

Supporting Materials

Land Use, Housing, Demographics, and Projections Report by CURA at VCU

Urban Design Typology Report by CURA at VCU

Insights Report

Community Consultation #1 and #2 Reports

Parking Study Report





Land Use, Housing, and Demographic Analysis

A background report prepared for Richmond 300: A Guide for Growth

September 5th, 2017



Final Draft

Land Use, Housing, and Demographic Analysis

Prepared for

The City of Richmond, Virginia

Prepared by

Center for Urban and Regional Analysis

at

Virginia Commonwealth University

Report prepared by

John Accordino, Ph.D, FAICP, Director

Thomas E Jacobson, AICP Adjunct Professor

Julia Arnone, Hayley Angel, Jeffrey Crawford, Lauren Cross

Michael MacKenzie, Joshua Young

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This report is background analysis that will be used in conjunction with various other completed studies and reports to help develop the update to the Citywide Master Plan, Richmond 300: A Guide for Growth.

921 W. Franklin Street | PO Box 842028 | Richmond, Virginia 23284-2028 (804) 827-0525 | www.cura.vcu.edu richmond300.com

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INTRODUCTION

This land use, housing, and demographic analysis is an initial study of historic data, trends, and future projections intended to help the City of Richmond prepare its Richmond 300 Plan.

While producing a master plan requires consideration of many facts, trends and projections contained in this report, the results of this initial analysis are highlighted below as critical for the 2037 Master Plan:

- 1. **POPULATION GROWTH**: The population of Richmond was estimated by the U.S. Census Bureau to be 220,289 in 2015, resulting in an annual growth rate of 0.76% from 2000 to 2015.
- 2. **POPULATION PROJECTIONS:** A 2037 population of 300,000 will result if the growth rate of 2010 to 2015 continues. This future population also results from Richmond growing at the projected rate of the metropolitan area. A 2037 population of 260,000 results from continuation of the 2000 to 2015 trends. A 2.5% annual growth rate yields 340,000 residents in 2037.
- 3. **SIGNIFICANT LAND AVAILABILITY:** The major factor affecting future development and population growth is availability of land. Richmond cannot physically expand its land area. Initial analysis of Richmond's vacant land and land with low improvement investment provides sufficient land for a wide range of development choices.
- 4. **FUTURE LAND SUPPLY AND DEMAND:** Land with potential for development over the next 20 years not constrained by environmental factors is approximately 5,100 acres. Land use demand with future development of increasing density is estimated to be between 1,800 to 3,500 acres, depending on population growth.
- 5. **CITY HOUSEHOLD INCOME GROWTH GREATER THAN SUBURBS:** From 2000 to 2014, the City of Richmond median household income increased at a greater rate than Chesterfield County, Henrico County, and the regional average. These rates are 33%, 24%, 25%, and 27% respectively. Also note that for this period the national consumer price index inflation estimate was 37.5%.
- 6. **INCOME GROWTH YET CONCENTRATED POVERTY:** Richmond median household income has shown strong growth in Downtown, nearby neighborhoods, and other census tracts, yet pockets of concentrated poverty remain.
- 7. **SIGNIFICANT POVERTY INCREASE:** The poverty rate of the population increased from 17.4% to 25.5% from 2000 to 2014.
- 8. **GROCERY STORE MARKET:** Analysis of supply and demand for convenience retail goods in six Richmond neighborhoods showed none of the neighborhoods could support a neighborhood supermarket of average size (44,094 square feet) without additional housing density, but with existing households the Brookland Park, Church Hill/Nine Mile Road, Hull Street, and Midlothian Turnpike areas could support a smaller supermarket of 25,000 square feet.
 - With 1,000 more households, a 44,094 square foot supermarket would be feasible in the Midlothian Turnpike trade area and almost feasible in the Brookland Park and Church Hill/Nine Mile Road areas. By adding 5,000 households even the least viable trade areas could support an average-sized supermarket.



9. **EDUCATION, POVERTY, UNEMPLOYMENT CORRELATED:** Low education attainment, high household poverty, and high unemployment are highly correlated and concentrated in specific geographic areas.

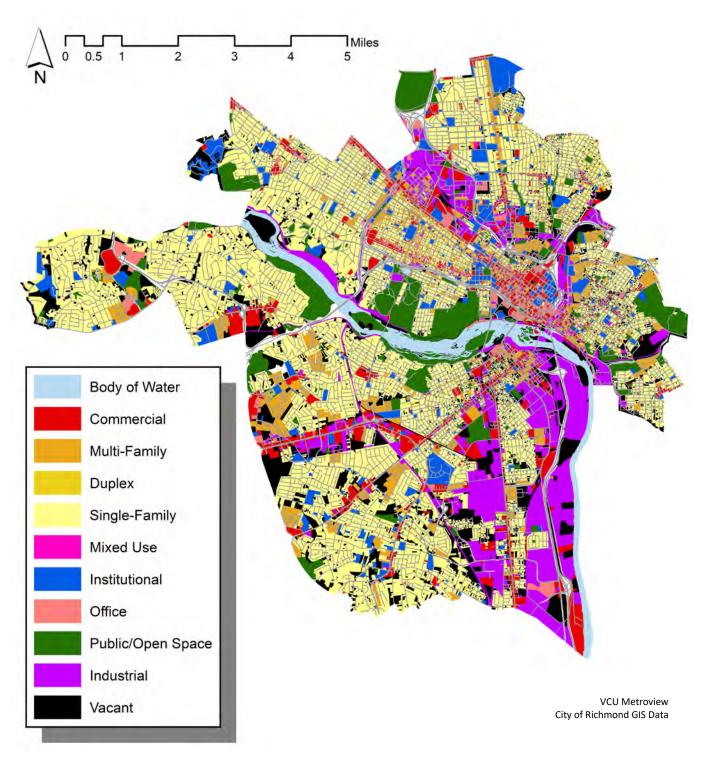
NOTE ON DATA ACCURACY: A major source used for this report is the U.S. Census Bureau. Historic data is usually reported from the census taken and reported every ten years from data collected from the entire population. Recently, the Census Bureau has utilized annual sample surveys to indicate data representative of a larger population. The 2014 and 2015 data in this report is drawn from the annual American Community Survey that follows statistically valid survey techniques. In addition, more detailed data is derived from the five years of 2010-2014 surveys. However, this data has sampling errors, so these numbers are estimates and relying on exact numbers from survey data should be avoided.



- CHAPTER 1 EXISTING LAND USE

Existing Land Use

Map 1 - Existing Land Use (2016)





Existing Land Use Allocation

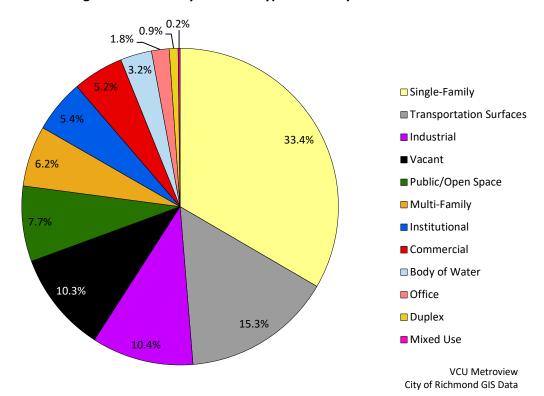


Fig. 1 - Land Area by Land Use Type in the City of Richmond

Tab. 1 - Land Area by Land Use
Type in the City of Richmond

Approximately 33% of the land within the city of Richmond is currently being used as single-family residential. Transportation surfaces account for about 15% of the land within the city. The fourth largest portion of land is currently vacant. Finally, mixed use land accounts for only 0.2% of total land in the city.

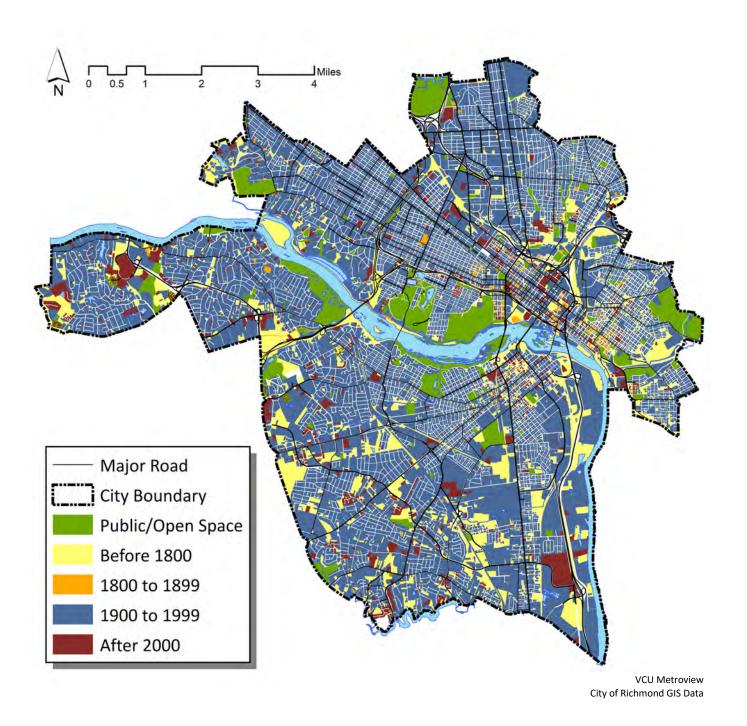
Land Use	Land Area (Acres)	Percent Composition
Single-Family	13,090.34	33.4%
Transportation Surfaces	6,002.46	15.3%
Industrial	4,066.38	10.4%
Vacant	4,035.87	10.3%
Public/Open Space	3,006.23	7.7%
Multi-Family	2,448.83	6.2%
Institutional	2,122.63	5.4%
Commercial	2,043.99	5.2%
Body of Water	1,263.30	3.2%
Office	706.17	1.8%
Duplex	345.89	0.9%
Mixed Use	68.66	0.2%
Total	39,200.75	100.0%

VCU Metroview City of Richmond GIS Data



Historic Development Pattern

Map 2 - Parcel Development by Year (1720-2016)





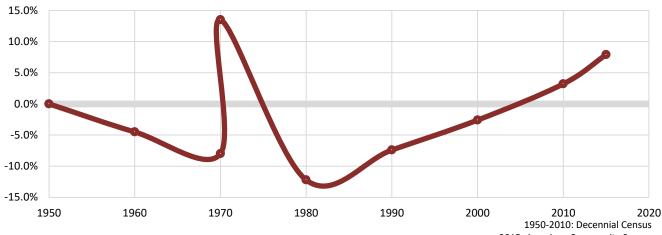
-CHAPTER 2 - DEMOGRAPHIC STUDY

Population Trends

300,000 249,621 250,000 230,310 220,289 219,958 219,214 204,214 202,359 203,056 197,790 200,000 150,000 100,000 50,000 0 1950 1960 1970 1970 1980 1990 2000 2010 2015

Fig. 2 - Population Change (1950-2015)





2015: American Community Survey 1970* = Post annexation value

Tab. 2 - Total Population and Population Percentage Change (1950-2015)

Year	1950	1960	1970	1970*	1980	1990	2000	2010	2015
Population	230,310	219,958	202,359	249,621	219,214	203,056	197,790	204,214	220,289
% Change	0.0%	-4.5%	-8.0%	13.5%	-12.2%	-7.4%	-2.6%	3.2%	7.9%

1950-2010: Decennial Census 2015: American Community Survey * Post annexation value



Population Age Distribution

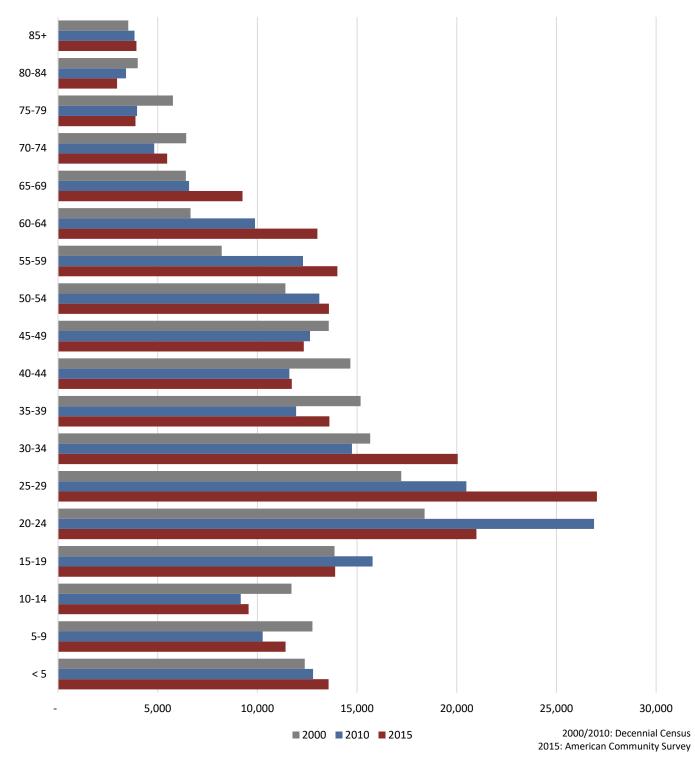
The largest population gains from 2000 to 2010 were in the 20 to 24 and 55 to 64 cohorts. From 2010 - 2015, the 25 to 34-year-old cohorts increased by 31% while the 20 to 24 year cohort declined by 20%. Also, in this latest five-year period, the 55 to 74 cohort increased substantially while ages 0 to 9 showed a smaller gain.

Tab. 3 - Population Age Distribution (2000-2015)

Cohort	2000		2010		2015	
85+	3,522	1.8%	3,839	1.9%	3,934	1.8%
80-84	3,999	2.0%	3,412	1.7%	2,961	1.3%
75-79	5,765	2.9%	3,968	1.9%	3,887	1.8%
70-74	6,430	3.3%	4,822	2.4%	5,472	2.5%
65-69	6,413	3.2%	6,578	3.2%	9,252	4.2%
60-64	6,646	3.4%	9,878	4.8%	13,007	5.9%
55-59	8,208	4.1%	12,285	6.0%	14,015	6.4%
50-54	11,408	5.8%	13,111	6.4%	13,588	6.2%
45-49	13,577	6.9%	12,645	6.2%	12,325	5.6%
40-44	14,663	7.4%	11,603	5.7%	11,723	5.3%
35-39	15,178	7.7%	11,942	5.8%	13,616	6.2%
30-34	15,657	7.9%	14,743	7.2%	20,045	9.1%
25-29	17,214	8.7%	20,483	10.0%	27,030	12.3%
20-24	18,386	9.3%	26,889	13.2%	20,988	9.5%
15-19	13,870	7.0%	15,782	7.7%	13,901	6.3%
10-14	11,713	5.9%	9,170	4.5%	9,559	4.3%
5-9	12,765	6.5%	10,266	5.0%	11,411	5.2%
< 5	12,376	6.3%	12,798	6.3%	13,575	6.2%
Total	197,790		204,214		220,289	

2000/2010: Decennial Census 2015: American Community Survey

Fig. 4 - Population Age Distribution (2000-2015)





Population Density

Density in Richmond today is well below the levels in 1950, when the city contained 5,761 people per square mile. From 1960 to 2000 it fell to 3,347 people per square mile, the lowest recorded density. Since 2000 there has been a slight rise and in 2015 Richmond contained 3,727 people per square mile.

Fig. 5 - Density per Square Mile (1950-2015)



Tab. 4 - Population Density (1950-2015)

2015: American Community Survey

Year	1950	1960	1970	1980	1990	2000	2010	2015
Total Population	230,310	219,958	249,621	219,214	203,056	197,790	201,828	220,289
Total Area (sq miles)	40.0	40.0	59.1	59.1	59.1	59.1	59.1	59.1
Population Density per sq mi	5,758	5,491	4,224	3,709	3,436	3,347	3,415	3,727

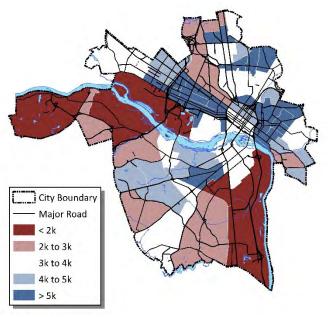
1950-2010: Decennial Census 2015: American Community Survey

The areas of highest population density in 2014 were in The Fan, Church Hill, and Highland Park areas.

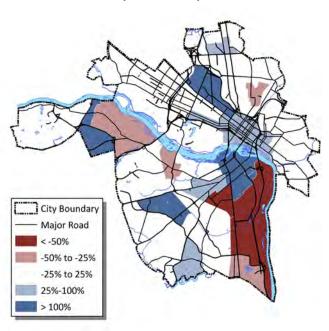
Areas of lowest density include Southern Jeff Davis Highway and the western areas of the city.

Map 3 - Population Density per Square Mile (2014)

Map 4 - Population Change per Square Mile (2000 - 2014)







2000: Decennial Census 2014: American Community Survey



Racial Composition

Richmond's population grew between 2010 and 2014 across nearly all racial definitions except for those who self-identify as other. Black and white populations, as they have historically, make up the largest percentages of the population at 47.4% and 44.9%, respectively.

While growth has been the norm across most racial groups since 2010, looking back to 2000 shows a more complex trend. Between 2000 and 2010, the black population fell by nearly 10,000 and, while it gained nearly 1,500 in the ensuing four years, it shows a net loss since 2000. In contrast, the white population has increased steadily since 2000.

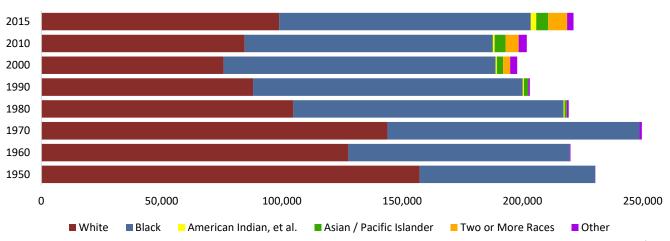


Fig. 5 - Racial Composition (1950-2015)

Tab. 5 - Racial Composition (1950-2015)

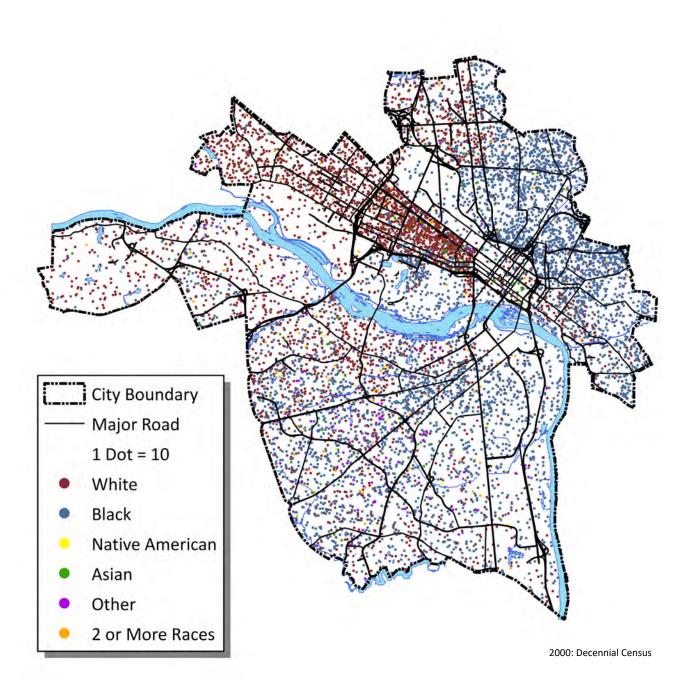
1950-2010: Decennial Census 2015: American Community Survey * Category not recorded in source

	1950	1960	1970	1980	1990	2000	2010	2015
White	157,228	127,627	143,842	104,743	88,028	75,744	84,552	98,864
Black	72,996	91,972	104,737	112,357	112,122	113,108	103,148	104,583
American Indian, et al.	*	*	*	357	463	479	725	2,276
Asian / Pacific Islander	*	*	*	976	1,787	2,628	4,569	4,978
Other	86	359	1,042	781	656	2,948	3,427	2,639
Two or More Races	*	*	*	*	*	2,883	5,377	7,853
TOTAL	230,310	219,958	249,621	219,214	203,056	197,790	201,228	220,289

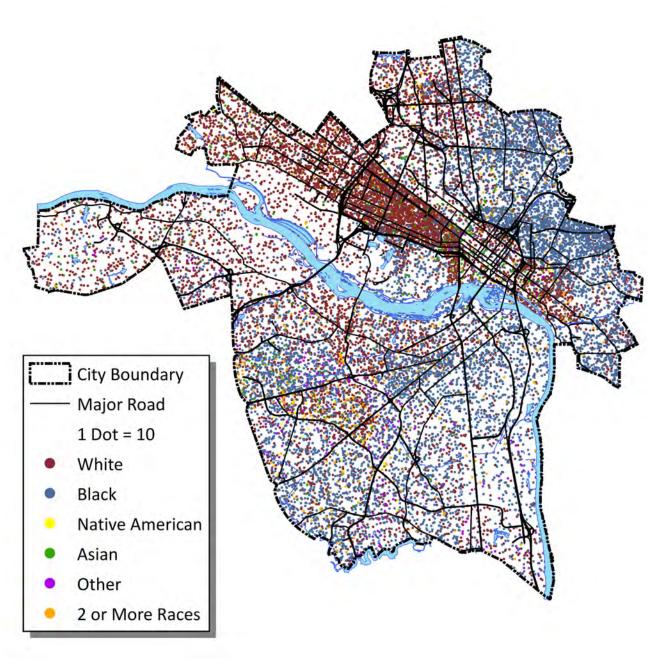
1950-2010: Decennial Census 2015: American Community Survey * Category not recorded in source



Map 5 - Racial Distribution (2000)



Map 6 - Racial Distribution (2015)



2015: American Community Survey



Hispanic Trend

In 1990, 0.9% of Richmond's population was of Hispanic origin. Since 1990 this has increased to 6.4% of the 2014 population.

Population Percentage of Hispanic Origin (1950-2014)



1950-2010: Decennial Census 2014: American Community Survey * Data not recorded in 1950 census

Tab. 6 - Percent Population of Hispanic Origin (1990-2014)

	1950	1960	1970	1980	1990	2000	2010	2014
Population Percentage of Hispanic Origin	*	0.0%	0.6%	1.0%	0.9%	2.6%	5.6%	6.4%

1950-2010: Decennial Census 2014: American Community Survey * Data not recorded in 1950 census

Household Type

Family households (married couples and single parent with children) have been in decline since 1990, which has led to an increase in non-family households. Single-parent family households remain relatively steady and the primary portion of the drop in family households occurs in the married-couple family. While non-family households steadily rise in the absence of family households, the growth of male householder non-family households outpaces those of female householder, non-family households. Although the growth of male householder non-family households is higher, the total number of female householder non-family households is larger.

Fig. 7 - Family vs Non-Family Households (1990-2014) 50,000 45,000 40,000 35,000 30,000 25,000 20,000 15,000 10,000 5,000 0 1990 2000 2010 2014 ■ Family Households ■ Non-Family Households

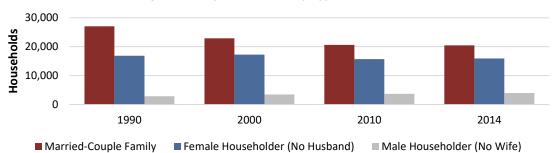
1990-2010: Decennial Census 2014: American Community Survey

Fig. 8 - Non-Family Households by Gender (1990-2014)30,000 25,000 Households 20,000 15,000 10,000 5,000 0 1990 2000 2010 2014 ■ Female Householder ■ Male Householder

1990-2010: Decennial Census 2014: American Community Survey



Fig. 9 - Family Households by Type (1990-2014)



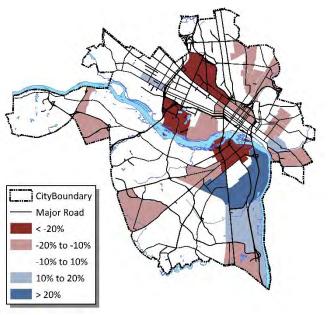
1990-2010: Decennial Census 2014: American Community Survey

Tab. 7 - Household Type (1990-2014)

	19	90	20	00	20	10	20	14
Family households:	46,795	54.80%	43,649	51.60%	40,047	48.00%	40,413	47.00%
Married-couple family:	27,061	31.70%	22,898	27.10%	20,625	24.70%	20,451	23.80%
Other family:	19,734	23.10%	20,751	24.50%	19,422	23.30%	19,962	23.20%
Male householder, with children:	2,875	3.40%	3,482	4.10%	3,693	4.40%	4,010	4.70%
Female householder, with children:	16,859	19.80%	17,269	20.40%	15,729	18.80%	15,952	18.60%
Non-family households:	38,542	45.20%	40,900	48.40%	43,451	52.00%	45,500	53.00%
Male householder	16,176	19.00%	18,213	21.50%	19,484	23.30%	21,070	24.50%
Female householder	22,366	26.20%	22,687	26.80%	23,967	28.70%	24,430	28.40%
Total Households	85,337		84,549		83,498		85,913	

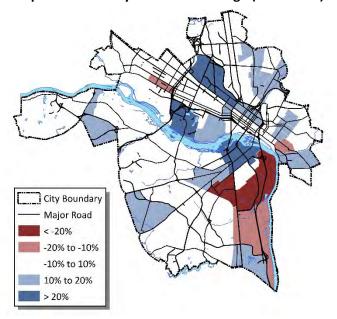
1990-2010: Decennial Census 2014: American Community Survey

Map 7 - Family Household Change (2000-2014)



2000: Decennial Census 2014: American Community Survey

Map 8 - Non-Family Household Change (2000-2014)



2000: Decennial Census 2014: American Community Survey



The non-family households have increased by over 20% in Manchester, Maymont, Jackson Ward, and Scott's Addition. Family households as a percentage of the total did increase along the census tracts surrounding the southern Route 1 corridor.

Average Household Size

Household size in Richmond saw a steep decline between 1950 and 1990. Over this forty year period average household size dropped 0.9, almost an entire household member. Household size increased by 0.1 from 1990 to 2000 and has held steady at 2.3 members per household since then.

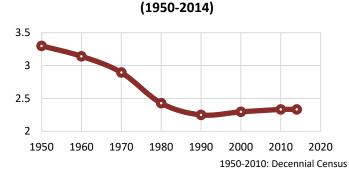


Fig. 10 - Average Household Size

Average household sizes show correlation with changes

in family households, particularly in the Manchester, Jackson Ward, Scott's Addition, and other areas where family

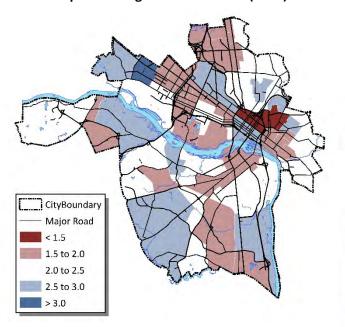
households are declining. Growth in average household sizes has increased where family households grew in the southern portion of the city, as well as in select areas to the northwest.

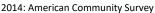
Tab. 8 - Average Household Size (1950-2014)

	1950	1960	1970	1980	1990	2000	2010	2014
Average Household Size	3.3	3.1	2.9	2.4	2.2	2.3	2.3	2.3

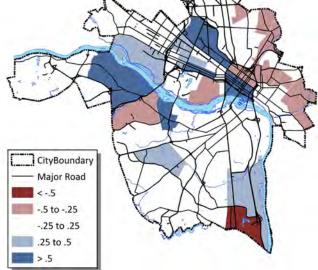
1950-2010: Decennial Census 2014: American Community Survey

Map 9 - Average Household Size (2014)





Map 10 - Household Size Change by Person (2000-2014)



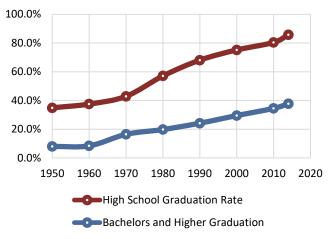
2000: Decennial Census 2014: American Community Survey



Educational Attainment

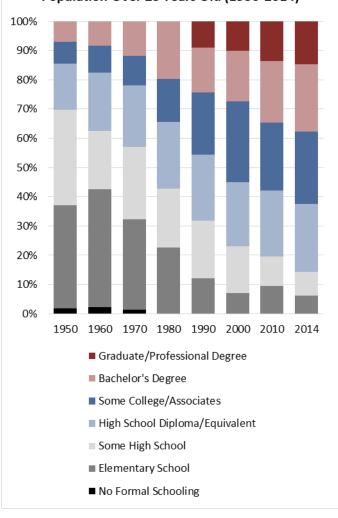
Education attainment rates across all levels have steadily increased since 1970. Between 2000 and 2014 the high school graduation rate increased by 5.4% and, by 2014, 85.8% of Richmond's population were high school graduates. Those with degrees beyond high school have also increased. From 2000 to 2014 those with bachelor's degrees or higher increased 3.2% and accounted for 37.7% of the population.

Fig. 12 - Graduation Rates for High School + and Bachelors + (1950-2014)



1950-2010: Decennial Census 2014: American Community Survey

Fig. 11 - Highest Education Attained by Population Over 25 Years Old (1950-2014)

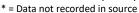


1950-2010: Decennial Census 2014: American Community Survey

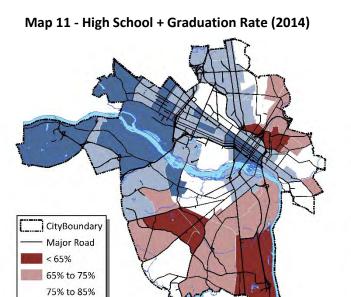
Tab. 9 - Highest Education Attained by Population over 25 Years Old

Level	1950	1960	1970	1980	1990	2000	2010	2014
No Formal Schooling	3,035	2,900	1,836	0	0	0	0	0
Elementary School	60,275	53,148	43,576	30,537	16,418	9,859	12,165	9,427
Some High School	55,240	26,405	34,793	27,489	26,524	22,048	13,201	11,913
High School Diploma/Equivalent	26,950	26,185	29,292	30,872	30,256	30,314	29,119	35,106
Some College/Associates	12,810	12,101	14,432	19,682	28,755	38,134	30,155	37,014
Bachelor's Degree	11,875	11,124	16,472	26,770	20,649	23,951	27,049	34,707
Graduate/Professional Degree	*	*	*	*	11,974	13,910	17,601	21,884

1950-2010: Decennial Census 2014: American Community Survey

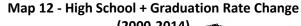


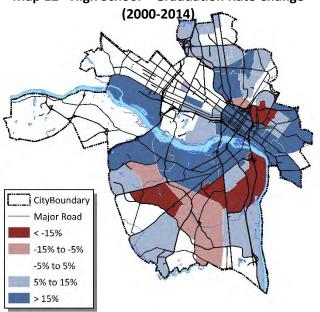




85% to 95%

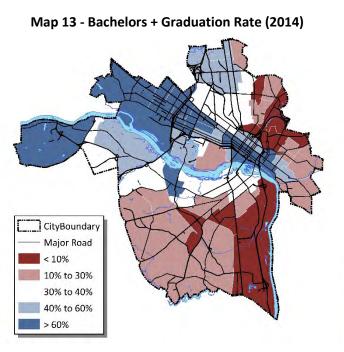
> 95%



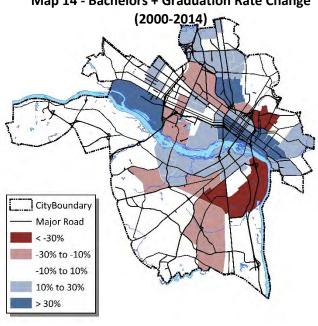


2014: American Community Survey

2000: Decennial Census 2014: American Community Survey



Map 14 - Bachelors + Graduation Rate Change



2014: American Community Survey

2000: Decennial Census 2014: American Community Survey

The lowest education graduation rates occurred in the southern portion of the city and to the northeast of downtown. With the exception of the census tract furthest to the southeast along Route 1, these underperforming areas show declining rates of graduation between 2000 and 2014.

High percentage changes in graduation rates for high school diplomas as well as bachelor's degrees are occurring in the Church Hill neighborhood. While rates in this area are low in 2014, the percentage change shows a trend in a positive direction.

Median Income

Richmond's household median income rates have risen considerably since 1970. However, when adjusted for inflation, a different story appears. Real incomes peaked in 2000, and decreased drastically before 2010. But the decrease slowed between the years of 2010 and 2014. Richmond's median household income has increased since 1960, but since 2000 real median household incomes have decreased.

Fig. 13 - Median Income Adjusted for 2016 Inflation (1950-2014)



1950-2010: Decennial Census 2014: American Community Survey

Tab. 9 - Median Household Incomes (1950–2014)

	1950	1960	1970	1980	1990	2000	2010	2014
Median Household Income Adjusted for Inflation (2014)	\$25,098	\$31,645	\$30,268	\$39,770	\$43,400	\$43,528	\$41,544	\$41,331
Median Household Income	\$2,555	\$3,889	\$4,876	\$13,606	\$23,551	\$31,121	\$38,266	\$41,331

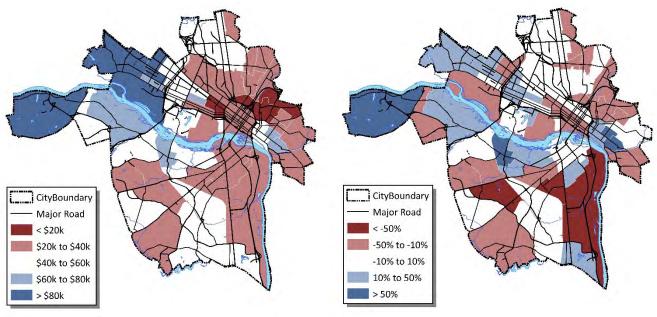
1950-2010: Decennial Census 2014: American Community Survey

Lowest median household incomes exist in areas of concentrated poverty associated with housing projects to the northeast of downtown as well as immediately to the west. While these represent the lowest household median incomes in 2014, between 2000 and 2014 large areas along Route 1 saw losses of more than 50% of household median income.



Map 15 - Median Household Income (2014)

Map 16 - Median Household Income Change Adjusted for Inflation (2000-2014)



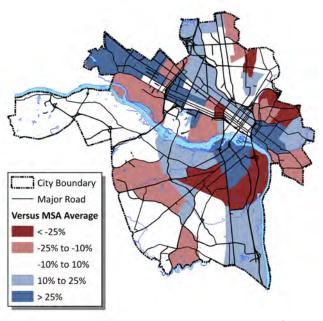
2014: American Community Survey

2000: Decennial Census 2014: American Community Survey

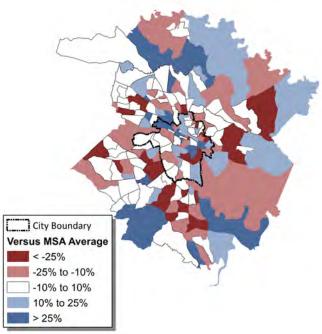
Median household income has risen faster in Richmond than in Chesterfield and Henrico Counties. The Richmond increase from 2000 to 2014 was 33% compared to 25% and 24%, respectively, for Henrico and Chesterfield. Significant income increase in the central areas of the city and significant lag in older suburban areas are apparent.

Map 17 - Richmond Median Household Income Change Compared to MSA Average (2000-2014)

Map 18 - MSA Median Household Income Change Compared to MSA Average (2000-2014)



2000: Decennial Census 2014: American Community Survey



2000: Decennial Census 2014: American Community Survey



City Employment Profile and Location

Information from the 2015 Quarterly Census of Employment and Wages was used to map centers of employment for a number of sectors. Employment is aggregated into half-mile grids to show the citywide patterns of employment. Analyzing these maps provides insight to where Richmond works. The North American Industrial Classification System (NAICS) is used for the employment categories on the maps below.

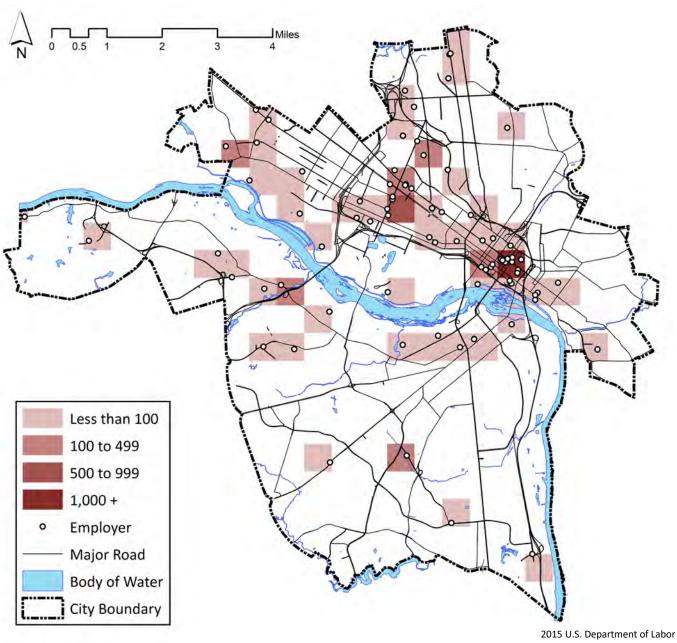
Less than 100 100 to 499 500 to 999 1,000 + Employer Major Road Body of Water City Boundary

Map 19 - Accommodation and Dining Average Employment [NAICS #72] (2015)

2015 U.S. Department of Labor Quarterly Census of Employment and Wages

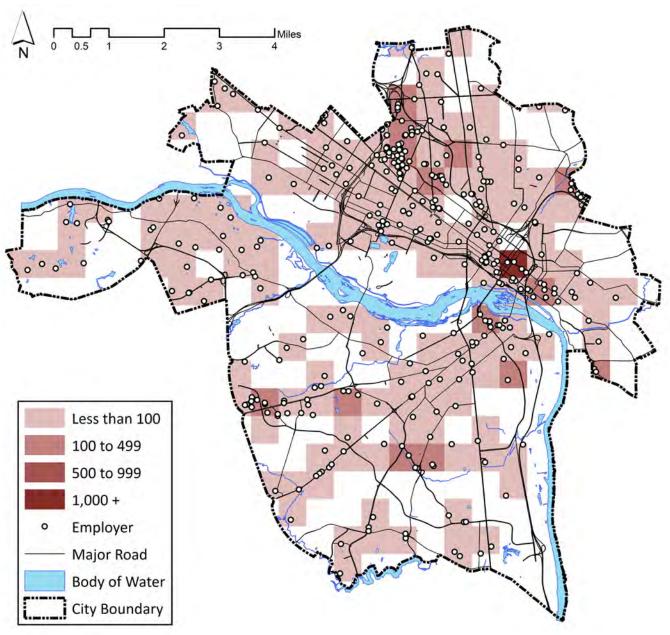


Map 20 - Arts, Entertainment, and Recreation Average Employment [NAICS #71] (2015)



Quarterly Census of Employment and Wages

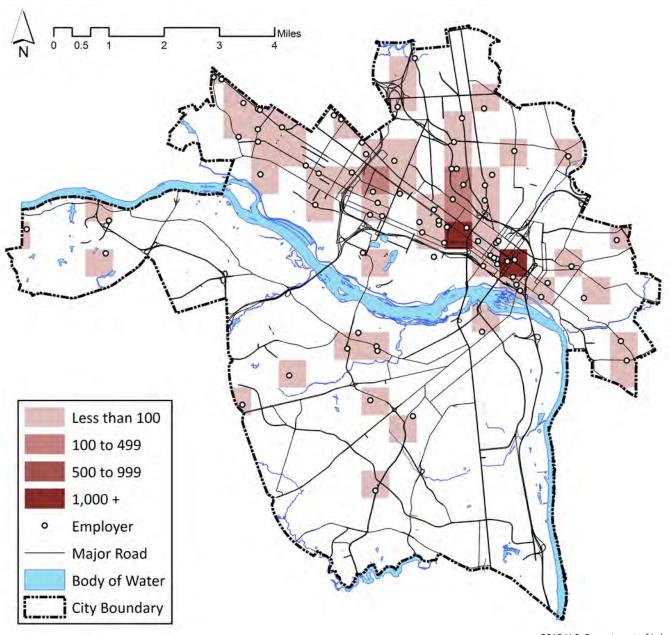
Map 21 - Construction Average Employment [NAICS #23] (2015)



2015 U.S. Department of Labor Quarterly Census of Employment and Wages



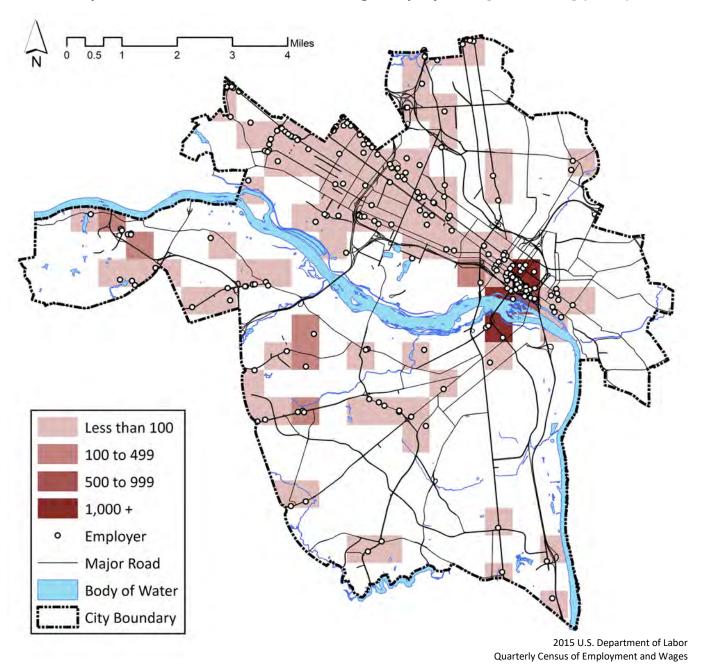
Map 22 - Educational Average Employment [NAICS #61] (2015)



2015 U.S. Department of Labor Quarterly Census of Employment and Wages

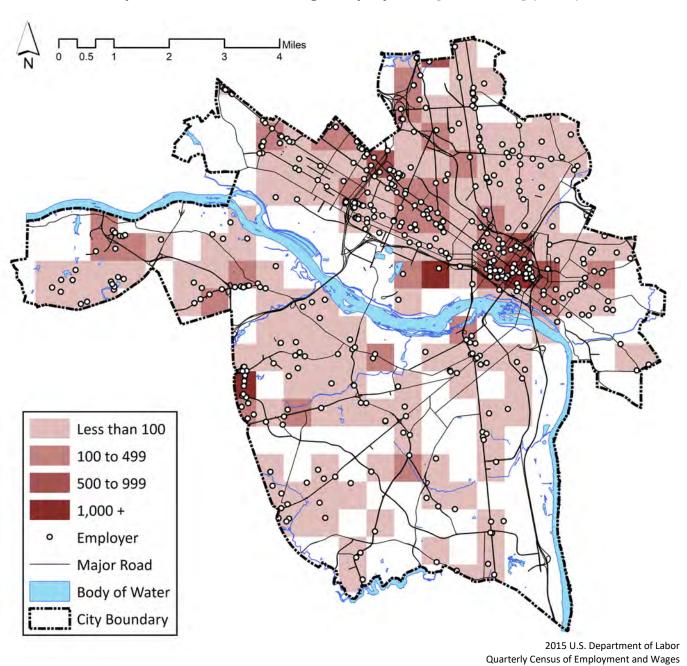
 $\label{thm:local_problem} \textbf{Note: Richmond Public School's Employment is represented by central office.}$

Map 23 - Finance and Insurance Average Employment [NAICS #52] (2015)

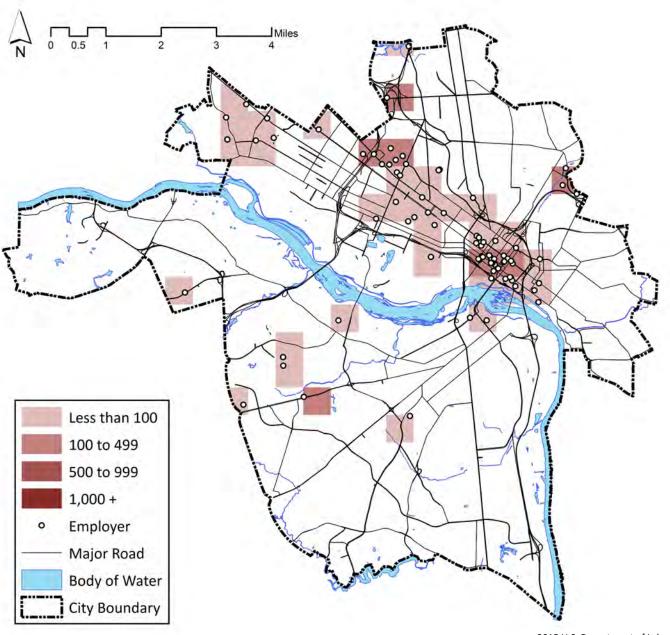




Map 24 – Healthcare Average Employment [NAICS #62] (2015)



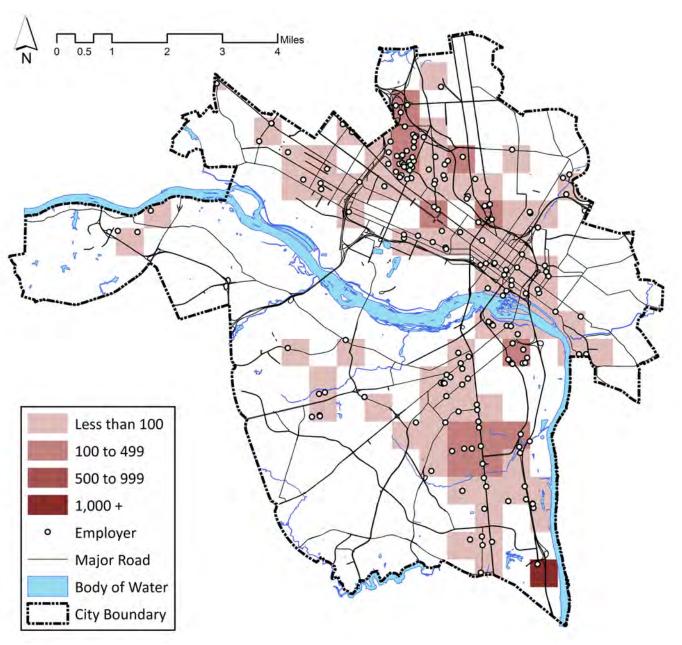
Map 25 - Information Technology Average Employment [NAICS #51] (2015)



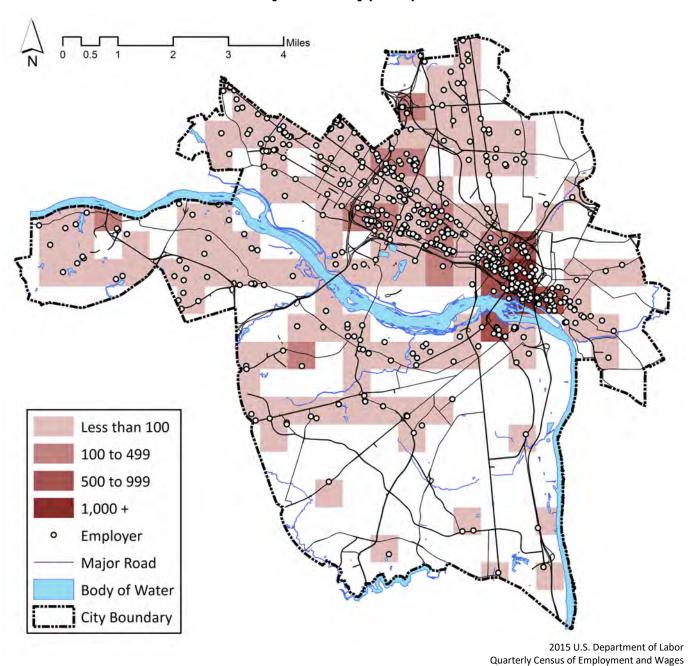
2015 U.S. Department of Labor Quarterly Census of Employment and Wages



Map 26 – Manufacturing Average Employment [NAICS 31-33] (2015)

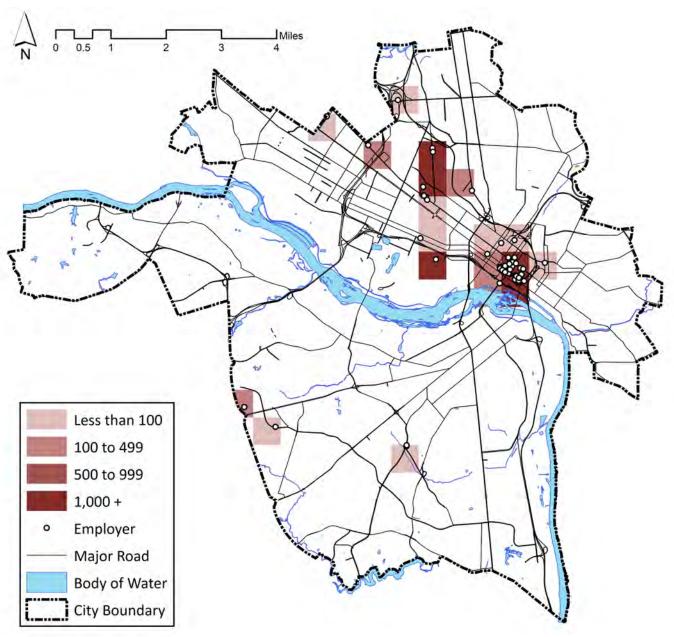


Map 27 - Professional, Scientific, and Technical Services Average Employment Map [NAICS #54] (2015)

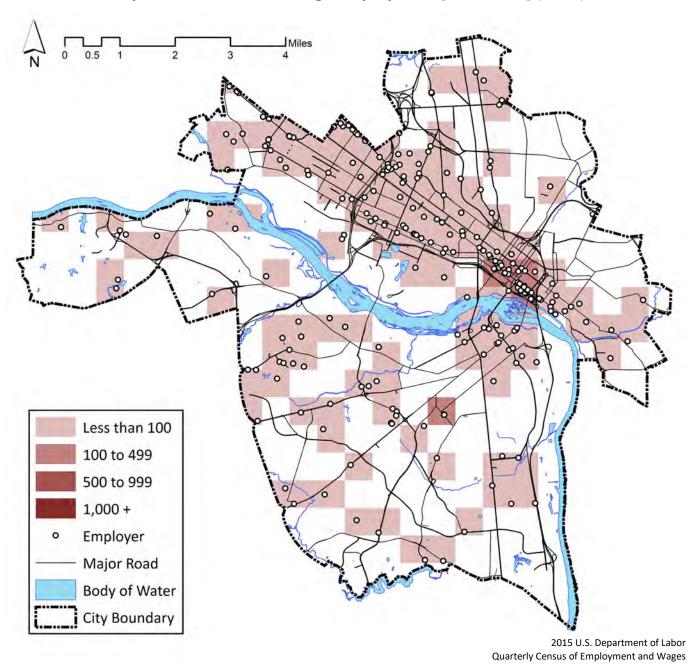


RICHMOND LITTLE

Map 28 - Public Administration Average Employment Map [NAICS #92] (2015)

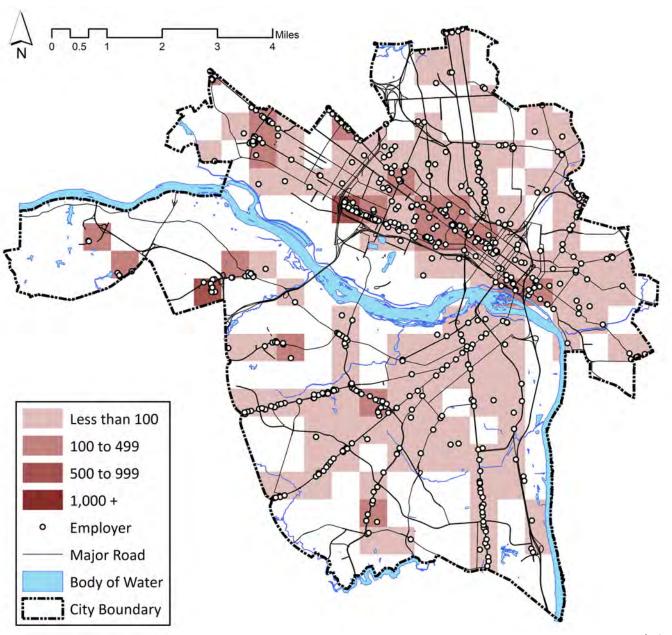


Map 29 - Real Estate Average Employment [NAICS #53] (2015)

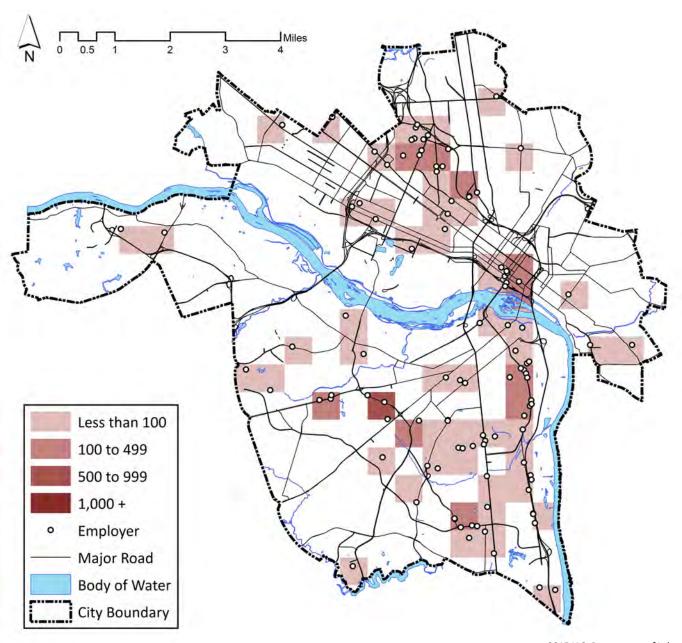




Map 30 - Retail Average Employment [NAICS #44-45] (2015)

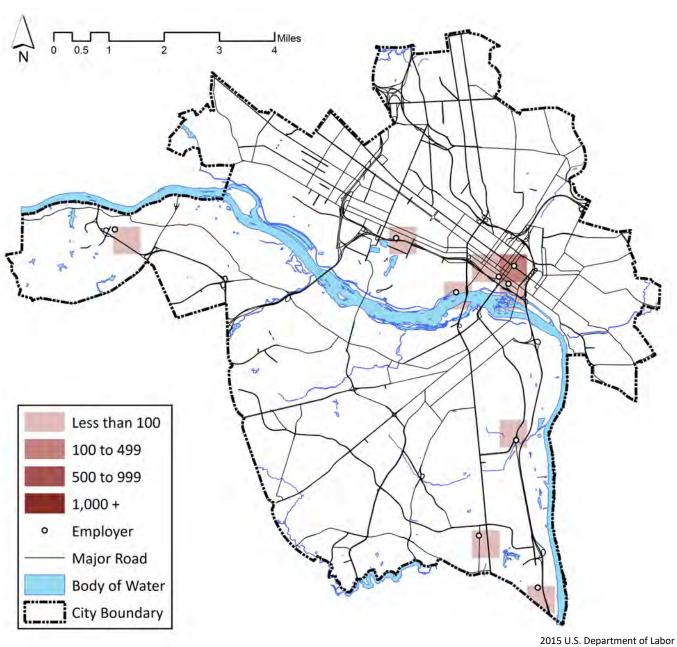


Map 31 - Transportation and Warehousing Average Employment [NAICS #48-49] (2015)



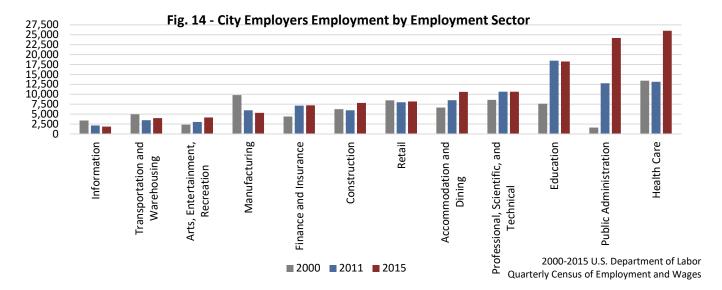


Map 32 – Utilities Average Employment [NAICS #22] (2015)



Employment, Unemployment, and Labor Participation

The chart below shows total employment by employers in the city from 2000 to 2015. The Health Care sector is the largest employer in the city followed by Public Administration; Education; and Professional, Scientific, and Technical Services. Industries that showed a large loss in employment include Information Services, Manufacturing, and Transportation and Warehousing, while Retail has shown a small loss since 2000.



Tab. 10 - City Employers Employment by Sector

Sector	2000	2011	2015	% Change (2000 to 2015)
Information	3,383	2,142	1,866	-81.30%
Transportation and Warehousing	4,951	3,480	4,003	-23.68%
Arts, Entertainment, and Recreation	2,346	3,039	4,154	43.52%
Manufacturing	9,810	5,956	5,341	-83.67%
Finance and Insurance	4,391	7,132	7,215	39.14%
Construction	6,252	5,947	7,805	19.90%
Retail	8,455	7,978	8,191	-3.22%
Accommodation and Dining	6,643	8,520	10,622	37.46%
Professional, Scientific, and Technical	8,589	10,654	10,649	19.34%
Education	7,636	18,480	18,272	58.21%
Public Administration	*	*	24,159	30%**
Health Care	13,439	22,916	25,954	48.22%
Total Employment (including unlisted sectors)	105,938	138,055	156,658	47.88%

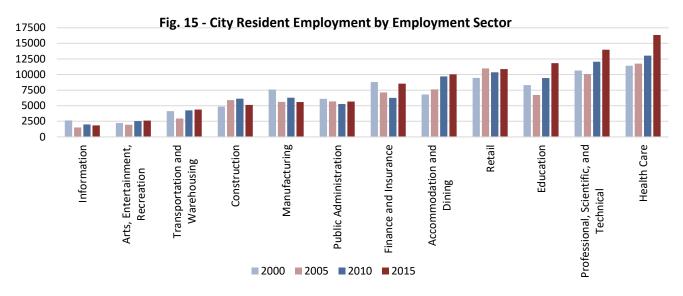
Note: Year 2000 data maybe significantly undercounted. QCEW data does not count home occupations. Employment data for larger employers may be counted at main office.



^{*} Data non-reliable

^{**} Derived from the American Community Survey County Business Patterns that reports non-public employment. The change is calculated as the difference between these two data sources as representative of public employment. See calculation in appendix.

The chart below shows total employment of city residents by industry from 2000 to 2015. The Health Care sector is the largest employer of city residents followed by Professional, Scientific, and Technical; Education; and Retail. With the exception of large losses in Information Services and Manufacturing and smaller losses in Public Administration and Finance and Insurance, jobs in these sectors have shown growth.



2000/2010: Decennial Census 2005/2014: American Community Survey

Tab. 11 – City Residents Employment by Sector (2000-2015)

Sector	2000	2005	2010	2015	% Change (2000-2015)
Information	2,639	1,512	1,988	1,840	-30.3%
Arts, Entertainment, Recreation	2,229	1,933	2,534	2,604	16.8%
Transportation and Warehousing	4,130	2,937	4,252	4,387	6.2%
Construction	4,871	5,900	6,123	5,127	5.3%
Manufacturing	7,600	5,612	6,274	5,582	-26.6%
Public Administration	6,105	5,679	5,288	5,669	-7.1%
Finance and Insurance	8,791	7,132	6,250	8,540	-2.9%
Accommodation and Dining	6,802	7,617	9,699	10,035	47.5%
Retail	9,462	10,978	10,359	10,866	14.8%
Education	8,319	6,709	9,430	11,822	42.1%
Professional, Scientific, and Technical	10,642	10,066	12,053	13,976	31.3%
Health Care	11,400	11,736	13,026	16,330	43.2%
Total	90,745	86,082	96,569	104,547	15.2%

2000/2010: Decennial Census 2005/2015: American Community Survey



The unemployment rate has risen steadily in Richmond since 1970. While the past four years have shown continued growth in unemployment, the trend seems to have slowed, having only grown 0.2% in four years. Employment rates have remained relatively stable since the 1970s, and the rate in 2014 was 58.0%. With the percentage of those employed by the armed forces comprising a small and steady portion of the workforce between 0.1% and 0.3%, the percentage increases in those employed and unemployed draw from those not in the labor force.

Fig. 16 - Employment (1950-2014)

80%
60%
40%
20%
1950 1960 1970 1980 1990 2000 2010 2020

Employed Not in Labor Force Unemployed

1950-2010: Decennial Census 2014: American Community Survey

Tab. 12 - Employment, Unemployment, and Labor Participation (1960-2014)

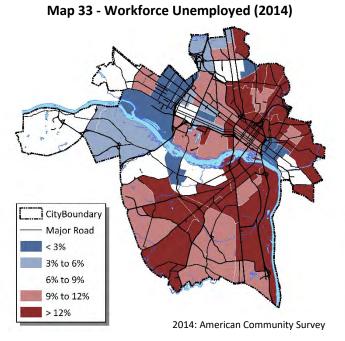
	1950	1960	1970	1980	1990	2000	2010	2014
Unemployed	2.9%	3.1%	1.7%	3.7%	4.0%	5.0%	6.8%	7.0%
Not in Labor Force	41.3%	25.9%	40.7%	39.7%	37.6%	37.6%	34.8%	34.9%
Employed	55.7%	70.8%	57.4%	56.4%	58.3%	57.2%	58.0%	58.0%
Armed Forces	0.1%	0.2%	0.2%	0.2%	0.1%	0.2%	0.3%	0.2%

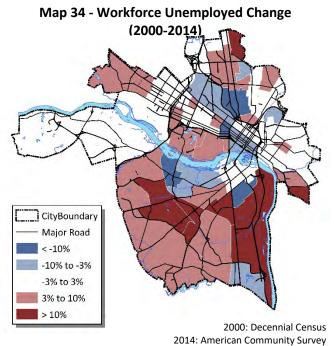
1950 & 1960 – Age 14+ 1970 to 2014 – Age 16+

1950-2010: Decennial Census 2014: American Community Survey

In 2014 the bulk of unemployment occurred in the southern reaches of the city and most areas surrounding Downtown with the exception of Church Hill. The areas to the west and far north side as well as Church Hill showed comparatively little unemployment. Between 2000 and 2014, the unemployment rate grew for the southern part of the city. In contrast, the rate fell for the areas of Westover Hills, Forest Hill, and Scott's Addition.

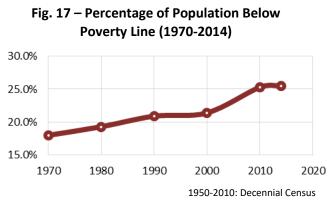






Poverty

The total percentage of population below the poverty line has increased drastically in Richmond since 2000. An increase of 8.4% has led to the highest poverty statistics in the observed period, with 25.5% of the population under the poverty line. This rise in poverty coincides with the 2008 housing crash and the stagnation of median incomes in the city, similar to other areas across the country.



2014: American Community Survey

Poverty has remained stable in the majority of Richmond with most census tracts exhibiting change within the confines of -10% to 10%. However, this stability is not true for census tracts with public housing that form a horseshoe-shaped geography to the east of Downtown, along Route 1 south of Downtown, and the lower southwest of the city. In these areas the poverty rate has increased by over 20% from 2000 to 2014.

Tab 13 – Individuals Below Poverty Line (1950-2014)

	1950	1960	1970	1980	1990	2000	2010	2014
Population Below Poverty Threshold	*	*	18.0%	19.3%	20.9%	21.4%	25.3 %	25.5%
Poverty Threshold for Individual	*	*	\$1,954	\$4,190	\$6,652	\$8,794	\$11,139	\$12,071
Poverty Threshold for Family of 4	*	*	\$7,918	\$8,414	13,359	\$17,603	\$22,314	\$24,230

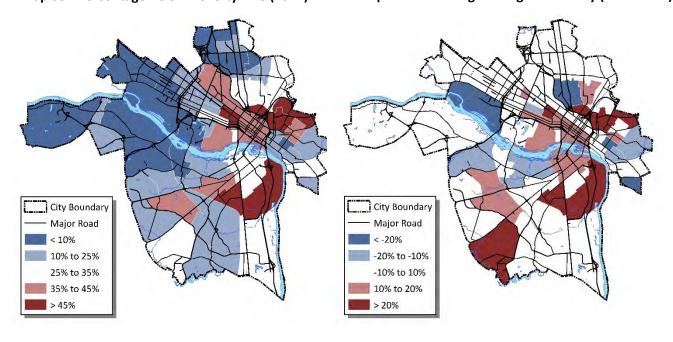
Poverty Thresholds: US Census Bureau

* Data not recorded in source

1950-2010: Decennial Census 2014: American Community Survey

Map 35 - Percentage Below Poverty Line (2014)

Map 36 - Percentage Change in Poverty (2000-2014)



2014: American Community Survey

2000: Decennial Census 2014: American Community Survey

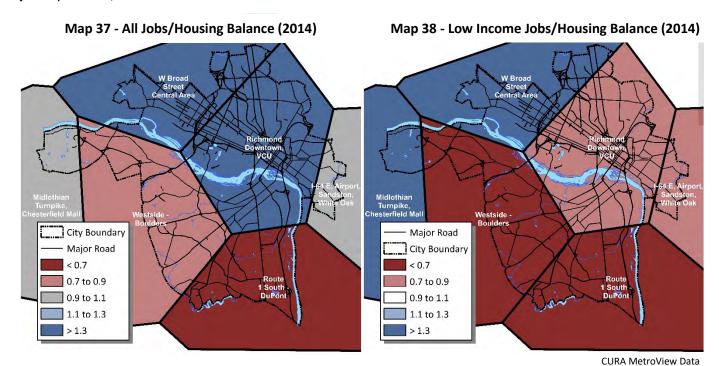
Poverty in Richmond is concentrated. Census tracts surrounding the downtown area, VCU, public housing projects on the north and northeast side, and other areas to the south exhibit percentages of the population in poverty well over 45%.



Jobs / Housing Balance

The number of jobs and dwelling units in several major job centers and surrounding residential area are presented below. Downtown, VCU and the West Broad Street corridor to I-195 have over 46,000 more jobs than nearby housing units.

The number of modest wage jobs (lowest 34% of wages) and surrounding affordable housing units (34% of housing units with lowest cost) for several major job centers and surrounding residential area are presented below. Despite the large number of jobs downtown and on West Broad Street, low-cost housing units exceed modest-wage jobs by over 13,000.



Note: Thiessen Polygons delineate the geographic area closest to the listed job center.

Tab . 14 - Job-Housing Balance (All Jobs and Housing Units)

	Job-Hou	Job-Housing Analysis (all jobs and housing units)					
Job Center Thiessen Polygon	Jobs	Units	JH_Ratio	JH_Gap	SF	MF	
Richmond Downtown, VCU	116,791	71,363	1.64	45,428	25,256	46,107	
W Broad Street Central Area	55,392	38,094	1.45	17,298	25,848	12,246	
I-64 E, Airport, Sandston, White Oak	32,004	29,569	1.08	2,435	22,549	7,020	
Westside - Boulders	30,615	38,091	0.8	-7,476	21,787	16,304	
Route 1 South - Dupont	5,870	7,898	0.74	-2,028	5,967	1,931	
Midlothian Turnpike, Chesterfield Mall	27,659	30,244	0.91	-2,585	25,316	4,928	

CURA MetroView Data SF – Single-Family Housing Unit MF – Multi-Family Housing Unit



Tab. 15 - Job-Housing Balance (Lower 34% of Jobs and Housing Units)

	Job-Housing	Housing Type				
Job Center Thiessen Polygon	Jobs	Units	JH_Ratio	JH_Gap	SF	MF
Richmond Downtown, VCU	33,451	46,620	0.72	-13,169	10,007	36,613
W. Broad Street Central Area	20,868	12,294	1.7	8,574	348	11,946
I-64 E, Airport, Sandston, White Oak	11,025	13,118	0.84	-2,093	6,471	6,647
Westside - Boulders	10,638	17,428	0.61	-6,790	3,106	14,322
Route 1 South - Dupont	1,925	2,236	0.86	-311	309	1,927
Midlothian Turnpike, Chesterfield Mall	12,548	3,903	3.21	8,645	163	3,740

CURA MetroView Data SF – Single-Family Housing Unit MF – Multi-Family Housing Unit



In/Out Migration

The following two pages display maps and charts related to in-state and out-of-state net migration in Richmond. The highest-ranked locality for in-state net migration for both observed periods, 2006-2010 and 2010-2014, was Fairfax County, VA, which had a positive net migration of 1,000 or more residents per period. Henrico County, VA was the location of the largest net loss of residents in both observed periods. Henrico County gained nearly 2,500 residents per observed five-year period. Chesterfield County, VA gained more than 500 residents from Richmond between 2006 and 2010. However, during 2010-2014, Richmond gained more than 750 net residents from Chesterfield County.

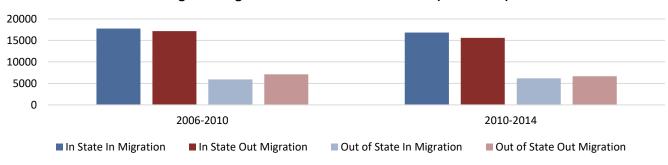


Fig. 18 - Migration In State and Out of State (2006-2014)

2006-2014: Internal Revenue Service SOI Tax Stats - Migration Data

Map 39 – In-State Net Migration (2006-2010)

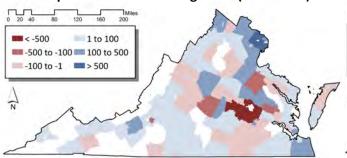


Fig. 19 - Highest 10 In-State Net Migration (2006-2010)

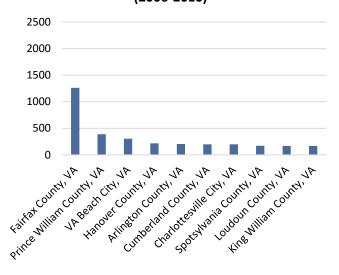
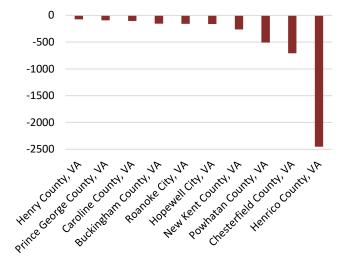


Fig. 21 - Lowest 10 In-State Net Migration (2006-2010)



Map 40 – In-State Net Migration (2010-2014)

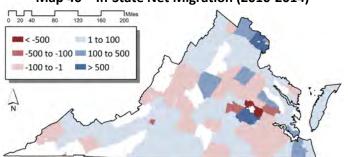


Fig. 20 - Highest 10 In-State Net Migration (2010-2014)

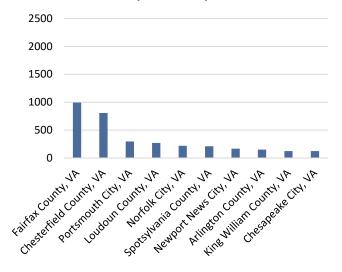
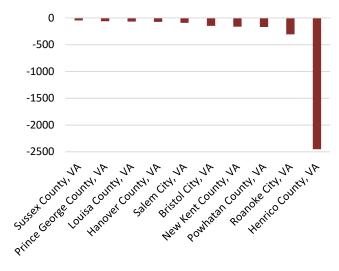


Fig. 22 - Lowest 10 In-State Net Migration (2010-2014)



2006-2014: Internal Revenue Service SOI Tax Stats - Migration Data



Map 41 - National Net Migration (2006-2010)

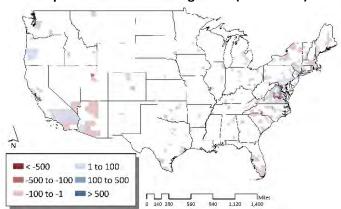


Fig. 23 - Highest 10 Out-of-State Net Migration (2006-2010)

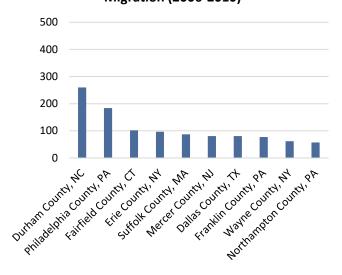
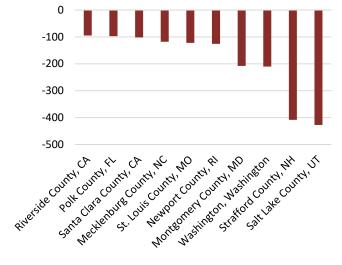


Fig. 25 - Lowest 10 Out-of-State Net Migration (2006-2010)



Map 42 - National Net Migration (2010-2016)

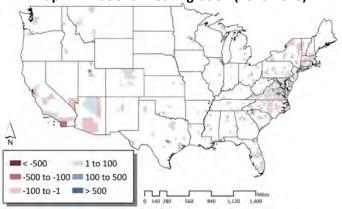


Fig 24 - Highest 10 Out-of-State Net Migration (2010-2014)

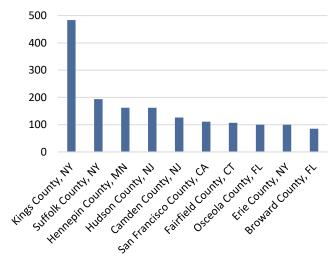
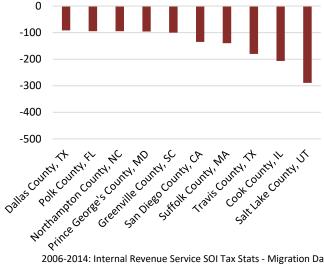


Fig. 26 - Lowest 10 Out-of-State Net Migration (2010-2014)

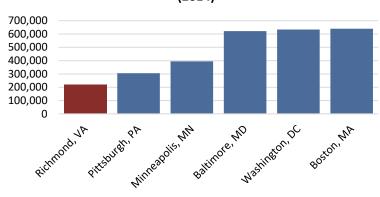


2006-2014: Internal Revenue Service SOI Tax Stats - Migration Data



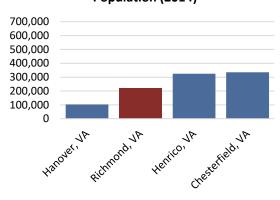
City and County Comparison

Fig. 27 - Comparable Cities Total Population (2014)



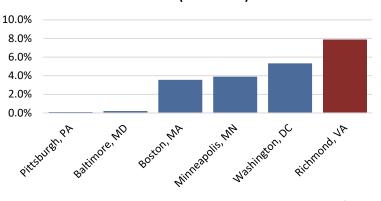
2010: Decennial Census 2014: American Community Survey

Fig. 28 - Local Counties Total Population (2014)



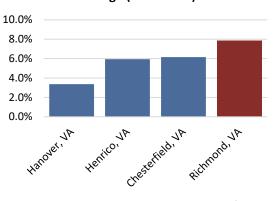
2010: Decennial Census 2014: American Community Survey

Fig. 29 - Comparable Cities Population Growth (2010-2014)



2010: Decennial Census 2014: American Community Survey

Fig. 30 - Local Counties Population Change (2010-2014)

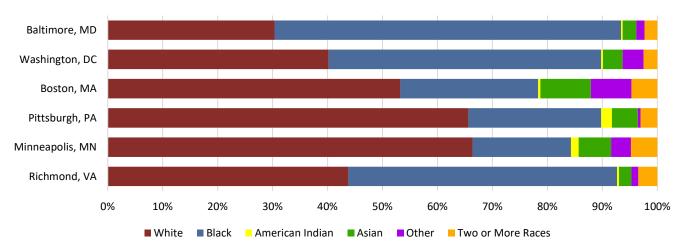


2010: Decennial Census 2014: American Community Survey

In comparison to a select number of cities with fixed boundaries similarly surrounded by suburban localities, Richmond ranks last in size by population. When compared to these cities, Richmond ranks first in population growth from 2010 to 2014. Also, Richmond's rate of population growth was greater than surrounding counties.

