



Municipality of Mississippi Mills

COUNCIL AGENDA

Tuesday, October 15, 2019

5:45 p.m.

Council Chambers, Municipal Office

PLEASE REMEMBER TO SET YOUR CELL PHONE TO SILENT AND THAT NO RECORDING DEVICES ARE PERMITTED.

A. CALL TO ORDER (5:45 p.m.)

B. CONSIDERATION OF A CLOSED SESSION

1. Commemoration - personal matters about an identifiable individual, including municipal or local board employees (*Municipal Act, 329 (b)*).

C. O CANADA

D. ATTENDANCE

E. APPROVAL OF AGENDA

F. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

G. APPROVAL OF MINUTES

Council Minutes dated September 26 and October 1, 2019

Pages 7-21

H. DELEGATION, DEPUTATIONS, AND PRESENTATIONS

1. Charlotte MacAlister, Managing Director, Mississippi Mills Youth Centre Pages 22-31
Re: Update of Youth Centre Activities

Recommendation:

That the delegation by Charlotte MacAlister, Managing Director, Mississippi Mills Youth Centre re: Update of Youth Centre Activities be received.

I. PUBLIC MEETINGS

1. Zoning By-law Amendment Z-13-19
Re: Adel Girgis & Nashaat Mekhaeil, 55 Spring St., Almonte

Pages 32-40

J. COMMITTEE OF THE WHOLE

Motion to resolve into Committee of the Whole.

(J.1) CONSENT ITEMS*Motion to receive:*

- CAO's Report – October 2019

Pages 41-43

Minutes*Motion to receive:*

- Library – August 14, 2019
- CEDC – September 17, 2019
- Heritage – September 25, 2019
- Public Works – September 30, 2019

Pages 44-46

Pages 47-49

Pages 50-51

Pages 52-53

*Motion to approve/support:***Public Works**

- a. Yard Waste Diversion

Page 53

Recommendation:

That Council provide direction on what is required of the Committee for Alternative Options for Yard Waste Diversion.

(J.2) REPORTS**Roads and Public Works**

- a. Pakenham Four-Lane Pedestrian Crossovers

Pages 54-87

Recommendation:

That Council approve the design of the Pakenham four-lane pedestrian crossovers as presented and direct staff to proceed with their immediate construction.

- b. Paterson Street

Pages 88-95

Recommendation:

That Council receive the Paterson Street report prepared by the Director of Roads and Public Works and dated October 15th, 2019, as information.

Building & Planning

- c. Delegated Authority for Chief Building Official Pages 96-97

Recommendation:

That Council approve amendments to the Delegated Authority By-law 13-18 to include under Schedule A, Section C – Specified Staff Authorities, items 13 and 14:

13. The Chief Building Official to enter into agreements described in clause (3)(c) of the Building Code Act 1992 S.O. Chapter 23 as amended for the issuance of conditional permits.

14. The Chief Building Official to enter into agreements respecting the required limiting distance for an exposing building face, as defined and regulated under the Ontario Building Code.

- d. Community Official Plan Draft Decision Pages 98-108

Recommendation:

That Council receive and accept the proposed Draft Decision prepared by the County of Lanark regarding Amendment No. 21 of the Community Official Plan.

- e. Downtown Parking Study Pages 109-419

Recommendation:

That Council receive the attached Downtown Almonte Parking Study (2019) for information;

And that Council pass a bylaw to repeal Interim Control Bylaw 19-22.

- f. Proposed Provincial Policy Statement 2019 Pages 420-424

Recommendation:

That Council receive the summary of comments received on the Proposed Provincial Policy Statement 2019 and direct staff to forward the consolidated summary to the Ministry of Municipal Affairs and Housing through the ERO website.

- g. Zoning By-law Amendment Z-08-19 Pages 425-453
Leah Hartlin (Part of Lot 6, Concession 9 and 10)

Recommendation:

That Council approve the Zoning By-law Amendment to change the zoning on the lands known as 3360 County Road 29, Pakenham Ward, Municipality of Mississippi Mills from "Rural" (RU) to "Rural – Special Exception Holding" (RU-xh); where the special exception Zone will add the following permitted uses: cannabis growing facility (limited to 380m²), wellness centre and eight (8) accessory dwelling units; and where the holding provision will prohibit the construction of new buildings on the site pending the completion of a geotechnical analysis and environmental impact study; and add the following definitions to the Zoning By-law: "Cannabis", "Cannabis Growing Facility" and "Wellness Centre".

- h. Zoning By-law Amendment Z-09-19, Adams (King and Argyle) Pages 454-497

Recommendation:

That Council approve the Zoning By-law Amendment to change the zoning on the lands known Municipally as Part Lots 49, 50 and 70 on Plan 6262, Almonte Ward, Municipality of Mississippi Mills from "Residential First Density" (R1) to "Residential Second Density-Special Exception" (R2-19) and "Residential First Density Subzone C" (R1C).

- i. Zoning By-law Amendment Z-11-19, Timmins (Lot 11, Concession 11/12) Pages 498-506

Recommendation:

That Council approve the Zoning By-law Amendment to change the zoning on the lands known Municipally as Lot 11 Concession 11/12; being Part 2 on Reference Plan 27R-9111, Pakenham Ward, Municipality of Mississippi Mills from "Development" (D) to "Residential First Density" (R1).

- j. Site Plan Control By-law – Proposed Repeal and Replacement Pages 507-513

Recommendation:

That Council pass a bylaw to repeal and replace the current Site Plan Control Bylaw.

(J.3) INFORMATION ITEMS

- Mayor's Report Page 514
- County Councillors' Report Page 515
- Mississippi Valley Conservation Authority Report Page 516
- Information List (*motion to receive*) Pages 517-530
- Meeting Calendars (*October/ November*) Pages 531-532

Motion to return to Council Session.

K. RISE AND REPORTRecommendation:

That the recommendations of the Committee of the Whole for the meeting of October 15, 2019 be adopted as resolutions of Council.

L. BY-LAWS

That By-laws 19-92 to 19-99 be taken as read, passed, signed and sealed in Open Council.

19-92 ZBA Z-08-19 (Hartlin)	Pages 533-534
19-93 Site Plan Control	Pages 535-538
19-94 ZBA Z-09-19 (Adams)	Pages 539-540
19-95 ZBA Z-11-19 (Timmins)	Pages 541-542
19-96 Repeal Interim Control Bylaw (19-22)	Page 543
19-97 Amendment to Delegated Authority (CBO)	Page 544
19-98 Amendment to Delegated Authority (Planner)	Page 545
19-99 Part Lot Control Blocks 3, Plan 27M-43(Almonte Mews)	Page 546

M. OTHER/NEW BUSINESS

1. Linda Foy - Request for speed limit reduction Page 547
(*item # 1 from Info List 16-19*)

Recommendation:

That Council direct staff to deploy the speed spy along Main Street between Coleman and Metcalfe Park.

2. Items for Parks and Recreation Advisory Committee
Councillor Dalgity Motion

Recommendation:

Whereas Council appointed members to the Parks and Recreation Advisory Committee on April 16, 2019;

And whereas The Parks and Recreation Advisory Committee provides recommendations to Council on referred matters;

Therefore be it resolved that Council direct the Parks and Recreation Advisory Committee to research and develop a draft Municipal Adopt a Park Policy; and research and propose possible additional recreation programs.

3. Safe pedestrian crossings on Ottawa St. Intersections
Councillor Dalgity Motion

Recommendation:

That Council direct staff to research and price out the installation of an Exclusive Pedestrian Phase program on the traffic signal cycle for the traffic lights on Ottawa Street & Patterson/Menzie and a second on Ottawa Street & Sadler Dr./Industrial Dr. (Src: Ontario Traffic Manual – Book 15 page 46 6.2.3.6 Exclusive Pedestrian Phase).

And that Council direct staff to confirm that the system can be activated when the pedestrian signal button is pushed to stop all traffic with “red light” signal, also include signage to;

- i) prevent right turns on red lights,
- ii) to indicate this system is in place,
- ii) to indicate the cross walk at Ottawa Street & Patterson/Menzie is being used by school children.

And that Council direct Staff to bring forward a report to Council with costing and results from research and system options.

4. Crossing Guards
Councillor Dalgity Motion

Recommendation:

That Council direct Staff to allocate approximately \$5,000.00 from the Crosswalk Patterson St. Capital Project and apply it to a hire crossing guards for the Ottawa Street & Patterson/Menzie intersection until Dec 31st or until such time that Council implements a crossing guard program in Mississippi Mills if feasible.

And that Council direct staff to include funding options for crossing guards in the draft 2020 budget.

N. NOTICE OF MOTION (None)

O. ANNOUNCEMENTS AND INVITATIONS

P. CONFIRMATORY BY-LAW – 19-100

Q. ADJOURNMENT



The Corporation of the Municipality of Mississippi Mills

Council Meeting #29-19

MINUTES

A special meeting of Council was held on Thursday, September 26, 2019 at 10:00 a.m. in the Council Chambers.

A. CALL TO ORDER

Mayor Lowry called the meeting to order at 10:02 a.m.

B. ATTENDANCE

PRESENT:

Mayor Christa Lowry
Deputy Mayor Rickey Minnille
Councillor John Dalgity
Councillor Bev Holmes
Councillor Cynthia Guerard
Councillor Janet Maydan
Councillor Denzil Ferguson

ABSENT:

Ken Kelly, CAO
Jeanne Harfield, Acting Clerk
Guy Bourgon, Director of Roads and Public Works
Tiffany MacLaren, Community Economic & Cultural Coordinator
Niki Dwyer, Director of Planning (arrived at 11:04 a.m.)

C. APPROVAL OF AGENDA

Resolution No. 528-19

Moved by Councillor Ferguson

Seconded by Councillor Guerard

THAT the agenda be approved as presented.

CARRIED

D. DISCLOSURE OF PECUNIARY INTEREST OR GENERAL NATURE THEREOF

[None]

E. REPORTS

a. Almonte Downtown Revitalization

The Director of Roads and Public Works provided an overview of the proposed design, current infrastructure, lifespan of underground infrastructure, estimates,

phases, and the downtown environmental assessment. Council then had the opportunity to pose questions to the Director. Questions and comments included:

- Beautification line items (such as the amount of trees)
- Sewer and water infrastructure
- Potential increase to the water and sewer bills
- Economic Development appeal of beautification
- Pedestrian bump-outs at intersection of Mill and Bridge St.
- Pedestrian crossovers
- Boreholes and potential contamination (no contamination found)
- Parking and the pending parking study (modest increase in parking numbers)
- Little Bridge St.
- Accessibility (AODA requirements)
- Financing options
- Phased approached to construction
- Potential grants

Resolution No. 529-19

Moved by Councillor Ferguson

Seconded by Deputy Mayor Minnille

THAT Council direct Staff to have one way traffic on Little Bridge St. from Bridge St., to Thorburn Mill and two way from Mill St. to Thorburn Mill;

AND THAT Council direct Staff to include six parking spots on Little Bridge St. to be included in the 90 per cent designs.

CARRIED

Resolution No. 530-19

Moved by Deputy Mayor Minnille

Seconded by Councillor Guerard

THAT Council eliminate the gateway design option.

DEFEATED

Resolution No. 531-19

Moved by Deputy Mayor Minnille

Seconded by Councillor Ferguson

THAT Council direct Staff to have the 90 percent designs completed by the consultants.

CARRIED

F. CONFIRMATORY BY-LAW

By-law 19-87

Resolution No. 532-19

Moved by Councillor Holmes

Seconded by Councillor Dalgity

THAT By-law 19-87, being a by-law to confirm the proceedings of the Council of the Corporation of the Municipality of Mississippi Mills at its special meeting held on the 26th day of September, 2019, be read, passed, signed and sealed in Open Council this 26th day of September, 2019.

CARRIED

G. ADJOURNMENT

Resolution No. 533-19

Moved by Councillor Ferguson

Seconded by Councillor Maydan

THAT the meeting be adjourned at 12:25 p.m.

CARRIED

Christa Lowry
MAYOR

Jeanne Harfield
ACTING CLERK



The Corporation of the Municipality of Mississippi Mills

Council Meeting #30-19

MINUTES

A regular meeting of Council was held on Tuesday, October 1, 2019 at 6:00 p.m. in the Council Chambers.

A. CALL TO ORDER

Mayor Lowry called the meeting to order at 6:00 p.m.

B. CONSIDERATION OF A CLOSED SESSION

[None]

C. O CANADA

The Council meeting was opened with the singing of O Canada.

D. ATTENDANCE

PRESENT:

Mayor Christa Lowry
Deputy Mayor Rickey Minnille
Councillor John Dalgity
Councillor Denzil Ferguson
Councillor Cynthia Guerard
Councillor Bev Holmes
Councillor Janet Maydan
Ken Kelly, Chief Administrative Officer
Jeanne Harfield, Acting Clerk
Maggie Yet, Planner I (left at 8:02 p.m.)
Christine Row, Chief Librarian (left at 8:02 p.m.)
Calvin Murphy, Recreation Manager (left at 8:44 p.m.)
Guy Bourgon, Director of Roads and Public Works

ABSENT:

E. APPROVAL OF AGENDA

Resolution No. 534-19
Moved by Councillor Holmes
Seconded by Councillor Ferguson
THAT the agenda be approved as presented.

CARRIED

F. DISCLOSURE OF PECUNIARY INTEREST AND GENERAL NATURE THEREOF

[None]

G. APPROVAL OF MINUTES**Resolution No. 535-19****Moved by Councillor Maydan****Seconded by Deputy Mayor Minnille****THAT** the Council Minutes dated September 17 and 23, 2019 be approved as presented.**CARRIED****H. DELEGATION, DEPUTATIONS, AND PRESENTATIONS**

1. Danielle Shewfelt and Tawnya Boileau, Public Health Nurses, Leeds Grenville and Lanark District Health Unit
Re: Walking School Bus Project

Danielle Shewfelt and Tawnya Boileau provided an overview of the walking school bus program in Almonte, the route, number of students, and benefits.

Resolution No. 536-19**Moved by Councillor Dalgity****Seconded by Councillor Maydan****THAT** the delegation by Danielle Shewfelt and Tawnya Boileau, Public Health Nurses, Leeds Grenville and Lanark District Health Unit, re: Walking School Bus Project, be received.**CARRIED**

2. Doris Rankin, Pakenham Trail Working Group
Re: Pakenham Community Trail

Doris Ranking discussed the proposed Pakenham Community trail including proposed route, benefits, presentations to advisory committees, and next steps in the phases.

Resolution No. 537-19**Moved by Councillor Ferguson****Seconded by Deputy Mayor Minnille****THAT** the delegation by Doris Rankin, Pakenham Trail Working Group, re: Pakenham Community Trail, be received;

AND THAT the proposed phases and plans for the Pakenham Community Trail be referred to the Economic Development Advisory Committee.

CARRIED**I. PUBLIC MEETINGS**

[None]

J. COMMITTEE OF THE WHOLE**Resolution No. 538-19****Moved by Councillor Dalgity****Seconded by Councillor Maydan****THAT** Council resolve into Committee of the Whole, with Deputy Mayor Minnille in the Chair.**CARRIED****J.1 CONSENT ITEMS****Resolution No. 539-19****Moved by Councillor Holmes****Seconded by Councillor Maydan****THAT** the minutes of the following committees be received:

- MRPC – June 28, 2019
- Community Policing – September 10, 2019
- Accessibility – September 18, 2019
- Committee of Adjustment – September 18, 2019
- Finance & Policy – September 19, 2019

CARRIED**J.2 STAFF REPORTS****Building and Planning**

- a. Zoning By-law Amendment Z-12-19 , West Pt Lt 6, Concession 11, Ramsay (Melville and James)

Resolution No. 540-19**Moved by Councillor Ferguson****Seconded by Councillor Dalgity****THAT** Council approve the Zoning By-law Amendment to change the zoning of the retained agricultural parcel from Consent application B18/072 for part of the lands legally described as West Pt Lt 6, Concession 11, Ramsay Ward, Municipality of Mississippi Mills from the “Agricultural (A)” Zone to the “Agricultural Exception (A-x)” Zone to prohibit the construction of a residential use and recognize a minimum lot area of 36ha.;**AND THAT** Council approve the change of zoning of the severed lands from “Agricultural (A)” to “Agricultural Commercial (C1)”.**CARRIED**

- b. Site Plan Control – Almonte Country Haven (D11-ALM-19), 333 Country Street, Almonte Ward

Resolution No. 541-19

Moved by Councillor Dalgity

Seconded by Councillor Holmes

THAT Council approve the site plans for Almonte Country Haven for the property described as Plan 6262, McFarlane Section, Lots 153 to 157, 167 to 171, 181 to 185, being Parts 2, 4 & 6 on Registered Plan 26R984 as presented;

AND FURTHERMORE THAT the Mayor and Clerk be authorized to enter into a Site Plan Control Agreement for the proposed works.

CARRIED

Library

- c. Almonte Friendship Oven

Resolution No. 542-19

Moved by Mayor Lowry

Seconded by Councillor Dalgity

THAT Council approve Option 1 – to accept ownership of the Almonte Friendship Oven in partnership with the Neighbourhood Tomato Community Gardens.

CARRIED

Roads and Public Works

- d. Golden Line Road Speed Limit

Resolution No. 543-19

Moved by Councillor Dalgity

Seconded by Mayor Lowry

THAT Council receive the Golden Line Road Speed Limit report prepared by the Director of Roads and Public Works and dated September 17, 2019 as information.

CARRIED

Moved by Councillor Guerard

Seconded by Councillor Dalgity

THAT Council direct staff to prepare a by-law reducing the speed of Golden Line Road from March Road to Hamilton Side Road to 60 km/h.

WITHDRAWN

Resolution No. 544-19

Moved by Councillor Guerard

Seconded by Councillor Dalgity

THAT Council support reducing the speed of Golden Line Road from March Road to Hamilton Side Road to 60 km/h.

AND THAT Council direct Staff to send a formal request to the City of Ottawa regarding reducing the speed limit on Golden Line Rd to 60km/h.

CARRIED

J. 3 **INFORMATION ITEMS**

- **Mayor's Report**

Highlights: Mississippi Mills All My Relations event on Oct 19th; Stephen Braithwaite and Almonte Heritage Redevelopment Group winner of the National Trust for Canada Resilient Places Award; and Mississippi Mills Staff Cory Smith co-presenting at the Ontario Public Works Association Fall Meeting.

- **County Councillors' Report**

Highlights: Proposed changes to County Trail Committees, new signage going up along OVRT, and a new micro-loan program available through Valley Heartland.

- **Mississippi Valley Conservation Authority Report - None**

- **Information List 16-19**

Resolution No. 545-19

Moved by Councillor Maydan

Seconded by Councillor Dalgity

THAT Information List 16-19 be received;

AND THAT item #1 – Request for speed limit reduction be brought forward for further consideration.

CARRIED

- **Meeting Calendars – October**

Library Board – October 23rd at 2:30 p.m.

Resolution No. 546-19

Moved by Councillor Ferguson

Seconded by Councillor Maydan

THAT the Committee rise and return to Council to receive the report on the proceedings of the Committee of the Whole.

CARRIED

Council recessed at 8:02 p.m. and resumed at 8:10 p.m.

K. RISE AND REPORT**Resolution No. 547-19****Moved by Councillor Maydan****Seconded by Councillor Guerard****THAT** the recommendations of the Committee of the Whole for the meeting of October 1, 2019 be adopted as resolutions of Council.**AND THAT** item J.2.d be pulled for further consideration.**CARRIED**

Item J.2.d

[Resolution No. 544-19]

Moved by Councillor Maydan**Seconded by Councillor Dalgity****THAT** Council support reducing the speed of Golden Line Road from March Road to Hamilton Side Road to 60 km/h.**AND THAT** Council direct Staff to send a formal request to the City of Ottawa regarding reducing the speed limit on Golden Line Rd to 60km/h.**CARRIED 4-3**

Councillor Maydan requested a recorded vote

Yeas: Councillors Dalgity, Guerard, Holmes and Maydan

Nays: Mayor Lowry, Deputy Mayor Minnille and Councillor Holmes

L. BY-LAWS**Resolution No. 548-19****Moved by Councillor Ferguson****Seconded by Councillor Maydan****THAT** By-law 19-89 be taken as read, passed, signed and sealed in Open Council.**CARRIED**

By-Law 19-89

Resolution No. 549-19**THAT** By-law 19-89, being a by-law to amend By-law No. 11-83 being the Zoning By-law for the Municipality of Mississippi Mills for part of the lands legally described as Part of West Part Lot 6, Concession 11 Ramsay Ward.**CARRIED**

M. OTHER/NEW BUSINESS

1. Terry Goodyear – Request for dog park in Riverfront Estates
(from Info list 14-19, item #6)

Moved by Councillor Dalgity

Seconded by Councillor Maydan

THAT Council consider the request by Terry Goodyear regarding a dog park created in Riverfront Estates.

WITHDRAWN

Resolution No. 550-19

Moved by Councillor Maydan

Seconded by Councillor Dalgity

THAT Council direct staff to research potential liability associated with a municipally owned dog park;

AND THAT Council refer a potential dog park location, operation and public engagement to the Parks and Recreation Advisory Committee.

CARRIED

2. Lanark County Museums Network – Support for Mill of Kintail Museums
(from Info list 15-19, Item # 6)

Resolution No. 551-19

Moved by Deputy Mayor Minnille

Seconded by Councillor Guerard

THAT Council received the letter from the Lanark County Museums Network re: support for Mill of Kintail Museums for information.

CARRIED

3. Minister of Infrastructure – Canada Infrastructure Program
(from Info list 15-19, Item # 7)

Resolution No. 552-19

Moved by Councillor Ferguson

Seconded by Councillor Guerard

THAT Council direct staff to complete a funding application to the Canada Infrastructure Program.

CARRIED

4. Ontario Heritage Trust – Nomination for Heritage Awards
(from Info list 15-19, Item # 10)

Resolution No. 553-19

Moved by Councillor Maydan

Seconded by Councillor Holmes

THAT Council promote the nominations for the Lieutenant Governor's Heritage Awards on the Municipal website and social media pages.

CARRIED

5. Carleton Place – Equitable Funding for Home Support Services
(from Info list 15-19, Item # 14)

Resolution No. 554-19

Moved by Deputy Mayor Minnille

Seconded by Councillor Ferguson

WHEREAS Community Home Support Lanark County (CHSLC) has been providing support services to seniors in Mississippi Mills for many years with funding provided through the South-Eastern Local Health Integration Network (LHIN);

AND WHEREAS 10.8% of the population in Lanark County aged 65 years or older are low-income based on the Low-Income Measure After Tax (LIM-AT);

AND WHEREAS in 2018, CHSLC advised the municipality in a letter of its intention to withdraw all services from Pakenham by the end of March 2019;

AND WHEREAS Carebridge Community Supports currently provides home support services to areas of Mississippi Mills with funding provided through the Champlain LHIN;

AND WHEREAS due to the withdrawal of services in Pakenham, Carebridge Community Support has been receiving an increased number of referrals/calls for service from the area and do not have the financial or human resource capacity to absorb the clients left unserved by CHSLC;

AND WHEREAS Carebridge Community Support is concerned by the lack of planning, coordination and communication regarding the withdrawal of services which is causing confusion at the service, community and client levels;

AND WHEREAS it is imperative that Mississippi Mills residents receive the same services as residents in other areas of the County of Lanark;

NOW THEREFORE BE IT RESOLVED THAT a letter be forwarded to the Hon. Christine Elliott, Minister of Health, requesting equity, including funding, related to Home Support Services for Mississippi Mills residents;

AND THAT a copy of this letter be forwarded to Premier Doug Ford and Mr. Randy Hillier, MPP, Lanark-Frontenac-Kingston.

CARRIED

Deputy Mayor Minnille Chaired this portion of the Meeting

6. Support for Clayton Recreation Club and Union Hall Community Centre
Mayor Lowry Motion

Resolution No. 555-19

Moved by Mayor Lowry

Seconded by Councillor Holmes

WHEREAS the Clayton Recreation Club and Union Hall Community Centre provide valuable community, cultural and recreational services to Mississippi Mills residents;

AND WHEREAS the Clayton Recreation Club and Union Hall Community Centre own facilities and provide services independent to the Corporation of the Municipality of Mississippi Mills;

AND WHEREAS the Municipality has examples of successful funding models such as the Ramsay Reserve, which has since been depleted, and the Sustainable Museum Funding;

AND WHEREAS the Municipality can provide support to community organizations in a variety of ways including monetary, labour, tax and insurance coverage and grant writing guidance;

NOW THEREFORE BE IT RESOLVED THAT Council directs the Treasurer, the Recreation Manager and the Community, Culture and Economic Development Coordinator to develop a formula for equitable and sustainable Municipal support that is available on an annual basis to the Clayton Recreation Club and Union Hall Community Centre,

AND BE IT FURTHER RESOLVED THAT an envelope of support be included for consideration in the 2020 Budget deliberations.

CARRIED

7. Waterpower Champions Charter
(from September 17, 2019 Council meeting)

Resolution No. 556-19

Moved by Councillor Maydan

Seconded by Councillor Holmes

THAT Council direct the Mayor to sign the Ontario Waterpower Champions Charter.

CARRIED

8. Proclamation – June 20th as Waterpower Day
(from September 17, 2019 Council meeting)

Resolution No. 557-19

Moved by Councillor Guerard

Seconded by Deputy Mayor Minnille

WHEREAS waterpower is the original community power and has been the backbone of strong communities for over 150 years;

AND WHEREAS the Municipality of Mississippi Mills has a strong history of waterpower;

AND WHEREAS the Municipality of Mississippi Mills is a waterpower champion;

THEREFORE BE IS RESOLVED THAT the Council of the Municipality of Mississippi Mills hereby proclaims that June 20th shall be Waterpower Day.

CARRIED

9. Proclamation – Waste Reduction Week (October 21-27, 2019)

Resolution No. 558-19

Moved by Councillor Holmes

Seconded by Councillor Dalgity

WHEREAS the Municipality of Mississippi Mills is committed to reducing waste, conserving resources, and educating the community about sustainable living;

AND WHEREAS Mississippi Mills recognizes the generation of solid waste and the needless waste of resources as global environmental problems and endeavor to take the lead in our community toward environmental sustainability;

THEREFORE BE IT RESOLVED THAT the Council of the Municipality of Mississippi Mills hereby declares October 21 - 27, 2019 as Waste Reduction Week.

CARRIED

10. Letter of Support – Cogeco Connexion

Re: Access to high speed internet and telecommunications services

Resolution No. 559-19

Moved by Councillor Ferguson

Seconded by Councillor Guerard

THAT the Council of the Municipality of Mississippi Mills support Cogeco's applications for government funding through soon to be announced subsidy programs;

AND THAT the Mayor be directed to sign a letter of support on behalf of Council.

CARRIED

11. Letter of Support – Carleton Place Application

Re: Canada Infrastructure Program

Resolution No. 560-19

Moved by Councillor Ferguson

Seconded by Councillor Holmes

THAT the Council of the Municipality of Mississippi Mills support Carleton Place's application to the Canada Infrastructure Program for improvements to the Neelin Street Community Centre;

AND THAT the Mayor be directed to sign a letter of support on behalf of Council.

CARRIED

N. NOTICE OF MOTION

1. Items for Parks and Recreation Advisory Committee - Councillor Dalgity Motion

Recommendation:

Whereas Council appointed members to the Parks and Recreation Advisory Committee on April 16, 2019;

And whereas The Parks and Recreation Advisory Committee provides recommendations to Council on referred matters;

Therefore be it resolved that Council direct the Parks and Recreation Advisory Committee to research and develop a draft Municipal Adopt a Park Policy; and research and propose possible additional recreation programs.

Resolution No. 561-19**Moved by Councillor Dalgity****Seconded by Councillor Holmes****THAT** Council suspend section 109 of the Procedural By-law No. 17-03 the rules to consider motions 2 and 3.**DEFEATED 4-3**

Required 2/3 majority vote

Councillor Holmes request a recorded vote

Yeas: Councillors Dalgity, Guerard, Holmes and Maydan

Nays: Mayor Lowry, Deputy Mayor Minnille, and Councillor Ferguson

2. Safe pedestrian crossings on Ottawa St. Intersections - Councillor Dalgity Motion

Recommendation:

That Council direct staff to research and price out the installation of an Exclusive Pedestrian Phase program on the traffic signal cycle for the traffic lights on Ottawa Street & Patterson/Menzie and a second on Ottawa Street & Sadler Dr./Industrial Dr. (Src: Ontario Traffic Manual – Book 15 page 46 6.2.3.6 Exclusive Pedestrian Phase).

And that Council direct staff to confirm that the system can be activated when the pedestrian signal button is pushed to stop all traffic with “red light” signal, also include signage to;

- i) prevent right turns on red lights,
- ii) to indicate this system is in place,
- ii) to indicate the cross walk at Ottawa Street & Patterson/Menzie is being used by school children.

And that Council direct Staff to bring forward a report to Council with costing and results from research and system options.

3. Crossing Guards - Councillor Dalgity Motion

Recommendation:

That Council direct Staff to allocate approximately \$5,000.00 from the Crosswalk Patterson St. Capital Project and apply it to a hire crossing guards for the Ottawa Street & Patterson/Menzie intersection until Dec 31st or until such time that Council implements a crossing guard program in Mississippi Mills if feasible.

And that Council direct staff to include funding options for crossing guards in the draft 2020 budget.

O. ANNOUNCEMENTS AND INVITATIONS

P. CONFIRMATORY BY-LAW

By-law 19-90

Resolution No. 562-19

Moved by Councillor Ferguson

Seconded by Councillor Maydan

THAT By-law 19-90 being a by-law to confirm the proceedings of the Council of the Corporation of the Municipality of Mississippi Mills at its regular meeting held on the 1st day of October, 2019, be read, passed, signed and sealed in Open Council this 1st day of October, 2019.

CARRIED

Q. ADJOURNMENT

Resolution No. 563-19

Moved by Councillor Holmes

Seconded by Councillor Dalgity

THAT the meeting be adjourned at 8:58 p.m.

CARRIED

Christa Lowry
MAYOR

Jeanne Harfield
ACTING CLERK



All About The Mississippi Mills Youth Centre!

Mission, Values, Vision

- ▶ Mission: To support youth in the discovery of themselves and their community.
- ▶ Values: respect, inclusion, fun, pride, integrity, safety, fairness, responsibility & connections.
- ▶ Vision: content, contributing, confident youth.



Who Are We?

- MMYC opened it's doors in 2016
- Originally located in the Almonte and District Community Centre (Arena)
- Moved to our current location (134 Main Street E) in 2017
- Achieved charitable status in May 2019



Youth!

- ▶ Currently we have 350 youth centre members from across Mississippi Mills
- ▶ #visits to Youth Centre:
 - ▶ 2016 = 279
 - ▶ 2017 = 1838
 - ▶ 2018 = 1738
 - ▶ 2019 = 1,360 till the end of September
- ▶ #new youth in 2019 = 38
- ▶ Age mandate expanded: 10 - 18



Our Team!

Charlotte MacAlister - Managing Director

Sara Fortin - Program Coordinator

Tammy Wilson - Youth Worker

Lilli Nothnagel - Youth Worker

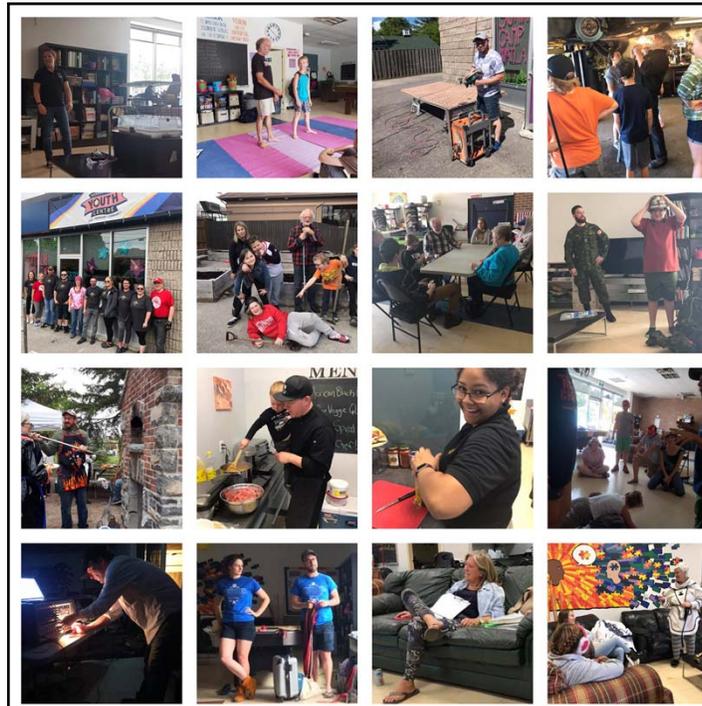
Emily Marginson - Youth Worker

Matthew McCarthy - Summer Go! Leader

Joanne Oliver - Summer Go! Leader

Expecting to hire a Volunteer & Teenage Youth Coordinator by the end of October

Professional Backgrounds: Developmental Research Scientist, Social Service Worker, Child & Youth Care and Mom to Many



Volunteers!

OUR MANY VOLUNTEERS
BRING TO THE TABLE
PRACTICAL EXPERIENCE
AND LIFE SKILLS!

Our Partners!

Algonquin College Almonte Civitan Club Almonte Community Coordinators (The Hub) Almonte District High School Almonte Legion Almonte United Church Classic Theatre Festival Perth Community Employment Services Perth Fulton's Sugar Bush Geological Society Health Unit Holy Name of Mary Elementary School Hummingbird Chocolate Maker Jack O'Trades Junior Civitan Lanark County Master Gardeners Lanark County Youth Centres Coalition Cornerstone Church Mississippi Mills Music Works Mississippi Mills Public Library & Elizabeth Kelly Library Foundation Mississippi Valley Field Naturalists Municipality of Mississippi Mills Naismith Memorial Public School O.P.P. Open Doors for Children and Youth Lanark County Patrice's Independent Grocer Presbyterian Church R. Tait MacKenzie Public School The Hunger Stop CP Food The Mills Community Support / Carebridge The Neighbourhood Tomato Ultramar CST United Way Lanark County Young Awards Foundation

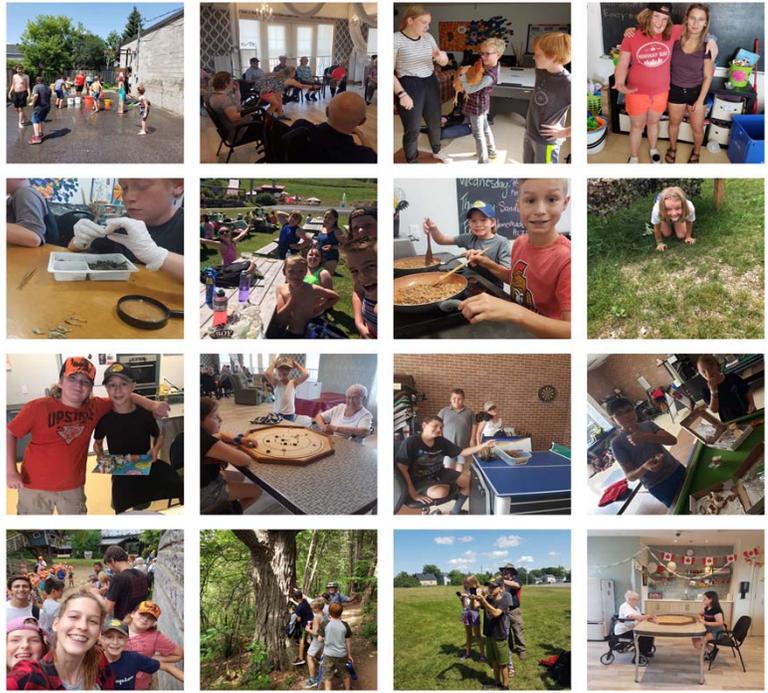
Programs and Activities!

- ❖ Safe space for youth aged 10-18
- ❖ Open during important peak hours
- ❖ Reliable staff
- ❖ Support, resources & referrals



Summer Programming!

- ☑ Skill Building
- ☑ Crafts
- ☑ Nature Activities
- ☑ Giving Activities
- ☑ Trips
- ☑ Beach Days
- ☑ Games
- ☑ Science Experiments
- ☑ Theater Making
- ☑ Sports
- ☑ Healthy Cooking



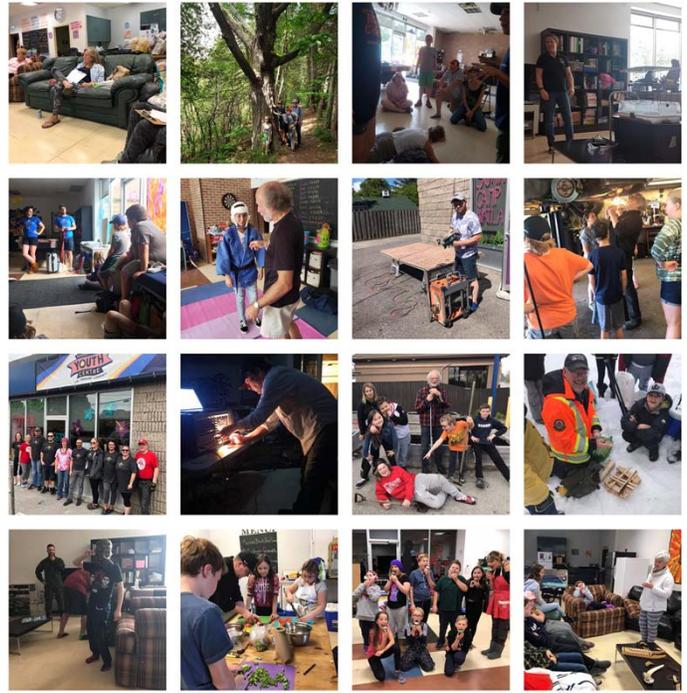
School Year Programming!

- ▶ Crafts
- ▶ Physical Activity & Literacy
- ▶ Games
- ▶ Healthy Cooking
- ▶ Forever Young! Program
- ▶ +13 Teen Nights
- ▶ Trips
- ▶ Community Meals
- ▶ Special Events
- ▶ Gardening
- ▶ Skill Building
- ▶ Stable Thinking Program



Activities Lead by Volunteers!

- ▶ Nature Activities! I.E. Tree Identification, Orienteering, Building Blue Bird Boxes, Outdoor Survival, Many More!
- ▶ Skill Building! I.E. Self Defense, Baking, Mechanics, Many More!
- ▶ Social/Cultural Activities! I.E. Learning About The Inuit People & Learning To Play Euchre!
- ▶ Building Up Keep! I.E. Renovations & Beautification!



Youth – Fundraising & Awareness!

- ❖ Our youth value their centre and take the time to volunteer at fundraising and awareness raising events
- ❖ New: We can provide charitable receipts
- ❖ New: We accept E-Transfers via: payment.mmyc@gmail.com
- ❖ We fundraise for the centre & for other community minded organizations!



Fundraising & Awareness Raising Events!

- ▶ Car Wash!
- ▶ Crown & Pumpkin Tour!
- ▶ Community Meal!
- ▶ Awake-A-Thon!
- ▶ Collecting Holiday Donations for Local Charities!
- ▶ Rexall- Donation Shopping Cart!
- ▶ Buy-A-Brick!
- ▶ Adopt-A-Road!
- ▶ Night Market!
- ▶ Gift Wrapping!



Up Coming Fundraisers!

- Haunted House - October 31st
- Awake-A-Thon - November 8th
- Feed the Need Dinner & Auction – November 29th



Our Funders

Our core funding sources are:

Municipality of Mississippi Mills - Space Rental & Utilities
Lanark County - \$40,000

Grants:

Ontario Sport & Recreation Community Fund Grant in partnership with the Carleton Place Youth Centre - \$12,400
Forever Young! Program in partnership with Carebridge (funded by United Way) - \$20,000
Almonte Community Coordinators (The Hub) - \$6,000+
Lanark County Food Bank- The Hunger Stop - \$5,500
Ontario Job Creation Program- \$15,000

Community Donations:

Civitan, Legion, Presbyterian Church, Cornerstone Church, and Individual community members

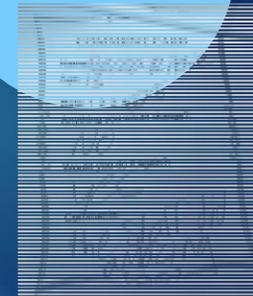
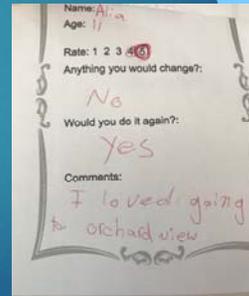
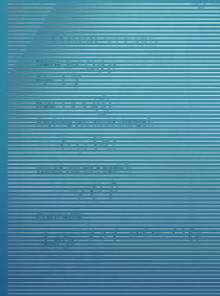
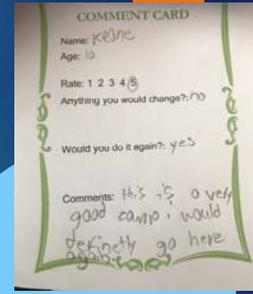
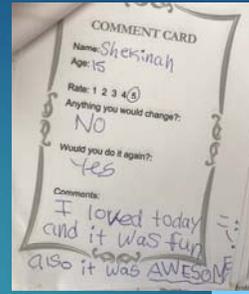
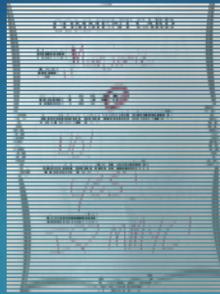
Where Do We Go From Here?

- ❖ Reaching out to all of our schools - Elementary & High Schools
- ❖ Reaching out to parents and youth Municipality wide to survey youth needs
- ❖ Looking at ways to include more rural youth in our programming i.e. transportation options or outreach programming
- ❖ Diversifying our programming - taking advantage of the many skills available in our community
- ❖ Strengthening our profile in the community - community outreach & communications



Fun FAQ:

- ▶ 40% reduction in youth interaction with Mississippi Mills OPP during critical open hours!
- ▶ Over 75 healthy meals and snacks provided to youth every week!
- ▶ 4.8/5 youth satisfaction rate!
- ▶ Youth commented that their healthy food intake has drastically increased since joining the centre!
- ▶ We have included 67 different seniors (65+) in our Forever Young! Programming!
- ▶ Positive interactions between youth and seniors increased 82%!
- ▶ Youth rated visiting the seniors at Orchard View higher than trip days!



Some of the many community recommendations!

Sandra Barr
to me +
These two made the most delicious pancakes for papa and grandma this morning

2 Attachments

Kathy Jones Mmyc has been this guys saving grace this year...encourage everyone to support them....AMAZING

Like · Reply · Message · 2d

Fraser Scantlebury What a great tasty community meal tonight along with wonderful conversations between both new and long-time residents of Almonte/Mississippi Mills! Sara outdid herself with from-scratch mac & cheese (amazing!), which was matched with great pulled pork and coleslaw salad. Great to see the youth so involved, along with the Youth Centre staff. Be sure not to miss then next one, scheduled for Oct 23rd, and taking place in the Stans Mills Lounge at the Carebridge's Country Street Apartments. Can't wait to see what Sara comes up with for the meal!!

Like · Reply · Message · 19h · Edited

Kristen Ritchie Big Thank you to all the wonderful staff for the AMAZING summer. I hope you all know how grateful I am that there are people like you, that are so kind, creative and inclusive. Thank you for being you. ❤️😊

Love · Reply · Message · 5w



MMYC
THANKS YOU!

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BACKGROUND REPORT

DATE: October 15, 2019

TO: Committee of the Whole

FROM: Maggie Yet, Planner 1

SUBJECT: **BACKGROUND REPORT – ZONING BY-LAW AMENDMENT Z-13-19
Part Lot 2, McClellan Section, Plan 6262 Being Part 1 on Reference
Plan 27R5684
Almonte Ward, Municipality of Mississippi Mills**

KNOWN AS: 55 Spring Street (PIN 0509-30091)

OWNER: Adel Girgis & Nashaat Mekhaeil (Agent:Rod Ayotte)

PURPOSE AND EFFECT

The purpose of the Zoning Bylaw Amendment is to rezone the property to add an additional exception use to the current “Residential Second Density – Special Exception 6 (R2-6)” Zone to permit a “Pharmacy” in addition the current residential and “Medical Clinic” uses permitted on the site and to permit the provision of five (5) parking spaces within the exterior side yard, and one (1) in the front yard.

The proposal will see an addition constructed onto the rear of the existing detached dwelling. The existing dwelling will continue to be used for residential uses while the addition will contain a pharmacy fronting onto State Street. A total of six (6) off-street parking spaces is proposed – one (1) is reserved to meet the residential parking requirement and will be located on Spring Street, and five (5) spaces will serve the retail pharmacy use, located on the exterior side yard of the subject property.

At this time, there are no detailed plans regarding the style of the proposed addition. The proposed addition would have an area of 107.77m² (1160ft²) for a total building area of 190.94m² (2,054.25ft²). Any future development would be subject to Site Plan Control approval prior to Building Permit issuance.

DESCRIPTION OF SUBJECT LANDS

The subject lands represent 1 land holding with an area of 542.7m² (5,841.93ft²). The lot has 15.31m (50.24ft) of frontage on Spring Street and 35.46m (116.35ft) of frontage on State Street. The property is presently occupied by a single detached dwelling and has formerly been used as a medical clinic by the previous occupants of the building.

The subject property is generally surrounded by low density residential uses and institutional uses. The Almonte General Hospital is located on State Street adjacent to the subject property.

SERVICING & INFRASTRUCTURE

The subject property is serviced by municipal water and sanitary services. The municipal servicing and infrastructure demands will not change as a result of the application.

Access to the existing dwelling is located on Spring Street. Current plans indicate a proposed second driveway on State Street to access a proposed parking lot on the subject property. Both roads are municipally owned and maintained local roads.

Figure 1 – Context Map (2017)



COMMUNITY OFFICIAL PLAN (COP)

Schedule B of the Official Plan identifies the subject lands as “Residential”.

3.3.1 Goal and Objectives

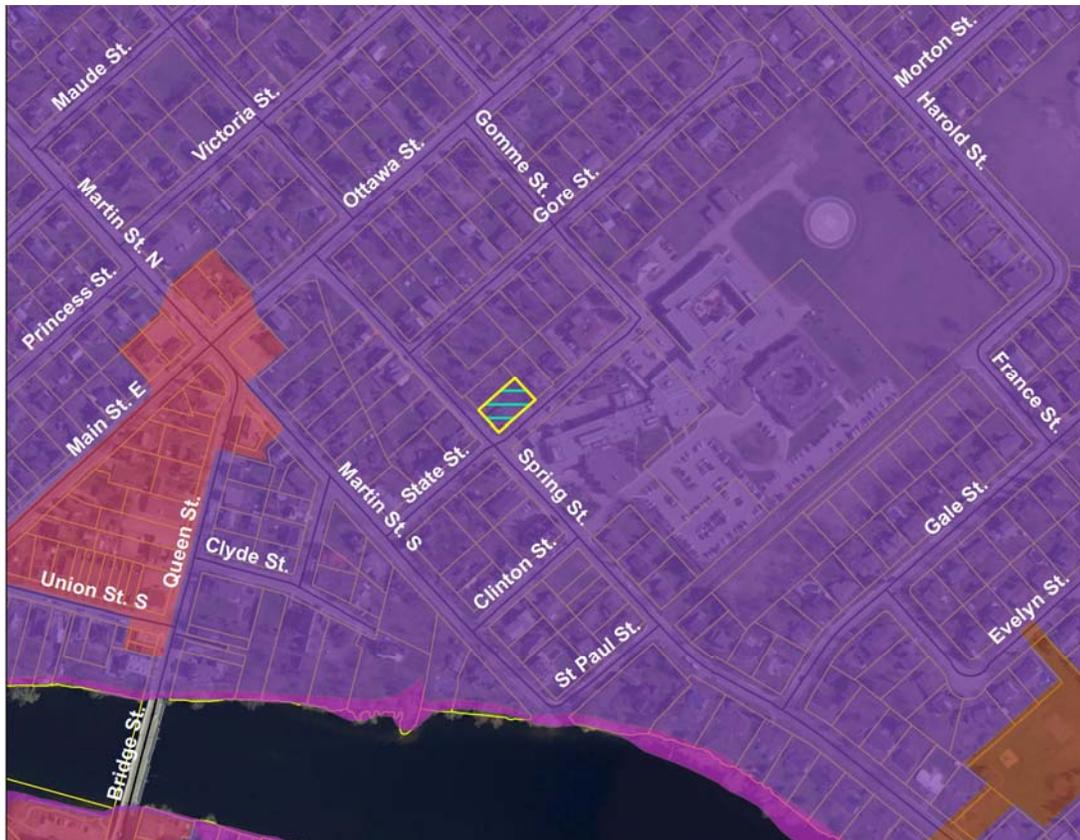
It is a goal of this Plan to:

Promote a balanced supply of housing to meet the present and future social and economic needs of all segments of the community.

Generally, “Residential” lands shall be predominantly used for low and medium density uses and accessory uses (Policy 3.6.2). Other compatible uses with residential neighbourhoods are permitted including local commercial uses. The COP does not provide policies on local commercial uses within the Residential designation. However, the proposed development is appropriate given the context of the neighbourhood which

consists of a mix of residential and institutional uses. The subject property is of sufficient size to accommodate the building and servicing requirements, and the proposal has demonstrated consideration of off-street parking requirements for the proposed residential and commercial uses. The proposed development would be subject to Site Plan Control, whereby specific attributes of the proposal including parking, style and character of the building, and landscaping, will be examined prior to issuance of Building Permits.

Figure 2 – Community Official Plan Designation



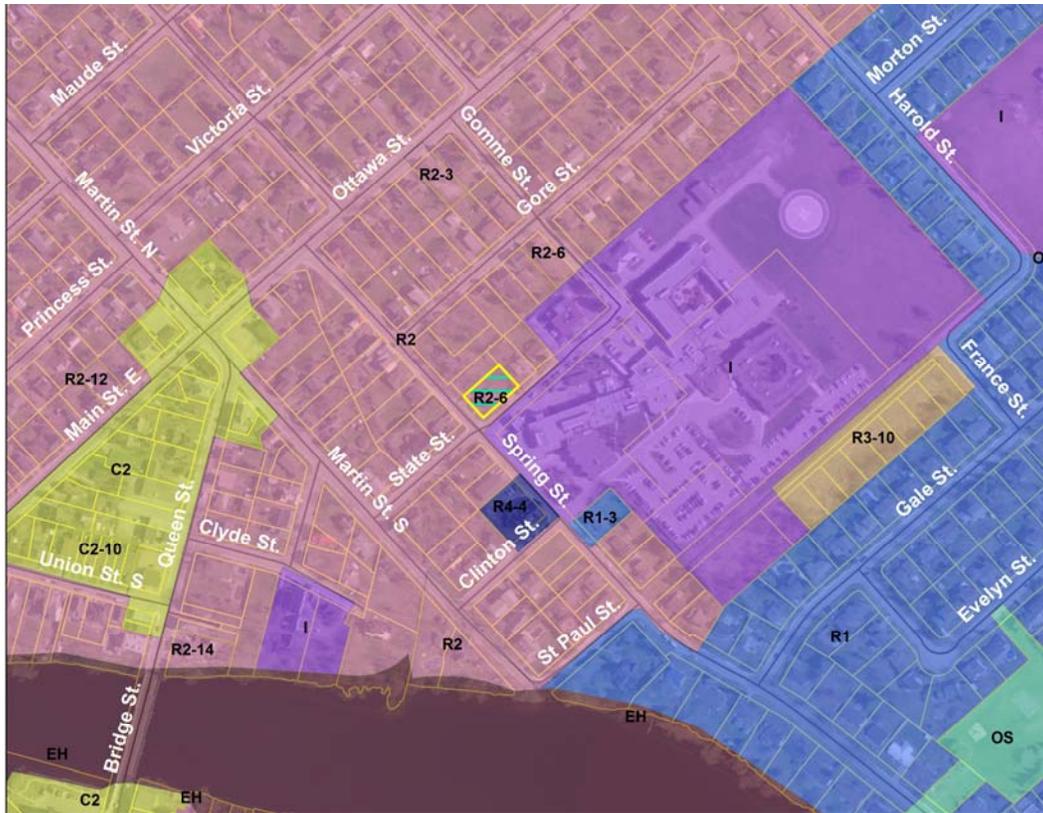
ZONING BY-LAW #11-83

The subject property is presently zoned “Residential Second Density – Special Exception (R2-6)” (R1) in the Municipality of Mississippi Mills Zoning Bylaw 11-83.

The Residential Second Density zone permits a range of residential dwelling types, including single detached, duplex, triplex and semi-detached dwellings and accessory uses therein, which may include accessory apartments, home based businesses, and Bed and Breakfasts. The Special Exception further permits a “Medical Facility” as a permitted use on the subject property.

The adjacent properties immediately surrounding the subject property are similarly zoned R2. Immediately south of the subject property is the Almonte General Hospital which is zoned “Community Facility (I)”.

Figure 3 – Zoning By-law #11-83



In general, the proposed development would meet the provisions for single detached dwellings in the R2 Zone.

Provisions	R2 Single Detached	Proposed Development
Lot Area, Minimum (m ²)	450	542.7
Lot Frontage, Minimum (m)	18	15.31
Front Yard, Minimum (m)	6	5.8 (Note A)
Side Yard, Minimum (m)	1.2 (a), (d)	1.2
Exterior Side Yard, Minimum (m)	4.5	0m, 5.8m (Note B)
Rear Yard, Minimum (m)	7.5	7.5
Building Height, Maximum (m)	9	<9m
Lot Coverage, Maximum	40%, 45%(e)	40%
Floor Area, Minimum (m ²)	75	80

Note A: The front yard setback of the existing dwelling is considered non-complying and is thus permitted as per Section 6.14 Non-Complying Uses of the Zoning By-law.

Note B: The applicant has proposed the provision of five (5) parking spaces located within the exterior side yard which fronts onto State Street and one (1) fronting onto Spring Street in the front yard. However, the required corner sight triangle as per Section 6.4.1 of the Zoning By-law remains unobstructed.

PUBLIC COMMENTS RECEIVED:

Staff circulated the application in accordance with the provisions of the Planning Act. To date, the municipality has received one general inquiry from the immediately adjacent neighbour. Comments were received from the CAO and Manager of Parks and Recreation indicating no objection to the proposal.

A staff report analyzing the merits of the application will be prepared following the public meeting in order to fully consider any and all public comments received.

All of which is respectfully submitted,



Maggie Yet, MPLAN BA
Planner 1



Niki Dwyer, MCIP RPP MA BES
Reviewed by Director of Planning



Ken Kelly
Chief Administrative Officer

ATTACHMENTS:

- Appendix A – Lot Development Sketch
- Appendix B – Residential Second Density Provisions

APPENDIX B

SECTION 14 –RESIDENTIAL SECOND DENSITY (R2) ZONE

PURPOSE OF THE ZONE

The purpose of the R2 – Residential Second Density Zone is to:

- (1) restrict the building form to low density residential uses in areas designated as **Residential and Rural Settlement Area & Village** in the Community Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the detached, two and three principal dwellings, residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified by subzones, primarily for developing areas designated **Residential** in the Almonte Ward, which promote efficient land use and compact form incorporating newer design approaches [*By-law #18-77*].

14.1 USES PERMITTED

- (1) The following uses are permitted uses subject to: a. the provisions of subsection 14.2 (1) to (5);
 - b. a maximum of 3 guest bedrooms in a **bed and breakfast**;
 - c. a maximum of 10 residents in a **group home Type A**;
 - d. a maximum of 10 residents is permitted in a **retirement home**, converted.
 - accessory apartment
 - bed and breakfast
 - dwelling, detached**
 - dwelling, duplex
 - dwelling, triplex
 - dwelling, semi-detached**
 - dwelling, converted
 - group home type A**
 - home-based business** - domestic and household arts
 - home-based business** - professional uses
 - park**

CONDITIONAL PERMITTED USES

- (2) The following conditional use is also permitted in the R2 zone, subject to the following:

(a) it is located on a lot fronting on and having direct vehicular access to Main Street East or West; and

(b) a maximum of seven rooming units, or a maximum of one dwelling unit and six rooming units.

(1) The zone provisions are set out in Tables 14.2A, 14.3A and 14.3B.

(2) A park is not subject to the provisions of Tables 14.2A, 14.3A and 14.3B, however any development will be subject to the zone provisions for a detached dwelling.

(3) Conversions that alter an existing residential use building to create another listed permitted use are subject to the provisions of Section 8.3 – Conversions.

(4) Minimum lot width, lot area and parking requirements for semi-detached dwellings shall apply to each portion of a lot on which each individual dwelling unit is located, whether or not that parcel is to be severed.

(5) Minimum interior side yard setback is deemed to be 0 m between individual units that are permitted to be vertically attached.

rooming house, converted

(3) The following conditional use is also permitted in the R2 zone, subject to the following:

(a) the use is located in residential buildings with heritage value and the unique historic characteristics of the buildings are preserved in keeping with the Municipality's heritage and design policies and guidelines.

(b) adequate off-street parking is provided per Section 9 – Parking, Queuing, and Loading Spacing Provisions of this Plan;

(c) each guest room has a minimum floor area of 25 square meters;

(d) signage shall be in keeping with the Municipality's heritage and design policies and guidelines;

(e) a minimum of 15% of the site has to be maintained as usable landscaped open space;

(f) the site has to be located on or within 50 m of an arterial road;

(g) the use is subject to Site Plan Control;

country inn

14.2 ZONE PROVISIONS

TABLE 14.2A – R2 Zone [By-law #18-77]

Provisions	Dwelling, Semi-detached	Dwelling, Duplex	Dwelling, Triplex
Lot Area, Minimum (m ²)	320 (a)	460	690
Lot Frontage, Minimum (m)	10 (a)	15	18
Front Yard, Minimum (m)	6	6	6
Side Yard, Minimum (m)	1.2 (b)	1.2 (b)	1.2 (b)
Exterior Side Yard, Minimum (m)	6	6	6
Rear Yard, Minimum (m)	7.5	7.5	7.5
Maximum Height – main building (m)	11	11	11
Lot Coverage, Maximum	40%, 45% (e)	40%	40%, 45% (e)
Dwelling Unit Area, Minimum (m ²)	65	46 (c)	46 (c)

Footnotes:

(a) The minimum lot area and minimum lot frontage requirements are per dwelling unit.

(b) The minimum interior side yard width shall be 1.2 m, except where a garage or carport is located in the rear yard and accessed by a driveway, the minimum shall be 4.5 m.

(c) The minimum dwelling unit area shall be 46 m² (495 ft²) plus 9.5 m² (102 ft²) for each bedroom.

(d) The maximum gross density shall be 15 units per hectare.

(e) If the dwelling type is a bungalow, maximum lot coverage is 45%.

14.4 SPECIAL PROVISIONS

14.4.6 Notwithstanding their 'R2' zoning designation, on those lands delineated as 'R2-6' to this By-law, a medical facility shall be permitted.

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS
INFORMATION REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Ken Kelly, Chief Administrative Officer
SUBJECT: CAO's Report October 2019

The following information is an update on delegated authority items approved under By-law 13-18, namely for tenders, requests for proposals, and staff hiring.

Staffing
Mike Fraser, Mike Zimmerman and Nathan LaBelle were hired as part-time Recreation Facilities Operator(s).
Dakota Bulmer and Dylan Porteous were hired as part-time Recreation Facilities Maintenance worker(s).
Jillian Wark was hired as the part-time Public Skating Monitor.

Procurement	Award Amount	Approved Budget
Pakenham Garage panel, breaker and disconnect replacement awarded to B.A. Munro Electrical	\$7,409.00 + HST	
Pakenham Salt Shed panel relocation and office fixture replacement awarded to B. A. Munro Electrical	\$4,766.00 + HST	
In 2017 tender issued for two year with option of a third year for hand shovelling, sanding and salting Award one year extension at tendered prices	Total costs: \$1552.12 + \$187.50 = \$1739.62 X 6mth = \$10,437.72	
Facility:	Troy Landscaping	Cooney Construction
Almonte Old Town Hall	\$313.56/mth +HST	
Municipal Office	\$313.56/mth +HST	
Almonte Daycare	\$563.00/mth +HST	
Old Registry Office		\$187.50/mth +HST

Almonte Library	\$362.00/mth +HST	
SubTotal	\$1552.12/mth+HST	\$187.50/mth +HST

*All items awarded within budget. HST not included.

**All quotes and tenders awarded to the lowest compliant bidder.

***Section IX 4b Procurement Policy for specialty services, no competitor in area or substitute available, extension of a pre-existing contract resulting in time and cost savings.

Department Updates:

The following is a list of current projects underway and planned items to come forward in the upcoming year (2019).

CAO / Clerk's		
Item	Comments	Completion
Procedural By-law	Options presented Aug 27 2019 draft bylaw to be presented November 2019	Q4
Website Upgrade	Proceeding to procure professional services	Q4
Strategic Plan	Process report presented Sept 17, 2019. Training session held Oct 8, second session Oct 17 and retreat session November 2019	Q3 Plan – execute into Q4

Finance		
Item	Comments	Completion
Financial Plan	Update required	To be determined following strategic planning
Budget	Draft 2020 – Oct 22, 2019 present to Council	Q4

Roads and Public Works		
Item	Comments	Completion
Downtown Infrastructure Renewal	Project Plan presented to Council Sept 17 2019 direction to proceed with 90% Engineering Design costing	Q4 – costing to be brought back to Council
Pakenham Crosswalks	Staff report to Council Oct 15, 2019	Q4
Volunteer Policy	Follows from Health and Safety policy manual	Q4

Building and Planning		
Item	Comments	Completion
Community Official Plan	Growth Strategy and Land Evaluation and Area Review – completed.	
By-law Review and Update	Property standards, site plan, signs	Q3

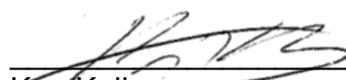
Community Official Plan	Consultation – pending approval of COP Amendment 21	County decision presented to Council Oct 15, 2019
Pakenham Secondary Growth Plan	Undertaking of early stakeholder identification research	Q3/Q4
Affordable Housing	Update – continued monitoring of housing market trends in community and background base line research	Q3/Q4
Parking Assessment	Present to Council Oct 15, 2019	Q4
Land Disposition Policy	Sale of Municipally owned land	Q4

Culture		
Item	Comments	Completion
Filming Policy	Valley Heartland involvement	Q4
Signage	Digital – tender closed no suitable options may need to reissue. Downtown and Business Park in development.	Q3/Q4
Almonte Old Town Hall Exterior Painting	Tender for work in progress	Q3

Recreation		
Item	Comments	Completion
Mill Run Park	Detailed Design	Q4
Stewart Community Centre Dasher Boards/Floor	Official opening ceremony Sept 14, 2019	Completed

Daycare		
Item	Comments	Completion
Daycare Expansion Holy Name of Mary School	Tentative schedule to open October. Funding from County received. Lease negotiation in progress.	Q4

Respectfully submitted,



 Ken Kelly,
 Chief Administrative Officer

MISSISSIPPI MILLS PUBLIC LIBRARY BOARD

MINUTES

Regular Meeting

A regular meeting of the Mississippi Mills Public Library Board was held on August 14, 2019 at 2:30 p.m. at the Almonte Branch.

1. **CALL TO ORDER**

The meeting was called to order at 2:35 p.m.

2. **ATTENDANCE:**

PRESENT:

Micheline Boucher

Barbara Button

Leanne Czerwinski, Acting Chair

Jeff Fraser

Councillor Jan Maydan

Cathy Peacock, Chair

Warren Thorngate

ABSENT:

Marie Traversy

3. **APPROVAL OF AGENDA**

Resolution No. 23-19

Moved by J. Fraser

Seconded by L. Czerwinski

THAT the agenda be approved.

CARRIED

4. **DISCLOSURE OF PECUNIARY INTEREST**

[None]

5. **DELEGATIONS/PRESENTATIONS**

[None]

6. **CONSENT ITEMS**

a) Approval of minutes from June 26, 2019

b) Correspondence- Letter from Minister

c) Reports- July/August 2019 CEO Report, Furniture and Shelving for the Almonte Branch

d) Incidents- [None]

e) Financials- June 30, 2019 Financial Statement

Resolution No. 24-19

Moved by B. Button

Seconded by L. Czerwinski

THAT the MMPLB accepts the consent items and approves the June 26, 2019 minutes as amended.

CARRIED

7. FOR DISCUSSION/DECISION

a) Business arising from the minutes
[None]

b) 2020 Draft Budget

C. Row presented a draft 2020 budget and the Library Board agreed to review the budget document and send suggestions to C. Row before the next meeting.

c) Almonte Friendship Oven Committee

The MMPLB discussed the proposed Almonte Friendship Oven Agreement and Almonte Friendship Oven Committee Report. In the end, the Library Board agreed that they could not enter into an agreement without further input from the Municipality because the Board does not own the oven or the land.

Resolution No. 26-19

Moved by J. Fraser

Seconded by B. Button

THAT the MMPLB defers this issue to the Municipality for their response and suggestions.

CARRIED

d) Closed meeting
[None]

8. OTHER/NEW BUSINESS

a) Friends of the Library update- verbal

J. Fraser stated that several Friends helped distribute the Almonte Space Needs Survey on Saturday, August 10 at the Almonte Farmers Market, Downtown Almonte, and the Home Hardware.

b) Space Needs Assessment Committee update-verbal

The RFP has been posted and the closing date is August 21, 2019.

c) Reciprocal Borrowing Agreement with Local Libraries

C. Row provided details on reciprocal borrowing agreement between library systems.

Resolution No. 27-19

Moved by B. Button

Seconded by L. Czerwinski

THAT the MMPLB approves the concept to enter into reciprocal borrowing agreements with neighbouring library systems.

CARRIED

d) Cost Sharing

C. Row provided the Board with information on the Cost Sharing Agreement with Carleton Place Public Library.

e) AC contract: Almonte Branch

C.Row provided information on the new air conditioning contract for the Almonte Branch.

- f) **Bill 108:** the proposed More Homes, More Choice Act: Amendments to the Planning Act

The Library Board discussed the potential changes to development charges for library capital projects through this Act. C. Row will send Board Members a link to the public consultation site.

9. NEXT MEETING

September 11, 2019 at 2:30 at the Almonte Branch.

10. ADJOURNMENT

Resolution No. 28-19

Moved by M. Boucher

Seconded by L. Czerwinski

THAT the meeting be adjourned at 4:05 p.m.

CARRIED

CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS
COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE

September 17, 2019
8:00 a.m.
Municipal Office - Council Chambers

PRESENT: Scott McLellan (Chairperson)
Councillor Gerard
Deputy Mayor Minnille
Greg Smith
Vic Bode
Sanjeev Sivarulrasa
Helen Antebi

STAFF/OTHERS: Tiffany MacLaren, Community Economic & Cultural Coordinator
Bonnie Ostrom, Recording Secretary
Ken Kelly (CAO)

REGRETS: Ron MacMeekin, Mary Rozenberg

Chairperson, Scott McLellan called the meeting to order at 8:02 a.m.

A. APPROVAL OF AGENDA

Moved by Greg Smith

Seconded by Deputy Mayor Minnille

THAT the September 17, 2019 C&EDC agenda be accepted as presented.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST OR GENERAL NATURE THEREOF

None

C. DELEGATIONS/PRESENTATIONS/TOURS

1. Riverwalk Working Group Updates- Alex Gillis

Mr. Gillis provided background of the Riverwalk project, fundraising for the Phase 2 (\$77,000.00), fundraising events, Lanark County Grant (\$12,000), and next steps.

Moved by Deputy Mayor Minnille

Seconded by Vic Bode

THAT the C&EDC committee endorses the Riverwalk Mill Workers Staircase project.

CARRIED

D. APPROVAL OF MINUTES: August 13, 2019

Change the date at the top of the minutes to August 13

Moved by Greg Smith

Seconded by Vic Bode

THAT the August 13, 2019 minutes be accepted as amended.

CARRIED

E. BUSINESS ARISING OUT OF MINUTES

1. Municipal Film Policy update & Next Steps

A draft copy of the survey was considered by the committee. A revised survey will be presented to the committee at the next meeting.

2. OVRT/ Directional Signage/ Park/ Parking

Some businesses have made inquiries to the County regarding the application process for directional signage. No feedback was received. Deputy Mayor Minnille will follow up on the process and advise the committee.

3. Directional Signage

A draft of the directional signage for the village of Pakenham will be presented at the next committee meeting. Funds have been allocated in the 2020 budget.

4. Business Breakfast

Thursday September 26, 2019
7am – 9pm at the Almonte Civitan Club.
Topic; Emergency Services

5. Alameda/Fence

Funds are in the current budget for the removal of the fence. Public Works has will remove the tree stumps and level the area.

The Alameda project remains a volunteer effort with various tree experts working with the Hub Hospice tree sale for the donner trees. Lanark County is in support of the idea and requires a map of the trees. The group is looking to start this spring with the tree planting.

6. Mississippi Mills Promotional Items

The Community, Economic and Cultural Coordinator will bring a list of items and costs to the next committee meeting for review and discussion.

F. ROUND TABLE

Mill of Kintail – the committee discussed the future of the Mill. The Mississippi Valley Conservation Authority Board is currently working on proposed next steps.

G. REPORTS

1. Beautification Committee Update (verbal)

Installation of the fall corn stalks will be done on Friday September 27 by volunteers on the committee. A fall pitch in will be planned before Thanksgiving weekend.

2. OEMC- Tiffany MacLaren (verbal)

The majority of the conference workshops/sessions focused on the various programs offered by the Ministries. Information on both Arnprior and Kwartha Lakes downtown revitalizations projects were presented. The presentations will be sent to the committee members for information.

Some highlights:

- Arnprior did not lose any businesses in the process and were successful in making some of the businesses accessible.
- They have implemented community improvement plans where funds are matched for facades and accessibility improvements. Building owners have to apply for the funding.
- Agreements were made to house a brownfield lot into parking for the businesses.
- Another presentation was on the importance of branding.

H. INFORMATION/CORRESPONDENCE

I. OTHER/NEW BUSINESS

J. MEETING ANNOUNCEMENTS

Next meeting: Tuesday, October 15, 2019 at 8:00AM.

Next Business Breakfast: Thursday, September 26- Almonte Civitan

Thursday November 21, 2019 at 7:00AM. Location TBD

K. ADJOURNMENT

Moved by Deputy Mayor Minnille

Seconded by Greg Smith

THAT the August 13, 2019 C&EDC meeting be adjourned at 9:30a.m.

CARRIED

Bonnie Ostrom, Recording Secretary

**THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS
HERITAGE COMMITTEE
MINUTES**

**Wednesday, September 25, 2019 @ 5:00 P.M.
Municipal Office, Council Chambers**

PRESENT: Michael Rikley-Lancaster, Chair
Councillor Jan Maydan
David Thomson
Judith Marsh
Sandra Moore
Janet Carlile
Sarah More

ABSENT: Stephen Brathwaite, with regrets

STAFF: Niki Dwyer, Director of Planning
Roxanne Sweeney, Recording Secretary

The meeting was called to order at 5:00 p.m.

A. APPROVAL OF AGENDA

Moved by David Thomson

Seconded by Councillor Jan Maydan

THAT the Agenda dated September 25, 2019 be accepted as presented.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST

None were declared.

C. APPROVAL OF MINUTES

Moved by Judith Marsh

Seconded by David Thomson

THAT the Minutes dated August 16, 2019 be accepted as presented.

CARRIED

D. DELEGATIONS/PRESENTATIONS

Gail Barr attended to discuss different exterior renovation options for her building at 5 Bridge Street.

No recommendation was made at this time.

E. NEW BUSINESS

1. The Keepsakes building report prepared by Sarah More was reviewed. The report will be amended and brought forward at the October 23, 2019 Heritage Committee meeting.

2. Proposed Provincial Policy Statement 2019
The Heritage Committee had no comments or concerns.

F. INFO/CORRESPONDENCE

G. BUSINESS ARISING FROM MINUTES

1. Council Resolution – 77 Little Bridge Street
Received for information

2. Council Resolution – R. Tait McKenzie plaque
Received for information

H. ANNOUNCEMENT

Next meeting: October 23. 2019

I. ADJOURNMENT

Moved by David Thomson

THAT there being no further business before the Committee, the meeting adjourned at 5:30 p.m.

CARRIED

Roxanne Sweeney, Recording Secretary

**The Corporation of the Municipality of Mississippi Mills
Public Works Advisory Committee**

A regular meeting of the Public Works Advisory Committee was held on September 30, 2019 at 2:30 p.m. at the Municipal Office, Council Chambers.

Present: Deputy Mayor Rickey Minnille
Councillor Denzil Ferguson
William Boal
Larry O'Keefe, Chair
Ken Vallier
Heather Baird
Scott Douglas
Jeff Robertson
Harold McPhail

Absent:

Staff: Guy Bourgon, Director of Roads and Public Works
Cindy Hartwick, Recording Secretary
Abby Armstrong, Environmental Compliance Coordinator
Ken Kelly, CAO

The Chair called the meeting to order at 2:30 p.m.

A. APPROVAL OF AGENDA:

**Moved by Councillor Ferguson
Seconded by Ken Vallier**

THAT the agenda be approved as presented.

CARRIED

B. DISCLOSURE OF PECUNIARY INTEREST:

None

C. DELEGATIONS/PRESENTATIONS/TOURS:

None

D. APPROVAL OF MINUTES:

**Moved by Deputy Mayor Rickey Minnille
Seconded Scott Douglas**

THAT the Public Works Advisory Committee minutes dated June 24, 2019 be approved as presented.

CARRIED

E. BUSINESS ARISING OUT OF MINUTES:

None

F. REPORTS:

None

G. INFORMATION/CORRESPONDENCE:

None

H. OTHER/NEW BUSINESS:

1. Alternative Options for Yard Waste Diversion

After a brief discussion is was decided to ask Council for clarification on what they are looking for the committee to research.

**Moved by Heather Baird
Seconded by Jeff Robertson**

THAT the Public Works Advisory Committee seeks further clarification from Council on what is required of the Committee for Alternative Options for Yard Waste Diversion.

CARRIED

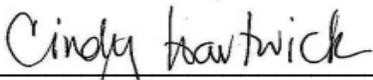
I. MEETING ANNOUNCEMENTS:

Tentative: Monday, November 25, 2019, at 2:30 p.m. Municipal Office, Council Chambers

J. ADJOURNMENT:

**Moved by
Seconded by
THE meeting adjourned at**

CARRIED



Recording Secretary

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: ~~November~~ October 15th, 2019
TO: Committee of the Whole
FROM: Guy Bourgon, P.Eng., Director of Roads and Public Works
SUBJECT: **Pakenham Four-Lane Pedestrian Crossovers**

RECOMMENDATION:

THAT Council approve the design of the Pakenham four-lane pedestrian crossovers as presented and direct staff to proceed with their immediate construction.

BACKGROUND:

At the June 18th, 2019, Council meeting, Council rescinded Resolution No. 473-18 (approval of previous design of the Pakenham Pedestrian Crossovers) and directed staff to proceed with an alternative design of four-lane pedestrian crossovers (PXOs) as per Resolution No. 392-19. Council also requested staff hold a public meeting and solicit public comment prior to returning to Council for approval of the final design.

DISCUSSION:

A public consultation was held at the Stewart Community Center in Pakenham on the evening of September 9th, 2019, to present the four-lane PXO designs for the intersections of CR29 at Waba/Elizabeth and CR29 and Jeanie. The public meeting was advertised on the Municipal website and in the local newspaper, and was also sent to the various committees and stakeholder groups who had previously declared interest in the project.

The event was well attended with 63 persons signing in at the event. The CAO chaired the meeting with the Director of Roads and Public Works giving an overview of the four-lane PXO design. A number of residents then provided comments which have been summarized in the "as-heard" comments attached. There were also 8 persons who provided written submissions with their comments (6 of whom spoke at the event and one who did not identify themselves). These comments have also been attached.

In general, attendees were satisfied with the new design. Many people indicated that speeding on CR29 is a significant problem and were hopeful that additional measures

such as more signage south of the trestle, more painting on the roadway, and flexible bollard signage could be implemented. There were several comments in support of no parking in the area of the school during school hours. As CR29 is governed by the County of Lanark, these measures would need to be implemented through discussion with the County. Attendees indicated that they have been waiting many years for something to be done and voiced their desire to have something constructed this year.

In speaking with the contractors, pending approval of the design and construction at this Council meeting, they are hopeful that the installations can still proceed this fall, weather dependent.

FINANCIAL IMPLICATIONS:

As identified in the June 4th Council report, the costs associated with the additional flashing lights and concrete work identified in the four-lane PXO design are as follows:

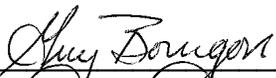
Item	Cost
Additional LED Flashing Lights	\$8,400.00
Concrete Work CR29 at Waba Road	\$10,450.00
Concrete Work CR29 at Jeanie	\$9,560.00
Net HST	\$500.02
Total	\$28,910.02

SUMMARY:

Staff is seeking Council approval of the Pakenham four-lane PXO designs and direction to proceed with their immediate construction.

Respectfully submitted,

Reviewed by,



Guy Bourgon, P.Eng.
Director of Roads and Public Works



Ken Kelly, CAO

Attachments: "As Heard" comments
Submitted comments
Four-Lane PXO engineering drawings

Pakenham Pedestrian Crossover Public Consultation – September 9th, 2019
Stewart Community Center, Pakenham

As heard comments:

Sherryl Smith – Bridging Generations

- Heard frequent concerns over safe pedestrian crossings in recent years
- Their concerns were previously processed through ATAC
- Goals of crosswalks are pedestrian safety and to slow traffic down
- School crosswalk is a “no-brainer”
- There is a need for more advanced warning signs south of the trestle
- The CR29/Waba intersection is currently very dangerous for pedestrians to cross; she believes that the current design will make it much safer as a start.
- Regardless of what surveys indicate, speeding remains a problem through Pakenham
- Other options could be looked at to slow traffic down, including a four way stop.
- Recent County culvert replacement required temporary traffic lights which slowed traffic down through town. The delay from construction did not seem to cause any issues with traffic.
- Doing nothing is not an option
- She will be submitting written comments

Dale and Jennifer Downey – Pakenham School

- They like no parking areas
- They do not like pole locations behind sidewalks and feel they should be moved curbside.
- They would like to see more pavement markings
- They would like to see parking restricted all day on the school side of CR29
- More measures for slowing down traffic are required
- They indicated that the current County flashing lights were not operating at the proper times to coincide with use by the school and asked that the County be advised.

Vic Bode

- Agrees PXO at Jeanie is a “no brainer”.
- Likes extra flashers on the PXO arm
- Would like to see warning signs south of the trestle
- With respect to the Waba PXO, indicated that people may or may not use it
- Prime concern is to stop traffic, but traffic flow is important
- Enforcement of parking regulations is poor; people are parking everywhere
- Crosswalk is a good first step
- 4 way stop should be considered
- County construction proved that we can live with delays.

Larry O’Keefe – PWAC

- Indicated that all his comments would be submitted in writing
- Gave synopsis of PWAC, members and their function
- PWAC recommended current design and Community Safety Zone

- Perth is a good example of a four lane PXO and Lanark Village is a good example of a Community Safety Zone.

Bill Duncan

- Brings an agricultural perspective
- Did not like initial design
- Farm equipment use this intersection a lot; there is no by-pass readily available that can accommodate the width of the equipment
- We are facing near misses every year
- At Waba Road intersection, a lot of drivers don't know what to do when they see large farm equipment coming.
- 4 way stop would worsen situation
- Hopes speed is reduced to 40 km/h
- Likes the LED flashers on masts.

Caitlyn Prévost

- Previously submitted written comments
- Would prefer to see crossing on north side of intersection as her observations indicate that the desire lines are from Nicholson's to the General Store; feels that the walk would be too long to cross on the south side of the intersection.
- Would also like to see pavement markings and perhaps bollards to slow traffic.

L. Heslop

- Existing roads have tight dimensions based on old standards
- If we install a four way stop, the PXO would not remain.

Vic Bode (2)

- Is not in favour of a four way stop if it will impact farm equipment
- Need to be cognizant of the fact that not only farm equipment but many large vehicles use this intersection to make deliveries to the gas station and local merchants.

Shirleen Duncan

- Supports signage south of the trestle to make people aware and to get them to slow down

Paul Haliburton

- Supports additional pavement markings and foldable bollards to slow traffic down and provide advanced warning.

Patty Mann

- Member of PBTA and Bridging Generations
- Need to send a signal to traffic entering the village to slow down
- Likes bollards to slow vehicles
- Indicated that when you slow traffic down, people start to see the businesses present around them which helps improve business.

John Barr

- At the school, perfect, get it done, make sure no passing signage is installed
- 100% against four way stop at Waba, drivers cut the corner at the gas station to turn right onto Waba
- Speeding through town continues to be a problem

Brian Gallagher

- Council direction was clear, does not understand why we would consider other ideas.

Councillor Jan Maydan

- Advised that traffic surveys completed do not indicate a speeding problem through Pakenham
- Also advised of the CPAC meeting on September 10th where these issues are discussed.

From: Jenna Lowe
Sent: September-09-19 1:55 PM
To: Guy Bourgon
Subject: Highway 29 Crossovers - Jenna Lowe

Hi Guy,

I'm just getting in touch to let you know we are thrilled to see progress toward a lighted crosswalk at the intersection of Highway 29 and Jeanie Street in Pakenham. We've been fairly silent on the matter so far; anything at this location would be a massive improvement over what is currently a very dangerous part of our daily routines. As I'm sure you know, many vehicles travel through Pakenham at high speeds failing to stop for pedestrians at the current crosswalk. This has led to many scary situations for our educators, particularly during our walks to and from the school age program outside of daylight hours.

Vic Bode and I have spoken about the value of overhead lighting, especially at this location where visibility can become an issue due to parked cars when there are community events going on. I see in the plan that there are proposed 'no stopping' areas on either side of the crosswalk which should increase visibility both for pedestrians crossing and for motorists who may not otherwise see the flashing lights.

Jenna Lowe, RECE
Executive Director
Linda Lowe Daycare Centre

Hi Ken,

I appreciate the opportunity to comment on the Crossover design to be located in Pakenham. I strongly believe that the crosswalk, currently located at the Pakenham Public School, be enhanced with the latest signage and L.E.D. lighting with lighting provided overhead rather than on the posts where lights might be blocked by waiting pedestrians. The safety of crossing School children and Daycare Children, particularly those that are part of the after school program, is paramount. During the winter months, with shortened days, the kids are in the dark and not readily visible when attempting a road crossing. An enhanced crosswalk would be greatly appreciated. I do not believe bump outs are required at this location. I have heard that some of the school busses would have some difficulty with making the turn.

Another crossing that is being considered is at the corner of Waba Road and Highway 29. I am not a fan of establishing a Crosswalk at this location.

Pakenham is an active farming community, and hopes to be for some time. Any impediment placed on the narrow highway just increases the stress and practicality of moving large and ever increasing large farm vehicles, trailers, B Trains, Tractor trailers etc. Navigating the corner in any direction requires a possible infringement upon adjacent sidewalks and private property. Snow and ice conditions in winter, although attended to in a timely fashion by Public Works, also exacerbates the safe maneuvering of vehicles. Pedestrians, as always, need to be vigilant. There certainly have been a number of near misses currently as vehicles on Waba road need to pull out into the intersection to attain line of sight in both directions, looking past parked vehicles to attain line of sight. Pedestrians must also egress onto the road to attain the same line of sight before crossing the street. Also to be noted, regardless of proper procedure, it is the habit of the Public to cross Highway 29 at any number of locations to access services, such as for example, between the Royal Bank and Nicholsons. Tourism also plays an important role in the local economy and their feelings of being safe and comfortable in our community means a return visit is more likely.

If a change is required, in the fullness of time, by Council to modify the traffic flow at this intersection, it is my view that a four way stop be created by utilising traffic lights. It was noted this past summer that the County of Lanark utilized traffic lights while repairs were made to the large culvert across Highway 29 adjacent to the school. All vehicles dutifully stopped, as was required, and waited their turn. At most this was an inconvenience.

Traffic lights should guaranty, that with the traffic stopped, both vehicular and pedestrian traffic need not need to peek past parked vehicles on 29 to ensure a safe timed crossing with proper signal lights installed . Our Seniors, children, encumbered parents with children, and others will be provided with a safe location to cross. As previously mentioned, they may or may not choose to do so here. Of course the intersection would need to be properly engineered, bearing in mind the location of traffic lights, particularly at Karsons' garage, and the setbacks for parking spots on Highway 29 to allow for longer vehicles to maneuver for the turn. Be informed that a number of service trucks, such as Frito Lay, McNeely Dairy products, Brewers Retail, Drummond Fuels, Pharmacy Supply and others encroach on this intersection, but require access. The ability of small business to stay in business in Pakenham means a steady stream of product from their suppliers, easily dropped off near the store during business hours.

A noted reality of traffic lights is that vehicles will be backed up on Waba Road more than currently is the case. There may be other concerns as well that should be considered by those more learned than I.

While change is grudgingly accommodated, a safe and perceived to be safe community, is the goal in this matter.

Vic Bode

Business Owner in Pakenham

Notes on Pakenham Crossover

September 9, 2019

We are Jennifer & Dale Downey – I am the chair of PPS School Council and Dale is the PEng who works for Thomas Cavanagh Construction. We live directly outside of the Village.

Thanks for giving us this opportunity to participate in this discussion around Pakeham Crossovers. We have been vocal as a group about our concerns for the safety of children and families who attend PPS and in general the speed in which vehicles travel through the core of Pakenham.

I feel are able to bring a perceptive as community members, who farm, work & play in this community.

Comments/Remarks:

1. We like that the intersections are being opened for visibility purposes.
2. We are concerned about the placement of 3 of the poles at property lines and not curb side. The poles are too far from the driving lanes. The one at the school corner would be camouflaged by fence and bushes (too many other things there)
3. We feel there should be a signal light at the end of the mast arm not just at the pole.
4. With moving the no parking areas further from the intersection, parking will be more congested and the signage you are purposing will therefore be hidden.
5. Signage in front of Nicholson will definitely be hidden.
6. Have you considered no Parking on school side from M-F from 8-4, during the week arena parking lot is available and school has moved to no parking in the front lot of school, due to increase in staff numbers?
7. Concerned that the School Zone needs way more emphasis – maybe painted School Zone on Pavement?
8. We feel that you have addressed crossover, but really done nothing to reduce the speed at which vehicles in general travel
 - center lane markers
 - radar speed indicators
 - get vehicles slowed sooner

Hi Guy,

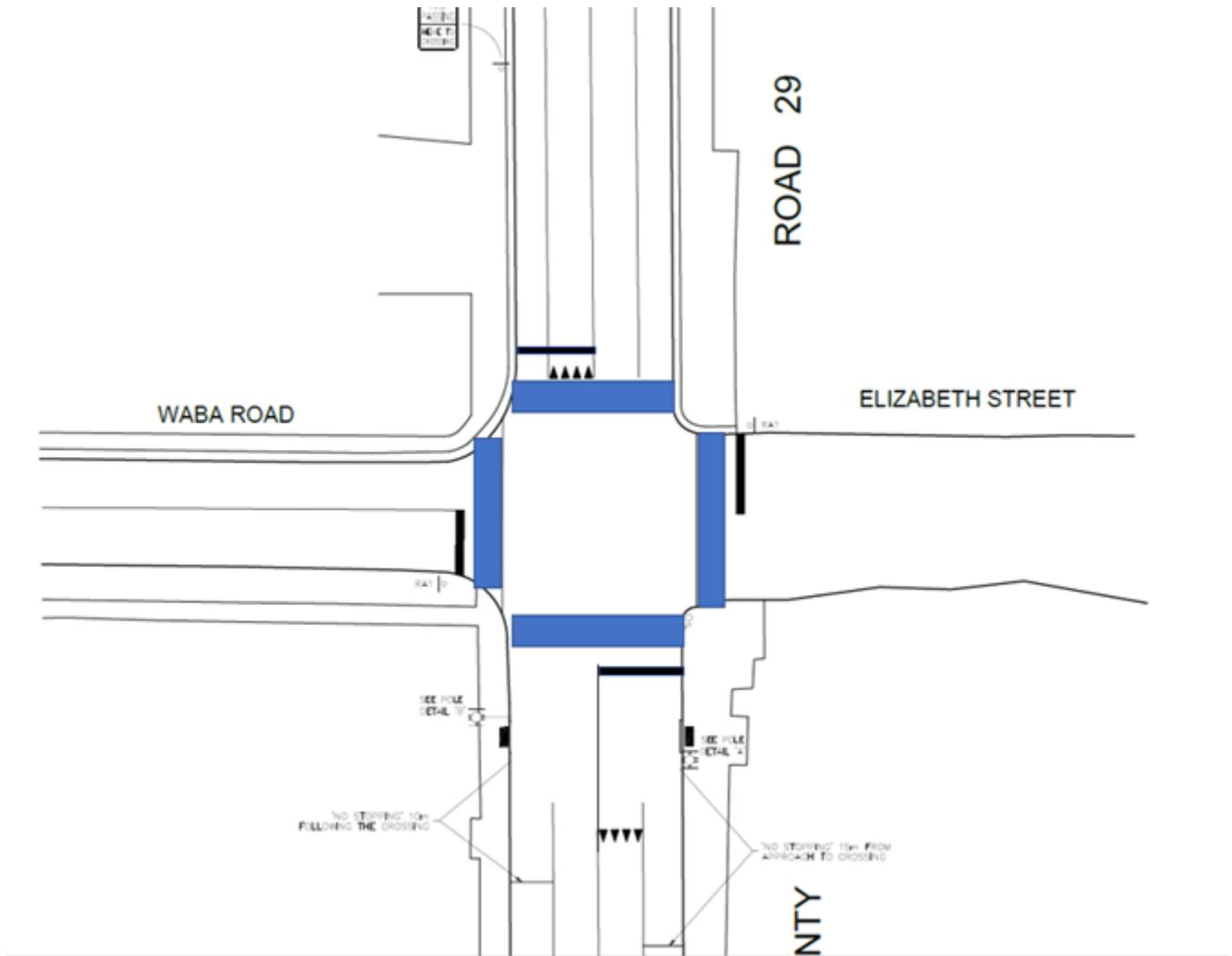
Thanks again for the meeting last night. Just following up on the comments that I provided, I did a bit more digging and found the following:

Based on OTM Book 15, only 15m “no stopping” is required on advance to the PXO and 10m on the departure side. This would mean 10m on the east side and 15m on the west. It looks to me that this is already provided (currently signed as “no parking” but would obviously need to change to “no stopping”) on the north side of the Waba/Elizabeth intersection. The sketch-up below shows what I propose as the crossing location (I’ve placed it just north of the CB and hydro pole to avoid issue with accessibility or constructability). On the west side, it looks that the distance from the catchbasin to the north side of the Deakin’s driveway (2533 County Rd 29) is about 20m, so that should be enough room for a 3m crosswalk plus 15m “no stopping” (plus 0.2m of painted crosswalk lines if you want to get specific). On the east side, I measured from Google maps a distance of about 15m from the north side of the hydro pole to the existing “no parking” sign outside of the Royal Bank. This should also be enough room however given that the measurements are off of a map, this is possibly cutting it close to the 13.2m required (3m crosswalk + 10m “no stopping” + 0.2m of painted lines). If in fact my measurements are slightly off such that there is not 13.2m available on the east side, then the parking restriction sign may need to move slightly north. This may or may not require the removal of 1 parking space... It looks like the existing area between the “no parking” sign and the driveway to 2530 County Rd 29 is an awkward 2.5 vehicles in length, which means that you may actually be able to move the “no parking” sign a few feet and not even lose an actual spot.

Case in point, I believe that 15m on approach on 10m on departure is already provided if the PXO were to be located north of the intersection (even if it were to be placed north of the hydro pole and CB). At most, there might be a loss of 1 parking spot, but as previously noted, there is always parking available at the angle parking on Elizabeth or other neighbourhood streets, and the people who are using the crossing are the same people who are using the parking anyway, so I think it would be a fair trade-off *if* parking availability needs to be slightly reduced.



Another thought that I wanted to share is that I believe that an all-way stop control at the intersection would allow for proper crossings on all legs of the intersection without requiring the removal of parking. I don't necessarily think that it's the best solution (I personally can't formulate an opinion on this without knowing its effects on traffic flow), but it is a possible solution that would allow to a crosswalk north of the intersection and parking to be entirely unchanged.



Lastly, also wanted to share with you some resources that we use at the City of Ottawa, since speed reduction seemed to be a hot topic last night.

Speed boards

We currently are in the process of tendering for a provider. We previously have purchased from [TrafficLogix](#) and [Kalitech](#). We literally have hundreds of permanent speed display boards, including different models. Some are connected to cloud accounts with real-time reporting, some include special features such as flashing speed displays (when a vehicle is speeding) and messaging, and some are very basic and only display the speed. The range of prices are from \$2200 to \$3700, including solar panels. If you would like, I can provide you with a name of someone who purchases the boards for the City of Ottawa if you would like more information.

Flex posts (or flexible bollards)

We have thousands of these. Our provider is [Develotech](#). I believe that we had done some testing of different brands and ultimately found that there ones are easiest to maintain. For the narrow posts (about 10cm wide, like the ones that are on Laurier between Elgin and Nicholas), we generally ballpark the cost of 1 new post to be about \$90. For the “sign” style posts (the

ones that we put in the middle of roadways in neighbourhoods, such as Coronation Ave), we normally estimate the cost to be \$250. These costs include labour for installation by our Signs department, so it's quite possible that the cost would be different for MM. Again, I can provide a contact person if you would like.

Painted speed signs

We use a number of different speed messages at the City of Ottawa, including "slow/lent", "school zone", "stop" (ahead arrow/distance) and the actual speed limit. My colleague has indicated that we are currently in the process of assessing before and after data. I believe that the cost estimate that we use for this is relatively low (\$100-250), however this again is using our existing City crews, rather than contracting out.

Hopefully some of these thoughts/info are useful to you. Let me know if you'd like me to try to dig up any more info on traffic calming measures or anything else.

Regards,

Caitlyn Prevost, P.Eng

Coordinator, Cycling & Pedestrian Safety

Transportation Services

City of Ottawa

613-580-2424 ext.21697

From: Prévost, Caitlyn

Sent: September 09, 2019 9:13 AM

To: gbourgon@mississippimills.ca

Subject: Pakenham Pedestrian Crossings

Hello Mr. Bourgon,

I would like to submit my following comments regarding the proposed PXOs on Pakenham.

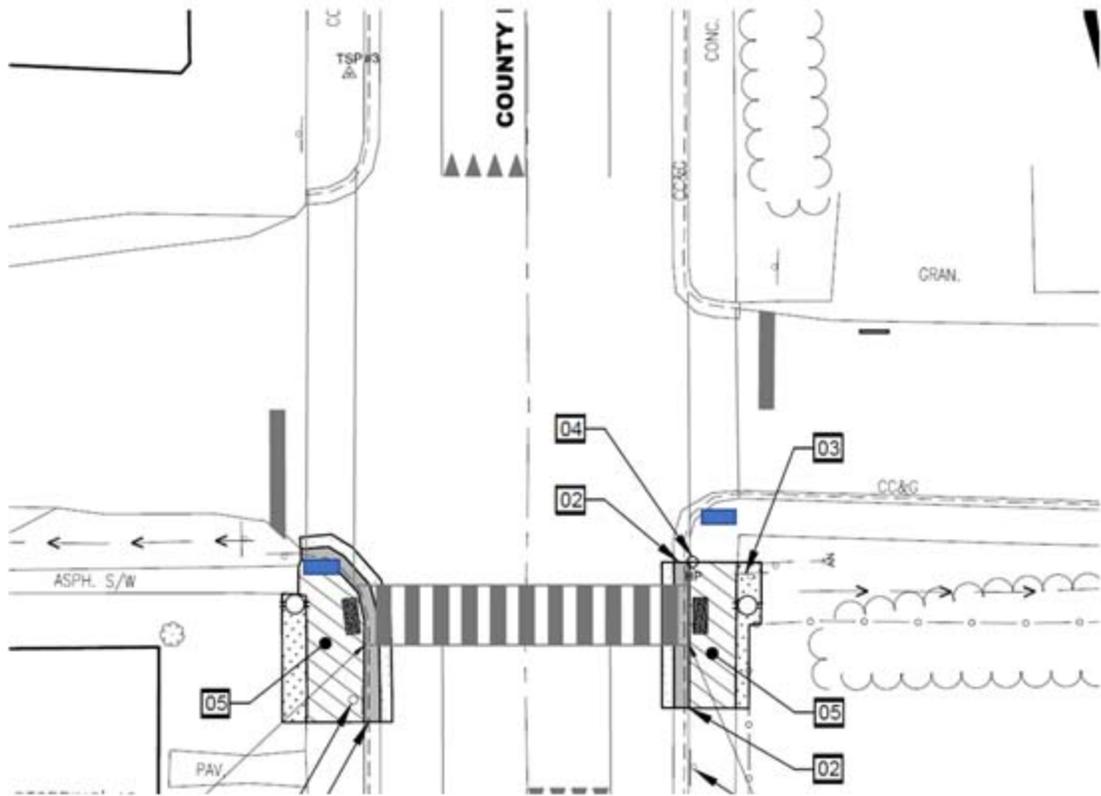
Thank you for giving the opportunity to comment.

- First and foremost, I am thrilled that the Municipality is taking action in addressing pedestrian safety in Pakenham. We live in such a lovely community that is perfect for young families and seniors alike, therefore I believe that pedestrian safety is extremely important and it's nice to see that the town is addressing outdated infrastructure.
- I personally don't understand what the uproar is about regarding the bump-outs that were previously proposed... I've never seen a Wb-20 turn down Elizabeth Street, nor have I seen one on Jeanie Street (either east or west side), and I hope to never see such a large truck on these neighbourhood streets (although I understand why they would be on Waba Rd). Perhaps an HSU or B-12 may have been more fitting. Anyway, it seems that the decision to exclude the bump-outs has already been made, however for what it's worth, I think that a middle-ground (minor bump-outs that still accommodate the appropriate large vehicles) would be best.

Jeannie Street:

- The hydro pole on the east side tends to block the view of my tiny little kids when we cross the street. Creating a bump-out (even a very slight one) would allow us to stand in a location where we can be seen by motorists.

- Similarly, the parking on the north side of the intersection (in front of the church and in front of 2583 County Rd 29) tends to block motorists' views or short little children. I don't think that banning parking is required because the parking is really only utilized during church and during special events, however this is another reason why a bump-out on the east and west sides would be important for pedestrian safety (especially for small children).
- I'm happy to see that the curb depressions will be brought up to full accessibility standards. This is important for many different people, including parents with strollers
- There's a painted crosswalk shown on the drawing on Jeannie Street (east and west sides). Currently there are no crosswalks painted. I hope that this means that painted crosswalks are actually being proposed and not that they were accidentally drawn on the dwg.
- Considering that this PXO is at the intersection, I think that the town should consider also adding proper accessible ramps leading towards the north side of Jeannie St. (shown as the blue boxes below) to make the entire south side of the intersection fully accessible. Currently, the drawing shows the southwest quadrant of the intersection being dug up but rebuilt substandard (without a TWSI) and the southeast quadrant is shown as being completely ignored (not even fixing the poor ramping that is currently in place. In my opinion, now would be the best chance for the town to address these muddy, uneven ramps (southeast quadrant shown in the screenshot below).
- I can't read the width of the crossing off of the dwg (I'm eyeballing it be about 3m?) but has the town considered a slightly wider crosswalk? With the daycare and school nearby, there are sometimes a lot of people crossing at the same time.
- The existing school crossing sign (NB direction) is blocked slightly by trees in the summer months.



