Attachment 'B'

Canada's Tournament Capital

CITY OF KAMLOOPS

Parking Management Plan

May 31, 2022 | Draft

bunt&associates

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Respectfully acknowledging that Kamloops is located on Tk'emlúps te Secwépemc territory, situated within the unceded ancestral lands of the Secwépemc Nation.

Thank you to City of Kamloops staff and council, and to the project stakeholders and community members who participated in public engagement activities.

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01 INTRODUCTION



This Parking Management Plan includes a set of tools that will help the City of Kamloops increase the efficiency of parking for the benefit of all people. Parking is an important part of the overall transportation system because it represents the beginning and the end of a trip when using a motor vehicle.

Good parking management:

- promotes efficient use of existing parking stalls.
- reduces the need for constructing high-cost parking.
- encourages growth in development.
- aids in the mitigation of traffic and safety related issues.
- minimizes potential impacts between districts (e.g., commercial and residents).
- generates revenue.
- improves social impacts.
- reduces environmental impacts.



STRATEGIC CONTEXT

The City of Kamloops has a desire to build a community that supports sustainable goals and objectives as outlined in their Official Community Plan, *KAMPLAN*. This Parking Management Plan (PMP) plays an important role in achieving those goals.

Project Objectives

The primary purpose of this study is to provide options to optimize parking supply while strategically supporting the development of a vibrant, growing, and attractive destination for shopping, working, living, recreating, and entertaining in Kamloops' downtown and the north shore Tranquille Road corridor.

The project objectives include:

- assessing parking conditions to answer parking questions and concerns within the study areas.
- engaging with all residents and key stakeholders representing community organizations, businesses, and iPass users.
- identifying customer service enhancements and fairness in parking practices by providing options, technologies, and information.
- supporting higher turnover while maintaining a governing role in long-term parking solutions.
- developing a parking system that will continue to pay for itself (will operate under a user-pay cost recovery model).

PROJECT SCHEDULE & ENGAGEMENT

Bunt & Associates was retained to develop a PMP for the downtown and the north shore Tranquille Road corridor. The five-phase project began in the fall of 2019 with completion in the summer of 2022.



Phase 1

Phase 1 aimed to define the parking problems and the opportunities. Bunt & Associates met with the City of Kamloops project team many times to review background information and related studies previously conducted.

Phase 2

Phase 2 involved working with the City to obtain seasonal parking data. During the spring of 2021, the COVID-19 pandemic resulted in the perception of significantly altered driving behavior, and a biased representation of parking data. Due to the timing of the pandemic, the project was extended to allow further parking data collection to accurately confirm parking behavior with seasonal data.

The arrival of COVID-19 shifted planned in-person engagement to online workshops and information sessions. The project consultant team presented the data collected to date with further data collection to represent the variation in parking demand pre-COVID-19 versus post COVID-19. In addition to the data presented, an issues and opportunities survey was conducted to understand the parking issues experienced by locals who live, visit, and work in the north shore and the downtown study areas. A solid response was received for both study areas, which the project consultant team analyzed and compared against the data collected.

Phase 3

Phase 3 began in the winter of 2022 with analysis of the robust data collection program together with the issues identified through the first round of stakeholder and public engagement. Draft parking management strategies to mitigate the parking issues identified were developed. The second round of public participation took place in the spring of 2022. During this round of engagement, the project team sought to both educate and obtain feedback on the level of agreement for the parking management strategies presented. Stakeholder workshops, public information sessions, and a survey for each the north shore and the downtown study areas were undertaken. Public participation was even higher than the first round of engagement efforts.

Phase 4

Phase 4 involved developing thoughtful criteria for the prioritization of parking management strategies and ultimately delivering this PMP on behalf of the City of Kamloops.

Phase 5

Phase 5 involves final decision-making and approval of the parking management strategy implementation efforts that can be delivered now together with measures that will support the City in the short-term (0-5 years) and the long-term (+10 year) time frames.

02 EXISTING CONDITIONS



An extensive data collection program for both the downtown and north shore study areas was undertaken by the City of Kamloops. The robust data collection accounted for seasonal variation in parking together with confirmation of parking inventory changes due to COVID-19 impacts. This section summarizes the outcomes of the efforts and presents existing parking conditions.

DATA COLLECTION PROGRAM

The City of Kamloops collected data for on-street parking between the months of November, 2020 and October, 2021. Information was captured during the weekdays and weekends between the hours of 8:00 am and 8:00 pm. A total of 12 count days were completed for the north shore study area and 36 count days were completed for the downtown study area.

The dates, days of the week, count locations, together with full details of the data collection program can be found in Appendix A: Data Collection.

Observed Parking Demand



Parking demand (or parking occupancies) refers to the number of parking spaces occupied by vehicles.

Based on industry practices and standards, the optimal occupancy level is 85% (i.e., 85% of parking spaces within a given area are occupied by vehicles) for short-stay parking. When short-stay parking occupancies exceed 85%, operations become inefficient, more vehicles circulate through neighbourhoods, and drivers may become frustrated, which can lead to perceived parking problems.

For parking facilities that cater to longer-stay parkers, such as surface lots and parkades, the threshold practical value can be in the order of 95%. Where facilities serve both short and long-stay parkers, the threshold practical value can be in the order of 90%.

Parking Duration and Turnover



Parking duration is defined as the length of time a vehicle is parked at a given space. The length of stay generally defines the type of parker (e.g., employee or customer). Vehicles parked more than 4 hours are typically defined as long-stay and reflect the parking behavior of employees and/or customers involved in all-day activities, specifically in commercial areas.

Parking durations less than 4 hours and generally between 1 to 2 hours reflect short stay parkers and typically reflect the behavior of customers completing quick trips.

Parking turnover is the number of vehicles that occupy a particular parking spot within 8 hours. The higher the number, the better is a parking space used.

NORTH SHORE STUDY AREA

The north shore area is shown in Exhibit 2.1. The study area was limited to the Tranquille Road corridor between Vernon Avenue and Wilson Street. The adjacent cross streets were also reviewed to determine the degree of impact associated with future development.

North Shore Existing Parking Inventory

An inventory of existing on-street public parking spaces was completed to gain understanding of the number of spaces, location of spaces, and form of parking control. The existing on-street parking supply and parking restrictions are shown in **Exhibit 2.1**.

There are 214 on-street parking spaces within the north shore study area, which is public parking supply for the area. Parking supply associated with the adjacent land uses (e.g., parking at the surface parking lots) were not included in this study. These spaces are private and limited to patrons destined to a particular land use (i.e., grocery store, medical building, etc.).

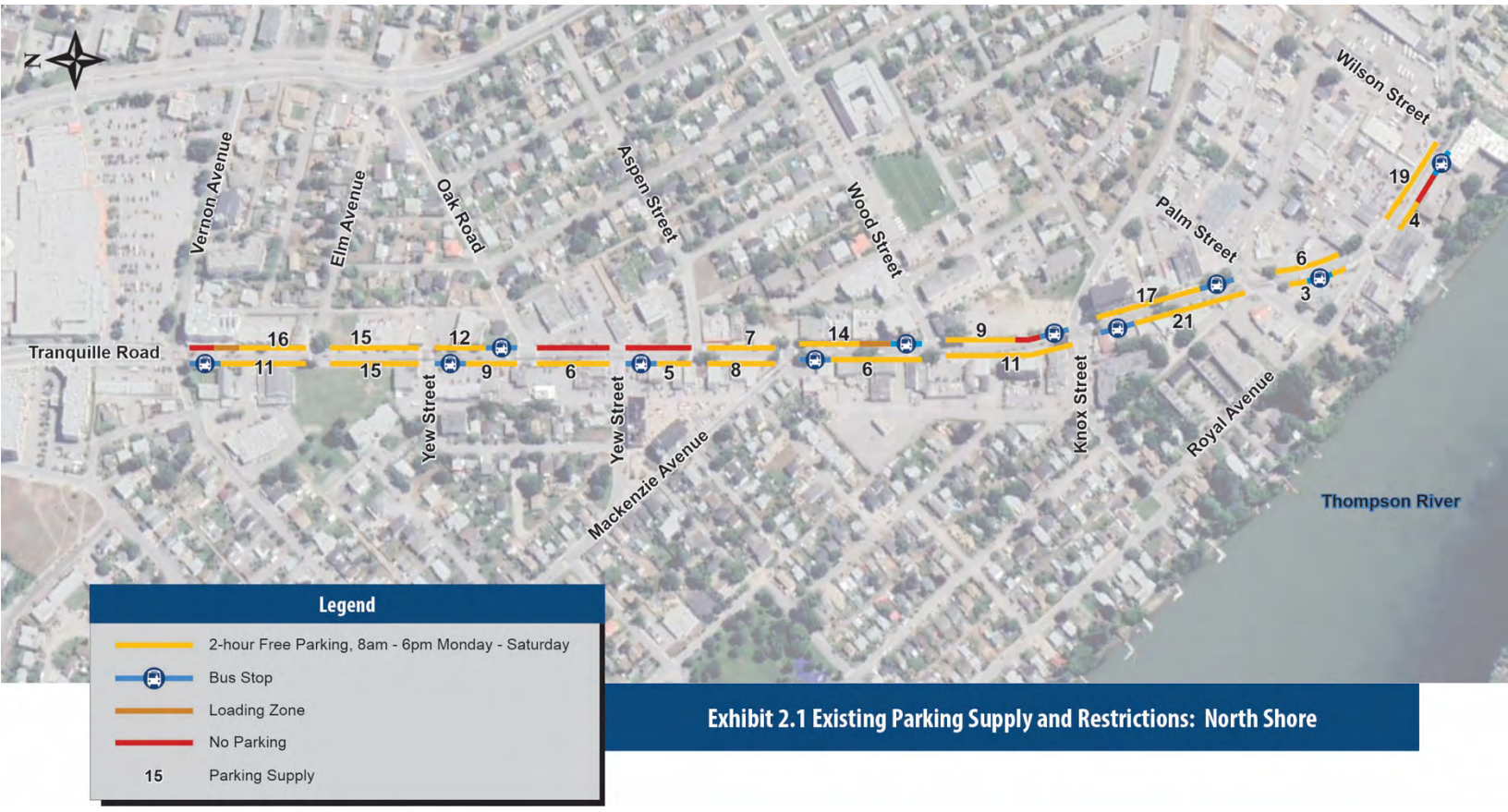


Exhibit 2.1 Existing Parking Supply and Restrictions: North Shore

North Shore Parking Demand Findings

The peak and average weekday hourly parking demand observed within the north shore study area are summarized in **Figure 2.1** below. The typical peak parking occupancy by block face is illustrated in **Exhibit 2.2** below.

The peak weekday and average weekday hourly parking demand observed within the north shore study area are summarized in **Appendix A: Data Collection**.

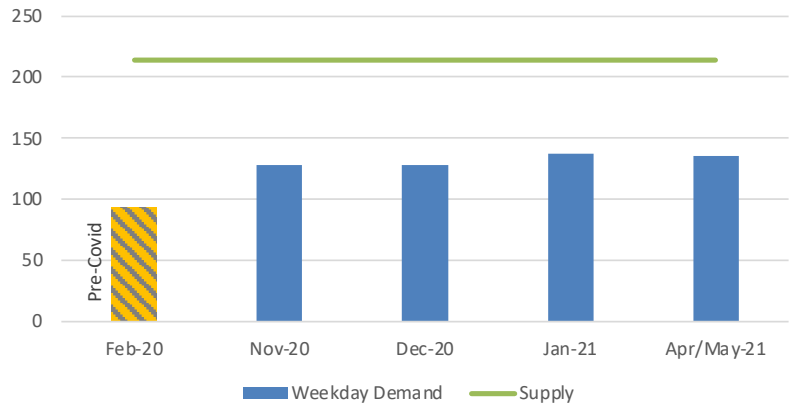


Figure 2.1 Peak On-Street Parking Demand: North Shore



Exhibit 2.2 Typical Peak On-Street Parking Demand by Block Face: North Shore

During the winter of 2020 and 2021, the north shore parking demand data was found to be consistent with February and early March 2020 (pre-covid closure) data, therefore no adjustment factor was applied to the observed north shore parking demand.

North Shore Parking Duration and Turnover Findings

Parking duration along Tranquille Road, specifically within the 2-hour time restricted on-street parking areas, were recorded for the purpose of identifying any issues with the current parking control. The average weekday on-street parking duration is summarized below.

- As shown, 98% of drivers who park on-street within the north shore study area park for a duration within the 2-hour time restriction, while 2% exceed a 3-hour stay.
- Overall, the 2-hour time restriction is not greatly exceeded and the average on-street parking duration within the North Shore is less than 1 hour.
- On average, each on-street parking stall within the north shore study area provides parking to 3.27 vehicles per day.

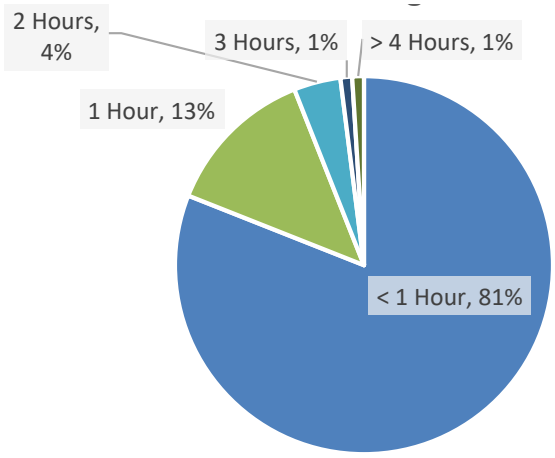


Figure 2.2 Peak On-Street Parking Demand: North Shore

North Shore Existing Conditions

Analysis of the existing parking demand along the Tranquille Road corridor confirms the following:

There is no significant parking shortfall

The results of the parking analysis confirmed that there is no significant parking shortfall in the north shore study area, and up to 75 on-street spaces are available during peak periods.

There are high demand parking locations

Although the current parking demand does not exceed the available parking supply, there are areas (up to 5 block faces) along the corridor that experience high usage and are fully occupied during the peak parking periods. The remaining block faces (13 block faces) are exhibiting occupancy rates of 70% or less.

Parking is available within a 2-block walking distance during peak periods

Tolerable walking distance from a parked vehicle to a destination is influenced by the type of user, trip purpose and stop duration. A review of the current parking behavior confirmed there is parking within proximity to the high usage areas. Considering the types of users, type of land uses, and the overall walking environment (i.e., outside/uncovered), the walking distance from the available parking is adequate to satisfy parking duration ranging from 30 minutes to 2 hours.

DOWNTOWN STUDY AREA

The downtown study area is shown on Exhibit 2.3 below. For this analysis, the area was split into the following three zones:

1. Downtown core

Downtown core consists of 3-hour paid on-street parking and all public off-street parking.

2. West downtown

West downtown consists of 2-hour free on-street parking located west of 6th Avenue. Residential parking permits are available within the 2-hour zones because the spaces front residential uses.

3. Southeast downtown

Southeast downtown consists of 2-hour free parking as well as unrestricted on-street parking located east of 6th Avenue. Residential parking permits are available within the 2-hour zones because the spaces front residential uses.

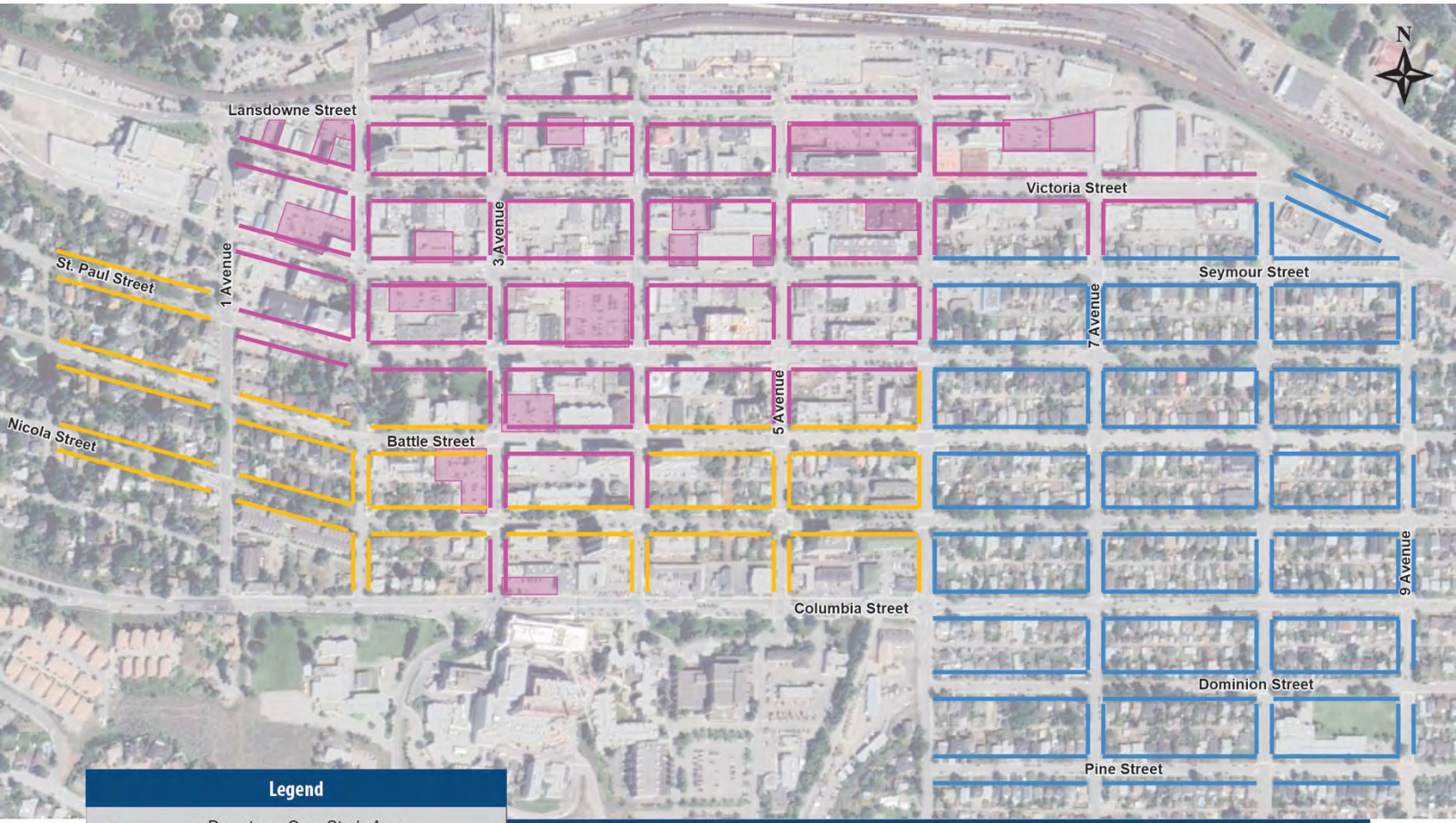


Exhibit 2.3 Study Area: Downtown

Downtown Existing Parking Inventory

An inventory of existing on-street and off-street public parking spaces was completed to gain understanding of the number of spaces, location of spaces, and form of parking control. The existing parking supply and parking restrictions are illustrated in **Exhibit 2.4** below and the proximity of public off-street parking are shown in **Exhibit 2.5** on the following page.

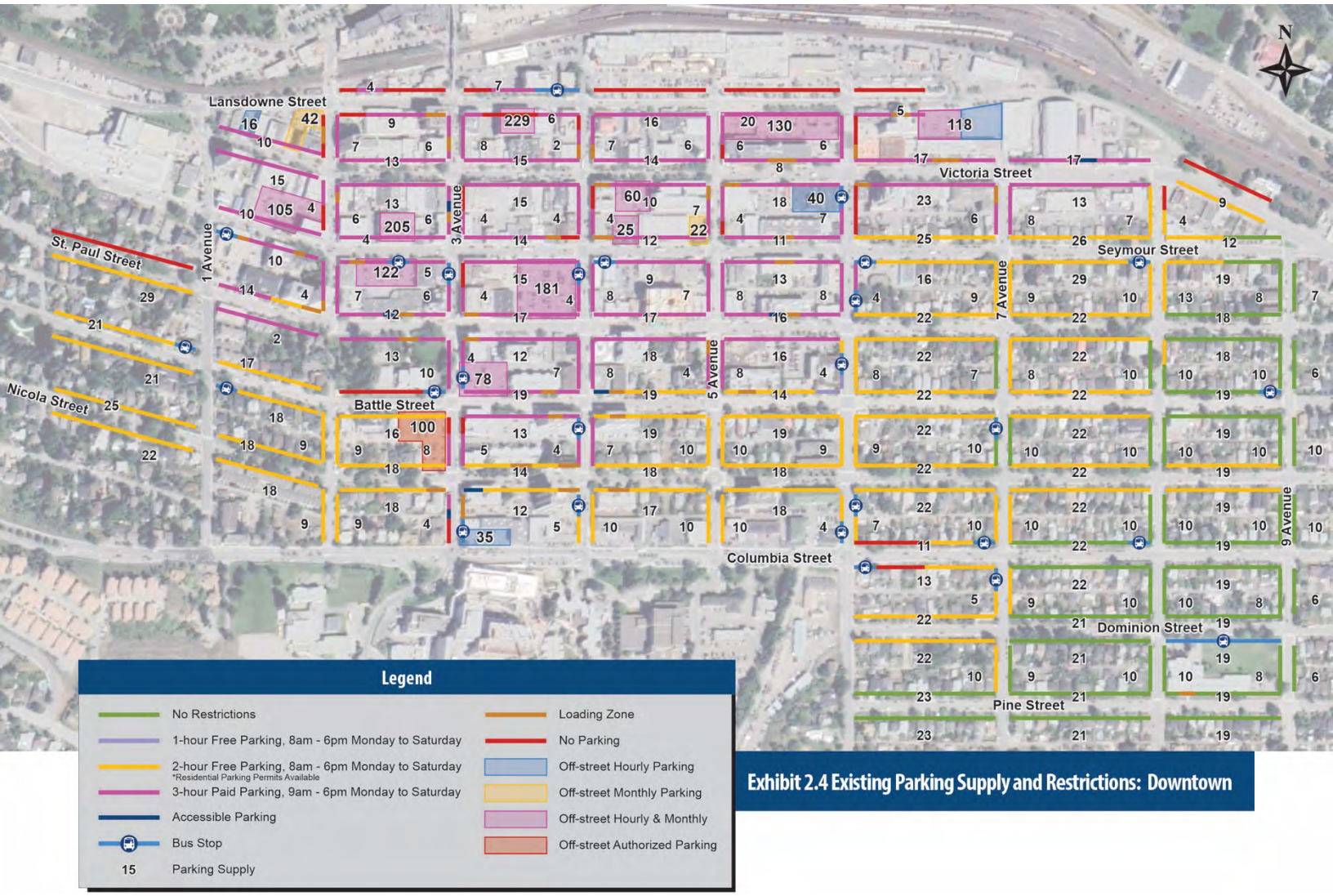


Exhibit 2.4 Existing Parking Supply and Restrictions: Downtown



Exhibit 2.5 Location of Off-Street Parking Supply: Downtown

Overall, there are up to 4,033 parking spaces within the downtown study area. Of the 4,033 spaces, approximately 1,508 spaces are defined as off-street (i.e., located in parkades or on-surface parking lots) and the remaining 2,525 spaces are on the street.

A breakdown of the parking inventory is shown in **Figure 2.3** to the right.

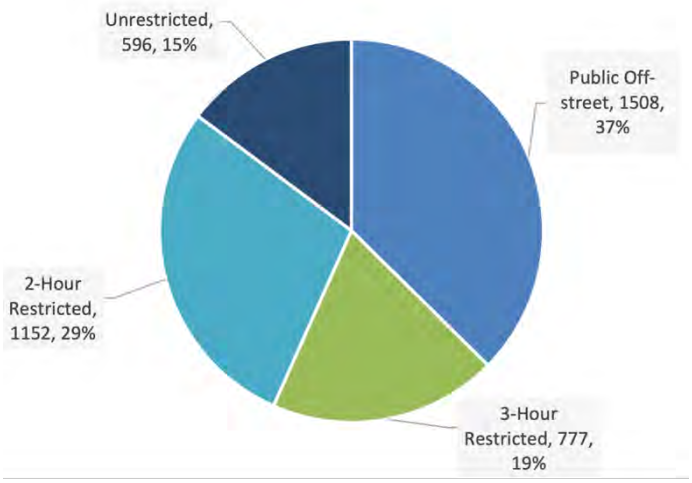


Figure 2.3 Breakdown of Parking Inventory: Downtown

The overall downtown peak parking demand by month for the off-street facilities and on the street are illustrated in **Figure 2.4** and **Figure 2.5** below.

The typical peak parking occupancy by block face and by off-street location are displayed in **Exhibit 2.6** and **Exhibit 2.7** on the following page.

The peak and average weekday hourly parking demand observed within the Downtown study by areas are summarized in **Appendix A: Data Collection**.

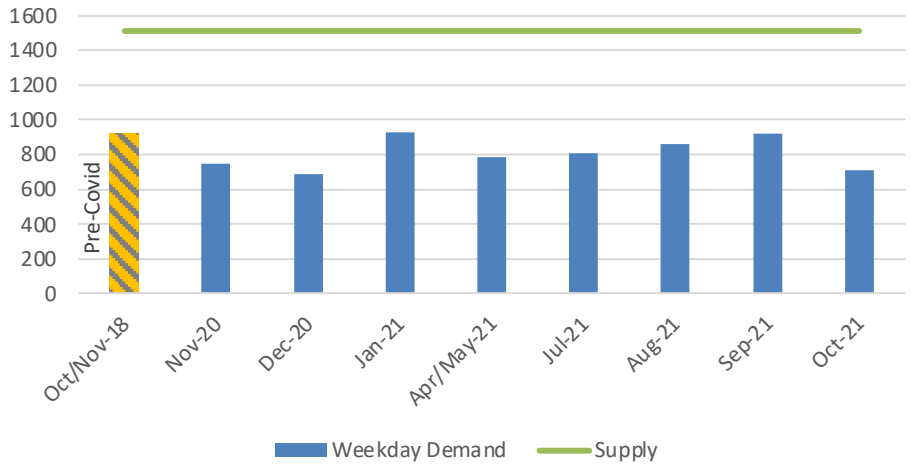


Figure 2.4 Peak Off-Street Parking Demand: Downtown

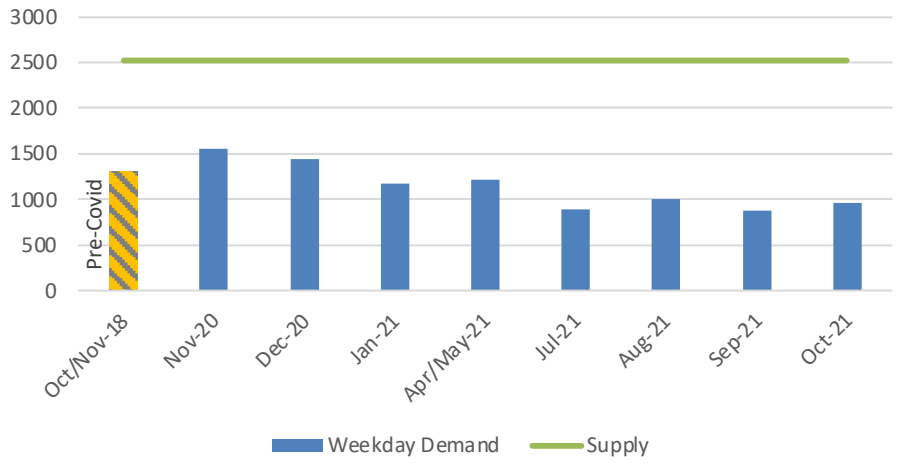


Figure 2.5 Peak On-Street Parking Demand: Downtown

The observed peak parking demand was compared to the pre-COVID-19 parking demand and it was found that the data collected during the COVID-19 pandemic was similar to the pre-COVID-19 conditions. As such, the observed parking demand was deemed to be representative of the existing parking conditions and no adjustments were made to the data set.

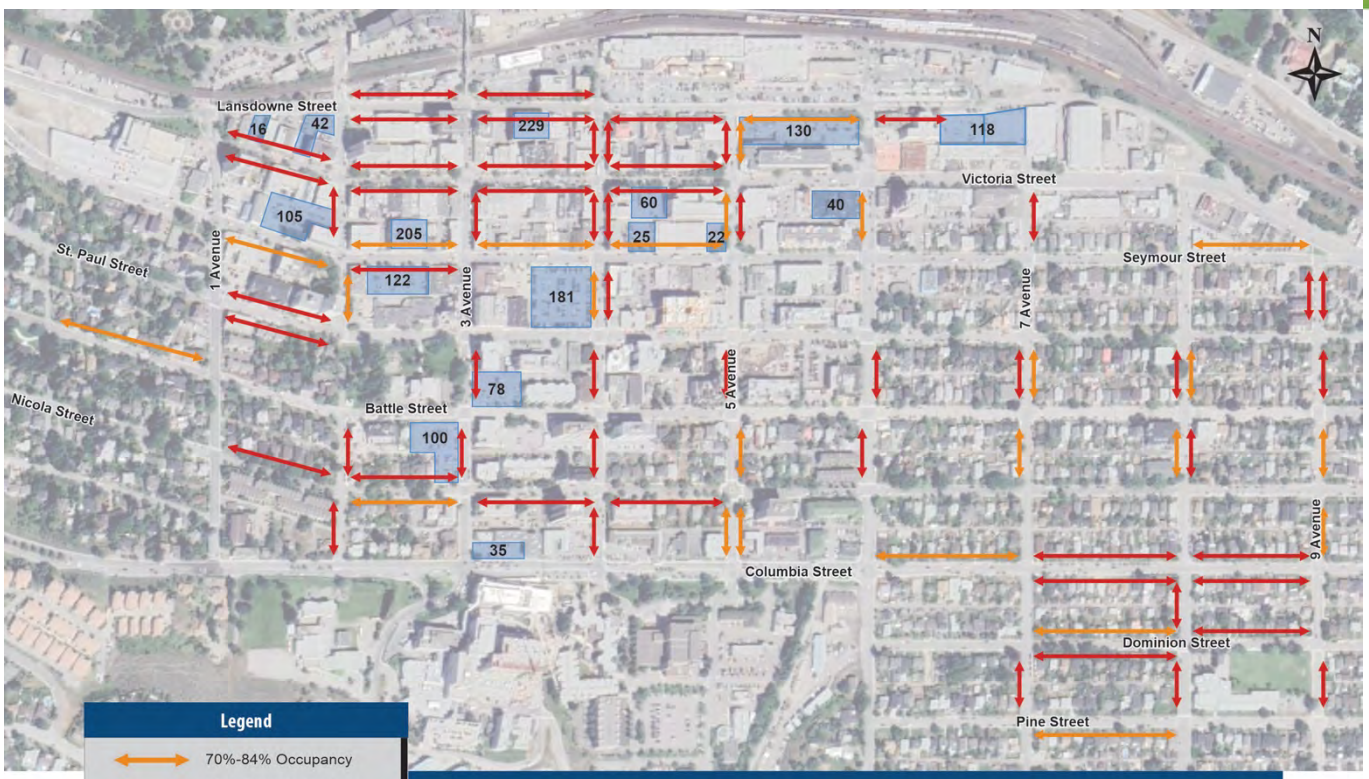


Exhibit 2.6 Typical Peak On-Street Parking Demand by Block Face: Downtown

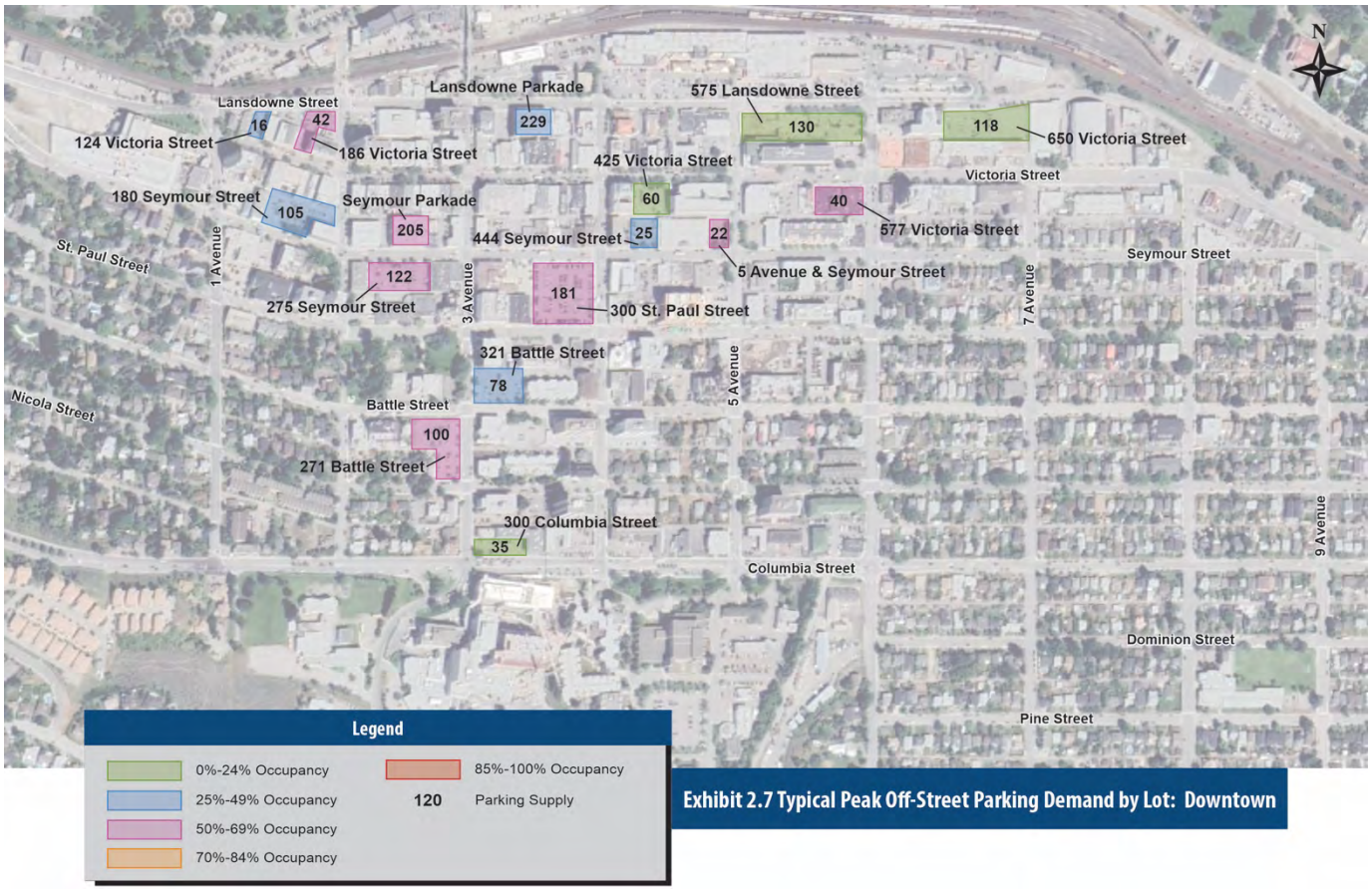


Exhibit 2.7 Typical Peak Off-Street Parking Demand by Lot: Downtown

Downtown Parking Duration and Turnover Findings

The average weekday parking duration for the on-street and off-street parking areas were reviewed to determine the type of parker using available spaces. Key findings are as follows:

- Approximately 74% of the parking customers who parked in an off-street facility are short-stay parkers.
- Up to 26% of the parking customers in an off-street facility are long-stay parkers.
- 83% of drivers who parked on the street parked for a duration less than the 3-hour time restriction.
- Up to 17% of on-street parkers are long-stay.
- The average on-street parking duration within the Downtown Core is 1 hour.
- On average, each on-street parking stall within the Downtown Core provides parking for 2.94 vehicles per day. That is, up to 3 vehicles use an on-street parking spot in a day.

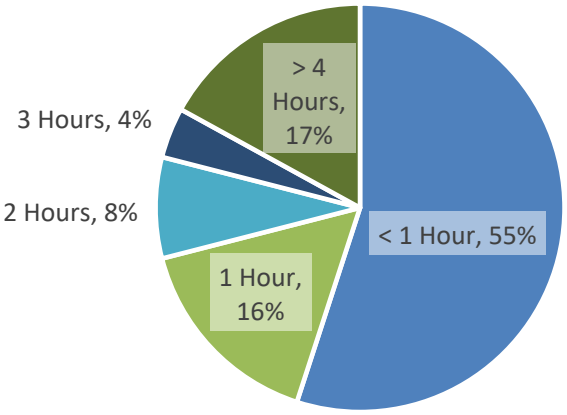


Figure 2.6 Average Weekday On-Street Parking Duration: Downtown

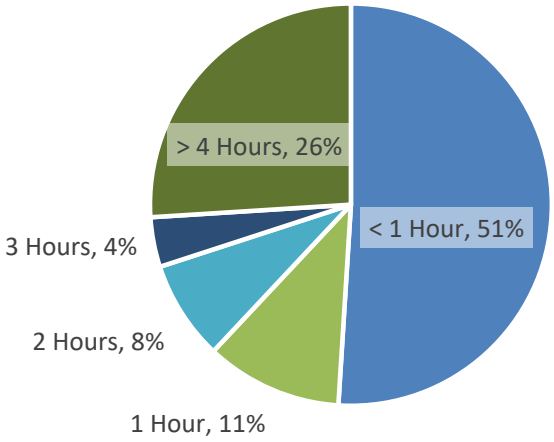


Figure 2.7 Average Weekday Off-Street Parking Duration: Downtown

Downtown Existing Conditions

Analysis of the existing parking demand confirms the following:

No significant parking shortfall

There is no current significant parking shortfall in the downtown study area. Up to 1600 spaces (600 off-street and 1000 on-street spaces) are available during peak periods.

There are high demand parking locations

Although the current parking demand does not exceed the available parking supply, there are areas within the Downtown that experience high-use and are fully occupied during the peak parking-demand periods, specifically on the street. These high-use areas are localized to the Downtown core area. The on-street spaces located in the southwest Downtown and southeast Downtown zones are generally experiencing 50% occupancy rate.

Parking is available within 2-block walking distance during peak periods

The length of the walk from the parked vehicle to the destination is influenced by the type of user, trip purpose, and stop duration. Generally, stops with shorter duration should have convenient parking when compared to longer duration stops. The typical acceptable walking distance from a parking location to shopping/ entertainment related trips is approximately 2 to 3 blocks (300 m to 800 m/1000 ft to 2,500 ft and 100 m to 400 m/500 ft to 1,200 ft).

A review of the current parking behavior confirmed there is adequate parking within proximity of the high usage areas. Considering the type of users, type of land uses, and the overall walking environment (i.e., outside/uncovered), the walking distance from the available parking could satisfy stop durations ranging from 30 minutes to 2 hours.

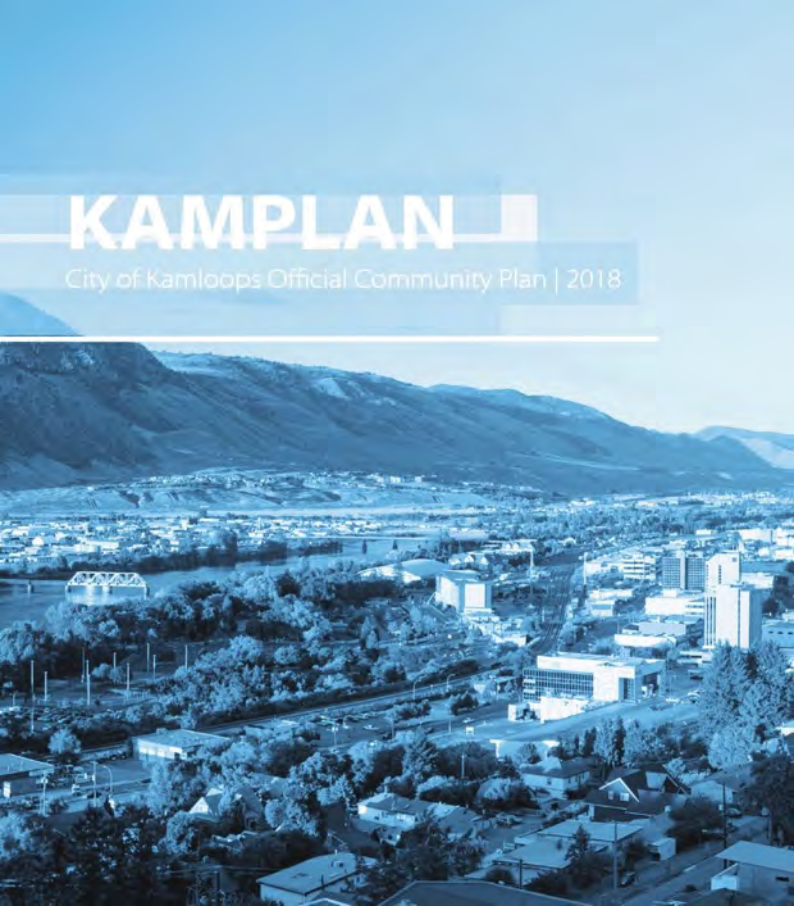
Off-street parking facilities are underutilized

The average peak demand typically occurs in the afternoon and the average peak parking occupancy is 55%. Most the off-street parking facilities do not exceed available parking supply. Up to 500 to 600 parking spaces are available to the public during peak parking periods.

03 FUTURE CONDITIONS



The City of Kamloops is focusing future growth in the city core, which includes the downtown and the Tranquille Road corridor. The core is anticipated to accommodate 20% of the city's growth in the coming 20 years with the potential for over 6,000 new residents between 2017 and 2039. The City's Official Community Plan (commonly referred to as *KAMPLAN*) provides the vision for how the City plans to evolve.



CONNECTION TO KAMPLAN

A retail analysis that was conducted during the development of *KAMPLAN* indicated that Kamloops had an oversupply of retail space. Given this, no significant change to the amount of retail space is anticipated for consideration in the PMP. However, new office space is expected along with the primary change in land use for both the downtown and north shore areas anticipated to be multi-family residential developments.

Community Values Relevant to This PMP

Develop complete neighbourhoods that are safe, accessible, inclusive, and are easy to get around.

Support urban densification and focus densification in mixed-use centres.

Improve transportation and connectivity by providing safe and convenient access through the city as well as investing in street, transit, and active transportation infrastructure.

Promote economic resiliency that attracts new business and provides opportunities for residents to prosper.

Key Transportation Policies

Continue to use payment in-lieu of parking for every approved parking stall reduction and assign the funds towards transit and pedestrian upgrades.

Consider parking variances when sustainable transportation options and incentives are provided.

Explore the potential for residential on-street parking permits to be considered towards meeting off-street parking requirements in the Zoning Bylaw.

BYLAW OFF-STREET PARKING RATIOS

Table 3.1 below summarizes the current off-street minimum vehicle parking ratios in the Zoning Bylaw which are relevant for the PMP.

The current Zoning Bylaw exempts most off-street parking requirements within the central downtown zone, which mostly aligns with the downtown core planning area. Within this zone, only one parking stall is required per residential unit. Developments can provide additional parking, but it is not required for other uses (such as office, retail, and the potential Kamloops Centre for the Arts). The remainder of downtown requires off-street parking for all land uses at the typical rates applied to most of the city.

The Tranquille Road corridor in the north shore follows the City's typical minimum parking requirements for commercial land uses but has a slightly lower residential requirement at 1.0 stall/unit for residents and 0.15 stalls/unit for visitors.

Table 3.1 Current Bylaw Minimum Parking Ratio

LAND USE	DOWNTOWN - EXEMPT	DOWNTOWN – NON-EXEMPT	NORTH SHORE
Residential	1.0 stall/unit	0.85-2.15 stalls/unit	1.0 stall/unit
Residential Visitors	-	0.13-0.33 stalls/unit	0.15 stalls/unit
Office	-	3 stalls/100 SM	3 stalls/100 SM
Retail	-	3 stalls/100 SM	3 stalls/100 SM
Performing Arts	-	1 stall/7 seats	1 stall/7 seats

PARKING DEMAND RATIOS

The changes in future parking demand were estimated for the weekday midday and evening periods. The weekday midday period is currently the busiest parking period downtown. The parking ratios for estimating the future changes in parking demand were obtained by considering the following:

The Institute of Transportation Engineers (ITE) Parking Generation Manual (5th edition)

Provides parking demand data for a range of time periods for common land uses. The data is primarily only available from 'General Urban/Suburban' settings where the 90% to 95% of trips are made by vehicles and parking is generally free.

Kamloops' existing vehicle mode share

Assumed to be 80% based on the most recent Census. This mode share is for 'journey to work' but is assumed to be like other types of travel.

The potential Kamloops Centre for the Arts

The weekday evening demand was assumed to be equal to the Zoning Bylaw requirement for theatres that are not in the downtown parking exemption zone. It was further assumed that the midday demand would be one third of the evening demand.

Previous parking studies

Conducted by Bunt & Associates in cities throughout British Columbia and Alberta.

Table 3.2 below presents the estimated peak parking demand ratios for the weekday midday and evening periods. The assumed ratios adjust the ITE parking data based on the Kamloops assumed 80% driver mode share.

Table 3.2 Assumed Parking Demand Ratio

LAND USE	SOURCE	WEEKDAY MIDDAY		WEEKDAY EVENING	
		ITE – General Urban/Suburban	Assumed Rate	ITE – General Urban/Suburban	Census Adjusted
Residential Visitors	Bunt Studies	N/A	0.04 vehicles/unit	N/A	0.10 vehicles/unit
Office	ITE 710	2.6 vehicles/100 SM	2.3 vehicles/100 SM	0.5 vehicles/100 SM	0.5 vehicles/100 SM
Retail	ITE 820	2.1 vehicles/100 SM	1.9 vehicles/100 SM	1.9 vehicles/100 SM	1.7 vehicles/100 SM
Performing Arts	Zoning Bylaw	N/A	1 vehicle/21 seats	N/A	1 vehicle/7 seats

NORTH SHORE LAND USE FORECAST

The City is planning for considerable growth along the Tranquille Road corridor.

Table 3.3 below summarizes the anticipated land use changes which includes 1,800 residential units, 5,500 square metres of office space, and 1,400 square metres of retail space. There are no publicly available off-street parking areas in the north shore, so development would not impact the public parking supply.

The proposed development locations along the Tranquille Road corridor are shown in **Exhibit 3.1** below.

Table 3.3 Land Use Forecast: North Shore

HORIZON	RESIDENTIAL UNITS	OFFICE	RETAIL
0-5 Years	300 units	5,450 SM	1,370 SM
6-10 Years	300 units		
11-20 Years	1,200 units		
TOTAL	**1,800 UNITS**	**5,450 SM**	**1,370 SM**



Exhibit 3.1 Land Use Forecast: North Shore

NORTH SHORE FUTURE PARKING CONDITIONS

The Tranquille Road corridor is anticipated to grow with a range of land uses, but particularly residential.

Table 3.4 below illustrates that the parking supply provided with new buildings is anticipated to exceed the weekday midday and evening parking demands by about 10%. Therefore, the anticipated land use changes are not estimated to significantly alter the existing on-street parking conditions.

Table 3.4 Future Parking Changes: North Shore

	WEEKDAY PARKING DEMAND		ASSUMED PARKING SUPPLY	AVAILABLE OFF-STREET PARKING STALLS	
	Midday	Evening		Midday	Evening
0-5 Years	464	382	551	87	169
6-10 Years	312	330	345	33	15
11-20 Years	1,248	1,320	1,380	132	60
TOTAL	**2,024**	**2,032**	**2,276**	**252**	**244**

Figures 3.1 below illustrates how the weekday midday demand and supply for public parking in the north shore study area is forecasted to change over the next 20 years.

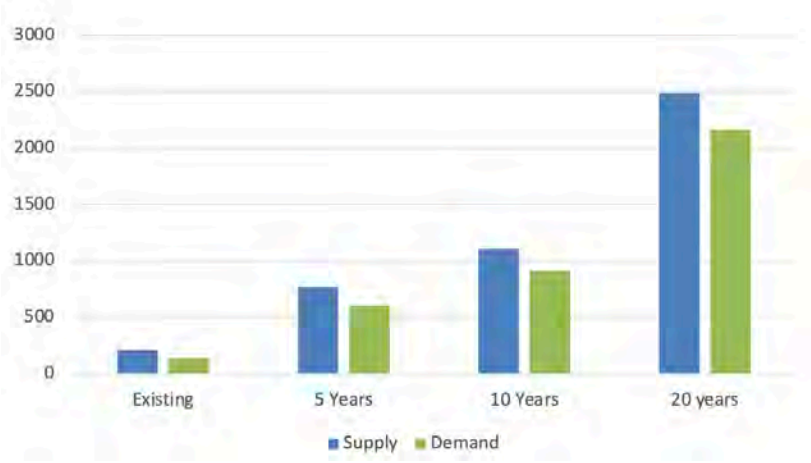


Figure 3.1 Parking Forecast: North Shore

NORTH SHORE FUTURE PARKING IMPACTS

Although parking requirements are expected to be accommodated on the redeveloped sites, the application of parking relaxations combined with the reduction of non-bonafide parking spaces (i.e., informal public parking), may negatively impact adjacent residential communities.

Exhibit 3.2 below illustrates the potential migration/impacts to the adjacent communities at the 20-year planning horizon.

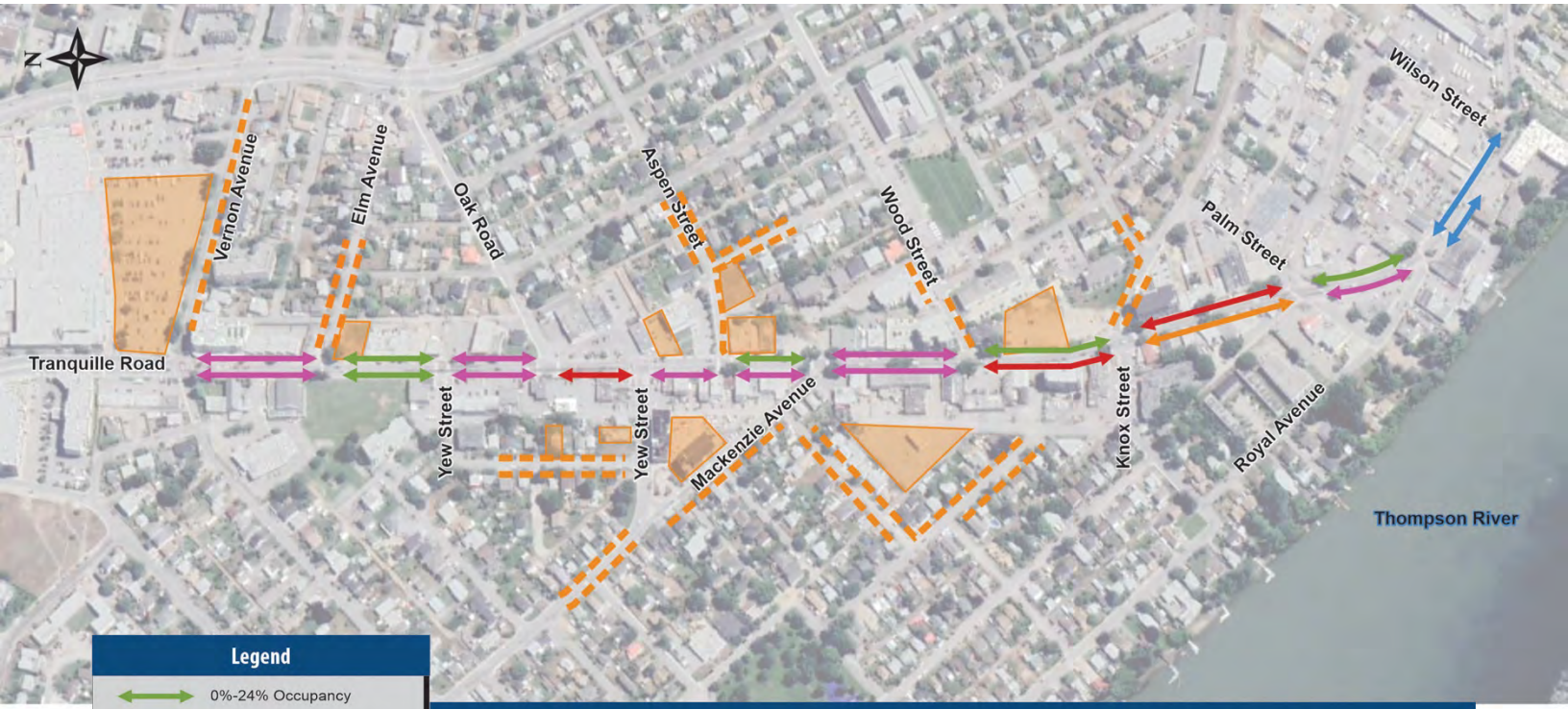


Exhibit 3.2 Future Peak On-Street Parking Impacts – 20-Year Horizon: North Shore

DOWNTOWN LAND USE FORECASTS

Land use forecasts were prepared for the 5, 10, and 20-year horizons.

The anticipated residential and mixed-use developments were estimated based on population forecasts previously prepared by the City. The only non-residential developments included in the analysis are those which have an active development application or have conducted a development inquiry meeting with the City.

To understand the general location of future parking demands, the downtown planning area was divided into three zones: Core, Southwest, and Southeast. In addition, increasing the number of homes, jobs, and other uses will impact the number of off-street parking stalls. Redevelopment of existing surface parking lots is anticipated which will also affect the number of off-street parking spaces. The proposed development locations within the downtown are shown in **Exhibit 3.3** below.

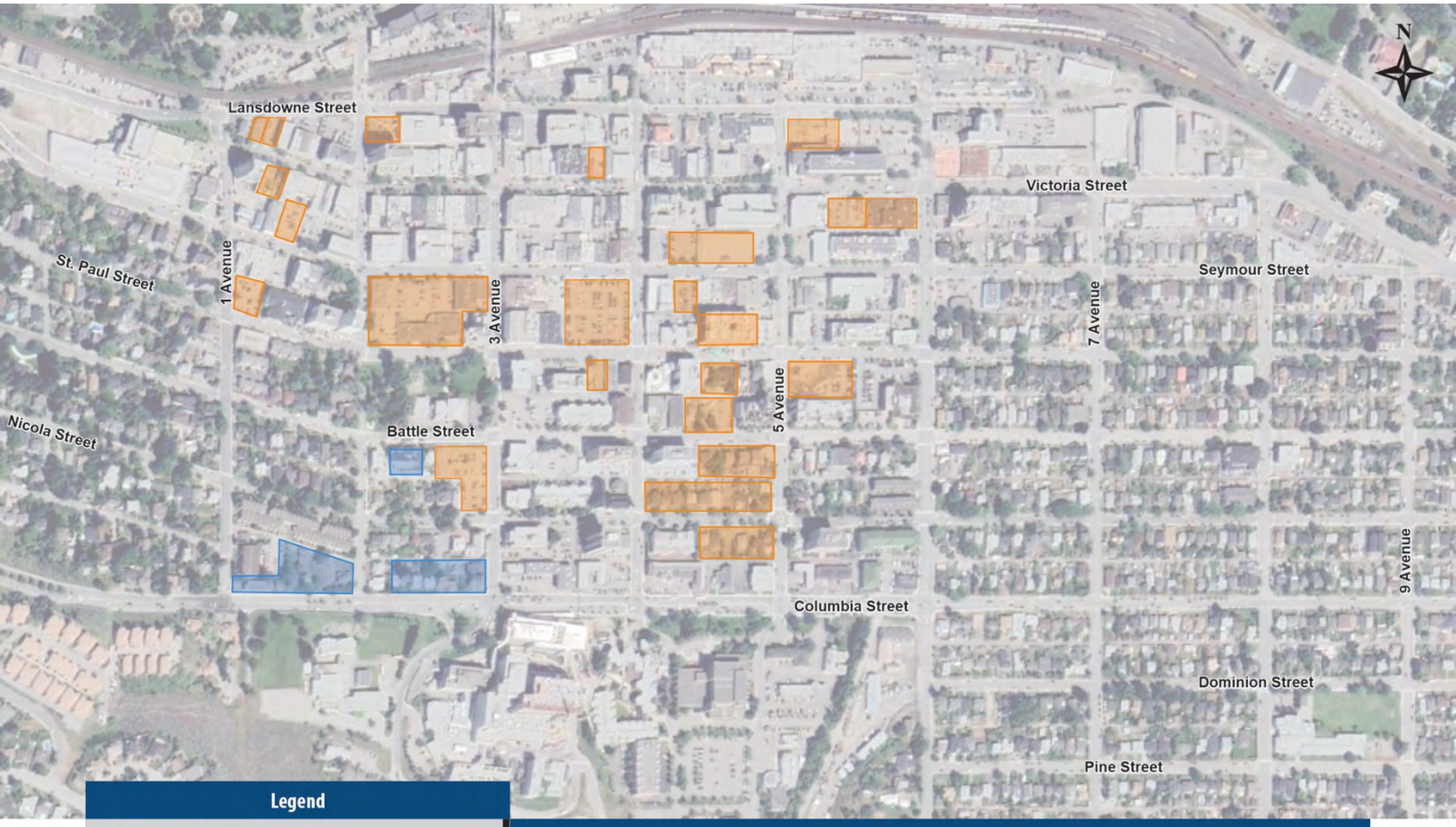


Exhibit 3.3 Land Use Forecast: Downtown

Downtown Core

The downtown core is anticipated to have the most significant degree of development. **Table 3.5** below summarizes the anticipated land use changes, which included 1,500 residential units, 4,700 square metres of office space, and 16,500 square metres of retail space (predominantly ground-floor retail in a mixed-use buildings). Within the downtown core, the City generally requires active commercial ground-floors within residential buildings. The potential Kamloops Centre for the Arts (KCA) has also been included in the analysis; however, it is still subject to funding approval. The land use forecasts result in approximately 540 publicly available off-street parking stalls being removed for development.

Table 3.5 Land Use Forecast: Downtown Core

HORIZON	RESIDENTIAL	OFFICE	RETAIL	THEATRE	LOSS OF PUBLIC PARKING STALLS
0-5 Years	710 units	4,700 SM	5,890 SM		80 Stalls
6-10 Years	250 units		4,350 SM		100 Stalls
11-20 Years	540 units		6,260 SM		180 Stalls
KCA				11,000 SM (1,650 seats)	181 stalls
TOTAL	**1,500 UNITS**	**4,700 SM**	**16,500 SM**	**11,000 SM (1,650 SEATS)**	**541 STALLS**

Southwest Downtown

The southwest downtown is anticipated to have residential developments only, with 500 units forecasted over the next 20 years. **Table 3.6** below summarizes the forecast. Although no significant changes to publicly available off-street parking is anticipated, there is an off-street parking lot used by the Royal Inland Hospital that could be redeveloped.

Table 3.6 Land Use Forecast: Southwest Downtown

HORIZON	RESIDENTIAL UNITS
0-5 Years	270 units
6-10 Years	80 units
11-20 Years	150 units
TOTAL	**500 UNITS**

Southeast Downtown

The City does not anticipate any significant land use changes within the southeast downtown area. While the parking conditions could change over time due to other reasons (i.e., higher parking demand from the downtown core), no changes to land use is planned for in this area.

DOWNTOWN FUTURE PARKING CONDITIONS

The following sections describe the changes in future parking conditions, focusing on the change in parking supply and demand of publicly available parking including on and off-street parking. Since it is assumed that new developments will provide enough parking for residents, the future parking conditions could be affected by residential visitors, commercial developments, and reductions in publicly available parking.

Downtown Core

Future parking conditions in the downtown core will be impacted by new developments resulting in more people living, working, and enjoying the downtown. Some of the developments will occur on properties currently used as off-street parking, leading to a reduction in off-street parking supply. **Table 3.7** below summarizes the anticipated parking demand and supply of the anticipated development projects. The net difference of these two values is presented as the additional public parking demand, the loss of publicly available parking stalls is also presented.

Table 3.7 Future Parking Changes: Downtown Core

HORIZON	WEEKDAY PARKING DEMAND		ASSUMED PARKING SUPPLY	ADDITIONAL PUBLIC PARKING DEMAND		PARKING STALL LOSS
	Midday	Evening		Midday	Evening	
5 Years	978	922	866	112	56	80
10 Years	392	401	309	83	92	100
20 Years	683	702	544	139	158	178
KCA	81	237	70	11	167	181
TOTAL	**2,290**	**2,263**	**1,789**	**343**	**474**	**541**

Over the next 20 years, the anticipated rate of development in the downtown core could increase the demand for publicly parking by 300 to 350 vehicles during the weekday midday period, which is currently the peak period for parking in downtown. The parking demand from the KCA is anticipated to be accommodated on-site unless there is a large event. For analyses purposes, it was assumed that a large event would only occur during the weekday evening.

During the weekday evening, the parking demand for public parking could increase by around 300 vehicles in addition to 170 vehicles from the KCA. At the same time, public parking could reduce by 360 without the KCA and 540 with the KCA.

Figures 3.2 and **3.3** below illustrate how the weekday midday demand and supply for public parking in the downtown core is forecasted to change over the next 20 years, with and without the potential KCA.

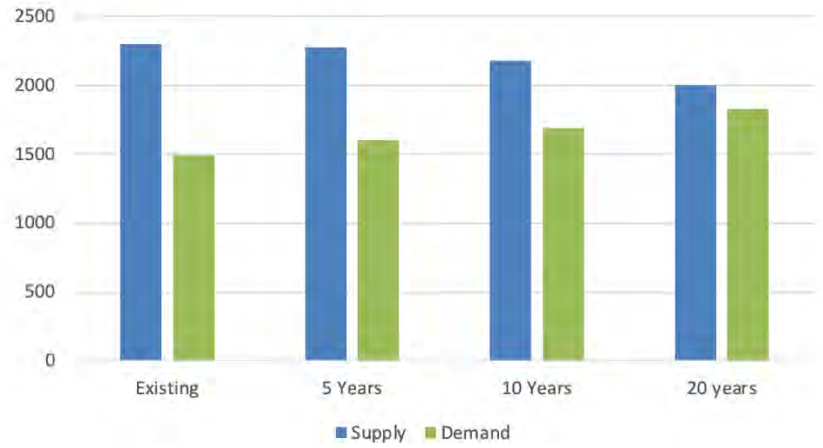


Figure 3.2 Parking Forecast: Downtown without the KCA

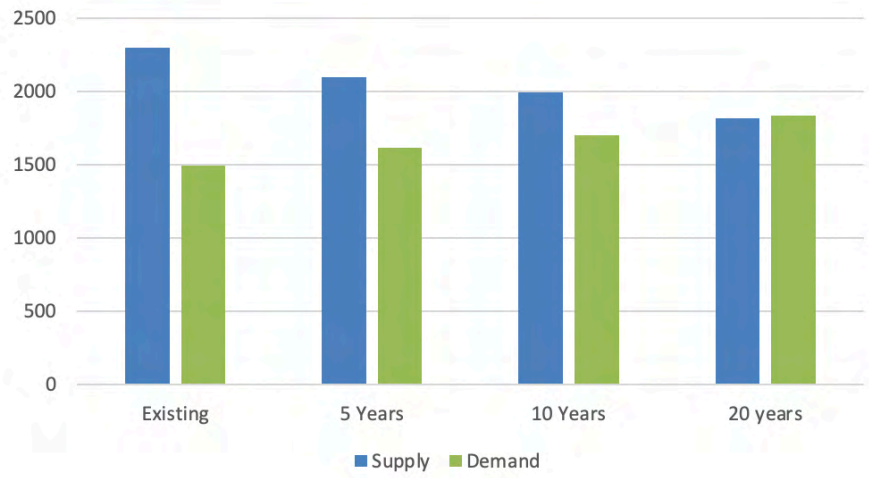


Figure 3.3 Parking Forecast: Downtown with the KCA

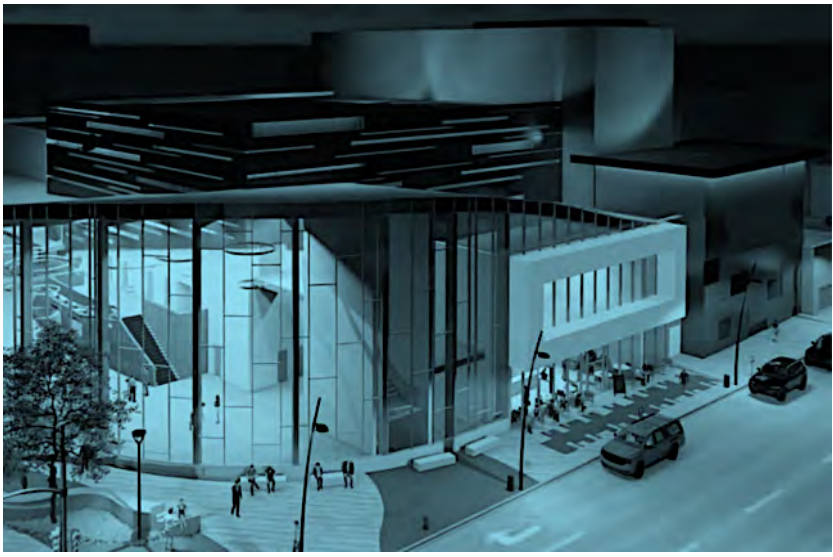
Southwest Downtown

Southeast downtown is only planned to accommodate residential developments. Since the Zoning Bylaw requires off-street parking for residents and residential visitors in this area, all additional parking demand is anticipated to be accommodated within new buildings. Although no significant changes to publicly available off-street parking is anticipated, there is an off-street parking lot used by the Royal Inland Hospital that could be developed.

Southeast Downtown

As previously mentioned, the City does not anticipate significant land use changes within the southeast downtown area. While the parking conditions could change over time due to other reasons (i.e., higher parking demand from the downtown core), no changes to land use is planned for in this area. The area also does not have any publicly available parking lots which could be redeveloped.

DOWNTOWN FUTURE PARKING IMPACTS



Proposed Kamloops Centre for the Arts; Image Source 'Kamloops Centre for the Arts 2019 Business Case'

While the midday parking demand is anticipated to increase by 300 to 350 vehicles, approximately 540 parking stalls could be lost by the 20-year horizon. Although the resulting parking demand is expected to slightly exceed the available supply in this area, the reduction in parking supply is expected to have a negative impact on the adjacent streets. That is, without application of a parking management strategy employees and customers will seek out the available parking outside the downtown core into the southwest and southeast zones of downtown.

Exhibits 3.4 to **3.9** on the following pages illustrate the potential migration/impacts to the adjacent communities at the 5-year, 10-year, and 20-year planning horizons.

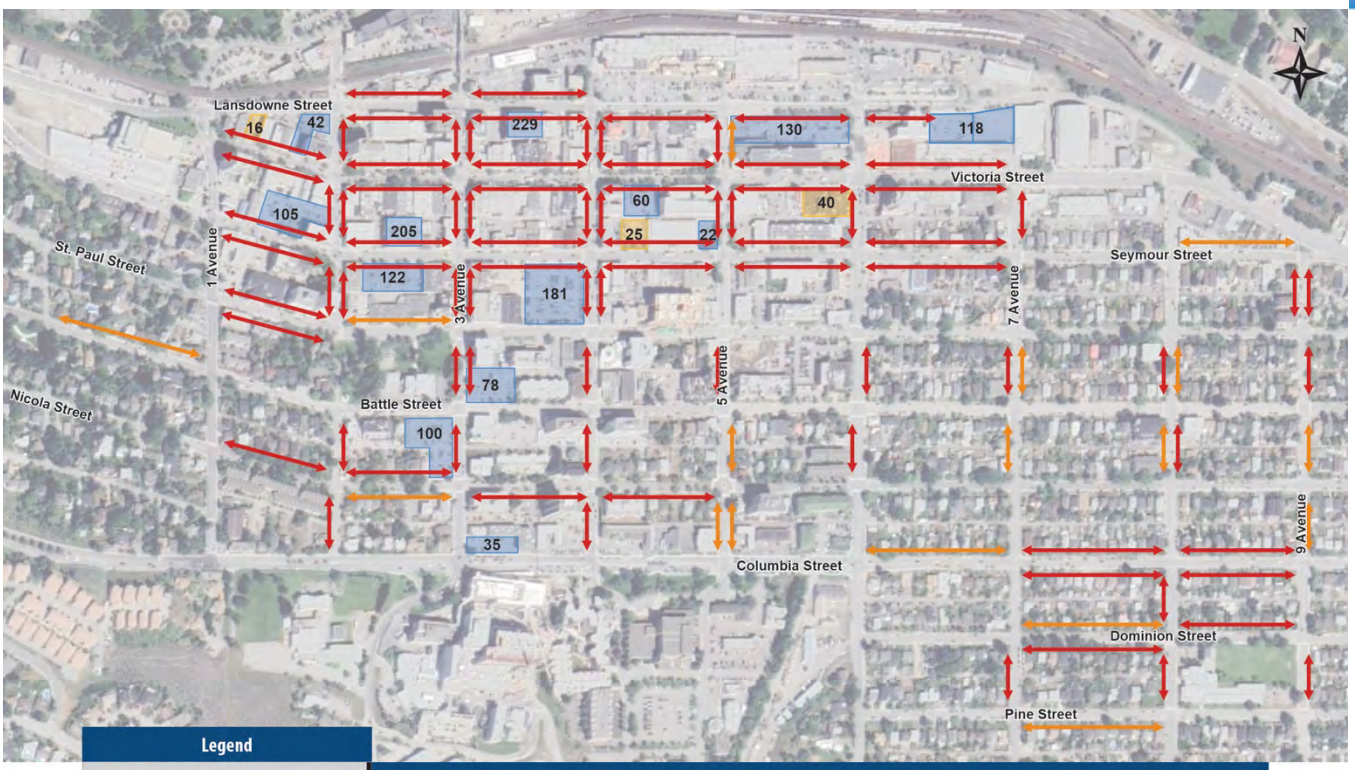


Exhibit 3.4 Future Peak On-Street Parking Impacts – 5-Year Horizon without the KCA

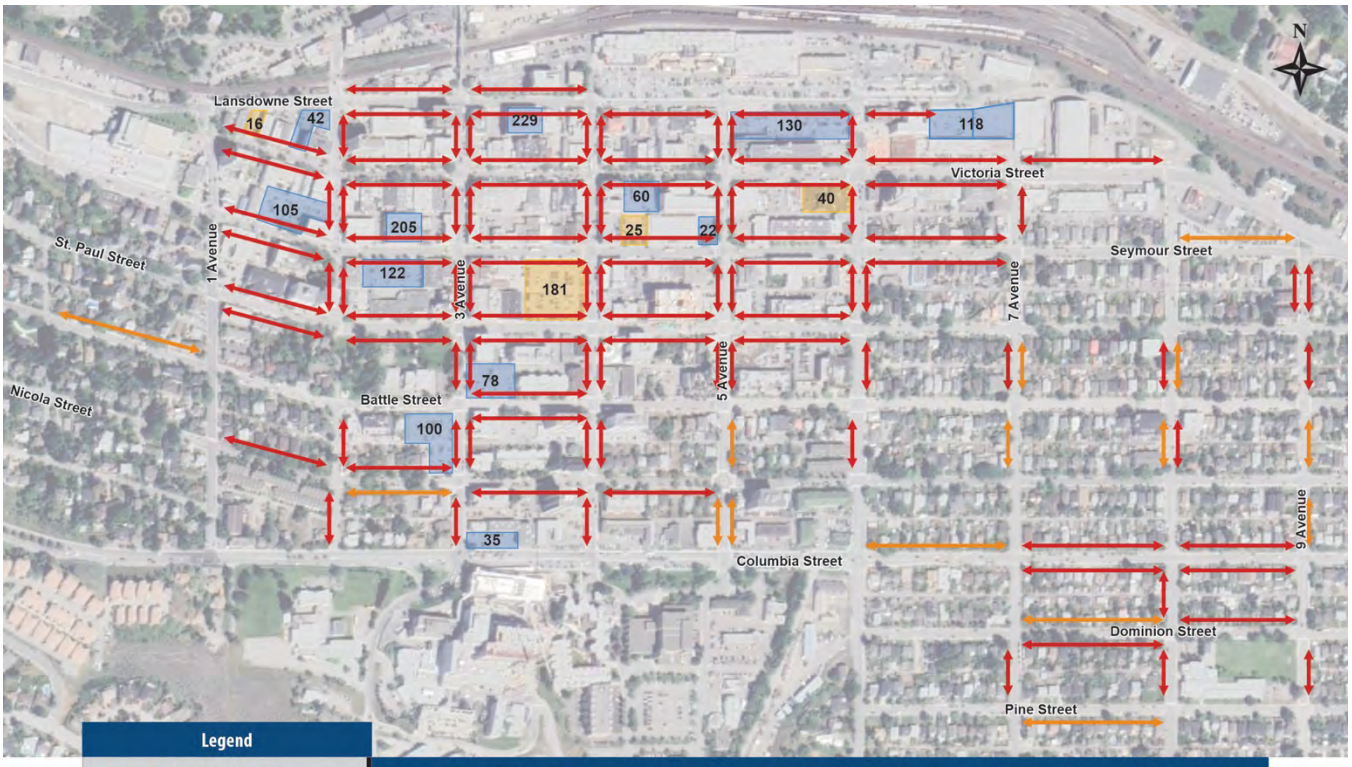


Exhibit 3.5 Future Peak On-Street Parking Impacts – 5-Year Horizon with the KCA

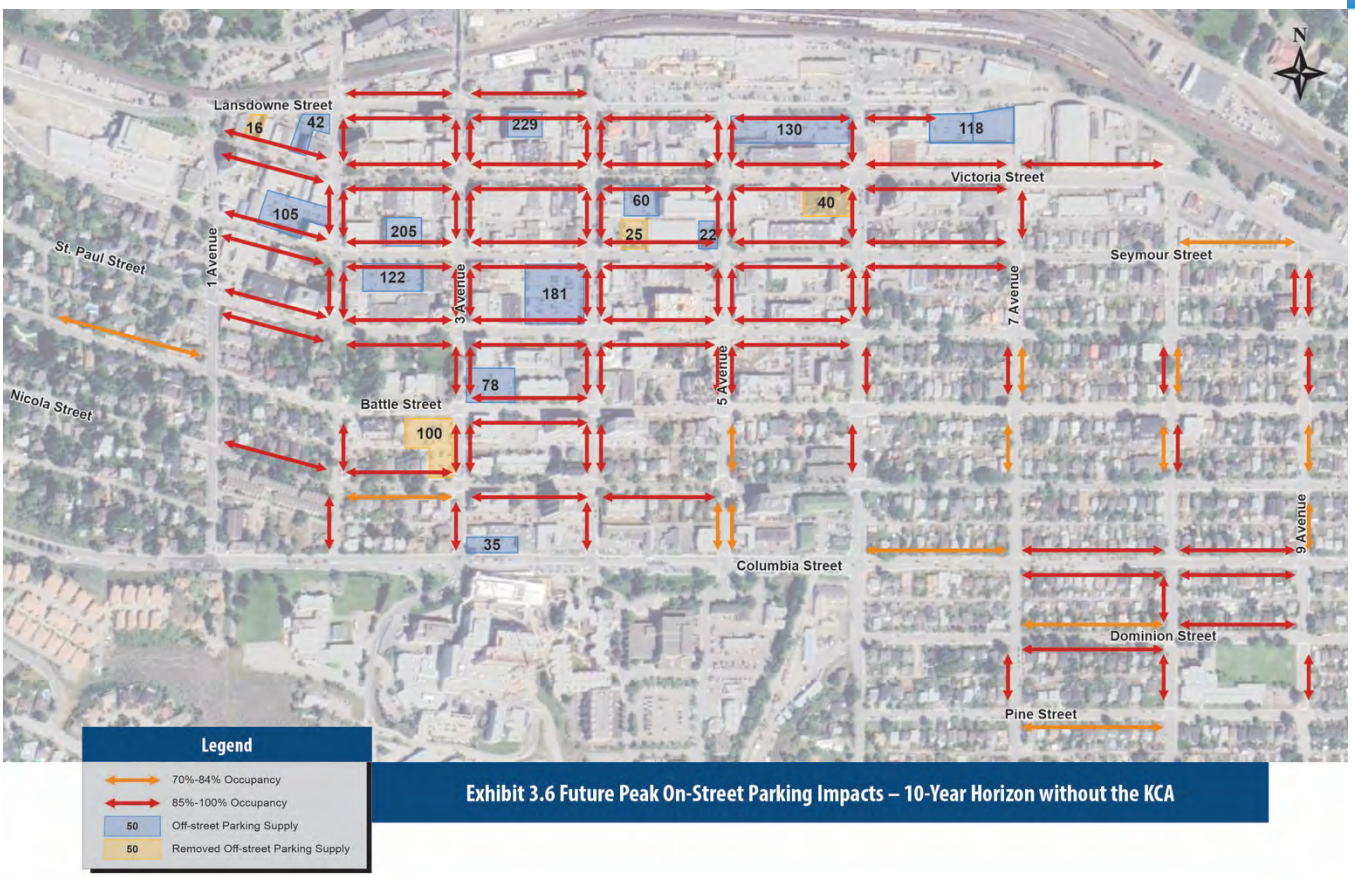


Exhibit 3.6 Future Peak On-Street Parking Impacts – 10-Year Horizon without the KCA

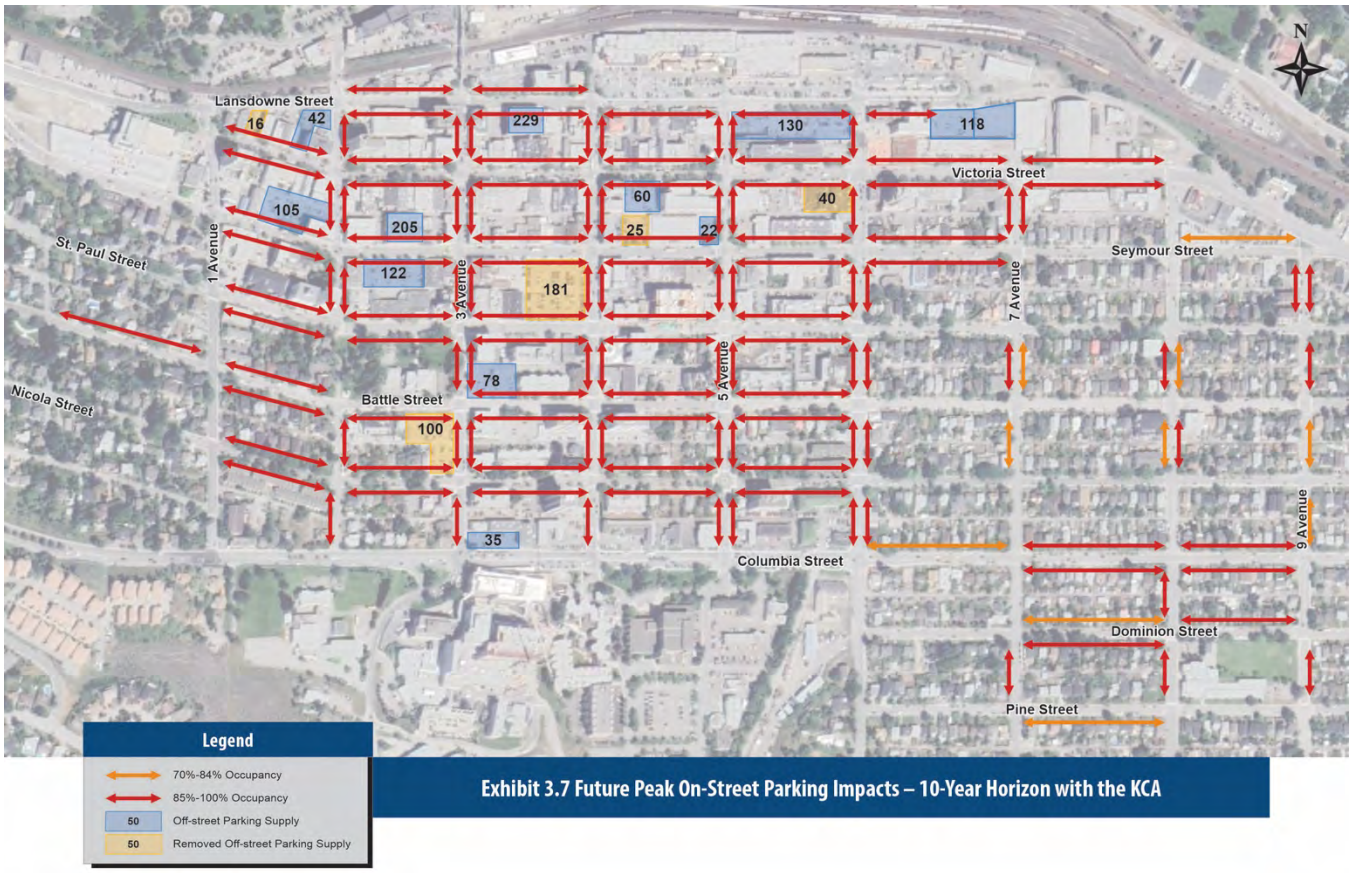


Exhibit 3.7 Future Peak On-Street Parking Impacts – 10-Year Horizon with the KCA

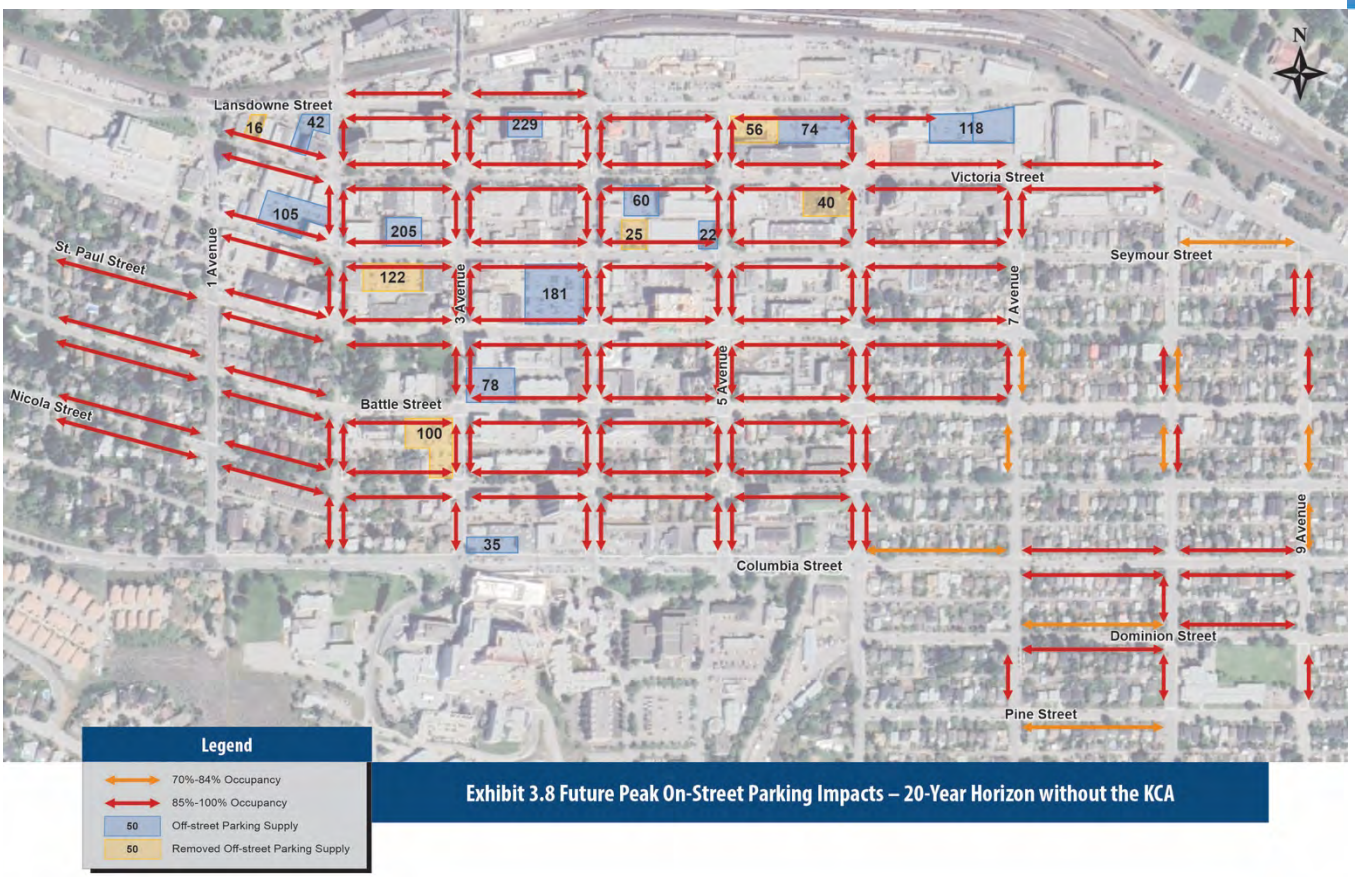


Exhibit 3.8 Future Peak On-Street Parking Impacts – 20-Year Horizon without the KCA

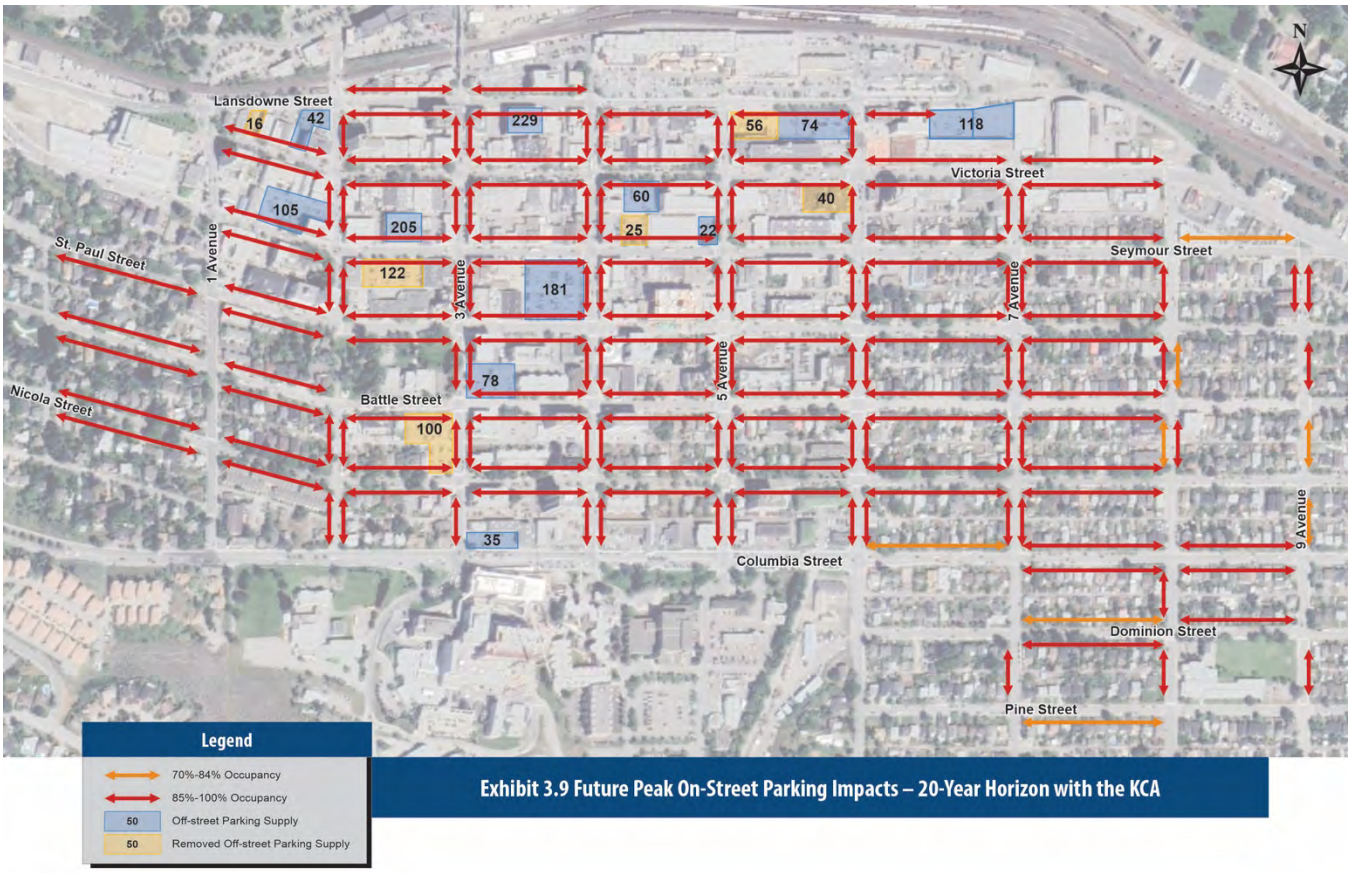


Exhibit 3.9 Future Peak On-Street Parking Impacts – 20-Year Horizon with the KCA

04 PARKING - WHAT WE HEARD AND ISSUE CONFIRMATION



All residents of Kamloops were invited to learn about the Kamloops Parking Management Plan and participate in the engagement activities. Furthermore, the City connected directly with iPASS users (individuals who hold monthly parking passes for downtown parkades and City-owned surface lots) and several organizations whose members may be highly impacted by the decisions and outcomes of this Parking Management Plan.

WHAT WE HEARD

Round One Stakeholder and Public Consultation Overview

Project Stakeholders and the public were presented with the results of the data collection program and invited to provide feedback on the findings along with input about their experiences with parking in the north shore and the downtown study areas. Round one engagement took place in February and March of 2021. Summarized below are the engagement methods and participation outcomes. The full Public Participation Report is included in **Appendix B: Public Participation Summary Reports**.

Engagement for the north shore study area



LET'S TALK Q&A

On-going since February 2021

SURVEY #1

February 15 to March 14, 2021 > **307** responses

STAKEHOLDER WORKSHOP #1

March 9, 2021 > **10** participants

PUBLIC INFORMATION SESSION

March 11, 2021 > **9** participants

STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **8** responses

Engagement for the downtown study area



LET'S TALK Q&A

On-going since February 2021

SURVEY #1

February 15 to March 14, 2021 > **628** responses

STAKEHOLDER WORKSHOP #1

March 10, 2021 > **16** participants

PUBLIC INFORMATION SESSION

March 12, 2021 > **11** participants

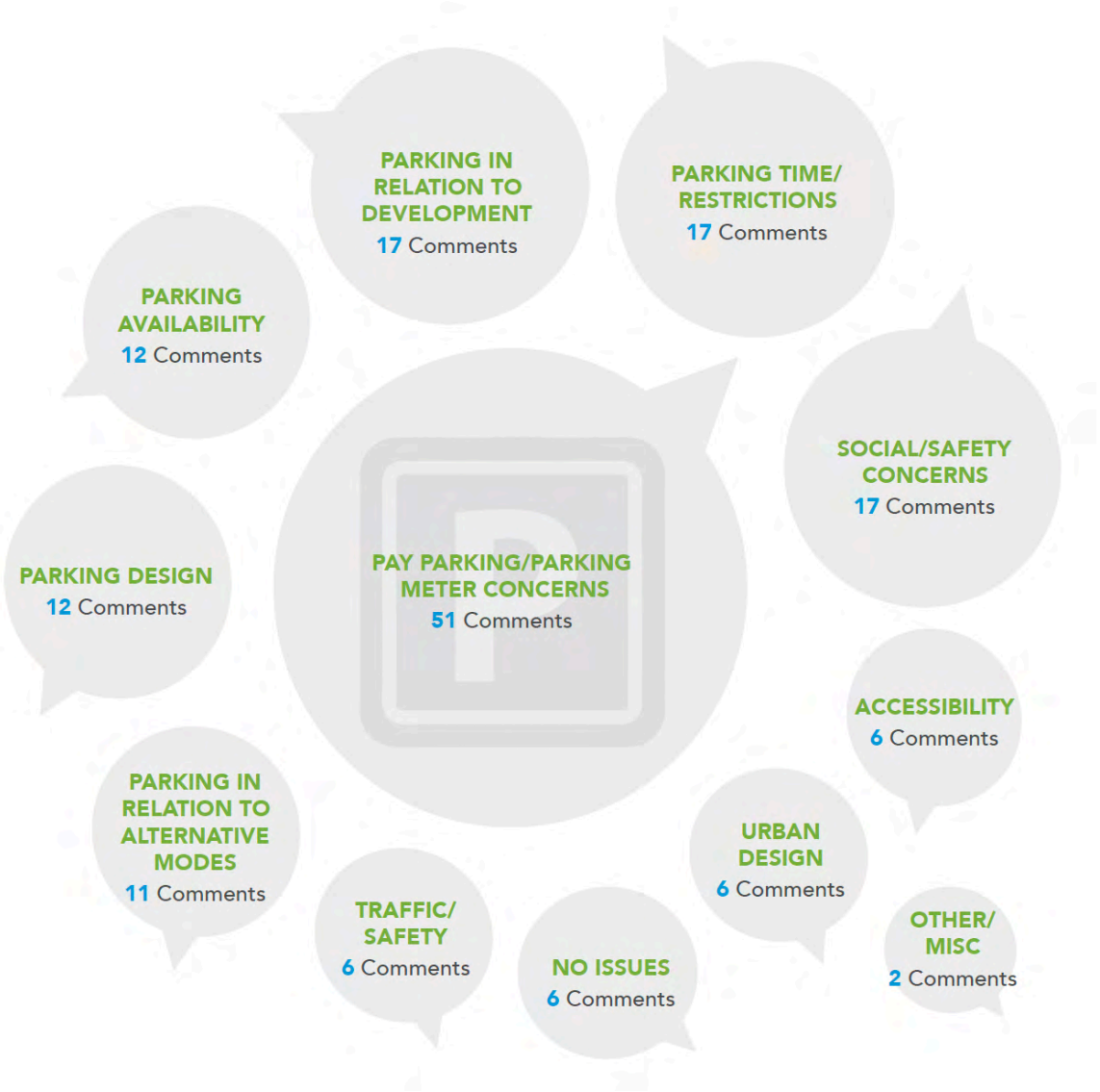
STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **12** responses

North Shore Study Area Feedback

When asked "Do you have any comments, ideas, suggestions, or concerns about parking on the north shore that you would like to share?

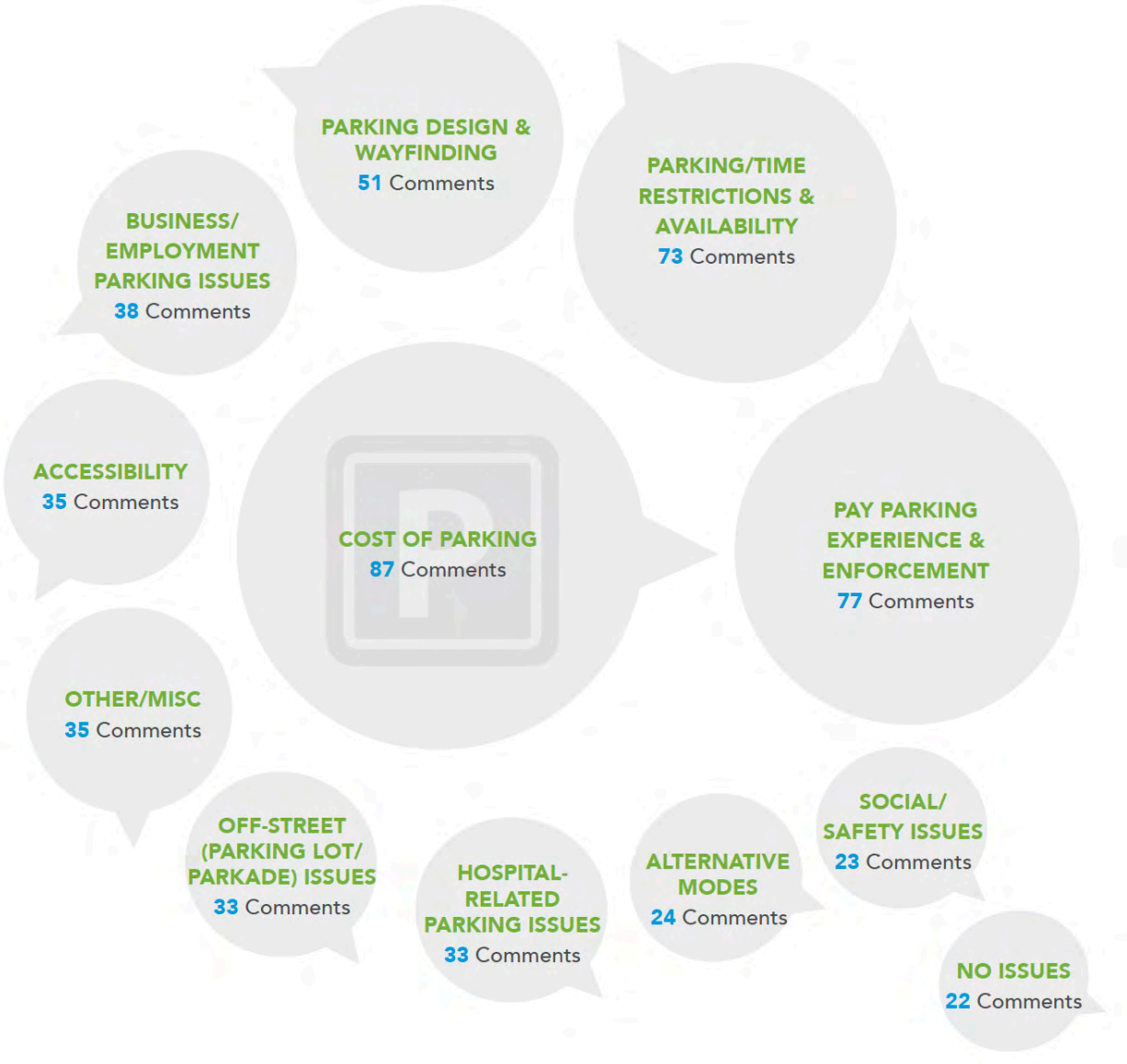
The graphic below illustrates the themes that emerged. A summary describing each theme can be found in the Round One Engagement Summary Report. Refer to **Appendix B: Public Participation Summary Reports** for details of the engagement communication methods and comprehensive set of results.



Downtown Study Area Feedback

When asked "Do you have any comments, ideas, suggestions, or concerns about parking in the downtown that you would like to share?

The graphic below illustrates the themes that emerged. A summary describing each theme can be found in the Round One Engagement Summary Report. Refer to **Appendix B: Public Participation Summary Reports** for details of the engagement communication methods and comprehensive set of results.



CONFIRMATION OF THE ISSUES

The parking data collection program, together with feedback from project stakeholders and the public, led to both identifying and confirming the key parking issues.

Issues are separated into short term (0-5 years) and long term (+10 years) time horizons for each the north shore and the downtown study areas.

North Shore Short-term Parking Issues

1. Limited on-street parking supply in some areas
2. People using an on-street parking space all day
3. Location of parking stalls impacts safety along the Tranquille Road corridor
4. Insufficient parking spaces for persons with disabilities
5. Insufficient loading zones for commercial vehicles



Issue 1 - Limited on-street parking supply in some areas

There is a public perception that on-street parking is in short supply in some areas along the Tranquille Road corridor. Although this may be true, the areas that experience full on-street parking occupancy are few and are located between Wilson Street and Vernon Avenue. This is a stretch of the street with land uses that attract parking. Parking observation confirms that a small length of the street experiences higher parking occupancy.

Issue 2 - People using an on-street parking space all day

The public perception and our observation confirmed that a small percentage of parkers were using the street for longer than 3 hours. This discourages turn-over and reduces the capacity of on-street to service people who visit the area. This is not helpful for businesses because patrons who would otherwise have parked and shopped may not do so for lack of parking spaces.

Issue 3 - Location of parking impacts safety along Tranquille Road corridor

The public perception is that some parked vehicles obstruct line of sight which makes street crossing feel unsafe. This is possible especially on curved sections and near intersections. There is need to ensure that drivers and pedestrians can see each other and that views are not obstructed by parked vehicles.

Issue 4 - Insufficient parking spaces for persons with disability

To encourage people with disabilities to visit north shore area, sufficient parking spaces needs to be provided. While our survey did not determine the utilization of existing handicap spaces, the public perception is that they are not enough.

Issue 5 - Insufficient loading zones for commercial vehicles

There are now competing needs by various types of vehicles for on-street parking, especially since delivery vehicles are more frequent in the area due to online shopping. When the curb front is occupied, delivery vehicles have no space to park, which may lead to double or unsafe parking. There is a need to determine optimum number of loading spaces and provide those numbers so that businesses along the Tranquille Road corridor can be best served.

North Shore Long-term Parking Issues

There are issues beyond the 5-year horizon that may be brought on by new development along the Tranquille Road corridor on the north shore. These parking issues may be made worse in areas where appropriate parking is not supplied to support expansion of commercial square footage. As the City gets larger and more businesses are in the area, more people will be attracted to shopping and entertainment. It is good to envision what the issues would be and plan for how they would be mitigated.

1. Public parking spaces will become less available with redevelopment



2. Adjacent residential streets will continue to be impacted



3. Parking relaxations for new developments will reduce available parking supply



Issue 1 - Public parking spaces will become less available with redevelopment

As spaces that are currently used for surface parking are developed, the parking on them would be lost and the number of parking spaces will decrease because it is unlikely that lost stalls will be replaced in the new developments. This would eventually lead to parking shortage as demand would outstrip supply.

Issue 2 - Adjacent residential streets will may be impacted by future developments

In the long-term, when some of the existing parking spaces have been lost to redevelopment, current demand may show up on residential streets. Incursion of parking into adjacent residential streets will become apparent when enough properties are developed or redeveloped in the area.

Issue 3 - Parking relaxations for new developments will reduce available public parking

In the long-term, when some of the existing parking spaces have been lost to redevelopment, the number of parking spaces will decrease unless those lost spaces are provided in the new developments. If new developments do not provide all bylaw parking requirements or the parking they need for their operations, they will end up competing for existing parking spaces, which could make it difficult to find parking.

Downtown Short-term Parking Issues

1. 

Limited on-street parking supply in some areas

2. 

People using an on-street parking space all day

3. 

Existing parkades and surface lots not being fully utilized

4. 

Parking demand spilling into adjacent residential communities

5. 

Insufficient parking spaces for persons with disabilities

6. 

Insufficient loading zones for commercial vehicles

7. 

Parking availability being impacted during event times

Issue 1 - Limited on-street parking supply in some areas of downtown.

There is a public perception that on-street parking is in short supply in some areas of the downtown. Although this may be true, the areas that experience full on-street parking occupancy are few and concentrated along Lansdowne Street and Victoria Street. These are streets with land uses such as restaurants, retail, and personal services. Since curb fronts are limited to the size of a block, any demand more than the length of a block produces the impression that there are inadequate parking spaces in the area. Parking observations confirm that there are streets a few blocks away that are not fully occupied and that these streets can accommodate most current downtown parking demand.

Issue 2 - People using an on-street parking space all day

Public perception and our observation confirmed that a small percentage of parkers were using the street for longer than 3 hours. This discourages turn-over and reduces the capacity of on-street to serve people who visit the downtown. This is challenging for businesses because patrons who otherwise would park and shop may not do so for lack of parking spaces. Streets in the downtown are generally meant for people who want to park for a short period of time.

Issue 3 - Existing parkades and surface lots are not fully utilized

It was observed that parkades and surface lots continue to have vacancies because they are not fully utilized for short- or long-term demand. The impact is, while some streets are 100 percent parked, these surface lots have vacancies that could accommodate parking demand that the streets cannot satisfy. This measure would ensure that no new parking spaces are built in the short-term while all parking demands are satisfied.

Issue 4 - Parking is spilling into adjacent residential communities

Downtown parking demand is resulting in vehicles being parked in adjacent residential areas. This can be a problem where residents in adjoining communities are unable to find on-street parking because their streets are occupied by downtown-destined parkers. This case may be acute when the residential streets are within walking distance of the downtown and when there are no parking restrictions (time and fee) to limit how long a driver can park.

Issue 5 - Insufficient parking spaces for persons with disability

To encourage people with disabilities to visit the downtown, sufficient parking spaces needs to be provided. While our survey did not determine the utilization of existing handicap spaces, the public perception is that there are not enough.

Issue 6 - Insufficient loading zones for commercial vehicles

The curb front is a valuable space especially in the downtown. There are now competing needs by various types of vehicles for on-street parking, especially since delivery vehicles are more frequent in the area due to online shopping. When the curb front is occupied, delivery vehicles have no space to park, which may lead to double or unsafe parking. There is a need to determine optimum number of loading spaces and supply those numbers so that the downtown businesses can be better served.

Issue 7- Parking availability impacted by events

On event days, there is competition for on-street and off-street parking spaces by day-to-day parkers and event attendees, employees, and volunteers. This usually leads to higher parking demand in some areas of the downtown and gives the impression of insufficient parking supply. This is a temporary issue but patrons who are in the downtown for other reason than to attend events may be frustrated by lack of suitable on-street parking spaces.

Downtown – 5 Long-term Parking Issues

There are long-term parking issues (+10 years) that may occur when the downtown redevelops bringing more residents and businesses. These parking issues may be exacerbated in areas where appropriate parking is not supplied to support expansion of commercial square footage, as may be the case in areas with no minimum parking requirements. As the City grows and business expands in the downtown, more people will be attracted to the core for shopping and entertainment. It is good to envision what the issues will be and plan for how they will be mitigated.

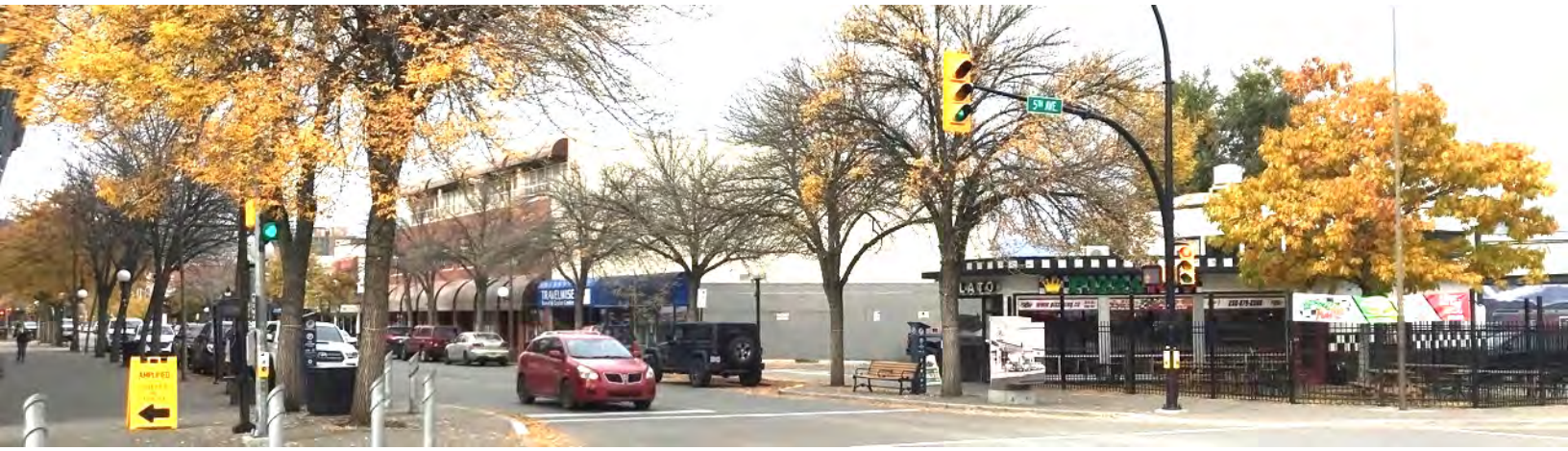
1. Public parking will become less available with redevelopment

2. Adjacent residential streets will continue to be impacted

3. Continued use of "zero parking requirement" bylaw will reduce public parking supply

4. Future public development such as KCA will further reduce available parking

5. Future parking demand will exceed available public parking



Issue 1- Public parking spaces will become less available with redevelopment

As current surface lots get developed, the parking on them would be lost leading to a decrease in downtown parking spaces. This will happen because it is unlikely that lost parking spaces will be replaced in new developments, which will eventually lead to a parking shortage as demand outstrips supply.

Issue 2 - Adjacent residential streets will continue to be impacted

In the long-term, when some of the existing parking spaces have been lost to redevelopment, current demand may show up on residential streets. There is an on-going perception that adjacent residential streets are already being used by downtown patrons, and this will be made more challenging as the core redevelops unless measures are in place to reduce the impact.

Issue 3 - Continued use of "zero parking requirement" bylaw will reduce public parking supply

There is an area of the downtown where there are no minimum parking requirements. When the downtown is redeveloped with uses that would need parking, spaces available to the public will automatically decrease because new developments may not provide any parking spaces. The policy then would cause fewer parking spaces to be available in the core when parking demand is likely to increase.

Issue 4 - Future public developments such as Kamloops Centre for the Arts (KCA) will further reduce available parking

Redeveloping public sites will displace several surface parking stalls and would lead to further reduction in the number of parking spaces available to the public in the downtown. This will also lead to higher parking demand on days (or evenings) when there are events. If all the parking needs associated with the site are not provided, attendees will have to share street and other off-street parking spaces in the area.

Issue 5 - Future parking demand will exceed available public parking

In the future when the downtown is fully redeveloped and if all the displaced parking spaces are not replaced, and if new developments do not provide all their parking needs, parking demand will be higher than parking supply. This could cause parking issues that affect businesses and residents alike.

05 RECOMMENDED PARKING STRATEGIES



The following recommended mitigation measures were developed based on the data collection, technical analysis, best practices in the industry, and what was heard through the first round of stakeholder and public engagement.

NORTH SHORE SHORT-TERM PARKING STRATEGIES

Issue 1 - Limited On-street Parking Supply in Some Areas

Mitigation measure 1: increase on-street spaces

The opportunity to increase on-street supply can only be accomplished by changing the geometry of the parking spaces from parallel to angle. It is possible in some cases to convert parallel parking to angle parking provided the consequence of narrower drive lanes and backing into traffic is tolerable.

Advantage(s)
More parking spaces.

Disadvantage(s)
May impact safety as drivers back up into traffic.



Mitigation measure 2: increase bylaw enforcement

Increasing bylaw enforcement means checking parked vehicles more frequently to ensure drivers park for the time they paid for or for the time they are allowed to park at a spot, and to issue tickets for violation.

Advantage(s)
Higher turn-over of space, allowing more people to use on-street parking. This prevents people from parking longer than they paid for and increases revenue for the City.

Disadvantage(s)
Increased cost of enforcement that may not be covered by the revenue generated.

Mitigation measure 3: reduce parking time limit to 1 hour

Currently, longer parking time is allowed along the Tranquille Road corridor. This measure would permit parkers to park for not more than 1 hour at a time.

Advantage(s)
More people who are in the area for a short period of time could find parking.

Disadvantage(s)
1 hour may be too short for some trips.

Issue 2 - People using an On-street Parking Space All Day

Mitigation measure 1: increase bylaw enforcement

Increasing bylaw enforcement means checking parked vehicles more frequently to ensure drivers park for the time they paid for or for the time they are allowed to park at a spot, and to issue tickets for violation.

Advantage(s)
Higher turn-over of space, allowing more people to use on-street parking. This prevents people from parking longer than they paid for and increases revenue for the City.

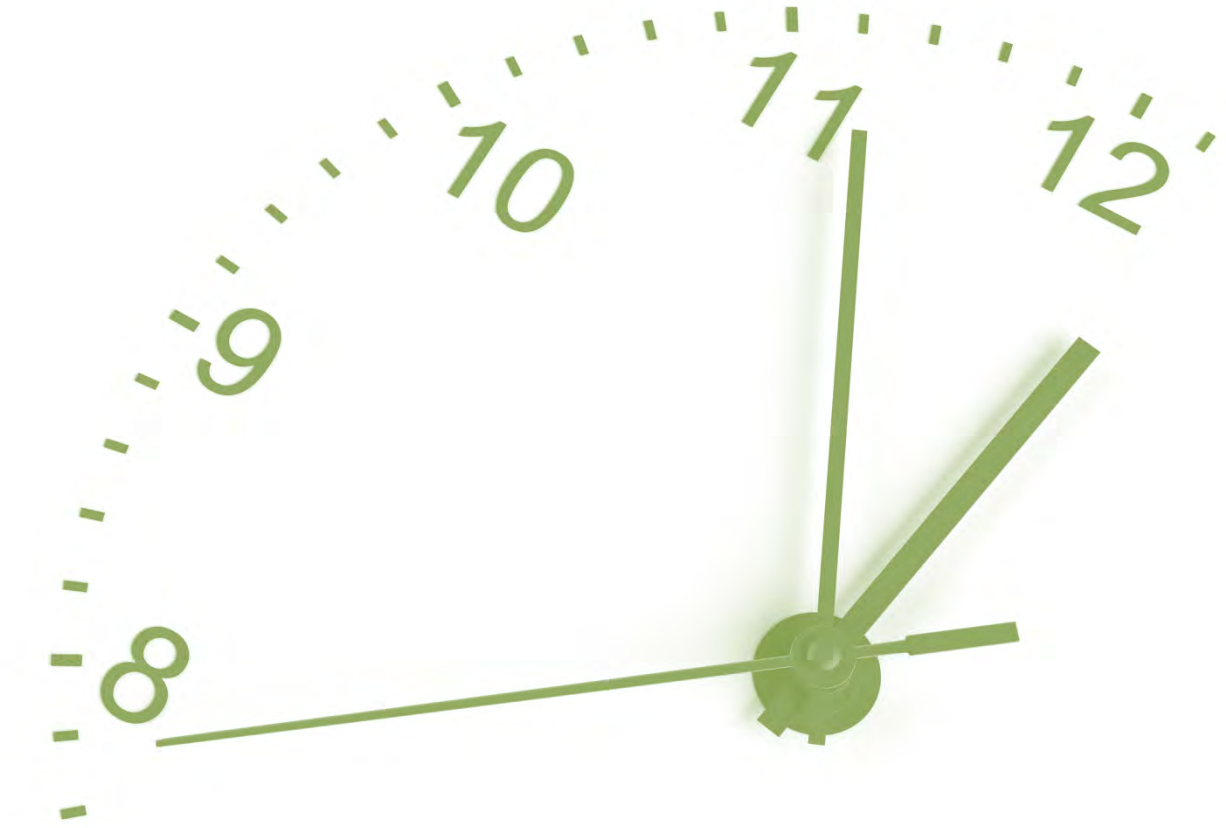
Disadvantage(s)
Increased cost of enforcement that may not be covered by the revenue generated.

Mitigation measure 2: reduce parking time limit to 1 hour

Longer parking time is allowed on the Tranquille Road corridor. This measure would permit the parkers to park for not more than 1 hour at a time.

Advantage(s)
More people who are in the area for a short period of time could find parking.

Disadvantage(s)
1 hour may be too short for some trips.



Issue 3 - Location of Parking Stalls Impacts Safety Along the Tranquille Road Corridor

Mitigation measure 1: review unsafe intersections for mitigation

There is need to review a few intersections where there are safety concerns and take measures to improve any safety risks associated with road geometry and parking locations.

Advantage(s)
Higher sense of public safety.

Mitigation measure 2: relocate parking away from intersections

To improve visual access to oncoming vehicles from the crosswalk, parking spaces closest to intersection should be set back sufficiently to allow pedestrians see oncoming vehicles and for drivers to see pedestrians in the crosswalk.

Advantage(s)
Higher sense of safety for pedestrians.

Disadvantage(s)
Reduced number of on-street parking spaces.



Issue 4 - Insufficient Parking Spaces for Persons with Disabilities

Mitigation measure 1: increase accessible parking spaces

If there is shortage of accessible parking spaces, then the right thing to do is to increase the number of accessible spaces either to meet any applicable law or to meet the needs of persons with disabilities.

Advantage(s)
Persons with disabilities can equitably participate in the enjoyment and use of public spaces.



Mitigation measure 2: monitor disability parking permit program

The City can continue to work closely with *People in Motion* to monitor pass usage. If misuse is found, then a review of the number of parking spaces for this community can be correctly estimated and provided.

Advantage(s)
Only those who are entitled to a disability parking permit has the pass.

Disadvantage(s)
Increased cost of administration.

Mitigation measure 3: increase bylaw enforcement

Increasing bylaw enforcement would lead to frequent check to ensure accessible parking is available and tickets are issued for violation.

Advantage(s)
Ensure accessible parking is available for those who need it.

Disadvantage(s)
Increased cost of enforcement that may not be covered by the revenue generated.

Issue 5 - Insufficient Loading Zones for Commercial Vehicles

Mitigation measure 1: locate loading zones where they are needed

Loading zones meant to serve businesses should be optimally located where they are needed and where it is easy to load/unload. Some businesses need more frequent deliveries than others, therefore, it would be of benefit to locate loading zones near these businesses.

Advantage(s)
Ease of loading and unloading to serve the needs of businesses in a time efficient manner.

Disadvantage(s)
May take spaces away from regular parkers.



Mitigation measure 2: time-restrict loading zones

Loading zone is advised to be time-restricted, that is, a delivery vehicle can occupy a space for a certain length of time of day and other vehicles can be allowed to use those spaces after the restricted hours. Loading zones may be reserved during the day (9am–5pm) and the spaces may be made available to other personal vehicles after 5pm.

Advantage(s)
Higher parking turn-over and flexible use of loading spaces.

Disadvantage(s)
Continuous monitoring required to ensure compliance.

Mitigation measure 3: develop apps for delivery drivers

Often, delivery vehicles do not know whether they would find loading spaces near their destination leading to them to drive around to find spaces. By deploying an app that allows delivery vehicle drivers to know of parking availability in real time, they can plan themselves better and reduce emission associated with driving in search of a loading space.

Advantage(s)
Loading zones availability within a block face and delivery time planning.

Disadvantage(s)
Cost of developing and maintaining the app.

NORTH SHORE LONG-TERM PARKING STRATEGIES

Issue 1 - Public parking Spaces Will Become Less Available With Redevelopment

Mitigation measure 1: increase bylaw enforcement

Increasing bylaw enforcement would lead to frequent checks to ensure parking limits are not exceeded and tickets are issued for violation.

Advantage(s)
Higher turn-over of space, allowing more people to use on-street parking. This prevents people from parking longer than they paid for and increases revenue for the City.

Disadvantage(s)
Increased cost of enforcement that may not be covered by the revenue generated.



Mitigation measure 2: increase on-street spaces

Opportunity to increase on-street supply should be explored to increase parking spaces. It is possible in some cases to convert parallel parking to angle parking with the consequence of narrower drive lanes and backing into traffic.

Advantage(s)
More parking spaces.

Disadvantage(s)
May impact safety as drivers back up into traffic.

Mitigation measure 3: provide metered parking

Instituting pay-to-park operation along the corridor would encourage shorter parking and increase parking capacity through turn-over.

Advantage(s)
Increased revenue for the City.

Disadvantage(s)
Increased enforcement required.

Mitgation measure 4: provide transportation demand management measures

As with the downtown, transportation demand management which includes enhanced ride share, increased transit frequency, and enhanced pedestrian and bicycle connectivity would reduce parking demand and lead to less need to provide parking in the area.

Advantage(s)
Environmentally friendly and cost efficient.

Disadvantage(s)
Complexity of implementation and monitoring.

Mitigation measure 5: improve transit, pedestrian and cycle network

Improving transit and other transportation modes generally reduces traffic and parking demand. Increasing transit frequency and reliability, improving the pedestrian network, and providing safe bike lanes and tracks is consistent with the City's mobility plans and is good for the environment.

Advantage(s)
Active modes will become attractive and encourage some people to shift away from single occupancy vehicles.



Issue 2 - Adjacent Residential Streets Will be Impacted by Future Developments

Mitigation measure 1: expand residential parking permit (RPP) zone

As redevelopment occurs in the north shore study area, there will be an increased parking pressure on adjacent residential streets. To protect residents from parking demand that overflows from the corridor, RPP zones are needed to protect residents.

Advantage(s)
Residents can park on their streets with limited competition from non-residents.

Disadvantage(s)
More enforcement required and related costs.



Mitigation measure 2: provide metered parking for non-residents

Residential streets could be metered to discourage non-residents from parking on the street while it allows residents to park without any cost or penalty.

Advantage(s)
Revenue for the City.

Disadvantage(s)
Monitoring and enforcement required.

Mitigation measure 3: increase bylaw enforcement

Once measures are put in place to help reduce parking incursion into residential areas, it will be necessary that they are enforced to be effective.

Advantage(s)
Revenue for the City.

Disadvantage(s)
Cost of operations if revenue cannot cover the cost of enforcement.

Issue 3 - Parking Relaxations for New Developments Will Reduce Available Public Parking

Mitigation measure 1: all developments provide adequate parking

If all new developments provide their bylaw parking requirement, they will have minimal impact on street and any other public parking spaces in the area. Since bylaw requirements are designed to contain parking demand generated by a use to its site, providing them would reduce overspilling onto the street.

Advantage(s)
Maintaining on-street spaces for short-term parkers.

Disadvantage(s)
Deterring some businesses to establish in the area because of parking requirements.



Mitigation measure 2: promote shared parking

When users pool their parking supply, the cooperative use of space reduces overall parking supply while meeting the needs of each use or business. Since different building uses can require maximum parking at different times of the day, shared parking allows supply to be optimized as less parking would be needed if they are combined than if each use has its own parking.

Advantage(s)
Less parking supply required and efficient use of space.

Disadvantage(s)
Legal and liability issues if properties have different titles.

Mitigation measure 3: consider residential parking permit (RPP) zone

As redevelopment occurs in the north shore study area, there will be an increased parking pressure on adjacent residential streets. To protect residents of these streets from parking demand overflowing from the corridor, RPP zones should be considered to protect residents.

Advantage(s)
Residents can park on their streets with limited competition from non-residents.

Disadvantage(s)
More enforcement required and related costs.

DOWNTOWN SHORT-TERM PARKING STRATEGIES

Issue 1 - Limited On-street Parking Supply in Some Areas of Downtown

Mitigation measure 1: increase on-street spaces.

As indicated earlier, the length of a block face is fixed, therefore the opportunity to increase on-street supply can only be accomplished by changing the geometry of the parking spaces from parallel to angle. It is possible in some cases to convert parallel parking to angle parking if the consequence of narrower drive lanes, possibility of one-way traffic and backing into traffic are tolerable.

Advantage(s)
More parking spaces.

Disadvantage(s)
May impact safety as drivers back up into traffic.

Mitigation measure 2: adjust parking rates

Parking rate adjustment means increasing or decreasing the amount of money paid hourly to park at a location, in this case on the street. Higher price is expected to be followed by lower demand and lower price may increase parking demand. Increasing the parking rate is likely to result in parkers choosing locations with lower rates. Spreading parking demand over a wider area rather than concentrating it in one area has been demonstrated to be effective in other cities like Calgary and San Francisco.

Advantage(s)
Encourages shorter periods of parking and increases turnover, which may lead to more people finding spaces.

Disadvantage(s)
Variation in price must be substantial enough to cause people to change their habits.

Mitigation measure 3: increase bylaw enforcement

Increasing bylaw enforcement means checking parked vehicles more frequently and issuing tickets for violations.

Advantage(s)
Increased turn-over, allowing for more on-street parking and revenue for the City.

Disadvantage(s)
Cost of operations if revenue cannot cover the cost of enforcement.

Mitigation measure 4: reduce parking time limit to 1 hour

Currently, parking is allowed for 2-3 hours on most of the downtown streets. This measure would permit parking for not more than 1 hour at a time. Advantages include more people who are

Advantage(s)
More people who visit the downtown for a short period of time would be able to find parking.

Disadvantage(s)
1 hour may be too short for some shopping and entertainment trips.

Issue 2 - People Using an On-Street Parking Space All Day

Mitigation measure 1: adjust parking rates

When parking rates are adjusted to make it cheaper for those parking for less than 2 hours and made progressively expensive for those who park longer, parking spaces will be better used to service business customers and not employees.

Advantage(s)
More parking spaces for patrons and small delivery vehicles.

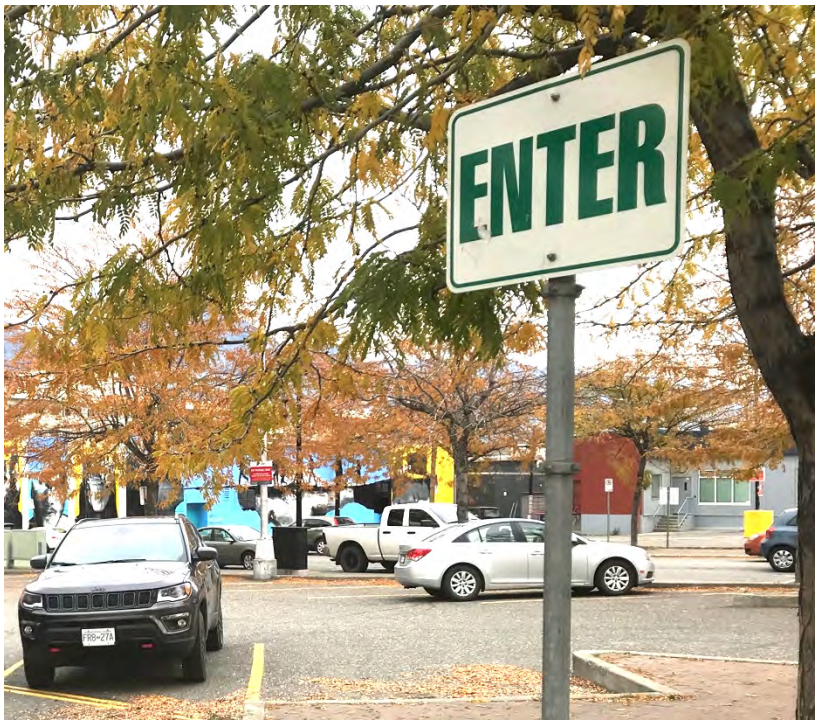
Disadvantage(s)
Increased cost of enforcement.

Mitigation measure 2: relocate long-stay parking to off-street facilities

This encourages people who want to park for more than 2 hours to use either surface parking lots or parkades. Observation shows that surface lots and parkades are not usually fully occupied. By moving long-term parkers to off-street facilities, spaces will increase for downtown patrons.

Advantage(s)
Better use of available off-site parking spaces and higher capacity for on-street spaces.

Disadvantage(s)
Increased cost of enforcement.



Issue 3 - Existing Parkades and Surface Lots are Not Fully Utilized

Mitigation measure 1: reduce dedicated reserved parking in parkades

Currently, a certain fraction of parking spaces are reserved for monthly parkers in parkades. Observations show that reserved spaces are never fully occupied, that is, some of them remain vacant while some streets in the downtown are occupied by long-term parkers. By reducing the number of reserved parking spaces, more stalls would be available and could be occupied by long-term parkers who currently park on the street.

Advantage(s)
New parking structures may not need to be built.

Disadvantage(s)
On occasion, monthly parkers may not find spaces when the facility is full.



Mitigation measure 2: lower parking rates in public parkades

Parkades and surface lots may not have been priced to attract customers away from the street. Generally, people prefer to park on the street than at parking lots or parkades, yet these off-street parking facilities are often more expensive than the more convenient street parking. By reducing parking rates in parkades, they become competitive with the street, and by lowering their rates below rates charged on the street, more parkers may use them, thus increasing spaces on the street.

Advantage(s)
Efficient use of parking spaces and new parking structures may not need to be built.

Disadvantage(s)
Reluctance by parkers to shift their habit unless the price difference is substantial.

Mitigation measure 3: provide wayfinding/directional signage

Off-street parking availability may not always be obvious to parkers unless signage to parking vacancies are provided. Letting parkers know there are other places they could park and leading them to those places may mitigate the perceived parking insufficiency reported by the public.

Advantage(s)
Efficient use of parking spaces and new parking structures may not need to be built.

Disadvantage(s)
Cost of providing wayfinding signage and probable sign clutter.

Issue 4 - Parking is Spilling into Adjacent Residential Communities

Mitigation measure 1: introduce residential parking permit program where it does not currently exist

Residential parking permits are issued to residents of an area to prevent non-residents from parking there. The residential parking permit may also be extended to the residents' visitors and is usually administered by the City. The program may extend a full 24 hours of the day or for several hours during the day. This is a good tool to control who parks on certain residential streets and when they can park.

Advantage(s)
Residents' can park on their streets with limited competition from non-residents and ensuring parking demand is confined to the downtown commercial area.

Disadvantage(s)
Cost to administer and program enforcement.

Mitigation measure 2: introduce parking time restrictions for non-residents

This measure would include allowing residents to always park but non-residents to park for a limited amount of time. This is a variation of RPP where residents display their tags/permit so that only non-residents can be monitored.

Advantage(s)
More efficient use of on-street parking spaces.

Disadvantage(s)
Complexity and cost in administering and enforcing the program.



Mitigation measure 3: increase bylaw enforcement

To discourage non-residents from parking on residential streets, frequent bylaw enforcement would be necessary. Without enforcement, it would be difficult to prevent everyone from parking on residential streets.

Advantage(s)
Increased compliance and parking spaces for residents.

Disadvantage(s)
Cost of enforcement.

Issue 5 - Insufficient Parking Spaces For Persons With Disabilities

Mitigation measure 1: increase accessible parking spaces

If there is shortage of accessible parking spaces, then the right thing to do is to increase the number of accessible spaces either to meet any applicable law or to meet the needs of persons with disabilities.

Advantage(s)
Persons with disabilities can equitably participate in the enjoyment and use of public spaces.

Mitigation measure 2: monitor disability parking permit program

The City can continue to work closely with *People in Motion* to monitor pass usage. If misuse is found, then a review of the number of parking spaces for this community can be correctly estimated and provided.

Advantage(s)
Only those who are entitled to a disability parking permit has the pass.

Disadvantage(s)
Increased cost of administration.



Issue 6 - Insufficient Loading Zones for Commercial Vehicles

Mitigation measure 1: locate loading zones where they are needed

Loading zones meant to serve downtown businesses should be optimally located where it is easy to load and unload. Some businesses need more frequent deliveries than others, therefore, it would be beneficial to locate loading zones near these businesses.

Advantage(s)
Ease of loading and unloading, and improved service for businesses.

Disadvantage(s)
Parking spaces may be reduced for regular parkers.

Mitigation measure 2: time-restrict loading zones

Loading zones may be time-restricted. This means that a delivery vehicle can occupy a space for a certain length of time and for certain hours of the day. This allows regular parkers to use loading zones outside of the restricted hours. For example, loading zones may be reserved during the day (9am-5pm) and the spaces may be made available to personal vehicles after 5pm.

Advantage(s)
Higher turn-over and flexible use of loading spaces.

Disadvantage(s)
Continuous monitoring needed to ensure compliance.



Mitigation measure 3: develop apps for delivery drivers

Often delivery vehicles do not know whether they would find loading spaces near their destinations, leading them to driving round to find spaces. By deploying an app that allows delivery vehicle drivers to see parking availability in real time, they can plan themselves better and reduce emission associated with driving around in search of a loading space.

Advantage(s)
Loading zones availability within a block face and delivery time planning.

Disadvantage(s)
Cost of developing and maintaining the app.

Issue 7 - Parking Availability Being Impacted During Event Times

Mitigation measure 1: coordinate parking with event management plan

This measure requires the event owner/sponsor to work with the City to coordinate parking on event days. That means the event sponsor will advise the City on how many parking spaces are needed by attendees and how many can be accommodated on their site. The City may then provide information online or physically on the streets to direct event attendees to available parking spaces within walking distance of the event site.



Advantage(s)
Optimal use of available parking space and better flow of traffic.

Disadvantage(s)
Constant communication required between the City and event sponsor together with monitoring safety of pedestrians.

Mitigation measure 2: provide wayfinding/directional signage

To take advantage of parking availability outside the event sites, there is a need to direct people to parking locations by signage and any other wayfinding means such as physical or online maps.

Advantage(s)
Event attendees can prepare ahead of time as to where they wish to park and hence reduce the need to drive around in search of parking spaces.

Disadvantage(s)
Cost of coordination and spilling of traffic beyond the immediate vicinity of an event centre.

DOWNTOWN LONG-TERM PARKING STRATEGIES

Issue 1 - Public Parking Spaces Will Become Less Available With Redevelopment

Mitigation measure 1: promote shared parking

Shared parking refers to parking spaces that are not dedicated to a particular use, such as residential or retail use only. Rather, parking spaces are shared among the different uses. Because different uses require maximum parking at different times of the day, shared parking allows the parking supply to be optimized. Less parking spaces are required as compared to each use having dedicated parking.

Advantage(s)
Less parking supply required and efficient use of space.

Disadvantage(s)
Legal and liability issues if properties have different titles.

Mitigation measure 2: replace lost parking spaces

Vehicles that are currently parking on the surface lots that will be redeveloped may need to find other spaces to park. An easy mitigation would be to provide equivalent number of parking spaces somewhere not far from the lost ones.

Advantage(s)
Solves current parking demand.

Disadvantage(s)
May not solve future parking demand associated with the development.

Mitigation measure 3: use multi-family strata parking

Often in multi-family residential developments, parking spaces are assigned to condos that are controlled by the Condo Board. If these parking spaces were not attached to individual condo owners, but were operated separately, then it would be possible to allow non-residents to park in these stalls between 8am and 5pm.

Advantage(s)
Parking supply made available during the day when residents are away at work, while satisfying the demand that is displaced by the site's redevelopment.

Disadvantage(s)
Legal framework, possible reluctance by City administration to relax condominium parking rules, and safety concerns when residents and non-residents share parking.



Issue 2 - Adjacent Residential Streets Will Continue to be Impacted

Mitigation measure 1: expand residential parking permit zone

As the redevelopment of downtown increases so will be parking pressure on adjacent residential streets. To protect residents of these streets from parking overflowing from the core, larger RPP zones will be needed beyond what may be planned for short-term mitigations.

Advantage(s)
Continued protection of residents' access to on-street parking with limited competition from non-residents.

Disadvantage(s)
More enforcement required and related costs.



Mitigation measure 2: provide metered parking for non-residents

Residential streets could be metered to discourage non-residents from parking on the street while allowing residents to park without cost.

Advantage(s)
Revenue for the City

Disadvantage(s)
Monitoring of larger RPP zones required.

Mitigation measure 3: increase bylaw enforcement

Once measures are put in place to help reduce parking incursion into residential areas, it is necessary that these measures be enforced so they can be effective in achieving that goal.

Advantage(s)
Deter unauthorized parkers and increased revenue for the City.

Disadvantage(s)
Cost of operations if revenue cannot cover the cost of enforcement.

Issue 3 - Continued Use of "Zero Parking Requirement" Bylaw Will Reduce Public Parking Supply

Mitigation measure 1: remove "zero parking zone" from downtown

Perhaps the easiest mitigation is to reinstate minimum parking requirements in the downtown. This would ensure that parking spaces are provided with new developments and reduce competition for on-street spaces.

Advantage(s)
Parking needs for new developments are adequately provided.

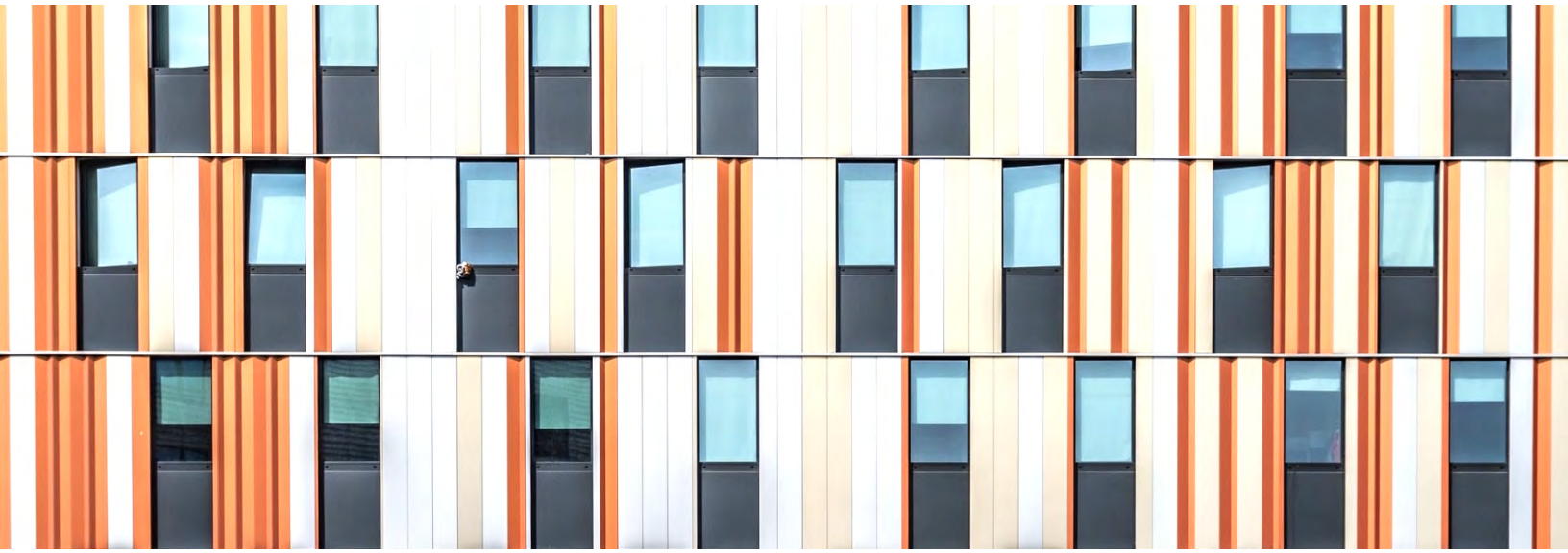
Disadvantage(s)
Some developers may be discouraged from locating in the downtown because of the cost to provide parking.

Mitigation measure 2: promote shared parking

When parking is not dedicated by use but shared among uses, the outcome is that few parking spaces would be needed to meet the combined parking needs of a development. The City is encouraged to promote shared parking by creating an enabling environment for sharing.

Advantage(s)
Need for fewer parking spaces and lower cost of development.

Disadvantage(s)
Cooperation by landlords and business owners is required.



Issue 4 – Future Public Development Such As KCA Will Further Reduce Available Parking

Mitigation measure 1: include parking availability on public website

Providing information on a public website about parking availability, especially the website where attendees are likely to buy their event tickets would provide firsthand information on parking.

Advantage(s)
Allowing available parking to be used to capacity prior a new public parking structure needing to be built.

Disadvantage(s)
Unknown if event attendees will look for parking information on a website and the website must be kept up-to-date to be useful.



Mitigation measure 2: provide adequate parking for large public developments

Large public developments that are likely to lead to significant parking demand are better constructed with an appropriate number of parking spaces to meet the parking demand.

Advantage(s)
Maintaining and possibly increasing the parking supply, as well as reducing pressure on other parking facilities.

Disadvantage(s)
Cost of construction to the public and impacts of traffic before and after events.

Mitigation measure 3: provide transportation demand management measures

Transportation demand management, which includes enhanced ride share, increased transit frequency (before and after events) and shuttle service to and from large public parking facilities in the area would reduce parking demand at the site and in the area in general.

Advantage(s)
Environmentally conscious and reduced cost to the public.

Disadvantage(s)
Complexity of coordination and implementation of transportation demand management measures.

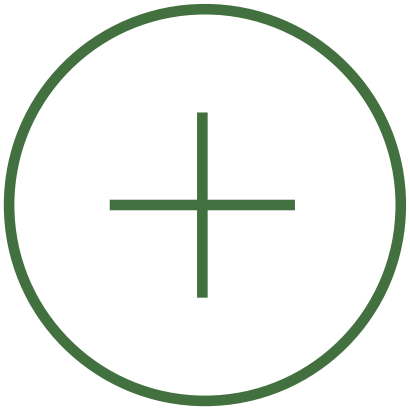
Issue 5 – Future Parking Demand Will Exceed Available Public Parking

Mitigation measure 1: use multi-family strata parking

Often in multi-family residential developments, parking spaces are assigned to condos that are controlled by the Condo Board. If these parking spaces were not attached to individual condo owners, but were operated separately, then it would be possible to allow non-residents to park in these stalls between 8am and 5pm.

Advantage(s)
Parking supply made available during the day when residents are away at work, while satisfying the demand that is displaced by the site's redevelopment.

Disadvantage(s)
Legal framework, possible reluctance by City administration to relax condominium parking rules, and safety concerns when residents and non-residents share parking.



Mitigation measure 2: provide additional parking to meet future demand

The City can provide more public parking spaces in the future to address any shortages that may be caused by redevelopment and densification of the downtown core. Some residents may be avoiding downtown because of fear of not finding parking near their destinations. Providing additional parking may encourage more people to visit downtown for shopping and entertainment, which would make the core more vibrant.

Advantage(s)
Good for business and driving around to find parking is reduced.

Disadvantage(s)
Increasing parking supply is costly.

Mitigation measure 3: increase parking rates

Parking rate adjustment means increasing or decreasing the amount of money paid hourly to park at a location, in this case on the street. Higher price is expected to be followed by lower demand and lower price may increase parking demand. Increasing the parking rate is likely to result in parkers choosing locations with lower rates. Spreading parking demand over a wider area rather than concentrating it in one area has been demonstrated to be effective in other cities like Calgary and San Francisco.

Advantage(s)
Encourages shorter periods of parking and increases turnover, which may lead to more people finding spaces.

Disadvantage(s)
Variation in price must be substantial enough to cause people to change their habits.

Mitigation measure 4: improve transit, pedestrian and cycle network

Improving transit and other transportation modes generally reduces traffic and parking demand. Increasing transit frequency and reliability, improving the pedestrian network, and providing safe bike lanes and tracks is consistent with the City's mobility plans and is good for the environment.

Advantage(s)
Active modes will become attractive and encourage some people to shift away from single occupancy vehicles.

Mitigation measure 5: expand residential parking permit zone

As the redevelopment of downtown increases so will be parking pressure on adjacent residential streets. To protect residents of these streets from parking overflowing from the core, larger RPP zones will be needed beyond what may be planned for short-term mitigations.

Advantage(s)
Continued protection of residents' access to on-street parking with limited competition from non-residents.

Disadvantage(s)
More enforcement required and related costs.



Mitigation measure 6: provide transportation demand management measures

Transportation demand management, which includes enhanced ride share, increased transit frequency (before and after events) and shuttle service to and from large public parking facilities in the area would reduce parking demand at the site and in the area in general.

Advantage(s)
Environmentally conscious and reduced cost to the public.

Disadvantage(s)
Complexity of coordination and implementation of transportation demand management measures.

06 FEEDBACK ON THE RECOMMENDATIONS



The purpose of the second round of engagement was to inform City residents, business owners, community organizations, and iPASS users (individuals who hold monthly parking passes for downtown parkades and City-owned surface lots) about the parking issues identified through data collection and the first round of engagement. Feedback was received on the recommended short-term (0-5 years) and long-term (+10 years) parking management strategies for the north shore and the downtown study areas.

STAKEHOLDER AND PUBLIC ENGAGEMENT ROUND 2 COMMUNICATIONS

The City of Kamloops embarked on a strong communications campaign that ran February 22nd to March 28th, 2022. The campaign raised awareness and encouraged residents and business owners to participate in the survey and online information sessions. A variety of digital and print channels were used with key metrics shown below.

- **99.9k** — Total Online Coverage Views
- **53.5k** — Coverage Views on Social
- **7.5k** — Visits to Let's Talk PMP Website Page
- **35,175** — Household Postcard Drops
- **835** — Targeted Business Postcard Drops
- **500** — Postcards placed on cars in parkades and on-street
- **1.4k** — Total Social Engagements
- **740** — Total Social Shares
- **282** — iPass Holders Received Email Notification
- **4 Weeks** — Project Displayed on City Lobby Screen



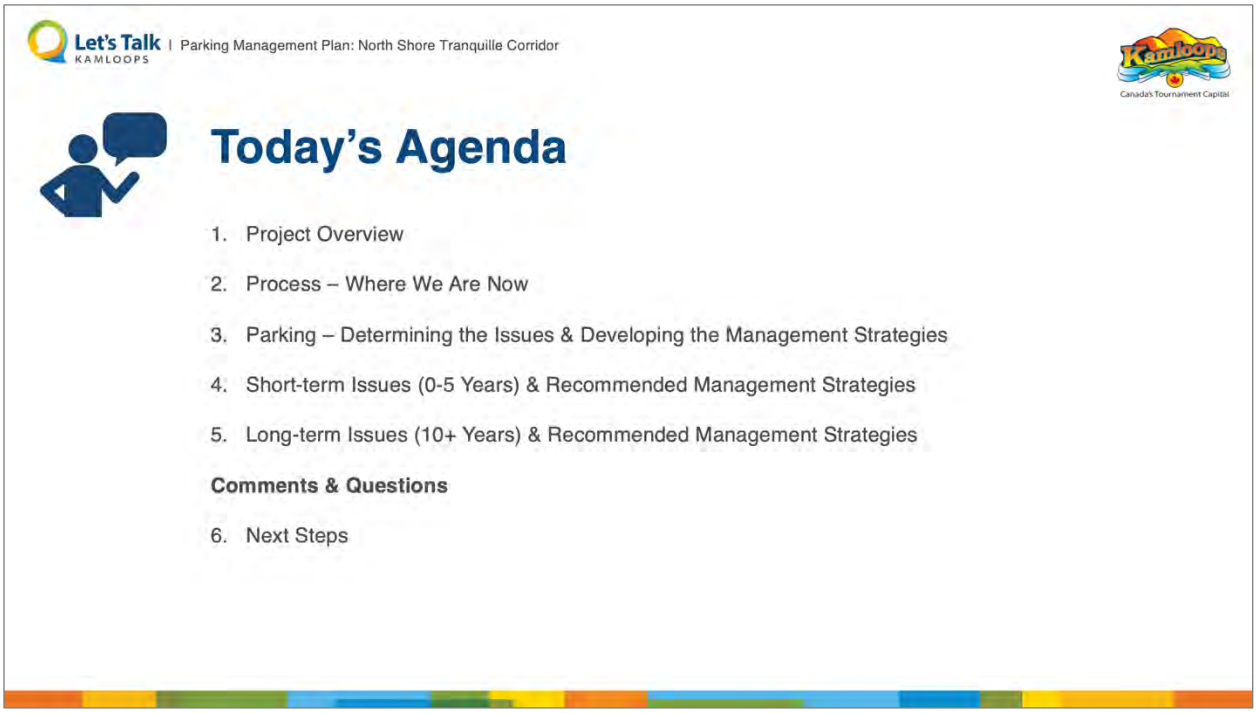
Mailer sent to Kamloops residents and selection of businesses

Engagement and What We Heard

Four online project information sessions were held March 1st and March 2nd, 2022. A survey for each the north shore and the downtown study areas were open to the public February 22nd to March 28th, 2022. A summary of the engagement and what we heard is provided below. The full interactive web-based Public Participation Summary Report can be viewed on LetsTalk.Kamloops.ca/Parking.

The Project Team presented an overview of the project, the results of the intensive one-year data collection program, and the key findings from the first round of stakeholder and public consultation. That information together with industry parking management best-practices provided the background to the short-term and long-term parking management issues identified and the corresponding recommended mitigation strategies. Issues and strategies were explained with time provided for participants to raise questions.





Slide from North Shore Stakeholder Workshop and Public Information Session

Feedback on North Shore Recommendations

Survey Results - short-term parking management strategies

Survey respondents were asked to rate their level of agreement on a total of 12 short-term (0-5 Year) parking management strategies to mitigate the short-term issues identified in the north shore study area. The top five mitigation measures that received the highest level of consensus (agreement or disagreement) as follows:

84% Agree
Review unsafe intersections for mitigations (i.e. pedestrian signals and visibility)

74% Agree
Review opportunities to increase the number of on-street parking spaces

74% Agree
Time-restrict loading zones to allow others to park

72% Agree
Monitor Disability Parking Permit program

71% Agree
Locate loading zones where they are most needed

Survey Results - long-term parking management strategies

Survey respondents were asked to rate their level of agreement on a total of seven long-term (10+ Years) parking management strategies to mitigate the short-term issues identified in the north shore study area. The top five mitigation measures that received the highest level of consensus (agreement or disagreement) as follows:

85% Agree
All developments to provide adequate parking

82% Agree
Review opportunities to increase on-street parking spaces

69% Agree
Promote sharing of parking spaces for different uses (i.e. office worker and restaurant customer share same parking space)

56% Disagree
Provide metered parking for non-residents on residential streets

54% Disagree
Provide metered parking along the Tranquille corridor

Feedback on Downtown Recommendations

Survey Results - short-term parking management strategies

Survey respondents were asked to rate their level of agreement on a total of 18 short-term (0-5 Year) parking management strategies to mitigate the short-term issues identified in the downtown study area. The top five mitigation measures that received the highest level of consensus (agreement or disagreement) as follows:

71% Agree
Relocate employees and all-day visitors to off-street facilities such as parkades and surface lots

66% Agree
Provide wayfinding/directional signage to parking

65% Agree
Monitor Disability Parking Permit program

64% Agree
Provide wayfinding/directional signage to parkades

64% Agree
Locate loading zones where they are most needed

Survey Results - long-term parking management strategies

Survey respondents were asked to rate their level of agreement on a total of 14 long-term (10+ Years) parking management strategies to mitigate the short-term issues identified in the north shore study area. The top five mitigation measures that received the highest level of consensus (agreement or disagreement) as follows:

68% Agree
Provide additional parking spaces to meet future demand

68% Agree
All large public developments to provide adequate parking

64% Agree
Replace parking spaces that are lost to development

64% Agree
Promote shared parking for different commercial buildings

61% Agree
Improve transit, pedestrian, and cycling network

07 PARKING STRATEGY EVALUATION AND PRIORITIZATION



As a result of the data collection exercises, analysis of existing conditions and emerging issues, Bunt & Associates was able to gain a thorough insight into current parking conditions, limitations, and opportunities related to future conditions.

Based on this analysis, it was clear that some changes to the current parking policies are necessary. As well, assessment of current parking conditions and policies allowed Bunt & Associates to identify a series of specific improvements that are suggested for implementation by the City based on a short-term and long-term need. The strategies were allocated a priority ranking based on a matrix analysis and are summarized in the following subsections.

EVALUATION CRITERIA

Five criteria areas were identified and selected for consideration in the development of potential parking management strategies to mitigate the parking issues.

1. Public Perception
2. Alignment of City of Kamloops Sustainability Goals and Objectives
3. Change Parking Behavior
4. Optimization of the Available Parking Supply
5. Economics

Public Perception

As part of the overall study process for this PMP, the City of Kamloops and Bunt & Associates undertook a comprehensive public consultation exercise. Two rounds of consultation were completed and included a combination of online surveys and online engagement sessions with stakeholder groups and the public. This category represents the level of agreement or disagreement with the proposed parking managements strategies.

Each parking management strategy was given a rating of 1 to 3 based on the level of agreement as detailed in Table **7.1** below.

Table 7.1 Strategy Criteria 1: Public Perception Rating

LEVEL OF AGREEMENT SCORE	RATING
Agreement (2.3 to 3)	3
Neutral (2 to 2.3)	2
Disagreement (less than 2)	1

The results of survey were assessed based on a weighted average. The 50th and 85th percentiles of the survey data set were chosen as the cut-off points between the agreement. The scores between 2.0 to 2.3 represented a neutral response. Scores above a weighted score 2.3 represented an agreement response, and any response below a weighted score of 2 represented full disagreement.

Alignment with City of Kamloops Sustainability Goals and Objectives



Several community-wide sustainability goals and objectives were identified in the City of Kamloops Transportation Master Plan. The promotion of active transportation, increased transit ridership, road safety, Transportation Demand Management, and development of efficient infrastructure are some of the key objectives. This category represents the level of alignment in achieving the City of Kamloops sustainability goals and targets.

Each parking management strategy was given a rating of 1 to 3 based on the level of alignment as detailed in **Table 7.2** below.

Table 7.2 Strategy Criteria 2: Alignment with City of Kamloops Sustainability Goals and Objectives

LEVEL OF ALIGNMENT	RATING
Aligned	3
Partially Aligned	2
No Alignment	1

Change Parking Behaviour



Application of this category represents whether-or-not the proposed parking managements will satisfy the City of Kamloops objectives in addressing the community's parking challenges and supports higher parking turnover in high demand parking areas. Each parking management strategy was given a rating of 1 to 3 based on the anticipated degree of change as detailed in **Table 7.3** below.

Table 7.3 Strategy Criteria 3: Change Parking Behaviour

DEGREE OF CHANGE	RATING
Will Substantially Change	3
Partially Change	2
No Change	1

Optimization of the Available Parking Supply

This category represents the primary purpose of this PMP. Specifically, will the proposed strategies support the City of Kamloops goals to develop a comprehensive plan that optimizes the available parking supply and supports future growth. Each parking management strategy was given a rating of 1 to 3 based on the anticipated degree of maximization of supply as detailed in **Table 7.4** below.

Table 7.4 Strategy Criteria 4: Optimization of the Available Parking Supply

DEGREE OF MAXIMIZATION	RATING
Maximizes Supply	3
Partially Maximizes	2
Does not Maximize	1

Economics

One of the primary objectives was to develop a PMP that would pay for itself in the long-term. Each parking management strategy was assessed based on the anticipated capital costs and future operating costs. Each parking management strategy was given a rating of 1 to 3 based on the anticipated economic impacts as detailed in **Table 7.5** below.

Table 7.5 Strategy Criteria 5: Economic

COST	RATING
Less than $500K	3
$500K to $1M	2
Greater than $1M	1

EVALUATION RESULTS

Each category was scored from 1 to 3 based on Bunt & Associates' subjective level of benefit. Generally, 1 represents a low benefit and 3 represents a high benefit. Each category was weighted the same; therefore, the lowest possible score was 5, and the highest possible score was 15.

Each parking management option was then ranked based on the cumulative score as outlined in **Table 7.6** below. The 50th and 85th percentiles of the data set were chosen as the cut-off points between priority.

Table 7.6 Strategy Priority Ranking

RATING SCORE	RANK
Greater or equal to 13	HIGH
11 to 13	MEDIUM
Less than 11	LOW

The results of the matrix analysis are summarized in **Table 7.7** to **Table 7.12** on the following pages.

Matrix Analysis - North Shore Short-term Strategies

Table 7.7 Summary of Matrix Analysis: North Shore Short-term Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Limited on-street parking in areas of the Tranquille Road corridor 	Review opportunities to increase the number of on-street parking spaces	3	1	1	3	2	10	LOW
	Increase parking bylaw enforcement	2	3	3	3	2	13	HIGH
	Reduce parking time limit to 1 hour in select areas	1	2	3	2	2	10	LOW
People using an on-street parking space all day 	Increase parking bylaw enforcement to discourage people parking all day on the street	3	2	3	2	2	12	MEDIUM
	Reduce parking time limit to 1 hour in select areas	2	2	3	2	2	11	MEDIUM

Matrix Analysis - North Shore Long-term Strategies

Table 7.8 Summary of Matrix Analysis: North Shore Long-term Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Public parking spaces will become even less available with future development 	Increase parking bylaw enforcement	2	3	3	3	2	13	HIGH
	Review opportunities to increase on-street parking spaces	3	1	1	3	1	9	LOW
	Provide metered parking along the Tranquille Road corridor	1	3	3	2	1	10	LOW
	Provide Transportation Demand Management strategies (i.e., carpooling) to reduce parking demand	2	3	3	2	1	11	MEDIUM
	Improve transit, pedestrian, and cycling network	2	3	3	2	1	11	MEDIUM
Adjacent residential streets may be impacted by future development 	Consider implementing a Residential Parking Permit program	2	1	2	1	2	8	LOW
	Provide metered parking for non-residents on residential streets	1	2	3	3	1	10	LOW
	Increase parking bylaw enforcement	2	3	3	3	2	13	HIGH
Parking relaxations for new developments (less than the bylaw requirement) will reduce available public parking spaces and impact adjacent residential streets 	All developments to provide adequate parking	3	1	3	3	2	12	MEDIUM
	Promote sharing of parking spaces for different uses (i.e., office worker and restaurant customer share same parking spaces) in a building	3	3	3	3	2	14	HIGH
	Consider implementing a Residential Parking Permit program	2	1	2	1	2	8	LOW

Matrix Analysis - North Shore Supporting Strategies

Table 7.9 Summary of Matrix Analysis: North Shore Supporting Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Location of parking impacts safety along the Tranquille Road corridor 	Review unsafe intersections for mitigations (i.e., pedestrian signals and visibility)	3	1	1	2	3	10	LOW
	Relocate parking away from intersections	3	1	2	2	3	11	MEDIUM
Insufficient parking spaces for persons with disabilities 	Increase accessible parking to meet the demand	3	1	2	3	3	12	MEDIUM
	Monitor Disability Parking Permit program	3	1	2	3	3	12	MEDIUM
	Increase parking bylaw enforcement	2	3	3	3	3	14	HIGH
Insufficient loading zones for commercial vehicles 	Locate loading zones where they are most needed	3	1	2	2	3	11	MEDIUM
	Time-restrict loading zones to allow others to park	3	1	2	2	3	11	MEDIUM
	Develop app for delivery drivers that shows parking availability	2	2	2	2	3	11	MEDIUM

Matrix Analysis - Downtown Short-term Strategies

Table 7.10 Summary of Matrix Analysis: Downtown Short-term Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Limited on-street parking in areas of downtown 	Review opportunities to increase the number of on-street parking spaces	3	1	1	3	2	10	LOW
	Adjust on-street parking rates to discourage all-day parkers	2	3	2	2	3	12	MEDIUM
	Increase parking bylaw enforcement	2	3	3	2	2	12	MEDIUM
	Reduce parking time limit to 1 hour in select areas	1	2	2	1	3	9	LOW
People using an on-street parking space all day 	Adjust on-street parking rates to discourage all-day parkers	2	2	2	2	3	11	MEDIUM
	Relocate employees and all-day visitors to off-street facilities such as parkades and surface lots	3	3	3	3	3	15	HIGH
Existing parkades and surface parking lots are not fully utilized 	Reduce dedicated reserved parking in parkades	2	3	2	3	3	13	HIGH
	Lower parking rates in public parkades	3	2	3	3	3	14	HIGH
	Provide wayfinding/directional signage to parkades	3	1	3	3	1	11	MEDIUM
Parking is spilling into adjacent residential communities 	Introduce Residential Parking Permits where it doesn't currently exist	2	2	3	1	2	10	LOW
	Introduce parking time restrictions for non-residents	2	2	3	1	2	10	LOW
	Increase parking bylaw enforcement	2	3	3	3	2	13	HIGH

Matrix Analysis - Downtown Long-term Strategies

Table 7.11 Summary of Matrix Analysis: Downtown Long-term Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Public parking spaces will become even less available as the downtown develops 	Promote sharing of parking spaces for different uses (i.e., office worker and restaurant customer share same parking spaces) in a building	3	3	3	3	2	14	HIGH
	Replace parking spaces that are lost to development	3	1	1	3	1	9	LOW
	Make multi-family strata parking available to the public	1	3	3	3	1	11	MEDIUM
Adjacent residential streets will continue to be even more highly impacted as the downtown develops 	Expand residential parking permit zones	2	1	3	1	2	9	LOW
	Provide metered parking for non-residents on residential streets	2	3	3	3	1	12	MEDIUM
	Increase parking bylaw enforcement	2	3	3	2	2	12	MEDIUM
Continued "zero parking requirement" bylaw for developers will reduce the public parking supply 	Remove zero-parking zones from the downtown	2	1	3	3	1	10	LOW
	Promote shared parking for different commercial buildings	3	3	3	3	2	14	HIGH

Table 7.11 Summary of Matrix Analysis: Downtown Long-term Strategies (Continued)

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMICS	TOTAL SCORE	RANK
Future public developments, such as the Kamloops Centre for the Arts, will further reduce available parking 	Include parking availability/parking locations on public website	3	1	2	3	2	11	MEDIUM
	All large public developments to provide adequate parking	3	1	3	3	1	11	MEDIUM
	Provide Transportation Demand Management strategies (i.e., carpooling, promote transit, shuttle service) to reduce parking demand	2	3	3	2	2	12	MEDIUM
Future parking demand will exceed the available public parking supply 	Make multi-family strata parking available to the public	1	2	2	3	3	11	MEDIUM
	Provide additional parking spaces to meet future demand	3	1	3	3	1	11	MEDIUM
	Increase parking rates	1	2	2	3	3	11	MEDIUM
	Improve transit, pedestrian, and cycling network	3	3	2	3	1	12	MEDIUM
	Expand parking zones with parking time restrictions	2	1	3	1	2	9	LOW
	Provide Transportation Demand Management strategies (i.e., carpooling, promote transit, shuttle service) to reduce parking demand	2	3	3	2	2	12	MEDIUM

Matrix Analysis - Downtown Supporting Strategies

Table 7.12 Summary of Matrix Analysis: Downtown Supporting Strategies

PARKING ISSUE	PARKING MANAGEMENT OPTION	PUBLIC PERCEPTION	ALIGNMENT WITH COK POLICY	CHANGE PARKING BEHAVIOUR	OPTIMIZES PARKING SUPPLY	ECONOMIC	TOTAL SCORE	RANK
Insufficient parking spaces for persons with disabilities 	Increase accessible parking to meet the demand	3	1	2	2	3	11	MEDIUM
	Monitor Disability Parking Permit program	3	1	2	2	3	11	MEDIUM
Insufficient loading zones for commercial vehicles 	Locate loading zones where they are most needed	3	1	2	3	3	12	MEDIUM
	Time-restrict loading zones to allow others to park	3	1	2	3	3	12	MEDIUM
	Develop app for delivery drivers that shows parking availability	3	1	2	3	3	12	MEDIUM
Parking availability is impacted by events such as concerts, hockey games, tournaments, and events 	Coordinate parking with event management plan (i.e., advanced sale of parking)	3	1	2	3	2	11	MEDIUM
	Provide wayfinding/ directional signage to parking	3	1	3	3	1	11	MEDIUM

PARKING STRATEGY PRIORITIZATION

The short-term parking strategies were developed to address existing conditions as well as to support low development land use scenario. The long-term parking strategies support growth of new developments. The long-term needs may be dependent on the level of development that is achieved through infill and redevelopment; therefore, timing of implementation for the long-term strategy is dependent on the rate and intensity of development, together with market conditions.

Short-term Strategy Priorities – North Shore

PRIORITY	PARKING MANAGEMENT OPTION
A	Increase parking bylaw enforcement to discourage people parking all day on the street
B	Review opportunities to increase the number of on-street parking spaces
C	Review parking time limit in select areas

Long-term Strategy Priorities – North Shore

PRIORITY	PARKING MANAGEMENT OPTION
A	Promote sharing of parking spaces for different uses (i.e., office worker and restaurant customer share same parking spaces) in a building
	Increase parking bylaw enforcement
B	Provide Transportation Demand Management strategies (i.e., carpooling) to reduce parking demand
	Improve transit, pedestrian, and cycling network
	All developments to provide adequate parking
C	Review opportunities to increase the number of on-street parking spaces
	Provide metered parking along the Tranquille Road corridor
	Consider implementing a Residential Parking Permit program
	Provide metered parking for non-residents on residential streets

Short-term Strategy Priorities – Downtown

PRIORITY	PARKING MANAGEMENT OPTION
A	Relocate employees and all-day visitors to off-street facilities such as parkades and surface lots
	Reduce dedicated reserved parking in parkades
	Lower parking rates in public parkades
	Increase parking bylaw enforcement
B	Adjust on-street parking rates to discourage all-day parkers
	Provide wayfinding/directional signage to parkades
C	Review opportunities to increase the number of on-street parking spaces
	Introduce Residential Parking Permits where it doesn't currently exist
	Introduce parking time restrictions for non-residents

Long-Term Strategy Priorities – Downtown

PRIORITY	PARKING MANAGEMENT OPTION
A	Promote sharing of parking spaces for different uses (i.e., office worker and restaurant customer share same parking spaces) in a building
B	Provide metered parking for non-residents on residential streets
	Increase parking bylaw enforcement
	Include parking availability/parking locations on public website
	All large public developments to provide adequate parking
	Provide Transportation Demand Management strategies (i.e., carpooling, promote transit, shuttle service) to reduce parking demand
	Make multi-family strata parking available to the public
	Provide additional parking spaces to meet future demand
	Increase parking rates
	Improve transit, pedestrian, and cycling network
C	Replace parking spaces that are lost to development
	Expand residential parking permit zones
	Remove zero-parking zones from the Downtown
	Expand parking zones with parking time restrictions

SUPPORTING PARKING STRATEGIES

Supporting strategies are not dependent on land use scenarios and could be implemented at any time.