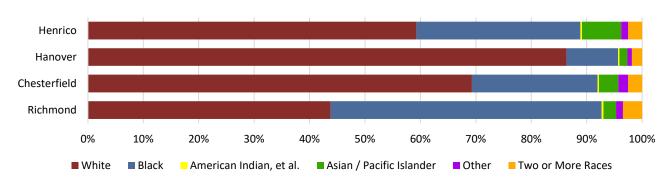


Fig. 31 - Comparable Cities Racial Composition (2014)



2014: American Community Survey

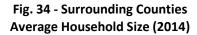
Fig. 32 - Comparable Counties Racial Composition (2014)

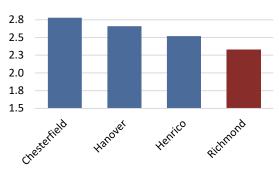


2014: American Community Survey

Fig. 33 - Comparable Cities Average Household Size (2014)



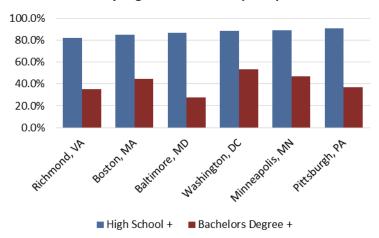




2014: American Community Survey

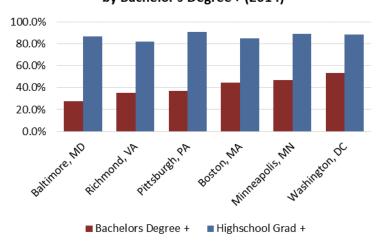
Richmond has a larger average household size than comparable cities and smaller average household size than surrounding counties.

Fig. 35 - Education Over 25 in Comparative Cities by High School Grad + (2014)



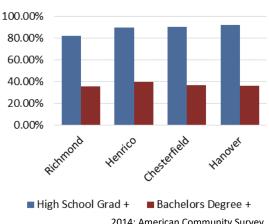
2014: American Community Survey

Fig. 37 - Education Over 25 in Comparative Cities by Bachelor's Degree + (2014)



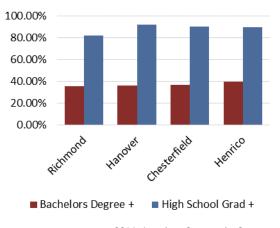
2014: American Community Survey

Fig. 36 - Education Over 25 in Comparative Counties by High School Grad + (2014)



2014: American Community Survey

Fig. 38 - Education Over 25 in Local Counties by Bachelors Degree+ (2014)

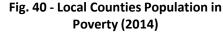


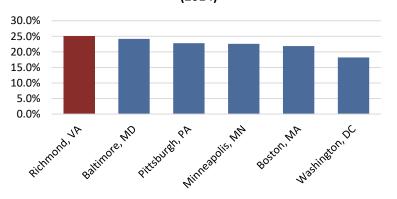
2014: American Community Survey

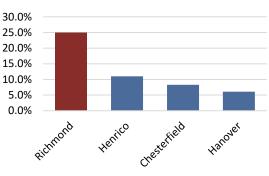
Richmond lags behind all comparable cities and surrounding counties in percentage of residents over the age of 25 who graduated from high school. Richmond lags behind all comparable localities except Baltimore, MD in percentage of residents with a bachelor's degree or more.



Fig. 39 - Comparable Cities Population in Poverty (2014)







2014: American Community Survey

2014: American Community Survey

Richmond lags behind all comparable cities and surrounding counties in percentage of residents living below the poverty line.

Tab. 16 – Comparable Cities Housing (2015)

City	Occupied Dwelling Units	% Owner Occupied	% Occupied Multi-family Units (3 Units or More)
Washington, DC	273,390	41%	58%
Boston	256,294	34%	67%
Baltimore	242,268	47%	29%
Minneapolis	168,385	48%	42%
Pittsburgh	132,468	48%	30%
Richmond	100,393	42%	37%

2015: American Community Survey

Richmond had approximately 100,393 housing units in 2015 according to the U.S Census Bureau's American Community Survey (ACS). Table 16 presents housing occupancy and multi-family building type data for Richmond and comparable cities.

The U.S. Census 2013 Housing Survey (AHS) reports that 28% of the total housing units in the Richmond Metropolitan Statistical Area, comprised of 18 local governments, are multi-family. Unlike the table above, this data includes duplex units as multi-family. According to estimates from VCU CURA's 2015 MetroView data system, 44% of Richmond's dwelling units are multi-family including duplex units.

Tab. 17 – Surrounding Counties Housing (2015)

Jurisdiction	Multi-Family Type Including Duplexes
Richmond	44%
Richmond MSA	28.8%

2015: American Community Survey



The following expanded list of comparable cities in the southeastern United States presents data on population, land area and density. It should be noted that many cities have significant undeveloped land within the city limits.

Tab. 18 - Regional Comparable Cities (2015)

2015 Rank (Population)	City	State	2015 Estimate	2010 Census	Change
41	Virginia Beach	VA	452,745	437,994	3.37%
42	Raleigh	NC	451,066	403,892	11.68%
61	Lexington	KY	314,488	295,803	6.32%
68	Greensboro	NC	285,342	269,666	5.81%
79	Durham	NC	257,636	228,330	12.83%
86	Norfolk	VA	246,393	242,803	1.48%
88	Winston-Salem	NC	241,218	229,617	5.05%
94	Chesapeake	VA	235,429	222,209	5.95%
97	Baton Rouge	LA	228,590	229,493	-0.39%
102	Birmingham	AL	212,461	212,237	0.11%
115	Montgomery	AL	200,602	205,764	-2.51%
116	Columbus	GA	200,579	189,885	5.63%
123	Mobile	AL	194,288	195,111	-0.42%
125	Huntsville	AL	190,582	180,105	5.82%
132	Newport News	VA	182,385	180,719	0.92%
137	Chattanooga	TN	176,588	167,674	5.32%
166	Alexandria	VA	153,511	139,966	9.68%
180	Savannah	GA	145,674	136,286	6.89%
191	Hampton	VA	136,454	137,436	-0.71%
195	Columbia	SC	133,803	129,272	3.51%
199	Charleston	SC	132,609	120,083	10.43%
214	Lafayette	LA	127,657	120,623	5.83%
98	Richmond	VA	220,289	204,214	7.87%

2015: American Community Survey 2010: Decennial Census



Table 19 presents data for cities of similar land area (footprint) to Richmond.

Tab. 19 - Similar Footprint, Higher Density (2015)

2015 Rank (Population)	City	State	2015 Estimate	2010 Census	Change
13	San Francisco	CA	864,816	805,235	7.40%
23	Boston	MA	667,137	617,594	8.02%
22	Washington	DC	672,228	601,723	11.72%
37	Long Beach	CA	474,140	462,257	2.57%
29	Baltimore	MD	621,849	620,961	0.14%
46	Minneapolis	MN	410,939	382,578	7.41%
45	Oakland	CA	419,267	390,724	7.31%
56	Anaheim	CA	350,742	336,265	4.31%
55	Honolulu	HI	352,769	337,256	4.60%
63	Pittsburgh	PA	304,391	305,704	-0.43%
64	St. Paul	MN	300,851	285,068	5.54%
60	St. Louis	МО	315,685	319,294	-1.13%
51	Cleveland	ОН	388,072	396,815	-2.20%
98	Richmond	VA	220,289	204,214	7.87%

2015: American Community Survey 2010: Decennial Census



- CHAPTER 3 - POPULATION PROJECTIONS

HISTORIC POPULATION

In 1950 the population of Richmond was 230,310. Richmond's population declined between 1950 and 1960 by roughly 10,352 residents. This decade of decline was followed by a steep increase in population due to the annexation of part of Chesterfield County in 1970, increasing the population to an all-time high of 249,621 residents. After the annexation through 2000 the city saw a population decline of 51,831 to 197,790 residents, the lowest population level observed. Between 2000 and 2010 the city saw a slight increase in population of 4,008 people for the first time in three decades. The most recent years studied showed rapid growth. Between 2010 and 2015 Richmond added 18,491 residents, the strongest growth in Richmond's recent history.

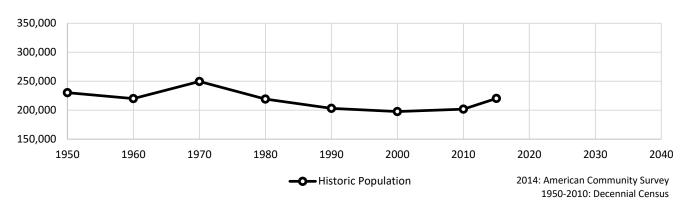


Fig. 41 – Historic Population of Richmond, VA (1950-2015)

TOTAL POPULATION PROJECTIONS

The following analysis will present the development of three population projections for the City of Richmond for the years 2015 to 2037.

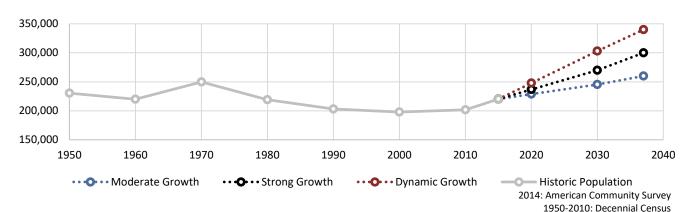


Fig. 42 - Historic and Projected Population of Richmond, VA (1950-2037)



2037 POPULATION PROJECTIONS

1. Moderate Growth: 260,000 - Assuming continuation of the Richmond 2000 to 2015 annual

growth rate of 0.76%

2. Strong Growth: 300,000 - Assuming 2010 to 2015 growth rate and growth equal to the

regional annual growth rate of 1.5%

3. Dynamic Growth: 340,000 - Assuming an accelerated annual growth rate of 2.5%

The methodology to develop these projections is presented below.

1. Population Projection 1 - Moderate Growth: This population projection assumes continuation of the recent 15-year trend of attracting people of college age, young adults, and members of the Baby Boomer generation; and continued out-migration of families with young children.

Richmond 2000 Census Population: 197,790

Richmond 2015 ACS Population Estimate: 220,289

2000 - 2015 growth rate = (220,289 - 197,790)/197.790 = 11.38% or 0.76% per year

Richmond Population 2037 = Pop 2015 x (1 + 22 years x 0.76% per year)

= 220,289 x 1.17

= 258,000

Round to 260,000

2. Population Projection 2 - Strong Growth: This projection assumes that Richmond will become increasingly attractive to young, working, and older adults with increased in-migration. Job growth will increase, yet some families with young children will move out of the city, yielding a negative net migration for children 0 to 4 years old.

This projection assumes the rate of population growth will be the same as the Richmond regional growth (RRPDC localities). The Richmond annual regional growth rate of 1.5% projected by UVA Weldon Cooper Center for Public Service in 2012 is used.

Tab. 20 - Strong Growth Rate

Jurisdiction	2020	2040	Population Increase	% Increase	Annual %
RRPDC Region	1,151,229	1,496,955	345,726	30.0%	1.5%
Virginia	8,811,512	10,530,228		19.5%	

Richmond Population 2037 = Pop 2015 x (1 + 22 years x 1.5% per year)

 $= 220,289 \times 1.33$

= 293,000

Comparing this to a population projection using the 2010 to 2015 Richmond estimated population growth and assuming this rate continues:



Richmond 2010 Census Population: 204,214

Richmond 2015 ACS Population Estimate: 220,289

2010 - 2015 growth rate = (220,289 - 204,214)/204,214

= 7.87% or 1.57% per year

Richmond Population 2037 = Population 2015 x (1 + 22 years x 1.57% per year)

= 220,289 x1.35

= 297,000

Round to 300,000

3. Population Projection 3 - Dynamic City Growth This projection assumes strong growth of families with children, young and old adults, and dynamic job growth within the city.

Assume a more aggressive population growth rate of 2.5% for 22 years.

Therefore the 2037 projected population is $1 + (2.5\% \times 22) \times 220,289 = 341,448$;

Round to 340,000.

COHORT COMPONENT POPULATION PROJECTIONS

While a projection of total future population is useful for many discussions and analysis about the future, it is even more helpful to understand the changing number of residents of different ages. An increase or decrease within different generations or smaller age groups will significantly affect housing markets, government services and private market demand. For example, the recent increase in young adults from age 20 to 29 has increased the demand for multi-family housing.

For this reason, population projections by five-year groupings, called cohorts, have been prepared for males, females, and totals for the year 2037. First, the 2015 age group profile is presented in the graph below.



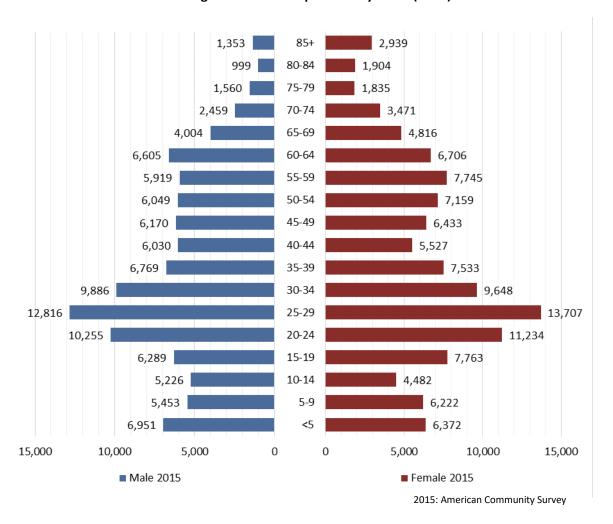


Fig. 43 – Cohort Population Pyramid (2015)

This data source is the 2015 U.S. Census American Community Survey (ACS). The greater number of residents in the age cohorts between 20 and 34 and 50 to 64 is apparent. These population bubbles result from the large Millennial and Baby Boomer generations.

Presented below are three population projections including detailed five-year cohort projections. The methodology to produce these age grouping forecasts is complex. Birth and death rates specific to Richmond were obtained from the Virginia Health Department and applied in a computer projection model.

The population heavily depends on the pattern of in-migration and out-migration. No detailed data is available on migration in and out of Richmond. Therefore, net migration was first estimated by calibrating the computer model by calculating the net migration from 2000 to 2015 from the natural growth from 2000 to 2015

and comparing to the ACS. Then, significant adjustments were made to this first estimate based on the known population trends and development and population assumptions represented in the three projections.

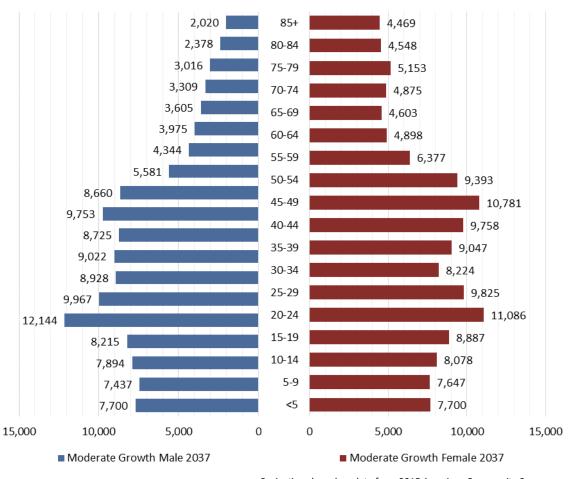


Fig. 44 – Cohort Population Pyramid Moderate Growth (2037)

Projections based on data from 2015 American Community Survey



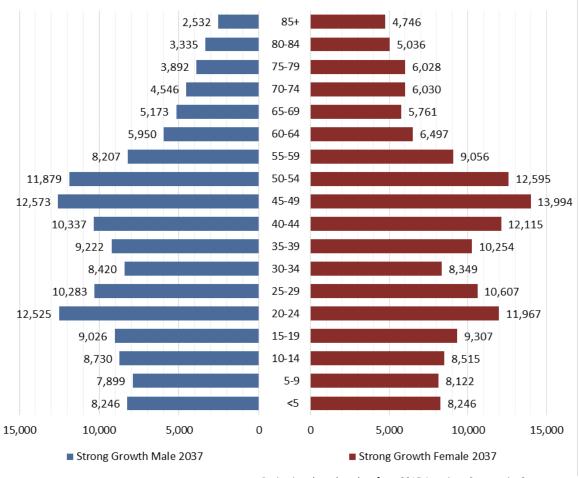


Fig. 45 – Cohort Population Pyramid Strong Growth (2037)

Projections based on data from 2015 American Community Survey

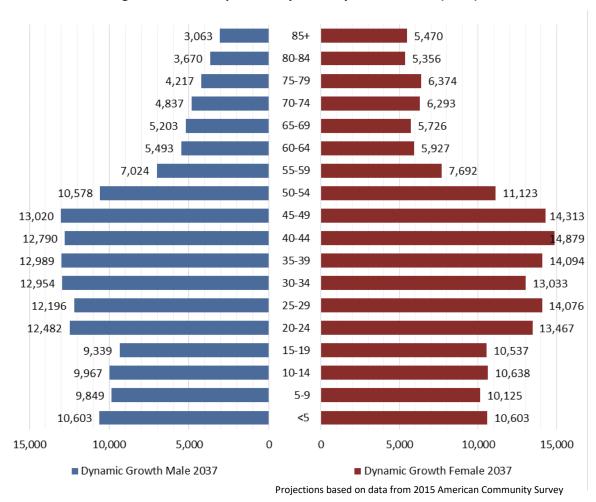


Fig. 46 – Cohort Population Pyramid Dynamic Growth (2037)

These population projections will be used in the projection of housing-type demand and land-use demand in this report.



- CHAPTER 4 - HOUSING UNIT PROJECTIONS

Housing Unit Projections

Housing type projections assist in developing land use projections for the 2037 moderate, strong, and dynamic population forecasts. These projections are based on the 5-year component population projections, several research sources and CURA research judgment. The National Association of Home Builders conducts surveys to understand generational housing type preferences. CURA adjusted these survey findings to reflect the economic realities of the Richmond housing market. In addition, CURA applied an adjustment factor based on the ratio of existing multi-family to single-family units in Richmond compared to surrounding counties. This change reflected the greater attraction of the city for multi-family housing. This model predicts the total number of single-family and multi-family units for future residential land use projections. For this analysis, single-family units include single-family homes and townhouse units.

The current ratio of single-family housing units to multi-family housing units in the City of Richmond is 56.1% to 43.9%. Of the total existing residential units, 56,335 are single-family and 44,058 are multi-family units. With stronger growth and population increase in the city, the percentage of share of multi-family units is estimated to climb. However, the aging of the Millennial generation into child-bearing years will drive a demand for single-family units.



Moderate Growth Projection

illustrate housing demand with a total population of 260,000 in 2037. With a total of 8,179 single-family units and 4,748 multi-family units, The population increase of 39,711 new residents will

The Moderate Growth housing projections

Tab. 21 - 2037 Moderate Growth New and Existing Single-Family and Multi-Family Units

	Single-Family	Multi-Family	Total Units
Existing Housing	56,335	44,058	100,393
New Demand	8,179	4,748	12,928
Total	64,514	48,806	113,321

require 12,928 additional housing units. Negative demand in many of the cohorts with smaller average household sizes and strong growth in the Millennial cohort groups that have higher average household sizes reduces the need for new housing units.

Fig. 47 - 2037 Moderate Growth Single-Family vs. Multi-Family Unit Preference by 5-Year Cohort

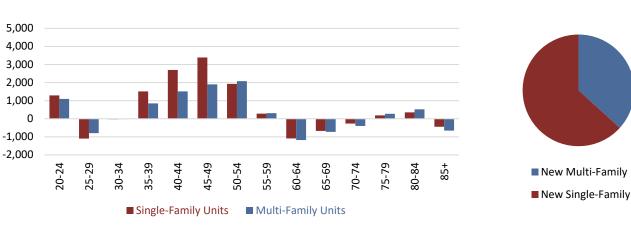


Fig. 48 - 2037 Moderate
Growth New Housing Demand

Strong Growth Projection

The Strong Growth housing projections show housing demand with a total population of 300,000 in 2037. While the Moderate Growth projection shows growth in only slightly more than half of the cohort groups, the Strong Growth

Tab. 22 - 2037 Strong Growth New and Existing Single-Family and Multi-Family Units

	Single-Family	Multi-Family	Total Units
Existing Housing	56,335	44,058	100,393
New Demand	15,804	17,866	33,669
Total	72,139	61,924	134,062

projection shows growth in all but three. The 35-49 cohort will primarily drive the demand for new single-family homes, but this will be tempered by an increase in the senior population that increasingly prefers multi-family housing. Because of this increase in the senior population, multi-family units will achieve an increase of 2.5% of the housing ratio. With a total of 15,804 single-family units and 17,866 multi-family units, the population increase of 79,711 new residents will require 33,669 additional units.

Fig. 49 - 2037 Moderate Growth Single-Family vs. Multi-Family Unit Preference by 5-Year Cohort

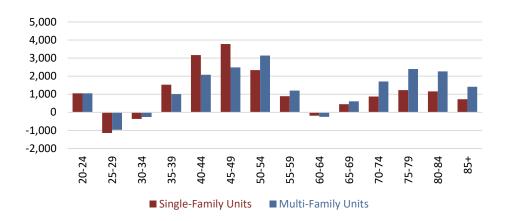
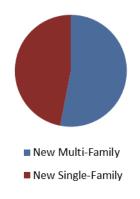


Fig. 50 - 2037 Strong Growth New Housing Demand





Dynamic Growth Projection

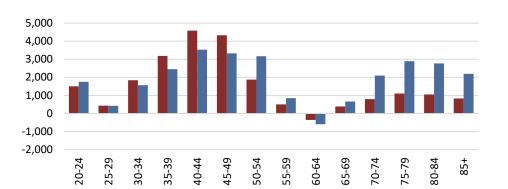
The Dynamic Growth housing projection shows housing demand with a total population of 340,000 in 2037. This projection shows increased housing demand across all cohorts save one. With such a large population growth, multi-family units

Tab. 23 - 2037 Dynamic Growth New and Existing Single-Family and Multi-Family Units

	Single-Family	Multi-Family	Total Units
Existing Housing	56,335	44,058	100,393
New Demand	22,518	27,086	49,605
Total	78,853	71,144	149,998

will see an increase of 3.7% of the housing ratio. With a total of 22,518 single-family units and 27,086 multi-family units, the population increase of 119,711 new residents will require 49,605 additional units.

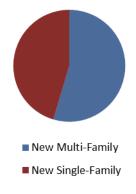
Fig. 51 - 2037 Dynamic Growth Single-Family vs. Multi-Family Unit Preference by 5-Year Cohort



■ Multi-Family Units

■ Single-Family Units

Fig. 52 - 2037 Dynamic Growth New Housing Demand





- CHAPTER 5 LAND USE DEMAND PROJECTIONS

Future Land Use Projections

The preparation of three land use demand forecasts, consistent with the three population projections for 2037, will provide basic information to consider along with the land use supply analysis in the preparation of the land use plan. Future land use demand will be estimated from an analysis of past development patterns, general knowledge of current market conditions, and detailed housing projections. These analyses create the unconstrained land demand which is adapted through consideration of land supply and location constraints to yield the modified land demand.

Consistent with population projections for the year 2037 of 260,000 residents, 300,000 residents, and 340,000 residents, three projections are developed below.

Future land use demand can be estimated from housing and employment projections. Given the projected population increase by the year 2037, residential land needed to support this population can be calculated from basic assumptions about housing type and density. Since employment projections are not available, the remaining categories of land use are projected proportional to population and modified through knowledge of market conditions, land use supply, and development patterns.



PROJECTION 1 - Moderate Growth: 260,000 Resident

Housing Demand: Analysis in the housing projection section of this report forecasts 12,928 additional

housing units by 2037. This is estimated to be 4,748 multi-family units and 8,179 single-family, and

townhouse units (hereafter termed single-family).

Residential Land Demand: The residential land use demand will depend on the density of future residential

development. Assuming 25 dwelling units per acre (du/acre) for urban multi-family (range usually 20 – 50

du/acre) and 8 dwelling units per acre for single family (range usually 4 – 18 du/acre).

Private sector land markets result in inflated land prices if demand for land meets or exceeds supply.

Therefore, it is necessary to increase the projected demand by a market factor to prevent artificially raised

land prices. After application of a market factor of 1.25, the land demand is:

Multi-family land demand = $4,748/25 \times 1.25$

= 240 acres

Single-family land demand = $8,179/8 \times 1.25$

= 1,300 acres

This forecast will be used as an input to the following projection technique.

Land Use Projection: The land area devoted to various land uses in 2015 is projected to the year 2037 in

direct proportion to the percentage population increase of the moderate level projection of 260,000. This

is an increase of approximately 40,000 residents over the estimated 2015 population of 220,289: an

increase of 18%. A market factor is applied to increase land supply above the projected demand to prevent

private sector inflation of land prices. Significant land area modifications are applied to fit Richmond's

constrained city limits and historic land use intensities as shown in the last column of the table below.

Major assumptions for this projection are as follows:

Development density increase over 2015

• Significant increase in mixed use commercial and office use

25% of multi-family residential incorporated in mixed land use

• Most additional commercial and office uses will redevelop existing sites

• Industrial land significantly constrained

• Higher density townhouse development on redevelopment sites

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L. Douglas Wilder School of Government and Public Affairs

	Tab. 24	- Projection 1	Land Use [Demand Calculatio	ns	
Land Use	2015 Land Area	2037 Land Area*	Market Factor	Unconstrained Land Area	Unconstrained Demand**	Modified Land Demand
Single-Family	13,450	8,179	1.25	-	1,300	1,100
Multi-Family	2,450	4,748	1.25	-	240	180
Industrial	4,070	4,800	1.25	6,000	1,930	100
Commercial	2,040	2,410	1.25	3,010	970	70
Office	700	830	1.25	1,040	340	50
Mixed-Use	70	80	1.25	100	30	80
Public/Open Space	3,010	3,550	1	3,550	540	100
Institutional & Government	2,120	2,500	1	2,500	380	50
Other	6,250	7,350	1	7,350	1,100	80
Vacant	4,040					
TOTAL	38,200				Rounded to:	1,800 acres

^{*}Initial unconstrained land projection of 18% land area increase (2037 population projection/2015 population = 260,000/220,289 = 1.18 = 18% increase)

**This is the difference between unconstrained land area and the 2015 land area



PROJECTION 2 - Strong Growth: 300,000 Residents

Housing Demand: 15,804 multi-family; 17,866 single-family; total new housing units by 2037 is 33,669 **Residential Land Demand**: Assuming an average density of 30 dwelling units per acre for multi-family housing, an average density of 10 dwelling units for single-family housing, and a market factor of 1.20, the land demand is:

Multi-family land demand = $17,866/30 \times 1.20 = 710 \text{ acres}$

Single-family land demand = $15,804/10 \times 1.20 = 1,900$ acres

This housing forecast will be used as an input to the following projection technique.

Land Use Projection: This projection assumes an increase of approximately 80,000 residents over the estimated 2015 population of 220,289: an increase of 36%. A market factor will be applied to increase land supply above the projected demand to prevent private sector inflation of land prices. Significant land area modifications will be applied to fit Richmond's constrained city limits and historic land use intensities as shown in the last column of the table below.

Major assumptions for this projection are as follows:

- Development density increase over 2015
- Residential use development at increased density
- Higher density townhouse development on redevelopment sites
- Office development principally in multi-story or mixed-use buildings
- Significant increase in mixed-use commercial and office use
- 25% of multi-family residential incorporated in mixed-use development
- Most additional commercial, institutional, government, and office uses will redevelop existing sites
- Industrial land significantly constrained land projected for intense industrial; warehouse space to develop elsewhere

	Tab. 25 - Projection 2 Land Use Demand Calculations								
Land Use	2015 Land Area	2037 Land Area*	Market Factor	Unconstrained Land Area	Unconstrained Demand**	Modified Land Demand			
Single-Family	13,450	15,804	1.20	-	1,900	1,500			
Multi-Family	2,450	17,866	1.20	-	710	530			
Industrial	4,070	5,500	1.25	6,900	2,830	150			
Commercial	2,040	2,770	1.25	3,470	1,430	80			
Office	700	950	1.25	1,190	490	70			
Mixed-Use	70	90	1.25	120	50	150			
Public/Open Space	3,010	4,010	1	4,010	1,000	150			
Institutional & Government	2,120	2,880	1	2,880	760	100			
Other	6,250	8,500	1	8,500	2,250	160			
Vacant	4,040								
TOTAL	38,200				Rounded to:	2,900 acres			

^{*} Initial unconstrained land projection of 36% land area increase (2037 Population Projection/2015 population = 300,000/220,289 = 1.36 = 36% increase)

**This is the difference between unconstrained land area and the 2015 land area



PROJECTION 3 Dynamic Growth: 340,000 Residents

Housing Demand: 27,086 multi-family; 22,518 single-family; total new housing units by 2037: 49,605 **Residential Land Demand:** Assuming an average density of 40 dwelling units per acre for multi-family housing, an average density of 14 dwelling units per acre for single-family housing, and a market factor of 1.15, the land demand is:

Multi-family land demand = $27,086/40 \times 1.15 = 780$ acres Single-family land demand = $22,518/14 \times 1.15 = 1,850$ acres

This forecast will be used as an input to the following projection technique.

Land Use Demand: Significant land area modifications will be applied to fit Richmond's constrained city limits and historic land use intensities as shown in the last column of the table below.

Major assumptions for this projection are as follows:

- Significant development density increase over 2015
- All residential uses develop at increased density
- Higher-density townhouse development on redevelopment sites
- Office development will principally be in multi-story or mixed-use buildings
- Significant increase in mixed-use commercial and office use
- 25% of multi-family residential incorporated in mixed-use development
- Most additional commercial, institutional, government, and office uses will redevelop existing sites
- Industrial land significantly constrained land projected for intense industrial; warehouse space to develop elsewhere



Tab. 26 - Projection 3 Land Use Demand Calculations								
Land Use	2015 Land Area	2037 Land Area*	Market Factor	Unconstrained Land Area	Unconstrained Demand**	Modified Land Demand		
Single-Family	13,450	22,518	1.15	-	1,850	1,600		
Multi-Family	2,450	27,086	1.15	-	780	600		
Industrial	4,070	6,280	1.25	7,850	3,780	200		
Commercial	2,040	3,140	1.25	3,930	1,890	100		
Office	700	1,080	1.25	1,350	650	100		
Mixed-Use	70	110	1.25	140	70	300		
Public/Open Space	3,010	4,640	1.00	4,640	1,630	200		
Institutional & Government	2,120	3,260	1.00	3,260	1,140	150		
Other	6,250	9,620	1.00	9,620	3,380	240		
Vacant	4,040							
TOTAL	38,200				Rounded to:	3,500 acres		

^{*} Initial unconstrained land projection of 54% land area increase (2037 projected population/2015 population = 340,000/220,289 = 1.54 = 54% increase)

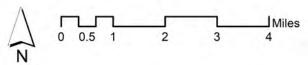
**This is the difference between unconstrained land area and the 2015 land area

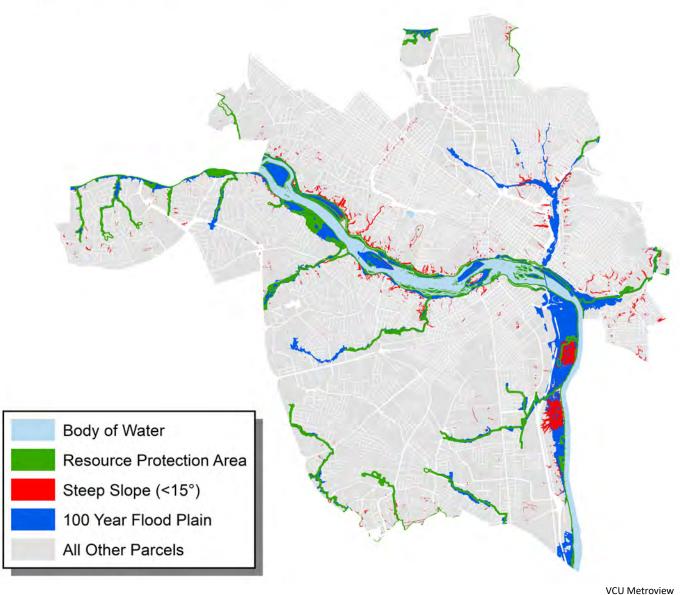


- CHAPTER 6 LAND DEVELOPMENT SUPPLY

Constraints to Development

Map 43 - Environmental and Other Development Constraints (2016)



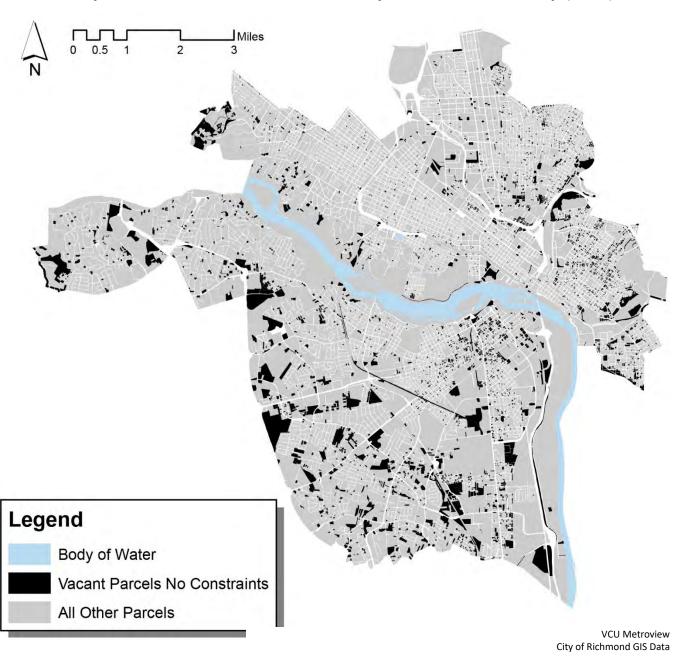


City of Richmond GIS Data



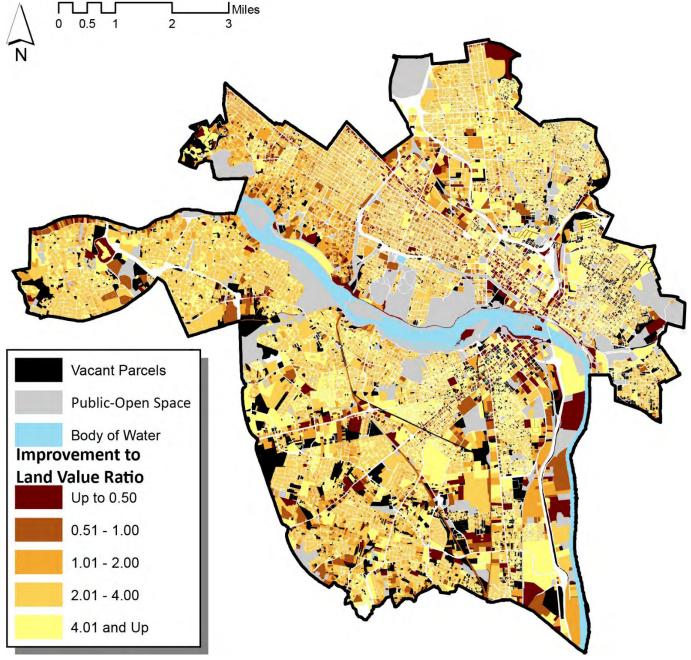
Vacant Parcels

Map 44 - Vacant Parcels with No Development Constraints Map (2016)



Improvement to Land Value

Map 45 - Development Potential Ratio Map (2016) JMiles 3 0.5

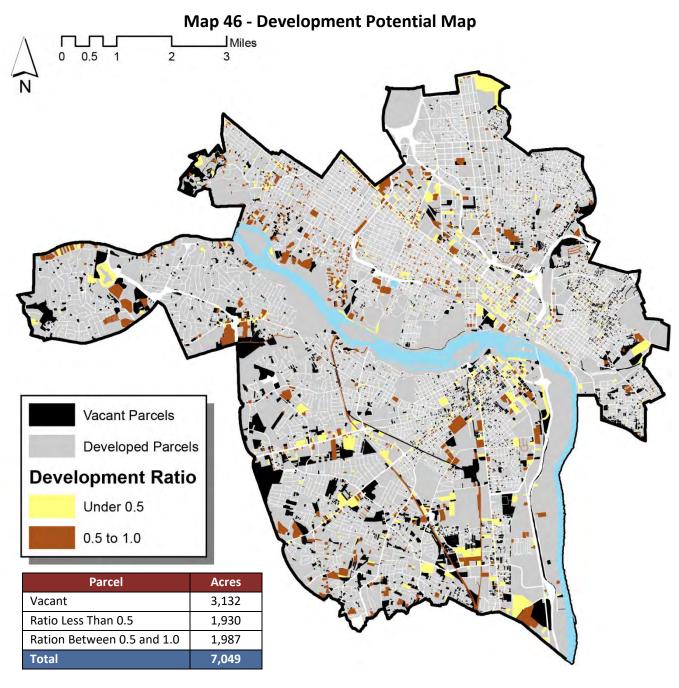


VCU Metroview City of Richmond GIS Data

The Development Potential Ratio Map represents the ratio of improvement value to land value. Property with a low improvement to land value ratio has potential for future redevelopment. The lower the ratio, the more likely the private market can redevelop the property to a higher-value land use.



Development Potential



The Development Potential Map illustrates vacant parcels and parcels with an assessed improvement value divided by land value of 1.0 or less. Land area subject to environmental development constraints of the 100-year floodplain and steep slopes over 15 degrees (measured at parcel centroid) are not included in this map and table. The map and table illustrate land available for future development and redevelopment depending on the future economics of land development.



- CHAPTER 7 - MARKET ANALYSIS

Introduction

Food deserts are areas in which there is a lack of fresh and healthy food options within a reasonable, convenient distance. Normally, these food deserts are full of fast food restaurants and convenience-type stores but are lacking grocery stores or supermarkets.

Some typical methods traditionally used to try and eliminate these deserts are: improvements to the business climate, more participation in WIC or SNAP programs, increased public transit in order to take people to the food, increased education about healthy food choices in public schools, and partnering with nonprofits to affect policy change at a state or federal level. Although these solutions are being implemented in various cities all over the world, there seems to be a gap in implementation policy surrounding density models—attracting new supply by increasing the density of demand. Adding housing units in a neighborhood would effectively increase demand within the area, and, in theory, could make these fresh-food deserts more attractive to grocers. The opportunity to address food deserts within a city is particularly relevant when updating the comprehensive plan, as this is the prime opportunity to rethink neighborhoods.

This analysis investigates six neighborhoods within the City of Richmond that are labeled as food deserts. In each neighborhood, quantitative analyses provide estimates of how many additional households (and, in turn, additional income) are required to economically support a neighborhood grocery store of 44,094 square feet¹ or 25,000 square feet².

The analyses showed that four of six neighborhoods may support a single grocery store of 25,000 square feet with current populations. An increase of 1,000 households earning the regional median household income would allow almost all trade areas to support a smaller footprint supermarket. However, few operators of supermarkets of that size exist, and most operators would want to see a larger market than what may barely support one store. Although none of the neighborhoods in question could support a 44,094 square foot grocery store with current populations, three neighborhoods currently have around 80 percent of the minimum potential demand.

If each neighborhood is to be able to fully economically support a store of 44,094 square feet, they would need to increase the amount of demand in their trade areas by increasing the number of households (and by extension, housing density). Around 1,000 additional households earning the regional median household income would create the demand needed to support a single grocery store in the Midlothian Turnpike trade area, and 2,000 additional households would push the Brookland Park and Church Hill trade areas over the demand threshold.



¹ The median gross leasable area of U.S. neighborhood supermarkets according to *Dollars and Cents of Shopping Centers/The SCORE 2008* (Urban Land Institute).

² The estimated size of a smaller footprint, urban neighborhood supermarket.

Fulton Hill, with the lowest level of demand in its trade area, would require an additional 4,000 households to support an average-sized supermarket.

One implication of these findings is the possibility of density, or additional housing units within a trade area, as a potential solution for food deserts. However, this assumes a store in a single neighborhood is supported solely by residents and commuters driving through the neighborhood. If one assumes instead that some customers will drive from adjacent neighborhoods—effectively extending the boundaries of a trade area—the number of additional households in a single neighborhood that are required to support a grocery store of 44,094 square feet would fall (potentially below the demand threshold required to support a single store).

Market Analyses

A market analysis is a mathematical tool used to calculate market potential. It is critical to determine the current market for food in each trade area to ascertain whether locating a grocery store within the neighborhood is possible without densification. The purpose of these market analyses is to determine the balance of food supply and food demand within each trade area.

Each of the six neighborhoods evaluated in this report is unique and required detailed analysis of geography, demographics, income, and area retail supply and demand. To do so, convenience trade areas were mapped out for each neighborhood using GIS. These convenience trade areas approximate the distance an individual is willing to travel for convenience grocery items, such as milk or eggs. Distance, block groups, and travel time were used as factors to determine the convenience trade areas within each neighborhood. Block groups heavily influenced trade area boundaries in order to reflect income data accordingly. More details on the methodology utilized to draw trade areas can be found in the technical appendix.

The market analyses determine the number of potential grocery stores that are able to locate in each trade area with households at their present levels and are detailed in the discussion of each neighborhood. These calculations were also conducted to see how the addition of 1,000 households or 5,000 households would impact total demand in each trade area. The purpose of this was to measure the impact of increasing population, or densification, on market potential—to see if the addition of households would increase unmet demand to a level that may attract a supermarket operator.

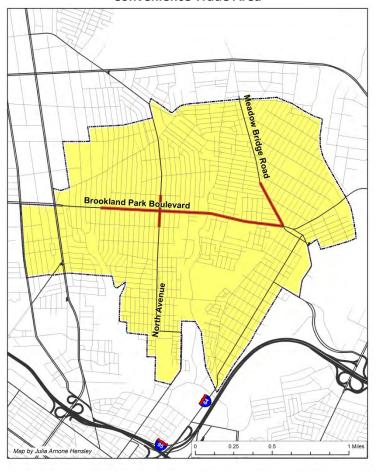
Brookland Park Boulevard

Brookland Park Boulevard runs east-to-west through the northern section of Richmond. Although there are many convenience store options, the area lacks a nearby healthy, affordable grocery option. Residents without cars must travel a considerable distance by public transit to the closest grocery store. Otherwise, they are left to one of more than 15 convenience stores within the trade area. The average annual daily traffic count (ADT)³ for Brookland Park Boulevard was broken into two segments: from Chamberlayne Avenue to the Richmond-Henrico Turnpike (8,900 vehicles) and from the Richmond-Henrico Turnpike to Dill Avenue (7,300 vehicles).

Trade Area

The Brookland Park Boulevard convenience trade area extends north of the Boulevard to Ladies Mile Road, and encompasses the Ginter Park Terrace, Brookland Park, and Providence Park

Map 47 - Brookland Park Boulevard Convenience Trade Area



neighborhoods. The trade area also includes the neighborhoods of Green Park and Northern Barton Heights to the south, and is surrounded by block groups to the east, west, and south. The convenience trade area totals 2.48 square miles as shown in Map 47.

Income Analysis

Approximately 52% of households within the Brookland Park trade area earn below the City of Richmond median household income of \$44,331⁴. The median household income within the trade area falls within the \$30,000 to \$39,999 income range. Fig. 53 details the income distribution in the Brookland Park convenience trade area.



³ Virginia Department of Transportation, 2015. Accessible at http://www.virginiadot.org/info/ct-trafficcounts.asp.

⁴ 2010-2014 American Community Survey 5-year Estimates

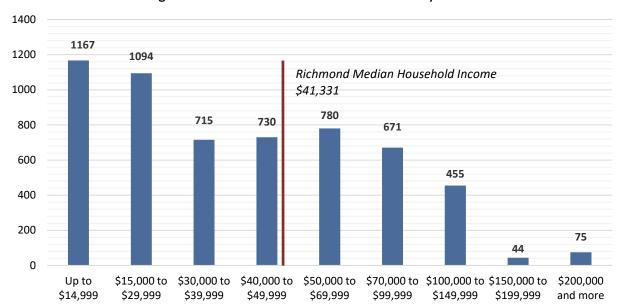


Fig. 53 - Brookland Park Boulevard Households by Income

Market Analysis

With the current number of households, the Brookland Park convenience trade area could support 0.8 grocery stores of 44,094 square feet and 1.3 grocery stores of 25,000 square feet. Put simply, the area currently meets about 80 percent of the demand required to support a single, average-sized supermarket, and exceeds the demand threshold to support a smaller supermarket. An additional 1,000 households⁵ would allow the area to support 0.9 stores of 44,094 square feet. The additional demand from adjacent neighborhoods could make such a store viable. Adding 5,000 households to the trade area would push potential demand well above that needed to support a single supermarket. See Table 27 for a comparison of how the addition of households to the trade area impacts potential demand and the number of supportable stores.

Tab. 27 - Brookland Park Boulevard Number of Potential Grocery Stores					
	Store Size				
	44,094 sq ft	25,000 sq ft			
Current number of households	0.8	1.3			
With additional 1,000 households	0.9	1.6			
With additional 5,000 households	1.6	2.8			

⁵ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



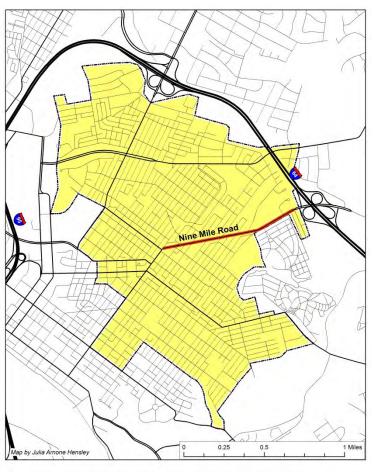
Church Hill/Nine Mile Road

Church Hill is located in the eastern section of the city. Nine Mile Road runs west from the Henrico County line into the Fairmount neighborhood, intersecting with 25th Street and Fairmount Avenue. The area directly surrounding Nine Mile Road has over 25 convenience stores. Two stores qualify as supermarkets but are located on opposite edges of the neighborhood. The ADT of Nine Mile Road from 25th Street to the eastern city line is 8,800 vehicles per day, which is the smallest ADT figure of all the study areas.

Trade Area

The Church Hill/Nine Mile convenience trade area extends north of Nine Mile Road to include the Whitcomb, Eastview, Mosby Court, Fairfield, Fairmount, East End, Peter Paul, Woodville, and Creighton neighborhoods. It also follows block group boundaries for income purposes. The trade area is further limited by I-64

Map 48 - Church Hill/Nine Mile Convenience Trade Area



to the north and northeast. The trade area extends south into the Church Hill and Oakwood neighborhoods, but it avoids Oakwood Cemetery. The trade area continues to follow block groups to the south and west, excluding the Richmond City Jail and courthouse. Map 48 illustrates the boundaries of the trade area. It is relatively large at 2.02 square miles.



Income Analysis

Approximately 73% of households within the Church Hill/Nine Mile trade area earn below the City of Richmond median household income. The median household income within the trade area falls within the \$15,000 to \$29,999 income range. See Fig. 54 for a detailed breakdown of household income in the trade area.

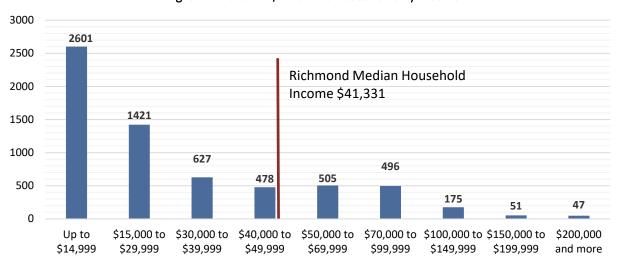


Fig. 54 - Church Hill/Nine Mile Households by Income

Market Analysis

At the current household levels, the Church Hill/Nine Mile convenience trade area meets the demand threshold to support a smaller 25,000 square foot supermarket, and it has around 80 percent of the demand needed to support a larger 44,094 square foot store. An additional 1,000 households⁶ would push the area to 90 percent of the 44,094 square foot supermarket threshold, and it may be possible that including potential demand from adjacent neighborhoods would make a 44,094 square foot store viable. An additional 5,000 households would increase demand to well above the threshold needed to support an average-size supermarket. See Tab. 28 for a summary of these numbers.

Tab. 28 - Church Hill/Nine Mile Number of potential grocery stores					
Store Size					
	44,094 sq ft	25,000 sq ft			
Current number of households	0.8	1.3			
With additional 1,000 households	0.9	1.6			
With additional 5,000 households	1.6	2.8			

⁶ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



en and Regional Analysis

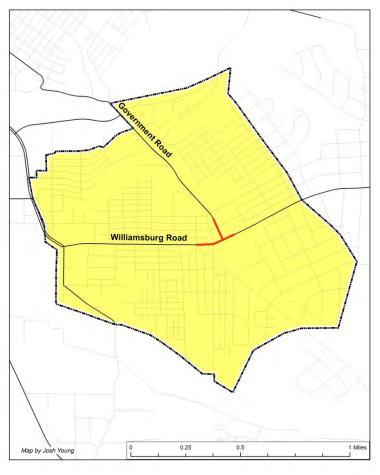
Greater Fulton

Greater Fulton is located on steep grades in the eastern section of the city. It is primarily residential and includes pockets of lower-income housing. The ADT for Williamsburg Road from Hatcher Street to Government Road is 9,400. The ADT from Government Road to the eastern city line is 10,000 vehicles.

Trade Area

At 1.27 square miles, the Greater Fulton trade area is the smallest of the six study areas. Given that it is not significantly denser in housing or income than any other trade area, potential demand is also lower. A grocery store is located east of the trade area off of Charles City Road, but it is difficult to access via public transportation. This trade area is constrained by steep grades and infrastructure, such as rail lines.

Map 49 – Greater Fulton Convenience Trade Area





Income Analysis

Approximately 63% of households within the Greater Fulton trade area earn below the City of Richmond median household income. The median household income within the trade area falls within the \$15,000 to \$29,999 income range. Fig. 54 breaks down income distribution in the Greater Fulton convenience trade area.

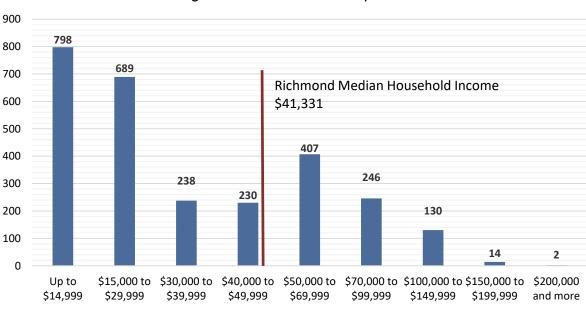


Fig. 54 - Fulton Hill Households by Income

Market Analysis

At current household levels, the Greater Fulton convenience trade area cannot support a supermarket of average or smaller size. With an additional 1,000 households⁷, the area approaches 90 percent of demand needed to support a 25,000 square foot supermarket, the remainder of which could potentially be met by households in adjacent neighborhoods. An additional 5,000 households would push the trade area beyond the needed demand to support single supermarket of 44,094 square feet. Tab. 29 outlines these scenarios.

Tab . 29 – Greater Fulton: Number of potential grocery stores					
Store Size					
	44,094 sq ft 25,0				
Current number of households	0.3	0.6			
With additional 1,000 households	0.5	0.9			
With additional 5,000 households	1.2	2.1			

⁷ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



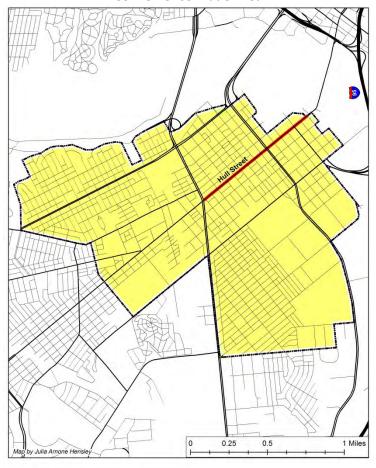
Hull Street

Hull Street is located in the southern part of the city and is one of the more heavily trafficked streets in the six study areas. The ADT for Hull Street is cut into two segments: from 1st Street to Commerce Road (20,000 vehicles) and from Commerce Road to Cowardin Avenue (14,000 vehicles). No grocery stores operate in the trade area.

Trade Area

The Hull Street trade area follows the residential areas along the river to the north and extends as far southwest as Forest Hill Avenue. This trade area directly follows block groups to form the western and southern boundaries. It includes the neighborhoods of Swansboro, Woodland Heights, Blackwell, and Manchester. Map 50 illustrates the trade area boundaries. It encompasses 2.34 square miles.

Map 50 - Hull Street Convenience Trade Area





Income Analysis

Approximately 57% of households within the Hull Street trade area earn below the City of Richmond median household income. The median household income within the trade area falls within the \$30,000 to \$39,999 income range. See Fig. 55 for a summary of household incomes in the trade area.

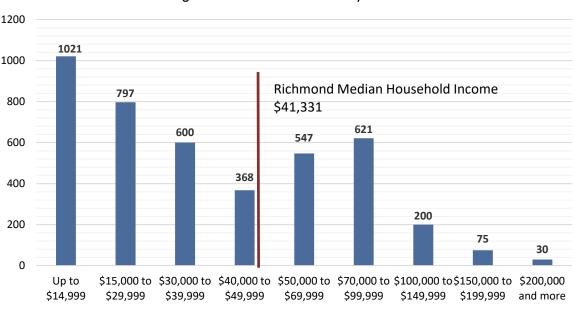


Fig. 55 - Hull Street Households by Income

Market Analysis

At current household levels, the Hull Street convenience trade area could support a smaller supermarket of 25,000 square feet. With an additional 1,000 households⁸, the trade area reaches 70 percent of the demand needed for a 44,094 square foot supermarket. The addition of 5,000 households would allow the trade area to support at least one average-sized supermarket or two smaller supermarkets (see Tab. 30).

Tab. 30 - Hull Street Number of potential grocery stores					
Store Size					
	44,094 sq ft	25,000 sq ft			
Current number of households	0.6	1.0			
With additional 1,000 households	0.7	1.3			
With additional 5,000 households	1.4	2.5			

⁸ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



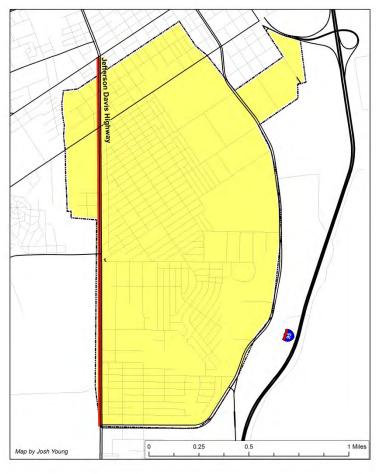
Jefferson Davis Highway

Jefferson Davis Highway is home to mostly industrial and heavy commercial uses. The corridor itself does not contain many residential buildings, but residents in the surrounding neighborhoods lack convenient access to a grocery store. The ADT for Jefferson Davis Highway from Bellemeade Road northwards to Hopkins Road is 13,000. From Hopkins Road to Hull Street, the ADT is 18,000.

Trade Area

The Jefferson Davis convenience trade area totals 1.71 square miles, making it the second smallest trade of the six investigated. It overlaps the Hull Street trade area to the north from Decatur Street south to Harwood Street. The trade area is shown in Map 50.

Map 50 - Jefferson Davis Highway Convenience Trade Area





Income Analysis

Approximately 70% of households within the Jefferson Davis trade area earn below the City of Richmond median household income. The median household income within the trade area falls within the \$15,000 to \$29,999 income range. Fig. 56 details the income of all block groups in the trade area.

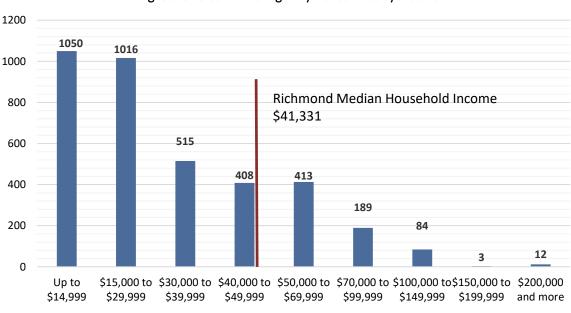


Fig. 56 Jefferson Davis Highway Households by Income

Market Analysis

At the current number of households, the Jefferson Davis trade area could support 0.4 grocery stores of 44,094 square feet and 0.8 stores of 25,000 square feet. With an additional 1,000 households⁹, the area could support a single store of 25,000 square feet. An additional 5,000 households would create the demand needed for a supermarket of 44,094 square feet. See Tab. 31 for further details.

Tab. 31 - Jefferson Davis Highway Number of potential grocery stores					
Store Size					
	44,094 sq ft 25,00				
Current number of households	0.4	0.8			
With additional 1,000 households	0.6	1.1			
With additional 5,000 households	1.3	2.2			

⁹ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



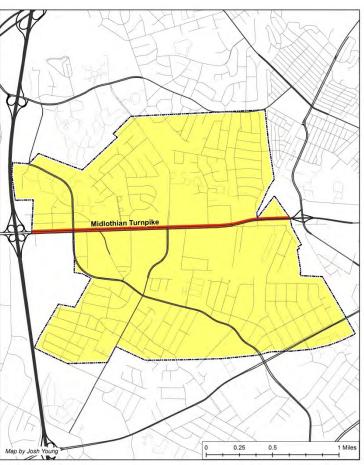
Midlothian Turnpike

Midlothian Turnpike is the most trafficked street of the six study areas. The ADT for Midlothian Turnpike is broken into two segments: from Chippenham Parkway to Carnation Street (51,000) and from Carnation Street to Belt Boulevard (26,000). Multiple grocery stores sit just outside the Midlothian Turnpike trade area boundary.

Trade Area

The Midlothian Turnpike convenience trade area extends to the north and south of the corridor. It includes the neighborhoods of Beaufont, Westover, and much of the residential area south of the Turnpike. The trade area follows block groups along the perimeters. It is the largest trade area of the six determined, measuring 3.27 square miles (see Map 52).

Map 52 - Midlothian Turnpike Convenience Trade Area





Income Analysis

Approximately 55 percent of households within the Midlothian Turnpike trade area earn below the City of Richmond median household income. The median household income within the trade area falls within the \$30,000 to \$39,999 income range. Fig. 57 details the income makeup of all block groups in the trade area.

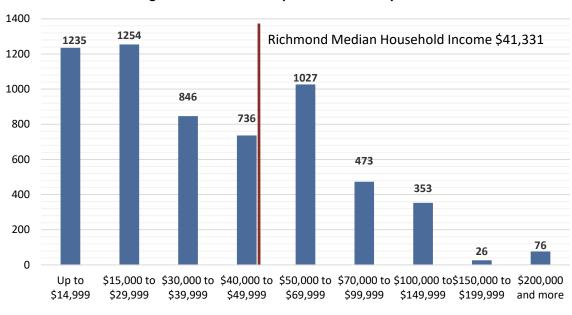


Fig. 57 - Midlothian Turnpike Households by Income

Market Analysis

Given current household numbers, the Midlothian Turnpike convenience trade area has sufficient potential demand to support a supermarket of 25,000 square feet and about 80 percent of potential demand needed to support a supermarket of 44,094. Adding 1,000 households would push the trade area to the approximate level of demand required to support an average-sized supermarket. With an additional 5,000 households, the trade area could support 1.6 average-sized supermarkets and nearly 3.0 smaller supermarkets. See Tab. 32 for a breakdown of these figures.

Tab. 32 - Midlothian Turnpike Number of potential grocery stores					
	Store Size				
	44,094 sq ft 25,000 sq				
Current number of households	0.8	1.4			
With additional 1,000 households	1.0	1.7			
With additional 5,000 households	1.6	2.9			

¹⁰ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



Market Analyses Conclusion

As shown in Table 33, most neighborhoods may support a 25,000 square foot grocery store given existing household incomes and densities, the Fulton Hill and Jefferson Davis Highway trade areas being exceptions. With an additional 1,000 households¹¹, the Jefferson Davis Highway trade area would also be able to support a grocery store of 25,000 square feet. The Fulton Hill trade area would have around 80 percent of the potential demand needed to support a small grocer.

In order to support a supermarket of 44,094 square feet—the median area of neighborhood supermarkets—all six trade areas would need to add more than 1,000 households earning the regional median household income. However, the Brookland Park and Greater Fulton trade areas could support an average-sized supermarket with the addition of 1,000 households and added potential demand from adjacent neighborhoods.

Adding 5,000 households would allow almost all trade areas to support a 44,094 square foot supermarket. Fulton Hill would have about 90 percent of the necessary potential demand to support an average-sized supermarket. This level of density would support more than two grocery stores of 25,000 square feet in all trade areas except Fulton Hill and Jefferson Davis.

	Tab. 33 - Potential Grocery Stores: All Trade Areas								
	Current number of households		With additional 1,000 households		With additional 5,000 households				
Trade areas	Store	Store Size Store Size		Store	e Size				
ilaue aleas	44,094 sq ft	25,000 sq ft	44,094 sq ft	25,000 sq ft	44,094 sq ft	25,000 sq ft			
Brookland Park	0.8	1.3	0.9	1.6	1.6	2.8			
Church Hill/Nine Mile	0.8	1.3	0.9	1.6	1.6	2.8			
Fulton Hill	0.3	0.6	0.5	0.9	1.2	2.1			
Hull Street	0.6	1.0	0.7	1.3	1.4	2.5			
Jefferson Davis	0.4	0.8	0.6	1.1	1.3	2.2			
Midlothian Turnpike	0.6	1.4	1.0	1.7	1.6	2.9			

Increasing potential demand by increasing housing density remains a long-term solution, but a potential solution nonetheless. Density-oriented housing policies paired with increases in household incomes could create the demand needed to attract developers and grocery store operators to often-overlooked urban markets in a shorter timeframe. Alternatively, with modest increases in housing density smaller footprint stores represent a viable commercial opportunity in many neighborhoods.

¹¹ Additional households are assumed to earn the regional median household income of \$59,677 (2010-2014 ACS 5-year Estimates).



APPENDIX

Tab. 10 – Notes and Calculations

Public administration employment percent change from 2011 to 2015 is estimated using QCEW data and the ACS County Business Patterns data that generally reports business employment not including public administration and other public employment. The difference between the total employment for Richmond reported in these data sources for 2011 and 2015 is generally assumed to represent public employment.

Public employment in 2015 divided by public employment in 2011 = (119,124 - 37,534) / (109,283 - 28,772) = 30%. This change is assumed to also represent public administration.

Detailed Population Projection Tables

Tab. 34 - Moderate Growth Cohort Population Projection

						Males	Females	Total Population
Age	Male Death Rate	Female Death Rate	Birth Rate	Male Net Migration	Female Net Migration	124,653	135,347	260,000
Under 5	0.0150021	0.012767	0	-0.04800399	-0.0237789	7,700	7,700	15,400
5 to 9 years	0.0006094	0.0005325	0	0.01	0.00503046	7,437	7,647	15,084
10 to 14	0.0017658	0.0008254	0.007428	0.04463429	0.10334623	7,894	8,078	15,972
15 to 19	0.0048404	0.0010856	0.205015	0.7	0.5	8,215	8,887	17,102
20 to 24	0.0075637	0.0018643	0.369709	0.01	0.01	12,144	11,086	23,230
25 to 29	0.0089551	0.0030967	0.379888	0.01	0.01	9,967	9,825	19,792
30 to 34	0.0098506	0.004009	0.415934	-0.05	-0.05	8,928	8,224	17,151
35 to 39	0.0146374	0.0078382	0.2411	-0.05	-0.05	9,022	9,047	18,069
40 to 44	0.0212619	0.0144303	0.056535	0.01	0.01	8,725	9,758	18,483
45 to 49	0.0355879	0.0225706	0.003305	-0.01698856	0.0112733	9,753	10,781	20,533
50 to 54	0.0571827	0.0327322	0	-0.08367052	-0.0804253	8,660	9,393	18,052
55 to 59	0.0848964	0.0446588	0	0	0	5,581	6,377	11,957
60 to 64	0.0968134	0.0578863	0	0	0	4,344	4,898	9,243
65 to 69	0.1426746	0.0819057	0	0	0	3,975	4,603	8,577
70 to 74	0.1859857	0.1180507	0	0	0	3,605	4,875	8,480
75 to 79	0.247553	0.1424356	0	0	0	3,309	5,153	8,462
80 to 84	0.3671212	0.2604325	0	0	0	3,016	4,548	7,564
85 years	0.6390178	0.5610695	0	0	0	2,378	4,469	6,847

Adjustments made for cohort net migration ages 15-39 to account for strong college age in-migration.



Tab. 35 - Strong Growth Cohort Population Projection

						Males	Females	Total Population
Age	Male Death Rate	Female Death Rate	Birth Rate	Male Net Migration	Female Net Migration	142,775	157,225	300,000
Under 5	0.015002143	0.012767029	0	-	-	8,246	8,246	16,493
5 to 9 years	0.000609385	0.000532549	0	0.059553499	0.005030465	7,899	8,122	16,021
10 to 14	0.001765825	0.000825378	0.007428398	0.044634291	0.103346227	8,730	8,515	17,245
15 to 19	0.004840448	0.001085557	0.205015275	0.6	0.55	9,026	9,307	18,332
20 to 24	0.007563666	0.001864261	0.369709495	0.01	0.01	12,525	11,967	24,492
25 to 29	0.00895511	0.00309675	0.379887802	-0.05	-0.05	10,283	10,607	20,890
30 to 34	0.009850612	0.004009005	0.415934252	0.05	0.06	8,420	8,349	16,769
35 to 39	0.014637405	0.007838235	0.241100131	0.06	0.06	9,222	10,254	19,476
40 to 44	0.021261877	0.0144303	0.056535147	0.071205448	0.07	10,337	12,115	22,453
45 to 49	0.035587938	0.022570592	0.003305317	0.01	0.011273297	12,573	13,994	26,567
50 to 54	0.057182677	0.03273218	0	0	0	11,879	12,595	24,474
55 to 59	0.084896415	0.044658771	0	0.04	0.04	8,207	9,056	17,264
60 to 64	0.096813384	0.057886316	0	0.03	0.03	5,950	6,497	12,447
65 to 69	0.142674617	0.081905733	0	0.01	0.01	5,173	5,761	10,933
70 to 74	0.185985667	0.118050733	0	0	0	4,546	6,030	10,576
75 to 79	0.247553047	0.14243557	0	0	0	3,892	6,028	9,919
80 to 84	0.367121198	0.260432454	0	0	0	3,335	5,036	8,371
85 years	0.639017788	0.561069519	0	0	0	2,532	4,746	7,278

Tab. 36 - Dynamic Growth Cohort Population Projection

						Males	Females	Total Population
Age	Male Death Rate	Female Death Rate	Birth Rate	Male Net Migration	Female Net Migration	160,274	179,726	340,000
Under 5	0.013501929	0.011490326	0	-	-	10,603	10,603	21,206
5 to 9 years	0.000548446	0.000479294	0	0.059553499	0.1	9,849	10,125	19,974
10 to 14	0.001589242	0.00074284	0.007428398	0.044634291	0.103346227	9,967	10,638	20,605
15 to 19	0.004356403	0.000977002	0.205015275	0.6	0.6	9,339	10,537	19,876
20 to 24	0.006807299	0.001677834	0.369709495	0.2	0.19	12,482	13,467	25,948
25 to 29	0.008059599	0.002787075	0.379887802	0.1	0.1	12,196	14,076	26,272
30 to 34	0.008865551	0.003608104	0.415934252	0	0	12,954	13,033	25,987
35 to 39	0.013173664	0.007054411	0.241100131	0	0	12,989	14,094	27,083
40 to 44	0.019135689	0.01298727	0.056535147	0	0	12,790	14,879	27,669
45 to 49	0.032029144	0.020313533	0.003305317	0	0	13,020	14,313	27,332
50 to 54	0.051464409	0.029458962	0	0	0	10,578	11,123	21,702
55 to 59	0.076406773	0.040192894	0	0.05	0.05	7,024	7,692	14,717
60 to 64	0.087132046	0.052097685	0	0.04	0.04	5,493	5,927	11,420
65 to 69	0.128407155	0.07371516	0	0.02	0.02	5,203	5,726	10,928
70 to 74	0.1673871	0.10624566	0	0	0	4,837	6,293	11,130
75 to 79	0.222797742	0.128192013	0	0	0	4,217	6,374	10,592
80 to 84	0.330409078	0.234389209	0	0	0	3,670	5,356	9,026
85 years	0.575116009	0.504962567	0	0	0	3,063	5,470	8,533

Adjustment to migration rates, College age increase, and 2015 small cohort of 10-14



Housing Projection Methodology

The Residential Preference Projections that serve as the basis for Residential Land Use Projections are generally based on three sources:

- 5-Population Cohort Projections created by CURA
- A National Association of Home Builders (NAHB) Housing Preference Survey
- Adjustment factors from CURA researchers

What follows is a detailed look at the methodology behind the Residential Preference Projections.

CURA used the 5-year cohort component method to develop three projections for population in the year 2037. These three projections – the Moderate Growth Projection, the Strong Growth Projection, and the Dynamic Growth Projection – predict population totals of 260,000, 300,000, and 340,000 respectively. These projections are summations of individual projections for 5-year cohorts based on current cohort size, survival rates, birth rates, and net migration rates. The number of net new residents per 5-year cohort equals the 2015 ACS cohort totals subtracted from the projected 2037 cohort values. This projection difference serves as the basis for residents that will require additional residential units by 2037.

While only the cohort groups from 20 to 85+ (the Millennials, Generation Xers, and Baby Boomers) will be homeowners/renters in 2037, the generation after the Millennials must also be considered. To account for the cohort groups age 0-19, their totals were summed and a bell-curve distribution applied to them as dependents to the cohorts age 20-59. This distribution ensures that all of the new population is accounted for in residential projections.

The total numbers of households were determined by a bell curve assignment of an average household size to all cohort groups age 20 to 85+, with all values averaging to the 2015 average household size value for Richmond. The estimate of new households then results from dividing the number of residents in each cohort by the average household size assigned for each cohort.

Half of the equation is complete. But what will be the breakdown between single-family and multi-family units? A publication by the NAHB entitled "Housing Preferences of the Boomer Generation" is helpful. This resource breaks down the housing type preferences of generations by a percentage for single-family (single-family detached, single-family attached) and multi-family (multi-family apartment or condo, manufactured [mobile] home, other) units. This binary ratio serves as the basis for housing type preference.

However, this NAHB data reflects national trends, and while the preferences are valuable they do not reflect the reality of the market in Richmond. For this reason, adjustment factors were applied to multi-family preferences to reflect the urban nature of Richmond. Adjustment factors were applied for three reasons:

- 1. the existing multi-family to single-family ratio of Richmond is higher than that of the region;
- 2. there is a trend towards denser development with increased population growth rates; and
- 3. For economic and locational reasons, housing preference does not always equate to housing selection.

Adjustments were made as follows: Richmond has a much higher share of multi-family units to single-family units when compared to surrounding counties at a city to regional ratio of 1.9, and this became the baseline adjustment factor. This trend towards denser habitation in the city limits will only grow in relation to population. For this reason the Moderate Growth Projection retains the 1.9 adjustment factor, while the Strong Growth Projection was assigned an adjustment factor of 2.1 and the Dynamic Growth Projection an adjustment factor of 2.3. The final adjustment factor focuses on the cohorts between the ages of 20 to 29. Although these cohorts may prefer a single-family home, their financial ability to purchase or even rent is often limited. For this reason cohort 20-24 were given an added 0.4 adjustment factor, while those age 25-29 were given an added adjustment factor of 0.2. These adjustment factors increase preference for multi-family housing to be more reflective of Richmond's current multi-family to single-family unit ratio, and serve as the final portion of the projection formulas:

Multi-Family Unit Projection Formula = [(2037 Cohort Group X – 2015 Cohort Group X)/Avg. HH Size] * (NAHB Preference % * Adjustment Factor)

Single-Family Unit Projection Formula = [(2037 Cohort Group X)/Avg. HH Size] * [1-(NAHB Multi-Family Preference % * Adjustment Factor)]

These formulas yield total new housing units for multi-family and single-family and when summed create the total new demand for each unit type.



Detailed Housing Projection Tables

Tab. 37 - Moderate Growth Housing Unit Projection

Cohort	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total/Avg
2037 Population	25,070	21,344	18,240	19,012	19,448	23,724	20,851	13,822	8,758	6,009	4,734	4,215	4,301	2,751	260,000
2015 Population	21,489	26,523	19,534	14,302	11,557	12,603	13,208	13,664	13,311	8,820	5,930	3,395	2,903	4,292	220,289
Difference	4,766	-3,993	-109	7,080	12,631	15,861	10,013	1,344	-4,553	-2,811	-1,196	820	1,398	-1,541	39,711
Avg. Household Size	2	2.1	2.5	3	3	3	2.5	2.3	2	2	1.8	1.8	1.6	1.4	2.2
New Households	2,383	-1,902	-44	2,360	4,210	5,287	4,005	584	-2,277	-1,405	-664	455	874	-1,100	12,767
Single-Family Demand	81%	81%	81%	82%	82%	82%	74%	74%	74%	74%	70%	70%	70%	70%	76%
Adjusted Single-Family Demand	54%	58%	62%	64%	64%	64%	48%	48%	48%	48%	40%	40%	40%	40%	51%
Single-Family Vacancy Adjusted Demand	55%	59%	63%	65%	65%	65%	49%	49%	49%	49%	41%	41%	41%	41%	52%
New Single-Family Units	1,290	-1,105	-27	1,513	2,699	3,389	1,928	281	-1,096	-676	-267	183	351	-442	8,179
Multi-Family Demand	19%	19%	19%	18%	18%	18%	26%	26%	26%	26%	30%	30%	30%	30%	24%
Multi-Family Adjustment Factor	2.3	2.1	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9	1.9
Adjusted Multi-Family Demand	44%	40%	36%	34%	34%	34%	49%	49%	49%	49%	57%	57%	57%	57%	46%
Multi-Family Vacancy Adjusted Demand	46%	42%	38%	36%	36%	36%	52%	52%	52%	52%	60%	60%	60%	60%	49%
New Multi-Family Units	1,093	-797	-17	848	1,512	1,899	2,078	303	-1,181	-729	-398	273	523	-659	4,748

Tab. 38 - Strong Growth Housing Unit Projection

Cohort	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total/Avg
2037 Population	24,492	20,890	16,769	19,476	22,453	26,567	24,474	17,264	12,447	10,933	10,576	9,919	8,371	7,278	300,000
2015 Population	21,489	26,523	19,534	14,302	11,557	12,603	13,208	13,664	13,311	8,820	5,930	3,395	2,903	4,292	220,289
Difference	4,211	-4,425	-1557	7,591	15,729	18,797	13,682	4,808	-864	2,113	4,646	6524	5,468	2,986	79,711
Avg. Household Size	2	2.1	2.5	3	3	3	2.5	2.3	2	2	1.8	1.8	1.6	1.4	2.2
New Households	2,106	-2,107	-623	2,530	5,243	6,266	5,473	2090	-432	1,057	2581	3625	3417	2,133	33,359
Single-Family Demand	81%	81%	81%	82%	82%	82%	74%	74%	74%	74%	70%	70%	70%	70%	76%
Adjusted Single-Family Demand	50%	54%	58%	60%	60%	60%	43%	43%	43%	43%	34%	34%	34%	34%	46%
Single-Family Vacancy Adjusted Demand	51%	55%	59%	62%	62%	62%	44%	44%	44%	44%	35%	35%	35%	35%	47%
New Single-Family Units	1,055	-1,140	-362	1,526	3,162	3,779	2,335	892	-184	451	874	1227	1157	722	15,494
Multi-Family Demand	19%	19%	19%	18%	18%	18%	26%	26%	26%	26%	30%	30%	30%	30%	24%
Multi-Family Adjustment Factor	2.5	2.3	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1	2.1
Adjusted Multi-Family Demand	48%	44%	40%	38%	38%	38%	55%	55%	55%	55%	63%	63%	63%	63%	51%
Multi-Family Vacancy Adjusted Demand	50%	46%	42%	40%	40%	40%	57%	57%	57%	57%	66%	66%	66%	66%	54%
New Multi-Family Units	1,050	-967	-261	1004	2,081	2,487	3,138	1198	-248	606	1707	2398	2261	1411	17,866

Tab. 39 - Dynamic Growth Housing Unit Projection

Cohort	20-24	25-29	30-34	35-39	40-44	45-49	50-54	55-59	60-64	65-69	70-74	75-79	80-84	85+	Total/Avg
2037 Population	25,948	26,272	25,987	27,083	27,669	27,332	21,702	14,717	11,420	10,928	11,130	10,592	9,026	8,533	340,000
2015 Population	21,489	26,523	19,534	14,302	11,557	12,603	13,208	13,664	13,311	8,820	5,930	3,395	2,903	4,292	220,289
Difference	6,515	1,805	8509	16,894	24,338	22,955	12,607	3,109	-1,891	2,108	5,200	7197	6,123	4,241	119,711
Avg. Household Size	2	2.1	2.5	3	3	3	2.5	2.3	2	2	1.8	1.8	1.6	1.4	2.2
New Households	3,258	860	3404	5,631	8,113	7,652	5,043	1352	-946	1,054	2889	3998	3827	3,029	49,163
Single-Family Demand	81%	81%	81%	82%	82%	82%	74%	74%	74%	74%	70%	70%	70%	70%	76%
Adjusted Single-Family Demand	46%	50%	54%	57%	57%	57%	37%	37%	37%	37%	28%	28%	28%	28%	41%
Single-Family Vacancy Adjusted Demand	47%	51%	55%	58%	58%	58%	38%	38%	38%	38%	28%	28%	28%	28%	42%
New Single-Family Units	1,503	431	1842	3,183	4,586	4,325	1,876	503	-352	392	796	1102	1054	835	22,518
Multi-Family Demand	19%	19%	19%	18%	18%	18%	26%	26%	26%	26%	30%	30%	30%	30%	24%
Multi-Family Adjustment Factor	2.7	2.5	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3	2.3
Adjusted Multi-Family Demand	51%	48%	44%	41%	41%	41%	60%	60%	60%	60%	69%	69%	69%	69%	56%
Multi-Family Vacancy Adjusted Demand	54%	50%	46%	43%	43%	43%	63%	63%	63%	63%	72%	72%	72%	72%	59%
New Multi-Family Units	1.755	429	1562	2448	3.527	3.326	3.166	849	-594	662	2093	2897	2773	2195	27.086



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Urban Design Typology Analysis

A background report prepared for Richmond 300: A Guide for Growth

September 10th, 2018



Urban Design Defined

Urban Design is the process of creating the public realm through the artful arrangement of buildings and site elements as cities grow and change. The public realm includes publicly-owned streets and rights of way, pathways, parks, plazas, publicly-accessible open spaces, and public and civic buildings. Successful urban designs create meaningful spaces that foster positive social interaction, cultural advancement, and civic identity. Furthermore, good urban design can: enhance a city's image; increase property values and tourism; decrease crime; enhance safety; and foster social equity and environmental, cultural, and economic sustainability.

