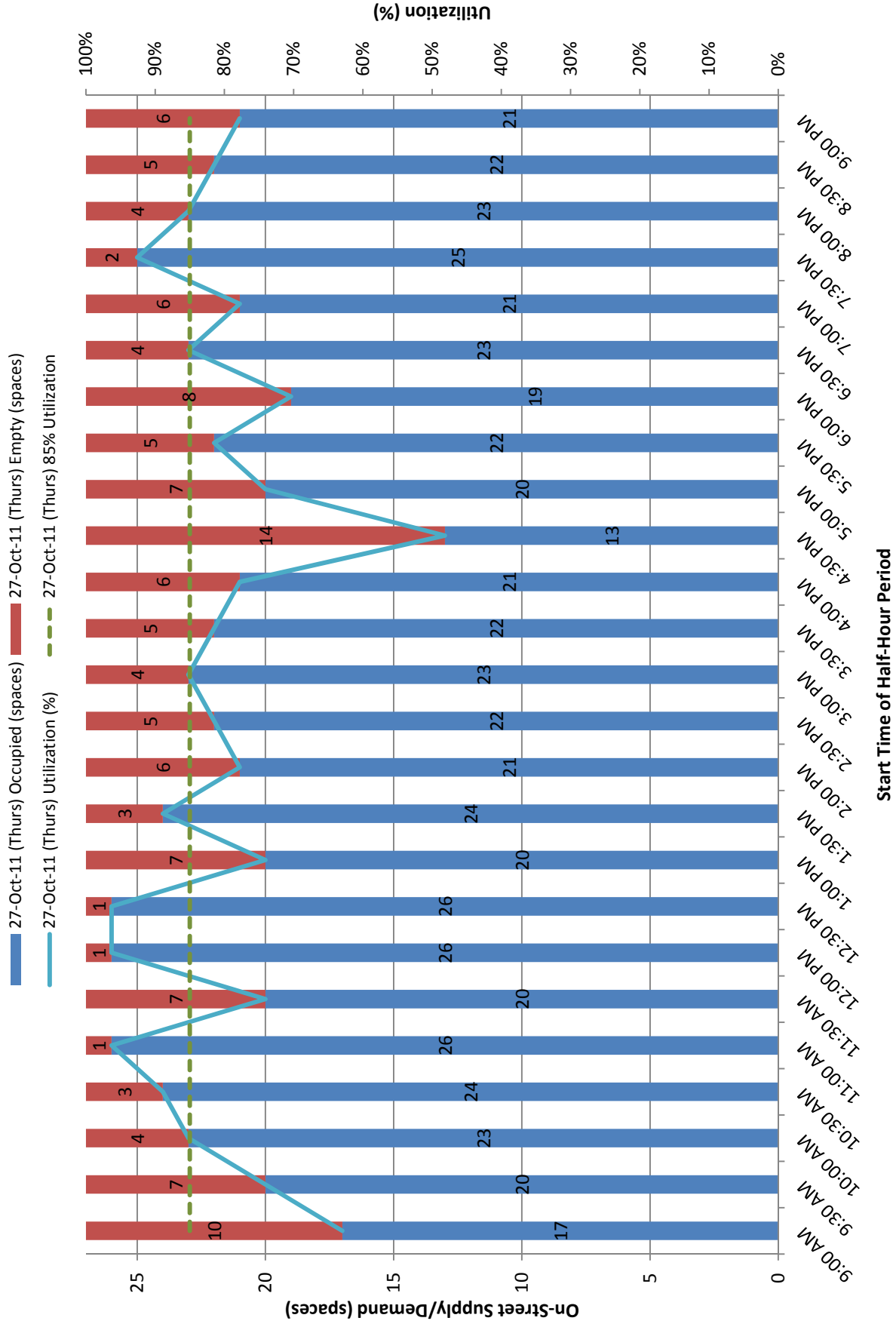
Richmond Rd N. (Tweedsmuir to Athlone)



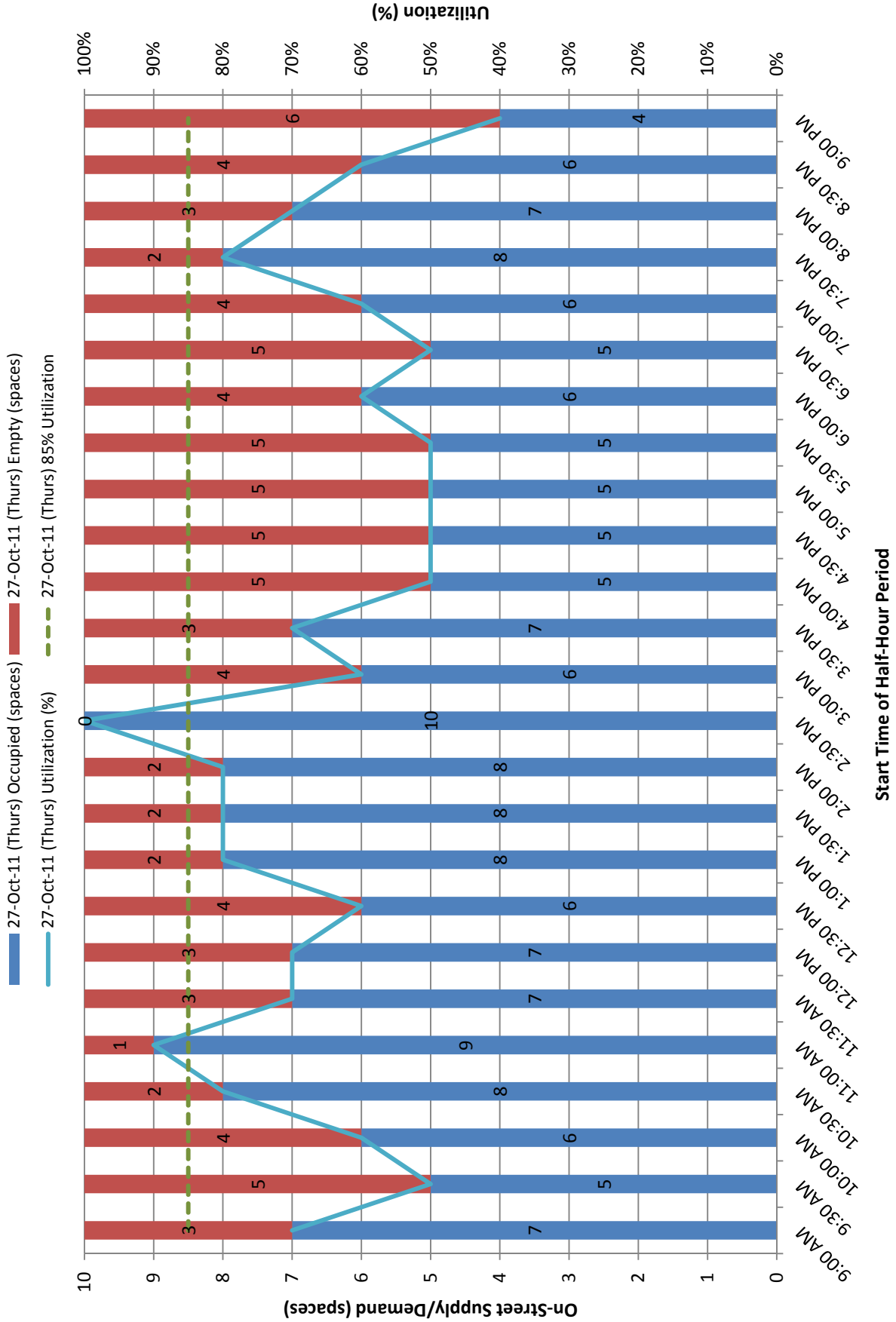
Richmond Rd N. (Athlone to Winona)



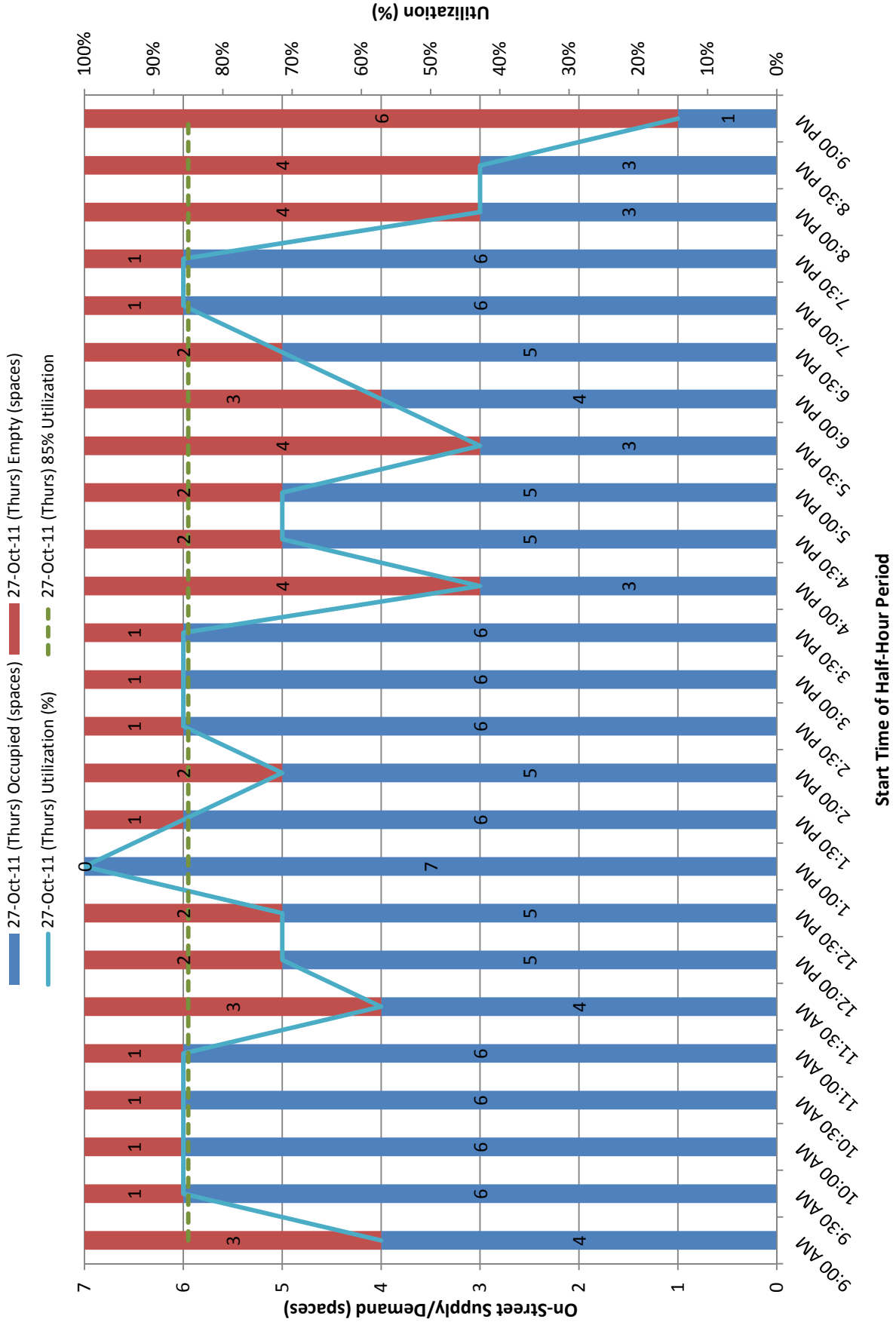
Richmond Rd N. (Churchill to Roosevelt)



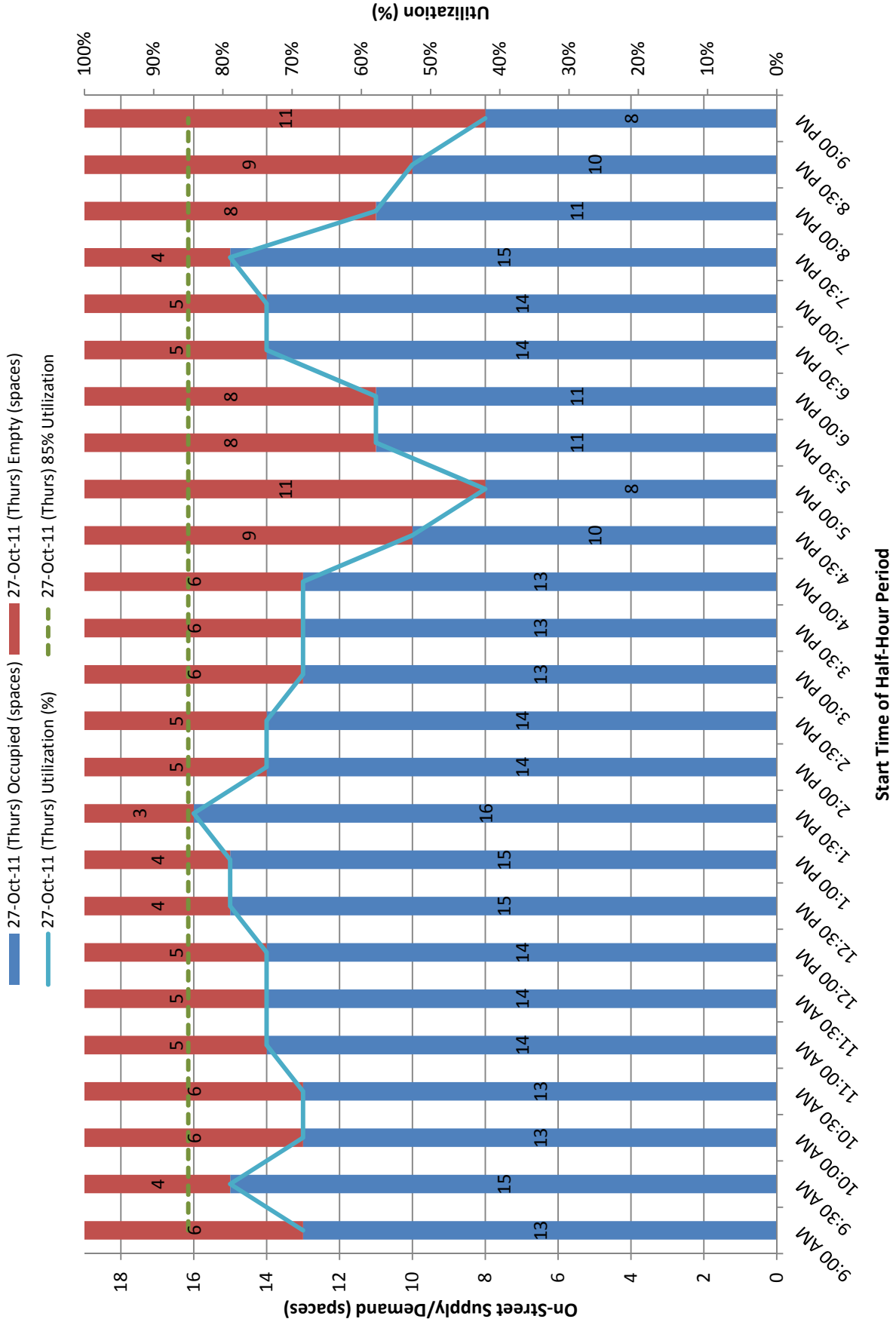
Richmond Rd N. (Roosevelt to Berkley)



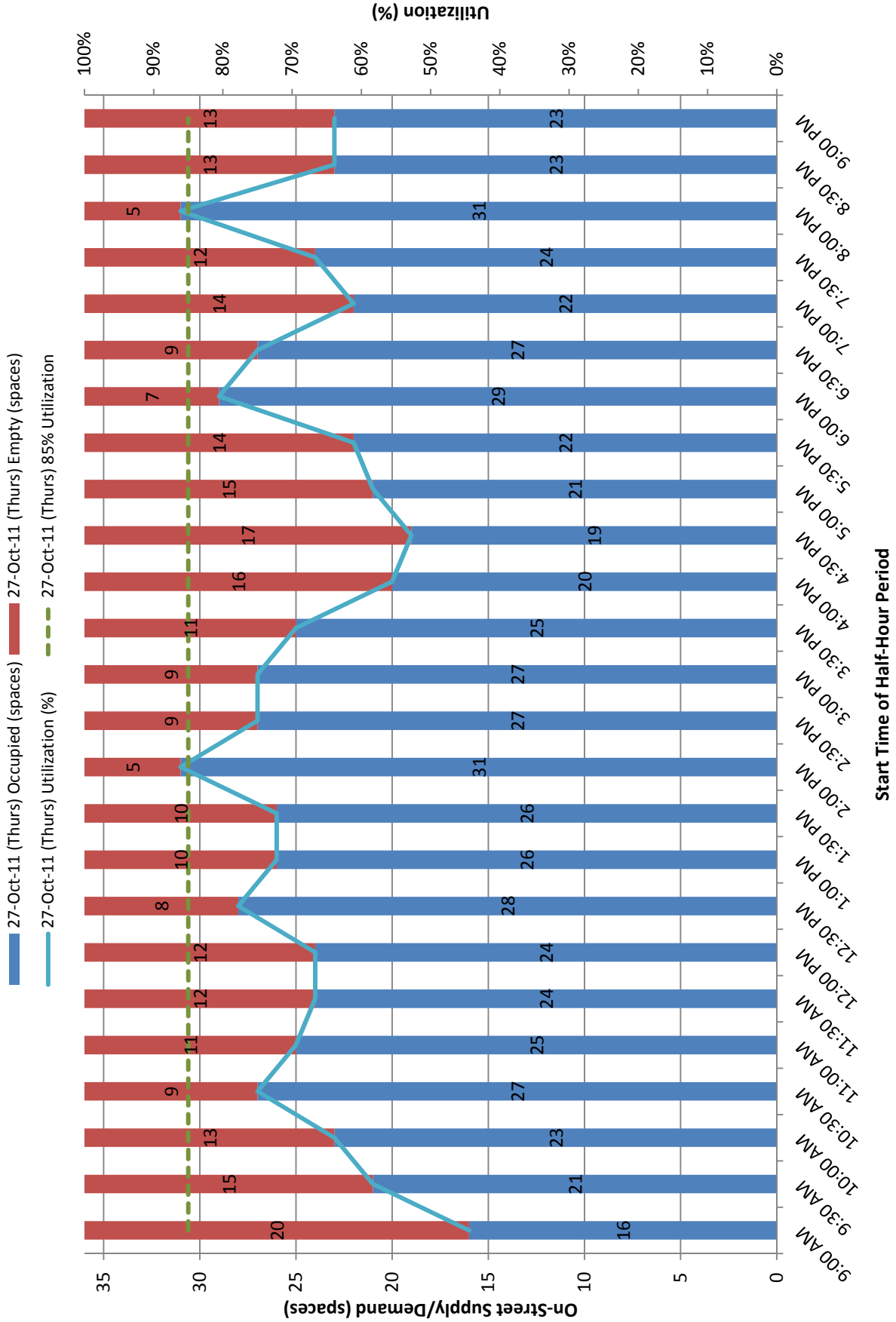
Richmond Rd N. (Birkley to Golden)



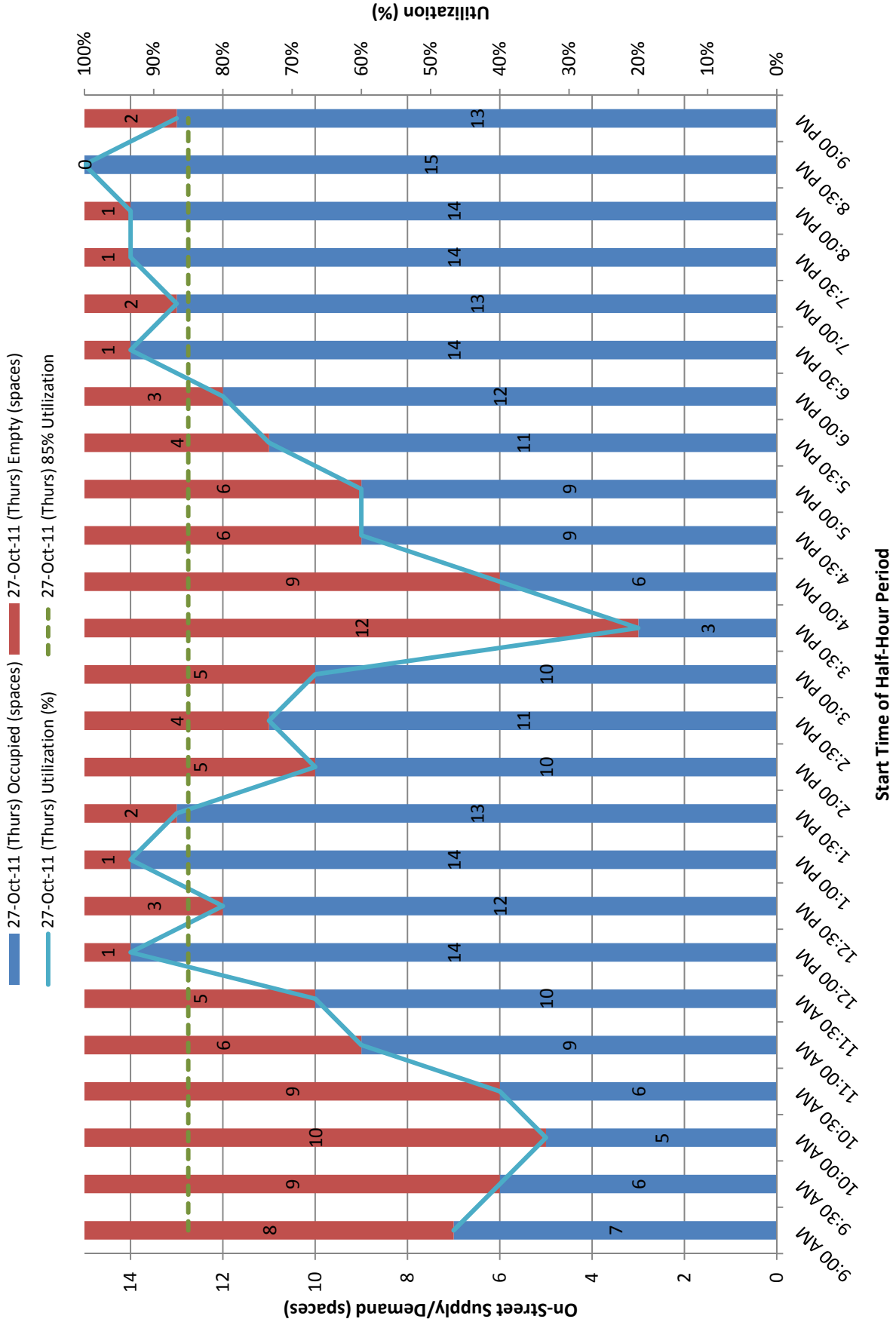
Richmond Rd S. (Golden to Roosevelt)



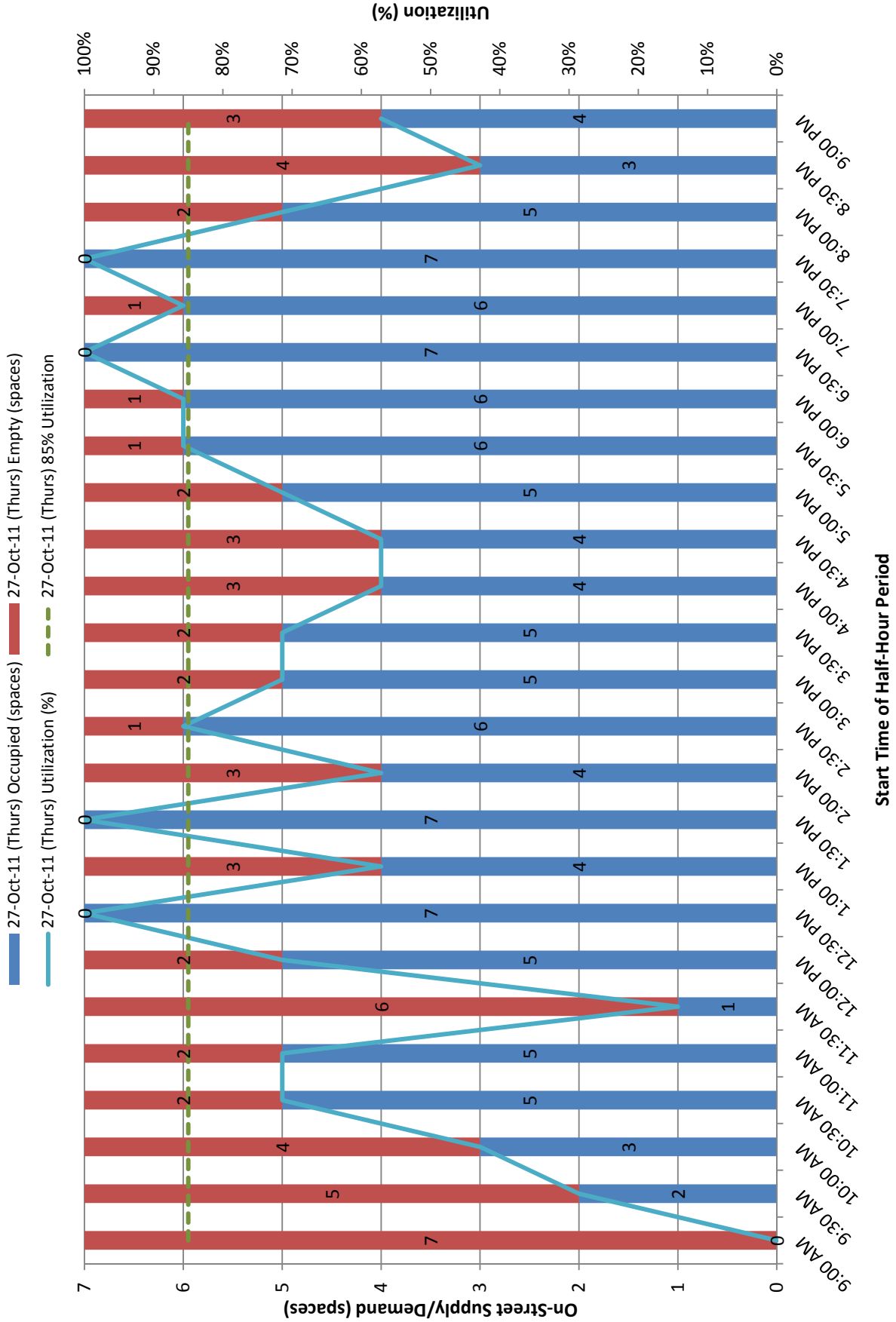
Richmond Rd S. (Roosevelt to Churchill)



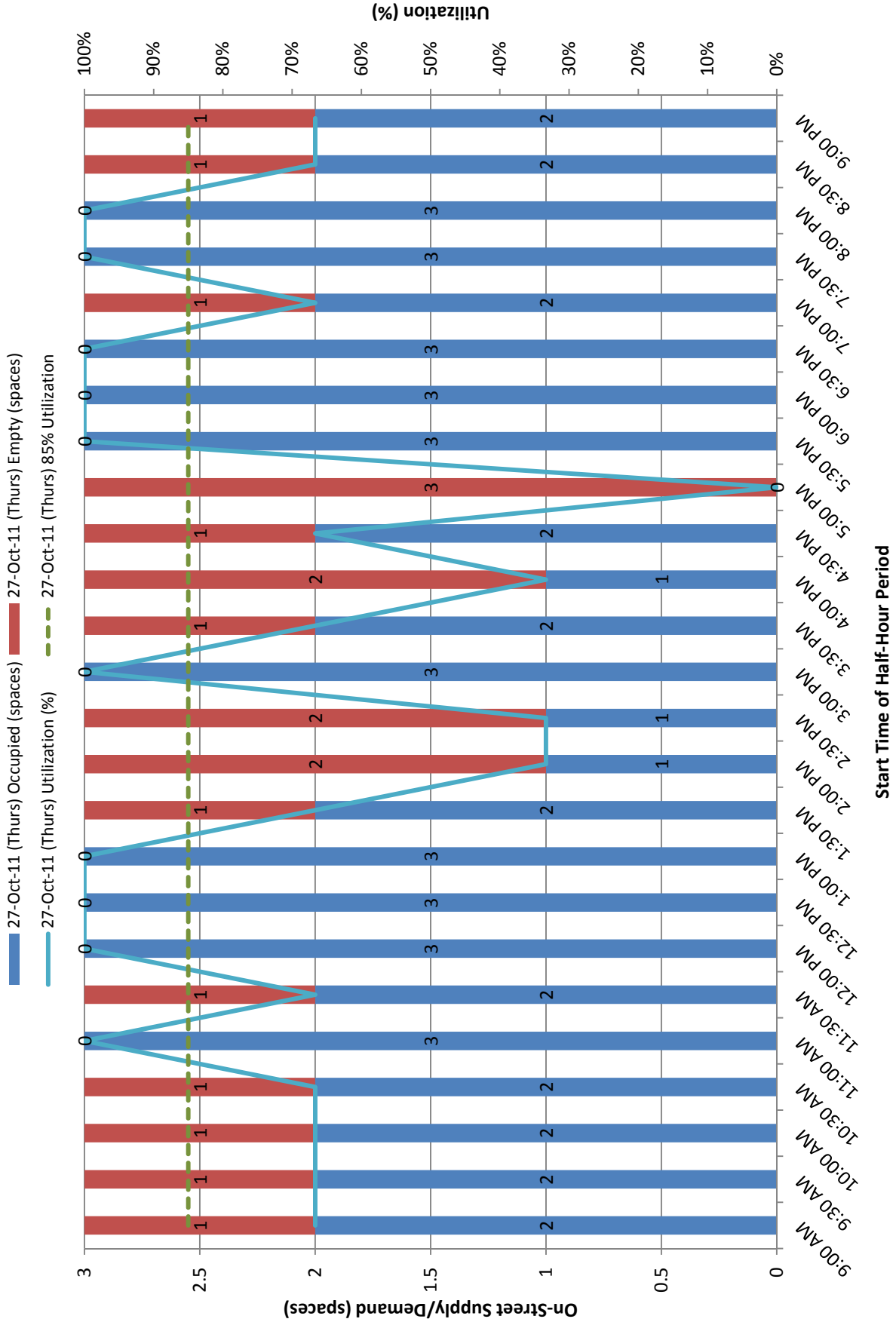
Richmond Rd S. (Churhill to Eden)



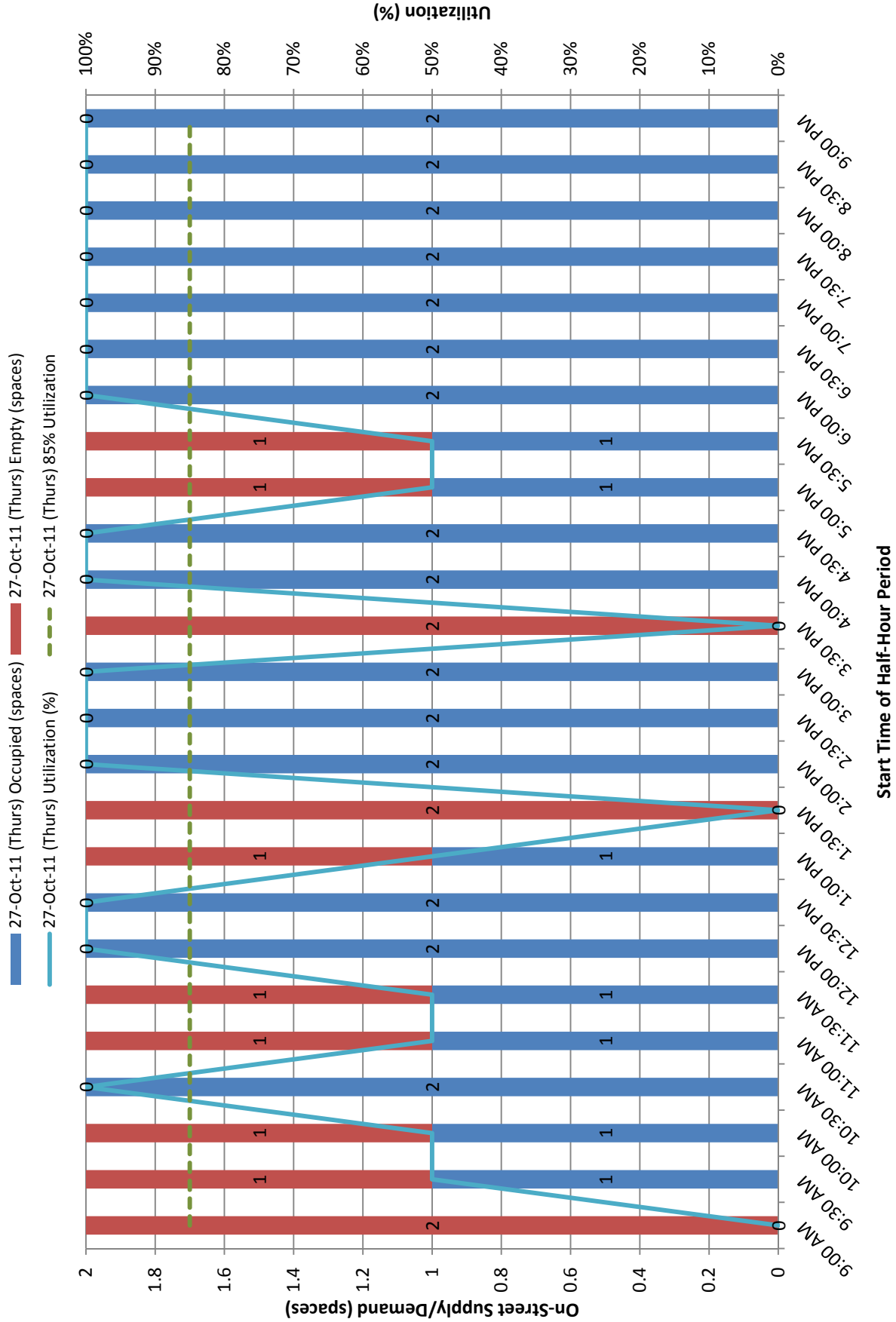
Richmond Rd S. (Eden to Edgewood)



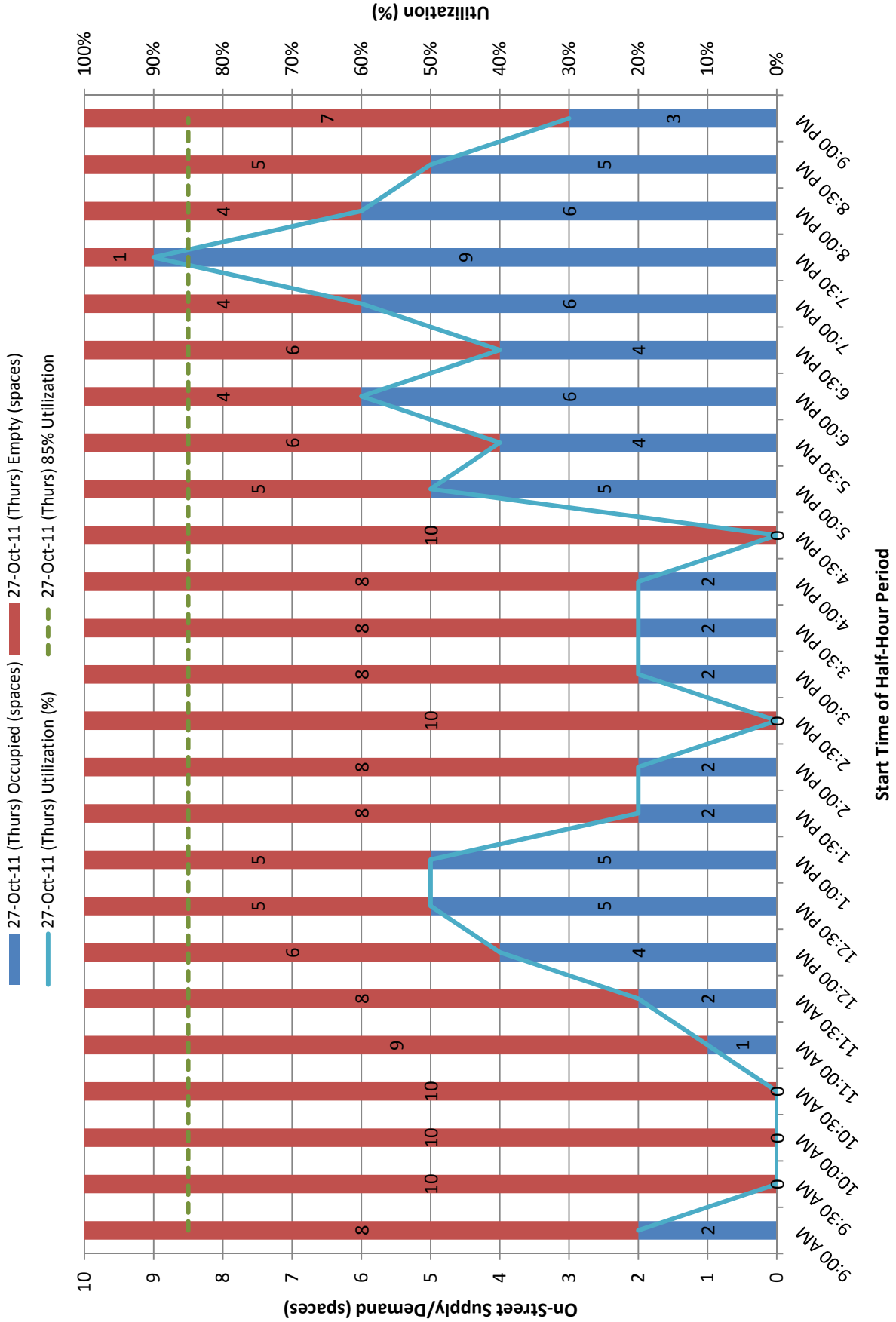
Richmond Rd S. (Edgewood to Athlone)



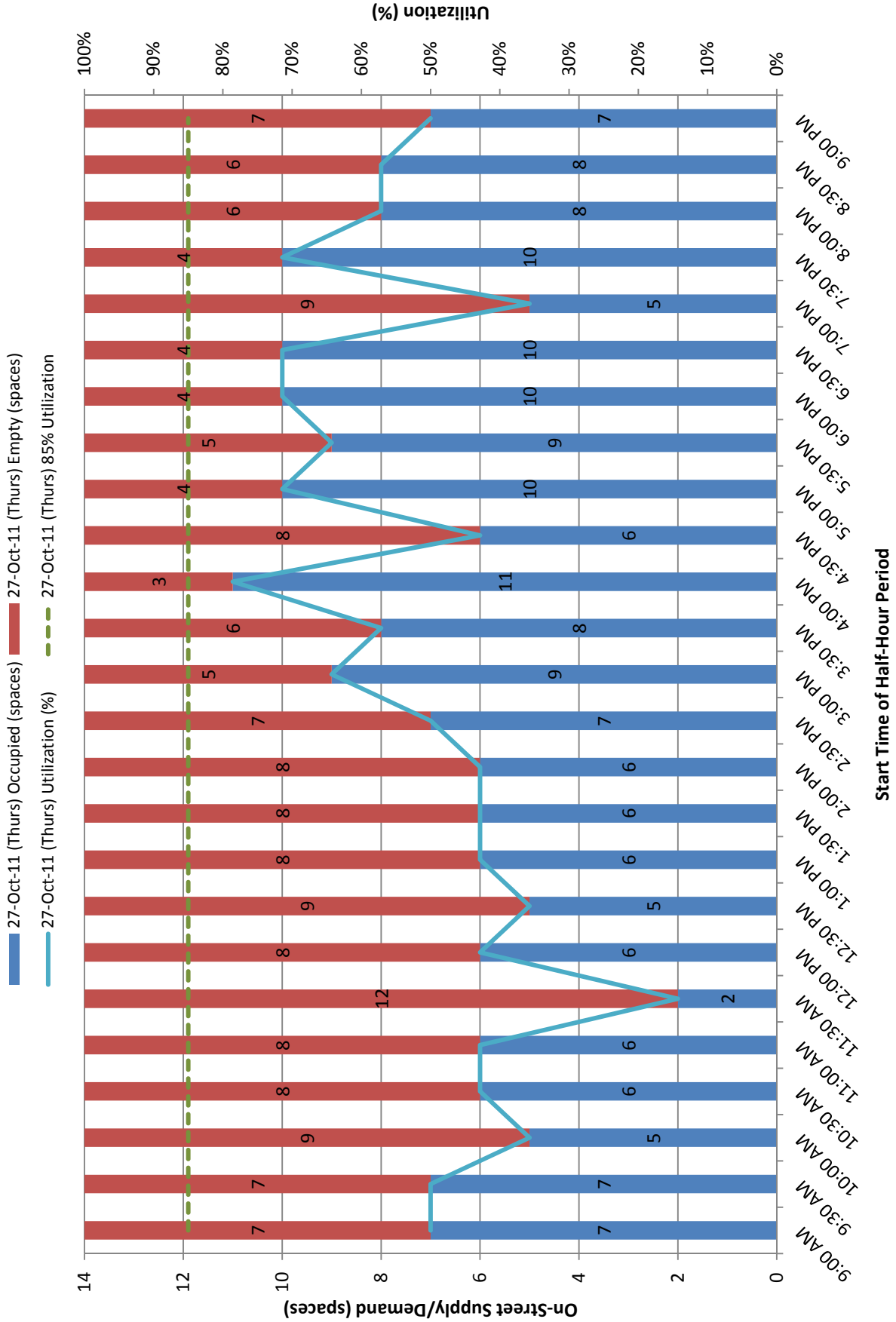
Richmond Rd S. (Athlone to Tweedsmuir)



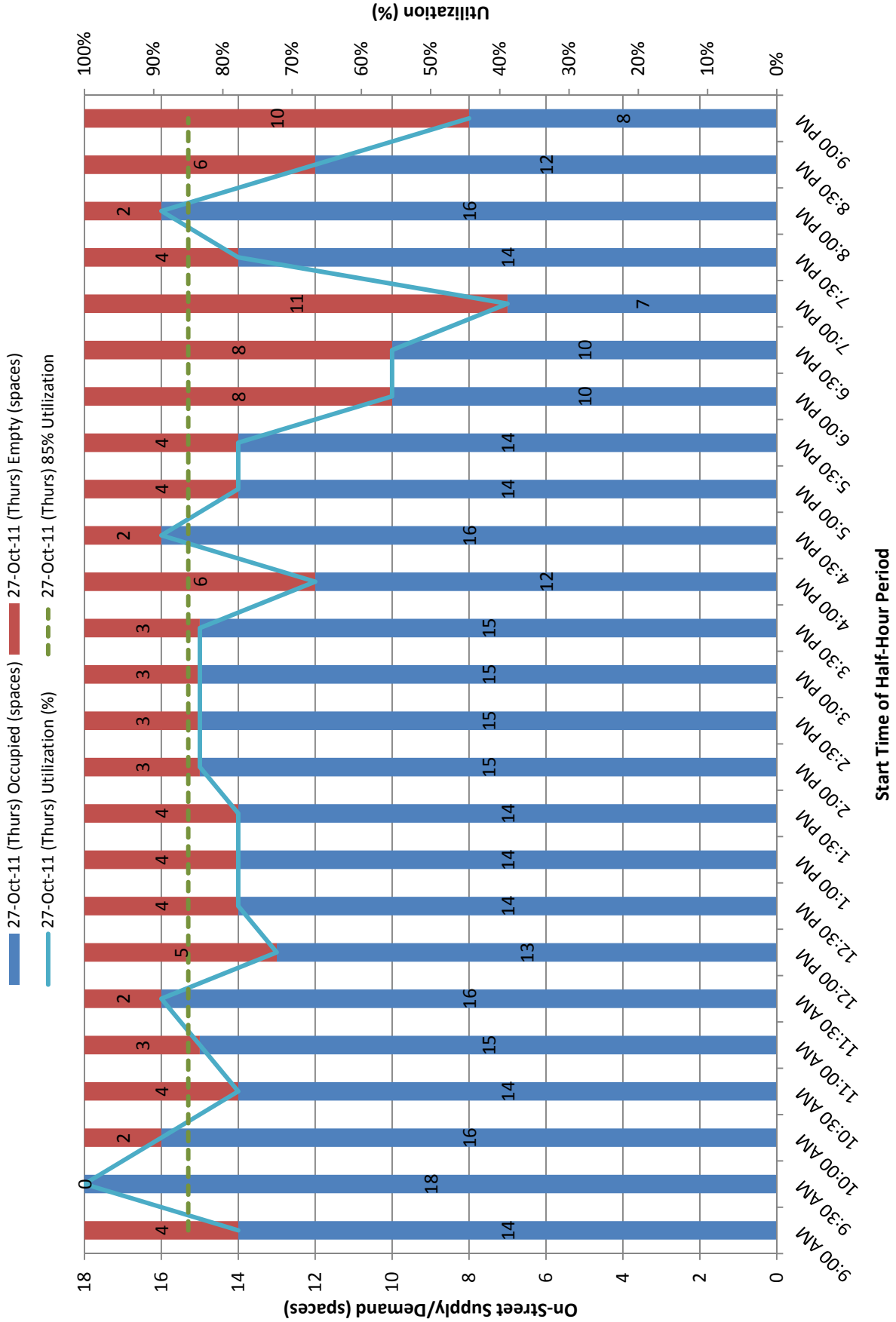
Richmond Rd S. (Tweedsmuir to McRae)



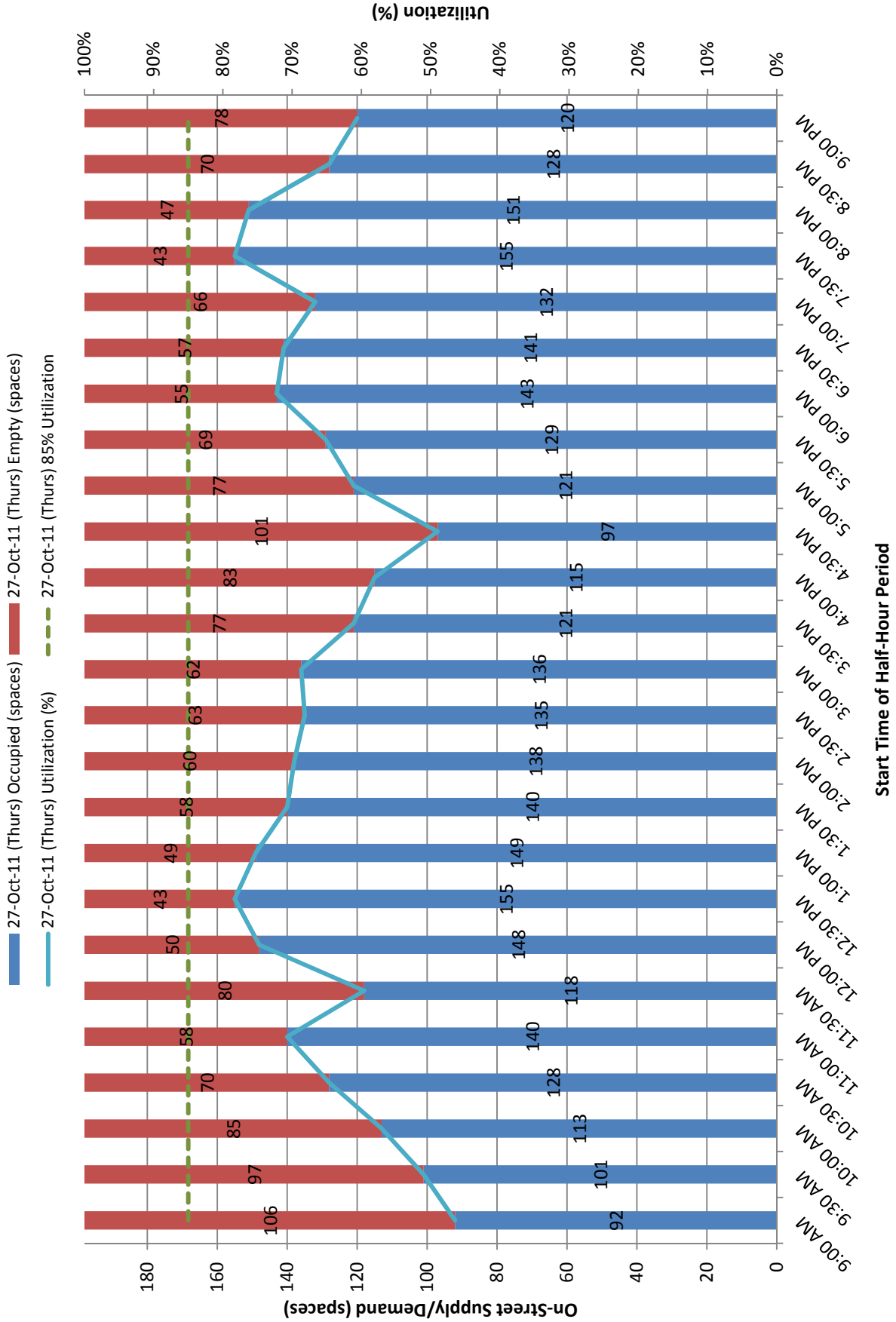
Richmond Rd S. (McRae to Kirkwood)



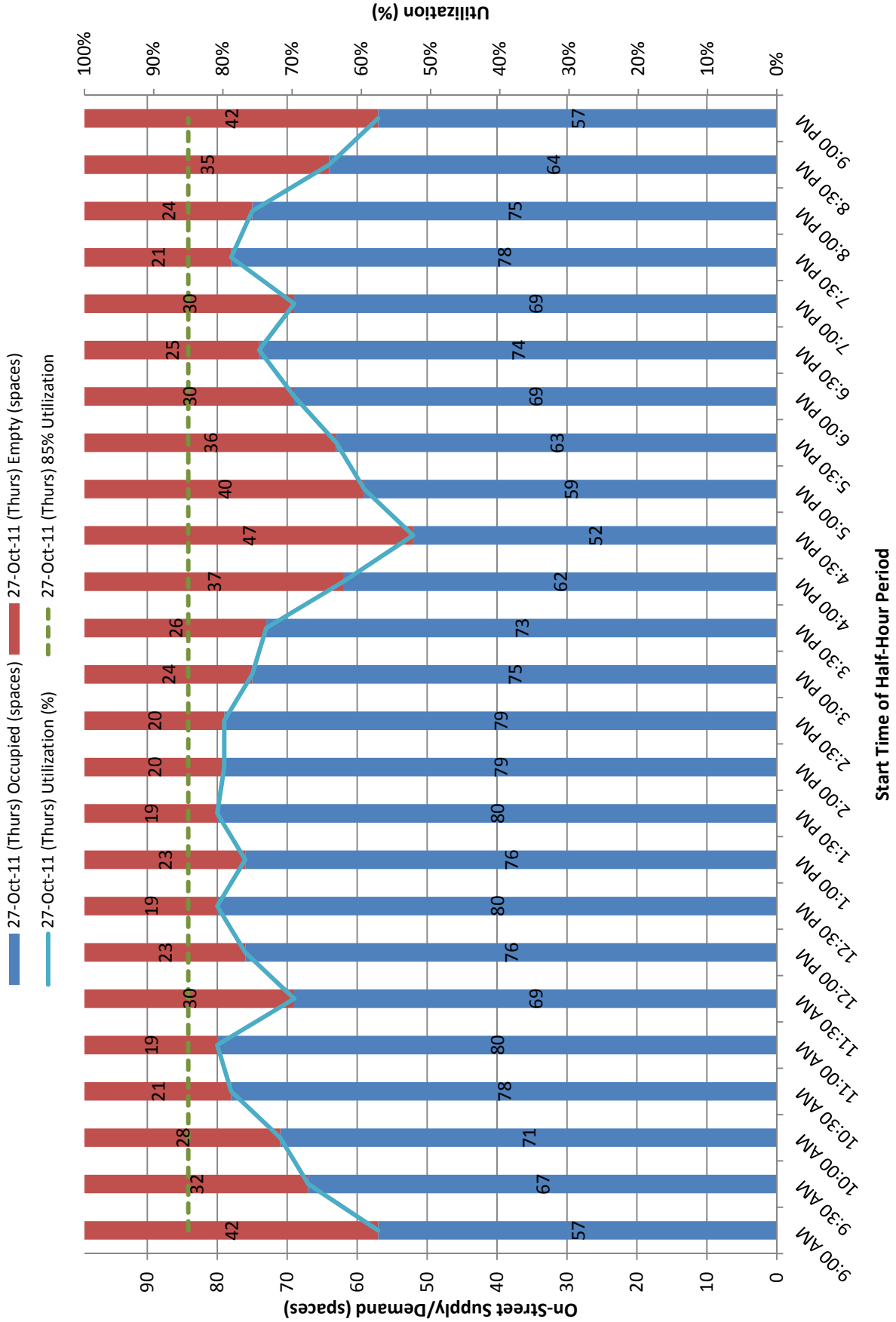
Golden Ave (Richmond to Ravenhill)



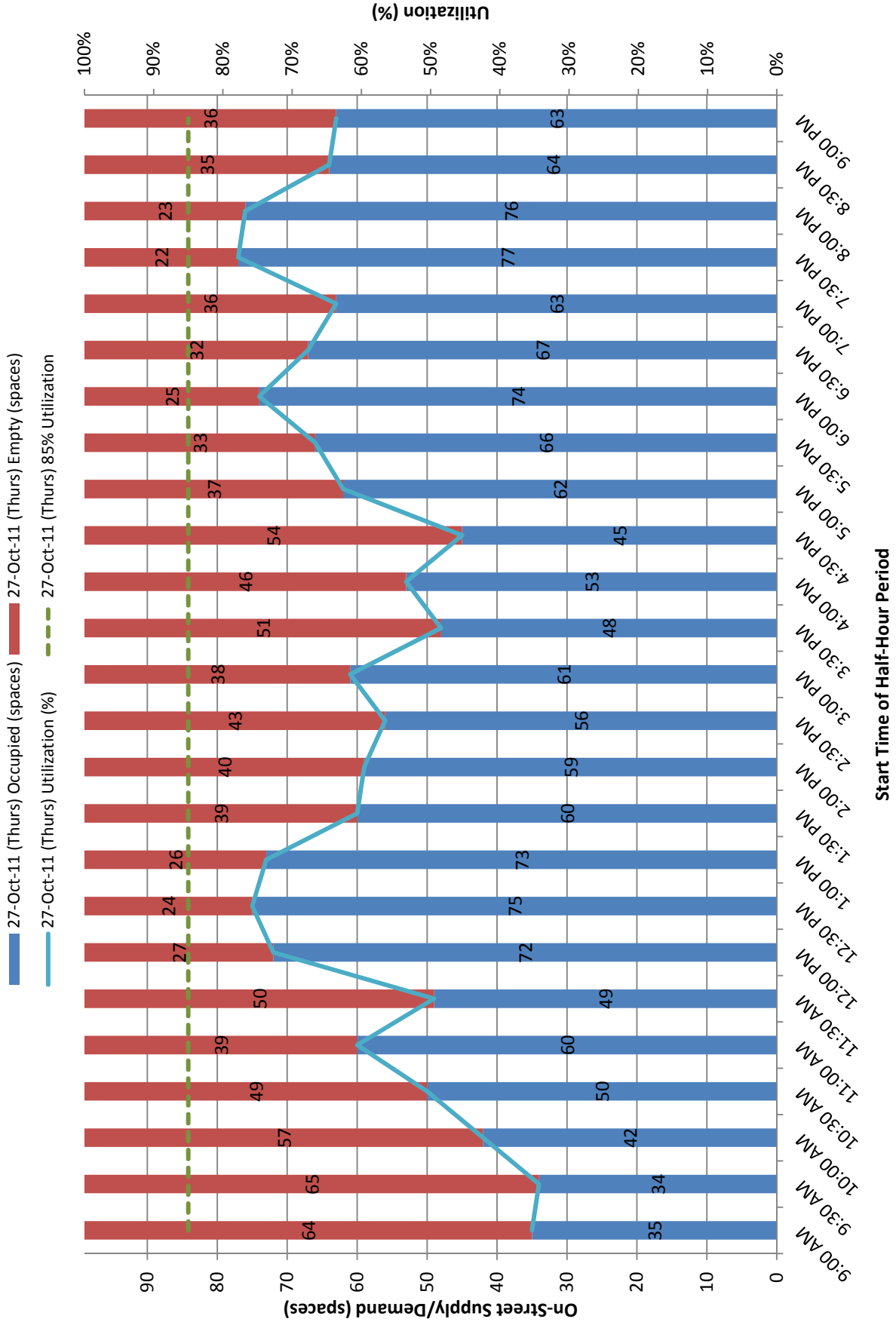
Richmond Rd. (Kirkwood to Golden) N. & S.