Supporting Parking Strategies – North Shore

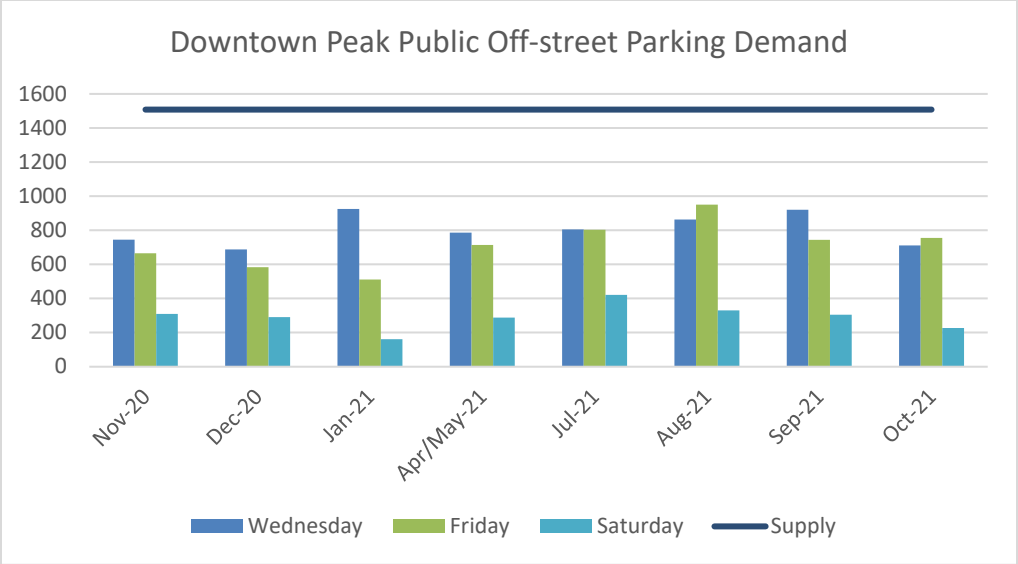
PARKING MANAGEMENT OPTION
Relocate parking away from intersections
Increase accessible parking to meet the demand
Monitor Disability Parking Permit program
Locate loading zones where they are most needed
Time-restrict loading zones to allow others to park
Develop app for delivery drivers that shows parking availability
Review unsafe intersections for mitigations (i.e., pedestrian signals and visibility)

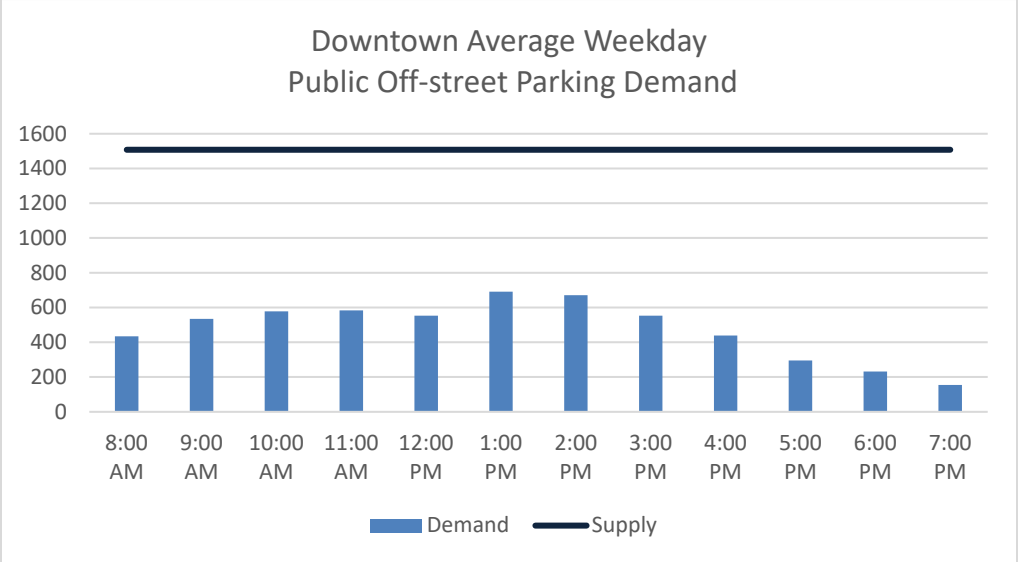
Supporting Parking Strategies – Downtown

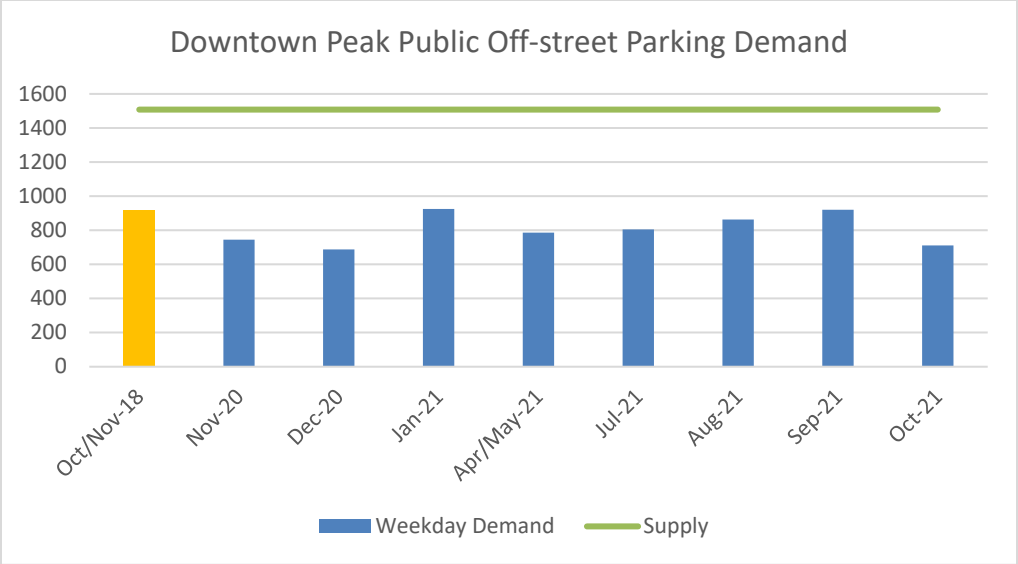
PARKING MANAGEMENT OPTION
Increase accessible parking to meet the demand
Monitor Disability Parking Permit program
Locate loading zones where they are most needed
Time-restrict loading zones to allow others to park
Develop app for delivery drivers that shows parking availability
Develop app for delivery drivers that shows parking availability
Review unsafe intersections for mitigations (i.e., pedestrian signals and visibility)

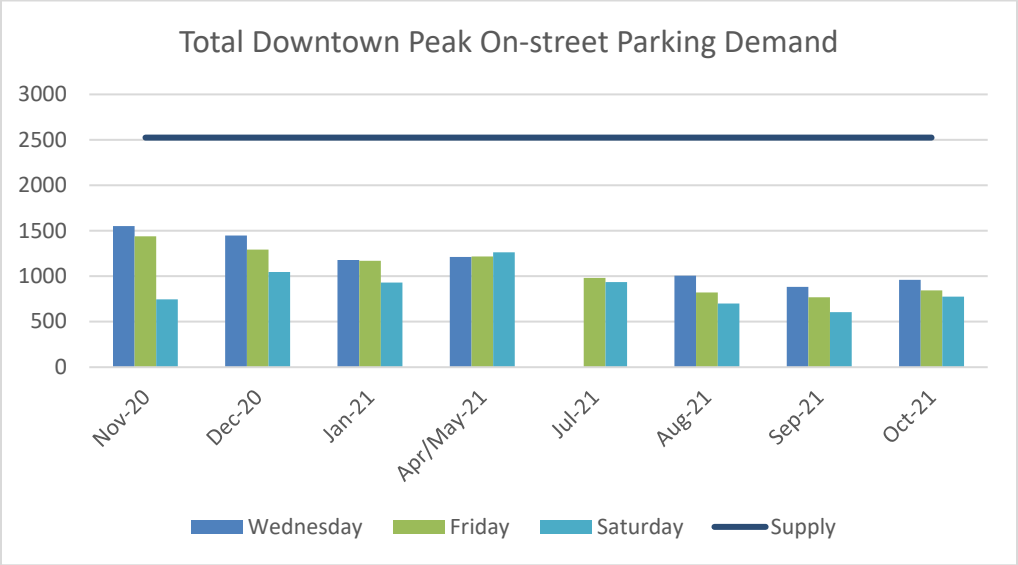
APPENDIX A:
DATA COLLECTION

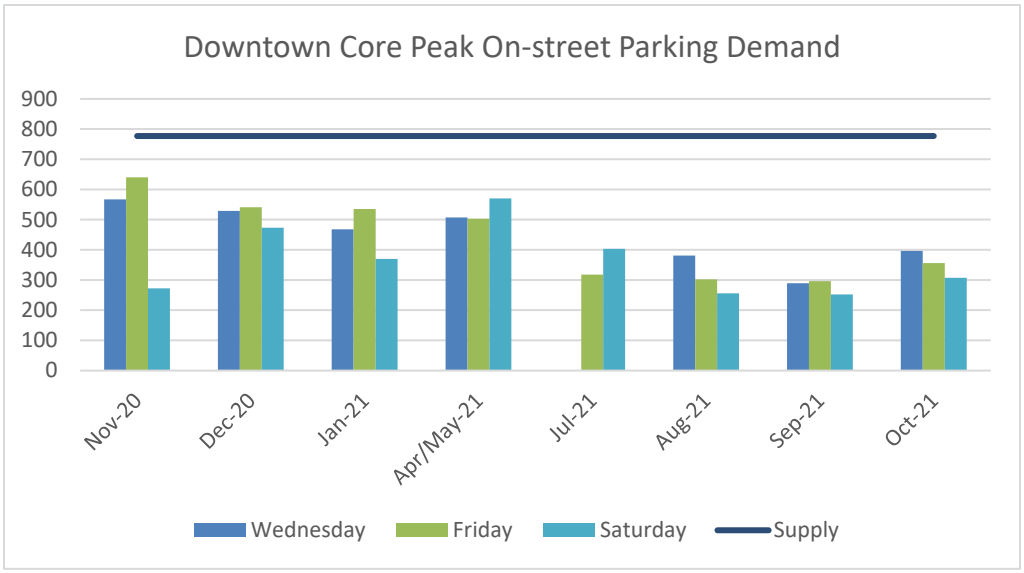
DOWNTOWN DATA COLLECTION SCHEDULE		
DATE	**COUNT LOCATION**	**DAY OF WEEK**
November 25, 2020	Public Lots, Parkades, & On-street	Wednesday
November 27, 2020	Public Lots, Parkades, & On-street	Friday ("Black Friday")
November 28, 2020	Public Lots, Parkades, & On-street	Saturday
December 9, 2020	Public Lots, Parkades, & On-street	Wednesday
December 11, 2020	Public Lots, Parkades, & On-street	Friday
December 12, 2020	Public Lots, Parkades, & On-street	Saturday
January 13, 2021	On-street	Wednesday
January 15, 2021	On-street	Friday
January 16, 2021	On-street	Saturday
January 20, 2021	Public Lots & Parkades	Wednesday
January 22, 2021	Public Lots & Parkades	Friday
January 23, 2021	Public Lots & Parkades	Saturday
April 28, 2021	Public Lots & Parkades	Wednesday
April 30, 2021	Public Lots & Parkades	Friday
May 1, 2021	Public Lots & Parkades	Saturday
May 5, 2021	On-street	Wednesday
May 7, 2021	On-street	Friday
May 8, 2021	On-street	Saturday
July 14, 2021	On-street	Wednesday
July 16, 2021	On-street	Friday
July 17, 2021	On-street	Saturday
July 21, 2021	Public Lots & Parkades	Wednesday
July 23, 2021	Public Lots & Parkades	Friday
July 31, 2021	Public Lots & Parkades	Saturday
August 2, 2021	Public Lots & Parkades	Monday
August 12, 2021	On-street	Thursday
August 13, 2021	Public Lots, Parkades, & On-street	Friday
August 14, 2021	Public Lots, Parkades, & On-street	Saturday
September 3, 2021	Public Lots, Parkades, & On-street	Friday
September 15, 2021	Public Lots, Parkades, & On-street	Wednesday
September 17, 2021	Public Lots, Parkades, & On-street	Friday
September 18, 2021	Public Lots, Parkades, & On-street	Saturday
October 8, 2021	Public Lots, Parkades, & On-street	Friday
October 9, 2021	Public Lots, Parkades, & On-street	Saturday
October 11, 2021	Public Lots, Parkades, & On-street	Monday
October 20, 2021	Public Lots, Parkades, & On-street	Wednesday

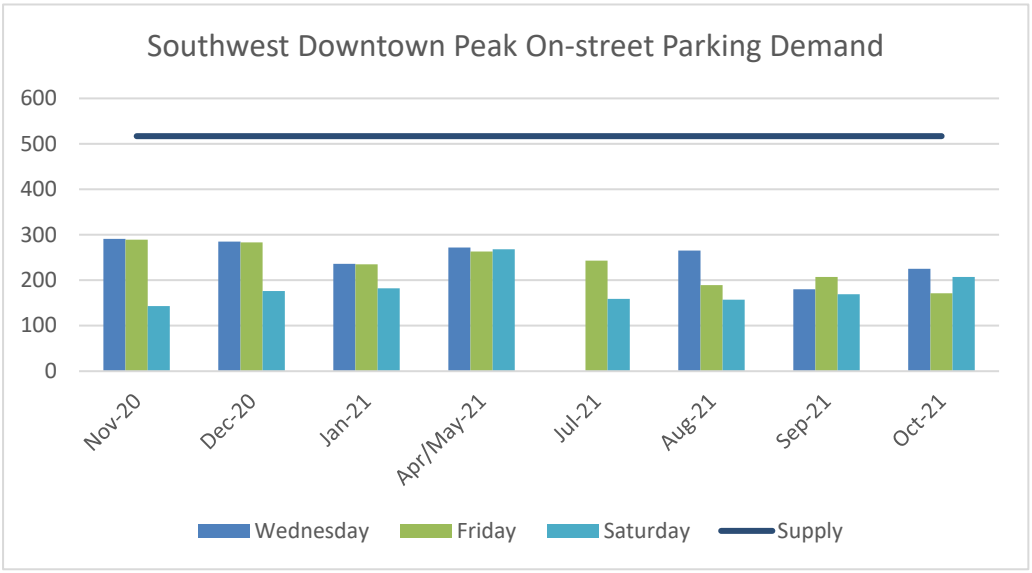

Downtown Peak Public Off-street Parking Demand
1600
1400
1200
1000
800
600
400
200
0
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Wednesday
Friday
Saturday
Supply

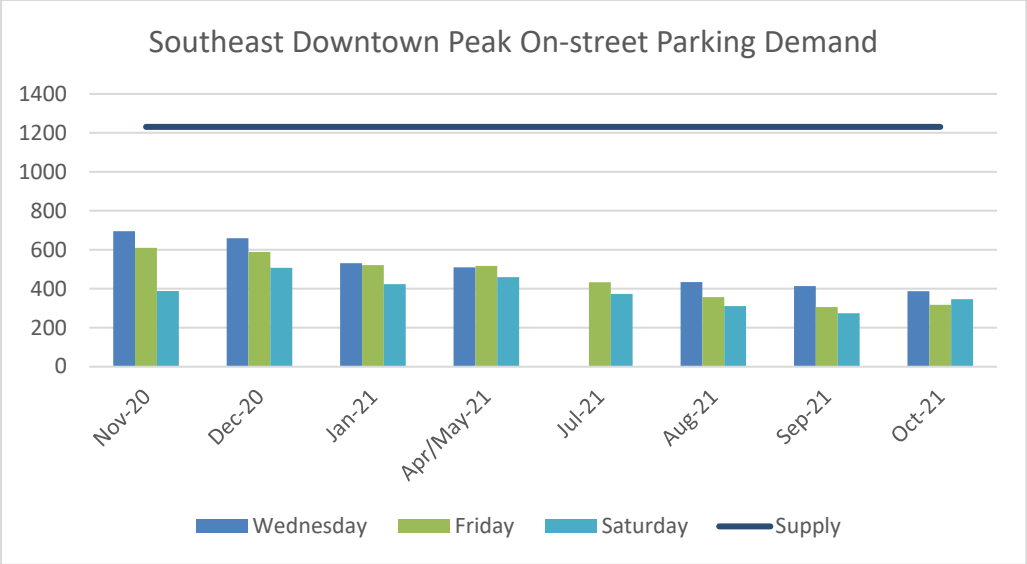

Downtown Average Weekday
Public Off-street Parking Demand
1600
1400
1200
1000
800
600
400
200
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply

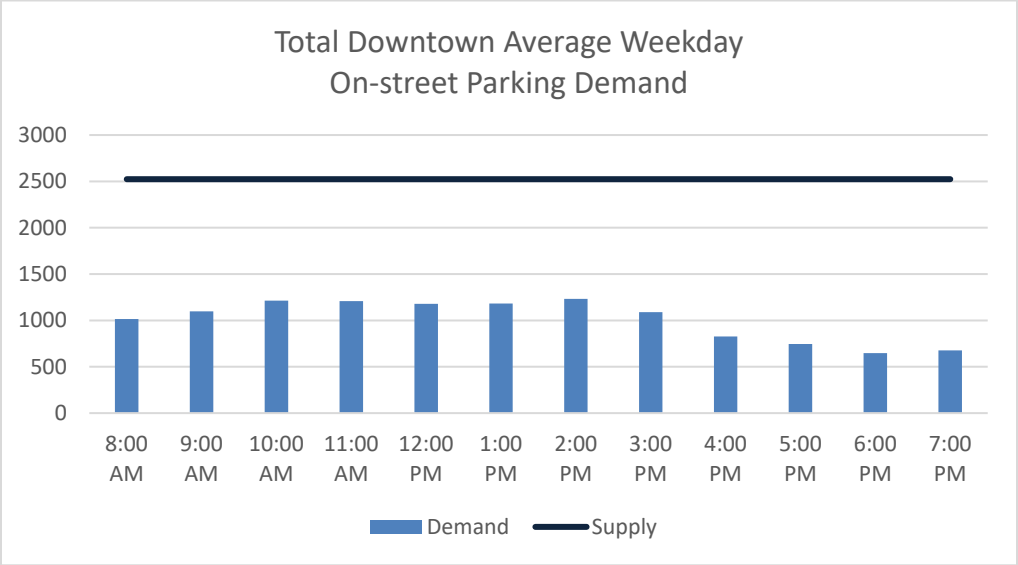

Downtown Peak Public Off-street Parking Demand
1600
1400
1200
1000
800
600
400
200
0
Oct/Nov-18
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Weekday Demand
Supply

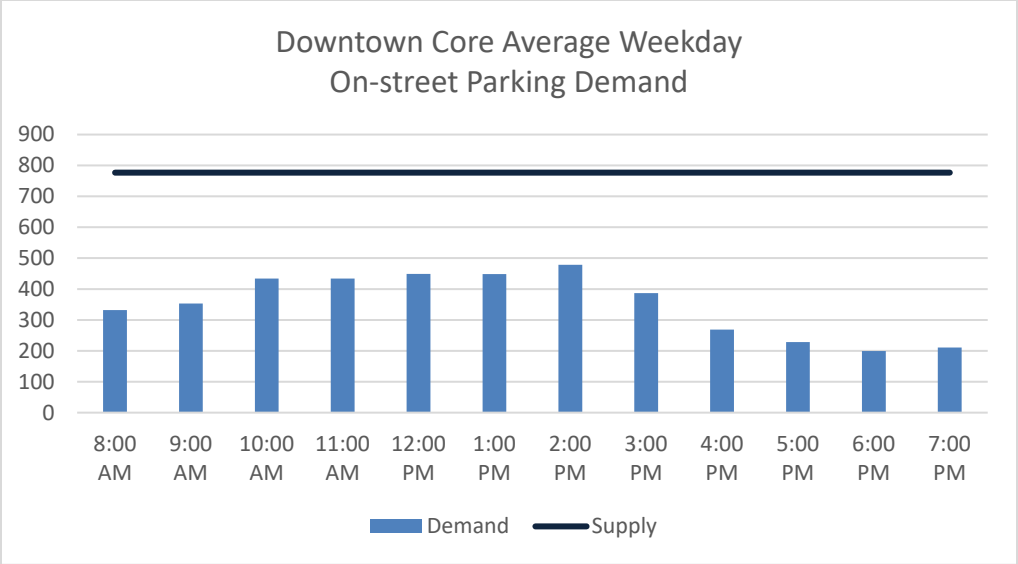

Total Downtown Peak On-street Parking Demand
3000
2500
2000
1500
1000
500
0
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Wednesday
Friday
Saturday
Supply

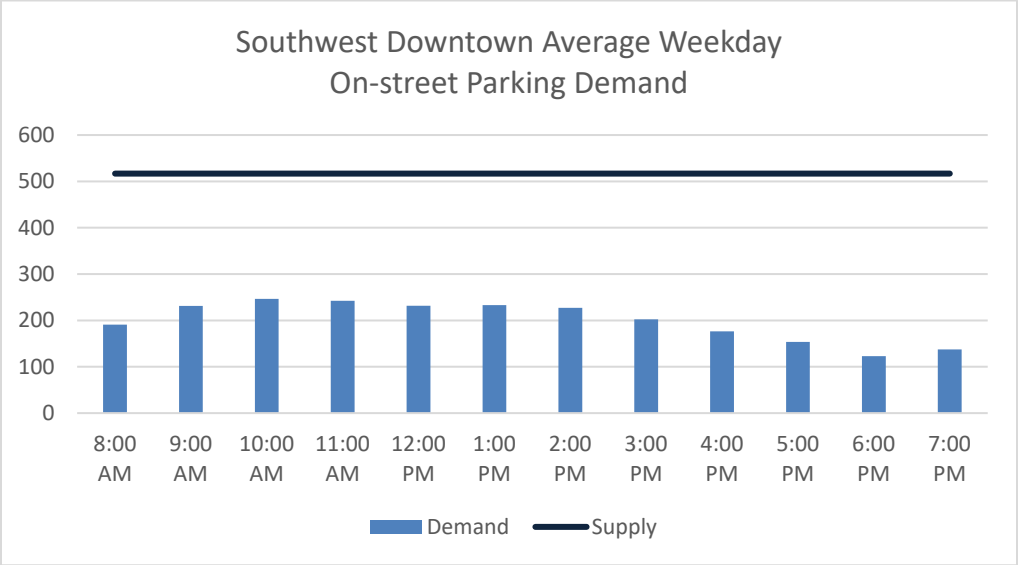

Downtown Core Peak On-street Parking Demand
900
800
700
600
500
400
300
200
100
0
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Wednesday
Friday
Saturday
Supply

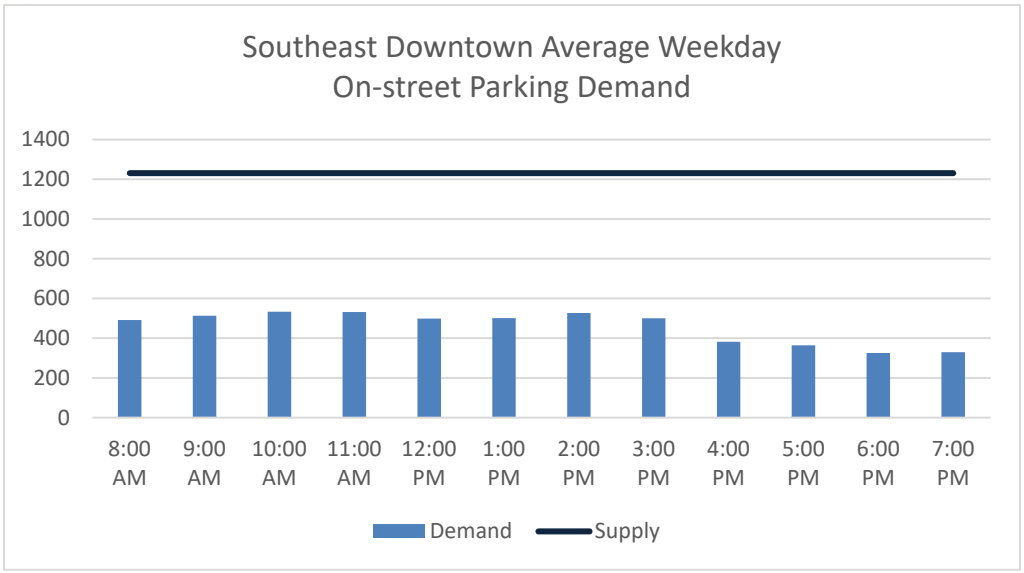

Southwest Downtown Peak On-street Parking Demand
600
500
400
300
200
100
0
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Wednesday
Friday
Saturday
Supply

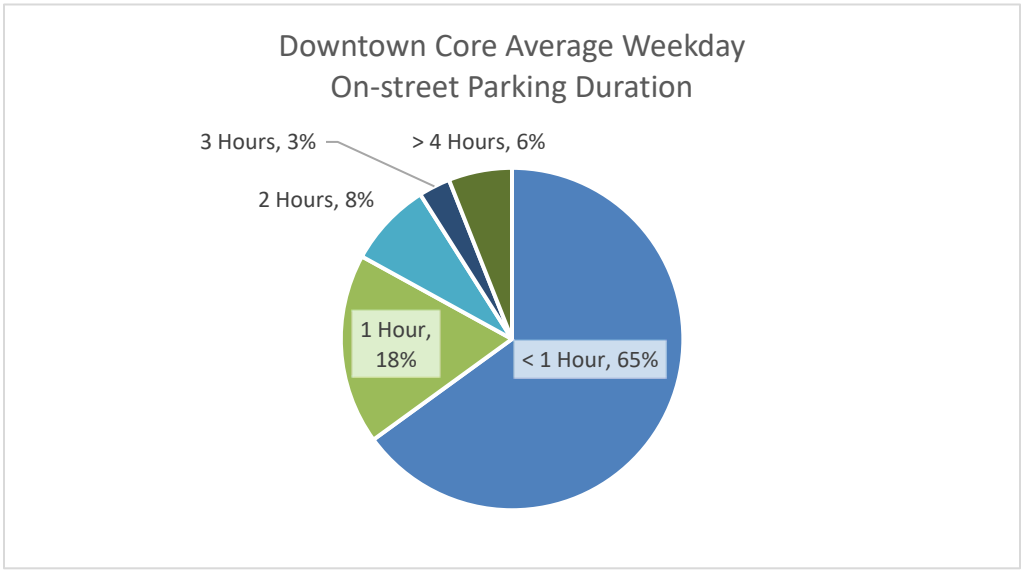

Southeast Downtown Peak On-street Parking Demand
1400
1200
1000
800
600
400
200
0
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Wednesday
Friday
Saturday
Supply

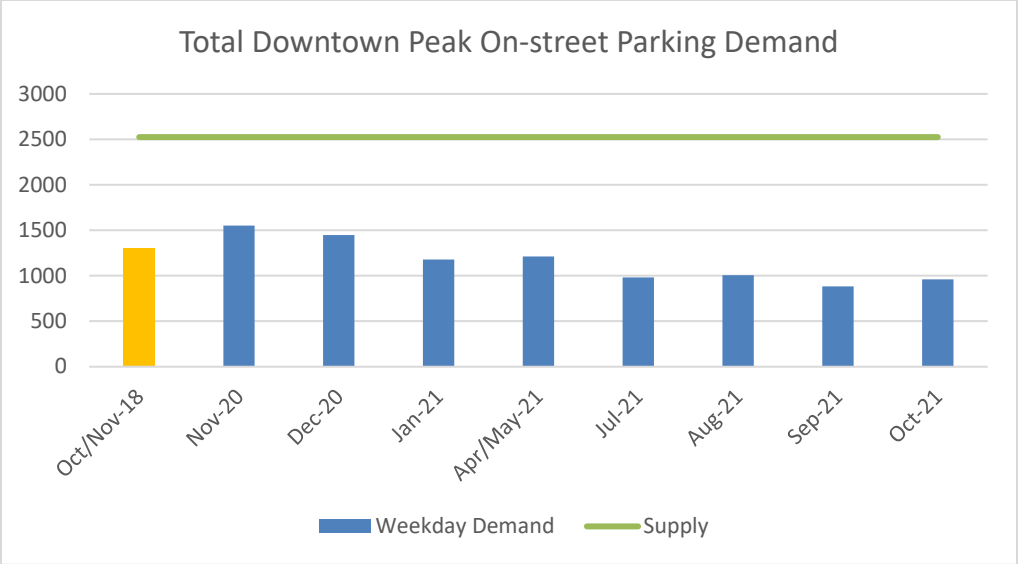

Total Downtown Average Weekday
On-street Parking Demand
3000
2500
2000
1500
1000
500
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply

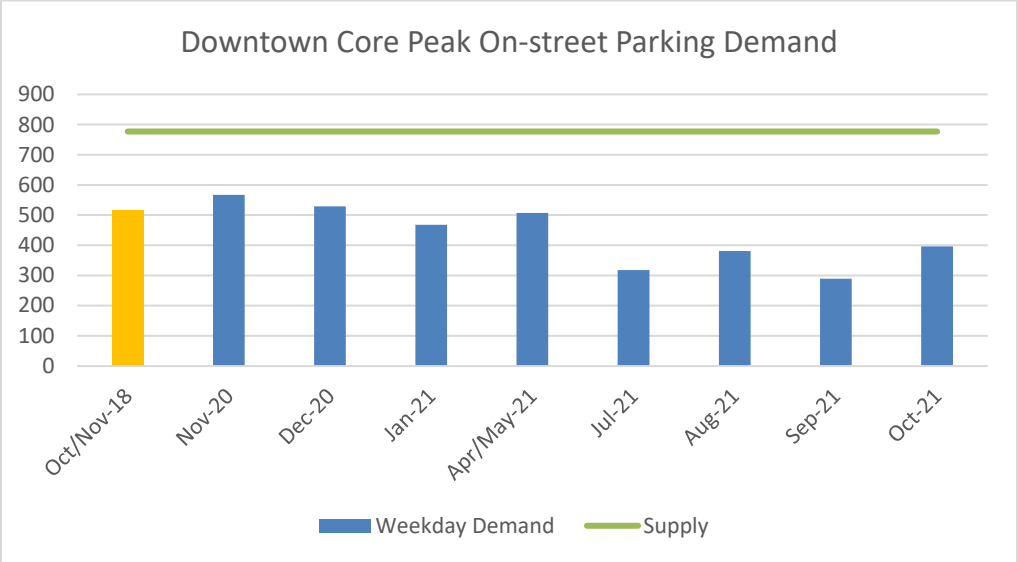

Downtown Core Average Weekday
On-street Parking Demand
900
800
700
600
500
400
300
200
100
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply


Southwest Downtown Average Weekday
On-street Parking Demand
600
500
400
300
200
100
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply


Southeast Downtown Average Weekday
On-street Parking Demand
1400
1200
1000
800
600
400
200
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply


Downtown Core Average Weekday
On-street Parking Duration
3 Hours, 3%
> 4 Hours, 6%
2 Hours, 8%
1 Hour, 18%
< 1 Hour, 65%


Total Downtown Peak On-street Parking Demand
3000
2500
2000
1500
1000
500
0
Oct/Nov-18
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Weekday Demand
Supply


Downtown Core Peak On-street Parking Demand
900
800
700
600
500
400
300
200
100
0
Oct/Nov-18
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Weekday Demand
Supply

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/28/2020 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	1	0	2	0	2	0	0	0	1	2	50%	0%
			South	9	2	2	2	1	3	4	4	0	1	1	2	4	44%	44%
	3 Avenue	4 Avenue	North	7	0	1	0	0	1	0	1	0	0	0	1	1	14%	0%
			South	6	0	0	1	4	4	3	9	0	4	3	2	9	150%	50%
	4 Avenue	5 Avenue	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	6	9	6	5	4	12	23	0	5	0	2	23	144%	75%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	1	2	3	1	2	0	1	0	0	0	0	3	15%	0%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	1	0	0	0	2	2	1	2	40%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	0	3	4	9	12	22	8	3	6	5	6	22	220%	220%
			South	15	0	7	16	17	10	14	16	5	1	11	9	17	113%	93%
	2 Avenue	3 Avenue	North	13	13	12	17	23	18	25	33	1	6	9	6	33	254%	192%
			South	13	4	9	16	19	16	18	11	11	6	16	8	19	146%	138%
	3 Avenue	4 Avenue	North	15	0	2	15	13	23	15	32	1	9	14	11	32	213%	100%
			South	15	3	8	18	29	16	29	14	21	8	15	3	29	193%	193%
	4 Avenue	5 Avenue	North	14	11	16	10	14	21	20	15	4	9	6	11	21	150%	143%
			South	10	3	6	8	8	14	15	13	7	4	1	0	15	150%	150%
	5 Avenue	6 Avenue	North	8	1	2	1	1	2	8	8	0	2	1	7	8	100%	100%
			South	18	1	1	3	2	2	2	3	4	1	4	5	5	28%	11%
	6 Avenue	7 Avenue	North	17	0	6	4	4	0	0	7	6	14	7	11	14	82%	0%
			South	23	6	4	6	9	4	4	9	3	6	9	7	9	39%	17%
	7 Avenue	8 Avenue	North	17	0	0	1	0	0	1	0	1	2	3	6	6	35%	6%
			South	13	0	1	0	0	2	0	0	0	0	3	0	3	23%	0%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	3	0	0	1	0	1	0	0	0	0	3	33%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	2	2	4	5	6	5	3	3	2	2	6	60%	60%
			South	10	0	2	1	1	0	0	0	3	1	3	1	3	30%	0%
	2 Avenue	3 Avenue	North	4	0	0	0	1	1	3	2	3	0	0	0	3	75%	75%
			South	5	0	1	1	0	0	0	1	1	0	0	0	1	20%	0%
	3 Avenue	4 Avenue	North	14	1	1	2	3	6	10	5	5	6	3	5	10	71%	71%
			South	15	0	0	0	1	0	1	0	0	2	0	0	2	13%	7%
	4 Avenue	5 Avenue	North	12	0	3	2	6	2	8	4	3	6	1	0	8	67%	67%
			South	9	0	0	1	0	0	1	3	3	1	0	1	3	33%	11%
	5 Avenue	6 Avenue	North	11	0	0	0	0	0	1	1	0	1	1	0	1	9%	9%
			South	13	0	1	0	0	0	0	0	0	2	1	4	4	31%	0%
	6 Avenue	7 Avenue	North	25	0	6	7	7	7	12	10	7	5	6	4	12	48%	48%
			South	16	1	2	2	1	0	0	0	0	0	1	1	2	13%	0%
	7 Avenue	8 Avenue	North	26	0	4	3	5	6	7	4	3	4	3	4	7	27%	27%
			South	29	1	0	0	0	0	0	0	0	0	1	0	1	3%	0%
	8 Avenue	9 Avenue	North	12	0	1	3	6	2	3	1	4	2	0	0	6	50%	25%
			South	19	0	0	4	4	4	3	1	3	2	2	0	4	21%	16%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	2	1	1	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	29	6	6	8	7	3	6	4	3	3	5	5	8	28%	21%
	1 Avenue	2 Avenue	North	14	14	13	12	19	16	13	11	4	7	12	10	19	136%	93%
			South	2	4	5	7	5	4	5	3	2	1	2	5	7	350%	250%
	2 Avenue	3 Avenue	North	12	2	1	2	0	2	2	2	2	1	0	0	2	17%	17%
			South	13	0	0	0	0	0	1	1	1	0	0	0	1	8%	8%
	3 Avenue	4 Avenue	North	17	0	0	0	0	4	1	3	0	0	1	0	4	24%	6%
			South	12	0	1	2	0	3	1	0	1	1	0	0	3	25%	8%
	4 Avenue	5 Avenue	North	17	0	2	0	2	0	0	2	0	1	0	3	3	18%	0%
			South	18	3	1	1	3	3	1	4	4	3	2	2	4	22%	6%
	5 Avenue	6 Avenue	North	16	0	1	1	1	1	1	1	0	0	0	0	1	6%	6%
			South	16	0	2	0	0	2	1	0	0	0	0	0	2	13%	6%
	6 Avenue	7 Avenue	North	22	8	11	8	6	6	7	7	0	3	3	4	11	50%	32%
			South	22	11	7	8	8	12	9	9	10	8	6	8	12	55%	41%
	7 Avenue	8 Avenue	North	22	11	11	11	9	9	10	8	10	13	11	12	13	59%	45%
			South	22	10	8	9	8	11	7	6	11	9	9	10	11	50%	32%
	8 Avenue	9 Avenue	North	18	9	11	7	8	7	7	6	8	9	9	10	11	61%	39%
			South	18	9	9	5	6	7	8	8	7	8	8	7	9	50%	44%
Battle Street	Lee Road	1 Avenue	North	21	11	9	7	6	7	11	12	11	8	10	8	12	57%	52%
			South	21	7	5	5	5	5	1	4	4	4	6	4	7	33%	5%
	1 Avenue	2 Avenue	North	17	4	4	7	4	5	4	3	2	3	2	7	7	41%	24%
			South	18	8	8	8	7	6	7	6	8	8	7	17	17	94%	39%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	7	6	8	6	5	7	8	4	4	4	2	8	50%	44%
	3 Avenue	4 Avenue	North	19	0	1	0	0	0	0	3	1	0	0	1	3	16%	0%
			South	13	1	2	0	1	1	2	3	1	0	0	0	3	23%	15%
	4 Avenue	5 Avenue	North	19	4	5	4	0	3	8	5	1	3	2	2	8	42%	42%
			South	19	7	13	6	11	10	11	9	5	4	3	1	13	68%	58%
	5 Avenue	6 Avenue	North	14	0	1	1	0	1	6	2	0	0	0	0	6	43%	43%
			South	19	5	4	4	8	3	5	4	4	3	3	4	8	42%	26%
	6 Avenue	7 Avenue	North	22	6	2	0	0	1	3	5	2	5	1	7	7	32%	14%
			South	22	14	13	12	12	9	11	15	11	7	14	6	15	68%	50%
	7 Avenue	8 Avenue	North	22	4	3	5	0	2	7	6	5	6	2	7	7	32%	32%
			South	22	13	13	26	14	13	16	14	11	10	11	9	26	118%	73%
	8 Avenue	9 Avenue	North	19	3	2	6	0	0	5	0	4	5	2	5	6	32%	26%
			South	19	9	8	18	13	6	7	7	10	11	12	8	18	95%	37%
Nicola Street	Lee Road	1 Avenue	North	25	8	8	8	9	8	8	7	6	9	7	8	9	36%	32%
			South	22	5	5	5	5	4	4	4	5	5	4	5	5	23%	18%
	1 Avenue	2 Avenue	North	18	8	7	8	8	6	4	6	3	6	13	7	13	72%	22%
			South	18	2	2	5	3	6	4	4	2	5	8	2	8	44%	22%
	2 Avenue	3 Avenue	North	18	7	8	4	4	5	7	6	3	2	5	11	11	61%	39%
			South	18	4	4	3	4	4	1	4	1	4	6	11	11	61%	6%
	3 Avenue	4 Avenue	North	14	5	5	4	4	3	6	4	2	2	3	9	9	64%	43%
			South	12	5	4	6	5	4	0	3	4	3	3	2	6	50%	0%
	4 Avenue	5 Avenue	North	18	9	8	6	8	6	5	4	3	3	3	5	9	50%	28%
			South	17	6	7	9	8	8	6	6	6	8	6	4	9	53%	35%
	5 Avenue	6 Avenue	North	18	10	11	9	10	9	9	9	9	10	10	13	13	72%	50%
			South	18	4	4	6	6	4	9	8	6	7	7	2	9	50%	50%
	6 Avenue	7 Avenue	North	22	11	9	6	11	8	17	12	13	5	10	6	17	77%	77%
			South	22	22	8	9	6	6	1	1	0	5	1	5	22	100%	5%
	7 Avenue	8 Avenue	North	22	13	14	6	23	21	16	14	18	9	16	10	23	105%	73%
			South	22	23	26	12	14	13	18	2	0	12	12	9	26	118%	82%
	8 Avenue	9 Avenue	North	19	17	14	7	9	14	13	7	8	6	11	7	17	89%	68%
			South	19	18	14	8	16	11	15	8	5	8	2	6	18	95%	79%
Columbia Street	6 Avenue	7 Avenue	North	11	4	0	1	0	0	0	2	4	2	2	3	4	36%	0%
			South	13	5	0	0	0	0	0	4	4	4	5	4	5	38%	0%
	7 Avenue	8 Avenue	North	22	13	14	14	9	9	11	10	6	6	3	4	14	64%	50%
			South	22	13	12	10	11	18	14	15	5	4	5	4	18	82%	64%
	8 Avenue	9 Avenue	North	19	6	7	6	8	8	7	0	3	2	5	6	8	42%	37%
			South	19	6	5	6	3	5	4	12	6	6	5	7	12	63%	21%
Dominion Street	6 Avenue	7 Avenue	North	22	10	8	9	8	10	9	7	7	7	6	7	10	45%	41%
			South	22	4	6	7	6	5	6	8	7	8	8	7	8	36%	27%
	7 Avenue	8 Avenue	North	21	8	8	8	6	9	10	4	13	5	7	6	13	62%	48%
			South	21	9	8	8	7	6	7	5	0	10	8	8	10	48%	33%
	8 Avenue	9 Avenue	North	19	4	3	6	5	8	4	7	5	7	6	7	8	42%	21%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	5	7	3	2	2	1	2	7	5	7	7	30%	9%
			South	23	9	7	6	9	6	7	9	6	8	7	8	9	39%	30%

	7 Avenue	8 Avenue	North	21	11	22	12	9	8	9	7	10	11	12	12	22	105%	43%
			South	21	12	0	9	12	9	9	15	10	10	12	10	15	71%	43%
	8 Avenue	9 Avenue	North	19	0	4	1	2	1	1	0	0	0	0	1	4	21%	5%
			South	19	4	0	5	5	3	2	7	8	7	7	5	8	42%	11%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	2	0	0	2	29%	0%
			West	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	3	4	4	8	8	5	0	3	3	5	8	200%	200%
	Seymour Street	St Paul Street	East	7	1	2	2	1	3	3	2	0	0	1	0	3	43%	43%
			West	4	0	1	0	1	2	0	0	0	1	1	0	2	50%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	3	2	5	5	56%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	3	3	3	3	33%	0%
			West	9	0	0	0	0	0	0	0	0	2	2	3	3	33%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	5	0	1	5	63%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	1	1	1	1	1	25%	0%
			West	6	0	0	0	0	0	0	0	0	1	4	1	4	67%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	1	5	4	5	125%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	1	1	25%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	3	2	5	5	71%	0%
			West	2	0	0	0	0	0	0	0	0	1	0	0	1	50%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	1	2	6	6	150%	0%
			West	4	2	0	0	0	0	0	0	0	4	3	4	4	100%	0%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	0	0	1	1	4	4	50%	0%
			West	4	2	0	0	0	0	0	0	0	0	0	0	2	50%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	6	0	0	0	0	0	0	0	4	3	5	6	86%	0%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	0	0	0	0	0	0	0	1	2	4	4	100%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	1	0	0	0	0	0	0	0	1	3	2	3	60%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	6	0	0	0	0	0	0	0	0	3	0	0	3	50%	0%
	Victoria Street	Seymour Street	East	4	2	0	0	0	0	0	0	0	0	0	0	2	50%	0%
			West	7	0	0	0	0	0	0	0	0	1	0	0	1	14%	0%
	Seymour Street	St Paul Street	East	8	2	0	0	0	0	0	0	0	0	2	0	2	25%	0%
			West	7	1	0	0	0	0	0	0	0	1	0	2	2	29%	0%
	St Paul Street	Battle Street	East	8	2	0	0	0	0	0	0	0	1	0	1	2	25%	0%
			West	4	3	0	0	0	0	0	0	0	1	0	2	3	75%	0%
	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	1	4	0	4	40%	0%
			West	10	1	0	0	0	0	0	0	0	1	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	1	0	0	0	0	0	0	0	1	0	1	1	10%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	3	0	2	3	0	0	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	1	0	2	1	1	1	0	0	0	0	2	33%	17%
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	1	1	0	1	#DIV/0!	#DIV/0!
			West	7	0	0	0	1	0	0	1	0	1	0	2	2	29%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	1	1	2	3	0	0	0	0	1	3	38%	38%
	St Paul Street	Battle Street	East	8	3	1	2	2	3	1	3	0	2	0	0	3	38%	13%
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	3	3	2	2	3	2	2	0	4	4	2	4	44%	22%
			West	9	1	0	0	0	0	0	0	0	1	0	0	1	11%	0%
	Nicola Street	Columbia Street	East	7	1	1	1	0	0	0	0	0	0	0	0	1	14%	0%
			West	4	0	0	0	0	0	1	1	0	2	0	0	2	50%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	1	2	2	0	2	1	0	0	4	3	3	4	50%	13%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	1	0	1	1	1	0	0	0	2	2	2	2	22%	0%
			West	9	1	0	0	1	0	0	0	0	0	0	0	1	11%	0%
	St Paul Street	Battle Street	East	8	1	1	2	3	0	0	0	0	2	1	3	3	38%	0%
			West	7	2	4	4	3	3	5	3	0	3	2	0	5	71%	71%
	Battle Street	Nicola Street	East	10	0	0	3	1	2	0	0	0	0	0	1	3	30%	0%
			West	10	2	2	2	2	3	3	3	0	4	2	2	4	40%	30%
	Nicola Street	Columbia Street	East	10	2	3	0	2	3	3	3	0	2	3	6	6	60%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	0	0	0	0	0	0	0	0	0	1	11%	0%
			West	5	0	0	0	0	0	0	0	0	1	0	0	1	20%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	1	0	1	10%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	1	0	0	1	0	1	25%	0%
			West	7	0	1	0	0	0	2	1	0	0	0	0	2	29%	29%
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	1	0	0	0	0	1	8%	0%
			West	10	0	2	0	1	0	0	1	0	0	0	1	2	20%	0%
	St Paul Street	Battle Street	East	10	4	5	5	3	5	5	5	0	4	4	3	5	50%	50%
			West	10	0	2	2	0	0	1	3	0	3	2	2	3	30%	10%
	Battle Street	Nicola Street	East	10	4	4	4	4	4	3	4	0	3	3	4	4	40%	30%
			West	10	1	0	2	4	1	3	1	0	2	4	2	4	40%	30%
	Nicola Street	Columbia Street	East	10	3	4	4	4	2	1	2	0	3	4	2	4	40%	10%
			West	10	2	1	1	2	1	1	3	0	1	2	2	3	30%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	1	1	1	10%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	0	0	1	10%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	2	0	3	2	1	2	0	1	0	0	0	3	43%	29%
			West	8	4	0	3	1	3	1	0	2	1	0	0	4	50%	13%
	St Paul Street	Battle Street	East	6	5	4	5	3	3	3	4	1	3	2	1	5	83%	50%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	1	1	0	1	0	0	0	0	0	0	2	20%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	3	3	1	1	2	2	1	1	1	2	3	30%	20%
			West	10	3	2	2	2	1	2	2	2	3	1	1	3	30%	20%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	1	4	0	3	0	0	0	0	0	4	50%	38%
	Dominion Street	Pine Street	East	6	1	0	1	1	1	0	0	0	0	0	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	629	630	659	685	669	744	704	450	586	599	617			
			UTILIZATION	-	25%	25%	26%	27%	26%	29%	28%	18%	23%	24%	24%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	1	0	2	0	2	0	0	0	1	2	50%	0%
			South	9	2	2	2	1	3	4	4	0	1	1	2	4	44%	44%
	3 Avenue	4 Avenue	North	7	0	1	0	0	1	0	1	0	0	0	1	1	14%	0%
			South	6	0	0	1	4	4	3	9	0	4	3	2	9	150%	50%
	4 Avenue	5 Avenue	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	6	9	6	5	4	12	23	0	5	0	2	23	144%	75%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	1	2	3	1	2	0	1	0	0	0	0	3	15%	0%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	1	0	0	0	2	2	1	2	40%	0%

Victoria Street	1 Avenue	2 Avenue	North	10	0	3	4	9	12	22	8	3	6	5	6	22	220%	220%
			South	15	0	7	16	17	10	14	16	5	1	11	9	17	113%	93%
	2 Avenue	3 Avenue	North	13	13	12	17	23	18	25	33	1	6	9	6	33	254%	192%
			South	13	4	9	16	19	16	18	11	11	6	16	8	19	146%	138%
	3 Avenue	4 Avenue	North	15	0	2	15	13	23	15	32	1	9	14	11	32	213%	100%
			South	15	3	8	18	29	16	29	14	21	8	15	3	29	193%	193%
	4 Avenue	5 Avenue	North	14	11	16	10	14	21	20	15	4	9	6	11	21	150%	143%
			South	10	3	6	8	8	14	15	13	7	4	1	0	15	150%	150%
	5 Avenue	6 Avenue	North	8	1	2	1	1	2	8	8	0	2	1	7	8	100%	100%
			South	18	1	1	3	2	2	2	3	4	1	4	5	5	28%	11%
	6 Avenue	7 Avenue	North	17	0	6	4	4	0	0	7	6	14	7	11	14	82%	0%
			South	23	6	4	6	9	4	4	9	3	6	9	7	9	39%	17%
	7 Avenue	8 Avenue	North	17	0	0	1	0	0	1	0	1	2	3	6	6	35%	6%
			South	13	0	1	0	0	2	0	0	0	0	3	0	3	23%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	2	2	4	5	6	5	3	3	2	2	6	60%	60%
			South	10	0	2	1	1	0	0	0	3	1	3	1	3	30%	0%
	2 Avenue	3 Avenue	North	4	0	0	0	1	1	3	2	3	0	0	0	3	75%	75%
			South	5	0	1	1	0	0	0	1	1	0	0	0	1	20%	0%
	3 Avenue	4 Avenue	North	14	1	1	2	3	6	10	5	5	6	3	5	10	71%	71%
			South	15	0	0	0	1	0	1	0	0	2	0	0	2	13%	7%
	4 Avenue	5 Avenue	North	12	0	3	2	6	2	8	4	3	6	1	0	8	67%	67%
			South	9	0	0	1	0	0	1	3	3	1	0	1	3	33%	11%
	5 Avenue	6 Avenue	North	11	0	0	0	0	0	1	1	0	1	1	0	1	9%	9%
			South	13	0	1	0	0	0	0	0	0	2	1	4	4	31%	0%
St Paul Street	1 Avenue	2 Avenue	North	14	14	13	12	19	16	13	11	4	7	12	10	19	136%	93%
			South	2	4	5	7	5	4	5	3	2	1	2	5	7	350%	250%
	2 Avenue	3 Avenue	North	12	2	1	2	0	2	2	2	2	1	0	0	2	17%	17%
			South	13	0	0	0	0	0	1	1	1	0	0	0	1	8%	8%
	3 Avenue	4 Avenue	North	17	0	0	0	0	4	1	3	0	0	1	0	4	24%	6%
			South	12	0	1	2	0	3	1	0	1	1	0	0	3	25%	8%
	4 Avenue	5 Avenue	North	17	0	2	0	2	0	0	2	0	1	0	3	3	18%	0%
			South	18	3	1	1	3	3	1	4	4	3	2	2	4	22%	6%
	5 Avenue	6 Avenue	North	16	0	1	1	1	1	1	1	0	0	0	0	1	6%	6%
			South	16	0	2	0	0	2	1	0	0	0	0	0	2	13%	6%
Battle Street	3 Avenue	4 Avenue	North	19	0	1	0	0	0	0	3	1	0	0	1	3	16%	0%
			South	13	1	2	0	1	1	2	3	1	0	0	0	3	23%	15%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	2	0	0	2	29%	0%
			West	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	3	4	4	8	8	5	0	3	3	5	8	200%	200%
	Seymour Street	St Paul Street	East	7	1	2	2	1	3	3	2	0	0	1	0	3	43%	43%
			West	4	0	1	0	1	2	0	0	0	1	1	0	2	50%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	5	0	1	5	63%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	1	1	1	1	1	25%	0%
			West	6	0	0	0	0	0	0	0	0	1	4	1	4	67%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	1	5	4	5	125%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	1	1	25%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	3	2	5	5	71%	0%
			West	2	0	0	0	0	0	0	0	0	1	0	0	1	50%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	1	2	6	6	150%	0%
			West	4	2	0	0	0	0	0	0	0	4	3	4	4	100%	0%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	0	0	1	1	4	4	50%	0%
			West	4	2	0	0	0	0	0	0	0	0	0	0	2	50%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	6	0	0	0	0	0	0	0	4	3	5	6	86%	0%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	0	0	0	0	0	0	0	1	2	4	4	100%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	6	0	0	0	0	0	0	0	0	3	0	0	3	50%	0%
	Victoria Street	Seymour Street	East	4	2	0	0	0	0	0	0	0	0	0	0	2	50%	0%
			West	7	0	0	0	0	0	0	0	0	1	0	0	1	14%	0%
	Seymour Street	St Paul Street	East	8	2	0	0	0	0	0	0	0	0	2	0	2	25%	0%
			West	7	1	0	0	0	0	0	0	0	1	0	2	2	29%	0%
	St Paul Street	Battle Street	East	8	2	0	0	0	0	0	0	0	1	0	1	2	25%	0%
			West	4	3	0	0	0	0	0	0	0	1	0	2	3	75%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	3	0	2	3	0	0	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	1	0	2	1	1	1	0	0	0	0	2	33%	17%
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	1	1	0	1	#DIV/0!	#DIV/0!
			West	7	0	0	0	1	0	0	1	0	1	0	2	2	29%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	1	1	2	3	0	0	0	0	1	3	38%	38%
7 Avenue	Victoria Street	Seymour Street	East	8	1	2	2	0	2	1	0	0	4	3	3	4	50%	13%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	104	143	175	218	228	267	272	105	164	172	186			
			UTILIZATION	-	13%	18%	23%	28%	29%	34%	35%	14%	21%	22%	24%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	2	1	1	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	29	6	6	8	7	3	6	4	3	3	5	5	8	28%	21%
Battle Street	Lee Road	1 Avenue	North	21	11	9	7	6	7	11	12	11	8	10	8	12	57%	52%
			South	21	7	5	5	5	5	1	4	4	4	6	4	7	33%	5%
	1 Avenue	2 Avenue	North	17	4	4	7	4	5	4	3	2	3	2	7	7	41%	24%
			South	18	8	8	8	7	6	7	6	8	8	7	17	17	94%	39%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	7	6	8	6	5	7	8	4	4	4	2	8	50%	44%
	4 Avenue	5 Avenue	North	19	4	5	4	0	3	8	5	1	3	2	2	8	42%	42%
			South	19	7	13	6	11	10	11	9	5	4	3	1	13	68%	58%
	5 Avenue	6 Avenue	North	14	0	1	1	0	1	6	2	0	0	0	0	6	43%	43%
			South	19	5	4	4	8	3	5	4	4	3	3	4	8	42%	26%
Nicola Street	Lee Road	1 Avenue	North	25	8	8	8	9	8	8	7	6	9	7	8	9	36%	32%
			South	22	5	5	5	5	4	4	4	5	5	4	5	5	23%	18%
	1 Avenue	2 Avenue	North	18	8	7	8	8	6	4	6	3	6	13	7	13	72%	22%
			South	18	2	2	5	3	6	4	4	2	5	8	2	8	44%	22%
	2 Avenue	3 Avenue	North	18	7	8	4	4	5	7	6	3	2	5	11	11	61%	39%
			South	18	4	4	3	4	4	1	4	1	4	6	11	11	61%	6%
	3 Avenue	4 Avenue	North	14	5	5	4	4	3	6	4	2	2	3	9	9	64%	43%
			South	12	5	4	6	5	4	0	3	4	3	3	2	6	50%	0%
	4 Avenue	5 Avenue	North	18	9	8	6	8	6	5	4	3	3	3	5	9	50%	28%
			South	17	6	7	9	8	8	6	6	6	8	6	4	9	53%	35%
	5 Avenue	6 Avenue	North	18	10	11	9	10	9	9	9	9	10	10	13	13	72%	50%
			South	18	4	4	6	6	4	9	8	6	7	7	2	9	50%	50%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	3	2	5	5	56%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	3	3	3	3	33%	0%
			West	9	0	0	0	0	0	0	0	0	2	2	3	3	33%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	1	0	0	0	0	0	0	0	1	3	2	3	60%	0%
5 Avenue	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	1	4	0	4	40%	0%
			West	10	1	0	0	0	0	0	0	0	1	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	1	0	0	0	0	0	0	0	1	0	1	1	10%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	1	0	0	0	0	0	0	0	1	0	0	1	11%	0%
	Nicola Street	Columbia Street	West	4	0	0	0	0	0	1	1	0	2	0	0	2	50%	25%

TOTAL	517	137	134	133	129	116	130	123	92	119	131	143				
UTILIZATION	-	26%	26%	26%	25%	22%	25%	24%	18%	23%	25%	28%				

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	3	0	0	1	0	1	0	0	0	0	3	33%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	0	6	7	7	7	12	10	7	5	6	4	12	48%	48%
			South	16	1	2	2	1	0	0	0	0	0	1	1	2	13%	0%
	7 Avenue	8 Avenue	North	26	0	4	3	5	6	7	4	3	4	3	4	7	27%	27%
			South	29	1	0	0	0	0	0	0	0	0	1	0	1	3%	0%
	8 Avenue	9 Avenue	North	12	0	1	3	6	2	3	1	4	2	0	0	6	50%	25%
			South	19	0	0	4	4	4	3	1	3	2	2	0	4	21%	16%
St Paul Street	6 Avenue	7 Avenue	North	22	8	11	8	6	6	7	7	0	3	3	4	11	50%	32%
			South	22	11	7	8	8	12	9	9	10	8	6	8	12	55%	41%
	7 Avenue	8 Avenue	North	22	11	11	11	9	9	10	8	10	13	11	12	13	59%	45%
			South	22	10	8	9	8	11	7	6	11	9	9	10	11	50%	32%
	8 Avenue	9 Avenue	North	18	9	11	7	8	7	7	6	8	9	9	10	11	61%	39%
			South	18	9	9	5	6	7	8	8	7	8	8	7	9	50%	44%
Battle Street	6 Avenue	7 Avenue	North	22	6	2	0	0	1	3	5	2	5	1	7	7	32%	14%
			South	22	14	13	12	12	9	11	15	11	7	14	6	15	68%	50%
	7 Avenue	8 Avenue	North	22	4	3	5	0	2	7	6	5	6	2	7	7	32%	32%
			South	22	13	13	26	14	13	16	14	11	10	11	9	26	118%	73%
	8 Avenue	9 Avenue	North	19	3	2	6	0	0	5	0	4	5	2	5	6	32%	26%
			South	19	9	8	18	13	6	7	7	10	11	12	8	18	95%	37%
Nicola Street	6 Avenue	7 Avenue	North	22	11	9	6	11	8	17	12	13	5	10	6	17	77%	77%
			South	22	22	8	9	6	6	1	1	0	5	1	5	22	100%	5%
	7 Avenue	8 Avenue	North	22	13	14	6	23	21	16	14	18	9	16	10	23	105%	73%
			South	22	23	26	12	14	13	18	2	0	12	12	9	26	118%	82%
	8 Avenue	9 Avenue	North	19	17	14	7	9	14	13	7	8	6	11	7	17	89%	68%
			South	19	18	14	8	16	11	15	8	5	8	2	6	18	95%	79%
Columbia Street	6 Avenue	7 Avenue	North	11	4	0	1	0	0	0	2	4	2	2	3	4	36%	0%
			South	13	5	0	0	0	0	0	4	4	4	5	4	5	38%	0%
	7 Avenue	8 Avenue	North	22	13	14	14	9	9	11	10	6	6	3	4	14	64%	50%
			South	22	13	12	10	11	18	14	15	5	4	5	4	18	82%	64%
	8 Avenue	9 Avenue	North	19	6	7	6	8	8	7	0	3	2	5	6	8	42%	37%
			South	19	6	5	6	3	5	4	12	6	6	5	7	12	63%	21%
Dominion Street	6 Avenue	7 Avenue	North	22	10	8	9	8	10	9	7	7	7	6	7	10	45%	41%
			South	22	4	6	7	6	5	6	8	7	8	8	7	8	36%	27%
	7 Avenue	8 Avenue	North	21	8	8	8	6	9	10	4	13	5	7	6	13	62%	48%
			South	21	9	8	8	7	6	7	5	0	10	8	8	10	48%	33%
	8 Avenue	9 Avenue	North	19	4	3	6	5	8	4	7	5	7	6	7	8	42%	21%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	5	7	3	2	2	1	2	7	5	7	7	30%	9%
			South	23	9	7	6	9	6	7	9	6	8	7	8	9	39%	30%
	7 Avenue	8 Avenue	North	21	11	22	12	9	8	9	7	10	11	12	12	22	105%	43%
			South	21	12	0	9	12	9	9	15	10	10	12	10	15	71%	43%
	8 Avenue	9 Avenue	North	19	0	4	1	2	1	1	0	0	0	0	1	4	21%	5%
			South	19	4	0	5	5	3	2	7	8	7	7	5	8	42%	11%
6 Avenue	St Paul Street	Battle Street	East	8	3	1	2	2	3	1	3	0	2	0	0	3	38%	13%
	Battle Street	Nicola Street	East	9	3	3	2	2	3	2	2	0	4	4	2	4	44%	22%
	Nicola Street	Columbia Street	East	7	1	1	1	0	0	0	0	0	0	0	0	1	14%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	1	0	1	1	1	0	0	0	2	2	2	2	22%	0%
			West	9	1	0	0	1	0	0	0	0	0	0	0	1	11%	0%
	St Paul Street	Battle Street	East	8	1	1	2	3	0	0	0	0	2	1	3	3	38%	0%
			West	7	2	4	4	3	3	5	3	0	3	2	0	5	71%	71%
	Battle Street	Nicola Street	East	10	0	0	3	1	2	0	0	0	0	0	1	3	30%	0%
			West	10	2	2	2	2	3	3	3	0	4	2	2	4	40%	30%
	Nicola Street	Columbia Street	East	10	2	3	0	2	3	3	3	0	2	3	6	6	60%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	0	0	0	0	0	0	0	0	1	1	11%	0%
			West	5	0	0	0	0	0	0	0	0	1	0	1	1	20%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	1	1	1	10%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	1	0	0	1	0	1	25%	0%
			West	7	0	1	0	0	0	2	1	0	0	0	0	2	29%	29%
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	1	0	0	0	0	1	8%	0%
			West	10	0	2	0	1	0	0	1	0	0	0	1	2	20%	0%
	St Paul Street	Battle Street	East	10	4	5	5	3	5	5	5	0	4	4	3	5	50%	50%
			West	10	0	2	2	0	0	1	3	0	3	2	2	3	30%	10%
	Battle Street	Nicola Street	East	10	4	4	4	4	4	3	4	0	3	3	4	4	40%	30%
			West	10	1	0	2	4	1	3	1	0	2	4	2	4	40%	30%
	Nicola Street	Columbia Street	East	10	3	4	4	4	2	1	2	0	3	4	2	4	40%	10%
			West	10	2	1	1	2	1	1	3	0	1	2	2	3	30%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	1	1	1	10%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	1	0	0	1	10%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	2	0	3	2	1	2	0	1	0	0	0	3	43%	29%
			West	8	4	0	3	1	3	1	0	2	1	0	0	4	50%	13%
	St Paul Street	Battle Street	East	6	5	4	5	3	3	3	4	1	3	2	1	5	83%	50%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	1	1	0	1	0	0	0	0	0	0	2	20%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	3	3	1	1	2	2	1	1	1	2	3	30%	20%
			West	10	3	2	2	2	1	2	2	2	3	1	1	3	30%	20%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	1	4	0	3	0	0	0	0	0	4	50%	38%
	Dominion Street	Pine Street	East	6	1	0	1	1	1	0	0	0	0	0	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
TOTAL				1231	388	353	351	338	325	347	309	253	303	296	288			
UTILIZATION				-	32%	29%	29%	27%	26%	28%	25%	21%	25%	24%	23%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/27/2020 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	8	5	3	2	1	2	8	200%	50%
			South	9	23	11	13	13	14	1	23	256%	144%
	3 Avenue	4 Avenue	North	7	0	0	3	3	2	1	3	43%	43%
			South	6	0	4	4	5	3	4	5	83%	83%
	4 Avenue	5 Avenue	North	0	5	0	0	3	0	0	5	#DIV/0!	#DIV/0!
			South	16	17	14	17	33	10	9	33	206%	206%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	3	5	11	8	4	0	11	55%	40%
	6 Avenue	Victoria Street	North	0	0	2	0	1	2	0	2	#DIV/0!	#DIV/0!
			South	5	2	5	5	2	2	3	5	100%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	4	8	5	11	15	10	15	150%	110%
			South	15	17	19	26	18	15	29	29	193%	120%
	2 Avenue	3 Avenue	North	13	37	17	20	19	14	17	37	285%	146%
			South	13	32	23	27	22	16	18	32	246%	169%
	3 Avenue	4 Avenue	North	15	24	10	21	22	16	16	24	160%	147%
			South	15	7	16	24	20	18	18	24	160%	133%
	4 Avenue	5 Avenue	North	14	14	18	16	21	22	16	22	157%	150%
			South	10	12	15	9	14	14	7	15	150%	140%
	5 Avenue	6 Avenue	North	8	2	4	8	12	2	2	12	150%	150%
			South	18	0	2	5	6	6	3	6	33%	33%
	6 Avenue	7 Avenue	North	17	5	9	6	16	8	11	16	94%	94%
			South	23	5	15	6	8	10	18	18	78%	35%
	7 Avenue	8 Avenue	North	17	2	0	2	4	4	2	4	24%	24%
			South	13	0	0	1	4	0	0	4	31%	31%
	8 Avenue	Seymour Street	North	0	4	6	5	2	5	0	6	#DIV/0!	#DIV/0!
			South	9	0	6	5	0	2	0	6	67%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	4	6	5	7	4	5	7	70%	70%
			South	10	2	7	5	7	3	3	7	70%	70%
	2 Avenue	3 Avenue	North	4	3	3	5	5	4	1	5	125%	125%
			South	5	1	1	10	5	2	0	10	200%	100%
	3 Avenue	4 Avenue	North	14	4	9	8	6	6	3	9	64%	43%
			South	15	1	6	7	5	9	4	9	60%	33%
	4 Avenue	5 Avenue	North	12	2	5	6	5	4	2	6	50%	42%
			South	9	1	6	4	2	2	3	6	67%	22%
	5 Avenue	6 Avenue	North	11	0	5	3	4	5	4	5	45%	36%
			South	13	2	1	3	9	0	4	9	69%	69%
	6 Avenue	7 Avenue	North	25	8	12	6	10	11	4	12	48%	40%
			South	16	8	8	10	10	9	9	10	63%	63%
	7 Avenue	8 Avenue	North	26	10	14	11	14	11	9	14	54%	54%
			South	29	6	11	7	14	15	4	15	52%	48%
	8 Avenue	9 Avenue	North	12	7	7	5	7	12	5	12	100%	58%
			South	19	14	13	14	12	11	3	14	74%	63%
St Paul Street	Lee Road	1 Avenue	North	0	0	1	0	1	1	0	1	#DIV/0!	#DIV/0!
			South	29	9	16	16	15	18	9	18	62%	52%
	1 Avenue	2 Avenue	North	14	7	8	9	10	7	8	10	71%	71%
			South	2	2	4	1	3	3	1	4	200%	150%
	2 Avenue	3 Avenue	North	12	3	3	5	4	6	3	6	50%	33%
			South	13	3	3	2	2	2	0	3	23%	15%
	3 Avenue	4 Avenue	North	17	4	4	8	4	1	4	8	47%	24%
			South	12	2	1	1	2	2	0	2	17%	17%
	4 Avenue	5 Avenue	North	17	5	4	6	5	0	1	6	35%	29%
			South	18	2	5	2	4	2	4	5	28%	22%
	5 Avenue	6 Avenue	North	16	6	8	13	11	4	0	13	81%	69%
			South	16	8	12	0	8	3	2	12	75%	50%
	6 Avenue	7 Avenue	North	22	8	12	28	11	6	5	28	127%	50%
			South	22	15	18	2	13	11	10	18	82%	59%
	7 Avenue	8 Avenue	North	22	8	9	11	10	9	9	11	50%	45%
			South	22	9	9	6	7	10	9	10	45%	32%
	8 Avenue	9 Avenue	North	18	14	13	10	11	12	8	14	78%	61%
			South	18	10	7	13	9	8	7	13	72%	50%
Battle Street	Lee Road	1 Avenue	North	21	14	15	17	9	11	13	17	81%	43%
			South	21	7	4	4	9	2	11	11	52%	43%
	1 Avenue	2 Avenue	North	17	8	4	5	3	5	4	8	47%	18%
			South	18	11	8	12	12	9	8	12	67%	67%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	6	4	8	6	4	3	8	50%	38%
	3 Avenue	4 Avenue	North	19	0	2	2	3	1	1	3	16%	16%
			South	13	1	3	2	2	2	0	3	23%	15%
	4 Avenue	5 Avenue	North	19	11	12	8	9	8	15	15	79%	47%
			South	19	11	9	9	10	6	3	11	58%	53%
	5 Avenue	6 Avenue	North	14	3	5	8	6	11	3	11	79%	43%
			South	19	12	12	10	10	4	5	12	63%	53%
	6 Avenue	7 Avenue	North	22	6	6	5	10	9	8	10	45%	45%
			South	22	9	9	6	7	6	6	9	41%	32%
	7 Avenue	8 Avenue	North	22	6	5	4	7	19	11	19	86%	32%
			South	22	14	14	13	11	1	7	14	64%	50%

	8 Avenue	9 Avenue	North	19	7	8	4	6	13	14	14	74%	32%
			South	19	6	10	11	10	4	2	11	58%	53%
Nicola Street	Lee Road	1 Avenue	North	25	6	10	5	8	8	5	10	40%	32%
			South	22	6	3	7	7	5	8	8	36%	32%
	1 Avenue	2 Avenue	North	18	12	10	9	7	8	10	12	67%	39%
			South	18	7	10	10	8	7	4	10	56%	44%
	2 Avenue	3 Avenue	North	18	10	19	14	11	8	7	19	106%	61%
			South	18	8	13	11	9	9	2	13	72%	50%
	3 Avenue	4 Avenue	North	14	10	11	8	9	9	4	11	79%	64%
			South	12	6	8	5	5	4	4	8	67%	42%
	4 Avenue	5 Avenue	North	18	10	11	10	8	5	2	11	61%	44%
			South	17	8	9	4	6	5	6	9	53%	35%
	5 Avenue	6 Avenue	North	18	7	5	13	10	8	9	13	72%	56%
			South	18	4	4	8	8	6	6	8	44%	44%
	6 Avenue	7 Avenue	North	22	8	7	6	16	17	9	17	77%	73%
			South	22	11	8	8	0	0	7	11	50%	0%
	7 Avenue	8 Avenue	North	22	9	9	9	9	13	10	13	59%	41%
			South	22	6	4	4	4	5	6	6	27%	18%
	8 Avenue	9 Avenue	North	19	8	6	8	13	6	8	13	68%	68%
			South	19	7	8	8	0	5	8	8	42%	0%
Columbia Street	6 Avenue	7 Avenue	North	11	7	7	3	4	12	8	12	109%	36%
			South	13	6	5	5	9	4	11	11	85%	69%
	7 Avenue	8 Avenue	North	22	41	26	24	35	39	21	41	186%	159%
			South	22	24	37	29	34	28	25	37	168%	155%
	8 Avenue	9 Avenue	North	19	11	7	7	10	11	11	11	58%	53%
			South	19	7	6	8	3	5	5	8	42%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	9	9	7	8	8	6	9	41%	36%
			South	22	6	6	4	7	8	7	8	36%	32%
	7 Avenue	8 Avenue	North	21	15	13	11	12	9	7	15	71%	57%
			South	21	18	15	14	12	11	11	18	86%	57%
	8 Avenue	9 Avenue	North	19	21	9	8	7	26	6	26	137%	37%
			South	19	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	9	9	10	10	10	11	11	48%	43%
			South	23	7	9	8	9	10	8	10	43%	39%
	7 Avenue	8 Avenue	North	21	13	11	10	9	10	8	13	62%	43%
			South	21	12	8	8	11	10	12	12	57%	52%
	8 Avenue	9 Avenue	North	19	10	12	10	13	13	3	13	68%	68%
			South	19	8	7	7	8	12	6	12	63%	42%
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	11	10	12	5	6	12	171%	171%
			West	0	1	2	0	2	0	1	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	4	14	14	21	20	11	10	21	525%	500%
	Seymour Street	St Paul Street	East	7	11	7	5	9	9	0	11	157%	129%
			West	4	8	2	3	5	3	2	8	200%	125%
	Battle Street	Nicola Street	East	9	20	27	19	16	17	7	27	300%	178%
			West	9	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	9	10	8	9	11	0	11	122%	100%
			West	9	17	14	14	13	13	4	17	189%	144%
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	10	14	13	15	16	16	200%	163%
			West	6	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	3	1	6	7	4	1	7	175%	175%
			West	6	7	9	10	12	11	7	12	200%	200%
	Seymour Street	St Paul Street	East	4	1	6	12	15	10	5	15	375%	375%
			West	6	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	1	2	2	1	9	2	9	225%	25%
			West	10	0	0	0	0	1	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%
			West	8	12	13	14	17	17	4	17	213%	213%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	2	4	3	2	4	100%	100%
4 Avenue	Lansdowne Street	Victoria Street	East	7	7	9	10	13	4	8	13	186%	186%
			West	2	4	6	4	4	2	6	6	300%	200%
	Victoria Street	Seymour Street	East	4	7	6	2	3	1	2	7	175%	75%
			West	4	5	6	7	13	6	10	13	325%	325%
	Seymour Street	St Paul Street	East	8	9	8	10	9	11	2	11	138%	113%
			West	4	2	5	2	2	2	0	5	125%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%
			West	7	17	16	25	9	9	14	25	357%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%
			West	4	4	8	10	6	7	3	10	250%	150%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	5	1	3	2	4	3	2	4	80%	80%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	12	8	8	7	2	12	200%	133%
			West	6	0	12	6	25	3	3	25	417%	417%
	Victoria Street	Seymour Street	East	4	2	13	11	13	5	2	13	325%	325%
			West	7	6	10	4	7	7	3	10	143%	100%
	Seymour Street	St Paul Street	East	8	2	9	3	6	3	3	9	113%	75%
			West	7	7	6	10	5	8	7	10	143%	71%
	St Paul Street	Battle Street	East	8	4	9	3	1	1	3	9	113%	13%
			West	4	1	1	1	1	5	4	5	125%	25%
	Battle Street	Nicola Street	East	10	3	13	8	9	7	2	13	130%	90%
			West	10	2	3	2	0	1	1	3	30%	0%
	Nicola Street	Columbia Street	East	10	4	8	7	2	1	1	8	80%	20%
			West	10	3	3	4	2	1	0	4	40%	20%
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	3	0	1	0	0	3	#DIV/0!	#DIV/0!

			West	6	6	7	4	7	3	5	7	117%	117%
	Victoria Street	Seymour Street	East	0	0	2	0	0	1	0	2	#DIV/0!	#DIV/0!
			West	7	4	6	4	7	9	6	9	129%	100%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	1	3	4	4	4	50%	38%
	St Paul Street	Battle Street	East	8	3	8	10	8	6	3	10	125%	100%
			West	4	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	5	5	6	5	2	3	6	67%	56%
			West	9	5	5	3	6	5	5	6	67%	67%
	Nicola Street	Columbia Street	East	7	0	1	3	0	1	2	3	43%	0%
			West	4	0	0	0	3	0	1	3	75%	75%
7 Avenue	Victoria Street	Seymour Street	East	8	0	3	0	0	0	5	5	63%	0%
			West	6	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	0	5	0	0	0	7	7	78%	0%
			West	9	0	3	0	0	0	5	5	56%	0%
	St Paul Street	Battle Street	East	8	0	7	0	0	0	6	7	88%	0%
			West	7	0	9	0	0	0	3	9	129%	0%
	Battle Street	Nicola Street	East	10	0	6	0	0	0	3	6	60%	0%
			West	10	0	7	0	0	0	2	7	70%	0%
	Nicola Street	Columbia Street	East	10	0	4	0	0	0	11	11	110%	0%
			West	10	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	2	3	0	1	3	33%	33%
			West	5	2	0	4	2	2	2	4	80%	40%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%
			West	10	15	15	19	14	15	7	19	190%	140%
8 Avenue	Victoria Street	Seymour Street	East	4	3	4	6	3	5	3	6	150%	75%
			West	7	7	5	3	3	1	0	7	100%	43%
	Seymour Street	St Paul Street	East	13	0	2	3	4	5	4	5	38%	31%
			West	10	0	4	4	4	4	6	6	60%	40%
	St Paul Street	Battle Street	East	10	9	9	12	14	16	7	16	160%	140%
			West	10	10	8	6	6	8	5	10	100%	60%
	Battle Street	Nicola Street	East	10	3	7	7	6	6	5	7	70%	60%
			West	10	4	6	4	7	3	3	7	70%	70%
	Nicola Street	Columbia Street	East	10	3	3	6	2	6	4	6	60%	20%
			West	10	3	2	3	4	3	3	4	40%	40%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	11	6	2	1	5	3	11	110%	10%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	21	9	8	8	25	2	25	250%	80%
9 Avenue	Seymour Street	St Paul Street	East	7	5	5	6	6	5	3	6	86%	86%
			West	8	3	2	4	1	4	2	4	50%	13%
	St Paul Street	Battle Street	East	6	3	7	10	6	6	5	10	167%	100%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	3	3	3	2	4	4	4	40%	20%
			West	10	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	4	5	4	4	3	4	5	50%	40%
			West	10	9	4	7	7	8	6	9	90%	70%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	8	6	1	3	1	1	2	6	75%	13%
	Dominion Street	Pine Street	East	6	13	4	3	4	10	1	13	217%	67%
			West	8	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	1278	1436	1371	1439	1296	1023			
			UTILIZATION	-	51%	57%	54%	57%	51%	41%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	8	5	3	2	1	2	8	200%	50%
			South	9	23	11	13	13	14	1	23	256%	144%
	3 Avenue	4 Avenue	North	7	0	0	3	3	2	1	3	43%	43%
			South	6	0	4	4	5	3	4	5	83%	83%
	4 Avenue	5 Avenue	North	0	5	0	0	3	0	0	5	#DIV/0!	#DIV/0!
			South	16	17	14	17	33	10	9	33	206%	206%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	3	5	11	8	4	0	11	55%	40%
	6 Avenue	Victoria Street	North	0	0	2	0	1	2	0	2	#DIV/0!	#DIV/0!
			South	5	2	5	5	2	2	3	5	100%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	4	8	5	11	15	10	15	150%	110%
			South	15	17	19	26	18	15	29	29	193%	120%
	2 Avenue	3 Avenue	North	13	37	17	20	19	14	17	37	285%	146%
			South	13	32	23	27	22	16	18	32	246%	169%
	3 Avenue	4 Avenue	North	15	24	10	21	22	16	16	24	160%	147%
			South	15	7	16	24	20	18	18	24	160%	133%
	4 Avenue	5 Avenue	North	14	14	18	16	21	22	16	22	157%	150%
			South	10	12	15	9	14	14	7	15	150%	140%
	5 Avenue	6 Avenue	North	8	2	4	8	12	2	2	12	150%	150%
			South	18	0	2	5	6	6	3	6	33%	33%
	6 Avenue	7 Avenue	North	17	5	9	6	16	8	11	16	94%	94%
			South	23	5	15	6	8	10	18	18	78%	35%
	7 Avenue	8 Avenue	North	17	2	0	2	4	4	2	4	24%	24%
			South	13	0	0	1	4	0	0	4	31%	31%
Seymour Street	1 Avenue	2 Avenue	North	10	4	6	5	7	4	5	7	70%	70%
			South	10	2	7	5	7	3	3	7	70%	70%
	2 Avenue	3 Avenue	North	4	3	3	5	5	4	1	5	125%	125%
			South	5	1	1	10	5	2	0	10	200%	100%

	3 Avenue	4 Avenue	North	14	4	9	8	6	6	3	9	64%	43%
			South	15	1	6	7	5	9	4	9	60%	33%
	4 Avenue	5 Avenue	North	12	2	5	6	5	4	2	6	50%	42%
			South	9	1	6	4	2	2	3	6	67%	22%
	5 Avenue	6 Avenue	North	11	0	5	3	4	5	4	5	45%	36%
			South	13	2	1	3	9	0	4	9	69%	69%
St Paul Street	1 Avenue	2 Avenue	North	14	7	8	9	10	7	8	10	71%	71%
			South	2	2	4	1	3	3	1	4	200%	150%
	2 Avenue	3 Avenue	North	12	3	3	5	4	6	3	6	50%	33%
			South	13	3	3	2	2	2	0	3	23%	15%
	3 Avenue	4 Avenue	North	17	4	4	8	4	1	4	8	47%	24%
			South	12	2	1	1	2	2	0	2	17%	17%
	4 Avenue	5 Avenue	North	17	5	4	6	5	0	1	6	35%	29%
			South	18	2	5	2	4	2	4	5	28%	22%
	5 Avenue	6 Avenue	North	16	6	8	13	11	4	0	13	81%	69%
			South	16	8	12	0	8	3	2	12	75%	50%
Battle Street	3 Avenue	4 Avenue	North	19	0	2	2	3	1	1	3	16%	16%
			South	13	1	3	2	2	2	0	3	23%	15%
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	11	10	12	5	6	12	171%	171%
			West	0	1	2	0	2	0	1	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	4	14	14	21	20	11	10	21	525%	500%
	Seymour Street	St Paul Street	East	7	11	7	5	9	9	0	11	157%	129%
			West	4	8	2	3	5	3	2	8	200%	125%
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	10	14	13	15	16	16	200%	163%
			West	6	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	3	1	6	7	4	1	7	175%	175%
			West	6	7	9	10	12	11	7	12	200%	200%
	Seymour Street	St Paul Street	East	4	1	6	12	15	10	5	15	375%	375%
			West	6	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	1	2	2	1	9	2	9	225%	25%
			West	10	0	0	0	0	1	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%
			West	8	12	13	14	17	17	4	17	213%	213%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	2	4	3	2	4	100%	100%
4 Avenue	Lansdowne Street	Victoria Street	East	7	7	9	10	13	4	8	13	186%	186%
			West	2	4	6	4	4	2	6	6	300%	200%
	Victoria Street	Seymour Street	East	4	7	6	2	3	1	2	7	175%	75%
			West	4	5	6	7	13	6	10	13	325%	325%
	Seymour Street	St Paul Street	East	8	9	8	10	9	11	2	11	138%	113%
			West	4	2	5	2	2	2	0	5	125%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%
			West	7	17	16	25	9	9	14	25	357%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%
			West	4	4	8	10	6	7	3	10	250%	150%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	12	8	8	7	2	12	200%	133%
			West	6	0	12	6	25	3	3	25	417%	417%
	Victoria Street	Seymour Street	East	4	2	13	11	13	5	2	13	325%	325%
			West	7	6	10	4	7	7	3	10	143%	100%
	Seymour Street	St Paul Street	East	8	2	9	3	6	3	3	9	113%	75%
			West	7	7	6	10	5	8	7	10	143%	71%
	St Paul Street	Battle Street	East	8	4	9	3	1	1	3	9	113%	13%
			West	4	1	1	1	1	5	4	5	125%	25%
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	3	0	1	0	0	3	#DIV/0!	#DIV/0!
			West	6	6	7	4	7	3	5	7	117%	117%
	Victoria Street	Seymour Street	East	0	0	2	0	0	1	0	2	#DIV/0!	#DIV/0!
			West	7	4	6	4	7	9	6	9	129%	100%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	1	3	4	4	4	50%	38%
7 Avenue	Victoria Street	Seymour Street	East	8	0	3	0	0	0	5	5	63%	0%
			West	6	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	441	545	563	640	466	388			
			UTILIZATION	-	57%	70%	72%	82%	60%	50%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-6pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	1	0	1	1	0	1	#DIV/0!	#DIV/0!
			South	29	9	16	16	15	18	9	18	62%	52%
Battle Street	Lee Road	1 Avenue	North	21	14	15	17	9	11	13	17	81%	43%
			South	21	7	4	4	9	2	11	11	52%	43%
	1 Avenue	2 Avenue	North	17	8	4	5	3	5	4	8	47%	18%
			South	18	11	8	12	12	9	8	12	67%	67%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	6	4	8	6	4	3	8	50%	38%
	4 Avenue	5 Avenue	North	19	11	12	8	9	8	15	15	79%	47%
			South	19	11	9	9	10	6	3	11	58%	53%
	5 Avenue	6 Avenue	North	14	3	5	8	6	11	3	11	79%	43%
			South	19	12	12	10	10	4	5	12	63%	53%
Nicola Street	Lee Road	1 Avenue	North	25	6	10	5	8	8	5	10	40%	32%
			South	22	6	3	7	7	5	8	8	36%	32%
	1 Avenue	2 Avenue	North	18	12	10	9	7	8	10	12	67%	39%
			South	18	7	10	10	8	7	4	10	56%	44%
	2 Avenue	3 Avenue	North	18	10	19	14	11	8	7	19	106%	61%
			South	18	8	13	11	9	9	2	13	72%	50%
	3 Avenue	4 Avenue	North	14	10	11	8	9	9	4	11	79%	64%
			South	12	6	8	5	5	4	4	8	67%	42%

	4 Avenue	5 Avenue	North	18	10	11	10	8	5	2	11	61%	44%
			South	17	8	9	4	6	5	6	9	53%	35%
	5 Avenue	6 Avenue	North	18	7	5	13	10	8	9	13	72%	56%
			South	18	4	4	8	8	6	6	8	44%	44%
2 Avenue	Battle Street	Nicola Street	East	9	20	27	19	16	17	7	27	300%	178%
			West	9	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	9	10	8	9	11	0	11	122%	100%
			West	9	17	14	14	13	13	4	17	189%	144%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	5	1	3	2	4	3	2	4	80%	80%
5 Avenue	Battle Street	Nicola Street	East	10	3	13	8	9	7	2	13	130%	90%
			West	10	2	3	2	0	1	1	3	30%	0%
	Nicola Street	Columbia Street	East	10	4	8	7	2	1	1	8	80%	20%
			West	10	3	3	4	2	1	0	4	40%	20%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	5	5	3	6	5	5	6	67%	67%
	Nicola Street	Columbia Street	West	4	0	0	0	3	0	1	3	75%	75%
			TOTAL	517	250	289	268	250	220	164			
			UTILIZATION	-	48%	56%	52%	48%	43%	32%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-6pm			
Victoria Street	8 Avenue	Seymour Street	North	0	4	6	5	2	5	0	6	#DIV/0!	#DIV/0!
			South	9	0	6	5	0	2	0	6	67%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	8	12	6	10	11	4	12	48%	40%
			South	16	8	8	10	10	9	9	10	63%	63%
	7 Avenue	8 Avenue	North	26	10	14	11	14	11	9	14	54%	54%
			South	29	6	11	7	14	15	4	15	52%	48%
	8 Avenue	9 Avenue	North	12	7	7	5	7	12	5	12	100%	58%
			South	19	14	13	14	12	11	3	14	74%	63%
St Paul Street	6 Avenue	7 Avenue	North	22	8	12	28	11	6	5	28	127%	50%
			South	22	15	18	2	13	11	10	18	82%	59%
	7 Avenue	8 Avenue	North	22	8	9	11	10	9	9	11	50%	45%
			South	22	9	9	6	7	10	9	10	45%	32%
	8 Avenue	9 Avenue	North	18	14	13	10	11	12	8	14	78%	61%
			South	18	10	7	13	9	8	7	13	72%	50%
Battle Street	6 Avenue	7 Avenue	North	22	6	6	5	10	9	8	10	45%	45%
			South	22	9	9	6	7	6	6	9	41%	32%
	7 Avenue	8 Avenue	North	22	6	5	4	7	19	11	19	86%	32%
			South	22	14	14	13	11	1	7	14	64%	50%
	8 Avenue	9 Avenue	North	19	7	8	4	6	13	14	14	74%	32%
			South	19	6	10	11	10	4	2	11	58%	53%
Nicola Street	6 Avenue	7 Avenue	North	22	8	7	6	16	17	9	17	77%	73%
			South	22	11	8	8	0	0	7	11	50%	0%
	7 Avenue	8 Avenue	North	22	9	9	9	9	13	10	13	59%	41%
			South	22	6	4	4	4	5	6	6	27%	18%
	8 Avenue	9 Avenue	North	19	8	6	8	13	6	8	13	68%	68%
			South	19	7	8	8	0	5	8	8	42%	0%
Columbia Street	6 Avenue	7 Avenue	North	11	7	7	3	4	12	8	12	109%	36%
			South	13	6	5	5	9	4	11	11	85%	69%
	7 Avenue	8 Avenue	North	22	41	26	24	35	39	21	41	186%	159%
			South	22	24	37	29	34	28	25	37	168%	155%
	8 Avenue	9 Avenue	North	19	11	7	7	10	11	11	11	58%	53%
			South	19	7	6	8	3	5	5	8	42%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	9	9	7	8	8	6	9	41%	36%
			South	22	6	6	4	7	8	7	8	36%	32%
	7 Avenue	8 Avenue	North	21	15	13	11	12	9	7	15	71%	57%
			South	21	18	15	14	12	11	11	18	86%	57%
	8 Avenue	9 Avenue	North	19	21	9	8	7	26	6	26	137%	37%
			South	19	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	9	9	10	10	10	11	11	48%	43%
			South	23	7	9	8	9	10	8	10	43%	39%
	7 Avenue	8 Avenue	North	21	13	11	10	9	10	8	13	62%	43%
			South	21	12	8	8	11	10	12	12	57%	52%
	8 Avenue	9 Avenue	North	19	10	12	10	13	13	3	13	68%	68%
			South	19	8	7	7	8	12	6	12	63%	42%
6 Avenue	St Paul Street	Battle Street	East	8	3	8	10	8	6	3	10	125%	100%
	Battle Street	Nicola Street	East	9	5	5	6	5	2	3	6	67%	56%
	Nicola Street	Columbia Street	East	7	0	1	3	0	1	2	3	43%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	0	5	0	0	0	7	7	78%	0%
			West	9	0	3	0	0	0	5	5	56%	0%
	St Paul Street	Battle Street	East	8	0	7	0	0	0	6	7	88%	0%
			West	7	0	9	0	0	0	3	9	129%	0%
	Battle Street	Nicola Street	East	10	0	6	0	0	0	3	6	60%	0%
			West	10	0	7	0	0	0	2	7	70%	0%
	Nicola Street	Columbia Street	East	10	0	4	0	0	0	11	11	110%	0%
			West	10	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	2	3	0	1	3	33%	33%
			West	5	2	0	4	2	2	2	4	80%	40%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%
			West	10	15	15	19	14	15	7	19	190%	140%
8 Avenue	Victoria Street	Seymour Street	East	4	3	4	6	3	5	3	6	150%	75%
			West	7	7	5	3	3	1	0	7	100%	43%
	Seymour Street	St Paul Street	East	13	0	2	3	4	5	4	5	38%	31%
			West	10	0	4	4	4	4	6	6	60%	40%
	St Paul Street	Battle Street	East	10	9	9	12	14	16	7	16	160%	140%
			West	10	10	8	6	6	8	5	10	100%	60%
	Battle Street	Nicola Street	East	10	3	7	7	6	6	5	7	70%	60%

			West	10	4	6	4	7	3	3	7	70%	70%
	Nicola Street	Columbia Street	East	10	3	3	6	2	6	4	6	60%	20%
			West	10	3	2	3	4	3	3	4	40%	40%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	11	6	2	1	5	3	11	110%	10%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	21	9	8	8	25	2	25	250%	80%
9 Avenue	Seymour Street	St Paul Street	East	7	5	5	6	6	5	3	6	86%	86%
			West	8	3	2	4	1	4	2	4	50%	13%
	St Paul Street	Battle Street	East	6	3	7	10	6	6	5	10	167%	100%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	3	3	3	2	4	4	4	40%	20%
			West	10	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	4	5	4	4	3	4	5	50%	40%
			West	10	9	4	7	7	8	6	9	90%	70%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	8	6	1	3	1	1	2	6	75%	13%
	Dominion Street	Pine Street	East	6	13	4	3	4	10	1	13	217%	67%
			West	8	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	587	602	540	549	610	471			
			UTILIZATION	-	48%	49%	44%	45%	50%	38%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/25/2020 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
					8-930am	930-1130am	1130-1pm	1-230pm	230-4pm	4-530pm	530-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	1	1	14	2	0	2	14	350%	350%
			South	9	21	24	6	14	20	4	3	2	24	267%	222%
	3 Avenue	4 Avenue	North	7	3	16	25	2	18	3	0	0	25	357%	257%
			South	6	7	13	3	5	15	12	3	0	15	250%	250%
	4 Avenue	5 Avenue	North	0	2	0	0	1	5	1	0	0	5	#DIV/0!	#DIV/0!
			South	16	19	12	0	21	40	24	5	0	40	250%	250%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	8	5	0	11	15	3	2	0	15	75%	75%
	6 Avenue	Victoria Street	North	0	0	0	0	0	9	3	0	0	9	#DIV/0!	#DIV/0!
			South	5	8	3	0	5	5	8	3	0	8	160%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	6	6	0	5	4	7	1	0	7	70%	40%
			South	15	23	27	0	23	14	8	13	0	27	180%	93%
	2 Avenue	3 Avenue	North	13	23	10	0	24	18	16	12	0	24	185%	138%
			South	13	17	5	0	15	13	12	4	0	17	131%	100%
	3 Avenue	4 Avenue	North	15	25	7	0	26	26	16	12	0	26	173%	173%
			South	15	15	8	0	15	13	13	12	0	15	100%	87%
	4 Avenue	5 Avenue	North	14	14	7	0	20	13	11	9	0	20	143%	93%
			South	10	10	5	0	6	10	9	5	0	10	100%	100%
	5 Avenue	6 Avenue	North	8	1	1	0	3	1	3	4	0	4	50%	13%
			South	18	7	5	0	1	5	5	6	0	7	39%	28%
	6 Avenue	7 Avenue	North	17	7	5	0	8	5	11	6	0	11	65%	29%
			South	23	8	2	0	16	13	2	9	0	16	70%	57%
	7 Avenue	8 Avenue	North	17	3	1	0	5	0	1	1	0	5	29%	0%
			South	13	1	2	0	2	6	1	0	0	6	46%	46%
	8 Avenue	Seymour Street	North	0	2	1	0	1	4	1	0	0	4	#DIV/0!	#DIV/0!
			South	9	0	1	0	3	4	1	1	0	4	44%	44%
Seymour Street	1 Avenue	2 Avenue	North	10	3	10	0	0	6	0	2	2	10	100%	60%
			South	10	7	8	0	7	7	3	0	0	8	80%	70%
	2 Avenue	3 Avenue	North	4	3	9	0	1	3	0	0	0	9	225%	75%
			South	5	2	6	0	1	5	1	0	0	6	120%	100%
	3 Avenue	4 Avenue	North	14	4	5	0	2	11	5	2	1	11	79%	79%
			South	15	3	6	0	2	4	4	1	1	6	40%	27%
	4 Avenue	5 Avenue	North	12	3	5	0	0	10	2	6	0	10	83%	83%
			South	9	0	3	0	3	3	3	2	2	3	33%	33%
	5 Avenue	6 Avenue	North	11	2	1	0	2	1	0	1	0	2	18%	9%
			South	13	2	4	0	6	2	1	2	2	6	46%	15%
	6 Avenue	7 Avenue	North	25	9	9	0	3	8	9	2	0	9	36%	32%
			South	16	8	8	0	4	8	3	4	2	8	50%	50%
	7 Avenue	8 Avenue	North	26	9	20	0	3	16	6	0	0	20	77%	62%
			South	29	10	14	0	13	12	3	3	0	14	48%	41%
	8 Avenue	9 Avenue	North	12	8	13	0	2	10	4	2	0	13	108%	83%
			South	19	12	5	0	14	10	4	3	1	14	74%	53%
St Paul Street	Lee Road	1 Avenue	North	0	1	0	1	0	3	0	1	1	3	#DIV/0!	#DIV/0!
			South	29	18	0	17	16	15	12	5	5	18	62%	52%
	1 Avenue	2 Avenue	North	14	9	8	0	9	21	30	0	8	30	214%	150%
			South	2	0	0	0	2	5	4	0	0	5	250%	250%
	2 Avenue	3 Avenue	North	12	0	0	0	10	2	8	0	2	10	83%	17%
			South	13	0	0	0	3	0	3	0	0	3	23%	0%
	3 Avenue	4 Avenue	North	17	5	2	0	1	1	1	0	1	5	29%	6%
			South	12	1	1	0	2	1	1	0	0	2	17%	8%
	4 Avenue	5 Avenue	North	17	4	4	0	4	0	2	1	4	4	24%	0%
			South	18	8	10	0	7	4	3	3	0	10	56%	22%
	5 Avenue	6 Avenue	North	16	7	9	0	4	8	4	1	0	9	56%	50%
			South	16	12	12	0	10	10	3	0	0	12	75%	63%
	6 Avenue	7 Avenue	North	22	14	10	0	9	9	8	7	7	14	64%	41%
			South	22	9	10	0	10	11	8	6	9	11	50%	50%
	7 Avenue	8 Avenue	North	22	7	6	0	6	10	10	18	10	18	82%	45%
			South	22	13	12	0	11	12	11	0	9	13	59%	55%
	8 Avenue	9 Avenue	North	18	17	11	0	12	9	16	11	18	18	100%	50%
			South	18	10	11	0	13	6	20	7	6	20	111%	33%
Battle Street	Lee Road	1 Avenue	North	21	10	0	13	13	15	16	17	21	21	100%	71%
			South	21	4	0	7	7	6	7	15	11	15	71%	29%
	1 Avenue	2 Avenue	North	17	5	10	8	5	6	6	0	6	10	59%	35%
			South	18	13	11	12	13	9	9	0	6	13	72%	50%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	5	7	8	7	5	0	3	8	50%	44%
	3 Avenue	4 Avenue	North	19	3	3	0	0	3	3	3	0	3	16%	16%
			South	13	2	0	0	1	1	0	1	1	2	15%	8%
	4 Avenue	5 Avenue	North	19	10	12	0	5	8	10	6	3	12	63%	42%
			South	19	5	10	0	6	8	10	2	3	10	53%	42%
	5 Avenue	6 Avenue	North	14	6	7	0	6	3	1	2	1	7	50%	21%
			South	19	13	12	0	10	5	3	5	3	13	68%	26%
	6 Avenue	7 Avenue	North	22	15	10	0	5	7	4	4	6	15	68%	32%
			South	22	15	4	0	8	3	8	8	7	15	68%	14%
	7 Avenue	8 Avenue	North	22	11	9	0	6	10	9	9	9	11	50%	45%
			South	22	13	7	0	11	13	8	9	9	13	59%	59%
	8 Avenue	9 Avenue	North	19	7	7	0	9	10	5	3	4	10	53%	53%
			South	19	6	8	0	8	4	8	8	8	8	42%	21%
Nicola Street	Lee Road	1 Avenue	North	25	9	8	8	8	10	8	8	8	10	40%	40%
			South	22	5	5	6	7	7	3	7	7	7	32%	32%
	1 Avenue	2 Avenue	North	18	21	19	6	7	17	8	4	5	21	117%	94%
			South	18	14	6	7	7	7	6	4	2	14	78%	39%
	2 Avenue	3 Avenue	North	18	14	29	17	18	26	4	5	7	29	161%	144%
			South	18	10	22	11	12	14	5	5	6	22	122%	78%
	3 Avenue	4 Avenue	North	14	13	14	0	27	5	20	12	21	27	193%	36%
			South	12	11	12	0	19	16	5	5	6	19	158%	133%
	4 Avenue	5 Avenue	North	18	11	12	0	15	0	8	7	9	15	83%	0%
			South	17	10	8	0	2	19	11	12	11	19	112%	112%
	5 Avenue	6 Avenue	North	18	13	11	0	15	0	9	16	20	20	111%	0%
			South	18	19	9	0	3	11	16	12	11	19	106%	61%
	6 Avenue	7 Avenue	North	22	22	8	0	5	4	7	6	13	22	100%	18%

			South	22	23	7	0	7	11	6	8	2	23	105%	50%
	7 Avenue	8 Avenue	North	22	6	9	0	10	9	6	7	14	14	64%	41%
			South	22	6	6	0	8	8	10	10	8	10	45%	36%
	8 Avenue	9 Avenue	North	19	5	8	0	9	7	5	5	6	9	47%	37%
			South	19	7	8	0	6	8	8	8	8	8	42%	42%
Columbia Street	6 Avenue	7 Avenue	North	11	0	5	6	5	8	7	5	4	8	73%	73%
			South	13	0	4	4	4	9	13	16	14	16	123%	69%
	7 Avenue	8 Avenue	North	22	0	42	33	36	34	26	13	20	42	191%	155%
			South	22	6	30	37	36	40	15	8	4	40	182%	182%
	8 Avenue	9 Avenue	North	19	3	26	17	13	18	13	18	15	26	137%	95%
			South	19	8	25	18	20	17	16	13	9	25	132%	89%
Dominion Street	6 Avenue	7 Avenue	North	22	0	7	5	6	7	5	7	16	16	73%	32%
			South	22	0	4	7	5	5	6	8	0	8	36%	23%
	7 Avenue	8 Avenue	North	21	13	14	11	10	16	12	9	18	18	86%	76%
			South	21	13	16	14	11	19	9	10	0	19	90%	90%
	8 Avenue	9 Avenue	North	19	19	7	7	7	27	6	8	9	27	142%	142%
			South	19	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	9	9	8	11	7	9	8	13	13	57%	30%
			South	23	11	9	10	9	11	9	11	6	11	48%	48%
	7 Avenue	8 Avenue	North	21	22	25	10	7	10	13	10	9	25	119%	48%
			South	21	19	18	12	11	12	10	12	14	19	90%	57%
	8 Avenue	9 Avenue	North	19	9	12	11	12	15	11	2	2	15	79%	79%
			South	19	9	7	6	8	13	0	8	8	13	68%	68%
2 Avenue	Lansdowne Street	Victoria Street	East	7	13	2	0	1	1	3	0	0	13	186%	14%
			West	0	2	2	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	10	18	0	7	11	14	0	0	18	450%	275%
	Seymour Street	St Paul Street	East	7	7	6	0	2	5	0	0	0	7	100%	71%
			West	4	5	2	0	3	1	0	0	0	5	125%	25%
	Battle Street	Nicola Street	East	9	9	12	14	15	13	7	0	0	15	167%	144%
			West	9	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	6	5	5	3	4	3	0	0	6	67%	44%
			West	9	9	11	8	12	13	4	0	0	13	144%	144%
3 Avenue	Lansdowne Street	Victoria Street	East	8	7	22	10	9	5	4	4	5	22	275%	63%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	10	4	8	4	0	1	0	10	250%	100%
			West	6	6	19	7	0	1	1	1	1	19	317%	17%
	Seymour Street	St Paul Street	East	4	1	10	4	6	2	0	0	1	10	250%	50%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	7	1	2	6	0	1	0	7	175%	150%
			West	10	0	0	0	1	1	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	9	27	15	10	13	7	2	4	27	338%	163%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	4	7	2	1	1	0	0	1	7	175%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	11	0	0	14	12	5	6	14	200%	200%
			West	2	5	14	15	0	9	4	2	2	15	750%	450%
	Victoria Street	Seymour Street	East	4	4	2	0	0	8	4	4	3	8	200%	200%
			West	4	9	7	0	0	5	9	6	7	9	225%	125%
	Seymour Street	St Paul Street	East	8	4	3	0	0	9	0	2	2	9	113%	113%
			West	4	3	1	0	0	3	2	1	1	3	75%	75%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	7	14	0	0	9	12	9	6	14	200%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	4	10	0	0	5	1	4	5	10	250%	125%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	6	9	0	5	6	1	3	3	9	180%	120%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	1	0	9	5	8	4	2	9	150%	83%
			West	6	1	3	2	13	7	8	1	1	13	217%	117%
	Victoria Street	Seymour Street	East	4	5	8	7	9	7	10	3	2	10	250%	175%
			West	7	0	4	3	4	5	1	1	2	5	71%	71%
	Seymour Street	St Paul Street	East	8	1	9	9	9	4	1	1	0	9	113%	50%
			West	7	0	3	3	7	4	2	2	2	7	100%	57%
	St Paul Street	Battle Street	East	8	5	6	8	9	2	1	1	1	9	113%	25%
			West	4	3	4	1	1	5	2	0	2	5	125%	125%
	Battle Street	Nicola Street	East	10	3	8	9	11	8	5	0	0	11	110%	80%
			West	10	1	1	2	3	3	4	0	0	4	40%	30%
	Nicola Street	Columbia Street	East	10	1	2	2	0	8	1	2	0	8	80%	80%
			West	10	4	6	5	6	7	1	0	0	7	70%	70%
6 Avenue	Lansdowne Street	Victoria Street	East	0	8	1	3	6	2	4	1	0	8	#DIV/0!	#DIV/0!
			West	6	9	6	10	3	4	1	2	1	10	167%	67%
	Victoria Street	Seymour Street	East	0	1	2	0	1	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	7	6	6	5	6	6	2	3	2	6	86%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	6	2	1	2	1	3	1	1	6	75%	13%
	St Paul Street	Battle Street	East	8	9	7	8	9	10	3	3	3	10	125%	125%
			West	4	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	5	6	3	3	3	2	3	3	6	67%	33%
			West	9	5	5	5	5	10	3	0	0	10	111%	111%
	Nicola Street	Columbia Street	East	7	2	1	2	1	4	3	2	1	4	57%	57%
			West	4	1	0	0	2	0	0	2	1	2	50%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	2	4	6	14	9	1	1	0	14	175%	113%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	3	3	5	2	2	3	1	1	5	56%	22%
			West	9	3	7	3	2	3	4	4	3	7	78%	33%
	St Paul Street	Battle Street	East	8	5	7	5	5	6	3	3	3	7	88%	75%
			West	7	9	10	11	13	8	4	7	3	13	186%	114%
	Battle Street	Nicola Street	East	10	9	5	7	4	3	0	1	1	9	90%	30%
			West	10	15	7	7	10	8	4	2	1	15	150%	80%
	Nicola Street	Columbia Street	East	10	2	4	2	3	3	4	6	4	6	60%	30%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	1	4	0	0	1	1	0	2	4	44%	11%
			West	5	1	1	0	0	1	0	1	0	1	20%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	23	6	15	13	13	7	5	5	23	230%	130%
8 Avenue	Victoria Street	Seymour Street	East	4	2	3	2	8	1	1	4	0	8	200%	25%
			West	7	0	2	3	3	1	0	0	0	3	43%	14%
	Seymour Street	St Paul Street	East	13	0	2	3	4	4	2	0	0	4	31%	31%
			West	10	1	7	10	3	6	6	0	0	10	100%	60%

	St Paul Street	Battle Street	East	10	0	9	8	10	8	9	9	10	10	100%	80%
			West	10	0	14	12	8	13	8	2	2	14	140%	130%
	Battle Street	Nicola Street	East	10	0	10	11	7	12	5	7	8	12	120%	120%
			West	10	0	2	6	6	8	6	3	7	8	80%	80%
	Nicola Street	Columbia Street	East	10	0	2	1	1	2	1	3	3	3	30%	20%
			West	10	0	2	1	4	1	2	1	1	4	40%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	6	3	8	5	9	4	3	1	9	90%	90%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	2	6	6	9	13	2	0	1	13	130%	130%
9 Avenue	Seymour Street	St Paul Street	East	7	4	14	9	7	9	4	3	5	14	200%	129%
			West	8	5	12	5	12	9	5	3	5	12	150%	113%
	St Paul Street	Battle Street	East	6	0	8	11	15	11	11	10	9	15	250%	183%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	7	5	8	7	9	5	7	9	90%	70%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	2	3	3	7	3	2	3	7	70%	70%
			West	10	0	2	1	2	4	1	4	2	4	40%	40%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	0	1	2	2	2	3	3	38%	25%
	Dominion Street	Pine Street	East	6	5	0	0	1	12	2	1	2	12	200%	200%
			West	8	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	1267	1465	710	1329	1551	1074	770	684			
			UTILIZATION	-	50%	58%	28%	53%	61%	43%	30%	27%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
					8-930am	930-1130am	1130-1pm	1-230pm	230-4pm	4-530pm	530-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	1	1	14	2	0	2	14	350%	350%
			South	9	21	24	6	14	20	4	3	2	24	267%	222%
	3 Avenue	4 Avenue	North	7	3	16	25	2	18	3	0	0	25	357%	257%
			South	6	7	13	3	5	15	12	3	0	15	250%	250%
	4 Avenue	5 Avenue	North	0	2	0	0	1	5	1	0	0	5	#DIV/0!	#DIV/0!
			South	16	19	12	0	21	40	24	5	0	40	250%	250%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	8	5	0	11	15	3	2	0	15	75%	75%
	6 Avenue	Victoria Street	North	0	0	0	0	0	9	3	0	0	9	#DIV/0!	#DIV/0!
			South	5	8	3	0	5	5	8	3	0	8	160%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	6	6	0	5	4	7	1	0	7	70%	40%
			South	15	23	27	0	23	14	8	13	0	27	180%	93%
	2 Avenue	3 Avenue	North	13	23	10	0	24	18	16	12	0	24	185%	138%
			South	13	17	5	0	15	13	12	4	0	17	131%	100%
	3 Avenue	4 Avenue	North	15	25	7	0	26	26	16	12	0	26	173%	173%
			South	15	15	8	0	15	13	13	12	0	15	100%	87%
	4 Avenue	5 Avenue	North	14	14	7	0	20	13	11	9	0	20	143%	93%
			South	10	10	5	0	6	10	9	5	0	10	100%	100%
	5 Avenue	6 Avenue	North	8	1	1	0	3	1	3	4	0	4	50%	13%
			South	18	7	5	0	1	5	5	6	0	7	39%	28%
	6 Avenue	7 Avenue	North	17	7	5	0	8	5	11	6	0	11	65%	29%
			South	23	8	2	0	16	13	2	9	0	16	70%	57%
	7 Avenue	8 Avenue	North	17	3	1	0	5	0	1	1	0	5	29%	0%
			South	13	1	2	0	2	6	1	0	0	6	46%	46%
Seymour Street	1 Avenue	2 Avenue	North	10	3	10	0	0	6	0	2	2	10	100%	60%
			South	10	7	8	0	7	7	3	0	0	8	80%	70%
	2 Avenue	3 Avenue	North	4	3	9	0	1	3	0	0	0	9	225%	75%
			South	5	2	6	0	1	5	1	0	0	6	120%	100%
	3 Avenue	4 Avenue	North	14	4	5	0	2	11	5	2	1	11	79%	79%
			South	15	3	6	0	2	4	4	1	1	6	40%	27%
	4 Avenue	5 Avenue	North	12	3	5	0	0	10	2	6	0	10	83%	83%
			South	9	0	3	0	3	3	3	2	2	3	33%	33%
	5 Avenue	6 Avenue	North	11	2	1	0	2	1	0	1	0	2	18%	9%
			South	13	2	4	0	6	2	1	2	2	6	46%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	9	8	0	9	21	30	0	8	30	214%	150%
			South	2	0	0	0	2	5	4	0	0	5	250%	250%
	2 Avenue	3 Avenue	North	12	0	0	0	10	2	8	0	2	10	83%	17%
			South	13	0	0	0	3	0	3	0	0	3	23%	0%
	3 Avenue	4 Avenue	North	17	5	2	0	1	1	1	0	1	5	29%	6%
			South	12	1	1	0	2	1	1	0	0	2	17%	8%
	4 Avenue	5 Avenue	North	17	4	4	0	4	0	2	1	4	4	24%	0%
			South	18	8	10	0	7	4	3	3	0	10	56%	22%
	5 Avenue	6 Avenue	North	16	7	9	0	4	8	4	1	0	9	56%	50%
			South	16	12	12	0	10	10	3	0	0	12	75%	63%
Battle Street	3 Avenue	4 Avenue	North	19	3	3	0	0	3	3	3	0	3	16%	16%
			South	13	2	0	0	1	1	0	1	1	2	15%	8%
2 Avenue	Lansdowne Street	Victoria Street	East	7	13	2	0	1	1	3	0	0	13	186%	14%
			West	0	2	2	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	10	18	0	7	11	14	0	0	18	450%	275%
	Seymour Street	St Paul Street	East	7	7	6	0	2	5	0	0	0	7	100%	71%
			West	4	5	2	0	3	1	0	0	0	5	125%	25%
3 Avenue	Lansdowne Street	Victoria Street	East	8	7	22	10	9	5	4	4	5	22	275%	63%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	10	4	8	4	0	1	0	10	250%	100%
			West	6	6	19	7	0	1	1	1	1	19	317%	17%
	Seymour Street	St Paul Street	East	4	1	10	4	6	2	0	0	1	10	250%	50%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	7	1	2	6	0	1	0	7	175%	150%
			West	10	0	0	0	1	1	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	9	27	15	10	13	7	2	4	27	338%	163%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	4	7	2	1	1	0	0	1	7	175%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	11	0	0	14	12	5	6	14	200%	200%
			West	2	5	14	15	0	9	4	2	2	15	750%	450%
	Victoria Street	Seymour Street	East	4	4	2	0	0	8	4	4	3	8	200%	200%
			West	4	9	7	0	0	5	9	6	7	9	225%	125%
	Seymour Street	St Paul Street	East	8	4	3	0	0	9	0	2	2	9	113%	113%
			West	4	3	1	0	0	3	2	1	1	3	75%	75%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	7	14	0	0	9	12	9	6	14	200%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0%	0%

			West	4	4	10	0	0	5	1	4	5	10	250%	125%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	1	0	9	5	8	4	2	9	150%	83%
			West	6	1	3	2	13	7	8	1	1	13	217%	117%
	Victoria Street	Seymour Street	East	4	5	8	7	9	7	10	3	2	10	250%	175%
			West	7	0	4	3	4	5	1	1	2	5	71%	71%
	Seymour Street	St Paul Street	East	8	1	9	9	9	4	1	1	0	9	113%	50%
			West	7	0	3	3	7	4	2	2	2	7	100%	57%
	St Paul Street	Battle Street	East	8	5	6	8	9	2	1	1	1	9	113%	25%
			West	4	3	4	1	1	5	2	0	2	5	125%	125%
6 Avenue	Lansdowne Street	Victoria Street	East	0	8	1	3	6	2	4	1	0	8	#DIV/0!	#DIV/0!
			West	6	9	6	10	3	4	1	2	1	10	167%	67%
	Victoria Street	Seymour Street	East	0	1	2	0	1	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	7	6	6	5	6	6	2	3	2	6	86%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	6	2	1	2	1	3	1	1	6	75%	13%
7 Avenue	Victoria Street	Seymour Street	East	8	2	4	6	14	9	1	1	0	14	175%	113%
			West	6	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	468	527	151	449	567	374	198	88			
			UTILIZATION	-	60%	68%	19%	58%	73%	48%	25%	11%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
					8-930am	930-1130am	1130-1pm	1-230pm	230-4pm	4-530pm	530-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	1	0	1	0	3	0	1	1	3	#DIV/0!	#DIV/0!
			South	29	18	0	17	16	15	12	5	5	18	62%	52%
Battle Street	Lee Road	1 Avenue	North	21	10	0	13	13	15	16	17	21	21	100%	71%
			South	21	4	0	7	7	6	7	15	11	15	71%	29%
	1 Avenue	2 Avenue	North	17	5	10	8	5	6	6	0	6	10	59%	35%
			South	18	13	11	12	13	9	9	0	6	13	72%	50%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	5	7	8	7	5	0	3	8	50%	44%
	4 Avenue	5 Avenue	North	19	10	12	0	5	8	10	6	3	12	63%	42%
			South	19	5	10	0	6	8	10	2	3	10	53%	42%
	5 Avenue	6 Avenue	North	14	6	7	0	6	3	1	2	1	7	50%	21%
			South	19	13	12	0	10	5	3	5	3	13	68%	26%
Nicola Street	Lee Road	1 Avenue	North	25	9	8	8	8	10	8	8	8	10	40%	40%
			South	22	5	5	6	7	7	3	7	7	7	32%	32%
	1 Avenue	2 Avenue	North	18	21	19	6	7	17	8	4	5	21	117%	94%
			South	18	14	6	7	7	7	6	4	2	14	78%	39%
	2 Avenue	3 Avenue	North	18	14	29	17	18	26	4	5	7	29	161%	144%
			South	18	10	22	11	12	14	5	5	6	22	122%	78%
	3 Avenue	4 Avenue	North	14	13	14	0	27	5	20	12	21	27	193%	36%
			South	12	11	12	0	19	16	5	5	6	19	158%	133%
	4 Avenue	5 Avenue	North	18	11	12	0	15	0	8	7	9	15	83%	0%
			South	17	10	8	0	2	19	11	12	11	19	112%	112%
	5 Avenue	6 Avenue	North	18	13	11	0	15	0	9	16	20	20	111%	0%
			South	18	19	9	0	3	11	16	12	11	19	106%	61%
2 Avenue	Battle Street	Nicola Street	East	9	9	12	14	15	13	7	0	0	15	167%	144%
			West	9	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	6	5	5	3	4	3	0	0	6	67%	44%
			West	9	9	11	8	12	13	4	0	0	13	144%	144%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	6	9	0	5	6	1	3	3	9	180%	120%
5 Avenue	Battle Street	Nicola Street	East	10	3	8	9	11	8	5	0	0	11	110%	80%
			West	10	1	1	2	3	3	4	0	0	4	40%	30%
	Nicola Street	Columbia Street	East	10	1	2	2	0	8	1	2	0	8	80%	80%
			West	10	4	6	5	6	7	1	0	0	7	70%	70%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	5	5	5	5	10	3	0	0	10	111%	111%
	Nicola Street	Columbia Street	West	4	1	0	0	2	0	0	2	1	2	50%	0%
			TOTAL	517	280	281	170	291	289	211	157	180			
			UTILIZATION	-	54%	54%	33%	56%	56%	41%	30%	35%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
					8-930am	930-1130am	1130-1pm	1-230pm	230-4pm	4-530pm	530-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	2	1	0	1	4	1	0	0	4	#DIV/0!	#DIV/0!
			South	9	0	1	0	3	4	1	1	0	4	44%	44%
Seymour Street	6 Avenue	7 Avenue	North	25	9	9	0	3	8	9	2	0	9	36%	32%
			South	16	8	8	0	4	8	3	4	2	8	50%	50%
	7 Avenue	8 Avenue	North	26	9	20	0	3	16	6	0	0	20	77%	62%
			South	29	10	14	0	13	12	3	3	0	14	48%	41%
	8 Avenue	9 Avenue	North	12	8	13	0	2	10	4	2	0	13	108%	83%
			South	19	12	5	0	14	10	4	3	1	14	74%	53%
St Paul Street	6 Avenue	7 Avenue	North	22	14	10	0	9	9	8	7	7	14	64%	41%
			South	22	9	10	0	10	11	8	6	9	11	50%	50%
	7 Avenue	8 Avenue	North	22	7	6	0	6	10	10	18	10	18	82%	45%
			South	22	13	12	0	11	12	11	0	9	13	59%	55%
	8 Avenue	9 Avenue	North	18	17	11	0	12	9	16	11	18	18	100%	50%
			South	18	10	11	0	13	6	20	7	6	20	111%	33%
Battle Street	6 Avenue	7 Avenue	North	22	15	10	0	5	7	4	4	6	15	68%	32%
			South	22	15	4	0	8	3	8	8	7	15	68%	14%
	7 Avenue	8 Avenue	North	22	11	9	0	6	10	9	9	9	11	50%	45%
			South	22	13	7	0	11	13	8	9	9	13	59%	59%
	8 Avenue	9 Avenue	North	19	7	7	0	9	10	5	3	4	10	53%	53%
			South	19	6	8	0	8	4	8	8	8	8	42%	21%
Nicola Street	6 Avenue	7 Avenue	North	22	22	8	0	5	4	7	6	13	22	100%	18%
			South	22	23	7	0	7	11	6	8	2	23	105%	50%
	7 Avenue	8 Avenue	North	22	6	9	0	10	9	6	7	14	14	64%	41%
			South	22	6	6	0	8	8	10	10	8	10	45%	36%
	8 Avenue	9 Avenue	North	19	5	8	0	9	7	5	5	6	9	47%	37%
			South	19	7	8	0	6	8	8	8	8	8	42%	42%
Columbia Street	6 Avenue	7 Avenue	North	11	0	5	6	5	8	7	5	4	8	73%	73%
			South	13	0	4	4	4	9	13	16	14	16	123%	69%
	7 Avenue	8 Avenue	North	22	0	42	33	36	34	26	13	20	42	191%	155%
			South	22	6	30	37	36	40	15	8	4	40	182%	182%
	8 Avenue	9 Avenue	North	19	3	26	17	13	18	13	18	15	26	137%	95%
			South	19	8	25	18	20	17	16	13	9	25	132%	89%
Dominion Street	6 Avenue	7 Avenue	North	22	0	7	5	6	7	5	7	16	16	73%	32%
			South	22	0	4	7	5	5	6	8	0	8	36%	23%
	7 Avenue	8 Avenue	North	21	13	14	11	10	16	12	9	18	18	86%	76%
			South	21	13	16	14	11	19	9	10	0	19	90%	90%
	8 Avenue	9 Avenue	North	19	19	7	7	7	27	6	8	9	27	142%	142%
			South	19	0	0	0	0	0	0	0	0	0	0%	0%

Pine Street	6 Avenue	7 Avenue	North	23	9	9	8	11	7	9	8	13	13	57%	30%
			South	23	11	9	10	9	11	9	11	6	11	48%	48%
	7 Avenue	8 Avenue	North	21	22	25	10	7	10	13	10	9	25	119%	48%
			South	21	19	18	12	11	12	10	12	14	19	90%	57%
	8 Avenue	9 Avenue	North	19	9	12	11	12	15	11	2	2	15	79%	79%
			South	19	9	7	6	8	13	0	8	8	13	68%	68%
6 Avenue	St Paul Street	Battle Street	East	8	9	7	8	9	10	3	3	3	10	125%	125%
	Battle Street	Nicola Street	East	9	5	6	3	3	3	2	3	3	6	67%	33%
	Nicola Street	Columbia Street	East	7	2	1	2	1	4	3	2	1	4	57%	57%
7 Avenue	Seymour Street	St Paul Street	East	9	3	3	5	2	2	3	1	1	5	56%	22%
			West	9	3	7	3	2	3	4	4	3	7	78%	33%
	St Paul Street	Battle Street	East	8	5	7	5	5	6	3	3	3	7	88%	75%
			West	7	9	10	11	13	8	4	7	3	13	186%	114%
	Battle Street	Nicola Street	East	10	9	5	7	4	3	0	1	1	9	90%	30%
			West	10	15	7	7	10	8	4	2	1	15	150%	80%
	Nicola Street	Columbia Street	East	10	2	4	2	3	3	4	6	4	6	60%	30%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	1	4	0	0	1	1	0	2	4	44%	11%
			West	5	1	1	0	0	1	0	1	0	1	20%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	23	6	15	13	13	7	5	5	23	230%	130%
8 Avenue	Victoria Street	Seymour Street	East	4	2	3	2	8	1	1	4	0	8	200%	25%
			West	7	0	2	3	3	1	0	0	0	3	43%	14%
	Seymour Street	St Paul Street	East	13	0	2	3	4	4	2	0	0	4	31%	31%
			West	10	1	7	10	3	6	6	0	0	10	100%	60%
	St Paul Street	Battle Street	East	10	0	9	8	10	8	9	9	10	10	100%	80%
			West	10	0	14	12	8	13	8	2	2	14	140%	130%
	Battle Street	Nicola Street	East	10	0	10	11	7	12	5	7	8	12	120%	120%
			West	10	0	2	6	6	8	6	3	7	8	80%	80%
	Nicola Street	Columbia Street	East	10	0	2	1	1	2	1	3	3	3	30%	20%
			West	10	0	2	1	4	1	2	1	1	4	40%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	6	3	8	5	9	4	3	1	9	90%	90%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	2	6	6	9	13	2	0	1	13	130%	130%
9 Avenue	Seymour Street	St Paul Street	East	7	4	14	9	7	9	4	3	5	14	200%	129%
			West	8	5	12	5	12	9	5	3	5	12	150%	113%
	St Paul Street	Battle Street	East	6	0	8	11	15	11	11	10	9	15	250%	183%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	7	5	8	7	9	5	7	9	90%	70%
			West	10	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	2	3	3	7	3	2	3	7	70%	70%
			West	10	0	2	1	2	4	1	4	2	4	40%	40%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	0	1	2	2	2	3	3	38%	25%
	Dominion Street	Pine Street	East	6	5	0	0	1	12	2	1	2	12	200%	200%
			West	8	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	519	657	389	589	695	489	415	416			
			UTILIZATION	-	42%	53%	32%	48%	56%	40%	34%	34%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/12/2020 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-1030am	1030-12pm	12-130pm	130-3pm	3-430pm	430-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	2	3	7	1	0	1	0	0	7	175%	175%
			South	9	6	3	5	8	8	5	1	0	0	8	89%	89%
	3 Avenue	4 Avenue	North	7	0	2	2	1	0	1	0	1	0	2	29%	14%
			South	6	0	1	3	4	6	4	1	3	0	6	100%	67%
	4 Avenue	5 Avenue	North	0	2	1	1	2	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	16	9	10	13	15	10	6	2	1	0	15	94%	94%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	3	2	3	1	2	0	0	0	0	3	15%	5%
	6 Avenue	Victoria Street	North	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	5	2	3	3	5	3	2	1	1	0	5	100%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	2	4	11	13	10	7	8	7	3	13	130%	130%
			South	15	2	7	13	11	27	9	22	15	11	27	180%	73%
	2 Avenue	3 Avenue	North	13	8	16	27	13	24	15	5	16	6	27	208%	100%
			South	13	4	23	25	26	25	18	21	12	4	26	200%	200%
	3 Avenue	4 Avenue	North	15	8	19	24	19	24	23	12	12	5	24	160%	127%
			South	15	7	26	26	27	36	21	15	24	7	36	240%	180%
	4 Avenue	5 Avenue	North	14	4	14	10	15	13	10	10	9	5	15	107%	107%
			South	10	5	8	19	16	23	16	15	12	8	23	230%	160%
	5 Avenue	6 Avenue	North	8	1	4	4	7	5	2	2	5	4	7	88%	88%
			South	18	1	4	5	4	5	8	10	13	0	13	72%	22%
	6 Avenue	7 Avenue	North	17	3	2	1	9	7	5	6	8	10	10	59%	53%
			South	23	6	7	8	14	8	10	14	19	0	19	83%	61%
	7 Avenue	8 Avenue	North	17	1	0	3	0	1	1	4	2	2	4	24%	0%
			South	13	0	2	0	0	1	1	1	0	0	2	15%	0%
	8 Avenue	Seymour Street	North	0	0	3	0	0	1	0	1	0	0	3	#DIV/0!	#DIV/0!
			South	9	1	1	5	1	2	3	2	2	0	5	56%	11%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	2	3	1	0	0	0	0	3	30%	30%
			South	10	1	5	5	2	0	0	0	0	0	5	50%	20%
	2 Avenue	3 Avenue	North	4	0	0	3	4	1	0	1	1	0	4	100%	100%
			South	5	0	0	1	2	3	1	0	0	0	3	60%	40%
	3 Avenue	4 Avenue	North	14	0	4	5	8	6	3	4	1	0	8	57%	57%
			South	15	0	1	0	1	1	0	0	1	0	1	7%	7%
	4 Avenue	5 Avenue	North	12	2	3	3	3	3	1	0	0	0	3	25%	25%
			South	9	0	0	2	2	2	4	2	1	0	4	44%	22%
	5 Avenue	6 Avenue	North	11	0	0	1	2	3	0	0	0	0	3	27%	18%
			South	13	1	0	2	2	3	1	1	3	0	3	23%	15%
	6 Avenue	7 Avenue	North	25	5	9	11	10	12	3	4	3	3	12	48%	40%
			South	16	3	2	3	4	6	1	0	0	0	6	38%	25%
	7 Avenue	8 Avenue	North	26	3	3	7	1	2	1	0	1	1	7	27%	4%
			South	29	2	4	2	3	1	0	0	0	0	4	14%	10%
	8 Avenue	9 Avenue	North	12	2	4	4	4	2	1	0	0	0	4	33%	33%
			South	19	1	3	5	6	4	1	0	0	0	6	32%	32%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	0	1	1	0	0	1	#DIV/0!	#DIV/0!
			South	29	3	4	4	6	6	2	4	3	3	6	21%	21%
	1 Avenue	2 Avenue	North	14	5	5	12	7	0	0	0	4	7	12	86%	50%
			South	2	1	1	2	2	0	0	0	0	0	2	100%	100%
	2 Avenue	3 Avenue	North	12	0	2	2	1	1	0	1	0	0	2	17%	8%
			South	13	2	0	0	0	0	3	0	2	0	3	23%	0%
	3 Avenue	4 Avenue	North	17	0	1	0	2	0	0	0	0	0	2	12%	12%
			South	12	1	0	0	2	3	0	0	6	0	6	50%	17%
	4 Avenue	5 Avenue	North	17	0	1	0	2	0	0	0	0	0	2	12%	12%
			South	18	1	2	3	4	7	0	0	10	0	10	56%	22%
	5 Avenue	6 Avenue	North	16	0	1	0	3	1	0	0	0	0	3	19%	19%
			South	16	1	2	3	2	2	0	0	4	0	4	25%	13%
	6 Avenue	7 Avenue	North	22	8	7	7	7	5	0	0	13	0	13	59%	32%
			South	22	11	8	12	11	9	0	0	22	0	22	100%	50%
	7 Avenue	8 Avenue	North	22	14	14	13	11	12	0	0	22	0	22	100%	50%
			South	22	8	8	10	9	9	0	0	21	0	21	95%	41%
	8 Avenue	9 Avenue	North	18	15	13	8	12	9	0	0	22	0	22	122%	67%
			South	18	8	9	8	8	9	0	0	25	0	25	139%	44%
Battle Street	Lee Road	1 Avenue	North	21	16	20	22	17	16	17	19	18	19	22	105%	81%
			South	21	14	9	6	8	10	11	10	11	9	14	67%	38%
	1 Avenue	2 Avenue	North	17	5	4	4	4	0	6	6	4	3	6	35%	24%
			South	18	8	10	10	7	0	11	7	8	7	11	61%	39%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	1	2	2	3	0	7	0	4	1	7	44%	19%
	3 Avenue	4 Avenue	North	19	1	3	0	3	2	1	0	3	0	3	16%	16%
			South	13	0	1	0	1	0	2	0	0	0	2	15%	8%
	4 Avenue	5 Avenue	North	19	12	9	4	8	19	0	0	4	0	19	100%	42%
			South	19	7	10	14	7	0	0	0	4	0	14	74%	37%
	5 Avenue	6 Avenue	North	14	1	0	0	0	7	0	0	2	0	7	50%	0%
			South	19	6	7	6	7	0	0	0	4	0	7	37%	37%
	6 Avenue	7 Avenue	North	22	5	6	6	8	14	0	0	12	0	14	64%	36%
			South	22	10	9	8	7	0	0	0	5	0	10	45%	32%
	7 Avenue	8 Avenue	North	22	11	10	7	8	14	0	0	26	0	26	118%	36%
			South	22	15	15	14	15	6	0	0	12	0	15	68%	68%
	8 Avenue	9 Avenue	North	19	8	8	6	6	6	0	0	10	0	10	53%	32%
			South	19	10	9	13	8	6	0	0	9	0	13	68%	42%
Nicola Street	Lee Road	1 Avenue	North	25	7	11	10	5	7	7	4	4	4	11	44%	20%
			South	22	7	4	5	5	4	4	4	4	4	7	32%	23%
	1 Avenue	2 Avenue	North	18	5	6	6	5	4	6	15	9	8	15	83%	28%
			South	18	3	1	2	3	4	13	3	1	1	13	72%	17%
	2 Avenue	3 Avenue	North	18	10	10	11	10	11	7	7	6	9	11	61%	56%
			South	18	4	3	4	4	4	1	2	4	4	4	22%	22%
	3 Avenue	4 Avenue	North	14	6	11	6	4	6	1	3	1	7	11	79%	29%
			South	12	3	2	5	5	6	6	3	2	4	6	50%	42%
	4 Avenue	5 Avenue	North	18	5	5	2	2	3	0	2	1	5	5	28%	11%
			South	17	3	4	5	3	2	5	1	2	2	5	29%	18%
	5 Avenue	6 Avenue	North	18	10	7	9	11	6	5	9	12	10	12	67%	61%
			South	18	4	3	6	0	5	5	5	10	7	10	56%	0%
	6 Avenue	7 Avenue	North	22	8	12	6	16	9	8	12	8	9	16	73%	73%
			South	22	7	7	6	1	8	7	6	5	8	8	36%	5%
	7 Avenue	8 Avenue	North	22	8	8	9	16	8	9	14	13	21	21	95%	73%
			South	22	13	11	7	2	15	11	4	7	1	15	68%	9%
	8 Avenue	9 Avenue	North	19	10	11	10	8	6	8	8	26	12	26	137%	42%
			South	19	9	7	6	7	8	6	5	9	5	9	47%	37%

Columbia Street	6 Avenue	7 Avenue	North	11	5	5	6	6	9	4	7	8	3	9	82%	55%
			South	13	9	9	5	4	2	11	10	6	4	11	85%	31%
	7 Avenue	8 Avenue	North	22	15	10	10	10	9	5	17	10	5	17	77%	45%
			South	22	4	4	2	4	1	4	10	1	3	10	45%	18%
	8 Avenue	9 Avenue	North	19	11	7	8	12	8	3	10	8	0	12	63%	63%
			South	19	8	7	6	4	6	10	8	1	0	10	53%	21%
Dominion Street	6 Avenue	7 Avenue	North	22	6	8	7	12	8	6	0	15	8	15	68%	55%
			South	22	7	6	8	3	10	8	0	0	6	10	45%	14%
	7 Avenue	8 Avenue	North	21	6	8	9	13	9	7	7	15	6	15	71%	62%
			South	21	10	10	9	6	11	10	10	0	9	11	52%	29%
	8 Avenue	9 Avenue	North	19	8	9	8	8	7	7	7	9	9	9	47%	42%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	4	0	5	4	8	11	8	12	12	52%	22%
			South	23	8	7	11	5	5	7	19	8	10	19	83%	22%
	7 Avenue	8 Avenue	North	21	8	7	13	8	17	21	22	18	12	22	105%	38%
			South	21	15	14	9	10	23	31	28	7	13	31	148%	48%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	0	0	1	1	5%	0%
			South	19	10	9	10	9	7	10	8	10	16	16	84%	47%
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	2	3	6	3	2	0	0	0	6	86%	86%
			West	0	2	0	0	2	2	0	0	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	5	10	15	4	2	2	0	0	15	375%	375%
	Seymour Street	St Paul Street	East	7	4	0	2	2	5	0	2	0	0	5	71%	29%
			West	4	5	3	2	7	10	2	0	1	0	10	250%	175%
	Battle Street	Nicola Street	East	9	11	11	12	15	0	8	4	2	0	15	167%	167%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	3	6	5	7	0	0	0	1	0	7	78%	78%
			West	9	3	2	3	3	0	1	0	2	0	3	33%	33%
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	2	11	14	3	3	2	0	0	14	175%	175%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	2	4	6	2	1	0	0	0	6	150%	150%
			West	6	1	4	8	7	4	6	5	0	0	8	133%	117%
	Seymour Street	St Paul Street	East	4	0	0	5	5	1	3	0	0	0	5	125%	125%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	1	0	5	2	1	0	0	0	5	125%	125%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	0	1	2	1	0	0	0	2	25%	13%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	1	2	1	0	0	2	50%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	7	7	7	7	7	8	7	0	8	114%	100%
			West	2	0	7	6	8	9	4	8	4	0	9	450%	400%
	Victoria Street	Seymour Street	East	4	1	2	5	4	1	1	1	1	0	5	125%	100%
			West	4	3	4	8	8	5	9	5	4	0	9	225%	200%
	Seymour Street	St Paul Street	East	8	4	8	6	10	8	6	5	5	0	10	125%	125%
			West	4	0	3	1	6	4	3	2	0	0	6	150%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	14	13	19	30	16	12	7	8	0	30	429%	429%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	2	4	3	3	5	3	2	3	0	5	125%	75%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	3	4	3	5	4	5	3	4	0	5	100%	100%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	7	9	2	3	1	0	9	150%	117%
			West	6	1	0	7	6	4	8	3	3	0	8	133%	100%
	Victoria Street	Seymour Street	East	4	0	3	9	8	3	3	1	0	0	9	225%	200%
			West	7	0	1	9	11	5	5	0	0	0	11	157%	157%
	Seymour Street	St Paul Street	East	8	0	1	0	1	4	2	0	0	0	4	50%	13%
			West	7	2	2	6	3	4	3	1	5	0	6	86%	43%
	St Paul Street	Battle Street	East	8	0	0	1	1	1	0	0	0	0	1	13%	13%
			West	4	1	2	3	2	3	3	4	4	0	4	100%	50%
	Battle Street	Nicola Street	East	10	2	4	4	2	4	0	0	0	0	4	40%	20%
			West	10	1	0	1	1	3	2	0	1	0	3	30%	10%
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	0	0	0	1	10%	10%
			West	10	0	1	0	0	0	0	0	0	0	1	10%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	2	1	3	1	1	1	3	1	3	#DIV/0!	#DIV/0!
			West	6	1	1	1	3	3	1	2	0	1	3	50%	50%
	Victoria Street	Seymour Street	East	0	0	1	1	1	1	1	0	0	1	1	#DIV/0!	#DIV/0!
			West	7	1	4	3	3	5	3	5	3	2	5	71%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	1	1	1	1	1	1	0	0	1	1	13%	13%
	St Paul Street	Battle Street	East	8	1	0	1	2	2	3	2	1	2	3	38%	25%
			West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	2	3	4	3	4	3	4	2	3	4	44%	33%
			West	9	2	3	3	4	1	1	2	0	0	4	44%	44%
	Nicola Street	Columbia Street	East	7	1	0	0	0	1	0	0	2	2	2	29%	0%
			West	4	1	0	1	1	0	0	1	1	0	1	25%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	6	1	4	2	1	2	0	3	3	6	75%	25%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	1	2	3	4	4	2	2	4	4	4	44%	44%
			West	9	0	1	4	0	1	1	1	0	0	4	44%	0%
	St Paul Street	Battle Street	East	8	3	2	0	0	0	1	2	1	1	3	38%	0%
			West	7	6	6	5	7	11	8	5	7	7	11	157%	100%
	Battle Street	Nicola Street	East	10	3	4	5	4	4	3	1	3	1	5	50%	40%
			West	10	6	5	7	6	6	8	5	4	4	8	80%	60%
	Nicola Street	Columbia Street	East	10	4	8	6	4	3	6	4	5	5	8	80%	40%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	3	1	2	1	0	2	2	3	33%	11%
			West	5	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	8	5	6	6	3	4	0	7	7	8	80%	60%
8 Avenue	Victoria Street	Seymour Street	East	4	2	0	2	0	0	0	0	1	0	2	50%	0%
			West	7	0	0	2	3	0	1	0	2	3	3	43%	43%
	Seymour Street	St Paul Street	East	13	1	0	1	0	1	0	0	0	0	1	8%	0%
			West	10	0	2	1	2	0	5	0	0	0	5	50%	20%
	St Paul Street	Battle Street	East	10	7	4	5	7	7	3	3	6	6	7	70%	70%
			West	10	6	6	9	4	5	6	4	6	8	9	90%	40%
	Battle Street	Nicola Street	East	10	6	8	6	6	6	5	4	7	4	8	80%	60%
			West	10	1	1	1	2	2	1	2	3	1	3	30%	20%
	Nicola Street	Columbia Street	East	10	3	3	4	5	4	5	3	8	3	8	80%	50%
			West	10	3	3	4	1	1	1	3	8	6	8	80%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	3	1	4	0	0	1	0	1	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	1	0	1	0	0	1	1	10%	10%

9 Avenue	Seymour Street	St Paul Street	East	7	1	4	4	3	9	10	8	5	4	10	143%	43%
			West	8	2	3	3	5	8	4	1	4	1	8	100%	63%
	St Paul Street	Battle Street	East	6	7	6	7	5	8	7	4	3	3	8	133%	83%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	3	4	3	3	9	10	10	6	5	10	100%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	3	3	4	7	4	6	7	6	7	70%	40%
			West	10	2	1	1	3	6	7	6	2	3	7	70%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	2	5	5	6	1	1	1	6	75%	63%
	Dominion Street	Pine Street	East	6	2	6	2	0	4	3	3	3	1	6	100%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	734	872	997	1045	991	745	660	887	460			
			UTILIZATION	-	29%	35%	39%	41%	39%	30%	26%	35%	18%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-1030am	1030-12pm	12-130pm	130-3pm	3-430pm	430-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	2	3	7	1	0	1	0	0	7	175%	175%
			South	9	6	3	5	8	8	5	1	0	0	8	89%	89%
	3 Avenue	4 Avenue	North	7	0	2	2	1	0	1	0	1	0	2	29%	14%
			South	6	0	1	3	4	6	4	1	3	0	6	100%	67%
	4 Avenue	5 Avenue	North	0	2	1	1	2	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	16	9	10	13	15	10	6	2	1	0	15	94%	94%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	3	2	3	1	2	0	0	0	0	3	15%	5%
	6 Avenue	Victoria Street	North	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	5	2	3	3	5	3	2	1	1	0	5	100%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	2	4	11	13	10	7	8	7	3	13	130%	130%
			South	15	2	7	13	11	27	9	22	15	11	27	180%	73%
	2 Avenue	3 Avenue	North	13	8	16	27	13	24	15	5	16	6	27	208%	100%
			South	13	4	23	25	26	25	18	21	12	4	26	200%	200%
	3 Avenue	4 Avenue	North	15	8	19	24	19	24	23	12	12	5	24	160%	127%
			South	15	7	26	26	27	36	21	15	24	7	36	240%	180%
	4 Avenue	5 Avenue	North	14	4	14	10	15	13	10	10	9	5	15	107%	107%
			South	10	5	8	19	16	23	16	15	12	8	23	230%	160%
	5 Avenue	6 Avenue	North	8	1	4	4	7	5	2	2	5	4	7	88%	88%
			South	18	1	4	5	4	5	8	10	13	0	13	72%	22%
	6 Avenue	7 Avenue	North	17	3	2	1	9	7	5	6	8	10	10	59%	53%
			South	23	6	7	8	14	8	10	14	19	0	19	83%	61%
	7 Avenue	8 Avenue	North	17	1	0	3	0	1	1	4	2	2	4	24%	0%
			South	13	0	2	0	0	1	1	1	0	0	2	15%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	2	3	1	0	0	0	0	3	30%	30%
			South	10	1	5	5	2	0	0	0	0	0	5	50%	20%
	2 Avenue	3 Avenue	North	4	0	0	3	4	1	0	1	1	0	4	100%	100%
			South	5	0	0	1	2	3	1	0	0	0	3	60%	40%
	3 Avenue	4 Avenue	North	14	0	4	5	8	6	3	4	1	0	8	57%	57%
			South	15	0	1	0	1	1	0	0	1	0	1	7%	7%
	4 Avenue	5 Avenue	North	12	2	3	3	3	3	1	0	0	0	3	25%	25%
			South	9	0	0	2	2	2	4	2	1	0	4	44%	22%
	5 Avenue	6 Avenue	North	11	0	0	1	2	3	0	0	0	0	3	27%	18%
			South	13	1	0	2	2	3	1	1	3	0	3	23%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	5	5	12	7	0	0	0	4	7	12	86%	50%
			South	2	1	1	2	2	0	0	0	0	0	2	100%	100%
	2 Avenue	3 Avenue	North	12	0	2	2	1	1	0	1	0	0	2	17%	8%
			South	13	2	0	0	0	0	3	0	2	0	3	23%	0%
	3 Avenue	4 Avenue	North	17	0	1	0	2	0	0	0	0	0	2	12%	12%
			South	12	1	0	0	2	3	0	0	6	0	6	50%	17%
	4 Avenue	5 Avenue	North	17	0	1	0	2	0	0	0	0	0	2	12%	12%
			South	18	1	2	3	4	7	0	0	10	0	10	56%	22%
	5 Avenue	6 Avenue	North	16	0	1	0	3	1	0	0	0	0	3	19%	19%
			South	16	1	2	3	2	2	0	0	4	0	4	25%	13%
Battle Street	3 Avenue	4 Avenue	North	19	1	3	0	3	2	1	0	3	0	3	16%	16%
			South	13	0	1	0	1	0	2	0	0	0	2	15%	8%
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	2	3	6	3	2	0	0	0	6	86%	86%
			West	0	2	0	0	2	2	0	0	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	5	10	15	4	2	2	0	0	15	375%	375%
	Seymour Street	St Paul Street	East	7	4	0	2	2	5	0	2	0	0	5	71%	29%
			West	4	5	3	2	7	10	2	0	1	0	10	250%	175%
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	2	11	14	3	3	2	0	0	14	175%	175%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	2	4	6	2	1	0	0	0	6	150%	150%
			West	6	1	4	8	7	4	6	5	0	0	8	133%	117%
	Seymour Street	St Paul Street	East	4	0	0	5	5	1	3	0	0	0	5	125%	125%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	1	0	5	2	1	0	0	0	5	125%	125%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	0	1	2	1	0	0	0	2	25%	13%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	1	2	1	0	0	2	50%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	7	7	7	7	7	8	7	0	8	114%	100%
			West	2	0	7	6	8	9	4	8	4	0	9	450%	400%
	Victoria Street	Seymour Street	East	4	1	2	5	4	1	1	1	1	0	5	125%	100%
			West	4	3	4	8	8	5	9	5	4	0	9	225%	200%
	Seymour Street	St Paul Street	East	8	4	8	6	10	8	6	5	5	0	10	125%	125%
			West	4	0	3	1	6	4	3	2	0	0	6	150%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	14	13	19	30	16	12	7	8	0	30	429%	429%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	2	4	3	3	5	3	2	3	0	5	125%	75%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	7	9	2	3	1	0	9	150%	117%
			West	6	1	0	7	6	4	8	3	3	0	8	133%	100%
	Victoria Street	Seymour Street	East	4	0	3	9	8	3	3	1	0	0	9	225%	200%
			West	7	0	1	9	11	5	5	0	0	0	11	157%	157%
	Seymour Street	St Paul Street	East	8	0	1	0	1	4	2	0	0	0	4	50%	13%
			West	7	2	2	6	3	4	3	1	5	0	6	86%	43%
	St Paul Street	Battle Street	East	8	0	0	1	1	1	0	0	0	0	1	13%	13%
			West	4	1	2	3	2	3	3	4	4	0	4	100%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	2	1	3	1	1	1	3	1	3	#DIV/0!	#DIV/0!
			West	6	1	1	1	3	3	1	2	0	1	3	50%	50%
	Victoria Street	Seymour Street	East	0	0	1	1	1	1	1	0	0	1	1	#DIV/0!	#DIV/0!
			West	7	1	4	3	3	5	3	5	3	2	5	71%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	1	1	1	1	1	1	0	0	1	1	13%	13%
7 Avenue	Victoria Street	Seymour Street	East	8	6	1	4	2	1	2	0	3	3	6	75%	25%

			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	149	279	402	473	417	283	230	251	81				
			UTILIZATION	-	19%	36%	52%	61%	54%	36%	30%	32%	10%				

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-1030am	1030-12pm	12-130pm	130-3pm	3-430pm	430-6pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	0	1	1	0	0	1	#DIV/0!	#DIV/0!
			South	29	3	4	4	6	6	2	4	3	3	6	21%	21%
Battle Street	Lee Road	1 Avenue	North	21	16	20	22	17	16	17	19	18	19	22	105%	81%
			South	21	14	9	6	8	10	11	10	11	9	14	67%	38%
	1 Avenue	2 Avenue	North	17	5	4	4	4	0	6	6	4	3	6	35%	24%
			South	18	8	10	10	7	0	11	7	8	7	11	61%	39%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	1	2	2	3	0	7	0	4	1	7	44%	19%
	4 Avenue	5 Avenue	North	19	12	9	4	8	19	0	0	4	0	19	100%	42%
			South	19	7	10	14	7	0	0	0	4	0	14	74%	37%
	5 Avenue	6 Avenue	North	14	1	0	0	0	7	0	0	2	0	7	50%	0%
			South	19	6	7	6	7	0	0	0	4	0	7	37%	37%
Nicola Street	Lee Road	1 Avenue	North	25	7	11	10	5	7	7	4	4	4	11	44%	20%
			South	22	7	4	5	5	4	4	4	4	4	7	32%	23%
	1 Avenue	2 Avenue	North	18	5	6	6	5	4	6	15	9	8	15	83%	28%
			South	18	3	1	2	3	4	13	3	1	1	13	72%	17%
	2 Avenue	3 Avenue	North	18	10	10	11	10	11	7	7	6	9	11	61%	56%
			South	18	4	3	4	4	4	1	2	4	4	4	22%	22%
	3 Avenue	4 Avenue	North	14	6	11	6	4	6	1	3	1	7	11	79%	29%
			South	12	3	2	5	5	6	6	3	2	4	6	50%	42%
	4 Avenue	5 Avenue	North	18	5	5	2	2	3	0	2	1	5	5	28%	11%
			South	17	3	4	5	3	2	5	1	2	2	5	29%	18%
	5 Avenue	6 Avenue	North	18	10	7	9	11	6	5	9	12	10	12	67%	61%
			South	18	4	3	6	0	5	5	5	10	7	10	56%	0%
2 Avenue	Battle Street	Nicola Street	East	9	11	11	12	15	0	8	4	2	0	15	167%	167%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	3	6	5	7	0	0	0	1	0	7	78%	78%
			West	9	3	2	3	3	0	1	0	2	0	3	33%	33%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	3	4	3	5	4	5	3	4	0	5	100%	100%
5 Avenue	Battle Street	Nicola Street	East	10	2	4	4	2	4	0	0	0	0	4	40%	20%
			West	10	1	0	1	1	3	2	0	1	0	3	30%	10%
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	0	0	0	1	10%	10%
			West	10	0	1	0	0	0	0	0	0	0	1	10%	0%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	2	3	3	4	1	1	2	0	0	4	44%	44%
	Nicola Street	Columbia Street	West	4	1	0	1	1	0	0	1	1	0	1	25%	25%
			TOTAL	517	166	173	176	164	132	132	115	129	107			
			UTILIZATION	-	32%	33%	34%	32%	26%	26%	22%	25%	21%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-1030am	1030-12pm	12-130pm	130-3pm	3-430pm	430-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	3	0	0	1	0	1	0	0	3	#DIV/0!	#DIV/0!
			South	9	1	1	5	1	2	3	2	2	0	5	56%	11%
Seymour Street	6 Avenue	7 Avenue	North	25	5	9	11	10	12	3	4	3	3	12	48%	40%
			South	16	3	2	3	4	6	1	0	0	0	6	38%	25%
	7 Avenue	8 Avenue	North	26	3	3	7	1	2	1	0	1	1	7	27%	4%
			South	29	2	4	2	3	1	0	0	0	0	4	14%	10%
	8 Avenue	9 Avenue	North	12	2	4	4	4	2	1	0	0	0	4	33%	33%
			South	19	1	3	5	6	4	1	0	0	0	6	32%	32%
St Paul Street	6 Avenue	7 Avenue	North	22	8	7	7	7	5	0	0	13	0	13	59%	32%
			South	22	11	8	12	11	9	0	0	22	0	22	100%	50%
	7 Avenue	8 Avenue	North	22	14	14	13	11	12	0	0	22	0	22	100%	50%
			South	22	8	8	10	9	9	0	0	21	0	21	95%	41%
	8 Avenue	9 Avenue	North	18	15	13	8	12	9	0	0	22	0	22	122%	67%
			South	18	8	9	8	8	9	0	0	25	0	25	139%	44%
Battle Street	6 Avenue	7 Avenue	North	22	5	6	6	8	14	0	0	12	0	14	64%	36%
			South	22	10	9	8	7	0	0	0	5	0	10	45%	32%
	7 Avenue	8 Avenue	North	22	11	10	7	8	14	0	0	26	0	26	118%	36%
			South	22	15	15	14	15	6	0	0	12	0	15	68%	68%
	8 Avenue	9 Avenue	North	19	8	8	6	6	6	0	0	10	0	10	53%	32%
			South	19	10	9	13	8	6	0	0	9	0	13	68%	42%
Nicola Street	6 Avenue	7 Avenue	North	22	8	12	6	16	9	8	12	8	9	16	73%	73%
			South	22	7	7	6	1	8	7	6	5	8	8	36%	5%
	7 Avenue	8 Avenue	North	22	8	8	9	16	8	9	14	13	21	21	95%	73%
			South	22	13	11	7	2	15	11	4	7	1	15	68%	9%
	8 Avenue	9 Avenue	North	19	10	11	10	8	6	8	8	26	12	26	137%	42%
			South	19	9	7	6	7	8	6	5	9	5	9	47%	37%
Columbia Street	6 Avenue	7 Avenue	North	11	5	5	6	6	9	4	7	8	3	9	82%	55%
			South	13	9	9	5	4	2	11	10	6	4	11	85%	31%
	7 Avenue	8 Avenue	North	22	15	10	10	10	9	5	17	10	5	17	77%	45%
			South	22	4	4	2	4	1	4	10	1	3	10	45%	18%
	8 Avenue	9 Avenue	North	19	11	7	8	12	8	3	10	8	0	12	63%	63%
			South	19	8	7	6	4	6	10	8	1	0	10	53%	21%
Dominion Street	6 Avenue	7 Avenue	North	22	6	8	7	12	8	6	0	15	8	15	68%	55%
			South	22	7	6	8	3	10	8	0	0	6	10	45%	14%
	7 Avenue	8 Avenue	North	21	6	8	9	13	9	7	7	15	6	15	71%	62%
			South	21	10	10	9	6	11	10	10	0	9	11	52%	29%
	8 Avenue	9 Avenue	North	19	8	9	8	8	7	7	7	9	9	9	47%	42%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	4	0	5	4	8	11	8	12	12	52%	22%
			South	23	8	7	11	5	5	7	19	8	10	19	83%	22%
	7 Avenue	8 Avenue	North	21	8	7	13	8	17	21	22	18	12	22	105%	38%
			South	21	15	14	9	10	23	31	28	7	13	31	148%	48%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	0	0	1	1	5%	0%
			South	19	10	9	10	9	7	10	8	10	16	16	84%	47%
6 Avenue	St Paul Street	Battle Street	East	8	1	0	1	2	2	3	2	1	2	3	38%	25%
	Battle Street	Nicola Street	East	9	2	3	4	3	4	3	4	2	3	4	44%	33%
	Nicola Street	Columbia Street	East	7	1	0	0	0	1	0	0	2	2	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	1	2	3	4	4	2	2	4	4	4	44%	44%
			West	9	0	1	4	0	1	1	1	0	0	4	44%	0%
	St Paul Street	Battle Street	East	8	3	2	0	0	0	1	2	1	1	3	38%	0%
			West	7	6	6	5	7	11	8	5	7	7	11	157%	100%
	Battle Street	Nicola Street	East	10	3	4	5	4	4	3	1	3	1	5	50%	40%
			West	10	6	5	7	6	6	8	5	4	4	8	80%	60%
	Nicola Street	Columbia Street	East	10	4	8	6	4	3	6	4	5	5	8	80%	40%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	3	1	2	1	0	2	2	3	33%	11%
			West	5	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	8	5	6	6	3	4	0	7	7	8	80%	60%

8 Avenue	Victoria Street	Seymour Street	East	4	2	0	2	0	0	0	0	1	0	2	50%	0%
			West	7	0	0	2	3	0	1	0	2	3	3	43%	43%
	Seymour Street	St Paul Street	East	13	1	0	1	0	1	0	0	0	0	1	8%	0%
			West	10	0	2	1	2	0	5	0	0	0	5	50%	20%
	St Paul Street	Battle Street	East	10	7	4	5	7	7	3	3	6	6	7	70%	70%
			West	10	6	6	9	4	5	6	4	6	8	9	90%	40%
	Battle Street	Nicola Street	East	10	6	8	6	6	6	5	4	7	4	8	80%	60%
			West	10	1	1	1	2	2	1	2	3	1	3	30%	20%
	Nicola Street	Columbia Street	East	10	3	3	4	5	4	5	3	8	3	8	80%	50%
			West	10	3	3	4	1	1	1	3	8	6	8	80%	10%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	3	1	4	0	0	1	0	1	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	1	0	1	0	0	1	1	10%	10%
9 Avenue	Seymour Street	St Paul Street	East	7	1	4	4	3	9	10	8	5	4	10	143%	43%
			West	8	2	3	3	5	8	4	1	4	1	8	100%	63%
	St Paul Street	Battle Street	East	6	7	6	7	5	8	7	4	3	3	8	133%	83%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	3	4	3	3	9	10	10	6	5	10	100%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	3	3	4	7	4	6	7	6	7	70%	40%
			West	10	2	1	1	3	6	7	6	2	3	7	70%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	2	5	5	6	1	1	1	6	75%	63%
	Dominion Street	Pine Street	East	6	2	6	2	0	4	3	3	3	1	6	100%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	419	420	419	408	442	330	315	507	272			
			UTILIZATION	-	34%	34%	34%	33%	36%	27%	26%	41%	22%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/11/2020 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	5	1	0	0	0	0	0	0	5	125%	0%
			South	9	15	24	16	24	14	4	0	0	0	24	267%	156%
	3 Avenue	4 Avenue	North	7	0	0	1	1	0	0	0	0	0	1	14%	0%
			South	6	2	2	4	4	0	4	0	4	0	4	67%	0%
	4 Avenue	5 Avenue	North	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	7	7	6	9	0	6	6	8	0	9	56%	0%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	1	5	4	5	1	1	0	0	0	5	25%	5%
	6 Avenue	Victoria Street	North	0	0	2	0	1	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	4	3	5	0	0	0	1	0	5	100%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	4	17	8	11	8	3	4	0	6	17	170%	80%
			South	15	4	17	6	13	24	4	0	7	4	24	160%	160%
	2 Avenue	3 Avenue	North	13	11	18	26	15	19	8	3	3	4	26	200%	146%
			South	13	16	18	16	28	24	9	0	6	2	28	215%	185%
	3 Avenue	4 Avenue	North	15	11	33	23	17	21	9	3	3	9	33	220%	140%
			South	15	11	18	27	34	17	9	0	7	1	34	227%	113%
	4 Avenue	5 Avenue	North	14	9	12	27	14	13	8	1	4	10	27	193%	93%
			South	10	7	12	7	10	12	8	0	4	1	12	120%	120%
	5 Avenue	6 Avenue	North	8	3	7	7	3	9	1	2	0	6	9	113%	113%
			South	18	0	5	2	1	6	2	0	4	0	6	33%	33%
	6 Avenue	7 Avenue	North	17	5	9	11	13	16	10	7	4	9	16	94%	94%
			South	23	11	19	10	19	17	11	3	5	0	19	83%	74%
	7 Avenue	8 Avenue	North	17	0	2	3	1	0	1	2	2	2	3	18%	0%
			South	13	3	1	1	0	0	1	0	0	0	3	23%	0%
	8 Avenue	Seymour Street	North	0	0	2	0	1	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	3	3	7	9	2	0	0	0	0	9	100%	22%
Seymour Street	1 Avenue	2 Avenue	North	10	2	8	10	9	0	4	0	3	1	10	100%	0%
			South	10	3	6	5	4	0	0	1	0	1	6	60%	0%
	2 Avenue	3 Avenue	North	4	2	2	3	3	2	2	0	1	2	3	75%	50%
			South	5	2	3	3	2	2	1	0	0	1	3	60%	40%
	3 Avenue	4 Avenue	North	14	6	10	9	11	0	6	0	2	1	11	79%	0%
			South	15	1	1	5	10	4	4	0	0	0	10	67%	27%
	4 Avenue	5 Avenue	North	12	3	9	4	6	0	6	0	2	2	9	75%	0%
			South	9	3	4	3	5	1	6	1	1	2	6	67%	11%
	5 Avenue	6 Avenue	North	11	3	3	5	3	0	2	0	1	0	5	45%	0%
			South	13	1	2	2	6	4	0	1	1	3	6	46%	31%
	6 Avenue	7 Avenue	North	25	11	15	12	12	3	7	0	3	3	15	60%	12%
			South	16	4	7	11	13	8	2	1	0	2	13	81%	50%
	7 Avenue	8 Avenue	North	26	11	10	12	11	1	4	0	3	0	12	46%	4%
			South	29	4	12	15	14	7	5	1	0	0	15	52%	24%
	8 Avenue	9 Avenue	North	12	6	9	9	8	0	2	0	0	0	9	75%	0%
			South	19	8	12	11	9	11	7	1	0	0	12	63%	58%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	2	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	29	6	7	11	13	12	11	2	5	5	13	45%	41%
	1 Avenue	2 Avenue	North	14	6	1	10	8	1	4	6	4	5	10	71%	7%
			South	2	2	1	3	1	7	2	1	0	3	7	350%	350%
	2 Avenue	3 Avenue	North	12	0	0	5	3	4	1	0	0	0	5	42%	33%
			South	13	3	1	2	2	5	1	0	1	0	5	38%	38%
	3 Avenue	4 Avenue	North	17	6	2	7	4	3	1	0	0	0	7	41%	18%
			South	12	2	2	5	1	2	0	0	0	0	5	42%	17%
	4 Avenue	5 Avenue	North	17	2	2	3	4	3	1	1	0	0	4	24%	18%
			South	18	7	6	4	3	4	1	1	1	0	7	39%	22%
	5 Avenue	6 Avenue	North	16	7	15	5	8	6	2	0	0	0	15	94%	38%
			South	16	7	15	10	6	7	0	2	0	1	15	94%	44%
	6 Avenue	7 Avenue	North	22	7	9	9	9	4	5	1	2	5	9	41%	18%
			South	22	10	16	10	13	13	10	6	0	10	16	73%	59%
	7 Avenue	8 Avenue	North	22	9	6	7	7	8	10	1	7	12	12	55%	36%
			South	22	10	10	9	9	9	9	9	7	13	13	59%	41%
	8 Avenue	9 Avenue	North	18	13	12	10	10	14	11	0	7	13	14	78%	78%
			South	18	12	11	5	3	8	5	6	6	7	12	67%	44%
Battle Street	Lee Road	1 Avenue	North	21	12	10	21	16	16	3	18	4	14	21	100%	76%
			South	21	9	3	4	5	1	3	3	1	0	9	43%	5%
	1 Avenue	2 Avenue	North	17	5	4	5	7	2	4	9	0	4	9	53%	12%
			South	18	9	3	8	9	17	7	20	5	11	20	111%	94%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	7	0	6	8	4	5	3	1	1	8	50%	25%
	3 Avenue	4 Avenue	North	19	0	1	1	1	2	0	2	0	0	2	11%	11%
			South	13	0	1	1	0	0	0	3	0	0	3	23%	0%
	4 Avenue	5 Avenue	North	19	1	9	12	7	3	2	6	0	0	12	63%	16%
			South	19	9	14	9	10	3	3	6	3	4	14	74%	16%
	5 Avenue	6 Avenue	North	14	0	4	9	8	6	2	2	0	0	9	64%	43%
			South	19	9	10	9	9	12	5	1	1	2	12	63%	63%
	6 Avenue	7 Avenue	North	22	2	8	7	4	8	2	9	0	3	9	41%	36%
			South	22	5	3	5	7	7	5	5	3	8	8	36%	32%
	7 Avenue	8 Avenue	North	22	5	6	7	0	7	3	14	0	4	14	64%	32%
			South	22	9	12	12	20	13	12	12	9	15	20	91%	59%
	8 Avenue	9 Avenue	North	19	6	4	6	2	6	1	8	0	2	8	42%	32%
			South	19	5	6	6	10	6	10	7	2	5	10	53%	32%
Nicola Street	Lee Road	1 Avenue	North	25	4	1	1	0	12	6	8	11	0	12	48%	48%
			South	22	2	2	8	4	13	7	0	5	0	13	59%	59%
	1 Avenue	2 Avenue	North	18	5	7	7	5	12	6	4	4	0	12	67%	67%
			South	18	8	0	8	15	14	3	1	4	0	15	83%	78%
	2 Avenue	3 Avenue	North	18	12	9	15	8	8	6	3	5	0	15	83%	44%
			South	18	7	0	5	6	24	5	4	6	0	24	133%	133%
	3 Avenue	4 Avenue	North	14	7	7	14	11	12	2	1	3	0	14	100%	86%
			South	12	4	8	4	2	9	2	2	2	0	9	75%	75%
	4 Avenue	5 Avenue	North	18	4	8	11	10	17	4	1	3	0	17	94%	94%
			South	17	7	6	3	5	13	6	5	7	0	13	76%	76%
	5 Avenue	6 Avenue	North	18	7	9	8	12	14	6	4	6	0	14	78%	78%
			South	18	4	4	5	2	7	4	0	5	0	7	39%	39%
	6 Avenue	7 Avenue	North	22	7	9	7	8	16	7	5	15	0	16	73%	73%
			South	22	9	7	9	7	13	9	0	2	0	13	59%	59%
	7 Avenue	8 Avenue	North	22	5	4	8	7	21	5	7	18	0	21	95%	95%
			South	22	7	6	5	4	7	10	0	2	0	10	45%	32%
	8 Avenue	9 Avenue	North	19	11	8	8	8	16	10	8	10	0	16	84%	84%
			South	19	4	5	2	4	6	5	0	5	0	6	32%	32%

Columbia Street	6 Avenue	7 Avenue	North	11	8	4	6	8	8	1	0	4	0	8	73%	73%
			South	13	10	6	9	7	17	6	7	6	0	17	131%	131%
	7 Avenue	8 Avenue	North	22	17	25	25	16	24	4	0	4	0	25	114%	109%
			South	22	19	34	20	33	34	5	2	4	0	34	155%	155%
	8 Avenue	9 Avenue	North	19	8	6	6	5	13	1	0	2	0	13	68%	68%
			South	19	6	4	4	9	8	5	0	3	0	9	47%	42%
Dominion Street	6 Avenue	7 Avenue	North	22	6	8	2	6	11	2	4	5	0	11	50%	50%
			South	22	6	7	14	9	9	8	0	9	0	14	64%	41%
	7 Avenue	8 Avenue	North	21	10	12	11	9	14	4	6	5	0	14	67%	67%
			South	21	14	17	16	16	22	9	0	11	0	22	105%	105%
	8 Avenue	9 Avenue	North	19	13	5	5	6	23	5	7	8	0	23	121%	121%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	5	10	7	6	9	6	0	15	0	15	65%	39%
			South	23	9	9	6	5	10	6	7	18	0	18	78%	43%
	7 Avenue	8 Avenue	North	21	9	11	12	12	20	9	0	8	0	20	95%	95%
			South	21	12	13	11	11	19	7	5	10	0	19	90%	90%
	8 Avenue	9 Avenue	North	19	12	11	11	11	14	2	0	4	4	14	74%	74%
			South	19	8	8	7	7	13	5	6	16	5	16	84%	68%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	5	4	5	5	0	0	0	0	5	71%	71%
			West	0	0	4	5	1	2	0	0	0	0	5	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	2	14	17	13	11	0	1	0	0	17	425%	275%
	Seymour Street	St Paul Street	East	7	0	9	3	10	7	0	0	0	0	10	143%	100%
			West	4	0	2	5	4	4	0	0	0	0	5	125%	100%
	Battle Street	Nicola Street	East	9	15	5	19	18	13	0	0	0	0	19	211%	144%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	7	3	14	8	8	0	0	3	0	14	156%	89%
			West	9	7	1	9	12	7	0	0	1	0	12	133%	78%
3 Avenue	Lansdowne Street	Victoria Street	East	8	9	13	13	8	9	0	0	0	0	13	163%	113%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	1	6	4	5	4	0	0	0	0	6	150%	100%
			West	6	6	11	9	13	6	0	3	0	0	13	217%	100%
	Seymour Street	St Paul Street	East	4	1	5	6	5	6	0	1	0	0	6	150%	150%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	4	7	0	0	0	0	0	7	175%	0%
			West	10	0	1	0	1	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	8	8	9	6	2	0	0	0	0	9	113%	25%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	1	3	1	0	0	0	0	3	75%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	14	9	15	13	0	2	0	0	15	214%	186%
			West	2	3	7	3	5	1	0	0	4	0	7	350%	50%
	Victoria Street	Seymour Street	East	4	4	5	4	5	7	2	5	1	0	7	175%	175%
			West	4	4	7	10	11	8	6	0	1	0	11	275%	200%
	Seymour Street	St Paul Street	East	8	6	13	9	8	8	3	1	4	0	13	163%	100%
			West	4	2	3	5	1	1	1	0	0	0	5	125%	25%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	9	21	21	13	12	2	1	3	0	21	300%	171%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	11	10	7	6	0	1	1	0	11	275%	150%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	5	7	5	6	6	3	0	2	0	7	140%	120%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	1	0	4	1	2	0	0	0	4	67%	17%
			West	6	1	2	1	1	1	0	0	0	0	2	33%	17%
	Victoria Street	Seymour Street	East	4	1	9	6	11	8	4	1	0	0	11	275%	200%
			West	7	1	1	5	3	3	2	1	1	0	5	71%	43%
	Seymour Street	St Paul Street	East	8	1	5	7	5	6	1	0	0	0	7	88%	75%
			West	7	2	1	5	0	2	1	1	1	0	5	71%	29%
	St Paul Street	Battle Street	East	8	1	7	3	0	1	0	0	0	0	7	88%	13%
			West	4	0	2	2	3	1	0	1	1	0	3	75%	25%
	Battle Street	Nicola Street	East	10	2	7	3	7	3	2	0	0	0	7	70%	30%
			West	10	1	1	1	2	1	0	0	2	0	2	20%	10%
	Nicola Street	Columbia Street	East	10	2	7	2	9	6	1	0	0	0	9	90%	60%
			West	10	3	6	2	8	2	0	0	0	0	8	80%	20%
6 Avenue	Lansdowne Street	Victoria Street	East	0	2	1	0	1	1	0	0	0	0	2	#DIV/0!	#DIV/0!
			West	6	5	7	4	5	4	3	0	0	0	7	117%	67%
	Victoria Street	Seymour Street	East	0	0	2	5	2	0	1	3	0	0	5	#DIV/0!	#DIV/0!
			West	7	5	4	9	5	18	1	1	1	0	18	257%	257%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	6	4	1	0	2	0	0	0	6	75%	0%
	St Paul Street	Battle Street	East	8	1	4	8	6	6	0	0	2	0	8	100%	75%
			West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	4	3	4	3	1	1	0	3	0	4	44%	11%
			West	9	4	3	4	4	4	0	1	3	0	4	44%	44%
	Nicola Street	Columbia Street	East	7	0	0	0	1	2	1	0	0	0	2	29%	29%
			West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	3	0	10	2	4	1	3	3	0	10	125%	50%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	1	1	2	8	5	0	2	1	0	8	89%	56%
			West	9	2	1	2	1	1	2	2	0	0	2	22%	11%
	St Paul Street	Battle Street	East	8	3	2	7	5	3	1	1	0	0	7	88%	38%
			West	7	3	9	9	9	8	3	2	2	0	9	129%	114%
	Battle Street	Nicola Street	East	10	5	2	2	4	6	0	0	0	0	6	60%	60%
			West	10	8	12	7	10	10	5	2	3	0	12	120%	100%
	Nicola Street	Columbia Street	East	10	7	5	4	3	11	2	3	3	0	11	110%	110%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	1	2	2	1	0	2	0	1	0	2	22%	0%
			West	5	0	0	0	0	0	1	1	0	0	1	20%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	10	18	16	17	12	2	3	2	0	18	180%	120%
8 Avenue	Victoria Street	Seymour Street	East	4	2	3	1	5	0	3	0	0	0	5	125%	0%
			West	7	2	6	4	4	0	1	0	1	0	6	86%	0%
	Seymour Street	St Paul Street	East	13	0	2	2	2	0	1	0	0	0	2	15%	0%
			West	10	0	0	5	4	0	3	0	0	0	5	50%	0%
	St Paul Street	Battle Street	East	10	6	8	8	8	0	2	0	4	0	8	80%	0%
			West	10	4	7	7	7	0	1	0	2	0	7	70%	0%
	Battle Street	Nicola Street	East	10	3	6	8	7	0	3	0	5	3	8	80%	0%
			West	10	3	2	3	1	0	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	4	4	7	4	0	3	0	2	2	7	70%	0%
			West	10	3	1	2	2	0	2	0	0	1	3	30%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	4	2	2	3	4	3	0	3	1	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	16	5	8	5	9	0	0	0	0	16	160%	90%

9 Avenue	Seymour Street	St Paul Street	East	7	0	2	2	3	3	2	3	3	1	3	43%	43%
			West	8	2	6	3	2	4	4	0	0	1	6	75%	50%
	St Paul Street	Battle Street	East	6	2	3	4	3	2	4	1	2	3	4	67%	33%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	2	1	2	3	2	1	1	2	3	30%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	1	2	2	6	2	1	2	1	6	60%	60%
			West	10	1	2	1	2	4	3	1	3	3	4	40%	40%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	1	2	3	2	0	3	0	2	0	3	38%	0%
	Dominion Street	Pine Street	East	6	5	0	0	0	3	0	1	1	1	5	83%	50%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	931	1231	1286	1285	1292	586	349	473	247			
			UTILIZATION	-	37%	49%	51%	51%	51%	23%	14%	19%	10%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	5	1	0	0	0	0	0	0	5	125%	0%
			South	9	15	24	16	24	14	4	0	0	0	24	267%	156%
	3 Avenue	4 Avenue	North	7	0	0	1	1	0	0	0	0	0	1	14%	0%
			South	6	2	2	4	4	0	4	0	4	0	4	67%	0%
	4 Avenue	5 Avenue	North	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	7	7	6	9	0	6	6	8	0	9	56%	0%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	1	5	4	5	1	1	0	0	0	5	25%	5%
	6 Avenue	Victoria Street	North	0	0	2	0	1	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	4	3	5	0	0	0	1	0	5	100%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	4	17	8	11	8	3	4	0	6	17	170%	80%
			South	15	4	17	6	13	24	4	0	7	4	24	160%	160%
	2 Avenue	3 Avenue	North	13	11	18	26	15	19	8	3	3	4	26	200%	146%
			South	13	16	18	16	28	24	9	0	6	2	28	215%	185%
	3 Avenue	4 Avenue	North	15	11	33	23	17	21	9	3	3	9	33	220%	140%
			South	15	11	18	27	34	17	9	0	7	1	34	227%	113%
	4 Avenue	5 Avenue	North	14	9	12	27	14	13	8	1	4	10	27	193%	93%
			South	10	7	12	7	10	12	8	0	4	1	12	120%	120%
	5 Avenue	6 Avenue	North	8	3	7	7	3	9	1	2	0	6	9	113%	113%
			South	18	0	5	2	1	6	2	0	4	0	6	33%	33%
	6 Avenue	7 Avenue	North	17	5	9	11	13	16	10	7	4	9	16	94%	94%
			South	23	11	19	10	19	17	11	3	5	0	19	83%	74%
	7 Avenue	8 Avenue	North	17	0	2	3	1	0	1	2	2	2	3	18%	0%
			South	13	3	1	1	0	0	1	0	0	0	3	23%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	2	8	10	9	0	4	0	3	1	10	100%	0%
			South	10	3	6	5	4	0	0	1	0	1	6	60%	0%
	2 Avenue	3 Avenue	North	4	2	2	3	3	2	2	0	1	2	3	75%	50%
			South	5	2	3	3	2	2	1	0	0	1	3	60%	40%
	3 Avenue	4 Avenue	North	14	6	10	9	11	0	6	0	2	1	11	79%	0%
			South	15	1	1	5	10	4	4	0	0	0	10	67%	27%
	4 Avenue	5 Avenue	North	12	3	9	4	6	0	6	0	2	2	9	75%	0%
			South	9	3	4	3	5	1	6	1	1	2	6	67%	11%
	5 Avenue	6 Avenue	North	11	3	3	5	3	0	2	0	1	0	5	45%	0%
			South	13	1	2	2	6	4	0	1	1	3	6	46%	31%
St Paul Street	1 Avenue	2 Avenue	North	14	6	1	10	8	1	4	6	4	5	10	71%	7%
			South	2	2	1	3	1	7	2	1	0	3	7	350%	350%
	2 Avenue	3 Avenue	North	12	0	0	5	3	4	1	0	0	0	5	42%	33%
			South	13	3	1	2	2	5	1	0	1	0	5	38%	38%
	3 Avenue	4 Avenue	North	17	6	2	7	4	3	1	0	0	0	7	41%	18%
			South	12	2	2	5	1	2	0	0	0	0	5	42%	17%
	4 Avenue	5 Avenue	North	17	2	2	3	4	3	1	1	0	0	4	24%	18%
			South	18	7	6	4	3	4	1	1	1	0	7	39%	22%
	5 Avenue	6 Avenue	North	16	7	15	5	8	6	2	0	0	0	15	94%	38%
			South	16	7	15	10	6	7	0	2	0	1	15	94%	44%
Battle Street	3 Avenue	4 Avenue	North	19	0	1	1	1	2	0	2	0	0	2	11%	11%
			South	13	0	1	1	0	0	0	3	0	0	3	23%	0%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	5	4	5	5	0	0	0	0	5	71%	71%
			West	0	0	4	5	1	2	0	0	0	0	5	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	2	14	17	13	11	0	1	0	0	17	425%	275%
	Seymour Street	St Paul Street	East	7	0	9	3	10	7	0	0	0	0	10	143%	100%
			West	4	0	2	5	4	4	0	0	0	0	5	125%	100%
3 Avenue	Lansdowne Street	Victoria Street	East	8	9	13	13	8	9	0	0	0	0	13	163%	113%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	1	6	4	5	4	0	0	0	0	6	150%	100%
			West	6	6	11	9	13	6	0	3	0	0	13	217%	100%
	Seymour Street	St Paul Street	East	4	1	5	6	5	6	0	1	0	0	6	150%	150%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	4	7	0	0	0	0	0	7	175%	0%
			West	10	0	1	0	1	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	8	8	9	6	2	0	0	0	0	9	113%	25%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	1	3	1	0	0	0	0	3	75%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	14	9	15	13	0	2	0	0	15	214%	186%
			West	2	3	7	3	5	1	0	0	4	0	7	350%	50%
	Victoria Street	Seymour Street	East	4	4	5	4	5	7	2	5	1	0	7	175%	175%
			West	4	4	7	10	11	8	6	0	1	0	11	275%	200%
	Seymour Street	St Paul Street	East	8	6	13	9	8	8	3	1	4	0	13	163%	100%
			West	4	2	3	5	1	1	1	0	0	0	5	125%	25%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	9	21	21	13	12	2	1	3	0	21	300%	171%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	11	10	7	6	0	1	1	0	11	275%	150%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	1	0	4	1	2	0	0	0	4	67%	17%
			West	6	1	2	1	1	1	0	0	0	0	2	33%	17%
	Victoria Street	Seymour Street	East	4	1	9	6	11	8	4	1	0	0	11	275%	200%
			West	7	1	1	5	3	3	2	1	1	0	5	71%	43%
	Seymour Street	St Paul Street	East	8	1	5	7	5	6	1	0	0	0	7	88%	75%
			West	7	2	1	5	0	2	1	1	1	0	5	71%	29%
	St Paul Street	Battle Street	East	8	1	7	3	0	1	0	0	0	0	7	88%	13%
			West	4	0	2	2	3	1	0	1	1	0	3	75%	25%
6 Avenue	Lansdowne Street	Victoria Street	East	0	2	1	0	1	1	0	0	0	0	2	#DIV/0!	#DIV/0!
			West	6	5	7	4	5	4	3	0	0	0	7	117%	67%
	Victoria Street	Seymour Street	East	0	0	2	5	2	0	1	3	0	0	5	#DIV/0!	#DIV/0!
			West	7	5	4	9	5	18	1	1	1	0	18	257%	257%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	6	4	1	0	2	0	0	0	6	75%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	3	0	10	2	4	1	3	3	0	10	125%	50%

			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	288	541	527	517	421	175	76	100	76				
			UTILIZATION	-	37%	70%	68%	67%	54%	23%	10%	13%	10%				

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-5pm	5-6pm	6-7pm	7-8pm				
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	2	0	0	0	0	2	#DIV/0!	#DIV/0!	
			South	29	6	7	11	13	12	11	2	5	5	13	45%	41%	
Battle Street	Lee Road	1 Avenue	North	21	12	10	21	16	16	3	18	4	14	21	100%	76%	
			South	21	9	3	4	5	1	3	3	1	0	9	43%	5%	
	1 Avenue	2 Avenue	North	17	5	4	5	7	2	4	9	0	4	9	53%	12%	
			South	18	9	3	8	9	17	7	20	5	11	20	111%	94%	
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	
			South	16	7	0	6	8	4	5	3	1	1	8	50%	25%	
	4 Avenue	5 Avenue	North	19	1	9	12	7	3	2	6	0	0	12	63%	16%	
			South	19	9	14	9	10	3	3	6	3	4	14	74%	16%	
	5 Avenue	6 Avenue	North	14	0	4	9	8	6	2	2	0	0	9	64%	43%	
			South	19	9	10	9	9	12	5	1	1	2	12	63%	63%	
Nicola Street	Lee Road	1 Avenue	North	25	4	1	1	0	12	6	8	11	0	12	48%	48%	
			South	22	2	2	8	4	13	7	0	5	0	13	59%	59%	
	1 Avenue	2 Avenue	North	18	5	7	7	5	12	6	4	4	0	12	67%	67%	
			South	18	8	0	8	15	14	3	1	4	0	15	83%	78%	
	2 Avenue	3 Avenue	North	18	12	9	15	8	8	6	3	5	0	15	83%	44%	
			South	18	7	0	5	6	24	5	4	6	0	24	133%	133%	
	3 Avenue	4 Avenue	North	14	7	7	14	11	12	2	1	3	0	14	100%	86%	
			South	12	4	8	4	2	9	2	2	2	0	9	75%	75%	
	4 Avenue	5 Avenue	North	18	4	8	11	10	17	4	1	3	0	17	94%	94%	
			South	17	7	6	3	5	13	6	5	7	0	13	76%	76%	
	5 Avenue	6 Avenue	North	18	7	9	8	12	14	6	4	6	0	14	78%	78%	
			South	18	4	4	5	2	7	4	0	5	0	7	39%	39%	
2 Avenue	Battle Street	Nicola Street	East	9	15	5	19	18	13	0	0	0	0	19	211%	144%	
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
	Nicola Street	Columbia Street	East	9	7	3	14	8	8	0	0	3	0	14	156%	89%	
			West	9	7	1	9	12	7	0	0	1	0	12	133%	78%	
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%	
			West	5	5	7	5	6	6	3	0	2	0	7	140%	120%	
5 Avenue	Battle Street	Nicola Street	East	10	2	7	3	7	3	2	0	0	0	7	70%	30%	
			West	10	1	1	1	2	1	0	0	2	0	2	20%	10%	
	Nicola Street	Columbia Street	East	10	2	7	2	9	6	1	0	0	0	9	90%	60%	
			West	10	3	6	2	8	2	0	0	0	0	8	80%	20%	
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	0%	
	Battle Street	Nicola Street	West	9	4	3	4	4	4	0	1	3	0	4	44%	44%	
	Nicola Street	Columbia Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	0%	
			TOTAL	517	184	165	242	247	283	108	104	92	41				
			UTILIZATION	-	36%	32%	47%	48%	55%	21%	20%	18%	8%				

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-230pm	230-4pm	4-5pm	5-6pm	6-7pm	7-8pm				
Victoria Street	8 Avenue	Seymour Street	North	0	0	2	0	1	3	0	0	0	0	3	#DIV/0!	#DIV/0!	
			South	9	3	3	7	9	2	0	0	0	0	9	100%	22%	
Seymour Street	6 Avenue	7 Avenue	North	25	11	15	12	12	3	7	0	3	3	15	60%	12%	
			South	16	4	7	11	13	8	2	1	0	2	13	81%	50%	
	7 Avenue	8 Avenue	North	26	11	10	12	11	1	4	0	3	0	12	46%	4%	
			South	29	4	12	15	14	7	5	1	0	0	15	52%	24%	
	8 Avenue	9 Avenue	North	12	6	9	9	8	0	2	0	0	0	9	75%	0%	
			South	19	8	12	11	9	11	7	1	0	0	12	63%	58%	
St Paul Street	6 Avenue	7 Avenue	North	22	7	9	9	9	4	5	1	2	5	9	41%	18%	
			South	22	10	16	10	13	13	10	6	0	10	16	73%	59%	
	7 Avenue	8 Avenue	North	22	9	6	7	7	8	10	1	7	12	12	55%	36%	
			South	22	10	10	9	9	9	9	9	7	13	13	59%	41%	
	8 Avenue	9 Avenue	North	18	13	12	10	10	14	11	0	7	13	14	78%	78%	
			South	18	12	11	5	3	8	5	6	6	7	12	67%	44%	
Battle Street	6 Avenue	7 Avenue	North	22	2	8	7	4	8	2	9	0	3	9	41%	36%	
			South	22	5	3	5	7	7	5	5	3	8	8	36%	32%	
	7 Avenue	8 Avenue	North	22	5	6	7	0	7	3	14	0	4	14	64%	32%	
			South	22	9	12	12	20	13	12	12	9	15	20	91%	59%	
	8 Avenue	9 Avenue	North	19	6	4	6	2	6	1	8	0	2	8	42%	32%	
			South	19	5	6	6	10	6	10	7	2	5	10	53%	32%	
Nicola Street	6 Avenue	7 Avenue	North	22	7	9	7	8	16	7	5	15	0	16	73%	73%	
			South	22	9	7	9	7	13	9	0	2	0	13	59%	59%	
	7 Avenue	8 Avenue	North	22	5	4	8	7	21	5	7	18	0	21	95%	95%	
			South	22	7	6	5	4	7	10	0	2	0	10	45%	32%	
	8 Avenue	9 Avenue	North	19	11	8	8	8	16	10	8	10	0	16	84%	84%	
			South	19	4	5	2	4	6	5	0	5	0	6	32%	32%	
Columbia Street	6 Avenue	7 Avenue	North	11	8	4	6	8	8	1	0	4	0	8	73%	73%	
			South	13	10	6	9	7	17	6	7	6	0	17	131%	131%	
	7 Avenue	8 Avenue	North	22	17	25	25	16	24	4	0	4	0	25	114%	109%	
			South	22	19	34	20	33	34	5	2	4	0	34	155%	155%	
	8 Avenue	9 Avenue	North	19	8	6	6	5	13	1	0	2	0	13	68%	68%	
			South	19	6	4	4	9	8	5	0	3	0	9	47%	42%	
Dominion Street	6 Avenue	7 Avenue	North	22	6	8	2	6	11	2	4	5	0	11	50%	50%	
			South	22	6	7	14	9	9	8	0	9	0	14	64%	41%	
	7 Avenue	8 Avenue	North	21	10	12	11	9	14	4	6	5	0	14	67%	67%	
			South	21	14	17	16	16	22	9	0	11	0	22	105%	105%	
	8 Avenue	9 Avenue	North	19	13	5	5	6	23	5	7	8	0	23	121%	121%	
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%	
Pine Street	6 Avenue	7 Avenue	North	23	5	10	7	6	9	6	0	15	0	15	65%	39%	
			South	23	9	9	6	5	10	6	7	18	0	18	78%	43%	
	7 Avenue	8 Avenue	North	21	9	11	12	12	20	9	0	8	0	20	95%	95%	
			South	21	12	13	11	11	19	7	5	10	0	19	90%	90%	
	8 Avenue	9 Avenue	North	19	12	11	11	11	14	2	0	4	4	14	74%	74%	
			South	19	8	8	7	7	13	5	6	16	5	16	84%	68%	
6 Avenue	St Paul Street	Battle Street	East	8	1	4	8	6	6	0	0	2	0	8	100%	75%	
	Battle Street	Nicola Street	East	9	4	3	4	3	1	1	0	3	0	4	44%	11%	
	Nicola Street	Columbia Street	East	7	0	0	0	1	2	1	0	0	0	2	29%	29%	
7 Avenue	Seymour Street	St Paul Street	East	9	1	1	2	8	5	0	2	1	0	8	89%	56%	
			West	9	2	1	2	1	1	2	2	0	0	2	22%	11%	
	St Paul Street	Battle Street	East	8	3	2	7	5	3	1	1	0	0	7	88%	38%	
			West	7	3	9	9	9	8	3	2	2	0	9	129%	114%	
	Battle Street	Nicola Street	East	10	5	2	2	4	6	0	0	0	0	6	60%	60%	
			West	10	8	12	7	10	10	5	2	3	0	12	120%	100%	
	Nicola Street	Columbia Street	East	10	7	5	4	3	11	2	3	3	0	11	110%	110%	
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%	
	Columbia Street	Dominion Street	East	9	1	2	2	1	0	2	0	1	0	2	22%	0%	
			West	5	0	0	0	0	0	1	1	0	0	1	20%	0%	
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
			West	10	10	18	16	17	12	2	3	2	0	18	180%	120%	

8 Avenue	Victoria Street	Seymour Street	East	4	2	3	1	5	0	3	0	0	0	5	125%	0%
			West	7	2	6	4	4	0	1	0	1	0	6	86%	0%
	Seymour Street	St Paul Street	East	13	0	2	2	2	0	1	0	0	0	2	15%	0%
			West	10	0	0	5	4	0	3	0	0	0	5	50%	0%
	St Paul Street	Battle Street	East	10	6	8	8	8	0	2	0	4	0	8	80%	0%
			West	10	4	7	7	7	0	1	0	2	0	7	70%	0%
	Battle Street	Nicola Street	East	10	3	6	8	7	0	3	0	5	3	8	80%	0%
			West	10	3	2	3	1	0	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	4	4	7	4	0	3	0	2	2	7	70%	0%
			West	10	3	1	2	2	0	2	0	0	1	3	30%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	4	2	2	3	4	3	0	3	1	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	16	5	8	5	9	0	0	0	0	16	160%	90%
9 Avenue	Seymour Street	St Paul Street	East	7	0	2	2	3	3	2	3	3	1	3	43%	43%
			West	8	2	6	3	2	4	4	0	0	1	6	75%	50%
	St Paul Street	Battle Street	East	6	2	3	4	3	2	4	1	2	3	4	67%	33%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	2	1	2	3	2	1	1	2	3	30%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	1	2	2	6	2	1	2	1	6	60%	60%
			West	10	1	2	1	2	4	3	1	3	3	4	40%	40%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	1	2	3	2	0	3	0	2	0	3	38%	0%
	Dominion Street	Pine Street	East	6	5	0	0	0	3	0	1	1	1	5	83%	50%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	459	525	517	521	588	303	169	281	130			
			UTILIZATION	-	37%	43%	42%	42%	48%	25%	14%	23%	11%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/9/2020 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					11am	12pm	2pm	3pm	5pm	6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	6	6	0	1	6	150%	150%
			South	9	22	15	21	12	5	7	22	244%	233%
	3 Avenue	4 Avenue	North	7	2	0	0	2	0	0	2	29%	0%
			South	6	1	3	2	3	6	3	6	100%	33%
	4 Avenue	5 Avenue	North	0	0	0	4	2	0	1	4	#DIV/0!	#DIV/0!
			South	16	14	10	11	11	9	10	14	88%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	4	5	4	4	4	2	5	25%	20%
	6 Avenue	Victoria Street	North	0	2	0	1	2	0	0	2	#DIV/0!	#DIV/0!
			South	5	4	1	4	5	6	3	6	120%	80%
Victoria Street	1 Avenue	2 Avenue	North	10	11	11	11	8	6	6	11	110%	110%
			South	15	13	21	26	13	12	7	26	173%	173%
	2 Avenue	3 Avenue	North	13	22	29	20	17	25	7	29	223%	154%
			South	13	17	17	14	19	7	8	19	146%	108%
	3 Avenue	4 Avenue	North	15	22	24	15	15	6	3	24	160%	100%
			South	15	19	22	16	17	12	4	22	147%	107%
	4 Avenue	5 Avenue	North	14	13	18	19	15	10	4	19	136%	136%
			South	10	2	9	14	11	8	3	14	140%	140%
	5 Avenue	6 Avenue	North	8	2	4	4	6	3	4	6	75%	50%
			South	18	4	1	3	6	6	7	7	39%	17%
	6 Avenue	7 Avenue	North	17	4	8	5	6	3	3	8	47%	29%
			South	23	5	16	19	22	21	8	22	96%	83%
	7 Avenue	8 Avenue	North	17	0	3	1	3	11	5	11	65%	6%
			South	13	1	1	1	0	0	0	1	8%	8%
	8 Avenue	Seymour Street	North	0	4	1	3	2	0	0	4	#DIV/0!	#DIV/0!
			South	9	2	5	7	5	0	0	7	78%	78%
Seymour Street	1 Avenue	2 Avenue	North	10	5	9	12	5	3	1	12	120%	120%
			South	10	3	7	5	0	3	0	7	70%	50%
	2 Avenue	3 Avenue	North	4	5	2	1	3	0	0	5	125%	25%
			South	5	7	3	3	1	4	2	7	140%	60%
	3 Avenue	4 Avenue	North	14	8	6	9	7	10	1	10	71%	64%
			South	15	7	6	4	0	5	2	7	47%	27%
	4 Avenue	5 Avenue	North	12	11	8	7	6	5	3	11	92%	58%
			South	9	3	1	4	0	2	0	4	44%	44%
	5 Avenue	6 Avenue	North	11	1	2	3	1	2	0	3	27%	27%
			South	13	3	5	2	1	6	1	6	46%	15%
	6 Avenue	7 Avenue	North	25	14	16	12	16	13	3	16	64%	48%
			South	16	9	6	8	5	10	1	10	63%	50%
	7 Avenue	8 Avenue	North	26	16	12	14	11	9	0	16	62%	54%
			South	29	12	15	18	3	14	2	18	62%	62%
	8 Avenue	9 Avenue	North	12	9	8	8	8	16	1	16	133%	67%
			South	19	11	10	13	0	14	3	14	74%	68%
St Paul Street	Lee Road	1 Avenue	North	0	0	1	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	29	18	17	17	0	18	4	18	62%	59%
	1 Avenue	2 Avenue	North	14	8	6	5	0	6	5	8	57%	36%
			South	2	1	2	1	0	3	2	3	150%	50%
	2 Avenue	3 Avenue	North	12	4	2	5	0	1	0	5	42%	42%
			South	13	0	3	1	0	1	0	3	23%	8%
	3 Avenue	4 Avenue	North	17	4	2	3	3	1	1	4	24%	18%
			South	12	3	2	1	0	3	1	3	25%	8%
	4 Avenue	5 Avenue	North	17	4	4	7	4	2	1	7	41%	41%
			South	18	6	5	7	6	1	2	7	39%	39%
	5 Avenue	6 Avenue	North	16	8	8	12	11	4	1	12	75%	75%
			South	16	14	8	9	7	5	1	14	88%	56%
	6 Avenue	7 Avenue	North	22	11	13	9	8	5	4	13	59%	41%
			South	22	17	15	17	13	11	8	17	77%	77%
	7 Avenue	8 Avenue	North	22	8	6	7	9	11	9	11	50%	32%
			South	22	10	10	10	9	10	10	10	45%	45%
	8 Avenue	9 Avenue	North	18	14	15	11	13	13	11	15	83%	61%
			South	18	10	11	11	9	9	8	11	61%	61%
Battle Street	Lee Road	1 Avenue	North	21	18	14	16	6	6	7	18	86%	76%
			South	21	8	4	6	2	7	7	8	38%	29%