Richmond's Urban Design

In 1607 Christopher Newport sailed up the James River from Jamestown in search of a link to the West and was interrupted by the falls adjacent to what is now downtown Richmond. The first map of the city was laid out in 1737 by Major William Mayo for William Byrd II (see Figure 1). The southwest corner of the map is S. 17th St and E. Cary St. The streets and blocks ran parallel to the James River. This geometry remains today in the neighborhood called Shockoe Bottom. This grid pattern has highly influenced the design of the city for 280 years, only being modified to accommodate the turns of the river and topography (see Figure 4).

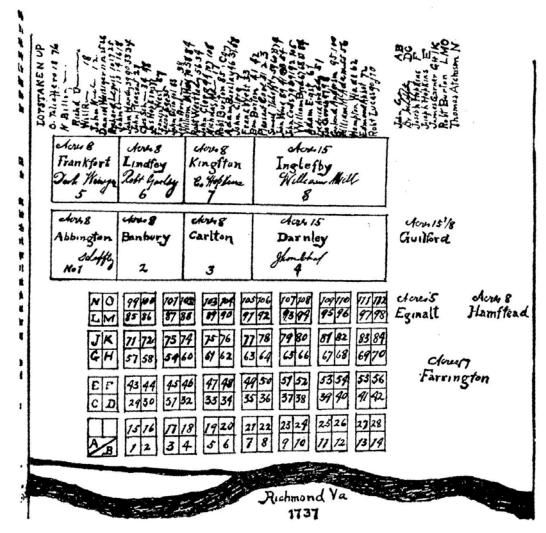


Figure 1. Map of Richmond 1737. Source: Library of Virginia

In 1785, the State Capitol was built (see Figure 2). It was designed by Thomas Jefferson and inspired by the Maison Carrée, an ancient Roman temple in Nîmes, France. The State Capitol was the first neoclassical building in the newly formed United States and set the architectural attern that is still evident. The Capitol building soon became the city's central landmark and focal point until tall buildings in the financial district obscured it in the 20th century.

By the 1830s, Richmond was a thriving city (see Figure 2). As shown in Figure 3, the Capitol was surrounded by residential structures and evenly dispersed churches. The James River and Kanahwa Canal were commercial and industrial conduits that linked western Virginia to the Atlantic Ocean

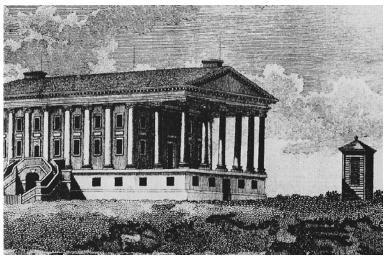


Figure 2. Virginia State Capitol.

Source: Ward, Harry, Richmond: An Illustrated History



Figure 3. Richmond circa 1830 Source: Library of Virginia

and snaked through the industrial heart of the city. By 1865, Richmond was ranked 13th in the nation in terms of industrial output.

The world's first successful electrified trolley system opened in Richmond in 1888. Many of the trolley lines extended several miles from downtown, allowing for the opportunity for new development to occur in suburban areas (see Figure 5). By the 1920s, this comprehensive system allowed for easy access to various parts of the city. Many new neighborhoods were built by the trolley companies themselves, including Barton Heights, Highland Park, and Woodland Park. Others like Ginter Park, The Fan, Oakwood, Forest Hill and Westhampton enticed the trolley lines to be extended further out. Today, the most compact neighborhoods in the city follow the path of the trolley system. The streetcar system was closed in 1949 but its legacy remains.

During the 20th century, the city annexed much territory beyond the reach of the trolley system, expanding the land area more than three times. Public transit gave way to private automobiles with suburbanization, making public interaction in space more difficult. In historic areas of the city, large numbers of buildings were destroyed to make way for highways and parking lots.

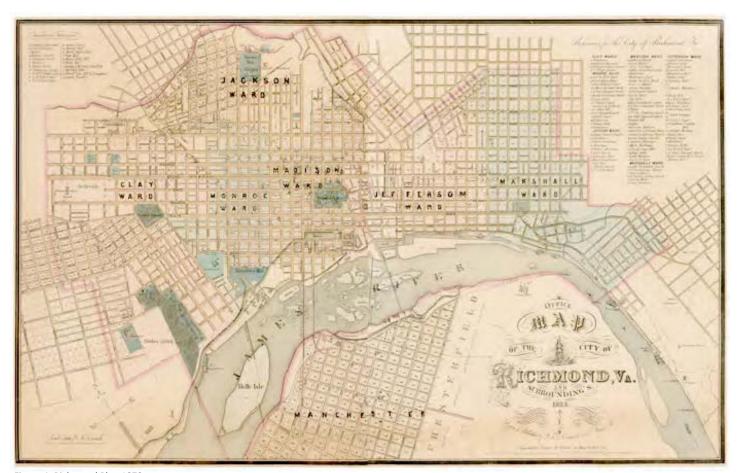


Figure 4: Richmond Plan 1873 Source: Library of Virginia

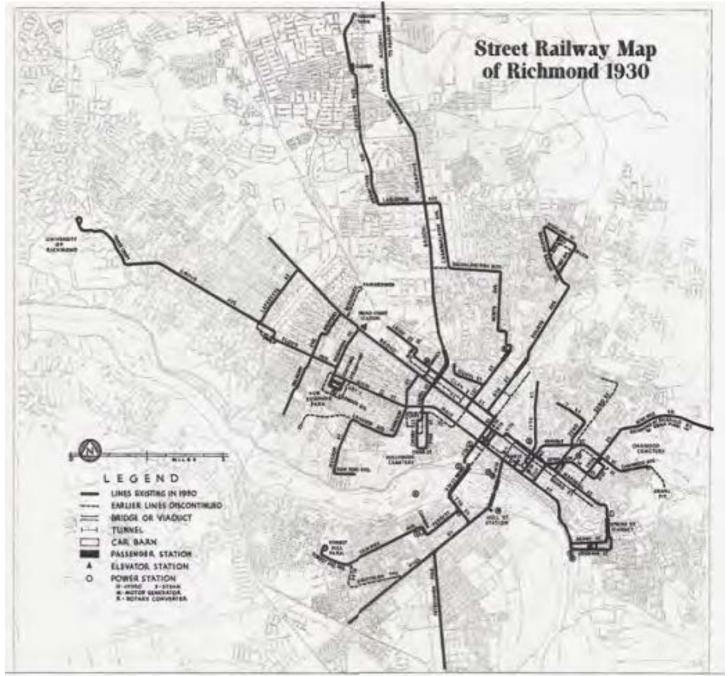


Figure 5. Richmond Trolley Map 1930. Source: Virginia Library

Since 2010 the city's population has increased after decades of decline. Since 2000, hundreds of old structures have been rehabilitated and re-occupied. In addition, many new buildings have been developed on vacant sites, filling in the gaps in the historic fabric of the city (see Figures 6a and 6b). This infill development has created more defined spaces for people to interact, enhancing the image of neighborhoods and increasing property values. Most of the new buildings have been built in the central areas of the city, including the campus of Virginia Commonwealth University, Shockoe Bottom, and Manchester. Many vacant sites still need to be filled, particularly along suburban corridors and Monroe Ward, but the city is firmly headed in the right direction to enhance its urban design.

Figure Ground (North), City of Richmond, 2018

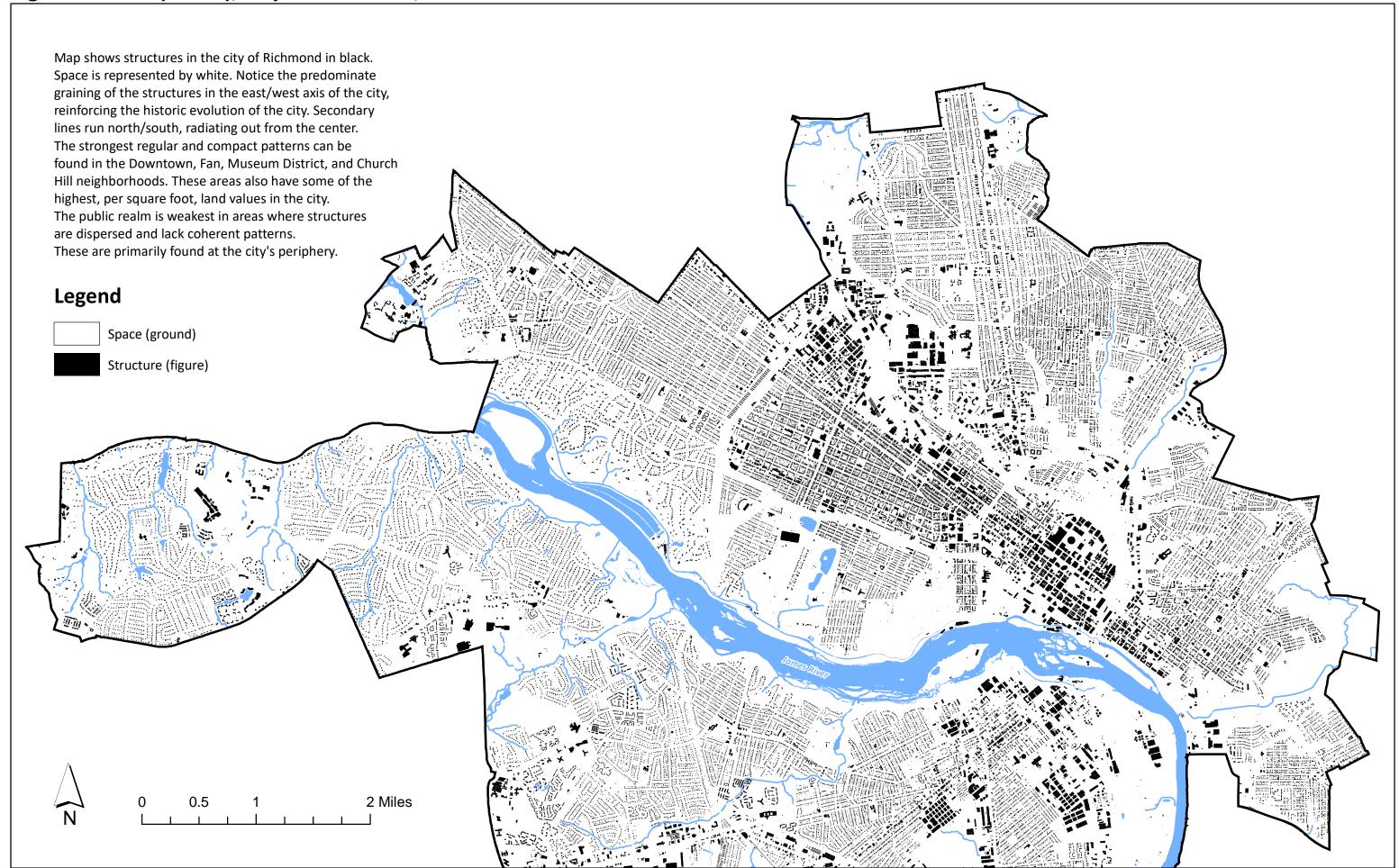


Figure 6a

Figure Ground (South), City of Richmond, 2018



Figure 6b

Urban Design Typology Map (North), City of Richmond, 2018

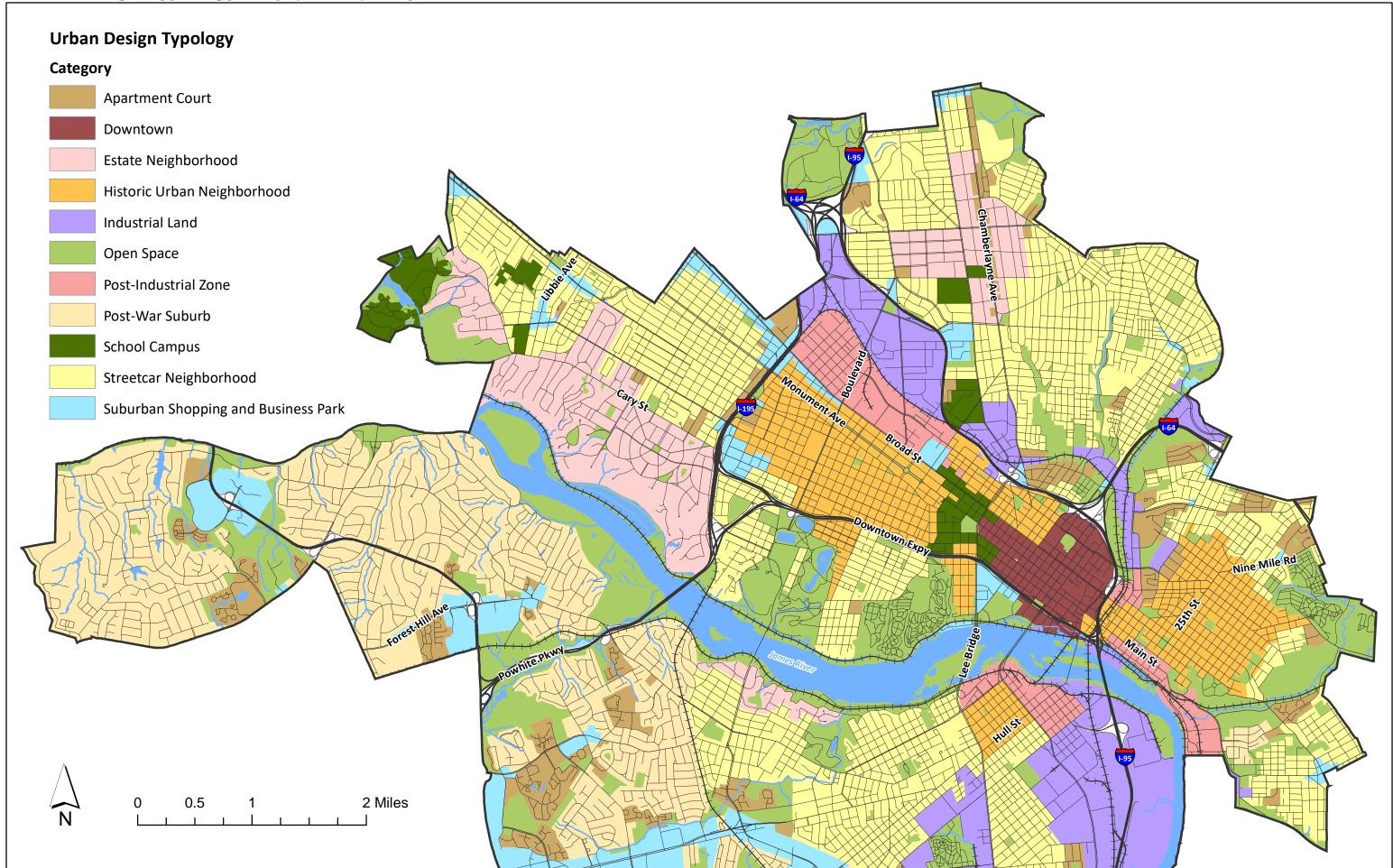


Figure 7a

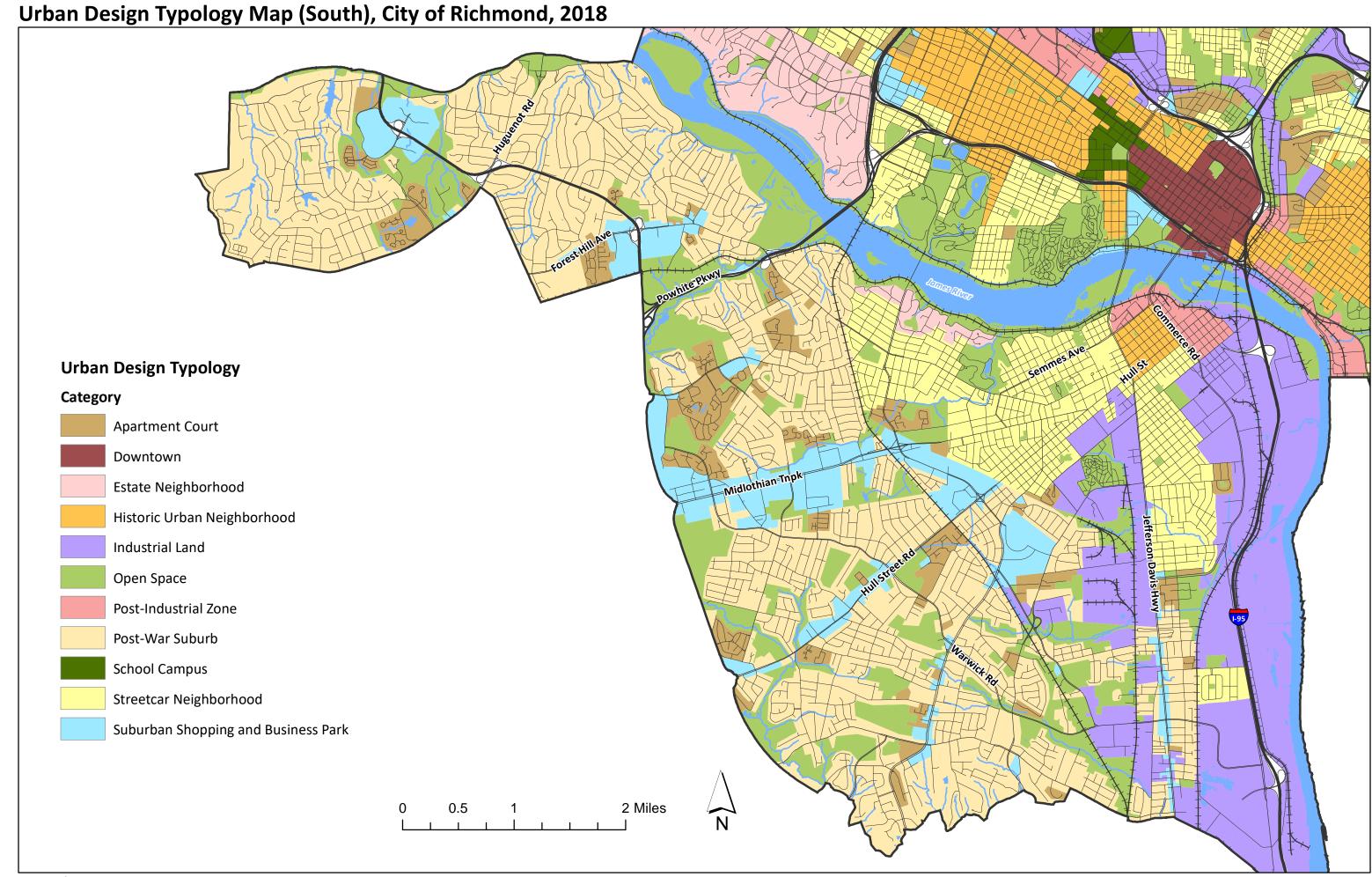


Figure 7b

This section is an analysis of urban design typologies based on various relationships between buildings and public spaces in the City of Richmond. The following pages illustrate this work.

Inherent in the analysis is an evaluation of places. Good urban design can be defined as the artful arrangement of buildings and public spaces to set the stage for positive public engagement and interaction (see Figure 8). At the neighborhood level, good urban design fosters spatial forms that create interconnected open networks. Well-designed cities foster social exchange of information, goods and services and access to all functions of the city (Jan Gehl, Life between Buildings: Using Public Space. 2006). Well-designed neighborhoods and corridors become attractive in the marketplace and therefore can support a host of values in cities, including increased quality of life, tax revenue, enhanced image, and economic sustainability.



source: downtown ivial in Charlottesville, Vilginia

Glossary & Definitions:

- Public realm
- Public realm includes all exterior places, linkages and built form elements that are physically and/or visually accessible regardless of ownership. It is defined as any publicly owned streets, right of ways, parks, publicly accessible open spaces, and any public and civic buildings and facilities. The public realm is vital if we are to be successful in creating environments that people want to live and work in.^{[1][2]}
- Setback
- The distance from the property line in which building is prohibited.
- Enclosure
- The ratio of height to width. Good sense of enclosure means that the height of the buildings (or mature trees) is in proportion to the width of the intervening public space. The actual ratio depends on the type of street or open space being designed for. [3]
- Landscape
- All the visible features of an area of countryside, land or street, often considered in terms of their aesthetic appeal.
- Right-of-way
- The legal right to pass along a specific route through grounds or property belonging to another.

^[1] arc-online.co.uk/public-realm/what-is-public-realm

^[2] upc.gov.ae/prdm/public-realm-definition.asp

^[3] chrishaile.com/2012/01/a-myth-of-urban-design-the-sense-of-enclosure-theory/



Figure 9: Ground level perspective of Downtown

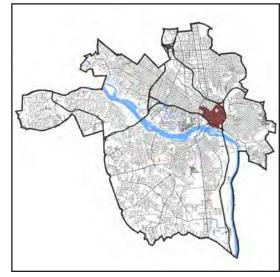
This section of the city is the center of the Richmond Metropolitan Region. Downtown is dominated by tall office buildings and some retail spaces on the ground floor. Some buildings have been recently converted to apartments. However, the area mostly consists of financial offices, state offices, VCU Health, and Virginia Biotechnology Research Park. This area is the most compact in the city with many well-defined public spaces like Capitol Square, the James Center plaza, and Kanawha Plaza.

- Tall buildings 3-20 stories and above
- Wide variations in heights
- Zero setback
- Mix of old and new structures
- Strong sense of enclosure on the street

Figure 10: Birds-eye view of Downtown



Figure 11: Map of Downtown



10 — Urban Typologies



Figure 12: Ground level perspective of Historic Urban Neighborhood

- Attached and detached buildings on narrow lots
- Porches in front
- Generally 2-3 stories, with taller buildings on major corridors and at corners
- Gridded network of streets
- Shallow setbacks
- Primarily residential
- Strong sense of enclosure on the street

These neighborhoods were primarily built prior to 1930 next to downtown following the tracks of the trolley system. Historic urban neighborhoods were developed prior to the proliferation of private automobile ownership. These neighborhoods have a strong public realm; which means these neighborhoods generally have a connected sidewalk network, street trees, and public parks and plazas. The buildings in these neighborhoods are very close to each other (sometimes less than three feet from each other). Most of the buildings in these areas are homes and apartments that have porches and/or small front yards and are not too far from the sidewalk edge. Stores, restaurants, offices, and large apartment buildings are usually found at the corners and along major roads in the neighborhood. The street grid network with alleys and primary streets makes it easy to navigate the neighborhoods.

Figure 13: Map of Historic Urban Neighborhood

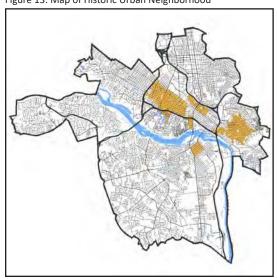


Figure 14: Birds-eye view of Historic Urban Neighborhood



Urban Typologies — 11



Figure 15: Ground level perspective of Post-industrial Zone

These sections of the city were once industrial areas but the factories and other industries that once used the buildings have either relocated, left the region or country, or closed. Many of the historic buildings remain and have been converted into apartments and offices. New buildings have been built on the vacant land. Post-industrial neighborhoods typically feature narrower streets than industrial lands and some sidewalks, although there are usually some sidewalks missing. Theres areas do not usually have a lot of plants, street trees, or public parks and plazas. Post-industrial areas feature a mix of uses including apartments, offices, restaurants, stores, and sometimes a few industrial businesses.

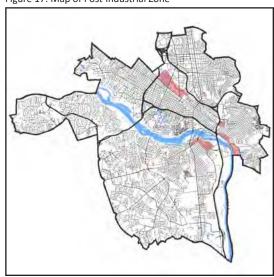
Figure 16: Birds-eye view of Post-industrial Zone



Primary Defining Characteristics:

- Mix of new and historic industrial structures
- Many vacant lots
- Varying building heights, generally 1 -10 stories
- Zero to shallow setbacks
- Strong sense of enclosure on street when buildings are present

Figure 17: Map of Post-industrial Zone



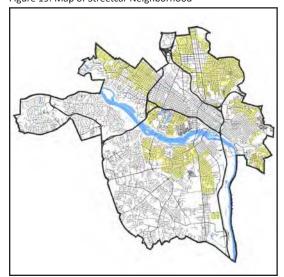
2 — Urban Typologies



Figure 18: Ground level perspective of Streetcar Neighborhood

- Detached buildings
- Ample setbacks
- Sidewalks
- Interconnected street network
- Generally 1-2 stories
- Primarily residential
- Sense of enclosure on the street with the presence of street trees

Figure 19: Map of Streetcar Neighborhood



These neighborhoods were primarily built between 1880 and 1930. Streetcar neighborhoods are located next to the historic urban neighborhoods and originally had access to the historic trolley system. Their interconnected streets, sidewalks, public parks, street trees, and small lots create a strong public realm. Most of the buildings in streetcar neighborhoods are single-family homes with small yards on streets with sidewalks and street trees. Offices, stores, restaurants, and apartments are located on main roads.

Figure 20: Birds-eye view of Streetcar Neighborhood



Urban Typologies



Figure 21: Ground level perspective of Post-war Suburbs

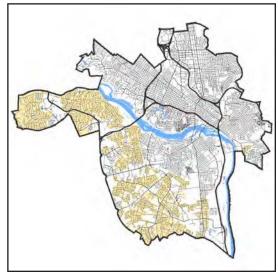
These neighborhoods were built after World War II in areas beyond the streetcar neighborhoods. Many of the post-war suburbs were first developed in the surrounding counties, built to rural guidelines, and then annexed by the City. Post-war suburbs are low-density neighborhoods that are generally car-dependent. The public realm is weak in these areas, as post-war suburbs typically do not have sidewalks, street trees, or public parks and plazas. Most of the buildings in post-war suburbs are single-family homes with large yards and driveways on roads that do not have sidewalks and have ditches for drainage. The street network in post-war suburbs is typically curvy and features cul-de-sacs. Offices, stores, and restaurants are only found on main roads and never found in the housing areas.

- Detached buildings
- Little sense of enclosure on the street
- Ample setbacks
- Off- street parking, mostly front loaded garages
- No sidewalks
- Ditches for drainage
- Disconnected street network

Figure 22: Birds-eye view of Post-war Suburbs



Figure 23: Map of Post-war Suburbs



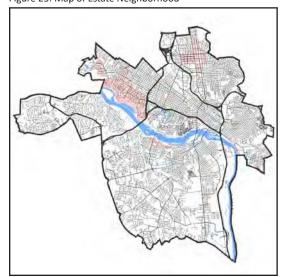
L4 ————— Urban Typologies



Figure 24: Ground level perspective of Estate Neighborhood

- Mix of interconnected streets
- Detached buildings
- Ample setbacks
- Sidewalks
- Generally 2-3 stories
- Primarily residential
- Sense of enclosure on the street with the presence of street trees

Figure 25: Map of Estate Neighborhood



These areas were built prior to 1950. Estate neighborhoods are located next to the historic urban neighborhoods. Most of the buildings are very large houses with large yards and garages that are accessed via a rear alley. The homes are on tree-lined streets with sidewalks. Generally, the atmosphere in estate neighborhoods is similar to the streetcar neighborhood except the houses and yards are larger and estate neighborhoods do not have any restaurants, stores, and offices.

Figure 26: Birds-eye view of Estate Neighborhood



Urban Typologies



Figure 27: Ground level perspective of Apartment Court

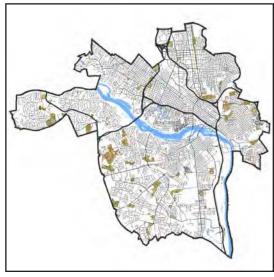
Apartment courts are primary located in the post-suburban areas of the city built mostly after World War II. The apartment courts feature apartment buildings that are mostly stand-alone projects that create their own private campuses. Apartment courts have their own private courtyards and/or private gardens that are not accessible to the public and therefore do not contribute to the public realm. Oftentimes apartment courts are on super blocks that do not have through streets.

- Irregular layout
- Generally 1 3 stories
- Wide setbacks from the public rightof-way
- Private gardens and courtyards

Figure 28: Birds-eye view of Apartment Court



Figure 29: Map of Apartment Court



16 Urban Typologies



Figure 30: Ground level perspective of Suburban Shopping and Business Park

- Detached buildings
- Very wide setbacks
- Large parking lots
- Generally 1-2 stories
- Primarily commercial
- No sense of enclosure on the street

Suburban shopping centers feature low-slung stores and restaurants that have large parking lots and large signs in front of them. Office parks feature similarly low-slung buildings with large parking lots. Usually these areas have buildings that are far from streets and do not have sidewalks, street trees, and/or public parks and plazas. The public realm is nearly non-existent in suburban shopping centers and office parks because there are very few areas that are fully accessible to the public. These areas are generally completely car-dependent. Generally, there are no houses or apartments in these areas and the only uses are offices, stores, and restaurants.

Figure 31: Map of Suburban Shopping and Business Park

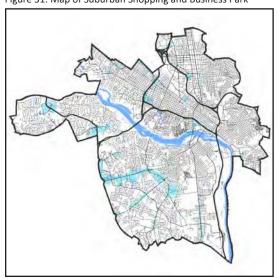


Figure 32: Birds-eye view of Suburban Shopping and Business Park



Urban Typologies — 17



Figure 33: Ground level perspective of School Campus

Schools throughout the city have created campus-like settings where their buildings are arranged around a series of parks and plazas that connect the buildings to create a unified place. Usually a portion of the campus does not allow car traffic and is only open to pedestrians and sometimes also cyclists. The buildings on school campuses may include housing, offices, stores, libraries, restaurants, theaters, and museums. Campuses feature sidewalks along roads and series of pedestrian paths that connect buildings. Oftentimes the school activity spills out of the campus and into the public realm, enlivening the neighborhoods next to the campus.

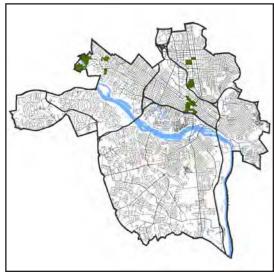
Figure 34: Birds-eye view of School Campus



Generally 1 - 6 stories

- Mix of setbacks from zero to over 100 feet
- City street network embraces geometry of schools
- Street trees define streets

Figure 35: Map of School Campus



18 — Urban Typologies



Figure 36: Ground level perspective of Industrial Land

Industrial lands are found in areas with access to the various rail lines and highways in the city. Industrial is a term used to describe land uses that include factories, warehouses, and businesses that require a lot of space to make products, use large machines that may create a lot of noise, and/or attract a lot of truck traffic. Industrial lands are dominated by large lots, pavement, and large low-slung buildings with few windows or doors. Industrial areas often feature wide roads for truck traffic, limited sidewalks and street trees, and typically do not have public parks or plazas.

- Wide setbacks
- Little sense of enclosure on the street
- Large surface parking areas
- Very large buildings
- Generally 1-3 stories
- Detached
- Sidewalks

Figure 37: Map of Industrial Land

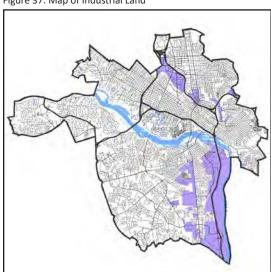


Figure 38: Birds-eye view of Industrial Land



Urban Typologies



Figure 39: Ground level perspective of Open Space

- Open spaces filled with plantings including trees, shrubs, and ground cover
- Many feature fountains, ponds and lakes

The city features a variety of open spaces, including small quarteracre playgrounds in the Fan, large passive parks such as Byrd Park and Bryant Park and the wild James River Park system. Another strong element are the green spaces behind the houses. All are public gathering points for the city and region.

Figure 40: Birds-eye view of Open Space

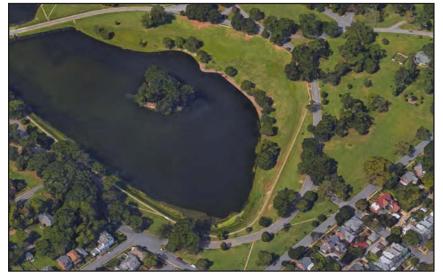
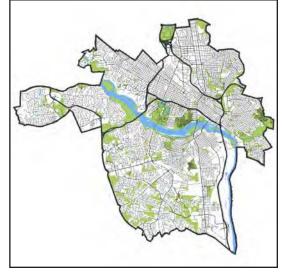


Figure 41: Map of Open Space



20 — Urban Typologies

Insights Report

Background information in preparation for updating Richmond's Master Plan Final Report | 2018







Dear Fellow Richmonders,

I'm writing to ask you to please take a moment to think about your neighborhood and our city. Think about the elements you like. Think about the parts you want to change. Think about how your neighborhood connects to the rest of the city. Now, picture your neighborhood in 20 years. What is different? What improvements have been made?

Richmond 300: A Guide for Growth is the name of the city's Master Plan update. Richmond 300 will create guidelines for how we want our city to grow over the next 20 years and include recommendations we can begin implementing in the next five to ten years to work toward that vision. It is called Richmond 300 because in 2037, Richmond will celebrate its 300th anniversary. When we turn 300, what do we want our city to look like? It's taken us 280 years to make the city we have today, so we won't be able to solve all our problems in 20 years, but we should be able to tackle many of them.

I implore you to be part of this process of shaping the recommendations that will be in Richmond 300. The process to develop Richmond 300 is just getting started. We intend to bring the plan to City Council for adoption in 2020. This plan is important because it will move us toward our goal of realizing One Richmond, a city that provides more opportunity for all of our residents. The plan will guide how we invest public money into improving infrastructure like sidewalks, roads, public buildings and bike lanes, and determine which policies we want to implement, such as zoning changes, expansion of local housing opportunities and investment in community development to create a more vibrant, economically competitive and resilient community.

This Insights Report contains many facts about how Richmond is today and how Richmond has changed. Please take time to read this report. Take time to attend Richmond 300 meetings or participate online. Take time to help shape the future of our city. Thank you for your time and energy.

Sincerely,

Levar M. Stoney



Purpose of this Insights Report

The Insights Report provides a summary of data and trends that shape the growth of our city for readers to think about as we begin the Master Plan update process. The report is organized in two major sections:

Setting the Stage: the first 10 pages of this report describe the purpose of a Master Plan and the process we will be following to create Richmond 300; providing a brief history of planning in Richmond and a summary of the plans we have adopted since 2001.

Data and Analysis: the rest of the Insights Reports presents key facts and analysis for individuals to think about as we begin the Richmond 300 update process. These sections are not meant to provide every single detail about the topic matter, but a few high-level facts and figures to help us think about these topic areas. The data presented in this report come from thousands of pages of reports (see reference list on page 4). Each section ends with a few questions for you to ponder as we develop the Master Plan. This background information is intended to:

- Spark the readers' interest in the topic areas;
- Provoke readers to think about how our city should grow and change over the next 20 years; and
- Serve as a starting point for discussions on the policies we should include in the new Master Plan.

Why should I care about this report and the Richmond 300 process? This report provides some background Information to help spur conversations and thinking about how we want Richmond to grow. These conversations will turn into policy that will be outlined in the Master Plan, which will be called Richmond 300 (and has not yet been developed). As Ryan Rinn, Executive Director of Storefront for Community Design, said:

"Richmond 300 has the power to transform our neighborhoods to become the city we want to be by using the city and people we have -But you have to be engaged.

- You care about schools? You should care about Richmond 300.
- You care about multi-modal accessible transit? You should care about Richmond 300.
- You care about the James River? You should care about Richmond 300.
- You care about gentrification and affordable housing? You should care about Richmond 300.
- You care about access to healthy foods? You should care about
- You care about entrepreneurship and business diversity? You should care about Richmond 300.

Don't wait to be mad and complain later - engage now and help construct the city you believe we are, and should be!"



Acknowledgments

Core Staff Team at the Dept. of **Planning and Development Review**

Mark A. Olinger, Director

Maritza Mercado Pechin, Project Manager

Marianne Pitts, Deputy PM William Palmquist, Deputy PM

Kim Chen

William Davidson Douglas Dunlap Matthew Ebinger Yessenia Revilla Josh Son

Technical Team

Dept. of Planning and Development

Review (PDR)

Dept. of Economic and Community

Development (ECD)

Dept. of Public Works (DPW)

Dept. of Public Utilities (DPU)

Richmond Fire & Emergency Services

Richmond Police Department Richmond Public Libraries

Office of Community Wealth Building

Office of Multicultural Affairs

Office on Aging & Persons with

Disabilities

Office of Sustainability

Office of the Press Secretary

Richmond Health District

Greater Richmond Transit Company

General Registrar

Richmond Public Schools

Advisory Council

Rodney Poole, Chair

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Burt Pinnock, Vice-Chair

Jonathan Bibbs Cyane Crump LaToya Gray Bernard Harkless Ashley Hawkins Elyana Javaheri Joyce Knight Preston Lloyd Louise Lockett Monica Lozano Jer-Mykeal McCoy

Kendra Norrell Cailtlin O'Dwyer Damian Pitt Ted Ukrop Meredith Weiss

Olivya Wilson

Jennifer Mullen

Reference Documents

The data described in this report was drawn from numerous books, articles, and reports, and the U.S. Census. The list below is by no means exhaustive but is a summary of some of the documents we consulted in preparing this report.

Urban Pattern and Demographics

Land Use, Housing, and Demographic Analysis for Richmond 300 by VCU's Center for Urban and Regional Analysis (CURA), September 2017 Urban Design Typology Analysis for Richmond 300 by VCU's CURA, September 2017

Housing

Where You Live Makes All The Difference: An Opportunity Map of the Richmond Region by Housing Opportunities Made Equal (HOME)

The Road Home: Ten Year Plan to End Homelessness and Promote Housing Stability, 2015-2018 Update by Homeward

Addressing the Impact of Housing for Virginia's Economy by the Virginia Coalition of Housing and Economic Development Researchers, November 2017

Affordable Housing Trust Fund 2015-16 Impact Report by ECD

Consolidated Plan FY 2016-2020 by ECD

Mayor's Housing Summit Draft Plan by the Mayor's Affordable Housing Task Force, November 2017

Excluded Communities: A Spatial Analysis of Segregation in the Richmond Region by HOME

Analysis of Impediments to Fair Housing Choice, City of Richmond, 2013-2015, by HOME for ECD

Market Value Analysis of the Richmond Region by the Reinvestment Fund, October 2017

Transportation

Bike Master Plan, DPW, 2012

Greater RVA Transit Vision Plan, VA Dept. of Rail and Public Transportation, 2017 Richmond Transit Network Plan, DPW, 2017

Richmond Vision Zero Plan, DPW, 2017

Richmond Connects, DPW, 2013

Economic Development and Employment

Annual Report, Office of Community Wealth Building, 2016

Richmond Regional Comprehensive Economic Development Strategy, 2014

Utilities, Environmental Resources, & Sustainability

Water Supply Plan, DPU, 2008 RVA Green, Office of Sustainability

Assessing climate risks in Richmond - present trends and future projections, Jeremy S. Hoffman, Ph.D., Climate and Earth Scientist, Science Museum of Virginia, 2017

A Report on the City of Richmond's Existing and Possible Urban Tree Canopy, Virginia Tech, 2010

Street Tree Assessment Report, Virginia Tech, 2012

RVA Clean Water Plan, DPU, 2017

Watershed Characterization Report, DPU, 2015

Parks and Recreation

James River Park System Economic Impact, CURA, 2017 Richmond ParkScore, Trust for Public Land, 2017

Historic Resources

Virginia Historic Tax Credit Report, CURA, 2014

Arts & Culture

Tourism Impact Brochure, Richmond Region Tourism, 2016

Arts & Economic Prosperity 5 in the Richmond & Tri-Cities Region, Americans for the Arts, 2017

VCU's Impact on the Region, CURA, 2016



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Historic Preservation
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Sustainability & Resiliency
Public Health
Public Facilities
Public Safety
Culture & Tourism



What is *Richmond* 300: A *Guide for Growth*?

Richmond 300: A Guide for Growth is the name of the City's new Master Plan.

Richmond 300 will be our city's new Master Plan. The Richmond 300 document has not yet been developed — we are just starting the update process now. Richmond 300 will establish a 20-year vision for the city's growth and be developed with extensive community input.

Why is it called Richmond 300?

Richmond was founded in 1737. As we look forward to the city's 300th anniversary in 2037, how do we want Richmond to look and work? How do we want our city to feel and grow over the next 20 years so that when we celebrate our 300th anniversary we are proud of where we are? Richmond 300: A Guide for Growth will articulate our vision for Richmond in 2037 and outline recommendations to get us there.

Why does the City need a Master Plan?

The City is only 62.5 square miles and is not allowed to annex land. The Master Plan helps determine how to plan for growth within the limited footprint of the city. Furthermore, every jurisdiction in Virginia is required to prepare a master plan (also known as the comprehensive plan) per the Code of Virginia (§ 15.2-2223) and review it every five years. The last city-wide Master Plan was adopted in 2001.

Master Plan enabling legislation

Code of Virginia § 15.2-2223 "The local planning commission shall prepare and recommend a comprehensive plan for the physical development of the territory within its jurisdiction and every governing body shall adopt a comprehensive plan for the territory under its jurisdiction." The plan shall "be made with the purpose of guiding and accomplishing a coordinated, adjusted and harmonious development of the territory." The comprehensive plan shall include a transportation plan. The comprehensive plan, "with the accompanying maps, plats, charts, and descriptive matter, shall show the locality's long-range recommendations for the general development of the territory covered by the plan. It may include, but need not be limited to:"

- Designation of areas for public and private development (different kinds of residential, industrial, business, agricultural, conservation, recreation, public services, flood plain and drainage, and other areas);
- Designation of a system of community service facilities;
- Designation of historical areas;
- Designation of areas for the implementation of ground water protection measures;
- A capital improvements program;
- Location for recycling centers, military installations, and electric transmission lines; and
- Designation of areas for the construction, rehabilitation, and maintenance of affordable housing.

Richmond City Charter, Chapter 17 The City Council and the City Planning Commission shall have the power to adopt by ordinance a master plan for the physical development of City, which shall include the items required by the Code of Virginia, and may include, but shall not be limited to:

- Location, character, and extent of roads, walkways, playgrounds, recreational facilities, parks, squares, stadiums, swimming pools, arenas, waterways, and other public places or ways;
- Location, character, and extent of all public buildings and public property;
- Location, character, and extent of slum clearance, and housing and neighborhood rehabilitation projects; and
- A general plan for railways, streetcars, buses, and all other vehicular traffic.



What will be included in Richmond 300?

Richmond 300: A Guide for Growth will outline a vision statement, goals, strategies, and actions that will shape our land, neighborhoods, and places including topics such as transportation, future land use, housing, commercial and industrial sectors, recreation, natural resources, community facilities (schools, parks, police stations, libraries, fire stations, etc.), historic areas, capital improvement program, zoning changes, and others.

One Vision

Vision = A statement describing what we want our city to look and feel like in 2037. The vision will be developed during community consultations.



Goal = the desired results that will help us reach our vision. Several topic-specific goals will be established during community consultations.



Strategy = policy recommendations, initiatives, and tools to reach the goal. Each goal will have many strategies which will be developed by the Technical Team, Working Groups, and Advisory Council.



Action = critical next steps outlining key partners.

Each strategy will have actions which will be developed by the Technical Team, Working Groups, and Advisory Council.

The Master Plan will not...

Solve all of Richmond's problems

While the Master Plan is a visionary document, it cannot possibly solve all of the issues the city is facing. The plan will work toward solving issues related to displacement, segregation, housing affordability, sustainability, transit access, and more. However, Richmond has been developed over hundreds of years; therefore, we cannot expect to completely overhaul our landscape with just one plan. That said, we can include policies in the Master Plan to work towards incrementally changing our built environment, but we cannot expect one document to solve everything.

Address non-land issues

The Master Plan focuses on land. It will not address topics related to human services and other non-land issues - for example, the Master Plan can include information about the future long-term needs for a new library, police station, school, or fire station, but it will not include recommendations on increasing salaries or changing school curricula. The Master Plan focuses solely on issues related to land, neighborhood, and place.

Include Small Area Plans

Richmond 300 will not be a small area plan — solving block-by-block planning and community issues at a micro-level. Richmond 300 is about setting a broad vision, goals, strategies, and actions for the city. According to the Code of Virginia, the Master Plan "shall be general in nature" (§ 15.2-2223). After Richmond 300 is adopted we will implement recommendations listed in the plan, which may include developing small area plans for areas identified in Richmond 300.



Creating the Richmond 300 Plan

Who will develop Richmond 300?

YOU! The process to update the plan is a city-wide conversation about change, focusing on where we have been, where we are now, and where we want to be in 20 years. Because every Richmonder should have a say in how the city grows, the Master Plan will be developed with extensive community input.

Who approves the plan?

The City Planning Commission (CPC) is responsible for planning the orderly growth and development of the city. Per the City Charter and Virginia Law, the CPC must make and adopt a Master Plan that guides coordinated and harmonious development of the city. The CPC will adopt Richmond 300 and send it to City Council for final approval.

Who is going to write the plan?

Richmond 300 will be written by City staff. The Department of **Planning and Development Review** (PDR) is leading Richmond 300 and calling upon other departments to assist with sections that will affect them directly. The Technical Team is comprised of City staff from multiple City departments. This team collects baseline conditions data and provides input on the content of Richmond 300. The Advisory Council, a sub-committee of the CPC comprised of citizen volunteers, will help engage the general public in the process and help shape the content of the plan. Working Groups will be established in Phase 2 to shape the content of specific topic areas in the plan.

How can I get involved?

Some of the ways to get involved are listed below:

- Attend in-person meetings such as community consultations, pop-up events, and office hours
- Submit feedback online
- Attend Advisory Council meetings
- Volunteer to participate in a Working Group
- Visit richmond300.com
- Join the Richmond 300 email list
- Follow Richmond 300 on Facebook and Instagram
- Email richmond300@ richmondgov.com

Our goal is to make sure to reach traditionally under-represented groups, therefore we may adjust our outreach strategies if we are not receiving input from a representative group of Richmonders.

Lead

Department of Planning and Development Review

Internal to City Hall

- Mayor
- Executive Team
- City Council
- City Planning Commission
- Technical Team*

External to City Hall

- Advisory Council*
- Working Groups*
- General public

Consultants

- Project Management: AECOM
- Branding: Elevation Advertising
- Data Analysis: VCU CURA
- Engagement: Justice & Sustainability Associates
- Parking: DESMAN

- Ambassadors*
- Civic associations
- Special interest groups

Parking Study?

PDR and the Department of Public Works are working with DESMAN, a parking consultant, to study parking conditions in seven areas: Manchester, Downtown, the Fan, Carytown, Libbie/Grove/Patterson, Scott's Addition, and Brookland Park Blvd/Six Points. The purpose of the study is to document existing parking conditions, provide recommendations to improve the parking situation, and provide a policy framework for how the City manages its on-street and off-street parking standards.



^{*}New groups created for the Richmond 300 process.

Define the Plan

Setting the stage for the Master Plan update. May 2016 to September 2018

- Developing the update process
- Developing a brand identity and establishing a web presence
- Issuing Requests for Proposals to hire consultants for engagement and parking
- Meeting with City staff, elected officials, stakeholder groups, Council Districts, City Council, and City Planning Commission
- Establishing the 21-member Advisory Council
- Collecting existing data and developing reports
- Establishing the Ambassador Program
- Collecting parking data and hosting Parking Meetings #1

Key Documents from this phase: Demographics, Housing and Land Use Analysis; Urban Design Typology Analysis; Insights Report; and Map Books for each Council District

Develop the Plan

Creating the content of the Master Plan.

- Hosting Community Consultation #1: Visioning [September-October 2018]
- Hosting Parking Meetings #2 [November 2018]
- Developing a vision for the city in 2037 and outlining key goals
- Establishing Working Groups for each goal area [December 2018]
- Facilitating Working Group meetings that will help develop strategies and actions for each goal [January-July 2019]
- Hosting Community Consultation #2: **Recommendations** [September-October 2019]
- Writing the draft Richmond 300: A Guide for Growth document [October-December 2019]
- Releasing Parking Study [December 2019]

Key Documents from this phase: Parking Study; Community Consultation #1 Report; and Community Consultation #2 Report

Refine & Adopt the Plan

Finalizing the plan. January to June 2020

- Hosting Community Consultation #3: Draft Plan [January-February 2019]
- Reviewing and reconciling all comments received on the draft plan [March-April 2020]
- Presenting the final *Richmond 300* plan to City Planning Commission and City Council for adoption [April-June 2020]

Key Documents from this phase: Draft Richmond 300 Master Plan; and Community Consultation #3 Report



Implement the Plan

Implementing actions in the plan. 2020-2025

- Publishing the City Council-adopted Plan
- Implementing recommendations outlined in the Plan
- Annually reviewing work toward implementing recommendations
- Updating the Plan five years after adoption

Key Documents from this phase: Final Richmond 300 Master Plan



A Very Brief History

Historians have written numerous volumes on Richmond's history. This very brief history focuses on major dates related to land development - annexation, population growth, transportation, housing, and planning documents.

The James River The founding and growth of Richmond is tied to its location along the fall line of the James River. Goods such as wheat and tobacco came down the river from the interior and sea-going vessels came up the river as far as they could to Richmond's merchants and factories. The James River not only served as a means of transportation, it also powered mills and factories, making Richmond one of the most industrialized cities in the south. With the expansion of the railroad and the invention of steam power, the canal and the river no longer formed the core of Richmond's economic base. Today, the river is the heart of a linear park system on both banks.

1607

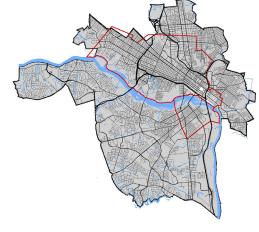
Christopher Newport and John Smith sail up the James River to the fall line, marked by rapids where the Piedmont and Atlantic Coastal plain meet.

When the British arrive, the fall line is the seat of the Powhatan chiefdom - a confederation of 14,000 to 21,000 Algonquian-speaking people. From first contact, tensions are high between the Native peoples and the British and numerous battles ensue. By 1646, the Powhatan's chiefdom cease to exist and following the 1656 Battle of Bloody Run, near Chimborazo, Native populations relinquish their lands in the Richmond area.

c. 1670

670

William Byrd I inherits the 1,800 acre Falls Plantation on the south side of the James River near present day Manchester. In 1678, he receives a grant of 7,351 acres beginning at Shockoe Creek and running up river about five miles including Downtown Richmond, the Fan, the Museum District, Windsor Farms, and more. The Byrd family holdings grow to over 79,000 acres in and around present day Richmond. In 1768, William Byrd III is forced to sell by lottery his holdings in Richmond and Rocky Ridge (Manchester) to pay his gambling debts.



700

1610

Growth and Expansion Over 233 years, 1737 to 1970, Richmond would grow through a series of annexations from Henrico and Chesterfield Counties. These annexations were fueled by industrial and economic growth and the expansion of transportation systems - the improvement of roads and turnpikes, the introduction of a horse-drawn car line, the establishment of the first financially-successful electric trolley in the United States, and the construction of highways.

1737 1742

Richmond is founded and the city is platted by Major William Mayo for William Byrd II. The streets and blocks run parallel to the James River and encompass an area of only 0.23 square miles. This geometry is repeated as the city grows and has influenced the design of the city for 280 years, only being modified to accommodate the turns in the river and topography.

King George II grants a charter to William Byrd II to establish Richmond as a town.

1785

The James River Company is established to improve navigation through dredging, blasting channels through the rocks, and building canals in two places around the rapids.

1782

Richmond is incorporated as a city with a population of 1,800 - half of whom are slaves.

1780

250

The State Capital is moved from Williamsburg to Richmond.

760

1792

Thomas Jefferson's "temple on the hill" is complete. The Neo-Classical design of the Virginia Capital building would influence architecture in the United States for decades to come.



1820

By 1820, the James River and Kanawha Canal extends 197 miles above Richmond.

1819

800

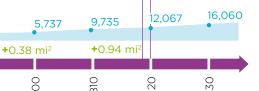
1,800 3,761

790

0.27 mi²

+0.45 mi²

By 1819, there are eleven plants processing tobacco, four iron works, and three flour mills in Richmond.





Population Annexations

730

A Very Brief History (continued)

Commerce and Trade Richmond's location at the fall line of the James established its prominence as a center of trade, industry and transportation. During the 19th century, Richmond's largest business by value was not tobacco, flour or iron, but slaves. Richmond was second only to New Orleans in the number of slaves sold and traded.

1914

Richmond annexes Woodland Heights, Highland Park, Barton Height, Battery Court, Brookland Park, and Ginter Park — developed as a result of the introduction and expansion of trolley lines. These areas carried deed restrictions prohibiting the sale or lease of properties to persons of color.

1940 1871 1860 The Richmond Jackson Ward is created in an Housing Authority Richmond is the third attempt to contain and neutralize the (now called most affluent city in voting power of Richmond's recently the Richmond the United States, emancipated African American Redevelopment and boasting 91 factories. population. Housing Authority) 1910 is established. The 1836 Richmond and the first public housing city of Manchester, The Richmond, project in Richmond, former seat of Gilpin Court, opens Fredericksburg & 1888 230,310 Chesterfield in 1943. Potomac Railroad The first County, merge. becomes the first trolley The city boundary railroad to enter the 193,042 182.929 car line in crosses the James City with a station 171,667 Richmond River for the first located at 8th and begins time. Broad Streets. 127,628 operation. 85,050 81,388 63,600 27.570 51.038 20,153 37,910 **Population Annexations** +2.67 mi² +0.42 mi² +16.97 mi² +4.16 mi² +12.35 mi² 1840 1850 880 910



1949

1946

dismantled.

The streetcar system is

The first city-wide long-

range Master Plan for the City of Richmond is completed by St. Louis

planning consultant,

Harland Bartholomew,

Planning Commission

and City Council.

and adopted by the City

1957

Construction of the Richmond-Petersburg Turnpike (now part of I-95) is complete and Jackson Ward is divided in two by a major highway - resulting in the demolition of major parts of Jackson Ward.

1970

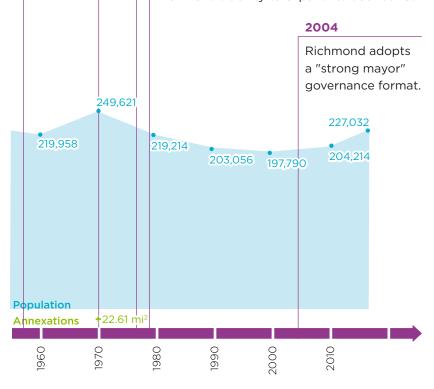
Richmond City Council votes to clear Historic Fulton and over 800 buildings on about 350 acres are demolished as part of an Urban Renewal Plan.

1976

The Downtown Expressway opens to vehicular traffic. Construction of this highway involves demolishing portions of Byrd Park, Randolph, and Oregon Hill.

1979

The Virginia General Assembly adopts legislation granting counties meeting certain standards permanent immunity from annexation by cities with a population over 100,000, thus ending the City of Richmond's ability to expand its boundaries.



Policy Local, State and Federal policies and ordinances did much to shape Richmond, especially laws based on segregation and policies that prescribed where investments should be made. Richmond passed a residential segregation ordinance in 1911, which was determined unconstitutional by the U.S. Supreme Court in 1917. While the ordinance was determined unconstitutional, deeds still carried restrictions against leasing or selling to persons of color. The Home Owners Loan Corporation created "residential security maps," better known as redlining in 1935. These maps discouraged investment in certain areas. The Fair Housing Act of 1968 was designed to put an end to housing discrimination but it was not until 1975 lending disclosure laws that practices became more transparent. The disinvestment in and segregation of areas of Richmond made them easy targets for highway construction and urban renewal of the 1950s, 60s and 70s.



Planning Documents since 2001

The Master Plan is a "living document."

Because the Master Plan is a "living document," the City updates portions of the plan to respond to changing conditions, modify existing policies, or examine an area of the city in greater detail. These amendments, developed with extensive community engagement, were adopted by the City Planning Commission and City Council, and are the official guidance for the City Planning Commission's decisions:

- Downtown Plan (2008): Outlines policies related to future land use, transportation, infrastructure, the James River, and historic preservation.
- The Riverfront Plan (2012): Provides a long-range vision for the Riverfront, with the overarching goal of creating a cohesive Riverfront system that expands access to - and utilization of - the James River for Richmond's citizens and visitors.
- Hull Street Revitalization Plan (2014): Outlines policies to guide future development for the purpose of revitalizing Hull Street Road from E. Belt Boulevard to the city limits and into Chesterfield County.
- The VUU/Chamberlavne **Neighborhood Plan** (2015): Updates future land use policy and recommends transportation and infrastructure improvements to guide future development in the greater VUU and Chamberlayne neighborhood.

- The Pulse Corridor Plan (2017): Directs future development at key nodes along the Pulse Bus Rapid Transit line by updating future land use policy and recommending transportation and infrastructure improvements along the corridor and adjacent neighborhoods.

- 9 Amendments: These amendments are more targeted and limited in their scope than small area plans and oftentimes lead to City-initiated rezonings (see Figure 1 for the full list). For example, the Union Hill and Church Hill amendments led to changing the future land use and then the rezoning of those areas; however, the Patterson/Libbie/ Grove amendment only changed the future land use and, as of yet, has not led to the rezoning of the area.

Other City Plans

In addition to land use planning, the city creates comprehensive planning in many areas including transportation, sustainability, water, sewage, public health, and economic development. These plans are not "officially adopted" by the City Planning Commission, but it is important to consider how they align with, and support, land use planning during the *Richmond* 300 process. We will include the recommendations in these plans (such as the Bike Master Plan, the Vision Zero Plan, the RVA Clean Water Plan, the Richmond Connects Plan) in the Master Plan update process and refine them as needed.

Additional plans have been developed by other groups.

Many groups and organizations, throughout Richmond develop plans that may sometimes be referenced by the City Planning Commission but are not "officially adopted" plans, and therefore the City Planning Commission is not officially compelled to follow these plans.

Students at VCU develop small areas plans as part of their studies. Communities hire facilitators to help create plans. Non-profits develop plans to quide development. For example, the East End Transformation Plan (2011), which was developed by Bon Secours with extensive community input and engagement from the City and RRHA, outlines design ideas to transform the East End and is often referenced by the City Planning Commission, but, the recommendations in that plan are not official parts of the city-wide Master Plan.

Regional Plans

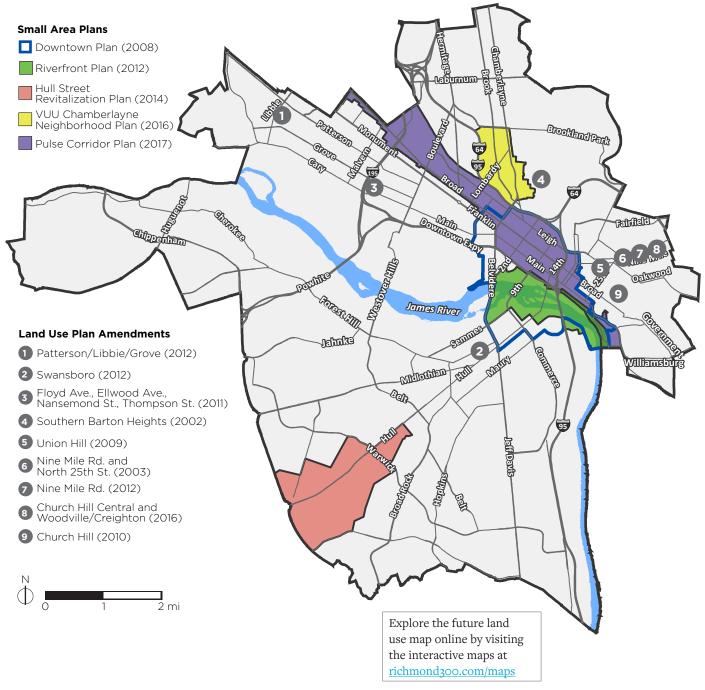
Other jurisdictions in the region also adopt Comprehensive Plans which consider issues they have in common with the City to help guide their growth and development. Furthermore, the Richmond Regional Planning District Commission and the Capital Region Collaborative develop plans such as the Long-Range Transportation Plan, the Richmond Regional Comprehensive Economic Development Strategy, and The Indicators Project.



// FIGURE 1. Small Area Plans and Amendments to the 2001 Master Plan

The colored areas shown are places where the new plans listed take the place of the 2001 Master Plan. In areas where plans overlap, the most recent plan should be referenced for recommendations in that area.

Source: City of Richmond: Department of Planning and Development Review



Demographics

Who we are

Richmond is growing.

In 2017. Richmond was home to more than 227,000 people. Between 2010 and 2017, Richmond's population grew by 11%, outpacing Henrico and Chesterfield's growth rates of 7% and 9%, respectively, during the same period. If we keep growing, at the 2020 census it will be the first time we've grown over a 20-year period since 1930-1950. This is the first time since the 1940 Census that we added population without also adding land through annexation.

Average household size is 2.3 members.

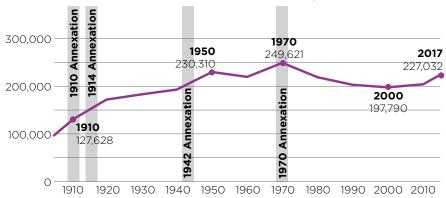
In 1950 the average household size was 3.3. Since then, household sizes have steadily declined - mirroring a nation-wide trend. The decline in household size correlates with the decline in family households.

The number of households with children is decreasing.

In 1990, 55% of Richmond households had children and in 2014 47% of households had children. The only census tracts that saw an increase in family households are in South Side along Jefferson Davis Highway where family households grew by over 10% from 2000 to 2014. This part of the city has also seen an increase in the Latino population.

// FIGURE 2. Historic Population, 1910-2017

Source: U.S. Census Bureau: 1910, 1950, 1970, 2000 Censuses, 2017 Population Est.

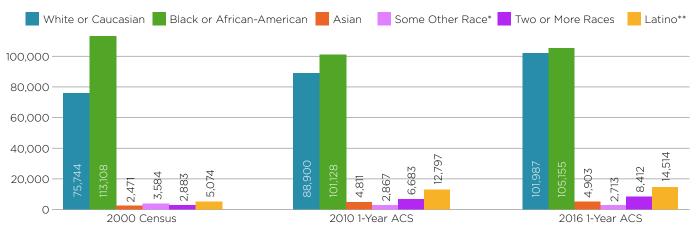


Richmond's racial composition is shifting.

In 2016 Richmond had nearly similar numbers of Black and White residents. From 2000 to 2016 the Black population decreased by 7% and the White population increased by 35%. In 2000, Blacks were 57% of the population and Whites were 38%. In 2016. Blacks were 47% and Whites were 46% of the population.

// FIGURE 3. Population by Race and Ethnicity, 2000, 2010, and 2016

Source: U.S. Census Bureau: 2000 Census, 2010 ACS 1-Year Est., 2016 ACS 1-Year Est.



*includes American Indian. Alaska Native, Native Hawaijan and Other Pacific Islander.

^{**}The U.S. Census categorizes "Latino" as an ethnicity, not a race. Therefore, Latinos may identify their race as white, black, or some other race, as well as identifying their ethnicity as "Latino."



// FIGURE 4. Racial Density, 2010

One dot = 25 people

Source: U.S. Census Bureau: 2010 Census White or Caucasian Black or African-American Asian Some Other Race* Two or More Races Latino *includes American Indian, Alaska Native, Native Hawaiian and Other Pacific Islander

Richmond is home to more Latinos and Asians than in 2000.

While Latinos only made up 6.5% of Richmond's total population, 11% of school-aged children were Latino in 2016 (compared to 3% in 2000). The proportion of Latinos and Asians is small compared to other groups, but the absolute number of these residents tripled and doubled since 2000, respectively.

Racial and ethnic groups remain concentrated.

Racial and ethnic groups are concentrated in certain neighborhoods. There are some areas of relative racial diversity such as Downtown, neighborhoods in South Side, and university campuses.

23,000+

Number of residents Richmond added from 2010 to 2017

Young adults are driving growth.

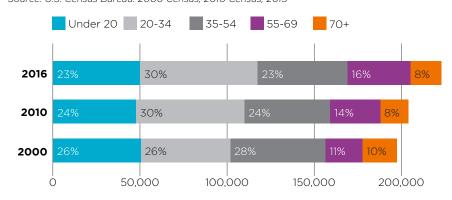
From 2010 to 2016, Richmond residents in the 25 to 34-year-old demographic groups grew by 37%. That same age group grew by 8% and 6% in Henrico and Chesterfield respectively, from 2010 to 2016. Baby boomers are also driving growth, just not as aggressively. The population of 55 to 74-yearolds in Richmond grew by 29% between 2010 and 2016; Henrico and Chesterfield experienced a similar growth of 27% and 28% respectively in that age group.

Education rates have increased across all levels since 1970; but parts of South Side have experienced a decline in educational attainment since 2000.

In 2016, 86% of Richmonders over age 25 had a high school diploma. In 1950, less than 40% of Richmonders graduated from high school. Between 2000 and 2016, all areas of the city experienced a growth in high school graduation rates, except for parts of the South Side, which showed declining high school graduation rates between 2000 and 2016. In some areas of the South Side, one-third to over half of Richmonders over 25 years old do not have a high school diploma, specifically in neighborhoods along Hull Street and Jefferson Davis Highway.

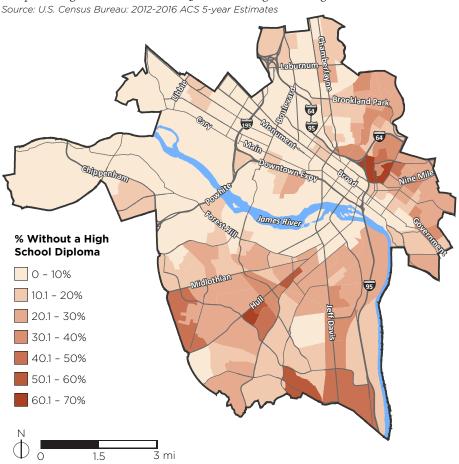
// FIGURE 5. Population by Age, 2000-2015

Percentages shown are percent of that year's population in a given age group. Source: U.S. Census Bureau: 2000 Census, 2010 Census, 2015



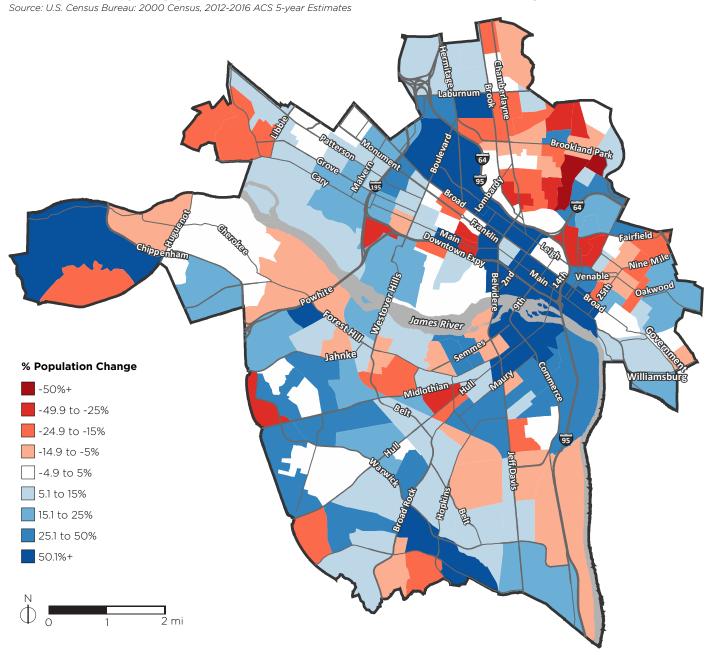
// FIGURE 6. Population Lacking a High School Diploma, 2016

The percentage of individuals over 25 who did not graduate high school.



// FIGURE 7. Population Change, 2000 to 2016

The change in population from 2000 to 2016 is shown in the map below - the areas that lost population are shown in shades of orange and red, the areas that gained population are shown in shades of blue, and the areas that did not change a lot are shown in white.



- How have the residents in your neighborhood changed over the past several years? Are there more or less people in your area?
- How do you think population change in the map above is attributed to the change in 1) number of schoolaged children, 2) millennial population, 3) baby boomer population, and/or 4) other trends?
- How do you think the change in demographics (if there has been one) will affect how your neighborhood grows in the next 10 or so years?
- Think about how past practices related to mortgage lending, urban renewal and highway location may have influenced these settlement patterns.



Urban Design & Land Use

The way our city looks and feels

Richmond is composed of varying urban patterns.

The Center for Urban and Regional Analysis (CURA) at the Virginia Commonwealth University (VCU) conducted an "urban design typology" analysis of Richmond that defines neighborhoods by how the buildings relate to one another, how the street network is defined, and how the public realm (sidewalks. plazas, parks) is defined. This analysis produced 11 different types of neighborhoods:

- Downtown: This section of the city is the center of the Richmond Metropolitan Area. Downtown is dominated by tall office buildings and some retail spaces on the ground floor.
- Industrial Land: Industrial lands are found in areas with access to the various rail lines and highways in the city.
- Post-Industrial Zone: These sections of the city were once industrial areas, but the factories and other industries that once used the buildings have either relocated, left the region or country, or closed. Many of the historic buildings remain and have been converted into apartments and offices.
- **Historic Urban Neighborhood:** The buildings in these neighborhoods are very close to each other (sometimes less than three feet from each other). Stores, restaurants, offices, and large apartment buildings are usually found at the corners and along major roads in the

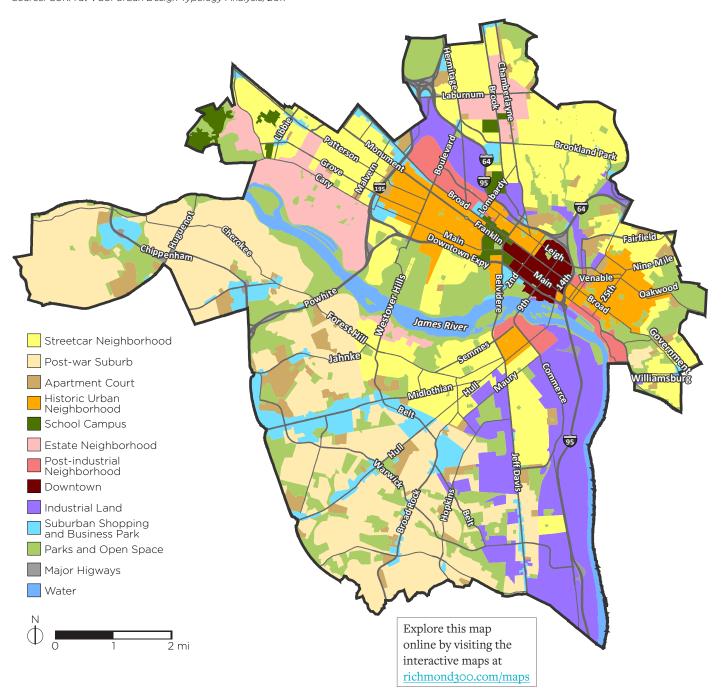
- neighborhood. The street grid network with alleys and primary streets makes it easy to navigate the neighborhoods.
- Streetcar Neighborhood: Most of the buildings in streetcar neighborhoods are single-family homes with small yards on streets with sidewalks and street trees. Offices, stores, restaurants, and apartments are located along main roads.
- Post-War Suburb: Postwar suburbs are low-density neighborhoods that are generally car-dependent. Postwar suburbs typically do not have sidewalks, street trees, or public parks and plazas. The street network in post-war suburbs is typically curvy and features cul-de-sacs. Offices, stores, and restaurants are only found on main roads and never found in the housing areas.
- Estate Neighborhood: Most of the buildings in estate neighborhoods are very large houses with large yards and garages that are accessed via a rear alley. Generally, the atmosphere in estate neighborhoods is similar to the streetcar neighborhood except the houses and yards are larger and estate neighborhoods do not have any restaurants, stores, and offices.
- Apartment Court: Apartment courts are primarily located in the post-suburban areas. The apartment courts feature buildings that create their own private campuses. Oftentimes

- apartment courts are on super blocks that do not have through streets.
- Suburban Shopping and Business Park: These areas feature low-slung stores, offices, and restaurants with large parking lots and large signs in front of them. These areas are generally completely cardependent.
- School Campus: Schools throughout the city have created campus-like settings where their buildings are arranged around a series of parks and plazas that connect the buildings to create a unified place.
- Parks and Open Space: The city features a variety of open spaces, including playgrounds, parks, cemeteries, and plazas.

Nearly 50% of Richmonders live in streetcar neighborhoods and post-war suburbs.

While the streetcar neighborhoods and post-war suburbs account for 19% and 23% of the city's land area, respectively, they accounted for 29% and 17% of the population in 2010. The urban design typologies that have seen the most growth in population since 2010 are the downtown, post-industrial neighborhoods, and historic urban neighborhoods.



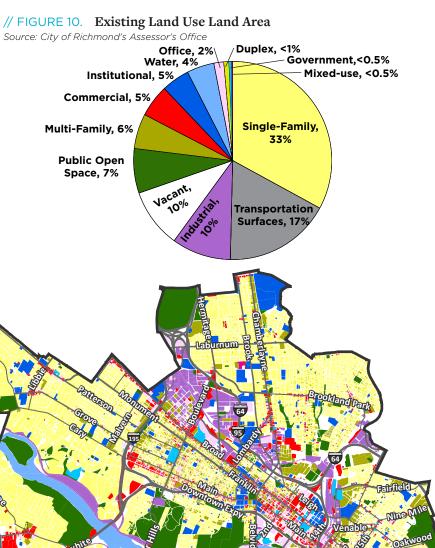


- Find where you work, live, play, and shop on the map. Does the urban design typology displayed accurately reflect how you experience the place? If not, what typology should it be?
- Consider your life in RIchmond how do you feel in each typology and street? Do you like the "feel" of some more than others?

Over 60% of the city's land use will likely not change in the next 20 years.

In 2017, single-family residential, transportation surfaces, water, and public open space accounted for 61% of the city's land area. These areas will likely not change land use over the next 20 years. Given that Richmond cannot annex land, the city is challenged to manage new growth within its existing 62.5 square miles.

// FIGURE 9. Existing Land Use Source: City of Richmond: Assessor's Office









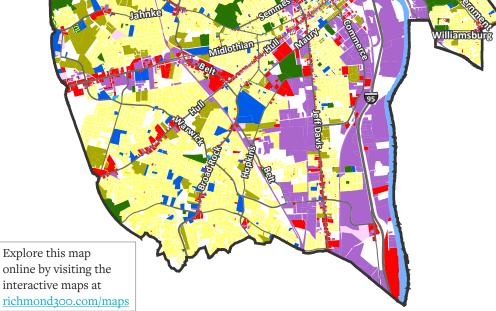












James River

Richmond is less dense than it was in 1950.