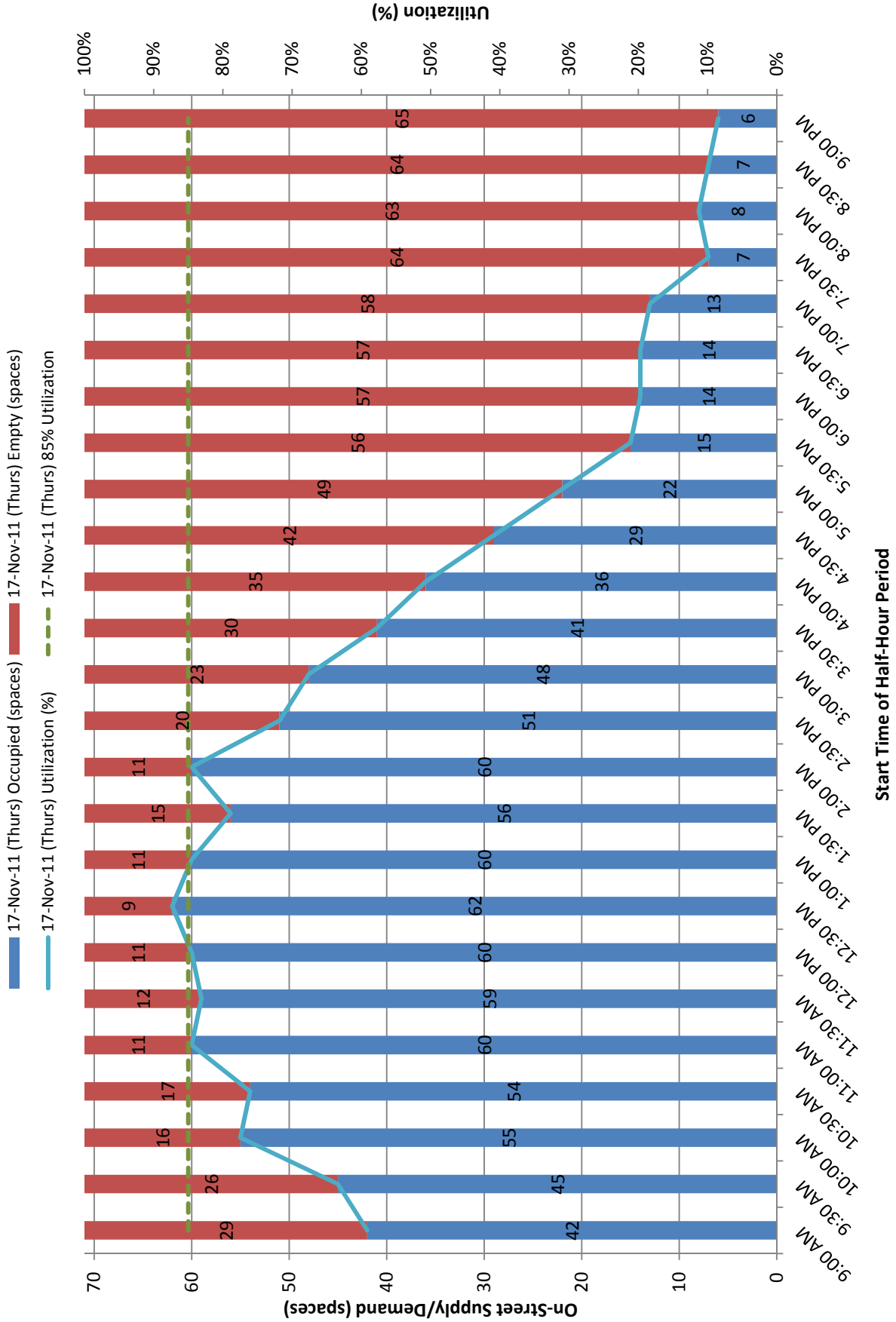
Richmond Rd. (Golden to Churchill) N. & S.



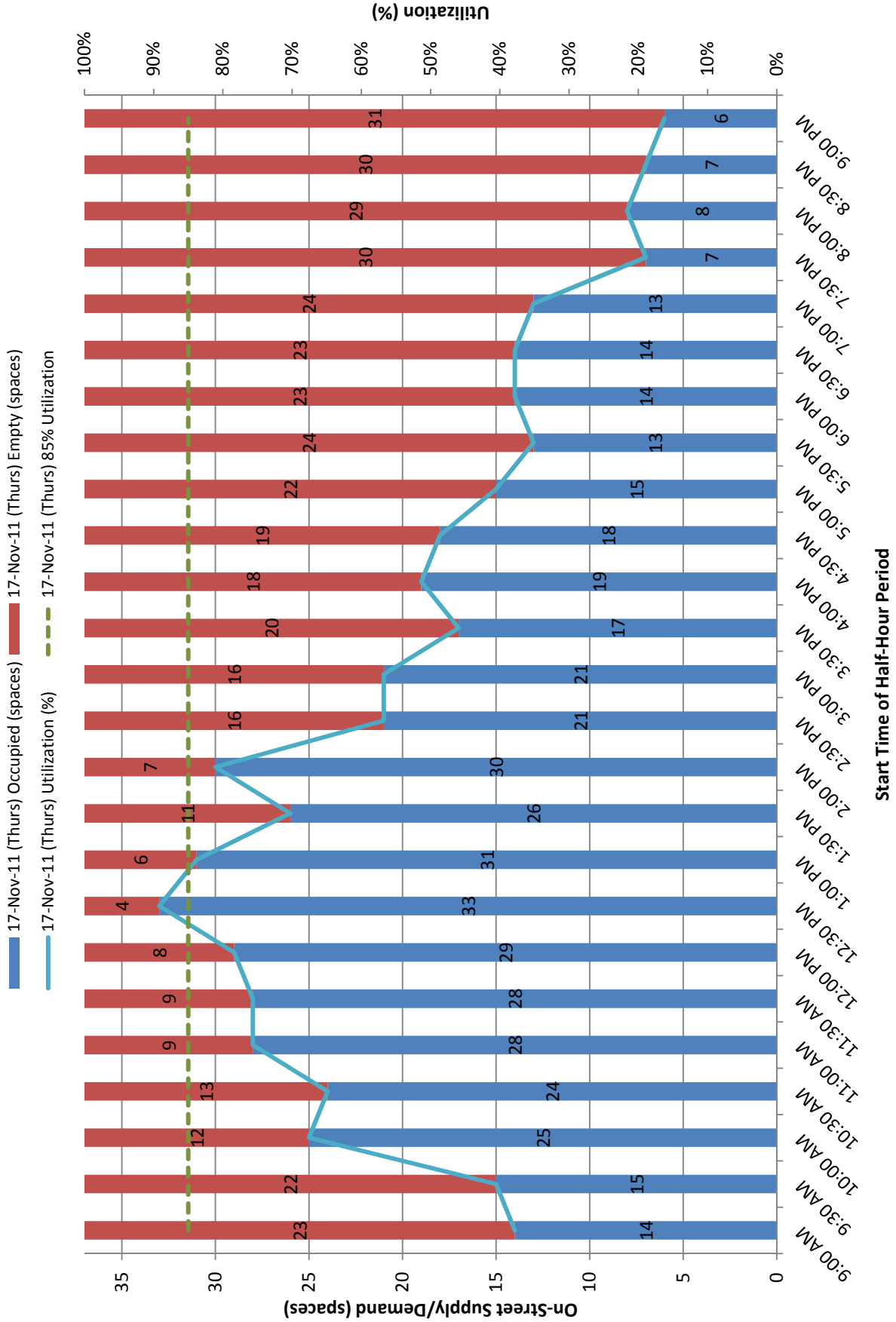
Richmond Rd. (Churchill to Kirkwood) N. & S.



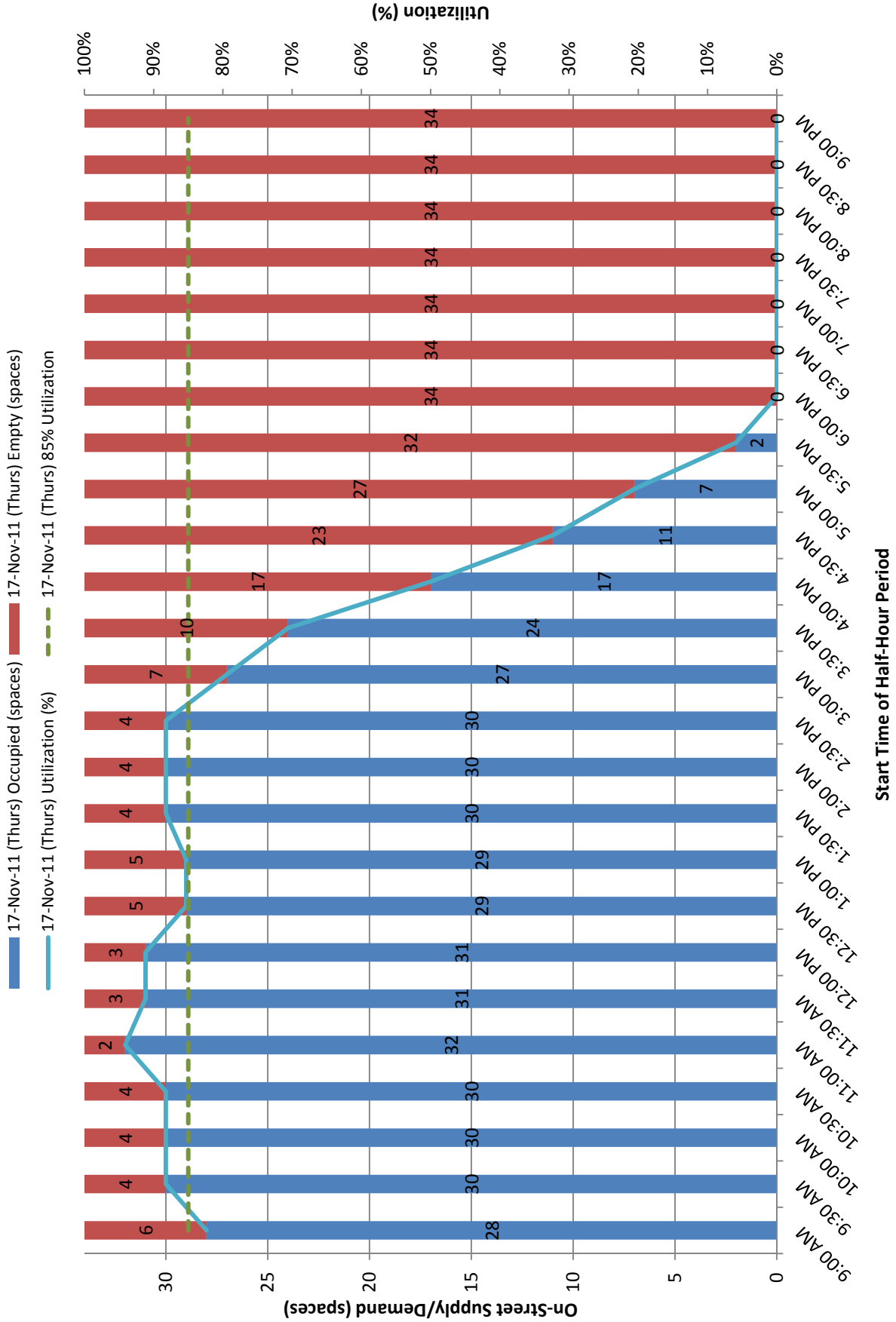
Kirkwood Ave (Richmond to Wilber)



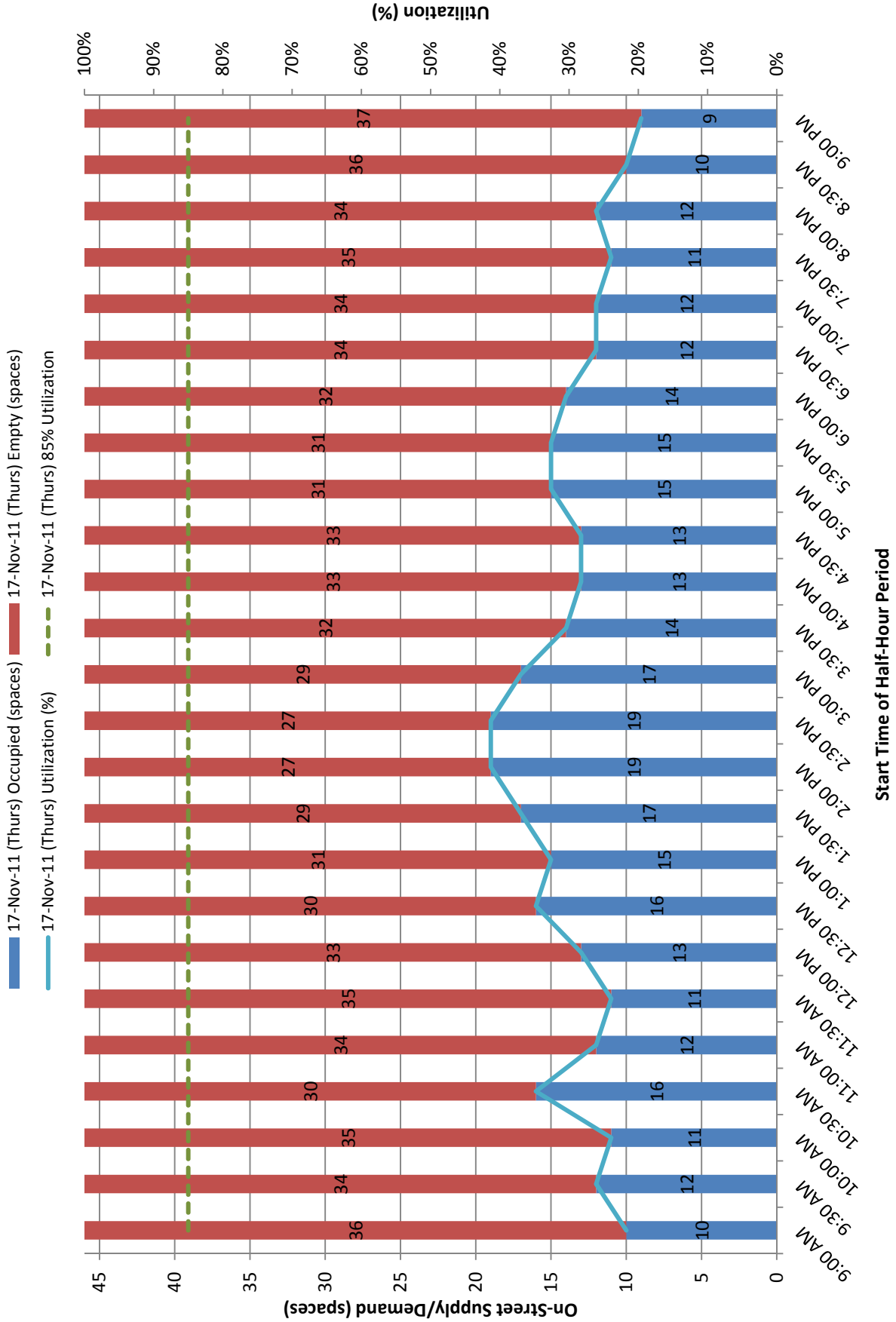
Kirkwood Ave (Richmond to Wilber) N. Section



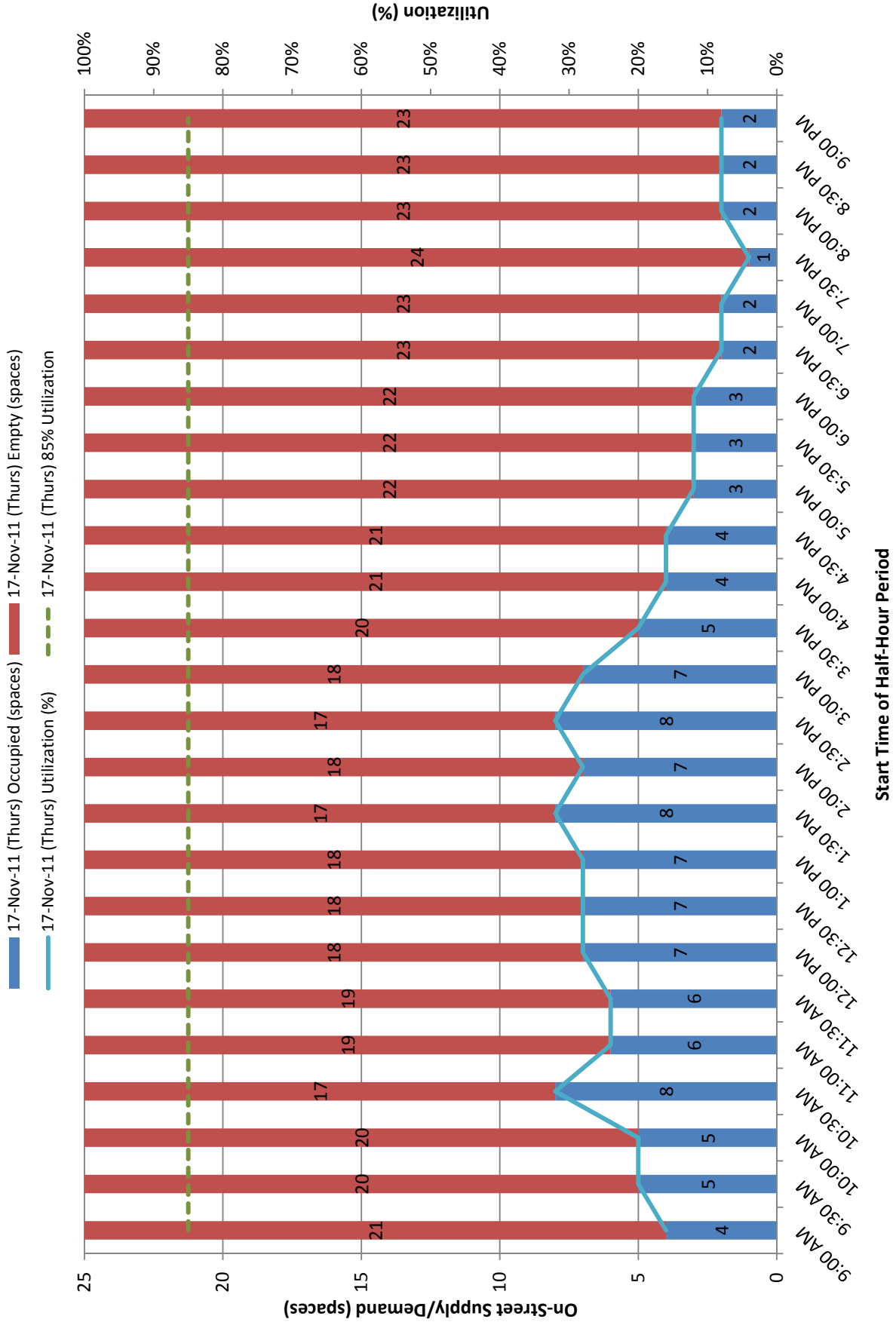
Kirkwood Ave (Richmond to Wilber) S. Section



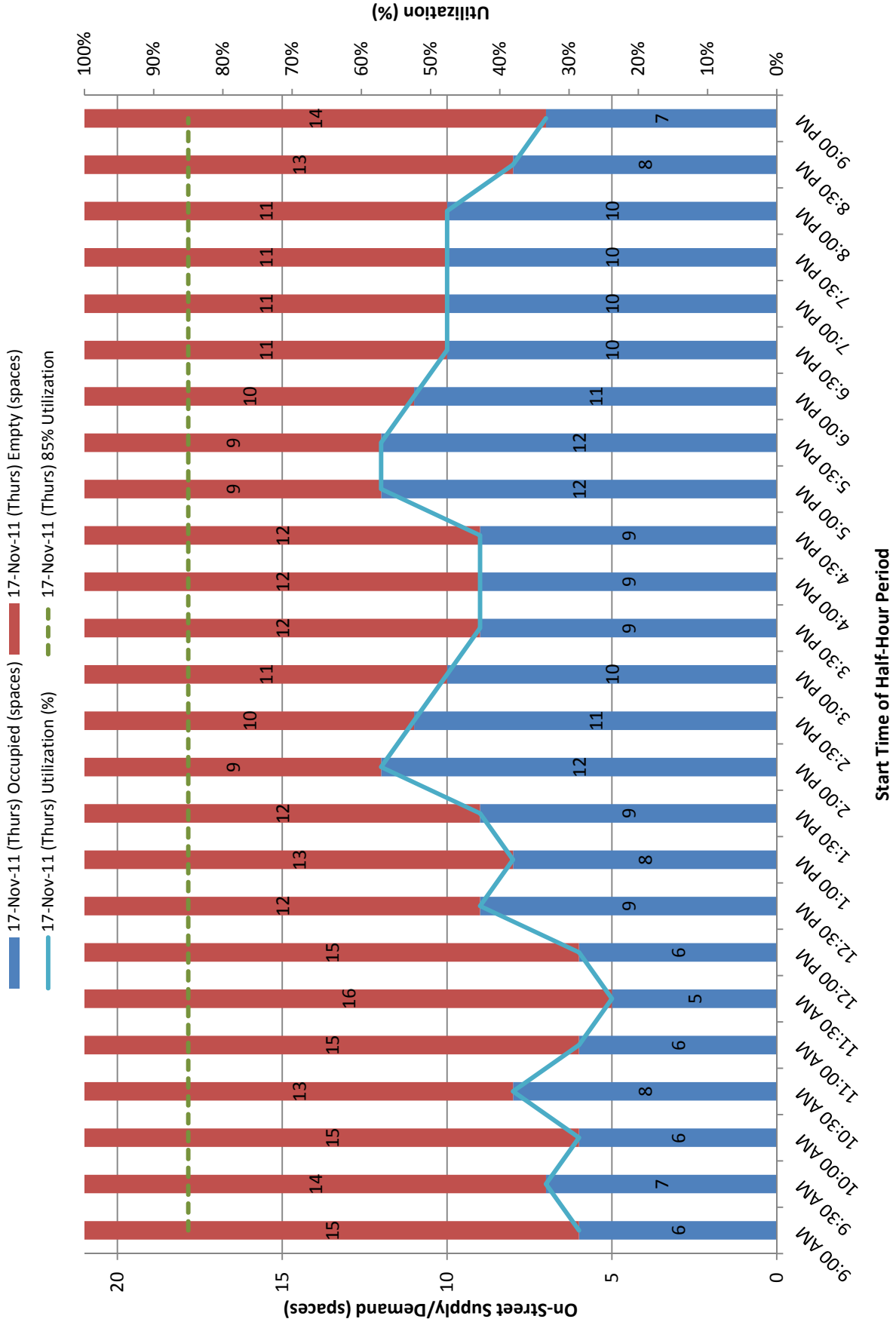
McRae Ave (Richmond to Scott)



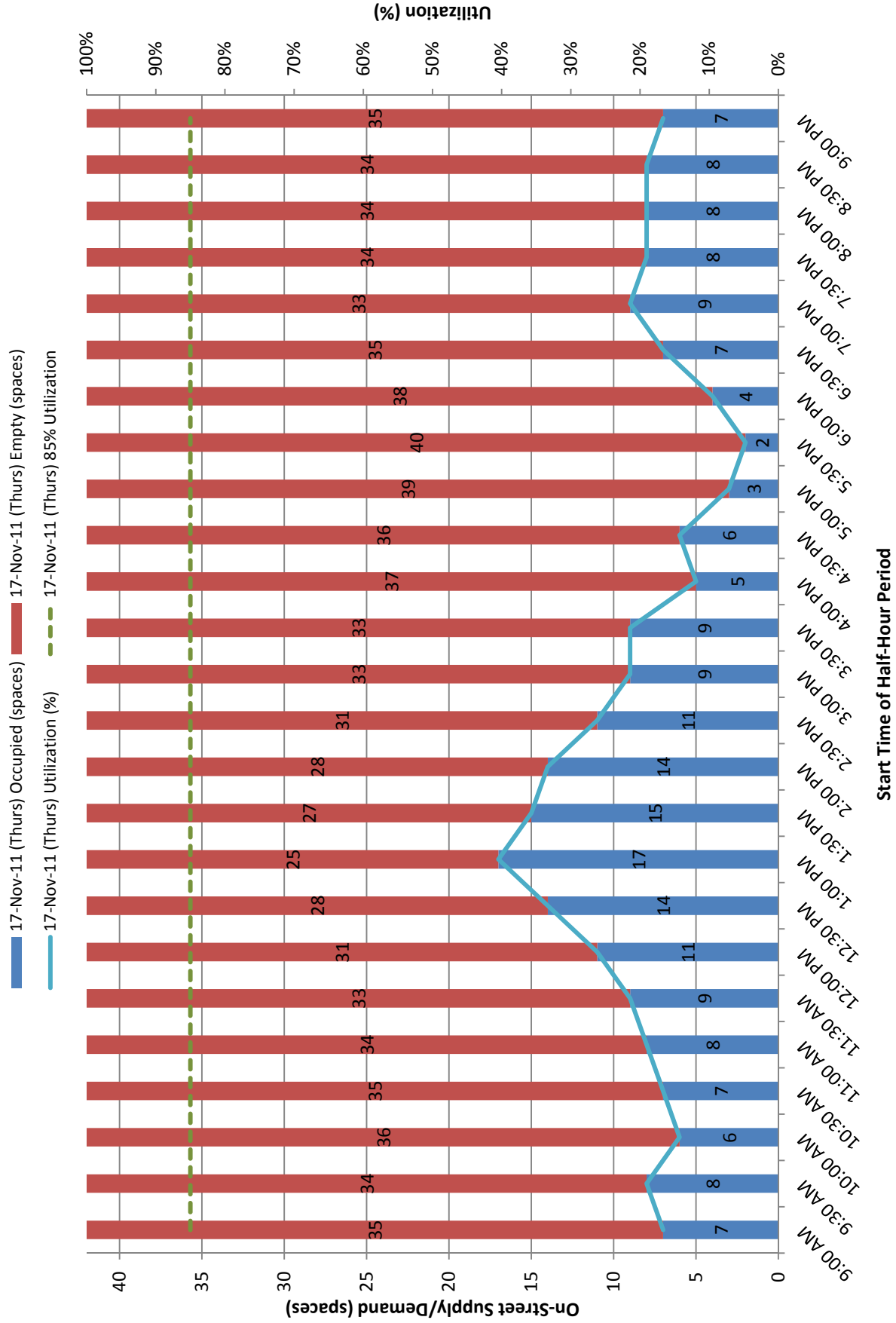
McRae Ave (Richmond to Scott) N. Section



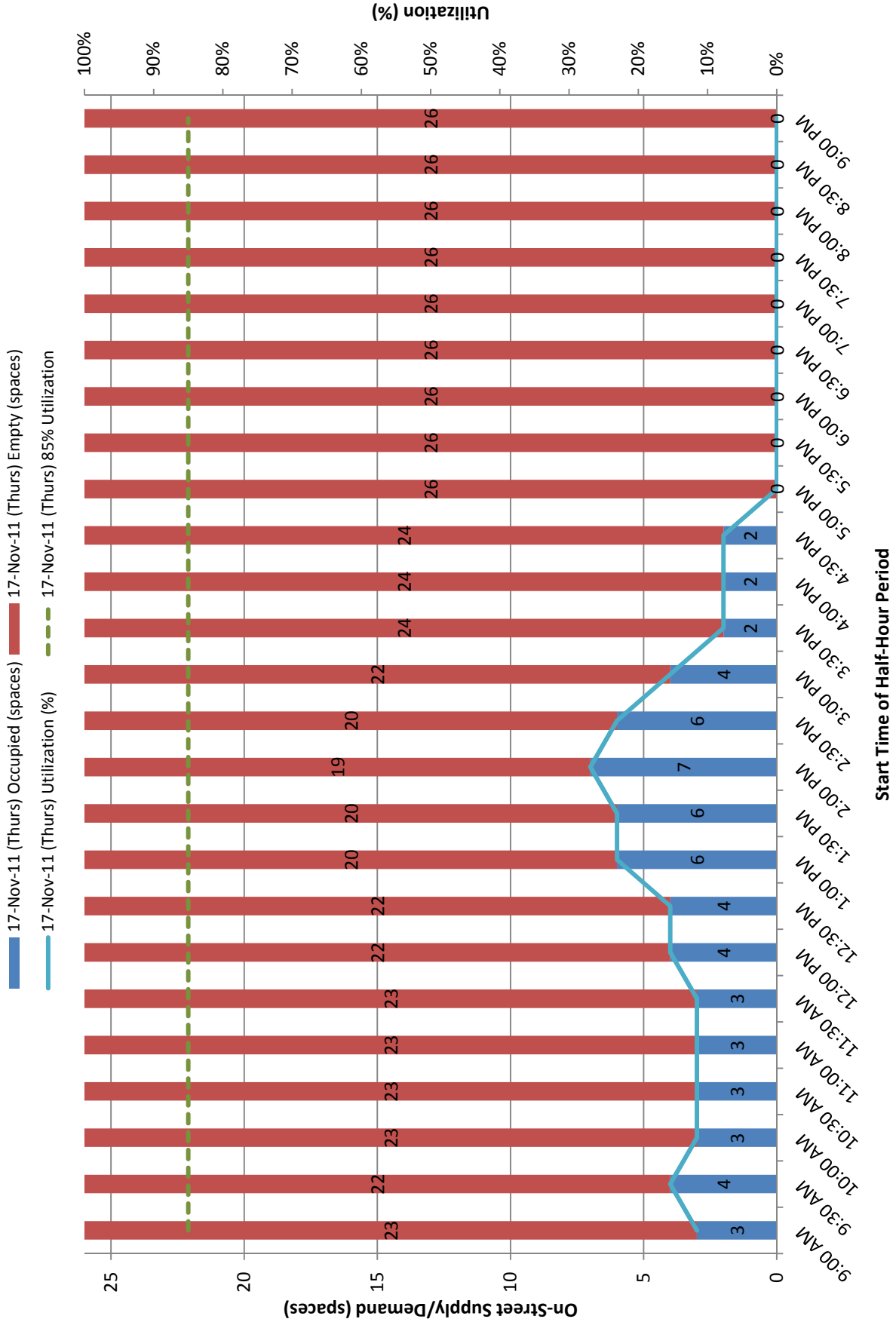
McRae Ave (Richmond to Scott) S. Section



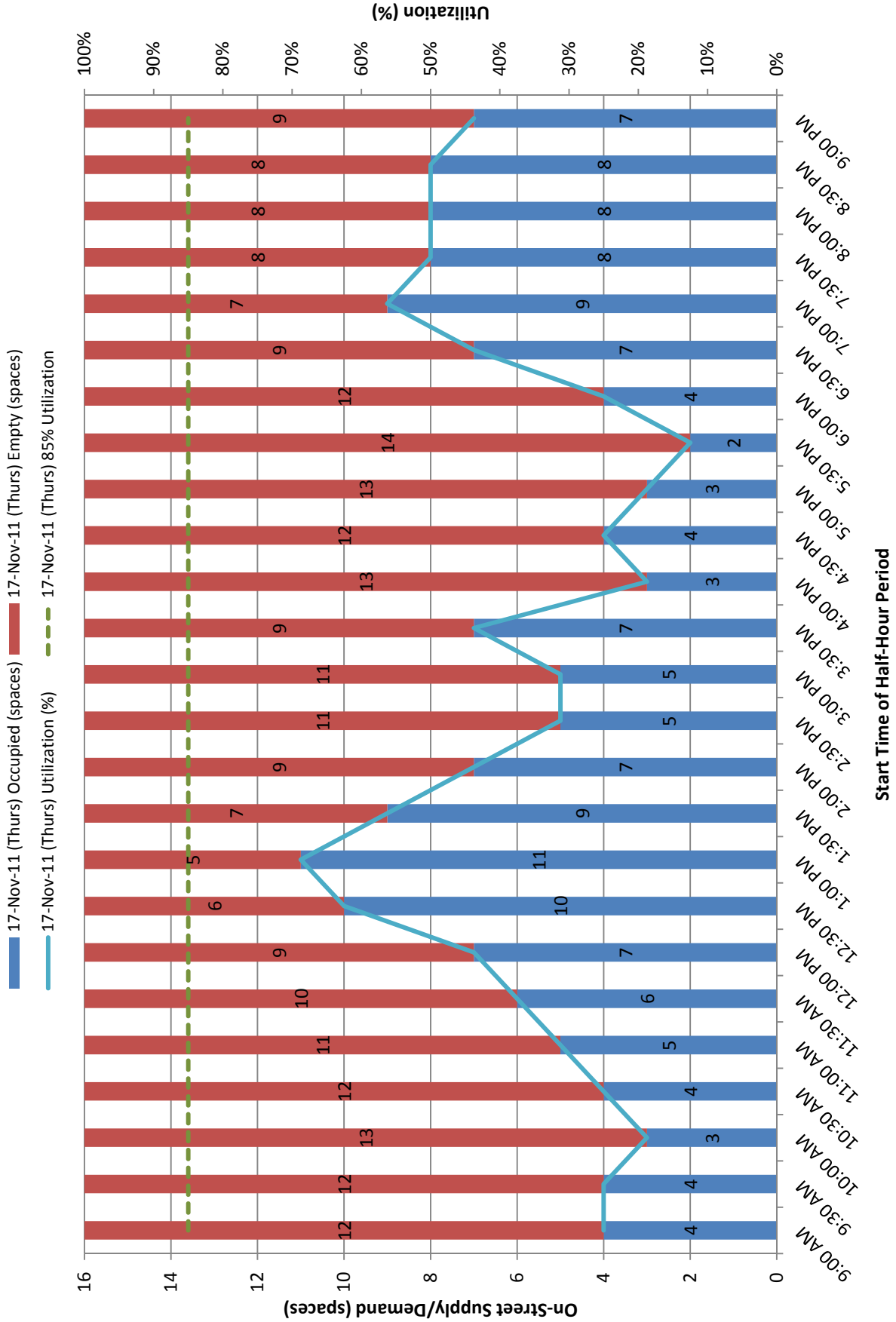
Tweedsmuir Ave (Richmond to Scott)



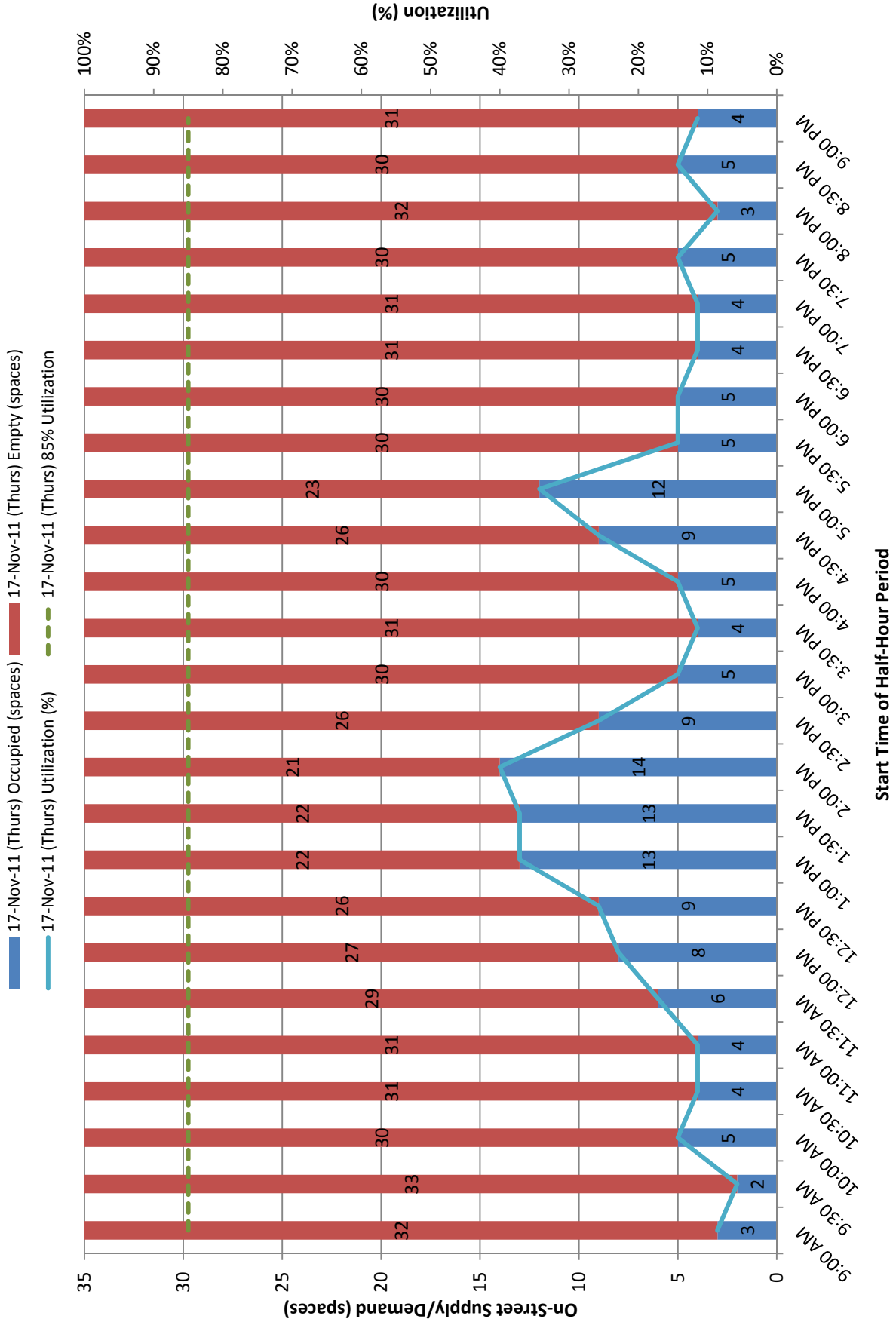
Tweedsmuir Ave (Richmond to Scott) N. Section



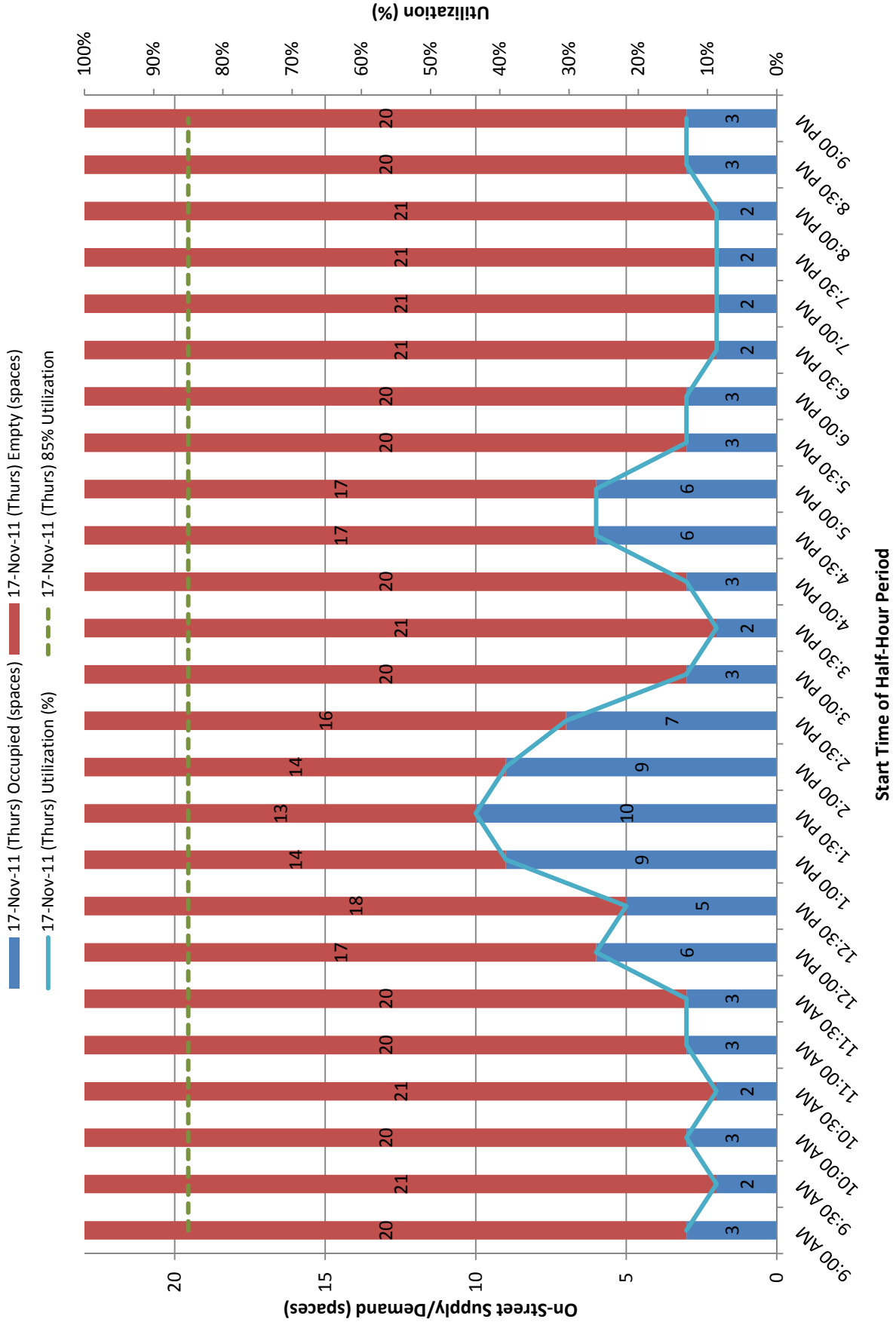
Tweedsmuir Ave (Richmond to Scott) S. Section



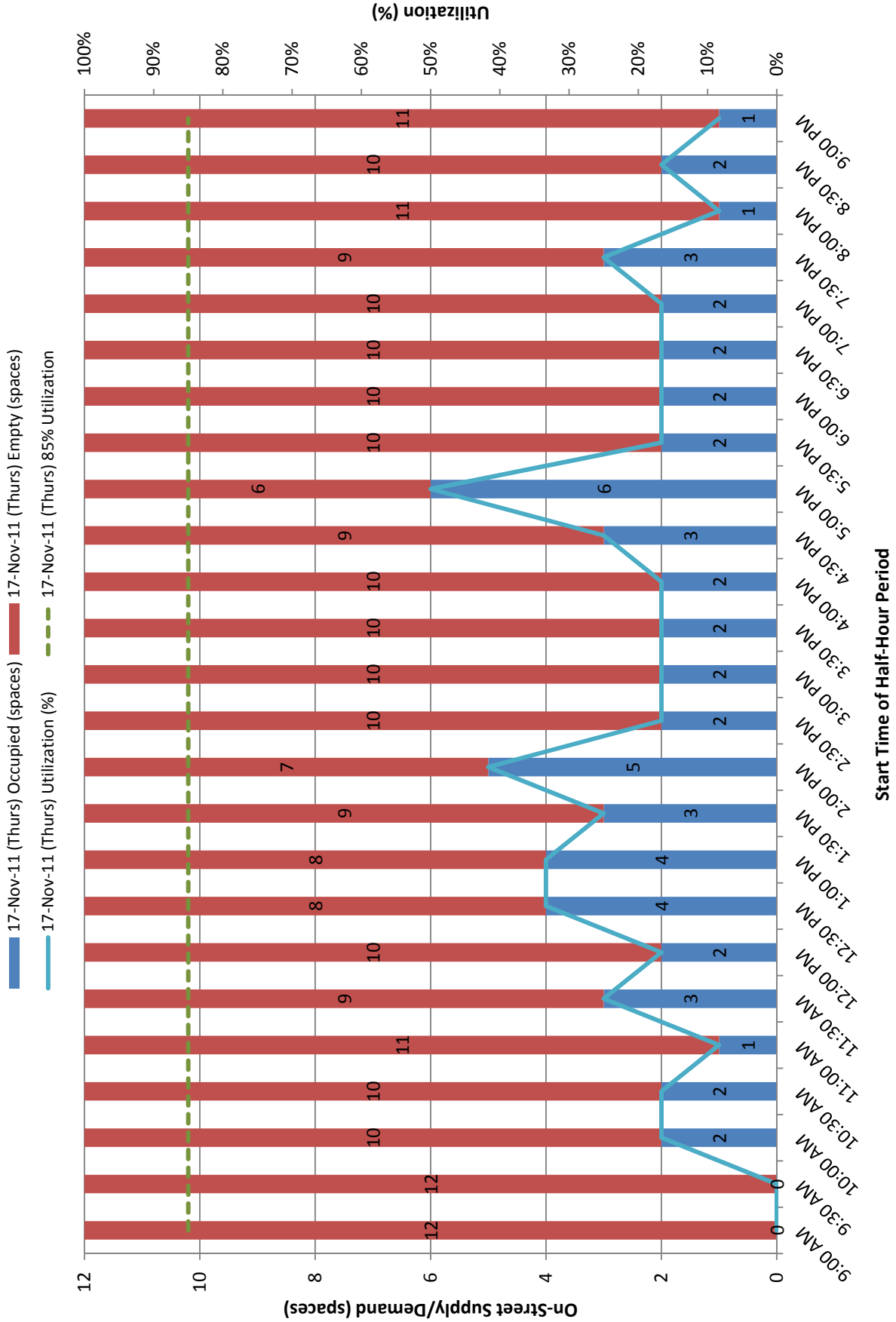
Athlone Ave (Richmond to Scott)



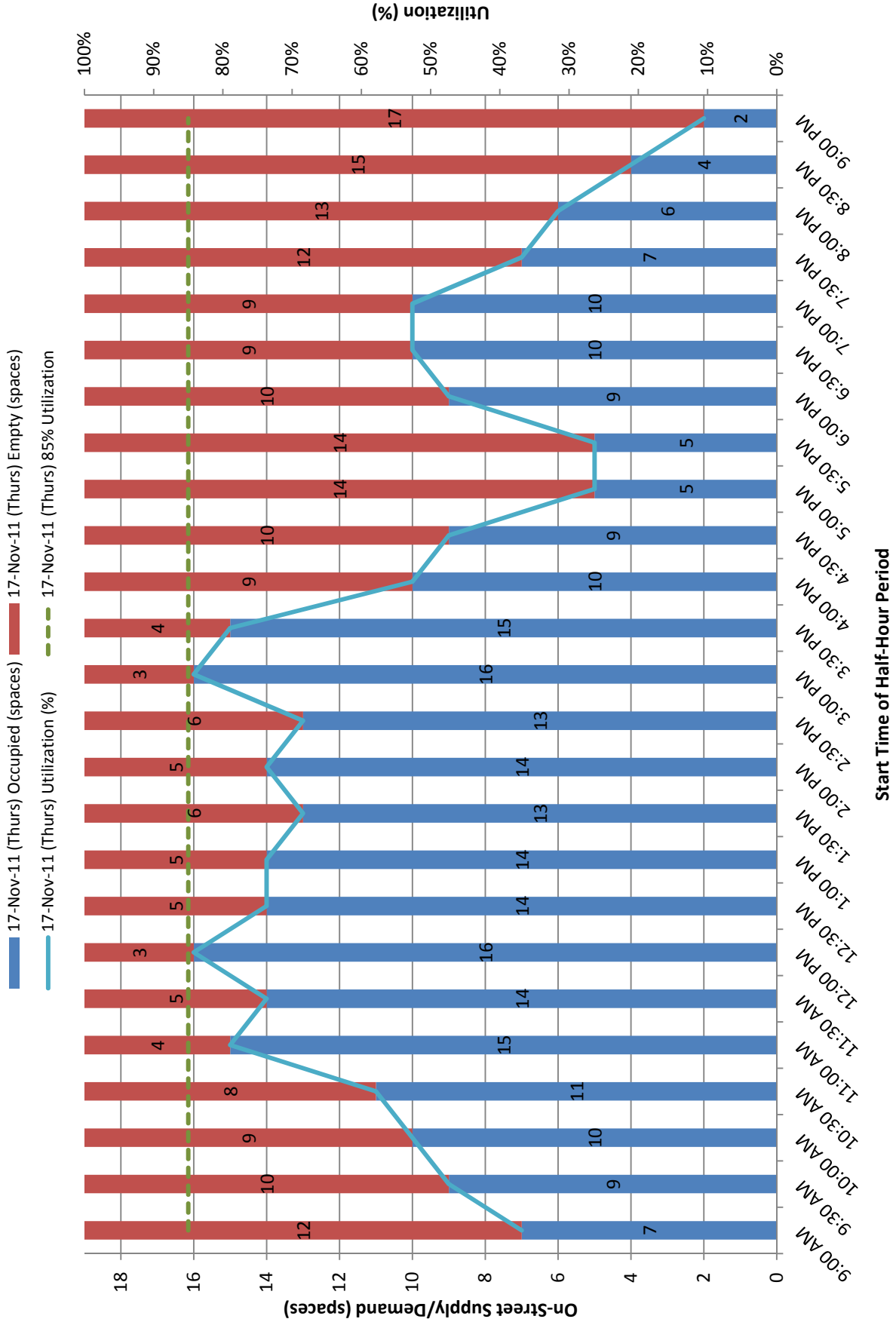
Athlone Ave (Richmond to Scott) N. Section