Waba/Elizabeth:

- Great general location for a new crossing, however I'm confused about the decision to place it south of the intersection. I'm confident that the desire lines are mainly north of the intersection to cross between Nicholson's and the General store (or at least that's what I've witnessed for the past 7 years driving home every day). Myself, for example, I

like to park in the angle parking spots of Elizabeth and then sometimes need to cross to Nicholson's. Or, I'll be at Nicholson's and I'll need to cross over to the General store. Often I'm crossing with my kids and a stroller, and having a proper crossing would be super awesome. If the PXO were to be located north of Elizabeth/Waba, I would be able to use the PXO regularly, and I would in fact go out of my way 30m or so (from Nicholson's to a point just north of the Waba/Elizabeth intersection) to get to the PXO so that my kids are crossing safely. However, with the proposed location:

- The PXO is too far for myself (and probably many other adults, especially seniors or those with mobility aids) to find it worthwhile to walk to. It appears to be 75m or more from the actual desire line.
- If I were to cross with my children, there's no way that I would walk all the way to the PXO to cross at its proposed south location, because that would mean walking the extra distance, plus crossing Waba, then crossing the 29, only to come back and cross Elizabeth, and then walk the extra distance back. It would be safer for me to cross where we currently cross because it saves me from needlessly crossing both Elizabeth and Waba which are 2 extra locations where we may conflicts with vehicles.
- In the winter especially, walking the extra distance would be such a hassle when the snow is not cleared.
- I am **strongly opposed** to the proposed PXO location. I think that it will be unused, making it a big waste of money. I also think that it will be frustrating for me to have to explain to my kids that you are "supposed to cross over there, where it is 'safer', but adding the 5 minutes of walking distance plus trying to navigate cars/trucks TWICE at the intersection, plus crossing in a location that no one else crosses at, actually makes it less safe". Please please **please** consider moving the Waba/Elizabeth PXO to a more appropriate location. A traffic/ped count would help clarify where desire lines are located. I realize that there would be a loss of some parking spots (maybe 3?) if you were to move to a point immediately north of Elizabeth/Waba, but in my opinion that is not a big deal. There is plenty of parking nearby (including on neighbourhood streets) and in my 7 years of living here, I have never not been able to find a parking spot. If this is a concern, maybe an inventory of PM peak parking at the angle parking on Elizabeth would be justified (as I believe that this would indicate that the loss of 3 parking spots on Couty Rd 29 is not a big deal).
- I have not really reviewed the dwg for this PXO because it's in an awful spot and I would never use it or encourage my kids to use it, however I did notice that the location of the proposed overhead sign post may block sightlines to smaller pedestrians (ie: children) who are looking to cross.
- Also repeating myself here, but I think a bump-out would be justified and could fit on the east side, considering I don't think that there are many Wb-20s that go down Elizabeth St.

Tonight's meeting:

- I just wanted to comment that I find it somewhat disappointing that this evening's meeting is planned to be so scheduled/formal. This is a pedestrian issue, which has a lot of connection to children and parents. I understand that the meeting is supposed to include presentations by 2 staff members (yourself included) and 30 minutes or more of remarks from representative groups and the public. Although I do appreciate hearing comments from others (truly, I do), this is really not the best format to sit through with children in-hand. I think pedestrian issues merit a generally less-formal format, such as a gathering where people (including parents and children) may come and go as they please, in order to appeal to parents. I will be in attendance tonight, but I will be there

with a 4 year old (who does cross regularly both at Jeanie St and also between Nicholson's and the General Store), so we may not be able to make it to the end of the presentations. (On a side note, this I had a similar issue with the election debates that occurred in Pakenham this past fall... other than some of the candidates, I was the only person in the room under 25, and I think that it is partially because young people are not always able to commit so much time to formal meetings).

Final remarks:

- Thanks for your work on the PXOs and understanding that pedestrian safety is very important, particularly in a lovely village like Pakenham.
- Thanks for making it through to the end of my email. I'm very passionate about pedestrian safety and actually work in pedestrian safety at the City of Ottawa, therefore I tend to have many strong opinions.
- **My most important points:**
 - I *strongly* disagree with the location of the Elizabeth/Waba Rd PXO because it will be underutilized, which means it will be a huge waste of money. As a taxpayer and as someone who works with pedestrian safety issues daily in Ottawa, I actually think it would be better to have no PXO than to have the one that is proposed south of Waba/Elizabeth, Please consider moving it further north, even if it will lead to a loss of parking spaces. I believe that a pedestrian crossing study and parking inventory (including the angle spots on Elizabeth) will show that there is plenty of parking in the area.
 - I think that a Wb-20 is too large of a vehicle to use for Jeanie and Elizabeth (however I can see it being appropriate for Waba). Is there a middle-ground that would allow for bulb-outs (to increase ped visibility and reduce crossing distance) while still allowing HSUs to turn?
 - At Jeanie, I think it would be sensible for the town to address the sub-standard ramps to the north-south crossings across Jeanie Street, under this same contract.

Thanks a bunch! I'd be happy to hear if you have any thoughts on my comments, either by email or on the phone (613-580-2424 ext.21697 daytime or 613-256-5843 evenings until 7pm)

Caitlyn Prevost

Resident of Mississippi Mills (who does a lot of walking around Pakenham & Almonte)
And on behalf of my 2 young daughters

Public Works Advisory Committee

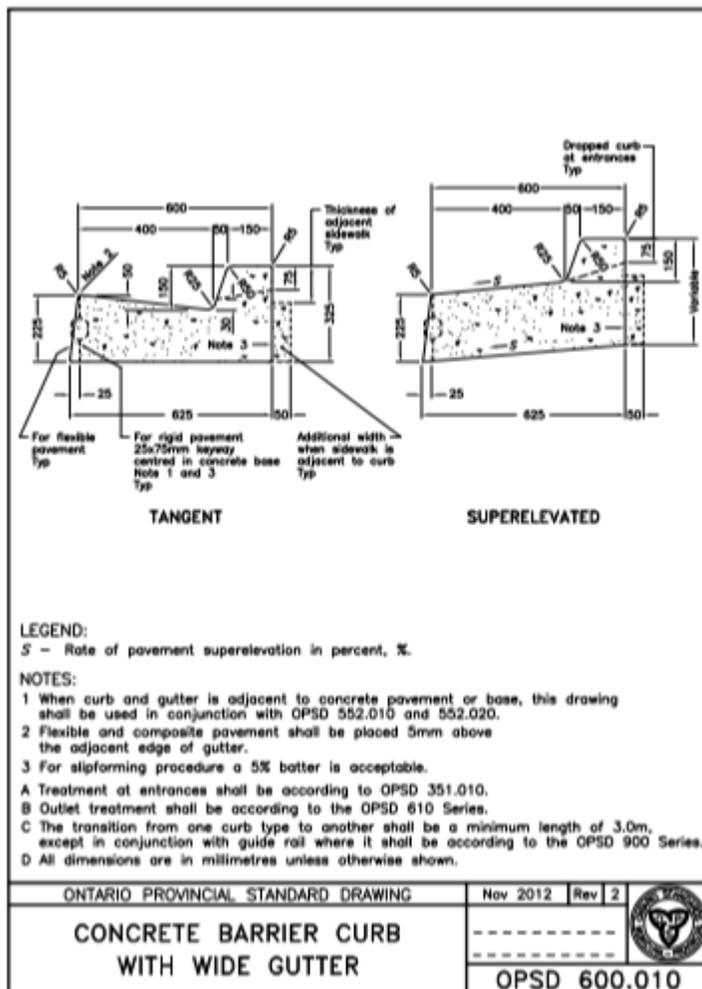
Pakenham Pedestrian Crossings - JP2G Project # 17-5084A

Comments

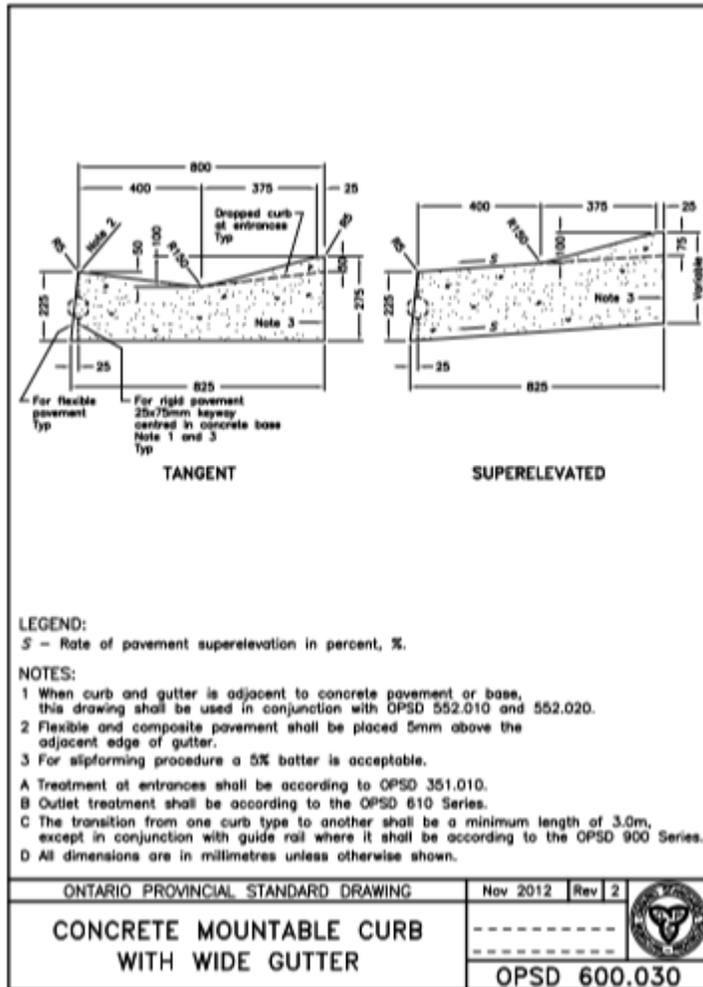
Technical Issue

The plan detail provided for the curb and gutter design at the Cross Walks does not comply with the Accessibility for Ontarians with Disabilities Act, 2005. JP2G's Drawing Number C107 shows a Barrier Curb Design when it should be Mountable Curb. The JP2G design has 150 mm (6 inch) Curb face so can't be used where pedestrians cross. Accessibility legislation dictates that depressed or Mountable Curb Design be used.

Detail OPSD 600.010 used in JP2G Drawing C107 is incorrect:



Below illustrates the correct design that should be used; OPSD 600.030 Concrete Mountable Curb with Wide Gutter:



Engineer Authorization

The Pakenham Pedestrian Crossings design prepared by JP2G Consulting Engineers include two engineered drawings from Partham Engineering Limited. Partham Engineering is the same company that installed Pedestrian Crossing Signals in Almonte during 2018.

The Partham Engineering designs for Waba Road and Jeanne Street Intersections are recreations of the design for the Paterson Street Pedestrian Crossing in Almonte. This design would have also been used for Bridge Street and Bay Hill Crossings in Almonte. The attached design in Paterson Street report to Council contains a Pedestrian Crossing Standard that has now been repeated in Pakenham.

Appendix A attached contains the design and report used for installation of Pedestrian Crossing on Paterson Street in Almonte. The design details contained in the Paterson Street Report Can be cross referenced to the design submitted for Pakenham Pedestrian Crossing to identify similarities.

Question would be why JP2G was retained a second time to do the Pakenham Pedestrian Crossing Design 2.0 “without Bump Outs” when MM dealt directly with Partham Engineering for Pedestrian Crossings in Almonte during 2018.

Other Questions

1. Please provide the status of other PWAC recommendations approved by Council:
 - Community Safety Zone on County Road 29
 - Automated Radar Speed Signs on County Road 29 at north and south entrances to Village of Pakenham

These two items were approved by Council on May 21, 2019. Refer to item C under Public Works Section in Council Minutes from Meeting #20-19:

c. Pakenham Radar Signs

Resolution No. 339-19

Moved by Councillor Guerard

Seconded by Councillor Holmes

THAT Council recommend to the County of Lanark to install automated radar speed signs at the north and south entrances to the Village of Pakenham;

AND THAT a Community Safety Zone be designated for County Road 29 extending from the OVRT overpass to 5-Span Bridge.

CARRIED

2. Is someone working on getting the Council Approved recommendations implemented? Having the Automated Radar Speed Signs and Community Safety Zone Recommendations implemented for Village of Pakenham would have potentially addressed the speeding concerns expressed by residents and business owners.

Crosswalk Comments from Bridging Generations (by Sherryl Smith) Sept 9, 2019

Thank you for the opportunity to comment this evening. I am here representing the views of ***Bridging Generations***, a community led volunteer organization committed to ensuring Pakenham remains a healthy community.

Background on ***Bridging Generations*** role regarding the Crosswalk

- Need to develop safe pedestrian crossings came from public forums in Jan-March 2016 facilitated by Bridging Generations (report available)
- Processed through the Active Transportation Ctt of Miss Mills Council over 3 years involving Lanark County and Miss Mills professional staff (engineers) and political reps.
- Bridging Generations was kept abreast of the process and were confident that the professional designs would meet our goals

What are the goals of the Crosswalks?

- To provide safe pedestrian crossing(s) in Pakenham for everyone!
- To slow traffic down through the Village
- To put people before VEHICLES

The current design comments

- The School crosswalk design is a 'no brainer' - do it asap - before winter preferably
- Needs some more obvious warning signs on the south side of the old rail bridge
- The Waba Road intersection with #29 is dangerous and needs something done to facilitate crossing and turning safely for all vehicles and people.
- The Crosswalk design as presented could accomplish both and for that reason we are supportive of the design as presented as a start.

Additional Comments

- Speed of the traffic through the village is driving the need for these crosswalks and once in place we need to continue looking at other options to increase pedestrian safety.
- Another option (not presented) which is cheap and easy to put into place is a 4 way stop at the intersection of Waba Rd and #29. Pedestrian safety THROUGHOUT THE VILLAGE should trump traffic flow. Having to slow down or stop when travelling through our village won't impact travel or usage of HWY #29 and we think it should be considered!

Last words

- We feel strongly that the option of doing nothing is not an option!!
- This Council was elected to make decisions and its decision time. Further consultation and engineering reports is costly in every possible interpretation of the word.



Mississippi
Mills

RECEIVED SEP 26 2019

PUBLIC CONSULTATION SESSION - PAKENHAM PEDESTRIAN CROSSOVERS REVISED DESIGN

Comments will be received until end of day September 30, 2019

Comments can be dropped off at the Municipal Office, 3131 Old Perth Road or email to
Guy Bourgon at gbourgon@mississippimills.ca

COMMENTS

NAME: _____

ADDRESS: Cornc. 12 N, Pakenham.

EMAIL ADDRESS: _____

PHONE NUMBER: _____

Thanks so much for NOT going ahead with the
"Bump Outs". I haven't heard one good thing about
them. They are a nuisance for snow plows and you
can't make a right hand turn - you have to sit there in line!
Can't see them working a main hwy street on a major
highway - thank you !!



② Any chance a crosswalk would work up
near McCann's garage (Renfrew St?)

There is decent vision both ways.

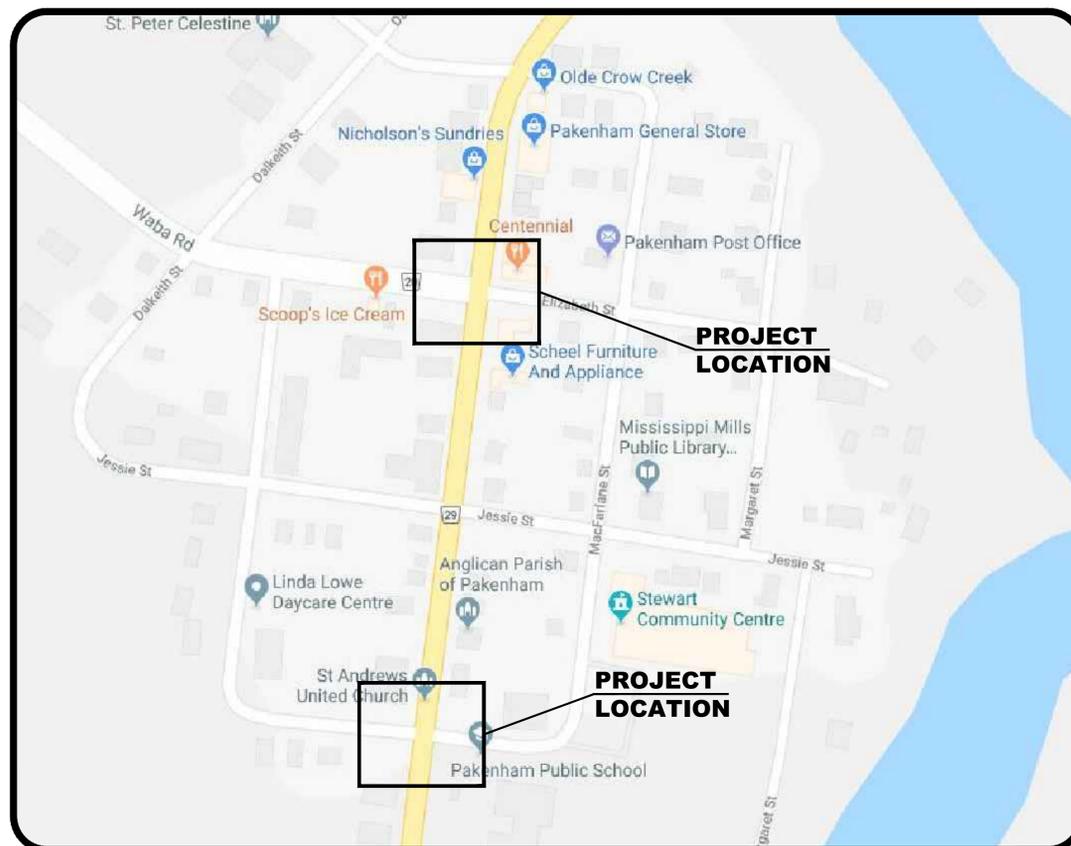
Just a thought...

Thank You!

MUNICIPALITY OF MISSISSIPPI MILLS PAKENHAM CROSSINGS

PAKENHAM, ONTARIO

JP2G PROJECT No.: 17-5084A



DWG No.	DESCRIPTION
C101	EXISTING CONDITIONS PLAN - COUNTY ROAD AND ELIZABETH STREET INTERSECTION
C102	EXISTING CONDITIONS PLAN - COUNTY ROAD AND JEANIE STREET INTERSECTION
C103	REMOVALS - COUNTY ROAD AND ELIZABETH STREET INTERSECTION
C104	REMOVALS - COUNTY ROAD AND JEANIE STREET INTERSECTION
C105	SITE PLAN - COUNTY ROAD AND ELIZABETH STREET INTERSECTION
C106	SITE PLAN - COUNTY ROAD AND JEANIE STREET INTERSECTION
C107	DETAILS
-	TRAFFIC AND LINE PAINTING PLAN - COUNTY ROAD AND ELIZABETH STREET INTERSECTION
-	TRAFFIC AND LINE PAINTING PLAN - COUNTY ROAD AND JEANIE STREET INTERSECTION

J2 Jp2g Consultants Inc.
ENGINEERS • PLANNERS • PROJECT MANAGERS

**ISSUED FOR
REVIEW**
2019-09-04

12 INTERNATIONAL DRIVE, PEMBROKE, ON
Phone: (613)735-2507, Fax: (613)735-4513
1150 MORRISON DRIVE, SUITE 410, OTTAWA, ON
Phone: (613)828-7800, Fax: (613)828-2600



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWING, AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

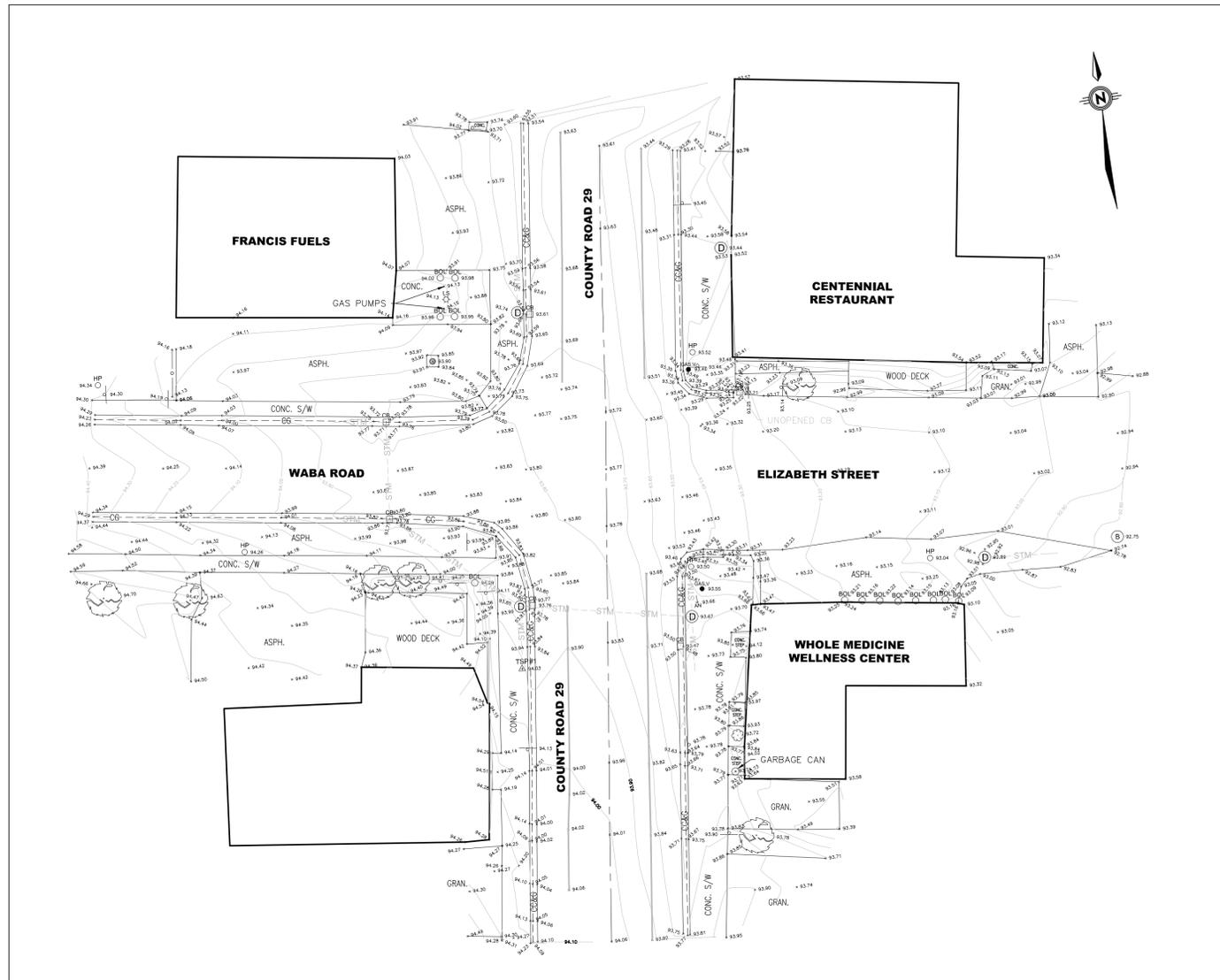
CONTROL POINT SCHEDULE					
LOCATION	POINT	DESCRIPTION	COORDINATES		ELEVATION
			Northing	Easting	
COUNTY ROAD 29	#1	MAGNAIL IN SIDEWALK	5020741.826	398877.012	94.032
COUNTY ROAD 29	#2	MAGNAIL IN SIDEWALK	5020647.299	398863.624	94.108
COUNTY ROAD 29	#3	MAGNAIL IN SIDEWALK	5020528.605	398847.065	94.122
UTM, ZONE 18, NAD 83 (CSRS)					

GENERAL NOTES

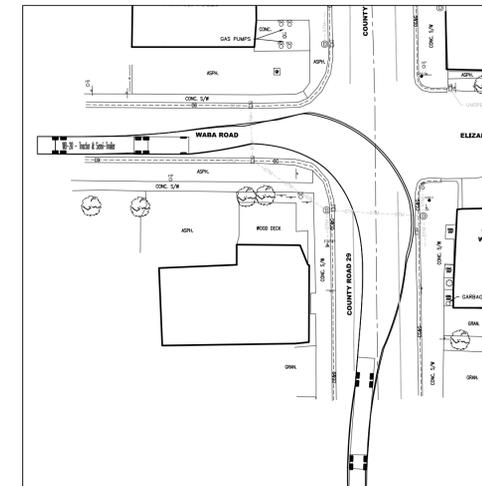
1. SURVEY COMPLETED BY JP2G CONSULTANTS INC. ON APRIL 5, 2018.
2. TSP#2 NOT SHOWN ON PLAN. LOCATED IN FRONT OF HOUSE #2561 ON COUNTRY ROAD 29.
3. DO NOT SCALE DRAWINGS.

LEGEND

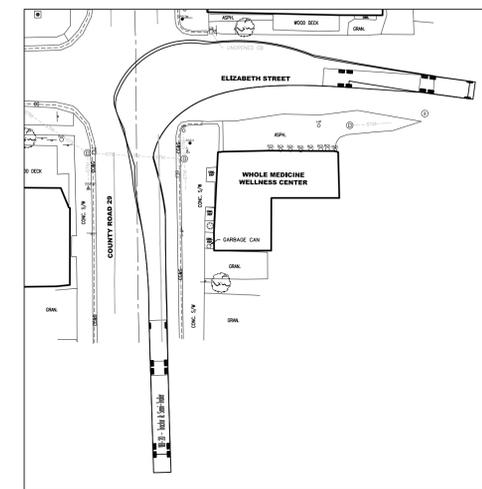
- TSP TOTAL STATION POINT
- SIGN SIGN
- BOLLARD BOLLARD
- HP HYDRO POLE
- LS LIGHT STANDARD
- ANCHOR ANCHOR
- GV GAS VALVE
- B BELL MANHOLE
- B.PED BELL PEDESTAL
- WELL WELL
- DITCH INLET DITCH INLET
- CATCH BASIN CATCH BASIN
- D STORM MANHOLE
- TREE TREE
- SHRUB SHRUB
- PROPOSED ELEVATION
- EXISTING ELEVATION
- PROPOSED SURFACE DRAINAGE
- SEWER DIRECTION
- STORM SEWER
- SWALE
- FENCELINE
- WOOD/HEDGE OUTLINE
- GUTTER LINE
- ASPHALT/CONCRETE/GRANULAR
- BUILDING



EXISTING CONDITIONS PLAN
SCALE 1:250



EXISTING VEHICLE TRACKING
SCALE 1:500



EXISTING VEHICLE TRACKING
SCALE 1:500

5	2019-09-04	NC/BWS	ISSUED FOR REVIEW
4	2018-09-11	NC/BWS	ISSUED FOR 100% DESIGN
3	2018-09-05	NC/BWS	RE-ISSUED FOR 99% DESIGN
2	2018-08-17	BK/BWS	ISSUED FOR 99% DESIGN
1	2018-06-15	BK/BWS	ISSUED FOR REVIEW

No.	YYYY-MM-DD	ENGR/DFT	REVISION COMMENTS

**MISSISSIPPI MILLS
PAKENHAM
CROSSINGS**
~
**COUNTY ROAD AND ELIZABETH
STREET INTERSECTION
EXISTING CONDITIONS PLAN**

Jp2g Consultants Inc.
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12 INTERNATIONAL DRIVE, PEMERROKE, ON
Phone: (513)736-2507, Fax: (513)736-4513
1150 MORRISON DRIVE, SUITE 410, OTTAWA, ON
Phone: (613)828-7850, Fax: (613)828-2600

DESIGNED: DS	PROJECT No.: 17-5084A
DRAFTED: BWS	REVISION DATE: 2018-08-15
CHECKED: BK APPROVED: NC	REVISION No.: .
SCALE: AS NOTED	



C101

EXISTING CONDITIONS PLAN.DWG



THE POSITION OF POLE LINES, CONDUITS, WATERMAINS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWING, AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.

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			Northing	Easting	
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COUNTY ROAD 29	#2	MAGNAIL IN SIDEWALK	5020647.299	398863.624	94.108
COUNTY ROAD 29	#3	MAGNAIL IN SIDEWALK	5020528.605	398847.065	94.122
UTM, ZONE 18, NAD 83 (CSRS)					

GENERAL NOTES

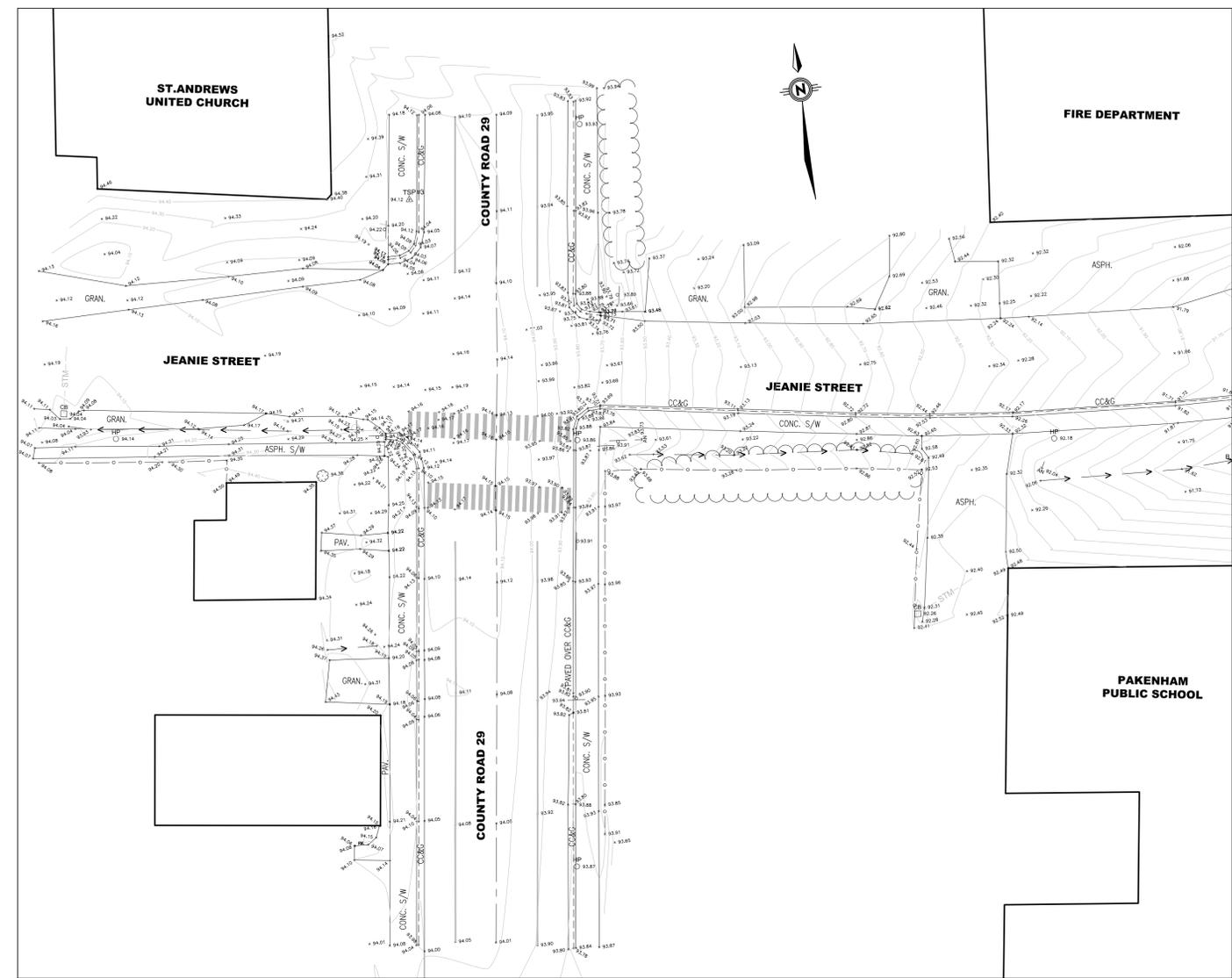
01. SURVEY COMPLETED BY JP2G CONSULTANTS INC. ON APRIL 5, 2018.

02. TSP#2 NOT SHOWN ON PLAN. LOCATED IN FRONT OF HOUSE #2561 ON COUNTRY ROAD 29.

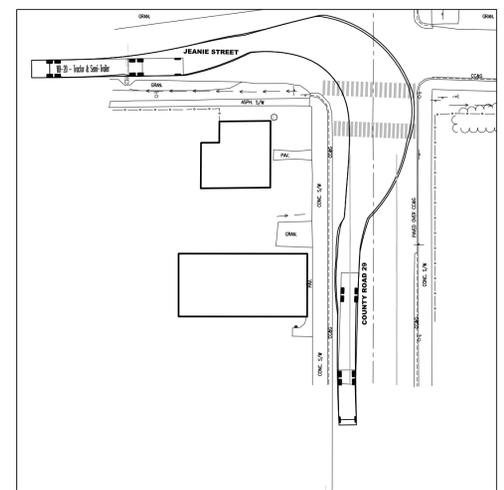
03. DO NOT SCALE DRAWINGS.

LEGEND

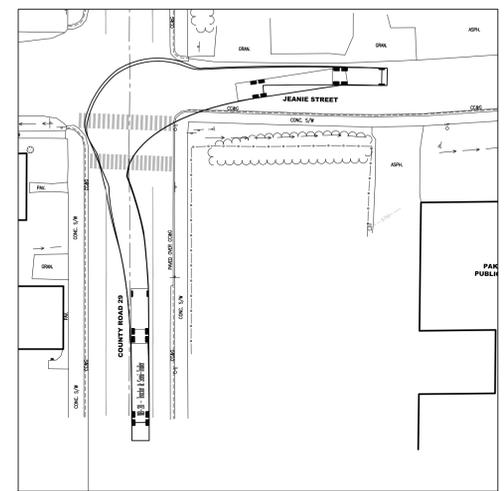
TSP	TOTAL STATION POINT
+	SIGN
BOLL	BOLLARD
HP	HYDRO POLE
LS	LIGHT STANDARD
ANCH	ANCHOR
GV	GAS VALVE
B	BELL MANHOLE
B.PED	BELL PEDESTAL
W	WELL
DI	DITCH INLET
CB	CATCH BASIN
D	STORM MANHOLE
TREE	TREE
SHRUB	SHRUB
62.78	PROPOSED ELEVATION
62.87	EXISTING ELEVATION
1.0%	PROPOSED SURFACE DRAINAGE
V	SEWER DIRECTION
STM	STORM SEWER
SWALE	SWALE
FENCELINE	FENCELINE
WOOD/HEDGE OUTLINE	WOOD/HEDGE OUTLINE
GUTTER LINE	GUTTER LINE
ASPHALT/CONCRETE/GRANULAR	ASPHALT/CONCRETE/GRANULAR
BUILDING	BUILDING



EXISTING CONDITIONS PLAN
SCALE 1:250



EXISTING VEHICLE TRACKING
SCALE 1:500



EXISTING VEHICLE TRACKING
SCALE 1:500

5	2019-09-04	NC/BWS	ISSUED FOR REVIEW
4	2018-09-11	NC/BWS	ISSUED FOR 100% DESIGN
3	2018-09-05	NC/BWS	RE-ISSUED FOR 99% DESIGN
2	2018-08-17	BK/BWS	ISSUED FOR 99% DESIGN
1	2018-06-15	BK/BWS	ISSUED FOR REVIEW
No.	YYYY-MM-DD	ENGR/DT	REVISION COMMENTS

**MISSISSIPPI MILLS
PAKENHAM
CROSSINGS**

~

**COUNTY ROAD AND JEANIE
STREET INTERSECTION
EXISTING CONDITIONS PLAN**

Jp2g Consultants Inc.
ENGINEERS • PLANNERS • PROJECT MANAGERS

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Phone: (613)738-2507, Fax: (613)738-4513
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Phone: (613)828-7800, Fax: (613)828-2600

DESIGNED: DS	PROJECT No.: 17-5084A
DRAFTED: BWS	REVISION DATE: 2018-08-15
CHECKED: BK	APPROVED: NC
SCALE: AS NOTED	REVISION No.: .



1:250

C102

EXISTING CONDITIONS PLAN.DWG

DRAWN BY: J.SCHWALDT/JP2G INC. MISSISSIPPI MILLS PAKENHAM CROSSINGS; PLAN NO: 17-5084A-01; DATE: 2018-08-15; TIME: 10:00 AM; PROJECT: MISSISSIPPI MILLS PAKENHAM CROSSINGS; DRAWING: EXISTING CONDITIONS PLAN; LAYOUT: EXISTING CONDITIONS PLAN; August 7, 2018



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			Northing	Easting	
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COUNTY ROAD 29	#2	MAGNAIL IN SIDEWALK	5020647.299	398863.624	94.108
COUNTY ROAD 29	#3	MAGNAIL IN SIDEWALK	5020528.605	398847.065	94.122
UTM, ZONE 18, NAD 83 (CSRS)					

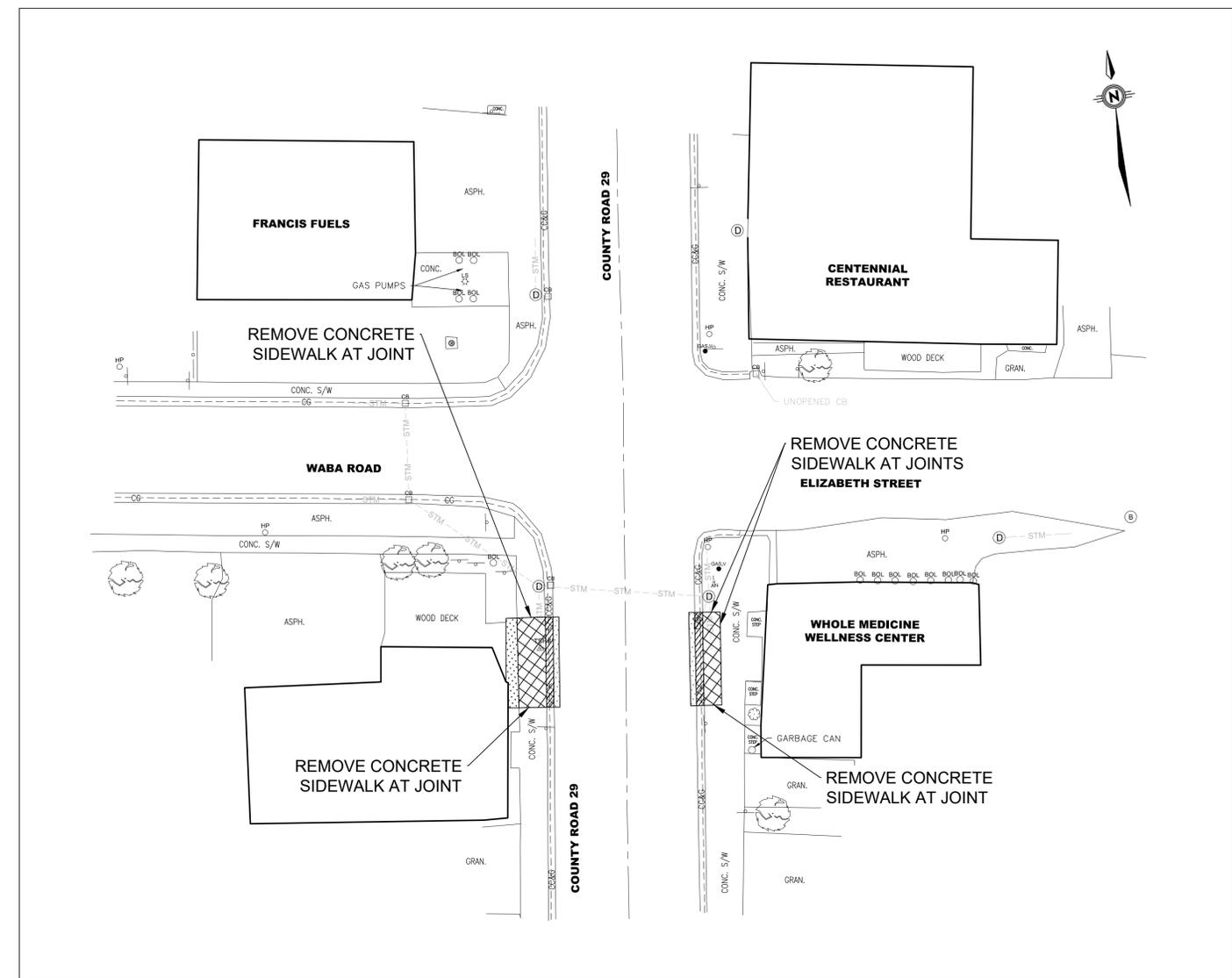
GENERAL NOTES

01. SURVEY COMPLETED BY JP2G CONSULTANTS INC. ON APRIL 5, 2018.

02. TSP#2 NOT SHOWN ON PLAN. LOCATED IN FRONT OF HOUSE #2561 ON COUNTRY ROAD 29.

03. DO NOT SCALE DRAWINGS.

LEGEND	
	TOTAL STATION POINT
	SIGN
	BOLLARD
	HYDRO POLE
	LIGHT STANDARD
	ANCHOR
	GAS VALVE
	BELL MANHOLE
	BELL PEDESTAL
	WELL
	DITCH INLET
	CATCH BASIN
	STORM MANHOLE
	TREE
	SHRUB
	PROPOSED ELEVATION
	EXISTING ELEVATION
	PROPOSED SURFACE DRAINAGE
	SEWER DIRECTION
	STORM SEWER
	SWALE
	FENCELINE
	WOOD/HEDGE OUTLINE
	GUTTER LINE
	ASPHALT/CONCRETE/GRANULAR
	BUILDING
	ASPHALT REMOVAL (FULL DEPTH)
	CURB AND GUTTER REMOVAL
	CONCRETE SIDEWALK REMOVAL
	GRASS REMOVAL
	40mm ASPHALT MILLING
	ADJUST
	REMOVE



No.	DATE	BY	REVISION COMMENTS
5	2019-09-04	NC/BWS	ISSUED FOR REVIEW
4	2018-09-11	NC/BWS	ISSUED FOR 100% DESIGN
3	2018-09-05	NC/BWS	RE-ISSUED FOR 99% DESIGN
2	2018-08-17	BK/BWS	ISSUED FOR 99% DESIGN
1	2018-07-06	BK/BWS	ISSUED FOR REVIEW

No.	DATE	BY	REVISION COMMENTS

**MISSISSIPPI MILLS
PAKENHAM
CROSSINGS**

~

**COUNTY ROAD AND ELIZABETH
STREET INTERSECTION
REMOVALS**

Jp2g Consultants Inc.
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1150 MORRISON DRIVE, SUITE 410, OTTAWA, ON
Phone: (813)828-7800, Fax: (813)828-2600

DESIGNED: DS	PROJECT No.: 17-5084A
DRAFTED: BWS	REVISION DATE: 2018-08-15
CHECKED: BK	APPROVED: NC
SCALE: 1:250	REVISION No.: .



C103

DESIGN-WABA ROAD.DWG

GENERAL NOTES

01. SURVEY COMPLETED BY JP2G CONSULTANTS INC. ON APRIL 5, 2018.

02. TSP#2 NOT SHOWN ON PLAN. LOCATED IN FRONT OF HOUSE #2561 ON COUNTRY ROAD 29.

03. DO NOT SCALE DRAWINGS.

ADDITIONAL NOTES

01. REQUIREMENTS FOR REMOVAL AND RELOCATION OF SCHOOL CROSSING SIGNAGE AND SIGNALS TO BE CONFIRMED.

DRAWING NOTES

01 CONCRETE CURB AND GUTTER AS PER OPSD 600.010 TO TIE INTO EXISTING.

02 MANHOLE TO BE PROTECTED DURING CONSTRUCTION AND MUST BE PROTECTED FROM DEBRIS ENTERING.

03 NO PARKING SIGN TO BE RELOCATED AS DIRECTED BY THE COUNTY OF LANARK.

04 CONTRACTOR TO CONFIRM PROPOSED TRAFFIC POLE IS NOT OVER TOP OF STORM SEWER PIPE.

05 CONCRETE SIDEWALK RAMP AS PER OPSD 310.033.

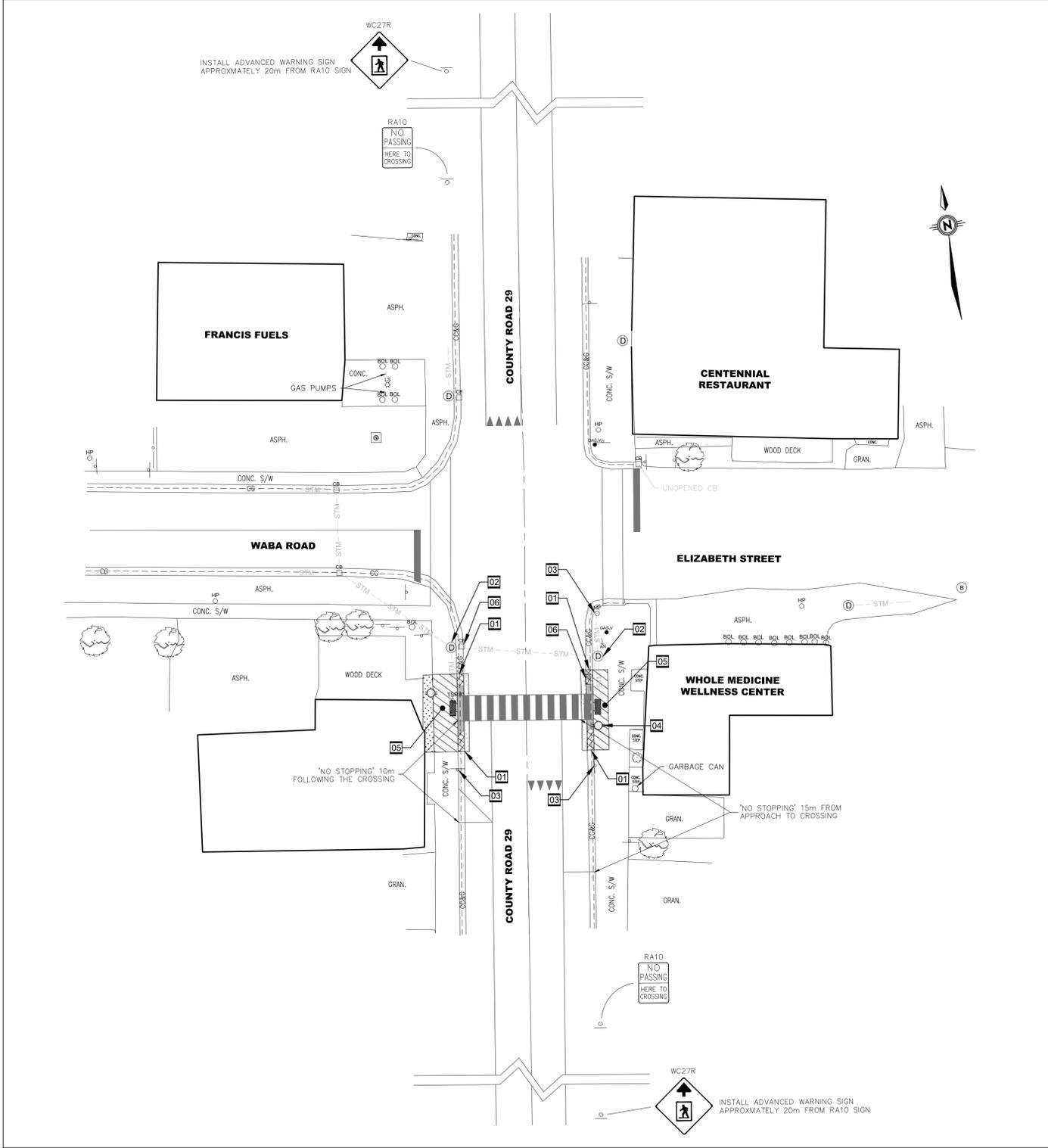
06 CATCHBASIN TO BE PROTECTED DURING CONSTRUCTION AND MUST BE PROTECTED FROM DEBRIS ENTERING.

LEGEND

TSP	TOTAL STATION POINT
—	SIGN
BOL	BOLLARD
HP	HYDRO POLE
LS	LIGHT STANDARD
AN	ANCHOR
GV	GAS VALVE
B	BELL MANHOLE
B.PED	BELL PEDESTAL
W	WELL
DI	DITCH INLET
CB	CATCH BASIN
D	STORM MANHOLE
T	TREE
S	SHRUB
62.78	PROPOSED ELEVATION
62.857	EXISTING ELEVATION
→	PROPOSED SURFACE DRAINAGE
∇	SEWER DIRECTION
---STM---	STORM SEWER
→→→	SWALE
—○—○—○—	FENCELINE
~~~~~	WOOD/HEDGE OUTLINE
---	GUTTER LINE
---	ASPHALT/CONCRETE/GRANULAR
---	BUILDING
▨	PROPOSED CONCRETE SIDEWALK
▨	PROPOSED DEPRESSED CURB & GUTTER
▨	PROPOSED CURB & GUTTER
▨	PROPOSED ASPHALT
▨	PROPOSED 100mm TOPSOIL AND SOD
○	PROPOSED TRAFFIC POLE
■	PROPOSED TWSI



THE POSITION OF POLE LINES, CONDUITS, WATERMANS, SEWERS AND OTHER UNDERGROUND AND OVERGROUND UTILITIES AND STRUCTURES IS NOT NECESSARILY SHOWN ON THE CONTRACT DRAWING, AND, WHERE SHOWN, THE ACCURACY OF THE POSITION OF SUCH UTILITIES AND STRUCTURES IS NOT GUARANTEED. BEFORE STARTING WORK, THE CONTRACTOR SHALL INFORM THEMSELVES OF THE EXACT LOCATION OF ALL SUCH UTILITIES AND STRUCTURES, AND SHALL ASSUME ALL LIABILITY FOR DAMAGE TO THEM.



**SITE PLAN**  
SCALE 1:250

5	2019-09-04	NC/BWS	ISSUED FOR REVIEW
4	2018-09-11	NC/BWS	ISSUED FOR 100% DESIGN
3	2018-09-05	NC/BWS	RE-ISSUED FOR 99% DESIGN
2	2018-08-17	BK/BWS	ISSUED FOR 99% DESIGN
1	2018-07-06	BK/BWS	ISSUED FOR REVIEW
No.	YYYY-MM-DD	ENGR/RT	REVISION COMMENTS

**MISSISSIPPI MILLS  
PAKENHAM  
CROSSINGS**

~

**COUNTY ROAD AND ELIZABETH  
STREET INTERSECTION  
SITE PLAN**

**Jp2g Consultants Inc.**  
ENGINEERS • PLANNERS • PROJECT MANAGERS

12 INTERNATIONAL DRIVE, PEMBRROKE, ON  
Phone: (813)738-2557, Fax: (813)738-4513  
1150 MORRISON DRIVE, SUITE 410, OTTAWA, ON  
Phone: (813)828-7850, Fax: (813)828-2600

DESIGNED: DS	PROJECT No.: 17-5084A
DRAFTED: BWS	REVISION DATE: 2018-08-15
CHECKED: BK	APPROVED: NC
SCALE: AS NOTED	REVISION No.: .



**C105**

DESIGN-WABA ROAD.DWG

**GENERAL NOTES**

01. SURVEY COMPLETED BY JP2G CONSULTANTS INC. ON APRIL 5, 2018.

02. TSP#2 NOT SHOWN ON PLAN. LOCATED IN FRONT OF HOUSE #2561 ON COUNTRY ROAD 29.

03. DO NOT SCALE DRAWINGS.

**ADDITIONAL NOTES**

01. REQUIREMENTS FOR REMOVAL AND RELOCATION OF SCHOOL CROSSING SIGNAGE AND SIGNALS TO BE CONFIRMED.

**DRAWING NOTES**

01 NO STOPPING SIGN TO BE REMOVED AND REPLACED WITH RB-55 NO STOPPING SIGN.

02 DEPRESSED CONCRETE CURB AND GUTTER AS PER OPSD 600.010 TO TIE INTO EXISTING.

03 SIGN TO BE PROTECTED DURING CONSTRUCTION.

04 HYDRO POLE TO BE PROTECTED DURING CONSTRUCTION.

05 CONCRETE SIDEWALK RAMP AS PER OPSD 310.033.

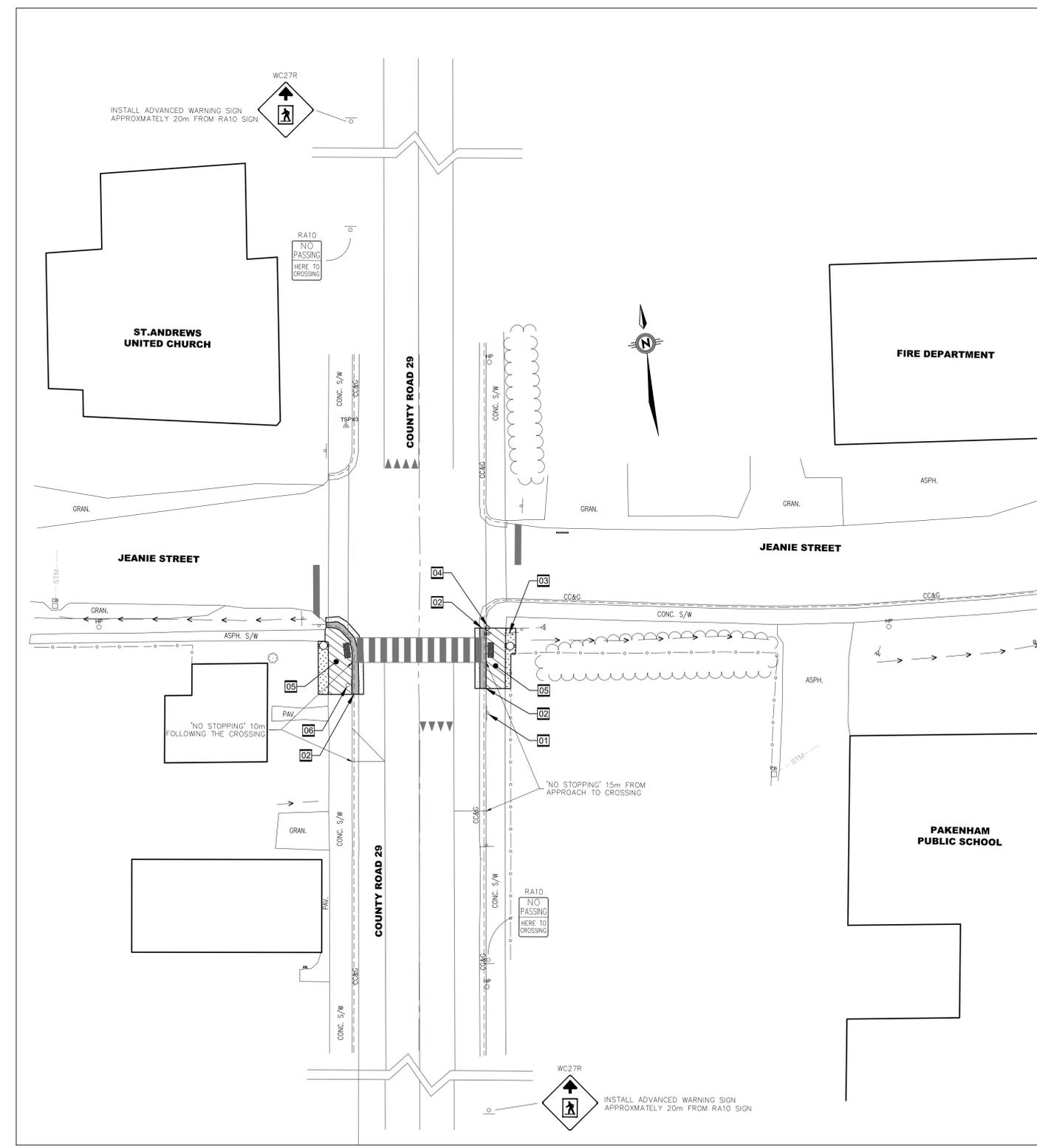
06 PROPOSED RB-55 NO STOPPING SIGN.

**LEGEND**

TSP	TOTAL STATION POINT
SIGN	SIGN
BOLL	BOLLARD
HP	HYDRO POLE
LS	LIGHT STANDARD
ANCH	ANCHOR
GA V	GAS VALVE
B	BELL MANHOLE
B. PED	BELL PEDESTAL
WELL	WELL
DITCH	DITCH INLET
CATCH	CATCH BASIN
D	STORM MANHOLE
TREE	TREE
SHRUB	SHRUB
62.78	PROPOSED ELEVATION
62.857	EXISTING ELEVATION
→	PROPOSED SURFACE DRAINAGE
∇	SEWER DIRECTION
---STM---	STORM SEWER
→→→	SWALE
---FENCE---	FENCELINE
~~~~~	WOOD/HEDGE OUTLINE
---	GUTTER LINE
---	ASPHALT/CONCRETE/GRANULAR
---	BUILDING
[Hatched Box]	PROPOSED CONCRETE
[Dashed Box]	PROPOSED DEPRESSED CURB & GUTTER
[Dotted Box]	PROPOSED ASPHALT
[Cross-hatched Box]	PROPOSED 100mm TOPSOIL AND SOD
○	PROPOSED TRAFFIC POLE
■	PROPOSED TWSI

Mississippi Mills

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SITE PLAN
SCALE 1:250

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No.	YYYY-MM-DD	ENGR/RT	REVISION COMMENTS

**MISSISSIPPI MILLS
PAKENHAM
CROSSINGS**

~

**COUNTY ROAD AND JEANIE
STREET INTERSECTION
SITE PLAN**

Jp2g Consultants Inc.
ENGINEERS · PLANNERS · PROJECT MANAGERS

12 INTERNATIONAL DRIVE, PEMBRROKE, ON
Phone: (813)738-2507, Fax: (813)738-4513
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DESIGNED: DS	PROJECT No.: 17-5084A
DRAFTED: BWS	REVISION DATE: 2018-08-15
CHECKED: BK	APPROVED: NC
SCALE: AS NOTED	REVISION No.: .



C106

DESIGN: JEANIE STREET.DWG

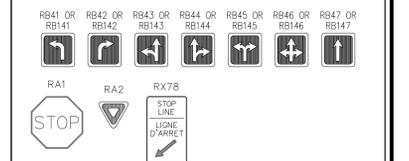


NORTH ARROW



TRAFFIC EQUIPMENT LEGEND

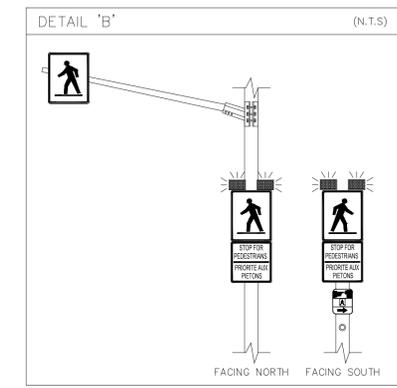
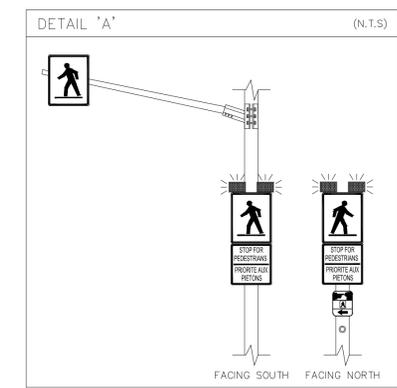
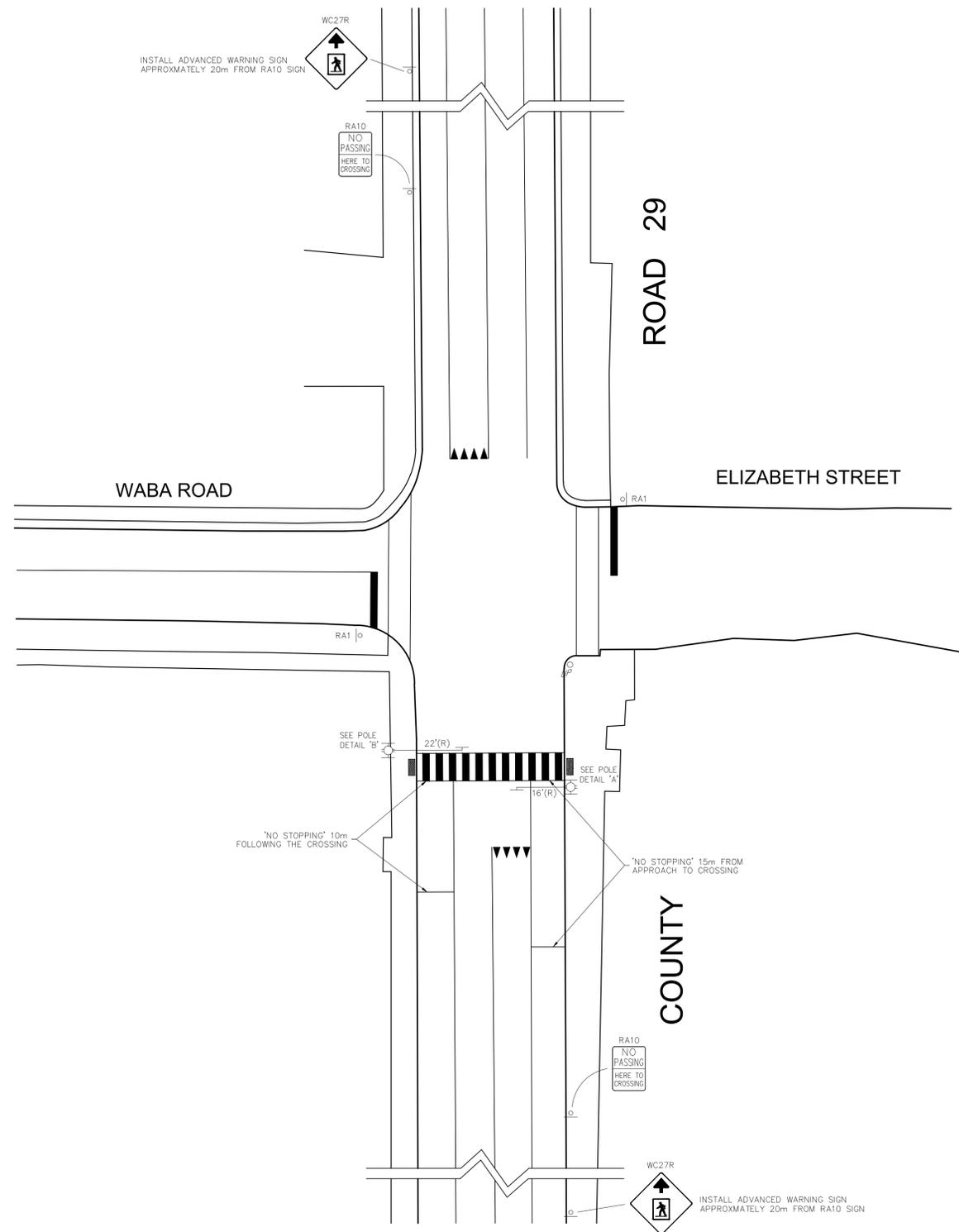
- ⊗ PEDESTAL POLE
- TUBULAR POLE
- ⊙ JOINT USE POLE
- MAST POLE
- TEMPORARY WOODEN POLE FOR SPAN WIRE INSTALLATION
- STREET LIGHT POLE
- UTILITY POLE
- ⊞ OVERHEAD SIGN POLE
- ⊞ TEMPORARY POLE
- ⊞ POLE MOUNTED DISCONNECT PANEL
- ⊞ PAD MOUNTED DISCONNECT CABINET
- ⊞ POLE MOUNTED TRAFFIC CONTROLLER
- ⊞ PAD MOUNTED TRAFFIC CONTROLLER
- DIRECT BURIED CONCRETE POLE
- ▶ THREE SECTIONAL SIGNAL HEAD
- ▶ SIGNAL HEAD (12" Ø RED) WITH BACKBOARD
- ▶ PEDESTRIAN SIGNAL HEAD
- ▶ PEDESTRIAN SIGNAL HEAD WITH COUNTDOWN TIMER
- ▶ PEDESTRIAN PUSH BUTTON
- ▶ ACCESSIBLE PEDESTRIAN PUSH BUTTON
- ▶ EAST-WEST AUDIBLE TONE FOR PEDESTRIAN CROSSINGS
- ▶ NORTH-SOUTH AUDIBLE TONE FOR PEDESTRIAN CROSSINGS
- ▶ WAVE TRONIX DETECTOR
- ▶ OPTICAL PREEMPTION DETECTOR
- ▶ HYDRO CONNECTION
- ▶ OVERHEAD CABLE
- ▶ TACTILE WALKING SURFACE INDICATOR



DATE	REVISION	SIG.
2019-09-04	ADDED STOPPING PROHIBITION COMPONENT	PEL

LOCATION: COUNTY ROAD 29 & WABA ROAD / ELIZABETH STREET
PAKENHAM, ONTARIO

PEDESTRIAN CROSSOVER SIGNAL DWG. No. :
DRAWN BY: GCDS SCALE: 1:250
CHECKED BY: PEL DATE: 2019-07-16
APPROVED BY:



MAST ARMS LENGTHS (OFFSET FROM POLE)	
REGULAR MAST ARMS	PLUMBERIZER MAST ARMS
1' = 0.45m (VB)	2' = 1.2m
2' = 0.6m	4' = 1.8m
4' = 1.2m	6' = 2.4m
6' = 1.8m	8' = 3.0m
8' = 2.4m	10' = 3.7m
10' = 3.0m	12' = 4.3m
12' = 3.7m	14' = 4.9m
14' = 4.3m	16' = 5.5m
16' = 4.9m	18' = 6.1m
18' = 5.5m	20' = 6.7m
20' = 6.1m	22' = 7.3m
22' = 6.7m	25' = 8.2m
25' = 7.6m	
EXAMPLE: 18'(R)	EXAMPLE: 18'(P)

SPECIAL NOTES / DETAILS:



NORTH ARROW



TRAFFIC EQUIPMENT LEGEND

- ⊗ PEDESTAL POLE
 - TUBULAR POLE
 - ⊙ JOINT USE POLE
 - MAST POLE
 - TEMPORARY WOODEN POLE FOR SPAN WIRE INSTALLATION
 - ⊙ STREET LIGHT POLE
 - ⊙ UTILITY POLE
 - ⊙ OVERHEAD SIGN POLE
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 - * EAST-WEST AUDIBLE TONE FOR PEDESTRIAN CROSSINGS
 - ◇ NORTH-SOUTH AUDIBLE TONE FOR PEDESTRIAN CROSSINGS
 - ⊙ WAVE TRONIX DETECTOR
 - ⊙ OPTICAL PREEMPTION DETECTOR
 - ⊙ HYDRO CONNECTION
 - ⊙ OVERHEAD CABLE
 - ⊙ TACTILE WALKING SURFACE INDICATOR
- RB41 OR RB141, RB42 OR RB142, RB43 OR RB143, RB44 OR RB144, RB45 OR RB145, RB46 OR RB146, RB47 OR RB147
- RA1, RA2, RX78
- STOP, STOP LINE, STOP LINE LIGNE D'ARRET



DATE	REVISION	SIG.
2019-09-04	ADDED STOPPING PROHIBITION COMPONENT	PEL

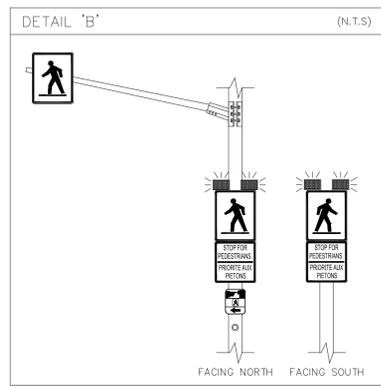
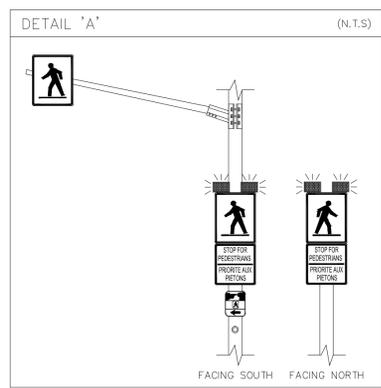
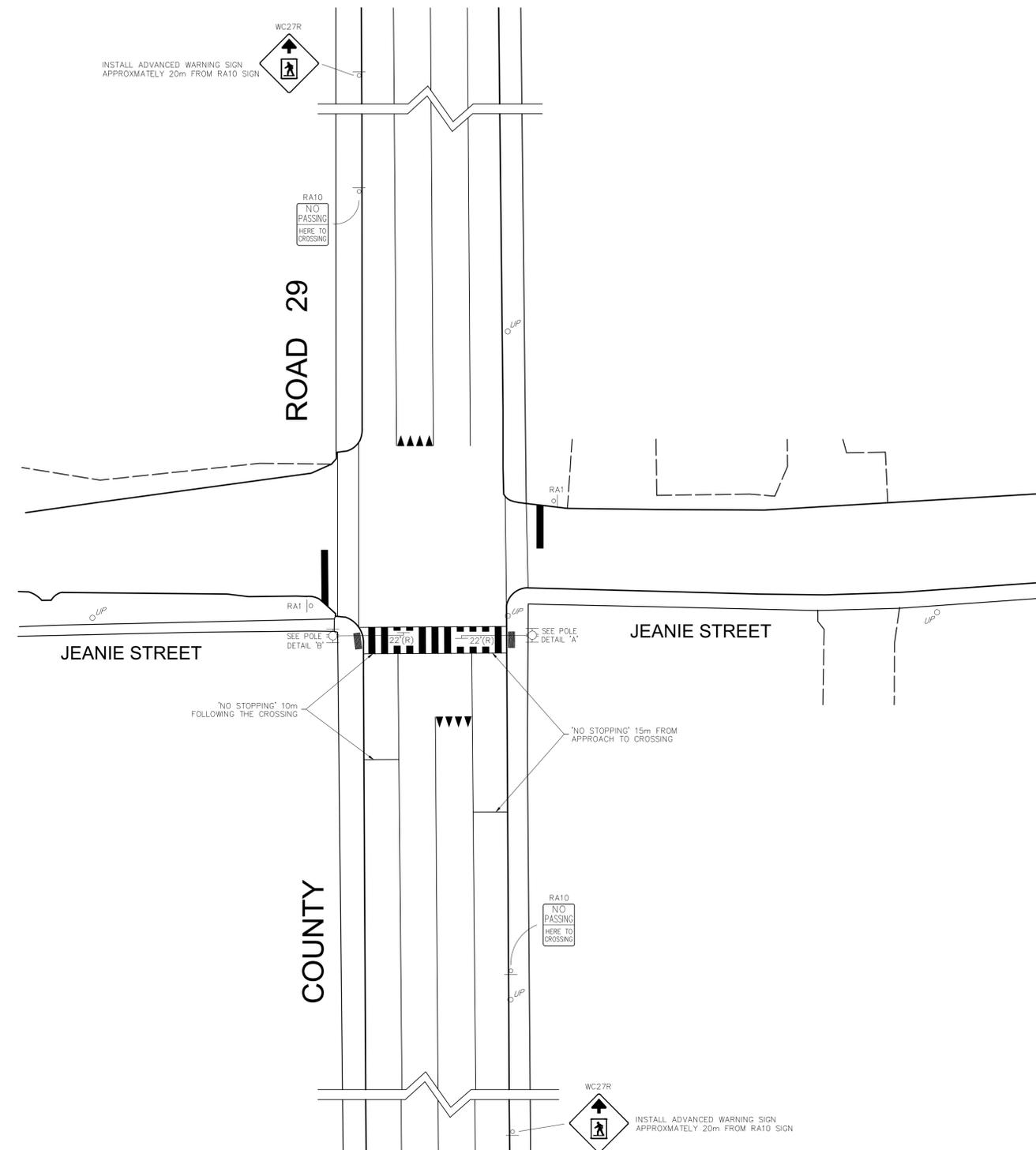
LOCATION: COUNTY ROAD 29 & JEANIE STREET, PAKENHAM, ONTARIO

PEDESTRIAN CROSSOVER SIGNAL DWG. No. :

DRAWN BY: GCDS SCALE: 1:250

CHECKED BY: PEL DATE: 2019-07-16

APPROVED BY:



MAST ARMS LENGTHS (OFFSET FROM POLE)

REGULAR MAST ARMS	PLUMBERIZER MAST ARMS
1' = 0.45m (VB)	2' = 1.2m
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20' = 6.1m	22' = 7.3m
22' = 6.7m	25' = 8.2m
25' = 7.6m	

EXAMPLE: 18'(P)

SPECIAL NOTES / DETAILS:

INSTALL ADVANCED WARNING SIGN APPROXIMATELY 20m FROM RA10 SIGN

INSTALL ADVANCED WARNING SIGN APPROXIMATELY 20m FROM RA10 SIGN



NORTH ARROW



TRAFFIC EQUIPMENT LEGEND

- ⊗ PEDESTAL POLE
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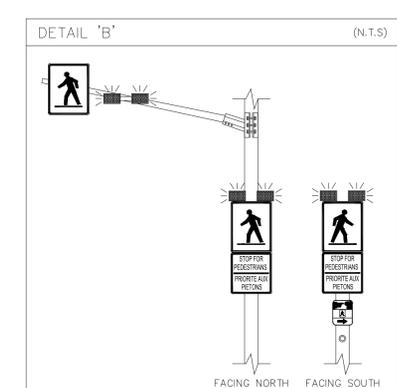
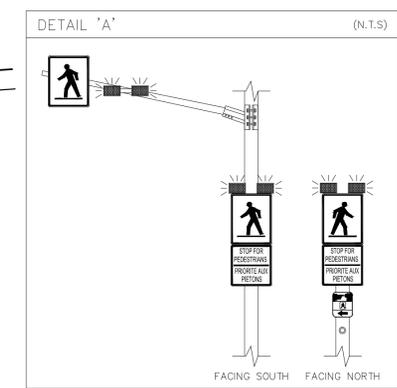
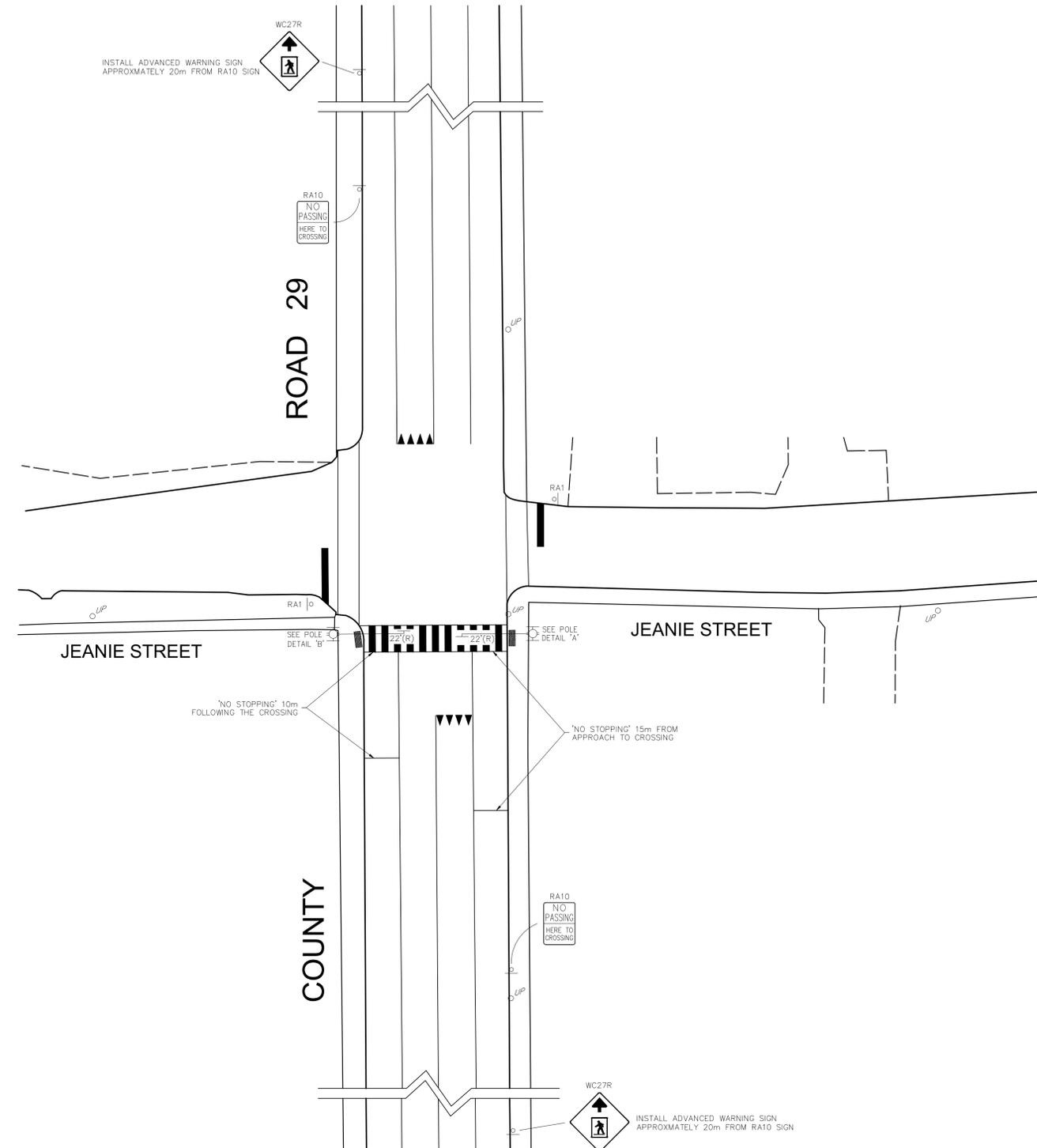
- RB41 OR RB42 OR RB43 OR RB44 OR RB45 OR RB46 OR RB47 OR RB4141 OR RB142 OR RB143 OR RB144 OR RB145 OR RB146 OR RB147
- RA1 RA2 RX78
- STOP STOP LINE LIGNE D'ARRET



DATE	REVISION	SIG.
2019-09-04	ADDED STOPPING PROHIBITION COMPONENT	PEL
2019-09-09	ADDED OVERHEAD RRFB'S	PEL

LOCATION: COUNTY ROAD 29 & JEANIE STREET
PAKENHAM, ONTARIO

PEDESTRIAN CROSSOVER SIGNAL	DWG. No. :
DRAWN BY: GCDS	SCALE: 1:250
CHECKED BY: PEL	DATE: 2019-07-16
APPROVED BY:	



MAST ARMS LENGTHS (OFFSET FROM POLE)

REGULAR MAST ARMS	PLUMBERIZER MAST ARMS
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20' = 6.1m	22' = 7.3m
22' = 6.7m	25' = 8.2m
25' = 7.6m	
EXAMPLE: 18'(R)	EXAMPLE: 18'(P)

SPECIAL NOTES / DETAILS:

INSTALL ADVANCED WARNING SIGN APPROXIMATELY 20m FROM RA10 SIGN

NO STOPPING 10m FOLLOWING THE CROSSING

NO STOPPING 15m FROM APPROACH TO CROSSING

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15th, 2019
TO: Committee of the Whole
FROM: Guy Bourgon, P.Eng., Director of Roads and Public Works
SUBJECT: **Paterson Street**

RECOMMENDATION:

THAT Council receive the Paterson Street report prepared by the Director of Roads and Public Works and dated October 15th, 2019, as information.

BACKGROUND:

At the August 13th, 2019, Council meeting, Council passed the following resolution and staff direction:

Resolution No. 432-19

Moved by Councillor Maydan

Seconded by Councillor Dalgity

THAT Council explore the option of having a Community Safety Zone on Paterson Street in Almonte between Ottawa Street and Robert Hill Street;

AND THAT Council consider relocating the current cross walk on Paterson Street to north of Holy Name of Mary school and south of Morton Street;

AND THAT Council consider having staff meet with the schools to review traffic management plans for entrances to Paterson Street;

AND THAT Council consider reinstating a crossing guard on Ottawa Street at Paterson and Menzie Streets; if money is available in existing operating budget.

CARRIED

ACTION: Staff direction to include information on the walking school bus program.

At the October 1st, 2019, Council received a presentation regarding the Walking School Bus detailing their program. With respect to the crossing guard, the Treasurer previously presented a report to Council on March 12th, 2019, for consideration which included the financial impacts of this new position. This report is attached for reference.

DISCUSSION:

A community safety zone is a section of street that has increased fines applied for traffic violations such as speeding. A community safety zone can be implemented on Paterson Street from Ottawa Street to Robert Hill Street by an amendment to the traffic and parking by-law. The justification for the implementation of the community safety zone would be the proximity to the two public schools situated on Paterson Street. Typical signage related to the community safety zone is shown in the attachments. Also included are typical signs for school crossings and no right turns on red which a member of Council has requested. Any prohibitions on right turns on red would also require an amendment to the by-law.

The existing pedestrian crossover (PXO) was installed by the Municipality in 2018 after on-site consultation with the principals and school board representatives of the time and subsequent Council approval of the design. Key to the location which was chosen was former Council's desire to extend a multi-use pathway from Paterson Street to Industrial Drive along the northern boundary of R. Tait McKenzie School in the future, and a site plan which would see the sidewalk in front of Holy Name of Mary (HNOM) made continuous. This sidewalk was completed in 2019 however no action has been taken to date by Council with advancing the multi-use pathway.

Staff met individually with the principals of HNOM School and R.Tait McKenzie School on Wednesday, September 18th, 2019. The attached meeting notes which have been reviewed by the principals for accuracy reflect the comments and concerns brought forward at that time. Both principals indicated that speeding on Paterson Street continues to be of concern and that they have received concerns from some parents regarding children crossing the HNOM entrances when school is letting out.

Staff also received feedback from two of the Walking School Bus Leaders with respect to recent changes in front of HNOM school. Please refer to the attached e-mails forwarded to staff. Both leaders applauded the increased safety afforded to pedestrians by virtue of the new sidewalk in front of HNOM school.

FINANCIAL IMPLICATIONS:

Signage for a community safety zone would cost approximately \$150/sign for supply and installation.

Relocation of the existing pedestrian crossover to north of the HNOM school would require removal of existing sidewalk panels and replacement with new depressed sidewalks and tactile warning surface indicators, new concrete pole bases, removal and reinstallation of the PXO hardware (poles, masts, lights, solar panels, actuators, signage, etc.), new ladder crosswalk painting and shark-teeth stop bars and removal of the existing ladder crosswalk and shark-teeth stop bars. The estimate for these works is \$17,000.

As per the Treasurer's report, "the approximate cost for a crossing guard's annual salary would be \$9,000 (44 weeks per year x 10 hours per week x \$16+/hour plus statutory benefits and 4% vacation pay). There should not be additional salary costs for

a backup (s) as the primary crossing guard would not be paid if they did not work. In addition to this there will be training and personal equipment costs of approximately \$500.”

SUMMARY:

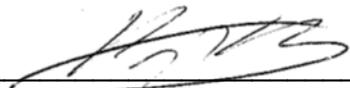
Staff has prepared this report in response to Council Resolution No. 432-19 and the staff direction contained therein. Staff requests that Council receives this report as information.

Respectfully submitted,

Reviewed by,



Guy Bourgon, P.Eng.
Director of Roads and Public Works



Ken Kelly, CAO

COMMUNITY
SAFETY
ZONE

FINES
INCREASED



Summary notes of September 18th, 2019, meeting with Caroline Labelle, Principal of Holy Name of Mary School, to review traffic management plans for entrances to Paterson Street:

Caroline identified that walking patterns are an issue. She would rather not have any pedestrian traffic along the sidewalk in front of her school as it interferes with the ingress and egress of cars and buses. Currently, R.Tait McKenzie dismisses their students in the afternoon 5 minutes earlier than HNOM, which results in any pedestrians or cyclists being in front of HNOM when they are dismissing their students thereby interfering with traffic flow. Cyclists from R. Tait are also traversing her parking lot after school creating concerns. She has personally had to go out to tell cyclists to remove themselves from her parking lot. The pedestrian issue is not as prevalent in the morning as arrivals generally occur over a 20 minute period.

Caroline has indicated that things are much better this year since the construction is done. She indicated that the bus loop is working well and the new continuous sidewalk in front of HNOM has improved safety. A few parents have approached her to indicate that they still have safety concerns with foot traffic. She indicated that speeding is still occurring along Paterson and indicated the need to slow traffic down. She noted the presence of the police on the street this week.

Caroline has currently been directing any of her students who wish to cross Paterson Street to do so at the pedestrian crossover as it is unsafe to do so presently north of the school. If the PXO is relocated to the north of the school in the future, students will be able to cross safely at the new location.

Summary notes of September 18th, 2019, meeting with Kali Greene, Principal of R. Tait McKenzie School, to review traffic management plans for entrances to Paterson Street:

Kali indicated that there have been concerns regarding speeding and construction truck traffic on Paterson Street. Parents have recently advised her of concerns regarding the children walking in front of HNOM's three entrances/exits, with children crossing at the intersection of Ottawa Street and Paterson Street, and with children crossing at the pedestrian crossover. Some parents have complained that the PXO is too close to the entrance to R. Tait McKenzie School parking area. She has not received any feedback about the improvements made at the intersection of Tatra and Paterson Streets and entrances to the school (ladder crosswalks).

Specific to the PXO, Kali has been advised that children are pressing the button and immediately attempting to cross, and cars who are travelling too fast are finding it difficult to stop. More children have been using the PXO than previously, partially due to the Walking School Bus using this crossing as part of their program.

Kali indicated that, although she was not party to any discussions which may have occurred concerning the potential pathway connecting Paterson and Industrial Streets at the north property line of R. Tait McKenzie, she was aware that this was a prime consideration in locating the PXO in its current location. She indicated that if the pathway was no longer being envisioned for this location, it would likely be better to relocate the PXO to the north of the HNOM entrances to address the above-noted concerns.

From: [REDACTED]
Date: 2019-09-12 11:41 AM (GMT-05:00)
To: "[REDACTED]"
Cc: "[REDACTED]"
Subject: Re: Holy Name of Mary School - Your feedback please

Hi [REDACTED]

I'm very pleased to see the completion of the sidewalk in front of Holy Name of Mary School. It now looks complete and connects the walk on that side of the road. In the morning I've noticed quite a few students using this sidewalk that go to R. Tait. They then cross at the crosswalk to get to the other side. This is taking more congestion of the other side of the road including the bikes, which always help with flow and safety. I'm sure it is reversed after school. It also gives the walking school bus the option of using that side of the road, which was not considered before because of this missing link. As a walker in the evening it's very nice and certainly safer having a continuous walk of sidewalk on that side of the road. The side we always use.

Many thanks!!!

[REDACTED]

From: [REDACTED]
Sent: September-11-19 9:39 AM
To: Guy Bourgon
Subject: FW: Feedback on HNM Sidewalk and Bus Loop

Hi Guy,

I got feedback from one of the leaders (we sent it to the two leaders who did WSB last year so they would be able to compare to what they observed last year)

Here is what she said.

I love the new set up at Holy Name. Although we still use the other sidewalk because we walk to R Tait first, it is great for all the other students walking. It is very easy and much safer having no buses dropping off/pulling out there anymore. The sidewalk/path goes right across to the front doors, and is very easy/safe to navigate.

Great improvements for everyone.

[REDACTED]

**THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS
STAFF REPORT**

DATE: March 12, 2019
TO: Council
FROM: Rhonda Whitmarsh, Treasurer
SUBJECT: Crossing Guard

RECOMMENDATION:

This report is being presented for discussion purposes.

BACKGROUND:

At the budget meeting on January 17, 2019, a request to add crossing guards to the draft 2019 budget was raised with staff to investigate to determine costs and feasibility.

DISCUSSION:

I contacted the Town of Carleton Place to determine the approximate annual cost, daily hours of work and logistics for their crossing guards as they employ several. I was advised that each crossing guard works two (2) hours per day at slightly more than \$16/hour from September to June. They are also provided with personal protective equipment and other equipment to perform their duties such as safety vests, hats, a winter coat, a rain coat, grippers, a stop sign, etc. In addition, they are given annual training and must have First Aid, CPR and a clean criminal reference check.

I was advised that there is a significant challenge finding and retaining qualified, capable, reliable people willing to work limited hours per day in often less than ideal weather conditions.

In addition, there is a requirement to have a backup crossing guard in cases of sickness or other instances where they can't work. For safety reasons, if the Municipality commits to providing a crossing guard then it must do so even when the primary crossing guard is unable to work. In Carleton Place, they have only one spare crossing guard for 5 positions. If necessary, they then use their full time By-law Enforcement Officer, Fire Prevention Officer or Deputy Fire Chief in the event of an absence.

If a reliable backup is not employed then this requirement will fall on Municipal Staff. This may prove challenging as Mississippi Mills does not have other trained staff who would be in a position to leave their jobs before and after school to satisfy this role.

I am aware of the "Walking School Bus" program that is currently being investigated by the Health Unit. The program is in its infancy and just being developed so at this time I

am not sure if it will help to address Council's safety concerns with children walking to school.

FINANCIAL IMPACT:

The approximate cost for a crossing guard's annual salary would be \$9,000 (44 weeks per year x 10 hours per week x \$16+/hour plus statutory benefits and 4% vacation pay). There should not be additional salary costs for a backup (s) as the primary crossing guard would not be paid if they did not work. In addition to this there will be training and personal equipment costs of approximately \$500.

If Council proceeds with a crossing guard then the impact to the 2019 budget will be less as it will not be for a full year. No expenditure is included in the draft 2019 budget at this time.

SUMMARY:

The purpose of this report is to provide the information that was requested at the budget meeting on January 17, 2019 so that Council can make a determination as to whether a crossing guard should be added to the 2019 budget.

Respectfully submitted, Reviewed by,


Rhonda Whitmarsh, Treasurer


Shawna Stone, Acting CAO

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Michael Cooke, Building Inspector
SUBJECT: Delegated Authority for Chief Building Official

RECOMMENDATION:

THAT Council approve amendments to the Delegated Authority By-law 13-18 to include under Schedule A, Section C – Specified Staff Authorities, items 13 and 14:

13. The Chief Building Official to enter into agreements described in clause (3)(c) of the Building Code Act 1992 S.O. Chapter 23 as amended for the issuance of conditional permits.

14. The Chief Building Official to enter into agreements respecting the required limiting distance for an exposing building face, as defined and regulated under the Ontario Building Code.

BACKGROUND:

Many of the agreements under the Building Code Act respect the various arrangements of enforcement, and these agreements remain at the discretion of municipal council. However, conditional permit agreements and limiting distance agreements are well suited to be delegated to the Chief Building Official (C.B.O.) as both of these types of agreements require detailed review of building code technical matters and affect the day to day review and issuance of building permits.

DISCUSSION:

Conditional Permit Agreement

A conditional permit agreement allows an applicant to obtain a building permit for part of the construction where not all the application requirements have been met, but where the C.B.O. is of the opinion the unreasonable delays in construction may occur if a conditional permit is not granted. The C.B.O. confirms that certain applicable laws (such as Zoning) have been met, and then proceeds with issuance of a conditional permit agreement that specifies a timeframe and conditions that the applicant must meet in order to obtain a full/complete permit.

The C.B.O. currently has the authority to enter into conditional permit agreements, and this delegation has been in place for many years through the Building By-law. Adding

this delegation to the Delegated Authority By-law is merely a clerical change in order to maintain consistency and clarity by having all staff delegations under one by-law.

Limiting distance Agreement

A limiting distance is similar to a required setback for a building. The building code uses limiting distances to determine the maximum allowable area of openings (windows, doors, etc.) in a building face, as well as any fire rating requirements. The line to which a limiting distance is measured is almost always taken as a registered property line or as the centerline of a street. However, where an applicant has designed a building that requires a limiting distance measured beyond a property line onto another property owners land, the applicant can either revise their design to respect the location of the property line, or enter into an agreement with the other property owner to recognize the limiting distance line measured onto their land.

In the case of an agreement between the two property owners, the municipality simply acts a facilitator of the agreement, and the C.B.O. ensures that the proposed new building and the location of any existing buildings respect the code requirements to the newly agreed upon line. The option for a limiting distance agreement was added into the code in 1997 and, for lack of a full review of permit records, it appears to be either a very rare occurrence or has not yet been used by a permit applicant. The C.B.O. is currently in review of an application that may require a limiting distance agreement in order to issue a permit, and there have been other instances in these past few months where an agreement has been discussed as an option for code compliance.

FINANCIAL IMPLICATIONS:

There are no financial implications associated with these proposed delegations.

SUMMARY:

In order to maintain the timely delivery of building code services, and provide permit applicants with more available options, it is recommended to approve these amendments to the Delegated Authority By-law 13-18 to maintain delegation for issuance of conditional permit agreements, as well as add new delegation for entering into limiting distance agreements.

Respectfully submitted,

Reviewed by,



Michael Cooke, Building Inspector



Dan Prest, Chief Building Official

Approved by,



Ken Kelly, CAO

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Niki Dwyer, Director of Planning
SUBJECT: **Community Official Plan Draft Decision**

RECOMMENDATION:

THAT Council receive and accept the proposed Draft Decision prepared by the County of Lanark regarding Amendment No. 21 of the Community Official Plan.

BACKGROUND:

Lanark County received and deemed complete the Municipality's submission of Amendment No. 21 of the Community Official Plan on **September 5, 2018**. The purpose of Amendment No. 21 was to undertake the mandatory 5 year "consistency and conformity review" in accordance with Section 26(1) of the Ontario Planning Act.

Following an exchange of proposed draft modifications, the County provided the draft wording for a Decision on the Official Plan Amendment on **September 25, 2019**.

The draft Decision approves the amendment adopted by Mississippi Mills Council by Bylaw 18-66, subject to 36 imposed changes. A copy of the draft decision has been appended to the report.

DISCUSSION:

Notably, the modifications proposed in the draft Decision include the following:

- The deferment of the Natural Heritage System policies and mapping;
- The deferment of Agricultural land mapping;
- The adoption of the County approved population projections;
- The amendment of the Municipality's growth strategy (revised from 50/30/20 to 70/30);
- The removal of the "Future Settlement Area" from Section 2.5.3.2.3 and Schedule A (Rural Land Use)

As previously discussed by Council, the County has indicated that they will not approve the requested Settlement Boundary expansion to Almonte Ward as part of Amendment No. 21. Rather, they have instructed the Municipality to complete a separate

amendment (No. 22) with an updated Comprehensive Review, completed in accordance with the provisions of the Provincial Policy Statement (PPS), and file the amendment simultaneously with an application to amend the County's Sustainable Communities Official Plan (SCOP). Staff have commenced preparation for Amendment No. 22 but the formal launch of the consultation process will be deferred until a decision regarding the PPS is finalized by the Province.

FINANCIAL IMPLICATIONS:

It is worth noting, that the Municipality bears the expense for the County's review of the Official Plan Amendment submission. This includes the professional fees associated with JP2G's involvement on the file, however the value of the professional fees is unpredictable at this time. Staff believe that the costs can be absorbed within the professional fees anticipated for the department.

PUBLIC CONSULTATION:

The County has indicated that following the decision of the local Municipality regarding the draft Decision, the Amendment will be discussed at the Economic Development Committee at the County. Following a recommendation by EDC, the item will be forwarded to County Council for final approval.

SUMMARY:

At this time, staff recommend Council accept the draft Decision on OPA 21 in an effort to concentrate Municipal resources on OPA 22.

Respectfully submitted by,



Niki Dwyer, MCIP, RPP
Director of Planning

Reviewed by:



Ken Kelly
Chief Administrative Officer

Attachment – Draft Decision (Prepared by Lanark County)

DECISION (DRAFT)

With respect to the Municipality of Mississippi Mills Community Official Plan
Subsection 17(34) of the Planning Act

Whereas OPA 21 was adopted by the Municipality of Mississippi Mills on June 26, 2018 by By-law No. 18-76 and forwarded to the County of Lanark for a decision under subsection 17(34) of the Planning Act;

And whereas OPA 21 proposes to add new policies to the Community Official Plan for the Municipality of Mississippi Mills and to amend, repeal and/or replace Map Schedules and Appendices;

Now therefore, pursuant to subsection 17(34) of the Planning Act, the County of Lanark makes the following decision:

The adoption of OPA 21 is hereby approved subject to the following modifications:

1. All references to “*Ministry of Natural Resources*” within the Community Official Plan are deleted and replaced with “**Ministry of Natural Resources and Forestry**”.
2. All references to “*MNR*” within the Community Official Plan are deleted and replaced with “**MNRF**”.
3. All references to “*Ministry of Environment and Climate Change*” within the Community Official Plan are deleted and replaced with “**Ministry of Environment, Conservation and Parks**”.
4. All references to “*MOECC*” within the Community Official Plan are deleted and replaced with “**MOECP**”.
5. **Section 1.2 – Authority** is hereby modified by:
 - a. Deleting the words “*Ministry of Municipal Affairs*” and replacing them with “**County of Lanark**”.
6. **Section 2.5.3 – Mississippi Mills Growth and Settlement Strategy** is hereby modified by:
 - a. Deleting the second sentence and two bullet points in the first paragraph and replacing them with the following:

“The Municipality of Mississippi Mills will work with the County of Lanark and relevant agencies to amend this Official Plan to align with

the growth management direction, policies and allocations outlined in the Lanark County Sustainable Communities Official Plan as it is updated and approved.”

b. Deleting the second paragraph in its entirety.

7. **2.5.3.1 – Population Projection** is hereby modified by:

a. Deleting the last paragraph in its entirety and replacing it with the following:

“Consistent with the population allocations of the Sustainable Communities Official Plan for the County of Lanark, Mississippi Mills is projected to grow to a population of 21,122 to the year 2038. This allocation represents a 60% increase in the Municipality’s population. A comprehensive review will be conducted to plan for the Municipality’s population allocation in accordance with the policies of the Provincial Policy Statement and the Sustainable Communities Official Plan for the County of Lanark. The results of the comprehensive review will be implemented as an amendment to this Plan.”

8. **2.5.3.2.2 – 50/30/20 Settlement Strategy** is hereby modified by deleting this section in its entirety and replacing it with the following:

“2.5.3.2.2 70/30 Settlement Strategy

The 70/30 Settlement Strategy of this Plan will be based on a comprehensive review and will represent a fundamental shift in where growth will be accommodated. The comprehensive review will include the population projection information noted in Section 2.5.3.1. The Plan is designed to direct:

- **70% of future growth to Almonte on full services; and**
- **30% of future growth to rural areas, existing villages with large lots, developed on private services or new rural settlement areas with a form of servicing which can support lot sizes of approximately 1,000 to 2,000 square feet (¼ to ½ acre).”**

Not previously proposed

9. **Section 2.5.3.2.3 General Policies**

- a. Deleting in policy (1) the first sentence and the words “This information is to” in the second sentence and replacing them with **“Population and employment allocations will”**.
- b. Deleting in policy (2) the first sentence.