In 1950, there were approximately 5,800 people per square mile. In 2016, the density in the 1950 footprint of Richmond (excluding the 1970 Chesterfield annexation) is approximately 3,840 ppl/ sq. mile. If the 1950 density was applied to the 1950 footprint, Richmond's population would be nearly 300,000 today. In 2016, the areas of highest population density are The Fan and Museum District neighborhoods (historic urban neighborhood typology). The areas of lowest density generally align with the post-war suburbs, industrial neighborhoods, and estate neighborhoods.

Richmond is less dense than comparable cities.

Richmond is much less dense than Norfolk, Minneapolis, Pittsburgh, and Washington, D.C. Those cities have vibrant downtown districts and also maintain low-scale neighborhoods. Residential density matters because it can attract and sustain retail and services (like grocery stores) and can make public transit more feasible.

// TABLE 1. 2016 Density Comparison

Source: U.S. Census Bureau: 2016 ACS 1-Year Estimates

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5,840 people per square mile in 2015 (in the

same land area)

City	Population	Size (mi²)	Density (ppl/ mi²)	Population change ('10-'16)
Washington, D.C.	681,170	61.0	11,167	13.20%
Minneapolis	413,645	54.0	7,660	7.51%
Pittsburgh	303,624	55.4	5,481	-0.68%
Norfolk	245,115	54.1	4,531	0.95%
Richmond	223,170	62.5	3,571	9.28%

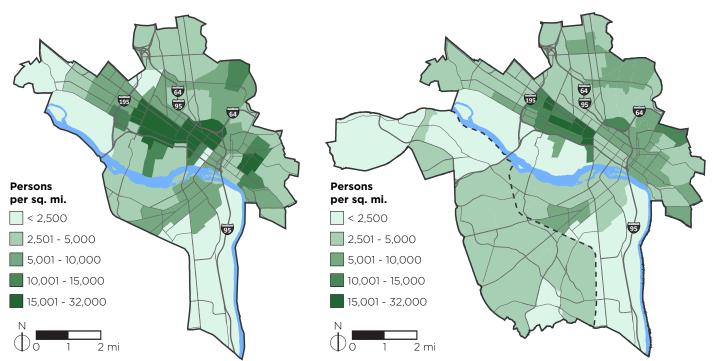
Note: These cities were chosen as comparative cities because they are a similar geographic size as Richmond and they do not have the ability to annex land.

// FIGURE 11. Population Density, 1950

Source: U.S. Census Bureau: 1950 Census

// FIGURE 12. Population Density, 2016

Source: U.S. Census Bureau: 2012-2016 ACS 5-Year Estimates



Consider this:

- Given what you know about the neighborhoods in Richmond, if we were to add more people (25,000, 50,000, or 75,000) over the next 20 years, where would you add more people?



Housing

Where we live

In 2016, 60% of units were renter-occupied.

Compared to 2000, there were more renter-occupied units in 2015. The change in proportion between owner- and renter-occupied housing units is primarily due to the increase in rental housing units in Richmond, Between 2000 and 2016, the number of owner-occupied units decreased by 3% whereas the number of renter-occupied units increased by 18% over the same time period.

56% of Richmond's housing units are singlefamily homes.

In 2015, 56% of all housing units (both occupied and vacant) in Richmond were single-family houses and 38% of all housing units were in multi-family buildings. The housing type comparison chart shows how Richmond's housing stock compares to other cities that are a similar geographic size to Richmond.

38% of African **Americans own their** homes compared to 53% of whites.

Richmond has invested heavily in supporting the development of affordable housing in an effort to increase homeownership opportunities and reduce disparities in homeownership among racial and ethnic groups. According to the most recent data, 53% of white households own their homes compared to 38% of African-Americans.

Access to credit has long been a contributing factor to successfully becoming a homeowner, and neighborhoods with access to credit have become communities of choice where you find high performing schools, high quality of life factors, and high median incomes and home values. Residents with less access to credit who are unable to purchase a home and stabilize their residency situation unfortunately are faced with high rates of poverty, underperforming schools, lower quality of life indicators and lower home values.

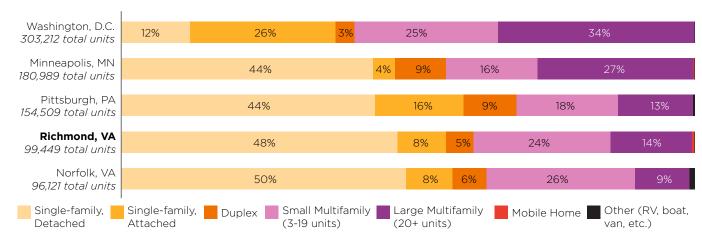
// TABLE 2. Tenure, 2000, 2010, 2016

Tenure is a term used to describe if a housing unit is occupied by a tenant or an owner. Source: U.S. Census Bureau: 2000, 2010 Censuses, 2016 ACS 1-Year Estimates

	2000 Census		2010 Census		2016 1-Year ACS	
	Number	Percent	Number	Percent	Number	Percent
Owner-occupied	39,008	46.1%	37,596	43.1%	37,877	41.3%
Renter-occupied	45,541	53.9%	49,555	56.9%	53,827	58.7%
Total units	84,549		87,151		91,704	

// FIGURE 13. Housing Type Comparison, 2015

Source: U.S. Census Bureau: 2011-2015 ACS 5-Year Estimates

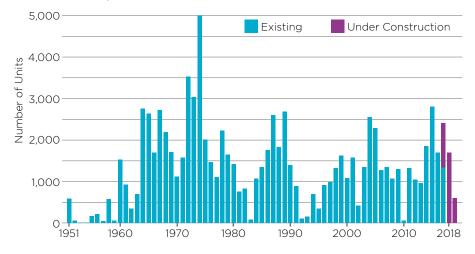


18,000+

housing units (single-family and multi-family) needed in the Richmond Region

// FIGURE 14. Richmond Apartment Openings, 1951-2017

Source: CoStar Group



Last peak in multi-family housing construction was in the mid-70s.

According to analysis by the CoStar Group, the Richmond Region¹ needs 18,000 more units of housing (both single-family and multi-family) to meet the area's rapid population growth. In 2017, the apartment vacancy rate in the region was 6%, even though 9,000 units have been built since 2011. Demand for apartments has been strong because Richmond continues to grow, in particular, through millennials and young professionals who tend to seek apartment living. The last time the region produced a large amount of apartments was in the mid-70s, and 2018 is slated to be a peak year for apartment supply. However, as Richmond millennials begin to age into their late 20s and early 30s, housing experts believe there will be a growing demand for single-family housing.

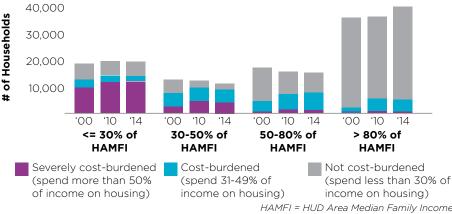
- Have you noticed the spike in apartment construction in Richmond? What do you think of it?
- Given that the Richmond Region needs to produce 18,000 more housing units, where would you put them? How many would be in the City of Richmond? What would they look like (e.g., single-family, duplex, multifamily)?

¹ Defined by CoStar as the cities of Richmond, Petersburg, Colonial Heights, and Hopewell and the counties of Amelia, Caroline, Charles City, Chesterfield, Dinwiddie, Goochland, Henrico, King William, New Kent, Powhatan, Prince George, and Sussex.

// FIGURE 15. Housing Cost Burden by Household Income, 2000-2014

Housing cost burden has increased across all income levels between 2000 and 2014 and decreased slightly in some income levels between 2010 to 2014.

Source: Comprehensive Housing Affordability Strategy (CHAS): 2000, 2010, and 2010-2014



HAMFI = HUD Area Median Family Income

Housing cost burden has increased across all income levels since 2000.

In 2014, 22% of Richmond households were cost burdened, spending 31-49% of their income on housing, and 21% of Richmond households were severely cost burdened, spending more than 50% of their income on housing. Since 2000, the proportion of costburdened households has increased across all income levels.

Substantial affordable housing needs exist in the city.

Almost 35% of the city's households earn less than \$25,000 per year, which is 34% of the Area Median Income (AMI). An income of \$25,00 per year supports an affordable rent of only \$500 per month for a twobedroom unit. Only about 19% of Richmond's rental housing units rent for less than \$500 per month.

43%

of Richmonders spend more than 30% of their income on housing

11.4% of Richmond renters are evicted annually (compared to 2.3% national average).

Based on data compiled by EvictionLab.org, Richmond has the second highest eviction rate in the country. In 2016 there were 6,345 total evictions, equaling 17.3 evictions every day. This represents an eviction rate of 11.4% of all renter households, compared to the national average of 2.3%.

600+ homeless in the **Richmond Region.**

According to Homeward's "January 2018 Snapshot of Individuals and Families" there are 535 homeless. adults and 74 homeless children in the Richmond region.¹ In the January 2010 Snapshot, there were 881 homeless adults and 131 homeless children.



¹ Defined by Homeward as the City of Richmond, and counties of Henrico. Chesterfield, Hanover, New Kent, Powhatan, Charles City, and Goochland.

RRHA has \$150M+ in capital needs.

According to the most recent "Green Physical Needs Assessment" of the Richmond Redevelopment and Housing Authority (RRHA) portfolio, RRHA has over \$150 million in identified capital needs. RRHA manages 3,727 low-income housing units in 19 developments.

60%+ of public housing units are 50 years old.

Nearly all of the units managed by RRHA (over 96%) were built prior to 1984. At least two-thirds were built prior to 1964 and are more than 50 years old. RRHA has initiated efforts to transform Richmond's aging public housing.

RRHA received a 1997 HOPE VI Revitalization Grant of approximately \$27 million to replace 440 units in Blackwell. In 2008, RRHA embarked on the Dove Court revitalization program. RRHA is currently in the pre-development stage of demolishing and replacing the 504 units at Creighton Court and the 447 units at Whitcomb Court.

1,100+ households assisted through the Affordable Housing Trust Fund.

Although established in 2004, the City of Richmond's Affordable Housing Trust Fund was first funded in 2012 and the first set of awards were made in 2014. Since then more than \$2.1 million has been awarded, leveraging an additional \$31 million in funding. More than 1,100 households have been assisted through this program. The Affordable Housing Trust Fund does not have a dedicated funding source and is funded annually during the City's budget cycle.

In 2006 the City adopted an affordable housing density bonus to the Zoning Ordinance. The bonus, which allows developers to build more units if a portion of the units are affordable, has not been used much at all. The first and only time it was used was in 2017 to create two units of affordable housing.

Over 3,000 low-income units have been created using LIHTC since 2012.

According to the Virginia Housing and Development Authority (VHDA), nearly 3,700 low-income units have been created from 2012 to 2018 via the Low-Income Housing Tax Credit (LIHTC) program. Note, this figure includes projects under construction that have not yet been completed. LIHTC units are required to remain affordable for 30 years.

Mayor Stoney has called for creating 1,500 affordable housing units by 2022.

Individuals representing various parts of the affordable housing industry attended a Mayoral Housing Summit in November 2017 and developed a draft plan, One Richmond: A Housing Plan for the City's Future, which outlines four goals and 25 strategies to reach a vision for an Equitable RVA "characterized by attractive neighborhoods in which residents of varied incomes are able to remain affordably housed." During his first State of the City address, Mayor Stoney called for the creation of 1,500 affordable housing units in the city over the next five years.

- How does housing affordability affect you?
- How can the City, developers, philanthropies, non-profits, and other governmental organizations help increase housing choices for low-income families?
- What are your ideas for redeveloping public housing?



The Market Value **Analysis helps identify** and align resources to reinvest in communities.

The Market Value Analysis (MVA) categorizes the Richmond Region (Richmond, Henrico, and Chesterfield) by analyzing various data points that affect housing markets. This tool is useful because it helps identify areas that need reinvestment. As federal and state funding for housing and community development continues to decrease, the city and counties, non-profits, and banks need to work together to improve access to housing for lowincome individuals.

There are 9 housing market types.

- A High sales prices, higher percentage of recently built houses, primarily owner-occupied, low vacancy rates, low level of bank sales, few publicly-subsidized rental housing options, and the least dense across all categories.
- B Similar to "A" category, but with much higher levels of renteroccupied units (33% of households in the region), with higher vacancy rates than "A" but lower than the regional average. Also the highest density of all market types in the region.
- **C** More suburban in form than other market types, sales price above the regional average, primarily owner-occupied, few publiclysubsidized rental housing options. more bank sales than "A" and "B" market types.

- D Slightly below regional average in sales price, low rate of owneroccupied housing, low vacancy, and relatively high subsidized rental housing options.
- **E** Below regional average in sales price, mainly owner-occupied, bank sales equal to the regional average, and low rates of vacancy.
- **F** About 2/3 of the regional average in sales price, with high percentage of bank sales, even split between owner- and renteroccupied households, high amount of publicly-subsidized rental housing options.
- G About 1/3 of the regional average in sales price, with high percentage of bank sales, slightly more owner-occupied than renteroccupied households, high vacancy rates, low amount of publiclysubsidized rental housing options.
- H Below 1/3 of the regional average in sales price, high percentage of bank sales, low permit activity, majority renter-occupied households, higher amount of publicly-subsidized rental housing options, high vacancy rate.
- I About 1/4 of the regional average in sales price, low permitting activity, majority renter-occupied households, high amount of publiclysubsidized rental housing options, low permitting activity.

\$72,000

households earning as high as \$72,000 cannot afford to live in most of the Richmond region.

Key findings of the 2017 MVA include:

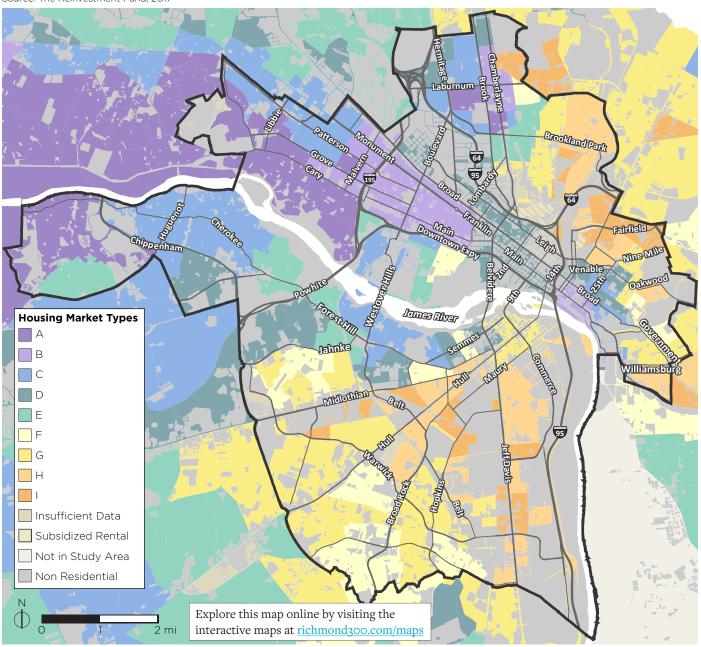
- Housing prices limit mobility. Households with annual incomes as high as \$72,000 (120% of the area median income) are unable to access housing options in most of the region because the housing costs are too high.
- Subsidized housing is concentrated in low-income areas. Housing Choice Vouchers and other subsidized rentals are concentrated in the eastern side of the region.
- Housing cost burdens are higher than other metro areas. The percentage of households spending 30% or more of total income for housing is high compared to other metropolitan areas.

- Do the MVA categories in the city match your knowledge of the area?
- Where do you think there are key areas to target for redevelopment/ reinvestment?



// FIGURE 16. Richmond Region Market Value Analysis, 2017

Source: The Reinvestment Fund, 2017



	Number of Block Groups	Median Sales Price 2015- 2016	Sales Price Variance	Percent Bank Sales	Owner Occupancy	Percent Subsidized Rental	Percent Vacant Residential	Housing Units per Acre	Residential Parcels Built 2008-up	Residential Parcels w/Permits 2015-2016
Α	32	\$ 501,292	0.39	2.6%	90.1%	0.4%	0.4%	1.9	5.9%	11.6%
В	23	\$ 425,851	0.47	3.3%	32.9%	10.3%	1.5%	17.2	4.7%	5.0%
С	82	\$ 274,479	0.34	5.5%	83.2%	3.4%	0.6%	3.2	2.7%	7.2%
D	53	\$ 195,175	0.35	9.4%	28.8%	6.9%	1.2%	9.8	3.4%	5.7%
E	103	\$ 182,686	0.32	13.3%	79.8%	2.7%	0.9%	2.8	2.6%	5.5%
F	30	\$ 140,358	0.38	20.5%	48.4%	77.3%	1.8%	4.0	2.5%	4.0%
G	62	\$ 117,611	0.39	29.1%	58.9%	6.5%	3.0%	4.2	2.7%	4.9%
Н	31	\$ 63,465	0.61	32.8%	41.0%	12.0%	8.5%	5.6	1.9%	3.7%
- 1	18	\$ 53,597	0.60	37.3%	30.1%	88.9%	3.2%	7.2	2.0%	2.0%

Transportation

How we get around

18% of households do not own a car.

Nearly one-out-of-five households do not have car, and almost 40% of households only have one car. Households with fewer vehicles available for daily trips rely more on transit, bicycling, and walking.

People biking or walking to work nearly doubled since 2000.

While the share of workers who drove alone to work increased from 2000 to 2016, the total number of workers who walked or biked to work has also increased. Transit ridership has gone down, following national trends.

Richmond is a Vision Zero Citv.

Mayor Stoney unveiled the City's commitment to Vision Zero on October 27, 2017. Vision Zero is a multi-disciplinary global strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. It was first implemented in Sweden in the 1990s, proved successful across Europe, and since then has been gaining momentum in major American cities. In early 2018 the City released the Vision Zero Action Plan with the goal to reduce the number of traffic deaths and injuries to zero by 2030. This plan sets out a number of actions and strategies, such as addressing dangerous behavior, designing a safe transportation system for all road users, and developing education and awareness of the system.

// TABLE 3. Vehicles Available by Household

Source: U.S. Census Bureau: 2016 ACS 1-Year Est.

	Households	Percent
No vehicle	16,534	18.0%
1 Vehicle	35,926	39.2%
2 Vehicles	27,839	30.4%
3 Vehicles	8,613	9.4%
4+ Vehicles	2,792	3.0%

// TABLE 4. Means of Transportation to Work for Workers 16 Years and Over, 2000 and 2016

Source: U.S. Census Bureau: 2000 Census,, 2016 ACS 1-Year Estimates

	2000 (Census	2016 1-Y	% change	
	Number	Percent	Number	Percent	from '00-'16
Drove Alone	62,743	72.2%	82,549	77.0%	7%
Carpooled	11,165	12.8%	9,131	8.5%	-34%
Public Transit	7,354	8.5%	4,624	4.3%	-49%
Bicycle	969	1.1%	2,455	2.3%	109%
Walked	3,941	4.5%	7,029	6.6%	47%
Other means	729	0.8%	1,447	1.4%	75%

Nearly half of the Richmond Connects recommendations have been implemented or are underway.

Published in 2013, the Richmond Connects: Richmond Strategic Multimodal Transportation Plan outlines nine general need areas and outlines 160 specific infrastructure projects - 25% of the projects have been implemented, 18% are underway, 6% were omitted, and the rest have not yet been implemented. Some of the implemented projects include the Pulse Bus Rapid Transit, RVA Bike Share, roundabout construction, and one-way to twoway street conversions.

Richmond has an average WalkScore® of 51.

Walkable neighborhoods can help to make physical activity an inherent part of a resident's day and provide alternative transportation options to vehicles. Richmond's average WalkScore® is 51, or "somewhat walkable," with the most walkable areas being downtown, Carytown and VCU areas. Explore Richmond's WalkScore® map by visiting richmond300.com/maps.



77%

of working Richmonders drove alone to work in 2016

// FIGURE 17. Transportation Networks

Source: City of Richmond: Department of Public Works, Greater Richmond Transit Co.



- How has your travel mode changed during the time you have lived/worked/played in Richmond?
- Did you know about Vision Zero before reading this Report?

Traffic deaths and injury are a continuing problem.

The prevalence of traffic crashes is a health crisis. The top two behaviors that lead to injury or death in crashes are 1) not wearing a seatbelt, and 2) driving under the influence of alcohol. Pedestrians are the most vulnerable population - 28% of pedestrians involved in traffic crashes are killed. From 2011 through 2016, there were a total of 22 deaths and 313 incapacitating injuries involving pedestrians and cyclists, representing 1.9% and 27% of all crashes, respectively. Compare this to traffic crashes involving only vehicles, where during the same timeframe there were 56 deaths (0.2% of all vehicle crashes), and 1,062 incapacitating crashes (3.7% of all vehicle crashes). This suggests that a pedestrian or cyclist involved in a crash is 9.8 times more likely to die and 7.4 times more likely to experience an incapacitating injury than a motorist involved in a crash with another motorist.

Richmond is investing in bike and pedestrian infrastructure.

During the 20th century, the transportation industry nationwide focused on transport by vehicles. For most of the 21st century, transportation professionals have been working on behalf of all modes - including biking and walking. In 2011, the City hired its first bicycle, pedestrian, and trails coordinator. In 2012, Bike Walk RVA, a nonprofit advocacy group dedicated to advocating for the growth of biking and walking in the region, was established. The Department of Public Works (DPW) developed a Bike Master Plan for the city in early 2015 with extensive community engagement. DPW has installed 20 miles of bike lanes since 2012, of which about 13 miles are buffered or barrier-separated. An additional 20 miles of bike lanes are designed or under construction. The Virginia Capital Trail was completed in 2015, providing a 52-mile multiuse trail between Richmond and Williamsburg.

RVA Bike Share launched in 2017.

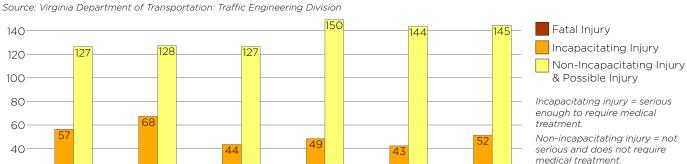
The first phase of the RVA Bike Share program launched in 2017 with 220 bikes and 17 stations. The second phase will add 220 electric pedal-assist bikes, convert the existing bike stock to pedal-assist, and double the number of stations.

From September 2017 through March 2018, users have completed nearly 10,000 total trips spanning 28,000 miles on RVA Bike Share.

50 miles of sidewalk repaired or replaced in last 5 years.

DPW is responsible for maintaining the 836 miles of sidewalks throughout the city, as well as installing new segments of sidewalks where they are missing. Approximately 50 miles of sidewalk have been repaired or replaced in the past five years through the Capital Improvement Program, which is funded through a combination of federal, state, and city funds.

// FIGURE 18. Pedestrians and Cyclists Injuries and Deaths from Automobile Crashes, 2011-2016



2014

4

2015

5

2016

Possible injury = may not be

bruising or whiplash.

visible or may appear later such as

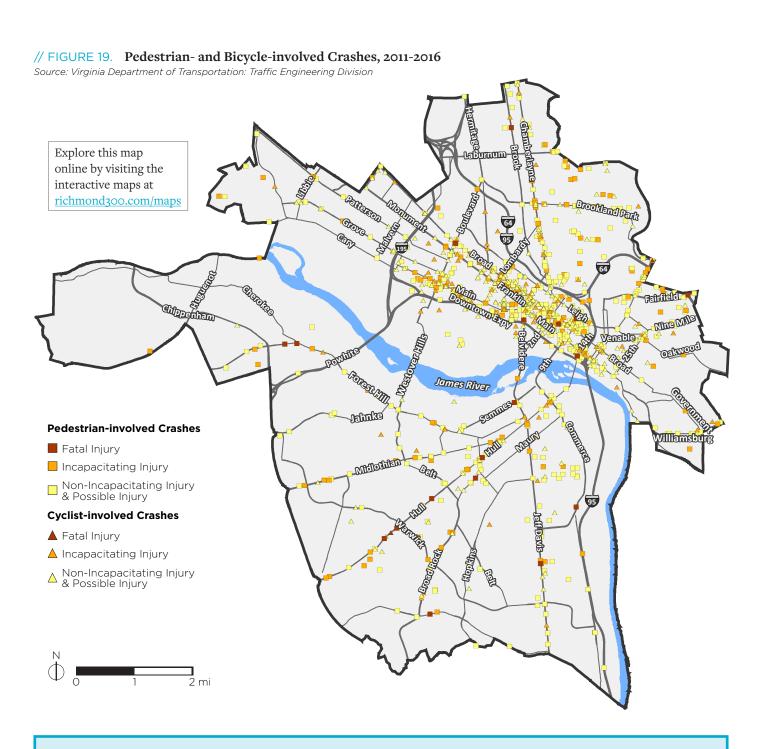
4

2012

2013

20

2011



Consider this:

- What is your experience as a pedestrian or cyclist in Richmond? How would you like to change your experience?

Bus ridership is decreasing.

As compared to 2016, bus ridership is declining. Ridership fell by 9% between FY 2016 and FY 2017. Once the new bus network and the Pulse Bus Rapid Transit are launched in FY 2018, ridership could increase in FY 2019.

The new bus system triples the number of residents within ½ mile of a frequent bus line.

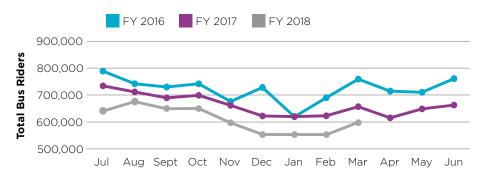
During 2016 and 2017, the City developed the Transit Network Plan to redesign the city's bus system. With the Pulse Bus Rapid Transit as the spine, the new bus system more than triples the number of Richmonders within ½-mile of a frequent bus line as compared to the previous bus system.

Main Street Station reopened to passenger rail in 2003.

Passenger rail service to Main Street Station stopped in 1975 due to low ridership. In 2017 there were a total of 50,000 Amtrak boardings (on) and alightings (off) at Main Street Station, which averages to about 2,000 monthly boardings and alightings, representing a 13% increase from 2014 total. The "D.C. to Richmond Southeast High Speed Rail" project could further increase ridership. The project is currently in an engineering and feasibility study phase.

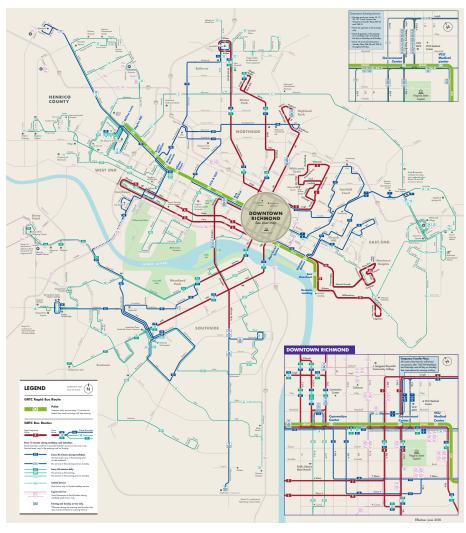
// FIGURE 20. Bus Ridership, FY 2016-18

Source: Greater Richmond Transit Company: Monthly Ridership Report March 2018



// FIGURE 21. The New GRTC Bus System

Source: Greater Richmond Transit Company, 2018





The Richmond Marine Terminal is receiving more infrastructure investment.

In 2010, the City entered a lease agreement with the Port of Virginia to lease the Richmond Marine Terminal. The Terminal has seen a 15-fold increase in cargo traffic since 2009. The Port of Virginia Master Plan calls for upgrading equipment and facilities at the Richmond Marine Terminal. The Commerce Corridor Study (2017) outlines infrastructure projects to improve access along Commerce Street, which is a major road providing access to the Richmond Marine Terminal.

There are more passengers and cargo moving through RIC.

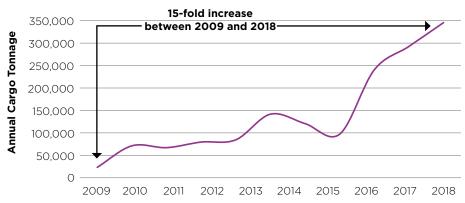
The Richmond International Airport (RIC) in Henrico County has experienced an 8% increase in passengers and a 58% increase in cargo from 2009 to 2016. Travelers can fly direct to 17 major U.S. cities on seven airlines and an additional airline will join the lineup in 2018.

The transportation landscape is changing.

Ridesharing, bikesharing, autonomous vehicles, and other transportation innovations are changing how people move around cities. The exact impact of transportation innovations is not entirely known, but preliminarily, DPW is seeing an increase in demand for "curb space" — meaning many different users are seeking to use the side of the road for various activities: Uber/Lyft loading zones, parking lanes, bike lanes, travel lanes, bus lanes, truck loading, valet parking stations, and more. There is limited curbside; therefore, stakeholders will need to weigh the various demands on this shared space and determine the best use and best price based upon demand on any given road.

// FIGURE 22. Annual Tonnage of Cargo Passing through the Richmond Marine Terminal, 2009 - 2017 and 2018 Estimate

Source: Port of Virginia



- Given that our transportation infrastructure has been developed over 300+ years, where would you invest over the next 20 years?
- How do you think future transportation innovations may shape the way we move around Richmond?
- Why have/haven't you ridden Amtrak and/or GRTC?



Employment & Income

Where we work

The fastest growing employment sectors are accommodation and dining, education, and health care.

Between 2000 and 2015, there was an increase in city residents employed in all sectors except information, manufacturing. public administration, and finance and insurance. In 2000, 29% of Richmonders worked in accommodation and dining, education, and health care. By 2015 the proportion employed in those sectors increased to 37% of the total working population.

7 of Richmond's top 10 largest employers are government entities.

As the Capital of the Commonwealth of Virginia and home to Virginia Commonwealth University, Richmond is home to many local, state, and federal entities that employ tens of thousands of people who live throughout the region. Out of the top 20 employers in the city, 11 are local, state, and/or federal organizations.

// TABLE 6.

Top 10 Largest Employers

Source: Virginia Employment Commission, Economic Information & Analytics, Quarterly Census of Employment and Wages (QCEW), 4th Quarter (October, November, December) 2017

Employer Virginia Commonwealth University 2 MCV Hospital 3 Richmond Public Schools 4 City of Richmond 5 U.S. Dept. of Veterans Affairs 6 HCA Virginia Health System 7 University of Richmond 8 Federal Reserve Bank, Richmond 9 Philip Morris U.S.A., Inc. 10 MCV Physicians

// FIGURE 24. City Resident Employment by Sector, 2000, 2015

Source: U.S. Census Bureau: 2000 Census, 2015 ACS 1-Year Estimates



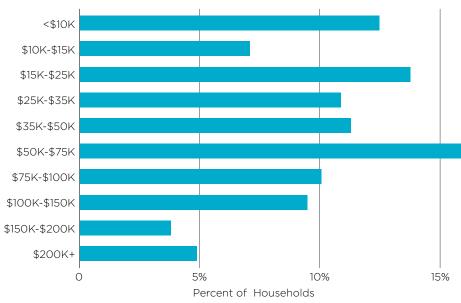
// FIGURE 25. Inflation-adjusted Median Household Income, 1950-2016

Source: U.S. Census: 1950-2000 Censuses, 2010 ACS 1-Year Estimates, 2016 ACS 1-Year Estimates



// FIGURE 26. Household Income Distribution, 2016

Source: U.S. Census Bureau: 2016 ACS 1-yr Est.



The Richmond economy benefits from a growing culture of entrepreneurship which attracts and supports innovation.

Richmond has a business support ecosystem comprised of over 10 local incubators, accelerators, and partnering organizations that assists founders by identifying mentorship opportunities, accessing seed capital, and providing technical support for strategic planning and organizational development.

Inflation-adjusted median income has decreased.

In absolute terms, Richmond's median household income appears to be increasing, but when adjusted for inflation, median household incomes are lower than they were in 1990 and 2000.

of Richmonders are living in poverty

Poverty is concentrated in parts of the city.

The poverty rate increased from 21.4% in 2000 to 25.5% in 2014. Poverty rates are highly concentrated in areas of the city, particularly the East End which has a large share of public housing, as well as large portions of the South Side. Between 2000 and 2014, the median household income in large areas along Jefferson Davis Highway decreased by more than 50%.

The goal is to reduce poverty by 40% by 2030.

Established in 2014 to address Richmond's socioeconomic disparities, the City's Office of Community Wealth Building is a novel approach to tackling persistent poverty. Its primary goals are to reduce overall poverty by 40% and reduce child poverty by 50% by 2030 via three focus areas: education, workforce innovation, and neighborhood transformation.

Historic land use and housing policies, and insurance and banking practices have created a segregated city.

Federal, state, and local policies, and private industry practices have shaped a segregated city over the past 100+ years. These include everything from urban renewal to practices like redlining,1 deed restrictions,² exclusionary zoning,3 and sub-prime lending. This phenomenon is not unique to Richmond and has happened across the nation.

A study of segregation in Chicago found that if the city were less segregated, the City would see "\$4.4 billion in additional income each year, a 30 percent lower homicide rate and 83,000 more bachelor's degrees."4 The cost of segregation is high for all income earners.

The City of Richmond, along with several non-profits, is intentionally seeking to reduce the concentration of poverty via programs like the Office of Community Wealth Building.

The City is seeking to move 10,000 adults from below the poverty line to above the poverty line by 2030.

The Office of Community Wealth Building is working to expand and improve how residents are connected to local employers, and support programs which provide training and development to participants striving to obtain and maintain well-paying, sustainable occupations. A couple of their initiatives include:

- The Richmond Area Living Wage Certification Program, a joint venture with the Virginia Interfaith Center for Public Policy, which encourages employers to demonstrate a commitment to establishing a living wage for its employees.
- Partnership with Virginia First Cities has secured a grant for \$1.9 million to fund staffing and resources to encourage better access to jobs and higher wages.

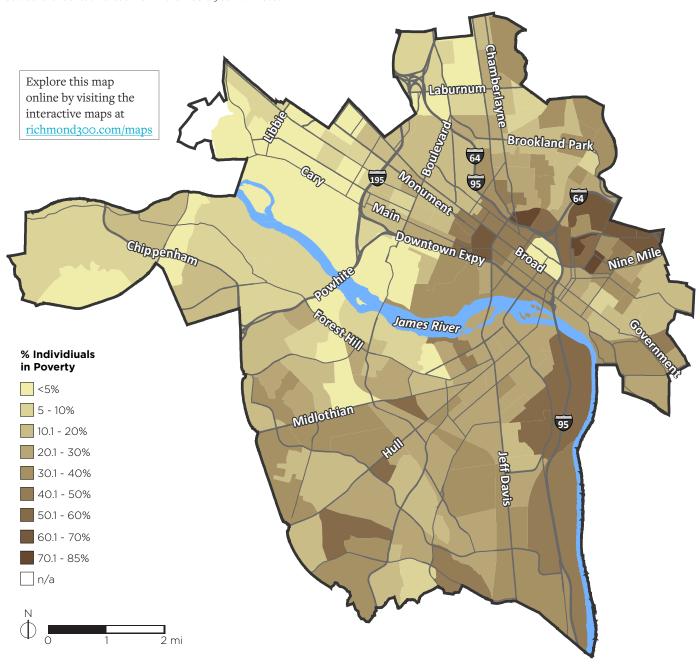
¹ Redlining is a discriminatory practice by which insurance companies, banks and others denied services to residents based on the racial or ethnic composition of their neighborhoods 2 Deed restrictions, which prohibited the sale of homes to buyers from certain racial and ethnic groups

³ Exclusionary zoning is the practice of using the zoning ordinance to intentionally exclude certain types of land uses from a given community. For example, an upper class community may use zoning to exclude multifamily housing in their neighborhood.

⁴ The Cost of Segregation, Metropolitan Planning Council

// FIGURE 27. Individuals in Poverty, 2016

Source: U.S. Census Bureau: 2012-2016 ACS 5-year Estimates



- How do you think stagnant wages impact housing affordability?
- How does access to a livable wage relate to poverty?
- Why do you think employers are attracted (or not attracted) to locate in Richmond?
- Why do you think poverty is concentrated in certain parts of the city?

Economic Development

Bringing jobs and tax revenue to Richmond

Economic development programs contribute to the revitalization of Richmond's neighborhoods.

The City, Commonwealth, and federal government administer several grant, loan, and tax abatement programs to encourage economic development. These programs include:

Enterprise Zones: Areas where businesses are eligible for state and local incentives. According to a 2017 Enterprise Zone Program report by the Virginia Dept. of Housing and Community Development, Richmond's Enterprise Zones gained over 30,000 jobs between 2000 and 2015.

CARE Grants: Designed to revitalize mature neighborhood commercial districts, primarily in the city's lowand moderate-income communities, there are 11 CARE areas across the city.

Tax Abatement for Rehabilitated Structures: Allows owners to partially abate taxes for ten years on renovations to structures over 20 years old that meet the program requirements.

Tax Abatement for Redevelopment and Conservation Areas and **Rehabilitation Districts:** Allows owners to partially abate taxes for ten years for projects on properties that had been vacant for at least two years and that are owner-occupied within three years (buildings with 1-4 housing units) or have income restrictions for a percentage of

renters (buildings with 5+ housing

Facade Improvement

Program: Encourages business and property owners to invest in the City's Arts & Cultural District by offering grants for façade improvements for commercial and mixed-use buildings in the area.

Mayor's Opportunity Fund:

A discretionary incentive available via the Mayor's Office to secure a business location or expansion project in Richmond. Grants are awarded as a match to the Commonwealth of Virginia's Governor's Opportunity Fund.

Richmond Revolving Loan Fund: A new loan program that provides financing to local developers and small businesses pursuing Section 108-eligible projects, which will improve economic opportunities for low- and moderate-income persons through job creation.

City Wide Revolving Loan:

A financial tool providing access to capital for small businesses, entrepreneurs, developers, and nonprofits that are seeking to stimulate the revitalization of Richmond's neighborhoods and promote permanent job creation for low- to moderate-income residents.

Foreign Trade Zone: Designed to encourage businesses to participate in international trade by effectively eliminating or reducing customs duties.

State Historic Rehabilitation Tax Credits: Provide a reduction in income tax liability for Virginia

taxpayers who rehabilitate historic buildings. The state credit is 25% of eligible rehabilitation expenses.

Federal Historic Rehabilitation

Tax Credits: Provide a 20% income tax credit for the rehabilitation of historic, income-producing buildings through a process administered by the Secretary of the Interior.

Low Income Housing Tax

Credits: Help create affordable housing, are administered by the Virginia Housing Development Authority, and have generated the largest source of new affordable housing in the country since their creation in 1986.

In 2017, real estate tax income accounted for 33% of the City's total budget.

Property tax is the single largest source of income for the City. These revenues are critical in providing vital services to city residents, such as public safety, infrastructure, and public education.

30% of the City's land is not taxable

Real estate taxes are only collected on 70% of the City's total land area because 30% is owned by non-profit or government institutions, which do not pay property tax.



// FIGURE 28. Economic Development Programs

Source: City of Richmond: Department of Economic and Community Development, Virginia Housing Development Authority Explore this map online by visiting the Brookland Park interactive maps at richmond300.com/maps Medical Story enpenham CORESCIIII, James River Jahnka Low-Income Housing Tax Credit Projects (2012-2017) Villiamsb Milothen Dep't of Economic & Comm. Development Loans (2010-2017) CARE Grants (2009-2017) Enterprise Zone Grants (2009-2017) CARE Areas Redevelopment and Conservation Areas Enterprise Zones

\$20 Million

The amount of money the City forgoes in tax revenue each year via tax abatement programs (approx. 3% of the total adopted budget).

- Where do you live and work? Are there economic development programs in your neighborhoods?
- Have you noticed any improvements to buildings and districts where you live or work?

Historic Preservation

Recognizing and protecting Richmond's heritage

Historic districts help recognize and protect Richmond's heritage.

Historic preservation not only saves historic buildings, but also helps protect authentic and unique neighborhoods, which are great tourist attractions and economic development assets. There are two types of historic districts in Richmond:

City Old & Historic Districts:

Preserve historic neighborhoods by requiring exterior modifications, new construction, and additions to be reviewed by the Commission of Architectural Review (CAR). These local historic districts, first established in 1957, are among the earliest local districts in the country.

National Register Historic

Districts: Provide access to state and federal tax credits for substantial improvements that meet the Secretary of the Interior's Standards for Rehabilitation. This encourages the rehabilitation of historic structures and has encouraged development throughout Richmond's historic neighborhoods.

Number of properties that are within a local or national historic district, representing 1/3 of all properties in the city.

Tax credits have fluctuated since 2010 but tax abatements have held steady.

Properties qualify for state historic rehabilitation tax credits if the properties contribute in their historic nature to a National Register Historic District. Any property over 20 years old in any part of the city qualifies for tax abatement. Over the past five years, rehabilitated multi-family residential structures accounted for approximately 50% of the total tax abated in the City's rehabilitated structure abatement program.

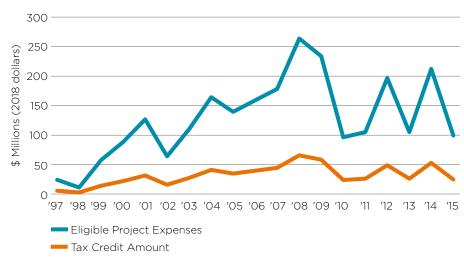
Tax credits and tax abatements spur redevelopment.

According to a 2014 report by Preservation Virginia, between 1997 to 2012, developers spent \$2.2 billion (in 2013 dollars) in the Richmond Region rehabilitating historic structures - representing 53% of all rehabilitation expenditures in the Commonwealth. According to that report, the rehabilitation industry supports over 17,000 jobs. The state and federal tax programs and tax abatements support reinvestment into existing structures and redeveloping existing neighborhoods. Historic structures in commercial corridors help support small business that cannot afford the rents in new developments.

// FIGURE 29. State Historic Rehabilitation Tax Credits in Richmond -Eligible Project Expenses and Tax Credit Amount, 1997-2015

This chart shows the total project cost eligible for the State Historic Rehabilitation Tax Credit program in Richmond and the amount of tax credits granted every year from 1997 to 2015. The figures are shown in 2018 dollars.

Source: Virginia Department of Historic Resources





// FIGURE 30. Historic Districts and Incentive Programs Source: City of Richmond: Department of Planning and Development Review; Virginia Department of Historic Resources Explore this map online by visiting the interactive maps at richmond300.com/maps James River State Historic Tax Credit Project (2010-2015) Villiamsb City Tax Abatement for Milothian Rehabilitated Structures (2013-2017) City Old & Historic Districts National Register Historic Districts // FIGURE 31. Rehabilitated Structure Assessed Value Abated, 2013-2017 This chart shows the assessed value that was abated over a 5-year period in Richmond. Source: City of Richmond: Assessor's Office 903 862 900 854 842 800 700 600 529 492 **Consider this:** 460 413 500 432 419 432 417 418 - What areas of the city are 400 you drawn to? Are those in a 300 historic district? 200 - How do you think historic 100 preservation and new 2013 2014 2015 2016 2017 construction can occur side-

Single-Family

Residential

Multi-Family

Residential



Commercial/

Office/Industrial

by-side in our city?

Parks & Recreation

Where we play and enjoy nature

Nearly 3,000 acres of parkland in Richmond.

Park facilities in Richmond range from pocket parks nestled in the Fan to regional attractions like the James River Park System (JRPS), Parks and vegetated open space are critical spaces for:

- Managing stormwater,
- Retaining carbon dioxide,
- Providing animal habitats,
- Increasing the adjacent land value,
- Improving health outcomes,
- Providing a "sense of place,"
- Serving as an arts and culture gathering place,
- Connecting places to one another, and many other benefits.

The City is creating and improving parks.

In the past several years, the City has undertaken projects to improve parks and plazas and construct new ones, such as the Maggie L. Walker Plaza, Kahahwa Plaza, Monroe Park, and the improvements to the Riverfront including the T. Tyler Potterfield Memorial Bridge.

75% of Richmonders live within a 10-minute walk of a park.

According to 2017 ParkScore, Richmond ranked #48 out of 100 cities with a ParkScore of 51.5. Areas of the city that are not within a 10-minute walk of a park are predominantly found in the South Side, specifically in the 1970 Chesterfield Annexation area and along the industrial waterfront.

The majority of the visitors to the JRPS are not Richmond residents.

In a JRPS visitor survey completed in 2012, 41.2% of the visitors were Richmond residents and the rest were non-Richmond residents. The number of JRPS visitors grew by 56% between 2014 and 2016. The JRPS is the number one tourist attraction in the Richmond Region.

There are 42 Friends of Parks groups and 34 Community Gardens.

Richmonders are engaged in improving their park system. Successful parks do not just rely on City funding but depend on the active engagement of residents who participate in park clean-ups and plantings, raise funding for park improvements, and advocate.

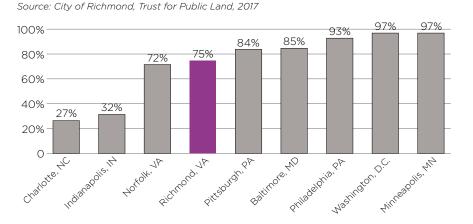
Over 200,000 meals given to youth at Parks and Recreation Facilities.

Richmond's 26% poverty rate means that many residents struggle to feed their families. Parks and Recreation provided 203,686 meals to youth in 2017. This program provided a nutritious breakfast and lunch 5 days a week during the summer.

Nearly 6,000 youth in sport's leagues.

In 2017, nearly 6,000 youth participated in sports activities provided by the department. This includes boys and girls participating in baseball/softball, basketball, tennis, football, cheerleaders, field hockey, and soccer.

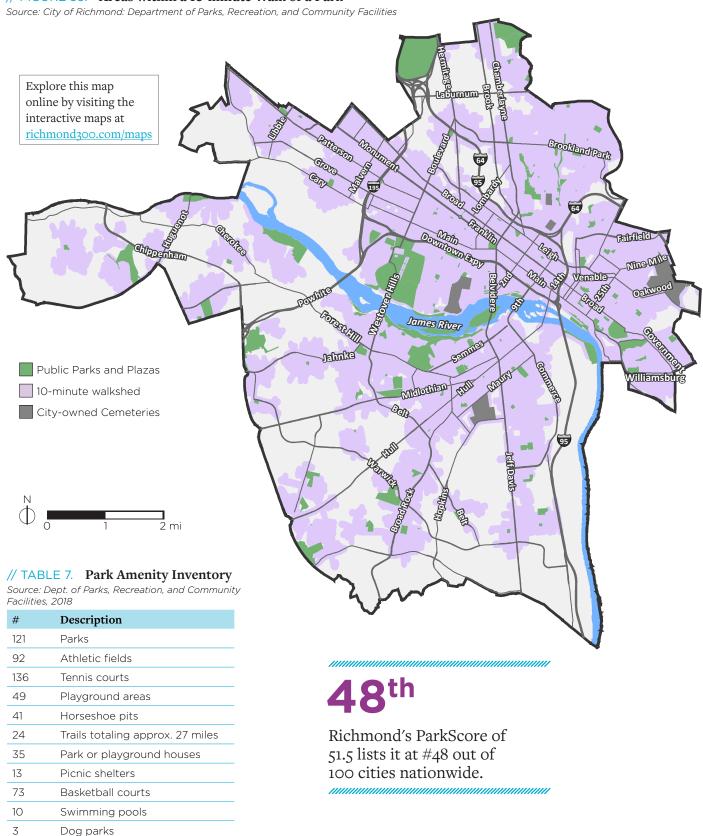
// FIGURE 32. Percentage of Population within 10-minute Walk of Parks



- How do you get to your park?
- Can you safely walk or bike to your park?
- Have you heard of Friends of Parks groups?



// FIGURE 33. Areas within a 10-minute Walk of a Park





Disc golf courses BMX bike trail

2

Natural Resources

Underpinning our city

36% of Richmond is impervious.

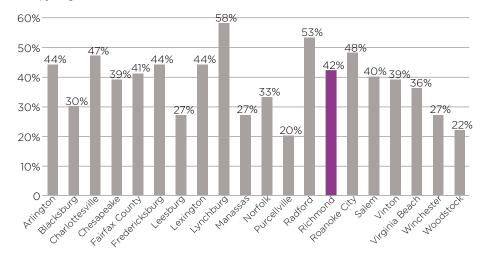
Impervious surfaces are paved or hardened surfaces that do not allow water to infiltrate. Roads, rooftops, sidewalks, pools, patios, and parking lots are all impervious surfaces. Impervious surfaces can contribute to environmental harm by altering natural stream flow, polluting aquatic habitats, raising air temperatures. and reducing the amount of water that is naturally filtered as it soaks into the ground and replenishes groundwater supplies. Impervious land also increases the amount of rain water that flows into the Citv's infrastructure. There are federal, state, and City laws and guidelines that require new developments to manage storm water on-site and reduce the flow of rain water into the City's systems. However, most of Richmond was built before these regulations were adopted.

42% of Richmond is covered by tree canopy.

According to Virginia Tech, in 2010 42% of Richmond's land area (excluding area covered by water) was covered by tree canopy, 76% of which was located within residential zoning districts. Tree canopy provides many benefits to communities including improving water quality, conserving energy. lowering temperatures, reducing air pollution, providing natural habitats, increasing property values, reducing storm water run off, and more. The Virginia Tech analysis found that an additional 33% of Richmond's land area could be improved to support urban tree canopy. According to a 2012 Virginia Tech study on Richmond's street trees, street trees cover approximately 2.4% of Richmond's land area. Approximately 88% of Richmond's street trees were rated in fair to good condition.

// FIGURE 34. Comparison of Existing Urban Tree Canopy Coverage in Virginia Localities, 2010

Source: McKee, Jennifer, A Report on the City of Richmond's Existing and Possible Urban Tree Canopy, Virginia Tech: 2010



42%

of Richmond is covered by tree canopy

// FIGURE 35. Land Coverage

Source: City of Richmond: GIS



Consider this:

- Flip between the maps of page 39 (poverty), page 47 (land coverage), and page 53 (heat island). Notice the correlation among poverty, impervious surfaces, heat island and heat-related illness. How can we help reduce heat-related illnesses?
- How do trees and vegetation contribute to your life?

39% of Richmond is environmentallyconstrained.

Environmental constraints limit the ability to develop land. Various local, state, and federal regulations limit development near environmentallysensitive areas to protect and manage natural resources. These areas include:

100-year Flood Plain: Areas that have a 1% chance of flooding in a given year, or once every 100 years.

500-year Flood Plain: Areas that have a 0.02% chance of flooding in a given year, or once every 500 years.

Wetlands: Land that is saturated by water, either permanently or seasonally.

Resource Protection Area: Defined by the Chesapeake Bay Preservation Act, it includes land near bodies of water that if developed may worsen the water quality of water bodies. Development in these areas is heavily regulated.

Resource Management Area: Also defined by the Chesapeake Bay Preservation Act, it includes Resource Protection Areas as well as other environmental features. Development in these areas is generally allowed but must be reviewed to ensure that any negative effects are reduced.

The James River's water quality is steadily improving.

The James River is a natural habitat. recreational destination, and the source for drinking water for the Richmond Metropolitan Region. The quality of the water in the James River affects habitats, recreation, and public health. In 2013, the City began an initiative called RVAH2O to focus on water quality and quantity issues within the city. Part of the initiative was the development of the RVA Clean Water Plan, which seeks to create one systematic approach to management of the city's water resources.

Richmond is comprised of 20 watersheds.

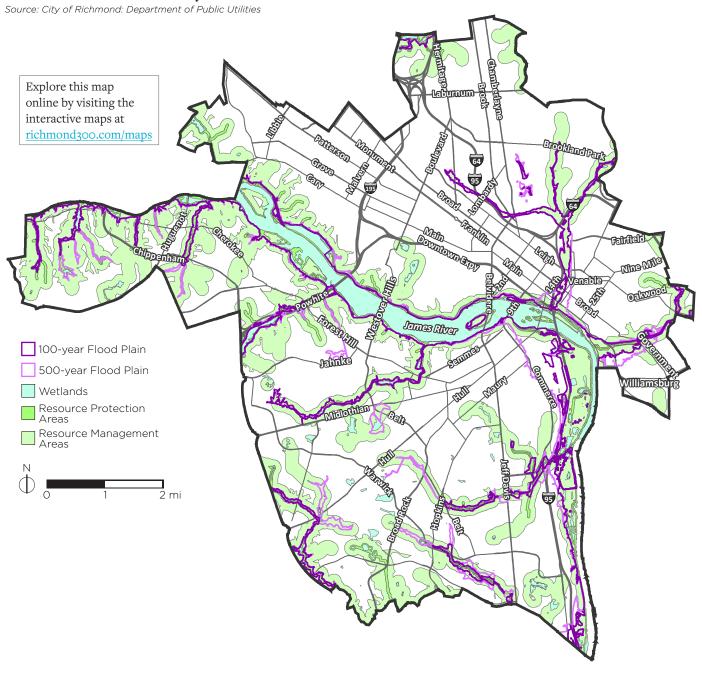
Within the City's boundaries, there are parts or all of 20 distinct watersheds that are described in the RVA H2O Watershed Characterization Report and grouped based on flow dynamics. These watersheds include: Cannon's Branch/Shockoe Creek, Stony Run, Gillies Creek, Almond Creek, Goose Creek/Manchester Canal, Broad Rock Creek, Jordan's Branch, Upham Brook, Chickahominy River/Horse Creek, Cherokee Lake, Kanawha Canal, Pittaway Creek, Powhite Creek, Rattlesnake Creek, Reedy Creek, and Rockfalls.

The James River Park System has surprising biodiversity.

The James River Park System hosts a rich array of species - 14 mammal species, 170 bird species, 10 frog species, 100 insect species, and more than 450 species of wildflowers, grasses, trees, shrubs, and wetland/aquatic plants; however, these plant communities are under stress from invasive species. The James River also serves as spawning ground for migratory fishes, such as shad, herring, perch, and bass, that swim from the ocean and the Chesapeake Bay to spawn at and above the James River Fall Zone.



// FIGURE 36. Environmentally-sensitive Areas



Utilities

Providing services to our homes and businesses

Drinking Water

The James River is our drinking water source.

The Department of Public Utilities (DPU) is a regional drinking water provider, providing water to parts of Henrico, Hanover, and Chesterfield counties, and all of Richmond. The existing water capacity of the Richmond water treatment plant is 132 million gallons per day (MGD), which is supplied from the James River. DPU is updating the Water Supply Plan which examines our water needs and plans for the next 50 years.

Stormwater

52% of Richmond's population lives in the Lower James CSS Area.

Similar to other older east coast cities, Richmond is partially within a combined sewer system (CSS). Approximately 32% of the City's land area is within the combined sewer area. CSS areas are those where sanitary sewage and stormwater are combined in one pipe system.

There are fewer CSS events.

There are 29 overflow points but only two to four have frequent combined sewage overflow (CSO) events due to the underground creeks being conveyed in these networks. The City and Commonwealth have invested close to \$250 million since the 1980s to

make improvements to the CSS infrastructure to reduce CSO events and are engaged in a \$117 million effort to reduce these events further.

Green infrastructure improves water quality.

Stormwater runoff, a major cause of water pollution in urban areas, carries trash, bacteria, heavy metals, and other pollutants from the urban landscape to waterways. Higher flows resulting from heavy rains also can cause erosion and flooding in streams, damaging habitat, property, and infrastructure. The City is actively installing green infrastructure, a cost-effective, resilient approach to managing rain event effects, that uses vegetation, soils, and other elements to manage water and create healthier urban environments.

Wastewater

DPU's Wastewater Utility is the largest of its kind in Virginia.

The Richmond Wastewater Collection System covers 52,050 acres (78% of which are in the City) and consists of 1,500 miles of sewer lines. The system serves Richmond and parts of Chesterfield. Henrico, and Goochland County. The wastewater treatment plant on the south bank of the James River can treat up to 75 MGD of wastewater before returning it to the river. In 2018 the plant will begin an expansion to treat up to 140 MGD during rain events.

The average age of the sewage system is 69 years.

DPU has a program to reduce the average age by incrementally upgrading sewer lines in the city. The 2016 Collections System Master Plan evaluates the system's current conditions, assesses risk, and identifies projects through 2025.

Phosphorus and nitrogen levels in the James River have been greatly reduced.

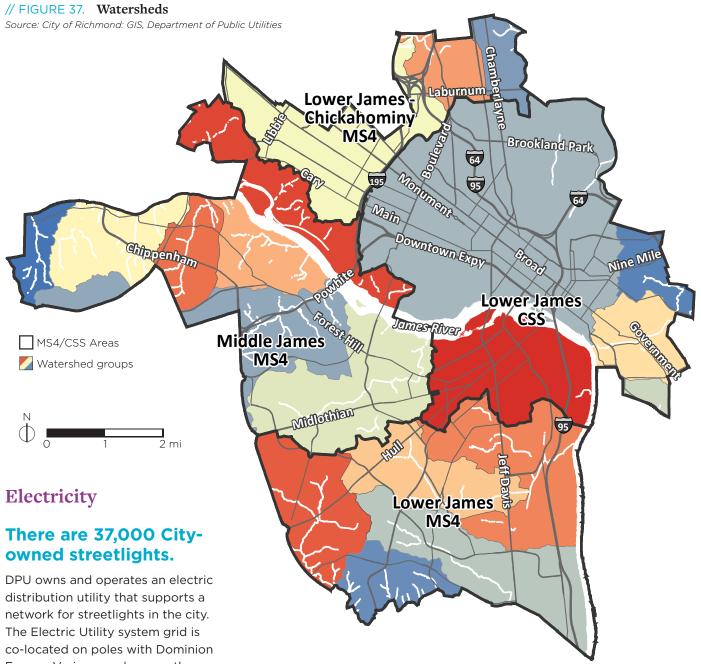
A \$120 million investment by the City and the Commonwealth reduced the level of phosphorus and nitrogen released from the treatment plant into the James River by 86% and by 45% respectively between 2010 and 2016. High levels of phosphorus and nitrogen, found in human and animal waste, impairs the quality of the water and effects habitats.

Natural Gas

Richmond Gas Works is the 2nd oldest municipal gas utility in the nation.

Richmond Gas Works, founded in 1850, serves over 115,000 customers in Richmond and parts of Henrico and Chesterfield County, delivering approximately 17,620,890 Mcf (thousand cubic feet) of natural gas per year, through a network of approximately 1,900 miles of gas mains. The City's gas network is maintained by ongoing upgrades, expansions, and public improvements for safety and compliance.





Energy, Verizon, and some other

isolated Telecom providers (i.e., Fiber, Radio Frequency, etc.).

DPU is currently in a pilot phase of examining LED technology and its effects on lighting levels, color rendering, power usage, and various electrical grid effect characteristics.

DPU works closely with Richmond Police Department (RPD) in various environmental impact initiatives to enhance or promote a sense of greater public safety.

Consider this:

- How will your demand of utilities (water, wastewater, electricity, gas, telecommunications) change in the next 20 years?



Sustainability & Resiliency

Preparing and responding to a changing climate

Community Greenhouse Gas emissions have decreased by 15%.

From 2008 to 2015, community GHG emissions decreased by 15%. The City's goal is to decrease community-wide Greenhouse Gas (GHG) emissions by 80% by 2050 using 2008 as the baseline year. RVAgreen 2050 is Richmond's planning process to develop a roadmap of actions to achieve Richmond's 80% reduction by 2050.

63% of GHG emissions are from the residential and commercial sectors.

In 2015, 40% of community GHG emissions were from commercial buildings, 24% from the transportation sector, 23% from residential buildings, and 11% from industrial facilities. 50% of community GHG emissions in 2015 resulted from the use of electricity, 24% from gasoline/diesel and 22% from natural gas. Overall energy consumption in Richmond decreased by 2% between 2008 and 2015.

Renewable energy is changing the Richmond landscape.

In 2017, Richmond achieved SolSmart¹ Silver designation for its efforts to provide resources and reduce barriers to make it faster, easier and less expensive for the community to go solar. While only accounting for 0.08% of the total

energy supply, the production of solar energy has increased by nearly 450 times between 2008 and 2015. Analysis by VCU's Center for Urban and Regional Analysis shows great potential for rooftop solar panels to produce up to 12% of the city's energy demand; however, the electricity distribution and energy storage infrastructure would need to be significantly upgraded to accommodate that much solar energy.

There has been a slight increase in vehicle miles traveled since 2008.

Vehicle miles traveled (VMT) is an indicator that policy makers track to understand how much people are driving and estimate how many greenhouse gases are produced by vehicles. Total VMT increased from 2008 to 2015 by 0.2%.

The number of days over 95° is likely to increase by 30 days annually.

According to the Science Museum of Virginia, the city already experiences 9 more days above 90 degrees annually than surrounding rural areas. Climate models predict that Richmond could experience nearly 30 more days above 95 degrees annually. Per the Science Museum of Virginia, "As extreme summertime temperatures in the City of Richmond have been linked with urban heat vulnerability and visits to urgent care centers and emergency departments for heatrelated illnesses in 2016, the urban

heat island effect is not only an infrastructural challenge and an environmental equity issue, but also an important public health issue."

Major rain events are expected to increase by more than 25%.

According to the Science Museum of Virginia, from 1948 to 2011, "Virginia saw a 33% increase in the frequency of extreme rainfall events and an 11% increase in the amount of rain falling in its largest annual storms." The number of extreme rain events is expected to increase by two and a half times. Given the environmental constraints and large amount of paved surface in Richmond, planning for increased intensity and frequency of rain events is critical.

Richmonders are very vulnerable to urban heat.

Urban heat vulnerability is a term used to describe an area's conditions that make it more or less sensitive to heat. Currently, 21.5% of Richmonders live in census tracts designated as "highest" in terms of urban heat vulnerability, while 19.6% live in census tracts designated as "high." These areas correspond with some of the densest areas of the city.

Heat-related illness is highly concentrated.

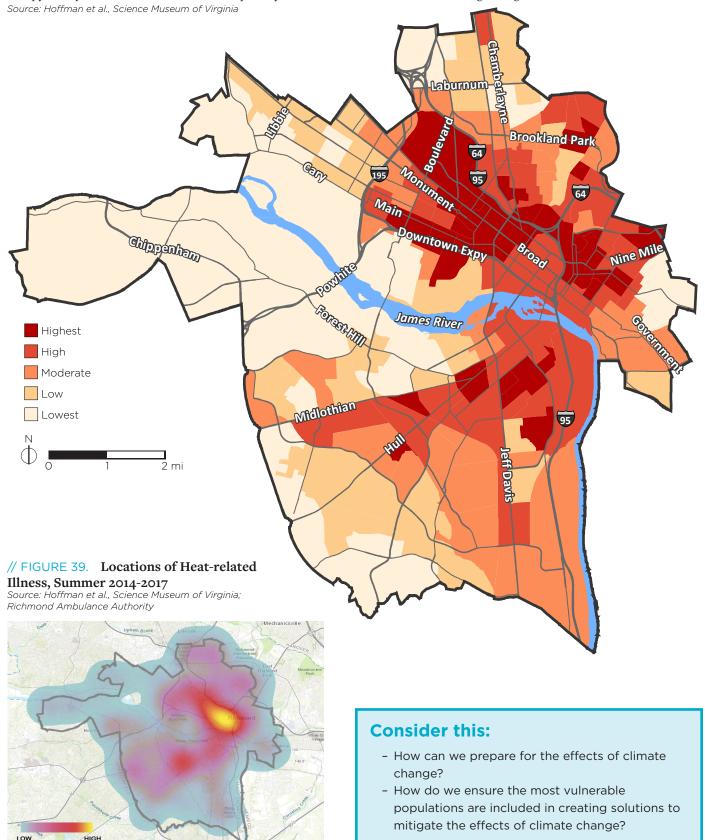
Heat-related illness in the summer is highly concentrated in areas with "high" and "highest" urban heat vulnerability and areas that are poor.



¹ SolSmart is a program of the Department of Energy and National League of Cities.

// FIGURE 38. Urban Heat Vulnerability, 2017

Urban heat vulnerability is a term used to describe an area's conditions that make it heat sensitive, using a combination of % tree canopy, % impervious surfaces, % families in poverty, and the amount of afternoon warming during a heat event.



Public Health

Building healthy and resilient communities

Where you live in **Richmond determines** your health and life expectancy.

Analysis by the VCU Center for Society and Health shows that life expectancy ages range from 63 to 83 years for city residents, depending on the area of the city in which they live. The Virginia Department of Health expanded on this analysis through the Health Opportunity Index (HOI) - a measure of a person's opportunity to live a long and healthy life via a set of 30 social, economic, educational, demographic, and environmental indicators affecting health. A "very high" HOI indicates that a person has access to the factors required to live a long and healthy life. Those living in Richmond neighborhoods with the lowest HOI correspond with shorter life expectancies and higher rates of chronic diseases.

In 2017, over 1,000 **Richmonders attended** free fitness classes.

The Sports Backers' Fitness Warriors program trains area residents to be professional fitness instructors in Richmond's communities with the highest rates of chronic disease. As part of the training, they teach free fitness classes. Since 2014, 96 residents have graduated from the program. In 2017, 1,232 Richmonders attended the Warrior exercise classes almost 11,000 times.

40% of Richmonders live in a food desert.

Based on 2015 data from the USDA, nearly 40% of Richmonders live in a food desert, or over a mile from a full-service grocery store.

Overweight and obesity rates are increasing.

According to the Centers for Disease Control and Prevention (CDC), in 2014, 65.3% of Richmonders were considered overweight or obese - a 25% increase since 2011, when the rate was 52%. In 2013, the Richmond City Youth Risk Behavior Survey revealed that 16.5% of high school students in Richmond were obese. Obesity rates correlate with poverty and food deserts. In Richmond's poorest census tracts, nearly half the adult population is obese.

One in eight Richmond adults have diabetes.

According to the CDC, approximately 12% of Richmond adults have diabetes, higher than the statewide rate of 10%. Across the city, diabetes rates vary from less than 5% in the West End to over 20% in the East End and South Side where poverty is concentrated, which is higher than the highest state averages in the U.S. (West Virginia has the highest statewide diabetes rate at 15%.)

Asthma rates vary based on geography.

According to the Center for Disease Control, asthma rates in adults living in the East End and South Side, in areas of concentrated poverty, are double that of adults living in the West End (14% and 7%, respectively). Asthma rates are linked to pollution and poor housing conditions.

More Richmonders use tobacco than Virginians overall.

The 2018 County Health Rankings show that Richmond's smoking rate is 21%, compared to 15% in Virginia overall. Smoking rates among high school youths are similar at 22.4%. For Richmond middle school youth, 15% have tried cigarette smoking, 2% used smokeless tobacco and nearly 7% currently use electronic vaping products (Virginia Youth Survey, 2015).

Culture of Health award by the Robert Wood **Johnson Foundation in** 2017.

In 2017 the City was awarded the Culture of Health Award in recognition of the collaborative efforts many organizations and community members are taking to improve the health of Richmonders, especially in terms of building wealth, equitable housing, and access to healthy food. Organizations and agencies like the Richmond City Health District, the Office of Community Wealth Building, Shalom Farms, Six Points Innovation Center, and many others are forming new partnerships to deliver innovative services and programs.



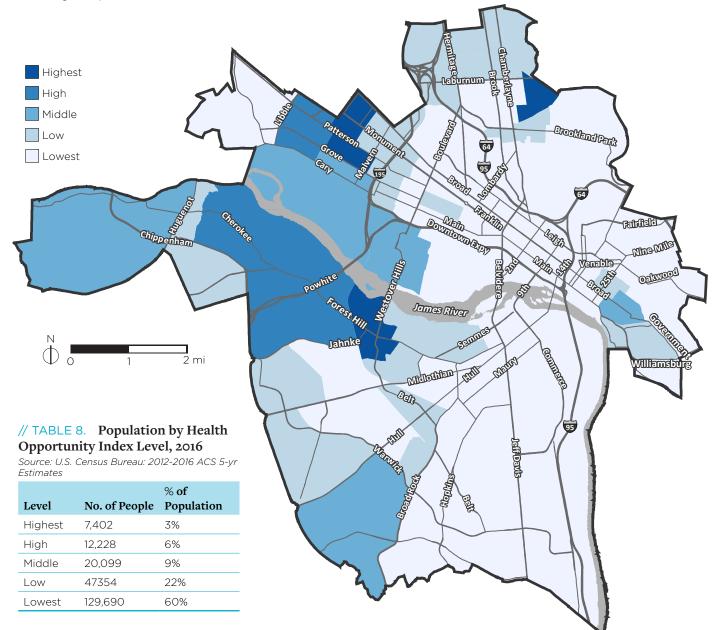
60%

of Richmonders live in areas with the lowest Health Opportunity index score.

// FIGURE 40. Health Opportunity Index

Health Opportunity Index is a measure of a person's opportunity to live a long and healthy life by geography via a set of 30 social, economic, educational, demographic, and environmental indicators affecting health.

Source: Virginia Department of Health



Consider this:

- How does where you live effect your health?
- What in your neighborhood helps you live a healthier life?
- What does healthy community mean to you?
- Who provides what you need to live a healthy life?



Public Facilities

Maintaining buildings that support civic life

The City owns over 4,400 acres of land and manages hundreds of individual facilities.

City-owned land is under various public ownership entities, such as the Dept. of Parks, Recreation, and Community Facilities, Dept. of Public Works, Dept. of Public Utilities, Richmond Public Schools, and more. The management of the facilities and land is divided among various City entities, but includes:

- 100's of general public facilities ranging from City Hall to facilities that support various City departments
- 21 community centers providing after-school programming, adult continuing education, athletic fields, swimming pools, and countless enrichment activities
- 25 fire stations and support facilities that support the City's Fire Department

- 4 police precincts and support facilities that are home to the City's Police Department
- 8 branch libraries and 1 main **library** located throughout the city provide access to printed and digital resources to all Richmonders
- 47 public schools including 27 elementary schools, 7 middle schools, 8 high schools, and several specialty schools.

The City is improving and replacing Cityowned facilities.

There is limited funding to maintain the City's existing facilities and to build new facilities; however, the City's Biennial Capital Improvement Budget outlines priorities for incrementally addressing facility needs. Since 2001, when the last city-wide Master Plan was adopted, the City has completed many projects, including the renovation

of all 8 library branches, the construction of 4 new schools, the exterior re-cladding of City Hall, the construction of a new Justice Center, and countless other projects. Given that many of the City's facilities are over 50 years old, there are many facility needs that will continue to arise.

As population shifts, the City incrementally adjusts services.

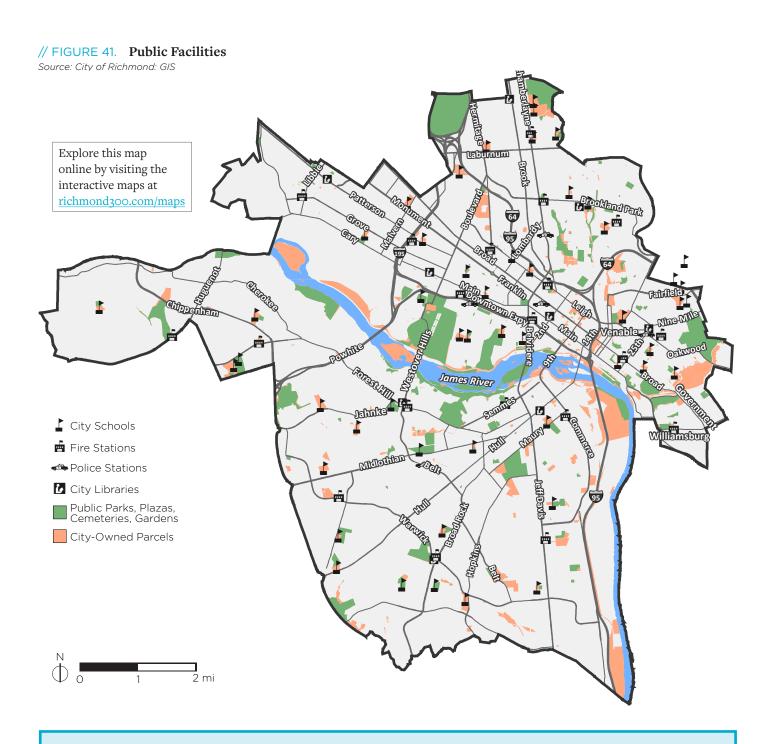
It is easy for people to move to a new house in a new part of town, but it is more difficult for the City to move buildings to match shifts in population. Therefore the citywide Master Plan needs to plan changes in land use in coordination with anticipated new/improved community services - for example, as an area increases in population, there may be a need for a new/ improved school, fire station, parks, recreation facilities, and/or police station.

// TABLE 9. Richmond Public School Enrollment, 2010, 2015

Source: Richmond Public Schools, 2010-11, 2015-16; U.S. Census Bureau: 2010, 2011-2015 ACS 5-year Estimates.

	2010-11 Enrollment				2015-16 Enrollment					
	No. of Schools	No. of Students	Median Enroll.	Lowest Enroll.	Highest Enroll.	No. of Schools	No. of Students	Median Enroll.	Lowest Enroll.	Highest Enroll.
Elementary Schools	27	12,549	504	146 (Patrick Henry)	748 (Blackwell)	26	12,931	475	256 (Swansboro)	885 (Broad Rock)
Middle Schools	8	4,422	532	422	727 (Brown)	7	4,145	542	304 (Binford)	934 (Elkhardt)
High Schools	8	5,863	841	190 (Open)	1,169 (Huguenot)	8	5,654	741	176 (Open)	1,512 (Huguenot)
TOTAL	43	22,834				41	22,730			
		204,214	2010 Tota	al City Pop	ulation		220,289	2015 To	tal City Populat	ion
		11%	% of city	populatior	n in RPS		10%	% of city	y population in	RPS
		35,218	2010 Tota	al Populatio	on Age 5-19		35,435	2015 To	tal Population A	Age 5-19
		65%	% Age 5-	19 in RPS			64%	% Age 5	5-19 in RPS	





Consider this:

- What public facilities do you use? How would you like to change those facilities over the next 20 years?
- Where do we need more/fewer City facilities in the next 20 years?

Public Safety

Supporting safe and welcoming neighborhoods and revitalization

Crime is decreasing.

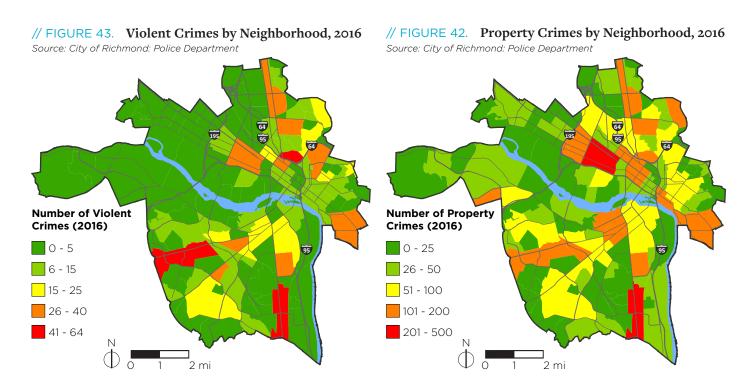
The total number of both violent crimes and property crimes has decreased since 2005, even while the city's population has increased by approximately 25,000. In 2005, there were 2,441 violent crimes and 13,142 property crimes city-wide, while in 2016 those totals decreased to 1.303 and 8.863 for violent and property crimes, respectively.

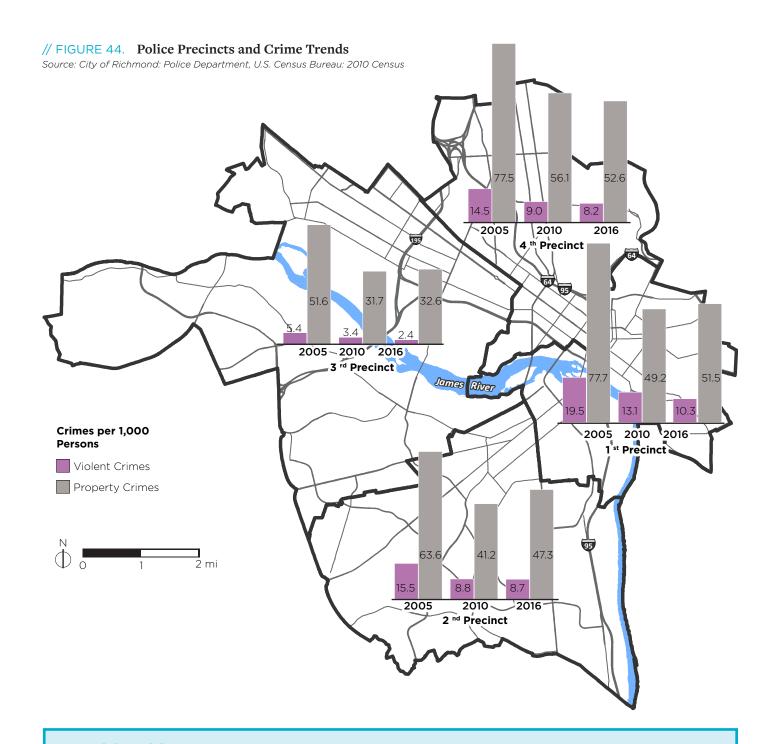
Violent crime is highly concentrated.