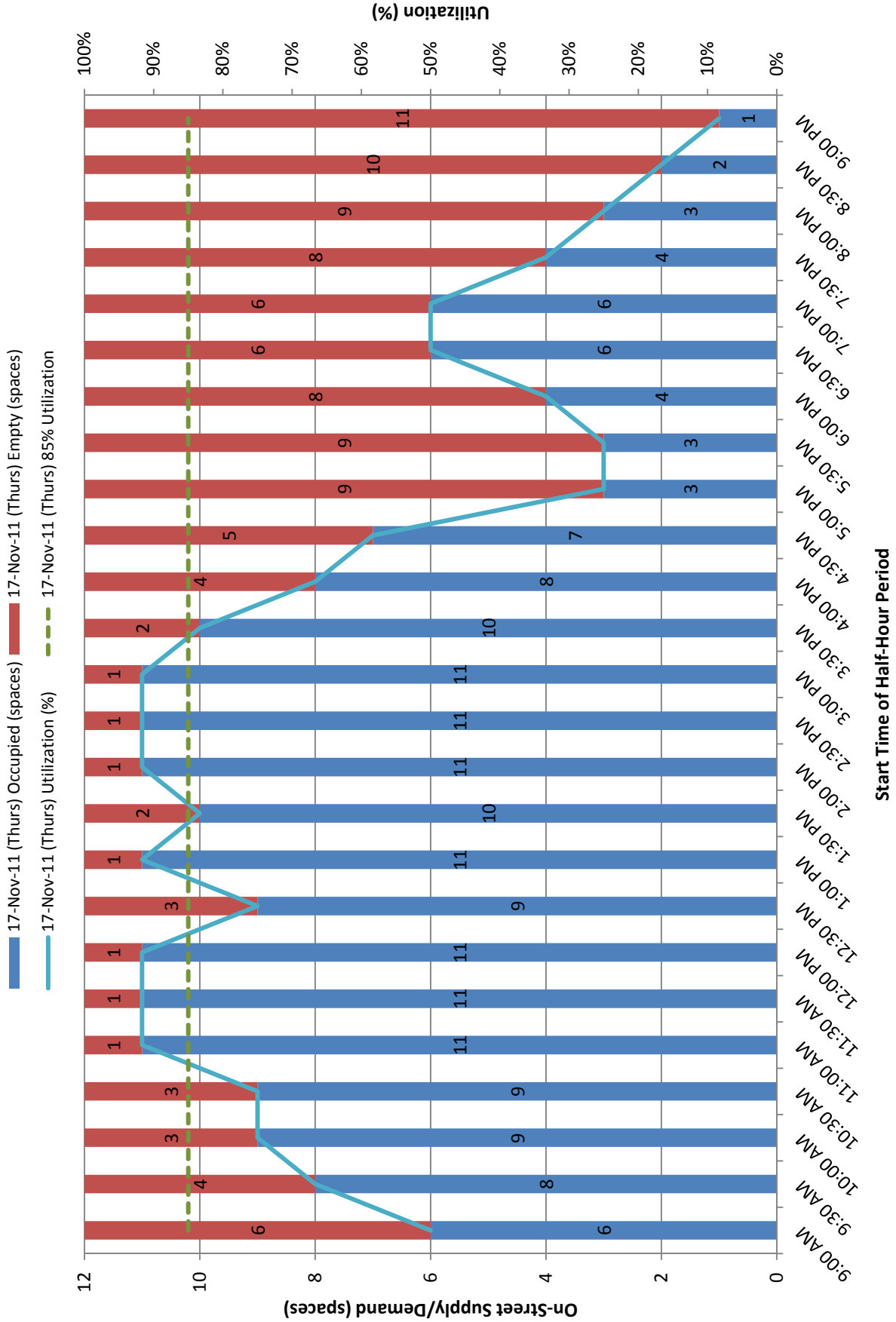
Athlone Ave (Richmond to Scott) S. Section



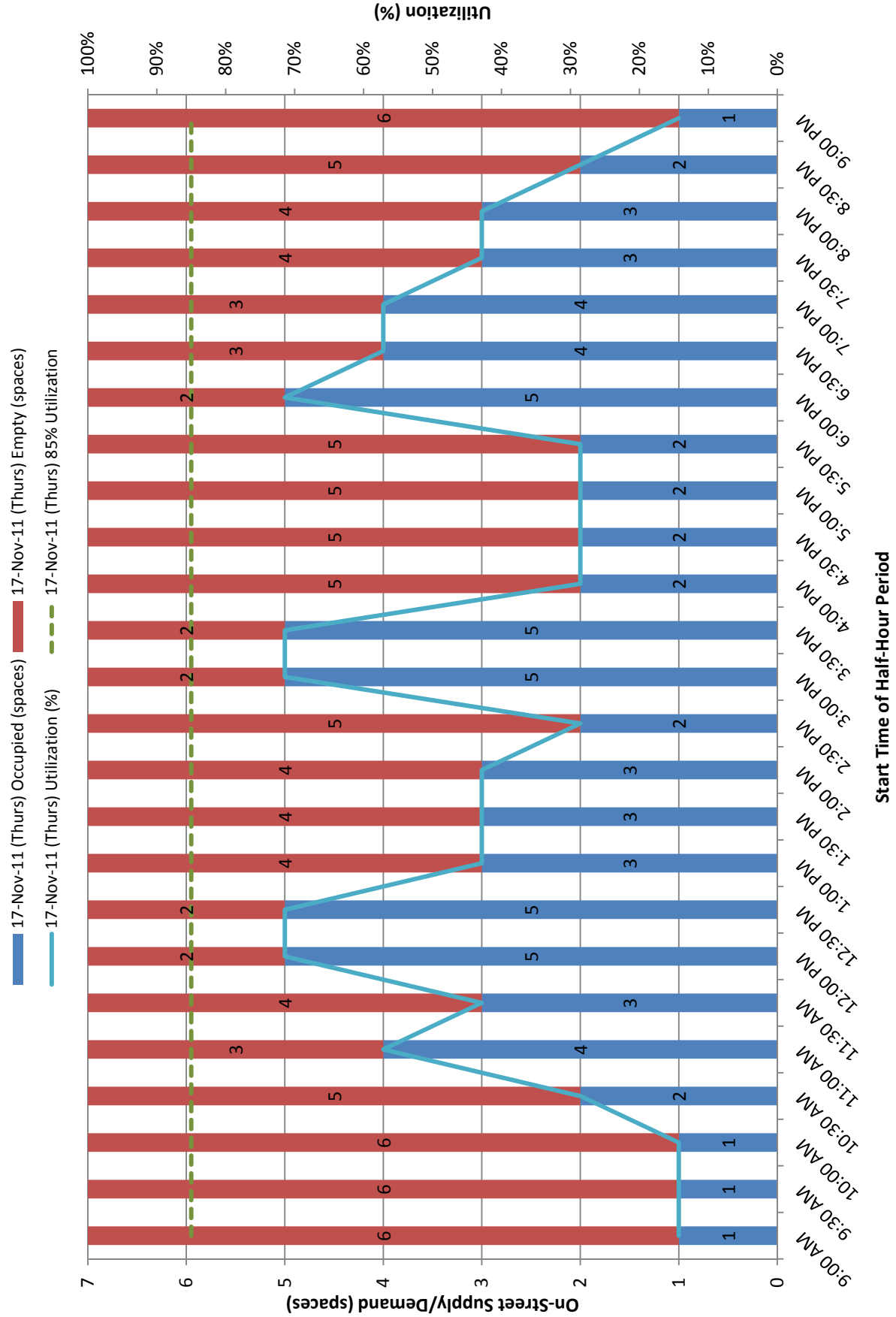
Edgewood Ave (Richmond to Eden)



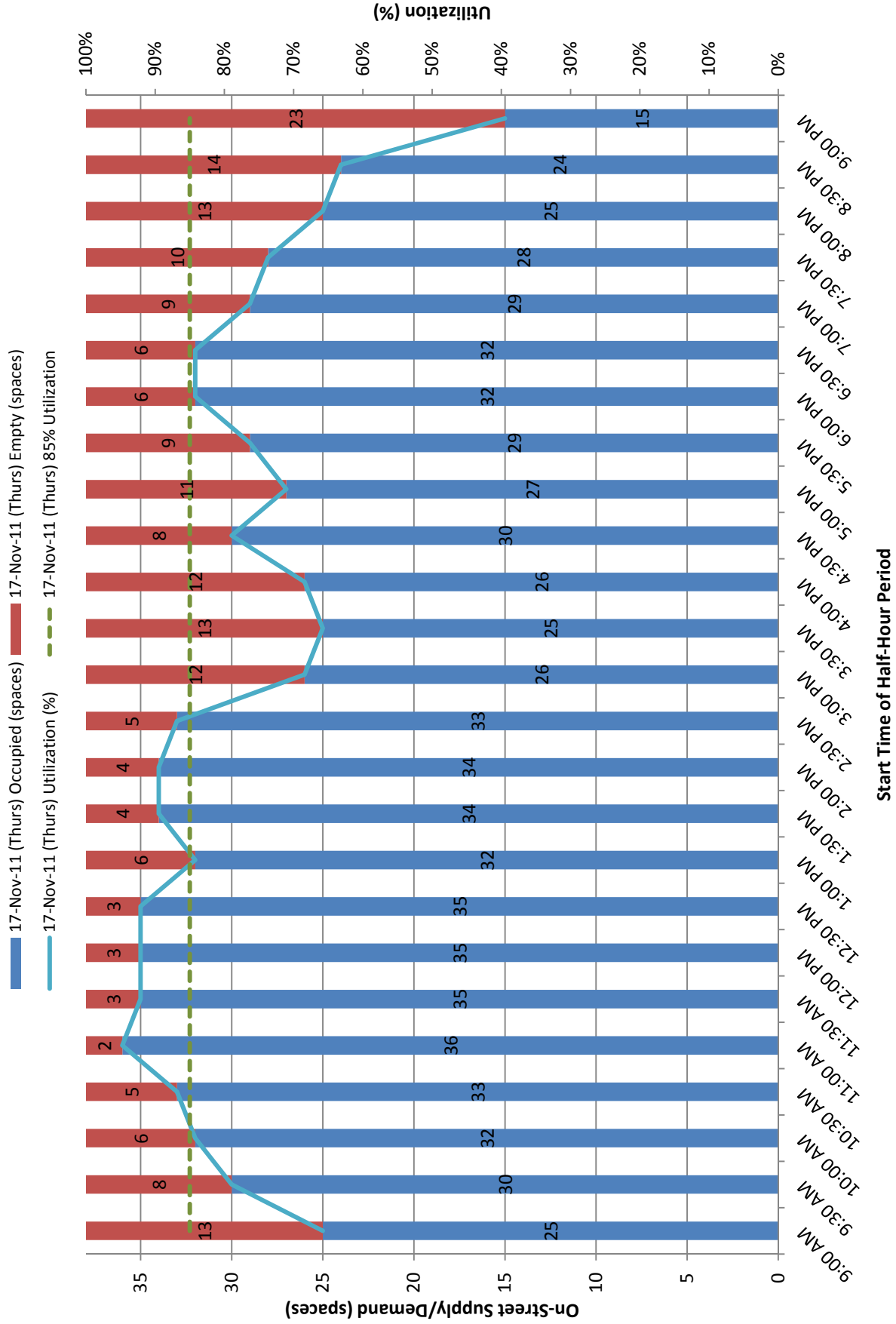
Edgewood Ave (Richmond to Eden) N. Section



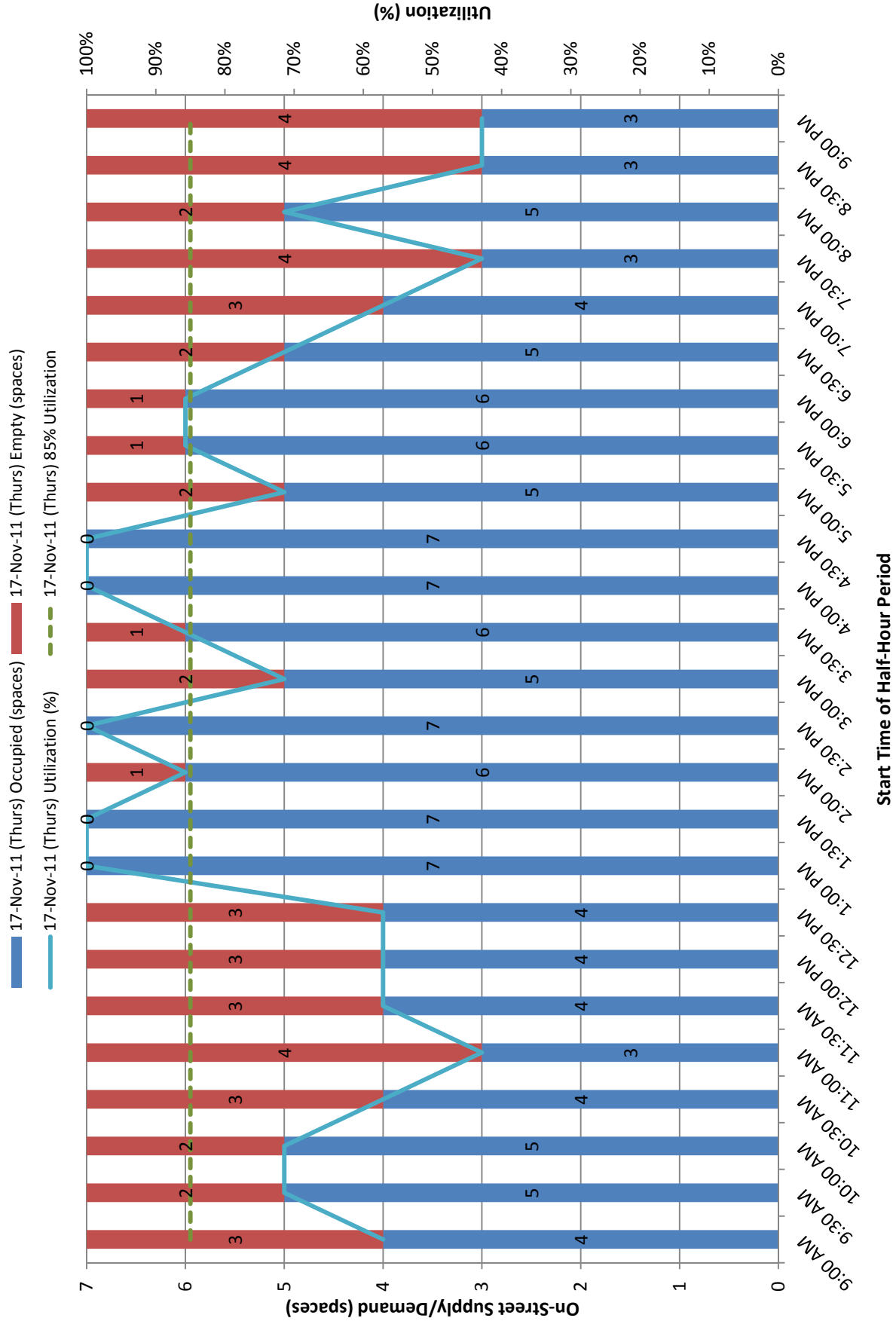
Edgewood Ave (Richmond to Eden) S. Section



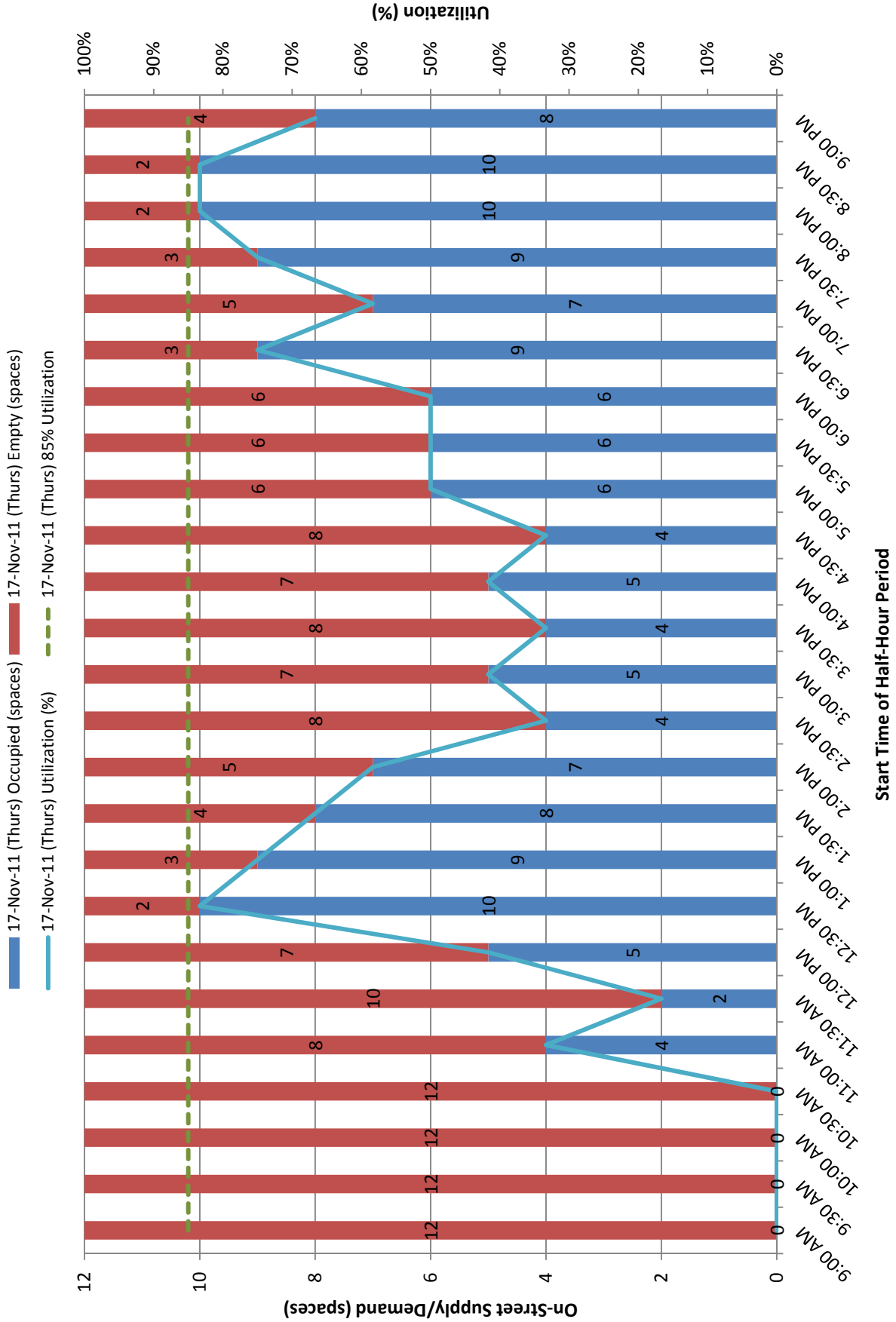
Danforth Ave S. Section (Churchill to Roosevelt)



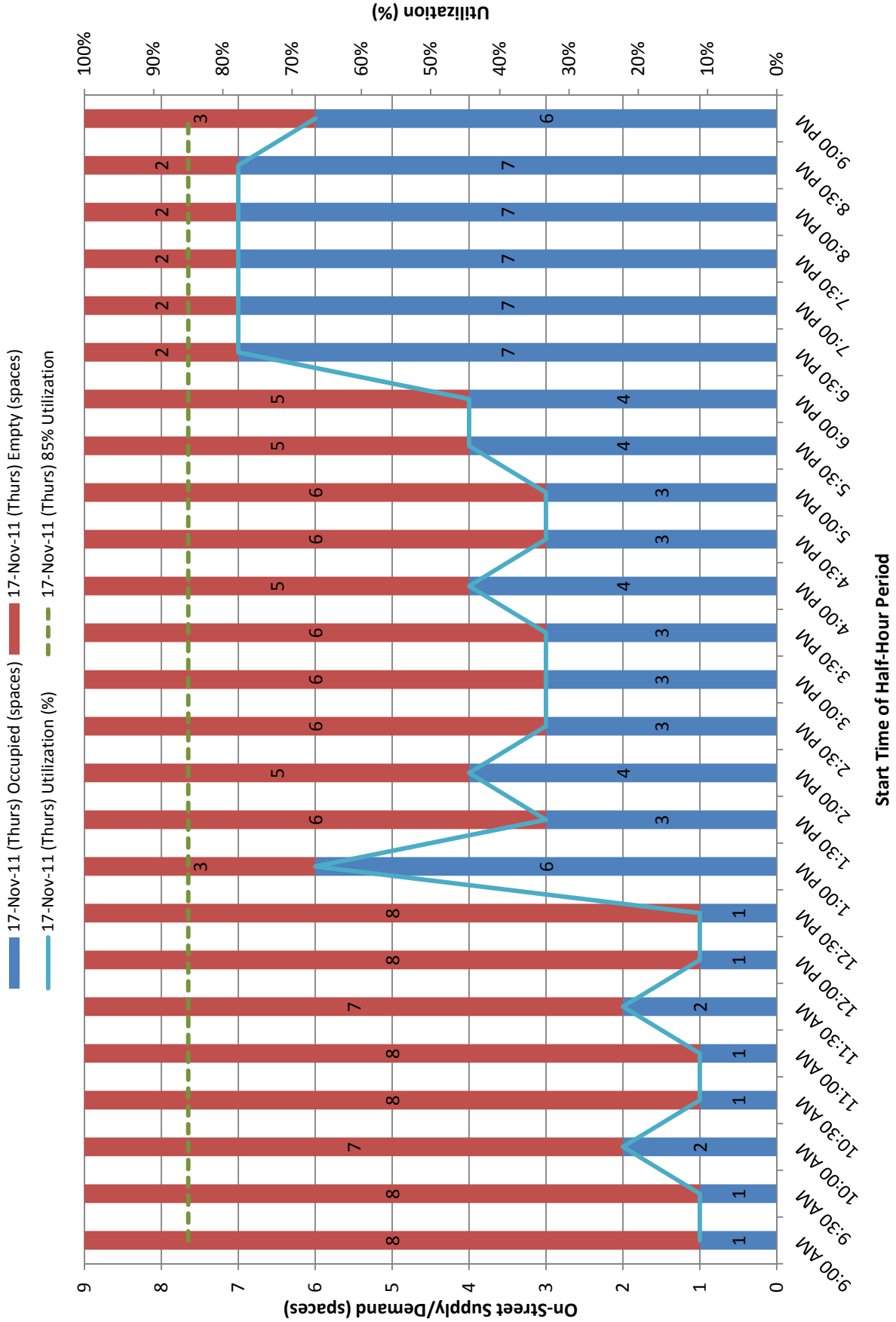
Danforth Ave N. Section (east of Roosevelt)



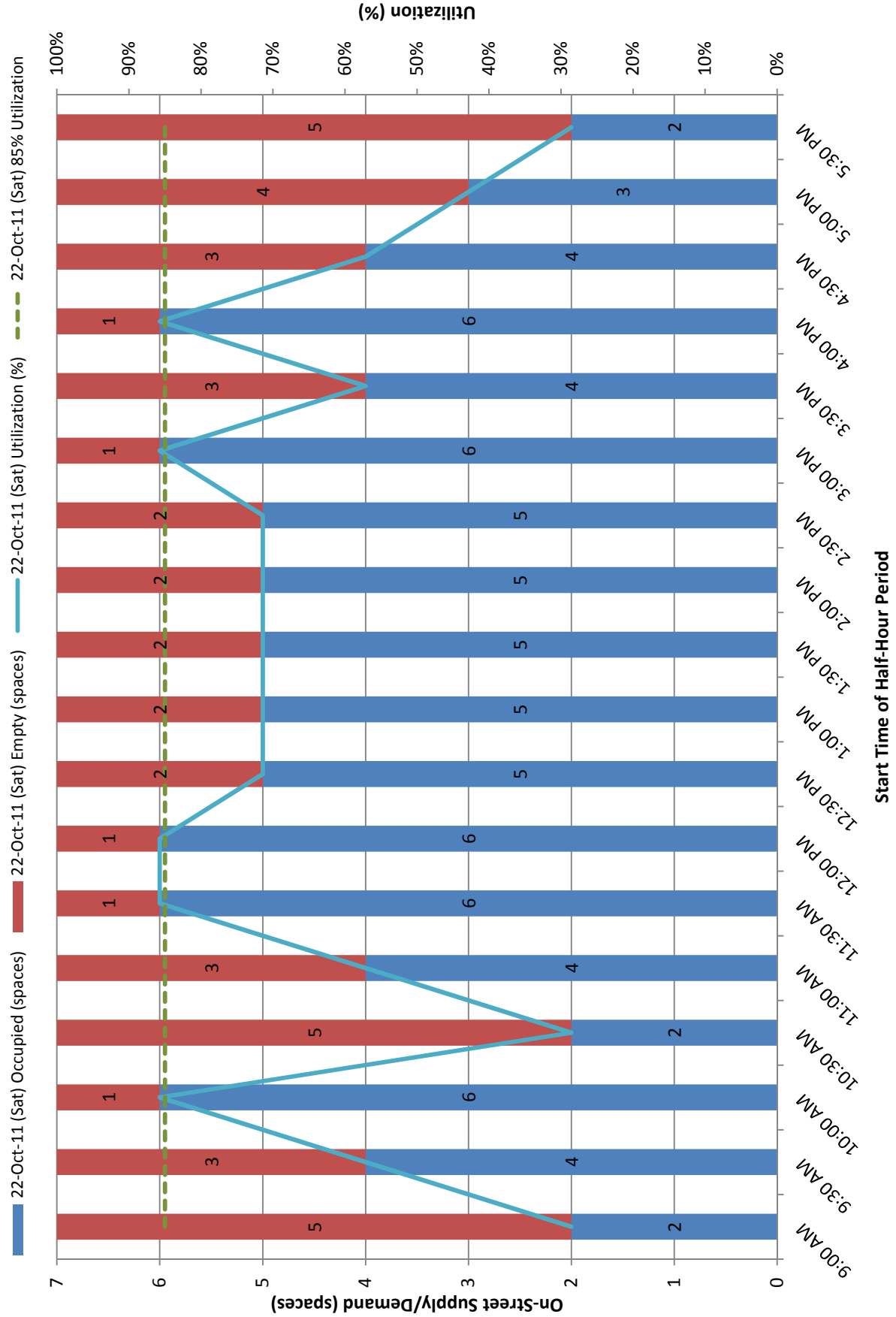
Winona Ave (Richmond to Whitby)



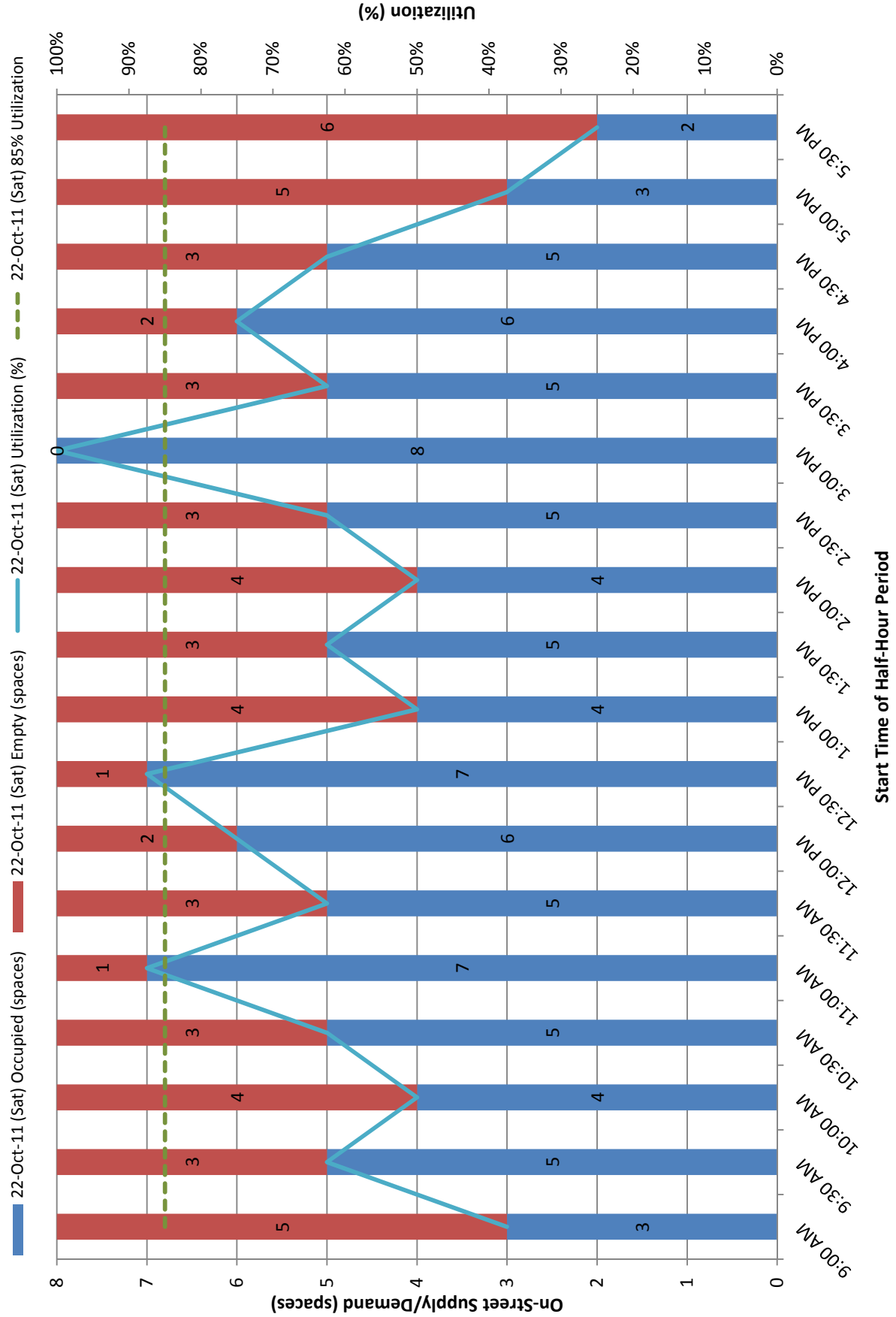
Winona Ave (Whitby to Scott)



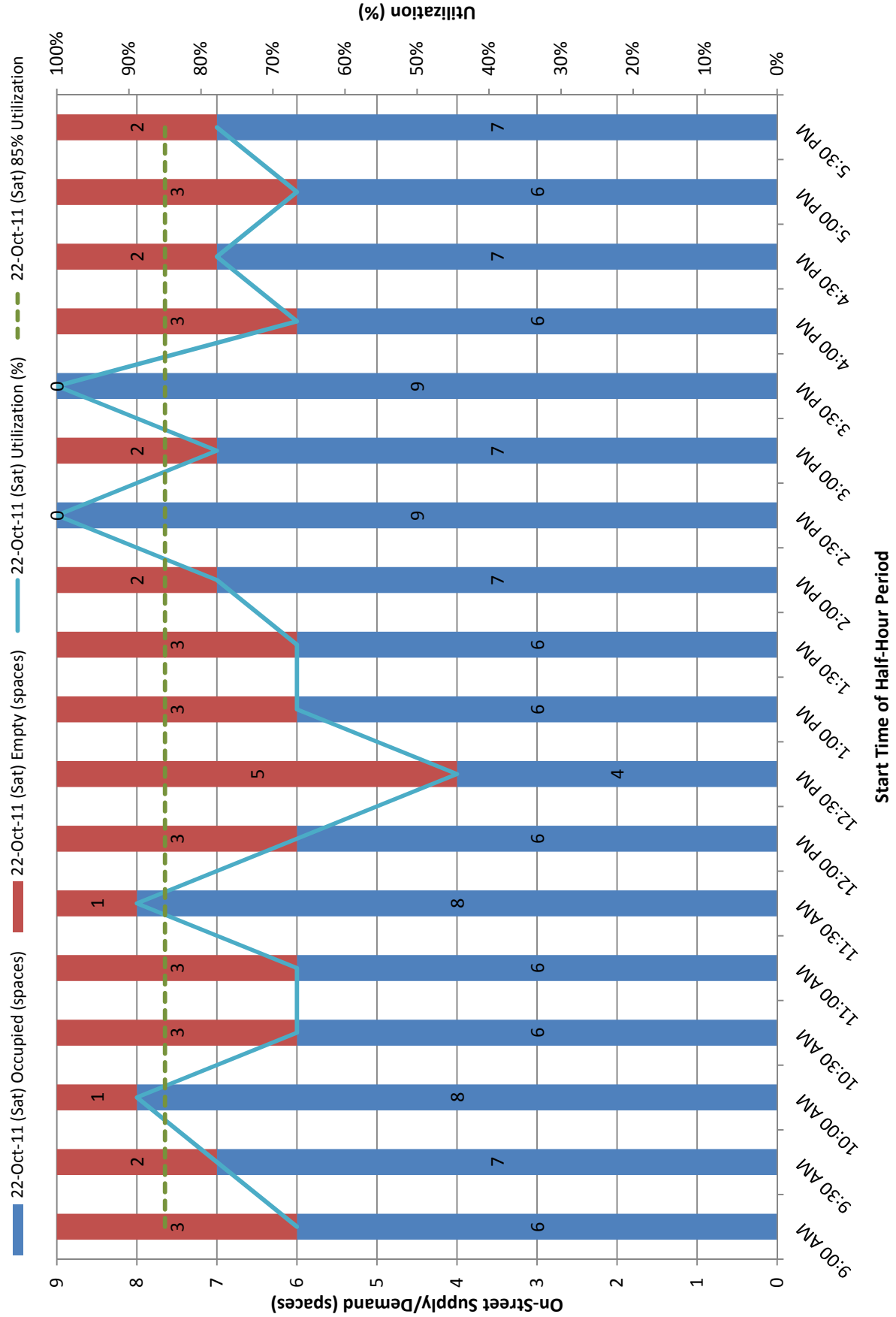
Richmond Rd N. (Kirkwood to Clifton)



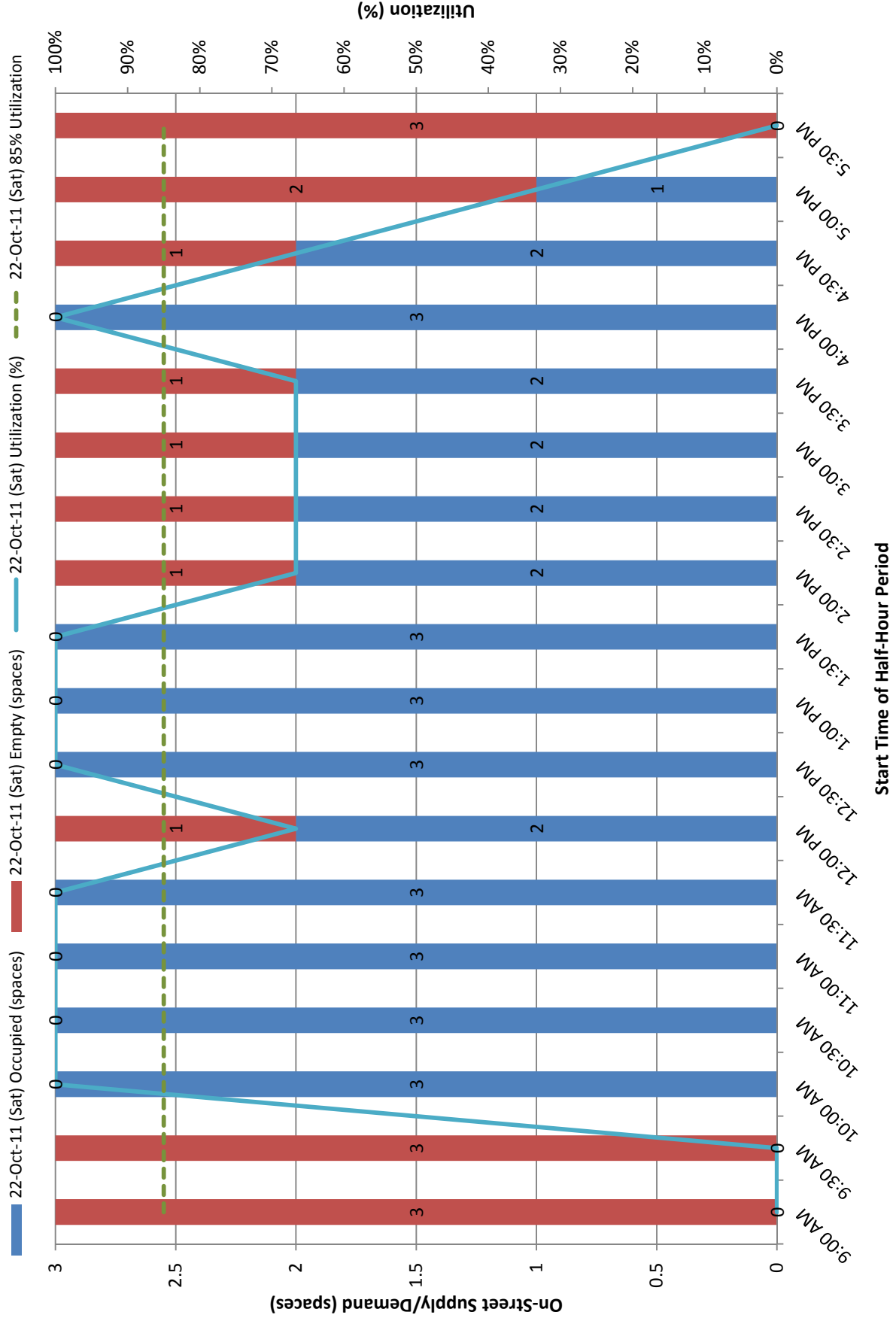
Richmond Rd N. (Clifton to McRae)



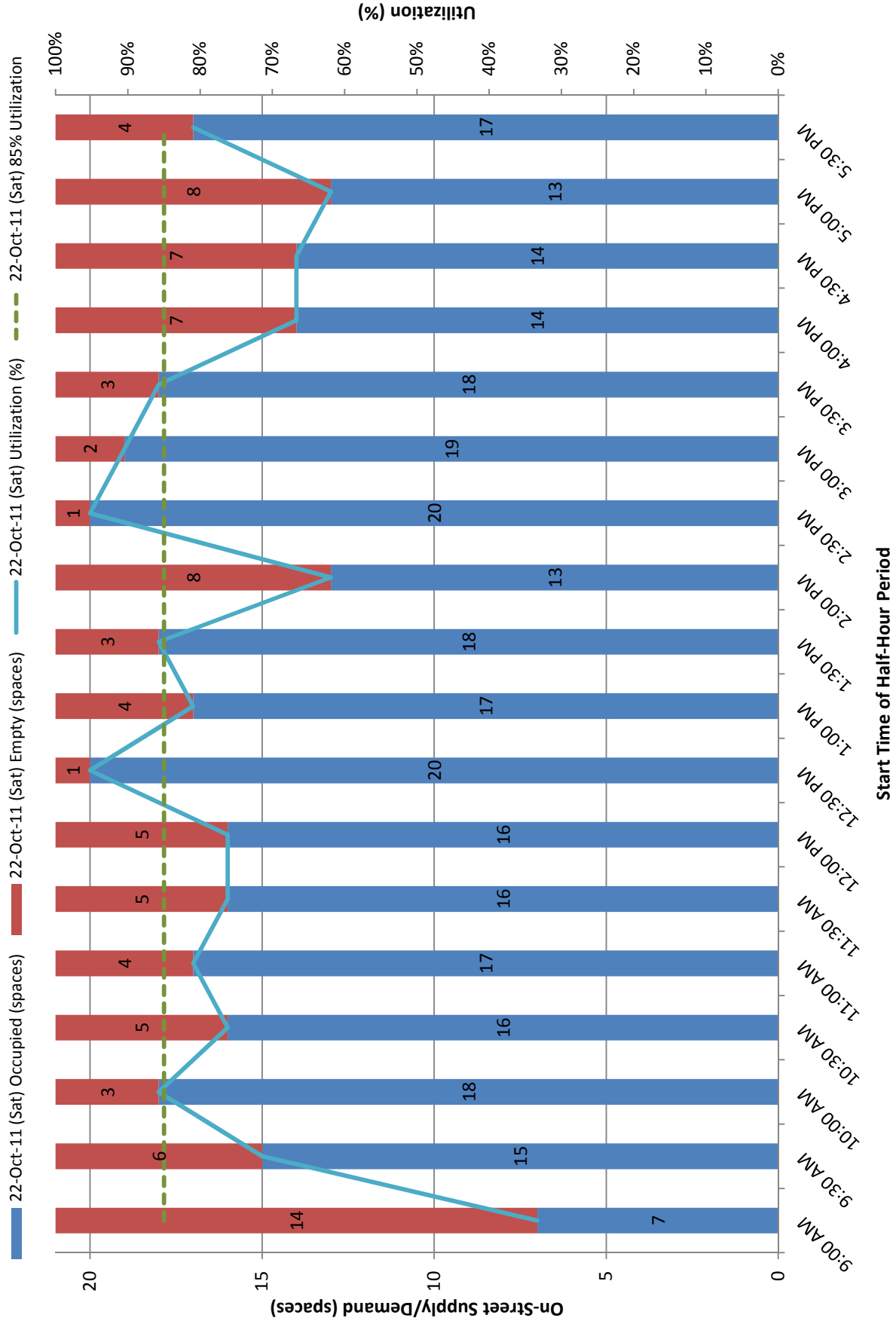
Richmond Rd N. (McRae to Tweedsmuir)



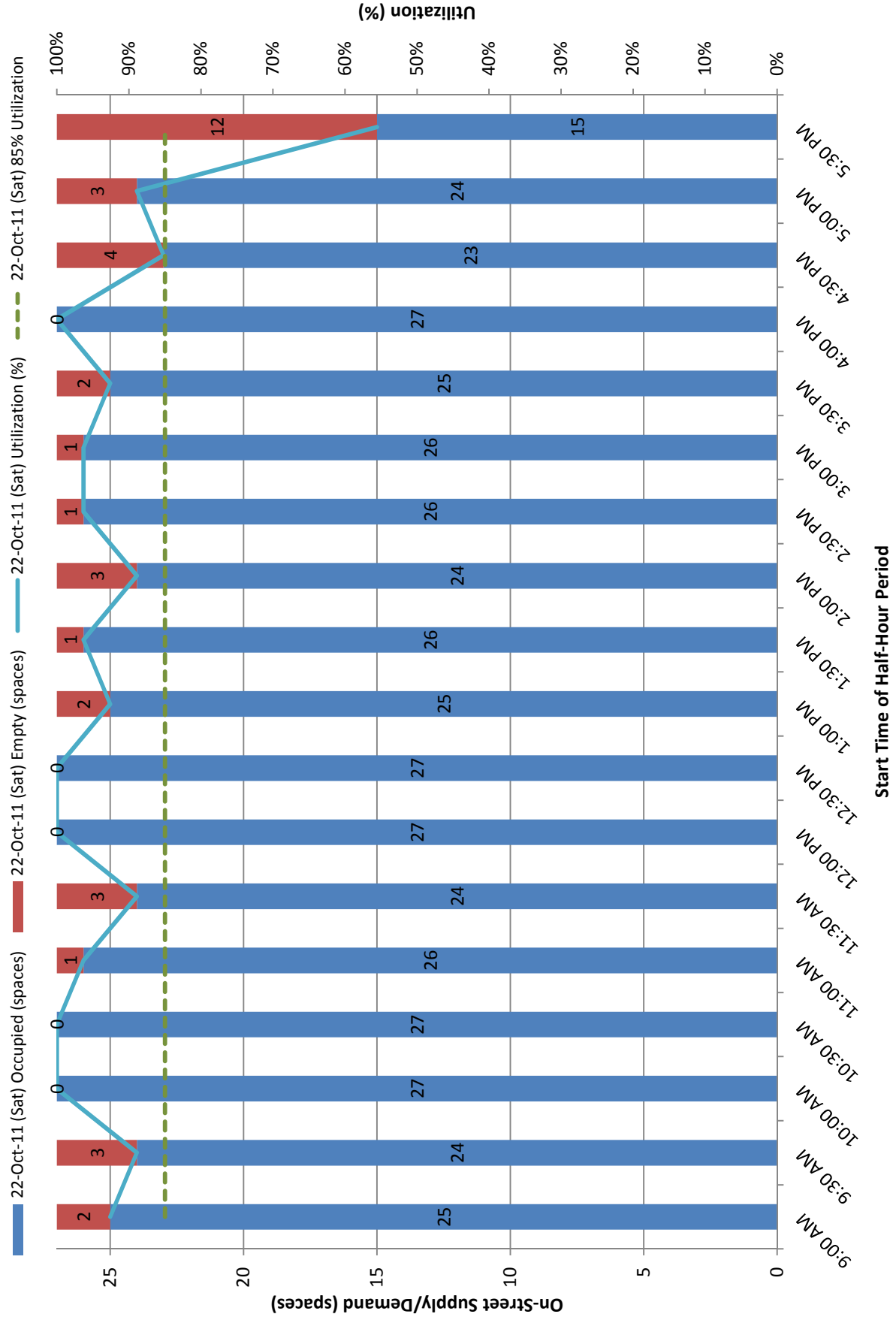
Richmond Rd N. (Tweedsmuir to Athlone)



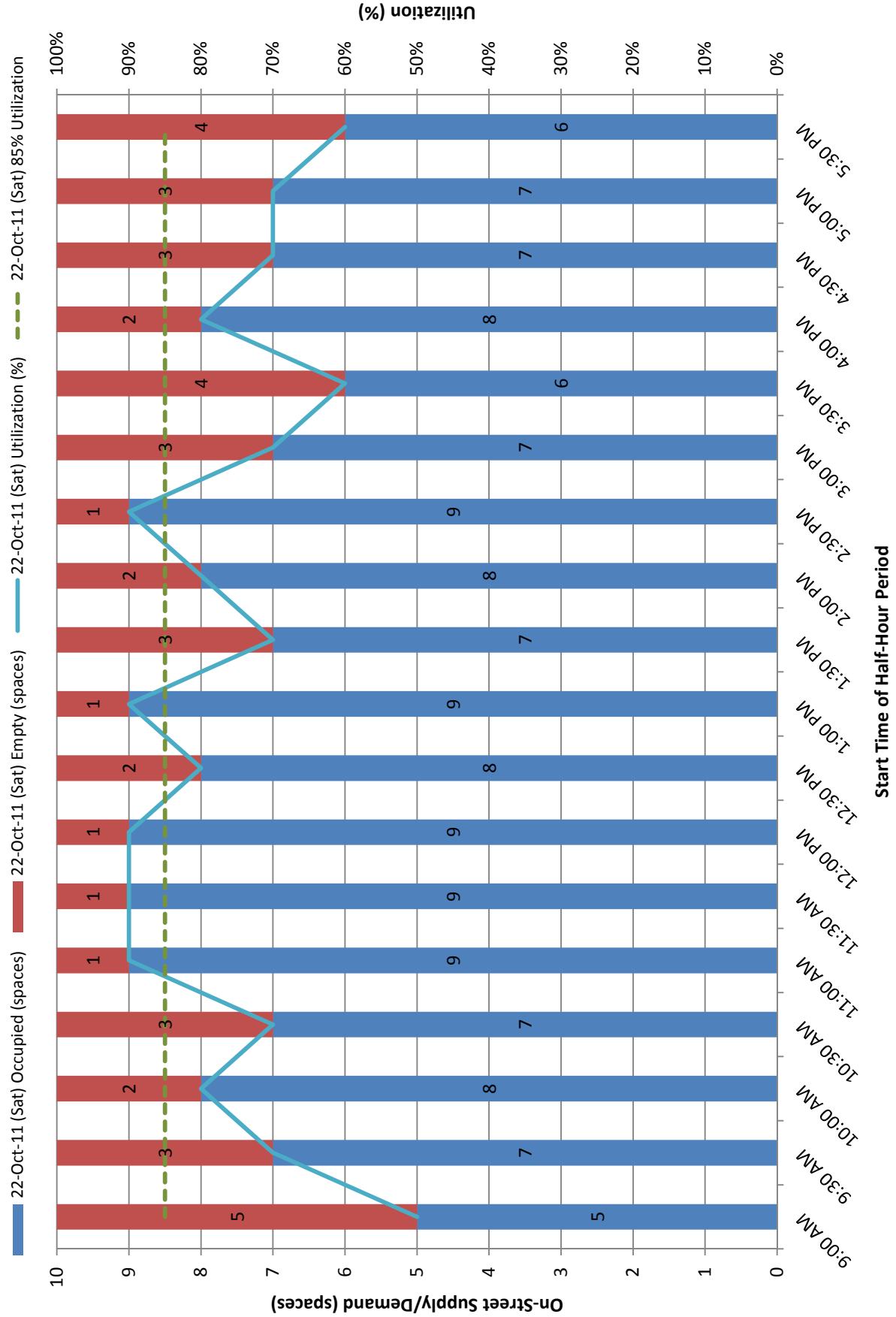
Richmond Rd N. (Athlone to Winona)



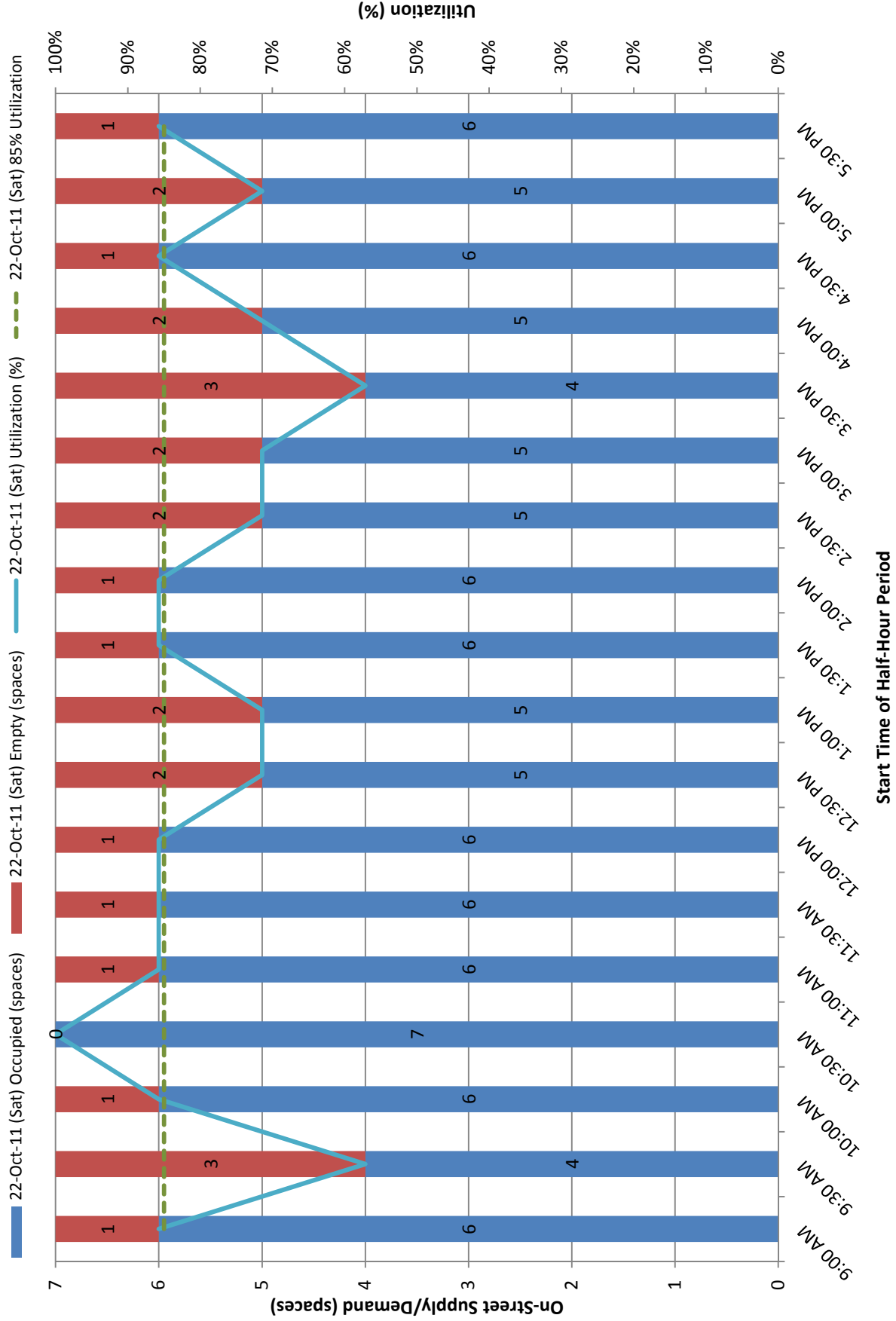
Richmond Rd N. (Churchill to Roosevelt)