Correct to (3)

c. Deleting policy (2) in its entirety and replacing it with the following:

Note: Council has not discussed the preemptive removal of "Future Expansion Lands" in advance of changes to the Settlement Boundary

"3. The Municipality will undertake a comprehensive review to identify sufficient lands for the 20 year growth of the Almonte Ward and determine if additional lands can be justified for inclusion into urban boundary. Additional lands which can be justified for inclusion into the Almonte urban boundary will require an amendment to Schedules "A" and "B" to this Plan."

d. Deleting in policy (5) the first two sentences and replacing them with **"Schedule "B" to this Plan presents the "urban" boundary for the Almonte Ward."**

10. **Section 3.1.1 – Determination of Significance** is hereby modified by deleting this section and renumbering the remaining sections accordingly.

For consistency should also include removal of 3.1.2(12) in entirety

11. **Section 3.1.3 – Natural Heritage System** is hereby deferred pending the results of the Provincial Policy Statement update.

12. **Section 3.1.4 – General Policies** is hereby modified by:

a) Deleting in the first sentence of policy (4) the words "a NHS" and replacing it with the words **"natural heritage features"**.

b) Deleting in the first sentence of policy (4) the words "lands that create the Natural Heritage System" and replacing them with the words **"a natural heritage feature"**.

For consistency should also include removal of (8) in entirety

13. **Section 3.1.5.1 – Provincially and Locally Significant Wetlands** is hereby modified by:

a. Inserting a new policy (12) as follows:

"12. For a wetland that is unevaluated but has characteristics or contains components that may be typical of a significant wetland (e.g. significant species or functions) the approval authority may require that a wetland evaluation is undertaken using the guidelines outlined in the "Natural Heritage Reference Manual for Natural Heritage Policies of the Provincial Policy Statement" (MNR, 2010). The MVCA regulates Provincially Significant Wetlands as well as other wetlands that meet certain criteria. MVCA should be contacted prior to conducting any work in or around any wetland in order to assess if permission is required from MVCA."

For consistency Policy 3.1.5.1; first paragraph, second sentence, delete "natural heritage system"; first paragraph, fourth sentence, delete "natural heritage systems and the".

14. Section 3.1.5.2 – Species at Risk (SAR) is hereby modified by:

- a. Deleting all references to the words “significant habitat” and replacing them with the word “*habitat*”.

15. Section 3.1.5.5 – Fish Habitat is hereby modified by:

- a. Deleting all references to “MNRF” and replacing them with the word “*Province*”.

16. Section 3.1.5.6 – Wildlife Habitat is hereby modified by:

- a. Adding the following sentence after the last sentence of policy (1):

“In certain circumstances, the adjacent lands may need to be expanded depending on the habitat identified, as supported by an Environmental Impact Study.”

17. Insert a New Section 3.1.5.7 – Environmental and Natural Heritage Features which reads as follows:

- a. Adding a new Section 3.1.5.7 immediately after Section 3.1.5.6 as follows:

“3.1.5.7 – Significant Valleylands

There are no significant valleylands identified within the Municipality at the time of approval of this Plan. Appendix A1 Natural Features will be amended as an update when significant valleyland information becomes available. The following policies will apply to significant valleylands once these areas have been identified:

- 1. Development or site alteration shall not be permitted in significant valleylands unless it has been demonstrated that there will be no negative impacts on natural features.**
- 2. Development and site alteration may only be permitted within 120 metres of a significant valleyland, if an impact assessment demonstrates that there will be no negative impact on the natural features or ecological function of that valleyland.”**

18. Section 3.1.7.1 – Flood Plain Policies is hereby modified by:

- a. Deleting in the first sentence of the third paragraph “Fill, Construction, and Alteration to Waterway Regulations”.
- b. Deleting in subsection 3, policy (1) the last sentence and replacing it with the following:

“Provisions for restricting development within flood plains will be included in the implementing zoning by-law.”

- c. Deleting in its entirety subsection 5 policy (4) and replacing it with the following:

“The creation of new lots all or partially within the floodway or the flood fringe shall only be permitted if a building envelope, and safe access thereto, exists outside of these hazards.”

- d. Deleting in its entirety subsection 5 policy (6) and replacing it with the following:

“Prior to development taking place within the flood fringe or floodway, or within the Regulation Limit of these hazards, a permit shall be obtained from MVCA pursuant to Ontario Regulation 153/06 – “development, Interference with Wetlands and Alterations to Shorelines and Watercourses.”

19. Section 3.1.8 – Source Protection Policies is hereby modified by:

- a. Deleting in the first sentence of the third paragraph the word “Watershed”.
- b. Deleting in its entirety the second sentence of the third paragraph and replacing it with the following:

“The policies created by the SPP came into effect in August 2014.”

- c. Adding at the end of the second sentence in the fourth paragraph ***“but also includes policies for moderate and low threats and includes policies for education, outreach and monitoring.”***
- d. Deleting the last sentence in the fourth paragraph and replacing it with the following:
- “The Municipality may delegate this authority to the Conservation Authority.”***
- e. Adding in after “existing lots” in subsection 2 policy (8) the words ***“excluding residential applications”***.
- f. Deleting in its entirety subsection 2 policies (13) and (14) and re-numbering the remaining subsections accordingly.

- g. Deleting in subsection 2 policy (16) the word “shall” and replacing it with **“may”**.
- h. Adding to subsection 2 policy (17) the words **“and MOECP”** after the word “RMO”.
- i. Deleting in subsection 2 policy (18) “Source Water Protection Committee” and replacing it with **“Source Protection Authority”**.

20. Section 3.2.7 – Severances and Lot Creation is hereby modified by:

- a. Deleting in the first sentence of policy (1) “Farm dwelling severances may be considered for a farm dwelling” and replacing it with the following:

“Farm-related severances may be considered for a surplus farm dwelling”.

- b. Deleting in policy (4) subsection ii) and iii) and replacing them with the following:

“ii) The lots are of a size that is appropriate for the type of agricultural use(s) common in the area and are sufficiently large to maintain flexibility for future changes in the type of size of agricultural operations.”

21. Section 3.5 – Aggregate and Mineral Resources Policies is hereby modified by:

- a. Deleting in the first sentence in the second paragraph the words “Open File Report 5550 produced by OMNRF” and replacing them with the following:

“Aggregate Resource Inventory of the County of Lanark prepared by the Ontario Geological Survey, Ministry of Energy, Northern Development and Mines (ENDM)”.

22. Section 3.5.5 – Removal or Expansion of Aggregate Resource Designation is hereby modified by:

- a. Inserting into policy (2) (iii) the word **“archaeology”** after the word “hydrogeology”.

23. Insert a New Section “3.5.10 – Aggregate Rehabilitation” which reads as follows:

- a. **“3.5.10 – Aggregate Rehabilitation**

Rehabilitation of former mineral resource operation shall be required to address known or potential hazards and to promote compatibility with surrounding land uses. This best practice will be addressed as part of the licensing and rehabilitation plan.

24. Section 3.9 Future expansion areas Almonte Ward is hereby modified by deleting this section in its entirety.

25. Section 4.1.1.3 – Watershed Planning is hereby modified by:

a. Inserting the new policy (1) as follows:

“1. The MVCA is currently developing a Mississippi River Watershed Plan. The plan will undertake an integrated approach to water resources, natural hazards and natural heritage, land use and climate change impacts that will identify key features and management strategies.”

b. Re-numbering the remaining sections accordingly.

26. Section 4.1.1.4 – Site Specific Development Criteria is hereby modified by:

- a. Deleting in the third sentence of subsection 1 policy (2) the words “Whenever possible” and capitalizing the word **“Existing”**.
- b. Deleting in the fourth sentence of subsection 1 policy (3) the words “Whenever possible” and capitalizing the word **“Existing”**.
- c. Deleting in the first sentence of subsection 1 policy (5) the words “and/or within the Fill and Construction Regulated area”.

27. Section 4.3.1 – Goals and Objectives is hereby modified by:

- a. Deleting in the second paragraph of the goal statement the words “the area’s built and natural” and replacing them with the word **“cultural”**.
- b. Deleting in its entirety Objective (3) and renumber subsequent sections accordingly.

28. Section 4.3.3 – Development Review and Heritage Resources is hereby modified by:

- a. Deleting in policy (2) the word “may” in the first and last sentences and replacing them with **“shall”**. Note: this is not an obligation of applicable law

29. Section 4.3.4.1 – Individual Site Designation is hereby modified by:

- a. Deleting in its entirety policy (2) and replacing it with the following:

“Criteria for determining Cultural Heritage Value or Interest are set out in Ontario Regulation 9/06 at the end of Section 4.3.4.1(1).”

And renumber subsequent sections accordingly.

- b. Deleting in its entirety policy (4).

30. Section 4.3.4.2 – Heritage Conservation Districts is hereby modified by:

- a. Deleting in the section sentence of policy (4) the words “historical/architectural” and replacing them with ***“cultural heritage”***.
- b. Deleting in policy (7) “forwarded to the appropriate government Ministry for approval” and replacing it with ***“approved in accordance with the requirements of the Ontario Heritage Act”***.

31. Section 4.3.5 – Archaeological Heritage Resources is hereby modified by:

- a. Deleting in the first sentence of Section 4.3.5 the reference to “Ministry of Culture (MCL)” and replacing it with ***“Ministry of Tourism, Culture and Sport (MTCS)”***.
- b. Deleting in policy (8) “Cemeteries Act” and replacing it with ***“Funeral, Burial and Cremation Services Act”***.

32. Section 4.3.6 – Cemeteries is hereby modified by:

- a. Deleting in policy (1) the words “Cemeteries Act” and replacing them with ***“Funeral, Burial and Cremation Services Act”***.

33. Section 4.8.3 – Sewage Disposal and Water Supply is hereby modified by:

- a. Inserting into subsection 2 policy (1) the words ***“in accordance with the MOECP “D” Series Environmental Land Use Planning Guideline”*** after the words “capacity studies”.
- b. Inserting into subsection 2 policy (4) the words ***“in accordance with the MOECP “D” Series Environmental Land Use Planning Guideline”*** after the words “(i.e. well)”.
- c. Inserting at the end of subsection 2 policy (6) after the words ***“shall be required to meet Ontario Regulation 903”*** the following additional wording ***“where a scoped private servicing study has been prepared, any site-specific recommendations from this study.”***

Insert "and" in front of "where" for sentence structure

d. Deleting in subsection 2 policy (9) the words “and Climate Change (MOECC) will release guidelines in 2006” and replacing them with the words “**Conservation and Parks (MOECP) will release guidelines.**”

e. Adding new into subsection 3 the following new policies (8) and (9):

“8. Where development is proposed on communal sewage disposal is less than 10,000 L/day and where water takings are less than 50,000 L/day approvals shall be required in accordance with the D-series guidelines of the Ministry of Environment, Conservation and Parks (MOECP).”

“9. Communal servicing (hydrogeological) studies should be scoped to address the relevant aspects of the D-series guidelines of the MOECP to ensure a sufficient supply of potable water and a sufficient lot area for septic system attenuation purposes.”

34. Section 5.15 – Definitions is hereby modified by:

a. Deleting the words “following definitions” and replacing them with the following:

“Where definitions are not provided in this Plan, but are provided in the Provincial Policy Statement, those definitions are to be used.”

Seek clarity on wording to ensure preservation of sentence structure

35. Schedule A – Rural Land Use is hereby modified by:

- Not previously proposed**
- a. **Deleting the “Future Almonte Overlay” designation from the map and legend on Schedule A – Rural Land Use.**
 - b. Deferring the delineation of a Prime Agriculture designation on Schedule “A” – Rural Land Use pending the completion of an Agricultural Land Evaluation Area Review (LEAR).

36. Appendix A-1 Natural Features is hereby modified by:

- a. Deleting the reference to “MNR” before the words “Significant Woodlands” in the legend of Appendix A-1 Natural Features.
- b. Deferring the delineation of a Natural Heritage System on Appendix A-1 – Natural Features” pending the results of the Provincial Policy Statement update.

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Niki Dwyer, Director of Planning
SUBJECT: Downtown Parking Study

RECOMMENDATION:

THAT Council receive the attached Downtown Almonte Parking Study (2019) for information;

AND THAT Council pass a bylaw to repeal Interim Control Bylaw 19-22.

BACKGROUND:

In February 2019, Council passed an Interim Control By-law prohibiting the acceptance of cash-in-lieu of parking funds for applications within the Downtown Commercial Area of Almonte Ward. The Bylaw was a reaction to an application for acceptance of cash-in-lieu funds for a restaurant at 7 Mill Street. The sentiment from Council at the time was that the acceptance of cash-in-lieu of parking was exacerbating an existing parking supply problem within the downtown and that there seemed to be little strategy to provide an increase in the supply of parking in response to the acceptance of the funds.

The purpose of the Interim Control Bylaw was to allow for a pause in the practice of acceptance of cash-in-lieu to permit the study of existing parking trends and analyze a recommended response to future needs resulting from intensification of downtown uses.

DISCUSSION:

Over the course of 6 months, the Planning Department, with the significant efforts of the Planning Summer Student (Drew Brennan) conducted a literature review, participant surveys and in the field inventories to track supply and demand of parking spaces for three types of users: Employees/Business Owners, Visitors, and Residents. Parking inventories included private off-street, public off-street and public on-street parking stalls.

It is noted that previous parking studies had been completed in 2006 which concluded that while there was not necessarily a shortage of parking stalls in the downtown area,

there is a dispersion challenge in certain areas where select portions of downtown have a greater availability of space than others.

PUBLIC CONSULTATION:

A significant portion of the research for the study revolved around public consultation. Public Surveys were made available for a 6 week window and were advertised through the municipal website, social media, the newspaper, posters at the Municipal offices and the Library and through door to door distribution to visitors and patrons of the downtown. In total, 415 responses were received through the survey window (360 visitors and 55 businesses/employees). A complete breakdown of comments and responses is found in the attached Study Report.

SUMMARY:

The results of the survey echoed those of the 2006 study. The findings support that while there is a perception of under supply of parking, the total available spaces within the entire downtown offers sufficient supply for the needs for all user groups, even at peak times.

The study does provide recommendations to address the unequal dispersion of parking spaces through preferred parking option; off-street public parking. Notably, comments received supported the build out of additional parking lots by the Municipality at Reserve Street and the former Ultramar property.

At this time, staff believe that the analysis provided in the parking study support a strategy for the use of accepted cash-in-lieu of parking funds thus satisfying the intention of the Interim Control Bylaw. Unless directed to undergo additional analysis on specific deliverables, it is recommended that Council repeal Interim Control Bylaw 19-22.

Respectfully submitted by,

Reviewed by:



Miki Dwyer, MCIP, RPP
Director of Planning



Ken Kelly
Chief Administrative Officer

Appendix A – Downtown Almonte Parking Study 2019



**DOWNTOWN ALMONTE PARKING
UTILIZATION STUDY 2019**



**PREPARED BY THE PLANNING DEPARTMENT
OF THE TOWN OF MISSISSIPPI MILLS**

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1.0 EXECUTIVE SUMMARY

The primary purpose of this study is to provide statistics capable of conveying the current parking usage within the downtown area. By doing so, this study will provide Council a tool for determining the best course of action on providing, managing, and requiring the provision of parking. Furthermore, the results of this study may be able to suggest action as it pertains to bettering the parking experience of downtown users.

The secondary purpose of this study is to determine the public perception regarding the adequacy of the downtown's parking supply. As the decision to conduct this study is predicated on the conception that the public has a negative perception of the current parking configuration, this study makes efforts to authenticate this hypothesis.

In meeting these goals, the scope of this Study included:

- Identify public perception as it pertains to the existence of an excess level of demand relative to parking supply within the downtown area.
- Interview major stakeholders within the downtown area to identify the primary issues associated with both the parking supply and configuration.
- Segment the user base of the downtown area according to their perception of the problem as well as their place of residency and the frequency of their visitation to the area.
- Confirm the existing inventory of both public and private parking facilities within the downtown core and within proximity of the area.
- Conduct a comprehensive licence plate survey within the designated study area on days which had been identified through the public consultation process to likely experience peak levels of demand.

The outcome of the study has resulted in an affirmation of the findings of the former 2006 study. The Downtown Almonte Commercial area has a sufficient supply of spaces within the jurisdiction, however there is an acknowledged dispersion challenge associated with the distance and allocation of those spaces and the users preference for space location. This conclusion can be drawn based on the following key findings:

- There are a total of 96 on-street parking spaces; 166 public off-street spaces; 175 private off-street spaces and 168 private residential off-street spaces within the Downtown.

- 73% of business owners responded indicating that the responsibility to provide parking rests solely with the Municipality; an additional 18% indicated that it was joint-responsibility;
- The 91% of visitors and 96% of business owners/employees make use of a vehicle to access the Downtown;
- The average length of stay of a visitor to the Downtown is between 30 minutes and 1 hour;
- 85% of visitors and 90% of business owners/employees identified that there is an identifiable problem with parking in the Downtown;
- 37% of visitors expressed a preference for off-street parking while 38% reported no preference for parking location;
- Employees indicated a preference for off-street public parking arrangement for their needs (53%);
- Observed parking trends show a centralized preference of 28% between on-street, private off-street and public off-street facilities during the week;
- Weekend parkers showed a preference for off-street parking lots (35%);
- 30% of visitors responded that they are willing to park 1 block (100m) from their destination, and an additional 30% supported parking up to 2 blocks (200m) from their destination;
- Visitors who indicated that they were willing to park further away from their destination were less likely to conclude that there is a perception of a parking problem;
- Visitors who identified that there was a problem with parking identified a lack of public parking (80%) and the distance between the available parking and their destination (31%) as the leading challenges;
- Business owners (79%) and employees (93%) expressed concern that the most influential factor in the parking problem was the lack of public parking spaces;
- 75% of visitors indicated that they would be less likely to visit the Downtown if metered parking was introduced;
- 77% of owners and employees indicated that the introduction of metered parking would be detrimental to business;

- Peak parking capacity is observed between 12:30-2pm on weekdays and 11:45-1pm on weekends in on-street, off-street public and off-street private parking zones;
- 75% of on-street parkers and 58% of off-street public lot and 65% of off-street private lot parkers are considered short-term users (0-0.5 hours);
- High Street Parking Lot is the most heavily used are largest of the public off-street lots with a peak capacity of 93% and an average daily capacity of 65%;
- Heritage Court (77 spaces) and Barley Mow (22 spaces) are the largest private parking lots and experience peak capacity of 57% and 82% respectively;
- Observed parking trends show a strained capacity in excess of 85% on Mill Street (42 spaces), Brea Street (8 spaces) and the High Street parking lot (42 spaces) during peak occupancy;
- Observed weekend parking trends show a strained capacity in excess of 85% on Mill Street (42 spaces), Old Town Hall (22 spaces), Little Bridge Street (2 spaces) and High Street (42 spaces) parking lot during peak capacity;

The general perception of stakeholders within the study that the responsibility to provide parking downtown is a public of joint venture, leaves the Municipality in a respondent position to determine viable improvements within public lands that encourage and facilitate user ship which more accurately reflects the parking preferences and trends exhibited in the study.

With the proposed redevelopment opportunity of Downtown Almonte, the Municipality is well positioned to incorporate and introduce new parking infrastructure over a multi-year action plan.

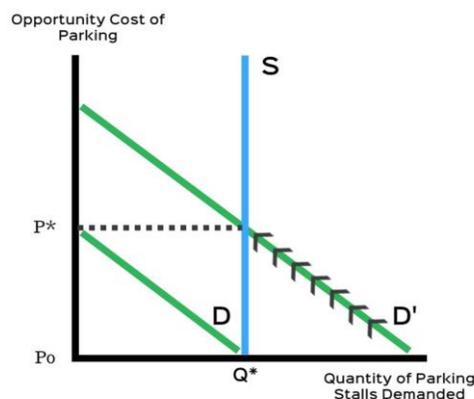
2.0 BACKGROUND

The importance of a functioning downtown to its respective community cannot be understated. Whereas most areas within communities are segmented and only enjoyed by a portion of the local population, the downtown area is one which is enjoyed by all. When properly configured, these areas can be pillars representing the image and character of their respective communities and the engines behind their local economies.

Almonte's downtown area is currently comprised of a series of narrow streets fronted by many heritage buildings containing a variety of small, independently owned businesses. Many of the second storeys within these buildings have been converted into residential units and offices. Given that the area receives a high level of users and strives to achieve a pleasant visitor experience, it is necessary to provide an ample supply of parking. While ample, the supply must also be dispersed such that there is readily available parking close to the various destinations within the area.

There is currently indication that a perception exists within the community that the parking supply provided in the downtown is inadequate in meeting the needs of both businesses and consumers alike. There is a negative connotation associated with Council allowing business owners to provide cash-in-lieu of the proper amount of parking spaces as set out in Mississippi Mills' zoning by-law.

From an economic perspective, the practice of cash-in-lieu of parking increases demand while maintaining the same level of supply. This occurs because the process allows businesses to operate and attract more users to the downtown area while not offering the additional parking stalls required. **Graph 1** illustrates the situation.



Graph 1

The y-axis represents the opportunity cost incurred by users when parking. Opportunity cost is not representative of monetary value; rather it is the opportunities lost by

choosing a particular course of action. In this case, opportunity cost represents the time spent trying to find a parking space rather than doing other activities. The x-axis represents the quantity of parking stalls demanded. This graph consists of the preliminary demand curve (D), the subsequent demand curve (D') and the supply curve (S). The demand curves represent the relationship between the opportunity cost of parking and the quantity of parking stalls demanded. The supply curve is representative of the fixed amount of parking stalls available within the downtown core.

Observing the preliminary demand curve, demand is at its peak (where the demand curve intersects the x-axis) when the demand curve and supply curve intersect. This implies that the point of intersection, (Q^*, P_0) , is the natural equilibrium for the model. At this point, demand does not exceed supply. This result implies there is a sufficient number of parking stalls considering the number of users. As P_0 is equivalent to an opportunity cost of zero, users of the downtown have the least level of difficulty in finding a parking stall for their vehicle. As the number of users does not exceed the number of parking stalls, there is no competition for the spaces and the time it takes to locate an available stall is minimized.

Now consider the situation where multiple new businesses open in the downtown core using the cash-in-lieu of parking process. The addition of the businesses to the area will cause the demand curve to shift to the right. This shift is represented by the subsequent demand curve (D'). As the aggregate level of parking supply did not increase, the supply curve remains fixed in its previous position. As a consequence, the demand curve will extend past the supply curve, implying excess demand exists.

Assume that the opportunity cost is initially still P_0 . The corresponding quantity level to P_0 on the subsequent demand curve is well past the fixed level of parking stalls provided in the downtown area. The quantity of parking stalls demanded moves back to the left to the point where the subsequent demand curve intersects the supply curve. This implies that the new equilibrium is located at (Q^*, P^*) . The quantity of stalls demanded has not changed, but the opportunity cost has increased significantly. The excess demand causes more individuals to be seeking parking stalls than there are parking stalls available. As a consequence, the rivalrous nature of parking is intensified, increasing the difficulty associated with parking in one of the available stalls so much so that there will be those who have to park in another area or not at all. In order for the opportunity cost of parking for users to remain constant at P_0 , the supply curve must shift proportionally to the shift of the demand curve, a situation which occurs when businesses provide the requisite parking spaces to their employees and customers.

3.0 METHODOLOGY

3.1 LITERATURE REVIEW

As part of the 2005 Town of Mississippi Mill's Community Official Plan, a comprehensive parking study was recommended for the downtown core of the Almonte Ward. This recommendation was based on a growing concern that, at the time, the parking supply was inadequate given the demand and was thus presenting a significant cause for potential customers to shop elsewhere.

The subsequent 2006 parking study was used to determine the extent of this perceived problem and the degree to which this perception was attributable to an actual shortage of parking spaces. In achieving this goal, the past study used methods that included taking a parking stall inventory, conducting a licence plate survey, and distributing surveys to both business owners and individuals who happened to be within the downtown area at the time of the distribution. While the study did not find that there was necessarily a shortage of parking stalls within the downtown area, it did indicate that the parking supply is very disperse with some segments of the area having more parking availability in comparison to others.

3.2 PUBLIC CONSULTATION

In line with the secondary goal of this study, multiple modes of public consultation are featured in this study for the purposes of assessing the existing public perception regarding the adequacy of the current parking supply within the downtown area. These modes of consultation include online questionnaires and the interviewing of a major stakeholder of the downtown area.

3.2.1 QUESTIONNAIRES

The primary tool for public consultation in this study was a series online questionnaires. In the design process of this study, three key user segments of the downtown were identified. These segments include: general visitors¹, employees and business owners. As each of these segments use the downtown for differing reasons, each have a unique perspective on the effectiveness of the parking facilities and configuration.

Accordingly, three distinct questionnaires targeting each of these user segments were designed and distributed.

¹ For the purposes of this study, "general visitors" of the downtown is defined as any individual who chooses to visit the downtown area for purposes outside of being an employee or owner of a business within the downtown area.

All of the questionnaires were published using the platform Survey Monkey. Business cards containing the links to the survey were distributed personally to the employee and business owner by the Planning Department's Summer Student in accompaniment by the Almonte Ward Councillors. The remaining general visitor questionnaire was distributed through social media platforms such as Facebook. The respondents who submitted a returned questionnaire make up the data sample for this study.

3.2.2 INTERVIEWING OF MAJOR STAKEHOLDER

A major stakeholder within the downtown business core was identified based on the size of their parking facility. Going beyond the use of questionnaires, additional consultation were given to this stakeholder to gain insight and a better understanding of the problems they see on a daily basis regarding the downtown's parking supply.

3.3 ASSESSING CURRENT PARKING SUPPLY

For the purposes of this study, the downtown parking supply is segmented into four specific groupings based on the nature and location of the various parking stalls. These four segmented areas include on-street, public off-street, commercial off-street, and residential off-street. Parking facilities within each of these segments are as follows:

- **On Street:** Mill Street, Little Bridge Street, Bridge Street (From Mississippi River to Farm Street), High Street (From Elgin Street to Bridge Street), and Brae Street (From Mill Street to Almonte Family Optometrists)
- **Public Off-Street:** High Street Lot, Library Lot, Old Town Hall Lot, Ice Cream Shop Lot, Paved Almonte Street Lot and Unpaved Almonte Street Lot
- **Commercial Off-Street:** Heritage Court Lot, Post Office Lot, The Barley Mow Lot, Thoburn Mill Commercial Parking, The Hub Lot, The Beer Store, HB Auto Lot, Almonte Dental Centre Lot and the Almonte Family Optometrists Lot
- **Residential Off-Street:** High Street Lot Residential Parking, Mill Street to Brae Street Lot, Victoria Woolen Mill Lot, The Barley Mow Lot Residential Parking, Thoburn Mill Residential Parking, 93 Mill St and Georgian Peach, Mill Street to Bridge Street Lot, Heritage Court Lot Residential Parking and Bridge Street Residential Parking

The aggregate of this area is represented in **Figure 1**. Upon surveying the designated area, a working inventory was created for each of the four parking segments observed. Aggregate totals for each parking segment are as follows:

- On-Street : 96 Parking Stalls
- Public Off-Street : 166 Parking Stalls

- Private Commercial Off-Street : 175 Parking Stalls
- Private Residential Off-Street : 168 Parking Stalls

An exact breakdown of the parking inventories of subsegments within each of these four segments is given in Section 3.4 of this study.

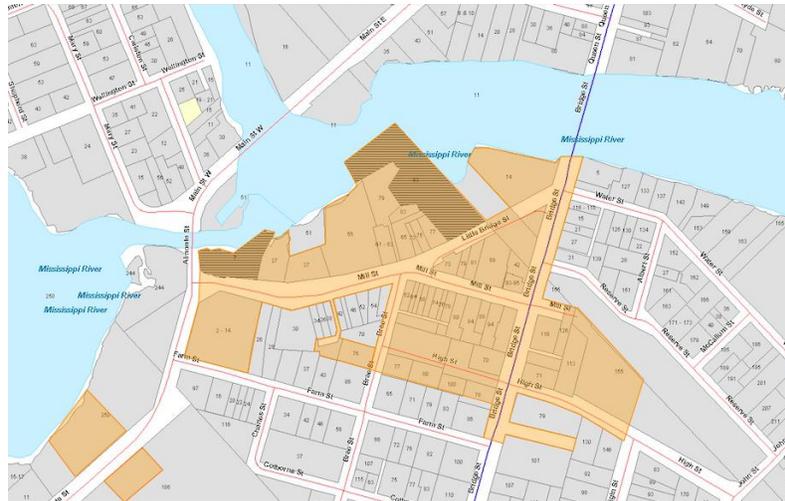


Figure 1 – Study Area

3.4 ASSESSING CURRENT PARKING DEMAND

3.4.1 LICENCE PLATE SURVEY

The principle mechanism used in the study for assessing the current parking demand was a licence plate survey. This form of survey calls for the surveyor(s) to circulate the parking segments within the designated study area in specified intervals in which they record the final four characters of licence plates belonging to vehicles occupying parking stalls as well as noting the time and location in which the parked vehicle was observed. Repeating this process multiple times throughout the course of the day, statistics regarding parking behaviour and usage is enabled to be generated.

In selecting the dates intended for the licence plate surveys to take place, the study seeks to accomplish multiple goals. Primarily, this study will provide council with statistics reflective of parking demand at its likely peak. Secondly, this study was intended to show a comparison between peak weekday parking demand and peak weekend parking demand. Lastly, the study displays how parking demand changes as we progress through the summer months.

The various SurveyMonkey questionnaires ask respondents to indicate the days of the week they are most likely to visit the downtown area. Using the results of the questionnaires, Fridays and Saturdays were the days identified to likely experience peak demand for weekdays and weekends respectively. As such, dates selected for the licence plate survey fall exclusively on these days of the week, meeting the first two goals mentioned above. In achieving the third goal, the licence plate survey was conducted multiple times over the months of June, July and August, with each month having both a Friday and Saturday observed. The findings section of this study strictly provides statistics averaged over these three months, however the varying findings may be viewed in the Appendix sections of this study.

The varying interval times between Fridays and Saturdays is given by **Table 1** and **Table 2** respectively.

FRIDAY	8 – 9:30am
	9:30 – 11am
	11 – 12:30pm
	12:30– 2pm
	2 – 3:30pm
	3:30 – 5pm
	5– 6:30pm

Table 1

SATURDAY	8 – 9:15am
	9:15 – 10:30am
	10:30– 11:45am
	11:45 – 1pm
	1 – 2:15pm
	2 – 3:30pm
	3:30 – 4:45pm
	4:45– 6pm

Table 2

Aside from the core statistics regarding capacity usage, this study is also concerned with the size of the user base for each parking segment and subsegment as well as the user types which make up these bases. "User types" in this context refers to the time in which users were observed to occupy one specific parking stall. The classification criteria for these user types is given by **Table 3** and **Table 4** for Fridays and Saturdays respectively. Users are classified according to how many consecutive intervals they are observed in one specific stall. For example, if users are recorded in one interval and found to not be occupying the stall come the following interval, they are deemed to be a short term user.

FRIDAY	SHORT TERM	Less than 1.5 hours
	MEDIUM TERM	Between 1.5 – 4.5 hours
	LONG TERM	Between 4.5 – 7.5 hours
	PERMANENT	Between 7.5 – 10 hours

Table 3

SATURDAY	SHORT TERM	Less than 1.25 hours
	MEDIUM TERM	Between 1.25 – 3.75 hours
	LONG TERM	Between 3.75 – 7.5 hours
	PERMANENT	Between 7.5 – 10 hours

Table 4

Using the data regarding the frequency of users within each user type, this study is able to compare usage times to posted time restrictions for public parking facilities in order to extrapolate the average number of users in violation on both Fridays and Saturdays. This information will prove relevant when examining the potential decision to increase parking enforcement within the downtown.

4.0 FINDINGS

4.1 VISITOR SURVEY

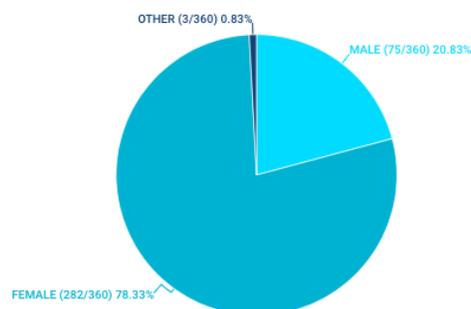
As previously stated, the general user survey features a series of questions directed towards gathering information regarding the respondent's perception as it pertains to the parking configuration in the downtown core. Supplemental questions are featured in pursuit of making critical connections between identity and opinions regarding the parking configuration. The inclusion of these types of questions is vital in determining whether the results of these questionnaires were balanced to equal representation of demographics.

4.1.1 SAMPLE AND BACKGROUND INFORMATION

Using the Survey Monkey platform, the study was able to collect 360 responses from the public. It should be noted that this number is not reflective of the completed number of surveys as a number of respondents only completed a portion of the questionnaire before choosing to leave the page. This influences the statistics generated in this section of the study. For example, whereas some of the statistics will be based on a sample size of 360, others will be reflective of a smaller sample size according to the number of respondents who chose not to provide a response.

The following series of statistics establish some of the foundational aspects of the respondents. **Graph 1** provides a visual representation of the gender distribution among respondents. Approximately 78% of respondents are female, 20% are male, and 1% identify in the LGBTQ+ community. These ratios are not optimal as the over-inclusion of females may prove to skew the results of subsequent statistics.

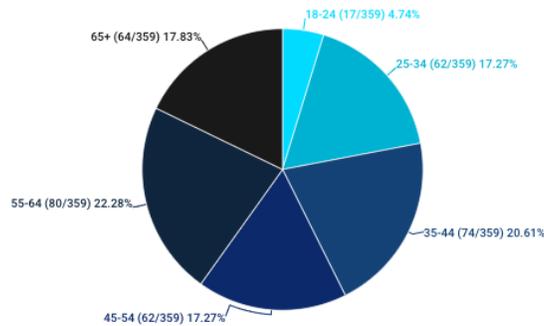
GENDER DISTRIBUTION OF RESPONDENTS (OUT OF 360 RESPONDENTS)



Graph 1

Graph 2 shows the age distribution among respondents is much more balanced with the exception of the *Under 18* and *18-24* age groups which are underrepresented. This moderate balance allows for equal representation of the thoughts and opinions of the various age categories and reduces the probability that the data is skewed as a result of the over representation of one or more categories.

AGE DISTRIBUTION OF RESPONDENTS (OUT OF 359 RESPONDENTS)

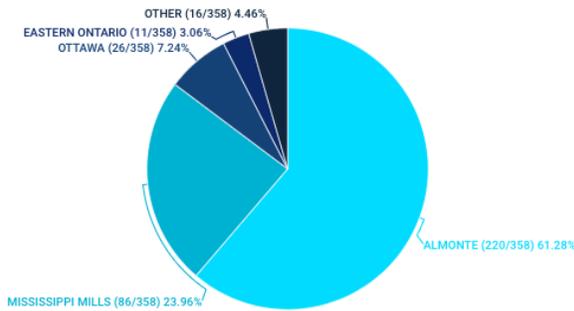


Graph 2

Graph 3 and **Graph 4** depict the locational distribution and downtown visitation frequency of respondents. The goal in polling respondents with respect to these two questions is to determine how familiar the respondents are with Almonte's downtown. For instance, if the majority of the respondents were from *Elsewhere in Eastern Ontario* or only visited the downtown on a *Monthly* basis, they may not possess the requisite knowledge to provide meaningful feedback in comparison to someone from *Almonte* or an individual who visits the downtown on a *Daily* basis. **Graph 2** shows the two segments with the highest representation are those from *Almonte Ward* (62% of respondents) followed by those from *Elsewhere in Mississippi Mills* (24% of respondents).

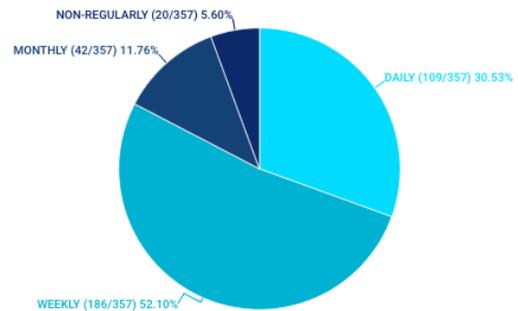
Graph 3 demonstrates that the majority of respondents indicated that they visit the downtown *Weekly* (52% of respondents) with the next closest frequency being *Daily* (30% respondents). Both of these results are optimal as both suggest that the majority of respondents have an adequate grasp of the current parking configuration and are thus able to provide significant insight into the public perception.

LOCATIONAL DISTRIBUTION (OUT OF 358 RESPONDENTS)



Graph 3

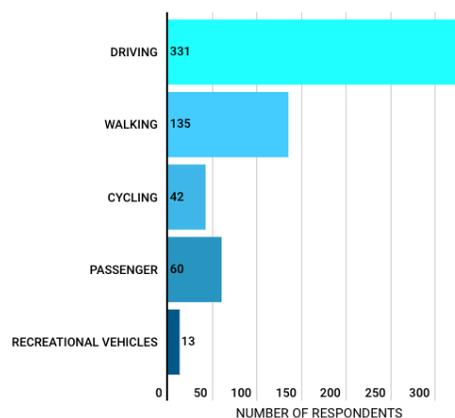
DOWNTOWN VISITATION FREQUENCY (OUT OF 357 RESPONDENTS)



Graph 4

The questionnaires call for the respondents to indicate what modes of transportation they often use to visit the downtown area. This question allows respondents to select multiple modes of transportation as individuals are not necessarily restricted to one specific method day-in, day-out. The data regarding this question is displayed below in **Graph 5**. Driving is found to be the primary mode of transportation for those visiting the downtown area, followed by walking, travelling as a passenger in a vehicle, cycling and recreational vehicles respectively. This is an optimal result as it suggests that the majority of respondents commonly drive when visiting the downtown area, implying that they have experiences to rely upon when indicating their perception of the adequacy/inadequacy of the current parking supply.

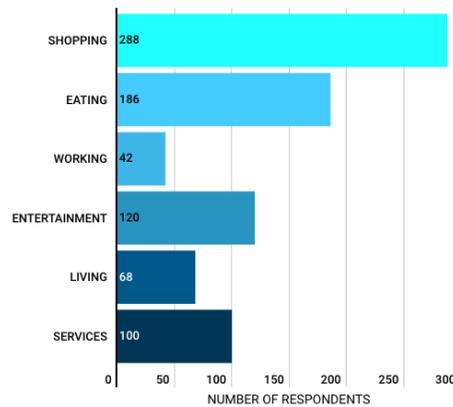
MODES OF TRANSPORTATION TO DOWNTOWN (OUT OF 360 RESPONDENTS)



Graph 5

Sequentially, questionnaires ask respondents to indicate their purposes for visiting the downtown. Similar to the previous question, respondents are enabled to select multiple answers rather than just one due to the diversity of the goods and services which are offered in the area. The data regarding this question is displayed by **Graph 6**. The primary causation for individuals visiting the downtown is for shopping purposes, followed by eating, entertainment, services, living and working purposes respectively.

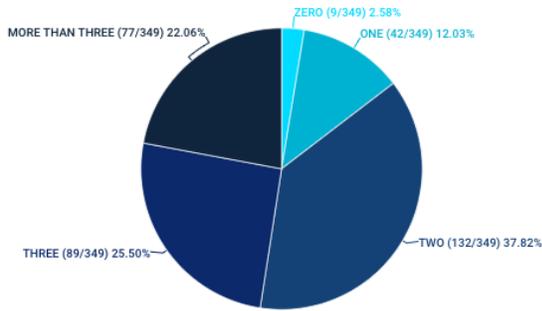
REASONS OF VISITATION FOR RESPONDENTS (OUT OF 360 RESPONDENTS)



Graph 6

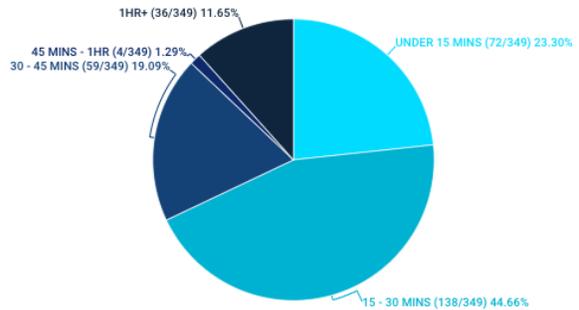
In establishing the timeline for an average visit to the downtown, respondents are asked to indicate how many businesses they visit on an average trip to the downtown as well as how long they typically spend within those businesses. **Graph 7** shows that the largest segment of respondents on average visit two businesses on a typical visit to the downtown area. While **Graph 8** shows that the largest segment of respondents on average spend between 15 and 30 minutes within each visit. Using the information collected in these two questions allows for the assumption that if individuals come to the downtown area strictly to visit businesses, their length of stay will range from anywhere between 30 minutes and 1 hour.

AVERAGE BUSINESSES VISITED (OUT OF 349 RESPONDENTS)



Graph 7

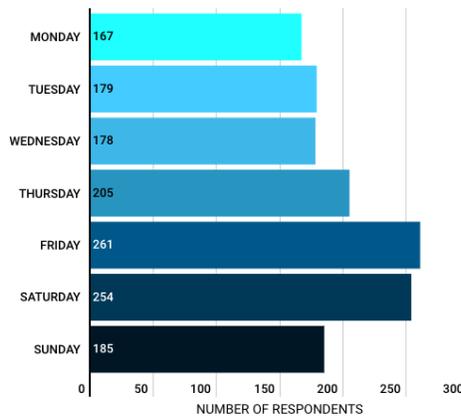
AVERAGE TIME SPENT IN BUSINESSES (OUT OF 349 RESPONDENTS)



Graph 8

As previously alluded to in this report, the days which the downtown is likely to experience peak demand is assessed by asking respondents to indicate which days of the week they are most likely to visit the downtown core. Respondents are enabled to select multiple days in the hopes of identifying peak demand during the week as well as on the weekend. As **Graph 9** displays, respondents indicate that their likelihood to visit the downtown core remains fairly uniform throughout the week and weekend with the exception of Friday (261 users) and Saturday (254 users) which can be considered the peak days for the week and weekend respectively.

LIKELY DAYS FOR VISITATION (OUT OF 350 RESPONDENTS)



Graph 9

4.1.2 PARKING PERCEPTION

This section provides base information regarding the general public's perception of the current parking configuration. In acquiring this data, the questionnaire asked respondents to indicate whether or not they believe there is a parking problem of any shape or form within the downtown core. From there, respondents were then asked to classify their perception on a scale of one to five (1- There is no problem, 2 – The problem is slight, 3 – The problem is moderate, 4 – The problem is significant, 5 – The problem is extreme). Upon review of these two independent questions, discrepancies were found. For example, whereas 127 respondents indicate that there is no problem on the first of these questions, only 54 indicate the severity of the problem to be "1- There is no problem" with a significant number of respondents choosing to instead qualify the problem as being "2 – The problem is slight". Based on this occurrence, this study assumes that respondents had a difficult experience qualifying their perception of the parking configuration between the two absolutes of "There is a problem" and "There is not a problem". As such only the results of the second question, where respondents are given more choice, will be considered.

The data regarding this question is given by **Table 5**. Of the 345 respondents who answered the question, 291 answered in the affirmative (86%) in regards to the existence of a parking problem with the remaining 54 answering in the negative (14%). Breaking down the perceptions of severity of those who answered in the positive, the majority of the sample believed there to be a parking problem with the severity being somewhere in between *Slight* (24%), *Moderate* (32%), and *Significant* (24%).

Severity Ranking	Number of Respondents	Percentage of Respondents (/345)
1 – There is No Problem	54	16%
2 – Slight	82	24%
3 – Moderate	111	32%
4 – Significant	84	24%
5- Extreme	14	4%

Table 5

4.1.3 PERCEPTION CONTEXT

In expanding upon the information presented in the previous subsection, a series of questions are asked of respondents in order to provide greater levels of context to their perception and why they feel the way that they do in regards to the parking configuration. Referring back to the demographic statistics provide in **Section 3.1.1**, we

are able to cross reference gender identity with perception regarding the current parking supply. Reiterating the information previously disclosed, of the 360 respondents who answered the question regarding gender, 282 indicated that they were female, 75 indicated that they were male, and the remaining 3 indicated that they belong to the LGBTQ community. Of the 282 females who took part in the survey, 65% indicated that there is a parking problem of some degree within the downtown area. **Table 6** provides a specific breakdown of the varying perceptions of the female respondents. While 65% of female respondents indicated that there is a parking problem, a large proportion of those respondents cited the problem as being moderate (29%) and significant (23%).

Severity Ranking	Number of Respondents	Percentage of Respondents (/282)
1 – There is No Problem	99	35%
2 – Slight	20	7%
3 – Moderate	83	29%
4 – Significant	64	23%
5- Extreme	14	5%

Table 6

In contrast, of the 80 males who took part in the survey, 49% indicated that that there is a parking problem in the downtown area with the other 51% indicating that there is no problem. **Table 7** provides a breakdown of how the male respondents feel in regards to the severity of the parking problem.

Severity Ranking	Number of Respondents	Percentage of Respondents (/80)
1 – There is No Problem	41	51%
2 – Slight	3	3%
3 – Moderate	18	23%
4 – Significant	18	23%
5- Extreme	0	0

Table 7

Examining the information presented in **Graph 1** as well as **Table 6** and **Table 7**, the disproportionate representation of Females over Males partially skews the data. Whereas the majority of females who completed the survey were of the opinion that there is a parking problem that could be classified as somewhere between moderate

and significant, the majority of males contended that there is in fact no parking problem in the downtown area. This partially skews the data due to the over representation of females in comparison to males. As more responses from females are included relative to males, the data suggests the data population as a whole was of the mindset that there was a parking problem whereas in actuality only females have a critical outlook of the situation.

Similarly, **Tables 8-14** outline the perspectives of the different age segments regarding the severity of the parking problem. Conclusions drawn disregard the results collected for those under 18 due to the lack of respondents of that age category (1). The proportion of individuals who feel that there is a parking problem according to their age category is as follows from least to greatest: 55-64 (59%), 35-44 (62%), 18-24 (65%), 45-54 (69%), 25-34 (71%) and 65+ (92%). As there is no specific pattern in regards to how perception changes with age, it is difficult to conclude that there is a direct link between respondent's age and their perception of the problem. It is apparent however that the age segment which was most critical of the current parking configuration were those 65+. This age segment was shown to hold the largest percentage of respondents who indicated that there was a problem, as well as having the largest percentage of respondents who ranked the severity of the problem to be either significant or extreme.

Under 18

Severity Ranking	Number of Respondents	Percentage of Respondents (/1)
1 - There is No Problem	1	100%
2 - Slight	0	0%
3 - Moderate	0	0%
4 - Significant	0	0%
5 - Extreme	0	0%

Table 8

18 - 24

Severity Ranking	Number of Respondents	Percentage of Respondents (/17)
1 - There is No Problem	6	35%
2 - Slight	3	18%
3 - Moderate	2	12%
4 - Significant	6	35%
5 - Extreme	0	0%

Table 9

25 - 34

Severity Ranking	Number of Respondents	Percentage of Respondents (/62)
1 - There is No Problem	18	29%
2 - Slight	2	3%
3 - Moderate	23	37%
4 - Significant	16	26%
5 - Extreme	3	5%

Table 10

35 - 44

Severity Ranking	Number of Respondents	Percentage of Respondents (/71)
1 - There is No Problem	27	38%
2 - Slight	3	4%
3 - Moderate	27	38%
4 - Significant	14	20%
5 - Extreme	0	0%

Table 11

45-54

Severity Ranking	Number of Respondents	Percentage of Respondents (/58)
1 - There is No Problem	18	31%
2 - Slight	6	10%
3 - Moderate	23	40%
4 - Significant	8	14%
5 - Extreme	3	5%

Table 12

55-64

Severity Ranking	Number of Respondents	Percentage of Respondents (/78)
1 - There is No Problem	32	41%
2 - Slight	2	3%
3 - Moderate	21	27%
4 - Significant	19	24%
5 - Extreme	4	5%

Table 13

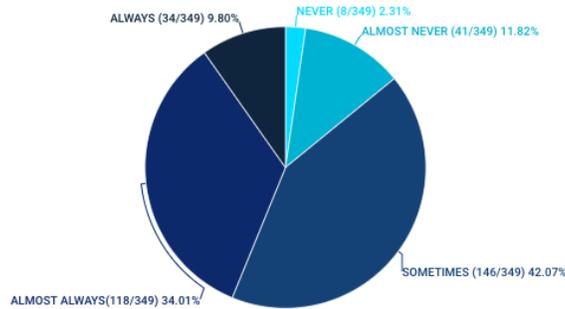
65+

Severity Ranking	Number of Respondents	Percentage of Respondents (/62)
1 - There is No Problem	5	8%
2 - Slight	15	24%
3 - Moderate	18	29%
4 - Significant	20	32%
5 - Extreme	4	6%

Table 14

Subsequently, respondents indicate the frequency in which they are able to locate open parking stalls within proximity to their destinations. The data regarding this question is given below by **Graph 10**. The ability of the sample population to find a parking spot reasonably close to their destinations is shown to be somewhere in between *Sometimes* (42%) and *Almost Always* (34%).

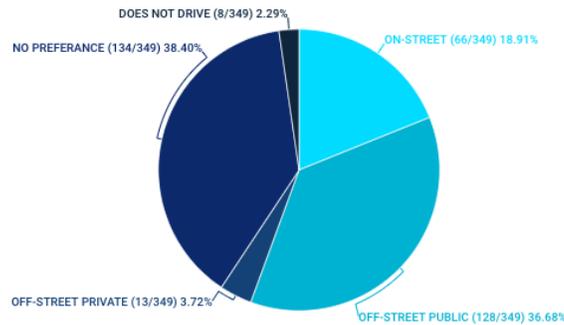
**REGULARITY OF PARKING WITHIN PROXIMITY OF DESTINATIONS
(OUT OF 347 RESPONDENTS)**



Graph 10

Graph 11 reflects what type of parking facilities respondents prefer to utilize when visiting the downtown. The order of preference is as follows from least to most preferred for respondents: Off-Street Private (4%), On-Street (20%), Off-Street Public (37%), No Preference (38%).

PARKING FACILITY PREFERENCE OF RESPONDENTS (OUT OF 349 RESPONDENTS)



Graph 11

The questionnaires also asked respondents to indicate the level of difficulty they associated with locating an available parking stall. Using the data and conclusion drawn from **Graph 10** we are able to cross reference parking preference with difficulty in finding an available parking space. This determines which parking facility respondents feel is the hardest to park in. This information is presented in **Tables 15-18**.

The largest portion of respondents for each parking facility found they neither had an easy nor difficult time locating an available parking stall (ranges from 46% to 52%). Additionally, the difference between respondents who indicated that they had an easy time and the respondents who indicated that they had a difficult time remains fairly small and uniform across all preferences of parking facilities with the exception of those who prefer to park *On-Street*. For those who indicated that they prefer to park *On-Street*, 12% had an easy time locating an available stall in contrast to 42% who had a difficult time locating an available stall.

ON-STREET

Difficulty in Locating Available Parking Stall	Number of Respondents	Percentage of Respondents (/65)
Easy	8	12%
Difficult	27	42%
Neither Easy Nor Difficult	30	46%

Table 15

OFF-STREET PRIVATE

Difficulty in Locating Available Parking Stall	Number of Respondents	Percentage of Respondents (/13)
Easy	3	23%
Difficult	6	31%
Neither Easy Nor Difficult	4	46%

Table 16

OFF - STREET PUBLIC

Difficulty in Locating Available Parking Stall	Number of Respondents	Percentage of Respondents (/125)
Easy	30	24%
Difficult	30	24%
Neither Easy Nor Difficult	65	52%

Table 17

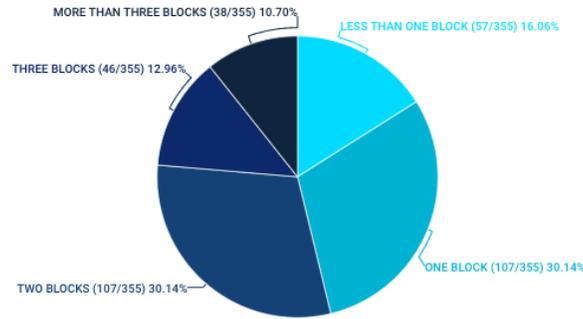
NO PREFERENCE

Difficulty in Locating Available Parking Stall	Number of Respondents	Percentage of Respondents (/133)
Easy	37	28%
Difficult	31	23%
Neither Easy Nor Difficult	65	49%

Table 18

With regards to the distance (measured in blocks) that respondents were willing to park away from their destinations, data on this topic is provided by **Graph 12**. As the graph depicts, there is an equal number of respondents (30%) who are willing to park one block and two blocks away from their destinations. These groups are followed by those willing to park less than one block away (16%), three blocks away (13%) and more than three blocks away (11%).

**WILLINGNESS TO PARK AWAY FROM DESTINATIONS
(OUT OF 355 RESPONDENTS)**



Graph 12

Data regarding each segments attitude towards the severity of the parking problem is given by **Table 19-23**. By observing the percentage change in the respondents who indicated “1 – There is No Problem” as willingness to park further away from destinations increases, it is shown that so too does the percentage of respondents that feel that there is not a problem.

Less Than One Block

Severity Ranking	Number of Respondents (/55)	Percentage of Respondents (/55)
1 – There is No Problem	1	2%
2 – Slight	4	7%
3 – Moderate	20	36%
4 – Significant	24	44%
5- Extreme	6	11%

Table 19

One Block

Severity Ranking	Number of Respondents (/104)	Percentage of Respondents (/104)
1 – There is No Problem	6	6%
2 – Slight	22	21%
3 – Moderate	35	34%
4 – Significant	37	36%
5 – Extreme	4	4%

Table 20

Two Blocks

Severity Ranking	Number of Respondents (/107)	Percentage of Respondents (/107)
1 – There is No Problem	19	18%
2 – Slight	30	28%
3 – Moderate	40	37%
4 – Significant	16	15%
5- Extreme	2	2%

Table 21

Three Blocks

Severity Ranking	Number of Respondents (/46)	Percentage of Respondents (/46)
1 – There is No Problem	13	28%
2 – Slight	17	37%
3 – Moderate	10	22%
4 – Significant	4	9%
5 – Extreme	2	4%

Table 22

More Than Three Blocks

Severity Ranking	Number of Respondents (/37)	Percentage of Respondents (/37)
1 – There is No Problem	15	41%
2 – Slight	10	27%
3 – Moderate	9	24%
4 – Significant	3	8%
5- Extreme	0	0%

Table 23

Expanding on the information given in **Tables 19-23**, the information presented in **Tables 24-28** provides data regarding the difficulty associated in parking for those individuals who indicated their willingness to parking away from destinations. The percentage of individuals who indicated parking to be easy, gradually increases as willingness to park away from destinations increases (in one block intervals).

Less Than One Block

Difficulty Associated with Parking	Number of Respondents (/55)	Percentage of Respondents (/55)
Easy	4	7%
Difficult	23	42%
Neither Easy or Difficult	28	51%

Table 24

One Block

Difficulty Associated with Parking	Number of Respondents (/104)	Percentage of Respondents (/104)
Easy	10	10%
Difficult	42	40%
Neither Easy or Difficult	52	50%

Table 25

Two Blocks

Difficulty Associated with Parking	Number of Respondents (/107)	Percentage of Respondents (/107)
Easy	28	26%
Difficult	18	16%
Neither Easy or Difficult	61	57%

Table 26

Three Blocks

Difficulty Associated with Parking	Number of Respondents (/45)	Percentage of Respondents (/46)
Easy	20	44%
Difficult	5	12%
Neither Easy or Difficult	20	44%

Table 27

More than Three Blocks

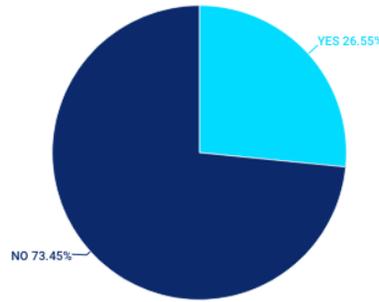
Difficulty Associated with Parking	Number of Respondents (/37)	Percentage of Respondents (/37)
Easy	21	57%
Difficult	4	11%
Neither Easy or Difficult	12	32%

Table 28

The data presented in **Tables 24-28** carry several implications. Primarily, it validates the intuition that individuals who are willing to park lesser distances away from their destinations are more critical of parking in comparison to individuals who are willing to park greater distances from their destinations. Secondly, it suggests that there might be a dispersion problem regarding the downtown's current parking supply as individuals who are willing to park further away from their destinations generally have an easier time finding a parking stall in comparison to those who are willing to park lesser distances.

Additionally, the questionnaires asked respondents to indicate whether or not they had one or more children under the age of 10. This question was specifically asked to identify how the public perception regarding the current parking configuration differs among those with and without young children. By extension, the basis of the inclusion of this question was to identify whether parents of young children were more critical of the configuration and create assumptions regarding the family-friendliness of the parking configuration. **Graph 13** displays that out of the 354 respondents who chose to answer the question, 94 answered in the affirmative while the remaining 260 answered in the negative.

DO YOU HAVE CHILDREN UNDER 10? (OUT OF 354 RESPONDENTS)



Graph 13

Using this information, we are able to identify the perception of the parking configuration in regards to those who indicated that they have children under the age of 10 and those who indicated that they do not have children under the age of 10. This information is given by **Table 29** which displays the information of those who indicated that they do have children under the age of 10 and **Table 30** which displays the information of those who indicated that they do not have children under the age of 10. When comparing the two tables, no significant discrepancies can be found as the data stays relatively uniform between the two in regards to the distribution of respondents among the varying levels of severity. This result suggests that those with children under the age of 10 will tend to have a similar perception of the parking configuration as someone without children under the age of 10. This further implies that the downtown parking configuration as currently designed does not present any issues which would cause parents' perception of the configuration to spike.

YES

NO

Severity Ranking	Number of Respondents	Percentage of Respondents (/93)
1 – There is No Problem	12	13%
2 – Slight	25	27%
3 – Moderate	30	32%
4 – Significant	24	26%
5 – Extreme	2	2%

Table 29

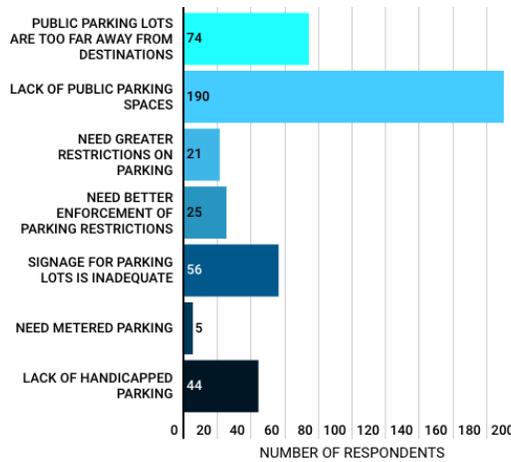
Severity Ranking	Number of Respondents	Percentage of Respondents (/252)
1 – There is No Problem	42	17%
2 – Slight	57	23%
3 – Moderate	81	32%
4 – Significant	60	24%
5 – Extreme	12	5%

Table 30

4.1.4 PROBLEM ATTRIBUTION AND SOLUTIONS

The respondents who indicated that there was in fact a problem with the current parking configuration were then asked to indicate all the issues provided on a list that they feel are most influential to their perception. **Graph 14** provides a visual representation regarding the data collect with respects to this.

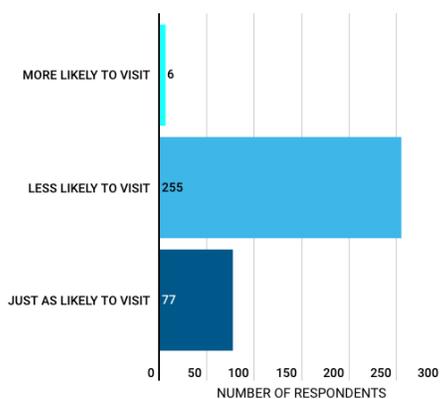
PROBLEM ATTRIBUTION (OUT OF 235 RESPONDENTS)



Graph 14

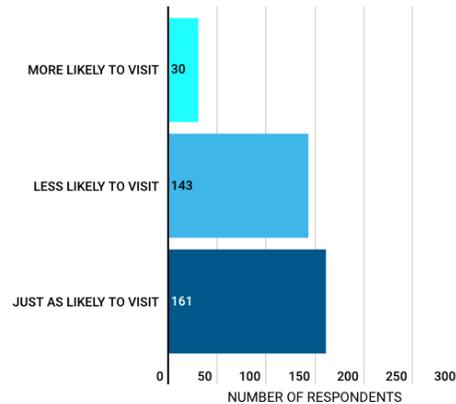
All respondents are then given a list of possible solutions which could be used to relieve the pressures being put on the parking supply. Faced with these solutions, respondents indicate whether they would be more likely, less likely or be just as likely to visit the downtown core. The data regarding this aspect of the consultation is given by **Graphs 15-20**.

METERED PARKING WAS INTRODUCED (OUT OF 338 RESPONDENTS)



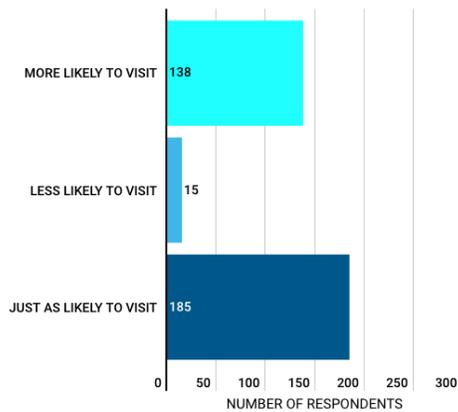
Graph 15

TIME LIMITS WERE MORE TIGHTLY ENFORCED (OUT OF 334 RESPONDENTS)



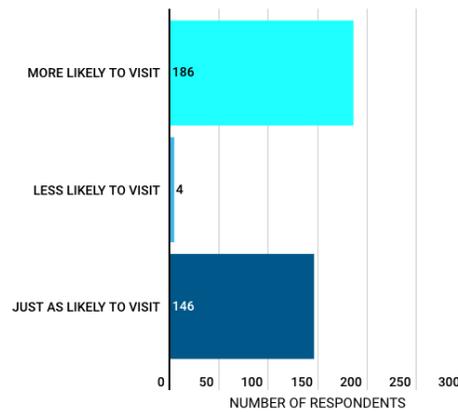
Graph 16

MORE ON-STREET SPACES PROVIDED (OUT OF 338 RESPONDENTS)



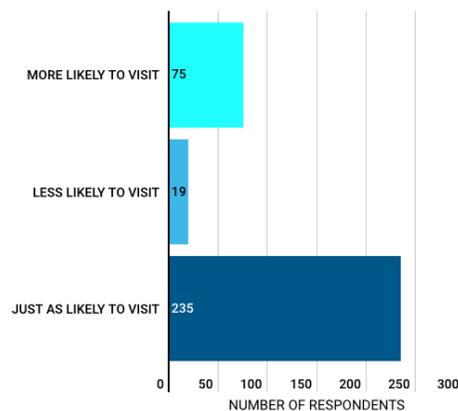
Graph 17

MORE OFF-STREET SPACES PROVIDED (OUT OF 336 RESPONDENTS)



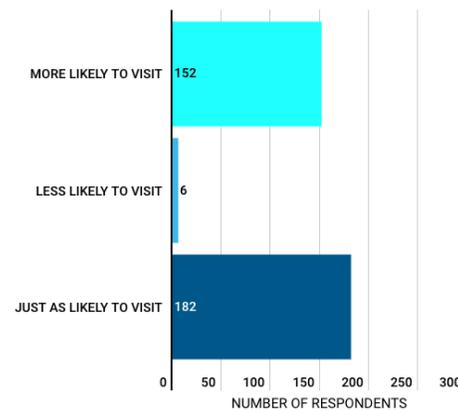
Graph 18

INCLUSION OF BIKE RACKS (OUT OF 329 RESPONDENTS)



Graph 19

PARKING SPACES WERE CLOSER IN PROXIMITY TO LOCATION (OUT OF 340 RESPONDENTS)



Graph 20

4.1.5 SUPPLEMENTARY COMMENTS

Respondents are given the opportunity at the end of the questionnaires to provide any supplementary comments or suggestions regarding the downtown parking configuration that they were unable to express based on the questions asked in the surveys. These comments can be viewed in their entirety in **Appendix A. Table 31** provides the comments and suggestions which were most commonly observed and the frequency to which these statements were given.

COMMENT / SUGGESTION	FREQUENCY OF STATEMENT
The current parking configuration and accompanying restrictions are presently meeting the needs of the downtown users.	15
The introduction of metered parking will be detrimental to the downtown.	11
The location of the past Ultramar located on Mill Street should be purchased and utilized for parking.	30
The area along Reserve Street should be better utilized for accommodating downtown and OVRT users.	19
The creation of any type of parking facility within the downtown would improve the parking experience of users.	7
Business owners and employees should be given designated parking facilities as a means to free-up on-street parking.	5
Better signage should be created and installed in order to better indicate the locations of public parking facilities.	5

Table 31

4.2 BUSINESS OWNER AND EMPLOYEE SURVEY

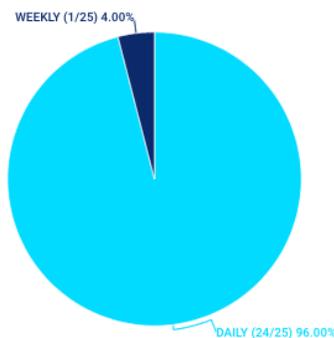
In distributing the information required for business owners and employees of the downtown to access their online questionnaires, 66 businesses were visited by the Summer Planning Student accompanied by one of the Almonte Ward Councillors. The purpose of these visits was not only to give these individuals access to their respective questionnaires, but to convey the purpose of the study and how their participation would benefit the final conclusions.

Using the Survey Monkey platform, the study was able to collect 25 responses from the downtown business owner community and 30 responses from employees of downtown businesses. It should be noted that this number is not reflective of the completed number of surveys. This aspect will influence the statistics generated in this section of the study. For example, whereas some of the statistics will be based on a sample size of 25, others will be reflective of a smaller sample size according to the number of respondents who chose not to provide a response.

4.2.1 BACKGROUND INFORMATION

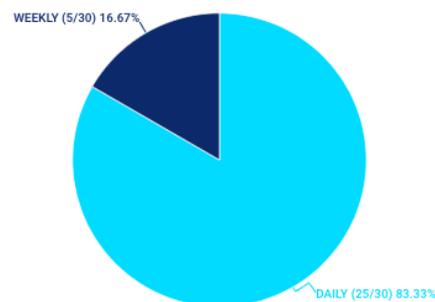
The following section provides a series of statistics which establish some of the foundational aspects of the respondents. Whereas the General Visitor questionnaire asked respondents to indicate their frequency of visitation to the downtown in hopes of establishing their knowledge of the current parking situation, business owners and employees are asked in order to establish how often they require parking stalls. As **Graph 21** and **Graph 22** show, the vast majority of business owners and employees visit the downtown area on a daily basis.

DOWNTOWN VISITATION FREQUENCY OF BUSINESS OWNERS (OUT OF 25 RESPONDENTS)



Graph 21

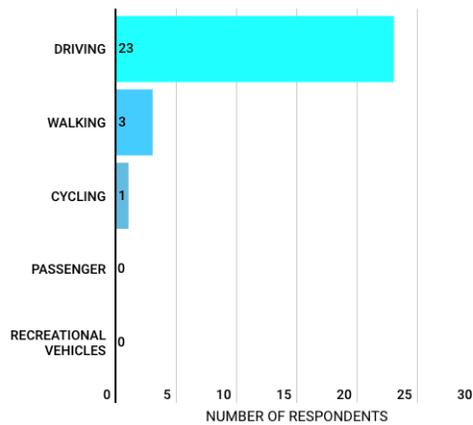
DOWNTOWN VISITATION FREQUENCY OF EMPLOYEES (OUT OF 30 RESPONDENTS)



Graph 22

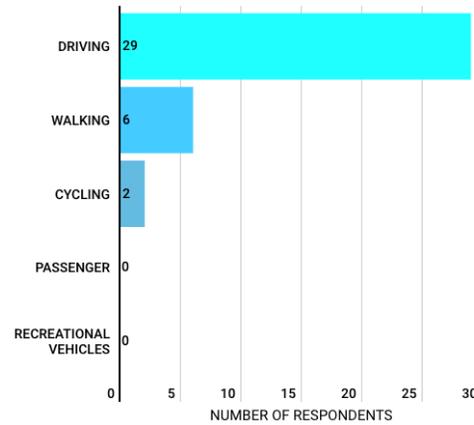
In supplementing the information provided above, respondents were asked to indicate the modes of transportation which they make use of when traveling to work within the downtown core. As **Graph 23** and **Graph 24** show, the majority of business owners and employees drive automotive vehicles when traveling to work.

MODES OF TRANSPORTATION TO WORK (OUT OF 24 OWNERS)



Graph 23

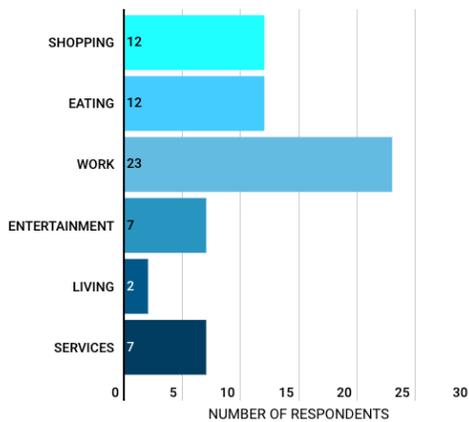
MODES OF TRANSPORTATION TO WORK (OUT OF 30 EMPLOYEES)



Graph 24

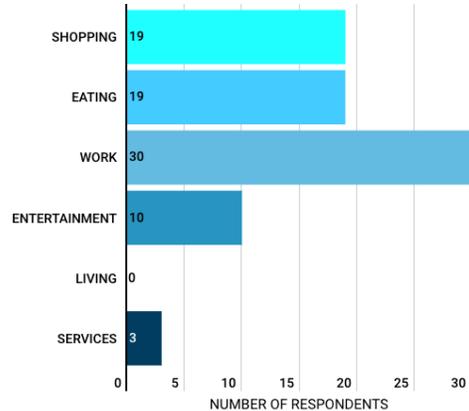
Graph 25 and **Graph 26** provide visual representations of the causations for business owners and employees to visit the downtown respectively. Naturally while business owners and employees will visit the downtown for work purposes, the goal of the inclusion of this question is to establish the involvement of these segments with the downtown core outside of work. Just as in the general visitor questionnaires, business owners and employees are allowed to select multiple reasons as to why they visit the downtown. As expected, a significant portion of respondents from both segments visit the downtown for reasons outside of work.

REASONS FOR DOWNTOWN VISITATION OF BUSINESS OWNERS (OUT OF 23 RESPONDENTS)



Graph 25

REASONS FOR DOWNTOWN VISITATION OF EMPLOYEES (OUT OF 30 RESPONDENTS)



Graph 26

4.2.2 PARKING PERCEPTION

This section provides the base information regarding business owner's and employee's perceptions of the current parking configuration. In acquiring this data, the questionnaire asked respondents to indicate whether or not they believed there was a parking problem of any shape or form within the downtown core. From there, respondents were then asked to classify their perception on a scale of one to five (1- There is no problem, 2 – The problem is slight, 3 – The problem is moderate, 4 – The problem is significant, 5 – The problem is extreme). Similar to the visitor survey, there was a degree of confusion with this methodology and as such, only the results of the second question where respondents were given more choice will be considered. The data regarding this questions is given below by **Table 32** and **Table 33** for Business Owners and Employees respectively. **Table 32** shows that the majority of Business Owners within the sample acknowledge there was a problem with the current parking configuration and describe the problem as being somewhere in between *Slight* (23%), *Moderate* (36%) and *Significant* (27%). Similarly, **Table 33** shows the majority of Employees within the sample acknowledge there was a problem with the current parking configuration and described the problem as being somewhere in between *Moderate* (37%) and *Significant* (47%).

PERCEPTION OF BUSINESS OWNERS

Severity Ranking	Number of Respondents (/22)	Percentage of Respondents (/22)
1 – There is No Problem	2	9%
2 – Slight	5	23%
3 – Moderate	8	36%
4 – Significant	6	27%
5- Extreme	1	5%

Table 32

PERCEPTION OF EMPLOYEES

Severity Ranking	Number of Respondents (/30)	Percentage of Respondents (/30)
1 – There is No Problem	3	10%
2 – Slight	2	7%
3 – Moderate	11	37%
4 – Significant	14	47%
5 – Extreme	0	0%

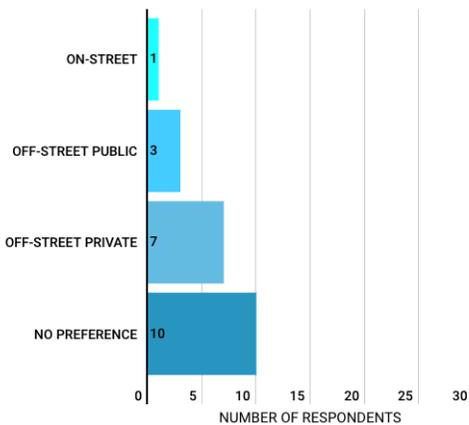
Table 33

4.2.3 PERCEPTION CONTEXT

In expanding upon the information presented in the previous subsection, a series of questions are asked of respondents of both segments in order to provide greater levels of context to their perception. The information below reflects what type of parking facility respondents of both segment prefer to utilize when visiting the downtown. **Graph 27** and **Graph 28** displays the data collected for business owners and employees specifically. The order of preference for business owners is as follows from least to most preferred: On-Street (5%), Off-Street Public (14%), Off-Street Private (33%), No Preference

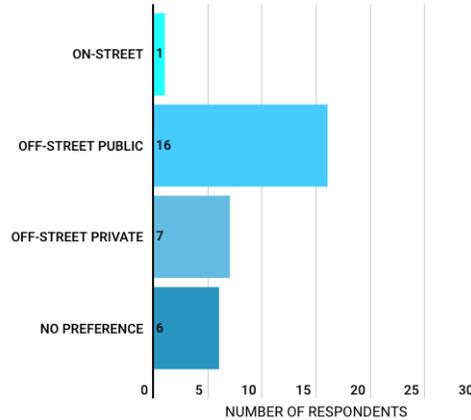
(48%). Similarly, **Graph 27** displays the order of preference for employees from least to most preferred and is as follows: On-Street (3%), No Preference (20%), Off-Street Private (23%), Off-Street Public (53%).

PREFERENCE OF PARKING FACILITY FOR BUSINESS OWNERS (OUT OF 21 RESPONDENTS)



Graph 27

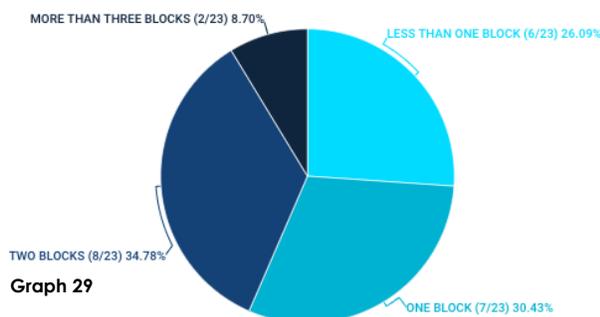
PREFERENCE OF PARKING FACILITIES FOR EMPLOYEES (OUT OF 30 RESPONDENTS)



Graph 28

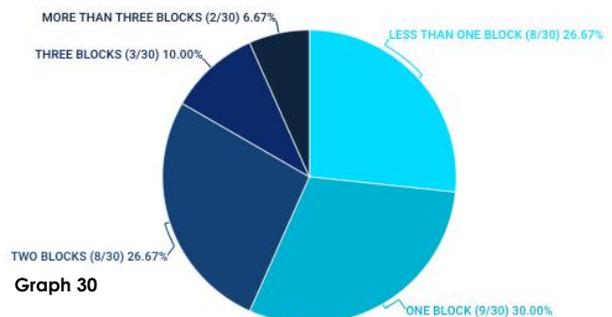
Respondents from both segments are then asked to indicate the distance (measured in blocks) that they are willing to park away from their work. Data regarding this question is given by **Graph 29** and **Graph 30** for business owners and employees respectively. For business owners, the distribution is fairly uniform among those willing to park less than one block away (26%), one block away (30%) and two blocks away (35%) with a significantly fewer amount of owners being willing to park three block away (0%) and more than three blocks away (9%). Similarly, the distribution for employees is also relatively uniform among employees willing to park less than one block away (27%), one block away (30%) and two blocks away (27%) with a significantly fewer amount of employees being willing to park three blocks away (10%) and more than three blocks away (7%). Both of these results suggest that business owners and employees have a significant aversion to walking longer distances to work. This result coupled with the concentration of business establishments on Mill Street suggests that both segments are likely to park in locations central to the downtown.

WILLINGNESS TO PARK AWAY FROM WORK FOR BUSINESS OWNERS (OUT OF 23 RESPONDENTS)



Graph 29

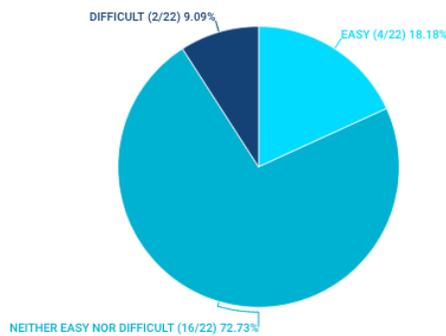
WILLINGNESS TO PARK AWAY FROM WORK FOR EMPLOYEES (OUT OF 30 RESPONDENTS)



Graph 30

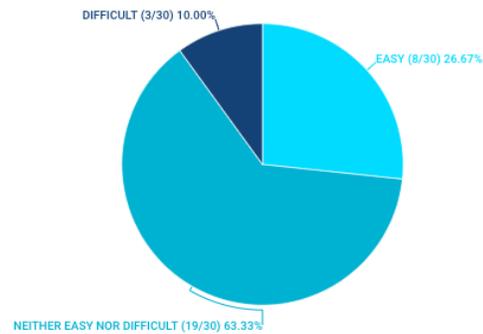
Graph 31 and **Graph 32** depicted below provide visual representations regarding the ease business owners and employees had respectively when locating an available parking stall in the downtown core for working purposes. The majority of users from both segments indicate that they neither had an easy nor difficult time locating an available parking space as 73% of business owner respondents and 63% of employee respondents indicating as such.

EASE OF FINDING AN AVAILIABLE PARKING STALL FOR BUSINESS OWNERS (OUT OF 22 RESPONDENTS)



Graph 31

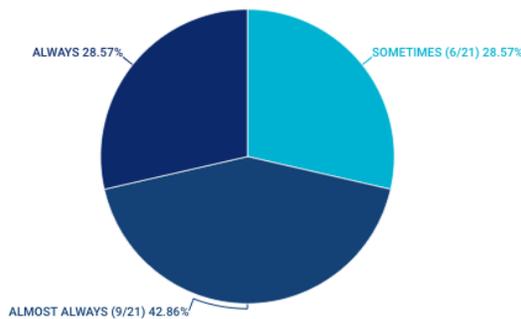
EASE OF FINDING AN AVAILIABLE PARKING STALL FOR EMPLOYEES (OUT OF 30 RESPONDENTS)



Graph 32

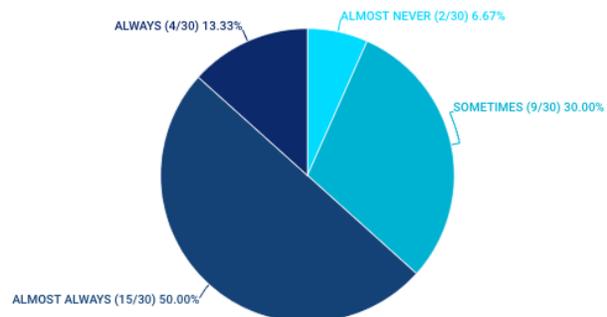
Subsequently, the questionnaires asked respondents from both user segments to indicate the frequency in which they were able to locate open parking stalls within proximity to their destinations. The data regarding this question is given below by **Graph 33** and **Graph 34** for business owners and employees respectively. Observing Graph 33 business owners respondents were able to find parking within proximity to their destination on a basis described as *Sometimes* (29%), *Almost Always* (43%) and *Always* (29%). In contrast, employee respondents were much more dispersed despite having the largest portion of the segment indicating that they were *Almost Always* (50%) able to park within proximity to work.

REGULARITY OF PARKING WITHIN PROXIMITY OF WORK FOR BUSINESS OWNERS (OUT OF 21 RESPONDENTS)



Graph 33

REGULARITY OF PARKING WITHIN PROXIMITY OF WORK FOR EMPLOYEES (OUT OF 30 RESPONDENTS)

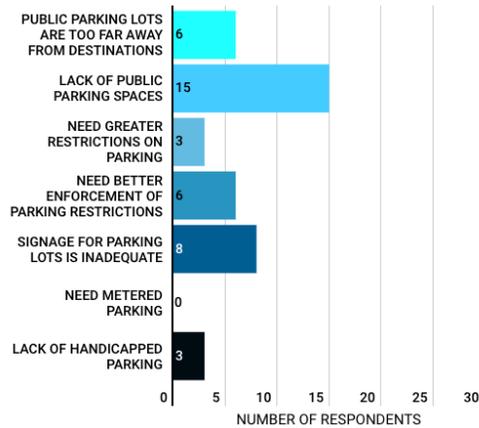


Graph 34

4.2.3 PROBLEM ATTRIBUTIONS AND SOLUTIONS

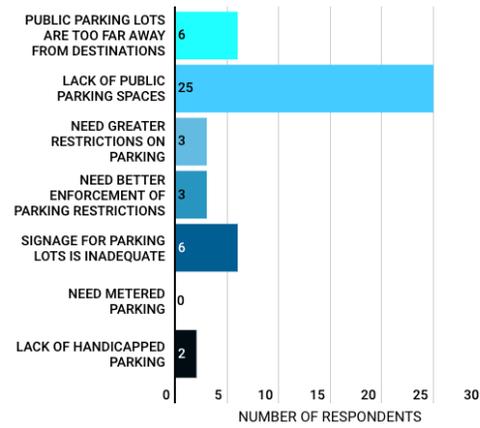
For those respondents who indicate that there is a problem with the downtown parking supply, the questionnaires then ask for them to indicate all the issues provided on a list that they feel are most influential to the perception. **Graph 35** and **Graph 36** provides a visual representation regarding the data collected with respects to Business Owners and Employees respectively.

PROBLEM ATTRIBUTION FOR BUSINESS OWNERS (OUT OF 19 RESPONDENTS)



Graph 35

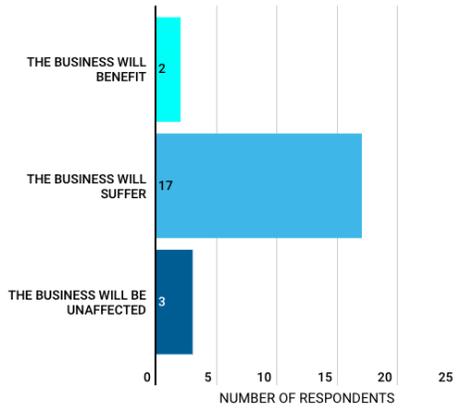
PROBLEM ATTRIBUTION FOR EMPLOYEES (OUT OF 27 RESPONDENTS)



Graph 36

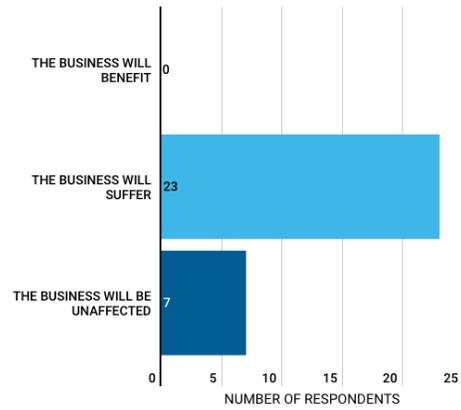
Regardless if the respondents were to indicate the existence of a problem, the questionnaires provide a series of hypotheticals for which the respondents were to indicate whether the proposed actions would be more likely, less likely or be just as likely to negatively impact the establishment to which they belong. The data regarding this aspect of the consultation is given by **Graphs 37 to Graph 48** with responses from business owners represented by graphs on the left and responses from employees represent by graphs on the right.

METERED PARKING WAS INTRODUCED (OUT OF 22 OWNERS)



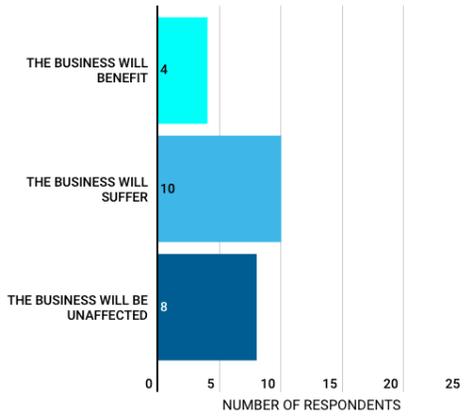
Graph 37

METERED PARKING WAS INTRODUCED (OUT OF 30 EMPLOYEES)



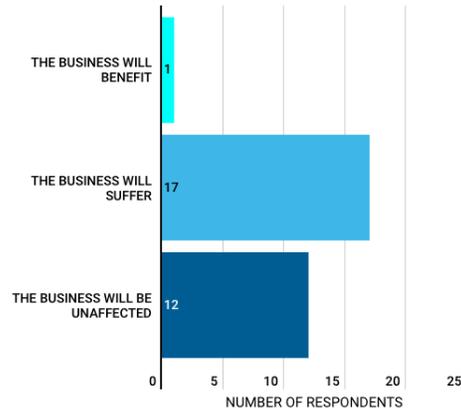
Graph 38

TIME LIMITS WERE MORE STRICTLY ENFORCED (OUT OF 22 OWNERS)



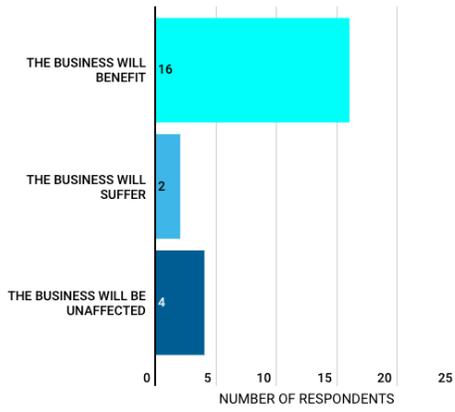
Graph 39

TIME LIMITS WERE MORE STRICTLY ENFORCED (OUT OF 30 EMPLOYEES)



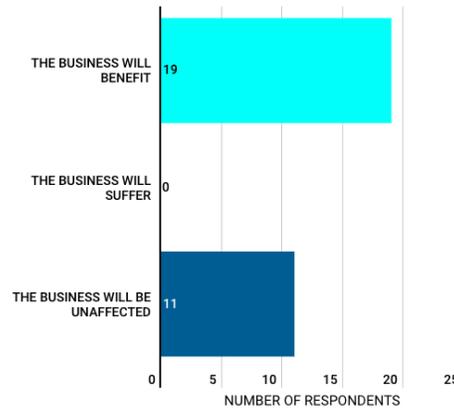
Graph 40

MORE ON-STREET SPACES PROVIDED (OUT OF 22 OWNERS)



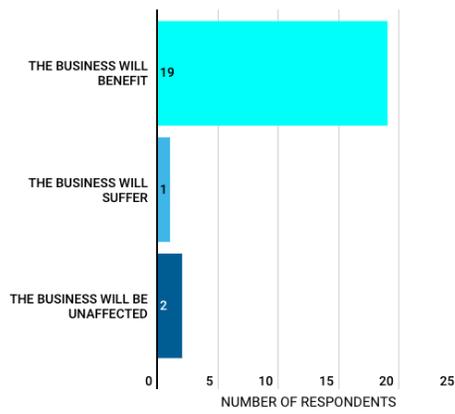
Graph 41

MORE ON-STREET SPACES PROVIDED (OUT OF 30 EMPLOYEES)



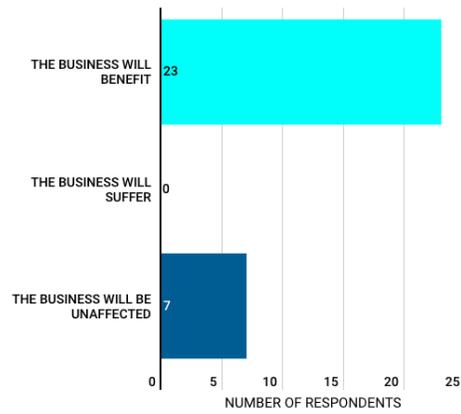
Graph 42

MORE OFF-STREET SPACES PROVIDED (OUT OF 22 OWNERS)



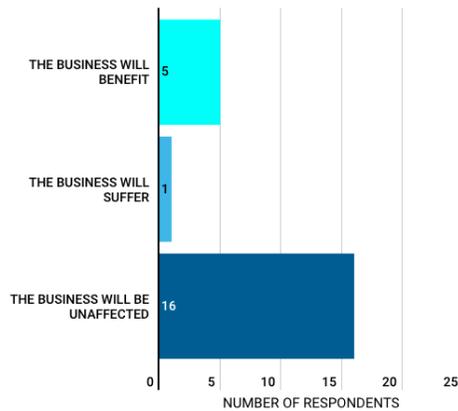
Graph 43

MORE OFF-STREET SPACES PROVIDED (OUT OF 30 EMPLOYEES)



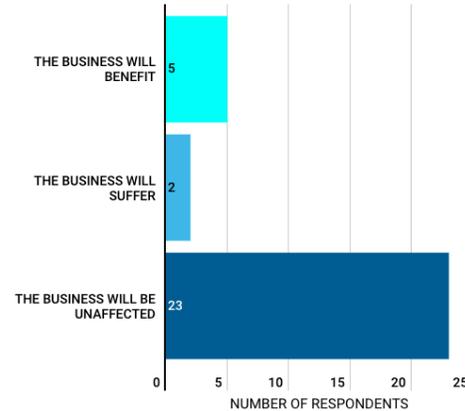
Graph 44

INCLUSION OF BIKE RACKS (OUT OF 22 OWNERS)



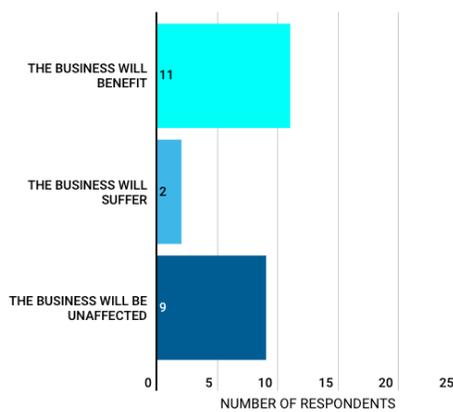
Graph 45

INCLUSION OF BIKE RACKS (OUT OF 30 EMPLOYEES)



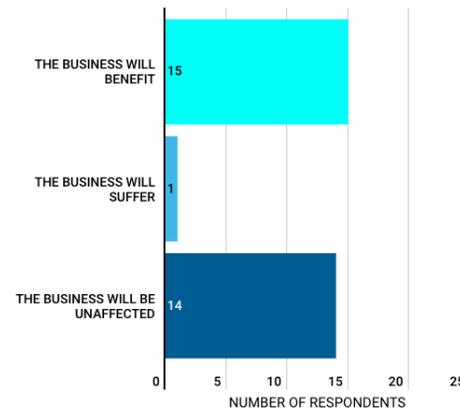
Graph 46

PARKING SPACES WERE CLOSER IN PROXIMITY TO LOCATIONS (OUT OF 22 OWNERS)



Graph 47

PARKING SPACES WERE CLOSER IN PROXIMITY TO LOCATIONS(OUT OF 30 EMPLOYEES)

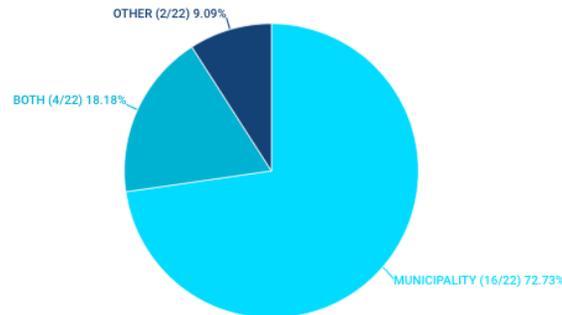


Graph 48

In supplementing the information provided above, the questionnaires asked respondents to indicate who the onus of providing parking falls upon between business owners and the municipality. This question was strictly posed towards business owners and not employees. In response to this questions, the respondents are given the choice to select the *Municipality*, *Private Businesses*, *Both the Municipality and Private Businesses* or *Others*. **Graph 49** provides a visual representation of the data regarding this question. Out of the 22 business owner respondents who answered the question, zero indicated that the sole responsibility of providing parking rests with private businesses with roughly 73% instead indicating that the responsibility rests solely with the municipality. Additionally, 18% did indicate that there is a joint responsibility between the two entities to supply parking facilities. The remaining 9% indicated that the responsibility

lies with *Others* and provided additional comments which suggested that the onus of responsibility was dependent on the situation.

RESPONSIBILITY OF PROVIDING PARKING (OUT OF 22 RESPONDENTS)



Graph 49

4.3 MAJOR STAKEHOLDER COMMENTS

As previously stated, a major stakeholder within the downtown business core was identified based on the size of their parking facilities. This stakeholder was contacted and through several informal conversations and meetings with this stakeholder, his or her main concerns regarding the current parking configuration within the downtown were conveyed.

The stakeholder made it clear that their primary concern was the occurrence of irresponsible economic development within the downtown and specifically on Mill Street. In particular, the stakeholder felt that some commercially zoned units along Mill Street are unfit for certain types of businesses. They felt that there was a mismatch between high demand businesses with commercial units that do not accommodate for an adequate parking supply. This mismatch forces customers to have to park elsewhere and compromise parking for which other businesses pay a premium for.

In economics theory this is commonly known as the free rider problem. This problem occurs when individuals are able to consume more of their fair share of a resource or pay less than their fair share of the costs. In this case, the free rider problem occurs because business's with inadequate parking for their customers are able to free rider off of the parking supply of other businesses without paying additional fees to cover overhead costs such as repaving, the painting of lines or the removal of snow.

The stakeholder felt that Council has enabled the free rider problem to escalate through the use of accepting cash-in-lieu of parking and allowing businesses to operate in the downtown without providing adequate parking for their customers.

4.4 CURRENT PARKING DEMAND

Figure 2 provided on the following page grants a visual representation of the different segments within the study area as well as the quantity of parking stalls specific to each parking facility. Reiterating the information provided within the figure, the segments of parking facilities are denoted by the following designations:

- Green = On-Street Parking Facilities
- Blue = Off-Street Public Parking Lots
- Orange = Off-Street Private Residential Parking Lots
- Purple = Off-Street Private Commercial Parking Lots

The following subsections provide statistics and information directly correlating to parking behaviour observed within each of these different segments in order to understand the varying usage needs of each segment's user base. Specifically, the tables in the following section will be pertinent to average capacity usage, average users and types, as well as compositional breakdowns of the status of parking stalls within each parking segment. The classification information of user types is given in section 2.4

Any bolded information indicates the average peak of the corresponding subsegment indicated by the foremost left column. In a number of situations, multiple statistics may be bolded for one subsegment. This indicates that the corresponding subsegment experiences peak demand at multiple times during the day.



LEGEND

- ON-STREET PUBLIC PARKING FACILITIES
- OFF-STREET PUBLIC PARKING LOTS
- OFF-STREET PRIVATE COMMERCIAL PARKING LOTS
- OFF-STREET PRIVATE RESIDENTIAL PARKING LOTS

PARKING AREAS

1. MILL STREET (42 SPACES)
2. LITTLE BRIDGE STREET (2 SPACES)
3. BRIDGE STREET (28 SPACES)
4. HIGH STREET (16 SPACES)
5. BARE STREET (8 SPACES)
6. HIGH STREET PUBLIC LOT (42 SPACES)
7. LIBRARY PUBLIC LOT (47 SPACES)
8. OLD TOWN HALL PUBLIC LOT (22 SPACES)
9. ICE CREAM SHOP PUBLIC LOT (22 SPACES)
10. PAVED ALMONTE STREET PUBLIC LOT (15 SPACES)
11. UNPAVED ALMONTE STREET PUBLIC LOT (18 SPACES)
12. HERITAGE COURT COMMERCIAL LOT (77 SPACES)
13. POST OFFICE COMMERCIAL LOT (16 SPACES)
14. THE BARLEY MOW COMMERCIAL LOT (22 SPACES)
15. THOBURN MILL COMMERCIAL LOT (8 SPACES)
16. THE HUB COMMERCIAL LOT (6 SPACES)
17. THE BEER STORE COMMERCIAL LOT (18 SPACES)
18. HB AUTO COMMERCIAL LOT (13 SPACES)
19. ALMONTE DENTAL COMMERCIAL LOT (7 SPACES)
20. OPTOMETRIST COMMERCIAL LOT (8 SPACES)
21. HIGH ST LOT RESIDENTIAL PARKING (33 SPACES)
22. MILL TO BARE RESIDENTIAL LOT (23 SPACES)
23. VICTORIA WOOLEN MILL RESIDENTIAL LOT (16 SPACES)
24. THE BARLEY MOW RESIDENTIAL PARKING (8 SPACES)
25. THOBURN MILL RESIDENTIAL LOT (30 SPACES)
26. 93 MILL ST AND GEORGIAN PEACH (23 SPACES)
27. MILL ST TO BRIDGE ST RESIDENTIAL LOT (13 SPACES)
28. HERITAGE COURT RESIDENTIAL PARKING (2 SPACES)
29. BRIDGE STREET RESIDENTIAL PARKING (20 SPACES)

Figure 2

4.4.1 FRIDAY FINDINGS

4.4.1.1 ON-STREET PARKING FACILITIES

Table 34 provides a representation of the average occupancy rates over the course of the Friday's observed for on-street parking facilities. The majority peaks for the various street segments are during the 12:30-2pm observation interval. Furthermore, with the exception of High Street whose peak demand is 25%, all observed peaks range and vary between 50-100%.