Violent crime is highly concentrated by neighborhood. Of all the City's 148 neighborhoods, the 19 neighborhoods with the highest number of total violent crimes in 2016 accounted for half of the citywide total.

Violent crime correlates directly to poverty.

Neighborhoods that saw the most violent crime in 2016 are also those neighborhoods that are most affected by poverty. The Census Block Groups in which those 19 highest-violent-crime neighborhoods are located have a poverty rate of 34.4%, which is almost 10 points higher than the city-wide rate of 25.5%. In fact, nearly 40% of the City's total population living in poverty reside in those 19 neighborhoods.





Consider this:

- How does public safety correlate to population growth and economic development?
- How is public safety related to the built environment, public health, and education?

Culture & Tourism

Growing minds in arts, culture, and recreation

In 2015, the Richmond **Region welcomed 7** million visitors who spent \$2.2 billion.

According to the Richmond Region Tourism, 31% of the \$2.2 billion spent by tourists in 2015 was spent in the City of Richmond and the city is home to 6 of the Region's top 10 tourist destinations. From 2010 to 2015, the number of visitors to the Richmond Region grew by 17% and the revenue generated by the visitors increased by 27%. Richmond Region Tourism says that visitors are drawn to Richmond's creative economy and natural splendor.

"While you weren't looking, Richmond got cool." - Frommer's

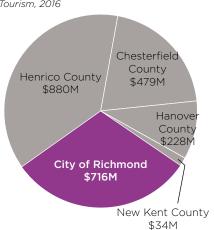
Richmond is a food and beer destination. Since the passage of SB 604 in 2012, which allowed breweries to serve beer without serving food, the Richmond Region has gone from 2 breweries to over 30. Richmond restaurants and bakeries have received national acclaim. While Richmond's 11% population growth since 2010 has created a larger market for local food establishments. the growth of the tourism industry in Richmond is bringing Richmond's "coolness" to a national stage. Richmond is routinely listed on national lists, most recently, #7 of Trip Advisor's Ten Top Destinations on the Rise in the U.S. and #7 on the Lonely Planet's 2018 Best in the U.S.

Richmond's diverse festivals attract thousands of visitors.

From flying dogs and paddleboards at Dominion River Rock to jazz at Maymont or food at the Second Street festival, there is an event for everyone in Richmond. The Folk Festival alone attracts over 200,000 people annually and Richmond hosts a variety of outdoor cultural events that add to the boom of tourism in the region.

// FIGURE 46. Visitor Spending by Region, 2015

Source: Richmond Region Tourism: Impact of Tourism. 2016



// FIGURE 45. Top Ten Attraction Attendance in 2015

Source: Richmond Region Tourism: Impact of Tourism, 2016



^{*}The Children's Museum of Richmond has locations in Richmond, Chesterfield, and Henrico

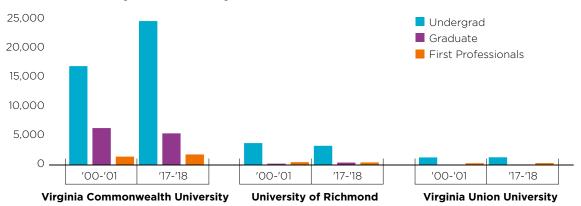
Consider this:

- How are art, cultural, recreational, and educational institutions shaping Richmond's economy and improving the lives of Richmonders?
- What is your favorite attraction in Richmond? Why?



// FIGURE 47. University Enrollment, '00-'01, '17-'18

Source: State Council of Higher Education for Virginia. 2000-2001, 2017-2018



Public Art in Richmond is everywhere.

The City's Public Art Commission has unveiled four major installations in the past three years: the Maggie L. Walker statue, the rings at the foot of the T. Tyler Potterfield Memorial Bridge, a medallion at the Hull Street Court House, and a sculpture at Fire Station 17. In addition to the 44 works installed by the Public Art Program, the city is home to over 100 other pieces of public art. The City is set to adopt the *Public Art* Master Plan in 2018.

140+ murals adorning Richmond's built environment.

A surge in mural arts throughout the city has blossomed in the past few years, adorning typical surfaces like buildings, but also unconventional areas like the Flying Squirrels baseball stadium. From 2012 to 2017, the Richmond Mural Project commissioned 100 murals. Founded in 2012, the RVA Street Art Festival is a placemaking and community revitalization event that brings nationally- and internationallyrecognized muralists to paint murals on surfaces in underutilized areas that are ripe for redevelopment.

Richmond is a top city to be an independent moviemaker.

According to Moviemaker.com, Richmond is emerging as a minor film hub and in 2017 was recognized as a top 10 small city in which to be an independent moviemaker. Large productions have used Richmond as a setting for productions, such as Mercy Street, Homeland, and Lincoln.

Over 735 arts-related businesses are growing and creating a vibrant arts & innovation sector.

The 2017 Arts & Economic Prosperity 5 report by Americans for the Arts estimates that the non-profit arts and culture sector generates \$360.1 million in economic activity in the Richmond Region. These organizations range from large performing arts organizations to tiny galleries and social-impact organizations like Art 180, which offers outlets for creative expression for youth living in communities with high poverty, violent crime, substance abuse, and other challenges. Richmond is home to innovative print shop Studio 23, Art on Wheels, Ebizu Muntu Dance, the Science Museum of Virginia, Children's Museum, the Virginia

Museum of Fine Arts, the Black History Museum, the new Institute for Contemporary Art at VCU as well as over 25 independent galleries and 16 independent theater companies. The Richmond Symphony, Virginia Opera, Latin Ballet, and Virginia Repertory Theater are also performance anchors of the thriving arts and culture community with over 735 arts-related businesses that employ over 3,000 people in the city limits alone.

Richmond's universities are major attractions for students, faculty, research, and culture.

VCU, the largest university in Richmond, is ranked as the #1 public institution for fine arts in the country. According to the State Council of Higher Education for Virginia, in the 2017-2018 academic year, 85% of post-secondary students in Richmond were VCU students. VCU's student population increased by 29% (6.970 students) from '00-'01 to '17-'18 and on-campus students nearly doubled from 2,602 to 5,061 During that same period, the University of Richmond's student population decreased by 7% (302 students) and Virginia Union University's student population increased by 9% (131 students).



How much will we grow by 2037?

In 2017 the City's population was approximately 227,000. By 2037 will the population hit 260,000 (0.76% growth rate), 300,000 (1.57% growth rate) or 340,000 (2.5% growth rate)? Between 2010 and 2015, Richmond's annual growth rate was 1.5%. No one truly knows how much we will grow in the next 20 years but we can plan for our growing population.

The Richmond 300: A Guide for Growth plan will help us plan for the harmonious growth of our city. We are just beginning to develop the update to the city-wide Master Plan. Join us in a conversation on how we will grow!

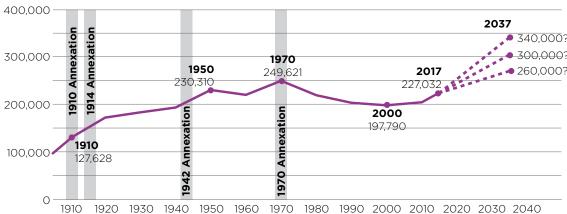
A lot can change in 20 years.

Back in 2001, when we completed our last city-wide Master Plan, the city was a fairly different place:

- Richmond was home to 30,000 fewer residents.
- The VMFA did not have a modern addition the expansion and new campus design was unveiled in 2010.
- We did not have a Folk Festival it was established in 2005.
- The Mayor was elected by City Council we switched to a strong mayor format in 2004.
- Nokia was the largest cell phone provider. The Motorola Razr was released in 2003 and the iPhone in 2007.
- We rented movies from 6,500+ Blockbusters nationwide.
- VCU had 7,000 fewer students.



Source: U.S. Census Bureau: 1910, 1950, 1970, 2000 Censuses, 2017 Population Est.



Explore 30+ interactive maps at richmond300.com/maps

Contact us!

900 E. Broad Street, Room 511 Richmond, VA 23219

richmond300@richmondgov.com 804.646.6348

<u>facebook.com/richmond300</u> instagram.com/richmond300

Office Hours every 2nd and 4th Thursday, 3-5 P.M. at 900 E. Broad St., Rm. 511

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Community Consultation #1 Draft Report - 2/26/19





Community Consultation #1 (CC#1) was the first round of public engagement focused on obtaining community input on the vision for the future of Richmond and the big ideas to achieve this vision which will be used to develop the vision and goals for *Richmond 300*. This effort was focused on engaging the community at open houses held throughout the city and through an online survey.

Promotion

The open houses and survey were promoted at in-person events, online, and through the media.

- From August through October, Planning and Development Review (PDR) staff attended over **40 community meetings and events** to promote the open houses and the online survey. This round of outreach kicked off with staff attending multiple National Night Out events throughout the city in early August to talk about *Richmond 300* and to share a flyer announcing the open house dates.
- The Office of the Press Secretary for the Mayor announced the open house dates through a <u>press release</u> on 9/5/18. The media release was shared in the local press including the *Richmond Times Dispatch* and the *Free Press*. The Office of the Press Secretary coordinated with PDR staff throughout Community Consultation #1 period by sharing the online visioning survey and encouraging City of Richmond employees to participate.
- The *Richmond 300* email list has over **2,300 subscribers** as of October 31, 2018. Beginning in August and continuing through October, emails were sent to the email list announcing the open house dates and the release of the online survey and encouraging participation.
- Richmond 300 has a robust social media presence through <u>Instagram</u> and <u>Facebook</u>. The Richmond 300 open houses and online survey have been promoted on both platforms through Facebook events and Instagram posts as well as the Richmond 300 website. Additionally, members of the Richmond 300 Advisory Council (AC) have promoted the open houses and survey through their social media and by email.
- City Councilmembers have been active in promoting *Richmond 300* events at their district meetings and through social media, email, and newsletters. PDR staff presented at the Council's Organization Development Standing Committee on September 4, 2018, to share information about the open houses and survey with the Council. PDR staff has coordinated with the Councilmembers and their liaisons to ensure they are informed of the process and engagement opportunities. This included one Councilmember co-hosting a *Richmond 300* open house.
- PDR staff and *Richmond 300* AC members staffed informational tables at **4 festivals** and other public events. The purpose of this outreach was to introduce *Richmond 300* to diverse populations who may not typically participate in a planning process and encourage participation in the online survey. Staff attended the following events:
 - o <u>2nd Street Festival</u>, held on October 6-7, 2018, celebrating the culture of the historic Jackson Ward neighborhood which was "the heart and soul of Richmond's African American Community".
 - o <u>Richmond Folk Festival</u>, held on October 12-14, 2018. The Festival engages "the entire community, bringing together diverse groups and drawing visitors from across the country."

- o The Imagine Festival was hosted by the <u>City of Richmond's Office of Multicultural Affairs (OMA)</u> on October 20, 2018. The purpose of this multicultural festival is to celebrate a cultural exchange of the many diverse groups that make up the city and showcase community resources and services.
- o 3rd District Community Resource Fair was held on October 25, 2018. Councilman Hilbert held this fair to share information about City and community services with 3rd District residents.

Open House Summary

PDR staff hosted visioning open houses at 7 locations throughout the city. The open house format allowed participants to arrive at any time and to stay as long as they chose in order to provide input. All open houses had the same content so participants were encouraged to go to the one that worked best for their schedules even if it was not located in their neighborhood. The meetings were scheduled primarily on weeknights and Saturday mornings with one weekday meeting at City Hall. City staff, *Richmond 300* Advisory Council (AC) members, and *Richmond 300* Ambassadors, who are volunteers helping with this process, staffed the open houses. **258 people attended the open houses.**

Richmond 300 Open House Attendance

The money and the control		City	Advisory Council &	Public Officials		
Location	Date	Staff	Ambassadors	& Staff	Public*	Total
MLK Middle School 1000 Mosby St.	Thursday 9/20/18 6-8:30pm	12	7	2	28	49
City Hall Lobby 900 E. Broad St.	Friday 9/21/18 11am -1:30pm	12	8	1	55	76
South Side Community Service Center 4100 Hull St. Rd.	Saturday 9/22/18 9:30am-12pm	13	8	2	19	42
Bellemeade Community Center 1800 Lynhaven Ave.	Tuesday 9/25/18 6-8:30pm	9	6	1	10	26
Hotchkiss Community Center 701 E. Brookland Park Blvd.	Wednesday 9/26/18 6-8:30pm	9	7	1	45	62
Huguenot HS Community Center 7945 Forest Hill Ave.	Thursday 9/27/18 6-8:30pm	9	1	2	55	67
Thomas Jefferson HS 4100 W. Grace St.	Saturday 9/29/18 9:30am-12pm	11	6	2	46	65

^{*}Approximately 20 additional people participated in the open houses and provided input but chose not to register.

Open House Content and Prompts

Each open house had 6 stations in addition to having a kids' corner.

- **Registration:** PDR staff asked participants to provide demographic information to give a sense of the diversity of opinions that are being collected in the Master Plan update process. Providing this information was optional. Staff provided participants with a guide to show the format of the open house and directed to spend as much time as needed at the various stations.
- **Background Information:** This station included information describing the *Richmond 300* process, the existing Master Plan and other City plans, and a timeline which provided an abbreviated history of Richmond. Participants viewed information on how the population has grown since the last time the Master Plan was updated and were asked: "Richmond has added 30,000 people in the last 18 years, in what ways has that affected your life?"
- **Big Ideas:** As the Master Plan includes policy recommendations related to a variety of topic areas, PDR staff invited participants to engage with boards that included facts, data, and maps taken from the *Insights Report* about the following topic areas: Urban Design & Land Use, Housing, Transportation, Employment & Income, Economic Development, Historic Preservation, Parks & Recreation, Natural Resources, Utilities, Sustainability & Resiliency, Public Health, Public Facilities, Public Safety, and Culture & Tourism. At each board participants provided their big ideas to include in the Master Plan related to the topic.
- **Big Map:** Participants drew on a map of the City of Richmond where they thought 30,000 new residents could live in 2037. In 2017 the City's population was approximately 227,000. By 2037 will the population hit 260,000 (0.76% growth rate), 300,000 (1.57% growth rate) or 340,000 (2.5% growth rate)? Between 2010 and 2015, Richmond's annual growth rate was 1.5%. No one truly knows how much the city's population will grow in the next 20 years, but this exercise allowed participants to join the conversation on how the city will grow to help plan for the orderly harmonious growth of the city.
- **Vision:** In 2037, Richmond will be celebrating its 300th birthday as a platted city. Participants were asked to think about when the city turns 300 years old, how they want it to look and feel. PDR staff asked participants to provide a vision statement for *Richmond 300* by completing the sentence "In 2037, I want Richmond to be..." Staff shared examples of vision statements from other cities and the existing Master Plan.
- **Evaluation:** PDR staff asked participants to evaluate the meetings and to provide general comments.

Online Survey Summary

In addition to the open houses, the community had an opportunity to participate in the visioning process by completing an online survey which was open from September 17, 2018, until October 31, 2018. The interactive survey was a virtual version of the content presented at the open houses and was used to collect input and ideas from people who are unable to attend the open houses. **752 people completed the survey.**

Respondent Profile

1,030 respondents provided responses to the survey questions in Community Consultation #1 (752 via an online survey and 278 via in person open houses). The survey included demographic information which is summarized below:

What do you do in Richmond?*

	#	%
Live	792	77%
Work	715	69%
Play	710	69%
Own property	508	49%
Own a business	150	15%
Skipped	3	0.3%

^{*}respondents were allowed to choose multiple categories

Age

	#	%
Under 18	3	0.3%
18-24	49	5%
25-29	109	11%
30-39	224	22%
40-49	175	17%
50-59	208	20%
60-69	176	17%
70-79	69	7%
80+	11	1%
Skipped	12	1%

Race/Ethnicity*

	#	%
American Indian/Alaska Native	14	1.4%
Asian	19	2%
Black/African American	207	20%
Hawaiian or Pacific Islander	2	0%
Latino	47	5%
White	744	72%
Some Other Race	42	4%
Skipped	22	2%

^{*}respondents were allowed to choose multiple categories

First time participating in a planning process?

	#	%
Yes	639	62%
No	377	37%
Skipped	14	1%

Summary of Open House and Survey Responses

Below is a brief summary of the responses PDR received during Community Consultation #1. A full appendix with all the responses received will be available by the end of November 2018.

Richmond has added 30,000 people in the last 18 years, in what ways has that affected your life?

PDR staff received 746 **responses** to this question which required participants to think about how the growth over the last 18 years has affected their lives. Staff reviewed the comments and categorized them based on whether participants thought the growth had a positive effect, negative effect, both positive and negative effects, or no effect or no response was provided at the participants are new residents. Participants noted both positive and negative effects.

Impact of Growth from 2000 to 2018 Positive Effect 31% Negative Effect 31% Positive & Negative Effect 20% No Response (New resident) 11% No Effect 5% Neutral Response 2% 0% 10% 20% 30%

Participants noted the positive effects of the growth were:

- The revitalization of neighborhoods and vacant buildings
- The city is more vibrant with more things to do including new restaurants, retail, businesses, and events
- The population is diverse, younger, and creative and includes families.
- The expansion of public transit
- The city is safer

Participants noted the negative effects of the growth were:

- Increased traffic and stress on roadways
- Limited parking
- Decrease in housing affordability
- Gentrification and displacement

Examples:

"I'm very glad to have all the new people - it has revitalized areas that were derelict when I moved here 20 years ago. Richmond's infrastructure was designed to support much more population than we have now."

"Traffic more congested, parking in fast-growing areas is more and more difficult."

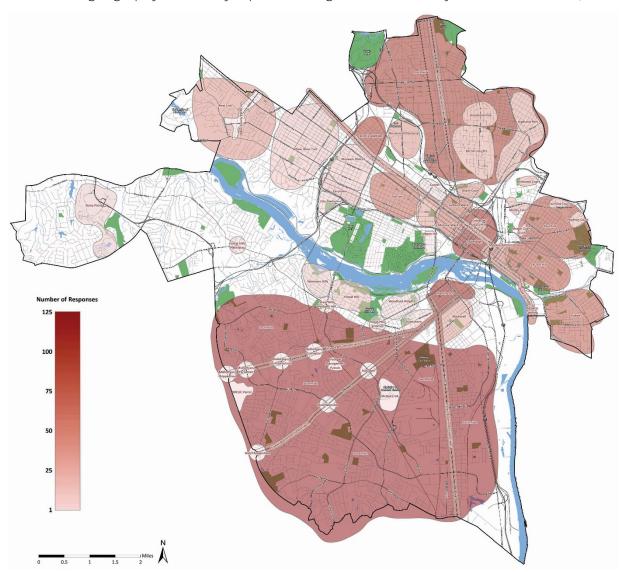
"This has brought in more businesses, more restaurants, and more activities. It has also raised housing prices and one worries about the impact that this may have. Bringing people in is good but is there also a process of displacement?"

"It has attracted more young people who have helped to fuel the redevelopment of Shockoe Bottom, Church Hill and Scotts Addition. This has brought new restaurants and development and fueled the need to address public rapid transit through the PULSE." "Less affordable housing, greater traffic, social/economic inequity more visible."

"Both positively and negatively. On the positive side, the increase in population has led to the increase in Richmond venues such as restaurants and microbreweries, bike lanes, and activities such as festivals, runs, and shows. On the negative side, traffic has increased, parking within areas of the city has gotten much worse, and trash and pollution has increased. All matters the city doesn't seem to want to address."

If Richmond were to add 30,000 new residents by 2037, where within the city would they live?

PDR staff received **633 responses** to this question. Nearly 40% of the responses were either not spatial in nature, reflected general concerns and opportunities associated with growth, or were too general or broad to be mapped. PDR staff mapped the remaining answers that cited specific areas. Darker colored areas of the map indicate a neighborhood was cited more frequently as an area where future residents might live. Where an area sits atop another on the map, it represents a smaller, more specific neighborhood that happens to be within a larger area that was also cited. PDR staff made some assumptions in the geography of responses, such as what geography accurately represents large areas of the city such as North Side,



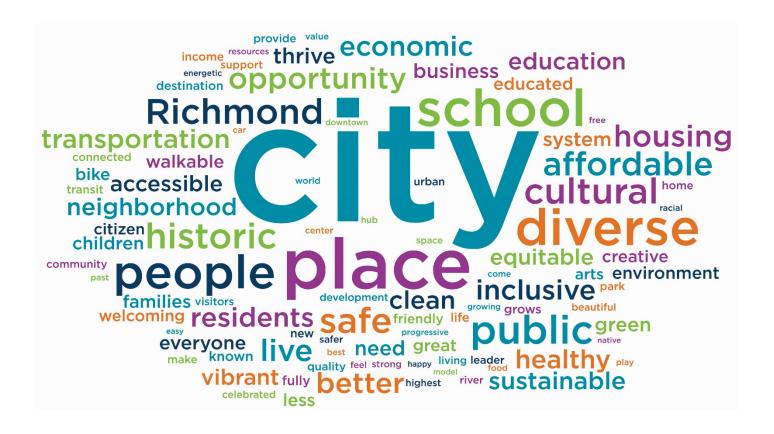
South Side, and West End. Also, while there might not be a distinction to some between the areas of "Church Hill" and "East End," these were mapped as separate areas. Respondents mentioned commercial corridors often, either in general terms or by name, and these were grouped together into a common "Transit & Commercial Corridors" geography that includes Chamberlayne Parkway, Midlothian Turnpike, Hull Street, and Jefferson Davis Highway.

In 2037, I want Richmond to be...

PDR staff received **987 vision statements** from community members, City staff, and City elected officials. Below are a few examples of the vision statements PDR staff received:

- ...a thriving, safe, innovative, accepting and culturally rich city that welcomes ALL PEOPLE that visit or reside here. - submitted online
- ...a livable city, a great place to live, work, and play, one that embraces all ages and races. - submitted at the MLK Middle School Open House
- ...a better living lifestyle. We need more stores, homes, parks, and schools. An improvement in Richmond would help a lot over the years submitted at the Hotchkiss Open House
- ...a city that accommodates people of all ages and backgrounds. Housing for people
 during all phases of their lives. They don't need to move out to have kids if the schools
 are good and housing is relatively affordable. submitted during small group interviews
 with City staff
- ...a great place to raise children, with top-notch schools, parks, walkable/bikeable streets, and safe communities with interacting neighbors. - submitted at the Bellemeade Open House
- …inclusive, vibrant, diverse, tolerant, equitable, sustainable, safe. submitted at the City Hall Open House
- ...Diverse, sustainable, multi-modal transit based, vibrant, with an entire spectrum of housing types and costs, and a varied economy. - submitted at the Thomas Jefferson Open House
- ...a city where everyone has easy access to a wealth of activities and opportunities, no matter what neighborhood you live in, what income level you have, or what race you are. - submitted online

PDR staff created a word cloud to visually display the most commonly used words in submitted vision statements. The largest words were used the most.



What are your big ideas related to 14 topic areas to include in the Master Plan?

PDR staff received **6,485 big ideas** to be included in *Richmond 300*. Participants provided the most ideas in the Transportation, Housing, Parks & Recreation, and Urban Design & Land Use, topic areas. PDR staff has read all of the big ideas that have been submitted and has summarized the ideas per topic area on the following 22 pages. This input will be used by the *Richmond 300* Working Groups which are topic-specific groups charged with creating the initial recommendations for Richmond 300, which will be vetted and amended by the community at-large during public meetings in September and October 2019. The summarized ideas have been grouped based on the five Working Group topic areas which are:

- Land Use (including historic preservation, public facilities, urban design)
- Economic Development (including employment and income, culture and tourism)
- Housing
- Transportation
- Environment (including parks & recreation, natural resources, utilities, sustainability & resiliency)

Topic Area	Number of Big Ideas
Transportation	715
Housing	669
Parks and Recreation	615
Urban Design and Land Use	539
Sustainability and Resiliency	477
Economic Development	459
Culture and Tourism	451
Historic Preservation	417
Utilities	397
Public Safety	390
Public Health	372
Public Facilities	362
Employment and Income	331
Natural Resources	291
Total	6,485

Big Ideas Summary | Urban Design and Land Use

PDR staff received **539 big ideas** related to Land Use and Urban Design. The ideas included both location specific and city-wide recommendations

Urban Design and Land Use Location Specific Big Ideas

Participants provided **84 location specific big ideas** which included ideas for revitalizing neighborhoods and nodes, maintaining neighborhood character, incorporating green spaces, and preserving the view shed. The neighborhoods and ideas included:

- Areas surrounding the Diamond and the Coliseum: Redevelop these City-owned parcels with creativity and consideration of neighborhood character.
- **Downtown:** Revitalize Downtown with density and a street level retail.

- **Design Overlays and Neighborhood Plans:** Create design overlays for Ginter Park, Stratford Hills, Shockoe Bottom, and the Riverfront. Develop neighborhood plans to the Libbie/Grove/Patterson Area, Shockoe Bottom, and the residential areas on Chamberlayne Avenue north of Brookland Park Boulevard.
- James River Park and View Shed: Maintain the green space surrounding the James River. Preserve the view of the river from Libby Hill. Participants also supported the BridgePark concept to create a park on a bridge across the river.
- Oregon Hill Neighborhood: Oregon Hill should remain a single-family (medium-density) residential neighborhood like the Fan with mixed-use limited to Cary Street. Historic areas should not be destroyed with new development and VCU's expansion should be limited.
- New Parks: Develop new parks in South Side and in Scott's Addition.
- North Side Neighborhoods: Continue the redevelopment of the residential neighborhoods of Highland Park and Barton Heights, revitalize the commercial corridors of Brookland Park Boulevard and North Avenue, and maintain the green space at Westwood Avenue and Loxley Road.
- South Side Commercial Corridors and Nodes: Prioritize revitalizing the Jefferson Davis Corridor, Hull Street, Midlothian Turnpike, Southside Plaza, and Manchester to include a grocery store, a mix of uses, and the redevelopment of vacant properties.
- **South Side Neighborhoods:** Upgrade the post-war suburbs to include sidewalks, drainage improvements, and community centers. Opportunities for additional density and housing exist in the South Side.

Urban Design and Land Use City-wide Big Ideas

Participants provided **455 city-wide policy recommendations**. The largest number of recommendations involved green space with **115 big ideas** addressing providing green space in parks and in site and building design. The second most prominent big idea was discussed density with **69 big ideas**. Below is a summary of the city-wide big ideas.

- **Green Space:** Provide accessible green spaces that are well maintained. Create new parks. Incorporate green space in new developments.
- **Density:** Encourage higher density, increased height and a mix of uses. Focus increased density near transit and the city center.
- **Right-of-Way Improvements:** Provide more bike lanes. Improve pedestrian safety with sidewalks and other pedestrian accommodations.
- Walkable Neighborhoods: Create walkable neighborhoods with a mix of uses.
- **Better Design:** Encourage better design with the emphasis on quality materials and architecture. The architecture should complement the character of the city.
- **Parking:** Remove parking minimums and encourage redevelopment of parking garages and parking lots. Require adequate parking in new developments. (Please note that the comments regarding parking varied greatly though the most prevalent comment was to remove the parking minimums and redevelop parking lots)
- **Commercial Uses:** Create pedestrian-friendly commercial nodes.
- Affordable Housing: Lobby the General Assembly to allow for inclusionary zoning.
- Accessory Dwelling Units: Allow accessory dwelling units in single-family areas.
- **Brownfields:** Encourage the redevelopment of brownfields.
- **Green Infrastructure and Design:** Require climate resilience in building/development design.

- **Public Process:** Provide for more community input in planning decision making process. Prioritize neighborhood interests over economic development. Increase planning staffing levels to have increased public involvement.
- **Historic Preservation:** Protect the historic fabric of the city's neighborhoods. Tell the story of the African-American history of the city. Preserve archeological resources.
- Street Grid: Maintain the street grid, and reopen streets to remove the superblocks.
- **Vacant Properties**: Prioritize redeveloping vacant properties. Encourage affordable housing at these sites
- **Zoning:** Update the Zoning Code. Suggestions include having flexible zoning, a form based code, or zoning that does not prioritize parking and setbacks over context.

Big Ideas Summary | Historic Preservation

PDR staff received **417 big ideas** related to Historic Preservation. The ideas included both citywide and location specific recommendations

Historic Preservation Location Specific Big Ideas

Participants provided **47 location specific** big ideas which included ideas for new historic district, preservation of city facilities, and developing a plan for Shockoe Bottom. The neighborhoods and ideas included:

- New City Old and Historic Districts or Design Overlays: Preserve historic
 neighborhoods and structures by creating new City Old and Historic Districts, Design
 Overlays or other tools to encourage preservation in the Fan, Ginter Park, McGuire
 Cottage, Cary Street Road, Seminary Road, Museum District, Oregon Hill and South
 Side.
- **Shockoe Bottom:** Develop of plan for Shockoe Bottom and the Devil's Half Acre that includes honoring the African American experience throughout Richmond's history, acknowledging the area as the birthplace of the city, and providing protections for the archeological resources in the area.
- **City Facilities:** Revitalize the City-owned historic structures including the Pump House and the historic school buildings.
- **Commercial Corridors:** Revitalize Brookland Park Boulevard and the commercial corridors in the South Side by reusing some of the older commercial structures including movie theaters and banks.

Historic Preservation City-wide Big Ideas

Participants provided **370 city-wide policy recommendations**. The largest number of recommendations involved the importance of historic preservation in Richmond and balancing preservation with development. Below is a summary of the city-wide big ideas.

- **Priority:** Historic preservation should be a priority in Richmond. Continue to preserve the city's historic structures to ensure the neighborhoods remain unique and desirable.
- Balance Preservation and Development: Acknowledge that not everything that is old should be preserved. Balance preservation with growth and economic development by allowing new development and changes in use.
- **Acknowledge All History:** Present a balanced view of Virginia's history including the city's dark periods.

- African American History: Preserve black history and culture in the city to include developing a plan for Shockoe Bottom and expanding the slave trail. Preserve the city's African American neighborhoods.
- **New Building Design:** Encourage the redevelopment of vacant parcels. (Please note that the comments regarding new building design varied though all comments encouraged better design)
 - o **Compatible New Development:** Encourage new development that matches the character of the historic neighborhoods. The architecture should complement the character of the neighborhoods.
 - o **Contemporary Buildings:** Encourage modern contemporary buildings while preserving the historic structures. Do not require new construction to match the style of the historic structures in a neighborhood.
- Commission of Architectural Review (CAR): Make the CAR process and guidelines easier to understand and flexible to modern designs. Increase enforcement of violations in City Old and Historic Districts.
- **Demolitions:** Prevent demolitions of historic structures. Encourage and incentivize the rehabilitation of structures in lieu of demolition.
- **Grants and Incentives:** Provide grants for façade improvements and for low-income residents to maintain their historic homes.
- Monuments: Address the Confederate monuments in the Master Plan. (Please note that opinions on what should be done with the monuments varied greatly and included removing all monuments, keeping all monuments, relocating monuments to museums, and providing interpretive signage. With 51 people commenting on the monuments, the disposition of the Confederate monuments appears to be something the public thinks the Master Plan can address.)
- **Preservation and Gentrification:** Address issues with gentrification in historic neighborhoods. Who benefits from historic preservation and tax incentives?
- **Promote History Through Tourism:** Promote the city's historic resources and neighborhoods for tourism through signage and connectivity among resources.
- Tax Incentives: Maintain tax incentives for historic preservation including historic tax credits and the City's tax abatement program. Concerns were expressed about who benefits from these incentives (developers or residents).
- **Trolley Cars:** Emphasize Richmond's tie to trolley cars.
- **View Shed**: Preserve the views of the River.

Big Ideas Summary | Public Facilities

PDR staff received **362 big ideas** related to Public Facilities. The ideas included both city-wide and location specific recommendations

Public Facilities Location Specific Big Ideas

Participants provided **55 location specific big ideas** which primarily addressed the redevelopment of existing sports venues and potential locations for new facilities:

• Coliseum and Boulevard Redevelopment: Redevelop both the Coliseum and the Boulevard including the baseball stadium. Prioritize fixing schools over these large projects. Create state-of-the-art sports and entertainment facilities. Include a bus

- transfer center in the Coliseum redevelopment. Comments varied on how this redevelopment should be funded.
- **Libraries:** Construct new libraries in the Huguenot area, Stratford Hills (vacant storefronts), South Side Community Center and the Greater Fulton area. Expand and improve the Broad Rock Library and the Main Library.
- Community Centers: Construct new community centers in Battery Park, in Stratford Hills, and at the new Elkhardt Middle School. Improve Humphrey Calder Community Center and develop the old Elkhardt Middle School as a City welcome center. Create a City Services Facility in South Side.
- **Growing Neighborhoods:** Plan for new facilities in neighborhoods with growing residential populations including Scott's Addition, Church Hill, and South Side.
- **Fire Stations:** Construct a new fire station or hire more fire fighters for the #25 Station in the Huguenot area. Improve the maintenance on Fire Station #12 on W. Cary Street.
- Grocery Stories: Encourage grocery stores on the Boulevard and in South Side.

Public Facilities City-wide Big Ideas

Participants provided **307 city-wide policy recommendations**. The largest number of recommendations involved improving City schools. Below is a summary of the city-wide big ideas.

- Schools: 101 big ideas were related to this topic.
 - Priority: Fixing City schools must be a priority. Invest in Richmond Public Schools
 - Facilities Plan: Develop a facilities plan that includes upgrading existing schools, constructing new schools, and closing schools that are underutilized. Sell underutilized schools to fund RPS. Consider new schools in order to reduce class sizes.
 - o **Maintenance:** Maintain existing school buildings. Adequately fund maintenance of facilities.
 - o **Community Spaces:** Allow the community to use school buildings and athletic fields for other activities when school is not in session.
 - o **Specialty Schools:** Create more charter and specialty schools that include schools that teach trade skills and entrepreneurship.
- Accessibility: All City facilities must accessible for people with disabilities. Facilities should be safely accessible by multiple modes include biking, walking, and transit.
- **Building Design:** Public facilities should set the standard for private development by incorporating green building design include incorporating solar and green roofs and storm water management, by employing architecture that reflects the character of the neighborhood, and by incorporating elements to promote street level activity.
- Community Centers: Locate community centers in every neighborhoods within walking distance to housing to allow more families access to resources for healthy lifestyles. Co-locate community centers at schools. Provide more opportunities for affordable child care.
- **Homeless Services:** Develop a plan to provide homeless services including temporary housing and a new cold weather overflow shelter.
- **Libraries:** Upgrade libraries to allow evolution to support the community's need to include improved technology and co-working spaces. Expand hours of operation to include Sunday hours at all libraries.

- **Maintenance:** Improve the maintenance of all City facilities to ensure they are clean and attractive.
- Parks and Green Spaces: Develop more green spaces and parks throughout the city. Construct more public pools with extended hours of operation.
- **Police Stations:** Create smaller police stations. Provide better connections to the community by co-locating police stations are community centers and having more interactive events
- **Restrooms:** Provide public restrooms and water fountains throughout the city including in parks.
- **Streetscape:** Improve the streetscape by incorporating more plantings. Provide transit amenities including benches and protections from the wind and rain. Implement Complete Streets in all neighborhoods
- **Underutilized and Vacant Facilities:** Consolidate services to allow the closing of underutilized facilities. Allow the redevelopment of facilities for other uses. Sell vacant properties at market rate to fund schools.
- **Upgrade Facilities:** Modernize existing facilities.

Big Ideas Summary | Economic Development

PDR staff received **459 big ideas** related to Economic Development. The ideas included both city-wide and location specific recommendations

Economic Development Location Specific Big Ideas

Participants provided **60 location specific big ideas** which primarily addressed areas that should be the focus of new economic development initiatives:

- **Historic Commercial Corridors and Commercial Nodes:** Encourage revitalization of the city's historic commercial corridors by attracting new business and retail along these corridors: Broad Street in Downtown, Grace Street in Downtown, Chamberlayne Avenue, Jefferson Davis, Hull Street, Midlothian Turnpike, Fulton Business District, South Side Plaza, and Stony Point Fashion Park.
- **City-owned Land:** Redevelop the City's property on the Boulevard, at the Coliseum, and at City Stadium. Include an arena and a ballpark in this redevelopment.
- **Destinations:** Develop and market Carytown, Jackson Ward, Shockoe Bottom, and the Riverfront as tourist, shopping, and entertainment destinations
- **Downtown:** Return downtown to being a retail center to include more shopping options and a grocery store.

Economic Development City-wide Big Ideas

Participants provided **399 city-wide policy recommendations**. The largest number of recommendations involved incentivizing small and local business and improving City schools. Below is a summary of the city-wide big ideas.

• **Encourage Small and Local Businesses:** Focus on providing incentives to small and local businesses instead of large corporations. Provide incubators and resources for start-ups. Invest in the existing small businesses in the city.

- Improve City Schools: Invest in Richmond Public Schools. Provide high-quality public education to create an educated workforce, retain families, and attract large corporations who are looking to attract employees that have families.
- **Affordable Housing:** The City's economic development deals should include a commitment to providing affordable housing.
- Annex Land: Lobby the General Assembly to allow the City to annex land.
- **Art-related Industries:** Encourage art-related industries including visual performance arts and other arts and cultural entities.
- Attract Big Businesses: Attract big businesses from outside of Richmond. Lure businesses from the counties. Attract businesses that provide well-paying jobs.
- **Better City Investment Choices:** Provide less public subsidies to large corporations like football teams, for-profit hospital systems, and breweries.
- Clean and Attractive Neighborhoods: Keep the city clean and attractive which will increase the appeal of the city to retailers and businesses. Bury power lines wherever possible.
- **Equity in Economic Development:** Economic development equity is a must. Focus investment in depressed areas and providing benefits to low-income residents.
- Financial Incentives:
 - o **CARE Areas and Enterprise Zones**: Fund and expand CARE and Enterprise Zones. Create a CARE area in the Oakwood neighborhood.
 - o **Opportunity Zones**: Develop a plan for how to best capitalize on Opportunity Zones.
 - o **Façade Improvement Grants:** Expand the Façade Improvement Grant Program to other neighborhoods in the city including Hull Street.
 - o **Historic Rehabilitation Tax Credits and Tax Abatements:** Maximize the use of Historic Rehabilitation Tax Credits and the City's Tax Abatement Program. Reduce or eliminate the Tax Abatement Program. (Please note that opinions varied on this topic.)
- Payment In Lieu of Taxes (PILOT): Require VCU and the state government buildings to pay their full share of PILOT.
- Retail, Grocery Stores, and Restaurants: Bring more retail to the city. Encourage the development of grocery stores in the city's food deserts. Modify laws to not require bars to sell a certain percentage of food.
- Housing: Creating housing should be a part of economic development.
- **Industrial Base:** Maintain and expand the industrial base. Focus industrial development along the Commerce Road and Deepwater Terminal Road corridors with infrastructure improvements along with Port improvements.
- Minority Businesses: Encourage and incentivize minority businesses.
- **City Hall Processes and Permitting:** Limit barriers to small business development. Improve the permitting processes. Create a one stop shop to allow new small businesses to navigate all City processes in one place (taxes, licenses, permitting).
- **Regional Efforts:** Coordinate regionally on economic development and attracting big businesses to the area.
- **Sustainability in Economic Development:** Incentivize businesses that promote sustainability and renewable energy. Utilize green construction methods.
- Taxes:
 - o **Enforcement:** Collect delinquent taxes.

- o **Business, Professional and Occupational License (BPOL) Tax:** Reduce the BPOL to prevent businesses from leaving the city to go to the counties.
- o **Tax Rate:** Comments were received that both encouraged lowering and increasing the current tax rate.
- **Technology Industry:** Bring technology companies to town.
- Tourism: Continue to focus on attracting visitors with tourism and events.
- Transit: Connect jobs to transit.
- Vacant Buildings: Encourage the redevelopment of vacant buildings.

Big Ideas Summary | Employment & Income

PDR staff received **331 big ideas related** to Employment & Income.

- Job Creation & Attraction: 94 big ideas are related to this topic:
 - o **Attract more companies:** Continue to make the city a desirable destination for companies to locate to bring more jobs.
 - o **Create more jobs and businesses:** Create more employment opportunities through strategies such as job incubators, small business incentives, and co-working spaces.
 - o **Create green energy jobs:** Incentivize and promote the growing green energy sector to create more jobs in this industry.
 - o **Support services:** Provide child care and other support services so single-parents can participate more fully in the workforce.
 - o **Regulation and tax reform:** Reduce taxes and relax regulation of businesses to spur more business and job creation.
 - Mixed-use zoning: Promote more mixed-use development so that residents can support businesses while also providing commercial and office space in mostlyresidential buildings.
 - o **Retain commercial and industrial land:** Preserve land for commercial and industrial uses.
 - o **Improve Richmond Public Schools:** Improve the condition of Richmond Public Schools so that businesses, employers, and employees continue to locate to Richmond.
- Living Wage & Wealth Creation: 116 big ideas are related to this topic area:
 - o Raise the minimum wage: Raise the minimum wage to \$15/hour to provide living wages to all employees in the public and private sectors.
 - o **Cost of living increases:** Encourage all employers to provide cost of living salary increases so that employees can continue to be able to afford to live in the city.
 - o **Increase pay for public sector employees:** Increase the pay of City workers, teachers, police officers, and fire fighters.
 - Equity: Focus on equity issues, especially regarding the discrepancy of pay for women and minorities.
 - o **Access to jobs:** Improve the transit system to provide access to jobs, especially from neighborhoods with low automobile ownership.
 - o **Inclusionary zoning:** Promote policies that create affordable housing options and mixed-income projects and neighborhoods.
 - o **Improve Richmond Public Schools:** Improve Richmond Public Schools to increase education outcomes and potential future earnings.
- Workforce Development: 60 big ideas are related to this topic area:

- Apprenticeships and mentorships: Expand or create new apprenticeship and mentorship programs specifically targeted for those with lower-incomes or lower-levels of education.
- o **Job preparation:** Focus on training programs to prepare low-income and under/unemployed individuals for employment.
- o **Vocational training:** Create more vocational training programs, starting in high school, that focus on job skills that do not require a college or advanced degree.
- o **STEM and technology jobs:** Focus on training programs to prepare individuals for potential future STEM and technology jobs.
- More job training: Provide a variety of new and creative job training programs, such as partnerships with small businesses and direct training to jobs pathways, while utilizing public facilities such as schools, libraries, and community centers.

Big Ideas Summary | Culture and Tourism

PDR staff received **451 big ideas** related to Culture and Tourism.

- Focus on Richmond's History: 94 big ideas are related to this topic:
 - o **African American Story:** Highlight black history and culture in the city to include developing a plan for Shockoe Bottom, expanding the slave trail, and honoring the contributions of African Americans in the city.
 - o **Promote All History:** Present a balanced view of city's history including the city's dark periods. Ensure all stories are told by historic tourism including the Revolutionary War, the Civil War, the African American story, and Native American history and culture.
 - o **Highlight Historic Sites:** Promote, maintain, and connect the city's historic sites and neighborhoods as they attract tourists.
 - o **Monuments:** Address the Confederate monuments in the Master Plan. (Please note that opinions on what should be done with the monuments varied greatly and included removing all monuments, keeping all monuments, relocating monuments to museums, and providing interpretive signage.)
 - o **Change the Narrative:** Emphasize and promote the city as more than the Capital of the Confederacy.
- Focus on the Arts: 43 big ideas are related to this topic:
 - o **Encourage and Fund Public Art:** Fund public art and encourage more murals and public art in the city.
 - o **Art Programs for Youth and Underserved Communities:** Fund non-profits that bring art and art spaces to youth and underserved communities.
 - o **Film Industry:** Encourage more television and movie filming in the city.
- Focus on Hosting Events: 41 big ideas are related to this topic area:
 - o **Encourage More Festivals:** Host more festivals including cultural festivals, music festivals, and family-oriented festivals.
 - o International Events: Host more international events like the UCI 2015 Bike Race.
 - o **Conventions:** Increase the number of conventions coming to the Convention Center.

- Sustainable Event Policy: Require events which use public space to follow a sustainable event policy which includes recycling, composting, water refill stations, etc.
- Advertising and Promotion of the City: Invest in advertising and tourism promotion.
 Effectively communication to tourist and residents about events and the history of Richmond
- Clean Up the City: Maintain and clean up the city with special attention to the city's gateways, the Convention Center, and along the River and the Canals.
- Increase the Commercial Opportunities: Create commercial corridors like Carytown on Forest Hill Avenue in Westover Hills, Hull Street in Manchester, and 2nd Street in Jackson Ward. Encourage restaurants, breweries, farmers markets, and grocery stores. Encourage retail in downtown.
- **Promote the Diversity of the City:** Grow the city's cultural presence to include stories from all cultures. Continue to celebrate and foster diversity and inclusion.
- Improve the City for the Existing Residents: Improve the city for the existing residents, and tourism will grow too. Focus on making Richmond a great place for all to live.
- **Provide Lodging Options:** Increase the number of hotel rooms within the city. Encourage the development of hostels. Develop legislation to regulate short-term rentals (Airbnb, etc.) that allows for the use while preserving neighborhoods.
- Promote the City's Museums: Promote, expand, and invest in the city's museums.
- Parks and Natural Resources: Promote the City's park system especially the James River Park System (JRPS). Highlight the city's natural and recreational resources including recreation on the water. Improve access to the waterfront and implement the Riverfront Plan. Create more green and public spaces throughout the city. Connect the city throughout networks of trails like the Virginia Capital Trail.
- Regional Cooperation: Pursue regional cooperation to promote tourism for the region.
- **Signage:** Improve signage including informative, interpretive, and directional signage.
- **Sports Teams and Venues:** Accommodate sports teams including baseball, hockey, and basketball by renovating or rebuilding the Coliseum and the baseball diamond.
- **Sports Tourism:** Encourage sports tourism to compete with the counties.
- City Tourism Office: Adequately fund the City's Tourism Office.
- Encourage Multi-modal Transportation: Increase access to Amtrak by providing more service to Main Street Station. Improve public transit throughout the city including connections to the airport. Reintroduce trolleys and provide a tram for tourists to move around the city.
- **Performance Venues:** Provide performance venues of all sizes including the development of a new arena to attract a range of performers.
- **View from Libby Hill Park:** Do not block the view from Libby Hill Park as this view is a part of historic tours of the city because it is a unique and important view of the River.
- **Visitor's Center:** Develop a visitor's center to be located at a gateway like Leigh and Belvidere.

Big Ideas Summary | Housing

PDR staff received 669 big ideas related to Housing.

- Create mixed-income, mixed-use neighborhoods: 93 big ideas are related to this topic area; deconcentrate poverty, allow affordable housing in higher-income areas.
- More affordable housing: 150 big ideas simply stated that we need more affordable housing.
- Abandoned/vacant properties and code enforcement: make owners sell or fix up their vacant/tax delinquent properties, tear down unsafe vacant housing, reduce number of vacant properties, improve response to housing violations.
- Accessory dwelling units: change zoning to allow "granny flats" and tiny houses.
- Accessibility: more housing for disabled individuals.
- **Define affordability:** the Richmond median income is lower than the regional area median income.
- **Design:** new designs should complement city's character.
- **Economic Development:** need more jobs so people have higher income and can afford housing.
- **Elderly housing:** better affordable housing for the elderly, allow elderly to remain in homes via tax relief.
- Energy efficiency/sustainability: implement building codes that encourage new housing to be energy efficient and use sustainable materials, require multi-family buildings to provide recycling.
- **Eviction:** create a plan to address high eviction rates.
- **Gentrification/displacement:** concerns that new residents are displacing existing community members in East End and North Side; desire for measures to allow residents the option to stay in the neighborhood.
- **Green space:** need more green space and trees in developments.
- Tax abatements: tax abates should support homebuyers and not developers, rehabilitation tax abatement is great; only give abatements if new construction is sustainably built; provide abatements to elderly and low-income; tax freezes for those who have lived in their home for 20 years; require homes over 2000 sq. ft. to pay more taxes on sq. ft. above 2,000 to pay for more affordable housing.
- **Homelessness:** more housing options for homeless.
- **Jeff Davis Corridor:** redevelop housing along this stretch.
- Housing trust fund and land bank: increase the housing trust fund and increase the land bank; increase property tax to fund the affordable housing trust fund to at least \$10 million.
- Schools: improve schools so people want to stay in the City Of Richmond.
- Inclusionary zoning: mandate the creation of affordable housing in new developments.
- **Increase density:** allow more density so the housing supply increase; upzone desirable neighborhoods; more density on the corridors, allow "granny flats" and conversion of single-family to multi-family.
- **Infill housing:** allow infill in Downtown, Jackson Ward, Carver; increase infill housing in areas without historic homes; rezone parking lots between the Fan and Downtown
- Less density: do not allow more multi-family, add more single-family homes.
- **Middle housing:** increase options for middle-income earners.
- Mobile homes: replace mobile home parks.

- **More housing choice:** townhomes, condos, small single-family (not just mansions), inlaw suites, shared living.
- More single-family, less multi-family: too many apartment buildings, need more single-family houses.
- **Preserve unique character:** respect established neighborhoods and preserve their unique character, preserve historic buildings.
- Parking: some comment saying too much parking, some saying not enough.
- **Public housing:** redevelop public housing; provide mixed-income, mixed-use communities; provide access to transit and amenities; decentralize public housing; more Section 8 choices throughout the city; redevelop Gilpin.
- **Riverfront:** do not allow development along the riverfront.
- Rent control: consider a rent control law.
- Reuse existing structures: adapt buildings for housing; renovate existing homes instead of tearing them down.
- Short-term rentals: allow short-term rentals.
- **Transit-oriented housing:** provide affordable housing near transit and sidewalk infrastructure.
- Unrelated individuals: allow unrelated individuals to live in the same property.

Big Ideas Summary | Transportation

PDR staff received **715 big ideas** related to Transportation.

- Transit: 272 big ideas are related to this topic:
 - o **Expand local bus system:** Provide more routes to more places in the city and the region, including to the Airport and into the surrounding counties.
 - o **Expand the BRT network:** Create more high-frequency bus systems with dedicated lanes, especially connecting the north and south sides of the city, and to Short Pump.
 - o **Free/reduced transit fares:** Provide free or reduced transit fares, at least for low-income riders, which could increase ridership.
 - o **Bus stop amenities:** Increase and maintain the amenities of local bus stops, including shelters, seating, maps, and lighting.
 - Park 'n Ride: Provide Park 'n Ride facilities at both ends of the Pulse BRT.
- Bicycle and Pedestrian Infrastructure: 155 big ideas are related to this topic area:
 - o **Build more bike lanes:** Build more bike lanes and other bike amenities throughout the city and into the counties, to encourage the use of this mode of transportation. Ensure an equitable distribution of bicycle amenities.
 - o **Bike system connectivity:** Make bike lanes connect to one another for a more holistic system, and don't end bike lanes abruptly.
 - o **Expand the bike share:** Expand the bike share to with the addition of more stations.
 - o **Bike Master Plan:** Implement the City's Bike Master Plan.
 - o **Sidewalks:** Build sidewalks where missing such as in South Side and maintain them where they exist.
 - o **Car-free zones:** Create "car-free zones" in locations like Carytown.
 - o **Universal access:** Provide universal access for those that may use a wheelchair, especially near and around transit stops/stations.

- o **Crosswalks:** Improve and install more crosswalks to increase pedestrian safety when crossing streets. Consider increasing crossing times.
- **Multi-Modal Transportation System:** 107 big ideas are related to this topic area which echoed comments regarding Transit and Bike/Pedestrian Infrastructure, and promoted a system of non-automobile transportation options:
 - o **Complete streets:** Invest in complete streets infrastructure that provides a means for pedestrians, cyclists, buses, and automobiles to commute and travel safely.
- Rail: 64 big ideas are related to this topic area:
 - o **Light Rail/Streetcar/Trolley:** Build a light rail/streetcar/trolley system throughout the city similar to what once excited.
 - o **High-speed rail:** Build high-speed rail between Richmond and D.C., or as far as New York and N.C. if possible.
 - o Train service to Charlottesville: Provide train service to Charlottesville, V.A.
- Roadways, Parking, and Infrastructure: 106 big ideas are related to this topic area:
 - o **Safety:** Improve the safety of roadways by reducing speed limits, enforcing speeding, better lighting, elimination of traffic circles, and introducing traffic calming elements.
 - o **Signage and wayfinding:** Improve the signage and wayfinding system so that residents and tourists can navigate the city more easily.
 - o **Pavement and potholes:** Better maintain the existing roadways with more frequent re-paving and fixing of potholes.
 - o **Two-Way Street Conversions:** Convert one-way streets to two-way streets to increase connectivity and decrease speeding.
 - o **Parking:** More parking downtown and at major destinations and employers. Pursue parking decks when surface parking is scarce.
 - o **Electric Vehicles and Green Infrastructure:** Provide for the use of electric vehicles with charging stations and incentives for their use. Plant more street trees to provide more shade and reduce the urban heat island effect. Pursue other green infrastructure technology and initiatives.

Big Ideas Summary | Parks and Recreation

PDR staff received 615 big ideas related to Parks and Recreation.

- Create New Parks and Green Space: 111 big ideas are related to this topic:
 - o **Parks in Every Neighborhood:** Make parks accessible to all by ensuring a park is located within a 10-minute walk from all housing. New parks are needed in Downtown, in the Fan, near Hull and Warwick, near the Jeff Davis Corridor, in Manchester, in Scott's Addition, in the Westhampton area, and throughout the South Side. Focus on developing new parks in low-income areas and areas affected by the urban heat island.
 - o **City Purchase Land:** The City should purchase land now to be developed as parks in the future; include the Westwood Tract.
 - o **Pocket Parks:** Create pocket parks throughout the city.
 - o **Private Green Space:** Incentivize developers to include open space in private development.
 - o **Green Roofs:** Encourage green roofs in development.

- o **Vacant Property:** Create parks on vacant parcels. Develop parks on underutilized City properties.
- Maintenance of Parks and Facilities: 96 big ideas are related to this topic:
 - o Better Maintenance: Improve the maintenance of the City's parks and facilities.
 - o Grass and Plants: Cut the grass consistently. Eliminate invasive plant species.
 - o **Volunteer stewardship:** Incorporate volunteers and park associations in the maintenance of parks and facilities.
 - o **Trash:** Keep parks free of trash by providing additional trash and recycling receptacles. Create a campaign to discourage littering.
- James River Park System (JRPS): 71 big ideas are related to this topic:
 - Access to JRPS: Improve access to the waterfront. Create ADA compliant access to the riverbank especially on the south side of the River. Provide multi-modal access to the River.
 - o **Riverfront Plan and JRPS Master Plan:** Fully implement the Riverfront Plan. Coordinate with the Friends of the JRPS in the development of the JRPS Master Plan.
 - o **New Parks and Green Space:** Expand the JRPS. Purchase the "Echo Harbor" property to develop as park and preserve the views from Libby Hill Park.
 - o Park Design: Keep JRPS natural with limited hardscaping and buildings.
 - o **Support Parks:** Adequately fund JRPS to allow for improvement, maintenance, and adequate staffing.
 - o **Trails:** Develop greenways to connect the riverfront neighborhoods. Create riverside trails on the south bank from Ancarrow's Landing to the county line. Incorporate more pedestrian bridges like the T. Tyler Potterfield Memorial Bridge.
- Amenities at Parks: 53 big ideas are related to this topic area:
 - o **Dog Parks:** Improve the existing dog parks and create new dog friendly spaces.
 - o **Playgrounds:** Improve and create new playgrounds. Upgrade the Whitcomb Court Playground.
 - o **Pools and Splash Pads:** Provide additional City pools and reopen the pool at the Calhoun Center. Incorporate splash pads in park design.
 - o **Sports Facilities:** Create soccer fields including smaller futsbal courts and baseball fields. Provide facilities for social sports (horse shoes, disc golf, petanque, etc.) and for exercise. Create a BMX course.
 - o **Restrooms and Other Facilities:** Provide restrooms, benches, water fountains, and adequate lighting in parks.
- Trails and Access to Parks: 50 big ideas are related to this topic area:
 - o **Connecting Parks:** Connect parks through bikeways, trails and greenways. Connect to the Virginia Capital Trail.
 - o **Pedestrian and Bike Safety:** Improve pedestrian and bike safety on major routes to parks and community centers.
 - o **Greenways:** Create greenways throughout the city including along waste water corridors, by closing one lane of Riverside Drive.
 - o **Network of Trails:** Create a more robust trail system to connect neighborhoods and landmarks in the city. Provide parking at trail heads.
- **Programs: 42 big ideas** are related to this topic area:
 - o **Accessible:** Provide programs that are accessible to all including low-income residents and residents of all ages.

- o **After School Care:** Expand the after school programs offered at City parks and community centers. Provide tutoring.
- o **Older Youth:** Provide programs that are targeted to older youth including sports leagues for high school students.
- o **Seniors:** Provide programs for seniors in locations that are accessible to seniors.
- o **Coordinate with City Departments:** Coordinate with Richmond Public Schools and Richmond Public Libraries to provide programming.
- Operations and Management: 39 big ideas are related to this topic area:
 - Management of Monroe Park: Do not allow a conservancy to operate a City park.
 - o **Staffing:** Adequately staff City parks and community centers to include park rangers at larger parks.
 - o **Recreational Center Rental:** Improve the process for recreational center rental to allow for more community use of these facilities.
 - Fees for Parking: Implement fees for parking and use of parks for non-city residents.
 - o **Expand Hours:** Expand hours for parks and pools to allow youth to use the facilities in the evening.
- Park Design: 26 big ideas are related to this topic area:
 - o **Accessible Design:** Incorporate accessible design to include ADA compliant playgrounds, and walkways.
 - o Natural Areas: Maintain natural areas in parks to enhance bio-diversity.
 - o **Trees:** Incorporate more trees in parks and preserve the forest canopy. Provide street trees.

• Other Related Big Ideas:

- o **Events:** Encourage a wide range of events that cater to various communities across the region and to families.
- o **Improve Existing Parks and Facilities:** Upgrade existing parks and facilities including Byrd Park, Bryan Park, Dogwood Dell, Hotchkiss Community Center, Pocosham Park, and the Pump House.
- o **New East End Community Centers:** Create new modern community centers in the East End.
- o **Preserve Open Space:** Preserve and protect existing open space including the City's cemeteries and the River access.
- o **Promotion:** Promote the City's parks and recreational opportunities through wayfinding and signage, advertising, and program guides.
- o **Regional Plan:** Collaborate with the counties to develop a regional bike path plan. Focus on regional parks.
- o **Support City Parks:** Make parks a priority. Continue the good work the Department of Parks, Recreation, and Community Facilities is doing, and increase funding for these efforts. Consider public/private partnership to increase funding for parks.

Big Ideas Summary | Sustainability & Resiliency

PDR staff received 477 big ideas related to Sustainability & Resiliency.

- Renewable Energy: 71 big ideas are related to this topic:
 - o **Carbon neutrality:** Achieve carbon neutrality by switching to renewable sources of energy.
 - o **Solar power generation:** Add solar panels to parking decks and other public buildings. Incentivize property owners to install solar panels on buildings, i.e. no permit fee for solar installation and tax abatement for such improvements, tax rebates/credits. Require corporations and other large businesses to use solar power. Work with Dominion Energy to incentivize solar power. Have streetlights powered by solar energy.
 - o **Energy back to the grid:** Work with Dominion Energy to allow power generated from renewable sources to be returned to the electric power grid.
- Waste Management: 59 big ideas are related to this topic area:
 - o **Recycling:** Expand the recycling program, including to larger multi-family developments. Create a bottle refund program.
 - o **City-wide composting:** Create a city-wide composting program.
 - o **Dog waste composting:** Create a city-wide dog waste composting program with stations around the city.
 - o **Litter:** Reduce the amount of litter in the city by installing more garbage and recycling receptacles.
 - o Yard waste: More integrated and sustainable management of yard waste.
 - o **Plastic:** Ban plastic bags and other single-use plastics in the city.
- **Green Buildings: 47 big ideas** are related to this topic area:
 - o **Green roofs:** Require or incentivize the creation of green roofs for new or existing buildings.
 - o **LEED standards:** Require all City buildings to be LEED certified.
 - o **Density bonuses:** Provide a density bonus for new project if green practices are incorporated.
 - o **Energy efficiency:** Provide incentives, tax credits, etc. for making older buildings more energy efficient.
- Built Environment: 82 big ideas are related to this topic area:
 - Plant more trees: Plant more trees, whether on-street, in parking areas, or in neighborhoods. Incentivize private property owners to plant trees and require public property owners to plant more.
 - Urban heat island effect: Reduce the urban heat island effect by reducing paved surfaces, lightening the color of pavement/roofs, and planting trees.
 - o **EV charging stations**: Install and promote EV charging stations.
 - Access to parks: Ensure for the equitable distribution of parks and open space.
 - o Green infrastructure: Install more green infrastructure such as bioswales, permeable pavement, green alleys, etc.
- Climate Change & Adaptation: 33 big ideas are related to this topic area:
 - o **Reduce emissions:** Reduce emissions from vehicles and other sources to help mitigate the effects of climate change.
 - o **Resiliency:** New buildings and public projects built with resiliency to future climate, such as more rainfall and flooding.
 - o Carbon tax: Tax carbon emissions.

- o **Climate refugees:** Prepare for the influx of people living in the highly-populated, low-lying coastal areas when sea-level rise forces the temporary evacuation or permanent relocation of large populations.
- Stormwater & Wastewater Management: 15 big ideas are related to this topic area:
 - o **Green infrastructure:** Enhance green infrastructure to improve stormwater management and reduce flooding.
 - o Gray water: Encourage gray water use for irrigation, vehicle washing, etc.
 - o RVA Clean Water Plan: Implement the RVA Clean Water Plan.
 - o **Reduce stormwater volume:** Reduce the volume of stormwater, and therefore the number of overflow events, by treating stormwater on-site and reducing the amount of impervious surface.
- Multi-Modal Transportation: 33 big ideas are related to this topic area:
 - o **Bike infrastructure:** Provide more bicycle infrastructure, such as bike lanes, to encourage this mode of transport instead of autos.
 - o **Commit funding:** Provide more funding for non-auto transportation infrastructure.
 - o Walkability: Focus on improving walkability throughout the city.
 - o **Less parking:** Less land devoted to parking, especially in the city's core. Reduce or eliminate minimum parking zoning requirements.
 - o **Public transit:** Increase the amount of public transit with more bus routes, BRT's, etc.
- Other Related Big Ideas:
 - o **Urban agriculture:** Promote urban agriculture through community gardens, vertical farms, and other innovative techniques.
 - o **Education:** Educate citizens on the importance of sustainability and on small actions that can make a big difference.
 - o **Environmental regulation:** Increase the amount of regulation regarding the environment and strengthen enforcement of existing regulations.
 - o Sustainability lens: Filter all planning decisions through a sustainability lens.
 - o **Staff capacity:** Hire more City employees related to sustainability to be able to more effectively achieve related goals.
 - o **Reduce use of fertilizers/pesticides:** Use natural pest control methods and ingredients.

Big Ideas Summary | Utilities

PDR staff received 397 big ideas related to Sustainability & Resiliency.

- **Fee Structure/Lower costs: 76 comments** related to lowering cost, restricting the fee system, and providing cost relief to low-income customers.
- Online payment: 3 comments about improving the online/mobile payment process
- Renewable energy: 54 big ideas related to renewable energy
 - o Incorporate solar in government buildings, busses, streetlights, private residents, etc: tax credits for solar companies
 - o Create incentives for developing renewable energy
 - o Install a solar array on the East End Landfill
- Bury Power Lines: 40 ideas asking to bury power lines
- Maintenance/Upgrading: 34 comments related to this topic

- o Create a systemic plan for upgrading infrastructure
- o Concerns about lead in the old pipes, replace those pipes
- o Modernize infrastructure
- o Survey existing utilities
- o Eliminate water and methane leaks
- o Invest in new pressurized tank zone from Bellemeade to city limits along Route 1
- Green infrastructure/stormwater: 31 comments related to this topic
 - o Green roofs on public buildings
 - o Do not allow Dominion to "greenwash," don't allow corporate polluters to fund green infrastructure
 - o Publicize the stormwater credit program more
 - o Utilize permeable pavers on public parking lots
- **Streetlights: 24 big ideas** about streetlights mainly focused on adding more streetlights throughout the city and switching all of them over to LEDs
- **Light pollution:** Several comments about reducing light pollution and using hooded streetlights
- Potholes and Sidewalks: A few comments about fixing potholes and improving sidewalks
- Alleys: Maintain alleys, keep clear of trees that could fall during a storm
- **Trash/Recycling:** improve trash removal (including bulk trash), require multifamily buildings to have recycling
- **Composting:** Start a city-wide composting program
- **Customer Service:** a few comments on customer service being great and a couple saying it's not easy to reach DPU
- **Public Education:** A few comments about having more public education, awareness, events, conferences about stormwater and utilities in general
- **Staffing:** Add more staff at DPU and retain and attract staff
- **Dominion: 14 comments** specifically mention Dominion related to keeping Dominion's "money out of the system," controlling their pollution, and requiring Dominion to buy back solar power generated by sites
- Energy Efficiency: update building codes to require more energy efficiency
- Fulton Gas Works: assess, remediate, and redevelop Fulton Gas Works
- **Gas:** Several comments related to gas ranging from sell the gas utility to expand the gas system to the South Side
- **Gray water: 5 ideas** related to legalizing gray water systems
- **Incentives/token-ization:** Use token-ization (sort of like cryptocurrency) to incentivize behaviors. E.g. giving rewards for certain behaviors (biking, walking, etc....)
- **Telecomminucations: 12 big ideas** related to the telecommunications network more broadband/fiber options, upgrade to 5G, free public wifi in public areas
- **Trees:** Improve the tree canopy
- Water fountains: add more public water fountains throughout the city

Big Ideas Summary | Natural Resources

PDR staff received **291 big ideas** related to Natural Resources

- Stewardship & Conservation: 160 big ideas are related to this topic area:
 - o **Clean and maintain:** Maintain and improve the quality of the James River and surrounding waterways through a number of initiatives, such as partnering with non-profits, creating more conservation areas, cleaning up waste and litter, and implementing the RVA Clean Water Plan.
 - o **Stormwater:** Improve the stormwater system to reduce the number of sewer overflow events into the James River.
 - o **Erosion control:** Increase efforts to prevent erosion along the riverbanks of the James River.
 - o **Pollution:** Increase regulation and enforcement of pollution laws, including the Chesapeake Bay Act.
 - o **Funding:** Provide increased funding to the James River Park System (JRPS) to be able to hire additional staff and perform more services to keep up with increasing visitation to the park system.
 - o **Invasive species:** Create a stronger initiative to remove invasive species from the JRPS and increase the planting of native species.
 - o **Private development and views:** Restrict private development along the James River in order to maintain access and views.
 - o **Trails:** Maintain and expand the trails network in the JRPS.
- Improvement Projects: 8 big ideas are related to this topic area:
 - o **Daylight streams:** Daylight all streams and re-integrate them into the ecosystem to improve ecological functioning.
 - o **Expansion of JRPS:** Expand the JRPS west of the Powhite Parkway, as well as on Mayo Island.
 - o **Riverside improvements:** Continue with improvement projects along the Riverside, such as the Potterfield Bridge, to attract more visitors.
- River Access: 19 big ideas are related to this topic:
 - o **Increase access:** Continue to improve access to the James River for all users. Increase access specifically from Manchester. Favor public access over private access.
 - o **Improve signage:** Improve wayfinding and directional signage to the riverfront.
- **Promotion & Education:** 11 big ideas are related to this topic area:
 - o **Education of youth:** Educate youth on the priceless qualities of our natural ecosystems, both in the classroom and in the field.
 - o **Volunteer stewardship:** Integrate stewardship and environmental education, including active volunteerism, in Richmond schools and public programming.
 - o **Public participation:** Find ways to encourage city residents to get outside and involved in the environment so they are more likely to take care of it.
 - o **Promotion:** More promotion and highlighting of the natural resources that the city has
 - o **Marketing and tourism:** Market the James River to attract tourists and visitors to the riverfront and the city.
- Tree Canopy: 48 big ideas are related to this topic area:
 - o **Plant more trees:** Plant more trees throughout the city, whether by incentivizing private property owners or requiring public property owners to do so.

- o **Maintain tree canopy:** Maintain existing trees and promptly replant trees if they must be cut down.
- o **City arborists:** Hire additional City arborists/foresters to achieve goals relating to maintaining and improving the tree canopy.

Big Ideas Summary | Public Safety

PDR staff received **390 big ideas** related to Public Safety.

- Enforcement: 38 big ideas are related to this topic area:
 - o **Targeted enforcement:** Target enforcement towards higher crime areas of the city such as North Side and the East End.
 - o **Gun control:** Enact stricter gun control to reduce unregistered firearms.
 - Loitering laws: More strictly enforce loitering laws, especially around public housing courts and businesses.
 - o **Truancy and curfews:** Enforce truancy and curfew laws related to youth.
 - o **Panhandlers:** Reduce the number of panhandlers around the city.
 - o **Nightclub violence:** Increase enforcement in the areas with nightclubs that generate violent crime, specifically those in Shockoe Bottom.
- Personnel & Equipment: 93 big ideas are related to this topic area:
 - o **Hire more personnel:** Hire additional police, fire, and EMS personnel and focus on retaining personnel through better salaries, benefits, and working conditions.
 - Better training: Increase training programs of police officers to improve cultural sensitivity, public engagement, and reduce the number of police-involved shootings.
 - o **Better equipment:** More funding to allow for emergency services to purchase the most effective equipment, including fleet vehicles.
 - o **More police stations:** Build more police stations in areas of need such as the public housing courts and South Side (Blackwell, Manchester, Oak Grove, etc.).
- **Built Environment: 56 big ideas** are related to this topic:
 - o **Eyes on the street:** Provide more "eyes on the street" to discourage criminal activity by generating more activity 24 hours a day. Have buildings and entrances face the street. Increase attendance of public open space to discourage criminal activity there. Redesign public housing courts to make them more visible and walkable.
 - o **Code enforcement:** Continue to improve the enforcement of building code violations relating to the maintenance of private property.
 - Vacant/abandoned buildings: Encourage the redevelopment of properties that are vacant, abandoned, and/or blighted to increase activity and discourage criminality.
 Continue to improve the process for selling tax delinquent property.
 - o **CPTED:** Utilize principles of CPTED (Crime Prevention Through Environmental Design) to naturally decrease criminal behavior.
 - o **Better lighting:** Improve the lighting of streets, sidewalks, and alleys to improve the overall safety of neighborhoods.
 - o **Surveillance:** Install CCTV cameras in high crime areas to monitor for any criminal activity and to identify suspects once a crime has taken place.
 - o **Blue lights:** Provide "blue light" emergency call boxes in high crime areas.
- Community Building: 12 big ideas are related to this topic area:

- o **Homeownership:** Expand the number of homeowners to increase personal investment in neighborhoods.
- o **Integration and diversity:** Promote integrated neighborhoods with diversity of income and race/ethnicity to increase community cohesion.
- o **Youth activities/jobs:** Provide jobs and activities for youth to decrease the chance of any criminal involvement.
- o **Homelessness:** More shelters and programs for the homeless.
- Neighborhood watches: Reinstitute neighborhood watches.
- Community Policing: 22 big ideas are related to this topic area:
 - o **Community engagement:** Engage with higher crime communities to understand their concerns and open a two-way dialogue. Increase transparency between police and the community. Expand on events such as National Night Out.
 - o **Innovate communications:** Provide more ways and opportunities to communicate with law enforcement, such as through email or social media.
 - o **More bicycle and pedestrian police:** Have more police officers patrol areas on foot and bicycle where they can engage more directly with residents.
- Reducing & Deconcentrating Poverty: 23 big ideas are related to this topic area:
 - Decrease poverty: Decrease poverty and increase the opportunities for gainful employment to deter crime through a number of initiatives such as job training programs and improved public transit.
 - o **Public housing courts:** Redevelop the RRHA-managed public housing courts into mixed-income communities.
 - o **Affordable housing:** Provide affordable housing options in all neighborhoods of the city to deconcentrate poverty.
- **Innovation: 46 big ideas** are related to this topic area:
 - o **Crime prevention:** Increase efforts that prevent crime from occurring, which is more effective than enforcement of a crime once it occurs.
 - o **Youth activities:** Provide additional activities for youth to reduce the chance of them participating in crime, or being the victims of crime.
 - o **Cross-sector relationships:** Build more cross-sector relationships and programs such as those with VDH (Virginia Dept. of Health) and RMHF (Richmond Memorial Health foundation).
 - o **Justice reform:** Reform laws and sentencing guidelines that are overly draconian and do not produce positive community outcomes. Legalize marijuana and/or reduce the punishment for simple possession.
 - o **Rehabilitation/intervention:** Reduce the focus on jail time for criminal offenses and focus more on rehabilitation and intervention of troubled individuals.
 - o **Opioid epidemic:** Enact programs and policies to combat the opioid epidemic, relating both to treatment and prevention.
 - o **Richmond Public Schools:** Improve the education outcomes of public school students to decrease the likelihood of them being involved in criminal activity.

Big Ideas Summary | Public Health

PDR staff received **372 big ideas** related to Public Health.

- **Healthcare: 82 big ideas** are related to this topic area:
 - o **Access to affordable healthcare:** Ensure that every residents has access to affordable or free, quality healthcare.
 - o **Public health clinics:** Open additional public health clinics that provide basic checkups, blood work, and immunizations.
 - o Public health resources: Provide additional funding to public health organizations.
 - o **Equity in care:** Ensure that there is equity in the access to and availability of healthcare for all residents.
 - o **Mental health:** Provide improved mental health services.
 - o **Mobile healthcare:** Provide ways of delivering healthcare services to households and individuals that are mobility impaired or do not have reliable access to transportation.
 - o **Vision care for students:** Ensure that all students in public schools have access to vision care so they can be productive learners.
- Awareness & Education: 19 big ideas are related to this topic area:
 - o **Awareness of resources:** Promote general awareness of public health resources, including clinics and programs.
 - o **Health expos:** Organize all available public health programs and resources in regularly-scheduled health expos.
 - o **Fun health events:** Hold more fun health events such as 5K's.
 - o **Health education:** Provide more education to the public about health risks and strategies to address them.
- Food access: 63 big ideas are related to this topic area:
 - o **Eliminate food deserts:** Encourage the creation of new grocery stores in existing food deserts through incentives, partnerships, and other means.
 - o **Community gardens:** Create more community gardens in areas underserved by grocery stores so residents have access to fresh, healthy foods.
 - More density for better services: Increase the residential density at key locations, such as at Hull Street and Jeff Davis Highway, in order to attract new grocery stores and other services.
 - o **Transit access to grocery stores:** Ensure that those without access to automobiles or a local grocery store are able to reach grocery stores via public transit.
 - o **Food policy staff person:** Have the City hire a food policy/food access coordinate to improve the availability of healthy foods.
- Built Environment: 25 big ideas are related to this topic:
 - More trees, green space, and parks: Provide more parks and green space to improve the environmental health of areas, such as air quality and urban heat. Focus especially on those neighborhoods with less access to parks and green space.
 - o **Lead in homes:** Address issues of lead in older homes and public buildings, which most adversely affects children's health.
 - o **Leaf collection:** Improve the leaf collection system as leaves can exacerbate breathing conditions such as asthma and allergies.
 - o **Property maintenance:** Enforce the maintenance of property which can otherwise attract trash, rodents, and other nuisances if not properly maintained.