	1 Avenue	2 Avenue	North	17	7	6	5	6	5	5	7	41%	29%
			South	18	13	13	10	8	6	9	13	72%	56%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	8	5	9	5	3	2	9	56%	56%
	3 Avenue	4 Avenue	North	19	4	5	5	0	2	3	5	26%	26%
			South	13	0	1	1	0	0	3	3	23%	8%
	4 Avenue	5 Avenue	North	19	7	8	9	4	3	4	9	47%	47%
			South	19	8	6	7	7	6	4	8	42%	37%
	5 Avenue	6 Avenue	North	14	6	7	10	4	0	0	10	71%	71%
			South	19	8	12	12	11	6	5	12	63%	63%
	6 Avenue	7 Avenue	North	22	8	8	9	6	0	5	9	41%	41%
			South	22	10	8	6	6	8	8	10	45%	27%
	7 Avenue	8 Avenue	North	22	3	9	6	4	1	5	9	41%	27%
			South	22	11	9	9	12	15	16	16	73%	41%
	8 Avenue	9 Avenue	North	19	8	7	7	7	2	1	8	42%	37%
			South	19	10	7	8	8	8	8	10	53%	42%
Nicola Street	Lee Road	1 Avenue	North	25	7	5	2	4	6	5	7	28%	8%
			South	22	4	5	2	3	2	3	5	23%	9%
	1 Avenue	2 Avenue	North	18	12	9	7	6	5	5	12	67%	39%
			South	18	4	4	5	6	3	5	6	33%	28%
	2 Avenue	3 Avenue	North	18	18	14	15	7	9	9	18	100%	83%
			South	18	7	7	5	2	1	1	7	39%	28%
	3 Avenue	4 Avenue	North	14	14	11	11	11	4	8	14	100%	79%
			South	12	7	7	11	5	4	5	11	92%	92%
	4 Avenue	5 Avenue	North	18	9	8	10	4	6	5	10	56%	56%
			South	17	10	8	8	9	8	9	10	59%	47%
	5 Avenue	6 Avenue	North	18	9	8	5	7	6	7	9	50%	28%
			South	18	9	6	6	5	3	2	9	50%	33%
	6 Avenue	7 Avenue	North	22	6	10	7	8	6	7	10	45%	32%
			South	22	8	6	7	7	11	12	12	55%	32%
	7 Avenue	8 Avenue	North	22	8	8	7	7	10	13	13	59%	32%
			South	22	6	5	8	12	10	6	12	55%	36%
	8 Avenue	9 Avenue	North	19	10	8	5	4	9	8	10	53%	26%
			South	19	7	7	10	6	4	6	10	53%	53%
Columbia Street	6 Avenue	7 Avenue	North	11	5	10	10	7	3	7	10	91%	91%
			South	13	6	11	9	6	8	8	11	85%	69%
	7 Avenue	8 Avenue	North	22	39	40	38	8	9	6	40	182%	173%
			South	22	33	30	32	11	10	10	33	150%	145%
	8 Avenue	9 Avenue	North	19	9	12	13	6	4	8	13	68%	68%
			South	19	10	13	14	5	7	6	14	74%	74%
Dominion Street	6 Avenue	7 Avenue	North	22	6	7	6	7	9	9	9	41%	27%
			South	22	10	9	7	6	8	6	10	45%	32%
	7 Avenue	8 Avenue	North	21	15	18	15	12	11	10	18	86%	71%
			South	21	18	16	20	14	10	9	20	95%	95%
	8 Avenue	9 Avenue	North	19	7	5	26	5	5	6	26	137%	137%
			South	19	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	13	9	9	9	18	14	18	78%	39%
			South	23	9	9	7	7	18	19	19	83%	30%
	7 Avenue	8 Avenue	North	21	9	8	24	9	8	9	24	114%	114%
			South	21	13	11	0	12	11	13	13	62%	0%
	8 Avenue	9 Avenue	North	19	11	10	23	4	2	2	23	121%	121%
			South	19	8	8	1	8	8	7	8	42%	5%
2 Avenue	Lansdowne Street	Victoria Street	East	7	3	4	2	2	2	0	4	57%	29%
			West	0	0	2	3	1	0	0	3	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	4	7	11	13	17	0	0	17	425%	325%
	Seymour Street	St Paul Street	East	7	11	12	8	4	0	0	12	171%	114%
			West	4	4	1	4	0	0	1	4	100%	100%
	Battle Street	Nicola Street	East	9	19	17	22	0	0	5	22	244%	244%
			West	9	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	7	7	6	0	0	4	7	78%	67%
			West	9	13	14	12	0	0	4	14	156%	133%
3 Avenue	Lansdowne Street	Victoria Street	East	8	17	14	15	12	0	2	17	213%	188%
			West	6	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	3	3	5	2	0	1	5	125%	125%
			West	6	10	11	8	2	0	4	11	183%	133%
	Seymour Street	St Paul Street	East	4	5	4	6	4	0	2	6	150%	150%
			West	6	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	7	1	3	0	0	0	7	175%	75%
			West	10	0	0	0	0	0	0	0	0%	0%

	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%
			West	8	15	17	21	0	0	0	21	263%	263%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	5	0	0	3	5	125%	125%
4 Avenue	Lansdowne Street	Victoria Street	East	7	2	10	12	0	0	1	12	171%	171%
			West	2	0	2	9	0	0	0	9	450%	450%
	Victoria Street	Seymour Street	East	4	6	7	7	0	0	0	7	175%	175%
			West	4	4	6	7	0	0	2	7	175%	175%
	Seymour Street	St Paul Street	East	8	3	1	6	0	0	2	6	75%	75%
			West	4	3	5	4	0	0	0	5	125%	100%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%
			West	7	19	12	4	0	0	7	19	271%	57%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%
			West	4	13	15	11	0	0	4	15	375%	275%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	5	5	6	4	0	0	0	6	120%	80%
5 Avenue	Lansdowne Street	Victoria Street	East	6	8	3	0	0	0	1	8	133%	0%
			West	6	1	4	1	0	0	1	4	67%	17%
	Victoria Street	Seymour Street	East	4	4	6	5	0	2	1	6	150%	125%
			West	7	6	8	3	0	3	0	8	114%	43%
	Seymour Street	St Paul Street	East	8	2	4	3	0	0	0	4	50%	38%
			West	7	2	2	3	0	0	0	3	43%	43%
	St Paul Street	Battle Street	East	8	7	6	5	0	2	0	7	88%	63%
			West	4	0	0	2	0	0	2	2	50%	50%
	Battle Street	Nicola Street	East	10	4	4	6	0	1	1	6	60%	60%
			West	10	7	3	5	0	0	0	7	70%	50%
	Nicola Street	Columbia Street	East	10	6	2	4	0	0	0	6	60%	40%
			West	10	4	9	5	0	0	0	9	90%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	6	2	6	0	0	2	6	#DIV/0!	#DIV/0!
			West	6	6	6	8	0	5	2	8	133%	133%
	Victoria Street	Seymour Street	East	0	1	5	2	0	1	0	5	#DIV/0!	#DIV/0!
			West	7	7	4	6	0	4	2	7	100%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%
			West	8	4	4	1	0	0	1	4	50%	13%
	St Paul Street	Battle Street	East	8	10	7	3	0	6	2	10	125%	38%
			West	4	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	5	4	5	0	6	3	6	67%	56%
			West	9	8	4	6	0	2	0	8	89%	67%
	Nicola Street	Columbia Street	East	7	1	0	0	0	3	1	3	43%	0%
			West	4	1	2	0	0	0	0	2	50%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	1	3	3	0	7	3	7	88%	38%
			West	6	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	4	10	7	0	5	3	10	111%	78%
			West	9	8	1	8	0	0	0	8	89%	89%
	St Paul Street	Battle Street	East	8	4	5	4	0	1	1	5	63%	50%
			West	7	10	9	10	0	7	3	10	143%	143%
	Battle Street	Nicola Street	East	10	1	3	3	0	1	1	3	30%	30%
			West	10	10	8	9	0	7	3	10	100%	90%
	Nicola Street	Columbia Street	East	10	2	3	6	0	6	1	6	60%	60%
			West	10	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	2	1	3	0	1	1	3	33%	33%
			West	5	0	1	1	0	0	0	1	20%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%
			West	10	16	15	16	0	13	6	16	160%	160%
8 Avenue	Victoria Street	Seymour Street	East	4	6	5	4	0	3	0	6	150%	100%
			West	7	6	1	5	0	0	0	6	86%	71%
	Seymour Street	St Paul Street	East	13	4	4	2	0	3	0	4	31%	15%
			West	10	4	2	6	0	1	0	6	60%	60%
	St Paul Street	Battle Street	East	10	10	7	4	0	8	0	10	100%	40%
			West	10	6	7	8	0	5	0	8	80%	80%
	Battle Street	Nicola Street	East	10	10	9	7	0	7	0	10	100%	70%
			West	10	3	4	3	0	4	0	4	40%	30%
	Nicola Street	Columbia Street	East	10	6	2	0	0	2	0	6	60%	0%
			West	10	3	2	0	0	2	0	3	30%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	5	4	8	0	3	0	8	80%	80%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	8	10	19	0	0	0	19	190%	190%
9 Avenue	Seymour Street	St Paul Street	East	7	3	4	2	0	0	0	4	57%	29%
			West	8	4	4	2	0	2	1	4	50%	25%

	St Paul Street	Battle Street	East	6	9	7	6	2	5	2	9	150%	100%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	5	4	0	3	2	5	50%	40%
			West	10	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	2	6	2	5	1	6	60%	60%
			West	10	4	2	3	2	4	3	4	40%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	8	2	2	0	0	2	1	2	25%	0%
	Dominion Street	Pine Street	East	6	4	2	4	0	2	2	4	67%	67%
			West	8	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	1408	1382	1448	766	860	636			
			UTILIZATION	-	56%	55%	57%	30%	34%	25%			

Available

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					11am	12pm	2pm	3pm	5pm	6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	6	6	0	1	6	150%	150%
			South	9	22	15	21	12	5	7	22	244%	233%
	3 Avenue	4 Avenue	North	7	2	0	0	2	0	0	2	29%	0%
			South	6	1	3	2	3	6	3	6	100%	33%
	4 Avenue	5 Avenue	North	0	0	0	4	2	0	1	4	#DIV/0!	#DIV/0!
			South	16	14	10	11	11	9	10	14	88%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	4	5	4	4	4	2	5	25%	20%
	6 Avenue	Victoria Street	North	0	2	0	1	2	0	0	2	#DIV/0!	#DIV/0!
			South	5	4	1	4	5	6	3	6	120%	80%
Victoria Street	1 Avenue	2 Avenue	North	10	11	11	11	8	6	6	11	110%	110%
			South	15	13	21	26	13	12	7	26	173%	173%
	2 Avenue	3 Avenue	North	13	22	29	20	17	25	7	29	223%	154%
			South	13	17	17	14	19	7	8	19	146%	108%
	3 Avenue	4 Avenue	North	15	22	24	15	15	6	3	24	160%	100%
			South	15	19	22	16	17	12	4	22	147%	107%
	4 Avenue	5 Avenue	North	14	13	18	19	15	10	4	19	136%	136%
			South	10	2	9	14	11	8	3	14	140%	140%
	5 Avenue	6 Avenue	North	8	2	4	4	6	3	4	6	75%	50%
			South	18	4	1	3	6	6	7	7	39%	17%
	6 Avenue	7 Avenue	North	17	4	8	5	6	3	3	8	47%	29%
			South	23	5	16	19	22	21	8	22	96%	83%
	7 Avenue	8 Avenue	North	17	0	3	1	3	11	5	11	65%	6%
			South	13	1	1	1	0	0	0	1	8%	8%
Seymour Street	1 Avenue	2 Avenue	North	10	5	9	12	5	3	1	12	120%	120%
			South	10	3	7	5	0	3	0	7	70%	50%
	2 Avenue	3 Avenue	North	4	5	2	1	3	0	0	5	125%	25%
			South	5	7	3	3	1	4	2	7	140%	60%
	3 Avenue	4 Avenue	North	14	8	6	9	7	10	1	10	71%	64%
			South	15	7	6	4	0	5	2	7	47%	27%
	4 Avenue	5 Avenue	North	12	11	8	7	6	5	3	11	92%	58%
			South	9	3	1	4	0	2	0	4	44%	44%
	5 Avenue	6 Avenue	North	11	1	2	3	1	2	0	3	27%	27%
			South	13	3	5	2	1	6	1	6	46%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	8	6	5	0	6	5	8	57%	36%
			South	2	1	2	1	0	3	2	3	150%	50%
	2 Avenue	3 Avenue	North	12	4	2	5	0	1	0	5	42%	42%
			South	13	0	3	1	0	1	0	3	23%	8%
	3 Avenue	4 Avenue	North	17	4	2	3	3	1	1	4	24%	18%
			South	12	3	2	1	0	3	1	3	25%	8%
	4 Avenue	5 Avenue	North	17	4	4	7	4	2	1	7	41%	41%
			South	18	6	5	7	6	1	2	7	39%	39%
	5 Avenue	6 Avenue	North	16	8	8	12	11	4	1	12	75%	75%
			South	16	14	8	9	7	5	1	14	88%	56%
Battle Street	3 Avenue	4 Avenue	North	19	4	5	5	0	2	3	5	26%	26%
			South	13	0	1	1	0	0	3	3	23%	8%
2 Avenue	Lansdowne Street	Victoria Street	East	7	3	4	2	2	2	0	4	57%	29%
			West	0	0	2	3	1	0	0	3	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	4	7	11	13	17	0	0	17	425%	325%
	Seymour Street	St Paul Street	East	7	11	12	8	4	0	0	12	171%	114%
			West	4	4	1	4	0	0	1	4	100%	100%
3 Avenue	Lansdowne Street	Victoria Street	East	8	17	14	15	12	0	2	17	213%	188%
			West	6	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	3	3	5	2	0	1	5	125%	125%

			West	6	10	11	8	2	0	4	11	183%	133%
	Seymour Street	St Paul Street	East	4	5	4	6	4	0	2	6	150%	150%
			West	6	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	7	1	3	0	0	0	7	175%	75%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%
			West	8	15	17	21	0	0	0	21	263%	263%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	2	2	5	0	0	3	5	125%	125%
4 Avenue	Lansdowne Street	Victoria Street	East	7	2	10	12	0	0	1	12	171%	171%
			West	2	0	2	9	0	0	0	9	450%	450%
	Victoria Street	Seymour Street	East	4	6	7	7	0	0	0	7	175%	175%
			West	4	4	6	7	0	0	2	7	175%	175%
	Seymour Street	St Paul Street	East	8	3	1	6	0	0	2	6	75%	75%
			West	4	3	5	4	0	0	0	5	125%	100%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%
			West	7	19	12	4	0	0	7	19	271%	57%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%
			West	4	13	15	11	0	0	4	15	375%	275%
5 Avenue	Lansdowne Street	Victoria Street	East	6	8	3	0	0	0	1	8	133%	0%
			West	6	1	4	1	0	0	1	4	67%	17%
	Victoria Street	Seymour Street	East	4	4	6	5	0	2	1	6	150%	125%
			West	7	6	8	3	0	3	0	8	114%	43%
	Seymour Street	St Paul Street	East	8	2	4	3	0	0	0	4	50%	38%
			West	7	2	2	3	0	0	0	3	43%	43%
	St Paul Street	Battle Street	East	8	7	6	5	0	2	0	7	88%	63%
			West	4	0	0	2	0	0	2	2	50%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	6	2	6	0	0	2	6	#DIV/0!	#DIV/0!
			West	6	6	6	8	0	5	2	8	133%	133%
	Victoria Street	Seymour Street	East	0	1	5	2	0	1	0	5	#DIV/0!	#DIV/0!
			West	7	7	4	6	0	4	2	7	100%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%
			West	8	4	4	1	0	0	1	4	50%	13%
7 Avenue	Victoria Street	Seymour Street	East	8	1	3	3	0	7	3	7	88%	38%
			West	6	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	486	516	529	304	255	170			
			UTILIZATION	-	63%	66%	68%	39%	33%	22%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					11am	12pm	2pm	3pm	5pm	6pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	1	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	29	18	17	17	0	18	4	18	62%	59%
Battle Street	Lee Road	1 Avenue	North	21	18	14	16	6	6	7	18	86%	76%
			South	21	8	4	6	2	7	7	8	38%	29%
	1 Avenue	2 Avenue	North	17	7	6	5	6	5	5	7	41%	29%
			South	18	13	13	10	8	6	9	13	72%	56%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	8	5	9	5	3	2	9	56%	56%
	4 Avenue	5 Avenue	North	19	7	8	9	4	3	4	9	47%	47%
			South	19	8	6	7	7	6	4	8	42%	37%
	5 Avenue	6 Avenue	North	14	6	7	10	4	0	0	10	71%	71%
			South	19	8	12	12	11	6	5	12	63%	63%
Nicola Street	Lee Road	1 Avenue	North	25	7	5	2	4	6	5	7	28%	8%
			South	22	4	5	2	3	2	3	5	23%	9%
	1 Avenue	2 Avenue	North	18	12	9	7	6	5	5	12	67%	39%
			South	18	4	4	5	6	3	5	6	33%	28%
	2 Avenue	3 Avenue	North	18	18	14	15	7	9	9	18	100%	83%
			South	18	7	7	5	2	1	1	7	39%	28%
	3 Avenue	4 Avenue	North	14	14	11	11	11	4	8	14	100%	79%
			South	12	7	7	11	5	4	5	11	92%	92%
	4 Avenue	5 Avenue	North	18	9	8	10	4	6	5	10	56%	56%
			South	17	10	8	8	9	8	9	10	59%	47%
	5 Avenue	6 Avenue	North	18	9	8	5	7	6	7	9	50%	28%
			South	18	9	6	6	5	3	2	9	50%	33%
2 Avenue	Battle Street	Nicola Street	East	9	19	17	22	0	0	5	22	244%	244%
			West	9	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	7	7	6	0	0	4	7	78%	67%
			West	9	13	14	12	0	0	4	14	156%	133%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	5	5	6	4	0	0	0	6	120%	80%
5 Avenue	Battle Street	Nicola Street	East	10	4	4	6	0	1	1	6	60%	60%
			West	10	7	3	5	0	0	0	7	70%	50%
	Nicola Street	Columbia Street	East	10	6	2	4	0	0	0	6	60%	40%

			West	10	4	9	5	0	0	0	9	90%	50%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	8	4	6	0	2	0	8	89%	67%
	Nicola Street	Columbia Street	West	4	1	2	0	0	0	0	2	50%	0%
			TOTAL	517	285	253	260	122	120	125			
			UTILIZATION	-	55%	49%	50%	24%	23%	24%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					11am	12pm	2pm	3pm	5pm	6pm			
Victoria Street	8 Avenue	Seymour Street	North	0	4	1	3	2	0	0	4	#DIV/0!	#DIV/0!
			South	9	2	5	7	5	0	0	7	78%	78%
Seymour Street	6 Avenue	7 Avenue	North	25	14	16	12	16	13	3	16	64%	48%
			South	16	9	6	8	5	10	1	10	63%	50%
	7 Avenue	8 Avenue	North	26	16	12	14	11	9	0	16	62%	54%
			South	29	12	15	18	3	14	2	18	62%	62%
	8 Avenue	9 Avenue	North	12	9	8	8	8	16	1	16	133%	67%
			South	19	11	10	13	0	14	3	14	74%	68%
St Paul Street	6 Avenue	7 Avenue	North	22	11	13	9	8	5	4	13	59%	41%
			South	22	17	15	17	13	11	8	17	77%	77%
	7 Avenue	8 Avenue	North	22	8	6	7	9	11	9	11	50%	32%
			South	22	10	10	10	9	10	10	10	45%	45%
	8 Avenue	9 Avenue	North	18	14	15	11	13	13	11	15	83%	61%
			South	18	10	11	11	9	9	8	11	61%	61%
Battle Street	6 Avenue	7 Avenue	North	22	8	8	9	6	0	5	9	41%	41%
			South	22	10	8	6	6	8	8	10	45%	27%
	7 Avenue	8 Avenue	North	22	3	9	6	4	1	5	9	41%	27%
			South	22	11	9	9	12	15	16	16	73%	41%
	8 Avenue	9 Avenue	North	19	8	7	7	7	2	1	8	42%	37%
			South	19	10	7	8	8	8	8	10	53%	42%
Nicola Street	6 Avenue	7 Avenue	North	22	6	10	7	8	6	7	10	45%	32%
			South	22	8	6	7	7	11	12	12	55%	32%
	7 Avenue	8 Avenue	North	22	8	8	7	7	10	13	13	59%	32%
			South	22	6	5	8	12	10	6	12	55%	36%
	8 Avenue	9 Avenue	North	19	10	8	5	4	9	8	10	53%	26%
			South	19	7	7	10	6	4	6	10	53%	53%
Columbia Street	6 Avenue	7 Avenue	North	11	5	10	10	7	3	7	10	91%	91%
			South	13	6	11	9	6	8	8	11	85%	69%
	7 Avenue	8 Avenue	North	22	39	40	38	8	9	6	40	182%	173%
			South	22	33	30	32	11	10	10	33	150%	145%
	8 Avenue	9 Avenue	North	19	9	12	13	6	4	8	13	68%	68%
			South	19	10	13	14	5	7	6	14	74%	74%
Dominion Street	6 Avenue	7 Avenue	North	22	6	7	6	7	9	9	9	41%	27%
			South	22	10	9	7	6	8	6	10	45%	32%
	7 Avenue	8 Avenue	North	21	15	18	15	12	11	10	18	86%	71%
			South	21	18	16	20	14	10	9	20	95%	95%
	8 Avenue	9 Avenue	North	19	7	5	26	5	5	6	26	137%	137%
			South	19	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	13	9	9	9	18	14	18	78%	39%
			South	23	9	9	7	7	18	19	19	83%	30%
	7 Avenue	8 Avenue	North	21	9	8	24	9	8	9	24	114%	114%
			South	21	13	11	0	12	11	13	13	62%	0%
	8 Avenue	9 Avenue	North	19	11	10	23	4	2	2	23	121%	121%
			South	19	8	8	1	8	8	7	8	42%	5%
6 Avenue	St Paul Street	Battle Street	East	8	10	7	3	0	6	2	10	125%	38%
	Battle Street	Nicola Street	East	9	5	4	5	0	6	3	6	67%	56%
	Nicola Street	Columbia Street	East	7	1	0	0	0	3	1	3	43%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	4	10	7	0	5	3	10	111%	78%
			West	9	8	1	8	0	0	0	8	89%	89%
	St Paul Street	Battle Street	East	8	4	5	4	0	1	1	5	63%	50%
			West	7	10	9	10	0	7	3	10	143%	143%
	Battle Street	Nicola Street	East	10	1	3	3	0	1	1	3	30%	30%
			West	10	10	8	9	0	7	3	10	100%	90%
	Nicola Street	Columbia Street	East	10	2	3	6	0	6	1	6	60%	60%
			West	10	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	2	1	3	0	1	1	3	33%	33%
			West	5	0	1	1	0	0	0	1	20%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%
			West	10	16	15	16	0	13	6	16	160%	160%
8 Avenue	Victoria Street	Seymour Street	East	4	6	5	4	0	3	0	6	150%	100%
			West	7	6	1	5	0	0	0	6	86%	71%
	Seymour Street	St Paul Street	East	13	4	4	2	0	3	0	4	31%	15%
			West	10	4	2	6	0	1	0	6	60%	60%
	St Paul Street	Battle Street	East	10	10	7	4	0	8	0	10	100%	40%

			West	10	6	7	8	0	5	0	8	80%	80%
	Battle Street	Nicola Street	East	10	10	9	7	0	7	0	10	100%	70%
			West	10	3	4	3	0	4	0	4	40%	30%
	Nicola Street	Columbia Street	East	10	6	2	0	0	2	0	6	60%	0%
			West	10	3	2	0	0	2	0	3	30%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	5	4	8	0	3	0	8	80%	80%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	8	10	19	0	0	0	19	190%	190%
9 Avenue	Seymour Street	St Paul Street	East	7	3	4	2	0	0	0	4	57%	29%
			West	8	4	4	2	0	2	1	4	50%	25%
	St Paul Street	Battle Street	East	6	9	7	6	2	5	2	9	150%	100%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	5	4	0	3	2	5	50%	40%
			West	10	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	2	6	2	5	1	6	60%	60%
			West	10	4	2	3	2	4	3	4	40%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	8	2	2	0	0	2	1	2	25%	0%
	Dominion Street	Pine Street	East	6	4	2	4	0	2	2	4	67%	67%
			West	8	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	637	613	659	340	485	341			
			UTILIZATION	-	52%	50%	54%	28%	39%	28%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/16/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-930am	930-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-5pm	5-6pm	6-7pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	6	1	1	1	1	2	0	0	6	150%	25%
			South	9	0	2	4	7	5	5	0	3	2	7	78%	78%
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	1	1	1	0	1	14%	0%
			South	6	0	3	3	3	0	2	4	1	2	4	67%	50%
	4 Avenue	5 Avenue	North	0	0	1	1	0	0	0	1	0	0	1	#DIV/0!	#DIV/0!
			South	16	4	9	8	7	0	12	9	5	1	12	75%	44%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	6	5	5	3	0	0	0	0	0	6	30%	15%
	6 Avenue	Victoria Street	North	0	1	2	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	1	3	2	0	2	1	0	0	3	60%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	7	6	15	21	17	4	5	6	13	21	210%	210%
			South	15	6	16	12	14	12	6	11	12	9	16	107%	93%
	2 Avenue	3 Avenue	North	13	17	18	31	23	25	8	22	7	22	31	238%	177%
			South	13	9	20	8	25	17	8	7	8	13	25	192%	192%
	3 Avenue	4 Avenue	North	15	11	13	22	15	16	8	8	5	27	27	180%	100%
			South	15	8	23	16	30	28	4	14	4	16	30	200%	200%
	4 Avenue	5 Avenue	North	14	3	11	21	7	11	8	12	5	26	26	186%	50%
			South	10	2	6	7	12	17	5	5	7	8	17	170%	120%
	5 Avenue	6 Avenue	North	8	2	1	5	2	10	5	1	1	9	10	125%	25%
			South	18	1	2	2	3	8	0	0	1	4	8	44%	17%
	6 Avenue	7 Avenue	North	17	2	1	2	10	10	8	6	1	16	16	94%	59%
			South	23	2	6	7	7	12	0	0	12	3	12	52%	30%
	7 Avenue	8 Avenue	North	17	0	1	3	0	4	1	1	0	2	4	24%	0%
			South	13	0	0	1	1	2	1	0	0	0	2	15%	8%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	0	2	5	7	7	0	0	0	0	7	78%	78%
Seymour Street	1 Avenue	2 Avenue	North	10	1	2	2	6	0	1	0	0	0	6	60%	60%
			South	10	1	1	4	1	3	4	2	0	0	4	40%	10%
	2 Avenue	3 Avenue	North	4	1	1	2	1	0	1	0	0	2	2	50%	25%
			South	5	0	0	3	2	1	1	1	0	0	3	60%	40%
	3 Avenue	4 Avenue	North	14	4	3	5	1	0	0	2	0	0	5	36%	7%
			South	15	1	0	0	7	1	0	1	0	0	7	47%	47%
	4 Avenue	5 Avenue	North	12	1	3	1	3	0	0	1	0	0	3	25%	25%
			South	9	1	1	2	2	2	3	0	0	0	3	33%	22%
	5 Avenue	6 Avenue	North	11	1	0	3	1	0	0	0	0	1	3	27%	9%
			South	13	0	1	2	2	1	1	0	4	1	4	31%	15%
	6 Avenue	7 Avenue	North	25	4	6	7	8	1	1	0	0	0	8	32%	32%
			South	16	2	5	3	5	3	4	3	0	2	5	31%	31%
	7 Avenue	8 Avenue	North	26	3	4	7	7	1	1	2	0	0	7	27%	27%
			South	29	1	3	5	3	3	3	0	0	0	5	17%	10%
	8 Avenue	9 Avenue	North	12	0	1	0	0	1	0	0	0	0	1	8%	0%
			South	19	1	4	7	3	4	2	0	0	0	7	37%	16%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	5	5	7	7	6	3	5	3	0	7	24%	24%
	1 Avenue	2 Avenue	North	14	6	5	4	6	3	1	3	0	0	6	43%	43%
			South	2	1	1	1	1	2	4	1	5	0	5	250%	50%
	2 Avenue	3 Avenue	North	12	0	1	1	1	2	2	0	0	0	2	17%	8%
			South	13	2	0	0	1	0	1	4	0	0	4	31%	8%
	3 Avenue	4 Avenue	North	17	0	0	0	1	0	0	1	0	0	1	6%	6%
			South	12	1	2	1	1	0	4	0	0	1	4	33%	8%
	4 Avenue	5 Avenue	North	17	2	1	1	2	0	1	2	0	3	3	18%	12%
			South	18	4	6	3	2	0	1	0	0	1	6	33%	11%
	5 Avenue	6 Avenue	North	16	0	0	2	0	0	0	0	0	0	2	13%	0%
			South	16	2	2	1	3	0	0	0	0	1	3	19%	19%
	6 Avenue	7 Avenue	North	22	6	8	7	8	0	6	5	0	10	10	45%	36%
			South	22	9	11	8	9	0	10	9	0	4	11	50%	41%
	7 Avenue	8 Avenue	North	22	9	12	10	7	0	8	7	0	17	17	77%	32%
			South	22	11	12	11	8	0	10	8	0	6	12	55%	36%
	8 Avenue	9 Avenue	North	18	8	10	7	10	0	10	10	0	8	10	56%	56%
			South	18	10	3	6	6	0	6	6	0	2	10	56%	33%
Battle Street	Lee Road	1 Avenue	North	21	18	20	10	15	13	6	8	5	3	20	95%	71%
			South	21	9	9	8	8	12	8	8	7	3	12	57%	38%
	1 Avenue	2 Avenue	North	17	3	6	4	6	3	4	4	6	7	7	41%	35%
			South	18	10	8	11	11	11	10	12	10	2	12	67%	61%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	3	3	4	1	5	4	1	1	2	5	31%	6%
	3 Avenue	4 Avenue	North	19	0	3	1	2	0	0	1	0	3	3	16%	11%
			South	13	1	0	1	1	0	1	0	0	0	1	8%	8%
	4 Avenue	5 Avenue	North	19	0	10	11	5	0	8	0	0	7	11	58%	26%
			South	19	23	12	6	22	0	6	3	0	0	23	121%	116%
	5 Avenue	6 Avenue	North	14	1	0	2	3	0	0	1	2	7	7	50%	21%
			South	19	6	7	5	5	0	5	6	4	0	7	37%	26%
	6 Avenue	7 Avenue	North	22	5	5	3	11	0	1	6	0	18	18	82%	50%
			South	22	11	11	18	9	0	7	6	0	3	18	82%	41%
	7 Avenue	8 Avenue	North	22	0	12	3	7	0	6	7	0	22	22	100%	32%
			South	22	20	13	15	14	0	16	13	0	1	20	91%	64%
	8 Avenue	9 Avenue	North	19	6	5	8	7	0	3	4	0	13	13	68%	37%
			South	19	11	11	8	5	0	7	5	0	2	11	58%	26%
Nicola Street	Lee Road	1 Avenue	North	25	6	5	8	7	16	7	14	0	7	16	64%	28%
			South	22	3	7	2	2	8	4	7	0	3	8	36%	9%
	1 Avenue	2 Avenue	North	18	8	7	6	7	6	0	5	0	6	8	44%	39%
			South	18	2	1	2	4	8	0	3	0	2	8	44%	22%
	2 Avenue	3 Avenue	North	18	9	8	5	5	10	0	4	0	4	10	56%	28%
			South	18	4	4	6	3	10	0	5	0	6	10	56%	17%
	3 Avenue	4 Avenue	North	14	5	9	6	6	9	0	5	0	5	9	64%	43%
			South	12	4	2	3	3	7	0	3	0	4	7	58%	25%
	4 Avenue	5 Avenue	North	18	1	5	2	3	4	0	1	0	1	5	28%	17%
			South	17	5	2	7	5	13	0	7	0	6	13	76%	29%
	5 Avenue	6 Avenue	North	18	7	7	5	6	14	0	8	0	6	14	78%	33%
			South	18	8	7	7	6	11	0	4	0	4	11	61%	33%
	6 Avenue	7 Avenue	North	22	7	7	9	8	17	0	8	0	18	18	82%	36%
			South	22	10	7	11	8	20	0	8	0	0	20	91%	36%
	7 Avenue	8 Avenue	North	22	5	9	11	15	17	0	7	0	18	18	82%	68%
			South	22	6	6	5	4	14	0	7	0	0	14	64%	18%
	8 Avenue	9 Avenue	North	19	5	4	6	6	16	8	8	0	13	16	84%	32%
			South	19	6	6	4	7	9	3	5	0	0	9	47%	37%

Columbia Street	6 Avenue	7 Avenue	North	11	1	5	2	2	8	2	2	2	4	8	73%	18%
			South	13	8	9	9	8	13	4	5	9	6	13	100%	62%
	7 Avenue	8 Avenue	North	22	6	10	12	10	17	7	2	12	4	17	77%	45%
			South	22	7	11	10	12	15	6	8	12	2	15	68%	55%
	8 Avenue	9 Avenue	North	19	7	8	7	11	15	1	3	7	2	15	79%	58%
			South	19	6	7	11	6	10	3	3	5	3	11	58%	32%
Dominion Street	6 Avenue	7 Avenue	North	22	7	9	8	7	11	0	3	7	0	11	50%	32%
			South	22	11	11	10	10	23	0	14	6	0	23	105%	45%
	7 Avenue	8 Avenue	North	21	2	7	8	6	10	0	0	8	0	10	48%	29%
			South	21	12	9	9	8	17	0	11	7	0	17	81%	38%
	8 Avenue	9 Avenue	North	19	1	6	5	4	10	0	3	6	0	10	53%	21%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	6	7	4	7	0	1	6	0	7	30%	17%
			South	23	8	10	6	6	12	0	10	12	0	12	52%	26%
	7 Avenue	8 Avenue	North	21	6	8	7	6	14	0	7	4	0	14	67%	29%
			South	21	10	14	16	12	21	0	13	11	0	21	100%	57%
	8 Avenue	9 Avenue	North	19	0	1	1	1	0	0	0	0	0	1	5%	5%
			South	19	9	10	7	7	17	0	6	4	0	17	89%	37%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	1	2	3	3	1	3	0	0	3	43%	43%
			West	0	0	0	0	1	1	0	0	0	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	3	9	7	7	4	3	0	0	9	225%	175%
	Seymour Street	St Paul Street	East	7	0	0	1	2	3	0	0	0	0	3	43%	29%
			West	4	0	0	0	0	0	1	0	0	0	1	25%	0%
	Battle Street	Nicola Street	East	9	6	7	8	4	5	0	6	0	3	8	89%	44%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	3	0	0	0	0	3	33%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	3	8	6	11	2	5	4	6	11	138%	75%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	1	0	3	2	0	1	1	0	3	75%	75%
			West	6	4	4	8	5	10	2	1	10	1	10	167%	83%
	Seymour Street	St Paul Street	East	4	0	1	0	4	4	3	1	0	0	4	100%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	1	1	1	0	2	1	0	1	1	2	50%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	3	4	3	5	2	2	1	0	5	63%	38%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	1	0	0	0	1	#DIV/0!	#DIV/0!
			West	4	0	0	0	1	0	0	1	0	1	1	25%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	1	5	15	6	1	7	9	7	0	15	214%	86%
			West	2	1	4	10	5	6	3	4	6	0	10	500%	250%
	Victoria Street	Seymour Street	East	4	1	3	6	7	4	2	3	2	0	7	175%	175%
			West	4	3	3	8	8	5	5	3	4	0	8	200%	200%
	Seymour Street	St Paul Street	East	8	2	4	11	7	6	4	7	2	0	11	138%	88%
			West	4	0	3	4	2	1	0	1	2	0	4	100%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	13	12	15	22	4	14	4	4	0	22	314%	314%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	6	4	2	4	3	5	2	5	0	6	150%	100%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	3	3	5	4	3	3	5	3	0	5	100%	80%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	2	0	4	0	0	0	0	0	4	67%	67%
			West	6	0	0	0	0	2	7	5	3	0	7	117%	0%
	Victoria Street	Seymour Street	East	4	1	9	6	10	1	7	8	3	0	10	250%	250%
			West	7	0	8	1	3	4	2	8	1	0	8	114%	43%
	Seymour Street	St Paul Street	East	8	1	1	1	2	0	0	0	1	0	2	25%	25%
			West	7	2	2	5	3	2	1	2	0	0	5	71%	43%
	St Paul Street	Battle Street	East	8	0	3	3	2	6	1	0	0	0	6	75%	25%
			West	4	0	0	0	2	4	2	2	2	0	4	100%	50%
	Battle Street	Nicola Street	East	10	3	5	5	3	1	1	3	3	0	5	50%	30%
			West	10	0	2	0	2	2	0	0	0	0	2	20%	20%
	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	1	0	1	10%	0%
			West	10	0	0	0	0	0	0	1	0	0	1	10%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	1	0	0	2	1	0	2	#DIV/0!	#DIV/0!
			West	6	2	0	1	1	0	0	2	1	0	2	33%	17%
	Victoria Street	Seymour Street	East	0	0	0	0	1	0	0	2	0	0	2	#DIV/0!	#DIV/0!
			West	7	1	6	2	2	0	0	1	2	0	6	86%	29%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	2	1	2	2	1	0	0	2	25%	13%
	St Paul Street	Battle Street	East	8	1	1	2	1	0	1	0	0	0	2	25%	13%
			West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	3	1	2	2	1	2	2	2	0	3	33%	22%
			West	9	0	3	1	0	1	1	1	1	0	3	33%	0%
	Nicola Street	Columbia Street	East	7	1	1	1	0	0	1	2	0	0	2	29%	0%
			West	4	1	0	0	1	0	0	0	0	0	1	25%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	2	3	1	2	4	0	0	0	0	4	50%	25%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	1	2	1	3	2	1	1	1	1	3	33%	33%
			West	9	0	0	2	2	2	1	1	0	0	2	22%	22%
	St Paul Street	Battle Street	East	8	3	3	6	5	6	5	4	3	2	6	75%	63%
			West	7	1	3	8	5	7	4	3	4	1	8	114%	71%
	Battle Street	Nicola Street	East	10	1	4	6	4	4	2	1	3	0	6	60%	40%
			West	10	3	3	4	4	3	2	2	1	1	4	40%	40%
	Nicola Street	Columbia Street	East	10	1	3	2	6	3	4	5	2	1	6	60%	60%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	1	3	3	3	1	0	0	0	0	3	33%	33%
			West	5	0	3	2	3	1	0	0	0	0	3	60%	60%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	6	7	6	5	0	0	0	0	7	70%	60%
8 Avenue	Victoria Street	Seymour Street	East	4	1	0	0	1	0	0	0	0	0	1	25%	25%
			West	7	0	0	0	0	1	0	0	0	0	1	14%	0%
	Seymour Street	St Paul Street	East	13	0	0	2	6	0	0	1	0	0	6	46%	46%
			West	10	1	2	4	3	3	2	0	0	0	4	40%	30%
	St Paul Street	Battle Street	East	10	4	4	5	5	6	5	3	4	1	6	60%	50%
			West	10	5	5	5	3	6	4	2	1	3	6	60%	30%
	Battle Street	Nicola Street	East	10	6	9	7	10	7	14	6	3	3	14	140%	100%
			West	10	4	2	2	2	3	7	2	2	2	7	70%	20%
	Nicola Street	Columbia Street	East	10	3	6	7	4	5	3	3	1	1	7	70%	40%
			West	10	4	3	3	5	4	4	4	2	1	5	50%	50%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	2	0	0	1	0	0	0	0	2	20%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	0	0	0	0	0	0	0	0	1	10%	0%

9 Avenue	Seymour Street	St Paul Street	East	7	0	4	3	2	2	6	4	2	2	6	86%	29%
			West	8	1	2	3	1	3	2	2	1	0	3	38%	13%
	St Paul Street	Battle Street	East	6	5	8	7	6	3	6	1	4	4	8	133%	100%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	1	1	1	0	0	2	2	4	4	4	40%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	4	4	6	5	2	0	2	0	6	60%	60%
			West	10	3	4	3	5	6	2	1	3	2	6	60%	50%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	0	0	0	0	0	0	0	2	25%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	0	1	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	642	846	911	930	918	486	619	361	490			
			UTILIZATION	-	25%	34%	36%	37%	36%	19%	25%	14%	19%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-930am	930-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-5pm	5-6pm	6-7pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	6	1	1	1	1	2	0	0	6	150%	25%
			South	9	0	2	4	7	5	5	0	3	2	7	78%	78%
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	1	1	1	0	1	14%	0%
			South	6	0	3	3	3	0	2	4	1	2	4	67%	50%
	4 Avenue	5 Avenue	North	0	0	1	1	0	0	0	1	0	0	1	#DIV/0!	#DIV/0!
			South	16	4	9	8	7	0	12	9	5	1	12	75%	44%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	6	5	5	3	0	0	0	0	0	6	30%	15%
	6 Avenue	Victoria Street	North	0	1	2	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	1	3	2	0	2	1	0	0	3	60%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	7	6	15	21	17	4	5	6	13	21	210%	210%
			South	15	6	16	12	14	12	6	11	12	9	16	107%	93%
	2 Avenue	3 Avenue	North	13	17	18	31	23	25	8	22	7	22	31	238%	177%
			South	13	9	20	8	25	17	8	7	8	13	25	192%	192%
	3 Avenue	4 Avenue	North	15	11	13	22	15	16	8	8	5	27	27	180%	100%
			South	15	8	23	16	30	28	4	14	4	16	30	200%	200%
	4 Avenue	5 Avenue	North	14	3	11	21	7	11	8	12	5	26	26	186%	50%
			South	10	2	6	7	12	17	5	5	7	8	17	170%	120%
	5 Avenue	6 Avenue	North	8	2	1	5	2	10	5	1	1	9	10	125%	25%
			South	18	1	2	2	3	8	0	0	1	4	8	44%	17%
	6 Avenue	7 Avenue	North	17	2	1	2	10	10	8	6	1	16	16	94%	59%
			South	23	2	6	7	7	12	0	0	12	3	12	52%	30%
	7 Avenue	8 Avenue	North	17	0	1	3	0	4	1	1	0	2	4	24%	0%
			South	13	0	0	1	1	2	1	0	0	0	2	15%	8%
Seymour Street	1 Avenue	2 Avenue	North	10	1	2	2	6	0	1	0	0	0	6	60%	60%
			South	10	1	1	4	1	3	4	2	0	0	4	40%	10%
	2 Avenue	3 Avenue	North	4	1	1	2	1	0	1	0	0	2	2	50%	25%
			South	5	0	0	3	2	1	1	1	0	0	3	60%	40%
	3 Avenue	4 Avenue	North	14	4	3	5	1	0	0	2	0	0	5	36%	7%
			South	15	1	0	0	7	1	0	1	0	0	7	47%	47%
	4 Avenue	5 Avenue	North	12	1	3	1	3	0	0	1	0	0	3	25%	25%
			South	9	1	1	2	2	2	3	0	0	0	3	33%	22%
	5 Avenue	6 Avenue	North	11	1	0	3	1	0	0	0	0	1	3	27%	9%
			South	13	0	1	2	2	1	1	0	4	1	4	31%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	6	5	4	6	3	1	3	0	0	6	43%	43%
			South	2	1	1	1	1	2	4	1	5	0	5	250%	50%
	2 Avenue	3 Avenue	North	12	0	1	1	1	2	2	0	0	0	2	17%	8%
			South	13	2	0	0	1	0	1	4	0	0	4	31%	8%
	3 Avenue	4 Avenue	North	17	0	0	0	1	0	0	1	0	0	1	6%	6%
			South	12	1	2	1	1	0	4	0	0	1	4	33%	8%
	4 Avenue	5 Avenue	North	17	2	1	1	2	0	1	2	0	3	3	18%	12%
			South	18	4	6	3	2	0	1	0	0	1	6	33%	11%
	5 Avenue	6 Avenue	North	16	0	0	2	0	0	0	0	0	0	2	13%	0%
			South	16	2	2	1	3	0	0	0	0	1	3	19%	19%
Battle Street	3 Avenue	4 Avenue	North	19	0	3	1	2	0	0	1	0	3	3	16%	11%
			South	13	1	0	1	1	0	1	0	0	0	1	8%	8%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	1	2	3	3	1	3	0	0	3	43%	43%
			West	0	0	0	0	1	1	0	0	0	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	3	9	7	7	4	3	0	0	9	225%	175%
	Seymour Street	St Paul Street	East	7	0	0	1	2	3	0	0	0	0	3	43%	29%
			West	4	0	0	0	0	0	1	0	0	0	1	25%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	3	8	6	11	2	5	4	6	11	138%	75%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	1	0	3	2	0	1	1	0	3	75%	75%
			West	6	4	4	8	5	10	2	1	10	1	10	167%	83%
	Seymour Street	St Paul Street	East	4	0	1	0	4	4	3	1	0	0	4	100%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	1	1	1	0	2	1	0	1	1	2	50%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	3	4	3	5	2	2	1	0	5	63%	38%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	1	0	0	0	1	#DIV/0!	#DIV/0!
			West	4	0	0	0	1	0	0	1	0	1	1	25%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	1	5	15	6	1	7	9	7	0	15	214%	86%
			West	2	1	4	10	5	6	3	4	6	0	10	500%	250%
	Victoria Street	Seymour Street	East	4	1	3	6	7	4	2	3	2	0	7	175%	175%
			West	4	3	3	8	8	5	5	3	4	0	8	200%	200%
	Seymour Street	St Paul Street	East	8	2	4	11	7	6	4	7	2	0	11	138%	88%
			West	4	0	3	4	2	1	0	1	2	0	4	100%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	13	12	15	22	4	14	4	4	0	22	314%	314%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	6	4	2	4	3	5	2	5	0	6	150%	100%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	2	0	4	0	0	0	0	0	4	67%	67%
			West	6	0	0	0	0	2	7	5	3	0	7	117%	0%
	Victoria Street	Seymour Street	East	4	1	9	6	10	1	7	8	3	0	10	250%	250%
			West	7	0	8	1	3	4	2	8	1	0	8	114%	43%
	Seymour Street	St Paul Street	East	8	1	1	1	2	0	0	0	1	0	2	25%	25%
			West	7	2	2	5	3	2	1	2	0	0	5	71%	43%
	St Paul Street	Battle Street	East	8	0	3	3	2	6	1	0	0	0	6	75%	25%
			West	4	0	0	0	2	4	2	2	2	0	4	100%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	1	0	0	2	1	0	2	#DIV/0!	#DIV/0!
			West	6	2	0	1	1	0	0	2	1	0	2	33%	17%
	Victoria Street	Seymour Street	East	0	0	0	0	1	0	0	2	0	0	2	#DIV/0!	#DIV/0!
			West	7	1	6	2	2	0	0	1	2	0	6	86%	29%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	2	1	2	2	1	0	0	2	25%	13%
7 Avenue	Victoria Street	Seymour Street	East	8	2	3	1	2	4	0	0	0	0	4	50%	25%

			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	163	275	343	370	313	196	212	151	195				
			UTILIZATION	-	21%	35%	44%	48%	40%	25%	27%	19%	25%				

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 8-930am	930-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-5pm	5-6pm	6-7pm	Max Demand	Max %	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	5	5	7	7	6	3	5	3	0	7	24%	24%
Battle Street	Lee Road	1 Avenue	North	21	18	20	10	15	13	6	8	5	3	20	95%	71%
			South	21	9	9	8	8	12	8	8	7	3	12	57%	38%
	1 Avenue	2 Avenue	North	17	3	6	4	6	3	4	4	6	7	7	41%	35%
			South	18	10	8	11	11	11	10	12	10	2	12	67%	61%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	3	3	4	1	5	4	1	1	2	5	31%	6%
	4 Avenue	5 Avenue	North	19	0	10	11	5	0	8	0	0	7	11	58%	26%
			South	19	23	12	6	22	0	6	3	0	0	23	121%	116%
	5 Avenue	6 Avenue	North	14	1	0	2	3	0	0	1	2	7	7	50%	21%
			South	19	6	7	5	5	0	5	6	4	0	7	37%	26%
Nicola Street	Lee Road	1 Avenue	North	25	6	5	8	7	16	7	14	0	7	16	64%	28%
			South	22	3	7	2	2	8	4	7	0	3	8	36%	9%
	1 Avenue	2 Avenue	North	18	8	7	6	7	6	0	5	0	6	8	44%	39%
			South	18	2	1	2	4	8	0	3	0	2	8	44%	22%
	2 Avenue	3 Avenue	North	18	9	8	5	5	10	0	4	0	4	10	56%	28%
			South	18	4	4	6	3	10	0	5	0	6	10	56%	17%
	3 Avenue	4 Avenue	North	14	5	9	6	6	9	0	5	0	5	9	64%	43%
			South	12	4	2	3	3	7	0	3	0	4	7	58%	25%
	4 Avenue	5 Avenue	North	18	1	5	2	3	4	0	1	0	1	5	28%	17%
			South	17	5	2	7	5	13	0	7	0	6	13	76%	29%
	5 Avenue	6 Avenue	North	18	7	7	5	6	14	0	8	0	6	14	78%	33%
			South	18	8	7	7	6	11	0	4	0	4	11	61%	33%
2 Avenue	Battle Street	Nicola Street	East	9	6	7	8	4	5	0	6	0	3	8	89%	44%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	3	0	0	0	0	3	33%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	3	3	5	4	3	3	5	3	0	5	100%	80%
5 Avenue	Battle Street	Nicola Street	East	10	3	5	5	3	1	1	3	3	0	5	50%	30%
			West	10	0	2	0	2	2	0	0	0	0	2	20%	20%
	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	1	0	1	10%	0%
			West	10	0	0	0	0	0	0	1	0	0	1	10%	0%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	0	3	1	0	1	1	1	1	0	3	33%	0%
	Nicola Street	Columbia Street	West	4	1	0	0	1	0	0	0	0	0	1	25%	25%
			TOTAL	517	153	164	147	155	182	70	130	46	88			
			UTILIZATION	-	30%	32%	28%	30%	35%	14%	25%	9%	17%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day 8-930am	930-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-5pm	5-6pm	6-7pm	Max Demand	Max %	Peak Hr. %
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	0	2	5	7	7	0	0	0	0	7	78%	78%
Seymour Street	6 Avenue	7 Avenue	North	25	4	6	7	8	1	1	0	0	0	8	32%	32%
			South	16	2	5	3	5	3	4	3	0	2	5	31%	31%
	7 Avenue	8 Avenue	North	26	3	4	7	7	1	1	2	0	0	7	27%	27%
			South	29	1	3	5	3	3	3	0	0	0	5	17%	10%
	8 Avenue	9 Avenue	North	12	0	1	0	0	1	0	0	0	0	1	8%	0%
			South	19	1	4	7	3	4	2	0	0	0	7	37%	16%
St Paul Street	6 Avenue	7 Avenue	North	22	6	8	7	8	0	6	5	0	10	10	45%	36%
			South	22	9	11	8	9	0	10	9	0	4	11	50%	41%
	7 Avenue	8 Avenue	North	22	9	12	10	7	0	8	7	0	17	17	77%	32%
			South	22	11	12	11	8	0	10	8	0	6	12	55%	36%
	8 Avenue	9 Avenue	North	18	8	10	7	10	0	10	10	0	8	10	56%	56%
			South	18	10	3	6	6	0	6	6	0	2	10	56%	33%
Battle Street	6 Avenue	7 Avenue	North	22	5	5	3	11	0	1	6	0	18	18	82%	50%
			South	22	11	11	18	9	0	7	6	0	3	18	82%	41%
	7 Avenue	8 Avenue	North	22	0	12	3	7	0	6	7	0	22	22	100%	32%
			South	22	20	13	15	14	0	16	13	0	1	20	91%	64%
	8 Avenue	9 Avenue	North	19	6	5	8	7	0	3	4	0	13	13	68%	37%
			South	19	11	11	8	5	0	7	5	0	2	11	58%	26%
Nicola Street	6 Avenue	7 Avenue	North	22	7	7	9	8	17	0	8	0	18	18	82%	36%
			South	22	10	7	11	8	20	0	8	0	0	20	91%	36%
	7 Avenue	8 Avenue	North	22	5	9	11	15	17	0	7	0	18	18	82%	68%
			South	22	6	6	5	4	14	0	7	0	0	14	64%	18%
	8 Avenue	9 Avenue	North	19	5	4	6	6	16	8	8	0	13	16	84%	32%
			South	19	6	6	4	7	9	3	5	0	0	9	47%	37%
Columbia Street	6 Avenue	7 Avenue	North	11	1	5	2	2	8	2	2	2	4	8	73%	18%
			South	13	8	9	9	8	13	4	5	9	6	13	100%	62%
	7 Avenue	8 Avenue	North	22	6	10	12	10	17	7	2	12	4	17	77%	45%
			South	22	7	11	10	12	15	6	8	12	2	15	68%	55%
	8 Avenue	9 Avenue	North	19	7	8	7	11	15	1	3	7	2	15	79%	58%
			South	19	6	7	11	6	10	3	3	5	3	11	58%	32%
Dominion Street	6 Avenue	7 Avenue	North	22	7	9	8	7	11	0	3	7	0	11	50%	32%
			South	22	11	11	10	10	23	0	14	6	0	23	105%	45%
	7 Avenue	8 Avenue	North	21	2	7	8	6	10	0	0	8	0	10	48%	29%
			South	21	12	9	9	8	17	0	11	7	0	17	81%	38%
	8 Avenue	9 Avenue	North	19	1	6	5	4	10	0	3	6	0	10	53%	21%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	6	7	4	7	0	1	6	0	7	30%	17%
			South	23	8	10	6	6	12	0	10	12	0	12	52%	26%
	7 Avenue	8 Avenue	North	21	6	8	7	6	14	0	7	4	0	14	67%	29%
			South	21	10	14	16	12	21	0	13	11	0	21	100%	57%
	8 Avenue	9 Avenue	North	19	0	1	1	1	0	0	0	0	0	1	5%	5%
			South	19	9	10	7	7	17	0	6	4	0	17	89%	37%
6 Avenue	St Paul Street	Battle Street	East	8	1	1	2	1	0	1	0	0	0	2	25%	13%
	Battle Street	Nicola Street	East	9	3	1	2	2	1	2	2	2	0	3	33%	22%
	Nicola Street	Columbia Street	East	7	1	1	1	0	0	1	2	0	0	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	1	2	1	3	2	1	1	1	1	3	33%	33%
			West	9	0	0	2	2	2	1	1	0	0	2	22%	22%
	St Paul Street	Battle Street	East	8	3	3	6	5	6	5	4	3	2	6	75%	63%
			West	7	1	3	8	5	7	4	3	4	1	8	114%	71%
	Battle Street	Nicola Street	East	10	1	4	6	4	4	2	1	3	0	6	60%	40%
			West	10	3	3	4	4	3	2	2	1	1	4	40%	40%
	Nicola Street	Columbia Street	East	10	1	3	2	6	3	4	5	2	1	6	60%	60%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	1	3	3	3	1	0	0	0	0	3	33%	33%
			West	5	0	3	2	3	1	0	0	0	0	3	60%	60%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	6	7	6	5	0	0	0	0	7	70%	60%

8 Avenue	Victoria Street	Seymour Street	East	4	1	0	0	1	0	0	0	0	0	1	25%	25%
			West	7	0	0	0	0	1	0	0	0	0	1	14%	0%
	Seymour Street	St Paul Street	East	13	0	0	2	6	0	0	1	0	0	6	46%	46%
			West	10	1	2	4	3	3	2	0	0	0	4	40%	30%
	St Paul Street	Battle Street	East	10	4	4	5	5	6	5	3	4	1	6	60%	50%
			West	10	5	5	5	3	6	4	2	1	3	6	60%	30%
	Battle Street	Nicola Street	East	10	6	9	7	10	7	14	6	3	3	14	140%	100%
			West	10	4	2	2	2	3	7	2	2	2	7	70%	20%
	Nicola Street	Columbia Street	East	10	3	6	7	4	5	3	3	1	1	7	70%	40%
			West	10	4	3	3	5	4	4	4	2	1	5	50%	50%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	2	0	0	1	0	0	0	0	2	20%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	0	0	0	0	0	0	0	0	1	10%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	4	3	2	2	6	4	2	2	6	86%	29%
			West	8	1	2	3	1	3	2	2	1	0	3	38%	13%
	St Paul Street	Battle Street	East	6	5	8	7	6	3	6	1	4	4	8	133%	100%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	1	1	1	0	0	2	2	4	4	4	40%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	4	4	6	5	2	0	2	0	6	60%	60%
			West	10	3	4	3	5	6	2	1	3	2	6	60%	50%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	0	0	0	0	0	0	0	0	2	25%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	0	1	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	326	407	421	405	423	220	277	164	207			
			UTILIZATION	-	26%	33%	34%	33%	34%	18%	23%	13%	17%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/15/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-930am	930-11am	1pm-230pm	230-4pm	4-5pm	5-6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	1	7	4	1	0	7	175%	175%
			South	9	18	5	17	11	1	0	18	200%	189%
	3 Avenue	4 Avenue	North	7	2	0	2	4	0	0	4	57%	29%
			South	6	2	0	4	3	3	0	4	67%	67%
	4 Avenue	5 Avenue	North	0	2	0	1	2	3	0	3	#DIV/0!	#DIV/0!
			South	16	10	0	38	28	7	0	38	238%	238%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	4	0	5	1	2	0	5	25%	25%
	6 Avenue	Victoria Street	North	0	2	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	3	0	3	3	0	0	3	60%	60%
Victoria Street	1 Avenue	2 Avenue	North	10	10	0	11	9	7	0	11	110%	110%
			South	15	9	0	16	7	10	0	16	107%	107%
	2 Avenue	3 Avenue	North	13	12	0	19	16	5	0	19	146%	146%
			South	13	14	0	21	8	6	0	21	162%	162%
	3 Avenue	4 Avenue	North	15	14	0	8	13	3	0	14	93%	53%
			South	15	15	0	26	14	8	0	26	173%	173%
	4 Avenue	5 Avenue	North	14	18	0	12	13	6	0	18	129%	86%
			South	10	10	0	13	7	6	0	13	130%	130%
	5 Avenue	6 Avenue	North	8	0	0	4	8	5	0	8	100%	50%
			South	18	4	0	5	4	4	0	5	28%	28%
	6 Avenue	7 Avenue	North	17	3	0	7	1	6	0	7	41%	41%
			South	23	12	0	27	0	10	0	27	117%	117%
	7 Avenue	8 Avenue	North	17	1	0	2	0	5	0	5	29%	12%
			South	13	1	0	2	0	2	0	2	15%	15%
	8 Avenue	Seymour Street	North	0	3	0	2	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	3	0	3	1	0	0	3	33%	33%
Seymour Street	1 Avenue	2 Avenue	North	10	6	0	5	7	6	0	7	70%	50%
			South	10	3	2	3	0	0	0	3	30%	30%
	2 Avenue	3 Avenue	North	4	0	1	6	3	2	0	6	150%	150%
			South	5	1	3	2	2	2	0	3	60%	40%
	3 Avenue	4 Avenue	North	14	6	1	13	6	10	0	13	93%	93%
			South	15	0	0	4	10	1	0	10	67%	27%
	4 Avenue	5 Avenue	North	12	4	1	8	1	4	0	8	67%	67%
			South	9	1	2	5	12	3	0	12	133%	56%
	5 Avenue	6 Avenue	North	11	5	2	4	0	0	0	5	45%	36%
			South	13	2	3	3	3	2	0	3	23%	23%
	6 Avenue	7 Avenue	North	25	12	1	11	0	0	0	12	48%	44%
			South	16	6	7	8	7	0	0	8	50%	50%
	7 Avenue	8 Avenue	North	26	10	1	15	0	0	0	15	58%	58%
			South	29	5	10	10	6	0	2	10	34%	34%
	8 Avenue	9 Avenue	North	12	8	2	5	0	0	0	8	67%	42%
			South	19	9	14	9	4	0	0	14	74%	47%
St Paul Street	Lee Road	1 Avenue	North	0	1	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			South	29	9	10	14	13	11	3	14	48%	48%
	1 Avenue	2 Avenue	North	14	6	7	5	0	0	0	7	50%	36%
			South	2	2	1	3	0	0	0	3	150%	150%
	2 Avenue	3 Avenue	North	12	0	2	3	3	0	0	3	25%	25%
			South	13	4	3	5	6	0	0	6	46%	38%
	3 Avenue	4 Avenue	North	17	1	2	2	8	2	0	8	47%	12%
			South	12	2	0	1	2	1	0	2	17%	8%
	4 Avenue	5 Avenue	North	17	2	3	3	10	1	2	10	59%	18%
			South	18	2	4	4	4	2	4	4	22%	22%
	5 Avenue	6 Avenue	North	16	12	10	7	9	3	1	12	75%	44%
			South	16	7	9	6	6	1	1	9	56%	38%
	6 Avenue	7 Avenue	North	22	5	10	7	5	5	5	10	45%	32%
			South	22	12	12	12	9	12	7	12	55%	55%
	7 Avenue	8 Avenue	North	22	4	6	3	11	4	6	11	50%	14%
			South	22	9	10	8	9	9	9	10	45%	36%
	8 Avenue	9 Avenue	North	18	13	12	9	9	9	7	13	72%	50%
			South	18	9	8	8	5	5	6	9	50%	44%
Battle Street	Lee Road	1 Avenue	North	21	20	12	16	5	4	8	20	95%	76%
			South	21	5	8	6	1	1	2	8	38%	29%
	1 Avenue	2 Avenue	North	17	3	5	6	0	0	0	6	35%	35%
			South	18	12	9	10	0	0	0	12	67%	56%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	4	4	5	8	5	0	8	50%	31%
	3 Avenue	4 Avenue	North	19	2	6	1	3	3	0	6	32%	5%
			South	13	1	1	0	0	1	0	1	8%	0%
	4 Avenue	5 Avenue	North	19	14	8	5	8	5	0	14	74%	26%
			South	19	8	8	4	0	7	0	8	42%	21%
	5 Avenue	6 Avenue	North	14	3	3	4	6	1	0	6	43%	29%
			South	19	7	7	7	0	7	0	7	37%	37%
	6 Avenue	7 Avenue	North	22	4	5	8	19	6	0	19	86%	36%
			South	22	8	8	5	0	7	0	8	36%	23%
	7 Avenue	8 Avenue	North	22	9	7	8	21	5	0	21	95%	36%
			South	22	12	10	13	2	16	0	16	73%	59%
	8 Avenue	9 Avenue	North	19	5	6	3	13	5	0	13	68%	16%
			South	19	6	6	6	4	8	0	8	42%	32%
Nicola Street	Lee Road	1 Avenue	North	25	5	6	5	4	3	3	6	24%	20%
			South	22	4	5	4	4	2	2	5	23%	18%
	1 Avenue	2 Avenue	North	18	9	7	4	8	7	6	9	50%	22%
			South	18	7	6	11	4	3	3	11	61%	61%
	2 Avenue	3 Avenue	North	18	11	12	5	15	6	5	15	83%	28%
			South	18	4	7	10	11	3	1	11	61%	56%
	3 Avenue	4 Avenue	North	14	12	10	5	0	4	13	13	93%	36%
			South	12	3	7	3	0	5	9	9	75%	25%
	4 Avenue	5 Avenue	North	18	11	11	8	0	3	3	11	61%	44%
			South	17	5	11	5	0	6	1	11	65%	29%
	5 Avenue	6 Avenue	North	18	10	9	9	0	6	8	10	56%	50%

			South	18	3	3	4	0	5	9	9	50%	22%
	6 Avenue	7 Avenue	North	22	6	11	7	10	6	0	11	50%	32%
			South	22	11	4	6	5	8	0	11	50%	27%
	7 Avenue	8 Avenue	North	22	6	6	4	10	4	0	10	45%	18%
			South	22	3	1	4	7	5	0	7	32%	18%
	8 Avenue	9 Avenue	North	19	7	8	10	4	0	0	10	53%	53%
			South	19	5	5	5	7	0	0	7	37%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	5	3	7	3	2	0	7	64%	64%
			South	13	7	8	5	2	4	0	8	62%	38%
	7 Avenue	8 Avenue	North	22	29	28	24	27	0	0	29	132%	109%
			South	22	29	24	18	12	0	0	29	132%	82%
	8 Avenue	9 Avenue	North	19	15	5	6	6	0	0	15	79%	32%
			South	19	5	4	3	5	0	0	5	26%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	8	9	7	5	6	9	9	41%	32%
			South	22	7	8	7	7	9	20	20	91%	32%
	7 Avenue	8 Avenue	North	21	9	13	9	9	7	5	13	62%	43%
			South	21	16	13	10	10	8	9	16	76%	48%
	8 Avenue	9 Avenue	North	19	13	4	4	14	4	4	14	74%	21%
			South	19	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	9	3	7	21	8	6	21	91%	30%
			South	23	7	8	9	19	8	11	19	83%	39%
	7 Avenue	8 Avenue	North	21	12	8	7	9	17	8	17	81%	33%
			South	21	11	11	9	11	20	10	20	95%	43%
	8 Avenue	9 Avenue	North	19	11	6	7	9	3	4	11	58%	37%
			South	19	8	8	9	13	8	14	14	74%	47%
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	0	4	3	0	0	5	71%	57%
			West	0	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	4	9	0	12	4	0	0	12	300%	300%
	Seymour Street	St Paul Street	East	7	4	0	5	3	0	0	5	71%	71%
			West	4	2	0	4	2	0	0	4	100%	100%
	Battle Street	Nicola Street	East	9	13	11	12	4	5	0	13	144%	133%
			West	9	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	6	6	2	5	2	1	6	67%	22%
			West	9	9	9	5	8	6	4	9	100%	56%
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	5	10	14	5	0	14	175%	125%
			West	6	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	2	3	0	3	0	3	75%	75%
			West	6	5	8	10	10	2	0	10	167%	167%
	Seymour Street	St Paul Street	East	4	0	5	9	11	6	2	11	275%	225%
			West	6	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	2	2	1	1	0	2	50%	50%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%
			West	8	6	9	4	4	0	0	9	113%	50%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	1	2	2	2	0	0	2	50%	50%
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	5	8	6	7	0	8	114%	114%
			West	2	1	10	3	4	1	0	10	500%	150%
	Victoria Street	Seymour Street	East	4	3	0	5	2	3	0	5	125%	125%
			West	4	3	4	7	2	5	0	7	175%	175%
	Seymour Street	St Paul Street	East	8	3	6	7	7	0	0	7	88%	88%
			West	4	2	4	7	3	5	0	7	175%	175%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%
			West	7	10	19	8	4	4	5	19	271%	114%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%
			West	4	7	8	9	0	3	4	9	225%	225%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	5	4	4	5	6	5	7	7	140%	100%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	4	2	2	0	4	67%	67%
			West	6	0	1	11	6	2	0	11	183%	183%
	Victoria Street	Seymour Street	East	4	1	3	8	2	3	0	8	200%	200%
			West	7	1	2	5	2	1	0	5	71%	71%
	Seymour Street	St Paul Street	East	8	1	3	7	0	1	0	7	88%	88%
			West	7	2	2	4	0	0	0	4	57%	57%
	St Paul Street	Battle Street	East	8	4	7	9	0	2	0	9	113%	113%
			West	4	2	5	2	1	0	0	5	125%	50%
	Battle Street	Nicola Street	East	10	2	11	5	1	0	0	11	110%	50%
			West	10	2	6	4	4	0	0	6	60%	40%
	Nicola Street	Columbia Street	East	10	5	8	3	1	2	0	8	80%	30%
			West	10	1	4	4	1	0	0	4	40%	40%
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	1	0	0	1	0	1	#DIV/0!	#DIV/0!
			West	6	4	3	9	0	3	0	9	150%	150%
	Victoria Street	Seymour Street	East	0	0	1	0	1	0	0	1	#DIV/0!	#DIV/0!
			West	7	6	2	7	4	1	0	7	100%	100%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%
			West	8	2	2	0	3	0	0	3	38%	0%
	St Paul Street	Battle Street	East	8	5	5	8	19	5	0	19	238%	100%
			West	4	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	3	3	2	0	0	0	3	33%	22%
			West	9	3	4	2	6	3	0	6	67%	22%
	Nicola Street	Columbia Street	East	7	1	3	0	4	1	0	4	57%	0%
			West	4	1	1	0	1	2	0	2	50%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	3	1	4	0	0	0	4	50%	50%
			West	6	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	2	4	1	0	0	1	4	44%	11%
			West	9	0	1	0	0	0	0	1	11%	0%
	St Paul Street	Battle Street	East	8	5	4	6	0	0	1	6	75%	75%
			West	7	10	11	9	0	0	0	11	157%	129%
	Battle Street	Nicola Street	East	10	3	2	2	0	0	3	3	30%	20%
			West	10	7	5	6	0	0	2	7	70%	60%
	Nicola Street	Columbia Street	East	10	1	0	2	0	0	2	2	20%	20%
			West	10	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	2	3	1	2	0	1	3	33%	11%
			West	5	0	2	1	0	0	1	2	40%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%
			West	10	11	8	13	6	3	0	13	130%	130%
8 Avenue	Victoria Street	Seymour Street	East	4	0	4	1	0	1	0	4	100%	25%

			West	7	5	2	1	0	1	0	5	71%	14%
	Seymour Street	St Paul Street	East	13	0	4	1	0	1	0	4	31%	8%
			West	10	0	3	2	0	1	1	3	30%	20%
	St Paul Street	Battle Street	East	10	7	12	9	0	4	5	12	120%	90%
			West	10	8	7	4	0	4	1	8	80%	40%
	Battle Street	Nicola Street	East	10	6	4	5	0	3	2	6	60%	50%
			West	10	3	3	4	0	6	1	6	60%	40%
	Nicola Street	Columbia Street	East	10	3	4	4	0	3	3	4	40%	40%
			West	10	1	1	2	0	3	3	3	30%	20%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	4	1	1	0	1	1	4	40%	10%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%
			West	10	16	5	3	0	1	0	16	160%	30%
9 Avenue	Seymour Street	St Paul Street	East	7	3	6	2	4	0	5	6	86%	29%
			West	8	2	3	4	15	0	3	15	188%	50%
	St Paul Street	Battle Street	East	6	7	8	4	4	0	0	8	133%	67%
			West	10	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	4	0	5	0	1	5	50%	0%
			West	10	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	3	4	3	3	0	2	4	40%	30%
			West	10	4	5	3	7	0	0	7	70%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%
			West	8	5	3	1	0	0	1	5	63%	13%
	Dominion Street	Pine Street	East	6	1	2	0	2	1	0	2	33%	0%
			West	8	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	1072	898	1169	899	581	289			
			UTILIZATION	-	42%	36%	46%	36%	23%	11%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %			
					8-930am	930-11am	1pm-230pm	230-4pm	4-5pm	5-6pm						
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	1	7	4	1	0	7	175%	175%			
			South	9	18	5	17	11	1	0	18	200%	189%			
	3 Avenue	4 Avenue	North	7	2	0	2	4	0	0	4	57%	29%			
			South	6	2	0	4	3	3	0	4	67%	67%			
	4 Avenue	5 Avenue	North	0	2	0	1	2	3	0	3	#DIV/0!	#DIV/0!			
			South	16	10	0	38	28	7	0	38	238%	238%			
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!			
			South	20	4	0	5	1	2	0	5	25%	25%			
	6 Avenue	Victoria Street	North	0	2	0	0	0	0	0	2	#DIV/0!	#DIV/0!			
			South	5	3	0	3	3	0	0	3	60%	60%			
Victoria Street	1 Avenue	2 Avenue	North	10	10	0	11	9	7	0	11	110%	110%			
			South	15	9	0	16	7	10	0	16	107%	107%			
	2 Avenue	3 Avenue	North	13	12	0	19	16	5	0	19	146%	146%			
			South	13	14	0	21	8	6	0	21	162%	162%			
	3 Avenue	4 Avenue	North	15	14	0	8	13	3	0	14	93%	53%			
			South	15	15	0	26	14	8	0	26	173%	173%			
	4 Avenue	5 Avenue	North	14	18	0	12	13	6	0	18	129%	86%			
			South	10	10	0	13	7	6	0	13	130%	130%			
	5 Avenue	6 Avenue	North	8	0	0	4	8	5	0	8	100%	50%			
			South	18	4	0	5	4	4	0	5	28%	28%			
	6 Avenue	7 Avenue	North	17	3	0	7	1	6	0	7	41%	41%			
			South	23	12	0	27	0	10	0	27	117%	117%			
	7 Avenue	8 Avenue	North	17	1	0	2	0	5	0	5	29%	12%			
			South	13	1	0	2	0	2	0	2	15%	15%			
Seymour Street	1 Avenue	2 Avenue	North	10	6	0	5	7	6	0	7	70%	50%			
			South	10	3	2	3	0	0	0	3	30%	30%			
	2 Avenue	3 Avenue	North	4	0	1	6	3	2	0	6	150%	150%			
			South	5	1	3	2	2	2	0	3	60%	40%			
	3 Avenue	4 Avenue	North	14	6	1	13	6	10	0	13	93%	93%			
			South	15	0	0	4	10	1	0	10	67%	27%			
	4 Avenue	5 Avenue	North	12	4	1	8	1	4	0	8	67%	67%			
			South	9	1	2	5	12	3	0	12	133%	56%			
	5 Avenue	6 Avenue	North	11	5	2	4	0	0	0	5	45%	36%			
			South	13	2	3	3	3	2	0	3	23%	23%			
St Paul Street	1 Avenue	2 Avenue	North	14	6	7	5	0	0	0	7	50%	36%			
			South	2	2	1	3	0	0	0	3	150%	150%			
	2 Avenue	3 Avenue	North	12	0	2	3	3	0	0	3	25%	25%			
			South	13	4	3	5	6	0	0	6	46%	38%			
	3 Avenue	4 Avenue	North	17	1	2	2	8	2	0	8	47%	12%			
			South	12	2	0	1	2	1	0	2	17%	8%			
	4 Avenue	5 Avenue	North	17	2	3	3	10	1	2	10	59%	18%			
			South	18	2	4	4	4	2	4	4	22%	22%			
	5 Avenue	6 Avenue	North	16	12	10	7	9	3	1	12	75%	44%			
			South	16	7	9	6	6	1	1	9	56%	38%			
Battle Street	3 Avenue	4 Avenue	North	19	2	6	1	3	3	0	6	32%	5%			
			South	13	1	1	0	0	1	0	1	8%	0%			
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	0	4	3	0	0	5	71%	57%			
			West	0	0	0	3	0	0	0	3	#DIV/0!	#DIV/0!			
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0%	0%			
			West	4	9	0	12	4	0	0	12	300%	300%			
	Seymour Street	St Paul Street	East	7	4	0	5	3	0	0	5	71%	71%			
			West	4	2	0	4	2	0	0	4	100%	100%			
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	5	10	14	5	0	14	175%	125%			
			West	6	0	0	0	0	0	0	0	0%	0%			
	Victoria Street	Seymour Street	East	4	0	2	3	0	3	0	3	75%	75%			
			West	6	5	8	10	10	2	0	10	167%	167%			
	Seymour Street	St Paul Street	East	4	0	5	9	11	6	2	11	275%	225%			
			West	6	0	0	0	0	0	0	0	0%	0%			
	St Paul Street	Battle Street	East	4	0	2	2	1	1	0	2	50%	50%			
			West	10	0	0	0	0	0	0	0	0%	0%			
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0%	0%			
			West	8	6	9	4	4	0	0	9	113%	50%			
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!			
			West	4	1	2	2	2	0	0	2	50%	50%			
4 Avenue	Lansdowne Street	Victoria Street	East	7	6	5	8	6	7	0	8	114%	114%			
			West	2	1	10	3	4	1	0	10	500%	150%			
	Victoria Street	Seymour Street	East	4	3	0	5	2	3	0	5	125%	125%			
			West	4	3	4	7	2	5	0	7	175%	175%			

	Seymour Street	St Paul Street	East	8	3	6	7	7	0	0	7	88%	88%			
			West	4	2	4	7	3	5	0	7	175%	175%			
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0%	0%			
			West	7	10	19	8	4	4	5	19	271%	114%			
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0%	0%			
			West	4	7	8	9	0	3	4	9	225%	225%			
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	4	2	2	0	4	67%	67%			
			West	6	0	1	11	6	2	0	11	183%	183%			
	Victoria Street	Seymour Street	East	4	1	3	8	2	3	0	8	200%	200%			
			West	7	1	2	5	2	1	0	5	71%	71%			
	Seymour Street	St Paul Street	East	8	1	3	7	0	1	0	7	88%	88%			
			West	7	2	2	4	0	0	0	4	57%	57%			
	St Paul Street	Battle Street	East	8	4	7	9	0	2	0	9	113%	113%			
			West	4	2	5	2	1	0	0	5	125%	50%			
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	1	0	0	1	0	1	#DIV/0!	#DIV/0!			
			West	6	4	3	9	0	3	0	9	150%	150%			
	Victoria Street	Seymour Street	East	0	0	1	0	1	0	0	1	#DIV/0!	#DIV/0!			
			West	7	6	2	7	4	1	0	7	100%	100%			
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0%	0%			
			West	8	2	2	0	3	0	0	3	38%	0%			
7 Avenue	Victoria Street	Seymour Street	East	8	3	1	4	0	0	0	4	50%	50%			
			West	6	0	0	0	0	0	0	0	0%	0%			
			TOTAL	777	335	194	535	354	205	19						
			UTILIZATION	-	43%	25%	69%	46%	26%	2%						

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %			
					8-930am	930-11am	1pm-230pm	230-4pm	4-5pm	5-6pm						
St Paul Street	Lee Road	1 Avenue	North	0	1	3	0	0	0	0	3	#DIV/0!	#DIV/0!			
			South	29	9	10	14	13	11	3	14	48%	48%			
Battle Street	Lee Road	1 Avenue	North	21	20	12	16	5	4	8	20	95%	76%			
			South	21	5	8	6	1	1	2	8	38%	29%			
	1 Avenue	2 Avenue	North	17	3	5	6	0	0	0	6	35%	35%			
			South	18	12	9	10	0	0	0	12	67%	56%			
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!			
			South	16	4	4	5	8	5	0	8	50%	31%			
	4 Avenue	5 Avenue	North	19	14	8	5	8	5	0	14	74%	26%			
			South	19	8	8	4	0	7	0	8	42%	21%			
	5 Avenue	6 Avenue	North	14	3	3	4	6	1	0	6	43%	29%			
			South	19	7	7	7	0	7	0	7	37%	37%			
Nicola Street	Lee Road	1 Avenue	North	25	5	6	5	4	3	3	6	24%	20%			
			South	22	4	5	4	4	2	2	5	23%	18%			
	1 Avenue	2 Avenue	North	18	9	7	4	8	7	6	9	50%	22%			
			South	18	7	6	11	4	3	3	11	61%	61%			
	2 Avenue	3 Avenue	North	18	11	12	5	15	6	5	15	83%	28%			
			South	18	4	7	10	11	3	1	11	61%	56%			
	3 Avenue	4 Avenue	North	14	12	10	5	0	4	13	13	93%	36%			
			South	12	3	7	3	0	5	9	9	75%	25%			
	4 Avenue	5 Avenue	North	18	11	11	8	0	3	3	11	61%	44%			
			South	17	5	11	5	0	6	1	11	65%	29%			
	5 Avenue	6 Avenue	North	18	10	9	9	0	6	8	10	56%	50%			
			South	18	3	3	4	0	5	9	9	50%	22%			
2 Avenue	Battle Street	Nicola Street	East	9	13	11	12	4	5	0	13	144%	133%			
			West	9	0	0	0	0	0	0	0	0%	0%			
	Nicola Street	Columbia Street	East	9	6	6	2	5	2	1	6	67%	22%			
			West	9	9	9	5	8	6	4	9	100%	56%			
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0%	0%			
			West	5	4	4	5	6	5	7	7	140%	100%			
5 Avenue	Battle Street	Nicola Street	East	10	2	11	5	1	0	0	11	110%	50%			
			West	10	2	6	4	4	0	0	6	60%	40%			
	Nicola Street	Columbia Street	East	10	5	8	3	1	2	0	8	80%	30%			
			West	10	1	4	4	1	0	0	4	40%	40%			
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0%	0%			
	Battle Street	Nicola Street	West	9	3	4	2	6	3	0	6	67%	22%			
	Nicola Street	Columbia Street	West	4	1	1	0	1	2	0	2	50%	0%			
			TOTAL	517	216	235	192	124	119	88						
			UTILIZATION	-	42%	45%	37%	24%	23%	17%						

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %			
					8-930am	930-11am	1pm-230pm	230-4pm	4-5pm	5-6pm						
Victoria Street	8 Avenue	Seymour Street	North	0	3	0	2	0	0	0	3	#DIV/0!	#DIV/0!			
			South	9	3	0	3	1	0	0	3	33%	33%			
Seymour Street	6 Avenue	7 Avenue	North	25	12	1	11	0	0	0	12	48%	44%			
			South	16	6	7	8	7	0	0	8	50%	50%			
	7 Avenue	8 Avenue	North	26	10	1	15	0	0	0	15	58%	58%			
			South	29	5	10	10	6	0	2	10	34%	34%			
	8 Avenue	9 Avenue	North	12	8	2	5	0	0	0	8	67%	42%			
			South	19	9	14	9	4	0	0	14	74%	47%			
St Paul Street	6 Avenue	7 Avenue	North	22	5	10	7	5	5	5	10	45%	32%			
			South	22	12	12	12	9	12	7	12	55%	55%			
	7 Avenue	8 Avenue	North	22	4	6	3	11	4	6	11	50%	14%			
			South	22	9	10	8	9	9	9	10	45%	36%			
	8 Avenue	9 Avenue	North	18	13	12	9	9	9	7	13	72%	50%			
			South	18	9	8	8	5	5	6	9	50%	44%			
Battle Street	6 Avenue	7 Avenue	North	22	4	5	8	19	6	0	19	86%	36%			
			South	22	8	8	5	0	7	0	8	36%	23%			
	7 Avenue	8 Avenue	North	22	9	7	8	21	5	0	21	95%	36%			
			South	22	12	10	13	2	16	0	16	73%	59%			
	8 Avenue	9 Avenue	North	19	5	6	3	13	5	0	13	68%	16%			
			South	19	6	6	6	4	8	0	8	42%	32%			
Nicola Street	6 Avenue	7 Avenue	North	22	6	11	7	10	6	0	11	50%	32%			
			South	22	11	4	6	5	8	0	11	50%	27%			
	7 Avenue	8 Avenue	North	22	6	6	4	10	4	0	10	45%	18%			
			South	22	3	1	4	7	5	0	7	32%	18%			
	8 Avenue	9 Avenue	North	19	7	8	10	4	0	0	10	53%	53%			
			South	19	5	5	5	7	0	0	7	37%	26%			
Columbia Street	6 Avenue	7 Avenue	North	11	5	3	7	3	2	0	7	64%	64%			
			South	13	7	8	5	2	4	0	8	62%	38%			
	7 Avenue	8 Avenue	North	22	29	28	24	27	0	0	29	132%	109%			
			South	22	29	24	18	12	0	0	29	132%	82%			
	8 Avenue	9 Avenue	North	19	15	5	6	6	0	0	15	79%	32%			

			South	19	5	4	3	5	0	0	5	26%	16%			
Dominion Street	6 Avenue	7 Avenue	North	22	8	9	7	5	6	9	9	41%	32%			
			South	22	7	8	7	7	9	20	20	91%	32%			
	7 Avenue	8 Avenue	North	21	9	13	9	9	7	5	13	62%	43%			
			South	21	16	13	10	10	8	9	16	76%	48%			
	8 Avenue	9 Avenue	North	19	13	4	4	14	4	4	14	74%	21%			
			South	19	0	0	0	0	0	0	0	0%	0%			
Pine Street	6 Avenue	7 Avenue	North	23	9	3	7	21	8	6	21	91%	30%			
			South	23	7	8	9	19	8	11	19	83%	39%			
	7 Avenue	8 Avenue	North	21	12	8	7	9	17	8	17	81%	33%			
			South	21	11	11	9	11	20	10	20	95%	43%			
	8 Avenue	9 Avenue	North	19	11	6	7	9	3	4	11	58%	37%			
			South	19	8	8	9	13	8	14	14	74%	47%			
6 Avenue	St Paul Street	Battle Street	East	8	5	5	8	19	5	0	19	238%	100%			
	Battle Street	Nicola Street	East	9	3	3	2	0	0	0	3	33%	22%			
	Nicola Street	Columbia Street	East	7	1	3	0	4	1	0	4	57%	0%			
7 Avenue	Seymour Street	St Paul Street	East	9	2	4	1	0	0	1	4	44%	11%			
			West	9	0	1	0	0	0	0	1	11%	0%			
	St Paul Street	Battle Street	East	8	5	4	6	0	0	1	6	75%	75%			
			West	7	10	11	9	0	0	0	11	157%	129%			
	Battle Street	Nicola Street	East	10	3	2	2	0	0	3	3	30%	20%			
			West	10	7	5	6	0	0	2	7	70%	60%			
	Nicola Street	Columbia Street	East	10	1	0	2	0	0	2	2	20%	20%			
			West	10	0	0	0	0	0	0	0	0%	0%			
	Columbia Street	Dominion Street	East	9	2	3	1	2	0	1	3	33%	11%			
			West	5	0	2	1	0	0	1	2	40%	20%			
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0%	0%			
			West	10	11	8	13	6	3	0	13	130%	130%			
8 Avenue	Victoria Street	Seymour Street	East	4	0	4	1	0	1	0	4	100%	25%			
			West	7	5	2	1	0	1	0	5	71%	14%			
	Seymour Street	St Paul Street	East	13	0	4	1	0	1	0	4	31%	8%			
			West	10	0	3	2	0	1	1	3	30%	20%			
	St Paul Street	Battle Street	East	10	7	12	9	0	4	5	12	120%	90%			
			West	10	8	7	4	0	4	1	8	80%	40%			
	Battle Street	Nicola Street	East	10	6	4	5	0	3	2	6	60%	50%			
			West	10	3	3	4	0	6	1	6	60%	40%			
	Nicola Street	Columbia Street	East	10	3	4	4	0	3	3	4	40%	40%			
			West	10	1	1	2	0	3	3	3	30%	20%			
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0%	0%			
			West	10	4	1	1	0	1	1	4	40%	10%			
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0%	0%			
			West	10	16	5	3	0	1	0	16	160%	30%			
9 Avenue	Seymour Street	St Paul Street	East	7	3	6	2	4	0	5	6	86%	29%			
			West	8	2	3	4	15	0	3	15	188%	50%			
	St Paul Street	Battle Street	East	6	7	8	4	4	0	0	8	133%	67%			
			West	10	0	0	0	0	0	0	0	0%	0%			
	Battle Street	Nicola Street	East	10	2	4	0	5	0	1	5	50%	0%			
			West	10	0	0	0	0	0	0	0	0%	0%			
	Nicola Street	Columbia Street	East	10	3	4	3	3	0	2	4	40%	30%			
			West	10	4	5	3	7	0	0	7	70%	30%			
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0%	0%			
			West	8	5	3	1	0	0	1	5	63%	13%			
	Dominion Street	Pine Street	East	6	1	2	0	2	1	0	2	33%	0%			
			West	8	0	0	0	0	0	0	0	0%	0%			
			TOTAL	1231	521	469	442	421	257	182						
			UTILIZATION	-	42%	38%	36%	34%	21%	15%						

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/13/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-2pm	2-330pm	330-4	4-5pm	5-6pm	6-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	3	1	0	3	0	0	0	0	3	75%	75%
			South	9	18	15	14	5	18	0	0	0	2	18	200%	167%
	3 Avenue	4 Avenue	North	7	2	0	0	0	1	0	0	0	0	2	29%	0%
			South	6	2	7	1	0	1	0	0	0	0	7	117%	117%
	4 Avenue	5 Avenue	North	0	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	8	11	4	0	10	0	0	7	0	11	69%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	6	7	4	0	3	0	0	0	0	7	35%	35%
	6 Avenue	Victoria Street	North	0	0	0	2	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	1	2	2	0	4	0	0	0	0	4	80%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	8	7	13	6	12	0	5	7	10	13	130%	70%
			South	15	6	18	13	9	10	0	7	2	9	18	120%	120%
	2 Avenue	3 Avenue	North	13	8	20	13	5	16	0	12	2	26	26	200%	154%
			South	13	13	9	24	9	20	0	16	3	2	24	185%	69%
	3 Avenue	4 Avenue	North	15	8	19	7	5	11	0	12	5	11	19	127%	127%
			South	15	13	9	16	3	17	0	9	2	8	17	113%	60%
	4 Avenue	5 Avenue	North	14	11	17	3	6	11	0	12	12	8	17	121%	121%
			South	10	12	3	11	4	17	0	8	3	6	17	170%	30%
	5 Avenue	6 Avenue	North	8	3	7	5	5	7	0	4	1	3	7	88%	88%
			South	18	2	4	5	1	4	0	1	3	5	5	28%	22%
	6 Avenue	7 Avenue	North	17	5	4	1	3	6	0	7	2	5	7	41%	24%
			South	23	17	18	12	3	11	0	10	10	0	18	78%	78%
	7 Avenue	8 Avenue	North	17	2	0	0	0	5	0	2	0	1	5	29%	0%
			South	13	4	3	1	0	4	0	0	0	0	4	31%	23%
	8 Avenue	Seymour Street	North	0	0	0	3	0	1	0	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	2	3	4	0	1	0	0	0	0	4	44%	33%
Seymour Street	1 Avenue	2 Avenue	North	10	3	3	4	6	8	0	2	0	6	8	80%	30%
			South	10	3	3	2	2	4	0	0	1	3	4	40%	30%
	2 Avenue	3 Avenue	North	4	2	1	7	0	0	0	3	2	3	7	175%	25%
			South	5	1	0	1	1	3	0	2	3	1	3	60%	0%
	3 Avenue	4 Avenue	North	14	4	13	6	0	11	0	6	3	0	13	93%	93%
			South	15	2	3	3	2	7	0	0	0	0	7	47%	20%
	4 Avenue	5 Avenue	North	12	2	5	2	0	3	0	0	1	4	5	42%	42%
			South	9	1	3	3	5	2	0	3	0	0	5	56%	33%
	5 Avenue	6 Avenue	North	11	2	3	5	1	4	0	1	1	0	5	45%	27%
			South	13	1	3	2	2	1	0	1	0	3	3	23%	23%
	6 Avenue	7 Avenue	North	25	11	9	17	1	11	0	0	1	1	17	68%	36%
			South	16	4	5	8	5	5	0	0	0	5	8	50%	31%
	7 Avenue	8 Avenue	North	26	8	16	7	0	11	0	0	0	0	16	62%	62%
			South	29	9	9	9	10	10	0	0	0	0	10	34%	31%
	8 Avenue	9 Avenue	North	12	5	5	3	4	8	0	1	2	0	8	67%	42%
			South	19	13	10	11	4	11	0	0	0	3	13	68%	53%
St Paul Street	Lee Road	1 Avenue	North	0	0	5	3	1	0	0	0	0	4	5	#DIV/0!	#DIV/0!
			South	29	9	13	23	6	0	9	26	10	1	26	90%	45%
	1 Avenue	2 Avenue	North	14	7	6	5	8	6	2	17	19	10	19	136%	43%
			South	2	0	0	0	0	1	0	3	2	2	3	150%	0%
	2 Avenue	3 Avenue	North	12	0	3	1	3	1	0	4	1	2	4	33%	25%
			South	13	0	2	4	2	5	0	1	0	0	5	38%	15%
	3 Avenue	4 Avenue	North	17	4	5	5	0	7	0	1	1	1	7	41%	29%
			South	12	2	3	1	0	0	0	0	0	0	3	25%	25%
	4 Avenue	5 Avenue	North	17	2	3	4	0	2	0	1	2	2	4	24%	18%
			South	18	9	9	8	0	3	0	3	1	0	9	50%	50%
	5 Avenue	6 Avenue	North	16	7	6	4	0	8	0	4	1	1	8	50%	38%
			South	16	10	12	7	0	5	0	2	2	3	12	75%	75%
	6 Avenue	7 Avenue	North	22	7	14	7	0	9	0	10	3	0	14	64%	64%
			South	22	17	14	14	0	8	0	15	9	11	17	77%	64%
	7 Avenue	8 Avenue	North	22	5	6	6	0	4	0	6	6	8	8	36%	27%
			South	22	10	12	10	0	9	0	13	13	7	13	59%	55%
	8 Avenue	9 Avenue	North	18	7	8	9	0	10	0	15	8	0	15	83%	44%
			South	18	11	9	11	0	8	0	7	7	0	11	61%	50%
Battle Street	Lee Road	1 Avenue	North	21	14	12	17	9	7	7	7	12	0	17	81%	57%
			South	21	8	5	10	3	3	4	2	13	0	13	62%	24%
	1 Avenue	2 Avenue	North	17	4	6	3	4	5	10	11	4	0	11	65%	35%
			South	18	8	10	9	11	9	6	10	10	0	11	61%	56%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	3	5	8	2	4	0	3	2	1	8	50%	31%
	3 Avenue	4 Avenue	North	19	2	2	3	0	0	0	2	1	0	3	16%	11%
			South	13	1	1	2	0	2	0	0	0	0	2	15%	8%
	4 Avenue	5 Avenue	North	19	6	7	8	0	6	0	8	5	8	8	42%	37%
			South	19	10	10	10	0	9	0	4	11	0	11	58%	53%
	5 Avenue	6 Avenue	North	14	2	6	4	0	5	0	10	0	5	10	71%	43%
			South	19	8	13	6	0	5	0	2	5	0	13	68%	68%
	6 Avenue	7 Avenue	North	22	5	4	3	0	6	0	15	0	7	15	68%	18%
			South	22	3	5	4	0	4	0	0	7	2	7	32%	23%
	7 Avenue	8 Avenue	North	22	10	13	9	0	11	0	20	4	5	20	91%	59%
			South	22	14	13	14	0	15	0	0	11	10	15	68%	59%
	8 Avenue	9 Avenue	North	19	4	4	4	0	6	0	13	0	0	13	68%	21%
			South	19	9	9	10	0	9	0	0	8	0	10	53%	47%
Nicola Street	Lee Road	1 Avenue	North	25	5	4	8	3	0	1	0	0	3	8	32%	16%
			South	22	4	3	8	3	0	9	0	0	3	9	41%	14%
	1 Avenue	2 Avenue	North	18	5	6	6	6	4	17	0	0	3	17	94%	33%
			South	18	6	6	6	6	5	10	0	0	4	10	56%	33%
	2 Avenue	3 Avenue	North	18	7	11	8	12	10	13	5	5	5	13	72%	61%
			South	18	5	9	9	8	4	12	6	4	8	12	67%	50%
	3 Avenue	4 Avenue	North	14	11	7	5	0	10	11	9	4	6	11	79%	50%
			South	12	10	8	8	0	8	23	8	5	7	23	192%	67%
	4 Avenue	5 Avenue	North	18	4	5	3	0	8	9	8	6	5	9	50%	28%
			South	17	8	10	12	0	9	10	9	5	7	12	71%	59%
	5 Avenue	6 Avenue	North	18	4	9	4	0	4	12	5	5	4	12	67%	50%
			South	18	4	4	4	0	5	0	10	7	5	10	56%	22%
	6 Avenue	7 Avenue	North	22	7	7	10	0	10	17	6	18	0	18	82%	32%
			South	22	6	7	9	0	6	0	11	0	0	11	50%	32%
	7 Avenue	8 Avenue	North	22	6	10	5	0	6	12	5	7	0	12	55%	45%
			South	22	5	3	5	0	1	0	10	4	0	10	45%	14%
	8 Avenue	9 Avenue	North	19	10	10	9	0	11	10	6	10	0	11	58%	53%
			South	19	4	7	8	0	2	0	5	0	0	8	42%	37%

Columbia Street	6 Avenue	7 Avenue	North	11	9	5	8	10	3	6	4	4	7	10	91%	45%
			South	13	7	5	7	8	8	7	7	8	7	8	62%	38%
	7 Avenue	8 Avenue	North	22	25	24	23	24	14	23	8	9	20	25	114%	109%
			South	22	21	19	15	17	18	1	8	8	8	21	95%	86%
	8 Avenue	9 Avenue	North	19	9	5	4	6	4	6	4	7	15	15	79%	26%
			South	19	7	6	9	6	7	3	2	0	12	12	63%	32%
Dominion Street	6 Avenue	7 Avenue	North	22	6	4	7	6	6	9	6	6	6	9	41%	18%
			South	22	10	7	8	9	7	10	13	13	8	13	59%	32%
	7 Avenue	8 Avenue	North	21	11	10	9	9	5	16	2	2	3	16	76%	48%
			South	21	16	16	15	16	8	0	11	11	10	16	76%	76%
	8 Avenue	9 Avenue	North	19	12	5	6	5	9	4	3	1	3	12	63%	26%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	10	8	9	8	6	7	4	6	9	10	43%	35%
			South	23	11	11	3	11	9	10	12	5	16	16	70%	48%
	7 Avenue	8 Avenue	North	21	14	11	6	9	9	7	10	15	6	15	71%	52%
			South	21	14	12	12	13	12	12	11	6	17	17	81%	57%
	8 Avenue	9 Avenue	North	19	6	14	6	10	10	3	1	6	2	14	74%	74%
			South	19	7	3	8	7	7	6	5	0	6	8	42%	16%
2 Avenue	Lansdowne Street	Victoria Street	East	7	3	5	3	0	6	0	0	0	0	6	86%	71%
			West	0	0	0	2	0	2	0	0	0	1	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	16	8	10	0	4	0	6	0	5	16	400%	200%
	Seymour Street	St Paul Street	East	7	2	4	2	0	8	0	2	1	0	8	114%	57%
			West	4	4	5	4	0	2	0	4	2	2	5	125%	125%
	Battle Street	Nicola Street	East	9	12	12	16	14	13	3	3	1	0	16	178%	133%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	6	7	6	6	4	0	0	0	0	7	78%	78%
			West	9	5	4	5	9	7	0	0	0	0	9	100%	44%
3 Avenue	Lansdowne Street	Victoria Street	East	8	13	14	10	4	12	0	0	0	5	14	175%	175%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	4	1	5	1	5	0	0	0	0	5	125%	25%
			West	6	4	4	14	4	11	0	0	0	3	14	233%	67%
	Seymour Street	St Paul Street	East	4	0	6	8	5	10	0	0	0	1	10	250%	150%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	6	4	7	5	0	0	0	0	7	175%	150%
			West	10	0	0	0	1	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	9	17	4	5	7	2	0	0	2	17	213%	213%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	3	1	1	1	0	0	0	2	3	75%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	4	5	8	0	6	0	0	6	3	8	114%	71%
			West	2	1	5	3	0	4	0	0	1	0	5	250%	250%
	Victoria Street	Seymour Street	East	4	2	4	8	0	5	0	0	5	3	8	200%	100%
			West	4	4	6	6	0	7	0	0	6	7	7	175%	150%
	Seymour Street	St Paul Street	East	8	6	6	9	0	4	0	0	14	11	14	175%	75%
			West	4	8	6	6	0	4	0	0	7	0	8	200%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	12	6	26	0	13	4	0	18	17	26	371%	86%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	2	6	0	7	3	0	10	5	10	250%	50%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	5	6	4	0	6	0	0	5	2	6	120%	120%
5 Avenue	Lansdowne Street	Victoria Street	East	6	2	1	1	0	4	0	0	2	3	4	67%	17%
			West	6	0	2	5	0	0	0	0	5	0	5	83%	33%
	Victoria Street	Seymour Street	East	4	3	7	7	0	14	0	0	1	0	14	350%	175%
			West	7	3	3	5	0	4	0	0	2	0	5	71%	43%
	Seymour Street	St Paul Street	East	8	4	11	9	0	11	0	0	0	0	11	138%	138%
			West	7	6	7	9	0	7	0	0	0	0	9	129%	100%
	St Paul Street	Battle Street	East	8	7	6	9	0	8	0	0	3	7	9	113%	75%
			West	4	7	3	4	0	5	0	0	4	6	7	175%	75%
	Battle Street	Nicola Street	East	10	9	12	4	0	5	0	0	0	1	12	120%	120%
			West	10	6	5	1	0	0	0	0	0	0	6	60%	50%
	Nicola Street	Columbia Street	East	10	1	5	3	0	4	0	0	2	1	5	50%	50%
			West	10	3	7	3	0	5	0	0	1	4	7	70%	70%
6 Avenue	Lansdowne Street	Victoria Street	East	0	3	1	1	0	1	0	0	2	0	3	#DIV/0!	#DIV/0!
			West	6	4	3	5	0	5	0	0	2	0	5	83%	50%
	Victoria Street	Seymour Street	East	0	0	1	1	0	1	0	0	0	2	2	#DIV/0!	#DIV/0!
			West	7	4	5	3	0	6	0	0	3	1	6	86%	71%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	3	2	2	0	2	0	0	2	0	3	38%	25%
	St Paul Street	Battle Street	East	8	6	4	5	0	2	0	3	6	2	6	75%	50%
			West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	4	4	1	0	2	0	1	1	4	4	44%	44%
			West	9	3	2	2	0	4	0	0	3	3	4	44%	22%
	Nicola Street	Columbia Street	East	7	0	0	2	0	1	0	0	0	2	2	29%	0%
			West	4	0	2	2	0	0	0	1	0	0	2	50%	50%
7 Avenue	Victoria Street	Seymour Street	East	8	2	5	10	0	2	0	0	1	0	10	125%	63%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	3	3	8	0	6	0	0	2	2	8	89%	33%
			West	9	2	3	4	0	7	0	0	0	1	7	78%	33%
	St Paul Street	Battle Street	East	8	6	4	3	0	4	0	0	2	3	6	75%	50%
			West	7	6	10	12	0	10	0	0	2	5	12	171%	143%
	Battle Street	Nicola Street	East	10	5	5	5	0	4	0	0	2	0	5	50%	50%
			West	10	9	5	8	0	6	0	0	3	5	9	90%	50%
	Nicola Street	Columbia Street	East	10	7	3	3	0	1	0	0	6	12	12	120%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	2	2	0	0	1	0	0	0	0	2	22%	22%
			West	5	0	0	1	0	0	0	0	0	0	1	20%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	8	11	5	10	3	0	0	0	2	11	110%	110%
8 Avenue	Victoria Street	Seymour Street	East	4	0	3	2	0	0	0	2	4	0	4	100%	75%
			West	7	3	3	2	0	1	0	0	1	1	3	43%	43%
	Seymour Street	St Paul Street	East	13	0	1	1	0	4	0	0	3	0	4	31%	8%
			West	10	1	2	6	0	6	0	0	0	1	6	60%	20%
	St Paul Street	Battle Street	East	10	8	9	8	0	7	0	0	3	3	9	90%	90%
			West	10	8	7	11	0	4	0	0	5	4	11	110%	70%
	Battle Street	Nicola Street	East	10	7	5	4	0	5	0	0	3	2	7	70%	50%
			West	10	3	1	1	0	4	0	0	5	3	5	50%	10%
	Nicola Street	Columbia Street	East	10	4	3	4	0	2	0	0	2	1	4	40%	30%
			West	10	0	0	4	0	3	0	0	4	0	4	40%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	2	3	1	1	0	0	0	0	3	30%	20%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	11	6	2	3	8	0	0	0	0	11	110%	60%

9 Avenue	Seymour Street	St Paul Street	East	7	2	4	3	0	4	0	0	0	3	4	57%	57%
			West	8	3	3	3	0	2	0	0	0	1	3	38%	38%
	St Paul Street	Battle Street	East	6	7	7	5	0	8	0	0	1	3	8	133%	117%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	1	0	0	0	0	0	0	7	7	70%	10%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	6	6	5	0	4	4	0	3	5	6	60%	60%
			West	10	1	3	2	0	3	0	2	1	3	3	30%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	5	1	2	1	2	0	0	0	0	5	63%	13%
	Dominion Street	Pine Street	East	6	12	2	2	3	2	2	1	1	1	12	200%	33%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	1089	1178	1160	443	1088	352	598	607	603			
			UTILIZATION	-	43%	47%	46%	18%	43%	14%	24%	24%	24%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-2pm	2-330pm	330-4	4-5pm	5-6pm	6-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	3	1	0	3	0	0	0	0	3	75%	75%
			South	9	18	15	14	5	18	0	0	0	2	18	200%	167%
	3 Avenue	4 Avenue	North	7	2	0	0	0	1	0	0	0	0	2	29%	0%
			South	6	2	7	1	0	1	0	0	0	0	7	117%	117%
	4 Avenue	5 Avenue	North	0	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	16	8	11	4	0	10	0	0	7	0	11	69%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	6	7	4	0	3	0	0	0	0	7	35%	35%
	6 Avenue	Victoria Street	North	0	0	0	2	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	1	2	2	0	4	0	0	0	0	4	80%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	8	7	13	6	12	0	5	7	10	13	130%	70%
			South	15	6	18	13	9	10	0	7	2	9	18	120%	120%
	2 Avenue	3 Avenue	North	13	8	20	13	5	16	0	12	2	26	26	200%	154%
			South	13	13	9	24	9	20	0	16	3	2	24	185%	69%
	3 Avenue	4 Avenue	North	15	8	19	7	5	11	0	12	5	11	19	127%	127%
			South	15	13	9	16	3	17	0	9	2	8	17	113%	60%
	4 Avenue	5 Avenue	North	14	11	17	3	6	11	0	12	12	8	17	121%	121%
			South	10	12	3	11	4	17	0	8	3	6	17	170%	30%
	5 Avenue	6 Avenue	North	8	3	7	5	5	7	0	4	1	3	7	88%	88%
			South	18	2	4	5	1	4	0	1	3	5	5	28%	22%
	6 Avenue	7 Avenue	North	17	5	4	1	3	6	0	7	2	5	7	41%	24%
			South	23	17	18	12	3	11	0	10	10	0	18	78%	78%
	7 Avenue	8 Avenue	North	17	2	0	0	0	5	0	2	0	1	5	29%	0%
			South	13	4	3	1	0	4	0	0	0	0	4	31%	23%
Seymour Street	1 Avenue	2 Avenue	North	10	3	3	4	6	8	0	2	0	6	8	80%	30%
			South	10	3	3	2	2	4	0	0	1	3	4	40%	30%
	2 Avenue	3 Avenue	North	4	2	1	7	0	0	0	3	2	3	7	175%	25%
			South	5	1	0	1	1	3	0	2	3	1	3	60%	0%
	3 Avenue	4 Avenue	North	14	4	13	6	0	11	0	6	3	0	13	93%	93%
			South	15	2	3	3	2	7	0	0	0	0	7	47%	20%
	4 Avenue	5 Avenue	North	12	2	5	2	0	3	0	0	1	4	5	42%	42%
			South	9	1	3	3	5	2	0	3	0	0	5	56%	33%
	5 Avenue	6 Avenue	North	11	2	3	5	1	4	0	1	1	0	5	45%	27%
			South	13	1	3	2	2	1	0	1	0	3	3	23%	23%
St Paul Street	1 Avenue	2 Avenue	North	14	7	6	5	8	6	2	17	19	10	19	136%	43%
			South	2	0	0	0	0	1	0	3	2	2	3	150%	0%
	2 Avenue	3 Avenue	North	12	0	3	1	3	1	0	4	1	2	4	33%	25%
			South	13	0	2	4	2	5	0	1	0	0	5	38%	15%
	3 Avenue	4 Avenue	North	17	4	5	5	0	7	0	1	1	1	7	41%	29%
			South	12	2	3	1	0	0	0	0	0	0	3	25%	25%
	4 Avenue	5 Avenue	North	17	2	3	4	0	2	0	1	2	2	4	24%	18%
			South	18	9	9	8	0	3	0	3	1	0	9	50%	50%
	5 Avenue	6 Avenue	North	16	7	6	4	0	8	0	4	1	1	8	50%	38%
			South	16	10	12	7	0	5	0	2	2	3	12	75%	75%
Battle Street	3 Avenue	4 Avenue	North	19	2	2	3	0	0	0	2	1	0	3	16%	11%
			South	13	1	1	2	0	2	0	0	0	0	2	15%	8%
2 Avenue	Lansdowne Street	Victoria Street	East	7	3	5	3	0	6	0	0	0	0	6	86%	71%
			West	0	0	0	2	0	2	0	0	0	1	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	16	8	10	0	4	0	6	0	5	16	400%	200%
	Seymour Street	St Paul Street	East	7	2	4	2	0	8	0	2	1	0	8	114%	57%
			West	4	4	5	4	0	2	0	4	2	2	5	125%	125%
3 Avenue	Lansdowne Street	Victoria Street	East	8	13	14	10	4	12	0	0	0	5	14	175%	175%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	4	1	5	1	5	0	0	0	0	5	125%	25%
			West	6	4	4	14	4	11	0	0	0	3	14	233%	67%
	Seymour Street	St Paul Street	East	4	0	6	8	5	10	0	0	0	1	10	250%	150%
			West	6	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	6	4	7	5	0	0	0	0	7	175%	150%
			West	10	0	0	0	1	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	9	17	4	5	7	2	0	0	2	17	213%	213%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	3	1	1	1	0	0	0	2	3	75%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	4	5	8	0	6	0	0	6	3	8	114%	71%
			West	2	1	5	3	0	4	0	0	1	0	5	250%	250%
	Victoria Street	Seymour Street	East	4	2	4	8	0	5	0	0	5	3	8	200%	100%
			West	4	4	6	6	0	7	0	0	6	7	7	175%	150%
	Seymour Street	St Paul Street	East	8	6	6	9	0	4	0	0	14	11	14	175%	75%
			West	4	8	6	6	0	4	0	0	7	0	8	200%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	12	6	26	0	13	4	0	18	17	26	371%	86%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	2	6	0	7	3	0	10	5	10	250%	50%
5 Avenue	Lansdowne Street	Victoria Street	East	6	2	1	1	0	4	0	0	2	3	4	67%	17%
			West	6	0	2	5	0	0	0	0	5	0	5	83%	33%
	Victoria Street	Seymour Street	East	4	3	7	7	0	14	0	0	1	0	14	350%	175%
			West	7	3	3	5	0	4	0	0	2	0	5	71%	43%
	Seymour Street	St Paul Street	East	8	4	11	9	0	11	0	0	0	0	11	138%	138%
			West	7	6	7	9	0	7	0	0	0	0	9	129%	100%
	St Paul Street	Battle Street	East	8	7	6	9	0	8	0	0	3	7	9	113%	75%
			West	4	7	3	4	0	5	0	0	4	6	7	175%	75%
6 Avenue	Lansdowne Street	Victoria Street	East	0	3	1	1	0	1	0	0	2	0	3	#DIV/0!	#DIV/0!
			West	6	4	3	5	0	5	0	0	2	0	5	83%	50%
	Victoria Street	Seymour Street	East	0	0	1	1	0	1	0	0	0	2	2	#DIV/0!	#DIV/0!
			West	7	4	5	3	0	6	0	0	3	1	6	86%	71%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	3	2	2	0	2	0	0	2	0	3	38%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	2	5	10	0	2	0	0	1	0	10	125%	63%

			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	363	442	441	124	468	11	173	197	223				
			UTILIZATION	-	47%	57%	57%	16%	60%	1%	22%	25%	29%				

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-2pm	2-330pm	330-4	4-5pm	5-6pm	6-730pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	5	3	1	0	0	0	0	4	5	#DIV/0!	#DIV/0!
			South	29	9	13	23	6	0	9	26	10	1	26	90%	45%
Battle Street	Lee Road	1 Avenue	North	21	14	12	17	9	7	7	7	12	0	17	81%	57%
			South	21	8	5	10	3	3	4	2	13	0	13	62%	24%
	1 Avenue	2 Avenue	North	17	4	6	3	4	5	10	11	4	0	11	65%	35%
			South	18	8	10	9	11	9	6	10	10	0	11	61%	56%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	3	5	8	2	4	0	3	2	1	8	50%	31%
	4 Avenue	5 Avenue	North	19	6	7	8	0	6	0	8	5	8	8	42%	37%
			South	19	10	10	10	0	9	0	4	11	0	11	58%	53%
	5 Avenue	6 Avenue	North	14	2	6	4	0	5	0	10	0	5	10	71%	43%
			South	19	8	13	6	0	5	0	2	5	0	13	68%	68%
Nicola Street	Lee Road	1 Avenue	North	25	5	4	8	3	0	1	0	0	3	8	32%	16%
			South	22	4	3	8	3	0	9	0	0	3	9	41%	14%
	1 Avenue	2 Avenue	North	18	5	6	6	6	4	17	0	0	3	17	94%	33%
			South	18	6	6	6	6	5	10	0	0	4	10	56%	33%
	2 Avenue	3 Avenue	North	18	7	11	8	12	10	13	5	5	5	13	72%	61%
			South	18	5	9	9	8	4	12	6	4	8	12	67%	50%
	3 Avenue	4 Avenue	North	14	11	7	5	0	10	11	9	4	6	11	79%	50%
			South	12	10	8	8	0	8	23	8	5	7	23	192%	67%
	4 Avenue	5 Avenue	North	18	4	5	3	0	8	9	8	6	5	9	50%	28%
			South	17	8	10	12	0	9	10	9	5	7	12	71%	59%
	5 Avenue	6 Avenue	North	18	4	9	4	0	4	12	5	5	4	12	67%	50%
			South	18	4	4	4	0	5	0	10	7	5	10	56%	22%
2 Avenue	Battle Street	Nicola Street	East	9	12	12	16	14	13	3	3	1	0	16	178%	133%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	6	7	6	6	4	0	0	0	0	7	78%	78%
			West	9	5	4	5	9	7	0	0	0	0	9	100%	44%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	5	6	4	0	6	0	0	5	2	6	120%	120%
5 Avenue	Battle Street	Nicola Street	East	10	9	12	4	0	5	0	0	0	1	12	120%	120%
			West	10	6	5	1	0	0	0	0	0	0	6	60%	50%
	Nicola Street	Columbia Street	East	10	1	5	3	0	4	0	0	2	1	5	50%	50%
			West	10	3	7	3	0	5	0	0	1	4	7	70%	70%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	3	2	2	0	4	0	0	3	3	4	44%	22%
	Nicola Street	Columbia Street	West	4	0	2	2	0	0	0	1	0	0	2	50%	50%
			TOTAL	517	195	236	228	103	168	166	147	125	90			
			UTILIZATION	-	38%	46%	44%	20%	32%	32%	28%	24%	17%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-10am	10-1130am	1130-1pm	1-2pm	2-330pm	330-4	4-5pm	5-6pm	6-730pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	3	0	1	0	0	0	0	3	#DIV/0!	#DIV/0!
			South	9	2	3	4	0	1	0	0	0	0	4	44%	33%
Seymour Street	6 Avenue	7 Avenue	North	25	11	9	17	1	11	0	0	1	1	17	68%	36%
			South	16	4	5	8	5	5	0	0	0	5	8	50%	31%
	7 Avenue	8 Avenue	North	26	8	16	7	0	11	0	0	0	0	16	62%	62%
			South	29	9	9	9	10	10	0	0	0	0	10	34%	31%
	8 Avenue	9 Avenue	North	12	5	5	3	4	8	0	1	2	0	8	67%	42%
			South	19	13	10	11	4	11	0	0	0	3	13	68%	53%
St Paul Street	6 Avenue	7 Avenue	North	22	7	14	7	0	9	0	10	3	0	14	64%	64%
			South	22	17	14	14	0	8	0	15	9	11	17	77%	64%
	7 Avenue	8 Avenue	North	22	5	6	6	0	4	0	6	6	8	8	36%	27%
			South	22	10	12	10	0	9	0	13	13	7	13	59%	55%
	8 Avenue	9 Avenue	North	18	7	8	9	0	10	0	15	8	0	15	83%	44%
			South	18	11	9	11	0	8	0	7	7	0	11	61%	50%
Battle Street	6 Avenue	7 Avenue	North	22	5	4	3	0	6	0	15	0	7	15	68%	18%
			South	22	3	5	4	0	4	0	0	7	2	7	32%	23%
	7 Avenue	8 Avenue	North	22	10	13	9	0	11	0	20	4	5	20	91%	59%
			South	22	14	13	14	0	15	0	0	11	10	15	68%	59%
	8 Avenue	9 Avenue	North	19	4	4	4	0	6	0	13	0	0	13	68%	21%
			South	19	9	9	10	0	9	0	0	8	0	10	53%	47%
Nicola Street	6 Avenue	7 Avenue	North	22	7	7	10	0	10	17	6	18	0	18	82%	32%
			South	22	6	7	9	0	6	0	11	0	0	11	50%	32%
	7 Avenue	8 Avenue	North	22	6	10	5	0	6	12	5	7	0	12	55%	45%
			South	22	5	3	5	0	1	0	10	4	0	10	45%	14%
	8 Avenue	9 Avenue	North	19	10	10	9	0	11	10	6	10	0	11	58%	53%
			South	19	4	7	8	0	2	0	5	0	0	8	42%	37%
Columbia Street	6 Avenue	7 Avenue	North	11	9	5	8	10	3	6	4	4	7	10	91%	45%
			South	13	7	5	7	8	8	7	7	8	7	8	62%	38%
	7 Avenue	8 Avenue	North	22	25	24	23	24	14	23	8	9	20	25	114%	109%
			South	22	21	19	15	17	18	1	8	8	8	21	95%	86%
	8 Avenue	9 Avenue	North	19	9	5	4	6	4	6	4	7	15	15	79%	26%
			South	19	7	6	9	6	7	3	2	0	12	12	63%	32%
Dominion Street	6 Avenue	7 Avenue	North	22	6	4	7	6	6	9	6	6	6	9	41%	18%
			South	22	10	7	8	9	7	10	13	13	8	13	59%	32%
	7 Avenue	8 Avenue	North	21	11	10	9	9	5	16	2	2	3	16	76%	48%
			South	21	16	16	15	16	8	0	11	11	10	16	76%	76%
	8 Avenue	9 Avenue	North	19	12	5	6	5	9	4	3	1	3	12	63%	26%
			South	19	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	10	8	9	8	6	7	4	6	9	10	43%	35%
			South	23	11	11	3	11	9	10	12	5	16	16	70%	48%
	7 Avenue	8 Avenue	North	21	14	11	6	9	9	7	10	15	6	15	71%	52%
			South	21	14	12	12	13	12	12	11	6	17	17	81%	57%
	8 Avenue	9 Avenue	North	19	6	14	6	10	10	3	1	6	2	14	74%	74%
			South	19	7	3	8	7	7	6	5	0	6	8	42%	16%
6 Avenue	St Paul Street	Battle Street	East	8	6	4	5	0	2	0	3	6	2	6	75%	50%
	Battle Street	Nicola Street	East	9	4	4	1	0	2	0	1	1	4	4	44%	44%
	Nicola Street	Columbia Street	East	7	0	0	2	0	1	0	0	0	2	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	3	3	8	0	6	0	0	2	2	8	89%	33%
			West	9	2	3	4	0	7	0	0	0	1	7	78%	33%
	St Paul Street	Battle Street	East	8	6	4	3	0	4	0	0	2	3	6	75%	50%
			West	7	6	10	12	0	10	0	0	2	5	12	171%	143%
	Battle Street	Nicola Street	East	10	5	5	5	0	4	0	0	2	0	5	50%	50%
			West	10	9	5	8	0	6	0	0	3	5	9	90%	50%
	Nicola Street	Columbia Street	East	10	7	3	3	0	1	0	0	6	12	12	120%	30%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	2	2	0	0	1	0	0	0	0	2	22%	22%
			West	5	0	0	1	0	0	0	0	0	0	1	20%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	8	11	5	10	3	0	0	0	2	11	110%	110%

8 Avenue	Victoria Street	Seymour Street	East	4	0	3	2	0	0	0	2	4	0	4	100%	75%
			West	7	3	3	2	0	1	0	0	1	1	3	43%	43%
	Seymour Street	St Paul Street	East	13	0	1	1	0	4	0	0	3	0	4	31%	8%
			West	10	1	2	6	0	6	0	0	0	1	6	60%	20%
	St Paul Street	Battle Street	East	10	8	9	8	0	7	0	0	3	3	9	90%	90%
			West	10	8	7	11	0	4	0	0	5	4	11	110%	70%
	Battle Street	Nicola Street	East	10	7	5	4	0	5	0	0	3	2	7	70%	50%
			West	10	3	1	1	0	4	0	0	5	3	5	50%	10%
	Nicola Street	Columbia Street	East	10	4	3	4	0	2	0	0	2	1	4	40%	30%
			West	10	0	0	4	0	3	0	0	4	0	4	40%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	2	3	1	1	0	0	0	0	3	30%	20%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	11	6	2	3	8	0	0	0	0	11	110%	60%
9 Avenue	Seymour Street	St Paul Street	East	7	2	4	3	0	4	0	0	0	3	4	57%	57%
			West	8	3	3	3	0	2	0	0	0	1	3	38%	38%
	St Paul Street	Battle Street	East	6	7	7	5	0	8	0	0	1	3	8	133%	117%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	2	1	0	0	0	0	0	0	7	7	70%	10%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	6	6	5	0	4	4	0	3	5	6	60%	60%
			West	10	1	3	2	0	3	0	2	1	3	3	30%	30%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	5	1	2	1	2	0	0	0	0	5	63%	13%
	Dominion Street	Pine Street	East	6	12	2	2	3	2	2	1	1	1	12	200%	33%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	531	500	491	216	452	175	278	285	290			
			UTILIZATION	-	43%	41%	40%	18%	37%	14%	23%	23%	24%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 5/8/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-930am	930-1030am	1030-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	2	4	1	1	2	1	0	5	0	5	125%	#REF!
			South	9	1	8	11	9	4	1	0	4	0	11	122%	#REF!
	3 Avenue	4 Avenue	North	7	2	0	0	2	0	1	0	4	1	4	57%	#REF!
			South	6	0	0	2	3	0	0	0	2	1	3	50%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	1	0	0	0	1	0	0	1	#DIV/0!	#REF!
			South	16	11	3	7	9	0	0	0	0	5	11	69%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	5	5	6	5	0	0	1	1	0	6	30%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	5	3	1	3	4	0	0	0	0	0	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	1	9	17	8	0	34	0	0	0	34	340%	#REF!
			South	15	10	19	10	19	0	1	0	0	0	19	127%	#REF!
	2 Avenue	3 Avenue	North	13	11	19	15	16	2	20	0	8	3	20	154%	#REF!
			South	13	11	21	23	26	0	0	0	7	7	26	200%	#REF!
	3 Avenue	4 Avenue	North	15	15	17	15	16	0	16	0	0	5	17	113%	#REF!
			South	15	21	19	21	26	0	0	0	0	10	26	173%	#REF!
	4 Avenue	5 Avenue	North	14	15	20	22	18	0	15	6	0	12	22	157%	#REF!
			South	10	6	13	13	12	0	0	5	0	7	13	130%	#REF!
	5 Avenue	6 Avenue	North	8	0	1	4	5	0	1	2	0	2	5	63%	#REF!
			South	18	5	7	9	16	0	3	4	0	2	16	89%	#REF!
	6 Avenue	7 Avenue	North	17	0	6	8	14	0	8	2	0	10	14	82%	#REF!
			South	23	2	10	9	21	0	14	11	0	0	21	91%	#REF!
	7 Avenue	8 Avenue	North	17	4	6	4	7	0	7	1	0	0	7	41%	#REF!
			South	13	0	0	2	1	0	1	2	0	0	2	15%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	1	2	0	0	0	0	0	2	#DIV/0!	#REF!
			South	9	0	3	4	4	0	0	3	0	0	4	44%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	3	11	9	8	1	0	0	0	0	11	110%	#REF!
			South	10	3	7	5	6	2	0	0	0	0	7	70%	#REF!
	2 Avenue	3 Avenue	North	4	2	7	7	3	1	0	0	0	1	7	175%	#REF!
			South	5	2	5	4	5	3	0	0	0	0	5	100%	#REF!
	3 Avenue	4 Avenue	North	14	3	15	10	6	0	3	0	0	4	15	107%	#REF!
			South	15	2	10	6	10	5	2	3	0	1	10	67%	#REF!
	4 Avenue	5 Avenue	North	12	3	4	7	3	0	0	3	0	2	7	58%	#REF!
			South	9	0	2	3	4	4	0	1	0	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	3	1	2	4	0	0	1	0	0	4	36%	#REF!
			South	13	1	3	2	4	4	0	1	0	3	4	31%	#REF!
	6 Avenue	7 Avenue	North	25	6	5	5	5	0	0	0	0	2	6	24%	#REF!
			South	16	9	4	2	1	5	0	2	0	2	9	56%	#REF!
	7 Avenue	8 Avenue	North	26	2	4	4	4	0	0	1	0	0	4	15%	#REF!
			South	29	2	3	3	4	2	0	0	0	0	4	14%	#REF!
	8 Avenue	9 Avenue	North	12	0	1	2	3	0	0	1	1	0	3	25%	#REF!
			South	19	1	3	4	5	6	0	5	4	0	6	32%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	1	0	0	1	1	1	#DIV/0!	#REF!
			South	29	6	9	11	10	6	22	0	7	7	22	76%	#REF!
	1 Avenue	2 Avenue	North	14	9	23	19	7	4	7	0	6	6	23	164%	#REF!
			South	2	9	5	2	1	1	10	0	0	0	10	500%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	1	0	1	5	0	3	2	5	42%	#REF!
			South	13	0	0	0	0	0	3	0	2	0	3	23%	#REF!
	3 Avenue	4 Avenue	North	17	0	0	11	7	0	3	1	0	0	11	65%	#REF!
			South	12	14	0	8	5	0	0	2	0	1	14	117%	#REF!
	4 Avenue	5 Avenue	North	17	0	0	5	2	0	3	1	0	0	5	29%	#REF!
			South	18	10	0	6	2	0	2	2	0	8	10	56%	#REF!
	5 Avenue	6 Avenue	North	16	0	0	2	1	0	1	1	0	1	2	13%	#REF!
			South	16	2	0	2	1	0	0	0	0	0	2	13%	#REF!
	6 Avenue	7 Avenue	North	22	0	0	9	7	0	4	7	0	7	9	41%	#REF!
			South	22	19	0	10	9	0	10	10	0	11	19	86%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	12	12	0	6	10	9	9	12	55%	#REF!
			South	22	27	0	11	11	0	18	11	10	11	27	123%	#REF!
	8 Avenue	9 Avenue	North	18	10	0	10	10	0	12	9	8	7	12	67%	#REF!
			South	18	7	0	7	10	0	7	5	4	7	10	56%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	24	21	19	18	16	10	4	11	8	24	114%	#REF!
			South	21	22	18	14	15	11	4	7	9	7	22	105%	#REF!
	1 Avenue	2 Avenue	North	17	12	31	10	17	6	6	2	6	6	31	182%	#REF!
			South	18	12	22	15	30	8	10	0	10	10	30	167%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	19	34	14	14	5	6	0	2	3	34	213%	#REF!
	3 Avenue	4 Avenue	North	19	1	0	10	5	0	4	0	2	0	10	53%	#REF!
			South	13	5	0	9	4	0	1	0	1	0	9	69%	#REF!
	4 Avenue	5 Avenue	North	19	8	0	9	10	0	11	3	0	1	11	58%	#REF!
			South	19	11	0	11	11	0	7	4	2	1	11	58%	#REF!
	5 Avenue	6 Avenue	North	14	1	0	1	2	0	2	0	0	0	2	14%	#REF!
			South	19	2	0	3	2	0	4	0	2	1	4	21%	#REF!
	6 Avenue	7 Avenue	North	22	7	0	9	8	0	5	10	3	24	24	109%	#REF!
			South	22	12	0	13	9	0	14	5	13	7	14	64%	#REF!
	7 Avenue	8 Avenue	North	22	9	0	7	9	0	7	13	8	22	22	100%	#REF!
			South	22	14	0	13	14	0	12	2	13	8	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	7	0	5	7	0	4	0	2	16	16	84%	#REF!
			South	19	11	0	10	7	0	8	0	8	4	11	58%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	11	8	9	7	12	0	3	5	2	12	48%	#REF!
			South	22	5	4	4	4	8	0	2	4	2	8	36%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	0	12	11	16	19	8	0	19	106%	#REF!
			South	18	7	6	0	6	5	3	11	4	0	11	61%	#REF!
	2 Avenue	3 Avenue	North	18	6	9	0	11	10	8	14	5	0	14	78%	#REF!
			South	18	5	8	0	6	11	9	12	7	0	12	67%	#REF!
	3 Avenue	4 Avenue	North	14	4	9	10	8	0	5	12	3	0	12	86%	#REF!
			South	12	4	7	6	4	0	5	11	4	0	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	5	5	9	6	0	3	8	9	0	9	50%	#REF!
			South	17	2	4	5	2	0	3	7	6	0	7	41%	#REF!
	5 Avenue	6 Avenue	North	18	8	15	8	17	0	13	23	10	11	23	128%	#REF!
			South	18	14	8	7	8	0	12	21	11	6	21	117%	#REF!
	6 Avenue	7 Avenue	North	22	9	18	10	8	0	7	8	14	0	18	82%	#REF!
			South	22	11	2	5	8	0	10	10	17	0	17	77%	#REF!
	7 Avenue	8 Avenue	North	22	10	13	18	11	9	9	14	15	17	18	82%	#REF!
			South	22	8	5	0	7	7	9	7	9	5	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	10	11	10	11	9	8	23	24	0	24	126%	#REF!
			South	19	10	8	10	8	5	7	10	14	0	14	74%	#REF!

Columbia Street	6 Avenue	7 Avenue	North	11	4	8	7	9	10	1	0	0	0	10	91%	#REF!
			South	13	6	7	8	14	7	8	0	0	0	14	108%	#REF!
	7 Avenue	8 Avenue	North	22	4	10	14	9	9	4	0	0	0	14	64%	#REF!
			South	22	19	22	15	13	13	7	0	0	0	22	100%	#REF!
	8 Avenue	9 Avenue	North	19	6	9	5	12	6	7	0	0	0	12	63%	#REF!
			South	19	9	7	4	9	3	4	0	0	0	9	47%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	7	6	6	9	7	8	0	9	41%	#REF!
			South	22	11	8	7	8	9	4	3	4	0	11	50%	#REF!
	7 Avenue	8 Avenue	North	21	10	9	9	8	11	11	9	8	0	11	52%	#REF!
			South	21	10	9	8	7	9	9	10	9	0	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	8	9	9	10	10	9	4	7	0	10	53%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	9	6	8	10	7	8	8	6	0	10	43%	#REF!
			South	23	12	12	7	7	8	6	8	9	0	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	11	12	11	10	9	8	17	12	0	17	81%	#REF!
			South	21	10	10	10	9	11	10	6	10	0	11	52%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	1	2	1	0	9	0	0	9	47%	#REF!
			South	19	9	10	7	11	8	5	3	15	0	15	79%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	7	6	10	0	2	0	4	0	10	143%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	1	11	14	19	0	12	0	8	6	19	475%	#REF!
	Seymour Street	St Paul Street	East	7	13	12	10	5	0	5	0	4	0	13	186%	#REF!
			West	4	3	10	4	3	0	0	0	0	0	10	250%	#REF!
	Battle Street	Nicola Street	East	9	13	18	25	22	13	0	0	0	0	25	278%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	3	4	1	4	4	0	0	0	0	4	44%	#REF!
			West	9	2	2	4	2	4	0	0	0	0	4	44%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	2	14	12	14	7	0	0	0	0	14	175%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	3	4	9	6	3	0	0	0	0	9	225%	#REF!
			West	6	5	9	12	10	6	0	0	5	0	12	200%	#REF!
	Seymour Street	St Paul Street	East	4	12	13	17	14	7	4	2	1	0	17	425%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	9	19	10	10	6	0	0	0	0	19	475%	#REF!
			West	10	3	0	1	0	0	0	1	0	0	3	30%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	13	27	23	15	6	0	0	0	0	27	338%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	1	0	2	2	0	0	0	0	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	4	11	5	6	0	5	0	4	0	11	157%	#REF!
			West	2	0	5	9	6	0	1	0	3	0	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	1	7	4	3	0	3	0	4	0	7	175%	#REF!
			West	4	4	12	11	11	0	5	0	1	0	12	300%	#REF!
	Seymour Street	St Paul Street	East	8	5	13	15	12	0	0	4	1	0	15	188%	#REF!
			West	4	2	4	4	2	0	0	1	2	0	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	15	30	24	22	0	0	4	3	0	30	429%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	8	4	7	6	0	0	0	4	0	8	200%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	3	9	4	0	0	0	0	0	0	9	180%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	3	0	0	17	1	2	17	283%	#REF!
			West	6	0	4	5	4	0	0	5	1	3	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	1	12	13	6	0	0	9	3	1	13	325%	#REF!
			West	7	1	3	4	6	0	0	7	0	4	7	100%	#REF!
	Seymour Street	St Paul Street	East	8	0	2	0	1	0	0	2	0	0	2	25%	#REF!
			West	7	0	2	3	0	0	0	0	0	1	3	43%	#REF!
	St Paul Street	Battle Street	East	8	3	1	2	2	0	0	2	2	2	3	38%	#REF!
			West	4	0	1	1	2	0	0	0	0	2	2	50%	#REF!
	Battle Street	Nicola Street	East	10	4	1	6	5	0	0	0	0	0	6	60%	#REF!
			West	10	2	2	2	6	0	0	0	0	0	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	2	0	0	0	0	0	0	0	2	20%	#REF!
			West	10	0	1	0	0	0	0	0	0	0	1	10%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	1	2	0	0	5	1	0	5	#DIV/0!	#REF!
			West	6	4	4	2	3	0	0	0	2	0	4	67%	#REF!
	Victoria Street	Seymour Street	East	0	0	1	3	1	0	0	1	0	0	3	#DIV/0!	#REF!
			West	7	1	3	3	8	0	0	1	0	3	8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	1	1	1	0	3	2	4	0	4	50%	#REF!
	St Paul Street	Battle Street	East	8	0	1	1	3	0	1	2	1	3	3	38%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	5	4	6	5	0	3	2	3	1	6	67%	#REF!
			West	9	1	0	1	1	0	1	0	0	2	2	22%	#REF!
	Nicola Street	Columbia Street	East	7	0	1	2	0	0	0	0	0	0	2	29%	#REF!
			West	4	0	1	0	0	0	0	0	0	0	1	25%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	3	2	0	0	0	3	3	38%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	9	0	1	1	1	2	0	0	0	3	3	33%	#REF!
			West	9	0	5	1	2	6	0	0	0	1	6	67%	#REF!
	St Paul Street	Battle Street	East	8	0	6	3	4	1	0	0	2	2	6	75%	#REF!
			West	7	0	6	6	8	4	0	0	5	2	8	114%	#REF!
	Battle Street	Nicola Street	East	10	0	2	2	1	1	0	0	2	2	2	20%	#REF!
			West	10	0	1	1	3	0	0	0	2	1	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	7	6	6	0	0	0	0	0	7	70%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	1	0	0	0	0	0	1	11%	#REF!
			West	5	0	0	1	1	0	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	5	10	5	3	4	0	0	0	0	10	100%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	2	0	1	2	0	0	0	0	0	2	50%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	3	3	1	2	2	0	0	1	0	3	23%	#REF!
			West	10	2	3	3	3	4	0	0	1	1	4	40%	#REF!
	St Paul Street	Battle Street	East	10	9	11	10	10	7	0	0	4	3	11	110%	#REF!
			West	10	4	7	4	3	4	0	0	2	1	7	70%	#REF!
	Battle Street	Nicola Street	East	10	6	5	7	5	5	0	4	3	3	7	70%	#REF!
			West	10	6	7	8	6	5	0	1	0	4	8	80%	#REF!
	Nicola Street	Columbia Street	East	10	4	5	4	8	5	0	0	0	0	8	80%	#REF!
			West	10	5	5	3	4	4	0	0	0	0	5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	2	2	2	2	3	0	0	0	0	3	30%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	1	0	0	0	0	0	0	1	10%	#REF!

9 Avenue	Seymour Street	St Paul Street	East	7	1	3	3	3	3	0	2	0	2	3	43%	#REF!
			West	8	2	3	3	2	1	0	4	1	0	4	50%	#REF!
	St Paul Street	Battle Street	East	6	6	4	4	5	3	3	3	0	0	6	100%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	6	5	6	6	5	0	4	8	0	8	80%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	4	3	4	5	5	3	3	5	0	5	50%	#REF!
			West	10	2	2	1	3	3	2	2	4	0	4	40%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	3	0	5	3	0	0	5	8	0	8	100%	#REF!
	Dominion Street	Pine Street	East	6	2	1	2	1	1	1	0	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	966	1144	1216	1263	460	647	559	546	377			
			UTILIZATION	-	38%	45%	48%	50%	18%	26%	22%	22%	15%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-930am	930-1030am	1030-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	2	4	1	1	2	1	0	5	0	5	125%	#REF!
			South	9	1	8	11	9	4	1	0	4	0	11	122%	#REF!
	3 Avenue	4 Avenue	North	7	2	0	0	2	0	1	0	4	1	4	57%	#REF!
			South	6	0	0	2	3	0	0	0	2	1	3	50%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	1	0	0	0	1	0	0	1	#DIV/0!	#REF!
			South	16	11	3	7	9	0	0	0	0	5	11	69%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	5	5	6	5	0	0	1	1	0	6	30%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	5	3	1	3	4	0	0	0	0	0	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	1	9	17	8	0	34	0	0	0	34	340%	#REF!
			South	15	10	19	10	19	0	1	0	0	0	19	127%	#REF!
	2 Avenue	3 Avenue	North	13	11	19	15	16	2	20	0	8	3	20	154%	#REF!
			South	13	11	21	23	26	0	0	0	7	7	26	200%	#REF!
	3 Avenue	4 Avenue	North	15	15	17	15	16	0	16	0	0	5	17	113%	#REF!
			South	15	21	19	21	26	0	0	0	0	10	26	173%	#REF!
	4 Avenue	5 Avenue	North	14	15	20	22	18	0	15	6	0	12	22	157%	#REF!
			South	10	6	13	13	12	0	0	5	0	7	13	130%	#REF!
	5 Avenue	6 Avenue	North	8	0	1	4	5	0	1	2	0	2	5	63%	#REF!
			South	18	5	7	9	16	0	3	4	0	2	16	89%	#REF!
	6 Avenue	7 Avenue	North	17	0	6	8	14	0	8	2	0	10	14	82%	#REF!
			South	23	2	10	9	21	0	14	11	0	0	21	91%	#REF!
	7 Avenue	8 Avenue	North	17	4	6	4	7	0	7	1	0	0	7	41%	#REF!
			South	13	0	0	2	1	0	1	2	0	0	2	15%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	3	11	9	8	1	0	0	0	0	11	110%	#REF!
			South	10	3	7	5	6	2	0	0	0	0	7	70%	#REF!
	2 Avenue	3 Avenue	North	4	2	7	7	3	1	0	0	0	1	7	175%	#REF!
			South	5	2	5	4	5	3	0	0	0	0	5	100%	#REF!
	3 Avenue	4 Avenue	North	14	3	15	10	6	0	3	0	0	4	15	107%	#REF!
			South	15	2	10	6	10	5	2	3	0	1	10	67%	#REF!
	4 Avenue	5 Avenue	North	12	3	4	7	3	0	0	3	0	2	7	58%	#REF!
			South	9	0	2	3	4	4	0	1	0	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	3	1	2	4	0	0	1	0	0	4	36%	#REF!
			South	13	1	3	2	4	4	0	1	0	3	4	31%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	9	23	19	7	4	7	0	6	6	23	164%	#REF!
			South	2	9	5	2	1	1	10	0	0	0	10	500%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	1	0	1	5	0	3	2	5	42%	#REF!
			South	13	0	0	0	0	0	3	0	2	0	3	23%	#REF!
	3 Avenue	4 Avenue	North	17	0	0	11	7	0	3	1	0	0	11	65%	#REF!
			South	12	14	0	8	5	0	0	2	0	1	14	117%	#REF!
	4 Avenue	5 Avenue	North	17	0	0	5	2	0	3	1	0	0	5	29%	#REF!
			South	18	10	0	6	2	0	2	2	0	8	10	56%	#REF!
	5 Avenue	6 Avenue	North	16	0	0	2	1	0	1	1	0	1	2	13%	#REF!
			South	16	2	0	2	1	0	0	0	0	0	2	13%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	1	0	10	5	0	4	0	2	0	10	53%	#REF!
			South	13	5	0	9	4	0	1	0	1	0	9	69%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	7	6	10	0	2	0	4	0	10	143%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	1	11	14	19	0	12	0	8	6	19	475%	#REF!
	Seymour Street	St Paul Street	East	7	13	12	10	5	0	5	0	4	0	13	186%	#REF!
			West	4	3	10	4	3	0	0	0	0	0	10	250%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	2	14	12	14	7	0	0	0	0	14	175%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	3	4	9	6	3	0	0	0	0	9	225%	#REF!
			West	6	5	9	12	10	6	0	0	5	0	12	200%	#REF!
	Seymour Street	St Paul Street	East	4	12	13	17	14	7	4	2	1	0	17	425%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	9	19	10	10	6	0	0	0	0	19	475%	#REF!
			West	10	3	0	1	0	0	0	1	0	0	3	30%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	13	27	23	15	6	0	0	0	0	27	338%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	1	0	2	2	0	0	0	0	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	4	11	5	6	0	5	0	4	0	11	157%	#REF!
			West	2	0	5	9	6	0	1	0	3	0	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	1	7	4	3	0	3	0	4	0	7	175%	#REF!
			West	4	4	12	11	11	0	5	0	1	0	12	300%	#REF!
	Seymour Street	St Paul Street	East	8	5	13	15	12	0	0	4	1	0	15	188%	#REF!
			West	4	2	4	4	2	0	0	1	2	0	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	15	30	24	22	0	0	4	3	0	30	429%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	8	4	7	6	0	0	0	4	0	8	200%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	3	0	0	17	1	2	17	283%	#REF!
			West	6	0	4	5	4	0	0	5	1	3	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	1	12	13	6	0	0	9	3	1	13	325%	#REF!
			West	7	1	3	4	6	0	0	7	0	4	7	100%	#REF!
	Seymour Street	St Paul Street	East	8	0	2	0	1	0	0	2	0	0	2	25%	#REF!
			West	7	0	2	3	0	0	0	0	0	1	3	43%	#REF!
	St Paul Street	Battle Street	East	8	3	1	2	2	0	0	2	2	2	3	38%	#REF!
			West	4	0	1	1	2	0	0	0	0	2	2	50%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	1	2	0	0	5	1	0	5	#DIV/0!	#REF!
			West	6	4	4	2	3	0	0	0	2	0	4	67%	#REF!
	Victoria Street	Seymour Street	East	0	0	1	3	1	0	0	1	0	0	3	#DIV/0!	#REF!
			West	7	1	3	3	8	0	0	1	0	3	8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	1	1	1	0	3	2	4	0	4	50%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	3	2	0	0	0	3	3	38%	#REF!

			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	777	313	527	570	544	71	207	114	103	121			
			UTILIZATION	-	40%	68%	73%	70%	9%	27%	15%	13%	16%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					8-930am	930-1030am	1030-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm				
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	1	0	0	1	1	1	#DIV/0!	#REF!
			South	29	6	9	11	10	6	22	0	7	7	22	76%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	24	21	19	18	16	10	4	11	8	24	114%	#REF!
			South	21	22	18	14	15	11	4	7	9	7	22	105%	#REF!
	1 Avenue	2 Avenue	North	17	12	31	10	17	6	6	2	6	6	31	182%	#REF!
			South	18	12	22	15	30	8	10	0	10	10	30	167%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	19	34	14	14	5	6	0	2	3	34	213%	#REF!
	4 Avenue	5 Avenue	North	19	8	0	9	10	0	11	3	0	1	11	58%	#REF!
			South	19	11	0	11	11	0	7	4	2	1	11	58%	#REF!
	5 Avenue	6 Avenue	North	14	1	0	1	2	0	2	0	0	0	2	14%	#REF!
			South	19	2	0	3	2	0	4	0	2	1	4	21%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	11	8	9	7	12	0	3	5	2	12	48%	#REF!
			South	22	5	4	4	4	8	0	2	4	2	8	36%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	0	12	11	16	19	8	0	19	106%	#REF!
			South	18	7	6	0	6	5	3	11	4	0	11	61%	#REF!
	2 Avenue	3 Avenue	North	18	6	9	0	11	10	8	14	5	0	14	78%	#REF!
			South	18	5	8	0	6	11	9	12	7	0	12	67%	#REF!
	3 Avenue	4 Avenue	North	14	4	9	10	8	0	5	12	3	0	12	86%	#REF!
			South	12	4	7	6	4	0	5	11	4	0	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	5	5	9	6	0	3	8	9	0	9	50%	#REF!
			South	17	2	4	5	2	0	3	7	6	0	7	41%	#REF!
	5 Avenue	6 Avenue	North	18	8	15	8	17	0	13	23	10	11	23	128%	#REF!
			South	18	14	8	7	8	0	12	21	11	6	21	117%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	13	18	25	22	13	0	0	0	0	25	278%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	3	4	1	4	4	0	0	0	0	4	44%	#REF!
			West	9	2	2	4	2	4	0	0	0	0	4	44%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	3	9	4	0	0	0	0	0	0	9	180%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	4	1	6	5	0	0	0	0	0	6	60%	#REF!
			West	10	2	2	2	6	0	0	0	0	0	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	2	0	0	0	0	0	0	0	2	20%	#REF!
			West	10	0	1	0	0	0	0	0	0	0	1	10%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	West	9	1	0	1	1	0	1	0	0	2	2	22%	#REF!
	Nicola Street	Columbia Street	West	4	0	1	0	0	0	0	0	0	0	1	25%	#REF!
			TOTAL	517	226	268	208	260	131	160	163	126	68			
			UTILIZATION	-	44%	52%	40%	50%	25%	31%	32%	24%	13%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					8-930am	930-1030am	1030-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm				
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	1	2	0	0	0	0	0	2	#DIV/0!	#REF!
			South	9	0	3	4	4	0	0	3	0	0	4	44%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	6	5	5	5	0	0	0	0	2	6	24%	#REF!
			South	16	9	4	2	1	5	0	2	0	2	9	56%	#REF!
	7 Avenue	8 Avenue	North	26	2	4	4	4	0	0	1	0	0	4	15%	#REF!
			South	29	2	3	3	4	2	0	0	0	0	4	14%	#REF!
	8 Avenue	9 Avenue	North	12	0	1	2	3	0	0	1	1	0	3	25%	#REF!
			South	19	1	3	4	5	6	0	5	4	0	6	32%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	0	0	9	7	0	4	7	0	7	9	41%	#REF!
			South	22	19	0	10	9	0	10	10	0	11	19	86%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	12	12	0	6	10	9	9	12	55%	#REF!
			South	22	27	0	11	11	0	18	11	10	11	27	123%	#REF!
	8 Avenue	9 Avenue	North	18	10	0	10	10	0	12	9	8	7	12	67%	#REF!
			South	18	7	0	7	10	0	7	5	4	7	10	56%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	7	0	9	8	0	5	10	3	24	24	109%	#REF!
			South	22	12	0	13	9	0	14	5	13	7	14	64%	#REF!
	7 Avenue	8 Avenue	North	22	9	0	7	9	0	7	13	8	22	22	100%	#REF!
			South	22	14	0	13	14	0	12	2	13	8	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	7	0	5	7	0	4	0	2	16	16	84%	#REF!
			South	19	11	0	10	7	0	8	0	8	4	11	58%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	9	18	10	8	0	7	8	14	0	18	82%	#REF!
			South	22	11	2	5	8	0	10	10	17	0	17	77%	#REF!
	7 Avenue	8 Avenue	North	22	10	13	18	11	9	9	14	15	17	18	82%	#REF!
			South	22	8	5	0	7	7	9	7	9	5	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	10	11	10	11	9	8	23	24	0	24	126%	#REF!
			South	19	10	8	10	8	5	7	10	14	0	14	74%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	4	8	7	9	10	1	0	0	0	10	91%	#REF!
			South	13	6	7	8	14	7	8	0	0	0	14	108%	#REF!
	7 Avenue	8 Avenue	North	22	4	10	14	9	9	4	0	0	0	14	64%	#REF!
			South	22	19	22	15	13	13	7	0	0	0	22	100%	#REF!
	8 Avenue	9 Avenue	North	19	6	9	5	12	6	7	0	0	0	12	63%	#REF!
			South	19	9	7	4	9	3	4	0	0	0	9	47%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	7	6	6	9	7	8	0	9	41%	#REF!
			South	22	11	8	7	8	9	4	3	4	0	11	50%	#REF!
	7 Avenue	8 Avenue	North	21	10	9	9	8	11	11	9	8	0	11	52%	#REF!
			South	21	10	9	8	7	9	9	10	9	0	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	8	9	9	10	10	9	4	7	0	10	53%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	9	6	8	10	7	8	8	6	0	10	43%	#REF!
			South	23	12	12	7	7	8	6	8	9	0	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	11	12	11	10	9	8	17	12	0	17	81%	#REF!
			South	21	10	10	10	9	11	10	6	10	0	11	52%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	1	2	1	0	9	0	0	9	47%	#REF!
			South	19	9	10	7	11	8	5	3	15	0	15	79%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	0	1	1	3	0	1	2	1	3	3	38%	#REF!
	Battle Street	Nicola Street	East	9	5	4	6	5	0	3	2	3	1	6	67%	#REF!
	Nicola Street	Columbia Street	East	7	0	1	2	0	0	0	0	0	0	2	29%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	0	1	1	1	2	0	0	0	3	3	33%	#REF!
			West	9	0	5	1	2	6	0	0	0	1	6	67%	#REF!
	St Paul Street	Battle Street	East	8	0	6	3	4	1	0	0	2	2	6	75%	#REF!
			West	7	0	6	6	8	4	0	0	5	2	8	114%	#REF!
	Battle Street	Nicola Street	East	10	0	2	2	1	1	0	0	2	2	2	20%	#REF!
			West	10	0	1	1	3	0	0	0	2	1	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	7	6	6	0	0	0	0	0	7	70%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	1	0	0	0	0	0	1	11%	#REF!
			West	5	0	0	1	1	0	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	5	10	5	3	4	0	0	0	0	10	100%	#REF!

8 Avenue	Victoria Street	Seymour Street	East	4	2	0	1	2	0	0	0	0	0	2	50%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	3	3	1	2	2	0	0	1	0	3	23%	#REF!
			West	10	2	3	3	3	4	0	0	1	1	4	40%	#REF!
	St Paul Street	Battle Street	East	10	9	11	10	10	7	0	0	4	3	11	110%	#REF!
			West	10	4	7	4	3	4	0	0	2	1	7	70%	#REF!
	Battle Street	Nicola Street	East	10	6	5	7	5	5	0	4	3	3	7	70%	#REF!
			West	10	6	7	8	6	5	0	1	0	4	8	80%	#REF!
	Nicola Street	Columbia Street	East	10	4	5	4	8	5	0	0	0	0	8	80%	#REF!
			West	10	5	5	3	4	4	0	0	0	0	5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	2	2	2	2	3	0	0	0	0	3	30%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	1	0	0	0	0	0	0	1	10%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	1	3	3	3	3	0	2	0	2	3	43%	#REF!
			West	8	2	3	3	2	1	0	4	1	0	4	50%	#REF!
	St Paul Street	Battle Street	East	6	6	4	4	5	3	3	3	0	0	6	100%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	6	5	6	6	5	0	4	8	0	8	80%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	4	3	4	5	5	3	3	5	0	5	50%	#REF!
			West	10	2	2	1	3	3	2	2	4	0	4	40%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	3	0	5	3	0	0	5	8	0	8	100%	#REF!
	Dominion Street	Pine Street	East	6	2	1	2	1	1	1	0	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	427	349	438	459	258	280	282	317	188			
			UTILIZATION	-	35%	28%	36%	37%	21%	23%	23%	26%	15%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 5/7/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	4-5pm	6-7pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	2	1	2	0	10	1	0	10	250%	#REF!
			South	9	20	17	13	7	18	3	6	3	2	20	222%	#REF!
	3 Avenue	4 Avenue	North	7	2	0	4	13	1	0	1	3	0	13	186%	#REF!
			South	6	0	1	4	2	2	3	4	1	5	5	83%	#REF!
	4 Avenue	5 Avenue	North	0	1	2	1	14	0	3	0	2	0	14	#DIV/0!	#REF!
			South	16	19	13	11	27	25	11	14	10	6	27	169%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	6	7	7	9	10	10	9	2	3	10	50%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	2	1	0	0	0	0	0	2	#DIV/0!	#REF!
			South	5	3	4	4	2	2	5	1	0	1	5	100%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	9	11	9	10	11	0	12	2	3	12	120%	#REF!
			South	15	5	6	10	7	9	0	7	0	7	10	67%	#REF!
	2 Avenue	3 Avenue	North	13	12	13	12	12	13	0	11	2	6	13	100%	#REF!
			South	13	6	9	11	11	10	0	10	4	7	11	85%	#REF!
	3 Avenue	4 Avenue	North	15	10	8	9	7	7	0	0	5	8	10	67%	#REF!
			South	15	5	12	10	12	10	0	1	4	8	12	80%	#REF!
	4 Avenue	5 Avenue	North	14	5	12	24	14	6	0	0	11	8	24	171%	#REF!
			South	10	2	6	13	9	6	0	0	13	7	13	130%	#REF!
	5 Avenue	6 Avenue	North	8	3	2	0	9	1	0	1	3	5	9	113%	#REF!
			South	18	1	3	2	3	5	0	0	3	10	10	56%	#REF!
	6 Avenue	7 Avenue	North	17	2	2	0	5	9	0	1	8	0	9	53%	#REF!
			South	23	2	7	0	13	16	0	3	2	0	16	70%	#REF!
	7 Avenue	8 Avenue	North	17	0	1	0	1	3	0	0	6	0	6	35%	#REF!
			South	13	0	6	0	8	2	0	0	2	0	8	62%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	3	0	0	3	0	0	3	#DIV/0!	#REF!
			South	9	0	0	2	2	1	1	4	3	0	4	44%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	3	7	2	0	0	1	0	0	4	7	70%	#REF!
			South	10	5	5	7	10	10	10	8	11	2	11	110%	#REF!
	2 Avenue	3 Avenue	North	4	2	3	2	1	3	1	2	1	2	3	75%	#REF!
			South	5	0	4	5	5	3	2	3	6	2	6	120%	#REF!
	3 Avenue	4 Avenue	North	14	2	7	8	9	11	7	7	3	2	11	79%	#REF!
			South	15	0	1	7	9	8	8	5	6	2	9	60%	#REF!
	4 Avenue	5 Avenue	North	12	3	4	7	5	6	5	7	2	0	7	58%	#REF!
			South	9	1	4	2	7	5	1	4	1	1	7	78%	#REF!
	5 Avenue	6 Avenue	North	11	2	2	1	5	1	3	1	1	0	5	45%	#REF!
			South	13	0	3	3	5	4	5	4	0	2	5	38%	#REF!
	6 Avenue	7 Avenue	North	25	7	15	15	17	14	14	16	3	6	17	68%	#REF!
			South	16	8	9	8	10	7	16	8	9	3	16	100%	#REF!
	7 Avenue	8 Avenue	North	26	6	18	13	9	11	12	15	3	1	18	69%	#REF!
			South	29	8	15	12	15	15	7	10	5	1	15	52%	#REF!
	8 Avenue	9 Avenue	North	12	4	11	10	12	12	8	14	1	4	14	117%	#REF!
			South	19	7	17	16	14	14	10	12	5	1	17	89%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	1	0	1	#DIV/0!	#REF!
			South	29	13	15	15	15	15	13	14	12	8	15	52%	#REF!
	1 Avenue	2 Avenue	North	14	18	15	15	8	18	7	7	7	10	18	129%	#REF!
			South	2	9	5	4	4	3	1	3	5	3	9	450%	#REF!
	2 Avenue	3 Avenue	North	12	10	7	7	3	8	4	12	4	4	12	100%	#REF!
			South	13	0	1	2	1	5	1	2	0	2	5	38%	#REF!
	3 Avenue	4 Avenue	North	17	4	7	4	3	7	3	7	1	2	7	41%	#REF!
			South	12	3	2	2	2	4	3	1	2	7	7	58%	#REF!
	4 Avenue	5 Avenue	North	17	6	9	5	4	6	6	5	1	1	9	53%	#REF!
			South	18	8	7	10	10	7	7	5	5	6	10	56%	#REF!
	5 Avenue	6 Avenue	North	16	7	10	14	11	16	12	9	3	1	16	100%	#REF!
			South	16	6	6	8	6	4	7	3	0	0	8	50%	#REF!
	6 Avenue	7 Avenue	North	22	27	18	13	10	16	15	13	11	8	27	123%	#REF!
			South	22	27	18	11	13	11	12	13	15	13	27	123%	#REF!
	7 Avenue	8 Avenue	North	22	7	7	6	7	6	7	7	7	10	10	45%	#REF!
			South	22	12	12	14	11	15	12	10	13	11	15	68%	#REF!
	8 Avenue	9 Avenue	North	18	18	16	16	16	14	12	12	10	9	18	100%	#REF!
			South	18	13	11	11	13	13	11	7	7	8	13	72%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	10	7	6	5	8	12	6	19	8	19	90%	#REF!
			South	21	5	6	7	5	8	5	9	16	9	16	76%	#REF!
	1 Avenue	2 Avenue	North	17	6	4	8	6	6	7	8	8	5	8	47%	#REF!
			South	18	5	6	9	4	5	6	9	18	8	18	100%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	4	5	3	3	5	2	5	11	3	11	69%	#REF!
	3 Avenue	4 Avenue	North	19	2	3	3	5	0	1	4	1	1	5	26%	#REF!
			South	13	3	2	1	2	4	1	0	3	3	4	31%	#REF!
	4 Avenue	5 Avenue	North	19	10	7	5	6	1	1	2	11	3	11	58%	#REF!
			South	19	13	12	11	10	12	9	9	14	7	14	74%	#REF!
	5 Avenue	6 Avenue	North	14	5	9	7	4	1	6	1	6	2	9	64%	#REF!
			South	19	9	8	10	12	9	10	10	15	4	15	79%	#REF!
	6 Avenue	7 Avenue	North	22	9	6	8	3	2	2	3	15	8	15	68%	#REF!
			South	22	11	10	9	10	12	13	17	30	13	30	136%	#REF!
	7 Avenue	8 Avenue	North	22	3	5	7	8	4	5	4	17	0	17	77%	#REF!
			South	22	16	13	14	14	14	13	16	35	0	35	159%	#REF!
	8 Avenue	9 Avenue	North	19	0	5	6	3	1	2	3	9	0	9	47%	#REF!
			South	19	0	9	8	7	7	7	9	22	0	22	116%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	7	9	6	8	9	8	7	18	10	18	72%	#REF!
			South	22	9	5	6	4	6	7	7	8	6	9	41%	#REF!
	1 Avenue	2 Avenue	North	18	11	13	12	13	12	13	11	19	10	19	106%	#REF!
			South	18	6	10	9	11	13	12	8	11	2	13	72%	#REF!
	2 Avenue	3 Avenue	North	18	18	19	18	15	16	17	8	16	14	19	106%	#REF!
			South	18	11	9	14	10	13	11	9	15	9	15	83%	#REF!
	3 Avenue	4 Avenue	North	14	12	13	14	17	13	15	14	7	2	17	121%	#REF!
			South	12	8	9	11	9	9	8	8	5	6	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	3	13	14	12	13	12	11	7	9	14	78%	#REF!
			South	17	2	13	12	9	11	8	3	5	2	13	76%	#REF!
	5 Avenue	6 Avenue	North	18	12	16	12	13	12	13	11	13	0	16	89%	#REF!
			South	18	6	6	9	10	7	8	8	8	0	10	56%	#REF!
	6 Avenue	7 Avenue	North	22	11	11	9	8	9	7	10	10	0	11	50%	#REF!
			South	22	12	9	10	9	11	11	12	11	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	8	7	8	8	8	9	8	10	0	10	45%	#REF!
			South	22	8	7	6	8	9	9	10	12	0	12	55%	#REF!
	8 Avenue	9 Avenue	North	19	0	8	9	8	12	11	12	13	0	13	68%	#REF!
			South	19	0	7	7	9	9	11	9	6	0	11	58%	#REF!

Columbia Street	6 Avenue	7 Avenue	North	11	4	5	10	7	10	4	5	8	6	10	91%	#REF!
			South	13	10	7	11	11	12	5	8	10	12	12	92%	#REF!
	7 Avenue	8 Avenue	North	22	29	32	32	30	32	19	23	13	15	32	145%	#REF!
			South	22	40	39	42	35	27	14	35	18	13	42	191%	#REF!
	8 Avenue	9 Avenue	North	19	15	15	15	12	10	4	9	7	5	15	79%	#REF!
			South	19	11	6	8	10	6	4	7	10	8	11	58%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	9	8	6	7	8	6	9	9	41%	#REF!
			South	22	9	10	8	8	7	8	7	7	11	11	50%	#REF!
	7 Avenue	8 Avenue	North	21	17	16	18	15	18	15	16	5	7	18	86%	#REF!
			South	21	15	15	15	14	14	14	15	10	8	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	6	7	5	6	2	9	14	6	8	14	74%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	14	14	14	13	11	13	7	11	14	61%	#REF!
			South	23	16	17	13	14	12	14	14	10	11	17	74%	#REF!
	7 Avenue	8 Avenue	North	21	11	10	8	6	9	9	8	10	9	11	52%	#REF!
			South	21	11	10	7	8	9	13	10	8	9	13	62%	#REF!
	8 Avenue	9 Avenue	North	19	13	13	12	16	14	14	9	2	3	16	84%	#REF!
			South	19	7	7	5	7	8	4	11	6	10	11	58%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	6	5	5	0	2	0	0	0	1	6	86%	#REF!
			West	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	5	8	5	0	8	0	0	0	7	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	9	9	10	0	9	0	6	0	2	10	143%	#REF!
			West	4	2	4	6	0	1	0	3	0	0	6	150%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	2	7	2	11	8	0	8	0	7	11	138%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	1	2	4	3	1	0	0	0	2	4	100%	#REF!
			West	6	4	4	7	5	5	0	0	0	1	7	117%	#REF!
	Seymour Street	St Paul Street	East	4	1	3	12	8	6	5	0	0	1	12	300%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	7	9	9	8	7	5	3	0	0	9	225%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	6	16	9	17	9	10	6	0	6	17	213%	#REF!
	Nicola Street	Columbia Street	East	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	4	8	11	8	6	6	5	1	0	4	11	275%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	2	2	0	13	0	0	0	0	6	13	186%	#REF!
			West	2	3	6	0	16	7	0	0	0	1	16	800%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	4	5	0	0	0	0	5	5	125%	#REF!
			West	4	3	4	4	5	7	0	0	0	3	7	175%	#REF!
	Seymour Street	St Paul Street	East	8	4	5	7	6	3	0	0	0	1	7	88%	#REF!
			West	4	3	2	1	3	3	0	0	0	0	3	75%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	5	11	14	13	14	0	0	0	4	14	200%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	4	3	8	3	3	0	0	0	2	8	200%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	6	3	5	3	5	1	0	0	0	6	120%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	0	0	17	1	0	0	0	1	17	283%	#REF!
			West	6	2	1	0	20	3	0	0	0	1	20	333%	#REF!
	Victoria Street	Seymour Street	East	4	1	2	6	6	4	0	0	0	3	6	150%	#REF!
			West	7	3	3	3	4	5	0	0	0	1	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	1	3	2	0	0	0	0	3	38%	#REF!
			West	7	2	2	1	1	0	0	0	0	0	2	29%	#REF!
	St Paul Street	Battle Street	East	8	6	6	6	5	7	0	0	0	1	7	88%	#REF!
			West	4	3	3	2	1	4	0	0	0	0	4	100%	#REF!
	Battle Street	Nicola Street	East	10	1	3	7	3	3	0	0	0	1	7	70%	#REF!
			West	10	0	3	4	2	3	0	0	0	2	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	3	4	3	0	0	0	0	4	40%	#REF!
			West	10	3	3	4	3	4	0	0	0	0	4	40%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	7	0	3	6	10	7	0	0	0	2	10	143%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	5	4	2	5	0	0	0	1	5	63%	#REF!
	St Paul Street	Battle Street	East	8	5	6	4	6	4	0	0	0	0	6	75%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	0	1	0	0	0	0	1	0	0	1	11%	#REF!
			West	9	5	5	6	8	5	0	0	0	0	8	89%	#REF!
	Nicola Street	Columbia Street	East	7	1	1	1	2	0	0	0	0	0	2	29%	#REF!
			West	4	0	0	0	0	0	0	0	0	1	1	25%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	0	0	0	0	0	0	0	2	25%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	2	0	0	0	0	0	0	0	0	2	22%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	10	4	0	0	0	0	0	0	0	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	1	0	0	1	10%	#REF!

9 Avenue	Seymour Street	St Paul Street	East	7	1	3	4	3	3	2	2	0	0	4	57%	#REF!
			West	8	3	4	4	4	5	3	6	0	3	6	75%	#REF!
	St Paul Street	Battle Street	East	6	0	0	1	0	0	0	0	5	0	5	83%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	2	3	3	4	5	4	5	0	5	50%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	2	5	6	2	4	5	7	1	3	7	88%	#REF!
	Dominion Street	Pine Street	East	6	1	0	1	1	1	0	2	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	987	1143	1163	1216	1142	780	887	850	594			
			UTILIZATION	-	39%	45%	46%	48%	45%	31%	35%	34%	24%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	4-5pm	6-7pm	Max Demand	Max %	Peak Hr. %
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	2	1	2	0	10	1	0	10	250%	#REF!
			South	9	20	17	13	7	18	3	6	3	2	20	222%	#REF!
	3 Avenue	4 Avenue	North	7	2	0	4	13	1	0	1	3	0	13	186%	#REF!
			South	6	0	1	4	2	2	3	4	1	5	5	83%	#REF!
	4 Avenue	5 Avenue	North	0	1	2	1	14	0	3	0	2	0	14	#DIV/0!	#REF!
			South	16	19	13	11	27	25	11	14	10	6	27	169%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	6	7	7	9	10	10	9	2	3	10	50%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	2	1	0	0	0	0	0	2	#DIV/0!	#REF!
			South	5	3	4	4	2	2	5	1	0	1	5	100%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	9	11	9	10	11	0	12	2	3	12	120%	#REF!
			South	15	5	6	10	7	9	0	7	0	7	10	67%	#REF!
	2 Avenue	3 Avenue	North	13	12	13	12	12	13	0	11	2	6	13	100%	#REF!
			South	13	6	9	11	11	10	0	10	4	7	11	85%	#REF!
	3 Avenue	4 Avenue	North	15	10	8	9	7	7	0	0	5	8	10	67%	#REF!
			South	15	5	12	10	12	10	0	1	4	8	12	80%	#REF!
	4 Avenue	5 Avenue	North	14	5	12	24	14	6	0	0	11	8	24	171%	#REF!
			South	10	2	6	13	9	6	0	0	13	7	13	130%	#REF!
	5 Avenue	6 Avenue	North	8	3	2	0	9	1	0	1	3	5	9	113%	#REF!
			South	18	1	3	2	3	5	0	0	3	10	10	56%	#REF!
	6 Avenue	7 Avenue	North	17	2	2	0	5	9	0	1	8	0	9	53%	#REF!
			South	23	2	7	0	13	16	0	3	2	0	16	70%	#REF!
	7 Avenue	8 Avenue	North	17	0	1	0	1	3	0	0	6	0	6	35%	#REF!
			South	13	0	6	0	8	2	0	0	2	0	8	62%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	3	7	2	0	0	1	0	0	4	7	70%	#REF!
			South	10	5	5	7	10	10	10	8	11	2	11	110%	#REF!
	2 Avenue	3 Avenue	North	4	2	3	2	1	3	1	2	1	2	3	75%	#REF!
			South	5	0	4	5	5	3	2	3	6	2	6	120%	#REF!
	3 Avenue	4 Avenue	North	14	2	7	8	9	11	7	7	3	2	11	79%	#REF!
			South	15	0	1	7	9	8	8	5	6	2	9	60%	#REF!
	4 Avenue	5 Avenue	North	12	3	4	7	5	6	5	7	2	0	7	58%	#REF!
			South	9	1	4	2	7	5	1	4	1	1	7	78%	#REF!
	5 Avenue	6 Avenue	North	11	2	2	1	5	1	3	1	1	0	5	45%	#REF!
			South	13	0	3	3	5	4	5	4	0	2	5	38%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	18	15	15	8	18	7	7	7	10	18	129%	#REF!
			South	2	9	5	4	4	3	1	3	5	3	9	450%	#REF!
	2 Avenue	3 Avenue	North	12	10	7	7	3	8	4	12	4	4	12	100%	#REF!
			South	13	0	1	2	1	5	1	2	0	2	5	38%	#REF!
	3 Avenue	4 Avenue	North	17	4	7	4	3	7	3	7	1	2	7	41%	#REF!
			South	12	3	2	2	2	4	3	1	2	7	7	58%	#REF!
	4 Avenue	5 Avenue	North	17	6	9	5	4	6	6	5	1	1	9	53%	#REF!
			South	18	8	7	10	10	7	7	5	5	6	10	56%	#REF!
	5 Avenue	6 Avenue	North	16	7	10	14	11	16	12	9	3	1	16	100%	#REF!
			South	16	6	6	8	6	4	7	3	0	0	8	50%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	2	3	3	5	0	1	4	1	1	5	26%	#REF!
			South	13	3	2	1	2	4	1	0	3	3	4	31%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	6	5	5	0	2	0	0	0	1	6	86%	#REF!
			West	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	5	8	5	0	8	0	0	0	7	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	9	9	10	0	9	0	6	0	2	10	143%	#REF!
			West	4	2	4	6	0	1	0	3	0	0	6	150%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	2	7	2	11	8	0	8	0	7	11	138%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	1	2	4	3	1	0	0	0	2	4	100%	#REF!
			West	6	4	4	7	5	5	0	0	0	1	7	117%	#REF!
	Seymour Street	St Paul Street	East	4	1	3	12	8	6	5	0	0	1	12	300%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	7	9	9	8	7	5	3	0	0	9	225%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	6	16	9	17	9	10	6	0	6	17	213%	#REF!
	Nicola Street	Columbia Street	East	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	4	8	11	8	6	6	5	1	0	4	11	275%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	2	2	0	13	0	0	0	0	6	13	186%	#REF!
			West	2	3	6	0	16	7	0	0	0	1	16	800%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	4	5	0	0	0	0	5	5	125%	#REF!
			West	4	3	4	4	5	7	0	0	0	3	7	175%	#REF!
	Seymour Street	St Paul Street	East	8	4	5	7	6	3	0	0	0	1	7	88%	#REF!
			West	4	3	2	1	3	3	0	0	0	0	3	75%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	5	11	14	13	14	0	0	0	4	14	200%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	4	3	8	3	3	0	0	0	2	8	200%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	0	0	17	1	0	0	0	1	17	283%	#REF!
			West	6	2	1	0	20	3	0	0	0	1	20	333%	#REF!
	Victoria Street	Seymour Street	East	4	1	2	6	6	4	0	0	0	3	6	150%	#REF!
			West	7	3	3	3	4	5	0	0	0	1	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	1	3	2	0	0	0	0	3	38%	#REF!
			West	7	2	2	1	1	0	0	0	0	0	2	29%	#REF!
	St Paul Street	Battle Street	East	8	6	6	6	5	7	0	0	0	1	7	88%	#REF!
			West	4	3	3	2	1	4	0	0	0	0	4	100%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	1	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	7	0	3	6	10	7	0	0	0	2	10	143%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	5	4	2	5	0	0	0	1	5	63%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	0	0	0	0	0	0	0	2	25%	#REF!

			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	777	307	392	412	503	438	156	217	150	206			
			UTILIZATION	-	40%	50%	53%	65%	56%	20%	28%	19%	27%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	4-5pm	6-7pm	Max Demand	Max %	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	1	0	1	#DIV/0!	#REF!
			South	29	13	15	15	15	15	13	14	12	8	15	52%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	10	7	6	5	8	12	6	19	8	19	90%	#REF!
			South	21	5	6	7	5	8	5	9	16	9	16	76%	#REF!
	1 Avenue	2 Avenue	North	17	6	4	8	6	6	7	8	8	5	8	47%	#REF!
			South	18	5	6	9	4	5	6	9	18	8	18	100%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	4	5	3	3	5	2	5	11	3	11	69%	#REF!
	4 Avenue	5 Avenue	North	19	10	7	5	6	1	1	2	11	3	11	58%	#REF!
			South	19	13	12	11	10	12	9	9	14	7	14	74%	#REF!
	5 Avenue	6 Avenue	North	14	5	9	7	4	1	6	1	6	2	9	64%	#REF!
			South	19	9	8	10	12	9	10	10	15	4	15	79%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	7	9	6	8	9	8	7	18	10	18	72%	#REF!
			South	22	9	5	6	4	6	7	7	8	6	9	41%	#REF!
	1 Avenue	2 Avenue	North	18	11	13	12	13	12	13	11	19	10	19	106%	#REF!
			South	18	6	10	9	11	13	12	8	11	2	13	72%	#REF!
	2 Avenue	3 Avenue	North	18	18	19	18	15	16	17	8	16	14	19	106%	#REF!
			South	18	11	9	14	10	13	11	9	15	9	15	83%	#REF!
	3 Avenue	4 Avenue	North	14	12	13	14	17	13	15	14	7	2	17	121%	#REF!
			South	12	8	9	11	9	9	8	8	5	6	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	3	13	14	12	13	12	11	7	9	14	78%	#REF!
			South	17	2	13	12	9	11	8	3	5	2	13	76%	#REF!
	5 Avenue	6 Avenue	North	18	12	16	12	13	12	13	11	13	0	16	89%	#REF!
			South	18	6	6	9	10	7	8	8	8	0	10	56%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	6	3	5	3	5	1	0	0	0	6	120%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	1	3	7	3	3	0	0	0	1	7	70%	#REF!
			West	10	0	3	4	2	3	0	0	0	2	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	3	4	3	0	0	0	0	4	40%	#REF!
			West	10	3	3	4	3	4	0	0	0	0	4	40%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	West	9	5	5	6	8	5	0	0	0	0	8	89%	#REF!
	Nicola Street	Columbia Street	West	4	0	0	0	0	0	0	0	0	1	1	25%	#REF!
			TOTAL	517	203	234	247	224	227	204	178	263	131			
			UTILIZATION	-	39%	45%	48%	43%	44%	39%	34%	51%	25%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	4-5pm	6-7pm	Max Demand	Max %	Peak Hr. %
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	3	0	0	3	0	0	3	#DIV/0!	#REF!
			South	9	0	0	2	2	1	1	4	3	0	4	44%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	7	15	15	17	14	14	16	3	6	17	68%	#REF!
			South	16	8	9	8	10	7	16	8	9	3	16	100%	#REF!
	7 Avenue	8 Avenue	North	26	6	18	13	9	11	12	15	3	1	18	69%	#REF!
			South	29	8	15	12	15	15	7	10	5	1	15	52%	#REF!
	8 Avenue	9 Avenue	North	12	4	11	10	12	12	8	14	1	4	14	117%	#REF!
			South	19	7	17	16	14	14	10	12	5	1	17	89%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	27	18	13	10	16	15	13	11	8	27	123%	#REF!
			South	22	27	18	11	13	11	12	13	15	13	27	123%	#REF!
	7 Avenue	8 Avenue	North	22	7	7	6	7	6	7	7	7	10	10	45%	#REF!
			South	22	12	12	14	11	15	12	10	13	11	15	68%	#REF!
	8 Avenue	9 Avenue	North	18	18	16	16	16	14	12	12	10	9	18	100%	#REF!
			South	18	13	11	11	13	13	11	7	7	8	13	72%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	9	6	8	3	2	2	3	15	8	15	68%	#REF!
			South	22	11	10	9	10	12	13	17	30	13	30	136%	#REF!
	7 Avenue	8 Avenue	North	22	3	5	7	8	4	5	4	17	0	17	77%	#REF!
			South	22	16	13	14	14	14	13	16	35	0	35	159%	#REF!
	8 Avenue	9 Avenue	North	19	0	5	6	3	1	2	3	9	0	9	47%	#REF!
			South	19	0	9	8	7	7	7	9	22	0	22	116%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	11	11	9	8	9	7	10	10	0	11	50%	#REF!
			South	22	12	9	10	9	11	11	12	11	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	8	7	8	8	8	9	8	10	0	10	45%	#REF!
			South	22	8	7	6	8	9	9	10	12	0	12	55%	#REF!
	8 Avenue	9 Avenue	North	19	0	8	9	8	12	11	12	13	0	13	68%	#REF!
			South	19	0	7	7	9	9	11	9	6	0	11	58%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	4	5	10	7	10	4	5	8	6	10	91%	#REF!
			South	13	10	7	11	11	12	5	8	10	12	12	92%	#REF!
	7 Avenue	8 Avenue	North	22	29	32	32	30	32	19	23	13	15	32	145%	#REF!
			South	22	40	39	42	35	27	14	35	18	13	42	191%	#REF!
	8 Avenue	9 Avenue	North	19	15	15	15	12	10	4	9	7	5	15	79%	#REF!
			South	19	11	6	8	10	6	4	7	10	8	11	58%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	9	8	6	7	8	6	9	9	41%	#REF!
			South	22	9	10	8	8	7	8	7	7	11	11	50%	#REF!
	7 Avenue	8 Avenue	North	21	17	16	18	15	18	15	16	5	7	18	86%	#REF!
			South	21	15	15	15	14	14	14	15	10	8	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	6	7	5	6	2	9	14	6	8	14	74%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	14	14	14	13	11	13	7	11	14	61%	#REF!
			South	23	16	17	13	14	12	14	14	10	11	17	74%	#REF!
	7 Avenue	8 Avenue	North	21	11	10	8	6	9	9	8	10	9	11	52%	#REF!
			South	21	11	10	7	8	9	13	10	8	9	13	62%	#REF!
	8 Avenue	9 Avenue	North	19	13	13	12	16	14	14	9	2	3	16	84%	#REF!
			South	19	7	7	5	7	8	4	11	6	10	11	58%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	5	6	4	6	4	0	0	0	0	6	75%	#REF!
	Battle Street	Nicola Street	East	9	0	1	0	0	0	0	1	0	0	1	11%	#REF!
	Nicola Street	Columbia Street	East	7	1	1	1	2	0	0	0	0	0	2	29%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	2	0	0	0	0	0	0	0	0	2	22%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!