	8AM		930AM		11AM		1230PM		2PM		330PM		5PM	
Mill Street (/42)	14	34%	20	48%	29	69%	37	87%	31	75%	26	62%	19	45%
Little Bridge Street (/2)	2	100%	2	100%	2	100%	1	50%	2	100%	2	100%	1	50%
Bridge Street (/28)	6	21%	10	36%	12	44%	16	56%	10	37%	10	35%	5	19%
High Street (/16)	2	10%	3	21%	3	19%	4	25%	3	19%	2	15%	1	6%
Brae Street (/8)	3	29%	5	63%	7	88%	7	88%	6	79%	6	71%	4	50%

Table 34

The information presented in **Table 35** is pertinent to the average number of users who use each on-street subsegment on Fridays. An average of 226 users are found to park in on-street parking stalls. Of those users, 79% are classified as short term. This implies that the majority of on-street users occupy their respective parking stall between 0-1.5 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
Mill Street (/135)	106	79%	25	18%	3	2%	1	1%	135
Little Bridge Street (/11)	11	100%	0	0%	0	0%	0	0%	11
Bridge Street (/53)	43	81%	8	15%	1	2%	1	2%	53
High Street (/6)	3	50%	2	33%	0	0%	1	17%	6
Brae Street (/21)	15	71%	4	19%	1	5%	1	5%	21
TOTAL	178	79%	39	17%	5	2%	4	2%	226

Table 35

Tables 36-42 provide the aggregate composition of on-street parking stalls according to their average status throughout the various points of time during the Fridays of the study period. In the aggregate, the average percentage of available parking stalls across on-street parking stalls ranges from 33% to 72%.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	17	18%
MEDIUM TERM	5	5%
LONG TERM	2	2%
PERMANENT	3	3%
EMPTY	69	72%

Table 36

930AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	22	23%
MEDIUM TERM	11	12%
LONG TERM	3	3%
PERMANENT	4	4%
EMPTY	56	58%

Table 37

11AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	30	31%
MEDIUM TERM	15	16%
LONG TERM	4	4%
PERMANENT	4	4%
EMPTY	43	45%

Table 38

1230PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	36	38%
MEDIUM TERM	20	21%
LONG TERM	4	4%
PERMANENT	4	4%
EMPTY	32	33%

Table 39

2PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	29	29%
MEDIUM TERM	14	16%
LONG TERM	4	4%
PERMANENT	4	5%
EMPTY	44	46%

Table 40

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	26	27%
MEDIUM TERM	12	13%
LONG TERM	4	4%
PERMANENT	4	4%
EMPTY	50	52%

Table 41

5PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	18	19%
MEDIUM TERM	7	7%
LONG TERM	2	2%
PERMANENT	3	3%
EMPTY	66	69%

Table 42

4.4.1.2 OFF-STREET PUBLIC PARKING LOTS

Table 43 provides a representation of the average occupancy rates for public off-street parking lots on the study days which fell on Fridays. The majority of peaks for the various subsegments are during the 12:30pm observation interval. Furthermore, with the exception of the unpaved lot located on Almonte Street whose peak usage is 28%, all observed peaks range and vary between 53-93%.

	8AM		930AM		11AM		1230PM		2PM		330PM		5PM	
High Street Lot (/42)	7	17%	20	48%	33	79%	39	93%	37	88%	33	79%	22	52%
Library Lot (/47)	1	2%	12	26%	20	43%	25	53%	24	51%	19	40%	15	32%
Old Town Hall Lot (/22)	7	32%	17	77%	18	82%	15	68%	16	73%	16	73%	10	45%
Ice Cream Shop Lot (/22)	7	32%	11	50%	17	77%	17	77%	15	68%	12	55%	11	50%
Paved Almonte St Lot (/15)	2	13%	2	13%	4	27%	9	60%	4	27%	6	40%	8	53%
Unpaved Almonte St Lot (/18)	0	0%	1	6%	2	11%	1	6%	0	0%	2	11%	5	28%

Table 43

The information presented in **Table 44** is pertinent to the average number of users who use public off-street parking subsegments on Fridays. There is a disparity of usage among the public off-street lots. This occurrence can most likely be attributed to the varying distances between each lot and central destinations located within the downtown core. An average of 269 users are found to park in stalls located in public off-street parking facilities. Of those 269 users, 59% are classified as short term. This implies that the majority of public off-street users occupy their respective stall between 0-1.5 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
High Street Lot (/99)	62	63%	24	24%	7	7%	6	6%	99
Library Lot (/58)	35	60%	15	26%	4	7%	4	7%	58
Old Town Hall Lot (/37)	16	43%	10	27%	6	16%	5	14%	37
Ice Cream Shop (/37)	15	41%	14	38%	4	11%	4	11%	37
Paved Almonte (/29)	24	83%	5	17%	0	0%	0	0%	29
Unpaved Almonte (/9)	8	89%	1	11%	0	0%	0	0%	9
TOTAL	160	59%	69	26%	21	8%	19	7%	269

Table 44

Tables 45-51 provide the aggregate composition of public off-street parking stalls according to their average status throughout the various points of time during the Fridays of the study period. Examining the data presented, the average percentage of available parking stalls within this segment ranges between 36-85% throughout the day.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	6	4%
MEDIUM TERM	7	4%
LONG TERM	5	3%
PERMANENT	6	4%
EMPTY	142	85%

Table 45

930AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	17	10%
MEDIUM TERM	17	10%
LONG TERM	11	7%
PERMANENT	18	11%
EMPTY	103	62%

Table 46

11AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	30	18%
MEDIUM TERM	26	15%
LONG TERM	19	11%
PERMANENT	19	11%
EMPTY	76	45%

Table 47

1230PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	30	18%
MEDIUM TERM	34	21%
LONG TERM	23	14%
PERMANENT	19	11%
EMPTY	60	36%

Table 48

2PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	26	15%
MEDIUM TERM	30	18%
LONG TERM	21	13%
PERMANENT	19	11%
EMPTY	69	42%

Table 49

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	26	15%
MEDIUM TERM	27	16%
LONG TERM	16	10%
PERMANENT	19	11%
EMPTY	78	47%

Table 50

5PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	25	15%
MEDIUM TERM	20	12%
LONG TERM	10	6%
PERMANENT	16	10%
EMPTY	95	57%

Table 51

4.4.1.3 OFF-STREET COMMERCIAL PARKING LOTS

Table 52 provides a representation of the average occupancy rates over the course of the Fridays observed for private commercial off-street parking facilities. It is difficult to definitively establish the time in which commercial parking experiences its peak demand due to the irregular distribution of average demand throughout the day. This variation can possibly be attributed to the varying hours of operation for the commercial businesses as well the availability of users to visit these businesses at traditional peak hours (working commitments). Peak demand ranges between 28% and 82% for the various facilities within this segment.

	8AM		930AM		11AM		1230PM		2PM		330PM		5PM	
Heritage Court Commercial Lot (/77)	6	8%	27	35%	38	49%	44	57%	35	45%	19	25%	11	14%
Post Office Lot (/16)	10	63%	10	63%	9	56%	10	63%	13	82%	10	63%	9	56.175%
The Barley Mow Lot (/22)	2	9%	4	18%	13	59%	16	73%	18	82%	16	73%	15	68%
Thoburn Mill Commercial Lot (/8)	0	0%	4	50%	4	50%	3	38%	3	38%	4	50%	4	50%
The Hub Lot (/6)	0	0%	3	50%	3	50%	1	17%	3	50%	2	33%	2	33%
The Beer Store Lot (/18)	0	0%	1	6%	6	33%	3	17%	3	17%	6	33%	5	28%
HB Auto Lot (/13)	4	31%	4	31%	6	46%	6	46%	5	38%	6	46%	4	31%
Almonte Dentistry Lot (/7)	3	43%	4	57%	5	71%	4	57%	5	71%	4	57%	1	14%
Almonte Optometrist Lot (/8)	2	25%	3	38%	4	50%	4	50%	2	25%	1	13%	0	0%

Table 52

The information presented in **Table 53** is pertinent to the average number of users who use commercial off-street parking subsegments on Fridays. There is a disparity of usage among the commercial off-street lots. This occurrence can most likely be attributed to the varying demand of the various businesses which can be attributed to either the nature or popularity of the businesses. An average of 260 users park in commercial off-street parking stalls. Of those 260 users, 67% are classified as short term. This implies that the majority of commercial off-street parkers occupy their respective stalls between 0 - 1.5 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
Heritage Court (/97)	59	61%	27	28%	8	8%	3	3%	97
Post Office (/45)	34	75%	7	16%	3	7%	1	2%	45
The Barley Mow (/47)	31	66%	10	21%	3	6%	3	6%	47
Thoburn Mill (/11)	6	55%	4	36%	1	9%	0	0%	11
The Hub (/7)	4	57%	2	29%	1	14%	0	0%	7
The Beer Store (/20)	19	95%	1	5%	0	0%	0	0%	20
HB Auto (/9)	3	33%	2	22%	1	11%	3	33%	9
Dentistry (/15)	12	80%	1	7%	1	7%	1	7%	15
Optometrist (/9)	6	67%	1	11%	2	22%	0	0%	9
TOTAL	174	67%	55	21%	20	8%	11	4%	260

Table 53

Tables 54-60 provide the aggregate composition of commercial off-street parking stalls according to their average status throughout the various points of time during the Fridays of the study period. The average availability of parking stalls within this segment ranges from 48% - 85% throughout the day.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	10	6%
MEDIUM TERM	6	3%
LONG TERM	6	3%
PERMANENT	5	3%
EMPTY	148	85%

Table 54

930AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	24	14%
MEDIUM TERM	14	8%
LONG TERM	12	7%
PERMANENT	11	6%
EMPTY	114	65%

Table 55

11AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	31	18%
MEDIUM TERM	25	14%
LONG TERM	20	11%
PERMANENT	12	7%
EMPTY	87	50%

Table 56

1230PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	32	18%
MEDIUM TERM	27	15%
LONG TERM	20	11%
PERMANENT	12	7%
EMPTY	84	48%

Table 57

2PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	31	18%
MEDIUM TERM	25	14%
LONG TERM	19	11%
PERMANENT	12	7%
EMPTY	88	50%

Table 58

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	23	13%
MEDIUM TERM	18	10%
LONG TERM	14	8%
PERMANENT	12	7%
EMPTY	108	62%

Table 59

5PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	23	13%
MEDIUM TERM	9	5%
LONG TERM	7	4%
PERMANENT	11	6%
EMPTY	125	71%

Table 60

4.4.1.4 OFF-STREET RESIDENTIAL PARKING FACILITIES

Table 61 provides a representation of the average occupancy rates over the course of the Fridays observed for private residential off-street parking facilities. Similar to commercial parking lots, it is difficult to definitively establish the time in which residential parking experiences its peak demand due to the random distribution of average demand throughout the day. Peak demand for the subsegments within this segment, with the exception of the residential parking stalls whose limited capacity garners them a peak demand of 100%, ranges from 35- 75%.

	8AM		930AM		11AM		1230PM		2PM		330PM		5PM	
High Street Lot Residential Parking (/33)	17	52%	15	45%	16	45%	16	45%	16	45%	16	45%	12	36%
Mill to Brae Residential Lot (/23)	8	35%	12	52%	12	52%	11	48%	11	48%	8	35%	9	39%
Victoria Woolen Mill Lot (/16)	7	44%	7	44%	8	50%	9	56%	9	56%	9	56%	8	50%
The Barley Mow Residential Parking (/8)	4	50%	5	63%	5	63%	6	75%	5	63%	5	63%	3	38%
Thoburn Mill Residential Parking (/30)	15	50%	14	47%	14	47%	13	43%	12	40%	9	30%	12	40%
93 Mill St and Georgian Peach (/23)	5	22%	7	30%	8	35%	8	35%	7	30%	9	39%	7	30%
Mill St to Bridge St Residential Lot (/13)	4	31%	5	38%	6	46%	5	38%	6	46%	7	54%	5	38%
Heritage Court Residential Parking (/2)	2	100%	2	100%	2	100%	1	50%	1	50%	2	100%	2	100%
Bridge Street Residential Lot (/20)	5	25%	7	35%	6	30%	7	35%	7	35%	6	30%	4	20%

Table 61

The information presented in **Table 62** is pertinent to the average number of users who use residential off-street parking subsegments on Fridays. An average of 139 users were found to park in off-street residential parking stalls. Of these users, 27% are classified as permanent. This implies that the largest portion of users occupy their respective parking stall between 7.5-9 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
High Street Lot Res Parking (/28)	7	25%	5	18%	7	25%	9	32%	28
Mill to Brae Res Lot (/19)	4	21%	5	26%	3	16%	7	37%	19
Victoria Woolen Mill Res Lot (/16)	6	37%	3	19%	3	19%	4	25%	16
The Barley Mow Res Parking (/9)	2	22%	2	22%	3	33%	2	22%	9
Thoburn Mill Res Parking (/27)	6	22%	10	37%	6	22%	5	19%	27
93 Mill and Georgian Peach (/13)	3	23%	3	23%	3	23%	4	31%	13
Mill St to Bridge St Res Lot (/10)	1	10%	3	30%	3	30%	3	30%	10
Heritage Court Res Parking (/2)	0	0%	0	0%	1	50%	1	50%	2
Bridge Street Residential Lot (/15)	7	47%	4	27%	1	7%	3	20%	15
TOTAL	36	26%	35	25%	30	22%	38	27%	139

Table 62

Tables 63-69 provide the aggregate composition of residential off-street parking stalls according to their average status throughout day. The data shows that the average availability of parking stalls within this segment ranges from 54 -62%.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	7	4%
MEDIUM TERM	13	8%
LONG TERM	16	10%
PERMANENT	31	18%
EMPTY	101	60%

Table 63

930AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	2	1%
MEDIUM TERM	14	8%
LONG TERM	20	12%
PERMANENT	38	23%
EMPTY	94	56%

Table 64

11AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	7	4%
MEDIUM TERM	8	5%
LONG TERM	25	15%
PERMANENT	38	23%
EMPTY	90	54%

Table 65

1230PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	5	3%
MEDIUM TERM	8	5%
LONG TERM	25	15%
PERMANENT	38	23%
EMPTY	92	55%

Table 66

2PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	3	2%
MEDIUM TERM	11	7%
LONG TERM	23	14%
PERMANENT	38	23%
EMPTY	93	55%

Table 67

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	3	2%
MEDIUM TERM	12	7%
LONG TERM	19	11%
PERMANENT	37	22%
EMPTY	97	58%

Table 68

5PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	9	5%
MEDIUM TERM	9	5%
LONG TERM	13	8%
PERMANENT	33	20%
EMPTY	104	62%

Table 69

4.4.1.5 FRIDAY SUMMARY

Figure 3 and **Figure 4** have been provided on the following page as a visual aid to better communicate average and peak occupancy respectively. Referring to **Figure 3**, the average occupancy of parking facilities in the aggregate appears to be fair. Facilities on the outskirts of the study area experience lesser levels of parking demand on average, running between 0-49%. In contrast, larger levels of parking demand exist in parking facilities central to the downtown, namely Mill Street and facilities abutting Mill Street. Stalls and facilities within this central area experience an average parking demand between 50-84%.

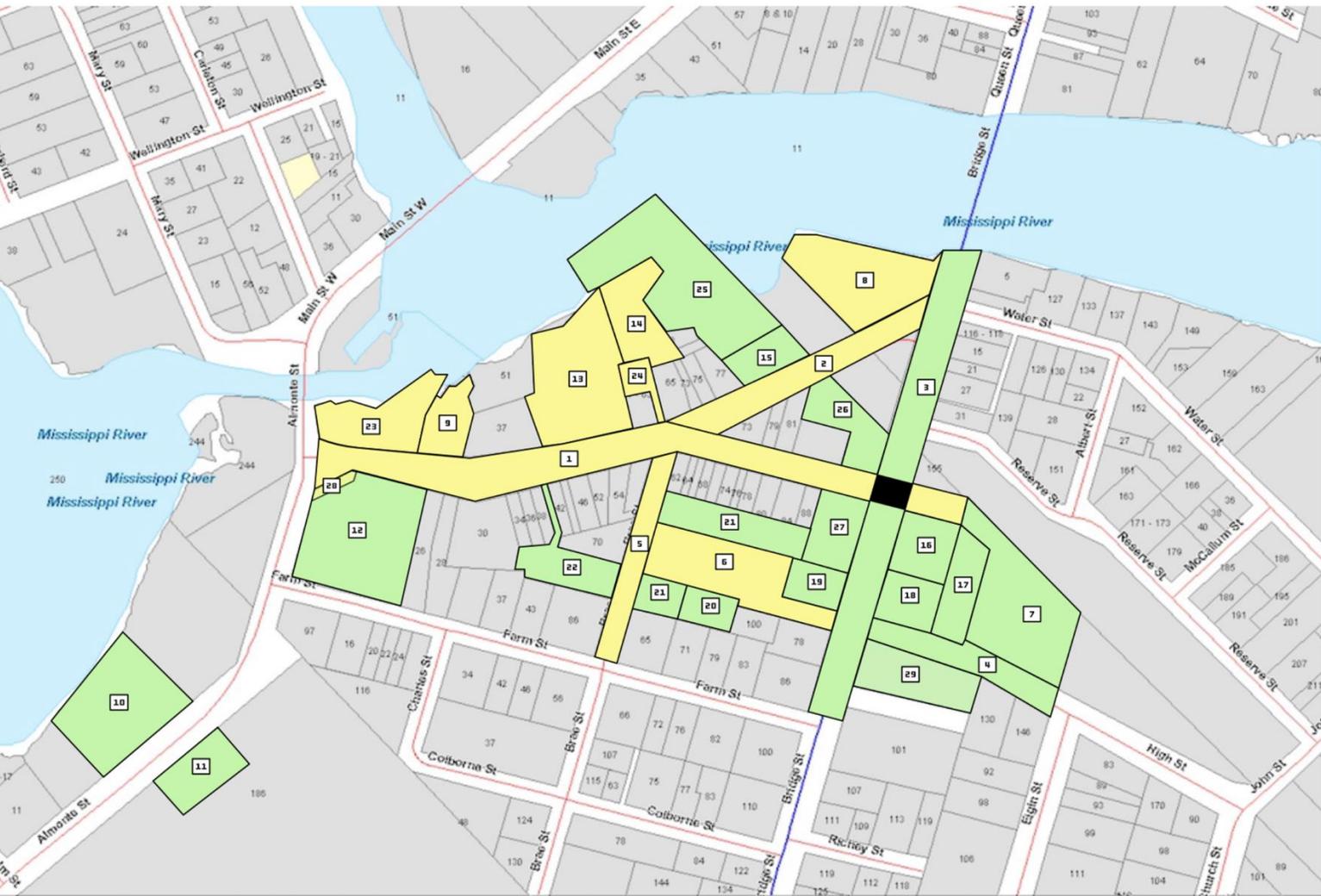
Figure 4 provides the average occupancy of parking stalls and facilities during the observation period of 12:30 – 2pm. Opposed to creating a figure which would visually highlight the peak average occupancy of each specific subsegment at any given time within the downtown, the peak time period was chosen in order to illustrate the options users have when the downtown parking supply is experiencing its average peak demand. The 12:30 – 2pm time period is shown to experience the highest levels of demand. Referring to **Figure 4**, the demand for public parking stalls located central to the downtown experience increased levels of demand relative to their determined average demand. In particular, Mill Street, Brae Street and the High Street lot have their levels of demand intensify above 85% when the downtown is experiencing its peak demand.

An average of 934 users were found to visit the downtown area on Fridays during the Summer. The specific breakdown of where these users were observed is given below by **Table 70**. As the table shows, with the exception of Residential Off-street users (16%), the percentage of users who park in On-Street, Public Off-Street and Commercial Off-street parking stalls is primarily centralized around 28%.

	USERS	PERCENTAGE
On-Street	266	28%
Public Off-Street	269	29%
Commercial Off-Street	260	28%
Residential Off-Street	139	16%
TOTAL	934	

Table 70

Within **Figure 5**, time limits of 2 hour parking are denoted by the colour yellow whereas time limits of 4 hours are denoted by the colour green.



AVERAGE OCCUPANCY

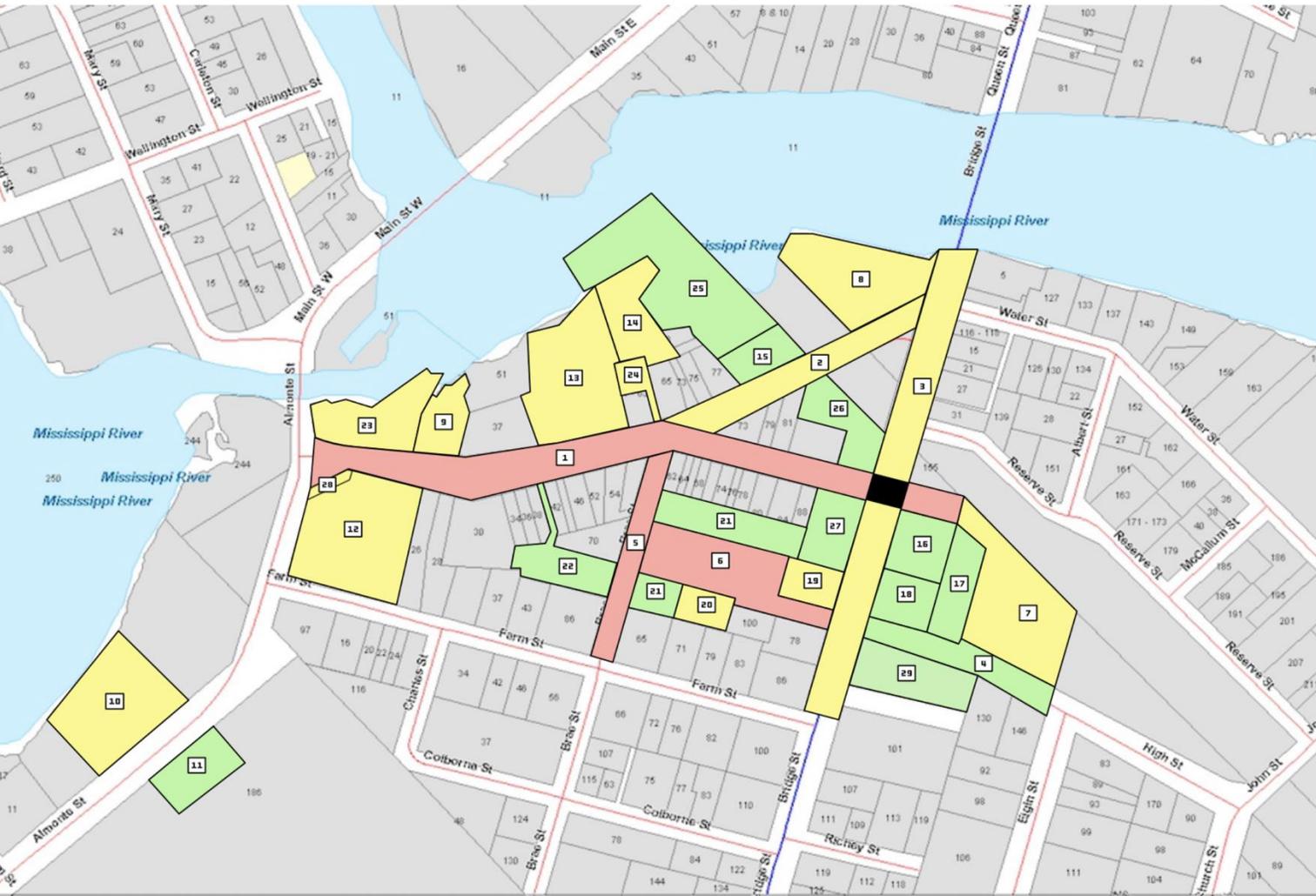
LEGEND

- 0-49% OCCUPANCY
- 50-84% OCCUPANCY
- 85%+ OCCUPANCY

PARKING AREAS

1. MILL STREET (60%)
2. LITTLE BRIDGE STREET (83%)
3. BRIDGE STREET (35%)
4. HIGH STREET (16%)
5. BRRE STREET (66%)
6. HIGH STREET PUBLIC LOT (65%)
7. LIBRARY PUBLIC LOT (35%)
8. OLD TOWN HALL PUBLIC LOT (64%)
9. ICE CREAM SHOP PUBLIC LOT (59%)
10. PAVED ALMONTE STREET PUBLIC LOT (34%)
11. UNPAVED ALMONTE STREET PUBLIC LOT (10%)
12. HERITAGE COURT COMMERCIAL LOT (33%)
13. POST OFFICE COMMERCIAL LOT (64%)
14. THE BARLEY MOW COMMERCIAL LOT (55%)
15. THOBURN MILL COMMERCIAL LOT (39%)
16. THE HUB COMMERCIAL LOT (32%)
17. THE BEER STORE COMMERCIAL LOT (19%)
18. HB AUTO COMMERCIAL LOT (39%)
19. ALMONTE DENTAL COMMERCIAL LOT (49%)
20. OPTOMETRIST COMMERCIAL LOT (29%)
21. HIGH ST LOT RESIDENTIAL PARKING (47%)
22. MILL TO BRRE RESIDENTIAL LOT (43%)
23. VICTORIA WOOLEN MILL RESIDENTIAL LOT (50%)
24. THE BARLEY MOW RESIDENTIAL PARKING (83%)
25. THOBURN MILL RESIDENTIAL LOT (43%)
26. 93 MILL ST AND GEORGIAN PEACH (33%)
27. MILL ST TO BRIDGE ST RESIDENTIAL LOT (41%)
28. HERITAGE COURT RESIDENTIAL PARKING (83%)
29. BRIDGE STREET RESIDENTIAL PARKING (30%)

Figure 3



12:30PM OCCUPANCY

LEGEND

- 0-49% OCCUPANCY
- 50-84% OCCUPANCY
- 85%+ OCCUPANCY

PARKING AREAS

1. MILL STREET (87%)
2. LITTLE BRIDGE STREET (50%)
3. BRIDGE STREET (56%)
4. HIGH STREET (25%)
5. BAAE STREET (88%)
6. HIGH STREET PUBLIC LOT (93%)
7. LIBRARY PUBLIC LOT (53%)
8. OLD TOWN HALL PUBLIC LOT (68%)
9. ICE CREAM SHOP PUBLIC LOT (77%)
10. PAVED ALMONTE STREET PUBLIC LOT (60%)
11. UNPAVED ALMONTE STREET PUBLIC LOT (6%)
12. HERITAGE COURT COMMERCIAL LOT (57%)
13. POST OFFICE COMMERCIAL LOT (63%)
14. THE BARLEY MOW COMMERCIAL LOT (73%)
15. THORBURN MILL COMMERCIAL LOT (38%)
16. THE HUB COMMERCIAL LOT (17%)
17. THE BEER STORE COMMERCIAL LOT (17%)
18. HB AUTO COMMERCIAL LOT (46%)
19. ALMONTE DENTAL COMMERCIAL LOT (57%)
20. OPTOMETRIST COMMERCIAL LOT (50%)
21. HIGH ST LOT RESIDENTIAL PARKING (45%)
22. MILL TO BAAE RESIDENTIAL LOT (48%)
23. VICTORIA WOOLEN MILL RESIDENTIAL LOT (56%)
24. THE BARLEY MOW RESIDENTIAL PARKING (75%)
25. THORBURN MILL RESIDENTIAL LOT (43%)
26. 93 MILL ST AND GEORGIAN PEACH (35%)
27. MILL ST TO BRIDGE ST RESIDENTIAL LOT (38%)
28. HERITAGE COURT RESIDENTIAL PARKING (50%)
29. BRIDGE STREET RESIDENTIAL PARKING (35%)

Figure 4

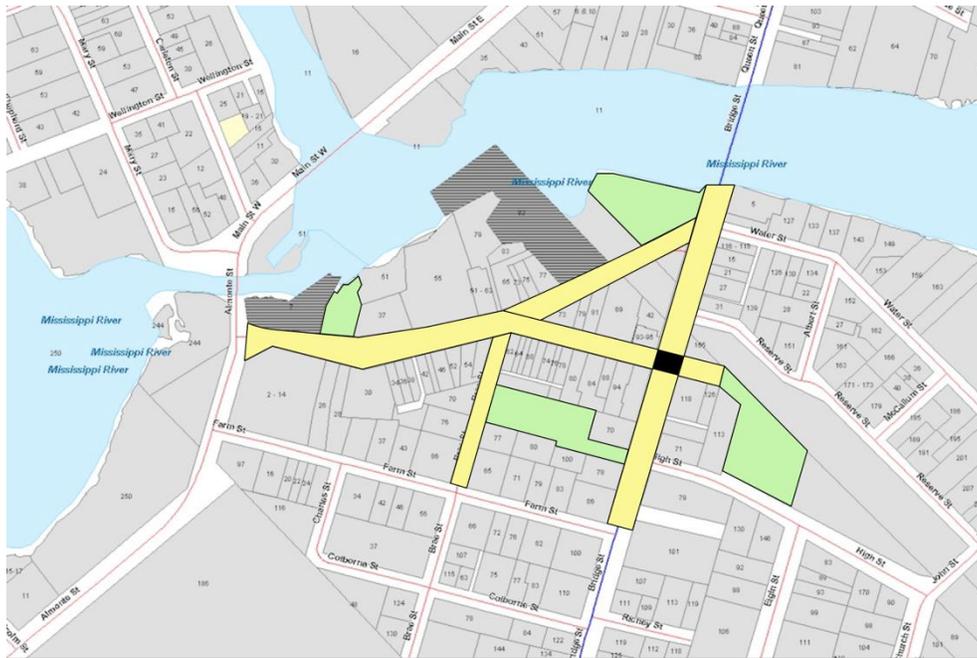


Figure 5

In regards to on-street parking, the posted time limit for streets central to the downtown is 2 hours. Users are found to be parked past the time limit if they are classified as either a long term or permanent user. Medium term users are also considered to park past posted time limits if they are found in the same parking stall for three consecutive observation intervals rather than the possible two. In determining the average number of medium term users found to park past posted time limits, the raw data was revisited and the distinction between medium term users observed for two consecutive intervals and three consecutive intervals was made. Referring to **Table 71**, the average number of users in on-street stalls past the posted time limit on Fridays is 16, with the majority of these violations occurring on Mill Street.

	MEDIUM	LONG	PERMANENT	TOTAL
Mill Street	6	3	1	10
Little Bridge Street	0	0	0	0
Bridge Street	1	1	1	3
Brae Street	1	1	1	3
TOTAL	8	5	3	16

Table 71

In regards to off-street parking, the posted time limit for public lots within the downtown is 4 hours. As such, users are found to have parked past the posted time limit if they are classified as either a long term or permanent user. Referring to **Table 72**, the average number of users found to park in off-street stalls past the posted time limit on Fridays is 40, with a large proportion of the violations occurring in the High Street Lot.

	LONG	PERMANENT	TOTAL
High Street Lot (/13)	7	6	13
Library Lot (/8)	4	4	8
Old Town Hall Lot (/11)	6	5	11
Ice Cream Shop (/8)	4	4	8
TOTAL	21	19	40

Table 72

4.4.2 SATURDAY FINDINGS

4.4.2.1 ON-STREET PARKING FACILITIES

Table 73 provides a representation of the average occupancy rates over the course of the Saturdays observed for on-street parking facilities. The time in which peak demand experienced by each subsegment is moderately dispersed with times generally being centralized around the 11:45am and 1pm interval. Peak usage ranges from 63 -100%.

	8AM		915AM		1030AM		1145AM		1PM		215PM		330PM		445PM	
Mill Street (/42)	13	31%	15	36%	32	76%	36	86%	35	83%	34	81%	29	69%	26	62%
Little Bridge Street (/2)	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%	2	100%
Bridge Street (/28)	4	14%	11	39%	16	57%	18	64%	19	68%	13	46%	13	46%	12	43%
High Street (/16)	2	13%	6	38%	7	44%	10	63%	7	44%	7	44%	3	19%	1	6%
Brae Street (/8)	1	13%	3	38%	3	38%	5	63%	6	75%	6	75%	6	75%	5	63%

Table 73

The information presented in **Table 74** is pertinent to the average number of users who use each on-street subsegment on Saturday during the study period. On average, 267 users are found to park in on-street parking stalls. Of these users, 71% are classified as short term parkers. This implies that the average majority of on-street users are found to only use their respective parking stalls between 0 – 1.15 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
Mill Street (/151)	110	73%	36	24%	4	3%	1	1%	151
Little Bridge Street (/11)	9	82%	1	9%	1	9%	0	0%	11
Bridge Street (/58)	40	69%	13	22%	4	7%	1	2%	58
High Street (/28)	20	71%	6	21%	1	4%	1	4%	28
Brae Street (/19)	11	58%	6	32%	1	5%	1	5%	19
TOTAL	190	71%	62	23%	11	4%	4	1%	267

Table 74

Tables 75-80 provide the aggregate composition of on-street parking stalls according to their average status throughout the various points of time during the Saturdays of the study period. Based on the information, the average availability of on-street parking stalls ranges between 26-78%.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	13	14%
MEDIUM TERM	3	3%
LONG TERM	0	0%
PERMANENT	5	5%
EMPTY	75	78%

Table 75

915AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	22	23%
MEDIUM TERM	7	7%
LONG TERM	3	3%
PERMANENT	4	4%
EMPTY	60	63%

Table 76

1030AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	34	35%
MEDIUM TERM	15	16%
LONG TERM	7	7%
PERMANENT	4	4%
EMPTY	36	38%

Table

1145AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	31	32%
MEDIUM TERM	26	27%
LONG TERM	10	10%
PERMANENT	4	4%
EMPTY	25	26%

Table

1PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	26	27%
MEDIUM TERM	29	30%
LONG TERM	10	10%
PERMANENT	5	5%
EMPTY	26	27%

Table 77

215PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	23	24%
MEDIUM TERM	24	25%
LONG TERM	9	9%
PERMANENT	4	4%
EMPTY	36	38%

Table 78

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	20	21%
MEDIUM TERM	20	21%
LONG TERM	7	7%
PERMANENT	4	4%
EMPTY	45	47%

Table 79

445PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/96)
SHORT TERM	22	23%
MEDIUM TERM	13	14%
LONG TERM	4	4%
PERMANENT	3	3%
EMPTY	54	56%

Table 80

4.4.2.2 OFF-STREET PUBLIC PARKING LOTS

Table 81 provides a representation of the average occupancy rates for public off-street parking on Saturdays. Like on-street parking subsegments, the time in which public off-street subsegments experience peak demand is moderately dispersed with times generally being centralized between the 11:45am and 1pm intervals. Peak demand ranges between 56 – 100%.

	8AM		915AM		1030AM		1145AM		1PM		215PM		330PM		445PM	
High Street Lot (/42)	7	17%	14	33%	29	69%	40	95%	39	93%	36	86%	33	79%	27	64%
Library Lot (/47)	18	38%	27	57%	34	72%	32	68%	19	40%	18	38%	15	32%	10	21%
Old Town Hall Lot (/22)	4	18%	11	50%	15	68%	21	95%	17	77%	15	68%	12	55%	10	45%
Ice Cream Shop Lot (/22)	5	23%	6	27%	14	64%	18	81%	18	81%	16	72%	13	59%	17	77%
Paved Almonte St Lot (/15)	1	7%	3	20%	7	47%	11	73%	15	100%	15	100%	14	93%	11	73%
Unpaved Almonte St Lot (/18)	0	0%	1	6%	4	22%	4	22%	9	50%	10	56%	6	33%	4	22%

Table 81

The information presented in **Table 82** is pertinent to the average number of users who use public off-street parking subsegments on Saturdays within the study period. On average, 362 users are found to park in public off-street parking stalls. Of these users, 57% are classified as short term. This implies that the majority of public off-street users are found to occupy their respective stalls between 0 – 1.25 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
High Street Lot (/104)	54	52%	32	31%	12	12%	6	6%	104
Library Lot (/93)	58	62%	18	19%	17	18%	0	0%	93
Old Town Hall Lot (/51)	27	53%	17	33%	5	10%	2	4%	51
Ice Cream Shop (/48)	28	58%	11	23%	6	13%	3	6%	48
Paved Almonte (/49)	29	59%	17	35%	3	6%	0	0%	49
Unpaved Almonte (/17)	10	59%	4	24%	3	18%	0	0%	17
TOTAL	206	57%	99	27%	46	13%	11	3%	362

Table 82

Tables 83-90 provide the aggregate composition of public off-street parking stalls according to their average status throughout the various points of time during the Saturdays of the study period. As the tables show, the average availability of parking stalls range between 24 – 80%.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	8	5%
MEDIUM TERM	4	2%
LONG TERM	16	10%
PERMANENT	6	4%
EMPTY	132	80%

Table 83

915AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	13	8%
MEDIUM TERM	12	7%
LONG TERM	23	14%
PERMANENT	10	6%
EMPTY	108	65%

Table 84

1030AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	29	17%
MEDIUM TERM	25	15%
LONG TERM	36	22%
PERMANENT	11	7%
EMPTY	65	39%

Table 85

1145AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	34	20%
MEDIUM TERM	40	24%
LONG TERM	41	25%
PERMANENT	11	7%
EMPTY	40	24%

Table 86

1PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	30	18%
MEDIUM TERM	44	27%
LONG TERM	30	18%
PERMANENT	11	7%
EMPTY	51	31%

Table 87

215PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	33	20%
MEDIUM TERM	38	23%
LONG TERM	27	16%
PERMANENT	11	7%
EMPTY	57	34%

Table 88

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	25	15%
MEDIUM TERM	36	22%
LONG TERM	21	13%
PERMANENT	11	7%
EMPTY	73	44%

Table 89

445PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/166)
SHORT TERM	31	19%
MEDIUM TERM	26	16%
LONG TERM	14	8%
PERMANENT	9	5%
EMPTY	86	52%

Table 90

3.4.2.3.OFF-STREET COMMERCIAL PARKING LOTS

Table 91 provides a representation of the average occupancy rates for private commercial off-street parking facilities on Saturdays. Peak demand observed within each subsegment is generally found to occur during the 11:45am interval. The average peak demand ranges between 25 – 82%.

	8AM		915AM		1030AM		1145AM		1PM		215PM		330PM		445PM	
Heritage Court Commercial Lot (/77)	6	8%	20	26%	31	40%	37	48%	46	60%	40	52%	33	43%	21	27%
Post Office Lot (/16)	2	13%	4	25%	5	31%	12	75%	11	69%	10	63%	10	63%	9	56%
The Barley Mow Lot (/22)	2	9%	4	18%	10	45%	18	82%	14	64%	16	73%	14	64%	14	64%
Thoburn Mill Commercial Lot (/8)	0	0%	2	25%	2	25%	2	25%	2	25%	1	13%	1	13%	2	25%
The Hub Lot (/6)	1	17%	3	50%	3	50%	4	67%	2	33%	3	50%	2	33%	1	17%
The Beer Store Lot (/18)	2	11%	6	33%	9	50%	10	56%	8	44%	5	28%	4	22%	3	17%
HB Auto Lot (/13)	6	46%	7	54%	7	54%	8	62%	7	54%	7	54%	6	46%	5	38%
Almonte Dentistry Lot (/7)	1	14%	1	14%	1	14%	0	0%	3	43%	2	29%	2	29%	3	43%
Almonte Optometrist Lot (/8)	1	13%	0	0%	0	0%	1	13%	1	13%	0	0%	0	0%	0	0%

Table 91

The information presented in **Table 92** is pertinent to the average number of users who use commercial off-street parking subsegments on Saturdays. An average of 276 users are found to park in commercial off-street parking stalls. Of these users, 63% are classified as short term. This implies that the majority of users occupy their respective parking stalls between 0 – 1.25 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
Heritage Court (/112)	58	52%	37	33%	13	12%	4	4%	112
Post Office (/37)	27	73%	7	19%	2	5%	1	3%	37
The Barley Mow (/46)	30	66%	9	20%	5	11%	2	4%	46
Thoburn Mill (/7)	5	71%	1	14%	0	0%	0	0%	6
The Hub (/10)	7	70%	1	10%	1	10%	1	10%	10
The Beer Store (/38)	35	92%	2	5%	1	3%	0	0%	38
HB Auto (/18)	7	39%	4	22%	3	17%	4	22%	18
Dentistry (/6)	2	33%	3	50%	1	17%	0	0%	6
Optometrist (/9)	2	67%	0	0%	0	0%	1	33%	3
TOTAL	173	63%	64	23%	26	9%	13	5%	276

Table 92

Tables 93-100 provide the aggregate composition of commercial off-street parking stalls according to their average status throughout the various points of time during the Saturdays of the study period. The average availability of parking stalls ranges between 43 – 88%.

8AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	5	3%
MEDIUM TERM	5	3%
LONG TERM	5	3%
PERMANENT	6	3%
EMPTY	154	88%

Table 93

915AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	14	8%
MEDIUM TERM	12	7%
LONG TERM	9	5%
PERMANENT	11	6%
EMPTY	129	74%

Table 94

1030AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	22	13%
MEDIUM TERM	16	9%
LONG TERM	17	10%
PERMANENT	11	6%
EMPTY	109	62%

Table 95

1145AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	39	22%
MEDIUM TERM	20	11%
LONG TERM	20	11%
PERMANENT	12	7%
EMPTY	84	48%

Table 96

1PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	39	22%
MEDIUM TERM	26	15%
LONG TERM	22	13%
PERMANENT	12	7%
EMPTY	76	43%

Table 97

215PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	23	13%
MEDIUM TERM	29	17%
LONG TERM	21	12%
PERMANENT	12	7%
EMPTY	90	51%

Table 98

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	16	9%
MEDIUM TERM	26	15%
LONG TERM	17	10%
PERMANENT	12	7%
EMPTY	104	59%

Table 99

445PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/175)
SHORT TERM	22	13%
MEDIUM TERM	15	9%
LONG TERM	11	6%
PERMANENT	12	7%
EMPTY	115	66%

Table 100

4.4.2.4 OFF-STREET RESIDENTIAL PARKING FACILITIES

Table 101 provides a representation of the average occupancy rates for private residential off-street parking facilities on Saturdays. The times in which peak demand occurs in each subsegment is very dispersed in with no specific centralized peak time. The various peak demands are found to range between 38 – 100%.

	8AM		915AM		1030AM		1145AM		1PM		215PM		330PM		445PM	
High Street Lot Residential Parking (/33)	20	61%	20	61%	19	58%	16	48%	17	52%	16	48%	17	52%	15	45%
Mill to Brae Residential Lot (/23)	6	26%	12	52%	10	43%	9	39%	9	39%	8	35%	9	39%	7	30%
Victoria Woolen Mill Lot (/16)	8	50%	8	50%	7	44%	7	44%	7	44%	7	44%	9	56%	9	56%
The Barley Mow Residential Parking (/8)	5	63%	5	63%	6	75%	6	75%	6	75%	6	75%	6	75%	4	50%
Thoburn Mill Residential Parking (/30)	15	50%	12	40%	10	33%	10	33%	10	33%	11	37%	9	30%	9	30%
93 Mill St and Georgian Peach (/23)	6	26%	6	26%	7	30%	8	35%	7	30%	7	30%	7	30%	7	30%
Mill St to Bridge St Residential Lot (/13)	4	31%	5	38%	5	38%	5	38%	5	38%	5	38%	5	38%	5	38%
Heritage Court Residential Parking (/2)	1	50%	2	100%	2	100%	2	100%	1	50%	1	50%	1	50%	1	50%
Bridge Street Residential Lot (/20)	4	20%	5	25%	4	20%	6	30%	6	30%	6	30%	7	35%	5	25%

Table 101

The information presented in **Table 102** is pertinent to the average number of users who use residential off-street parking subsegments on Saturdays during the observation period. An average of 120 users are found to park in residential off-street parking stalls. Of those users, 38% are classified as permanent users. This implies that the largest portion of residential off-street users are found to occupied their respective parking stalls between 7.5 – 9 hours.

	SHORT		MEDIUM		LONG		PERMANENT		TOTAL
High Street Lot Res Parking (/27)	3	11%	7	26%	5	19%	12	44%	27
Mill to Brae Res Lot (/14)	2	14%	5	36%	2	14%	5	36%	14
Victoria Woolen Mill Res Lot (/13)	3	23%	2	15%	4	31%	4	31%	13
The Barley Mow Res Parking (/13)	4	31%	4	31%	3	23%	2	15%	13
Thoburn Mill Res Parking (/20)	2	10%	4	20%	5	25%	9	45%	20
93 Mill and Georgian Peach (/10)	1	10%	1	10%	3	30%	5	50%	10
Mill St to Bridge St Res Lot (/7)	1	14%	0	0%	3	43%	3	43%	7
Heritage Court Res Parking (/2)	0	0%	0	0%	1	50%	1	50%	2
Bridge Street Residential Lot (/15)	6	43%	3	21%	1	7%	4	29%	14
TOTAL	22	18%	26	22%	27	23%	45	38%	120

Table 102

Tables 103-110 provide the aggregate composition of residential off-street parking stalls according to their average status throughout the various points of time during the Saturdays of the study period. The average availability of parking stalls ranges between 56 – 61% throughout an average Saturday.

8AM PARKING COMPOSITION

CLASSIFICATION FREQUENCY PERCENTAGE (/168)

SHORT TERM	2	1%
MEDIUM TERM	11	7%
LONG TERM	14	8%
PERMANENT	42	25%
EMPTY	99	59%

Table 103

915AM PARKING COMPOSITION

CLASSIFICATION FREQUENCY PERCENTAGE (/168)

SHORT TERM	3	2%
MEDIUM TERM	12	7%
LONG TERM	17	10%
PERMANENT	44	26%
EMPTY	92	55%

Table 104

1030AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	3	2%
MEDIUM TERM	7	4%
LONG TERM	20	12%
PERMANENT	44	26%
EMPTY	94	56%

Table 105

1145AM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	5	3%
MEDIUM TERM	2	1%
LONG TERM	23	14%
PERMANENT	44	26%
EMPTY	94	56%

Table 106

1PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	4	2%
MEDIUM TERM	5	3%
LONG TERM	17	10%
PERMANENT	43	26%
EMPTY	99	59%

Table 107

215PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	4	2%
MEDIUM TERM	8	5%
LONG TERM	14	8%
PERMANENT	42	25%
EMPTY	100	59%

Table 108

330PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	6	4%
MEDIUM TERM	10	6%
LONG TERM	14	8%
PERMANENT	42	25%
EMPTY	96	57%

Table 109

445PM PARKING COMPOSITION

CLASSIFICATION	FREQUENCY	PERCENTAGE (/168)
SHORT TERM	1	1%
MEDIUM TERM	7	4%
LONG TERM	15	9%
PERMANENT	42	25%
EMPTY	103	61%

Table 110

4.4.2.5 SATURDAY SUMMARY

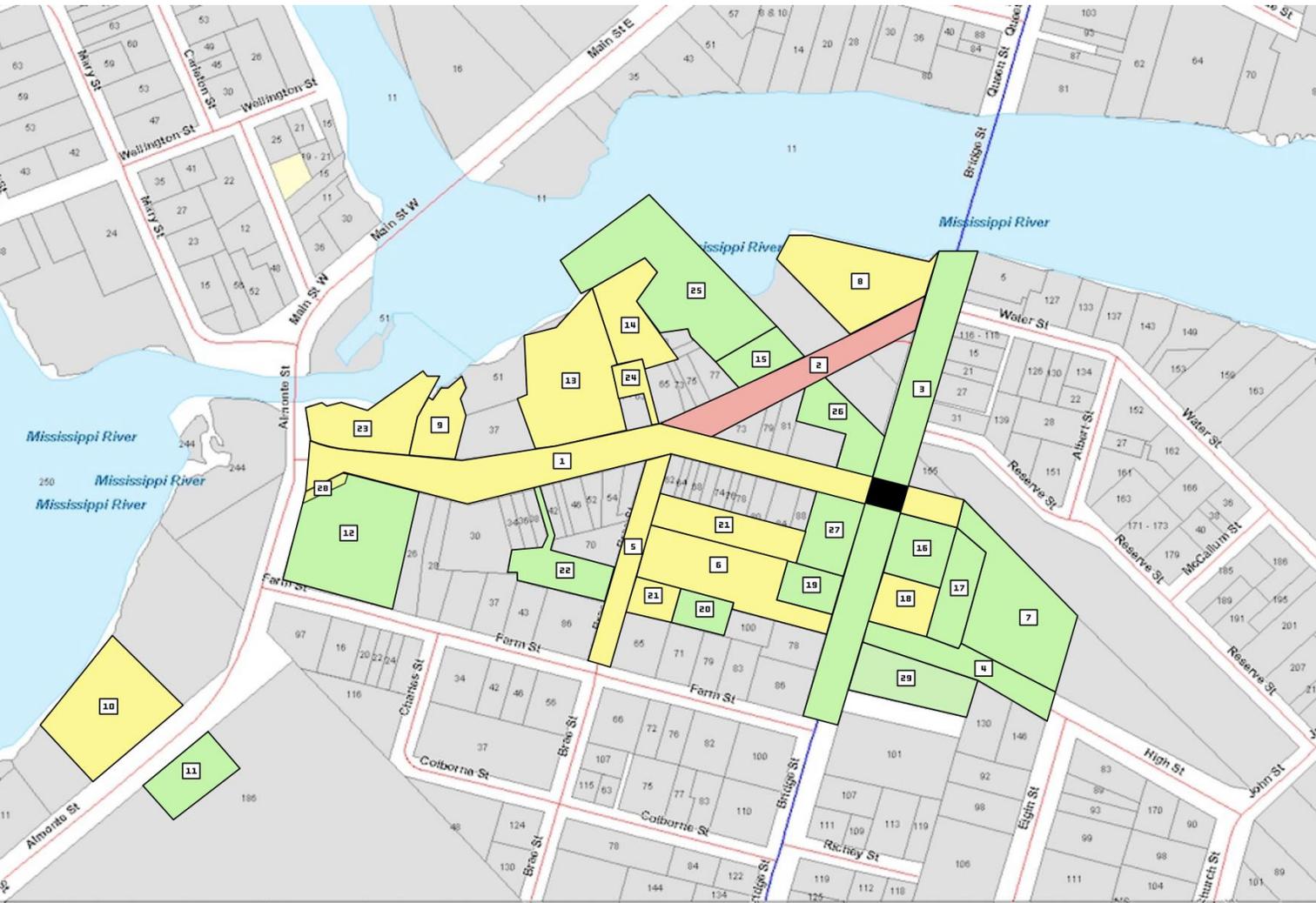
Figure 6 and **Figure 7** act as a visual aid to better communicate average and peak occupancy respectively. Referring to **Figure 6**, the average occupancy of parking facilities in the aggregate within the study area appears to be fair. With the exception of the Paved Almonte Street public off-street lot (67%), parking facilities on the outskirts of the study area experience lesser levels of parking demand on average, running between 0-49%. With the exception of Little Bridge Street, subsegments centrally located within the downtown area have greater levels of parking demand on average, running between 50 – 84%.

Figure 6 provides the average occupancy of parking stalls and facilities during the observation period of 11:45 – 1pm. The peak time period illustrates the options users have when the downtown parking supply is experiencing its average peak demand.. Referring to **Figure 6**, demand for public parking stalls located central to the downtown experience increased levels of demand relative to their determined average demand. In particular, Mill Street, the Old Town Hall lot and the High Street lot have their levels of demand intensify above 85% during this time period.

An average of 1025 parking users are found to visit the downtown area on Saturdays during the Summer. A specific breakdown of where users are found to park is given below by **Table 111**. As the table shows, the segments used from least to most is as follows: Residential Off-Street (12%), On-Street (26%), Commercial Off-Street (27%) and Public Off-Street (35%).

	USERS	PERCENTAGE
On-Street	267	26%
Public Off-Street	362	35%
Commercial Off-Street	276	27%
Residential Off-Street	120	12%
TOTAL	1025	

Table 111



AVERAGE OCCUPANCY

LEGEND

- 0-49% OCCUPANCY
- 50-84% OCCUPANCY
- 85%+ OCCUPANCY

PARKING AREAS

1. MILL STREET (64%)
2. LITTLE BRIDGE STREET (100%)
3. BRIDGE STREET (46%)
4. HIGH STREET (31%)
5. BRAE STREET (50%)
6. HIGH STREET PUBLIC LOT (67%)
7. LIBRARY PUBLIC LOT (47%)
8. OLD TOWN HALL PUBLIC LOT (59%)
9. ICE CREAM SHOP PUBLIC LOT (59%)
10. PAVED ALMONTE STREET PUBLIC LOT (67%)
11. UNPAVED ALMONTE STREET PUBLIC LOT (28%)
12. HERITAGE COURT COMMERCIAL LOT (38%)
13. POST OFFICE COMMERCIAL LOT (50%)
14. THE BARLEY MOW COMMERCIAL LOT (55%)
15. THOBURN MILL COMMERCIAL LOT (39%)
16. THE HUB COMMERCIAL LOT (33%)
17. THE BEER STORE COMMERCIAL LOT (33%)
18. HB AUTO COMMERCIAL LOT (54%)
19. ALMONTE DENTAL COMMERCIAL LOT (29%)
20. OPTOMETRIST COMMERCIAL LOT (13%)
21. HIGH ST LOT RESIDENTIAL PARKING (52%)
22. MILL TO BRAE RESIDENTIAL LOT (35%)
23. VICTORIA WOOLEN MILL RESIDENTIAL LOT (50%)
24. THE BARLEY MOW RESIDENTIAL PARKING (63%)
25. THOBURN MILL RESIDENTIAL LOT (37%)
26. 93 MILL ST AND GEORGIAN PEACH (35%)
27. MILL ST TO BRIDGE ST RESIDENTIAL LOT (38%)
28. HERITAGE COURT RESIDENTIAL PARKING (50%)
29. BRIDGE STREET RESIDENTIAL PARKING (25%)

Figure 6



11:45AM OCCUPANCY

LEGEND

- 0-49% OCCUPANCY
- 50-84% OCCUPANCY
- 85%+ OCCUPANCY

PARKING AREAS

1. MILL STREET (86%)
2. LITTLE BRIDGE STREET (100%)
3. BRIDGE STREET (64%)
4. HIGH STREET (63%)
5. BRAE STREET (63%)
6. HIGH STREET PUBLIC LOT (95%)
7. LIBRARY PUBLIC LOT (68%)
8. OLD TOWN HALL PUBLIC LOT (95%)
9. ICE CREAM SHOP PUBLIC LOT (82%)
10. PAVED ALMONTE STREET PUBLIC LOT (73%)
11. UNPAVED ALMONTE STREET PUBLIC LOT (22%)
12. HERITAGE COURT COMMERCIAL LOT (48%)
13. POST OFFICE COMMERCIAL LOT (75%)
14. THE BARLEY MOW COMMERCIAL LOT (82%)
15. THOUBURN MILL COMMERCIAL LOT (25%)
16. THE HUB COMMERCIAL LOT (67%)
17. THE BEER STORE COMMERCIAL LOT (56%)
18. HB AUTO COMMERCIAL LOT (62%)
19. ALMONTE DENTAL COMMERCIAL LOT (0%)
20. OPTOMETRIST COMMERCIAL LOT (13%)
21. HIGH ST LOT RESIDENTIAL PARKING (48%)
22. MILL TO BRAE RESIDENTIAL LOT (39%)
23. VICTORIA WOOLEN MILL RESIDENTIAL LOT (44%)
24. THE BARLEY MOW RESIDENTIAL PARKING (75%)
25. THOUBURN MILL RESIDENTIAL LOT (33%)
26. 93 MILL ST AND GEORGIAN PEACH (35%)
27. MILL ST TO BRIDGE ST RESIDENTIAL LOT (38%)
28. HERITAGE COURT RESIDENTIAL PARKING (100%)
29. BRIDGE STREET RESIDENTIAL PARKING (30%)

Figure 7

5.0 CONCLUSION AND RECOMMENDATION

5.1 PUBLIC CONSULTATION

The results of the various methods of public consultation support the existence of a perception that there is a moderate problem with the downtown's parking supply as currently configured. In attributing this problem to a particular aspect of the current configuration, respondents from the various segments polled indicate that there simply is not a sufficient amount of public parking stalls. Large portions of downtown users are also found to indicate the dispersion of parking stalls and lack of signage as major problems. In providing comment on potential solutions to improving overall parking experience, respondents from all segments are very unreceptive to ideas associated with controlling parking behaviour such as increasing parking enforcement and imposing stricter time limits. The only solutions with positive feedback are those that involve increasing the aggregate parking supply regardless of the locations of the proposed stalls so long as they remain within the downtown core.

5.2 LICENCE PLATE SURVEY

The data collected through the licence plate survey demonstrates a dispersion of parking demand within the downtown. Central areas to the downtown experience significantly higher levels of demand in contrast to others.

The results of the public consultation process suggested that collective perception that exists among the three user segments in regards to the effectiveness of the current parking configuration within the downtown area is one of which implies that there is a problem of moderate significance. A common theme observed in the causation of this perception is the aversion of walking greater distances from parked vehicles to destinations within the downtown. As previously shown, the majority of general visitors were found to be willing to park two blocks away from their destinations.

Supplementing this is the finding that as indicated that as users were willing to walk greater distances (in blocks), the ease they found in locating a parking stall increased. These findings are supported by the results of the licence plate survey which found parking demand to be concentrated in central public parking facilities relative to the downtown business core, with facilities on the outskirts of this area experiencing significantly lesser levels of demand. This suggests that while that parking supply in the aggregate may be sufficient, it is dispersed in such a way where it does not match the preferences and needs of the user base and as such needs to be revised.

Generally speaking, Saturdays were found to experience higher levels of parking demand in comparison to Fridays with an average of 1025 and 934 parking users visiting the downtown on the respective days. Usage in public facilities centrally located in the

downtown was determined to be an issue on these days. In particular, Mill Street and the Public High Street Lot experiences peak average demand as high as 95% during points throughout the day. While Mill Street was determined to have moderately good turnover with only a high of 4% of average users being classified as long term and permanent, the High Street Lot was found to have a high of 18% of average users being classified as long term and permanent. This result was suggested by the comments and findings provided by the public consultation process which implied that a significant portion of business owners and employees park in public parking facilities when working and will remain parked in those facilities for the majority of the day. These findings support the notion that the existence of the public perception of a moderate problem in the configuration of the parking supply as the majority of users prefer to park within close proximity to their destinations but are met by high occupancy public parking facilities and low turnover in some instances.

It should be noted that there is not an ample amount of signage regarding time limits placed on parking in public parking facilities whether they be on-street or off-street. What is existing and posted in some cases were found to be obstructed.

5.3 RESERVE STREET DEVELOPMENT OPPORTUNITY

In the early stages of this study, Reserve Street was identified as an area of interest in regards to a possible location for an additional public off-street lot. In exploring the viability of such a lot, in addition to collecting usage data regarding the designated study area, data was also collected regarding the current usage of parking facilities located on Reserve. For these purposes, Reserve was currently estimated to accommodate for approximately 82 parked vehicles located on-street as well as the gravel shoulder which runs opposite the residential homes on the street. **Table 112** and **Table 113** provide data regarding the average parking demand on Fridays and Saturdays respectively. As shown, the average demand on both days reflects a parking facility which is currently being underutilized by the public on a typical basis.

	8AM		930AM		11AM		1230PM		2PM		330PM		5PM	
FRIDAY (/82)	9	11%	7	9%	10	12%	12	15%	9	11%	11	13%	10	12%

Table 112

	8AM		915AM		1030AM		1145AM		1PM		215PM		330PM		445PM	
SATURDAY (/82)	9	11%	9	11%	11	13%	12	15%	11	13%	3	4%	10	12%	7	9%

Table 113

As the Almonte Fairgrounds are in immediate proximity to Reserve, it was the desire of this study to observe how a Fair event would effect parking usage of the street. In this capacity, observation of Reserve also occurred on August 24th in which the Fairgrounds was hosting the Highland Games. The usage observed is illustrated by **Table 114**. Instead of parking solely on the on-street facilities, the inflated demand led users to park on the grass areas abutting Reserve as well as along the OVRT. It should be noted that the parking orientations of the various users was observed to be very unorganized, leading to a significant number of vehicles to become unable to exit their parking location due to other vehicles blocking their path.

	8AM	915AM	1030AM	1145AM	1PM	215PM	330PM	445PM
AUGUST 24TH	45	75	117	155	161	174	127	85

Table 114

Based on these findings, there exists two identifiable issues with the current configuration of Reserve Street. The first of these issues is that on any given non-event day within the downtown, the parking stalls located on Reserve are being underutilized. The second of these issues is that on an event day, demand has been determined to exceed the supply of parking stalls made available on the street. It is the position of this study that the introduction of a new public paved lot at this location will help to correct both of these issues.

In supporting this position, consider the rationale that leads an individual to select a particular facility when parking. **Figure 8** provides a model for determining optimal choice when drivers are faced with the decision to park in one of two different parking lots. Breaking down the model, the x-axis represents the distance between each of these lots. Notice that Lot#1 is situated at the leftmost point along the axis while Lot#2 is situated at the rightmost point. Within the represented distance between these two lots are various destinations that drivers wish to visit upon parking their vehicles.

The y-axis represents the value drivers receive when parking in each specific lot. Notice that value is at its greatest value when destinations are located within each lot and decreases as distances move further away from the respective lots. This decrease in value is represented by the slopes of the lines contained within the boundaries of the model. The general equation for these lines are $V_N - \alpha X_N$ where V_N is the maximum value from each respective lot, α is a numerical value representing the individual's tastes with respect to their aversion to walking, and X_N is the distance of destinations from each respective lot. As such, the slope of these lines are primarily determined by the drivers aversion to walking. The greater the aversion to walking, to steeper the line and the less distance they will be willing to walk in order to get to their destinations.

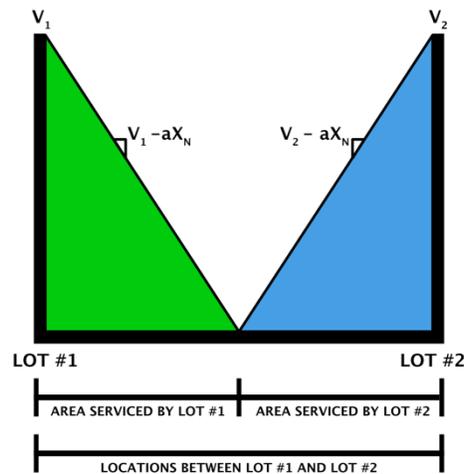


Figure 8

Notice that at a certain point, both the lines intersect at x-axis. This intersection of the lines represent the point where individuals are indifferent between parking in one lot or another as the would-be value received from each lot will be equal to one another. This means, any individual wishing to visit a destination to the left of this point would be better off parking in Lot#1 while any individual wishing to visit a destination to the right of this point would be better off parking in Lot #2 . Applying this model to the current state of Reserve Street, pretend that Lot #1 is Reserve Street and Lot#2 is the public lot located on High Street. As the High Street lot is in closer proximity to the commercial business core, while the Reserve Street might service an equal area of the downtown, the High Street Lot will receive more users as the majority of businesses fall under its area.

In attempting to manipulate the result of the model, it is important to consider that the model presented in **Figure 8** makes one central assumption: the initial value conveyed to drivers by both lots are equal to one another. In parking, what creates value for users? Certainly the proximity of parking stalls relative to destinations is a major consideration, however there are several other factors that should be considered. These factors include: type of lot, ease of finding the lot, number of spaces made available and time restrictions placed on parking. By manipulating these aspects of any given lot, additional value can be created for users. Such manipulation will allow the respective lot to gain a greater service area for attracting users. An example of this form of manipulation is given by **Figure 9**.

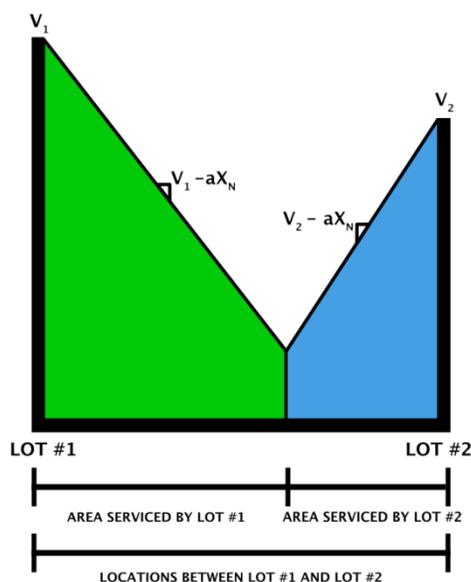


Figure 9

Observing the figure, we see that the distance between the two lots, the degree of aversion to walking of the users and the initial value of Lot #2 has remained constant. The only aspect that has been changed is the initial value of Lot#1 which has been increased by manipulating the aspects previously mentioned. As a result, we are able to see that opposed to intersecting with each other roughly in the middle of the area in between the two lots, the two lines now intersect at a point above the x-axis and more so to the right of the model. This shift in the intersection causes users to become indifferent between parking in Lot#1 and Lot#2 at a point more closer to Lot#2 in comparison to the original point. This being the case, the area service by Lot#1 has increased proportional to the decrease in area serviced by Lot# 2.

Applying these models in the context of Reserve Street, the low demand observed on non-event days can most likely be attributed to Reserve's non-central location in relation to the downtown. As supported by the public consultation process, users were identified to have a significant aversion to walking greater distances to their locations. As such, in order to effectively redirect parking users to Reserve and relieve the demand pressures being felt by central parking facilities, the parking offered on Reserve must incorporate aspects that provide level of value to users such that they are compensated for Reserve's non-central location. In exploring how to accomplish this, this study makes use of a multiple linear regression. Linear regressions are statistical tools that allow the modeling and summarizing of the relationships between dependent and independent variables; quantifying these relationships. In this case, we want to know

how to manipulate the average parking demand for this proposed lot based on the numerical values of outside factors which influence demand.

In creating this model, both the quantitative and qualitative data collected via the licence plate study was referred to. Specifically, data regarding on-street and public off-street parking on Fridays was utilized. Using this data, the average usage of each specific subsegment was regressed against information regarding their respective number of parking stalls, time limits, and their proximity to a central location within the downtown which was selected to be the Old Post Office. This process is executed using the R-Studio statistical software. The summary of regression is provided by **Table 115**.

	ESTIMATE	STD. ERROR	T VALUE	P VALUE
INTERCEPT	56.4428	8.2174	6.869	0.000238***
# OF STALLS	-0.5435	0.1920	-2.831	0.025387*
PROXIMITY	-24.2597	2.8612	-8.479	6.28e-05***
TIME	11.3872	3.0992	3.674	0.007920**

Table 115

* coefficient significant at 10%, ** at 5%, *** at 1%

In using this information to create the desired model, the numerical values in the ESTIMATE column are used to create the general form which is provided below:

$$\text{Average Demand} = 56.4428 - 0.5435 * \text{Stalls} - 24.2597 * \text{Proximity} + 11.3872 * \text{Time} + \mu$$

In breaking down the model, observe the left side of the equation provided. Average Parking Demand is the desired result coming in the form of a numerical percentage representative of the average usage percentage of a singular parking facility. This result is dependant of the values presented on the right side of the equation. Moving to that side, the first term observed is 56.4428. This is the intercept term of the linear model. This means that when all independent variables within the model are held constant at zero, the average parking demand will be equal to 56.4428%. The $-0.535 * \text{Stalls}$ term is representative of the impact of capacity has on average parking demand. As the term is negative, when an additional parking stall is introduced into a parking facility, demand decreases by 0.535 percent. While this result is counter intuitive, it can be rationalized as when low demand lots are given additional spaces without adjusting other variables in constant, average usage will decrease as now there are more spaces going unused. With that said, this statement could be made in reverse; a high demand lot that is given additional spaces is bound to incur greater usage. The $-24.2597 * \text{Proximity}$ term is representative of the impact of a parking facility's proximity to the Old Post Office in terms of blocks. As the term is negative, as the facilities are located further and further away, demand will decrease by 24.2597 percent for every block. The $11.3872 * \text{Time}$ term is representative of the impact of time restrictions placed

on parking facilities. As the term is positive, for every hour users are enabled to park within the facility, usage of the facility increases by 11.3872 percent. Lastly, the μ term is representative of all the other factors which influence average parking demand which were not incorporated in the model.

In better understanding how the model works, let's use an example referring to data collected via the licence plate survey regarding the public High Street Lot. This particular lot features 42 parking stalls, is approximately ½ a block away from the Old Post Office and has a time restriction of 4 hours for parking users. Plugging this information into the model provides a prediction regarding the average parking demand of the High Street Lot which is provided below. Putting this prediction into context, the data provided using the licence plate survey revealed the average parking demand for this lot to actually be 65%.

$$\text{Average Demand} = 56.4428 - 0.5435 * (42) - 24.2597 * (.05) + 11.3872 * (4) + \mu$$

$$\text{Average Demand} = 56.4428 - 22.827 - 12.12985 + 45.5488 + \mu$$

$$\text{Average Demand} = 67\%$$

Using this model, proposed recommendations can be developed regarding creating value in a potential public off-street lot located on Reserve Street. The foremost of these recommendations is to position this proposed lot as close as possible to the corner of Reserve Street and Bridge Street. As the model shows, the variable which has the largest negative impact on average parking demand is the proximity between the parking facility and the Old Post Office. This being the case, by limiting this distance, the proposed lot would minimize the negative impact and create value. Secondly, it is recommended that this lot impose a lax time restriction of 6 hours for users. As the model shows that larger time restrictions have a significantly beneficial impact on parking demand, a restriction of 6 hours would create value in this aspect unlike any other public parking facility offers within the downtown. Lastly, while the model shows that larger amounts of parking stalls have an adverse effect on average parking demand, it is recommended that the proposed lot feature an ample amount of parking stalls in order to accommodate for significant relief for public parking facilities that are centrally located in the downtown. For example, while 20 parking spaces will garner a higher usage percentage as there are less spaces to fill, 40 parking spaces will accommodate for a larger user base but has the potential to have more empty spaces.

In illustrating these recommendations, an example of potential values were selected to be inserted into the model. Based on the recommendations, the proposed lot would feature 40 parking spaces, would be approximately 2 blocks away from the Old Post Office, and have a parking restriction of 6 hours. Plugging this information into the

model provides a prediction as to the average parking demand of this proposed lot which is provided below.

$$\text{Average Demand} = 56.4428 - 0.5435 * (40) - 24.2597 * (2) + 11.3872 * (6) + \mu$$

$$\text{Average Demand} = 56.4428 - 21.74 - 48.5194 + 68.3232 + \mu$$

$$\text{Average Demand} = 55\%$$

It is important to consider limitations of the model in assessing the accuracy of this prediction. One of the primary tools used in assessing the accuracy of a multiple linear regression is the multiple R² value which is a numerical representation of the variation explained by the model. The multiple R² value ranges anywhere between 0 and 1 where 0 is 0% variation explained and 1 is 100% variation explained. While a high or low score may not definitely produce any conclusions regarding the model, a higher score indicates that more variation of the model has been explained by the selected variables. The multiple R² of this model is 0.914, implying that 91.4% of the variation observed is explained. This implies that there is an additional 9% of variation which is influenced by variables outside of the ones considered by the model.

Referring back to **Table 115** we see that various estimates are associated with a corresponding p-value. This p-value is the probability of obtaining a result as or more extreme than the one reflected in the respective estimate. In layman's terms, this value is reflective of the probability that the coefficients of the independent variables featured in the model are not reliable. As the table shows, all variables, with the exception of the number of stalls (2.538%), fall under a 1% significance level, however all of the variables fall under a 5% significance level which is generally regarded as reliable.

Using the recommendations created through the use of the model, both the issues identified based on the current usage data are relieved as individuals are provided value to park on Reserve and alleviate the demand pressures on central parking facilities and offers those attending the Fairgrounds on event days additional designated parking stalls.

In addition to the recommendations developed through the use of the regression model, supplementary recommendations regarding Reserve Street are suggested that fall in line with the goal of relieving the demand pressures faced by central lots. Through the public consultation process, an identifiable concern among business owners and employees specifically in the Thoburn Mill became apparent regarding finding available parking in the early hours of the morning that is capable of accommodating their needs for the entirety of the day. As such, the creation of this proposed lot should be executed in concert with the marketing of the lot to business owners and employees

within the downtown. Such a process would meet the goal of relieving pressure on central parking locations and redirect it to a non-central location, but it would relocate long term and permanent users to an area which has traditionally been in lesser of demand.

Subsequently, regardless of the decision to create this proposed lot, additional signage indicating the existence and public nature of the existing parking stalls on Reserve Street is recommended in order to contribute to the effort of relieving central parking demand.

5.4 RECOMMENDED SOLUTIONS

- Create additional parking in the form of paved public off-street lots on the Almonte Street/Gemmil Park lot and Reserve Street Parking lot;
- Preserve, where possible, as many existing parking spaces on Mill Street and Little Bridge Street during the redesign process;
- Develop standard guidelines for public parking signage;
- Increase signage directing drivers to long-term and short-term parking locations and minimize other public sign clutter within the Downtown;
- Adjust parking restrictions within public parking lots to reflect 2 hour parking in central locations and 6 hour parking in fringe locations;
- Market and promote long-term parking locations for businesses and employees to alleviate demand on short-term parking areas located in central locations;
- Continue to collect cash-in-lieu of parking reserves to support the cost of development of the Reserve Street Parking lot;
- Complete a pro forma for the construction of the new parking lot to determine an appropriate value for cash-in-lieu of parking;
- At the time of Comprehensive Zoning Bylaw Amendment, review and consider alternative parking provisions for commercial uses;
- Encourage private property owners to clearly sign and delineate private property in a manner differently than public off-street parking to avoid confusion between public and private spaces;

Appendices Available in Separate Document

APPENDIX A

GENERAL VISITOR'S SUPPLEMENTARY COMMENTS/SUGGESTIONS

1. I think the Almonte parking situation is great. I would hate to see parking fees.
2. Shop owners without on-site parking spaces need to have some designated parking. When they park in the prime public spaces in front of their store all day it takes up valuable space. But they can't be leaving the shop through the day if there are parking time limits being enforced. So perhaps some designated long term parking spots throughout town that shop owners can get permits to use.
3. The parking situation is just fine in Almonte.
4. I didn't think we had any issues other than no parking overnight during the winter. It seems silly for such a small town to have no overnight parking.
5. I have personally never had an issue finding a parking space downtown.
6. Tell everyone to stop complaining about the small and quaint town.
7. There needs to be more parking for the post office or the employees should park somewhere else and not take up spots all day in the post office parking lot. The parking on the street on the hill is a nightmare.
8. Turn the old gas station lot and into a combination parking lot and park/garden.
9. Time limit for on street parking and offering longer time limits in the off street lots.
10. Develop off street public parking similar to Perth.
11. We have lived here only for the last year. We have attended a few events where the street is closed and still only had to drive a bit farther to park. Really don't feel there is a problem!
12. Don't change a thing. Maybe add one public parking area between Reserve St. and ATV trail.
13. Parking is fine, and no money needed to fix a problem that doesn't exist.

14. Turn the old Ultramar into a parking lot! An idea would be have it for pass holders only ie staff of business downtown, so then street parking and parking in the market is freed up for visitors.
15. I am handicapped and find a shortage of spaces.
16. Don't cheap out and start making people pay for parking. We're not a city.
17. I don't think there is a problem.
18. Stop filming movies downtown.
19. Increased (or more obvious) signage to existing parking lots. Perhaps if the land all down Reserve was paved parallel parking that would solve the problem, at least for able-bodied folk. I don't actually find parking THAT bad though. Some days you cannot find a spot on Mill nor behind BMO, and if the Market is happening, the library lot is packed, but you can still find a spot on Reserve or down Bridge.
20. I don't have any ideas or suggestions so I am grateful to all the people working hard to solve the problem! Thank you!
21. Open the old Ultramar parking lot all year round!
22. Get rid of winter overnight parking ban!
23. Remove time and lot restrictions; be more welcoming for people coming into town to spend money; create new parking lots with space not used and does not involve tearing down trees or affecting the historical beauty of Almonte.
24. Improve the signage to public parking and perhaps review the necessity of additional public parking. Metered parking is expensive to monitors etc.
25. Close Mill street and have shuttle going up and down from central parking lot.
26. Put parking on Reserve Street. Pave the grassy area. That would allow for many more spaces. People park there now.
27. If I pay for parking I'll never visit again, lol Carleton Place will get all the business.

28. Turn the area along the rail trail opposite the library into public parking. Where people sometimes park at Almonte fair time. Reserve st. maybe?
29. Do not think about charging for parking. This would be aggravating and keep me out of the downtown.
30. Ensure that the apartment dwellers on downtown streets have OFF STREET parking. The building owners should be required to supply this.
31. Open up that empty lot next to the postal office permanently for parking.
32. I don't see any problems it's parking.
33. Keep it free!
34. I think it's just fine the way it is.
35. More public parking spaces. Eg. along the rail trail on Reserve St. Enlarge the parking across from Metcalfe Park on Almonte St. Purchase the private parking lot beside the post office.
36. I don't believe there is much of a problem there seems to be enough parking that is a decent walking distance from downtown.
37. Open up large public parking spaces when event filled weekends. Generally day to day parking needs feel adequate to meet needs but special events, Christmas shopping or sunny summer strolling/tourist visit are the times of significant problems to find spaces to meet needs.
38. Not sure. I don't personally have a problem whenever I drive downtown. I can also walk there if I need to.
39. Whatever you do, please DO NOT remove the Little Bridge St. rail trestle for the sake of 2-4 additional parking spots. In the two years I have lived in Almonte, I have yet to see ANY issues with parking, and I am downtown virtually every day.
40. The area where the old Ultramar was should be made into a public parking lot.
41. None I'm not sure what can be done as space is limited.
42. Better signage, improve & designate spaces on Reserve Street.

- 43.** There is enough parking available close to Mill street. It is wrong to increase parking in Mill street, in fact I would support a pedestrian street. Walking contributes to people's health, and nine of the public parking lots are far away. There could be some exceptions for disabled parking, but the misuse of those spots has to be enforced. For the public parking a bit further away there could be a shuttle during busy weekends. There is a huge empty parking lot on Ottawa street in front of Rexall. The shuttle could start there.
- 44.** Time limits on street parking.
- 45.** I really dont see much of a problem. I almost always find a reasonable spot. Perhaps have more public lots.
- 46.** Not sure if this is an issue or not but maybe store owners and their staff could park further from the downtown to free up spaces. When renovating the next bridge make it wider with a separated bike path (one with a curb) to encourage biking. It is scary biking across esp at rush hour. This would also connect it to the rail trail.
- 47.** Parking allowed in the Old gas station lot.
- 48.** Most people can walk from near by parking lots. The downtown core with less cars parking would improve the beauty of the town. Exceptions for the disabled provided. For every on street parking spot removed a tree, bench or bicycle stand replaced instead. How about electric shuttle bus or rickshaw?
- 49.** Use the old gas station and make a proper parking lot out of it.
- 50.** Nothing specific as I normally walk, however, I'll certainly attend the planned improvements for the downtown area. We seem to be receiving more and more tourist traffic - I suspect the need for ATV and Snowmobile parking could be addressed as Tourist traffic generated by the OVRT. Any improvements to support parking could have a positive impact supporting future growth of this specific group.
- 51.** People will walk miles in a mega shopping mall but want to park outside a store in a small town! The library lot is rarely full!
- 52.** More bike parking.

53. If possible, come to an agreement with the post office for official off hours parking. Force Ultramar to allow parking on their blight of a lot.
54. More handicap parking.
55. Improve snow removal at Heritage Court.
56. More parking lots.
57. Check out Merrickville and Perth. They seem to be able to handle large volumes of traffic and shoppers with few problems. I have been both places numerous times and can say I have never been inconvenienced by parking problems.
58. 1. Make better use of the parking possibilities opposite park at the bay. 2.. pave that area and put in lines for parking. 3. Suggest beer store relocate to one of our malls where there is lots of parking and extend the library parking lot to include current beer store lot. 4. Pave the area to the left of the tracks that crossed near old town hall. ... unsure of street namethe entire street does not have housing on the right closest to the old railway track so you could pave right along that street.
59. I have never had an issue finding parking in Almonte. Even if I can't find a spot right near my destination, I can always find something within a reasonable distance.
60. Metered parking is absolutely ridiculous. If you think that's the solution you are very wrong. Being able to park close to the business you are attending is a necessity especially as all of us grow older. Even young mothers with babies in car seats find it difficult to walk long distances carrying them. If you want your businesses to grow then provide more on street parking so we can easily jump out and not have to walk for miles.
61. I do feel that it is really necessary to find solutions to the parking issue outside of Mill Street. I don't want to see a 'sea of cars' on Mill St. Encourage walking, exploring, cycling. Folks come to Almonte to get away from the craziness of their busy lives. Continue to be the town that promotes solitude, relaxation, food, great shopping. Just find the solution that makes parking outside of Mill St the 'place to be'. Creative and memorable!
62. Spaces for people who work early downtown so we can park.

- 63.** I don't see a real parking problem but I can go on less-busy days. I always find parking.
- 64.** Adding another public parking lot that is central to downtown.
- 65.** Display parking signs for parking lots available to the general public.
- 66.** It's not just a problem of "parking", it's a problem of transporting people easily from one area of town to Downtown. The area around Ottawa Street / Riverside Estates, Mill Run etc are full of new residents - all these people want to / need to come downtown often and shouldn't have to drive and park. Some will of course. But give them other options. Many can walk or bike, some can't - need transportation options (shuttle bus). There are plenty of parking spots in the early evening & later (for restaurants), not enough during special events, or busy weekends. But be wary of putting parking lots downtown - using downtown land for parking generates little revenue for the town (compared to commercial taxes from a greater concentration of downtown stores/residential). Little revenue means less revenue to maintain downtown streetscapes/sidewalks etc. A tricky issue. Perhaps start by promoting current parking options better? Give a bonus of some sort to encourage more locals to walk or bike downtown? This would be cheaper than installing parking lots / garages. Parking needs to be addressed in some fashion for really busy times - perhaps invest in a shared shuttle bus - with Orchard View? - from Ottawa Street to Mill Street! (as mentioned above)... Good luck!
- 67.** Redesign current parking on Reserve Street, High Street and at the Library to improve the walk (physically and visually) to and from Mill Street.
- 68.** Having a public parking space on Mill St would be amazing, I know the old gas station is contaminated but when that parking is open it makes visiting downtown a lot easier, especially on the weekends. Almonte only continues to grow and has gained a lot of popularity as a weekend destination and it may be worth the investment to do the work required, it is a wasted space on our busiest street.
- 69.** Open up some no parking areas. More parking on reserve st. Rent from private owners or corporations. Little Bridge st. Make one way therefore more parking from old town hall heading west.
- 70.** During events or busy seasons it has helped when the old gas station lot opened for parking.

71. Empty lot beside the post office should definitely be used up for this. It would finally have a purpose again and not be an empty spot/eyesore in downtown.
72. I wouldn't want to see metered parking spots going into our town. Sometimes I run into the bank or a store quickly and it would be a hassle to have to pay for parking in our small town!
73. There are a lot of public lots. ALMONTE is a small town. Please do not change it.
74. The vacant lot where Ultramar used to be should be officially converted into a parking lot. But honestly I think the arena has a bigger parking problem than downtown!
75. Please create more parking! Could the town not purchase the old gas station lot and create parking? Even paid parking!
76. Rent or buy space from Ultramar.
77. Do not put in parking meters. That is one of things that makes visiting and living in Almonte great.
78. Its fine the way it is. Spend the money on something more important.
79. Turn the old gas station into a lot. Monitor parking more closely at post office.
80. Do not put in metered parking! That is just ridiculous for this town.
81. Make the old gas station lot into parking!
82. Have shop owners park in the lots and not in front of their shops all day.
83. I feel like it would be great to make a proper parking lot along the old tracks. Ie across/ beside the beer store/ library. Take the fence down and make it more accessible but keeping in mind there are 4 wheelers and such.
84. Opening up the old Ultramar site for parking. Movie productions can use it, why can't our citizens.
85. Use the old Ultramar area for a Parking Lot.

86. It would be nice if the lot between the post office and the ice cream truck could be made into a free parking lot. Would also be nice to have a parking area off of the OVRT for snowmobiles and atv's so that people can park and walk to shops and restaurants.
87. Open up the space where the gas station was I think it would make a difference.
88. Build more parking in the old gas station location.
89. Make alternate arrangements for employees or residents parking on Main Street. Add another public parking lot- perhaps beside the post office?
90. More handicap parking spaces.
91. I would convert the old Ultramar lot into a public parking lot. The land does not seem to be of any use currently.
92. More signage to alternate parking. Even on the busiest nights (canada day or light up the night) - you can find a spot 3 blocks away! There is no parking issue - maybe there's an accessible parking issue - but there are ample regular spots available. People will not drive to box stores because there isn't parking right outside a shop store.
93. Additional parking spaces could easily be created on reserve street which could be easily and more directly connected to downtown by removing the ugly chain link fence beside the library.
94. Create more parking on Reserve Street. It's only a 2 minute walk to downtown. Don't put more parking on Mill Street. Less is better. Make it pedestrian friendly. And bike friendly. Cars are on the way out.
95. More spaces would be good...smaller spaces would not though. Way too many trucks in the area.
96. Prioritize parking over trees. Trees on main streets often are not properly cared for and become an eyesore. I have many friends who love to visit Almonte to shop and for dinner. Easy to access parking is very important.
97. No metered parking.

98. Have shop owners, and staff park near library, develop a two layer parking garage.
99. Golden Eagle old lot made into public parking.
100. Put more parking spaces in the downtown area!!!
101. More spaces however possible to do.
102. Utilizing the vacant lot next to the post office may improve availability. During the work week parking is never really an issue; however the weekends are another story. Also, if biking on the roads was safer than maybe more people would bike instead of drive - I see a lot of adults riding their bike on the sidewalk, which is a nuisance for walking pedestrians. Good luck!
103. Make more accessible parking.
104. I've always thought that it would be a natural transition to make the old gas station lot into a public parking lot. I believe this would alleviate some of the pressure. The 'market' parking lot (in behind Superior) is my favourite spot but it fills up quickly. The on-street parking makes me nervous as the hill is so steep.
105. Turn the old gas station by the post office into a parking lot. Paid or free doesn't matter. It's such an eye sore and drives people away from our town. No one wants an unmaintained lot city directly downtown when it could be a beautiful parking lot or park.
106. Most parking spots are taken by employees of downtown businesses so maybe they should be forced to park somewhere other than on the main street.
107. People come to Almonte to shop. People want to walk around and they cant buy items from their car if they get in and out in front of one store.
108. Stop apartment dwellers from on street parking. DO NOT reduce the number of on street parking spaces. Purchase the previous Ultramar property for parking.
109. Paving a lot /or angle parking on reserve st.
110. Maybe turn the lot where the old Catholic school used to be into another parking area?

111. Redesign the parking at library. It's awful and is so close to downtown. Create spaces on Reserve Street but not paved since it's not environmentally friendly.
112. Buy the Ultramar lot to add more spaces -create more parking spots along the rail-trail.
113. Another parking lot in the downtown core.
114. Why can't parking spots be added by the path on the other side of the fence from the library? Make a nice paved path with street lamps right into downtown.
115. Create metered parking to collect funds to purchase lands for parking and or build a parking garage on municipal lands.

APPENDIX B

BUSINESS OWNER COMMENTS/SUGGESTIONS

1. The Town should cover the expenses incurred annually for the lot located 14 Mill Street. Everyone knows that it fills up first, and especially with 2 restaurants now in the Mill without parking we all now where their customers are going to park. It's the right thing for the Town to do.
2. Pave and paint lines in alternate parking areas across from Metcalfe Park and on Reserve Street. Post clear signage and make note that it is 'free'.
3. A bit more street parking - but it's not that bad as is. Our customers are told to park behind the bank, or in the front of our office if room. Otherwise we tell them to park in the old town hall or the library lots. There really doesn't seem to be too much of a problem.
4. Should be handicapped parking on Mill Street, elderly people have difficulty walking up the hill.
5. Municipality to purchase vacant ULTRAMAR location and turn into parking / public washrooms.
6. Perhaps parking directly on Mill Street could be 1-2 hour parking and a bit more monitored to ensure businesses aren't taking up those spaces. More public off street parking to accommodate overflow as well as staff parking. Ensure the public parking doesn't have a time limit on it as a way to encourage people to come to Almonte and stay for the day and into the evening and enjoy the businesses of Almonte.
7. Biking is a great exercise and a good way to get around. But the reality is, no one is biking out to Levi's Home Hardware to buy 10 - 2x4 and take them home with them. The majority of this group of people that bike are not going to pay extra for home delivery!
8. I feel it's currently working well on regular days but the growth of the town and it's popularity will increase parking challenges. Short term delivery options are also very important to downtown businesses.
9. Need "no parking" signs installed across from The Beer Store loading dock to allow room for transport trucks to back in.

10. There is a spare lot on lower Mill street that used to be a gas bar which has a large concrete block stopping people from using it. Would be nice to contact the owner to convert that space into parking spaces.
11. Since there are few tickets ever given out, the spaces outside my shop can be filled all day by people who live in the apartments on the street (I often recognize a certain car outside my store sometimes even all weekend, this person lives in the apartment next door) or I have also witnessed the real estate agents parking on the street for many hours at a time. It would be great if there was an enforced allocated time to park on Mill Street so more visitors could have a chance to park there.
12. More clearly painted lines for the spaces (demarcation in winter) and more signs pointing to the municipal lots.
13. The time LIMITS for street parking need to be posted in more places as people don't see them and also the people living above stores shouldn't be able to park in street parking all day, every day yet many times cars park on the street at least half of the day if not all day.
14. Before I opened my store I never had a problem with parking in the back lots. People park and walk up and down the street. I like it as is. It's quaint and if we changed the downtown character it would take away from the "feel" of the town as a quaint heritage town. Locals can walk, more signs to signal parking areas for visitors, otherwise I believe this is why I moved to Almonte for the character of the town. A lot of Almonte locals are into health, enviro, biking. I find Perth and Merrickville have the same parking problems but it doesn't stop me from shopping there.
15. We would love to see the lot opened up where the Ultramar used to be. It's a great convenient space to all businesses on Mill St. We would like to encourage customers to shop and eat while visiting downtown. Metered parking would not encourage people to stay.
16. For my business I would really like to have a space indicated out front of my shop for my clients to drop off and pick up their dogs. Some clients will park in private parking in order to be on time for appointments. We also have quite a few older clients (both four legged and two legged) that have a really hard time parking far away.***
17. Purchase old gas station lot and turn it into public parking.

18. I come to work an hour early in order to get a parking spot at the old town hall, which is the most convenient parking. If for any reason I arrive close to 9am it is difficult to find parking, especially close to work. As I am often in and out for meetings, etc. and work very long hours it's frustrating to have to drive around looking for parking spots further away from our office, and I sometimes end up parking in the visitor parking of our building, for which I expect to get in trouble as we don't have any parking allocated to our unit. I was told, when we bought our office, that parking would not be an issue, but my employees have been ticketed for parking in areas that have time limits. They now either park in the town hall, if there are any spots left, or at the Cuban food truck. Clients also have a difficult time finding parking.

APPENDIX C

EMPLOYEE COMMENTS/SUGGESTIONS

1. Purchase or lease the site of the former gas station on lower Mill Street.
2. More public parking, especially for those of us who work downtown. We take up a lot of parking here leaving less for patients or shoppers.
3. You need signage so people know where the parking lot is (no one really knows), as well on event days its impossible to get a parking spot.
4. The main suggestion I have is to make the empty lot next to the post office (or another space) into a private parking lot between the hours of 8am–5pm. It will then turn into public parking on evenings and weekends. To ensure visitors aren't parking there, employees of Almonte's local businesses will be issued parking passes. I feel this solution would be a great compromise for employees, residents, and visitors. The visitor spots will be free for clients and resident visitors because employees won't be forced to park there. If another parking lot isn't built, employees of the town should be free to park without having to worry about getting a ticket. This is another instance in which parking passes would be a good idea.
5. Purchase properties close to downtown and convert to parking spaces.
6. On Mill street the parking times and limits need to be posted where people can see them. I think I have only seen 1 or 2 time limit signs.
7. More off street parking.
8. Open up the empty lot on main street for parking. Acquire other lots in the area for parking lots.
9. Parking areas for businesses and employees so that visitors and residents aren't upset with us. We work here and bring business to the town so we deserve to have a place close to our work to park. We spend just as much time and money in the town as residents do. I will be extremely upset if Almonte installs metered or paid parking; that is a terrible idea. Almonte is far away from Ottawa and so unlike downtown Ottawa, people have no choice but to drive. If you want to bring visitors and business to downtown Almonte, you will need to provide parking spaces for those visitors. Since Almonte is out of the way, extra accommodations will help entice customers.

10. To have the lot open all the time next to the Post Office.
11. Better signage- customers often ask about where to park and for how long.
12. Improve/use Reserve Street, create more spaces downtown, town should private parking areas in parking lot behind the Bank of Montreal, improve parking lot by Metcalfe Park.
13. Leave parking spaces alone. People working need places to park. They provide the town with money when they shop and eat. Don't remove or time limit parking spots for employees, they help make the town with their services. Leave parking alone. Limited spots can decrease revenue for the town.
14. More parking spaces would be great.
15. I avoid downtown on the weekends because parking is much worse. Usually during the week, I can get a spot. Good luck!
16. I see issues with accessibility for patrons with mobility issues. The problem arises in winter when the streets are full of ice and it is difficult to reach the parking. Snow clean up around the disable parking spots should be given preference.
17. The parking lots and parking spaces on the streets need to be better cleared of snow and ice in the winter. We lose parking spaces library every winter and it's extremely icy which discourages seniors from coming and frankly I've been terrified walking from my car many times in the winter because of the icy conditions.
18. More spaces.
19. Seems to be a lot of spaces you cannot park because of apartment buildings.

APPENDIX D

FRIDAY JUNE 21st 2019

ON-STREET PARKING FACILITIES

MILL STREET

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	14/42		33%
9:30AM	19/42		45%
11:00AM	27/42	1	64%
12:30PM	35/42	2	83%
2:00PM	33/42	1	79%
3:30PM	22/42	1	52%
5:00PM	19/42		45%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/128)
SHORT TERM	92	72%
MEDIUM TERM	31	24%
LONG TERM	4	3%
PERMANENT	1	1%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	7
MEDIUM TERM	6
LONG TERM	1
PERMANENT	0
EMPTY	28

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	7
LONG TERM	1
PERMANENT	0
EMPTY	23

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	17
MEDIUM TERM	7
LONG TERM	3
PERMANENT	1
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	19
MEDIUM TERM	11
LONG TERM	4
PERMANENT	1
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	15
MEDIUM TERM	13
LONG TERM	4
PERMANENT	1
EMPTY	9

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	12
MEDIUM TERM	7
LONG TERM	2
PERMANENT	1
EMPTY	20

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	5
LONG TERM	2
PERMANENT	1
EMPTY	23

BRIDGE STREET

TIME	USAGE (/28)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/28		18%
9:30AM	10/28		36%
11:00AM	11/28		39%
12:30PM	14/28		50%
2:00PM	12/28		43%
3:30PM	9/28		32%
5:00PM	6/28		21%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/49)
SHORT TERM	40	82%
MEDIUM TERM	6	12%
LONG TERM	3	6%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2
PERMANENT	0
EMPTY	23

9:30 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	2
PERMANENT	0
EMPTY	17

11 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	2
PERMANENT	0
EMPTY	17

12:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	3
LONG TERM	3
PERMANENT	0
EMPTY	14

2 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	1
PERMANENT	0
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	3
PERMANENT	0
EMPTY	19

5 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	1
PERMANENT	0
EMPTY	22

HIGH STREET

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/16		6%
9:30AM	3/16		19%
11:00AM	4/16		25%
12:30PM	4/16		25%
2:00PM	2/16		13%
3:30PM	2/16		13%
5:00PM	0/16		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	5	63%
MEDIUM TERM	2	25%
LONG TERM	0	0%
PERMANENT	1	12%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	13

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	12

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	12

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0

PERMANENT	1
EMPTY	14

PERMANENT	1
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	16

BRAE STREET

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/8		38%
9:30AM	5/8		63%
11:00AM	8/8		100%
12:30PM	7/8		88%
2:00PM	6/8		75%
3:30PM	6/8		75%
5:00PM	3/8		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 20)
SHORT TERM	13	65%
MEDIUM TERM	5	25%
LONG TERM	0	0%
PERMANENT	2	10%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 8)

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)

SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	2

SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	2

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

LITTLE BRIDGE STREET

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 2		50%
9:30AM	1 / 2		50%
11:00AM	2 / 2		100%
12:30PM	2 / 2		100%
2:00PM	2 / 2	1	100%
3:30PM	1 / 2		50%
5:00PM	2 / 2		100%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	11	100%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

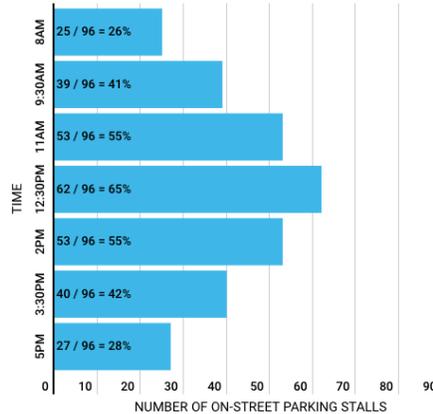
5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

SUMMARY STATISTICS

Graph 1 provides an accurate representation of the data collected on Friday June 21st 2019 regarding the occupancy of vehicles in on-street parking stalls located in the designated study area.

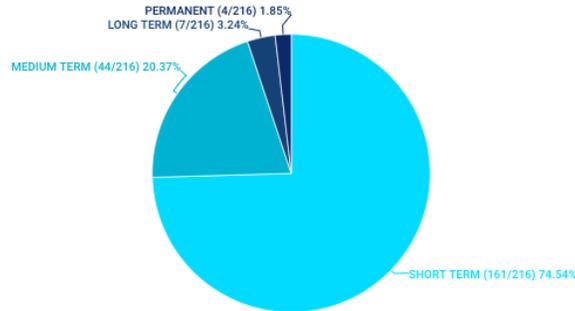
ON-STREET PARKING USAGE (OUT OF 96 SPACES)



Graph 1

Graph 2 expands on the information provide in Graph 1 by indicating the distribution of user types whom occupied on-street parking stalls on June 21st, 2019.

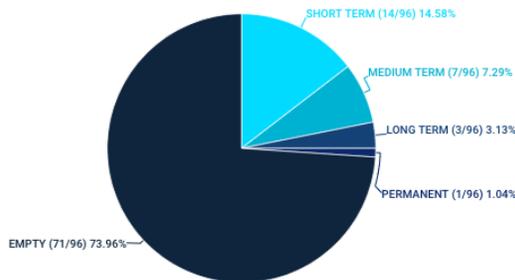
ON-STREET USER COMPOSITION (OUT OF 216 USERS)



Graph 2

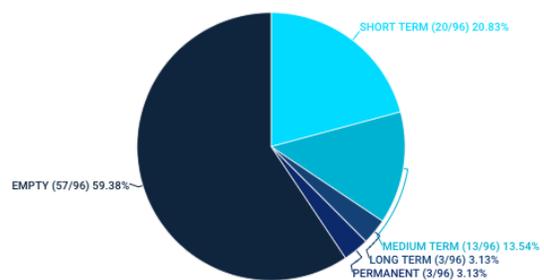
The graphs below indicate the parking composition of on-street parking stalls at all points of the day of Friday June 21st 2019.