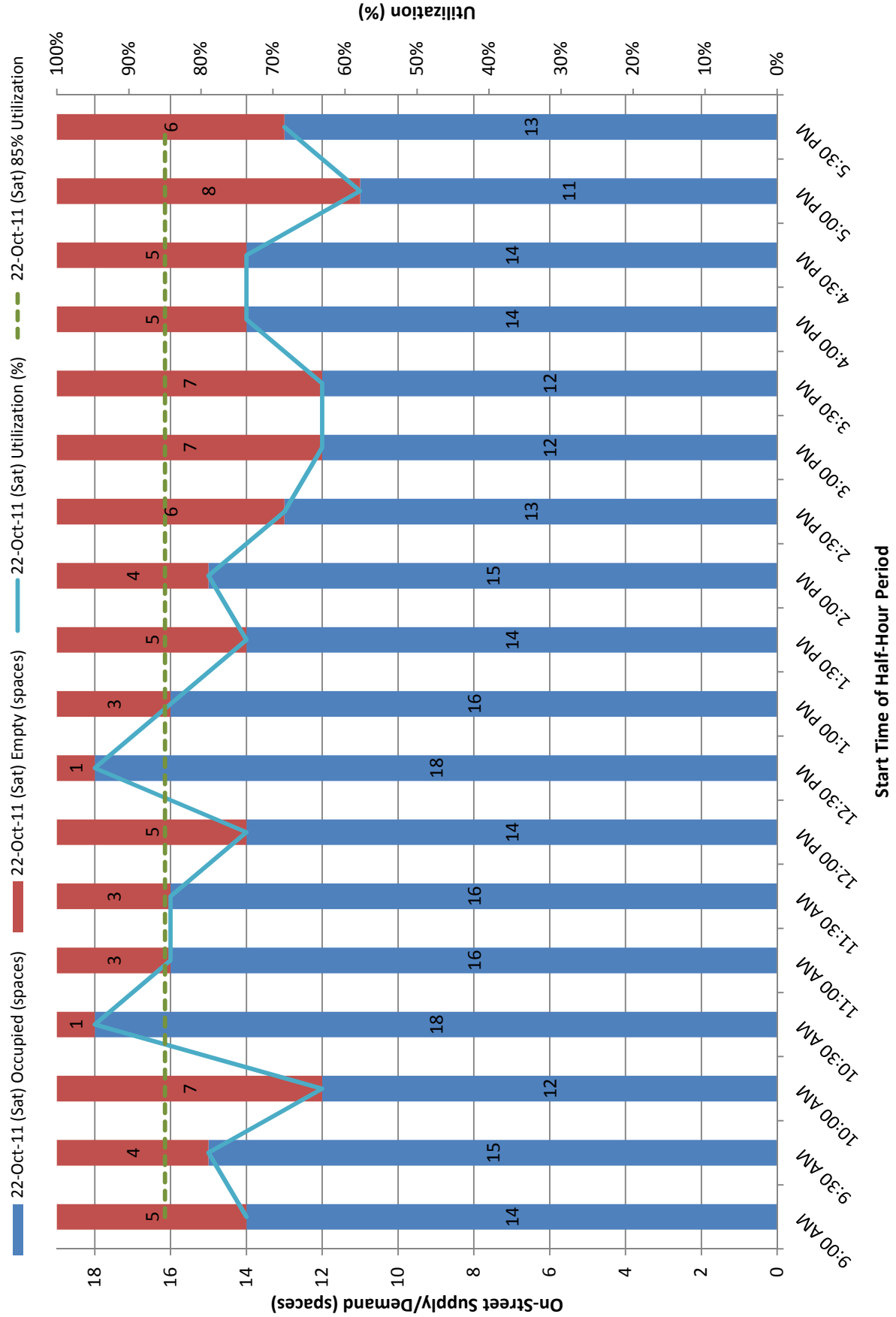
Richmond Rd N. (Roosevelt to Berkley)



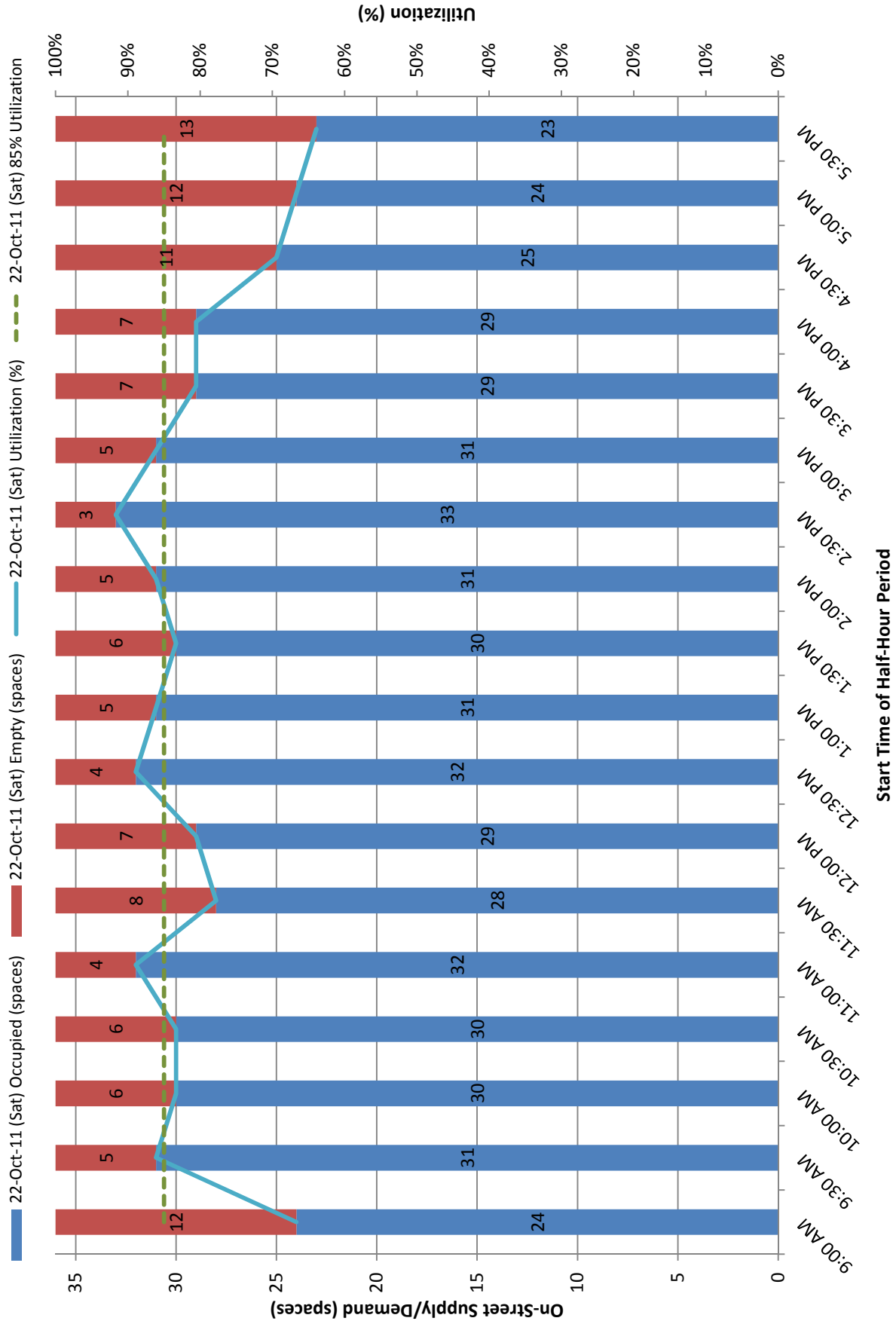
Richmond Rd N. (Birkley to Golden)



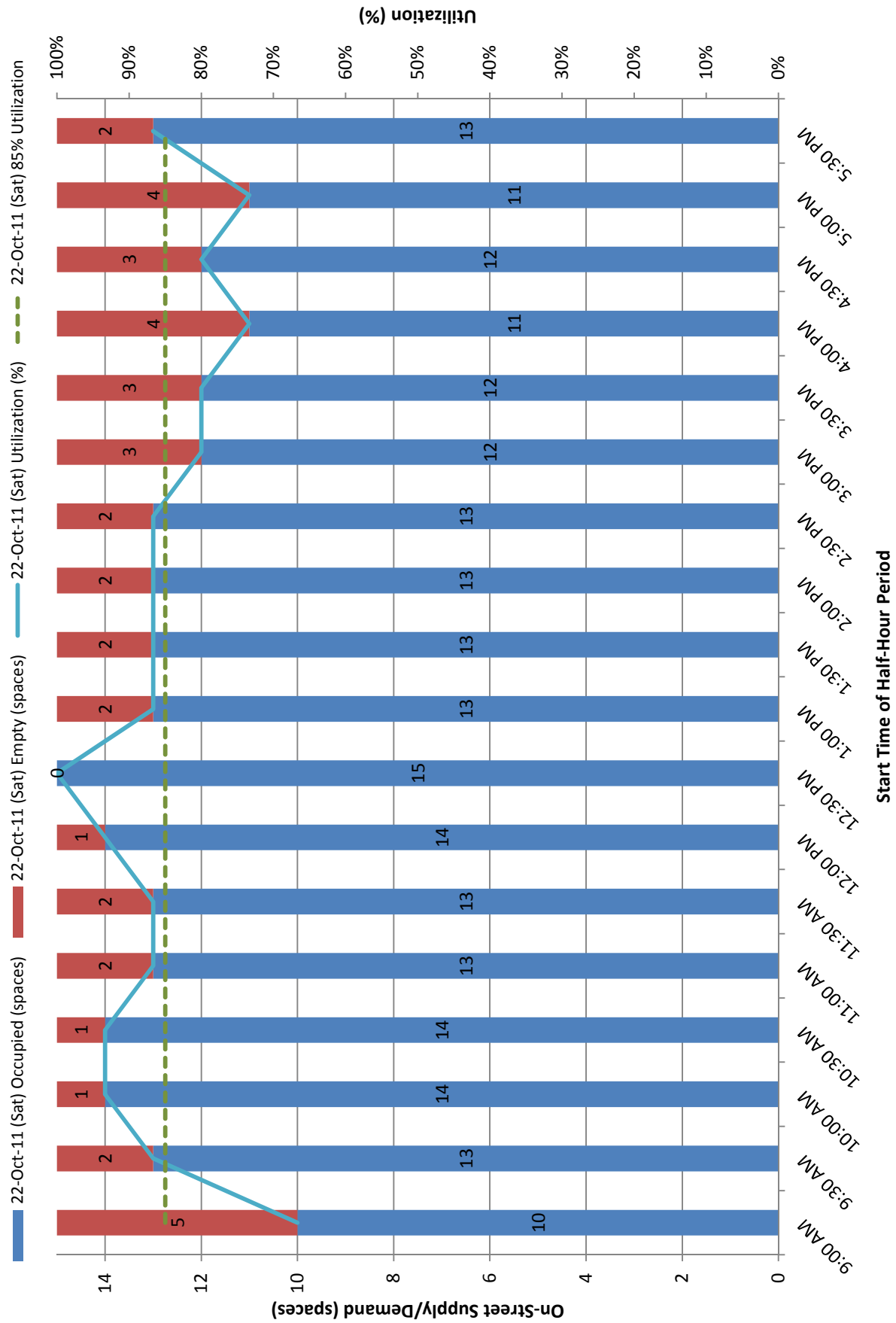
Richmond Rd S. (Golden to Roosevelt)



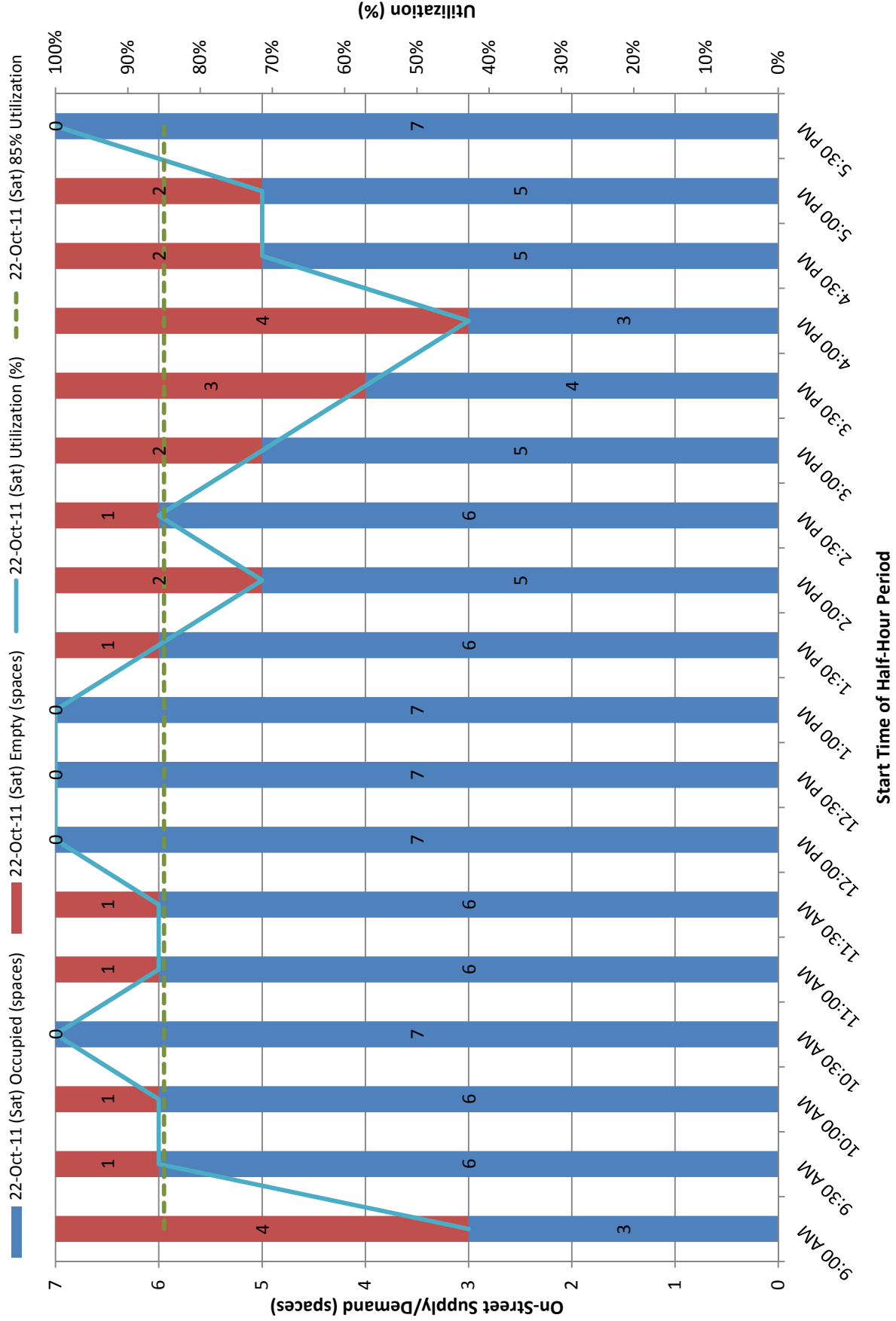
Richmond Rd S. (Roosevelt to Churchill)



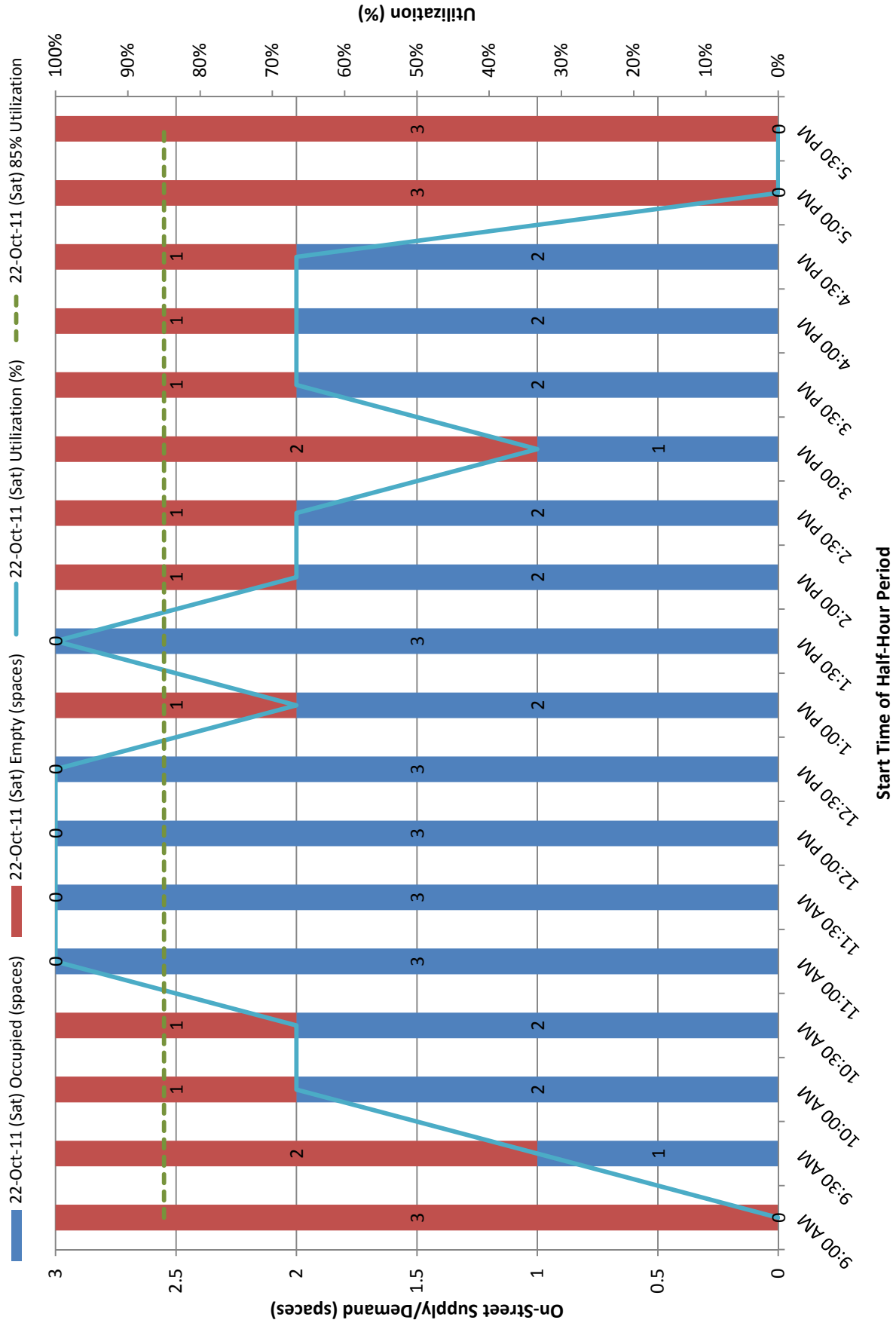
Richmond Rd S. (Churhill to Eden)



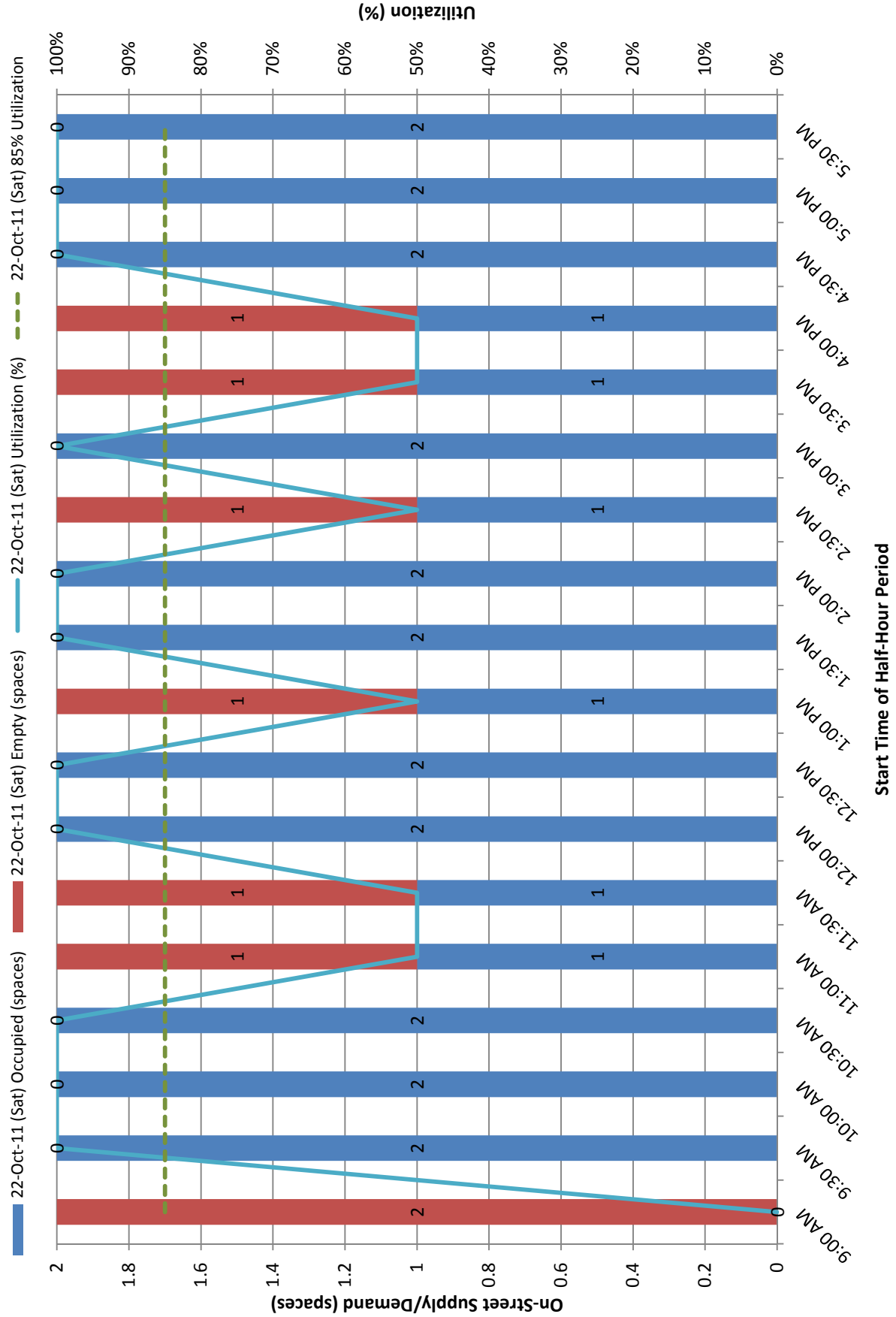
Richmond Rd S. (Eden to Edgewood)



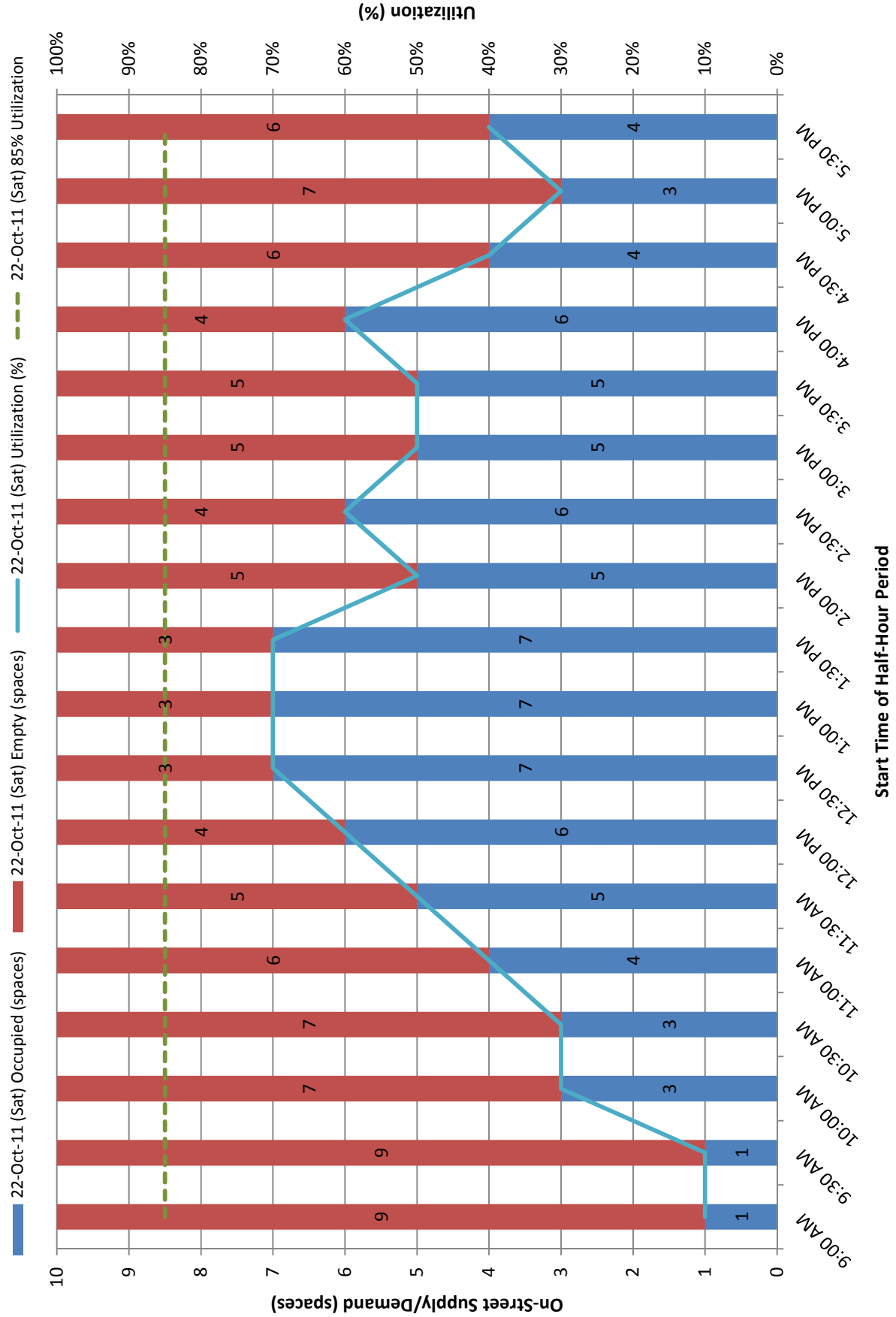
Richmond Rd S. (Edgewood to Athlone)



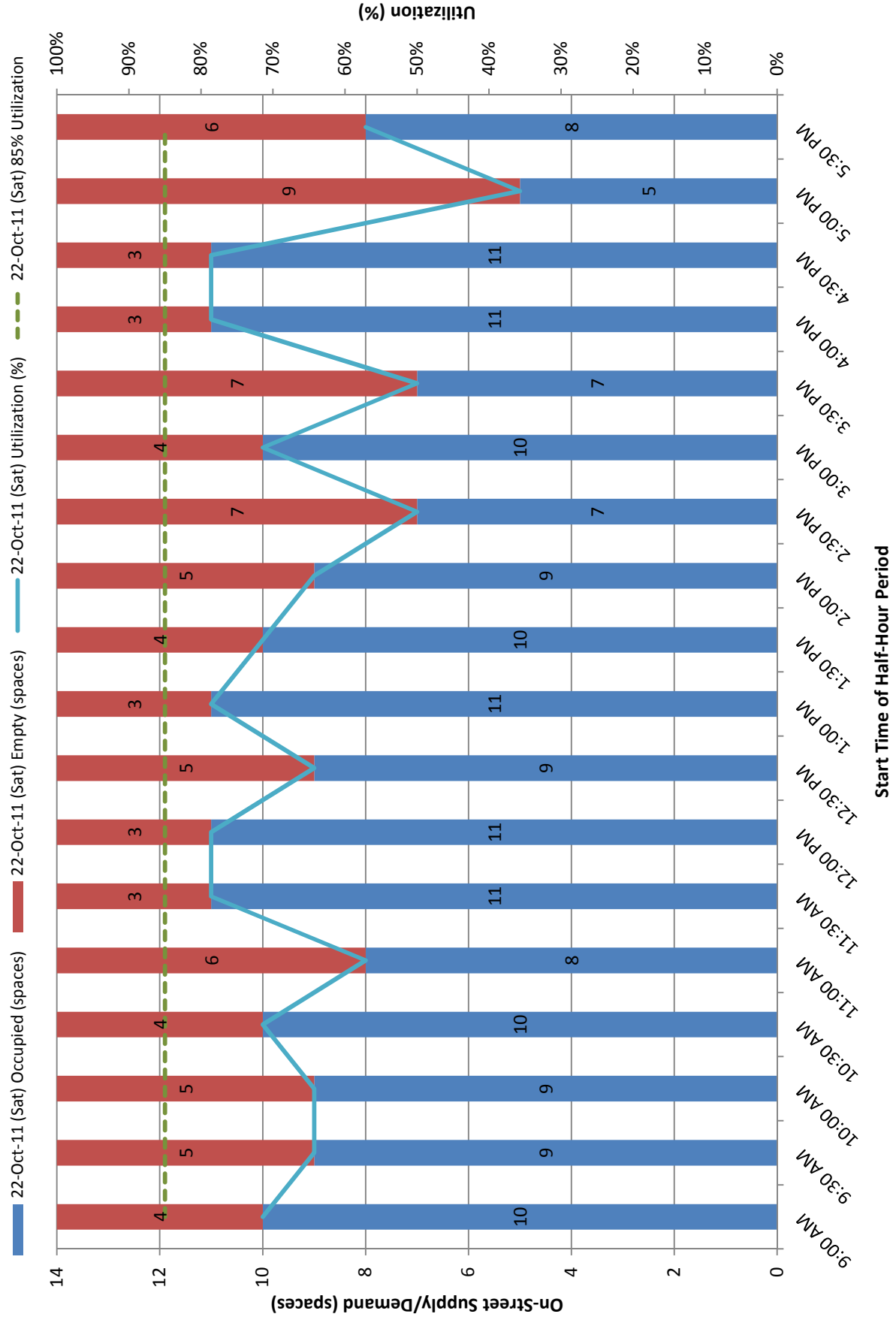
Richmond Rd S. (Athlone to Tweedsmuir)



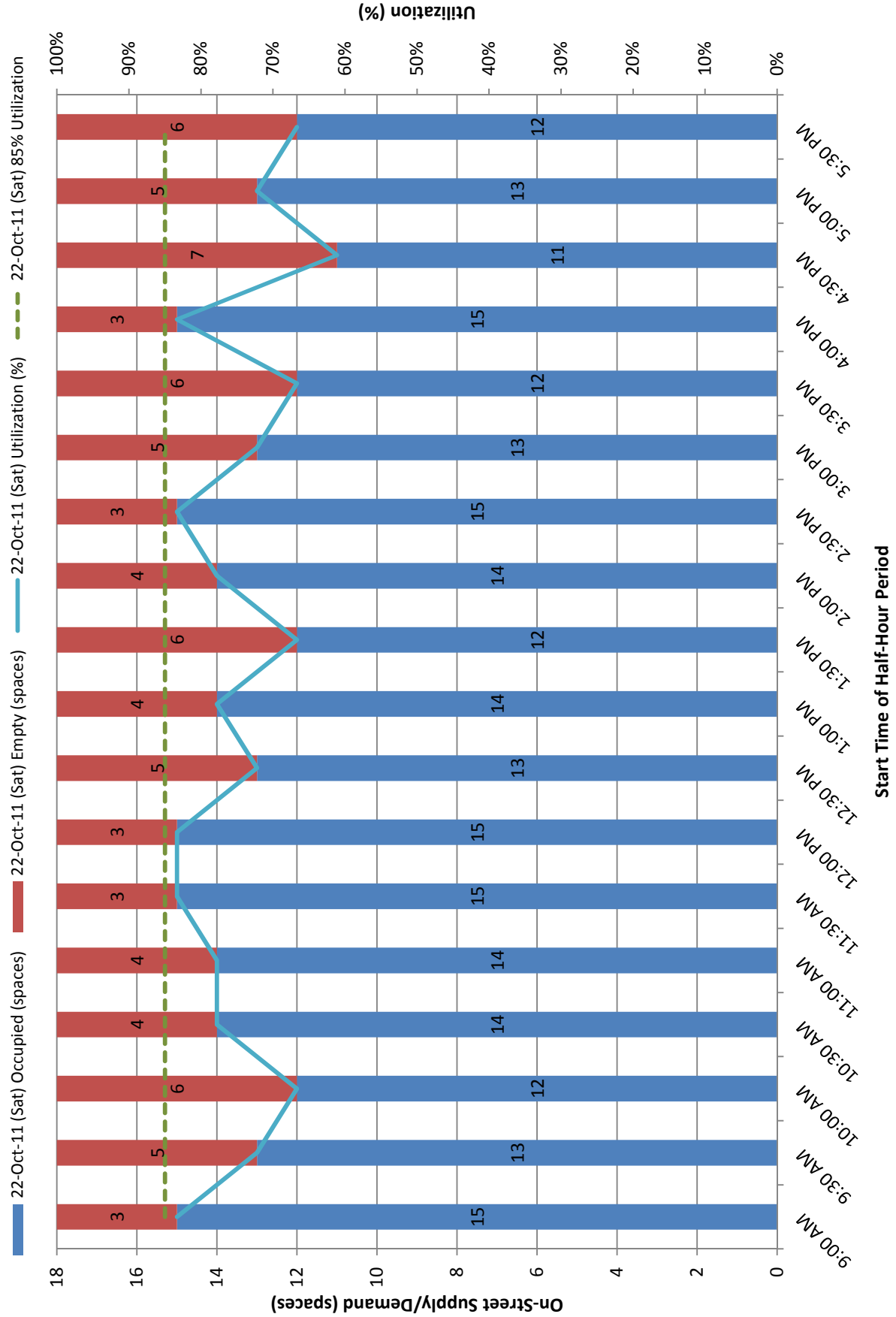
Richmond Rd S. (Tweedsmuir to McRae)



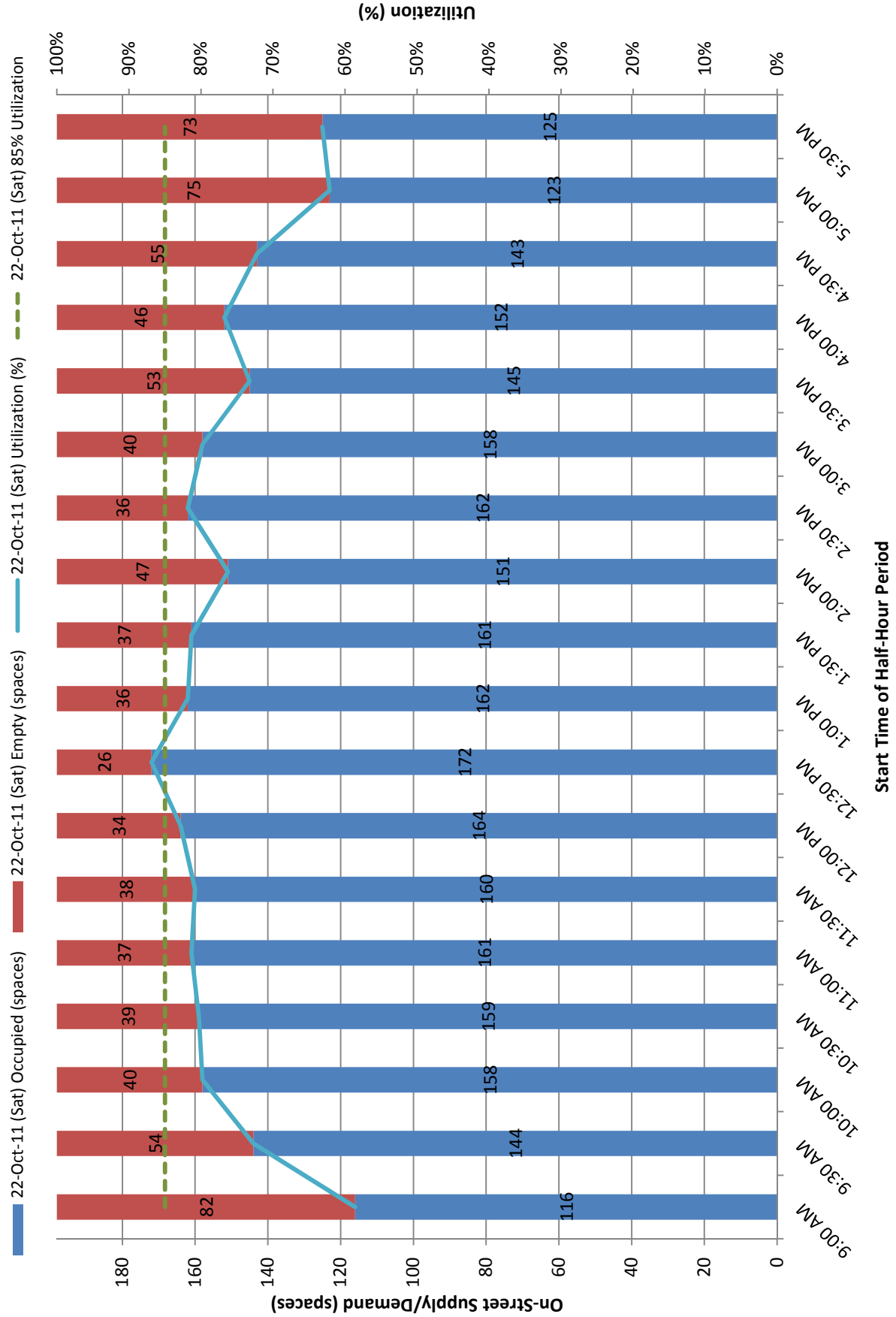
Richmond Rd S. (McRae to Kirkwood)



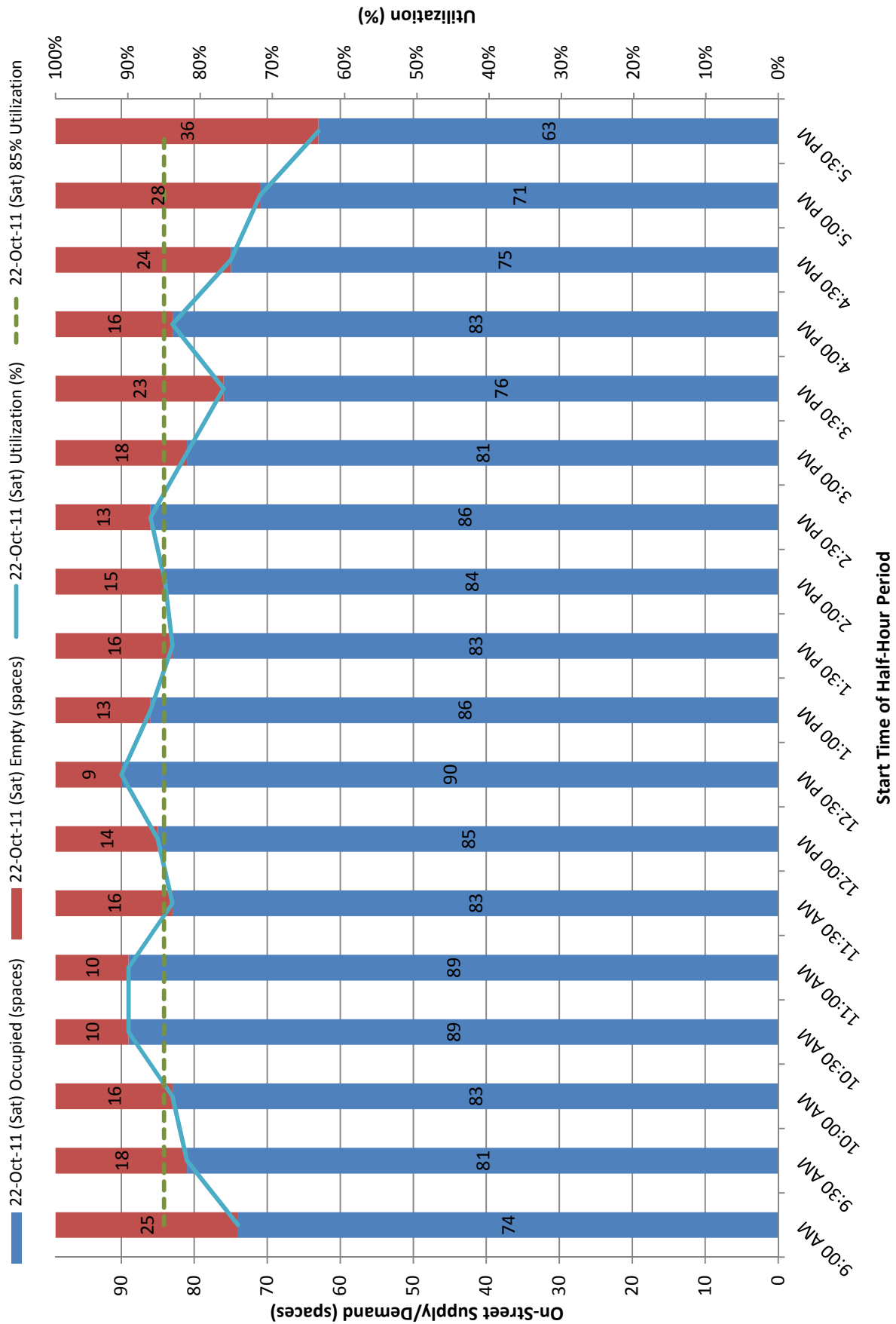
Golden Ave (Richmond to Ravenhill)



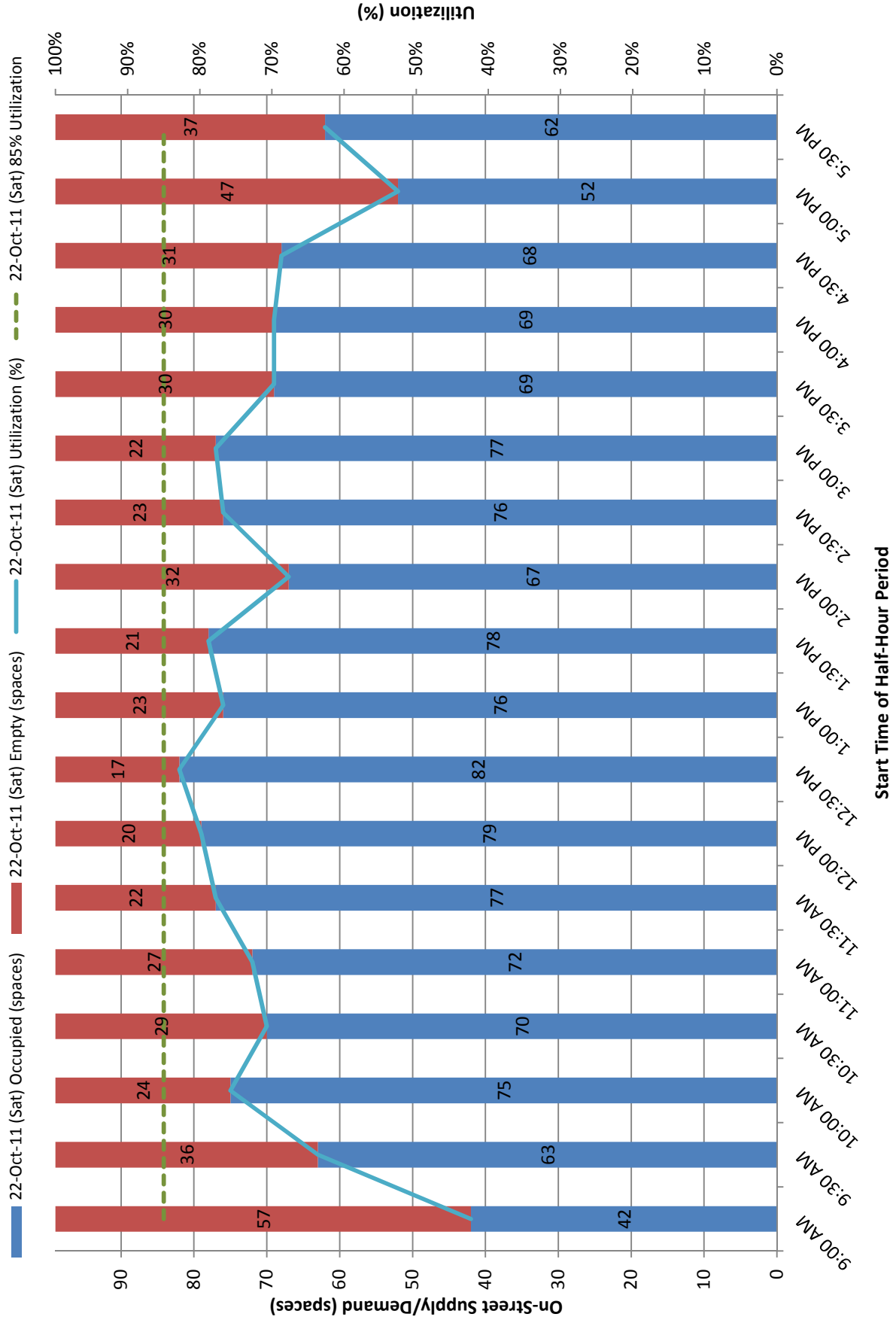
Richmond Rd. (Kirkwood to Golden) N. & S.



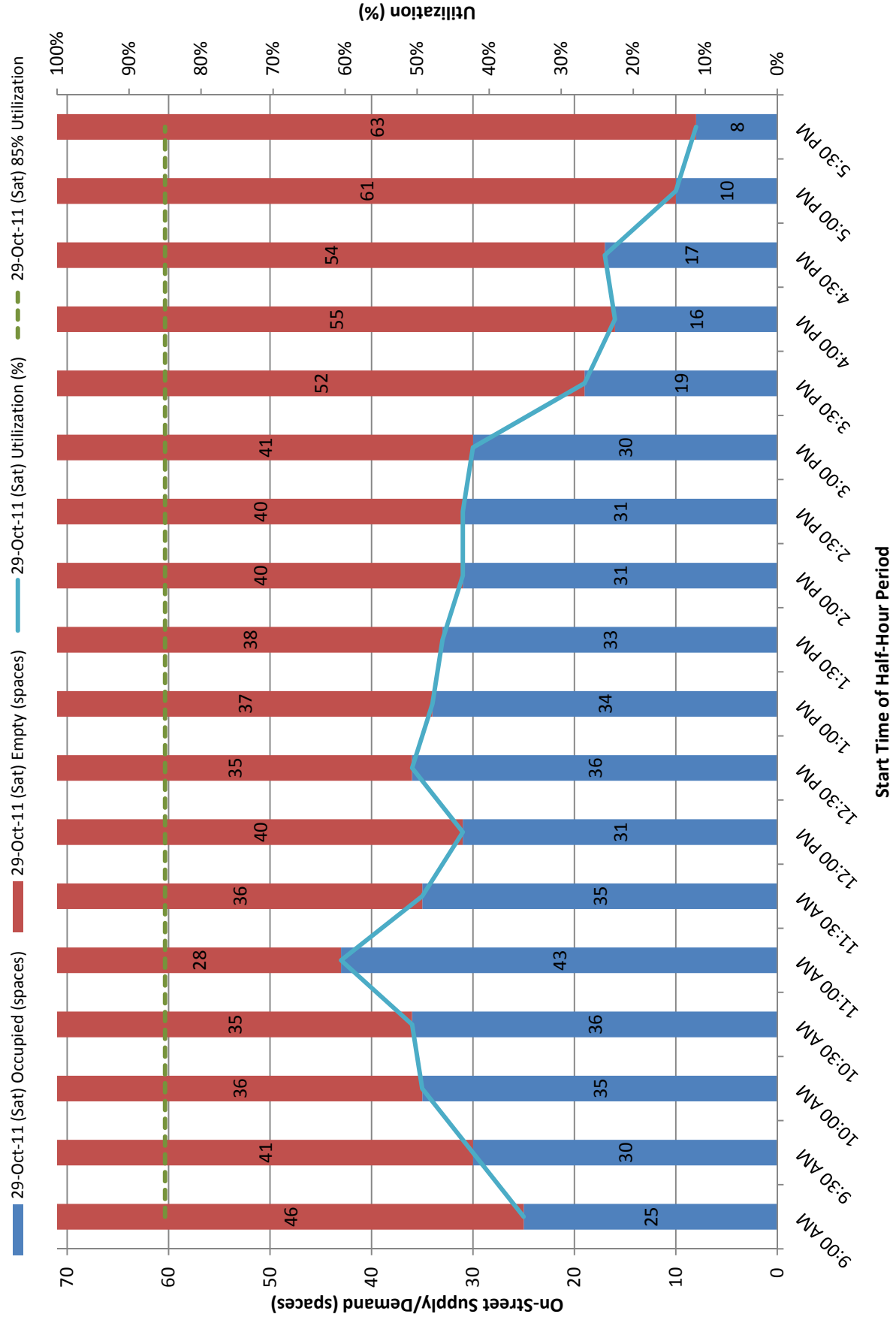
Richmond Rd. (Golden to Churchill) N. & S.



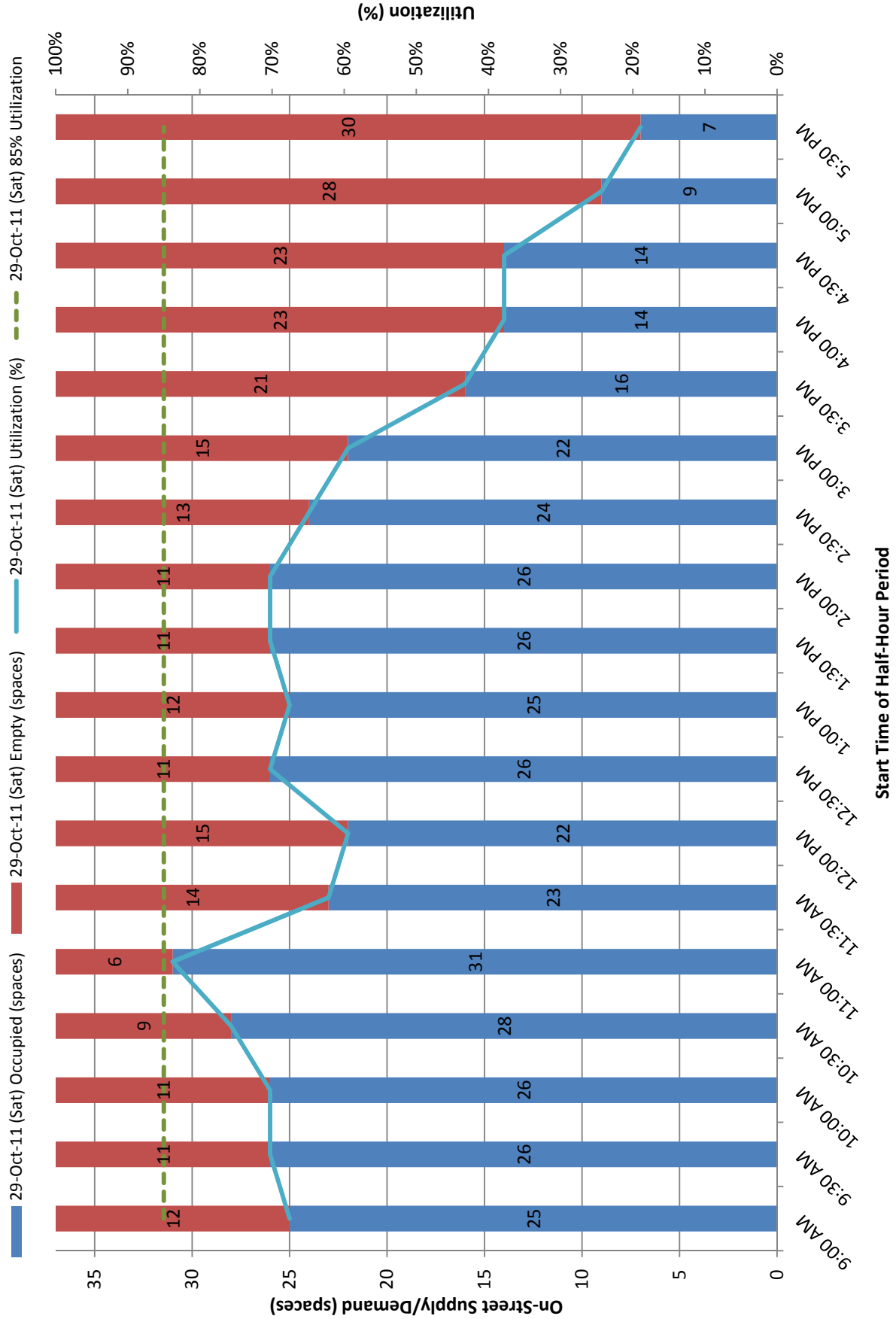
Richmond Rd. (Churchill to Kirkwood) N. & S.