8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	10	4	0	0	0	0	0	0	0	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	1	0	0	1	10%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	1	3	4	3	3	2	2	0	0	4	57%	#REF!
			West	8	3	4	4	4	5	3	6	0	3	6	75%	#REF!
	St Paul Street	Battle Street	East	6	0	0	1	0	0	0	0	5	0	5	83%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	2	3	3	4	5	4	5	0	5	50%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	2	5	6	2	4	5	7	1	3	7	88%	#REF!
	Dominion Street	Pine Street	East	6	1	0	1	1	1	0	2	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	477	517	504	489	477	420	492	437	257			
			UTILIZATION	-	39%	42%	41%	40%	39%	34%	40%	35%	21%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 5/5/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day 8-845am	845-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	230-330pm	330-430pm	430-530pm	530-630pm	630-730pm	Max Demand	Max %	Peak Hr. %
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	0	3	2	1	5	7	5	1	0	7	175%	25%
			South	9	0	9	7	10	23	10	9	4	16	15	7	7	23	256%	100%
	3 Avenue	4 Avenue	North	7	0	1	2	15	1	15	11	18	3	5	3	4	18	257%	157%
			South	6	0	4	2	4	2	2	2	2	4	8	5	2	8	133%	33%
	4 Avenue	5 Avenue	North	0	0	1	1	0	0	2	11	0	3	2	1	3	11	#DIV/0!	#DIV/0!
			South	16	0	7	15	11	23	13	36	13	15	19	10	14	36	225%	225%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	0	9	10	9	9	10	18	8	6	18	10	5	18	90%	90%
	6 Avenue	Victoria Street	North	0	0	0	1	0	1	0	1	0	0	1	3	1	3	#DIV/0!	#DIV/0!
			South	5	0	5	3	2	2	2	5	2	3	4	4	8	8	160%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	0	0	6	0	4	10	14	23	17	11	23	230%	40%
			South	15	0	0	0	0	9	0	25	6	9	12	13	12	25	167%	167%
	2 Avenue	3 Avenue	North	13	9	16	5	0	22	6	5	0	12	14	20	20	22	169%	38%
			South	13	5	1	11	0	12	10	5	0	13	16	15	17	17	131%	38%
	3 Avenue	4 Avenue	North	15	6	5	12	0	34	6	7	0	15	15	16	20	34	227%	47%
			South	15	7	5	18	0	9	13	5	0	23	18	22	28	28	187%	33%
	4 Avenue	5 Avenue	North	14	14	14	11	0	25	13	10	0	6	16	9	19	25	179%	71%
			South	10	0	1	9	0	14	5	3	0	10	19	10	5	19	190%	30%
	5 Avenue	6 Avenue	North	8	1	2	5	5	4	6	4	6	8	4	4	3	8	100%	50%
			South	18	3	2	6	0	9	5	2	0	4	12	14	8	14	78%	11%
	6 Avenue	7 Avenue	North	17	3	4	4	0	7	3	3	0	2	8	7	11	11	65%	18%
			South	23	0	0	1	0	0	2	4	0	8	11	19	12	19	83%	17%
	7 Avenue	8 Avenue	North	17	2	2	4	0	4	2	1	0	1	3	2	4	4	24%	6%
			South	13	1	1	1	0	2	2	2	0	1	3	2	0	3	23%	15%
	8 Avenue	Seymour Street	North	0	0	0	1	0	0	0	0	0	0	1	2	0	2	#DIV/0!	#DIV/0!
			South	9	0	0	1	0	1	2	0	0	3	3	2	3	3	33%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	4	0	0	0	1	1	0	10	7	6	5	10	100%	10%
			South	10	4	4	0	0	0	0	0	0	7	6	7	3	7	70%	0%
	2 Avenue	3 Avenue	North	4	1	2	1	4	2	3	3	2	4	1	3	1	4	100%	75%
			South	5	1	2	1	2	2	4	4	1	1	3	4	3	4	80%	80%
	3 Avenue	4 Avenue	North	14	0	6	0	9	8	11	11	13	7	8	3	4	13	93%	79%
			South	15	0	1	7	1	2	1	7	1	2	7	2	4	7	47%	47%
	4 Avenue	5 Avenue	North	12	0	5	8	6	1	8	9	9	6	7	4	1	9	75%	75%
			South	9	0	0	2	4	5	0	4	1	0	3	2	1	5	56%	44%
	5 Avenue	6 Avenue	North	11	2	3	3	3	7	0	0	4	3	2	1	2	7	64%	0%
			South	13	1	1	1	0	7	4	0	0	1	3	0	4	7	54%	0%
	6 Avenue	7 Avenue	North	25	1	14	10	13	13	13	16	15	14	14	9	7	16	64%	64%
			South	16	6	3	2	1	0	0	1	1	1	11	7	4	11	69%	6%
	7 Avenue	8 Avenue	North	26	0	6	10	10	16	13	11	12	9	9	8	2	16	62%	42%
			South	29	14	1	1	2	5	0	1	3	1	11	6	0	14	48%	3%
	8 Avenue	9 Avenue	North	12	0	7	7	11	12	11	11	10	8	5	3	4	12	100%	92%
			South	19	9	2	2	1	1	1	4	1	1	16	9	4	16	84%	21%
St Paul Street	Lee Road	1 Avenue	North	0	1	0	0	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	8	17	0	0	0	0	0	19	13	10	15	6	19	66%	0%
	1 Avenue	2 Avenue	North	14	12	10	13	0	26	13	13	14	7	22	21	22	26	186%	93%
			South	2	2	2	0	0	4	2	2	13	6	8	6	7	13	650%	100%
	2 Avenue	3 Avenue	North	12	1	4	13	6	6	10	7	9	4	3	1	0	13	108%	58%
			South	13	2	4	12	0	11	4	4	7	2	1	0	0	12	92%	31%
	3 Avenue	4 Avenue	North	17	1	2	2	0	6	3	16	0	7	3	1	0	16	94%	94%
			South	12	2	0	2	0	4	4	4	0	4	4	1	0	4	33%	33%
	4 Avenue	5 Avenue	North	17	2	4	7	0	7	6	7	0	8	4	0	1	8	47%	41%
			South	18	13	12	11	0	11	12	10	0	12	4	7	6	13	72%	56%
	5 Avenue	6 Avenue	North	16	8	7	8	0	7	11	14	0	20	2	2	5	20	125%	88%
			South	16	13	13	15	0	14	14	9	0	15	4	4	0	15	94%	56%
	6 Avenue	7 Avenue	North	22	12	8	15	0	11	7	8	0	18	0	5	6	18	82%	36%
			South	22	15	21	18	0	14	16	14	0	29	20	15	14	29	132%	64%
	7 Avenue	8 Avenue	North	22	9	9	7	0	10	12	10	0	22	10	3	15	22	100%	45%
			South	22	13	13	13	0	13	10	9	0	22	12	18	10	22	100%	41%
	8 Avenue	9 Avenue	North	18	17	19	20	0	18	24	20	0	19	8	8	10	24	133%	111%
			South	18	13	13	15	0	13	12	13	0	4	8	5	5	15	83%	72%
Battle Street	Lee Road	1 Avenue	North	21	0	22	4	5	5	7	7	7	7	7	12	14	22	105%	33%
			South	21	0	6	4	5	4	5	5	5	6	4	7	3	7	33%	24%
	1 Avenue	2 Avenue	North	17	0	5	11	5	3	2	6	5	7	4	4	8	11	65%	35%
			South	18	0	10	18	11	14	8	8	7	8	8	4	5	18	100%	44%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	2	4	2	4	7	5	7	11	5	4	3	11	69%	31%
	3 Avenue	4 Avenue	North	19	0	2	10	6	4	4	7	4	0	3	1	1	10	53%	37%
			South	13	0	1	1	7	2	3	0	1	5	0	0	1	7	54%	0%
	4 Avenue	5 Avenue	North	19	0	9	11	8	2	1	1	3	3	4	7	1	11	58%	5%
			South	19	0	11	11	9	15	12	12	11	12	11	1	6	15	79%	63%
	5 Avenue	6 Avenue	North	14	0	5	8	20	7	5	1	6	5	3	2	1	20	143%	7%
			South	19	0	5	5	1	17	11	12	13	12	7	3	5	17	89%	63%
	6 Avenue	7 Avenue	North	22	0	8	11	8	1	1	11	6	14	3	3	6	14	64%	50%
			South	22	0	3	2	12	11	17	16	17	11	15	12	14	17	77%	73%
	7 Avenue	8 Avenue	North	22	0	11	13	2	5	8	7	4	17	7	10	9	17	77%	32%
			South	22	0	4	3	8	7	10	7	11	0	15	16	17	17	77%	32%
	8 Avenue	9 Avenue	North	19	0	7	11	1	2	0	1	4	11	7	3	3	11	58%	5%
			South	19	0	2	0	4	5	6	5	6	0	9	11	10	11	58%	26%
Nicola Street	Lee Road	1 Avenue	North	25	0	8	6	6	9	6	5	5	3	7	1	7	9	36%	20%
			South	22	0	3	5	6	5	7	7	9	10	6	8	6	10	45%	32%
	1 Avenue	2 Avenue	North	18	0	27	23	10	15	12	24	8	10	17	2	13	27	150%	133%
			South	18	0	12	14	10	11	14	21	15	9	0	15	4	21	117%	117%
	2 Avenue	3 Avenue	North	18	0	26	30	14	15	15	27	13	8	9	7	7	30	167%	150%
			South	18	0	24	24	13	10	10	20	7	7	0	3	8	24	133%	111%
	3 Avenue	4 Avenue	North	14	0	16	11	17	14	16	13	9	14	21	11	14	21	150%	93%
			South	12	0	7	8	9	8	11	10	13	7	0	5	4	13	108%	83%
	4 Avenue	5 Avenue	North	18	0	13	13	13	15	10	12	6	13	10	9	6	15	83%	67%
			South	17	0	8	12	15	11	10	10	14	8	0	3	8	15	88%	59%
	5 Avenue	6 Avenue	North	18	0	13	14	12	16	14	12	1	13	20	12	12	20	111%	67%
			South	18	0	11	13	8	12	10	11	22	10	2	8	7	22	122%	61%
	6 Avenue	7 Avenue	North	22	0	7	7	9	8	8	20	4	8	8	10	11	20	91%	91%
			South	22	0	8	10	10	9	8	0	14	14	13	14	14	14	64%	0%
	7 Avenue	8 Avenue	North	22	0	7	6	8	8	7	6	6	8	12	9	9	12	55%	27%
			South	22	0	8	8	7	6	7	7	5	8	8	10	14	14	64%	32%
	8 Avenue	9 Avenue	North	19	0	7	6	12	9	10	6	11	14	16	11	10	16	84%	32%
			South	19	0	10	11	6	9	10	11	12	8	4	6	8	12	63%	58%
Columbia Street	6 Avenue	7 Avenue	North	11	1	7	8	7	15	8	13	5	2	7	0	2	15	136%	118%
			South	13	12	14	14	10	5	15	8	17	7	5	6	5	17	131%	62%
	7 Avenue	8 Avenue	North	22	21	30	31	29	29	25	40	31	11	3	3	7	40	182%	182%
			South	22	22	40	39	37	32	49	27	37	10	11	8	5	49	223%	123%
	8 Avenue	9 Avenue	North	19	15	16	17	13	21	14	18	14	5	1	7	6	21	111%	95%
			South	19	3	13	18	23	10	16	17	17	6	9	6	6	23	121%	89%
Dominion Street	6 Avenue	7 Avenue	North	22	10	10	7	5	6	11	7	11	8	6	3	9	11	50%	32%
			South	22	5	5	9	9	9	10	8	6	9	9	18	9	18	82%	36%
	7 Avenue	8 Avenue	North	21	19	18	17	19	19	17	15	18	17	13	4	10	19	90%	71%
			South	21	13	14	14	14	16	16	19	18	15	12	15	14	19	90%	90%
	8 Avenue	9 Avenue	North	19	11	5	5	4	4	4	8	8	6	5	9	8	11	58%	42%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	15	14	14	12	11	14	11	9	11	6	11	7	15	65%	48%
			South	23	12	13	13	12	9	11	12	12	12	12	13	13	13	57%	52%
	7 Avenue	8 Avenue	North	21	8	9	12	7	6	8	8	8	8	9	10	10	12	57%	38%
			South	21	13	12	5	11	11	10	11	9	8	13	12	12	13	62%	52%
	8 Avenue	9 Avenue	North	19	15	14	14	13	14	13	12	9	5	3	15	2	15	79%	63%
			South	19	6	7	6	8	6	7	5	12	6	9	0	12	12	63%	26%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	0	0	0	4	0	0	0	0	1	1	1	4	57%	0%
			West	0	2	0	1	0	1	1	0	0	0	1	0	0	2	#DIV/0!	#DIV/0!

	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	5	19	0	20	9	23	8	0	6	7	6	23	575%	575%
	Seymour Street	St Paul Street	East	7	0	0	4	2	3	0	0	4	0	3	0	3	4	57%	0%
			West	4	0	0	1	3	0	0	0	2	0	1	0	2	3	75%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	2	0	0	0	2	22%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	1	0	0	0	1	11%	0%
			West	9	0	0	0	0	0	0	0	0	3	0	0	0	3	33%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	13	12	9	9	11	11	0	0	0	13	163%	113%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	5	4	3	4	4	3	7	0	0	5	7	175%	100%
			West	6	0	0	1	7	7	7	6	6	11	0	0	0	11	183%	100%
	Seymour Street	St Paul Street	East	4	0	0	2	3	3	4	3	3	9	0	0	2	9	225%	75%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	1	2	2	2	2	4	3	0	0	0	4	100%	50%
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	6	16	9	11	6	9	0	0	0	3	16	200%	75%
	Nicola Street	Columbia Street	East	0	0	0	1	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			West	4	0	1	7	6	6	7	3	5	0	0	0	2	7	175%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	5	1	8	14	7	0	0	0	0	14	200%	200%
			West	2	0	0	0	2	6	8	12	5	1	0	0	0	12	600%	600%
	Victoria Street	Seymour Street	East	4	0	0	0	3	0	3	2	4	4	0	0	1	4	100%	50%
			West	4	0	0	5	4	8	4	8	3	3	0	0	4	8	200%	200%
	Seymour Street	St Paul Street	East	8	0	0	5	6	4	5	10	7	4	0	0	1	10	125%	125%
			West	4	0	0	5	4	7	4	6	4	0	0	0	0	7	175%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	0	18	10	11	12	11	11	5	0	0	8	18	257%	157%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	0	10	5	3	4	0	2	4	0	0	3	10	250%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	7	6	0	4	0	7	1	0	0	0	7	140%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	1	1	1	2	13	2	2	0	0	0	13	217%	217%
			West	6	0	0	1	1	3	2	15	2	1	0	0	0	15	250%	250%
	Victoria Street	Seymour Street	East	4	0	0	4	4	4	4	5	5	3	0	0	0	5	125%	125%
			West	7	0	0	4	6	5	6	2	5	5	0	0	0	6	86%	29%
	Seymour Street	St Paul Street	East	8	0	0	7	4	6	5	1	6	4	0	0	0	7	88%	13%
			West	7	0	0	1	0	1	2	0	2	4	0	0	0	4	57%	0%
	St Paul Street	Battle Street	East	8	0	0	4	11	8	4	0	5	3	0	0	0	11	138%	0%
			West	4	0	0	2	2	1	4	0	4	1	0	1	0	4	100%	0%
	Battle Street	Nicola Street	East	10	0	0	5	6	6	7	0	6	3	0	0	0	7	70%	0%
			West	10	0	0	3	4	4	3	0	4	1	0	0	0	4	40%	0%
	Nicola Street	Columbia Street	East	10	0	0	3	2	2	3	0	2	4	0	0	0	4	40%	0%
			West	10	0	0	4	4	4	4	0	7	5	0	0	0	7	70%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	1	3	2	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	0	2	6	0	3	0	0	2	0	0	0	6	100%	0%
	Victoria Street	Seymour Street	East	0	0	0	3	0	0	3	0	1	3	0	0	0	3	#DIV/0!	#DIV/0!
			West	7	0	0	6	0	5	7	6	7	8	0	0	0	8	114%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	3	0	6	4	4	3	3	0	0	0	6	75%	50%
	St Paul Street	Battle Street	East	8	0	0	2	2	6	2	7	3	5	0	0	0	7	88%	88%
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	2	0	0	2	0	0	0	2	22%	0%
			West	9	0	0	1	2	5	1	1	1	7	0	0	0	7	78%	11%
	Nicola Street	Columbia Street	East	7	0	0	1	6	0	2	2	2	0	0	0	0	6	86%	29%
			West	4	0	0	0	0	1	0	1	2	0	0	0	0	2	50%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	2	0	2	40%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	2	4	3	0	3	1	2	0	3	0	0	0	4	100%	50%
			West	7	1	3	3	0	0	0	1	0	3	0	0	0	3	43%	14%
	Seymour Street	St Paul Street	East	13	0	3	4	0	6	6	7	0	1	0	0	0	7	54%	54%
			West	10	0	0	0	0	1	1	0	0	6	0	0	0	6	60%	0%
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	8	3	3	0	3	3	11	0	0	3	0	0	11	157%	157%
			West	8	6	2	2	0	3	0	6	0	0	2	0	0	6	75%	75%
	St Paul Street	Battle Street	East	6	4	0	1	0	0	0	11	0	4	3	4	2	11	183%	183%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	4	0	2	3	2	3	4	5	0	0	0	0	5	50%	40%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	0	0	0	0	0	0	0	3	2	4	3	4	40%	0%
			West	10	2	0	0	0	0	0	0	0	1	3	1	2	3	30%	0%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	7	3	3	6	10	3	3	7	0	2	0	0	10	125%	38%
	Dominion Street	Pine Street	East	6	0	2	0	1	2	3	1	3	1	1	1	1	3	50%	17%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	475	903	1124	833	1207	1097	1212	935	1079	917	809	828			
			UTILIZATION		19%	36%	45%	33%	48%	43%	48%	37%	43%	36%	32%	33%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-845am	845-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	230-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	0	3	2	1	5	7	5	1	0	7	175%	25%
			South	9	0	9	7	10	23	10	9	4	16	15	7	7	23	256%	100%
	3 Avenue	4 Avenue	North	7	0	1	2	15	1	15	11	18	3	5	3	4	18	257%	157%
			South	6	0	4	2	4	2	2	2	2	4	8	5	2	8	133%	33%
	4 Avenue	5 Avenue	North	0	0	1	1	0	0	2	11	0	3	2	1	3	11	#DIV/0!	#DIV/0!
			South	16	0	7	15	11	23	13	36	13	15	19	10	14	36	225%	225%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	0	9	10	9	9	10	18	8	6	18	10	5	18	90%	90%
	6 Avenue	Victoria Street	North	0	0	0	1	0	1	0	1	0	0	1	3	1	3	#DIV/0!	#DIV/0!
			South	5	0	5	3	2	2	2	5	2	3	4	4	8	8	160%	100%
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	0	0	6	0	4	10	14	23	17	11	23	230%	40%
			South	15	0	0	0	0	9	0	25	6	9	12	13	12	25	167%	167%
	2 Avenue	3 Avenue	North	13	9	16	5	0	22	6	5	0	12	14	20	20	22	169%	38%
			South	13	5	1	11	0	12	10	5	0	13	16	15	17	17	131%	38%
	3 Avenue	4 Avenue	North	15	6	5	12	0	34	6	7	0	15	15	16	20	34	227%	47%
			South	15	7	5	18	0	9	13	5	0	23	18	22	28	28	187%	33%
	4 Avenue	5 Avenue	North	14	14	14	11	0	25	13	10	0	6	16	9	19	25	179%	71%
			South	10	0	1	9	0	14	5	3	0	10	19	10	5	19	190%	30%
	5 Avenue	6 Avenue	North	8	1	2	5	5	4	6	4	6	8	4	4	3	8	100%	50%
			South	18	3	2	6	0	9	5	2	0	4	12	14	8	14	78%	11%
	6 Avenue	7 Avenue	North	17	3	4	4	0	7	3	3	0	2	8	7	11	11	65%	18%
			South	23	0	0	1	0	0	2	4	0	8	11	19	12	19	83%	17%

	7 Avenue	8 Avenue	North	17	2	2	4	0	4	2	1	0	1	3	2	4	4	24%	6%
			South	13	1	1	1	0	2	2	2	0	1	3	2	0	3	23%	15%
Seymour Street	1 Avenue	2 Avenue	North	10	0	4	0	0	0	1	1	0	10	7	6	5	10	100%	10%
			South	10	4	4	0	0	0	0	0	0	7	6	7	3	7	70%	0%
	2 Avenue	3 Avenue	North	4	1	2	1	4	2	3	3	2	4	1	3	1	4	100%	75%
			South	5	1	2	1	2	2	4	4	1	1	3	4	3	4	80%	80%
	3 Avenue	4 Avenue	North	14	0	6	0	9	8	11	11	13	7	8	3	4	13	93%	79%
			South	15	0	1	7	1	2	1	7	1	2	7	2	4	7	47%	47%
	4 Avenue	5 Avenue	North	12	0	5	8	6	1	8	9	9	6	7	4	1	9	75%	75%
			South	9	0	0	2	4	5	0	4	1	0	3	2	1	5	56%	44%
	5 Avenue	6 Avenue	North	11	2	3	3	3	7	0	0	4	3	2	1	2	7	64%	0%
			South	13	1	1	1	0	7	4	0	0	1	3	0	4	7	54%	0%
St Paul Street	1 Avenue	2 Avenue	North	14	12	10	13	0	26	13	13	14	7	22	21	22	26	186%	93%
			South	2	2	2	0	0	4	2	2	13	6	8	6	7	13	650%	100%
	2 Avenue	3 Avenue	North	12	1	4	13	6	6	10	7	9	4	3	1	0	13	108%	58%
			South	13	2	4	12	0	11	4	4	7	2	1	0	0	12	92%	31%
	3 Avenue	4 Avenue	North	17	1	2	2	0	6	3	16	0	7	3	1	0	16	94%	94%
			South	12	2	0	2	0	4	4	4	0	4	4	1	0	4	33%	33%
	4 Avenue	5 Avenue	North	17	2	4	7	0	7	6	7	0	8	4	0	1	8	47%	41%
			South	18	13	12	11	0	11	12	10	0	12	4	7	6	13	72%	56%
	5 Avenue	6 Avenue	North	16	8	7	8	0	7	11	14	0	20	2	2	5	20	125%	88%
			South	16	13	13	15	0	14	14	9	0	15	4	4	0	15	94%	56%
Battle Street	3 Avenue	4 Avenue	North	19	0	2	10	6	4	4	7	4	0	3	1	1	10	53%	37%
			South	13	0	1	1	7	2	3	0	1	5	0	0	1	7	54%	0%
2 Avenue	Lansdowne Street	Victoria Street	East	7	2	0	0	0	4	0	0	0	0	1	1	1	4	57%	0%
			West	0	2	0	1	0	1	1	0	0	0	1	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	5	19	0	20	9	23	8	0	6	7	6	23	575%	575%
	Seymour Street	St Paul Street	East	7	0	0	4	2	3	0	0	4	0	3	0	3	4	57%	0%
			West	4	0	0	1	3	0	0	0	2	0	1	0	2	3	75%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	13	12	9	9	11	11	0	0	0	13	163%	113%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	5	4	3	4	4	3	7	0	0	5	7	175%	100%
			West	6	0	0	1	7	7	7	6	6	11	0	0	0	11	183%	100%
	Seymour Street	St Paul Street	East	4	0	0	2	3	3	4	3	3	9	0	0	2	9	225%	75%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	1	2	2	2	2	4	3	0	0	0	4	100%	50%
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	6	16	9	11	6	9	0	0	0	3	16	200%	75%
	Nicola Street	Columbia Street	East	0	0	0	1	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			West	4	0	1	7	6	6	7	3	5	0	0	0	2	7	175%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	5	1	8	14	7	0	0	0	0	14	200%	200%
			West	2	0	0	0	2	6	8	12	5	1	0	0	0	12	600%	600%
	Victoria Street	Seymour Street	East	4	0	0	0	3	0	3	2	4	4	0	0	1	4	100%	50%
			West	4	0	0	5	4	8	4	8	3	3	0	0	4	8	200%	200%
	Seymour Street	St Paul Street	East	8	0	0	5	6	4	5	10	7	4	0	0	1	10	125%	125%
			West	4	0	0	5	4	7	4	6	4	0	0	0	0	7	175%	150%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	0	18	10	11	12	11	11	5	0	0	8	18	257%	157%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	0	10	5	3	4	0	2	4	0	0	3	10	250%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	1	1	1	2	13	2	2	0	0	0	13	217%	217%
			West	6	0	0	1	1	3	2	15	2	1	0	0	0	15	250%	250%
	Victoria Street	Seymour Street	East	4	0	0	4	4	4	4	5	5	3	0	0	0	5	125%	125%
			West	7	0	0	4	6	5	6	2	5	5	0	0	0	6	86%	29%
	Seymour Street	St Paul Street	East	8	0	0	7	4	6	5	1	6	4	0	0	0	7	88%	13%
			West	7	0	0	1	0	1	2	0	2	4	0	0	0	4	57%	0%
	St Paul Street	Battle Street	East	8	0	0	4	11	8	4	0	5	3	0	0	0	11	138%	0%
			West	4	0	0	2	2	1	4	0	4	1	0	0	1	0	4	100%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	1	3	2	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	0	2	6	0	3	0	0	2	0	0	0	6	100%	0%
	Victoria Street	Seymour Street	East	0	0	0	3	0	0	3	0	1	3	0	0	0	3	#DIV/0!	#DIV/0!
			West	7	0	0	6	0	5	7	6	7	8	0	0	0	8	114%	86%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	3	0	6	4	4	3	3	0	0	0	6	75%	50%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	777	121	184	375	234	507	395	472	297	417	368	299	326			
			UTILIZATION	-	16%	24%	48%	30%	65%	51%	61%	38%	54%	47%	38%	42%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-845am	845-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	230-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
St Paul Street	Lee Road	1 Avenue	North	0	1	0	0	0	0	0	0	1	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	8	17	0	0	0	0	0	19	13	10	15	6	19	66%	0%
Battle Street	Lee Road	1 Avenue	North	21	0	22	4	5	5	7	7	7	7	7	12	14	22	105%	33%
			South	21	0	6	4	5	4	5	5	5	6	4	7	3	7	33%	24%
	1 Avenue	2 Avenue	North	17	0	5	11	5	3	2	6	5	7	4	4	8	11	65%	35%
			South	18	0	10	18	11	14	8	8	7	8	8	4	5	18	100%	44%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	2	4	2	4	7	5	7	11	5	4	3	11	69%	31%
	4 Avenue	5 Avenue	North	19	0	9	11	8	2	1	1	3	3	4	7	1	11	58%	5%
			South	19	0	11	11	9	15	12	12	11	12	11	1	6	15	79%	63%
	5 Avenue	6 Avenue	North	14	0	5	8	20	7	5	1	6	5	3	2	1	20	143%	7%
			South	19	0	5	5	1	17	11	12	13	12	7	3	5	17	89%	63%
Nicola Street	Lee Road	1 Avenue	North	25	0	8	6	6	9	6	5	5	3	7	1	7	9	36%	20%
			South	22	0	3	5	6	5	7	7	9	10	6	8	6	10	45%	32%
	1 Avenue	2 Avenue	North	18	0	27	23	10	15	12	24	8	10	17	2	13	27	150%	133%
			South	18	0	12	14	10	11	14	21	15	9	0	15	4	21	117%	117%
	2 Avenue	3 Avenue	North	18	0	26	30	14	15	15	27	13	8	9	7	7	30	167%	150%
			South	18	0	24	24	13	10	10	20	7	7	0	3	8	24	133%	111%
	3 Avenue	4 Avenue	North	14	0	16	11	17	14	16	13	9	14	21	11	14	21	150%	93%
			South	12	0	7	8	9	8	11	10	13	7	0	5	4	13	108%	83%
	4 Avenue	5 Avenue	North	18	0	13	13	13	15	10	12	6	13	10	9	6	15	83%	67%
			South	17	0	8	12	15	11	10	10	14	8	0	3	8	15	88%	59%
	5 Avenue	6 Avenue	North	18	0	13	14	12	16	14	12	1	13	20	12	12	20	111%	67%
			South	18	0	11	13	8	12	10	11	22	10	2	8	7	22	122%	61%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	2	0	0	0	2	22%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	1	0	0	0	1	11%	0%
			West	9	0	0	0	0	0	0	0	0	3	0	0	0	3	33%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	7	6	0	4	0	7	1	0	0	0	7	140%	0%
5 Avenue	Battle Street	Nicola Street	East	10	0	0	5	6	6	7	0	6	3	0	0	0	7	70%	0%
			West	10	0	0	3	4	4	3	0	4	1	0	0	0	4	40%	0%
	Nicola Street	Columbia Street	East	10	0	0	3	2	2	3	0	2	4	0	0	0	4	40%	0%
			West	10	0	0	4	4	4	4	0	7	5	0	0	0	7	70%	0%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	0	0	1	2	5	1	1	1	7	0	0	0	7	78%	11%
	Nicola Street	Columbia Street	West	4	0	0	0	0	1	0	1	2	0	0	0	0	2	50%	25%
			TOTAL	517	9	260	272	223	234	215	231	235	223	155	143	148			
			UTILIZATION	-	2%	50%	53%	43%	45%	42%	45%	45%	43%	30%	28%	29%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-845am	845-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	230-330pm	330-430pm	430-530pm	530-630pm	630-730pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	1	0	0	0	0	0	0	1	2	0	2	#DIV/0!	#DIV/0!
			South	9	0	0	1	0	1	2	0	0	3	3	2	3	3	33%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	1	14	10	13	13	13	16	15	14	14	9	7	16	64%	64%
			South	16	6	3	2	1	0	0	1	1	1	11	7	4	11	69%	6%
	7 Avenue	8 Avenue	North	26	0	6	10	10	16	13	11	12	9	9	8	2	16	62%	42%
			South	29	14	1	1	2	5	0	1	3	1	11	6	0	14	48%	3%
	8 Avenue	9 Avenue	North	12	0	7	7	11	12	11	11	10	8	5	3	4	12	100%	92%
			South	19	9	2	2	1	1	1	4	1	1	16	9	4	16	84%	21%
St Paul Street	6 Avenue	7 Avenue	North	22	12	8	15	0	11	7	8	0	18	0	5	6	18	82%	36%
			South	22	15	21	18	0	14	16	14	0	29	20	15	14	29	132%	64%
	7 Avenue	8 Avenue	North	22	9	9	7	0	10	12	10	0	22	10	3	15	22	100%	45%
			South	22	13	13	13	0	13	10	9	0	22	12	18	10	22	100%	41%
	8 Avenue	9 Avenue	North	18	17	19	20	0	18	24	20	0	19	8	8	10	24	133%	111%

			South	18	13	13	15	0	13	12	13	0	4	8	5	5	15	83%	72%
Battle Street	6 Avenue	7 Avenue	North	22	0	8	11	8	1	1	11	6	14	3	3	6	14	64%	50%
			South	22	0	3	2	12	11	17	16	17	11	15	12	14	17	77%	73%
	7 Avenue	8 Avenue	North	22	0	11	13	2	5	8	7	4	17	7	10	9	17	77%	32%
			South	22	0	4	3	8	7	10	7	11	0	15	16	17	17	77%	32%
	8 Avenue	9 Avenue	North	19	0	7	11	1	2	0	1	4	11	7	3	3	11	58%	5%
			South	19	0	2	0	4	5	6	5	6	0	9	11	10	11	58%	26%
Nicola Street	6 Avenue	7 Avenue	North	22	0	7	7	9	8	8	20	4	8	8	10	11	20	91%	91%
			South	22	0	8	10	10	9	8	0	14	14	13	14	14	14	64%	0%
	7 Avenue	8 Avenue	North	22	0	7	6	8	8	7	6	6	8	12	9	9	12	55%	27%
			South	22	0	8	8	7	6	7	7	5	8	8	10	14	14	64%	32%
	8 Avenue	9 Avenue	North	19	0	7	6	12	9	10	6	11	14	16	11	10	16	84%	32%
			South	19	0	10	11	6	9	10	11	12	8	4	6	8	12	63%	58%
Columbia Street	6 Avenue	7 Avenue	North	11	1	7	8	7	15	8	13	5	2	7	0	2	15	136%	118%
			South	13	12	14	14	10	5	15	8	17	7	5	6	5	17	131%	62%
	7 Avenue	8 Avenue	North	22	21	30	31	29	29	25	40	31	11	3	3	7	40	182%	182%
			South	22	22	40	39	37	32	49	27	37	10	11	8	5	49	223%	123%
	8 Avenue	9 Avenue	North	19	15	16	17	13	21	14	18	14	5	1	7	6	21	111%	95%
			South	19	3	13	18	23	10	16	17	17	6	9	6	6	23	121%	89%
Dominion Street	6 Avenue	7 Avenue	North	22	10	10	7	5	6	11	7	11	8	6	3	9	11	50%	32%
			South	22	5	5	9	9	9	10	8	6	9	9	18	9	18	82%	36%
	7 Avenue	8 Avenue	North	21	19	18	17	19	19	17	15	18	17	13	4	10	19	90%	71%
			South	21	13	14	14	14	16	16	19	18	15	12	15	14	19	90%	90%
	8 Avenue	9 Avenue	North	19	11	5	5	4	4	4	8	8	6	5	9	8	11	58%	42%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	15	14	14	12	11	14	11	9	11	6	11	7	15	65%	48%
			South	23	12	13	13	12	9	11	12	12	12	12	13	13	13	57%	52%
	7 Avenue	8 Avenue	North	21	8	9	12	7	6	8	8	8	8	9	10	10	12	57%	38%
			South	21	13	12	5	11	11	10	11	9	8	13	12	12	13	62%	52%
	8 Avenue	9 Avenue	North	19	15	14	14	13	14	13	12	9	5	3	15	2	15	79%	63%
			South	19	6	7	6	8	6	7	5	12	6	9	0	12	12	63%	26%
6 Avenue	St Paul Street	Battle Street	East	8	0	0	2	2	6	2	7	3	5	0	0	0	7	88%	88%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	2	0	0	2	0	0	0	2	22%	0%
	Nicola Street	Columbia Street	East	7	0	0	1	6	0	2	2	2	0	0	0	0	6	86%	29%
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	2	0	2	40%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	2	4	3	0	3	1	2	0	3	0	0	0	4	100%	50%
			West	7	1	3	3	0	0	0	1	0	3	0	0	0	3	43%	14%
	Seymour Street	St Paul Street	East	13	0	3	4	0	6	6	7	0	1	0	0	0	7	54%	54%
			West	10	0	0	0	0	1	1	0	0	6	0	0	0	6	60%	0%
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	8	3	3	0	3	3	11	0	0	3	0	0	11	157%	157%
			West	8	6	2	2	0	3	0	6	0	0	2	0	0	6	75%	75%
	St Paul Street	Battle Street	East	6	4	0	1	0	0	0	11	0	4	3	4	2	11	183%	183%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	4	0	2	3	2	3	4	5	0	0	0	0	5	50%	40%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	0	0	0	0	0	0	0	3	2	4	3	4	40%	0%
			West	10	2	0	0	0	0	0	0	0	1	3	1	2	3	30%	0%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	7	3	3	6	10	3	3	7	0	2	0	0	10	125%	38%
	Dominion Street	Pine Street	East	6	0	2	0	1	2	3	1	3	1	1	1	1	3	50%	17%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	1231	345	459	477	376	466	487	509	403	439	394	367	354			
			UTILIZATION		28%	37%	39%	31%	38%	40%	41%	33%	36%	32%	30%	29%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/17/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-12pm	12-130pm	2-3pm	3-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	0	0	0	2	0	2	2	50%	#REF!
			South	9	0	3	2	0	0	0	7	0	7	7	78%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	0	1	0	0	1	14%	#REF!
			South	6	0	0	0	0	0	0	2	0	2	2	33%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#REF!
			South	16	8	0	10	1	0	0	11	6	9	11	69%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	9	0	0	0	0	0	1	0	1	9	45%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			South	5	3	0	0	0	1	0	2	0	2	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	15	0	0	0	10	0	9	15	150%	#REF!
			South	15	0	0	12	0	0	0	6	0	8	12	80%	#REF!
	2 Avenue	3 Avenue	North	13	6	0	9	0	0	0	9	0	9	9	69%	#REF!
			South	13	7	0	6	0	0	0	7	0	11	11	85%	#REF!
	3 Avenue	4 Avenue	North	15	4	0	15	0	0	0	8	17	7	17	113%	#REF!
			South	15	7	0	26	0	0	0	12	12	10	26	173%	#REF!
	4 Avenue	5 Avenue	North	14	4	0	20	0	0	13	52	68	8	68	486%	#REF!
			South	10	3	0	10	0	0	15	41	178	7	178	1780%	#REF!
	5 Avenue	6 Avenue	North	8	1	0	5	0	0	4	4	0	1	5	63%	#REF!
			South	18	0	0	12	0	0	9	7	0	8	12	67%	#REF!
	6 Avenue	7 Avenue	North	17	2	0	7	7	0	3	8	0	5	8	47%	#REF!
			South	23	6	0	13	3	0	7	18	0	10	18	78%	#REF!
	7 Avenue	8 Avenue	North	17	3	0	4	0	0	0	0	0	2	4	24%	#REF!
			South	13	1	0	4	0	0	0	2	0	2	4	31%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	2	0	0	0	0	2	#DIV/0!	#REF!
			South	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	2	4	0	0	1	1	0	0	0	4	40%	#REF!
			South	10	3	0	0	0	1	3	1	0	0	3	30%	#REF!
	2 Avenue	3 Avenue	North	4	2	1	0	0	0	0	1	3	0	3	75%	#REF!
			South	5	3	0	1	0	2	1	1	1	0	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	0	0	1	3	0	0	0	3	21%	#REF!
			South	15	0	0	0	0	3	2	4	0	0	4	27%	#REF!
	4 Avenue	5 Avenue	North	12	0	1	0	0	0	0	3	89	0	89	742%	#REF!
			South	9	0	2	0	0	0	0	3	4	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	1	0	0	0	2	3	0	3	27%	#REF!
			South	13	2	3	2	0	0	0	1	3	0	3	23%	#REF!
	6 Avenue	7 Avenue	North	25	4	0	3	0	1	0	7	0	0	7	28%	#REF!
			South	16	0	0	1	0	1	0	0	0	0	1	6%	#REF!
	7 Avenue	8 Avenue	North	26	2	0	1	0	2	0	0	0	0	2	8%	#REF!
			South	29	0	0	3	0	1	0	0	0	0	3	10%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	0	0	1	0	0	0	0	0	0	1	5%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	5	0	0	5	17%	#REF!
	1 Avenue	2 Avenue	North	14	0	0	0	0	0	0	6	0	0	6	43%	#REF!
			South	2	0	0	0	0	0	0	3	0	0	3	150%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	2	0	0	0	0	0	0	2	17%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	13	14	14	0	3	0	2	0	0	14	82%	#REF!
			South	12	5	3	6	0	1	0	1	0	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	17	3	3	6	0	0	0	2	0	0	6	35%	#REF!
			South	18	7	9	6	0	6	0	6	0	5	9	50%	#REF!
	5 Avenue	6 Avenue	North	16	1	3	2	0	2	0	1	0	1	3	19%	#REF!
			South	16	0	1	2	0	0	0	0	0	0	2	13%	#REF!
	6 Avenue	7 Avenue	North	22	7	21	8	0	0	0	6	0	0	21	95%	#REF!
			South	22	13	28	12	0	0	0	8	0	0	28	127%	#REF!
	7 Avenue	8 Avenue	North	22	12	10	9	0	9	0	7	0	0	12	55%	#REF!
			South	22	14	12	13	0	12	0	14	0	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	18	7	9	10	0	8	0	10	0	0	10	56%	#REF!
			South	18	12	7	5	0	8	0	9	0	0	12	67%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	9	0	0	0	0	8	6	0	0	9	43%	#REF!
			South	21	7	0	0	0	0	5	5	0	0	7	33%	#REF!
	1 Avenue	2 Avenue	North	17	6	0	7	0	0	4	4	0	0	7	41%	#REF!
			South	18	12	0	15	0	0	9	11	0	0	15	83%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	5	0	15	0	2	2	2	0	0	15	94%	#REF!
	3 Avenue	4 Avenue	North	19	4	0	9	0	0	0	1	0	0	9	47%	#REF!
			South	13	3	0	12	0	4	0	3	0	0	12	92%	#REF!
	4 Avenue	5 Avenue	North	19	2	0	6	0	6	0	0	0	0	6	32%	#REF!
			South	19	2	0	13	0	10	0	1	0	0	13	68%	#REF!
	5 Avenue	6 Avenue	North	14	0	0	2	0	2	0	2	0	0	2	14%	#REF!
			South	19	0	0	5	0	8	0	6	0	0	8	42%	#REF!
	6 Avenue	7 Avenue	North	22	3	16	5	0	6	0	0	0	0	16	73%	#REF!
			South	22	14	16	10	0	12	0	0	0	0	16	73%	#REF!
	7 Avenue	8 Avenue	North	22	8	6	7	0	4	0	4	0	0	8	36%	#REF!
			South	22	14	14	12	0	14	0	10	0	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	5	7	5	0	3	0	5	0	0	7	37%	#REF!
			South	19	11	10	8	0	6	0	8	0	0	11	58%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	4	0	7	1	2	5	5	0	0	7	28%	#REF!
			South	22	6	0	4	1	0	8	6	0	0	8	36%	#REF!
	1 Avenue	2 Avenue	North	18	7	6	9	0	0	10	8	0	0	10	56%	#REF!
			South	18	4	3	2	0	0	2	4	0	0	4	22%	#REF!
	2 Avenue	3 Avenue	North	18	10	13	13	12	11	11	9	0	0	13	72%	#REF!
			South	18	5	8	8	4	6	5	4	0	0	8	44%	#REF!
	3 Avenue	4 Avenue	North	14	8	11	10	7	5	0	4	0	0	11	79%	#REF!
			South	12	5	6	5	6	3	0	4	0	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	18	5	4	5	4	0	0	3	0	0	5	28%	#REF!
			South	17	2	3	4	4	0	0	2	0	0	4	24%	#REF!
	5 Avenue	6 Avenue	North	18	12	13	11	12	12	0	11	0	0	13	72%	#REF!
			South	18	6	6	7	8	7	0	5	0	0	8	44%	#REF!
	6 Avenue	7 Avenue	North	22	10	10	11	8	12	0	12	0	0	12	55%	#REF!
			South	22	12	8	9	8	7	0	11	0	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	7	7	8	5	13	0	7	0	0	13	59%	#REF!
			South	22	11	11	10	7	2	0	8	0	0	11	50%	#REF!
	8 Avenue	9 Avenue	North	19	12	9	10	8	12	0	7	0	0	12	63%	#REF!
			South	19	7	8	6	4	0	0	5	0	0	8	42%	#REF!

Columbia Street	6 Avenue	7 Avenue	North	11	13	0	11	4	0	0	0	0	7	13	118%	#REF!
			South	13	10	0	9	4	0	0	0	0	8	10	77%	#REF!
	7 Avenue	8 Avenue	North	22	14	0	7	13	0	7	8	0	8	14	64%	#REF!
			South	22	11	0	7	15	0	10	7	0	7	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	3	4	9	2	0	0	0	0	0	9	47%	#REF!
			South	19	3	5	7	3	0	0	0	0	0	7	37%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	0	11	14	7	0	15	0	13	15	68%	#REF!
			South	22	6	0	8	11	7	0	20	0	13	20	91%	#REF!
	7 Avenue	8 Avenue	North	21	13	0	13	23	10	0	26	0	26	26	124%	#REF!
			South	21	9	0	6	12	8	0	14	0	26	26	124%	#REF!
	8 Avenue	9 Avenue	North	19	6	3	7	6	5	0	6	0	7	7	37%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	0	8	9	0	7	6	9	0	0	9	39%	#REF!
			South	23	0	12	11	0	10	11	12	0	0	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	6	6	6	0	5	3	2	0	0	6	29%	#REF!
			South	21	10	13	13	0	14	12	9	0	0	14	67%	#REF!
	8 Avenue	9 Avenue	North	19	1	1	0	0	0	0	1	0	0	1	5%	#REF!
			South	19	9	5	6	0	0	1	4	0	0	9	47%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	6	0	0	0	6	67%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	2	0	0	0	2	22%	#REF!
			West	9	0	0	0	0	0	2	0	0	0	2	22%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	2	0	0	0	0	8	0	9	9	113%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	11	0	0	0	4	0	2	11	275%	#REF!
			West	6	0	2	12	0	0	0	2	0	5	12	200%	#REF!
	Seymour Street	St Paul Street	East	4	15	8	25	0	0	0	4	0	2	25	625%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	10	0	13	0	0	0	1	0	0	13	325%	#REF!
			West	10	0	0	1	0	0	0	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	10	0	19	0	0	1	2	0	6	19	238%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	2	0	6	0	0	2	0	0	2	6	150%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	3	0	0	2	0	0	0	10	7	10	143%	#REF!
			West	2	0	0	9	6	0	0	0	7	9	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	2	0	23	3	23	575%	#REF!
			West	4	4	0	0	0	0	5	3	2	11	11	275%	#REF!
	Seymour Street	St Paul Street	East	8	3	0	5	0	0	2	2	0	5	5	63%	#REF!
			West	4	0	0	4	0	0	1	0	0	1	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	9	0	1	3	2	0	3	9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	3	0	0	0	3	75%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	1	0	0	0	0	2	2	0	0	2	40%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	1	2	0	0	0	0	0	2	33%	#REF!
			West	6	2	0	4	5	0	0	0	0	0	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	11	0	0	3	0	3	0	11	275%	#REF!
			West	7	0	0	9	0	0	3	0	96	0	96	1371%	#REF!
	Seymour Street	St Paul Street	East	8	0	0	5	0	0	0	1	0	0	5	63%	#REF!
			West	7	0	0	1	0	0	0	0	1	0	1	14%	#REF!
	St Paul Street	Battle Street	East	8	3	0	6	0	0	0	0	0	0	6	75%	#REF!
			West	4	1	0	5	0	0	0	0	0	0	5	125%	#REF!
	Battle Street	Nicola Street	East	10	4	0	6	0	0	0	0	0	0	6	60%	#REF!
			West	10	0	0	4	0	0	2	2	0	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	2	0	1	1	0	1	3	0	0	3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	1	1	0	1	2	0	2	2	#DIV/0!	#REF!
			West	7	1	0	0	2	0	3	2	1	8	8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	25	4	2	0	1	2	0	3	25	313%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	1	0	2	1	0	0	2	25%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	2	0	2	1	0	0	0	2	3	3	33%	#REF!
			West	9	0	0	0	0	0	3	2	1	0	3	33%	#REF!
	Nicola Street	Columbia Street	East	7	2	0	2	0	0	0	2	0	0	2	29%	#REF!
			West	4	1	0	0	0	0	1	0	1	0	1	25%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	9	4	0	4	4	0	8	9	113%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	9	1	0	2	2	0	3	2	0	3	3	33%	#REF!
			West	9	0	0	3	2	0	2	1	0	1	3	33%	#REF!
	St Paul Street	Battle Street	East	8	2	0	1	2	0	2	1	0	2	2	25%	#REF!
			West	7	2	0	3	4	0	3	2	0	1	4	57%	#REF!
	Battle Street	Nicola Street	East	10	1	0	6	0	0	1	1	0	1	6	60%	#REF!
			West	10	3	0	2	0	0	0	0	0	3	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	4	0	7	3	0	3	6	0	5	7	70%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	2	0	0	2	50%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	1	1	0	1	0	0	0	1	8%	#REF!
			West	10	0	0	1	3	0	2	1	0	0	3	30%	#REF!
	St Paul Street	Battle Street	East	10	3	0	4	2	0	1	4	0	2	4	40%	#REF!
			West	10	2	0	1	2	0	2	3	0	3	3	30%	#REF!
	Battle Street	Nicola Street	East	10	1	0	5	4	0	2	2	0	5	5	50%	#REF!
			West	10	6	0	2	3	0	5	5	0	4	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	2	0	3	3	30%	#REF!
			West	10	5	0	3	4	0	4	4	0	2	5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!

9 Avenue	Seymour Street	St Paul Street	East	7	6	0	2	0	0	0	0	0	0	6	86%	#REF!
			West	8	8	0	4	0	0	0	0	0	0	8	100%	#REF!
	St Paul Street	Battle Street	East	6	6	4	7	0	2	0	4	0	0	7	117%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	3	0	3	0	0	0	0	0	0	3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	2	1	0	1	0	0	2	20%	#REF!
			West	10	2	1	1	0	1	0	2	0	0	2	20%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	5	0	1	1	1	0	1	0	0	5	63%	#REF!
	Dominion Street	Pine Street	East	6	1	0	1	0	3	0	1	0	0	3	50%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	669	430	935	280	316	266	725	531	366			
			UTILIZATION	-	26%	17%	37%	11%	13%	11%	29%	21%	14%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-12pm	12-130pm	2-3pm	3-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	0	0	0	2	0	2	2	50%	#REF!
			South	9	0	3	2	0	0	0	7	0	7	7	78%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	0	1	0	0	1	14%	#REF!
			South	6	0	0	0	0	0	0	2	0	2	2	33%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#REF!
			South	16	8	0	10	1	0	0	11	6	9	11	69%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	9	0	0	0	0	0	1	0	1	9	45%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			South	5	3	0	0	0	1	0	2	0	2	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	15	0	0	0	10	0	9	15	150%	#REF!
			South	15	0	0	12	0	0	0	6	0	8	12	80%	#REF!
	2 Avenue	3 Avenue	North	13	6	0	9	0	0	0	9	0	9	9	69%	#REF!
			South	13	7	0	6	0	0	0	7	0	11	11	85%	#REF!
	3 Avenue	4 Avenue	North	15	4	0	15	0	0	0	8	17	7	17	113%	#REF!
			South	15	7	0	26	0	0	0	12	12	10	26	173%	#REF!
	4 Avenue	5 Avenue	North	14	4	0	20	0	0	13	52	68	8	68	486%	#REF!
			South	10	3	0	10	0	0	15	41	178	7	178	1780%	#REF!
	5 Avenue	6 Avenue	North	8	1	0	5	0	0	4	4	0	1	5	63%	#REF!
			South	18	0	0	12	0	0	9	7	0	8	12	67%	#REF!
	6 Avenue	7 Avenue	North	17	2	0	7	7	0	3	8	0	5	8	47%	#REF!
			South	23	6	0	13	3	0	7	18	0	10	18	78%	#REF!
	7 Avenue	8 Avenue	North	17	3	0	4	0	0	0	0	0	2	4	24%	#REF!
			South	13	1	0	4	0	0	0	2	0	2	4	31%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	2	4	0	0	1	1	0	0	0	4	40%	#REF!
			South	10	3	0	0	0	1	3	1	0	0	3	30%	#REF!
	2 Avenue	3 Avenue	North	4	2	1	0	0	0	0	1	3	0	3	75%	#REF!
			South	5	3	0	1	0	2	1	1	1	0	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	0	0	1	3	0	0	0	3	21%	#REF!
			South	15	0	0	0	0	3	2	4	0	0	4	27%	#REF!
	4 Avenue	5 Avenue	North	12	0	1	0	0	0	0	3	89	0	89	742%	#REF!
			South	9	0	2	0	0	0	0	3	4	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	1	0	0	0	2	3	0	3	27%	#REF!
			South	13	2	3	2	0	0	0	1	3	0	3	23%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	0	0	0	0	0	0	6	0	0	6	43%	#REF!
			South	2	0	0	0	0	0	0	3	0	0	3	150%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	2	0	0	0	0	0	0	2	17%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	13	14	14	0	3	0	2	0	0	14	82%	#REF!
			South	12	5	3	6	0	1	0	1	0	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	17	3	3	6	0	0	0	2	0	0	6	35%	#REF!
			South	18	7	9	6	0	6	0	6	0	5	9	50%	#REF!
	5 Avenue	6 Avenue	North	16	1	3	2	0	2	0	1	0	1	3	19%	#REF!
			South	16	0	1	2	0	0	0	0	0	0	2	13%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	4	0	9	0	0	0	1	0	0	9	47%	#REF!
			South	13	3	0	12	0	4	0	3	0	0	12	92%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	2	0	0	0	0	8	0	9	9	113%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	11	0	0	0	4	0	2	11	275%	#REF!
			West	6	0	2	12	0	0	0	2	0	5	12	200%	#REF!
	Seymour Street	St Paul Street	East	4	15	8	25	0	0	0	4	0	2	25	625%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	10	0	13	0	0	0	1	0	0	13	325%	#REF!
			West	10	0	0	1	0	0	0	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	10	0	19	0	0	1	2	0	6	19	238%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	2	0	6	0	0	2	0	0	2	6	150%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	3	0	0	2	0	0	0	10	7	10	143%	#REF!
			West	2	0	0	9	6	0	0	0	7	9	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	2	0	23	3	23	575%	#REF!
			West	4	4	0	0	0	0	5	3	2	11	11	275%	#REF!
	Seymour Street	St Paul Street	East	8	3	0	5	0	0	2	2	0	5	5	63%	#REF!
			West	4	0	0	4	0	0	1	0	0	1	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	9	0	1	3	2	0	3	9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	3	0	0	0	3	75%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	1	2	0	0	0	0	0	2	33%	#REF!
			West	6	2	0	4	5	0	0	0	0	0	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	11	0	0	3	0	3	0	11	275%	#REF!
			West	7	0	0	9	0	0	3	0	96	0	96	1371%	#REF!
	Seymour Street	St Paul Street	East	8	0	0	5	0	0	0	1	0	0	5	63%	#REF!
			West	7	0	0	1	0	0	0	0	1	0	1	14%	#REF!
	St Paul Street	Battle Street	East	8	3	0	6	0	0	0	0	0	0	6	75%	#REF!
			West	4	1	0	5	0	0	0	0	0	0	5	125%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	1	1	0	1	2	0	2	2	#DIV/0!	#REF!
			West	7	1	0	0	2	0	3	2	1	8	8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	25	4	2	0	1	2	0	3	25	313%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	9	4	0	4	4	0	8	9	113%	#REF!

			West	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	777	170	85	403	35	26	95	290	527	213			
			UTILIZATION	-	22%	11%	52%	5%	3%	12%	37%	68%	27%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-12pm	12-130pm	2-3pm	3-5pm	5-6pm	6-7pm	7-8pm	Max Demand	Max %	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	5	0	0	5	17%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	9	0	0	0	0	8	6	0	0	9	43%	#REF!
			South	21	7	0	0	0	0	5	5	0	0	7	33%	#REF!
	1 Avenue	2 Avenue	North	17	6	0	7	0	0	4	4	0	0	7	41%	#REF!
			South	18	12	0	15	0	0	9	11	0	0	15	83%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	5	0	15	0	2	2	2	0	0	15	94%	#REF!
	4 Avenue	5 Avenue	North	19	2	0	6	0	6	0	0	0	0	6	32%	#REF!
			South	19	2	0	13	0	10	0	1	0	0	13	68%	#REF!
	5 Avenue	6 Avenue	North	14	0	0	2	0	2	0	2	0	0	2	14%	#REF!
			South	19	0	0	5	0	8	0	6	0	0	8	42%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	4	0	7	1	2	5	5	0	0	7	28%	#REF!
			South	22	6	0	4	1	0	8	6	0	0	8	36%	#REF!
	1 Avenue	2 Avenue	North	18	7	6	9	0	0	10	8	0	0	10	56%	#REF!
			South	18	4	3	2	0	0	2	4	0	0	4	22%	#REF!
	2 Avenue	3 Avenue	North	18	10	13	13	12	11	11	9	0	0	13	72%	#REF!
			South	18	5	8	8	4	6	5	4	0	0	8	44%	#REF!
	3 Avenue	4 Avenue	North	14	8	11	10	7	5	0	4	0	0	11	79%	#REF!
			South	12	5	6	5	6	3	0	4	0	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	18	5	4	5	4	0	0	3	0	0	5	28%	#REF!
			South	17	2	3	4	4	0	0	2	0	0	4	24%	#REF!
	5 Avenue	6 Avenue	North	18	12	13	11	12	12	0	11	0	0	13	72%	#REF!
			South	18	6	6	7	8	7	0	5	0	0	8	44%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	6	0	0	0	6	67%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	2	0	0	0	2	22%	#REF!
			West	9	0	0	0	0	0	2	0	0	0	2	22%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	1	0	0	0	0	2	2	0	0	2	40%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	4	0	6	0	0	0	0	0	0	6	60%	#REF!
			West	10	0	0	4	0	0	2	2	0	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	2	0	1	1	0	1	3	0	0	3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	West	9	0	0	0	0	0	3	2	1	0	3	33%	#REF!
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	1	0	1	0	1	25%	#REF!
			TOTAL	517	125	73	159	60	74	88	116	2	0			
			UTILIZATION	-	24%	14%	31%	12%	14%	17%	22%	0%	0%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-12pm	12-130pm	2-3pm	3-5pm	5-6pm	6-7pm	7-8pm	Max Demand	Max %	Peak Hr. %
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	2	0	0	0	0	2	#DIV/0!	#REF!
			South	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	4	0	3	0	1	0	7	0	0	7	28%	#REF!
			South	16	0	0	1	0	1	0	0	0	0	1	6%	#REF!
	7 Avenue	8 Avenue	North	26	2	0	1	0	2	0	0	0	0	2	8%	#REF!
			South	29	0	0	3	0	1	0	0	0	0	3	10%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	0	0	1	0	0	0	0	0	0	1	5%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	7	21	8	0	0	0	6	0	0	21	95%	#REF!
			South	22	13	28	12	0	0	0	8	0	0	28	127%	#REF!
	7 Avenue	8 Avenue	North	22	12	10	9	0	9	0	7	0	0	12	55%	#REF!
			South	22	14	12	13	0	12	0	14	0	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	18	7	9	10	0	8	0	10	0	0	10	56%	#REF!
			South	18	12	7	5	0	8	0	9	0	0	12	67%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	3	16	5	0	6	0	0	0	0	16	73%	#REF!
			South	22	14	16	10	0	12	0	0	0	0	16	73%	#REF!
	7 Avenue	8 Avenue	North	22	8	6	7	0	4	0	4	0	0	8	36%	#REF!
			South	22	14	14	12	0	14	0	10	0	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	5	7	5	0	3	0	5	0	0	7	37%	#REF!
			South	19	11	10	8	0	6	0	8	0	0	11	58%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	10	10	11	8	12	0	12	0	0	12	55%	#REF!
			South	22	12	8	9	8	7	0	11	0	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	7	7	8	5	13	0	7	0	0	13	59%	#REF!
			South	22	11	11	10	7	2	0	8	0	0	11	50%	#REF!
	8 Avenue	9 Avenue	North	19	12	9	10	8	12	0	7	0	0	12	63%	#REF!
			South	19	7	8	6	4	0	0	5	0	0	8	42%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	13	0	11	4	0	0	0	0	7	13	118%	#REF!
			South	13	10	0	9	4	0	0	0	0	8	10	77%	#REF!
	7 Avenue	8 Avenue	North	22	14	0	7	13	0	7	8	0	8	14	64%	#REF!
			South	22	11	0	7	15	0	10	7	0	7	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	3	4	9	2	0	0	0	0	0	9	47%	#REF!
			South	19	3	5	7	3	0	0	0	0	0	7	37%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	0	11	14	7	0	15	0	13	15	68%	#REF!
			South	22	6	0	8	11	7	0	20	0	13	20	91%	#REF!
	7 Avenue	8 Avenue	North	21	13	0	13	23	10	0	26	0	26	26	124%	#REF!
			South	21	9	0	6	12	8	0	14	0	26	26	124%	#REF!
	8 Avenue	9 Avenue	North	19	6	3	7	6	5	0	6	0	7	7	37%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	0	8	9	0	7	6	9	0	0	9	39%	#REF!
			South	23	0	12	11	0	10	11	12	0	0	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	6	6	6	0	5	3	2	0	0	6	29%	#REF!
			South	21	10	13	13	0	14	12	9	0	0	14	67%	#REF!
	8 Avenue	9 Avenue	North	19	1	1	0	0	0	0	1	0	0	1	5%	#REF!
			South	19	9	5	6	0	0	1	4	0	0	9	47%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	1	0	2	1	0	0	2	25%	#REF!
	Battle Street	Nicola Street	East	9	2	0	2	1	0	0	0	2	3	3	33%	#REF!
	Nicola Street	Columbia Street	East	7	2	0	2	0	0	0	2	0	0	2	29%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	1	0	2	2	0	3	2	0	3	3	33%	#REF!
			West	9	0	0	3	2	0	2	1	0	1	3	33%	#REF!
	St Paul Street	Battle Street	East	8	2	0	1	2	0	2	1	0	2	2	25%	#REF!
			West	7	2	0	3	4	0	3	2	0	1	4	57%	#REF!
	Battle Street	Nicola Street	East	10	1	0	6	0	0	1	1	0	1	6	60%	#REF!
			West	10	3	0	2	0	0	0	0	0	3	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	4	0	7	3	0	3	6	0	5	7	70%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!

8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	2	0	0	2	50%	#REF!
			West	7	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	1	1	0	1	0	0	0	1	8%	#REF!
			West	10	0	0	1	3	0	2	1	0	0	3	30%	#REF!
	St Paul Street	Battle Street	East	10	3	0	4	2	0	1	4	0	2	4	40%	#REF!
			West	10	2	0	1	2	0	2	3	0	3	3	30%	#REF!
	Battle Street	Nicola Street	East	10	1	0	5	4	0	2	2	0	5	5	50%	#REF!
			West	10	6	0	2	3	0	5	5	0	4	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	2	0	3	3	30%	#REF!
			West	10	5	0	3	4	0	4	4	0	2	5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	6	0	2	0	0	0	0	0	0	6	86%	#REF!
			West	8	8	0	4	0	0	0	0	0	0	8	100%	#REF!
	St Paul Street	Battle Street	East	6	6	4	7	0	2	0	4	0	0	7	117%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	3	0	3	0	0	0	0	0	0	3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	2	1	0	1	0	0	2	20%	#REF!
			West	10	2	1	1	0	1	0	2	0	0	2	20%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	5	0	1	1	1	0	1	0	0	5	63%	#REF!
	Dominion Street	Pine Street	East	6	1	0	1	0	3	0	1	0	0	3	50%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	374	272	373	185	216	83	319	2	153			
			UTILIZATION	-	30%	22%	30%	15%	18%	7%	26%	0%	12%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/16/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	6-7pm	7-8pm	Max Demand	Max %	Peak Hr. %
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	0	2	0	3	2	0	0	0	3	75%	#REF!
			South	9	6	0	8	5	0	9	4	0	0	0	9	100%	#REF!
	3 Avenue	4 Avenue	North	7	1	0	0	1	0	0	2	0	0	0	2	29%	#REF!
			South	6	1	0	3	3	0	4	4	0	0	0	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	2	0	0	4	0	0	0	0	0	0	4	#DIV/0!	#REF!
			South	16	8	0	13	10	0	11	13	0	0	0	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	9	0	6	22	0	5	9	0	0	0	22	110%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			South	5	3	0	0	0	0	0	3	0	0	0	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	3	8	12	7	0	1	7	0	2	0	12	120%	#REF!
			South	15	4	8	7	8	0	0	8	0	6	0	8	53%	#REF!
	2 Avenue	3 Avenue	North	13	7	5	6	9	0	15	10	0	10	0	15	115%	#REF!
			South	13	7	10	13	11	0	17	8	0	6	0	17	131%	#REF!
	3 Avenue	4 Avenue	North	15	3	5	7	5	0	13	8	0	12	0	13	87%	#REF!
			South	15	3	6	11	14	0	16	10	0	9	0	16	107%	#REF!
	4 Avenue	5 Avenue	North	14	5	7	11	9	0	22	17	0	16	0	22	157%	#REF!
			South	10	7	8	14	10	0	17	8	0	7	0	17	170%	#REF!
	5 Avenue	6 Avenue	North	8	0	1	1	2	0	6	6	0	6	0	6	75%	#REF!
			South	18	0	3	1	5	0	9	4	0	10	0	10	56%	#REF!
	6 Avenue	7 Avenue	North	17	1	2	2	4	0	2	3	0	4	0	4	24%	#REF!
			South	23	4	2	3	2	0	4	9	0	9	0	9	39%	#REF!
	7 Avenue	8 Avenue	North	17	2	9	5	10	0	8	1	1	1	0	10	59%	#REF!
			South	13	0	1	0	1	0	1	2	1	7	0	7	54%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	4	11	8	2	1	7	0	0	1	0	11	110%	#REF!
			South	10	2	3	6	3	4	0	1	0	2	3	6	60%	#REF!
	2 Avenue	3 Avenue	North	4	1	4	4	3	3	3	2	0	1	0	4	100%	#REF!
			South	5	1	1	5	3	2	1	7	0	2	4	7	140%	#REF!
	3 Avenue	4 Avenue	North	14	0	6	0	3	0	13	1	0	1	0	13	93%	#REF!
			South	15	0	2	3	4	0	0	7	0	3	0	7	47%	#REF!
	4 Avenue	5 Avenue	North	12	0	1	0	8	0	7	4	0	3	0	8	67%	#REF!
			South	9	1	2	1	1	0	0	4	0	2	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	3	6	0	8	1	3	1	0	8	73%	#REF!
			South	13	2	4	3	1	0	5	11	0	5	0	11	85%	#REF!
	6 Avenue	7 Avenue	North	25	7	13	11	15	0	11	3	8	6	0	15	60%	#REF!
			South	16	4	9	7	1	0	2	8	0	1	0	9	56%	#REF!
	7 Avenue	8 Avenue	North	26	8	11	10	16	0	10	0	0	3	0	16	62%	#REF!
			South	29	10	15	9	0	0	0	11	0	0	0	15	52%	#REF!
	8 Avenue	9 Avenue	North	12	4	0	4	3	3	0	5	0	1	0	5	42%	#REF!
			South	19	7	0	1	0	0	0	3	0	0	0	7	37%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	2	1	0	0	0	0	0	0	0	0	2	#DIV/0!	#REF!
			South	29	14	18	16	16	18	0	9	0	6	0	18	62%	#REF!
	1 Avenue	2 Avenue	North	14	10	12	11	9	1	0	1	0	3	54	54	386%	#REF!
			South	2	1	1	5	0	21	0	0	0	0	211	211	10550%	#REF!
	2 Avenue	3 Avenue	North	12	0	8	13	6	6	0	10	0	3	0	13	108%	#REF!
			South	13	1	1	5	0	3	0	3	0	0	0	5	38%	#REF!
	3 Avenue	4 Avenue	North	17	1	7	5	3	9	0	12	0	2	0	12	71%	#REF!
			South	12	2	1	2	0	4	0	5	0	3	0	5	42%	#REF!
	4 Avenue	5 Avenue	North	17	6	6	7	6	6	0	4	0	1	0	7	41%	#REF!
			South	18	9	8	9	9	12	0	9	0	6	0	12	67%	#REF!
	5 Avenue	6 Avenue	North	16	9	12	15	15	9	9	11	0	1	0	15	94%	#REF!
			South	16	3	6	3	2	3	2	4	0	1	0	6	38%	#REF!
	6 Avenue	7 Avenue	North	22	12	16	11	13	16	10	7	0	6	0	16	73%	#REF!
			South	22	14	14	18	17	18	15	13	0	12	0	18	82%	#REF!
	7 Avenue	8 Avenue	North	22	8	7	7	10	8	8	7	0	12	0	12	55%	#REF!
			South	22	12	12	12	10	9	11	11	0	11	0	12	55%	#REF!
	8 Avenue	9 Avenue	North	18	16	0	16	17	18	17	14	0	10	0	18	100%	#REF!
			South	18	11	0	9	11	8	9	8	0	9	0	11	61%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	9	8	8	9	0	8	0	9	8	4	9	43%	#REF!
			South	21	9	12	12	11	0	12	0	12	9	8	12	57%	#REF!
	1 Avenue	2 Avenue	North	17	3	3	4	5	7	5	0	4	6	83	83	488%	#REF!
			South	18	9	11	13	12	10	9	0	9	10	108	108	600%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	3	1	1	3	0	6	0	2	2	0	6	38%	#REF!
	3 Avenue	4 Avenue	North	19	2	0	2	1	3	3	0	0	0	0	3	16%	#REF!
			South	13	3	0	4	7	4	6	5	0	5	0	7	54%	#REF!
	4 Avenue	5 Avenue	North	19	8	0	11	14	9	5	9	0	3	0	14	74%	#REF!
			South	19	9	0	14	13	15	14	13	0	1	0	15	79%	#REF!
	5 Avenue	6 Avenue	North	14	7	0	6	7	9	7	6	0	4	0	9	64%	#REF!
			South	19	14	0	14	16	18	9	9	0	5	0	18	95%	#REF!
	6 Avenue	7 Avenue	North	22	4	1	5	7	0	0	0	0	5	0	7	32%	#REF!
			South	22	11	6	10	12	0	0	12	0	12	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	8	5	7	4	2	1	1	0	7	0	8	36%	#REF!
			South	22	11	11	12	14	5	7	13	0	8	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	4	0	7	5	4	4	2	0	7	0	7	37%	#REF!
			South	19	11	0	8	8	8	6	9	0	6	0	11	58%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	6	6	6	6	1	1	0	5	5	6	6	24%	#REF!
			South	22	5	3	6	6	0	0	0	6	5	5	6	27%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	9	9	10	11	0	12	10	9	12	67%	#REF!
			South	18	5	5	7	7	6	8	0	9	8	4	9	50%	#REF!
	2 Avenue	3 Avenue	North	18	12	17	17	14	14	17	0	15	6	10	17	94%	#REF!
			South	18	9	12	11	10	10	10	0	11	4	5	12	67%	#REF!
	3 Avenue	4 Avenue	North	14	13	15	15	11	11	12	0	12	10	11	15	107%	#REF!
			South	12	7	10	9	7	6	8	0	8	5	7	10	83%	#REF!
	4 Avenue	5 Avenue	North	18	6	8	9	6	8	10	0	5	1	1	10	56%	#REF!
			South	17	8	10	10	11	6	5	0	8	3	3	11	65%	#REF!
	5 Avenue	6 Avenue	North	18	11	10	13	13	13	14	0	15	12	12	15	83%	#REF!
			South	18	9	5	7	9	7	6	0	7	9	8	9	50%	#REF!
	6 Avenue	7 Avenue	North	22	11	10	8	6	6	9	0	7	9	8	11	50%	#REF!
			South	22	9	12	9	8	8	8	0	8	12	10	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	5	8	11	8	7	8	0	8	7	8	11	50%	#REF!
			South	22	14	13	9	10	12	15	0	12	7	13	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	10	7	6	6	6	4	0	7	8	9	10	53%	#REF!
			South	19	7	7	6	6	6	5	0	4	5	4	7	37%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	3	8	4	6	8	6	1	0	7	8	73%	#REF!
			South	13	0	3	3	5	4	1	5	3	0	3	5	38%	#REF!
	7 Avenue	8 Avenue	North	22	2	6	11	9	10	10	14	8	5	6	14	64%	#REF!
			South	22	2	13	15	15	14	16	8	15	6	7	16	73%	#REF!
	8 Avenue	9 Avenue	North	19	7	6	5	3	7	4	0	9	0	6	9	47%	#REF!
			South	19	3	4	4	4	4	3	0	5	0	4	5	26%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	8	7	8	8	9	0	0	10	7	10	10	45%	#REF!
			South	22	8	6	6	7	6	0	0	4	8	8	8	36%	#REF!

	7 Avenue	8 Avenue	North	21	14	13	13	11	10	0	0	21	10	9	21	100%	#REF!
			South	21	14	13	13	11	12	0	0	22	8	8	22	105%	#REF!
	8 Avenue	9 Avenue	North	19	7	8	6	6	8	7	0	5	3	7	8	42%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	13	13	12	7	8	0	8	9	10	13	57%	#REF!
			South	23	9	13	11	12	10	11	0	9	10	12	13	57%	#REF!
	7 Avenue	8 Avenue	North	21	7	5	4	10	3	5	0	0	1	3	10	48%	#REF!
			South	21	11	6	9	18	9	7	0	0	11	13	18	86%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	2	3	1	0	0	0	0	1	3	16%	#REF!
			South	19	7	6	5	4	5	0	0	0	8	9	9	47%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	1	1	14%	#REF!
			West	4	0	0	10	0	0	0	0	0	0	28	28	700%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	6	0	6	67%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	1	0	1	11%	#REF!
			West	9	0	0	0	0	0	0	0	0	2	0	2	22%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	1	3	6	0	0	0	0	0	3	0	6	150%	#REF!
			West	6	0	3	2	0	0	0	0	0	3	0	3	50%	#REF!
	Seymour Street	St Paul Street	East	4	1	2	6	0	0	0	0	0	4	0	6	150%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	6	4	0	0	0	0	0	0	2	0	6	75%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	2	0	0	0	0	0	0	0	3	0	3	75%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	5	0	5	71%	#REF!
			West	2	0	0	1	0	0	0	0	0	2	0	2	100%	#REF!
	Victoria Street	Seymour Street	East	4	0	2	4	2	0	0	0	0	2	0	4	100%	#REF!
			West	4	2	3	3	3	0	0	0	0	4	0	4	100%	#REF!
	Seymour Street	St Paul Street	East	8	6	5	5	7	0	0	0	0	4	0	7	88%	#REF!
			West	4	4	4	4	4	0	0	0	0	0	0	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	4	9	4	7	0	0	0	0	4	0	9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	4	5	3	2	0	0	0	0	0	0	5	125%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	3	0	3	5	0	0	0	0	0	0	5	100%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	4	0	0	0	0	2	0	4	67%	#REF!
			West	6	0	0	0	3	0	0	0	0	3	0	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	6	5	8	0	0	0	0	6	0	8	200%	#REF!
			West	7	3	5	8	5	0	0	0	0	4	0	8	114%	#REF!
	Seymour Street	St Paul Street	East	8	2	4	3	6	0	10	0	0	4	0	10	125%	#REF!
			West	7	2	3	1	1	0	6	0	0	3	0	6	86%	#REF!
	St Paul Street	Battle Street	East	8	6	48	5	6	0	7	0	0	2	0	48	600%	#REF!
			West	4	3	6	3	2	0	4	0	0	2	0	6	150%	#REF!
	Battle Street	Nicola Street	East	10	6	4	7	7	0	6	0	0	2	0	7	70%	#REF!
			West	10	4	3	5	3	0	7	0	0	1	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	1	4	3	4	0	8	0	0	2	0	8	80%	#REF!
			West	10	3	5	7	6	0	3	0	0	0	0	7	70%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	1	0	0	0	0	0	0	0	1	17%	#REF!
	Victoria Street	Seymour Street	East	0	1	0	1	0	0	1	0	0	1	0	1	#DIV/0!	#REF!
			West	7	0	0	1	0	0	7	0	0	7	0	7	100%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	1	3	0	3	0	3	0	0	5	0	5	63%	#REF!
	St Paul Street	Battle Street	East	8	3	6	5	2	0	0	0	0	1	0	6	75%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	3	3	0	2	0	0	0	0	1	0	3	33%	#REF!
			West	9	1	0	0	2	0	1	0	0	0	0	2	22%	#REF!
	Nicola Street	Columbia Street	East	7	0	1	0	3	0	1	0	0	0	0	3	43%	#REF!
			West	4	1	0	0	0	0	0	0	0	0	0	1	25%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	4	5	5	0	0	0	5	7	0	7	88%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	9	2	5	4	2	0	0	0	0	1	0	5	56%	#REF!
			West	9	1	2	5	3	0	0	0	0	4	0	5	56%	#REF!
	St Paul Street	Battle Street	East	8	3	3	3	3	0	0	0	0	0	0	3	38%	#REF!
			West	7	8	3	3	4	0	0	0	0	2	0	8	114%	#REF!
	Battle Street	Nicola Street	East	10	4	4	4	2	0	0	0	0	2	0	4	40%	#REF!
			West	10	8	2	1	2	0	0	0	0	0	0	8	80%	#REF!
	Nicola Street	Columbia Street	East	10	4	6	5	3	0	0	0	0	6	0	6	60%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	3	2	0	2	0	0	0	0	0	0	3	33%	#REF!
			West	5	0	0	0	3	0	0	0	0	0	0	3	60%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	7	0	9	0	0	0	9	0	0	9	90%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	3	2	3	2	3	4	0	0	4	100%	#REF!
			West	7	0	4	2	2	2	1	4	1	0	0	4	57%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	1	3	1	0	0	1	0	0	3	23%	#REF!
			West	10	0	1	4	4	0	0	1	2	0	0	4	40%	#REF!
	St Paul Street	Battle Street	East	10	0	11	4	3	0	0	4	2	3	0	11	110%	#REF!
			West	10	0	9	6	6	0	0	4	2	3	0	9	90%	#REF!
	Battle Street	Nicola Street	East	10	0	4	2	2	0	0	3	2	9	0	9	90%	#REF!
			West	10	0	6	7	7	0	0	5	4	3	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	2	3	3	0	0	0	4	1	0	4	40%	#REF!
			West	10	0	0	0	0	0	0	0	1	1	0	1	10%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	0	3	0	0	0	0	0	0	3	30%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	0	0	0	0	0	0	0	0	2	20%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	4	0	5	4	3	4	3	0	6	0	6	100%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	2	1	1	2	0	0	0	1	0	1	2	20%	#REF!
			West	10	1	2	1	3	1	2	0	3	3	3	3	30%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	1	0	1	13%	#REF!
	Dominion Street	Pine Street	East	6	2	2	1	0	2	0	0	0	1	1	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	774	865	980	979	550	717	473	369	677	765			
			UTILIZATION	-	31%	34%	39%	39%	22%	28%	19%	15%	27%	30%			

Downtown Core (Restricted Parking)

Street	From	To	Block	Parking	Time of Day	Max	Max	%	Peak Hr.

Street	From	To	Face	Supply	8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	6-7pm	7-8pm	Demand	Max	%
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	0	0	2	0	3	2	0	0	0	3	75%	#REF!
			South	9	6	0	8	5	0	9	4	0	0	0	9	100%	#REF!
	3 Avenue	4 Avenue	North	7	1	0	0	1	0	0	2	0	0	0	2	29%	#REF!
			South	6	1	0	3	3	0	4	4	0	0	0	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	2	0	0	4	0	0	0	0	0	0	4	#DIV/0!	#REF!
			South	16	8	0	13	10	0	11	13	0	0	0	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	9	0	6	22	0	5	9	0	0	0	22	110%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			South	5	3	0	0	0	0	0	3	0	0	0	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	3	8	12	7	0	1	7	0	2	0	12	120%	#REF!
			South	15	4	8	7	8	0	0	8	0	6	0	8	53%	#REF!
	2 Avenue	3 Avenue	North	13	7	5	6	9	0	15	10	0	10	0	15	115%	#REF!
			South	13	7	10	13	11	0	17	8	0	6	0	17	131%	#REF!
	3 Avenue	4 Avenue	North	15	3	5	7	5	0	13	8	0	12	0	13	87%	#REF!
			South	15	3	6	11	14	0	16	10	0	9	0	16	107%	#REF!
	4 Avenue	5 Avenue	North	14	5	7	11	9	0	22	17	0	16	0	22	157%	#REF!
			South	10	7	8	14	10	0	17	8	0	7	0	17	170%	#REF!
	5 Avenue	6 Avenue	North	8	0	1	1	2	0	6	6	0	6	0	6	75%	#REF!
			South	18	0	3	1	5	0	9	4	0	10	0	10	56%	#REF!
	6 Avenue	7 Avenue	North	17	1	2	2	4	0	2	3	0	4	0	4	24%	#REF!
			South	23	4	2	3	2	0	4	9	0	9	0	9	39%	#REF!
	7 Avenue	8 Avenue	North	17	2	9	5	10	0	8	1	1	1	0	10	59%	#REF!
			South	13	0	1	0	1	0	1	2	1	7	0	7	54%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	4	11	8	2	1	7	0	0	1	0	11	110%	#REF!
			South	10	2	3	6	3	4	0	1	0	2	3	6	60%	#REF!
	2 Avenue	3 Avenue	North	4	1	4	4	3	3	3	2	0	1	0	4	100%	#REF!
			South	5	1	1	5	3	2	1	7	0	2	4	7	140%	#REF!
	3 Avenue	4 Avenue	North	14	0	6	0	3	0	13	1	0	1	0	13	93%	#REF!
			South	15	0	2	3	4	0	0	7	0	3	0	7	47%	#REF!
	4 Avenue	5 Avenue	North	12	0	1	0	8	0	7	4	0	3	0	8	67%	#REF!
			South	9	1	2	1	1	0	0	4	0	2	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	3	6	0	8	1	3	1	0	8	73%	#REF!
			South	13	2	4	3	1	0	5	11	0	5	0	11	85%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	10	12	11	9	1	0	1	0	3	54	54	386%	#REF!
			South	2	1	1	5	0	21	0	0	0	0	211	211	10550%	#REF!
	2 Avenue	3 Avenue	North	12	0	8	13	6	6	0	10	0	3	0	13	108%	#REF!
			South	13	1	1	5	0	3	0	3	0	0	0	5	38%	#REF!
	3 Avenue	4 Avenue	North	17	1	7	5	3	9	0	12	0	2	0	12	71%	#REF!
			South	12	2	1	2	0	4	0	5	0	3	0	5	42%	#REF!
	4 Avenue	5 Avenue	North	17	6	6	7	6	6	0	4	0	1	0	7	41%	#REF!
			South	18	9	8	9	9	12	0	9	0	6	0	12	67%	#REF!
	5 Avenue	6 Avenue	North	16	9	12	15	15	9	9	11	0	1	0	15	94%	#REF!
			South	16	3	6	3	2	3	2	4	0	1	0	6	38%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	2	0	2	1	3	3	0	0	0	0	3	16%	#REF!
			South	13	3	0	4	7	4	6	5	0	5	0	7	54%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	1	1	14%	#REF!
			West	4	0	0	10	0	0	0	0	0	0	28	28	700%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	4	1	3	6	0	0	0	0	0	3	0	6	150%	#REF!
			West	6	0	3	2	0	0	0	0	0	3	0	3	50%	#REF!
	Seymour Street	St Paul Street	East	4	1	2	6	0	0	0	0	0	4	0	6	150%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	6	4	0	0	0	0	0	0	2	0	6	75%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	2	0	0	0	0	0	0	0	3	0	3	75%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	5	0	5	71%	#REF!
			West	2	0	0	1	0	0	0	0	0	2	0	2	100%	#REF!
	Victoria Street	Seymour Street	East	4	0	2	4	2	0	0	0	0	2	0	4	100%	#REF!
			West	4	2	3	3	3	0	0	0	0	4	0	4	100%	#REF!
	Seymour Street	St Paul Street	East	8	6	5	5	7	0	0	0	0	4	0	7	88%	#REF!
			West	4	4	4	4	4	0	0	0	0	0	0	4	100%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	4	9	4	7	0	0	0	0	4	0	9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	4	5	3	2	0	0	0	0	0	0	5	125%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	4	0	0	0	0	2	0	4	67%	#REF!
			West	6	0	0	0	3	0	0	0	0	3	0	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	6	5	8	0	0	0	0	6	0	8	200%	#REF!
			West	7	3	5	8	5	0	0	0	0	4	0	8	114%	#REF!
	Seymour Street	St Paul Street	East	8	2	4	3	6	0	10	0	0	4	0	10	125%	#REF!
			West	7	2	3	1	1	0	6	0	0	3	0	6	86%	#REF!
	St Paul Street	Battle Street	East	8	6	48	5	6	0	7	0	0	2	0	48	600%	#REF!
			West	4	3	6	3	2	0	4	0	0	2	0	6	150%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	1	0	0	0	0	0	0	0	1	17%	#REF!
	Victoria Street	Seymour Street	East	0	1	0	1	0	0	1	0	0	1	0	1	#DIV/0!	#REF!
			West	7	0	0	1	0	0	7	0	0	7	0	7	100%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	1	3	0	3	0	3	0	0	5	0	5	63%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	2	4	5	5	0	0	0	5	7	0	7	88%	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	777	190	291	318	304	91	265	240	10	233	301			
			UTILIZATION	-	24%	37%	41%	39%	12%	34%	31%	1%	30%	39%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	6-7pm	7-8pm	Max Demand	Max	%	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	2	1	0	0	0	0	0	0	0	0	2	#DIV/0!	#REF!
			South	29	14	18	16	16	18	0	9	0	6	0	18	62%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	9	8	8	9	0	8	0	9	8	4	9	43%	#REF!
			South	21	9	12	12	11	0	12	0	12	9	8	12	57%	#REF!
	1 Avenue	2 Avenue	North	17	3	3	4	5	7	5	0	4	6	83	83	488%	#REF!
			South	18	9	11	13	12	10	9	0	9	10	108	108	600%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	16	3	1	1	3	0	6	0	2	2	0	6	38%	#REF!
	4 Avenue	5 Avenue	North	19	8	0	11	14	9	5	9	0	3	0	14	74%	#REF!
			South	19	9	0	14	13	15	14	13	0	1	0	15	79%	#REF!
	5 Avenue	6 Avenue	North	14	7	0	6	7	9	7	6	0	4	0	9	64%	#REF!
			South	19	14	0	14	16	18	9	9	0	5	0	18	95%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	6	6	6	6	1	1	0	5	5	6	6	24%	#REF!
			South	22	5	3	6	6	0	0	0	6	5	5	6	27%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	9	9	10	11	0	12	10	9	12	67%	#REF!
			South	18	5	5	7	7	6	8	0	9	8	4	9	50%	#REF!
	2 Avenue	3 Avenue	North	18	12	17	17	14	14	17	0	15	6	10	17	94%	#REF!
			South	18	9	12	11	10	10	10	0	11	4	5	12	67%	#REF!
	3 Avenue	4 Avenue	North	14	13	15	15	11	11	12	0	12	10	11	15	107%	#REF!

			South	12	7	10	9	7	6	8	0	8	5	7	10	83%	#REF!
	4 Avenue	5 Avenue	North	18	6	8	9	6	8	10	0	5	1	1	10	56%	#REF!
			South	17	8	10	10	11	6	5	0	8	3	3	11	65%	#REF!
	5 Avenue	6 Avenue	North	18	11	10	13	13	13	14	0	15	12	12	15	83%	#REF!
			South	18	9	5	7	9	7	6	0	7	9	8	9	50%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	6	0	6	67%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	1	0	1	11%	#REF!
			West	9	0	0	0	0	0	0	0	0	2	0	2	22%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	3	0	3	5	0	0	0	0	0	0	5	100%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	6	4	7	7	0	6	0	0	2	0	7	70%	#REF!
			West	10	4	3	5	3	0	7	0	0	1	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	1	4	3	4	0	8	0	0	2	0	8	80%	#REF!
			West	10	3	5	7	6	0	3	0	0	0	0	7	70%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	West	9	1	0	0	2	0	1	0	0	0	0	2	22%	#REF!
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	0	0	0	0	1	1	25%	#REF!
			TOTAL	517	207	181	243	242	178	202	46	149	146	284			
			UTILIZATION	-	40%	35%	47%	47%	34%	39%	9%	29%	28%	55%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	7	13	11	15	0	11	3	8	6	0	15	60%	#REF!
			South	16	4	9	7	1	0	2	8	0	1	0	9	56%	#REF!
	7 Avenue	8 Avenue	North	26	8	11	10	16	0	10	0	0	3	0	16	62%	#REF!
			South	29	10	15	9	0	0	0	11	0	0	0	15	52%	#REF!
	8 Avenue	9 Avenue	North	12	4	0	4	3	3	0	5	0	1	0	5	42%	#REF!
			South	19	7	0	1	0	0	0	3	0	0	0	7	37%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	12	16	11	13	16	10	7	0	6	0	16	73%	#REF!
			South	22	14	14	18	17	18	15	13	0	12	0	18	82%	#REF!
	7 Avenue	8 Avenue	North	22	8	7	7	10	8	8	7	0	12	0	12	55%	#REF!
			South	22	12	12	12	10	9	11	11	0	11	0	12	55%	#REF!
	8 Avenue	9 Avenue	North	18	16	0	16	17	18	17	14	0	10	0	18	100%	#REF!
			South	18	11	0	9	11	8	9	8	0	9	0	11	61%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	4	1	5	7	0	0	0	0	5	0	7	32%	#REF!
			South	22	11	6	10	12	0	0	12	0	12	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	8	5	7	4	2	1	1	0	7	0	8	36%	#REF!
			South	22	11	11	12	14	5	7	13	0	8	0	14	64%	#REF!
	8 Avenue	9 Avenue	North	19	4	0	7	5	4	4	2	0	7	0	7	37%	#REF!
			South	19	11	0	8	8	8	6	9	0	6	0	11	58%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	11	10	8	6	6	9	0	7	9	8	11	50%	#REF!
			South	22	9	12	9	8	8	8	0	8	12	10	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	5	8	11	8	7	8	0	8	7	8	11	50%	#REF!
			South	22	14	13	9	10	12	15	0	12	7	13	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	10	7	6	6	6	4	0	7	8	9	10	53%	#REF!
			South	19	7	7	6	6	6	5	0	4	5	4	7	37%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	3	8	4	6	8	6	1	0	7	8	73%	#REF!
			South	13	0	3	3	5	4	1	5	3	0	3	5	38%	#REF!
	7 Avenue	8 Avenue	North	22	2	6	11	9	10	10	14	8	5	6	14	64%	#REF!
			South	22	2	13	15	15	14	16	8	15	6	7	16	73%	#REF!
	8 Avenue	9 Avenue	North	19	7	6	5	3	7	4	0	9	0	6	9	47%	#REF!
			South	19	3	4	4	4	4	3	0	5	0	4	5	26%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	8	7	8	8	9	0	0	10	7	10	10	45%	#REF!
			South	22	8	6	6	7	6	0	0	4	8	8	8	36%	#REF!
	7 Avenue	8 Avenue	North	21	14	13	13	11	10	0	0	21	10	9	21	100%	#REF!
			South	21	14	13	13	11	12	0	0	22	8	8	22	105%	#REF!
	8 Avenue	9 Avenue	North	19	7	8	6	6	8	7	0	5	3	7	8	42%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	13	13	12	7	8	0	8	9	10	13	57%	#REF!
			South	23	9	13	11	12	10	11	0	9	10	12	13	57%	#REF!
	7 Avenue	8 Avenue	North	21	7	5	4	10	3	5	0	0	1	3	10	48%	#REF!
			South	21	11	6	9	18	9	7	0	0	11	13	18	86%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	2	3	1	0	0	0	0	1	3	16%	#REF!
			South	19	7	6	5	4	5	0	0	0	8	9	9	47%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	3	6	5	2	0	0	0	0	1	0	6	75%	#REF!
	Battle Street	Nicola Street	East	9	3	3	0	2	0	0	0	0	1	0	3	33%	#REF!
	Nicola Street	Columbia Street	East	7	0	1	0	3	0	1	0	0	0	0	3	43%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	2	5	4	2	0	0	0	0	1	0	5	56%	#REF!
			West	9	1	2	5	3	0	0	0	0	4	0	5	56%	#REF!
	St Paul Street	Battle Street	East	8	3	3	3	3	0	0	0	0	0	0	3	38%	#REF!
			West	7	8	3	3	4	0	0	0	0	2	0	8	114%	#REF!
	Battle Street	Nicola Street	East	10	4	4	4	2	0	0	0	0	2	0	4	40%	#REF!
			West	10	8	2	1	2	0	0	0	0	0	0	8	80%	#REF!
	Nicola Street	Columbia Street	East	10	4	6	5	3	0	0	0	0	6	0	6	60%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	3	2	0	2	0	0	0	0	0	0	3	33%	#REF!
			West	5	0	0	0	3	0	0	0	0	0	0	3	60%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	7	0	9	0	0	0	9	0	0	9	90%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	3	2	3	2	3	4	0	0	4	100%	#REF!
			West	7	0	4	2	2	2	1	4	1	0	0	4	57%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	1	3	1	0	0	1	0	0	3	23%	#REF!
			West	10	0	1	4	4	0	0	1	2	0	0	4	40%	#REF!
	St Paul Street	Battle Street	East	10	0	11	4	3	0	0	4	2	3	0	11	110%	#REF!
			West	10	0	9	6	6	0	0	4	2	3	0	9	90%	#REF!
	Battle Street	Nicola Street	East	10	0	4	2	2	0	0	3	2	9	0	9	90%	#REF!
			West	10	0	6	7	7	0	0	5	4	3	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	2	3	3	0	0	0	4	1	0	4	40%	#REF!
			West	10	0	0	0	0	0	0	0	1	1	0	1	10%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	0	3	0	0	0	0	0	0	3	30%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	0	0	0	0	0	0	0	0	2	20%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	4	0	5	4	3	4	3	0	6	0	6	100%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	2	1	1	2	0	0	0	1	0	1	2	20%	#REF!
			West	10	1	2	1	3	1	2	0	3	3	3	3	30%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	1	0	1	13%	#REF!
	Dominion Street	Pine Street	East	6	2	2	1	0	2	0	0	0	1	1	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	377	393	419	433	281	250	187	210	298	180			
			UTILIZATION	-	31%	32%	34%	35%	23%	20%	15%	17%	24%	15%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/14/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day 130-3pm	Max Demand	Max %	Peak Hr. %
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0%	0%
			South	9	0	0	0%	0%
	3 Avenue	4 Avenue	North	7	0	0	0%	0%
			South	6	0	0	0%	0%
	4 Avenue	5 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	0	0%	0%
	5 Avenue	6 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	20	0	0	0%	0%
	6 Avenue	Victoria Street	North	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	9	9	90%	90%
			South	15	8	8	53%	53%
	2 Avenue	3 Avenue	North	13	6	6	46%	46%
			South	13	10	10	77%	77%
	3 Avenue	4 Avenue	North	15	8	8	53%	53%
			South	15	9	9	60%	60%
	4 Avenue	5 Avenue	North	14	0	0	0%	0%
			South	10	4	4	40%	40%
	5 Avenue	6 Avenue	North	8	3	3	38%	38%
			South	18	7	7	39%	39%
	6 Avenue	7 Avenue	North	17	2	2	12%	12%
			South	23	3	3	13%	13%
	7 Avenue	8 Avenue	North	17	4	4	24%	24%
			South	13	1	1	8%	8%
	8 Avenue	Seymour Street	North	0	0	0	#DIV/0!	#DIV/0!
			South	9	3	3	33%	33%
Seymour Street	1 Avenue	2 Avenue	North	10	13	13	130%	130%
			South	10	3	3	30%	30%
	2 Avenue	3 Avenue	North	4	2	2	50%	50%
			South	5	2	2	40%	40%
	3 Avenue	4 Avenue	North	14	10	10	71%	71%
			South	15	0	0	0%	0%
	4 Avenue	5 Avenue	North	12	10	10	83%	83%
			South	9	1	1	11%	11%
	5 Avenue	6 Avenue	North	11	8	8	73%	73%
			South	13	0	0	0%	0%
	6 Avenue	7 Avenue	North	25	13	13	52%	52%
			South	16	3	3	19%	19%
	7 Avenue	8 Avenue	North	26	15	15	58%	58%
			South	29	1	1	3%	3%
	8 Avenue	9 Avenue	North	12	7	7	58%	58%
			South	19	1	1	5%	5%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	29	19	19	66%	66%

	1 Avenue	2 Avenue	North	14	13	13	93%	93%
			South	2	1	1	50%	50%
	2 Avenue	3 Avenue	North	12	10	10	83%	83%
			South	13	4	4	31%	31%
	3 Avenue	4 Avenue	North	17	6	6	35%	35%
			South	12	4	4	33%	33%
	4 Avenue	5 Avenue	North	17	5	5	29%	29%
			South	18	8	8	44%	44%
	5 Avenue	6 Avenue	North	16	12	12	75%	75%
			South	16	1	1	6%	6%
	6 Avenue	7 Avenue	North	22	11	11	50%	50%
			South	22	12	12	55%	55%
	7 Avenue	8 Avenue	North	22	10	10	45%	45%
			South	22	10	10	45%	45%
	8 Avenue	9 Avenue	North	18	14	14	78%	78%
			South	18	8	8	44%	44%
Battle Street	Lee Road	1 Avenue	North	21	6	6	29%	29%
			South	21	10	10	48%	48%
	1 Avenue	2 Avenue	North	17	6	6	35%	35%
			South	18	10	10	56%	56%
	2 Avenue	3 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	16	6	6	38%	38%
	3 Avenue	4 Avenue	North	19	1	1	5%	5%
			South	13	7	7	54%	54%
	4 Avenue	5 Avenue	North	19	4	4	21%	21%
			South	19	13	13	68%	68%
	5 Avenue	6 Avenue	North	14	8	8	57%	57%
			South	19	16	16	84%	84%
	6 Avenue	7 Avenue	North	22	3	3	14%	14%
			South	22	9	9	41%	41%
	7 Avenue	8 Avenue	North	22	5	5	23%	23%
			South	22	12	12	55%	55%
	8 Avenue	9 Avenue	North	19	3	3	16%	16%
			South	19	7	7	37%	37%
Nicola Street	Lee Road	1 Avenue	North	25	6	6	24%	24%
			South	22	5	5	23%	23%
	1 Avenue	2 Avenue	North	18	8	8	44%	44%
			South	18	6	6	33%	33%
	2 Avenue	3 Avenue	North	18	16	16	89%	89%
			South	18	11	11	61%	61%
	3 Avenue	4 Avenue	North	14	12	12	86%	86%
			South	12	6	6	50%	50%
	4 Avenue	5 Avenue	North	18	10	10	56%	56%
			South	17	10	10	59%	59%
	5 Avenue	6 Avenue	North	18	11	11	61%	61%
			South	18	6	6	33%	33%
	6 Avenue	7 Avenue	North	22	6	6	27%	27%
			South	22	12	12	55%	55%
	7 Avenue	8 Avenue	North	22	11	11	50%	50%
			South	22	4	4	18%	18%
	8 Avenue	9 Avenue	North	19	11	11	58%	58%
			South	19	4	4	21%	21%

Columbia Street	6 Avenue	7 Avenue	North	11	15	15	136%	136%
			South	13	8	8	62%	62%
	7 Avenue	8 Avenue	North	22	12	12	55%	55%
			South	22	22	22	100%	100%
	8 Avenue	9 Avenue	North	19	6	6	32%	32%
			South	19	5	5	26%	26%
Dominion Street	6 Avenue	7 Avenue	North	22	6	6	27%	27%
			South	22	8	8	36%	36%
	7 Avenue	8 Avenue	North	21	17	17	81%	81%
			South	21	18	18	86%	86%
	8 Avenue	9 Avenue	North	19	4	4	21%	21%
			South	19	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	13	13	57%	57%
			South	23	12	12	52%	52%
	7 Avenue	8 Avenue	North	21	6	6	29%	29%
			South	21	9	9	43%	43%
	8 Avenue	9 Avenue	North	19	0	0	0%	0%
			South	19	0	0	0%	0%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0%	0%
			West	0	0	0	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0%	0%
			West	4	0	0	0%	0%
	Seymour Street	St Paul Street	East	7	0	0	0%	0%
			West	4	0	0	0%	0%
	Battle Street	Nicola Street	East	9	0	0	0%	0%
			West	9	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0%	0%
			West	9	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0%	0%
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	0%	0%
			West	6	0	0	0%	0%
	Seymour Street	St Paul Street	East	4	0	0	0%	0%
			West	6	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	0%	0%
			West	10	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0%	0%
			West	8	0	0	0%	0%
	Nicola Street	Columbia Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0%	0%
			West	2	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	2	2	50%	50%
			West	4	7	7	175%	175%
	Seymour Street	St Paul Street	East	8	0	0	0%	0%
			West	4	0	0	0%	0%
	St Paul Street	Battle Street	East	8	0	0	0%	0%
			West	7	6	6	86%	86%
	Battle Street	Nicola Street	East	7	0	0	0%	0%
			West	4	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	0	0	0%	0%
			West	5	5	5	100%	100%

5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0%	0%
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	9	9	225%	225%
			West	7	6	6	86%	86%
	Seymour Street	St Paul Street	East	8	1	1	13%	13%
			West	7	3	3	43%	43%
	St Paul Street	Battle Street	East	8	3	3	38%	38%
			West	4	2	2	50%	50%
	Battle Street	Nicola Street	East	10	7	7	70%	70%
			West	10	5	5	50%	50%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	3	3	30%	30%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	7	6	6	86%	86%
	Seymour Street	St Paul Street	East	4	0	0	0%	0%
			West	8	4	4	50%	50%
	St Paul Street	Battle Street	East	8	3	3	38%	38%
			West	4	0	0	0%	0%
	Battle Street	Nicola Street	East	9	0	0	0%	0%
			West	9	0	0	0%	0%
	Nicola Street	Columbia Street	East	7	0	0	0%	0%
			West	4	0	0	0%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	6	6	75%	75%
			West	6	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	3	3	33%	33%
			West	9	1	1	11%	11%
	St Paul Street	Battle Street	East	8	4	4	50%	50%
			West	7	5	5	71%	71%
	Battle Street	Nicola Street	East	10	4	4	40%	40%
			West	10	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	7	7	70%	70%
			West	10	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	0	0%	0%
			West	5	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0%	0%
			West	10	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	1	1	25%	25%
			West	7	0	0	0%	0%
	Seymour Street	St Paul Street	East	13	1	1	8%	8%
			West	10	1	1	10%	10%
	St Paul Street	Battle Street	East	10	6	6	60%	60%
			West	10	6	6	60%	60%
	Battle Street	Nicola Street	East	10	2	2	20%	20%
			West	10	1	1	10%	10%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	3	3	30%	30%
	Columbia Street	Dominion Street	East	10	0	0	0%	0%
			West	10	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0%	0%
			West	10	0	0	0%	0%

9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0%	0%
			West	8	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	4	67%	67%
			West	10	0	0	0%	0%
	Battle Street	Nicola Street	East	10	1	1	10%	10%
			West	10	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	2	2	20%	20%
	Columbia Street	Dominion Street	East	6	0	0	0%	0%
			West	8	2	2	25%	25%
	Dominion Street	Pine Street	East	6	0	0	0%	0%
			West	8	0	0	0%	0%
			TOTAL	2525	894			
			UTILIZATION	-	35%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day 130-3pm	Max Demand	Max %	Peak Hr. %
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0%	0%
			South	9	0	0	0%	0%
	3 Avenue	4 Avenue	North	7	0	0	0%	0%
			South	6	0	0	0%	0%
	4 Avenue	5 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	0	0%	0%
	5 Avenue	6 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	20	0	0	0%	0%
	6 Avenue	Victoria Street	North	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	9	9	90%	90%
			South	15	8	8	53%	53%
	2 Avenue	3 Avenue	North	13	6	6	46%	46%
			South	13	10	10	77%	77%
	3 Avenue	4 Avenue	North	15	8	8	53%	53%
			South	15	9	9	60%	60%
	4 Avenue	5 Avenue	North	14	0	0	0%	0%
			South	10	4	4	40%	40%
	5 Avenue	6 Avenue	North	8	3	3	38%	38%
			South	18	7	7	39%	39%
	6 Avenue	7 Avenue	North	17	2	2	12%	12%
			South	23	3	3	13%	13%
	7 Avenue	8 Avenue	North	17	4	4	24%	24%
			South	13	1	1	8%	8%
Seymour Street	1 Avenue	2 Avenue	North	10	13	13	130%	130%
			South	10	3	3	30%	30%
	2 Avenue	3 Avenue	North	4	2	2	50%	50%
			South	5	2	2	40%	40%
	3 Avenue	4 Avenue	North	14	10	10	71%	71%
			South	15	0	0	0%	0%
	4 Avenue	5 Avenue	North	12	10	10	83%	83%
			South	9	1	1	11%	11%
	5 Avenue	6 Avenue	North	11	8	8	73%	73%
			South	13	0	0	0%	0%

St Paul Street	1 Avenue	2 Avenue	North	14	13	13	93%	93%
			South	2	1	1	50%	50%
	2 Avenue	3 Avenue	North	12	10	10	83%	83%
			South	13	4	4	31%	31%
	3 Avenue	4 Avenue	North	17	6	6	35%	35%
			South	12	4	4	33%	33%
	4 Avenue	5 Avenue	North	17	5	5	29%	29%
			South	18	8	8	44%	44%
	5 Avenue	6 Avenue	North	16	12	12	75%	75%
			South	16	1	1	6%	6%
Battle Street	3 Avenue	4 Avenue	North	19	1	1	5%	5%
			South	13	7	7	54%	54%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0%	0%
			West	0	0	0	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0%	0%
			West	4	0	0	0%	0%
	Seymour Street	St Paul Street	East	7	0	0	0%	0%
			West	4	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0%	0%
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	0	0	0%	0%
			West	6	0	0	0%	0%
	Seymour Street	St Paul Street	East	4	0	0	0%	0%
			West	6	0	0	0%	0%
	St Paul Street	Battle Street	East	4	0	0	0%	0%
			West	10	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0%	0%
			West	8	0	0	0%	0%
	Nicola Street	Columbia Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	0	0%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0%	0%
			West	2	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	2	2	50%	50%
			West	4	7	7	175%	175%
	Seymour Street	St Paul Street	East	8	0	0	0%	0%
			West	4	0	0	0%	0%
	St Paul Street	Battle Street	East	8	0	0	0%	0%
			West	7	6	6	86%	86%
	Battle Street	Nicola Street	East	7	0	0	0%	0%
			West	4	0	0	0%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0%	0%
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	9	9	225%	225%
			West	7	6	6	86%	86%
	Seymour Street	St Paul Street	East	8	1	1	13%	13%
			West	7	3	3	43%	43%
	St Paul Street	Battle Street	East	8	3	3	38%	38%
			West	4	2	2	50%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0%	0%
	Victoria Street	Seymour Street	East	0	0	0	#DIV/0!	#DIV/0!
			West	7	6	6	86%	86%
	Seymour Street	St Paul Street	East	4	0	0	0%	0%
			West	8	4	4	50%	50%
7 Avenue	Victoria Street	Seymour Street	East	8	6	6	75%	75%

			West	6	0	0	0%	0%
				TOTAL	777	250		
				UTILIZATION	-	32%		

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 130-3pm	Max Demand	Max %	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	29	19	19	66%	66%
Battle Street	Lee Road	1 Avenue	North	21	6	6	29%	29%
			South	21	10	10	48%	48%
	1 Avenue	2 Avenue	North	17	6	6	35%	35%
			South	18	10	10	56%	56%
	2 Avenue	3 Avenue	North	0	0	0	#DIV/0!	#DIV/0!
			South	16	6	6	38%	38%
	4 Avenue	5 Avenue	North	19	4	4	21%	21%
			South	19	13	13	68%	68%
	5 Avenue	6 Avenue	North	14	8	8	57%	57%
			South	19	16	16	84%	84%
Nicola Street	Lee Road	1 Avenue	North	25	6	6	24%	24%
			South	22	5	5	23%	23%
	1 Avenue	2 Avenue	North	18	8	8	44%	44%
			South	18	6	6	33%	33%
	2 Avenue	3 Avenue	North	18	16	16	89%	89%
			South	18	11	11	61%	61%
	3 Avenue	4 Avenue	North	14	12	12	86%	86%
			South	12	6	6	50%	50%
	4 Avenue	5 Avenue	North	18	10	10	56%	56%
			South	17	10	10	59%	59%
	5 Avenue	6 Avenue	North	18	11	11	61%	61%
			South	18	6	6	33%	33%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0%	0%
			West	9	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0%	0%
			West	9	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0%	0%
			West	5	5	5	100%	100%
5 Avenue	Battle Street	Nicola Street	East	10	7	7	70%	70%
			West	10	5	5	50%	50%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	3	3	30%	30%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0%	0%
	Battle Street	Nicola Street	West	9	0	0	0%	0%
	Nicola Street	Columbia Street	West	4	0	0	0%	0%
				TOTAL	517	227		
				UTILIZATION	-	44%		

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day 130-3pm	Max Demand	Max %	Peak Hr. %
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	#DIV/0!	#DIV/0!
			South	9	3	3	33%	33%
Seymour Street	6 Avenue	7 Avenue	North	25	13	13	52%	52%
			South	16	3	3	19%	19%
	7 Avenue	8 Avenue	North	26	15	15	58%	58%

			South	29	1	1	3%	3%
	8 Avenue	9 Avenue	North	12	7	7	58%	58%
			South	19	1	1	5%	5%
St Paul Street	6 Avenue	7 Avenue	North	22	11	11	50%	50%
			South	22	12	12	55%	55%
	7 Avenue	8 Avenue	North	22	10	10	45%	45%
			South	22	10	10	45%	45%
	8 Avenue	9 Avenue	North	18	14	14	78%	78%
			South	18	8	8	44%	44%
Battle Street	6 Avenue	7 Avenue	North	22	3	3	14%	14%
			South	22	9	9	41%	41%
	7 Avenue	8 Avenue	North	22	5	5	23%	23%
			South	22	12	12	55%	55%
	8 Avenue	9 Avenue	North	19	3	3	16%	16%
			South	19	7	7	37%	37%
Nicola Street	6 Avenue	7 Avenue	North	22	6	6	27%	27%
			South	22	12	12	55%	55%
	7 Avenue	8 Avenue	North	22	11	11	50%	50%
			South	22	4	4	18%	18%
	8 Avenue	9 Avenue	North	19	11	11	58%	58%
			South	19	4	4	21%	21%
Columbia Street	6 Avenue	7 Avenue	North	11	15	15	136%	136%
			South	13	8	8	62%	62%
	7 Avenue	8 Avenue	North	22	12	12	55%	55%
			South	22	22	22	100%	100%
	8 Avenue	9 Avenue	North	19	6	6	32%	32%
			South	19	5	5	26%	26%
Dominion Street	6 Avenue	7 Avenue	North	22	6	6	27%	27%
			South	22	8	8	36%	36%
	7 Avenue	8 Avenue	North	21	17	17	81%	81%
			South	21	18	18	86%	86%
	8 Avenue	9 Avenue	North	19	4	4	21%	21%
			South	19	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	13	13	57%	57%
			South	23	12	12	52%	52%
	7 Avenue	8 Avenue	North	21	6	6	29%	29%
			South	21	9	9	43%	43%
	8 Avenue	9 Avenue	North	19	0	0	0%	0%
			South	19	0	0	0%	0%
6 Avenue	St Paul Street	Battle Street	East	8	3	3	38%	38%
	Battle Street	Nicola Street	East	9	0	0	0%	0%
	Nicola Street	Columbia Street	East	7	0	0	0%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	3	3	33%	33%
			West	9	1	1	11%	11%
	St Paul Street	Battle Street	East	8	4	4	50%	50%
			West	7	5	5	71%	71%
	Battle Street	Nicola Street	East	10	4	4	40%	40%
			West	10	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	7	7	70%	70%
			West	10	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	0	0%	0%
			West	5	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0%	0%
			West	10	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	1	1	25%	25%

			West	7	0	0	0%	0%
	Seymour Street	St Paul Street	East	13	1	1	8%	8%
			West	10	1	1	10%	10%
	St Paul Street	Battle Street	East	10	6	6	60%	60%
			West	10	6	6	60%	60%
	Battle Street	Nicola Street	East	10	2	2	20%	20%
			West	10	1	1	10%	10%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	3	3	30%	30%
	Columbia Street	Dominion Street	East	10	0	0	0%	0%
			West	10	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0%	0%
			West	10	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0%	0%
			West	8	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	4	67%	67%
			West	10	0	0	0%	0%
	Battle Street	Nicola Street	East	10	1	1	10%	10%
			West	10	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	2	20%	20%
			West	10	2	2	20%	20%
	Columbia Street	Dominion Street	East	6	0	0	0%	0%
			West	8	2	2	25%	25%
	Dominion Street	Pine Street	East	6	0	0	0%	0%
			West	8	0	0	0%	0%
			TOTAL	1231	417			
			UTILIZATION	-	34%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/14/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					930-1030am	1030-1130am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-630pm	630-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	2	5	2	0	4	0	1	2	5	125%	25%
			South	9	4	5	6	5	3	4	3	1	2	6	67%	44%
	3 Avenue	4 Avenue	North	7	1	0	0	0	0	4	1	0	2	4	57%	14%
			South	6	2	2	2	2	6	2	1	0	2	6	100%	33%
	4 Avenue	5 Avenue	North	0	0	2	0	0	0	0	0	0	3	3	#DIV/0!	#DIV/0!
			South	16	11	10	11	13	14	13	12	11	12	14	88%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	5	7	8	7	4	2	0	0	2	8	40%	25%
	6 Avenue	Victoria Street	North	0	0	2	0	0	0	0	0	1	1	2	#DIV/0!	#DIV/0!
			South	5	4	3	3	4	0	4	0	3	3	4	80%	80%
Victoria Street	1 Avenue	2 Avenue	North	10	1	1	2	0	0	1	1	2	1	2	20%	10%
			South	15	2	8	8	8	7	7	5	7	9	9	60%	13%
	2 Avenue	3 Avenue	North	13	2	5	5	2	0	4	3	3	5	5	38%	15%
			South	13	7	9	10	10	12	9	13	8	10	13	100%	54%
	3 Avenue	4 Avenue	North	15	2	2	2	11	0	1	2	3	3	11	73%	13%
			South	15	10	8	9	14	12	15	8	10	11	15	100%	67%
	4 Avenue	5 Avenue	North	14	1	4	0	1	0	1	1	2	4	4	29%	7%
			South	10	10	9	7	11	9	5	4	9	11	11	110%	100%
	5 Avenue	6 Avenue	North	8	0	1	0	0	0	0	0	1	3	3	38%	0%
			South	18	5	11	5	9	4	3	4	12	15	15	83%	28%
	6 Avenue	7 Avenue	North	17	0	2	3	0	0	0	0	3	0	3	18%	0%
			South	23	8	9	10	16	15	15	11	16	16	16	70%	35%
	7 Avenue	8 Avenue	North	17	0	1	0	0	0	0	0	0	0	1	6%	0%
			South	13	0	0	0	1	0	0	0	0	4	4	31%	0%
	8 Avenue	Seymour Street	North	0	0	2	0	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	0	0	5	0	0	5	56%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	0	2	0	0	0	2	0	2	20%	10%
			South	10	3	0	4	2	2	2	0	0	0	4	40%	30%
	2 Avenue	3 Avenue	North	4	0	3	1	1	0	0	0	1	0	3	75%	0%
			South	5	4	0	4	0	0	3	1	1	2	4	80%	80%
	3 Avenue	4 Avenue	North	14	0	1	0	5	2	1	0	0	0	5	36%	0%
			South	15	8	12	7	0	0	1	1	0	3	12	80%	53%
	4 Avenue	5 Avenue	North	12	2	0	0	6	5	0	0	1	0	6	50%	17%
			South	9	2	2	3	0	0	2	2	1	3	3	33%	22%
	5 Avenue	6 Avenue	North	11	0	0	0	0	1	2	1	0	2	2	18%	0%
			South	13	2	4	3	4	1	5	0	0	6	6	46%	15%
	6 Avenue	7 Avenue	North	25	8	0	2	0	0	5	4	4	4	8	32%	32%
			South	16	0	3	2	9	11	0	0	1	2	11	69%	0%
	7 Avenue	8 Avenue	North	26	6	1	4	0	0	2	0	2	0	6	23%	23%
			South	29	2	2	3	5	5	0	0	0	1	5	17%	7%
	8 Avenue	9 Avenue	North	12	0	0	1	1	1	0	0	0	0	1	8%	0%
			South	19	0	0	0	2	0	0	0	0	0	2	11%	0%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	29	0	0	3	0	0	0	0	0	0	3	10%	0%
	1 Avenue	2 Avenue	North	14	14	0	12	5	5	5	8	5	6	14	100%	100%
			South	2	2	0	2	2	1	0	0	0	0	2	100%	100%
	2 Avenue	3 Avenue	North	12	0	0	0	0	3	2	3	0	0	3	25%	0%
			South	13	0	0	0	0	0	1	0	0	0	1	8%	0%
	3 Avenue	4 Avenue	North	17	15	11	10	7	2	1	1	0	0	15	88%	88%
			South	12	2	2	1	1	2	1	1	0	1	2	17%	17%
	4 Avenue	5 Avenue	North	17	3	6	2	2	1	1	1	1	2	6	35%	18%
			South	18	3	4	4	2	1	2	2	5	9	9	50%	17%
	5 Avenue	6 Avenue	North	16	6	4	3	3	3	1	1	1	1	6	38%	38%
			South	16	0	0	1	0	0	0	0	0	0	1	6%	0%
	6 Avenue	7 Avenue	North	22	11	11	10	13	12	13	11	10	7	13	59%	50%
			South	22	9	9	1	2	7	1	5	7	3	9	41%	41%
	7 Avenue	8 Avenue	North	22	12	13	11	11	13	11	12	13	12	13	59%	55%
			South	22	12	12	9	11	12	10	10	10	11	12	55%	55%
	8 Avenue	9 Avenue	North	18	6	7	5	8	7	7	10	10	10	10	56%	33%
			South	18	5	5	5	6	6	6	7	5	5	7	39%	28%
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0%	0%
			South	21	0	0	0	0	0	0	0	0	0	0	0%	0%
	1 Avenue	2 Avenue	North	17	11	10	9	8	6	7	7	10	13	13	76%	65%
			South	18	11	11	10	9	6	6	6	4	7	11	61%	61%
	2 Avenue	3 Avenue	North	0	0	1	0	2	0	0	0	0	1	2	#DIV/0!	#DIV/0!
			South	16	12	16	10	7	1	1	2	1	2	16	100%	75%
	3 Avenue	4 Avenue	North	19	2	4	0	0	0	0	0	1	1	4	21%	11%
			South	13	9	10	8	4	5	3	3	2	4	10	77%	69%
	4 Avenue	5 Avenue	North	19	0	1	0	1	2	2	1	0	0	2	11%	0%
			South	19	11	14	14	11	9	2	2	1	2	14	74%	58%
	5 Avenue	6 Avenue	North	14	0	0	0	0	1	1	0	0	1	1	7%	0%
			South	19	10	10	11	9	8	9	9	7	6	11	58%	53%
	6 Avenue	7 Avenue	North	22	2	1	0	1	0	1	1	0	0	2	9%	9%
			South	22	6	6	7	4	7	8	9	10	8	10	45%	27%
	7 Avenue	8 Avenue	North	22	0	0	1	0	0	0	0	0	0	1	5%	0%
			South	22	12	10	14	11	16	14	15	13	11	16	73%	55%
	8 Avenue	9 Avenue	North	19	1	0	1	1	0	0	1	0	2	2	11%	5%
			South	19	5	7	8	6	6	6	5	6	6	8	42%	26%
Nicola Street	Lee Road	1 Avenue	North	25	0	4	0	0	0	0	0	0	0	4	16%	0%
			South	22	0	2	0	0	0	0	0	0	0	2	9%	0%
	1 Avenue	2 Avenue	North	18	7	6	7	7	4	7	6	7	8	8	44%	39%
			South	18	3	2	5	5	8	4	4	5	4	8	44%	17%
	2 Avenue	3 Avenue	North	18	13	11	8	7	5	8	8	6	8	13	72%	72%
			South	18	10	8	8	9	8	9	8	6	7	10	56%	56%
	3 Avenue	4 Avenue	North	14	10	17	10	8	10	12	9	9	12	17	121%	71%
			South	12	4	7	8	8	6	7	6	8	6	8	67%	33%
	4 Avenue	5 Avenue	North	18	5	7	6	5	4	3	3	2	4	7	39%	28%
			South	17	7	7	4	4	2	2	2	2	3	7	41%	41%
	5 Avenue	6 Avenue	North	18	8	11	5	10	8	8	7	7	8	11	61%	44%
			South	18	6	4	6	6	8	4	5	7	6	8	44%	33%
	6 Avenue	7 Avenue	North	22	10	13	14	9	10	10	12	10	11	14	64%	45%
			South	22	5	0	0	4	4	7	7	7	9	9	41%	23%
	7 Avenue	8 Avenue	North	22	5	10	11	8	7	5	8	7	9	11	50%	23%
			South	22	9	0	0	3	5	5	3	8	6	9	41%	41%
	8 Avenue	9 Avenue	North	19	5	9	10	6	4	5	9	15	8	15	79%	26%
			South	19	6	3	2	4	6	5	3	0	6	6	32%	32%

Columbia Street	6 Avenue	7 Avenue	North	11	4	4	6	5	0	4	2	2	2	6	55%	36%
			South	13	8	9	10	8	10	8	5	7	7	10	77%	62%
	7 Avenue	8 Avenue	North	22	5	3	5	2	0	1	2	2	1	5	23%	23%
			South	22	8	10	8	7	10	5	6	7	8	10	45%	36%
	8 Avenue	9 Avenue	North	19	5	1	5	3	0	1	2	3	0	5	26%	26%
			South	19	5	5	6	4	6	4	5	5	4	6	32%	26%
Dominion Street	6 Avenue	7 Avenue	North	22	8	8	6	6	7	5	6	7	7	8	36%	36%
			South	22	6	6	5	7	5	6	7	7	7	7	32%	27%
	7 Avenue	8 Avenue	North	21	11	9	8	8	9	10	11	11	10	11	52%	52%
			South	21	5	5	5	6	8	6	5	7	7	8	38%	24%
	8 Avenue	9 Avenue	North	19	7	3	5	5	0	6	4	5	4	7	37%	37%
			South	19	0	1	1	1	5	1	0	1	0	5	26%	0%
Pine Street	6 Avenue	7 Avenue	North	23	6	7	5	5	4	6	5	4	5	7	30%	26%
			South	23	11	9	9	10	11	9	8	6	9	11	48%	48%
	7 Avenue	8 Avenue	North	21	9	5	5	4	5	5	4	2	6	9	43%	43%
			South	21	18	8	10	7	10	10	8	9	9	18	86%	86%
	8 Avenue	9 Avenue	North	19	1	1	1	1	0	1	1	1	1	1	5%	5%
			South	19	6	7	7	6	8	6	5	7	8	8	42%	32%
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	4	5	4	0	0	1	1	0	5	71%	57%
			West	0	0	0	0	0	2	0	0	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	1	2	2	1	0	0	3	3	0	3	50%	17%
			West	4	6	3	4	4	5	6	3	2	0	6	150%	150%
	Seymour Street	St Paul Street	East	7	0	0	4	3	0	0	2	0	0	4	57%	0%
			West	4	6	0	1	3	0	2	0	0	0	6	150%	150%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	5	12	0	0	0	5	7	0	12	150%	63%
			West	6	4	1	1	0	5	3	3	1	0	5	83%	67%
	Victoria Street	Seymour Street	East	4	1	3	7	0	0	0	3	2	0	7	175%	25%
			West	6	5	0	5	0	9	5	3	2	0	9	150%	83%
	Seymour Street	St Paul Street	East	4	4	5	3	0	2	0	0	1	0	5	125%	100%
			West	6	4	3	2	1	4	3	1	2	0	4	67%	67%
	St Paul Street	Battle Street	East	4	4	2	0	0	0	0	0	0	0	4	100%	100%
			West	10	1	0	0	0	0	0	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	4	6	2	0	0	0	0	0	0	6	120%	80%
			West	8	3	3	1	0	0	0	0	0	0	3	38%	38%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	1	0	0	1	0	0	0	0	1	25%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	2	5	5	6	8	5	5	7	0	0	8	400%	250%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	6	7	6	0	1	5	5	2	0	7	175%	150%
	Seymour Street	St Paul Street	East	8	2	3	1	0	1	0	0	1	0	3	38%	25%
			West	4	4	2	2	0	0	2	0	1	0	4	100%	100%
	St Paul Street	Battle Street	East	8	6	5	6	0	0	1	0	0	0	6	75%	75%
			West	7	6	5	5	0	4	2	1	1	0	6	86%	86%
	Battle Street	Nicola Street	East	7	1	3	2	0	0	0	0	0	0	3	43%	14%
			West	4	0	1	0	0	0	0	0	0	0	1	25%	0%
	Nicola Street	Columbia Street	East	10	0	1	0	0	0	0	0	0	0	1	10%	0%
			West	5	0	0	0	0	0	0	2	0	0	2	40%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	1	0	0	0	0	0	1	17%	0%
			West	6	0	2	0	1	2	0	1	0	0	2	33%	0%
	Victoria Street	Seymour Street	East	4	4	4	6	3	3	2	4	3	0	6	150%	100%
			West	7	4	0	0	2	2	3	1	0	0	4	57%	57%
	Seymour Street	St Paul Street	East	8	2	1	0	0	0	0	0	0	0	2	25%	25%
			West	7	1	2	0	0	0	0	0	0	0	2	29%	14%
	St Paul Street	Battle Street	East	8	0	0	1	0	0	1	0	0	0	1	13%	0%
			West	4	1	2	1	1	1	0	1	1	0	2	50%	25%
	Battle Street	Nicola Street	East	10	1	1	0	0	0	1	4	2	0	4	40%	10%
			West	10	1	4	3	1	0	1	2	2	0	4	40%	10%
	Nicola Street	Columbia Street	East	10	3	1	0	0	0	0	0	1	0	3	30%	30%
			West	10	0	1	0	0	1	0	0	0	0	1	10%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	0	0	0	0	1	1	17%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
			West	7	2	4	1	2	0	1	0	0	0	4	57%	29%
	Seymour Street	St Paul Street	East	4	0	1	0	0	0	0	0	0	0	1	25%	0%
			West	8	1	2	2	2	0	0	0	0	2	2	25%	13%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	1	1	13%	0%
			West	4	0	0	0	0	0	0	0	1	0	1	25%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	3	3	33%	0%
			West	9	1	0	1	0	1	0	0	0	1	1	11%	11%
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	1	0	0	0	0	2	0	0	1	2	50%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	1	2	4	2	3	1	3	2	0	4	50%	13%
			West	6	1	1	1	1	0	0	0	0	0	1	17%	17%
	Seymour Street	St Paul Street	East	9	3	3	2	2	2	3	4	4	0	4	44%	33%
			West	9	1	0	0	0	0	1	0	0	0	1	11%	11%
	St Paul Street	Battle Street	East	8	2	2	1	2	2	3	2	1	0	3	38%	25%
			West	7	1	0	1	1	1	0	1	1	0	1	14%	14%
	Battle Street	Nicola Street	East	10	1	2	2	2	1	1	1	1	0	2	20%	10%
			West	10	3	2	0	2	1	0	2	2	0	3	30%	30%
	Nicola Street	Columbia Street	East	10	2	1	2	1	1	2	4	3	0	4	40%	20%
			West	10	2	0	1	0	1	1	1	1	0	2	20%	20%
	Columbia Street	Dominion Street	East	9	1	4	3	3	3	2	2	0	0	4	44%	11%
			West	5	1	0	0	1	0	0	0	0	0	1	20%	20%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	1	0	0	0	0	1	10%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	1	0	0	0	0	0	1	25%	0%
			West	7	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	13	1	0	0	1	0	0	0	0	0	1	8%	8%
			West	10	1	1	2	2	2	3	2	0	0	3	30%	10%
	St Paul Street	Battle Street	East	10	4	3	0	2	0	1	1	1	2	4	40%	40%
			West	10	4	3	2	4	2	3	2	2	2	4	40%	40%
	Battle Street	Nicola Street	East	10	3	2	1	2	1	0	2	3	3	3	30%	30%
			West	10	2	2	3	2	3	3	3	3	1	3	30%	20%
	Nicola Street	Columbia Street	East	10	2	0	3	1	0	0	1	1	1	3	30%	20%
			West	10	2	2	1	1	1	3	3	5	3	5	50%	20%
	Columbia Street	Dominion Street	East	10	0	1	0	0	0	0	0	1	0	1	10%	0%
			West	10	4	3	3	3	3	4	3	2	2	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	1	0	0	1	1	0	1	1	1	10%	0%

9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	2	2	2	2	2	2	3	3	4	67%	67%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	3	2	2	0	2	2	2	2	2	3	30%	30%
			West	10	0	0	1	1	0	0	0	0	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	6	3	2	2	2	2	2	2	0	2	3	50%	50%
			West	8	1	0	0	0	0	0	0	0	0	1	13%	13%
			TOTAL	2525	699	676	644	576	537	517	497	502	517			
			UTILIZATION	-	28%	27%	26%	23%	21%	20%	20%	20%	20%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					930-1030am	1030-1130am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-630pm	630-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	2	5	2	0	4	0	1	2	5	125%	25%
			South	9	4	5	6	5	3	4	3	1	2	6	67%	44%
	3 Avenue	4 Avenue	North	7	1	0	0	0	0	4	1	0	2	4	57%	14%
			South	6	2	2	2	2	6	2	1	0	2	6	100%	33%
	4 Avenue	5 Avenue	North	0	0	2	0	0	0	0	0	0	3	3	#DIV/0!	#DIV/0!
			South	16	11	10	11	13	14	13	12	11	12	14	88%	69%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	5	7	8	7	4	2	0	0	2	8	40%	25%
	6 Avenue	Victoria Street	North	0	0	2	0	0	0	0	0	1	1	2	#DIV/0!	#DIV/0!
			South	5	4	3	3	4	0	4	0	3	3	4	80%	80%
Victoria Street	1 Avenue	2 Avenue	North	10	1	1	2	0	0	1	1	2	1	2	20%	10%
			South	15	2	8	8	8	7	7	5	7	9	9	60%	13%
	2 Avenue	3 Avenue	North	13	2	5	5	2	0	4	3	3	5	5	38%	15%
			South	13	7	9	10	10	12	9	13	8	10	13	100%	54%
	3 Avenue	4 Avenue	North	15	2	2	2	11	0	1	2	3	3	11	73%	13%
			South	15	10	8	9	14	12	15	8	10	11	15	100%	67%
	4 Avenue	5 Avenue	North	14	1	4	0	1	0	1	1	2	4	4	29%	7%
			South	10	10	9	7	11	9	5	4	9	11	11	110%	100%
	5 Avenue	6 Avenue	North	8	0	1	0	0	0	0	0	1	3	3	38%	0%
			South	18	5	11	5	9	4	3	4	12	15	15	83%	28%
	6 Avenue	7 Avenue	North	17	0	2	3	0	0	0	0	3	0	3	18%	0%
			South	23	8	9	10	16	15	15	11	16	16	16	70%	35%
	7 Avenue	8 Avenue	North	17	0	1	0	0	0	0	0	0	0	1	6%	0%
			South	13	0	0	0	1	0	0	0	0	4	4	31%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	0	2	0	0	0	2	0	2	20%	10%
			South	10	3	0	4	2	2	2	0	0	0	4	40%	30%
	2 Avenue	3 Avenue	North	4	0	3	1	1	0	0	0	1	0	3	75%	0%
			South	5	4	0	4	0	0	3	1	1	2	4	80%	80%
	3 Avenue	4 Avenue	North	14	0	1	0	5	2	1	0	0	0	5	36%	0%
			South	15	8	12	7	0	0	1	1	0	3	12	80%	53%
	4 Avenue	5 Avenue	North	12	2	0	0	6	5	0	0	1	0	6	50%	17%
			South	9	2	2	3	0	0	2	2	1	3	3	33%	22%
	5 Avenue	6 Avenue	North	11	0	0	0	0	1	2	1	0	2	2	18%	0%
			South	13	2	4	3	4	1	5	0	0	6	6	46%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	14	0	12	5	5	5	8	5	6	14	100%	100%
			South	2	2	0	2	2	1	0	0	0	0	2	100%	100%
	2 Avenue	3 Avenue	North	12	0	0	0	0	3	2	3	0	0	3	25%	0%
			South	13	0	0	0	0	0	1	0	0	0	1	8%	0%
	3 Avenue	4 Avenue	North	17	15	11	10	7	2	1	1	0	0	15	88%	88%
			South	12	2	2	1	1	2	1	1	0	1	2	17%	17%
	4 Avenue	5 Avenue	North	17	3	6	2	2	1	1	1	1	2	6	35%	18%
			South	18	3	4	4	2	1	2	2	5	9	9	50%	17%
	5 Avenue	6 Avenue	North	16	6	4	3	3	3	1	1	1	1	6	38%	38%
			South	16	0	0	1	0	0	0	0	0	0	1	6%	0%
Battle Street	3 Avenue	4 Avenue	North	19	2	4	0	0	0	0	0	1	1	4	21%	11%
			South	13	9	10	8	4	5	3	3	2	4	10	77%	69%
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	4	5	4	0	0	1	1	0	5	71%	57%
			West	0	0	0	0	0	2	0	0	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	1	2	2	1	0	0	3	3	0	3	50%	17%
			West	4	6	3	4	4	5	6	3	2	0	6	150%	150%
	Seymour Street	St Paul Street	East	7	0	0	4	3	0	0	2	0	0	4	57%	0%
			West	4	6	0	1	3	0	2	0	0	0	6	150%	150%
3 Avenue	Lansdowne Street	Victoria Street	East	8	5	5	12	0	0	0	5	7	0	12	150%	63%
			West	6	4	1	1	0	5	3	3	1	0	5	83%	67%
	Victoria Street	Seymour Street	East	4	1	3	7	0	0	0	3	2	0	7	175%	25%
			West	6	5	0	5	0	9	5	3	2	0	9	150%	83%
	Seymour Street	St Paul Street	East	4	4	5	3	0	2	0	0	1	0	5	125%	100%
			West	6	4	3	2	1	4	3	1	2	0	4	67%	67%
	St Paul Street	Battle Street	East	4	4	2	0	0	0	0	0	0	0	4	100%	100%
			West	10	1	0	0	0	0	0	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	4	6	2	0	0	0	0	0	0	6	120%	80%
			West	8	3	3	1	0	0	0	0	0	0	3	38%	38%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	0	1	0	0	1	0	0	0	0	1	25%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	2	5	5	6	8	5	5	7	0	0	8	400%	250%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	6	7	6	0	1	5	5	2	0	7	175%	150%
	Seymour Street	St Paul Street	East	8	2	3	1	0	1	0	0	1	0	3	38%	25%
			West	4	4	2	2	0	0	2	0	1	0	4	100%	100%
	St Paul Street	Battle Street	East	8	6	5	6	0	0	1	0	0	0	6	75%	75%
			West	7	6	5	5	0	4	2	1	1	0	6	86%	86%
	Battle Street	Nicola Street	East	7	1	3	2	0	0	0	0	0	0	3	43%	14%
			West	4	0	1	0	0	0	0	0	0	0	1	25%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	1	0	0	0	0	0	1	17%	0%
			West	6	0	2	0	1	2	0	1	0	0	2	33%	0%
	Victoria Street	Seymour Street	East	4	4	4	6	3	3	2	4	3	0	6	150%	100%
			West	7	4	0	0	2	2	3	1	0	0	4	57%	57%
	Seymour Street	St Paul Street	East	8	2	1	0	0	0	0	0	0	0	2	25%	25%
			West	7	1	2	0	0	0	0	0	0	0	2	29%	14%
	St Paul Street	Battle Street	East	8	0	0	1	0	0	1	0	0	0	1	13%	0%
			West	4	1	2	1	1	1	0	1	1	0	2	50%	25%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	0	0	0	0	1	1	17%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
			West	7	2	4	1	2	0	1	0	0	0	4	57%	29%
	Seymour Street	St Paul Street	East	4	0	1	0	0	0	0	0	0	0	1	25%	0%
			West	8	1	2	2	2	0	0	0	0	2	2	25%	13%
7 Avenue	Victoria Street	Seymour Street	East	8	1	2	4	2	3	1	3	2	0	4	50%	13%

			West	6	1	1	1	1	0	0	0	0	0	1	17%	17%
			TOTAL	777	253	256	254	201	170	169	141	146	165			
			UTILIZATION	-	33%	33%	33%	26%	22%	22%	18%	19%	21%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					930-1030am	1030-1130am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-630pm	630-8pm				
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!	
			South	29	0	0	3	0	0	0	0	0	0	3	10%	0%	
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0%	0%	
			South	21	0	0	0	0	0	0	0	0	0	0	0%	0%	
	1 Avenue	2 Avenue	North	17	11	10	9	8	6	7	7	10	13	13	76%	65%	
			South	18	11	11	10	9	6	6	6	4	7	11	61%	61%	
	2 Avenue	3 Avenue	North	0	0	1	0	2	0	0	0	0	1	2	#DIV/0!	#DIV/0!	
			South	16	12	16	10	7	1	1	2	1	2	16	100%	75%	
	4 Avenue	5 Avenue	North	19	0	1	0	1	2	2	1	0	0	2	11%	0%	
			South	19	11	14	14	11	9	2	2	1	2	14	74%	58%	
	5 Avenue	6 Avenue	North	14	0	0	0	0	1	1	0	0	1	1	7%	0%	
			South	19	10	10	11	9	8	9	9	7	6	11	58%	53%	
Nicola Street	Lee Road	1 Avenue	North	25	0	4	0	0	0	0	0	0	0	4	16%	0%	
			South	22	0	2	0	0	0	0	0	0	0	2	9%	0%	
	1 Avenue	2 Avenue	North	18	7	6	7	7	4	7	6	7	8	8	44%	39%	
			South	18	3	2	5	5	8	4	4	5	4	8	44%	17%	
	2 Avenue	3 Avenue	North	18	13	11	8	7	5	8	8	6	8	13	72%	72%	
			South	18	10	8	8	9	8	9	8	6	7	10	56%	56%	
	3 Avenue	4 Avenue	North	14	10	17	10	8	10	12	9	9	12	17	121%	71%	
			South	12	4	7	8	8	6	7	6	8	6	8	67%	33%	
	4 Avenue	5 Avenue	North	18	5	7	6	5	4	3	3	2	4	7	39%	28%	
			South	17	7	7	4	4	2	2	2	2	3	7	41%	41%	
	5 Avenue	6 Avenue	North	18	8	11	5	10	8	8	7	7	8	11	61%	44%	
			South	18	6	4	6	6	8	4	5	7	6	8	44%	33%	
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
			West	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
4 Avenue	Nicola Street	Columbia Street	East	10	0	1	0	0	0	0	0	0	0	1	10%	0%	
			West	5	0	0	0	0	0	0	2	0	0	2	40%	0%	
5 Avenue	Battle Street	Nicola Street	East	10	1	1	0	0	0	1	4	2	0	4	40%	10%	
			West	10	1	4	3	1	0	1	2	2	0	4	40%	10%	
	Nicola Street	Columbia Street	East	10	3	1	0	0	0	0	0	1	0	3	30%	30%	
			West	10	0	1	0	0	1	0	0	0	0	1	10%	0%	
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	1	0	1	25%	0%	
	Battle Street	Nicola Street	West	9	1	0	1	0	1	0	0	0	1	1	11%	11%	
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	2	0	0	1	2	50%	25%	
			TOTAL	517	135	157	128	117	98	96	93	88	100				
			UTILIZATION	-	26%	30%	25%	23%	19%	19%	18%	17%	19%				

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max	%	Peak Hr. %
					930-1030am	1030-1130am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-630pm	630-8pm				
Victoria Street	8 Avenue	Seymour Street	North	0	0	2	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!		
			South	9	0	0	0	0	0	0	5	0	0	5	56%	0%	
Seymour Street	6 Avenue	7 Avenue	North	25	8	0	2	0	0	5	4	4	4	8	32%	32%	
			South	16	0	3	2	9	11	0	0	1	2	11	69%	0%	
	7 Avenue	8 Avenue	North	26	6	1	4	0	0	2	0	2	0	6	23%	23%	
			South	29	2	2	3	5	5	0	0	0	1	5	17%	7%	
	8 Avenue	9 Avenue	North	12	0	0	1	1	1	0	0	0	0	1	8%	0%	
			South	19	0	0	0	2	0	0	0	0	0	2	11%	0%	
St Paul Street	6 Avenue	7 Avenue	North	22	11	11	10	13	12	13	11	10	7	13	59%	50%	
			South	22	9	9	1	2	7	1	5	7	3	9	41%	41%	
	7 Avenue	8 Avenue	North	22	12	13	11	11	13	11	12	13	12	13	59%	55%	
			South	22	12	12	9	11	12	10	10	10	11	12	55%	55%	
	8 Avenue	9 Avenue	North	18	6	7	5	8	7	7	10	10	10	10	56%	33%	
			South	18	5	5	5	6	6	6	7	5	5	7	39%	28%	
Battle Street	6 Avenue	7 Avenue	North	22	2	1	0	1	0	1	1	0	0	2	9%	9%	
			South	22	6	6	7	4	7	8	9	10	8	10	45%	27%	
	7 Avenue	8 Avenue	North	22	0	0	1	0	0	0	0	0	0	1	5%	0%	
			South	22	12	10	14	11	16	14	15	13	11	16	73%	55%	
	8 Avenue	9 Avenue	North	19	1	0	1	1	0	0	1	0	2	2	11%	5%	
			South	19	5	7	8	6	6	6	5	6	6	8	42%	26%	
Nicola Street	6 Avenue	7 Avenue	North	22	10	13	14	9	10	10	12	10	11	14	64%	45%	
			South	22	5	0	0	4	4	7	7	7	9	9	41%	23%	
	7 Avenue	8 Avenue	North	22	5	10	11	8	7	5	8	7	9	11	50%	23%	
			South	22	9	0	0	3	5	5	3	8	6	9	41%	41%	
	8 Avenue	9 Avenue	North	19	5	9	10	6	4	5	9	15	8	15	79%	26%	
			South	19	6	3	2	4	6	5	3	0	6	6	32%	32%	
Columbia Street	6 Avenue	7 Avenue	North	11	4	4	6	5	0	4	2	2	2	6	55%	36%	
			South	13	8	9	10	8	10	8	5	7	7	10	77%	62%	
	7 Avenue	8 Avenue	North	22	5	3	5	2	0	1	2	2	1	5	23%	23%	
			South	22	8	10	8	7	10	5	6	7	8	10	45%	36%	
	8 Avenue	9 Avenue	North	19	5	1	5	3	0	1	2	3	0	5	26%	26%	
			South	19	5	5	6	4	6	4	5	5	4	6	32%	26%	
Dominion Street	6 Avenue	7 Avenue	North	22	8	8	6	6	7	5	6	7	7	8	36%	36%	
			South	22	6	6	5	7	5	6	7	7	7	7	32%	27%	
	7 Avenue	8 Avenue	North	21	11	9	8	8	9	10	11	11	10	11	52%	52%	
			South	21	5	5	5	6	8	6	5	7	7	8	38%	24%	
	8 Avenue	9 Avenue	North	19	7	3	5	5	0	6	4	5	4	7	37%	37%	
			South	19	0	1	1	1	5	1	0	1	0	5	26%	0%	
Pine Street	6 Avenue	7 Avenue	North	23	6	7	5	5	4	6	5	4	5	7	30%	26%	
			South	23	11	9	9	10	11	9	8	6	9	11	48%	48%	
	7 Avenue	8 Avenue	North	21	9	5	5	4	5	5	4	2	6	9	43%	43%	
			South	21	18	8	10	7	10	10	8	9	9	18	86%	86%	
	8 Avenue	9 Avenue	North	19	1	1	1	1	0	1	1	1	1	1	5%	5%	
			South	19	6	7	7	6	8	6	5	7	8	8	42%	32%	
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	1	1	13%	0%	
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	3	3	33%	0%	
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%	
7 Avenue	Seymour Street	St Paul Street	East	9	3	3	2	2	2	3	4	4	0	4	44%	33%	
			West	9	1	0	0	0	0	1	0	0	0	1	11%	11%	
	St Paul Street	Battle Street	East	8	2	2	1	2	2	3	2	1	0	3	38%	25%	
			West	7	1	0	1	1	1	0	1	1	0	1	14%	14%	
	Battle Street	Nicola Street	East	10	1	2	2	2	1	1	1	1	0	2	20%	10%	
			West	10	3	2	0	2	1	0	2	2	0	3	30%	30%	
	Nicola Street	Columbia Street	East	10	2	1	2	1	1	2	4	3	0	4	40%	20%	
			West	10	2	0	1	0	1	1	1	1	0	2	20%	20%	
	Columbia Street	Dominion Street	East	9	1	4	3	3	3	2	2	0	0	4	44%	11%	
			West	5	1	0	0	1	0	0	0	0	0	1	20%	20%	
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0%	0%	
			West	10	0	0	0	0	1	0	0	0	0	1	10%	0%	

8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	1	0	0	0	0	0	1	25%	0%
			West	7	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	13	1	0	0	1	0	0	0	0	0	1	8%	8%
			West	10	1	1	2	2	2	3	2	0	0	3	30%	10%
	St Paul Street	Battle Street	East	10	4	3	0	2	0	1	1	1	2	4	40%	40%
			West	10	4	3	2	4	2	3	2	2	2	4	40%	40%
	Battle Street	Nicola Street	East	10	3	2	1	2	1	0	2	3	3	3	30%	30%
			West	10	2	2	3	2	3	3	3	3	1	3	30%	20%
	Nicola Street	Columbia Street	East	10	2	0	3	1	0	0	1	1	1	3	30%	20%
			West	10	2	2	1	1	1	3	3	5	3	5	50%	20%
	Columbia Street	Dominion Street	East	10	0	1	0	0	0	0	0	1	0	1	10%	0%
			West	10	4	3	3	3	3	4	3	2	2	4	40%	40%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	1	0	0	1	1	0	1	1	1	10%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	2	2	2	2	2	2	3	3	4	67%	67%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	3	2	2	0	2	2	2	2	2	3	30%	30%
			West	10	0	0	1	1	0	0	0	0	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	6	3	2	2	2	2	2	2	0	2	3	50%	50%
			West	8	1	0	0	0	0	0	0	0	0	1	13%	13%
			TOTAL	1231	311	263	262	258	269	252	263	268	252			
			UTILIZATION	-	25%	21%	21%	21%	22%	20%	21%	22%	20%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/13/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max	%	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm				
Lansdowne Street	2 Avenue	3 Avenue	North	4	5	0	2	0	0	12	1	1	4	4	2	2	12	300%	#REF!
			South	9	11	18	8	11	12	0	10	9	5	3	0	11	18	200%	#REF!
	3 Avenue	4 Avenue	North	7	1	2	0	0	1	4	3	2	2	0	5	0	5	71%	#REF!
			South	6	0	2	1	4	1	0	0	2	3	2	1	3	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	1	0	7	13	1	0	0	2	4	0	13	#DIV/0!	#REF!
			South	16	9	8	11	21	8	1	10	10	10	10	8	7	21	131%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	7	9	7	11	3	5	7	2	0	0	0	1	11	55%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	0	1	0	1	0	2	#DIV/0!	#REF!
			South	5	2	0	0	4	0	0	2	1	2	4	2	2	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	1	1	0	1	1	0	0	2	1	3	0	3	30%	#REF!
			South	15	5	4	7	6	7	8	7	10	8	11	8	8	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	3	0	4	0	3	11	0	1	1	2	3	0	11	85%	#REF!
			South	13	7	11	9	14	8	4	14	10	8	9	9	8	14	108%	#REF!
	3 Avenue	4 Avenue	North	15	0	0	1	2	3	2	0	1	0	1	1	3	3	20%	#REF!
			South	15	7	7	10	20	8	9	13	10	14	7	12	9	20	133%	#REF!
	4 Avenue	5 Avenue	North	14	4	1	5	0	5	2	0	0	0	0	0	7	7	50%	#REF!
			South	10	4	4	10	10	9	11	12	12	6	8	8	10	12	120%	#REF!
	5 Avenue	6 Avenue	North	8	3	1	0	0	2	4	0	0	0	0	0	2	4	50%	#REF!
			South	18	3	2	9	11	9	8	6	9	18	10	13	14	18	100%	#REF!
	6 Avenue	7 Avenue	North	17	1	1	0	1	2	1	2	1	0	0	0	2	2	12%	#REF!
			South	23	9	9	16	14	18	15	12	14	17	17	16	14	18	78%	#REF!
	7 Avenue	8 Avenue	North	17	2	0	0	0	0	0	0	2	0	0	1	0	2	12%	#REF!
			South	13	1	2	0	3	0	1	0	1	0	4	3	2	4	31%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	7	0	0	0	0	0	0	7	#DIV/0!	#REF!
			South	9	0	0	8	1	0	8	4	5	0	2	2	0	8	89%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	1	0	0	0	3	0	0	4	0	1	0	4	40%	#REF!
			South	10	1	1	4	5	4	2	5	8	1	1	2	0	8	80%	#REF!
	2 Avenue	3 Avenue	North	4	0	0	0	0	0	6	0	0	0	0	0	0	6	150%	#REF!
			South	5	1	0	3	4	4	3	2	2	1	4	3	4	4	80%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	0	1	0	10	0	0	4	2	0	0	10	71%	#REF!
			South	15	1	0	6	4	5	4	9	7	2	4	1	3	9	60%	#REF!
	4 Avenue	5 Avenue	North	12	0	2	0	6	0	0	0	0	4	3	1	1	6	50%	#REF!
			South	9	1	0	2	1	2	3	2	4	1	1	1	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	0	0	1	1	0	0	0	1	0	6	6	55%	#REF!
			South	13	0	1	2	5	7	6	6	7	2	0	1	0	7	54%	#REF!
	6 Avenue	7 Avenue	North	25	0	10	12	0	0	7	2	5	5	5	2	7	12	48%	#REF!
			South	16	6	0	2	10	7	2	7	6	3	1	3	1	10	63%	#REF!
	7 Avenue	8 Avenue	North	26	0	5	8	0	0	5	6	5	4	1	1	0	8	31%	#REF!
			South	29	2	5	4	18	7	2	4	0	1	1	0	1	18	62%	#REF!
	8 Avenue	9 Avenue	North	12	0	2	2	2	2	2	3	3	2	0	1	1	3	25%	#REF!
			South	19	4	4	3	6	4	1	1	2	0	1	0	0	6	32%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	14	8	7	8	7	8	7	7	10	10	6	14	16	16	114%	#REF!
			South	2	1	2	0	2	2	1	0	2	1	0	0	0	2	100%	#REF!
	2 Avenue	3 Avenue	North	12	3	6	8	7	6	6	6	7	4	3	1	1	8	67%	#REF!
			South	13	2	2	2	2	1	1	4	0	2	2	0	2	4	31%	#REF!
	3 Avenue	4 Avenue	North	17	0	6	3	0	6	4	5	3	0	1	2	2	6	35%	#REF!
			South	12	1	0	0	0	0	2	1	1	1	0	0	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	5	5	8	5	8	10	12	6	2	0	1	2	12	71%	#REF!
			South	18	6	2	3	6	7	5	6	8	6	5	4	3	8	44%	#REF!
	5 Avenue	6 Avenue	North	16	9	12	14	14	10	14	12	9	5	2	0	1	14	88%	#REF!
			South	16	0	1	3	1	1	1	1	2	0	1	0	0	3	19%	#REF!
	6 Avenue	7 Avenue	North	22	15	11	15	1	14	13	11	16	8	9	9	9	16	73%	#REF!
			South	22	4	3	6	24	8	3	6	4	2	2	4	4	24	109%	#REF!
	7 Avenue	8 Avenue	North	22	9	6	6	6	5	5	7	7	8	10	10	11	11	50%	#REF!
			South	22	10	9	8	11	8	8	8	8	10	9	8	9	11	50%	#REF!
	8 Avenue	9 Avenue	North	18	11	10	11	11	10	11	11	9	7	8	11	9	11	61%	#REF!
			South	18	7	7	7	5	8	10	7	7	5	6	7	5	10	56%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	17	6	9	8	13	10	0	9	7	5	5	7	7	13	76%	#REF!
			South	18	10	6	8	6	7	0	7	6	6	6	7	7	10	56%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	1	1	1	0	0	1	1	#DIV/0!	#REF!
			South	16	4	4	3	3	3	2	3	2	1	1	1	1	4	25%	#REF!
	3 Avenue	4 Avenue	North	19	0	0	0	0	1	1	0	0	0	0	0	0	1	5%	#REF!
			South	13	3	4	5	7	5	7	6	3	4	4	3	3	7	54%	#REF!
	4 Avenue	5 Avenue	North	19	0	3	0	2	1	1	0	2	0	0	1	0	3	16%	#REF!
			South	19	11	11	12	14	11	15	16	11	10	5	4	2	16	84%	#REF!
	5 Avenue	6 Avenue	North	14	0	1	2	3	0	0	0	1	1	0	0	0	3	21%	#REF!
			South	19	21	16	18	18	19	15	13	11	13	9	6	7	21	111%	#REF!
	6 Avenue	7 Avenue	North	22	0	2	3	1	1	0	0	1	0	0	1	0	3	14%	#REF!
			South	22	10	8	10	7	10	6	6	9	8	9	10	9	10	45%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	0	0	1	1	0	0	0	0	0	0	1	5%	#REF!
			South	22	14	15	12	10	10	10	8	11	13	13	13	13	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	1	0	1	0	0	0	1	1	0	0	1	5%	#REF!
			South	19	6	8	6	9	10	7	5	5	4	5	8	6	10	53%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	0	0	0	0	0	0	0	7	0	0	0	0	7	28%	#REF!
			South	22	0	0	0	0	0	0	0	3	0	1	0	0	3	14%	#REF!
	1 Avenue	2 Avenue	North	18	0	12	14	3	10	11	10	9	3	11	10	11	14	78%	#REF!
			South	18	19	7	5	10	6	6	7	7	13	8	7	5	19	106%	#REF!
	2 Avenue	3 Avenue	North	18	1	18	17	14	18	30	15	17	11	7	5	7	30	167%	#REF!
			South	18	24	9	11	13	10	1	7	8	7	6	5	5	24	133%	#REF!
	3 Avenue	4 Avenue	North	14	15	18	19	16	15	25	27	14	9	4	4	12	27	193%	#REF!
			South	12	8	9	7	11	9	0	0	8	9	5	7	8	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	8	8	10	10	9	19	12	10	8	4	6	6	19	106%	#REF!
			South	17	7	9	11	9	10	0	3	5	4	4	3	2	11	65%	#REF!
	5 Avenue	6 Avenue	North	18	5	8	8	8	5	14	7	7	9	10	8	6	14	78%	#REF!
			South	18	8	7	8	9	6	3	9	7	7	6	3	7	9	50%	#REF!
	6 Avenue	7 Avenue	North	22	9	11	7	7	7	17	11	9	10	9	9	8	17	77%	#REF!
			South	22	5	3	6	4	7	0	3	8	7	9	9	9	9	41%	#REF!
	7 Avenue	8 Avenue	North	22	9	5	6	6	5	8	10	5	7	6	8	9	10	45%	#REF!
			South	22	3	5	4	4	3	0	0	7	8	7	5	6	8	36%	#REF!
	8 Avenue	9 Avenue	North	19	8	7	6	5	5	5	12	7	6	7	7	9	12	63%	#REF!
			South	19	7	6	9	7	6	4	0	7	6	5	6	5	9	47%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	4	6	1	0	3	4	0	2	3	0	2	2	6	55%	#REF!
			South	13	9	7	9	7	7	6	6	9	11	7	6	8	11	85%	#REF!
	7 Avenue	8 Avenue	North	22	5	9	6	0	4	4	4	9	0	0	1	8	9	41%	#REF!
			South	22	23	23	23	22	22	22	18	19	19	15	16	17	23	105%	#REF!
	8 Avenue	9 Avenue	North	19	2	5	6	0	2	4	3	5	2	0	2	5	6	32%	#REF!
			South	19	5	7	7	6	6	5	6	8	4	6	2	3	8	42%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	8	6	6	7	7	7	14	6	6	7	10	8	14	64%	#REF!
			South	22	8	7	7	8	5	7	0	7	7	7	7	3	8	36%	#REF!
	7 Avenue	8 Avenue	North	21	15	16	15	14	13	16	24	15	15	13	8	10	24	114%	#REF!
			South	21	12	11	10	9	12	9	0	11	9	5	6	5	12	57%	#REF!
	8 Avenue	9 Avenue	North	19	5	6	0	5	5	5	7	4	4	4	1	4	7	37%	#REF!
			South	19	0	0	0	0	0	1	0	1	0	0	1	2	2	11%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	9	11	12	10	10	27	8	8	6	0	9	8	27	117%	#REF!
			South	23	12	10	11	9	8	9	10	12	13	17	10	9	17	74%	#REF!
	7 Avenue	8 Avenue	North	21	6	6	5	6	5	20	9	5	6	12	15	7	20	95%	#REF!
			South	21	8	8	7	7	5	8	15	9	11	14	12	10	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	2	2	4	1	2	1	2	0	0	1	1	1	4	21%	#REF!
			South	19	6	6	12	5	5	5	5	4	5	6	8	8	12	63%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	3	0	0	0	1	2	0	0	3	2	1	3	43%	#REF!
			West	0	0	0	7	0	0	2	2	0	0	0	0	1	7	#DIV/0!	#REF!

	Victoria Street	Seymour Street	East	6	2	0	0	0	0	1	1	0	0	2	3	3	3	50%	#REF!
			West	4	5	3	8	0	0	5	4	7	0	5	3	3	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	0	1	3	0	0	0	4	0	0	0	5	1	5	71%	#REF!
			West	4	1	4	5	0	0	0	3	7	0	5	3	6	7	175%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	4	6	5	0	0	8	1	0	0	1	3	0	8	100%	#REF!
			West	6	1	0	2	0	1	4	2	7	8	8	1	9	9	150%	#REF!
	Victoria Street	Seymour Street	East	4	2	1	3	4	3	5	0	3	0	4	5	1	5	125%	#REF!
			West	6	4	1	2	1	4	2	6	2	8	6	1	9	9	150%	#REF!
	Seymour Street	St Paul Street	East	4	4	0	0	1	2	4	2	3	2	2	0	1	4	100%	#REF!
			West	6	1	2	2	1	1	1	1	1	3	0	0	0	3	50%	#REF!
	St Paul Street	Battle Street	East	4	0	2	1	0	1	0	2	0	0	0	0	0	2	50%	#REF!
			West	10	0	0	0	0	0	1	1	0	1	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	5	3	5	5	4	3	4	4	2	2	2	1	0	5	100%	#REF!
			West	8	2	2	1	1	1	0	0	1	0	0	0	1	2	25%	#REF!
	Nicola Street	Columbia Street	East	0	2	0	1	1	1	0	0	1	0	0	0	0	2	#DIV/0!	#REF!
			West	4	0	0	0	0	1	0	0	0	0	0	2	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	2	3	4	5	0	4	5	5	7	4	4	8	5	8	400%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	5	5	6	0	5	6	7	7	5	3	5	3	7	175%	#REF!
	Seymour Street	St Paul Street	East	8	1	1	3	2	5	4	3	1	4	4	2	0	5	63%	#REF!
			West	4	3	3	2	2	4	3	3	2	2	4	2	5	5	125%	#REF!
	St Paul Street	Battle Street	East	8	0	0	5	5	7	5	3	1	1	2	1	1	7	88%	#REF!
			West	7	2	2	4	4	5	5	4	1	0	0	0	2	5	71%	#REF!
	Battle Street	Nicola Street	East	7	0	0	4	0	1	0	0	4	0	0	1	0	4	57%	#REF!
			West	4	3	2	1	7	0	5	5	0	2	1	0	0	7	175%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	5	1	1	0	0	0	0	0	2	1	0	0	0	2	40%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	3	2	1	2	3	1	0	1	3	2	3	50%	#REF!
			West	6	1	2	2	2	1	3	2	0	1	1	3	3	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	4	6	6	5	4	8	4	3	3	6	6	8	200%	#REF!
			West	7	2	2	4	1	2	4	0	8	3	2	4	3	8	114%	#REF!
	Seymour Street	St Paul Street	East	8	1	4	3	7	4	4	2	2	1	0	4	0	7	88%	#REF!
			West	7	0	1	1	0	1	1	0	0	3	2	0	1	3	43%	#REF!
	St Paul Street	Battle Street	East	8	2	4	1	1	1	2	3	0	1	1	0	0	4	50%	#REF!
			West	4	2	2	3	0	2	2	3	2	0	1	3	0	3	75%	#REF!
	Battle Street	Nicola Street	East	10	3	5	3	5	5	3	3	1	1	0	1	0	5	50%	#REF!
			West	10	2	4	3	2	2	2	0	2	0	1	1	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	4	5	6	2	3	4	3	1	1	1	3	0	6	60%	#REF!
			West	10	4	6	2	4	3	1	3	3	2	0	0	0	6	60%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	1	0	0	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	7	1	0	2	3	6	0	2	4	3	4	6	5	6	86%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	1	0	0	0	1	25%	#REF!
			West	8	3	4	2	3	4	0	5	6	7	1	1	0	7	88%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	3	4	4	3	3	0	2	2	1	0	1	0	4	100%	#REF!
	Battle Street	Nicola Street	East	9	0	0	3	1	2	0	0	0	0	0	0	0	3	33%	#REF!
			West	9	7	9	5	4	6	0	4	4	0	0	0	1	9	100%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	2	0	1	0	0	0	0	1	0	2	2	50%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	1	0	1	1	2	0	2	2	3	3	4	3	4	50%	#REF!
			West	6	0	1	1	1	1	0	0	1	1	1	2	1	2	33%	#REF!
	Seymour Street	St Paul Street	East	9	4	5	4	4	7	0	3	3	2	3	4	4	7	78%	#REF!
			West	9	1	0	0	1	0	0	0	0	0	0	1	1	1	11%	#REF!
	St Paul Street	Battle Street	East	8	1	2	3	2	2	0	2	2	3	2	1	2	3	38%	#REF!
			West	7	2	1	1	2	1	0	0	0	1	2	0	1	2	29%	#REF!
	Battle Street	Nicola Street	East	10	4	5	3	3	3	0	4	4	3	3	2	1	5	50%	#REF!
			West	10	5	0	0	0	0	0	0	0	0	1	0	1	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	3	2	2	0	2	2	1	3	2	3	3	30%	#REF!
			West	10	1	1	0	0	1	0	0	1	1	2	0	3	3	30%	#REF!
	Columbia Street	Dominion Street	East	9	1	1	1	2	2	0	3	2	1	2	3	3	3	33%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	7	7	7	7	7	0	7	6	3	2	3	1	7	78%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	1	1	1	10%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	2	0	1	0	2	2	2	0	0	0	0	2	50%	#REF!
			West	7	0	1	0	1	0	1	1	2	1	0	0	0	2	29%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	2	0	0	1	0	0	0	1	0	2	15%	#REF!
			West	10	0	1	0	5	0	5	3	3	2	2	0	0	5	50%	#REF!
	St Paul Street	Battle Street	East	10	3	3	5	4	5	2	2	0	0	0	0	2	5	50%	#REF!
			West	10	5	6	6	5	4	4	3	2	2	2	1	3	6	60%	#REF!
	Battle Street	Nicola Street	East	10	3	4	4	5	4	5	1	4	2	2	2	2	5	50%	#REF!
			West	10	4	5	4	3	5	3	4	2	4	4	4	4	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	2	1	1	0	0	1	1	0	1	2	20%	#REF!
			West	10	1	1	2	2	2	2	3	4	7	2	2	1	7	70%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	1	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	10	4	3	3	2	1	2	2	2	2	2	2	4	4	40%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	2	4	0	0	2	1	2	3	3	3	2	3	4	67%	#REF!
			West	10	0	1	0	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	1	0	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	0	2	1	2	2	1	1	1	1	2	20%	#REF!
			West	10	1	1	0	0	0	0	1	1	0	0	0	0	1	10%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	6	1	1	2	0	0	2	1	2	4	2	2	1	4	67%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	1	0	1	13%	#REF!
			TOTAL	2525	697	746	821	779	749	787	754	751	637	587	595	614			
			UTILIZATION		28%	30%	33%	31%	30%	31%	30%	30%	25%	23%	24%	24%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	5	0	2	0	0	12	1	1	4	4	2	2	12	300%	#REF!
			South	9	11	18	8	11	12	0	10	9	5	3	0	11	18	200%	#REF!
	3 Avenue	4 Avenue	North	7	1	2	0	0	1	4	3	2	2	0	5	0	5	71%	#REF!
			South	6	0	2	1	4	1	0	0	2	3	2	1	3	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	0	0	1	0	7	13	1	0	0	2	4	0	13	#DIV/0!	#REF!
			South	16	9	8	11	21	8	1	10	10	10	10	8	7	21	131%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	7	9	7	11	3	5	7	2	0	0	0	1	11	55%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	0	1	0	1	0	2	#DIV/0!	#REF!
			South	5	2	0	0	4	0	0	2	1	2	4	2	2	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	1	1	0	1	1	0	0	2	1	3	0	3	30%	#REF!
			South	15	5	4	7	6	7	8	7	10	8	11	8	8	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	3	0	4	0	3	11	0	1	1	2	3	0	11	85%	#REF!
			South	13	7	11	9	14	8	4	14	10	8	9	9	8	14	108%	#REF!
	3 Avenue	4 Avenue	North	15	0	0	1	2	3	2	0	1	0	1	1	3	3	20%	#REF!
			South	15	7	7	10	20	8	9	13	10	14	7	12	9	20	133%	#REF!
	4 Avenue	5 Avenue	North	14	4	1	5	0	5	2	0	0	0	0	0	7	7	50%	#REF!
			South	10	4	4	10	10	9	11	12	12	6	8	8	10	12	120%	#REF!
	5 Avenue	6 Avenue	North	8	3	1	0	0	2	4	0	0	0	0	0	2	4	50%	#REF!
			South	18	3	2	9	11	9	8	6	9	18	10	13	14	18	100%	#REF!
	6 Avenue	7 Avenue	North	17	1	1	0	1	2	1	2	1	0	0	0	2	2	12%	#REF!
			South	23	9	9	16	14	18	15	12	14	17	17	16	14	18	78%	#REF!

	7 Avenue	8 Avenue	North	17	2	0	0	0	0	0	0	2	0	0	1	0	2	12%	#REF!
			South	13	1	2	0	3	0	1	0	1	0	4	3	2	4	31%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	1	0	0	0	3	0	0	4	0	1	0	4	40%	#REF!
			South	10	1	1	4	5	4	2	5	8	1	1	2	0	8	80%	#REF!
	2 Avenue	3 Avenue	North	4	0	0	0	0	0	6	0	0	0	0	0	0	6	150%	#REF!
			South	5	1	0	3	4	4	3	2	2	1	4	3	4	4	80%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	0	1	0	10	0	0	4	2	0	0	10	71%	#REF!
			South	15	1	0	6	4	5	4	9	7	2	4	1	3	9	60%	#REF!
	4 Avenue	5 Avenue	North	12	0	2	0	6	0	0	0	0	4	3	1	1	6	50%	#REF!
			South	9	1	0	2	1	2	3	2	4	1	1	1	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	0	0	1	1	0	0	0	1	0	6	6	55%	#REF!
			South	13	0	1	2	5	7	6	6	7	2	0	1	0	7	54%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	8	7	8	7	8	7	7	10	10	6	14	16	16	114%	#REF!
			South	2	1	2	0	2	2	1	0	2	1	0	0	0	2	100%	#REF!
	2 Avenue	3 Avenue	North	12	3	6	8	7	6	6	6	7	4	3	1	1	8	67%	#REF!
			South	13	2	2	2	2	1	1	4	0	2	2	0	2	4	31%	#REF!
	3 Avenue	4 Avenue	North	17	0	6	3	0	6	4	5	3	0	1	2	2	6	35%	#REF!
			South	12	1	0	0	0	0	2	1	1	1	0	0	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	5	5	8	5	8	10	12	6	2	0	1	2	12	71%	#REF!
			South	18	6	2	3	6	7	5	6	8	6	5	4	3	8	44%	#REF!
	5 Avenue	6 Avenue	North	16	9	12	14	14	10	14	12	9	5	2	0	1	14	88%	#REF!
			South	16	0	1	3	1	1	1	1	2	0	1	0	0	3	19%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	0	0	0	0	1	1	0	0	0	0	0	0	1	5%	#REF!
			South	13	3	4	5	7	5	7	6	3	4	4	3	3	7	54%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	3	0	0	0	1	2	0	0	3	2	1	3	43%	#REF!
			West	0	0	0	7	0	0	2	2	0	0	0	0	1	7	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	2	0	0	0	0	1	1	0	0	2	3	3	3	50%	#REF!
			West	4	5	3	8	0	0	5	4	7	0	5	3	3	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	0	1	3	0	0	0	4	0	0	0	5	1	5	71%	#REF!
			West	4	1	4	5	0	0	0	3	7	0	5	3	6	7	175%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	4	6	5	0	0	8	1	0	0	1	3	0	8	100%	#REF!
			West	6	1	0	2	0	1	4	2	7	8	8	1	9	9	150%	#REF!
	Victoria Street	Seymour Street	East	4	2	1	3	4	3	5	0	3	0	4	5	1	5	125%	#REF!
			West	6	4	1	2	1	4	2	6	2	8	6	1	9	9	150%	#REF!
	Seymour Street	St Paul Street	East	4	4	0	0	1	2	4	2	3	2	2	0	1	4	100%	#REF!
			West	6	1	2	2	1	1	1	1	1	3	0	0	0	3	50%	#REF!
	St Paul Street	Battle Street	East	4	0	2	1	0	1	0	2	0	0	0	0	0	2	50%	#REF!
			West	10	0	0	0	0	0	1	1	0	1	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	5	3	5	5	4	3	4	4	2	2	2	1	0	5	100%	#REF!
			West	8	2	2	1	1	1	0	0	1	0	0	0	1	2	25%	#REF!
	Nicola Street	Columbia Street	East	0	2	0	1	1	1	0	0	1	0	0	0	0	2	#DIV/0!	#REF!
			West	4	0	0	0	0	1	0	0	0	0	0	2	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	2	3	4	5	0	4	5	5	7	4	4	8	5	8	400%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	5	5	6	0	5	6	7	7	5	3	5	3	7	175%	#REF!
	Seymour Street	St Paul Street	East	8	1	1	3	2	5	4	3	1	4	4	2	0	5	63%	#REF!
			West	4	3	3	2	2	4	3	3	2	2	4	2	5	5	125%	#REF!
	St Paul Street	Battle Street	East	8	0	0	5	5	7	5	3	1	1	2	1	1	7	88%	#REF!
			West	7	2	2	4	4	5	5	4	1	0	0	0	2	5	71%	#REF!
	Battle Street	Nicola Street	East	7	0	0	4	0	1	0	0	4	0	0	1	0	4	57%	#REF!
			West	4	3	2	1	7	0	5	5	0	2	1	0	0	7	175%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	3	2	1	2	3	1	0	1	3	2	3	50%	#REF!
			West	6	1	2	2	2	1	3	2	0	1	1	3	3	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	4	6	6	5	4	8	4	3	3	6	6	8	200%	#REF!
			West	7	2	2	4	1	2	4	0	8	3	2	4	3	8	114%	#REF!
	Seymour Street	St Paul Street	East	8	1	4	3	7	4	4	2	2	1	0	4	0	7	88%	#REF!
			West	7	0	1	1	0	1	1	0	0	3	2	0	1	3	43%	#REF!
	St Paul Street	Battle Street	East	8	2	4	1	1	1	2	3	0	1	1	0	0	4	50%	#REF!
			West	4	2	2	3	0	2	2	3	2	0	1	3	0	3	75%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	1	0	0	0	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
			West	7	1	0	2	3	6	0	2	4	3	4	6	5	6	86%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	1	0	0	0	1	25%	#REF!
			West	8	3	4	2	3	4	0	5	6	7	1	1	0	7	88%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	1	0	1	1	2	0	2	2	3	3	4	3	4	50%	#REF!
			West	6	0	1	1	1	1	0	0	1	1	1	2	1	2	33%	#REF!
			TOTAL	777	192	207	277	269	264	302	281	264	224	211	219	225			
			UTILIZATION	-	25%	27%	36%	35%	34%	39%	36%	34%	29%	27%	28%	29%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	17	6	9	8	13	10	0	9	7	5	5	7	7	13	76%	#REF!
			South	18	10	6	8	6	7	0	7	6	6	6	7	7	10	56%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	1	1	1	0	0	1	1	#DIV/0!	#REF!
			South	16	4	4	3	3	3	2	3	2	1	1	1	1	4	25%	#REF!
	4 Avenue	5 Avenue	North	19	0	3	0	2	1	1	0	2	0	0	1	0	3	16%	#REF!
			South	19	11	11	12	14	11	15	16	11	10	5	4	2	16	84%	#REF!
	5 Avenue	6 Avenue	North	14	0	1	2	3	0	0	0	1	1	0	0	0	3	21%	#REF!
			South	19	21	16	18	18	19	15	13	11	13	9	6	7	21	111%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	0	0	0	0	0	0	0	7	0	0	0	0	7	28%	#REF!
			South	22	0	0	0	0	0	0	0	3	0	1	0	0	3	14%	#REF!
	1 Avenue	2 Avenue	North	18	0	12	14	3	10	11	10	9	3	11	10	11	14	78%	#REF!
			South	18	19	7	5	10	6	6	7	7	13	8	7	5	19	106%	#REF!
	2 Avenue	3 Avenue	North	18	1	18	17	14	18	30	15	17	11	7	5	7	30	167%	#REF!
			South	18	24	9	11	13	10	1	7	8	7	6	5	5	24	133%	#REF!
	3 Avenue	4 Avenue	North	14	15	18	19	16	15	25	27	14	9	4	4	12	27	193%	#REF!
			South	12	8	9	7	11	9	0	0	8	9	5	7	8	11	92%	#REF!
	4 Avenue	5 Avenue	North	18	8	8	10	10	9	19	12	10	8	4	6	6	19	106%	#REF!
			South	17	7	9	11	9	10	0	3	5	4	4	3	2	11	65%	#REF!
	5 Avenue	6 Avenue	North	18	5	8	8	8	5	14	7	7	9	10	8	6	14	78%	#REF!
			South	18	8	7	8	9	6	3	9	7	7	6	3	7	9	50%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	5	1	1	0	0	0	0	0	2	1	0	0	0	2	40%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	3	5	3	5	5	3	3	1	1	0	1	0	5	50%	#REF!
			West	10	2	4	3	2	2	2	0	2	0	1	1	0	4	40%	#REF!
	Nicola Street	Columbia Street	East	10	4	5	6	2	3	4	3	1	1	1	3	0	6	60%	#REF!
			West	10	4	6	2	4	3	1	3	3	2	0	0	0	6	60%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	3	4	4	3	3	0	2	2	1	0	1	0	4	100%	#REF!
	Battle Street	Nicola Street	West	9	7	9	5	4	6	0	4	4	0	0	0	1	9	100%	#REF!
	Nicola Street	Columbia Street	West	4	0	0	2	0	1	0	0	0	0	1	0	2	2	50%	#REF!
			TOTAL	517	171	189	187	182	172	152	161	158	123	95	90	97			
			UTILIZATION	-	33%	37%	36%	35%	33%	29%	31%	31%	24%	18%	17%	19%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	7	0	0	0	0	0	0	7	#DIV/0!	#REF!
			South	9	0	0	8	1	0	8	4	5	0	2	2	0	8	89%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	0	10	12	0	0	7	2	5	5	5	2	7	12	48%	#REF!
			South	16	6	0	2	10	7	2	7	6	3	1	3	1	10	63%	#REF!
	7 Avenue	8 Avenue	North	26	0	5	8	0	0	5	6	5	4	1	1	0	8	31%	#REF!
			South	29	2	5	4	18	7	2	4	0	1	1	0	1	18	62%	#REF!
	8 Avenue	9 Avenue	North	12	0	2	2	2	2	2	3	3	2	0	1	1	3	25%	#REF!
			South	19	4	4	3	6	4	1	1	2	0	1	0	0	6	32%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	15	11	15	1	14	13	11	16	8	9	9	9	16	73%	#REF!
			South	22	4	3	6	24	8	3	6	4	2	2	4	4	24	109%	#REF!
	7 Avenue	8 Avenue	North	22	9	6	6	6	5	5	7	7	8	10	10	11	11	50%	#REF!
			South	22	10	9	8	11	8	8	8	8	10	9	8	9	11	50%	#REF!
	8 Avenue	9 Avenue	North	18	11	10	11	11	10	11	11	9	7	8	11	9	11	61%	#REF!