8AM PARKING COMPOSTION (OUT OF 96 SPACES)



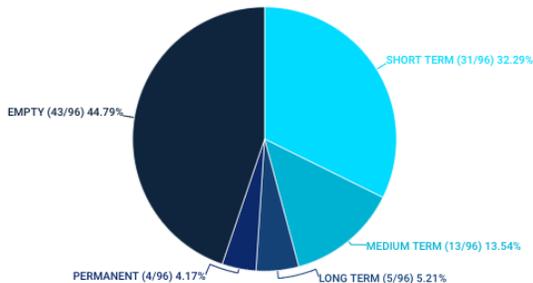
Graph 3

930AM PARKING COMPOSTION (OUT OF 96 SPACES)



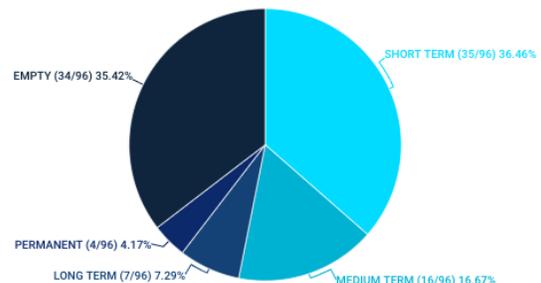
Graph 4

11AM PARKING COMPOSTION (OUT OF 96 SPACES)



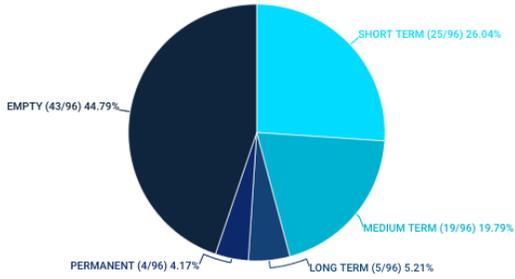
Graph 5

1230PM PARKING COMPOSTION (OUT OF 96 SPACES)



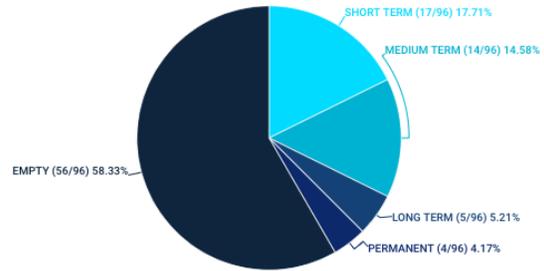
Graph 6

2PM PARKING COMPOSITION (OUT OF 96 SPACES)



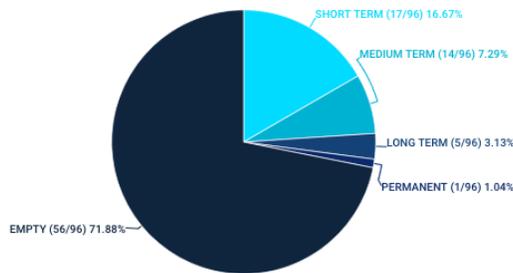
Graph 7

330PM PARKING COMPOSITION (OUT OF 96 SPACES)



Graph 8

5PM PARKING COMPOSITION (OUT OF 96 USERS)



Graph 9

OFF-STREET PUBLIC PARKING FACILITIES

LIBRARY PUBLIC LOT

TIME	USAGE (/ 47)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 47		0%
9:30AM	7 / 47		15%
11:00AM	16 / 47		34%
12:30PM	21 / 47		45%
2:00PM	20 / 47		43%
3:30PM	21 / 47		45%
5:00PM	13 / 47		28%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 50)
SHORT TERM	37	74%
MEDIUM TERM	9	18%
LONG TERM	2	4%
PERMANENT	2	4%

8 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	47

9:30 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	40

11 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	8
MEDIUM TERM	2
LONG TERM	3
PERMANENT	3
EMPTY	31

12:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	7
MEDIUM TERM	7
LONG TERM	4
PERMANENT	3
EMPTY	26

2 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	9
MEDIUM TERM	6
LONG TERM	4
PERMANENT	3
EMPTY	25

3:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	8
MEDIUM TERM	6
LONG TERM	4
PERMANENT	3
EMPTY	26

5 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	4
MEDIUM TERM	4

LONG TERM	2
PERMANENT	3
EMPTY	34

HIGH STREET PUBLIC LOT

TIME	USAGE (/ 42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	8 / 42		19%
9:30AM	21 / 42		50%
11:00AM	40 / 42		95%
12:30PM	39 / 42		93%
2:00PM	40 / 42		95%
3:30PM	35 / 42		83%
5:00PM	21 / 42		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 97)
SHORT TERM	62	64%
MEDIUM TERM	21	22%
LONG TERM	8	8%
PERMANENT	6	6%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	35

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	4
PERMANENT	6
EMPTY	21

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	13
MEDIUM TERM	14
LONG TERM	7
PERMANENT	6
EMPTY	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	14
LONG TERM	11
PERMANENT	6
EMPTY	3

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	12
LONG TERM	11
PERMANENT	6
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	7
LONG TERM	8
PERMANENT	6
EMPTY	7

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	5
PERMANENT	5
EMPTY	21

OLD TOWN HALL PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	8 / 22		36%
9:30AM	18 / 22		82%
11:00AM	16 / 22		73%
12:30PM	17 / 22		77%
2:00PM	12 / 22		55%
3:30PM	15 / 22		68%
5:00PM	8 / 22		36%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 35)
SHORT TERM	20	57%
MEDIUM TERM	4	11%
LONG TERM	6	17%
PERMANENT	5	14%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	3
LONG TERM	5
PERMANENT	5
EMPTY	4

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	6
PERMANENT	5
EMPTY	6

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	6
PERMANENT	5
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	5
PERMANENT	5
EMPTY	10

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	4
PERMANENT	5
EMPTY	7

5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	5
EMPTY	14

PAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 15)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 15		20%
9:30AM	3 / 15		20%
11:00AM	4 / 15		27%
12:30PM	9 / 15		60%
2:00PM	4 / 15	1	27%
3:30PM	3 / 15		20%
5:00PM	6 / 15		40%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 27)
SHORT TERM	24	89%
MEDIUM TERM	2	7%
LONG TERM	1	4%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	12

9:30 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	12

11 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	11

12:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	7
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	6

2 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	12

5 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	9

UNPAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 18		0%
9:30AM	1 / 18		6%
11:00AM	2 / 18		11%
12:30PM	1 / 18		6%
2:00PM	0 / 18	1	0%
3:30PM	0 / 18		0%
5:00PM	1 / 18		6%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 4)
SHORT TERM	3	75%
MEDIUM TERM	1	25%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	16

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

ICE CREAM SHOP PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 22		23%
9:30AM	10 / 22		45%
11:00AM	17 / 22		77%
12:30PM	18 / 22		82%
2:00PM	15 / 22		68%
3:30PM	10 / 22		45%
5:00PM	8 / 22		36%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 34)
SHORT TERM	15	44%
MEDIUM TERM	12	35%
LONG TERM	5	15%
PERMANENT	2	6%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	17

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	3
PERMANENT	2
EMPTY	12

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	6
LONG TERM	4
PERMANENT	2
EMPTY	5

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	9
LONG TERM	5
PERMANENT	2
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	9
LONG TERM	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	2

PERMANENT	2
EMPTY	7

PERMANENT	2
EMPTY	14

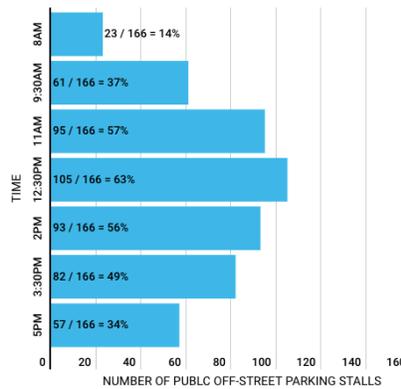
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	14

SUMMARY STATISTICS

Graph 10 provides an accurate representation of the data collected on Friday June 21st 2019 regarding the occupancy of vehicles in off-street public parking stalls located in the designated study area.

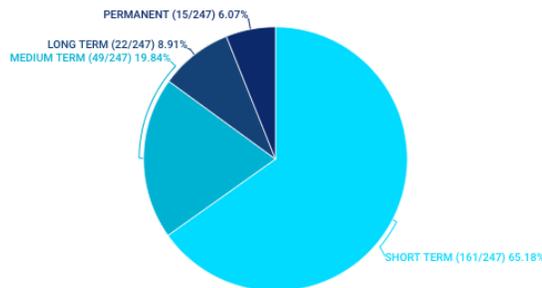
OFF-STREET PUBLIC PARKING USAGE (OUT OF 166 SPACES)



Graph 10

Graph 11 expands on the information provide in Graph 10 by indicating the distribution of user types whom occupied off-street public parking stalls on June 21st, 2019.

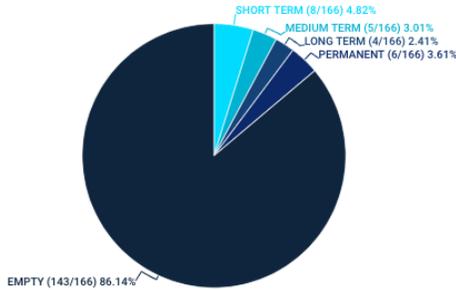
PUBLIC OFF-STREET USER COMPOSITION (OUT OF 247 USERS)



Graph 11

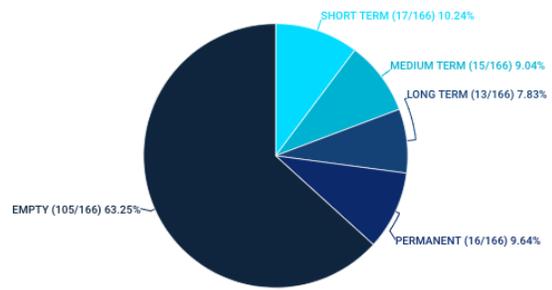
The graphs below indicate the parking composition of off-street public parking stalls at all points of the day on the day of June 21st 2019.

8AM PARKING COMPOSITION (OUT OF 166 SPACES)



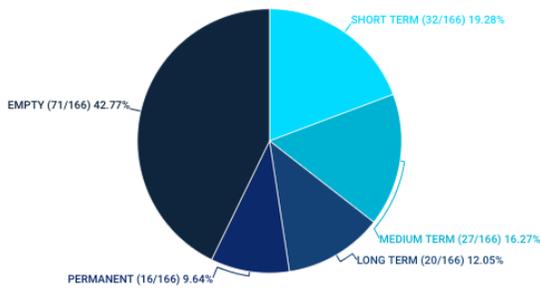
Graph 12

930AM PARKING COMPOSITION (OUT OF 166 SPACES)



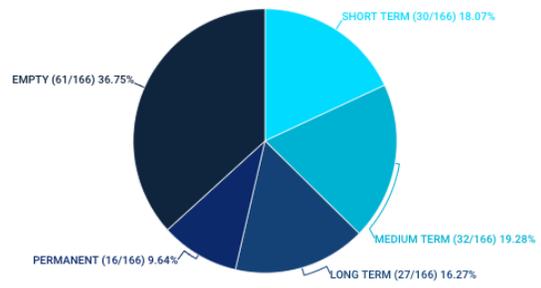
Graph 13

11AM PARKING COMPOSITION (OUT OF 166 SPACES)



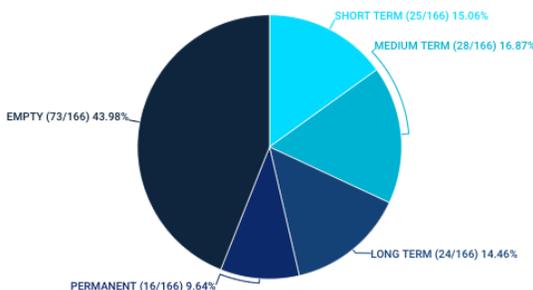
Graph 14

1230PM PARKING COMPOSITION (OUT OF 166 SPACES)



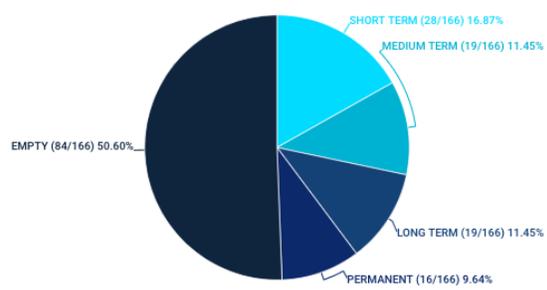
Graph 15

2PM PARKING COMPOSITION (OUT OF 166 SPACES)



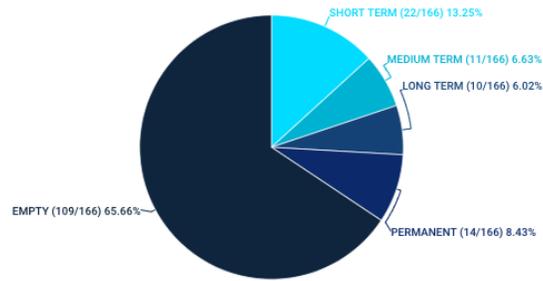
Graph 16

330PM PARKING COMPOSITION (OUT OF 166 SPACES)



Graph 17

5PM PARKING COMPOSITION (OUT OF 166 SPACES)



Graph 18

OFF-STREET COMMERCIAL PARKING

POST OFFICE PRIVATE LOT

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	11 / 16		69%
9:30AM	8 / 16		50%
11:00AM	10 / 16		63%
12:30PM	9 / 16		56%
2:00PM	10 / 16		63%
3:30PM	7 / 16		44%
5:00PM	10 / 16		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 47)
SHORT TERM	39	83%
MEDIUM TERM	5	11%
LONG TERM	2	4%
PERMANENT	1	2%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	8
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	8

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	6
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	6

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	6
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	0
PERMANENT	1
EMPTY	9

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	7

MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	6

HERITAGE COURT PRIVATE LOT

TIME	USAGE (/ 77)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	11 / 77		14%
9:30AM	31 / 77		40%
11:00AM	39 / 77		51%
12:30PM	48 / 77		62%
2:00PM	38 / 77		49%
3:30PM	20 / 77		26%
5:00PM	9 / 77		12%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 107)
SHORT TERM	61	57%
MEDIUM TERM	34	32%
LONG TERM	9	8%
PERMANENT	3	3%

8 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	4
MEDIUM TERM	6
LONG TERM	1
PERMANENT	1
EMPTY	65

9:30 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	13
MEDIUM TERM	10
LONG TERM	5
PERMANENT	3
EMPTY	46

11 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	9
MEDIUM TERM	18
LONG TERM	9
PERMANENT	3
EMPTY	38

12:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	19
MEDIUM TERM	17
LONG TERM	9
PERMANENT	3
EMPTY	29

2 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	10
MEDIUM TERM	17
LONG TERM	8
PERMANENT	3
EMPTY	39

3:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	4
MEDIUM TERM	7
LONG TERM	7
PERMANENT	3
EMPTY	56

5 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	2
PERMANENT	3
EMPTY	68

THE BEER STORE PRIVATE LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 18		6%
9:30AM	2 / 18		11%
11:00AM	6 / 18		33%
12:30PM	4 / 18		22%
2:00PM	4 / 18		22%
3:30PM	7 / 18		39%
5:00PM	7 / 18		39%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 26)
SHORT TERM	23	88%
MEDIUM TERM	2	8%
LONG TERM	1	4%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	17

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	16

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	12

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	14

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4

MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	15

MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	12

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	7
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	11

THE HUB PRIVATE PARKING LOT

TIME	USAGE (/ 6)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 6		0%
9:30AM	2 / 6		33%
11:00AM	2 / 6		33%
12:30PM	1 / 6		17%
2:00PM	1 / 6		17%
3:30PM	2 / 6		33%
5:00PM	4 / 6		67%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 6)
SHORT TERM	3	50%
MEDIUM TERM	2	33%
LONG TERM	1	17%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	4

11 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	4

12:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

3:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	4

5 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	2

HB AUTO PRIVATE LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 13		15%
9:30AM	2 / 13		15%
11:00AM	7 / 13		54%
12:30PM	6 / 13		46%
2:00PM	4 / 13		31%
3:30PM	7 / 13		54%
5:00PM	5 / 13		39%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 12)
SHORT TERM	6	50%
MEDIUM TERM	2	17%
LONG TERM	2	17%
PERMANENT	2	17%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	11

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	11

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2

PERMANENT	2
EMPTY	6

PERMANENT	2
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	6

5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	8

ALMONTE DENTAL CENTRE PRIVATE LOT

TIME	USAGE (/ 7)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 7		57%
9:30AM	3 / 7		43%
11:00AM	7 / 7		100%
12:30PM	3 / 7		43%
2:00PM	4 / 7		57%
3:30PM	4 / 7		57%
5:00PM	0 / 7		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 16)
SHORT TERM	14	88%
MEDIUM TERM	0	0%
LONG TERM	1	6%
PERMANENT	1	6%

8 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	3

9:30 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	4

11 AM

12:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	2

2 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

ALMONTE FAMILY OPTOMETRISTS PRIVATE LOT

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 8		25%
9:30AM	3 / 8		38%
11:00AM	5 / 8		63%
12:30PM	4 / 8		50%
2:00PM	5 / 8		63%
3:30PM	3 / 8		38%
5:00PM	1 / 8		13%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 14)
SHORT TERM	11	79%
MEDIUM TERM	0	0%
LONG TERM	2	14%
PERMANENT	1	7%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

THOBURN MILL COMMERCIAL PRIVATE PARKING

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 8		0%
9:30AM	3 / 8		38%
11:00AM	2 / 8		25%
12:30PM	1 / 8		13%
2:00PM	2 / 8		25%
3:30PM	5 / 8		63%
5:00PM	3 / 8		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	6	55%
MEDIUM TERM	5	45%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0

PERMANENT	0
EMPTY	8

PERMANENT	0
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	6

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	3

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	5

THE BARLEY MOW PRIVATE PARKING

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 22		9%
9:30AM	2 / 22		9%
11:00AM	11 / 22		50%
12:30PM	14 / 22		64%
2:00PM	22 / 22		100%
3:30PM	17 / 22		77%
5:00PM	20 / 22		91%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 56)
SHORT TERM	39	70%
MEDIUM TERM	13	23%
LONG TERM	3	5%
PERMANENT	1	2%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	20

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	20

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	3
LONG TERM	3
PERMANENT	1
EMPTY	11

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	7
LONG TERM	3
PERMANENT	1
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	10
MEDIUM TERM	8
LONG TERM	3
PERMANENT	1
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	7
LONG TERM	3
PERMANENT	1
EMPTY	5

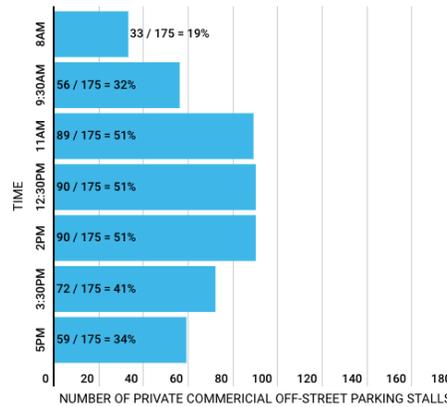
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	14
MEDIUM TERM	3
LONG TERM	2
PERMANENT	1
EMPTY	2

SUMMARY STATISTICS

Graph 19 provides an accurate representation of the data collected on Friday June 21st 2019 regarding the occupancy of vehicles in commercial off-street parking stalls located in the designated study area.

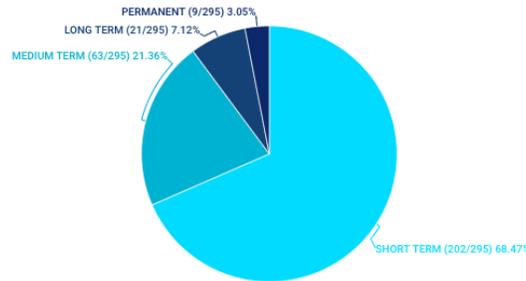
OFF-STREET COMMERCIAL PARKING USAGE (OUT OF 175 SPACES)



Graph 19

Graph 20 expands on the information provide in Graph 19 by indicating the distribution of user types whom occupied on-street parking stalls on June 21st, 2019.

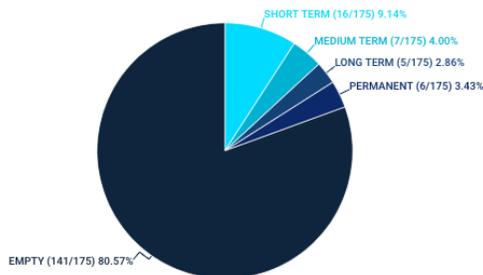
COMMERCIAL OFF-STREET USER COMPOSITION (OUT OF 295 USERS)



Graph 20

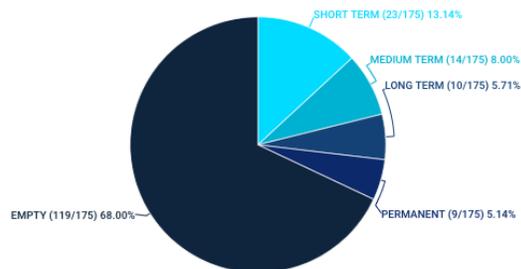
The graphs below indicate the parking composition of off-street commercial parking stalls at all points of the day on the day of June 21st 2019.

8AM PARKING COMPOSTION (OUT OF 175 SPACES)



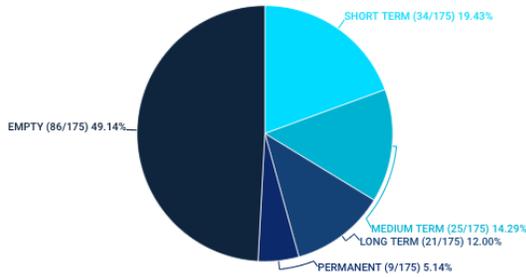
Graph 21

930AM PARKING COMPOSTION (OUT OF 175 SPACES)



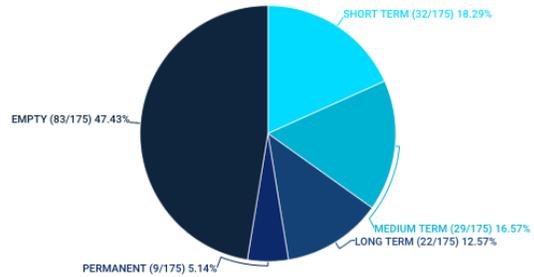
Graph 22

11AM PARKING COMPOSTION (OUT OF 175 SPACES)



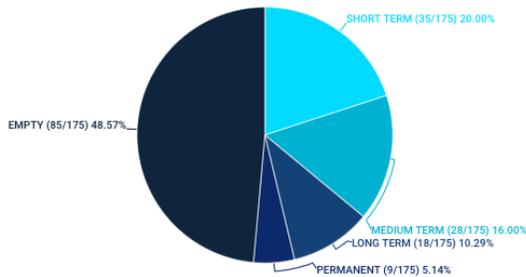
Graph 23

1230PM PARKING COMPOSTION (OUT OF 175 SPACES)



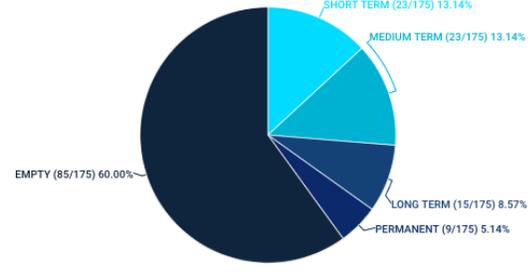
Graph 24

2PM PARKING COMPOSTION (OUT OF 175 SPACES)



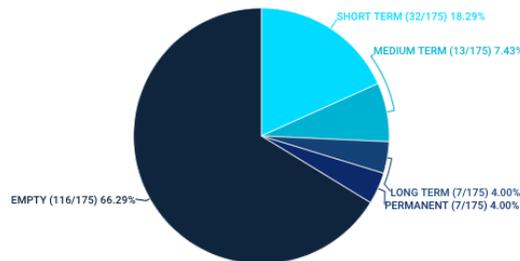
Graph 25

330PM PARKING COMPOSTION (OUT OF 175 SPACES)



Graph 26

5PM PARKING COMPOSTION (OUT OF 175 USERS)



Graph 27

OFF-STREET RESIDENTIAL PARKING

WOOLEN MILL PRIVATE RESIDENTIAL PARKING

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 16		25%
9:30AM	3 / 16		19%
11:00AM	5 / 16		31%
12:30PM	8 / 16		50%
2:00PM	6 / 16		38%
3:30PM	7 / 16		44%
5:00PM	7 / 16		44%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 13)
SHORT TERM	6	46%
MEDIUM TERM	1	8%
LONG TERM	4	31%
PERMANENT	2	15%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	12

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	13

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	11

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	4
PERMANENT	2
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	2
EMPTY	10

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	2
EMPTY	9

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1

LONG TERM	3
PERMANENT	2
EMPTY	9

THOBURN MILL RESIDENTIAL PRIVATE PARKING

TIME	USAGE (/30)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	17 / 30		57%
9:30AM	14 / 30		47%
11:00AM	15 / 30		50%
12:30PM	17 / 30		57%
2:00PM	14 / 30		47%
3:30PM	12 / 30		40%
5:00PM	14 / 30		47%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/11)
SHORT TERM	6	55%
MEDIUM TERM	5	45%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	3
PERMANENT	8
EMPTY	13

9:30 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	3
PERMANENT	8
EMPTY	16

11 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	3
PERMANENT	8
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	4
PERMANENT	8
EMPTY	13

2 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	5
LONG TERM	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	1

PERMANENT	8
EMPTY	15

PERMANENT	8
EMPTY	17

5 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	1
PERMANENT	8
EMPTY	16

RESIDENTIAL PARKING WITHIN CLOSE PROXIMITY TO THE BARLEY MOW

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 8		63%
9:30AM	5 / 8		63%
11:00AM	6 / 8		75%
12:30PM	8 / 8		100%
2:00PM	5 / 8		63%
3:30PM	4 / 8		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 10)
SHORT TERM	4	40%
MEDIUM TERM	0	0%
LONG TERM	4	40%
PERMANENT	2	20%
5:00PM	3 / 8	38%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	3

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	2
EMPTY	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	4
PERMANENT	2
EMPTY	0

2 PM

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2
EMPTY	3

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	4

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	5

MILL TO BRAE PRIVATE LOT

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10 / 23		43%
9:30AM	12 / 23		52%
11:00AM	15 / 23		65%
12:30PM	15 / 23		65%
2:00PM	11 / 23		48%
3:30PM	12 / 23		52%
5:00PM	6 / 23		26%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 22)
SHORT TERM	5	23%
MEDIUM TERM	6	27%
LONG TERM	5	23%
PERMANENT	6	27%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	6
EMPTY	13

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	4
PERMANENT	6
EMPTY	11

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	5
PERMANENT	6
EMPTY	8

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	5
PERMANENT	6
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	3
PERMANENT	4
EMPTY	12

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	3
PERMANENT	6
EMPTY	11

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	17

93 MILL STREET AND THE GEORGIAN PEACH PRIVATE LOTS

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6 / 23		26%
9:30AM	8 / 23		35%
11:00AM	8 / 23		35%
12:30PM	8 / 23		35%
2:00PM	8 / 23		35%
3:30PM	9 / 23		39%
5:00PM	7 / 23		30%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 20)
SHORT TERM	8	40%
MEDIUM TERM	6	30%
LONG TERM	4	20%
PERMANENT	2	10%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	17

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	3
PERMANENT	2
EMPTY	14

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	4

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	5

PERMANENT	2
EMPTY	15

PERMANENT	2
EMPTY	15

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	5
PERMANENT	2
EMPTY	14

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	2
EMPTY	16

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	14

79 BRIDGE STREET PRIVATE LOT

TIME	USAGE (/ 20)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6 / 20		30%
9:30AM	6 / 20		30%
11:00AM	6 / 20		30%
12:30PM	5 / 20		25%
2:00PM	6 / 20		30%
3:30PM	4 / 20		20%
5:00PM	3 / 20		15%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 17)
SHORT TERM	9	53%
MEDIUM TERM	6	35%
LONG TERM	0	0%
PERMANENT	2	12%

8 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	0
PERMANENT	2
EMPTY	14

11 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1

MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	14

MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	15

2 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	14

3:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	16

5 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	17

HERITAGE COURT PRIVATE LOT RESIDENTIAL SPACES

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 2		100%
9:30AM	2 / 2		100%
11:00AM	2 / 2		100%
12:30PM	1 / 2		50%
2:00PM	1 / 2		50%
3:30PM	2 / 2		100%
5:00PM	2 / 2		100%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 2)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	2	100%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	0

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	0

5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	0

HIGH STREET LOT PRIVATE PARKING

TIME	USAGE (/ 33)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	17 / 33		52%
9:30AM	15 / 33		45%
11:00AM	15 / 33		45%
12:30PM	18 / 33		55%
2:00PM	17 / 33		52%
3:30PM	18 / 33		55%
5:00PM	14 / 33		42%
USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 29)	
SHORT TERM	6	21%	
MEDIUM TERM	7	24%	
LONG TERM	6	21%	
PERMANENT	10	34%	

8 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	16

9:30 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	18

11 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	18

12:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	6
PERMANENT	10
EMPTY	13

2 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	4
PERMANENT	10
EMPTY	15

3:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	6
LONG TERM	2
PERMANENT	10
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	2
PERMANENT	8
EMPTY	19

MILL STREET TO BRIDGE STREET RESIDENTAL PARKING LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 13		38%
9:30AM	7 / 13		54%
11:00AM	6 / 13		46%
12:30PM	5 / 13		38%
2:00PM	7 / 13		54%
3:30PM	8 / 13		62%
5:00PM	6 / 13		46%

USAGE TYPE	NUMBER OF USERS (/ 13)	PERCENTAGE (/ 10)
SHORT TERM	0	0%
MEDIUM TERM	4	40%
LONG TERM	2	20%
PERMANENT	4	40%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0

MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	8

MEDIUM TERM	2
LONG TERM	1
PERMANENT	4
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	4
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	4
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	4
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	4
EMPTY	5

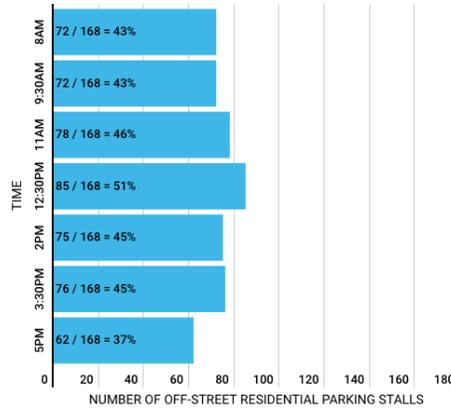
5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	7

SUMMARY STATISTICS

Graph 28 provides an accurate representation of the data collected on Friday June 21st 2019 regarding the occupancy of vehicles in residential off-street parking stalls located in the designated study area.

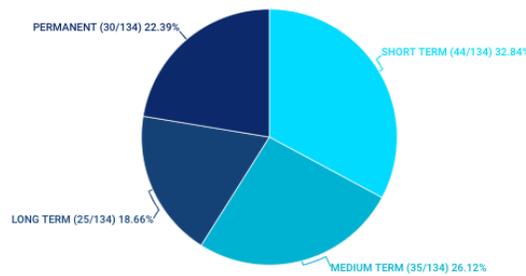
OFF-STREET RESIDENTIAL PARKING USAGE (OUT OF 168 SPACES)



Graph 28

Graph 29 expands on the information provide in Graph 28 by indicating the distribution of user types whom occupied residential off-street parking stalls on June 21st, 2019.

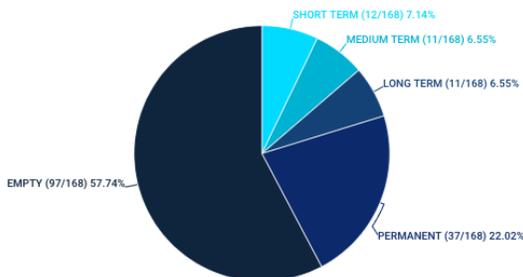
RESIDENTIAL OFF-STREET USER COMPOSITION (OUT OF 134 USERS)



Graph 29

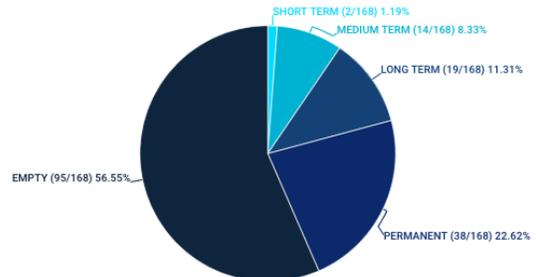
The graphs below indicate the parking composition of residential off-street parking stalls at all points of the day on June 21st 2019.

8AM PARKING COMPOSTION (OUT OF 168 SPACES)



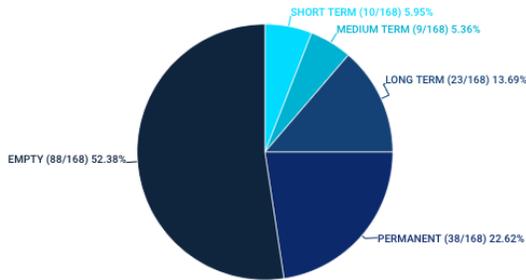
Graph 30

930AM PARKING COMPOSTION (OUT OF 168 SPACES)



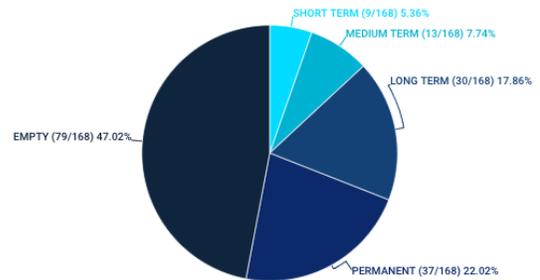
Graph 31

11AM PARKING COMPOSTION (OUT OF 168 SPACES)



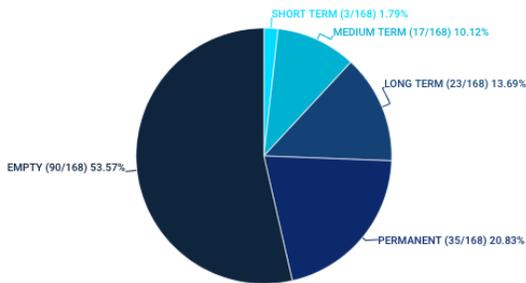
Graph 32

1230PM PARKING COMPOSTION (OUT OF 168 SPACES)



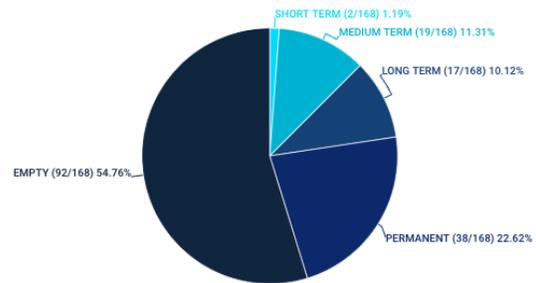
Graph 33

2PM PARKING COMPOSTION (OUT OF 168 SPACES)



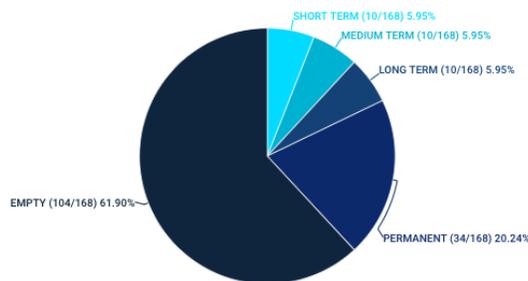
Graph 34

330PM PARKING COMPOSTION (OUT OF 168 SPACES)



Graph 35

5PM PARKING COMPOSTION (OUT OF 134 USERS)



Graph 36

APPENDIX F

SATURDAY JUNE 22nd 2019

ON-STREET PARKING FACILITIES

MILL STREET

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10/42		24%
9:15AM	12/42		29%
10:30AM	36/42	1	85%
11:45AM	33/42	1	81%
1PM	38/42	1	90%
2:15PM	35/42	1	83%
3:30PM	30/42		71%
4:45PM	26/42		62%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/151)
SHORT TERM	109	72%
MEDIUM TERM	38	25%
LONG TERM	3	2%
PERMANENT	1	1%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	32

9:15 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	9
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	30

10:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	23
MEDIUM TERM	10
LONG TERM	2
PERMANENT	1
EMPTY	6

11:45 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	16
MEDIUM TERM	14
LONG TERM	2
PERMANENT	1
EMPTY	9

1 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	16
MEDIUM TERM	18
LONG TERM	3
PERMANENT	1
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	17
LONG TERM	3
PERMANENT	1
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	16
LONG TERM	2
PERMANENT	1
EMPTY	12

4:45PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	13
MEDIUM TERM	10
LONG TERM	2
PERMANENT	1
EMPTY	16

BRIDGE STREET

TIME	USAGE (/ 28)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4/28		14%
9:15AM	10/28		36%
10:30AM	12/28		43%
11:45AM	17/28		61%
1PM	18/28		64%
2:15PM	8/28		29%
3:30PM	10/28		36%
4:45PM	18/28		64%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 50)
SHORT TERM	33	66%
MEDIUM TERM	13	26%
LONG TERM	2	4%
PERMANENT	2	4%

8 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	24

9:15 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	18

10:30 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	5
MEDIUM TERM	4
LONG TERM	1
PERMANENT	2
EMPTY	16

11:45 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	5
LONG TERM	2
PERMANENT	2
EMPTY	11

1 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	9

2:15PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	3

MEDIUM TERM	5
LONG TERM	2
PERMANENT	2
EMPTY	4

MEDIUM TERM	2
LONG TERM	1
PERMANENT	2
EMPTY	20

3:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	2
MEDIUM TERM	6
LONG TERM	0
PERMANENT	2
EMPTY	18

4:45PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	1
MEDIUM TERM	5
LONG TERM	0
PERMANENT	2
EMPTY	20

HIGH STREET

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/16		13%
9:15AM	7/16		44%
10:30AM	7/16		44%
11:45AM	11/16		69%
1PM	7/16		44%
2:15PM	5/16		31%
3:30PM	3/16		19%
4:45PM	1/16		6%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 28)
SHORT TERM	22	79%
MEDIUM TERM	4	14%
LONG TERM	1	4%
PERMANENT	1	4%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	14

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	9

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	9

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	5

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	9

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	13

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	15

BRAE STREET

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/8		13%
9:15AM	5/8		63%
10:30AM	4/8		50%
11:45AM	5/8		63%
1PM	6/8		75%
2:15PM	5/8		63%
3:30PM	7/8		88%
4:45PM	5/8		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 21)
SHORT TERM	12	57%
MEDIUM TERM	7	33%
LONG TERM	1	5%
PERMANENT	1	5%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	3

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	1

PERMANENT	1
EMPTY	4

PERMANENT	1
EMPTY	3

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	2

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	1

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	3

LITTLE BRIDGE STREET

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/2		50%
9:15AM	1/2		50%
10:30AM	2/2		100%
11:45AM	2/2		100%
1PM	2/2		100%
2:15PM	1/2		50%
3:30PM	2/2		100%
4:45PM	1/2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 12)
SHORT TERM	12	100%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

10:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

1 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

2:15PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

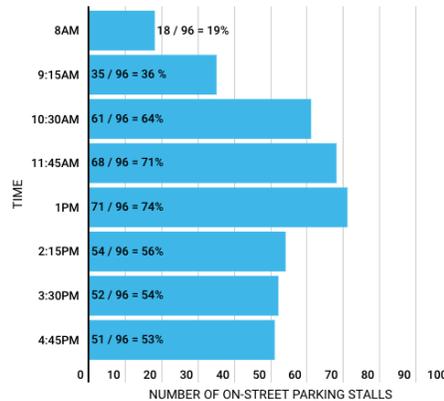
4:45PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

SUMMARY STATISTICS

Graph 37 provides an accurate representation of the data collected on Saturday June 22nd 2019 regarding the occupancy of vehicles in on-street parking stalls located in the designated study area.

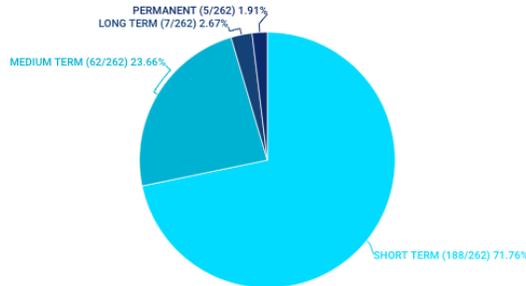
ON-STREET PARKING USAGE (OUT OF 96 SPACES)



Graph 37

Graph 38 expands on the information provide in Graph 37 by indicating the distribution of user types whom occupied on-street parking stalls on Saturday June 22nd, 2019.

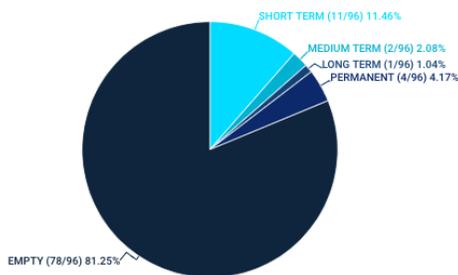
ON-STREET USER COMPOSITION (OUT OF 262 USERS)



Graph 38

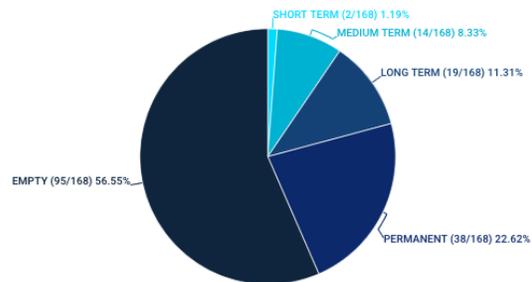
The graphs below indicate the parking composition of on-street parking stalls at all points of the day on Saturday June 22nd 2019.

8AM PARKING COMPOSTION (OUT OF 96 SPACES)



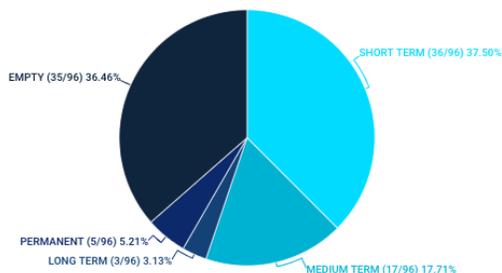
Graph 39

915AM PARKING COMPOSTION (OUT OF 96 SPACES)



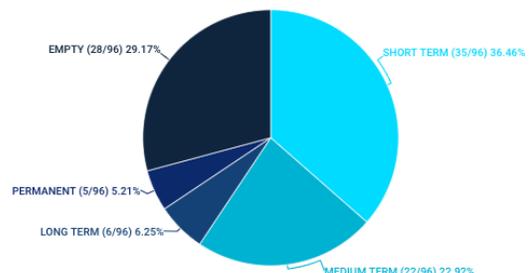
Graph 40

1030AM PARKING COMPOSTION (OUT OF 96 SPACES)



Graph 41

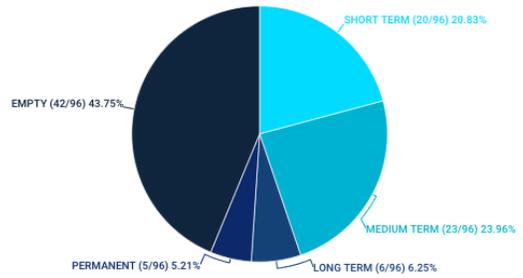
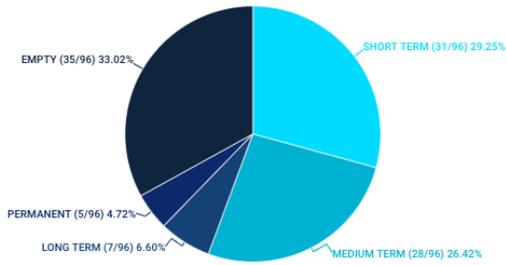
1145PM PARKING COMPOSTION (OUT OF 96 SPACES)



Graph 42

1PM PARKING COMPOSITION (OUT OF 96 SPACES)

215PM PARKING COMPOSITION (OUT OF 96 SPACES)



Graph

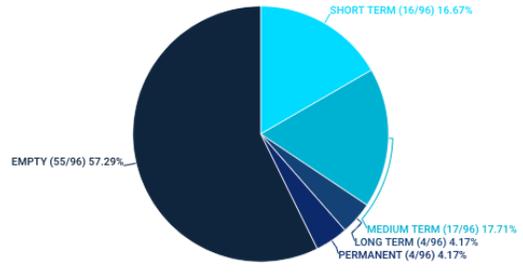
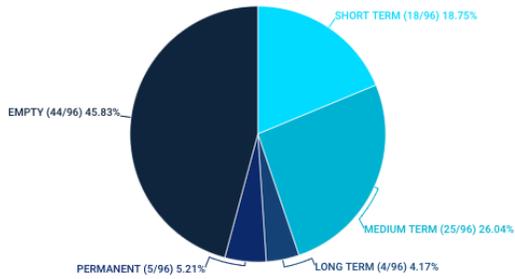
43

Graph

44

330PM PARKING COMPOSITION (OUT OF 96 SPACES)

415PM PARKING COMPOSITION (OUT OF 96 SPACES)



Graph 45

Graph 46

OFF-STREET PUBLIC PARKING FACILITIES

LIBRARY PUBLIC LOT

TIME	USAGE (/47)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	21/47		45%
9:15AM	26/47		55%
10:30AM	35/47		75%
11:45AM	37/47		79%
1PM	17/47		36%
2:15PM	11/47		23%
3:30PM	8/47		17%
4:45PM	4/47		9%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/87)
SHORT TERM	58	67%
MEDIUM TERM	12	15%
LONG TERM	17	20%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	16
PERMANENT	0
EMPTY	26

9:15 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	7
MEDIUM TERM	3
LONG TERM	16
PERMANENT	0
EMPTY	21

10:30 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	14
MEDIUM TERM	4
LONG TERM	17
PERMANENT	0
EMPTY	12

11:45 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	14
MEDIUM TERM	6
LONG TERM	17
PERMANENT	0
EMPTY	10

1 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	1
PERMANENT	0
EMPTY	36

2:15PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	5
MEDIUM TERM	5
LONG TERM	1
PERMANENT	0
EMPTY	36

3:30 PM

4:45PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	3
MEDIUM TERM	4
LONG TERM	1
PERMANENT	0
EMPTY	39

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	1
PERMANENT	0
EMPTY	43

HIGH STREET PUBLIC LOT

TIME	USAGE (/ 42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	7/42		17%
9:15AM	11/42		26%
10:30AM	22/42		52%
11:45AM	38/42		90%
1PM	38/42		90%
2:15PM	25/42		60%
3:30PM	29/42		70%
4:45PM	28/42		67%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 99)
SHORT TERM	53	54%
MEDIUM TERM	33	33%
LONG TERM	10	10%
PERMANENT	3	3%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	35

9:15 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	5
PERMANENT	2
EMPTY	31

10:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	8
PERMANENT	3
EMPTY	20

11:45 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	18
LONG TERM	9
PERMANENT	3
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	18
LONG TERM	9
PERMANENT	3

2:15PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	8
LONG TERM	8
PERMANENT	3

EMPTY	4
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EMPTY	17
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3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	13
LONG TERM	5
PERMANENT	3
EMPTY	13

4:45PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	13
MEDIUM TERM	11
LONG TERM	1
PERMANENT	3
EMPTY	14

OLD TOWN HALL PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	7/22		32%
9:15AM	10/22		45%
10:30AM	11/22		50%
11:45AM	19/22		86%
1PM	10/22		45%
2:15PM	15/22		68%
3:30PM	11/22		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 53)
SHORT TERM	33	62%
MEDIUM TERM	16	31%
LONG TERM	2	4%
PERMANENT	2	4%
4:45PM	13/22	59%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	15

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	6
LONG TERM	0
PERMANENT	2
EMPTY	12

10:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	8
LONG TERM	0
PERMANENT	2
EMPTY	11

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	1
PERMANENT	2
EMPTY	3

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	4

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	5

LONG TERM	2
PERMANENT	2
EMPTY	12

LONG TERM	2
PERMANENT	2
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	5
LONG TERM	2
PERMANENT	2
EMPTY	11

4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	7
MEDIUM TERM	4
LONG TERM	1
PERMANENT	1
EMPTY	9

PAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 15)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/15		0%
9:15AM	3/15		20%
10:30AM	10/15		67%
11:45AM	11/15		73%
1PM	17/15	2	113%
2:15PM	17/15	2	113%
3:30PM	14/15		93%
4:45PM	11/15		73%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 62)
SHORT TERM	43	69%
MEDIUM TERM	18	29%
LONG TERM	1	2%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	15

9:15 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	12

10:30 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	10
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	5

11:45 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	6
MEDIUM TERM	4
LONG TERM	1
PERMANENT	0
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	7
MEDIUM TERM	9
LONG TERM	1
PERMANENT	0
EMPTY	0

2:15PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	8
MEDIUM TERM	8
LONG TERM	1
PERMANENT	0
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	5
MEDIUM TERM	8
LONG TERM	1
PERMANENT	0
EMPTY	1

4:45PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	4
MEDIUM TERM	7
LONG TERM	0
PERMANENT	0
EMPTY	4

UNPAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/18		0%
9:15AM	0/18		0%
10:30AM	2/18		11%
11:45AM	1/18		6%
1PM	12/18		67%
2:15PM	5/18		28%
3:30PM	5/18		28%
4:45PM	0/18		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 22)
SHORT TERM	20	91%
MEDIUM TERM	2	9%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:15 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

10:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0

PERMANENT	0
EMPTY	16

PERMANENT	0
EMPTY	17

1 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	11
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	6

2:15PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	13

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	13

4:45PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

ICE CREAM SHOP PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/22		23%
9:15AM	8/22		36%
10:30AM	12/22		55%
11:45AM	18/22		82%
1PM	17/22		77%
2:15PM	17/22		77%
3:30PM	10/22		45%
4:45PM	16/22		73%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 46)
SHORT TERM	24	52%
MEDIUM TERM	14	30%
LONG TERM	5	11%
PERMANENT	3	7%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	17

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	2
PERMANENT	3
EMPTY	14

10:30 AM

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	4
PERMANENT	3
EMPTY	10

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	6
LONG TERM	5
PERMANENT	3
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	8
LONG TERM	4
PERMANENT	3
EMPTY	5

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	6
LONG TERM	4
PERMANENT	3
EMPTY	5

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	3
PERMANENT	3
EMPTY	12

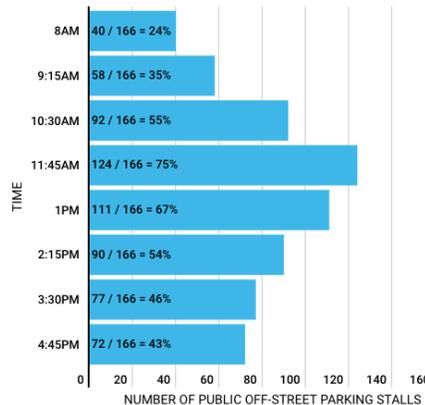
4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	10
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	6

SUMMARY STATISTICS

Graph 47 provides an accurate representation of the data collected on Saturday June 22nd 2019 regarding the occupancy of vehicles in off-street public parking stalls located in the designated study area.

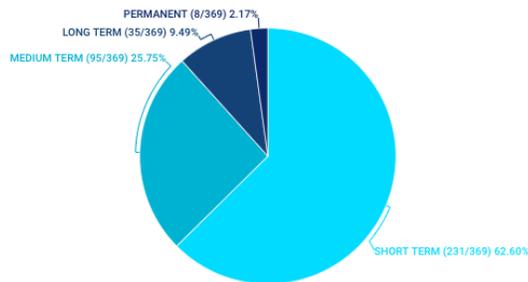
OFF-STREET PUBLIC PARKING USAGE (OUT OF 166 SPACES)



Graph 47

Graph 48 expands on the information provide in Graph 47 by indicating the distribution of user types whom occupied public off-street parking stalls on June 21st, 2019.

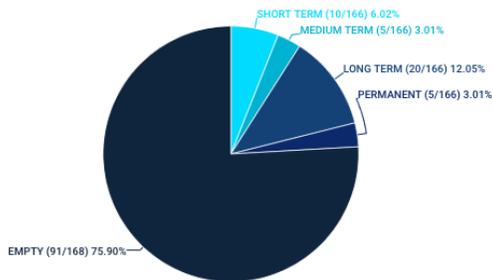
PUBLIC OFF-STREET USER COMPOSITION (OUT OF 369 USERS)



Graph 48

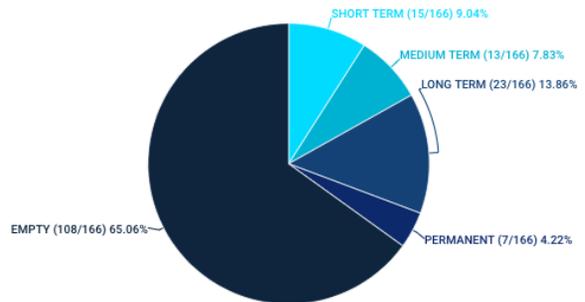
The graphs below indicate the parking composition of public off-street parking stalls at all points of the day on the day of June 21st 2019.

8AM PARKING COMPOSTION (OUT OF 166 SPACES)



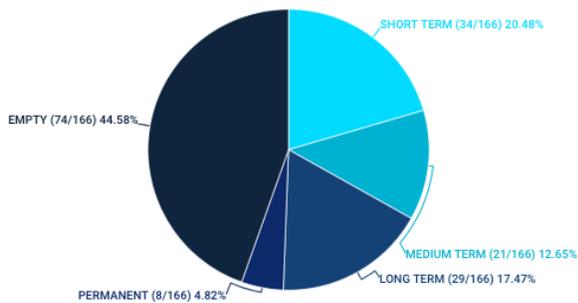
Graph 49

915AM PARKING COMPOSTION (OUT OF 166 SPACES)



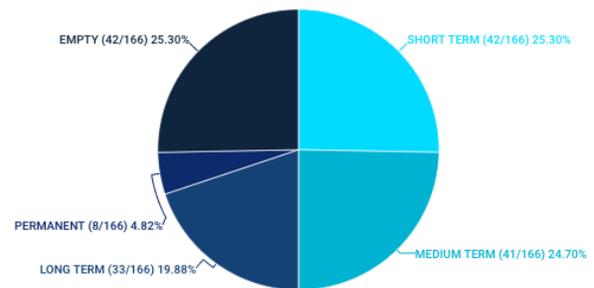
Graph 50

1030AM PARKING COMPOSTION (OUT OF 166 SPACES)



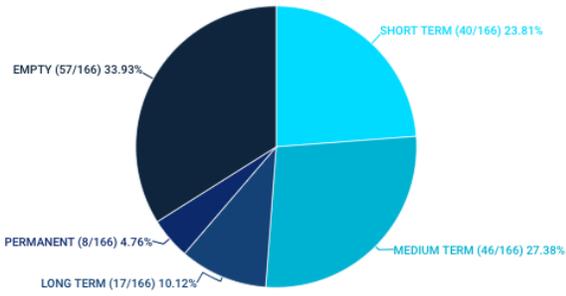
Graph 51

1145AM PARKING COMPOSTION (OUT OF 166 SPACES)



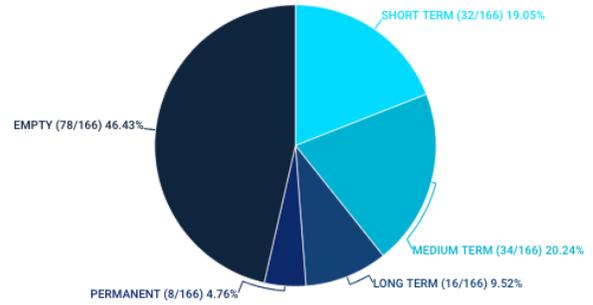
Graph 52

1PM PARKING COMPOSTION (OUT OF 166 SPACES)



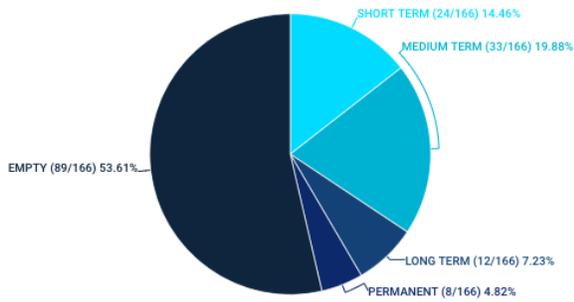
Graph 53

215PM PARKING COMPOSTION (OUT OF 166 SPACES)



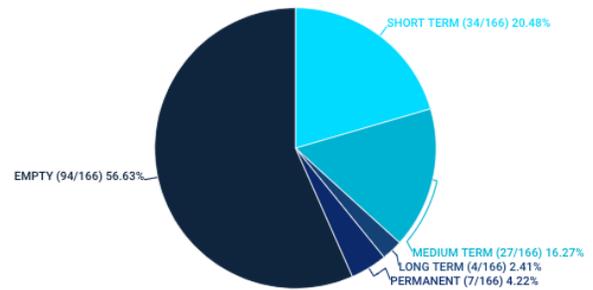
Graph 54

330PM PARKING COMPOSTION (OUT OF 166 SPACES)



Graph 55

415PM PARKING COMPOSTION (OUT OF 166 SPACES)



Graph 56

OFF-STREET COMMERCIAL PARKING FACILITIES

POST OFFICE PRIVATE LOT

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/16		13%
9:15AM	3/16		19%
10:30AM	4/16		25%
11:45AM	11/16		69%
1PM	10/16		63%
2:15PM	8/16		50%
3:30PM	8/16		50%
4:45PM	4/16		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/29)
SHORT TERM	20	69%
MEDIUM TERM	6	21%
LONG TERM	2	7%
PERMANENT	1	3%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	14

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	13

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	12

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	5
MEDIUM TERM	3
LONG TERM	2
PERMANENT	1
EMPTY	5

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	4
LONG TERM	2
PERMANENT	1
EMPTY	6

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	5

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2

MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	8

MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	12

HERITAGE COURT PRIVATE LOT

TIME	USAGE (/77)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	8/77		10%
9:15AM	20/77		26%
10:30AM	34/77		44%
11:45AM	41/77		53%
1PM	53/77		69%
2:15PM	35/77		45%
3:30PM	27/77		35%
4:45PM	16/77		21%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/118)
SHORT TERM	61	52%
MEDIUM TERM	39	33%
LONG TERM	13	11%
PERMANENT	3	3%

8 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	1
MEDIUM TERM	5
LONG TERM	1
PERMANENT	1
EMPTY	69

9:15 AM

TYPE OF USER	FREQUENCY (/77)
SHORT TERM	3
MEDIUM TERM	9
LONG TERM	5
PERMANENT	3
EMPTY	57

10:30 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	10
MEDIUM TERM	13
LONG TERM	8
PERMANENT	3
EMPTY	43

11:45 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	10
MEDIUM TERM	17
LONG TERM	11
PERMANENT	3
EMPTY	36

1 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	15
MEDIUM TERM	22
LONG TERM	13

2:15PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	7
MEDIUM TERM	16
LONG TERM	9

PERMANENT	3
EMPTY	24

PERMANENT	3
EMPTY	42

3:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	8
MEDIUM TERM	7
LONG TERM	9
PERMANENT	3
EMPTY	50

4:45PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	7
MEDIUM TERM	1
LONG TERM	5
PERMANENT	3
EMPTY	61

THE BEER STORE PRIVATE LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/18		6%
9:15AM	4/18		22%
10:30AM	9/18		50%
11:45AM	10/18		56%
1PM	7/18		39%
2:15PM	5/18		28%
3:30PM	1/18		6%
4:45PM	2/18		11%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 33)
SHORT TERM	31	94%
MEDIUM TERM	1	3%
LONG TERM	1	3%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	17

9:15 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	14

10:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	8
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	9

11:45 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	9
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	8

1 PM

2:15PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	6
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	11

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	13

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	17

4:45PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	16

THE HUB PRIVATE PARKING LOT

TIME	USAGE (/ 6)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/6		17%
9:15AM	3/6		50%
10:30AM	4/6		67%
11:45AM	3/6		50%
1PM	1/6		17%
2:15PM	4/6		67%
3:30PM	1/6		17%
4:45PM	0/6		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 9)
SHORT TERM	6	67%
MEDIUM TERM	1	11%
LONG TERM	2	22%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

9:15 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	3

10:30 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0

EMPTY	2
-------	---

EMPTY	4
-------	---

1 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

2:15PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	5

4:45PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

HB AUTO PRIVATE LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/13		38%
9:15AM	6/13		46%
10:30AM	6/13		46%
11:45AM	7/13		54%
1PM	5/13		38%
2:15PM	5/13		38%
3:30PM	4/13		31%
4:45PM	3/13		23%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 14)
SHORT TERM	5	36%
MEDIUM TERM	4	29%
LONG TERM	4	29%
PERMANENT	1	7%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	1
EMPTY	8

9:15 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	1
EMPTY	7

10:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1

11:45 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	2

MEDIUM TERM	1
LONG TERM	3
PERMANENT	1
EMPTY	7

MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	8

1 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	8

2:15PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	9

4:45PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	10

ALMONTE DENTAL CENTRE PRIVATE LOT

TIME	USAGE (/ 7)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/7		14%
9:15AM	1/7		14%
10:30AM	1/7		14%
11:45AM	0/7		0%
1PM	0/7		0%
2:15PM	0/7		0%
3:30PM	2/7		29%
4:45PM	2/7		29%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 3)
SHORT TERM	1	33%
MEDIUM TERM	1	33%
LONG TERM	1	33%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

9:15 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

11:45 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

1 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

2:15PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	5

4:45PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	5

ALMONTE FAMILY OPTOMETRISTS PRIVATE LOT

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/8		25%
9:15AM	1/8		13%
10:30AM	1/8		13%
11:45AM	2/8		25%
1PM	4/8		50%
2:15PM	0/8		0%
3:30PM	0/8		0%
4:45PM	0/8		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 6)
SHORT TERM	5	83%
MEDIUM TERM	0	0%
LONG TERM	1	17%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1

PERMANENT	0
EMPTY	6

PERMANENT	0
EMPTY	7

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	7

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

THOBURN MILL COMMERCIAL PRIVATE PARKING

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/8		0%
9:15AM	2/8		25%
10:30AM	3/8		38%
11:45AM	1/8		13%
1PM	2/8		25%
2:15PM	1/8		13%
3:30PM	1/8		13%
4:45PM	5/8		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 9)
SHORT TERM	6	67%
MEDIUM TERM	2	22%
LONG TERM	1	11%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	5

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	7

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	7

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	3

THE BARLEY MOW PRIVATE PARKING

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/22		%
9:15AM	5/22		%
10:30AM	8/22		%
11:45AM	16/22		%
1PM	14/22		%
2:15PM	17/22		%
3:30PM	11/22		%
4:45PM	12/22		%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 43)
SHORT TERM	30	70%
MEDIUM TERM	7	16%
LONG TERM	4	9%

PERMANENT	2	5%
-----------	---	----

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	21

10:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2
EMPTY	14

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	4
LONG TERM	4
PERMANENT	2
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	4
PERMANENT	2
EMPTY	11

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	17

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	9
MEDIUM TERM	1
LONG TERM	4
PERMANENT	2
EMPTY	6

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	4
PERMANENT	2
EMPTY	5

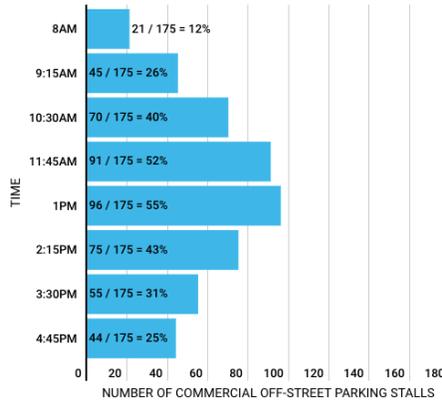
4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	3
LONG TERM	2
PERMANENT	2
EMPTY	10

SUMMARY STATISTICS

Graph 57 provides an accurate representation of the data collected on Saturday June 22nd 2019 regarding the occupancy of vehicles in off-street commercial parking stalls located in the designated study area.

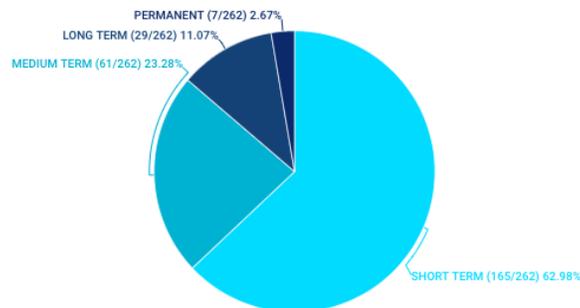
OFF-STREET COMMERCIAL PARKING USAGE (OUT OF 175 SPACES)



Graph 57

Graph 58 expands on the information provide in Graph 57 by indicating the distribution of user types whom occupied on-street parking stalls on June 21st, 2019.

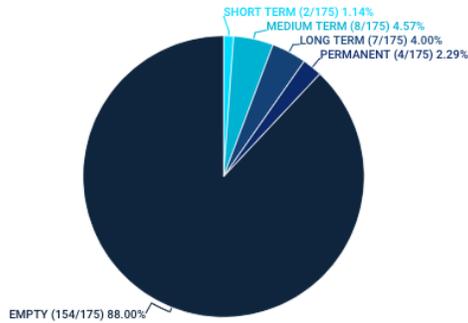
COMMERCIAL OFF-STREET USER COMPOSITION (OUT OF 262 USERS)



Graph 58

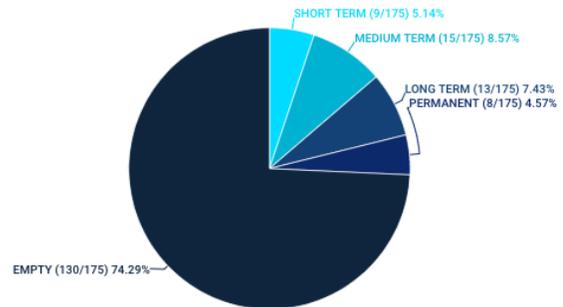
The graphs below provide information regarding the status of commercial off-street parking stalls at the different times during the day in which they were observed.

8AM PARKING COMPOSTION (OUT OF 175 SPACES)



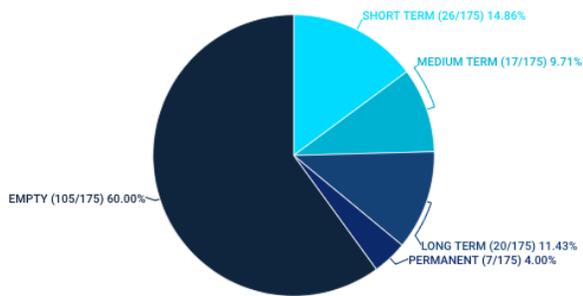
Graph 59

915AM PARKING COMPOSTION (OUT OF 175 SPACES)



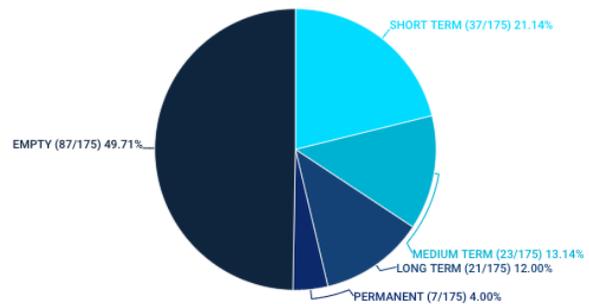
Graph 60

1030AM PARKING COMPOSTION (OUT OF 175 SPACES)



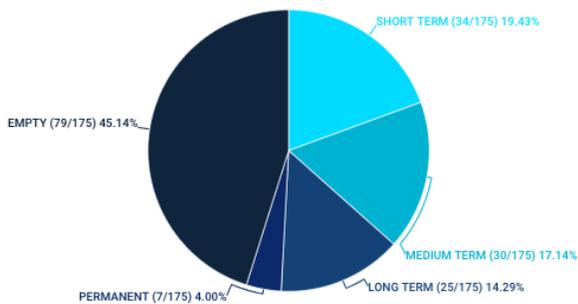
Graph 61

1145AM PARKING COMPOSTION (OUT OF 175 SPACES)



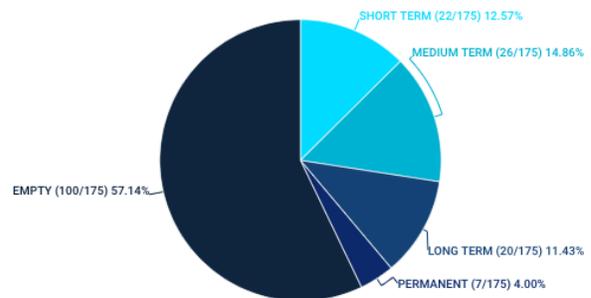
Graph 62

1PM PARKING COMPOSTION (OUT OF 175 SPACES)



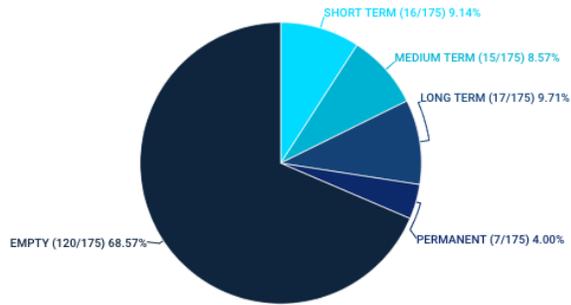
Graph 63

215PM PARKING COMPOSTION (OUT OF 175 SPACES)



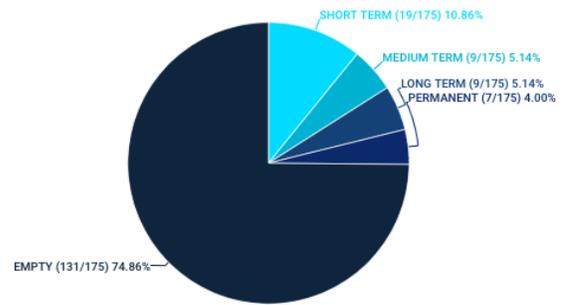
Graph 64

330PM PARKING COMPOSTION (OUT OF 175 SPACES)



Graph 65

445PM PARKING COMPOSTION (OUT OF 175 SPACES)



Graph 66

OFF-STREET RESIDENTIAL PARKING

WOOLEN MILL PRIVATE PARKING

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10/16		63%
9:15AM	9/16		56%
10:30AM	5/16		31%
11:45AM	5/16		31%
1PM	7/16		44%
2:15PM	7/16		44%
3:30PM	9/16		56%
4:45PM	9/16		56%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/18)
SHORT TERM	5	28%
MEDIUM TERM	5	28%
LONG TERM	5	28%
PERMANENT	3	18%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	3
PERMANENT	3
EMPTY	6

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	3
PERMANENT	3
EMPTY	7

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	10

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2
EMPTY	11

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	3
EMPTY	9

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	3
EMPTY	9

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1

MEDIUM TERM	2
LONG TERM	4
PERMANENT	2
EMPTY	7

MEDIUM TERM	2
LONG TERM	4
PERMANENT	2
EMPTY	7

THOBURN MILL RESIDENTIAL PRIVATE PARKING

TIME	USAGE (/30)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	16/30		13%
9:15AM	5/30		63%
10:30AM	4/30		50%
11:45AM	5/30		63%
1PM	6/30		75%
2:15PM	5/30		63%
3:30PM	7/30		88%
4:45PM	5/30		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/18)
SHORT TERM	2	11%
MEDIUM TERM	1	6%
LONG TERM	4	25%
PERMANENT	11	61%

8 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	11
EMPTY	14

9:15 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	11
EMPTY	17

10:30 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	11
EMPTY	17

11:45 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	3
PERMANENT	10
EMPTY	13

1 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	10
EMPTY	17

2:15PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	10
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	11
EMPTY	16

4:45PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	11
EMPTY	16

RESIDENTIAL PARKING WITHIN CLOSE PROXIMITY TO THE BARLEY MOW

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/8		13%
9:15AM	6/8		63%
10:30AM	7/8		50%
11:45AM	7/8		63%
1PM	6/8		75%
2:15PM	7/8		63%
3:30PM	5/8		88%
4:45PM	3/8		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 16)
SHORT TERM	5	31%
MEDIUM TERM	6	38%
LONG TERM	4	25%
PERMANENT	1	6%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	3

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	1
EMPTY	2

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	3
PERMANENT	1
EMPTY	1

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	4
PERMANENT	1
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	1

PERMANENT	1
EMPTY	2

PERMANENT	1
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	3

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	5

MILL TO BRAE PRIVATE LOT

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6/23		26%
9:15AM	12/23		52%
10:30AM	10/23		43%
11:45AM	9/23		39%
1PM	9/23		39%
2:15PM	8/23		35%
3:30PM	9/23		39%
4:45PM	7/23		30%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 16)
SHORT TERM	2	13%
MEDIUM TERM	6	38%
LONG TERM	2	13%
PERMANENT	6	38%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	17

9:15 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	2
PERMANENT	6
EMPTY	11

10:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	6
EMPTY	13

11:45 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	6
EMPTY	14

1 PM

TYPE OF USER	FREQUENCY (/ 23)

2:15PM

TYPE OF USER	FREQUENCY (/ 23)

SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	6
EMPTY	14

SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	15

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	6
EMPTY	14

4:45PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	5
EMPTY	16

93 MILL STREET AND THE GEORGIAN PEACH PRIVATE LOTS

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6/23		26%
9:15AM	6/23		26%
10:30AM	9/23		39%
11:45AM	9/23		39%
1PM	7/23		30%
2:15PM	6/23		26%
3:30PM	9/23		39%
4:45PM	9/23		39%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 12)
SHORT TERM	0	0%
MEDIUM TERM	3	25%
LONG TERM	5	42%
PERMANENT	4	33%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	17

9:15 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	17

10:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	4
EMPTY	14

11:45 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	5
PERMANENT	4
EMPTY	14

1 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	3
EMPTY	16

2:15PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	4
PERMANENT	3
EMPTY	14

4:45PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	4
EMPTY	14

79 BRIDGE STREET PRIVATE LOT

TIME	USAGE (/ 20)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4/20		20%
9:15AM	5/20		25%
10:30AM	4/20		20%
11:45AM	5/20		25%
1PM	6/20		30%
2:15PM	5/20		25%
3:30PM	7/20		35%
4:45PM	5/20		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	4	36%
MEDIUM TERM	3	27%
LONG TERM	1	9%
PERMANENT	3	27%

8 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	16

9:15 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	15

10:30 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1

11:45 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0

MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	16

MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	15

1 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	14

2:15PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	3
EMPTY	15

3:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	0
PERMANENT	3
EMPTY	13

4:45PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	15

HERITAGE COURT PRIVATE LOT RESIDENTIAL SPACES

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/2		100%
9:15AM	2/2		100%
10:30AM	2/2		100%
11:45AM	2/2		100%
1PM	1/2		50%
2:15PM	1/2		50%
3:30PM	1/2		50%
4:45PM	1/2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 2)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	1	50%
PERMANENT	1	50%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

9:15 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

10:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

1 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

4:45PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

HIGH STREET LOT PRIVATE PARKING

TIME	USAGE (/ 33)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	18/33		55%
9:15AM	20/33		61%
10:30AM	19/33		58%
11:45AM	18/33		55%
1PM	19/33		58%
2:15PM	17/33		52%
3:30PM	18/33		55%
4:45PM	16/33		48%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 26)
SHORT TERM	2	8%
MEDIUM TERM	7	27%
LONG TERM	3	12%
PERMANENT	14	54%

8 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	2

9:15 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	2

PERMANENT	12
EMPTY	15

PERMANENT	14
EMPTY	13

10:30 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	14
EMPTY	14

11:45 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	14
EMPTY	15

1 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	1
PERMANENT	14
EMPTY	14

2:15PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	14
EMPTY	16

3:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	1
PERMANENT	14
EMPTY	15

4:45PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	13
EMPTY	17

MILL STREET TO BRIDGE STREET RESIDENTIAL LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/13		38%
9:15AM	5/13		38%
10:30AM	6/13		46%
11:45AM	5/13		38%
1PM	5/13		38%
2:15PM	5/13		38%
3:30PM	5/13		38%
4:45PM	5/13		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 7)
SHORT TERM	1	14%
MEDIUM TERM	0	0%
LONG TERM	3	43%
PERMANENT	3	43%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

9:15 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

10:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	3
EMPTY	7

11:45 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

1 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

2:15PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

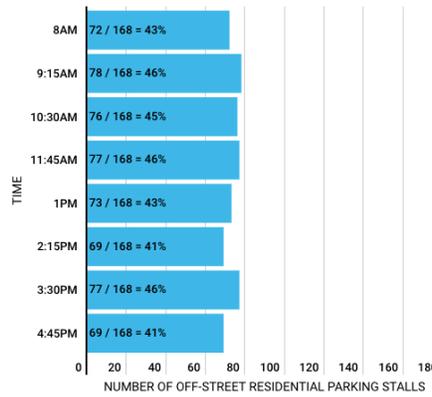
4:45PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	8

SUMMARY STATISTICS

Graph 67 provides a visual representation of the data collected on Saturday June 22nd 2019 regarding the occupancy of vehicles in residential off-street parking stalls.

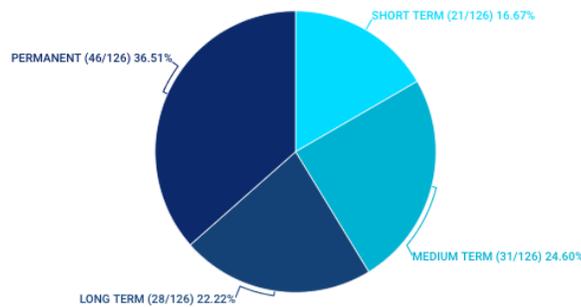
OFF-STREET RESIDENTIAL PARKING USAGE (OUT OF 168 SPACES)



Graph 67

Graph 68 expands on the information provide in Graph 67 by indicating the distribution of user types whom occupied residential off-street parking stalls on June 22nd, 2019.

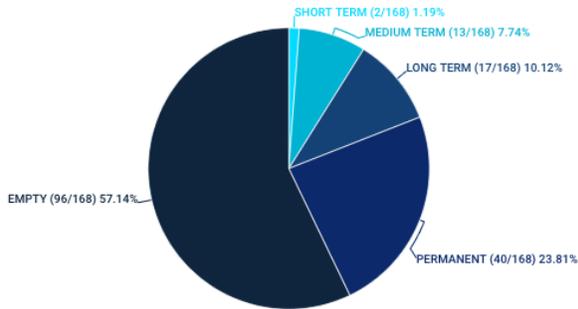
RESIDENTIAL OFF-STREET USER COMPOSITION (OUT OF 126 USERS)



Graph 68

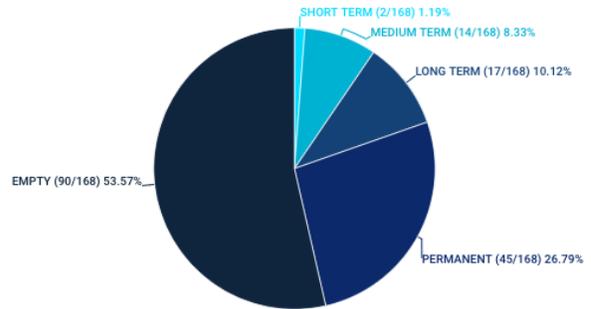
The graphs below indicate the parking composition of residential off-street parking stalls at all points of the day on Saturday June 22nd 2019.

8AM PARKING COMPOSTION (OUT OF 168 SPACES)



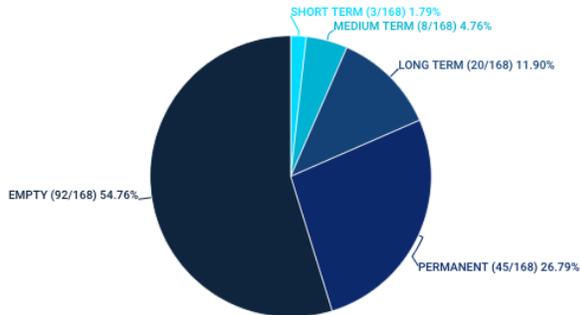
Graph 69

915AM PARKING COMPOSTION (OUT OF 168 SPACES)



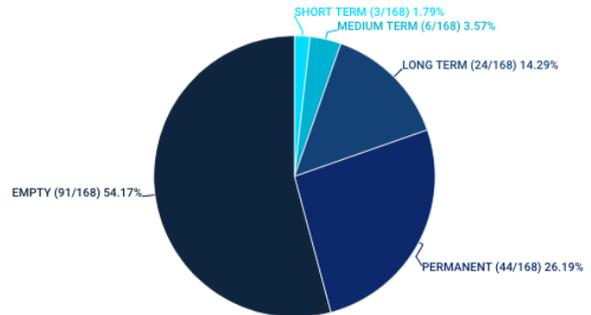
Graph 70

1030AM PARKING COMPOSTION (OUT OF 168 SPACES)



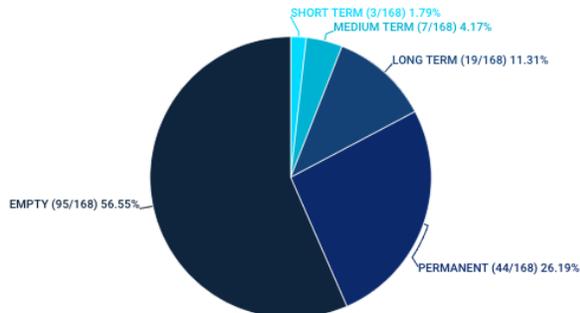
Graph 71

1145AM PARKING COMPOSTION (OUT OF 168 SPACES)



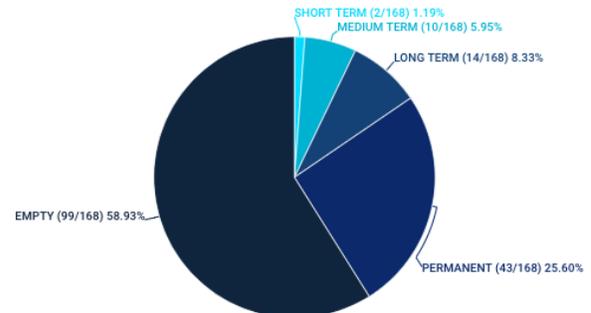
Graph 72

1PM PARKING COMPOSTION (OUT OF 168 SPACES)



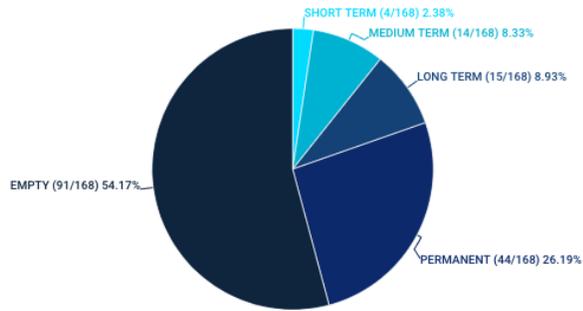
Graph 73

215PM PARKING COMPOSTION (OUT OF 168 SPACES)



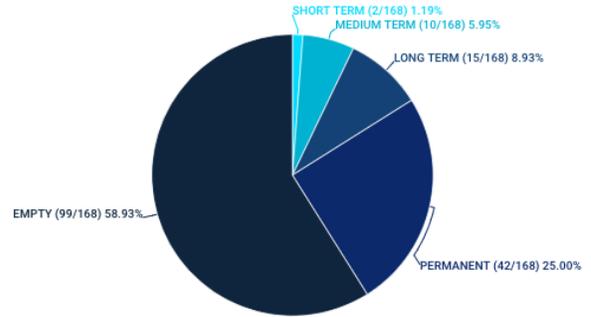
Graph 74

330PM PARKING COMPOSTION (OUT OF 168 SPACES)



Graph 75

445PM PARKING COMPOSTION (OUT OF 168 SPACES)



Graph 76

APPENDIX G

FRIDAY JULY 5th 2019

ON-STREET PARKING FACILITIES

MILL STREET

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	13/42		31%
9:30AM	22/42	1	52%
11:00AM	26/42	1	62%
12:30PM	38/42	2	90%
2:00PM	30/42	3	71%
3:30PM	28/42	1	67%
5:00PM	18/42	1	43%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/153)
SHORT TERM	136	89%
MEDIUM TERM	17	11%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	12
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	29

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	18
MEDIUM TERM	4
LONG TERM	0
PERMANENT	0
EMPTY	20

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	19
MEDIUM TERM	7
LONG TERM	0
PERMANENT	0
EMPTY	16

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	26
MEDIUM TERM	12
LONG TERM	0
PERMANENT	0
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	23
MEDIUM TERM	7
LONG TERM	0
PERMANENT	0
EMPTY	12

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	23
MEDIUM TERM	5
LONG TERM	0
PERMANENT	0
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	15
MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	24

BRIDGE STREET

TIME	USAGE (/ 28)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	7/28		25%
9:30AM	14/28	1	50%
11:00AM	12/28	1	43%
12:30PM	16/28		57%
2:00PM	7/28		25%
3:30PM	9/28		32%
5:00PM	4/28		14%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 56)
SHORT TERM	50	89%
MEDIUM TERM	4	7%
LONG TERM	1	2%
PERMANENT	1	2%

8 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	5
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	21

9:30 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	9
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	14

11 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	7
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	16

12:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	12
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	11

2 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1

EMPTY	21
-------	----

EMPTY	19
-------	----

5 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	24

HIGH STREET

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/16		13%
9:30AM	4/16		25%
11:00AM	2/16		13%
12:30PM	4/16		25%
2:00PM	3/16		19%
3:30PM	3/16		19%
5:00PM	2/16		13%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	4	50%
MEDIUM TERM	2	25%
LONG TERM	1	13%
PERMANENT	1	13%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	12

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	12

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1

MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	13

MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	13

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	14

BRAE STREET

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/8		13%
9:30AM	6/8		75%
11:00AM	7/8		88%
12:30PM	7/8		88%
2:00PM	5/8		63%
3:30PM	6/8		75%
5:00PM	5/8		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 23)
SHORT TERM	17	74%
MEDIUM TERM	4	17%
LONG TERM	1	4%
PERMANENT	1	4%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	7

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	2

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	1
PERMANENT	1
EMPTY	1

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	2

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	3

RESERVE STREET

TIME	USAGE (/ 82)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/82		0%
9:30AM	4/82		5%
11:00AM	7/82		9%
12:30PM	9/82		11%
2:00PM	8/82		10%
3:30PM	10/82		12%
5:00PM	10/82		12%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 19)
SHORT TERM	6	32%
MEDIUM TERM	9	47%
LONG TERM	2	11%
PERMANENT	2	11%

8 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	82

9:30 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	2
EMPTY	78

11 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	4
MEDIUM TERM	1

LONG TERM	2
PERMANENT	2
EMPTY	75

LONG TERM	2
PERMANENT	2
EMPTY	73

2 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	2
PERMANENT	2
EMPTY	74

3:30 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	7
LONG TERM	2
PERMANENT	1
EMPTY	72

5 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	7
LONG TERM	2
PERMANENT	1
EMPTY	72

LITTLE BRIDGE STREET

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 2	1	100%
9:30AM	3 / 2	1	150%
11:00AM	1 / 2		50%
12:30PM	0 / 2		0%
2:00PM	2 / 2		100%
3:30PM	2 / 2	1	100%
5:00PM	1 / 2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	11	100%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0

MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	2

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

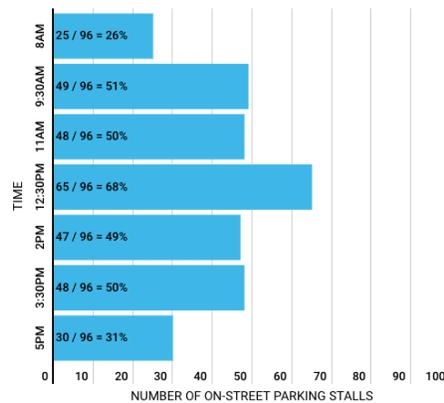
5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

SUMMARY STATISTICS

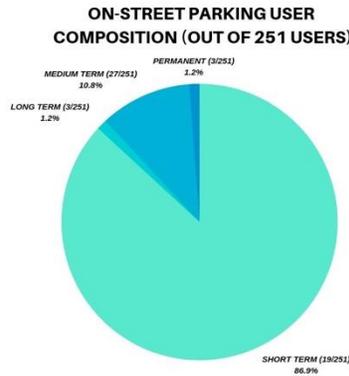
Graph 77 provides an accurate representation of the data collected on Friday July 5th 2019 regarding the occupancy of vehicles in on-street parking stalls located in the designated study area.

ON – STREET PARKING USAGE (OUT OF 96 SPACES)



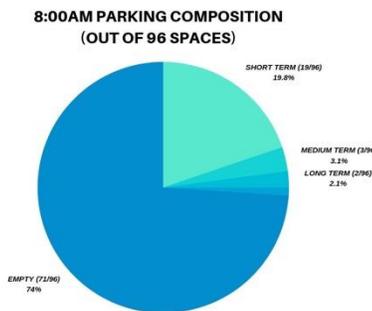
Graph 77

Graph 78 expands on the information provide in Graph 77 by indicating the distribution of user types whom occupied on-street parking stalls on Friday July 5th, 2019.

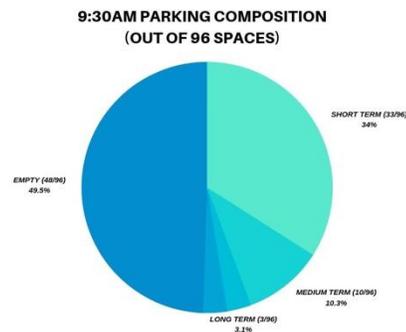


Graph 78

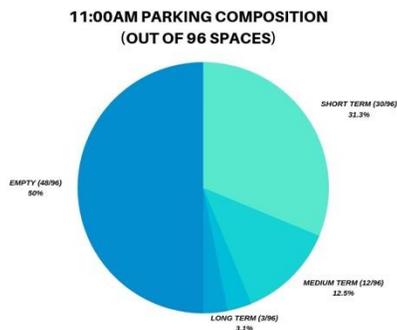
The graphs below indicate the parking composition of on-street parking stalls at all points of the day on Friday July 5th 2019.



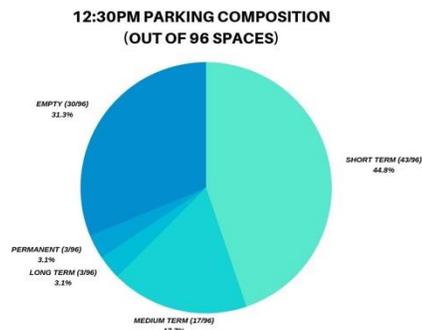
Graph 79



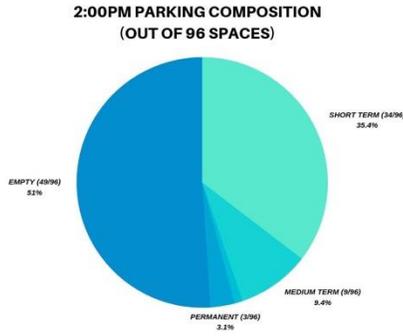
Graph 80



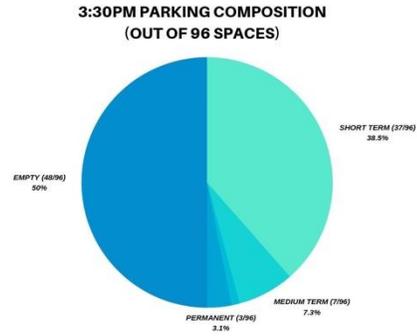
Graph 81



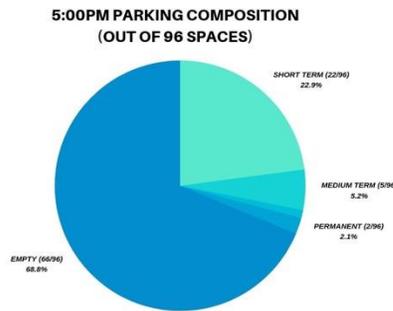
Graph 82



Graph 83



Graph 84



Graph 85

OFF-STREET PUBLIC PARKING FACILITIES

LIBRARY PUBLIC LOT

TIME	USAGE (/ 47)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 47		4%
9:30AM	13 / 47		28%
11:00AM	27 / 47		57%
12:30PM	26 / 47		55%
2:00PM	24 / 47		51%
3:30PM	18 / 47		38%
5:00PM	20 / 47		43%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 64)
SHORT TERM	40	63%
MEDIUM TERM	13	20%
LONG TERM	5	8%
PERMANENT	6	9%

8 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	0
MEDIUM TERM	1

9:30 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	4
MEDIUM TERM	2

LONG TERM	0
PERMANENT	1
EMPTY	45

LONG TERM	1
PERMANENT	6
EMPTY	34

11 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	14
MEDIUM TERM	4
LONG TERM	3
PERMANENT	6
EMPTY	20

12:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	6
MEDIUM TERM	9
LONG TERM	5
PERMANENT	6
EMPTY	21

2 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	6
MEDIUM TERM	7
LONG TERM	5
PERMANENT	6
EMPTY	23

3:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	3
MEDIUM TERM	5
LONG TERM	4
PERMANENT	6
EMPTY	29

5 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	7
MEDIUM TERM	3
LONG TERM	4
PERMANENT	6
EMPTY	27

HIGH STREET PUBLIC LOT

TIME	USAGE (/ 42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 42		12%
9:30AM	17 / 42		40%
11:00AM	30 / 42		71%
12:30PM	37 / 42		88%
2:00PM	32 / 42		76%
3:30PM	28 / 42		67%
5:00PM	21 / 42		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 90)
SHORT TERM	55	61%
MEDIUM TERM	22	24%
LONG TERM	8	9%
PERMANENT	5	6%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	40

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	1
PERMANENT	5
EMPTY	25

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	10
MEDIUM TERM	9
LONG TERM	6
PERMANENT	5
EMPTY	12

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	10
LONG TERM	8
PERMANENT	5
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	8
LONG TERM	8
PERMANENT	5
EMPTY	10

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	7
MEDIUM TERM	8
LONG TERM	8
PERMANENT	5
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	6
MEDIUM TERM	7
LONG TERM	4
PERMANENT	4
EMPTY	21

OLD TOWN HALL PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	8 / 22		36%
9:30AM	18 / 22		82%
11:00AM	19 / 22		86%
12:30PM	13 / 22		59%
2:00PM	18 / 22		82%
3:30PM	17 / 22		77%
5:00PM	12 / 22		55%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 38)
SHORT TERM	14	37%
MEDIUM TERM	15	39%
LONG TERM	2	5%
PERMANENT	7	18%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	0
PERMANENT	2
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	8
LONG TERM	1
PERMANENT	7
EMPTY	4

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	8
LONG TERM	2
PERMANENT	7
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	2
PERMANENT	7
EMPTY	9

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	4
LONG TERM	2
PERMANENT	7
EMPTY	4

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	6
LONG TERM	2
PERMANENT	7
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	6
LONG TERM	1
PERMANENT	5
EMPTY	10

PAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 15)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 15		13%
9:30AM	1 / 15		7%
11:00AM	2 / 15		13%
12:30PM	5 / 15		33%
2:00PM	3 / 15		20%
3:30PM	3 / 15		20%
5:00PM	4 / 15		27%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 18)
SHORT TERM	16	89%
MEDIUM TERM	2	11%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	13

9:30 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	14

11 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	13

12:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	10

2 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	12

3:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	12

5 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	11

UNPAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 18		0%
9:30AM	3 / 18		17%
11:00AM	5 / 18		28%
12:30PM	2 / 18		11%
2:00PM	2 / 18		11%
3:30PM	2 / 18		11%
5:00PM	2 / 18		11%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 9)
SHORT TERM	7	78%
MEDIUM TERM	2	22%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	15

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	13

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	16

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	16

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	16

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	16

ICE CREAM SHOP PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	11 / 22		50%
9:30AM	14 / 22		64%
11:00AM	17 / 22		77%
12:30PM	15 / 22		68%
2:00PM	14 / 22		64%
3:30PM	12 / 22		55%
5:00PM	8 / 22		36%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/39)
SHORT TERM	18	46%
MEDIUM TERM	12	31%
LONG TERM	5	13%
PERMANENT	4	10%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	5
PERMANENT	3
EMPTY	11

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	4
PERMANENT	4
EMPTY	8

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	5
LONG TERM	5
PERMANENT	4
EMPTY	5

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	5
LONG TERM	5
PERMANENT	4
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	3
LONG TERM	2
PERMANENT	4
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	4
LONG TERM	0
PERMANENT	4
EMPTY	10

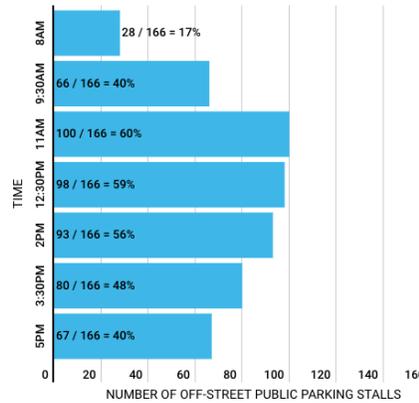
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	0
PERMANENT	2
EMPTY	14

SUMMARY STATISTICS

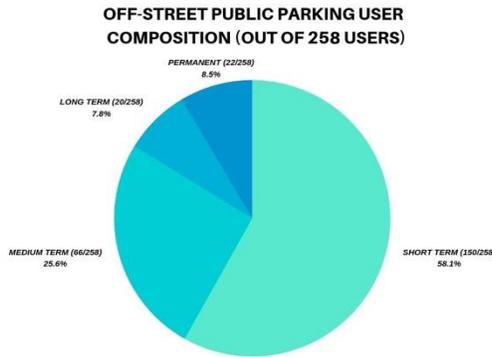
Graph 86 provides an accurate representation of the data collected on Friday July 5th 2019 regarding the occupancy of vehicles in off-street public parking stalls located in the designated study area.

OFF – STREET PUBLIC PARKING USAGE (OUT OF 166 SPACES)



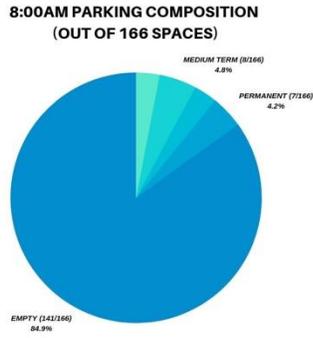
Graph 86

Graph 87 expands on the information provide in Graph 86 by indicating the distribution of user types whom occupied off-street public parking stalls on July 5th, 2019.

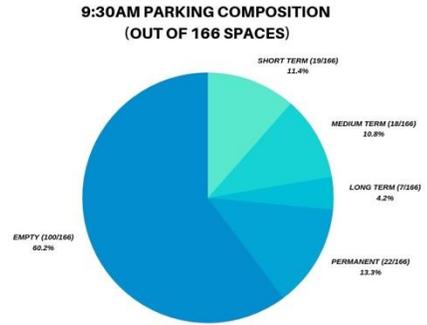


Graph 87

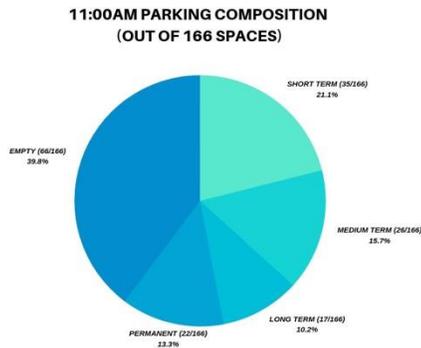
The graphs below indicate the parking composition of off-street public parking stalls at all points of the day on Friday July 5th 2019.