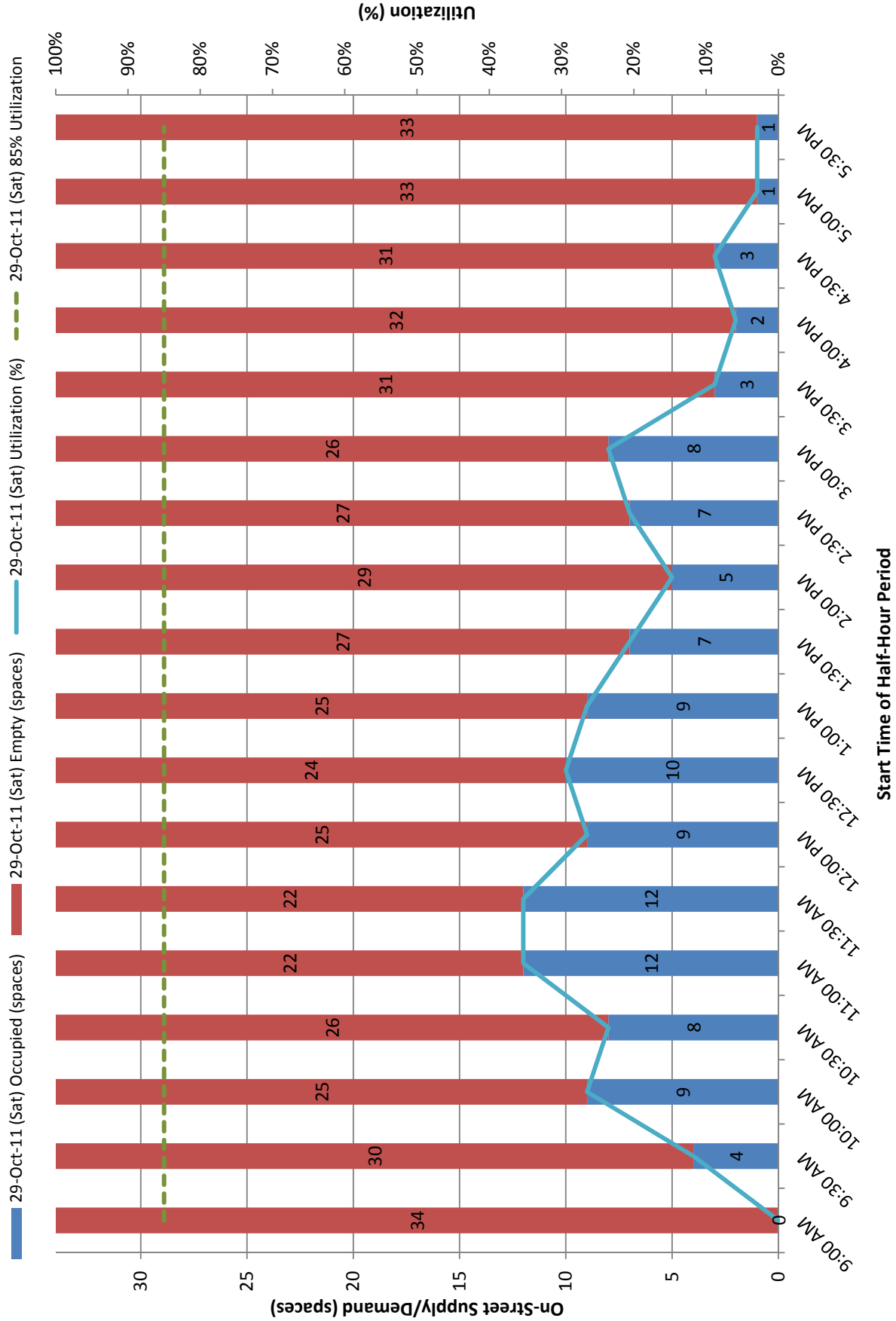
Kirkwood Ave (Richmond to Wilber)



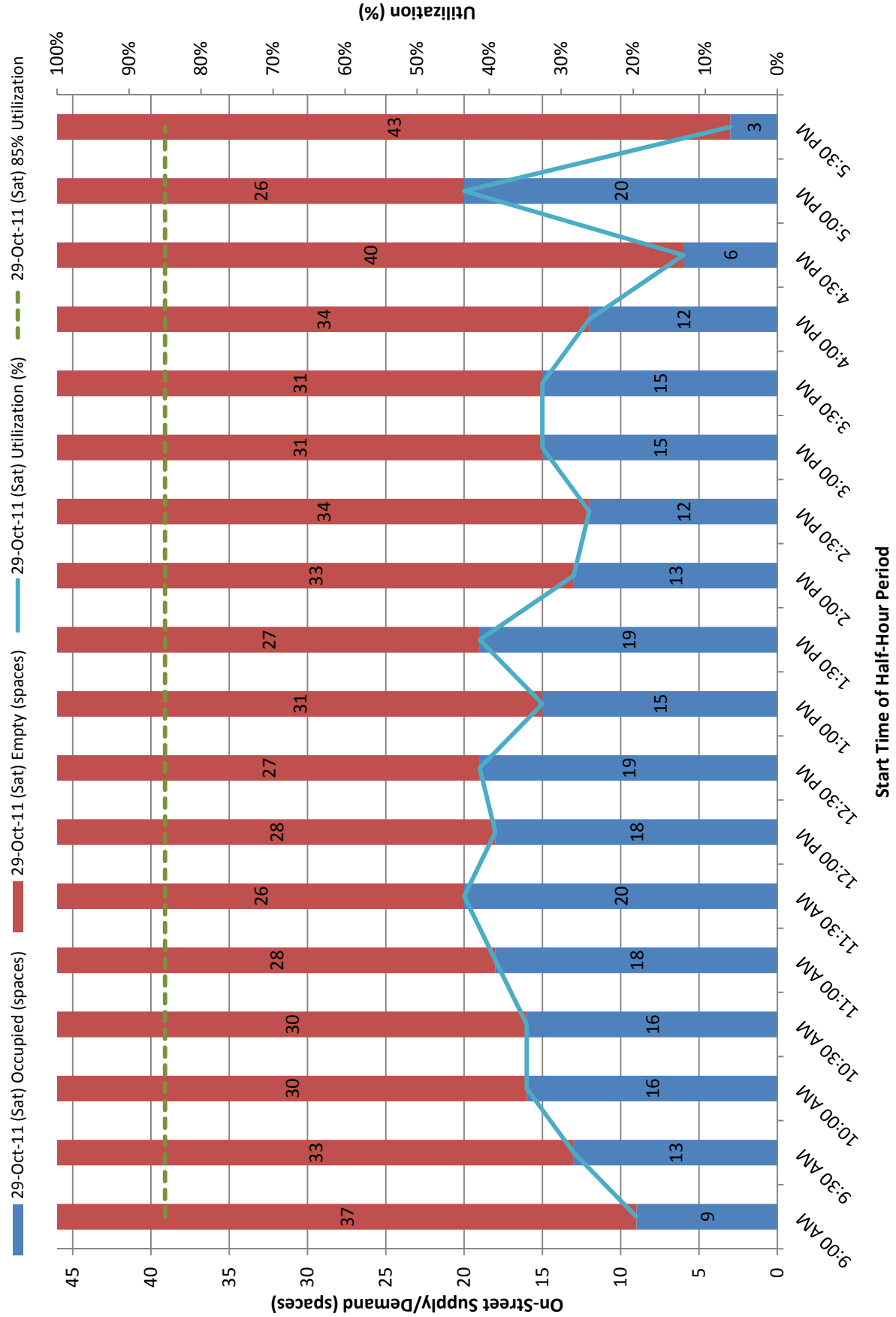
Kirkwood Ave (Richmond to Wilber) N. Section



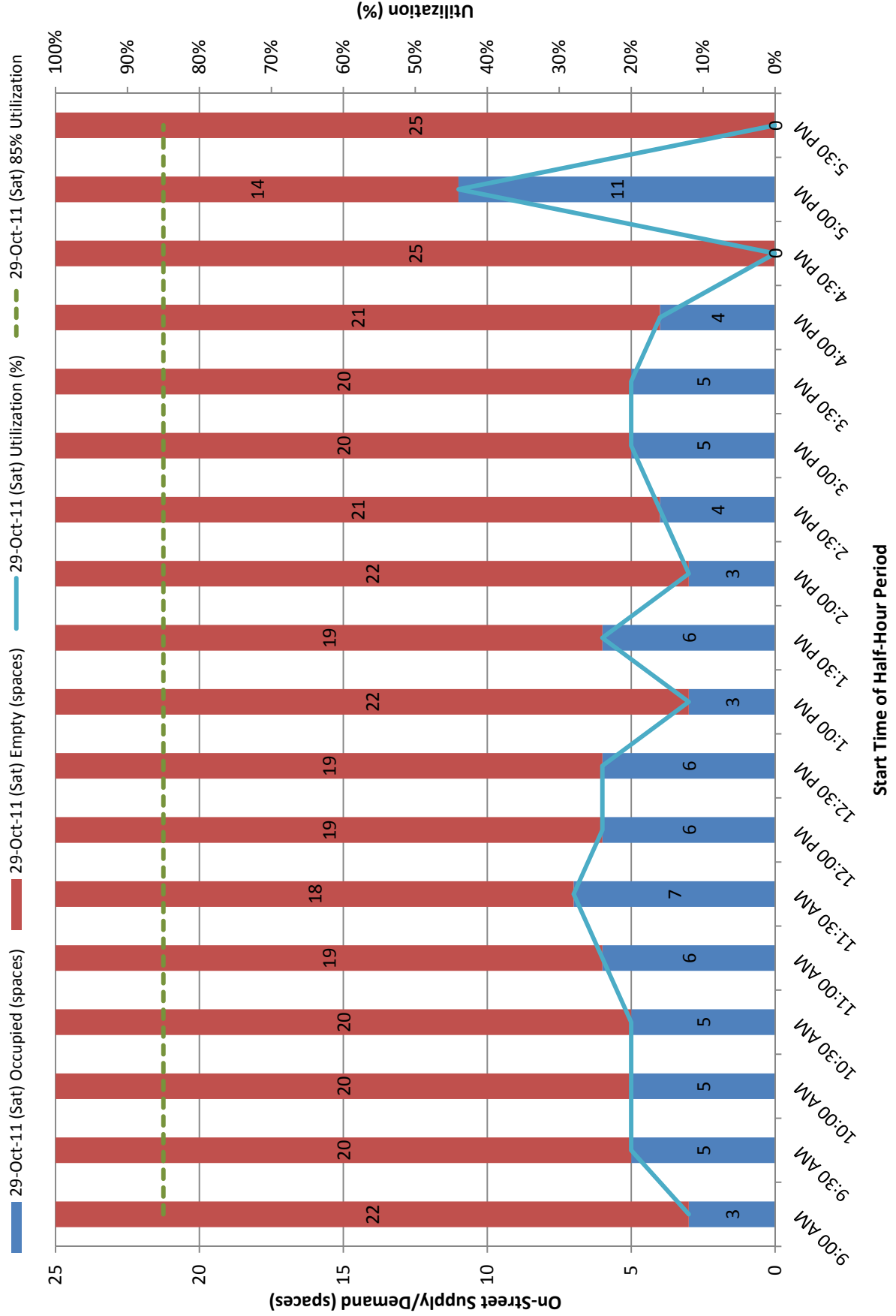
Kirkwood Ave (Richmond to Wilber) S. Section



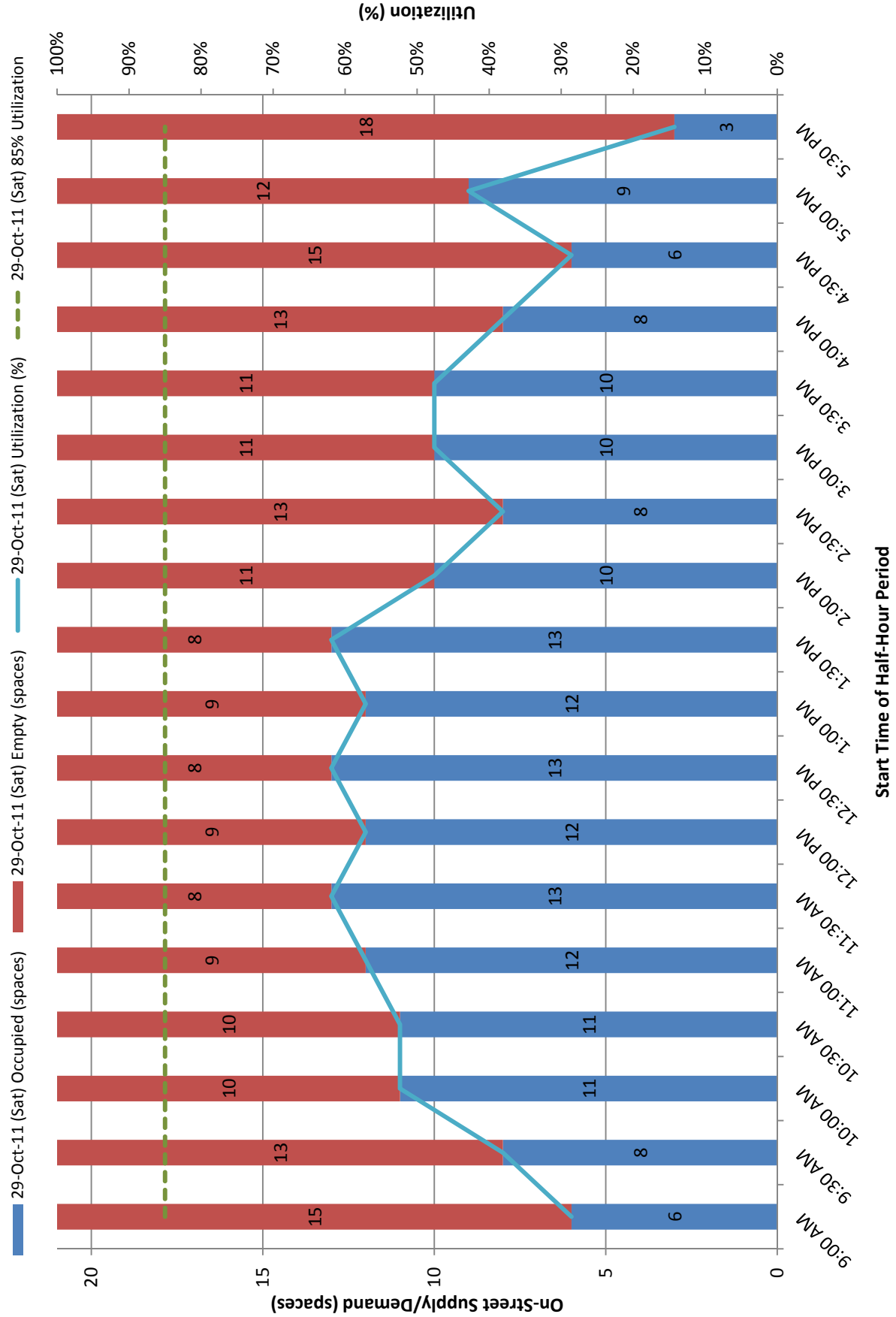
McRae Ave (Richmond to Scott)



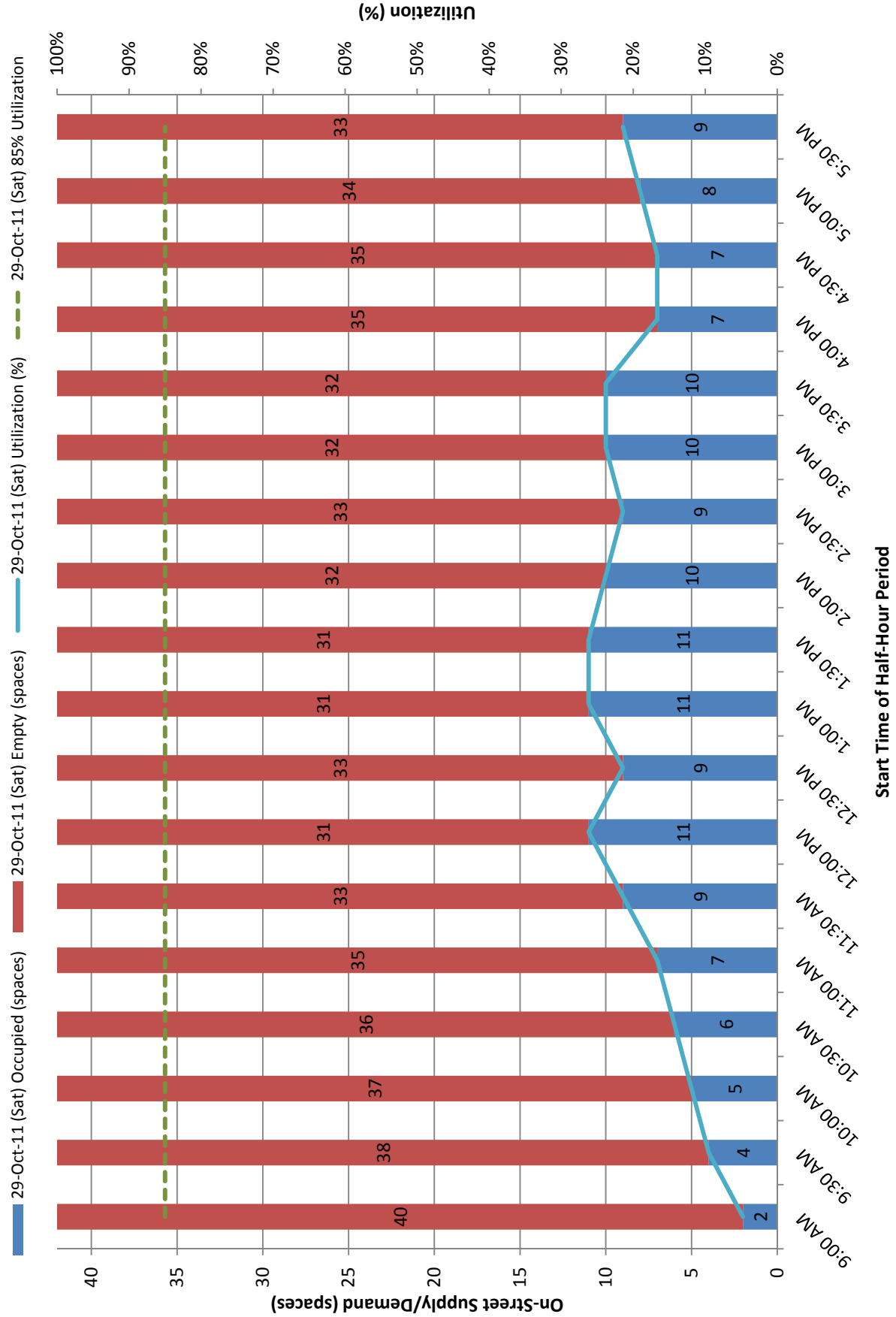
McRae Ave (Richmond to Scott) N. Section



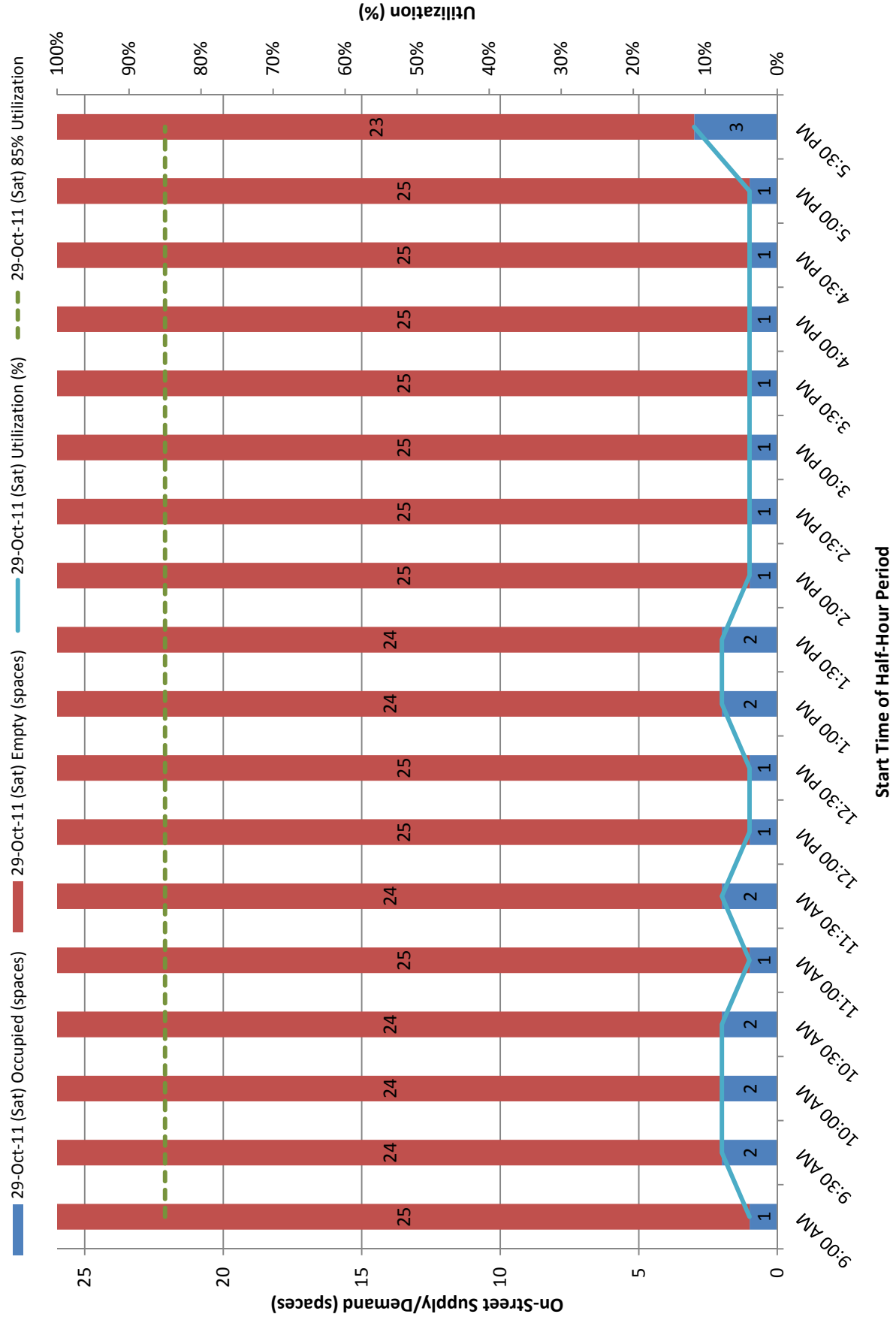
McRae Ave (Richmond to Scott) S. Section



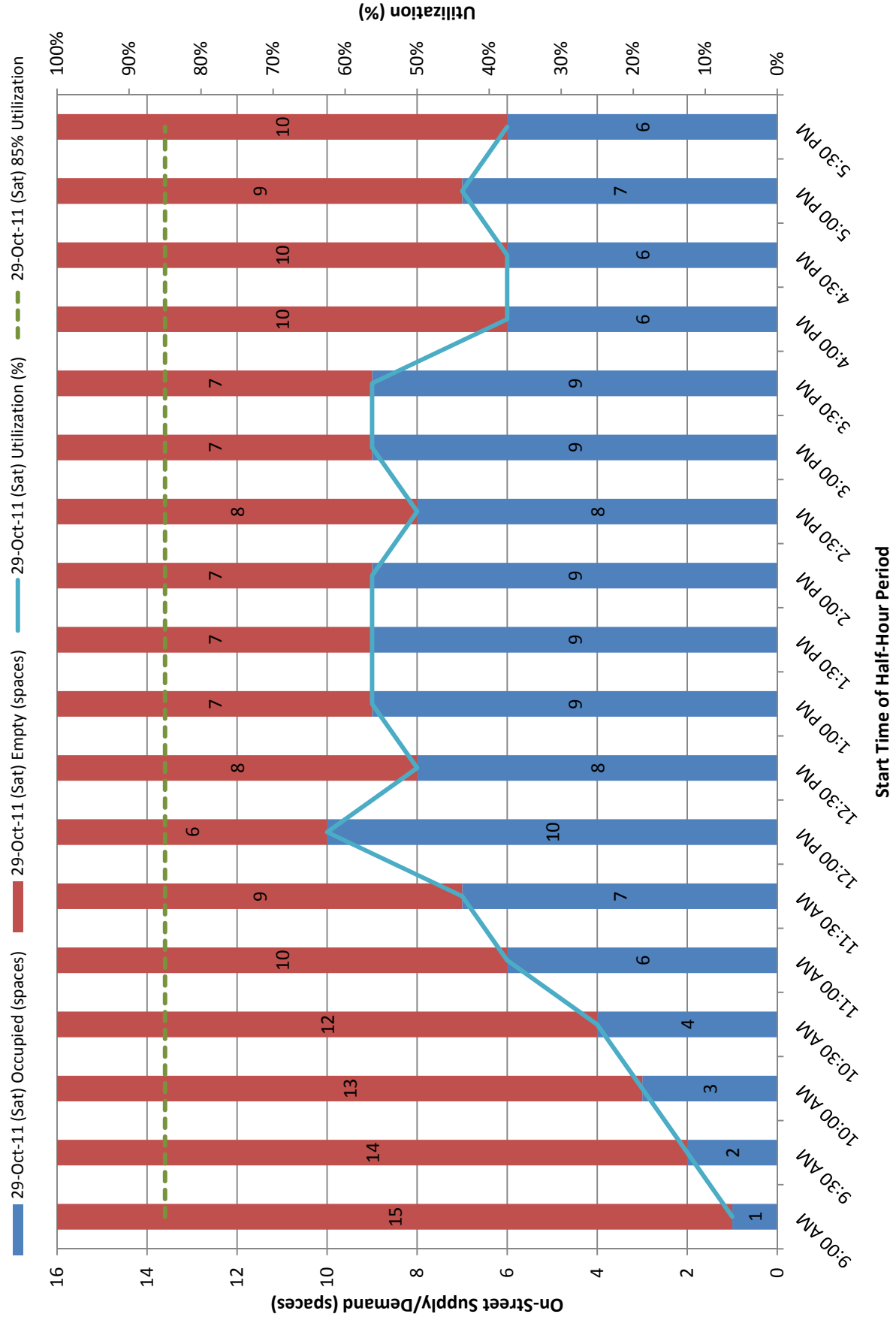
Tweedsmuir Ave (Richmond to Scott)



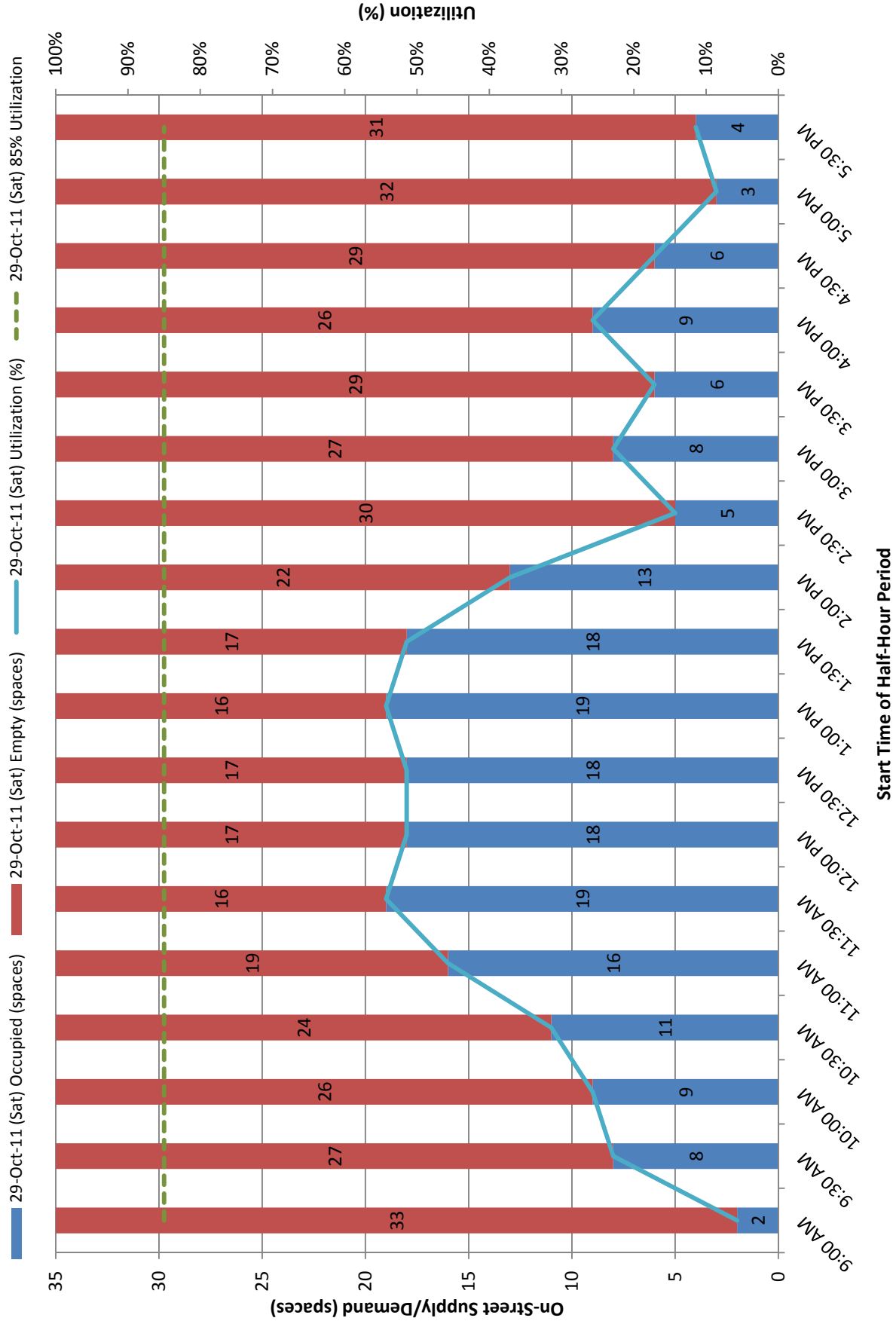
Tweedsmuir Ave (Richmond to Scott) N. Section



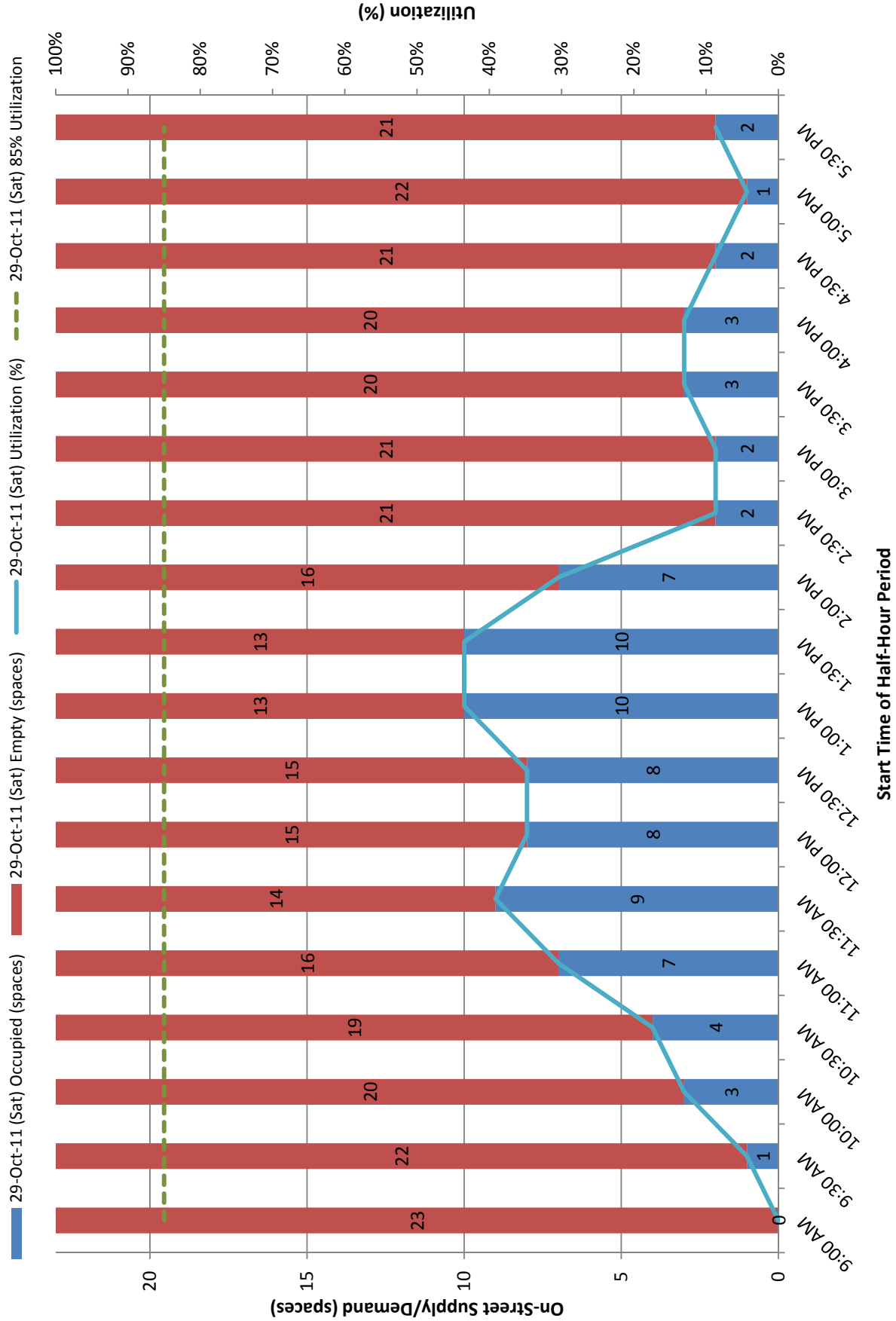
Tweedsmuir Ave (Richmond to Scott) S. Section



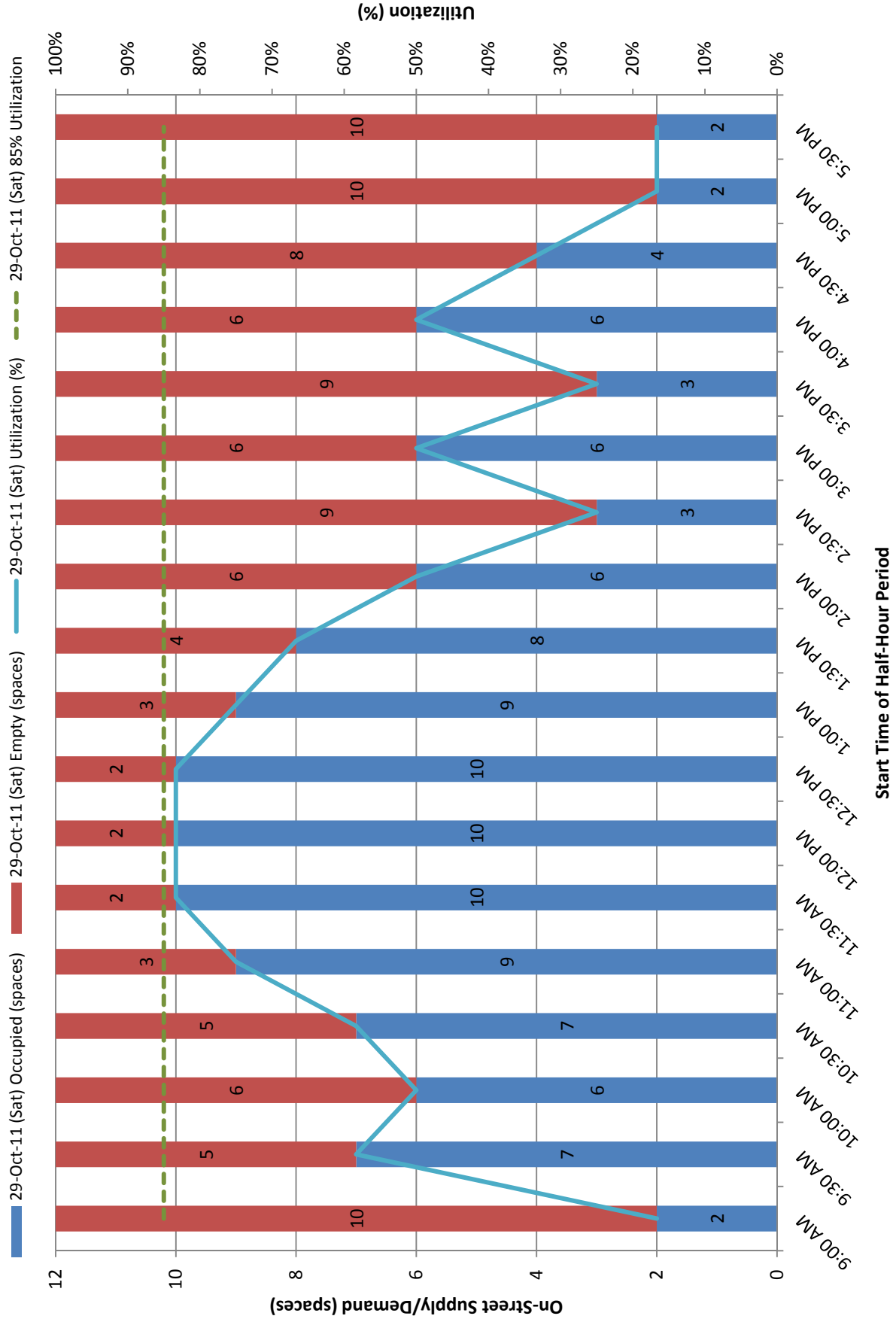
Athlone Ave (Richmond to Scott)



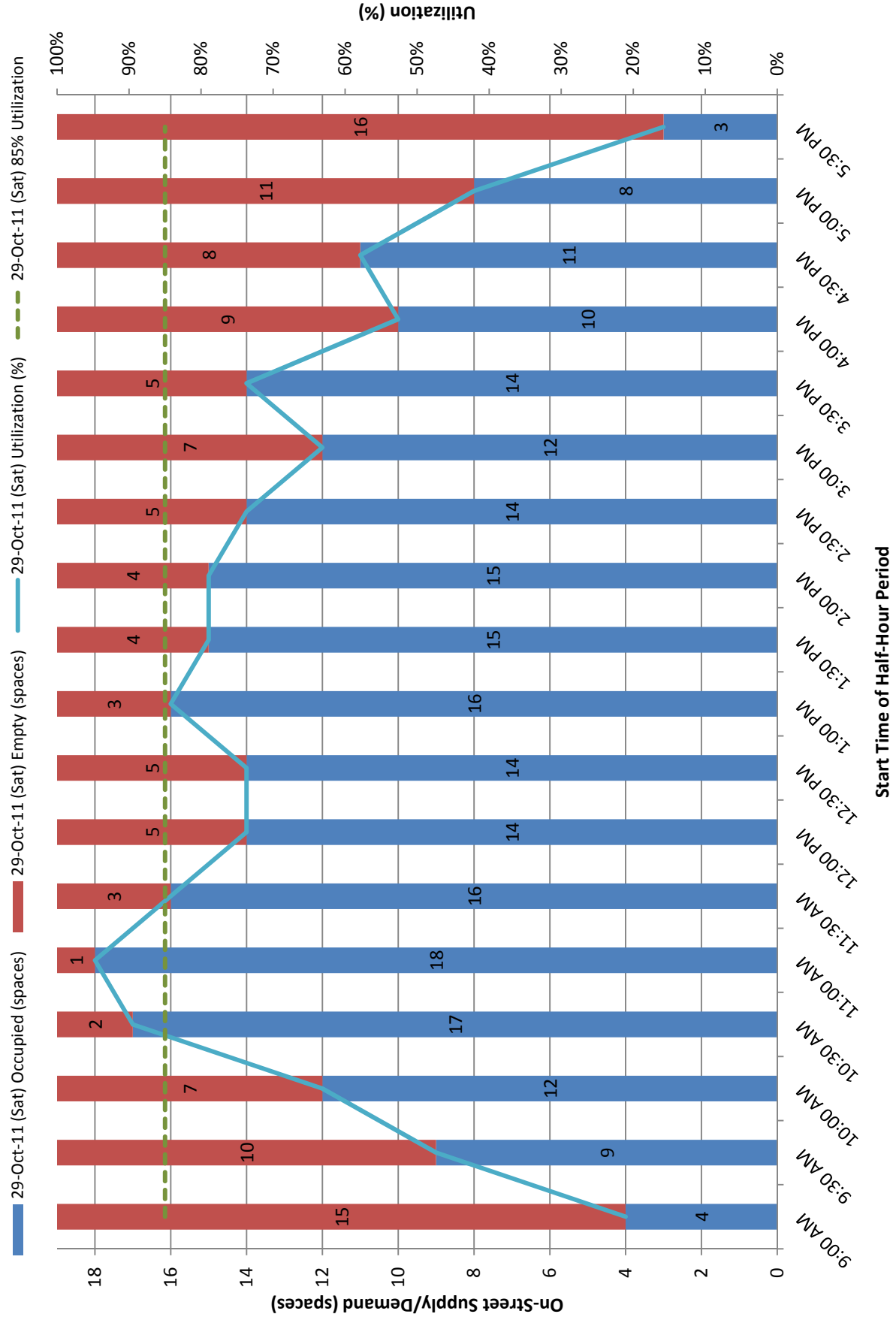
Athlone Ave (Richmond to Scott) N. Section



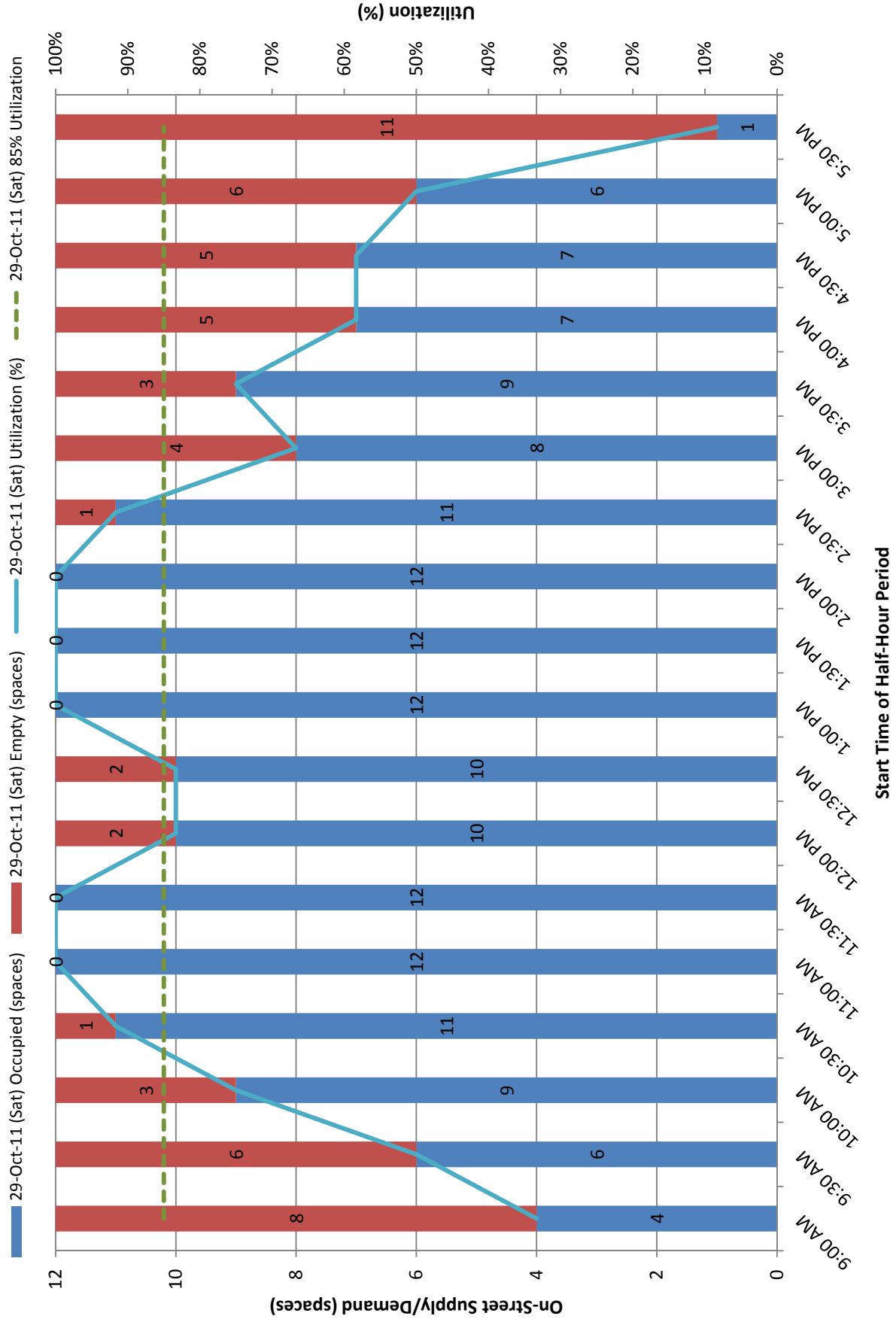
Athlone Ave (Richmond to Scott) S. Section



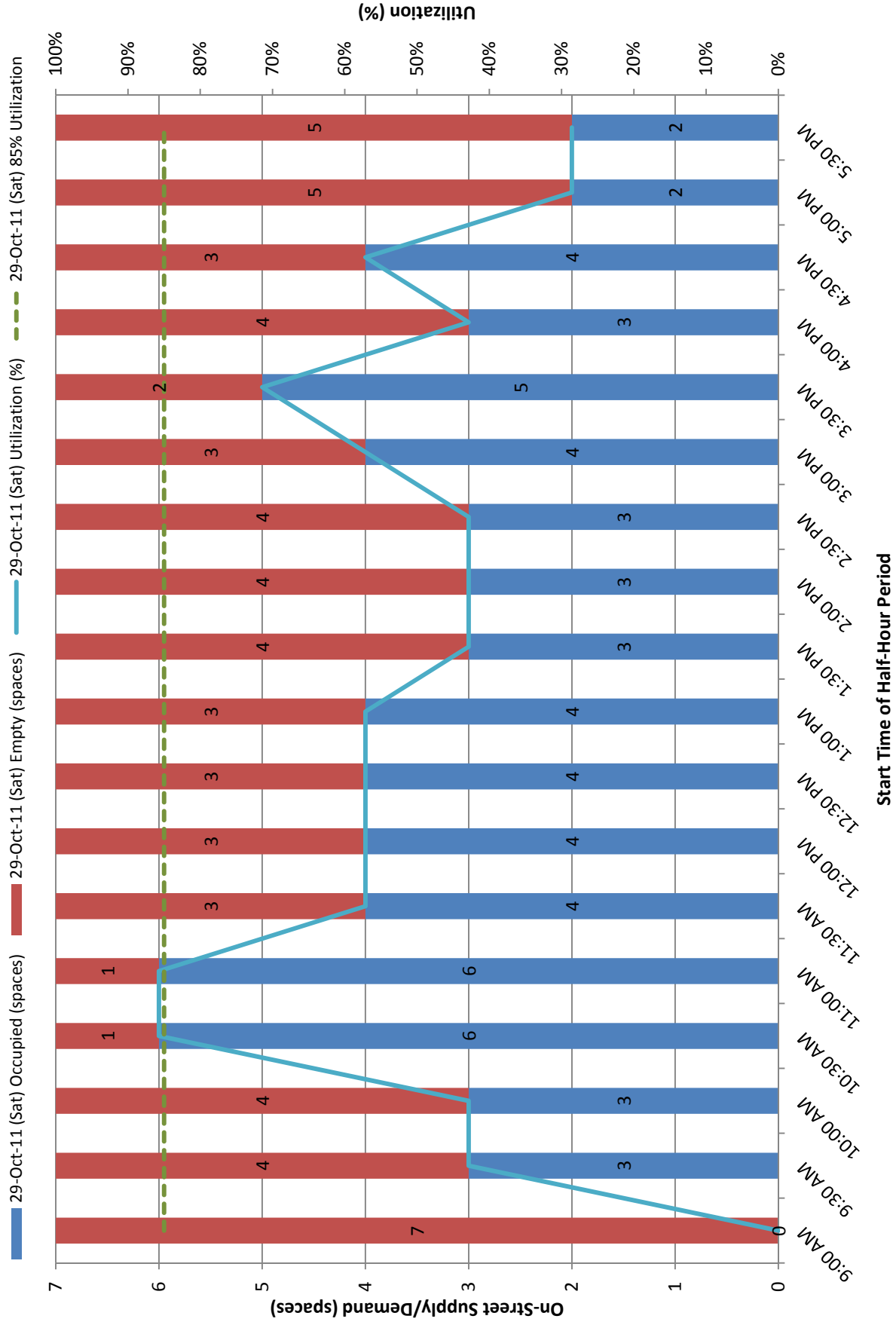
Edgewood Ave (Richmond to Eden)



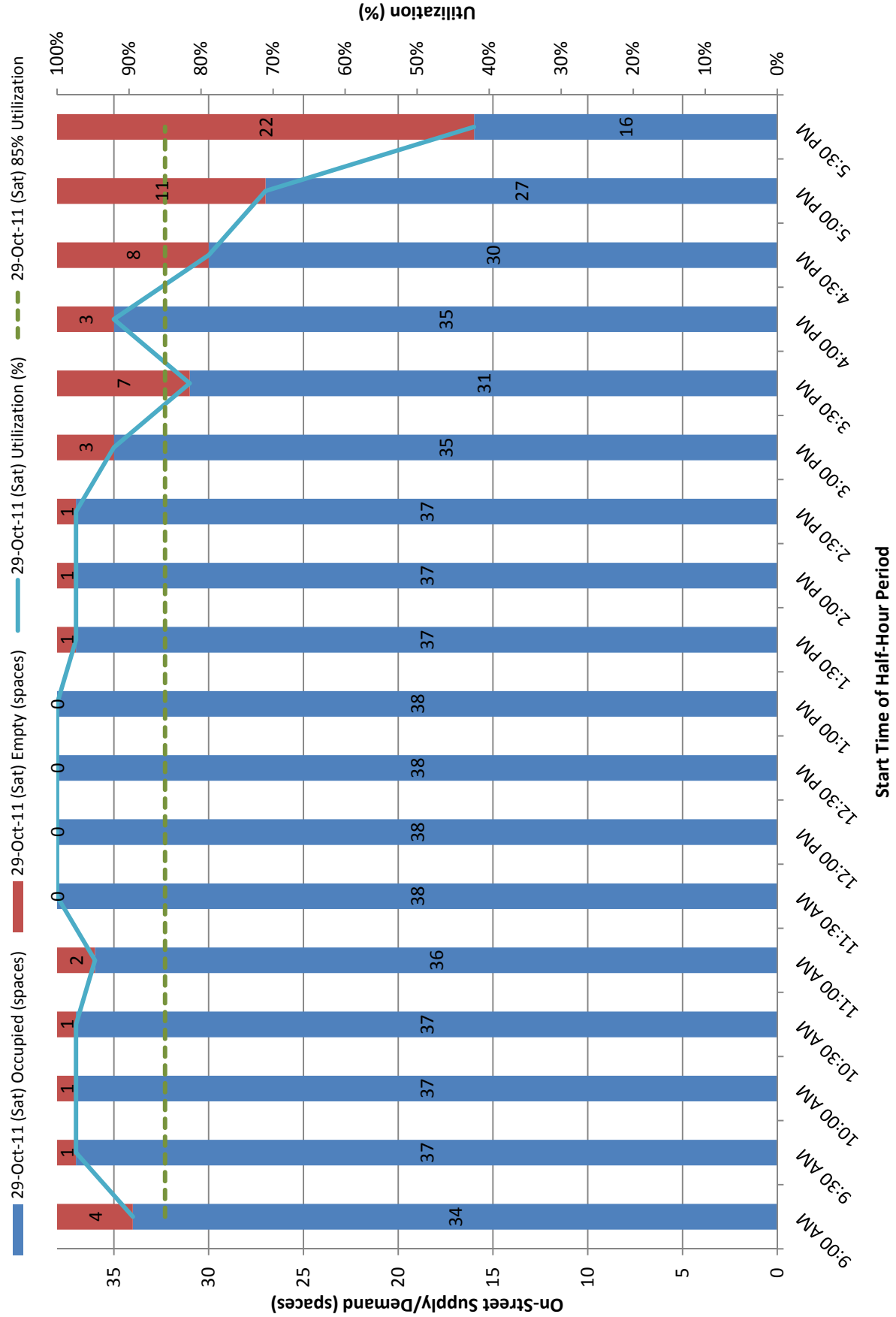
Edgewood Ave (Richmond to Eden) N. Section