			South	18	7	7	7	5	8	10	7	7	5	6	7	5	10	56%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	0	2	3	1	1	0	0	1	0	0	1	0	3	14%	#REF!
			South	22	10	8	10	7	10	6	6	9	8	9	10	9	10	45%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	0	0	1	1	0	0	0	0	0	0	1	5%	#REF!
			South	22	14	15	12	10	10	10	8	11	13	13	13	13	15	68%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	1	0	1	0	0	0	1	1	0	0	1	5%	#REF!
			South	19	6	8	6	9	10	7	5	5	4	5	8	6	10	53%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	9	11	7	7	7	17	11	9	10	9	9	8	17	77%	#REF!
			South	22	5	3	6	4	7	0	3	8	7	9	9	9	9	41%	#REF!
	7 Avenue	8 Avenue	North	22	9	5	6	6	5	8	10	5	7	6	8	9	10	45%	#REF!
			South	22	3	5	4	4	3	0	0	7	8	7	5	6	8	36%	#REF!
	8 Avenue	9 Avenue	North	19	8	7	6	5	5	5	12	7	6	7	7	9	12	63%	#REF!
			South	19	7	6	9	7	6	4	0	7	6	5	6	5	9	47%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	4	6	1	0	3	4	0	2	3	0	2	2	6	55%	#REF!
			South	13	9	7	9	7	7	6	6	9	11	7	6	8	11	85%	#REF!
	7 Avenue	8 Avenue	North	22	5	9	6	0	4	4	4	9	0	0	1	8	9	41%	#REF!
			South	22	23	23	23	22	22	22	18	19	19	15	16	17	23	105%	#REF!
	8 Avenue	9 Avenue	North	19	2	5	6	0	2	4	3	5	2	0	2	5	6	32%	#REF!
			South	19	5	7	7	6	6	5	6	8	4	6	2	3	8	42%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	8	6	6	7	7	7	14	6	6	7	10	8	14	64%	#REF!
			South	22	8	7	7	8	5	7	0	7	7	7	7	3	8	36%	#REF!
	7 Avenue	8 Avenue	North	21	15	16	15	14	13	16	24	15	15	13	8	10	24	114%	#REF!
			South	21	12	11	10	9	12	9	0	11	9	5	6	5	12	57%	#REF!
	8 Avenue	9 Avenue	North	19	5	6	0	5	5	5	7	4	4	4	1	4	7	37%	#REF!
			South	19	0	0	0	0	0	1	0	1	0	0	1	2	2	11%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	9	11	12	10	10	27	8	8	6	0	9	8	27	117%	#REF!
			South	23	12	10	11	9	8	9	10	12	13	17	10	9	17	74%	#REF!
	7 Avenue	8 Avenue	North	21	6	6	5	6	5	20	9	5	6	12	15	7	20	95%	#REF!
			South	21	8	8	7	7	5	8	15	9	11	14	12	10	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	2	2	4	1	2	1	2	0	0	1	1	1	4	21%	#REF!
			South	19	6	6	12	5	5	5	5	4	5	6	8	8	12	63%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	0	0	3	1	2	0	0	0	0	0	0	0	3	33%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	4	5	4	4	7	0	3	3	2	3	4	4	7	78%	#REF!
			West	9	1	0	0	1	0	0	0	0	0	0	1	1	1	11%	#REF!
	St Paul Street	Battle Street	East	8	1	2	3	2	2	0	2	2	3	2	1	2	3	38%	#REF!
			West	7	2	1	1	2	1	0	0	0	1	2	0	1	2	29%	#REF!
	Battle Street	Nicola Street	East	10	4	5	3	3	3	0	4	4	3	3	2	1	5	50%	#REF!
			West	10	5	0	0	0	0	0	0	0	0	1	0	1	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	3	2	2	0	2	2	1	3	2	3	3	30%	#REF!
			West	10	1	1	0	0	1	0	0	1	1	2	0	3	3	30%	#REF!
	Columbia Street	Dominion Street	East	9	1	1	1	2	2	0	3	2	1	2	3	3	3	33%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	9	7	7	7	7	7	0	7	6	3	2	3	1	7	78%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	1	1	1	10%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	2	0	1	0	2	2	2	0	0	0	0	2	50%	#REF!
			West	7	0	1	0	1	0	1	1	2	1	0	0	0	2	29%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	2	0	0	1	0	0	0	1	0	2	15%	#REF!
			West	10	0	1	0	5	0	5	3	3	2	2	0	0	5	50%	#REF!
	St Paul Street	Battle Street	East	10	3	3	5	4	5	2	2	0	0	0	0	2	5	50%	#REF!
			West	10	5	6	6	5	4	4	3	2	2	2	1	3	6	60%	#REF!
	Battle Street	Nicola Street	East	10	3	4	4	5	4	5	1	4	2	2	2	2	5	50%	#REF!
			West	10	4	5	4	3	5	3	4	2	4	4	4	4	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	2	1	1	0	0	1	1	0	1	2	20%	#REF!
			West	10	1	1	2	2	2	2	3	4	7	2	2	1	7	70%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	1	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	10	4	3	3	2	1	2	2	2	2	2	2	4	4	40%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	2	4	0	0	2	1	2	3	3	3	2	3	4	67%	#REF!
			West	10	0	1	0	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	1	0	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Nicola Street	Columbia Street	East	10	1	1	1	0	2	1	2	2	1	1	1	1	2	20%	#REF!
			West	10	1	1	0	0	0	0	1	1	0	0	0	0	1	10%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	6	1	1	2	0	0	2	1	2	4	2	2	1	4	67%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	1	0	1	13%	#REF!
			TOTAL	1231	334	350	357	328	313	333	312	329	290	281	286	292			
			UTILIZATION		27%	28%	29%	27%	25%	27%	25%	27%	24%	23%	23%	24%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/12/2021 Thursday

Total

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	2	0	5	5	1	9	1	5	1	0	9	225%	50%
			South	9	8	19	10	15	15	10	0	4	9	13	17	19	211%	211%
	3 Avenue	4 Avenue	North	7	0	0	1	1	1	0	5	1	2	0	0	5	71%	0%
			South	6	3	1	4	3	3	4	0	1	2	2	3	4	67%	17%
	4 Avenue	5 Avenue	North	0	0	0	0	0	1	0	0	4	0	0	0	4	#DIV/0!	#DIV/0!
			South	16	11	13	10	28	10	15	9	11	31	17	19	31	194%	81%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	10	9	10	11	11	10	7	20	8	3	4	20	100%	45%
	6 Avenue	Victoria Street	North	0	3	0	0	2	0	0	0	4	0	0	1	4	#DIV/0!	#DIV/0!
			South	5	4	2	1	2	0	2	0	5	4	0	1	5	100%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	6	11	11	11	10	8	17	9	4	4	0	17	170%	110%
			South	15	4	10	8	9	10	8	0	4	4	15	14	15	100%	67%
	2 Avenue	3 Avenue	North	13	4	6	13	16	16	10	10	10	9	8	7	16	123%	46%
			South	13	10	7	3	3	8	9	9	6	8	14	7	14	108%	54%
	3 Avenue	4 Avenue	North	15	2	5	17	22	8	7	16	11	8	0	7	22	147%	33%
			South	15	6	9	0	0	9	8	12	8	10	12	10	12	80%	60%
	4 Avenue	5 Avenue	North	14	5	11	12	18	13	12	21	11	12	7	8	21	150%	79%
			South	10	9	6	6	0	6	7	16	8	5	7	8	16	160%	60%
	5 Avenue	6 Avenue	North	8	3	2	1	4	5	2	1	2	3	3	2	5	63%	25%
			South	18	1	1	3	6	6	11	5	3	4	7	3	11	61%	6%
	6 Avenue	7 Avenue	North	17	2	4	18	0	0	0	10	2	8	10	7	18	106%	24%
			South	23	7	8	10	0	0	0	16	6	20	23	14	23	100%	35%
	7 Avenue	8 Avenue	North	17	1	0	4	0	0	0	0	1	1	0	0	4	24%	0%
			South	13	1	3	0	0	0	0	0	0	2	4	2	4	31%	23%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	4	0	9	0	1	1	0	1	9	100%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	3	4	3	5	2	3	7	4	3	1	0	7	70%	40%
			South	10	3	7	7	6	6	4	2	9	6	6	0	9	90%	70%
	2 Avenue	3 Avenue	North	4	1	2	4	5	2	4	2	0	2	3	0	5	125%	50%
			South	5	2	1	5	2	5	3	1	3	4	2	0	5	100%	20%
	3 Avenue	4 Avenue	North	14	0	2	0	2	8	12	9	3	4	2	0	12	86%	14%
			South	15	1	1	3	5	3	0	1	4	3	1	0	5	33%	7%
	4 Avenue	5 Avenue	North	12	1	3	4	4	8	8	8	4	2	1	0	8	67%	25%
			South	9	0	2	1	5	0	1	0	2	4	2	0	5	56%	22%
	5 Avenue	6 Avenue	North	11	2	2	6	2	10	7	4	4	1	1	0	10	91%	18%
			South	13	1	2	3	3	1	0	0	3	2	4	0	4	31%	15%
	6 Avenue	7 Avenue	North	25	3	10	12	5	12	18	0	12	14	0	0	18	72%	40%
			South	16	6	0	0	10	1	0	0	0	0	4	0	10	63%	0%
	7 Avenue	8 Avenue	North	26	3	12	13	11	9	13	0	15	9	0	0	15	58%	46%
			South	29	2	0	1	0	0	0	0	1	0	0	0	2	7%	0%
	8 Avenue	9 Avenue	North	12	1	3	3	5	0	2	0	3	5	1	0	5	42%	25%
			South	19	0	1	0	0	0	1	0	0	1	0	0	1	5%	5%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	13	0	0	0	0	13	#DIV/0!	#DIV/0!
			South	29	19	22	23	22	17	20	4	17	16	4	0	23	79%	76%
	1 Avenue	2 Avenue	North	14	11	15	13	14	13	9	12	13	13	6	5	15	107%	107%
			South	2	5	3	6	4	6	4	2	3	3	3	0	6	300%	150%
	2 Avenue	3 Avenue	North	12	1	1	4	3	7	4	8	14	11	3	0	14	117%	8%
			South	13	0	0	0	5	1	0	0	1	12	4	0	12	92%	0%
	3 Avenue	4 Avenue	North	17	6	5	4	7	5	2	2	4	3	8	0	8	47%	29%
			South	12	3	0	6	4	3	1	3	2	0	2	0	6	50%	0%
	4 Avenue	5 Avenue	North	17	6	10	8	7	8	6	4	4	1	1	0	10	59%	59%
			South	18	8	4	6	7	5	6	6	3	5	7	0	8	44%	22%
	5 Avenue	6 Avenue	North	16	10	9	12	12	9	12	10	8	5	2	0	12	75%	56%
			South	16	4	4	3	4	2	3	3	1	2	0	0	4	25%	25%
	6 Avenue	7 Avenue	North	22	10	11	12	16	16	14	13	17	11	6	0	17	77%	50%
			South	22	16	12	14	13	12	10	14	10	9	9	0	16	73%	55%
	7 Avenue	8 Avenue	North	22	7	8	7	7	8	8	16	7	7	9	0	16	73%	36%
			South	22	9	10	9	9	10	8	0	12	13	7	0	13	59%	45%
	8 Avenue	9 Avenue	North	18	15	15	14	15	12	14	16	13	15	12	0	16	89%	83%
			South	18	12	12	11	10	13	9	4	13	8	6	0	13	72%	67%
Battle Street	Lee Road	1 Avenue	North	21	7	7	5	10	6	7	7	8	11	6	0	11	52%	33%
			South	21	6	5	6	4	10	9	9	10	8	8	0	10	48%	24%
	1 Avenue	2 Avenue	North	17	4	6	6	7	6	5	8	7	7	5	0	8	47%	35%
			South	18	9	11	11	12	10	10	14	10	8	6	0	14	78%	61%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	4	4	2	2	2	5	3	3	3	0	5	31%	25%
	3 Avenue	4 Avenue	North	19	2	1	0	3	3	2	5	2	1	1	0	5	26%	5%
			South	13	2	2	6	4	6	8	7	4	4	6	0	8	62%	15%
	4 Avenue	5 Avenue	North	19	8	16	10	7	8	4	2	6	2	1	0	16	84%	84%
			South	19	12	13	14	13	14	10	11	12	9	5	0	14	74%	68%
	5 Avenue	6 Avenue	North	14	12	11	9	11	5	3	4	10	2	2	0	12	86%	79%
			South	19	9	13	13	18	17	14	10	12	13	6	0	18	95%	68%
	6 Avenue	7 Avenue	North	22	4	6	5	5	4	2	6	1	3	5	0	6	27%	27%
			South	22	9	11	10	12	8	7	8	10	11	13	0	13	59%	50%
	7 Avenue	8 Avenue	North	22	6	6	5	6	6	2	6	3	4	6	0	6	27%	27%
			South	22	10	13	10	12	14	14	10	10	12	14	0	14	64%	59%
	8 Avenue	9 Avenue	North	19	7	5	6	5	2	4	5	4	4	4	0	7	37%	26%
			South	19	7	6	6	6	5	5	3	7	6	8	0	8	42%	32%
Nicola Street	Lee Road	1 Avenue	North	25	7	8	7	6	5	4	7	8	9	6	0	9	36%	32%
			South	22	6	4	3	2	2	3	1	3	5	5	0	6	27%	18%
	1 Avenue	2 Avenue	North	18	11	13	14	16	14	14	14	13	13	11	0	16	89%	72%
			South	18	8	7	10	7	13	9	11	13	9	5	0	13	72%	39%
	2 Avenue	3 Avenue	North	18	18	17	15	18	17	18	17	16	14	11	0	18	100%	94%
			South	18	12	13	10	12	12	11	10	12	9	4	0	13	72%	72%
	3 Avenue	4 Avenue	North	14	12	17	16	17	16	15	15	23	12	15	0	23	164%	121%
			South	12	8	13	8	9	9	9	9	1	7	9	0	13	108%	108%
	4 Avenue	5 Avenue	North	18	7	12	14	13	14	13	12	13	12	9	0	14	78%	67%
			South	17	9	10	12	13	10	10	9	10	6	6	0	13	76%	59%
	5 Avenue	6 Avenue	North	18	7	9	12	7	4	4	6	5	4	7	0	12	67%	50%
			South	18	7	6	12	8	12	6	8	9	4	6	0	12	67%	33%
	6 Avenue	7 Avenue	North	22	8	10	11	10	10	10	9	12	18	10	0	18	82%	45%
			South	22	8	7	8	6	5	3	7	6	1	6	0	8	36%	32%
	7 Avenue	8 Avenue	North	22	9	6	7	9	7	14	13	15	7	8	0	15	68%	27%
			South	22	7	7	6	6	7	0	6	3	8	10	0	10	45%	32%
	8 Avenue	9 Avenue	North	19	11	7	4	10	5	6	7	7	12	6	0	12	63%	37%
			South	19	6	5	5	1	6	3	1	4	0	7	0	7	37%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	3	8	6	6	4	3	3	4	3	9	0	9	82%	73%
			South	13	2	5	5	6	4	4	5	11	8	5	0	11	85%	38%
	7 Avenue	8 Avenue	North	22	13	8	10	9	11	13	29	14	19	17	9	29	132%	36%
			South	22	20	21	22	22	22	22	34	18	32	21	8	34	155%	95%
	8 Avenue	9 Avenue	North	19	2	6	4	6	11	7	7	10	8	6	0	11	58%	32%
			South	19	3	3	3	2	3	2	5	3	3	3	0	5	26%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	8	7	9	9	6	7	11	0	6	7	0	11	50%	32%
			South	22	6	5	9	6	8	8	13	0	8	8	0	13	59%	23%
	7 Avenue	8 Avenue	North	21	10	15	18	15	15	14	32	0	14	8	0	32	152%	71%
			South	21	16	16	14	14	14	13	25	0	9	7	0	25	119%	76%
	8 Avenue	9 Avenue	North	19	7	6	7	0	5	6	6	0	5	7	0	7	37%	32%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	11	12	11	0	12	11	0	13	11	0	8	13	57%	52%
			South	23	12	11	12	0	12	13	0	10	16	0	9	16	70%	48%

	7 Avenue	8 Avenue	North	21	5	16	6	0	6	6	0	4	9	1	4	16	76%	76%
			South	21	10	15	9	0	9	9	0	8	3	4	8	15	71%	71%
	8 Avenue	9 Avenue	North	19	3	3	3	0	2	3	0	5	1	0	0	5	26%	16%
			South	19	5	4	5	0	5	8	0	3	5	8	7	8	42%	21%
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	6	0	0	0	0	0	0	4	5	5	6	86%	86%
			West	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	11	8	0	0	0	0	0	0	7	9	8	11	275%	200%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	4	4	5	5	71%	0%
			West	4	0	0	0	0	0	0	0	0	2	1	1	2	50%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	8	8	0	10	5	0	0	0	5	8	6	10	125%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	4	4	5	3	4	0	4	0	3	2	4	5	125%	100%
			West	6	2	4	2	5	6	0	5	0	2	3	4	6	100%	67%
	Seymour Street	St Paul Street	East	4	1	4	3	6	7	0	7	0	5	6	3	7	175%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	3	5	1	6	0	4	1	2	0	1	6	150%	75%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	7	9	8	8	10	0	9	0	5	4	9	10	125%	113%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	4	3	4	3	4	0	3	0	0	3	2	4	100%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	3	2	0	3	0	0	0	0	1	3	3	3	43%	29%
			West	2	1	1	2	6	0	0	0	0	3	0	2	6	300%	50%
	Victoria Street	Seymour Street	East	4	6	3	1	2	0	0	0	0	1	4	0	6	150%	75%
			West	4	2	3	4	6	0	0	0	0	5	6	5	6	150%	75%
	Seymour Street	St Paul Street	East	8	4	4	9	5	0	0	0	0	4	6	5	9	113%	50%
			West	4	5	2	3	3	0	0	0	0	2	3	2	5	125%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	7	9	13	6	0	0	0	0	5	13	14	14	200%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	5	6	3	6	0	0	0	0	1	3	4	6	150%	150%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	1	4	2	4	0	0	0	0	3	3	0	4	80%	80%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	3	3	1	0	0	0	5	0	1	1	5	83%	50%
			West	6	0	2	0	6	0	0	0	3	3	2	2	6	100%	33%
	Victoria Street	Seymour Street	East	4	4	6	6	5	0	0	0	5	3	6	4	6	150%	150%
			West	7	4	1	6	7	0	0	0	5	6	2	0	7	100%	14%
	Seymour Street	St Paul Street	East	8	0	0	1	3	0	0	0	0	2	0	0	3	38%	0%
			West	7	0	0	3	3	0	0	0	0	2	0	1	3	43%	0%
	St Paul Street	Battle Street	East	8	0	0	5	3	0	0	0	0	1	1	1	5	63%	0%
			West	4	0	0	2	3	0	0	0	0	2	1	1	3	75%	0%
	Battle Street	Nicola Street	East	10	5	5	5	6	0	0	0	0	2	2	2	6	60%	50%
			West	10	2	3	3	4	0	0	0	0	5	1	3	5	50%	30%
	Nicola Street	Columbia Street	East	10	5	5	3	4	0	0	0	0	3	3	2	5	50%	50%
			West	10	4	4	3	4	0	0	0	0	1	1	1	4	40%	40%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	0	1	0	0	0	3	0	0	0	0	3	50%	0%
	Victoria Street	Seymour Street	East	0	0	3	0	1	3	1	1	0	6	1	1	6	#DIV/0!	#DIV/0!
			West	7	2	0	2	2	2	4	4	0	2	0	0	4	57%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	4	3	1	5	8	4	4	1	1	0	2	8	100%	38%
	St Paul Street	Battle Street	East	8	6	4	3	6	5	3	4	4	1	2	0	6	75%	50%
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	1	1	0	0	1	1	2	0	0	2	0	2	22%	11%
			West	9	7	7	7	7	5	3	6	2	1	2	3	7	78%	78%
	Nicola Street	Columbia Street	East	7	0	2	3	0	0	0	0	2	1	1	1	3	43%	29%
			West	4	1	0	0	0	0	0	0	0	0	0	0	1	25%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	1	1	0	0	0	0	4	0	6	6	6	6	75%	13%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Seymour Street	St Paul Street	East	9	3	3	0	0	0	0	1	0	1	2	2	3	33%	33%
			West	9	0	0	0	0	0	0	2	0	2	0	0	2	22%	0%
	St Paul Street	Battle Street	East	8	2	3	0	0	0	0	3	0	5	2	2	5	63%	38%
			West	7	4	4	0	0	0	0	4	0	3	0	0	4	57%	57%
	Battle Street	Nicola Street	East	10	2	3	0	0	0	0	1	0	2	2	1	3	30%	30%
			West	10	3	1	0	0	0	0	2	0	3	3	2	3	30%	10%
	Nicola Street	Columbia Street	East	10	5	10	0	0	0	0	5	0	3	3	4	10	100%	100%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	0	0	0	0	0	0	0	0	0	1	11%	11%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	8	0	0	0	0	0	0	0	0	0	8	80%	80%
8 Avenue	Victoria Street	Seymour Street	East	4	1	3	0	4	2	2	0	2	4	3	2	4	100%	75%
			West	7	0	3	0	0	8	0	4	0	0	1	1	8	114%	43%
	Seymour Street	St Paul Street	East	13	2	1	0	0	0	0	1	0	1	0	0	2	15%	8%
			West	10	3	1	0	0	0	0	6	0	6	2	1	6	60%	10%
	St Paul Street	Battle Street	East	10	9	6	0	0	0	0	7	0	2	2	4	9	90%	60%
			West	10	4	7	0	0	0	0	4	0	2	2	3	7	70%	70%
	Battle Street	Nicola Street	East	10	3	3	0	0	0	0	4	0	2	1	2	4	40%	30%
			West	10	5	5	0	0	0	0	4	0	3	4	3	5	50%	50%
	Nicola Street	Columbia Street	East	10	2	5	0	0	0	0	0	0	0	3	3	5	50%	50%
			West	10	2	3	0	0	0	0	3	0	2	3	2	3	30%	30%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	3	0	0	0	0	0	0	0	0	0	3	30%	30%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	1	0	0	0	0	0	0	0	0	0	1	10%	10%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	2	2	29%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	3	5	4	5	3	5	6	5	5	4	7	7	117%	83%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	1	3	3	30%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	1	0	0	0	0	1	0	2	2	1	2	20%	10%
			West	10	1	1	0	0	1	0	1	1	2	2	0	2	20%	10%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	2	2	25%	0%
	Dominion Street	Pine Street	East	6	1	2	1	0	0	2	0	0	0	2	0	2	33%	33%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			TOTAL	2525	869	1006	938	947	874	774	901	773	934	782	355			
			UTILIZATION	-	34%	40%	37%	38%	35%	31%	36%	31%	37%	31%	14%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	2	0	5	5	1	9	1	5	1	0	9	225%	50%
			South	9	8	19	10	15	15	10	0	4	9	13	17	19	211%	211%
	3 Avenue	4 Avenue	North	7	0	0	1	1	1	0	5	1	2	0	0	5	71%	0%
			South	6	3	1	4	3	3	4	0	1	2	2	3	4	67%	17%
	4 Avenue	5 Avenue	North	0	0	0	0	0	1	0	0	4	0	0	0	4	#DIV/0!	#DIV/0!
			South	16	11	13	10	28	10	15	9	11	31	17	19	31	194%	81%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	10	9	10	11	11	10	7	20	8	3	4	20	100%	45%
	6 Avenue	Victoria Street	North	0	3	0	0	2	0	0	0	4	0	0	1	4	#DIV/0!	#DIV/0!
			South	5	4	2	1	2	0	2	0	5	4	0	1	5	100%	40%

Victoria Street	1 Avenue	2 Avenue	North	10	6	11	11	11	10	8	17	9	4	4	0	17	170%	110%
			South	15	4	10	8	9	10	8	0	4	4	15	14	15	100%	67%
	2 Avenue	3 Avenue	North	13	4	6	13	16	16	10	10	10	9	8	7	16	123%	46%
			South	13	10	7	3	3	8	9	9	6	8	14	7	14	108%	54%
	3 Avenue	4 Avenue	North	15	2	5	17	22	8	7	16	11	8	0	7	22	147%	33%
			South	15	6	9	0	0	9	8	12	8	10	12	10	12	80%	60%
	4 Avenue	5 Avenue	North	14	5	11	12	18	13	12	21	11	12	7	8	21	150%	79%
			South	10	9	6	6	0	6	7	16	8	5	7	8	16	160%	60%
	5 Avenue	6 Avenue	North	8	3	2	1	4	5	2	1	2	3	3	2	5	63%	25%
			South	18	1	1	3	6	6	11	5	3	4	7	3	11	61%	6%
	6 Avenue	7 Avenue	North	17	2	4	18	0	0	0	10	2	8	10	7	18	106%	24%
			South	23	7	8	10	0	0	0	16	6	20	23	14	23	100%	35%
	7 Avenue	8 Avenue	North	17	1	0	4	0	0	0	0	1	1	0	0	4	24%	0%
			South	13	1	3	0	0	0	0	0	0	2	4	2	4	31%	23%
Seymour Street	1 Avenue	2 Avenue	North	10	3	4	3	5	2	3	7	4	3	1	0	7	70%	40%
			South	10	3	7	7	6	6	4	2	9	6	6	0	9	90%	70%
	2 Avenue	3 Avenue	North	4	1	2	4	5	2	4	2	0	2	3	0	5	125%	50%
			South	5	2	1	5	2	5	3	1	3	4	2	0	5	100%	20%
	3 Avenue	4 Avenue	North	14	0	2	0	2	8	12	9	3	4	2	0	12	86%	14%
			South	15	1	1	3	5	3	0	1	4	3	1	0	5	33%	7%
	4 Avenue	5 Avenue	North	12	1	3	4	4	8	8	8	4	2	1	0	8	67%	25%
			South	9	0	2	1	5	0	1	0	2	4	2	0	5	56%	22%
	5 Avenue	6 Avenue	North	11	2	2	6	2	10	7	4	4	1	1	0	10	91%	18%
			South	13	1	2	3	3	1	0	0	3	2	4	0	4	31%	15%
St Paul Street	1 Avenue	2 Avenue	North	14	11	15	13	14	13	9	12	13	13	6	5	15	107%	107%
			South	2	5	3	6	4	6	4	2	3	3	3	0	6	300%	150%
	2 Avenue	3 Avenue	North	12	1	1	4	3	7	4	8	14	11	3	0	14	117%	8%
			South	13	0	0	0	5	1	0	0	1	12	4	0	12	92%	0%
	3 Avenue	4 Avenue	North	17	6	5	4	7	5	2	2	4	3	8	0	8	47%	29%
			South	12	3	0	6	4	3	1	3	2	0	2	0	6	50%	0%
	4 Avenue	5 Avenue	North	17	6	10	8	7	8	6	4	4	1	1	0	10	59%	59%
			South	18	8	4	6	7	5	6	6	3	5	7	0	8	44%	22%
	5 Avenue	6 Avenue	North	16	10	9	12	12	9	12	10	8	5	2	0	12	75%	56%
			South	16	4	4	3	4	2	3	3	1	2	0	0	4	25%	25%
Battle Street	3 Avenue	4 Avenue	North	19	2	1	0	3	3	2	5	2	1	1	0	5	26%	5%
			South	13	2	2	6	4	6	8	7	4	4	6	0	8	62%	15%
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	6	0	0	0	0	0	0	4	5	5	6	86%	86%
			West	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	11	8	0	0	0	0	0	0	7	9	8	11	275%	200%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	4	4	5	5	71%	0%
			West	4	0	0	0	0	0	0	0	0	2	1	1	2	50%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	8	8	0	10	5	0	0	0	5	8	6	10	125%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Victoria Street	Seymour Street	East	4	4	4	5	3	4	0	4	0	3	2	4	5	125%	100%
			West	6	2	4	2	5	6	0	5	0	2	3	4	6	100%	67%
	Seymour Street	St Paul Street	East	4	1	4	3	6	7	0	7	0	5	6	3	7	175%	100%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	4	2	3	5	1	6	0	4	1	2	0	1	6	150%	75%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	7	9	8	8	10	0	9	0	5	4	9	10	125%	113%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	4	4	3	4	3	4	0	3	0	0	3	2	4	100%	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	3	2	0	3	0	0	0	0	1	3	3	3	43%	29%
			West	2	1	1	2	6	0	0	0	0	3	0	2	6	300%	50%
	Victoria Street	Seymour Street	East	4	6	3	1	2	0	0	0	0	1	4	0	6	150%	75%
			West	4	2	3	4	6	0	0	0	0	5	6	5	6	150%	75%
	Seymour Street	St Paul Street	East	8	4	4	9	5	0	0	0	0	4	6	5	9	113%	50%
			West	4	5	2	3	3	0	0	0	0	2	3	2	5	125%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	7	9	13	6	0	0	0	0	5	13	14	14	200%	129%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	5	6	3	6	0	0	0	0	1	3	4	6	150%	150%
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	3	3	1	0	0	0	5	0	1	1	5	83%	50%
			West	6	0	2	0	6	0	0	0	3	3	2	2	6	100%	33%
	Victoria Street	Seymour Street	East	4	4	6	6	5	0	0	0	5	3	6	4	6	150%	150%
			West	7	4	1	6	7	0	0	0	5	6	2	0	7	100%	14%
	Seymour Street	St Paul Street	East	8	0	0	1	3	0	0	0	0	2	0	0	3	38%	0%
			West	7	0	0	3	3	0	0	0	0	2	0	1	3	43%	0%
	St Paul Street	Battle Street	East	8	0	0	5	3	0	0	0	0	1	1	1	5	63%	0%
			West	4	0	0	2	3	0	0	0	0	2	1	1	3	75%	0%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	0	1	0	0	0	3	0	0	0	0	3	50%	0%
	Victoria Street	Seymour Street	East	0	0	3	0	1	3	1	1	0	6	1	1	6	#DIV/0!	#DIV/0!
			West	7	2	0	2	2	2	4	4	0	2	0	0	4	57%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	4	3	1	5	8	4	4	1	1	0	2	8	100%	38%
7 Avenue	Victoria Street	Seymour Street	East	8	1	1	0	0	0	0	4	0	6	6	6	6	75%	13%
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
TOTAL				777	266	307	338	381	305	232	310	247	345	319	242			
UTILIZATION				-	34%	40%	44%	49%	39%	30%	40%	32%	44%	41%	31%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	13	0	0	0	0	13	#DIV/0!	#DIV/0!
			South	29	19	22	23	22	17	20	4	17	16	4	0	23	79%	76%
Battle Street	Lee Road	1 Avenue	North	21	7	7	5	10	6	7	7	8	11	6	0	11	52%	33%
			South	21	6	5	6	4	10	9	9	10	8	8	0	10	48%	24%
	1 Avenue	2 Avenue	North	17	4	6	6	7	6	5	8	7	7	5	0	8	47%	35%
			South	18	9	11	11	12	10	10	14	10	8	6	0	14	78%	61%
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	16	0	4	4	2	2	2	5	3	3	3	0	5	31%	25%
	4 Avenue	5 Avenue	North	19	8	16	10	7	8	4	2	6	2	1	0	16	84%	84%
			South	19	12	13	14	13	14	10	11	12	9	5	0	14	74%	68%
	5 Avenue	6 Avenue	North	14	12	11	9	11	5	3	4	10	2	2	0	12	86%	79%
			South	19	9	13	13	18	17	14	10	12	13	6	0	18	95%	68%
Nicola Street	Lee Road	1 Avenue	North	25	7	8	7	6	5	4	7	8	9	6	0	9	36%	32%
			South	22	6	4	3	2	2	3	1	3	5	5	0	6	27%	18%
	1 Avenue	2 Avenue	North	18	11	13	14	16	14	14	14	13	13	11	0	16	89%	72%
			South	18	8	7	10	7	13	9	11	13	9	5	0	13	72%	39%
	2 Avenue	3 Avenue	North	18	18	17	15	18	17	18	17	16	14	11	0	18	100%	94%
			South	18	12	13	10	12	12	11	10	12	9	4	0	13	72%	72%
	3 Avenue	4 Avenue	North	14	12	17	16	17	16	15	15	23	12	15	0	23	164%	121%
			South	12	8	13	8	9	9	9	9	1	7	9	0	13	108%	108%
	4 Avenue	5 Avenue	North	18	7	12	14	13	14	13	12	13	12	9	0	14	78%	67%
			South	17	9	10	12	13	10	10	9	10	6	6	0	13	76%	59%
	5 Avenue	6 Avenue	North	18	7	9	12	7	4	4	6	5	4	7	0	12	67%	50%
			South	18	7	6	12	8	12	6	8	9	4	6	0	12	67%	33%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	1	4	2	4	0	0	0	0	3	3	0	4	80%	80%
5 Avenue	Battle Street	Nicola Street	East	10	5	5	5	6	0	0	0	0	2	2	2	6	60%	50%
			West	10	2	3	3	4	0	0	0	0	5	1	3	5	50%	30%
	Nicola Street	Columbia Street	East	10	5	5	3	4	0	0	0	0	3	3	2	5	50%	50%
			West	10	4	4	3	4	0	0	0	0	1	1	1	4	40%	40%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	West	9	7	7	7	7	5	3	6	2	1	2	3	7	78%	78%
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	0	0	0	0	0	0	1	25%	0%

TOTAL	517	223	265	257	263	228	203	212	223	198	152	11				
UTILIZATION	-	43%	51%	50%	51%	44%	39%	41%	43%	38%	29%	2%				

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	4	0	9	0	1	1	0	1	9	100%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	3	10	12	5	12	18	0	12	14	0	0	18	72%	40%
			South	16	6	0	0	10	1	0	0	0	0	4	0	10	63%	0%
	7 Avenue	8 Avenue	North	26	3	12	13	11	9	13	0	15	9	0	0	15	58%	46%
			South	29	2	0	1	0	0	0	0	1	0	0	0	2	7%	0%
	8 Avenue	9 Avenue	North	12	1	3	3	5	0	2	0	3	5	1	0	5	42%	25%
			South	19	0	1	0	0	0	1	0	0	1	0	0	1	5%	5%
St Paul Street	6 Avenue	7 Avenue	North	22	10	11	12	16	16	14	13	17	11	6	0	17	77%	50%
			South	22	16	12	14	13	12	10	14	10	9	9	0	16	73%	55%
	7 Avenue	8 Avenue	North	22	7	8	7	7	8	8	16	7	7	9	0	16	73%	36%
			South	22	9	10	9	9	10	8	0	12	13	7	0	13	59%	45%
	8 Avenue	9 Avenue	North	18	15	15	14	15	12	14	16	13	15	12	0	16	89%	83%
			South	18	12	12	11	10	13	9	4	13	8	6	0	13	72%	67%
Battle Street	6 Avenue	7 Avenue	North	22	4	6	5	5	4	2	6	1	3	5	0	6	27%	27%
			South	22	9	11	10	12	8	7	8	10	11	13	0	13	59%	50%
	7 Avenue	8 Avenue	North	22	6	6	5	6	6	2	6	3	4	6	0	6	27%	27%
			South	22	10	13	10	12	14	14	10	10	12	14	0	14	64%	59%
	8 Avenue	9 Avenue	North	19	7	5	6	5	2	4	5	4	4	4	0	7	37%	26%
			South	19	7	6	6	6	5	5	3	7	6	8	0	8	42%	32%
Nicola Street	6 Avenue	7 Avenue	North	22	8	10	11	10	10	10	9	12	18	10	0	18	82%	45%
			South	22	8	7	8	6	5	3	7	6	1	6	0	8	36%	32%
	7 Avenue	8 Avenue	North	22	9	6	7	9	7	14	13	15	7	8	0	15	68%	27%
			South	22	7	7	6	6	7	0	6	3	8	10	0	10	45%	32%
	8 Avenue	9 Avenue	North	19	11	7	4	10	5	6	7	7	12	6	0	12	63%	37%
			South	19	6	5	5	1	6	3	1	4	0	7	0	7	37%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	3	8	6	6	4	3	3	4	3	9	0	9	82%	73%
			South	13	2	5	5	6	4	4	5	11	8	5	0	11	85%	38%
	7 Avenue	8 Avenue	North	22	13	8	10	9	11	13	29	14	19	17	9	29	132%	36%
			South	22	20	21	22	22	22	22	34	18	32	21	8	34	155%	95%
	8 Avenue	9 Avenue	North	19	2	6	4	6	11	7	7	10	8	6	0	11	58%	32%
			South	19	3	3	3	2	3	2	5	3	3	3	0	5	26%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	8	7	9	9	6	7	11	0	6	7	0	11	50%	32%
			South	22	6	5	9	6	8	8	13	0	8	8	0	13	59%	23%
	7 Avenue	8 Avenue	North	21	10	15	18	15	15	14	32	0	14	8	0	32	152%	71%
			South	21	16	16	14	14	14	13	25	0	9	7	0	25	119%	76%
	8 Avenue	9 Avenue	North	19	7	6	7	0	5	6	6	0	5	7	0	7	37%	32%
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Pine Street	6 Avenue	7 Avenue	North	23	11	12	11	0	12	11	0	13	11	0	8	13	57%	52%
			South	23	12	11	12	0	12	13	0	10	16	0	9	16	70%	48%
	7 Avenue	8 Avenue	North	21	5	16	6	0	6	6	0	4	9	1	4	16	76%	76%
			South	21	10	15	9	0	9	9	0	8	3	4	8	15	71%	71%
	8 Avenue	9 Avenue	North	19	3	3	3	0	2	3	0	5	1	0	0	5	26%	16%
			South	19	5	4	5	0	5	8	0	3	5	8	7	8	42%	21%
6 Avenue	St Paul Street	Battle Street	East	8	6	4	3	6	5	3	4	4	1	2	0	6	75%	50%
	Battle Street	Nicola Street	East	9	1	1	0	0	1	1	2	0	0	2	0	2	22%	11%
	Nicola Street	Columbia Street	East	7	0	2	3	0	0	0	0	2	1	1	1	3	43%	29%
7 Avenue	Seymour Street	St Paul Street	East	9	3	3	0	0	0	0	1	0	1	2	2	3	33%	33%
			West	9	0	0	0	0	0	0	2	0	2	0	0	2	22%	0%
	St Paul Street	Battle Street	East	8	2	3	0	0	0	0	3	0	5	2	2	5	63%	38%
			West	7	4	4	0	0	0	0	4	0	3	0	0	4	57%	57%
	Battle Street	Nicola Street	East	10	2	3	0	0	0	0	1	0	2	2	1	3	30%	30%
			West	10	3	1	0	0	0	0	2	0	3	3	2	3	30%	10%
	Nicola Street	Columbia Street	East	10	5	10	0	0	0	0	5	0	3	3	4	10	100%	100%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Columbia Street	Dominion Street	East	9	0	1	0	0	0	0	0	0	0	0	0	1	11%	11%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	8	0	0	0	0	0	0	0	0	0	8	80%	80%
8 Avenue	Victoria Street	Seymour Street	East	4	1	3	0	4	2	2	0	2	4	3	2	4	100%	75%
			West	7	0	3	0	0	8	0	4	0	0	1	1	8	114%	43%
	Seymour Street	St Paul Street	East	13	2	1	0	0	0	0	1	0	1	0	0	2	15%	8%
			West	10	3	1	0	0	0	0	6	0	6	2	1	6	60%	10%
	St Paul Street	Battle Street	East	10	9	6	0	0	0	0	7	0	2	2	4	9	90%	60%
			West	10	4	7	0	0	0	0	4	0	2	2	3	7	70%	70%
	Battle Street	Nicola Street	East	10	3	3	0	0	0	0	4	0	2	1	2	4	40%	30%
			West	10	5	5	0	0	0	0	4	0	3	4	3	5	50%	50%
	Nicola Street	Columbia Street	East	10	2	5	0	0	0	0	0	0	0	3	3	5	50%	50%
			West	10	2	3	0	0	0	0	3	0	2	3	2	3	30%	30%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	3	0	0	0	0	0	0	0	0	0	3	30%	30%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	1	0	0	0	0	0	0	0	0	0	1	10%	10%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	2	2	29%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	3	5	4	5	3	5	6	5	5	4	7	7	117%	83%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	1	3	3	30%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	2	1	0	0	0	0	1	0	2	2	1	2	20%	10%
			West	10	1	1	0	0	1	0	1	1	2	2	0	2	20%	10%
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	2	2	25%	0%
	Dominion Street	Pine Street	East	6	1	2	1	0	0	2	0	0	0	2	0	2	33%	33%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
TOTAL				1231	380	434	343	303	341	339	379	303	391	311	102			
UTILIZATION				-	31%	35%	28%	25%	28%	28%	31%	25%	32%	25%	8%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/18/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max	%	Peak Hr. %
					8-9am	9-10am	10-1030am	1030-11am	11-1130am	12-130pm	130-2pm	2-3pm	3-5pm	5-6pm	6-7pm				
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	1	1	5	0	0	0	1	1	5	125%	#REF!
			South	9	0	0	2	7	8	10	5	3	10	3	4	10	111%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	2	5	0	3	2	1	5	71%	#REF!
			South	6	0	0	2	0	3	3	3	4	3	2	3	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	0	2	2	0	2	2	1	0	4	1	2	4	#DIV/0!	#REF!
			South	16	10	7	10	0	17	12	11	13	18	8	9	18	113%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	5	5	4	0	3	3	0	3	5	1	1	5	25%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	2	0	1	3	0	2	3	#DIV/0!	#REF!
			South	5	1	4	3	0	3	3	0	4	3	1	1	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	0	0	3	0	0	0	0	0	1	3	30%	#REF!
			South	15	1	4	0	0	6	8	9	10	6	11	9	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	0	0	0	0	2	0	5	0	7	2	2	7	54%	#REF!
			South	13	4	9	0	0	9	0	10	13	11	7	10	13	100%	#REF!
	3 Avenue	4 Avenue	North	15	2	3	0	0	2	0	3	0	0	2	3	3	20%	#REF!
			South	15	3	7	0	0	11	0	11	13	9	7	8	13	87%	#REF!
	4 Avenue	5 Avenue	North	14	3	2	0	0	13	0	1	0	4	4	3	13	93%	#REF!
			South	10	0	8	0	0	9	0	8	10	2	7	9	10	100%	#REF!
	5 Avenue	6 Avenue	North	8	5	1	1	0	1	0	3	0	2	2	2	5	63%	#REF!
			South	18	0	3	1	0	9	0	9	12	3	14	14	14	78%	#REF!
	6 Avenue	7 Avenue	North	17	3	1	0	0	0	0	0	0	3	0	3	3	18%	#REF!
			South	23	0	6	6	0	10	0	16	19	15	14	16	19	83%	#REF!
	7 Avenue	8 Avenue	North	17	0	0	0	0	1	0	0	0	0	0	0	1	6%	#REF!
			South	13	0	0	1	0	1	0	0	1	1	0	1	1	8%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	0	0	0	0	0	1	0	0	0	0	0	1	11%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	0	0	0	0	0	1	0	1	1	10%	#REF!
			South	10	0	0	0	0	0	0	0	3	1	1	1	3	30%	#REF!
	2 Avenue	3 Avenue	North	4	0	0	0	0	0	2	0	0	1	0	4	4	100%	#REF!
			South	5	0	0	0	0	0	0	0	1	1	3	0	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	1	0	0	1	2	0	6	0	5	6	43%	#REF!
			South	15	0	1	9	0	13	5	7	3	0	0	0	13	87%	#REF!
	4 Avenue	5 Avenue	North	12	0	0	0	0	0	0	0	6	7	1	6	7	58%	#REF!
			South	9	0	1	4	0	9	2	2	4	0	4	0	9	100%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	0	0	0	1	0	2	2	1	2	2	18%	#REF!
			South	13	0	1	4	0	3	2	7	1	2	1	0	7	54%	#REF!
	6 Avenue	7 Avenue	North	25	2	2	0	0	3	12	4	9	7	5	2	12	48%	#REF!
			South	16	0	0	2	0	1	0	3	0	0	0	0	3	19%	#REF!
	7 Avenue	8 Avenue	North	26	1	3	4	0	3	2	6	5	2	0	0	6	23%	#REF!
			South	29	0	0	3	0	0	1	0	0	0	1	0	3	10%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	5	4	4	4	5	17%	#REF!
	1 Avenue	2 Avenue	North	14	0	0	0	0	0	0	0	8	9	7	10	10	71%	#REF!
			South	2	0	0	0	0	0	0	0	3	2	1	2	3	150%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	0	0	0	0	0	1	3	0	0	3	25%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	6	12	15	0	11	15	1	1	2	1	3	15	88%	#REF!
			South	12	0	2	1	0	0	0	1	0	0	0	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	4	4	6	0	6	5	5	5	2	3	3	6	35%	#REF!
			South	18	0	0	2	0	0	1	0	0	1	0	0	2	11%	#REF!
	5 Avenue	6 Avenue	North	16	2	1	3	0	4	3	3	2	2	1	0	4	25%	#REF!
			South	16	0	0	0	0	0	0	0	0	0	0	1	1	6%	#REF!
	6 Avenue	7 Avenue	North	22	8	9	8	0	9	9	8	6	6	2	4	9	41%	#REF!
			South	22	0	0	0	0	4	2	0	1	3	4	0	4	18%	#REF!
	7 Avenue	8 Avenue	North	22	12	12	10	0	10	10	8	9	9	10	11	12	55%	#REF!
			South	22	11	11	9	0	7	4	6	6	9	10	10	11	50%	#REF!
	8 Avenue	9 Avenue	North	18	10	7	7	0	8	7	8	9	9	6	6	10	56%	#REF!
			South	18	6	6	6	0	5	8	8	4	6	5	4	8	44%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	8	9	12	0	0	0	0	0	0	0	0	12	57%	#REF!
			South	21	6	6	5	0	0	0	0	0	0	0	0	6	29%	#REF!
	1 Avenue	2 Avenue	North	17	6	9	15	0	0	0	0	0	0	0	0	15	88%	#REF!
			South	18	6	8	10	0	0	0	0	0	0	0	0	10	56%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	2	1	0	0	0	0	0	2	#DIV/0!	#REF!
			South	16	6	10	13	0	11	0	8	4	0	2	1	13	81%	#REF!
	3 Avenue	4 Avenue	North	19	0	0	1	0	1	1	0	0	0	0	0	1	5%	#REF!
			South	13	2	6	6	0	10	8	2	4	3	3	4	10	77%	#REF!
	4 Avenue	5 Avenue	North	19	0	0	2	0	1	0	0	0	0	0	1	2	11%	#REF!
			South	19	7	9	14	0	14	13	9	8	3	3	2	14	74%	#REF!
	5 Avenue	6 Avenue	North	14	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	7	7	8	0	9	10	9	8	6	6	6	10	53%	#REF!
	6 Avenue	7 Avenue	North	22	0	1	0	0	1	0	0	0	0	0	0	1	5%	#REF!
			South	22	12	11	10	0	11	9	12	10	9	7	9	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	22	18	18	18	0	16	18	14	16	15	17	18	18	82%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	1	0	0	0	0	0	0	0	2	2	11%	#REF!
			South	19	6	6	6	0	5	5	4	4	5	5	5	6	32%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	13	14	17	0	0	0	0	0	0	0	0	17	68%	#REF!
			South	22	6	4	6	0	0	0	0	0	0	0	0	6	27%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	8	0	0	0	0	0	0	0	0	10	56%	#REF!
			South	18	2	1	2	0	0	0	0	0	0	0	0	2	11%	#REF!
	2 Avenue	3 Avenue	North	18	8	10	12	0	16	10	6	7	6	6	4	16	89%	#REF!
			South	18	2	6	7	0	7	5	6	4	3	5	4	7	39%	#REF!
	3 Avenue	4 Avenue	North	14	13	12	14	0	15	13	13	12	11	9	7	15	107%	#REF!
			South	12	0	5	7	0	4	7	6	7	4	5	2	7	58%	#REF!
	4 Avenue	5 Avenue	North	18	2	3	5	0	4	4	4	6	5	2	2	6	33%	#REF!
			South	17	0	4	5	0	7	4	6	7	7	6	5	7	41%	#REF!
	5 Avenue	6 Avenue	North	18	10	4	3	0	5	6	4	9	8	7	8	10	56%	#REF!
			South	18	4	5	4	0	3	1	4	3	5	5	8	8	44%	#REF!
	6 Avenue	7 Avenue	North	22	19	11	17	0	15	20	12	11	10	10	12	20	91%	#REF!
			South	22	0	9	2	0	5	0	10	8	11	7	5	11	50%	#REF!
	7 Avenue	8 Avenue	North	22	14	12	10	0	11	7	5	11	9	10	14	14	64%	#REF!
			South	22	0	1	0	0	1	1	6	5	6	9	3	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	14	11	16	0	10	14	10	8	9	10	9	16	84%	#REF!
			South	19	4	5	1	0	4	2	3	5	5	5	5	5	26%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	1	2	0	0	1	3	2	0	1	0	0	3	27%	#REF!
			South	13	7	8	9	0	6	8	8	7	7	7	8	9	69%	#REF!
	7 Avenue	8 Avenue	North	22	1	2	0	0	0	3	1	0	4	2	3	4	18%	#REF!
			South	22	6	6	5	0	6	5	7	9	7	4	7	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	1	1	1	0	2	5	2	0	7	1	3	7	37%	#REF!
			South	19	7	5	5	0	6	3	2	8	4	5	5	8	42%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	7	8	8	0	8	8	8	5	5	5	5	8	36%	#REF!
			South	22	8	8	7	0	8	4	5	5	6	6	7	8	36%	#REF!
	7 Avenue	8 Avenue	North	21	10	10	10	0	8	6	7	6	8	9	9	10	48%	#REF!
			South	21	4	3	3	0	5	3	3	3	4	4	6	6	29%	#REF!
	8 Avenue	9 Avenue	North	19	6	6	4	0	4	4	4	3	4	5	4	6	32%	#REF!
			South	19	0	0	1	0	0	0	0	0	0	0	0	1	5%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	7	6	6	0	5	4	0	1	3	1	3	7	30%	#REF!
			South	23	8	5	7	0	6	5	0	3	9	6	6	9	39%	#REF!
	7 Avenue	8 Avenue	North	21	7	8	11	6	7	9	0	6	5	3	3	11	52%	#REF!
			South	21	14	15	13	0	13	13	0	13	15	12	13	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	1	0	0	1	0	0	0	1	1	1	5%	#REF!
			South	19	9	9	8	0	6	8	8	8	7	7	9	9	47%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	1	0	1	1	0	1	1	14%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!

	Victoria Street	Seymour Street	East	6	0	0	0	1	0	4	0	3	1	2	1		4	67%	#REF!
			West	4	0	0	0	5	0	3	0	4	4	3	3		5	125%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	4	0	0	0	0	0	0	0	4	1	0	0		4	100%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	3	1	2	0	1	0		3	33%	#REF!
			West	9	0	0	0	0	0	2	3	3	0	4	1		4	44%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	4	0	4	4	6	0	3	5	4	6		6	75%	#REF!
			West	6	0	2	0	0	2	1	0	3	6	1	2		6	100%	#REF!
	Victoria Street	Seymour Street	East	4	2	3	0	4	4	4	0	1	4	3	2		4	100%	#REF!
			West	6	0	1	0	0	4	0	0	2	7	3	3		7	117%	#REF!
	Seymour Street	St Paul Street	East	4	7	3	0	3	5	3	0	1	1	0	1		7	175%	#REF!
			West	6	1	5	0	3	0	0	0	2	1	1	2		5	83%	#REF!
	St Paul Street	Battle Street	East	4	0	1	0	2	2	2	0	0	1	0	0		2	50%	#REF!
			West	10	3	7	0	2	1	1	0	2	2	0	0		7	70%	#REF!
	Battle Street	Nicola Street	East	5	2	3	0	3	5	2	0	2	0	1	1		5	100%	#REF!
			West	8	1	4	0	0	2	1	0	1	0	0	0		4	50%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0		0	#DIV/0!	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	2	0	1	0	0	6	1	4	5	8	2	0		8	400%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	2	2		2	50%	#REF!
			West	4	1	4	0	11	5	7	4	5	8	3	3		11	275%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	0	1	3	0	0	1	3	1	0		3	38%	#REF!
			West	4	1	2	0	2	2	1	2	2	2	2	1		2	50%	#REF!
	St Paul Street	Battle Street	East	8	1	1	0	1	1	7	2	0	0	0	1		7	88%	#REF!
			West	7	5	5	0	4	9	4	3	2	2	1	1		9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	2	0	0	0	0	0	0	0		2	29%	#REF!
			West	4	0	2	0	0	1	1	0	0	1	0	0		2	50%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	0	1	0	1		1	10%	#REF!
			West	5	0	1	0	1	0	0	0	1	1	0	0		1	20%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	1	1	1	2	2	2	1	2		2	33%	#REF!
			West	6	0	1	0	1	1	1	2	0	0	0	0		2	33%	#REF!
	Victoria Street	Seymour Street	East	4	2	3	0	7	5	5	4	3	5	6	6		7	175%	#REF!
			West	7	0	0	0	2	1	2	3	2	3	0	5		5	71%	#REF!
	Seymour Street	St Paul Street	East	8	0	3	0	4	6	6	7	1	1	1	6		7	88%	#REF!
			West	7	0	0	0	0	2	0	0	1	0	0	0		2	29%	#REF!
	St Paul Street	Battle Street	East	8	0	2	0	1	2	2	0	0	1	0	0		2	25%	#REF!
			West	4	2	0	0	1	1	0	5	4	1	0	0		5	125%	#REF!
	Battle Street	Nicola Street	East	10	2	2	0	1	2	1	1	1	3	1	0		3	30%	#REF!
			West	10	0	0	0	1	0	1	0	1	1	0	1		1	10%	#REF!
	Nicola Street	Columbia Street	East	10	0	3	0	1	1	0	2	1	0	1	0		3	30%	#REF!
			West	10	0	1	0	1	0	0	0	0	1	0	0		1	10%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0		0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	0	0	0		0	#DIV/0!	#REF!
			West	7	1	2	0	5	2	4	2	3	8	2	8		8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	8	0	2	0	0	1	1	1	1	0	0	1		2	25%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	1	0		1	13%	#REF!
			West	4	0	2	0	0	0	0	1	0	3	1	0		3	75%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	9	1	1	0	1	1	2	1	1	3	1	0		3	33%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	4	1	0	0	0	0	1	0	0	0	0	2		2	50%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	3	2	3	2	2	7	5	6		7	88%	#REF!
			West	6	0	0	0	0	1	1	0	0	1	0	0		1	17%	#REF!
	Seymour Street	St Paul Street	East	9	2	2	0	2	3	3	3	3	3	1	1		3	33%	#REF!
			West	9	0	0	0	0	0	1	1	0	0	1	1		1	11%	#REF!
	St Paul Street	Battle Street	East	8	2	2	0	2	2	2	2	2	4	2	2		4	50%	#REF!
			West	7	0	0	0	0	1	0	1	0	0	0	1		1	14%	#REF!
	Battle Street	Nicola Street	East	10	2	2	0	2	2	1	1	1	3	2	2		3	30%	#REF!
			West	10	0	1	0	0	1	0	0	1	0	0	0		1	10%	#REF!
	Nicola Street	Columbia Street	East	10	2	2	0	2	2	1	2	3	4	1	0		4	40%	#REF!
			West	10	0	0	0	0	0	0	0	1	2	0	0		2	20%	#REF!
	Columbia Street	Dominion Street	East	9	2	2	0	0	2	2	0	0	2	0	2		2	22%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	1		1	20%	#REF!
	Dominion Street	Pine Street	East	9	1	0	0	0	0	0	0	0	0	0	1		1	11%	#REF!
			West	10	2	0	0	0	0	1	0	0	1	0	2		2	20%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	7	0	0	2	0	2	0	0	0	1	0	0		2	29%	#REF!
	Seymour Street	St Paul Street	East	13	0	1	0	0	0	1	0	0	1	0	1		1	8%	#REF!
			West	10	1	1	1	0	3	2	0	2	3	1	1		3	30%	#REF!
	St Paul Street	Battle Street	East	10	1	0	0	0	0	0	0	0	0	0	0		1	10%	#REF!
			West	10	2	1	1	0	1	3	0	1	4	2	1		4	40%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	1	0	0	0	0	0		1	10%	#REF!
			West	10	3	4	3	0	3	6	0	3	7	4	4		7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	0	0	0	1		1	10%	#REF!
			West	10	4	2	2	0	2	3	0	2	5	2	2		5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	10	3	2	2	0	2	4	0	0	2	0	2		4	40%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
	St Paul Street	Battle Street	East	6	4	3	5	0	0	5	3	3	3	1	2		5	83%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	2	0	2	2	2	3	1	1	1		3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	1	0		1	10%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
	Dominion Street	Pine Street	East	6	1	0	2	0	2	0	1	1	2	1	1		2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0		0	0%	#REF!
			TOTAL	2525	478	564	503	101	604	517	458	533	593	451	510	0			
			UTILIZATION		19%	22%	20%	4%	24%	20%	18%	21%	23%	18%	20%	0%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-1030am	1030-11am	11-1130am	12-130pm	130-2pm	2-3pm	3-5pm	5-6pm	6-7pm	0:00			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	0	1	1	5	0	0	0	1	1	0	5	125%	#REF!
			South	9	0	0	2	7	8	10	5	3	10	3	4	0	10	111%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	0	0	2	5	0	3	2	1	0	5	71%	#REF!
			South	6	0	0	2	0	3	3	3	4	3	2	3	0	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	0	2	2	0	2	2	1	0	4	1	2	0	4	#DIV/0!	#REF!
			South	16	10	7	10	0	17	12	11	13	18	8	9	0	18	113%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	5	5	4	0	3	3	0	3	5	1	1	0	5	25%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	2	0	1	3	0	2	0	3	#DIV/0!	#REF!
			South	5	1	4	3	0	3	3	0	4	3	1	1	0	4	80%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	0	0	3	0	0	0	0	0	1	0	3	30%	#REF!
			South	15	1	4	0	0	6	8	9	10	6	11	9	0	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	0	0	0	0	2	0	5	0	7	2	2	0	7	54%	#REF!
			South	13	4	9	0	0	9	0	10	13	11	7	10	0	13	100%	#REF!
	3 Avenue	4 Avenue	North	15	2	3	0	0	2	0	3	0	0	2	3	0	3	20%	#REF!
			South	15	3	7	0	0	11	0	11	13	9	7	8	0	13	87%	#REF!
	4 Avenue	5 Avenue	North	14	3	2	0	0	13	0	1	0	4	4	3	0	13	93%	#REF!
			South	10	0	8	0	0	9	0	8	10	2	7	9	0	10	100%	#REF!
	5 Avenue	6 Avenue	North	8	5	1	1	0	1	0	3	0	2	2	2	0	5	63%	#REF!
			South	18	0	3	1	0	9	0	9	12	3	14	14	0	14	78%	#REF!
	6 Avenue	7 Avenue	North	17	3	1	0	0	0	0	0	0	3	0	3	0	3	18%	#REF!
			South	23	0	6	6	0	10	0	16	19	15	14	16	0	19	83%	#REF!

	7 Avenue	8 Avenue	North	17	0	0	0	0	1	0	0	0	0	0	0	0	1	6%	#REF!
			South	13	0	0	1	0	1	0	0	1	1	0	1	0	1	8%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	0	0	0	0	0	1	0	1	0	1	10%	#REF!
			South	10	0	0	0	0	0	0	0	3	1	1	1	0	3	30%	#REF!
	2 Avenue	3 Avenue	North	4	0	0	0	0	0	2	0	0	1	0	4	0	4	100%	#REF!
			South	5	0	0	0	0	0	0	0	1	1	3	0	0	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	0	0	1	0	0	1	2	0	6	0	5	0	6	43%	#REF!
			South	15	0	1	9	0	13	5	7	3	0	0	0	0	13	87%	#REF!
	4 Avenue	5 Avenue	North	12	0	0	0	0	0	0	0	6	7	1	6	0	7	58%	#REF!
			South	9	0	1	4	0	9	2	2	4	0	4	0	0	9	100%	#REF!
	5 Avenue	6 Avenue	North	11	0	1	0	0	0	1	0	2	2	1	2	0	2	18%	#REF!
			South	13	0	1	4	0	3	2	7	1	2	1	0	0	7	54%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	0	0	0	0	0	0	0	8	9	7	10	0	10	71%	#REF!
			South	2	0	0	0	0	0	0	0	3	2	1	2	0	3	150%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	0	0	0	0	0	1	3	0	0	0	3	25%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	6	12	15	0	11	15	1	1	2	1	3	0	15	88%	#REF!
			South	12	0	2	1	0	0	0	1	0	0	0	0	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	4	4	6	0	6	5	5	5	2	3	3	0	6	35%	#REF!
			South	18	0	0	2	0	0	1	0	0	1	0	0	0	2	11%	#REF!
	5 Avenue	6 Avenue	North	16	2	1	3	0	4	3	3	2	2	1	0	0	4	25%	#REF!
			South	16	0	0	0	0	0	0	0	0	0	0	1	0	1	6%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	0	0	1	0	1	1	0	0	0	0	0	0	1	5%	#REF!
			South	13	2	6	6	0	10	8	2	4	3	3	4	0	10	77%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	1	0	1	1	0	1	0	1	14%	#REF!
			West	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	1	0	4	0	3	1	2	1	0	4	67%	#REF!
			West	4	0	0	0	5	0	3	0	4	4	3	3	0	5	125%	#REF!
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	0	0	0	0	0	0	4	1	0	0	0	4	100%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	4	0	4	4	6	0	3	5	4	6	0	6	75%	#REF!
			West	6	0	2	0	0	2	1	0	3	6	1	2	0	6	100%	#REF!
	Victoria Street	Seymour Street	East	4	2	3	0	4	4	4	0	1	4	3	2	0	4	100%	#REF!
			West	6	0	1	0	0	4	0	0	2	7	3	3	0	7	117%	#REF!
	Seymour Street	St Paul Street	East	4	7	3	0	3	5	3	0	1	1	0	1	0	7	175%	#REF!
			West	6	1	5	0	3	0	0	0	2	1	1	2	0	5	83%	#REF!
	St Paul Street	Battle Street	East	4	0	1	0	2	2	2	0	0	1	0	0	0	2	50%	#REF!
			West	10	3	7	0	2	1	1	0	2	2	0	0	0	7	70%	#REF!
	Battle Street	Nicola Street	East	5	2	3	0	3	5	2	0	2	0	1	1	0	5	100%	#REF!
			West	8	1	4	0	0	2	1	0	1	0	0	0	0	4	50%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	2	0	1	0	0	6	1	4	5	8	2	0	0	8	400%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	2	2	0	2	50%	#REF!
			West	4	1	4	0	11	5	7	4	5	8	3	3	0	11	275%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	0	1	3	0	0	1	3	1	0	0	3	38%	#REF!
			West	4	1	2	0	2	2	1	2	2	2	2	1	0	2	50%	#REF!
	St Paul Street	Battle Street	East	8	1	1	0	1	1	7	2	0	0	0	1	0	7	88%	#REF!
			West	7	5	5	0	4	9	4	3	2	2	1	1	0	9	129%	#REF!
	Battle Street	Nicola Street	East	7	0	0	0	2	0	0	0	0	0	0	0	0	2	29%	#REF!
			West	4	0	2	0	0	1	1	0	0	1	0	0	0	2	50%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	1	1	1	2	2	2	1	2	0	2	33%	#REF!
			West	6	0	1	0	1	1	1	2	0	0	0	0	0	2	33%	#REF!
	Victoria Street	Seymour Street	East	4	2	3	0	7	5	5	4	3	5	6	6	0	7	175%	#REF!
			West	7	0	0	0	2	1	2	3	2	3	0	5	0	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	0	3	0	4	6	6	7	1	1	1	6	0	7	88%	#REF!
			West	7	0	0	0	0	2	0	0	1	0	0	0	0	2	29%	#REF!
	St Paul Street	Battle Street	East	8	0	2	0	1	2	2	0	0	1	0	0	0	2	25%	#REF!
			West	4	2	0	0	1	1	0	5	4	1	0	0	0	5	125%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	7	1	2	0	5	2	4	2	3	8	2	8	0	8	114%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	2	0	0	1	1	1	1	0	0	1	0	2	25%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	3	2	3	2	2	7	5	6	0	7	88%	#REF!
			West	6	0	0	0	0	1	1	0	0	1	0	0	0	1	17%	#REF!
			TOTAL	777	83	152	84	81	252	171	173	213	244	160	211	0			
			UTILIZATION	-	11%	20%	11%	10%	32%	22%	22%	27%	31%	21%	27%	0%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max	%	Peak Hr. %
					8-9am	9-10am	10-1030am	1030-11am	11-1130am	12-130pm	130-2pm	2-3pm	3-5pm	5-6pm	6-7pm	0:00				
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	5	4	4	4	0	5	17%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	8	9	12	0	0	0	0	0	0	0	0	0	12	57%	#REF!
			South	21	6	6	5	0	0	0	0	0	0	0	0	0	6	29%	#REF!
	1 Avenue	2 Avenue	North	17	6	9	15	0	0	0	0	0	0	0	0	0	15	88%	#REF!
			South	18	6	8	10	0	0	0	0	0	0	0	0	0	10	56%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	2	1	0	0	0	0	0	0	2	#DIV/0!	#REF!
			South	16	6	10	13	0	11	0	8	4	0	2	1	0	13	81%	#REF!
	4 Avenue	5 Avenue	North	19	0	0	2	0	1	0	0	0	0	0	1	0	2	11%	#REF!
			South	19	7	9	14	0	14	13	9	8	3	3	2	0	14	74%	#REF!
	5 Avenue	6 Avenue	North	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	7	7	8	0	9	10	9	8	6	6	6	0	10	53%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	13	14	17	0	0	0	0	0	0	0	0	0	17	68%	#REF!
			South	22	6	4	6	0	0	0	0	0	0	0	0	0	6	27%	#REF!
	1 Avenue	2 Avenue	North	18	10	10	8	0	0	0	0	0	0	0	0	0	10	56%	#REF!
			South	18	2	1	2	0	0	0	0	0	0	0	0	0	2	11%	#REF!
	2 Avenue	3 Avenue	North	18	8	10	12	0	16	10	6	7	6	6	4	0	16	89%	#REF!
			South	18	2	6	7	0	7	5	6	4	3	5	4	0	7	39%	#REF!
	3 Avenue	4 Avenue	North	14	13	12	14	0	15	13	13	12	11	9	7	0	15	107%	#REF!
			South	12	0	5	7	0	4	7	6	7	4	5	2	0	7	58%	#REF!
	4 Avenue	5 Avenue	North	18	2	3	5	0	4	4	4	6	5	2	2	0	6	33%	#REF!
			South	17	0	4	5	0	7	4	6	7	7	6	5	0	7	41%	#REF!
	5 Avenue	6 Avenue	North	18	10	4	3	0	5	6	4	9	8	7	8	0	10	56%	#REF!
			South	18	4	5	4	0	3	1	4	3	5	5	8	0	8	44%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	3	1	2	0	1	0	0	3	33%	#REF!
			West	9	0	0	0	0	0	2	3	3	0	4	1	0	4	44%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	1	0	1	1	0	1	10%	#REF!
			West	5	0	1	0	1	0	0	0	1	1	0	0	0	1	20%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	2	2	0	1	2	1	1	1	3	1	0	0	3	30%	#REF!
			West	10	0	0	0	1	0	1	0	1	1	0	1	0	1	10%	#REF!
	Nicola Street	Columbia Street	East	10	0	3	0	1	1	0	2	1	0	1	0	0	3	30%	#REF!
			West	10	0	1	0	1	0	0	0	0	1	0	0	0	1	10%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	2	0	0	0	0	1	0	3	1	0	0	3	75%	#REF!
	Battle Street	Nicola Street	West	9	1	1	0	1	1	2	1	1	3	1	0	0	3	33%	#REF!
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	1	0	0	0	0	2	0	2	50%	#REF!
			TOTAL	517	120	146	169	6	102	84	85	90	75	69	59	0			
			UTILIZATION	-	23%	28%	33%	1%	20%	16%	16%	17%	15%	13%	11%	0%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max	%	Peak Hr. %
					8-9am	9-10am	10-1030am	1030-11am	11-1130am	12-130pm	130-2pm	2-3pm	3-5pm	5-6pm	6-7pm	0:00				
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	0	0	0	0	0	1	0	0	0	0	0	0	1	11%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	2	2	7	0	3	12	4	9	7	5	2	0	12	48%	#REF!
			South	16	0	0	2	0	1	0	3	0	0	0	0	0	3	19%	#REF!
	7 Avenue	8 Avenue	North	26	1	3	4	0	3	2	6	5	2	0	0	0	6	23%	#REF!
			South	29	0	0	3	0	0	1	0	0	0	1	0	0	3	10%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	8	9	8	0	9	9	8	6	6	2	4	0	9	41%	#REF!
			South	22	0	0	0	0	4	2	0	1	3	4	0	0	4	18%	#REF!
	7 Avenue	8 Avenue	North	22	12	12	10	0	10	10	8	9	9	10	11	0	12	55%	#REF!
			South	22	11	11	9	0	7	4	6	6	9	10	10	0	11	50%	#REF!
	8 Avenue	9 Avenue	North	18	10	7	7	0	8	7	8	9	9	6	6	0	10	56%	#REF!

			South	18	6	6	6	0	5	8	8	4	6	5	4	0	8	44%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	0	1	0	0	1	0	0	0	0	0	0	0	1	5%	#REF!
			South	22	12	11	10	0	11	9	12	10	9	7	9	0	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	22	18	18	18	0	16	18	14	16	15	17	18	0	18	82%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	1	0	0	0	0	0	0	0	2	0	2	11%	#REF!
			South	19	6	6	6	0	5	5	4	4	5	5	5	0	6	32%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	19	11	17	0	15	20	12	11	10	10	12	0	20	91%	#REF!
			South	22	0	9	2	0	5	0	10	8	11	7	5	0	11	50%	#REF!
	7 Avenue	8 Avenue	North	22	14	12	10	0	11	7	5	11	9	10	14	0	14	64%	#REF!
			South	22	0	1	0	0	1	1	6	5	6	9	3	0	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	14	11	16	0	10	14	10	8	9	10	9	0	16	84%	#REF!
			South	19	4	5	1	0	4	2	3	5	5	5	5	0	5	26%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	1	2	0	0	1	3	2	0	1	0	0	0	3	27%	#REF!
			South	13	7	8	9	0	6	8	8	7	7	7	8	0	9	69%	#REF!
	7 Avenue	8 Avenue	North	22	1	2	0	0	0	3	1	0	4	2	3	0	4	18%	#REF!
			South	22	6	6	5	0	6	5	7	9	7	4	7	0	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	1	1	1	0	2	5	2	0	7	1	3	0	7	37%	#REF!
			South	19	7	5	5	0	6	3	2	8	4	5	5	0	8	42%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	7	8	8	0	8	8	8	5	5	5	5	0	8	36%	#REF!
			South	22	8	8	7	0	8	4	5	5	6	6	7	0	8	36%	#REF!
	7 Avenue	8 Avenue	North	21	10	10	10	0	8	6	7	6	8	9	9	0	10	48%	#REF!
			South	21	4	3	3	0	5	3	3	3	4	4	6	0	6	29%	#REF!
	8 Avenue	9 Avenue	North	19	6	6	4	0	4	4	4	3	4	5	4	0	6	32%	#REF!
			South	19	0	0	1	0	0	0	0	0	0	0	0	0	1	5%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	7	6	6	0	5	4	0	1	3	1	3	0	7	30%	#REF!
			South	23	8	5	7	0	6	5	0	3	9	6	6	0	9	39%	#REF!
	7 Avenue	8 Avenue	North	21	7	8	11	6	7	9	0	6	5	3	3	0	11	52%	#REF!
			South	21	14	15	13	0	13	13	0	13	15	12	13	0	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	1	0	0	1	0	0	0	1	1	0	1	5%	#REF!
			South	19	9	9	8	0	6	8	8	8	7	7	9	0	9	47%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	1	0	0	1	13%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	2	2	0	2	3	3	3	3	3	1	1	0	3	33%	#REF!
			West	9	0	0	0	0	0	1	1	0	0	1	1	0	1	11%	#REF!
	St Paul Street	Battle Street	East	8	2	2	0	2	2	2	2	2	4	2	2	0	4	50%	#REF!
			West	7	0	0	0	0	1	0	1	0	0	0	1	0	1	14%	#REF!
	Battle Street	Nicola Street	East	10	2	2	0	2	2	1	1	1	3	2	2	0	3	30%	#REF!
			West	10	0	1	0	0	1	0	0	1	0	0	0	0	1	10%	#REF!
	Nicola Street	Columbia Street	East	10	2	2	0	2	2	1	2	3	4	1	0	0	4	40%	#REF!
			West	10	0	0	0	0	0	0	0	1	2	0	0	0	2	20%	#REF!
	Columbia Street	Dominion Street	East	9	2	2	0	0	2	2	0	0	2	0	2	0	2	22%	#REF!
			West	5	0	0	0	0	0	0	0	0	0	0	1	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	1	0	0	0	0	0	0	0	0	0	1	0	1	11%	#REF!
			West	10	2	0	0	0	0	1	0	0	1	0	2	0	2	20%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	0	0	2	0	2	0	0	0	1	0	0	0	2	29%	#REF!
	Seymour Street	St Paul Street	East	13	0	1	0	0	0	1	0	0	1	0	1	0	1	8%	#REF!
			West	10	1	1	1	0	3	2	0	2	3	1	1	0	3	30%	#REF!
	St Paul Street	Battle Street	East	10	1	0	0	0	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	10	2	1	1	0	1	3	0	1	4	2	1	0	4	40%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	1	0	0	0	0	0	0	1	10%	#REF!
			West	10	3	4	3	0	3	6	0	3	7	4	4	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	1	0	0	0	0	0	0	0	1	0	1	10%	#REF!
			West	10	4	2	2	0	2	3	0	2	5	2	2	0	5	50%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	3	2	2	0	2	4	0	0	2	0	2	0	4	40%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	4	3	5	0	0	5	3	3	3	1	2	0	5	83%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	3	3	2	0	2	2	2	3	1	1	1	0	3	30%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	1	0	0	1	10%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	6	1	0	2	0	2	0	1	1	2	1	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	275	266	250	14	250	262	200	230	274	222	240	0			
			UTILIZATION		22%	22%	20%	1%	20%	21%	16%	19%	22%	18%	19%	0%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/17/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-1030am	1030-1130am	1130-1pm	1-130pm	2-230pm	230-4pm	4-5pm	5-6pm	6-630pm	630-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	2	1	0	0	0	1	0	3	0	0	0	3	75%	0%
			South	9	3	8	0	0	9	8	15	8	0	8	8	15	167%	167%
	3 Avenue	4 Avenue	North	7	1	3	0	0	1	2	0	2	0	0	0	3	43%	0%
			South	6	0	3	0	0	2	3	7	1	0	2	3	7	117%	117%
	4 Avenue	5 Avenue	North	0	5	4	0	0	0	2	1	9	0	0	1	9	#DIV/0!	#DIV/0!
			South	16	6	0	0	0	6	9	13	16	0	22	12	22	138%	81%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	2	5	0	0	5	2	4	4	0	1	1	5	25%	20%
	6 Avenue	Victoria Street	North	0	0	0	0	0	4	0	1	2	0	0	0	4	#DIV/0!	#DIV/0!
			South	5	2	0	0	0	1	0	2	3	0	1	2	3	60%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	11	0	3	0	0	1	0	0	0	11	110%	0%
			South	15	0	0	1	0	9	10	0	7	0	8	7	10	67%	0%
	2 Avenue	3 Avenue	North	13	6	8	8	0	5	2	9	3	0	6	2	9	69%	69%
			South	13	3	1	1	0	9	8	12	9	0	9	7	12	92%	92%
	3 Avenue	4 Avenue	North	15	5	5	8	0	7	0	3	2	0	2	1	8	53%	20%
			South	15	2	6	7	0	8	11	10	9	0	10	11	11	73%	67%
	4 Avenue	5 Avenue	North	14	12	26	11	0	4	1	5	3	0	6	1	26	186%	36%
			South	10	4	4	3	0	9	7	6	6	0	7	10	10	100%	60%
	5 Avenue	6 Avenue	North	8	0	2	2	0	0	1	4	3	0	1	1	4	50%	50%
			South	18	0	0	1	0	7	5	6	7	0	13	16	16	89%	33%
	6 Avenue	7 Avenue	North	17	5	4	4	0	1	1	4	1	0	8	1	8	47%	24%
			South	23	0	0	3	0	19	16	13	15	0	19	19	19	83%	57%
	7 Avenue	8 Avenue	North	17	2	2	2	0	0	0	0	0	0	0	0	2	12%	0%
			South	13	1	0	0	0	2	2	0	0	0	4	6	6	46%	0%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	1	0	0	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	0	0	0	0	0	0	0	1	1	10%	0%
			South	10	0	0	0	0	5	5	3	0	3	1	2	5	50%	30%
	2 Avenue	3 Avenue	North	4	1	1	1	0	2	0	3	1	0	0	3	3	75%	75%
			South	5	2	1	2	0	5	4	10	3	4	4	1	10	200%	200%
	3 Avenue	4 Avenue	North	14	0	3	0	0	0	0	10	0	1	2	11	11	79%	71%
			South	15	2	0	6	0	10	7	9	3	2	5	0	10	67%	60%
	4 Avenue	5 Avenue	North	12	0	9	0	0	5	0	8	1	6	4	7	9	75%	67%
			South	9	4	1	0	0	5	3	7	3	1	0	1	7	78%	78%
	5 Avenue	6 Avenue	North	11	2	0	0	0	6	2	10	0	3	3	6	10	91%	91%
			South	13	7	0	0	0	1	11	3	3	0	1	1	11	85%	23%
	6 Avenue	7 Avenue	North	25	5	0	0	0	8	9	11	0	1	3	10	11	44%	44%
			South	16	1	0	0	0	1	0	0	4	0	0	1	4	25%	0%
	7 Avenue	8 Avenue	North	26	5	0	0	0	8	4	6	3	2	1	2	8	31%	23%
			South	29	1	0	0	0	1	1	1	8	0	0	0	8	28%	3%
	8 Avenue	9 Avenue	North	12	1	0	0	0	3	0	4	0	0	0	0	4	33%	33%
			South	19	1	0	0	0	0	0	1	0	0	0	0	1	5%	5%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	15	13	0	0	16	15	13	10	7	4	4	16	55%	45%
	1 Avenue	2 Avenue	North	14	2	7	0	0	8	10	11	6	6	7	6	11	79%	79%
			South	2	5	3	0	0	1	1	2	0	0	0	1	5	250%	100%
	2 Avenue	3 Avenue	North	12	0	0	0	0	9	9	7	3	3	3	4	9	75%	58%
			South	13	12	0	0	0	0	0	0	0	0	1	0	12	92%	0%
	3 Avenue	4 Avenue	North	17	0	0	0	0	8	3	3	3	7	5	4	8	47%	18%
			South	12	2	1	0	0	0	0	0	0	0	0	0	2	17%	0%
	4 Avenue	5 Avenue	North	17	1	0	0	0	4	4	1	2	1	3	4	4	24%	6%
			South	18	10	10	0	0	2	2	1	0	0	0	2	10	56%	6%
	5 Avenue	6 Avenue	North	16	4	5	0	0	13	11	8	6	4	0	0	13	81%	50%
			South	16	7	7	0	0	2	0	1	0	0	0	0	7	44%	6%
	6 Avenue	7 Avenue	North	22	2	7	0	0	14	15	10	10	4	5	6	15	68%	45%
			South	22	9	13	0	0	0	3	1	2	1	0	8	13	59%	5%
	7 Avenue	8 Avenue	North	22	4	5	0	0	8	9	9	10	11	10	10	11	50%	41%
			South	22	9	9	0	0	8	11	9	2	7	7	10	11	50%	41%
	8 Avenue	9 Avenue	North	18	8	8	0	0	11	8	8	7	7	9	9	11	61%	44%
			South	18	7	5	0	0	5	5	4	3	7	4	6	7	39%	22%
Battle Street	Lee Road	1 Avenue	North	21	4	2	2	5	4	2	5	0	3	2	4	5	24%	24%
			South	21	5	0	5	3	4	4	5	5	5	7	8	8	38%	24%
	1 Avenue	2 Avenue	North	17	8	0	9	9	8	6	9	5	3	4	5	9	53%	53%
			South	18	4	0	4	2	3	5	6	4	6	4	5	6	33%	33%
	2 Avenue	3 Avenue	North	0	0	0	0	1	0	0	1	0	0	0	1	1	#DIV/0!	#DIV/0!
			South	16	2	0	2	3	1	0	2	1	2	2	3	3	19%	13%
	3 Avenue	4 Avenue	North	19	1	3	1	2	1	0	3	0	1	0	1	3	16%	16%
			South	13	2	0	3	0	3	1	2	1	1	3	4	4	31%	15%
	4 Avenue	5 Avenue	North	19	0	14	1	16	0	0	0	1	0	0	0	16	84%	0%
			South	19	14	0	15	0	7	8	6	6	4	5	4	15	79%	32%
	5 Avenue	6 Avenue	North	14	1	10	1	9	1	0	3	0	0	0	0	10	71%	21%
			South	19	13	3	14	0	12	12	13	12	8	7	7	14	74%	68%
	6 Avenue	7 Avenue	North	22	0	13	0	14	0	1	0	0	0	0	0	14	64%	0%
			South	22	10	0	11	1	8	9	12	8	9	8	8	12	55%	55%
	7 Avenue	8 Avenue	North	22	0	12	0	0	0	1	0	0	0	0	0	12	55%	0%
			South	22	17	0	12	0	12	11	12	13	14	13	17	17	77%	55%
	8 Avenue	9 Avenue	North	19	1	6	0	0	0	0	0	0	0	0	0	6	32%	0%
			South	19	4	0	2	0	2	2	6	5	6	6	5	6	32%	32%
Nicola Street	Lee Road	1 Avenue	North	25	8	7	8	5	7	7	6	6	6	5	6	8	32%	24%
			South	22	2	4	1	4	2	2	2	2	2	3	4	4	18%	9%
	1 Avenue	2 Avenue	North	18	13	11	11	0	12	14	14	10	9	9	9	14	78%	78%
			South	18	6	8	7	0	10	10	8	3	2	1	1	10	56%	44%
	2 Avenue	3 Avenue	North	18	16	15	18	0	15	12	11	6	8	5	7	18	100%	61%
			South	18	9	12	10	0	7	6	6	4	5	4	7	12	67%	33%
	3 Avenue	4 Avenue	North	14	13	7	11	0	10	12	9	1	4	1	7	13	93%	64%
			South	12	8	11	8	0	9	7	8	4	2	6	5	11	92%	67%
	4 Avenue	5 Avenue	North	18	8	14	12	0	11	8	10	7	4	3	3	14	78%	56%
			South	17	11	12	12	0	7	7	5	4	0	2	4	12	71%	29%
	5 Avenue	6 Avenue	North	18	10	10	8	0	6	9	11	10	7	7	6	11	61%	61%
			South	18	7	7	9	0	4	4	5	4	6	7	9	9	50%	28%
	6 Avenue	7 Avenue	North	22	9	6	8	0	13	11	11	10	17	10	11	17	77%	50%
			South	22	9	8	11	0	10	11	9	7	2	11	11	11	50%	41%
	7 Avenue	8 Avenue	North	22	10	6	4	0	11	15	9	8	17	9	11	17	77%	41%
			South	22	0	5	6	0	4	0	6	9	0	9	10	10	45%	27%
	8 Avenue	9 Avenue	North	19	8	8	8	0	9	10	8	11	9	10	9	11	58%	42%
			South	19	4	3	2	0	5	2	4	6	5	6	7	7	37%	21%
Columbia Street	6 Avenue	7 Avenue	North	11	4	0	3	0	1	2	0	1	0	2	3	4	36%	0%
			South	13	1	0	8	0	5	5	6	5	7	8	11	11	85%	46%
	7 Avenue	8 Avenue	North	22	13	0	3	0	1	2	3	2	3	3	5	13	59%	14%
			South	22	9	0	1	0	19	16	14	10	9	8	8	19	86%	64%
	8 Avenue	9 Avenue	North	19	6	0	0	0	4	3	2	0	3	1	1	6	32%	11%
			South	19	2	0	0	0	4	3	3	5	4	4	5	5	26%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	7	0	0	0	6	5	6	5	7	6	7	7	32%	27%
			South	22	7	0	0	0	6	7	5	6	6	8	8	8	36%	23%
	7 Avenue	8 Avenue	North	21	10	0	0	0	18	16	16	12	11	8	8	18	86%	76%
			South	21	14	0	0	0	8	6	7	5	4	3	5	14	67%	33%
	8 Avenue	9 Avenue	North	19	2	0	0	0	5	7	10	8	6	5	6	10	53%	53%
			South	19	2	0	0	0	0	0	1	0	0	0	1	2	11%	5%
Pine Street	6 Avenue	7 Avenue	North	23	11	10	22	8	4	4	10	7	7	9	4	22	96%	43%
			South	23	8	6	19	8	4	3	7	6	8	7	7	19	83%	30%

	7 Avenue	8 Avenue	North	21	7	7	7	18	3	4	7	8	12	4	7	18	86%	33%
			South	21	10	8	14	9	9	9	10	10	7	13	13	14	67%	48%
	8 Avenue	9 Avenue	North	19	9	9	17	19	6	6	8	3	2	1	1	19	100%	42%
			South	19	4	3	9	7	7	11	12	11	7	10	12	12	63%	63%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	1	0	3	0	1	2	0	0	4	0	4	57%	29%
			West	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	5	2	1	0	2	0	2	0	5	0	5	83%	0%
			West	4	8	8	0	6	0	4	4	4	0	3	0	8	200%	100%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	6	0	4	0	2	0	4	0	0	0	6	150%	0%
	Battle Street	Nicola Street	East	9	4	0	0	0	0	0	0	0	0	0	0	4	44%	0%
			West	9	2	0	0	0	0	0	0	0	0	0	0	2	22%	0%
	Nicola Street	Columbia Street	East	9	1	0	0	0	0	0	0	0	0	0	0	1	11%	0%
			West	9	3	0	0	0	0	0	0	0	0	0	0	3	33%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	5	6	5	0	3	0	3	5	6	75%	0%
			West	6	0	0	0	4	3	3	12	6	0	6	5	12	200%	200%
	Victoria Street	Seymour Street	East	4	3	0	0	1	4	2	0	1	0	4	4	4	100%	0%
			West	6	1	0	0	5	0	6	6	5	0	4	1	6	100%	100%
	Seymour Street	St Paul Street	East	4	2	0	0	1	2	2	0	1	0	1	2	2	50%	0%
			West	6	1	0	0	2	0	5	4	2	0	3	2	5	83%	67%
	St Paul Street	Battle Street	East	4	2	1	0	0	0	0	0	0	0	0	0	2	50%	0%
			West	10	0	0	0	1	0	1	2	0	0	2	0	2	20%	20%
	Battle Street	Nicola Street	East	5	2	0	0	2	0	2	0	0	0	0	1	2	40%	0%
			West	8	2	0	0	0	0	1	2	0	0	0	0	2	25%	25%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	1	0	1	0	0	1	1	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	1	1	1	0	0	0	0	1	25%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	5	0	0	0	0	0	0	0	0	0	5	71%	0%
			West	2	0	1	0	3	0	6	6	3	0	5	4	6	300%	300%
	Victoria Street	Seymour Street	East	4	0	4	0	0	0	0	0	0	0	0	0	4	100%	0%
			West	4	8	9	0	7	10	7	5	8	0	5	5	10	250%	125%
	Seymour Street	St Paul Street	East	8	0	10	2	3	1	1	3	0	0	2	0	10	125%	38%
			West	4	3	5	5	2	3	1	4	4	0	3	2	5	125%	100%
	St Paul Street	Battle Street	East	8	0	5	2	3	1	2	2	0	0	1	3	5	63%	25%
			West	7	3	1	2	6	2	2	4	3	0	5	4	6	86%	57%
	Battle Street	Nicola Street	East	7	0	1	0	0	0	3	0	0	0	0	0	3	43%	0%
			West	4	0	4	1	3	3	0	2	2	0	0	0	4	100%	50%
	Nicola Street	Columbia Street	East	10	0	7	5	0	0	1	0	0	0	0	0	7	70%	0%
			West	5	2	7	1	2	1	2	2	0	0	1	0	7	140%	40%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	4	0	1	1	1	0	1	0	2	2	4	67%	0%
			West	6	0	0	0	1	3	0	1	0	0	0	2	3	50%	17%
	Victoria Street	Seymour Street	East	4	5	13	0	6	5	6	4	3	0	4	5	13	325%	100%
			West	7	2	6	0	1	1	4	1	1	0	2	4	6	86%	14%
	Seymour Street	St Paul Street	East	8	5	3	0	5	2	1	2	1	0	6	5	6	75%	25%
			West	7	0	3	0	0	0	0	0	0	0	1	1	3	43%	0%
	St Paul Street	Battle Street	East	8	2	0	0	2	2	0	1	1	0	0	0	2	25%	13%
			West	4	2	5	0	3	1	3	1	1	0	3	3	5	125%	25%
	Battle Street	Nicola Street	East	10	3	0	0	1	2	3	2	2	0	0	0	3	30%	20%
			West	10	1	4	0	3	0	0	2	0	0	0	0	4	40%	20%
	Nicola Street	Columbia Street	East	10	4	3	0	7	6	3	0	2	0	3	0	7	70%	0%
			West	10	3	6	0	4	5	2	2	0	0	1	0	6	60%	20%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	4	0	0	0	0	0	0	0	0	0	4	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	0	0	1	0	0	0	0	1	17%	17%
	Victoria Street	Seymour Street	East	0	0	3	0	0	0	0	1	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	7	0	0	0	6	5	5	5	4	0	10	3	10	143%	71%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	4	0	0	5	4	2	2	0	0	0	1	5	63%	25%
	St Paul Street	Battle Street	East	8	0	4	0	0	0	0	0	0	0	1	0	4	50%	0%
			West	4	3	0	0	3	3	2	2	0	0	0	0	3	75%	50%
	Battle Street	Nicola Street	East	9	0	2	0	0	0	0	0	0	0	0	0	2	22%	0%
			West	9	4	0	0	2	3	3	6	2	0	0	0	6	67%	67%
	Nicola Street	Columbia Street	East	7	0	2	0	0	0	0	0	0	0	0	0	2	29%	0%
			West	4	0	2	0	0	0	0	0	0	0	0	0	2	50%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	6	4	3	1	5	0	7	7	7	88%	13%
			West	6	0	0	0	0	1	0	0	2	0	1	2	2	33%	0%
	Seymour Street	St Paul Street	East	9	0	0	0	5	6	7	0	4	0	2	2	7	78%	0%
			West	9	0	0	0	1	2	1	0	0	0	0	0	2	22%	0%
	St Paul Street	Battle Street	East	8	0	0	0	6	5	4	0	3	0	2	2	6	75%	0%
			West	7	0	0	0	1	0	1	0	1	0	0	0	1	14%	0%
	Battle Street	Nicola Street	East	10	0	0	0	6	4	3	0	2	0	3	3	6	60%	0%
			West	10	0	0	0	0	0	0	0	1	0	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	7	1	3	0	2	0	2	4	7	70%	0%
			West	10	0	0	0	1	0	0	0	0	0	0	2	2	20%	0%
	Columbia Street	Dominion Street	East	9	0	0	0	2	0	1	0	0	0	0	0	2	22%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	10	0	6	0	0	0	0	0	10	111%	0%
			West	10	0	0	0	2	0	0	0	0	0	0	0	2	20%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	1	0	0	0	0	0	1	25%	0%
			West	7	0	0	0	0	2	1	2	1	0	0	0	2	29%	29%
	Seymour Street	St Paul Street	East	13	0	0	0	1	0	3	0	1	0	1	0	3	23%	0%
			West	10	0	0	0	3	4	4	3	5	0	1	1	5	50%	30%
	St Paul Street	Battle Street	East	10	0	0	0	0	0	1	0	0	0	1	0	1	10%	0%
			West	10	0	0	0	6	4	4	3	2	0	2	2	6	60%	30%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	1	0	1	0	1	10%	0%
			West	10	0	0	0	5	4	5	6	3	0	3	3	6	60%	60%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	2	0	0	0	2	20%	10%
			West	10	0	0	0	2	2	3	2	4	0	3	3	4	40%	20%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	2	2	2	3	0	0	0	0	3	30%	30%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	1	0	0	0	0	0	1	10%	0%
			West	10	0	0	0	4	2	3	1	0	0	0	0	4	40%	10%
9 Avenue	Seymour Street	St Paul Street	East	7	3	0	0	0	0	0	0	0	0	0	0	3	43%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	0	0	0	0	2	2	3	2	3	1	2	3	50%	50%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	0	0	0	0	0	0	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	2	2	1	1	2	2	2	2	20%	10%
			West	10	0	0	0	0	1	1	0	0	0	1	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	1	0	0	0	0	0	0	0	0	0	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	3	1	1	0	0	3	50%	50%
			West	8	0	0	0	0	0	0	2	0	0	1	0	2	25%	25%
			TOTAL	2525	648	594	430	327	736	723	768	595	364	602	640			
			UTILIZATION	-	26%	24%	17%	13%	29%	29%	30%	24%	14%	24%	25%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-1030am	1030-1130am	1130-1pm	1-130pm	2-230pm	230-4pm	4-5pm	5-6pm	6-630pm	630-730pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	2	1	0	0	0	1	0	3	0	0	0	3	75%	0%
			South	9	3	8	0	0	9	8	15	8	0	8	8	15	167%	167%
	3 Avenue	4 Avenue	North	7	1	3	0	0	1	2	0	2	0	0	0	3	43%	0%
			South	6	0	3	0	0	2	3	7	1	0	2	3	7	117%	117%
	4 Avenue	5 Avenue	North	0	5	4	0	0	0	2	1	9	0	0	1	9	#DIV/0!	#DIV/0!
			South	16	6	0	0	0	6	9	13	16	0	22	12	22	138%	81%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	2	5	0	0	5	2	4	4	0	1	1	5	25%	20%
	6 Avenue	Victoria Street	North	0	0	0	0	0	4	0	1	2	0	0	0	4	#DIV/0!	#DIV/0!
			South	5	2	0	0	0	1	0	2	3	0	1	2	3	60%	40%

Victoria Street	1 Avenue	2 Avenue	North	10	0	0	11	0	3	0	0	1	0	0	0	11	110%	0%
			South	15	0	0	1	0	9	10	0	7	0	8	7	10	67%	0%
	2 Avenue	3 Avenue	North	13	6	8	8	0	5	2	9	3	0	6	2	9	69%	69%
			South	13	3	1	1	0	9	8	12	9	0	9	7	12	92%	92%
	3 Avenue	4 Avenue	North	15	5	5	8	0	7	0	3	2	0	2	1	8	53%	20%
			South	15	2	6	7	0	8	11	10	9	0	10	11	11	73%	67%
	4 Avenue	5 Avenue	North	14	12	26	11	0	4	1	5	3	0	6	1	26	186%	36%
			South	10	4	4	3	0	9	7	6	6	0	7	10	10	100%	60%
	5 Avenue	6 Avenue	North	8	0	2	2	0	0	1	4	3	0	1	1	4	50%	50%
			South	18	0	0	1	0	7	5	6	7	0	13	16	16	89%	33%
	6 Avenue	7 Avenue	North	17	5	4	4	0	1	1	4	1	0	8	1	8	47%	24%
			South	23	0	0	3	0	19	16	13	15	0	19	19	19	83%	57%
	7 Avenue	8 Avenue	North	17	2	2	2	0	0	0	0	0	0	0	0	2	12%	0%
			South	13	1	0	0	0	2	2	0	0	0	4	6	6	46%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	0	0	0	0	0	0	0	1	1	10%	0%
			South	10	0	0	0	0	5	5	3	0	3	1	2	5	50%	30%
	2 Avenue	3 Avenue	North	4	1	1	1	0	2	0	3	1	0	0	3	3	75%	75%
			South	5	2	1	2	0	5	4	10	3	4	4	1	10	200%	200%
	3 Avenue	4 Avenue	North	14	0	3	0	0	0	0	10	0	1	2	11	11	79%	71%
			South	15	2	0	6	0	10	7	9	3	2	5	0	10	67%	60%
	4 Avenue	5 Avenue	North	12	0	9	0	0	5	0	8	1	6	4	7	9	75%	67%
			South	9	4	1	0	0	5	3	7	3	1	0	1	7	78%	78%
	5 Avenue	6 Avenue	North	11	2	0	0	0	6	2	10	0	3	3	6	10	91%	91%
			South	13	7	0	0	0	1	11	3	3	0	1	1	11	85%	23%
St Paul Street	1 Avenue	2 Avenue	North	14	2	7	0	0	8	10	11	6	6	7	6	11	79%	79%
			South	2	5	3	0	0	1	1	2	0	0	0	1	5	250%	100%
	2 Avenue	3 Avenue	North	12	0	0	0	0	9	9	7	3	3	3	4	9	75%	58%
			South	13	12	0	0	0	0	0	0	0	0	1	0	12	92%	0%
	3 Avenue	4 Avenue	North	17	0	0	0	0	8	3	3	3	7	5	4	8	47%	18%
			South	12	2	1	0	0	0	0	0	0	0	0	0	2	17%	0%
	4 Avenue	5 Avenue	North	17	1	0	0	0	4	4	1	2	1	3	4	4	24%	6%
			South	18	10	10	0	0	2	2	1	0	0	0	2	10	56%	6%
	5 Avenue	6 Avenue	North	16	4	5	0	0	13	11	8	6	4	0	0	13	81%	50%
			South	16	7	7	0	0	2	0	1	0	0	0	0	7	44%	6%
Battle Street	3 Avenue	4 Avenue	North	19	1	3	1	2	1	0	3	0	1	0	1	3	16%	16%
			South	13	2	0	3	0	3	1	2	1	1	3	4	4	31%	15%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	1	0	3	0	1	2	0	0	4	0	4	57%	29%
			West	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	5	2	1	0	2	0	2	0	5	0	5	83%	0%
			West	4	8	8	0	6	0	4	4	4	0	3	0	8	200%	100%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	3	6	0	4	0	2	0	4	0	0	0	6	150%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	5	6	5	0	3	0	3	5	6	75%	0%
			West	6	0	0	0	4	3	3	12	6	0	6	5	12	200%	200%
	Victoria Street	Seymour Street	East	4	3	0	0	1	4	2	0	1	0	4	4	4	100%	0%
			West	6	1	0	0	5	0	6	6	5	0	4	1	6	100%	100%
	Seymour Street	St Paul Street	East	4	2	0	0	1	2	2	0	1	0	1	2	2	50%	0%
			West	6	1	0	0	2	0	5	4	2	0	3	2	5	83%	67%
	St Paul Street	Battle Street	East	4	2	1	0	0	0	0	0	0	0	0	0	2	50%	0%
			West	10	0	0	0	1	0	1	2	0	0	2	0	2	20%	20%
	Battle Street	Nicola Street	East	5	2	0	0	2	0	2	0	0	0	0	1	2	40%	0%
			West	8	2	0	0	0	0	1	2	0	0	0	0	2	25%	25%
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	1	0	1	0	0	1	1	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	1	1	1	0	0	0	0	1	25%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	5	0	0	0	0	0	0	0	0	0	5	71%	0%
			West	2	0	1	0	3	0	6	6	3	0	5	4	6	300%	300%
	Victoria Street	Seymour Street	East	4	0	4	0	0	0	0	0	0	0	0	0	4	100%	0%
			West	4	8	9	0	7	10	7	5	8	0	5	5	10	250%	125%
	Seymour Street	St Paul Street	East	8	0	10	2	3	1	1	3	0	0	2	0	10	125%	38%
			West	4	3	5	5	2	3	1	4	4	0	3	2	5	125%	100%
	St Paul Street	Battle Street	East	8	0	5	2	3	1	2	2	0	0	1	3	5	63%	25%
			West	7	3	1	2	6	2	2	4	3	0	5	4	6	86%	57%
	Battle Street	Nicola Street	East	7	0	1	0	0	0	3	0	0	0	0	0	3	43%	0%
			West	4	0	4	1	3	3	0	2	2	0	0	0	4	100%	50%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	4	0	1	1	1	0	1	0	2	2	4	67%	0%
			West	6	0	0	0	1	3	0	1	0	0	0	2	3	50%	17%
	Victoria Street	Seymour Street	East	4	5	13	0	6	5	6	4	3	0	4	5	13	325%	100%
			West	7	2	6	0	1	1	4	1	1	0	2	4	6	86%	14%
	Seymour Street	St Paul Street	East	8	5	3	0	5	2	1	2	1	0	6	5	6	75%	25%
			West	7	0	3	0	0	0	0	0	0	0	1	1	3	43%	0%
	St Paul Street	Battle Street	East	8	2	0	0	2	2	0	1	1	0	0	0	2	25%	13%
			West	4	2	5	0	3	1	3	1	1	0	3	3	5	125%	25%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	4	0	0	0	0	0	0	0	0	0	4	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	0	0	1	0	0	0	0	1	17%	17%
	Victoria Street	Seymour Street	East	0	0	3	0	0	0	0	1	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	7	0	0	0	6	5	5	5	4	0	10	3	10	143%	71%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	4	0	0	5	4	2	2	0	0	0	1	5	63%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	6	4	3	1	5	0	7	7	7	88%	13%
			West	6	0	0	0	0	1	0	0	2	0	1	2	2	33%	0%
			TOTAL	777	183	240	89	100	266	250	296	217	43	261	242			
			UTILIZATION	-	24%	31%	11%	13%	34%	32%	38%	28%	6%	34%	31%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-1030am	1030-1130am	1130-1pm	1-130pm	2-230pm	230-4pm	4-5pm	5-6pm	6-630pm	630-730pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	1	0	0	0	0	0	1	#DIV/0!	#DIV/0!
			South	29	15	13	0	0	16	15	13	10	7	4	4	16	55%	45%
Battle Street	Lee Road	1 Avenue	North	21	4	2	2	5	4	2	5	0	3	2	4	5	24%	24%
			South	21	5	0	5	3	4	4	5	5	5	7	8	8	38%	24%
	1 Avenue	2 Avenue	North	17	8	0	9	9	8	6	9	5	3	4	5	9	53%	53%
			South	18	4	0	4	2	3	5	6	4	6	4	5	6	33%	33%
	2 Avenue	3 Avenue	North	0	0	0	0	1	0	0	1	0	0	0	1	1	#DIV/0!	#DIV/0!
			South	16	2	0	2	3	1	0	2	1	2	2	3	3	19%	13%
	4 Avenue	5 Avenue	North	19	0	14	1	16	0	0	0	1	0	0	0	16	84%	0%
			South	19	14	0	15	0	7	8	6	6	4	5	4	15	79%	32%
	5 Avenue	6 Avenue	North	14	1	10	1	9	1	0	3	0	0	0	0	10	71%	21%
			South	19	13	3	14	0	12	12	13	12	8	7	7	14	74%	68%
Nicola Street	Lee Road	1 Avenue	North	25	8	7	8	5	7	7	6	6	6	5	6	8	32%	24%
			South	22	2	4	1	4	2	2	2	2	2	3	4	4	18%	9%
	1 Avenue	2 Avenue	North	18	13	11	11	0	12	14	14	10	9	9	9	14	78%	78%
			South	18	6	8	7	0	10	10	8	3	2	1	1	10	56%	44%
	2 Avenue	3 Avenue	North	18	16	15	18	0	15	12	11	6	8	5	7	18	100%	61%
			South	18	9	12	10	0	7	6	6	4	5	4	7	12	67%	33%
	3 Avenue	4 Avenue	North	14	13	7	11	0	10	12	9	1	4	1	7	13	93%	64%
			South	12	8	11	8	0	9	7	8	4	2	6	5	11	92%	67%
	4 Avenue	5 Avenue	North	18	8	14	12	0	11	8	10	7	4	3	3	14	78%	56%
			South	17	11	12	12	0	7	7	5	4	0	2	4	12	71%	29%
	5 Avenue	6 Avenue	North	18	10	10	8	0	6	9	11	10	7	7	6	11	61%	61%
			South	18	7	7	9	0	4	4	5	4	6	7	9	9	50%	28%
2 Avenue	Battle Street	Nicola Street	East	9	4	0	0	0	0	0	0	0	0	0	0	4	44%	0%
			West	9	2	0	0	0	0	0	0	0	0	0	0	2	22%	0%
	Nicola Street	Columbia Street	East	9	1	0	0	0	0	0	0	0	0	0	0	1	11%	0%
			West	9	3	0	0	0	0	0	0	0	0	0	0	3	33%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	7	5	0	0	1	0	0	0	0	0	7	70%	0%
			West	5	2	7	1	2	1	2	2	0	0	1	0	7	140%	40%
5 Avenue	Battle Street	Nicola Street	East	10	3	0	0	1	2	3	2	2	0	0	0	3	30%	20%
			West	10	1	4	0	3	0	0	2	0	0	0	0	4	40%	20%
	Nicola Street	Columbia Street	East	10	4	3	0	7	6	3	0	2	0	3	0	7	70%	0%
			West	10	3	6	0	4	5	2	2	0	0	1	0	6	60%	20%
6 Avenue	St Paul Street	Battle Street	West	4	3	0	0	3	3	2	2	0	0	0	0	3	75%	50%
	Battle Street	Nicola Street	West	9	4	0	0	2	3	3	6	2	0	0	0	6	67%	67%
	Nicola Street	Columbia Street	West	4	0	2	0	0	0	0	0	0	0	0	0	2	50%	0%

TOTAL	517	207	189	174	79	176	167	174	111	93	93	109			
UTILIZATION	-	40%	37%	34%	15%	34%	32%	34%	21%	18%	18%	21%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-1030am	1030-1130am	1130-1pm	1-130pm	2-230pm	230-4pm	4-5pm	5-6pm	6-630pm	630-730pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	1	0	0	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	5	0	0	0	8	9	11	0	1	3	10	11	44%	44%
			South	16	1	0	0	0	1	0	0	4	0	0	1	4	25%	0%
	7 Avenue	8 Avenue	North	26	5	0	0	0	8	4	6	3	2	1	2	8	31%	23%
			South	29	1	0	0	0	1	1	1	8	0	0	0	8	28%	3%
	8 Avenue	9 Avenue	North	12	1	0	0	0	3	0	4	0	0	0	0	4	33%	33%
			South	19	1	0	0	0	0	0	1	0	0	0	0	1	5%	5%
St Paul Street	6 Avenue	7 Avenue	North	22	2	7	0	0	14	15	10	10	4	5	6	15	68%	45%
			South	22	9	13	0	0	0	3	1	2	1	0	8	13	59%	5%
	7 Avenue	8 Avenue	North	22	4	5	0	0	8	9	9	10	11	10	10	11	50%	41%
			South	22	9	9	0	0	8	11	9	2	7	7	10	11	50%	41%
	8 Avenue	9 Avenue	North	18	8	8	0	0	11	8	8	7	7	9	9	11	61%	44%
			South	18	7	5	0	0	5	5	4	3	7	4	6	7	39%	22%
Battle Street	6 Avenue	7 Avenue	North	22	0	13	0	14	0	1	0	0	0	0	0	14	64%	0%
			South	22	10	0	11	1	8	9	12	8	9	8	8	12	55%	55%
	7 Avenue	8 Avenue	North	22	0	12	0	0	0	1	0	0	0	0	0	12	55%	0%
			South	22	17	0	12	0	12	11	12	13	14	13	17	17	77%	55%
	8 Avenue	9 Avenue	North	19	1	6	0	0	0	0	0	0	0	0	0	6	32%	0%
			South	19	4	0	2	0	2	2	6	5	6	6	5	6	32%	32%
Nicola Street	6 Avenue	7 Avenue	North	22	9	6	8	0	13	11	11	10	17	10	11	17	77%	50%
			South	22	9	8	11	0	10	11	9	7	2	11	11	11	50%	41%
	7 Avenue	8 Avenue	North	22	10	6	4	0	11	15	9	8	17	9	11	17	77%	41%
			South	22	0	5	6	0	4	0	6	9	0	9	10	10	45%	27%
	8 Avenue	9 Avenue	North	19	8	8	8	0	9	10	8	11	9	10	9	11	58%	42%
			South	19	4	3	2	0	5	2	4	6	5	6	7	7	37%	21%
Columbia Street	6 Avenue	7 Avenue	North	11	4	0	3	0	1	2	0	1	0	2	3	4	36%	0%
			South	13	1	0	8	0	5	5	6	5	7	8	11	11	85%	46%
	7 Avenue	8 Avenue	North	22	13	0	3	0	1	2	3	2	3	3	5	13	59%	14%
			South	22	9	0	1	0	19	16	14	10	9	8	8	19	86%	64%
	8 Avenue	9 Avenue	North	19	6	0	0	0	4	3	2	0	3	1	1	6	32%	11%
			South	19	2	0	0	0	4	3	3	5	4	4	5	5	26%	16%
Dominion Street	6 Avenue	7 Avenue	North	22	7	0	0	0	6	5	6	5	7	6	7	7	32%	27%
			South	22	7	0	0	0	6	7	5	6	6	8	8	8	36%	23%
	7 Avenue	8 Avenue	North	21	10	0	0	0	18	16	16	12	11	8	8	18	86%	76%
			South	21	14	0	0	0	8	6	7	5	4	3	5	14	67%	33%
	8 Avenue	9 Avenue	North	19	2	0	0	0	5	7	10	8	6	5	6	10	53%	53%
			South	19	2	0	0	0	0	0	1	0	0	0	1	2	11%	5%
Pine Street	6 Avenue	7 Avenue	North	23	11	10	22	8	4	4	10	7	7	9	4	22	96%	43%
			South	23	8	6	19	8	4	3	7	6	8	7	7	19	83%	30%
	7 Avenue	8 Avenue	North	21	7	7	7	18	3	4	7	8	12	4	7	18	86%	33%
			South	21	10	8	14	9	9	9	10	10	7	13	13	14	67%	48%
	8 Avenue	9 Avenue	North	19	9	9	17	19	6	6	8	3	2	1	1	19	100%	42%
			South	19	4	3	9	7	7	11	12	11	7	10	12	12	63%	63%
6 Avenue	St Paul Street	Battle Street	East	8	0	4	0	0	0	0	0	0	0	1	0	4	50%	0%
	Battle Street	Nicola Street	East	9	0	2	0	0	0	0	0	0	0	0	0	2	22%	0%
	Nicola Street	Columbia Street	East	7	0	2	0	0	0	0	0	0	0	0	0	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	5	6	7	0	4	0	2	2	7	78%	0%
			West	9	0	0	0	1	2	1	0	0	0	0	0	2	22%	0%
	St Paul Street	Battle Street	East	8	0	0	0	6	5	4	0	3	0	2	2	6	75%	0%
			West	7	0	0	0	1	0	1	0	1	0	0	0	1	14%	0%
	Battle Street	Nicola Street	East	10	0	0	0	6	4	3	0	2	0	3	3	6	60%	0%
			West	10	0	0	0	0	0	0	0	1	0	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	7	1	3	0	2	0	2	4	7	70%	0%
			West	10	0	0	0	1	0	0	0	0	0	0	2	2	20%	0%
	Columbia Street	Dominion Street	East	9	0	0	0	2	0	1	0	0	0	0	0	2	22%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	10	0	6	0	0	0	0	0	10	111%	0%
			West	10	0	0	0	2	0	0	0	0	0	0	0	2	20%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	1	0	0	0	0	0	1	25%	0%
			West	7	0	0	0	0	2	1	2	1	0	0	0	2	29%	29%
	Seymour Street	St Paul Street	East	13	0	0	0	1	0	3	0	1	0	1	0	3	23%	0%
			West	10	0	0	0	3	4	4	3	5	0	1	1	5	50%	30%
	St Paul Street	Battle Street	East	10	0	0	0	0	0	1	0	0	0	1	0	1	10%	0%
			West	10	0	0	0	6	4	4	3	2	0	2	2	6	60%	30%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	1	0	1	0	1	10%	0%
			West	10	0	0	0	5	4	5	6	3	0	3	3	6	60%	60%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	2	0	0	0	2	20%	10%
			West	10	0	0	0	2	2	3	2	4	0	3	3	4	40%	20%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	2	2	2	3	0	0	0	0	3	30%	30%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	1	0	0	0	0	0	1	10%	0%
			West	10	0	0	0	4	2	3	1	0	0	0	0	4	40%	10%
9 Avenue	Seymour Street	St Paul Street	East	7	3	0	0	0	0	0	0	0	0	0	0	3	43%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	0	0	0	0	2	2	3	2	3	1	2	3	50%	50%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	3	0	0	0	0	0	0	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	2	2	1	1	2	2	2	2	20%	10%
			West	10	0	0	0	0	1	1	0	0	0	1	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	1	0	0	0	0	0	0	0	0	0	0	1	17%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	3	1	1	0	0	3	50%	50%
			West	8	0	0	0	0	0	0	2	0	0	1	0	2	25%	25%
TOTAL	1231	258	165	167	148	294	306	298	267	228	248	289			
UTILIZATION	-	21%	13%	14%	12%	24%	25%	24%	22%	19%	20%	23%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/15/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					830-930am	930-1030am	1030-1130am	1130-12pm	1-2pm	2-230pm	230-4pm	4-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	3	0	0	4	5	0	0	0	0	5	125%	0%
			South	9	5	6	0	0	2	2	5	8	14	0	14	156%	56%
	3 Avenue	4 Avenue	North	7	4	4	0	0	3	1	2	1	2	0	4	57%	29%
			South	6	3	4	0	0	2	2	2	3	1	0	4	67%	33%
	4 Avenue	5 Avenue	North	0	1	3	0	0	4	1	6	2	0	1	6	#DIV/0!	#DIV/0!
			South	16	11	11	0	0	15	9	14	16	19	7	19	119%	88%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	4	1	0	0	4	3	3	2	0	0	4	20%	15%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	0	0	0	0	2	0	0	3	0	3	60%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	0	0	14	1	13	1	0	0	14	140%	130%
			South	15	8	7	9	9	9	7	0	11	6	0	11	73%	0%
	2 Avenue	3 Avenue	North	13	2	3	3	0	9	1	8	1	1	0	9	69%	62%
			South	13	8	9	9	11	10	11	7	7	8	0	11	85%	54%
	3 Avenue	4 Avenue	North	15	3	0	2	2	8	1	7	2	2	0	8	53%	47%
			South	15	5	8	7	11	11	8	3	18	7	0	18	120%	20%
	4 Avenue	5 Avenue	North	14	0	0	0	0	0	0	8	4	1	0	8	57%	57%
			South	10	0	0	0	0	0	0	8	15	9	0	15	150%	80%
	5 Avenue	6 Avenue	North	8	0	0	2	0	3	2	0	5	0	0	5	63%	0%
			South	18	7	0	10	15	1	13	4	17	13	0	17	94%	22%
	6 Avenue	7 Avenue	North	17	1	8	1	0	0	3	18	9	8	12	18	106%	106%
			South	23	15	0	18	16	0	13	8	25	19	0	25	109%	35%
	7 Avenue	8 Avenue	North	17	0	3	1	0	0	0	4	8	1	0	8	47%	24%
			South	13	1	0	1	3	0	0	4	5	2	0	5	38%	31%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	0	0	6	0	2	0	1	0	0	6	67%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	0	0	6	8	5	0	0	0	8	80%	50%
			South	10	4	5	0	1	5	2	7	0	2	5	7	70%	70%
	2 Avenue	3 Avenue	North	4	2	0	0	0	4	0	3	2	1	0	4	100%	75%
			South	5	3	3	0	0	1	2	1	3	4	4	4	80%	20%
	3 Avenue	4 Avenue	North	14	0	0	0	0	10	0	7	1	0	0	10	71%	50%
			South	15	3	6	0	0	7	7	8	6	2	2	8	53%	53%
	4 Avenue	5 Avenue	North	12	4	10	9	10	14	14	8	6	0	0	14	117%	67%
			South	9	3	7	5	6	11	4	9	0	1	1	11	122%	100%
	5 Avenue	6 Avenue	North	11	0	2	0	0	8	0	4	2	1	0	8	73%	36%
			South	13	2	10	0	0	7	5	8	1	0	4	10	77%	62%
	6 Avenue	7 Avenue	North	25	0	7	0	0	0	1	5	8	7	0	8	32%	20%
			South	16	9	15	0	0	6	9	9	0	1	4	15	94%	56%
	7 Avenue	8 Avenue	North	26	0	6	0	0	0	1	12	6	2	0	12	46%	46%
			South	29	12	19	0	0	14	10	11	2	0	0	19	66%	38%
	8 Avenue	9 Avenue	North	12	4	0	0	0	0	7	0	0	0	0	7	58%	0%
			South	19	7	10	0	0	9	15	0	0	0	0	15	79%	0%
St Paul Street	Lee Road	1 Avenue	North	0	8	0	0	0	0	0	0	0	0	0	8	#DIV/0!	#DIV/0!
			South	29	11	16	15	17	17	16	15	0	0	0	17	59%	52%
	1 Avenue	2 Avenue	North	14	19	14	9	13	12	10	8	0	6	7	19	136%	57%
			South	2	1	6	4	4	3	2	3	0	0	0	6	300%	150%
	2 Avenue	3 Avenue	North	12	5	7	7	6	6	6	6	5	1	1	7	58%	50%
			South	13	2	2	0	0	4	2	1	1	0	0	4	31%	8%
	3 Avenue	4 Avenue	North	17	9	6	5	6	4	7	1	4	2	3	9	53%	6%
			South	12	0	0	2	0	6	2	0	1	2	0	6	50%	0%
	4 Avenue	5 Avenue	North	17	4	9	6	5	6	8	5	5	7	8	9	53%	29%
			South	18	5	0	8	3	9	10	0	1	1	2	10	56%	0%
	5 Avenue	6 Avenue	North	16	13	13	15	12	9	16	10	7	2	0	16	100%	63%
			South	16	3	1	2	1	3	4	1	2	0	0	4	25%	6%
	6 Avenue	7 Avenue	North	22	14	16	21	8	14	12	13	12	7	7	21	95%	59%
			South	22	7	7	10	15	4	5	4	4	1	5	15	68%	18%
	7 Avenue	8 Avenue	North	22	5	6	8	8	8	7	7	11	7	9	11	50%	32%
			South	22	10	10	9	7	8	9	10	7	10	9	10	45%	45%
	8 Avenue	9 Avenue	North	18	12	14	16	16	0	0	16	0	7	11	16	89%	89%
			South	18	9	8	8	6	0	0	6	0	7	7	9	50%	33%
Battle Street	Lee Road	1 Avenue	North	21	5	6	5	5	3	4	4	5	0	0	6	29%	19%
			South	21	5	4	5	5	5	2	3	5	0	1	5	24%	14%
	1 Avenue	2 Avenue	North	17	8	8	8	10	6	7	9	7	9	5	10	59%	53%
			South	18	3	3	4	3	4	6	3	0	3	5	6	33%	17%
	2 Avenue	3 Avenue	North	0	2	1	0	0	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			South	16	2	4	4	1	5	1	3	3	2	1	5	31%	19%
	3 Avenue	4 Avenue	North	19	0	1	0	0	2	2	1	0	0	0	2	11%	5%
			South	13	1	2	3	2	5	1	0	1	1	2	5	38%	0%
	4 Avenue	5 Avenue	North	19	0	1	0	3	0	1	1	2	0	1	3	16%	5%
			South	19	13	13	12	12	11	11	12	9	5	4	13	68%	63%
	5 Avenue	6 Avenue	North	14	1	1	3	0	3	0	0	1	0	1	3	21%	0%
			South	19	13	11	15	13	16	12	9	13	6	9	16	84%	47%
	6 Avenue	7 Avenue	North	22	0	2	2	2	2	2	2	1	0	0	2	9%	9%
			South	22	10	9	13	10	13	8	9	10	13	12	13	59%	41%
	7 Avenue	8 Avenue	North	22	0	1	2	1	2	0	2	0	0	0	2	9%	9%
			South	22	16	13	18	16	13	13	15	16	17	16	18	82%	68%
	8 Avenue	9 Avenue	North	19	0	0	0	1	0	0	1	0	1	0	1	5%	5%
			South	19	3	4	3	2	0	0	5	0	8	8	8	42%	26%
Nicola Street	Lee Road	1 Avenue	North	25	8	11	8	9	9	9	7	8	7	0	11	44%	28%
			South	22	4	7	4	4	4	2	3	4	4	0	7	32%	14%
	1 Avenue	2 Avenue	North	18	7	13	13	3	11	6	11	12	9	6	13	72%	61%
			South	18	13	12	11	19	9	15	7	6	6	6	19	106%	39%
	2 Avenue	3 Avenue	North	18	19	19	17	17	17	16	11	12	9	14	19	106%	61%
			South	18	9	9	10	11	11	9	6	5	2	7	11	61%	33%
	3 Avenue	4 Avenue	North	14	0	0	0	0	0	0	16	16	15	10	16	114%	114%
			South	12	0	0	0	0	0	0	7	7	8	4	8	67%	58%
	4 Avenue	5 Avenue	North	18	0	0	0	0	0	0	11	8	2	2	11	61%	61%
			South	17	0	0	0	0	0	0	7	7	4	4	7	41%	41%
	5 Avenue	6 Avenue	North	18	0	0	0	0	0	0	7	7	5	5	7	39%	39%
			South	18	0	0	0	0	0	0	9	8	9	11	11	61%	50%
	6 Avenue	7 Avenue	North	22	0	0	0	0	0	0	12	15	10	11	15	68%	55%
			South	22	0	0	0	0	0	0	7	2	6	6	7	32%	32%
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	0	17	18	10	11	18	82%	77%
			South	22	0	0	0	0	0	0	0	0	12	12	12	55%	0%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	10	13	9	9	13	68%	53%
			South	19	0	0	0	0	0	0	5	6	4	6	6	32%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	5	4	5	4	0	4	0	2	3	1	5	45%	0%
			South	13	4	6	4	5	0	5	7	8	6	6	8	62%	54%
	7 Avenue	8 Avenue	North	22	18	17	19	18	0	20	22	2	10	10	22	100%	100%
			South	22	9	12	9	9	0	6	22	12	8	8	22	100%	100%
	8 Avenue	9 Avenue	North	19	9	10	9	7	0	7	0	10	3	4	10	53%	0%
			South	19	2	7	1	1	0	2	1	3	3	3	7	37%	5%
Dominion Street	6 Avenue	7 Avenue	North	22	0	7	5	4	4	6	7	8	6	7	8	36%	32%
			South	22	0	6	6	6	5	4	7	9	5	7	9	41%	32%

	7 Avenue	8 Avenue	North	21	0	14	14	16	14	14	14	9	9	8	16	76%	67%
			South	21	0	15	16	16	16	16	10	10	4	5	16	76%	48%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	6	3	6	6	6	32%	32%
			South	19	0	0	0	1	0	4	0	0	0	0	4	21%	0%
Pine Street	6 Avenue	7 Avenue	North	23	19	18	15	13	10	12	12	9	7	4	19	83%	52%
			South	23	9	7	8	11	11	13	14	11	11	10	14	61%	61%
	7 Avenue	8 Avenue	North	21	8	16	9	5	6	9	8	7	6	7	16	76%	38%
			South	21	6	0	0	5	7	3	10	8	11	12	12	57%	48%
	8 Avenue	9 Avenue	North	19	16	15	11	0	12	13	31	3	2	4	31	163%	163%
			South	19	2	0	2	0	3	3	9	6	10	9	10	53%	47%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	1	1	0	1	17%	0%
			West	4	0	0	0	0	0	0	0	5	4	0	5	125%	0%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	6	0	0	6	86%	0%
			West	4	0	0	0	0	0	0	0	1	4	0	4	100%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	4	0	4	50%	0%
			West	6	0	0	0	0	0	0	0	0	2	0	2	33%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	4	2	4	0	4	100%	100%
			West	6	0	0	0	0	0	0	0	1	3	0	3	50%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	2	2	0	2	50%	0%
			West	6	0	0	0	0	0	0	2	1	0	0	2	33%	33%
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	2	0	1	0	2	40%	40%
			West	8	0	0	0	0	0	0	1	0	0	0	1	13%	13%
	Nicola Street	Columbia Street	East	0	1	1	0	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			West	4	2	3	1	3	0	2	0	0	0	0	3	75%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	2	0	0	0	0	2	0	2	0	5	0	5	250%	100%
	Victoria Street	Seymour Street	East	4	0	0	5	0	1	4	0	0	0	0	5	125%	0%
			West	4	7	8	2	8	11	7	6	0	5	0	11	275%	150%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	4	0	2	0	4	50%	50%
			West	4	0	0	0	0	0	0	2	0	4	0	4	100%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	5	5	3	0	5	63%	63%
			West	7	0	0	0	0	0	0	4	4	5	0	5	71%	57%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	2	0	0	0	2	29%	29%
			West	4	0	0	0	0	0	0	1	0	1	0	1	25%	25%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
			West	5	0	0	0	0	0	0	0	1	1	0	1	20%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	0	2	0	4	0	1	1	4	67%	67%
			West	6	0	0	0	0	4	0	3	0	1	0	4	67%	50%
	Victoria Street	Seymour Street	East	4	7	0	8	7	0	6	4	0	4	3	8	200%	100%
			West	7	1	0	2	2	0	2	0	0	2	0	2	29%	0%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	2	0	0	0	2	25%	25%
			West	7	0	0	0	0	0	0	3	0	1	0	3	43%	43%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	1	0	0	0	1	13%	13%
			West	4	0	0	0	0	0	0	1	0	1	0	1	25%	25%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	1	0	1	1	1	10%	10%
			West	10	0	0	0	0	0	0	1	0	1	1	1	10%	10%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	0	1	2	20%	20%
			West	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	2	0	0	0	0	0	2	33%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	0	2	0	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	7	0	0	0	0	1	0	3	3	8	5	8	114%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	5	0	1	0	5	63%	63%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	0	1	0	0	0	6	0	1	0	6	150%	150%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	1	1	11%	0%
			West	9	0	0	0	0	0	0	4	0	3	2	4	44%	44%
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	0	0	0	0	0	0	1	0	1	1	1	25%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	2	0	5	5	5	63%	25%
			West	6	0	0	0	0	0	0	1	0	0	0	1	17%	17%
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	4	0	3	3	4	44%	44%
			West	9	0	0	0	0	0	0	0	0	1	0	1	11%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	4	0	3	2	4	50%	50%
			West	7	0	0	0	0	0	0	2	0	0	0	2	29%	29%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	4	0	3	3	4	40%	40%
			West	10	0	0	0	0	0	0	0	0	0	1	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	2	2	2	20%	20%
			West	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	4	0	0	0	0	1	1	0	1	0	4	57%	14%
	Seymour Street	St Paul Street	East	13	0	3	0	0	0	0	7	2	0	0	7	54%	54%
			West	10	0	0	0	0	0	0	6	0	0	0	6	60%	60%
	St Paul Street	Battle Street	East	10	0	0	0	0	5	4	1	4	0	0	5	50%	10%
			West	10	0	0	0	0	2	4	4	2	3	3	4	40%	40%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
			West	10	0	0	0	0	0	0	4	0	4	6	6	60%	40%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
			West	10	0	0	0	0	0	0	4	0	4	4	4	40%	40%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	2	1	0	0	0	0	2	29%	0%
			West	8	7	7	0	2	4	3	0	0	0	0	7	88%	0%
	St Paul Street	Battle Street	East	6	2	0	6	5	0	2	5	0	4	2	6	100%	83%
			West	10	5	5	1	8	6	3	0	0	0	0	8	80%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	0	0	1	2	3	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	1	1	1	1	10%	0%
			West	10	4	4	0	4	2	1	0	0	0	0	4	40%	0%
	Columbia Street	Dominion Street	East	6	0	2	0	1	0	0	0	0	0	0	2	33%	0%
			West	8	1	1	0	1	1	1	0	0	0	0	1	13%	0%
	Dominion Street	Pine Street	East	6	2	0	0	0	0	2	3	2	2	2	3	50%	50%
			West	8	0	0	0	0	0	0	0	0	1	0	1	13%	0%
			TOTAL	2525	565	648	541	529	602	602	882	649	617	459			
			UTILIZATION	-	22%	26%	21%	21%	24%	24%	35%	26%	24%	18%			

Downtown Core (Restricted Parking)

Street	From	To	Block	Parking	Time of Day	Max	Max	%	Peak Hr.

Street	From	To	Face	Supply	830-930am	930-1030am	1030-1130am	1130-12pm	1-2pm	2-230pm	230-4pm	4-6pm	6-7pm	7-8pm	Demand	Max	%
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	3	0	0	4	5	0	0	0	0	5	125%	0%
			South	9	5	6	0	0	2	2	5	8	14	0	14	156%	56%
	3 Avenue	4 Avenue	North	7	4	4	0	0	3	1	2	1	2	0	4	57%	29%
			South	6	3	4	0	0	2	2	2	3	1	0	4	67%	33%
	4 Avenue	5 Avenue	North	0	1	3	0	0	4	1	6	2	0	1	6	#DIV/0!	#DIV/0!
			South	16	11	11	0	0	15	9	14	16	19	7	19	119%	88%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	4	1	0	0	4	3	3	2	0	0	4	20%	15%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	2	0	0	0	0	2	0	0	3	0	3	60%	0%
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	0	0	14	1	13	1	0	0	14	140%	130%
			South	15	8	7	9	9	9	7	0	11	6	0	11	73%	0%
	2 Avenue	3 Avenue	North	13	2	3	3	0	9	1	8	1	1	0	9	69%	62%
			South	13	8	9	9	11	10	11	7	7	8	0	11	85%	54%
	3 Avenue	4 Avenue	North	15	3	0	2	2	8	1	7	2	2	0	8	53%	47%
			South	15	5	8	7	11	11	8	3	18	7	0	18	120%	20%
	4 Avenue	5 Avenue	North	14	0	0	0	0	0	0	8	4	1	0	8	57%	57%
			South	10	0	0	0	0	0	0	8	15	9	0	15	150%	80%
	5 Avenue	6 Avenue	North	8	0	0	2	0	3	2	0	5	0	0	5	63%	0%
			South	18	7	0	10	15	1	13	4	17	13	0	17	94%	22%
	6 Avenue	7 Avenue	North	17	1	8	1	0	0	3	18	9	8	12	18	106%	106%
			South	23	15	0	18	16	0	13	8	25	19	0	25	109%	35%
	7 Avenue	8 Avenue	North	17	0	3	1	0	0	0	4	8	1	0	8	47%	24%
			South	13	1	0	1	3	0	0	4	5	2	0	5	38%	31%
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	0	0	6	8	5	0	0	0	8	80%	50%
			South	10	4	5	0	1	5	2	7	0	2	5	7	70%	70%
	2 Avenue	3 Avenue	North	4	2	0	0	0	4	0	3	2	1	0	4	100%	75%
			South	5	3	3	0	0	1	2	1	3	4	4	4	80%	20%
	3 Avenue	4 Avenue	North	14	0	0	0	0	10	0	7	1	0	0	10	71%	50%
			South	15	3	6	0	0	7	7	8	6	2	2	8	53%	53%
	4 Avenue	5 Avenue	North	12	4	10	9	10	14	14	8	6	0	0	14	117%	67%
			South	9	3	7	5	6	11	4	9	0	1	1	11	122%	100%
	5 Avenue	6 Avenue	North	11	0	2	0	0	8	0	4	2	1	0	8	73%	36%
			South	13	2	10	0	0	7	5	8	1	0	4	10	77%	62%
St Paul Street	1 Avenue	2 Avenue	North	14	19	14	9	13	12	10	8	0	6	7	19	136%	57%
			South	2	1	6	4	4	3	2	3	0	0	0	6	300%	150%
	2 Avenue	3 Avenue	North	12	5	7	7	6	6	6	6	5	1	1	7	58%	50%
			South	13	2	2	0	0	4	2	1	1	0	0	4	31%	8%
	3 Avenue	4 Avenue	North	17	9	6	5	6	4	7	1	4	2	3	9	53%	6%
			South	12	0	0	2	0	6	2	0	1	2	0	6	50%	0%
	4 Avenue	5 Avenue	North	17	4	9	6	5	6	8	5	5	7	8	9	53%	29%
			South	18	5	0	8	3	9	10	0	1	1	2	10	56%	0%
	5 Avenue	6 Avenue	North	16	13	13	15	12	9	16	10	7	2	0	16	100%	63%
			South	16	3	1	2	1	3	4	1	2	0	0	4	25%	6%
Battle Street	3 Avenue	4 Avenue	North	19	0	1	0	0	2	2	1	0	0	0	2	11%	5%
			South	13	1	2	3	2	5	1	0	1	1	2	5	38%	0%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	1	1	0	1	17%	0%
			West	4	0	0	0	0	0	0	0	5	4	0	5	125%	0%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	6	0	0	6	86%	0%
			West	4	0	0	0	0	0	0	0	1	4	0	4	100%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	0	0	0	0	0	0	0	4	0	4	50%	0%
			West	6	0	0	0	0	0	0	0	0	2	0	2	33%	0%
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	4	2	4	0	4	100%	100%
			West	6	0	0	0	0	0	0	0	1	3	0	3	50%	0%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	2	2	0	2	50%	0%
			West	6	0	0	0	0	0	0	2	1	0	0	2	33%	33%
	St Paul Street	Battle Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	2	0	1	0	2	40%	40%
			West	8	0	0	0	0	0	0	1	0	0	0	1	13%	13%
	Nicola Street	Columbia Street	East	0	1	1	0	0	0	0	2	0	0	0	2	#DIV/0!	#DIV/0!
			West	4	2	3	1	3	0	2	0	0	0	0	3	75%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	2	0	0	0	0	2	0	2	0	5	0	5	250%	100%
	Victoria Street	Seymour Street	East	4	0	0	5	0	1	4	0	0	0	0	5	125%	0%
			West	4	7	8	2	8	11	7	6	0	5	0	11	275%	150%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	4	0	2	0	4	50%	50%
			West	4	0	0	0	0	0	0	2	0	4	0	4	100%	50%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	5	5	3	0	5	63%	63%
			West	7	0	0	0	0	0	0	4	4	5	0	5	71%	57%
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	2	0	0	0	2	29%	29%
			West	4	0	0	0	0	0	0	1	0	1	0	1	25%	25%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	0	0	0	2	0	4	0	1	1	4	67%	67%
			West	6	0	0	0	0	4	0	3	0	1	0	4	67%	50%
	Victoria Street	Seymour Street	East	4	7	0	8	7	0	6	4	0	4	3	8	200%	100%
			West	7	1	0	2	2	0	2	0	0	2	0	2	29%	0%
	Seymour Street	St Paul Street	East	8	0	0	0	0	0	0	2	0	0	0	2	25%	25%
			West	7	0	0	0	0	0	0	3	0	1	0	3	43%	43%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	1	0	0	0	1	13%	13%
			West	4	0	0	0	0	0	0	1	0	1	0	1	25%	25%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			West	6	0	0	0	0	2	0	0	0	0	0	2	33%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	0	2	0	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	7	0	0	0	0	1	0	3	3	8	5	8	114%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	5	0	1	0	5	63%	63%
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	2	0	5	5	5	63%	25%
			West	6	0	0	0	0	0	0	1	0	0	0	1	17%	17%
			TOTAL	777	183	186	156	156	266	218	289	240	223	73			
			UTILIZATION		24%	24%	20%	20%	34%	28%	37%	31%	29%	9%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 830-930am	930-1030am	1030-1130am	1130-12pm	1-2pm	2-230pm	230-4pm	4-6pm	6-7pm	7-8pm	Max Demand	Max	%	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	8	0	0	0	0	0	0	0	0	0	8	#DIV/0!	#DIV/0!	
			South	29	11	16	15	17	17	16	15	0	0	0	17	59%	52%	
Battle Street	Lee Road	1 Avenue	North	21	5	6	5	5	3	4	4	5	0	0	6	29%	19%	
			South	21	5	4	5	5	5	2	3	5	0	1	5	24%	14%	
	1 Avenue	2 Avenue	North	17	8	8	8	10	6	7	9	7	9	5	10	59%	53%	
			South	18	3	3	4	3	4	6	3	0	3	5	6	33%	17%	
	2 Avenue	3 Avenue	North	0	2	1	0	0	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!	
			South	16	2	4	4	1	5	1	3	3	2	1	5	31%	19%	
	4 Avenue	5 Avenue	North	19	0	1	0	3	0	1	1	2	0	1	3	16%	5%	
			South	19	13	13	12	12	11	11	12	9	5	4	13	68%	63%	
	5 Avenue	6 Avenue	North	14	1	1	3	0	3	0	0	1	0	1	3	21%	0%	
			South	19	13	11	15	13	16	12	9	13	6	9	16	84%	47%	
Nicola Street	Lee Road	1 Avenue	North	25	8	11	8	9	9	9	7	8	7	0	11	44%	28%	
			South	22	4	7	4	4	4	2	3	4	4	0	7	32%	14%	
	1 Avenue	2 Avenue	North	18	7	13	13	3	11	6	11	12	9	6	13	72%	61%	
			South	18	13	12	11	19	9	15	7	6	6	6	19	106%	39%	
	2 Avenue	3 Avenue	North	18	19	19	17	17	17	16	11	12	9	14	19	106%	61%	
			South	18	9	9	10	11	11	9	6	5	2	7	11	61%	33%	
	3 Avenue	4 Avenue	North	14	0	0	0	0	0	0	16	16	15	10	16	114%	114%	

			South	12	0	0	0	0	0	0	7	7	8	4	8	67%	58%
	4 Avenue	5 Avenue	North	18	0	0	0	0	0	0	11	8	2	2	11	61%	61%
			South	17	0	0	0	0	0	0	7	7	4	4	7	41%	41%
	5 Avenue	6 Avenue	North	18	0	0	0	0	0	0	7	7	5	5	7	39%	39%
			South	18	0	0	0	0	0	0	9	8	9	11	11	61%	50%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
			West	5	0	0	0	0	0	0	0	1	1	0	1	20%	0%
5 Avenue	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	1	0	1	1	1	10%	10%
			West	10	0	0	0	0	0	0	1	0	1	1	1	10%	10%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	0	1	2	20%	20%
			West	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	1	0	0	0	6	0	1	0	6	150%	150%
	Battle Street	Nicola Street	West	9	0	0	0	0	0	0	4	0	3	2	4	44%	44%
	Nicola Street	Columbia Street	West	4	0	0	0	0	0	0	1	0	1	1	1	25%	25%
			TOTAL	517	131	139	135	132	131	117	180	146	113	102			
			UTILIZATION	-	25%	27%	26%	26%	25%	23%	35%	28%	22%	20%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					830-930am	930-1030am	1030-1130am	1130-12pm	1-2pm	2-230pm	230-4pm	4-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	0	0	6	0	2	0	1	0	0	6	67%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	0	7	0	0	0	1	5	8	7	0	8	32%	20%
			South	16	9	15	0	0	6	9	9	0	1	4	15	94%	56%
	7 Avenue	8 Avenue	North	26	0	6	0	0	0	1	12	6	2	0	12	46%	46%
			South	29	12	19	0	0	14	10	11	2	0	0	19	66%	38%
	8 Avenue	9 Avenue	North	12	4	0	0	0	0	7	0	0	0	0	7	58%	0%
			South	19	7	10	0	0	9	15	0	0	0	0	15	79%	0%
St Paul Street	6 Avenue	7 Avenue	North	22	14	16	21	8	14	12	13	12	7	7	21	95%	59%
			South	22	7	7	10	15	4	5	4	4	1	5	15	68%	18%
	7 Avenue	8 Avenue	North	22	5	6	8	8	8	7	7	11	7	9	11	50%	32%
			South	22	10	10	9	7	8	9	10	7	10	9	10	45%	45%
	8 Avenue	9 Avenue	North	18	12	14	16	16	0	0	16	0	7	11	16	89%	89%
			South	18	9	8	8	6	0	0	6	0	7	7	9	50%	33%
Battle Street	6 Avenue	7 Avenue	North	22	0	2	2	2	2	2	2	1	0	0	2	9%	9%
			South	22	10	9	13	10	13	8	9	10	13	12	13	59%	41%
	7 Avenue	8 Avenue	North	22	0	1	2	1	2	0	2	0	0	0	2	9%	9%
			South	22	16	13	18	16	13	13	15	16	17	16	18	82%	68%
	8 Avenue	9 Avenue	North	19	0	0	0	1	0	0	1	0	1	0	1	5%	5%
			South	19	3	4	3	2	0	0	5	0	8	8	8	42%	26%
Nicola Street	6 Avenue	7 Avenue	North	22	0	0	0	0	0	0	12	15	10	11	15	68%	55%
			South	22	0	0	0	0	0	0	7	2	6	6	7	32%	32%
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	0	17	18	10	11	18	82%	77%
			South	22	0	0	0	0	0	0	0	0	12	12	12	55%	0%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	10	13	9	9	13	68%	53%
			South	19	0	0	0	0	0	0	5	6	4	6	6	32%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	5	4	5	4	0	4	0	2	3	1	5	45%	0%
			South	13	4	6	4	5	0	5	7	8	6	6	8	62%	54%
	7 Avenue	8 Avenue	North	22	18	17	19	18	0	20	22	2	10	10	22	100%	100%
			South	22	9	12	9	9	0	6	22	12	8	8	22	100%	100%
	8 Avenue	9 Avenue	North	19	9	10	9	7	0	7	0	10	3	4	10	53%	0%
			South	19	2	7	1	1	0	2	1	3	3	3	7	37%	5%
Dominion Street	6 Avenue	7 Avenue	North	22	0	7	5	4	4	6	7	8	6	7	8	36%	32%
			South	22	0	6	6	6	5	4	7	9	5	7	9	41%	32%
	7 Avenue	8 Avenue	North	21	0	14	14	16	14	14	14	9	9	8	16	76%	67%
			South	21	0	15	16	16	16	16	10	10	4	5	16	76%	48%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	6	3	6	6	6	32%	32%
			South	19	0	0	0	1	0	4	0	0	0	0	4	21%	0%
Pine Street	6 Avenue	7 Avenue	North	23	19	18	15	13	10	12	12	9	7	4	19	83%	52%
			South	23	9	7	8	11	11	13	14	11	11	10	14	61%	61%
	7 Avenue	8 Avenue	North	21	8	16	9	5	6	9	8	7	6	7	16	76%	38%
			South	21	6	0	0	5	7	3	10	8	11	12	12	57%	48%
	8 Avenue	9 Avenue	North	19	16	15	11	0	12	13	31	3	2	4	31	163%	163%
			South	19	2	0	2	0	3	3	9	6	10	9	10	53%	47%
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	1	1	11%	0%
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	4	0	3	3	4	44%	44%
			West	9	0	0	0	0	0	0	0	0	1	0	1	11%	0%
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	4	0	3	2	4	50%	50%
			West	7	0	0	0	0	0	0	2	0	0	0	2	29%	29%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	4	0	3	3	4	40%	40%
			West	10	0	0	0	0	0	0	0	0	0	1	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	2	0	2	2	2	20%	20%
			West	10	0	0	0	0	0	0	2	0	0	0	2	20%	20%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	4	0	0	0	0	1	1	0	1	0	4	57%	14%
	Seymour Street	St Paul Street	East	13	0	3	0	0	0	0	7	2	0	0	7	54%	54%
			West	10	0	0	0	0	0	0	6	0	0	0	6	60%	60%
	St Paul Street	Battle Street	East	10	0	0	0	0	5	4	1	4	0	0	5	50%	10%
			West	10	0	0	0	0	2	4	4	2	3	3	4	40%	40%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
			West	10	0	0	0	0	0	0	4	0	4	6	6	60%	40%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	0	0	0	1	10%	10%
			West	10	0	0	0	0	0	0	4	0	4	4	4	40%	40%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	2	1	0	0	0	0	2	29%	0%
			West	8	7	7	0	2	4	3	0	0	0	0	7	88%	0%
	St Paul Street	Battle Street	East	6	2	0	6	5	0	2	5	0	4	2	6	100%	83%
			West	10	5	5	1	8	6	3	0	0	0	0	8	80%	0%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	1	0	0	1	2	3	0	0	0	0	3	30%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	1	1	1	1	10%	0%
			West	10	4	4	0	4	2	1	0	0	0	0	4	40%	0%
	Columbia Street	Dominion Street	East	6	0	2	0	1	0	0	0	0	0	0	2	33%	0%
			West	8	1	1	0	1	1	1	0	0	0	0	1	13%	0%
	Dominion Street	Pine Street	East	6	2	0	0	0	0	2	3	2	2	2	3	50%	50%
			West	8	0	0	0	0	0	0	0	0	1	0	1	13%	0%
			TOTAL	1231	251	323	250	241	205	267	413	263	281	284			
			UTILIZATION	-	20%	26%	20%	20%	17%	22%	34%	21%	23%	23%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/3/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max	%	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm				
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	1	4	1	0	3	1	4	1	1	3	4	100%	#REF!
			South	9	4	5	4	4	7	5	8	6	4	3	3	9	9	100%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	2	0	0	1	1	5	1	1	0	5	71%	#REF!
			South	6	1	3	2	2	3	4	1	2	1	4	2	4	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	1	0	2	0	4	0	0	1	0	0	1	0	4	#DIV/0!	#REF!
			South	16	7	7	8	10	9	11	12	13	11	13	9	8	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	8	7	6	0	6	4	2	2	1	1	0	0	8	40%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	1	0	0	2	0	1	0	0	2	#DIV/0!	#REF!
			South	5	2	1	2	0	1	2	3	1	2	2	1	1	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	1	2	1	0	0	2	0	1	0	1	2	20%	#REF!
			South	15	1	5	5	8	8	6	12	9	8	6	8	10	12	80%	#REF!
	2 Avenue	3 Avenue	North	13	1	0	2	2	1	0	0	0	10	6	0	1	10	77%	#REF!
			South	13	8	9	10	6	10	13	14	13	9	11	11	12	14	108%	#REF!
	3 Avenue	4 Avenue	North	15	1	0	2	4	0	0	0	0	3	4	0	0	4	27%	#REF!
			South	15	5	10	7	8	9	9	12	9	6	12	13	13	13	87%	#REF!
	4 Avenue	5 Avenue	North	14	2	0	1	3	0	0	0	0	3	0	0	0	3	21%	#REF!
			South	10	4	10	10	7	17	15	11	10	2	8	6	8	17	170%	#REF!
	5 Avenue	6 Avenue	North	8	4	0	0	1	0	0	0	0	0	0	0	0	4	50%	#REF!
			South	18	5	3	5	7	10	8	7	1	2	7	17	10	17	94%	#REF!
	6 Avenue	7 Avenue	North	17	6	0	0	2	1	0	0	0	2	0	4	0	6	35%	#REF!
			South	23	5	12	15	9	9	15	14	11	11	16	14	11	16	70%	#REF!
	7 Avenue	8 Avenue	North	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	13	0	0	2	0	0	1	2	1	0	0	2	5	5	38%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#REF!
			South	9	12	0	0	0	0	0	0	0	1	0	0	0	12	133%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	2	1	4	0	3	1	3	0	0	4	40%	#REF!
			South	10	1	3	1	1	5	2	5	3	6	2	4	2	6	60%	#REF!
	2 Avenue	3 Avenue	North	4	2	0	1	3	1	2	1	4	0	2	0	0	4	100%	#REF!
			South	5	0	1	1	1	2	1	3	0	2	1	2	1	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	2	0	8	8	0	4	0	6	1	4	0	0	8	57%	#REF!
			South	15	0	2	0	1	1	0	7	0	5	0	1	2	7	47%	#REF!
	4 Avenue	5 Avenue	North	12	3	0	3	8	0	12	0	9	1	8	6	2	12	100%	#REF!
			South	9	0	2	0	2	3	2	2	0	4	1	0	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	1	0	3	3	3	7	0	1	0	0	0	2	7	64%	#REF!
			South	13	0	4	0	1	9	0	6	3	2	1	1	1	9	69%	#REF!
	6 Avenue	7 Avenue	North	25	7	6	12	12	3	11	5	5	1	7	5	6	12	48%	#REF!
			South	16	0	2	10	3	6	4	3	5	4	2	0	1	10	63%	#REF!
	7 Avenue	8 Avenue	North	26	3	6	10	9	7	5	9	1	5	3	1	2	10	38%	#REF!
			South	29	0	2	6	5	4	2	1	5	2	1	0	0	6	21%	#REF!
	8 Avenue	9 Avenue	North	12	1	3	5	6	2	0	5	0	5	0	0	0	6	50%	#REF!
			South	19	0	1	4	5	0	0	0	0	0	0	2	0	5	26%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	14	9	7	8	3	4	6	3	2	10	4	3	4	10	71%	#REF!
			South	2	2	1	1	0	0	0	0	0	0	1	2	0	2	100%	#REF!
	2 Avenue	3 Avenue	North	12	2	3	7	7	8	3	2	3	3	3	0	1	8	67%	#REF!
			South	13	0	1	0	0	0	2	0	0	0	3	0	0	3	23%	#REF!
	3 Avenue	4 Avenue	North	17	0	2	7	8	6	5	0	2	3	3	0	0	8	47%	#REF!
			South	12	2	1	0	0	0	0	0	0	1	0	2	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	3	6	5	6	9	7	8	2	2	3	2	2	9	53%	#REF!
			South	18	2	3	0	1	3	3	1	2	2	0	0	1	3	17%	#REF!
	5 Avenue	6 Avenue	North	16	9	5	8	10	7	14	5	5	3	4	3	2	14	88%	#REF!
			South	16	0	0	0	0	0	2	2	1	0	0	0	0	2	13%	#REF!
	6 Avenue	7 Avenue	North	22	12	13	15	15	13	15	10	9	11	9	5	6	15	68%	#REF!
			South	22	3	1	3	1	3	4	6	4	2	2	6	3	6	27%	#REF!
	7 Avenue	8 Avenue	North	22	9	9	9	10	10	8	8	10	9	10	2	10	10	45%	#REF!
			South	22	6	7	9	8	7	6	7	9	9	7	15	10	15	68%	#REF!
	8 Avenue	9 Avenue	North	18	12	13	15	14	14	14	14	12	12	10	9	10	15	83%	#REF!
			South	18	7	7	6	5	6	4	5	3	4	4	5	6	7	39%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	17	5	6	5	7	8	5	5	7	10	8	8	9	10	59%	#REF!
			South	18	3	4	4	6	4	2	4	6	3	4	5	5	6	33%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	1	0	0	0	0	0	2	0	2	#DIV/0!	#REF!
			South	16	1	4	3	2	2	3	4	3	1	0	3	2	4	25%	#REF!
	3 Avenue	4 Avenue	North	19	0	0	0	0	1	1	0	0	0	2	0	0	2	11%	#REF!
			South	13	2	3	1	3	2	3	1	0	1	2	4	2	4	31%	#REF!
	4 Avenue	5 Avenue	North	19	1	0	0	0	0	0	0	0	0	0	0	0	1	5%	#REF!
			South	19	7	8	13	10	9	10	4	7	6	5	3	3	13	68%	#REF!
	5 Avenue	6 Avenue	North	14	0	0	0	0	1	0	1	1	0	0	0	0	1	7%	#REF!
			South	19	11	10	11	16	13	12	11	12	7	3	5	5	16	84%	#REF!
	6 Avenue	7 Avenue	North	22	1	0	0	0	0	0	0	0	0	1	0	0	1	5%	#REF!
			South	22	11	12	10	9	10	9	7	12	12	10	9	9	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	1	1	0	0	0	0	0	0	1	0	0	0	1	5%	#REF!
			South	22	15	10	13	12	12	13	16	16	15	15	15	12	16	73%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	0	0	0	1	1	0	0	0	0	1	1	5%	#REF!
			South	19	6	6	5	4	4	5	5	4	7	5	7	6	7	37%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	0	0	0	0	0	0	0	0	1	0	1	0	1	4%	#REF!
			South	22	0	0	0	0	0	0	0	0	2	0	1	0	2	9%	#REF!
	1 Avenue	2 Avenue	North	18	9	9	9	7	8	1	4	7	5	6	8	9	9	50%	#REF!
			South	18	6	5	4	7	5	10	6	6	6	4	8	6	10	56%	#REF!
	2 Avenue	3 Avenue	North	18	12	15	13	13	11	11	11	9	8	4	2	3	15	83%	#REF!
			South	18	9	6	5	5	2	7	8	5	5	3	4	2	9	50%	#REF!
	3 Avenue	4 Avenue	North	14	13	15	13	18	23	15	13	12	9	6	3	7	23	164%	#REF!
			South	12	8	8	7	7	0	7	7	5	4	5	3	4	8	67%	#REF!
	4 Avenue	5 Avenue	North	18	5	4	6	4	5	4	2	3	0	3	4	4	6	33%	#REF!
			South	17	7	8	10	10	5	10	7	8	7	3	2	1	10	59%	#REF!
	5 Avenue	6 Avenue	North	18	10	9	9	9	9	8	6	6	5	7	5	7	10	56%	#REF!
			South	18	7	7	7	7	5	7	5	5	4	5	9	7	9	50%	#REF!
	6 Avenue	7 Avenue	North	22	12	11	11	8	18	9	11	14	12	15	14	14	18	82%	#REF!
			South	22	8	10	8	9	0	9	8	7	9	6	9	10	10	45%	#REF!
	7 Avenue	8 Avenue	North	22	10	7	4	9	10	7	4	5	6	8	8	11	11	50%	#REF!
			South	22	4	7	6	1	0	6	7	7	8	7	9	9	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	8	7	7	11	16	8	5	7	8	8	9	10	16	84%	#REF!
			South	19	8	6	8	4	0	7	7	6	4	7	8	6	8	42%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	3	3	2	3	3	0	4	2	5	3	5	5	45%	#REF!
			South	13	9	8	9	10	9	9	9	10	9	10	10	10	10	77%	#REF!
	7 Avenue	8 Avenue	North	22	0	2	2	1	3	2	0	3	0	7	1	1	7	32%	#REF!
			South	22	19	20	19	20	17	18	22	17	11	7	7	7	22	100%	#REF!
	8 Avenue	9 Avenue	North	19	6	0	4	3	4	4	1	1	2	4	3	3	6	32%	#REF!
			South	19	5	4	6	5	6	4	7	4	6	6	5	4	7	37%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	9	9	6	8	8	7	9	4	7	0	9	41%	#REF!
			South	22	6	4	5	6	6	8	7	5	8	9	5	0	9	41%	#REF!
	7 Avenue	8 Avenue	North	21	15	14	11	14	11	11	10	11	11	6	8	0	15	71%	#REF!
			South	21	12	13	11	12	13	11	10	9	6	11	9	0	13	62%	#REF!
	8 Avenue	9 Avenue	North	19	6	5	4	3	3	4	3	4	4	3	4	0	6	32%	#REF!
			South	19	0	1	2	1	0	3	1	1	1	2	2	0	3	16%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	8	6	10	7	8	6	6	9	8	7	8	0	10	43%	#REF!
			South	23	12	13	11	10	12	11	11	10	10	9	6	0	13	57%	#REF!
	7 Avenue	8 Avenue	North	21	7	7	6	4	6	6	5	5	4	5	6	0	7	33%	#REF!
			South	21	7	9	7	6	5	3	5	1	4	10	9	0	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	4	4	4	4	5	9	6	6	3	1	0	0	9	47%	#REF!
			South	19	8	6	6	8	7	6	6	7	9	10	9	0	10	53%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	0	0	0	0	0	0	2	1	1	1	0	2	29%	#REF!
			West	0	0	0	2	2	0	0	2	0	0	0	1	0	2	#DIV/0!	#REF!

	Victoria Street	Seymour Street	East	6	0	0	0	0	3	0	0	1	1	0	0	0	3	50%	#REF!
			West	4	2	7	2	8	4	4	5	5	5	2	2	0	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	1	0	0	0	0	0	0	0	0	0	1	0	1	14%	#REF!
			West	4	6	2	5	6	0	5	2	3	0	3	3	0	6	150%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	0	0	0	2	2	0	3	7	3	2	9	9	113%	#REF!
			West	6	2	0	3	5	3	4	8	3	1	2	5	1	8	133%	#REF!
	Victoria Street	Seymour Street	East	4	2	0	0	0	3	0	0	1	3	0	3	2	3	75%	#REF!
			West	6	1	0	4	9	4	5	6	5	4	5	4	1	9	150%	#REF!
	Seymour Street	St Paul Street	East	4	0	1	1	1	2	3	0	3	0	6	0	0	6	150%	#REF!
			West	6	2	0	2	5	2	4	3	3	5	0	2	0	5	83%	#REF!
	St Paul Street	Battle Street	East	4	0	0	0	0	0	1	1	1	1	0	1	1	1	25%	#REF!
			West	10	0	0	2	1	2	0	0	0	0	1	0	0	2	20%	#REF!
	Battle Street	Nicola Street	East	5	2	2	1	3	2	1	1	1	0	1	0	4	4	80%	#REF!
			West	8	1	2	1	1	2	1	0	0	0	0	0	0	2	25%	#REF!
	Nicola Street	Columbia Street	East	0	2	0	1	0	0	0	2	1	0	1	0	0	2	#DIV/0!	#REF!
			West	4	0	0	0	1	0	0	0	0	0	0	0	0	1	25%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	2	4	3	4	5	6	5	9	2	5	5	5	4	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	2	0	0	0	1	0	0	2	50%	#REF!
			West	4	1	2	5	5	9	6	6	12	7	6	3	2	12	300%	#REF!
	Seymour Street	St Paul Street	East	8	0	1	4	0	3	3	3	0	2	3	2	1	4	50%	#REF!
			West	4	0	1	5	4	3	3	7	2	0	1	1	1	7	175%	#REF!
	St Paul Street	Battle Street	East	8	0	2	3	0	2	3	0	3	2	1	1	1	3	38%	#REF!
			West	7	0	3	3	8	6	1	2	1	3	2	4	4	8	114%	#REF!
	Battle Street	Nicola Street	East	7	0	1	2	0	0	1	0	0	2	1	1	0	2	29%	#REF!
			West	4	0	2	2	0	0	0	0	0	0	0	0	0	2	50%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	2	0	0	4	1	0	4	1	1	0	0	0	4	80%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	2	2	2	1	2	2	2	4	3	2	2	4	67%	#REF!
			West	6	0	1	3	0	3	1	2	1	2	0	0	0	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	5	7	4	4	4	5	5	2	4	6	6	7	175%	#REF!
			West	7	3	4	4	5	4	4	3	3	1	2	3	3	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	2	3	2	1	3	2	0	0	5	3	5	63%	#REF!
			West	7	1	0	2	2	3	1	4	0	1	2	1	1	4	57%	#REF!
	St Paul Street	Battle Street	East	8	0	3	3	4	0	1	1	1	1	0	1	1	4	50%	#REF!
			West	4	6	2	3	2	3	1	1	3	1	1	0	0	6	150%	#REF!
	Battle Street	Nicola Street	East	10	3	3	5	1	0	1	2	5	1	0	0	0	5	50%	#REF!
			West	10	0	0	5	1	0	0	0	2	3	1	0	1	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	5	4	4	5	4	1	3	0	0	2	1	0	5	50%	#REF!
			West	10	6	3	6	3	1	3	1	4	2	3	2	2	6	60%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	7	0	0	2	3	7	2	0	0	1	0	5	3	7	100%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	1	0	0	0	0	0	0	0	0	0	1	25%	#REF!
			West	8	1	1	2	2	2	5	2	0	2	0	0	1	5	63%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	0	3	2	2	0	2	5	1	1	0	0	0	5	125%	#REF!
	Battle Street	Nicola Street	East	9	0	1	0	0	0	0	0	0	0	0	0	0	1	11%	#REF!
			West	9	6	6	6	7	4	3	1	0	0	1	0	1	7	78%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	4	2	1	2	2	1	1	1	1	1	1	1	2	2	50%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	1	1	3	4	4	5	5	7	8	8	100%	#REF!
			West	6	1	0	0	1	2	1	2	1	0	1	0	1	2	33%	#REF!
	Seymour Street	St Paul Street	East	9	4	7	8	6	5	5	4	3	3	3	3	0	8	89%	#REF!
			West	9	0	0	1	0	1	0	0	0	0	0	1	2	2	22%	#REF!
	St Paul Street	Battle Street	East	8	2	3	4	3	3	4	3	4	3	2	1	0	4	50%	#REF!
			West	7	1	2	3	1	0	1	0	1	0	0	0	2	3	43%	#REF!
	Battle Street	Nicola Street	East	10	5	5	6	5	5	5	6	4	3	2	3	0	6	60%	#REF!
			West	10	1	2	1	1	0	2	2	0	1	2	0	1	2	20%	#REF!
	Nicola Street	Columbia Street	East	10	2	2	2	1	1	1	1	1	2	3	3	0	3	30%	#REF!
			West	10	2	0	1	0	0	1	0	0	1	1	0	4	4	40%	#REF!
	Columbia Street	Dominion Street	East	9	1	0	0	0	1	1	1	2	0	0	0	0	2	22%	#REF!
			West	5	0	0	0	1	1	0	0	0	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	6	5	6	6	7	6	6	4	0	0	0	0	7	78%	#REF!
			West	10	1	1	2	1	1	0	1	0	0	0	0	0	2	20%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	1	1	0	0	0	0	0	0	0	1	25%	#REF!
			West	7	0	1	1	1	2	3	3	0	1	1	0	0	3	43%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	3	0	1	0	1	1	0	3	23%	#REF!
			West	10	0	3	6	6	6	5	4	4	3	2	0	0	6	60%	#REF!
	St Paul Street	Battle Street	East	10	1	3	3	0	3	0	2	0	1	1	1	0	3	30%	#REF!
			West	10	5	5	5	4	5	4	4	3	4	4	4	5	5	50%	#REF!
	Battle Street	Nicola Street	East	10	2	0	1	3	2	0	1	1	2	0	0	0	3	30%	#REF!
			West	10	5	6	5	4	4	4	3	3	3	2	4	4	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	1	1	2	1	1	0	0	0	2	20%	#REF!
			West	10	4	3	4	4	5	6	4	5	4	3	3	4	6	60%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	1	1	0	1	1	0	0	0	0	0	0	1	10%	#REF!
	Dominion Street	Pine Street	East	10	0	0	1	0	0	0	0	1	0	0	0	0	1	10%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	3	3	3	0	3	2	2	2	2	3	2	0	3	50%	#REF!
			West	10	0	0	0	4	0	0	1	0	0	0	0	2	4	40%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	3	2	2	2	3	2	3	3	3	3	3	3	3	30%	#REF!
			West	10	1	1	0	3	0	0	1	0	0	0	0	0	3	30%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	6	2	2	0	0	0	0	0	0	2	2	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	631	634	742	737	705	706	661	621	586	568	544	457			
			UTILIZATION		25%	25%	29%	29%	28%	28%	26%	25%	23%	22%	22%	18%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	0	0	1	4	1	0	3	1	4	1	1	3	4	100%	#REF!
			South	9	4	5	4	4	7	5	8	6	4	3	3	9	9	100%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	2	0	0	1	1	5	1	1	0	5	71%	#REF!
			South	6	1	3	2	2	3	4	1	2	1	4	2	4	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	1	0	2	0	4	0	0	1	0	0	1	0	4	#DIV/0!	#REF!
			South	16	7	7	8	10	9	11	12	13	11	13	9	8	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	8	7	6	0	6	4	2	2	1	1	0	0	8	40%	#REF!
	6 Avenue	Victoria Street	North	0	1	0	0	0	1	0	0	2	0	1	0	0	2	#DIV/0!	#REF!
			South	5	2	1	2	0	1	2	3	1	2	2	1	1	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	1	2	1	0	0	2	0	1	0	1	2	20%	#REF!
			South	15	1	5	5	8	8	6	12	9	8	6	8	10	12	80%	#REF!
	2 Avenue	3 Avenue	North	13	1	0	2	2	1	0	0	0	10	6	0	1	10	77%	#REF!
			South	13	8	9	10	6	10	13	14	13	9	11	11	12	14	108%	#REF!
	3 Avenue	4 Avenue	North	15	1	0	2	4	0	0	0	0	3	4	0	0	4	27%	#REF!
			South	15	5	10	7	8	9	9	12	9	6	12	13	13	13	87%	#REF!
	4 Avenue	5 Avenue	North	14	2	0	1	3	0	0	0	0	3	0	0	0	3	21%	#REF!
			South	10	4	10	10	7	17	15	11	10	2	8	6	8	17	170%	#REF!
	5 Avenue	6 Avenue	North	8	4	0	0	1	0	0	0	0	0	0	0	0	4	50%	#REF!
			South	18	5	3	5	7	10	8	7	1	2	7	17	10	17	94%	#REF!
	6 Avenue	7 Avenue	North	17	6	0	0	2	1	0	0	0	2	0	4	0	6	35%	#REF!
			South	23	5	12	15	9	9	15	14	11	11	16	14	11	16	70%	#REF!

	7 Avenue	8 Avenue	North	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	13	0	0	2	0	0	1	2	1	0	0	2	5	5	38%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	0	0	0	2	1	4	0	3	1	3	0	0	4	40%	#REF!
			South	10	1	3	1	1	5	2	5	3	6	2	4	2	6	60%	#REF!
	2 Avenue	3 Avenue	North	4	2	0	1	3	1	2	1	4	0	2	0	0	4	100%	#REF!
			South	5	0	1	1	1	2	1	3	0	2	1	2	1	3	60%	#REF!
	3 Avenue	4 Avenue	North	14	2	0	8	8	0	4	0	6	1	4	0	0	8	57%	#REF!
			South	15	0	2	0	1	1	0	7	0	5	0	1	2	7	47%	#REF!
	4 Avenue	5 Avenue	North	12	3	0	3	8	0	12	0	9	1	8	6	2	12	100%	#REF!
			South	9	0	2	0	2	3	2	2	0	4	1	0	0	4	44%	#REF!
	5 Avenue	6 Avenue	North	11	1	0	3	3	3	7	0	1	0	0	0	2	7	64%	#REF!
			South	13	0	4	0	1	9	0	6	3	2	1	1	1	9	69%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	9	7	8	3	4	6	3	2	10	4	3	4	10	71%	#REF!
			South	2	2	1	1	0	0	0	0	0	0	1	2	0	2	100%	#REF!
	2 Avenue	3 Avenue	North	12	2	3	7	7	8	3	2	3	3	3	0	1	8	67%	#REF!
			South	13	0	1	0	0	0	2	0	0	0	3	0	0	3	23%	#REF!
	3 Avenue	4 Avenue	North	17	0	2	7	8	6	5	0	2	3	3	0	0	8	47%	#REF!
			South	12	2	1	0	0	0	0	0	0	1	0	2	0	2	17%	#REF!
	4 Avenue	5 Avenue	North	17	3	6	5	6	9	7	8	2	2	3	2	2	9	53%	#REF!
			South	18	2	3	0	1	3	3	1	2	2	0	0	1	3	17%	#REF!
	5 Avenue	6 Avenue	North	16	9	5	8	10	7	14	5	5	3	4	3	2	14	88%	#REF!
			South	16	0	0	0	0	0	2	2	1	0	0	0	0	2	13%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	0	0	0	0	1	1	0	0	0	2	0	0	2	11%	#REF!
			South	13	2	3	1	3	2	3	1	0	1	2	4	2	4	31%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	1	0	0	0	0	0	0	2	1	1	1	0	2	29%	#REF!
			West	0	0	0	2	2	0	0	2	0	0	0	1	0	2	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	0	0	0	0	3	0	0	1	1	0	0	0	3	50%	#REF!
			West	4	2	7	2	8	4	4	5	5	5	2	2	0	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	1	0	0	0	0	0	0	0	0	0	1	0	1	14%	#REF!
			West	4	6	2	5	6	0	5	2	3	0	3	3	0	6	150%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	0	0	0	2	2	0	3	7	3	2	9	9	113%	#REF!
			West	6	2	0	3	5	3	4	8	3	1	2	5	1	8	133%	#REF!
	Victoria Street	Seymour Street	East	4	2	0	0	0	3	0	0	1	3	0	3	2	3	75%	#REF!
			West	6	1	0	4	9	4	5	6	5	4	5	4	1	9	150%	#REF!
	Seymour Street	St Paul Street	East	4	0	1	1	1	2	3	0	3	0	6	0	0	6	150%	#REF!
			West	6	2	0	2	5	2	4	3	3	5	0	2	0	5	83%	#REF!
	St Paul Street	Battle Street	East	4	0	0	0	0	0	1	1	1	1	0	1	1	1	25%	#REF!
			West	10	0	0	2	1	2	0	0	0	0	1	0	0	2	20%	#REF!
	Battle Street	Nicola Street	East	5	2	2	1	3	2	1	1	1	0	1	0	4	4	80%	#REF!
			West	8	1	2	1	1	2	1	0	0	0	0	0	0	2	25%	#REF!
	Nicola Street	Columbia Street	East	0	2	0	1	0	0	0	2	1	0	1	0	0	2	#DIV/0!	#REF!
			West	4	0	0	0	1	0	0	0	0	0	0	0	0	1	25%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	2	4	3	4	5	6	5	9	2	5	5	5	4	9	450%	#REF!
	Victoria Street	Seymour Street	East	4	0	0	0	0	0	2	0	0	0	1	0	0	2	50%	#REF!
			West	4	1	2	5	5	9	6	6	12	7	6	3	2	12	300%	#REF!
	Seymour Street	St Paul Street	East	8	0	1	4	0	3	3	0	2	3	2	1	0	4	50%	#REF!
			West	4	0	1	5	4	3	3	7	2	0	1	1	1	7	175%	#REF!
	St Paul Street	Battle Street	East	8	0	2	3	0	2	3	0	3	2	1	1	1	3	38%	#REF!
			West	7	0	3	3	8	6	1	2	1	3	2	4	4	8	114%	#REF!
	Battle Street	Nicola Street	East	7	0	1	2	0	1	1	0	0	2	1	1	0	2	29%	#REF!
			West	4	0	2	2	0	0	0	0	0	0	0	0	0	2	50%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	1	2	2	2	1	2	2	2	4	3	2	2	4	67%	#REF!
			West	6	0	1	3	0	3	1	2	1	2	0	0	0	3	50%	#REF!
	Victoria Street	Seymour Street	East	4	4	5	7	4	4	4	5	5	2	4	6	6	7	175%	#REF!
			West	7	3	4	4	5	4	4	3	3	1	2	3	3	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	1	0	2	3	2	1	3	2	0	0	5	3	5	63%	#REF!
			West	7	1	0	2	2	3	1	4	0	1	2	1	1	4	57%	#REF!
	St Paul Street	Battle Street	East	8	0	3	3	4	0	1	1	1	1	0	1	1	4	50%	#REF!
			West	4	6	2	3	2	3	1	1	3	1	1	0	0	6	150%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Victoria Street	Seymour Street	East	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	7	0	0	2	3	7	2	0	0	1	0	5	3	7	100%	#REF!
	Seymour Street	St Paul Street	East	4	0	0	1	0	0	0	0	0	0	0	0	0	1	25%	#REF!
			West	8	1	1	2	2	2	5	2	0	2	0	0	1	5	63%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	1	1	3	4	4	5	5	7	8	8	100%	#REF!
			West	6	0	1	0	1	2	1	1	1	1	0	1	0	2	33%	#REF!
			TOTAL	777	152	163	222	242	253	253	231	207	201	206	194	177			
			UTILIZATION	-	20%	21%	29%	31%	33%	33%	30%	27%	26%	27%	25%	23%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	1 Avenue	2 Avenue	North	17	5	6	5	7	8	5	5	7	10	8	8	9	10	59%	#REF!
			South	18	3	4	4	6	4	2	4	6	3	4	5	5	6	33%	#REF!
	2 Avenue	3 Avenue	North	0	0	0	0	0	1	0	0	0	0	0	2	0	2	#DIV/0!	#REF!
			South	16	1	4	3	2	2	3	4	3	1	0	3	2	4	25%	#REF!
	4 Avenue	5 Avenue	North	19	1	0	0	0	0	0	0	0	0	0	0	0	1	5%	#REF!
			South	19	7	8	13	10	9	10	4	7	6	5	3	3	13	68%	#REF!
	5 Avenue	6 Avenue	North	14	0	1	0	0	1	0	1	1	0	0	0	0	1	7%	#REF!
			South	19	11	10	11	16	13	12	11	12	7	3	5	5	16	84%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	0	0	0	0	0	0	0	0	1	0	1	0	1	4%	#REF!
			South	22	0	0	0	0	0	0	0	0	2	0	1	0	2	9%	#REF!
	1 Avenue	2 Avenue	North	18	9	9	9	7	8	1	4	7	5	6	8	9	9	50%	#REF!
			South	18	6	5	4	7	5	10	6	6	6	4	8	6	10	56%	#REF!
	2 Avenue	3 Avenue	North	18	12	15	13	13	11	11	11	9	8	4	2	3	15	83%	#REF!
			South	18	9	6	5	5	2	7	8	5	5	3	4	2	9	50%	#REF!
	3 Avenue	4 Avenue	North	14	13	15	13	18	23	15	13	12	9	6	3	7	23	164%	#REF!
			South	12	8	8	7	7	0	7	7	5	4	5	3	4	8	67%	#REF!
	4 Avenue	5 Avenue	North	18	5	4	6	4	5	4	2	3	0	3	4	4	6	33%	#REF!
			South	17	7	8	10	10	5	10	7	8	7	3	2	1	10	59%	#REF!
	5 Avenue	6 Avenue	North	18	10	9	9	9	9	8	6	6	5	7	5	7	10	56%	#REF!
			South	18	7	7	7	7	5	7	5	5	4	5	9	7	9	50%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	2	0	0	4	1	0	4	1	1	0	0	0	4	80%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	3	3	5	1	0	1	2	5	1	0	0	0	5	50%	#REF!
			West	10	0	0	5	1	0	0	0	2	3	1	0	1	5	50%	#REF!
	Nicola Street	Columbia Street	East	10	5	4	4	5	4	1	3	0	0	2	1	0	5	50%	#REF!
			West	10	6	3	6	3	1	3	1	4	2	3	2	2	6	60%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	3	2	2	0	2	5	1	1	0	0	0	5	125%	#REF!
	Battle Street	Nicola Street	West	9	6	6	6	7	4	3	1	0	0	1	0	1	7	78%	#REF!
	Nicola Street	Columbia Street	West	4	2	1	2	2	1	1	1	1	1	1	1	2	2	50%	#REF!
			TOTAL	517	138	138	149	153	122	123	115	116	92	74	80	80			
			UTILIZATION	-	27%	27%	29%	30%	24%	24%	22%	22%	18%	14%	15%	15%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	1	1	#DIV/0!	#REF!
			South	9	12	0	0	0	0	0	0	0	0	0	0	0	12	133%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	7	6	12	12	3	11	5	5	1	7	5	6	12	48%	#REF!
			South	16	0	2	10	3	6	4	3	5	4	2	0	1	10	63%	#REF!
	7 Avenue	8 Avenue	North	26	3	6	10	9	7	5	9	1	5	3	1	2	10	38%	#REF!
			South	29	0	2	6	5	4	2	1	5	2	1	0	0	6	21%	#REF!
	8 Avenue	9 Avenue	North	12	1	3	5	6	2	0	5	0	5	0	0	0	6	50%	#REF!
			South	19	0	1	4	5	0	0	0	0	0	0	2	0	5	26%	#REF!
St Paul Street	7 Avenue	8 Avenue	North	22	12	13	15	15	13	15	10	9	11	9	5	6	15	68%	#REF!
			South	22	3	1	3	1	3	4	6	4	2	2	6	3	6	27%	#REF!
	8 Avenue	9 Avenue	North	22	9	9	9	10	10	8	8	10	9	10	2	10	10	45%	#REF!
			South	22	6	7	9	8	7	6	7	9	9	7	15	10	15	68%	#REF!
	8 Avenue	9 Avenue	North	18	12	13	15	14	14	14	14	12	12	10	9	10	15	83%	#REF!

			South	18	7	7	6	5	6	4	5	3	4	4	5	6	7	39%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	1	0	0	0	0	0	0	0	0	1	0	0	1	5%	#REF!
			South	22	11	12	10	9	10	9	7	12	12	10	9	9	12	55%	#REF!
	7 Avenue	8 Avenue	North	22	1	1	0	0	0	0	0	0	1	0	0	0	1	5%	#REF!
			South	22	15	10	13	12	12	13	16	16	15	15	15	12	16	73%	#REF!
	8 Avenue	9 Avenue	North	19	0	1	0	0	0	1	1	0	0	0	0	1	1	5%	#REF!
			South	19	6	6	5	4	4	5	5	4	7	5	7	6	7	37%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	12	11	11	8	18	9	11	14	12	15	14	14	18	82%	#REF!
			South	22	8	10	8	9	0	9	8	7	9	6	9	10	10	45%	#REF!
	7 Avenue	8 Avenue	North	22	10	7	4	9	10	7	4	5	6	8	8	11	11	50%	#REF!
			South	22	4	7	6	1	0	6	7	7	8	7	9	9	9	41%	#REF!
	8 Avenue	9 Avenue	North	19	8	7	7	11	16	8	5	7	8	8	9	10	16	84%	#REF!
			South	19	8	6	8	4	0	7	7	6	4	7	8	6	8	42%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	3	3	2	3	3	0	4	2	5	3	5	5	45%	#REF!
			South	13	9	8	9	10	9	9	9	10	9	10	10	10	10	77%	#REF!
	7 Avenue	8 Avenue	North	22	0	2	2	1	3	2	0	3	0	7	1	1	7	32%	#REF!
			South	22	19	20	19	20	17	18	22	17	11	7	7	7	22	100%	#REF!
	8 Avenue	9 Avenue	North	19	6	0	4	3	4	4	1	1	2	4	3	3	6	32%	#REF!
			South	19	5	4	6	5	6	4	7	4	6	6	5	4	7	37%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	9	8	9	9	6	8	8	7	9	4	7	0	9	41%	#REF!
			South	22	6	4	5	6	6	8	7	5	8	9	5	0	9	41%	#REF!
	7 Avenue	8 Avenue	North	21	15	14	11	14	11	11	10	11	11	6	8	0	15	71%	#REF!
			South	21	12	13	11	12	13	11	10	9	6	11	9	0	13	62%	#REF!
	8 Avenue	9 Avenue	North	19	6	5	4	3	3	4	3	4	4	3	4	0	6	32%	#REF!
			South	19	0	1	2	1	0	3	1	1	1	2	2	0	3	16%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	8	6	10	7	8	6	6	9	8	7	8	0	10	43%	#REF!
			South	23	12	13	11	10	12	11	11	10	10	9	6	0	13	57%	#REF!
	7 Avenue	8 Avenue	North	21	7	7	6	4	6	6	5	5	4	5	6	0	7	33%	#REF!
			South	21	7	9	7	6	5	3	5	1	4	10	9	0	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	4	4	4	4	5	9	6	6	3	1	0	0	9	47%	#REF!
			South	19	8	6	6	8	7	6	6	7	9	10	9	0	10	53%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Battle Street	Nicola Street	East	9	0	1	0	0	0	0	0	0	0	0	0	0	1	11%	#REF!
	Nicola Street	Columbia Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	4	7	8	6	5	5	4	3	3	3	3	0	8	89%	#REF!
			West	9	0	0	1	0	1	0	0	0	0	0	1	2	2	22%	#REF!
	St Paul Street	Battle Street	East	8	2	3	4	3	3	4	3	4	3	2	1	0	4	50%	#REF!
			West	7	1	2	3	1	0	1	0	1	0	0	0	2	3	43%	#REF!
	Battle Street	Nicola Street	East	10	5	5	6	5	5	5	6	4	3	2	3	0	6	60%	#REF!
			West	10	1	2	1	1	0	2	2	0	1	2	0	1	2	20%	#REF!
	Nicola Street	Columbia Street	East	10	2	2	2	1	1	1	1	1	2	3	3	0	3	30%	#REF!
			West	10	2	0	1	0	0	1	0	0	1	1	0	4	4	40%	#REF!
	Columbia Street	Dominion Street	East	9	1	0	0	0	1	1	1	2	0	0	0	0	2	22%	#REF!
			West	5	0	0	0	1	1	0	0	0	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	6	5	6	6	7	6	6	4	0	0	0	0	7	78%	#REF!
			West	10	1	1	2	1	1	0	1	0	0	0	0	0	2	20%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	1	1	0	0	0	0	0	0	0	1	25%	#REF!
			West	7	0	1	1	1	2	3	3	0	1	1	0	0	3	43%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	3	0	1	0	1	1	0	3	23%	#REF!
			West	10	0	3	6	6	6	5	4	4	3	2	0	0	6	60%	#REF!
	St Paul Street	Battle Street	East	10	1	3	3	0	3	0	2	0	1	1	1	0	3	30%	#REF!
			West	10	5	5	5	4	5	4	4	3	4	4	4	5	5	50%	#REF!
	Battle Street	Nicola Street	East	10	2	0	1	3	2	0	1	1	2	0	0	0	3	30%	#REF!
			West	10	5	6	5	4	4	4	3	3	3	2	4	4	6	60%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	1	1	2	1	1	0	0	0	2	20%	#REF!
			West	10	4	3	4	4	5	6	4	5	4	3	3	4	6	60%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	1	1	0	1	1	0	0	0	0	0	0	1	10%	#REF!
	Dominion Street	Pine Street	East	10	0	0	1	0	0	0	0	1	0	0	0	0	1	10%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	6	3	3	3	0	3	2	2	2	2	3	2	0	3	50%	#REF!
			West	10	0	0	0	4	0	0	1	0	0	0	0	2	4	40%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	10	3	2	2	2	3	2	3	3	3	3	3	3	3	30%	#REF!
			West	10	1	1	0	3	0	0	1	0	0	0	0	0	3	30%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Dominion Street	Pine Street	East	6	2	2	0	0	0	0	0	0	2	2	1	0	2	33%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	341	333	371	342	330	330	315	298	293	288	270	200			
			UTILIZATION		28%	27%	30%	28%	27%	27%	26%	24%	24%	23%	22%	16%			

On-Street Parking Count Summary - 2018 WSP Data

Project Number: 02-19-0187
Count Date: 10/30/2018 Tuesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day 1045-12pm	Max Demand	Max %
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	100%
			South	9	9	9	100%
	3 Avenue	4 Avenue	North	7	6	6	86%
			South	6	2	2	33%
	4 Avenue	5 Avenue	North	0	0	0	#DIV/0!
			South	16	10	10	63%
	5 Avenue	6 Avenue	North	0	6	6	#DIV/0!
			South	20	0	0	0%
	6 Avenue	Victoria Street	North	0	0	0	#DIV/0!
			South	5	5	5	100%
Victoria Street	1 Avenue	2 Avenue	North	10	12	12	120%
			South	15	14	14	93%
	2 Avenue	3 Avenue	North	13	13	13	100%
			South	13	13	13	100%
	3 Avenue	4 Avenue	North	15	15	15	100%
			South	15	13	13	87%
	4 Avenue	5 Avenue	North	14	14	14	100%
			South	10	12	12	120%
	5 Avenue	6 Avenue	North	8	4	4	50%
			South	18	6	6	33%
	6 Avenue	7 Avenue	North	17	19	19	112%
			South	23	19	19	83%
	7 Avenue	8 Avenue	North	17	0	0	0%
			South	13	8	8	62%
	8 Avenue	Seymour Street	North	0	0	0	#DIV/0!
			South	9	4	4	44%
Seymour Street	1 Avenue	2 Avenue	North	10	13	13	130%
			South	10	5	5	50%
	2 Avenue	3 Avenue	North	4	3	3	75%
			South	5	4	4	80%
	3 Avenue	4 Avenue	North	14	15	15	107%
			South	15	9	9	60%
	4 Avenue	5 Avenue	North	12	8	8	67%
			South	9	4	4	44%
	5 Avenue	6 Avenue	North	11	6	6	55%
			South	13	4	4	31%
	6 Avenue	7 Avenue	North	25	19	19	76%
			South	16	13	13	81%
	7 Avenue	8 Avenue	North	26	17	17	65%

			South	29	11	11	38%
	8 Avenue	9 Avenue	North	12	12	12	100%
			South	19	13	13	68%
St Paul Street	Lee Road	1 Avenue	North	0	5	5	#DIV/0!
			South	29	17	17	59%
	1 Avenue	2 Avenue	North	14	10	10	71%
			South	2	2	2	100%
	2 Avenue	3 Avenue	North	12	5	5	42%
			South	13	4	4	31%
	3 Avenue	4 Avenue	North	17	10	10	59%
			South	12	6	6	50%
	4 Avenue	5 Avenue	North	17	9	9	53%
			South	18	13	13	72%
	5 Avenue	6 Avenue	North	16	13	13	81%
			South	16	15	15	94%
	6 Avenue	7 Avenue	North	22	18	18	82%
			South	22	10	10	45%
	7 Avenue	8 Avenue	North	22	8	8	36%
			South	22	11	11	50%
	8 Avenue	9 Avenue	North	18	11	11	61%
			South	18	12	12	67%
Battle Street	Lee Road	1 Avenue	North	21	5	5	24%
			South	21	3	3	14%
	1 Avenue	2 Avenue	North	17	10	10	59%
			South	18	9	9	50%
	2 Avenue	3 Avenue	North	0	0	0	#DIV/0!
			South	16	9	9	56%
	3 Avenue	4 Avenue	North	19	8	8	42%
			South	13	7	7	54%
	4 Avenue	5 Avenue	North	19	12	12	63%
			South	19	14	14	74%
	5 Avenue	6 Avenue	North	14	13	13	93%
			South	19	12	12	63%
	6 Avenue	7 Avenue	North	22	5	5	23%
			South	22	11	11	50%
	7 Avenue	8 Avenue	North	22	10	10	45%
			South	22	9	9	41%
	8 Avenue	9 Avenue	North	19	13	13	68%
			South	19	7	7	37%
Nicola Street	Lee Road	1 Avenue	North	25	5	5	20%
			South	22	5	5	23%
	1 Avenue	2 Avenue	North	18	11	11	61%
			South	18	4	4	22%
	2 Avenue	3 Avenue	North	18	13	13	72%
			South	18	16	16	89%
	3 Avenue	4 Avenue	North	14		0	0%
			South	12		0	0%
	4 Avenue	5 Avenue	North	18	18	18	100%

			South	17	15	15	88%
	5 Avenue	6 Avenue	North	18	11	11	61%
			South	18	12	12	67%
	6 Avenue	7 Avenue	North	22	7	7	32%
			South	22	9	9	41%
	7 Avenue	8 Avenue	North	22	11	11	50%
			South	22	6	6	27%
	8 Avenue	9 Avenue	North	19	7	7	37%
			South	19	6	6	32%
Columbia Street	6 Avenue	7 Avenue	North	11	6	6	55%
			South	13		0	0%
	7 Avenue	8 Avenue	North	22	5	5	23%
			South	22		0	0%
	8 Avenue	9 Avenue	North	19	24	24	126%
			South	19		0	0%
Dominion Street	6 Avenue	7 Avenue	North	22		0	0%
			South	22		0	0%
	7 Avenue	8 Avenue	North	21		0	0%
			South	21		0	0%
	8 Avenue	9 Avenue	North	19		0	0%
			South	19		0	0%
Pine Street	6 Avenue	7 Avenue	North	23		0	0%
			South	23		0	0%
	7 Avenue	8 Avenue	North	21		0	0%
			South	21		0	0%
	8 Avenue	9 Avenue	North	19		0	0%
			South	19		0	0%
2 Avenue	Lansdowne Street	Victoria Street	East	7	6	6	86%
			West	0	2	2	#DIV/0!
	Victoria Street	Seymour Street	East	6	5	5	83%
			West	4	4	4	100%
	Seymour Street	St Paul Street	East	7	7	7	100%
			West	4	3	3	75%
	Battle Street	Nicola Street	East	9	3	3	33%
			West	9	4	4	44%
	Nicola Street	Columbia Street	East	9	3	3	33%
			West	9	4	4	44%
3 Avenue	Lansdowne Street	Victoria Street	East	8	6	6	75%
			West	6	5	5	83%
	Victoria Street	Seymour Street	East	4	4	4	100%
			West	6	5	5	83%
	Seymour Street	St Paul Street	East	4	0	0	0%
			West	6	7	7	117%
	St Paul Street	Battle Street	East	4	0	0	0%
			West	10	3	3	30%
	Battle Street	Nicola Street	East	5	3	3	60%
			West	8	2	2	25%
	Nicola Street	Columbia Street	East	0	1	1	#DIV/0!