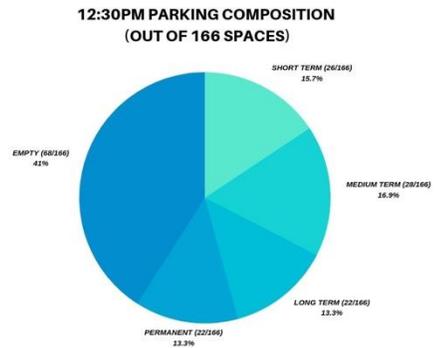
Graph 88



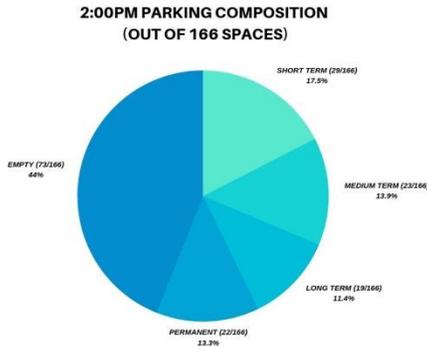
Graph 89



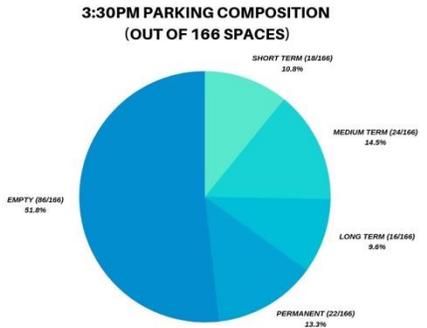
Graph 90



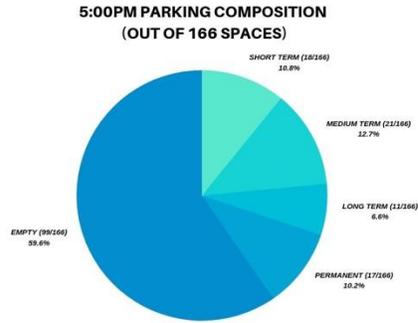
Graph 91



Graph 92



Graph 93



Graph 94

OFF-STREET COMMERCIAL PARKING FACILITIES

POST OFFICE PRIVATE LOT

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10 / 16		63%
9:30AM	10 / 16		63%
11:00AM	9 / 16		56%
12:30PM	12 / 16		75%
2:00PM	16 / 16		100%
3:30PM	15 / 16		94%
5:00PM	6 / 16		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/47)
SHORT TERM	32	68%
MEDIUM TERM	11	23%
LONG TERM	4	9%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	5
MEDIUM TERM	4
LONG TERM	1
PERMANENT	0
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	5
LONG TERM	2
PERMANENT	0
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	4
PERMANENT	0
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	5
MEDIUM TERM	3
LONG TERM	4
PERMANENT	0
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	7
MEDIUM TERM	6
LONG TERM	4
PERMANENT	0
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	8
MEDIUM TERM	4
LONG TERM	2
PERMANENT	0
EMPTY	2

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2

MEDIUM TERM	3
LONG TERM	1
PERMANENT	0
EMPTY	10

HERITAGE COURT COMMERCIAL LOT

TIME	USAGE (/ 77)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 77		5%
9:30AM	25 / 77		32%
11:00AM	35 / 77		45%
12:30PM	39 / 77		51%
2:00PM	28 / 77		36%
3:30PM	18 / 77		23%
5:00PM	11 / 77		14%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 84)
SHORT TERM	50	60%
MEDIUM TERM	23	27%
LONG TERM	7	8%
PERMANENT	4	5%

8 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	0
EMPTY	73

9:30 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	11
MEDIUM TERM	6
LONG TERM	4
PERMANENT	4
EMPTY	52

11 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	12
MEDIUM TERM	12
LONG TERM	7
PERMANENT	4
EMPTY	42

12:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	16
MEDIUM TERM	13
LONG TERM	6
PERMANENT	4
EMPTY	38

2 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	5
MEDIUM TERM	12
LONG TERM	7
PERMANENT	4
EMPTY	49

3:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	5
MEDIUM TERM	5
LONG TERM	4
PERMANENT	4
EMPTY	59

5 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	3
PERMANENT	4
EMPTY	66

THE BEER STORE PRIVATE LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 18		0%
9:30AM	2 / 18		11%
11:00AM	7 / 18		39%
12:30PM	1 / 18		6%
2:00PM	5 / 18		28%
3:30PM	10 / 18		56%
5:00PM	7 / 18		39%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 26)
SHORT TERM	24	92%
MEDIUM TERM	1	4%
LONG TERM	0	0%
PERMANENT	1	4%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	16

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	6
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	11

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	13

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	8
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	8

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	11

THE HUB COMMERCIAL PARKING LOT

TIME	USAGE (/ 6)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 6		17%
9:30AM	3 / 6		50%
11:00AM	4 / 6		67%
12:30PM	0 / 6		0%
2:00PM	3 / 6		50%
3:30PM	0 / 6		0%
5:00PM	0 / 6		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	5	63%
MEDIUM TERM	3	37%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

2 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

5 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

HB AUTO PRIVATE LOT

TIME	USAGE (/13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 13		38%
9:30AM	5 / 13		38%
11:00AM	6 / 13		46%
12:30PM	6 / 13		46%
2:00PM	4 / 13		31%
3:30PM	5 / 13		38%
5:00PM	2 / 13		15%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/7)
SHORT TERM	1	14%
MEDIUM TERM	1	14%
LONG TERM	2	29%
PERMANENT	3	43%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	8

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0

LONG TERM	1
PERMANENT	3
EMPTY	9

LONG TERM	2
PERMANENT	3
EMPTY	8

5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	11

ALMONTE DENTAL CENTRE PRIVATE LOT

TIME	USAGE (/ 7)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 7		43%
9:30AM	4 / 7		57%
11:00AM	3 / 7		43%
12:30PM	4 / 7		57%
2:00PM	4 / 7		57%
3:30PM	4 / 7		57%
5:00PM	0 / 7		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 13)
SHORT TERM	10	77%
MEDIUM TERM	2	15%
LONG TERM	0	0%
PERMANENT	1	8%

8 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	4

9:30 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	4

12:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	3

2 PM

TYPE OF USER	FREQUENCY (/ 7)

3:30 PM

TYPE OF USER	FREQUENCY (/ 7)

SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	3

SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	3

5 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

ALMONTE FAMILY OPTOMETRISTS PRIVATE LOT

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 8		38%
9:30AM	3 / 8		38%
11:00AM	5 / 8		63%
12:30PM	5 / 8		63%
2:00PM	1 / 8		13%
3:30PM	0 / 8		0%
5:00PM	0 / 8		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 9)
SHORT TERM	5	56%
MEDIUM TERM	2	22%
LONG TERM	2	22%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	2
PERMANENT	0
EMPTY	3

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

THOBURN MILL COMMERCIAL PRIVATE PARKING

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 8		13%
9:30AM	2 / 8		25%
11:00AM	5 / 8		63%
12:30PM	4 / 8		50%
2:00PM	3 / 8		38%
3:30PM	3 / 8		38%
5:00PM	2 / 8		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	6	55%
MEDIUM TERM	3	27%
LONG TERM	2	18%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	7

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2

PERMANENT	0
EMPTY	3

PERMANENT	0
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	0
EMPTY	5

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	0
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	6

THE BARLEY MOW PRIVATE PARKING

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 22		14%
9:30AM	7 / 22		32%
11:00AM	18 / 22		82%
12:30PM	20 / 22		91%
2:00PM	19 / 22		86%
3:30PM	17 / 22		77%
5:00PM	12 / 22		55%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 44)
SHORT TERM	24	55%
MEDIUM TERM	11	25%
LONG TERM	5	11%
PERMANENT	4	9%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	19

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	4
EMPTY	15

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	5
LONG TERM	5
PERMANENT	4
EMPTY	4

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	5
LONG TERM	5
PERMANENT	4
EMPTY	2

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	4
LONG TERM	5
PERMANENT	4
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	6
LONG TERM	5
PERMANENT	4
EMPTY	5

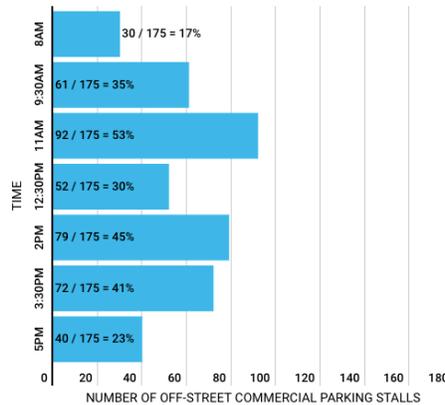
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	4
LONG TERM	1
PERMANENT	4
EMPTY	10

SUMMARY STATISTICS

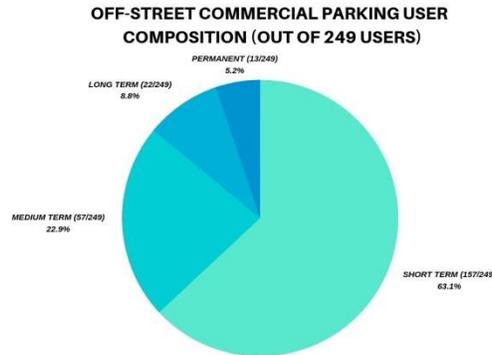
Graph 95 provides an accurate representation of the data collected on Friday July 5th 2019 regarding the occupancy of vehicles in off-street commercial parking stalls located in the designated study area.

OFF-STREET COMMERCIAL PARKING USAGE (OUT OF 175 SPACES)



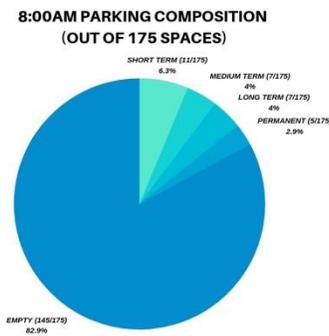
Graph 95

Graph 96 expands on the information provide in Graph 95 by indicating the distribution of user types whom occupied off-street public parking stalls on July 5th, 2019.

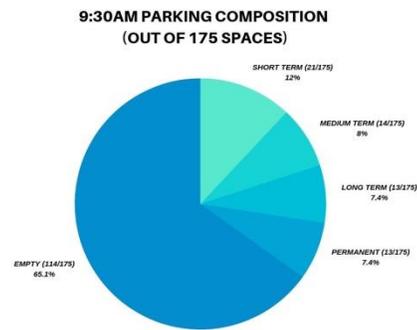


Graph 96

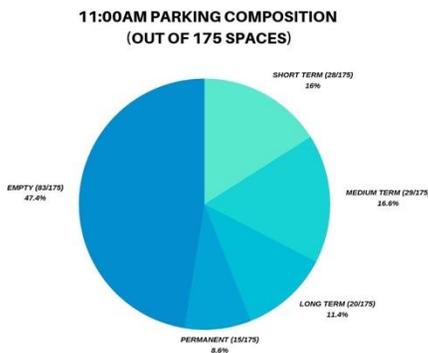
The graphs below indicate the parking composition of off-street commercial parking stalls at all points of the day on Friday July 5th 2019.



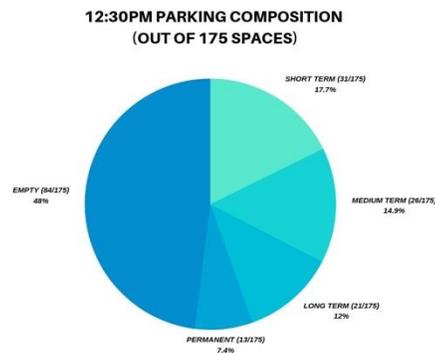
Graph 97



Graph 98

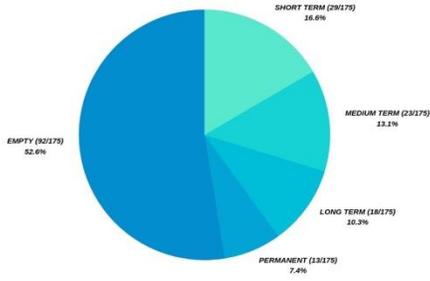


Graph 99



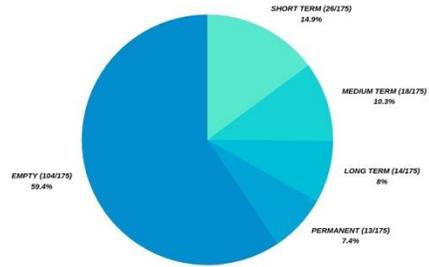
Graph 100

**2:00PM PARKING COMPOSITION
(OUT OF 175 SPACES)**



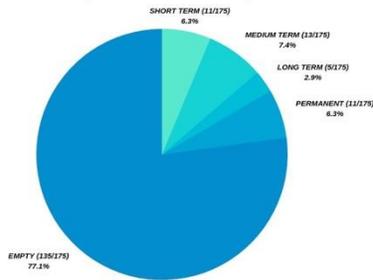
Graph 101

**3:30PM PARKING COMPOSITION
(OUT OF 175 SPACES)**



Graph 102

**5:00PM PARKING COMPOSITION
(OUT OF 175 SPACES)**



Graph 103

OFF-STREET RESIDENTIAL PARKING

WOOLEN MILL PRIVATE RESIDENTIAL PARKING

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	9 / 16		56%
9:30AM	9 / 16		56%
11:00AM	11 / 16		69%
12:30PM	11 / 16		69%
2:00PM	10 / 16		62%
3:30PM	10 / 16		62%
5:00PM	7 / 16		44%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/13)
SHORT TERM	5	38%
MEDIUM TERM	4	31%
LONG TERM	4	31%
PERMANENT	5	38%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	1
PERMANENT	5
EMPTY	7

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	7

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	4
PERMANENT	5
EMPTY	5

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	4
PERMANENT	5
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	5
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	5
EMPTY	6

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0

LONG TERM	2
PERMANENT	4
EMPTY	9

THOBURN MILL RESIDENTIAL PRIVATE PARKING

TIME	USAGE (/30)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	14 / 30		47%
9:30AM	14 / 30		47%
11:00AM	11 / 30		37%
12:30PM	13 / 30		43%
2:00PM	11 / 30		37%
3:30PM	10 / 30		33%
5:00PM	11 / 30		37%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/28)
SHORT TERM	5	18%
MEDIUM TERM	12	43%
LONG TERM	9	32%
PERMANENT	2	7%

8 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	2
MEDIUM TERM	6
LONG TERM	4
PERMANENT	2
EMPTY	16

9:30 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	7
LONG TERM	5
PERMANENT	2
EMPTY	16

11 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	4
PERMANENT	2
EMPTY	19

12:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	9
PERMANENT	2
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	8
PERMANENT	2
EMPTY	19

3:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	5
PERMANENT	2
EMPTY	20

5 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	4
PERMANENT	2
EMPTY	19

RESIDENTIAL PARKING WITHIN CLOSE PROXIMITY TO THE BARLEY MOW

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 8		38%
9:30AM	3 / 8		38%
11:00AM	1 / 8		13%
12:30PM	2 / 8		25%
2:00PM	2 / 8		25%
3:30PM	3 / 8		38%
5:00PM	2 / 8		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 5)
SHORT TERM	2	40%
MEDIUM TERM	1	20%
LONG TERM	1	20%
PERMANENT	1	20%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	6

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	6

MILL TO BRAE PRIVATE LOT

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	9 / 23		39%
9:30AM	13 / 23		57%
11:00AM	14 / 23		61%
12:30PM	12 / 23		52%
2:00PM	13 / 23		57%
3:30PM	13 / 23		57%
5:00PM	12 / 23		52%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 20)
SHORT TERM	3	15%
MEDIUM TERM	5	25%
LONG TERM	3	15%
PERMANENT	9	45%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	9
EMPTY	10

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	9
EMPTY	9

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	9
EMPTY	11

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	8
EMPTY	10

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	1
PERMANENT	9
EMPTY	10

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	9
EMPTY	11

93 MILL STREET AND THE GEORGIAN PEACH PRIVATE LOTS

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 23		13%
9:30AM	5 / 23		22%
11:00AM	7 / 23		30%
12:30PM	6 / 23		26%
2:00PM	6 / 23		26%
3:30PM	6 / 23		26%
5:00PM	5 / 23		22%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 7)
SHORT TERM	0	0%
MEDIUM TERM	1	14%
LONG TERM	3	43%
PERMANENT	3	43%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	3
EMPTY	20

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	18

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	3
EMPTY	16

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	3
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	3
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	3
EMPTY	17

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	18

79 BRIDGE STREET PRIVATE LOT

TIME	USAGE (/ 20)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 20		20%
9:30AM	9 / 20		45%
11:00AM	8 / 20		40%
12:30PM	8 / 20		40%
2:00PM	6 / 20		30%
3:30PM	6 / 20		30%
5:00PM	5 / 20		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 15)
SHORT TERM	6	40%
MEDIUM TERM	3	20%
LONG TERM	3	20%
PERMANENT	3	20%

8 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	16

9:30 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	3
PERMANENT	3
EMPTY	11

11 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	3
EMPTY	12

12:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	12

2 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	14

3:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	3
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	2
EMPTY	15

HERITAGE COURT PRIVATE LOT RESIDENTIAL SPACES

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 2		100%
9:30AM	2 / 2		100%
11:00AM	2 / 2		100%
12:30PM	1 / 2		50%
2:00PM	2 / 2		100%
3:30PM	1 / 2		50%
5:00PM	1 / 2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 2)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	1	50%
PERMANENT	1	50%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0

PERMANENT	1
EMPTY	0

PERMANENT	1
EMPTY	1

5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

HIGH STREET LOT PRIVATE PARKING

TIME	USAGE (/ 33)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	20 / 33		61%
9:30AM	16 / 33		48%
11:00AM	18 / 33		55%
12:30PM	16 / 33		48%
2:00PM	15 / 33		45%
3:30PM	19 / 33		58%
5:00PM	12 / 33		36%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 31)
SHORT TERM	9	29%
MEDIUM TERM	6	19%
LONG TERM	6	19%
PERMANENT	10	32%

8 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	5
PERMANENT	10
EMPTY	13

9:30 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	17

11 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	5
PERMANENT	10
EMPTY	15

12:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	10
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	4
PERMANENT	10
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	2
PERMANENT	7
EMPTY	21

MILL STREET TO BRIDGE STREET RESIDENTAL PARKING LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 13		23%
9:30AM	4 / 13		31%
11:00AM	6 / 13		46%
12:30PM	6 / 13		46%
2:00PM	7 / 13		54%
3:30PM	6 / 13		46%
5:00PM	4 / 13		31%

USAGE TYPE	NUMBER OF USERS (/ 13)	PERCENTAGE (/ 9)
SHORT TERM	1	11%
MEDIUM TERM	3	33%
LONG TERM	3	33%
PERMANENT	2	22%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	10

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	9

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	2
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	2
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2
EMPTY	7

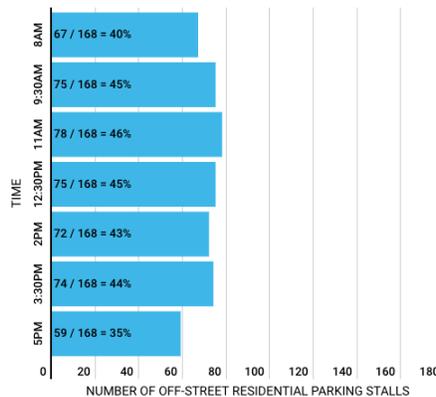
5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	9

SUMMARY STATISTICS

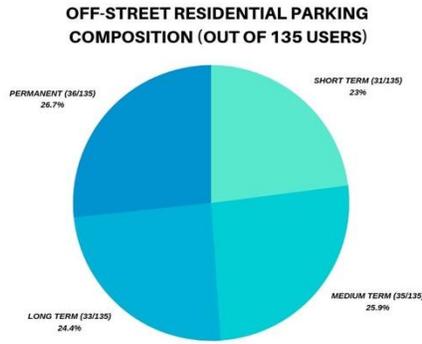
Graph 104 provides an accurate representation of the data collected on Friday July 5th 2019 regarding the occupancy of vehicles in off-street residential parking stalls located in the designated study area.

OFF-STREET RESIDENTIAL PARKING USAGE (OUT OF 168 SPACES)



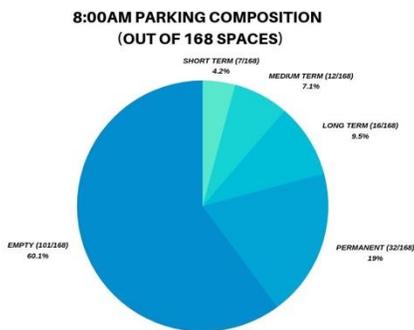
Graph 104

Graph 105 expands on the information provide in Graph 104 by indicating the distribution of user types whom occupied off-street residential parking stalls on July 5th, 2019.

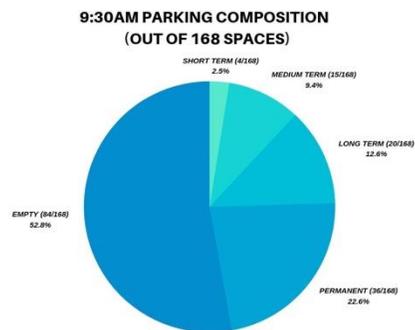


Graph 105

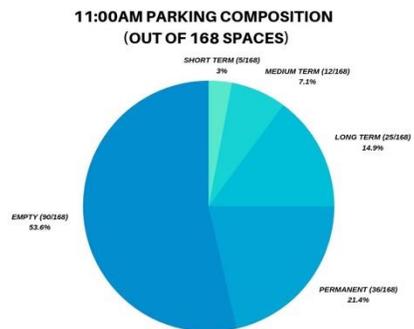
The graphs below indicate the parking composition of off-street residential parking stalls at all points of the day on Friday July 5th 2019.



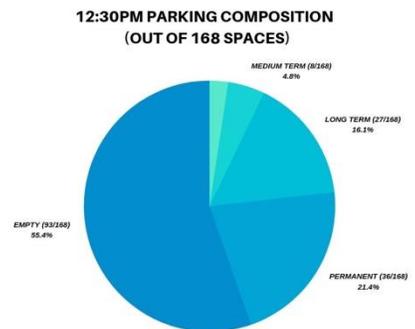
Graph 106



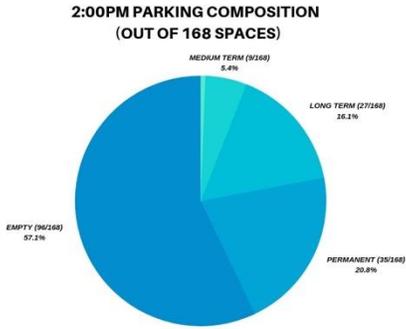
Graph 107



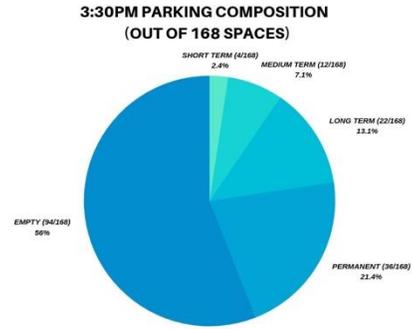
Graph 108



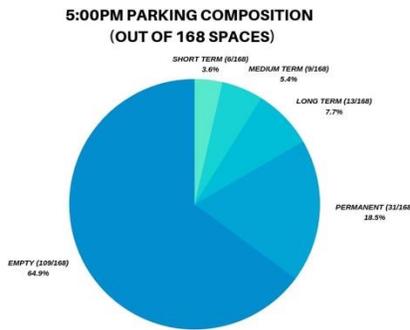
Graph 109



Graph 110



Graph 111



Graph 112

APPENDIX H

SATURDAY JULY 6th 2019

ON-STREET PARKING FACILITIES

MILL STREET

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	16/42		38%
9:15AM	15/42		36%
10:30AM	30/42	1	71%
11:45AM	38/42	2	90%
1PM	29/42		69%
2:15PM	31/42		74%
3:30PM	23/42	1	55%
4:45PM	27/42	1	64%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/148)
SHORT TERM	113	76%
MEDIUM TERM	29	20%
LONG TERM	4	3%
PERMANENT	2	1%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	26

9:15 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	10
MEDIUM TERM	3
LONG TERM	0
PERMANENT	2
EMPTY	27

10:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	22
MEDIUM TERM	6
LONG TERM	0
PERMANENT	2
EMPTY	12

11:45 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	18
MEDIUM TERM	15
LONG TERM	3
PERMANENT	2
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	13
LONG TERM	4
PERMANENT	1
EMPTY	13

2:15PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	17
MEDIUM TERM	8
LONG TERM	4
PERMANENT	2
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	9
LONG TERM	4
PERMANENT	2
EMPTY	19

4:45PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	16
MEDIUM TERM	7
LONG TERM	2
PERMANENT	2
EMPTY	15

BRIDGE STREET

TIME	USAGE (/ 28)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/28		11%
9:15AM	11/28		39%
10:30AM	18/28		64%
11:45AM	16/28		57%
1PM	17/28		60%
2:15PM	11/28		39%
3:30PM	13/28		46%
4:45PM	11/28		29%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 70)
SHORT TERM	55	79%
MEDIUM TERM	13	19%
LONG TERM	1	1%
PERMANENT	1	1%

8 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	25

9:15 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	17

10:30 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	1
PERMANENT	1
EMPTY	10

11:45 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	9
LONG TERM	2
PERMANENT	1
EMPTY	12

1 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	10
MEDIUM TERM	4

2:15PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	6
MEDIUM TERM	2

LONG TERM	2
PERMANENT	1
EMPTY	11

LONG TERM	2
PERMANENT	1
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	15

4:45PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	7
MEDIUM TERM	3
LONG TERM	0
PERMANENT	1
EMPTY	17

HIGH STREET

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/16		6%
9:15AM	2/16		13%
10:30AM	5/16		31%
11:45AM	8/16		50%
1PM	7/16		44%
2:15PM	7/16		44%
3:30PM	3/16		19%
4:45PM	0/16		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 19)
SHORT TERM	11	58%
MEDIUM TERM	6	32%
LONG TERM	2	11%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	15

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	14

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	11

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	2
PERMANENT	0
EMPTY	8

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	5
LONG TERM	2
PERMANENT	0
EMPTY	9

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	2
PERMANENT	0
EMPTY	9

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	13

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	16

BRAE STREET

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/8		13%
9:15AM	1/8		13%
10:30AM	3/8		38%
11:45AM	5/8		63%
1PM	6/8		75%
2:15PM	6/8		75%
3:30PM	6/8		75%
4:45PM	6/8		75%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 17)
SHORT TERM	10	59%
MEDIUM TERM	4	24%
LONG TERM	2	12%
PERMANENT	1	6%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	4

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	3

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	2

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	2
PERMANENT	1
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	1
PERMANENT	1
EMPTY	2

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	0
PERMANENT	1
EMPTY	2

RESERVE STREET ***

TIME	USAGE (/ 82)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	17/82		21%
9:15AM	13/82		16%
10:30AM	17/82		21%
11:45AM	19/82		23%
1PM	15/82		18%
2:15PM	1/82		1%
3:30PM	13/82		16%
4:45PM	9/82		11%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 31)
SHORT TERM	12	39%
MEDIUM TERM	7	23%
LONG TERM	4	13%
PERMANENT	8	26%

8 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	3
PERMANENT	8
EMPTY	65

9:15 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	2
PERMANENT	8
EMPTY	69

10:30 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	2

MEDIUM TERM	5
LONG TERM	4
PERMANENT	8
EMPTY	65

MEDIUM TERM	5
LONG TERM	4
PERMANENT	8
EMPTY	63

1 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	4
PERMANENT	8
EMPTY	67

2:15PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	8
EMPTY	71

3:30 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	1
PERMANENT	8
EMPTY	69

4:45PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	8
EMPTY	73

LITTLE BRIDGE STREET

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/2		50%
9:15AM	3/2		150%
10:30AM	2/2		100%
11:45AM	2/2		100%
1PM	3/2		150%
2:15PM	2/2		100%
3:30PM	3/2		150%
4:45PM	2/2		100%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 10)
SHORT TERM	8	80%
MEDIUM TERM	0	0%
LONG TERM	2	20%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

10:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	1

11:45 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

2:15PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

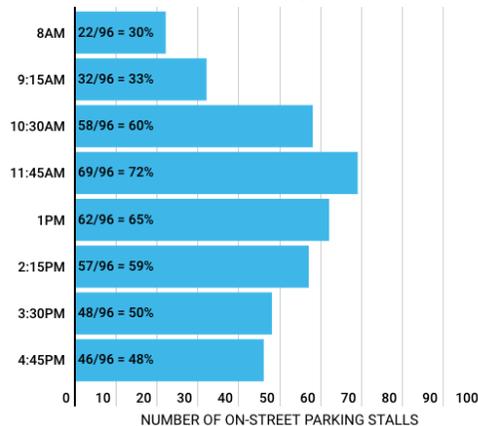
4:45PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

SUMMARY STATISTICS

Graph 113 provides an accurate representation of the data collected on Saturday July 6th 2019 regarding the occupancy of vehicles in on-street parking stalls located in the designated study area.

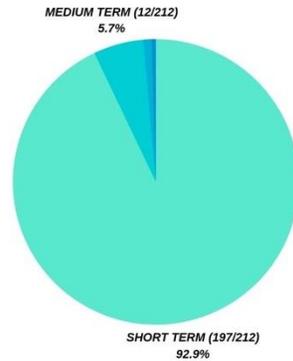
ON-STREET PARKING USAGE (OUT OF 96 SPACES)



Graph 113

Graph 114 expands on the information provide in Graph 113 by indicating the distribution of user types whom occupied on-street parking stalls on July 6th, 2019.

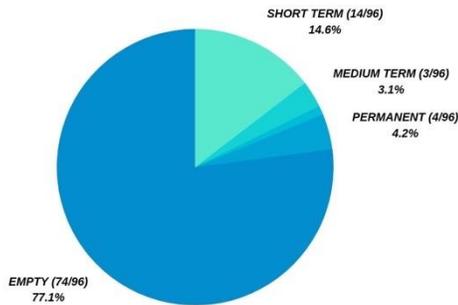
ON-STREET USER COMPOSITION (OUT OF 212 USERS)



Graph 114

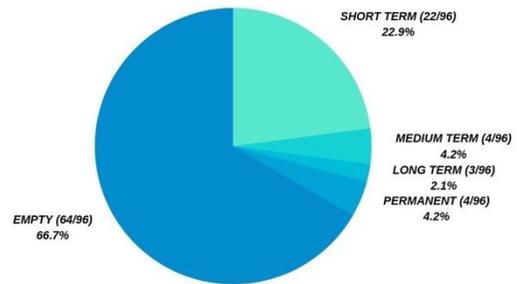
The graphs below indicate the parking composition of on-street parking stalls at all points of the day on July 6th 2019.

8AM PARKING COMPOSITON (OUT OF 96 SPACES)



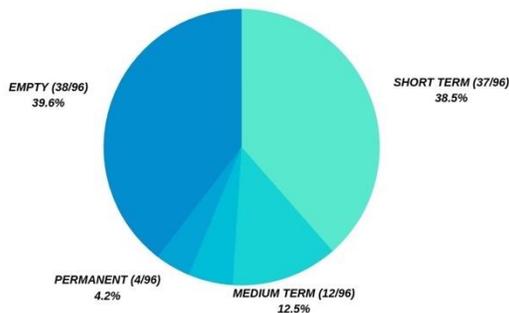
Graph 115

9:15AM PARKING COMPOSITION (OUT OF 96 SPACES)



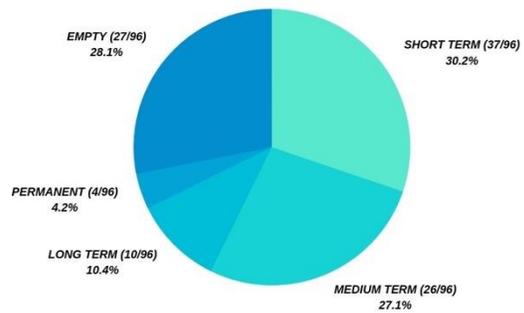
Graph 116

10:30 AM PARKING COMPOSITON (OUT OF 96 SPACES)



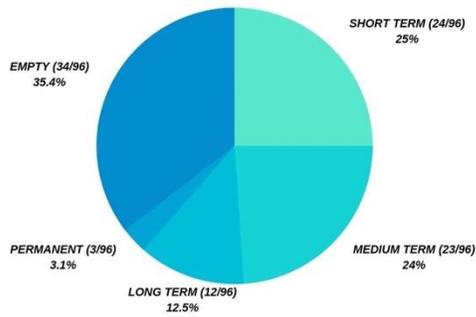
Graph 117

11:45AM PARKING COMPOSITION (OUT OF 96 SPACES)



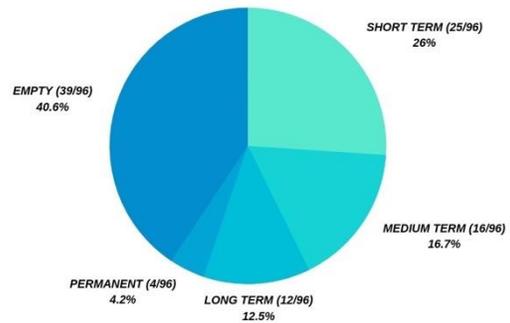
Graph 118

1PM PARKING COMPOSITON (OUT OF 96 SPACES)



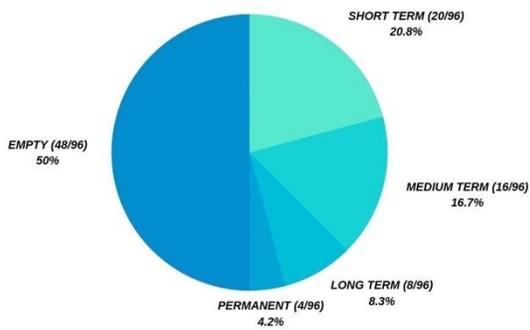
Graph 119

2:15PM PARKING COMPOSITION (OUT OF 96 SPACES)



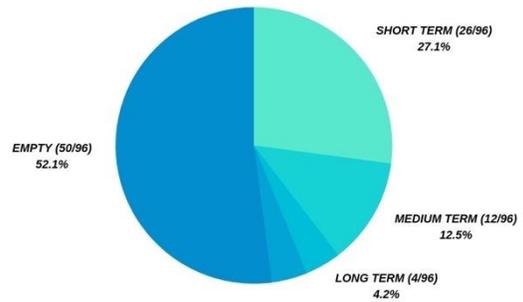
Graph 120

3:30PM PARKING COMPOSITON (OUT OF 96 SPACES)



Graph 121

4:15PM PARKING COMPOSITION (OUT OF 96 SPACES)



Graph 122

OFF-STREET PUBLIC PARKING FACILITIES

LIBRARY PUBLIC LOT

TIME	USAGE (/47)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	13/47	1	28%
9:15AM	24/47	6	51%
10:30AM	34/47	10	72%
11:45AM	31/47	12	66%
1PM	16/47	5	34%
2:15PM	22/47	2	47%
3:30PM	17/47	1	36%
4:45PM	16/47	1	34%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/92)
SHORT TERM	57	62%
MEDIUM TERM	19	21%
LONG TERM	15	16%
PERMANENT	1	1%

8 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	10
PERMANENT	1
EMPTY	35

9:15 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	5
MEDIUM TERM	6
LONG TERM	12
PERMANENT	1
EMPTY	29

10:30 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	10
MEDIUM TERM	9
LONG TERM	14
PERMANENT	1
EMPTY	23

11:45 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	14
PERMANENT	1
EMPTY	28

1 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	8
MEDIUM TERM	1
LONG TERM	6
PERMANENT	1
EMPTY	36

2:15PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	14
MEDIUM TERM	4
LONG TERM	3
PERMANENT	1
EMPTY	27

3:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	4

4:45PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	4

MEDIUM TERM	9
LONG TERM	3
PERMANENT	1
EMPTY	31

MEDIUM TERM	9
LONG TERM	3
PERMANENT	0
EMPTY	32

HIGH STREET PUBLIC LOT

TIME	USAGE (/ 42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4/42		10%
9:15AM	13/42		31%
10:30AM	32/42		76%
11:45AM	40/42		95%
1PM	37/42		88%
2:15PM	40/42		95%
3:30PM	38/42		90%
4:45PM	33/42		79%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 103)
SHORT TERM	51	50%
MEDIUM TERM	33	32%
LONG TERM	12	12%
PERMANENT	7	7%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	3
EMPTY	38

9:15 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	2
PERMANENT	7
EMPTY	29

10:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	5
LONG TERM	9
PERMANENT	7
EMPTY	10

11:45 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	9
MEDIUM TERM	13
LONG TERM	11
PERMANENT	7
EMPTY	2

1 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	3
MEDIUM TERM	15
LONG TERM	12
PERMANENT	7
EMPTY	5

2:15PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	7
MEDIUM TERM	14
LONG TERM	12
PERMANENT	7
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	7
MEDIUM TERM	16
LONG TERM	8
PERMANENT	7
EMPTY	4

4:45PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	12
LONG TERM	4
PERMANENT	6
EMPTY	9

OLD TOWN HALL PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/22		14%
9:15AM	16/22		73%
10:30AM	24/22	3	109%
11:45AM	23/22	2	105%
1PM	19/22	1	86%
2:15PM	14/22		64%
3:30PM	11/22		50%
4:45PM	11/22		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 53)
SHORT TERM	25	47%
MEDIUM TERM	18	34%
LONG TERM	7	13%
PERMANENT	3	6%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	19

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	3
LONG TERM	6
PERMANENT	3
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	13
LONG TERM	6
PERMANENT	3
EMPTY	1

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	11
LONG TERM	6
PERMANENT	3
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	4
LONG TERM	7
PERMANENT	3
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	3
LONG TERM	4
PERMANENT	3
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	2
PERMANENT	3
EMPTY	11

4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	4
LONG TERM	1
PERMANENT	2
EMPTY	11

PAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 15)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/15		20%
9:15AM	3/15		20%
10:30AM	4/15		27%
11:45AM	11/15	1	74%
1PM	15/15	1	100%
2:15PM	13/15	1	87%
3:30PM	15/15	1	100%
4:45PM	13/15		87%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 42)
SHORT TERM	16	38%
MEDIUM TERM	23	55%
LONG TERM	3	7%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	12

9:15 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	12

10:30 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	11

11:45 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	4
MEDIUM TERM	7
LONG TERM	0
PERMANENT	0
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2

2:15PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	3

MEDIUM TERM	10
LONG TERM	3
PERMANENT	0
EMPTY	0

MEDIUM TERM	7
LONG TERM	3
PERMANENT	0
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	10
LONG TERM	3
PERMANENT	0
EMPTY	0

4:45PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	0
PERMANENT	0
EMPTY	2

UNPAVED ALMONTE STREET PUBLIC LOT *

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/18		6%
9:15AM	1/18		6%
10:30AM	7/18		39%
11:45AM	7/18		39%
1PM	7/18		39%
2:15PM	7/18		39%
3:30PM	7/18		39%
4:45PM	7/18		39%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 7)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	6	86%
PERMANENT	1	14%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	17

9:15 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	17

10:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

11:45 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

1 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

2:15PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

4:45PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	6
PERMANENT	1
EMPTY	11

ICE CREAM SHOP PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/22		9%
9:15AM	2/22		9%
10:30AM	12/22		55%
11:45AM	18/22		82%
1PM	18/22		82%
2:15PM	15/22		68%
3:30PM	13/22		59%
4:45PM	14/22		64%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 50)
SHORT TERM	33	66%
MEDIUM TERM	11	22%
LONG TERM	4	8%
PERMANENT	2	4%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	20

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	20

10:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	4
LONG TERM	3
PERMANENT	2
EMPTY	10

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	6
LONG TERM	4
PERMANENT	2
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	8
MEDIUM TERM	4
LONG TERM	4
PERMANENT	2
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	5
LONG TERM	4
PERMANENT	2
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	3
LONG TERM	4
PERMANENT	2
EMPTY	9

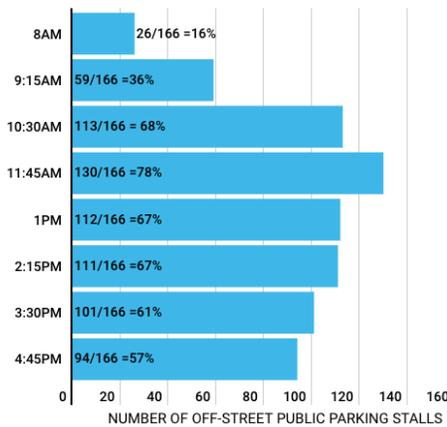
4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	8
MEDIUM TERM	1
LONG TERM	3
PERMANENT	2
EMPTY	9

SUMMARY STATISTICS

Graph 123 displays the total usage of public off-street parking stalls on July 6th, 2019.

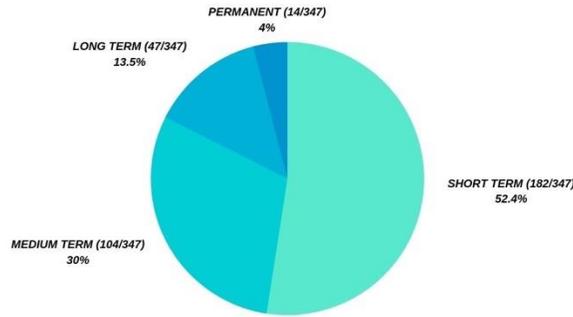
OFF-STREET PUBLIC PARKING USAGE (OUT OF 166 SPACES)



Graph 123

Graph 124 shows the user composition of those who parked in public off-street parking stalls on July 6th, 2019.

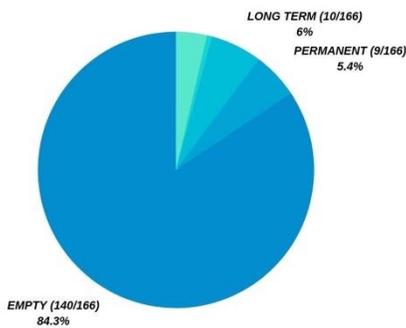
**OFF-STREET PUBLIC PARKING USER COMPOSITION
 (OUT OF 347 USERS)**



Graph 124

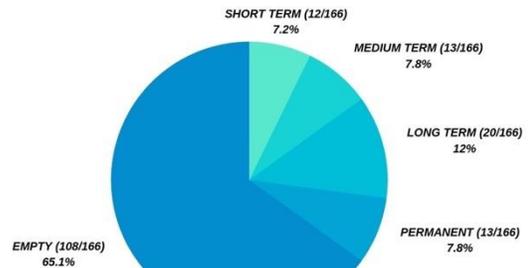
The graphs below indicate the parking composition of public off-street parking facilities throughout the day of July 6th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



Graph 125

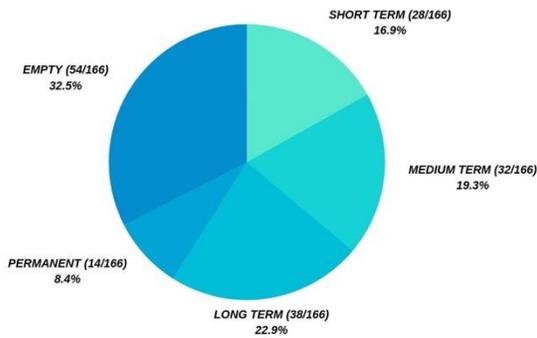
**9:15AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



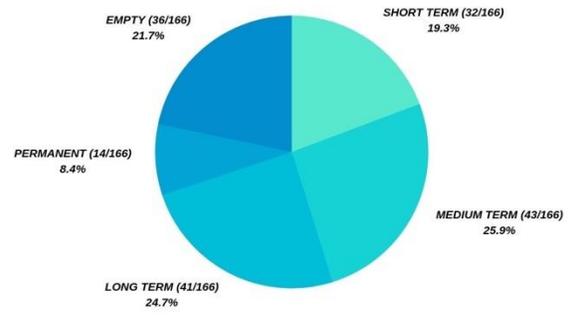
Graph 126

**10:30 AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**

**11:45AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**

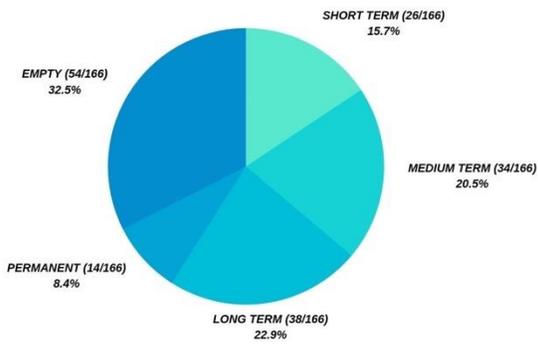


Graph 127



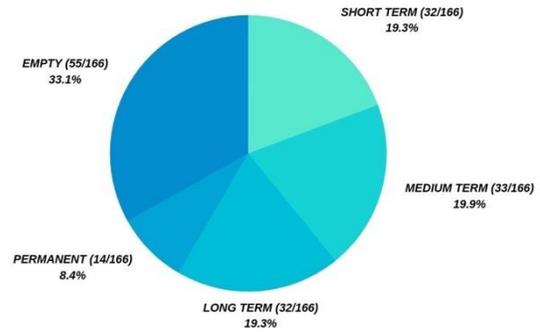
Graph 128

**1PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



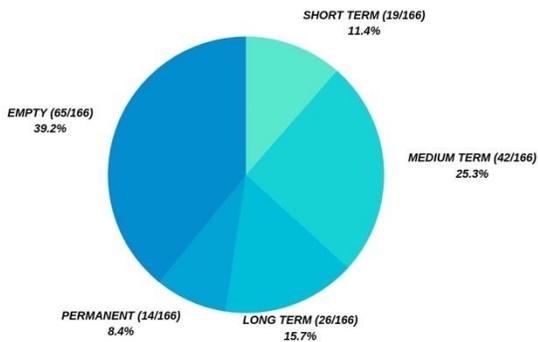
Graph 129

**2:15PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



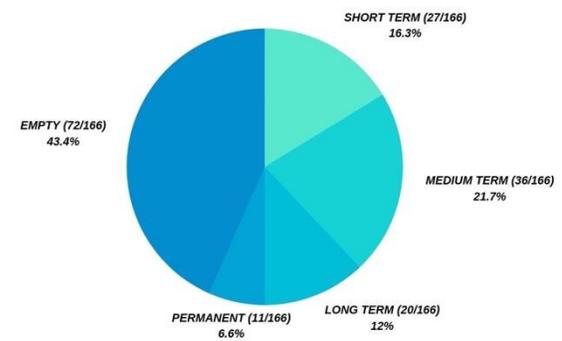
Graph 130

**3:30PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



Graph 131

**4:45PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



Graph 132

OFF-STREET COMMERCIAL PARKING FACILITIES

POST OFFICE PRIVATE LOT

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/16		13%
9:15AM	7/16		44%
10:30AM	4/16		25%
11:45AM	14/16		88%
1PM	14/16		88%
2:15PM	10/16		63%
3:30PM	11/16		69%
4:45PM	8/16		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/41)
SHORT TERM	29	71%
MEDIUM TERM	8	20%
LONG TERM	2	5%
PERMANENT	2	5%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	14

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	9

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	2
EMPTY	12

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	8
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	2

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	8
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	2

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	2
PERMANENT	2
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	5
LONG TERM	1
PERMANENT	2
EMPTY	5

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	1
PERMANENT	2
EMPTY	8

HERITAGE COURT PRIVATE LOT

TIME	USAGE (/ 77)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/77		3%
9:15AM	20/77		26%
10:30AM	26/77		34%
11:45AM	29/77		38%
1PM	38/77		49%
2:15PM	42/77		55%
3:30PM	30/77		39%
4:45PM	29/77		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 118)
SHORT TERM	59	55%
MEDIUM TERM	34	31%
LONG TERM	12	11%
PERMANENT	3	3%

8 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	75

9:15 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	9
MEDIUM TERM	4
LONG TERM	4
PERMANENT	3
EMPTY	57

10:30 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	7
MEDIUM TERM	8
LONG TERM	8
PERMANENT	3
EMPTY	51

11:45 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	7
MEDIUM TERM	10
LONG TERM	9
PERMANENT	3
EMPTY	48

1 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	12
MEDIUM TERM	11
LONG TERM	12

2:15PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	13
MEDIUM TERM	16
LONG TERM	10

PERMANENT	3
EMPTY	39

PERMANENT	3
EMPTY	35

3:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	3
MEDIUM TERM	16
LONG TERM	8
PERMANENT	3
EMPTY	47

4:45PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	8
MEDIUM TERM	13
LONG TERM	5
PERMANENT	3
EMPTY	48

THE BEER STORE PRIVATE LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/18		0%
9:15AM	6/18		33%
10:30AM	9/18		50%
11:45AM	9/18		50%
1PM	5/18		28%
2:15PM	5/18		28%
3:30PM	8/18		44%
4:45PM	4/18		22%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 40)
SHORT TERM	36	90%
MEDIUM TERM	3	8%
LONG TERM	1	3%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:15 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	12

10:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	6
MEDIUM TERM	2
LONG TERM	1
PERMANENT	0
EMPTY	9

11:45 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	7
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	9

1 PM

TYPE OF USER	FREQUENCY (/ 18)

2:15PM

TYPE OF USER	FREQUENCY (/ 18)

SHORT TERM	4
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	13

SHORT TERM	5
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	13

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	7
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	10

4:45PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	14

THE HUB PRIVATE PARKING LOT

TIME	USAGE (/ 6)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/6		17%
9:15AM	4/6		67%
10:30AM	4/6		67%
11:45AM	5/6		83%
1PM	2/6		33%
2:15PM	2/6		33%
3:30PM	3/6		50%
4:45PM	2/6		33%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	7	64%
MEDIUM TERM	2	18%
LONG TERM	1	9%
PERMANENT	1	9%

8 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

9:15 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	2

10:30 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	2

11:45 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	4

3:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	3

4:45PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	4

HB AUTO PRIVATE LOT

TIME	USAGE (/13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6/13		46%
9:15AM	7/13		54%
10:30AM	6/13		46%
11:45AM	8/13		62%
1PM	7/13		54%
2:15PM	8/13		62%
3:30PM	7/13		54%
4:45PM	7/13		54%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 15)
SHORT TERM	8	53%
MEDIUM TERM	0	0%
LONG TERM	2	13%
PERMANENT	5	33%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	7

9:15 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	7

11:45 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	5

1 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	4

2:15PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	5
EMPTY	6

4:45PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	5
EMPTY	6

ALMONTE DENTAL CENTRE PRIVATE LOT

TIME	USAGE (/ 7)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/7		29%
9:15AM	1/7		14%
10:30AM	1/7		14%
11:45AM	0/7		0%
1PM	3/7		43%
2:15PM	3/7		43%
3:30PM	3/7		43%
4:45PM	4/7		57%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	4	50%
MEDIUM TERM	3	38%
LONG TERM	0	0%
PERMANENT	1	13%

8 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

9:15 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0

PERMANENT	0
EMPTY	6

PERMANENT	0
EMPTY	7

1 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

2:15PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	5

4:45PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	0
EMPTY	5

ALMONTE FAMILY OPTOMETRISTS PRIVATE LOT

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0/8		0%
9:15AM	0/8		0%
10:30AM	0/8		0%
11:45AM	0/8		0%
1PM	0/8		0%
2:15PM	0/8		0%
3:30PM	0/8		0%
4:45PM	0/8		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 6)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)

SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

THOBURN MILL COMMERCIAL PRIVATE PARKING

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/8		13%
9:15AM	2/8		25%
10:30AM	2/8		25%
11:45AM	2/8		25%
1PM	3/8		38%
2:15PM	2/8		25%
3:30PM	2/8		25%
4:45PM	1/8		13%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 6)
SHORT TERM	4	67%
MEDIUM TERM	1	17%
LONG TERM	0	0%
PERMANENT	1	17%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	6

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	6

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	6

1 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	5

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	6

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

THE BARLEY MOW PRIVATE PARKING

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/22		14%
9:15AM	5/22		23%
10:30AM	9/22		41%
11:45AM	21/22		96%
1PM	16/22		73%
2:15PM	19/22		86%
3:30PM	14/22		64%
4:45PM	18/22		82%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 53)
SHORT TERM	36	68%
MEDIUM TERM	8	15%
LONG TERM	7	13%
PERMANENT	2	4%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	2

EMPTY	19
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EMPTY	18
-------	----

10:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	5
PERMANENT	2
EMPTY	13

11:45 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	11
MEDIUM TERM	1
LONG TERM	7
PERMANENT	2
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	1
LONG TERM	7
PERMANENT	2
EMPTY	6

2:15PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	7
MEDIUM TERM	3
LONG TERM	7
PERMANENT	2
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	6
LONG TERM	5
PERMANENT	2
EMPTY	8

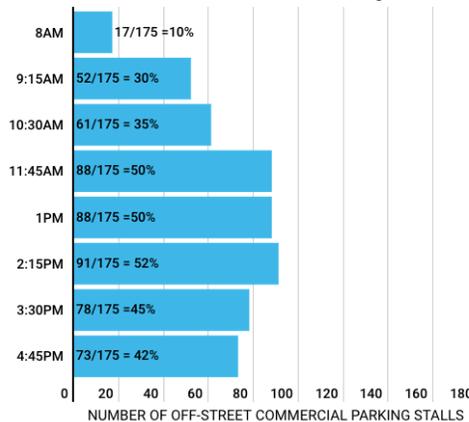
4:45PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	9
MEDIUM TERM	5
LONG TERM	2
PERMANENT	2
EMPTY	4

SUMMARY STATISTICS

Graph 133 displays the total usage of commercial off-street parking stalls on July 6th, 2019.

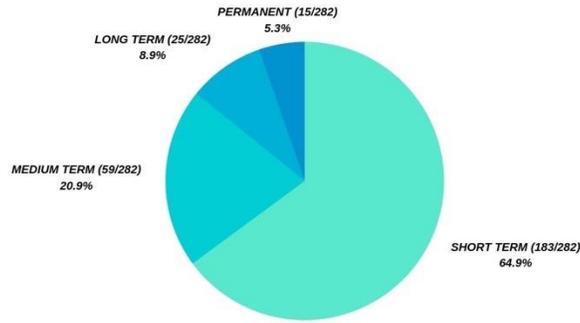
OFF-STREET COMMERCIAL PARKING USAGE (OUT OF 175 SPACES)



Graph 133

Graph 134 shows the user composition of those who parked in commercial off-street parking stalls on July 6th, 2019.

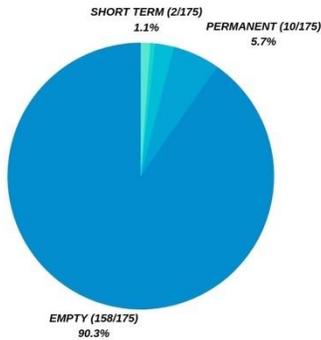
**OFF-STREET COMMERCIAL PARKING USER COMPOSITION
 (OUT OF 282 USERS)**



Graph 134

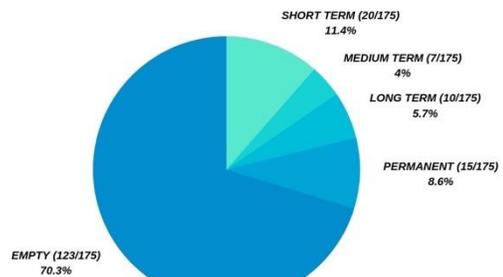
The graphs below indicate the parking composition of commercial off-street parking facilities throughout the day of July 6th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



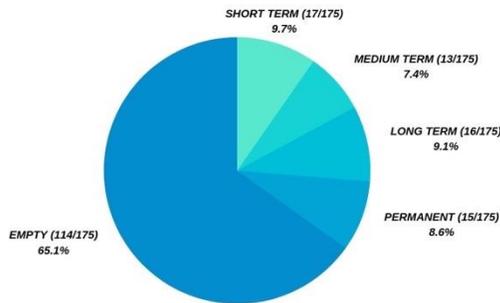
Graph 135

**9:15AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



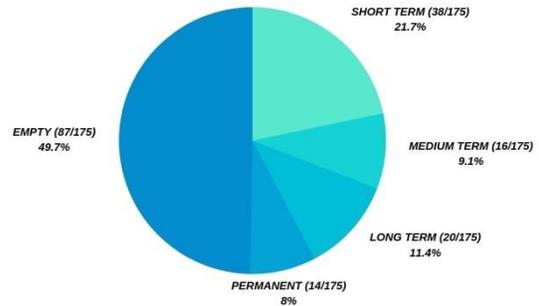
Graph 136

**10:30 AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



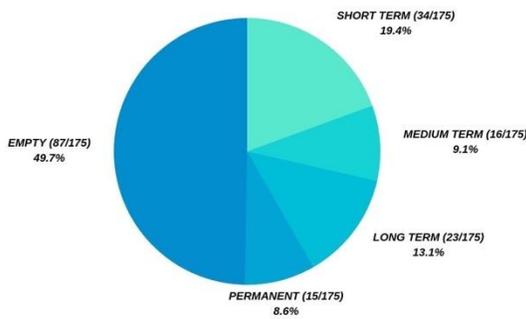
Graph 137

**11:45AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



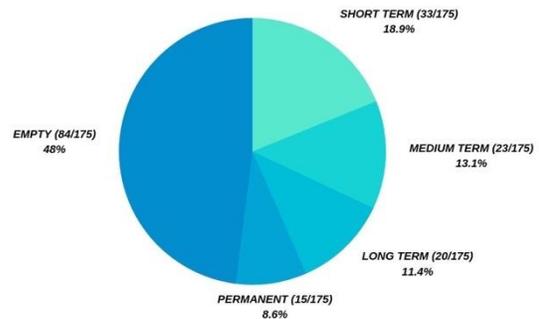
Graph 138

**1PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



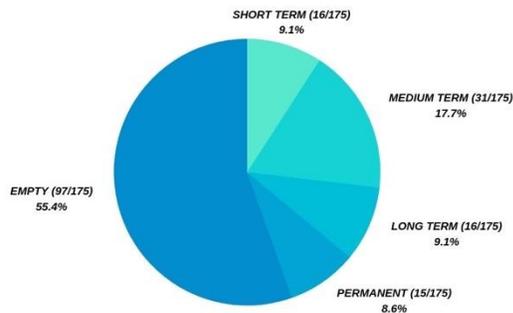
Graph 139

**2:15PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



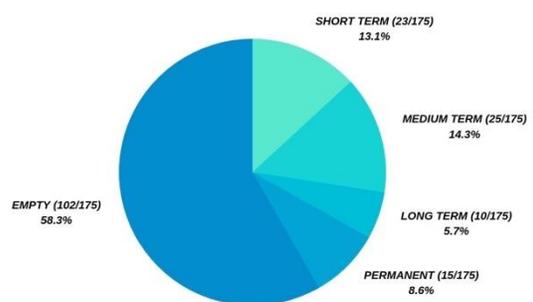
Graph 140

**3:30PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



Graph 141

**4:45PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



Graph 142

OFF-STREET RESIDENTIAL PARKING

VICTORIA WOOLEN MILL PRIVATE PARKING

TIME	USAGE (/16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	9/16		56%
9:15AM	8/16		50%
10:30AM	10/16		63%
11:45AM	10/16		63%
1PM	9/16		56%
2:15PM	9/16		56%
3:30PM	10/16		63%
4:45PM	10/16		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/13)
SHORT TERM	2	15%
MEDIUM TERM	0	0%
LONG TERM	5	38%
PERMANENT	6	46%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	
MEDIUM TERM	
LONG TERM	3
PERMANENT	6
EMPTY	7

9:15 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	5
EMPTY	8

10:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	6
EMPTY	6

11:45 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	6
EMPTY	6

1 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	5
EMPTY	7

2:15PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	6
EMPTY	7

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	6
EMPTY	6

4:45PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	4
PERMANENT	6
EMPTY	6

THOBURN MILL RESIDENTIAL PRIVATE PARKING

TIME	USAGE (/ 30)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	14/30		47%
9:15AM	16/30		53%
10:30AM	13/30		43%
11:45AM	13/30		43%
1PM	11/30		37%
2:15PM	14/30		47%
3:30PM	9/30		30%
4:45PM	5/30		17%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 21)
SHORT TERM	1	5%
MEDIUM TERM	8	38%
LONG TERM	6	29%
PERMANENT	6	29%

8 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	5
PERMANENT	6
EMPTY	16

9:15 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	6
PERMANENT	6
EMPTY	14

10:30 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	5
PERMANENT	6
EMPTY	17

11:45 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	5
PERMANENT	6
EMPTY	17

1 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3

2:15PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	4

PERMANENT	6
EMPTY	19

PERMANENT	6
EMPTY	16

3:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	6
EMPTY	21

4:45PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	4
EMPTY	25

RESIDENTIAL PARKING WITHIN CLOSE PROXIMITY TO THE BARLEY MOW

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/8		38%
9:15AM	1/8		13%
10:30AM	4/8		50%
11:45AM	4/8		50%
1PM	4/8		50%
2:15PM	4/8		50%
3:30PM	5/8		63%
4:45PM	5/8		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	2	25%
MEDIUM TERM	2	25%
LONG TERM	3	38%
PERMANENT	1	13%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	5

9:15 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	7

10:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	4

11:45 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	4

1 PM

TYPE OF USER	FREQUENCY (/ 8)

2:15PM

TYPE OF USER	FREQUENCY (/ 8)

SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	1
EMPTY	4

SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	1
EMPTY	4

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	1
EMPTY	3

4:45PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	0
EMPTY	3

MILL TO BRAE PRIVATE LOT

TIME	USAGE (/23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	7/23		30%
9:15AM	9/23		39%
10:30AM	7/23		30%
11:45AM	8/23		35%
1PM	6/23		26%
2:15PM	6/23		26%
3:30PM	8/23		35%
4:45PM	6/23		26%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/10)
SHORT TERM	1	10%
MEDIUM TERM	2	20%
LONG TERM	1	10%
PERMANENT	6	60%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	5
EMPTY	16

9:15 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	6
EMPTY	14

10:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	6
EMPTY	16

11:45 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	6
EMPTY	15

1 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	6
EMPTY	17

2:15PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	6
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	6
EMPTY	15

4:45PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	6
EMPTY	15

93 MILL STREET AND THE GEORGIAN PEACH PRIVATE LOTS

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/23		13%
9:15AM	4/23		17%
10:30AM	4/23		17%
11:45AM	5/23		22%
1PM	5/23		22%
2:15PM	5/23		22%
3:30PM	5/23		22%
4:45PM	5/23		22%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	2	25%
MEDIUM TERM	1	13%
LONG TERM	2	25%
PERMANENT	3	38%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	
MEDIUM TERM	
LONG TERM	1
PERMANENT	2
EMPTY	20

9:15 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	19

10:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	19

11:45 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	18

1 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	18

2:15PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	18

4:45PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	18

79 BRIDGE STREET PRIVATE LOT

TIME	USAGE (/ 20)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5/20		25%
9:15AM	5/20		25%
10:30AM	5/20		25%
11:45AM	6/20		30%
1PM	8/20		40%
2:15PM	9/20		45%
3:30PM	9/20		45%
4:45PM	8/20		40%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 13)
SHORT TERM	5	38%
MEDIUM TERM	1	8%
LONG TERM	1	8%
PERMANENT	6	46%

8 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	15

9:15 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	15

10:30 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0

LONG TERM	0
PERMANENT	5
EMPTY	15

LONG TERM	0
PERMANENT	6
EMPTY	14

1 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	12

2:15PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	6
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	6
EMPTY	11

4:45PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	6
EMPTY	12

HERITAGE COURT PRIVATE LOT RESIDENTIAL SPACES

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1/2		50%
9:15AM	2/2		100%
10:30AM	2/2		100%
11:45AM	1/2		50%
1PM	1/2		50%
2:15PM	1/2		50%
3:30PM	1/2		50%
4:45PM	1/2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 2)
SHORT TERM	0	0%
MEDIUM TERM	1	50%
LONG TERM	0	0%
PERMANENT	1	50%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	0

10:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	0

11:45 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

1 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

2:15PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

4:45PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

HIGH STREET LOT PRIVATE PARKING

TIME	USAGE (/ 33)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	21/33		64%
9:15AM	21/33		64%
10:30AM	18/33		55%
11:45AM	15/33		45%
1PM	15/33		45%
2:15PM	13/33		39%
3:30PM	15/33		45%
4:45PM	15/33		45%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 25)
SHORT TERM	3	12%
MEDIUM TERM	5	20%
LONG TERM	7	28%
PERMANENT	10	40%

8 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	7
PERMANENT	9
EMPTY	12

9:15 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	7
PERMANENT	10
EMPTY	12

10:30 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	6
PERMANENT	10
EMPTY	15

11:45 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	5
PERMANENT	10
EMPTY	18

1 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	5
PERMANENT	10
EMPTY	18

2:15PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	9
EMPTY	20

3:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	10
EMPTY	18

4:45PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	10
EMPTY	18

MILL STREET TO BRIDGE STREET RESIDENTIAL LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4/13		31%
9:15AM	4/13		31%
10:30AM	5/13		38%
11:45AM	5/13		38%
1PM	5/13		38%
2:15PM	5/13		38%
3:30PM	5/13		38%
4:45PM	5/13		38%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 7)
SHORT TERM	1	14%
MEDIUM TERM	1	14%
LONG TERM	2	29%
PERMANENT	3	43%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1

9:15 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1

PERMANENT	3
EMPTY	9

PERMANENT	3
EMPTY	9

10:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

11:45 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	8

1 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	8

2:15PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

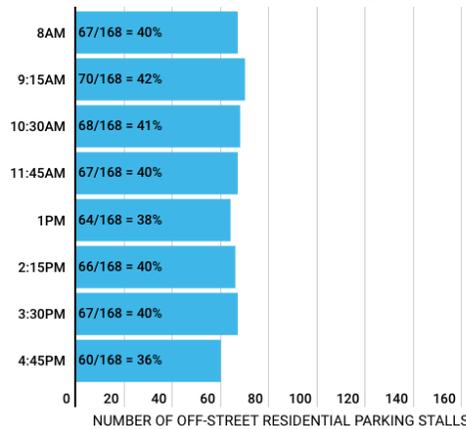
4:45PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	3
EMPTY	8

SUMMARY STATISTICS

Graph 143 displays the total usage of residential off-street parking stalls on July 6th, 2019.

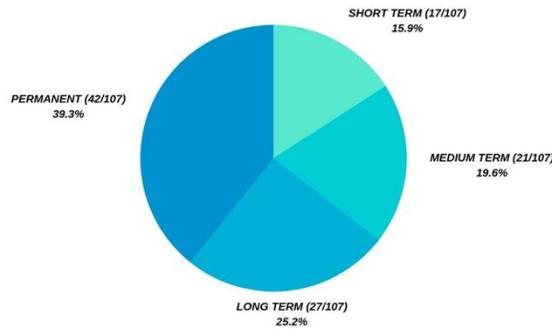
OFF-STREET RESIDENTIAL PARKING USAGE (OUT OF 168 SPACES)



Graph 143

Graph 144 shows the user composition of those who parked in residential off-street parking stalls on July 6th, 2019.

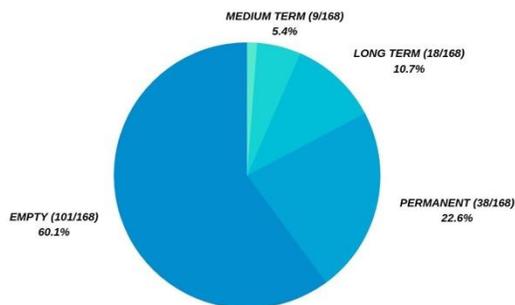
**OFF-STREET RESIDENTIAL PARKING USER COMPOSITION
 (OUT OF 107 USERS)**



Graph 144

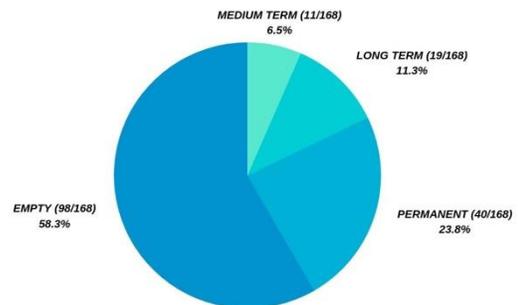
The graphs below indicate the parking composition of residential off-street parking facilities throughout the day of July 6th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



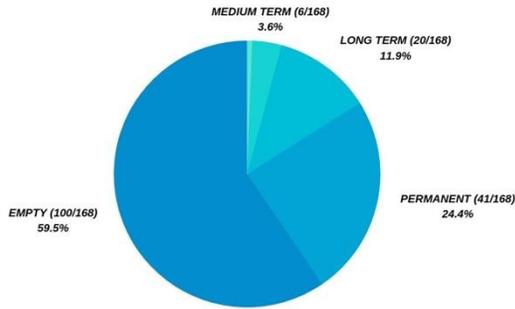
Graph 145

**9:15AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



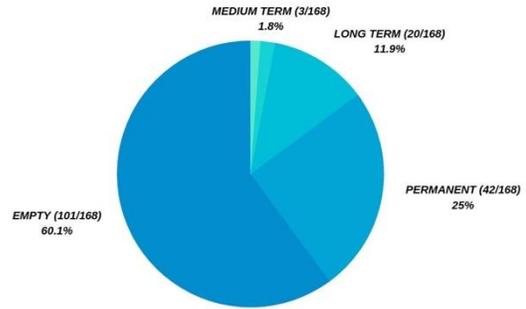
Graph 146

**10:30 AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



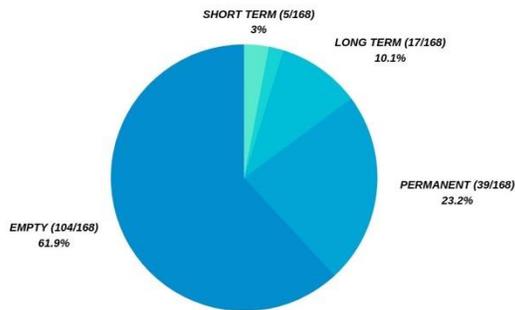
Graph 147

**11:45AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



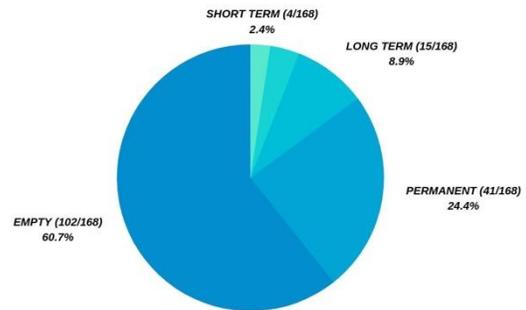
Graph 148

**1PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



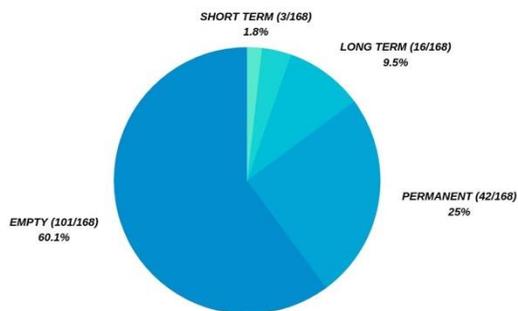
Graph 149

**2:15PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



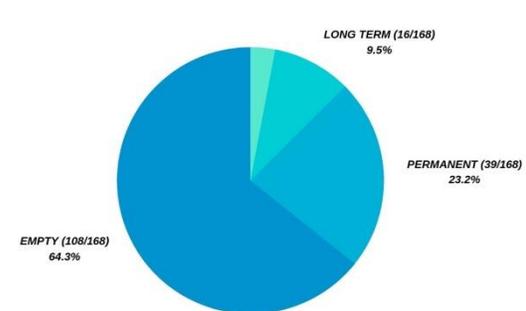
Graph 150

**3:30PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



Graph 151

**4:45PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



Graph 152

APPENDIX I

FRIDAY AUGUST 9TH 2019

ON-STREET PARKING FACILITIES

MILL STREET

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	16/42		38%
9:30AM	20/42		48%
11:00AM	34/42		81%
12:30PM	37/42		88%
2:00PM	31/42	1	74%
3:30PM	28/42		67%
5:00PM	20/42		48%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/123)
SHORT TERM	90	73%
MEDIUM TERM	26	21%
LONG TERM	4	3%
PERMANENT	3	2%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	4
LONG TERM	1
PERMANENT	3
EMPTY	26

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	1
PERMANENT	3
EMPTY	22

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	17
MEDIUM TERM	10
LONG TERM	4
PERMANENT	3
EMPTY	8

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	17
MEDIUM TERM	13
LONG TERM	4
PERMANENT	3
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	13
MEDIUM TERM	11
LONG TERM	4
PERMANENT	3
EMPTY	11

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	8
LONG TERM	3
PERMANENT	3
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	11
MEDIUM TERM	6
LONG TERM	1
PERMANENT	2
EMPTY	22

BRIDGE STREET

TIME	USAGE (/28)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6/28		21%
9:30AM	6/28		21%
11:00AM	14/28		50%
12:30PM	17/28		61%
2:00PM	12/28		43%
3:30PM	11/28		39%
5:00PM	6/28		21%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/54)
SHORT TERM	40	74%
MEDIUM TERM	13	24%
LONG TERM	0	0%
PERMANENT	1	2%

8 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	22

9:30 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	22

11 AM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	6
MEDIUM TERM	7
LONG TERM	0
PERMANENT	1
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	8
LONG TERM	0
PERMANENT	1
EMPTY	11

2 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	8
MEDIUM TERM	3
LONG TERM	0
PERMANENT	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	6
MEDIUM TERM	4
LONG TERM	0
PERMANENT	1

EMPTY	16
-------	----

EMPTY	17
-------	----

5 PM

TYPE OF USER	FREQUENCY (/ 28)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	22

HIGH STREET

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2/16		13%
9:30AM	3/16		19%
11:00AM	3/16		19%
12:30PM	4/16		25%
2:00PM	4/16		25%
3:30PM	2/16		13%
5:00PM	1/16		6%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 5)
SHORT TERM	1	20%
MEDIUM TERM	2	40%
LONG TERM	0	0%
PERMANENT	2	40%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	14

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	13

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	13

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	2
EMPTY	12

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0

MEDIUM TERM	1
LONG TERM	0
PERMANENT	2
EMPTY	12

MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	15

BRAE STREET

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3/8		38%
9:30AM	4/8		50%
11:00AM	5/8		63%
12:30PM	7/8		88%
2:00PM	8/8		100%
3:30PM	5/8		63%
5:00PM	4/8		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 20)
SHORT TERM	14	70%
MEDIUM TERM	3	15%
LONG TERM	2	10%
PERMANENT	1	5%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	5

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	4

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	1
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	4
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	3

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	4

RESERVE STREET

TIME	USAGE (/ 82)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10/82		12%
9:30AM	8/82		10%
11:00AM	10/82		12%
12:30PM	12/82		15%
2:00PM	12/82		15%
3:30PM	14/82		17%
5:00PM	10/82		12%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 29)
SHORT TERM	13	45%
MEDIUM TERM	11	38%
LONG TERM	5	17%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	72

9:30 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	3
PERMANENT	2
EMPTY	74

11 AM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	5
PERMANENT	2
EMPTY	72

12:30 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	4
PERMANENT	2
EMPTY	70

2 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	5
LONG TERM	4
PERMANENT	2
EMPTY	70

3:30 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	3
MEDIUM TERM	6
LONG TERM	3
PERMANENT	2
EMPTY	68

5 PM

TYPE OF USER	FREQUENCY (/ 82)
SHORT TERM	1
MEDIUM TERM	7
LONG TERM	2
PERMANENT	0
EMPTY	72

LITTLE BRIDGE STREET

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 2		100%
9:30AM	2 / 2		100%
11:00AM	3 / 2	1	150%
12:30PM	2 / 2	1	100%
2:00PM	1 / 2		50%
3:30PM	2 / 2		100%
5:00PM	1 / 2		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 12)
SHORT TERM	11	92%
MEDIUM TERM	1	8%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	0

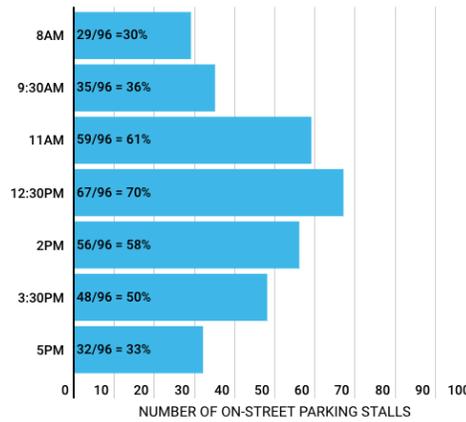
5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	1

SUMMARY STATISTICS

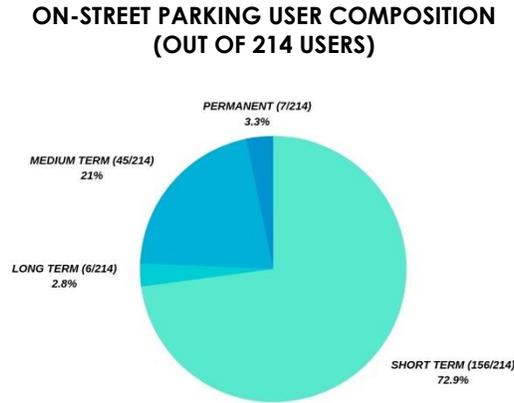
Graph 153 displays the total usage of on-street parking stalls on August 9th, 2019.

ON-STREET PARKING USAGE (OUT OF 96 SPACES)



Graph 153

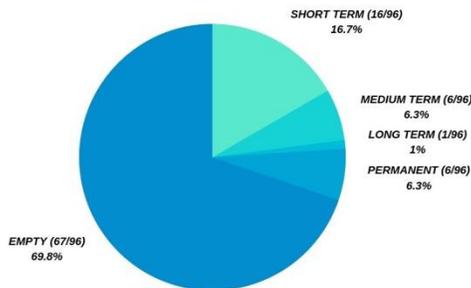
Graph 154 shows the user composition of those who parked in on-street parking stalls on August 9th, 2019.



Graph 154

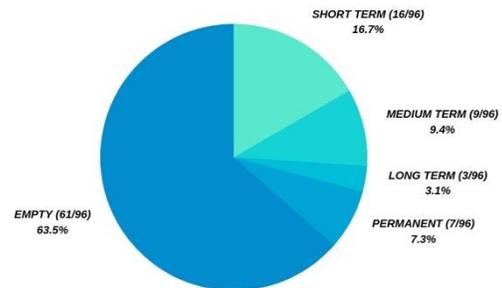
The graphs below indicate the parking composition of on-street parking facilities throughout the day of August 9th, 2019.

**8AM PARKING COMPOSITION
(OUT OF 96 SPACES)**



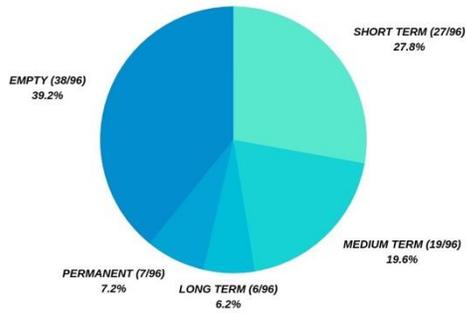
Graph 155

**9:30AM PARKING COMPOSITION
(OUT OF 96 SPACES)**



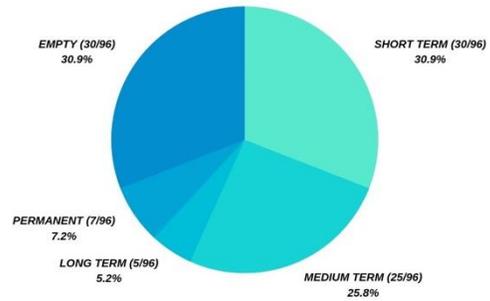
Graph 156

**11 AM PARKING COMPOSITION
 (OUT OF 96 SPACES)**



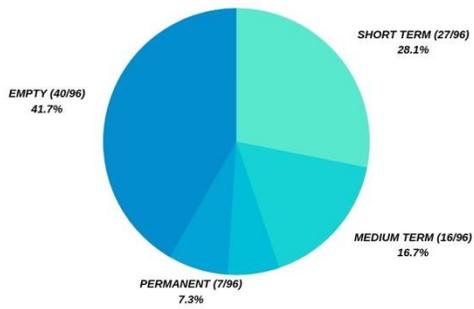
Graph 157

**12:30PM PARKING COMPOSITION
 (OUT OF 96 SPACES)**



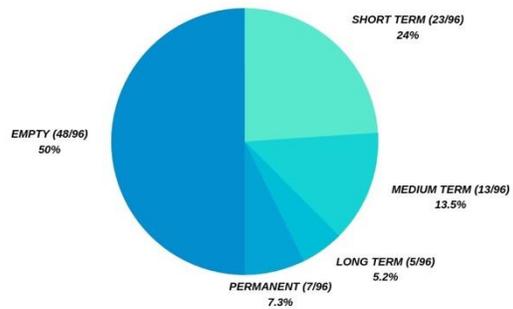
Graph 158

**2PM PARKING COMPOSITION
 (OUT OF 96 SPACES)**



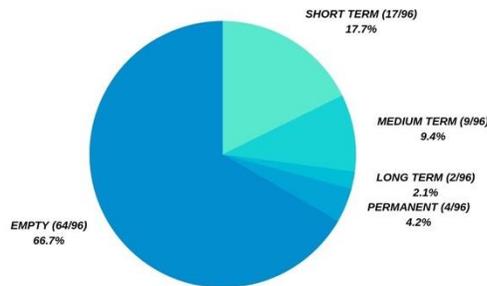
Graph 159

**3:30PM PARKING COMPOSITION
 (OUT OF 96 SPACES)**



Graph 160

**5PM PARKING COMPOSITION
 (OUT OF 96 SPACES)**



Graph 161

OFF-STREET PUBLIC PARKING FACILITIES

LIBRARY PUBLIC LOT

TIME	USAGE (/ 47)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 47		2%
9:30AM	16 / 47		34%
11:00AM	18 / 47		38%
12:30PM	29 / 47		62%
2:00PM	28 / 47		60%
3:30PM	19 / 47		40%
5:00PM	11 / 47		23%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 59)
SHORT TERM	29	61%
MEDIUM TERM	23	49%
LONG TERM	4	9%
PERMANENT	3	6%

8 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	46

9:30 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	6
MEDIUM TERM	6
LONG TERM	1
PERMANENT	3
EMPTY	31

11 AM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	3
MEDIUM TERM	8
LONG TERM	4
PERMANENT	3
EMPTY	29

12:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	6
MEDIUM TERM	16
LONG TERM	4
PERMANENT	3
EMPTY	18

2 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	7
MEDIUM TERM	14
LONG TERM	4
PERMANENT	3
EMPTY	19

3:30 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	3
MEDIUM TERM	9
LONG TERM	4
PERMANENT	3
EMPTY	28

5 PM

TYPE OF USER	FREQUENCY (/ 47)
SHORT TERM	4
MEDIUM TERM	2

LONG TERM	2
PERMANENT	3
EMPTY	36

HIGH STREET PUBLIC LOT

TIME	USAGE (/42)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	7 / 42		17%
9:30AM	21 / 42		50%
11:00AM	28 / 42		67%
12:30PM	40 / 42		95%
2:00PM	38 / 42		90%
3:30PM	36 / 42		86%
5:00PM	25 / 42		60%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/109)
SHORT TERM	70	64%
MEDIUM TERM	28	26%
LONG TERM	4	4%
PERMANENT	7	6%

8 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	2
MEDIUM TERM	4
LONG TERM	0
PERMANENT	1
EMPTY	35

9:30 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	5
MEDIUM TERM	8
LONG TERM	1
PERMANENT	7
EMPTY	21

11 AM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	8
MEDIUM TERM	9
LONG TERM	4
PERMANENT	7
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	15
LONG TERM	4
PERMANENT	7
EMPTY	2

2 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	14
MEDIUM TERM	13
LONG TERM	4
PERMANENT	7
EMPTY	4

3:30 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	17
MEDIUM TERM	9
LONG TERM	3
PERMANENT	7
EMPTY	6

5 PM

TYPE OF USER	FREQUENCY (/ 42)
SHORT TERM	10
MEDIUM TERM	6
LONG TERM	2
PERMANENT	7
EMPTY	17

OLD TOWN HALL PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 22		18%
9:30AM	16 / 22		72%
11:00AM	19 / 22		86%
12:30PM	15 / 22		68%
2:00PM	18 / 22		82%
3:30PM	17 / 22		77%
5:00PM	9 / 22		41%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 37)
SHORT TERM	15	68%
MEDIUM TERM	10	45%
LONG TERM	10	45%
PERMANENT	2	9%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	0
EMPTY	19

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	4
LONG TERM	9
PERMANENT	2
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	4
LONG TERM	9
PERMANENT	2
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	10
PERMANENT	2
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	2
MEDIUM TERM	5
LONG TERM	9
PERMANENT	2
EMPTY	4

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	5
LONG TERM	5
PERMANENT	2
EMPTY	5

5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	6
LONG TERM	1
PERMANENT	2
EMPTY	13

PAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/15)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 15		0%
9:30AM	2 / 15		13%
11:00AM	7 / 15		47%
12:30PM	12 / 15		80%
2:00PM	6 / 15		40%
3:30PM	13 / 15		87%
5:00PM	15 / 15	1	100%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/44)
SHORT TERM	33	75%
MEDIUM TERM	11	25%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	15

9:30 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	13

11 AM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	7
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

12:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	12
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	3

2 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	9

3:30 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	2
MEDIUM TERM	11
LONG TERM	0
PERMANENT	0
EMPTY	2

5 PM

TYPE OF USER	FREQUENCY (/ 15)
SHORT TERM	5
MEDIUM TERM	10
LONG TERM	0
PERMANENT	0
EMPTY	1

UNPAVED ALMONTE STREET PUBLIC LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 18		0%
9:30AM	0 / 18		0%
11:00AM	0 / 18		0%
12:30PM	1 / 18		6%
2:00PM	0 / 18		0%
3:30PM	3 / 18		17%
5:00PM	13 / 18		72%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 16)
SHORT TERM	15	94%
MEDIUM TERM	1	6%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	15

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	12
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	3

ICE CREAM SHOP PUBLIC LOT

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 22		23%
9:30AM	9 / 22		41%
11:00AM	18 / 22		82%
12:30PM	17 / 22		77%
2:00PM	17 / 22		77%
3:30PM	15 / 22		68%
5:00PM	17 / 22		77%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 38)
SHORT TERM	13	34%
MEDIUM TERM	17	44%
LONG TERM	2	5%
PERMANENT	6	16%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	3
EMPTY	17

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	6
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	6
LONG TERM	2
PERMANENT	6
EMPTY	4

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	9
LONG TERM	2
PERMANENT	6
EMPTY	5

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	5
LONG TERM	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	0
MEDIUM TERM	8
LONG TERM	1

PERMANENT	6
EMPTY	5

PERMANENT	6
EMPTY	7

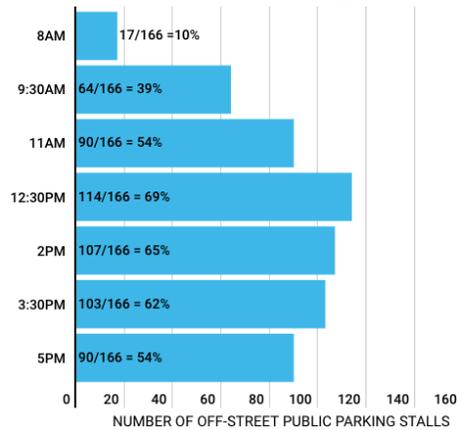
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	7
LONG TERM	0
PERMANENT	6
EMPTY	5

SUMMARY STATISTICS

Graph 162 displays the total usage of public off-street parking stalls on August 9th, 2019.

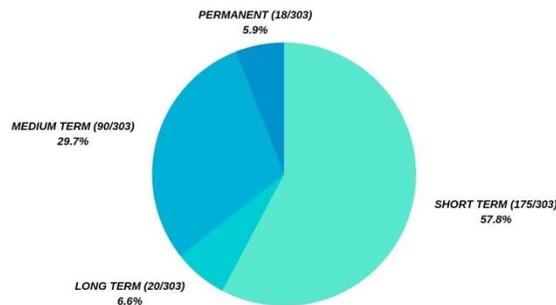
OFF-STREET PUBLIC PARKING USAGE (OUT OF 166 SPACES)



Graph 162

Graph 163 shows the user composition of those who parked in public off-street parking stalls on August 9th, 2019.

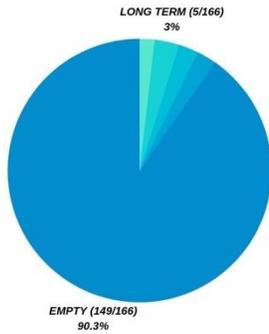
OFF-STREET PUBLIC PARKING USER COMPOSITION (OUT OF 303 USERS)



Graph 163

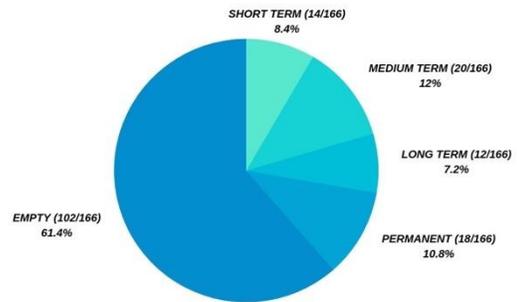
The graphs below indicate the parking composition of public off-street parking facilities throughout the day of August 9th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



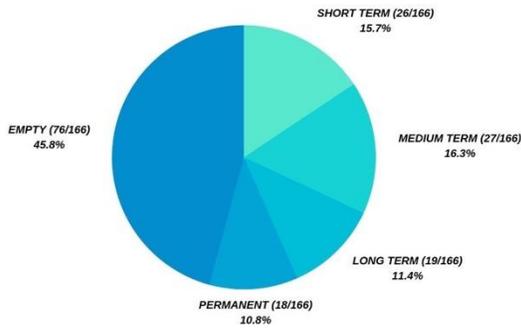
Graph 164

**9:30AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



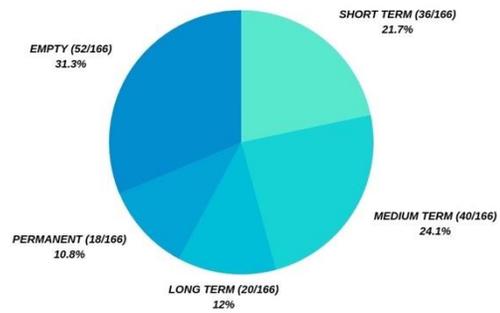
Graph 165

**11 AM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



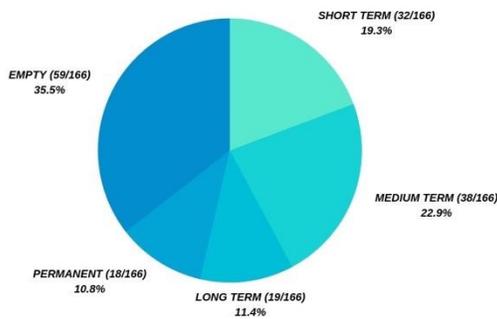
Graph 166

**12:30PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



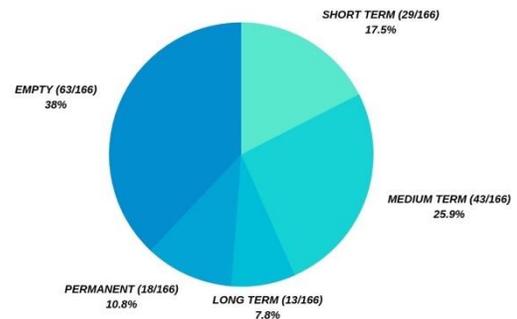
Graph 167

**2PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



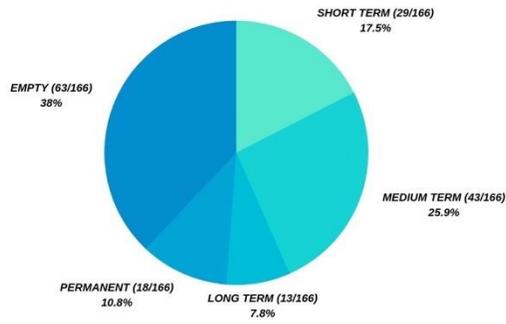
Graph 168

**3:30PM PARKING COMPOSITION
 (OUT OF 166 SPACES)**



Graph 169

**5PM PARKING COMPOSITION
(OUT OF 166 SPACES)**



Graph 170

OFF-STREET COMMERCIAL PARKING FACILITIES

POST OFFICE PRIVATE LOT

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	10 / 16		63%
9:30AM	11 / 16		69%
11:00AM	9 / 16		56%
12:30PM	9 / 16		56%
2:00PM	14 / 16		88%
3:30PM	9 / 16		56%
5:00PM	10 / 16		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 42)
SHORT TERM	31	74%
MEDIUM TERM	6	14%
LONG TERM	4	10%
PERMANENT	1	2%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	3
LONG TERM	3
PERMANENT	1
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	4
LONG TERM	3
PERMANENT	1
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	3
PERMANENT	1
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	3
MEDIUM TERM	2
LONG TERM	3
PERMANENT	1
EMPTY	7

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	7
MEDIUM TERM	2
LONG TERM	4
PERMANENT	1
EMPTY	2

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	5
MEDIUM TERM	1
LONG TERM	2
PERMANENT	1
EMPTY	7

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	7

MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	6

HERITAGE COURT COMMERCIAL LOT

TIME	USAGE (/ 77)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 77		3%
9:30AM	24 / 77		31%
11:00AM	39 / 77		51%
12:30PM	46 / 77		60%
2:00PM	39 / 77		51%
3:30PM	18 / 77		23%
5:00PM	14 / 77		18%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 101)
SHORT TERM	65	84%
MEDIUM TERM	24	31%
LONG TERM	9	12%
PERMANENT	3	4%

8 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	0
EMPTY	75

9:30 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	13
MEDIUM TERM	5
LONG TERM	3
PERMANENT	3
EMPTY	53

11 AM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	16
MEDIUM TERM	12
LONG TERM	8
PERMANENT	3
EMPTY	38

12:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	17
MEDIUM TERM	17
LONG TERM	9
PERMANENT	3
EMPTY	31

2 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	11
MEDIUM TERM	16
LONG TERM	9
PERMANENT	3
EMPTY	38

3:30 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	4
MEDIUM TERM	3
LONG TERM	8
PERMANENT	3
EMPTY	59

5 PM

TYPE OF USER	FREQUENCY (/ 77)
SHORT TERM	4
MEDIUM TERM	2
LONG TERM	5
PERMANENT	3
EMPTY	63

THE BEER STORE PRIVATE LOT

TIME	USAGE (/ 18)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 18		0%
9:30AM	0 / 18		0%
11:00AM	4 / 18		22%
12:30PM	3 / 18		17%
2:00PM	1 / 18		6%
3:30PM	1 / 18		6%
5:00PM	0 / 18		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 9)
SHORT TERM	9	100%
MEDIUM TERM	0	0%
LONG TERM	0	0%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

11 AM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	15

2 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

3:30 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	17

5 PM

TYPE OF USER	FREQUENCY (/ 18)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	18

THE HUB COMMERCIAL PARKING LOT

TIME	USAGE (/ 6)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 6		0%
9:30AM	3 / 6		50%
11:00AM	4 / 6		67%
12:30PM	2 / 6		33%
2:00PM	3 / 6		50%
3:30PM	3 / 6		50%
5:00PM	1 / 6		17%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 7)
SHORT TERM	4	57%
MEDIUM TERM	1	14%
LONG TERM	1	14%
PERMANENT	1	14%

8 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	1
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	1
EMPTY	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	4

2 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	3

3:30 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	3

5 PM

TYPE OF USER	FREQUENCY (/ 6)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	5

HB AUTO PRIVATE LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	4 / 13		31%
9:30AM	6 / 13		46%
11:00AM	6 / 13		46%
12:30PM	7 / 13		54%
2:00PM	7 / 13		54%
3:30PM	6 / 13		46%
5:00PM	4 / 13		31%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 10)
SHORT TERM	3	30%
MEDIUM TERM	2	20%
LONG TERM	0	0%
PERMANENT	5	50%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	4
EMPTY	9

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	5
EMPTY	7

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	4
EMPTY	7

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	5
EMPTY	6

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	5
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	7

5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	4
EMPTY	9

ALMONTE DENTAL CENTRE PRIVATE LOT

TIME	USAGE (/ 7)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 7		14%
9:30AM	4 / 7		57%
11:00AM	4 / 7		57%
12:30PM	4 / 7		57%
2:00PM	6 / 7		85%
3:30PM	5 / 7		71%
5:00PM	2 / 7		29%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 16)
SHORT TERM	13	81%
MEDIUM TERM	1	6%
LONG TERM	2	13%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	0
EMPTY	3

11 AM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	3

12:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	3

2 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	4
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	3
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	2

5 PM

TYPE OF USER	FREQUENCY (/ 7)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	0
EMPTY	5

ALMONTE FAMILY OPTOMETRISTS PRIVATE LOT

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	2 / 8		25%
9:30AM	2 / 8		25%
11:00AM	3 / 8		38%
12:30PM	2 / 8		25%
2:00PM	0 / 8		0%
3:30PM	0 / 8		0%
5:00PM	0 / 8		0%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 3)
SHORT TERM	1	33%
MEDIUM TERM	0	0%
LONG TERM	2	67%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	6

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	6

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	5

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	2
EMPTY	6

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

THOBURN MILL COMMERCIAL PRIVATE PARKING

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	0 / 8		0%
9:30AM	6 / 8		75%
11:00AM	6 / 8		75%
12:30PM	4 / 8		50%
2:00PM	4 / 8		50%
3:30PM	3 / 8		38%
5:00PM	2 / 8		25%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 13)
SHORT TERM	7	54%
MEDIUM TERM	4	31%
LONG TERM	2	15%
PERMANENT	0	0%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	8

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	2
MEDIUM TERM	3
LONG TERM	1
PERMANENT	0
EMPTY	2

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	2
PERMANENT	0
EMPTY	2

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	0
EMPTY	2

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1

MEDIUM TERM	1
LONG TERM	2
PERMANENT	0
EMPTY	2

MEDIUM TERM	0
LONG TERM	2
PERMANENT	0
EMPTY	3

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	0
EMPTY	4

THE BARLEY MOW PRIVATE PARKING

TIME	USAGE (/ 22)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 22		5%
9:30AM	4 / 22		18%
11:00AM	11 / 22		50%
12:30PM	14 / 22		64%
2:00PM	14 / 22		64%
3:30PM	13 / 22		60%
5:00PM	13 / 22		60%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 41)
SHORT TERM	31	76%
MEDIUM TERM	6	15%
LONG TERM	1	2%
PERMANENT	3	7%

8 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	0
EMPTY	21

9:30 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	3
EMPTY	18

11 AM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	11

12:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	8
MEDIUM TERM	2
LONG TERM	1
PERMANENT	3
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	5
MEDIUM TERM	5
LONG TERM	1
PERMANENT	3
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	4
MEDIUM TERM	5
LONG TERM	1
PERMANENT	3
EMPTY	9

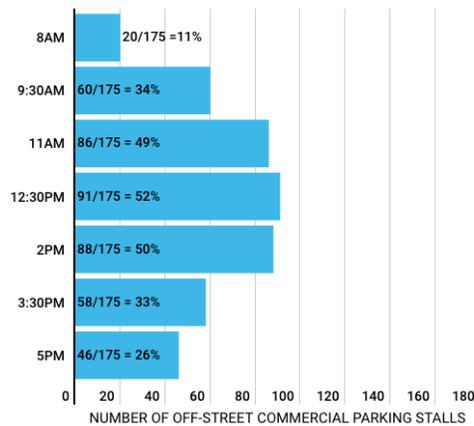
5 PM

TYPE OF USER	FREQUENCY (/ 22)
SHORT TERM	6
MEDIUM TERM	3
LONG TERM	1
PERMANENT	3
EMPTY	9

SUMMARY STATISTICS

Graph 171 displays the total usage of commercial off-street parking stalls on August 9th, 2019.