- o Plastic bag ban: Ban all single-use plastic bags in the city.
- Active Transportation: 37 big ideas are related to this topic area:
 - o **Bike and pedestrian facilities:** Build more bike lanes, sidewalks, and other facilities to allow for and encourage residents to use active transportation methods.
 - o **Walkable environment:** Through zoning and other tools, build more dense and walkable areas so that walking is a more viable mode of transportation.
 - o **Vision Zero:** Support the City's Vision Zero commitment by making the transportation system safer, especially for pedestrians and bicyclists.
 - o **Public transit:** Improve the public transit system.
- Education & Schools: 19 big ideas are related to this topic area:
 - o **More funding and better outcomes:** Provide more funding to public schools that result in better education outcomes which will have a positive effect on the health of graduates well into their lives.
 - o **Health education in the classroom:** Teach about healthy lifestyles in the classroom, such as cooking and fitness, as well as avoiding drugs, alcohol, and STI's.
- Homelessness: 17 big ideas are related to this topic area:
 - o **Healthcare:** Provide healthcare and other health-related services to the homeless population.
 - o **Homeless services:** Create a centralized homeless center for people to store belongings, bathe, access the internet, and receive mail.
 - o **Housing first approach:** Pursue a "housing first approach" that helps the homeless find homes before addressing issues of mental health and drug dependency.
- Other Related Big Ideas:
 - o **Ban public smoking:** Ban cigarette smoking in public areas.
 - o **Trash receptacles:** Provide additional public trash receptacles.
 - o **Affordable housing:** Provide more affordable housing.
 - o **Air quality:** Improve air quality by encouraging alternative modes of transportation.
 - o **Water quality:** Improve water quality, especially that of the James River, by reducing the amount of pollutants.
 - o **Green infrastructure:** Install green infrastructure such as rain gardens.
 - o **Gun violence:** Decrease gun violence and gun-related crimes and murders by reducing the number of guns on the street.
 - o Litter: Reduce the amount of litter in the city.
 - o Marijuana: Support the legalization of marijuana.
 - o **Needle exchange:** Provide needle exchanges so users can safely dispose of needles while being provided clean needles, which reduces the spread of disease.
 - o **Physical fitness:** Program public parks to more actively promote physical fitness, such as through gym equipment for adults and fitness classes.
 - o **Reduce poverty:** Reduce poverty through increased employment opportunities.
 - o **Sin taxes:** Tax items such as tobacco, alcohol, and sugar to reduce their use and put the funds towards public health initiatives.
 - o **Universal access:** Ensure that there is universal access for all city residents who may be mobility impaired.

Community Consultation #2 Report





November 22, 2019

Community Consultation #2 was the second round of public engagement focused on obtaining community input on the preliminary draft content for *Richmond 300: A Guide for Growth,* the new city-wide Master Plan, which is under development. Community Consultation #1 was held in September and October 2018 and the Community Consultation #1 Report is available at www.richmond300.com/consult. This engagement effort was led by the Dept. of Planning and Development Review (PDR) and focused on engaging the community at public forums, office hours, and existing community and stakeholder meetings held throughout the city and through an online survey and two online interactive maps. The report contains the following sections:

- **I. Promotion:** summarizes the efforts undertaken by PDR to promote the engagement period
- II. Media Coverage: lists the media stories that were published related to Community consultation #2
- III. In-Person Meetings: provide an overview and list of the in-person meetings that PDR staff and the Engagement Team members hosted and/or attended
- IV. Online Engagement: summarizes the content that was available digitally via www.richmond300.com
- V. Engagement Profile: provides a snapshot of the demographics of the individuals who were reached during Community Consultation #2
- VI. Comments Collected: lists all the comments the PDR team received during Community Consultation #2.
- VII. Appendices

I. Promotion

Community Consultation #2 meetings were promoted in various methods:

- Mayoral Press Release: The Office of the Press Secretary for the Mayor announced the dates and survey through a <u>press release</u> issued on September 10, 2019. The media release was shared in the local press including the *Richmond Times Dispatch* and the *Free Press*.
- Richmond 300 Email Notices: The *Richmond 300* email list has over 3,490 subscribers (an increase of over 1,000 since October 2018) as of November 19, 2019. From September 11 to November 8, the *Richmond 300* Team sent nine emails with an average open rate of 30.5% to the *Richmond 300* email list. 2,115 individuals opened at least one of the nine emails.
- **Public Meeting Hearings:** The Richmond 300 team announced the Community Consultation #2 meetings and online content at several public hearings:
 - o Richmond 300 Advisory Council meeting at 4:00 P.M. on September 11, 2019
 - o City Planning Commission meetings at 1:30 P.M. on the following dates:
 - September 16, 2019
 - October 7, 2019

- October 21, 2019
- November 4, 2019
- o City Council Meeting meetings:
 - Organizational Development Standing Committee Meeting at 5:00 P.M. on October 7, 2019
 - Regular City Council Meeting at 6:00 P.M. on October 14, 2019
- **Social Media:** *Richmond 300* has a robust social media presence through <u>Instagram</u> and <u>Facebook</u>. The *Richmond 300* forums, sharing sessions, and online content were promoted on both platforms through Facebook events and Instagram posts as well as the *Richmond 300* website.
- **Engagement Team:** The Richmond 300 Engagement Team shared palm cards and flyers announcing the meeting dates with individuals throughout Richmond.

II. Media Coverage

Several media outlets covered the *Richmond 300* efforts during Community Consultation #2:

Date	Source	Headline	Author	URL
September 23, 2109	NBC12	City seeks input on 'Richmond 300', the city's master plan	Victoria Doss	https://www.nbc12.com/2019/09/ 23/city-seeks-input-richmond- citys-master-plan/
September 29, 2109	Richmond Magazine	A Man With a Plan	Harry Kollatz Jr.	https://richmondmagazine.com/n ews/sunday-story/a-man-with-a- plan/
September 30, 2109	RVA HUB Downtown	Controversy/History Returns to Tackle Past, Present and Future of Urban Planning	Richard Hayes	https://rvahub.com/2019/09/30/controversy-history-returns-to-tackle-past-present-and-future-of-urban-planning/
October 2, 2019	VPM Radio Story 88.9 FM	The Valentine Highlights Effects Of Urban Planning As Richmond 300 Enters New Phase	Roberto Roldan	https://vpm.org/news/articles/73 77/the-valentine-highlights- effects-of-urban-planning-as- richmond-300-enters- new?fbclid=lwAROVLpECWJqJbs p-YdwP- q1QjKej7x1JKantxec_6IFIEWG9Yk QEpXs00NA
October 3, 2019	RVA Hub	Help Plan the Future of Richmond at the Richmond 300 Forums	Richard Hayes	https://rvahub.com/2019/10/03/help-plan-the-future-of-richmond-at-the-richmond-300-forums/
October 3, 2019	Good Morning RVA		Ross Catrow	https://gmrva.com/podcast/2019/ 10/3/good-morning-rva-a-weird- fundraiser-the-capital-trail-and- great-ribs
October 3, 2019	NBC12	Morning News		URL not available
October 10, 2019	Times- Dispatch	Editorial: Richmond 300 - the future awaits	Pamela Stallsmith	https://www.richmond.com/opini on/editorial/editorial-richmond- the-future- awaits/article_fe4825d3-83a9- 5b64-9bdc-702db92ce119.html
October 28, 2019	RVA Hub	Richmond 300 (Richmond's Master Plan) Forum at	Richard Hayes	https://rvahub.com/2019/10/28/ri chmond-300-richmonds-master- plan-forum-at-patrick-henry- tomorrow/

Date	Source	Headline	Author	URL
		Patrick Henry		
		Tomorrow		
October	VPM Radio			URL not available
30, 2019	Story 88.9			
	FM			
November	Richmond	Getting There	Rodrigo	https://richmondmagazine.com/n
3, 2019	Magazine		Arriaza	ews/sunday-story/getting-there/

III. In-Person Meetings

Forums

PDR staff hosted forums at 8 locations throughout the city (PDR originally planned to host 7 forums but one forum ended early when the neighborhood lost power.) The Forum locations and dares were selected in consultation with all nine City Council Liaisons. All the Forums were promoted via email blast and Facebook events, and listed on the Richmond 300 website. All forums had the same content so participants were encouraged to go to the one that worked best for their schedules even if it was not located in their neighborhood. Each forum followed the same schedule:

- 6:00-6:10: Registration
- 6:10-6:50: **Presentation** by Mark Olinger, Director, Dept. of Planning and Development Review. See appendix for the presentation.
- 6:50-7:30: **Question & Answer Session and Open House** generally speaking, most meeting participants did not stay for the open house portion of the meeting (possibly because all the materials were available for comment online); however, the Open House had four stations. All the written comments received by PDR during the forums are included in the compiled comments provided in this Report.
 - Draft Activity Centers Station: Review the draft Activity Center map and provide a written response to the Activity Center survey(s).
 - Draft Strategies Station: Review the draft strategies document and provide written comments.
 - Draft Future Land Use Map and Categories Station: Review, discuss, and comment on the draft Future Land Use Map and Categories
 - Draft Future Connections Maps: Review, discuss, and comment on the draft Future Connections Maps.

Forum Locations, Dates, and Attendance

Forum Location	Date	# of Attendees*
Huguenot High School	October 3, 2019	17
Broad Rock Elementary School	October 8, 2019	6
Main Library	October 9, 2019	48
Police Academy	October 22, 2019	12
Mary Munford Elementary School	October 23, 2019	77
Patrick Henry Elementary School	October 29, 2019	32
Martin Luther King, Jr. Middle School	October 30, 2019	17
Woodland Heights Baptist Church	November 7, 2019	15
	Total Forum Attendance*	224

^{*}total number of attendees does not include staff or Engagement Team members

Sharing Sessions

PDR staff hosted 21 Sharing Sessions at various locations throughout the city. Several of the Sharing Sessions were organized by Engagement Team members. All the Sharing Sessions were promoted via email blast and Facebook events, and listed on the Richmond 300 website. The Sharing Sessions were informal office hours between city planners and community members to talk about the Richmond 300 draft content, the Richmond 300 process, and the purpose of the Master Plan. At Sharing Sessions participants were able to fill out paper versions of the Activity Center Survey.

Sharing Session Locations, Dates, and Attendance

Sharing Session Name	Date	Time	# of Attendees*
Broad Rock Library	October 8, 2019	1:00 - 3:00 PM	11
Belle Summit	October 11, 2019	6:00 - 7:30 PM	25
Broad Rock Library - Spanish	October 11, 2019	2:00 - 4:00 PM	4
Gelati Celesti (Stony Point Shopping Center)	October 17, 2019	3:00 - 5:00PM	3
Urban Hang Suite	October 17, 2019	8:00 - 10:00 AM	3
Humphrey Calder Community Center	October 18, 2019	4:00 - 6:00 PM	8
Nutty Buttery	October 21, 2019	11:00 AM - 1:00 PM	4
Nomad's Deli	October 22, 2019	3:00 - 5:00 PM	4
25th Street Market	October 24, 2019	3:00 - 5:00PM	8
Hull Street Library	October 24, 2019	11:00 AM - 1:00 PM	3
Southside Community Center	October 24, 2019	6:00 - 8:00 PM	6
FEED More - Calhoun Center	October 25, 2019	9:30 - 11:30 AM	35
West End Library	October 25, 2019	2:30 - 3:30 PM	0
Stir Crazy	October 28, 2019	8:00 - 10:00 AM	1
Taste Westhampton	October 28, 2019	3:00 - 5:00 PM	3
North Avenue Library	October 29, 2019	10:00 AM - 12:00 PM	5
Belmont Library	November 1, 2019	4:00 - 6:00 PM	4
Ginter Park	November 1, 2019	10:00 AM - 12:00 PM	4
East End Library	November 1, 2019	10:00 AM - 12:00 PM	4
VCU Student Commons	November 1, 2019	11:30 AM - 1:00 PM	10
Westover Hills Library	November 1, 2019	3:00 - 5:00 PM	0
	Total Sharin	g Session Attendance*	145

^{*}total number of attendees does not include staff or Engagement Team members

Existing Stakeholder Meetings

PDR staff, Advisory Council members, and Engagement Team members attended existing civic association and special interest group meetings throughout the city to give a "five-minute pitch" about Richmond 300 and encourage individuals to participate in person (at a forum or a sharing session) or online (via the survey and interactive maps).

Existing Stakeholder Meeting Locations, Dates, and Attendance

Meeting Name	Date	Approx. # of Attendees*
Cedar Street Baptist School Giveaway	August 24, 2019	18
Westhampton Citizen's Association	September 4, 2019	18
Innovate Fulton	September 5, 2019	2
Obama ES Back to School Night	September 10, 2019	150
Union Hill Civic Association	September 11, 2019	39
Church Hill Civic Association	September 12, 2019	46
Heritage Night at the Kickers	September 14, 2019	23
Latino Parade and Festival	September 14, 2019	13
Navy Hill Meeting Pastors Luncheon	September 16, 2019	5
Mommies, Bellies, Babies and Daddies	September 18, 2019	12
STEP Community Fellowship	September 18, 2019	14
Gilpin Tenant Council Meeting	September 18, 2019	17
Fire Dept. Retreat	September 18, 2019	22
George Mason ES Back to School Night	September 18, 2019	22
9th District Meeting	September 19, 2019	40
Chimborazo ES Back to School Night	September 19, 2019	4
Living in Financial Excellence	September 19, 2019	20
Blackwell Civic Association	September 24, 2019	5
NAACP Richmond	September 24, 2019	18
CACIL	September 24, 2019	25
Southside Community Development Corporation Orientation - English	September 24, 2019	9
Living Room chat at home of Amelia Lightner	September 25, 2019	13
Mommies, Bellies, Babies and Daddies	September 25, 2019	10
Southside Community Development Corporation Orientation - Spanish	September 25, 2019	11
4th District Meeting	September 26, 2019	30
3rd District Resource Fair	September 26, 2019	50
Valentine Controversial History - Land Use	October 1, 2019	75
Chamber RVA Government Affairs Committee	October 3, 2019	8
2nd Street Festival	October 5, 2019	55
VIVA (LGBTQ) Music Festival	October 5, 2019	14
2nd Street Festival	October 6, 2019	70
Northside Strong	October 7, 2019	13

Meeting Name	Date	Approx. # of Attendees*
Richmond City Democratic Committee Ward 8 Meeting	October 7, 2019	5
Bible Study - Branches Baptist Church	October 9, 2019	5
VCU Trends Conference	October 10, 2019	18
SCDHC Orientation English	October 10, 2019	4
RPS Rezoning Meeting - Sacred Heart	October 10, 2019	17
Know Your Rights: Housing Justice Event	October 12, 2019	40
Richmond Public Library Retreat	October 14, 2019	50
National Association of Women in Construction Meeting	October 15, 2019	40
Hillside Court Tenant Council	October 15, 2019	10
Diabetes Prevention Program-Bon Secours	October 16, 2019	10
Gallery 5 World Café - Land Use	October 16, 2019	25
8th District Council Meeting	October 17, 2019	50
RPS Rezoning Advisory Committee	October 17, 2019	25
9th District Meeting	October 17, 2019	25
Community Day - Broad Rock Park	October 19, 2019	30
Fulton Fest	October 19, 2019	19
NAACP Navy Hill Presentation	October 22, 2019	6
Virginia Poverty Law Center Event	October 22, 2019	10
Greater Woodstock Civic Association	October 24, 2019	10
LBGTQIA Chamber	October 24, 2019	40
3rd Annual Fall Career & Resource Fair	October 24, 2019	32
Hispanic Chamber of Commerce Annual Gala	October 24, 2019	10
Steele Group/ Sotheby's International Realty	October 29, 2019	29
Navy Hill Meeting Boys & Girls Club	October 29, 2019	28
VCU Experimental Opportunities Fair	October 30, 2019	50
Library of Virginia Map Presentation	November 2, 2019	50
Controversy History - Parking	November 4, 2019	50
Omega Psi Phi chapter meeting	November 7, 2019	55
Virginia Supportive Housing	November 8, 2019	18
Homeward	November 8, 2019	13
	Total	1,645

^{*}total number of attendees does not include staff or Engagement Team members

IV. **Online Engagement**

The online engagement offered individuals the opportunity to review the draft content on their own time and included three components outlined below.

CC #2 Report

Draft Activity Centers

The Activity Center Survey asked respondents to share their vision for the Activity Center in the next 20 years, their ideas of transportation improvements that could be made near the Activity Center, and to identify potential future uses that they would like to see at the Activity Center. Respondents were able to view the Activity Centers on a map and click on an Activity Center to open the corresponding Survey Monkey survey. See appendix for paper version of the Activity Center survey and see this link for an Excel document with the 1,015 responses to the 34 Activity Center Surveys.

Draft Strategies

Richmonders were able to download, review, and comment on the Draft Strategies document, which was available for download as a PDF. PDR staff received 71 comments on the Draft Strategies document, which are included in the appendix.

Draft Future Land Use Map and Future Connections Map

Richmonders were able to download and review the Draft Future Land Use Map and Future Connections Map, which were available for download as PDFs. Additionally, Richmonders could also write comments directly on interactive a Draft Future Land Use Map and a Future Connections Map. PDR staff received nearly 500 comments on the maps.

V. Engagement Profile

As detailed above, PDR engaged approximately **2,009 individuals** during Community Consultation #2 via in-person meetings (forums, sharing sessions, and existing meetings) and collected **1,015 Activity Center surveys** via an online survey and paper surveys.

Race/Ethnicity

	Forum Attendees				-	Sharing Session Attendees		Existing Meeting Attendees*		Totals**	
	#	%	#	%	#	%	#	%	#	%	
Asian	3	1%	10	1%	1	1%	0	0%	14	0.5%	
Black	32	14%	72	7%	111	77%	824	50%	1039	33.9%	
Latino	7	3%	22	2%	2	1%	104	6%	135	4.4%	
White	141	60%	700	67%	31	21%	717	44%	1589	51.9%	
Other	12	5%	42	4%	-	-	-	-	54	1.8%	
No Response	41	17%	192	18%	_	-	-	-	233	7.6%	

Notes: Percentages may not add up to 100% due to rounding, Respondents were allowed to choose multiple categories

^{*}Demographics are approximate for the Existing Meeting Attendees

^{**}Totals add up to over 2,009 people because respondents were allowed to choose multiple categories

Age

	Forum Attendees			vey ndents	Totals**	
	#	%	#	%	#	%
<18	10	4%	1	0%	11	1%
18-24	21	9%	26	3%	47	4%
25-29	12	5%	89	9%	101	8%
30-39	36	16%	302	30%	338	27%
40-49	22	10%	135	13%	157	13%
50-59	28	13%	126	12%	154	12%
60-69	39	17%	125	12%	164	13%
70-79	28	13%	51	5%	79	6%
80+	7	3%	5	0%	12	1%
<18	21	9%	155	15%	176	14%
No Response	10	4%	1	0%	11	1%

Notes: Percentages may not add up to 100% due to rounding, Respondents were allowed to choose multiple categories, age data was not collect at Sharing Sessions and Existing Meetings

What do you do in Richmond?

	Forum Attendees			rvey Indents	Totals**	
	#	%	#	%	#	%
Live	181	81%	799	79%	980	79%
Work	144	64%	607	60%	751	61%
Plan	144	64%	704	69%	848	68%
Own property	107	48%	593	58%	700	56%
Own a business	27	12%	142	14%	169	14%

Notes: Percentages may not add up to 100% due to rounding, Respondents were allowed to choose multiple categories, what you do in Richmond data were not collect at Sharing Sessions and Existing Meetings

Is this your first time participating in a planning process?

	Forum Attendees			rvey Indents	Totals**	
	#	%	#	%	#	%
Yes	85	38%	436	43%	521	42%
No	130	58%	410	40%	540	44%
No Response	9	4%	169	17%	178	14%

Notes: Percentages may not add up to 100% due to rounding, Respondents were allowed to choose multiple categories, what you do in Richmond data were not collect at Sharing Sessions and Existing Meetings

VI. Comments Collected

During Community Consultation #2, PDR collected comments from Richmonders via many methods.

- 1,015 surveys were submitted via the online surveys and print surveys. See this Excel sheet for the full text of the survey submissions.
- 71 draft strategy comments were submitted on the Draft Strategies document from 8 individuals/organizations. See appendix for text of the comments.
- 41 written comment cards were submitted at forums and sharing sessions. See appendix for text of the comments.
- 20 email and letters were submitted by individuals, civic associations, and special interest groups.
- Nearly 500 map comments were provided via the interactive online maps and at the forums and sharing sessions.

VII. Appendices

- Forum Presentation Part 1, Part 2, Part 3 (PDF)
- Compiled Surveys (XLSX)
- Complied Strategy Comments and Written Comments Received (PDF)
- Emails and Letters Received (PDF)







CITY OF RICHMOND PARKING STUDY – DRAFT – JUNE 2020

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1. EXECUTIVE SUMMARY

Beginning in March 2018, DESMAN engaged in an intensive study of existing and anticipated parking conditions in seven neighborhoods around the City of Richmond as part of the Richmond 300 Master Plan process. This effort required data collection and analysis for over 1,000 city blocks, compiling comprehensive parking supply inventories and recording parking occupancy levels at various times of the day, week and year. DESMAN also participated in over 30 stakeholder meetings, hosted fourteen public forums, and collected and analyzed over 900 survey responses from constituents. DESMAN's scope included review of the City's current parking policies and zoning requirements, as well as anticipated future development in each neighborhood.

The study area for this engagement was selected based on different neighborhoods throughout greater Richmond. Each of these neighborhoods are at different stages of maturity and represent the variety of parking related challenges facing Richmond now and in the future. The study area included seven neighborhood districts: Brookland Park/Six Points, Libbie/Grove/Patterson, Scott's Addition, Carytown, the Fan, Downtown, and Manchester.

Conditions varied widely from neighborhood to neighborhood, depending on building density and land use composition. Some neighborhoods showed a surplus of privately owned parking capacity and adequacy among public parking assets, with some limited exceptions. In other neighborhoods, the public parking capacity was overwhelmed and many privately held facilities were operating at or near capacity, with others indicating unused parking even at the peak hour.

Based on the preceding analysis and public feedback, DESMAN devised a series of eleven different initiatives designed to address specific needs or issues identified during the course of study. Not one of these initiatives was considered a panacea and many of them would only work in conjunction with implementation of other actions, but all of them were recommended in response to DESMAN's understanding of the City of Richmond's priorities and objectives, as informed from review of prior studies and interaction with City staff and constituents.

In general terms, the recommended initiatives seek to:

- 1. Make better or more efficient use of existing parking supply in each neighborhood. These initiatives include recommendations for establishing shared parking programs to encourage better use of untapped parking in private facilities and revising the on-street parking permit programs to maximize use of this public asset.
- 2. Improve life safety and access for all constituents. DESMAN's recommendations include executing a program of standardized on-street marking to help clearly define parking areas, adopting a methodology for designating on-street ADA spaces along commercial streets, developing a program for evaluating on-street time limits as neighborhoods evolve, and instituting universal parking enforcement across all neighborhoods to improve safety and equity.
- 3. Position the City to support multi-modal mobility. These proposed programs include executing pilots to assess the impact and feasibility of converting to fee-for-use parking, creating parking benefit districts to capture parking-related revenues for local improvement projects, revising zoning requirements to institute an 'in lieu fee program' instead of issuing blanket waivers to encourage development, investing in pedestrian infrastructure to support walking and transit usage, and acquiring land in gentrifying neighborhoods to support development of centralized, multi-use public parking facilities at a future date, when needed.







2. Introduction

As part of the Richmond 300 process, the City of Richmond's Department of Planning & Development Review commissioned a parking study to evaluate current future conditions in seven neighborhoods around the city, shown in *Figure 1* on the following page. The objectives of this parking study were to:

- 1. Assess existing conditions in each neighborhood;
- 2. Engage with stakeholders in each neighborhood to gain an understanding of the community's concerns, values and objectives for parking;
- 3. Review future development in the area to gain an understanding for how the neighborhood might evolve in the near term;
- 4. Develop a set of proposed initiatives to address current and anticipated issues;
- 5. Vet these options with stakeholders to receive feedback;
- 6. Revise proposed initiatives accordingly and develop a proposed program for implementation in each neighborhood;
- 7. Describe how the proposed initiatives might be applied to neighborhoods outside the study area on a 'best practices' basis to support the Richmond 300 Plan.

How parking is used to support the activity of a municipality is a direct reflection of that community's evolution. In small communities where development is sparse, open land is abundant, and density is low, parking is a utility commonly provided by local government much like power, water, sewer, and communications infrastructure to support commerce and growth. Unlike these other utilities, parking is commonly provided at no cost as the expense of developing facilities and providing them for use by the public is incorporated into the cost of providing other infrastructure such as roadways or municipal buildings, which is paid for by general property tax assessments. In settings such as these, alternative modes of transportation may be supported through the provision of sidewalks for pedestrians, bike lanes and racks, and in some cases, even transit service. However, the primary users of these services are typically a minority of individuals disposed to using these alternative modes of transportation or those unable to access a personal vehicle.

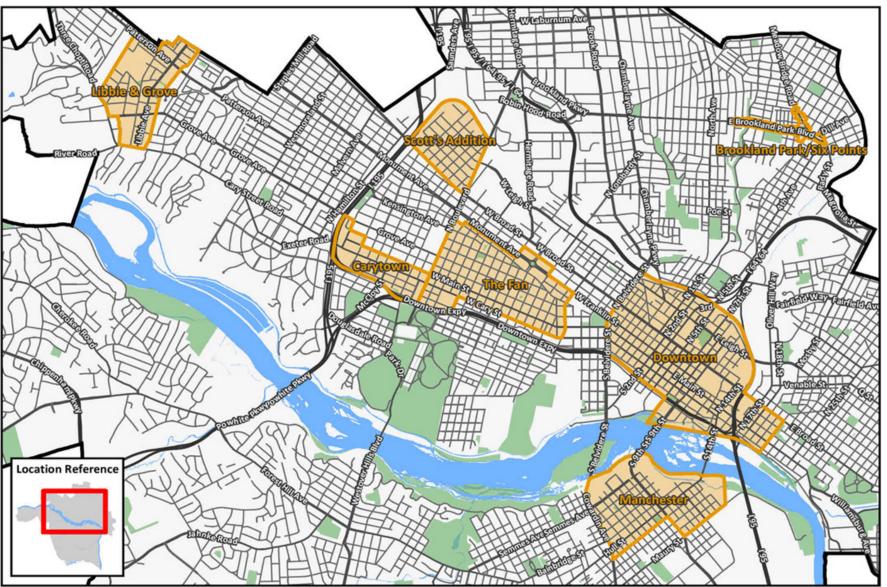
As a community grows and land is absorbed for higher and better uses, competition for available parking increases. On-street availability is typically the first resource to be exhausted as it offers the best access and proximity to most destinations. The cost to develop additional surface parking increases as the competition for open space increases, but the density brought on by the new development also creates a more walkable environment as multiple destinations come into existence in a compact area. Time limits are commonly instituted to promote turnover for on-street spaces so that new visitors and customers can be accommodated. Additionally, codes may be instituted requiring developers begin to provide off-street parking for the employees, residents and patrons of their buildings.

The idea of charging for parking may be explored if competition for open public parking is especially fierce, usually as an avenue for generating revenue to develop more public parking, but these initiatives are often defeated by arguments alleging that doing so would place the community as a competitive disadvantage with surrounding destinations that do not charge for parking. At this point in the evolution of a





Figure 1 – Neighborhoods Studied









community, attention may be given to improving the infrastructure supporting alternative modes of transportation as an effort to mitigate increasing parking demand, however these initiatives are often competing with public tax funds that could also be invested in more public parking infrastructure.

It is at this point in the evolution of a community that 'parking problems' are most commonly identified. These problems may be *quantitative* - where in the number of vehicles in a particular area exceeds the number of parking spaces available - or *qualitative*, where in there are open spaces within a particular area but they are located an unacceptable distance from popular destinations, subject to access limitations which place them off-limits to the users who need parking, or otherwise limited in a such a way that empty parking spaces cannot be used at times when parkers are actively seeking accommodation. In many communities, the conventional wisdom is that either issue can be solved through simply adding more public parking supply to the area, although the mechanisms for achieving this, particular as they apply to land acquisition and financing, are often subject to broad and heated debate. Increasingly, within the same communities, there is a constituency that will argue that these issues are best addressed by reducing demand, principally through the promotion of alternative modes of transportation.

The increasing demand for parking is inextricably linked to how the built environment has been and continues to be redesigned to accommodate the personal automobile. With the help of this nationwide reconfiguration, private automobiles provide people with a certain convenience, flexibility, comfort, and speed that is now largely unparalleled in the US. The advent and proliferation of the personal vehicle has created entire industries, defined the design and development of cities, and reshaped the American landscape more extensively than any other manmade creation. In 2017, 59% (\$176.9B) of the \$298 billion was spent on highways, bridges, and roadways¹, to maintain 4.18MM miles of roadway comprising less than 1% of the total land area² in the U.S. Thus, when a community begins to discuss changes in parking policy, the dialogue carries far more weight than simply a debate regarding time limits, code changes, or whether to charge for parking; it is a discussion about how constituents will access their homes, businesses, and institutions now and in the future.

Based on DESMAN's field work, conversations with community leaders, constituents, and City officials, it would appear Richmond is at a critical juncture. Every neighborhood identified quantitative and qualitative issues with parking. Many of the neighborhoods studied are reaching a critical point where all the available land has been claimed, increasing density and vitality while simultaneously eliminating the possibility of addressing parking problems by creating more public supply without great political and financial expense. Many stakeholders cited concerns that, without expansion of no-cost public parking supply, their districts would be at a completive disadvantage related to surrounding communities with ample land and resources to support no-fee parking.

Alternately, many stakeholders in older, more established neighborhoods also acknowledged the limited funds the City had to devote to infrastructure and supported initiatives to promote alternative modes of transportation, rather than investment in additional parking infrastructure. These constituents cited the City's investments in the GRTC Pulse, protected bike lanes on city streets, dedicated pedestrian ways, and

² U.S. Department of Transportation, Federal Highway Administration.





¹ Congressional Budget Office, using data from the Office of Management and Budget and the Bureau of the Census. In contrast, national spending for mass transit only accounted for 23% (\$69.92B) in 2017 expenditures.



planning efforts to support reduced emissions and street congestion as evidence that Richmond was prepared to move to a multi-modal approach to accessibility. Many of these individuals had already adopted personal practices limiting or eliminating the use of a private automobile.

DESMAN considered both perspectives in developing a set of recommended initiatives to guide the City moving forward. DESMAN relied on planning industry best practices to help guide the initial conversations regarding possible solutions to address identified issues. These options were vetted with stakeholder groups and the general public to solicit feedback, which was incorporated into the recommendations contained in this document. In some cases, DESMAN's recommendations may run counter to popular public sentiment; where this occurred, DESMAN has presented arguments why we believe the initiative is in the community's best interests, despite its unpopularity.

Some of the guiding principles, developed through best practices in the parking management and planning industries as well as the practical experience of the DESMAN team, included the following:

- Individuals do not come to a community just to park. While parking impacts an individual's experience, history and experience has shown that even municipalities where parking supply is scarce, expensive, or distant from popular destinations can thrive as long there are multiple options for accessing the area. This does not mean parking can be eliminated as an option, but it does mean it does not have to be only option offered. Progressive communities consider parking part of a larger mobility initiative which promotes multiple modes of transportation.
- The absence of regulation benefits individuals only in an abundant market. When there is very large supply of a resource, such as parking supply, and limited competition, little or no regulation is required. However, as supply becomes constrained and competition increases, regulation is needed to assure that all user's needs are being met equitably, as without regulation, individuals will act in their own best interest even if it means depleting or spoiling the resource. In economics, this principle is known as the "Tragedy of the Commons". In terms of parking policy, the lessons of the "Tragedy of the Commons" can apply to everything from the necessity of regulating onstreet parking to zoning ordinances.
- Parking supply is static, while parking demand is dynamic. Developing new parking supply can cost tens of thousands of dollars per space in base construction costs and hundreds of dollars annually per space in operating expenses. The debt service on a new facility can encumber the municipality for up to 30 years before retirement, inflating taxes or limiting spending on other initiatives. Often these new facilities are designed to address issues arising for just a few hours on specific days, resulting in large pieces of infrastructure sitting under- or unutilized for long periods. Effective communities find ways to make the most of their existing parking supply through innovative management programs before committing to building new supply.
- There is no such thing as 'free' parking. "Free" parking is commonly defined as parking not
 associated with any direct cost to the motorist. However, the provision of this parking space
 comes at a substantial cost to the community. If the parking space is public, property taxes or
 some form of special assessment has paid for its creation and maintenance. If the parking space

³ The theory originated in an essay written in 1833 by the British economist William Forster Lloyd, who used a hypothetical example of the effects of unregulated grazing on common land (also known as a "common") in Great Britain and Ireland.







is private, the cost to create it and maintain it has been built into larger development costs, which are in turn translated into tenant rents and/or the cost of goods and services sold to the public. In addition, the roadways used to convey the motorist to and from their destination has development and maintenance costs which are supported through tax assessments on property, fuel, or tolls. So, while a motorist may not pay directly to use a particular parking space, they are still likely realizing the cost in one form or another indirectly.

• The best way to influence transportation behaviors is through choice and incentives, not prescription. Communities that have made successful transitions from a car-centric to multimodal environment have been most successful when they have offered a variety of options for accessing an area and incentives for utilizing certain modes. In these environments, the individual has the option to drive and park if they so elect, but also multiple other alternatives, and have assigned a personal cost and benefit associated with each decision. This approach has generally been more successful than a 'prescriptive' approach where in the municipality attempts to assign behaviors to a particular user. The largest issue with this approach is it requires constant enforcement on the part of the municipality to maintain the prescription, as substantial financial and political cost.

Study Process:

As illustrated in *Figure 2* on the following page, DESMAN initiated work in the City of Richmond in April of 2018 with a comprehensive inventory of parking facilities across each neighborhood. Students from Virginia Commonwealth University were recruited to supplement DESMAN personnel to go into the field and document the location, capacity, ownership, user assignment⁴, rates, and hours of operation and/or enforcement for any defined parking area⁵. In the case of on-street parking spaces without defined stalls, DESMAN calculated on-street capacity according to the required dimensions and setbacks included in the City of Richmond Code of Ordinances based on measurements of the length along each block. This information was compiled and analyzed to serve as the Parking Supply for each neighborhood.

Occupancy counts were performed in April and May 2018 across each neighborhood to establish baseline parking conditions. Counts were performed according to instructions included in the original Request for Proposal to capture the number of cars parked at different days of the week and different times of the day when the demand for available parking was traditionally at its highest. Details of where and when occupancy counts were conducted for each neighborhood are included in the *Appendices* at the conclusion of this report. DESMAN employed a drone contractor to fly over each area and capture conditions through detailed photography, documenting where cars were parked in each facility, one each block and within each neighborhood. These efforts were supplemented by field counts conducted by DESMAN personnel or other subcontractors to capture conditions in facilities under cover, such as parking garages and structures, where drones could not go or during times when conditions could not support the use of aerial photography. The results were compiled and analyzed to serve as existing Parking Occupancy and Utilization measures for each neighborhood.

⁵ In consultation with PDR, DESMAN did not include private residential driveways or garages or areas where vehicles were parked off alleys and the like that we not clearly developed for that purpose.



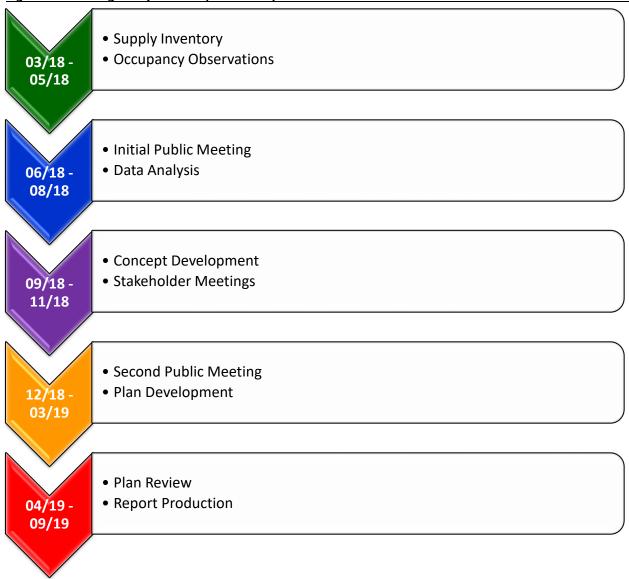


⁴ i.e. Whether the facility was accessible to the general public or restricted to use by a select group ("private").



DESMAN compiled this information and presented it in a series of seven Public Forums conducted in June of 2018 to engage with constituents and stakeholders in each neighborhood and solicit feedback regarding their complaints, concerns, observations and objectives. This input was used to assist DESMAN in focusing their analysis to define both quantitative and qualitative concerns in each neighborhood. During this time period, DESMAN also met and briefed the Richmond 300 Advisory Council and the City Planning Commission on work completed to date and initial observations garnered from field work.

Figure 2 – Parking Study Process (Illustrated)



DESMAN spent July 2018 to October 2018 refining analysis of existing conditions and developing an understanding of emerging developments anticipated for each neighborhood. DESMAN prepared preliminary assessments of anticipated impacts from identified emerging developments and incorporated this into the development of proposed initiatives, but did not prepare a formal assessment of future supply and demand for inclusion in this analysis as the Richmond 300 Plan process, which will define large scale developments across the city in detail, was not complete. DESMAN assumes that an analysis of







parking need and management for each new development associated with the plan will be included as part of that process.

Between September and November 2018, DESMAN began to develop a 'long list' of potential initiatives and strategies to address the existing and anticipated parking issues as defined through work to date. This analysis included research into where, why and how these initiatives and strategies had been adopted in comparable communities in the past, as applicable and available. DESMAN also developed narratives describing how these initiatives might be implemented in each neighborhood and to what benefit, what supporting programs or structures would be required to support the initiatives, and the relative benefits and liabilities of adoption. This analysis was consolidated into a series of presentations and vetted with the following stakeholder groups during this period:

- Brookland Park Civic Association;
- Brookland Park Area Association;
- Carytown Merchants Association;
- Carytown South Neighborhood Association;
- Downtown Neighbors Association;
- Historic Jackson Ward Association (Downtown);
- Shockoe Partnership (Downtown);
- Westhampton Citizen's Association (Libby/Grove/Patterson);
- Westhampton Merchant's Association (Libby/Grove/Patterson);
- Manchester Alliance;
- Hull Street Merchants Association (Manchester);
- Scott's Addition Boulevard Association;
- Fan Area Business Alliance;
- Fan Area Association.

DESMAN refined the 'long list' subsequent to these meetings and revised the presentations. During December 2018 and January 2019, DESMAN conducted a second series of Public Forums for each neighborhood to review the revised presentations, initiatives, and strategies. Both public forums were structured as interactive engagements commencing with a brief information presentation at the outset and a short question-and-answer period thereafter, followed by a longer period during which attendees could got to various 'stations' within the venue focused on particular issues or initiatives to speak directly with subject matter specialists. The second set of Public Forums was especially focused on this later phase. In addition to direct input received from the public during this meeting, the City also conducted a survey to solicit reactions and feedback to the proposed initiatives and strategies.

DESMAN spent February and March 2019 refining the 'long list' into a final set of recommendations and April through May 2019 developing proposed implementation plans for each neighborhood. During this time, DESMAN also presented the proposed initiatives in broad form before the City Planning Commission for consideration. Between June and August 2019, DESMAN developed an initial draft report which was submitted to PDR staff for review and comment and gave second, more detailed presentation to the City Planning Commission detailing why each initiative was recommended, it's intended purpose and effect, and how it might be implemented in each neighborhood. The attached document is final report.







3. PROPOSED INITIATIVES

Through our work in the City of Richmond, DESMAN has developed a series of proposed initiatives to address the parking issues defined through the analysis of existing conditions and public interaction. These initiatives were crafted with three main goals in mind: improve life safety and access for all constituents, make better or more efficient use of existing parking supply, and position the City to support multi-modal mobility. Of these 11 initiatives, some of these are recommended universally across all seven neighborhoods, and by inference, the entire city, while others are limited to particular areas. In each instance, DESMAN identified the core issue(s) each initiative is intended to address, the relative benefits and liabilities of implementation, and the process for implementation. In a latter section, DESMAN expands on each of these initiatives specific to particular neighborhoods.

Initiative A: Standardize On-Street Parking

Description

DESMAN is recommending that the City undertake a program to clearly mark the minimum setbacks required per current ordinance at intersections, curb cuts, and fire hydrants as 'no parking' zones. This should be done in accordance with local code and/or the Manual on Uniform Traffic Control Devices to at a minimum define where motorists may not park along a given block face. DESMAN would also advocate for marking the areas where parking is allowed as 'lanes' of parking rather than individual spaces, allowing the public to make the most efficient use of the available and authorized curb face.

As part of this process, DESMAN also suggests that the City undertake a review of current designation for no parking associated with curb cuts which are no longer associated with an existing structure. For example, in Scott's Addition, DESMAN noted multiple locations where a curb cut existed to support a loading dock or vehicle access to a building that was either no longer there or had been converted to another use and no longer required this access.

In tandem with this process, DESMAN finally suggests the City also consider an evaluation of the feasibility of converting traditional parallel parking spaces in the Fan and Carytown to angled parking and/or migrating the parallel parking lanes some distance to provide a protected bicycle lane between the parallel parking lane and the curb. This would not be universally applicable to all street faces within every neighborhood, but DESMAN did note multiple instances where it appeared to be more than adequate distance curb-to-curb across the width of some streets to still support safe one- or two-way traffic flow and an angled parking lane or a parallel parking lane with an interior bike lane⁶.

Existing Context

On-street parking is commonly preferred by visitors and temporary parkers for a number of reasons, which include the following:

⁶ DESMAN cannot recommend these conversions as they are subject to roadway engineering considerations regarding maintaining traffic flow. DESMAN can only note that the physical dimensions, curb-to-curb, exist to support this conversion, if it would not adversely impact traffic flow.







- 1. Close proximity to the sidewalk and, often, the destination
- 2. Low or no cost to the user, often at the request of the community
- 3. Greater ease in locating a destination in an urban setting
- 4. Greater perception of safety due to openness and broader sightlines

In the neighborhoods studied, the on-street supply accounted for between 10% and 51% of the total parking supply for each neighborhood, but between 16% and 100% of the total public supply as shown in *Table 1*.

Table 1 – Total On-Street Parking Supply by Neighborhood

	Curbside	Effective	Total	%age of	Public	%age of
Neighborhood	Supply	Supply	Supply	Total Supply	Supply	Public Supply
Brookland Park/Six Points	885	740	1,723	51%	1,036	85%
Carytown	1,364	1,172	3,672	37%	1,569	87%
Downtown	4,581	4,145	47,958	10%	28,012	16%
The Fan	7,021	6,032	13,710	51%	7,837	90%
Libbie/Grove/Patterson	1,545	1,314	3,258	47%	1,545	100%
Manchester	2,551	2,161	7,482	34%	2,721	94%
Scott's Addition	1,564	1,336	5,335	29%	1,564	100%
TOTAL	19,511	16,900	83,138	23%	44,284	44%

As Table 1 shows, on-street parking⁷ may only represent a fraction of the total supply in the various neighborhoods, but it accounts for the majority of the publicly owned supply in all neighborhoods, excluding Downtown⁸, making it a critical resource for the public.

Table 2, next page, demonstrates that this resource is highly utilized in the neighborhoods with significant density. In fact, observed occupancy in Scott's Addition and the Fan exceeded the effective supply⁹. It should be noted that while Downtown did not exceed the effective supply of on-street spaces during field observations, there are subareas like Shockoe Bottom and Shockoe Slip that are perpetually parked over the effective supply capacity. Additionally, a review of the supply inventory from a 2002 study compared to the most recent field data indicates that Downtown is steadily losing on-street parking spaces. In 2002, DESMAN inventoried a total of 5,571 spaces; in 2018, the raw inventory was 4,433 spaces, a loss of 1,138 spaces over a 16-year period.

⁹ In the case of the Fan, the number of vehicles inventoried did not exceed the number of calculated on-street spaces, but in Scott's Addition, the number of vehicles counted did in fact exceed the calculated legal on-street capacity of the area.





⁷ On-street parking supply figures were calculated by applying the City's mandated setbacks from intersections, curb cuts, and fire hydrants to length of the block face, then dividing by the length of the City's regulation parallel parking space. Results were rounded down to the nearest whole number.

⁸ In Downtown, public off-street facilities (18,127 spaces) account for 42% of the total parking supply (42,973 spaces), while onstreet parking (4,433 spaces) accounts for just 10% of the total supply.



Table 2 - On-Street Utilization by Neighborhood

	Effective	Peak Weekday	Weekday Peak	Peak Weekend	Weekend Peak
Neighborhood	Supply	Occupancy	Utilization	Occupancy	Utilization
Brookland Park/Six Points	740	283	38%	338	46%
Carytown	1,172	980	84%	911	78%
Downtown	4,145	3,362	81%	3,943	95%
The Fan	6,032	4,479	74%	6,425	107%
Libbie/Grove/Patterson	1,314	605	46%	802	61%
Manchester	2,161	1,148	53%	1,262	58%
Scott's Addition	1,336	1,182	88%	1,599	120%
TOTAL	16,900	12,039	71%	15,280	90%

Even in the areas where on-street utilization fell below the effective supply, DESMAN still observed vehicles parked in areas signed as 'no parking' areas, in front of fire hydrants, and so close to intersections and curb cuts that vehicles entering an intersection or a street often had to pull well into the intersection or roadway before they could see if there was oncoming traffic. These incidents were also regularly cited during both stakeholder meetings and public forums as a common matter of concern to residents, business owners, and other constituents. This phenomenon is commonly referred to as the "Tragedy of the Commons," wherein a public resource is exhausted due to a lack of regulation and/or enforcement regarding its use. In Richmond's case, parkers are threatening to exhaust the limited public resource of on-street parking because some form of regulation and/or enforcement is not being imposed. At the very least, where cars were blocking access to alleyways, driveways, and fire hydrants or lines of sight to oncoming traffic at intersections, this presents a significant life safety issue.

Principles

As stated previously, on-street parking is the widest spread and most common public parking asset across the City of Richmond. In many neighborhoods, it also the largest concentration of and, sometimes the only, publicly accessible parking supply. In many neighborhoods, merchants, residents, and institutions are reliant on curbside parking to provide their patrons and visitors access. And because of the superior proximity to most destinations offered by on-street parking, it is also the most desired and valued kind of parking asset.

As a result, the City has often instituted rules and regulations to govern the use of on-street parking, the most basic of these defining where vehicles can and cannot be placed along a block face. These rules exist to provide access to on-street parking while still ensuring that vehicles can safely pass along, enter and exit the adjacent roadway, or to guarantee that emergency vehicles can access critical infrastructure such as fire lanes or hydrants if needed. The City is obligated to enforce these regulations to protect the life and safety of all its citizenry as first priority.

By the same token, our society exists on a principle that rules, regulations and laws must be clearly defined, understood, and communicated to the populace before any member of the public can be subject to censure for violating them. Stated another way, effective enforcement is predicated on clear definitions of allowable and forbidden actions. As it stands currently, the public is often unclear where the boundaries between approved parking areas and no parking zones exist. These areas need clear definition for the members of the public who seek to use them, the abutting business, residents, and institutions which rely upon them, and the public officials charged with regulating their use.







Requirements

The City of Richmond Code of Ordinances (Article VI. Section 27-197) and Virginia Department of Transportation regulations defining the required setbacks and dimensions for on-street parking already exist, so no new regulations or legislation is needed. In terms of physical cost, the City will need to expend nominal funds for the actual materials (paint and signage to define parking and "No Parking" areas) and labor to physically define where drivers may or may not park along block faces. DESMAN is recommending the City seek to define allowable parking areas along curbs only as 'lanes' or 'zones' as opposed to denoting actual parking stalls, as this allows individuals to make the most efficient use of open curb front as their parking skills and vehicle size allow. 'No Parking' areas should be marked as aggressively as local, state and/or federal regulations regarding traffic control devices will allow.

Prior to the commencement of active enforcement of these areas, once defined, the City will also need to work with each neighborhood to help define alternatives for parkers which may be displaced by the physical demarcation of on-street parking spaces and their enforcement. These alternatives may include open space on adjacent streets, off-street or satellite paring facilities, and/or information on options for accessing the area by alternate modes of transportation. In areas like Scott's Addition and the Fan, this action will be as critical to the success of this initiative as ensuring fair and consistent enforcement once parking and 'no parking' areas are clearly defined.

Liabilities

As noted previously, the physical demarcation of allowable on-street parking spaces and the subsequent enforcement of these regulations has the potential to displace hundreds of individuals currently parking on the street in the Fan and Scott's Addition at peak hours. Even in areas where there is some available on-street capacity, individual blocks, business and residents in those neighborhoods may be inconvenienced when they discover they can no longer park as that have historically and make need to seek out available parking some distance away from their traditional location. Accordingly, the City should seek to inform constituents in each community of the alternatives available to them if they are displaced proactively and aggressively prior to initiating enforcement.

Benefits

Most critically, clear definition of "No Parking" areas along block faces will improve sightlines for motorists entering and exiting roadways and approaching intersections, increasing safety for drivers, parkers, bicyclists, and pedestrians. This action will also allow the City to begin enforcing existing regulations secure in the knowledge that they have met their obligation to inform the public in a responsible manner and that those being cited are guilty of willful action and not uniformed ignorance of local laws. Finally, better regulations of where individuals can and cannot park along block faces will actual present a more orderly and aesthetically pleasing visual to first-time visitors to neighborhoods, conveying positive impressions of the community they are entering.

Supporting Analysis

Marking off 'no parking' and parking areas is a common and wide-spread practice in municipalities across the United States. Most communities elect to adopt this practice do so to improve life safety for motorists and pedestrians and eliminate confusion regarding acceptable and unacceptable practices for the benefit

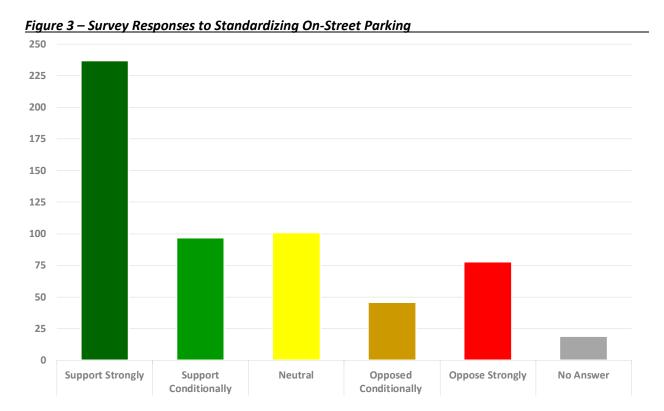






of the public. As such, DESMAN could not identify examples of comparable communities which recently decided to adopt this initiative, as most municipalities of Richmond's size and composition do so as a natural course of action, rather than a conscious change of policy.

As part of the public outreach process, the City administered a survey to collect initial responses to various initiatives considered during the study process. When asked to respond to the proposal to standardize onstreet parking across the city, roughly 41% of respondents indicated they would strongly support marking 'no parking' areas and on-street parking zones in accordance with current regulations, as shown in *Figure 3* below. Approximately 17% indicated they would 'conditionally' support this initiative, with the majority of respondents indicating they would support the initiative if it did not curtail residential parking rights or displace existing parkers without providing an alternative facility in which they could access parking.



About 17% were neutral on the issue, neither endorsing nor opposing the initiative at this time. Based on the review of additional comments from the survey, DESMAN interpreted this response to mean that these individuals held no strong opinion at this time and would reserve providing an opinion until they understood the specifics of how the initiative might be implemented and its potential impacts on their neighborhood. Approximately, 8% of respondents stated they would oppose the initiative if certain conditions resulted; the vast majority cited that they would oppose the initiative if it meant losing parking capacity, relative to current conditions, on their particular block. Roughly 14% of respondents strongly opposed the initiative under any condition and 3% of respondents declined to answer at all.







Initiative B: On-Street Parking Permit Programs

Description

DESMAN recommends the City revise the current Residential Restricted Parking District regulations in place to promote a more sustainable and equitable model for allocating and managing on-street parking in neighborhoods and expand the program to allow for permit parking, as capacity allows, for other long-term parkers.

DESMAN also advocates for an on-street parking permit model which would accommodate other parkers in addition to residents. During meetings with stakeholders and the general public, DESMAN advanced a concept where in an on-street parking permit program would accommodate both residents and other long-term parkers, specifically employees in areas where commercial districts abut residential neighborhoods. The program DESMAN proposes might operate as follows:

- 1. Working with the community, the City would still designate permit zones in residential neighborhoods abutting commercial districts following current criteria for establishing a district. However, DESMAN recommends that the ordinance be altered to also allow the City to propose the establishment of a district in areas where residential neighborhoods abut commercial areas as well as where on-street utilization is greater than 85% for two or more hours between 8:00 AM and 8:00 PM across three or more contiguous blocks on a consistent basis¹⁰.
- 2. If the City initiates the application process for a proposed district, it would still be subject to the same terms and conditions for review and ratification by the impacted constituents outlined under the current ordinance.
- 3. DESMAN would suggest the City consider amending the current ordinance to state that each district would not exceed dimensions of 1,600' in length or width, which approximates DESMAN's estimate of the maximum acceptable walking distance for Richmond constituents between parking and destination, based on conversations with the general public and stakeholders.
- 4. A formal inventory of the on-street capacity within the proposed district would be conducted to establish the base capacity of the permit zone.
- 5. If approved, the City would register resident permit applicants first, issuing permits not to exceed 110%¹¹ of the supply capacity of the zone¹². These permits would be in effect 24 hours per day, 7 days per week throughout the year.
- 6. 90-days after permit sales are finalized, a study of on-street utilization would be undertaken by the City, collecting the number of vehicles parked on the street within the district on an hourly

¹² As an alternate to limiting the number of permits issued, the City could sell them on a first-come, first-served basis for the actual estimated cost to provide these spaces [see estimate in Existing Conditions], which DESMAN estimates is 10-17 times the current cost per permit. The City would still need to cap the number of permits issued to not exceed the on-street capacity plus oversell (110%), but the cost per permit would introduce a self-regulating feature to the process that does not exist under the current rates.





¹⁰ The City would need to define 'consistent' in collaboration with constituents, but DESMAN would assume this would mean conditions occur at least two or more days on a weekly basis.

¹¹ This an average vacancy or oversell rate for permit environments in urban settings and assumes that 10% of any population is absent at a given time, allow for the issue of more permits than there are actual spaces.



basis between 8:00 AM and 8:00 PM for not less than four different weekdays and four different weekend days in a given month to establish a reliable baseline.

- 7. Based on the results of the study, the City would determine the number of day use permits that might be issued without displacing residents typically parked on the street in the district during the day and evening hours. The lowest available number of open spaces observed across all weekdays will be used to establish the threshold for the sale of weekday use permits; a similar methodology will be employed to determine the maximum number of weekend permits.
- 8. Individuals would be permitted to apply for either weekday or weekend on-street parking permits on a first-come, first-served basis. Businesses would not be allowed to apply on behalf of their employees. Applicants would need to provide proof of employment in a business within the permit zone or at an address directly adjacent to the permit zone boundaries. Employees working at businesses within the permit zone should be accorded first preference. Daytime on-street parking permits would be in effect from 8:00 AM until 8:00 PM on weekdays or weekends only, exclusive of the other¹³.
- 9. Daytime permit holders found parking inside the zone but outside of their prescribed time period would be subject to citations for their first two offenses and revocation of their permit upon the third violation. All citation revenues would be dedicated to the fund associated with the district, per existing code.
- 10. No later than 60 days before the annual renewal deadline, the City would conduct a study of weekday and weekend occupancy on at least four separate weekdays and weekend days at 4:00 AM to establish utilization of residential parking permits. Based on the results of this survey, the City could amend the number of residential and non-residential permits sold for the next year. This study would become part of the performance metrics defined within the existing code.
- 11. Both residents and daytime permit holders would be required to reapply annually for their permits. In the event that demand by valid applicants for permits exceeded supply, the City would use a blind lottery to determine the award of permits for that year. No wait lists or other reservations systems would be maintained year-to-year.

Existing Context

The City of Richmond currently has a process in place for establishing on-street parking permit programs for residents. Ordinance # 2004-179-175 of the City's Code of Ordinances outlines the parameters for the establishment, management, and administration of these programs. There parameters include:

Sec. 27-279. Criteria for establishment: This section details the process for neighborhoods filing
for creation of a Residential Restricted Parking District. Interested neighborhoods must designate
an area of ten contiguous block faces¹⁴ or greater for consideration and provide documentation
that the program is supported by a majority of associations and property owners¹⁵ within the

¹⁵ If it is determined that less than 60% of all properties in the area are owner-occupied, written evidence of support from the majority of property occupants in lieu of assent from property owners.





¹³ Individuals who can demonstrate their standard hours of employment span both weekdays and weekends may apply for each permit if they meet all other criteria.

¹⁴ Or 2 ½ blocks, assuming four block faces per standard city block.



proposed district. Applicants must also attest that the proposed district is largely residential in nature and that on-street availability is being constrained by competition for available parking spaces from other land uses in the district or directly abutting the proposed district. In addition to reviewing the application, the Department of Public Works must also execute a study to confirm that the on-street parking in the proposed district is 75% or more utilized at peak hour and that at least 35% of those vehicles parked at the peak hour belong to non-residents staying for two hours or more. If all these criteria are met, the section details how the district may be established and under what terms it may be modified if needed.

- Sec. 27-280. Parking permits, fee; violation and penalties. This section spells out the criteria under
 which individuals may qualify to purchase a permit, how permit sales will be administered, how
 visitor parking is handled within the district, and the penalties for violating the regulations of the
 program
- Sec. 27-281. Special Parking Districts Program. The section authorizes the City to use revenues derived from parking fines associated with parking over posted time limits and/or parking without a permit in designated districts to fund the program and also to make improvements to parking within the defined district.
- Sec. 27-282. Permitted Expenditures from Fund. This section stipulates the establish fund can be used only to 1) provide crosswalks, 2) fund off-duty police patrols to manage noise or disturbances from parties within the district, or 3) maintain and improve safety and cleanliness within the district.
- Sec. 27-283. Performance Measurements. This section defines how the effectiveness of the proposed program will be monitored and reported back to City Council on an annual basis. This annual report to City Council is to include a review of the status of the designated fund over the prior year, whether these expenditures have met the stated objectives of implementing the program and improved on conditions recorded in the original application, and a summary of a survey of impacted neighborhood groups evaluating their satisfaction with the program to date. This section also assigns responsibility of auditing fund expenditures and survey results to the Director of Public Works.
- Sec. 27.284. Administration. This section allows the Director of Public Works to assign administration of the program to DPW staff member, who will be in charge of day-to-day program and stakeholder management.

This program has been implemented in the Fan¹⁶ in response to the influx of Virginia Commonwealth University students, faculty, and staff seeking no cost parking on public streets near the Monroe Park campus. This program allows for parking by members of the public, including visitors, residents, and patrons of businesses in the permit zone, up to one (1) hour, but otherwise restricts the use of on-street parking to residential parking permit holders within one of two zones. Interviews of residents living in these permit zones indicate the program has been somewhat effective with the following exceptions:

1. The program is only as effective as enforcement, which some residents opined could be more vigorous.

¹⁶ There are also similar programs in place in the Carver, Randolph, and South Mulberry neighborhoods.







- Business owners in the Fan argued that one hour was not long enough to support many of the shops and restaurants in the neighborhood and were concerned the time limit would hurt their operations if expanded outside the current zones.
- 3. The program allows for residents living in rental properties within the zone to purchase permits. Some individuals alleged that many of these were VCU students residing in former single-family residences that had been converted to multi-family apartment complexes and that this was a violation of the spirit of the program.
- 4. Other constituents cited the issue that there was no cap on the number of parking permits a homeowner could purchase, which led to some residents storing multiple vehicles on the street.
- 5. Some meeting attendees stated that the program failed to account for the existing off-street parking capacity associated with some of the properties within the permit zone, which should be factored in to limit the number of permits allowed by each household.
- 6. Finally, some permit holders felt the program was unnecessarily restrictive in regards to visitor parking, especially during parties and other social events hosted in one's own home.

According to Parking Department records, there are currently 3,626 permits issued across the two zones. In total, DESMAN estimates there are only 1,057 total on-street spaces in these two zones, so there are currently about 3.4 permits issued for every parking space on the street in the two residential parking permit zones of the Fan. If all of these permit holders attempted to park in the Fan simultaneously, they would occupy over 50% of the total gross inventory of on-street parking for the entire neighborhood (7,021 spaces).

DESMAN's largest objection to the current program in place is that is does not appear to be sustainable. Much like the issues raised in the "Tragedy of the Commons," a lack of regulation regarding access to a public good – in this case, parking permits – has resulted in a depletion of the good to the point where there are over three permits for each space within the existing zones and one permit for each on-street space within the Fan.

Currently, residents can purchase a parking permit for each registered vehicle for \$25.00 per year and resident property owners can purchase one annual visitor's parking pass for \$35.00 per year¹⁷. DESMAN does not believe these fees cover the full cost of providing on-street parking. The FY 2018 Budget for the City of Richmond indicated that the cost to provide on-street parking across the city was in excess of \$14.7M as presented in *Table 3* on the next page.

Table 3 – Estimated Annual Roadway Expenditures by Richmond Department of Public Works (FY18)

- \$ 6,816,769.00 FY2018 Actual Roadway Maintenance
- \$ 79,006.00 FY2018 Street Lighting
- \$ 1,000,000.00 FY2018 Snow Removal
- \$ 1,832,779.00 FY2018 DPW Administration (10%)
- \$ 1,850,196.30 FY2018 DPW Facilities Management (15%)
- \$ 3,196,698.00 FY2018 Parking On-Street Operations
- \$ 14,775,448.30 FY2018 Total Curbside Expenditures

¹⁷ Residents can actually purchase two of these, in addition to their resident passes, for use by visitors.







This cost was spread over 1,860 lane miles of road for an average cost of \$7,943.79 per mile. Assuming an average two-lane roadway width of 20', a mile of road would cover 105,600 square feet, equating to a cost of \$0.08 per square foot. This would mean the City spent roughly \$13.24 to maintain each on-street parking space annually, assuming dimensions of 22' x 8'. While this expense is substantially lower than the current annual permit cost, it also only accounts for operating expenses associated with an on-street parking space.

The American Road and Transportation Builders Association estimates that each mile of new two-lane, undivided urban roadway costs between \$3MM and \$5MM to construct, independent of the value of the land over which the roadway is laid. If the average roadway is 20' in width, a mile of roadway would account for 105,600 total square feet of space and would have a value of between \$28.40 and \$47.35 per square foot based on the preceding values. Assuming dimensions of 22' x 8' for each on-street space (176 SF) an individual parking space would have a construction value between \$4,998.40 and \$8,333.60. If amortized over 30 years¹⁸ at 3.0% APR, the debt service – which could also be interpreted as the replacement value - on each space would be between \$255.01 and \$425.17 annually. This cost, paired with estimated operating expenses, would place the value of an annual permit at between \$268.25 and \$438.41, or 10-17 times what is currently collected per permit.

Principles

On-street parking permit programs are important to manage and control the use of the supply, especially in areas where conflicting land uses abut one another or where a difference in regulations may drive parkers from one area into another. For example, it is common practice for the residential neighborhoods abutting a commercial district or institution to enact an on-street parking permit program in reaction to employees or patrons from the neighboring district or institution migrating onto the streets of their neighborhood to skirt time-limits or fees associated with parking in the commercial district or at the institution. In these instances, the programs do not necessarily bar the patrons or employees from parking on residential streets, but it does make it easier for parking enforcement to identify their vehicles and cite them. As DESMAN understands it, this was the genesis for the current permit programs in place in the Fan.

While DESMAN supports the use of on-street parking permit programs as a tool for managing parking usage, it does not condone programs which grant permits exclusively to a single-user type in neighborhoods supporting multiple land uses, especially when the construction of roadways and maintenance is paid for by tax dollars generated by property owners¹⁹ from across the City. If a parking management program is truly fair and equitable, it should provide accommodations on public streets for all members of the public.

¹⁹ It should be noted that local roadway construction and maintenance is often subsidized by State and/or Federal funds derived from fuel taxes, creating an argument that motorists are also contributing to the cost of this public good and should be able to access it as well.





¹⁸ The lifespan of an urban roadway before it needs major repair and replacement.



Requirements

From a regulatory standpoint, the City would need to amend the current applicable ordinances to accommodate the proposal as presented and engage in the study work and due diligence efforts outlined within the proposal.

If the City elects to amend the current districts in place to align with the proposed program rules, an extensive effort will be required by both the City, property owners, and residents to locate alternative parking locations should some existing permit holder no longer be eligible for a permit under the new program, either due to restrictions on the number of permits which may sold per property or the increased cost per permit.

Capital (i.e. signage, permits, etc.) and operating requirements (i.e. DPW personnel, enforcement officers) would be comparable to those under the current programs, although the scale of these would grow in proportion to the number of districts designated.

When considering capital costs, DESMAN would suggest that the City investigate, in lieu of creating and issuing physical credentials to identify permit holders, the use of a License Plate Recognition (LPR) technology to assist with the identification of permit holders, which would identify permit holders by their registered plate number. This same system can be used for registering and policing visitor permit holders, if the City can create an online portal which would allow residents to log in visitor information into the system.

Modern LPR systems are typically vehicle mounted and allow a parking enforcement officer to cover large areas quickly and reliably check hundreds of plates against a pre-populated database of registered permit holders, so the capital expense of purchasing such a system may be offset by reduced manpower costs.

Similarly, conversion to an LPR-based system with supporting software could allow the City to let residents and others to apply for permits online, if the package was equipped with a web-based interface. A City official would still be required to review supporting documentation establishing residency or other qualifications to purchase a permit, but the system could be set up to receive that documentation as PDFs or other image types. This could reduce labor associated with physically processing applications significantly and offers constituents more convenience in the process. Permit holders could process requests for visitor permits in real time, as needed.

Liabilities

The program, as proposed, places a restriction on the number of permits issued within a district, which diverts from current policy. Whether the City elects to impose this limit as a sales cap under a 'first-come, first-served' basis not to exceed 110% capacity at current rates, a limitation of a fixed number of permits allowed per household, or a sales cap with increased (actual) costs in effort to dissuade applicants from buying more permits than they truly need, DESMAN anticipates this recommendation will be poorly received from existing permit holders and unpopular with residents currently seeking to establish a permit district under current policy.

The recommended program will require a substantial commitment from the City in terms of manpower to 1) identify areas which may need designation, 2) engage with the community through the application







process, 3) monitor utilization, 4) adjust thresholds as needed on an annual basis, and 5) report annually on program performance. It is possible, depending on program growth, that DPW may need to assign one or more persons exclusively to manage this program if adopted.

Benefits

Such a program would preserve residents' access to on-street parking in their neighborhood during peak periods (i.e., overnight) while offering employees, who may be parking in on-street spaces better suited for patrons, an acceptable alternative. The program would make it easier to detect scofflaws, as opposed to the current system which relies on complaints from residents on streets with no time restrictions and the enforcement of time limits on other streets. Finally, it would make the most use of an existing public asset while still regulating its use in an equitable manner.

It should be noted that such a program, or one like it, would need to be put into place before the City could move forward with any kind of pilot to test 'paid' parking or adjust time limits on public streets. Without such a program in place, parkers are likely to avoid these pilot areas and instead park along residential streets with little or no regulation instead. So, adopting such a program would actually allow the City to implement other initiatives.

Supporting Analysis

As part of the public outreach process, the City administered a survey to collect initial responses to various initiatives considered during the study process. When asked to respond to the proposal to establish the described on-street parking permit program, roughly 28% of respondents indicated they would strongly support the concept of the proposed permit program. Approximately 12% indicated they would 'conditionally' support this initiative, with the majority of respondents indicating they would support the initiative if it did not curtail residential parking rights and gave residents primary consideration before awarding permits to other users.

As shown in *Figure 4*, next page, about 15% were neutral on the issue, neither endorsing nor opposing the initiative at this time, reserving judgement until they understood the specifics of how the initiative might be implemented and its potential impacts on their neighborhood. Approximately, 10% of respondents stated they would oppose the initiative if certain conditions resulted; the vast majority cited that they would oppose the initiative if it meant losing residential parking capacity. Roughly 34% of respondents strongly opposed the initiative under any condition and 1% of respondents declined to answer at all.







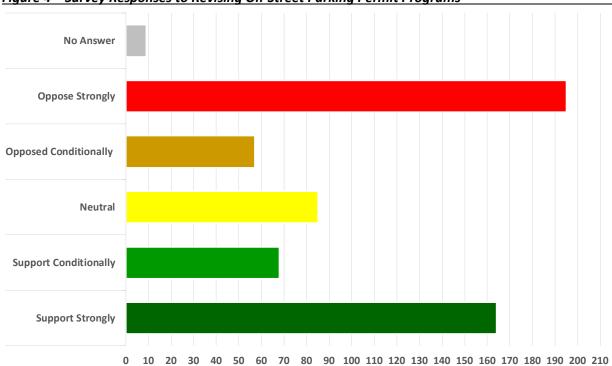


Figure 4 - Survey Responses to Revising On-Street Parking Permit Programs

These types of program have been instituted successfully in many municipalities including:

- Missoula, MT. The City of Missoula instituted a traditional Residential Parking Permit (RPP) program in three neighborhoods abutting the University of Montana in 1986 to prevent students from clogging residential streets. The city amended this program in the early 1990s to allow for sale of a limited number of Commercial and Special Service Permits in this area for employees working in adjacent commercial districts and service vehicles parking frequently in the neighborhoods after local business owners demonstrated the RPP program was impacting their trade and conditions would allow for some limited parking on these streets during business hours.
- Boulder, CO. The City of Boulder offers on-street permit programs for residents, commuters, and business employees. Residents are limited to two permits per household except rental units, which are limited to 1 permit per unit, good for one year, and priced at \$17.00/year. Employee permits are sold on a first-come first-served basis, capped based on documented daytime availability in each district, good for one calendar quarter (three months), and priced at \$100.00/quarter. Commuter permits are offered on a very limited basis after observations of the on-street utilization indicate that there is availability in the district beyond resident and employee needs, good for one calendar quarter, and sold at \$100.00/quarter on a first-come, first-served basis.
- Palo Alto, CA. The City of Palo Alto administers an on-street permit program which allows employees to apply for a limited number of permits to park on residential streets under an RPP program. Permits costs between \$50.00 and \$403.00 for six months; the fee assessed to the applicant is determined by their documented annual income.







Initiative C: Zoning Requirements

Description

DESMAN recommends that the City of Richmond slightly amend its zoning requirements to accommodate its recent growth and the corresponding increase in parking demand. These amendments include no longer allowing developers to substitute on-street parking for required off-street spaces as well as enabling developers to pay a set fee per required space not built in lieu of building onsite parking to avoid discouraging the development of small or irregular lots.

Existing Context

Parking requirements, per zoning, are typically instituted by a municipality to ensure adequate supply exists to support new development in an area without affecting abutting neighbors. DESMAN reviewed the parking requirements for the City of Richmond as presented in Article VII of the Code of Ordinances and found that, in general, the required ratios of parking spaces per land use outlined in Division 2 were largely aligned and equivalent to those parking demand ratios recommended by the Institute of Transportation Engineers, the Urban Land Institute, and other agencies.

These agencies recommend parking demand ratios based on empirical observations of existing land uses, so that the parking supplies built based on these ratios and a planned development program are most likely to contain adequate capacity to meet a project's needs under all conditions without excessively overbuilding the facility. This is an important consideration in that not all parking requirements have basis in what is actually needed to support a project, which often leads to development of parking facilities which are excessive relative to the actual needs of the project's tenants, employees and/or patrons.

In an effort to stimulate redevelopment in multiple areas around the city, these core local zoning requirements with regards to parking have been modified in recent years to mitigate and/or eliminate the requirement for off-site parking to support new development. These measures have included:

- Waiving parking requirements for all land uses with the exception of dwellings, hotels and motels in the CM, DCC, B-4, B-5 and TOD-1 zoning districts (Sec. 30-710.2).
- Adjusting parking requirements in RP district to mandate a minimum ratio of 1 parking space per every 700 square feet of floor area with allowances for up to 750 feet of distance between a designated parking facility and the building it serves and an allowance that up to 25% of parking spaces may be tandem parking spaces reserved for employees (Sec. 30.710.2:1).
- Waiving parking requirements for one- and two-family dwellings built prior to 6/12/1995 when the building lot is 35 feet or less in width (Sec. 30-710.2:2).
- Allowances for shared parking in the UB, UB-2, B-1,B-2, B-3, B-6, B-7, RF-1 and RF-2 districts to qualify against parking requirements associated with dwelling units if the proposed parking to be shared is a) unused between 6:00 PM and 8:00 AM on any day, b) within 500-750 feet of the project, and c) set aside and obligated to serve the dwelling units exclusively during the hours stipulated (Sec. 30-710.2:3.a).





- Reductions of up to 50% fewer spaces relative to standard requirements for a) UB-2 district for non-dwelling uses built on or before 7/10/2006, b) B-2 district for all buildings built on or before 7/10/2006, and c) B-7 district for buildings in existence on or before 7/1/2017 (Sec. 30-710.2:3.b).
- Adjusting parking requirements in UB, UB-2, B-1, B-2, B-3, B-6, B-7, M-1, M-2, RF-1, and RF-2 districts to allow developers to claim on-street parking spaces abutting their property to fulfill requirements (Sec. 30-710.2:3.d).
- Waiving parking requirements associated with corner lots in R-63 district (Sec. 30-710.2:4).
- Waiving parking requirements for ground-floor non-dwelling uses in multi-story residential buildings in R-8 district (Sec. 30.710.2:5).

Principles

DESMAN supports and endorses all of these measures, with the exception of Sec. 30-710.2:3.d, which grants property owners the right to use a public good (i.e., on-street parking) for personal gain. This clause violates best municipal parking practices and DESMAN would recommend rescinding this allowance.

DESMAN would also recommend the City consider adoption of language into the Code of Ordinances which would allow developers to waive a portion of their parking requirement in exchange for contribution to a municipal fund to support the development of new parking, transportation, and mobility initiatives within the district. These payments would be made 'in lieu' of satisfying the full scope of the parking requirements, reducing the barriers to new development while actually gaining capital to offset the impact of the proposed development.

With In-lieu fees, the developer agrees to pay the approving body a sum for each space eliminated with the understanding that it will be used to construct public parking, transportation, or mobility improvements. In some cases, the revenue can be used to finance publicly accessible parking spaces in appropriate private garages. These fees will help to eventually consolidate parking spaces and maximize parking utilization. Some examples of municipalities who have adopted in-lieu fees include:

- Coconut Grove, Miami FL: The City of Miami allows property owners in the Coconut Grove Improvement Trust Fund Area (BID) to obtain a Certificate of Waiver, by making payments in lieu of providing required off-street parking spaces. The waiver of required off-street parking spaces shall be applicable only to the structure and use for which it is issued. New developments, or any construction generating additional square footage of floor space or increasing the floor area ratio, shall be required to comply with the parking requirements for said additions or obtain waivers. Fee in lieu of providing required off-street parking for the SD-21 zone, as provided for in article 6 of zoning Ordinance No. 11000 of the City of Miami: \$1,500.00 per space, which fee shall be inflation adjusted annually through the consumer price index—urban consumers (CPI-U). The fee may be paid either by a one-time payment, or by periodic payments calculated to yield the principal sum of the required fee in five years at the current DSOP interest rate.
- Town of Braintree, MA: If a new use cannot meet minimum off-street parking requirements, then
 the Town of Braintree may require, as part of a special permit, the payment of a fee by the
 applicant to allow the Town to provide such additional required off-street parking in lieu of the
 applicant providing required off-street parking. The fee to be charged shall be an annual fee (to





be determined by the Planning Board at a public hearing) per space for each parking space required. The fee shall be payable in accordance with the Planning Board's administrative policies.