			West	4	3	3	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	5	5	71%
			West	2	2	2	100%
	Victoria Street	Seymour Street	East	4	2	2	50%
			West	4	3	3	75%
	Seymour Street	St Paul Street	East	8	8	8	100%
			West	4	3	3	75%
	St Paul Street	Battle Street	East	8	6	6	75%
			West	7	4	4	57%
	Battle Street	Nicola Street	East	7	4	4	57%
			West	4	1	1	25%
	Nicola Street	Columbia Street	East	10	4	4	40%
			West	5	0	0	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	4	4	67%
			West	6	3	3	50%
	Victoria Street	Seymour Street	East	4	3	3	75%
			West	7	2	2	29%
	Seymour Street	St Paul Street	East	8	2	2	25%
			West	7	0	0	0%
	St Paul Street	Battle Street	East	8	1	1	13%
			West	4	2	2	50%
	Battle Street	Nicola Street	East	10	4	4	40%
			West	10	3	3	30%
	Nicola Street	Columbia Street	East	10	2	2	20%
			West	10	6	6	60%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	#DIV/0!
			West	6	2	2	33%
	Victoria Street	Seymour Street	East	0	0	0	#DIV/0!
			West	7	3	3	43%
	Seymour Street	St Paul Street	East	4	1	1	25%
			West	8	2	2	25%
	St Paul Street	Battle Street	East	8	5	5	63%
			West	4	2	2	50%
	Battle Street	Nicola Street	East	9	3	3	33%
			West	9	4	4	44%
	Nicola Street	Columbia Street	East	7	0	0	0%
			West	4	0	0	0%
7 Avenue	Victoria Street	Seymour Street	East	8	3	3	38%
			West	6	3	3	50%
	Seymour Street	St Paul Street	East	9	7	7	78%
			West	9	10	10	111%
	St Paul Street	Battle Street	East	8	6	6	75%
			West	7	8	8	114%
	Battle Street	Nicola Street	East	10	7	7	70%
			West	10	7	7	70%
	Nicola Street	Columbia Street	East	10	2	2	20%
			West	10	0	0	0%
	Columbia Street	Dominion Street	East	9		0	0%

			West	5		0	0%
	Dominion Street	Pine Street	East	9		0	0%
			West	10		0	0%
8 Avenue	Victoria Street	Seymour Street	East	4	1	1	25%
			West	7	3	3	43%
	Seymour Street	St Paul Street	East	13	4	4	31%
			West	10	6	6	60%
	St Paul Street	Battle Street	East	10	10	10	100%
			West	10	6	6	60%
	Battle Street	Nicola Street	East	10	3	3	30%
			West	10	4	4	40%
	Nicola Street	Columbia Street	East	10	3	3	30%
			West	10	3	3	30%
	Columbia Street	Dominion Street	East	10		0	0%
			West	10		0	0%
	Dominion Street	Pine Street	East	10		0	0%
			West	10		0	0%
9 Avenue	Seymour Street	St Paul Street	East	7	5	5	71%
			West	8	2	2	25%
	St Paul Street	Battle Street	East	6	4	4	67%
			West	10	6	6	60%
	Battle Street	Nicola Street	East	10	1	1	10%
			West	10	1	1	10%
	Nicola Street	Columbia Street	East	10	3	3	30%
			West	10	3	3	30%
	Columbia Street	Dominion Street	East	6		0	0%
			West	8		0	0%
	Dominion Street	Pine Street	East	6		0	0%
			West	8		0	0%
				TOTAL	2525	1188	
				UTILIZATION	-	47%	

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day 1045-12pm	Max Demand	Max %
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	4	100%
			South	9	9	9	100%
	3 Avenue	4 Avenue	North	7	6	6	86%
			South	6	2	2	33%
	4 Avenue	5 Avenue	North	0	0	0	#DIV/0!
			South	16	10	10	63%
	5 Avenue	6 Avenue	North	0	6	6	#DIV/0!
			South	20	0	0	0%
	6 Avenue	Victoria Street	North	0	0	0	#DIV/0!
			South	5	5	5	100%
Victoria Street	1 Avenue	2 Avenue	North	10	12	12	120%
			South	15	14	14	93%
	2 Avenue	3 Avenue	North	13	13	13	100%

			South	13	13	13	100%
	3 Avenue	4 Avenue	North	15	15	15	100%
			South	15	13	13	87%
	4 Avenue	5 Avenue	North	14	14	14	100%
			South	10	12	12	120%
	5 Avenue	6 Avenue	North	8	4	4	50%
			South	18	6	6	33%
	6 Avenue	7 Avenue	North	17	19	19	112%
			South	23	19	19	83%
	7 Avenue	8 Avenue	North	17	0	0	0%
			South	13	8	8	62%
Seymour Street	1 Avenue	2 Avenue	North	10	13	13	130%
			South	10	5	5	50%
	2 Avenue	3 Avenue	North	4	3	3	75%
			South	5	4	4	80%
	3 Avenue	4 Avenue	North	14	15	15	107%
			South	15	9	9	60%
	4 Avenue	5 Avenue	North	12	8	8	67%
			South	9	4	4	44%
	5 Avenue	6 Avenue	North	11	6	6	55%
			South	13	4	4	31%
St Paul Street	1 Avenue	2 Avenue	North	14	10	10	71%
			South	2	2	2	100%
	2 Avenue	3 Avenue	North	12	5	5	42%
			South	13	4	4	31%
	3 Avenue	4 Avenue	North	17	10	10	59%
			South	12	6	6	50%
	4 Avenue	5 Avenue	North	17	9	9	53%
			South	18	13	13	72%
	5 Avenue	6 Avenue	North	16	13	13	81%
			South	16	15	15	94%
Battle Street	3 Avenue	4 Avenue	North	19	8	8	42%
			South	13	7	7	54%
2 Avenue	Lansdowne Street	Victoria Street	East	7	6	6	86%
			West	0	2	2	#DIV/0!
	Victoria Street	Seymour Street	East	6	5	5	83%
			West	4	4	4	100%
	Seymour Street	St Paul Street	East	7	7	7	100%
			West	4	3	3	75%
3 Avenue	Lansdowne Street	Victoria Street	East	8	6	6	75%
			West	6	5	5	83%
	Victoria Street	Seymour Street	East	4	4	4	100%
			West	6	5	5	83%
	Seymour Street	St Paul Street	East	4	0	0	0%
			West	6	7	7	117%
	St Paul Street	Battle Street	East	4	0	0	0%
			West	10	3	3	30%
	Battle Street	Nicola Street	East	5	3	3	60%
			West	8	2	2	25%

	Nicola Street	Columbia Street	East	0	1	1	#DIV/0!
			West	4	3	3	75%
4 Avenue	Lansdowne Street	Victoria Street	East	7	5	5	71%
			West	2	2	2	100%
	Victoria Street	Seymour Street	East	4	2	2	50%
			West	4	3	3	75%
	Seymour Street	St Paul Street	East	8	8	8	100%
			West	4	3	3	75%
	St Paul Street	Battle Street	East	8	6	6	75%
			West	7	4	4	57%
	Battle Street	Nicola Street	East	7	4	4	57%
			West	4	1	1	25%
5 Avenue	Lansdowne Street	Victoria Street	East	6	4	4	67%
			West	6	3	3	50%
	Victoria Street	Seymour Street	East	4	3	3	75%
			West	7	2	2	29%
	Seymour Street	St Paul Street	East	8	2	2	25%
			West	7	0	0	0%
	St Paul Street	Battle Street	East	8	1	1	13%
			West	4	2	2	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	#DIV/0!
			West	6	2	2	33%
	Victoria Street	Seymour Street	East	0	0	0	#DIV/0!
			West	7	3	3	43%
	Seymour Street	St Paul Street	East	4	1	1	25%
			West	8	2	2	25%
7 Avenue	Victoria Street	Seymour Street	East	8	3	3	38%
			West	6	3	3	50%
			TOTAL	777	512		
			UTILIZATION	-	66%		

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 1045-12pm	Max Demand	Max %
St Paul Street	Lee Road	1 Avenue	North	0	5	5	#DIV/0!
			South	29	17	17	59%
Battle Street	Lee Road	1 Avenue	North	21	5	5	24%
			South	21	3	3	14%
	1 Avenue	2 Avenue	North	17	10	10	59%
			South	18	9	9	50%
	2 Avenue	3 Avenue	North	0	0	0	#DIV/0!
			South	16	9	9	56%
	4 Avenue	5 Avenue	North	19	12	12	63%
			South	19	14	14	74%
	5 Avenue	6 Avenue	North	14	13	13	93%
			South	19	12	12	63%
Nicola Street	Lee Road	1 Avenue	North	25	5	5	20%
			South	22	5	5	23%
	1 Avenue	2 Avenue	North	18	11	11	61%
			South	18	4	4	22%

	2 Avenue	3 Avenue	North	18	13	13	72%
			South	18	16	16	89%
	3 Avenue	4 Avenue	North	14	0	0	0%
			South	12	0	0	0%
	4 Avenue	5 Avenue	North	18	18	18	100%
			South	17	15	15	88%
	5 Avenue	6 Avenue	North	18	11	11	61%
			South	18	12	12	67%
2 Avenue	Battle Street	Nicola Street	East	9	3	3	33%
			West	9	4	4	44%
	Nicola Street	Columbia Street	East	9	3	3	33%
			West	9	4	4	44%
4 Avenue	Nicola Street	Columbia Street	East	10	4	4	40%
			West	5	0	0	0%
5 Avenue	Battle Street	Nicola Street	East	10	4	4	40%
			West	10	3	3	30%
	Nicola Street	Columbia Street	East	10	2	2	20%
			West	10	6	6	60%
6 Avenue	St Paul Street	Battle Street	West	4	2	2	50%
	Battle Street	Nicola Street	West	9	4	4	44%
	Nicola Street	Columbia Street	West	4	0	0	0%
			TOTAL	517	258		
			UTILIZATION	-	50%		

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day 1045-12pm	Max Demand	Max %
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	#DIV/0!
			South	9	4	4	44%
Seymour Street	6 Avenue	7 Avenue	North	25	19	19	76%
			South	16	13	13	81%
	7 Avenue	8 Avenue	North	26	17	17	65%
			South	29	11	11	38%
	8 Avenue	9 Avenue	North	12	12	12	100%
			South	19	13	13	68%
St Paul Street	6 Avenue	7 Avenue	North	22	18	18	82%
			South	22	10	10	45%
	7 Avenue	8 Avenue	North	22	8	8	36%
			South	22	11	11	50%
	8 Avenue	9 Avenue	North	18	11	11	61%
			South	18	12	12	67%
Battle Street	6 Avenue	7 Avenue	North	22	5	5	23%
			South	22	11	11	50%
	7 Avenue	8 Avenue	North	22	10	10	45%
			South	22	9	9	41%
	8 Avenue	9 Avenue	North	19	13	13	68%
			South	19	7	7	37%
Nicola Street	6 Avenue	7 Avenue	North	22	7	7	32%
			South	22	9	9	41%
	7 Avenue	8 Avenue	North	22	11	11	50%

			South	22	6	6	27%
	8 Avenue	9 Avenue	North	19	7	7	37%
			South	19	6	6	32%
Columbia Street	6 Avenue	7 Avenue	North	11	6	6	55%
			South	13	0	0	0%
	7 Avenue	8 Avenue	North	22	5	5	23%
			South	22	0	0	0%
	8 Avenue	9 Avenue	North	19	24	24	126%
			South	19	0	0	0%
Dominion Street	6 Avenue	7 Avenue	North	22	0	0	0%
			South	22	0	0	0%
	7 Avenue	8 Avenue	North	21	0	0	0%
			South	21	0	0	0%
	8 Avenue	9 Avenue	North	19	0	0	0%
			South	19	0	0	0%
Pine Street	6 Avenue	7 Avenue	North	23	0	0	0%
			South	23	0	0	0%
	7 Avenue	8 Avenue	North	21	0	0	0%
			South	21	0	0	0%
	8 Avenue	9 Avenue	North	19	0	0	0%
			South	19	0	0	0%
6 Avenue	St Paul Street	Battle Street	East	8	5	5	63%
	Battle Street	Nicola Street	East	9	3	3	33%
	Nicola Street	Columbia Street	East	7	0	0	0%
7 Avenue	Seymour Street	St Paul Street	East	9	7	7	78%
			West	9	10	10	111%
	St Paul Street	Battle Street	East	8	6	6	75%
			West	7	8	8	114%
	Battle Street	Nicola Street	East	10	7	7	70%
			West	10	7	7	70%
	Nicola Street	Columbia Street	East	10	2	2	20%
			West	10	0	0	0%
	Columbia Street	Dominion Street	East	9	0	0	0%
			West	5	0	0	0%
	Dominion Street	Pine Street	East	9	0	0	0%
			West	10	0	0	0%
8 Avenue	Victoria Street	Seymour Street	East	4	1	1	25%
			West	7	3	3	43%
	Seymour Street	St Paul Street	East	13	4	4	31%
			West	10	6	6	60%
	St Paul Street	Battle Street	East	10	10	10	100%
			West	10	6	6	60%
	Battle Street	Nicola Street	East	10	3	3	30%
			West	10	4	4	40%
	Nicola Street	Columbia Street	East	10	3	3	30%
			West	10	3	3	30%
	Columbia Street	Dominion Street	East	10	0	0	0%
			West	10	0	0	0%
	Dominion Street	Pine Street	East	10	0	0	0%
			West	10	0	0	0%

9 Avenue	Seymour Street	St Paul Street	East	7	5	5	71%
			West	8	2	2	25%
	St Paul Street	Battle Street	East	6	4	4	67%
			West	10	6	6	60%
	Battle Street	Nicola Street	East	10	1	1	10%
			West	10	1	1	10%
	Nicola Street	Columbia Street	East	10	3	3	30%
			West	10	3	3	30%
	Columbia Street	Dominion Street	East	6	0	0	0%
			West	8	0	0	0%
	Dominion Street	Pine Street	East	6	0	0	0%
			West	8	0	0	0%
			TOTAL	1231	418		
			UTILIZATION	-	34%		

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/20/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	4	4	0	4	10	10	5	2	0	0	10	250%	250%
			South	9	7	13	25	8	20	13	16	17	12	15	5	25	278%	178%
	3 Avenue	4 Avenue	North	7	4	6	9	2	2	1	3	6	3	2	0	9	129%	43%
			South	6	4	5	3	6	2	3	3	6	1	6	2	6	100%	50%
	4 Avenue	5 Avenue	North	0	0	1	1	0	1	2	3	4	1	1	0	4	#DIV/0!	#DIV/0!
			South	16	0	10	9	14	19	23	22	25	28	13	11	28	175%	138%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	9	16	15	6	11	8	10	8	5	1	1	16	80%	50%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	1	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	0	3	2	3	0	0	1	3	60%	40%
Victoria Street	1 Avenue	2 Avenue	North	10	10	0	0	0	0	4	1	0	1	1	0	10	100%	10%
			South	15	10	7	0	0	10	10	7	10	8	10	8	10	67%	47%
	2 Avenue	3 Avenue	North	13	18	6	1	0	12	6	4	6	3	6	0	18	138%	31%
			South	13	4	18	15	13	10	8	9	10	9	10	9	18	138%	69%
	3 Avenue	4 Avenue	North	15	15	4	5	0	2	3	2	5	8	4	1	15	100%	13%
			South	15	0	17	9	12	8	9	11	7	11	12	10	17	113%	73%
	4 Avenue	5 Avenue	North	14	17	18	4	3	10	5	8	3	6	2	1	18	129%	57%
			South	10	2	6	6	7	6	8	0	3	6	8	6	8	80%	0%
	5 Avenue	6 Avenue	North	8	11	16	1	0	0	4	2	3	3	0	1	16	200%	25%
			South	18	0	8	10	10	9	10	5	3	8	9	7	10	56%	28%
	6 Avenue	7 Avenue	North	17	20	13	10	8	9	12	15	7	20	14	2	20	118%	88%
			South	23	0	10	16	3	18	16	14	19	19	17	14	19	83%	61%
	7 Avenue	8 Avenue	North	17	8	0	11	8	1	0	1	0	1	0	0	11	65%	6%
			South	13	0	0	2	0	0	1	2	3	3	7	7	7	54%	15%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	1	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	0	0	0	0	0	1	3	3	33%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	2	0	5	0	0	2	0	0	1	2	2	5	50%	0%
			South	10	0	5	1	6	4	5	9	6	4	2	6	9	90%	90%
	2 Avenue	3 Avenue	North	4	1	2	1	0	0	1	1	0	0	0	0	2	50%	25%
			South	5	0	5	2	3	6	0	4	3	5	2	4	6	120%	80%
	3 Avenue	4 Avenue	North	14	8	1	7	4	0	5	1	4	0	6	2	8	57%	7%
			South	15	3	1	0	3	7	0	5	5	3	0	3	7	47%	33%
	4 Avenue	5 Avenue	North	12	1	4	4	4	0	5	0	6	0	9	9	9	75%	0%
			South	9	0	1	2	0	4	0	6	1	2	2	0	6	67%	67%
	5 Avenue	6 Avenue	North	11	1	4	2	6	1	5	0	5	0	0	0	6	55%	0%
			South	13	0	0	5	3	5	2	6	1	2	0	0	6	46%	46%
	6 Avenue	7 Avenue	North	25	4	9	8	6	2	8	8	9	4	4	3	9	36%	32%
			South	16	0	0	2	2	4	4	6	2	0	0	2	6	38%	38%
	7 Avenue	8 Avenue	North	26	6	0	6	3	7	8	10	8	6	2	1	10	38%	38%
			South	29	0	0	5	2	3	4	2	2	0	0	0	5	17%	7%
	8 Avenue	9 Avenue	North	12	0	0	0	1	3	7	6	5	4	0	3	7	58%	50%
			South	19	0	0	0	0	2	0	1	1	0	0	0	2	11%	5%
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	29	16	21	17	12	16	16	14	16	13	6	6	21	72%	48%
	1 Avenue	2 Avenue	North	14	28	14	24	10	14	7	12	14	16	20	12	28	200%	86%
			South	2	3	5	4	5	5	6	3	4	4	2	2	6	300%	150%
	2 Avenue	3 Avenue	North	12	6	10	6	9	10	6	9	7	4	4	0	10	83%	75%
			South	13	3	2	2	0	1	1	1	0	0	0	0	3	23%	8%
	3 Avenue	4 Avenue	North	17	3	4	3	3	6	7	5	2	5	8	11	11	65%	29%
			South	12	0	1	0	0	2	0	1	1	2	1	0	2	17%	8%
	4 Avenue	5 Avenue	North	17	7	8	11	14	12	14	11	11	8	8	9	14	82%	65%
			South	18	9	11	6	12	5	7	6	5	2	4	4	12	67%	33%
	5 Avenue	6 Avenue	North	16	10	14	13	15	9	14	13	14	5	3	1	15	94%	81%
			South	16	4	0	3	2	0	1	1	1	1	1	0	4	25%	6%
	6 Avenue	7 Avenue	North	22	10	12	17	14	17	17	14	12	13	8	9	17	77%	64%
			South	22	6	8	5	10	6	7	10	6	9	2	0	10	45%	45%
	7 Avenue	8 Avenue	North	22	7	14	5	9	7	11	8	7	7	9	8	14	64%	36%
			South	22	8	0	7	7	6	5	6	7	9	10	10	10	45%	27%
	8 Avenue	9 Avenue	North	18	11	16	11	12	8	11	12	11	10	8	9	16	89%	67%
			South	18	4	0	3	2	5	5	6	3	5	4	5	6	33%	33%
Battle Street	Lee Road	1 Avenue	North	21	9	4	5	5	6	5	5	5	5	7	13	13	62%	24%
			South	21	0	6	6	8	7	6	5	5	6	5	0	8	38%	24%
	1 Avenue	2 Avenue	North	17	14	13	13	11	0	9	8	5	6	8	8	14	82%	47%
			South	18	0	8	5	7	15	6	9	6	5	5	5	15	83%	50%
	2 Avenue	3 Avenue	North	0	2	0	1	0	0	0	0	0	0	1	2	2	#DIV/0!	#DIV/0!
			South	16	0	5	5	3	6	3	4	3	4	4	4	6	38%	25%
	3 Avenue	4 Avenue	North	19	6	0	2	1	0	0	0	0	2	0	0	6	32%	0%
			South	13	0	5	8	3	3	3	5	6	2	2	2	8	62%	38%
	4 Avenue	5 Avenue	North	19	11	15	0	2	0	0	2	2	2	0	0	15	79%	11%
			South	19	0	0	12	9	13	11	10	11	13	9	8	13	68%	53%
	5 Avenue	6 Avenue	North	14	12	18	2	1	0	2	0	0	0	1	0	18	129%	0%
			South	19	0	0	14	13	13	16	15	15	12	6	5	16	84%	79%
	6 Avenue	7 Avenue	North	22	10	3	4	1	0	1	1	0	0	0	0	10	45%	5%
			South	22	0	6	9	9	10	11	5	7	7	10	11	11	50%	23%
	7 Avenue	8 Avenue	North	22	13	2	0	0	0	1	1	1	0	0	0	13	59%	5%
			South	22	0	12	11	12	10	8	10	11	13	19	18	19	86%	45%
	8 Avenue	9 Avenue	North	19	3	3	3	2	0	0	0	0	0	0	2	3	16%	0%
			South	19	2	2	3	4	4	3	3	4	7	7	5	7	37%	16%
Nicola Street	Lee Road	1 Avenue	North	25	6	6	5	6	0	6	6	9	7	8	9	9	36%	24%
			South	22	2	1	3	2	7	1	1	0	2	3	2	7	32%	5%
	1 Avenue	2 Avenue	North	18	9	8	9	8	0	11	11	14	11	1	10	14	78%	61%
			South	18	4	6	8	9	19	7	8	8	7	18	5	19	106%	44%
	2 Avenue	3 Avenue	North	18	19	16	17	17	4	18	20	17	5	7	15	20	111%	111%
			South	18	7	9	9	9	23	13	10	11	11	7	4	23	128%	56%
	3 Avenue	4 Avenue	North	14	23	21	20	13	15	16	13	10	14	16	18	23	164%	93%
			South	12	2	5	6	8	10	10	9	11	8	6	0	11	92%	75%
	4 Avenue	5 Avenue	North	18	12	19	15	15	14	15	18	13	10	12	14	19	106%	100%
			South	17	6	8	12	12	9	9	11	12	7	7	0	12	71%	65%
	5 Avenue	6 Avenue	North	18	6	7	7	6	5	7	7	5	4	9	19	19	106%	39%
			South	18	3	7	8	4	5	6	8	9	7	8	0	9	50%	44%
	6 Avenue	7 Avenue	North	22	21	23	15	14	16	17	22	14	11	16	25	25	114%	100%
			South	22	0	0	7	11	12	8	5	14	13	8	0	14	64%	23%
	7 Avenue	8 Avenue	North	22	12	10	7	7	5	6	10	4	5	9	19	19	86%	45%
			South	22	0	0	2	6	5	3	2	7	6	9	0	9	41%	9%
	8 Avenue	9 Avenue	North	19	15	10	7	4	4	6	7	8	11	9	11	15	79%	37%
			South	19	0	0	4	6	5	5	5	7	4	6	5	7	37%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	11	3	3	0	0	4	6	6	3	2	4	11	100%	55%
			South	13	0	4	6	0	5	7	7	9	8	6	5	9	69%	54%
	7 Avenue	8 Avenue	North	22	27	18	18	0	17	20	21	22	20	8	2	27	123%	95%
			South	22	0	10	7	0	28	22	22	22	15	8	3	28	127%	100%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	5	6	5	3	1	5	6	32%	32%
			South	19	0	0	0	0	5	2	1	1	0	7	5	7	37%	5%
Dominion Street	6 Avenue	7 Avenue	North	22	6	5	5	4	5	6	5	8	6	5	10	10	45%	23%
			South	22	6	7	7	7	7	5	7	6	5	9	9	9	41%	32%
	7 Avenue	8 Avenue	North	21	21	18	17	15	15	12	12	15	8	8	10	21	100%	57%
			South	21	10	16	16	15	14	15	14	14	14	3	2	16	76%	67%
	8 Avenue	9 Avenue	North	19	4	3	0	1	5	6	4	7	5	4	0	7	37%	21%
			South	19	3	0	0	1	0	1	0	4	0	0	0	4	21%	0%
Pine Street	6 Avenue	7 Avenue	North	23	18	16	14	13	5	12	15	11	14	0	7	18	78%	65%
			South	23	6	6	8	7	16	8	9	11	6	0	9	16	70%	39%

	7 Avenue	8 Avenue	North	21	7	13	15	4	5	3	5	6	5	4	7	15	71%	24%
			South	21	9	0	0	8	7	9	7	9	11	13	11	13	62%	33%
	8 Avenue	9 Avenue	North	19	13	19	17	12	11	11	11	12	7	2	0	19	100%	58%
			South	19	6	0	2	6	10	9	10	12	10	9	0	12	63%	53%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	2	3	0	0	3	0	1	1	0	3	43%	43%
			West	0	0	0	1	0	0	0	0	0	0	1	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	3	0	1	0	2	0	1	0	1	0	0	3	50%	17%
			West	4	2	0	4	0	6	0	5	0	5	3	0	6	150%	125%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	0	2	0	4	0	4	0	7	4	0	7	175%	100%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	2	3	0	0	2	6	0	5	0	0	6	75%	75%
			West	6	0	3	0	0	2	4	4	0	3	0	0	4	67%	67%
	Victoria Street	Seymour Street	East	4	0	5	3	0	4	3	3	0	6	0	0	6	150%	75%
			West	6	0	4	4	0	4	4	4	0	2	0	0	4	67%	67%
	Seymour Street	St Paul Street	East	4	2	0	1	0	3	1	2	0	2	0	0	3	75%	50%
			West	6	0	3	3	0	4	3	3	0	2	0	0	4	67%	50%
	St Paul Street	Battle Street	East	4	2	1	1	0	1	1	0	0	2	0	0	2	50%	0%
			West	10	3	0	1	0	0	1	1	0	0	0	0	3	30%	10%
	Battle Street	Nicola Street	East	5	2	4	1	0	4	1	3	0	3	0	0	4	80%	60%
			West	8	3	3	4	0	0	0	5	0	0	0	0	5	63%	63%
	Nicola Street	Columbia Street	East	0	2	0	1	0	1	1	0	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	4	2	1	0	0	0	1	1	0	1	0	0	2	50%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	5	5	5	0	0	0	0	0	0	0	0	5	71%	0%
			West	2	1	2	3	0	8	7	7	0	9	0	0	9	450%	350%
	Victoria Street	Seymour Street	East	4	4	3	2	0	0	0	0	0	1	0	0	4	100%	0%
			West	4	4	1	4	0	7	7	5	0	11	0	0	11	275%	125%
	Seymour Street	St Paul Street	East	8	6	3	6	0	1	3	3	0	3	0	0	6	75%	38%
			West	4	1	4	3	0	3	1	1	0	3	0	0	4	100%	25%
	St Paul Street	Battle Street	East	8	6	3	5	0	3	4	3	0	7	0	0	7	88%	38%
			West	7	4	5	4	0	4	3	4	0	11	0	0	11	157%	57%
	Battle Street	Nicola Street	East	7	6	5	3	0	0	0	0	1	0	0	0	6	86%	0%
			West	4	2	2	4	0	5	5	3	0	5	0	0	5	125%	75%
	Nicola Street	Columbia Street	East	10	3	4	4	0	0	0	0	0	0	0	0	4	40%	0%
			West	5	0	0	2	0	0	2	2	0	3	0	0	3	60%	40%
5 Avenue	Lansdowne Street	Victoria Street	East	6	4	4	4	2	2	2	1	4	5	2	0	5	83%	17%
			West	6	3	3	4	2	9	2	3	0	3	2	0	9	150%	50%
	Victoria Street	Seymour Street	East	4	6	6	5	5	6	2	5	11	12	3	0	12	300%	125%
			West	7	5	5	4	2	5	6	2	0	2	3	0	6	86%	29%
	Seymour Street	St Paul Street	East	8	5	3	4	5	5	6	7	7	6	2	0	7	88%	88%
			West	7	2	2	4	0	3	4	0	0	0	0	0	4	57%	0%
	St Paul Street	Battle Street	East	8	2	3	3	1	3	2	2	3	0	0	0	3	38%	25%
			West	4	5	4	3	4	4	4	4	5	7	4	0	7	175%	100%
	Battle Street	Nicola Street	East	10	3	3	3	2	4	3	2	0	3	0	0	4	40%	20%
			West	10	4	4	5	4	2	3	5	0	3	1	0	5	50%	50%
	Nicola Street	Columbia Street	East	10	3	1	4	3	3	3	3	0	6	2	0	6	60%	30%
			West	10	5	5	6	5	3	3	4	0	7	4	0	7	70%	40%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	3	0	0	0	0	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	2	5	0	0	0	0	0	0	0	0	5	83%	0%
	Victoria Street	Seymour Street	East	0	1	1	1	0	0	0	1	4	2	0	0	4	#DIV/0!	#DIV/0!
			West	7	1	2	3	5	4	8	3	8	21	10	0	21	300%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	2	2	1	1	4	4	6	0	0	6	75%	50%
	St Paul Street	Battle Street	East	8	6	6	6	0	0	0	0	0	0	0	0	6	75%	0%
			West	4	0	0	0	3	4	4	5	2	3	1	0	5	125%	125%
	Battle Street	Nicola Street	East	9	1	2	1	0	0	0	0	0	0	0	0	2	22%	0%
			West	9	2	0	0	6	4	4	9	5	7	1	0	9	100%	100%
	Nicola Street	Columbia Street	East	7	0	0	2	0	0	0	0	0	0	0	0	2	29%	0%
			West	4	1	1	0	0	1	2	1	0	2	0	0	2	50%	25%
7 Avenue	Victoria Street	Seymour Street	East	8	0	1	0	0	0	1	3	1	9	7	0	9	113%	38%
			West	6	0	0	0	0	0	0	0	1	6	1	0	6	100%	0%
	Seymour Street	St Paul Street	East	9	0	0	0	0	5	7	6	5	6	2	0	7	78%	67%
			West	9	0	0	0	0	3	1	1	1	0	0	0	3	33%	11%
	St Paul Street	Battle Street	East	8	0	0	0	0	5	5	6	4	6	2	0	6	75%	75%
			West	7	0	0	0	0	2	1	1	2	1	0	0	2	29%	14%
	Battle Street	Nicola Street	East	10	0	0	0	0	3	4	4	4	4	2	0	4	40%	40%
			West	10	0	0	0	0	2	3	1	1	1	0	0	3	30%	10%
	Nicola Street	Columbia Street	East	10	0	0	0	0	1	1	0	0	1	2	0	2	20%	0%
			West	10	0	0	0	0	0	1	2	3	0	0	0	3	30%	20%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	1	0	0	0	1	11%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	2	6	3	0	0	1	1	0	0	0	1	6	150%	25%
			West	7	2	8	3	0	2	3	0	0	1	0	0	8	114%	0%
	Seymour Street	St Paul Street	East	13	0	0	4	3	1	1	0	1	3	0	0	4	31%	0%
			West	10	1	11	5	0	3	7	7	8	11	3	0	11	110%	70%
	St Paul Street	Battle Street	East	10	2	6	5	0	3	0	3	1	2	0	0	6	60%	30%
			West	10	6	11	6	0	7	6	6	7	8	2	0	11	110%	60%
	Battle Street	Nicola Street	East	10	3	8	5	0	1	1	1	0	4	0	0	8	80%	10%
			West	10	4	6	4	0	6	6	3	3	11	6	0	11	110%	30%
	Nicola Street	Columbia Street	East	10	0	4	2	0	0	0	1	0	0	0	0	4	40%	10%
			West	10	2	6	3	0	3	1	2	3	4	2	0	6	60%	20%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	3	0	0	0	0	0	0	0	0	0	3	30%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	5	5	6	5	5	2	3	2	1	1	6	100%	33%
			West	10	0	0	0	0	0	0	2	0	0	0	0	2	20%	20%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	1	2	2	1	1	1	1	1	2	1	2	20%	10%
			West	10	3	2	3	1	1	2	2	2	0	1	1	3	30%	20%
	Columbia Street	Dominion Street	East	6	4	1	1	2	0	0	0	0	0	0	0	4	67%	0%
			West	8	0	0	0	0	0	0	0	0	1	0	0	1	13%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	1	2	4	7	3	1	0	7	117%	67%
			West	8	0	0	0	0	1	0	0	0	0	1	0	1	13%	0%
			TOTAL	2525	842	946	942	688	916	929	960	880	943	678	542			
			UTILIZATION	-	33%	37%	37%	27%	36%	37%	38%	35%	37%	27%	21%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	4	4	0	4	10	10	5	2	0	0	10	250%	250%
			South	9	7	13	25	8	20	13	16	17	12	15	5	25	278%	178%
	3 Avenue	4 Avenue	North	7	4	6	9	2	2	1	3	6	3	2	0	9	129%	43%
			South	6	4	5	3	6	2	3	3	6	1	6	2	6	100%	50%
	4 Avenue	5 Avenue	North	0	0	1	1	0	1	2	3	4	1	1	0	4	#DIV/0!	#DIV/0!
			South	16	0	10	9	14	19	23	22	25	28	13	11	28	175%	138%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	9	16	15	6	11	8	10	8	5	1	1	16	80%	50%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	2	1	0	0	0	2	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	0	3	2	3	0	0	1	3	60%	40%

Victoria Street	1 Avenue	2 Avenue	North	10	10	0	0	0	0	4	1	0	1	1	0	10	100%	10%
			South	15	10	7	0	0	10	10	7	10	8	10	8	10	67%	47%
	2 Avenue	3 Avenue	North	13	18	6	1	0	12	6	4	6	3	6	0	18	138%	31%
			South	13	4	18	15	13	10	8	9	10	9	10	9	18	138%	69%
	3 Avenue	4 Avenue	North	15	15	4	5	0	2	3	2	5	8	4	1	15	100%	13%
			South	15	0	17	9	12	8	9	11	7	11	12	10	17	113%	73%
	4 Avenue	5 Avenue	North	14	17	18	4	3	10	5	8	3	6	2	1	18	129%	57%
			South	10	2	6	6	7	6	8	0	3	6	8	6	8	80%	0%
	5 Avenue	6 Avenue	North	8	11	16	1	0	0	4	2	3	3	0	1	16	200%	25%
			South	18	0	8	10	10	9	10	5	3	8	9	7	10	56%	28%
	6 Avenue	7 Avenue	North	17	20	13	10	8	9	12	15	7	20	14	2	20	118%	88%
			South	23	0	10	16	3	18	16	14	19	19	17	14	19	83%	61%
	7 Avenue	8 Avenue	North	17	8	0	11	8	1	0	1	0	1	0	0	11	65%	6%
			South	13	0	0	2	0	0	1	2	3	3	7	7	7	54%	15%
Seymour Street	1 Avenue	2 Avenue	North	10	2	0	5	0	0	2	0	0	1	2	2	5	50%	0%
			South	10	0	5	1	6	4	5	9	6	4	2	6	9	90%	90%
	2 Avenue	3 Avenue	North	4	1	2	1	0	0	1	1	0	0	0	0	2	50%	25%
			South	5	0	5	2	3	6	0	4	3	5	2	4	6	120%	80%
	3 Avenue	4 Avenue	North	14	8	1	7	4	0	5	1	4	0	6	2	8	57%	7%
			South	15	3	1	0	3	7	0	5	5	3	0	3	7	47%	33%
	4 Avenue	5 Avenue	North	12	1	4	4	4	0	5	0	6	0	9	9	9	75%	0%
			South	9	0	1	2	0	4	0	6	1	2	2	0	6	67%	67%
	5 Avenue	6 Avenue	North	11	1	4	2	6	1	5	0	5	0	0	0	6	55%	0%
			South	13	0	0	5	3	5	2	6	1	2	0	0	6	46%	46%
St Paul Street	1 Avenue	2 Avenue	North	14	28	14	24	10	14	7	12	14	16	20	12	28	200%	86%
			South	2	3	5	4	5	5	6	3	4	4	2	2	6	300%	150%
	2 Avenue	3 Avenue	North	12	6	10	6	9	10	6	9	7	4	4	0	10	83%	75%
			South	13	3	2	2	0	1	1	1	0	0	0	0	3	23%	8%
	3 Avenue	4 Avenue	North	17	3	4	3	3	6	7	5	2	5	8	11	11	65%	29%
			South	12	0	1	0	0	2	0	1	1	2	1	0	2	17%	8%
	4 Avenue	5 Avenue	North	17	7	8	11	14	12	14	11	11	8	8	9	14	82%	65%
			South	18	9	11	6	12	5	7	6	5	2	4	4	12	67%	33%
	5 Avenue	6 Avenue	North	16	10	14	13	15	9	14	13	14	5	3	1	15	94%	81%
			South	16	4	0	3	2	0	1	1	1	1	1	0	4	25%	6%
Battle Street	3 Avenue	4 Avenue	North	19	6	0	2	1	0	0	0	0	2	0	0	6	32%	0%
			South	13	0	5	8	3	3	3	5	6	2	2	2	8	62%	38%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	2	3	0	0	3	0	1	1	0	3	43%	43%
			West	0	0	0	1	0	0	0	0	0	0	1	0	1	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	3	0	1	0	2	0	1	0	1	0	0	3	50%	17%
			West	4	2	0	4	0	6	0	5	0	5	3	0	6	150%	125%
	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	4	7	0	2	0	4	0	4	0	7	4	0	7	175%	100%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	2	3	0	0	2	6	0	5	0	0	6	75%	75%
			West	6	0	3	0	0	2	4	4	0	3	0	0	4	67%	67%
	Victoria Street	Seymour Street	East	4	0	5	3	0	4	3	3	0	6	0	0	6	150%	75%
			West	6	0	4	4	0	4	4	4	0	2	0	0	4	67%	67%
	Seymour Street	St Paul Street	East	4	2	0	1	0	3	1	2	0	2	0	0	3	75%	50%
			West	6	0	3	3	0	4	3	3	0	2	0	0	4	67%	50%
	St Paul Street	Battle Street	East	4	2	1	1	0	1	1	0	0	2	0	0	2	50%	0%
			West	10	3	0	1	0	0	1	1	0	0	0	0	3	30%	10%
	Battle Street	Nicola Street	East	5	2	4	1	0	4	1	3	0	3	0	0	4	80%	60%
			West	8	3	3	4	0	0	0	5	0	0	0	0	5	63%	63%
	Nicola Street	Columbia Street	East	0	2	0	1	0	1	1	0	0	1	0	0	2	#DIV/0!	#DIV/0!
			West	4	2	1	0	0	0	1	1	0	1	0	0	2	50%	25%
4 Avenue	Lansdowne Street	Victoria Street	East	7	5	5	5	0	0	0	0	0	0	0	0	5	71%	0%
			West	2	1	2	3	0	8	7	7	0	9	0	0	9	450%	350%
	Victoria Street	Seymour Street	East	4	4	3	2	0	0	0	0	0	1	0	0	4	100%	0%
			West	4	4	1	4	0	7	7	5	0	11	0	0	11	275%	125%
	Seymour Street	St Paul Street	East	8	6	3	6	0	1	3	3	0	3	0	0	6	75%	38%
			West	4	1	4	3	0	3	1	1	0	3	0	0	4	100%	25%
	St Paul Street	Battle Street	East	8	6	3	5	0	3	4	3	0	7	0	0	7	88%	38%
			West	7	4	5	4	0	4	3	4	0	11	0	0	11	157%	57%
	Battle Street	Nicola Street	East	7	6	5	3	0	0	0	0	0	1	0	0	6	86%	0%
			West	4	2	2	4	0	5	5	3	0	5	0	0	5	125%	75%
5 Avenue	Lansdowne Street	Victoria Street	East	6	4	4	4	2	2	2	1	4	5	2	0	5	83%	17%
			West	6	3	3	4	2	9	2	3	0	3	2	0	9	150%	50%
	Victoria Street	Seymour Street	East	4	6	6	5	5	6	2	5	11	12	3	0	12	300%	125%
			West	7	5	5	4	2	5	6	2	0	2	3	0	6	86%	29%
	Seymour Street	St Paul Street	East	8	5	3	4	5	5	6	7	7	6	2	0	7	88%	88%
			West	7	2	2	4	0	3	4	0	0	0	0	0	4	57%	0%
	St Paul Street	Battle Street	East	8	2	3	3	1	3	2	2	3	0	0	0	3	38%	25%
			West	4	5	4	3	4	4	4	4	5	7	4	0	7	175%	100%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	3	0	0	0	0	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	0	2	5	0	0	0	0	0	0	0	0	5	83%	0%
	Victoria Street	Seymour Street	East	0	1	1	1	0	0	0	1	4	2	0	0	4	#DIV/0!	#DIV/0!
			West	7	1	2	3	5	4	8	3	8	21	10	0	21	300%	43%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	2	1	2	2	1	1	4	4	6	0	0	6	75%	50%
7 Avenue	Victoria Street	Seymour Street	East	8	0	1	0	0	0	1	3	1	9	7	0	9	113%	38%
			West	6	0	0	0	0	0	0	0	1	6	1	0	6	100%	0%
			TOTAL	777	338	371	383	234	356	340	357	299	396	257	153			
			UTILIZATION	-	44%	48%	49%	30%	46%	44%	46%	38%	51%	33%	20%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-6pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	29	16	21	17	12	16	16	14	16	13	6	6	21	72%	48%
Battle Street	Lee Road	1 Avenue	North	21	9	4	5	5	6	5	5	5	5	7	13	13	62%	24%
			South	21	0	6	6	8	7	6	5	5	6	5	0	8	38%	24%
	1 Avenue	2 Avenue	North	17	14	13	13	11	0	9	8	5	6	8	8	14	82%	47%
			South	18	0	8	5	7	15	6	9	6	5	5	5	15	83%	50%
	2 Avenue	3 Avenue	North	0	2	0	1	0	0	0	0	0	0	1	2	2	#DIV/0!	#DIV/0!
			South	16	0	5	5	3	6	3	4	3	4	4	4	6	38%	25%
	4 Avenue	5 Avenue	North	19	11	15	0	2	0	0	2	2	2	0	0	15	79%	11%
			South	19	0	0	12	9	13	11	10	11	13	9	8	13	68%	53%
	5 Avenue	6 Avenue	North	14	12	18	2	1	0	2	0	0	0	1	0	18	129%	0%
			South	19	0	0	14	13	13	16	15	15	12	6	5	16	84%	79%
Nicola Street	Lee Road	1 Avenue	North	25	6	6	5	6	0	6	6	9	7	8	9	9	36%	24%
			South	22	2	1	3	2	7	1	1	0	2	3	2	7	32%	5%
	1 Avenue	2 Avenue	North	18	9	8	9	8	0	11	11	14	11	1	10	14	78%	61%
			South	18	4	6	8	9	19	7	8	8	7	18	5	19	106%	44%
	2 Avenue	3 Avenue	North	18	19	16	17	17	4	18	20	17	5	7	15	20	111%	111%
			South	18	7	9	9	9	23	13	10	11	11	7	4	23	128%	56%
	3 Avenue	4 Avenue	North	14	23	21	20	13	15	16	13	10	14	16	18	23	164%	93%
			South	12	2	5	6	8	10	10	9	11	8	6	0	11	92%	75%
	4 Avenue	5 Avenue	North	18	12	19	15	15	14	15	18	13	10	12	14	19	106%	100%
			South	17	6	8	12	12	9	9	11	12	7	7	0	12	71%	65%
	5 Avenue	6 Avenue	North	18	6	7	7	6	5	7	7	5	4	9	19	19	106%	39%
			South	18	3	7	8	4	5	6	8	9	7	8	0	9	50%	44%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	3	4	4	0	0	0	0	0	0	0	0	4	40%	0%
			West	5	0	0	2	0	0	2	2	0	3	0	0	3	60%	40%
5 Avenue	Battle Street	Nicola Street	East	10	3	3	3	2	4	3	2	0	3	0	0	4	40%	20%
			West	10	4	4	5	4	2	3	5	0	3	1	0	5	50%	50%
	Nicola Street	Columbia Street	East	10	3	1	4	3	3	3	3	0	6	2	0	6	60%	30%
			West	10	5	5	6	5	3	3	4	0	7	4	0	7	70%	40%
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	3	4	4	5	2	3	1	0	5	125%	125%
	Battle Street	Nicola Street	West	9	2	0	0	6	4	4	9	5	7	1	0	9	100%	100%
	Nicola Street	Columbia Street	West	4	1	1	0	0	1	2	1	0	2	0	0	2	50%	25%

			TOTAL	517	184	221	223	203	208	217	225	194	193	163	147			
			UTILIZATION	-	36%	43%	43%	39%	40%	42%	44%	38%	37%	32%	28%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	1	0	1	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	0	0	0	0	0	1	3	3	33%	0%
Seymour Street	6 Avenue	7 Avenue	North	25	4	9	8	6	2	8	8	9	4	4	3	9	36%	32%
			South	16	0	0	2	2	4	4	6	2	0	0	2	6	38%	38%
	7 Avenue	8 Avenue	North	26	6	0	6	3	7	8	10	8	6	2	1	10	38%	38%
			South	29	0	0	5	2	3	4	2	2	0	0	0	5	17%	7%
	8 Avenue	9 Avenue	North	12	0	0	0	1	3	7	6	5	4	0	3	7	58%	50%
			South	19	0	0	0	0	2	0	1	1	0	0	0	2	11%	5%
St Paul Street	6 Avenue	7 Avenue	North	22	10	12	17	14	17	17	14	12	13	8	9	17	77%	64%
			South	22	6	8	5	10	6	7	10	6	9	2	0	10	45%	45%
	7 Avenue	8 Avenue	North	22	7	14	5	9	7	11	8	7	7	9	8	14	64%	36%
			South	22	8	0	7	7	6	5	6	7	9	10	10	10	45%	27%
	8 Avenue	9 Avenue	North	18	11	16	11	12	8	11	12	11	10	8	9	16	89%	67%
			South	18	4	0	3	2	5	5	6	3	5	4	5	6	33%	33%
Battle Street	6 Avenue	7 Avenue	North	22	10	3	4	1	0	1	1	0	0	0	0	10	45%	5%
			South	22	0	6	9	9	10	11	5	7	7	10	11	11	50%	23%
	7 Avenue	8 Avenue	North	22	13	2	0	0	0	1	1	1	0	0	0	13	59%	5%
			South	22	0	12	11	12	10	8	10	11	13	19	18	19	86%	45%
	8 Avenue	9 Avenue	North	19	3	3	3	2	0	0	0	0	0	0	2	3	16%	0%
			South	19	2	2	3	4	4	3	3	4	7	7	5	7	37%	16%
Nicola Street	6 Avenue	7 Avenue	North	22	21	23	15	14	16	17	22	14	11	16	25	25	114%	100%
			South	22	0	0	7	11	12	8	5	14	13	8	0	14	64%	23%
	7 Avenue	8 Avenue	North	22	12	10	7	7	5	6	10	4	5	9	19	19	86%	45%
			South	22	0	0	2	6	5	3	2	7	6	9	0	9	41%	9%
	8 Avenue	9 Avenue	North	19	15	10	7	4	4	6	7	8	11	9	11	15	79%	37%
			South	19	0	0	4	6	5	5	5	7	4	6	5	7	37%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	11	3	3	0	0	4	6	6	3	2	4	11	100%	55%
			South	13	0	4	6	0	5	7	7	9	8	6	5	9	69%	54%
	7 Avenue	8 Avenue	North	22	27	18	18	0	17	20	21	22	20	8	2	27	123%	95%
			South	22	0	10	7	0	28	22	22	22	15	8	3	28	127%	100%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	5	6	5	3	1	5	6	32%	32%
			South	19	0	0	0	0	5	2	1	1	0	7	5	7	37%	5%
Dominion Street	6 Avenue	7 Avenue	North	22	6	5	5	4	5	6	5	8	6	5	10	10	45%	23%
			South	22	6	7	7	7	7	5	7	6	5	9	9	9	41%	32%
	7 Avenue	8 Avenue	North	21	21	18	17	15	15	12	12	15	8	8	10	21	100%	57%
			South	21	10	16	16	15	14	15	14	14	14	3	2	16	76%	67%
	8 Avenue	9 Avenue	North	19	4	3	0	1	5	6	4	7	5	4	0	7	37%	21%
			South	19	3	0	0	1	0	1	0	4	0	0	0	4	21%	0%
Pine Street	6 Avenue	7 Avenue	North	23	18	16	14	13	5	12	15	11	14	0	7	18	78%	65%
			South	23	6	6	8	7	16	8	9	11	6	0	9	16	70%	39%
	7 Avenue	8 Avenue	North	21	7	13	15	4	5	3	5	6	5	4	7	15	71%	24%
			South	21	9	0	0	8	7	9	7	9	11	13	11	13	62%	33%
	8 Avenue	9 Avenue	North	19	13	19	17	12	11	11	11	12	7	2	0	19	100%	58%
			South	19	6	0	2	6	10	9	10	12	10	9	0	12	63%	53%
6 Avenue	St Paul Street	Battle Street	East	8	6	6	6	0	0	0	0	0	0	0	0	6	75%	0%
	Battle Street	Nicola Street	East	9	1	2	1	0	0	0	0	0	0	0	0	2	22%	0%
	Nicola Street	Columbia Street	East	7	0	0	2	0	0	0	0	0	0	0	0	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	5	7	6	5	6	2	0	7	78%	67%
			West	9	0	0	0	0	3	1	1	1	0	0	0	3	33%	11%
	St Paul Street	Battle Street	East	8	0	0	0	0	5	5	6	4	6	2	0	6	75%	75%
			West	7	0	0	0	0	2	1	1	2	1	0	0	2	29%	14%
	Battle Street	Nicola Street	East	10	0	0	0	0	3	4	4	4	4	2	0	4	40%	40%
			West	10	0	0	0	0	2	3	1	1	1	0	0	3	30%	10%
	Nicola Street	Columbia Street	East	10	0	0	0	0	1	1	0	0	1	2	0	2	20%	0%
			West	10	0	0	0	0	0	1	2	3	0	0	0	3	30%	20%
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	1	0	0	0	1	11%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	2	6	3	0	0	1	1	0	0	0	1	6	150%	25%
			West	7	2	8	3	0	2	3	0	0	1	0	0	8	114%	0%
	Seymour Street	St Paul Street	East	13	0	0	4	3	1	1	0	1	3	0	0	4	31%	0%
			West	10	1	11	5	0	3	7	7	8	11	3	0	11	110%	70%
	St Paul Street	Battle Street	East	10	2	6	5	0	3	0	3	1	2	0	0	6	60%	30%
			West	10	6	11	6	0	7	6	6	7	8	2	0	11	110%	60%
	Battle Street	Nicola Street	East	10	3	8	5	0	1	1	1	0	4	0	0	8	80%	10%
			West	10	4	6	4	0	6	6	3	3	11	6	0	11	110%	30%
	Nicola Street	Columbia Street	East	10	0	4	2	0	0	0	1	0	0	0	0	4	40%	10%
			West	10	2	6	3	0	3	1	2	3	4	2	0	6	60%	20%
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	3	0	0	0	0	0	0	0	0	0	3	30%	0%
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	St Paul Street	Battle Street	East	6	4	5	5	6	5	5	2	3	2	1	1	6	100%	33%
			West	10	0	0	0	0	0	0	2	0	0	0	0	2	20%	20%
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	10	1	1	2	2	1	1	1	1	1	2	1	2	20%	10%
			West	10	3	2	3	1	1	2	2	2	0	1	1	3	30%	20%
	Columbia Street	Dominion Street	East	6	4	1	1	2	0	0	0	0	0	0	0	4	67%	0%
			West	8	0	0	0	0	0	0	0	0	1	0	0	1	13%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	1	2	4	7	3	1	0	7	117%	67%
			West	8	0	0	0	0	1	0	0	0	0	1	0	1	13%	0%
			TOTAL	1231	320	354	336	251	352	372	378	387	354	258	242			
			UTILIZATION	-	26%	29%	27%	20%	29%	30%	31%	31%	29%	21%	20%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/9/2021 Saturday

Total

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-11am	11-12pm	12-130pm	130-230pm	230-330pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	6	7	3	0	1	0	0	0	3	0	7	175%	#REF!
			South	9	5	4	6	4	4	2	4	0	12	5	12	133%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	1	1	0	1	0	0	2	2	29%	#REF!
			South	6	1	2	0	0	2	1	3	0	4	3	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	1	1	1	0	0	0	2	0	1	1	2	#DIV/0!	#REF!
			South	16	8	0	9	7	11	13	10	7	13	7	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	7	5	0	0	7	0	0	1	0	0	7	35%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	1	2	2	#DIV/0!	#REF!
			South	5	0	0	0	0	0	0	3	1	2	2	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	1	0	0	0	1	0	0	0	1	10%	#REF!
			South	15	2	6	6	0	5	4	6	2	11	8	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	3	3	7	0	7	5	2	1	8	1	8	62%	#REF!
			South	13	17	12	11	0	8	10	7	12	3	11	17	131%	#REF!
	3 Avenue	4 Avenue	North	15	1	3	1	1	2	3	0	1	16	0	16	107%	#REF!
			South	15	12	20	10	16	9	6	10	7	0	10	20	133%	#REF!
	4 Avenue	5 Avenue	North	14	1	5	2	8	1	4	1	0	15	1	15	107%	#REF!
			South	10	17	19	9	12	8	5	6	9	0	6	19	190%	#REF!
	5 Avenue	6 Avenue	North	8	2	4	7	2	2	2	1	1	13	0	13	163%	#REF!
			South	18	4	12	4	3	3	2	2	10	4	15	15	83%	#REF!
	6 Avenue	7 Avenue	North	17	1	3	7	10	0	14	2	9	10	0	14	82%	#REF!
			South	23	7	8	7	22	17	14	11	13	9	17	22	96%	#REF!
	7 Avenue	8 Avenue	North	17	1	1	4	1	0	0	0	0	0	0	4	24%	#REF!
			South	13	0	0	0	0	0	0	1	0	0	0	1	8%	#REF!
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	1	0	0	0	0	0	0	0	0	0	1	11%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	1	0	2	0	0	0	0	0	2	20%	#REF!
			South	10	2	0	0	0	0	0	2	0	2	1	2	20%	#REF!
	2 Avenue	3 Avenue	North	4	1	3	0	0	1	1	1	0	11	0	11	275%	#REF!
			South	5	1	0	0	2	0	5	2	0	1	3	5	100%	#REF!
	3 Avenue	4 Avenue	North	14	1	3	1	0	4	0	0	0	12	0	12	86%	#REF!
			South	15	1	0	5	4	1	5	2	1	4	14	14	93%	#REF!
	4 Avenue	5 Avenue	North	12	1	5	0	1	8	0	5	5	8	0	8	67%	#REF!
			South	9	3	3	5	5	2	8	1	3	1	7	8	89%	#REF!
	5 Avenue	6 Avenue	North	11	2	1	0	0	1	0	1	1	5	1	5	45%	#REF!
			South	13	1	1	3	3	0	9	0	1	1	5	9	69%	#REF!
	6 Avenue	7 Avenue	North	25	0	0	1	0	0	1	2	0	0	1	2	8%	#REF!
			South	16	6	2	4	1	1	4	0	0	0	2	6	38%	#REF!
	7 Avenue	8 Avenue	North	26	0	0	0	0	0	1	1	0	1	1	1	4%	#REF!
			South	29	0	1	0	1	1	0	0	0	0	0	1	3%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	6	5	0	0	4	6	0	0	0	0	6	32%	#REF!
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	0	1	0	0	0	0	1	#DIV/0!	#REF!
			South	29	6	0	11	2	4	7	5	3	4	3	11	38%	#REF!
	1 Avenue	2 Avenue	North	14	20	14	24	13	10	14	7	9	8	10	24	171%	#REF!
			South	2	3	1	2	1	2	5	3	2	2	3	5	250%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	0	0	4	0	0	0	1	5	5	42%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	9	12	14	3	2	1	1	1	6	8	14	82%	#REF!
			South	12	0	1	0	7	2	3	0	0	0	2	7	58%	#REF!
	4 Avenue	5 Avenue	North	17	1	5	4	4	3	1	1	1	1	2	5	29%	#REF!
			South	18	2	0	3	8	4	1	0	1	0	0	8	44%	#REF!
	5 Avenue	6 Avenue	North	16	3	1	3	3	1	2	2	2	2	1	3	19%	#REF!
			South	16	0	2	0	0	0	0	0	0	0	0	2	13%	#REF!
	6 Avenue	7 Avenue	North	22	19	8	9	10	11	8	8	4	4	5	19	86%	#REF!
			South	22	13	5	7	16	7	5	2	4	2	0	16	73%	#REF!
	7 Avenue	8 Avenue	North	22	25	12	15	16	7	11	16	12	15	15	25	114%	#REF!
			South	22	14	7	14	14	8	9	10	11	9	9	14	64%	#REF!
	8 Avenue	9 Avenue	North	18	22	9	9	0	0	0	9	10	10	10	22	122%	#REF!
			South	18	12	4	7	0	0	0	5	7	7	9	12	67%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	7	6	8	15	5	12	2	1	5	6	15	71%	#REF!
			South	21	6	5	13	4	5	6	5	0	7	7	13	62%	#REF!
	1 Avenue	2 Avenue	North	17	11	13	25	19	8	22	9	2	9	12	25	147%	#REF!
			South	18	7	12	20	8	3	4	3	3	3	2	20	111%	#REF!
	2 Avenue	3 Avenue	North	0	0	1	2	0	0	2	0	1	0	4	4	#DIV/0!	#REF!
			South	16	12	13	15	5	2	4	5	2	3	1	15	94%	#REF!
	3 Avenue	4 Avenue	North	19	4	11	2	11	0	3	0	0	0	0	11	58%	#REF!
			South	13	4	10	7	3	1	0	4	2	3	2	10	77%	#REF!
	4 Avenue	5 Avenue	North	19	13	14	0	16	1	3	0	0	0	0	16	84%	#REF!
			South	19	3	10	9	7	4	0	1	2	2	1	10	53%	#REF!
	5 Avenue	6 Avenue	North	14	0	2	0	10	0	1	1	0	0	0	10	71%	#REF!
			South	19	8	7	7	10	8	0	10	9	10	7	10	53%	#REF!
	6 Avenue	7 Avenue	North	22	8	14	0	31	0	15	0	0	0	0	31	141%	#REF!
			South	22	14	13	10	14	9	0	7	10	13	13	14	64%	#REF!
	7 Avenue	8 Avenue	North	22	0	11	0	8	1	10	0	1	0	0	11	50%	#REF!
			South	22	17	16	14	13	13	0	12	12	15	15	17	77%	#REF!
	8 Avenue	9 Avenue	North	19	0	6	0	0	0	8	0	0	1	0	8	42%	#REF!
			South	19	5	14	12	2	3	0	5	5	4	7	14	74%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	10	12	26	12	10	11	10	10	9	9	26	104%	#REF!
			South	22	4	2	4	2	2	2	4	4	4	4	4	18%	#REF!
	1 Avenue	2 Avenue	North	18	10	5	9	8	8	11	11	10	10	12	12	67%	#REF!
			South	18	4	8	3	3	8	6	4	3	3	3	8	44%	#REF!
	2 Avenue	3 Avenue	North	18	8	10	7	2	2	2	3	3	3	7	10	56%	#REF!
			South	18	6	5	8	6	4	3	3	3	2	6	8	44%	#REF!
	3 Avenue	4 Avenue	North	14	6	12	8	7	7	5	8	6	7	16	16	114%	#REF!
			South	12	6	3	4	2	3	4	4	3	6	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	18	2	2	2	1	1	2	2	1	1	4	4	22%	#REF!
			South	17	3	3	2	1	3	3	3	3	1	0	3	18%	#REF!
	5 Avenue	6 Avenue	North	18	9	9	7	7	10	9	9	6	7	10	10	56%	#REF!
			South	18	6	5	8	4	5	5	6	4	5	1	8	44%	#REF!
	6 Avenue	7 Avenue	North	22	13	12	13	10	9	19	13	12	12	19	19	86%	#REF!
			South	22	7	6	6	7	7	3	6	9	7	0	9	41%	#REF!
	7 Avenue	8 Avenue	North	22	10	0	8	14	15	14	9	13	11	19	19	86%	#REF!
			South	22	6	0	6	0	0	0	4	4	6	0	6	27%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	9	0	8	12	8	10	10	15	15	79%	#REF!
			South	19	0	0	10	0	8	4	8	9	8	2	10	53%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	1	3	4	3	0	2	1	0	2	4	36%	#REF!
			South	13	0	1	8	4	6	0	6	6	7	4	8	62%	#REF!
	7 Avenue	8 Avenue	North	22	0	9	9	7	7	0	5	2	0	0	9	41%	#REF!
			South	22	0	1	4	4	6	0	3	4	4	4	6	27%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	0	4	3	4	2	3	3	2	4	21%	#REF!
			South	19	0	0	1	4	1	4	3	3	4	4	4	21%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	0	0	5	10	5	0	3	3	3	5	10	45%	#REF!
			South	22	0	0	7	12	6	0	6	6	8	3	12	55%	#REF!

	7 Avenue	8 Avenue	North	21	0	0	9	9	11	0	9	9	12	11	12	57%	#REF!
			South	21	0	0	9	9	9	0	10	9	10	5	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	3	4	4	5	5	26%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	0	7	16	25	9	5	5	0	9	25	109%	#REF!
			South	23	5	0	4	12	10	5	5	8	0	9	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	19	7	6	24	40	13	9	10	0	24	40	190%	#REF!
			South	21	0	14	11	15	2	8	13	14	0	0	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	6	0	0	3	1	0	0	0	0	9	9	47%	#REF!
			South	19	0	4	0	7	10	5	7	5	3	0	10	53%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	0	0	1	1	0	1	0	1	0	4	57%	#REF!
			West	0	0	0	1	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	3	2	5	2	1	1	0	1	5	0	5	83%	#REF!
			West	4	7	7	8	3	3	3	4	4	3	0	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	5	0	0	3	0	6	0	0	0	0	6	86%	#REF!
			West	4	5	5	13	2	1	1	0	0	0	0	13	325%	#REF!
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	5	10	0	5	3	3	1	4	0	10	125%	#REF!
			West	6	1	4	4	0	1	0	2	0	5	0	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	1	8	8	6	3	2	1	1	3	0	8	200%	#REF!
			West	6	2	5	3	0	2	0	4	0	5	0	5	83%	#REF!
	Seymour Street	St Paul Street	East	4	9	9	11	6	1	3	2	1	3	0	11	275%	#REF!
			West	6	5	6	6	5	1	1	0	0	4	0	6	100%	#REF!
	St Paul Street	Battle Street	East	4	3	1	3	2	0	0	0	0	1	0	3	75%	#REF!
			West	10	10	9	6	4	2	0	0	0	0	0	10	100%	#REF!
	Battle Street	Nicola Street	East	5	2	3	4	0	0	0	0	0	0	0	4	80%	#REF!
			West	8	4	6	5	2	1	0	0	0	0	0	6	75%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	1	2	2	0	0	0	0	0	0	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	1	4	0	0	7	0	0	0	0	0	7	100%	#REF!
			West	2	1	1	4	0	0	11	3	4	5	0	11	550%	#REF!
	Victoria Street	Seymour Street	East	4	0	4	0	0	3	4	0	0	0	0	4	100%	#REF!
			West	4	2	3	6	0	3	4	2	3	6	0	6	150%	#REF!
	Seymour Street	St Paul Street	East	8	2	6	3	0	3	2	0	0	0	0	6	75%	#REF!
			West	4	0	2	2	0	2	3	1	0	1	0	3	75%	#REF!
	St Paul Street	Battle Street	East	8	4	2	7	0	2	1	0	0	0	0	7	88%	#REF!
			West	7	5	4	3	0	2	2	2	2	4	0	5	71%	#REF!
	Battle Street	Nicola Street	East	7	1	1	0	0	1	0	0	0	0	0	1	14%	#REF!
			West	4	0	1	0	0	1	1	0	1	1	0	1	25%	#REF!
	Nicola Street	Columbia Street	East	10	0	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	5	0	0	1	0	0	1	3	0	1	0	3	60%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	1	1	1	2	1	2	1	0	3	50%	#REF!
			West	6	0	2	1	0	0	1	1	1	2	0	2	33%	#REF!
	Victoria Street	Seymour Street	East	4	2	5	1	4	2	4	3	5	6	0	6	150%	#REF!
			West	7	0	1	3	3	5	0	0	1	3	0	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	0	1	1	0	1	2	0	0	0	0	2	25%	#REF!
			West	7	0	1	2	0	2	0	0	0	0	0	2	29%	#REF!
	St Paul Street	Battle Street	East	8	1	1	2	0	0	0	0	0	0	0	2	25%	#REF!
			West	4	1	1	2	1	0	1	2	0	1	0	2	50%	#REF!
	Battle Street	Nicola Street	East	10	1	2	2	2	2	2	1	2	1	0	2	20%	#REF!
			West	10	1	1	1	1	1	3	0	0	1	0	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	2	2	0	2	20%	#REF!
			West	10	0	0	1	1	0	0	0	0	0	0	1	10%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	0	0	0	2	0	0	0	1	0	2	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	4	0	4	67%	#REF!
	Victoria Street	Seymour Street	East	0	2	1	0	0	1	0	0	0	1	0	2	#DIV/0!	#REF!
			West	7	1	0	1	2	0	6	1	0	14	0	14	200%	#REF!
	Seymour Street	St Paul Street	East	4	0	1	0	0	0	0	0	0	0	0	1	25%	#REF!
			West	8	1	2	0	1	1	1	0	0	5	0	5	63%	#REF!
	St Paul Street	Battle Street	East	8	3	2	0	1	1	0	0	0	0	0	3	38%	#REF!
			West	4	0	0	0	1	0	1	0	0	2	0	2	50%	#REF!
	Battle Street	Nicola Street	East	9	3	2	1	0	4	0	0	0	1	0	4	44%	#REF!
			West	9	0	0	3	1	0	3	2	2	2	0	3	33%	#REF!
	Nicola Street	Columbia Street	East	7	2	0	0	0	0	0	0	0	0	0	2	29%	#REF!
			West	4	0	2	1	2	0	0	0	0	0	0	2	50%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	2	2	2	0	2	25%	#REF!
			West	6	0	0	0	2	0	0	0	0	1	0	2	33%	#REF!
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	2	1	1	1	0	2	22%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	2	2	0	2	0	0	0	0	1	0	2	29%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	1	1	1	2	0	2	20%	#REF!
			West	10	0	3	0	0	0	0	0	0	0	0	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	2	2	0	2	20%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	1	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	1	0	0	0	0	0	0	1	11%	#REF!
			West	10	0	0	0	3	0	0	0	0	0	0	3	30%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	1	0	0	1	0	0	0	0	0	0	1	25%	#REF!
			West	7	0	0	0	1	0	0	0	0	0	0	1	14%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	2	1	0	0	0	0	0	0	2	15%	#REF!
			West	10	3	2	3	7	2	4	4	1	1	0	7	70%	#REF!
	St Paul Street	Battle Street	East	10	1	0	2	0	0	0	0	0	0	0	2	20%	#REF!
			West	10	7	3	7	8	0	0	4	3	3	0	8	80%	#REF!
	Battle Street	Nicola Street	East	10	6	0	5	5	0	0	0	0	0	0	6	60%	#REF!
			West	10	7	0	5	6	0	0	3	3	2	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	3	3	0	0	0	0	0	0	3	30%	#REF!
			West	10	0	0	2	1	0	0	3	2	0	0	3	30%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	3	4	0	0	0	0	0	0	0	0	4	50%	#REF!
	St Paul Street	Battle Street	East	6	3	3	2	0	0	0	2	2	2	3	3	50%	#REF!
			West	10	0	0	0	0	0	1	0	0	0	1	1	10%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	1	1	0	1	0	0	0	0	2	20%	#REF!
	Nicola Street	Columbia Street	East	10	0	1	0	0	1	0	3	3	3	3	3	30%	#REF!
			West	10	0	2	0	4	1	0	0	0	1	0	4	40%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	2	0	0	0	1	0	0	0	0	2	25%	#REF!
	Dominion Street	Pine Street	East	6	1	0	0	0	0	0	2	3	2	1	3	50%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	2525	676	682	774	711	569	532	494	463	609	516			
			UTILIZATION	-	27%	27%	31%	28%	23%	21%	20%	18%	24%	20%			

Downtown Core (Restricted Parking)

Street	From	To	Block	Parking	Time of Day	Max	Max. %	Peak Hr.

Street	From	To	Face	Supply	9-10am	10-11am	11-12pm	12-130pm	130-230pm	230-330pm	4-5pm	5-6pm	6-7pm	7-8pm	Demand	Max	%
Lansdowne Street	2 Avenue	3 Avenue	North	4	6	7	3	0	1	0	0	0	3	0	7	175%	#REF!
			South	9	5	4	6	4	4	2	4	0	12	5	12	133%	#REF!
	3 Avenue	4 Avenue	North	7	0	0	0	1	1	0	1	0	0	2	2	29%	#REF!
			South	6	1	2	0	0	2	1	3	0	4	3	4	67%	#REF!
	4 Avenue	5 Avenue	North	0	1	1	1	0	0	0	2	0	1	1	2	#DIV/0!	#REF!
			South	16	8	0	9	7	11	13	10	7	13	7	13	81%	#REF!
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	20	7	5	0	0	7	0	0	1	0	0	7	35%	#REF!
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	1	2	2	#DIV/0!	#REF!
			South	5	0	0	0	0	0	0	3	1	2	2	3	60%	#REF!
Victoria Street	1 Avenue	2 Avenue	North	10	0	0	1	0	0	0	1	0	0	0	1	10%	#REF!
			South	15	2	6	6	0	5	4	6	2	11	8	11	73%	#REF!
	2 Avenue	3 Avenue	North	13	3	3	7	0	7	5	2	1	8	1	8	62%	#REF!
			South	13	17	12	11	0	8	10	7	12	3	11	17	131%	#REF!
	3 Avenue	4 Avenue	North	15	1	3	1	1	2	3	0	1	16	0	16	107%	#REF!
			South	15	12	20	10	16	9	6	10	7	0	10	20	133%	#REF!
	4 Avenue	5 Avenue	North	14	1	5	2	8	1	4	1	0	15	1	15	107%	#REF!
			South	10	17	19	9	12	8	5	6	9	0	6	19	190%	#REF!
	5 Avenue	6 Avenue	North	8	2	4	7	2	2	2	1	1	13	0	13	163%	#REF!
			South	18	4	12	4	3	3	2	2	10	4	15	15	83%	#REF!
	6 Avenue	7 Avenue	North	17	1	3	7	10	0	14	2	9	10	0	14	82%	#REF!
			South	23	7	8	7	22	17	14	11	13	9	17	22	96%	#REF!
	7 Avenue	8 Avenue	North	17	1	1	4	1	0	0	0	0	0	0	4	24%	#REF!
			South	13	0	0	0	0	0	0	1	0	0	0	1	8%	#REF!
Seymour Street	1 Avenue	2 Avenue	North	10	1	0	1	0	2	0	0	0	0	0	2	20%	#REF!
			South	10	2	0	0	0	0	0	2	0	2	1	2	20%	#REF!
	2 Avenue	3 Avenue	North	4	1	3	0	0	1	1	1	0	11	0	11	275%	#REF!
			South	5	1	0	0	2	0	5	2	0	1	3	5	100%	#REF!
	3 Avenue	4 Avenue	North	14	1	3	1	0	4	0	0	0	12	0	12	86%	#REF!
			South	15	1	0	5	4	1	5	2	1	4	14	14	93%	#REF!
	4 Avenue	5 Avenue	North	12	1	5	0	1	8	0	5	5	8	0	8	67%	#REF!
			South	9	3	3	5	5	2	8	1	3	1	7	8	89%	#REF!
	5 Avenue	6 Avenue	North	11	2	1	0	0	1	0	1	1	5	1	5	45%	#REF!
			South	13	1	1	3	3	0	9	0	1	1	5	9	69%	#REF!
St Paul Street	1 Avenue	2 Avenue	North	14	20	14	24	13	10	14	7	9	8	10	24	171%	#REF!
			South	2	3	1	2	1	2	5	3	2	2	3	5	250%	#REF!
	2 Avenue	3 Avenue	North	12	0	0	0	0	4	0	0	0	1	5	5	42%	#REF!
			South	13	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	3 Avenue	4 Avenue	North	17	9	12	14	3	2	1	1	1	6	8	14	82%	#REF!
			South	12	0	1	0	7	2	3	0	0	0	2	7	58%	#REF!
	4 Avenue	5 Avenue	North	17	1	5	4	4	3	1	1	1	1	2	5	29%	#REF!
			South	18	2	0	3	8	4	1	0	1	0	0	8	44%	#REF!
	5 Avenue	6 Avenue	North	16	3	1	3	3	1	2	2	2	2	1	3	19%	#REF!
			South	16	0	2	0	0	0	0	0	0	0	0	2	13%	#REF!
Battle Street	3 Avenue	4 Avenue	North	19	4	11	2	11	0	3	0	0	0	0	11	58%	#REF!
			South	13	4	10	7	3	1	0	4	2	3	2	10	77%	#REF!
2 Avenue	Lansdowne Street	Victoria Street	East	7	4	0	0	1	1	0	1	0	1	0	4	57%	#REF!
			West	0	0	0	1	0	0	0	0	0	0	0	1	#DIV/0!	#REF!
	Victoria Street	Seymour Street	East	6	3	2	5	2	1	1	0	1	5	0	5	83%	#REF!
			West	4	7	7	8	3	3	3	4	4	3	0	8	200%	#REF!
	Seymour Street	St Paul Street	East	7	5	0	0	3	0	6	0	0	0	0	6	86%	#REF!
			West	4	5	5	13	2	1	1	0	0	0	0	13	325%	#REF!
3 Avenue	Lansdowne Street	Victoria Street	East	8	1	5	10	0	5	3	3	1	4	0	10	125%	#REF!
			West	6	1	4	4	0	1	0	2	0	5	0	5	83%	#REF!
	Victoria Street	Seymour Street	East	4	1	8	8	6	3	2	1	1	3	0	8	200%	#REF!
			West	6	2	5	3	0	2	0	4	0	5	0	5	83%	#REF!
	Seymour Street	St Paul Street	East	4	9	9	11	6	1	3	2	1	3	0	11	275%	#REF!
			West	6	5	6	6	5	1	1	0	0	4	0	6	100%	#REF!
	St Paul Street	Battle Street	East	4	3	1	3	2	0	0	0	0	1	0	3	75%	#REF!
			West	10	10	9	6	4	2	0	0	0	0	0	10	100%	#REF!
	Battle Street	Nicola Street	East	5	2	3	4	0	0	0	0	0	0	0	4	80%	#REF!
			West	8	4	6	5	2	1	0	0	0	0	0	6	75%	#REF!
	Nicola Street	Columbia Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			West	4	1	2	2	0	0	0	0	0	0	0	2	50%	#REF!
4 Avenue	Lansdowne Street	Victoria Street	East	7	1	4	0	0	7	0	0	0	0	0	7	100%	#REF!
			West	2	1	1	4	0	0	11	3	4	5	0	11	550%	#REF!
	Victoria Street	Seymour Street	East	4	0	4	0	0	3	4	0	0	0	0	4	100%	#REF!
			West	4	2	3	6	0	3	4	2	3	6	0	6	150%	#REF!
	Seymour Street	St Paul Street	East	8	2	6	3	0	3	2	0	0	0	0	6	75%	#REF!
			West	4	0	2	2	0	2	3	1	0	1	0	3	75%	#REF!
	St Paul Street	Battle Street	East	8	4	2	7	0	2	1	0	0	0	0	7	88%	#REF!
			West	7	5	4	3	0	2	2	2	2	4	0	5	71%	#REF!
	Battle Street	Nicola Street	East	7	1	1	0	0	1	0	0	0	0	0	1	14%	#REF!
			West	4	0	1	0	0	1	1	0	1	1	0	1	25%	#REF!
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	1	1	1	2	1	2	1	0	3	50%	#REF!
			West	6	0	2	1	0	0	1	1	1	2	0	2	33%	#REF!
	Victoria Street	Seymour Street	East	4	2	5	1	4	2	4	3	5	6	0	6	150%	#REF!
			West	7	0	1	3	3	5	0	0	1	3	0	5	71%	#REF!
	Seymour Street	St Paul Street	East	8	0	1	1	0	1	2	0	0	0	0	2	25%	#REF!
			West	7	0	1	2	0	2	0	0	0	0	0	2	29%	#REF!
	St Paul Street	Battle Street	East	8	1	1	2	0	0	0	0	0	0	0	2	25%	#REF!
			West	4	1	1	2	1	0	1	2	0	1	0	2	50%	#REF!
6 Avenue	Lansdowne Street	Victoria Street	East	0	1	0	0	0	2	0	0	0	1	0	2	#DIV/0!	#REF!
			West	6	0	0	0	0	0	0	0	0	4	0	4	67%	#REF!
	Victoria Street	Seymour Street	East	0	2	1	0	0	1	0	0	0	1	0	2	#DIV/0!	#REF!
			West	7	1	0	1	2	0	6	1	0	14	0	14	200%	#REF!
	Seymour Street	St Paul Street	East	4	0	1	0	0	0	0	0	0	0	0	1	25%	#REF!
			West	8	1	2	0	1	1	1	0	0	5	0	5	63%	#REF!
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	2	2	2	0	2	25%	#REF!
			West	6	0	0	0	2	0	0	0	0	1	0	2	33%	#REF!
			TOTAL	777	244	307	297	205	197	208	140	132	285	155			
			UTILIZATION	-	31%	40%	38%	26%	25%	27%	18%	17%	37%	20%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day 9-10am	10-11am	11-12pm	12-130pm	130-230pm	230-330pm	4-5pm	5-6pm	6-7pm	7-8pm	Max Demand	Max	%	Peak Hr. %
St Paul Street	Lee Road	1 Avenue	North	0	0	0	0	1	0	1	0	0	0	0	1	#DIV/0!	#REF!
			South	29	6	0	11	2	4	7	5	3	4	3	11	38%	#REF!
Battle Street	Lee Road	1 Avenue	North	21	7	6	8	15	5	12	2	1	5	6	15	71%	#REF!
			South	21	6	5	13	4	5	6	5	0	7	7	13	62%	#REF!
	1 Avenue	2 Avenue	North	17	11	13	25	19	8	22	9	2	9	12	25	147%	#REF!
			South	18	7	12	20	8	3	4	3	3	3	2	20	111%	#REF!
	2 Avenue	3 Avenue	North	0	0	1	2	0	0	2	0	1	0	4	4	#DIV/0!	#REF!
			South	16	12	13	15	5	2	4	5	2	3	1	15	94%	#REF!
	4 Avenue	5 Avenue	North	19	13	14	0	16	1	3	0	0	0	0	16	84%	#REF!
			South	19	3	10	9	7	4	0	1	2	2	1	10	53%	#REF!
	5 Avenue	6 Avenue	North	14	0	2	0	10	0	1	1	0	0	0	10	71%	#REF!
			South	19	8	7	7	10	8	0	10	9	10	7	10	53%	#REF!
Nicola Street	Lee Road	1 Avenue	North	25	10	12	26	12	10	11	10	10	9	9	26	104%	#REF!
			South	22	4	2	4	2	2	2	4	4	4	4	4	18%	#REF!
	1 Avenue	2 Avenue	North	18	10	5	9	8	8	11	11	10	10	12	12	67%	#REF!
			South	18	4	8	3	3	8	6	4	3	3	3	8	44%	#REF!
	2 Avenue	3 Avenue	North	18	8	10	7	2	2	2	3	3	3	7	10	56%	#REF!
			South	18	6	5	8	6	4	3	3	3	2	6	8	44%	#REF!
	3 Avenue	4 Avenue	North	14	6	12	8	7	7	5	8	6	7	16	16	114%	#REF!

			South	12	6	3	4	2	3	4	4	3	6	0	6	50%	#REF!
	4 Avenue	5 Avenue	North	18	2	2	2	1	1	2	2	1	1	4	4	22%	#REF!
			South	17	3	3	2	1	3	3	3	3	1	0	3	18%	#REF!
	5 Avenue	6 Avenue	North	18	9	9	7	7	10	9	9	6	7	10	10	56%	#REF!
			South	18	6	5	8	4	5	5	6	4	5	1	8	44%	#REF!
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
4 Avenue	Nicola Street	Columbia Street	East	10	0	1	0	0	0	0	0	0	0	0	1	10%	#REF!
			West	5	0	0	1	0	0	1	3	0	1	0	3	60%	#REF!
5 Avenue	Battle Street	Nicola Street	East	10	1	2	2	2	2	2	1	2	1	0	2	20%	#REF!
			West	10	1	1	1	1	1	3	0	0	1	0	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	2	2	0	2	20%	#REF!
			West	10	0	0	1	1	0	0	0	0	0	0	1	10%	#REF!
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	1	0	1	0	0	2	0	2	50%	#REF!
	Battle Street	Nicola Street	West	9	0	0	3	1	0	3	2	2	2	0	3	33%	#REF!
	Nicola Street	Columbia Street	West	4	0	2	1	2	0	0	0	0	0	0	2	50%	#REF!
			TOTAL	517	149	165	207	160	106	135	114	85	110	115			
			UTILIZATION	-	29%	32%	40%	31%	21%	26%	22%	16%	21%	22%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
					9-10am	10-11am	11-12pm	12-130pm	130-230pm	230-330pm	4-5pm	5-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#REF!
			South	9	1	0	0	0	0	0	0	0	0	0	1	11%	#REF!
Seymour Street	6 Avenue	7 Avenue	North	25	0	0	1	0	0	1	2	0	0	1	2	8%	#REF!
			South	16	6	2	4	1	1	4	0	0	0	2	6	38%	#REF!
	7 Avenue	8 Avenue	North	26	0	0	0	0	0	1	1	0	1	1	1	4%	#REF!
			South	29	0	1	0	1	1	0	0	0	0	0	1	3%	#REF!
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			South	19	6	5	0	0	4	6	0	0	0	0	6	32%	#REF!
St Paul Street	6 Avenue	7 Avenue	North	22	19	8	9	10	11	8	8	4	4	5	19	86%	#REF!
			South	22	13	5	7	16	7	5	2	4	2	0	16	73%	#REF!
	7 Avenue	8 Avenue	North	22	25	12	15	16	7	11	16	12	15	15	25	114%	#REF!
			South	22	14	7	14	14	8	9	10	11	9	9	14	64%	#REF!
	8 Avenue	9 Avenue	North	18	22	9	9	0	0	0	9	10	10	10	22	122%	#REF!
			South	18	12	4	7	0	0	0	5	7	7	9	12	67%	#REF!
Battle Street	6 Avenue	7 Avenue	North	22	8	14	0	31	0	15	0	0	0	0	31	141%	#REF!
			South	22	14	13	10	14	9	0	7	10	13	13	14	64%	#REF!
	7 Avenue	8 Avenue	North	22	0	11	0	8	1	10	0	1	0	0	11	50%	#REF!
			South	22	17	16	14	13	13	0	12	12	15	15	17	77%	#REF!
	8 Avenue	9 Avenue	North	19	0	6	0	0	0	8	0	0	1	0	8	42%	#REF!
			South	19	5	14	12	2	3	0	5	5	4	7	14	74%	#REF!
Nicola Street	6 Avenue	7 Avenue	North	22	13	12	13	10	9	19	13	12	12	19	19	86%	#REF!
			South	22	7	6	6	7	7	3	6	9	7	0	9	41%	#REF!
	7 Avenue	8 Avenue	North	22	10	0	8	14	15	14	9	13	11	19	19	86%	#REF!
			South	22	6	0	6	0	0	0	4	4	6	0	6	27%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	9	0	8	12	8	10	10	15	15	79%	#REF!
			South	19	0	0	10	0	8	4	8	9	8	2	10	53%	#REF!
Columbia Street	6 Avenue	7 Avenue	North	11	0	1	3	4	3	0	2	1	0	2	4	36%	#REF!
			South	13	0	1	8	4	6	0	6	6	7	4	8	62%	#REF!
	7 Avenue	8 Avenue	North	22	0	9	9	7	7	0	5	2	0	0	9	41%	#REF!
			South	22	0	1	4	4	6	0	3	4	4	4	6	27%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	0	4	3	4	2	3	3	2	4	21%	#REF!
			South	19	0	0	1	4	1	4	3	3	4	4	4	21%	#REF!
Dominion Street	6 Avenue	7 Avenue	North	22	0	0	5	10	5	0	3	3	3	5	10	45%	#REF!
			South	22	0	0	7	12	6	0	6	6	8	3	12	55%	#REF!
	7 Avenue	8 Avenue	North	21	0	0	9	9	11	0	9	9	12	11	12	57%	#REF!
			South	21	0	0	9	9	9	0	10	9	10	5	10	48%	#REF!
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	0	3	4	4	5	5	26%	#REF!
			South	19	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
Pine Street	6 Avenue	7 Avenue	North	23	12	0	7	16	25	9	5	5	0	9	25	109%	#REF!
			South	23	5	0	4	12	10	5	5	8	0	9	12	52%	#REF!
	7 Avenue	8 Avenue	North	21	19	7	6	24	40	13	9	10	0	24	40	190%	#REF!
			South	21	0	14	11	15	2	8	13	14	0	0	15	71%	#REF!
	8 Avenue	9 Avenue	North	19	6	0	0	3	1	0	0	0	0	9	9	47%	#REF!
			South	19	0	4	0	7	10	5	7	5	3	0	10	53%	#REF!
6 Avenue	St Paul Street	Battle Street	East	8	3	2	0	1	1	0	0	0	0	0	3	38%	#REF!
	Battle Street	Nicola Street	East	9	3	2	1	0	4	0	0	0	1	0	4	44%	#REF!
	Nicola Street	Columbia Street	East	7	2	0	0	0	0	0	0	0	0	0	2	29%	#REF!
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	2	1	1	1	0	2	22%	#REF!
			West	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	7	2	2	0	2	0	0	0	0	1	0	2	29%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	1	1	1	2	0	2	20%	#REF!
			West	10	0	3	0	0	0	0	0	0	0	0	3	30%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	1	2	2	0	2	20%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	5	0	0	0	0	0	1	0	0	0	0	1	20%	#REF!
	Dominion Street	Pine Street	East	9	0	0	0	1	0	0	0	0	0	0	1	11%	#REF!
			West	10	0	0	0	3	0	0	0	0	0	0	3	30%	#REF!
8 Avenue	Victoria Street	Seymour Street	East	4	1	0	0	1	0	0	0	0	0	0	1	25%	#REF!
			West	7	0	0	0	1	0	0	0	0	0	0	1	14%	#REF!
	Seymour Street	St Paul Street	East	13	0	0	2	1	0	0	0	0	0	0	2	15%	#REF!
			West	10	3	2	3	7	2	4	4	1	1	0	7	70%	#REF!
	St Paul Street	Battle Street	East	10	1	0	2	0	0	0	0	0	0	0	2	20%	#REF!
			West	10	7	3	7	8	0	0	4	3	3	0	8	80%	#REF!
	Battle Street	Nicola Street	East	10	6	0	5	5	0	0	0	0	0	0	6	60%	#REF!
			West	10	7	0	5	6	0	0	3	3	2	0	7	70%	#REF!
	Nicola Street	Columbia Street	East	10	0	0	3	3	0	0	0	0	0	0	3	30%	#REF!
			West	10	0	0	2	1	0	0	3	2	0	0	3	30%	#REF!
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	1	0	0	0	0	0	0	0	0	0	1	10%	#REF!
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	3	4	0	0	0	0	0	0	0	0	4	50%	#REF!
	St Paul Street	Battle Street	East	6	3	3	2	0	0	0	2	2	2	3	3	50%	#REF!
			West	10	0	0	0	0	0	1	0	0	0	1	1	10%	#REF!
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	10	0	2	1	1	0	1	0	0	0	0	2	20%	#REF!
	Nicola Street	Columbia Street	East	10	0	1	0	0	1	0	3	3	3	3	3	30%	#REF!
			West	10	0	2	0	4	1	0	0	0	1	0	4	40%	#REF!
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			West	8	0	2	0	0	0	1	0	0	0	0	2	25%	#REF!
	Dominion Street	Pine Street	East	6	1	0	0	0	0	0	2	3	2	1	3	50%	#REF!
			West	8	0	0	0	0	0	0	0	0	0	0	0	0%	#REF!
			TOTAL	1231	283	210	270	346	266	189	240	246	214	246			
			UTILIZATION	-	23%	17%	22%	28%	22%	15%	19%	20%	17%	20%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/8/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	4	3	4	0	4	4	6	0	2	0	2	6	150%	100%
			South	9	4	10	3	9	11	14	2	6	0	5	4	1	14	156%	156%
	3 Avenue	4 Avenue	North	7	0	0	0	0	2	2	3	0	0	1	0	1	3	43%	29%
			South	6	0	1	0	0	4	1	0	7	0	3	0	1	7	117%	17%
	4 Avenue	5 Avenue	North	0	2	1	0	3	4	1	1	3	1	0	0	3	4	#DIV/0!	#DIV/0!
			South	16	9	10	0	0	6	25	0	28	8	17	2	8	28	175%	156%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	7	8	0	7	13	5	10	8	0	0	0	1	13	65%	25%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	0	1	0	4	0	2	0	2	4	80%	20%
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	11	0	0	0	0	4	0	3	0	0	11	110%	0%
			South	15	3	5	1	10	0	9	0	8	0	9	0	10	10	67%	60%
	2 Avenue	3 Avenue	North	13	10	16	8	10	9	6	20	4	10	2	8	0	20	154%	46%
			South	13	6	2	2	12	1	25	6	7	2	14	4	7	25	192%	192%
	3 Avenue	4 Avenue	North	15	8	10	4	3	7	7	7	7	8	2	5	3	10	67%	47%
			South	15	10	0	3	10	6	17	3	18	14	6	4	6	18	120%	113%
	4 Avenue	5 Avenue	North	14	13	15	11	7	10	6	6	4	13	2	11	1	15	107%	43%
			South	10	9	0	4	8	5	19	3	7	7	7	4	9	19	190%	190%
	5 Avenue	6 Avenue	North	8	1	5	1	10	4	3	2	5	5	0	4	3	10	125%	38%
			South	18	1	4	1	8	2	13	0	10	9	9	0	15	15	83%	72%
	6 Avenue	7 Avenue	North	17	9	15	10	5	26	10	11	10	13	19	28	17	28	165%	59%
			South	23	7	6	0	11	8	11	0	13	14	23	4	19	23	100%	48%
	7 Avenue	8 Avenue	North	17	8	7	13	2	19	1	4	3	6	0	10	1	19	112%	6%
			South	13	0	1	0	2	1	0	0	0	0	0	0	4	4	31%	0%
	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	2	5	0	0	1	3	0	0	5	56%	56%
Seymour Street	1 Avenue	2 Avenue	North	10	0	3	12	2	0	2	5	1	2	1	3	1	12	120%	20%
			South	10	4	6	4	0	0	5	3	5	4	6	0	1	6	60%	50%
	2 Avenue	3 Avenue	North	4	0	0	5	0	5	0	3	0	2	0	5	3	5	125%	0%
			South	5	3	3	1	0	4	4	3	2	1	4	4	1	4	80%	80%
	3 Avenue	4 Avenue	North	14	4	1	13	0	8	0	7	0	2	0	1	1	13	93%	0%
			South	15	1	4	0	0	11	8	7	3	3	1	1	0	11	73%	53%
	4 Avenue	5 Avenue	North	12	2	0	11	0	8	0	4	0	7	0	4	4	11	92%	0%
			South	9	1	0	3	0	5	4	2	5	3	3	2	0	5	56%	44%
	5 Avenue	6 Avenue	North	11	1	0	2	0	1	0	3	0	0	1	1	4	4	36%	0%
			South	13	6	4	3	0	8	7	9	6	2	1	3	4	9	69%	54%
	6 Avenue	7 Avenue	North	25	0	4	12	0	7	0	5	1	2	2	2	1	12	48%	0%
			South	16	18	0	14	0	8	10	6	6	1	5	6	4	18	113%	63%
	7 Avenue	8 Avenue	North	26	7	9	2	0	5	7	6	4	4	2	1	0	9	35%	27%
			South	29	15	0	23	0	12	2	7	2	0	0	1	0	23	79%	7%
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	1	0	0	0	1	8%	0%
			South	19	7	0	11	0	0	0	0	0	0	0	0	0	11	58%	0%
St Paul Street	Lee Road	1 Avenue	North	0	0	13	1	0	0	1	0	0	0	0	0	0	13	#DIV/0!	#DIV/0!
			South	29	6	0	13	13	0	10	10	6	5	3	3	3	13	45%	34%
	1 Avenue	2 Avenue	North	14	6	23	24	27	4	9	12	5	14	8	10	9	27	193%	64%
			South	2	3	0	2	1	2	1	3	2	2	1	5	1	5	250%	50%
	2 Avenue	3 Avenue	North	12	2	7	8	3	0	5	0	9	6	4	2	2	9	75%	42%
			South	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	3 Avenue	4 Avenue	North	17	4	4	8	6	0	8	0	1	1	6	1	1	8	47%	47%
			South	12	0	0	0	2	0	0	0	1	1	3	5	0	5	42%	0%
	4 Avenue	5 Avenue	North	17	6	9	6	5	0	12	0	8	2	1	0	2	12	71%	71%
			South	18	9	5	4	2	0	2	0	2	2	0	4	0	9	50%	11%
	5 Avenue	6 Avenue	North	16	13	15	15	16	0	14	0	12	5	2	3	2	16	100%	88%
			South	16	0	0	0	0	0	2	0	2	0	0	0	0	2	13%	13%
	6 Avenue	7 Avenue	North	22	12	16	17	19	0	17	0	11	14	7	2	11	19	86%	77%
			South	22	7	3	8	10	0	0	0	0	4	1	14	4	14	64%	0%
	7 Avenue	8 Avenue	North	22	8	6	10	6	0	11	0	12	10	11	11	11	12	55%	50%
			South	22	9	8	8	7	0	8	0	8	8	8	6	6	9	41%	36%
	8 Avenue	9 Avenue	North	18	10	23	17	10	0	8	0	8	11	8	9	9	23	128%	44%
			South	18	8	13	12	3	0	4	0	7	6	7	3	3	13	72%	22%
Battle Street	Lee Road	1 Avenue	North	21	6	10	8	5	4	1	0	6	2	1	5	6	10	48%	5%
			South	21	5	0	1	4	3	4	0	3	3	3	6	6	6	29%	19%
	1 Avenue	2 Avenue	North	17	9	17	12	8	8	3	0	10	7	8	9	9	17	100%	18%
			South	18	4	1	4	5	4	9	0	6	7	6	7	7	9	50%	50%
	2 Avenue	3 Avenue	North	0	0	5	0	0	0	0	0	1	0	0	0	0	5	#DIV/0!	#DIV/0!
			South	16	2	0	3	3	1	3	0	2	3	4	3	2	4	25%	19%
	3 Avenue	4 Avenue	North	19	0	3	0	0	0	1	0	3	0	0	2	0	3	16%	5%
			South	13	3	2	4	4	4	5	0	3	3	3	4	3	5	38%	38%
	4 Avenue	5 Avenue	North	19	1	12	2	1	1	0	0	1	0	1	0	0	12	63%	0%
			South	19	9	0	15	15	13	13	0	7	5	3	4	2	15	79%	68%
	5 Avenue	6 Avenue	North	14	0	12	2	1	1	0	0	5	0	0	0	0	12	86%	0%
			South	19	13	0	16	14	12	11	0	11	7	5	5	6	16	84%	58%
	6 Avenue	7 Avenue	North	22	0	10	1	0	0	0	0	1	0	0	1	0	10	45%	0%
			South	22	7	0	11	12	11	8	0	11	13	9	8	11	13	59%	36%
	7 Avenue	8 Avenue	North	22	1	16	0	2	1	0	0	2	1	0	0	0	16	73%	0%
			South	22	16	1	11	9	7	10	0	11	12	13	13	15	16	73%	45%
	8 Avenue	9 Avenue	North	19	2	7	0	1	0	1	0	1	2	0	0	0	7	37%	5%
			South	19	6	0	7	6	6	6	0	3	5	8	3	5	8	42%	32%
Nicola Street	Lee Road	1 Avenue	North	25	10	10	10	8	0	8	0	9	10	10	9	10	10	40%	32%
			South	22	5	1	3	4	10	3	0	3	3	4	3	4	10	45%	14%
	1 Avenue	2 Avenue	North	18	4	0	0	0	0	4	0	10	0	9	0	8	10	56%	22%
			South	18	13	0	0	0	0	13	0	10	0	3	0	1	13	72%	72%
	2 Avenue	3 Avenue	North	18	13	0	0	0	0	11	0	13	0	4	0	8	13	72%	61%
			South	18	13	0	0	0	0	11	0	7	0	3	0	5	13	72%	61%
	3 Avenue	4 Avenue	North	14	0	0	0	0	0	13	0	14	0	5	0	4	14	100%	93%
			South	12	0	0	0	0	0	6	0	6	0	5	0	6	6	50%	50%
	4 Avenue	5 Avenue	North	18	0	0	0	0	0	8	0	7	0	3	0	1	8	44%	44%
			South	17	0	0	0	0	0	8	0	6	0	3	0	4	8	47%	47%
	5 Avenue	6 Avenue	North	18	0	0	0	0	0	8	0	10	0	7	0	10	10	56%	44%
			South	18	0	0	0	0	0	4	0	2	0	3	0	6	6	33%	22%
	6 Avenue	7 Avenue	North	22	0	0	0	0	0	9	0	13	0	12	0	13	13	59%	41%
			South	22	0	0	0	0	0	7	0	6	0	7	0	7	7	32%	32%
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	3	0	0	0	9	0	13	13	59%	14%
			South	22	0	0	0	0	0	5	0	0	0	3	0	2	5	23%	23%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	9	0	0	0	11	8	9	11	58%	47%
			South	19	0	0	0	0	0	5	0	0	0	4	5	4	5	26%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	5	0	0	4	0	0	0	0	0	1	0	2	5	45%	0%
			South	13	5	0	0	5	0	6	0	0	0	8	0	7	8	62%	46%
	7 Avenue	8 Avenue	North	22	19	0	0	20	1	25	0	17	1	9	9	10	25	114%	114%
			South	22	6	0	0	6	0	21	0	7	0	14	1	8	21	95%	95%
	8 Avenue	9 Avenue	North	19	6	4	0	4	0	1	7	0	0	4	0	2	7	37%	5%
			South	19	5	2	0	3	4	2	1	0	0	3	0	5	5	26%	11%
Dominion Street	6 Avenue	7 Avenue	North	22	8	8	7	9	0	6	7	8	0	4	2	3	9	41%	27%
			South	22	2	2	4	7	0	4	5	3	0	4	8	6	8	36%	18%
	7 Avenue	8 Avenue	North	21	15	16	18	17	18	18	16	12	0	10	10	9	18	86%	86%
			South	21	9	9	10	9	7	8	8	9	0	7	6	7	10	48%	38%
	8 Avenue	9 Avenue	North	19	0	1	0	0	0	4	6	0	2	6	0	4	6	32%	21%
			South	19	1	0	0	0	0	0	1	0	0	0	0	0	1	5%	0%
Pine Street	6 Avenue	7 Avenue	North	23	10	10	15	8	0	3	6	7	6	11	7	0	15	65%	13%
			South	23	12	4	0	8	0	12	9	7	7	11	5	0	12	52%	52%
	7 Avenue	8 Avenue	North	21	8	33	21	0	0	5	7	6	4	11	6	0	33	157%	24%
			South	21	13	0	0	0	0	14	15	12	9	15	14	0	15	71%	67%
	8 Avenue	9 Avenue	North	19	8	12	3	0	10	7	7	14	5	0	0	2	14	74%	37%
			South	19	4	0	0	0	4	8	9	3	5	8	6	3	9	47%	42%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	3	2	3	5	0	3	0	0	1	2	0	5	71%	0%
			West	0	0	0	2	0	1	0	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!

	Victoria Street	Seymour Street	East	6	3	2	2	3	14	0	8	0	3	0	6	0	14	233%	0%
			West	4	2	2	3	6	10	0	11	0	3	0	8	0	11	275%	0%
	Seymour Street	St Paul Street	East	7	0	0	1	6	3	0	2	0	0	0	2	0	6	86%	0%
			West	4	0	3	5	1	2	0	7	0	5	0	1	0	7	175%	0%
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	4	5	6	0	6	0	0	0	5	2	5	6	75%	75%
			West	6	0	1	1	2	2	1	0	0	0	4	3	4	4	67%	17%
	Victoria Street	Seymour Street	East	4	0	3	2	2	4	3	4	4	4	6	4	3	6	150%	75%
			West	6	0	1	2	1	4	3	4	0	2	5	0	3	5	83%	50%
	Seymour Street	St Paul Street	East	4	0	2	4	0	2	3	1	2	1	4	0	1	4	100%	75%
			West	6	0	0	1	1	3	1	3	2	0	2	0	0	3	50%	17%
	St Paul Street	Battle Street	East	4	0	1	0	2	0	1	0	0	0	1	0	0	2	50%	25%
			West	10	0	0	0	1	2	2	2	0	1	1	0	0	2	20%	20%
	Battle Street	Nicola Street	East	5	0	3	2	1	3	1	1	1	1	1	1	2	3	60%	20%
			West	8	0	3	2	2	2	1	3	1	0	0	1	1	3	38%	13%
	Nicola Street	Columbia Street	East	0	0	2	1	1	0	2	1	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	0	0	1	0	1	0	0	0	1	25%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	1	6	0	4	0	0	0	0	0	6	86%	0%
			West	2	0	7	8	8	1	3	2	7	5	4	7	3	8	400%	150%
	Victoria Street	Seymour Street	East	4	0	0	0	3	4	0	3	0	0	0	0	0	4	100%	0%
			West	4	0	2	4	10	0	3	4	7	3	4	4	2	10	250%	75%
	Seymour Street	St Paul Street	East	8	0	1	3	8	8	1	6	4	1	1	3	1	8	100%	13%
			West	4	0	0	0	3	4	1	1	2	1	0	0	2	4	100%	25%
	St Paul Street	Battle Street	East	8	0	6	5	8	7	1	3	3	0	3	2	0	8	100%	13%
			West	7	0	6	4	5	7	4	3	5	4	3	2	4	7	100%	57%
	Battle Street	Nicola Street	East	7	0	0	0	4	7	0	2	0	0	0	0	0	7	100%	0%
			West	4	0	0	6	2	0	0	2	3	1	2	0	0	6	150%	0%
	Nicola Street	Columbia Street	East	10	0	0	0	2	1	0	4	0	0	0	1	0	4	40%	0%
			West	5	0	0	1	2	2	0	2	0	1	0	1	0	2	40%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	1	3	1	1	3	1	3	1	2	2	3	50%	17%
			West	6	0	1	0	1	3	1	3	0	1	0	2	2	3	50%	17%
	Victoria Street	Seymour Street	East	4	0	4	6	6	6	6	4	7	3	5	6	5	7	175%	150%
			West	7	0	2	4	4	5	5	4	1	1	5	5	1	5	71%	71%
	Seymour Street	St Paul Street	East	8	0	5	7	3	2	5	5	6	3	1	1	4	7	88%	63%
			West	7	0	0	2	2	0	1	2	0	4	0	1	1	4	57%	14%
	St Paul Street	Battle Street	East	8	0	1	2	2	0	2	4	2	0	0	0	0	4	50%	25%
			West	4	0	2	2	4	2	2	2	1	0	1	1	1	4	100%	50%
	Battle Street	Nicola Street	East	10	0	5	4	1	0	0	1	0	0	1	1	1	5	50%	0%
			West	10	0	2	3	5	3	1	1	0	0	1	1	1	5	50%	10%
	Nicola Street	Columbia Street	East	10	0	2	3	4	2	3	2	2	2	3	3	3	4	40%	30%
			West	10	0	4	4	6	2	2	2	2	0	1	1	0	6	60%	20%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	1	0	1	2	0	0	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	1	4	0	2	0	0	3	2	0	0	0	0	4	67%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	2	0	0	1	0	1	0	1	0	2	#DIV/0!	#DIV/0!
			West	7	0	0	0	3	0	11	0	3	9	2	6	7	11	157%	157%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	1	0	0	0	0	0	0	1	25%	25%
			West	8	0	3	3	1	0	9	1	3	1	3	2	2	9	113%	113%
	St Paul Street	Battle Street	East	8	0	0	0	6	0	0	6	0	0	0	0	0	6	75%	0%
			West	4	0	3	3	0	0	5	1	2	1	1	0	0	5	125%	125%
	Battle Street	Nicola Street	East	9	0	0	0	4	0	1	2	0	0	0	0	0	4	44%	11%
			West	9	0	5	4	0	0	8	0	5	4	2	2	2	8	89%	89%
	Nicola Street	Columbia Street	East	7	0	0	0	2	0	0	1	0	0	0	0	0	2	29%	0%
			West	4	0	0	0	2	0	0	0	0	2	1	0	0	2	50%	0%
7 Avenue	Victoria Street	Seymour Street	East	8	0	4	1	0	2	5	0	4	1	5	7	7	7	88%	63%
			West	6	1	1	0	0	1	1	0	1	3	0	1	4	4	67%	17%
	Seymour Street	St Paul Street	East	9	0	5	4	0	5	4	0	7	0	2	1	1	7	78%	44%
			West	9	0	1	0	0	1	1	0	0	2	0	0	0	2	22%	11%
	St Paul Street	Battle Street	East	8	0	3	4	0	4	5	0	3	0	3	4	2	5	63%	63%
			West	7	0	2	1	0	2	1	0	0	0	1	0	1	2	29%	14%
	Battle Street	Nicola Street	East	10	0	3	4	0	2	2	0	3	0	1	2	0	4	40%	20%
			West	10	0	3	4	0	0	0	0	0	0	0	0	0	4	40%	0%
	Nicola Street	Columbia Street	East	10	0	1	3	0	1	0	0	1	0	3	1	3	3	30%	0%
			West	10	0	1	1	0	1	0	0	1	0	0	1	0	1	10%	0%
	Columbia Street	Dominion Street	East	9	0	2	0	0	0	0	0	0	0	0	0	0	2	22%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	4	4	0	0	0	0	0	0	0	0	0	4	44%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	2	0	4	0	3	0	1	0	1	0	0	4	57%	43%
	Seymour Street	St Paul Street	East	13	4	6	2	0	3	3	3	5	1	1	0	1	6	46%	23%
			West	10	1	1	4	3	2	4	4	8	5	5	0	0	8	80%	40%
	St Paul Street	Battle Street	East	10	0	1	0	1	1	0	1	0	0	2	2	0	2	20%	0%
			West	10	0	7	8	3	3	2	2	2	2	5	3	3	8	80%	20%
	Battle Street	Nicola Street	East	10	0	3	2	1	1	1	3	2	3	1	2	3	3	30%	10%
			West	10	0	5	5	5	4	2	3	3	3	8	4	3	8	80%	20%
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	2	0	1	0	0	0	2	20%	0%
			West	10	0	6	5	4	4	4	3	1	2	7	0	3	7	70%	40%
	Columbia Street	Dominion Street	East	10	0	1	1	1	0	0	0	0	0	0	0	0	1	10%	0%
			West	10	0	1	1	0	0	0	0	0	1	2	0	0	2	20%	0%
	Dominion Street	Pine Street	East	10	0	0	1	0	3	0	0	0	0	0	0	0	3	30%	0%
			West	10	0	5	4	0	4	0	0	0	0	0	0	0	5	50%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	3	0	0	0	0	0	0	0	0	0	0	0	3	38%	0%
	St Paul Street	Battle Street	East	6	3	8	8	5	0	3	0	2	0	4	3	3	8	133%	50%
			West	10	1	2	1	0	0	0	0	0	0	0	0	0	2	20%	0%
	Battle Street	Nicola Street	East	10	0	1	1	0	0	0	0	0	0	0	0	0	1	10%	0%
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	2	2	0	0	2	0	0	0	4	0	3	4	40%	20%
			West	10	1	1	0	0	0	0	0	0	0	1	0	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	3	1	0	0	0	0	0	0	0	0	0	0	3	50%	0%
			West	8	2	1	0	0	1	0	2	0	0	0	0	0	2	25%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	2	0	0	3	0	1	3	50%	0%
			West	8	0	0	0	1	0	0	0	0	1	0	0	1	1	13%	0%
			TOTAL	2525	584	690	720	641	535	844	441	724	455	654	485	559			
			UTILIZATION		23%	27%	29%	25%	21%	33%	17%	29%	18%	26%	19%	22%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Lansdowne Street	2 Avenue	3 Avenue	North	4	1	4	3	4	0	4	4	6	0	2	0	2	6	150%	100%
			South	9	4	10	3	9	11	14	2	6	0	5	4	1	14	156%	156%
	3 Avenue	4 Avenue	North	7	0	0	0	0	2	2	3	0	0	1	0	1	3	43%	29%
			South	6	0	1	0	0	4	1	0	7	0	3	0	1	7	117%	17%
	4 Avenue	5 Avenue	North	0	2	1	0	3	4	1	1	3	1	0	0	3	4	#DIV/0!	#DIV/0!
			South	16	9	10	0	0	6	25	0	28	8	17	2	8	28	175%	156%
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	20	7	8	0	7	13	5	10	8	0	0	0	1	13	65%	25%
	6 Avenue	Victoria Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	5	0	0	0	0	0	1	0	4	0	2	0	2	4	80%	20%
Victoria Street	1 Avenue	2 Avenue	North	10	1	0	11	0	0	0	0	4	0	3	0	0	11	110%	0%
			South	15	3	5	1	10	0	9	0	8	0	9	0	10	10	67%	60%
	2 Avenue	3 Avenue	North	13	10	16	8	10	9	6	20	4	10	2	8	0	20	154%	46%
			South	13	6	2	2	12	1	25	6	7	2	14	4	7	25	192%	192%
	3 Avenue	4 Avenue	North	15	8	10	4	3	7	7	7	7	8	2	5	3	10	67%	47%
			South	15	10	0	3	10	6	17	3	18	14	6	4	6	18	120%	113%
	4 Avenue	5 Avenue	North	14	13	15	11	7	10	6	6	4	13	2	11	1	15	107%	43%
			South	10	9	0	4	8	5	19	3	7	7	7	4	9	19	190%	190%
	5 Avenue	6 Avenue	North	8	1	5	1	10	4	3	2	5	5	0	4	3	10	125%	38%
			South	18	1	4	1	8	2	13	0	10	9	9	0	15	15	83%	72%
	6 Avenue	7 Avenue	North	17	9	15	10	5	26	10	11	10	13	19	28	17	28	165%	59%
			South	23	7	6	0	11	8	11	0	13	14	23	4	19	23	100%	48%

	7 Avenue	8 Avenue	North	17	8	7	13	2	19	1	4	3	6	0	10	1	19	112%	6%
			South	13	0	1	0	2	1	0	0	0	0	0	0	4	4	31%	0%
Seymour Street	1 Avenue	2 Avenue	North	10	0	3	12	2	0	2	5	1	2	1	3	1	12	120%	20%
			South	10	4	6	4	0	0	5	3	5	4	6	0	1	6	60%	50%
	2 Avenue	3 Avenue	North	4	0	0	5	0	5	0	3	0	2	0	5	3	5	125%	0%
			South	5	3	3	1	0	4	4	3	2	1	4	4	1	4	80%	80%
	3 Avenue	4 Avenue	North	14	4	1	13	0	8	0	7	0	2	0	1	1	13	93%	0%
			South	15	1	4	0	0	11	8	7	3	3	1	1	0	11	73%	53%
	4 Avenue	5 Avenue	North	12	2	0	11	0	8	0	4	0	7	0	4	4	11	92%	0%
			South	9	1	0	3	0	5	4	2	5	3	3	2	0	5	56%	44%
	5 Avenue	6 Avenue	North	11	1	0	2	0	1	0	3	0	0	1	1	4	4	36%	0%
			South	13	6	4	3	0	8	7	9	6	2	1	3	4	9	69%	54%
St Paul Street	1 Avenue	2 Avenue	North	14	6	23	24	27	4	9	12	5	14	8	10	9	27	193%	64%
			South	2	3	0	2	1	2	1	3	2	2	1	5	1	5	250%	50%
	2 Avenue	3 Avenue	North	12	2	7	8	3	0	5	0	9	6	4	2	2	9	75%	42%
			South	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	3 Avenue	4 Avenue	North	17	4	4	8	6	0	8	0	1	1	6	1	1	8	47%	47%
			South	12	0	0	0	2	0	0	0	1	1	3	5	0	5	42%	0%
	4 Avenue	5 Avenue	North	17	6	9	6	5	0	12	0	8	2	1	0	2	12	71%	71%
			South	18	9	5	4	2	0	2	0	2	2	0	4	0	9	50%	11%
	5 Avenue	6 Avenue	North	16	13	15	15	16	0	14	0	12	5	2	3	2	16	100%	88%
			South	16	0	0	0	0	0	2	0	2	0	0	0	0	2	13%	13%
Battle Street	3 Avenue	4 Avenue	North	19	0	3	0	0	0	1	0	3	0	0	2	0	3	16%	5%
			South	13	3	2	4	4	4	5	0	3	3	3	4	3	5	38%	38%
2 Avenue	Lansdowne Street	Victoria Street	East	7	0	3	2	3	5	0	3	0	0	1	2	0	5	71%	0%
			West	0	0	0	2	0	1	0	0	0	0	0	0	0	2	#DIV/0!	#DIV/0!
	Victoria Street	Seymour Street	East	6	3	2	2	3	14	0	8	0	3	0	6	0	14	233%	0%
			West	4	2	2	3	6	10	0	11	0	3	0	8	0	11	275%	0%
	Seymour Street	St Paul Street	East	7	0	0	1	6	3	0	2	0	0	0	2	0	6	86%	0%
			West	4	0	3	5	1	2	0	7	0	5	0	1	0	7	175%	0%
3 Avenue	Lansdowne Street	Victoria Street	East	8	0	4	5	6	0	6	0	0	0	5	2	5	6	75%	75%
			West	6	0	1	1	2	2	1	0	0	0	4	3	4	4	67%	17%
	Victoria Street	Seymour Street	East	4	0	3	2	2	4	3	4	4	4	6	4	3	6	150%	75%
			West	6	0	1	2	1	4	3	4	0	2	5	0	3	5	83%	50%
	Seymour Street	St Paul Street	East	4	0	2	4	0	2	3	1	2	1	4	0	1	4	100%	75%
			West	6	0	0	1	1	3	1	3	2	0	2	0	0	3	50%	17%
	St Paul Street	Battle Street	East	4	0	1	0	2	0	1	0	0	0	1	0	0	2	50%	25%
			West	10	0	0	0	1	2	2	2	0	1	1	0	0	2	20%	20%
	Battle Street	Nicola Street	East	5	0	3	2	1	3	1	1	1	1	1	1	2	3	60%	20%
			West	8	0	3	2	2	2	1	3	1	0	0	1	1	3	38%	13%
	Nicola Street	Columbia Street	East	0	0	2	1	1	0	2	1	0	0	0	0	0	2	#DIV/0!	#DIV/0!
			West	4	0	0	0	0	0	0	1	0	1	0	0	0	1	25%	0%
4 Avenue	Lansdowne Street	Victoria Street	East	7	0	0	0	1	6	0	4	0	0	0	0	0	6	86%	0%
			West	2	0	7	8	8	1	3	2	7	5	4	7	3	8	400%	150%
	Victoria Street	Seymour Street	East	4	0	0	0	3	4	0	3	0	0	0	0	0	4	100%	0%
			West	4	0	2	4	10	0	3	4	7	3	4	4	2	10	250%	75%
	Seymour Street	St Paul Street	East	8	0	1	3	8	8	1	6	4	1	1	3	1	8	100%	13%
			West	4	0	0	0	3	4	1	1	2	1	0	0	2	4	100%	25%
	St Paul Street	Battle Street	East	8	0	6	5	8	7	1	3	3	0	3	2	0	8	100%	13%
			West	7	0	6	4	5	7	4	3	5	4	3	2	4	7	100%	57%
	Battle Street	Nicola Street	East	7	0	0	0	4	7	0	2	0	0	0	0	0	7	100%	0%
			West	4	0	0	6	2	0	0	2	3	1	2	0	0	6	150%	0%
5 Avenue	Lansdowne Street	Victoria Street	East	6	0	3	1	3	1	1	3	1	3	1	2	2	3	50%	17%
			West	6	0	1	0	1	3	1	3	0	1	0	2	2	3	50%	17%
	Victoria Street	Seymour Street	East	4	0	4	6	6	6	6	4	7	3	5	6	5	7	175%	150%
			West	7	0	2	4	4	5	5	4	1	1	5	5	1	5	71%	71%
	Seymour Street	St Paul Street	East	8	0	5	7	3	2	5	5	6	3	1	1	4	7	88%	63%
			West	7	0	0	2	2	0	1	2	0	4	0	1	1	4	57%	14%
	St Paul Street	Battle Street	East	8	0	1	2	2	0	2	4	2	0	0	0	0	4	50%	25%
			West	4	0	2	2	4	2	2	2	1	0	1	1	1	4	100%	50%
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	1	0	1	2	0	0	3	0	0	0	0	3	#DIV/0!	#DIV/0!
			West	6	1	4	0	2	0	0	3	2	0	0	0	0	4	67%	0%
	Victoria Street	Seymour Street	East	0	0	0	0	2	0	0	1	0	1	0	1	0	2	#DIV/0!	#DIV/0!
			West	7	0	0	0	3	0	11	0	3	9	2	6	7	11	157%	157%
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	1	0	0	0	0	0	0	1	25%	25%
			West	8	0	3	3	1	0	9	1	3	1	3	2	2	9	113%	113%
7 Avenue	Victoria Street	Seymour Street	East	8	0	4	1	0	2	5	0	4	1	5	7	7	7	88%	63%
			West	6	1	1	0	0	1	1	0	1	3	0	1	4	4	67%	17%
			TOTAL	777	184	292	293	313	323	356	256	307	238	241	231	220			
			UTILIZATION	-	24%	38%	38%	40%	42%	46%	33%	40%	31%	31%	30%	28%			

Southwest

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
St Paul Street	Lee Road	1 Avenue	North	0	0	0	13	1	0	0	1	0	0	0	0	0	0	13	#DIV/0!	#DIV/0!
			South	29	6	0	13	13	0	10	10	6	5	3	3	3	13	45%	34%
Battle Street	Lee Road	1 Avenue	North	21	6	10	8	5	4	1	0	6	2	1	5	6	10	48%	5%
			South	21	5	0	1	4	3	4	0	3	3	3	6	6	6	29%	19%
	1 Avenue	2 Avenue	North	17	9	17	12	8	8	3	0	10	7	8	9	9	17	100%	18%
			South	18	4	1	4	5	4	9	0	6	7	6	7	7	9	50%	50%
	2 Avenue	3 Avenue	North	0	0	5	0	0	0	0	0	1	0	0	0	0	5	#DIV/0!	#DIV/0!
			South	16	2	0	3	3	1	3	0	2	3	4	3	2	4	25%	19%
	4 Avenue	5 Avenue	North	19	1	12	2	1	1	0	0	1	0	1	0	0	12	63%	0%
			South	19	9	0	15	15	13	13	0	7	5	3	4	2	15	79%	68%
	5 Avenue	6 Avenue	North	14	0	12	2	1	1	0	0	5	0	0	0	0	12	86%	0%
			South	19	13	0	16	14	12	11	0	11	7	5	5	6	16	84%	58%
Nicola Street	Lee Road	1 Avenue	North	25	10	10	10	8	0	8	0	9	10	10	9	10	10	40%	32%
			South	22	5	1	3	4	10	3	0	3	3	4	3	4	10	45%	14%
	1 Avenue	2 Avenue	North	18	4	0	0	0	0	4	0	10	0	9	0	8	10	56%	22%
			South	18	13	0	0	0	0	13	0	10	0	3	0	1	13	72%	72%
	2 Avenue	3 Avenue	North	18	13	0	0	0	0	11	0	13	0	4	0	8	13	72%	61%
			South	18	13	0	0	0	0	11	0	7	0	3	0	5	13	72%	61%
	3 Avenue	4 Avenue	North	14	0	0	0	0	0	13	0	14	0	5	0	4	14	100%	93%
			South	12	0	0	0	0	0	6	0	6	0	5	0	6	6	50%	50%
	4 Avenue	5 Avenue	North	18	0	0	0	0	0	8	0	7	0	3	0	1	8	44%	44%
			South	17	0	0	0	0	0	8	0	6	0	3	0	4	8	47%	47%
	5 Avenue	6 Avenue	North	18	0	0	0	0	0	8	0	10	0	7	0	10	10	56%	44%
			South	18	0	0	0	0	0	4	0	2	0	3	0	6	6	33%	22%
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	2	1	0	4	0	0	0	1	0	4	40%	0%
			West	5	0	0	1	2	2	0	2	0	1	0	1	0	2	40%	0%
5 Avenue	Battle Street	Nicola Street	East	10	0	5	4	1	0	0	1	0	0	1	1	1	5	50%	0%
			West	10	0	2	3	5	3	1	1	0	0	1	1	1	5	50%	10%
	Nicola Street	Columbia Street	East	10	0	2	3	4	2	3	2	2	2	3	3	3	4	40%	30%
			West	10	0	4	4	6	2	2	2	2	0	1	1	0	6	60%	20%
6 Avenue	St Paul Street	Battle Street	West	4	0	3	3	0	0	5	1	2	1	1	0	0	5	125%	125%
	Battle Street	Nicola Street	West	9	0	5	4	0	0	8	0	5	4	2	2	2	8	89%	89%
	Nicola Street	Columbia Street	West	4	0	0	0	2	0	0	0	0	2	1	0	0	2	50%	0%
			TOTAL	517	113	102	112	103	67	171	23	166	62	103	64	115			
			UTILIZATION	-	22%	20%	22%	20%	13%	33%	4%	32%	12%	20%	12%	22%			

Southeast

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Victoria Street	8 Avenue	Seymour Street	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!	#DIV/0!
			South	9	0	0	0	0	2	5	0	0	1	3	0	0	5	56%	56%
Seymour Street	6 Avenue	7 Avenue	North	25	0	4	12	0	7	0	5	1	2	2	2	1	12	48%	0%
			South	16	18	0	14	0	8	10	6	6	1	5	6	4	18	113%	63%
	7 Avenue	8 Avenue	North	26	7	9	2	0	5	7	6	4	4	2	1	0	9	35%	27%
			South	29	15	0	23	0	12	2	7	2	0	0	1	0	23	79%	7%
	8 Avenue	9 Avenue	North	12	0	0	0	0	0	0	0	0	0	1	0	0	1	8%	0%
			South	19	7	0	11	0	0	0	0	0	0	0	0	0	11	58%	0%
St Paul Street	6 Avenue	7 Avenue	North	22	12	16	17	19	0	17	0	11	14	7	2	11	19	86%	77%
			South	22	7	3	8	10	0	0	0	0	4	1	14	4	14	64%	0%
	7 Avenue	8 Avenue	North	22	8	6	10	6	0	11	0	12	10	11	11	11	12	55%	50%
			South	22	9	8	8	7	0	8	0	8	8	8	6	6	9	41%	36%
	8 Avenue	9 Avenue	North	18	10	23	17	10	0	8	0	8	11	8	9	9	23	128%	44%

			South	18	8	13	12	3	0	4	0	7	6	7	3	3	13	72%	22%
Battle Street	6 Avenue	7 Avenue	North	22	0	10	1	0	0	0	0	1	0	0	1	0	10	45%	0%
			South	22	7	0	11	12	11	8	0	11	13	9	8	11	13	59%	36%
	7 Avenue	8 Avenue	North	22	1	16	0	2	1	0	0	2	1	0	0	0	16	73%	0%
			South	22	16	1	11	9	7	10	0	11	12	13	13	15	16	73%	45%
	8 Avenue	9 Avenue	North	19	2	7	0	1	0	1	0	1	2	0	0	0	7	37%	5%
			South	19	6	0	7	6	6	6	0	3	5	8	3	5	8	42%	32%
Nicola Street	6 Avenue	7 Avenue	North	22	0	0	0	0	0	9	0	13	0	12	0	13	13	59%	41%
			South	22	0	0	0	0	0	7	0	6	0	7	0	7	7	32%	32%
	7 Avenue	8 Avenue	North	22	0	0	0	0	0	3	0	0	0	9	0	13	13	59%	14%
			South	22	0	0	0	0	0	5	0	0	0	3	0	2	5	23%	23%
	8 Avenue	9 Avenue	North	19	0	0	0	0	0	9	0	0	0	11	8	9	11	58%	47%
			South	19	0	0	0	0	0	5	0	0	0	4	5	4	5	26%	26%
Columbia Street	6 Avenue	7 Avenue	North	11	5	0	0	4	0	0	0	0	0	1	0	2	5	45%	0%
			South	13	5	0	0	5	0	6	0	0	0	8	0	7	8	62%	46%
	7 Avenue	8 Avenue	North	22	19	0	0	20	1	25	0	17	1	9	9	10	25	114%	114%
			South	22	6	0	0	6	0	21	0	7	0	14	1	8	21	95%	95%
	8 Avenue	9 Avenue	North	19	6	4	0	4	0	1	7	0	0	4	0	2	7	37%	5%
			South	19	5	2	0	3	4	2	1	0	0	3	0	5	5	26%	11%
Dominion Street	6 Avenue	7 Avenue	North	22	8	8	7	9	0	6	7	8	0	4	2	3	9	41%	27%
			South	22	2	2	4	7	0	4	5	3	0	4	8	6	8	36%	18%
	7 Avenue	8 Avenue	North	21	15	16	18	17	18	18	16	12	0	10	10	9	18	86%	86%
			South	21	9	9	10	9	7	8	8	9	0	7	6	7	10	48%	38%
	8 Avenue	9 Avenue	North	19	0	1	0	0	0	4	6	0	2	6	0	4	6	32%	21%
			South	19	1	0	0	0	0	0	1	0	0	0	0	0	1	5%	0%
Pine Street	6 Avenue	7 Avenue	North	23	10	10	15	8	0	3	6	7	6	11	7	0	15	65%	13%
			South	23	12	4	0	8	0	12	9	7	7	11	5	0	12	52%	52%
	7 Avenue	8 Avenue	North	21	8	33	21	0	0	5	7	6	4	11	6	0	33	157%	24%
			South	21	13	0	0	0	0	14	15	12	9	15	14	0	15	71%	67%
	8 Avenue	9 Avenue	North	19	8	12	3	0	10	7	7	14	5	0	0	2	14	74%	37%
			South	19	4	0	0	0	4	8	9	3	5	8	6	3	9	47%	42%
6 Avenue	St Paul Street	Battle Street	East	8	0	0	0	6	0	0	6	0	0	0	0	0	6	75%	0%
	Battle Street	Nicola Street	East	9	0	0	0	4	0	1	2	0	0	0	0	0	4	44%	11%
	Nicola Street	Columbia Street	East	7	0	0	0	2	0	0	1	0	0	0	0	0	2	29%	0%
7 Avenue	Seymour Street	St Paul Street	East	9	0	5	4	0	5	4	0	7	0	2	1	1	7	78%	44%
			West	9	0	1	0	0	1	1	0	0	2	0	0	0	2	22%	11%
	St Paul Street	Battle Street	East	8	0	3	4	0	4	5	0	3	0	3	4	2	5	63%	63%
			West	7	0	2	1	0	2	1	0	0	0	1	0	1	2	29%	14%
	Battle Street	Nicola Street	East	10	0	3	4	0	2	2	0	3	0	1	2	0	4	40%	20%
			West	10	0	3	4	0	0	0	0	0	0	0	0	0	4	40%	0%
	Nicola Street	Columbia Street	East	10	0	1	3	0	1	0	0	1	0	3	1	3	3	30%	0%
			West	10	0	1	1	0	1	0	0	1	0	0	1	0	1	10%	0%
	Columbia Street	Dominion Street	East	9	0	2	0	0	0	0	0	0	0	0	0	0	2	22%	0%
			West	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
	Dominion Street	Pine Street	East	9	0	4	4	0	0	0	0	0	0	0	0	0	4	44%	0%
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	7	0	2	0	4	0	3	0	1	0	1	0	0	4	57%	43%
	Seymour Street	St Paul Street	East	13	4	6	2	0	3	3	3	5	1	1	0	1	6	46%	23%
			West	10	1	1	4	3	2	4	4	8	5	5	0	0	8	80%	40%
	St Paul Street	Battle Street	East	10	0	1	0	1	1	0	1	0	0	2	2	0	2	20%	0%
			West	10	0	7	8	3	3	2	2	2	2	5	3	3	8	80%	20%
	Battle Street	Nicola Street	East	10	0	3	2	1	1	1	3	2	3	1	2	3	3	30%	10%
			West	10	0	5	5	5	4	2	3	3	3	8	4	3	8	80%	20%
	Nicola Street	Columbia Street	East	10	0	0	1	1	0	0	2	0	1	0	0	0	2	20%	0%
			West	10	0	6	5	4	4	4	3	1	2	7	0	3	7	70%	40%
	Columbia Street	Dominion Street	East	10	0	1	1	1	0	0	0	0	0	0	0	0	1	10%	0%
			West	10	0	1	1	0	0	0	0	0	1	2	0	0	2	20%	0%
	Dominion Street	Pine Street	East	10	0	0	1	0	3	0	0	0	0	0	0	0	3	30%	0%
			West	10	0	5	4	0	4	0	0	0	0	0	0	0	5	50%	0%
9 Avenue	Seymour Street	St Paul Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0%	0%
			West	8	3	0	0	0	0	0	0	0	0	0	0	0	3	38%	0%
	St Paul Street	Battle Street	East	6	3	8	8	5	0	3	0	2	0	4	3	3	8	133%	50%
			West	10	1	2	1	0	0	0	0	0	0	0	0	0	2	20%	0%
	Battle Street	Nicola Street	East	10	0	1	1	0	0	0	0	0	0	0	0	0	1	10%	0%
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	1	10%	0%
	Nicola Street	Columbia Street	East	10	0	2	2	0	0	2	0	0	0	4	0	3	4	40%	20%
			West	10	1	1	0	0	0	0	0	0	0	1	0	0	1	10%	0%
	Columbia Street	Dominion Street	East	6	3	1	0	0	0	0	0	0	0	0	0	0	3	50%	0%
			West	8	2	1	0	0	1	0	2	0	0	0	0	0	2	25%	0%
	Dominion Street	Pine Street	East	6	0	0	0	0	0	0	2	0	0	3	0	1	3	50%	0%
			West	8	0	0	1	0	0	0	0	0	1	0	0	1	1	13%	0%
			TOTAL	1231	287	296	315	225	145	317	162	251	155	310	190	224			
			UTILIZATION	-	23%	24%	26%	18%	12%	26%	13%	20%	13%	25%	15%	18%			

On-Street Parking Duration Summary

Project Number: 02-19-0187
Count Date: 5/7/2021 Friday

Total

Street	From	To	Block Face	Parking Supply	Duration										Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours		
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	1	1	0	1	2	1	0	0	0	10	2.50
			South	9	21	8	3	1	1	2	1	0	0	0	37	4.11
	3 Avenue	4 Avenue	North	7	23	0	1	0	0	0	0	0	0	0	24	3.43
			South	6	14	4	0	0	0	0	0	0	0	0	18	3.00
	4 Avenue	5 Avenue	North	0	20	1	2	0	0	0	0	0	0	0	23	#DIV/0!
			South	16	42	15	4	2	1	1	1	1	0	0	67	4.19
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	20	8	4	1	1	2	2	3	0	0	0	21	1.05
	6 Avenue	Victoria Street	North	0	2	2	0	0	0	0	0	0	0	0	4	#DIV/0!
			South	5	8	9	0	0	0	0	0	0	0	0	17	3.40
Victoria Street	1 Avenue	2 Avenue	North	10	37	6	4	2	0	1	0	0	0	0	50	5.00
			South	15	22	3	5	0	3	0	0	0	0	0	33	2.20
	2 Avenue	3 Avenue	North	13	53	14	3	2	0	0	0	1	1	0	74	5.69
			South	13	43	10	4	1	0	0	1	0	0	0	59	4.54
	3 Avenue	4 Avenue	North	15	39	8	3	0	0	0	0	0	0	0	50	3.33
			South	15	35	8	6	1	0	1	0	1	0	0	52	3.47
	4 Avenue	5 Avenue	North	14	51	11	4	0	1	0	0	0	0	1	68	4.86
			South	10	32	7	6	1	0	0	0	0	0	0	46	4.60
	5 Avenue	6 Avenue	North	8	17	4	2	0	0	0	1	0	0	0	24	3.00
			South	18	22	3	0	0	0	0	0	0	0	0	25	1.39
	6 Avenue	7 Avenue	North	17	18	4	1	1	0	0	1	0	0	0	25	1.47
			South	23	31	4	1	1	1	0	0	0	0	0	38	1.65
	7 Avenue	8 Avenue	North	17	5	1	1	1	0	0	0	0	0	0	8	0.47
			South	13	17	1	0	0	0	0	0	0	0	0	18	1.38
	8 Avenue	Seymour Street	North	0	6	0	0	0	0	0	0	0	0	0	6	#DIV/0!
			South	9	7	1	0	0	0	1	0	0	0	0	9	1.00
Seymour Street	1 Avenue	2 Avenue	North	10	16	1	0	0	0	0	0	0	0	0	17	1.70
			South	10	25	6	3	2	0	2	0	1	0	0	39	3.90
	2 Avenue	3 Avenue	North	4	10	3	3	0	0	0	0	0	0	0	16	4.00
			South	5	11	4	2	0	0	1	1	0	0	0	19	3.80
	3 Avenue	4 Avenue	North	14	31	11	3	1	0	0	0	0	0	0	46	3.29
			South	15	21	5	2	0	1	0	1	0	0	0	30	2.00
	4 Avenue	5 Avenue	North	12	14	2	0	1	1	1	1	0	0	0	20	1.67
			South	9	13	3	3	1	1	0	0	0	0	0	21	2.33
	5 Avenue	6 Avenue	North	11	8	2	1	1	0	0	1	0	0	0	13	1.18
			South	13	18	4	1	0	0	0	1	0	0	0	24	1.85
	6 Avenue	7 Avenue	North	25	18	8	5	1	2	2	4	2	0	0	42	1.68
			South	16	34	10	1	1	1	0	2	0	1	0	50	3.13
	7 Avenue	8 Avenue	North	26	31	11	6	0	0	0	2	0	0	0	50	1.92
			South	29	46	9	2	2	1	1	1	0	0	0	62	2.14
	8 Avenue	9 Avenue	North	12	12	1	0	2	1	7	0	1	0	0	24	2.00
			South	19	26	12	4	3	1	1	1	1	0	0	49	2.58
St Paul Street	Lee Road	1 Avenue	North	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!
			South	29	6	7	1	0	1	3	5	3	2	0	28	0.97
	1 Avenue	2 Avenue	North	14	28	11	0	0	0	0	2	1	2	0	44	3.14
			South	2	3	3	0	1	1	0	1	2	1	0	12	6.00
	2 Avenue	3 Avenue	North	12	18	5	2	0	2	0	1	0	0	0	28	2.33
			South	13	5	4	1	0	1	0	0	0	0	0	11	0.85
	3 Avenue	4 Avenue	North	17	13	4	4	1	0	0	1	0	0	0	23	1.35
			South	12	13	3	1	1	0	0	1	0	0	0	19	1.58
	4 Avenue	5 Avenue	North	17	10	1	0	0	1	3	2	0	0	0	17	1.00
			South	18	14	3	0	2	0	3	4	0	0	0	26	1.44
	5 Avenue	6 Avenue	North	16	46	8	5	0	1	0	1	0	0	0	61	3.81
			South	16	16	5	1	1	1	0	1	0	0	1	26	1.63
	6 Avenue	7 Avenue	North	22	20	9	2	2	3	2	5	1	2	0	46	2.09
			South	22	19	6	1	0	4	1	6	1	2	1	41	1.86
	7 Avenue	8 Avenue	North	22	10	2	0	2	1	1	2	0	2	0	20	0.91
			South	22	9	2	1	2	1	2	2	2	5	0	26	1.18
	8 Avenue	9 Avenue	North	18	8	2	1	1	1	1	4	7	2	0	27	1.50
			South	18	10	1	3	1	2	2	4	1	2	0	26	1.44
Battle Street	Lee Road	1 Avenue	North	21	16	5	2	0	1	1	5	3	1	0	34	1.62
			South	21	7	5	2	0	2	1	1	2	3	0	23	1.10
	1 Avenue	2 Avenue	North	17	4	3	0	0	0	3	1	0	3	0	14	0.82
			South	18	12	5	3	0	0	0	2	1	2	0	25	1.39
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	16	19	4	1	0	1	0	0	1	0	0	26	1.63
	3 Avenue	4 Avenue	North	19	17	2	0	0	0	0	0	0	0	0	19	1.00
			South	13	8	3	2	0	0	0	0	0	0	0	13	1.00
	4 Avenue	5 Avenue	North	19	37	1	0	0	2	0	0	2	0	0	42	2.21
			South	19	27	10	5	4	1	0	0	2	1	0	50	2.63
	5 Avenue	6 Avenue	North	14	16	3	2	2	3	0	1	0	0	0	27	1.93
			South	19	16	12	1	1	2	0	2	3	1	0	38	2.00
	6 Avenue	7 Avenue	North	22	12	9	2	3	2	0	0	0	0	0	28	1.27
			South	22	15	7	2	2	2	1	3	2	3	0	37	1.68
	7 Avenue	8 Avenue	North	22	9	5	1	1	3	2	1	0	0	0	22	1.00
			South	22	6	6	2	3	1	1	3	7	0	1	30	1.36
	8 Avenue	9 Avenue	North	19	11	3	2	1	1	0	0	0	0	0	18	0.95
			South	19	5	2	1	1	1	2	3	1	0	0	16	0.84
Nicola Street	Lee Road	1 Avenue	North	25	7	4	0	0	0	1	3	1	3	0	19	0.76
			South	22	9	2	1	0	0	3	1	2	1	0	19	0.86
	1 Avenue	2 Avenue	North	18	7	0	0	2	1	0	1	2	7	0	20	1.11
			South	18	13	6	2	2	2	1	2	2	0	0	30	1.67
	2 Avenue	3 Avenue	North	18	24	1	5	2	1	4	2	2	3	1	45	2.50
			South	18	23	7	5	2	0	1	2	2	1	1	44	2.44
	3 Avenue	4 Avenue	North	14	26	6	2	3	0	0	6	1	1	0	45	3.21
			South	12	15	1	2	1	1	1	2	1	2	0	26	2.17
	4 Avenue	5 Avenue	North	18	6	7	2	0	0	5	1	4	1	0	26	1.44
			South	17	14	7	3	3	0	2	1	1	0	0	31	1.82
	5 Avenue	6 Avenue	North	18	20	3	2	2	0	3	2	5	0	0	37	2.06
			South	18	11	4	1	4	1	1	1	2	0	0	25	1.39
	6 Avenue	7 Avenue	North	22	5	7	1	2	0	0	2	5	0	0	22	1.00

			South	22	12	8	1	1	0	2	2	4	0	0	30	1.36
	7 Avenue	8 Avenue	North	22	6	5	1	0	0	2	0	6	0	0	20	0.91
			South	22	4	1	0	2	1	1	1	6	0	0	16	0.73
	8 Avenue	9 Avenue	North	19	4	2	1	2	2	1	7	0	0	0	19	1.00
			South	19	10	4	0	0	1	3	3	0	0	0	21	1.11
Columbia Street	6 Avenue	7 Avenue	North	11	25	3	0	0	0	0	0	1	1	1	31	2.82
			South	13	24	2	0	0	0	2	3	0	1	0	32	2.46
	7 Avenue	8 Avenue	North	22	29	12	1	4	4	3	9	0	2	0	64	2.91
			South	22	40	9	2	3	2	9	5	2	2	1	75	3.41
	8 Avenue	9 Avenue	North	19	20	3	0	1	3	1	3	3	1	0	35	1.84
			South	19	31	3	0	1	2	0	1	1	0	0	39	2.05
Dominion Street	6 Avenue	7 Avenue	North	22	7	0	0	1	0	0	2	5	1	0	16	0.73
			South	22	7	2	5	2	1	0	1	0	4	0	22	1.00
	7 Avenue	8 Avenue	North	21	6	2	1	1	1	6	8	1	1	0	27	1.29
			South	21	3	4	0	0	2	1	5	2	6	0	23	1.10
	8 Avenue	9 Avenue	North	19	9	5	1	2	2	2	0	1	1	0	23	1.21
			South	19	0	0	0	0	0	0	0	0	0	0	0	0.00
Pine Street	6 Avenue	7 Avenue	North	23	11	1	2	3	2	3	5	0	2	0	29	1.26
			South	23	10	1	4	1	2	3	4	2	3	0	30	1.30
	7 Avenue	8 Avenue	North	21	4	4	2	3	0	3	2	0	2	0	20	0.95
			South	21	12	2	2	1	0	2	1	3	2	0	25	1.19
	8 Avenue	9 Avenue	North	19	12	2	3	2	2	4	5	0	0	0	30	1.58
			South	19	11	2	4	2	3	1	1	0	1	0	25	1.32
2 Avenue	Lansdowne Street	Victoria Street	East	7	15	1	1	0	0	0	0	0	0	0	17	2.43
			West	0	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	22	4	2	0	0	0	0	0	0	0	28	7.00
	Seymour Street	St Paul Street	East	7	19	8	0	1	0	0	1	0	0	0	29	4.14
			West	4	8	0	2	0	0	0	0	0	1	0	11	2.75
	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0.00
3 Avenue	Lansdowne Street	Victoria Street	East	8	26	2	7	0	1	0	0	0	0	0	36	4.50
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	4	4	3	1	1	0	0	0	0	0	0	9	2.25
			West	6	18	2	0	0	0	1	1	0	0	0	22	3.67
	Seymour Street	St Paul Street	East	4	21	4	3	0	0	0	0	0	0	0	28	7.00
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	4	10	5	3	2	0	0	1	0	0	0	21	5.25
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	28	11	2	5	0	0	0	0	0	0	46	5.75
	Nicola Street	Columbia Street	East	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!
			West	4	11	3	2	1	0	1	1	0	0	0	19	4.75
4 Avenue	Lansdowne Street	Victoria Street	East	7	16	2	2	0	1	0	0	0	0	0	21	3.00
			West	2	32	1	0	0	0	0	0	0	0	0	33	16.50
	Victoria Street	Seymour Street	East	4	14	0	0	0	0	0	0	0	0	0	14	3.50
			West	4	15	4	1	1	0	0	0	0	0	0	21	5.25
	Seymour Street	St Paul Street	East	8	14	4	2	0	0	0	0	1	0	0	21	2.63
			West	4	3	1	0	2	0	0	0	0	0	0	6	1.50
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	21	9	3	0	1	2	1	0	0	0	37	5.29
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	8	2	2	1	2	0	0	0	0	0	15	3.75
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	5	6	1	1	1	0	0	0	0	0	14	2.80
5 Avenue	Lansdowne Street	Victoria Street	East	6	13	4	2	0	0	0	0	0	0	0	19	3.17
			West	6	21	1	2	1	0	0	0	0	0	1	26	4.33
	Victoria Street	Seymour Street	East	4	15	0	1	1	0	0	1	0	0	0	18	4.50
			West	7	8	6	2	0	1	1	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	8	4	2	0	0	0	0	0	0	0	0	6	0.75
			West	7	4	2	0	0	0	0	0	0	0	0	6	0.86
	St Paul Street	Battle Street	East	8	6	0	1	1	4	0	0	0	0	0	12	1.50
			West	4	3	2	1	0	0	1	0	0	0	0	7	1.75
	Battle Street	Nicola Street	East	10	10	3	1	0	0	0	0	0	0	0	14	1.40
			West	10	2	4	1	0	1	0	0	0	0	0	8	0.80
	Nicola Street	Columbia Street	East	10	5	1	0	1	1	0	0	0	0	0	8	0.80
			West	10	5	2	0	0	1	1	0	0	0	0	9	0.90
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	0	0	0	1	0	0	0	0	0	0	0	1	#DIV/0!
			West	7	7	7	3	1	0	0	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	8	1	3	0	0	0	0	1	0	0	13	1.63
	St Paul Street	Battle Street	East	8	7	2	4	0	1	0	0	0	1	0	15	1.88
			West	4	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	9	1	1	0	0	0	0	0	0	0	0	2	0.22
			West	9	2	1	0	1	4	0	0	0	0	0	8	0.89
	Nicola Street	Columbia Street	East	7	4	0	1	0	0	0	0	0	0	0	5	0.71
			West	4	1	0	0	0	0	0	0	0	0	0	1	0.25
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	0	0	0	0	0	0	0	0	2	0.25
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	2	0	0	0	0	0	0	0	0	0	2	0.22
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0.00
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00

	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	0	0	0	1	0.10
			West	10	3	0	0	0	0	1	0	0	0	0	0	4	0.40
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	1	0	0	0	0	0	0	0	0	0	0	1	0.10
9 Avenue	Seymour Street	St Paul Street	East	7	4	3	0	0	2	0	0	0	0	0	0	9	1.29
			West	8	16	2	1	0	2	0	0	0	0	0	0	21	2.63
	St Paul Street	Battle Street	East	6	6	0	0	0	0	0	0	0	0	0	0	6	1.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	4	0	0	2	0	1	1	1	0	0	0	9	0.90
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	13	2	0	1	2	1	0	0	0	0	0	19	2.38
	Dominion Street	Pine Street	East	6	2	1	0	1	0	0	0	0	0	0	0	4	0.67
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			TOTAL	2525	2365	634	253	141	122	135	189	120	87	9	4055	2.25	
			UTILIZATION	-	58%	16%	6%	3%	3%	3%	5%	3%	2%	0%			

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Duration										Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours		
Lansdowne Street	2 Avenue	3 Avenue	North	4	4	1	1	0	1	2	1	0	0	0	10	2.50
			South	9	21	8	3	1	1	2	1	0	0	0	37	4.11
	3 Avenue	4 Avenue	North	7	23	0	1	0	0	0	0	0	0	0	24	3.43
			South	6	14	4	0	0	0	0	0	0	0	0	18	3.00
	4 Avenue	5 Avenue	North	0	20	1	2	0	0	0	0	0	0	0	23	#DIV/0!
			South	16	42	15	4	2	1	1	1	1	0	0	67	4.19
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	20	8	4	1	1	2	2	3	0	0	0	21	1.05
	6 Avenue	Victoria Street	North	0	2	2	0	0	0	0	0	0	0	0	4	#DIV/0!
			South	5	8	9	0	0	0	0	0	0	0	0	17	3.40
Victoria Street	1 Avenue	2 Avenue	North	10	37	6	4	2	0	1	0	0	0	0	50	5.00
			South	15	22	3	5	0	3	0	0	0	0	0	33	2.20
	2 Avenue	3 Avenue	North	13	53	14	3	2	0	0	0	1	1	0	74	5.69
			South	13	43	10	4	1	0	0	1	0	0	0	59	4.54
	3 Avenue	4 Avenue	North	15	39	8	3	0	0	0	0	0	0	0	50	3.33
			South	15	35	8	6	1	0	1	0	1	0	0	52	3.47
	4 Avenue	5 Avenue	North	14	51	11	4	0	1	0	0	0	0	1	68	4.86
			South	10	32	7	6	1	0	0	0	0	0	0	46	4.60
	5 Avenue	6 Avenue	North	8	17	4	2	0	0	0	1	0	0	0	24	3.00
			South	18	22	3	0	0	0	0	0	0	0	0	25	1.39
	6 Avenue	7 Avenue	North	17	18	4	1	1	0	0	1	0	0	0	25	1.47
			South	23	31	4	1	1	1	0	0	0	0	0	38	1.65
	7 Avenue	8 Avenue	North	17	5	1	1	1	0	0	0	0	0	0	8	0.47
			South	13	17	1	0	0	0	0	0	0	0	0	18	1.38
Seymour Street	1 Avenue	2 Avenue	North	10	16	1	0	0	0	0	0	0	0	0	17	1.70
			South	10	25	6	3	2	0	2	0	1	0	0	39	3.90
	2 Avenue	3 Avenue	North	4	10	3	3	0	0	0	0	0	0	0	16	4.00
			South	5	11	4	2	0	0	1	1	0	0	0	19	3.80
	3 Avenue	4 Avenue	North	14	31	11	3	1	0	0	0	0	0	0	46	3.29
			South	15	21	5	2	0	1	0	1	0	0	0	30	2.00
	4 Avenue	5 Avenue	North	12	14	2	0	1	1	1	1	0	0	0	20	1.67
			South	9	13	3	3	1	1	0	0	0	0	0	21	2.33
	5 Avenue	6 Avenue	North	11	8	2	1	1	0	0	1	0	0	0	13	1.18
			South	13	18	4	1	0	0	0	1	0	0	0	24	1.85
St Paul Street	1 Avenue	2 Avenue	North	14	28	11	0	0	0	0	2	1	2	0	44	3.14
			South	2	3	3	0	1	1	0	1	2	1	0	12	6.00
	2 Avenue	3 Avenue	North	12	18	5	2	0	2	0	1	0	0	0	28	2.33
			South	13	5	4	1	0	1	0	0	0	0	0	11	0.85
	3 Avenue	4 Avenue	North	17	13	4	4	1	0	0	1	0	0	0	23	1.35
			South	12	13	3	1	1	0	0	1	0	0	0	19	1.58
	4 Avenue	5 Avenue	North	17	10	1	0	0	1	3	2	0	0	0	17	1.00
			South	18	14	3	0	2	0	3	4	0	0	0	26	1.44
	5 Avenue	6 Avenue	North	16	46	8	5	0	1	0	1	0	0	0	61	3.81
			South	16	16	5	1	1	1	0	1	0	0	1	26	1.63
Battle Street	3 Avenue	4 Avenue	North	19	17	2	0	0	0	0	0	0	0	0	19	1.00
			South	13	8	3	2	0	0	0	0	0	0	0	13	1.00
2 Avenue	Lansdowne Street	Victoria Street	East	7	15	1	1	0	0	0	0	0	0	0	17	2.43
			West	0	0	1	0	0	0	0	0	0	0	0	1	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	22	4	2	0	0	0	0	0	0	0	28	7.00
	Seymour Street	St Paul Street	East	7	19	8	0	1	0	0	1	0	0	0	29	4.14
			West	4	8	0	2	0	0	0	0	0	1	0	11	2.75
3 Avenue	Lansdowne Street	Victoria Street	East	8	26	2	7	0	1	0	0	0	0	0	36	4.50
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	4	4	3	1	1	0	0	0	0	0	0	9	2.25
			West	6	18	2	0	0	0	1	1	0	0	0	22	3.67
	Seymour Street	St Paul Street	East	4	21	4	3	0	0	0	0	0	0	0	28	7.00
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	4	10	5	3	2	0	0	1	0	0	0	21	5.25
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	28	11	2	5	0	0	0	0	0	0	46	5.75
	Nicola Street	Columbia Street	East	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!
			West	4	11	3	2	1	0	1	1	0	0	0	19	4.75
4 Avenue	Lansdowne Street	Victoria Street	East	7	16	2	2	0	1	0	0	0	0	0	21	3.00
			West	2	32	1	0	0	0	0	0	0	0	0	33	16.50
	Victoria Street	Seymour Street	East	4	14	0	0	0	0	0	0	0	0	0	14	3.50
			West	4	15	4	1	1	0	0	0	0	0	0	21	5.25
	Seymour Street	St Paul Street	East	8	14	4	2	0	0	0	0	1	0	0	21	2.63
			West	4	3	1	0	2	0	0	0	0	0	0	6	1.50
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	21	9	3	0	1	2	1	0	0	0	37	5.29
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0.00

			West	4	8	2	2	1	2	0	0	0	0	0	15	3.75
5 Avenue	Lansdowne Street	Victoria Street	East	6	13	4	2	0	0	0	0	0	0	0	19	3.17
			West	6	21	1	2	1	0	0	0	0	0	1	26	4.33
	Victoria Street	Seymour Street	East	4	15	0	1	1	0	0	1	0	0	0	18	4.50
			West	7	8	6	2	0	1	1	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	8	4	2	0	0	0	0	0	0	0	0	6	0.75
			West	7	4	2	0	0	0	0	0	0	0	0	6	0.86
	St Paul Street	Battle Street	East	8	6	0	1	1	4	0	0	0	0	0	12	1.50
			West	4	3	2	1	0	0	1	0	0	0	0	7	1.75
6 Avenue	Lansdowne Street	Victoria Street	East	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	0	0	0	1	0	0	0	0	0	0	0	1	#DIV/0!
			West	7	7	7	3	1	0	0	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	8	1	3	0	0	0	0	1	0	0	13	1.63
7 Avenue	Victoria Street	Seymour Street	East	8	2	0	0	0	0	0	0	0	0	0	2	0.25
			West	6	0	0	0	0	0	0	0	0	0	0	0	0.00
			TOTAL	777	1319	313	135	44	30	25	34	9	5	3	1917	3.16
			UTILIZATION	-	69%	16%	7%	2%	2%	1%	2%	0%	0%	0%	2.47	

Southwest

Street	From	To	Block Face	Parking Supply	Duration										Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours		
St Paul Street	Lee Road	1 Avenue	North	0	1	0	0	0	0	0	0	0	0	0	1	#DIV/0!
			South	29	6	7	1	0	1	3	5	3	2	0	28	0.97
Battle Street	Lee Road	1 Avenue	North	21	16	5	2	0	1	1	5	3	1	0	34	1.62
			South	21	7	5	2	0	2	1	1	2	3	0	23	1.10
	1 Avenue	2 Avenue	North	17	4	3	0	0	0	3	1	0	3	0	14	0.82
			South	18	12	5	3	0	0	0	2	1	2	0	25	1.39
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	16	19	4	1	0	1	0	0	1	0	0	26	1.63
	4 Avenue	5 Avenue	North	19	37	1	0	0	2	0	0	2	0	0	42	2.21
			South	19	27	10	5	4	1	0	0	2	1	0	50	2.63
	5 Avenue	6 Avenue	North	14	16	3	2	2	3	0	1	0	0	0	27	1.93
			South	19	16	12	1	1	2	0	2	3	1	0	38	2.00
Nicola Street	Lee Road	1 Avenue	North	25	7	4	0	0	0	1	3	1	3	0	19	0.76
			South	22	9	2	1	0	0	3	1	2	1	0	19	0.86
	1 Avenue	2 Avenue	North	18	7	0	0	2	1	0	1	2	7	0	20	1.11
			South	18	13	6	2	2	2	1	2	2	0	0	30	1.67
	2 Avenue	3 Avenue	North	18	24	1	5	2	1	4	2	2	3	1	45	2.50
			South	18	23	7	5	2	0	1	2	2	1	1	44	2.44
	3 Avenue	4 Avenue	North	14	26	6	2	3	0	0	6	1	1	0	45	3.21
			South	12	15	1	2	1	1	1	2	1	2	0	26	2.17
	4 Avenue	5 Avenue	North	18	6	7	2	0	0	5	1	4	1	0	26	1.44
			South	17	14	7	3	3	0	2	1	1	0	0	31	1.82
	5 Avenue	6 Avenue	North	18	20	3	2	2	0	3	2	5	0	0	37	2.06
			South	18	11	4	1	4	1	1	1	2	0	0	25	1.39
2 Avenue	Battle Street	Nicola Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0.00
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	5	6	1	1	1	0	0	0	0	0	14	2.80
5 Avenue	Battle Street	Nicola Street	East	10	10	3	1	0	0	0	0	0	0	0	14	1.40
			West	10	2	4	1	0	1	0	0	0	0	0	8	0.80
	Nicola Street	Columbia Street	East	10	5	1	0	1	1	0	0	0	0	0	8	0.80
			West	10	5	2	0	0	1	1	0	0	0	0	9	0.90
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	West	9	2	1	0	1	4	0	0	0	0	0	8	0.89
	Nicola Street	Columbia Street	West	4	1	0	0	0	0	0	0	0	0	0	1	0.25
			TOTAL	517	366	120	45	31	27	31	41	42	32	2	737	1.57
			UTILIZATION	-	50%	16%	6%	4%	4%	4%	6%	6%	4%	0%	1.43	

Southeast

Street	From	To	Block Face	Parking Supply	Duration										Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours		
Victoria Street	8 Avenue	Seymour Street	North	0	6	0	0	0	0	0	0	0	0	0	6	#DIV/0!
			South	9	7	1	0	0	0	1	0	0	0	0	9	1.00
Seymour Street	6 Avenue	7 Avenue	North	25	18	8	5	1	2	2	4	2	0	0	42	1.68
			South	16	34	10	1	1	1	0	2	0	1	0	50	3.13
	7 Avenue	8 Avenue	North	26	31	11	6	0	0	0	2	0	0	0	50	1.92
			South	29	46	9	2	2	1	1	1	0	0	0	62	2.14
	8 Avenue	9 Avenue	North	12	12	1	0	2	1	7	0	1	0	0	24	2.00
			South	19	26	12	4	3	1	1	1	1	0	0	49	2.58
St Paul Street	6 Avenue	7 Avenue	North	22	20	9	2	2	3	2	5	1	2	0	46	2.09
			South	22	19	6	1	0	4	1	6	1	2	1	41	1.86
	7 Avenue	8 Avenue	North	22	10	2	0	2	1	1	2	0	2	0	20	0.91
			South	22	9	2	1	2	1	2	2	2	5	0	26	1.18
	8 Avenue	9 Avenue	North	18	8	2	1	1	1	1	4	7	2	0	27	1.50
			South	18	10	1	3	1	2	2	4	1	2	0	26	1.44
Battle Street	6 Avenue	7 Avenue	North	22	12	9	2	3	2	0	0	0	0	0	28	1.27
			South	22	15	7	2	2	2	1	3	2	3	0	37	1.68
	7 Avenue	8 Avenue	North	22	9	5	1	1	3	2	1	0	0	0	22	1.00
			South	22	6	6	2	3	1	1	3	7	0	1	30	1.36
	8 Avenue	9 Avenue	North	19	11	3	2	1	1	0	0	0	0	0	18	0.95
			South	19	5	2	1	1	1	2	3	1	0	0	16	0.84
Nicola Street	6 Avenue	7 Avenue	North	22	5	7	1	2	0	0	2	5	0	0	22	1.00
			South	22	12	8	1	1	0	2	2	4	0	0	30	1.36
	7 Avenue	8 Avenue	North	22	6	5	1	0	0	2	0	6	0	0	20	0.91
			South	22	4	1	0	2	1	1	1	6	0	0	16	0.73
	8 Avenue	9 Avenue	North	19	4	2	1	2	2	1	7	0	0	0	19	1.00
			South	19	10	4	0	0	1	3	3	0	0	0	21	1.11
Columbia Street	6 Avenue	7 Avenue	North	11	25	3	0	0	0	0	0	1	1	1	31	2.82
			South	13	24	2	0	0	0	2	3	0	1	0	32	2.46
	7 Avenue	8 Avenue	North	22	29	12	1	4	4	3	9	0	2	0	64	2.91
			South	22	40	9	2	3	2	9	5	2	2	1	75	3.41
	8 Avenue	9 Avenue	North	19	20	3	0	1	3	1	3	3	1	0	35	1.84
			South	19	31	3	0	1	2	0	1	1	0	0	39	2.05
Dominion Street	6 Avenue	7 Avenue	North	22	7	0	0	1	0	0	2	5	1	0	16	0.73
			South	22	7	2	5	2	1	0	1	0	4	0	22	1.00
	7 Avenue	8 Avenue	North	21	6	2	1	1	1	6	8	1	1	0	27	1.29
			South	21	3	4	0	0	2	1	5	2	6	0	23	1.10
	8 Avenue	9 Avenue	North	19	9	5	1	2	2	2	0	1	1	0	23	1.21
			South	19	0	0	0	0	0	0	0	0	0	0	0	0.00

Pine Street	6 Avenue	7 Avenue	North	23	11	1	2	3	2	3	5	0	2	0	29	1.26
			South	23	10	1	4	1	2	3	4	2	3	0	30	1.30
	7 Avenue	8 Avenue	North	21	4	4	2	3	0	3	2	0	2	0	20	0.95
			South	21	12	2	2	1	0	2	1	3	2	0	25	1.19
	8 Avenue	9 Avenue	North	19	12	2	3	2	2	4	5	0	0	0	30	1.58
			South	19	11	2	4	2	3	1	1	0	1	0	25	1.32
6 Avenue	St Paul Street	Battle Street	East	8	7	2	4	0	1	0	0	0	1	0	15	1.88
	Battle Street	Nicola Street	East	9	1	1	0	0	0	0	0	0	0	0	2	0.22
	Nicola Street	Columbia Street	East	7	4	0	1	0	0	0	0	0	0	0	5	0.71
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	2	0	0	0	0	0	0	0	0	0	2	0.22
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
8 Avenue	Victoria Street	Seymour Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0.00
	Seymour Street	St Paul Street	East	13	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	1	0	0	0	0	0	0	0	0	0	1	0.10
			West	10	3	0	0	0	0	1	0	0	0	0	4	0.40
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	1	0	0	0	0	0	0	0	0	0	1	0.10
9 Avenue	Seymour Street	St Paul Street	East	7	4	3	0	0	2	0	0	0	0	0	9	1.29
			West	8	16	2	1	0	2	0	0	0	0	0	21	2.63
	St Paul Street	Battle Street	East	6	6	0	0	0	0	0	0	0	0	0	6	1.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	4	0	0	2	0	1	1	1	0	0	9	0.90
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	13	2	0	1	2	1	0	0	0	0	19	2.38
	Dominion Street	Pine Street	East	6	2	1	0	1	0	0	0	0	0	0	4	0.67
			West	8	0	0	0	0	0	0	0	0	0	0	0	0.00
			TOTAL	1231	680	201	73	66	65	79	114	69	50	4	1401	1.41
			UTILIZATION	-	49%	14%	5%	5%	5%	6%	8%	5%	4%	0%	1.14	

On-Street Parking Duration Summary

Project Number: 02-19-0187
Count Date: 5/5/2021 Wednesday

Total

Street	From	To	Block Face	Parking Supply	Duration													Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours	
Lansdowne Street	2 Avenue	3 Avenue	North	4	11	4	1	1	0	0	2	1	0	0	0	0	0	0	20	5.00
			South	9	41	8	4	4	0	0	3	1	0	0	0	0	0	0	61	6.78
	3 Avenue	4 Avenue	North	7	22	13	11	3	1	0	0	0	0	0	1	0	0	0	51	7.29
			South	6	19	2	3	0	1	0	0	0	0	0	0	0	0	0	25	4.17
	4 Avenue	5 Avenue	North	0	14	4	0	0	0	0	1	1	0	0	0	1	0	0	21	#DIV/0!
			South	16	48	19	7	2	2	1	1	1	0	0	0	1	0	0	82	5.13
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	20	7	4	0	1	0	1	1	1	3	1	1	1	0	0	21	1.05
	6 Avenue	Victoria Street	North	0	4	1	1	1	0	0	0	0	0	0	1	0	0	0	8	#DIV/0!
			South	5	16	7	4	1	0	0	0	0	0	0	0	0	0	0	28	5.60
Victoria Street	1 Avenue	2 Avenue	North	10	39	16	8	0	0	0	0	0	0	0	0	0	0	0	63	6.30
			South	15	43	5	4	3	2	2	0	0	0	0	0	0	0	0	59	3.93
	2 Avenue	3 Avenue	North	13	74	23	8	0	2	1	1	0	0	1	0	0	0	0	110	8.46
			South	13	50	23	6	2	1	0	1	0	0	2	0	0	0	0	85	6.54
	3 Avenue	4 Avenue	North	15	72	20	6	2	1	1	0	0	0	0	0	1	0	0	103	6.87
			South	15	72	17	9	0	1	1	0	0	0	0	0	0	0	0	100	6.67
	4 Avenue	5 Avenue	North	14	60	23	9	5	1	0	2	1	0	0	1	0	0	0	102	7.29
			South	10	33	8	3	3	2	0	1	0	1	0	0	0	0	0	51	5.10
	5 Avenue	6 Avenue	North	8	18	5	4	2	0	2	0	0	0	0	0	0	0	0	31	3.88
			South	18	33	10	3	2	1	0	1	0	0	0	0	1	0	0	51	2.83
	6 Avenue	7 Avenue	North	17	28	6	2	1	0	0	1	0	0	0	0	0	0	0	38	2.24
			South	23	27	5	5	5	0	0	0	0	0	0	1	0	0	0	43	1.87
	7 Avenue	8 Avenue	North	17	5	2	2	0	0	1	1	0	0	0	0	0	0	0	11	0.65
			South	13	10	1	3	1	0	0	0	0	0	0	0	0	0	0	15	1.15
	8 Avenue	Seymour Street	North	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	#DIV/0!
			South	9	7	3	2	1	0	0	0	0	0	0	0	0	0	0	13	1.44
Seymour Street	1 Avenue	2 Avenue	North	10	9	7	3	1	0	0	0	0	0	0	0	0	0	0	20	2.00
			South	10	12	5	2	2	0	0	0	0	0	0	0	0	0	0	21	2.10
	2 Avenue	3 Avenue	North	4	11	4	2	0	1	0	1	0	0	0	0	0	0	0	19	4.75
			South	5	11	7	0	3	1	0	0	0	0	1	0	0	0	0	23	4.60
	3 Avenue	4 Avenue	North	14	43	10	5	0	0	1	0	1	0	1	0	0	0	0	61	4.36
			South	15	25	2	4	1	0	0	0	0	0	1	0	0	0	0	33	2.20
	4 Avenue	5 Avenue	North	12	28	4	2	1	1	0	2	0	0	0	0	0	0	0	38	3.17
			South	9	13	3	1	1	0	0	0	0	0	0	0	0	0	0	18	2.00
	5 Avenue	6 Avenue	North	11	23	2	0	1	0	0	1	1	0	0	0	0	0	0	28	2.55
			South	13	14	3	2	1	0	0	0	0	0	0	0	0	0	0	20	1.54
	6 Avenue	7 Avenue	North	25	36	9	1	2	2	0	2	3	0	3	1	0	0	0	59	2.36
			South	16	19	3	4	0	1	0	0	0	0	0	0	0	0	0	27	1.69
	7 Avenue	8 Avenue	North	26	36	9	6	1	2	1	0	1	0	1	0	0	0	0	57	2.19
			South	29	28	6	2	0	0	0	0	1	0	0	1	0	0	0	38	1.31
	8 Avenue	9 Avenue	North	12	8	4	4	1	4	3	0	1	2	0	1	0	0	0	28	2.33
			South	19	24	7	5	0	0	0	0	0	2	0	0	0	0	0	38	2.00
St Paul Street	Lee Road	1 Avenue	North	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	#DIV/0!
			South	29	7	2	8	5	5	2	0	0	0	0	0	0	0	0	29	1.00
	1 Avenue	2 Avenue	North	14	35	14	8	1	1	1	0	2	1	1	0	1	0	0	65	4.64
			South	2	19	7	4	2	0	0	0	1	1	0	0	1	0	0	35	17.50
	2 Avenue	3 Avenue	North	12	31	14	1	1	0	0	0	0	0	0	0	0	0	0	47	3.92
			South	13	18	12	1	1	0	0	0	0	0	0	0	0	0	0	32	2.46
	3 Avenue	4 Avenue	North	17	27	4	1	0	0	0	1	0	0	0	0	0	0	0	33	1.94
			South	12	11	2	2	2	0	0	0	0	0	0	0	0	0	0	17	1.42
	4 Avenue	5 Avenue	North	17	19	7	3	1	2	1	1	0	0	0	0	0	0	0	34	2.00
			South	18	19	10	2	5	2	3	3	0	0	0	0	0	0	0	44	2.44
	5 Avenue	6 Avenue	North	16	54	12	1	2	0	1	1	1	0	1	0	1	0	0	74	4.63
			South	16	16	4	2	1	2	2	5	1	0	1	0	0	0	0	34	2.13
	6 Avenue	7 Avenue	North	22	25	4	7	1	1	4	0	1	1	1	0	1	0	0	46	2.09
			South	22	22	3	6	2	2	5	1	4	5	2	0	1	0	0	53	2.41
	7 Avenue	8 Avenue	North	22	5	2	3	2	2	0	3	1	4	2	0	0	0	0	24	1.09
			South	22	6	2	5	0	3	0	3	1	7	5	0	0	0	0	32	1.45
	8 Avenue	9 Avenue	North	18	18	11	7	3	1	1	7	4	0	3	1	0	0	0	56	3.11
			South	18	9	5	1	2	3	3	4	2	2	2	0	0	0	0	33	1.83
Battle Street	Lee Road	1 Avenue	North	21	15	7	5	1	3	2	2	3	1	1	0	0	0	0	40	1.90
			South	21	3	6	4	0	1	1	0	1	1	0	1	0	0	0	18	0.86
	1 Avenue	2 Avenue	North	17	6	4	2	0	0	0	0	1	2	1	2	0	0	0	18	1.06
			South	18	8	6	4	3	1	0	3	1	2	1	2	0	0	0	31	1.72
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	16	18	4	3	1	1	1	1	0	0	0	0	0	0	0	29	1.81
	3 Avenue	4 Avenue	North	19	18	8	5	0	1	0	0	0	0	0	0	0	0	0	32	1.68
			South	13	12	6	1	0	0	0	0	0	0	0	0	0	0	0	19	1.46
	4 Avenue	5 Avenue	North	19	24	9	4	0	1	0	1	1	0	1	1	0	0	0	42	2.21
			South	19	29	19	5	0	1	1	3	2	0	0	1	0	0	0	61	3.21
	5 Avenue	6 Avenue	North	14	22	9	4	1	5	1	1	1	2	0	1	0	0	0	47	3.36
			South	19	19	9	4	2	3	1	1	1	2	0	1	0	0	0	43	2.26
	6 Avenue	7 Avenue	North	22	14	10	4	2	2	0	2	1	1	1	0	0	0	0	37	1.68
			South	22	15	5	5	4	2	3	3	1	2	2	0	0	0	0	42	1.91
	7 Avenue	8 Avenue	North	22	9	9	5	4	2	0	3	4	4	1	1	0	0	0	42	1.91
			South	22	6	6	4	2	0	0	1	3	4	1	1	0	0	0	28	1.27
	8 Avenue	9 Avenue	North	19	10	1	3	4	2	2	1	1	0	1	1	0	0	0	26	1.37
			South	19	6	1	2	2	0	2	2	1	0	1	1	0	0	0	18	0.95
Nicola Street	Lee Road	1 Avenue	North	25	10	2	1	2	4	0	0	0	1	1	1	0	0	0	22	0.88
			South	22	6	1	1	1	3	1	1	0	2	3	1	0	0	0	20	0.91
	1 Avenue	2 Avenue	North	18	9	3	6	2	0	1	2	5	5	1	4	0	0	0	38	2.11
			South	18	16	2	5	3	1	1	3	4	5	1	3	0	0	0	44	2.44
	2 Avenue	3 Avenue	North	18	38	7	4	0	2	5	3	1	3	0	1	0	0	0	64	3.56
			South	18	31	8	4	4	1	2	2	1	1	0	0	0	0	0	54	3.00
	3 Avenue	4 Avenue	North	14	49	13	6	7	1	2	0	1	1	2	3	0	0	0	85	6.07
			South	12	30	9	2	4	1	1	0	1	0	1	2	0	0	0	51	4.25
	4 Avenue	5 Avenue	North	18	27	13	2	1	4	2	1	1	3	2	1	0	0	0	57	3.17
			South	17	22	9	3	0	7	0	4	0	2	1	2	0	0	0	50	2.94
	5 Avenue	6 Avenue	North	18	16	6	3	2	1	5	1	0	2	2	7	0	0	0	45	2.50
			South	18	18	4	4	5	2	5	1	0	2	2	8	0	0	0	51	2.83
	6 Avenue	7 Avenue	North	22	10	5	5	1	0	2	2	1	3	1	4	0	0	0	34	1.55
			South	22	8	13	2	1	1	3	2	3	2	1	3	0	0	0	39	1.77
	7 Avenue	8 Avenue	North	22	7	0	4	4	0	1	2	0	1	1	2	0	0	0	22	1.00
			South	22	4	0	3	3	0	0	2	0	0	2	2	1	0	0	17	0.77
	8 Avenue	9 Avenue	North	19	6	1	0	3	0	1	1	3	2	6	4	0	0	0	27	1.42
			South	19	7	1	1	1	0	0	1	0	2	5	2	1	0	0	21	1.11
Columbia Street	6 Avenue	7 Avenue	North	11	31	11	1	1	0	0	1	0	0	2	2	1	2	0	52	4.73
			South	13	22	8	0	1	0	0	1	1	0	2	3	1	2	0	41	3.15
	7 Avenue	8 Avenue	North	22	34	7	0	2	1	0	1	11	6	3	0	1	1	0	67	3.05
			South	22	41	5	2	2	1	0	2	10	9	4	1	3	1	0	81	3.68
	8 Avenue	9 Avenue	North	19	31	4	2	0	2	1	4	4	2	2	1	1	0	1	55	2.89
			South	19	21	4	1	0	1	2	2	2	2	1	2	1	0	1	40	2.11
Dominion Street	6 Avenue	7 Avenue	North	22	8	2	1	1	1	1	4	4	1	0	1	3	1	0	28	1.27
			South	22	8	4	1	2	2	1	6	2	1	1	0	4	0	0	32	1.45
	7 Avenue	8 Avenue	North	21	4	1	1	5	1	2	0	6	3	2	2	4	0	0	31	1.48
			South	21	9	3	3	1	3	0	1	2	5	7	2	4	0	0	40	1.90
	8 Avenue	9 Avenue	North	19	8	5	1	2	1	1	1	2	0	1	1	1	0	0	24	1.26
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Pine Street	6 Avenue	7 Avenue	North	23	11	1	2	2	0	2	0	3	4	3	2	0	0	0	30	1.30
			South	23	14	0	1	1	3	0	1	0	3	3	3	2	0	0	31	1.35
	7 Avenue	8 Avenue	North	21	9	2	1	1	0	2	1	3	1	0	3	3	0	0	26	1.24
			South	21	6	1	2	1	2	2	0	2	3	2	2	2	0	0	25	1.19

	8 Avenue	9 Avenue	North	19	11	4	3	3	3	1	2	4	4	2	1	1	0	0	39	2.05
			South	19	9	8	5	2	2	0	1	1	2	0	1	1	0	0	32	1.68
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	1	1	0	0	2	0	0	0	0	0	0	0	0	9	1.29
			West	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	6	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	33	22	9	2	0	0	1	0	1	1	0	0	0	0	69	17.25
	Seymour Street	St Paul Street	East	7	16	1	0	1	0	0	0	1	0	0	0	0	0	0	19	2.71
			West	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9	2.25
	Battle Street	Nicola Street	East	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.22
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.11
			West	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0.33
3 Avenue	Lansdowne Street	Victoria Street	East	8	31	17	5	0	0	0	0	0	0	0	0	0	0	0	53	6.63
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	4	18	8	1	0	0	0	0	0	0	0	0	0	0	0	27	6.75
			West	6	13	8	2	1	0	3	0	0	0	0	0	0	0	0	27	4.50
	Seymour Street	St Paul Street	East	4	15	7	1	0	0	2	0	0	0	0	0	0	0	0	25	6.25
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9	2.25
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.10
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	23	10	2	0	1	1	0	0	0	0	0	0	0	0	37	4.63
	Nicola Street	Columbia Street	East	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	#DIV/0!
			West	4	14	4	1	0	1	0	1	0	0	0	0	0	0	0	21	5.25
4 Avenue	Lansdowne Street	Victoria Street	East	7	23	2	1	1	2	0	0	0	1	0	0	0	0	0	30	4.29
			West	2	7	5	9	2	2	0	0	0	0	0	0	0	0	0	25	12.50
	Victoria Street	Seymour Street	East	4	10	5	1	0	0	0	0	0	0	0	0	0	0	0	16	4.00
			West	4	27	2	2	0	2	1	0	0	0	0	0	0	0	0	34	8.50
	Seymour Street	St Paul Street	East	8	17	3	0	1	1	2	0	0	1	0	0	0	0	0	25	3.13
			West	4	3	1	0	0	0	3	1	1	0	0	0	0	0	0	9	2.25
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	26	13	6	2	1	0	1	1	0	0	0	0	0	0	50	7.14
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	14	4	1	1	1	0	0	0	0	0	0	0	0	0	21	5.25
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	11	2	1	1	2	0	0	0	0	0	0	0	0	0	17	3.40
5 Avenue	Lansdowne Street	Victoria Street	East	6	13	3	1	1	0	0	0	0	0	0	0	0	0	0	18	3.00
			West	6	16	4	0	3	1	0	0	0	0	0	0	0	0	0	24	4.00
	Victoria Street	Seymour Street	East	4	11	7	1	0	0	0	1	0	0	0	0	0	0	0	20	5.00
			West	7	9	4	0	3	1	0	1	0	0	0	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	8	13	5	1	0	1	2	0	0	0	0	0	0	0	0	22	2.75
			West	7	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7	1.00
	St Paul Street	Battle Street	East	8	5	1	2	1	4	1	1	0	0	0	0	0	0	0	15	1.88
			West	4	6	4	2	0	0	0	0	0	0	0	0	0	0	0	12	3.00
	Battle Street	Nicola Street	East	10	13	3	0	0	1	1	1	0	0	0	0	0	0	0	19	1.90
			West	10	6	4	2	0	1	0	0	0	0	0	0	0	0	0	13	1.30
	Nicola Street	Columbia Street	East	10	7	2	1	0	0	1	0	0	0	0	0	0	0	0	11	1.10
			West	10	13	3	1	1	1	0	0	0	0	0	0	0	0	0	19	1.90
6 Avenue	Lansdowne Street	Victoria Street	East	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	#DIV/0!
			West	6	7	3	0	0	0	0	0	0	1	0	0	0	0	0	11	1.83
	Victoria Street	Seymour Street	East	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	#DIV/0!
			West	7	8	5	3	1	1	0	0	0	0	1	1	0	0	0	20	2.86
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	15	2	1	1	0	0	0	0	0	0	0	0	0	0	19	2.38
	St Paul Street	Battle Street	East	8	6	4	2	1	1	1	0	0	0	0	0	0	0	0	15	1.88
			West	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	9	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0.44
			West	9	4	4	1	0	0	1	0	0	0	0	0	0	0	0	10	1.11
	Nicola Street	Columbia Street	East	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13	1.86
			West	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0.75
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0.40
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
8 Avenue	Victoria Street	Seymour Street	East	4	6	1	1	0	1	0	1	0	0	0	0	0	0	0	10	2.50
			West	7	5	0	1	0	1	1	0	0	1	0	0	0	0	0	9	1.29
	Seymour Street	St Paul Street	East	13	4	3	0	3	1	0	0	0	0	0	0	0	0	0	11	0.85
			West	10	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0.80
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
9 Avenue	Seymour Street	St Paul Street	East	7	8	1	1	1	2	0	1	0	0	0	0	0	0	0	14	2.00
			West	8	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14	1.75
	St Paul Street	Battle Street	East	6	8	3	2	0	1	0	1	1	0	0	0	0	0	0	16	2.67
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	1	2	1	1	1	1	0	0	0	0	0	0	0	0	7	0.70
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	2	0	0	1	2	0	0	0	0	0	1	0	0	0	6	0.60
			West	10	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5	0.50
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	18	2	0	1	1	2	1	1	0	0	0	0	0	0	26	3.25
	Dominion Street	Pine Street	East	6	3	1	1	1	0	1	0	0	0	0	0	0	0	0	7	1.17
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			TOTAL	2525	2849	920	431	218	164	126	144	137	139	109	101	45	8	2	5393	2.92
			UTILIZATION	-	53%	17%	8%	4%	3%	2%	3%	3%	3%	2%	2%	1%	0%	0%		

Downtown Core (Restricted Parking)

Street	From	To	Block Face	Parking Supply	Duration													Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours	
Lansdowne Street	2 Avenue	3 Avenue	North	4	11	4	1	1	0	0	2	1	0	0	0	0	0	0	20	5.00
			South	9	41	8	4	4	0	0	3	1	0	0	0	0	0	0	61	6.78
	3 Avenue	4 Avenue	North	7	22	13	11	3	1	0	0	0	0	0	1	0	0	0	51	7.29
			South	6	19	2	3	0	1	0	0	0	0	0	0	0	0	0	25	4.17
	4 Avenue	5 Avenue	North	0	14	4	0	0	0	0	1	1	0	0	0	1	0	0	21	#DIV/0!
			South	16	48	19	7	2	2	1	1	1	0	0	0	1	0	0	82	5.13
	5 Avenue	6 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	20	7	4	0	1	0	1	1	1	3	1	1	1	0	0	21	1.05
	6 Avenue	Victoria Street	North	0	4	1	1	1	0	0	0	0	0	0	1	0	0	0	8	#DIV/0!
			South	5	16	7	4	1	0	0	0	0	0	0	0	0	0	0	28	5.60
Victoria Street	1 Avenue	2 Avenue	North	10	39	16	8	0	0	0	0	0	0	0	0	0	0	0	63	6.30
			South	15	43	5	4	3	2	2	0	0	0	0	0	0	0	0	59	3.93
	2 Avenue	3 Avenue	North	13	74	23	8	0	2	1	1	0	0	1	0	0	0	0	110	8.46
			South	13	50	23	6	2	1	0	1	0	0	2	0	0	0	0	85	6.54