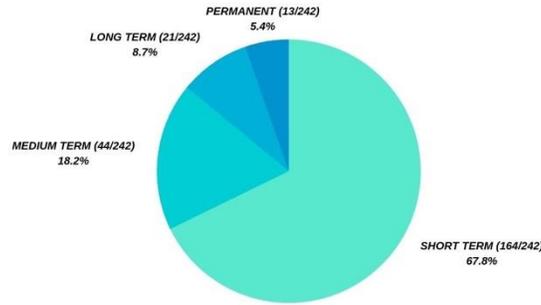
OFF-STREET COMMERCIAL PARKING USAGE (OUT OF 175 SPACES)



Graph 171

Graph 172 shows the user composition of those who parked in commercial off-street parking stalls on August 9th, 2019.

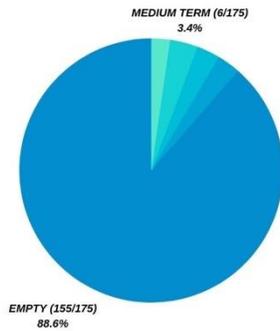
**OFF-STREET COMMERCIAL PARKING USER COMPOSITION
 (OUT OF 242 USERS)**



Graph 172

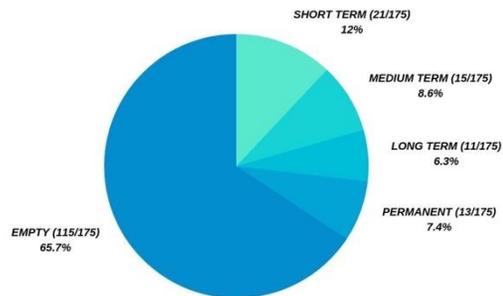
The graphs below indicate the parking composition of public off-street parking facilities throughout the day of August 9th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



Graph 173

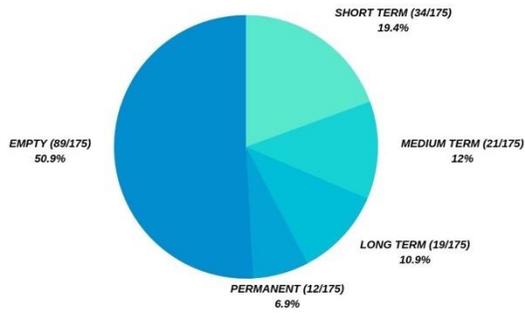
**9:30AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



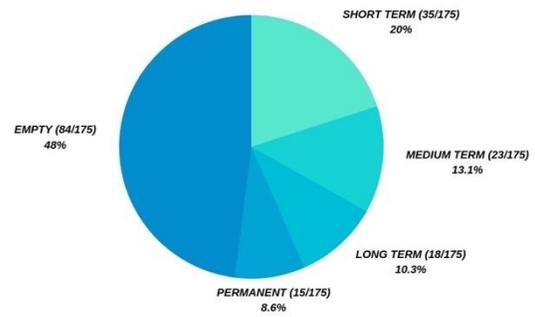
Graph 174

**11 AM PARKING COMPOSITION
 (OUT OF 175 SPACES)**

**12:30PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



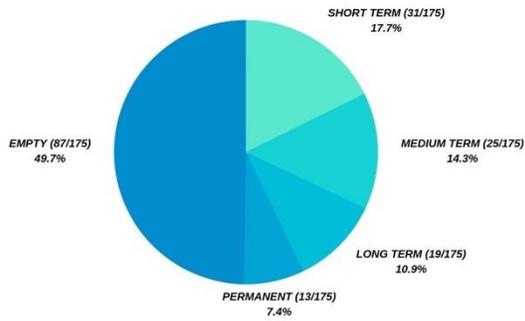
Graph 175



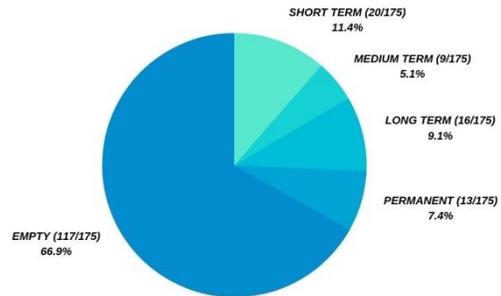
Graph 176

**2PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**

**3:30PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**

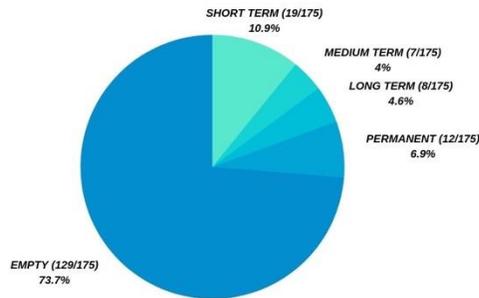


Graph 177



Graph 178

**5PM PARKING COMPOSITION
 (OUT OF 175 SPACES)**



Graph 179

OFF-STREET RESIDENTIAL PARKING

VICTORIA WOOLEN MILL PRIVATE RESIDENTIAL PARKING

TIME	USAGE (/ 16)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	8 / 16		50%
9:30AM	8 / 16		50%
11:00AM	7 / 16		44%
12:30PM	8 / 16		50%
2:00PM	10 / 16		63%
3:30PM	10 / 16		63%
5:00PM	10 / 16		63%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 18)
SHORT TERM	6	38%
MEDIUM TERM	5	31%
LONG TERM	1	6%
PERMANENT	6	38%

8 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	8

9:30 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	6
EMPTY	8

11 AM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	6
EMPTY	9

12:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	0
PERMANENT	6
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	3
LONG TERM	0
PERMANENT	6
EMPTY	6

3:30 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	1
PERMANENT	6
EMPTY	6

5 PM

TYPE OF USER	FREQUENCY (/ 16)
SHORT TERM	2
MEDIUM TERM	1

LONG TERM	1
PERMANENT	6
EMPTY	6

THOBURN MILL RESIDENTIAL PRIVATE PARKING

TIME	USAGE (/30)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	14 / 30		47%
9:30AM	14 / 30		47%
11:00AM	13 / 30		43%
12:30PM	10 / 30		33%
2:00PM	11 / 30		37%
3:30PM	5 / 30		17%
5:00PM	11 / 30		37%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/23)
SHORT TERM	6	26%
MEDIUM TERM	7	30%
LONG TERM	5	22%
PERMANENT	5	22%

8 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	4
LONG TERM	5
PERMANENT	5
EMPTY	16

9:30 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	5
LONG TERM	4
PERMANENT	5
EMPTY	16

11 AM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	4
PERMANENT	5
EMPTY	17

12:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	5
EMPTY	20

2 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	3
PERMANENT	5
EMPTY	19

3:30 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	4
EMPTY	25

5 PM

TYPE OF USER	FREQUENCY (/ 30)
SHORT TERM	3
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	19

RESIDENTIAL PARKING WITHIN CLOSE PROXIMITY TO THE BARLEY MOW

TIME	USAGE (/ 8)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 8		63%
9:30AM	7 / 8		88%
11:00AM	8 / 8		100%
12:30PM	7 / 8		88%
2:00PM	8 / 8		100%
3:30PM	7 / 8		88%
5:00PM	4 / 8		50%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 11)
SHORT TERM	0	0%
MEDIUM TERM	4	36%
LONG TERM	5	45%
PERMANENT	2	18%

8 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	2
EMPTY	3

9:30 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	3
LONG TERM	2
PERMANENT	2
EMPTY	5

11 AM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	4
PERMANENT	2
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	2
EMPTY	1

2 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	5
PERMANENT	2
EMPTY	0

3:30 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	4
PERMANENT	2
EMPTY	1

5 PM

TYPE OF USER	FREQUENCY (/ 8)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	1
EMPTY	4

MILL TO BRAE PRIVATE LOT

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 23		22%
9:30AM	10 / 23		43%
11:00AM	7 / 23		30%
12:30PM	5 / 23		22%
2:00PM	8 / 23		35%
3:30PM	9 / 23		39%
5:00PM	8 / 23		35%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 15)
SHORT TERM	5	33%
MEDIUM TERM	3	20%
LONG TERM	2	13%
PERMANENT	5	33%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	1
PERMANENT	2
EMPTY	18

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	1
PERMANENT	5
EMPTY	13

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	1
PERMANENT	5
EMPTY	14

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	4
EMPTY	18

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	15

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	2
PERMANENT	5
EMPTY	14

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	5
EMPTY	15

93 MILL STREET AND THE GEORGIAN PEACH PRIVATE LOTS

TIME	USAGE (/ 23)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	6 / 23		26%
9:30AM	8 / 23		35%
11:00AM	10 / 23		43%
12:30PM	11 / 23		48%
2:00PM	8 / 23		35%
3:30PM	12 / 23		52%
5:00PM	10 / 23		43%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 14)
SHORT TERM	2	14%
MEDIUM TERM	2	14%
LONG TERM	3	21%
PERMANENT	7	50%

8 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	0
PERMANENT	5
EMPTY	17

9:30 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	7
EMPTY	15

11 AM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	7
EMPTY	13

12:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	3
PERMANENT	7
EMPTY	12

2 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	3
PERMANENT	5
EMPTY	15

3:30 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	3
PERMANENT	7
EMPTY	11

5 PM

TYPE OF USER	FREQUENCY (/ 23)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	2
PERMANENT	6
EMPTY	13

79 BRIDGE STREET PRIVATE LOT

TIME	USAGE (/ 20)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	5 / 20		25%
9:30AM	5 / 20		25%
11:00AM	5 / 20		25%
12:30PM	7 / 20		35%
2:00PM	7 / 20		35%
3:30PM	8 / 20		40%
5:00PM	4 / 20		20%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 15)
SHORT TERM	5	38%
MEDIUM TERM	3	23%
LONG TERM	1	8%
PERMANENT	4	31%

8 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	4
EMPTY	15

9:30 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	1
PERMANENT	3
EMPTY	15

11 AM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	0
PERMANENT	3
EMPTY	15

12:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	4
EMPTY	13

2 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	1
PERMANENT	4
EMPTY	13

3:30 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	2
MEDIUM TERM	2
LONG TERM	0
PERMANENT	4
EMPTY	12

5 PM

TYPE OF USER	FREQUENCY (/ 20)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	0
PERMANENT	3
EMPTY	16

HERITAGE COURT PRIVATE LOT RESIDENTIAL SPACES

TIME	USAGE (/ 2)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	1 / 2		50%
9:30AM	2 / 2		100%
11:00AM	2 / 2		100%
12:30PM	2 / 2		100%
2:00PM	1 / 2		50%
3:30PM	2 / 2		100%
5:00PM	2 / 2		100%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 2)
SHORT TERM	0	0%
MEDIUM TERM	0	0%
LONG TERM	1	50%
PERMANENT	1	50%

8 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

9:30 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

11 AM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

12:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

2 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	0
PERMANENT	1
EMPTY	1

3:30 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

5 PM

TYPE OF USER	FREQUENCY (/ 2)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	1
EMPTY	0

HIGH STREET LOT PRIVATE PARKING

TIME	USAGE (/ 33)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	13 / 33		39%
9:30AM	15 / 33		45%
11:00AM	14 / 33		42%
12:30PM	14 / 33		42%
2:00PM	15 / 33		45%
3:30PM	11 / 33		33%
5:00PM	10 / 33		30%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 25)
SHORT TERM	7	28%
MEDIUM TERM	3	12%
LONG TERM	9	36%
PERMANENT	6	24%

8 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	2
LONG TERM	6
PERMANENT	5
EMPTY	20

9:30 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	2
LONG TERM	7
PERMANENT	6
EMPTY	17

11 AM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	7
PERMANENT	6
EMPTY	19

12:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	7
PERMANENT	5
EMPTY	19

2 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	2
MEDIUM TERM	1
LONG TERM	6
PERMANENT	6
EMPTY	18

3:30 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	1
MEDIUM TERM	1
LONG TERM	3
PERMANENT	6
EMPTY	22

5 PM

TYPE OF USER	FREQUENCY (/ 33)
SHORT TERM	2
MEDIUM TERM	0
LONG TERM	3
PERMANENT	5
EMPTY	23

MILL STREET TO BRIDGE STREET RESIDENTAL PARKING LOT

TIME	USAGE (/ 13)	ILLEGAL PARKING	PERCENTAGE FULL
8AM	3 / 13		23%
9:30AM	3 / 13		23%
11:00AM	5 / 13		38%
12:30PM	5 / 13		38%
2:00PM	5 / 13		38%
3:30PM	6 / 13		46%
5:00PM	6 / 13		46%

USAGE TYPE	NUMBER OF USERS	PERCENTAGE (/ 8)
SHORT TERM	1	13%
MEDIUM TERM	2	25%
LONG TERM	3	38%
PERMANENT	2	25%

8 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	10

9:30 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	0
LONG TERM	1
PERMANENT	2
EMPTY	10

11 AM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	8

12:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	2
PERMANENT	2
EMPTY	8

2 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	1
MEDIUM TERM	0
LONG TERM	2
PERMANENT	2
EMPTY	8

3:30 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	2
EMPTY	7

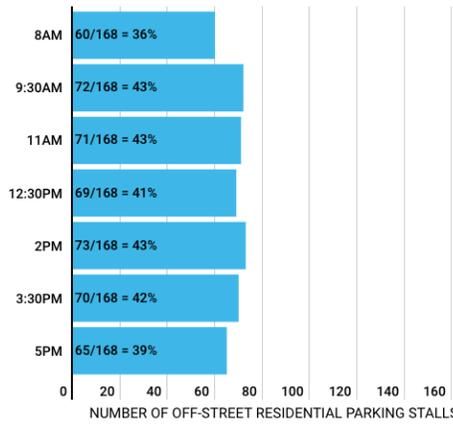
5 PM

TYPE OF USER	FREQUENCY (/ 13)
SHORT TERM	0
MEDIUM TERM	1
LONG TERM	3
PERMANENT	2
EMPTY	7

SUMMARY STATISTICS

Graph 180 displays the total usage of residential off-street parking stalls on August 9th, 2019.

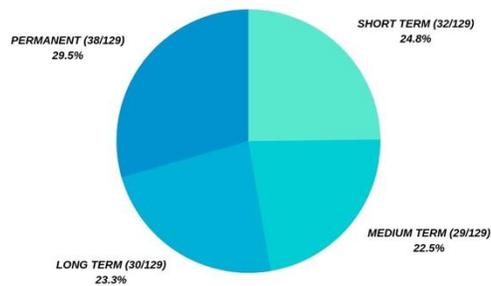
OFF-STREET RESIDENTIAL PARKING USAGE (OUT OF 168 SPACES)



Graph 180

Graph 181 shows the user composition of those who parked in residential off-street parking stalls on August 9th, 2019.

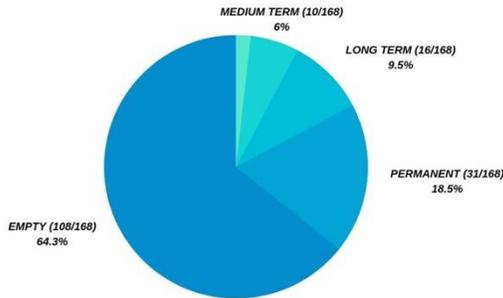
OFF-STREET RESIDENTIAL PARKING USER COMPOSITION (OUT OF 129 USERS)



Graph 181

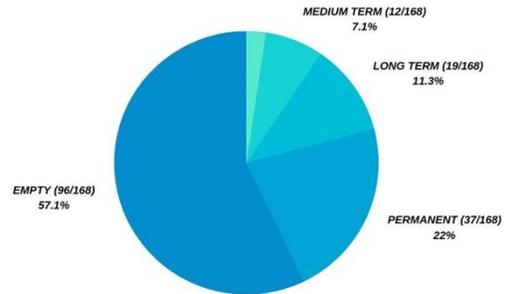
The graphs below indicate the parking composition of residential off-street parking facilities throughout the day of August 9th, 2019.

**8AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



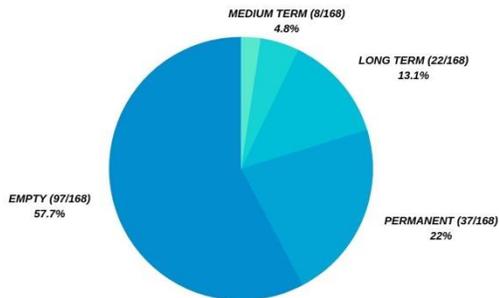
Graph 182

**9:30AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



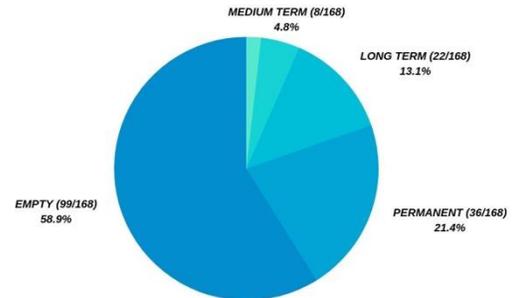
Graph 183

**11 AM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



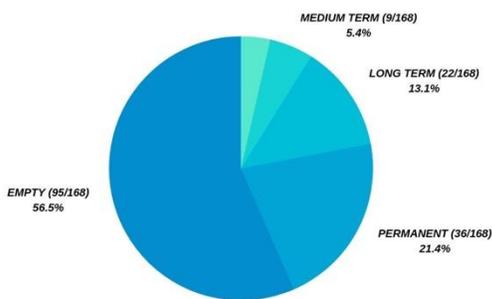
Graph 184

**12:30PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



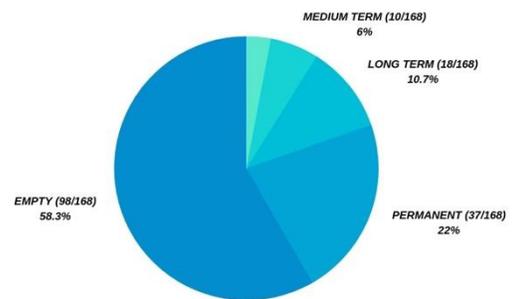
Graph 185

**2PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



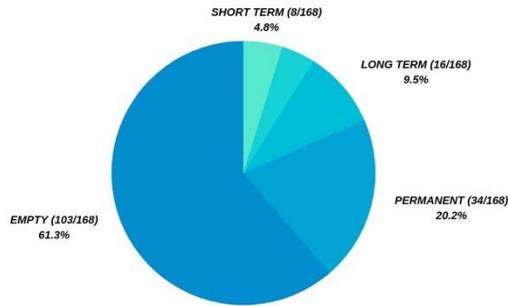
Graph 186

**3:30PM PARKING COMPOSITION
 (OUT OF 168 SPACES)**



Graph 187

**5PM PARKING COMPOSITION
(OUT OF 168 SPACES)**



Graph 188

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Niki Dwyer, Director of Planning
SUBJECT: Proposed Provincial Policy Statement 2019

RECOMMENDATION:

THAT Council receive the summary of comments received on the Proposed Provincial Policy Statement 2019 and direct staff to forward the consolidated summary to the Ministry of Municipal Affairs and Housing through the ERO website.

BACKGROUND:

Further to the staff report presented on September 17, 2019, Council directed staff to seek feedback from the Agricultural Committee and Heritage Committee, as well as individual Councillor's wishing to comment on the Policy. The attached is a summary of comments receive.

DISCUSSION:

Staff scheduled one-on-one sessions with each Councillor wishing to provide feedback and scheduled meetings with the Heritage Committee and Agricultural Committee separately. Copies of the track changed PPS document as well as the staff report were circulated 1 week in advance of each of the meetings to allow participates adequate time to review and comment.

PUBLIC CONSULTATION:

The Province is hosting public consultation on the PPS for 90 days, expiring on October 21, 2019. Any member of the public is welcome to submit comments in one of the following ways:

- Email comments directly to: planningconsultation@ontario.ca
- Submit comments through the ERO: www.ero.ontario.ca/notice/091-0279
- By mail: Planning Consultation

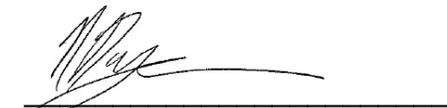
Provincial Planning Policy Branch
777 Bay Street
13th floor
Toronto, ON
M5G 2E5

SUMMARY:

Staff recommend that Council provide the summary of comments in the attached table to the province through the consultation window for consideration.

Respectfully submitted by,

Reviewed by:



Miki Dwyer, MCIP, RPP
Director of Planning



Ken Kelly
Chief Administrative Officer

Appendix A – Summary of Comments Received

Appendix B – Track change copy of PPS (Provided by Osler Law)

Appendix A – Summary of Comments Received:

Commenting Party	Section of the PPS Reviewed	Comments
Municipal Heritage Committee	2.6 Cultural Heritage and Archaeology	No comments or objections to proposed revisions
Agricultural Committee	2.3 Agriculture	Local municipalities should have greater autonomy and flexibility to determine the appropriateness of the inclusion and exclusion of Class 4-7 soil as Prime Agricultural Areas.
	On-farm Diversified Use Definition	Use of Prime Agricultural Land and Specially Crop Land for ground mount solar should be discouraged unless there is a very strong justification for the application. Any approval should be contingent upon decommissioning at the end of the use. <i>Note: an On-farm diversified use to generate energy for a grain drying operating is going to be significantly greater than a livestock facility.</i>
	General	More information is necessary regarding the referenced “additional documents” and “guidelines” to fully comprehend the impact of policies proposed.
Councillor D Ferguson	General	The province should take this opportunity to explore an Eastern Ontario Growth Plan in order to consider the physical and natural conditions of Eastern Ontario specifically.
	1.1.4.2 Rural Settlement Areas	The policy is written for “Rural Settlement Areas” in Southern Ontario which are spaced much more closely together. The policy forgets that there are expansive rural areas which do not have a concentration of “settlement areas” to be the focus of growth.
	1.2.4 Coordination of Authorities	How is “consultation with lower-tier municipalities” to be defined? How does the Province (or the County) define

		what this meaningfully looks like? ¹
	1.6.6 Sewage, Water and Stormwater	The PPS, or applicable law, should be considerate of opportunities for smaller rural lot development (ie. under 1 ha) where tertiary or unconventional septic solutions can be proposed and supported by the geology and terrain of the site.
	1.6.6.6 Reserve Sewage Capacity	How does this policy relate to field spreading? ²
	2.3.1 Agricultural Systems Areas	Does this mean that Class 4-7 soils are protected in the same way as Class 1-3? How much land in MM is actually class 1-3? ³
	2.3.4.1 Lot Creation in Prime Agricultural Areas	Prime Agricultural Area Development is discouraged – not prohibited. ⁴ Who decides the minimum size needed to accommodate the use and appropriate sewage and water service? ⁵
	On-Farm Diversified Use Definition	What are the limitations of “ground-mount solar facilities” as an on-farm diversified use.
	Private Communal Water Services Definition	The definition establishes a “six or more lots” threshold for consideration. If the system services under six lots is it still communal?
Councillor B Holmes	On-farm Diversified Use Definition	More clarity is needed regarding the scope of “green energy” as an on-farm diversified use.
	1.6.6 Sewage, Water and	What are the tests proposed for the “sewage and water

¹ This is a political discussion that should be conducted locally between MM and the County of Lanark. Staff suggest discussion by the County Councillor’s with the County directly.

² It indirectly relates to field spreading, as the alternative to field spreading is to receive septage at the municipal system. The policy states that where a Municipality is receiving hauled sewage from a private party, this volume must be accounted for in the “Reserve capacity” of the system.

³ No, the idea is that Class 4-7 soils are recognized for their value in proximity to the adjacent 1-3 soils, but are not subject to all the same prohibitions as Class 1-3. Approximately 1/3 of the land area of MM is considered to be “prime agricultural land” which is different than “Prime Agricultural Areas”.

⁴ This is correct, however at the present time the Municipality does not recognize “prime agricultural areas” only “prime agricultural land”. This is part of the pending LEAR review analysis which will allow flexibility to determine future appropriate uses in prime agricultural areas.

⁵ Ministry of Environment Conservation and Parks.

	Stormwater	hierarchy” to determine feasibility?
	2.1 Natural Heritage	Natural Heritage Systems should remove recognition of “locally significant and regionally significant wetlands” as well as references to linkages.
	Various Policies	Amendments to shall and should (and vice versa) terminology should be justified and rationalized individually so that the Municipality can understand the full intended impact.
Councillor J Mayden	Part I (Preamble)	Is there any consideration of cross-border jurisdiction along the Ottawa River?
	Part IV (Preamble)	The Province should play a more participatory role in permitting and facilitating a range of housing options.
	1.1.1(c) Building Strong Healthy Communities	The evaluation of “no net negative impacts” should be evidence based and the Province should provide further guidance on standard criteria for analysis.
	Various Policies	References to “changing climate” should be amended to read “seasonal weather cycle changes”
	1.1.3.3 Settlement Areas	Terrain should be added to the list
	1.2.1(d)	Add “Energy Supply”
	Various Policies	Emphasis should be added to “Local Indigenous Communities”
	1.2.4 Coordination	Add “in whole or in part”
	Various	“Market Based Needs” need to be further clarified.
	Housing Options Definition	Mobile Homes to be added to list of housing
	One Hundred Year Floor Level Definition	Why is this so specific?

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Niki Dwyer, Director of Planning
SUBJECT: ZONING BY-LAW AMENDMENT Z-08-19
Part of Lot 6, Concession 9 and 10
Pakenham Ward, Municipality of Mississippi Mills

KNOWN AS: 3360 County Road 29, Pakenham Ward

OWNER: Leah Hartlin on behalf of Kanilief Therapeutic Botanicals (Agent: ZanderPlan Inc)

RECOMMENDATION:

THAT Council approve the Zoning By-law Amendment to change the zoning on the lands known as 3360 County Road 29, Pakenham Ward, Municipality of Mississippi Mills from “Rural” (RU) to “Rural – Special Exception Holding” (RU-xh); where the special exception Zone will add the following permitted uses: cannabis growing facility (limited to 380m²), wellness centre and eight (8) accessory dwelling units; and where the holding provision will prohibit the construction of new buildings on the site pending the completion of a geotechnical analysis and environmental impact study; and add the following definitions to the Zoning By-law: “Cannabis”, “Cannabis Growing Facility” and “Wellness Centre”.

BACKGROUND:

The applicants have recently purchased the property known locally as 3360 County Road 29, Pakenham Ward, and wish to operate a micro-growth cannabis establishment in a series of greenhouses, with the future expansion of a cannabis “wellness centre” on the property. The applicants proposed to continue to live in the existing dwelling on the property and any new development of structures or buildings on the site will be subject to Site Plan Control approval.

The applicants have filed an application for a micro-growth cannabis licence, however the application is pending confirmation of appropriate zoning by the Municipality.

PURPOSE AND EFFECT

The purpose of the Zoning By-law Amendment is to rezone the property from “Rural” (RU) to “Rural-Special Exception Holding” (RU-xh) to permit the development of the

following additional uses: “Cannabis Growing Facility” and “Wellness Centre” “Accessory Dwelling Units”. The applicant proposes the adoption of the following definitions for the uses:

“Cannabis: means a part, or mixture of substances including, a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not, but shall not include non-viable seeds, mature stalks, hemp fibers or roots of the plant. psychoactive drug from the cannabis plant, commonly known as marijuana, used for medical or recreational purposes in its derivative forms, that is produced, tested, stored, distributed, and/or sold.”

“Cannabis Growing Facility: means any number of building or structures licenced by Health Canada for the purposes of producing cannabis. Production of cannabis shall be deemed to including, manufacturing, synthesizing, altering chemical properties, cultivating, propagating or harvesting the product. Incindiary uses may also include: the on-site storage of commercial motor vehicles (trucks, tractors and/or trailers) for freight, handling including pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted use(s).”

“Wellness Centre: means a building or part thereof used to provide a range of therapeutic and wellness disciplines such as massage therapy, energy medicine, naturopath medicine, acupuncture, homeopathy, health counselling and personal training, and may include accessory uses such as administrative offices, treatment rooms, physical fitness rooms, and waiting rooms.”

The proposal will see the addition of a 420m² Wellness Centre with four freestanding accessory dwelling units (cabins) (56m² each) as well as a 195m² expansion to the existing greenhouse. The site is presently occupied by a dwelling, 2 accessory buildings and a greenhouse.

The special exception will also seek relief from the provisions for maximum number of accessory buildings to recognize 8 accessory dwelling units (cabins).

The holding provision will require the completion of a hydrogeological report determining the stability of the soil and recommended mitigation measures or specific construction requirements prior to the construction of the wellness centre or cabins.

DESCRIPTION OF SUBJECT LANDS

The subject land is approximately 4 ha in size with 306m of frontage on County Road 29, and 200m of shoreline on the western bank of the Mississippi River. The site is also influenced by an unnamed stream on the southern boundary of the site.

The property is currently occupied by a single detached dwelling dating from 1986 and a greenhouse constructed in 1999. Two additional outbuildings are located on the property.

While the front portion of the site which is presently occupied by the dwelling and accessory buildings is relatively flat, the majority of the site exhibits varied and at some points steep terrain as the land gives way to the Mississippi River. As a result, the site is within the jurisdiction of the Mississippi Valley Conservation Authority and subject to review for matters of hydrogeology, slope stability and ecology.

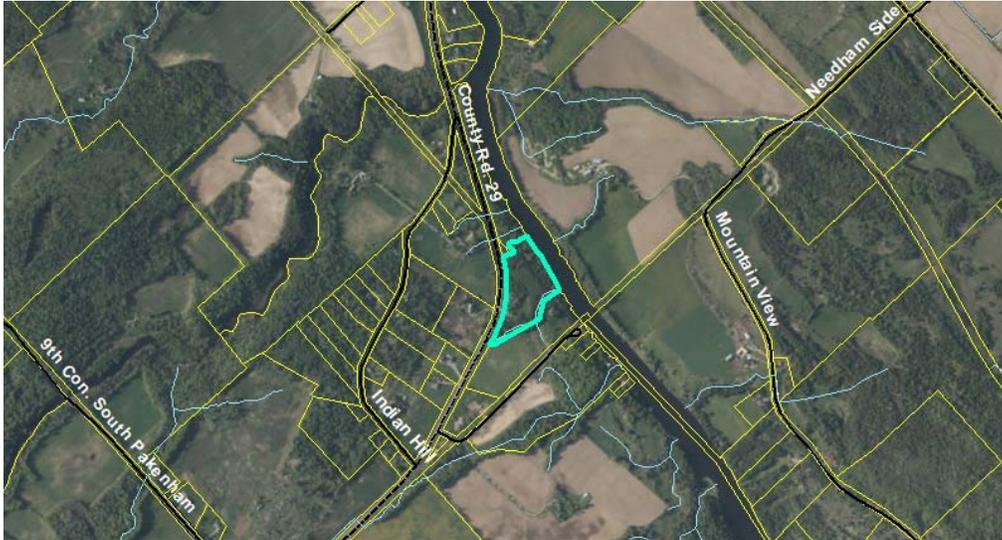


Adjacent uses around the site are primarily Rural and Agricultural, being mixed residential and rural commercial operations. There are 4 livestock facilities within 500m of the subject lands.

SERVICING & INFRASTRUCTURE

The property falls outside of the urban settlement boundary of Almonte Ward, and thus the lands do not have access to municipal water and sanitary services. An existing septic system and private well are present on the site.

Access to the property is provided by County Road 29, a County owned and maintained arterial road. The County has indicated that an entrance permit upgrade will be required as part of the application to recognize the new uses of the site.



COMMENTS

FROM INTERNAL CIRCULATION

Comments received based on the circulation of this application have been summarized below:

CAO: No comments received.

Clerk: No comments received.

CBO: No concerns or objections.

Fire Chief: No concerns or objections.

Director of Roads and Public Works: No concerns or objections.

Recreation Coordinator: No concerns or objections.

FROM EXTERNAL AGENCY CIRCULATION

The Municipality has received comments from the LGLD Health Unit respecting the form and class of septic systems the proponent intends to institute on the site. The proposal will seek to install composting toilets and grey water systems for the cabins and the greenhouses, however any usage in excess of 1000L/day will require a Class 4 Septic System. This system is subject to the approval of the Health Unit and will require appropriate designs and permits further to final comments by the Health Unit.

Mississippi Valley Conservation Authority has also provided comments indicating no objection in principal to the proposed zoning change, but did note that the results of a geotechnical investigation must conclude that the proposed development can proceed safely without the need for engineering techniques. They request consultation prior to the undertaking of the analysis and recommend a setback from the waterbody be addressed through the analysis. Further conditions and recommendations will be provided pending analysis.

The County of Lanark has approved an entrance permit to recognize the commercial use of the driveway without additional conditions for road widening or turning lanes. No

further analysis or studies have been requested by the County respecting traffic generation of the use.

FROM THE PUBLIC

The Municipality held a Public Meeting on August 13, 2019 to provide an opportunity to the public to comment on the application. During the Public meeting, the following members of the public spoke:

- Steve Maynard – Provincial Policy Statement prohibits development in significant woodland.
- Cedric Power - Fumes from cannabis greenhouse, light pollution with security required around greenhouse.
- Doris Rankin - High powered lights at corner of highway can be hazardous to drivers, waste water system concerns for outbuildings near stream and river, environmental hazard zoning requires clarity for public, possible future expansion planned for facilities.
- Brenda Cochran - potential for agricultural impact of local crops if cannabis is grown outside of greenhouse.

Staff can confirm that lighting around the site must comply with the Municipality's Dark Skies Policy, thus reducing the potential light pollution generated from the site. The specifications of a luminosity plan will be reviewed at the time of Site Plan Control. Fumes, noxious smells, air pollution associated with the use are governed by the Environmental Protection Act and any off-gassing may be required to undergo environmental approvals by the Ministry of Environment dependent upon quantities at time of release. The applicant has however noted that they are proposing to use a high efficiency HEPA filter design to take 99.9% of odours out of the air supply¹.

Security requirements for Cannabis Production Facilities are governed by Health Canada and must be reflected in the requirements of the Site Plan Control application.

While the proposal is limited to greenhouse grown cannabis, the comments respecting crop isolation distances was noted and investigated with OMAFRA to clarify Provincial cannabis regulations. OMAFRA has confirmed that they do not have recommendations related to setbacks for cannabis production and that the Ministry considers the application to be an "agricultural crop" consistent with "agricultural uses" prescribed in the PPS. However, the PPS notes that this would apply in cases of "normal farming practices" as defined by the Food and Farming Production Protections Act (FFPPA).

¹ https://www.lennoxpros.com/healthy-climate-pco3-14-16/p/Y6601?gclid=CjwKCAjw-viqBRA6EiwAe8TCk9RNQTwHELjQI-pgTvwUGxJsIqVUMekaicTYg34QcOITwlyzVHmPcRoCJh8QAvD_BwE

EVALUATION

PROVINCIAL POLICY STATEMENT (PPS), 2014

The PPS provides policy direction on matters of provincial interest related to land use planning and development. As per Section 3(5)(a) of the *Planning Act, R.S.O. 1990*, all planning decisions must be consistent with the PPS.

The PPS encourages Municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodate an appropriate range and mix of residential housing types (Policy 1.1.1).

In rural areas located in municipalities, healthy, viable rural uses should be supported and encouraged by:

- a) building upon rural character, and leveraging rural amenities and assets;*
- d) encouraging the conservation and redevelopment of existing rural housing stock on rural lands;*
- e) using rural infrastructure and public service facilities efficiently;*
- f) promoting diversification of the economic base and employment opportunities through goods and services, including value-added products and the sustainable management or use of resources;*
- g) providing opportunities for sustainable and diversified tourism, including leveraging historical, cultural, and natural assets;*
- i) providing opportunities for economic activities in prime agricultural areas, in accordance with policy 2.3. (1.1.4.1)*

More specifically, on rural lands, recreational, tourism and other economic opportunities should be promoted (1.1.5.3) and development should be compatible with the rural landscape and sustained by rural services (1.1.5.4). Furthermore, even outside of the “Prime Agricultural Areas”, in rural areas:

1.1.5.8 Agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices should be promoted and protected in accordance with provincial standards.

As stated in the comments summary, OMAFRA confirmed that the growth and production of cannabis is deemed to be an “agricultural crop” on “agricultural related uses” provided the operation abides by normal farm practices. At this time, there is nothing within the submission package which would provide reasonable grounds to presume this will not be the case.

The future proposed use of the site as a tourism centre – by way of a wellness and passive recreational establishment are also well suited to the contemplated and diversified uses of the Rural Areas policies.

COMMUNITY OFFICIAL PLAN (COP)

Schedule B of the Official Plan identifies the subject lands as “Rural”.

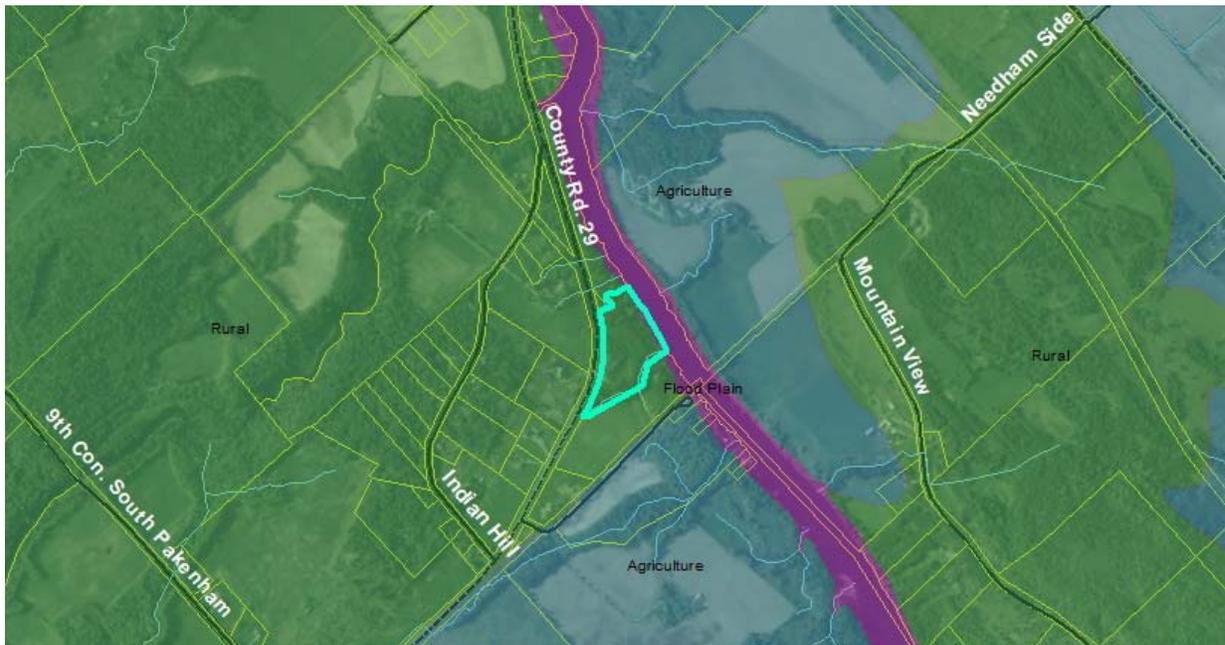
3.3.1 Goal and Objectives

It is a goal of this Plan to:

Provide for an appropriate range of rural land uses which protect rural resources, traditional land uses, and environmental features.

Generally, “Rural” lands are permitted to include a variety of uses that recognize the historic diversity of occurring operations in the rural environment. These include but are not limited to:

- (viii) Small scale rural commercial and industrial enterprises which primarily engage in the buying and selling of goods and services to area residents, farms, business or to the traveling public. Such uses include but are not limited to antique and craft shops, artisan studios, butcher and bakery shops, farm-related commercial and industrial, sawmills, feed mills, agricultural processing facilities, contractor’s yards, and tourist commercial establishments.*
- (ix) Rural commercial and industrial uses shall be limited to those that can operate on private services without danger of pollution or a serious drawdown of groundwater supplies and which create minimal obnoxious sound, odour, dust, vibration, fumes, smoke or solid waste disposal problems and are not deemed to be obnoxious uses in accordance with Ministry of Environment Guidelines.*
- (xii) An accessory residential dwelling for the owner or operator of a permitted rural commercial or industrial use may be permitted on the same lot as the principal rural commercial/industrial use where the type of commercial/industrial activity presents no reason to prohibit a residential dwelling; - Policy 3.3.2*



Rural commercial uses are provided with additional provisions to ensure the sustainable development of economic diversity in the townships, while managing the compatibility of the use with adjacent existing uses and the rural character of the landscape. While most commercial and industrial development shall be directed to the villages and urban areas, the Plan acknowledges that some commercial development may be most appropriate and well suited to rural lands. To ensure the compatibility of the proposed use, Policy 3.3.8.1 establishes the following policies for consideration:

3. *Lot sizes shall be adequate for the proposed use. In assessing the appropriateness of the proposed lot size, consideration shall be given to parking and loading, servicing, storage, signage, landscaping and buffering requirements. Such lots shall have frontage on and direct access to an open public road, maintained year-round*
8. *Adequate off-street parking and loading facilities shall be provided. Where possible, parking areas shall be sited on a property such that large expanses of parking fronting on public streets are avoided. The visual appearance of parking areas and structures shall be enhanced through the use of diversity of plant forms, rural landscaping methods, naturalized landscape or other architectural elements. Parking areas adjacent to residential areas shall be appropriately screened.*
9. *Outdoor storage areas (equipment, garbage, etc.) shall be screened or fenced from adjacent uses and the street. Permanent display areas shall not be located in designated parking areas. Temporary or seasonal displays shall be permitted where they do not conflict with traffic flows or the safety of pedestrians.*
10. *Where rural commercial and industrial development is located adjacent to residential uses, appropriate screening, buffering, distance separation or other measures designed to minimize or mitigate potential land use conflicts or **adverse effects** shall be required.*
12. *The Zoning By-law shall place rural commercial and industrial uses in a separate zoning category.*

Due to the sites proximity to the Mississippi River and the unnamed stream, development of the site must have regard for the floodplain and water resource policies of Policy 3.1.3.

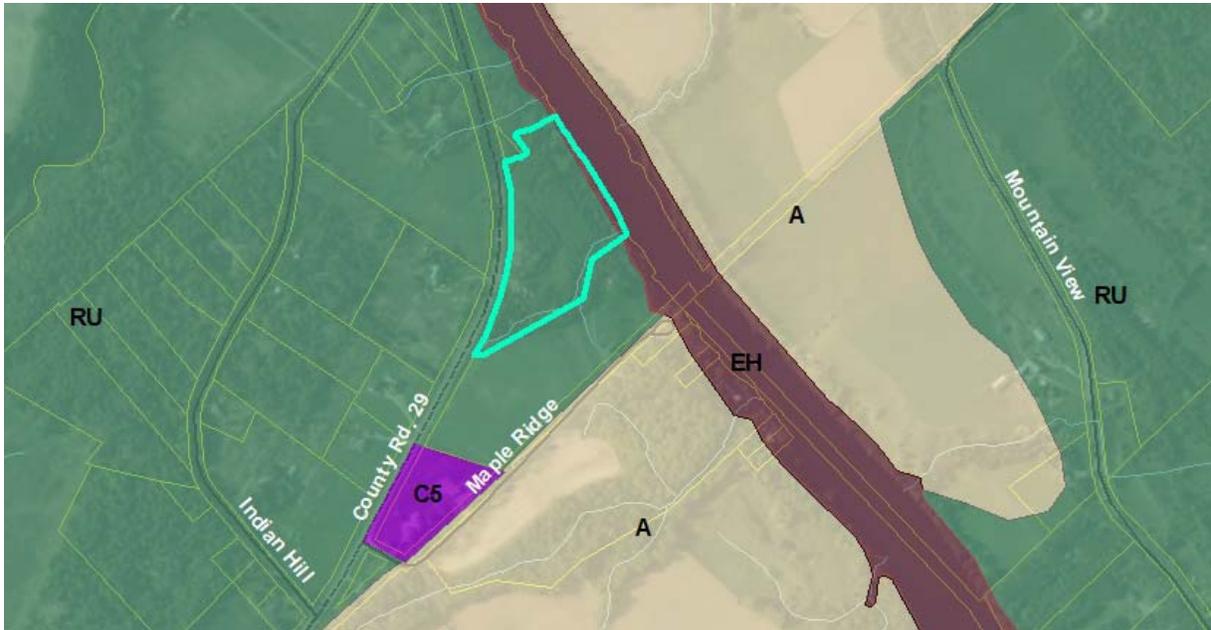
The Mississippi River floodplain has been mapped by the MVCA and development within the floodplain is regulated by the authority. The unnamed stream has not been subject to floodplain mapping and as a result abides by a default protective area of 30m from the highwater mark (Policy 3.1.3.1.1.2). Development may be permitted within the 30m setback where it can be demonstrated to the satisfaction of the Municipality and the Conservation Authority that no adverse impacts are created by said development.

The property is also wholly contained within the Locally Significant Agricultural Overlay. As a result, any new non-farm development on the site is subject to a 30m setback from active agricultural operations. If a 30m setback cannot be achieved, the development may be subject to relief by the Committee of Adjustment (Policy 3.3.4). Confirmation of the position of buildings on the site in relation to the agricultural setback will be assessed at the time of Site Plan approval.

ZONING BY-LAW #11-83

The subject property is presently zoned “Rural” (RU) and partially “Environmental Hazard” (EH) in the Municipality of Mississippi Mills Zoning Bylaw 11-83.

The intent of the zoning is to permit a mix of traditional agricultural, forestry and non-farm residential uses while ensuring compatibility of enhanced development opportunities with the adjacent uses in the rural context. Limited home based businesses in accordance with Section 8 of the Zoning Bylaw are also permitted.



The proposed new uses: “Cannabis Growing Facility”, “Wellness Centre” and “Accessory Dwellings” would be added as a special exception zone in addition to the permitted rural uses. The amendment will also seek recognition of 8 accessory buildings, where 3 is the maximum number permitted in the Zoning Bylaw on Rural properties.

The nature of the “Wellness Centre” is a holistic therapeutic retreat; while this therapy may include the consumption of cannabis in one of its variable forms, it is not presently proposed to be dispensed or retailed from the site. Should the owners choose to pursue licencing for either a medical dispensary or retailing facility additional zoning amendments would be required in addition to federal permissions. The use is not proposed to include any medical treatment or detoxing requiring licencing by the Ministry of Health.

The cannabis growth component of the facility is also subject to federal licencing for cannabis production but is first subject to confirmation of appropriate local zoning of the facility.

SUMMARY:

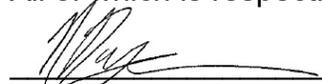
Having reviewed and assessed the proposed Zoning Amendment application, staff are satisfied that the proposal complies with the provisions of the Provincial Policy Statement 2014, conforms to the policies of the Community Official Plan and satisfies the applicable sections of the Municipal Zoning Bylaw #11-83.

As applied for, the applicants are only seeking immediate approval to advance their micro-grow cannabis operation within the existing greenhouses, all other proposed uses (wellness centre, cabins, and additional grow space) would be contemplated following the satisfaction of the provisions of the Holding Designation.

There are still a number of considerations which need to be addressed prior to the permission of further construction on the site including: geotechnical assessments, environmental impact assessments, stormwater management mitigation and septic capacity. The Holding provision applied to the zoning amendment is intended to provide for general support in principal for the proposal but hold final acceptance until such time that it can be determined that there is sufficient capacity on the site for the development without posing unmitigated adverse impacts.

As there are no further unaddressed objections or public comments with respect to the public interest issues associated with the application, staff are satisfied with the approval of the application subject to site specific policy language and a holding on the site.

All of which is respectfully submitted,


Niki Dwyer, MCIP RPP MA BES
Director of Planning


Ken Kelly
Chief Administrative Officer

ATTACHMENTS:

- Appendix A – Draft Amending Bylaw
- Appendix B – Conceptual Plan
- Appendix C – Comments Received

APPENDIX A – Draft Bylaw

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-xx

BEING a by-law to amend By-law No. 11-83 being the Zoning By-law for the Municipality of Mississippi Mills.

WHEREAS the Council of the Corporation of the Municipality of Mississippi Mills passed Zoning Bylaw 11-83, known as the Zoning By-law, to regulate the development and use of lands within the Municipality;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P.13, enacts as follows:

1. That Schedule 'B' to By-law No. 11-83, as amended, is hereby further amended by changing thereon from the "Rural (RU)" Zone to "Rural – Special Exception Holding (RU-xh)" Zone for the lands identified on the attached Schedule 'A', which are legally described as Part Lot 6, Concession 9 and 10 Pakenham Township, now Pakenham Ward, Municipality of Mississippi Mills; municipally known as 3360 County Road 29 North.

2. That Section 5 to By-law No. 11-83, as amended, is hereby further amended by adding the following definition:

"Cannabis: means a part, or mixture of substances including, a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not, but shall not include non-viable seeds, mature stalks, hemp fibers or roots of the plant. psychoactive drug from the cannabis plant, commonly known as marijuana, used for medical or recreational purposes in its derivative forms, that is produced, tested, stored, distributed, and/or sold."

"Cannabis Growing Facility: means any number of building or structures licenced by Health Canada for the purposes of producing cannabis. Production of cannabis shall be deemed to including, manufacturing, synthesizing, altering chemical properties, cultivating, propagating or harvesting the product. Incindiary uses may also include: the on-site storage of commercial motor vehicles (trucks, tractors and/or trailers) for freight, handling including pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted use(s)."

"Wellness Centre: means a building or part thereof used to provide a range of therapeutic and wellness disciplines such as massage therapy,

energy medicine, naturopath medicine, acupuncture, homeopathy, health counselling and personal training, and may include accessory uses such as administrative offices, treatment rooms, physical fitness rooms, and waiting rooms.”

3. That Section 12 to By-law No. 11-83, as amended, is hereby further amended by adding the following Subsection to Section 12.3:

12.3,x *Notwithstanding their “RU” zoning designation, lands delineated as “RU-xh” on Schedule ‘A’ to this by-law may be used for the following additional purposes:*

- (1) Cannabis Growing Facility (Max gross floor area of 380m²)*
- (2) Wellness Centre*
- (3) Detached Accessory Dwelling Units (no more than 8 units)*

The holding provision (h) shall prohibit further construction of new buildings on the site until such time as the applicant has demonstrated the following:

- (1) The completion of a geotechnical analysis to the satisfaction of the MVCA;*
- (2) The submission and approval of a septic system for the proposed wellness centre by the Leeds Grenville and Lanark District Health Unit;*
- (3) The completion of an Environmental Impact Assessment to the satisfaction of the Municipality and MVCA;*
- (4) The submission of a Site Plan Control application respecting the full build-out of the site including the management of impacts resulting from grading and drainage of the lands;*

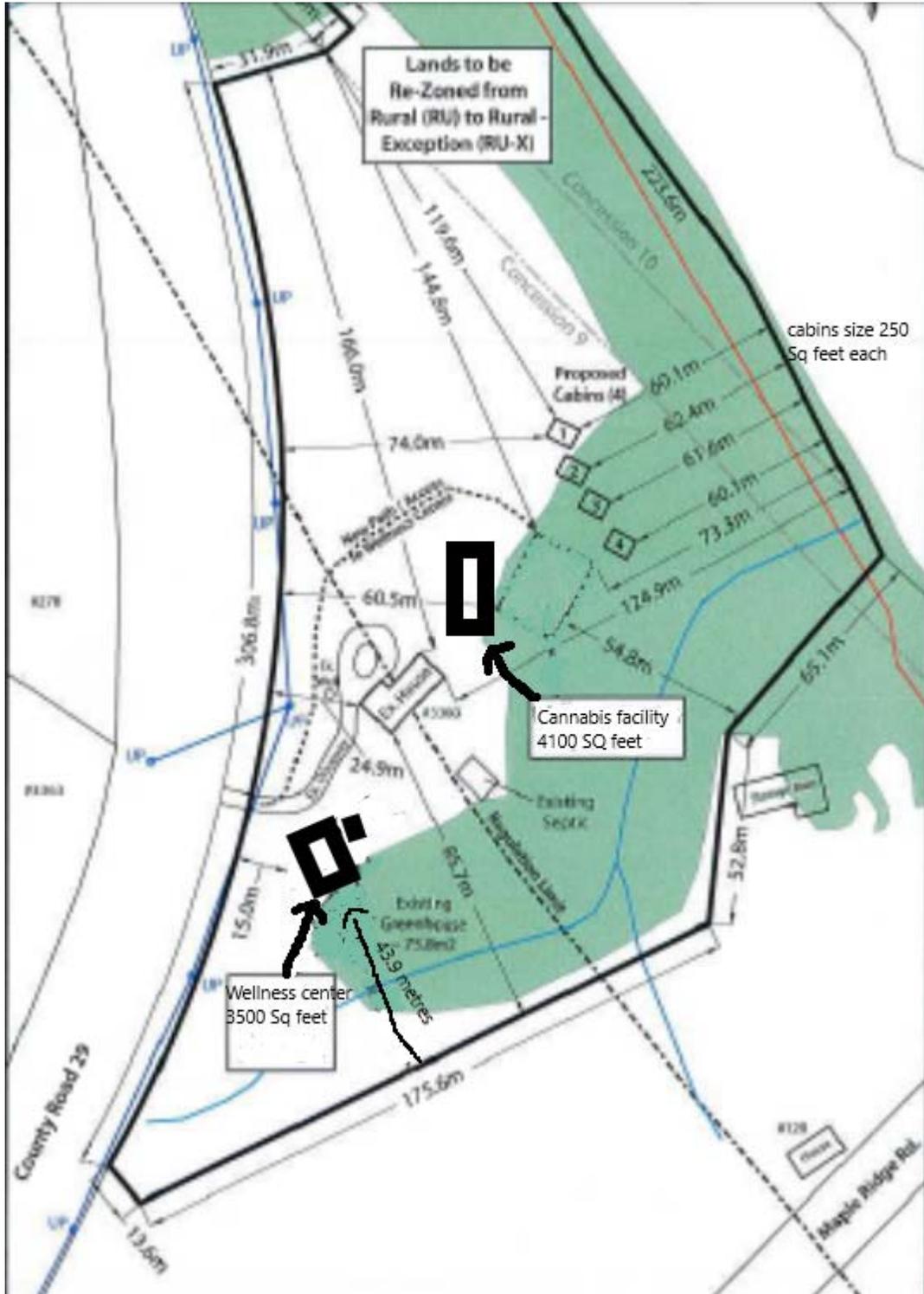
4. This By-Law takes effect from the date of passage by Council and comes into force and effect pursuant to the provisions of the *Planning Act*, R.S.O. 1990, Chapter P.13.

BY-LAW read, passed, signed and sealed in open Council this **15th day of October, 2019.**

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

Appendix B – Site Conceptual Plan (provided by applicant)



Nicole Dwyer

From: O'Neill, John (OMAFRA) <John.O'Neill@ontario.ca>
Sent: August 27, 2019 2:46 PM
To: Nicole Dwyer
Subject: RE: Cannabis Production

Hi Niki

At this time OMAFRA does not have recommendations related to setbacks for cannabis production. That said, OMAFRA considers cannabis to be an agricultural crop.

PPS

Agricultural uses: means the growing of crops, including nursery, biomass, and horticultural crops; raising of livestock; raising of other animals for food, fur or fibre, including poultry and fish; aquaculture; apiaries; agro-forestry; maple syrup production; and associated on-farm buildings and structures, including, but not limited to livestock facilities, manure storages, value-retaining facilities, and accommodation for full-time farm labour when the size and nature of the operation requires additional employment.

While your proposal is located in a Rural designation, from a PPS perspective I would point to sections 1.1.5.8 and 2.3.3 to address land use permissions

1.1.5.8 Agricultural uses, agriculture-related uses, on-farm diversified uses and normal farm practices should be promoted and protected in accordance with provincial standards.

2.3.3.1 In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses.

2.3.3.2 In prime agricultural areas, all types, sizes and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards.

Beyond the land use permissions in the Rural and Agricultural area, you will note that both policies include "normal farm practices (shall/should) be promoted and protected in accordance with provincial standards.

Decisions related to what constitutes a 'normal farm practices' are addressed through other legislation/mechanisms.

Food and Farming Production Protections Act (FFPPA). More info can be found here

<http://www.omafra.gov.on.ca/english/engineer/facts/05-013.htm>)

Normal Farm Practice Protection Board (NFPPB). More info can be found here

(<http://www.omafra.gov.on.ca/english/engineer/nfppb/nfppb.htm>)

If you would like to chat further, feel free to give me a call

Thanks

John O'Neill
Rural Planner
Ontario Ministry of Agriculture and Food Ontario Ministry of Rural Affairs Box 2004

59 Ministry Road
Kemptville, Ontario
K0G 1J0
Telephone - 613-258-8341 Fax - 613-258-8392 Email - john.o'neill@ontario.ca

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I left a message on your machine. Is there a good time to chat this afternoon?
While there are a host of other issues related cannabis production, I can say that cannabis is considered an agricultural crop

For lands within a prime agricultural area, section 2.3.3 of the PPS would be applicable.

2.3.3 Permitted Uses

2.3.3.1 In prime agricultural areas, permitted uses and activities are: agricultural uses, agriculture-related uses and on-farm diversified uses.

Proposed agriculture-related uses and on-farm diversified uses shall be compatible with, and shall not hinder, surrounding agricultural operations. Criteria for these uses may be based on guidelines developed by the Province or municipal approaches, as set out in municipal planning documents, which achieve the same objectives.

2.3.3.2 In prime agricultural areas, all types, sizes and intensities of agricultural uses and normal farm practices shall be promoted and protected in accordance with provincial standards

From: Nicole Dwyer <ndwyer@mississippimills.ca>
Sent: August 26, 2019 11:19 AM
To: O'Neill, John (OMAFRA) <John.O'Neill@ontario.ca>
Subject: Cannabis Production

Hi John!

I have received an application for a cannabis production facility in Pakenham. The proposal is on a rural site (albeit within 120m of Ag lands) and is proposed to see all cannabis grown within a greenhouse. No federal licencing has been approved at this time.

One of the questions I received at the public meeting was with respect to isolation distances between cannabis and other field crops in the area. This is the first time I have ever heard of such a thing... is there anything generally or specific to cannabis that I should be aware of with respect to land use planning?

Thanks John!

Niki

Niki Dwyer, MCIP RPP MA BES
Director of Planning

Municipality of Mississippi Mills
3131 Old Perth Road, P.O. Box 400
Almonte, ON, K0A 1A0
P: (613) 256-2064 ext.259
F: (613) 256-4887



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Planning and Development Review Team



19-MM-ZA; [PMMZA-100](#)

August 2, 2019

Nicole Dwyer
Town of Mississippi Mills
3131 Old Perth Road
R.R. #2 P.O. Box 400
Almonte, ON K0A 1A0

Dear Ms. Dwyer:

**Re: Application for Zoning By-Law Amendment (Z-08-19)
Part Lot 6, Concession 9 & 10, Town of Mississippi Mills
(Pakenham)
3360 CR 29
HARTLIN**

Mississippi Valley Conservation Authority (MVCA) has been circulated the above noted application to conduct a review in terms of MVCA Regulations and Provincial Planning Policy for Natural Heritage and Natural Hazard issues. Specifically, the purpose of this review is to assess potential impacts of the proposed development on known natural heritage features on and adjacent to the subject property. These features could include wetlands, wildlife habitat and areas of natural and scientific interest. This review also includes an evaluation of the subject property for natural hazards such as unstable slopes and areas prone to flooding and erosion.

PROPOSAL

It is our understanding that the purpose of the subject application is to *rezone the property from "Rural" to "Rural-Special Exception" to permit the following additional uses: Cannabis Growing Facility; and a Wellness Centre. A definition for "Cannabis Growing Facility" will also be included in the amendment application. The applicant seeks to construct a series of additional greenhouses on the property and the construction of a wellness centre of approximately 4,500 sqft as well as a series of "cabins" associated with the wellness centre. The property is presently occupied by a single detached dwelling and a greenhouse, both of which would remain on the property.*

PROPERTY CHARACTERISTICS

The property has frontage on the Mississippi River with a variation in topography with and high, steep slopes. Soils mapping indicates that the property consists of Lacustrine Clay. In addition, a tributary of the river flows inside the southern lot line. One of the proposed greenhouses is estimated to be 14 m from this tributary. With the exception of a clearing for the existing development, the vegetation on the subject property has largely been

maintained. Mapping also shows the 1:100 year flood plain extending marginally onto the subject property.

REVIEW

Natural Hazards

Flood Plain

A portion of the subject property is within the 1:100 year flood plain; however, the proposed development is located well beyond this regulated area. Therefore, the flood plain is not considered a constraint to the subject application.

Slope

It is provincial policy that: *Development shall generally be directed to areas outside of hazardous lands adjacent to a stream and small inland lake systems which are impacted by flooding and/or erosion hazards* (Provincial Policy Statement, Section 3.1.1.b). *Erosion hazards* include slopes which have the potential for slope instability due to their steepness and height. Soil composition is also a factor. Slopes that consist of Lacustrine Clay, and exceed 3 m in height and a 5:1 slope angle fall under the definition of a potential *erosion hazard*. Development must be directed a suitable distance from these slopes, or a geotechnical evaluation is required to assess slope stability.

MVCA mapping indicates that the slope on the subject property falls under the definition of an *erosion hazard*, composed of a Lacustrine Clay. We have determined that the proposed development is located within this area of concern i.e. within the Regulation Limit of an *erosion hazard*. In order to address this, a geotechnical investigation is required to analyse the proposal in terms of potential impacts to slope stability. In order for the development to proceed, the report would have to conclude that the slope, in its existing configuration, would not be impacted by the proposal. A permit from MVCA is required to address this hazard.

Watercourse

A minimum development setback of 30 m is recommended from any watercourse, including that identified on the subject property. We note that one of the proposed greenhouses is approximately 14 m from the identified watercourse. Therefore, we recommend that this reduced setback be considered and addressed.

RECOMMENDATIONS AND CONCLUSIONS

MVCA does not have any objections to the subject proposal in principle. However, the results of a geotechnical investigation must conclude that the proposed development can safely proceed, without the need for engineering techniques. MVCA should be consulted prior to conducting the analysis. We also recommend that the proposed reduction in waterbody setback for one of the greenhouses be addressed. Recommended conditions will be provided once the above is addressed.

NOTES

The applicant should be advised that, pursuant to Ontario Regulation 153/06 – Development, Interference with Wetlands and Alterations to Shorelines and Watercourses”, a permit is required from MVCA for the subject work. Written

permission is also required from MVCA prior to the initiation of any potential future construction or filling activity (which includes excavations, stockpiling and site grading) within the flood plain or Regulation Limit of the Mississippi River, or for alterations to the shoreline of the river.

We advise consultation with Fisheries and Oceans Canada (DFO) <http://www.dfo-mpo.gc.ca/pnw-ppe/fpp-ppp/review-revue-eng.html> prior to conducting any work within the river, in order to assess potential impacts to fish habitat. Authorization from DFO may be required for such work.

A review for Species at Risk was not conducted. We suggest contacting the Ministry of the Environment, Conservation and Parks should you require a review in this regard.

Should any questions arise, please do not hesitate to call. Please advise us of the Committee's decision in this matter.

Yours truly,

A handwritten signature in cursive script that reads "Diane Reid".

Diane Reid
Environmental Planner



PUBLIC WORKS DEPARTMENT
Dedicated to Reliable Roads

June 13, 2019

Leah Hartlin
3360 County Road 29
Pakenham, ON
K0A 2X0

Dear Leah:

Re: Application for Entrance Permit Number 2709 - County Road # 29

Concerning your inquiry relating to altering an entrance to a County road, we have inspected the site and are pleased to advise that the alterations could be approved.

The location approved for alteration is existing at PIN 3360. 294 metres South of PIN 3300 and 430 metres North of Maple Ridge Road.

The type of entrance that can be approved is Commercial.

The entrance specification, which will identify the specific culvert requirements and any conditions, will be provided following an application for entrance.

If you proceed with an application prior to June 5, 2020, the fifty (\$50.00) inquiry fee will be deducted from your application fee. We will also require a \$500.00 deposit, in the form of a certified cheque, bank draft or money order, which will be refunded to you when the permit being issued.

I trust this is sufficient information for you to complete your decision relating to your pending property transaction. Should you have any questions please do not hesitate to contact our office.

Yours truly,

A handwritten signature in black ink that reads "Terry McCann".

Terry McCann, C.E.T.
Director, Public Works

TM/sr

Nicole Dwyer

From: Laurie Mosley [REDACTED]
Sent: August 14, 2019 11:50 AM
To: Nicole Dwyer
Subject: Re: ZONING BY-LAW AMENDMENT Z-08-19 for 3360 County Road 29, Pakenham Ward

Hi Nicole,

Another point I want to bring up...is if this were to jump through all the hoops and they were able to grow cannabis, they require extensive lighting. I worked in Leamington Fall 2017. The lights, light up the sky. This residence is on a substantial corner. These lights will be a distraction to drivers that do not know the area. Just another item to bring to the forefront.

Please add my email address to any publications that are being distributed.

Thanks,
Laurie Mosley

On Wed, Aug 14, 2019 at 10:53 AM Laurie Mosley [REDACTED] wrote:
Good Morning Nicole,

Thanks for the information. The first thing that jumps out at me is the 120M notification distance. The Nolan's and Gardiner's were notified....they are well beyond the distance that we are even? At this point its, "here nor there".

As I am getting up to speed on this whole conversation, I find it interesting that they are going to expand their greenhouse even though you have indicated as below...

As for the use of the property as a wellness centre; the applicants have indicated that they practice naturopathic holistic medicine. Under the current cannabis licencing framework in Ontario, there are two streams to sell cannabis – either dispensed through a pharmacy or sold through a licenced retail establishment. The applicants have indicated that neither of these uses are proposed and thus any cannabis consumed on the site would have to be procured elsewhere.

The cannabis production and growth component is heavily regulated and cannabis products are readily subject to inspections to ensure that the growth and output of product is equalized and accountable. At this time the applicants have not received a licence from Health Canada for a production facility.

Again, time will tell on that one too!

Regards,

Laurie Mosley

3415 County Rd 29

On Tue, Aug 13, 2019 at 8:18 AM Nicole Dwyer <ndwyer@mississippimills.ca> wrote:

Hello Laurie,

Thank you for your message regarding the zoning amendment application at 3360 County Road 29.

The Municipality is required to send notice to all properties within 120m of the lands subject to an application for zoning amendment. The property at 3415 County Road 29 N is located approximately 170m from the subject land and was thus not notified. The Municipality also posts notice on the property to verify for the passing public that an application has been filed.

At this time, the concept plan does not specify a parking lot area on the site. However, this will be a level of detail that will be evaluated at the time of the Site Plan Application prior to final approval. For context, I have attached the staff background report for the public meeting where you will find a copy of the concept plan.

Your concerns regarding traffic are noted, and I will forward them to the County of Lanark for further consideration. The County has already provided preliminary comments indicating that driveway and entrance permit upgrades will be necessary, which may trigger a more fulsome investigation of traffic impact.

As for the use of the property as a wellness centre; the applicants have indicated that they practice naturopathic holistic medicine. Under the current cannabis licencing framework in Ontario, there are two streams to sell cannabis – either dispensed through a pharmacy or sold through a licenced retail establishment. The applicants have indicated that neither of these uses are proposed and thus any cannabis consumed on the site would have to be procured elsewhere.

The cannabis production and growth component is heavily regulated and cannabis products are readily subject to inspections to ensure that the growth and output of product is equalized and accountable. At this time the applicants have not received a licence from Health Canada for a production facility.

I trust that this information provides you with some additional clarity around the proposed use, however should you have further questions please do not hesitate to contact me.

Thank you

Niki

Niki Dwyer, MCIP RPP MA BES

Director of Planning

Municipality of Mississippi Mills

3131 Old Perth Road, P.O. Box 400

Almonte, ON, K0A 1A0

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From: denmarg2 denmarg2 [mailto:denmarg2@sympatico.ca]

Sent: August 13, 2019 7:49 AM

To: lauriekevinm; Doris Rankin; Nicole Dwyer

Subject: Re: ZONING BY-LAW AMENDMENT Z-08-19 for 3360 County Road 29, Pakenham Ward

Good Morning Laurie:

I have forwarded your e mail to our planner in reference to your 1st question? as well as your other concerns. You will also receive my response to e mail from Doris which outlines many items for further discussion and follow up.

Input from many agencies prior to final approval will follow meeting tonight.

Thank You

Denny

----- Original Message -----

From: lauriekevinm [REDACTED]

Date: August 13, 2019 at 5:25 AM

Denny,

3415 County Rd 29 never received any notice. We just heard of this request Sunday night. Without knowing any particulars, where is the parking going to be? It's a treacherous corner as it is. Wellness?...are these neighbours physicians? Is there a special license to administer cannabis on your own property? Please pass along the information that the rest of the neighbours have received.

Regards,
Laurie Mosley

Sent from my iPad

> On Aug 13, 2019, at 1:11 AM, Doris Rankin [REDACTED] wrote:

>

> neighbours.

Aug 14th, 2019

Attention:

Niki Dwyer, MCIP RPP
Director of Planning
Municipality of Mississippi Mills
3131 Old Perth Road, Mississippi Mills ON

RE:

Rebuttal to complaint laid by residents of Mississippi mills.

APPLICATION TO SECTION 34 OF THE PLANNING ACT, R.S.O. 1990, CHAPTER P.13.
CONCERNING A PROPOSED AMENDMENTS TO THE MUNICIPALITY OF MISSISSIPPI
MILLS ZONING BY-LAW #11-83

Rebuttal:

1) Environmental impact

Cannabis production facility:

- The expansion of existing outbuilding away from the marked wetlands area towards our existing driveway, this building will be completely insulated, with full walls and roof and fitted with high efficiency HEPA filters that take 99.9% of the smell out of the air preventing any foul odors as well as not affecting air quality in our area. This will also remove any concern for any crops from neighboring lands as this will only be indoor growing facility.

- Here is a link to the filtration system:
https://www.lennoxpros.com/healthy-climate-pco3-14-16/p/Y6601?gclid=CjwKCAjw-vjqBRA6EiwAe8TCk9RNQTwHELjQI-pgTvwUGxJsIqVUMekaicTYg34QcQITwlyzVHmPcRoCJh8QAvD_BwE

- Our production area will not exceed 2100 square feet as per MICRO GROW OPERATION REGULATIONS DESIGNATE.

- As we are extremely environmentally conscious people we utilize a system growing that has a 0 runoff for grey water. As using only what water is needed, we have no issue of runoff contamination as each plant is contained in its own pot. There is more hazardous runoff from the 1000 + vehicles and commercial transports or 18 wheeler that already pass our residence daily. As for Greenhouse Gas emissions, we are a carbon neutral facility, **plants** take carbon dioxide (CO2) out of the atmosphere to **help** photosynthesis, and thus **help** reduce the **greenhouse gases** warming the planet just like a tree/forest would.

- Used soil will be recycled and enriched using natural composting methods or removal to an offsite location.

- As for energy use, our building plans include the use of solar panels on the roof of the building to offset any electricity that may be needed for production.

Solar panel company: <http://solar-one.ca/products-services>

Wellness Center:

Our Goal as mentioned in the plan submitted by Zander Plan is to provide services related to healthy living. We wish to use our property and share the beautiful landscape with other people including the use of trails in a wooded area, kayaking and fishing in the Mississippi river. The services provided such as yoga, meditation, reiki, massages, acupuncture and freedom to use their cannabis medicine in a non-judgemental setting is what people are looking for when other non-natural alternative fails them.

a) include and use waterless composting toilets (or if use of water, only to be for flushing after use).

We would like to take this approach for a few reasons:

-environmental friendliness

-big savings on initial cost

-will not disrupt the wooded area as much as a septic bed/ or system would.

-Composting matter can be used for gardening since by the time its done, its pretty much soil.

A lot of people are using them for camps or cottages in Canada but it's a smaller version.

See those links:

<https://compostingtoiletsCanada.ca/separett/>

https://www.ecoethic.ca/products_wl.html

For wider use, see the links below:

The Centrex 2000 NE (Non-Electric) Central Composting Toilet System is a step up from the centrex 1000 NE in every way. It provides longer composting cycles, larger waste storage volume, and the ability to use as a wet or dry system! The Centrex 2000 NE is designed for medium to heavy seasonal or light residential use.

<https://www.homedepot.ca/product/sun-mar-centrex-2000-ne-non-electric-composting-toilet/1000689284>

<https://www.shoptinyhouses.com/products/sun-mar-centrex-2000-non-electric-composting-toilet-system>

I understand this would be an unusual approach and very different from the conventional use of a septic system.

b) Recycling grey water, using a filtration system, redistributing it to water the plants at the Cannabis production facility.

Here is a link on how that would be feasible <https://greencoast.org/greywater-systems-for-homes/>

c) use of solar panels will offset the cost of energy use of the wellness center

2) Traffic and noise pollution

Cannabis production facility:

a) There will be no increased noise of any type from our facility as the building is insulated and lights are silent. The HVAC system would be completely contained, so the facility would exude no noise or present a danger of noise pollution.

b) The production facility would not require any extra vehicles than the existing driveway allows for. At 2100 square feet of production we would only require 3 extra employees which would not impact the area at all with 5 vehicles in our 35 vehicle existing parking lot which has been there since 1986. As well on a daily basis there are thousands of personal and commercial vehicles such as oil tankers and other 18 wheel transports passing these properties, which present greater risks to the environment and traffic pollution than 1 small vehicle (cargo van or Brinks truck) that would be used to transport our goods to our client once our product is ready for shipment.

c) By using high efficiency carbon filters the VOC's (volatile organic compounds) that could be created would be nullified by the filtration. We are a medicinal company with the goal of helping our clientele, which makes it difficult to accept the harmful and misinformed "wild west" description given to us by our neighbor. We are responsible, environmentally conscious and health oriented citizens trying to help an ailing community by supplying jobs and alternative medicines for those suffering with debilitating diseases.

As for the definition of our proposed enterprise we have used the correct definition in regards to a Micro Grow Facility and what Health Canada has outlined in their proposal for requirements for application. We are not looking to ever expand our Production size on this property beyond what we are asking for now as it would be outside the regulations of what considers this to be Micro Grow. As the operation will be indoors, there would be no need of tractors, trailers, or motor freights to be involved with the daily operations on our property what so ever.

Wellness Center:

a) Slight increase in traffic going to the wellness center-visits will be controlled by scheduling appointments with clients

b) Services offered will not contribute to any noise increase

In Conclusion:

Many doctors prescribe marijuana for the treatment of critical pain, crippling anxiety, cure of opioid dependency as well as a battery of other medical ailments.

We are respectful to all members of the Council, and residents of Mississippi Mills. Our goal is to help the community with employment and an alternative health resource as the growing rate of Opioid and Prescription Deaths is alarming and continues to take innocent lives of our family members, children and friends. Our design leaves no negative impact on the environment and part of our business is to educate the public on environmental prevention and natural sustainability with neutral carbon methods. We have no intention of impacting on any wetlands or protected green spaces and now that we have been informed of the boundaries of these areas we are making all necessary changes to comply with all regulations and guidelines set forth by the Council.

Thank you

Chris Jones, Marc Engfield and Leah Hartlin

Kanalief Therapeutic Botanicals

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Niki Dwyer, Director of Planning
SUBJECT: ZONING BY-LAW AMENDMENT Z-09-19
Lots 59, 60 and 70 on PLAN 6262 (King and Argyle)
Almonte Ward, Municipality of Mississippi Mills

KNOWN AS: 0931-030-040-13801-0000 and 0931-030-040-15603-0000, Almonte
OWNER: 10274488 Canada Inc (Agent: Nathan Adams)

RECOMMENDATION:

THAT Council approve the Zoning By-law Amendment to change the zoning on the lands known Municipally as Part Lots 49, 50 and 70 on Plan 6262, Almonte Ward, Municipality of Mississippi Mills from “Residential First Density” (R1) to “Residential Second Density- Special Exception” (R2-19) and “Residential First Density Subzone C” (R1C).

BACKGROUND:

The owners have requested a zoning amendment of the lands to permit the construction of three semi-detached dwellings and a single detached dwelling. The proponents will be extended municipal services (water and sewer) to service the development via the Argyle Street frontage. Additional applications for subdivision (consent) and site plan control will be required prior to construction of the dwellings.

PURPOSE AND EFFECT

The purpose of the Zoning Bylaw Amendment is to rezone the property from “Residential First Density” (R1) to “Residential Second Density – Special Exception” (R2-19) to permit the development of three semi-detached dwellings (6 units) and “Residential First Density Subzone C” (R1C) to permit one single detached dwelling.

The proposal will see the construction of three one-storey semi-detached units, totaling 6 units of approximately 1324 sqft. Each semi-detached unit is intended to be a free-hold unit and a consent application to subdivide the lands to permit individual ownership is pending review at the County of Lanark.

At this time, there are no detailed plans regarding the size or style of the single detached dwelling, however any future development would be subject to Site Plan Control approval prior to Building Permit issuance.

DESCRIPTION OF SUBJECT LANDS

The subject lands represent 2 land holdings with a combined area of 2,420m². The lots have 26.7m of frontage on King Street and 76.3m of frontage on Argyle Street. The properties are vacant vegetated land located in the southwest quadrant of the Town of Almonte.

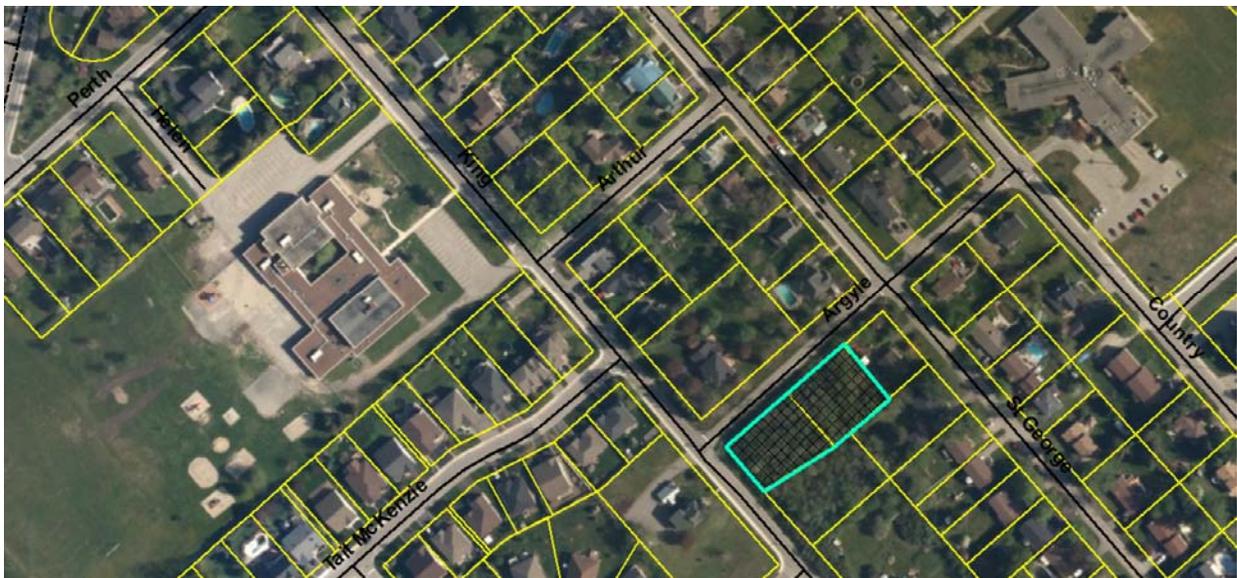
The lots are located in an established low density residential neighbourhood but are notably within 150m of James Naismith Elementary School and Country Haven Long-term Care home.

SERVICING & INFRASTRUCTURE

The property falls within the urban settlement boundary of Almonte Ward, and thus the lands are required to be serviced by municipal water and sanitary infrastructure. At this time there are no services within Argyle Street in front of the properties and as a result the developer will be required to install and reinstate the existing road way to the satisfaction of the Municipality.

Access to the semi-detached dwellings will be from Argyle Street, and for the single detached dwelling from Argyle Street or King Street. Both roads are municipally owned and maintained local roads.

Figure 1 – Context Map (2014)



COMMENTS

FROM INTERNAL CIRCULATION

Comments received based on the circulation of this application have been summarized below:

CAO: No comments received.

Clerk: No comments received.

CBO: No concerns or objections.

Fire Chief: No concerns or objections.

Director of Roads and Public Works: Initial comments respecting service extensions have been provide to the applicants agents, but more detailed analysis will be completed at the time of Site Plan review.

Recreation Coordinator: No concerns or objections.

FROM EXTERNAL AGENCY CIRCULATION

Comments were received from Enbridge Gas indicating that they had “screened out” the application.

FROM THE PUBLIC

The Municipality held a Public Meeting on August 27th, 2019 to provide an opportunity to the public to comment on the application. During the public meeting, two residents spoke:

- *Steve Maynard:* Compliance with COP, PPS, and the Planning Act. Specifically, COP Section 4.2.3 requires that development proposal regarding natural features, significant trees maintained. COP Section 3.6.1 of COP residential intensification and compatible with surrounding use and design and affordable housing. Section 2 of Planning Act re: affordable housing. consistency with PPS; density housing definitions (does not constitute low density), doesn't comply with Planning Act or PPS
- *Tanya Rivard and Mike Jones:* opposed to the proposed development – specifically any potential damage to their home due to construction on neighbouring lot, impact on road, sewer, hydropoles, dampening sound between, increase in traffic, timeframe for construction

Staff also received a number of request from neighbours in the immediate vicinity of the development requesting an additional meeting to discuss concerns. As a result, staff conducted a secondary mediation session with three residents and the developer to answer questions and address concerns regarding the project. Minutes of the meeting are attached for consideration of Council, but in general those in attendance indicated a great deal of support for the concept conditional upon more site specific zoning and further notification procedures in the Site Plan Control Agreement. Staff and the developer were both in agreement to these recommendations and as a result the Zoning Amendment language has been tailored to better reflect the specifics of the development. As the intent of the proposal has not changed from the original circulated application, staff do not believe that there is reason to recirculate notice for additional public meetings in accordance with the Planning Act.

Additional written comments were also received from Tracy Julian respecting Affordable Housing, however staff note that the comments pertained to municipal policy development and enforcement rather than application specifically.

A compilation of comments has been appended to this report for Council's consideration.

Additional planning comments were also received from the developer's registered professional planner and have also been appended for Council's consideration.

EVALUATION

PROVINCIAL POLICY STATEMENT (PPS), 2014

The PPS provides policy direction on matters of provincial interest related to land use planning and development. As per Section 3(5)(a) of the *Planning Act, R.S.O. 1990*, all planning decisions must be consistent with the PPS.

The PPS encourages Municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodate an appropriate range and mix of residential housing types (Policy 1.1.1).

Growth and development shall be focused in Settlement Areas where land use patterns are appropriate for and efficiently use land and infrastructure available (Policy 1.1.3.2). Development should promote intensification and compact forms which avoid or mitigate risk to public health and safety (Policy 1.1.3.4).

- 1.1.3.2 *Land use patterns within settlement areas shall be based on:*
- a) *densities and a mix of land uses which:*
 - 1. *efficiently use land and resources;*
 - 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 - 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

COMMUNITY OFFICIAL PLAN (COP)

Schedule B of the Official Plan identifies the subject lands as "Residential".

3.3.1 Goal and Objectives

It is a goal of this Plan to:

Promote a balanced supply of housing to meet the present and future social and economic needs of all segments of the community.

Generally, "Residential" lands shall be predominantly used for low and medium density uses and accessory uses (Policy 3.6.2). The Municipality has established housing mix targets of 70% low density and 30% medium density. Low density is intended to meet a **gross** density of 15 units per ha threshold (6 units per acre). Medium density housing is intended to meet a **net** density of 35 units per net hectare (15 units per net acre). However the definition of "medium density housing" used by the plan includes: four-

plexes, townhomes, 3 storey apartments, or converted dwellings of three or more units. As a result, the built form of the proposed development constitutes a “low density” development and represents a **net density** of 28.9 units per ha.

The current gross density of the area identified within the circulation distance (120m) is 13.6 units per ha. Following the addition of the development the **gross density** within the same target area will be 15.1 units per ha.

Figure 2 – Gross Density Target Area (120m radius)



Policy 3.6.7 further establishes that the Municipality shall:

“...give priority to the infilling of existing residential areas as a means of efficiently meeting anticipated housing demands. Infilling shall be considered small scale residential development within existing residential neighbourhoods involving the creation of new residential lots or the development/redevelopment of existing lots”.

All infilling development may be subject to site plan control and shall be required to meet the specific design policies found in Policy 4.2.2 of the Community Official Plan.

This proposed development will be subject to further review to ensure that the design of the dwellings conform to the character of the neighbourhood, servicing is constructed in accordance with Municipal standards, buffering and other mitigating measures can be accommodated, however in general the proposed new uses of the land meets the intent of the Community Official Plan.

Comments received during the public consultation process also noted the following sections of the Community Official Plan for consideration:

Section 4.2.3 (Urban Design)	The policies acknowledge that built form and open spaces interact together to establish a sense of place. The policy provides a list of tangible physical characteristics of the site design and built form which will be applied through Plans of Subdivision, Zoning Bylaw
---------------------------------	--

	<p>and Site Plan Control.</p> <p><i>“The Zoning By-law will establish heights, distances from property lines and street setbacks which begin to form the interface with the public realm. Site plan control can deal with the layout of the site and its relationship to its surroundings through specific application of the design criteria.”</i></p> <p>Note that the role of the Zoning By-law is to provide a general massing and proportion of the development, of which a more refined analysis of site design, layout and adjacency will be reviewed at Site Plan Control.</p> <p>The original comments were respecting natural features and tree preservation, which are identified as site layout and design components. Additionally, it is noted that during consultation with area residents it was identified that the site was previously cleared farmland for a dairy operation and growth on the site has occurred only within the last 25-30 years.</p>
<p>Section 3.6.1 (Goals and Objectives – Residential Development)</p>	<p>The commenter sourced objections on the grounds of residential intensification and compatibility of adjacent uses, and affordable housing.</p> <p><i>1. Promote and support development which provides for affordable, rental and/or increased density of housing types.</i></p> <p>The proposed development supports increased density housing as the built form represents a gross density of 28.8 u/ha and a built form (semi-detached) which represents the Missing Middle Housing opportunity which are integral to creating balanced and liveable communities.</p> <p><i>4. Direct the majority of new residential development to areas where municipal sewer and water services are/will be available and which can support new development.</i></p> <p>The proposed location of the infill development can be fully serviced by Municipal water and sanitary services from St James Street and provide a connection the longterm servicing looping to enhance system efficiencies through the King Street connection.</p> <p><i>5. Ensure that residential intensification, infilling and redevelopment within existing neighbourhoods is compatible with surrounding uses in terms of design.</i></p> <p>The setback provisions of the R2 special exception zone are reflective of the similar setbacks in the R1 zone. The use and density of zones are almost identical, and notably the resident concerns appeared to be mostly regarding height and setbacks. Once aware of the similarities of the built form that was possible by</p>

In general, the provisions between the R1 and R2 zones are similar:

Provisions	R1 Single	R2 – Semi-detached
Lot Area, Minimum (m ²)	450	320 (Each side)
Lot Frontage, Minimum (m)	18	10m (Each side)
Front Yard, Minimum (m)	6	6
Side Yard, Minimum (m)	1.2 (a), (d)	1.2
Exterior Side Yard, Minimum (m)	4.5	6
Rear Yard, Minimum (m)	7.5	7.5
Building Height, Maximum (m)	9	11
Lot Coverage, Maximum	40%, 45%(e)	40%, 45%
Floor Area, Minimum (m ²)	75	65

Further to discussions with the applicant and residents the following site specific wording has been agreed upon for the site:

Notwithstanding the permitted uses of the “R2” zone, on the lands denoted as “R2-19” on Schedule “A” of this bylaw, the uses shall be limited to “Semi-detached dwellings” in accordance with the zone provisions of Table 14.2A.

The single detached dwelling lot will also be rezoned to the R1C zoning classification in accordance with all provisions of Table 13.2A.

Figure 5 – Site Specific Zoning Map



SUMMARY:

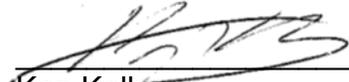
Having reviewed and assessed the proposed Zoning Amendment application, staff are satisfied that the proposals complies with the provisions of the Provincial Policy Statement 2014, conforms to the policies of the Community Official Plan and satisfies the sections of the Municipal Zoning Bylaw #11-83.

Staff are pleased that following the developer-neighbours mediation meeting, it appears that most of the initial objections to the proposed development have been satisfied through discussions. Outstanding points regarding buffering and fencing are valid considerations which the parties are working to negotiate through Site Plan Control.

It is also noted that the concerns regarding availability of affordable housing on a macro-level are duly noted, however the nature of the concerns raised by the two participating parties were directed towards the municipality and its action plan to ensure compatibility of development at large with the projected targets of the plan. These comments are best addressed through more comprehensive policy review, rather than specific to the application subject to review. Staff look forward to continuing to work with Council to discuss affordable housing in a meaningful way in November.

All of which is respectfully submitted,

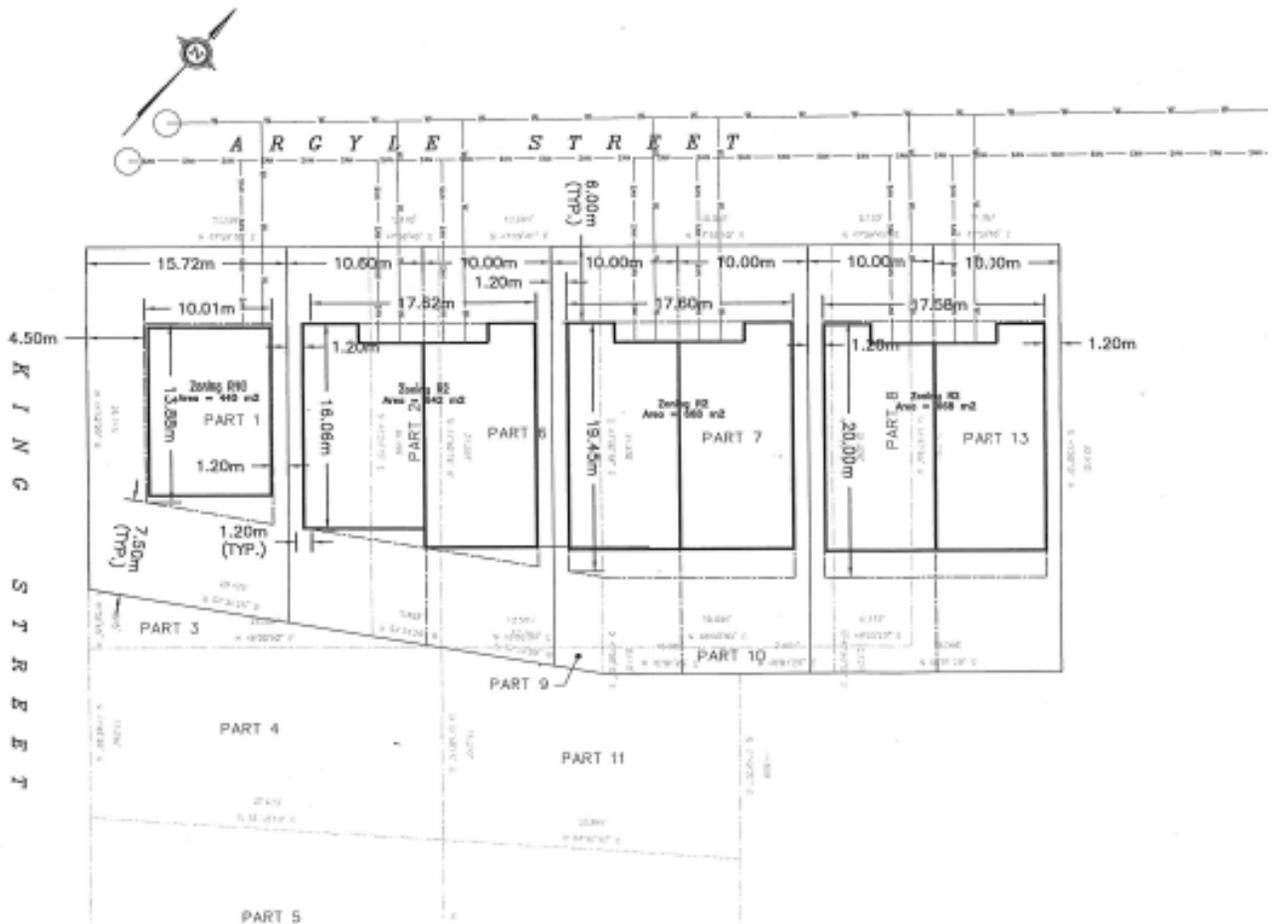

Niki Dwyer, MCIP RPP MA BES
Director of Planning


Ken Kelly
Chief Administrative Officer

ATTACHMENTS:

- Appendix A – Elevations and Site Plan for Proposal
- Appendix B – Residential Second Density and Residential First Density Subzone C Zone Provisions
- Appendix C – Summary of Written Comments

APPENDIX A – Elevation and Site Plan



APPENDIX B

SECTION 14 –RESIDENTIAL SECOND DENSITY (R2) ZONE PURPOSE OF THE ZONE

The purpose of the R2 – Residential Second Density Zone is to:

- (1) restrict the building form to low density residential uses in areas designated as **Residential and Rural Settlement Area & Village** in the Community Official Plan;
- (2) allow a number of other residential uses to provide additional housing choices within the second density residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the detached, two and three principal dwellings, residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified by subzones, primarily for developing areas designated **Residential** in the Almonte Ward, which promote efficient land use and compact form incorporating newer design approaches [*By-law #18-77*].

14.1 USES PERMITTED

(1) The following uses are permitted uses subject to:

- a. the provisions of subsection 14.2 (1) to (5);
- b. a maximum of 3 guest bedrooms in a **bed and breakfast**;
- c. a maximum of 10 residents in a **group home Type A**;
- d. a maximum of 10 residents is permitted in a **retirement home**, converted.

accessory apartment

bed and breakfast

dwelling, detached

dwelling, duplex

dwelling, triplex

dwelling, semi-detached

dwelling, converted

group home type A

home-based business - domestic and household arts

home-based business - professional uses

park

CONDITIONAL PERMITTED USES

- (a) it is located on a lot fronting on and having direct vehicular access to Main Street East or West; and
- (b) a maximum of seven rooming units, or a maximum of one dwelling unit and six rooming units.
rooming house, converted

- (3) The following conditional use is also permitted in the R2 zone, subject to the following:
- (a) the use is located in residential buildings with heritage value and the unique historic characteristics of the buildings are preserved in keeping with the Municipality's heritage and design policies and guidelines.
 - (b) adequate off-street parking is provided per Section 9 – Parking, Queing, and Loading Spacing Provisions of this Plan;
 - (c) each guest room has a minimum floor area of 25 square meters;
 - (d) signage shall be in keeping with the Municipality's heritage and design policies and guidelines;
 - (e) a minimum of 15% of the site has to be maintained as usable landscaped open space;
 - (f) the site has to be located on or within 50 m of an arterial road;
 - (g) the use is subject to Site Plan Control;
- country inn**

14.2 ZONE PROVISIONS

- (1) The zone provisions are set out in Tables 14.2A, 14.3A and 14.3B.
- (2) A park is not subject to the provisions of Tables 14.2A, 14.3A and 14.3B, however any development will be subject to the zone provisions for a detached dwelling.
- (3) Conversions that alter an existing residential use building to create another listed permitted use are subject to the provisions of Section 8.3 – Conversions.
- (4) Minimum lot width, lot area and parking requirements for semi-detached dwellings shall apply to each portion of a lot on which each individual dwelling unit is located, whether or not that parcel is to be severed.
- (5) Minimum interior side yard setback is deemed to be 0 m between individual units that are permitted to be vertically attached.

Provisions	Dwelling, Semi-detached
Lot Area, Minimum (m ²)	320 (a)
Lot Frontage, Minimum (m)	10 (a)
Front Yard, Minimum (m)	6
Side Yard, Minimum (m)	1.2 (b)
Exterior Side Yard, Minimum (m)	6
Rear Yard, Minimum (m)	7.5
Maximum Height – main building (m)	11
Lot Coverage, Maximum	40%, 45% (e)
Dwelling Unit Area, Minimum (m ²)	65

SECTION 13 –RESIDENTIALFIRST DENSITY(R1) ZONE

PURPOSE OF THE ZONE

The purpose of the R1 – Residential First Density Zone is to:

- (1) limit the building form to single detached dwellings in areas designated as **Residential and Rural Settlement Area & Village** in the Community Official Plan;
- (2) permit a number of other residential uses to provide additional housing choices within detached residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified by subzones, primarily for developing areas designated **Residential** in the Almonte Ward, which promote efficient land use and compact form incorporating newer design approaches [*By-law #18-77*].

13.1 USES PERMITTED

(1) The following uses are permitted uses subject to:

- (a) the provisions of subsection 13.2 (1) to (3);
- (b) a maximum of 3 guest bedrooms in a **bed and breakfast**;
- (c) a maximum of 10 residents is permitted in a **group home Type A**;
- (d) a maximum of 10 residents is permitted in a **retirement home**, converted

accessory apartment

bed and breakfast

detached dwelling

garden suite

group home Type A

home-based business - domestic and household arts

home-based business - professional uses

park

13.3 R1 SUBZONES

In the R1 Zone, the following subzones and provisions apply such that:

- (1) (a) Column I lists the subzone character;
- (b) Columns II through IX inclusive, establish required zone provisions applying to development in each subzone;
- (c) Column X lists the reference number of additional provisions applying in each subzone. The additional provisions themselves are provided in Table 13.3B. Where an additional provision applies, the corresponding provision specified in Table 13.3B takes ultimate precedence over any provision provided in Table 13.3A;

(2) Despite any other provision of this By-law, retirement homes, converted dwellings and rooming houses are prohibited on lands zoned R1 and developed with private services.