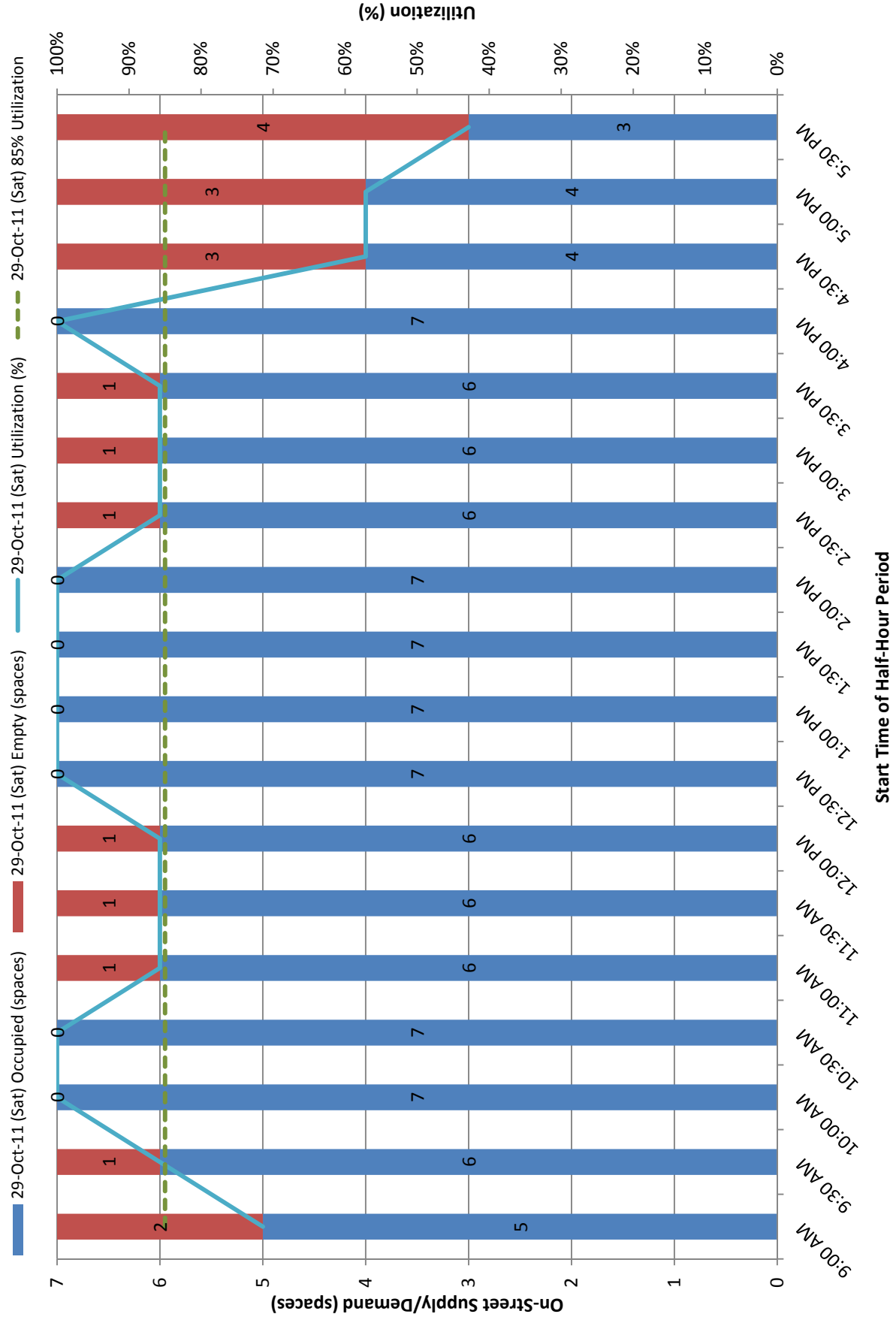
Edgewood Ave (Richmond to Eden) S. Section



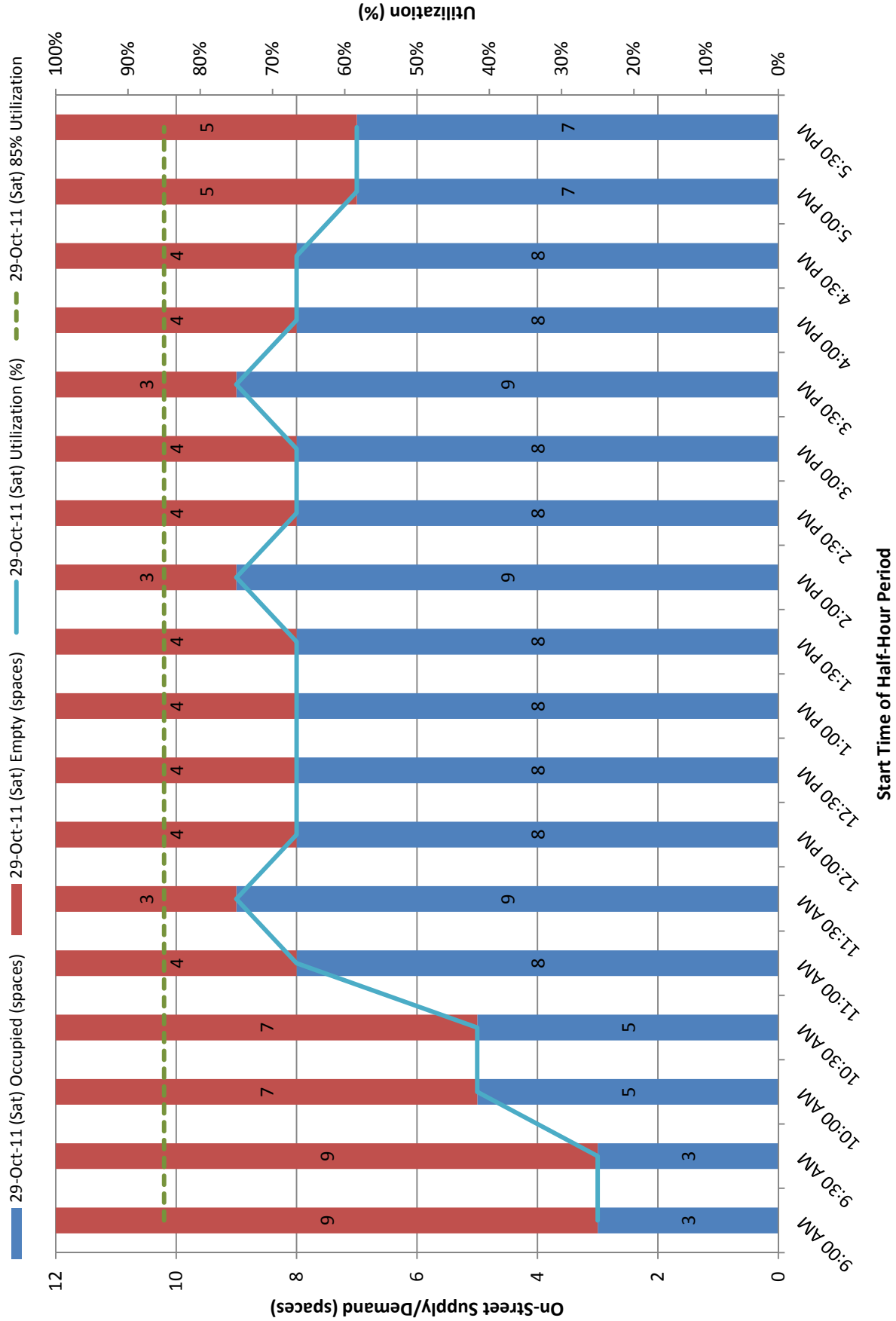
Danforth Ave S. Section (Churchill to Roosevelt)



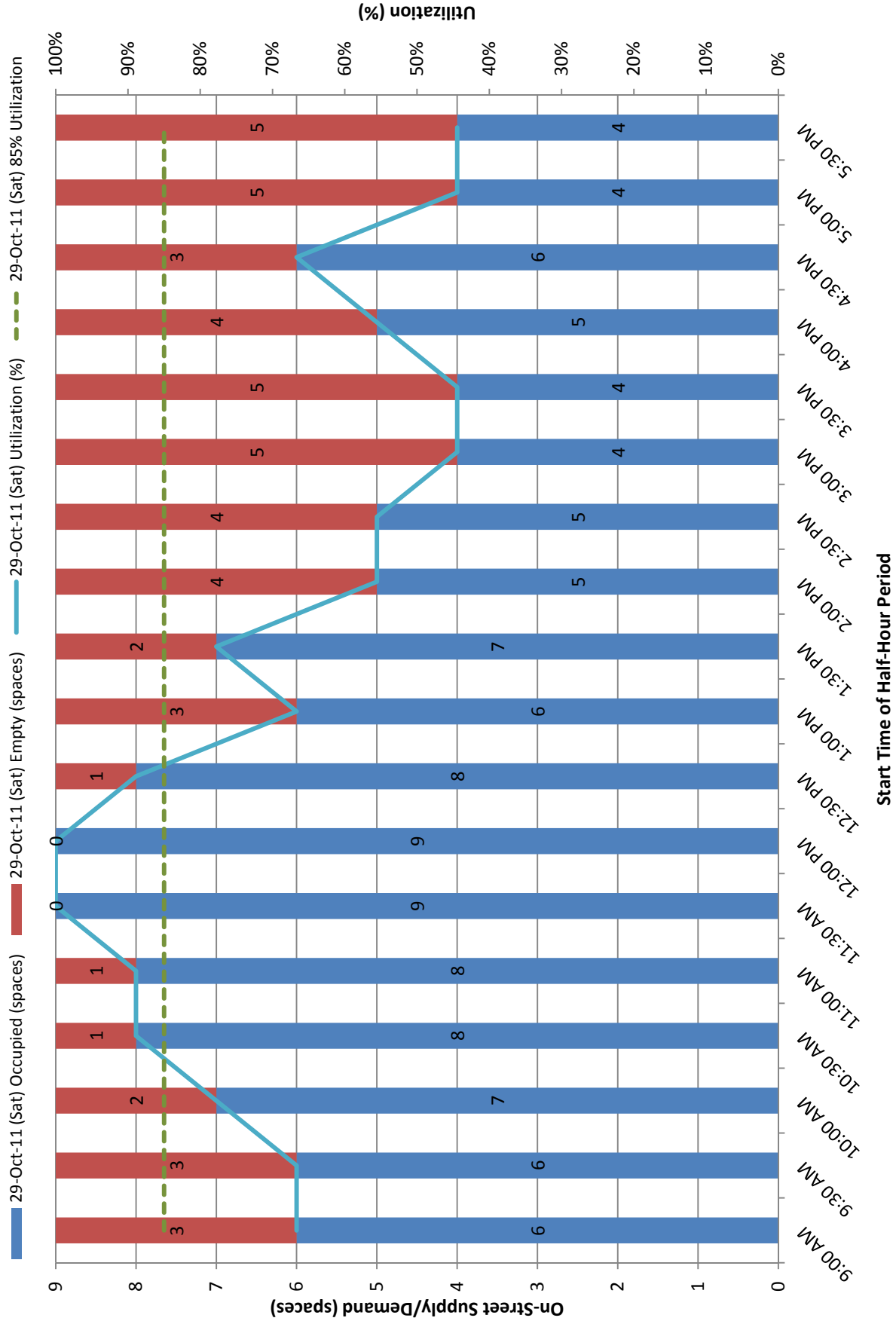
Danforth Ave N. Section (east of Roosevelt)



Winona Ave (Richmond to Whitby)



Winona Ave (Whitby to Scott)

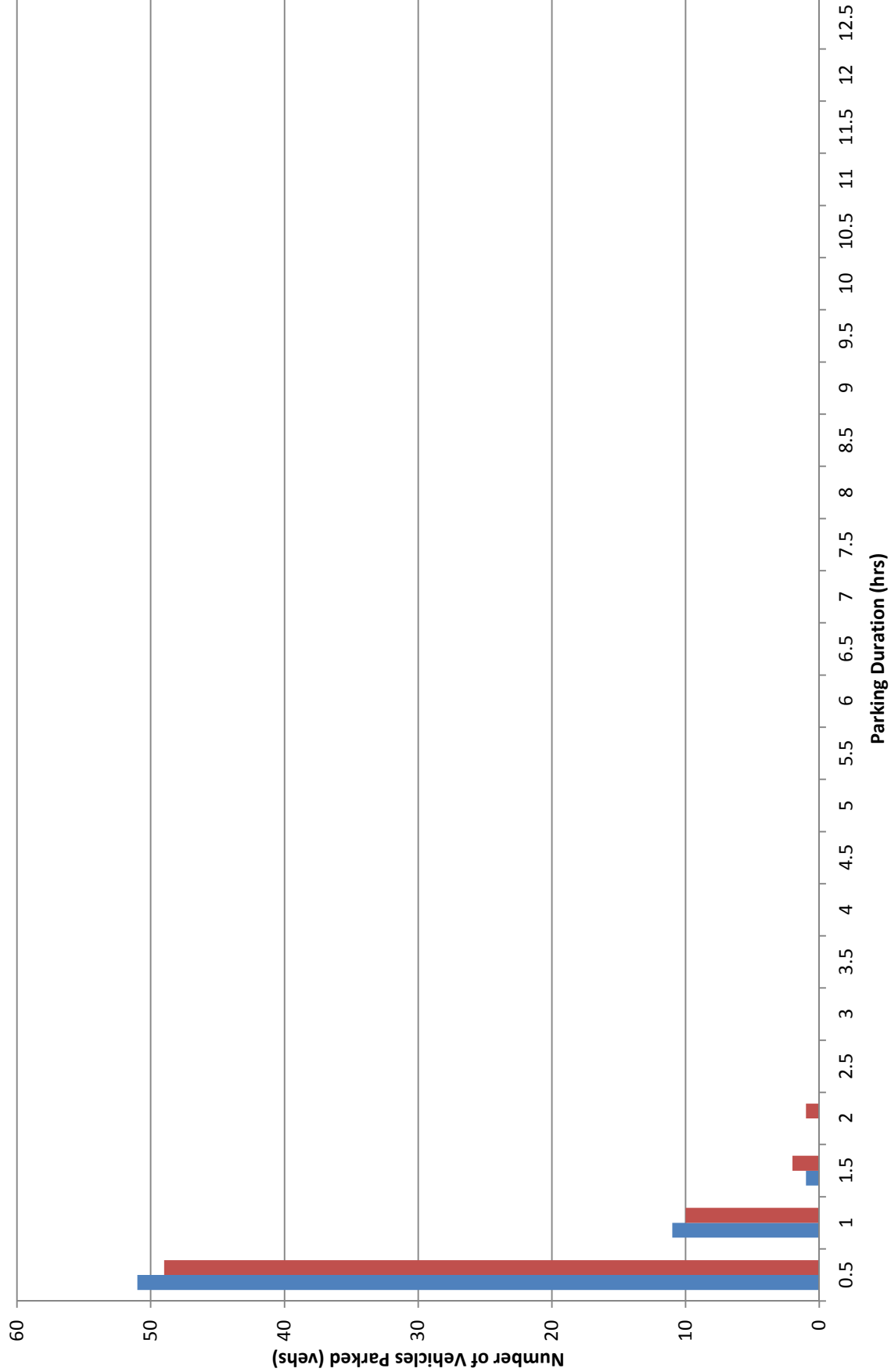


APPENDIX E:

Detailed Parking Turnover Data

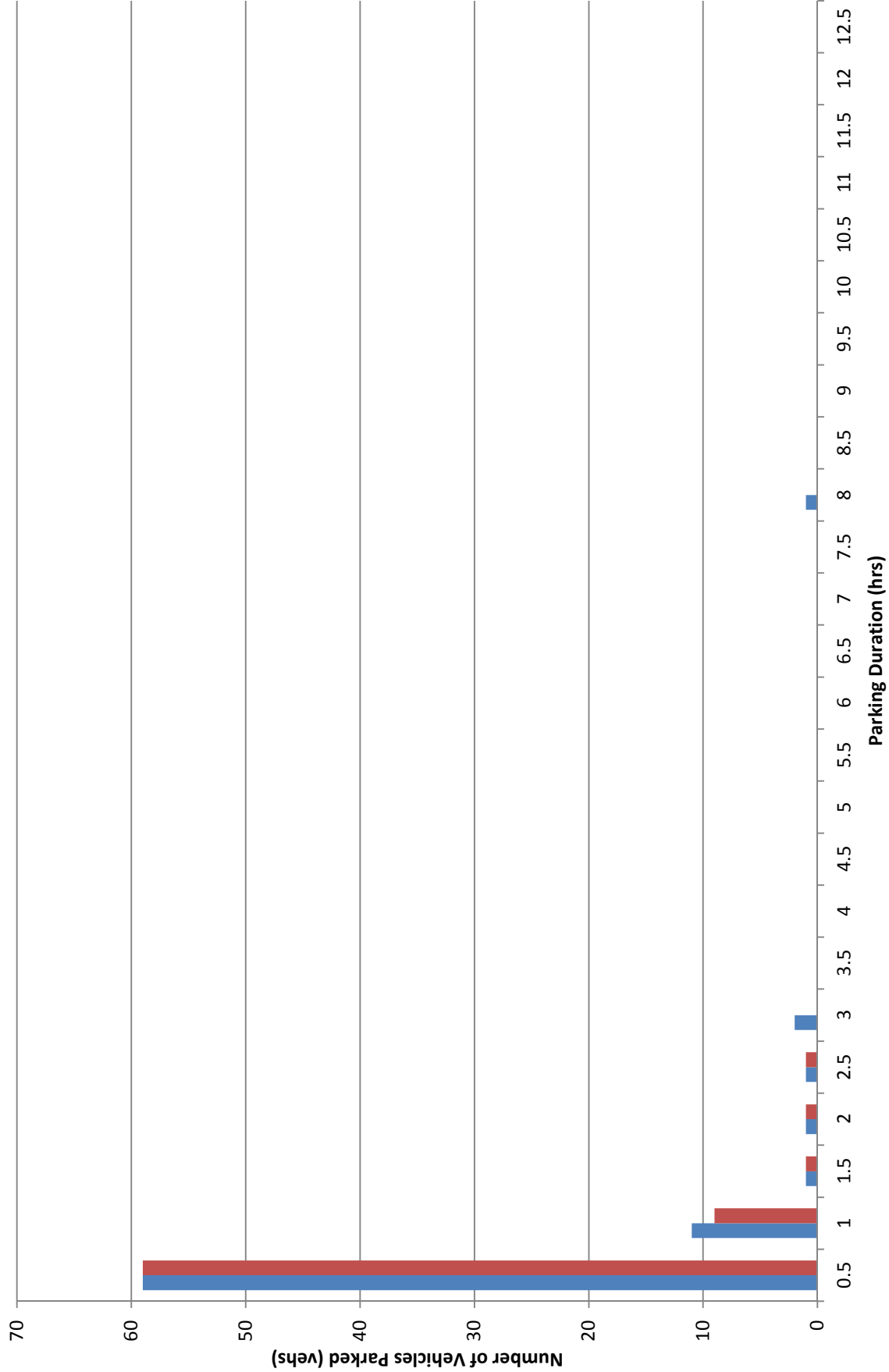
Richmond Rd N. (Kirkwood to Clifton)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



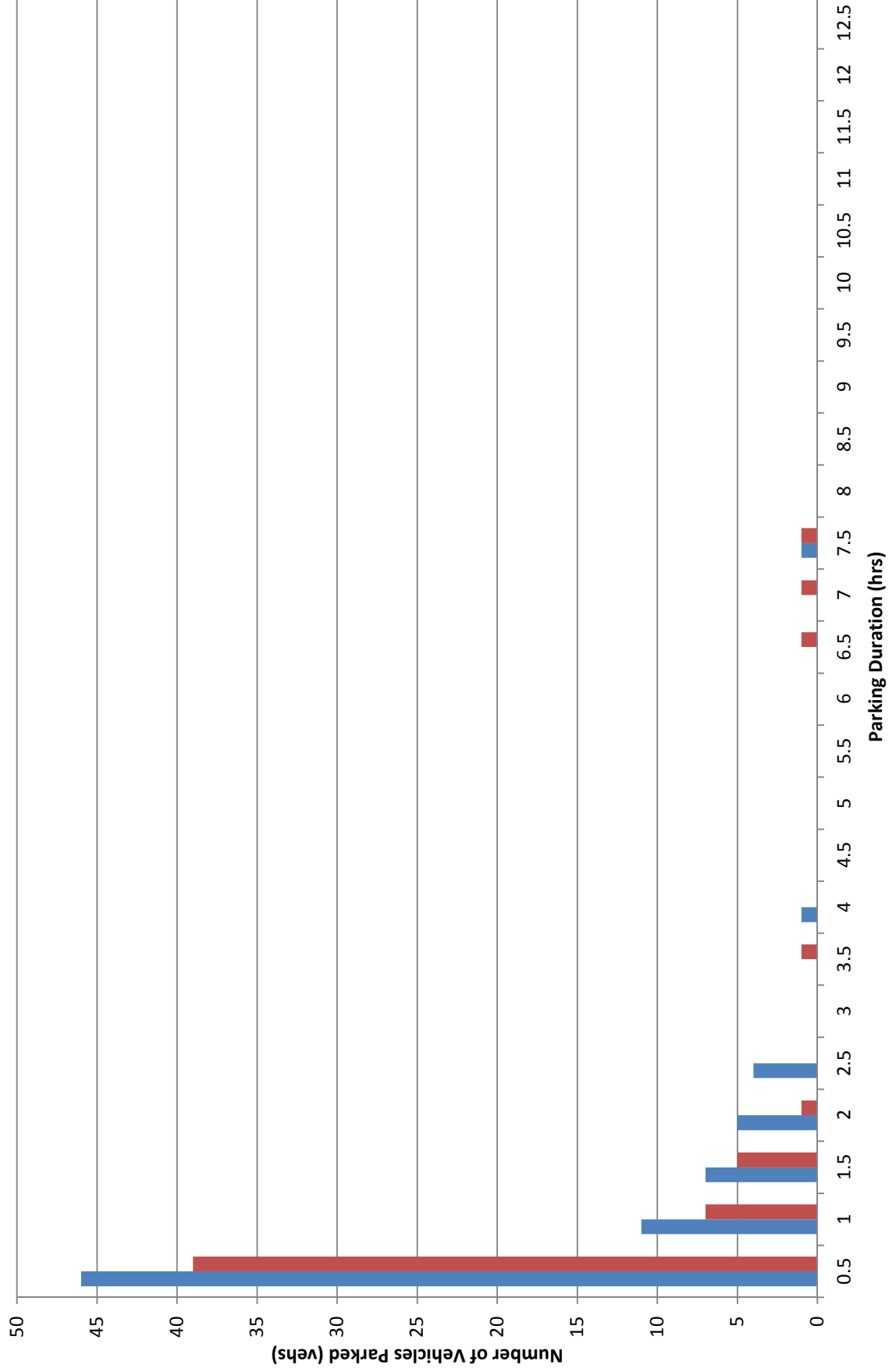
Richmond Rd N. (Clifton to McRae)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



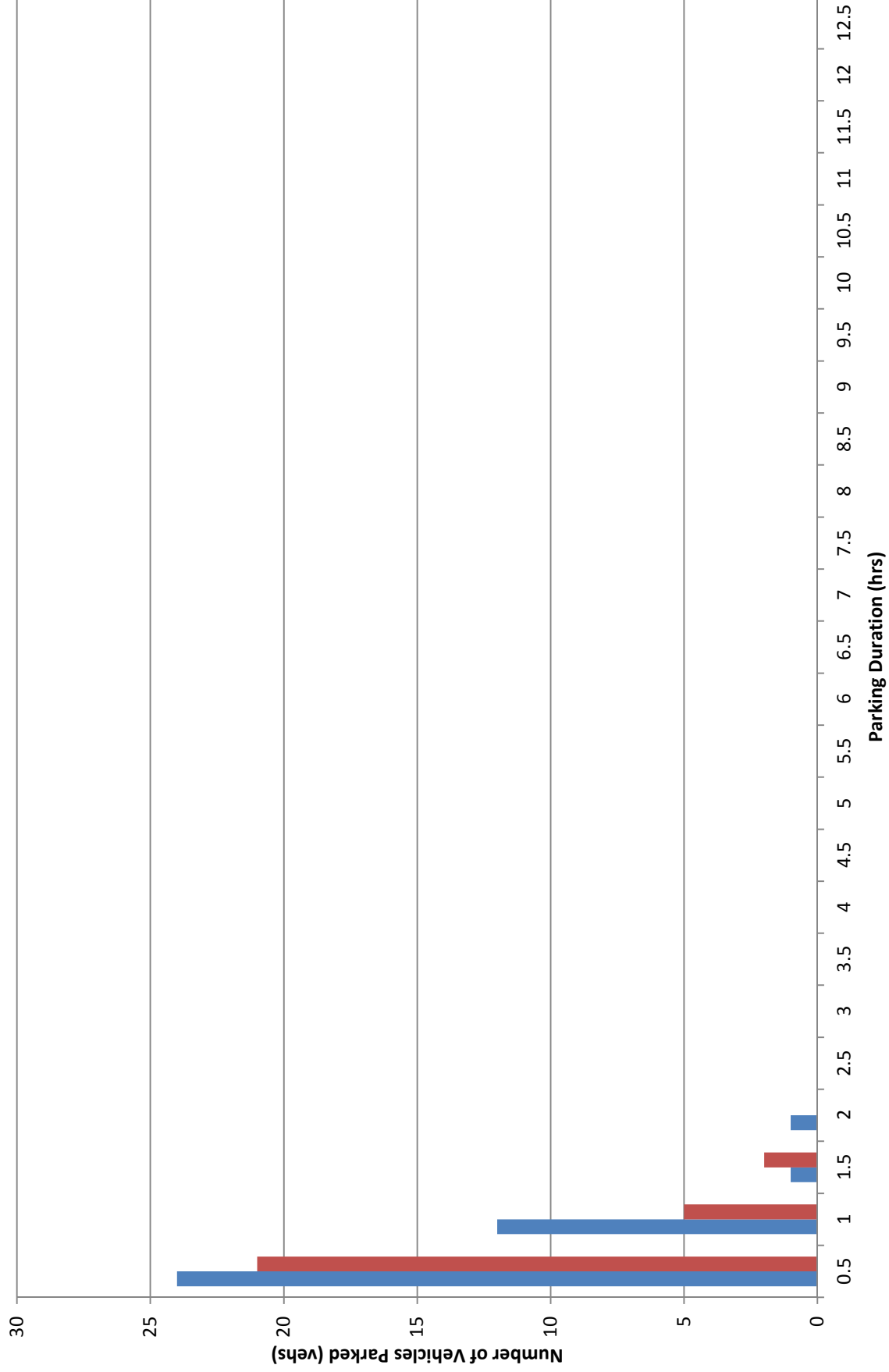
Richmond Rd N. (McRae to Tweedsmuir)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



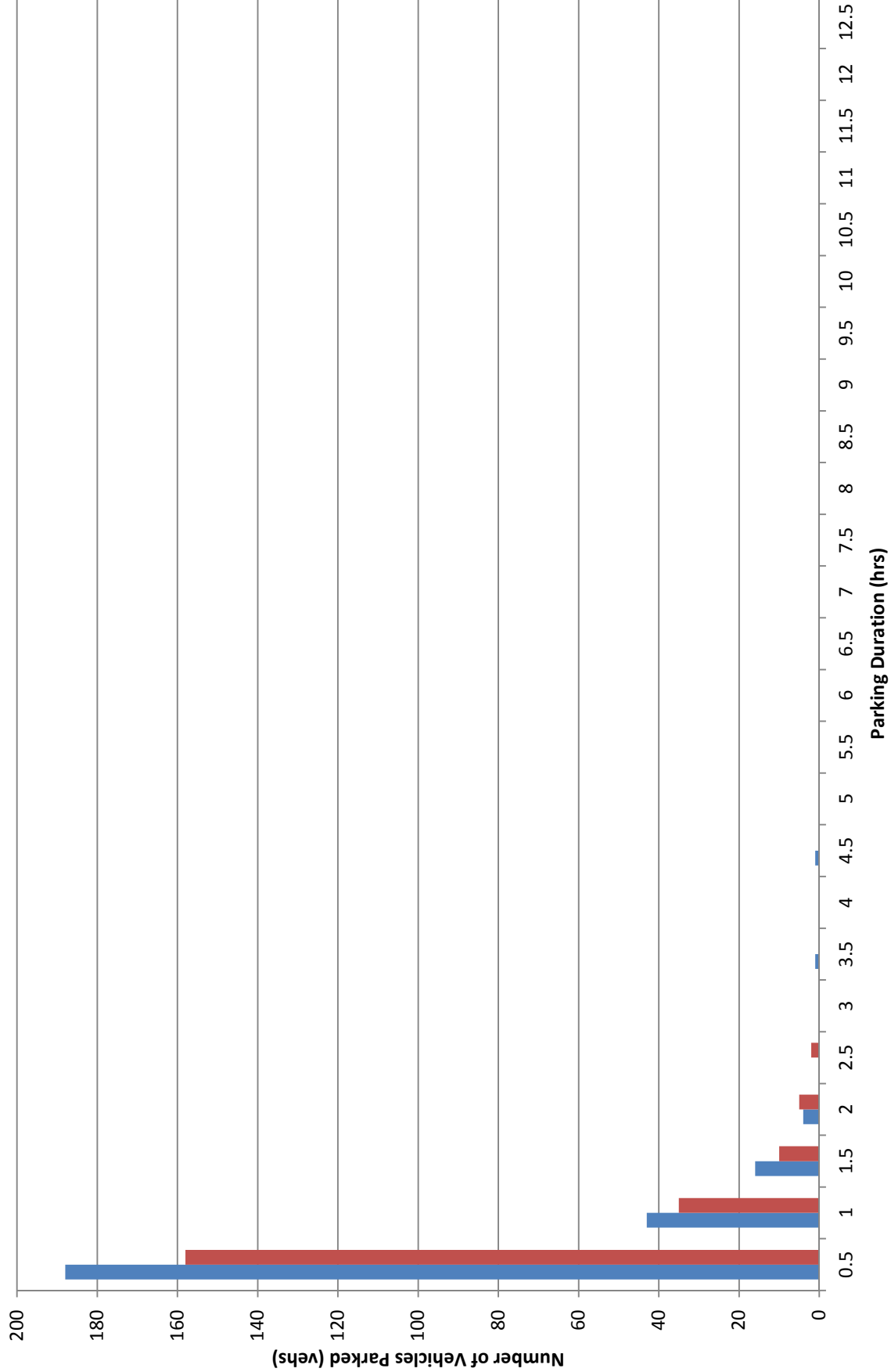
Richmond Rd N. (Tweedsmuir to Athlone)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



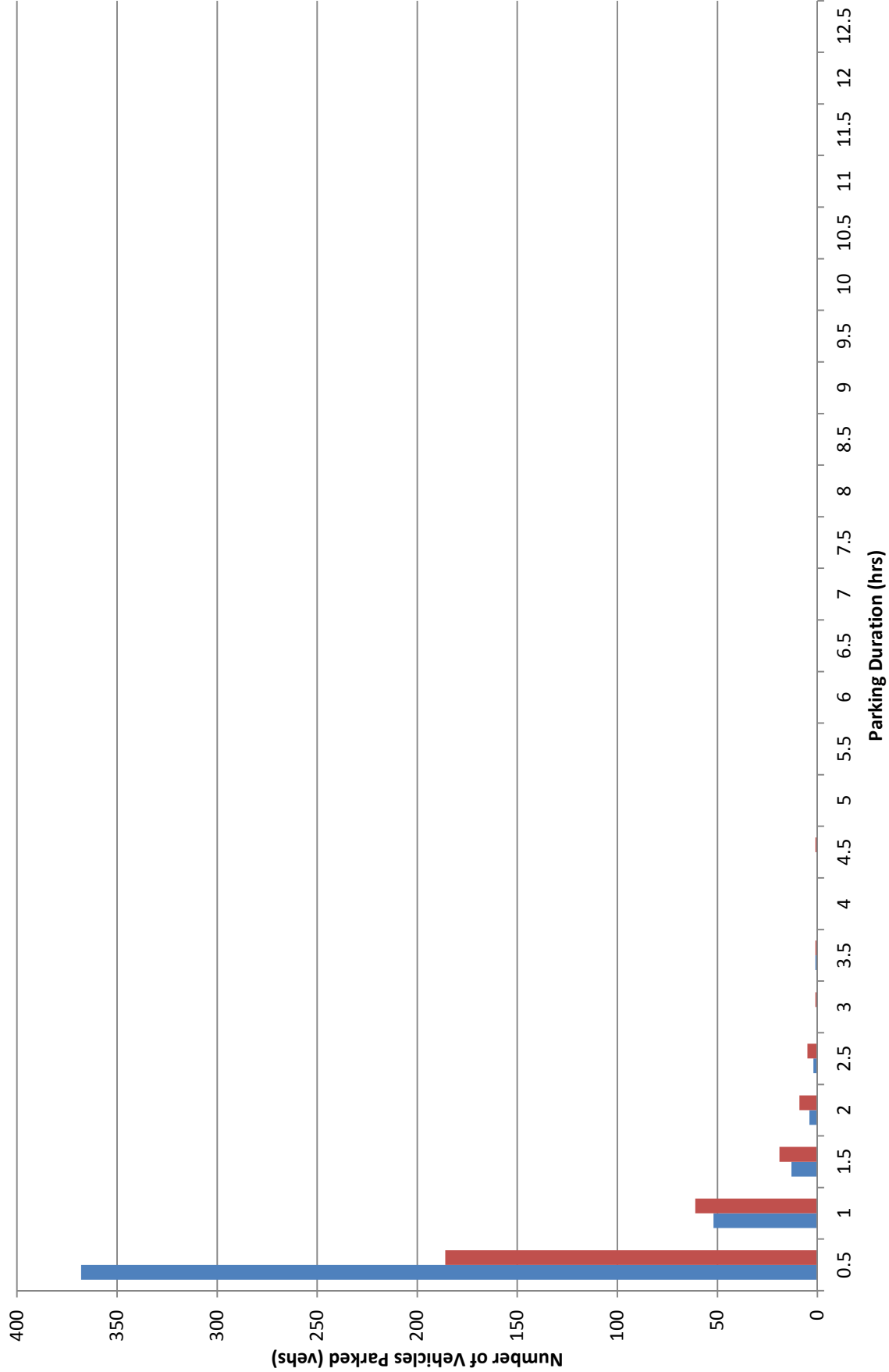
Richmond Rd N. (Athlone to Winona)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



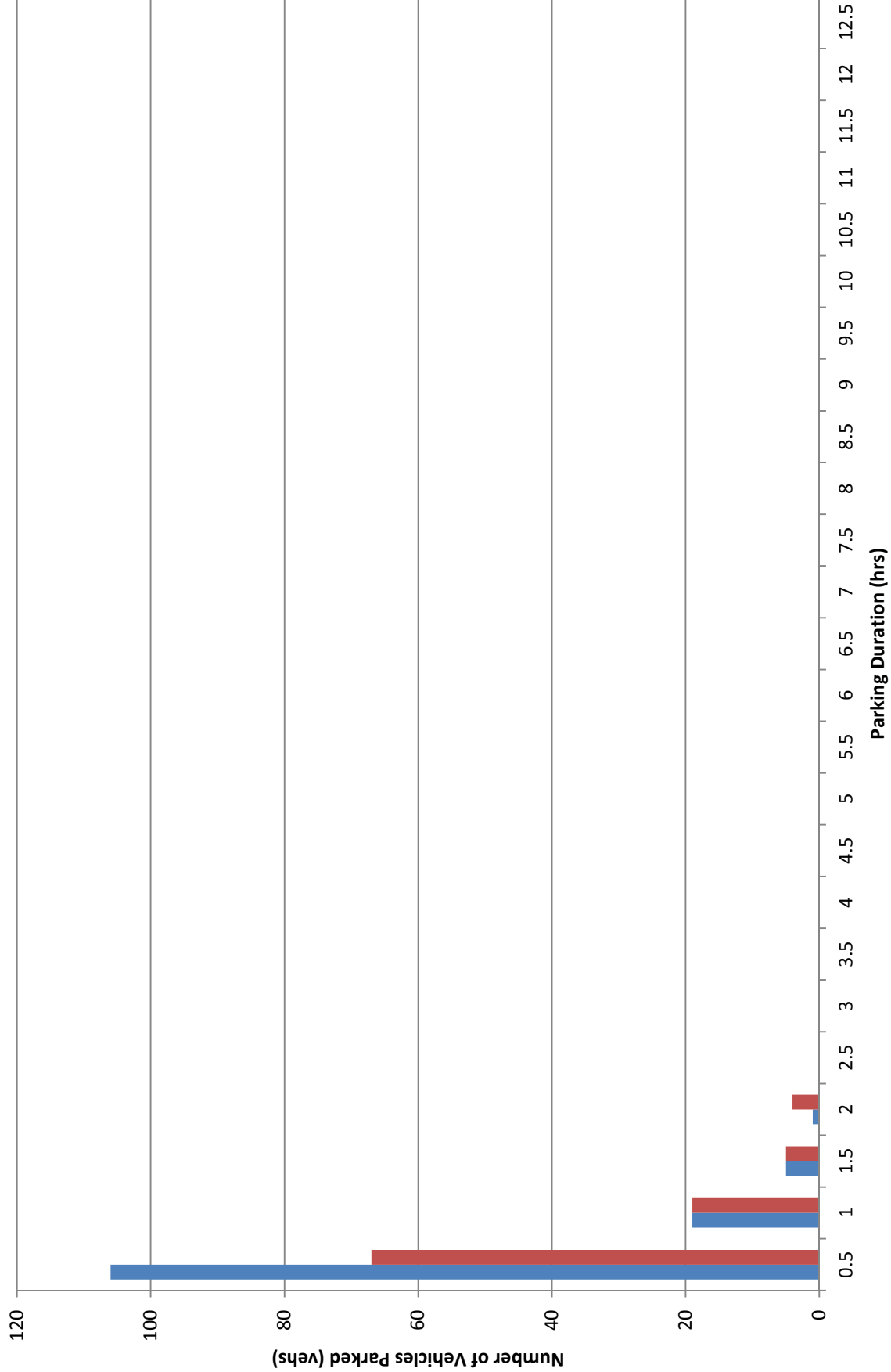
Richmond Rd N. (Churchill to Roosevelt)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



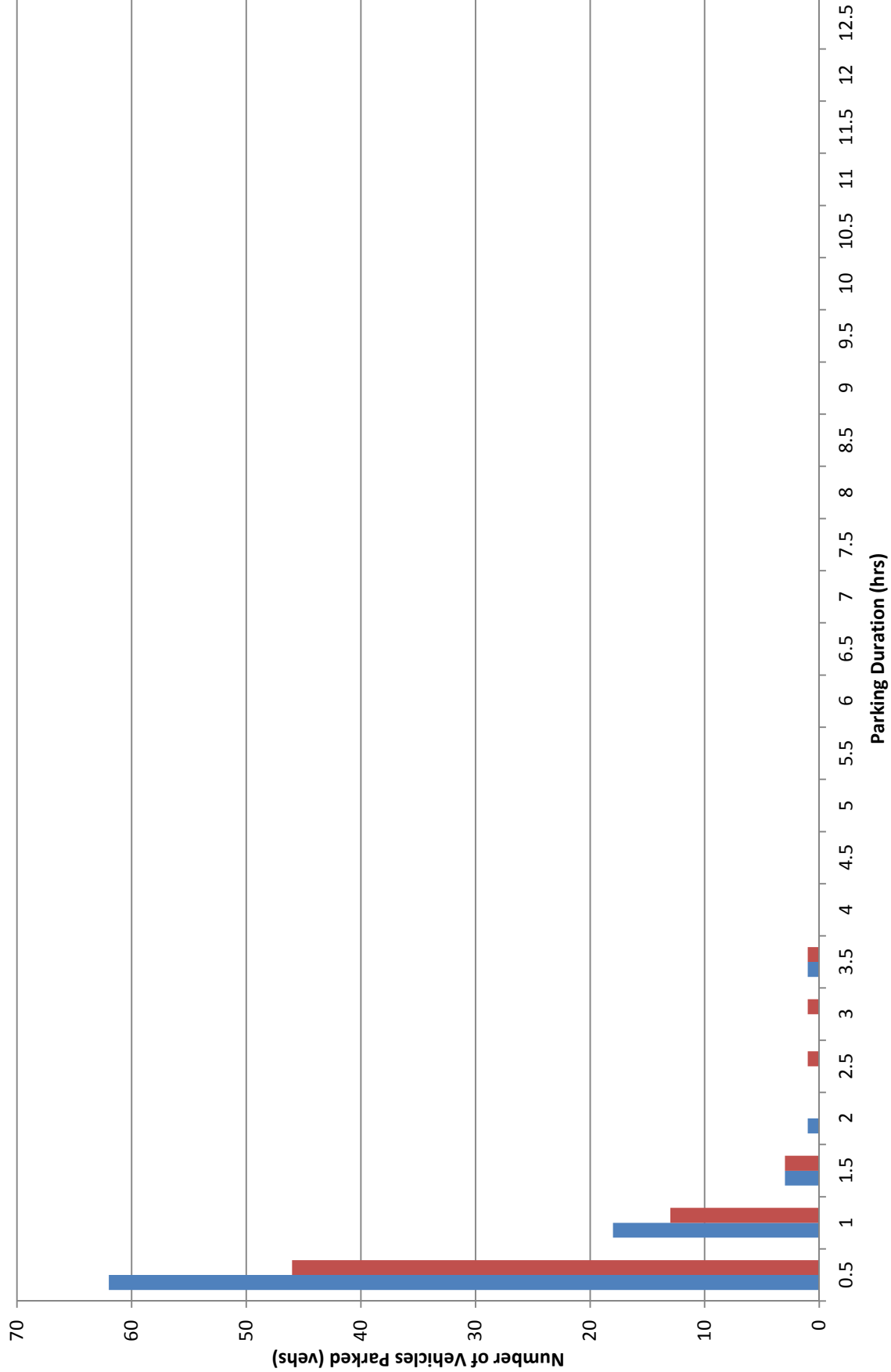
Richmond Rd N. (Roosevelt to Berkley)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



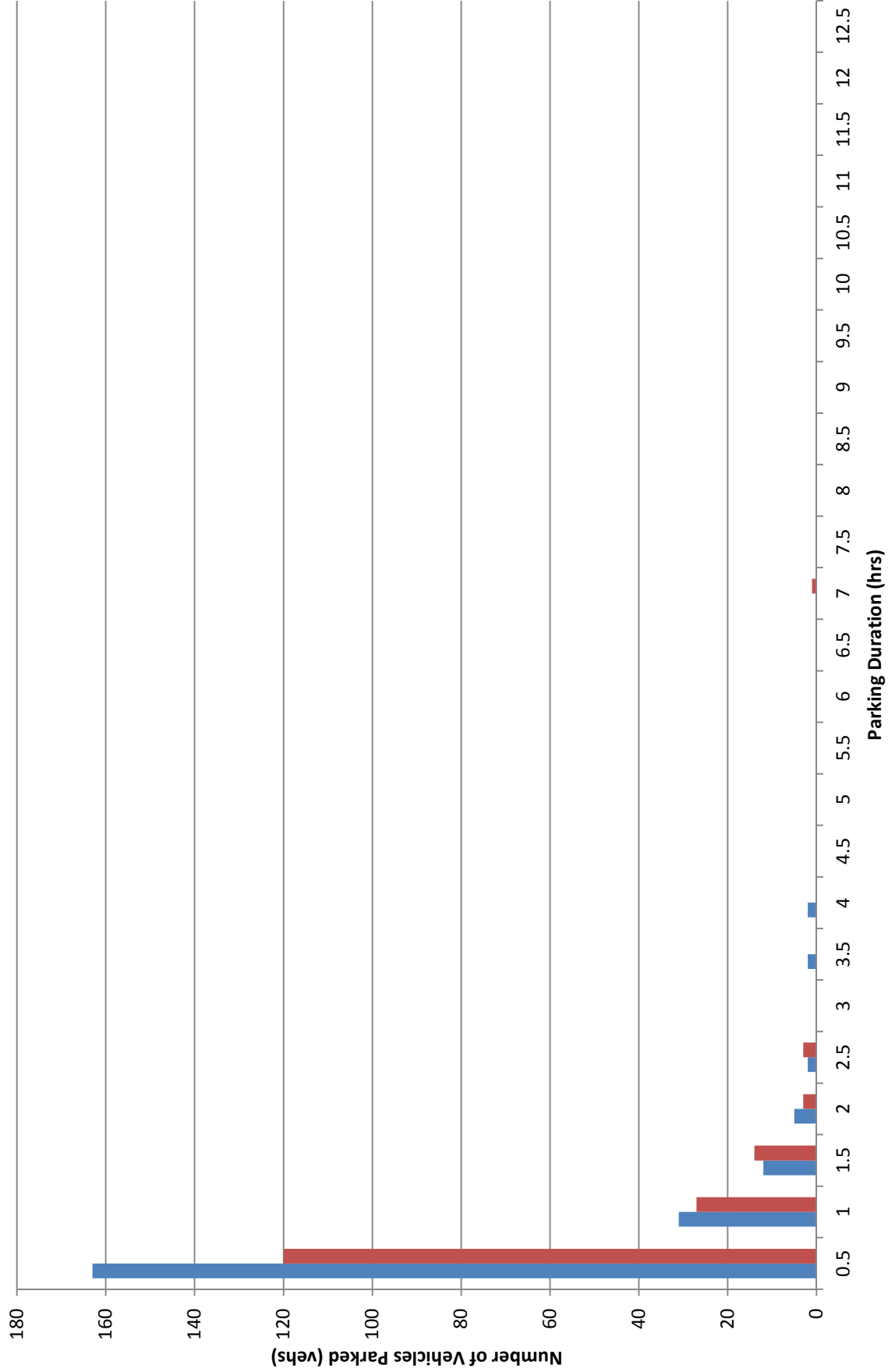
Richmond Rd N. (Birkley to Golden)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



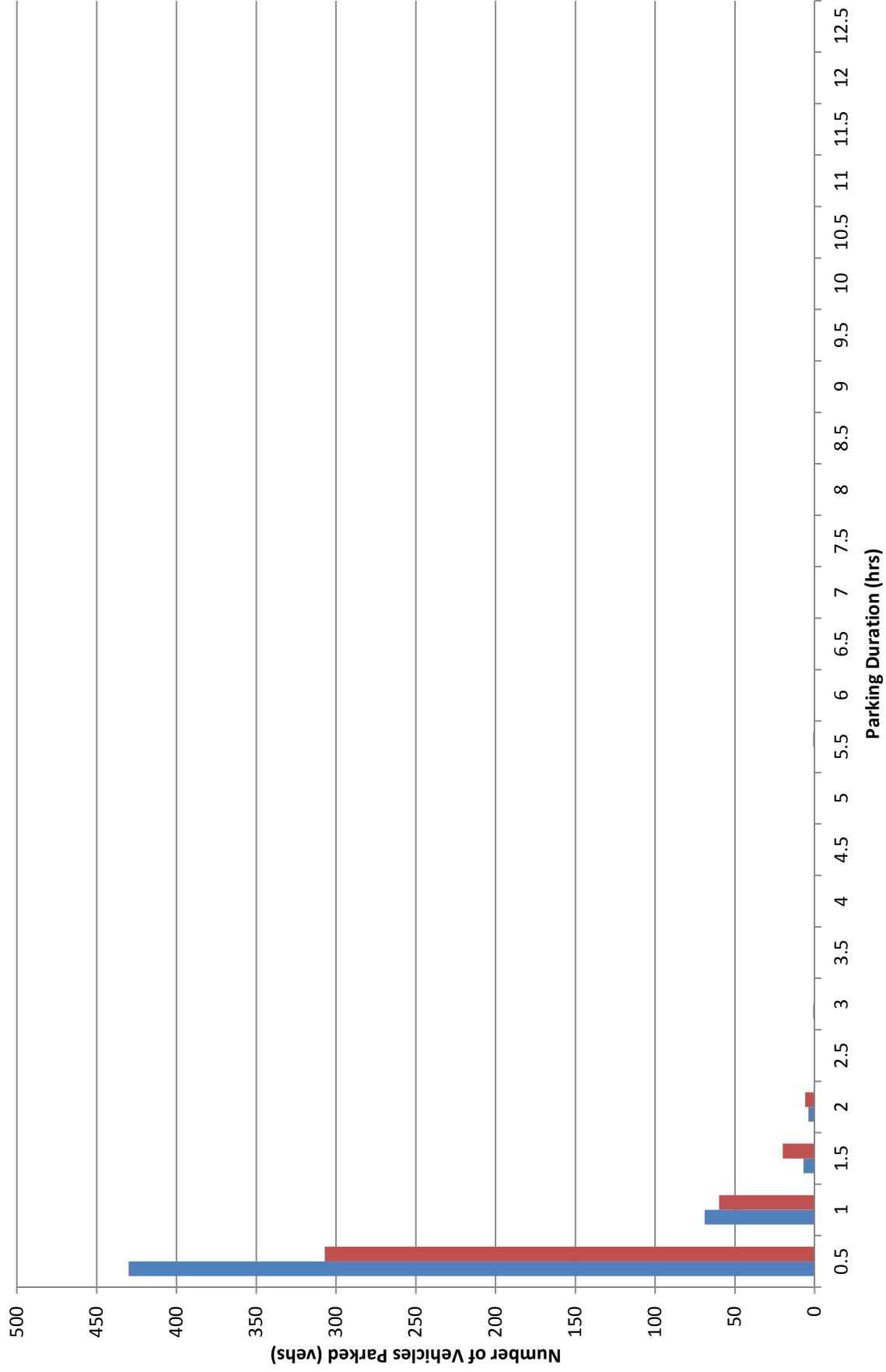
Richmond Rd S. (Golden to Roosevelt)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



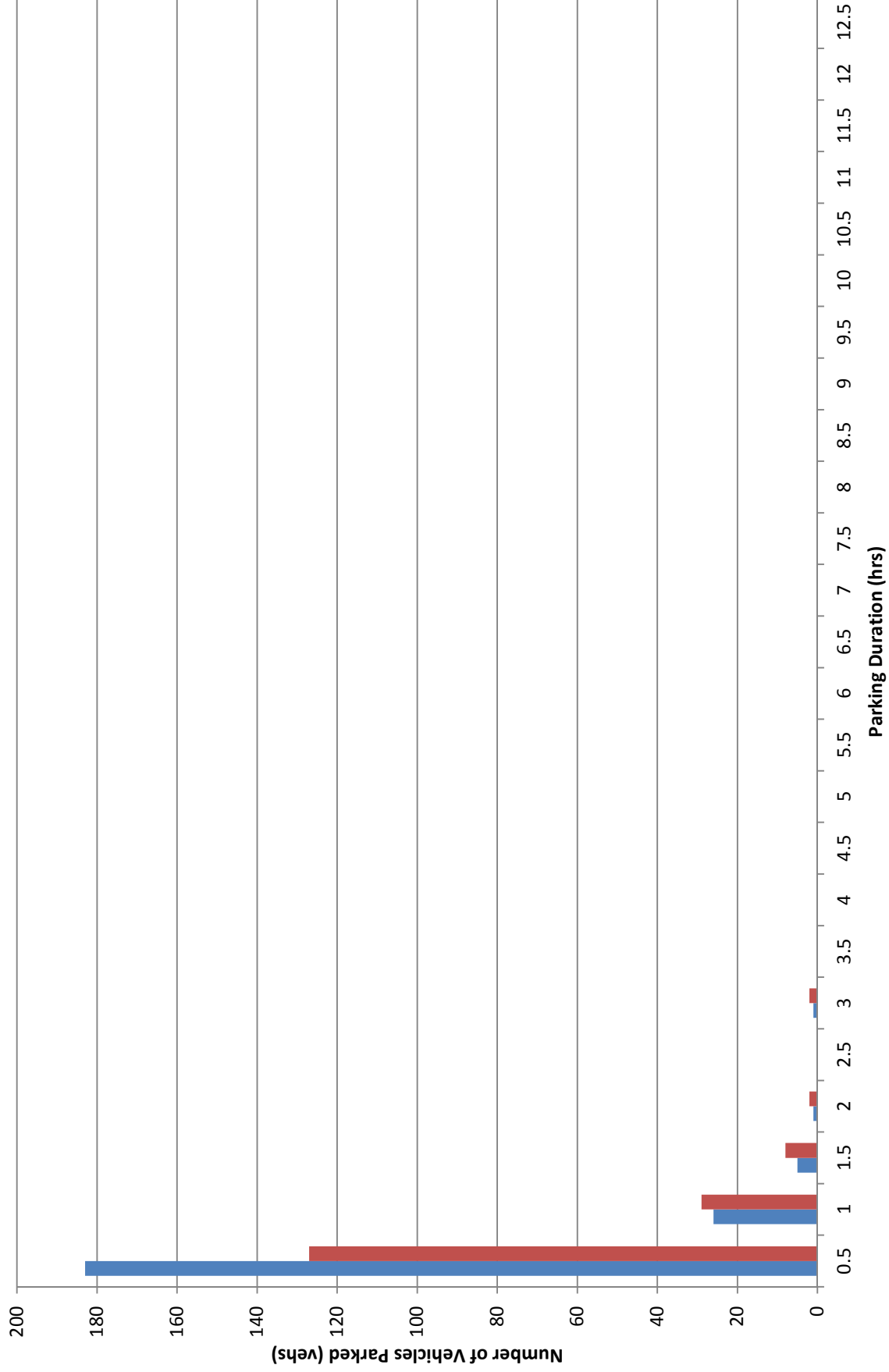
Richmond Rd S. (Roosevelt to Churchill)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