	3 Avenue	4 Avenue	North	15	72	20	6	2	1	1	0	0	0	0	0	1	0	0	103	6.87
			South	15	72	17	9	0	1	1	0	0	0	0	0	0	0	0	100	6.67
	4 Avenue	5 Avenue	North	14	60	23	9	5	1	0	2	1	0	0	1	0	0	0	102	7.29
			South	10	33	8	3	3	2	0	1	0	1	0	0	0	0	0	51	5.10
	5 Avenue	6 Avenue	North	8	18	5	4	2	0	2	0	0	0	0	0	0	0	0	31	3.88
			South	18	33	10	3	2	1	0	1	0	0	0	0	1	0	0	51	2.83
	6 Avenue	7 Avenue	North	17	28	6	2	1	0	0	1	0	0	0	0	0	0	0	38	2.24
			South	23	27	5	5	5	0	0	0	0	0	0	1	0	0	0	43	1.87
	7 Avenue	8 Avenue	North	17	5	2	2	0	0	1	1	0	0	0	0	0	0	0	11	0.65
			South	13	10	1	3	1	0	0	0	0	0	0	0	0	0	0	15	1.15
Seymour Street	1 Avenue	2 Avenue	North	10	9	7	3	1	0	0	0	0	0	0	0	0	0	0	20	2.00
			South	10	12	5	2	2	0	0	0	0	0	0	0	0	0	0	21	2.10
	2 Avenue	3 Avenue	North	4	11	4	2	0	1	0	1	0	0	0	0	0	0	0	19	4.75
			South	5	11	7	0	3	1	0	0	0	0	1	0	0	0	0	23	4.60
	3 Avenue	4 Avenue	North	14	43	10	5	0	0	1	0	1	0	1	0	0	0	0	61	4.36
			South	15	25	2	4	1	0	0	0	0	0	1	0	0	0	0	33	2.20
	4 Avenue	5 Avenue	North	12	28	4	2	1	1	0	2	0	0	0	0	0	0	0	38	3.17
			South	9	13	3	1	1	0	0	0	0	0	0	0	0	0	0	18	2.00
	5 Avenue	6 Avenue	North	11	23	2	0	1	0	0	1	1	0	0	0	0	0	0	28	2.55
			South	13	14	3	2	1	0	0	0	0	0	0	0	0	0	0	20	1.54
St Paul Street	1 Avenue	2 Avenue	North	14	35	14	8	1	1	1	0	2	1	1	0	1	0	0	65	4.64
			South	2	19	7	4	2	0	0	0	1	1	0	0	1	0	0	35	17.50
	2 Avenue	3 Avenue	North	12	31	14	1	1	0	0	0	0	0	0	0	0	0	0	47	3.92
			South	13	18	12	1	1	0	0	0	0	0	0	0	0	0	0	32	2.46
	3 Avenue	4 Avenue	North	17	27	4	1	0	0	0	1	0	0	0	0	0	0	0	33	1.94
			South	12	11	2	2	2	0	0	0	0	0	0	0	0	0	0	17	1.42
	4 Avenue	5 Avenue	North	17	19	7	3	1	2	1	1	0	0	0	0	0	0	0	34	2.00
			South	18	19	10	2	5	2	3	3	0	0	0	0	0	0	0	44	2.44
	5 Avenue	6 Avenue	North	16	54	12	1	2	0	1	1	1	0	1	0	1	0	0	74	4.63
			South	16	16	4	2	1	2	2	5	1	0	1	0	0	0	0	34	2.13
Battle Street	3 Avenue	4 Avenue	North	19	18	8	5	0	1	0	0	0	0	0	0	0	0	0	32	1.68
			South	13	12	6	1	0	0	0	0	0	0	0	0	0	0	0	19	1.46
2 Avenue	Lansdowne Street	Victoria Street	East	7	5	1	1	0	0	2	0	0	0	0	0	0	0	0	9	1.29
			West	0	3	1	1	0	0	1	0	0	0	0	0	0	0	0	6	#DIV/0!
	Victoria Street	Seymour Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	33	22	9	2	0	0	1	0	1	1	0	0	0	0	69	17.25
	Seymour Street	St Paul Street	East	7	16	1	0	1	0	0	0	1	0	0	0	0	0	0	19	2.71
			West	4	7	1	1	0	0	0	0	0	0	0	0	0	0	0	9	2.25
3 Avenue	Lansdowne Street	Victoria Street	East	8	31	17	5	0	0	0	0	0	0	0	0	0	0	0	53	6.63
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Victoria Street	Seymour Street	East	4	18	8	1	0	0	0	0	0	0	0	0	0	0	0	27	6.75
			West	6	13	8	2	1	0	3	0	0	0	0	0	0	0	0	27	4.50
	Seymour Street	St Paul Street	East	4	15	7	1	0	0	2	0	0	0	0	0	0	0	0	25	6.25
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	4	5	3	1	0	0	0	0	0	0	0	0	0	0	0	9	2.25
			West	10	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0.10
	Battle Street	Nicola Street	East	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	23	10	2	0	1	1	0	0	0	0	0	0	0	0	37	4.63
	Nicola Street	Columbia Street	East	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2	#DIV/0!
			West	4	14	4	1	0	1	0	1	0	0	0	0	0	0	0	21	5.25
4 Avenue	Lansdowne Street	Victoria Street	East	7	23	2	1	1	2	0	0	0	1	0	0	0	0	0	30	4.29
			West	2	7	5	9	2	2	0	0	0	0	0	0	0	0	0	25	12.50
	Victoria Street	Seymour Street	East	4	10	5	1	0	0	0	0	0	0	0	0	0	0	0	16	4.00
			West	4	27	2	2	0	2	1	0	0	0	0	0	0	0	0	34	8.50
	Seymour Street	St Paul Street	East	8	17	3	0	1	1	2	0	0	1	0	0	0	0	0	25	3.13
			West	4	3	1	0	0	0	3	1	1	0	0	0	0	0	0	9	2.25
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	26	13	6	2	1	0	1	1	0	0	0	0	0	0	50	7.14
	Battle Street	Nicola Street	East	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	4	14	4	1	1	1	0	0	0	0	0	0	0	0	0	21	5.25
5 Avenue	Lansdowne Street	Victoria Street	East	6	13	3	1	1	0	0	0	0	0	0	0	0	0	0	18	3.00
			West	6	16	4	0	3	1	0	0	0	0	0	0	0	0	0	24	4.00
	Victoria Street	Seymour Street	East	4	11	7	1	0	0	0	1	0	0	0	0	0	0	0	20	5.00
			West	7	9	4	0	3	1	0	1	0	0	0	0	0	0	0	18	2.57
	Seymour Street	St Paul Street	East	8	13	5	1	0	1	2	0	0	0	0	0	0	0	0	22	2.75
			West	7	4	2	0	0	1	0	0	0	0	0	0	0	0	0	7	1.00
	St Paul Street	Battle Street	East	8	5	1	2	1	4	1	1	0	0	0	0	0	0	0	15	1.88
			West	4	6	4	2	0	0	0	0	0	0	0	0	0	0	0	12	3.00
6 Avenue	Lansdowne Street	Victoria Street	East	0	4	2	0	0	0	0	0	0	0	0	0	0	0	0	6	#DIV/0!
			West	6	7	3	0	0	0	0	0	0	1	0	0	0	0	0	11	1.83
	Victoria Street	Seymour Street	East	0	9	1	0	0	0	0	0	0	0	0	0	0	0	0	10	#DIV/0!
			West	7	8	5	3	1	1	0	0	0	0	1	1	0	0	0	20	2.86
	Seymour Street	St Paul Street	East	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	15	2	1	1	0	0	0	0	0	0	0	0	0	0	19	2.38
7 Avenue	Victoria Street	Seymour Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			TOTAL	777	1645	535	212	87	46	37	38	16	10	12	6	8	0	0	2652	4.21
			UTILIZATION	-	62%	20%	8%	3%	2%	1%	1%	1%	0%	0%	0%	0%	0%	0%	3.41	

Southwest

Street	From	To	Block Face	Parking Supply	Duration														Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours		
St Paul Street	Lee Road	1 Avenue	North	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	#DIV/0!
			South	29	7	2	8	5	5	2	0	0	0	0	0	0	0	0	29	1.00
Battle Street	Lee Road	1 Avenue	North	21	15	7	5	1	3	2	2	3	1	1	0	0	0	0	40	1.90
			South	21	3	6	4	0	1	1	0	1	1	0	1	0	0	0	18	0.86
	1 Avenue	2 Avenue	North	17	6	4	2	0	0	0	0	1	2	1	2	0	0	0	18	1.06
			South	18	8	6	4	3	1	0	3	1	2	1	2	0	0	0	31	1.72
	2 Avenue	3 Avenue	North	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	#DIV/0!
			South	16	18	4	3	1	1	1	1	0	0	0	0	0	0	0	29	1.81
	4 Avenue	5 Avenue	North	19	24	9	4	0	1	0	1	1	0	1	1	0	0	0	42	2.21
			South	19	29	19	5	0	1	1	3	2	0	0	1	0	0	0	61	3.21
	5 Avenue	6 Avenue	North	14	22	9	4	1	5	1	1	1	2	0	1	0	0	0	47	3.36
			South	19	19	9	4	2	3	1	1	1	2	0	1	0	0	0	43	2.26
Nicola Street	Lee Road	1 Avenue	North	25	10	2	1	2	4	0	0	0	1	1	1	0	0	0	22	0.88
			South	22	6	1	1	1	3	1	1	0	2	3	1	0	0	0	20	0.91
	1 Avenue	2 Avenue	North	18	9	3	6	2	0	1	2	5	5	1	4	0	0	0	38	2.11
			South	18	16	2	5	3	1	1	3	4	5	1	3	0	0	0	44	2.44
	2 Avenue	3 Avenue	North	18	38	7	4	0	2	5	3	1	3	0	1	0	0	0	64	3.56
			South	18	31	8	4	4	1	2	2	1	1	0	0	0	0	0	54	3.00
	3 Avenue	4 Avenue	North	14	49	13	6	7	1	2	0	1	1	2	3	0	0	0	85	6.07
			South	12	30	9	2	4	1	1	0	1	0	1	2	0	0	0	51	4.25
	4 Avenue	5 Avenue	North	18	27	13	2	1	4	2	1	1	3	2	1	0	0	0	57	3.17
			South	17	22	9	3	0	7	0	4	0	2	1	2	0	0	0	50	2.94
	5 Avenue	6 Avenue	North	18	16	6	3	2	1	5	1	0	2	2	7	0	0	0	45	2.50
			South	18	18	4	4	5	2	5	1	0	2	2	8	0	0	0	51	2.83
2 Avenue	Battle Street	Nicola Street	East	9	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0.22
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	9	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0.11
			West	9	3	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0.33
4 Avenue	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	11	2	1	1	2	0	0	0	0	0	0	0	0	0	17	3.40
5 Avenue	Battle Street	Nicola Street	East	10	13	3	0	0	1	1	1	0	0	0	0	0	0	0	19	1.90
			West	10	6	4	2	0	1	0	0	0	0	0	0	0	0	0	13	1.30
	Nicola Street	Columbia Street	East	10	7	2	1	0	0	1	0	0	0	0	0	0	0	0	11	1.10
			West	10	13	3	1	1	1	0	0	0	0	0	0	0	0	0	19	1.90
6 Avenue	St Paul Street	Battle Street	West	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	West	9	4	4	1	0	0	1	0	0	0	0	0	0	0	0	10	1.11
	Nicola Street	Columbia Street	West	4	1	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0.75
			TOTAL	517	484	171	92	47	53	37	31	25	37	20	42	0	0	0	1039	2.07
			UTILIZATION	-	47%	16%	9%	5%	5%	4%	3%	2%	4%	2%	4%	0%	0%	0%	2.01	

Southeast

Street	From	To	Block Face	Parking Supply	Duration														Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours	8 Hours	9 Hours	10 Hours	11 Hours	12 Hours	13 Hours		

Victoria Street	8 Avenue	Seymour Street	North	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	#DIV/0!
			South	9	7	3	2	1	0	0	0	0	0	0	0	0	0	0	13	1.44
Seymour Street	6 Avenue	7 Avenue	North	25	36	9	1	2	2	0	2	3	0	3	1	0	0	0	59	2.36
			South	16	19	3	4	0	1	0	0	0	0	0	0	0	0	0	27	1.69
	7 Avenue	8 Avenue	North	26	36	9	6	1	2	1	0	1	0	1	0	0	0	0	57	2.19
			South	29	28	6	2	0	0	0	0	1	0	0	1	0	0	0	38	1.31
	8 Avenue	9 Avenue	North	12	8	4	4	1	4	3	0	1	2	0	1	0	0	0	28	2.33
			South	19	24	7	5	0	0	0	0	0	2	0	0	0	0	0	38	2.00
St Paul Street	6 Avenue	7 Avenue	North	22	25	4	7	1	1	4	0	1	1	1	0	1	0	0	46	2.09
			South	22	22	3	6	2	2	5	1	4	5	2	0	1	0	0	53	2.41
	7 Avenue	8 Avenue	North	22	5	2	3	2	2	0	3	1	4	2	0	0	0	0	24	1.09
			South	22	6	2	5	0	3	0	3	1	7	5	0	0	0	0	32	1.45
	8 Avenue	9 Avenue	North	18	18	11	7	3	1	1	7	4	0	3	1	0	0	0	56	3.11
			South	18	9	5	1	2	3	3	4	2	2	2	0	0	0	0	33	1.83
Battle Street	6 Avenue	7 Avenue	North	22	14	10	4	2	2	0	2	1	1	1	0	0	0	0	37	1.68
			South	22	15	5	5	4	2	3	3	1	2	2	0	0	0	0	42	1.91
	7 Avenue	8 Avenue	North	22	9	9	5	4	2	0	3	4	4	1	1	0	0	0	42	1.91
			South	22	6	6	4	2	0	0	1	3	4	1	1	0	0	0	28	1.27
	8 Avenue	9 Avenue	North	19	10	1	3	4	2	2	1	1	0	1	1	0	0	0	26	1.37
			South	19	6	1	2	2	0	2	2	1	0	1	1	0	0	0	18	0.95
Nicola Street	6 Avenue	7 Avenue	North	22	10	5	5	1	0	2	2	1	3	1	4	0	0	0	34	1.55
			South	22	8	13	2	1	1	3	2	3	2	1	3	0	0	0	39	1.77
	7 Avenue	8 Avenue	North	22	7	0	4	4	0	1	2	0	1	1	2	0	0	0	22	1.00
			South	22	4	0	3	3	0	0	2	0	0	2	2	1	0	0	17	0.77
	8 Avenue	9 Avenue	North	19	6	1	0	3	0	1	1	3	2	6	4	0	0	0	27	1.42
			South	19	7	1	1	1	0	0	1	0	2	5	2	1	0	0	21	1.11
Columbia Street	6 Avenue	7 Avenue	North	11	31	11	1	1	0	0	1	0	0	2	2	1	2	0	52	4.73
			South	13	22	8	0	1	0	0	1	1	0	2	3	1	2	0	41	3.15
	7 Avenue	8 Avenue	North	22	34	7	0	2	1	0	1	11	6	3	0	1	1	0	67	3.05
			South	22	41	5	2	2	1	0	2	10	9	4	1	3	1	0	81	3.68
	8 Avenue	9 Avenue	North	19	31	4	2	0	2	1	4	4	2	2	1	1	0	1	55	2.89
			South	19	21	4	1	0	1	2	2	2	2	1	2	1	0	1	40	2.11
Dominion Street	6 Avenue	7 Avenue	North	22	8	2	1	1	1	1	4	4	1	0	1	3	1	0	28	1.27
			South	22	8	4	1	2	2	1	6	2	1	1	0	4	0	0	32	1.45
	7 Avenue	8 Avenue	North	21	4	1	1	5	1	2	0	6	3	2	2	4	0	0	31	1.48
			South	21	9	3	3	1	3	0	1	2	5	7	2	4	0	0	40	1.90
	8 Avenue	9 Avenue	North	19	8	5	1	2	1	1	1	2	0	1	1	1	0	0	24	1.26
			South	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
Pine Street	6 Avenue	7 Avenue	North	23	11	1	2	2	0	2	0	3	4	3	2	0	0	0	30	1.30
			South	23	14	0	1	1	3	0	1	0	3	3	3	2	0	0	31	1.35
	7 Avenue	8 Avenue	North	21	9	2	1	1	0	2	1	3	1	0	3	3	0	0	26	1.24
			South	21	6	1	2	1	2	2	0	2	3	2	2	2	0	0	25	1.19
	8 Avenue	9 Avenue	North	19	11	4	3	3	3	1	2	4	4	2	1	1	0	0	39	2.05
			South	19	9	8	5	2	2	0	1	1	2	0	1	1	0	0	32	1.68
6 Avenue	St Paul Street	Battle Street	East	8	6	4	2	1	1	1	0	0	0	0	0	0	0	0	15	1.88
	Battle Street	Nicola Street	East	9	3	0	0	0	0	0	0	0	1	0	0	0	0	0	4	0.44
	Nicola Street	Columbia Street	East	7	9	4	0	0	0	0	0	0	0	0	0	0	0	0	13	1.86
7 Avenue	Seymour Street	St Paul Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	St Paul Street	Battle Street	East	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	5	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2	0.40
	Dominion Street	Pine Street	East	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
8 Avenue	Victoria Street	Seymour Street	East	4	6	1	1	0	1	0	1	0	0	0	0	0	0	0	10	2.50
			West	7	5	0	1	0	1	1	0	0	1	0	0	0	0	0	9	1.29
	Seymour Street	St Paul Street	East	13	4	3	0	3	1	0	0	0	0	0	0	0	0	0	11	0.85
			West	10	7	0	0	0	0	0	1	0	0	0	0	0	0	0	8	0.80
	St Paul Street	Battle Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Columbia Street	Dominion Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Dominion Street	Pine Street	East	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
9 Avenue	Seymour Street	St Paul Street	East	7	8	1	1	1	2	0	1	0	0	0	0	0	0	0	14	2.00
			West	8	11	2	0	1	0	0	0	0	0	0	0	0	0	0	14	1.75
	St Paul Street	Battle Street	East	6	8	3	2	0	1	0	1	1	0	0	0	0	0	0	16	2.67
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Battle Street	Nicola Street	East	10	1	2	1	1	1	1	0	0	0	0	0	0	0	0	7	0.70
			West	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
	Nicola Street	Columbia Street	East	10	2	0	0	1	2	0	0	0	0	0	1	0	0	0	6	0.60
			West	10	3	1	0	0	1	0	0	0	0	0	0	0	0	0	5	0.50
	Columbia Street	Dominion Street	East	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
			West	8	18	2	0	1	1	2	1	1	0	0	0	0	0	0	26	3.25
	Dominion Street	Pine Street	East	6	3	1	1	1	0	1	0	0	0	0	0	0	0	0	7	1.17
			West	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0.00
TOTAL				1231	720	214	127	84	65	52	75	96	92	77	53	37	8	2	1702	1.73
UTILIZATION				-	42%	13%	7%	5%	4%	3%	4%	6%	5%	5%	3%	2%	0%	0%	1.38	

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/28/2020 Saturday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-845am	45-945am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	132	155	242	262	289	10	299	222	174	127	92	84			
200 Lansdown Street/	42						23							23	55%	55%
Lansdowne Parkade	229						41							41	18%	18%
5 Avenue & Seymour S	22						6							6	27%	27%
575 Lansdowne Street	130						25							25	19%	19%
650 Victoria Street	118						31							31	26%	26%
577 Victoria Street	40						18							18	45%	45%
425 Victoria Street	60						15							15	25%	25%
444 Seymour Street	25						5							5	20%	20%
240 Seymour Street	205						55							55	27%	27%
180 Seymour Street	105						24							24	23%	23%
275 Seymour Street	122						8							8	7%	7%
300 St Paul Street	181						23							23	13%	13%
321 Battle Street	78						17							17	22%	22%
271 Battle Street	100						6							6	6%	6%
300 Columbia Street	35						2							2	6%	6%
TOTAL	1508	132	155	242	262	289	309	299	222	174	127	92	84			
UTILIZATION	-	9%	10%	16%	17%	19%	20%	20%	15%	12%	8%	6%	6%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/27/2020 Friday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	401	564	579	532	523	649	10	534	316	202	162			
200 Lansdown Street/	42							25					25	60%	60%
Lansdowne Parkade	229							111					111	48%	48%
5 Avenue & Seymour S	22							8					8	36%	36%
575 Lansdowne Street	130							17					17	13%	13%
650 Victoria Street	118							25					25	21%	21%
577 Victoria Street	40							16					16	40%	40%
425 Victoria Street	60							12					12	20%	20%
444 Seymour Street	25							9					9	36%	36%
240 Seymour Street	205							123					123	60%	60%
180 Seymour Street	105							42					42	40%	40%
275 Seymour Street	122							49					49	40%	40%
300 St Paul Street	181							98					98	54%	54%
321 Battle Street	78							51					51	65%	65%
271 Battle Street	100							61					61	61%	61%
300 Columbia Street	35							8					8	23%	23%
TOTAL	1508	401	564	579	532	523	649	665	534	316	202	162			
UTILIZATION	-	27%	37%	38%	35%	35%	43%	44%	35%	21%	13%	11%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/25/2020 Wednesday

Lot	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
		8-10am	10-1130am	1130-1pm	1-230pm	230-330pm	330-430pm	5-6pm	6-7pm			
124 Victoria Street	16	553	643	640	9	296	313	196	153			
200 Lansdown Street/	42				12					12	29%	29%
Lansdowne Parkade	229				123					123	54%	54%
5 Avenue & Seymour S	22				6					6	27%	27%
575 Lansdowne Street	130				9					9	7%	7%
650 Victoria Street	118				35					35	30%	30%
577 Victoria Street	40				27					27	68%	68%
425 Victoria Street	60				49					49	82%	82%
444 Seymour Street	25				14					14	56%	56%
240 Seymour Street	205				110					110	54%	54%
180 Seymour Street	105				37					37	35%	35%
275 Seymour Street	122				75					75	61%	61%
300 St Paul Street	181				119					119	66%	66%
321 Battle Street	78				36					36	46%	46%
271 Battle Street	100				71					71	71%	71%
300 Columbia Street	35				13					13	37%	37%
TOTAL	1508	553	643	640	745	296	313	196	153			
UTILIZATION	-	37%	43%	42%	49%	20%	21%	13%	10%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/12/2020 Saturday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	109	160	218	243	282	7	312	261	244	172	151	165			
200 Lansdown Street/	42						16							16	38%	0%
Lansdowne Parkade	229						36							36	16%	0%
5 Avenue & Seymour S	22						8							8	36%	0%
575 Lansdowne Street	130						27							27	21%	0%
650 Victoria Street	118						31							31	26%	0%
577 Victoria Street	40						16							16	40%	0%
425 Victoria Street	60						6							6	10%	0%
444 Seymour Street	25						6							6	24%	0%
240 Seymour Street	205						60							60	29%	0%
180 Seymour Street	105						9							9	9%	0%
275 Seymour Street	122						17							17	14%	0%
300 St Paul Street	181						25							25	14%	0%
321 Battle Street	78						13							13	17%	0%
271 Battle Street	100						9							9	9%	0%
300 Columbia Street	35						4							4	11%	0%
TOTAL	1508	109	160	218	243	282	290	312	261	244	172	151	165			
UTILIZATION	-	7%	11%	14%	16%	19%	19%	21%	17%	16%	11%	10%	11%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/11/2020 Friday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	443	550	341	12	450	303	485	465	216	153	115			
200 Lansdown Street/	42				27								27	64%	64%
Lansdowne Parkade	229				77								77	34%	34%
5 Avenue & Seymour S	22				6								6	27%	27%
575 Lansdowne Street	130				46								46	35%	35%
650 Victoria Street	118				26								26	22%	22%
577 Victoria Street	40				28								28	70%	70%
425 Victoria Street	60				11								11	18%	18%
444 Seymour Street	25				9								9	36%	36%
240 Seymour Street	205				95								95	46%	46%
180 Seymour Street	105				50								50	48%	48%
275 Seymour Street	122				49								49	40%	40%
300 St Paul Street	181				66								66	36%	36%
321 Battle Street	78				28								28	36%	36%
271 Battle Street	100				44								44	44%	44%
300 Columbia Street	35				9								9	26%	26%
TOTAL	1508	443	550	341	583	450	303	485	465	216	153	115			
UTILIZATION	-	29%	36%	23%	39%	30%	20%	32%	31%	14%	10%	8%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/9/2020 Wednesday
Count Times: 9:00 to 20:00
Count Interval: 60 minutes

Lot	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
		9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00			
124 Victoria Street	16				5							5	31%	31%
200 Lansdown Street/	42				24							24	57%	57%
Lansdowne Parkade	229				105							105	46%	46%
5 Avenue & Seymour S	22				13							13	59%	59%
575 Lansdowne Street	130				12							12	9%	9%
650 Victoria Street	118				28							28	24%	24%
577 Victoria Street	40				21							21	53%	53%
425 Victoria Street	60				8							8	13%	13%
444 Seymour Street	25				12							12	48%	48%
240 Seymour Street	205				121							121	59%	59%
180 Seymour Street	105				38							38	36%	36%
275 Seymour Street	122				69							69	57%	57%
300 St Paul Street	181				121							121	67%	67%
321 Battle Street	78				35							35	45%	45%
271 Battle Street	100				67							67	67%	67%
300 Columbia Street	35				8							8	23%	23%
TOTAL	1508	669	674	0	687	0	664	0	616	0	474			
UTILIZATION	-	44%	45%	0%	46%	0%	44%	0%	41%	0%	31%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 5/1/2021 Saturday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-9am	9-945am	945-1030am	1030-1115am	1115-12pm	12-1230pm	2-245pm	245-330pm	4-430pm	430-5pm	530-6pm	7-730pm			
124 Victoria Street	16	149	212	259	263	274	6	183	222	172	132	117	115			
200 Lansdown Street/	42						21							21	50%	50%
Lansdowne Parkade	229						16							16	7%	7%
5 Avenue & Seymour S	22						10							10	45%	45%
575 Lansdowne Street	130						27							27	21%	21%
650 Victoria Street	118						28							28	24%	24%
577 Victoria Street	40						26							26	65%	65%
425 Victoria Street	60						10							10	17%	17%
444 Seymour Street	25						7							7	28%	28%
240 Seymour Street	205						46							46	22%	22%
180 Seymour Street	105						14							14	13%	13%
275 Seymour Street	122						24							24	20%	20%
300 St Paul Street	181						23							23	13%	13%
321 Battle Street	78						7							7	9%	9%
271 Battle Street	100						18							18	18%	18%
300 Columbia Street	35						4							4	11%	11%
TOTAL	1508	149	212	259	263	274	287	183	222	172	132	117	115			
UTILIZATION	-	10%	14%	17%	17%	18%	19%	12%	15%	11%	9%	8%	8%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 4/30/2021 Friday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-9am	9-945am	945-1045am	1045-1145am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	346	544	619	5	661	663	656	594	483	373	305	217			
200 Lansdown Street/	42				30									30	71%	71%
Lansdowne Parkade	229				90									90	39%	39%
5 Avenue & Seymour S	22				9									9	41%	41%
575 Lansdowne Street	130				71									71	55%	55%
650 Victoria Street	118				24									24	20%	20%
577 Victoria Street	40				50									50	125%	125%
425 Victoria Street	60				12									12	20%	20%
444 Seymour Street	25				8									8	32%	32%
240 Seymour Street	205				74									74	36%	36%
180 Seymour Street	105				77									77	73%	73%
275 Seymour Street	122				53									53	43%	43%
300 St Paul Street	181				93									93	51%	51%
321 Battle Street	78				41									41	53%	53%
271 Battle Street	100				71									71	71%	71%
300 Columbia Street	35				6									6	17%	17%
TOTAL	1508	346	544	619	714	661	663	656	594	483	373	305	217			
UTILIZATION	-	23%	36%	41%	47%	44%	44%	44%	39%	32%	25%	20%	14%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 4/28/2021 Wednesday

Lot	Parking Supply	Time of Day			Max Demand	Max %	Peak Hr. %
		4-5pm	6-7pm	7-8pm			
124 Victoria Street	16	6	185	151			
200 Lansdown Street/	42	23			23	55%	55%
Lansdowne Parkade	229	63			63	28%	28%
5 Avenue & Seymour S	22	9			9	41%	41%
575 Lansdowne Street	130	43			43	33%	33%
650 Victoria Street	118	14			14	12%	12%
577 Victoria Street	40	38			38	95%	95%
425 Victoria Street	60	13			13	22%	22%
444 Seymour Street	25	8			8	32%	32%
240 Seymour Street	205	52			52	25%	25%
180 Seymour Street	105	43			43	41%	41%
275 Seymour Street	122	38			38	31%	31%
300 St Paul Street	181	66			66	36%	36%
321 Battle Street	78	30			30	38%	38%
271 Battle Street	100	51			51	51%	51%
300 Columbia Street	35	7			7	20%	20%
TOTAL	1508	504	185	151			
UTILIZATION	-	33%	12%	10%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/23/2021 Saturday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-845am	845-930am	930-1015am	1015-11am	11-1145am	12-1pm	1-230pm	230-330pm	330-430pm	430-530pm	530-615pm	615-7pm	7-745pm			
124 Victoria Street	16	65	95	123	136	136	4	133	123	122	113	87	77	93			
200 Lansdown Street/	42						12								12	29%	29%
Lansdowne Parkade	229						6								6	3%	3%
5 Avenue & Seymour S	22						2								2	9%	9%
575 Lansdowne Street	130						15								15	12%	12%
650 Victoria Street	118						13								13	11%	11%
577 Victoria Street	40						11								11	28%	28%
425 Victoria Street	60						5								5	8%	8%
444 Seymour Street	25						4								4	16%	16%
240 Seymour Street	205						24								24	12%	12%
180 Seymour Street	105						12								12	11%	11%
275 Seymour Street	122						9								9	7%	7%
300 St Paul Street	181						26								26	14%	14%
321 Battle Street	78						6								6	8%	8%
271 Battle Street	100						10								10	10%	10%
300 Columbia Street	35						2								2	6%	6%
TOTAL	1508	65	95	123	136	136	161	133	123	122	113	87	77	93			
UTILIZATION	-	4%	6%	8%	9%	9%	11%	9%	8%	8%	7%	6%	5%	6%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/22/2021 Friday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		830-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	430-530pm	530-630pm	630-730pm	6-7pm	7-8pm	7-8pm			
124 Victoria Street	16	402	496	16	443	472	693	234	143	145						
200 Lansdown Street/	42			28										28	67%	0%
Lansdowne Parkade	229			55										55	24%	0%
5 Avenue & Seymour S	22			4										4	18%	0%
575 Lansdowne Street	130			18										18	14%	0%
650 Victoria Street	118			29										29	25%	0%
577 Victoria Street	40			28										28	70%	0%
425 Victoria Street	60			12										12	20%	0%
444 Seymour Street	25			6										6	24%	0%
240 Seymour Street	205			68										68	33%	0%
180 Seymour Street	105			35										35	33%	0%
275 Seymour Street	122			31										31	25%	0%
300 St Paul Street	181			90										90	50%	0%
321 Battle Street	78			15										15	19%	0%
271 Battle Street	100			67										67	67%	0%
300 Columbia Street	35			9										9	26%	0%
TOTAL	1508	402	496	511	443	472	693	234	143	145	0	0	0			
UTILIZATION	-	27%	33%	34%	29%	31%	46%	16%	9%	10%	0%	0%	0%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/20/2021 Wednesday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		830-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	461	458	516	470	14	779	746	538	225	150	136			
200 Lansdown Street/	42					39							39	93%	93%
Lansdowne Parkade	229					169							169	74%	74%
5 Avenue & Seymour S	22					5							5	23%	23%
575 Lansdowne Street	130					72							72	55%	55%
650 Victoria Street	118					56							56	47%	47%
577 Victoria Street	40					39							39	98%	98%
425 Victoria Street	60					14							14	23%	23%
444 Seymour Street	25					11							11	44%	44%
240 Seymour Street	205					70							70	34%	34%
180 Seymour Street	105					70							70	67%	67%
275 Seymour Street	122					48							48	39%	39%
300 St Paul Street	181					140							140	77%	77%
321 Battle Street	78					34							34	44%	44%
271 Battle Street	100					134							134	134%	134%
300 Columbia Street	35					10							10	29%	29%
TOTAL	1508	461	458	516	470	925	779	746	538	225	150	136			
UTILIZATION	-	31%	30%	34%	31%	61%	52%	49%	36%	15%	10%	9%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/21/2021 Wednesday

Lot	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
		8-930am	930-1030am	1030-1130am	1130-1pm	1-2pm	2-330pm	330-430pm	430-530pm	530-630pm	7-8pm			
124 Victoria Street	16	607	730	735	767	805	654	545	350	241	76			
200 Lansdown Street/	42													
Lansdowne Parkade	229													
5 Avenue & Seymour S	22													
575 Lansdowne Street	130													
650 Victoria Street	118													
577 Victoria Street	40													
425 Victoria Street	60													
444 Seymour Street	25													
240 Seymour Street	205													
180 Seymour Street	105													
275 Seymour Street	122													
300 St Paul Street	181													
321 Battle Street	78													
271 Battle Street	100													
300 Columbia Street	35													
TOTAL	1508	607	730	735	767	805	654	545	350	241	76			
UTILIZATION	-	40%	48%	49%	51%	53%	43%	36%	23%	16%	5%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/23/2021 Friday

Lot	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
		8-9am	9-1030am	030-12pm	2-130pm	0-230pm	3-4pm	4-5pm	5-6pm	6-7pm			
124 Victoria Street	16	482	608	724	803	678	470	408	247	207			
200 Lansdown Street/	42												
Lansdowne Parkade	229												
5 Avenue & Seymour S	22												
575 Lansdowne Street	130												
650 Victoria Street	118												
577 Victoria Street	40												
425 Victoria Street	60												
444 Seymour Street	25												
240 Seymour Street	205												
180 Seymour Street	105												
275 Seymour Street	122												
300 St Paul Street	181												
321 Battle Street	78												
271 Battle Street	100												
300 Columbia Street	35												
TOTAL	1508	482	608	724	803	678	470	408	247	207			
UTILIZATION	-	32%	40%	48%	53%	45%	31%	27%	16%	14%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 7/31/2021 Saturday

Lot	Parking Supply	Time of Day							Max Demand	Max %	Peak Hr. %
		8-930am	930-11am	1-1230pm	230-2pm	2-3pm	5-6pm	6-7pm			
124 Victoria Street	16	369	421	211	247	157	216	159			
200 Lansdown Street/	42										
Lansdowne Parkade	229										
5 Avenue & Seymour S	22										
575 Lansdowne Street	130										
650 Victoria Street	118										
577 Victoria Street	40										
425 Victoria Street	60										
444 Seymour Street	25										
240 Seymour Street	205										
180 Seymour Street	105										
275 Seymour Street	122										
300 St Paul Street	181										
321 Battle Street	78										
271 Battle Street	100										
300 Columbia Street	35										
TOTAL	1508	369	421	211	247	157	216	159			
UTILIZATION	-	24%	28%	14%	16%	10%	14%	11%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/14/2021 Saturday

Lot	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
		9-10am	10-11am	11-12pm	12-130pm	130-230pm	230-4pm	4-530pm	530-630pm	630-730pm			
124 Victoria Street	16	193	251	330	234	161	241	164	200	114			
200 Lansdown Street/	42												
Lansdowne Parkade	229												
5 Avenue & Seymour S	22												
575 Lansdowne Street	130												
650 Victoria Street	118												
577 Victoria Street	40												
425 Victoria Street	60												
444 Seymour Street	25												
240 Seymour Street	205												
180 Seymour Street	105												
275 Seymour Street	122												
300 St Paul Street	181												
321 Battle Street	78												
271 Battle Street	100												
300 Columbia Street	35												
TOTAL	1508	193	251	330	234	161	241	164	200	114			
UTILIZATION	-	13%	17%	22%	16%	11%	16%	11%	13%	8%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/13/2021 Friday

Lot	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-230pm	230-330pm	4-5pm	5-6pm	6-7pm			
124 Victoria Street	16	332	707	950	572	640	639	551	507	179	92			
200 Lansdown Street/	42													
Lansdowne Parkade	229													
5 Avenue & Seymour S	22													
575 Lansdowne Street	130													
650 Victoria Street	118													
577 Victoria Street	40													
425 Victoria Street	60													
444 Seymour Street	25													
240 Seymour Street	205													
180 Seymour Street	105													
275 Seymour Street	122													
300 St Paul Street	181													
321 Battle Street	78													
271 Battle Street	100													
300 Columbia Street	35													
TOTAL	1508	332	707	950	572	640	639	551	507	179	92			
UTILIZATION	-	22%	47%	63%	38%	42%	42%	37%	34%	12%	6%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 8/2/2021 Monday

Lot	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
		8-10am	10-11am	11-1pm	1-3pm	4-5pm	6-7pm			
124 Victoria Street	16	223	173	166	201	192	144			
200 Lansdown Street/	42									
Lansdowne Parkade	229									
5 Avenue & Seymour S	22									
575 Lansdowne Street	130									
650 Victoria Street	118									
577 Victoria Street	40									
425 Victoria Street	60									
444 Seymour Street	25									
240 Seymour Street	205									
180 Seymour Street	105									
275 Seymour Street	122									
300 St Paul Street	181									
321 Battle Street	78									
271 Battle Street	100									
300 Columbia Street	35									
TOTAL	1508	223	173	166	201	192	144			
UTILIZATION	-	15%	11%	11%	13%	13%	10%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/20/2021 Wednesday

Lot	Parking Supply	Time of Day										Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	6-7pm			
124 Victoria Street	16	372	651	512	570	497	711	632	195	411	127			
200 Lansdown Street/	42													
Lansdowne Parkade	229													
5 Avenue & Seymour S	22													
575 Lansdowne Street	130													
650 Victoria Street	118													
577 Victoria Street	40													
425 Victoria Street	60													
444 Seymour Street	25													
240 Seymour Street	205													
180 Seymour Street	105													
275 Seymour Street	122													
300 St Paul Street	181													
321 Battle Street	78													
271 Battle Street	100													
300 Columbia Street	35													
TOTAL	1508	372	651	512	570	497	711	632	195	411	127			
UTILIZATION	-	25%	43%	34%	38%	33%	47%	42%	13%	27%	8%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/11/2021 Monday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	72	57	51	55	46	46	49	44	56	47	36			
200 Lansdown Street/	42														
Lansdowne Parkade	229														
5 Avenue & Seymour S	22														
575 Lansdowne Street	130														
650 Victoria Street	118														
577 Victoria Street	40														
425 Victoria Street	60														
444 Seymour Street	25														
240 Seymour Street	205														
180 Seymour Street	105														
275 Seymour Street	122														
300 St Paul Street	181														
321 Battle Street	78														
271 Battle Street	100														
300 Columbia Street	35														
TOTAL	1508	72	57	51	55	46	46	49	44	56	47	36			
UTILIZATION	-	5%	4%	3%	4%	3%	3%	3%	3%	4%	3%	2%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/9/2021 Saturday

Lot	Parking Supply	Time of Day													
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm			
124 Victoria Street	16	138	161	193	195	226	203	205	168	145	139	178			
200 Lansdown Street/	42														
Lansdowne Parkade	229														
5 Avenue & Seymour S	22														
575 Lansdowne Street	130														
650 Victoria Street	118														
577 Victoria Street	40														
425 Victoria Street	60														
444 Seymour Street	25														
240 Seymour Street	205														
180 Seymour Street	105														
275 Seymour Street	122														
300 St Paul Street	181														
321 Battle Street	78														
271 Battle Street	100														
300 Columbia Street	35														
TOTAL	1508	138	161	193	195	226	203	205	168	145	139	178			
UTILIZATION	-	9%	11%	13%	13%	15%	13%	14%	11%	10%	9%	12%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 10/8/2021 Friday

Lot	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
124 Victoria Street	16	366	626	718	697	755	266	425	520	327	258	152	137			
200 Lansdown Street/	42															
Lansdowne Parkade	229															
5 Avenue & Seymour S	22															
575 Lansdowne Street	130															
650 Victoria Street	118															
577 Victoria Street	40															
425 Victoria Street	60															
444 Seymour Street	25															
240 Seymour Street	205															
180 Seymour Street	105															
275 Seymour Street	122															
300 St Paul Street	181															
321 Battle Street	78															
271 Battle Street	100															
300 Columbia Street	35															
TOTAL	1508	366	626	718	697	755	266	425	520	327	258	152	137			
UTILIZATION	-	24%	42%	48%	46%	50%	18%	28%	34%	22%	17%	10%	9%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/18/2021 Saturday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm			
124 Victoria Street	16	159	148	238	262	304	265	224	175	140	136	185			
200 Lansdown Street/	42														
Lansdowne Parkade	229														
5 Avenue & Seymour S	22														
575 Lansdowne Street	130														
650 Victoria Street	118														
577 Victoria Street	40														
425 Victoria Street	60														
444 Seymour Street	25														
240 Seymour Street	205														
180 Seymour Street	105														
275 Seymour Street	122														
300 St Paul Street	181														
321 Battle Street	78														
271 Battle Street	100														
300 Columbia Street	35														
TOTAL	1508	159	148	238	262	304	265	224	175	140	136	185			
UTILIZATION	-	11%	10%	16%	17%	20%	18%	15%	12%	9%	9%	12%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/17/2021 Friday

Lot	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm			
124 Victoria Street	16	415	575	686	645	554	744	388	640	393	148	464			
200 Lansdown Street/	42														
Lansdowne Parkade	229														
5 Avenue & Seymour S	22														
575 Lansdowne Street	130														
650 Victoria Street	118														
577 Victoria Street	40														
425 Victoria Street	60														
444 Seymour Street	25														
240 Seymour Street	205														
180 Seymour Street	105														
275 Seymour Street	122														
300 St Paul Street	181														
321 Battle Street	78														
271 Battle Street	100														
300 Columbia Street	35														
TOTAL	1508	415	575	686	645	554	744	388	640	393	148	464			
UTILIZATION	-	28%	38%	45%	43%	37%	49%	26%	42%	26%	10%	31%			

Off-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 9/15/2021 Wednesday

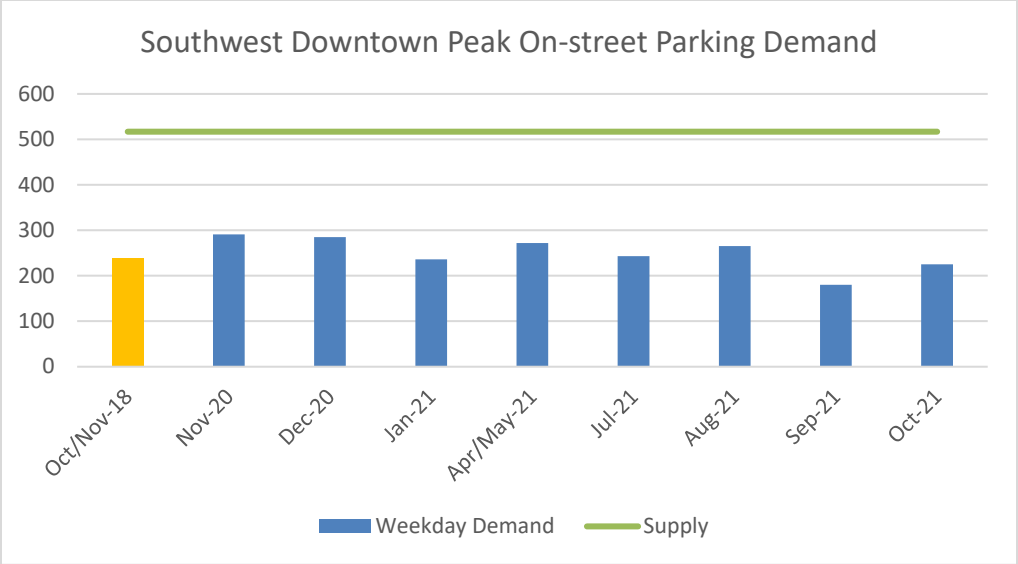
Lot	Parking Supply	Time of Day								Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-230pm	3-4pm	530-730pm			
124 Victoria Street	16	484	661	920	435	557	796	335	375			
200 Lansdown Street/	42											
Lansdowne Parkade	229											
5 Avenue & Seymour S	22											
575 Lansdowne Street	130											
650 Victoria Street	118											
577 Victoria Street	40											
425 Victoria Street	60											
444 Seymour Street	25											
240 Seymour Street	205											
180 Seymour Street	105											
275 Seymour Street	122											
300 St Paul Street	181											
321 Battle Street	78											
271 Battle Street	100											
300 Columbia Street	35											
TOTAL	1508	484	661	920	435	557	796	335	375			
UTILIZATION	-	32%	44%	61%	29%	37%	53%	22%	25%			

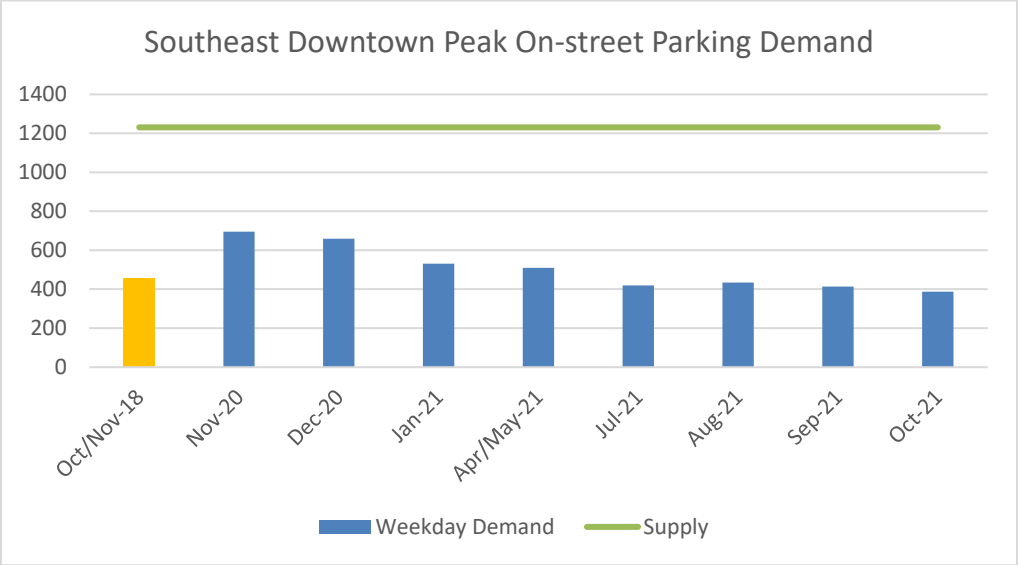
Off-Street Parking Count Summary

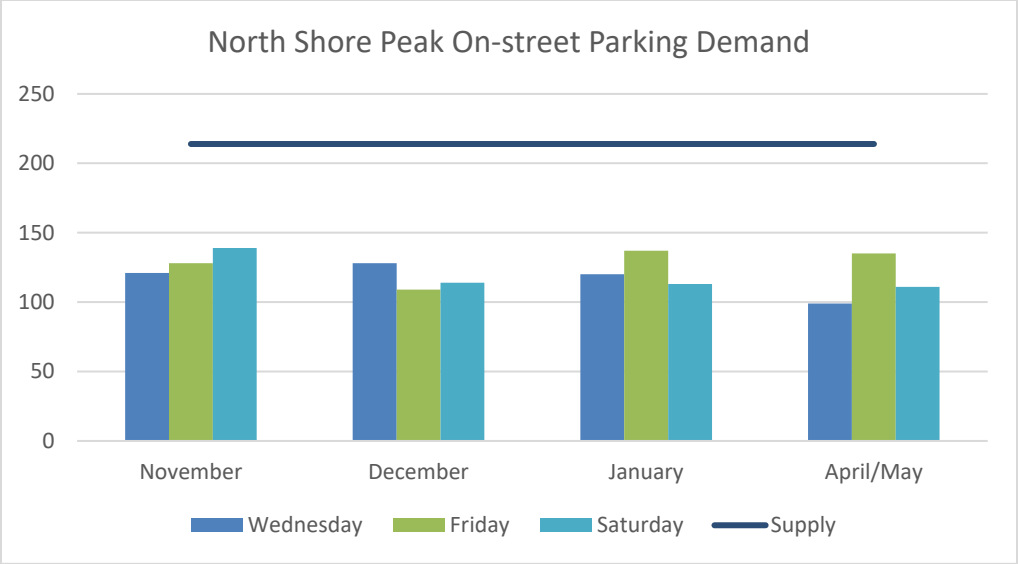
Project Number: 02-19-0187
Count Date: 9/3/2021 Friday

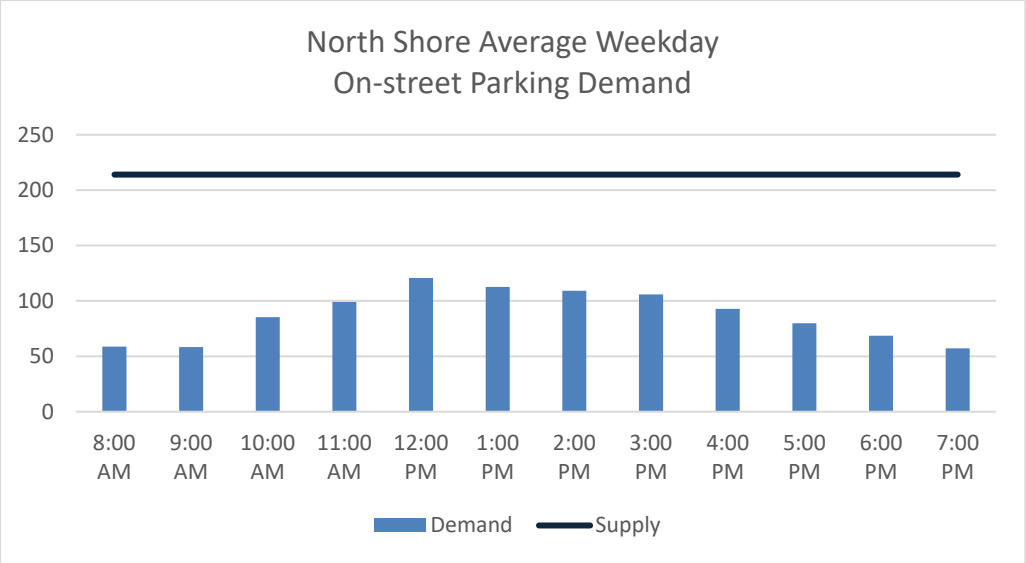
Lot	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
		8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	5-7pm			
124 Victoria Street	16	358	485	490	517	512	483	538	503	383			
200 Lansdown Street/	42												
Lansdowne Parkade	229												
5 Avenue & Seymour S	22												
575 Lansdowne Street	130												
650 Victoria Street	118												
577 Victoria Street	40												
425 Victoria Street	60												
444 Seymour Street	25												
240 Seymour Street	205												
180 Seymour Street	105												
275 Seymour Street	122												
300 St Paul Street	181												
321 Battle Street	78												
271 Battle Street	100												
300 Columbia Street	35												
TOTAL	1508	358	485	490	517	512	483	538	503	383			
UTILIZATION	-	24%	32%	32%	34%	34%	32%	36%	33%	25%			

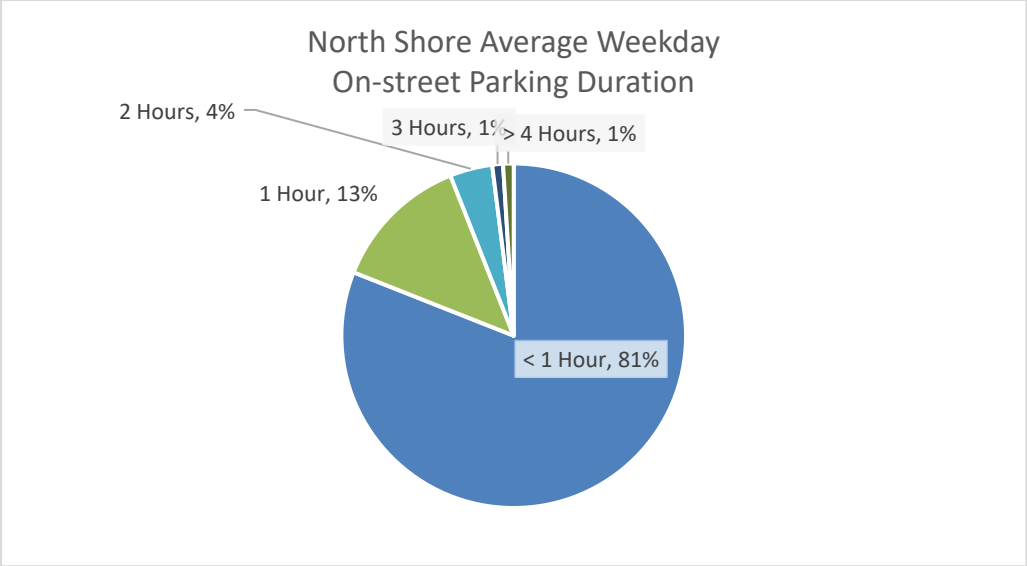
NORTH SHORE DATA COLLECTION SCHEDULE		
DATE	**COUNT LOCATION**	**DAY OF WEEK**
February 22, 2020	On-street	Saturday
March 6, 2020	On-street	Friday
March 14, 2020	On-street	Saturday
November 25, 2020	On-street	Wednesday
November 27, 2020	On-street	Friday ("Black Friday")
November 28, 2020	On-street	Saturday
December 9, 2020	On-street	Wednesday
December 11, 2020	On-street	Friday
December 12, 2020	On-street	Saturday
January 20, 2021	On-street	Wednesday
January 22, 2021	On-street	Friday
January 23, 2021	On-street	Saturday
April 28, 2021	On-street	Wednesday
April 30, 2021	On-street	Friday
May 1, 2021	On-street	Saturday

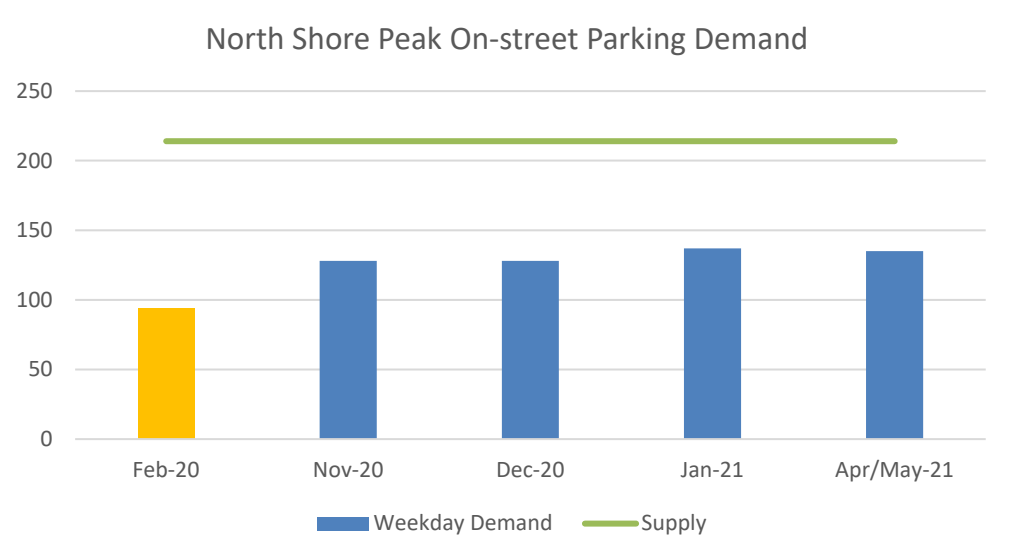

Southwest Downtown Peak On-street Parking Demand
600
500
400
300
200
100
0
Oct/Nov-18
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Weekday Demand
Supply


Southeast Downtown Peak On-street Parking Demand
1400
1200
1000
800
600
400
200
0
Oct/Nov-18
Nov-20
Dec-20
Jan-21
Apr/May-21
Jul-21
Aug-21
Sep-21
Oct-21
Weekday Demand
Supply


North Shore Peak On-street Parking Demand
250
200
150
100
50
0
November
December
January
April/May
Wednesday
Friday
Saturday
Supply


North Shore Average Weekday
On-street Parking Demand
250
200
150
100
50
0
8:00 AM
9:00 AM
10:00 AM
11:00 AM
12:00 PM
1:00 PM
2:00 PM
3:00 PM
4:00 PM
5:00 PM
6:00 PM
7:00 PM
Demand
Supply


North Shore Average Weekday
On-street Parking Duration
2 Hours, 4%
3 Hours, 1%
> 4 Hours, 1%
1 Hour, 13%
< 1 Hour, 81%


North Shore Peak On-street Parking Demand
250
200
150
100
50
0
Feb-20
Nov-20
Dec-20
Jan-21
Apr/May-21
Weekday Demand
Supply

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 5/1/2021 Saturday
Count Times:
Count Interval:

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-945am	-1030am	-1115am	15-12pm	-1230pm	2-245pm	5-330pm	4-430pm	530-6pm	7-730pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	2	5	5	3	7	8	14	3	7	0	2	14	88%	88%
			West	11	5	6	3	7	21	9	16	10	4	0	3	21	191%	145%
	Elm Avenue	Oak Road	East	27	1	7	11	7	6	12	9	4	6	5	3	12	44%	33%
			West	24	2	7	7	4	5	5	4	5	13	1	3	13	54%	17%
	Oak Road	Mackenzie Avenue	East	7	3	2	4	21	13	14	7	3	8	2	7	21	300%	100%
			West	19	5	8	3	10	20	19	14	6	7	17	4	20	105%	74%
	Mackenzie Avenue	Knox Street	East	23	5	14	16	11	14	10	16	7	19	7	3	19	83%	70%
			West	17	3	9	17	19	14	17	20	10	15	9	11	20	118%	118%
	Knox Street	Royal Avenue	East	23	2	13	11	20	11	10	18	7	15	16	7	20	87%	78%
			West	24	6	11	9	19	22	20	22	9	13	17	8	22	92%	92%
	Royal Avenue	Wilson Street	East	19	5	3	2	9	6	3	12	3	13	11	9	13	68%	63%
			West	4	3	5	9	5	7	8	6	5	2	2	1	9	225%	150%
			TOTAL	214	42	90	97	135	146	135	158	72	122	87	61			
			UTILIZATION	-	20%	42%	45%	63%	68%	63%	74%	34%	57%	41%	29%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 4/30/2021 Friday

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-9am	9-945am	945-1045am	945-1145am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	1	5	4	4	3	3	12	7	8	5	5	5	12	75%	19%
			West	11	0	2	1	4	3	4	1	1	5	5	1	0	5	45%	27%
	Elm Avenue	Oak Road	East	27	8	12	13	15	10	6	13	11	12	5	3	7	15	56%	37%
			West	24	13	7	1	11	12	3	9	2	7	2	4	1	13	54%	50%
	Oak Road	Mackenzie Avenue	East	7	11	16	24	21	27	2	17	14	11	9	10	5	27	386%	386%
			West	19	9	5	14	13	22	11	13	24	13	15	9	9	24	126%	116%
	Mackenzie Avenue	Knox Street	East	23	12	18	19	21	25	8	22	21	22	12	7	4	25	109%	109%
			West	17	16	20	32	30	34	16	28	31	31	15	17	5	34	200%	200%
	Knox Street	Royal Avenue	East	23	7	9	16	18	14	6	9	17	24	9	7	9	24	104%	61%
			West	24	12	16	19	12	22	3	22	18	17	21	16	14	22	92%	92%
	Royal Avenue	Wilson Street	East	19	5	8	15	16	13	5	30	17	15	5	10	6	30	158%	68%
			West	4	9	4	4	7	11	9	5	2	10	6	4	11	11	275%	275%
			TOTAL	214	103	122	162	172	196	76	181	165	175	109	93	76			
			UTILIZATION	-	48%	57%	76%	80%	92%	36%	85%	77%	82%	51%	43%	36%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 4/28/2021 Wednesday

Street	From	To	Block Face	Parking Supply	Time of Day				Max Demand	Max %	Peak Hr. %
					4-5pm	5-6pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	5	5	2	3	5	31%	31%
			West	11	2	5	1	1	5	45%	45%
	Elm Avenue	Oak Road	East	27	2	14	6	5	14	52%	52%
			West	24	4	6	4	2	6	25%	25%
	Oak Road	Mackenzie Avenue	East	7	6	15	1	0	15	214%	214%
			West	19	8	11	3	1	11	58%	58%
	Mackenzie Avenue	Knox Street	East	23	5	6	3	2	6	26%	26%
			West	17	23	10	5	1	23	135%	59%
	Knox Street	Royal Avenue	East	23	7	8	8	8	8	35%	35%
			West	24	17	13	10	3	17	71%	54%
	Royal Avenue	Wilson Street	East	19	0	6	0	2	6	32%	32%
			West	4	1	0	0	0	1	25%	0%
			TOTAL	214	80	99	43	28			
			UTILIZATION	-	37%	46%	20%	13%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/23/2021 Saturday

Street	From	To	Block Face	Parking Supply	Time of Day													Max Demand	Max %	Peak Hr. %
					8-845am	5-930am	0-1015am	015-11am	-1145am	12-1pm	1-230pm	0-330pm	0-430pm	0-530pm	0-615pm	615-7pm	7-745pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	1	3	4	8	8	4	2	1	1	0	0	0	1	8	50%	25%
			West	11	2	0	2	4	7	3	3	0	0	0	0	0	0	7	64%	27%
	Elm Avenue	Oak Road	East	27	2	5	9	9	8	5	11	9	4	4	2	2	2	11	41%	19%
			West	24	0	0	4	5	2	7	3	1	7	1	1	0	1	7	29%	29%
	Oak Road	Mackenzie Avenue	East	7	3	2	3	7	13	16	9	6	6	3	3	0	0	16	229%	229%
			West	19	2	4	8	14	9	10	21	16	7	6	4	5	1	21	111%	53%
	Mackenzie Avenue	Knox Street	East	23	1	5	9	9	5	11	11	13	6	10	3	2	4	13	57%	48%
			West	17	1	5	6	15	8	16	12	8	7	6	7	8	7	16	94%	94%
	Knox Street	Royal Avenue	East	23	0	2	3	4	8	10	11	11	7	4	10	13	7	13	57%	43%
			West	24	5	1	7	15	12	19	14	12	8	9	12	10	13	19	79%	79%
	Royal Avenue	Wilson Street	East	19	2	1	2	0	1	6	1	2	4	1	0	1	0	6	32%	32%
			West	4	2	3	2	7	3	6	4	6	3	5	0	0	0	7	175%	150%
			TOTAL	214	21	31	59	97	84	113	102	85	60	49	42	41	36			
			UTILIZATION	-	10%	14%	28%	45%	39%	53%	48%	40%	28%	23%	20%	19%	17%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 1/22/2021 Friday

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					830-930am	930-1030am	1030-1130am	1130-1230pm	1230-130pm	130-230pm	230-330pm	530-630pm	630-730pm	730-830pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	7	10	10	9	8	5	9	2	2	0	10	63%	56%
			West	11	3	2	5	6	9	6	9	4	3	2	9	82%	82%
	Elm Avenue	Oak Road	East	27	2	4	14	13	9	12	7	3	2	1	14	52%	26%
			West	24	6	3	3	2	6	12	7	2	1	1	12	50%	29%
	Oak Road	Mackenzie Avenue	East	7	0	12	9	8	8	7	7	10	6	3	12	171%	100%
			West	19	4	7	7	11	15	13	18	6	2	2	18	95%	95%
	Mackenzie Avenue	Knox Street	East	23	6	16	12	15	22	14	16	4	3	2	22	96%	70%
			West	17	6	16	18	14	24	13	24	11	8	9	24	141%	141%
	Knox Street	Royal Avenue	East	23	5	7	8	11	13	17	14	14	17	4	17	74%	61%
			West	24	3	5	11	10	13	15	17	14	9	4	17	71%	71%
	Royal Avenue	Wilson Street	East	19	7	2	3	2	0	3	4	1	2	4	7	37%	21%
			West	4	5	2	0	6	3	5	5	4	3	2	6	150%	125%
			TOTAL	214	54	86	100	107	130	122	137	75	58	34			
			UTILIZATION	-	25%	40%	47%	50%	61%	57%	64%	35%	27%	16%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/12/2020 Saturday

Street	From	To	Block Face	Parking Supply	Time of Day											Max Demand	Max %	Peak Hr. %
					8-9am	9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	7	4	2	9	8	12	1	2	3	4	5	2	12	75%	75%
			West	11	2	0	4	3	5	6	1	1	0	5	2	1	6	55%	55%
	Elm Avenue	Oak Road	East	27	0	2	8	12	9	3	2	4	2	10	5	0	12	44%	11%
			West	24	1	3	2	7	7	10	3	3	1	0	0	0	10	42%	42%
	Oak Road	Mackenzie Avenue	East	7	1	8	11	18	19	16	9	11	4	13	14	3	19	271%	229%
			West	19	1	4	16	16	12	14	3	8	5	5	6	1	16	84%	74%
	Mackenzie Avenue	Knox Street	East	23	1	5	6	2	6	8	14	6	5	5	5	0	14	61%	35%
			West	17	7	5	12	9	6	7	10	10	6	2	7	2	12	71%	41%
	Knox Street	Royal Avenue	East	23	1	3	12	14	12	15	20	8	11	9	6	9	20	87%	65%
			West	24	1	2	7	12	15	15	12	14	13	8	7	10	15	63%	63%
	Royal Avenue	Wilson Street	East	19	4	0	4	5	4	7	9	7	10	2	7	2	10	53%	37%
			West	4	0	1	0	3	6	1	0	2	2	3	3	6	6	150%	25%
			TOTAL	214	26	37	84	110	109	114	84	76	62	66	67	36			
			UTILIZATION	-	12%	17%	39%	51%	51%	53%	39%	36%	29%	31%	31%	17%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/11/2020 Friday

Street	From	To	Block Face	Parking Supply	Time of Day							Max Demand	Max %	Peak Hr. %
					8-9am	10-11am	11-12pm	3-4pm	4-5pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	5	0	6	3	3	3	2	6	38%	38%
			West	11	3	0	9	3	4	0	0	9	82%	82%
	Elm Avenue	Oak Road	East	27	4	0	8	0	0	0	0	8	30%	30%
			West	24	3	0	7	0	0	0	0	7	29%	29%
	Oak Road	Mackenzie Avenue	East	7	2	4	13	14	11	7	4	14	200%	186%
			West	19	1	4	13	12	3	7	1	13	68%	68%
	Mackenzie Avenue	Knox Street	East	23	6	6	10	21	13	4	1	21	91%	43%
			West	17	7	6	12	19	6	6	2	19	112%	71%
	Knox Street	Royal Avenue	East	23	1	3	11	6	3	5	4	11	48%	48%
			West	24	1	7	16	4	8	1	2	16	67%	67%
	Royal Avenue	Wilson Street	East	19	0	0	2	3	2	3	3	3	16%	11%
			West	4	0	0	2	1	0	3	0	3	75%	50%
			TOTAL	214	33	30	109	86	53	39	19			
			UTILIZATION	-	15%	14%	51%	40%	25%	18%	9%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 12/9/2020 Wednesday

Street	From	To	Block Face	Parking Supply	Time of Day					Max Demand	Max %	Peak Hr. %
					10am	12pm	2pm	3-5pm	5-7pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	13	11	5	7	8	13	81%	50%
			West	11	12	11	3	7	8	12	109%	73%
	Elm Avenue	Oak Road	East	27	9	8	9	6	6	9	33%	22%
			West	24	4	5	4	9	14	14	58%	58%
	Oak Road	Mackenzie Avenue	East	7	16	13	15	14	9	16	229%	129%
			West	19	9	13	9	16	6	16	84%	32%
	Mackenzie Avenue	Knox Street	East	23	8	9	10	10	7	10	43%	30%
			West	17	9	13	13	9	6	13	76%	35%
	Knox Street	Royal Avenue	East	23	13	14	10	9	16	16	70%	70%
			West	24	2	18	13	9	34	34	142%	142%
	Royal Avenue	Wilson Street	East	19	9	7	8	12	10	12	63%	53%
			West	4	0	2	1	5	4	5	125%	100%
			TOTAL	214	104	124	100	113	128			
			UTILIZATION	-	49%	58%	47%	53%	60%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/28/2020 Saturday

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					8-845am	5-945am	10-11am	11-12pm	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	5	1	5	8	9	2	5	3	1	0	1	1	9	56%	56%
			West	11	1	3	7	16	12	5	5	11	0	1	0	0	16	145%	109%
	Elm Avenue	Oak Road	East	27	6	6	8	6	14	2	8	4	4	4	1	1	14	52%	52%
			West	24	3	6	5	7	6	3	3	2	0	1	0	0	7	29%	25%
	Oak Road	Mackenzie Avenue	East	7	2	6	9	25	19	10	19	17	9	0	0	1	25	357%	271%
			West	19	0	2	12	13	18	7	15	9	1	1	2	1	18	95%	95%
	Mackenzie Avenue	Knox Street	East	23	1	7	8	9	7	13	13	10	1	0	0	3	13	57%	30%
			West	17	6	6	10	14	13	12	12	7	2	0	2	3	14	82%	76%
	Knox Street	Royal Avenue	East	23	0	7	10	11	18	13	17	13	7	5	4	4	18	78%	78%
			West	24	1	5	10	20	12	12	19	10	6	3	4	3	20	83%	50%
	Royal Avenue	Wilson Street	East	19	0	3	2	2	6	7	8	1	0	1	1	0	8	42%	32%
			West	4	1	2	1	1	5	4	3	0	0	0	0	0	5	125%	125%
			TOTAL	214	26	54	87	132	139	90	127	87	31	16	15	17			
			UTILIZATION	-	12%	25%	41%	62%	65%	42%	59%	41%	14%	7%	7%	8%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/27/2020 Friday

Street	From	To	Block Face	Parking Supply	Time of Day									Max Demand	Max %	Peak Hr. %
					9-10am	10-11am	11-12pm	12-1pm	1-2pm	2-330pm	330-5pm	5-6pm	6-7pm	7-8pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	0	1	1	4	4	7	7	2	4	4	7	44%	25%
			West	11	0	2	1	6	4	4	3	2	1	0	6	55%	55%
	Elm Avenue	Oak Road	East	27	3	2	5	11	10	7	12	2	3	7	12	44%	41%
			West	24	0	1	3	7	10	9	6	2	1	2	10	42%	29%
	Oak Road	Mackenzie Avenue	East	7	4	9	3	20	19	17	11	6	10	8	20	286%	286%
			West	19	6	9	6	8	12	7	6	6	2	2	12	63%	42%
	Mackenzie Avenue	Knox Street	East	23	2	5	5	6	11	18	10	4	10	3	18	78%	26%
			West	17	12	8	6	16	15	9	18	5	3	5	18	106%	94%
	Knox Street	Royal Avenue	East	23	5	6	7	17	15	12	17	17	12	12	17	74%	74%
			West	24	10	11	7	20	13	9	10	14	15	10	20	83%	83%
	Royal Avenue	Wilson Street	East	19	1	3	1	9	3	2	6	5	4	2	9	47%	47%
			West	4	0	1	0	4	0	4	4	4	6	2	6	150%	100%
			TOTAL	214	43	58	45	128	116	105	110	69	71	57			
			UTILIZATION	-	20%	27%	21%	60%	54%	49%	51%	32%	33%	27%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 11/25/2020 Wednesday

Street	From	To	Block Face	Parking Supply	Time of Day						Max Demand	Max %	Peak Hr. %
					8-10am	0-1130am	130-1pm	1-230pm	0-430pm	5-6pm			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	7	7	6	7	5	2	7	44%	44%
			West	11	1	3	3	3	6	5	6	55%	27%
	Elm Avenue	Oak Road	East	27	5	13	7	9	6	4	13	48%	48%
			West	24	2	1	5	5	3	0	5	21%	4%
	Oak Road	Mackenzie Avenue	East	7	13	16	22	17	10	10	22	314%	229%
			West	19	11	21	20	5	11	7	21	111%	111%
	Mackenzie Avenue	Knox Street	East	23	12	17	18	15	11	6	18	78%	74%
			West	17	10	14	8	12	7	3	14	82%	82%
	Knox Street	Royal Avenue	East	23	5	13	12	5	4	6	13	57%	57%
			West	24	5	11	9	12	12	12	12	50%	46%
	Royal Avenue	Wilson Street	East	19	4	4	5	0	1	3	5	26%	21%
			West	4	1	1	4	2	3	1	4	100%	25%
			TOTAL	214	76	121	119	92	79	59			
			UTILIZATION	-	36%	57%	56%	43%	37%	28%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 3/14/2020 Saturday
Count Times: 7:00 to 19:00
Count Interval: 60 minutes

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16														0	0%	0%
			West	11														0	0%	0%
	Elm Avenue	Yew Street	East	15														0	0%	0%
			West	15														0	0%	0%
	Yew Street N	Oak Road	East	12														0	0%	0%
			West	9														0	0%	0%
	Oak Road	Yew Street S	East	0														0	#DIV/0!	#DIV/0!
			West	6														0	0%	0%
	Yew Street S	Aspen Street	East	0														0	#DIV/0!	#DIV/0!
			West	5														0	0%	0%
	Aspen Street	Mackenzie Avenue	East	7														0	0%	0%
			West	8														0	0%	0%
	Mackenzie Avenue	Wood Street	East	14														0	0%	0%
			West	6														0	0%	0%
	Wood Street	Knox Street	East	9														0	0%	0%
			West	11														0	0%	0%
	Knox Street	Palm Street	East	17														0	0%	0%
			West	21														0	0%	0%
	Palm Street	Royal Avenue	East	6														0	0%	0%
			West	3														0	0%	0%
	Royal Avenue	Wilson Street	East	19														0	0%	0%
			West	4														0	0%	0%
			TOTAL	214	0	6	26	54	61	80	76	78	60	67	65	55	48			
			UTILIZATION	-	0%	3%	12%	25%	29%	37%	36%	36%	28%	31%	30%	26%	22%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 3/6/2020 Friday
Count Times: 7:00 to 19:00
Count Interval: 60 minutes

Street	From	To	Block Face	Parking Supply	Time of Day													Max Demand	Max %	Peak Hr. %
					7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16														0	0%	0%
			West	11														0	0%	0%
	Elm Avenue	Yew Street	East	15														0	0%	0%
			West	15														0	0%	0%
	Yew Street N	Oak Road	East	12														0	0%	0%
			West	9														0	0%	0%
	Oak Road	Yew Street S	East	0														0	#DIV/0!	#DIV/0!
			West	6														0	0%	0%
	Yew Street S	Aspen Street	East	0														0	#DIV/0!	#DIV/0!
			West	5														0	0%	0%
	Aspen Street	Mackenzie Avenue	East	7														0	0%	0%
			West	8														0	0%	0%
	Mackenzie Avenue	Wood Street	East	14														0	0%	0%
			West	6														0	0%	0%
	Wood Street	Knox Street	East	9														0	0%	0%
			West	11														0	0%	0%
	Knox Street	Palm Street	East	17														0	0%	0%
			West	21														0	0%	0%
	Palm Street	Royal Avenue	East	6														0	0%	0%
			West	3														0	0%	0%
	Royal Avenue	Wilson Street	East	19														0	0%	0%
			West	4														0	0%	0%
			TOTAL	214	0	33	49	68	94	89	90	78	87	79	74	74	86			
			UTILIZATION	-	0%	15%	23%	32%	44%	42%	42%	36%	41%	37%	35%	35%	40%			

On-Street Parking Count Summary

Project Number: 02-19-0187
Count Date: 2/22/2020 Saturday
Count Times: 7:00 to 19:00
Count Interval: 60 minutes

Street	From	To	Block Face	Parking Supply	Time of Day												Max Demand	Max %	Peak Hr. %
					7:00	8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00			
Tranquille Road	Vernon Avenue	Elm Avenue	East	16														0	0%	0%
			West	11														0	0%	0%
	Elm Avenue	Yew Street	East	15														0	0%	0%
			West	15														0	0%	0%
	Yew Street N	Oak Road	East	12														0	0%	0%
			West	9														0	0%	0%
	Oak Road	Yew Street S	East	0														0	#DIV/0!	#DIV/0!
			West	6														0	0%	0%
	Yew Street S	Aspen Street	East	0														0	#DIV/0!	#DIV/0!
			West	5														0	0%	0%
	Aspen Street	Mackenzie Avenue	East	7														0	0%	0%
			West	8														0	0%	0%
	Mackenzie Avenue	Wood Street	East	14														0	0%	0%
			West	6														0	0%	0%
	Wood Street	Knox Street	East	9														0	0%	0%
			West	11														0	0%	0%
	Knox Street	Palm Street	East	17														0	0%	0%
			West	21														0	0%	0%
	Palm Street	Royal Avenue	East	6														0	0%	0%
			West	3														0	0%	0%
	Royal Avenue	Wilson Street	East	19														0	0%	0%
			West	4														0	0%	0%
			TOTAL	214	0	13	23	50	57	72	79	60	54	63	57	50	57			
			UTILIZATION	-	0%	6%	11%	23%	27%	34%	37%	28%	25%	29%	27%	23%	27%			

On-Street Parking Duration Summary

Project Numbe 02-19-0187
Count Date: 11/27/2020 Friday

Street	From	To	Block Face	Parking Supply	Duration								Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours		
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	22	3	2	0	0	0	0	0	27	1.69
			West	11	17	0	2	0	0	0	0	0	19	1.73
	Elm Avenue	Oak Road	East	27	36	6	2	0	0	1	0	0	45	1.67
			West	24	22	5	3	0	0	0	0	0	30	1.25
	Oak Road	Mackenzie Avenue	East	7	58	7	5	2	1	0	1	0	74	10.57
			West	19	41	9	2	0	0	0	0	1	53	2.79
	Mackenzie Avenue	Knox Street	East	23	42	4	4	0	0	3	0	0	53	2.30
			West	17	67	8	2	1	0	1	0	0	79	4.65
	Knox Street	Royal Avenue	East	23	77	12	5	1	0	0	0	0	95	4.13
			West	24	73	10	7	0	1	0	0	0	91	3.79
	Royal Avenue	Wilson Street	East	19	34	3	0	0	0	0	0	0	37	1.95
			West	4	23	1	1	0	0	0	0	0	25	6.25
			TOTAL	214	512	68	35	4	2	5	1	1	628	
			UTILIZATION	-	82%	11%	6%	1%	0%	1%	0%	0%	2.93	

On-Street Parking Duration Summary

Project Numbe 02-19-0187
Count Date: 1/22/2021 Friday

Street	From	To	Block Face	Parking Supply	Duration								Total Vehicles	Turnover
					0 Hours	1 Hours	2 Hours	3 Hours	4 Hours	5 Hours	6 Hours	7 Hours		
Tranquille Road	Vernon Avenue	Elm Avenue	East	16	40	4	0	0	0	1	1	0	46	2.88
			West	11	38	8	0	0	1	0	0	0	47	4.27
	Elm Avenue	Oak Road	East	27	42	6	2	0	1	0	0	0	51	1.89
			West	24	37	4	0	1	0	0	0	0	42	1.75
	Oak Road	Mackenzie Avenue	East	7	45	10	1	1	1	0	1	0	59	8.43
			West	19	56	13	3	2	0	0	0	0	74	3.89
	Mackenzie Avenue	Knox Street	East	23	71	19	1	1	1	1	0	0	94	4.09
			West	17	80	25	1	0	1	1	1	0	109	6.41
	Knox Street	Royal Avenue	East	23	76	11	2	0	1	1	1	0	92	4.00
			West	24	78	16	1	0	0	0	1	0	96	4.00
	Royal Avenue	Wilson Street	East	19	25	3	0	0	0	0	0	0	28	1.47
			West	4	28	5	0	1	0	0	0	1	35	8.75
			TOTAL	214	616	124	11	6	6	4	5	1	773	
			UTILIZATION	-	80%	16%	1%	1%	1%	1%	1%	0%	3.61	

APPENDIX B:
PUBLIC PARTICIPATION SUMMARY REPORTS



Let's Talk Parking

Kamloops Parking Management Plan
Public Participation Summary Report #1

May 10, 2021

Kamloops
Canada's Tournament Capital

Let's Talk KAMLOOPS

bunt & associates

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APPENDIX B: DOWNTOWN COMMENTS

INTRODUCTION

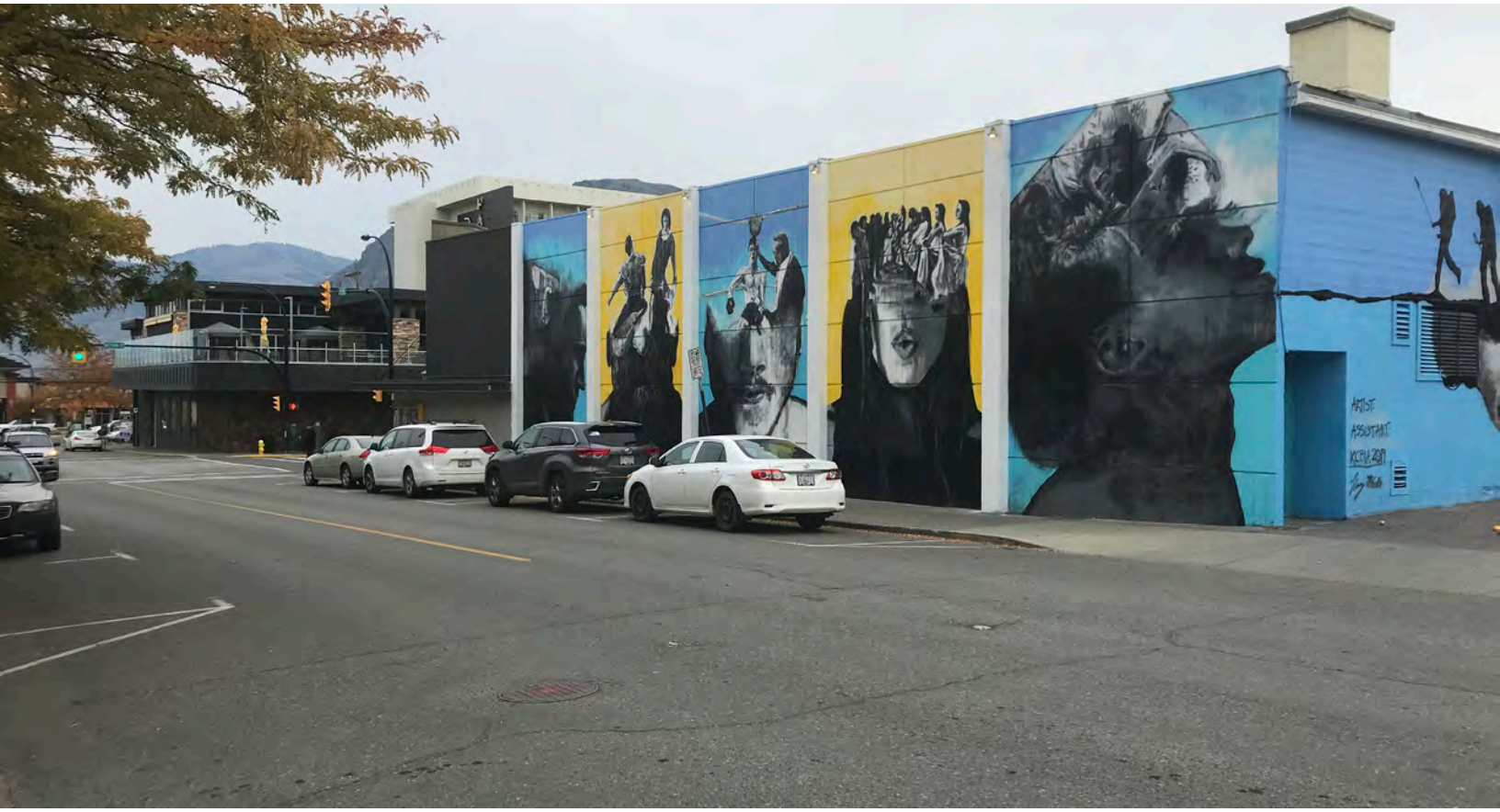
The City of Kamloops continues to plan for the future; by 2039, it is anticipated that 120,000 people will call Kamloops home. Our Official Community Plan, KAMPLAN, includes several values aimed at ensuring that the City grows in a sustainable and healthy way, and parking management plays a key role in this.



The City of Kamloops has identified a preliminary set of on and off-street parking issues in the Downtown, the Tranquille business corridor in the North Shore, and the Tournament Capital Centre (TCC). Bunt & Associates Engineering Ltd., together with Allnorth, were retained to collect parking data in the study areas and to develop a comprehensive and effective Parking Management Plan.

The Plan will address parking related questions/concerns of stakeholders and the public while proactively connecting the full cost of parking with environmental impacts, including strategies to support growth and development that are sensitive to the social well-being and long-term vision of the City.

Due to COVID-19 and the resulting limited services and hours of operation at TCC, together with similar restrictions at neighbouring Thompson River University, the TCC Parking Management portion of this project was put on hold.



PROJECT OBJECTIVES

The Parking Management Plan will respond to the following over-arching objectives as identified by the City of Kamloops Project Steering Committee:

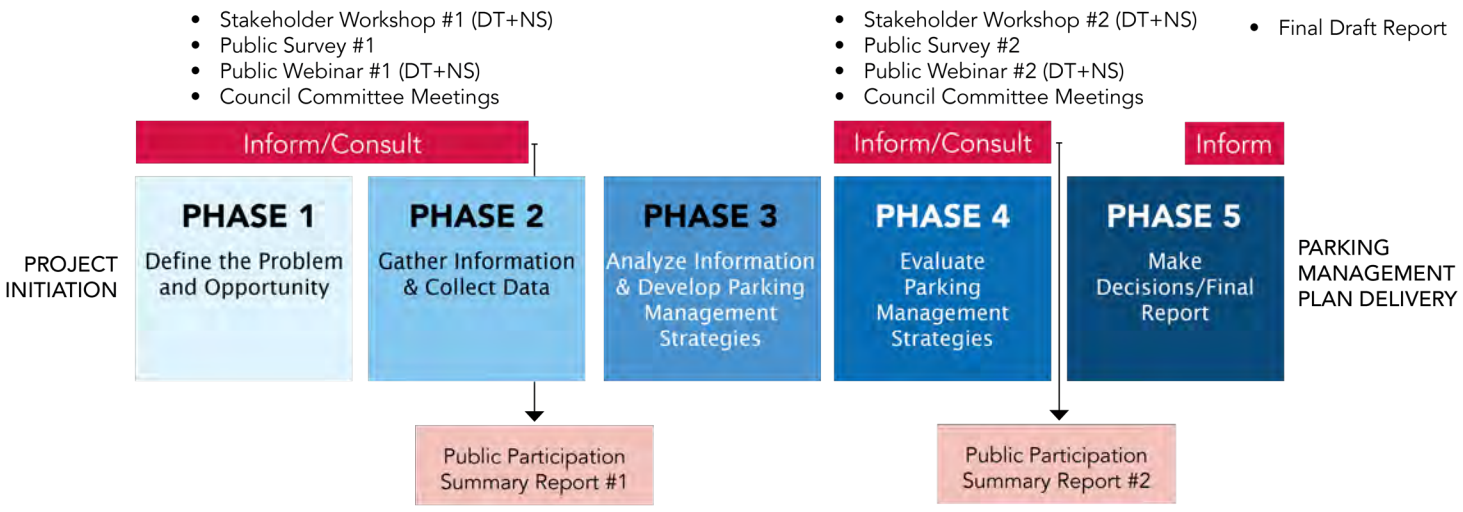
1. Assess parking conditions, using current and past data, in order to answer parking related questions concerns within the study areas and establish the basis for a solid management plan.
2. Identify what constitutes the community's parking challenges.
3. Identify service enhancements and fairness in parking practices by providing options, technologies, and information.
4. Support higher parking turnover while maintaining a governing role in long-term parking solutions
5. Develop a parking system that will continue to pay for itself (operate under a user-pay cost recovery model).

ENGAGEMENT OVERVIEW

The Parking Management Plan is being developed within a five phase process. Engagement #1 coincides with the technical program of the first two project phases. Engagement #2 takes place during the last two phases. Public participation input feeds into and informs the recommendations and the presentation of the Draft Parking Management Plan.

THE PROCESS

The technical project phases together with engagement activities are outlined below. Due to Covid-19 and to ensure the safety of all participants, the first round of Public Participation was designed to take place on-line.



WHO WAS ENGAGED?

All citizens of Kamloops were invited to learn about the Kamloops Parking Management Plan and participate in the engagement activities. Furthermore, the City connected directly with iPASS users (individuals who hold monthly parking passes for downtown parkades and City-owned surface lots) and several organizations whose members may be highly impacted by the decisions and outcomes of the Parking Management Plan. The following organizations accepted the invitation to participate as Project Stakeholders:

DOWNTOWN STAKEHOLDERS

- Downtown Neighourhood Association
- Sagebrush Neighbourhood Association
- Parking Solutions Group
- Canadian Home Builders' Association
- Venture Kamloops
- Emergence Developments
- People in Motion
- Tourism Kamloops
- Chamber of Commerce
- Interior Health Authority
- Downtown Business Improvement Association

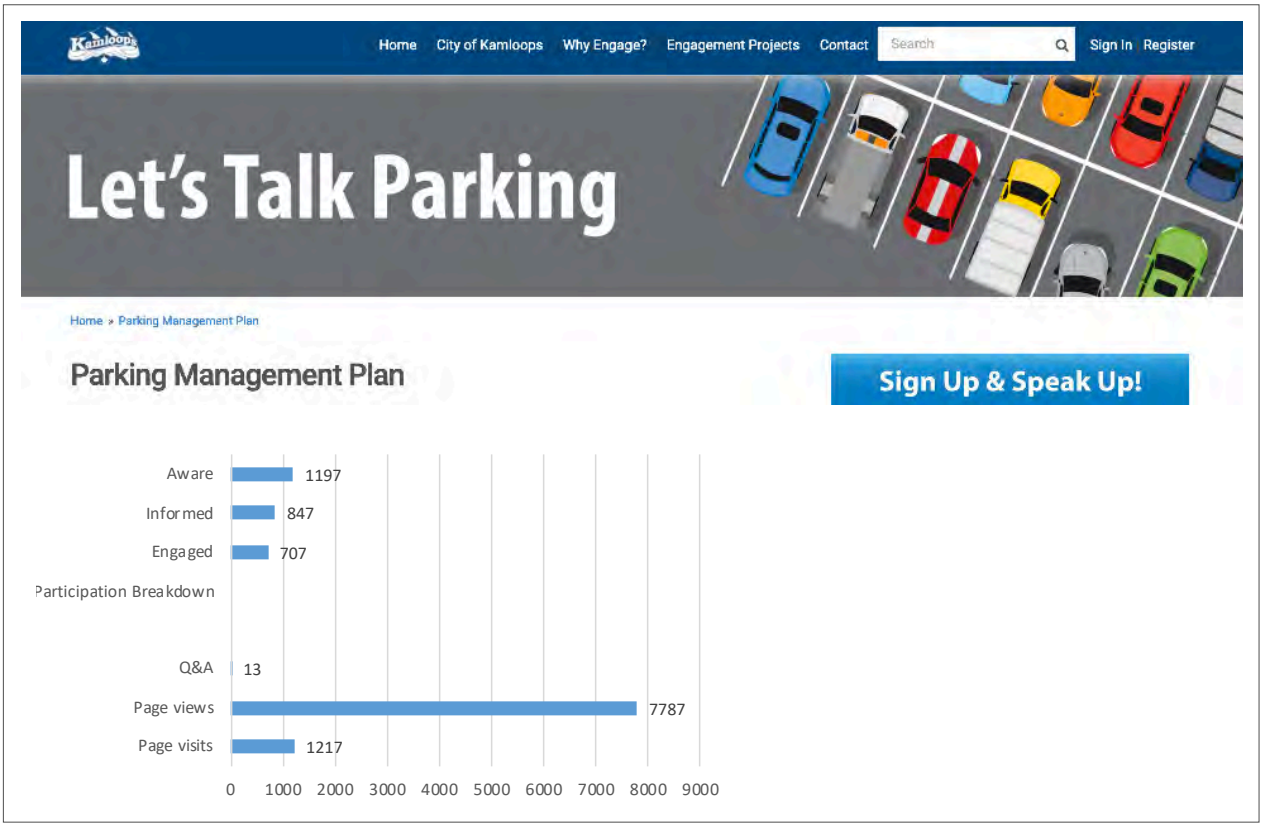
NORTH SHORE STAKEHOLDERS

- North Shore Central Neighbourhood Association
- McDonald Park Neighourhood Association
- Tourism Kamloops
- North Shore Business Improvement Association
- Canadian Home Builders' Association
- Chamber of Commerce
- People in Motion
- United Way Thomson Nicola Cariboo
- Red Beard Café
- Bright Eye Brewing

PROJECT AWARENESS METHODS

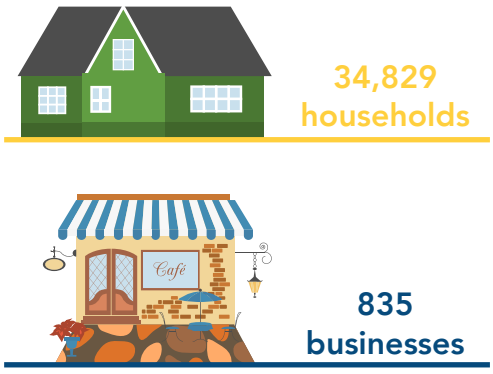
- City of Kamloops websites - Kamloops.ca and LetsTalk.Kamloops.ca
- Direct Mail
- Email Invitation to Project Stakeholders
- Email Invitation to iPASS users of Parkades and City-Owned Lots
- Social Media
- Targeted flyer drop
- City Page
- City lobby screens
- Internal communication channels
- Press Release

CITY OF KAMLOOPS LET'S TALK PLATFORM

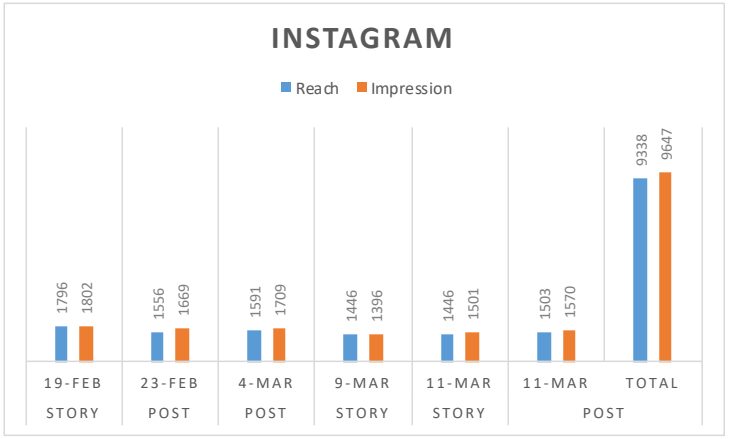


DIRECT MAIL

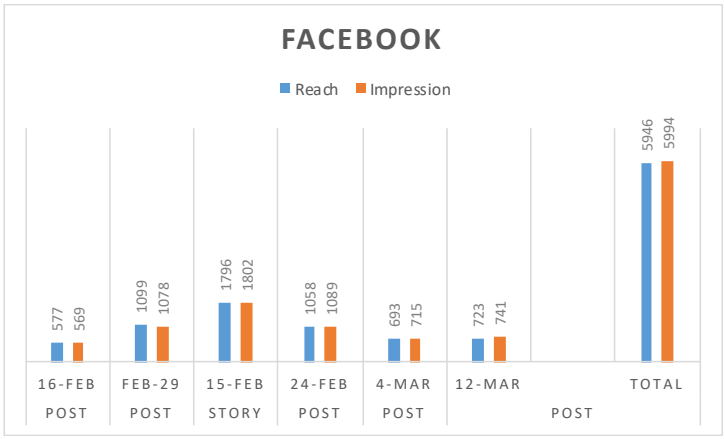




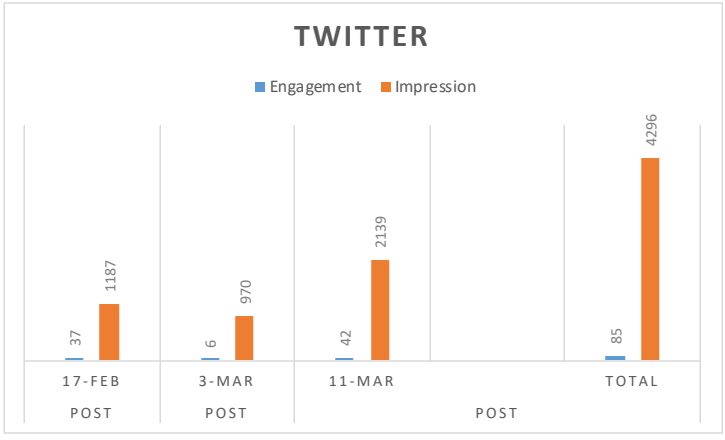
SOCIAL MEDIA













ENGAGEMENT ACTIVITIES: NORTH SHORE FOCUS



LET'S TALK Q&A

On-going since February 2021

SURVEY #1

February 15 to March 14, 2021 > **307** responses

STAKEHOLDER WORKSHOP #1

March 9, 2021 > **10** participants

PUBLIC INFORMATION SESSION

March 11, 2021 > **9** participants

STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **8** responses

ENGAGEMENT ACTIVITIES: DOWNTOWN FOCUS



LET'S TALK Q&A

On-going since February 2021

SURVEY #1

February 15 to March 14, 2021 > **628** responses

STAKEHOLDER WORKSHOP #1

March 10, 2021 > **16** participants

PUBLIC INFORMATION SESSION

March 12, 2021 > **11** participants

STAKEHOLDER THOUGHT CONSENSUS SURVEY

March 22 to March 29, 2021 > **12** responses

WHAT WE HEARD: NORTH SHORE

PUBLIC SURVEY RESULTS

87% Visitors to the North Shore | **11%** Residents | **2%** Tranquille Corridor business owners/employees

WHEN ASKED *"HOW WOULD YOU RATE THE FOLLOWING ASPECTS OF PARKING ALONG THE TRANQUILLE CORRIDOR?"*

PARKING TIME/RESTRICTIONS



59% Good to Very Good

41% Fair to Very Poor

ON-STREET PARKING AVAILABILITY



40% Good to Very Good

60% Fair to Very Poor

PROXIMITY TO DESTINATIONS/SERVICES



57% Good to Very Good

43% Fair to Very Poor

PARKING LOT AVAILABILITY



31% Good to Very Good

69% Fair to Very Poor

SAFETY/SECURITY



23% Good to Very Good

77% Fair to Very Poor

TRANQUILLE CORRIDOR VISITORS...

95% Drive and require parking

60% Typically park for 1 hour or less

74% Park on-street within the 2-hour parking zone

56% Willing to walk 2 blocks from parked car to desired destination

NORTH SHORE RESIDENTS...

73% Drive and require parking

54% Typically park for 1 hour or less

54% Park on-street within the 2-hour parking zone

50% Willing to walk 2 blocks from parked car to desired destination

TRANQUILLE CORRIDOR BUSINESS OWNERS...

79% Drive and require parking

85% Park in a spot provided by their business

61% Responded that employees park in a spot provided by their business

50% Responded that customers park on the street

50% Responded that it is acceptable for customers to walk 2 blocks to their place of business

76% Responded that customers typically require 2 hours or less to patronize their business

TRANQUILLE CORRIDOR EMPLOYEES...

100% Drive and require parking

60% Park on-street within neighborhood streets with no parking restriction

100% Park for more than 4 hours

60% Willing to walk 2 blocks from parked car to place of business

WHEN ASKED *"DO YOU HAVE ANY COMMENTS, IDEAS, SUGGESTIONS, OR CONCERNS ABOUT PARKING ON THE NORTH SHORE THAT YOU WOULD LIKE TO SHARE?"*

The graphic below illustrates the themes that emerged with a summary of each theme on the following page. All comments are included in **Appendix A:** North Shore Comments.



PAY PARKING/PARKING METER CONCERNS

Comments relate to concerns about introducing parking fees along the Tranquille Corridor. Some feel that doing so would hurt business. There was also feedback about frustration with downtown parking meter technology and respondents do not want to see the same meters installed on the North Shore.

SOCIAL/SAFETY CONCERNS

Comments relate to societal concerns and the perceived risks to personal safety and vandalizing of property. Some people choose not to shop and park along the Tranquille Corridor for this reason.

PARKING TIME/RESTRICTIONS

Comments relate to parking patterns along Tranquille Corridor noting that long-term parkers, such as employees, are choosing to park on side streets, which causes parking congestion in neighbouring residential neighbourhoods. Other comments references lack of enforcement and the desire to maintain free short-term parking.

PARKING IN RELATION TO DEVELOPMENT

Comments relate to how development may impact parking. There are a mix of ideas, some that express the need for developers to provide ample parking with their development, while others feel that parking should take a back seat to densification.

PARKING AVAILABILITY

Comments relate to experiences with finding parking. Some find parking along Tranquille Corridor problematic in select locations.

PARKING DESIGN

Comments reflect suggestions about the desire to increase parking spaces by creating clear parking lines, changing to angled parking near the library, taking advantage of underused lots, and the desire for a parking structure.

ACCESSIBILITY

Comments reflect the desire for more designated accessible parking and the need to maintain the street and sidewalks during winter for the loading/unloading of wheelchairs.

TRAFFIC/SAFETY

Comments relate to road safety concerns due to poor visibility along the Tranquille Corridor, traffic congestion, and speed.

NO ISSUES

Comments cited no issues with finding parking along the Tranquille Corridor.

OTHER/MISC

Comments relate to the survey and project more generally.

STAKEHOLDER FEEDBACK RESULTS

A total of 36 different comments (issues and ideas related to parking) were received during the North Shore Stakeholder workshop held on March 9, 2021. The comments were grouped into the following themes and shared with all Stakeholders again in the form of a Thought Consensus survey. Participants were asked to rate their level of agreement on each comment to help prioritize the issues and ideas.

The four themes that emerged together with the comments that received the highest level of agreement are presented below and on the following page. All comments received are included in **Appendix A:** North Shore Comments.

Survey Rating 100 = Strongly Agree and 0 = Strongly Disagree
Average ratings between **80 - 100** represents a **very high** level of consensus.

CURRENT & FUTURE PARKING DEMAND

14 Total Comments
1 Very High Level of Consensus

84
"Interested in parking strategies that are intelligent and builds over time to get to goal of 10,000 residential units"

TRAFFIC/SAFETY

12 Total Comments
4 Very High Level of Consensus

99
"Cross walks need to be clearly marked"

90
"Need to ensure curb painting in certain places such as fire zones and no parking areas"

85
"Need to ensure bus stops are appropriately located in order to optimize parking"

83
"The lack of pavement markings (parking markings) impacts safety"

ENVIRONMENTAL & SOCIAL CONSIDERATIONS

6 Total Comments
1 Very High Level of Consensus

89
"Parking Management Plan to link with Transportation Management Plan – ensure we have appropriate transit capacity – buses running early and late"

ACCESSIBILITY & SEASONALITY

4 Total Comments
1 Very High Level of Consensus

83
"Winter snow pile-up is an issue for people using wheelchairs"

Average ratings between **60 - 79** represents a **high level** of consensus.

CURRENT & FUTURE PARKING DEMAND

14 Total Comments
2 High Level of Consensus

64
"Concerned about increased parking demand with new proposed developments"

63
"Drop-off zones are needed near the medical centre on the Tranquille corridor"

TRAFFIC/SAFETY

12 Total Comments
4 High Level of Consensus

79
"People park too close to the cross walks, which is extremely unsafe"

76
"Would like to see bulb-outs (extensions to the curb located at intersections)"

74
"Frustrated about certain areas not being marked and resulting in tickets being issued"

60
"Yellow stripes a few feet back from crosswalks would help with sight lines, alleviating the need for white lines everywhere"

ENVIRONMENTAL & SOCIAL CONSIDERATIONS

6 Total Comments
2 High Level of Consensus

74
"Social issues are creating some issues around where people choose to park"

70
"Need to create a safe pedestrian-oriented Tranquille corridor"

ACCESSIBILITY & SEASONALITY

4 Total Comments
2 High Level of Consensus

75
"Designated locations for bus ramps for mounting/ dismounting are needed to accommodate wheelchairs"

60
"Designated accessible parking stalls are needed along the Tranquille Corridor"

WHAT WE HEARD: DOWNTOWN

PUBLIC SURVEY RESULTS

81% Visitors to the downtown | **19%** Residents | **36%** of Visitors/Residents are also downtown business owners or employees

DOWNTOWN VISITORS...

93% Drive and require parking

86% Typically require parking for 2 hours or less

76% Typically park on-street in the pay parking zone

77% Willing to walk 2 blocks from parked car to desired destination

DOWNTOWN RESIDENTS...

63% Own 2 or more vehicles | **49%** Use a vehicle to visit areas in downtown

45% Park in a designated stall at place of residence | **28%** Park on the street | **27%** Park both in a designated stall and on the street

67% Live in a residential parking permit area | **54%** Have an on-street parking permit

69% Responded that their visitors park on the street in an area not requiring a parking permit | **77%** of visitors require parking on the weekends 6 am to 6 pm followed by **68%** after 6 pm on the weekends, **57%** after 6 pm on the weekdays, and **47%** on weekdays between 6 am to 6 pm | **59%** of visitors typically require parking for 2 to 4 plus hours

DOWNTOWN BUSINESS OWNERS/EMPLOYEES...

97% Drive and require parking

94% Require parking for more than 4 hours

89% Park off-street in a parkade, parking lot, or a designated spot provided by place of business

43% Monthly parking pass holders | **74%** using the pass 5 days per week | **19%** On waitlist for monthly parking pass

65% Willing to walk 2 blocks from parked car to place of business

WHEN ASKED *"DO YOU HAVE ANY COMMENTS, IDEAS, SUGGESTIONS, OR CONCERNS ABOUT PARKING ON THE NORTH SHORE THAT YOU WOULD LIKE TO SHARE?"*

The graphic below illustrates the themes that emerged with a summary of each theme on the following page. All comments are included in **Appendix B:** Downtown Comments.



COST OF PARKING

Comments relate to concerns about the cost of parking. Some individuals oppose the idea of pay parking altogether, some cite lack of affordability, and others provide thoughts about how the City could maintain a certain level of free parking, be it short-term or to entice people to the downtown on the weekend.

PAY PARKING EXPERIENCE & ENFORCEMENT

Comments relate to user experience with the existing pay parking machines. Respondents feel frustrated by the technology and cite the parking meters as a deterrent to visiting the downtown. Other comments relate to parking enforcement noting that additional monitoring and ticketing is needed in certain areas, while others having negative experience with ticketing.

PARKING TIME/RESTRICTIONS & AVAILABILITY

Comments relate to perceived lack of parking availability in various areas of downtown. People expressed their experiences and ideas about where parking time/restrictions are and the correlation to resident-only permits, recreation and events, shopping, and day-to-day appointments.

PARKING DESIGN & WAYFINDING

Comments relate to the desire to increase parking supply through various design suggestions, such as angled parking and support for parkades. There are also comments about parking safety, sitelines, parking for trucks and service vehicles, and options for event parking.

BUSINESS/EMPLOYMENT PARKING ISSUES

Comments relate to lack of affordable employee parking in close proximity to downtown businesses, perceptions about pay parking being detrimental to businesses, ideas about pick-up/drop-off parking for business needs, and thoughts about the changing parking needs and availability on Victoria Street and Paul Street.

ACCESSIBILITY

Comments relate to mobility challenges in terms of distance from parking to destination, seasonal barriers due to snow build-up, and the need to increase free accessible parking.

OTHER/MISC

Comments general in nature that do not fit into themes.

OFF-STREET (PARKING LOT/PARKADE) ISSUES

Comments relate to issues experienced with parkades and surface parking lots. High costs, lack of security, restrictions (inability to come and go throughout the day), and unclear signage were most commonly noted.

HOSPITAL-RELATED PARKING ISSUES

Comments relate to issues experienced by hospital staff and residents surrounding the Royal Inland Hospital. Workers cite needing safe and affordable parking in close proximity to the hospital while residents of the surrounding neighbourhoods are frustrated by the streets they reside on being filled with parked cars.

ALTERNATIVE MODES

Comments relate to suggestions for active transportation infrastructure improvements and ideas to provide shuttle service to the downtown as a way to decrease the amount of people requiring parking and creating a vibrant pedestrian-friendly area.

SOCIAL/SAFETY ISSUES

Comments relate to societal conditions whereby individuals feel unsafe walking alone, particularly early morning or later evening. Concerns also around experiences with the vandalization of vehicles when parked in surface lots and parkades.

NO ISSUES

Comments relate to a general feeling of contentment about the existing parking conditions in the downtown.

STAKEHOLDER FEEDBACK RESULTS

A total of 35 different comments (issues and ideas related to parking) were received during the Dowtown Stakeholder workshop held on March 10, 2021. The comments were grouped into the following themes and shared with all Stakeholders again in the form of a Thought Consensus survey. Participants were asked to rate their level of agreement on each comment to help prioritize the issues and ideas based on group consensus.

The five themes that emerged together with the comments that received the high to very high level of consensus are presented below and on the following page. All comments received are included in **Appendix B:** Downtown Comments.

Survey Rating 100 = Strongly Agree and 0 = Strongly Disagree
Average ratings between **80 - 100** represents a **very high** level of consensus.

DEVELOPMENT IMPACTS

9 Comments
3 Very High Level of Consensus

97
"Parking should not negatively impact downtown growth"

81
"New development is bringing a lot more office workers, supporting businesses and customers who require parking"

80
"The worst use of land in the downtown core is surface parking"

CURRENT PARKING ISSUES

8 Comments
3 Very High Level of Consensus

85
"Long-term parking for staff/employees is needed"

84
"More data than the one-day snap shot shared in presentation is needed"

81
"Now is not a good indicator of true parking demand"

BYLAW ENFORCEMENT & PRICING

7 Comments
2 Very High Level of Consensus

86
"Enforcement of parking permit passes is needed"

85
"Downtown shoppers need to be discouraged from using hospital parking"

ACCESSIBILITY

6 Comments
0 Very High Level of Consensus

WAYFINDING & EDUCATION

5 Comments
2 Very High Level of

83
"Better technology for parking availability/information sharing is needed in the downtown"

83
"We have a lot of parking, we need to educate people where it exists"

Average ratings between **60 - 79** represents a **high level** of consensus.

DEVELOPMENT IMPACTS

9 Comments
4 High Level of Consensus

74
"Parking for legal suites and carriage homes needs to be managed to avoid overflow on-street"

67
"Strategically plan for future residential development so that development potential is not negatively impacted by potential lack of parking"

64
"Concerned about overflow of commercial parking into residential areas"

62
"Need better Transportation Demand Management strategies to reduce demand on parking"

CURRENT PARKING ISSUES

8 Comments
4 High Level of Consensus

76
"There are very few people in the downtown now, but this will drastically change in the next few months"

69
"Safety/lighting needs to be improved so visitors to the downtown feel comfortable"

62
"We don't have a big parking issue in the downtown.

60
A Consumer-behavior parking study is needed.

BYLAW ENFORCEMENT & PRICING

7 Comments
2 High Level of Consensus

66
"Parking rates need to be reviewed and updated"

"Downtown shoppers need to be discouraged from using hospital parking"

ACCESSIBILITY

6 Comments
6 High Level of Consensus

71
"Accessibility and inclusion are important considerations for the City. Parking needs to be factored in"

70
"More accessible parking stalls are needed near medical offices in downtown"

65
"More accessible parking spots are needed in downtown parkades"

65
"Van accessible stalls are needed at event areas in the downtown"

61
"More accessible parking spots are needed in areas where there is currently no pay parking downtown"

WAYFINDING & EDUCATION

5 Comments
2 Very High Level of

79
"Way-finding signage to off-street parking, especially during events in downtown is needed"

75
"Better wayfinding for visitors in the downtown is needed"

61
"More accessible van drop off spots are needed in the downtown"

NEXT STEPS

PHASE 3: DEVELOPMENT OF PARKING STRATEGIES

As a result of the data collection exercise, analysis of potential future conditions, assessment of parking regulations (Project Phases 1-3), and the feedback received during the first round of consultation, Bunt & Associates will provide thorough insight into current conditions and a series of parking management strategies will be developed.

ENGAGEMENT ROUND 2

The second round of consultation will involve obtaining feedback on the Draft Parking Management strategies. Opportunities for input will be made available via an on-line surveys, public information sessions, and stakeholder workshops.

PHASE 5: MAKE DECISIONS

This phase will include the preparation and circulation of the draft report. The draft report will include summaries of all data collection and analysis undertaken as part of the study, as well as recommendations developed as a result of the analysis and feedback received during the process. After making the necessary minor edits and adjustments, the Final Report would be issued to the City of Kamloops, presented to Council, and shared with Project Stakeholders.

STAY CONNECTED!

LetsTalk.Kamloops.ca/Parking

Kamloops Parking Management Plan
Public Participation Summary Report #1

APPENDIX A
North Shore Comments

Some of the comments contained within the appendix have been lightly edited to improve clarity (e.g. spelling out abbreviated terms), but strive to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.

Kamloops PMP North Shore Tranquille Corridor Stakeholder Comments from Workshop #1 on March 9th, 2021.

- Cross walks need to be clearly marked.
- Need to ensure curb painting in certain places such as fire zones and no parking areas.
- Parking Management Plan to link with Transportation Management Plan – ensure we have appropriate transit capacity – buses running early and late.
- Need to ensure bus stops are appropriately located in order to optimize parking.
- Interested in parking strategies that are intelligent and builds over time to get to goal of 10,000 residential units.
- The lack of pavement markings (parking markings) impacts safety.
- Winter snow pile-up is an issue for people using wheelchairs.
- People park too close to the cross walks, which is extremely unsafe.
- Would like to see bulb-outs (extensions to the curb located at intersections).
- Designated locations for bus ramps for mounting/dismounting are needed to accommodate wheelchairs.
- Frustrated about certain areas not being marked and resulting in tickets being issued.
- Social issues are creating some issues around where people choose to park.
- Need to create a safe pedestrian-oriented Tranquille corridor.
- Concerned about increased parking demand with new proposed developments.
- Drop-off zones are needed near the medical centre on the Tranquille corridor.
- Yellow stripes a few feet back from crosswalks would help with sight lines, alleviating the need for white lines everywhere.
- Designated accessible parking stalls are needed along the Tranquille Corridor.
- There are too many crosswalks on the Tranquille Corridor, leading to congestion.
- Concerned about cost of potential residential parking permits.
- Speeding along the Tranquille Corridor is a serious issue.
- Consider 2-hour parking restrictions to control parking demand.
- People sit and idle in their vehicles. Anti-idling education is needed.
- There is a lack of left turn lanes and signals along the Tranquille corridor. This leads to congestion and safety issues.
- There is an increase in parking on the side streets off Tranquille.
- Consider 2-hour parking restrictions to control parking demand.
- There is a lack of parking in the central (core) area of the Tranquille corridor.
- Concerned about future pay for parking residential permits.
- Would like to see a 30 km maximum speed zone along the Tranquille corridor.
- In favor of paid parking along the Tranquille corridor to control parking demand.
- There is a lack of parking in the central (core) area of the Tranquille corridor.
- Right hand turning safety improvements are needed.
- There is an increase in parking on the side streets off Tranquille.
- In favor of paid parking along the Tranquille corridor to control parking demand.
- Concerned about increased parking demand with new proposed developments.

- No parking should be allowed on hills. Parking needs to be moved to increase safety.

Kamloops PMP North Shore Tranquille Corridor Stakeholder Comments from Public Survey and emails to City

PAY PARKING/PARKING METER CONCERNS

- Do not want paid parking. I am a senior on fixed income.
- Don't start charging money like downtown. Or you will kill the shopping and dining like you did down there
- I don’t think the Tranquille Corridor should have to have paid parking.
- No pay parking.
- Keeping parking free on the North Shore is good for everyone, patrons and merchants.
- Make it free then I would visit more often
- NEVER put parking meters on the North Shore.
- I love the free parking here and therefore don't think twice about popping into a business or making my doctor's appointment, its so nice not having to worry about pay parking.
- I love parking in North Kam as I don't have to pay and I can eat lunch or supper
- Parking rates outrageous, don't do that to Tranquille, it would kill the businesses
- I like that there is free parking on the Tranquille corridor and if that changes, I will probably be less inclined to shop there.
- Do not want or feel that we need paid parking on the North Shore!!
- I am very appreciative of the fact that parking is free on the north shore, and this encourages me to shop there, rather than going downtown.
- We regularly take advantage of the free on street parking and it is one of the reasons we choose to shop the North Shore versus downtown.
- No parking meters. If you are parking meters, I'll stop shopping at the select few businesses I frequent on Tranquille road.
- Do not add pay for parking.
- I wouldn't pay to park on that road.
- Parking is not a major issue, Keep the meters out or it will become an issue just the like downtown area is now an issue.
- Keep it free
- LOOK OUT HERE COMES THE PARKING METRES
- Don't mess with parking on ns, no paid parking or permits required, always find parking, never have any issues, you ruin everything you touch, can't you just sit down and shut up, who says anything needs to be done.
- Pay parking should not happen here or downtown. We do not have enough parking options in this town. Also, the Impark pay parking lots prices are astronomical for our small city.
- Meters will kill Tranquille road. there is not a parking problem.we dont need more bylaws guys.
- Please do not add a cost to park

- No more gouging of tax payers.
- If you add pay parking you will lose people who would come over to enjoy our venues. I don't go downtown for that exact reason. Either up the hill or stay in the North Shore
- Keep the parking free. Our city taxes are insanely high as is. Enough is enough already
- No paid parking
- Yes. Keep the parking free.
- No to pay parking
- I don't agree with pay parking on the north shore, we need to encourage people to the north shore. Not deter people from having to pay for parking.
- I personally don't think it's necessary to charge for parking in this area. It will just push people to park on the side roads, if they are parking for a long period of time, which could cause a problem.
- If pay parking is installed, take the money to add security to the NS corridor
- I do not think pay parking is fair as the area does bot have additional services that warrant it the way downtown does. There are no people walking around ensuring safety or picking up needles etc
- Introducing paid parking would "drive" me to chose businesses in the mall or southwest Kamloops
- I hope you're not attempting putting paid parking on the N.Shore
- Free parking is one of the major reasons people come to the Northshore to shop. It is why I will choose to go to the Northshore instead of across the bridge. I would strongly urge you not to add paid parking, it gives the NS a fighting chance over DT
- It's so early in development to add pay parking and as someone with experience in city planning I'm frankly surprised it's being considered. The area is still pretty low quality and we need to encourage visitors not charge them.
- I like to walk over to the Tranquille Corridor, drive and park for grocery shopping or am able to find parking when needed along the corridor at other businesses.
- Do not bring in pay parking to the North Shore!
- I like that the slow meters downtown are not on the North Shore.
- The parking meters downtown are time consuming and irritating. It would be a disappointment to me to see them placed on the North shore also.
- Why pay to park for 15 - 30 minutes is inconvenient and not indicative to a friendly thriving city. The meters are not user friendly and hugely inconvenient and you still need a meter person to issue tickets and keep them working.
- More than adequate street parking on Tranquille and side roads. DO NOT PUT METERS ON TRANQUILLE! One of the advantages to North Shore shopping is the lack of meters!
- Ok ,first are we getting ready to put meters on the N. Shr.?* hope not.!
- DO NOT PUT IN METERS.
- 3rd Party (Impark etc...) are extremely expensive
- I shop on the North Shore exactly because the parking is free. I have stopped shopping in downtown Kamloops, for the most part, because of those detestable parking machines. Do not bring those machines to North Kamloops!

- Parking is way to expensive in Kamloops and with COVID we should to be using uncleared parking pay stations
- The worst thing in St parking,are meters.People don't have correct change,cards aren't excepted.Your freezing your ass off and these machines don't work properly.I love the North shore for its easy access to parking. The downtown sucks always.
- Hate parking meters. Can't read them.

SOCIAL/SAFETY ISSUES

- Please move the homeless/drug shelters to the outskirts of town. Monitoring is needed and they need privacy and help nearby, somewhere like Tranquille.
- Safety.
- If you want people to shop on Tranquille Rd, you are going to have to make it safer for patrons to do so especially late afternoons and evenings
- Just clean up the drug problems.
- I rarely have availability parking issues on the NS. Bigger issue can be safety depending in time of day and what people are doing in the area.
- Safety a concern for me here, but also in some areas downtown
- Clean up the area and get rid of Ask Wellness. They are the problem. The North Shire was a great area until YOU built low income housing.
- Let's increase police presence I'm tire of seeing people try car doors and yell profanities. Bike thieves are running the area it's scary.
- Safety and security are my number one concern. It's one thing that deters me from frequenting this business area more. I know its a challenging situation but something needs to happen soon or there will be no businesses there. I want to support local!
- High crime area in the business district near Duchess Hotel and by the library square. Thefts from vehicles and aggressive panhandling deter me from going anywhere near there.
- Increase safety from drug addicts and improve police response time.
- Very bright lights on the street to deter people who do drugs/crimes in close proximity to our vehicles.
- There should be more policing in the area.
- Do not build a parkade on North shore as I would never park in a parkade in North Kamloops as too many sketchy looking people and do not feel safe in many parts
- Need to improve parking security.
- More lighting in parking lots... or fences around.
- Clean up the Tranquille corridor near Ask Wellness. I would visit the North Shore more if the derelicts weren't hanging around on the street.

PARKING TIME/RESTRICTIONS

- Wish there a way to address local residential parking. (My neighbor has roughly 11 vehicles at any given time - treats this as a personal used car lot - buying and selling used vehicles in a residential neighborhood - creating parking chaos for others).
- With the effort the densify the North Shore and insufficient parking in the apartments and more residents, parking needs to be more flexible on or near the corridor. That means more overnight parking as well as 2 hour parking.
- It's wonderful to have a Disability Parking Pass and have free parking for 3 hrs on our streets, and to not have to deal with the parking machines.
- Don't implement pay parking on the street. Half the time people are only running into a store to grab something and come right out. The side streets will become more busy to avoid pay parking and those streets are already small.
- Promote businesses by offering free parking for on-street parking for clients for at least the first hour or two.
- As more businesses and multifamily residences locate in the Tranquille corridor, parking demand increases. City must increase parking requirements for businesses & residences. People are jamming our side streets now, restrict to residents only.
- Let people park longer, why the two hour limit?
- It is helpful when there is movement among parked cars and they not left too long.
- If there a to be parking meters I would hope that they will have the option to go beyond the 3 hour limit because if you are to shop & stop for lunch or dinner the current meters in the downtown core do not allow you to stay in the area. So frustrating.
- Possibly need for metered parking to reduce employee on street parking in the business strip.
- 2 HOUR PARKING IS NOT BEING ENFORCED. EMPLOYEES WORING IN SOCIAL' BUSINESSES THAT HAVETHERE OWN LOTS DON'T TEND TO UTILIZE THEM.. PARKING ON TRANQUILLE ALL DAY.. WITH NO BUYLAW ENFORMENT THEY DO THIS ON A DAILY BASIS.. I'VE HAD NUMEROUS CONVERSATIONS
- I feel like the City has made it more restrictive and not less since my business opened in October of 2019. While we have made some compromises since that time, we do have a ways to go.
- As a resident I see people that park for hours on side streets while doing business on Tranquille Rd. Most are employees of businesses that do not supply parking for their staff. I have had damage done to my fence due to people parking against it
- Please reduce/eliminate minimum parking requirements, improve transit.
- Would like to see permits made available to employees of Tranquille corridor businesses when the company does not provide adequate parking for its employees; or perhaps one designated parking lot for corridor employees per block.
- I wouldn't mind paid parking to keep people from taking spots long-term - as long as they payment system is EASY. The machines downtown are slow and hard to read

PARKING IN RELATION TO DEVELOPMENT

- There are a good number of parking lots in the north shore, I suggest that any redevelopment plans required maintain or improve the current level of parking.
- Concerns about the future loss on off street parking due to development, also the loss of possible new business development due to lack of employee/customer parking, lack of security for staff/employees walking to/from vehicles. Dealing with Impark
- New condos need their own parking, not use street parking.
- Change only as needed.
- Yeah leave it alone...otherwise you will wreck it like you have downtown. The north shore area is finally booming and has stores and restaurants leave it alone! Just get the street ppl moving and out of the area
- Increase in homes along corridor will horribly congest area.
- The parking lot on Yew Street was removed to build the apartments.
- Live in Brock - to Tranquille Corridor daily for work. Hub developments significantly reduce travel for most residents, and reduce parking pressures. Developers should provide parking for projects, city can transition psychologically to parking management
- The neighborhood where my Doctors office has grown too fast.
- Actually contacting a random sample of folks provides more valid information than this type of survey. The results you are getting are too easily swayed by special interest groups. Do new buildings have to provide onsite parking?
- More development, even less parking!
- Would love to see underground parking starting to be built to accommodate future expansion
- Parking spreads out services and pushes people (homes) away from business. We need more density and less parking for business to thrive. Let business decide how much parking they need.
- Disappointed with this survey. Norkam properties have always had ample off street parking and if they continue in a like manor we will not have a reason to spend on city infrastructures. Private parking lots have not yet been successfully viable
- I believe it’s time for parking meters to be included along Tranquille just like downtown. The T Corridor is demanding City service upgrades and development, therefore the area and visitors should be expected to pay for parking.
- User should pay for parking
- Once we fill in the huge acres of empty surface parking with businesses and residents, then perhaps we are ready to have a conversation about parking management and paid on street parking. But until we can get all these empty lots built on, adequate parking for residents, staff and customers is the opposite of what we need. We need micro apartments with no parking that our staff can live in close to work at a fair price. They don't drive anyways. We need more businesses actually providing services to the people who already live walking distance but drive to other parts of town right now. The combined 0.05 stalls per customer that I can speak to at Bright Eye and Red Beard cost us alot to maintain and I would say, aren't really helping our business. Minos - which has no

parking - has been doing great on the North Shore for 40 years. So too has businesses like North Shore Barbers, Syros, Manshadi Pharmacy, The Printing Place, The Scarlett Apple, the Duchess, The Doctors Offices in the Manshadi business, Watercress, numerous second hand stores. They have all been doing great with no parking. Anyways, kinda droning on ad-naseum at this point. Remove parking minimums!

PARKING AVAILABILITY

- Minimal parking options around Bright Eye Brewery
- North shore residents need easy parking to be patrons of the businesses.
- Need more street parking.
- I used to have a business in the 400 block Tranquille and there was paved public parking but was removed for Spirit square and there is no parking off Tranquille that is public that I know of.
- There are no parking lots that are truly public that I know of. There used to be one on Yew and MacKenzie as I was a business owner in that area for over 30 years. The lot has disappeared with Spirit Square and the building of the apartment buildings.
- Parking cost too high,and not enough
- On the North Shore lots of businesses have their own lots so parking is infinitely more accessible than in the downtown area. But there is an area with medical services that is somewhat problematic.
- Out of the roughly 80 staff we employ, only a couple even own cars or have drivers licenses - so the question regarding where do they park - the answer generally is that they don't. As well, our 12 stall parking lots is frequently empty despite being full
- Due to parking difficulties do not often frequent the corridor.
- Challenging at times to find a parking spot on the Main Street and public parking lots are scarce.
- There seems to be a lot of parking available because there are so few businesses open.
- I've lived on the north shore a very long time and not aware of any parking lots other than at the shopping malls/centres which have adequate parking. Regarding the tranquilly corridor, regardless of time of day, I've never finding parking??

PARKING DESIGN

- We need a parking lot (even if its paid parking) or perhaps even an underground parking lot
- Many spots are lost to traffic calming. If the city feels there is value in traffic calming it should pursue ideas that maximizes parking spots.
- Parking at the north shore library should be angled not perpendicular.
- Don't make this a bike or green issue, I'm not riding my bike or taking a bus from Aberdeen, better parking is needed for cars.
- Could the bus stop immediately past Wood and Tranquille be moved back a block or forward a block or 2 to allow more parking for doctors, pharmacies, medical clinics?

- Would like to see a parkade around the village hotel area
- I've heard about the possibility of an underground parking lot. That may be good if it's centrally located.
- Are there ways we can take advantage of unused/under capacity, parking lots nearby to encourage more walking along the corridor. Eg: parking lot along Fortune across from Petro Canada and the Northills Mall parking lot side facing Tranquille?
- Building a couple of parking garages might help alleviate some of the parking issues along the North Shore.
- Designated stalls with clear markings are required. Badly. People often park it's bus stops or in front of hydrants. Pay parking would be fine, but clearly marked stalls are long overdue.
- Parallel parking seems to be working on this narrow stretch of road
- The lack of dedicated parking for Bright Eyed could impact the accessibility of other businesses. It's also time to start marking at stalls on Tranquille - parking is very inefficient

PARKING IN RELATION TO ALTERNATIVE MODES

- I am 50/50 driving vs cycling to North Shore. Better cycling infrastructure on Tranquille would shift me to more cycling mode share.
- More dedicated bike lanes. Many trips I use my truck for now would be by bicycle if the conflict of space with motorists could be better avoided.
- I hope Kamloops aligns it's parking plan with us OCP (KamPlan) which clearly states the priority of people over cars. We don't need more parking. We need less sprawl and more opportunities for AT.
- Need more bike racks
- PLEASE make Kamloops more cycle friendly...like in most large urban centres. I would cycle more often if I felt safe & inside a designated bicycle lane.
- Reduce emphasis on parking for vehicles and encourage people to use alternate means of transportation.
- I am totally willing to park far away if that means increased foot traffic on Tranquille. I'd love to see Tranquille as walkable as Downtown Kamloops.
- There is no park and ride option anywhere on the North Shore (?in Kamloops). This combined with express buses (even just during peak hours), may increase transit use as it would be a much more timely option.
- Transit is not very convenient usually, especially outside off "peak" hours.
- Need a way better transit system to reduce parking needs
- The parking seems good, but the neighbourhood is pretty walkable, so that might be a significant factor. More people walking means less need for parking, so parking is usually available for those who need it, in my experience.

URBAN DESIGN

- Businesses too non conform, store fronts too varied. Need broader sidewalks
- Pedestrian sidewalks very poor, corridor needs visual upgrade.
- All along tranquille the roads need to be upgraded - repaved, with the streets even, wider and the sidewalks accessible for wheelchairs. The Northshore looks 'trashy' because of all the old buildings needing renovation.
- Throughout the city, please don't sacrafice parks, green spaces, or heritage buildings for automobile parking. These are higher priorities making Kamloops liveable, more important.
- To improve the atmosphere of the North shore business district, you need to create more diverse amenities/activities in that area.
- North shore has amazing opportunities
- I imagine that paid on street parking will eventually come to Tranquille. I am totally in favour of this as long as the money goes to paying for things like sidewalk maintenance, street trees, bulb outs and beautification generally. This money needs to help Tranquille - the broken pavement, broken sidewalks, poor lighting, etc

ACCESSIBILITY

- More street parking is needed for handicapped people who cannot walk far.
- I have an elderly dad 91 yrs old need to park close, he cannot walk 1 -2 blocks
- Question 7 was not good for disabled people. One block is too far.
- As I have a person in my family that uses a wheelchair the snow causes lots of issues. The snow removal is poor at the best of times. Windrows make it difficult to open door and load a person into wheelchair. You need to clear the street better.
- The sidewalks are not regularly shoveled of snow, making in hard to get to businesses.
- I have a disability and would have difficulty attending a shop or restaurant or service if I could not park adjacent to my destination.

TRAFFIC/SAFETY

- Businesses requiring large delivery trucks are putting drivers and pedestrians at risk when they double park or take up entire lanes, forcing cars to pass into oncoming traffic.
- I live close to this area and so choose to walk or ride my bike because of the parking and/or traffic in this area.
- I would like to see/suggest a regular underground parking for public for events or shopping, Then you are like out of the danger of trying to wait for traffic to drive past and enough time to get out of your or the vehicle.
- There needs to be more parking and safety in place especially for the senior residents. There are many seniors in this area and better lighting. It is very dark at night, the cross walks could be lit up better too
- Better lighting on sidewalks and cross walks

- Visibility on tranquille corridor is poor

NO ISSUES

- I've never had a problem with parking on the North Shore
- Never had any problem with parking in N. Kamloops
- Doesn't seem to be any issues finding parking at this time
- Parking has never been an issue, so what concerns me most is surveys like this because it seems like someone out there wants to ruin good parking for a profit, as usual.
- I like the work of the NSBIA. Good job they're doing to improve many aspects of the North Shore
- Have not had any issues with finding a parking spot on the North Shore.

OTHER/MISC

- We live in not the North Shore or Westsyde, but between,in West-mount,All the city maps keep doing his Dufferin has its own designation
- Keep things as they are. Stop wasting money on these pet projects. Every 10 years we go through the same useless cycle of crap.

Kamloops Parking Management Plan
Public Participation Summary Report #1

APPENDIX B
Downtown Comments

Some of the comments contained within the appendix have been lightly edited to improve clarity (e.g. spelling out abbreviated terms), but strive to maintain the intent of the original input received and may contain some of the authors' original spelling mistakes and/or grammatical errors.

Kamloops PMP Downtown – Analysis of Stakeholder Workshop #1 on March 10th, 2021.

- Parking should not negatively impact Downtown growth.
- Enforcement of parking permit passes is needed.
- Downtown shoppers need to be discouraged from using hospital parking.
- Long-term parking for staff/employees is needed.
- More data than the one-day snap shot shared in presentation is needed.
- Better technology for parking availability/information sharing is needed in the Downtown.
- We have a lot of parking, we need to educate people where it exists.
- Now is not a good indicator of true parking demand.
- New development is bringing a lot more office workers, supporting businesses and customers who require parking.
- The worst use of land in the Downtown core is surface parking.
- Way-finding signage to off-street parking, especially during events in Downtown is needed.
- There are very few people in the Downtown now, but this will drastically change in the next few months.
- Better wayfinding for visitors in the Downtown is needed.
- Parking for legal suites and carriage homes needs to be managed to avoid overflow on-street.
- Accessibility and inclusion are important considerations for the City. Parking needs to be factored in.
- More accessible parking stalls are needed near medical offices in Downtown.
- Safety/lighting needs to be improved so visitors to the Downtown feel comfortable.
- Strategically plan for future residential development so that development potential is not negatively impacted by potential lack of parking.
- Parking rates need to be reviewed and updated.
- More accessible parking spots are needed in Downtown parkades.
- Van accessible stalls are needed at event areas in the Downtown.
- Concerned about overflow of commercial parking into residential areas.
- Need better Transportation Demand Management strategies to reduce demand on parking.
- More accessible parking spots are needed in Downtown areas where there is currently no pay parking.
- More accessible van drop off spots are needed in the Downtown.
- We don’t have a big parking issue in the Downtown.
- A Consumer-behavior parking study is needed.
- Concerned about parking impacts on residential development and visitors.
- The health authority needs keep up with current parking rates.
- Enforcement costs less than creating more parking spaces.

- Concerned that developers will be required to take on the parking impact (costs) for the Downtown.
- Concerned about the impacts of development on off-street parking lots. Where is the dispersed parking going?
- Concerned about loss of parking during development. Will underground parking be required?
- Parking pricing is low, which doesn't encourage people to take the bus, car share, etc.
- Stolen accessible parking permits are on the rise – could this be due to the cost of parking in the Downtown?

Kamloops PMP Downtown - Comments from Public Survey and emails to City

COST OF PARKING

- The cost of parking is prohibitive for some seniors, and their attendance at activities.
- Maintain free on-street parking for handicapped residents who cannot walk far.
- Concerns about affordable monthly parking in the downtown core. At the moment I walk 6 blocks from my parking spot to work as it's the only affordable available lot. Not great during the cold months.
- Patrons in hospital/care home/medical clinics should not have to pay for parking.
- There needs to be more parking downtown for people who work it's super hard to get and very expensive.
- I think that parking should be free on Saturdays to encourage people enjoy the downtown.
- No more pay parking.
- It's an expensive nightmare parking downtown Kamloops.
- Kamloops is too spread out to really expect masses of people to walk, bike or bus to downtown. If you want people to visit the businesses there, adequate (and reasonably priced) parking options are necessary.
- If the council truly wanted to help the downtown core, then it would be at least 1 hour free parking, otherwise this survey is just a sham.
- I avoid downtown during the week or will do my shopping elsewhere to avoid paying for parking.
- Avoid downtown because of the need to pay for parking, feel time constraint for leisurely shopping. Prefer malls where there is no need to worry about parking and having to keep an eye out for the time before parking meter runs out.
- Parking in the downtown core should not be pay parking. It deters people from coming to the centre of the city - Kamloops has no 'heart' because of this.
- Yeah it's a disaster! Your idea of charge more so people stay less is stupid and soon the parking won't be an issue because there are hardly any businesses down there.
- It is frustrating to have to pay for parking in order to work in the downtown core. I cannot carpool or bus because of where I commute from.

- Prices too high.
- It's expensive to park downtown so I limit time spent there.
- Keep free parking on Sunday.
- I would shop downtown more often if parking was easier/free.
- We tend NOT to go downtown if possible because we are forced to pay for parking and parking options are limited. I feel you could get more traffic to the downtown corridor if there was free parking OR more areas with Free Parking (I.e. Riverside Park etc)
- I only go downtown for appointments other than that I don't go? Because of the parking costs.
- I find metered parking discourages me from shopping downtown.
- Paid parking has now extended all the way from Victoria Street up to RIH. So I have to pay for parking to go to the gym, my hair appointments, my dentist. Can get costly for pensioner.
- Don't increase pay parking rates or add more meters. Every increase means I go downtown less ... full stop.
- Too expensive.
- Keep costs low - more people will go downtown.
- I will avoid it as much as possible unless it is free.
- I will go out of my way to avoid having to pay for parking. I don't even really like going downtown except for medical appointments. Should not have to pay for parking.
- I prefer to shop in North Kamloops because of the free parking.
- Parking downtown should be at no cost to those who are using the businesses and services available downtown for at least the first hour. After the first hour, a small charge may be applied in the downtown core area where appropriate.
- Please make it free then I would visit more often.
- I appreciate the mix of pay and 2 hour limits available in the downtown. I oppose pay parking at boat launches & pay to use.
- I frequent downtown -many trips weekly and like the affordability of the price of meter parking.
- Eliminate present metering system - cancel the ripoff.
- I rarely shop downtown not due to lack of space but to presence of meters. I do stop at the London Drugs/Save On mall on my way to n. Kamloops. I think meters deter folks from using downtown and think free half hour spaces would encourage.
- As a volunteer, I think it would be nice if volunteers could get a break.
- I think if we want more people to shop downtown, parking needs to be free on Saturdays.
- Register at kiosk as now, but allowed 2 hours free. Super high rate after 2 hours as a penalty for overuse. Max 2 hours per day free, non accumulating.
- More free parking evening/weekends would encourage people to shop and eat downtown.
- I think the parking should be free downtown.
- Saturday parking should be free and encouraged. Kamloops downtown needs a revitalization and every effort to attract visitors should be part of that community plan.

- The cost to park is affordable and is not a hinder to my visits and appointments to the downtown.
- No concerns however many others have concerns & say they don't go DT due to parking scarcity & fees.
- I'd like to see the weekends be free for parking again like they used to be.
- Please take away pay parking.
- More parking on the other side of the train tracks. NO MORE PAY PARKING!!!!!!
- I've lived in larger centres which did not have paid parking. I would go downtown more if parking were free. I think it probably costs more to maintain meters than it is worth.
- I like not paying for parking.
- I will typically not come downtown to shop during the day due to parking costs when I can go elsewhere and park for free. I do love our downtown, and appreciate the free parking after 6pm.
- We typically only shop big box downtown as parking is easy and free versus small business downtown. We use on street pay parking for specialized services such as dentist and therapists. The Flowbird app has made on street pay parking much easier for us!
- Access to affordable parking is the main reason I limit the number of visits to downtown.
- Too expensive to park in parking meter stalls. I avoid the downtown. I was born and raised in Kamloops. Free after 4pm. People can dine out. Park for other events free.
- Make the parking cheaper!
- I'm happy to walk a few blocks to continue to have free parking.
- Saturdays should have free parking.
- All parking to be free, including the hospital...
- If the parking cost continues to go up I simply will not be spending any money in downtown Kamloops.
- Make all daytime parking free.
- I had a dentist downtown but was sick of paying for parking so I switched to one in Aberdeen with free parking. I used to shop after the dentist when I was downtown, but don't go downtown anymore. The parking system in Kamloops is a huge waste of money.
- Cost is a deterrent to shopping downtown and so the businesses suffer as people prefer to park for free.
- I'd walk 3 blocks to avoid paying. This isn't Vancouver.
- The free parking on Sundays & holidays is greatly appreciated!
- It would be nice if there was free parking downtown for customers in these hard times!
- Should be free
- I think that on Saturdays for Farmers market parking should be free to encourage customers and our local economy!
- Parking is wayyyy to expensive and hard to find, I actually avoid downtown as much as possible
- Pay parking is absolutely atrocious when you live across town.

- Don't like to pay for parking.
- Please don't take away the free 2 hour parking areas that are close to downtown.
- Stop doing pay parking downtown.
- Not fair having to pay downtown and it's free on Tranquille road.
- Parking is a rip off. many ppl go to Aberdeen now to shop to avoid the parking difficulties and charges.
- Restore 5 minute grace period. Reduce hourly fee.
- It's unfortunate that pay parking is required when shopping. It certainly deters me to come downtown. I don't know the best solution to support the local businesses but it certainly keeps we away just for that reason.
- Please do not increase the cost.
- Parking should be free. You want my business and you want me to pay to support downtown.
- I choose not to shop downtown due to the pay parking. I will shop on the North Shore or up the hill instead. If it was free parking I would be more apt to check out the stores and eat downtown.
- Do away with pay parking.
- Parking is too expensive and not really enough time. Also the next person can't use any leftover time. Most people I know never or very seldom go down town . On occasion we use the park aid but price's there are costly compared to what they were.
- I now try to avoid the downtown due to lack of parking and due to pay parking everywhere. These factors have pushed me to shop online instead of supporting local businesses, and to switch to practitioners and service providers in Sahali and Aberdeen.
- Parking fees....like to see a say 50 cents for half/hour and $1 for an hour.
- Should be free Saturdays to park on the street also.
- While I appreciate the city creating patio space and reserved spots for restaurants during COVID pay parking is still a deterrent to coming downtown. A long term plan to overhaul this issue would be better than bandaids.
- Enjoy free parking in parkade on the weekends hope it continues.
- I am President of the Spirit Warriors Breast Cancer Survivor Dragon Boat team. Typically, we have three practices per week between April and mid-September. Our dragon boat compound is across Pioneer Park. Some of my members are concerned that a new parking fee would have a negative impact on their ability to attend practices since they are on fixed incomes. I am hoping that our concern will be noted, resulting in municipal decisions favouring access to this continued therapeutic physical activity without this additional cost.
- I am a visitor to the Kamloops on Saturday, March 13th inquiring re. parking fee. In Lethbridge, Alberta we do not pay on Saturdays for downtown parking. This encourages me to shop in boutiques rather than the mall.
- Our city has taken years to develop our reputation as the tournament capital, and in order for tournaments to occur, people need to travel to Kamloops, usually by private vehicle. And since we are striving to provide a vibrant and engaging downtown, visitors will want to come downtown, arriving by private vehicle, and requiring a place to park.

We will want to provide a welcoming experience, which includes easy parking. We cannot compare our parking situation to downtown Vancouver – we are a small city with a small town feel, and that is what we should embrace. People expect expensive and difficult parking in Vancouver – here, it would be a real negative. I am sure that there are many others with concerns about parking downtown, and they will make their points. However, we need to appreciate that North American society has, for the last 70 years at least, developed to support personal automobile transportation. It is terrific that there are some in our community who are striving to break the reliance upon the personal automobile, but I feel that these new programs should be developed in concert with supporting private automobile transportation. It is not as simple as "if you build it, they will come", but rather, if you make these new transportation concepts appealing and beneficial on their own merits (rather than by making existing standards punitive), only then will true progress be made.

PAY PARKING EXPERIENCE & ENFORCEMENT

- The parking machines are time consuming - it was quicker to put in your change and go. The machines are slow and in the cold or rain it is unpleasant. Could they not be moved closer to the buildings so that they are under the eaves?
- The parking meters are a disaster! Living and walking downtown, I have observed on a daily basis the struggles people have. Outlying it is viewing the monitor, too short, but also difficult to read on screen of glare or poor contrast.
- I like the 2-hour free parking. I'm actually afraid to use the pay parking machine. I've heard that it's not easy to use and would rather walk a few blocks and park for free than mess with the machine.
- Parking meters need to accommodate Debit/Visa bank cards. At the moment - only credit cards. This disadvantages people living in poverty who do not have a credit card.
- The parking meters are glitchy and don't always work. Often I have to cross the street and walk in the opposite direction to find one and then it's frozen in the cold and not working. It just wastes time.
- The parking meters are incredibly slow. In the winter I don't go downtown often as I hate standing for so long at the meter.
- The machines are difficult to read, in sun and cold weather.
- I go to the Y and pay for private parking. I do not want to stand outside in the cold, nor push buttons, nor get my credit card out. I do not like the system used and it always makes me rethink parking downtown. I would like to shop and eat downtown.
- The parking meters are frustrating to read with sun glaring on the screen. Not enough parking. At 81 it is too hard to find parking and I truly dislike the meters so I do not go downtown unless necessary. The disabled plaque free parking is good. Thanks.
- At 81 it is too hard to find parking and I truly dislike the meters so I do not go downtown unless necessary.
- The kiosks process data too slowly. In the winter, we freeze, in the summer we cook. I really don't like them.

- I park in 2 hour parking spots, due to the fact I cannot see the LCD displays at the pay station this is a common problem for seniors. I have parked downtown and cancelled my appointment due to not being able to pay.
- The meters being solar powered are slow and do not work in the valley bottom. Constant complaints from the patients in our office. Also complaints about the parking app. If technology using folks can't sort either out then how are elderly meant to.
- It is difficult to see the screen, especially on sunny days. Sometimes this deters us from going downtown. We don't mind paying for parking.
- We actually avoid using businesses / shops downtown because of the parking situation, but sometimes have no choice. Prefer the old coin meters, they were quicker and more convenient. The current meters are dreadfully slow, even slower in the winter months.
- The kiosks are difficult to find and use.
- Kiosks are slow, hard to read, require more than one attempt, so frustrating.
- Simply we don't come down anymore. Parking meters are a nightmare.
- Current payment method the kiosk screen is hard to read in or on a sunny day.
- Parking meters are terrible. they respond way too slow.
- Get better parking meters, my family and I all avoid the downtown businesses due to them. They are unresponsive, and don't work with most cards. The app sucks too. Get meters that work with a card tap like all other businesses.
- The payment kiosks are often slow and difficult to read, especially in sunlight.
- The new meters are terrible. Please do not install any in new areas. They are super frustrating to use, every time.
- I visit downtown less and less due to the hassle of parking and the ridiculous parking 'pay stations'. I am a 6ft man and they are far too low with poor displays. I got a ticket once for an error I made as a result of poor display.
- Using current parking metres causes one to become frustrated as you cannot see metre during sunny days.
- Change parking kiosks if not too expensive. Current ones are too low to read and too dim.
- Pay parking on the street the meters never work.
- Parking machines are not easy, very slow process, lots of better machines.
- Improve visibility to see the length of time desired on the meters.
- I avoid shopping downtown because of the parking machines that were installed. The old metered individual machines were far better suited, easier and faster to operate for shoppers like me.
- Get rid of the parking kiosks. They work so poorly and discourage customers from frequenting downtown businesses.
- I AVOID downtown unless I have to go there. The merchants should refuse to pay taxes until you remove kiosks.
- Hate the parking meters.
- A few times parking meters are out of order.

- The new parking meters are not convenient. I miss the days when I'd park and find time remaining on the meter. It made me feel good as I went about shopping. Bring back the coin meters. Limited convenient parking downtown reduces my interest in downtown.
- Parking meters downtown & TCC have darn slow responses.
- My husband and I both REALLY dislike the current SLOW machines -so frustrating.
- The parking meters are really annoying. Trying to input info and you have to push 3 or 4 times really hard for it to work.
- The parking meters are very hard to read and should be backlit, this happens on nearly all the meters, even with reading glasses added to try and see numbers, forget it if you are in the shade. Machines should take coins and credit cards, not always case.
- The meter stations are impossible to read and this discourages me from going downtown.
- 1. I have to see my eye doctor regularly and must park on the street and use parking meter. I have to put coins in since I don't have data on my cell and I don't trust giving my charge card info. 2. Otherwise, only in London Drugs lot since it is free!
- Meter parking is preferred over the kiosks.
- Parking meters are VERY DIFFICULT to read.
- Stick those unreliable meters where the sun doesn’t shine. Horrible, l stay away unless forced to go downtown.
- Hate the meters- I can't see the info space & must be contortionist to use.(wllstyawy)
- Remove the horrible pay parking devices that are difficult to see the low and dim screens, and remove pay parking totally from our city, we can find revenue elsewhere, it’s a pain to do and especially if tickets are given.
- Hate your meters!!!!!
- Dislike the hard to read parking meters and estimating time being there.
- Meters are very slow and need updating.
- Get rid of the pay for parking machines. They are inconsistent, don’t work half the time and create a sense of anger. Paying is all good, it’s the machines, who ever got these should be fired!
- Parking payment machines work poorly. Often won’t accept cash and others won’t take credit card
- Everyone single customer, co worker and friends complain about the parking meters and how the Vancouver parking meters that take coins, or phone in credit card parking are superior
- If the machines took debit cards it would make parking a lot easier.
- The current payment machines are slow and inconvenient. The machine in the lot by the old railway station has not worked with my credit card for over a year.
- Since The City introduced the present parking method, I have mostly restricted city visits. The system is a big deterrent. It takes too long (putting bags down, getting glasses out, taking mittens off, etc) and often I have had to wait for someone else.
- The downtown pay parking meters are the worst that we have used. They are slow, too dark to read, at a poor angle, too complicated, out of service a lot. Go to Kelowna to see bright, angled and simple machines, ours need to be replaced asap!!!

- Parking is pretty good. The pay parking kiosks are kinda bad, though.
- The pay kiosks system is terrible and I avoid downtown now so that I don't have to deal with using them
- The meters are horrible. You can't even read them, depending on the light. I have only parked about twice without a problem. The last time I tried, two other people helped, I paid $2.50, still not enough time, so I left the spot. It is a disgrace!
- PLEASE get an easy app we can use. OMG I would even pay a monthly or yearly fee!!!
- All pay parking should be able to be paid for with a single straight-forward app.
- If an app existed where I can load up my account with prepaid parking for my vehicles it would make parking downtown so much more convenient. I could simply open the app and start my "meter" when I park and then when I drive away I could turn off "meter".
- By-law is fast to give out tickets (before you even get a chance to pay). It's too expensive for a city this size.
- Why are owners with several cars who live on streets like Nicola not have to have parking on their own properties?
- I think parked vehicles should be monitored and ticketed if left too long.
- If you are 2 minutes late the ticket is on your windshield. Yikes they are fast with the tickets!
- I have been ticketed twice after being back at my car within one minute of expiry time. I now opt to shop in Sahali where I won't be ticketed. Also circling the block 5 times is not ideal when looking for a spot. Unnecessary time waster.
- Recently, I received a parking ticket within 1min of paying for parking on my phone. The officer was not happy that I didn't stay in my vehicle. I did not think that was fair.
- If you go over your time always risk of ticket.
- City doesn't enforce vehicle & trailers parked on Pioneer park beach.
- When pay machine is not working, parking fines in that vicinity should be forgiven.
- I feel that bylaw does not check the vehicles enough. I work at a business on Victoria street and see many vehicles parked for more than the three hour maximum leaving no parking for our customers.
- Bylaw needs to check on vehicles as I see many people parking longer than the 3 hour maximum taking parking away from my customers I had to call bylaw on a lady who was parking all day in the same spot. She is now in the parkade and has to pay.
- Kam plan shows my street, St Paul between 8th and 9th as a permit area. However, it is not marked that way. Living on the first non permit block, is a disadvantage as the street parking is busy all day long. We need more enforcement.
- Streets with permits required need to be checked more often, over half of the cars on my street have no passes. All the parking lots make downtown look ugly, the parking lots almost out number the empty store fronts.
- As an aside, with respect to parking downtown, the current meters can really be a challenge – they prove quite frustrating when the weather is anything but mild. If it's too cold, they work too slow, if it's bright outside, you can't easily see the screen. This is Kamloops, where it is bright in the summer, and cold in the winter. Some improvement should be made.

- Reference “hand-written letter”

PARKING TIME/RESTRICTIONS & AVAILABILITY

- The pay parking zone seems overly large. It is weird to see cars tightly packed on Nicola and then walk past a block of unused spots on St. Paul. It would also be nice if paid parking ended at 5 or 5:30 instead of 6. It would make shopping downtown easier.
- There should not be a three hour limit on parking, if people are willing to pay more, let them park longer. If you want people to shop and visit downtown more, make it easier for them to do so. Look at having lower hourly fees with more hours.
- I like the current paid parking metering system that is in place as you can park in multiple places during your time.
- There are too many restricted parking spaces that sit empty for most of the day while customers of businesses can't find parking.
- on-street pay parking is critical to keep these stalls open for short term use (people willing to walk further distances to underutilized parking areas.
- Could there please be more 15 minute spots? When I go downtown, quite often it's to do a quick pick up or drop off. For these trips, I find that it takes longer to find a parking meter and pay, than it does to do my chores.
- It would be nice if parking restrictions could be taken off for the lots around and beside Riverside park and the coliseum including the lot east of the arena to the Red bridge.
- Public parking/parkades need to be available 24 hours every day
- I would like to not have to move my car if my meetings go over 2 hours
- We do feel that resident only permit should be considered in our area. Many people park on our block to use RIH or other services. Most times over 2 hr. limit. Some use all day.se
- I park at riverside park to play pickleball and walk. There are always people parked who work downtown taking valuable parking spots that are for the recreational users.
- I am fine with paying for downtown parking - EXCEPT when I’m picking up a reserved book at the library - makes no sense to pay to park for 5-10 minutes
- Permit parking needed on the 900 block of St. Paul. Business parking takes up all residential parking during the day.
- Three hour maximum is far too little for on street parking close to place of business. 5-7 hour parking should be the norm.
- Clear out the overnight parkers at Seymour and 4th lot earlier in the day. at 8:30, no parking, at 9:30 space available. also please do something about the one ton trucks parked overnight in small car spaces; daytime too.
- Make Victoria St. 1hour parking only (no meters) and rest of Downtown metered up to 3 hrs.
- The 2h parking sucks- the option to pay rather than scramble when the bylaw guy comes around sucks. Not sure what purpose 2h parking serves for those of us who work 8h a day in 2h parking zones...

- There should be special parking passes for employees who work downtown but only have 2 hour parking on the streets surrounding their work. I work an 8 hour day, Monday to Friday
- Employees who work should be allowed some type of employee parking pass if their employer is situated in an area which has 2 hour parking. I work 8hrs/day M-F and have to move my car 4 times a day to avoid being ticketed. We do not have employee parking.
- 700 blk of Dominion has a major problem with non resident parkers. Rarely gets swept as NRPs do not respect that process. Very difficult to arrive home with groceries etc and not be able to park relatively close to home.
- Please do not add any more residential parking only areas. It will only force us who work downtown, at the courthouse and hospital, to walk further as there are no other paid parking passes.
- 800 block St. Paul residents are being overwhelmed by downtown employees parking all day in front of their homes. We are requesting resident parking be extended from 8th & St. Paul to 9th & St Paul.
- The pressures of people working downtown and parking on residential streets needs to be seriously addressed. The volume of cars parking on Columbia and Dominion streets is increasing especially with the hospital construction.
- I would like to see the idea of free on street parking downtown explored - with limited timelines. I.e. someone would still have to register their vehicle, for free 1hr parking per day. After 1 hr - maybe that is when you charge.
- First hour free parking.
- I believe that the people building apartment or business buildings should have to provide some additional parking for people working downtown as the parking is a problem with people parking in non 2 hour parking in front of houses
- Encourage Kamloops residents to come downtown by selling a monthly/yearly pass for on street use. Use meters (type in registered pass #). Set a maximum daily (2hr) limit.
- Eliminate paid parking. Go with a timed model. e.g., shorter parking time directly in front of a business and closer to the core of downtown. Encourage parking and walking in.
- An increase to parking prices for parking, particularly on Victoria St, would increase turnover of parked vehicles enabling me to park and visit the retailer(s) I'd like to frequent
- Not enough parking.
- I avoid the downtown area because I can never find a convenient parking place. I only go to the mall or dentist. I have totally changed as much as possible to avoid the downtown area.
- Lack of parking as a whole.
- Hard to find parking anywhere downtown for casual shopping, dining, never mind work.
- Finding street parking can be difficult.
- There is always parking available.

- I often struggle to find parking near my destination near Victoria and 1st on weekday mornings (as a visitor). I've used the private lot there on occasion and strongly dislike that you have to pay cash and pay in hour increments.
- It's very difficult to find parking. I avoid the downtown area whenever I can due to a lack of parking as well as the cost.
- Parking downtown is a nightmare; quite often two hours isn't enough.
- There's not nearly enough parking downtown for the amount of traffic it gets. The parking stalls are not very truck friendly.
- I only go downtown when I need to for business, as I find it so difficult to find a parking spot, and the one way streets make it painful to keep driving around looking for a place to park. This deters me from ever shopping downtown.
- I don't shop downtown because of our crazy lack of parking.
- Parking is a joke; there's few avail areas.
- Parking along Landsdowne is horrendous. Not many open spots during business hours, but lots of service-types of businesses and Interior Health requiring longer parking stays between 5th and 2nd Aves. And, it's dangerous getting into the parking spots.
- I would shop downtown more if it was easier to park.
- There is a need for parking downtown - please do not turn 4th Avenue into a patio area
  - this is not required.
- More parking is needed!
- There is not enough parking downtown and often I cannot find a space.
- I typically avoid going downtown unless necessary due to parking issues. Since Covid it hasn't been so bad, but regularly, I don't frequent a lot of establishments there as it's not worth the hassle.
- At certain times of the day it is often difficult to find parking, particularly when I have an appointment I need to get to at a certain time.
- Hardly ever go downtown because I can never find a parking spot on the main street, usually just go to the Mall
- There are times when events are on you can not get parking
- I would spend a whole lot more time downtown if parking is able. I will often circle through downtown with the intent to shop, and if no parking available nearby within a block or two, I'll go elsewhere. I always hope, as there are great shops downtown.
- The parking is getting less. That means I don't go unless for an appointment of a specific purpose.
- It gets so crowded & never enough parking
- FYI I avoid downtown because I'd the lack of parking. I find myself there about six times a year. If there is an alternate place for me to do business, that is where I will be.
- My experience has been that a parking spot is hard to find unless you are looking for one at 8 am
- I very rarely shop or eat downtown due to parking limitations. As a business owner with equipment being moved around, parking even 1 block away is not acceptable. PLEASE force buildings to have WAY more parking by default.
- I also avoid downtown because it's impossible to find any decent parking
- It's really hard to find parking downtown close to shopping

- I walk from my place of business of 35+ years because there is no parking generally. I definitely support more parking made available. Perhaps all city employees should park in mission and be bussed into free up space downtown.
- Rare to find a spot - are business employees using spots?? Thank you.
- I have pretty much quit shopping downtown due to lack of parking I only go when I have to appointments
- I would shop and eat there more often if I knew finding acceptable parking wouldn't be an obstacle
- No parking on main roads when it snows so streets can be cleaned
- Parking on Victoria and Landsdowne streets can be very limited during the day or evenings near the weekend.
- With the densification of the downtown, more parking is needed for residents and their guests/caregivers
- The main corridor along Victoria is where most parking is needed, but additional parking on the adjacent streets could take off some of the pressure
- Parking along Landsdowne is horrendous. Not many open spots during business hours, but lots of service-types of businesses and Interior Health requiring longer parking stays between 5th and 2nd Aves. And, it's dangerous getting into the parking spots.
- I love the outdoor dining in the warmer months and I am willing to sacrifice parking availability for this atmosphere!
- Although we are talking about "Downtown" parking, the area involves 3 neighbourhoods: The West End, the Downtown, and the Sagebrush Neighbourhood (south of Columbia street including the Government Precinct). The people living in these areas suffer the spillover effect of health care, government, store employee, education, and other workers and casual visitors parking in the neighbourhoods. The pressure is constant.
- As new development through 'tax free' construction has generated an explosion of building in the downtown area, current surface parking areas are disappearing, and parking requirements for these developments enjoy minimal requirement for new stalls. The pressure on the community increases.
- We need more tools to manage the parking in neighbourhoods. Residents only parking needs to be enabled, and enforced. Hopefully this will push the employee parking folks into the underutilized off street parking.
- Reference hand-written letter

PARKING DESIGN & WAYFINDING

- On street parking has encroached too closely to the intersections, and in some areas there is no sight line possible to see on-coming traffic.
- This is a bigger problem if one drives a car, rather than a truck.
- Mirrors in parkade to see on-coming cars and pedestrians before pulling out of the lot.
- Parking is plentiful and very affordable. However, there are certain intersections that could use parking restrictions, as parked cars often block important sightlines, particularly on Columbia.

- When exiting parkades or making turns, there are visual impediments. Ex: coming out of the Lansdowne parkade on street parking impedes being able to see oncoming traffic in the far left lane. There needs to be better consideration for site lines.
- All the loading, bus, and Taxi zones really limit parking. Also not being able to turn right at the end of Victoria makes trying to find parking on that end of Victoria not even worth it, as if you find none you have to leave downtown to turn around.
- On street parking has encroached too closely to the intersections, and in some areas there is no sight line possible to see on-coming traffic. This is a bigger problem if one drives a car, rather than a truck.
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- All the loading, bus, and Taxi zones really limit parking. Also not being able to turn right at the end of Victoria makes trying to find parking on that end of Victoria not even worth it, as if you find none you have to leave downtown to turn around
- I drive a truck and not a large one by any means, parking pm street and parades can be a challenge. The spots are mainly designed for small cars and these can create issues when trying to park or even leave a parking spot. Trucks need to be included.
- Parking allowed on Clarke St between Columbia Street and Lee Road makes the road way very narrow. It is particularly hazardous near the stop sign at Columbia Street. This seems to be parking during the day of non-residents.
- Slanted parking spots save space instead of typical parking if the roads ever get redone
- Live on Columbia St right before 9th St., the new left turn going north has caused reduced parking area on the road, which we and our neighbours rely on. Now our neighbours have to park in front of our house, and hospital employees TOO! Please & Thanks.
- Need larger stalls ONLY for bigger pickup trucks
- I drive a crew cab pickup. Parking stall are hardly big enough
- Make arena parking at the Memorial Arena more obvious for drivers. They tend to try to park in the strip mall parking lot.
- I don't think there is a lack of parking as bad as people generally say, but closing 4th Ave. for the proposed Plaza, is SUCH a disastrous idea.
- My business is on the 700 block where the road is 4 lanes, is there any appetite to change to angle parking for the outside lanes and have it only two lanes?
- There needs to be designated delivery driver parking (not requiring a commercial pass)
- we see the loss of on street parking stalls one or two at a time due being assigned to specific parking, changes to sidewalk design, etc. need a full review of all off street parking lots to see what the future development plans are for the lots
- Something to show where available parking downtown is located
- Perhaps angle parking may be a better option to allow for more spaces
- Inconsistent signage on off street parking
- Could use riverside park for parking as the lawns cannot be used because of bird poop.
- Downtown Library useless without parking.

- Victoria street should be pedestrian only and 2 parkades built
- Educating the public around the infrastructure available to the public such as unused parkades in the downtown area.
- I think this is an age old problem in any City. Parkades seem to be the best answer for multiple vehicles. Although usually unsightly I find the one on Lansdowne Street quite attractive. Why not stick with that theme?
- Build more parking garages and/or parking lots. A downtown core of a city should be a hub of activity, but Kamloops' core is a jumbled mess.
- Remove parking from Victoria street or remove parking from lanes where there are mural (1st to5th) and encourage walking and access to stores from the laneway
- Build parking tower(s)
- Downtown Kamloops is not New York City or Berlin, please do not bring us solutions for a large metropolitan urban centre.
- Recommend planning a parkade in conjunction with the Performing Arts Centre (4th & Seymour) or on the city lot on west end of Lorne (track side).
- Would like to see the parkade initially planned for Riverside park go in
- New construction multilevel buildings should be built with underground parking to maximize efficiency & space.
- Make Victoria Street one way and put in angled parking, will provide more spaces, slow traffic down, bring more people to the downtown area.
- The solution may not be in a single, large scale parking facility. Perhaps a larger number of smaller, strategically located facilities around the downtown may be more appropriate.
- Would like to see more underground parking. Where its pay to park and away from any harm of traffic flying by.
- While parking is tough to find downtown, I believe the extra dining space that was added to restaurants by taking over some parking was a great move and should continue post-pandemic. I think underground parkade should be considered to add parking capacity.
- I think a couple block of Victoria street should be angled parking like Kelowna.
- I want to see angle parking and any blocks of Victoria closed for a pedestrian plaza
- One more parkade would be nice. New buildings should be required to have underground parking
- Needs at least two large multilevel parkade parking. One suggestion is by the lottery building with a walkover bridge for those attending games, other is 3rd & Nicola with bottom floors for pass holders ie RIH employees
- We need to look into solutions for event parking that don't take away from the main streets so others can come down and dine, shop and enjoy the Downtown area at the same time. Also teach Kamloopsians where to park such as parkades or close by options.
- It is essential that the city build sufficient parking infrastructure in the downtown to support the future Performing Arts Centre, and the PMP should proactively address future parking needs the centre will create. Revive the PAC plans.

- Fix the zoning bylaw for downtown parcels, currently new construction is not required to provide parking!
- Yes, please fix this parking issue many are dealing with. Kamloops will only get bigger if parking is an issue now it will be a bigger issue in 5, 20 years. Get ahead of the game and build some affordable parkades.
- Creating a parking space, while initially expensive, is fairly low maintenance and is simply a cost of having good economic opportunities in an area. While some people/businesses are able to walk 2-3 blocks without issue, others are losing productivity, economic opportunities, or face additional challenges simply trying to conduct business. Lugging heavy, expensive or weather sensitive equipment even 1-3 blocks for some businesses is very difficult and the extra time and equipment needed to facilitate this can be expensive. As a business with a number of staff, many downtown locations are not even an option as parking is both too expensive and too distant for practical use.
- We all want to preserve our Unique Downtown and not see it die,* the old timers tell me back a ways, ok, way back, that there was angled parking on Victoria and it was a one way St. * like Seymour, but opposite direction? We could double the parking very cheaply, moving the meters and lines between 3rd & 8th? making it one way like Penticton does,-there would still be 1 1/2 to 2 lanes down the centre for maneuvering around folks backing out etc. Double the parking spots would help the local shops there.
- Angled parking would be my request to enable more parking along with the feel of openness.
- Put angle parking back. Sidewalks too wide. You can put angle parking and still keep the trees. This would give 30% more parking. Huge and simple. I has an Edmonton employee for the City tell me this information and that was his job in Edmonton. His wide was shopping in my store. I have given up that the City of Kamloops will do anything – instead of just thinking about it. I have lived here for 70 years. By the way, the Edmonton did this is their City! I have brought this to the City's attention more than once and felt nothing more than insulted and your interests are not about the business. Business has gone down 30%. Our Victoria Street was doing so well 10 years ago and has gone down to the point it has affected business.

BUSINESS/EMPLOYMENT PARKING ISSUES

- The parking situation for workers downtown is absolutely ridiculous. It's impossible to find parking and absurd that half of my paycheck goes towards parking even the impark park passes need to be re-priced. Something needs to be done for workers asap.
- Need more employee parking to free up street!
- Businesses should be expected to provide more parking for their patrons.
- I think paid parking is detrimental to the small businesses.
- Support small business by not charging for less than 10 min pick up services.
- Need to extend the parking meters to 4 hours and decrease the price, otherwise your businesses will continue to suffer.

- With so many empty store fronts downtown, I feel the City needs to encourage local business by having free 1-2 hour parking.
- I'd like to see public parking spots that are affordable and can be used by part time employees without having to share it with another person. Like a parkade that can be used on the amount of days that I work during the week.
- As a business owner in the 600 block of Seymour, I witness people parking all day long in the two hour parking zone. These are people working in the downtown core who park for a minimum of 8 hours. Make it all pay parking.
- I realize that you don't want employees of businesses parking all day, so having to move your vehicle every 2-3 hrs is fine -- most people would do that if shopping.
- Parking for owners should be offered easily but are on a wait list for a monthly pass, the haste of no finding parking or moving a vehicle if your working every two hours.
- Employees of downtown businesses should get a break on monthly parking passes.
- The biggest frustration for myself as an employee who is new to needing consistent parking downtown is how difficult it is to find a monthly parking solution. Paying $10 a day at an impark lot is not ideal.
- I own a business at the east end of downtown and would like it to stay residential and 2 hour free parking along Seymour. Making this paid or metered would severely impact my business.
- I'd like to be able to find closer parking than I currently access. At the moment, I have two jobs downtown. I have parking at one during daytime, but then walk 5 blocks in later evening when leaving my business. Clients have a hard time finding parking.
- We require more employee parking so that we can continue to keep the office spaces full.
- Businesses should not be allowed to open without enough parking.
- If all of the downtown residents and workers had good parking options then on-street parking would be available for downtown visitors. Please ensure future developments, commercial and residential, have adequate parking capacity.
- Please investigate and determine what businesses require large amounts of parking. It is often these businesses that spill over into residential areas and cause issues with residents trying to park near their home. Thank you.
- Parking for me is very difficult. Spots on my block are often taken by employees and customers of nearby businesses. Parking passes or a similar solution would be very welcomed.
- The city must survey larger businesses & crown corporations as to future parking needs. The hospital, city, BCLC, RCMP, etc, all have staff who will not have the same need for parking.
- The lack of convenient downtown parking for employees is a huge problem for myself and for everyone in my office
- Ticket business owners who use on street parking?
- Only when there's a Blazers game is it hard to find a parking spot.
- Much more parking needed downtown for employees. Build parkades.
- More commercial loading zones on Victoria and throughout downtown.
- We need a lot more electric car options! Paid is fine. They just have to be available!

- Additional parking is definitely required if we are to maintain downtown businesses.
- More consulting with business/residents on Victoria street 1 to 5th to encourage a mall concept. (paper copy).
- As much as we work downtown, we need parking for our clients. On Street parking is at a premium IF you can find a spot
- We have seen the loss of 3 private parking lots within 3 blocks and there are development plans for the 2 remaining lots within the 3 blocks, our customers require 4 plus hours of parking. if no parking we are looking at relocating outside the downtown
- My job requires me to drive from my place of employment to different places throughout my shift. So having to add walking time on top of drive time would take up too much of my day.
- The parking issue is NOT about short term visitors to downtown. Longer term parking solutions are necessary for employees working downtown, and for businesses trying to hire.
- Keep business owners and employees away from high traffic parking potential.
- My business is on the corner of 6th Avenue and Victoria Street. I often have customer complain that there is not enough parking on Victoria Street. I would like to see more pick up spots. Restrict time to 20 min in at least one spot per side on each street
- The challenge I see as a business owner is that parking in a number of downtown areas has always prohibited opportunities to both open a business in the area, as well as to do work with businesses in those areas. The stats provided suggest that there's usually a lot of space available downtown, which is both true and untrue. Just because space is available within a few blocks does not mean we have a surplus in areas that need higher parking density to meet the needs and business potential of that area. How do you track how many times a business lost a sale because parking was not available nearby? How do we track lost business opportunities or how parking issues can affect the ability to attract and retain staff? How can we track the cost not only to a business operating in the area, but the affect parking issues have on pricing and cost-based availability of services when businesses have higher real estate costs combined with high parking costs and also time loss when staff are being paid to go to meetings etc. and spend an extra 15-30 minutes each occurrence dealing with parking issues? Parking is not about reaching a peak efficiency for parking use. Parking is about making an area accessible and ensuring that the opportunities of any given area are fully open to be realized without parking being a negative factor. Having unused parking means that the area has more opportunity. Having no parking available means the opportunities are being saturated and as a business owner, we need to recognize this limitation as a liability and cost to our operations. If a parking spot costs $40,000 over 20 years, that's approximately $6/day. That one parking spot may be tagged to millions of dollars worth of economic activity and ultimately taxes paid to our city. With modest parking fees in place, this cost is also significantly reduced. Why do grocery stores always seem to have more parking than they ever use? They know to build enough to try and cover their busiest times of year as every lost sales opportunity is also an opportunity that may be going to someone else, somewhere else. If parking is going to be reviewed and justified based on a usage and cost basis, we need to reach beyond the simple numbers and find

examples of areas that have "excessive" parking and how they benefit from it. Another thought? Areas that have more parking than needed may have opportunities to use that parking for other (temporary) purposes providing benefits or opportunities for residents and businesses. Having served as a strata president for around 10 years, I can tell you that parking is always an agenda item. Our strata actually has a fairly good ratio of visitor parking spaces to # of units, but there are always issues. Having a bit too much is always easier to manage than having too few.

- Wells Gray Tours has been located downtown on the 200 block of Lansdowne Street since 1981. When I built the building, I located it street front with parking for employees and customers at the back, accessed by the lane between 2nd Avenue and 3rd Avenue beside the CPR tracks. We have 7 parking spaces, 2 designated for customers and the rest for employees, plus we rent 2 more spaces at the Camera House next door. There are 3 other businesses on our block that also have rear parking and depend on this lane for access, estimated 25 parking spaces. We all know how critical downtown parking is for keeping employees happy and providing easy access to our premises for customers. Most of our customers are seniors and do not like the challenges of street parking. The lane has become a major problem over the past seven years because the city is not grading it regularly. The lane is owned by the CPR but is on a long-term lease to the city and the city is responsible for maintenance, according to a letter from David Freeman sent to landowners in 2017. Officially the city will grade the lane twice a year and sometimes we can plead for an additional couple of gradings. In between gradings, the lane turns into a mass of potholes which are very hard to navigate for customers in cars. A year ago, the city erected "No Parking" signs along the lane which has helped to reduce traffic and therefore the potholes don't develop quite so quickly. However we do want to have our customers continue to have easy access to our business, post Covid, and the lane is a serious deterrent. Therefore, the lane needs to be graded monthly or at a minimum every six weeks during non-freezing months, and plowed on a regular schedule with other downtown streets. If these services are provided regularly, our parking spaces and the 25 total spaces accessed by the lane can continue to be counted in the downtown parking inventory. Carl DeSantis and Christine Beaton at KCBIA have advocated on behalf of businesses on the 200 block of Lansdowne Street without much success so far. I have had several discussions with Councillor Denis Walsh and he has visited our block twice to see the concerns. City staff came and looked at the problem two years ago and said that the lane could be improved so that runoff went all the way to a drain at 2nd Avenue, however nothing has happened since. Mr. Trawin is also aware of the problem, but has not agreed to arrange any improvements. I have attached a photo showing the condition of the lane behind our premises, taken February 1. Our parking is to the left. Since you are seeking comments about downtown parking, I hope you will consider this lane as critical to accessing 25 parking spaces.
- I have read through some of the documents regarding the city's vision toward the future of downtown, and I have to admit that it seems like there is a definite bias with respect to transportation (and therefore parking) that the authors have chosen. Nonetheless, it appears that several key ideas seem to be overlooked. It seems to me that those directing the future of downtown were keying on the concept that downtown is only for

the citizens of Kamloops. If this vision is followed, then the parking needs for downtown are dramatically different than if we embrace the concept that downtown is for visitors as much as for residents of Kamloops. The first observation that I have to suggest that downtown is for visitors, as well as residents, is the number of businesses located downtown that support many people from out of town. We can start with Royal inland Hospital, being the primary trauma center for the interior of British Columbia. People are transported from far and wide to Kamloops via ambulance and air ambulance after they have been injured. Due to the severe and often life-threatening nature of these injuries, people's families come immediately to Kamloops, to downtown, and require parking. While they may immediately stop (and park) at the hospital, they will need places to stay, places to eat, and for the sake of convenience, they will drive from destination to destination. Furthermore, due to the hospital being downtown, many specialist physicians have chosen to locate their private practice offices in the downtown area. These specialist physicians attract referrals from GP physicians in many communities surrounding Kamloops, and patients who attend these physicians require parking, as they are certainly not coming to Kamloops by train. As it happens, I just heard that an ophthalmologist is setting up a practice in the Lightwell building on St. Paul Street. Apparently, he will be seeing approximately 80 patients per day, most elderly and many with mobility issues. They're not going to be walking 3-4 blocks for their appointments. So by just this one change, the parking demand on St. Paul Street between 4th and 5th will increase almost exponentially. As a dentist who is located downtown, I can also comment on my profession. Many patients from outside Kamloops choose to come to see dentists in the downtown core. Most dental specialists in Kamloops, who draw referrals from Blue River to Merritt, Lillooet, and beyond, have chosen to locate in the downtown core. These patients also need parking, and they often need parking that is in excess of the 3 hours offered via the metering system. There are just some enterprises that cannot be completed virtually via Zoom. Other professional offices like KPMG and Daley & Company have chosen downtown to locate their Kamloops offices, which also attract people from out of town – last I looked, Clinton doesn't have a KPMG branch office, and people do need to come see their accountant. The second observation supporting the concept that downtown is for visitors is the Tournament Capital concept. Furthermore, I think that, when looking at the parking issue downtown, one should also consider who is providing the input. Kamloops seems to be a real "no" town. Even when there are clear community benefits (such as a Performing Arts Centre – don't get me started on this one…), there is a small but vocal group who oppose any capital expenditure. They claim things like "I won't use it, or I don't go there, so I don't want to pay for it." But these people will need, at some point in their life, to see medical professionals downtown. And they will likely drive in from Westsyde or Barnhartvale, because of the concerns mentioned previously. A last issue to consider is that the people with businesses downtown, whose patients/clients utilize the parking, are the draw that fills those stalls, that help pay the meter fees, and who support other downtown businesses "since I'm downtown, I'll just pop into Castles & Cottages". Listen to us, saying that we need more parking, rather than less, rather

than to those who either are not as invested, have other motivations, or just don't want to say "yes" to anything.

ACCESSIBILITY

- Maintain free on-street parking for handicapped residents who cannot walk far.
- Wonderful our community allows disability parking pass holder to park for 3 hrs free and that they can park in any available spot on our streets.
- This isn't a green or bike issue, this is a city of hills so cars are needed, buses are impractical and forever covid unsafe.
- Don't shop in downtown stores as I'm handicapped and can't find a close enough parking spot and can't walk more than a block. Also have difficulty walking on sidewalks that slope into drains in middle of sidewalks.
- Parking in the downtown core is getting harder and harder to get which is making it less desirable for us to go shopping or dining there. I am still in good enough shape to walk a few blocks but as we're getting older, it will be more difficult.
- The on street parking during the winter months are difficult for people with a mobility issues. The amount of snow that is left against the curb is too high to load a person into a wheelchair.
- Consider going back to angle parking which would add MORE spots. OR add parking spots for the elderly , parents with infants in car seats, besides just disability parking! I would spend more time downtown if parking was more convenient for me as a senior.
- As a person with a disability it is sometimes difficult to walk more than three blocks, especially in the winter if sidewalks are not cleared of ice and snow. It is also difficult to get out of the vehicle on the drivers side due to snow piled up.
- Keep the one way streets, more handicap stalls for business, need handicap stalls along Victoria street.
- it is totally unrealistic in a town with so many hills that people (especially seniors) will bike or walk any distance. Parking needs to be convenient and accessible so people are encouraged to support downtown businesses.
- No parking on main roads when it snows so streets can be cleaned.
- Extended restaurant seating has taken away MUCH parking spots downtown and Handicap is NILL.
- Need more parking & longer spots for wheelchair parking with rear entrance to vehicle.
- I have a disability and would have difficulty or not be able to attend if I did not park adjacent to my destination. This happens frequently.
- When streets are blocked off as pedestrian areas only, it creates a huge problem. We need every parking spot that is available withing a block or two of the area where people need to go. Many people cannot walk very far.
- More disabled parking spots, including specifically spots for vans with side entry that need wider spots or sidewalk spots with no trees or garbage cans or posts blocking the ramp/elevator lift from coming out.

- Feel sorry for those with mobility issues. Victoria and 3rd always no parking. possibly angle parking would allow for more room for more vehicles but not sure there is enough road space to do that. One way-hard to get passengers out left side.
- I find shopping or attending downtown events is getting rare for myself and friends. With so many parking spots being taken up with new buildings it quite often is not worth the trouble. Most of us (seniors) have limited mobility.
- Lack of parking as a whole. Lack of handicap parking.
- I don't mind walking but I think there should be more accessible parking. My husband cannot walk far, so sometimes we cannot find an accessible spot nearby.
- I am not disabled, but I cannot walk far until I get new knees. Please do not get rid of any more parking spots. During the summer, it is difficult to find a spot to park within my ability to get to my appointments.
- Wonderful our community allows disability parking pass holder to park for 3 hrs free and that they can park in any available spot on our streets.
- Don't shop in downtown stores as I'm handicapped and can't find a close enough parking spot and can't walk more than a block. Also have difficulty walking on sidewalks that slope into drains in middle of sidewalks.
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- As a person with a disability it is sometimes difficult to walk more than three blocks, especially in the winter if sidewalks are not cleared of ice and snow. It is also difficult to get out of the vehicle on the drivers side due to snow piled up.
- Keep the one way streets, more handicap stalls for business, need handicap stalls along Victoria street.
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- With so many parking spots being taken up with new buildings it quite often is not worth the trouble. Most of us (seniors) have limited mobility.
- Lack of handicap parking.
- I don't mind walking but I think there should be more accessible parking. My husband cannot walk far, so sometimes we cannot find an accessible spot nearby.
- Understand that Kamloops has terrible transportation services and many of us don't have the option of alternative methods of commuting.
- Reference “hand-written letter”

OFF-STREET PARKING ISSUES

- The parking buildings are confusing. If they were a lot more accessible, street parking would not be quite as busy.
- I do not park in the Impark areas at all and avoid them entirely as their rates and tactics are criminal.
- If the cost of parking in the downtown lots was reduced, I would go downtown a lot more often.
- My concern is the serious cost hike at the impark lots! It should be illegal for them to charge what they do! $6.00 for an hour????
- Parkades. And the exorbitant fees are driving shoppers and visitors elsewhere. You've destroyed downtown with your anti parking ideas.
- Parkades are expensive.
- The parking lots are incredibly expensive.
- Impark runs empty parking lots and tickets you if you run across the street for 5 minutes.
- Could use more parkades with reasonable fees.
- To many impark lots that charge way too much per hour. Crazy high ticket prices. Need more lots controlled by city with reasonable day rates and more monthly passes for construction workers. No 3 month minimums. Month to month.
- Keep the free weekend parking in the parkades. Better signage and publicity for the free parking to encourage there use. There's always spots available. I've been there during the Santa Claus parade (busiest downtown gets) and there's still open spots.
- I feel the free parking, for hockey games outside business hours, at city owned parkades is very beneficial.
- Parking downtown is terrible. I believe the entire system needs to be overhauled. The monthly parking is not amazing, and most good parkades have waiting lists....2 years for Heritage. I got forced to park at Sandman parkade, as there was nothing else.
- I pay for reserved parking at Seymour parkade and now that there isn't anyone monitoring it, anybody parks in the reserved spaces, leaving no where for us who pay to park there. We called COK, they told us to just park farther up. This is not acceptable.
- Refuse to park in Impark lots.
- Re staff the parkades, the auto machines don't seem to work well. Look into pre pay/booking spots for events.
- Option for pass holder to hold the pass without payment for a month at a time if it's for medical reason. I was off from surgery for a month and will be going for another surgery and will be off work for a month, but I have to pay my parking pass.
- The price to activate a monthly pass at a parkade (ex. Lansdowne parkade) is overly expensive.
- It would be helpful if more parkades had an hourly option, rather than just a daily price Lansdowne 300 block).
- Would appreciate more reasonable monthly rates for parking. Another parkade would be so handy downtown.