- <u>City of Northampton, MA:</u> The City of Northampton makes special provisions for the Central Business District for meeting off-street parking requirements: payment of a fee in lieu of providing required off-street parking is allowed by right. The one-time fee of \$2,000 per space is used to add parking spaces, improve the utilization of existing spaces, or reduce the need for new parking in the CBD.
- The <u>City of Orlando, FL</u>, requires developers to pay fees in lieu of the first required space per 1,000 square feet of floor area, and allows them to choose whether to pay fees or supply the parking for the rest.
- <u>Bozeman, MT</u>: In 2018, Bozeman commissioners approved a parking cash-in-lieu fee hike from \$5,000 to \$25,000 in order recover the cost of building parking. The change was brought about due to a spur in infill development in Downtown. The City had earlier built a garage in 2009 to accommodate leased parking spaces for the then-new developments, which was successful.
- <u>Lake Forest, IL:</u> Lake Forest has had a fee-in-lieu policy for about 15 years. All funds generated must pay for parking acquisition or development. The impetus was a desire to preserve the historic character of the downtown. The one-time fee was recently increased from \$14,000 to \$22,000 per stall. The parking requirements are also relatively high in Lake Forest, at four spaces per thousand square feet. Still, developers want to use the option because of the scarcity of developable land. The city considers the program effective, and developers use the option frequently. Originally, it was an automatic opportunity for developers to pay instead of building. However, due to limited opportunities for the city to provide new facilities, they recently restricted the fee-in-lieu option to a special use permit.
- Skokie, IL: Skokie adopted its fee-in-lieu policy in 1976. It was used primarily in the early 1980s, and once in the 90s, but not since. The impetus for the policy was a desire to maintain the urban landscape, and to keep employee parking in the periphery of the core. The fee was set at \$3,500. There were no specific guarantees regarding proximity, timeline, etc., but the money was limited to parking only. Developers do not have an option to variance out: they must either build parking or pay the fee. With adoption of a downtown redevelopment plan, the parking requirements were modified to a uniform one stall per 400 sf (commercial) and one per unit (residential). Most of the development recently has been mixed use with residential, so developers have provided parking.
- Tax Increment Financing (TIF) -

Requirements

The communities where these programs have succeeded historically had several common features including:

Sufficient density where developers consider 'in-lieu' fees a viable option to maximize utilization
of their lots with higher, better uses;







- Good local walking and transportation infrastructure to facilitate access by means other than a single-occupant vehicle;
- A municipal body with the ability to access land to build assets as needed;
- Market conditions which allowed the municipality to charge the fair market cost per space for each waiver or;
- A municipality with adequate revenue stream to subsidize the development of parking, transportation, or mobility assets, keep the cost per space of 'in-lieu' fees low.

Where these conditions have been found, development has flourished and the community has been able to keep pace with the rising demands of access through strategic investments in centralized parking facilities, improved transit services, or expanded mobility options.

Liabilities

With the elimination of Sec. 30-710.2:3.d, the cost of development will likely increase which, in turn, may discourage investment in areas with low property values and/or may increase housing costs down the line. It is also possible that doing so may encourage developers to demolish existing structures or use developable vacant lots for surface or structured parking, which often reduces walkability, affordability, safety, and aesthetics.

Enabling developers to pay fees in lieu of building the number of parking spaces required may result in a stressful intermediate period when there have been few improvements to the public realm to compensate for the lack of off-street parking until more in-lieu fees are paid. However, this can be avoided in certain walkable and transit-oriented neighborhoods where housing demand is high by preventing incoming tenants from being eligible to obtain a residential parking permit until new off-street facilities are provided²⁰.

Benefits

The elimination of Sec. 30-710.2:3.d will ensure there is adequate parking supply to meet demand as the city continues to grow and densify. It will also ensure that existing property owners have similar access to the public on-street parking they expected when they purchased or invested in their property.

The option of paying fees in lieu of building parking avoids discouraging the development of small or irregular lots. It also pools more funding for public infrastructure and prevents developers from overbuilding parking supply in an area or market where the parking space requirements do not reflect the actual demand, i.e. a dense, walkable neighborhood with transit and biking options. To compensate for the potential negative effects of eliminating Sec. 30-710.2:3.d, the in-lieu fees are a helpful tool for decreasing the cost of building by eliminating the need to build costly spaces if parking demand is not high.

²⁰ For example, the new Tenley View apartment building in Washington, D.C.'s upper Northwest was successfully completed without off-street parking for tenants and continues to restrict its tenants from acquiring on-street residential parking permits.







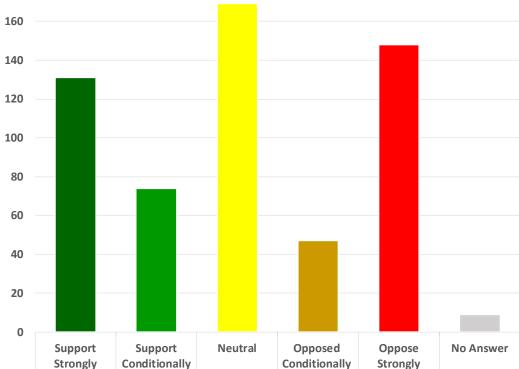
Supporting Analysis

As part of the public outreach process, the City administered a survey to collect initial responses to various initiatives considered during the study process. When asked to respond to the proposal to establish in lieu fees, roughly 23% of respondents indicated they would strongly support the concept of the proposed permit program. Approximately 13% indicated they would 'conditionally' support this initiative, with the majority of respondents indicating they would support the initiative if it did not inhibit new development and if there were assurances that the received fees would only go to parking, transportation, and mobility projects within the district.

As shown in Figure 5, next page, about 29% were neutral on the issue, neither endorsing nor opposing the initiative at this time; their did not appear to be any reason or theme to those individuals electing this response. Approximately, 8% of respondents stated they would oppose the initiative if there were not concrete assurances that the fees would go for the intended purpose and several commented they did not have confidence the policy would work as proposed. Roughly 26% of respondents strongly opposed the initiative under any condition, stating the onus of providing parking should rest exclusively on the developer, and 1% of respondents declined to answer at all.



Figure 5 – Survey Responses to Instituting "In-Lieu" Fees









Initiative D: On-Street Fee-for-Use Parking

Description

Popular in-demand areas with businesses and commercial activity do not benefit from residential parking permits and maximum allowable time limits once a certain threshold of parking utilization is met. Parking unavailability and strict enforcement repel returning customers, which is detrimental to business. DESMAN recommends that the City implement fee-for-use parking on specific commercial streets, like West Cary Street in Carytown, where utilization is unfavorably high and enforcement has been ineffective in achieving 15% space availability for incoming shoppers.

Existing Context

With the exception of sections of Downtown Richmond and the permit parking zones in the Fan, virtually all of the parking supply surveyed across the seven neighborhoods is 'free' parking, which is to say that parkers did not pay a direct fee to access public parking. This status was vigorously defended by members of the City's administration and the public, citing the fact that surrounding communities did not charge for parking and to do so would put Richmond at a competitive disadvantage by creating a new barrier to entry for visitors, tenants, and businesses.

Principles

As outlined in Dr. Donald Shoup's seminal work <u>The High Cost of Free Parking</u>, 'free' parking does not come without a substantial cost; it is simply that the cost is not realized by the individual accessing a parking space. The cost to provide, maintain and manage that parking space, along with the roadways connecting a particular space to a parker's point of origin, are covered through a combination of various taxes and fees collected by public agencies and/or inflated costs on goods and services sold by private entities. As mentioned earlier in this report, no form of transportation can rival the speed, ease, convenience, comfort, and flexibility of the private automobile; Shoup concedes this point and argues that the only way to get individuals to consider alternative modes of transportation is by making driving oneself less attractive. Shoup proposes one of the most effective ways of achieving this end is by charging driver's a fair market cost²¹ for parking.

It is a common and widely accepted economic principle that manipulating the cost of a particular action will translate into increased or decreased rates of behavior. Take as an example, smoking tobacco products. Studies issued as early as the 1920s reported a direct link between smoking and lung cancer rates and major studies in the 1950s verified these findings. In 1964, the U.S. Surgeon General issued a report conclusively establishing the health risks of smoking, resulting in the universal labelling of health risks on all tobacco products in 1965. Massive media campaigns in the 1970s and 1980s informed the public of the health risks associated with smoking. But cigarette sales and smoking rates did not begin to decline dramatically until the direct cost of smoking, realized as the cost of a pack of cigarettes, began to increase appreciably as shown in *Figure 6* on the next page. These price increases, driven by the institution

²¹ Shoup argues that a 'fair market cost' should reflect the expenses associated with providing a parking space as well as the relative value ascribed to that space as evidenced by the competing demand to occupy it.







and application of taxes applied to tobacco sales which was felt directly by the consumer, had a greater effect than any of the educational campaigns that preceded.

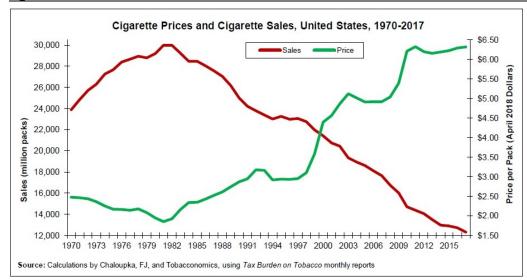


Figure 6 – Correlation between Price and Behavior Rates

Similarly, Shoup argues, if municipalities truly want to promote the use of alternative modes of transportation, they must first make the traditional modes of driving oneself less appealing by revealing the costs associated with this behavior. Just as public authorities moved to influence smoking rates by placing a tax on tobacco purchases, municipalities can reduce single-occupancy driving patterns by increasing the cost of using that mode of travel, in conjunction with providing simultaneous support for alternative forms of travel.

An exhaustive search for peer-reviewed documentation proving that implementation of fee-for-use parking led to the decline or extinction of a town or district did not return any results. What documentation that does is exist is typically anecdotal in nature and unsubstantiated or a matter of opinion and conjecture, rather than a supported case study. Inversely, there are numerous downtowns and districts which have converted from free to fee parking without adverse long-term side effects; in fact, many businesses and residents in these areas report that parking availability and turnover is improved in the wake of the conversion, creating more opportunities and activity for first-time visitors.

There are many myths surrounding the conversion of free to fee parking. DESMAN has attempted to address these based on the collective experience of the parking professionals contributing to this study as follows:

Myth: Introducing fee parking will drive people away to locations with free parking.

DESMAN Experience: If the offerings an area, district, or business have for prospective tenants or customers can be easily replicated in the same quality at another spot which is equally easy or easier to







access by vehicle, there is a potentially a portion²² of the prospective population that will choose to patronize the free option. However, this assumes that the lost patron 1) was coming to the impacted area exclusively for a single purpose, 2) found an alternative location that was equally accessible or better from their point of origin, and 3) was influenced exclusively by the prospect of having to pay for parking where they did not previously.

As noted in the Introduction, people do not come to cities for the express purpose of parking, but rather to access the milieu afforded by the dense mix of options and attractions in a given urban area, so the assumption that one destination is comparable to the next is largely flawed as the experience of visiting a shop or restaurant in Carytown is going to be drastically different from patronizing a comparable enterprise in Short Pump. The individual that decides to change their habits on the basis of the incursion of a nominal fee to park may well have been influenced by the introduction of a fee for use, but may have also have changed their habits because the traffic along the path between their home and destination had been steadily worsening or competition for parking in the area had been increasing for some time. The incursion of new fee was the final stimulus creating the response that was likely to come at a later date for a different reason if the parking in the area had remained the same.

In DESMAN's experience, communities that institute a fee for use in a prudent, measured, and thoughtful manner often experience an increase in activity after a period of adjustment, as individuals who might not otherwise have come to the area are drawn by the sudden availability of parking near popular destinations.

Myth: Converting to fee-for-use parking is just another ploy for cities to make money.

DESMAN Experience: Parking is generally a money losing enterprise in all but a few cities which have enough demand and limited supply to allow operators to charge high enough rates to offset the cost of operations and maintenance. Paid parking is only a profit center in cities like Boston, New York, Washington DC, Chicago, San Francisco, and Los Angeles. In fact, the only municipal parking function that typically covers its costs of operation and may generate a slight surplus is the collection of parking fines from citations and often, this revenue stream is actually dedicated to the agency providing enforcement services (like to the Police Department) to offset other costs of operations or directed to the General Fund to subsidize other programs.

According to the City of Richmond's 2018 Comprehensive Annual Financial Report, the City generated \$19,067,327 from parking fees and related income. This revenue stream includes the fines associated with parking ticket collections. The Parking Enterprise Fund has been approved for a budget of \$19,448,645 for FY 2019, indicating the City is managing the parking system as a break-even enterprise, not a profit center.

In fact, most municipalities set rates to just cover the costs of development, management, and maintenance of public parking assets in an effort to keep the cost to end users as low as possible. Onstreet meter rates in downtown Boston – a city known for its costly parking rates – are regularly one-fifth to one-tenth the cost for the same length of time in a privately owned commercial parking facility, despite

²² There has never been a scientific study regarding the percentage of individuals that will shift locations, so this impact cannot be reliably quantified, but interviews conducted by DESMAN personnel with business owners in areas converting from free to fee parking have not been able to substantiate losses in sales exceeding 5% in the six months following a conversion.







the fact that on-street parking is generally considered more convenient and desirable than off-street parking and commonly far more utilized. Classic economic principles would dictate that the inverse should exist, but political pressures ensure that meter prices are maintained at the lowest possible level to prevent the cost of parking from becoming a barrier for low-income drivers entering the City of Boston.

In recent years, more communities have started to discard the model of price setting to cover costs and embracing a 'demand responsive' model which argues for setting rates to achieve certain performance targets. The most common example of this is when municipalities manipulate meter prices in an attempt to maintain an on-street utilization rate of 85% or less as a way to attract and retain discretionary visitors. Some municipalities have started to use price setting as a tool to balance demand across a district between facilities which are overused and those that are underutilized by increasing costs in some facilities and reducing them in others. To DESMAN's knowledge, no municipality has introduced price increases in public facilities specifically to dissuade individuals from driving themselves and parking, but a number of municipalities have sold all their public facilities ²³ to private agencies and let the free market influence rate setting.

Myth: Charging for parking is unfair to low-income individuals.

DESMAN Experience: Charging for parking does not discriminate against individuals of limited socioeconomic means any more than allowing the real estate market to dictate the cost of housing in a particular neighborhood, letting a restaurant owner set prices for their offerings, or providing a retail shop owner the freedom to charge fair value for their goods. Just as an individual decides where to live, eat or shop based on their means, they can also decide where to park. Many municipalities that have adopted 'demand responsive' pricing strategies have done so to ensure there are low-, mid- and high-cost options for constituents, depending on their need and means. While one block face may be in high demand, thus commanding a higher rate, similarly a low occupancy block may charge a lower rate, which allows users to decide where to park depending on how much they are willing to spend for the convenience of a closer or more accessible parking space. Some cities, such as Baltimore, MD or San Francisco, CA, have implemented demand responsive pricing which sets different rates on different block faces in an effort to influence demand. These cities use tag-lines such as, "Walk a block, save a buck" to promote the message of finding parking on less block faces that are generally less occupied.

Myth: Charging for parking will drive away discretionary patrons like tourists, shoppers, and diners.

DESMAN Experience: The impact of converting to fee-for-use parking is most acutely felt by users who are mandated to be in the area on a regular basis, such as employees and residents. Users like tourists — who may have no frame of experience or expectations prior to arriving in a neighborhood — commonly treat parking fees as part of the experience cost associated with their visit, even if their home community does not charge for parking. Shoppers and diners, who may be familiar with the area through prior experiences, might experience some initial discomfort, but will generally adapt to the change as they come to appreciate the benefits of the conversion, like improved access to formerly overutilized parking spaces.

²³ For example, the City of Boston sold all their public parking garages and lots in the mid-1970s as part of an action plan to meet Clear Air Act goals for CO2 reduction. The facilities were sold to private entities which quickly raised the rates to market thresholds.







Requirements

<u>Charging for parking is not a panacea and should not be undertaken as isolated policy change.</u> Rather, the decision to convert from free to fee-for-use parking should be a part of a larger strategy. Some strategies to consider when evaluating whether to convert from free to fee-for-use parking include:

- Clearly define and communicate your objectives for conversion to constituents well before hand.
 The most successful conversions tie the initiative to a bigger, universally embraced community objective. For example, one New England community is expanding their on-street meter program into areas where the community would like to see (re)activation of vacant retail storefronts. The objective of the metering initiative is to compel turnover and availability to support the new retailers.
- 2. Design a pilot program to evaluate impacts and performance. As a general rule, constituents tolerate pilot programs with a defined timeline and limited geography far better than large-scale, permanent conversions. The best pilots are those which have clearly defined performance metrics which can be easily measured and reported, such as maintaining an 85% or lower occupancy rate during peak hours.
- 3. Identify alternatives for individuals who may be displaced by the pilot. As noted previously, establishing a fee for use is likely to impact regular, long-term parkers the most dramatically. Smart municipalities develop multiple alternatives to accommodate these long-term parkers such as <u>subsidized transit passes</u>, ride-matching services, <u>low- or no-cost satellite parking facilities supported by shuttle service</u>, etc., proactively to capture these users when their current parking accommodations become less attractive.
- 4. **Establish structures to prevent unintended consequences**. There will always be some individuals who will seek to avoid paying fees wherever possible, and be unwilling to consider alternatives. Care should be taken to consider institution of new policies or programs in advance of the pilot to ensure that users seeking to avoid fees do not migrate into adjacent areas and overwhelm that supply. Establishment of permit zones around the pilot area or time limits supported by enhanced enforcement efforts will prevent migration and displacement of parkers in adjacent areas. As a general rule, these measures should be instituted across an area of 3-4 blocks to any size of the pilot area and at least 30 days prior to commencement of the pilot.
- 5. Make it easy for users to participate. One of the errors often made by municipalities piloting feefor-use parking is relying on a single mechanism for collecting fees, such as relying exclusively on pay-by-cell applications or coin-operated meters. Successful municipalities provide multiple options, allowing for payment of fees by cash, credit card, debit card, smartphone applications, etc., to make paying as easy and convenient as possible.
- 6. **Communicate frequently and maintain transparency**. Pro-active and aggressive communication before, during and after of the pilot is critical to maintaining good-will with the community. Alerting residents, business owners, and other constituents of objectives, metrics, meetings, events, and changes as well as pilot results ensures trust and continuing goodwill during the course of the pilot. Care should be taken to report on the performance of the pilot on a regular basis during its term, even when the metrics indicate the pilot may be failing to meet objectives. Information should be communicated through multiple media platforms.







- 7. **Report results back to the community**. At some mid-point of the pilot and at the conclusion of the pilot, the municipality should be prepared to provide a report on how the pilot is performing, whether it is meeting its objectives, and if there were any collateral impacts. This requirement is based on the principle of informed consent and is non-negotiable.
- 8. Create a mechanism for investing back into the community where possible. The municipalities which have most successfully transitioned from free to fee-for-use parking have done so, in part, by committing a portion of the funds generated from paid parking into benefits for the community. These reinvestments can be in the form of supporting expansions of the parking system or improvements, but have also taken the form of streetscape improvements, transit subsidies, and beautification projects. Pasadena, California and Boulder, Colorado have both been able to support large-scale public amenity projects through dedication of parking revenues.

In Pasadena, parking revenue has been used to purchase street furniture, street trees, historic lighting fixtures, and improving sidewalk maintenance. Installing the parking meters was not politically palatable until the City agreed to invest the parking revenue back into Old Pasadena. In Boulder, parking revenues have funded the maintenance and improvements to the Pearl Street Mall, a four-block long pedestrian entertainment, retail and dining district that draws visitors from across the region.

Liabilities

The liabilities of establishing fee-for-use parking include the public uproar of having to pay for parking where it was once provided for free. There could potentially be a reduction or loss in business trade in these districts, but as addressed in the Principles subsubsection above, the perceived loss of business may have already been a consideration before the implementation of paid parking. Some residents and businesses may altogether leave the district due to the change to paid parking, but in many cases the opposite effect happens and visitors are drawn to the district as it becomes a destination with more parking availability and newly implemented pedestrian infrastructure.

Benefits

Any paid parking will come under scrutiny as the costs of parking change. This becomes even more of a conversation when parking was previously provided at no cost. The benefit of charging for on-street parking is the increased cost of vehicular transportation which can influence transportation choices by the public, including use of public transportation options. The monetizing of transportation decisions is proven to change behavior and can be attributed to the generation of more parking supply by reducing the number of users who were previously competing for parking spaces.

The increase in newly revealed revenues for the City can also be a benefit, as the revenue can fund parking, transportation, and mobility improvements or other important priorities for the community. These changes in fee-for-use parking can help promote other modes of travel and may create opportunities for new businesses or residents while reducing or better balancing parking demand.

Supporting Analysis

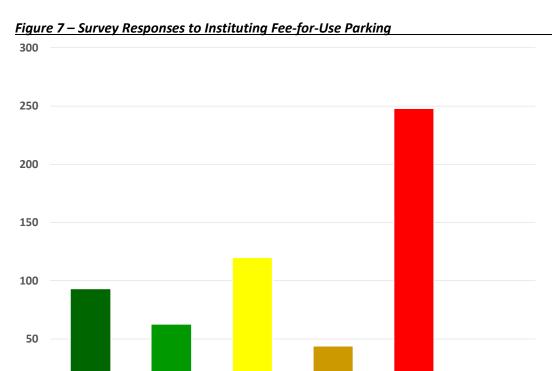
As part of the public outreach process, the City administered a survey to collect initial responses to various initiatives considered during the study process. When asked to respond to the proposal to establish paid







parking, only 16% of respondents indicated they would strongly support fee-for-use parking. Approximately 11% indicated they would 'conditionally' support this initiative, with the majority of respondents indicating they would support the initiative if there were assurances that the received fees would only go to parking, transportation, and mobility projects within the district.



Neutral

As shown in *Figure 7*, about 21% were neutral on the issue, neither endorsing nor opposing the initiative at this time; their did not appear to be any reason or theme to those individuals electing this response. Approximately, 7% of respondents stated they would oppose the initiative if there were not concrete assurances that the fees would go to benefit the community. Approximately 43% of respondents strongly opposed the initiative under any condition, stating that the felt 'free' parking was a critical aspect of Richmond's culture, and 2% of respondents declined to answer at all.

Opposed

Conditionally

Oppose

Strongly

No Answer

In DESMAN's experience, it is rare for the majority of any community to embrace the concept of paying for a service that was previously provided free of charge, so the survey results are not surprising and strongly suggest that any attempt to convert from free to fee-for-use parking should closely follow the guidelines and best practices outlined previously. While there is substantial resistance to adopting this action, it should not be disregarded as a mechanism to influence parking behavior, whether it is assisting in promoting desired turnover, limiting length of stay in particular areas or facilities, redistributing demand among multiple facilities, or discouraging single-occupant vehicle use in favor of alternative modes of transportation.



0

Support

Strongly

Support

Conditionally





Initiative E: Universal Enforcement

Description

During public hearings and stakeholder meetings, constituents across all seven study areas within the City of Richmond expressed concerns about the lack of parking enforcement. Although not ideal as the sole tactic for generating parking turnover and securing regulation compliance, regular enforcement executed in tandem with the other initiatives listed in this section is effective and necessary to ensure drivers are adhering to all parking regulations. DESMAN recommends that the City of Richmond resume regular enforcement in all seven study areas to attain greater regulation compliance and improved turnover on the streets with the most infractions and highest utilization rates.

Existing Context

Parking policy is only as effective as the municipality's ability and willingness to enforce compliance. Enforcement is a proven method to promote turnover. Discussion with the City indicated that some of these policies had been aggressively enforced at one time, but enforcement had been relaxed or discontinued at the request of certain constituents, particularly as it applied to time limits for on-street parking in some commercial districts. In other instances, the City was reluctant to aggressively enforce because the policies in question were not clearly marked, such as the absence of 'No Parking' zones at intersections, or because no viable alternatives existed if users were displaced as a result of enforcement efforts.

Principles

When supply is abundant and competition is limited, enforcement is not as critical of a concern, because an individual staying in excess of the posted time limit does not necessarily displace another patron searching for an empty space. Similarly, parking too close to an intersection does potentially create a dangerous condition, but this danger may be nonexistent if there is only light traffic moving through the area or if a motorist has the ability to make a wide turn around the misparked vehicle. However, once the streets in said neighborhood begin to fill up, the misparked vehicles will begin obstructing the line of sight to many more vehicles and pedestrians, increasing the possibility of a collision, and drivers may not be able to make wide turns around the misparked vehicle as the opposite curb is occupied with parked vehicles. In simpler terms, as demand increases and availability decreases, enforcement is necessary to ensure that public assets are being used in a manner which does not endanger or displace others.

Requirements

Parking enforcement should be fair, consistent, and impartial across all neighborhoods. If parking too close to the intersection is enforced in a densely populated and highly developed neighborhood, it should be enforced in emerging neighborhoods as well, to compensate for the City's past history of selective enforcement. Suspension of enforcement efforts should only occur by a formal hearing process where representatives of a particular neighborhood petition for an official amendment to existing policy.

Enacting universal enforcement across all neighborhoods will likely require the City to increase the number of Parking Enforcement Officers (PEO), but this added cost is likely to be offset by the additional







fine revenues generated by these individuals. The costs may be mitigated by strategic investments in technology such as vehicle-mounted License Plate Recognition (LPR) systems which can cover the same area canvassed by a traditional PEO, but in a fraction of the time. These systems capture license plate information through a camera system. That information is digitized into an alpha-numeric sequence and checked against an existing database to determine if the vehicle is registered in the system.

Traditionally, License Plate Recognition (LPR) systems have been employed to identify scofflaws or enforce permit zones; the system searching for the plate numbers of vehicles with outstanding tickets or vehicles registered to park in the permit area²⁴. However, the technology is evolving to a point where it may be feasible to use it to enforce timed parking areas in the near future by populating the database by driving down a particular street one hour, capturing and digitizing plate numbers, and then driving down the same street at a later time to check if the vehicles inventoried earlier are still present. Investment in these systems could be a 'force multiplier' for the City, allowing PEO's to cover larger districts at the same cost.

Alternately, there are a number of technology companies providing sensor systems which can monitor whether a particular parking space is occupied or not as well as how long the space has been occupied. The simplest of these systems uses inductive loops or pucks to detect the vehicle and rudimentary software to monitor length of stay once a space is occupied and alert authorities if a vehicle has exceeded it allowable length of stay. The more elaborate systems use cameras and special recognition systems to track how long a space has been occupied and can capture images of the vehicle if the posted time limit is exceeded²⁵. The most complex systems use cameras and LPR technology to capture when a particular vehicle parks in a space and track how long the vehicle stays.

Liabilities

The liabilities of enforcement will be felt most by the end user and neighborhood constituents. The parking spaces that have long been used, such as those near stop signs or too close to fire hydrants, will now be unavailable for users. This will force more effective use of the available parking supply and for those users to comply with signage and markings or their vehicle will be cited by parking enforcement.

Benefits

Universal enforcement will benefit the districts around the City in multiple ways. The first and foremost is the improvements of on-street availability for all users. In addition to creating more parking availability there will be an increase in safety throughout all neighborhoods. When there are vehicles parked too close to intersections, there is not enough available line of sight to safely navigate intersections or alleyways. If vehicles who are parked incorrectly can be issued citations, there will be a change in behavior and these vehicles will park correctly which will improve the overall safety of the City.

²⁵ These systems are being tested in multiple municipalities to monitor use of handicapped parking spaces and confirm that the vehicle parked in each space has a valid plate or placard. It should be noted that these systems are not automated at this time; a human being is still needed to monitor the data feed to confirm the existence of a valid credential.





²⁴ A side benefit to these systems is that they allow the City to cease going through a physical process to register vehicles and issue permits, instead allowing residents to apply for a permit online and – if they meet the criteria for issue – register their vehicle as a valid permit holder. These systems have also been used to manage visitor permits in some municipalities, allowing residents to issue visitor permits to guests in real time, as they are needed.

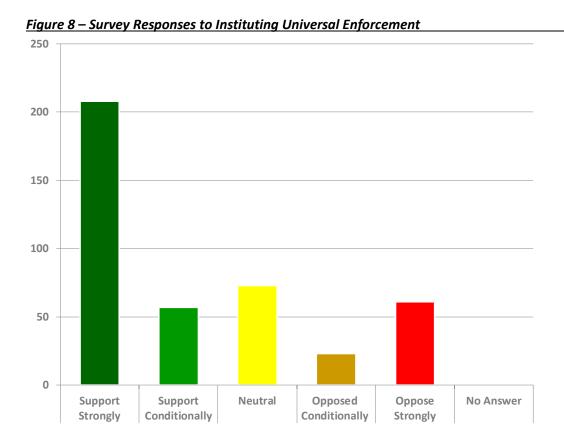


Aside from the safety and availability that effective enforcement will create, there will also be a new stream of revenue for the city. The citation revenue that is collected by the city, is normally derived from only a certain number of places which are commonly the most heavily trafficked areas. With universal enforcement, the vehicles that remain parked incorrectly in other areas will also be issued citations. With the increased number of citations there will be an increase in the overall citation revenue. Portions of the newly enhanced revenue stream can be used for maintenance of the neighborhoods or set aside to create new infrastructure.

Supporting Analysis

As **Figure 8** shows there is substantial support for instituting universal enforcement of parking policies, with 49% endorsing the initiative without reservation. Many of the 14% of respondents who offered Conditional Support indicated they would support more active enforcement if the City could guarantee that some portion of the fine revenues would be kept within the neighborhood for improvement projects.

A large portion of the 17% who responded Neutral to this initiative indicated they would need to understand which policies would be subject to more active enforcement before committing to a position. Most of the 6% of respondents who offered Conditional Opposition would not support the initiative if it meant impinging on their current parking behaviors or losing on-street capacity in highly utilized areas like the Fan and Scott's Addition. Of the 14% that Strongly Opposed universal enforcement, those who provided comments indicated they would not support anything that would reduce on-street parking capacity or potentially impact a visitor's ability to access their business, home, or institution.



RICHMOND





Initiative F: Shared Parking

Description

One of the simplest and easiest ways to reduce demand for public facilities and improve utilization of private assets is through the execution of shared parking agreements. These agreements would allow some of the parkers in overused public facilities to access excess capacity in the underutilized private lots and garages while still protecting the rights and interests of the private property owner. DESMAN recommends that the City of Richmond create a new policy allowing property owners to consider shared parking spaces as part of the supply to meet parking requirements and develop a program for facilitating such agreements citywide.

Existing Context

DESMAN's surveys of field conditions indicated that, in almost every neighborhood studied, privately owned off-street parking facilities were significantly underutilized at hours of peak demand, even though adjacent public parking assets were often at capacity.

Given the cost associated with constructing both surface and structured parking, it is in the best interest of the City of Richmond to encourage shared parking wherever and whenever possible. Additionally, the constraints on available land within certain areas of Richmond may mean that sharing the existing parking inventory is the only option, as there is no available open land on which to build additional parking.

Principles

The concept of shared parking is based on the fact that there are inherent differences in parking demand patterns associated with different land uses within a development or neighborhood. In a development or neighborhood with various different land uses (i.e., residential, office, restaurant, retail, etc.), the patrons and employees generated by those land uses demand parking spaces on different days of the week, at various times of the day and at different times throughout the year. These variations in demand among land uses allows the sharing of the available parking supply, as opposed to each business or institution building sufficient parking to satisfy their individual needs at all times.

When thinking about the parking demand generated by a typical office building in an area where driving is the primary means of transportation, there is usually a very distinct pattern to how cars arrive and park. On weekdays, the number of parkers slowly builds in the early morning hours to a peak around 11AM. There is then a slight dip around the lunch hour, a return to near peak conditions after lunch and a gradual decrease in the number of parked cars in the early afternoon. Finally, beginning around 4PM, the number of vehicles drops dramatically, with nearly all of the demand associated with that building having departed by 6PM. This pattern is typical of most weekdays at an office building, with slight variations in the maximum number of vehicles parked from day to day and overall lower levels of demand on Mondays and Fridays. Additionally, significantly less demand is generated by an office building on weekends.

Contrast the parking demand patterns generated by an office building with that of a restaurant and one can begin to see how shared parking can be put into practice. Unlike an office building, a typical sit-down restaurant experiences some demand during the lunch hour on weekdays, but the greatest demand for







parking occurs during the dinner hours on weekday and weekend evenings. This demand pattern means that this type of restaurant would require less spaces to satisfy its customers during the daytime on weekdays and more spaces during dinner hours. If this restaurant were located in the same building or in close proximity, to typical office space, there is the potential for these two land uses to share the available parking supply, given their varying needs — when the demand for office-related parking drops in the evenings and on weekends, restaurant patrons could use those spaces that were occupied by the office users during the day. An initiative such as shared parking requires the subject restaurant to clearly publicize the available parking to their patrons to encourage use of the allocated parking supply.

While this is a very simplistic example, these same dynamics are found in any area where a mix of different land uses exists. Sharing the available parking supply among different land uses allows a development or neighborhood to make the most out of the existing parking resources, delaying or even eliminating the need to construct additional parking supply.

In Richmond at present, the concept of shared parking is being employed in some neighborhoods to satisfy parking-related zoning requirements. For example, in Carytown, the City's current Code allows the parking requirements associated with a particular business to be satisfied through a shared parking arrangement with a neighboring business, if all of the required parking is not provided on site. Whether a particular property is too small to physically accommodate the required number of parking spaces or the cost to build those spaces is prohibitive, the City's requirements can be satisfied by identifying and making arrangements to share the available parking supply on a nearby parcel.

The following excerpts are just a few examples of municipal codes that contain specific language encouraging shared parking, including the City of Richmond's existing code:

Municipality	Code	Source
Fairfax, VA	"Off-street parking shall be provided on the same parcel of land with the principal use, except as modified in section 110-154. However, where all of the required parking cannot be physically located on the same parcel as the principal use, or if the public safety or convenience would be better served by the placement of the parking area on another parcel, then the zoning administrator may approve an off-site location for as much as 15% of the required parking for a use proposed to be established in an existing building;"	Sec. 110-152 General provisions
Portland, OR	"Joint use parking. Joint use of required parking spaces may occur where two or more uses on the same or separate sites are able to share the same parking spaces because their parking demands occur at different times. Joint use of required parking spaces is allowed only if the uses and housing types to which the parking is accessory are allowed in the zone where the parking is located. Joint use of required parking spaces is allowed if documentation is submitted in writing to Bureau of Development Services as part of a building or zoning permit application or land use review"	Chapter 33.266 Parking, Loading, And Transportation and Parking Demand Management







Hanover, NH	"Board may approve a shared parking plan with fewer parking spaces than the sum of the requirements for the	166-157. Shared parking and loading facilities:
	participating uses without the need for a variance, if it complies with all of the following requirements: 1. The developer must demonstrate that the particular combination of uses and the peak periods of demand for parking and/or loading spaces, as applicable, are such that a lesser number of spaces are necessary to meet the total parking and/or loading needs for the development at all times. 2. The developer must demonstrate that the parking and/or loading spaces are located to be reasonably convenient, safe and suitable for use by the various uses, buildings and/or lots involved in the shared parking program. 3. The developer and the Board must agree on a mechanism that will ensure that the shared parking and/or loading spaces, as applicable, will continue to comply with this section for the life of the development.	Developments in the B, B-1, OB-RL, OB-DS, I-B, I-B3, WC and I-4 Zones, and planned developments in any of the zones where the same are permitted
Richmond, VA	(a) Shared parking. In the UB, UB-2, B-1, B-2, B-3, B-6, B-7, RF-1 and RF-2 districts, off-street parking spaces required for dwelling units may be supplied by off-street parking spaces provided for non-dwelling uses, provided that all of the following conditions are met: (1) The non-dwelling use is not routinely open, used or operated after 6:00 p.m. or before 8:00 a.m. on any day. (2) The total number of off-street parking spaces provided for dwelling units, including spaces shared with non-dwelling uses and spaces provided exclusively for dwelling units, shall not be less than the number of spaces required for such dwelling units by the provisions of this chapter. (3) Off-street parking spaces located off the premises and intended to contribute to the off-street parking requirements of this section for dwelling units shall be subject to the requirements of Section 30-710.4, subsections (1), (3), (4) and (5), except where such requirements are modified by provisions applicable within a parking overlay district.	Sec. 30-710.2:3 Special off-street parking requirements in the UB, UB-2, B-1, B-2, B-3, B-6, B-7, RF-1 and RF-2 districts.

Requirements

Below are descriptions of a variety of shared parking strategies that can be employed in order for a neighborhood or development to make the most out of their available parking inventory:

- District Sharing: Allow for land uses in a defined district to share parking.
- Free-Range Sharing: Allow property owners to use shared-parking agreements to satisfy parking needs for residents or businesses where parking may be less available.
- For Mixed-Use Developments: Include a specific shared-parking schedule for certain land use types and groupings.







- Occupancy Based: Let shared parking occur based on a demand study that shows that existing parking meets or is below a defined occupancy threshold.
- Minimum Provision: Require that a certain amount of parking for each land use type must be shared.
- Beyond the Minimum: For developments that share parking beyond the minimum requirement, developers could have access to additional development rights, financial support through impact fees or other means if these plans were advanced and approved up front.
- Modest Minimums and High Maximums: Allow for higher parking maximums for developments that build shared parking.
- In-Lieu Fees: Developers pay into a parking fund rather than build their own on-site parking spaces and the municipality constructs and maintains common parking facilities.

Liabilities

There are no liabilities if the City of Richmond adheres to the best practices provided in this subsection as well as the guidance provided in the Benefits subsubsection below.

Benefits

DESMAN would encourage the City to expand the zoning districts within which shared parking is allowed, as well as including language to allow land uses of all types to share parking spaces. However, within a given district or area, it is crucial that there still be sufficient parking to satisfy all land uses, so any proposal to use shared parking to satisfy Code requirements should be accompanied by an analysis of the existing parking inventory in the area, its availability and any existing sharing arrangements that are already in place. By requiring this level of analysis, the City can protect itself from a situation where the existing parking supply is oversubscribed through overlapping shared parking arrangements. At the end of the day, the existing supply of parking in an area is fixed and can only satisfy a certain volume of demand. If, after implementing shared parking, the demand exceeds the supply within a given area, it may be necessary to add parking capacity.

In addition to expanding the language in the Zoning Code related to shared parking, DESMAN also encourages the City to do what it can to facilitate the sharing of parking resources among existing businesses, homes, institutions and land uses in neighborhoods throughout Richmond. Especially in areas of Richmond that are fully or nearly built-out and are currently experiencing parking shortfalls, the City should help the constituents in those areas identify opportunities to better share the existing parking resources and provide a framework for negotiating peer-to-peer shared use agreements.

This assistance could include identifying parking facilities that are currently underutilized, maintaining a database of these facilities, facilitating conversations between various business owners who have or need spaces, and providing property owners with a template for shared parking agreements. The most recent observations of occupancy, including in the Appendices of this report, could serve as a foundation for identifying target facilities. All of these activities will encourage more efficient utilization and sharing of existing parking resources in the City of Richmond.

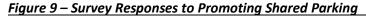


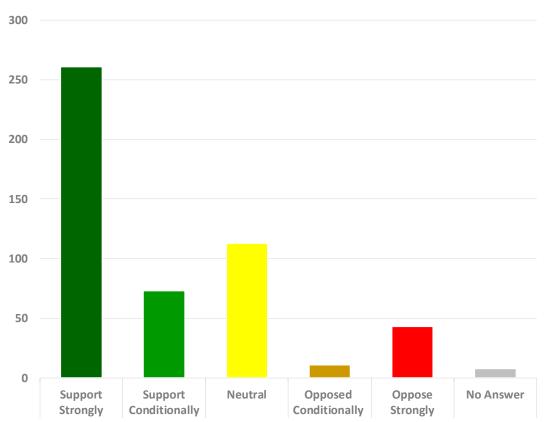


Supporting Analysis

As part of the public outreach process, the City administered a survey to collect initial responses to various initiatives considered during the study process. When asked to respond to the proposal to promote shared parking, roughly 51% of respondents indicated they would strongly support the City promoting more shared parking, as shown in *Figure 9*, next page.

Approximately 14% indicated they would 'conditionally' support this initiative, while about 22% were neutral on the issue, neither endorsing nor opposing the initiative at this time. Only about 11% of respondents said that they would oppose the City promoting further use of shared parking, with most of that opposition seeming to revolve around the difficulty the City would have maintaining accurate information on existing shared parking agreements, tracking the remaining availability of spaces in an area and general administration and enforcement of the agreements.











Initiative G: On-Street ADA Parking Standards

Description

Physical limitations experienced by some drivers led to the inclusion of parking design and access standards within the Americans with Disabilities Act (ADA). The ADA defines the number of handicapaccessible spaces that must be included within a publicly accessible off-street parking facility, based on the facility's size, how those spaces must be designed, what type of access paths must be provided from the parking spaces to the pedestrian paths, and where those spaces should generally be located. However, the ADA does not include specific handicap-accessible parking requirements for on-street parking. Despite that, DESMAN recommends that the City of Richmond begin adding spaces designated exclusively for drivers with disabled placards and plates to streets in busy areas to given the City's recent rapid growth.

Existing Context

As mentioned above, the ADA does not mandate that handicap-accessible parking spaces be made available on-street, but stakeholders across all seven study areas voiced concerns about parking availability along commercial corridors for drivers with ambulatory challenges as the City continues to grow. In addition, much of the existing pedestrian infrastructure along non-commercial streets in Richmond is not ADA accessible. Therefore, parking elsewhere but main streets is not a viable option for drivers with ambulatory challenges until the City updates and improves the pedestrian infrastructure (e.g. widening sidewalks and installing curb ramps).

Principles

Despite a lack of explicit language dictating the type, number, and location of handicap-accessible parking spaces on public streets that provide public parking, a number of cities throughout the country, including Richmond, have made an effort to set aside some spaces for this purpose. In Richmond, handicap-accessible on-street parking spaces can be found throughout residential portions of the city, designated with blue curb markings, signage and, in some cases, blue parking meters. The City has instituted a process where residents demonstrating disabled status can apply for designation of a handicapped parking space on the block face in front of their home. There is currently no companion process for designating handicapped spaces along commercial streets.

Certain municipalities in the U.S. have taken to interspersing handicap-accessible parking spaces across street segments where on-street parking is permitted. Additionally, the practice of locating these spaces near the end of the block, closest to ramp access to the sidewalk, is also common. However, because the ADA does not lay out specific guidelines for on-street accessible spaces like it does for spaces in off-street facilities, there are no universal best practices for the number of spaces provided on a particular block or in a particular area. Some municipalities designate at least one accessible space per block, others put one space per block on each side of the street, others designate only a few spaces throughout an area of several blocks, and still other municipalities designate these spaces upon request by a particular business or constituent.







Requirements

While DESMAN recognizes that there will be circumstances where non-handicapped drivers will be inconvenienced by the designation of additional accessible parking spaces on-street, we do recommend that the City adopt formal policies and procedures for designating handicap-accessible on-street parking spaces. DESMAN recommends adapting current designation practices for handicapped parking zones to apply to commercial streets. Specifically, application of a handicapped designation should be warranted if an applicant (business, institution, or other constituent) can demonstrate regularly occurring need. While there is no fixed standard for measuring 'regular need', if a business can demonstrate need for two or more hours per day for five or more days per month, they have commonly met the standard of need. This proof of need could be substantiated by affidavits from recognized disabled persons attesting to the need for access, sales or transaction records, or other independent documentation.

To try and alleviate concerns regarding low utilization of these spaces in busy neighborhoods, the City could require that periodic utilization surveys be performed by an independent third-party to validate the spaces are in regular use, with a minimum utilization threshold required in order for the space to remain handicap-accessible.

Finally, should the City choose to adopt ADA standards for on-street parking spaces, these standards should include specifics related to: the placement of the spaces on a block, locating them as close as possible to an accessible ramp to the sidewalk; how the spaces will be marked or signed; the type of metering equipment that should be installed (if applicable), and; in residential neighborhoods, how often the need for the space should be reevaluated, to ensure that the person who requested the space still resides in the neighborhood and still needs that space in that particular location.

Liabilities

The disadvantage of handicap-only parking spaces on-street is that these spaces are exclusive therefore they often sit empty, even on blocks where all of the other spaces are completely occupied – this is also often a criticism of ADA parking requirements in off-street parking facilities. Setting aside a portion of the valuable on-street spaces for a particular group of users who may not make use of the space very often can create tension with other drivers who are not permitted to use those spaces. This frustration can be especially evident in neighborhoods or on streets where parking is in very high demand.

Benefits

The benefits of designating on-street parking spaces as handicap-accessible are obvious: allowing drivers with physical limitations access to convenient, identifiable, well-located parking, which increases their ability to be independent.

<u>Supporting Analysis</u>

Like the other potential recommendations, the public was asked their opinions regarding adopting ADA-specific parking standards for on-street parking. The results of that survey are presented in *Figure 10* on the next page.

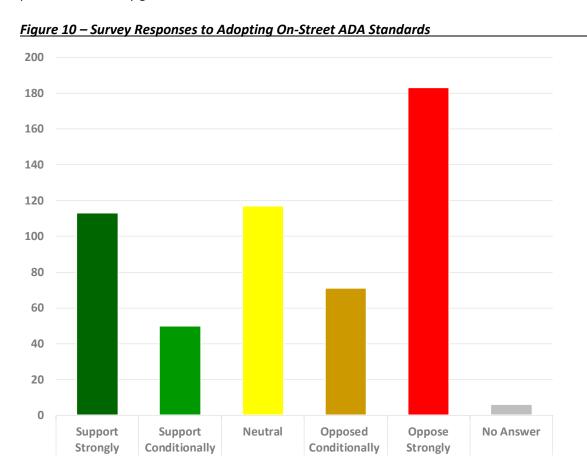






As shown in the figure, 30% of survey respondents said they would strongly or conditionally support the adoption of ADA parking standards for on-street spaces, with 22% neutral on the topic. Nearly half of the survey respondents (47%) said that they oppose or conditionally oppose the City implementing on-street ADA parking standards.

Among the survey respondents who said that they would oppose or conditionally oppose this initiative, the most common justification for their opposition was the impression that the existing on-street handicap-accessible parking spaces throughout Richmond are currently underutilized. The opposition to this measure was particularly strong in the Fan, with most respondents citing existing high levels of demand for on-street parking that would be exacerbated by spaces being designated for handicapped parkers, which may go unutilized.









Initiative H: Improvements to Pedestrian Infrastructure

Description

At some point, every driver becomes a pedestrian. When demand is low, this distance tends to be limited; often the driver can park within line of sight of their intended destination. As competition for available parking increases, driven by increasing density and activity in an area, the distance between parking and destination often increases, as there can only be so many adjacent spaces to popular locations.

Eventually, open parking spaces may only be available some distance away or in a facility without a linear path and beyond the line of sight. Alternatively, available parking may lie across a busy thoroughfare. While the distance may not be excessive, crossing multiple lanes of fast-moving traffic may create a psychological or ambulatory barrier between parking and destination that, if not addressed, is as effective as a physical wall at separating open parking from a particular destination.

To address these parking-related barriers, DESMAN recommends that the City of Richmond begin immediately ramping up sidewalk and crosswalk improvements. Widening sidewalks will help pedestrians feel safer walking along vehicular traffic and more comfortable passing or walking with other pedestrians. Installing street lamps will help pedestrians feel safer parking further from their destination at night. Placing crosswalks, curb ramps, and bump-outs at intersections will help streets feel narrower and thus safer and more pleasant to cross²⁶.

Existing Context

Richmond is growing, so drivers are having to park further from their destinations than they once had but are often not willing to do so because the existing pedestrian infrastructure often discourages people from walking between two points (e.g. absence of street lamps, crosswalks, and bump-outs in otherwise walkable neighborhoods).

One of the many issues raised to DESMAN during the course of the study is the difficulty involved in crossing major roadways that divide several of the neighborhoods. These, often one-way, three- to four-lane streets are often missing marked crosswalks and timed signals to facilitate pedestrian passage. Many constituents criticized that even the sheer distance across those wide streets is daunting, especially to those with ambulatory challenges.

Principles

The GRTC has already invested substantially in mass transit service, most recently with the activation of The Pulse line to connect activity centers across the city to outlying residential districts and downtown. City representatives have worked closely with citizen groups to identify sidewalks in need of improvement in neighborhoods like Carytown and other basic improvements like lighting upgrades or the construction of sidewalks in places like Scott's Addition. Those improvements are being scheduled for execution as time and funds allow. In summary, work is already underway to improve pedestrian infrastructure.

²⁶ It should be noted that, although not technically pedestrian infrastructure, cars parked parallel along a curb along with street furniture also help to provide the pedestrian with a sense of physical separation and security from vehicular traffic.







Figure 11 - Curb Bump-Outs





One of the ways to improve pedestrian crossings is to reduce the distance the pedestrian has to travel through the installation of curb bump outs like the ones shown in *Figure 11* above. These structures provide a visual cue to motorists to slow down by constricting the roadway visually and lessen the distance a pedestrian has to cover to clear the roadway.

Multiple constituents also remarked that, even with the crosswalks, they still felt very exposed making these crossings. To address that, DESMAN recommends the City consider installation of 'speed tables' or Belgian Bumps like those shown in *Figure 12* below. These structures raise a crosswalk even with the surrounding sidewalks and introduce ramps along either side to assist vehicles up and over the structure when they have right of way. However, unlike the curb bump outs which provide a visual cue to aid traffic calming, speed tables actually limit the velocity at which a vehicle passes over. These structures would be especially useful along major arterial roadways bisecting some of the neighborhoods where commercial districts and residential areas come together.

Figure 12 - Belgian Bumps/Speed Tables





As a lower cost alternative, several cities have started experimenting with paint applications which have the appearance of being speed control devices. The City of Medford, Massachusetts recently partnered with a local artist to install an "Icelandic sidewalk" which has the appearance of being a series of raised concrete blocks across the roadway, but is actually just paint and shadows. The crosswalk, shown in *Figure* 13 on the next page, was installed the crosswalk in a school parking lot to slow the rate of traffic pulling onto residential streets.







Figure 13 - Icelandic Crosswalks





As mentioned previously, improvements to the condition and width of sidewalks – or in the case of Scott's Addition – introduction of paved sidewalks will promote walking greater distances, as well enhancements in lighting along walkways. In some cases, such as sections of the Fan and Carytown, this may be a simple as cutting back the canopy surrounding existing streetlights to allow more light penetration on sidewalks and city streets. Improvements to the streetscape such as more active storefronts and parks will occur naturally as density improves, as will the condition of fences, lawns and other visual indicators as property values increase.

One of the actions the City can undertake to improve the walking environment, thereby 'stretching' acceptable walking distances between parking and destination and also removing a barrier to greater use of existing transit systems, is to install signage for pedestrians guiding them through an area or district, connecting parking facilities with popular destinations. The cities of Bastrop, Texas and Battle Creek, Michigan have installed wayfinding displays throughout their historical and downtown districts outside various publicly accessible parking facilities and transit stops and along highly traffic pedestrian pathways that are designed to help pedestrians navigate the district.

Figure 14 – Wayfinding Kiosks in Bastrop, Texas and Battle Creek, Michigan



As shown in *Figure 14*, these simple but eye-catching graphic displays create a critical connection between parking and destination which often overlooked in wayfinding programs, which typically focus on







trailblazing signage²⁷ and identification signage²⁸ for drivers, but neglect to provide directions or instruction to the same individuals when they become pedestrians.

Requirements

Multiple studies have shown that an acceptable walking distance – the measure between parking and a destination – differs according to multiple factors. These factors include the nature of the individual²⁹ or occasion³⁰, geography³¹, environment³², and the path of travel. This last item incorporates a number of factors including:

- Condition of the actual travel pathway. Individuals will travel further over paved sidewalks in good repair than sidewalks in poor repair, constructed out of materials which represent a potential tripping hazard, or unpaved pathways. Pedestrians also tend to equate the width of the sidewalk with comfort, preferring wider sidewalks which provide space between the adjacent roadways and buildings.
- Activity along the pathway. Sidewalks that are lined with multiple active storefronts are generally
 considered more inviting, distracting, and safer and will help the pedestrian focus less on the
 distance they are travelling. Inversely, empty storefronts, deserted parks, overgrown lawns, and
 the like will be perceived as potentially unsafe. Pedestrians will want to limit the distances they
 travel through these areas to reduce their exposure to risk.
- <u>Lighting</u>. As with parking facilities, the better the quality of lighting along a path of travel, the
 more comfortable the average pedestrian will feel and therefore the further they will be willing
 to travel.
- Wayfinding. Individuals unfamiliar with an area often rely on line of sight connections to navigate
 between where they parked and their destination. Good signage along travel paths which assists
 the newcomer in orienting themselves and identify where they parked, where they are going, and
 the easiest paths between will promote confidence among infrequent visitors that they can
 successfully park beyond the line of sight and find their way to their destination.

Other amenities such as benches to rest upon and shelters to use in the case of inclement weather can also help to 'stretch' acceptable walking distances. Increasing acceptable walking distance is also key to reducing the use of single-occupancy vehicles for travel altogether. An inviting pedestrian atmosphere

³² Studies have shown that individuals passing through a climate-controlled environment will walk up to twice the distance they might be willing to travel in an environment without climate control, but under cover. Walking distances erode when the path of travel is uncovered, through a surface parking lot, or inside a parking facility.





²⁷ Signs located along arterial roadways directing drivers to the location of publicly accessible parking facilities.

²⁸ Signs located outside publicly accessible parking facilities identifying them to approaching drivers.

²⁹ Discretionary users like shoppers or diners will have a much lower threshold than mandatory users like employees or residents, who are more familiar with the area.

³⁰ Individuals conducting normal day-to-day errands will have a much lower threshold for walking than those attending a large event like a concert or a sports match.

³¹ Individuals generally expect more competition for parking in urban locations and will accept longer walking distances than they might in a suburban or rural setting.



supports the use of mass transit as an alternate to driving by improving connections between transit stops and an individual's destination.

Liabilities

As with standardizing on-street parking, some pedestrian infrastructure such as bump-outs can reduce the number of spaces for vehicles, which includes the number of possible parking spaces (albeit illegal spaces). Prioritizing pedestrian activity may also calm traffic in the affected areas. Additionally, the costs of some pedestrian improvement measures can be expensive, specifically with the required construction costs, which would likely divert funding from other projects in these neighborhoods.

Benefits

Improved pedestrian infrastructure will benefit the community by increasing safety and reducing parking demand in the most convenient parking spaces. As the walkability of the neighborhood increases, the general perception of the neighborhood also increases. If pedestrians feel safe walking, the likelihood of these pedestrians seeking alternative transportation also increases. Additionally, when the pedestrian routes are improved, the distance people are willing to travel to their destination also increases. If parking options are further away, but the pedestrian thoroughfares are well-lit and in good condition, the alternative parking options become more accessible.

Supporting Analysis

Among surveyed constituents, over half those responding where overwhelming in support of improvements to support walking as shown in *Figure 15* on the next page. Among the 9% of respondents who were supportive with some reservations, the most consistent comment was regarding a lack of clarity on how the City would pay for these improvements. The 10% of respondents who we neutral on the subject indicated they supported these measures, but did not believe they would have a substantial impact on driving rates or parking demand. Among the 9% who conditionally opposed these initiatives, the largest recurring comment was that the City should be investing in higher priority issues such as roadway improvements or building more public parking before expending tax dollars on these programs. Among the 22% who strongly opposed these options, the majority who did comment indicated they felt the City should be focused on creating more public parking first and foremost.

It should be noted that some of the other potential pedestrian improvements such as installation of benches and shelters, especially near transit stops, was greeted with mixed reactions during public forums and stakeholder meetings in the various neighborhoods. In some communities, there was general support for these measures although no driving desire for these, as they were seen as improvements secondary to the items presented earlier in this section. In other neighborhoods, these were seen as fixtures that would actually detract from the neighborhood by providing locations for vagrants to collect in clear public view; in these instances, constituents were stridently against these initiatives.







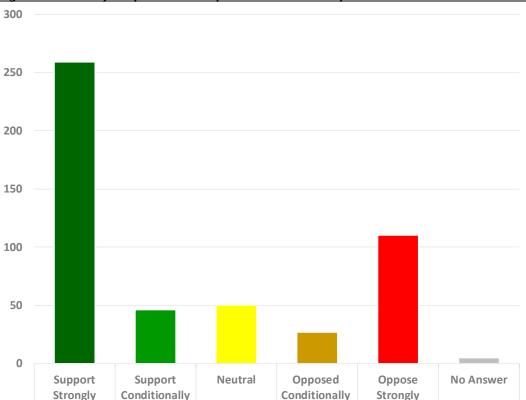


Figure 15 – Survey Responses to Proposed Pedestrian Improvements

Initiative I: Assessment of On-Street Time Limits

Description

Time limits for on-street parking spaces, whether they are metered or unmetered, are typically established by municipalities to accomplish a particular goal. In areas with a high concentration of shops and restaurants, time limits are generally lower to encourage more frequent turnover of the on-street spaces to support patronage. Around office complexes or in residential neighborhoods, on-street parking time limits are typically higher or even non-existent, to allow employees or residents to park for extended periods without having to move their vehicles as frequently. Areas that have a mix of land uses also tend to have a mix of on-street parking time limits.

There are a mix of on-street time limits throughout Richmond, which is healthy given Richmond's size and diversity of neighborhoods and interspersed uses. However, the city has changed quickly over the past couple decades and, as a result, requires an update to its existing on-street time limits. Certain neighborhoods have declined in popularity while others have emerged from decades of underutilization. For this reason, DESMAN recommends that the City analyze the existing time limits and utilization rates observed during the parking study and determine how those time limits should change.







Existing Context

Due to Richmond's recent growth, the existing parking time limits on many streets no longer reflect the demand that has accumulated in that area. Through this study, for example, DESMAN has found streets in Shockoe Bottom that have unrestricted parking and others in vacant areas of Manchester that have time-restricted parking. A parking system that does not accurately reflect demand will result in artificial imbalances of demand, which is partially why there are so many blocks of on-street parking with wildly varying rates of utilization.

Principles

The on-street parking time limits in Richmond were established at some point in the past based on the particular mix of land uses and perceived needs of each neighborhood. Like most municipalities, Richmond has not consistently monitored the changing nature of the neighborhoods throughout the city and adjusted the parking time limits accordingly. In Manchester or Scott's Addition, for instance, once heavily industrial areas are now developing into mixed-use areas with residential, retail, restaurant, and office spaces. Industrial land uses, which would typically warrant long time limits or no time limits on-street, have largely been replaced with land uses that need parking spaces to turn over in order to thrive (i.e., retail and restaurants).

Public outreach can be used to guide the City to some initial areas of concern – the people who live, work and play on particular streets throughout the city are likely already aware of areas where the existing parking time limits do not match the needs of the area. An examination of current land uses, particularly in neighborhoods that have seen dramatic shifts from one use to other uses, will help the City determine the appropriate mix of time limits that will best serve each area. Finally, through first-hand observations of on-street parking areas, the City will likely be able to identify areas where existing parking time limits are no longer necessary and other areas where time limits should be implemented.

Requirements

To successfully assess the on-street time limits and make adjustments as needed, the City will need to have documentation of the existing time limits per block of on-street parking as well as the current utilization rates. The City hired DESMAN to complete both of these tasks and the City is now in possession of these spatial and observational data.

Liabilities

There are no liabilities associated with assessing the on-street maximum allowable time limits other than the opportunity cost of carrying out this work instead of other initiatives.

Benefits

By reevaluating and adjusting on-street parking time limits, the City of Richmond can help to increase the turnover of valuable on-street spaces in retail/restaurant areas, move employees and residential parkers into longer-term off-street parking facilities, and ensure that parking enforcement personnel are not wasting time and effort enforcing parking time-limits in areas where demand no longer exists.



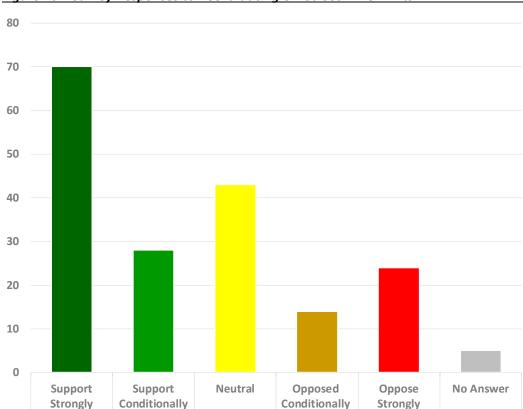




Supporting Analysis

When asked about their likely level of support for a reevaluation of on-street parking time limits throughout the city, 53% of survey respondents said that they would support or conditionally support such an effort by the City, as shown in *Figure 16* on the next page.

As shown in the figure, 23% of survey respondents were neutral on this potential recommendation, while an additional 3% did not respond to the question. Approximately 21% of survey respondents said that they strongly or conditionally oppose the City reevaluating and adjusting on-street parking time limits. Much of the opposition had to do with people being wary of shorter time limits in retail/restaurant areas, having time limits imposed on residential streets and a general desire to reduce the level of parking enforcement currently conducted throughout the city.



<u>Figure 16 – Survey Responses to Reevaluating On-Street Time Limits</u>

Given the degree to which many neighborhoods in Richmond have changed and are continuing to change, it is DESMAN's recommendation that the City conduct a complete and thorough review of all existing onstreet parking time limits in order to determine their adequacy. This process should be conducted through a combination of public outreach, examination of current land uses and first-hand observations of the City's on-street parking areas.







Initiative J: Parking Benefit Districts

Description

A Parking Benefit District (PBD) is a financial structure developed to ensure that a portion of the revenues generated from the use of public parking assets remain in the community in which those assets are located. DESMAN recommends that the City allow individual neighborhoods to enact these PBDs in their areas to enable community members to have better control of the funds raised in their neighborhood.

Existing Context

The City of Richmond currently has a citywide system similar to this, in that all parking-related revenues from meter fees, permit sales, parking garage and lot fees, and parking fines are directed into the Parking Enterprise Fund, which covers the cost of operations for the Parking Management division within the Department of Public Works as well as financing the development of new public parking assets. The Parking Enterprise Fund captures revenues from across the city and directs expenditures on a project-by-project basis. A Parking Benefit District would place a geographic overlay on a particular neighborhood or area and require that a portion of the revenues generated within that overlay are set aside for projects and improvements within that area.

Principles

Parking Benefit Districts are often instituted in tandem with large-scale conversions to fee-for-use parking, the establishment of parking permit programs, and/or the initiation of parking enforcement activities as a way to give back to the community being impacted by these changes. The common thought behind this initiative to help the community off-set the impact of what may be viewed as change in policy that will temporarily reduce the quality of life or reduce commerce but providing funds to take actions to improve and invigorate the area. These funds can be used for everything from creating new parking facilities or restoring old ones to improving or expanding pedestrian infrastructure, subsidizing transit or mobility programs, supporting streetscape improvements, paying for a validation program which allows merchants to continue to provide free parking for their patrons, and support other local initiatives and events.

Establishing a Parking Benefit District is usually done through some form of public referendum or by local ordinances to confirm geographic boundaries and a legislative action to create the actual accounting mechanisms for capturing the dedicated revenues. Governance over the district may be by a city department, an appointed board, or a community organization, depending on local laws regarding public finance management. The more successful municipalities instituting this usually have the agency in charge of parking manage the actual fund and report to some form of business/neighborhood improvement organization to determine how the revenues are expended.

Requirements

When DESMAN presented this concept to constituents it was not as a stand-alone initiative, but rather an addition to other initiatives, such as the resumption of active enforcement, establishment of an on-street parking permit district or in-lieu policy, or introduction of fee-for-use parking. This mechanism can only be put into effect if there is a local parking-related revenue stream flowing into the PBD.







Liabilities

If the Parking Benefit District is mismanaged, the results of this initiative will be negative. Generally, this money that goes into the PBD would have otherwise all gone into the Parking Enterprise fund which is used to provide maintenance and care for the streets and parking assets. If the money in the PBD is used on unclear initiatives or not appropriately saved, the PBD will not be used to it full potential.

Benefits

The Parking Benefit Districts are a benefit to the community on many levels. The PBD uses the money that was collected within the district and maintains that money's impact within the district. Without the use of a PBD, any money derived from either fee-for-use pilots or enforcement activity would go directly to the City's Parking Enterprise Fund and not have a distinguishable impact on the local neighborhood. If even a portion of the money generated can fund enhancements or other initiatives, the Parking Benefit District will be valuable to the community. The benefits of this program also are determined by those who are responsible for the funds. The decision makers for the PBD can determine the best uses of the funds in the neighborhood, as they themselves are stakeholders and designate the priorities of the neighborhood.

Supporting Analysis

Over one-third of surveyed respondents indicated they would support establishment of a Parking Benefit District within their neighborhood without reservation, as shown in *Figure 17* on the next page. Those supportive of the action, but with reservations, noted they would champion establishment of a Parking Benefit District if there were guarantees a significant portion of parking revenues would be retained in the neighborhood. Those responding 'neutral' to the option indicated they were withholding response until they were provided more detail about how this program might work. The roughly 5% opposing the option conditionally did so on the basis that they did not believe a majority of parking revenues would be retained in the neighborhood.

The majority of those who strongly opposed the initiative and commented appeared to fall into one of three categories:

- 1. Respondents who did not believe enough of the revenues from parking would be retained in the neighborhoods to make significant improvements.
- 2. Respondents who did not believe there would be responsible governance over how the revenues would be spent.
- Respondents who did not believe this structure would allow for creation of benefits adequate to offset the imposition of fee or other structures that would impact quality of life in the neighborhood.

Should the City of Richmond move forward with this initiative, it will be critical to address these objections pro-actively in the creation of bodies and processes for managing the collection and dispersal of funds.







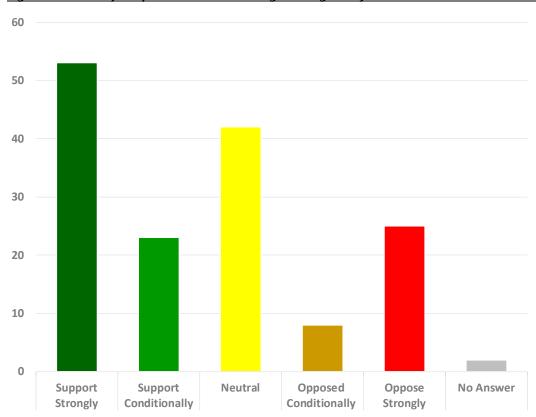


Figure 17 – Survey Responses to Establishing Parking Benefit Districts

Initiative K: Strategic Parking Facility Development

Description

DESMAN is not advocating for the development of public parking assets as a universal initiative for every neighborhood. In fact, DESMAN believes that investment in shared parking initiatives and on-street parking permit programs – which seek to make the most of existing assets – are better universal strategies for adoption across the city.

However, there are emerging neighborhoods – such as Scott's Addition, Brookland Park/Six Points, and Manchester – where open land is still available for acquisition and that could benefit from a program of strategic parcel acquisition and parking facility development. In these instances, the development of a central public parking facility could be used to incite development of adjacent parcels, creating vibrancy and density. To that end, DESMAN does recommend the City consider purchasing parcels in the near future, when land is still relatively affordable and in parcels large enough to support the development of efficient parking facilities.

Existing Context

In every neighborhood in Richmond, DESMAN found strong advocates for the development of more public parking facilities. However, in the more mature and dense neighborhoods within the designated study,







DESMAN could not find parcels on public lands of adequate dimensions to support an efficient parking structure.

In many cases, where public lands existed in these neighborhoods, they were already dedicated to higher and better uses, such as parks, schools or playgrounds. When asked about the prospect of displacing these land uses to create public parking facilities, or acquiring private land³³ for the same, the consensus was that what limited open land that still existed should be preserved for better uses than surface or structured parking.

Additionally, as evidenced in earlier sections, the appetite for supporting measures to fund these projects – such as introducing or increasing parking fees – was very low and the ability of the Parking Enterprise Fund to absorb additional debt load was highly constrained.

Principles

Prior to developing public parking structure, it would be best practice for the City to pursue opportunities with private developers who are already planning to build private parking structures as part of their development to investigate the possibility of a public/private venture. In these instances where the City owns a parcel proposed for development by a private entity, the City could offer favorable lease or purchase terms on the land as an incentive.

Alternatively, some municipalities have created 'special purpose entities' to support public/private ventures which allow private developers to access public financing terms while still maintaining ownership and responsibility over a portion of the project. These structures are commonly employed when the municipality owns a significant portion of the venture; for example, the private developer is building a mixed-use development and the City is building the associated parking structure to support it, as well as serve public need.

In instances where the City has a minority stake, such as when they are seeking to add a few floors onto a planned private project to create a reservoir of public parking, it is not uncommon for the municipality to offer the developer a limited time property tax abatement as an incentive and agree to finance the cost of the public portion of the facility and possibly share some of the annual operating and/or maintenance costs. These agreements are governed by a simple development contract which defines how access to the public parking portion of the project will be maintained while still protecting the private property owner's rights and defines the terms for any revenue or expense sharing provisions between the two parties.

Requirements

As a general rule, a parcel of at least 210' in length by 120' in width is required to support a reasonably efficient footprint for structured parking. With these dimensions, a parking structure can be designed which allows for parking along both side ramps used to circulate vehicles through the structure and at the end of the ramps as well, maximizing the number of vehicles which can be parked on each story of a facility. Facilities can be designed and can function with smaller footprints, but reducing the dimensions may mean losing parking on either end of the ramps due to a shorter facility footprint length and/or

³³ None of the advocates for building more public parking facilities supported acquiring private property to develop these proposed facilities through eminent domain.







eliminating parking on the ramps altogether if the length is reduced to the point where the ramp angle becomes too steep to park upon³⁴.

The issue is not exclusively functionality, as there are parking structures which have no internal ramping system, but rather link flat floor plates with an external helix or a series of elevators to create vertical circulation. Rather, once the design of a facility is reduced to a certain point, the cost per space begins to climb dramatically. A reasonably efficient above-grade parking structure generally costs \$20,000 to \$25,000 per space³⁵; altering the design by reducing the footprint can increase these costs exponentially. In comparison, a reasonably efficient surface parking lot costs roughly one-third to one-half the cost per space relative to a garage space, while an underground parking facility costs roughly double per space.

Design efficiency (i.e., the number of square feet of construction for each off-street parking space within a facility) is a critical consideration with every parking project's cost, which in turn influences municipal budgets. Under the best scenarios, a municipality will hope that a facility can generate adequate funds to offset the cost of operations and some portion of debt service if the community has adopted a fee for use; in 'free' parking environments, the cost of development and operation of a new facility is covered completely by tax assessments or other revenue streams. In either case, maximizing design efficiency is critical to keep project costs at a minimum and mitigating effects on community members.

Benefits

The benefits of identifying new parking assets is the detailed overview of the neighborhood dynamic and how other initiatives will influence the neighborhood dynamic in the future. Development of land and the change of uses can impact how certain districts operate. The parking demand of certain areas can fluctuate and the busiest of these areas can move within the district depending on conditions. Identifying the sites that could serve as parking assets will support and direct the redevelopment of the neighborhood for the future. These developments can work in tandem with larger transit initiatives and designate more opportunities for planned growth.

Liabilities

The liabilities of identifying parking assets is the lack of feasible places for the development of these facilities in certain neighborhoods. In many of the older and more developed neighborhoods, there were a limited number of sites that could be identified with potential for future development. Additionally, if strategic development sites are identified for creation of public parking assets, it could promote the use of single-occupancy vehicles generating a need for even more parking.

Supporting Analysis

DESMAN discussed these options with a limited number of neighborhoods during the public participation process and requested feedback on the concepts through neighborhood specific surveys. Only about 25%

³⁵ These are 'hard' (construction) costs only and assume a basic facility design and façade. Soft costs for financing, design, construction contingencies, insurance, etc. can add another 20%-30% per space to the project and elaborate facades or other treatments can increase the cost per space by significant factors.





³⁴ As a general rule, any ramp slope over 5% is considered too steep to allow for angled parking along its length.



of respondents indicated strong support for these initiatives and only 12% stated they would conditionally support such an initiative. Among those indicating conditional support, the common comment was that respondents would only support these initiatives if there were assurances that the public portions of the parking facility would be available to the general public without restriction.

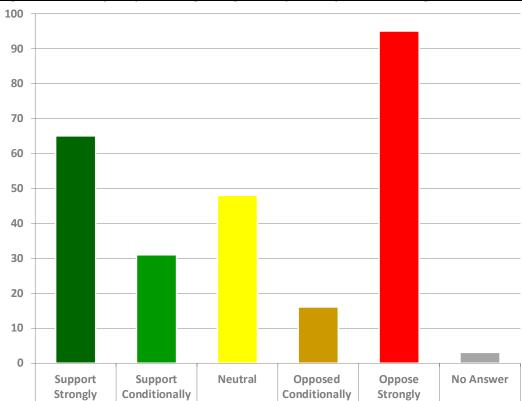


Figure 18 – Survey Responses regarding Development of Public Parking Facilities

As shown in *Figure 18*, roughly one-fifth of respondents were neutral on the initiative, reserving comment until they were provided more information on how such a venture might be structured. Approximately 6% of respondents indicated they would oppose such a venture if it meant imposition of parking fees to use the facility. Among the majority (37%) of respondents who indicated they would be opposed the initiatives, the majority comment was that the City should be investing in more transportation infrastructure and other measures to reduce traffic congestion and single-occupant car use, not parking facilities which would encourage both conditions.







4. NEIGHBORHOOD IMPLEMENTATION PROGRAMS

The following section details conceptual plans for implementing the various initiatives outlined in the prior section.

Brookland Park/Six Points

As outlined in *Appendix A*, the Brookland Park/Six Points study area has a total of 1,723 parking spaces; 51% were on-street (885 spaces) and 49% were off-street (838 spaces). The public parking supply for the district is almost exclusively on-street; only 3% of the off-street supply was contained in publicly owned and -accessible facilities. Observed utilization across the area never exceeded 41% of the effective parking supply, but there were six blocks identified where utilization was over 90% of the effective supply.

The area around Brookland Park Boulevard and North Avenue is also subject to a parking overlay district that exempts businesses from being required to provide off-street parking spaces for customers and employees (Ordinance No. 2015-200-196). "The Parking Exempt Overlay District is a revitalization tool for commercial zoning districts. The intent of these districts is to provide relief from the off-street parking requirements for certain uses so as to facilitate the development and redevelopment of economically depressed, older, urban commercial districts characterized by a substantial number of vacant and deteriorated structures. As the majority of the commercial structures in the study area pre-date the widespread use of the automobile, most properties contain little to no available space for the vehicle parking areas. The Parking Exempt Overlay District eliminates parking requirements for all other uses other than restaurants, grocery stores, and dwelling units. The parking exemption is only applicable to existing building and all nonconforming parking can be retained."

Much of the on-street supply, which makes up the majority of the public parking capacity in the area, upwards of 80% of on-street supply is unmarked. DESMAN's first recommended priority would be to <u>standardize on-street parking</u> across the area by defining parking and no parking zones with clear street and curb markings to reduce potential life-safety issues in the next 12 months.

Once these areas have been defined, the City can implement <u>universal parking enforcement</u> and consider the <u>designation of ADA parking spaces</u> in commercial districts. This could all be done immediately, if the political motivation and funds exist to support the measures. In tandem with establishing universal parking enforcement, the neighborhood should lobby for the <u>establishment of a parking benefit district</u> to assure a portion of the citation fines are being retained for local improvements.

The neighborhood continues to evolve and change as existing structures are rehabilitated and new tenants and businesses move in. A program of <u>periodically assessing on-street time limits may be warranted in the next 24 months to keep pace with these changes and ensure existing regulations are reflective of the adjacent land uses. However, this should only occur after on-street parking regulations have been clearly defined and enforcement practices are in place to support any proposed change. This may be the time to also evaluate <u>revisions to zoning requirements</u> and enact any changes before wide-scale redevelopment occurs. This is also the time to consider acquiring parcels of open land to support the development of parking facilities at a later date.</u>





In the next 2-3 years, as redevelopment continues, the competition for available parking, especially onstreet is expected to grow. The City would be well-served by developing and implementing a program to support <u>shared parking</u> among existing and new constituents to address issues as density grows and should begin developing plans to implement an <u>on-street parking permit program</u> in the areas where residential districts abut commercial streets. These programs will prevent employees from parking on these streets without any form of regulation and protect residents' rights from infringement by both commercial employees and customers. Permit programs can also be opened to employees if the need exists, as there is limited off-street parking in the neighborhood.

As development continues in the commercial areas, the City may want to consider a <u>fee-for-use parking pilot</u> to ensure compliance with posted time limits and turnover. If employees have already been provided private parking facilities associated with each business, negotiated shared parking agreements, and/or participation in an on-street parking permit program, the only individuals inconvenienced by the pilot will be scofflaws. A portion of the revenues from the pilot will be captured via the establishment of the parking benefit district.