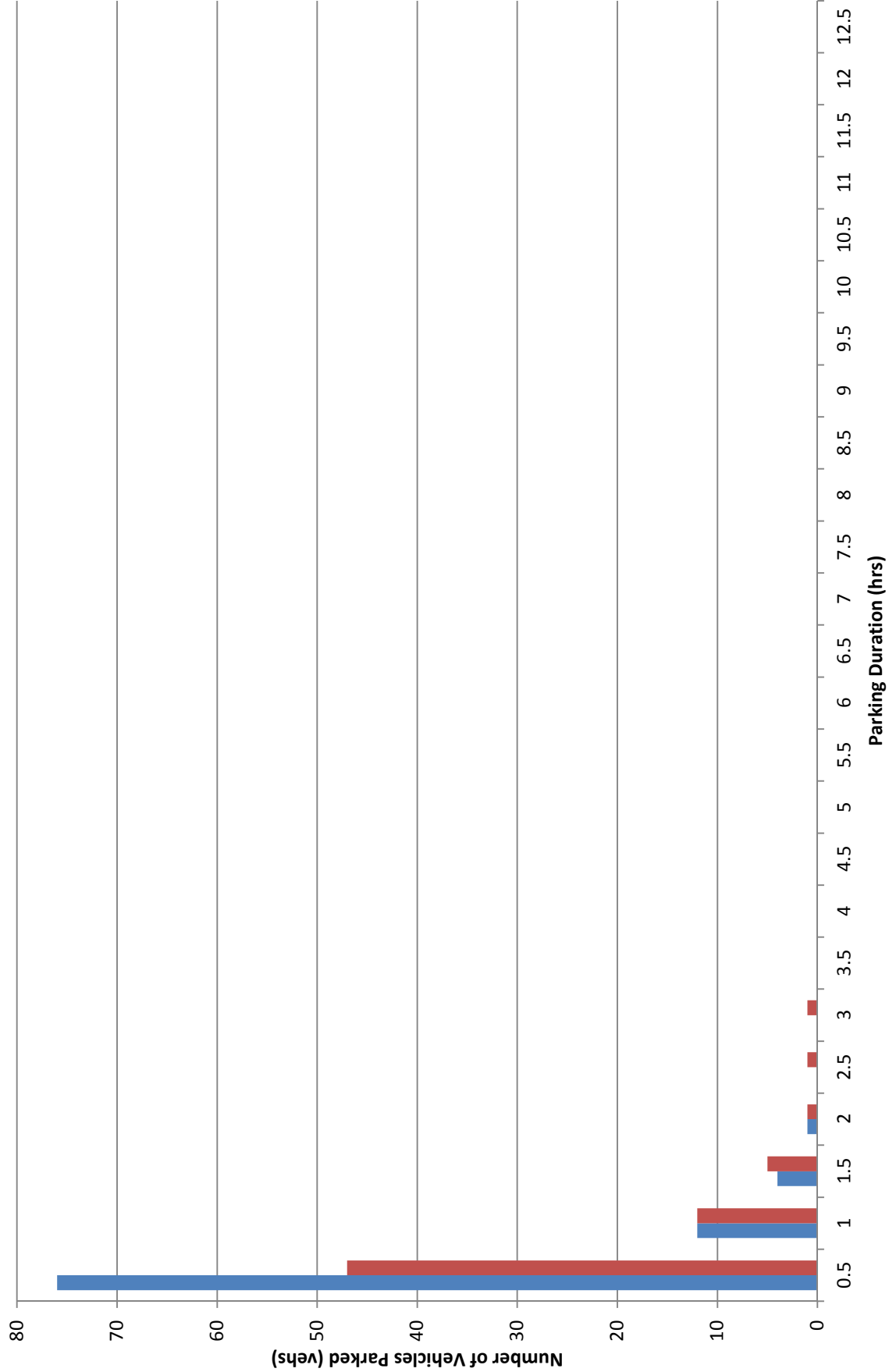
Richmond Rd S. (Churhill to Eden)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



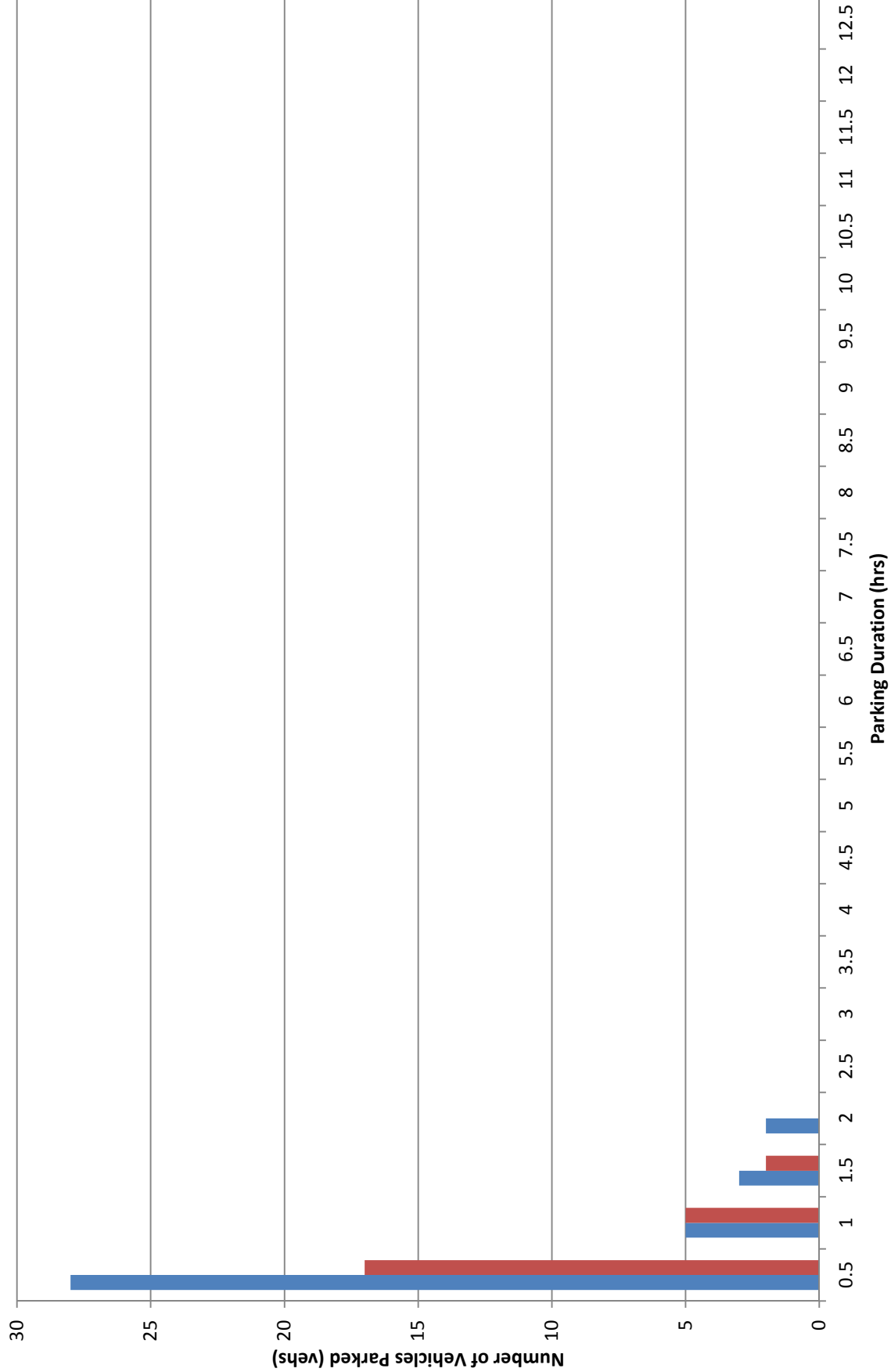
Richmond Rd S. (Eden to Edgewood)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



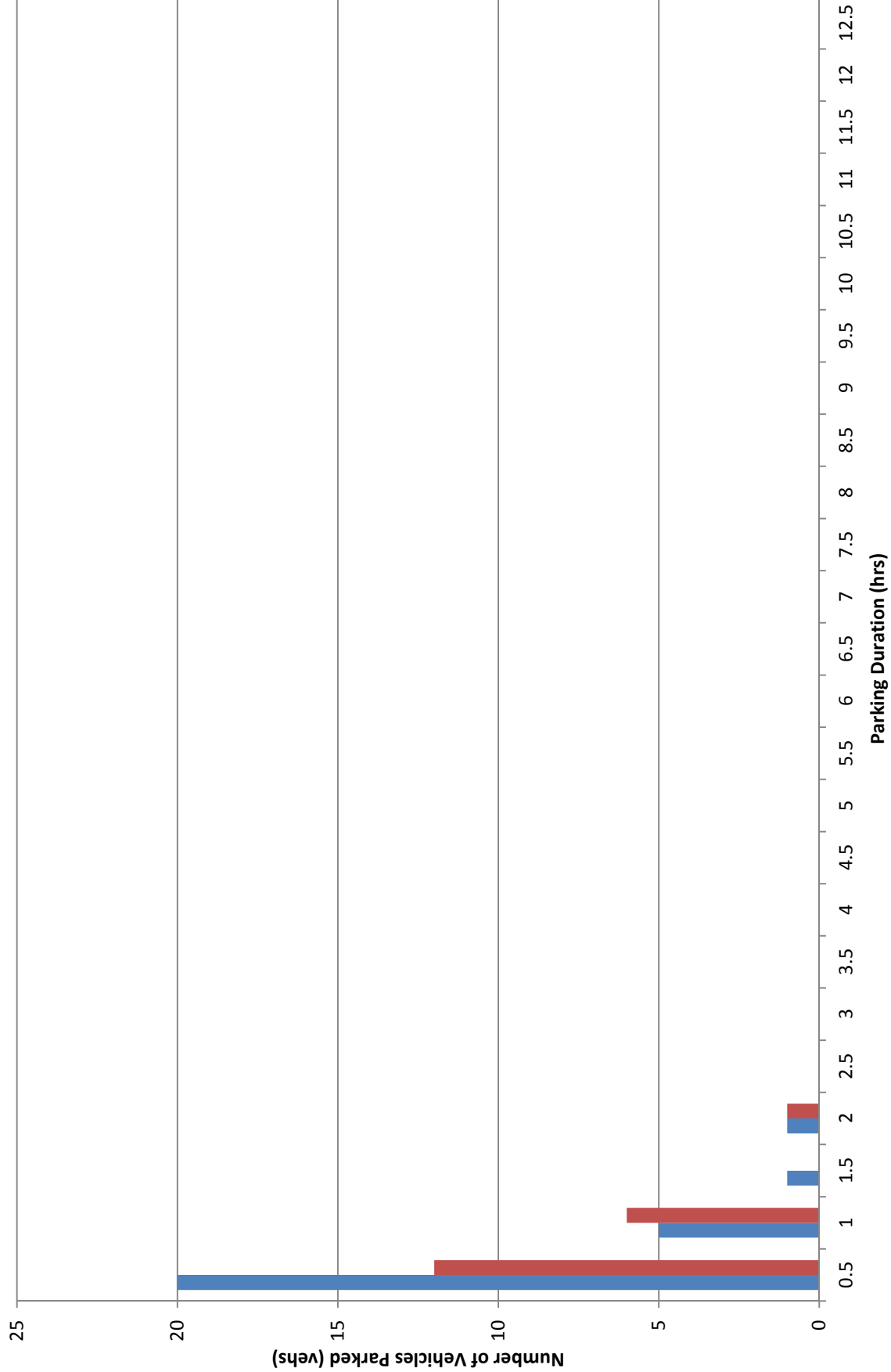
Richmond Rd S. (Edgewood to Athlone)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



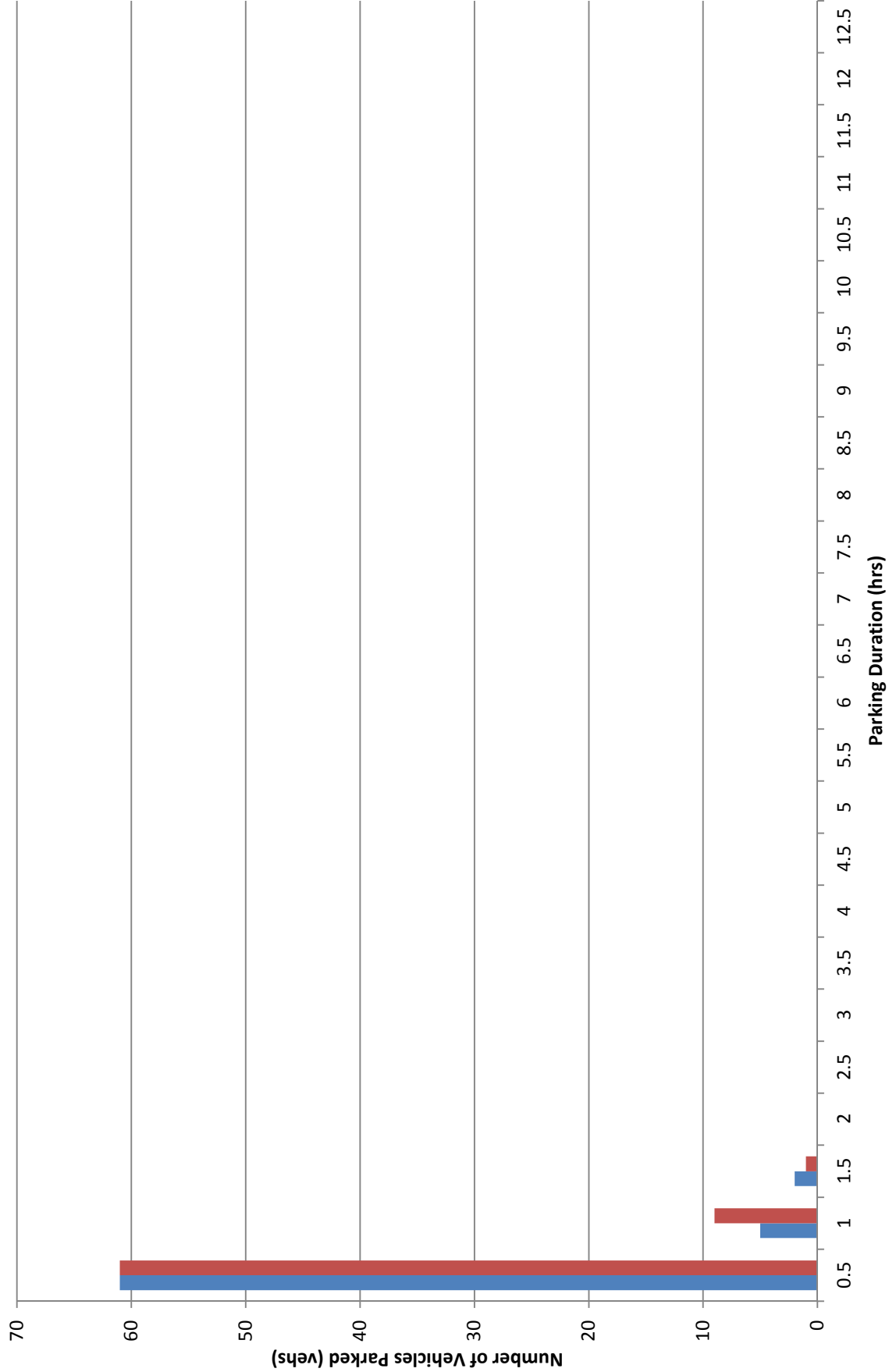
Richmond Rd S. (Athlone to Tweedsmuir)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



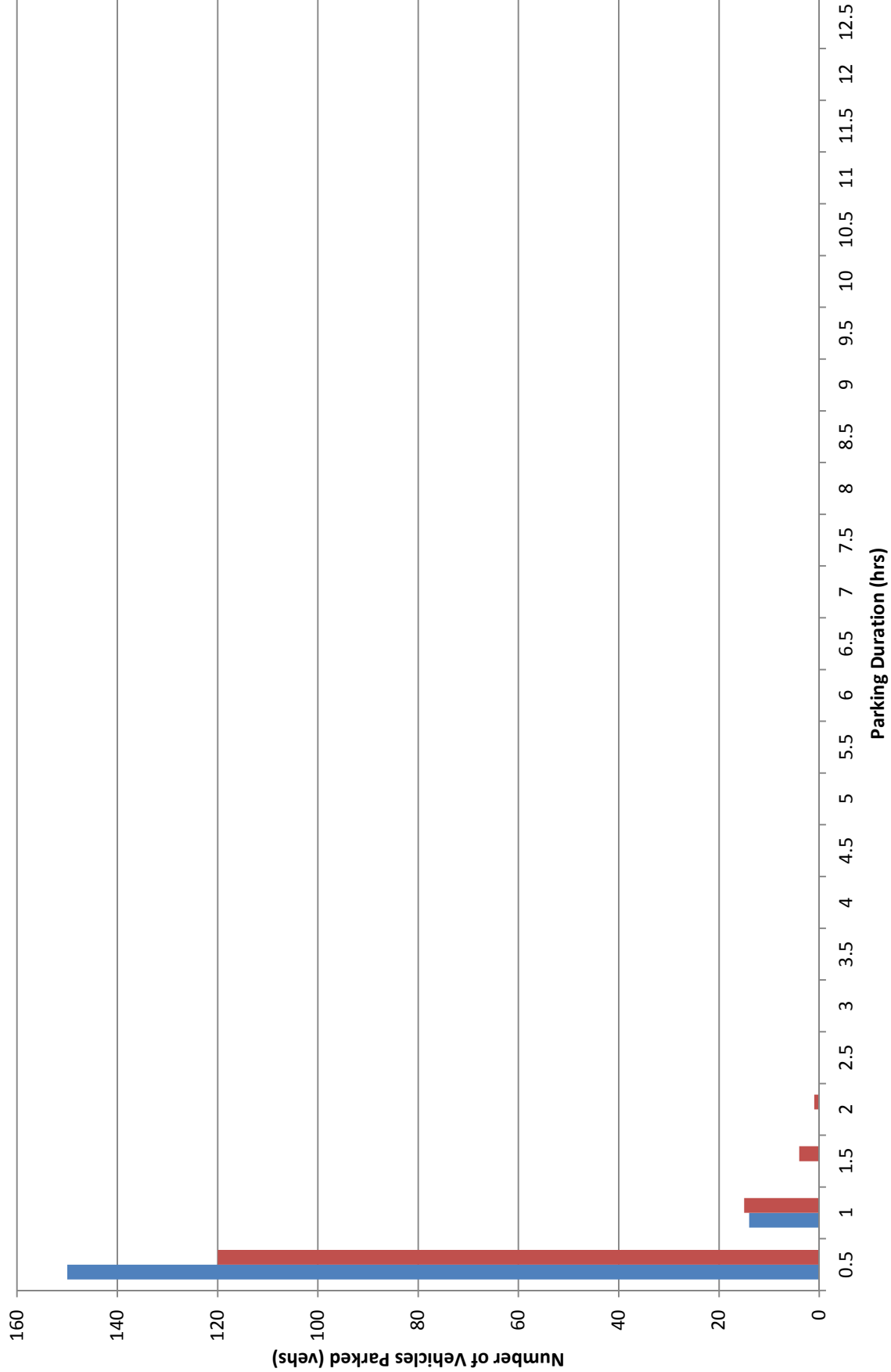
Richmond Rd S. (Tweedsmuir to McRae)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



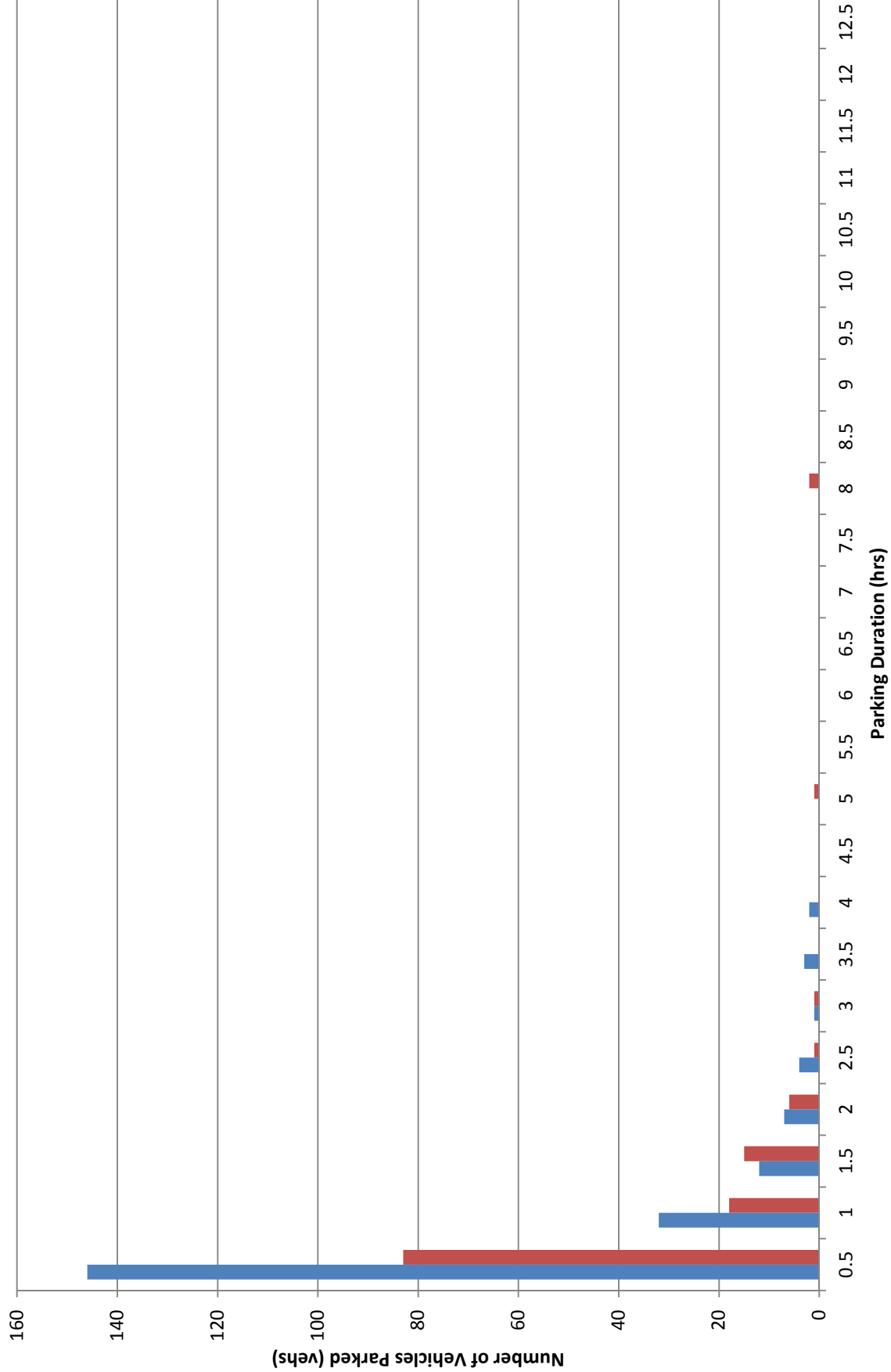
Richmond Rd S. (McRae to Kirkwood)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



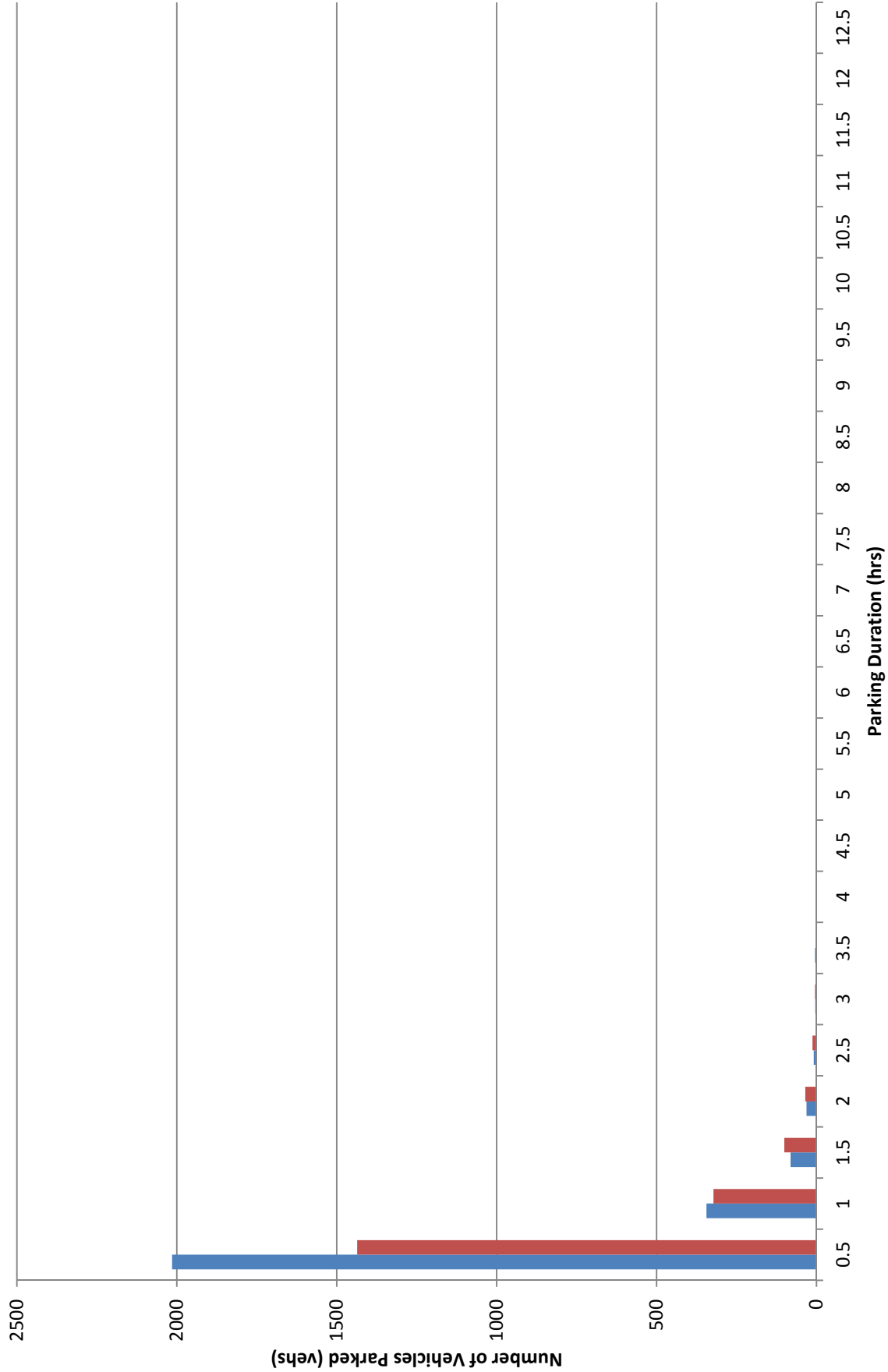
Golden Ave (Richmond to Ravenhill)

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



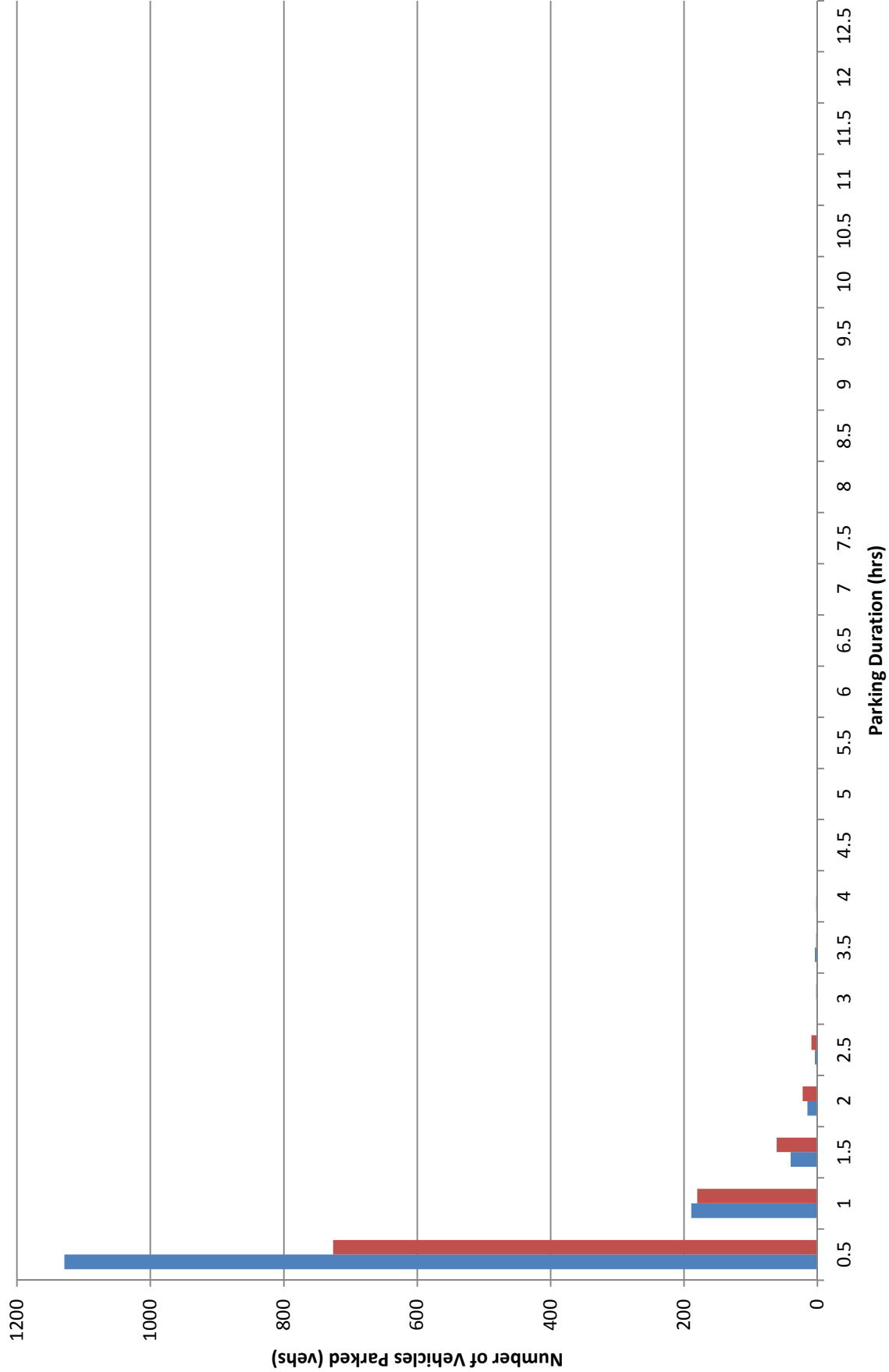
Richmond Rd. (Kirkwood to Golden) N. & S.

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



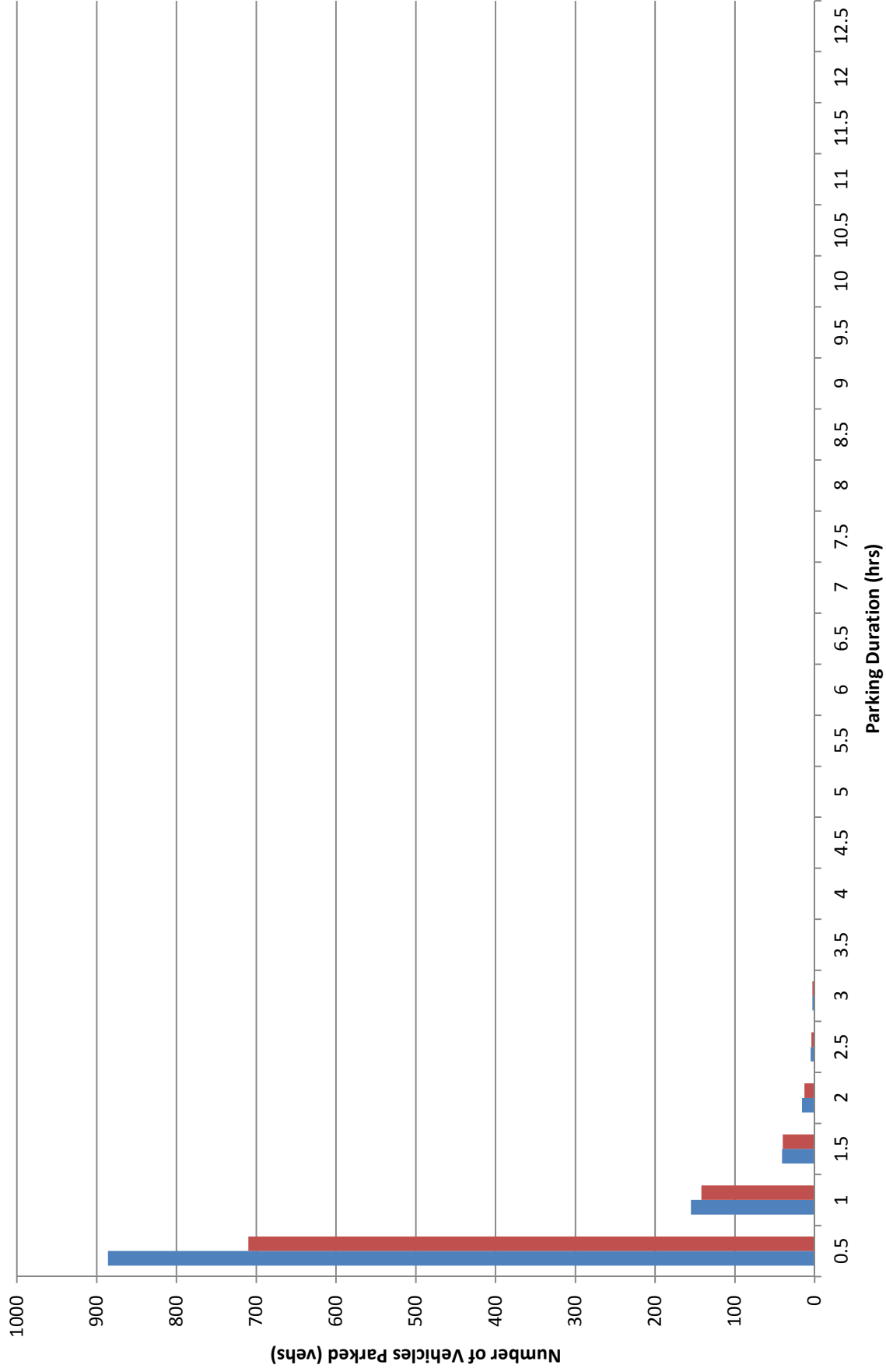
Richmond Rd. (Golden to Churchill) N. & S.

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



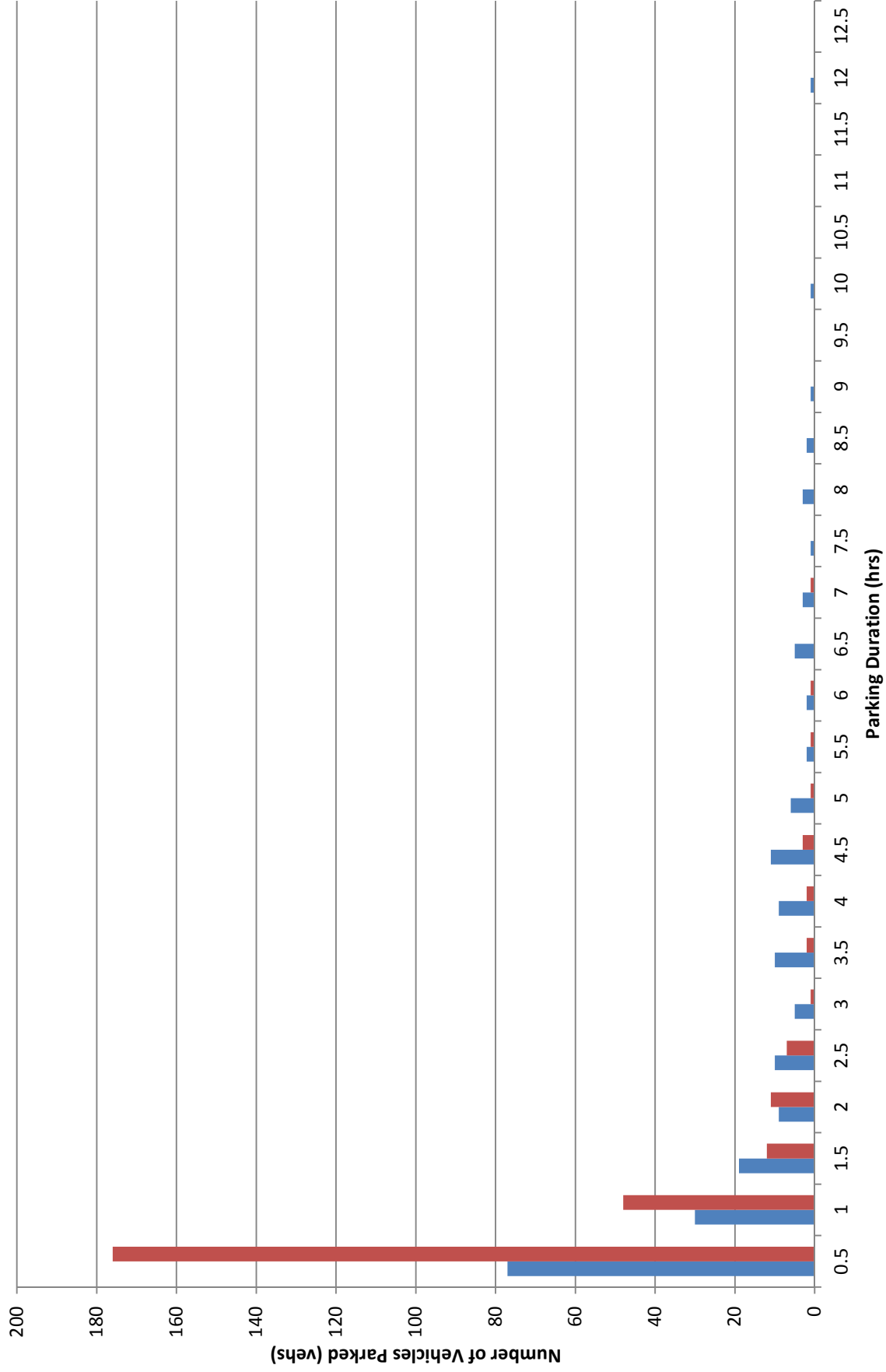
Richmond Rd. (Churchill to Kirkwood) N. & S.

■ 27-Oct-11 (9:00AM - 9:00PM Thurs) ■ 22-Oct-11 (9:00AM - 5:30PM Sat)



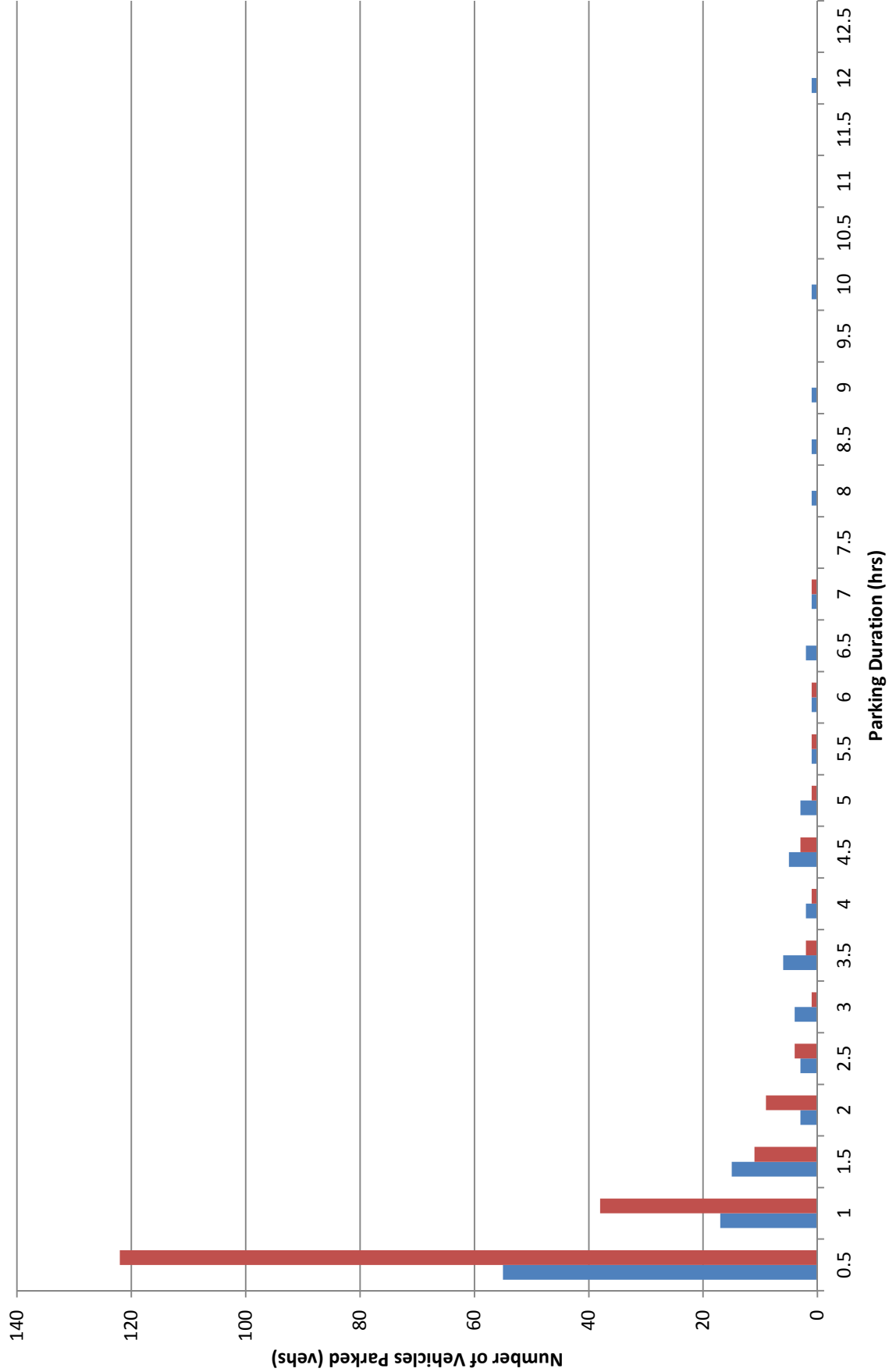
Kirkwood Ave (Richmond to Wilber)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)

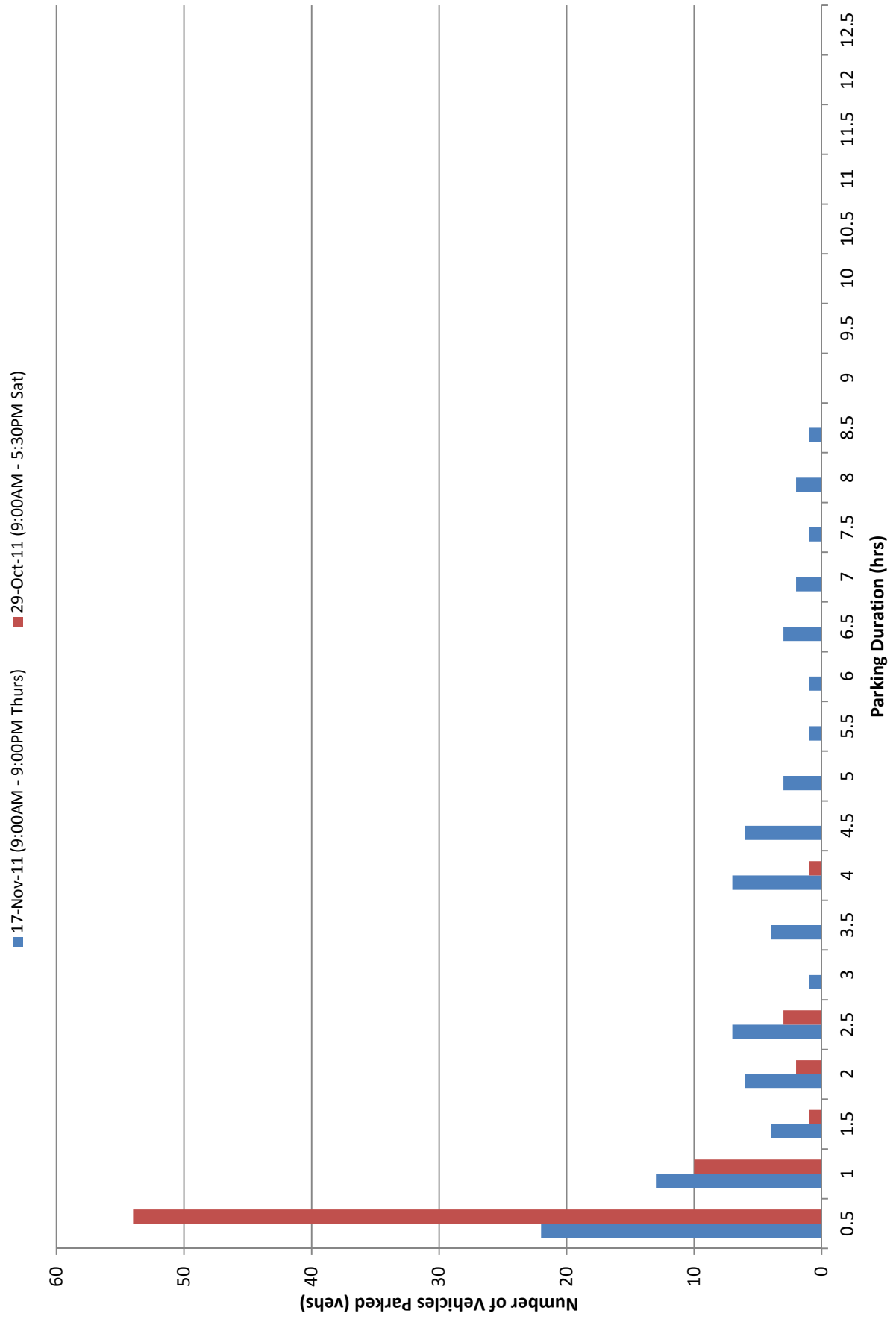


Kirkwood Ave (Richmond to Wilber) N. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)

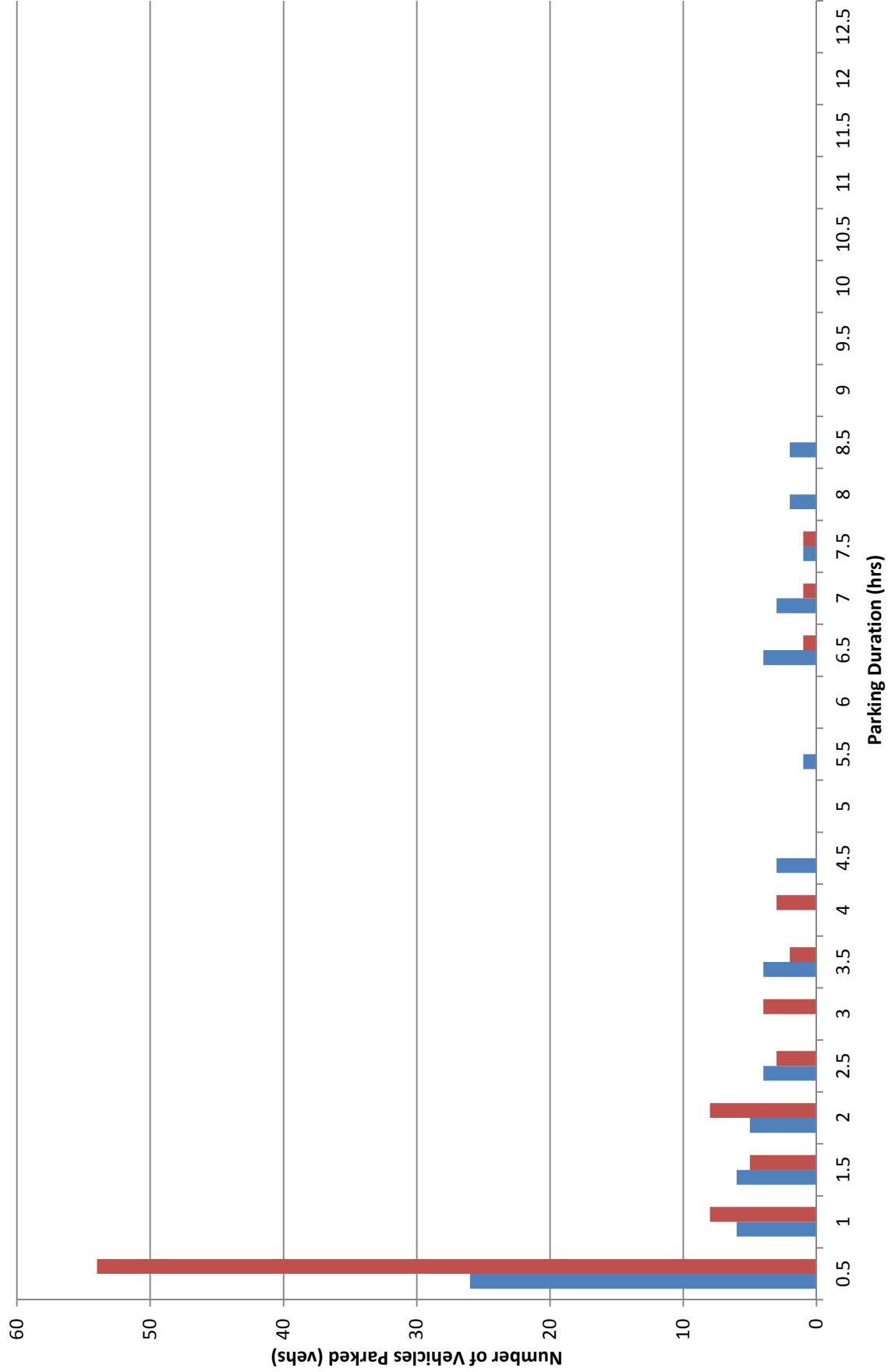


Kirkwood Ave (Richmond to Wilber) S. Section



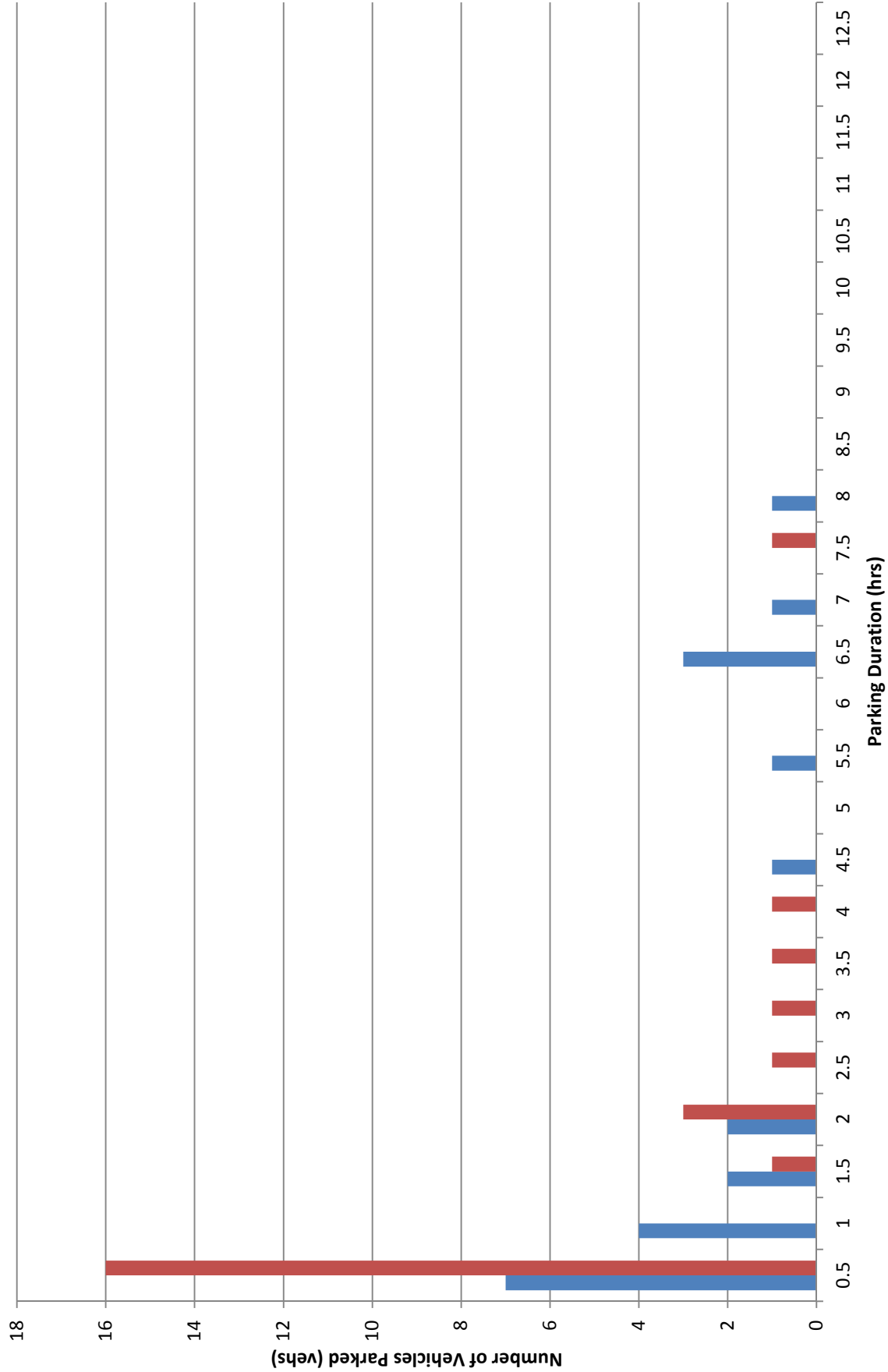
McRae Ave (Richmond to Scott)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)