- I don’t like how many impark lots there are, and every time I struggle to find a spot I find the impark lots empty.
- have no trust in private off street parking, Issues with Impark, Need to ensure uniform parking signage on all lots - is lot 8 - 5 or 24 hour, is it for permit parking or customer, What about after hour parking, what are the pay hours or is it 24 hour?
- I would prefer that you can come and go from the offstreet parkades and pay only one time for the entire day. I sometimes go run errands on my lunchtime and don't want to pay two times in a day when I'm going back to the same parkade.
- Heritage parking lot. This lot has turned into permit parking for employees of downtown. I don’t believe that was its purpose. It’s meant for visiting park. To resolve make 2 hour park as well encourage city employees to use bus service, as main users.
- I have concerns about how the city of Kamloops makes the decision as to what companies they contract to service private parking lots/parkades. I have found specifically Precise ParkLink Inc. to be a dishonest and unsatisfactory customer service provider.
- Mirrors in parkade to see on coming cars and pedestrians before pulling out of the lot.
- Lack of security for vehicles parked downtown, lack of security while customers & staff walking to & from parking areas or in parking lots. will not park in lots controlled by Impark
- We need to review what the future plans are for off street parking lots & add this into this plan, most off street parking lots will be developed sometime. address lack of parking during event - results in no parking for business customers downtown.
- there are lots downtown that are operated by Impark that are mostly empty, but you can't use them unless you're shopping at one of the stores in that complex. Also, having cars shows downtown on long weekends is asinine.
- I think any city parking lots for monthly permits, there shouldn’t be allowed any public. I park at heritage house and I can leave work for an appointment mid day, come back and there are no spots left due to public parker’s
- There can be difficulties parking in my monthly paid lot, when there are events at the Lorne Street arena.
- Parkade security is lacking at Lansdowne parkade ever since lot attendants were replaced by machines.
- The available parking lots for monthly pass holders is on the other side of these tracks. The train stopping at 8ish cause significant delays.

HOSPITAL RELATED PARKING ISSUES

- Absolutely needs to be a lot more affordable parking by Royal Inland Hospital - the staff and visitors require this asap as currently it's ridiculous that staff and visitors have a hard time finding parking and have to walk ridiculous distance currently.
- How is the city helping RIH and its staff with parking as the provincial government doesn't seem to want to.

- Essential workers at the hospital should not have to pay for parking and should have safe access to their parking.
- It would be nice to see a reduced rate for Health Care/Interior Health workers.
- Work at the hospital, park at the courthouse for $$. Closest free parking is past 7th. Need somewhere closer that has monthly options that don't break the bank.
- Do not take away the pay lots. There needs to be better parking for the people who work downtown and especially for the hospital staff. It's ridiculous that we have to be on waitlists and the prices are too high to have a car sit in a lot all day.
- PLEASE provide CHEAPER parking for people who work downtown so they STOP USING THE HOSPITAL PARKADE Thank you.
- My sister works in public health and I have worked in public health care before and parking has always been such a headache. When we are out in the community with individuals, we don't have time to come back and feed the meter. Free park for healthcare wk
- I would really love St. PAUL STREET 800 block to be the parking so that on busy days I can actually park close to home. People from the hospital construction and nurses park on our street 12hrs at a time leaving no space for those that live here
- Yes. There are still employers that are underwhelming in providing alternative parking solutions to their employees. IHA for example. The staff are crying about parking but this employer, (has a whole division called Healthy Communities) bus? walk? etc..?
- Hospital staff need safe (well lite in the evening) parking options. And residents needs to understand that they don't own the street parking in front of their homes. Some sadly have been putting unkind notes on vehicles parked on their streets.
- Assist in finding parking for health care workers at RIH
- I am a hospital employee, my employer has neglected to provide adequate parking for its employees, I rely on the unrestricted residential neighbourhood. I have to walk 6 blocks face unmaintained sidewalks by the city in winter (courthouse, gov buildings)
- I am very concerned about the workers from hospital and other downtown locations parking on our street. I have to put garbage cans out and also need the parking myself. there are at least 5-10 people that use our block to park for a 12hr stretch.
- Help out hospital staff -work with IHA .. so sad nurses/staff have to walk at night. Unacceptable.
- The distance I'm willing to walk to work is directly correlated to what time I end work. If I'm getting off at 9 pm - 3 am I want to walk as little as possible and as well lit as possible for fear of mugging/rape. Ie. hospital staff.
- Hospital staff are a nuisance in my neighbourhood. Blocking my driveway and plugging up the street.
- I work and require parking at the hospital. There are a few parking lots off site that are for staff. If possible I would like to see these become more of a parking structure to accommodate more staff so it would free up parking for visitors/patients
- I am an employee of the hospital and I have been on a wait list for a staff parking pass for 3 years now with no end in sight. I do not feel safe walking to work in the dark. There needs to be parking closer to the hospital for the staff

- I am a hospital employee and work 12 hour shifts. There is a 3 year parking pass waitlist.
- Please help hospital staff with there safe parking requests as their employer is not willing to. Some ideas are to turn the court house pay lot into a parkade. Purchase the green rental properties on 3rd and Columbia and build a parkade.
- Hospital parking is outrageous. There is an entire empty parkade that hospital staff are not allowed to park in. It's unsafe and hospital staff feel completely unappreciated. Our administration does not advocate for us, so I really hope our city does.
- I am not concerned about us, but I really feel strongly that the hospital workers, nurses cleaner, cooks etc should be provided with a safe, close parking option. Be it a parking lot with 24 hour shuttle or a parade close to the hospital for health care.
- it's very frustrating to not have adequate parking at the hospital there for making not enough parking for those who live around to even park close to their house. It's not safe for us, the hospital staff or others just out walking
- Safe paid parking lots closer to the hospital for staff.
- I live at the end of 8th and Columbia and really disappointed in the City Of Kamloops. GET A PARKADE FOR IH WORKERS SO THEY DONT PARK IN FRONT OF MY HOUSE
- Another large parkade that is safe for nurses to park in is desperately needed. Especially those of us who go to work at 11pm.
- Too many hospital workers are parking on the street parking and taking up all the space on my street, Limit to 2 hour parking and require resident permits.
- There needs to be more parking for staff at hospital
- I can't understand why the hospital wasn't relocated to Valleyview or other area with expansion and parking space before the first tower was built. Now the second tower is being built and still no parking! Buy out St. Ann's and turn it into a parkade.
- I live on 700 Dominion St. block (no permit or time limit) and cannot park near our house between 7am-7pm on weekdays due to hospital and/or court staff parking. The city and hospital know it's an issue - and keep pushing it off on neighborhood residents
- Parking for people that work at the hospital needs to be a higher priority! They should be safe while going to and from work. I don't work at the hospital, and they should be given a higher priority or free street parking
- As a resident of a no permit required part of downtown, Monday to Friday, 8 to 6, it is impossible to park in front of or near my home due to employees of the downtown and/or hospital taking up all the spaces. This is beyond frustrating & needs a solution.

PARKING IN RELATION TO ALTERNATIVE MODES

- Public transportation is woefully inadequate to areas such as Juniper and far too infrequent.
- I don't want to drive downtown - I want to use my bike & e-bike. However due to the high bike theft I don't want to park my $$ bike on the street. We need SECURE bike parking lockers like Translink etc!

- I usually ride the bus to work downtown. I have an e-bike and would use it more often if there were more secure options for parking/storing bikes. E-bikes are expensive and I don't want to risk my bike being stolen when I use it to go downtown.
- If the City could open up to pedestrian and non motorize transportation more and improve on 1 hour bus service to areas that try to use transit.
- Too many parking lots already, let's make our city beautiful, make more parks, businesses instead
- Options for convenient transit are missing almost entirely.
- Downtown should be a walkable community with Victoria St closed to traffic.
- We have no parking problem in downtown Kamloops. People need to get used to walking farther and start taking other modes of transportation (bus, cycling, walking, scooters, etc).
- Despite the complaints from some people, there is SO much parking in Kamloops. And it's so cheap! I would like to see LESS parking and more incentives to walk, cycle, or take transit.
- I don't think less parking on Victoria Street is a bad thing. Being a more progressive city with a denser, walkable downtown is what we should strive for. Perhaps the city should try some sort of park'n ride facility.
- How about designated stalls for green (electric/hybrid) vehicles.
- On street parking should cost money. Arguably everywhere in town. Charge fees for parking passes. Also remember that parking facilitation encourages driving. Charge for parking, use revenue to improve transit, walking, and cycling.
- Ride ebike downtown need charging stations.
- Make biking easier downtown, have MANY places to park and lock a bike. MANY as in "think about it", then multiply that by 10.
- I would like to see a pedestrian only area for 2-4 blocks on Victoria. That area could have a much better use than driving and parking. There is a great opportunity to improve downtown.
- Fewer parking lots, more bus, bike, and walking infrastructure.
- Please focus more on "parking" for alternate means of transportation, eg. bike racks. Encourage people to realize that unless they have specific challenges, they can easily walk a few blocks. No need for parking right outside specific stores.
- Eliminate private automobiles from the downtown core; replace with shuttles
- Downtown parking should enable use from non-Kamloops residents, while encouraging Kamloops residents to use public and active transportation. Ticket purchases for downtown events (blazers games, concerts, etc.) Should come with a free day pass for the bus
- More bicycle safety and parking, wider sidewalks for pedestrians, safer crossing for pedestrians.
- Stop prioritizing cars over people! I hope this plan aligns with the guiding visions and principles of the OCP which clearly states pedestrians/bikes/buses as the priority. Parking lots create empty spaces - which create unsafe places!

- Possibility of park n' ride (i.e. park outside of downtown and then ride a bike in. It's a happy in between for those that want to ride but don't want to climb to the top of Summit drive or beyond.
- City should be implementing KPI's from the Transportation Choices Strategy - more TDM initiatives are needed to help promote and incentivize active/sustainable transportation. Also, City should not be afraid to delete parking in areas. we have so much...
- More bicycle safety and parking, wider sidewalks for pedestrians, safer crossing for pedestrians.

SOCIAL/SAFETY ISSUES

- The parkades need to be monitored. Often the machines are out of tickets. During the winter I arrive when it's still dark and leave when it's dark. More than once I have run into homeless people set up in the parkade. I do not feel safe.
- I feel that the downtown is becoming a less and less desirable place to be because of all the very bad behavior that has been allowed to proliferate.
- The homeless situation is out of control. Just don't feel safe. Looking to move away from town.
- I don't feel safe alone.
- Security is another issue lots of panhandlers.
- Safety is a huge concern for me. I work until 9pm and I don't feel safe walking.
- Not safe in some streets to park, especially if you cannot get close to downtown, even scary at Lansdowne parking lot with very angry looking people around.
- Safety is terrible. I've been followed numerous times.
- There are too many undesirables walking the streets and I just don't feel comfortable.
- My car (and another car on the same day) had its window smashed in the Lansdowne parkade about 2 weeks ago, so I am concerned about the security of the vehicles within them.
- in an earlier question RE: mode to get downtown, you didn't offer the option of both, i.e. I often bike downtown, but also drive more often due to frequency of bike thefts. Getting far too sketchy downtown. Parking has never been an issue for me.
- I would go downtown on my bicycle more often if I could get there safely and if I could store the bicycle away from thieves.
- Safety in parkades are a concern. I previously parked in parkade on Lansdowne. it has since switched to automated and lack of in person many drug users and vagrants are in that parking lot. I now park at riverside park as there is a security that monitors.
- I don't feel my car is safe. To many homeless people. I had a friend visit & stay downtown. They were at 5th/Victoria & we met at 1st/Victoria. They walked down Victoria Street and they asked if this was our downtown Eastside
- Safety is a concern when on your own in the early morning or evening and walking due to people hanging around

- Parking downtown, especially on Sundays is scary with all the loiterers with their overfilled grocery carts in the doorways of businesses, yelling and shouting and making it scary to be downtown. I try to park far away from there in 2 hour parking.
- better weather brings out junkies and panhandlers, increase policing to control them. it can be very unsafe as a senior when confronted by these
- I avoid downtown as much as possible because I don't feel safe.
- Parking downtown has become extremely dangerous. The parkades are no longer safe thanks to the street population. They smash windows, follow car owners, knock on windows, threaten people, it's not safe. The streets in general are also no longer safe.
- I have been feeling increasingly unsafe while walking around downtown and prefer to park closer to my destination because of that.
- The drug problem downtown is starting to compare to Hastings St in Vancouver. Do something about it already.
- It's not safe!! I refuse to take my children downtown.
- Clean up the downtown, get rid of the derelicts and I would shop/eat more often downtown. A friend of mine recently visited us in Kamloops and was staying downtown. We ate at a downtown restaurant and he asked me if this was Kamloops downtown Eastside.

NO ISSUES

- Every time that I go downtown there are numerous parking spots as long as people are willing to walk at least a block. There is no need to do anymore parking planning. What is needed is encouragement for people to walk from their cars at least a block.
- I've never had any problems parking downtown.
- I find the current situation satisfactory. I can always find a spot when I need one, I just sometimes have to walk a few blocks. We all need to walk more!
- Despite all the hulabaloo about the shortage of downtown parking I have never found this to be an issue. Lived in Kamloops since 1985 and at that time was actively involved in a business in the 300 block Victoria Street and could always find a parking spot.
- I am happy with it as is.
- I have never had any problem finding on-street parking during the day as an employee or as a shopper/diner. I have had no problems with the pay for parking. It is very cheap and the tickets are probably too affordable.
- I feel that some folks complain about the lack of parking simply because they want to be able to park right in front of the business they are visiting. Unrealistic! If you are willing to walk even five mins, parking is ample.
- I don't think there are any big parking problems downtown. Perception is not reality here. I moved here from the lower mainland in 1993. We have great parking downtown. There are lots of options, never an issue, on weekends, weekdays, events.
- Parking downtown is NOT a problem. The problem is that people expect to park within a half block radius of their destination. There are ALWAYS spots within 1-2

blocks of destination. Making parking less convenient will encourage more active transportation.

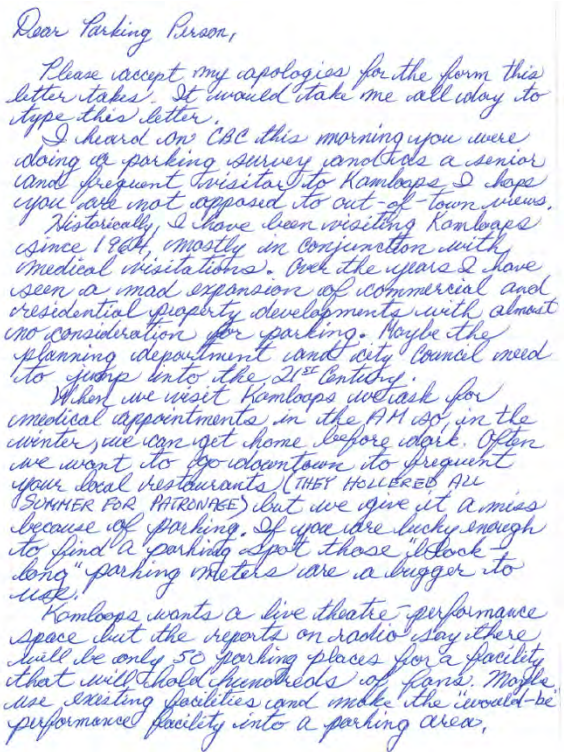
- I only travel into town about once a week, usually late afternoon, and usually encounter no significant parking challenges.
- I never find it difficult to find a parking spot.
- I've never had trouble finding parking downtown in the daytime.
- Based on my experience in other city centers the parking in Kamloops is more than adequate
- When I do drive downtown, we nearly always carpool. By parking half a block off of Victoria, I have never even a single time not immediately found a parking stall. Parking is plentiful and cheap. No problems from me!
- Parking downtown is great and I don't mind paying. Compared to other cities, it's very reasonable.
- Generally a good experience with parking.
- There's enough parking downtown
- Parking is ok. I pay for my parking
- when I drive I usually find parking without issue within a few blocks of where I am going
- I honestly think parking is not an issue as a business or for our business. When you go to the big cities you pay for parking at a higher fee than Kamloops. The problem in Kamloops is people don't want to pay for parking and walk a few blocks.
- I love the culture of downtown and walking to and from my parked vehicle is not a concern. It benefits the small businesses ;)
- Parking cost and restrictions are about right.

OTHER/MISC

- If I have an appointment, I will try and park within a block. If it's more for leisure, I'll park and walk multiple blocks. In the summer I ride my bike.
- City employees should be paying for their parking as any citizen.
- Your survey doesn't get. I come downtown for numerous reasons. Sometimes or 10 minutes, sometimes for more than three hours. How far I will walk depends on the weather, the type of business etc. Sometime a dentist or lab appointment will run longer.
- This survey is a JOKE!! The questions are senseless and don't address any of the problems.
- Streets are used for events instead of fields/lots.
- I lied about where I live. I don't live in Valleyiew, I live in Juniper Ridge - BUT YOU DON'T EVEN THINK ITS WORTH PUTTING ON THE LIST.
- 1. Why isn't Juniper one of the areas listed? That is where I live. 2. I will be honest, I do everything I can do to avoid going downtown due to the parking.
- I am not an employee or business owner but was required to answer questions as though I were. Survey design problem

- Have stopped going downtown for shopping restaurants or walking pleasure. Only go downtown when absolutely unavoidable or schedule trip early in morning
- Who's in charge here...the City or the DBA?
- will only go to downtown area if it's an absolute necessity, twice a year at most.
- I avoid shopping downtown due to parking. I would stay on the North Shore than travel to the south shore.
- Unless required for medical reasons, HSBC bank visits or a very specific reason I now avoid downtown.
- Quit allowing density with reduced parking spaces, and the PAC without parking with increased density is idiotic
- 1. People come from many communities to Kamloops for medical and professional appointments - they need parking
- I attend Kamloops United Church and take advantage of the parking lot at St. Paul and 4th. My concern is that when the new Entertainment Centre is built and that lot is no longer there, will there be enough parking in this area..extra 100 cars Sundays
- North Shore has more problems parking-wise than downtown.
- I rarely go downtown because I HATE parking down there.
- I have very few reasons to go downtown
- I used to work and lived on the North Shore and then had a hard time finding parking and at the office I worked at tourists would come in and ask where they could park their vehicle to go shopping or to eat at a restaurant and I had no idea of where
- I rarely go downtown as work at Northills Centre and live in Aberdeen I usually am downtown after 6pm so park on street close to where I want to go I do go to the Y and park in the 2 hour zone almost all the time. I park in my accountant's private
- It appears juniper ridge is not part of Kamloops according to this survey.
- parking is always a source of frustration and prevents me going downtown
- Why is Juniper not considered a neighbourhood in Kamloops
- your previous question was limited. It depends on why I am downtown or where in downtown. I park at street parking on Victoria if it is a short time that I am there otherwise I'll find a free parking area. It is unlikely that I would take transit.
- Try to avoid downtown whenever possible because of parking
- I wonder if there is any definitive decision on the future of the 300 Block Seymour/St. Paul city lot?
- For the last question I would walk further than three blocks if needed but can usually find a space within a three block radius.
- You need to make it as attractive as possible to visit downtown Kamloops. If it continues to be a hassle, people will not support the business downtown.
- WHY ARE YOU DOING MOREAND MORE SURVEYS DID WE NOT PAY FOR THIS BEFORE MORE WASTED TAX DOLLARS
- its treason what you're doing with the parking; putting bike racks in parking spaces, taking parking spaces for bylaws to sit and idle. removing 6 parking spaces in the park for that useless house, we see what you're doing..but more importantly..God see's
- Downtown is dying and the city thinks there is not a parking problem

- Please add all the neighborhoods in the City to the survey.
- We've just moved to Kamloops and love it here, but the parking lots are just so UGLY; they really do spoil what could be an attractive downtown
- After living in Kamloops area for past 40 years the parking issue has come up regularly with no solution. So once again here's another survey and once again have no expectation that there will be a solution or even a small gain. Let's waste more money.
- Hand-written letter. References to accessibility, parking availability, and parking enforcement.



Dear Parking Person,

Please accept my apologies for the form this letter takes. It would take me all day to type this letter.

I heard on CBC this morning you were doing a parking survey and has a senior and frequent visitor to Kamloops I hope you are not opposed to out-of-town views.

Historically I have been visiting Kamloops since 1964, mostly in conjunction with medical visitations. Over the years I have seen a mad expansion of commercial and residential property developments with almost no consideration for parking. Maybe the planning department and city council need to jump into the 21st Century.

When we visit Kamloops we ask for medical appointments in the AM so in the winter we can get home before dark. Often we want to go downtown to frequent your local restaurants (THEY HOLLERED ALL SUMMER FOR PATRONAGE) but we give it a miss because of parking. If you are lucky enough to find a parking spot those "1 hour" "long" parking meters are a bugger to use.

Kamloops wants a live theatre performance space but the reports on radio say there will be only 50 parking places for a facility that will hold hundreds of fans. Maybe use existing facilities and make the "would-be" performance facility into a parking area.

The malls in Kamloops do a good job for parking. If the business people want downtown shoppers they need to much more to encourage downtown parking. Maybe a parking arcade would help but I doubt it would be user-friendly from an egress and access point of view.

I look at Prince George, similar size of city, and I don't see the same set of parking problems.

The use of a parking app on a smart phone would be of value for many but would almost unilaterally eliminate a senior population. Kamloops is becoming a "mecca" for seniors and retirees. Maybe the city needs to consider the "needs" of seniors ahead of the "wants" of developers.

Many medical appointments are in higher rise buildings, (someone in the city planning or political department must have forseen parking problems) adjacent to low rise residential towers with NO parking. I notice the Parking Enforcement personnel zealously patrolling the streets "trolling" for violators. (Really makes one feel welcome) Handicapped spaces are fewer and farther away from Doctor's offices.

I wish you well in your deliberations and hope the planning and political folks look to serve the visiting seniors better!



Let's Talk Parking

Kamloops Parking Management Plan
Public Participation Summary Report #2

April 25, 2022

Kamloops
Canada's Tournament Capital

Let's Talk KAMLOOPS

bunt & associates

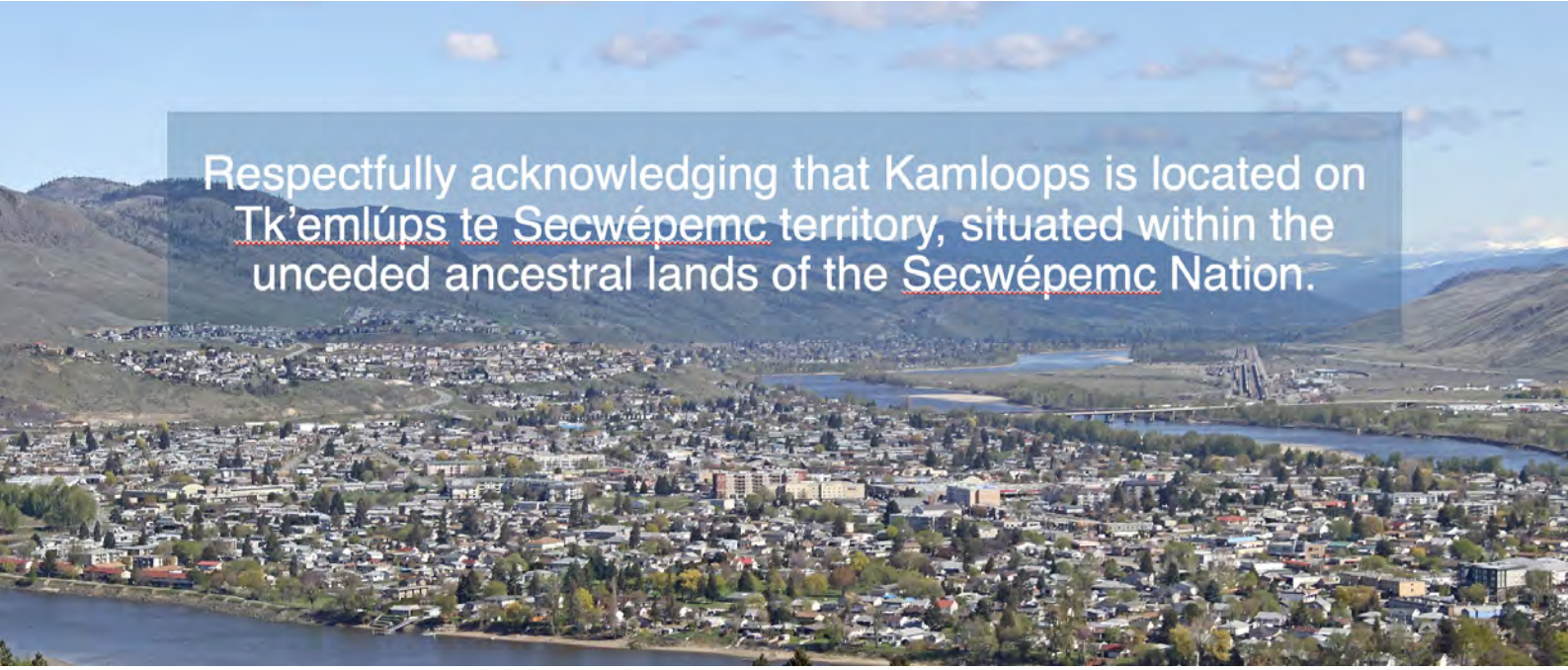


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Please note: This report is best viewed online as the format is interactive and web-based. The following pages represent the pdf print version.

INTRODUCTION 1

REPORT OUTLINE

This report presents the activities and outcomes of the second round of stakeholder and public engagement for the City of Kamloops Parking Management Plan. The purpose of this round of engagement was to inform participants about the parking issues identified through data collection and the first round of engagement, and to solicit feedback on the recommended short-term (0-5 years) and long-term (+10 years) parking management strategies for the North Shore and the Downtown study areas.

The report is structured as follows and can be navigated by scrolling the page or clicking on the menu items to the right (Link to interactive web version)

1. Project Background
2. Messaging + Communication Metrics
3. Engagement + What We Heard
    a. Downtown Study Area
    b. North Shore Study Area
4. Next Steps

PROJECT BACKGROUND 3

The City of Kamloops continues to plan for the future; by 2039, it is anticipated that 120,000 people will call Kamloops home. Our Official Community Plan, KAMPLAN, includes several values aimed at ensuring that the City grows in a sustainable and healthy way, and parking management plays a key role in this.

The City of Kamloops has identified a preliminary set of on and off-street parking issues in the Downtown, the Tranquille business corridor in the North Shore, and the Tournament Capital Centre (TCC). Bunt & Associates Engineering Ltd. was retained to collect parking data in the study areas and to develop a comprehensive and effective Parking Management Plan.

The Plan will address parking related questions/concerns of stakeholders and the public while proactively connecting the full cost of parking with environmental impacts, including strategies to support growth and development that are sensitive to the social well-being and long-term vision of the City.

Due to COVID-19 and the resulting limited services and hours of operation at TCC, together with similar restrictions at neighbouring Thompson River University, the TCC Parking Management portion of this project was put on hold.

PROJECT OBJECTIVES

The Parking Management Plan will respond to the following over-arching objectives as identified by the City of Kamloops Project Steering Committee:

1. Assess parking conditions, using current and past data, in order to answer parking related questions concerns within the study areas and establish the basis for a solid management plan.
2. Identify what constitutes the community's parking challenges.

3. Identify service enhancements and fairness in parking practices by providing options, technologies, and information.
4. Support higher parking turnover while maintaining a governing role in long-term parking solutions
5. Develop a parking system that will continue to pay for itself (operate under a user-pay cost recovery model).

STUDY AREA



ENGAGEMENT PROCESS



The project began in the fall of 2020 with the first round of public participation taking place in the spring of 2021. The Project Team engaged with project stakeholders and the public via online workshops and information sessions. Surveys were conducted to understand the parking issues experienced by locals who live, visit, and work in the North Shore and the Downtown study areas. Following this process, the Project Team continued to collect data. With robust data collection and excellent response to the first round of engagement, the Team developed draft parking management strategies to mitigate the parking issues identified.

The second round of public participation took place in the spring of 2022. During this round of engagement, the Project Team sought to both educate and obtain feedback on the level of agreement for the parking management strategies presented. Due to Covid-19, efforts took place fully online once again. Stakeholder workshops, public information sessions, and a survey for each the North Shore and Downtown study areas were undertaken. This report breaks down the communication and engagement efforts of the second round of public participation, including what we heard.

WHO WAS ENGAGED?

All residents of Kamloops were invited to learn about the Kamloops Parking Management Plan and participate in the engagement activities. The City connected with all City residents, several businesses, community organizations, and iPASS users (individuals who hold monthly parking passes for downtown parkades and City-owned surface lots).

Representatives from the following organizations participated as Project Stakeholders for the second round of engagement:





PROJECT COMMUNICATIONS/COVERAGE

8

COMMUNICATION METRICS AT A GLANCE

DESCRIPTION

The City of Kamloops embarked on a strong communications campaign that ran February 22 to March 28, 2022. The campaign raised awareness and encouraged residents and business owners to participate in the survey and online information sessions. A variety of digital and print channels were used with key metrics shown here.

For information about how website, article, and social media communication metrics are derived, including what they mean (i.e. open social, dark social, etc.) visit https://support.releasd.com/help/automated-metrics.

COMMUNICATION METRICS AT A GLANCE

50.7k
Total Online Coverage Views

41.7k
Coverage Views on Social

7.5k
Visits to Let's Talk PMP Website Page

35,175
Household Postcard Drops

835
Targeted Business Postcard Drops

500
Postcards placed on cars in parkades and on-street

842
Total Social Engagements

575
Total Social Shares

282
iPass Holders Received Email Notification

4 Weeks
Project Displayed on City Lobby Screen

PROJECT WEBSITE

Let's Talk Kamloops



Parking Management Plan

The City of Kamloops is moving forward with its Parking Management Plan (PMP) and is seeking feedback on the recommended parking management strategies which focus on short-term (0-5 years) and long-term (+10 years) planning horizons.

http://letstalk.kamloops.ca/parking

WEBSITE VISITS	COVERAGE VIEWS	SOCIAL ENGAGEMENT
27.1k	15.8k	250

MEDIA RELEASE

Campaign-archive

City Invites Public Feedback on Recommended Strategies for Parking Management in the Downtown and the Tranquille Business Corridor

Kamloops, BC-The City of Kamloops is moving forward with its Parking Management Plan (PMP) and is conducting a second round of engagement with stakeholders and the public. The engagement will collect feedback on the recommended parking management strategies which focus on short-term (0-5 years) and long-term (+10 years) planning horizons.

https://us9.campaign-archive.com/?u=a233c94a78afb0fe197a095ed&id=4ad138075e

Radio NL - Kamloops News



City of Kamloops wants feedback as it builds new parking management plans

The City of Kamloops wants your input as it continues to work on a new Parking Management Plan which will focus on parking management strategies in both the short and long-term. There are two strategies being developed. One for downtown and one for the north shore.

https://www.radionl.com/2022/03/04/city-of-kamloops-wants-feedback-as-it-builds-a-new-parking-management-plan/

WEBSITE VISITS	COVERAGE VIEWS	SOCIAL ENGAGEMENT
45k	27.2k	310

Kamloops This Week



Study notes no current parking problem downtown or in North Kamloops

According to an ongoing study, there is not a parking problem downtown or in North Kamloops. However, if plans are not made, parking is expected to become problematic in about 10 years due to development. "Our study is saying today we don't have a problem, tomorrow you will," said Mike Furuya of Bunt and Associates Engineering.

https://www.kamloopsthisweek.com/local-news/study-notes-no-current-parking-problem-downtown-or-in-north-kamloops-4915363

WEBSITE VISITS	COVERAGE VIEWS	SOCIAL ENGAGEMENT
232.3k	5.8k	282

B100



City of Kamloops considers pay parking in Tranquille business area

KAMLOOPS - To address a lack of parking spaces available along Tranquille Road, the City of Kamloops is considering charging for parking along the bus...

https://www.b100.ca/2022/02/28/city-of-kamloops-considers-pay-parking-in-tranquille-business-area/

WEBSITE VISITS	COVERAGE VIEWS	SOCIAL ENGAGEMENT
2.3k	493	0

Kamloops This Week



Have your say on parking in Kamloops on March 1 and March 2

The City of Kamloops is collecting public feedback as it moves ahead with its parking management plan for the downtown core and Tranquille Road business corridor. Two virtual information sessions have been scheduled: Tuesday, March 1, at 6:30 p.m. to discuss the North Kamloops plan and Wednesday, March 2, at 6:30 p.m.

https://www.kamloopsthisweek.com/local-news/have-your-say-on-parking-in-kamloops-on-march-1-and-march-2-5104434

CFJC Today Kamloops



City of Kamloops considers pay parking in Tranquille business area

KAMLOOPS - To address a lack of parking spaces available along Tranquille Road, the City of Kamloops is considering charging for parking along the business corridor. In a survey, 60 per cent of respondents said on-street parking availability in the area was "fair to very poor," while 69 per cent said parking lot availability was "fair to very poor."

https://cfjctoday.com/2022/02/28/city-of-kamloops-considers-pay-parking-in-tranquille-business-area/

Castanetkamloops



City wants feedback on parking strategies for downtown, North Shore - Kamloops News

The City of Kamloops is asking for residents to provide feedback on its short-term and long-term parking management strategies. In a news release, the city said this is the second round of public engagement for its parking management plan, which aims to address parking-related concerns while balancing growth, development and environmental impact.

https://www.castanetkamloops.net/news/Kamloops/361063/City-wants-feedback-on-parking-strategies-for-downtown-North-Shore

CFJC Today Kamloops



ROTHENBURGER: Traffic safety, meters and loss of parking are issues on the corridor

A COUPLE OF MORE online public sessions are set for tonight and tomorrow to talk about parking in Kamloops. "Oh, no," you say, "here we go again with more parking talk." So, OK, instead of revisiting parking in the downtown core yet again, let's look at the Tranquille shopping corridor.

https://cfjctoday.com/2022/03/01/rothenburger-traffic-safety-meters-and-loss-of-parking-are-issues-on-the-corridor/

INSTAGRAM

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8,577 followers
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8 likes

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Today is the last day to provided feedback on recommended parking management strategies for the Downtown and North Shore. Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking and enter to win one of five VISA gift cards.

Add a comment...

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We are asking for 10 minutes of your time to provide feedback on recommended parking management strategies for the Downtown and the North Shore Tranquille Business Corridor. Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking.

Complete the survey to enter to win one of five VISA gift cards.

Add a comment...

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25 likes

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What we've heard as we work together to complete a Parking Management Plan: There is a shortage of parking spaces for persons with disabilities over the next five years. Let us know what you think about our strategies to address this issue by taking a survey at LetsTalk.Kamloops.ca/Parking.

By completing the survey, you could win you one of five $150 VISA gift cards!

Add a comment...

FACEBOOK



Today is the last day to provided feedback on recommended parking management strategies for the Downtown and North Shore. Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking and enter to win one of five VISA gift cards.

2 Comment Share



We are asking for 10 minutes of your time to provide feedback on recommended parking management strategies for the Downtown and the North Shore Tranquille Business Corridor. Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking.

Complete the survey to enter to win one of five VISA gift cards.

1 1 8



What we've heard: Existing parking lots and parkades are being underused in the downtown and north shore business districts.

Learn about how we plan to address this issue and let us know what you think by taking our survey at LetsTalk.Kamloops.ca/Parking.

2 Comment Share



What we've heard: The usage of short-term street parking for all day parking is an issue over the next five years.

Read our strategies to address this issue and let us know what you think by taking our survey at LetsTalk.Kamloops.ca/Parking

Like 2 2



What we've heard: There is a shortage of parking spaces for persons with disabilities over the next five years. Let us know what you think about our strategies to address this issue by taking a survey at LetsTalk.Kamloops.ca/Parking.

Like Comment Share



Tomorrow evening (March 2) join us online to hear about the recommended parking management strategies for the Downtown study area. The session starts at 6:30 pm.

Visit LetsTalk.Kamloops.ca/Parking for login details and background information.

Like Comment Share



What we've heard: Over the long time, future developments will impact the availability of parking in nearby residential areas. We've come up with some strategies to address this issue. Let us know what you think by taking the survey at LetsTalk.Kamloops.ca/Parking.

Like Comment Share



Join us online for an information session on the recommended strategies for the North Shore and Downtown Parking Management Plan.

North Shore - March 1 at 6:30 pm
Downtown - March 2 at 6:30 pm... See more

Like Comment 1

TWITTER

City of Kamloops
@cityofkamloops

Today is the last day to provided feedback on recommended parking management strategies for the Downtown and North Shore. Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking and enter to win one of five VISA gift cards.



3:05 PM · Mar 28, 2022

1 Reply Copy link

Explore what's happening on Twitter

City of Kamloops
@cityofkamloops

Have you provided feedback on recommended parking management strategies for the Downtown and North Shore yet? Your feedback will help shape parking over the next 10 years.

Take the survey now at LetsTalk.Kamloops.ca/Parking and enter to win one of five VISA gift cards.



6:50 PM · Mar 21, 2022

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What we've heard: Existing parking lots and parkades are being underused in the downtown and north shore business districts.

Learn about how we plan to address this issue and let us know what you think by taking our survey at LetsTalk.Kamloops.ca/Parking.



5:02 PM · Mar 17, 2022

1 Reply Copy link

Read 1 reply

City of Kamloops
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What we've heard: The usage of short-term street parking for all day parking is an issue over the next five years.

Read our strategies to address this issue and let us know what you think by taking our survey atLetsTalk.Kamloops.ca/Parking



6:45 PM · Mar 8, 2022

Read the full conversation on Twitter

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What we've heard: There is a shortage of parking spaces for persons with disabilities over the next five years. Let us know what you think about our strategies to address this issue by taking a survey at LetsTalk.Kamloops.ca/Parking.



10:01 PM · Mar 4, 2022

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@cityofkamloops

Tomorrow evening (March 2) join us online to hear about the recommended parking management strategies for the Downtown study area. The session starts at 6:30 pm.

Visit LetsTalk.Kamloops.ca/Parking for login details and background information.

#Kamloops



3:00 AM · Mar 2, 2022

2 Reply Copy link

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Tomorrow evening (March 1) join us online to hear about the recommended parking management strategies for the North Shore Tranquille Road business corridor. The session starts at 6:30 pm.

Visit LetsTalk.Kamloops.ca/Parking for login details and background information.

#Kamloops



2:00 AM · Mar 1, 2022

1 Reply Copy link

Explore what's happening on Twitter

City of Kamloops
@cityofkamloops

What we've heard: Over the long time, future developments will impact the availability of parking in nearby residential areas. We've come up with some strategies to address this issue. Let us know what you think by taking the survey at LetsTalk.Kamloops.ca/Parking.



6:20 PM · Feb 25, 2022

1 Reply Copy link

Read 1 reply

City of Kamloops
@cityofkamloops

Join us online for an information session on the recommended strategies for the North Shore and Downtown Parking Management Plan.

👁️🗨️ North Shore - March 1 at 6:30 pm
👁️🗨️ Downtown - March 2 at 6:30 pm

Pre-register now at LetsTalk.Kamloops.ca/Parking



6:10 PM · Feb 22, 2022

Reply Copy link

Explore what's happening on Twitter

LINKEDIN

City of Kamloops
4,587 followers
3mo

What we've heard: Over the long time, future developments will impact the availability of parking in nearby residential areas. We've come up with some strategies to address this issue. Let us know what you think by taking the survey at **https://lnkd.in/gK5yU8ui**.



6

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City of Kamloops
4,587 followers
3mo

Tomorrow evening (March 1) join us online to hear about the recommended parking management strategies for the North Shore Tranquille Road business corridor. The session starts at 6:30 pm.

Visit **https://lnkd.in/gK5yU8ui** for login details and background information.



4

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Tomorrow evening (March 2) join us online to hear about the recommended parking management strategies for the Downtown study area. The session starts at 6:30 pm.

Visit **https://lnkd.in/gK5yU8ui** for login details and background information.



1

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What we've heard: There is a shortage of parking spaces for persons with disabilities over the next five years. Let us know what you think about our strategies to address this issue by taking a survey at **https://lnkd.in/gK5yU8ui**.



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What we've heard: The usage of short-term street parking for all day parking is an issue over the next five years.

Read our strategies to address this issue and let us know what you think by taking our survey **https://lnkd.in/geMG3vZ**



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4,587 followers
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What we've heard: Existing parking lots and parkades are being underused in the downtown and north shore business districts.

Learn about how we plan to address this issue and let us know what you think by taking our survey at **https://lnkd.in/gK5yU8ui**.



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We are asking for 10 minutes of your time to provide feedback on recommended parking management strategies for the Downtown and the North Shore Tranquille Business Corridor. Your feedback will help shape parking over the next 10 years.

Take the survey now at **https://lnkd.in/gK5yU8ui**.

Complete the survey to enter to win one of five VISA gift cards.



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Take the survey now at **https://lnkd.in/gK5yU8ui** and enter to win one of five VISA gift cards.



5

Like Comment Share

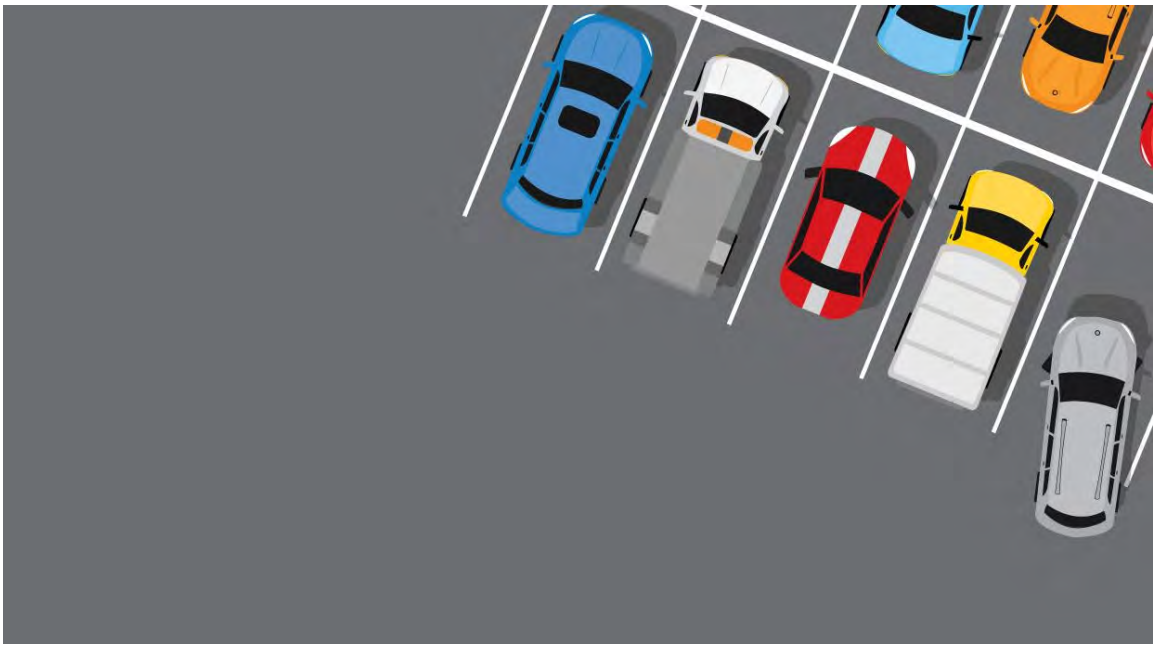
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YOUTUBE


Parking Management Plan - North Shore
North Shore Parking Management Plan
Information Session
March 1, 2022


Parking Management Plan - Downtown I
Downtown Parking Management Plan
Information Session
March 2, 2022

Kamloops



North Shore Parking Management Plan Information Session

Join the Parking Management Team from 6:30-7:30 pm to learn about the recommended parking management strategies for the North Shore Tranquille business corridor. Join the conversation, March 1, 6:30 pm: https://us06web.zoom.us/j/86719326739 Virtual engagement will take place on Zoom. Please be advised that this info session will be recorded. Learn more at LetsTalk.Kamloops.ca/Parking.

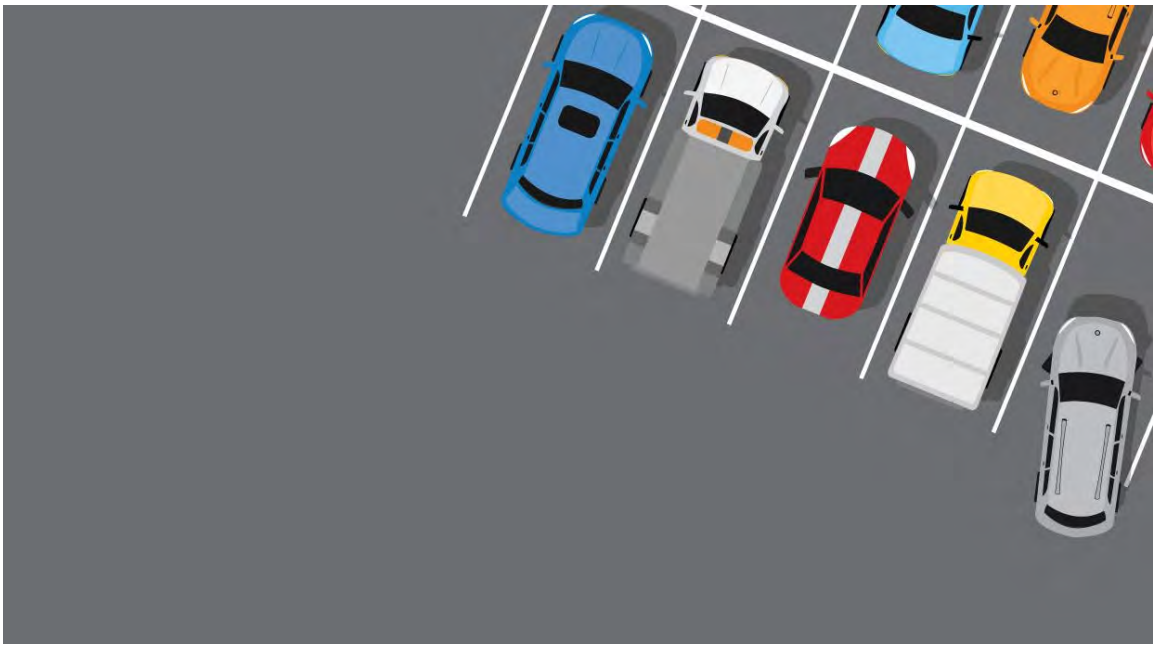
https://www.kamloops.ca/our-community/news-events/events-calendar/north-shore-parking-management-plan-information-session

WEBSITE VISITS
99.7k

COVERAGE VIEWS
670

SOCIAL ENGAGEMENT
0

Kamloops



Downtown Parking Management Plan Information Session

Join the Parking Management Team from 6:30-7:30 pm to learn about the recommended parking management strategies for the downtown study area. Join the conversation, March 2, 6:30 pm: https://us06web.zoom.us/j/82610766863 Virtual engagement will take place on Zoom. Please be advised that this info session will be recorded. Learn more at LetsTalk.Kamloops.ca/Parking.

https://www.kamloops.ca/our-community/news-events/events-calendar/downtown-parking-management-plan-information-session

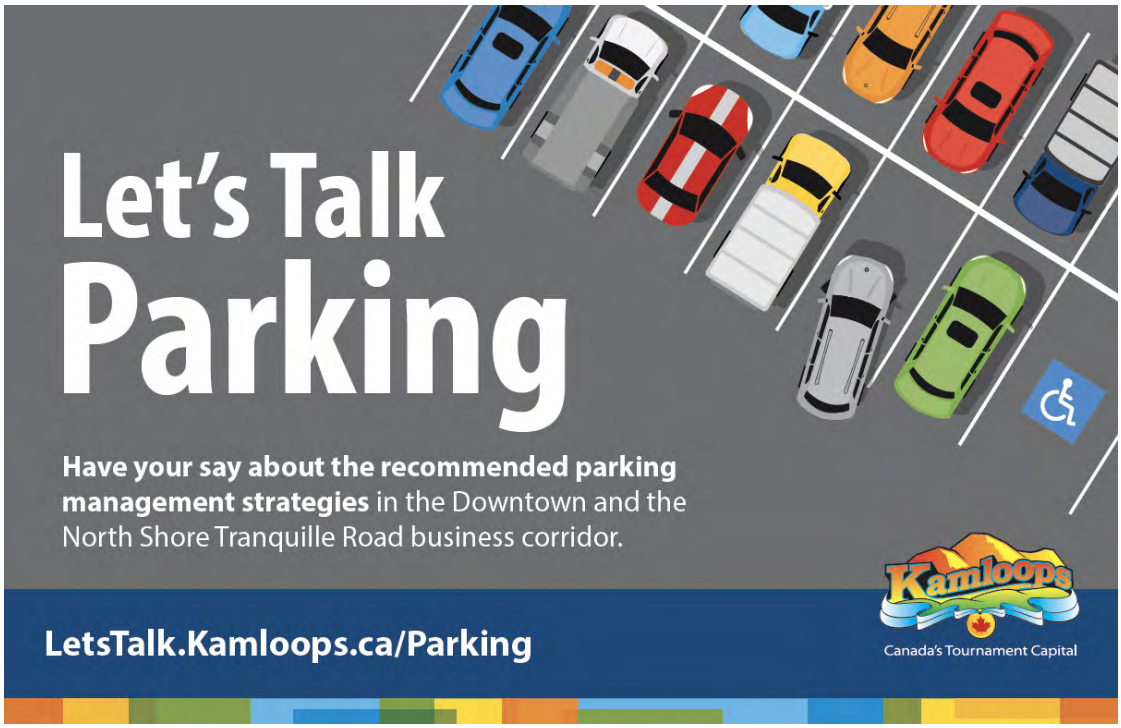
WEBSITE VISITS
99.7k

COVERAGE VIEWS
669

SOCIAL ENGAGEMENT
0

MAILER TO KAMLOOPS RESIDENTS

35,175 postcards were delivered to the residents of Kamloops, plus an additional **835** cards were mailed to businesses in the study areas.





ENGAGEMENT + WHAT WE HEARD

DESCRIPTION

Four online project information sessions were held **March 1 and March 2, 2022** and a survey for each the North Shore and the Downtown study areas were open **February 22 to March 28, 2022**.

The Project Team presented an overview of the project, the results of the intensive one-year data collection program, and the key findings from the first round of stakeholder and public consultation. That information together with industry parking management best-practices provided the background to the short-term and long-term parking management issues identified and the corresponding recommended mitigation strategies. Issues and strategies were explained with time provided for participants to raise questions.

ENGAGEMENT AT A GLANCE

2

North Shore Focused Online Sessions - Public + Stakeholders

2

Downtown Focused Sessions - Public + Stakeholders

35

People attended the North Shore and Downtown Stakeholder + Public Information Sessions

424

People Completed North Shore Survey

639

People Completed Downtown Survey

25%

Downtown survey respondents own a business in the study area

380

Comments re. North Shore Recommended Strategies

382

Comments re. Downtown Recommended Strategies

DESCRIPTION

Short-term parking management strategies that received the highest level of consensus...

Survey respondents were asked to rate their level of agreement on a total of twelve short-term (0-5 Year) parking management strategies to mitigate the following issues identified in the North Shore study area:

1. Limited on-street parking along some areas of the Tranquille business corridor.
2. Locations of parking impacts safety along the Tranquille business corridor.
3. Insufficient parking spaces for persons with disabilities.
4. Insufficient loading zones for commercial vehicles.
5. People using an on-street parking space all day.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. Review unsafe intersections for mitigations (i.e. pedestrian signals and visibility) - Agree 84% Disagree 8% Neutral 8%
2. Review opportunities to increase the number of on-street parking spaces - Agree 74% Disagree 17% Neutral 9%
3. Time-restrict loading zones to allow others to park- Agree 74% Disagree 8% Neutral 18%
4. Monitor disability parking program - Agree 72% Disagree 8% Neutral 20%
5. Locate loading zones where they are most needed - Agree 71% Disagree 6% Neutral 23%

MODERATE LEVEL CONSENSUS (>50%)

1. Increase parking bylaw enforcement to discourage people parking all day on the street - Agree 69% Disagree 18% Neutral 13%
2. Relocate parking away from intersections - Agree 66% Disagree 15% Neutral 19%
3. Increase accessible parking to meet the demand - Agree 66%

NORTH SHORE TOP 5 SHORT-TERM STRATEGIES

84% Agree

Review unsafe intersections for mitigations (i.e. pedestrian signals and visibility)

74% Agree

Review opportunities to increase the number of on-street parking spaces

74% Agree

Time-restrict loading zones to allow others to park

72% Agree

Monitor Disability Parking Permit program

71% Agree

Locate loading zones where they are most needed

DESCRIPTION

Feedback corresponds with the issues and parking management strategies identified in the survey, however there are a number of comments that indicate interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as short-term strategies.



https://releasd.com/pages/UtGbdBwFOQCzvG5HC7dB3kOM5Sw8NOOSMqiO-IOs-Q4=#widget-1588457

NORTH SHORE SHORT-TERM (0-5 YEARS)
PARKING MANAGEMENT STRATEGY CONSENSUS + COMMENTS

Parking Issues:

1. Limited on-street parking along some areas of the Tranquille business corridor.
2. Locations of parking impacts safety along the Tranquille business corridor.
3. Insufficient parking spaces for persons with disabilities.
4. Insufficient loading zones for commercial vehicles.
5. People using an on-street parking space all day.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. **Review unsafe intersections for mitigations (i.e. pedestrian signals and visibility)**
   Agree 84% Disagree 8% Neutral 8%
2. **Review opportunities to increase the number of on-street parking spaces**
   Agree 74% Disagree 17% Neutral 9%
3. **Time-restrict loading zones to allow others to park**
   Agree 74% Disagree 8% Neutral 18%
4. **Monitor disability parking program**
   Agree 72% Disagree 8% Neutral 20%
5. **Locate loading zones where they are most needed**
   Agree 71% Disagree 6% Neutral 23%

MODERATE LEVEL CONSENSUS (>50%)

6. **Increase parking bylaw enforcement to discourage people parking all day on the street**
   Agree 69% Disagree 18% Neutral 13%
7. **Relocate parking away from intersections**
   Agree 66% Disagree 15% Neutral 19%

8. **Increase accessible parking to meet the demand**
   Agree 66% Disagree 9% Neutral 25%

9. **Increase parking bylaw enforcement**
   Agree 57% Disagree 21% Neutral 22%

LOW LEVEL CONSENSUS (=<50%)

10. **Reduce parking time limit to 1 hour in select areas**
    Agree 50% Disagree 31% Neutral 19%

11. **Develop app for delivery drivers that indicates parking availability**
    Agree 48% Disagree 18% Neutral 34%

12. **Increase parking bylaw enforcement**
    Agree 46% Disagree 27% Neutral 27%

When asked *"Do you have any comments about the recommended short-term strategies?"*

Feedback corresponds with the issues and parking management strategies identified in the survey, however there are a number of comments that indicate interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as short-term strategies.

These comments are grouped below and followed by all comments received.

The North Shore is extremely well positioned to benefit from better transit and active infrastructure connections. Parking management ultimately is not about parking, but about ensuring functional, safe, convenient alternatives to driving single occupancy vehicles. Short term parking solutions need to focus on transit frequency and route examination, and "pop-up" protected cycleways.

I favour public transportation over private parking issues.

I support a human centric rather than car centric approach to community planning whereby active transportation is strongly encouraged and supported financially. Consideration for SECURE bicycle storage is an important consideration if we are to achieve City and Provincial goals for active transportation.

Deciding parking without addressing poor cycling and pedestrian infrastructure is favoring vehicle transportation over other solutions. I would be in favor of removing one side of Tranquille to parking and making a separated bike lane (not shared pathway which do not serve either cyclists or pedestrians well) to allow bicyclists to go up and down the corridor safely. L

Looking at parking solutions without addressing changing priorities towards cycling means that there is still not a safe way to cycle the corridor.

Create more bike paths, secure and safe bike storage, promote ornery modes of transportation.
The real issue is the area is not designed to be walkable. Making the corridor walk and bike friendly would reduce the amount of parking needed. A solution would be making Tranquille a one-way street would allow for the removal of one lane of traffic to increase space for better modes of transportation.

• • •

There are too many people parking in front of private residences all day long. This is because there is no planning or consideration when new buildings are built eg. library square and renfrew ave. This causes confrontation with drivers and residences.

I think it's a good idea.

Parking times should not be less than 2 hours in any area. Parking for appointments, going for lunch can often take longer than 1 hour. To park and then walk to several businesses on Tranquille within a block or two can take longer than 1 hour and it doesn't make sense to leave your parking place to try to find another spot less than a block away. This would be another deterrent to my shopping locally.

There should not be any residential on street parking. Each unit should supply off-street parking for safety and maintenance.

I think there should be more Express Stalls like there are downtown, with 15-20 minute parking, for a quick pick-up or drop-off situation. I do not think that the North Shore should become metered.

I don't like the idea of having pay parking as that discourages shopping. That's why a lot of people don't shop downtown.

Stop giving variances to developers developing residential and commercial space along Tranquille. The City continues to densify the area without any parking strategy. The issue is a lot larger than street parking and I hope to see a parkade in the near future.

Keep parking time limit up to at least 2h, to allow for longer visits to doctor appointments, dining out, theatre etc.

Create short term parking, say 30 minutes in business frontage.

Install meter parking with stepped up daytime enforcement. Limit parking times during daytime.

Limiting on street parking (to discourage all day parking) will possibly have an impact on local businesses who may not have enough parking for their employees.

It is so unclear when you are looking for parking, faded paint for crosswalks and loading zones, leaves me unsure if I am parking legally, it's also so unsafe feeling - you need more bi-law and maybe more police presence.

There needs to be better monitoring or awareness of the crosswalks. Not just on the Shore but all over town. There are plenty of times I as a disabled woman have gone to cross the street and cannot because a car whizzes passed. I was almost hit last year in a rear-ender. Thank goodness I was spared, but there is always the chance. Now I know I am not the only one that has a problem.

Thank you for your time and Consideration.

Strengthen law enforcement, make traffic more standardized.

People parked all day on the street is a symptom of the parking problem. If sufficient parking was available....I would support stepped up enforcement.

Please do not install any more of the awful parking meters that are being used in the downtown south side of Kamloops. They discourage business, many people hate using them or will not use them at all, and will shop at malls instead, avoiding the business area as much as possible as a result.

It is not the responsibility of the City to monitor the disability parking program, nor is it the responsibility of the City to develop/monitor/run an app for parking availability.

I think reduced parking time is good if it's 2 hours which is more reasonable. I do not ever want to see paid parking on the north shore . I would like to see downtown paid parking removed as well and just change it to limited 2 hour parking as it is on residential side roads .

Parking costs is ridiculous way for city to get free money . All our costs keep going up, parking should be free just reduce it to 2 hours. Have a vehicle that goes around and marks tires to see if they have been there longer than 2 hours.

2 hour instead of proposed 1 hour parking.

Just as a person with disabilities, it is nearly impossible to find spots downtown. London drugs parking lot always have people parked in the disabled parking spots without placards.
I am not sure why the Northshore is relegated to 1hr parking. There are restaurants along the main corridor and customers that require longer parking and there is no other access to park off the main corridor that most would consider "safe" on the Northshore. There seems to be parking available along the main corrider and wouldn't want to see it reduced space wise other than to make intersections/crosswalks safer if required.

Your questions about safety are worded in a way that would be stupid to answer in the negative. Restaurant patios in the downtown have served their purpose, remove them now!

More off street and on street parking is needed in the downtown now.

No, just need more parking is all. Thank you very much.

(1). Disabled parking need enforcement. Those spots are not for the convenience of a disabled person driving their able-bodied shopper and then waiting in the car while the able-bodied person goes shopping. That's abuse of the program. If the disabled person isn't the one going into the business or store, then they should be ticketed for using that spot. There are others legitimately wanting to use it who circle the parking lots waiting. I've watched this at grocery stores. (2) Put a time limit on a disables spot where there are more than one parking spots. This will help to ensure turnover of those spots, too.

I've never had a problem finding a parking spot when I have wanted one.

I feel that if you restrict parking as it has been downtown people will not come to the businesses on the North Shore. This will be devastating for businesses.

I favour on street parking for people with limited mobility and for supply delivery as necessary.

To be honest I haven't really noticed too many issues along the Tranquille business corridor, but I am aware that problems exist. With new developments and revitalization comes increased flow and parking issues. In some respects lot parking along this corridor is non-existent, and should perhaps be increased if possible.

One hour parking is too short to allow for dinning at restaurants or medical appointments. Recommend two hours.

I feel if possible for short and long term parking is to have diagonal parking, this type of parking can hold more cars, is safe to drive in and out and i think looks esthetically better on the street.

Do Not Place parking meters on Tranquille Corridor.

Enforce Free Street Parking Time Limit's.

If you must place parking meters on the Tranquille Corridor clearly disclose how the revenue will be spent, and enshrine it in legislation.

Don't just drop it in general revenue, where it will disappear into a black hole.

Reduce parking time limit to 3 hours.

Increasing patrolling of Parking, and warning notices of excessive parking time would probably be helpful.

Make sure that people who don't obey the regulation wold be charge

I have medical appointments that are for an hour, which means at least an hour and a half as you have to be there early, then getting dressed again after the appointment.

People should not park all day.

Tranquille corridor needs a lot of upgrading, updating and security improvement before paid parking is implemented. I'm a confident male and avoid this area if possible. I feel sorry for the businesses.

With planned expansion of Bright Eyes, where do they expect the added clientele to park? Parking in that area is already atrocious & simply cannot accommodate more customers. As well, the brewery needs handicap parking.

Improvement strategy.

As I live in an area affected by poor parking management, I can rarely park within a reasonable distance of my own residence. I won't go into the details here but suffice it to say the average home owner that lives near a commercial corridor feels unrepresented by city council.

Parking limit needs to be at least two hours

I recommend a much slower traffic zone on tranquille in specific locations that will promote safety and developing angle parking on street sides that will allow for more parking much like Wallace St in Hope BC. This will encourage slower traffic & a more walk friendly area.

I hope we can expand the location of the parking lot, so that there are more parking places.
Actually start to patrol for over two hour violators.. Not being done now. Increase fines as a better deterrent for parking violations...

Increase fines for parking violaters to better deter.. Actually patrol for two hour violaters.. This is not being done.. When questioning bylaws on this on the phone 'she' (not sure name) gets very confrontation saying they do send.. My video surveilance shows differently.. As does employees that park all day on tranquille.. Everyday.. Cheers!! Spero house for example...

No meters.

I don't think the safety issues on Tranquille have anything to do with parking. People flat out refuse to stop for pedestrians at crosswalks. Multiple times I have stood in front of the cross walk by bright eye and waited 5-8 cars for someone to stop at the crosswalk, and then it's a crapshoot if the car coming the other way will also stop.

There has never been a parking problem for me on the Tranquille corridor.

Overall, for what is available, I think things are being handles as best they could be. The main problem is that there is not enough parking available. Perhaps this could not have been predicted but it should help for future developments and plans. Parking needs to be included in future plans.

I feel that 1 hour parking is not sufficient. If a person has a medical appointment, legal appointment etc, it could easily be longer than 1 hour. I suggest 1-3 hour option.

Regarding loading zones, there should be no public parking at all. This should be for loading only. This could possibly be limited by having a loading zone during the daytime business hours only and not after 6 pm for example.

There needs to be more enforcement of disabled parking. There are too many people that do not respect this.

As a resident of Tranquille Business Corridor, there are significant issues both with parking and traffic along that corridor.

Pedestrian safety is a huge risk, as the number of uncontrolled crosswalks is far too high. Even the upgraded crosswalks aren't very safe, as most folks travel that corridor doing at least 10 km/h above the speed limit. More bulb-out areas and increased safety lighting need to be installed to ensure no one gets hit by a motorist.

I'm also of the mind that the city needs to add individual parking space markers and signage, as well as pay

Designated parking areas/lots, vs. [parallel] parking on the street.

If a vehicle-vehicle accident or vehicle-person accident will happen, I imagine "on the street" is more likely than a parking area.

Parking limited to one hour is not enough time for activities such as attending medical appointments or going for dinner. We think it should be two hours. One hour parking is inconvenient and will potentially cause people will shop and socialize someplace else.

We need to improve the Tranquille to Fortune access for vehicles heading downtown from the Northshore. When the bus terminal was developed, it used one of the main roads drivers could go from Tranquille to Fortune. There needs to be a turning lane at both ends of Vernon or something added to other streets to make it more possible. This will encourage more cars just 'passing through' to use Fortune and stay of Tranquille (with more parking and pedestrians).

Except for London Drugs that has available parking, we do not shop downtown due to poor parking and pain in the butt parking meters.

I would not like to see paid parking in this area.

If implemented, just another reason to not shop the businesses in the area.

I think that developing an app for delivery drivers is a huge waste of money that could be spent elsewhere;

North Shore shopping on Tranquille works, leave it alone, I have NEVER had a problem finding a spot and safety WON'T be improved by pay parking !! 45 plus years of shopping in the North shore.

Rationalization.

Offer some variety of short (15-45 min) and mid (2-4 hr) time slots for On-street parking.

I hope we can expand the location of the parking lot, so that there are more parking places.
Sometimes there is not enough parking for people working along Tranquile and they have to park along the street. To minimize their time to 1 hour sounds like just another ash grab.

Using online paying.

I have lived on Oak Road for 27 years and with the exception of shopping and doing business with larger big box stores have always shopped and used services on the North shore and never found parking to be an issue as it is on the South Shore. Many places still have their own parking lots. I feel that paid metered parking would be a good way to ensure people go to other areas of town where there are more options parking or otherwise. Plus given the increase in addicts and street people along the tranquille corridor that has caused some businesses to shut down completely. I think having pay stations would increase the risk of harm to those while paying for their parking as well as providing an income source for those inclined to break into them.

Until Tranquille Road is "cleaned" up and has more businesses on it I think that there should not be paid parking. What has been done is great but not a lot to make folks want to make a trip there. Some sections of Tranquille Road are great but others leave a lot to be done to improve.

To have safe parking.

Paid parking not required. Just use the old method!! Chalk mark on the tire!! 1 hour max!! easy and cheap to monitor!!

The city's position blind to allow new developers to build without proper amount of parking Sucks.

Reducing time limits to 2 hours seems more reasonable than 1..... lunch and shopping a bit takes more than an hour.

2 hour time limit. 1 hour is barely long enough to sit down and have dinner.

In my opinion when we have to pay to park we limit where we shop. We very rarely shop down town due to the pay for parking.

2 hour parking near restaurants/ breweries would be more appropriate. Or 1st 2h free parking then charge $ after that.

More enforcement will lead to much higher costs. Signage can fix a lot of problems. Many of the businesses can be accessed from alleys and deliveries - including take-out services could utilize that for short-term parking/delivery/pick-up.

Institute paid parking on streets in business areas.

More free 15 minute spaces for quick pickups.

Simple line painting to define spaces. Consult business directly attached to spaces i.e. within 150' of spaces for input as they see how spaces are used.

My only comment is to institute parking limitations gradually in priority order so that this huge adjustment for the north shore can be absorbed step by step.

DESCRIPTION

Long-term parking management strategies that received the highest level of consensus...

Survey respondents were asked to rate their level of agreement on a total of seven long-term (+10 Years) parking management strategies to mitigate the following issues identified in the North Shore study area:

1. Public parking spaces will become less available with future development.
2. Adjacent residential streets may be impacted by future development.
3. Parking relaxations for new developments (less than the bylaw requirement) will reduce available public parking spaces and impact adjacent residential streets.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. All developments to provide adequate parking - Agree 85% Disagree 8% Neutral 7%
2. Review opportunities to increase on-street parking spaces - Agree 82% Disagree 11% Neutral 7%

MODERATE LEVEL CONSENSUS (>50%)

1. Promote sharing of parking spaces for different uses (i.e. office worker and restaurant customer share same parking spaces) in a building - Agree 69% Disagree 14% Neutral 17%
2. Provide metered parking for non-residents on residential streets - Agree 32% Disagree 56% Neutral 12%
3. Provide metered parking along the Tranquille corridor - Agree 35% Disagree 54% Neutral 11%

LOW LEVEL CONSENSUS (=<50%)

1. Consider implementing a Residential Parking Permit program - Agree 50% Disagree 42% Neutral 8%

NORTH SHORE TOP 5 LONG-TERM STRATEGIES

85% Agree

All developments to provide adequate parking

82% Agree

Review opportunities to increase on-street parking spaces

69% Agree

Promote sharing of parking spaces for different uses (i.e. office worker and restaura...

56% Disagree

Provide metered parking for non-residents on residential streets

54% Disagree

Provide metered parking along the Tranquille corridor

DESCRIPTION

Feedback corresponds with the issues and parking management strategies identified in the survey. Similar to the comments received about the short-term issues and strategies, there are a number of comments that also indicate an interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as long-term strategies.



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NORTH SHORE LONG-TERM (+10 YEARS)
PARKING MANAGEMENT STRATEGY CONSENSUS + COMMENTS

Parking Issues:

1. **Public parking spaces will become less available with future development.**

2. **Adjacent residential streets may be impacted by future development.**

3. **Parking relaxations for new developments (less than the bylaw requirement) will reduce available public parking spaces and impact adjacent residential streets.**

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. **All developments to provide adequate parking**
   Agree 85% Disagree 8% Neutral 7%

2. **Review opportunities to increase on-street parking spaces**
   Agree 82% Disagree 11% Neutral 7%

MODERATE LEVEL CONSENSUS (>50%)

3. **Promote sharing of parking spaces for different uses (i.e. office worker and restaurant customer share same parking spaces) in a building**
   Agree 69% Disagree 14% Neutral 17%

4. **Provide metered parking for non-residents on residential streets**
   Agree 32% **Disagree 56%** Neutral 12%

5. **Provide metered parking along the Tranquille corridor**
   Agree 35% **Disagree 54%** Neutral 11%

LOW LEVEL CONSENSUS (=<50%)

6. **Consider implementing a Residential Parking Permit program**
   Agree 50% Disagree 42% Neutral 8%

7. **Increase parking bylaw enforcement**
   Agree 50% Disagree 25% Neutral 25%

When asked *"Do you have any comments about the recommended long-term strategies?"*

Feedback corresponds with the issues and parking management strategies identified in the survey, however there are a number of comments that indicate interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as long-term strategies.

These comments are grouped below and followed by all comments received.

There is no mention in the parking management plan of bringing carshare to Kamloops. Many residents of downtown and the north shore might consider owning fewer (or no) personal vehicle if there was a viable carshare program.

Finally, as we all come to grips with the reality of climate change, cities need to make decisions that discourage the use of personal vehicles, and facilitate the use of alternatives. Cities need transportation plans, not vehicle storage plans.

A more efficient transit system from outlying areas and popular routes within the City area of Kamloops so that riding public can actually use the transit system reliably and efficiently. People drive cars and other vehicles into the city more, simply because the transit system does not depart often enough and therefore is very dysfunctional. More cars may be left at home if the transit system from outlying areas functioned properly.

As the mix of businesses and accommodation improves, more people will move away from vehicle ownership. Also, improved transit will reduce the need for cars and parking, this the City can be flexible with new developments.

As noted in the short-term section...important to consider, plan and provide SECURE bicycle parking.

Is the transit system going to improve?
Transit incentives.

Trolleys.

Add walkability to the corridor and there would be less need for parking.

Provide bus service for more residents. Example, every day a bus goes right by my house on its way to its first stop but I would have to walk a kilometre to catch the same Bus. Others in this community talk about the same issue at Sunset Ridge.

Long-term, I feel that the City will need to work towards a shift in priorities away from parking in the downtown and Tranquille Road corridors and towards creating safe cycling infrastructure.

Roadside parking and safe cycling lanes are not really mutually compatible. I would like to see some of the defunct buildings along Tranquille Road torn down to create car parks for the use of people doing business in the area in order to free up the roadsides for separated bike lanes.

...

Stop giving parking variances to any and all new developments.

All new developments should be required to provide adequate parking for employees, volunteers, and customers. This should have been addressed in the early stages of planning the Tranquille Corridor development. No development should result in the loss of current parking. As an example...The Ridgeview Lodge facility on Desmond Street was allowed to build without providing off road parking for visitors. Desmond is a busy vehicle, pedestrian street. Parked vehicles are often edging onto the roadway even in the non-snow months. During winter months after sidewalk shoveling and road plowing the parked vehicles extending onto the street can cause issues for street traffic. While this specific situation will not likely happen on Tranquille, it is just an example of a development that should have been required to provide adequate parking. New developments should not result in a deletion of existing parking.

When secondary suite issue came up people strongly made it clear that no on street parking be available but required to make off street parking for each suite and residents
I think that all new developments should require parking spaces for each unit. And visitor parking! A friend lives in Library Square and there is no visitor parking available, only 2 hours in the outside lot, which is totally inefficient if you are having dinner or want to stay overnight. The only option is to park on a residential street. I think that Residential Permits would only add stress for people who can't find a parking spot on the main streets.

Parking permits for residents need to carry a cost. Free parking is a massive drain on the urban fabric. If cities provide alternatives to car dependence, many people will choose to forgo car ownership, thus decreasing the need for parking. Additionally, directly visible costs (the need to pay for parking) induce both complaints, but more importantly, behavioural change. If 10% of people alter their behaviour to choose something other than a car to both store and commute, the City sees substantial decreases in parking pressure.

Please don't suggest that parking minimums for developers are a necessary thing. The cost of parking space development is passed directly to the person who ultimately buys the property. That cost is born by that individual regardless of whether or not they own a car. If the developer feels they can sell units that don't include parking, and feels that the lower price (due to not having to pay for parking stall development) counteracts the lack of a dedicated parking space, the developer should be the one making the decision.

Build a multi-story parkade with an art installation (like Lansdowne) so that it does not take away from the character of the neighbourhood. There is not enough parking and the strategies suggested will not mitigate the increasing long-term shortages.

New developments must provide ample parking for their tenants and residents. Ensure enough parking to support more commercial visits to businesses on Tranquille Road.

All new developments must provide sufficient and adequate for staff, clients and visitor
I don't think the people and businesses will benefit by implementing pay parking/meters. This has affected the Victoria Street businesses. Do not add pay parking to the North Shore. Find another solution.

Strengthen law enforcement, make traffic more standardized.

For Gods sake go back to the coin meters. (OK, I am a boomer) Right now I would not support resident only permits....improve the availability and then implement it. The reality is cars will go to stores....pretending that isn't so may make some feel good about themselves but solves none of the problems.

The residential parking permit should be free. Folks shouldn't have to pay to park at their house.

I do not want to see paid parking or a resident parking permit program unless it's like downtown where 2 hour parking time limits unless you have a resident pass.

Stop allowing Strata Developers and the like to reduce their required parking requirements for their buildings/residential/commercial and to provide one parking stall at min for all owners/tenants. Kamloops doesn't have enough public transit infrastructure that is dependable to support people not having cars.

I agree with removing parking minimums for new development (as was done in City of Edmonton). Parking is expensive. Too many empty parking lots means that there is dead space that is not conducive to people and places. Everyone wants the privilege to park in front of their building 100% of the time. When I go to businesses on Tranquille, I never have to park more than 1/2 block away. People are willing to walk farther than that.

This should not be a long-term project you needed to start doing something 5 years ago.

Nice that Bachelor Heights doesn't even make the list😡

I would need more information about "residential parking program " before making judgment on it.

I feel businesses will be choked out with paid parking. Residential places need to provide their own parking.

In all actuality the pace of development in Kamloops is quite rapid, especially on the North Shore. With regard to parking, city planners have to work more closely with other departments, whether it be TNRD building inspectors, City Council officials, Public Transit, Emergency Services, Parking Management, etc. It must be understood that one development affects another; parking, traffic flow, and traffic congestion being only part of the problem. The fact that not all businesses can support their own parking will always be an issue, small businesses such as Mino's restaurant for example can only rely on street parking. Whenever possible large developments should be required to include provisions for parking, either above ground or below, especially handicap parking.

People who live on or close to Tranquille require parking out of necessity.

I feel the north shore does not have the same shopping, restaurant that downtown has so the parking should be different, until the shopping, restaurants etc increase parking strategy should be different. I now live in Heffley Creek but lived in Kamloops for over 50 yrs and still shop there daily.

The development of the business district as a walking street only, with an allocated parking area at either end, would be very attractive to me as a young resident of the north shore. I know this is often disliked by those who prefer or are required to park immediately outside of their preferred business, however knowing there is an adequate parking lot with a plan to walk, similar to Calgary and Vancouver downtown core, is very appealing and makes the street feel safer with a family. This increases the citys walkability, and the likelihood of getting parking in front of the preferred business is slim-to-none anyway. This response is also likely most applicable to the downtown Main Street.

Personally I avoid areas without parking spaces and that enforce paid parking.

We all pay taxes for our City. Why would one area get an advantage for parking, when all of us pay taxes. If one area wants private street parking, charge them a fee that would be used to increase parking for other citizens. This fee would not have to be tied into one spot, but for a particular street. The monies raised could be used for improved parking for other citizens or for a parking mall.

I like the idea of shared parking. Perhaps create an app that allows the "owner/parking pass holder" to share/sublet their spot availability with someone else when they are not using it (for a fee, of course). Numbered spots, you check the app to see what is available for the time that you need it, reserve and pay. Money goes into a digital wallet for pass holder. This could work anywhere.

Disagree with paid parking.

Free parking anywhere in the city for EVs would also contribute to the City's climate action initiatives.

Trend-setter.

Why in the hell would you cut down required spaces for new developments. you are forcing people to take up parking on the street. City council is to blame, don't' put in meters and quit buying up hotels for crackheads.

Your long-term strategies are poorly described so until you actually communicate clearly you are just another waste of time.

Building developments should have to provide suitable parking for tenants/owners and visitors on private property. Get the residents off the street.

As buildings are being built, more consideration to those residents for safe parking.

Consider building a small parkade somewhere on the North shore that is a bit central to businesses? Residential permits would be a great idea if more apartment complexes are built without a certain # of parking spaces (we already have a housing issue - limiting rental apartment spaces because there isn't enough parking seems ridiculous).

Develop safe angle street parking in higher traffic areas, while lowering speed zones and inviting more community minded areas in the downtown North Shore.

Really believe that making my customers pay to park and run into my business for supplies will decrease business.. Possibly encourage customers to go shop online more.. the influx of transient populations around my area is already scaring some customers away...

No parking meters on Tranquille..unless businesses that have them in there area are fully consulted. And actually listen to what they have to say…on another note..I own two businesses and property on the Tranquille corridor… would love to live by work but the criminal aspect and hard core drug addicted keeps me from doing so..places like the loop and yes ask wellness create a safe haven for drug addicts bringing them in hoards to this area. Something needs to change. Last couple years have been tough…this has hurt our business and adding parking meters will hurt it even further.

No meters.

Ensure that new developments provide a parking spot for each apartment in their complex.

Have a plan in place that addresses parking for all new developments. Encouraging bike use isn't going to be much benefit in Kamloops climate. The bus system is abysmal and car pooling will have limited impact. The use on automobiles has increased rapidly and will continue to increase. People want to use their cars, it's convenient and that's human nature. Long term - more parking is needed.

Need parking area other than on street to service business within walking distance to every two block area.

I have concerns about a residential parking permit program because this removes a lot of customer parking for businesses. Suggestion is residential parking after business hours in certain areas.

Has the city considered building a parkade or encouraging new developments to build a parade along the Tranquille Corridor?

The strategy of a residential parking permit for those who live in the area is definitely required.

Perhaps block off some of the side streets to local traffic only? Would make it safer for pedestrians and cyclists and discourage non resident parking.

Long-term strategies: Build up. IE the parking lot next to The Plaza on Victoria, make it a 5 storey parking lot with businesses on the ground level.

Again they will deter shopping. Bad enough people have to negotiate the garbage and street people. Welcome to the mini downtown eastside.

I disagree with parking minimums through the city's bylaws - we should be supporting more active transportation/cycling/walking and allow the development community the opportunity to create new developments with parking maximums. Spend more $$ on bike parking than SOV parking in the long-term

No meters please.

Unique.

We can be more creative in the way we use current spaces. If a residential spot becomes free during the day because the person who lives there works somewhere else, then a daytime worker could park in a residential spot during working hours. Win-win.

I hope we can expand the location of the parking lot, so that there are more parking places.

I believe for many areas of town but especially the north shore we need increased policing or at least increased bylaw services to address the number of vagrants and drug users loitering around harassing the public and causing mischief and vandalism if not outright theft to local businesses.

Bury the electric lines to make the north shore look pretty.

Live downtown but work in North Kamloops.

In my opinion, any new builds need to include below ground or at ground parking to accommodate the intended usage: one space per residential unit, three units per professional unit, six units per commercial unit. The Tranquille area will not be able to accommodate on-street parking for all of the planned developments, and the civil planning and engineering offices need to adjust accordingly when approving future development plans.

Strongly agree that new developments should have to put in adequate parking themselves. It's ridiculous that they don't have to do that currently.

Recent thoughts of having only a fraction of units covered with parking spots just does not make sense. If increased numbers of vehicles are expected with increased densification of the corridor, then why does council not think mandatory provision of parking for tenants and businesses, in the same way it had to be for legal suites? Residential parking permits have proven to work in the side streets of the downtown area, but parking of private vehicles should be accommodated on the respective property. (The parking of vehicles on the boulevard in many neighbourhoods make our city look very trashy!) This type of requirement frees up a lot of space for business parking along Tranquille Rd.

Parks, or parking for parks should be no charge, first come first serve basis.

Good job leaving out Bachelor Heights and Westmount but including all the sub areas of Downtown, Sahali, etc - and even TRU for godsakes....

It is so unclear when you are looking for parking, faded paint for crosswalks and loading zones, leaves me unsure if I am parking legally, it's also so unsafe feeling - you need more bi-law and maybe more police presence.

There needs to be better monitoring or awareness of the crosswalks. Not just on the Shore but all over town. There are plenty of times I as a disabled woman have gone to cross the street and cannot because a car whizzes passed. I was almost hit last year in a rear-ender. Thank goodness I was spared, but there is always the chance. Now I know I am not the only one that has a problem.

Thank you for your time and Consideration.

People parked all day on the street is a symptom of the parking problem. If sufficient parking was available....I would support stepped up enforcement.

Please do not install any more of the awful parking meters that are being used in the downtown south side of Kamloops. They discourage business, many people hate using them or will not use them at all, and will shop at malls instead, avoiding the business area as much as possible as a result.

I think reduced parking time is good if it's 2 hours which is more reasonable. I do not ever want to see paid parking on the north shore. I would like to see downtown paid parking removed as well and just change it to limited 2 hour parking as it is on residential side roads.

Parking costs is ridiculous way for city to get free money. All our costs keep going up, parking should be free just reduce it to 2 hours. Have a vehicle that goes around and marks tires to see if they have been there longer than 2 hours.

I hope we can expand the location of the parking lot, so that there are more parking places.

Sometimes there is not enough parking for people working along Tranquile and they have to park along the street. To minimize their time to 1 hour sounds like just another ash grab.
Using online paying.

I have lived on Oak Road for 27 years and with the exception of shopping and doing business with larger big box stores have always shopped and used services on the North shore and never found parking to be an issue as it is on the South Shore. Many places still have their own parking lots. I feel that paid metered parking would be a good way to ensure people go to other areas of town where there are more options parking or otherwise. Plus given the increase in addicts and street people along the tranquille corridor that has caused some businesses to shut down completely. I think having pay stations would increase the risk of harm to those while paying for their parking as well as providing an income source for those inclined to break into them.

I hope we can expand the location of the parking lot, so that there are more parking places.
Sometimes there is not enough parking for people working along Tranquile and they have to park along the street. To minimize their time to 1 hour sounds like just another ash grab.

I feel that if you restrict parking as it has been downtown people will not come to the businesses on the North Shore. This will be devastating for businesses.

I favour on street parking for people with limited mobility and for supply delivery as necessary.

2 hour instead of proposed 1 hour parking.

The city's position blind to allow new developers to build without proper amount of parking Sucks.

Reducing time limits to 2 hours seems more reasonable than 1..... lunch and shopping a bit takes more than an hour.

To be honest I haven't really noticed too many issues along the Tranquille business corridor, but I am aware that problems exist. With new developments and revitalization comes increased flow and parking issues. In some respects lot parking along this corridor is non-existent, and should perhaps be increased if possible.

One hour parking is too short to allow for dinning at restaurants or medical appointments. Recommend two hours.

I feel if possible for short and long term parking is to have diagonal parking, this type of parking can hold more cars, is safe to drive in and out and i think looks esthetically better on the street.

Do Not Place parking meters on Tranquille Corridor.

Enforce Free Street Parking Time Limit's.

Until Tranquille Road is "cleaned" up and has more businesses on it I think that there should not be paid parking. What has been done is great but not a lot to make folks want to make a trip there. Some sections of Tranquille Road are great but others leave a lot to be done to improve.

To have safe parking.

Paid parking not required. Just use the old method!! Chalk mark on the tire!! 1 hour max!! easy and cheap to monitor!!

Using online paying.

I have lived on Oak Road for 27 years and with the exception of shopping and doing business with larger big box stores have always shopped and used services on the North shore and never found parking to be an issue as it is on the South Shore. Many places still have their own parking lots. I feel that paid metered parking would be a good way to ensure people go to other areas of town where there are more options parking or otherwise. Plus given the increase in addicts and street people along the tranquille corridor that has caused some businesses to shut down completely. I think having pay stations would increase the risk of harm to those while paying for their parking as well as providing an income source for those inclined to break into them.

DESCRIPTION

Short-term parking management strategies that received the highest level of consensus...

Survey respondents were asked to rate their level of agreement on a total of eighteen short-term (0-5 Year) parking management strategies to mitigate the following issues identified in the Downtown study area:

1. Limited on-street parking in areas of the Downtown.
2. People using an on-street parking space all day.
3. Existing parkades and surface lots are not fully utilized.
4. Parking is spilling into adjacent residential communities.
5. Insufficient parking spaces for persons with disabilities.
6. Insufficient loading zones for commercial vehicles.
7. Parking availability is impacted by events such as concerts, hockey games, tournaments, and events.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. Relocate employees and all-day visitors to off-street facilities such as parkades and surface lots - Agree 71% Disagree 16% Neutral 13%

MODERATE LEVEL CONSENSUS (>50%)

1. Provide wayfinding/directional signage to parking - Agree 66% Disagree 12% Neutral 22%
2. Monitor Disability Parking Permit program - Agree 65% Disagree 12% Neutral 23%
3. Provide wayfinding/directional signage to parkades - Agree 64% Disagree 14% Neutral 22%
4. Locate loading zones where they are most needed - Agree 64% Disagree 14% Neutral 22%
5. Lower parking rates in public parkades - Agree 63% Disagree 15% Neutral 22%
6. Time-restrict loading zones to allow others to park - Agree 62% Disagree 15% Neutral 23%

DOWNTOWN TOP 5 SHORT-TERM STRATEGIES

71% Agree

Relocate employees and all-day visitors to off-street facilities such as parkades and...

66% Agree

Provide wayfinding/directional signage to parking

65% Agree

Monitor Disability Parking Permit program

64% Agree

Provide wayfinding/directional signage to parkades

64% Agree

Locate loading zones where they are most needed

DESCRIPTION

Feedback corresponds with the issues and parking management strategies identified in the survey, however there are a number of comments that indicate interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as short-term strategies.



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DOWNTOWN SHORT-TERM (0-5 YEARS)
PARKING MANAGEMENT STRATEGY CONSENSUS + COMMENTS

Parking Issues:

1. Limited on-street parking in areas of the Downtown.
2. People using an on-street parking space all day.
3. Existing parkades and surface lots are not fully utilized.
4. Parking is spilling into adjacent residential communities.
5. Insufficient parking spaces for persons with disabilities.
6. Insufficient loading zones for commercial vehicles.
7. Parking availability is impacted by events such as concerts, hockey games, tournaments, and events.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

1. **Relocate employees and all-day visitors to off-street facilities such as parkades and surface lots**
   Agree 71% Disagree 16% Neutral 13%

MODERATE LEVEL CONSENSUS (>50%)

2. **Provide wayfinding/directional signage to parking**
   Agree 66% Disagree 12% Neutral 22%

3. **Monitor Disability Parking Permit program**
   Agree 65% Disagree 12% Neutral 23%

4. **Provide wayfinding/directional signage to parkades**
   Agree 64% Disagree 14% Neutral 22%

5. **Locate loading zones where they are most needed**
   Agree 64% Disagree 14% Neutral 22%

6. **Lower parking rates in public parkades**
   Agree 63% Disagree 15% Neutral 22%

7. **Time-restrict loading zones to allow others to park**
   Agree 62% Disagree 15% Neutral 23%

8. **Increase accessible parking to meet the demand**
   Agree 60% Disagree 15% Neutral 25%

9. **Review opportunities to increase the number of on-street parking spaces**
   Agree 59% Disagree 22% Neutral 19%

10. **Coordinate parking with event management plan (i.e. advanced sale of parking)**
    Agree 57% Disagree 22% Neutral 21%

11. **Introduce parking time restrictions for non-residents**
    Agree 56% Disagree 26% Neutral 18%

12. **Reduce dedicated reserved parking in parkades**
    Agree 53% Disagree 24% Neutral 23%

LOW LEVEL CONSENSUS (=<50%)

13. **Introduce Residential Parking Permits where it doesn't currently exist**
    Agree 50% Disagree 29% Neutral 21%

14. **Develop app for delivery drivers that indicates parking availability**
    Agree 50% Disagree 18% Neutral 32%

15. **Adjust on-street parking rates to discourage all-day parkers**
    Agree 48% Disagree 31% Neutral 21%

16. **Increase parking bylaw enforcement**
    Agree 48% Disagree 25% Neutral 23%

17. **Increase parking bylaw enforcement**
    Agree 46% Disagree 26% Neutral 28%

18. **Reduce parking time limit to 1 hour in select areas**
    Agree 36% Disagree 45% Neutral 19%

When asked *"Do you have any comments about the recommended short-term strategies?"*

Feedback corresponds with the issues and parking management strategies identified in the survey, however there are a number of comments that indicate interest in including Sustainable Transportation, Active Transportation, and Transportation Demand Management as short-term strategies.

These comments are grouped below and followed by all comments received.

Kamloops has a lot of parking and it's very cheap (compared to other cities). Reducing the number of people who drive would decrease the demand for parking spots. Promoting and improving public transit would help. Secure bicycle parking would help, too (this is one thing that would get me to bike downtown more).

This only works if you are enhancing alternatives to taking a vehicle downtown: public transportation plus cycling and pedestrian safety. Changes in laws and massive public education required there. Partnering with province to protect cyclists and pedestrians better. Thank you for undertaking this initiative. The downtown needs to stay vibrant and that means people, out of their vehicles, walking, shopping, socializing. It means getting homeless off the streets and into housing.

There is ample parking Downtown Kamloops - hire the TDM Coordinator position so the City can start supporting social/behavioural changes to move us away from such a car-centric community.

I support a human centric rather than car centric approach to community planning. Incentivizing active transportation and public transit and implementing disincentives for single occupancy vehicle use (and parking) is critical to creating a vibrant community founded on wellness and equity. To encourage and support active transportation one key consideration is to provide SECURE bicycle parking (such as bicycle valet parking) in high use retail and business locations. If we achieve our City and Provincial goals for increasing active transportation less vehicular parking will be required and more real estate will become available for active transportation infrastructure and city beautification and greening. We can model our efforts on other successful cities such as Vancouver, Portland, and countries such as The Netherlands and Denmark.

I personally ride a bicycle from the North Shore for all my appointments and shopping. It is quicker than driving. The downside is a safe place to leave my bike. Locking it to a metal rack is fairly good but still risky & can't leave anything in bags. I'm hoping that with a more secure storage for bicycles that more people that can use bikes for errands and free up congestion and parking. This is a solution for people like me that are a single occupant in a vehicle and physically able to ride a bike.

This survey does not seem to address willingness to provide alternative transportation modes. In order to make downtown (and the North Shore) more attractive, we need more people travelling in fewer cars. Space for parking takes away space for vibrant economic activity. Can we please look at increasing parking fees and decreasing parking availability in conjunction with increased funding for transit, and better active transportation infrastructure. Parking facilitates driving and single occupancy vehicle use. Climate change and liveability both demand we discourage driving. The City has a responsibility though to provide convenient viable alternatives.

I have had the good fortune to witness elsewhere in Western Australia a very successful shuttle service for employees and for residents who use a circular ongoing bus service running from larger peripheral parking bays and then hop on the bus which moves through the city regularly. It reduced the amount of vehicles needing to get into the city core as the vehicles were elsewhere as people moved in to the city centre to do their shopping and other business. Possibly more of a long-term solution given what is an ongoing emerging problem. I am a downtown resident homeowner.

I'm not sure if it's in scope here, but reducing parking demand by prioritizing and investing in alternative transportation modes (walking/cycling/transit) would make a much more liveable and enjoyable downtown, as well as alleviating parking needs. Other modes should always be prioritized over single/private vehicle access and parking.

Better bike parking would make cycling easier and maybe a few people wouldn't drive.

Increase public transit. Create safe and connected multi path routes around city.

Is it possible to develop incentives for people working downtown to use public transit or cycle or walk or carpool to work? I could also see an advertising campaign that featured a frustrated driver unable to find a parking space + another driver upset at walking a long distance from their parking spot in snow or rain + someone getting off the bus near the office door looking refreshed & relaxed.

Have you considered a free shuttle service so people can park farther away from downtown and then hop on a shuttle to get dropped off downtown? The shuttles would have to run frequently.

Parking is a symptom of greater transportation issues. We must do more to encourage less car use.

Most importantly, as part of addressing perceived parking issues, we need to be thinking about improving infrastructure for alternative methods of transportation (cycling, walking, public transit), not increase parking spots. This should be both a short-term and long-term strategy.

The city needs to put more effort in to changing attitudes about driving (and the need to) while also increasing and fixing other transportation methods such as improving bus services (this is the WORST bus system I have encountered in a city by far. Whether it's correcting routes and increasing bus times and working to fix bus drivers moral to increase retention, some serious work needs to be done here!). A downtown core area should prioritize walkability, pedestrians and cyclists. NOT DRIVERS and by extension not parking. It should be uncomfortable for drivers to drive downtown. I have seen far too many pedestrians almost hit while walking across the street when it was their right away because drivers feel far to comfortable and entitled. This happens throughout Kamloops, but is especially atrocious to see in a downtown core. The solution to the "parking problem downtown" is to not need as much parking. Prioritize other modes of transportation. The people who walk/cycle/bus downtown will contribute way more socially and economically to our downtown businesses and community.

Encouragement to leave vehicles home, when possible, and use other modes of transportation needs to be part of the parking strategy.

While I realize this survey is parking focused - we need a strong effort to increase availability and convenience of transit services. If we can have more people using transit then there will be less need for parking. For example - there are no buses available for those working 12 hour shifts at the hospital - the buses do not run early enough. Also, during events there could be extra transit services. We need to move away from our focus on automobiles.

Free parking, and expanding available parking, are not in-line with either the city's climate plan or active transportation plan. We should be moving towards a future where street parking is replaced by wider sidewalks and dedicated bike lanes.

I live 3km from my work in downtown Kamloops. My employer does not provide parking. I park 8-10 blocks away from the workplace, parking is not provided by my employer. When I start work at 7am, I cannot get a bus from my neighborhood to be at work 7am. When I finish work at midnight, I cannot get a bus home.

The bus schedule in this city is completely awful. If the City would provide a functioning bus system that runs efficiently, frequently, gets people closer to where they need to go and is actually reliable I think this would have a huge impact on the shortage of parking in the downtown area.

More (and improved) sidewalks, more frequent buses, narrower roads...the list goes on. Stop mainly focusing on tourists and drivers.

Bike paths need to be improved and expanded to help people get around in ways other than with cars. Ebikes are hugely popular to help deal with the Kamloops hills, now we need better infrastructure to safely navigate. The City created bike paths, which could help reduce parking congestion downtown. But those paths are not monitored. The one on our narrow street gets overgrown by a neighbour's shrubs that actually hang out into the street. This pushes pedestrians and cyclists into the paths of oncoming cars at a blind corner. There is no sidewalk in this area. Someone is going to get hurt. Every summer, I call the city two or three times to get the shrubs cut back. The city gives the homeowner two or three weeks do to the work. And they don't do anything again until I call the City and the City calls them. In the meantime, there are dog walkers, cyclists, people with babies in strollers, all forced to walk in the roadway of a narrow street at a blind corner. There are problems with other cycle paths throughout the city. You need to put a staff member and the mayor on a bike and have them ride all of the paths at least once a month. And then fix them. And expand them. We are so far behind other cities. I don't feel safe riding on the streets in Kamloops. There are a lot of oversized trucks in this town and they are a particular hazard to cyclists.

C of K should start running a small shuttle service whereby someone could take a bus downtown and get around by shuttle. It would be great for seniors who cannot get up the hills or do long distances. I was in a major city once and spent a wonderful day shopping in downtown core (spending money). We hopped a bus near home, went downtown and got on and off a little shuttle bus 5 or 6 times. We were able to at least triple our shopping time by not having to walk far. Kamloops needs to realize it is now the 2020s. Want people to shop, dine and spend money? Make it easy for them to get around.

Need to also consider publicly accessible EV charging in the downtown, particularly for downtown-based businesses who wish to electrify their fleet but rely solely on off-street parking (or on-street parking for that matter).

Add more bike paths for a better health and better air quality, also more green space.

I think it would also be good to provide expanded transit options when events are happening. Especially considering these events often involve the consumption of alcohol, trying to reduce the number of cars people are driving to events seems like a better use of resources than accommodating an ever increasing amount of traffic.

Would it help to have better bike security? Perhaps more people would bike downtown to do errands instead of driving.

Continue the good work of making our downtown people-centric and not auto-centric – thanks.

I favour public transportation over private parking issues.

Need to also address providing more publicly accessible and secure BIKE PARKING in downtown.

One of the strategies missing is improved transit frequency and routes. For example, nearest transit stop for hockey games is 6 blocks away.

Try to keep more vehicles out of the city by providing a more functional bus system to outlying areas where I believe most of the vehicles would travel from.

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Kamloops has a lot of parking and it's very cheap (compared to other cities). Reducing the number of people who drive would decrease the demand for parking spots. Promoting and improving public transit would help. Secure bicycle parking would help, too (this is one thing that would get me to bike downtown more).

Street parking rates should not increase because that will discourage people from coming downtown to shop at local stores. Parking time limits should be enforced (ie. can't keep renewing parking through Flowbird app) so that all-day parkers will be forced to use parkades or parking lots. Making those parkades more affordable will make them more desirable.

I live on St Paul St West where street parking is free but limited to 2 hrs for non-residents. People park here ALL DAY EVERYDAY without a parking pass and walk to work. They have told me that they receive a ticket only once or twice a year so it is way more cost effective to park for free and risk getting a ticket than to pay for a parkade. The result is that there is no street parking for residents from 8am-5pm on week days. It also means that people who come to use the businesses nearby are not able to find 2 hr parking. Parking bylaws should be ENFORCED more than once or twice a year per street.

Public parkades/parking lots should be discounted during events to save parking for residents.

I am concerned about over-night parking in the evening when snow need to be removed. Residence downtown are renting out driveways and parking on the street. Parking rates should be charged for all on-street parking. Homeowners are putting in illegal secondary suites and parking on street. No requirement for homeowners to provide parking for tenants.
There is ample parking Downtown Kamloops - hire the TDM Coordinator position so the City can start supporting social/behavioural changes to move us away from such a car-centric community. Increase on-street parking rates; also the hospital staff parking along Columbia should be addressed - they are looking for free parking and it takes away from residents along Columbia Monday-Friday

Parking meter software needs updating, hard to read in the sun and painfully slow in winter.
Kamloops does not have a parking problem. I would like to see more plazas, bike paths and green space in our downtown core as a priority over parking.

For people who must drive, make the parkades the appealing option.

Create app that shows availability in parking lots downtown.

Please extend residential parking zones to include the east side of downtown - extend from the current eastern limit at 8th avenue all the way to 10th avenue along St. Paul, Battle and Nicola. The number of downtown employees clogging up residential parking in this neighbourhood is getting worse every year.

There is not enough parking for people who work downtown. Increasing fines and making it so they cannot park all day is not going to help. It's going to make it even harder. My sister, who lives out of town, did not stop to shop downtown because she could not find parking on Victoria St. This is largely due to the number of outdoor patios that have now taken up parking. Those were her words.

I think parking signage is a good idea. I rarely go downtown to shop because I'm concerned about where I am able to park,

The space that has been designated as patio use by restaurants has drastically reduced on-street parking. It is a constant issue and other business owners are suffering because of it. There must be a middle ground especially considering the fact that this patio space is not used for at least half of the year.

Encourage people to park and walk a few blocks to their destinations. We need to change the mindset that you should be able to park directly in front of where you want to shop or have an appointment.

Kamloops is growing and people's expectations should adjust. Kamloops parking rates are very reasonable compared to other cities. A progressive approach needs to be taken.

Please bring back staff at the parkades to discourage crime and homeless/drug use/camping /overnight sleeping in the parkades. Our parkades are a disgrace since the city took over and automated the entry and exit. having staff during regular hours reduces the less desirable aspect, and I would start to use again. I don't recommend to ANYONE to use them currently. It is not a safe environment. It's Embarrassing Kamloops.

Stop allowing buildings with inadequate parking. There should be a spot for every customer and every employee if a building is built.

Sometimes the 3 hours just is not enough time. If you have an appointment which takes up most of the time. It does not leave much time to do more shopping at any of the local stores in that area too. You cannot even move down 3 blocks to walk back to the store that you would like to shop at.

Stop trying to make parking a profitable business. This is probably just lip service as always with your questions.

Because of the homeless people having the downtown under siege, so to speak, I honestly try to avoid the downtown area… it has become a very degraded area of our city!!

There should be allocated parking for events and concerts in the downtown core but these events should not put out the employees who are still working during these events.

Update current payment kiosks!!

I can only speak to the lansdowne parkade as that is where I have a pass but I find it has been quite well utilized as of late. I'm not thrilled with the 8th level being reserved for I believe the community college as my pass states I can park from floors 4-12. I find the first 3 reserved floors are not always full and that drives people to the higher levels. It would be nice

to see the first three floors also opened to passholders rather than just creating a more expensive pass for the lower floors.

Stop giving parking variances to any and all new developments.

I think the extended patios need to end. People who want to come downown to shop complain about it.... or alternatively, close down victoria st to vehicle traffic and offer more parking options on seymour and lansdowne.

Increase ticket amount for those who park over the 2hour limit in residential areas. create more parkades and parking area and make it known to the public. There is a lot of confusion about the availability and cost of parkades.

I have been to places where they have variable parking rates depending on what is happening.

Parkade providing service is horrendous and poorly managed. Making it feel unsafe.

You don't need to increase parking rates, increase enforcement.

Don't need more handicapped stalls since those with handicapped permits can park in any stall, most want a drive in stall because they can't easily parallel park, also they want a "reserved" open stall right in front of where they are going, we have a handicapped permit and have no issues parking when all the handicapped stalls are full. Get a functional bylaw department that can actually do something. The reason for raising street parking fees and putting in a time limit was to push staff off street into the parkades and private lots, many lots have waiting lists (until COVID) but employees and many customers are not comfortable using these off street parking areas due to our famous street entrenched drug crowd and leaving their vehicles in those locations. Need to remove the temporary patio bump outs to increase parking as customers start to return post COVID, been hearing from some restaurants that they are getting complains about the number of reduces parking stalls

My husband is disabled and we own a F150 Truck and I try to not go downtown a lot of the spots are hard for us to get into. If I can't get close to where I need to take him we just go somewhere else.

There is definitely not enough handicapped space.

Please start actually enforcing the permit parking in residential zones downtown.

There is not enough parking downtown for those of us who work there. It should not COST us a bunch of money to park to go to work.

Longer time needed for days there are events.

Private parking lots really need distinctive signage. All parking lots need highly visible (i.e., large) rate information. I see no consideration related to road maintenance (e.g., snow plowing). ALSO, would like to see city consider street parking issues in residential areas.

I park in a surface lot where I'm expected to move my vehicle by 5pm on days when there is an event (hockey game, concert, etc.). This hasn't created a problem for me yet, but it's a challenge because I work until 5pm and then have to walk to my car. It would be nice to have the start of event parking postponed until 5:15 or 5:30 so people have time to move their vehicles.

Parking for shopping and doing business downtown will always be a problem for downtown due to the density of the downtown core just as it is in other cities. More monitoring of the abusers is required. When I go downtown at 7 am the parking is almost full. Where are these people shopping and doing business at this time of the morning. Maybe prohibit all day parking altogether.

The downtown maximum should be 2 hours not 1 hour. Appointments can be longer, ie dental care.

If parkade rates were the same as street parking, more may use.

Above service lots should be considered location for 2 level parkades.

Increase parking to benefit residents with a parking pass. Maximize loading zones and minimize the time for loading zones. I think it would be very beneficial to promote parkades for residents and employees. Then the street parking can be left to daily users and benefit business in the community. I also think there should be an additional parkade for healthcare workers as they have no safe parking, no staff parking available or are having to walk 20 minutes in the dark.....or! having to pay for parking while they are at work trying to benefit the community.

Increased parking bylaw enforcement discourages and forces people to avoid visiting and utilizing downtown facilities and businesses. More parkades. full day parking passes. Business workers should not have to pay so much! No apps or digital parking for public spaces. Not everyone has a cell phone or can afford one or a credit card. Give all options. Cash!

Relocating employees to offsite parking and parkades means some will be required to walk quite a distance, while in the summer this may be fine if they're working 9am-5pm type jobs, come winter it will be more difficult but also dangerous. So many people are attacked or go missing once the sun sets earlier and women definitely don't feel safe walking the streets alone, especially to dark parkades where attacks have been happening. Introducing more residential parking permits and limiting all day parking means you will have no hospital staff when we already must walk from 8th street to get to work. After dark the streets are unsafe and terrifying. Making people choose between an unreliable city bus or walking more than 15 minutes to their cars will not solve anything. Perhaps they should free up the parking stalls taken for patio usage.

I live on 8th and Columbia and luckily we don't get our whole street blocked by the hospital staff in front of our house but with the new construction last year we lost half a block of parking for a left turn lane and we have no parking in our alleyway, PLEASE GET THE HOSPITAL STAFF THEIR OWN PARKKADE OR PARKING LOT. they need it for security reasons and also so they stop plugging up Columbia street! the amount of snow piles and dirt and it never gets swept up because there is always cars there. I also use the lansdowne parkade every day for work and i have crap lungs (cant walk up hills so I love my reserved spot) so I love the new changes. Lots of reserved parking and the constant security its awesome. Maybe one day the machines wont hiccup as much but it's awesome. It would be nice to see if the lansdowne strip could handle more traffic, especially when there is an accident and lansdowne is plugged up, it's impossible to get out of the parkade

Parkades need to be made safer. I am a 38 year old woman and am scared to use those facilities as they currently are as I do not feel safe in them. Improve lighting and monitoring.

Clearing snow quickly from curbs will help with parking in winter. The snow piles filled up several spots.

I personally want to shop more downtown, but shortage of spots on or near Victoria St.,parking charges too high and main reason I do not want to enter Parking Arcades do to my own security. Too many sketchy individuals littering!

Residential parking only should be considered on some downtown streets as in Van.

The time limits downtown are already problematic. The hospital parkade is a mess and terrifying to use and you already have to park way away downtown to avoid the limits

The meters are slow and can deter compliance with paying. There should be more 15 minute spots where you can just put your quarter in and quickly run your errand without registering your license plate (Victoria St has a few of these spots and they are great!). I go downtown regularly but have never even thought to park in a parkade, so signage could be improved. Even using digital signage that says how many stalls are available, which can attract you to the parkade.

Parking should not be restricted to 1 hour anywhere. There are multiple reasons why a person would need more than 1 hour when visiting downtown.

There is absolutely no mention of returning all of the parking that has been converted to restaurant patios on Victoria Street and 3rd Ave…that would be a fantastic start!

Residential parking permit should be free. People shouldn't pay to park at their house.

Rarely go downtown because of lack of parking and dislike having to pay for same especially when it is for very short term or quick in and out of vendor.

I'm a new resident of Kamloops. I have struggled to understand "where" I can park. I find medical buildings don't provide reasonable solutions to parking. Limited to one hour but you can't control the wait time once in the building for medical appointment?? It seemed my only choice was to get a ticket, can't leave if the Doctor is late or the blood clinic is full with people also waiting.

Permits for residents and their guests just makes sense and will help lower the tension in the neighborhood areas of Downtown. I very much appreciate that you are addressing this particular issue.

Please replace parking meters. You can hardly read what is required. Also post more ofthem sp you don't have to walk half a city block to use one.

For pay parking with coins, have it $2, $3, $4, not a portion eg. $2.75. That makes it more convenient for people to save toonies and loonies for parking.

The sidewalk patios aren't use in our winter climate so if cost effective I feel they should be removed.

Also take a good look at how much they are used in the spring and fall season as well and make a decision as to remove or keep them in those seasons.

There definitely needs to be more parking downtown. I am discouraged about coming down and parking my car. Maybe another parkade? With the needs for hospital parking still a problem their staffing needs another parkade (or?) to decrease residential parking on Columbia. Also, the new complex on 5th will create more parking needs for both the residents, visitors and this is where we can get parking to walk into town.

Kamloops with its hills and winters does require seniors, disability people to take cars. For me, as a senior) the bus route is too far away and very hilly.

Thanks, it is a complex problem…any parkades that are available in "off" hours are used for activities but not for downtown shopping hours.

Please deal with non-resident parking on Columbia and all downtown to ensure that all day parkers do not impede street cleaning but also prevent resident parking. And I would like to see all development have 120% parking capacity for their residents and visitors, and no waivers for development.

Take the spaces back that were given to the restaurants, not fair to the other businesses downtown to lose that parking. Encourage parking in other places with a shuttle to the downtown area 2 spots per block for drop off and pick up.

Provide more inexpensive parking spots.

Do what the City or North Vancouver does, free parking on the street in main areas where Retail is but limited to 2 hours. Monitored by a camera car and fined or towed if exceed. Encourages locals to shop local.

As above, have a strategy that meets needs, not use as an opportunity to gouge people or penalize by pricing people out of parking - those that can really afford it will pay any price, for most of us it just becomes an obstacle and punishment. I had a medical procedure downtown, in the winter, icy streets, I am in my 60's and could not find parking spots easily and with multiple visits paid for far more parking that I feel I should have had to, to get medical care.

My dentist is also downtown, I used to be able to park in that street for free for 2 hours, then 1 hour and now I have to pay, so I am forced to park in residential streets and walk further - great in the summer but not on icy footpaths.

My bank is downtown, a visit there is usually 10 minutes, but because I cant predict exactly how long, I always pay for more time than necessary. Why should I pay anything to use and support local businesses, no wonder most or us gravitate to the larger stores and malls with parking.

For most visits to downtown, people often need a short time but we always overpay to ensure we don't get ticketed, which is very unfair.

Time restriction in business zones is essential and enforcement necessary I.e. anywhere from 30 to 60 minutes depending on business profile.

Restaurant zones may need more time but quick retail stops less.

Do not know where the parking woes of Downtown will end. I avoid Downtown as much as possible.

On street parking in residential areas near the hospital is problematic. This should be more closely monitored and enforced.

Why does the City keep reducing parking spaces as the City grows? Also, why have they been unable to implement to portion where the businesses pay for customers parking as they said they would.

City took away ground parking so restaurants could have outside seating! Get it back! Forget taxi stands! All developers must provide parking for site. Hospital staff park far off site and city provides free shuttles to from work. Handicapped parking on every street! More parkades on existing areas like arena!

If I am looking at this correctly the maps still show the paid parking would be up to 8th street on St. Paul. I think this is only going to increase the limited space on the remainder blocks that are currently the most used for businesses on Seymour and Victoria Street. I work on 10th and corner of Victoria and St. Paul and this block is chopper blocked throughout the week with clients visiting businesses on Victoria/Seymour Street.

As someone that lives downtown (9th and St Paul), I find not having paid parking on the street is super annoying. The chiropractor office opposite our house doesn't let their employees park in their parking lot so it sits empty for most of the day as most of the patients also park on the street. Negatives of this is if we move a car we are not getting a spot until the evening, our driveway is often blocked by parked cars, our garbage is often not picked up as people move our bins to make room for them to park, we have a lot of litter on our blvd, in the winter the area in front of our house doesn't get cleared and in the spring the street doesn't get swept as there are cars parked there all day. When the businesses parking lot is professionally cleared for no one to park in it. So as a homeowner I would prefer that paid parking be used to try minimize the all day parkers and maybe this business would let their employees park in the parking lot and then their patients who are only there temporarily (not a full working day) can pay to park on the street.

My suggestion would be to extend the residential parking to 10th street for St. Paul, Nicola and Battle street downtown. Leaving one block of unpaid is going to make it near impossible for homeowners to park their own vehicles and exaggerate the current problem for these blocks.

Please consider the fact that the hospital has inadequate parking and staff currently have to park in residential areas as there are no other options.
As an able-bodied person, I have never had a problem getting a parking space downtown in my entire life. Parking downtown is only an issue for people who can't plan ahead and want to be directly in front of the business they are visiting. We do not need more investment in parking spaces especially when the city claims to be taking climate action. You should be focusing on removing cars from the road by creating safe and accessible options for alternate transportation.

Dedicated reserved parking spaces are in the safest lower levels, reducing the likelihood of people wanting to day park. Parkades are creepy, unclean, stairwells and elevators scary, entry arm often open, tickets often unavailable etc. I have stopped parking in Lansdowne parkade for this reason.

Parking lot fees for workers in the downtown core either run by the City or third party companies should comparable ie: $110/month plus tax is approx 25% more than what the City charges in the same area.

There are not enough disabled spots in the downtown area for folks who cannot walk far.

Downtown is a disaster and I don't feel safe going there or bringing my family.

If parking is limited during events at the arena, maybe the owners of the arena and hockey teams need to fund/sell parking and build a parkade at the arena. During non event times, they could sell parking to recuperate cost and free up on street parking. There's already a pedestrian bridge. Let's utilize what we already have to its full potential.

Right now parking downtown is a perceived problem but not a real problem.

It is true that the parking situation is becoming more congested, finding parking can be difficult. As a resident living directly across from an apartment on the 700 block of Battle, it is often impossible to find parking. Multi tenant structures often come with two or more vehicles per unit, with larger vehicles such as trucks and guests vehicles parking out front. With the expansion of apartments in the vicinity of Nicola things are about to get worse. To be truthful at the moment I have to park out front of my rental on Battle, and yes during the winter my vehicle was somewhat idle, and did remain there for some time - in part due to health (cardiac issues) and in part due to the fact that the vehicle was not safe enough to operate in winter conditions. In that regard, I would be willing to pay for the opportunity to park for a month or two of long term parking if the need arose next winter. In a situation like that a resident should be able to pay for the privilege of being able to park, (one payment to the city, rather than feeding a meter).

#1) I live on a residential street in the 900 block of Pine St. At certain times of the day the street is filled with parked cars for the school but eases off and this works fine for most residents that I've spoken with. However, there are more and more hospital staff parking all day/night and walking to work from our neighbourhood. Having permitted parking for residents would be beneficial but also having the alleyways maintained so that my vehicle could be parking on my own property in the back would be helpful so when my relatives comes to stay they can park off the street. All day street parking in the business district has different needs than the all day parking in the downtown residential areas and this was not clearly defined in the questions above. #2) As a person that was primary care-giver to a wheelchair bound person, the situation with Disabled Parking Permits is horrible and needs to be properly monitored and fines need to be issued to offenders. There are strict rules for using these passes and the abusers far out-number the bonafide permit holders. Every day I see gross misuse of the system and there is no way to correct such abuse. We likely have enough designated parking for people with disabilities but there is simply too much abuse. Can we not train bylaws officers and give them the authority to ticket for such offences? I quick read of the back of the permit will teach everything that is needed. And monitor the expiry dates as well.

Too hard to park downtown, so we don't go there as often as we would like, can't even find street parking on Columbia Street during the day in order to visit family.

Please, please, please fix or replace the parking kiosk/meters...half of them don't work or they freeze. Directions on them suck. I would much rather pay for my parking spot through an App on my phone.

Remain cognizant of the fact that out of town visitors are of tremendous benefit to a city such as Kamloops, their overall experience of visiting shouldn't include negative parking experiences.

It's great to make changes like moving employees etc, but not unless you ALSO come up with a viable affordable plan to allow the employees to park in safe affordable places.

Parking as been an issue ever since motorized vehicles started motoring the trail ways. The Kamloops council and staff have dropped the ball on parking by allowing many developments to forego enough parking stalls for their required units. With the Transit system being so inadequate Kamloops is a City of two vehicles per household municipality. As the family matures some like mine are a four plus car household because work times, class times and social events for those living within the home, never coordinate so car pooling is an option. The fact that I have to walk a block or more back to my house after doing grocery shopping or running to a doctors appointment because those you are to cheap to pay for parking clog my residential street 800 Block St. Paul for up to 12 hours a day, is a slap in the face to myself and neighbours. Bad enough we never see a plow truck during the winter the lack of respect for those of us residing downtown with regards to parking just further agitates the situation. My wife and I have worked hard to pay off our house. However with the current housing market I can not afford to sell and buy elsewhere so as to eliminate the parking problem without again having to carry a mortgage. Figure it out people for the salaries I help put in your bank accounts

you are all failing at your job. Oh a new City Performing Arts Centre is not going to help parking matters unless it comes with parking for all you decide to attend the event. Self contained development!!

There was an idea to "Reduce parking time limit to 1 hour in select areas" that I don't agree with, but I do think limiting parking in select areas to two hours is a great idea. One hour is not enough time to have lunch/dinner, get a massage, go to spa, etc. The areas I think should be limited are on Victoria Street between 2nd and 5th, and possibly the avenues between Seymour and Lansdowne (between 2nd and 5th).

I really like the increased sidewalk seating areas downtown, even though it reduces the number of parking spots available. Ideally, keep the core blocks on Victoria St as more pedestrian friendly, and use adjacent blocks/parkades for parking.

Restricting parking to 1 hour will extremely limit people from going downtown to shop and eat during the those restricted times. It will also deeply effect businesses that offer services in 1 hour time blocks. I feel that utilizing signage to parking lots so people understand just how close it is. Making it easier for people working downtown to have affordable parking and reasonable day rates for those needing to park all day, would be more helpful.

The city policy allowing three hours of free street parking should be recognized as an important benefit for those of us with disabilities.

I appreciate the free parking on the North Shore and why is it not possible for downtown Kamloops? I rarely shop downtown Kamloops because of this and having to worry about time running out and parking tickets.

I work in the 200 block of Victoria St. And often customers say they had to go around 4 times before finding a parking spot…or just had gone home! Even whenever my husband picks me up from work about 6:30 pm he many times has to drive around the block several times. With the restaurants taking up even more parking it is very frustrating.

It is incredibly hard to find parking downtown. Very much discourages people from going there. Parkades are underutilized because of difficulty finding them and inadequate security. I myself have been threatened there.

Don't go downtown unless I have to as Parking is terrible.

Make the entrances to parkade parking easier to get into, e.g. create a dedicated lane for entry instead of the current situation of trying to change into the curb lane immediately after an intersection or following the exit. Clearer signage for everything in this city would benefit everyone.

I don't support the downtown shopping district on a regular basis, and a lot of this is because of the parking issues. When I do decide to meet up with friends for a lunch and a shop it is longer than the 3 hour limit. I think a 4 hour limit would make more sense, with a $6.00 limit. With the fees going to the downtown business association instead of impark.

Currently to park in Kamloops you need multiple apps on your phone because everywhere uses a different app (hospital - HANG TAG. downtown - FLOWBIRD. Airport - PAYBYPHONE. Riverside park had a different one). Why not one single parking app to cover the entire city no matter where you are. My vote would be FLOWBIRD as it is already used downtown, is very easy to use, charges are clearly outlined, it gives you warning of time expiry and the option to extend your time.

If parkade prices weren't so expensive during events perhaps more people would use them instead of parking in residential areas. Event attendees pay taxes the same as residential properties do and should definitely have the right to park where they choose providing roads, intersections, or alleys etc., are not blocked. ie.) park legally!

I am not in agreement with the advance sale of parking, but I think the City events team can ask/require the event planners to provide a plan for parking at the time of their booking application and require directional signage for parking or info on their website.

The City is not responsible for monitoring the disability program, nor is there value for the City to develop and app for parking availability as this is not a municipality function.

Stop building massive condo and apartment blocks downtown without enough parking spaces.

Free parking at meters from 5:00 on. Four hour max. at meters. Free parking Saturday and Sunday. If you want to revitalize downtown.

Making parking more difficult for all day parking just shuffles the problem around. The hospital has insufficient parking for staff. And the rates in the parkades are too expensive. Lower reserved parking rates in the parkades so people can afford to park there instead of the street. Work with the problem instead of just trying to punish people trying to go to work. The bus system in Kamloops is not adequate for regular use. Don't suggest that shift workers take the bus unless it runs on both ends of a shift!

Parking fees and restrictions should grade from the downtown highest turn over spaces to lower turn over as you get further out. Private parking operators in the downtown should be included in the plan and encouraged to price parking in accordance There are several lots downtown where you cannot walk off their site that people have to park multiple times in our downtown to do their errands increasing traffic circulating inside downtown. Encouraging more trip chaining or park once with mapping showing that most of downtown is only a 5 min walk could help with reducing this. Educate people that parking isn't free even if there is no charge and that good parking turnover encourages business. Better bike parking would make cycling easier and maybe a few people wouldn't drive.

1- hour time limits too short. parking is often not close to destination; 1 hour doesn't allow time for someone to have lunch and shop a bit, or even to do some real shopping.

Some of these questions need to have a suggestion box under the question. Not just at the end.

If you continue to push for the arts centre in the downtown core (4th & Seymour). Is it possible to make underground parking on that parcel of land to be used prior to the Arts Centre construction. Will that parcel of land handle an underground parkade?

The parkades and especially rates are not clearly marked on the outside with signage. Maybe an ad campaign combined with clearer signage would encourage people to park there. Increasing the cost of parking will just drive even more people out of the downtown area. Decreasing the parking time would also not give enough time to spend a lot of time shopping, or visitng a restaurant combined with shopping.

Because I don't have to work downtown, 99% of my trips are optional. If I drive down and can't find parking, I go shop and have coffee up there hill. Likewise, if all the shops are closed evening and Sundays. Fix parking for interests of residents and those who work downtown so they aren't going crazy. It matters to them and casual visitors like me will just learn to adapt.

The underutilized parkades and lots need to be made more desirable (eg cheaper than the street parking) and more easy to use. I don't know where any of them are and never had to use them because I have always been able to find a street parking spot (often a few blocks from my destination)

Parking is spilling into adjacent residential communities.....this is the biggest downtown issue.

Is it possible to develop incentives for people working downtown to use public transit or cycle or walk or carpool to work? I could also see an advertising campaign that featured a frustrated driver unable to find a parking space + another driver upset at walking a long distance from their parking spot in snow or rain + someone getting off the bus near the office door looking refreshed & relaxed.

Regarding #6 various events cause my area to become a circus. The last Christmas parade was such an example. Needed more people to be "traffic controllers". For general parking, why not mark each home 2 sports OR have more city cars patrol more often. And yes, these is a cost but there is a cost to the neighbours.

Office buildings housing medical practices need to have more parking.

I am not sure if the hourly rate should change but the offenders that park outside of the time paid or not paid should be fined 100.00 and not 10.00. More By-law officers present to deter people from abusing the systems. Take the patios off the sidewalks and return the parking spaces. They were brought in for covid. Covid is over. Bring back all the parking spaces.

The best place in downtown to have a multi level parkade is on the proposed site for the Performing Arts. The ONLY way I will give my support to that project is if it includes a public parking parkade. It is located in the ideal area to have it be a success for the patrons who want that building AND the people who work/shop downtown who want more parking. Public parking would also be a revenue stream for the city to offset the costs of the building.

Yes, please introduce a resident-only parking strategy for streets south of Seymour. On event days we cannot park in front of our own house! This is not fair to those of us not living in the suburbs where properties have driveways/garages! I am sure people in Juniper, Aberdeen or Batchelor would not approve if I parked in front of their homes indefinitely.

When there are events at the Sandman Center the patrons fill the alleys and business parking lots if they are not policed. There should be a better system of enforcement while these events are on.

Get rid of the Restaurant Patios to increase parking availability. Also stop reserving parking spaces downtown, they can go and park in the parkades.

Too many people say they don't come downtown because of parking. We need to educate people, parking can be found almost any time of day if people are prepared to venture away from the one block in front of the location/store/restaurant they are visiting.

It should be quite inexpensive to park for up to the three hours, but if there is abuse of all day then perhaps the parking fee should increase exponentially over time to discourage the all day. some will choose to pay the price but others will move on

Improve visibility of existing meters. Very difficult to see messages! Have seen much better in other cities.

Parking is spilling into adjacent residential communities is definitely a problem where i am located, Residential Parking permits on the south side of downtown is needed!

Add time restrictions; maximum 2 hour parking. Eliminates all day Parker's on street

Parkade pay machines need to be maintained better, and ideally more security in them as well.

Increasing meter and lot parking rates is not a solution. In my case it further discourage me from coming downtown unless I truly need to. Densifying residential construction without ensuring adequate parking will only make things worse

Employees of 'home - based businesses' especially along 600, 700 and 800 blocks of Seymour must NOT park on street. Timed parking and Kiosks must be established along these blocks and Residential permits remain in use. Thanks.

I think Victoria street parking in the core should be cut back to accessible spaces and loading. People who are physically able can use surface and parade parking and walk to work. Make that parking super affordable. More walkable/bike friendly core is where it's at!

Review loading zones, many unused spaces. Loading zones should. Have time limits to revert over to public parking. Remove patios that spill over to street parking. Speak to merchants in the downtown core about parking strategies.

Make the downtown core more user friendly by lowering the cost of parking. Have parking start at 1/2 hour minimums instead of every 12 minutes. A lot of dollars are leaving the downtown core because it is too difficult to park and shop/eat.

There doesn't seem to be much on street parking for appointments etc. I rarely go downtown except for appointment because of lack of parking. I have limited mobility, so I don't want to walk more than 2 blocks to my destination.

Limit & ENFORCE downtown parking!!!!!!

Fix the parkade machines. They are terrible and don't work half the time. The parkades are now full of the homeless population since there is no longer parking attendants in the parkades.

Parking downtown has always been an issue. Now with much of this parking being taken away, I find myself simply driving away and going somewhere else when I can't find parking. It's a huge issue.

My business is located in the 100 block of victoria St - our clients have a hard time finding safe parking spots during many hours of the day, the restaurants have taken up those spots for their outside dining. when restaurants open up to full capacity we would like the extra parking back for our clients to use. We need to work together as a community to benefit all businesses

As a downtown resident who can now rarely park near my house (7th and Dominion) due to hospital employees parking on our street (now for all shifts, including evening) I am happy to see the consideration of more resident-only parking permits. We have lived with the situation for years, but it is getting busier and busier, with our entire block often blocked all day (and now into the evening) over the past six months.

Shops will be negatively impacted if street parking time is further restricted and fees increased. Employees of the shops need parking for their full shifts. Hospital employees and hospital visitors are using street parking because there is not enough parking provided at RIH. There is a need for a lot more parking for the downtown core. If it is difficult to find parking, people will just go to the malls and downtown businesses will suffer.

If one hour parking were in place there should still be adequate 2 hour spaces. I like the express spaces that now exist and more of those with a 1 hour time limit would be great.

At the same time, residents of the Sagebrush neighbourhood need to be more understanding of the challenges our healthcare workers face as they try to find safe affordable parking while working. Too often, residents act as if they own the street in front of their homes, and then place rude notes on workers vehicles. Attitudes need to change.

I have been a resident impacted by people using residential street parking all day to attend appointments or employment. I have also wanted to find parking during events and have been unable. I agree that those issues need to be addressed, but the first step is to ensure employees and events have adequate parking. Also employers (ie. interior health, government downtown) need to ensure they provide adequate parking for their employees. If that existed, tons of the problems identified would be mitigated.
I think a few more spots in the downtown core with 10 minute parking would be great for those, "I just need to get to the bank machine and there is no parking and I am on my lunch hour!" moments. 10 minute parking along the street and parking lots and parkades for those staying longer.

The parkades are not monitored and are poorly lit. I get off work at 5:00pm and often do not have anyone to walk with. It is unsafe to use the stairwells, so sometimes my coworkers and I are forced to risk parking on the street and getting a ticket so that we are safe. Perhaps monitor the parkades and lower the parking fee for downtown employees and we won't be forced to park on the street.

I tend to avoid downtown businesses because of parking costs and concerns of delays resulting in parking infraction. I feel caution be used in short term strategies so not to further impact business in the area.

I love the expanded restaurant patios on Victoria Street and how they add to the vibrancy of Downtown. But it needs to be a flexible set-up - open during spring/summer and taken down for fall and winter. There are so few parking spots available these past few months and it's a waste since the patios aren't set up right now anyways.

I hope you're considering the effect of the pandemic and that parking was an issue pre-Covid and will be once again as office workers return.

While I realize this survey is parking focused - we need a strong effort to increase availability and convenience of transit services. If we can have more people using transit then there will be less need for parking. For example - there are no buses available for those working 12 hour shifts at the hospital - the buses do not run early enough. Also, during events there could be extra transit services. We need to move away from our focus on automobiles.

Parking should prioritize those that actually need it (disabled spots, loading zones) and all others should be charge rates such that it ultimately discourages driving. Free parking in the city should be eliminated as it represents a subsidy for those who drive at the expense of those that do not. Free parking, and expanding available parking, are not in-line with either the city's climate plan or active transportation plan. We should be moving towards a future where street parking is replaced by wider sidewalks and dedicated bike lanes.

Please get a parking app that works! Flowbird doesn't. The other one, 'pay4parking?' Doesn't either. I've tried to reach Flowbird by phone and email and they have not replied .

These are very limited options to choose from.

The capacity of on street parking isn't much compared to parking lots. If Victoria, at least the 200 and 300 block, were

pedestrian only then not much parking would be lost (and could be picked up by the under capacity parkades). Pedestrian only Victoria would open up a ton of options to enhance that area.

I would prefer to see something more innovative than just "build more lots", "hand out more tickets".

Overall downtown parking is good. Prices are very cheap compared to other cities. I'm also in support of metered parking along the Tranquille corridor. Biggest peeve for me is my own neighborhood parking. I can't even park in front of my own house due to multi renters in non conforming suites. With so many renters, far too many neighbors have up to 10 vehicles per house! Its stressful every day to find parking at my own home!

Instead of wasting money on the arts centre, put it towards things that are actually wanted/needed. Pedestrians (especially those in wheelchairs) find this city a nightmare to navigate.

More (and improved) sidewalks, more frequent buses, narrower roads...the list goes on. Stop mainly focusing on tourists and drivers.

I do agree with implementing restrictions for people who park outside of stranger's homes, though. There needs to be consequences for using the area outside our homes as their own personal parking lot.

The current parkades are dirty and dangerous. I do not want my wife to use these facilities.

I have handicap permit. Long distances can be difficult for me. On a Saturday I attended a body workshop in 100 block Victoria. Because I was going to be there for 5-6 hours I parked at City Hall and carried my blanket, mat, lunch, etc. and walked; not wanting to block shoppers from parking. A bylaw officer approached me saying she'd been watching me. She said I should park wherever was the MOST convenient to me, not Sat. shoppers. When I said I'd be 5-6 hours she said that was fine, "Stay as Long as you need".

I do not use downtown businesses much due to parking. Several years after the above event I strategically planned a trip that would limit my distance to 5 1/2 blocks. I had business to do at 5 places. I had a heavy mantle clock in a cart. I came downtown early to get a spot. I parked, did my business and returned to my car to find a ticket. Apparently I had been 20 min. more than the meter amount. My placard was displayed. I complained. I reiterated my situation to different people and refused to pay the fine. Eventually we settled on a nominal fee HOWEVER, said if I even went a minute over-time I would get fined. If my business was in 100 block and I needed more time I would have to move my car even if I had to go as far as 6th or 7th to get a space REGARDLESS if that is too far for me to walk. NOT FAIR!!!

C of K should start running a small shuttle service whereby someone could take a bus downtown and get around by shuttle. It would be great for seniors who cannot get up the hills or do long distances. I was in a major city once and spent a wonderful day shopping in downtown core (spending money). We hopped a bus near home, went downtown and got on and off a little shuttle bus 5 or 6 times. We were able to at least triple our shopping time by not having to walk far. Kamloops needs to realize it is now the 2020s. Want people to shop, dine and spend money? Make it easy for them to get around.
Consider angle parking spots. More parking spots would be available in the same area.

Need to also consider publicly accessible EV charging in the downtown, particularly for downtown-based businesses who wish to electrify their fleet but rely solely on off-street parking (or on-street parking for that matter). Need to also address providing more publicly accessible and secure BIKE PARKING in downtown.

As a resident with mobility issues I often find it difficult to find somewhere to park. This past winter with the patios left in place and taking up parking spaces (who is going to sit outside in the midst of winter?) it was most discouraging to go downtown to shop. I'm against having the patios taking up parking space at any time of year. I do realize that Covid did make things very difficult for store owners but now that things are more "open" I think we need to have parking spaces rather than patio spaces.

Also please don't make 4th Avenue between Seymour and Victoria an open air space. It's hard enough for a local resident to navigate downtown with the one way streets and avenues but how to visitors get around? I don't often go downtown because of the parking issues.

Parking for people with disabilities should be one hour from a event example thesandman centre handicap parking is full 3 to 4 hours before a event. Where have the people with disabilities gone it's family members dropping off vehicles for free and best parking totally disrespectful for people who need these spots

Special lower rates for people working downtown in parkades and lots to encourage them to park at them.

Downtown is seriously lacking public EV charging stations. This will become more and more of an issue as EV's become more common - which is happening quickly with the rapid rise of fuel prices.

See my comments around longer-term planning.

My understanding is that one could not park on the street all day, that there was a 3 hour limit. If one needed to park more than 3 hours, then off to a surface lot or parkade. When I'm working downtown, I'm limited to one of the city lots because 1) I have studded tires and cannot park in the city parkades in winter and more importantly 2) I don't feel as safe in the parkades vs the open lots, which are still sometimes unnerving. But I appreciate the city parking lots near by my office. I often book appointments back to back if I'm downtown and need more than one hour. On my days off or weekends, I do avoid coming downtown for lunch or shopping because of the parking limitations. I do hope hospital staff have safe, affordable options for parking.

I don't shop downtown even though I live downtown because of pay parking. Unless I go to Landsdowne centre no pay.

Handicap people most likely will NOT use a parkade - we CAN'T WALK FAR!
Increasing by law enforcement will NOT do anything

If residential parking permits will be enforced the previous rules need to be revisited. Residents should be consulted regarding the needs of residents.

The parades are poorly ran, half the time the machines don't work or there are issues coming and going with pass cards or tickets. Also it is kind of discouraging that people have to pay for a reserved parking spot because of the size of a vehicle. I have a regular full size f150, and because if it's factory height I have to pay $105 for parking, or I have to walk 2 blocks for cheaper parking. In order park closer to the office I don't have the option to pay the $65 because my truck is to high for an unreserved spot in the same parkade

I pay monthly for a parking space behind my condo & would pay more to have a space there assigned for my use only.

I don't think increasing rates will discourage all day parkers. Only enforcement will do this. But hospital employees need somewhere to park that will get them out of the residential areas. There does need to be some allowance for people who are attending longer medical appointments (4 hours should be the maximum)

Take away extended patios and bring back parking.

Moving employee parking off street does raise safety concerns for those who feel uncomfortable walking to their vehicles in a parkade or alley.

Crime reduction plan in parkades. It can be extra scary for women alone.

Provide more disability parking on event nights at Sandman Center. Totally ridiculous that in order to get disability parking for a 7:00 pm start hockey game one must arrive at 4:30 pm. Do not mind paying event parking rate but again quite limited in number of stalls available. It is very stressful looking for available parking on event nights when needing disability parking or at least wheelchair accessible parking. Handi dart has a wait list for hockey game ridership so that is not an option. Totally insufficient amount of parking at Sandman Center.

The idea of restricting parking to 1 hour is ridiculous. Very little business can be done in an hour. 2 to 2.5 hours minimum is needed.

There is a shortage of rentable parking in the east end of downtown. With new development around 5th and 6th Ave some surface lts are being lost. This area is a distance from both parkades. Will there be any rentable parking spaces coming available near 6th and Victoria Street for day time employee use?

I will not park in the parkades as I fear for my safety. I also visit the downtown area less and less as once again I an concerned or my safety.

In regards to 7, I think it would also be good to provide expanded transit options when events are happening. Especially considering these events often involve the consumption of alcohol, trying to reduce the number of cars people are driving to events seems like a better use of resources than accommodating an ever increasing amount of traffic.

Get rid of all the patios that are blocking huge chunks of downtown parking.

As a resident of downtown and unable to park in front of my own home. I would LOVE to see parking permits for all residents of the downtown area.

With more condos being built in place of monthly surface parking there is actually an immediate problem. Diagonal parking should be Introduced to increase spaces, apartment owners should be allowed to park without time restrictions and at either a discounted rate or free of charge. One allotted parking stall in existing condos means a family in a three bedroom condo can only have one vehicle, any more and they have to seek out monthly parking. With the housing crisis, crime rates and loss of monthly parking lots, it's already extremely inconvenient and unsafe, especially in the winter months with small children. For example Riviera gardens on 629 Lansdowne has four parking spots outside, if these were diagonal and extended it would help immensely. The thompson hotel parking lot that many use for monthly parking at $107 is soon to be a condo, then the hive development is going to take away the option there and add even further demand. I've applied for a parking pass due to having young kids and got denied because I'm not within a block of parking so the 3 hour limits will still apply. My vehicle and many other vehicles have been vandalized and to keep moving the vehicle adds to the risk of being confronted by one of the many street people in that immediate vicinity. More parking is the only answer to this ever growing problem.

Please stop developers bypassing the bylaws of amount of parking they have to have on site. Cars are not going to disappear especially with electric vehicles. When you live in building how do they get people to visit if their is no parking especially for the elderly owners and it just causes the streets to be even busier. Hope you are ready for it!

One issue I feel needs to be addressed is the user friendliness of downtown parking "meters". If older ones need to be replaced or new ones are added, or are added to the north shore, insist (not just request) that the product supplier demonstrate that: 1. the device can be read by the user on a bright sunny day any month of the year; 2. the screen and license entry area can be read in the late afternoon on a cloudy day in December or January without using a flashlight; 3. demonstrate that the device can be easily used by a person 5 feet tall as well as by a person 6 foot 7 inches. The color screens are an improvement over the original gray screens. However the license entry area is a problem on all the devices at dusk in December and January. It is hard to understand how the designer could have come up with the colors of khaki green on gray. What was wrong with black on a white background? That seems to have worked for centuries. Attention should also be paid to simplicity of use. I have had to bypass one device and go a block to a second one because I had to keep an appointment and could not wait for 2 other customers to figure out how to use the device. I was able to advise them that "Parking by license" did not mean they had to go to City Hall to get a "parking license". It simply meant they had to remember and enter their license plate number. Also, before doing anything else they would have to press OK to wake up the device. I know one person has quit parking downtown because they found the parking "meters" too complex. Perhaps some streamlining of steps could be built into the design of the devices. The current procedure requires walking to a meter device, reading instructions if not a regular user, perhaps stooping over or standing on tip toes and shading the screen from bright sun, pressing OK, pressing 6 or more license plate letters and numbers, pressing OK, inserting coins, pressing OK again to get a paper record of expiry time. The old parking meters of years ago required entering coins in the meter beside the car, then walking away. The steps with the new devices are not too onerous for an experienced user, although the visibility of the screens and license area remain a problem.

Sometimes on a sunny day or dark day I have gone across the street to find a device on which I could read the screen. It might be useful to run a short survey of out of town visitors concerning their experience using the devices.

I live near Lloyd George school and find it very difficult to park near my house and I am a senior. There is no parking and the teachers and parents show no respect for the individuals living downtown. Also now the hospital and court house staff are parking in our residential area.

Victoria Street should have only disabled parking for 200 to 300 block and delivery vehicles. The rest of us can walk!

There are tons of vacant buildings that will NEVER be used. The City should turn some into parkades. Make downtown parking FREE - on the street and in parkades. The reason all those buildings are vacant is because nobody wants to go there. If I shop downtown, my costs & inconvenience are much higher. I would never locate a business downtown for that reason.

So decide: do you want downtown to be a bicycle, pedestrian, hippie haven filled with homeless people and empty buildings, or do you want to see businesses encouraged to open there and citizens or visitors encouraged to go there?

What about angle parking to create more spaces.

As a downtown resident north of Columbia Street, parking often becomes a problem when non-residents fail to consider they are preventing others from parking close to their own home (imaging the uproar if someone parked in-front of a strangers driveway up in Juniper or Batch, and then walked away for two hours to attend a class, go to a bar or attend an appointment).

During special events, it is often impossible to park close to our residence, sometimes requiring parking a number of blocks away. Due to the current system in place, this can lead to parking tickets despite having a permit to park. No doubt this issue would be more serious for those with mobility issues or a disability.

Given how busy the area has become for residents (many homes are being purchased as a primary property, not just for rentals), the volume of vehicles has increased. With the much needed developments downtown, the volume of people (and thus vehicles) is no doubt going to increase and compound the issues/concerns.

Just as in places such as North Vancouver, downtown streets should ideally be for residents only, with no 2-hour parking permitted. Please do not read that and immediately think 'Nimby' - it is more about a downtown residents day to day living being affected by strangers who are not aware of the practical consequences of their actions. People park 'because it says I can' so why would they think about what that might mean for others? With the increase in hybrid working, many residents may also require their 'parking space' to come and go during the day.

Continue the good work of making our downtown people-centric and not auto-centric – thanks.

Do not allow reserved parking spots.

Do not allow on-street patios to remain all year…open up parking spaces when patios are not allowed to be opened.

Provide sensible parking meters & placement…frequently impossible to read screen due to beautiful actual light preventing reading info on screen.

Ensure city keeps downtown properly cleared from snow…do not create impossible snowbanks to navigate but actually move the snow elsewhere out of town…

No mention of improving parking pay stations. They are not user friendly with very poor digital displays which discourages parking downtown.

No mention of offering free 1st hour in parkades - policy that Victoria uses to move cars from street to parkades. Very good policy in my opinion.

Remove the ugly "patios"

Downtown businesses complaining about lack of street parking need to relocate to the many malls around Kamloops who have plenty of parking spots.

Hospital parking has spilled over to the sagebrush neighbourhood and Columbia is crowded with hospital parking from 7th to 9th.

When I visit businesses downtown I sometimes need to park for more than 3 hours. My only option is a parkade. However, I often have to drive around and around the parkade only to find no parking available. A simple sign at the entrance would let me know if the parkade is full or not!

DESCRIPTION

Long-term parking management strategies that received the highest level of consensus...

Survey respondents were asked to rate their level of agreement on a total of fourteen long-term (+10 Years) parking management strategies to mitigate the following issues identified in the Downtown study area:

1. Public parking spaces will become even less available as the Downtown develops.
2. Adjacent residential streets will continue to be even more highly impacted as the Downtown develops.
3. Continued "zero parking requirement" bylaw for developers will reduce the public parking supply.(A "zero parking requirement" bylaw refers to parking not being required for new developments.)
4. Future parking demand will exceed the available public parking supply.
5. Future public developments, such as the Kamloops Arts Centre, will further reduce available parking.

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

MODERATE LEVEL CONSENSUS (>50%)

1. Provide additional parking spaces to meet future demand - Agree 68% Disagree 21% Neutral 11%
2. All large public developments to provide adequate parking - Agree 68% Disagree 20% Neutral 12%
3. Replace parking spaces that are lost to development - Agree 64% Disagree 22% Neutral 14%
4. Promote shared parking for different commercial buildings - Agree 64% Disagree 19% Neutral 17%
5. Improve transit, pedestrian, and cycling network - Agree 61% Disagree 23% Neutral 16%

DOWNTOWN TOP 5 LONG-TERM STRATEGIES

68% Agree

Provide additional parking spaces to meet future demand

68% Agree

All large public developments to provide adequate parking

64% Agree

Replace parking spaces that are lost to development

64% Agree

Promote shared parking for different commercial buildings

61% Agree

Improve transit, pedestrian, and cycling network

DESCRIPTION

Feedback corresponds with the issues and parking management strategies identified in the survey.



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DOWNTOWN LONG-TERM (+10 YEARS)
PARKING MANAGEMENT STRATEGY CONSENSUS + COMMENTS

Parking Issues:

1. **Public parking spaces will become even less available as the Downtown develops.**
2. **Adjacent residential streets will continue to be even more highly impacted as the Downtown develops.**
3. **Continued "zero parking requirement" bylaw for developers will reduce the public parking supply.(A "zero parking requirement" bylaw refers to parking not being required for new developments.)**
4. **Future parking demand will exceed the available public parking supply.**
5. **Future public developments, such as the Kamloops Arts Centre, will further reduce available parking.**

Level of Consensus on Recommended Mitigation Strategies:

HIGH LEVEL CONSENSUS (>70%)

MODERATE LEVEL CONSENSUS (>50%)

1. **Provide additional parking spaces to meet future demand**
   Agree 68% Disagree 21% Neutral 11%
2. **All large public developments to provide adequate parking**
   Agree 68% Disagree 20% Neutral 12%
3. **Replace parking spaces that are lost to development**
   Agree 64% Disagree 22% Neutral 14%
4. **Promote shared parking for different commercial buildings**
   Agree 64% Disagree 19% Neutral 17%
5. **Improve transit, pedestrian, and cycling network**
   Agree 61% Disagree 23% Neutral 16%
6. **Include parking availability/parking locations on public website**
   Agree 61% Disagree 20% Neutral 19%
7. **Remove zero-parking zones from the Downtown**
   Agree 59% Disagree 24% Neutral 16%

8. **Promote sharing of parking spaces for different uses (i.e. office worker and restaurant customer share same parking spaces) in a building**
   Agree 57% Disagree 22% Neutral 19%

9. **Provide Transportation Demand Management strategies (i.e. carpooling, promote transit, shuttle service) to reduce parking demand**
   Agree 56% Disagree 22% Neutral 22%

10. **Expand parking zones with parking time restrictions**
    Agree 52% Disagree 27% Neutral 21%

LOW LEVEL CONSENSUS (=<50%)

11. **Increase parking rates**
    Agree 27% Disagree 44% Neutral 29%

12. **Increase parking bylaw enforcement**
    Agree 43% Disagree 29% Neutral 28%

13. **Provide metered parking for non-residents on residential streets**
    Agree 42% Disagree 39% Neutral 19%

14. **Make multi-family strata parking available to the public**
    Agree 32% Disagree 41% Neutral 27%

When asked *"Do you have any comments about the recommended long-term strategies?"*

Feedback corresponds with the issues and parking management strategies identified in the survey. Comments below:

Reducing the ease of driving and increasing the ease of active/public transportation can help people choose to NOT drive. Kamloops is no car-centric and that's not going to change if the City keeps making it so easy to drive and difficult to use other methods.

Make parking expensive and inconvenient to help encourage alternate transportation modes to the downtown core - hire the TDM coordinator position to help get this going - its already been approved by Council!

Free transit for seniors, which lessen the number of vehicles parking on streets.

The walking and biking experience downtown is not enjoyable at all off Victoria Street. I would like to see these issues addressed over parking.

Same as my comment in the short term parking survey segment...encourage and support active transportation and public transit. Discourage single vehicle occupancy use. Enhance infrastructure for active transportation specifically SECURE bicycle parking.

Better transit options! More buses, run them later, more cabs, more affordable options (uber, car sharing).

Glad to see transit and shuttles as alternatives to cars as a way to get downtown. Both should be free if you want people to use them.

Of all the parking strategies and solutions, few focus on getting away from a vehicle-centred downtown core. Look at pedestrian-only streets in Vancouver. Our downtown core is only about 5-6 blocks long. Imagine a street with permanent restaurant patios, pedestrians and cyclists who don't have to fight with cars or stop for streetlights...just one long throughfare.

Increase bus routes like 9 - 7, increase the frequency of busses and provide a more accessible way for people to get their bus cards... like make them online and people can access their bus card through the bus transit app.

The goal must be to reduce individual car use.

More transit would help.

For major events extra transit could be available?

As I stated before, long-term strategies for parking challenges should include the goal of reducing the number of cars in the downtown area by improving access/safety of alternative methods of transportation (cycling, walking, public transit).

As for transit, first we need to get the existing ridership's confidence back before trying to turn more people away from our poorly run and unreliable transit system. We live 7 km from downtown and according to the transit app we would need to walk for 23 mins to the closest bus stop when it doesn't even take us 15 minutes to drive and park downtown.

With COVID-19 (and future pandemics), people are more reliant on non-public transportation to reduce the transmission of disease. So more development of infrastructure to allow people to travel independently of buses, carpooling, etc. is necessary. For example, more pedestrian-friendly and biking options such as safe corridors with wider sidewalks/trails separate from vehicle traffic; the accommodation for e-bikes.

Make the bus work! Why do we not have transfer tickets?

Again, the strategy to the "parking problem" should be to decrease the need for parking and increase other transportation methods like bussing, walking and biking.

Develop more infrastructure to get people out of their cars! Integrate and build/plan more bike/walking/multiuse pathways and places to lock/park bicycles. Considering the amount of bikes you can park in 1 parking space, it makes sense. IF YOU WANT PEOPLE TO WALK OR BIKE YOU NEED TO MAKE IT EASY, CONVIENIANT AND MOST OF ALL SAFE.

Promote rapid transit, walking, cycling, ride share to discourage motor vehicle congestion in the downtown core.

Land is too valuable be used to store/park vehicles. Provision of parking outside of core with shuttle transit or do like Vancouver and provide a surcharge for driving into the core.

Have more green space for a healthy environment, also more bike paths.

Shutttle services when major events occur would really help.

Provide better and reliable transit options for people out of the downtown core and split up office spaces or businesses between the south and northshore instead of everyone commuting to downtown. Allow bike access from Westsyde as the bike path is not completed.

Carpooling and transit doesn't help when you want to go as a family downtown. However, implementing a "free zone" could be. For example, in Calgary, you can use the C-train for free between its downtown stations. I'd park further away from downtown if there was regular (eg every 15-30 minutes) transportation to the downtown core for free. If I have to pay for transit, I'm just going to park my vehicle downtown and pay for parking.

Safe & secure parking for bicycles is a must have in order to promote more use of bicycles.

Focusing on better transit and safe cycling routes would really help. But I still see employees in downtown areas feeling that they need to drive, so not sure what that solution to that is (long-term education).

I live on St Paul and often cycle downtown to appointments and for shopping. It continues to be a stressful and dangerous thing to do. We need truly dedicated cycling lanes on all downtown streets and proper places to lock bikes.

Have express bus shuttles leaving a non-pay parking lot from various outlying neighbourhoods to the city's core. eg Aberdeen, Valleyview, The shuttle users would pay a daily fee or monthly pass fee. Signs could be placed on a parking spot reserved for workers to indicate when that space becomes available for use (when the worker goes home). Provide secure areas downtown for bicycle parking to help prevent theft.

Provide walking paths from all areas. I live in Upper Sahali and do walk the new trail but it is a grind coming home for most people. As a senior, I can see that I will have a limited use of this trail in future years. The Upper Hills of Kamloops will need more rapid access...via bussing to the downtown.

I think "Park and Ride" lots in areas outside the downtown for workers to drive to and then take the bus from would help, similar to what is done in other metropolitan centers.

The objective should focus on reducing parking needs in the first place, through improved public transit and alternate means such as Uber. Infrastructure required to support personal vehicles is expensive, capital intensive and environmentally damaging, whether for electric vehicles or gas powered.

Smart demand management is desirable. There is no need to re-invent the wheel. What do they do in Copenhagen? Austin TX? Vancouver? Nelson BC? Banff AB? You get the idea. Maybe people who take their bike uphill on a BUS get a free ride?

More park and ride services would be awesome!

Improve transit, pedestrian, and cycling network should be in short-term and long-term plan.

The transit system in this city seems to be set up to accommodate the university and little else. I tried to utilize the bus for my daily commute to work from Dufferin to my office on 6th & Battle. There was no option available to get me to work by my start time at 7am and getting home at the end of the day required a transfer, took hours and then the connector bus just didn't show up. Another potential passenger waiting for the bus advised me that quite often the last bus of the night didn't come at all!! The city covers a very large area per citizens and taxing enough to cover such a cost for adequate transit

is likely impossible but something should be developed so that willing workers can sign up, pay in advance and get sufficient transit to work and then home again at a reasonable time.

Improve bus service to areas of town that currently rely heavily on vehicles because of infrequent pickup/dropoff times or early last rides. I live in Campbell Creek Village, and the last bus arrives around 7pm which really limits ability to use the bus for things like dinner, Blazers games, concerts, etc. This means I have to use a vehicle and park downtown. The #17 bus goes to Kokanee Way until near midnight so it's already out this way, but that's 2-3km away so not feasible, especially in the winter.

Public transport needs improvement - and keep the downtown core pedestrian/bike friendly - better use of parkades and parking lots, and more shared use of parking areas.

The only long-term strategy to address the parking "issue" that is aligned with Kamloops' state climate and active transportation goals is to reduce the demand for parking. Street parking rates should be increased, and along major commercial thoroughfares parking should be replaced with wide sidewalks and dedicated bikelanes (to create "complete streets"). This is a politically difficult route to take in a car-dependent city like Kamloops but it is necessary if we are to achieve our climate change goals. Make Kamloops more accessible to those of us who want to walk/bike/take transit.

I provided comments on demand management on previous page. If you can just get people out of their cars & make it awesome/better, I'd like to think they'll drive less. Also, perhaps not in scope, but I would love Kamloops to adopt and enforce an aggressive no-idling bylaw (parking-related?). The sidewalk pollution from everyone constantly idling their cars (and trains, for that matter) for no good reason is hard to believe!

Why is the parking structure under the Chapters not utilized with a shuttle service to downtown? As a hospital employee I already have to walk 1km after driving from my house just to go to work. If there was a park and ride option in Aberdeen or Sahali I would definitely use it and it would limit the number of vehicles in the downtown core. Otherwise, I will continue to need parking so I can work.

Enforce the BICYCLE traffic - they're the ones who don't stop at stop signs, red lights or pedestrian crosswalks. Make bike lanes going BOTH directions in one single lane, not both sides of the street. Make buses free and plentiful in the shopping/business areas that circulate rapidly (every 15 minutes) through the area.

Provide safe spaces to lock bikes up. Encouraging people to not drive is a good thing but if you don't feel there is a safe place to park your bike so it will be less likely to be stolen then you won't get more people taking alternate modes.

TDM shouldn't just wait for long term there is no reason that events and such downtown can't already include this information.

Let's have some more forward-thinking strategies!! Shuttle services? Even a bus service that actually works! Going downtown to lunch or shop is increasingly difficult, and just not worth the hassle most of the time. Bike lanes! Why are areas like Tranquille Corridor being developed without adequate allowance for bikes? That impacts downtown parking as well!

A reliable more efficient transit system to the areas of the city that most vehicles are necessary to be used as a means to travel into the city would help reduce traffic into the Downtown.

Promote non-personal vehicle travel around the city.

For the arts centre and big downtown events that strain downtown parking, providing shuttles/special transit leaving from hubs with ample free parking (such as Aberdeen mall, the fabricland parking lot in Valleyview and northhills mall) would be a solution that uses existing parking.

The public transportation system in Kamloops is quite frankly pathetic. If the system provided more frequent and reliable bus times as well as convenient pick-up/drop-off points, the demand for public parking would decrease immensely. Currently, Kamloops is a very inconvenient city to use public transit.

I strongly support measures to incentivize use of public transit, walking, cycling, shuttles and carpooling to access the downtown area.

In another 10-20 years, for a variety of ecologic and economic reasons, people will be much less likely to be able to exercise their "god-given right" to drive around one person to a car as much as they want. The solution, therefore, is NOT to increase parking supply but to decrease demand. A marked increase in public transportation accessibility and availability is the only solution that will not further degrade the overall inner-city environment. One immediate approximation: park-and-ride terminals at each end of the Trans-Canada, around airport, somewhere out toward the end of Westsyde or the Yellowhead, and somewhere between Knotsford and Abeseen Mall. Buses running MUCH more frequently at minimal (perhaps even zero) cost, so that one doesn't need a car to reliably arrive to work and other scheduled daily activity.

Make transit free for seniors from 9 am-3 pm.

All new developments should have to build onsite parking to accommodate their uses completely onsite. Therefore, the burden for onsite parking (IE. street parking becomes a communal overflow). To deal with current discrepancy between parking demand vs. capacity I think a DCC project is required with stages to protect against changes to different selection of modes of transportation.

I just don't understand the implications of making strata family buildings available to the public for parking so I'm loath to grade those.

Parking spaces MUST be included with development

Parking in downtown is not an issue, new infrastructure, whether commercial or residential, should have some parking options.

BAN IMPARK FROM OPERATING IN KAMLOOPS

I work downtown and find it very frustrating to find parking. In addition it's also quite expensive.
I think it is completely unacceptable to have a "zero parking requirement" bylaw for developers. If this continues, it is guaranteed I will be spending even less time in the downtown area. It is especially unfair to older and elderly people who may not have a 'handicap' sign and walking several blocks to their destination could be very onerous.

I am all in favor of development but I am also in favor of making the developers provide adequate parking spaces for the need of the development. The car is not going away in the near future. Many of our customers are seniors and need parking close by and not reducing parking.
Build more parkades

New construction needs to include parking plans/long term planning. Builds without residential parking/adequate parking for tenants may be the hope for the future as we reduce the use of cars/find solutions with transit etc... but we aren't there yet.

Mixing shared residential, public and commercial parking will cause conflict. Already happening in residential areas in Aberdeen where multi-suite rentals have replaced single families.

Cars are not going away anytime some so open your eyes we need parking.

Build more parkades.

Instead of having 1 level Parking lots change to multi level parkade to creat more available spaces.

It seems insane to me that we allow any future development without providing parking for the residents within that development!! Parking is always the #1 problem within strata developments around the city, not just downtown!

Use electronic parking management tools with variable rate parking based on demand. We also need to start charging residents for access to protected on street parking

Todays surface lots will be tomorrows developments. Just the way it is. As someone who has a business downtown it would be good to wither have those lots replaced with underground parking either from the developer who takes over the lot or if the city builds an underground lot itself? My concern is the lack of parking may drive people away from the downtown for more longer term appointments or cause consistent lateness while looking for an open space.

All new developments must provide adequate parking. No parking variances given to any and all new developments.

More public information about if parkades are open to the pubic or other city parking areas.

As it stands currently I do not feel safe taking Kamloops public transit, and I've heard the same from some other people too.

Transportation Demand Management strategies are the least effective as well as slowest way to address parking problems

Higher parking fines more bylaw giving out tickets.

Expansion of transit, cycling and pedestrian networks is fine, but those of us who are unable to walk distances will not be able to use them. Lack of parking already keeps me from many activities. If the meager disabled parking is full, I turn around and go home. The population of Kamloops is aging, that should be kept in mind as well. I would never physically be able to attend a concert downtown and come home late at night on a bus.

Make every new development provide a minimum number of spaces for commercial, and at least one space per unit for residential.

Need a large parking parkade for workers in the downtown area or can be shared with public but makes it easily accessible so people will visit downtown businesses.

Next parkade could be on North side of 600 block Seymour - between Notary on west corner to Thrift Store farther east. I suspect some sort of plans are already in the works, however, as the old buildings are seriously de-valued.

New developments MUST include parking. It's absolutely absurd for the new arts centre not be required to include parking. Besides events, it could be a huge source of revenue for both business and residential parking in non-event times.

Most strata lots are secure and already have vehicles having to park on the street in front of or close to them, what would happen when a strata owner returns and someone has parked in their stall - will the city pay to have that vehicle removed? Next we need to rebuild the Bylaw Department to ensure that it is fully staffed and functional, bylaw staff was doing a good job of parking control until someone decided to either fire all the staff or cause them to quit. Need to review our cities taxi fleet, drivers are rude, not professional, and dress like slobs. look at Uber or other systems like that.

Need to contact all the currant parking lot owners and find out what their long term plans are for their parking lots - guarantee it is not a parking lot which means we are already or will be quickly losing most of our off street parking, couples with the increased parking demands as these lots are developed by staff, customers, and residents of the developments. Need to provide safety and security for all off street parking, people need to fell safe using off street or alley parking. Address the issues that the street entrenched crowd has on the use of alley, private off street lots or city parkades Ensure uniform signage on all off street parking lots clearing stating, rates, hours, whether it is only reserved, or customer or public, etc.

More parkades.

The original arts center proposal actually had it right - there was parking for the venue during events that could be utilized during the day. If you build downtown, there should be sufficient parking for tenants/residents. Owners could then sublet their spots.

I believe that large developments should have to supply parking underground or pay into a fund for a another parkade.

1. **Consider the way people utilize parking in the downtown. The Covid-19 pandemic has, shown a hybrid workplace is viable and many downtown workers will need less weekly parking.**
2. **Factors relating to how people perceive the availability of parking should also be considered and raw data alone should not be the only thing influencing parking decisions.**
3. **A wider conversation about the future of downtown and how to get more people to stay downtown after working hours should be in discussed in conjunction with parking issues.**

New development such as apartment buildings should be required to have adequate parking for residents to avoid having them on the street.

Take away extended patios, build underground parlayed in any new buildings I rarely go downtown as parking is terrible.

The people who work downtown are not all people who make large sums of money. To have us pay $10-$20 a day to park is not feasible. And right now even if we can apply for parking in a lot, none are available. There should be free parking for working folks who do not live downtown. I cannot take a bus because of the nature of my job. Sometimes I need to meet a client and need a vehicle to do so.

A car is the only viable means of getting from outlying areas like Barnhartvale to downtown and returning with goods in tow. No amount of incentives/disincentives will make bikes or car pooling or transit sufficiently attractive. Poor parking will drive residents to shop more at the outlying box stores and restaurants and shop online, and will further starve downtown businesses that are so critical to the overall health of the city.

Totally disagree with the zero parking requirement bylaw. I understand the intent but in reality it creates huge community parking issues. Most people living in the downtown area will still require a vehicle for a myriad of reasons - winter weather when bicycles aren't appropriate, shopping needs, commuting/distance traveling, etc, and they will need to park it somewhere. This is a huge problem when their home has no designated parking!

That was an unnecessary low blow on the Kamloops Arts Centre. Creating a vibrant, exciting downtown should be a priority. Increasing arts and culture accessibility will increase community engagement opportunities for all community members and increase tourism. Having a more vibrant and accessible arts and cultures scene would also attract more professionals like doctors to our community.

If the city could take out parking spaces down Victoria street to help businesses use the extra space for outside dining, it should be able to do the same for bicycles etc. If you build it, people will use it. Also, why is Bachelor Heights not listed as a neighbourhood in Question 16???

Would be great for 2hr parking zones be adopted in all residential areas downtown.

Long Overdue!!!!!!!!!!

The Arts Center has not even been approved yet...let the public vote on it before you plan for it! As for other parking it is a royal pain downtown, don't make it worse...not everyone is necessarily mobile. Some of us transport seniors around but don't have handicapped passes. By reducing parking and charging more you are excluding a large number of people.

Face reality and make developers provide adequate parking.

We need more parking.

Increasing transit will help problems but it will not take away the fact that people drive. People are often from out of town, they travel farther than intown to meet their appointments. By increasing transit will help the local community but, it will not solve the modern problem that EVERYONE OWNS A VEHICLE!!

Sharing worker and customer parking reduces any new additional customers from utilizing downtown because of parking. Workers and owners park in another designated area and shuttle etc.

No metered parking for customers on residential streets. It's a money grab for the city! So is increasing bylaw enforcement. No app or digital metered parking. Some people do not have cell phones or can afford one or a credit card for transactions. Give options. Cash!

Start more parkades for cars and bikes dedicated to businesses alone and some for customers alone with all day passes or hourly paid only for certain times of the day. Keep residents out of the downtown core.

We've said no to paying for the Kamloops Art Center how many times? Since our opinion doesn't matter, why not move it to somewhere where there is parking available? It, along with every new building (especially apartments) should be required to provide adequate parking (such as their own underground parking). Not requiring businesses, especially large developments, to do so is what's gotten us here. Return parking spaces taken up for patios, at least in the winter when parking is already slim due to snow/ice berms. Build more parkades in large empty parking lots but don't charge ridiculous prices so that people ignore them.

IF YOU ADD MORE BUILDINGS THEN YOU NEED TO ADD MORE PARKING.

Stop letting developers build without providing parking.

Please build or build onto parking areas, we are getting highrises and people will complain less about this now. Make sure its' a development that will make money for the city.

With small residential lots downtown, many residents have no choice but to park on the street as they do not want to lose their backyard gardens (which is encouraged) or sheds. Many people do not park properly on the streets where stalls are not marked leaving wasted space between cars.

Have developers providing parking spaces for their developments to provide for their developments.

Allowing public parking in strata complexes is a nightmare idea. Where will their visitors park? How will respecting reserved resident spots be respected? This idea is crazy unless the city is planning to add entire floors of public parking to strata parkades and leave the residents spaces alone.

All new developments and redevelopment projects need to provide adequate parking. As a resident of Dallas I avoid going downtown if possible given parking issues. There are few alternatives as bus service is not convenient and carpooling etc not always practical. We are a community that is very automobile centric drawing from a wide geographic area thus some of the solutions suggested simply don't work. Thankfully most services that I require are available in the Sahali and Aberdeen areas so we avoid the downtown If a performing arts centre is ever developed I suggest it not be downtown but rather uptown or perhaps on land leased from the Indian band.

Parking fees and tight time restrictions will further reduce interest in doing business downtown.

It is inconvenient when other free and unrestricted options exist. Developments should be responsible for providing parking for their needs. Staff of downtown businesses should use parades and surface lots and leave on street parking for patrons. Businesses can police their own staff. I already avoid downtown in principle due to paid parking and inconvenience of worrying about getting my business done before my meter expires. Add more fees and restrictions, and I will simply avoid it more, and I suspect many others feel the same.

Parking should be included and provided in any plan for future development such as the Kamloops Arts Centre

Parking strategies must be realistic. People going into the downtown are generally in a car.
Realistic bike routes and improved bus service will help...but the plan should provide adequate parking for the future. P.S. what is up with hospital parking? The staff must park East of 6th? That will not end well.

The zero parking requirement bylaw clearly needs to go. While some developers may dislike this move, new developments can be part of the parking solution rather than compounding the problem.

Having an app that shows where available parking is available is a good idea.

Increasing parking rates discourages people from using the downtown core.

Developers of multi-family facilities need to provide parking for their developments, it's not the city's responsibility.

Any development needs to manage and provide parking, including shuttle possibility for those who don't want to drive and park. Transit would be great, but not everyone has the ability to take it based on the fact that it is not the most efficient or pleasant system.

By restricting parking to 1hr is not adequate time for appts or dining in.

Carpooling and shuttle services not practical with so many outlying neighborhoods.

New developments need to include new parking. As a business owner I hear daily that I am losing business because my customers could not find parking.

Same as my comments for the 5 year plan, such as Do what the City or North Vancouver does, free parking on the street in main areas where Retail is but limited to 2 hours. Monitored by a camera car and fined or towed if exceed. Encourages locals to shop local Etc
Housing in the downtown area all have back alleys with garage/shed or car parking available to home owners. They should utilize that space to free up the streets for 24 hour meter parking as the city develops.

I live in Barriere, so I will always have to drive to work in downtown Kamloops and carpooling strategies, etc. will not affect me. But I will still need a place to park that is affordable. I need to be able to eat and live beyond the price of gas and parking.

Regarding increasing rate for parking: increase street parking costs but decrease parkade costs to encourage drivers to use parkade. This will also be a justification for 1hr spots and permits in residential areas.

I think it would be great if the city really focused on improving public transportation and other non car options. Having large amounts of the most valuable land in the city (downtown) dedicated to cars sitting empty feels like a waste. Especially in regards to cars parked all day.

I would say more Parkades with reasonable rates.

Create monitored parkades specific to staff of downtown businesses with lowered rates to help decrease all day on-street parking and increase safety.

Raise the parking rates and people might be persuaded to take transit or walk/bike. How about angular parking on downtown streets like in the GOOD OLD DAYS. It would add character and provide more spaces. We DO NOT need more parking lots run by those fascists at IMPARK. Why do we hand them money to do nothing?! Do they pay for the parking lots to be built, paved and maintained? And if you must build parking garages then put them UNDERGROUND. The positive thing about parking issues is that it means the downtown is vibrant and increasingly dense and liveable. So these parking decision are IMPORTANT. It's all connected...

To have less parking stalls and think the Downtown will grow is insane. Having public events without parking kills businesses. Many retail stores like mine actually close for the car show as an example.

No increased parking rates or enforcement until many many more parking spots are developed! Take all restaurants seating away! You have ruined downtown shopping. We pay taxes; use them to augment costs to deal with this mess!!!

I am at the point where I no longer shop downtown because of the limited parking available. I often use Landsdowne Mall.

If you are approving development the developers should provide adequate parking for their developments. This should be mandatory.

Places like the Kamloops Arts Centre are likely to be voted down due to the cost increases and taxation rates in Kamloops. There will be inadequate parking to support its full function.

Residents are very unhappy with how (poorly) many services in this city are run and maintained, and how expensive "upgrades" are being made to areas like the Waterfront park that very, very few people from outside the city core will use. Focus should on maintaining existing infrastructure, improving the appalling conditions of roadways within the City, and clearing snow, sweeping the roads in spring, clearing grasses, brush and fire hazards in the late spring.
Improving the terrible roads in places like Barnhartvale, and adding sidewalks and means for safe walking in areas that lack sidewalks. Adding speed control in semi-rural areas where speeding is a problem (Todd Road, for example). Spending money in areas where the Mayor and city councillors do not live - for example, Juniper seems to get disproportionately great services and many areas get very, very little to nothing at all.

Please do not implement plans that effect the ability for hospital staff to park for free. We already have to deal with a lot at work and have to park far away due to poor parking on site, the last thing we need is to be forced to pay for parking in residential areas. And some areas in Kamloops are difficult to bike to/ from due to the hills.

All commercial and residential developments need to include parking. The city of Kamloops should build additional parkades following the lead of Kelowna.

When digital parking meters were added downtown it greatly reduced the number of times I went downtown to access the available services. It continues to do so. I have found other areas of the city to access services. If you want to encourage patrons to an area there should be short term free parking.

It is imperative that any development downtown be required to make sure that there is adequate parking spaces for that development, i.e. residential strata must have 2 spaces per unit IMHO.
what is a multi family strata lot? parking at peoples condo's? not a good idea, not safe for home owners

Street people make the downtown core scary and unsafe. Walking anywhere is unsafe and if I can't park practically right out front of the door at night, I'd probably go elsewhere
Though I live close to downtown, I will go out of my way to avoid the parking nightmare downtown and go to businesses and amenities anywhere else in the city. I would rather drive an extra five to ten minutes to not have to pay for parking or worry about being over time and getting a ticket. If it were less congested and hectic, then I would go more often.
more features to make downtown bike and pedestrian friendly. More and better bike racks
As bizarre as this may sound, why not put the Arts Centre on Columbia at the old Hospitality Inn location, rather than putting it downtown. The Hospitality Inn location is far superior, offers a greater land base, has easy access. For a property in such poor shape with boarded up fire damaged wings in disrepair, why doesn't the city buy up this property that is conveniently located by the old lookout. Putting the Arts Centre downtown is a logistical nightmare in regard to future parking availability. I have long thought that both the Hospitality Inn location and the adjacent little motel below should be purchased by the city for the future Arts Centre. Plenty of underground parking could be created, the location would be central to Kamloops and would be easy to find, and the view from the structure would be incredible. Not everything has to be downtown -take advantage of what the unique landscape of this town has to offer! This isn't Kelowna, putting the Arts Centre downtown would be a mistake!
Not everyone can use transit, there needs to be better accommodation for seniors as well as disabled. It is not always possible for everyone to walk several blocks to get to an appointment or shop. We feel we are being pushed out from supporting downtown businesses. It is poor planning to allow development with no accommodation for parking.

We can't even get sidewalks and crosswalks cleared for walking in the winter months, so I would like to see something in the plan to address how much parking is lost or inaccessible in winter and how we can fix that.

Providing parking info on websites only works when someone uses the equipment that contains the web sites. Not everyone has a computer, ipad or even cell phone for that matter.

Developments like the Art Centre need to built with adequate parking for the centre and not with tax payer funds.

Ensuring the multi residential constructions have adequate parking for not just the resident but the visitors too. In the absence of these parking bays the spillage out into the street will be exaggerated.

All new developments should have to provide parking for residents, day/hour rate for office use and business visitors.

In order to support downtown business, parking needs to be free. The big box stores, with their massive parking lots that are free to customers, are running away with business. I am going to shop where I can park for free. Period.

Cycling lanes in Valleyview are not good.

Again: Overall downtown parking is good. Prices are very cheap compared to other cities. I'm also in support of metered parking along the Tranquille corridor. Biggest peeve for me is my own neighborhood parking. I can't even park in front of my own house due to multi renters in non conforming suites. With so many renters, far too many neighbors have up to 10 vehicles per house! Its stressful every day to find parking at my own home!

More parking is the only answer. Diagonal parking for existing.

Why is Batchelor Heights (where I live) not on the drop down chart below, when every other area seems to be listed??

Other than what I already said? Start taxing new businesses/buildings.

I do not feel any new developments downtown should allowed to be build without contingency for parking built in.

Require new developments to provide underground, at grade or back-vertical half of the building parking. Examine all of the existing parking lots for future parkade or combined parkade/commercial use.

Stop caving to developers who don’t want to put in parking because it’s too expensive.

If you put meters on residential streets, more people will expect to park there. Encourage people to not use residential streets at all. Provide adequate parking in the core of downtown, not the residential areas around it. Residents should be able to come and go throughout their day, not worry that if they go out in the morning to return home at noon that they won't be able to park by their home. There are those of us in the West End who don't have alleys or anywhere else to park except out front. Make these areas permit-only zones, with zero parking for others.

Again, repeat my comment to use a single parking app for the entire city.
Had "The City" been solidly behind the proposal for the Performing Arts Centre, approximately 350 parking spaces would have been available for downtown parking. A golden opportunity passed by!

We anticipate using downtown core less and less as time goes on. We don't live on a bus route so bus is not an option at this time. Spending gas driving around looking for parking is ridiculous. For the most part, downtown has already been relegated to things we cannot do elsewhere (library, art gallery, London Drugs, Farmer's Market, etc.)

The bus system is not great in Kamloops. They arrive before scheduled time and don't wait causing patrons to miss their bus.

Enforce new developments provide adequate parking!!

If you are dumb enough to put an arts centre downtown, that and any enterprise that will attract a crowd should be required to have adequate parking under it or part of it in some way. When the white elephant is not in use, that parking can be public parking for shoppers or businesses in the area. You have a bias AGAINST vehicle traffic, and you need not do so to reduce traffic and demand. keep doing what you're doing and nobody will want to go downtown anyway. That's almost the point we've reached. Do something actually creative, not Yuppy-ish. MAKE PARKING FREE. Expand available parking lots so they're plentiful. I would park OUTSIDE the core and use that method to travel around downtown if you did it. As of the last five or six years, I avoid the downtown with a passion. Lights are coordinated, pedestrians walk in front of you with impunity, by-law officers are mindless thugs (I've never had a ticket, but I've watched their "public relations" in action). Do something OTHER than what the theorists are saying, because frankly, it ain't working.

Consider incentives to promote low-carbon commercial vehicles (e.g. reduced commercial parking permit) and preferential commercial loading zone access. Identify low-carbon urban freight and last-mile delivery logistics opportunities as part of the proposed Truck Route Study to reduce traffic and encourage the adoption of smaller and cleaner delivery vehicles, including electric cargo vans and cargo bikes.

New development needs to provide their own employee parking.

Parking should be provided for any new developments based on number of residents or employees.

If you want people to go downtown and shop then make it as easy as possible. Parking lots for businesses such as the hospital Employees and other large corporations should have their own parkades

Departure times need to be shortened to at least a minimum 1/2 hour in my opinion. If transit doesn't work for people, they won't use it and the result will be more cars and empty business or underutilized buses.

All new developments should be required to provide EV charging spaces.

Parking should be provided with all new development projects. Shared parking provided in the downtown area to be available for employees and special events. Example the City parking lot on the corner of Seymour St. & 4th Ave, is under utilized on weekends and evenings.

Parking lots underground only.

Why do we approve developments that do not include sufficient parking?

I do not come downtown often as the parking is terrible and I don’t like the panhandling. I do know many people that work in the downtown core and they feel the same.

The only reliable way to reduce the demands on parking for downtown would appear to be to actually reduce the amount of vehicles downtown.....people are not going to give up their vehicles so more multi-story parking is required or a suitable 'park and ride' system such as in many European cities should be put in place. And please, please stop with the referendums - Kamloops has no idea how to come to a consensus over these matters and given the majority of people don't live downtown, they will always want to be able to park their car directly outside of their desired destination. Everyone else be damned.

I've lived in quite a few cities and have seen first hand the impact of developments not implementing enough parking. I lived near an area where variances for 0.8 parking spots were allowed and people were parking many blocks away to find somewhere to park. Allowing a zero parking building to be put in means that anyone visiting will have to find parking

elsewhere. I strongly disagree with zero parking requirements being allowed. Where will the people visiting the building be parking? There is already not enough parking downtown in most areas, especially for people with mobility limitations. Not having enough parking doesn't promote transit use, a lot of areas, especially in Kamloops, require a car to leave for fun or work. Biking is only really an option for about 4 months, if you even live close enough to bike. Restricting parking does not cause residents to not have cars, instead it just creates issues with street parking when not enough parking is allocated to residents and visitor/commercial parking.
Build another parkade and have it monitored unlike Landsdown. Also I find it so ironic there is the constant plead to shop Downtown but heaven forbid you stay longer than 2 hours. Makes the idea of having lunch and doing some shopping impossible. I come downtown for appointments and to go to the library and that's about it. How many businesses do we lose coming here because there is no parking for employees. There needs to be more consideration about how many out of town people are coming into Kamloops to shop and where and why they shop at certain places.

A lot of the public is lazy. I think we should start to enough people to use more active methods of transpiration, or park a few blocks away and they can walk

While I strongly agree with metering non-resident parking on residential streets, this should not include visitors to residences since many have no extra parkings space in their yards (we have no parking space at all).

I tried using the bus when our office first moved from McGill Rd to downtown. While the travel time to work in the morning only increased by about 5-10 min however the travel time home went from 30 min to closer to an hour. So I drive to work. I no longer need to keep a monthly parking pass with the city but I am downtown for work often enough. I appreciate the affordable parking rates. If rates were to increase significantly, it would be nice to have a "10 or 20 use punch card" that offered a discounted daily rate or something in between a monthly pass and a day rate for people regularly working downtown.

2 hour parking limit 1 is to short.

My home area has a 2h parking limit. I have 2 permits. Over the years due to events, building projects and growth in population, my street can be impossible to find a parking spot. Summer ads to the problem due to visitors trying to find a spot. City cars (Community Services) are not consistent to patrol the area. Projects that are allowed less parking stalls plus no new parkades 'push' drivers into my neighbourhood. More for an improved transit, including bus stops to provide better protection of bus users. As long as future decision re: development reduce parking and parking requirements, the City will continue to have parking issues. The hospitals location is a good example of the need for parking. Spill over to the residential areas creates issues for homeowners. Add the Kelson development (which already is reducing street parking) and the visualization to parking issue for those with appointments at 3red/Nicola which already is a problem.

PHASE 5 – MAKE DECISIONS/FINAL REPORT

With the round two engagement concluded and summarized, the consulting team has moved to **Phase 5 – Make Decisions/Final Report**. Using data collected and feedback received, Bunt & Associates is developing the City of Kamloops Draft Parking Management Plan. **Presentation of the Final Report to Council Committee is scheduled for June 14, 2022**

For all information related to this project, visit

LetsTalk.Kamloops.ca/Parking

Report Prepared by UPLIFT Engagement Communications Inc.