Sub-Zone	II	III	IV	V	VI	VII	VIII	IX	X
	Min. Lot Frontage (m)	Min. Lot Area (m ²)	Max. Building Height	Min.-Max. Front	Min. Exterior Side	Min. Rear Yard	Min. Side Yard	Max. Lot Coverage	End Notes (see)
C	15	440	9.5	6	4.5	7.5	varies	na	1, 2

Appendix C – Residents Comments Consolidated

Residents Meeting
King Street and Argyle Street Zoning Amendment Proposal
September 19, 2019

Resident Stakeholders

in Attendance: Neil Carleton, Adrian Foster, John Reid

Proponent: Nathan Adams

Municipal Staff: Maggie Yet (Planner I), Niki Dwyer (Director of Planning)

Minutes

- N Dwyer thanked all parties for being open to discussions and attending the meeting. The purpose of the meeting is to exchange ideas, ask questions and if needed find solutions to concerns that may exist.
- N Dwyer indicated that while this meeting was not conducted as a statutory meeting under the Planning Act, that any comments heard during the meeting would form part of the public record and would be considered as legitimate participation in the process should a party choose to exercise their rights of appeal.
- N Adams provided an overview of his background as a developer and indicated that he was working in partnership with a colleague in the Ottawa real estate profession. He indicated that his previous developments have primarily been rural infill development (\$500-\$1million) range. His company, Escape Homes, has been registered for 3 years but he and his wife have been building for approximately five years.
- N Adams indicated that his interest in this particular site was centered on providing “Adult Lifestyle Bungalows” of a style that his parents are similarly looking for in the smaller communities of the Ottawa Valley.
- N Adams suggested that when he first examined the lots he realized that “duplexes” would be a permitted use as a right, but he did not believe that the built form would conform to the character of the neighbourhood and suggested that freehold units would be more popular in the market.
- He confirmed that he would likely not be building the dwellings himself, but rather would partner with a local builder (ie. Doyle Homes or Inverness) to construct the dwellings more quickly.
- N Dwyer confirmed that at the public meeting two residents made comments regarding the proposal and Mr Eric Bays (planner for the proponent) spoke regarding the proposal. The residents comments were primarily geared towards concerns regarding privacy of the immediately adjacent property and interruptions due to construction.

- A Foster indicated that he had come prepared with several questions on behalf of some of the residents in the immediate area. The following questions and answers summarize the discussion:
 - Would the Zoning Amendment be Site Specific to the proposal that has been presented?
 - N Dwyer confirms that it could be and N Adams confirmed he would be satisfied with such an arrangement.
 - N Dwyer will circulate a copy of the proposed wording for review by the proponent and the resident participants.
 - What is the anticipated price point of the dwellings?
 - N Adams anticipated the price point of the semi-detached dwellings to range between \$380-410,000.00.
 - He concluded that because the single detached dwelling will be purpose built it is hard to confirm a value.
 - When is it anticipated that development will occur?
 - N Dwyer suggested that given the number of additional planning approval necessary, it would be approximately 12-24 months before building permits
 - How will residents know when to anticipate disruption from construction?
 - N Dwyer proposed that the Development Agreement could include notification procedures for the developer to provide updates and warning to residents.
 - Why are services being extended from St George Street rather than King Street?
 - Following the meeting, N Dwyer confirmed with Guy Bourgon, Director of Public Works that services are being extended from St George because the sanitary sewer does not extend as far as Argyle Street at present.
 - Is there a plan to coordinate construction with the School Bus company; there is a bus stop at Argyle and St George Street (both corners)
 - N Dwyer suggested that this notification could also be included in the Development Agreement.
 - The immediately adjacent neighbours (330 and 348 St George) would like a warranty for damage to existing structures and buildings resulting from the construction.

- N Adams indicated that he was in general agreement and would discuss this option individually with the property owners.
 - How will the new development be screened or fenced from adjacent lands?
 - N Dwyer indicated that this is typically a level of detail that is explored at the Site Plan Control application level, rather than the Zoning Amendment application.
 - N Adams proposed speaking with the immediate affected property owners to determine appropriate fencing prior to Site Plan submission.
 - Will local contractors be used?
 - N Adams stated that he liked to use local contractors wherever possible. A Foster suggested using Craine for the excavation as they had experience in the area and had a positive reputation in the community.
- N Carleton indicated that he had only provided initial comments (objections) in order to secure potential appeal rights, but based on the information received from staff and the proponent (particularly regarding density targets), he is now prepared to withdraw his objection pending circulation of the Site Specific Zoning wording.
- Anecdotally, N Carleton also commented on the site's history and geology and recalled the former use of the lands as a dairy farm and field.
- J Reid stated that his interest in attending was based on receiving a better understanding of the development proposal. He indicated that he is generally supportive of seeing the site cleared and cleaned up. He voiced concern for the state of the road surface of Argyle Street and expressed a wish to see it repaired. In conclusion he indicated general support for more development in the neighbourhood.

Nicole Dwyer

From: Adrian Foster [REDACTED]
Sent: September 26, 2019 10:28 AM
To: Nicole Dwyer
Subject: RE: Minutes of the Residents Meeting

Hi Niki,

I am happy with the wording if you are and Nathan is prepared to accept.

Do you have a direct email for him other than the info@address on his card.

If he is prepared to accept the wording and agree to repair damage to our home (brick work and foundation cracking) related to road work then I will withdraw our objection.

Best,

Amf

Adrian Foster
[REDACTED]

Confidentiality Statement:

This message (including any attachments) is CONFIDENTIAL and may be PRIVILEGED. If you are not an intended recipient you are hereby notified that any distribution, copying or use by you of this information is prohibited. If you have received this message in error please immediately notify the sender and otherwise delete all copies of this message from your system.

From: Nicole Dwyer
Sent: September 23, 2019 3:31 PM
To: 'Neil Carleton' [REDACTED]
Cc: Adrian Foster [REDACTED]; [carlucci.](#) [REDACTED] [info.ca](#) [REDACTED] L and J R
<[linda.john.reid](#) [REDACTED]>
Subject: RE: Minutes of the Residents Meeting

Hello Again,

Further to my message this morning, please find attached the draft wording for the site specific zoning wording.

Should you have any questions please do not hesitate to contact me.

Thanks

Niki

From: Neil Carleton [REDACTED]
Sent: September 23, 2019 3:01 PM
To: Nicole Dwyer
Cc: Adrian Foster; [carlucci.](#) [REDACTED] [info.ca](#) [REDACTED] L and J R
Subject: Re: Minutes of the Residents Meeting

Thank you Niki for organizing last week's meeting, and providing notes this morning of our discussions.

Maggie, John, and Nathan, it was good to meet you.

MINUTES Please make the following changes to the minutes. **RED** = deletion **GREEN** = addition.

3rd last bullet "N Carleton indicated that he had only provided initial comments (objections) in order to secure potential appeal rights but, based on the information from staff and the proponent (particularly regarding density targets), **that** he is **now not** prepared **to** withdraw his objection pending the circulation of the Site Specific Zoning wording."

2nd last bullet "Anecdotally, N Carleton also commented on the site's history and geology, and recalled the former use of the lands as a dairy farm and field."

EMAIL This will confirm that I provided the developer with my email address at the meeting.

EXCEPTION WORDING Still to come.

GEOLOGICAL HISTORY As a follow-up to our brief dialogue about the neighbourhood's geology, attached as a pdf file for sharing are my September 2018 notes [A Short Geological History of Lanark County](#). Additional information is available at the website of Metcalfe Geoheritage Park <http://metcalfegeoheritagepark.com/>.

Neil

Neil Carleton, 3 Argyle Street, P.O. Box 1644, Almonte, Ontario, K0A 1A0
cell

On Mon, Sep 23, 2019 at 11:53 AM Nicole Dwyer <ndwyer@mississippimills.ca> wrote:

Good Morning All,

Please find attached a copy of the minutes of the residents meeting conducted on September 20th, 2019.

At the meeting it was suggested that Nathan correspond directly with residents regarding fencing and construction warranties.

Please confirm that you are agreeable to providing your email address to the developer.

A copy of the special exception wording for the proposed amendment will follow shortly.

Thank you

Niki

Niki Dwyer, MCIP RPP MA BES

Director of Planning

Municipality of Mississippi Mills

3131 Old Perth Road, P.O. Box 400

Almonte, ON, K0A 1A0

P: (613) 256-2064 ext.259

F: (613) 256-4887



This message is confidential. It is intended only for the individual(s) named. If you have received it by mistake, please let me know by e-mail reply and delete it from your system; you may not copy or distribute this message and its attachments or disclose its contents to anyone without consent.

Nicole Dwyer

From: Adrian Foster <adrian.foster [REDACTED]>
Sent: August 27, 2019 7:30 AM
To: Nicole Dwyer
Cc: carlucci. [REDACTED]; Joanne Palmer; ve3nce [REDACTED]; info.ca [REDACTED]
Subject: Argyle Street proposed zoning change from R1 to R2 — notice of objection

Dear Ms. Dwyer,

Please be advised that we the undersigned are submitting our notice of objection to the proposed zoning change. We are out of the province and cannot attend the public meeting on the 27th of August.

Our concerns include: privacy, density, site lines and disruption due construction of units as well as water and sewer on Argyle.

We understand that a mediation meeting with interested stakeholders is planned for September 17th. It is our hope that our concerns can be adequately addressed at that and our objection to the zoning change withdrawn.

Please acknowledge receipt.

Best regards,
Lorie Carlucci
Adrian Foster
Joanne Palmer

Adrian Foster
Office [REDACTED]
Mobile [REDACTED]

On Aug 23, 2019, at 10:28, Nicole Dwyer <ndwyer@mississippimills.ca> wrote:

Good Morning,

Please be advised that the agenda for the Council Meeting of August 27th, 2019 has been posted on the Municipality's website. A direct link to the content is provided below:

https://www.mississippimills.ca/uploads/12/Doc_637020888028191408.pdf

The meeting will commence at 6pm in the Council Chambers of the Municipal Office at 3131 Old Perth Road.

Should you have any questions regarding the reports contained within the agenda or would like to offer comments for consideration by Council please advise no later than noon on August 27th.

Thank you

Niki

Niki Dwyer, MCIP RPP MA BES
Director of Planning
Municipality of Mississippi Mills
3131 Old Perth Road, P.O. Box 400
Almonte, ON, KOA 1A0
P: (613) 256-2064 ext.259
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<image003.jpg>

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Director of Planning
Municipality of Mississippi Mills
3131 Old Perth Road, P.O. Box 400
Almonte, ON, KOA 1A0
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<image003.jpg>

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Nicole Dwyer

From: bag lady [REDACTED]
Sent: August 19, 2019 2:10 PM
To: Nicole Dwyer
Subject: Re: Re Zoning on Argyle Street Almonte

Hello Niki: Thank you for getting back to me. I am curious was there already a meeting?. I wasn't aware that one had taken place.

Thanks for confirming September 17th.

Regards,
Joy

Sent from my Samsung Galaxy smartphone.

----- Original message -----

From: Nicole Dwyer <ndwyer@mississippimills.ca>
Date: 2019-08-19 2:06 PM (GMT-05:00)
To: 'bag lady' [REDACTED]
Subject: RE: Re Zoning on Argyle Street Almonte

Hello Joy –

Thanks for your message regarding the Zoning Amendment. I can confirm that the Municipality will indeed be hosting a second public meeting on September 17th. Additional notice information will be circulated the first week of September.

Thank you

Niki

From: bag lady [REDACTED]
Sent: August 18, 2019 9:49 PM
To: Nicole Dwyer
Subject: Re Zoning on Argyle Street Almonte

Hello Niki:

I am a home owner on St George Street in Almonte. I have received a letter concerning a meeting to take place on August 27, 2019. I unfortunately am unable to attend that meeting and would like to request a meeting at a later date. I understand that September 17th has been suggested. Is that date possible?

Thanks very much.

Awaiting your reply.

Sincerely,
Joy Baetz

Sent from [Mail](#) for Windows 10

Nicole Dwyer

From: Neil Carleton [REDACTED]
Sent: August 27, 2019 9:07 AM
To: Nicole Dwyer
Cc: Adrian Foster; carlucci. [REDACTED] jojopalm123 [REDACTED] bag lady; Lucy Carleton
Subject: Argyle Street Rezoning Proposal Objection

DISTRIBUTION Nicole Dwyer, Director of Planning, Municipality of Mississippi Mills

COPY Joy Baetz + Lucy Carleton + Lorie Carlucci + Adrian Foster + Joanne Foster

ARGYLE STREET REZONING PROPOSAL OBJECTION

Although unable to attend the statutory public meeting that's scheduled today, I'm grateful for the opportunity to submit my rezoning objection to you directly in this way.

My concerns about the proposed rezoning, like other home owners in our neighbourhood, range from density to the water and sewer servicing of the proposed new homes from Argyle Street.

I hope that my concerns, and those of my neighbours, can be successfully addressed at the September 17 mediation meeting so that our objections to the rezoning proposal can be withdrawn.

Please reply to confirm that my objection to the proposed Argyle Street rezoning was received. Thank you.

Neil Carleton
3 Argyle Street
P.O. Box 1644
Almonte, Ontario
K0A 1A0

[REDACTED] cell

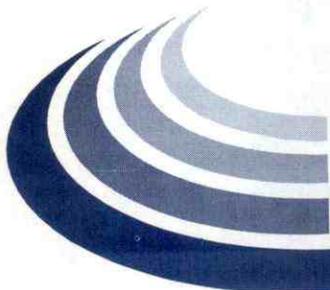
Nicole Dwyer

From: ANTHONY FUENTES [REDACTED]
Sent: August 6, 2019 7:16 AM
To: Nicole Dwyer
Cc: Diasom
Subject: Re-zoning of lots 49,50 and 70

Good morning Niki,

Hope you had a nice long weekend. I just noticed a sign that was posted beside our lot on King street. I do plan to attend the public meeting on Aug. 27th to hear about the proposal. I currently don't have any opposition to the proposed zoning changes, in fact I'm glad to hear the land will be developed and eventually serviced. I do however would like to get as much information as possible as to how the 6 proposed units will be situated on the property. Please provide whatever information is available so I can be current with the issues prior to the public meeting.

Thanks,
Anthony Fuentes
[REDACTED]



Leeds, Grenville & Lanark District
HEALTH UNIT

Your Partner in Public Health

August 8, 2019

Municipality of Mississippi Mills
3131 Old Perth Road
P.O. Box 400
Almonte, ON K0A 1A0

Dear Ms Dwyer :

Re: Township File: Z-09-19
Applicant: 10274488 Canada Inc., (Agent : Nathan Adams)
Location: Lots 49, 50 and 70 on Plan 6262
Our File: 59571

Please be advised that the above (zoning/minor variance) application does not involve a private sewage system, therefore, an inspection and further comment will not be required.

If you have any questions regarding this matter, please do not hesitate to contact me.

Yours truly,

Lisa Chen,
Public Health Inspector
(613) 283-2740 - Office
(613) 283-6017 - Fax

NC:am

This is my written objection to the following Zoning Bylaw Application:

Z-09-19, PT LTS 49, 50 and 70 on plan 6262, Argyle and King Street, Mississippi Mills.

My objections are:

- 1) There has been no data provided that shows whether or not these units within our region of Lanark County conform to either the Provincial Policy statement or the Community Official Plan of Mississippi Mills in regards to the definition of Affordability.
- 2) There has been no data provided which shows what the Affordable housing thresholds are for both owner occupied and rental accommodations and what they should be.
- 3) There has been no data provided which shows that in constructing these new units that the Municipality has attempted to have 25 percent of all new residential construction Affordable either in the given year or by a 3 year average.

3.6.3 Affordable Housing (from our COP which is in review)

Affordable housing figures are to be updated on a yearly basis with the assistance of Canada Mortgage and Housing Corporation (CMHC). They are to be used to determine what the affordable housing thresholds for both owner occupied and rental accommodation should be, using the **affordable** definition found in Section 5.15 of this Plan.

The data to be used to determine affordable housing figures in 2005 are as follows.

According to MPAC, the average price of a house for the majority of the Mississippi Mills area in 2008 was \$249,000 for a single residential, \$207,000 for a townhouse, \$189,000 for a semi-detached, \$178,000 for a condo and \$343,000 for a waterfront residential. The average increase of property values was 23.67%. The 2003 median market rents for Lanark County are: Bachelor - \$465, 1 Bedroom - \$560, 2 Bedroom - \$670, 3 Bedroom - \$810, 4+ Bedroom - \$905. According to the 2006 Census, the median income in 2005 for all private households in Mississippi Mills was \$67,114. The average MLS house sale price for the majority of the Mississippi Mills area in 2003 was \$193,000. The 2003 median market rents for Lanark County are: Bachelor - \$465, 1 Bedroom - \$560, 2 Bedroom - \$670, 3 Bedroom – \$810, 4+ Bedroom - \$905. The 2001 Census has 60% of all Mississippi Mills households with a 2000 gross household income under \$70,000.

1. The Town/Municipality shall encourage an adequate supply of affordable housing.
2. The Town/Municipality shall attempt to have 25% of all new residential construction affordable. In a given year the residential development may meet, exceed or fall short of the 25% target and therefore, to achieve a more realistic picture of the progress made in achieving this target, three year averages shall be used to meet affordable housing objectives.
3. The Town/Municipality shall ensure that the Zoning By-law does not require standards which preclude the development of affordable housing, especially as it relates to house and lot sizes.
4. The Town/Municipality may use incentives, such as reduced development charges or the increased height and density provisions in order to achieve the affordable housing policies of this Plan.

Affordable:

a) in the case of ownership housing, the least expensive of:

i) housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or

ii) housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;

b) in the case of rental housing, the lease expensive of:

i) a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or

ii) a unit for which the rent is at or below the average market rent of a unit in the regional market area.

Note: Although our updated COP is presently being reviewed by Lanark County it still includes section 3.6.3 on Affordable Housing and includes number 2 which states we need to attempt to have 25 percent of all new residential construction Affordable as defined in the Provincial Policy Statement which defines Affordable as...

The Provincial Policy Statement states:

Affordable: means

a) in the case of ownership housing, the least expensive of:

1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for *low and moderate income households*; or

2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the *regional market area*;

b) in the case of rental housing, the least expensive of:

1. a unit for which the rent does not exceed 30 percent of gross annual household income for *low and moderate income households*; or

2. a unit for which the rent is at or below the average market rent of a unit in the *regional market area*.

Respectfully submitted,

Tracy Julian, 375 Tait McKenzie Drive, Almonte Ontario

Nicole Dwyer

From: Rita M [REDACTED]
Sent: August 10, 2019 5:36 PM
To: Nicole Dwyer
Subject: Re: King and Argyle Development Proposal

Received, thank you.

On Fri, 9 Aug 2019 at 14:22, Nicole Dwyer <ndwyer@mississippimills.ca> wrote:

Hello Rita,

It was lovely to meet with you and Dougal this afternoon to discuss the proposed Zoning Amendment at the corner of King and Argyle.

As discussed, please find attached the applicable information for the development.

Should you have any further questions please do not hesitate to contact me.

Thanks

Niki

Niki Dwyer, MCIP RPP MA BES

Director of Planning

Municipality of Mississippi Mills

3131 Old Perth Road, P.O. Box 400

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Nicole Dwyer

From: anne mason [REDACTED]
Sent: August 17, 2019 3:53 PM
To: Nicole Dwyer
Subject: Fwd: Rezoning Part lots 49,50 and 70 Plan 6262

Hi Nicole. I forgot to mention another point re traffic and school children. I checked locally to see how many cars were parked ON THE ROAD in front of doubles. On average there was one car per home - in this case there could be 7 cars parked on the road. Without sidewalks, children returning from school would have to go blindly into the narrow street to get around those cars. Many kids bike home as well. The developer is responsible for this dense housing, and they should have to pay for a sidewalk. Not the town. Anne

Begin forwarded message:

From: Nicole Dwyer <ndwyer@mississippimills.ca>
Date: August 13, 2019 at 1:54:32 PM EDT
To: 'anne mason' [REDACTED]
Subject: RE: Rezoning Part lots 49,50 and 70 Plan 6262

Hi Anne,

Thank you very much for providing your comments on the circulated application for Zoning Amendment. The comments will be provided to Council for consideration prior to making a decision.

I note that this application (for Zoning Amendment) is one of three applications required prior to building permit stage. The applicant has also filed a severance application to subdivide the lands into seven lots, and will be required to undergo Site Plan Control prior to building permit approval. Site plan applications provide the Municipality with a heightened degree of oversight regarding the conditions of development and functionality of the site.

I have attached for your reference a copy of the conceptual lot plan provided by the applicant, as well as concept elevation drawings and the draft servicing drawings. Note that at this time, sidewalks are not proposed as part of the design. I will confirm the need for sidewalks on Argyle Street with our Director of Public Works as your comments regarding adult and adolescent pedestrian volumes is well taken.

Should you have any further questions or comments on this application please do not hesitate to contact my office.

Thank you

Niki

From: anne mason [REDACTED]
Sent: August 12, 2019 3:42 PM
To: Nicole Dwyer
Subject: Rezoning Part lots 49,50 and 70 Plan 6262

As a resident who will be impacted by the rezoning of this property from Residential First Density to Residential Second Density, I am very concerned about constructing SEVEN new homes facing onto Argyle Street.

Why aren't some of the new homes facing onto King Street which is a wider street with a sidewalk? Argyle Street is a heavily travelled pedestrian thoroughfare for children attending Naismith School and for children taking a school bus at the corner of St. George and Argyle. It is also heavily travelled by adult pedestrians walking to and from the development off King Street. In addition, there is considerable traffic cutting through Argyle as people go to and from work.

To add seven homes with associated vehicles on such a short narrow street is simply to allow the developer to cut costs which will be incurred installing services to these properties. There is no other reason for not considering a layout which would include some homes facing onto King Street.

In addition, accessing King street from Argyle is a problem already since it is almost a blind corner due to the hill on King street.

This is an established neighbourhood and some consideration should be given to Existing residents by not simply allowing a developer to dump SEVEN new homes on one small cross street simply to save money on infrastructure.

Anne Mason

<Conceptual Lot Plan.pdf>

<Concept Drawings.pdf>

<Servicing Drawings.pdf>

Niki Dwyer
Director of Planning
Municipality of Mississippi Mills
3131 Old Perth Road,
Almonte, ON
K0A 1A0

Dear Ms. Dwyer:

Here are my comments on Zoning By-law Amendment Z-09-19, Lots 59, 60 and 70 on Plan 6262 (King and Argyle)

The Proposed Development Does Not Meet Requirements for Affordable Housing

1. The Provincial Policy Statement, 2014 (PPS) defines "Affordable" as:
2. a) in the case of ownership housing, the least expensive of:
 1. housing for which the purchase price results in annual accommodation costs which do not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. housing for which the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area;
- b) in the case of rental housing, the least expensive of:
 1. a unit for which the rent does not exceed 30 percent of gross annual household income for low and moderate income households; or
 2. a unit for which the rent is at or below the average market rent of a unit in the regional market area.
3. Section 2(j) of the Planning Act requires that the council of a municipality, in carrying out their responsibilities under this Act, shall have regard to matters of provincial interest including the adequate provision of a full range of housing, **including affordable housing.**
4. Section 3(5) of the Planning Act requires that a municipal council decision exercising any authority that affects a planning matter "shall be consistent with" the PPS.
5. Section 1.4.3(a) and (b) of the PPS read:

"Planning authorities SHALL provide for an appropriate range and mix of housing types and densities to meet projected requirements of current and future residents of the regional market area by:

a) establishing and implementing minimum targets for the provision of housing which is affordable to low and moderate income households."

b) permitting and facilitating:

1. all forms of housing required to meet the social, health and well-being requirements of current and future residents, including special needs requirements

6. Section 4.7 of the PPS states:

"The official plan is the most important vehicle for implementation of this Provincial Policy Statement. Comprehensive, integrated and long-term planning is best achieved through official plans.

Official plans shall identify provincial interests and set out appropriate land use designations and policies. To determine the significance of some natural heritage features and other resources, evaluation may be required.

Official plans shall provide clear, reasonable and attainable policies to protect provincial interests and direct development to suitable areas.

In order to protect provincial interests, planning authorities shall keep their official plans up-to-date with this Provincial Policy Statement. The policies of this Provincial Policy Statement continue to apply after adoption and approval of an official plan."

7. Section 4.8 of the PPS states:

"Zoning and development permit by-laws are important for implementation of this Provincial Policy Statement. Planning authorities shall keep their zoning and development permit by-laws up-to-date with their official plans and this Provincial Policy Statement

8. Section 3.6.3 of the Community Official Plan (COP) states

"Affordable housing figures are to be updated on a yearly basis with the assistance of Canada Mortgage and Housing Corporation (CMHC). They are to be used to determine what the affordable housing thresholds for both owner occupied and rental accommodation should be, using the **affordable** definition found in Section 5.15 of this Plan.

The data to be used to determine affordable housing figures in 2005 are as follows. The average MLS house sale price for the majority of the Mississippi Mills area in 2003 was \$193,000. The 2003 median market rents for Lanark

County are: Bachelor - \$465, 1 Bedroom - \$560, 2 Bedroom - \$670, 3 Bedroom – \$810, 4+ Bedroom - \$905. The 2001 Census has 60% of all Mississippi Mills households with a 2000 gross household income under \$70,000.

1. The Town shall encourage an adequate supply of affordable housing.
2. The Town shall attempt to have 25% of all new residential construction affordable. In a given year the residential development may meet, exceed or fall short of the 25% target and therefore, to achieve a more realistic picture of the progress made in achieving this target, three year averages shall be used to meet affordable housing objectives."

Affordable Housing Summary

This proposed development and Zoning By-law Amendment do not meet the Affordable Housing requirements of the Planning Act, Provincial Policy Statement or the Community Official Plan.

Despite what the common belief is, Mississippi Mills is not permitted to use three year averages to meet affordable housing objectives; this does not comply with the Planning Act or PPS. The municipality has data in the COP that must used to determine Affordable Housing figures since the municipality has chosen not to update this data since August, 2006.

The Proposed Development Does Not Meet Infill Requirements

9. The development proposal does not demonstrate how existing trees are addressed through design as required in Section 4.2.3(1)(i) of Mississippi Mills' Community Official Plan. This is to be at the proposal stage, not during site plan discussions.
10. The development proposal does not demonstrate how it protects and maintains significant trees on the development site as required in Section 4.2.3(4)(ii) of Mississippi Mills' Community Official Plan. Again, this is to be at the proposal stage, not during site plan discussions.
11. Section 3.6.1 (5) of Mississippi Mills' Community Official Plan requires that residential infilling be compatible with surrounding buildings.
12. Section 3.6.7 of the COP adds that the infilling development should be in character with surrounding buildings to blend in with the neighbourhood.
13. Section 4.2.1(3) of the COP requires infilling to be compatible with surrounding uses in terms of density and design.
- 14.
- 15.D

Infill Summary

The proposed development does not address existing or significant tree protection.

The proposed development is not: compatible with surrounding buildings; in character with surrounding buildings to blend in with the neighbourhood; and compatible with surrounding uses in terms of density and design

I submit that this development and Zoning By-law Amendment don't comply with the Planning Act, Provincial Policy Statement or our Community Official Plan and can't be passed as presented.

Thank you for allowing me to submit these comments.

Steve Maynard

Nicole Dwyer

From: L and J R [REDACTED]
Sent: August 23, 2019 11:31 AM
To: Nicole Dwyer
Subject: Proposed Zoning Amendment Pt Lots 49, 50, 70 PLAN 6262

Dear Ms. Dwyer,

I am supportive of the above zoning change application based on the current limited public information. I do have two related comments.

The townhome development as proposed should improve safety at the King & Argyle intersection. When making a left hand turn from Argyle onto King visibility is blocked by the buildup of brush on the east corner. The brush was just cut back this month. Typically it is cut late summer each year but until it is cleared there is limited visibility.

I understand the concern of some about the increased vehicle traffic on Argyle Street that this zoning change may bring about. I do drive on Argyle Street, but only because of the poor condition of the road surface on King street. If King street was properly fixed I would no longer choose to drive along Argyle.

Due to other commitments I am unable to Public Meeting August 27th, 2019.

John Reid
130 Doctor Bach Street
Almonte, ON

Nicole Dwyer

From: Jeanne Harfield
Sent: August 28, 2019 1:58 PM
To: Nicole Dwyer
Subject: Public Meeting - Zoning Amendment Z-09-19

Comments from the public include:

- Steve Maynard: Compliance with COP, PPS, and the *Planning Act*. Specifically, COP Section 4.2.3 requires that development proposal regarding natural features, significant trees maintained. COP Section 3.6.1 of COP residential intensification and compatible with surrounding use and design and affordable housing. Section 2 of *Planning Act* re: affordable housing. consistency with PPS; density housing definitions (does not constitute low density), doesn't comply with Planning Act or PPS
- Tanya Rivard: opposed to the proposed development – concerned about increased traffic and noise
- Mike Jones: opposed to the proposed development – specifically any potential damage to their home due to construction on neighbouring lot, impact on road, sewer, hydro poles, dampening sound between, increase in traffic, timeframe for construction

Agent for Nathan Adams provided some additional information regarding the proposal including addressing concerns raised by members of the public such as: preservation of trees; change from R1 to R2 will permit semi-detached (does allow for more efficient use of the property and infrastructure), set-backs would remain the same with re-zoning; construction noise will remain the same regardless of the rezoning; impact on neighbouring buildings can be addressed during site plan stage

Jeanne Harfield

Acting Clerk | [Municipality of Mississippi Mills](#)
Phone: 613-256-2064 x226 | Fax: 613-256-4887
e-mail: jharfield@mississippimills.ca
www.mississippimills.ca



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September 24, 2019
File: 160410263

Attention: Nicole Dwyer, Director of Planning

Town of Mississippi Mills
3131 Old Perth Road, PO Box 400
Almonte, Ontario K0A 1A0

Dear Ms. Dwyer,

**Reference: Response to Circulation & Public Comments, Southeast Corner King & Argyle
Proposed Zoning By-law Amendment Z-09-19**

This letter has been prepared in response to circulation comments received on August 28 and September 13 from Town staff. In particular, this letter seeks to address concerns raised by members of the public regarding the proposal generally and the Zoning By-law Amendment application specifically. The letter has been arranged by themes and attempts to address common concerns.

TRAFFIC

The addition of seven new dwellings on a local street within an established settlement area will have a negligible impact on traffic volumes and will not result in an increased risk to the health and safety of road users or adjacent properties. Concerns regarding existing sightlines at the intersection of King Street and Argyle Street (due to King Street's vertical geometry) are not germane to the development of this property or proposal.

CONSTRUCTION IMPACTS

While the property is currently vacant, development of the site is already permitted; the property is designated Residential by the Official Plan and currently zoned Residential- R1 by the Zoning By-law. While the Amendment proposes to modify the current zoning to a Residential- R2 zone, residential development is already permitted on the property; the potential for construction impacts is inevitable during development of a property.

Regardless of the type of proposal, development of the property requires extension of sanitary and water services along Argyle Street.

Potential impacts on adjacent properties from construction will be assessed through the subsequent Site Plan process, with conditions and requirements placed on any development by the Town to ensure protection of property.

Escape Homes is committed to maintaining a respectful relationship with adjacent residents throughout the construction process and will comply with construction best practices and any Town requirements. Timelines for construction will be determined through the Site Plan process.

Reference: Response to Circulation & Public Comments, Southeast Corner King & Argyle Proposed Zoning By-law Amendment Z-09-19

PROJECT DENSITY

As discussed in section 2.3 of the Planning Rationale (Stantec, June 6, 2019) the proposed development will have a net density of 28.9 units per hectare. Policy 3 of Section 5.6.5- Range of Housing Types in the COP states:

*3. Low density residential development shall include single detached, semi-detached, duplex, converted dwellings, and triplex housing. In general, the **gross density** for low density residential development shall be 15 units per hectare (6 units per acre).*

The proposed development is comprised of detached and semi-detached dwellings, consistent with the direction in policy 3. It should also be noted that, regardless whether the proposed development is considered 'low density' or 'medium density residential', both are permitted uses within the 'Residential' designation of the COP.

Gross density is calculated by including both residential lots and other supportive land uses- including street rights-of-way, parkland, and other non-developable lands. In contrast, the proposed infill development will make use of an existing street right-of-way and will not warrant parkland dedication. Comparing gross density targets in the COP to the net density of the proposal is not an accurate indication of the proposal's alleged inconsistency with the COP.

As noted in the report by Town staff (August 27, 2019) the gross density of the surrounding neighbourhood (within 120m of the property) with the addition of the proposed development will be 15.1 units per hectare- consistent with the COP target gross density.

HOUSING AFFORDABILITY

Comments regarding affordability focus on the Town's alleged non-conformity with the PPS; this is not germane to the proposed development generally, nor the Zoning By-law Amendment application specifically.

The six semi-detached and smaller detached dwelling are to be developed at densities generally associated with more affordable options in a market otherwise characterized by large detached dwellings; the proposal furthers the objectives of the PPS and COP by creating housing options that address a range of needs.

INFILL POLICIES AND NEIGHBOURHOOD COMPATIBILITY

The proposal is composed of six semi-detached and one detached dwelling; both housing types are present in the surrounding neighbourhood and are commonly located adjacent to each other throughout the larger community. The Zoning by-law Amendment will not change the current minimum required building setbacks from front, rear, and side lot lines permitted as-of-right under the current Residential-R1 zone. The bulk, height, massing, and character of the proposed dwellings' built form is consistent with the surrounding neighbourhood.

It should be clarified that policy 3 of Section 4.2.1 of the COP states:

3. Require residential intensification, infilling and redevelopment within existing neighbourhoods to be compatible with surrounding uses in terms of density and design.

Reference: Response to Circulation & Public Comments, Southeast Corner King & Argyle Proposed Zoning By-law Amendment Z-09-19

Policy 3 uses the phrase “be compatible with” intentionally, and should not be interpreted as requiring residential intensification, infilling and redevelopment to be the same as, or identical to, the existing neighbourhood. The density, bulk, height, and massing- matters addressed by the Town’s Zoning By-law and the topic of this application, are compatible with the existing neighbourhood. Matters of design are most appropriately addressed through the Site Plan Control process.

The identification and protection of vegetation on the property- including any potentially significant trees, is most appropriately addressed through the Site Plan Control process- not through the current Zoning By-law Amendment.

CONCLUSION

As discussed in Stantec’s Planning Rationale (June 6, 2019) the proposed development is consistent with the PPS, complies with the policies of the Lanark County Sustainability Plan, the Mississippi Mills Community Official Plan, and will be a positive addition to the community of Almonte.

Please do not hesitate to contact me should you have any questions, concerns, or require additional information.

Respectfully,

Stantec Consulting Ltd.


Eric Bays MCIP, RPP
Intermediate Planner
Phone: (613) 722-4420
Eric.Bays@stantec.com

cc.: Nathan Adams, Escape Homes

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019

TO: Committee of the Whole

FROM: Niki Dwyer, Director of Planning

SUBJECT: ZONING BY-LAW AMENDMENT Z-11-19
Lot 11, Concession 11/12; being Part 2 27R9111 Pakenham
Pakenham Ward, Municipality of Mississippi Mills

KNOWN AS: 0931-946-025-07404-0000, Pakenham Ward
OWNER: Glen, Lois, and Scott Timmins

RECOMMENDATION:

THAT Council approve the Zoning By-law Amendment to change the zoning on the lands known Municipally as Lot 11 Concession 11/12; being Part 2 on Reference Plan 27R-9111, Pakenham Ward, Municipality of Mississippi Mills from “Development” (D) to “Residential First Density” (R1).

BACKGROUND:

The owners have requested a zoning amendment of the lands to permit the construction of a single detached dwelling on the site in accordance with the Residential First Density Zone Provisions. The land is presently vacant and is located within the settlement boundary of the Village of Pakenham.

PURPOSE AND EFFECT

The purpose of the Zoning Bylaw Amendment is to rezone the property from “Development” (D) to “Residential First Density” (R1) to permit the development of a single detached dwelling on the lands.

The proposal will see the construction of a single storey bungalow dwelling of between 195-215m² (2100-2300 sqft) with an attached garage contributing an additional 55m² (600sqft). Additional construction in the future may include an additional detached garage. Construction is proposed to commence in fall 2019.

DESCRIPTION OF SUBJECT LANDS

The subject land is approximately 1 ha in size, with approximately 65m of frontage on 12th Concession Pakenham within the Village of Pakenham. The property was subject to a severance application to create the lot in 2007 and has been vacant since that time.

The lot is immediately adjacent to a single detached dwelling and an abutting vacant parcel of land which was subdivided at the same time as the subject parcel. The lands to the south and east of the site are active Agricultural lands. The Village of Pakenham is west of the parcel across the Mississippi River.

SERVICING & INFRASTRUCTURE

The property falls outside of the urban settlement boundary of Almonte Ward, and thus the lands do not have access to municipal water and sanitary services. An existing septic system and private well are present on the site.

Access to the property is provided by 12th Concession Pakenham, a Municipally owned and maintained local road.

Figure 1 – Context Map (2014)



COMMENTS

FROM INTERNAL CIRCULATION

Comments received based on the circulation of this application have been summarized below:

CAO: No comments received.

Clerk: No comments received.

CBO: No concerns or objections.

Fire Chief: No concerns or objections.

Director of Roads and Public Works: No concerns or objections.

Recreation Coordinator: No concerns or objections.

FROM EXTERNAL AGENCY CIRCULATION

LGLD Health Unit has indicated that prior to development an application and permit for septic installation will be required. Enbridge Gas has also confirmed no objections to the application.

Mississippi Valley Conservation Authority had initially indicated that they had no objections or concerns with the application, however further to feedback received at the public meeting regarding hydrological capacity of the aquifer, municipal staff requested confirmation from the Conservation Authority regarding the appropriateness of the rezoning given the concerns raised. Comments were provided from the MVCA/RVCA Groundwater Scientist regarding the reasonableness of the requested use for the capacity of the aquifer and the need for the completion of a scoped hydrogeological assessments at this time. The Conservation Authorities comments are attached to the report and have been shared with the residents who made the initial comments at the meeting as well as the applicant.

FROM THE PUBLIC

The Municipality held a Public Meeting on August 27, 2019 to provide an opportunity to the public to comment on the application. During the Public meeting, Mr. David Humber, a neighbour adjacent to the property voiced objection to the application due to concerns related to the impact of the additional residence on the water table.

Additional written comments were provided from Michael O'Brien supporting the concerns for the water table as raised by Mr. Humber.

Following the public meeting, staff corresponded directly with Mr. Humber to ascertain his specific concerns regarding the aquifer and any history regarding issues he had experienced. While he was able to provide anecdotal history of the site, he confirmed that he did not have any supporting evidence of aquifer depletion or hydrogeological analysis. He was able to provide a copy of a "well assessment" which was forwarded to the Conservation Authority for review and comment.

Mr Humber also verified that it was not his intention to "block Mr. Timmins' from building" but he did wish to have his concerns regarding the aquifer noted for the record.

Further to the review of the information provided by Mr Humber, as well as an analysis of well records for the area, the Conservation Authority provided the following comments:

- The [subject] lot is large.
- In our experience, lots of this size in eastern Ontario can generally find enough groundwater for domestic use.
 - In addition, lots of this size with normal domestic water usage, generally do not interfere with neighbouring groundwater supplies.
- When reviewing the available well records for the area around the subject lands, there are no obvious issues with repeat well abandonment and re-drilling in the area (which would otherwise indicate well yield concerns)
- When reviewing the regional bedrock mapping, the bedrock aquifer that should be found to underly this site can generally provide enough water for domestic purposes. However, the bedrock aquifer is not a high yielding aquifer. (Any attempts to undertake additional denser development should therefore be considered carefully)

- As a hydrogeological study was not undertaken to support the 2007 severance, [staff] should verify that there are no historic land uses on or adjacent to site that may have produced groundwater impacts that would otherwise not have occurred and that may be deleterious. Related land uses/types are: brownfields, buried fuel storage sites (e.g. old gas stations), old landfills, existing industrial sites, large-scale agribusiness, etc.
- An additional list of best practices to residents making use of a private well was provided for reference (see correspondence attached).

Staff have confirmed based on municipal assessment records, that there does not appear to have been any historical land uses on the site or adjacent lands which may have impacted the groundwater.

EVALUATION

PROVINCIAL POLICY STATEMENT (PPS), 2014

The PPS provides policy direction on matters of provincial interest related to land use planning and development. As per Section 3(5)(a) of the *Planning Act, R.S.O. 1990*, all planning decisions must be consistent with the PPS.

The PPS encourages Municipalities to manage and direct land use activities in healthy, livable and safe communities by promoting efficient development patterns and accommodate an appropriate range and mix of residential housing types (Policy 1.1.1).

Growth and development shall be focused in Settlement Areas where land use patterns are appropriate for and efficiently use land and infrastructure available (Policy 1.1.3.2). Development should promote intensification and compact forms which avoid or mitigate risk to public health and safety (Policy 1.1.3.4).

- 1.1.3.2 *Land use patterns within settlement areas shall be based on:*
- a) *densities and a mix of land uses which:*
1. *efficiently use land and resources;*
 2. *are appropriate for, and efficiently use, the infrastructure and public service facilities which are planned or available, and avoid the need for their unjustified and/or uneconomical expansion;*
 3. *minimize negative impacts to air quality and climate change, and promote energy efficiency;*

COMMUNITY OFFICIAL PLAN (COP)

Schedule B of the Official Plan identifies the subject lands as “Residential”.

3.3.1 Goal and Objectives

It is a goal of this Plan to:

Promote a balanced supply of housing to meet the present and future social and economic needs of all segments of the community.

Generally, “Residential” lands shall be predominantly used for low and medium density uses and accessory uses (Policy 3.6.2). The Municipality has established housing mix targets of 70% low density based on a gross density 15 units per ha threshold (6 units per acre). These targets are primarily intended to be applied in Almonte Ward where Municipal services can support more intensified development. As a result, the net density of the Village of Pakenham represents approximately 1.04 units per ha.

Policy 3.6.7 establishes that the Municipality shall:

“...give priority to the infilling of existing residential areas as a means of efficiently meeting anticipated housing demands. Infilling shall be considered small scale residential development within existing residential neighbourhoods involving the creation of new residential lots or the development/redevelopment of existing lots”.

All infilling development may be subject to site plan control and shall be required to meet the specific design policies found in Policy 4.2.2 of the Community Official Plan.

In cases where residentially designated lands within the settlement areas of Almonte and Pakenham abut agriculturally designated lands, a minimum 30m setback between any new dwelling and the boundary of the Agriculture designation must be maintained (Policy 3.6.16).

This proposed development will be subject to further review to ensure that the design of the dwelling conforms to the character of the neighbourhood, the placement meets the 30m Agricultural setback and complies with the setbacks of the Zoning Bylaw but in general, the proposed new use of the land meets the intents of the Community Official Plan.

Figure 2 – Community Official Plan Designation



ZONING BY-LAW #11-83

The subject property is presently zoned “Development” (D) in the Municipality of Mississippi Mills Zoning Bylaw 11-83.

The intent of the zoning is to recognize lands intended for future urban development in the Village of Pakenham and limit the range of permitted uses to those which will not preclude future development options. There are no additional special provisions applied to the designation that require further investigation or studies prior to the development of the site.

Figure 3 – Zoning Bylaw #11-83



The lands were placed in the development reserve as part of the comprehensive Zoning Bylaw repeal and replacement in 2011. Prior to the adoption of Bylaw 11-83, the lands, as part of the original lot of record, were recognized as Rural. While there is limited supporting rationale for the change of the designation, it would be logical to conclude that the change of use was intended to pre-plan for the assessment of the lands for infilling potential around the Village. As the lands have been subdivided into smaller holdings and it is unlikely that further lot division on the subject lands could be supported due to its limited frontage, it is appropriate to amend the zoning to permit the development of a single detached dwelling on the lot.

SUMMARY:

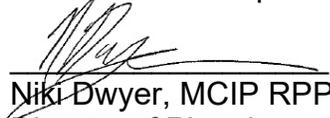
Having reviewed and assessed the proposed Zoning Amendment application, staff are satisfied that the proposal complies with the provisions of the Provincial Policy Statement 2014, conforms to the policies of the Community Official Plan and satisfies the sections of the Municipal Zoning Bylaw #11-83.

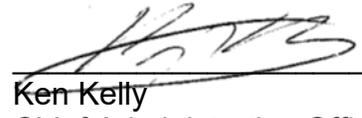
Following the feedback of the Conservation Authority regarding the groundwater supply, staff are also satisfied that there is no need to require a provisional “holding” on the lands subject to the completion of a Scope Hydrogeological Assessment of the lot given the parcels 1 ha area. However, staff note that any future lot division in the vicinity that

results in a lot under 1 ha in size should be subject to a complete Hydrogeological assessment to ensure further intensification can be supported.

As there are no further outstanding objections or public comments with respect to the public interest issues associated with the application, staff are satisfied with the approval of the application as requested.

All of which is respectfully submitted,


Niki Dwyer, MCIP RPP MA BES
Director of Planning


Ken Kelly
Chief Administrative Officer

ATTACHMENTS:

Appendix A – Residential First Density Zone Provisions

APPENDIX A

RESIDENTIAL FIRST DENSITY (R1) ZONE

PURPOSE OF THE ZONE

The purpose of the R1 – Residential First Density Zone is to:

- (1) limit the building form to single detached dwellings in areas designated as **Residential and Rural Settlement Area & Village** in the Community Official Plan;
- (2) permit a number of other residential uses to provide additional housing choices within detached residential areas;
- (3) permit ancillary uses to the principal residential use to allow residents to work at home;
- (4) regulate development in a manner that is compatible with existing land use patterns so that the residential character of a neighbourhood is maintained or enhanced; and
- (5) permit different development standards, identified by subzones, primarily for developing areas designated **Residential** in the Almonte Ward, which promote efficient land use and compact form incorporating newer design approaches [*By-law #18-77*].

13.1 USES PERMITTED

(1) The following uses are permitted uses subject to:

- (a) the provisions of subsection 13.2 (1) to (3);
- (b) a maximum of 3 guest bedrooms in a **bed and breakfast**;
- (c) a maximum of 10 residents is permitted in a **group home Type A**;
- (d) a maximum of 10 residents is permitted in a **retirement home**, converted

accessory apartment

bed and breakfast

detached dwelling

garden suite

group home Type A

home-based business - domestic and household arts

home-based business - professional uses

park

CONDITIONAL PERMITTED USES

(2) The following conditional use is also permitted in the R1 zone, subject to the following:

- (a) it is located on a lot fronting on and having direct vehicular access to Main Street East or West; and
- (b) a maximum of seven rooming units, or a maximum of one dwelling unit and six rooming units. (1) The zone provisions are set out in Tables 13.2A, 13.3A and 13.3B (2) A park is not subject to the provisions of Tables 13.2A, 13.3A and 13.3B, however, any development will be subject to the zone provisions for a detached dwelling.

rooming house, converted

- (3) The following conditional use is also permitted in the R1 zone, subject to the following:
- (a) the use is located in residential buildings with heritage value and the unique historic characteristics of the buildings are preserved in keeping with the Municipality's heritage and design policies and guidelines.
 - (b) adequate off-street parking is provided per Section 9 – Parking, Queuing, and Loading Spacing Provisions of this Plan;
 - (c) each guest room has a minimum floor area of 25 square meters;
 - (d) signage shall be in keeping with the Municipality's heritage and design policies and guidelines;
 - (e) a minimum of 15% of the site has to be maintained as usable landscaped open space;
 - (f) the site has to be located on or within 50 m of an arterial road;
 - (g) the use is subject to Site Plan Control;

country inn

13.2 ZONE PROVISIONS

Zone Provisions	No Municipal Water or Sewer	Either Municipal Water or Sewer	Municipal Water and Sewer
Lot Area, Minimum (m ²)	2000 (c)	1000 (c)	450
Lot Frontage, Minimum (m)	30	20	18
Front Yard, Minimum (m)	7.5	6	6
Side Yard, Minimum (m)	3 (d)	3 (d)	1.2 (a), (d)
Exterior Side Yard, Minimum (m)	7.5	7.5	4.5
Rear Yard, Minimum (m)	10	10	7.5
Building Height, Maximum (m)	9	9	9
Lot Coverage, Maximum	30%	30%	40%, 45%(e)
Floor Area, Minimum (m ²)	75	75	75

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

STAFF REPORT

DATE: October 15, 2019
TO: Committee of the Whole
FROM: Maggie Yet, Planner 1
SUBJECT: Site Plan Control By-law – Proposed Repeal and Replacement

RECOMMENDATION:

THAT Council pass a bylaw to repeal and replace the current Site Plan Control Bylaw.

BACKGROUND

The current Site Plan Control By-law was passed by Council in 2015 to bring the previous by-law in conformity with the site plan control policies of the Community Official Plan (COP). The site plan process provides an opportunity for the Municipality to review and influence a proposed development, ensuring that development maintains consistency with local policies and meets good planning and engineering practices. It further ensures that the development standards approved by the Municipality and other agencies are implemented and maintained during the development phase.

Site plan control is required for:

- All infill and change of use developments in urban settlement areas, including Almonte, Blakeney, Appleton, Clayton and Pakenham Village
- Development within 120m of a Provincially Significant Wetland, 50m of locally significant wetlands, 50m of an Area of Natural Scientific Interest
- All development of contaminated properties, cluster lot developments where a 100m setback is waived, within the 1,000m influence area of an abandoned mine site, Country Inn developments, existing lots of record which are less than the minimum required size, and residential conversions

PURPOSE AND EFFECT

The purpose of the proposed site plan control by-law amendment is to remove red tape from the development process and streamline approval for Site Plan Control applications in accordance with the recent amendments of the Planning Act and in preparation for the new proposed modifications of the Provincial Policy Statement. The Province has indicated a strong preference for Municipalities to find efficiencies and streamline operations to ensure that development processes are expedited.

PLANNING ACT

Section 41 of the *Planning Act* authorizes municipalities to designate site plan control areas within its jurisdiction as follows:

41(2) *Where in an official plan an area is shown or described as a proposed site plan control area, the council of the local municipality in which the proposed area is situate may, by by-law, designate the whole or any part of such area as a site plan control area. R.S.O. 1990, c. P.13, s. 41 (2).*

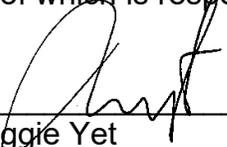
COMMUNITY OFFICIAL PLAN

Section 5.3.6 of the COP sets out the Municipality’s authority to require site plan control for development proposals. The policies designate the entire Municipality as a site plan control area. Section 5.3.6(2) specifies development types and/or features that require site plan control prior to issuance of building permits:

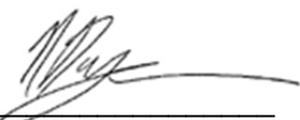
5.3.6(2) *Generally, site plan control shall apply to: medium and high density residential development; commercial, industrial and institutional development; all development involving environmental features which require an environmental impact statement or are within close proximity of a significant environmental feature; areas of high aquifer vulnerability; private recreational development; development on existing lots of record which are less than the minimum size required in this Plan or the Zoning By-law; and, development on lots which contain physical or man-made constraints to development.*

Staff wish to amend the existing site plan by-law to provide clarity for future development within the Municipality and ensure that development applications are processed efficiently and in a timely manner.

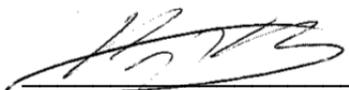
All of which is respectfully submitted,



Maggie Yet
Planner 1



Niki Dwyer
Reviewed by Director of Planning



Ken Kelly
Chief Administrative Officer

Attachments:

Appendix A – Proposed Bylaw

Appendix A – Proposed Bylaw

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 18-XX

BEING a by-law to designate a Site Plan Control Area in accordance with Section 41(2) of the *Planning Act*, R.S.O., 1990.

WHEREAS the Community Official Plan for the Municipality of Mississippi Mills identifies all lands within the Municipality as part of the Site Plan Control Area;

AND WHEREAS Section 41 (13) of the *Planning Act*, R.S.O 1990, as amended authorizes Council to (a) define any class or classes of Development that may be undertaken without the approval of plans and drawings otherwise required under subsection 41(4) or 41(5); and (b) delegate to either a committee of the Council or to an appointed officer of the Municipality any of the Council's powers or authority under Section 41, except the authority to define any class or classes of Development as mentioned in clause 41 (13);

AND WHEREAS Council deems it advisable to address particular classes of Development through Site Plan Control and to exempt others as per Section 41(13)(a) of the *Planning Act*;

AND WHEREAS By-law ___-___ being a By-law to Designate a Site Plan Control Area was adopted by Council on ___;

AND WHEREAS Council has deemed it appropriate to repeal this by-law to establish new priorities to implement Site Plan Control within Mississippi Mills;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills enacts as follows:

1. All the lands within the limit of the Municipality of Mississippi Mills are designated as being within a Site Plan Control Area in accordance with Section 41(2) of the *Planning Act*, R.S.O. 1990, c.P.14.

2. DEFINITIONS

“Act” means the *Planning Act*, R.S.O 1990, c. P.13 as amended from time to time;

“Council” means the Council of the Municipality of Mississippi Mills;

“Development” means development as defined by Section 41 of the Act, **but does not include a portable classroom on a school site of a district school board;**

“Municipality” means the Corporation of the Municipality of Mississippi Mills;

“Owner” means a person(s), corporation(s) or partnership who is the registered Owner of the relevant property;

“Zoning By-law” means the Municipality of Mississippi Mills Comprehensive Zoning By-law #11-83 and any successors thereto.

3. INTERPRETATION

- (1) The requirements of this by-law are in addition to requirements contained in any other applicable by-laws of the Municipality or applicable provincial or federal statutes or regulations;
- (2) This by-law shall not be construed so as to reduce or mitigate any restrictions or regulations lawfully imposed by the Municipality or by any other governing authority having jurisdiction to make such restrictions or regulations;
- (3) Nothing in this by-law or in any Site Plan Control agreement entered into hereunder shall be construed as relieving any owner of lands within the Site Plan Control Area from the obligation of complying fully with the provisions of the Zoning By-law, nor shall the Zoning By-law be construed so as to reduce or mitigate any restrictions or regulations lawfully imposed hereby;
- (4) The following rules apply to this by-law:
 - a. unless otherwise defined, the words, terms and phrases used in this by-law have their normal and ordinary meaning;
 - b. unless otherwise identified, all references to sections or subsections are to those listed within this by-law;
 - c. every provision of this by-law is to be applied to the circumstances as they exist at the time in question.

4. GENERAL PROVISIONS

The following developments shall be subject to Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:

- (1) All development of lands which are identified in the Zoning By-law as being in any zoning designation, including related special provision zones;
- (2) All development within 120 metres of the Provincially Significant Wetland, 50m of locally significant wetlands;
- (3) All development in Areas of Natural and Scientific Interest (ANSI), within **120 metres of a life science ANSI, or within 50 metres of an earth science ANSI;**
- (4) **All new development within the flood plain;**

- (5) All development of properties that are contaminated in accordance with the standards and definitions of the Environmental Protection Act;
- (6) All Cluster Lot Developments where the 100 metre setback is waived due to a screen of mature vegetation;
- (7) All development within the 1,000 metre influence area of abandoned mine sites;
- (8) Any development that includes a Country Inn;
- (9) All development on existing lots of record which are less than the minimum size required;
- (10) Any development that converts a single-detached dwelling into a multi-unit residential development containing three (3) or more dwelling units.

5. SCOPE

- (1) The following developments shall be subject to **MAJOR** Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:
 - a. the development of vacant land;
 - b. the complete redevelopment of existing sites;
 - c. additions in excess of 200m² (2,152ft²) or 25% of a development's gross floor area, whichever is greater;
 - d. all development listed under Section 4 of this By-law unless otherwise identified within Section 5(2) or exempted in Section 6.
- (2) Notwithstanding Section 5(1), the following developments shall be subject to **MINOR** Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:
 - a. development that consists of additions of less than 200m² (2,152ft²) or 25% of a development's gross floor area, whichever is the lesser;
 - b. a change of use;
 - c. existing development not presently governed by a Site Plan or Site Plan Control agreement;
 - d. secondary dwelling units exterior to the main dwelling;
 - e. single-detached, semi-detached, and duplex dwellings within the Almonte Ward and hamlet boundaries, being Blakeney, Appleton, Clayton and Pakenham Village, and Rural Residential Zones having direct frontage on a public road;
 - f. townhouse dwelling approved through a plan of subdivision;
 - g. Bed and Breakfasts, Home Based Businesses, Group Homes, and Day Nurseries;
 - h. development in accordance with Sections 4(3), 4(4), 4(5), 4(8), and 4(9) where the land would otherwise be exempted by Section 6.

- (3) **Red Line Amendments** shall be permitted to recognize minor adjustments and alterations to Schedules approved in accordance with Section 5 (1) and (2) where:
- a. The alteration is proposed to the building façade; parking lot; landscaped area and does not materially alter the function of the original site design;
 - b. The alteration does not result in an addition to the main structure;
 - c. The alteration conforms to all applicable municipal bylaws and provincial statutes;

6. EXEMPTIONS

The following developments may be undertaken without Site Plan Control approval where there is no Site Plan Control agreement registered on the title of the lot:

- (1) All development on lands identified within the Zoning By-law as being within the following zoning designations:
 - a. Agricultural (A) Zone
 - b. Rural (RU) Zone
 - c. **Limited Service Residential (LSR) Zone**
 - d. **Parkland and Open Space (OS) Zone**
- (2) The development on lands identified within the Zoning By-law as being within the following zoning designations if the intended use is solely for residential purposes:
 - a. Rural Commercial (C5) Zone
- (3) The addition to or alteration of a permitted use within the following zoning designations:
 - a. Residential First Density (R1) Zone
 - b. Residential Second Density (R2) Zone
- (4) An accessory building or structure within the following zoning designations, provided that the total gross floor area of all accessory buildings and structures on the lot does not exceed the standards set in the Zoning By-law:
 - a. Residential First Density (R1) Zone
 - b. Residential Second Density (R2) Zone
 - c. Residential Third Density (R3) Zone
- (5) Secondary dwelling units contained entirely within the existing footprint of a dwelling type in which it is permitted;
- (6) Interior building alterations which do not involve a change in major occupancy as defined by the Ontario Building Code or which do not involve the increase in parking requirements as regulated by the Zoning By-law;
- (7) Signs and temporary buildings placed in accordance with any applicable by-law;

- (8) Any addition required in order to comply with the *Fire Protection and Prevention Act* S.O. 1997, as amended.

BY-LAW READ, passed, signed and sealed in open Council this __ day of _____, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

OFFICE OF THE MAYOR



Mayor Christa Lowry

Launch of Business-Agriculture Program (Co-op) Algonquin College, Perth Campus

Following the closure of Kemptville College several years ago, Eastern Ontario has had no agricultural program available until this fall when Algonquin College in Perth launched their new Agriculture program. The program is unique in that it was developed with strong industry input with the resulting focus being on both agricultural and business components. The program offers students the opportunity to pursue a paid cooperative education (co-op) work term to gain valuable work experience and build a network within industry.

On October 8, 2019 I was invited to attend an event at the Perth Algonquin Campus to learn more about the program and its students now that it has launched. As a co-op program it also provides local agricultural businesses and farms the opportunity to work with students from this leading edge program.

For information about the Business-Agriculture Program at Algonquin College:

<https://www.algonquincollege.com/perth/program/business-agriculture/>

For co-op opportunities for businesses and farms, please contact:

Bobbi Truelove

Co-op Advisor with Algonquin College

truelob@algonquincollege.com

613-727-4723 x4883

The Great Veggie Grow-Off: Final Weigh-In Saturday October 12th, 10am at the Friendship Oven, Almonte Library

The Great Veggie Grow-Off is a challenge between Lanark County communities to see which local municipality can grow the most fresh produce for local food programs. In its sixth year, this friendly challenge is an initiative of the Neighbourhood Tomato Community Gardens. Every community in Lanark County has contributed to this worthy cause to provide families with fresh, nutritious garden produce through our network of food banks.

Thank You and Congratulations to Rod Cameron!

Rod Cameron, former Operations Manager with Roads & Public Works, was with our organization for 32 years, first with Pakenham and then with Mississippi Mills after amalgamation. Rod's last day with us was Friday October 11th. On behalf of Council, staff and the community, thank you for your dedicated service and congratulations on your well-earned retirement. We're sure going to miss you!

Christa Lowry
Mayor of Mississippi Mills

A handwritten signature in black ink, appearing to read 'Christa Lowry'.

Here are the highlights from the regular Lanark County Council meeting held Wednesday, Oct. 9.

- **Lanark County Recognized for Pollinator Habitat Efforts** Kathleen Law, Outreach Program Manager with Pollinator Partnership, was on hand to present two Lanark County Public Works staff with the 2019 Pollinator Roadside Managers Award for Counties on behalf of the North American Pollinator Protection Campaign (NAPPC). Public Works Business Manager Janet Tysick and Vegetation Management Intern Michelle Vala were recognized for their efforts to incorporate ring pollinator habitat into the Integrated Pest Management Plan in Lanark County. The award was established by the NAPPC Forage, Nutrition and Roadsides Task Force to recognize transportation agencies leading in the field of pollinator-friendly roadside practices. “By implementing pollinator-friendly roadside practices, roadside managers can play a significant role in boosting pollinator habitat nationwide, including habitat for the imperiled monarch butterfly,” wrote Laurie Davies Adams, Pollinator Partnership president and CEO in her congratulatory letter. Ms. Law said she was pleased to be able to recognize the efforts of roadside managers. “I am honoured to be here to present to Lanark County as the very first recipient of the Roadside Managers Award in Canada.” Councillors offered their congratulations to Ms. Tysick and Ms. Vala for their work to improve pollinator habitat on county roadsides in Lanark County. Warden Richard Kidd (Beckwith Reeve) congratulated staff on the honour, which he said is much deserved. “It’s amazing how you can take a negative like wild parsnip and turn it into a positive. You took that negative and turned into a positive for the environment and became leaders in the country.” Ms. Tysick acknowledged council for supporting the project. “Without your trust in and support of staff, we would not have been able to complete this important work,” she said. The Pollinator Partnership is an international organization aiming to promote the health of pollinators, critical to food and ecosystems, through conservation, education, and research. On Oct. 19, Lanark County Public Works is hosting a public information session on invasive plants (including wild parsnip and phragmites), site restoration and monarch butterfly recovery efforts, as well as a public workshop on milkweed seed collection and pollinator patch seeding. Registration details and information are available at <http://lanarkcounty.ca/Page1887.aspx>. For more information, contact Janet Tysick, Public Works Business Manager, at 1-888-9-LANARK, ext. 3110.

Presentation photo available at

<https://www.dropbox.com/s/54fzs6agj0kdbg9/Pollinator%20Award.jpg?dl=0>

Photo caption: *From left, Kathleen Law, Outreach Program Manager with Pollinator Partnership; Lanark County Warden Richard Kidd (Beckwith Reeve), Public Works Business Manager Janet Tysick and Vegetation Management Intern Michelle Vala.*

- **Upcoming Meetings: County Council, Wednesday, Oct. 23, 5 p.m.;** Public Works, Oct. 23 (following County Council); Economic Development, Oct. 23 (following Public Works). **County Council, Wednesday, Nov. 13, 5 p.m.;** Community Services, Nov. 13 (following County Council); Services, Nov. 13 (following Community Services). All meetings are in Council Chambers unless otherwise noted. For more information, contact 1-888-9-LANARK, ext. 1502. Like "LanarkCounty1" on Facebook and follow "@LanarkCounty1" on Twitter!

Mississippi Valley Conservation Authority Report
Councillor Bev Holmes
October 15, 2019

September 18, 2019 MVCA Meeting Highlights

1. Spring Flood Report: The flood of 2019 was one of the largest floods on record for the Mississippi River. It affected almost every watercourse within the Mississippi River watershed. A complete report is available on the MVCA's website.

2. A special advisory committee is being struck to examine the future of the R. Tait McKenzie and Dr. James Naismith collections at the museum at the Mill of Kintail Conservation Area. Mayor Lowry will be a member of that committee along with MVCA staff, volunteers, experts from the museum and fundraising sectors, government and non-government agencies.

Meeting minutes are available on the Mississippi Valley Conservation website.

INFORMATION LIST #17-19 October 15, 2019

The following is a list of information items received as of October 8, 2019.

Item #	Date	Originator	* Subject	Page #
1	Sep 19, 2019	Leeds, Grenville and Lanark County District Health Unit	Board of Health Meeting	518
2	Sep 25, 2019	Ministry of Municipal Affairs and Housing	Guide: Adding a Second Unit in an Existing House	519
3	Sep 27, 2019	Almonte General Hospital	New Board Members	522
4	Sep 30, 2019	Carleton Place & District Memorial Hospital	Members for Patient and Family Advisory Committee	524
5	Sep 30, 2019	City of Hamilton	Resolution re: Single use wipes	526
6	Oct 2, 2019	Lanark County	Public Information Session re: Invasive Plants including Wild Parsnip and Phragmites, Site Restoration and Monarch Recovery Efforts	528
7	Oct 8, 2019	City of St. Catherines	Resolution re: Menstrual Products in City Facilities	530

* Click on the subject name to go to the document



Board of Health Meeting September 19, 2019

Summary

Budget

The Ministry of Health has notified us that the provincial grant will be the same for 2019 as in 2018, with the addition of funding for the Seniors Dental Program. One time grants have been provided to purchase 2 new vaccine fridges, fund a student public health inspector practicum, and additional funding for the needle exchange program.

Work is underway to develop the 2020 Public Health Budget which will be brought to the Finance, Audit, Property and Risk Management Committee for their review prior to the November Board meeting. Letters have been sent to obligated municipalities with the estimated 2020 levy amounts based on the change in the provincial/municipal funding ratio announced by Minister Elliott for 2020.

Program Update

This fall, the Health Unit will be conducting a community program to raise awareness about the possible impact of significant exposure to radon gas in homes, and the importance of testing and remediation. According to a Health Canada survey, 19% of the homes in the Leeds, Grenville and Lanark region had levels of radon that over time could increase the risk of lung cancer.

The Leeds, Grenville & Lanark District Health Unit, in partnership with active school travel stakeholders, was successful in receiving \$60,000 over one year from Green Communities Canada. The objectives of the "North Grenville Way" project are to work with the North Grenville community to raise awareness for active school travel, develop an active school travel community charter, and conduct a professional assessment of walk zones in hopes of increasing opportunities for sustainable active school travel.

Planning is underway for the 2019-20 influenza season with our health care providers, hospital, and long-term care and retirement home partners. The flu vaccine supply will be a little later than in previous years. We hope to have vaccine out to our local health care providers by early October for high risk individuals. The general population supply will be readily available by early November.

All children in senior kindergarten will be assessed for any vision problems in the 2019-2020 school year. Health Unit Staff will provide 3 screening tests done at every school, which takes about 10 minutes per child. Each child will get a results letter with next steps to be taken depending on the screening outcome. Free annual eye exams are available for children and youth up to 19 years of age with a valid OHIP card by an Optometrist.

The Health Unit has entered into partnership with the Municipality of North Grenville to provide well water sample bottle pick up and drop off at their municipal office as of August 6th. This improves access to well water testing which ideally occurs three times a year.

Ministry of
Municipal Affairs
and Housing

Ministère des
Affaires municipales
et du Logement



Municipal Services Division
777 Bay Street, 16th Floor
Toronto ON M5G 2E5
Tel.: 416 585-7257

Division des services aux municipalités
777, rue Bay, 16^e étage
Toronto ON M5G 2E5
Tél. : 416 585-7257

September 25, 2019

Dear Chief Administrative Officers and Municipal Clerks,

Yesterday, the Ministry of Municipal Affairs and Housing released a guide titled “**Adding a Second Unit in an Existing House**”. This is the first of a series of user-friendly innovation guides developed as part of a commitment made in Ontario’s Housing Supply Action Plan.

The guide is intended for homeowners who are interested in adding a second unit in their house. The Ontario Building Officials Association, the Large Municipalities Chief Building Officials Group, and the Ontario Association of Fire Chiefs participated in the development of the guide. It is available online in English (ontario.ca/housinginnovation) and French (ontario.ca/innovationenlogement).

In addition, attached are posters you may wish to display in your building and planning departments to make homeowners aware of the Second Units Guide.

If you have any questions or require further information, please contact Greg Zimmer, Manager, Building and Development Branch by phone 416-585-6456 or email Gregory.Zimmer@ontario.ca.

Thank you for your continued support.

Sincerely,

A handwritten signature in blue ink, appearing to read "M. Wallace", written over the word "Sincerely,".

Marcia Wallace
Assistant Deputy Minister
Municipal Services Division
Ministry of Municipal Affairs and Housing

cc : Chief Building Officials
Municipal Planners



- » **Is your home detached, semi-detached or a rowhouse?**
- » **Is it more than five years old?**
- » **Are you considering adding a second unit?**

If the answers are yes, then the **Adding a Second Unit in an Existing House** guide can help you learn about Building Code requirements:

[Ontario.ca/housinginnovation](https://ontario.ca/housinginnovation)



We made a commitment in the More Homes, More Choice: Ontario's Housing Supply Action Plan

to provide homeowners with a **user-friendly guide**
and a checklist to help you build legal second units.

Read it online:

Ontario.ca/housinginnovation



MEDIA RELEASE

September 27, 2019

WELCOME TO OUR NEW BOARD MEMBERS

At its first meeting this fall, the Almonte General Hospital/Fairview Manor Board of Directors welcomed two new members - Michel Vermette and Bruce Young. Michel and Bruce join this group of committed community volunteers who provide leadership and strategic direction to the organization's three divisions – Almonte General Hospital, Fairview Manor and Lanark County Paramedic Service.

“Welcome to Michel and Bruce and thank you for your commitment of time and expertise,” says President & CEO Mary Wilson Trider. “Our Board is helping to shape local health care and we appreciate your input and advice.”

Michel Vermette has lived just outside of Almonte for 20 years. He is retired from the federal public service and now enjoys rehabilitating an old orchard of 150 apple trees on his farm. “I have more time on my hands and when I saw the Board recruitment ad, I thought now is the time,” he explains. “I hope I can add something to the conversation.”

Michel notes that it is a challenging time in health care and Almonte General Hospital is well-positioned to adapt to future changes. “The focus is on service to our local communities. We can be innovative and a model for others. The Mississippi River Health Alliance with Carleton Place & District Memorial Hospital is a great example. We can work together and make sure that local services are complementary and efficient. When we learn from each other, we can all be better.”

Although Bruce Young has worked in eastern and western Canada and the high Arctic, he has lived and raised a family in the Pakenham area for most of the 45 years since graduating as an engineer. He is retired from government where he managed public review processes for national environmental assessments. Since then, he has been a consultant for various boards and agencies. “The hospital has always been an important part of our lives,” says Bruce. “I have been a financial supporter and now I am happy to add to that with my time.”

Bruce says he is anxious to get more involved and work with hospital and Fairview Manor staff and Board Directors to continue the excellent work that has been accomplished up to now. “I have worked in small communities all over Canada and Mississippi Mills should be proud of what we have right here. I want to make it even better by listening and working with the community.”

Welcome Michel and Bruce!



Cutline: Michel Vermette



Cutline: Bruce Young

Media Contact:

Jane Adams

Communications Lead, Almonte General Hospital

613-729-4864

jane@brainstorm.nu



MEDIA RELEASE

September 30, 2019

THE MOST IMPORTANT VOICE – CPDMH SEEKS NEW MEMBERS FOR ITS PATIENT & FAMILY ADVISORY COMMITTEE

Pat Messner knows a thing or two about hospitals. As a former world champion water skier, she's had a few injuries and 49 different surgeries. So, she jumped at the chance to be part of CPDMH's Patient and Family Advisory Committee. She has served on the committee for the past three years.

"The health care system is trying to focus on patient-centred care and that is so important," explains Pat Messner. "It is so rewarding to be part of the committee and to know that what you are doing is making a difference. And we are learning a lot too."

The Patient and Family Advisory Committee – known as PFAC – includes advisors who reflect on their own experiences, or those of their family members, to offer meaningful input on all aspects of care. The committee acts in an advisory capacity to ensure the patient and family voice is integrated in the planning, delivery and evaluation of health services.

In the past year, the committee has been involved in more than a dozen projects including Accreditation, brochure reviews, quality indicators, patient safety initiatives, and the integrated clinical services plan with Almonte General Hospital.

The PFAC is looking for new community members to get involved like Pat. "We know that the patients and families are the experts in their own care and that their voice is the most important one," explains Joyce Rolph, Interim Integrated Vice President, Patient and Resident Care. "They are a vital part of the health care team and we want and need to hear from them."

To be eligible to join the PFAC, candidates must have had a recent experience at CPDMH (within two years), either as a patient or family member of a patient. Advisors do not need special qualifications. Any required training will be provided. The committee meets a minimum of four times per year.

"The ideas that our patients and family members provide help to shape the care that is delivered at CPDMH," adds Joyce Rolph. "The Patient and Family Advisory Committee is a key part of our quality and safety program – and another way we are connecting with our local communities."

Interested community members are invited to complete an application form, found on the main page of the CPDMH website at www.cpdmh.ca. They may also contact Angie Kelly at 613-257-2200 ext. 829 or akelly@carletonplacehosp.com for more information.



Cutline: Pat Messner

-30-

Media Contact:

Jane Adams

Communications Lead

613-729-4864

jane@brainstorm.nu



OFFICE OF THE MAYOR
CITY OF HAMILTON

September 30, 2019

The Right Honourable Justin Trudeau
Prime Minister of Canada
House of Commons
Ottawa, ON K1A 0A6

Dear Prime Minister,

Re: Correspondence from the City of Kitchener requesting support for their resolution respecting the lobbying of the Federal Government to review the regulations related to consumer packaging on single-use wipes to remove the word flushable.

At the meeting of September 25, 2019, Hamilton City Council endorsed the City of Kitchener's resolution respecting the above matter as follows:

"WHEREAS in 2018 the City of Kitchener implemented a sustainable funding model Water Infrastructure Project (WIP) for the city's water, sanitary and stormwater infrastructure to ensure the safe delivery of these valued utilities;

WHEREAS in 2018 a multi-year initiative approved through the WIP has already improved several key measures of water quality, and proactive maintenance has reduced the risk of flooding in high-risk areas;

WHEREAS in 2018 the City has already seen a number of impacts due to the implementation of the WIP including: 48% decrease in complaints related to discoloured water; Storm main repairs increased by 27 per cent; 300 metric tonnes of sediment removed from catch basins; and, 2,200 properties protected against backflow and cross-connection contamination;

WHEREAS Single-use wipes are a \$6-billion industry and growing, and are now being advertised as the clean alternative to toilet paper and are safe to flush;

WHEREAS there is no one standard for what the word "flushable" means;

WHEREAS Single-use wipes are in fact not safe to flush as they are buoyant; are not biodegradable; and, are unable to break down into small pieces quickly;

.../2

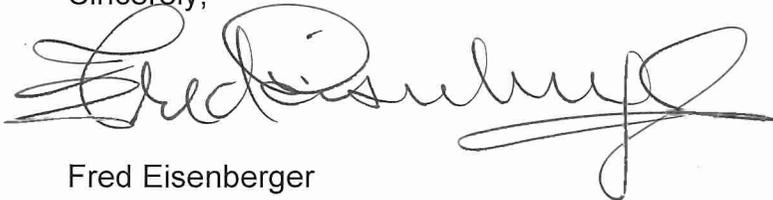
WHEREAS Single-use wipes accumulate in the sewer system and eventually clog the sanitary sewer system costing municipalities hundreds of millions of dollars in additional repairs and maintenance costs each year to municipal sewer systems across the country; and

WHEREAS there is a lack of public awareness of the impact caused by non-flushable wipes being flushed down toilets and consumer education and outreach could play a large part in reducing the impact;

THEREFORE BE IT RESOLVED; That the City of Kitchener lobby the Federal Government, to review regulations related to consumer packaging on single-use wipes to remove the word flushable; and

BE IT FINALLY RESOLVED that this resolution be forwarded to the Right Honourable Prime Minister of Canada; the Honourable Premier of Ontario; the Minister of the Environment, Conservation and Parks; the Minister of Municipal Affairs and Housing; the Association of Municipalities of Ontario; the Local Members of Provincial Parliament; the Region of Waterloo; and, all Municipalities within the Province of Ontario."

Sincerely,

A handwritten signature in black ink, appearing to read 'Fred Eisenberger', with a large, stylized flourish at the end.

Fred Eisenberger
Mayor

Cc:

Minister Jeff Yurek, Minister of the Environment, Conservation and Parks
Minister Steve Clark, Minister of Municipal Affairs and Housing
The Association of Municipalities of Ontario
Andrea Horwath, MPP
Paul Miller, MPP
Sandy Shaw, MPP
Donna Skelly, MPP
Monique Taylor, MPP
The Region of Waterloo
All Municipalities within the Province of Ontario

File C19-016
(5.1)

LANARK COUNTY

Public Information Session on Invasive Plants including Wild Parsnip and Phragmites, Site Restoration and Monarch Recovery Efforts

Public Workshop: Milkweed Seed Collection & Pollinator Patch Seeding

Hosted by Lanark County Public Works

Saturday October 19th, 2019

Public Information Session: **10:00am – 12:30pm**

Public Workshop: **1:00pm – 2:30pm**



Lanark County Administration Building, 99 Christie Lake Rd, Perth
Council Chambers

To register for the **Public Information Session** and/or the **Public Workshop** please fill in the registration form available on our [website](#) and send it to mvala@lanarkcounty.ca.

Are you looking for answers to some of the following questions?

- Why are Wild Parsnip and Phragmites invasive plants?
- How do Wild Parsnip and Phragmites impact agriculture?
- What are the public health risks associated with Wild Parsnip?
- Why is controlling invasive plants important for conservation efforts?
- What is Lanark County doing to control invasive plants like Wild Parsnip and Phragmites?
- What pollinator restoration projects are happening in Lanark County?
- What is the status of the Monarch Butterflies in Canada and what is being done to help preserve Monarch habitat?
- How can I or my community get involved with pollinator projects in Lanark County?

Then join us for a free **Public Information Session** starting promptly at **10:00am**. There will be opportunities for questions and speakers are to be determined.

Are you looking to...

- Get involved in pollinator projects in Lanark County?
- Learn how to harvest milkweed seeds by participating in a milkweed seed collection?
- Create pollinator patches to promote pollinator habitat in your community?



Then join us for a free **Public Workshop** to participate in a milkweed seed collection and pollinator patch seeding lead by Lanark County and the Canadian Wildlife Federation. The workshop starts promptly at **1:00pm**. Individuals only attending the public workshop can meet in the Council Chambers in the Administration Building at 1:00 pm.

Please be aware that the milkweed seed collection and pollinator patch seeding will occur outdoors, rain or shine. Please dress appropriately for the weather. Indoor washrooms will be accessible in the Lanark County Administration building.

For accommodation reasons, **please register** for the information session and/or the workshop by completing the registration form on our [website](#).

If you have any other questions about the information session, please email us at mvala@lanarkcounty.ca or contact our office at 613-267-1353.

Toll Free: 1-888-952-6275

October 8, 2019

To: All Ontario Municipalities
Sent Via Email

**Re: Menstrual Products in City Facilities
Our File No. 16.6.99**

At its meeting of September 23, 2019, St. Catharines City Council supported the implementation of a pilot project to provide free menstrual products at City Facilities. The pilot project will run from January until June 2020 and will include the installation of dispensing units in washrooms at locations to be determined by staff.

Below is the full motion which was approved by St. Catharines City Council at its meeting held on September 23, 2019:

That Council support the implementation of Option 1 for a pilot project on free menstrual products in City Facilities, beginning in January 2020 until June 2020 and with the results of the pilot project to be reviewed; and

That a cap be put in place as determined by staff; and

That the Budget Standing Committee include this pilot project in its draft 2020 budgets. FORTHWITH

A previous motion on this matter directed that any decisions related to this pilot project be shared with all Ontario municipalities and school boards.

If you have any questions, please contact the Office of the City Clerk at extension 1524.



Bonnie Nistico-Dunk, City Clerk
Legal and Clerks Services, Office of the City Clerk
:kn



COUNCIL CALENDAR

October 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
		1 6pm Council	2	3	4	5
6	7	8 12:30pm Ag 2pm Sp Council	9	10	11	12
13	14 Thanksgiving Office Closed	15 8am CEDC 6pm Council	16 3:00pm AAC 5:30 pm CoA	17 11am Sp Council	18	19
20	21	22 6pm Council (Budget)	23 2:30pm Library 5pm Heritage	24 9am Fin & Pol	25	26
27	28	29 3pm Parks & Rec	30	31		



COUNCIL CALENDAR

November 2019

Sunday	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday
					1	2
3	4	5 6pm Council	6	7	8	9
10	11 Remembrance Day Office Closed	12	13 Eastern Ontario Local Food Conference →	14	15	16
17	18	19 8am CEDC 6pm Council	20 3pm AAC	21 7am Business Breakfast Sp Council – All Day Budget	22	23
24	25 2:30pm PWAC	26 3pm Parks & Rec	27 5pm Heritage	28	29 OAPSB Zone 2 Gananoque	30

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-92

BEING a by-law to amend By-law No. 11-83 being the Zoning By-law for the Municipality of Mississippi Mills.

WHEREAS the Council of the Corporation of the Municipality of Mississippi Mills passed Zoning Bylaw 11-83, known as the Zoning By-law, to regulate the development and use of lands within the Municipality;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P.13, enacts as follows:

1. That Schedule 'B' to By-law No. 11-83, as amended, is hereby further amended by changing thereon from the "Rural (RU)" Zone to "Rural – Special Exception Holding (RU-xh)" Zone for the lands identified on the attached Schedule 'A', which are legally described as Part Lot 6, Concession 9 and 10 Pakenham Township, now Pakenham Ward, Municipality of Mississippi Mills; municipally known as 3360 County Road 29 North.

2. That Section 5 to By-law No. 11-83, as amended, is hereby further amended by adding the following definition:

"Cannabis: means a part, or mixture of substances including, a cannabis plant, including the phytocannabinoids produced by, or found in, such a plant regardless of whether that part has been processed or not, but shall not include non-viable seeds, mature stalks, hemp fibers or roots of the plant. psychoactive drug from the cannabis plant, commonly known as marijuana, used for medical or recreational purposes in its derivative forms, that is produced, tested, stored, distributed, and/or sold."

"Cannabis Growing Facility: means any number of building or structures licenced by Health Canada for the purposes of producing cannabis. Production of cannabis shall be deemed to including, manufacturing, synthesizing, altering chemical properties, cultivating, propagating or harvesting the product. Incindiary uses may also include: the on-site storage of commercial motor vehicles (trucks, tractors and/or trailers) for freight, handling including pick-up, delivery and transitory storage of goods incidental to motor freight shipment directly related to the permitted use(s)."

"Wellness Centre: means a building or part thereof used to provide a range of therapeutic and wellness disciplines such as massage therapy, energy medicine, naturopath medicine, acupuncture, homeopathy, health counselling and personal training, and may include accessory uses such

as administrative offices, treatment rooms, physical fitness rooms, and waiting rooms.”

3. That Section 12 to By-law No. 11-83, as amended, is hereby further amended by adding the following Subsection to Section 12.3:

12.3,x *Notwithstanding their “RU” zoning designation, lands delineated as “RU-xh” on Schedule ‘A’ to this by-law may be used for the following additional purposes:*

- (1) Cannabis Growing Facility (Max gross floor area of 380m²)*
- (2) Wellness Centre*
- (3) Detached Accessory Dwelling Units (no more than 8 units)*

The holding provision (h) shall prohibit further construction of new buildings on the site until such time as the applicant has demonstrated the following:

- (1) The completion of a geotechnical analysis to the satisfaction of the MVCA;*
- (2) The submission and approval of a septic system for the proposed wellness centre by the Leeds Grenville and Lanark District Health Unit;*
- (3) The completion of an Environmental Impact Assessment to the satisfaction of the Municipality and MVCA;*
- (4) The submission of a Site Plan Control application respecting the full build-out of the site including the management of impacts resulting from grading and drainage of the lands;*

4. This By-Law takes effect from the date of passage by Council and comes into force and effect pursuant to the provisions of the *Planning Act*, R.S.O. 1990, Chapter P.13.

BY-LAW read, passed, signed and sealed in open Council this **15th day of October, 2019.**

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-93

BEING a by-law to designate a Site Plan Control Area in accordance with Section 41(2) of the *Planning Act*, R.S.O., 1990.

WHEREAS the Community Official Plan for the Municipality of Mississippi Mills identifies all lands within the Municipality as part of the Site Plan Control Area;

AND WHEREAS Section 41 (13) of the *Planning Act*, R.S.O 1990, as amended authorizes Council to (a) define any class or classes of Development that may be undertaken without the approval of plans and drawings otherwise required under subsection 41(4) or 41(5); and (b) delegate to either a committee of the Council or to an appointed officer of the Municipality any of the Council's powers or authority under Section 41, except the authority to define any class or classes of Development as mentioned in clause 41 (13);

AND WHEREAS Council deems it advisable to address particular classes of Development through Site Plan Control and to exempt others as per Section 41(13)(a) of the *Planning Act*;

AND WHEREAS By-law 15-60 being a By-law to Designate a Site Plan Control Area was adopted by Council on June 2, 2015;

AND WHEREAS Council has deemed it appropriate to repeal this by-law to establish new priorities to implement Site Plan Control within Mississippi Mills;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills enacts as follows:

1. All the lands within the limit of the Municipality of Mississippi Mills are designated as being within a Site Plan Control Area in accordance with Section 41(2) of the *Planning Act*, R.S.O. 1990, c.P.14.

2. DEFINITIONS

“Act” means the *Planning Act*, R.S.O 1990, c. P. 13 as amended from time to time;

“Council” means the Council of the Municipality of Mississippi Mills;

“Development” means development as defined by Section 41 of the Act, but does not include a portable classroom on a school site of a district school board;

“Municipality” means the Corporation of the Municipality of Mississippi Mills;

“Owner” means a person(s), corporation(s) or partnership who is the registered Owner of the relevant property;

“Zoning By-law” means the Municipality of Mississippi Mills Comprehensive Zoning By-law #11-83 and any successors thereto.

3. INTERPRETATION

- (1) The requirements of this by-law are in addition to requirements contained in any other applicable by-laws of the Municipality or applicable provincial or federal statutes or regulations;
- (2) This by-law shall not be construed so as to reduce or mitigate any restrictions or regulations lawfully imposed by the Municipality or by any other governing authority having jurisdiction to make such restrictions or regulations;
- (3) Nothing in this by-law or in any Site Plan Control agreement entered into hereunder shall be construed as relieving any owner of lands within the Site Plan Control Area from the obligation of complying fully with the provisions of the Zoning By-law, nor shall the Zoning By-law be construed so as to reduce or mitigate any restrictions or regulations lawfully imposed hereby;
- (4) The following rules apply to this by-law:
 - a. unless otherwise defined, the words, terms and phrases used in this by-law have their normal and ordinary meaning;
 - b. unless otherwise identified, all references to sections or subsections are to those listed within this by-law;
 - c. every provision of this by-law is to be applied to the circumstances as they exist at the time in question.

4. GENERAL PROVISIONS

The following developments shall be subject to Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:

- (1) All development of lands which are identified in the Zoning By-law as being in any zoning designation, including related special provision zones;
- (2) All development within 120 metres of the Provincially Significant Wetland, 50m of locally significant wetlands;
- (3) All development in Areas of Natural and Scientific Interest (ANSI), within 120 metres of a life science ANSI, or within 50 metres of an earth science ANSI;
- (4) All new development within the flood plain;
- (5) All development of properties that are contaminated in accordance with the standards and definitions of the Environmental Protection Act;
- (6) All Cluster Lot Developments where the 100 metre setback is waived due to a screen of mature vegetation;
- (7) All development within the 1,000 metre influence area of abandoned mine sites;
- (8) Any development that includes a Country Inn;

- (9) All development on existing lots of record which are less than the minimum size required;
- (10) Any development that converts a single-detached dwelling into a multi-unit residential development containing three (3) or more dwelling units.

5. SCOPE

- (1) The following developments shall be subject to **MAJOR** Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:
 - a. the development of vacant land;
 - b. the complete redevelopment of existing sites;
 - c. additions in excess of 200m² (2,152ft²) or 25% of a development's the gross floor area, whichever is greater;
 - d. all development listed under Section 4 of this By-law unless otherwise identified within Section 5(2) or exempted in Section 6.
- (2) Notwithstanding Section 5(1), the following developments shall be subject to **MINOR** Site Plan Control in accordance with Sections 41(4) and 41(7) of the Act:
 - a. development that consists of additions of less than 200m² (2,152ft²) or 25% of a development's gross floor area, whichever is the lesser;
 - b. a change of use;
 - c. existing development not presently governed by a Site Plan or Site Plan Control agreement;
 - d. secondary dwelling units exterior to the main dwelling;
 - e. single-detached, semi-detached, and duplex dwellings within the Almonte Ward and hamlet boundaries, being Blakeney, Appleton, Clayton and Pakenham Village, and Rural Residential Zones having direct frontage on a public road;
 - f. townhouse dwelling approved through a plan of subdivision;
 - g. Bed and Breakfasts, Home Based Businesses, Group Homes, and Day Nurseries;
 - h. development in accordance with Sections 4(3), 4(4), 4(5), 4(8), and 4(9) where the land would otherwise be exempted by Section 6.
- (3) **Red Line Amendments** shall be permitted to recognize minor adjustments and alterations to Schedules approved in accordance with Section 5 (1) and (2) where:
 - a. The alteration is proposed to the building façade; parking lot; landscaped area and does not materially alter the function of the original site design;
 - b. The alteration does not result in an addition to the main structure;
 - c. The alteration conforms to all applicable municipal bylaws and provincial statutes;

6. EXEMPTIONS

The following developments may be undertaken without Site Plan Control approval where there is no Site Plan Control agreement registered on the title of the lot:

- (1) All development on lands identified within the Zoning By-law as being within the following zoning designations:
 - a. Agricultural (A) Zone
 - b. Rural (RU) Zone
 - c. Limited Service Residential (LSR) Zone
 - d. Parkland and Open Space (OS) Zone
- (2) The development on lands identified within the Zoning By-law as being within the following zoning designations if the intended use is solely for residential purposes:
 - a. Rural Commercial (C5) Zone
- (3) The addition to or alteration of a permitted use within the following zoning designations:
 - a. Residential First Density (R1) Zone
 - b. Residential Second Density (R2) Zone
- (4) An accessory building or structure within the following zoning designations, provided that the total gross floor area of all accessory buildings and structures on the lot does not exceed the standards set in the Zoning By-law:
 - a. Residential First Density (R1) Zone
 - b. Residential Second Density (R2) Zone
 - c. Residential Third Density (R3) Zone
- (5) Secondary dwelling units contained entirely within the existing footprint of a dwelling type in which it is permitted;
- (6) Interior building alterations which do not involve a change in major occupancy as defined by the Ontario Building Code or which do not involve the increase in parking requirements as regulated by the Zoning By-law;
- (7) Signs and temporary buildings placed in accordance with any applicable by-law;
- (8) Any addition required in order to comply with the *Fire Protection and Prevention Act* S.O. 1997, as amended.

BY-LAW READ, passed, signed and sealed in open Council this 15th day of October, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-94

BEING a by-law to amend By-law No. 11-83 being the Zoning By-law for the Municipality of Mississippi Mills.

WHEREAS the Council of the Corporation of the Municipality of Mississippi Mills passed Zoning Bylaw 11-83, known as the Zoning By-law, to regulate the development and use of lands within the Municipality;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P.13, enacts as follows:

1. That Schedule 'B' to By-law No. 11-83, as amended, is hereby further amended by changing thereon from the "Residential First Density (R1)" Zone to "Residential Second Density – Special Exception (R2-19)" Zone and "Residential First Density Subzone C (R1C)" for the lands identified on the attached Schedule 'A', which are legally described as Part Lots 49, 50 and 70 on PLAN 6262, Almonte Ward, Municipality of Mississippi Mills.
2. That By-law No. 11-83, as amended, is hereby further amended by adding the following subsection to Section 14.4:
14.4.19 Notwithstanding the permitted uses of the "R2" zone, on the lands denoted as "R2-19" on Schedule "A" of this bylaw, the uses shall be limited to "Semi-detached dwellings" in accordance with the zone provisions of Table 14.2A.
3. This By-Law takes effect from the date of passage by Council and comes into force and effect pursuant to the provisions of the *Planning Act*, R.S.O. 1990, Chapter P.13.

BY-LAW read, passed, signed and sealed in open Council this **15th day of October, 2019.**

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

SCHEDULE 'A'
TO BY-LAW NO. 19-94

Zoning Bylaw Application Z-09-19
Pt Lots 49, 50 and 70 PLAN 6262
Almonte Ward, Municipality of Mississippi Mills
Municipally known as Argyle and King Street



THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-95

BEING a by-law to amend By-law No. 11-83 being the Zoning By-law for the Municipality of Mississippi Mills.

WHEREAS the Council of the Corporation of the Municipality of Mississippi Mills passed Zoning Bylaw 11-83, known as the Zoning By-law, to regulate the development and use of lands within the Municipality;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills pursuant to Section 34 of the *Planning Act*, R.S.O. 1990, Chapter P.13, enacts as follows:

1. That Schedule 'B' to By-law No. 11-83, as amended, is hereby further amended by changing thereon from the "Development (D)" Zone to "Residential First Density (R1)" Zone for the lands identified on the attached Schedule 'A', which are legally described as Lot 11, Concession 11/12; being Part 2 on Reference Plan 27R-9111, Pakenham Ward, Municipality of Mississippi Mills.
2. This By-Law takes effect from the date of passage by Council and comes into force and effect pursuant to the provisions of the *Planning Act*, R.S.O. 1990, Chapter P.13.

BY-LAW read, passed, signed and sealed in open Council this **15th day of October, 2019.**

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

SCHEDULE 'A'
TO BY-LAW NO. 19-95



Zoning Bylaw Application Z-11-19
Part of Lot 11, Concession 11; Pt 2 27R-9111
Pakenham Ward, Municipality of Mississippi Mills
Municipally known as 0931-946-025-07404



THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-96

BEING a by-law to repeal By-law 19-22 and Lifting the Interim Control Bylaw respecting the acceptance of Cash in Lieu of Parking.

WHEREAS By-law 19-22 authorized Council of the Municipality to pass an interim control by-law in accordance with Section 38 of the Planning Act, RSO 1990, C.P.13., prohibiting any new or intensified use of any land, building or structure identified within the are defined on the applicable schedule where such intensification of use would require the acceptance of cash in lieu of parking.

AND WHEREAS the Municipality has completed a Parking Analysis of Downtown Almonte in order to understand the supply and demand of parking needs within the core;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills enacts as follows:

1. THAT By-law 19-22 is hereby repealed and the Cash in Lieu of Parking Interim Control By-law is lifted.

BY-LAW READ, passed, signed and sealed in open Council this 15th day of October, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-97

BEING a by-law to amend Delegation of Authority By-law 13-18.

WHEREAS, Section 5 (3) of the Municipal Act 2001 S.O. Chapter 25 as amended states that the powers of a municipality shall be exercised by by-law;

AND WHEREAS, Section 23.1 of the Municipal Act 2001 S.O. Chapter 25 authorizes a municipality to delegate its powers and duties to a person;

AND WHEREAS it is deemed expedient to delegate authority to staff;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Municipality of Mississippi mills enacts as follows:

1. **THAT** Schedule A, Section C of By-law 13-18 Delegation of Authority be amended to add the following:
 13. The Chief Building Official to enter into agreements described in clause (3)(c) of the Building Code Act 1992 S.O. Chapter 23 as amended for the issuance of conditional permits.
 14. The Chief Building Official to enter into agreements respecting the required limiting distance for an exposing building face, as defined and regulated under the Ontario Building Code.
2. **THAT** this By-law will come into effect on the day of its passing.
3. **THAT** By-law 13-18 shall be and is hereby amended.

BY-LAW READ, passed, signed and sealed in open Council this 15th day of October, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-98

BEING a by-law to amend Delegation of Authority By-law 13-18, as amended.

WHEREAS, Section 5 (3) of the Municipal Act 2001 S.O. Chapter 25 as amended states that the powers of a municipality shall be exercised by by-law;

AND WHEREAS, Section 23.1 of the Municipal Act 2001 S.O. Chapter 25 authorizes a municipality to delegate its powers and duties to a person;

AND WHEREAS it is deemed expedient to delegate authority to staff;

NOW THEREFORE BE IT RESOLVED THAT the Council of the Corporation of the Municipality of Mississippi mills enacts as follows:

1. **THAT** Schedule A, Section C of By-law 13-18 Delegated Authority Specified Staff Authorities be amended to include the following:

 "8. The Director of Planning, be authorized to approve minor Red Line Amendments to Site Plan Control Agreements in accordance with By-law 19-93"
2. **THAT** this By-law will come into effect on the day of its passing.
3. **THAT** By-law 13-18 shall be and is hereby amended.

BY-LAW READ, passed, signed and sealed in open Council this 15th day of October, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

THE CORPORATION OF THE MUNICIPALITY OF MISSISSIPPI MILLS

BY-LAW NO. 19-99

BEING a by-law to remove certain lands from the part-lot control provisions of the *Planning Act*, R.S.O. 1990, Chapter P.13 (the 'Act').

WHEREAS subsection 50(7) of the *Planning Act* states in part that the Council of a local municipality may by by-law provide that subsection (5) does not apply to land that is within such Registered Plan of Subdivision or parts thereof as is designated in the By-law, and where the By-law is approved by the County of Lanark, subsection (5) ceases to apply to such lands;

AND WHEREAS the Municipality of Mississippi Mills is in favour of the re-subdivision of the land in Block 3 Plan 27M-43, in order to accommodate the development of six (6) townhouse dwelling units;

NOW THEREFORE the Council of the Corporation of the Municipality of Mississippi Mills enacts as follows:

1. That subsection 50(5) of the Act, does not apply to the following lands within the Municipality of Mississippi Mills:
 - i) Registered Plan of Subdivision 27M-43, Block 3, described as Parts 1-12 on Reference Plan 27R-11270, Municipality of Mississippi Mills, County of Lanark.
2. This By-law shall come into full force and take effect after the requirements of subsection 50(7.1) have been complied with.
3. This By-law shall be automatically repealed on the 15th day of October, 2021, unless the Council of the Municipality of Mississippi Mills has provided an extension by amendment to this by-law prior to its expiry.
4. That By-law 19-79 is repealed.

BY-LAW READ, passed, signed and sealed in open Council this 15th day of October, 2019.

Christa Lowry, Mayor

Jeanne Harfield, Acting Clerk

Linda Foy [REDACTED] Almonte, ON K0A 1A0

September 3, 2019

Municipality of Mississippi Mills
3131 Old Perth Rd.
P.O. Box 400
Almonte, ON
K0A 1A0

Dear Mayor Lowry and Councillors:

I recently moved to Almonte and am very much enjoying the town and the rest of the municipality. I've been biking to Pakenham and Clayton, kayaking in the Mississippi, utilizing the library, shopping at the unique stores, and eating at local establishments. I'm self-employed, which gives me some flexibility, and I'm in the process of getting involved as a volunteer.

Congratulations on the new little park on Main St. and Coleman. It's a great addition!

I do have a concern that I'd like to note. As you can see by my letterhead, I live over on Rosamond. I find that crossing the street from Main/Almonte to Coleman or Mary is very tricky and feels dangerous. The traffic goes too quickly (many people exceed the 50 km/h speed limit) and there is no real crosswalk.

Please consider lowering the speed limit from 50 km/h to 40 km/h - or less - between Main and Coleman through to Metcalf Park. A speed bump on either end would be a good way to slow the traffic down, too. A proper crosswalk with a flashing light at the corner of Almonte and Mill would also be useful.

Now that I know the area, I exercise a lot of caution crossing the street. Almonte is visited by many tourists, and these people aren't as aware that a car or truck could come whipping around the corner. Unfortunately, traffic situations are often not addressed until there is a fatality. Please do something now to make this stretch of road safer for pedestrians, cyclists, and cars.

regards,

Linda Foy

[REDACTED]



Municipality of Mississippi Mills
PENDING LIST
October 15, 2019

Title	Department	Comments/Status	Report to Council (Date)
Community Official Plan (COP) Registry	Planning	Quarterly Updates	Every Quarter
Service Delivery Review	Administration	Staff to schedule a special meeting to review the final service delivery review report	Q4