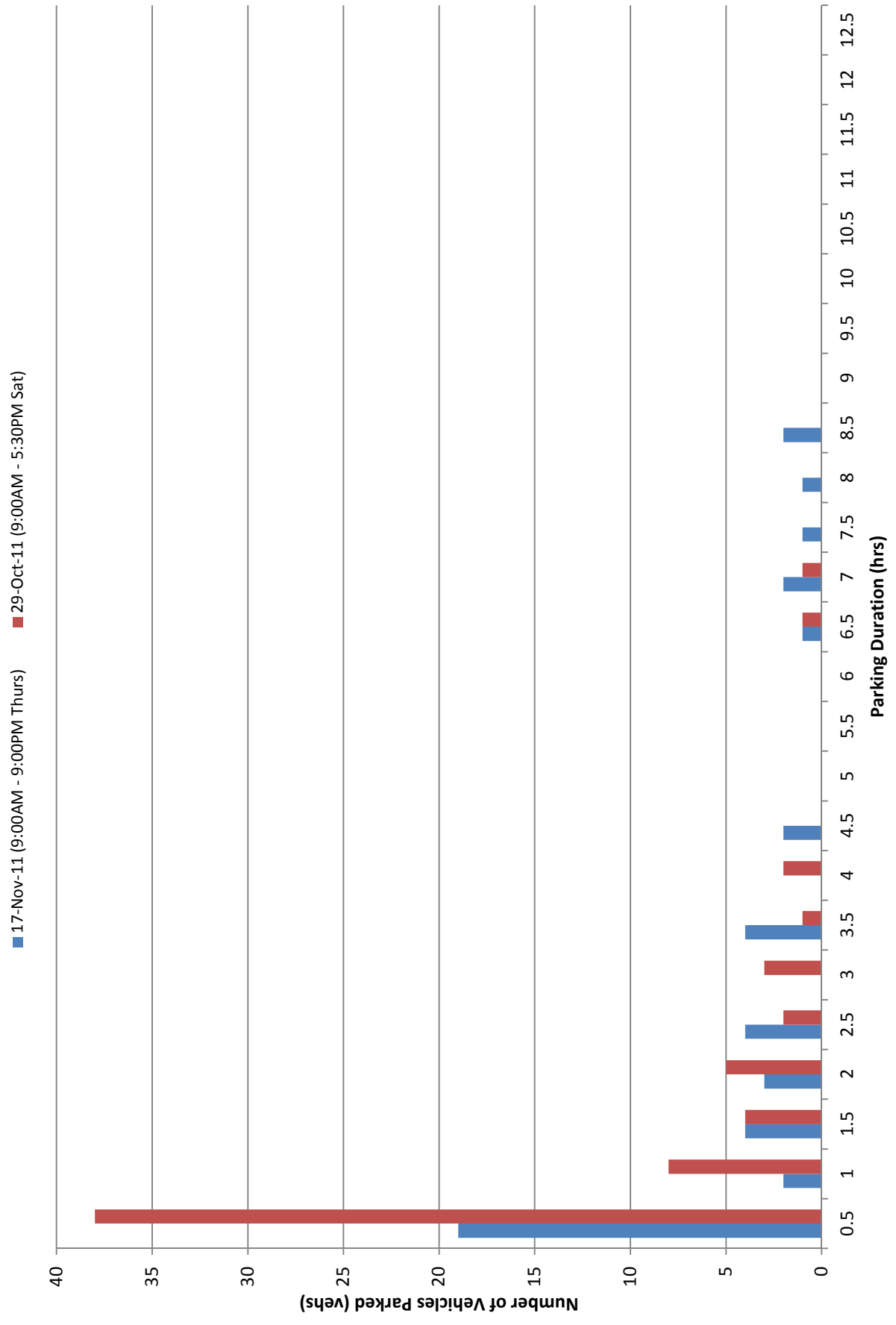


McRae Ave (Richmond to Scott) N. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)

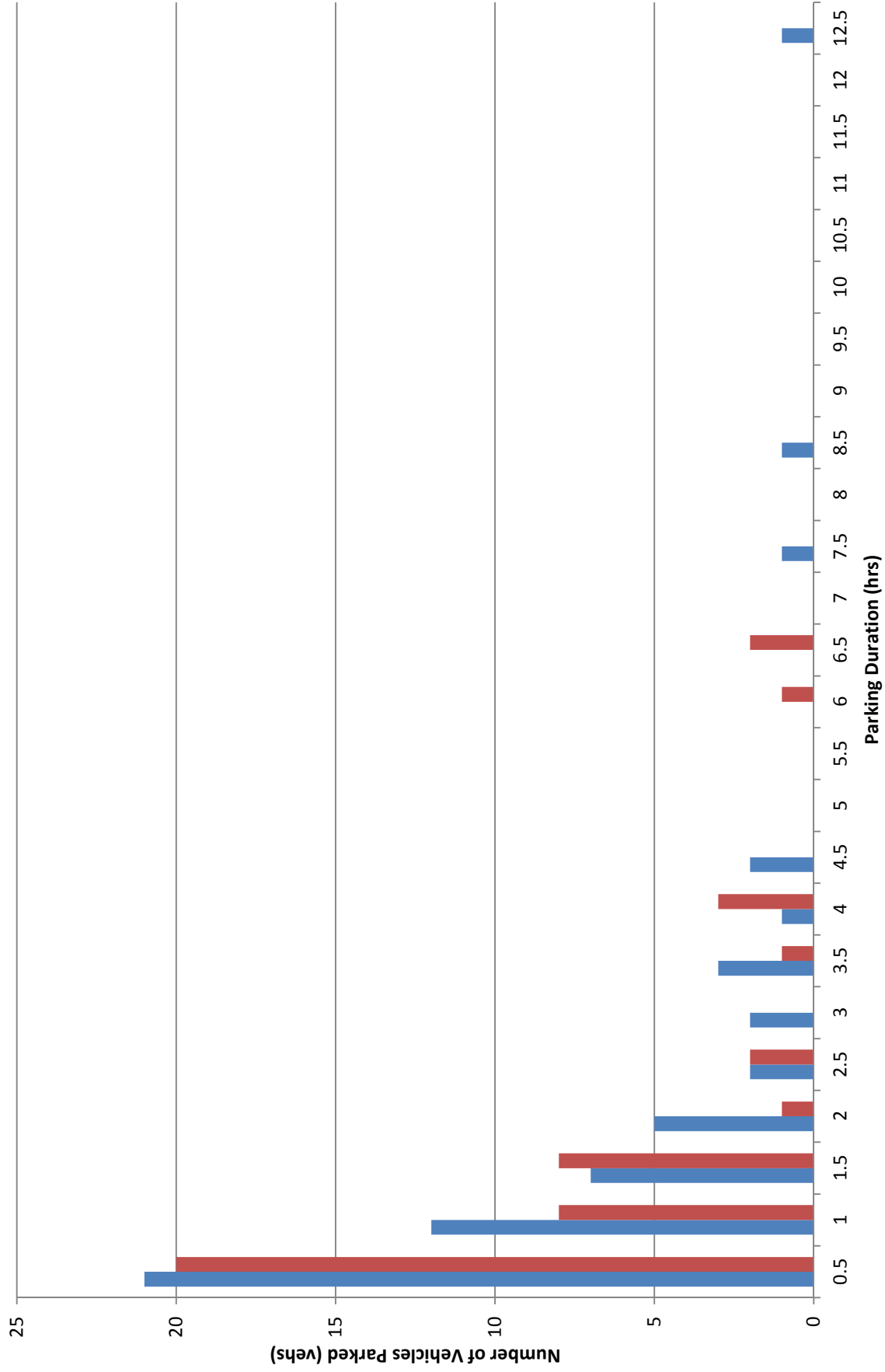


McRae Ave (Richmond to Scott) S. Section



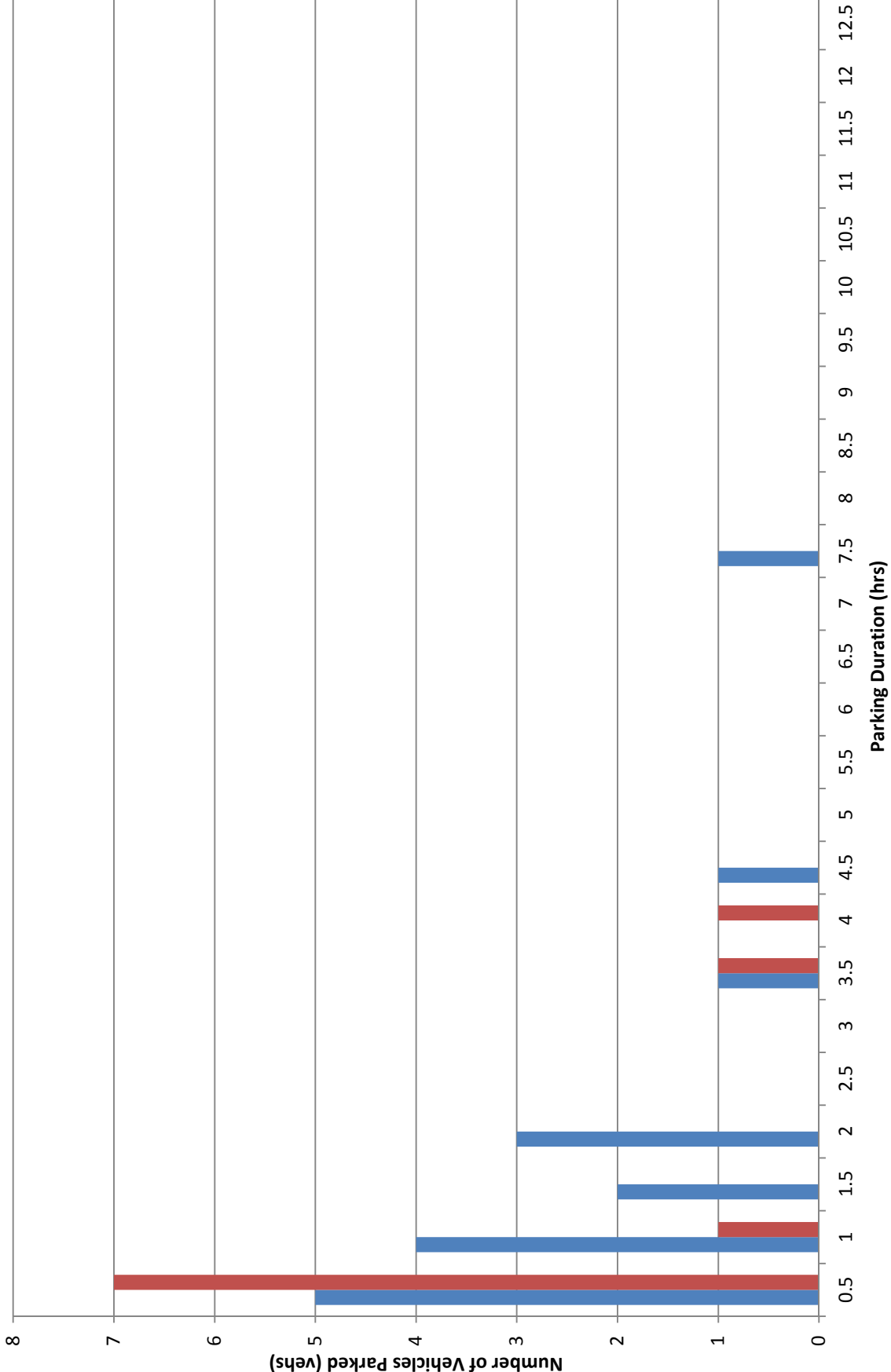
Tweedsmuir Ave (Richmond to Scott)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



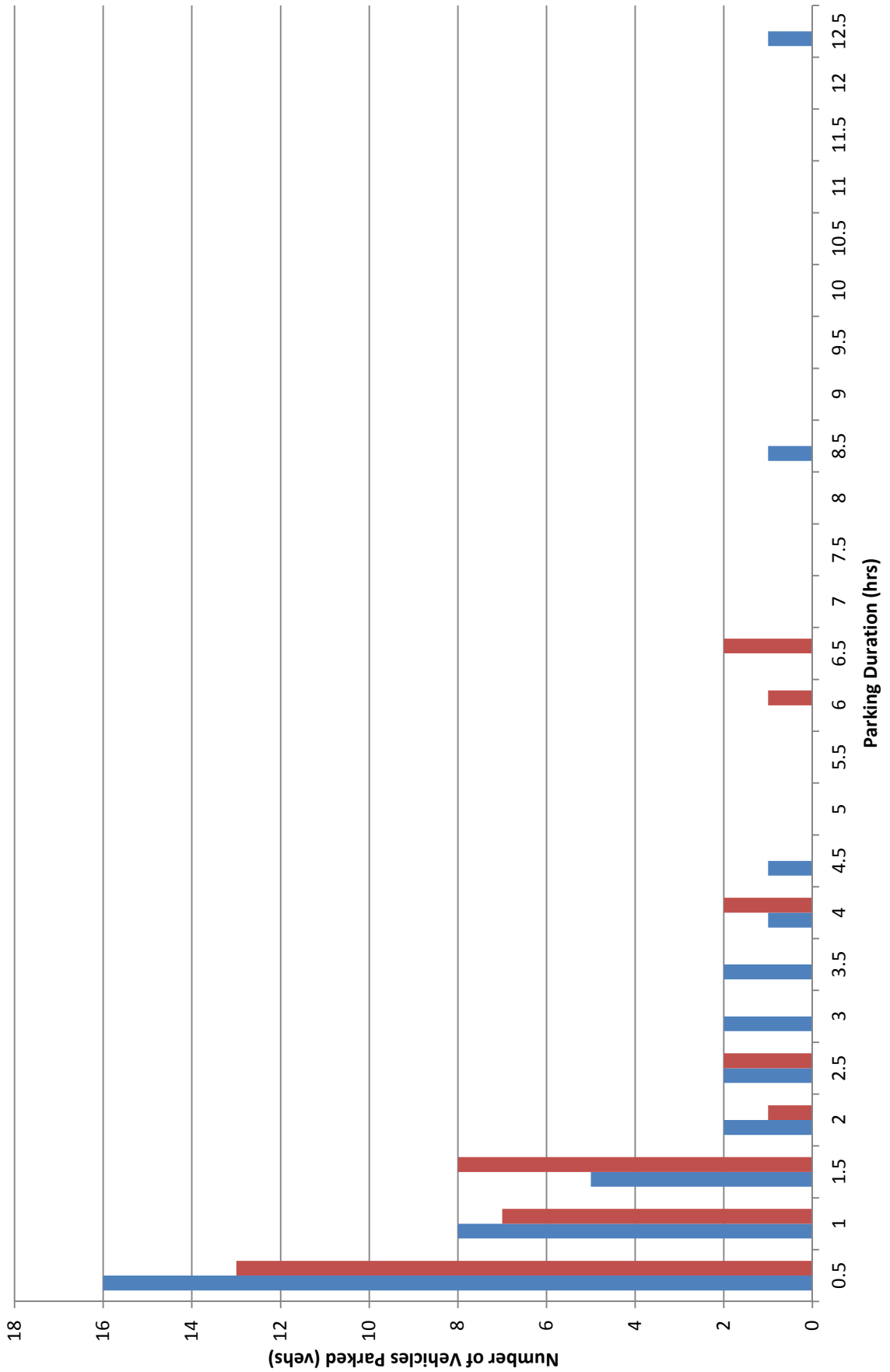
Tweedsmuir Ave (Richmond to Scott) N. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



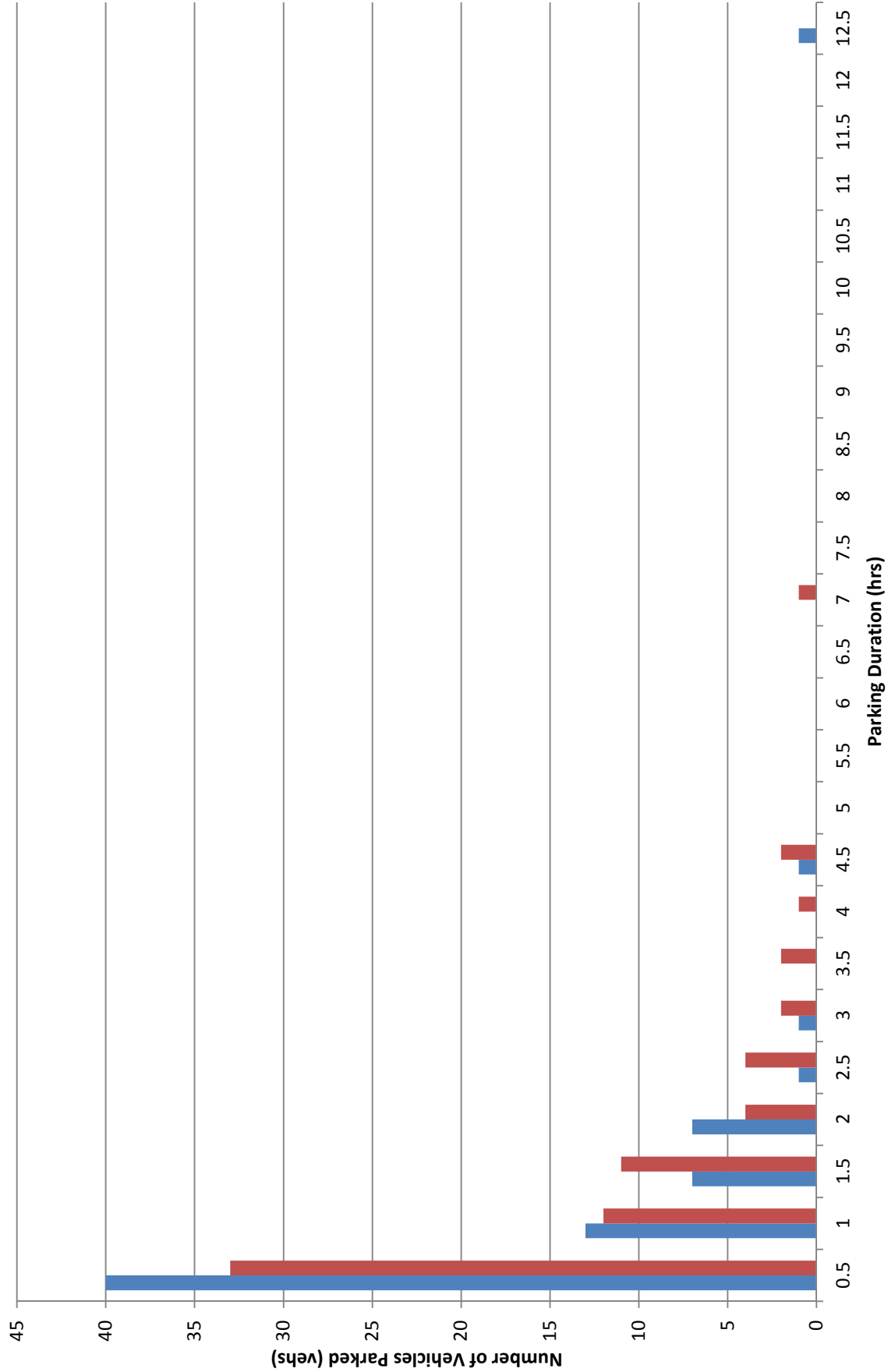
Tweedsmuir Ave (Richmond to Scott) S. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs)
 ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



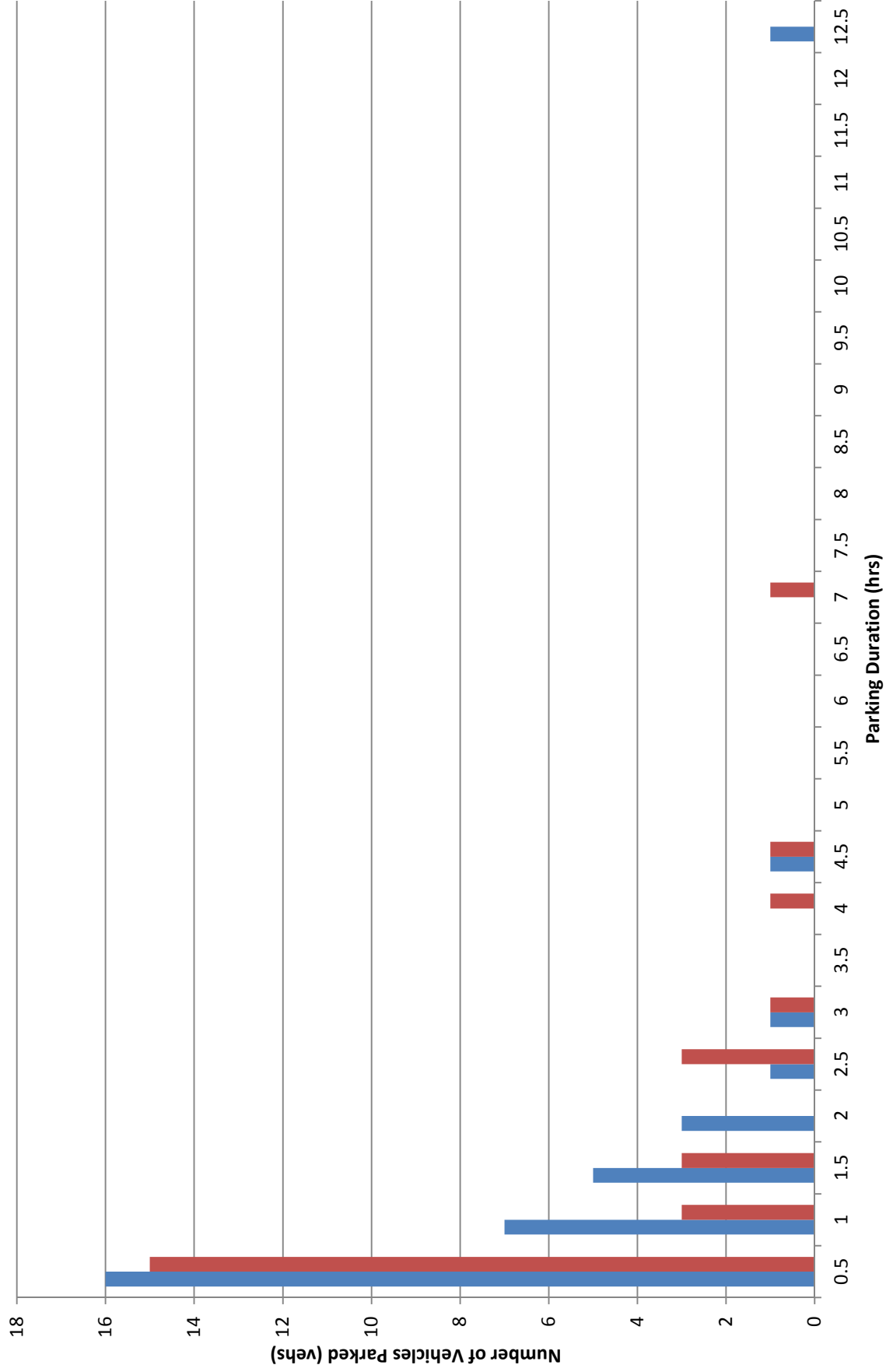
Athlone Ave (Richmond to Scott)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



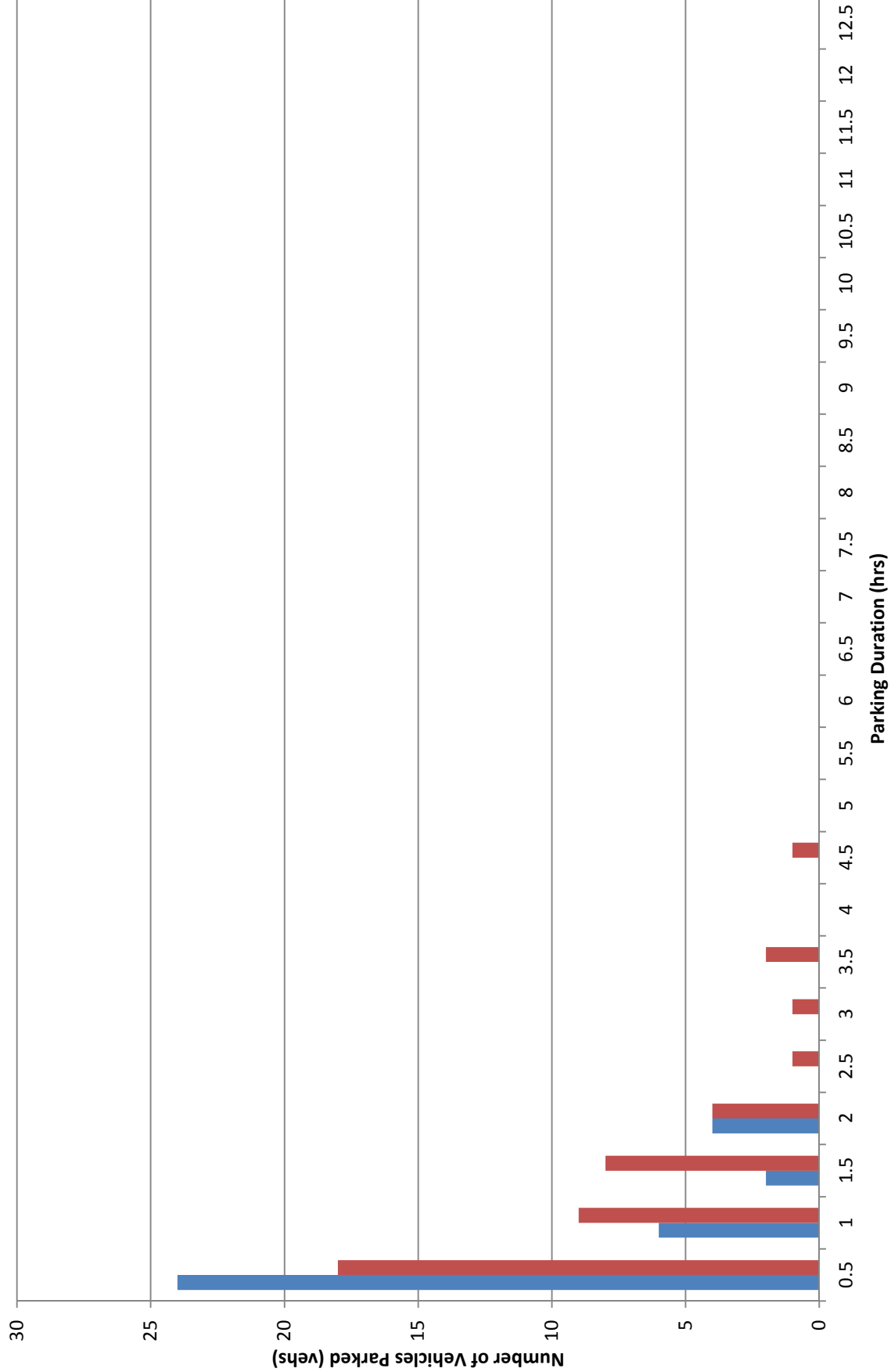
Athlone Ave (Richmond to Scott) N. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



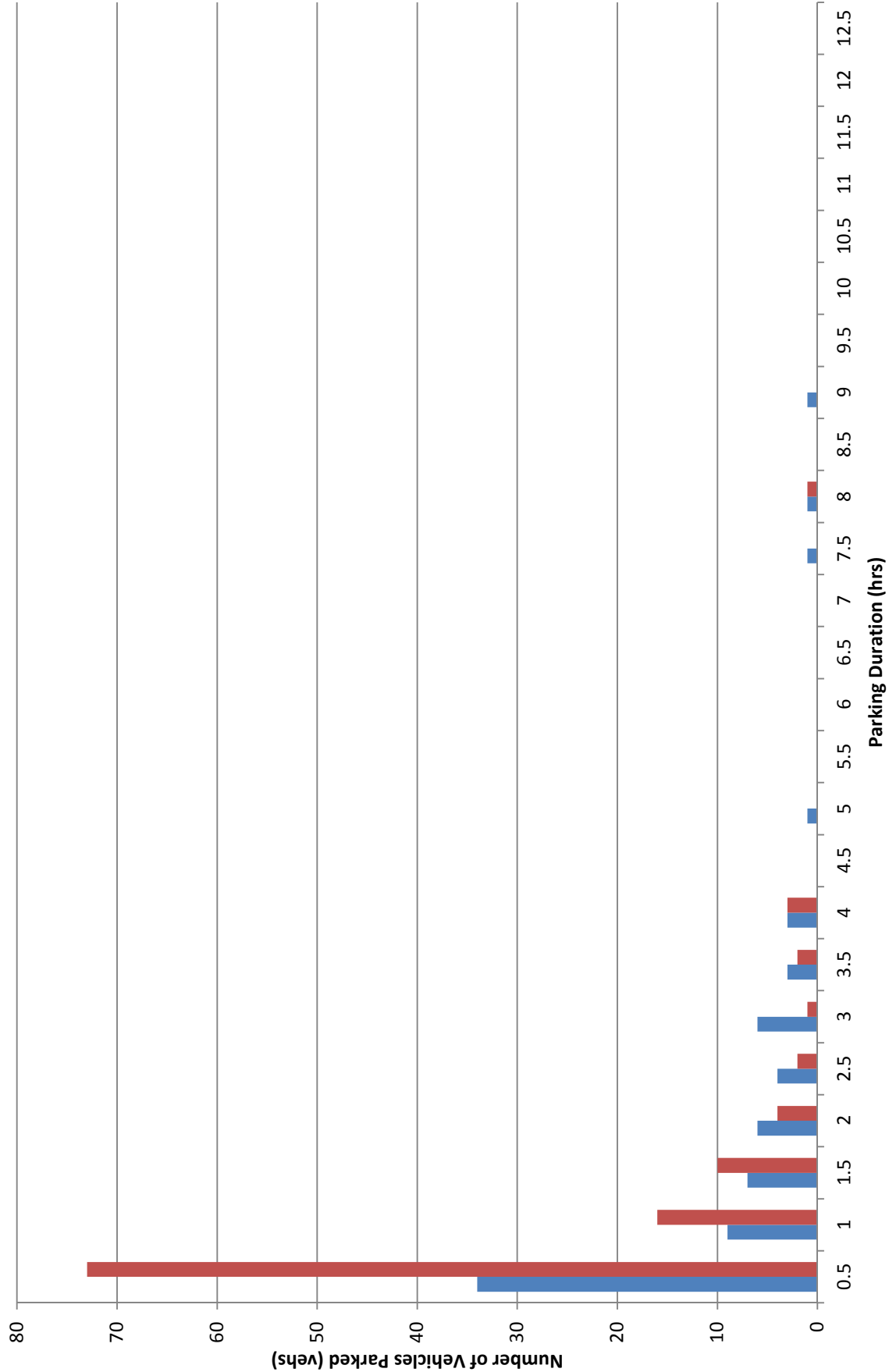
Athlone Ave (Richmond to Scott) S. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



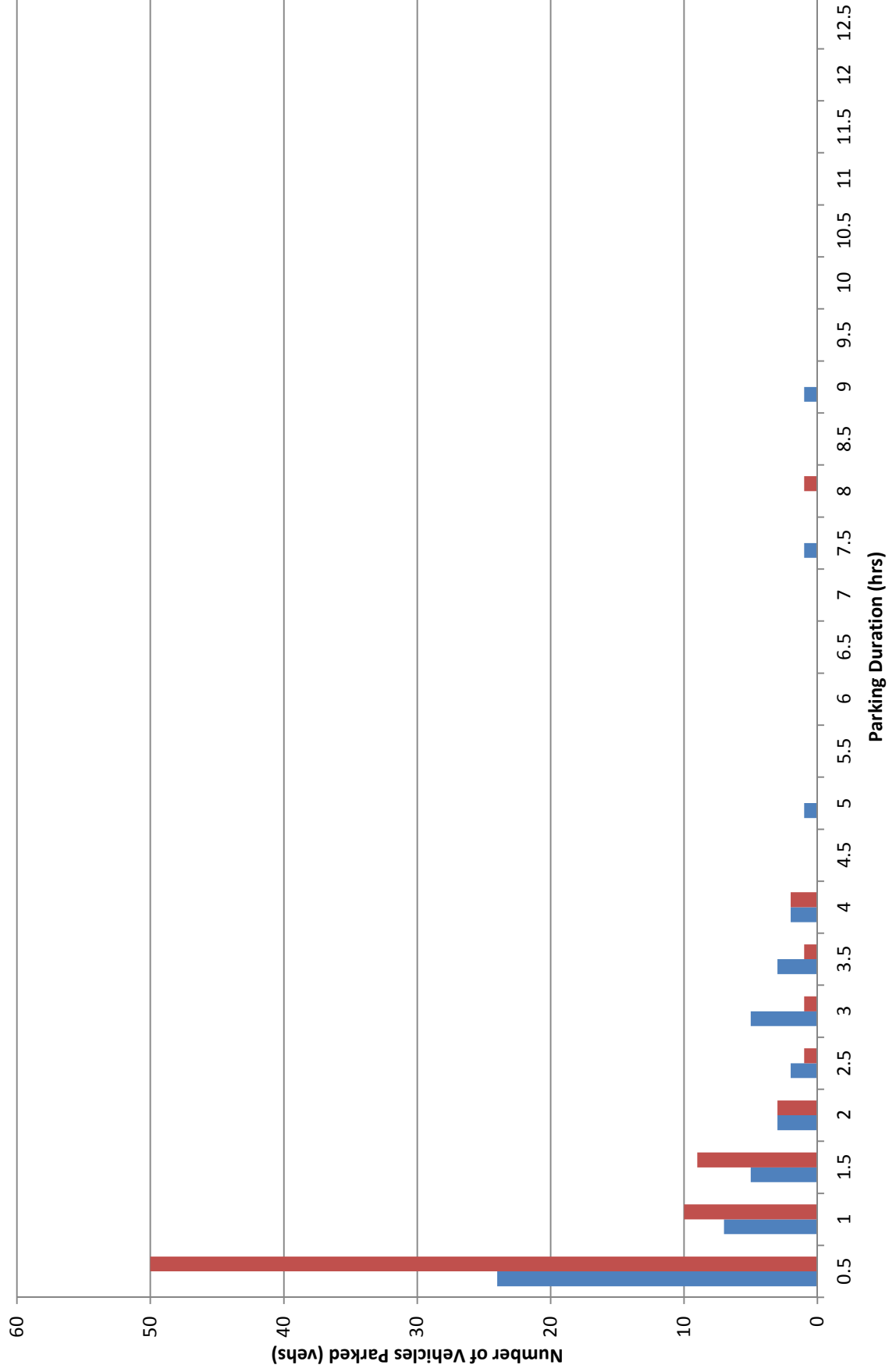
Edgewood Ave (Richmond to Eden)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



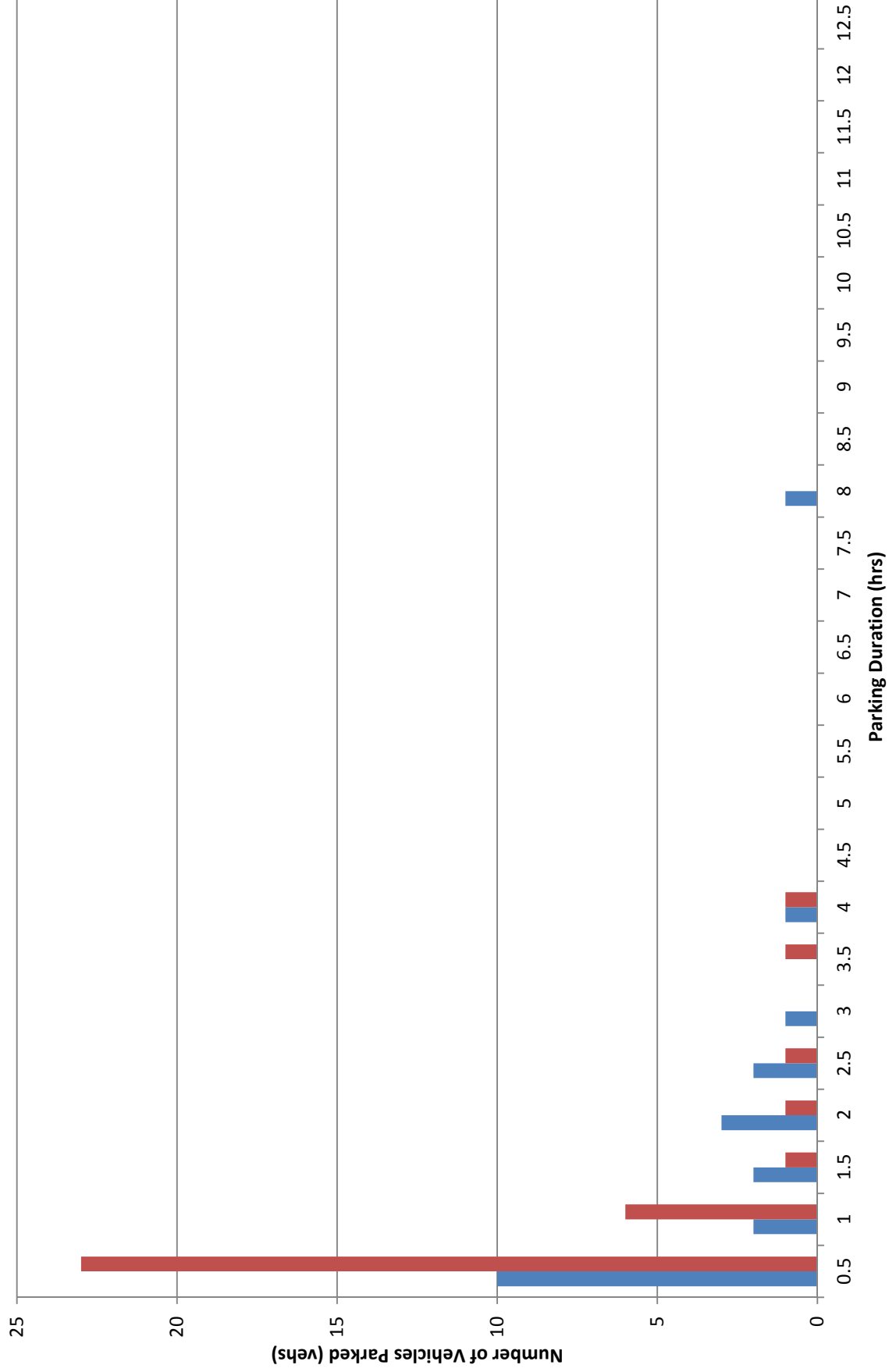
Edgewood Ave (Richmond to Eden) N. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



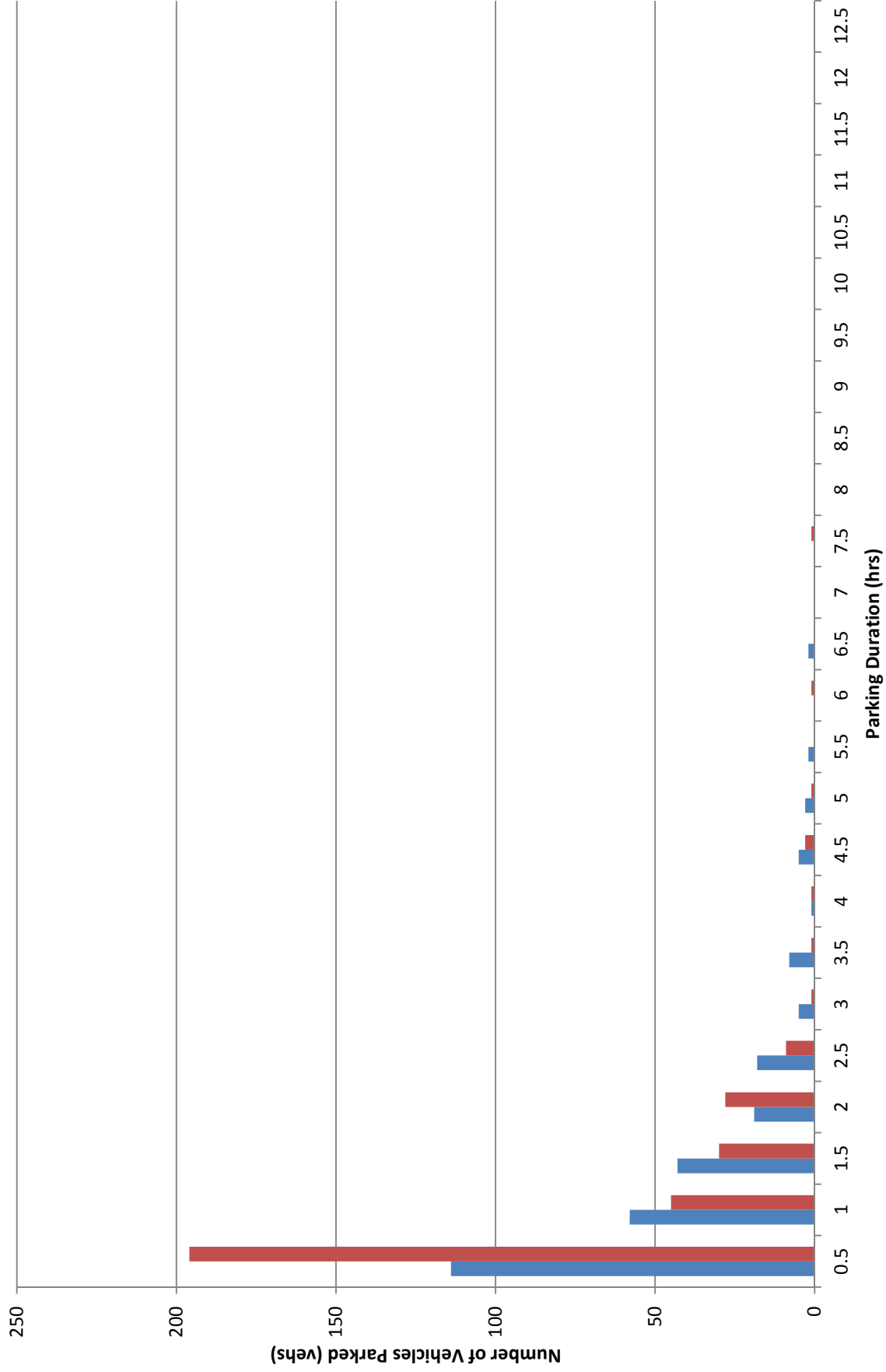
Edgewood Ave (Richmond to Eden) S. Section

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



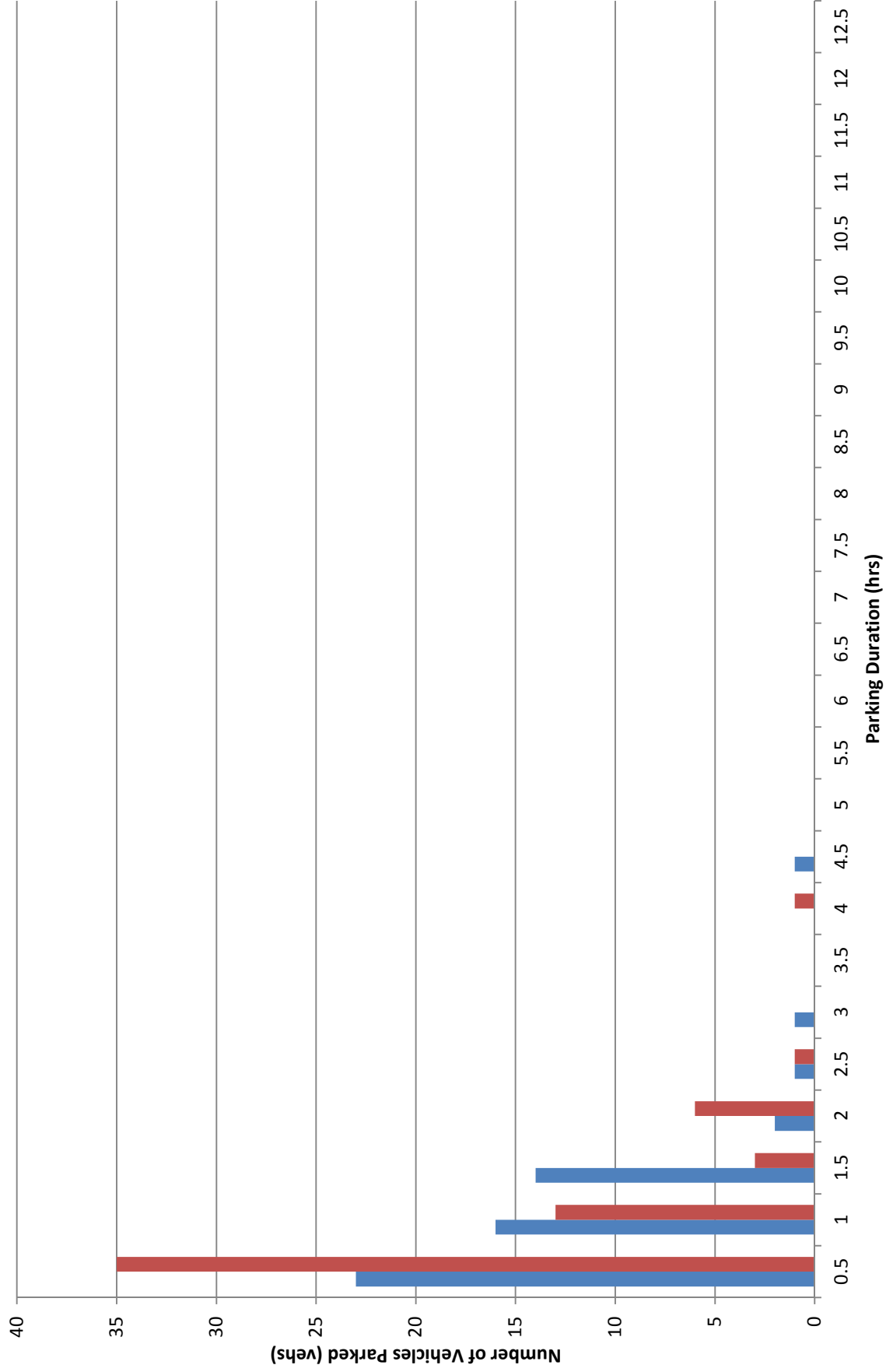
Danforth Ave S. Section (Churchill to Roosevelt)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



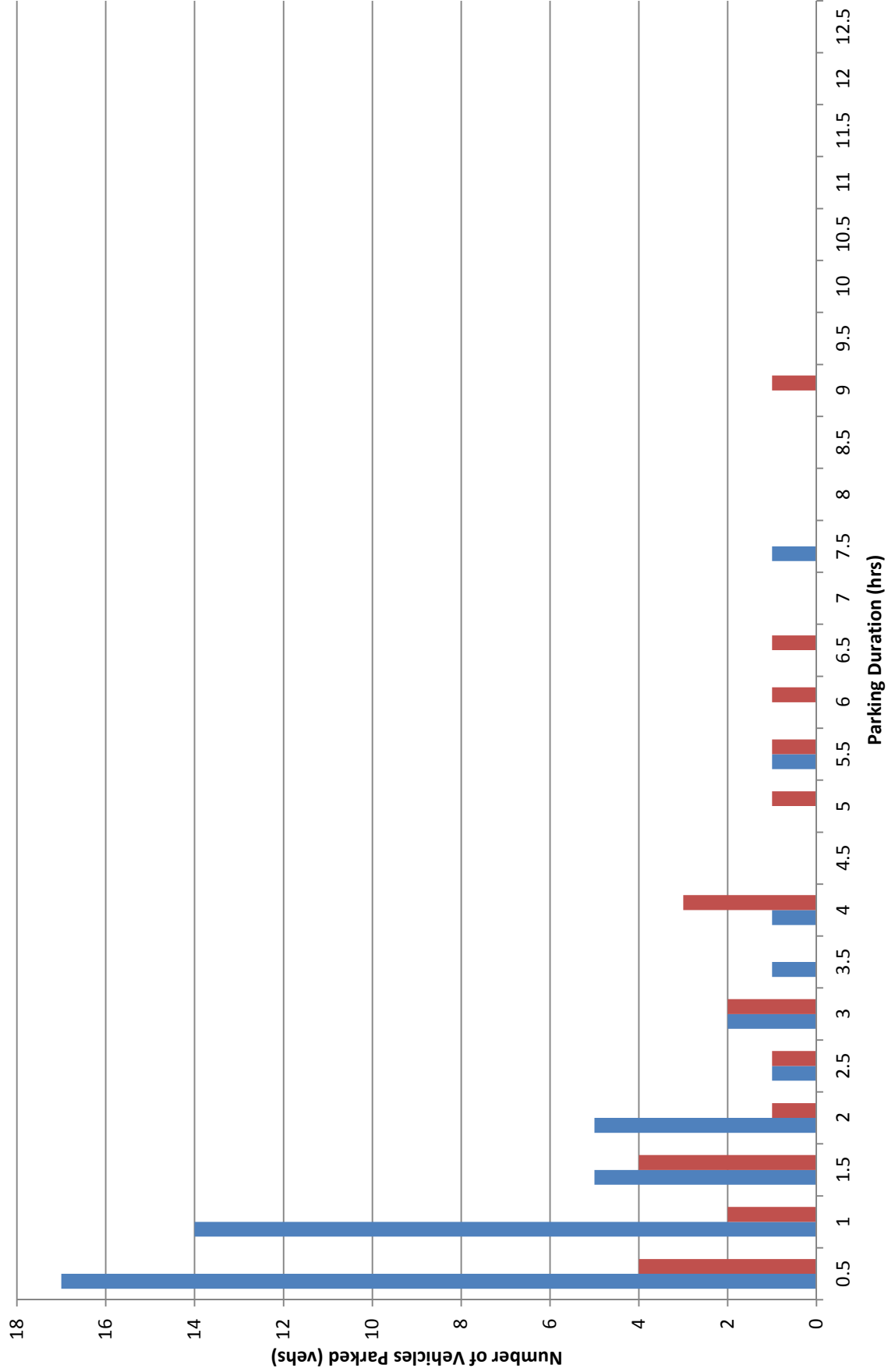
Danforth Ave N. Section (east of Roosevelt)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



Winona Ave (Richmond to Whitby)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)



Winona Ave (Whitby to Scott)

■ 17-Nov-11 (9:00AM - 9:00PM Thurs) ■ 29-Oct-11 (9:00AM - 5:30PM Sat)