If the pilot is successful and is expanded, the combined dedicated revenues from parking citations, the on-street parking permit program, and fee-for-use parking should create a strong funding source for *pedestrian infrastructure* across the district. The combination of increased competition for parking in the area, fees for use, and the community's disapproval of active parking enforcement will disincentivize single-occupant commuting and will encourage the use of alternative modes of transportation as well as the development of lively streetscapes as a result of the improved pedestrian infrastructure. At the same time, with an adequate revenue stream in place, the City can consider *development of public parking facilities* on the acquired parcels to support those individuals who desire to drive themselves in and out of the area. Additionally, access to alleyways and other available parking spaces could be improved by removing trees and branches that currently block alleyways or impede available parking spaces. If the alleyways could be improved, the residents of the neighborhood would not be forced to park on the street and could use the garages or parking spaces that are currently rendered inaccessible.

Libbie/Grove/Patterson

As shown in *Appendix B*, the Libbie/Grove/Patterson parking supply consists mainly of on-street unrestricted spaces and with a limited number of time-delimited parking areas in commercial districts, as well as numerous privately owned surface lots. In total, DESMAN inventoried 3,258 parking spaces; 47% were on-street (1,545 spaces) and 53% were off-street (1,713 spaces). The on-street parking constitutes the sum of the public supply; there are no publicly accessible off-street parking facilities. The neighborhood once had the benefit of unrestricted access³⁶ to a private parking facility near the intersection of Libby and Grove, but this site has since been redeveloped.

Occupancy observations were performed across the area on a representative weekday and weekend day during morning, mid-day, and evening hours. The calculated effective parking supply for the entire study area was 2,867 spaces. During weekday observations, observed demand never exceeded 55% of the total effective supply for the area, although there were a handful of blocks where utilization was approached 80% of the effective supply on that block. On weekends, total occupancy never exceeded 58% of total

³⁶ Public use and access to this facility was neither formally endorsed nor prevented by the previous owner as the land use the facility was dedicated to did not generate significant demand much of the time, so the facility functioned as a public benefit, much as it might if subject to a shared use agreement between the owner and the community.







effective supply, although there were three blocks at mid-day where demand exceeded effective parking supply³⁷. DESMAN also noted a handful of blocks surrounding the intersection of Libby and Grove streets in Westhampton that were operating in excess of 80% of the block's capacity.

DESMAN noted some severe imbalances in how on-street parking was utilized on a block-by-block basis. On the block faces fronting commercial districts, on-street utilization regularly exceeded the effective parking supply, often as the result of vehicles parking 'illegally'³⁸. This occurred most commonly along sections of Grove, Libbie and Patterson streets, but also along the residential streets abutting the private schools in the area. Inversely, many of the off-street parking lots serving the businesses and institutions along these streets were observed being used well below their effective parking supply capacity at the same time. And the on-street parking supply located along residential streets just a block from these areas was often grossly underutilized and, in some cases, completely unused.

DESMAN would recommend the City make <u>standardizing on-street parking markings</u> a first priority to reduce the incidence of parking behaviors which create life safety issues. In tandem with this effort, the City should also promote the <u>establishment of shared use agreements</u> between private entities and creation of <u>on-street parking permit zones</u> in abutting residential districts in order to provide those employees, students, or residents potentially displaced by the prior initiative a legal place to park. The neighborhood should consider establishing a <u>parking benefit district</u> once the parking permit zones are designated to assure some of the revenues from permit sales are being retained within the community.

Once these initiatives have been put in place, DESMAN would recommend the City <u>implement universal</u> <u>enforcement</u> across the neighborhood to induce parking availability on the street in commercial districts. Within 6-12 months of implementing universal enforcement, the City should also <u>evaluate on-street time</u> <u>limits</u> to ensure the current regulations are reflective of the current land uses in place along commercial roadways. This may also be the proper time to consider <u>implementation of ADA spaces</u> in these areas.

If the prior measures are ineffective in creating adequate availability (i.e., at least 15% of on-street capacity should be unoccupied during peak demand periods) in on-street parking, DESMAN would recommend the City consider <u>a fee-for-use pilot</u> along those areas still overused. If the prohibition of illegal parking and implementation of enforcement do not provide an adequate incentive for long-term parkers to engage in the on-street parking permit program or seek out off-street accommodations through a shared use agreement, then this measure should cause them to reevaluate their choices or consider the use of alternative modes of transportation.

This neighborhood is subject to a parking overlay district, PO-1, which enables businesses to provide fewer off-street parking spaces per square foot of floor area than otherwise required in the City (Section 30-910.1 of the City Code). DESMAN would recommend the <u>City periodically review these codes</u> and consider substituting clauses which provide blanket waivers with an 'in lieu' fee option which will generate

³⁸ These areas were often too close to curb cuts, fire hydrants, and/or intersections, but there was no visual indicator that parking was not allowed in these areas. Similarly, DESMAN noted vehicles parked on the side of roadways where there was not adequate width per existing regulations to support on-street parking and vehicular travel and there was no defined curb indicating where the roadway ended and the verge began.





³⁷ Later investigation indicated that these blocks contained schools hosting major sporting contests, which resulted in the unusually high localized demand. To DESMAN's knowledge, these were special events and did not occur on a weekly basis.



additional revenues for the parking benefit district fund. These revenues, along with those from permit sales, citations, and parking fees can be invested in *pedestrian infrastructure*.

DESMAN could not identify any locations for development of a <u>strategic parking facilities</u> on public lands within this neighborhood that were supported by the majority of constituents, as most of this open land was public green space or park lands. Several constituents suggested private parcels which might be acquired, but these were occupied by existing businesses or other land uses that did not appear to be considered for redevelopment in the immediate future.

Scott's Addition

As detailed in *Appendix C*, Scott's Addition has a total of 5,335 parking spaces. 29% were on-street (1,564 spaces) and 71% were off-street spaces (3,771 spaces). At present, parking within the Scott's Addition study area consists of unrestricted on-street as well as some time-restricted spaces, but is primarily privately owned surface lots in addition to three private parking structures. The only public parking in Scott's Addition is on-street; all off-street facilities are privately owned and accessible. Occupancy observations were performed across the area on a representative weekday and weekend day during morning, mid-day, and evening hours. The calculated effective parking supply for the entire study area was 4,735 spaces. During weekday observations, observed demand never exceeded 58% of the total effective supply for the area, although there were nine blocks where utilization exceeded 80% of the effective supply on that block and five blocks where occupancy exceeded effective supply. On weekends, total occupancy never exceeded 57% of total effective supply, although there were 15 blocks in the evening where utilization was over 80% and four blocks where demand exceeded effective parking supply. Most of these blocks fell east of MacTavish Avenue.

DESMAN noted some severe imbalances in how on-street parking was utilized relative to off-street facilities. Weekday on-street utilization during the survey day ranged from 65% to 82% of effective supply and DESMAN identified between 26 and 48 block faces where occupancy exceeded effective supply. On weekends, DESMAN observed utilization rates of between 53% and 115% of on-street effective supply and between 27 and 104 block faces where occupancy exceeded effective parking supply. In fact, observed peak hour occupancy on a weekend evening (1,543 cars) exceeded the on-street effective supply (1,341 spaces) by 202 cars. In contrast, off-street utilization never exceeded 49% of the effective off-street supply on a weekday and 33% on a weekend.

The parking situation in Scott's Addition is complicated because parkers are not entirely sure of where they can or cannot park. Given the neighborhood's industrial history, curb cuts are abundant throughout the area although many are no longer in use. Eliminating or identifying these abandoned curb cuts will allow for more street parking and eliminate the rampant illegal parking behavior. DESMAN recommends that the City <u>standardize on-street parking</u> across the area immediately. This will define the available parking spaces and clearly designate no parking zones. These changes would allow for better accessibility within the neighborhood and add to the safety of intersections as vehicles would not be parked in a manner that blocks pedestrian or motorists line of sight to oncoming traffic.

Scott's Addition faces a distinct challenge as there are no publicly available parking facilities in the neighborhood, but there are a number of lots that are privately owned and designated for use by a select entity. Given the neighborhood's robust balance of uses and sense of community, <u>shared parking</u> is likely to be the most effective immediately available parking demand management tool for Scott's Addition.







The neighborhood is home to many nightlife destinations, offices, and businesses, so the City should work with community members to leverage this opportunity to build relationships among the property owners and/or tenants in the community so that the area's limited parking supply can be used as efficiently as possible throughout the day.

DESMAN recommends that Scott's Addition next implement an <u>on-street permit parking program</u>. This program will give residents first consideration, but will also accommodate employees as capacity and utilization allows. In Scott's Addition, the implementation of permits can be accompanied by a 3-hour time limit for visitors to the neighborhood. It is also recommended that if permitting is incorporated in the district, it should also be carried across W. Broad Street to prevent the migration of demand. Revenue from the permit program should be used to benefit the neighborhood through implementation of a <u>Parking Benefit District (PBD)</u>. The PBD account can then help in funding improvements to the neighborhood's infrastructure including pedestrian accessibility or beautification projects.

Once the proper markings are laid out and the residents and visitors have been provided adequate time to adjust to the new parking boundaries and restrictions, these spaces can then be subject to <u>universal enforcement</u>. If vehicles continue to park in 'no parking' areas or are in violation of time limits, they should be cited. These citations will influence parking behavior, and create a safer environment. The applicable citation revenue derived from the enforcement methods can also be steered into the PBD account.

Zoning considerations should also be reviewed in Scott's Addition as development in the area continues. If the City halts granting blanket waivers and begins offering 'in-lieu' options, the resulting money could be used to offset the parking demand by creating publicly accessible parking as there are parcels that could be acquired by the city to suit the dimensions of an efficient parking layout. DESMAN recommends that the City prohibit developers from including adjacent on-street public parking in their supply numbers to meet zoning requirements given that the on-street parking in Scott's Addition is already overburdened. If any of the parcels in the neighborhood could be secured by the city, an efficient parking facility could be added in the neighborhood. Even with the continued private development in the area could be used to the city's advantage through use of a public/private partnership to create new publicly accessible parking. DESMAN recommends exploring the opportunities to offer tax credits or similar incentives to encourage development of publicly available parking in the area.

<u>A fee-for-use pilot</u> could also be enacted in the busiest parts of the neighborhood as it would create turnover for new patrons to easily find parking, eliminate stored vehicles from the roadways freeing up on-street spaces, and generate additional revenue through payments and subsequent enforcement. The pilot program could be enacted at W. Broad Street and N. Arthur Ashe Blvd. initially as this intersection boasts a number of bustling establishments.

A big consideration to making the neighborhood more inviting and efficient is the topic of <u>pedestrian improvements</u>. It seems to be common knowledge that sidewalks in Scott's Addition are in a state of disrepair, and the condition impacts pedestrians' willingness to navigate even a short distance by foot. Due to the comprehensive service provided by the GRTC transit system, alternative transit options could be more appealing with improved pedestrian considerations. With funds from the PBD, the neighborhood committee can identify areas which would benefit most from pedestrian improvements, especially for those with ambulatory issues or limited mobility. The introduction of on-street <u>ADA parking spaces</u> in the neighborhood would increase accessibility thereby increasing its attractiveness. DESMAN recommends identifying spaces in close proximity to the main attractions in Scott's Addition to designate as ADA spaces.







Currently, the absence of time limits in most of the area creates an environment that is conducive to vehicles occupying the street spaces for prolonged periods. Through use of the paid parking pilot in cooperation with the new permitting program, the on-street spaces would be more available. If it is determined that the visitors time-limits are not sufficient, DESMAN recommends that the City periodically <u>assess on-street time limits</u> about once every other year. If the enforcement and occupancy data support changing limits as the area develops, the fee-for-use, permitting program, and visitor time limits' policies can be adjusted to shorten or lengthen on-street time limits.

Carytown

As detailed in *Appendix D*, DESMAN inventoried 3,672 parking spaces in the Carytown study area; 37% were on-street on 116 block faces (1,364 spaces) and 63% were off-street spaces in 85 facilities across the study area (2,308 spaces). The off-street parking inventory in Carytown is made up of 81 Private/Private, 1 Public/Private, and 3 Public/Public facilities, of which two are publicly accessible structured parking. Another consideration of the parking supply in Carytown is that 91% of the off-street parking is west of Nansemond Street. The utilization of the on-street spaces was the highest over the course of the study, as convenient on-street parking lines both sides of W. Cary Street, so drivers circle the block looking for the most convenient free parking space.

The on-street parking situation in Carytown is highly utilized because of the 3-hour time limit as well as unrestricted parking on most arterial streets including S. Auburn Ave and S. Crenshaw Ave. Many of these streets are wide enough for on-street parking on both sides but often allow parking on only one side of the street. DESMAN recommends <u>standardizing the on-street parking</u> to contain a boundary stripe that divides the parking lane and the vehicular right of way. The standardization of these spaces will detail where parking is permitted and clearly designate no parking zones throughout the neighborhood, which will ultimately increase safety throughout the neighborhood.

<u>Shared parking</u> should be explored in Carytown as due to the number of visitors to the area, the availability of parking for the local businesses' employees and residents must be addressed. There are a high number of private facilities that can be used for shared parking as the demand associated with different land uses changes over the course of the day. With the additional demand of the retail district, some vehicles end up parking in the residential portions of the neighborhood which impacts the ability for area residents to find convenient parking nearest their residence. The implementation of an <u>on-street permit program</u> would address these concerns by deterring transient parkers from parking in these areas and redirecting them to find parking in closer proximity to the retail district either on-street or in the underutilized offstreet facilities. The permit program could also be expanded into the adjacent neighborhoods to ensure the demand for parking stays in Carytown.

With the revenue that comes from the costs associated with the on-street permit program, DESMAN recommends the creation of a <u>Parking Benefit District (PBD)</u> for use to improve aspects of Carytown when needed. Once the on-street parking regulations are standardized and residents and visitors have been provided ample time to understand the new regulations, <u>enforcement</u> should be reintroduced into the area. The enforcement revenue derived from the on-street permit program and those who incorrectly park or overstay the time limits can then be channeled into the existing PBD providing funding for improvement projects for the entirety of Carytown.







When looking at new methods to provide funding for the upkeep of the existing public garages as well as creation of new parking assets, amendments to the <u>zoning requirements</u> could be used to bridge the gap. By using 'in-lieu' fees, the money provided can be combined with the PBD funds to create measurable benefits to the parking situation in Carytown. Additionally, <u>the city should stop granting blanket waivers</u> <u>for developments in the neighborhood, as DESMAN recommends that claiming on-street parking to meet zoning requirements should not be permitted</u>.

Carytown is a walkable and vibrant neighborhood, but does not provide adequate availability for those with limited mobility or a handicap. The streetscape in Carytown is better than some of the other neighborhoods in this study, but there should be <u>on-street ADA parking spaces</u> created. These parking spaces could be placed at the discretion of the city, but should be created to allow adequate accessibility to Carytown for all. If enacted, the spaces should be positioned nearest curb ramps that are in good condition, as some of the ramps in Carytown are not fully functional for required wheelchair access.

W. Cary Street is a busy thoroughfare that cuts through the retail center of Carytown. Parking demand is extremely high on W. Cary Street and turnover tends to be exceptionally low. <u>A fee-for-use pilot</u> could be started on the main street to create additional turnover in the district. If the meters were implemented with a nominal charge, the pilot would effectively create parking turnover which would be beneficial to the retail establishments in Carytown. The pilot program could be limited to W. Cary Street between S. Nansemond St. and S. Arthur Ashe Blvd. and could be enacted with or without time limits, allowing those who are willing to pay for longer visits in a more convenient location the ability to do so. Additionally, signage could be placed to inform patrons of the free option of the off-street public parking garage.

Carytown already has a renown walkable streetscape with bump outs and a number of positive pedestrian considerations. The <u>pedestrian improvements</u> that could be funded through the PBD, would further cement the destination of Carytown as a pedestrian-friendly retail and entertainment corridor. The neighborhood association and business owner's association could collaboratively identify the areas which would benefit most from new pedestrian improvements. In response to these considerations, the neighborhood may see an uptick in the number of visitors who utilize alternative transportation methods to arrive in Carytown.

Time limits in most of the neighborhood creates an environment that lacks the turnover required for a high-use retail area. The City should <u>evaluate the on-street time limits</u> every one to two years to determine if the length of stay of patrons is adequate for the area. If it is determined that the 3-hour visitors time-limit is not sufficient, DESMAN recommends to adjust the limits where necessary. If on-street parking does not provide an acceptable time limit, further <u>strategic parking facility development</u> may need to occur. If the time limits of the off-street garage can be maintained, the demand for public off-street parking may increase as currently the off-street assets go underutilized. The existing facilities may need to be restored and new options may be required. If the City can identify options for public/private partnerships, that would be ideal to keep the City's costs low while gaining additional publicly accessible parking.

The Fan

As shown in *Appendix E*, the Fan's parking supply consists of almost equal amounts of both on- and offstreet spaces, the majority of which is unrestricted and/or free. However, there are 1,700 spaces designated for resident permit holders and a limited number of time-delimited parking areas in commercial districts. In total, DESMAN inventoried 13,710 parking spaces; 51% were on-street (7,021







spaces) and 49% were off-street (6,689 spaces). The on-street parking constitutes the majority of the public supply; there are only 720 publicly accessible off-street parking spaces.

Occupancy observations were performed across the area on a representative weekday and weekend day during mid-day, evening, and late-night (weekend only) hours. The calculated effective parking supply for the entire study area was 12,126 spaces. During weekday observations, observed demand reached 81% of the total effective supply for the area, and there were dozens of blocks where utilization surpassed 100% of the block's effective supply. On weekends, total occupancy never exceeded 58% of total effective supply, although there were quite a few blocks where demand exceeded effective parking supply late at night.

DESMAN noted some severe imbalances in how the parking was utilized on a block-by-block basis. On the block faces fronting commercial districts, on-street utilization regularly exceeded the effective parking supply, often as the result of vehicles parking illegally. This occurred most commonly along sections of North Robinson, North Strawberry, N Boulevard, and Monument Avenue, but also along the residential streets near VCU's Monroe Park campus. Inversely, many of the off-street parking lots serving the businesses and institutions along these streets were observed being used well below their effective parking supply capacity at the same time.

DESMAN would recommend the City make <u>standardizing on-street parking markings</u> a first priority to reduce the incidence of parking behaviors which create life safety issues. In tandem with this effort, the City should also promote the <u>establishment of shared use agreements</u> between private entities as well as extend the on-street parking permit zone to provide those employees, students, or residents potentially displaced by the prior initiative a legal place to park. The City should <u>extend the resident parking permit district westward</u> to Strawberry Street from the current Meadow Street to further discourage VCU students and others from driving into the Fan and parking in unrestricted spaces on residential block faces. The neighborhood should consider establishing a <u>parking benefit district</u> once the parking permit zones are designated to assure some of the revenues from permit sales are being retained within the community.

Once these initiatives have been put in place, DESMAN would recommend that the City implement <u>universal enforcement</u> across the neighborhood to free up on-street parking capacity in the commercial districts. Within 6-12 months of implementing universal enforcement, the City should also <u>evaluate on-street time limits</u> to ensure the current regulations are reflective of the current land uses in place along commercial roadways.

If the prior measures are ineffective at creating adequate availability (i.e., at least 15% of on-street capacity should be unoccupied during peak demand periods) in on-street parking, DESMAN would recommend the City consider a <u>fee-for-use pilot</u> along those areas still overused. If the prohibition of illegal parking and implementation of enforcement do not provide an adequate incentive for long-term parkers to engage in the on-street parking permit program or seek out off-street accommodations through a shared use agreement, then this measure should cause them to reevaluate their choices or consider the use of alternative modes of transportation.

DESMAN could not identify any locations for the development of <u>strategic parking facilities</u> on public lands within this neighborhood that were supported by the majority of constituents, as most of this open land is in use and well occupied. Several constituents suggested private parcels which might be acquired, but







these are occupied by existing businesses so the City would need to engage in a public-private partnership to develop such a structure. The development of a public parking structure in the area would enable the City to stop granting parking variances to businesses and residents.

Some residents mentioned that the City could <u>improve the paving conditions of the alleys</u> to encourage residents to park in privately owned rear lots. Also, improving the <u>pedestrian infrastructure</u> throughout the innately walkable neighborhood would help to encourage residents and visitors alike to get around by foot and bike. The City should install curb ramps, crosswalks, bump-outs, street lights, and street trees to make walking safer and more pleasant. This may also be the proper time to consider <u>implementation of ADA spaces</u> in the neighborhood.

Downtown

As shown in *Appendix F*, the Downtown parking supply is mainly comprised of off-street spaces located in surface lots, garages and other structures, but the general public is only allowed access to about 47% of the off-street spaces – the rest of the off-street spaces are exclusively devoted to accommodating specific groups of residents, employees, and business patrons. The majority of the parking garage and structures are located in the core area districts namely, the Central Office, City Center, Bio-Tech/VCU and Capital Districts), while surface lots are plentiful in the Jackson Ward, Monroe Ward, and the Shockoe Bottom area. On-street spaces accounted for only 10% of the existing downtown parking supply. In total, DESMAN inventoried 46,009 parking spaces; 10% were on-street (4,430 spaces) and 90% were off-street (41,579 spaces).

Occupancy observations were performed across the area on a representative weekday and weekend day during morning, mid-day, and evening hours. The calculated effective parking supply for the entire study area was 42,210 spaces (3,758 spaces on-street and 38,452 spaces off-street). During weekday observations, overall demand never exceeded 65% of the total effective supply (65% during mid-day and 34% during evenings) for the area, although there were clusters of blocks along Broad Street, the VCU medical center, governmental and corporate offices zones where block occupancy exceeded 80% of the blocks effective supply. On weekends, the total overall occupancy for downtown never exceeded 35% of total effective supply (35% during mid-day and 33% during evenings), although there were clusters of blocks along Broad Street, the VCU medical center, Shockoe Slip and Shockoe Bottom where block occupancy exceeded 80% of the blocks effective supply.

DESMAN noted that approximately 66% of the 4,430 on-street spaces have time restrictions ranging from 30 minutes up to 12 hours, but parking at nearly two-thirds of these on-street spaces is restricted to 2 hours. The remaining 1,437 unrestricted on-street spaces are largely located on mostly residential blocks in Jackson Ward and the eastern blocks of Shockoe Bottom. Pay-to-park spaces account for 27% (1,172) of the on-street supply, the restricted but cost-free spaces account for 37% (1,655) of the on-street spaces, and the unrestricted on-street spaces account for 33% (1,437) of the on-street supply. Handicapped and special purpose spaces account for only 4% (166) of the on-street supply. It is important to note that recent on-street parking supply changes brought about by the City's bike route improvements and continued expansion of paid on-street parking are not reflected in these inventory and occupancy survey results.

Non-metered on-street spaces require more and better signage to inform users of parking rules and to delineate where parking is allowed and prohibited. DESMAN would recommend the City make





<u>standardizing on-street parking markings</u> the first priority to reduce the incidence of parking behaviors which create life safety issues.

The off-street parking supply is woefully underutilized during weekday evenings and weekends. The City should also promote, and to the extent feasible help to facilitate, the establishment of <u>Shared Parking</u> agreements between private entities. Such an initiative might best be advanced by first promoting and supporting the creation of an association of owners and operators of both public and private parking facilities. The City should explore the feasibility of executing a shared-use agreement that would allow it to takeover weekend operations of selected State-owned parking facilities that are typically closed

Current uniform meter pricing throughout CBD does not correlate variances in parking demand intensity and are not achieving needed levels of space turnover. The City should extend the scope of paid on-street parking along the flourishing commercial blocks in the Jackson and Monroe Wards and Shockoe Bottom, but this effort needs to also be dovetailed with an <u>On-street Parking Permit Program</u> that would provide special permits for these same areas which are impacted most by the competing demands for on-street parking by residents, employees and businesses. The City should also assess on-street time limits and hourly rates to ensure the current regulations are reflective of the current land use needs and prevailing demand patterns. This may also be the proper time to consider <u>the implementation of ADA spaces</u> in these areas.

Once these initiatives have been put in place, DESMAN would recommend the City take steps to establish a <u>universal enforcement</u> strategy that would make time-restricted paid spaces in highly active evening entertainment and dining areas convert to non-time limited paid spaces during evening hours on weekdays and weekends and simultaneously extending on-street parking enforcement periods to cover the same areas.

Off-street parking facilities accessible to the public need better signage with standardize information for prospective users and many off-street parking lots have an unsightly appearance and infringe on the pedestrian right-of-way. To better orient drivers to accessible parking places in downtown, as part of the improvements to pedestrian infrastructure initiative, the City should develop some basic off-street parking signage standards and formulate basic design, layout and perimeter setback/buffering standards for off-street parking lots as part of its larger streetscape improvement efforts. The City should work major event sponsors, parking facilities owners/operators and traffic controllers to formulate on-street parking management rules tailored to the selected event venue locations that would routinely be in effect hours before and after such new major downtown.

Several planned and proposed emerging developments throughout the downtown area that are expected to displace existing off-street parking, impact the supply of on-street parking and significantly increase to the prevailing demand for parking. The City should work to negotiated parking strategies and requirements for each of these developments that will ensure that resulting project impacts on the immediate surroundings will be neutral or positive Impact.

Manchester

As shown in **Appendix G**, Manchester's parking supply consists of mostly off-street spaces, the majority of which are privately owned and restricted to specific users. However, there are 2,551 on-street spaces, although they are mostly (88%) unrestricted with a limited number of time-delimited parking areas in







commercial districts. In total, DESMAN inventoried 7,842 parking spaces; 33% were on-street and 67% were off-street (5,291 spaces). Despite the large number of off-street spaces, there are currently no publicly owned and accessible off-street facilities.

Occupancy observations were performed across the area on a representative weekday and weekend day during morning (weekday only), mid-day, and evening hours. The calculated effective parking supply for the entire study area was 6,942 spaces. During weekday observations, observed demand never exceeded 45% of the total effective supply for the area, although there were quite a few blocks where utilization surpassed 100% of the block's effective supply. On weekends, total occupancy never exceeded 35% of total effective supply, although there were a handful of blocks that did approach or even exceed 100% utilization of their effective supply.

Much of Manchester is industrial but many buildings and parcels are being redeveloped into a mix of uses, similar to the landscape along Hull Street between 9th and 17th Streets. Manchester is very close to downtown Richmond but is physically separated from it by the James River. DESMAN noted some severe imbalances in how parking was utilized on a block-by-block basis. On-street utilization regularly exceeded the effective parking supply, but off-street facilities were largely underutilized.

DESMAN would recommend the City make <u>standardizing on-street parking markings</u> a first priority to reduce the incidence of parking behaviors which create life safety issues. In tandem with this effort, the City should also promote the <u>establishment of shared use agreements</u> between private entities to discourage the construction of more privately owned parking structures that are larger than necessary, relative to demand.

Once these initiatives have been put in place, DESMAN would recommend that the City implement <u>universal enforcement</u> across the neighborhood to free up on-street parking capacity, especially on Hull Street. Within 6-12 months of implementing universal enforcement, the City should also <u>evaluate on-street time limits</u> to ensure the current regulations are reflective of the current land uses in place along commercial streets.

If the prior measures are ineffective at creating adequate availability (i.e., at least 15% of on-street capacity should be unoccupied during peak demand periods) in on-street parking, DESMAN would recommend the City consider a <u>fee-for-use pilot</u> along those areas still overused, like Hull Street. The neighborhood should consider establishing a <u>parking benefit district</u> once parking meters are installed along Hull Street to ensure some of the meter revenue is recycled into the community.

DESMAN believes that there are multiple viable locations in Manchester for the strategic acquisition of vacant land and future development of <u>public parking structures</u> as the neighborhood continues to grow. The development of a public parking structure in the area would enable the City to stop granting parking variances to developers and, instead, start requesting <u>in-lieu payments</u> and the installation of <u>pedestrian infrastructure</u> such as curb ramps, crosswalks, bump-outs, street lights, and street trees to encourage Manchester residents to move around the neighborhood by foot. This may also be the proper time to consider <u>implementation of ADA spaces</u> in the neighborhood.

5. MATRIX OF NEIGHBORHOOD INITIATIVES





Initiative	Brooklyn Park/ Six Points	Carytown	Downtown	The Fan	Libbie/ Grove/ Patterson	Manchester	Scott's Addition
A. Standardize Curbside Markings	3	1	2	1	1	2	5
B. Universal Parking Enforcement	7	6	7	7	5	8	10
C. Adopt ADA Designation Process	2	2	11	5	10	10	4
D. Promote Shared Parking	5	4	5	3	3	5	8
E. Revise On-Street Parking Programs	4	3	3	2	2	4	7
F. Assess Curbside Time Limits	1	9	9	11	9	3	6
G. Create Parking Benefit Districts	6	5	6	6	4	7	9
H. Revise the Zoning Ordinance	8	10	4	9	8	6	3
I. Execute Fee-For-Use Pilot	11	8	10	8	7	12	11
J. Invest in Pedestrian Improvements	10	7	8	4	6	11	2
K. Strategic Parking Asset Development	9/12	N/A	1	10	11	1/9	1

6. OTHER CONSIDERATIONS

As part of the course of study, DESMAN noted a number of issues or conditions that impacted parking and mobility in the City of Richmond, but fell outside the core focus of study. These other considerations included the following:

- 1. The City of Richmond has invested substantial time, effort, and funding to the establishment of the bus rapid transit route known as the Pulse, which ties other regional bus service lines and regional train service to major attractions and neighborhoods across the city. Ridership on this line has been strong since opening, but could be increased to significant effect if public parking was available at terminus stations (Willow Lawn and Rocketts Landing). Currently there is no designated park-and-ride or collector sites for potential riders outside the city seeking to use the line to complete their commute. If free parking were provided as an incentive at these locations, and the cost of transit fares was subsidized or off-set in some manner, the appeal of this service to workers in Downtown, Scott's Addition, and sections of the Fan abutting Broad Street could be improved substantially.
- 2. The Greyhound Bus Terminal opposite the Diamond and just north of Scott's Addition fell outside DESMAN's defined study area, but not beyond notice. This facility is heavily trafficked, but showing signs of advanced age. The location is prime for conversion into a regional intermodal center which could combine a park-and-ride facility with connections to existing commercial and regional bus lines. A parking facility at this location, just off a major highway, could also replace Willow Lawn as collector site for the Pulse, especially if regular shuttle service could be established along Arthur Ashe Boulevard. If this shuttle service could be established, a parking facility on this site could also serve as satellite parking for Scott's Addition employees.
- 3. Redevelopment of the Diamond site also presents an opportunity for developing a park-and-ride location with shuttle service to connect to the Pulse, Scott's Addition, and potentially parts of the Museum District and the Fan.
- 4. Members of the Carytown community identified the City Stadium, off Freeman Road and across the Downtown Expressway as a potential site for remote employee parking lot with circulator shuttle service. This area fell outside DESMAN's defined study area, so we cannot comment regarding availability, but existing roadway connections suggest this is a viable option and high-







frequency headways between this location and Cary Street could be maintained with nominal cost.

5. Downtown stakeholders have suggested that the surface parking lots located north of East Broad Street and bordered by Oliver Hill Way, East 16th Street, and Venable Street could support structured parking to alleviate conditions in Shockoe Bottom and Shockoe Slip. A study of this site, just outside DESMAN's defined study area, indicates the dimensions are appropriate to support development of a cost-efficient parking structure of substantial capacity, depending on the allowable site dimensions and height restrictions. However, as DESMAN understands it, this site has significant historical context and may be planned for development into higher and better uses.





APPENDICES











CITY OF RICHMOND PARKING STUDY

APPENDIX A – BROOKLAND PARK/SIX POINTS

EXISTING CONDITIONS

Brookland Park/Six Points is a historic commercial corridor that is resurging as new commercial users are entering the Brookland Park Boulevard and Six Points commercial areas. A portion of this study area is included in a parking overlay zoning district. The total study area of Brookland Park/Six Points was 64 blocks.

The Brookland Park and Six Points neighborhoods are similar in that they are both fairly low-density yet centered around fast-paced commercial corridors that are attracting new development and businesses as the city continues to grow. Despite an overall underutilization of the study area's on- and off-street parking assets—whether public or private, on weekdays or the weekend—there are certain blocks that drivers tend to park along the most, such as the blocks of Brookland Park Boulevard immediately around North Avenue where building density is highest.









Figure 1: Brookland Park/Six Points Study Area









Existing Parking Supply

At present, parking within the Brookland Park/Six Points study area consists of on-street unrestricted and time-restricted spaces as well as privately and publicly owned surface parking lots. There are currently no parking structures within this neighborhood study area, nor any paid parking. In total, DESMAN inventoried 1,723 parking spaces; 51% were on-street (885 spaces) and 49% were offstreet (838 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit A-1**.

On-Street Parking

DESMAN inventoried a total of 885 spaces on 112 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit A-2**. As **Chart 1** indicates, the majority of on-street parking is unrestricted. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within the Brookland Park/Six Points study area.

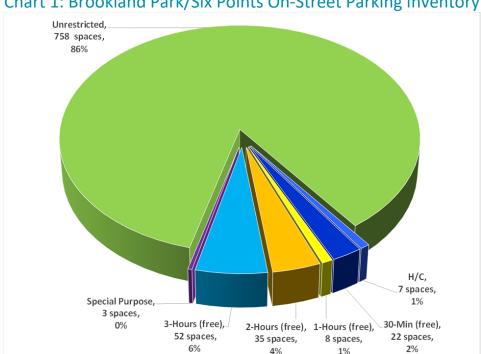


Chart 1: Brookland Park/Six Points On-Street Parking Inventory

As **Figure 2** indicates, time-restricted parking exists primarily in commercial areas where regular turnover and availability is a concern for businesses reliant on curbside parking. In most of the area, especially on block faces with abutting residences, on-street parking is unrestricted.









Figure 2: Brookland Park/Six Points On-Street Parking Inventory









Off-Street Parking

DESMAN inventoried a total of 838 spaces in 50 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit A-3**. The off-street parking inventory in Brookland Park/Six Points is made up of 46 Private/Private, 3 Public/Private, and 1 Public/Public surface lot. As **Chart 2** shows, the Public/Private lots—like those serving the Post Office and the North Avenue Branch Library—account for 16% of the total off-street parking supply.

Private/Private
Lots,
678 Spaces,
82%

Public/Public
Lots,
129 Spaces,
16%

Chart 2: Brookland Park/Six Points Off-Street Parking Inventory by Ownership

Figure 3, on the next page, exhibits the locations of the off-street parking facilities within the Brookland Park/Six Points neighborhood study area. A detailed list of off-street facilities is included in the Appendices as **Exhibit A-3**.







Figure 3: Brookland Park/Six Points Off-Street Parking Inventory by Ownership









DESMAN further categorized the off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential' and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed-use'. As **Chart 3** shows, customer-only spaces made up the majority of the off-street supply in Brookland Park/Six Points.

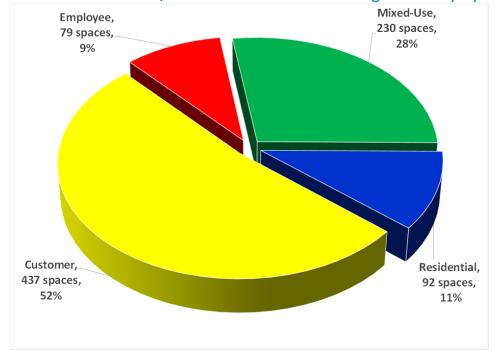


Chart 3: Brookland Park/Six Points Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of five observations designed to capture existing parking conditions at different times of day and different days of the week. These observations occurred on:

- Tuesday, May 1, 2018: Mid-day (11:00 AM-2:00 PM)
- Tuesday, May 1, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, April 28, 2018: Morning (9:00 AM-11:00 AM)
- Saturday, April 28, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, April 28, 2018: Evening (5:00 PM-7:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded, but after the weather had improved, when there is a high level of activity among area residents, businesses, and institutions. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods; the sole morning count captured conditions when residential presence is very high and stable.

Unlike the parking inventory, which a team of surveyors recorded physically block by block, DESMAN used two methods to document parking utilization. In addition to physical counts, DESMAN also employed the





Weekday 5PM-7PM Counts Utilization

> 23% 31%

90%

15% 17% 57%

97%

36%

38%

66%

52%

52%

128% 20%

8% 41%

60% 77%

143% 89%

14%

17%

18%

47%

10%



services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods.

DESMAN compared parking utilization to the calculated effective parking supply of 1,504 spaces (740 spaces on-street and 764 spaces off-street).

Weekday Occupancy and Utilization

Staff executed two counts on the survey day (Tuesday, May 1, 2018) at mid-day (between 11:00 AM and 2:00 PM) and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 559 vehicles at mid-day and 557 vehicles in the evening as shown in Table 1. Weekday utilization by block is represented in Figure 4 on the next page.

Table 1: Brookland Park/Six Points Weekday Utilization

			. I. DIOC		•		, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	tuay o	timeatio	· · ·	
Bro	Brookland Park/Six Points Weekday Block by Block					Brookland Park/Six Points Weekday Block by Block					
	Effective	Weekday	11AM-2PM	Weekday 5PM-7PM			Effective	Weekday 11AM-2PM		Weekday 5PM-7P	
Block #	Supply	Counts	Utilization	Counts	Utilization	Block #	Supply	Counts	Utilization	Counts	Utiliza
1	14	6	43%	12	86%	29	48	5	10%	11	23%
2	11	0	0%	2	18%	30	13	4	31%	4	31%
3	17	7	41%	9	53%	31	10	6	60%	9	90%
4	23	4	17%	12	52%	32	40	11	28%	6	15%
5	19	6	32%	3	16%	33+34	23	2	9%	4	17%
6	10	4	40%	5	50%	35+36	76	6	8%	43	57%
7	2	1	50%	0	0%	37+38	30	34	113%	29	97%
8	13	7	54%	4	31%	39+40	25	16	64%	9	36%
9	28	2	7%	1	4%	41+42	63	31	49%	24	38%
10	57	16	28%	11	19%	43+44	35	25	71%	23	66%
11	54	6	11%	8	15%	45+46	21	13	62%	11	52%
12	20	10	50%	2	10%	47+48	31	15	48%	16	52%
13-1	28	7	25%	10	36%	49	25	28	112%	32	1289
15	18	5	28%	10	56%	50+51	10	0	0%	2	20%
16	5	3	60%	3	60%	52	13	0	0%	1	8%
17	28	30	107%	36	129%	53	27	7	26%	11	41%
18	31	4	13%	3	10%	54+55	10	3	30%	6	60%
19 & 20	40	11	28%	18	45%	56	13	11	85%	10	77%
21	8	8	100%	11	138%	57	7	8	114%	10	1439
22	54	7	13%	5	9%	58	9	9	100%	8	89%
24	8			2		59+60	147	44	30%	20	14%
		2	25%		25%	61	18	7	39%	3	17%
25	14	10	71%	9	64%	62	38	12	32%	7	18%
26	35	10	29%	22	63%	63	64	12	19%	30	47%
27	42	27	64%	9	21%	64	94	49	52%	9	10%
28	35	8	23%	12	34%	Total	1,504	559	37%	557	37%

As **Table 1** indicates, while the total effective supply was largely underutilized, six blocks experienced occupancy equal to or in excess of the effective supply. In each instance, these were blocks with or adjacent to a local business with very limited on-site parking. A detailed presentation of total occupancy is included in the Appendices as **Exhibit A-4**.

















During the weekday survey day, drivers occupied 36% of the effective *on-street* supply (268 cars against 740 spaces) at mid-day and 38% of the effective supply (283 cars against 740 spaces) in the evening. DESMAN identified eight block faces where occupancy exceeded effective supply at mid-day and eleven block faces in the evening, as shown in **Exhibit A-5** in the Appendices.

During the weekday survey day, drivers occupied 38% of the effective *off-street* supply (291 cars against 764 spaces) at mid-day and 36% of the effective supply (274 cars against 764 spaces) in the evening. DESMAN identified eight facilities where occupancy exceeded effective supply at mid-day and five facilities in the evening, as shown in **Exhibit A-6** in the Appendices. As **Exhibit A-6** shows, ten of the surveyed facilities met or exceeded their effective supply at one point during the survey day. All of these facilities, with the exception of one, were lots serving some form of commercial enterprise.

At mid-day, drivers occupied 53% of the combined Public/Private effective supply across five different facilities (61 cars against 116 spaces), but only 7% in the evening (8 cars against 116 spaces). Of the 45 Private/Private lots, drivers occupied 37% of their aggregate effective supply at mid-day (230 cars against 620 spaces) and 41% in the evening (257 cars against 620 spaces). Drivers did not use the Hotchkiss Park Public/Public parking lot at mid-day and only occupied 6 of the 20 effective spaces in the evening.

Against an effective parking supply of 397 spaces, facilities serving customers experienced utilization rates of 31% at mid-day (122 cars) and 32% in the evening (128 cars). Employees only occupied 54% of their 72 combined effective spaces at mid-day (39 cars), but exceeded effective supply with a 104% utilization rate in the evening (75 cars). Residents only occupied 30% of their aggregate effective supply of 86 spaces at mid-day (26 cars) and 12% in the evening (10 cars). Drivers occupied 50% (104 cars against 209 spaces) of the mixed-use effective supply at mid-day and 29% (61 cars) in the evening.

Weekend Occupancy and Utilization

Staff executed three counts on the survey day (Saturday, April 28, 2018) in the morning (between 9:00 AM and 11:00 AM), at mid-day (between 11:00 AM and 2:00 PM), and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 386 vehicles in the morning, 622 vehicles at mid-day, and 550 vehicles in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.

As the table indicates, while the total effective supply was largely underutilized, seven blocks experienced occupancy equal to or in excess of the effective supply. In each instance, these were blocks with or adjacent to a local business with very limited on-site parking. A detailed presentation of total occupancy is included in the Appendices as **Exhibit A-7**.







Table 2: Brookland Park/Six Points Weekend Utilization

Brookland Park/SIX POINTS WEEKEND OTHIZATIC									
	Effective Weekend 9AM-11AM				11AM-2PM	Weekend 5PM-7PM			
Block#	Supply	Counts Utilization		Counts	Utilization	Counts	Utilization		
1	14	11	79%	4	29%	11	79%		
2	11	3	27%	5	45%	6	55%		
3	17	10	59%	7	41%	7	41%		
4	23	7	30%	8	35%	10	43%		
5	19	6	32%	6	32%	8	42%		
6	10	5	50%	6	60%	6	60%		
7	2	1	50%	1	50%	1	50%		
8	13	5	38%	12	92%	4	31%		
9	28	0	0%	31	111%	2	7%		
10	57	12	21%	19	33%	16	28%		
11	54	5	9%	15	28%	9	17%		
12	20	3	15%	3	15%	3	15%		
13-1	28	4	14%	5	18%	1	4%		
15	18	10	56%	6	33%	5	28%		
16	5	2	40%	3	60%	1	20%		
17	28	37	132%	34	121%	30	107%		
18	31	0	0%	3	10%	2	6%		
19 & 20	40	9	23%	4	10%	8	20%		
21	8	0	0%	12	150%	17	213%		
22	54	2	4%	12	22%	6	11%		
24	8	4	50%	4	50%	6	75%		
25	14	6	43%	10	71%	14	100%		
26	35	5	14%	14	40%	17	49%		
27	42	21	50%	24	57%	23	55%		
28	35	17	49%	18	51%	15	43%		
29	48	12	25%	16	33%	8	17%		
30	13	5	38%	8	62%	6	46%		
31	10	7	70%	7	70%	2	20%		
32	40	18	45%	18	45%	17	43%		
33+34	23	0	0%	4	17%	0	0%		
35-1	76	6	8%	10	13%	7	9%		
37+38	30	23	77%	28	93%	25	83%		
39+40	25	4	16%	16	64%	12	48%		
41+42	63	12	19%	41	65%	36	57%		
43+44	35	14	40%	25	71%	25	71%		
45+46	21	6	29%	14	67%	20	95%		
47+48	31	8	26%	13	42%	20	65%		
49	25	34	136%	36	144%	32	128%		
50+51	10	0	0%	0	0%	1	10%		
52	13	3	23%	3	23%	4	31%		
53	27	5	19%	9	33%	12	44%		
54+55	10	1	10%	7	70%	4	40%		
56	13	6	46%	9	69%	7	54%		
57	7	3	43%	13	186%	12	171%		
58	9	2	22%	6	67%	12	133%		
59+60	147	9	6%	46	31%	32	22%		
61	18	2	11%	2	11%	1	6%		
62	38	8	21%	10	26%	11	29%		
63	64	10	16%	12	19%	14	22%		
64	94	3	3%	3	3%	2	2%		
Total	1,504	386	26%	622	41%	550	37%		







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Figure 5: Brookland Park/Six Points Peak Weekend Utilization (Saturday Mid-Day, 4/28/2018)









DESMAN calculated 740 spaces of effective *on-street* parking for the study area. During the survey day, staff observed utilization rates of 30% (222 cars) in the morning, 46% (338 cars) at mid-day, and 43% (320 cars) in the evening. DESMAN identified 5 block faces where occupancy exceeded effective parking supply in the morning, 19 at mid-day, and 13 in the evening, as shown in **Exhibit A-8** in the Appendices.

DESMAN calculated 764 spaces of effective *off-street* parking for the study area. During the survey day, staff observed utilization rates of 21% (164 cars) in the morning, 37% (284 cars) at mid-day, and 30% (230 cars) in the evening. DESMAN identified nine facilities where occupancy exceeded effective parking supply at least once during the day, as shown in **Exhibit A-9** in the Appendices.

In the morning, drivers only occupied 1% of the combined Public/Private effective supply across five different facilities (1 car against 116 spaces), 9% at mid-day (10 cars), and 1% in the evening (1 car). Of the 45 Private/Private lots, drivers occupied 26% of their aggregate effective supply in the morning (161 cars against 620 spaces), 44% at mid-day (230 cars) and 37% in the evening (229 cars). Drivers did not use the Hotchkiss Park Public/Public parking lot at mid-day or in the evening and only occupied 2 of the 20 effective spaces in the morning.

Among the sub-types of facilities, employees used their designated spaces most consistently, followed by residents, as shown in **Table 3**.

Morning 9AM-11AM **Effective** Mid-Day 11AM-2PM **Evening 5PM-7PM** Utilization **Count Utilization Sub Type** Supply Count Utilization Count Customers 397 56 14% 147 37% 120 30% 72 41 57% 40 49% **Employees** 56% 35 Mixed-Use 209 30 14% 63 30% 45 22% 40% 37 34 Residential 86 43% 30 35% **764 Total** 164 21% 284 37% 230 30%

Table 3: Brookland Park/Six Points Weekend Off-Street Utilization by Sub Type

Conclusions

Parking spaces are readily available within the Brookland Park/Six Points study area. An aggregate 36% and 38% of on-street parking utilization is very low for a primarily commercial corridor during the workweek. The results produced by the weekend surveys tell a similar story. For the blocks where parking is in higher demand and growing, drivers may simply have to park and walk to their destination from a space on an adjacent block with available spaces. To encourage drivers to do this readily, however, changes must be made to incentivize them and/or improve their experience while doing so. A total offstreet parking utilization of 38% and 36% further demonstrates that the perceived issue of scarce parking on certain blocks within the study area is not due to full or the lack of surface lots. Ultimately, these perceptions of insufficient parking spaces—despite low parking utilization—stem from inadequate management of the existing parking resources.







Exhibit A-1: Brookland Park/Six Points Total Supply Inventory (Pt. 1)

				ON-STREET FACILITIES			OFF-STREET FACILIT	TIES	C.P.4
BLK#	NAME/DESCRIPTION Cliff Ave.	ADDRESS E. Brookland Park Blvd. & Cliff Ave.	TYPE On-Street	30-Min 1-Hours 2-Hours 3-Hours Special (free) (free) (free) (free) Purpose Unrest	No ricted H/C Parking	Subtotal 4	General Reserved	H/C Subtota	GRAND 1 TOTAL 4
	E. Brookland Park Blvd. Woodrow Ave.	Cliff Ave. & Woodrow Ave. E. Brookland Park Blvd. & Woodrow Ave.	On-Street On-Street	6 7		6 7		0	6 7
	E. Brookland Park Blvd. Cliff Ave.	Richmond Henrico Turnpike & Cliff Ave. E. Brookland Park Blvd. & Cliff Ave.	On-Street On-Street	8 5		8 5		0	8 5
	Richmond Henrico Tpke. Wellington St.	Montvale Ave. & E. Brookland Park Blvd. E. Brookland Park Blvd. & Wellington St.	On-Street On-Street	4	0	0 4		0	0 4
	E. Brookland Park Blvd. Richmond Henrico Tpke.	Richmond Henrico Turnpike & Wellington Montvale Ave. & E. Brookland Park Blvd.	SOn-Street On-Street	17	0	17 0		0	17 0
	Napoleon St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Napoleon St. Napoleon St. & Wellington St.	On-Street On-Street	10 9		10 9		0	10 9
	Wellington St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Wellington St. Napoleon St. & Alpine Ave.	On-Street On-Street	7 12	:	7 12		0	7 12
	Napoleon St. Alpine St.	E. Brookland Park Blvd. & Napoleon St. E. Brookland Park Blvd. & Highland View A	On-Street On-Street	11 0		11 0		0	11 0
	Letcher Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Letcher Ave. Letcher Ave. & Alpine Ave.	On-Street On-Street	6 6		6 6		0	6 6
	Alpine St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Highland View Av Letcher Ave. & Veranda Ave.	On-Street	0		0 2		0	0 2
7	Letcher Ave. Veranda Ave.	E. Brookland Park Blvd. & Highland View Av E. Brookland Park Blvd. & Highland View Av			0	0		0	0
8	Groveland Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Groveland Ave. Groveland Ave. & Veranda Ave.	On-Street On-Street	6 5		6 5		0	6 5
8	Veranda Ave. 1000 E. Brookland Park Residential	E. Brookland Park Blvd. & Groveland Ave. 1000 E. Brookland Park Blvd.			0	0	4	0 4	0
9	Woodcliff Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Woodcliff Ave. Groveland Ave. & Woodcliff Ave.	On-Street On-Street	6		6 6	7	0	6
9	Groveland Ave. St. Mark Church of God in Christ	E. Brookland Park Blvd. & Highland View A	v On-Street	v	0	0	20	0	0
10	Meadowbridge Rd.	1128 E. Brookland Park Blvd. Newbury Ave. & E. Brookland Park Blvd.	Private/Private Lot On-Street	4		0 4	20	0	20 4
	E. Brookland Park Blvd. Woodcliff Ave.	Meadowbridge Rd. & Woodcliff Ave. E. Brookland Park Blvd. & Newbury Ave.	On-Street On-Street	29	0	29 0		0	29 0
	Newbury Ave. 1230 Newbury Ave.	Woodcliff Ave. & Meadowbridge Rd. 1239 Newbury Ave.	On-Street Private/Private Lot		0	0	28	0 28	0 28
	New York Fried Chicken Corporation Highland View Ave.	3000 Meadowbridge Rd. Meadowbridge Rd. & Highland View Ave.	Private/Private Lot On-Street	7		0 7	4 4	8	8
11	Meadowbridge Rd. Newbury Ave.	Highland View Ave. & Newbury Ave. Meadowbridge Rd. & Newbury Ave.	On-Street On-Street	, 7 11		7 11		0	7 11
11	Seventh Street Memorial Baptist 3028 Meadowbridge Road	3014 Meadowbridge Rd. 3028 Meadowbridge Rd.	Private/Private Lot Private/Private Lot			0	28 4	28	28
12	Giles Ave.	Meadowbridge Rd. & Giles Ave.	On-Street	3		3	+	0	3
12	Meadowbridge Rd. Highland View Ave.	Highland View Ave. & Giles Ave. Meadowbridge Rd. & Highland View Ave.	On-Street On-Street	2	0	0		0	0
12	Harvest Furniture Thrift Store Parking Lot	3030 Meadowbridge Rd. Meadowbridge Rd.	Private/Private Lot Private/Private Lot			0 0	14 2	14 2	14 2
	Craigie Ave. Meadowbridge Rd.	Woodcliff Ave. & Meadowbridge Rd. Craigie Ave. & Giles Ave.	On-Street On-Street		0 0	0		0	0
	Giles Ave. Raceway Convenience Store	Woodcliff Ave. & Meadowbridge Rd. 3062 Meadowbridge Rd.	On-Street Private/Private Lot		0	0	12	0 12	0 12
13	Highland Park Community Food Pantry Meadowbridge Rd.		Private/Private Lot On-Street		0	0	19	19 0	19
14	Craigie Ave. Woodcliff Ave.	Woodcliff Ave. & Meadowbridge Rd. Meadowbridge Rd. & Craigie Ave.	On-Street On-Street		0	0		0	0
15	Front St.	Enslow Ave. & Meadowbridge Rd.	On-Street		0	0		0	0
15	Meadowbridge Rd. Caroline Ave.	Caroline Ave. & Meadowbridge Rd. Caroline Ave. & Meadowbridge Rd.	On-Street On-Street	6 12	!	6 12		0	6 12
	3101 Carolina Ave. Front St.	3101 Carolina Ave. Enslow Ave. & Meadowbridge Rd.	Private/Private Lot On-Street		0	0	3	0	0
	Enslow Ave. Meadowbridge Rd.	Meadowbridge Rd. & Front St. Enslow Ave. & Front St.	On-Street On-Street	4	0	0 4		0	0 4
	Hair Tech Enslow Ave.	3059 Meadowbridge Rd. Front St. & Meadowbridge Rd.	Private/Private Lot On-Street		0	0	2	2	2
	Unnamed Rd. Front St.	Front St. & Meadowbridge Rd. Enslow Ave. & Meadowbridge Rd.	On-Street On-Street	3	0	0 3		0	0
17	Meadowbridge Rd. Brown's Automotive Services	Enslow Ave. & Front St. 3025 Meadowbridge Rd.	On-Street Private/Private Lot	4		4	24	0 24	4 24
18	Front St.	Enslow Ave. & 1st Ave.	On-Street	11		11	24	0	11
18	1st Ave. Meadowbridge Rd.	Front St. & Meadowbridge Rd. Enslow Ave. & 1st Ave.	On-Street On-Street	12 11		12 11		0	12 11
	Enslow Ave. Firehouse 15	Front St. & Meadowbridge Rd. 3014 Meadowbridge Rd.	On-Street Public/Private Lot	4		4 0	7	2 9	9
	2nd Ave. Meadowbridge Rd.	Meadowbridge Rd. & 2nd Ave. 1st Ave. & 2nd Ave.	On-Street On-Street	20 1 3	1	21 4		0	21 4
19 & 20 21	1st Ave. Dill Ave.	Meadowbridge Rd. & 1st Ave. E. Brookland Park Blvd. & 3rd Ave.	On-Street On-Street	11	1 0	12 0		0	12 0
	3rd Ave. E. Brookland Park Blvd.	Dill Ave. & E. Brookland Park Blvd. 3rd Ave. & E. Brookland Park Blvd.	On-Street On-Street	3	0	0 3		0	0
21	Trim's Barber Shop Chicken Box	1302 E. Brookland Park Blvd. 1308 E. Brookland Park Blvd.	Private/Private Lot Private/Private Lot	-		0	5	5	5
22	Rady St.	3rd Ave. & 4th Ave.	On-Street		0	0	J	0	0
22	4th Ave. E. Brookland Park Blvd.	Rady St. & E. Brookland Park Blvd. 3rd Ave. & 4th Ave.	On-Street On-Street	1	0	0		0 0	1
22	3rd Ave. S & K Supermarket	Rady St. & E. Brookland Park Blvd. 1451 E. Brookland Park Blvd.	On-Street Private/Private Lot	11		11 0	39	39	11 39
23	S & K Supermarket Rady St.	1451 E. Brookland Park Blvd. E. Brookland Park Blvd. & 4th Ave.	Private/Private Lot On-Street		0	0	8	2 10	10 0
	E. Brookland Park Blvd. 4th Ave.	4th Ave. & Rady St. E. Brookland Park Blvd. & Rady St.	On-Street On-Street		0 0	0 0		0 0	0 0
24	E. Brookland Park Blvd. 4th Ave.	5th Ave. & 4th Ave. E. Brookland Park Blvd. & 4th Ave.	On-Street On-Street	6 4		6 4		0	6
25	4th Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & 4th Ave. 4th Ave. & 3rd Ave.	On-Street On-Street	3 1 2		3		0	3
25	3rd Ave. Sunoco Gas Station	S Colonial Ave. & S Sheppard St. 1401 E. Brookland Park Blvd. 3931	On-Street Private/Private Lot	4		4 0	6	0	4
26	3rd Ave.	E. Brookland Park Blvd. & 3rd Ave.	On-Street	2		2	U	0	2
26	E. Brookland Park Blvd. 2nd Ave.	3rd Ave. & 2nd Ave. E. Brookland Park Blvd. & 2nd Ave.	On-Street On-Street	5 3 1		8 1		0	8 1
	Bank of America 1323 E. Brookland Park Blvd.	1307 E. Brookland Park Blvd. 1323 E. Brookland Park Blvd.	Private/Private Lot Private/Private Lot			0 0	14 8 10	2 24 10	24 10
	E. Brookland Park Blvd. 2nd Ave.	2nd Ave. & Woodcliff Ave. E. Brookland Park Blvd. & Custer St.	On-Street On-Street	13 12		13 12		0 0	13 12
27	Custer St. Woodcliff Ave.	2nd Ave. & Woodcliff Ave. E. Brookland Park Blvd. & Custer St.	On-Street On-Street	6		6 0		0	6 0
27	Highland Park School Woodcliff Ave.	1221 E. Brookland Park Blvd. Grayland Ave. & Idlewood Ave.	Private/Private Lot On-Street	22		0 23	15	2 17	17
28	E. Brookland Park Blvd.	S Belmont Ave. & McCloy St.	On-Street	9		9		0 0	9
29	Goverland E. Brookland Park Blvd.	S Belmont Ave. & McCloy St. Groveland Ave. & Dunn Ave. 5. Brookland Bark Blad & Fourgurous Inc.	On-Street On-Street	8 25	i	25 0		0	25
29	Dunn Ave. Goverland Ave.	E. Brookland Park Blvd. & Fourqurean Ln. E. Brookland Park Blvd. & Fourqurean Ln.	On-Street On-Street	8	0	0 8		0	0 8
30	Hotchkiss Park Dunn Ave.	701 E. Brookland Park Blvd. E. Brookland Park Blvd. & Fourqurean Ln.	Public/Public Lot On-Street		0	0	20	2 22	22 0
	E. Brookland Park Blvd. Wellington St.	Wellington St. & Dunn Ave. E. Brookland Park Blvd. & Fourqurean Ln.	On-Street On-Street	14	0	15 0		0	15 0
31	Wellington St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Fourqurean Ln. Richmond Henrico Tpke. & Wellington St.	On-Street	12	0	0 12		0	0 12
31	Richmond Henrico Tpke. Richmond Henrico Tpke.	E. Brookland Park Blvd. & Fourqurean Ln. E. Brookland Park Blvd. & Fourqurean Ln.	On-Street On-Street		0	0		0	0
32	E. Brookland Park Blvd. Woodrow Ave.	Woodrow Ave. & Richmond Henrico Tpke. E. Brookland Park Blvd. & Essex Pl.		24		24		0	24
32					U				-







Exhibit A-1: Brookland Park/Six Points Total Supply Inventory (Pt. 2)

						ON	-STREET F	ACILITIES				OFF-STF	REET FACILI	TIES		
				30-Min	1-Hours					No						GRAND
BLK#	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	(free)	(free)			•	estricte	ed H/C Parking	Subtotal		Reserved	н/с		TOTAL
	Sleep& Total Wellness Woodrow Ave.	210 E. Brookland Park Blvd. Woodrow Ave. & E. Brookland Park Ave.	Private/Private Lot On-Street						6	1	0 7	3			3 0	3 7
	E. Brookland Park Blvd.	Woodrow Ave. & E. Brookland Park Ave.	On-Street						4	1	4				0	4
	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street						5		5				0	5
	Lamb Ave. Scott's Chapel	Lamb Ave. & E. Brookland Park Blvd. 116 E. Brookland Park Blvd.	On-Street Private/Private Lot						8		8	33		2	<i>0</i> <i>35</i>	8 35
	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street						14		14	33		۷	0	14
35+36	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street			4					4				0	4
	E. Brookland Park Blvd. Barton Ave.	Barton Ave. & E. Brookland Park Blvd. Barton Ave. & E. Brookland Park Blvd.	On-Street On-Street			5			18		5 18				0 0	5 18
36	Park's Combo 2	100 E. Brookland Park Blvd.	Private/Private Lot						10		0	11			11	11
37	3005 Barton Ave.	3005 Barton Ave.	Private/Private Lot								0	2			2	2
	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street						5 3		5				0	5
	E. Brookland Park Blvd. E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd. North Ave. & E. Brookland Park Blvd.	On-Street On-Street			3			3		3				0 0	3
	North Ave.	W. Crawford St. & E. Brookland Park Blvd.	On-Street							0	0				0	0
38	The Luncheonette - Northside	10 E. Brookland Park Blvd.	Private/Private Lot								0	13			13	13
38 39	Tyler Automotive Post Office	3005 North Ave. 3004 North Ave.	Private/Private Lot Public/Private Lot								0	7 8		1	7 9	7
39	3008 North Ave.	3008 North Ave.	Private/Private Lot								0	5		-	5	5
	North Ave.	W. Crawford St. & E. Brookland Park Blvd.	On-Street							0	0				0	0
	Garland Ave. E. Brookland Park Blvd.	W. Crawford St. & E. Brookland Park Blvd. Garland Ave. & E. Brookland Park Blvd.	On-Street On-Street				8			0	0 8				0 0	0
40	3003 Garland Ave.	3003 Garland Ave.	Private/Private Lot				0				0	5			5	5
41	Kate's Beauty Supply	100-112 W. Brookland Park Blvd.	Private/Private Lot								0	8			8	8
	Garland Ave. E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street				6		20	1	21 6				0 0	21
	E. Brookland Park Blvd. E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd. Hanes Ave. & E. Brookland Park Blvd.	On-Street On-Street				6		21		6 21				0	6 21
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street						18		18				0	18
43	Hanes Market & Deli	3000 Hanes Ave.	Private/Private Lot								0	5		1	6	6
	Hanes Ave. Fendall Ave.	Hanes Ave. & E. Brookland Park Blvd. Fendall Ave. & E. Brookland Park Blvd.	On-Street On-Street						5 16		5 16				0 0	5 16
	E. Brookland Park Blvd.	Hanes Ave. & Fendall Ave.	On-Street				5				5				0	5
44	Good Luck Hair Braiding	214 W. Brookland Park Blvd.	Private/Private Lot								0	8			8	8
	Fendall Ave. Griffin Ave.	Fendall Ave. & E. Brookland Park Blvd. Griffin Ave. & E. Brookland Park Blvd.	On-Street On-Street						8 8		8				0 0	8 8
	E. Brookland Park Blvd.	Griffin Ave. & Fendall Ave.	On-Street				8		O		8				0	8
	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street						4		4				0	4
	Griffin Ave. E. Brookland Park Blvd.	W. Crawford St. & E. Brookland Park Blvd. Edgewood Ave. & Fendall Ave.	On-Street On-Street	2					6	0	0				0	0
48	#1 Cleaners/Seafood Market	410 W. Brookland Park Blvd.	Private/Private Lot						U		0	23			23	23
49	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street						3		3				0	3
49 49	E. Brookland Park Blvd. Street Action Discount Auto	Edgewood Ave. & E. Brookland Park Blvd. 500 W. Brookland Park Blvd.	On-Street Private/Private Lot						2		0	22			0 22	2 22
	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street						4		4	22			0	4
50+51	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street						5		5				0	5
	Griffin Ave. Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd. Griffin Ave. & E. Brookland Park Blvd.	On-Street						3		3				0	3
52 52	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street On-Street						11 5		11 5				0	11 5
53	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street						13		13				0	13
53	Davinci's Subs	301 W. Brookland Park Blvd.	Private/Private Lot								0	15		2	17	17
	E. Brookland Park Blvd. E. Brookland Park Blvd.	Fendall Ave. & E. Brookland Park Blvd. Hanes Ave. & E. Brookland Park Blvd.	On-Street On-Street				4		5		<i>4 5</i>				0 0	5
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street						3		3				0	3
54+55	Fendall Ave.	W. Essex St. & E. Brookland Park Blvd.	On-Street							0	0				0	0
56	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street				7		7	1	8 7				0 0	8
56 57	E. Brookland Park Blvd. E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd. Garland Ave. & E. Brookland Park Blvd.	On-Street On-Street				5				5				0	5
57	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street						4		4				0	4
58 E0	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street				7		4		4				0	4
58 59	E. Brookland Park Blvd. North Ave.	Garland Ave. & E. Brookland Park Blvd. W. Essex St. & E. Brookland Park Blvd.	On-Street On-Street				7			0	7				0	7
59	W. Essex St.	Garland Ave. & North Ave.	On-Street							0	0				0	0
59 50	Northside Branch Professional Building		Private/Private Lot								0	21		1	22 10	22
59 59	Virginia ABC Virginia ABC	2924 North Ave. 2925 North Ave.	Private/Private Lot Private/Private Lot								0	19 14		1	19 15	19 15
59	Dollar General	2910 North Ave.	Private/Private Lot								0	27		2	29	29
	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street				2		-		2				0	2
59+60 60	E. Brookland Park Blvd. North Ave.	North Ave. & E. Brookland Park Blvd. W. Essex St. & E. Brookland Park Blvd.	On-Street On-Street						2	0	² 0				0 0	2
60	W. Essex St.	Garland Ave. & North Ave.	On-Street							0	0				0	0
60	North Ave. Branch Library	2901 North Ave.	Public/Private Lot								0	22		2	24	24
60 60	Family Dollar	2917 North Ave.	Private/Private Lot								0	39 8		2	41 8	41
60 61	Empty For Lease E. Brookland Park Blvd.	2925 North Ave. Garland Ave. & E. Brookland Park Blvd.	Private/Private Lot On-Street						6		6	δ			0	8
61	Barton Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street						6		6				0	6
61	Café Nostra	15 E. Brookland Park Blvd.	Private/Private Lot						4		0	8		1	9	9
62 62	Barton Ave. E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd. Barton Ave. & E. Brookland Park Blvd.	On-Street On-Street						4 4		4				0 0	4
62	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street						5		5				0	5
62	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street						13		13				0	13
62 63	Market Place Lamb Ave.	101 E. Brookland Park Blvd. Lamb Ave. & E. Brookland Park Blvd.	Private/Private Lot On-Street						15		0 15	18		1	19 0	19 15
63	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street						9		9				0	9
63	Scott's Funeral Home	115 E. Brookland Park Blvd.	Private/Private Lot								0	45		2	47	47
64 64	Lamb Ave. E. Brookland Park Blvd.	W. Essex St. & E. Brookland Park Blvd. Lamb Ave. & Woodrow Ave.	On-Street On-Street						9	0	0 9				0 0	0 9
64	Woodrow Ave.	W. Essex St. & E. Brookland Park Blvd.	On-Street						9	0	0				0	0
64	Richmond Community High School	201 E. Brookland Park Blvd.	Public/Private Lot								0	96			96	96
Total				22	8	35	52	3	758	7	885	798	12	28	838	1,723





Exhibit A-2: Brookland Park/Six Points On-Street Parking Supply Inventory (Pt. 1)

					ON-	STREET FA	CILITIES			
			30-Min	1-Hours	2-Hours	3-Hours	Special			
BLK #	NAME/DESCRIPTION	ADDRESS	(free)	(free)	(free)	(free)	Purpose		H/C	TOTAL
1 1	Cliff Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Cliff Ave. Cliff Ave. & Woodrow Ave.						4 6		6
1	Woodrow Ave.	E. Brookland Park Blvd. & Woodrow Ave.						7		7
2	E. Brookland Park Blvd.	Richmond Henrico Turnpike & Cliff Ave.						8		8
2	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.						5		5
3	Wellington St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Wellington St.						4		4
3 4	Napoleon St.	Richmond Henrico Turnpike & Wellington St. E. Brookland Park Blvd. & Napoleon St.						17 10		17 10
4	E. Brookland Park Blvd.	Napoleon St. & Wellington St.						9		9
4	Wellington St.	E. Brookland Park Blvd. & Wellington St.						7		7
5	E. Brookland Park Blvd.	Napoleon St. & Alpine Ave.						12		12
5 6	Napoleon St. Letcher Ave.	E. Brookland Park Blvd. & Napoleon St. E. Brookland Park Blvd. & Letcher Ave.						11 6		11 6
6	E. Brookland Park Blvd.	Letcher Ave. & Alpine Ave.						6		6
7	E. Brookland Park Blvd.	Letcher Ave. & Veranda Ave.						2		2
8	Groveland Ave.	E. Brookland Park Blvd. & Groveland Ave.						6		6
8	E. Brookland Park Blvd.	Groveland Ave. & Veranda Ave.						5		5
9 9	Woodcliff Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Woodcliff Ave. Groveland Ave. & Woodcliff Ave.						6 6		6
10	Meadowbridge Rd.	Newbury Ave. & E. Brookland Park Blvd.						4		4
10	E. Brookland Park Blvd.	Meadowbridge Rd. & Woodcliff Ave.						29		29
11	Highland View Ave.	Meadowbridge Rd. & Highland View Ave.						7		7
11	Meadowbridge Rd.	Highland View Ave. & Newbury Ave.						7		7
11	Newbury Ave.	Meadowbridge Rd. & Newbury Ave.						11		11
12	Giles Ave.	Meadowbridge Rd. & Giles Ave.						3		3
12	Meadowbridge Rd.	Highland View Ave. & Giles Ave.						2		2
15	Meadowbridge Rd. Caroline Ave.	Caroline Ave. & Meadowbridge Rd.						6 12		6 12
15 16	Meadowbridge Rd.	Caroline Ave. & Meadowbridge Rd. Enslow Ave. & Front St.						4		4
17	Front St.	Enslow Ave. & Meadowbridge Rd.						3		3
17	Meadowbridge Rd.	Enslow Ave. & Front St.						4		4
18	Front St.	Enslow Ave. & 1st Ave.						11		11
18	1st Ave.	Front St. & Meadowbridge Rd.			12					12
18	Meadowbridge Rd.	Enslow Ave. & 1st Ave.						11		11
18	Enslow Ave.	Front St. & Meadowbridge Rd.						4		4
	2nd Ave.	Meadowbridge Rd. & 2nd Ave.	20					2	1	21
19 & 20	Meadowbridge Rd.	1st Ave. & 2nd Ave. Meadowbridge Rd. & 1st Ave.			11		1	3	1	4 12
21	E. Brookland Park Blvd.	3rd Ave. & E. Brookland Park Blvd.		3	11					3
22	E. Brookland Park Blvd.	3rd Ave. & 4th Ave.					1	•		1
22	3rd Ave.	Rady St. & E. Brookland Park Blvd.						11		11
24	E. Brookland Park Blvd.	5th Ave. & 4th Ave.						6		6
24	4th Ave.	E. Brookland Park Blvd. & 4th Ave.						4		4
25	4th Ave.	E. Brookland Park Blvd. & 4th Ave.						3		3
25 25	E. Brookland Park Blvd. 3rd Ave.	4th Ave. & 3rd Ave.					1	2		3
26	3rd Ave.	S Colonial Ave. & S SheppaRd.St. E. Brookland Park Blvd. & 3rd Ave.						2		2
26	E. Brookland Park Blvd.	3rd Ave. & 2nd Ave.		5				3		8
26	2nd Ave.	E. Brookland Park Blvd. & 2nd Ave.						1		1
27	E. Brookland Park Blvd.	2nd Ave. & Woodcliff Ave.						13		13
27	2nd Ave.	E. Brookland Park Blvd. & Custer St.						12		12
27	Custer St.	2nd Ave. & Woodcliff Ave.						6		6
28	Woodcliff Ave.	Grayland Ave. & Idlewood Ave.						22	1	23
28 28	E. Brookland Park Blvd. Goverland	S Belmont Ave. & McCloy St.						9 8		9
28	Goverland	S Belmont Ave. & McCloy St. E. Brookland Park Blvd. & Groveland						8		8
29	E. Brookland Park Blvd.	Groveland Ave. & Dunn Ave.						25		25
30	E. Brookland Park Blvd.	Wellington St. & Dunn Ave.						14	1	15
31	E. Brookland Park Blvd.	Richmond Henrico Tpke. & Wellington St.						12		12
32	Woodrow Ave.	E. Brookland Park Blvd. & Essex Pl.						24		24
33+34	Woodrow Ave.	Woodrow Ave. & E. Brookland Park Ave.						6	1	7
33+34	E. Brookland Park Blvd.	Woodrow Ave. & E. Brookland Park Ave.						4		4
33+34 33+34	E. Brookland Park Blvd. Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd. Lamb Ave. & E. Brookland Park Blvd.						5 8		5 8
35+34 35+36	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.						14		14
35+36 35+36	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.			4			± ¬		4
35+36	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.			5					5
35+36	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.						18		18
37+38	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.						5		5
37+38	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.						3		3
37+38	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.			3	_				3
39+40	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.				8		22	4	8
41+42 41+42	Garland Ave. E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd. Garland Ave. & E. Brookland Park Blvd.				6		20	1	21 6
41+42	E. Brookland Park Blvd. E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.				O		21		21
41+42	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.						18		18
43+44	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.						5		5
43+44	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.						16		16
43+44	E. Brookland Park Blvd.	Hanes Ave. & Fendall Ave.				5				5







Exhibit A-2: Brookland Park/Six Points On-Street Parking Supply Inventory (Pt. 2)

					ON-	STREET FA	CILITIES			
			30-Min	1-Hours	2-Hours	3-Hours	Special			
BLK #	NAME/DESCRIPTION	ADDRESS	(free)	(free)	(free)	(free)	Purpose	Unrestricted	H/C	TOTAL
45+46	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.						8		8
45+46	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.						8		8
45+46	E. Brookland Park Blvd.	Griffin Ave. & Fendall Ave.				8				8
47+48	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.						4		4
47+48	E. Brookland Park Blvd.	Edgewood Ave. & Fendall Ave.	2					6		8
49	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.						3		3
49	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.						2		2
50+51	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.						4		4
50+51	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.						5		5
50+51	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.						3		3
52	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.						11		11
52	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.						5		5
53	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.						13		13
54+55	E. Brookland Park Blvd.	Fendall Ave. & E. Brookland Park Blvd.				4				4
54+55	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.						5		5
54+55	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.						3		3
56	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.						7	1	8
56	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.				7				7
57	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.				5				5
57	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.						4		4
58	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.						4		4
58	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.				7				7
59+60	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.				2				2
59+60	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.						2		2
61	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.						6		6
61	Barton Ave.	Garland Ave. & E. Brookland Park Blvd.						6		6
62	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.						4		4
62	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.						4		4
62	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.						5		5
62	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.						13		13
63	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.						15		15
63	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.						9		9
64	E. Brookland Park Blvd.	Lamb Ave. & Woodrow Ave.						9		9
Total			22	8	35	52	3	758	7	885







Exhibit A-3: Brookland Park/Six Points Off-Street Parking Supply Inventory

					OFF-S1	REET FACILIT	ΓIES	
BLK#	MAP ID	NAME/DESCRIPTION	TYPE	SUB TYPE	General	Reserved	H/C	TOTAL
8	8-1	1000 E. Brookland Park	Private/Private Lot	Residential	4			4
9	9-1	St. Mark Church of God in Christ	Private/Private Lot	Customers	20			20
10	10-1	1230 Newbury Ave.	Private/Private Lot	Residential	28			28
10	10-2	New York Fried Chicken Corporation	Private/Private Lot	Mixed-Use	4			4
11	11-1	Seventh St. Memorial Baptist	Private/Private Lot	Customers	28			28
11	11-2	3028 Meadowbridge Road Residential	Private/Private Lot	Residential	4	4		8
12	12-1	Harvest Furniture Thrift Store	Private/Private Lot	Customers	14			14
12	12-2	Parking Lot	Private/Private Lot	Customers	2			2
13	13-1	Raceway Convenience Store	Private/Private Lot	Mixed-Use	12			12
13	13-2	Highland Park Community Food Pantry	Private/Private Lot	Mixed-Use	19			19
15	15-1	3101 Carolina Ave. Residential	Private/Private Lot	Residential	3			3
16	16-1	Hair Tech	Private/Private Lot	Customers	2			2
17	17-1	Brown's Automotive Services	Private/Private Lot	Customers	24		_	24
19	19-1	Firehouse 15	Private/Private Lot	Employees	7		2	9
21	21-1	Trim's Barber Shop	Private/Private Lot	Customers	5			5
21	21-2	Chicken Box	Private/Private Lot	Customers	3			3
22	22-1	S & K Supermarket	Private/Private Lot	Customers	39		2	39
22	22-2	S & K Supermarket	Private/Private Lot	Mixed-Use	8		2	10
25	25-1	Sunoco Gas Station	Private/Private Lot	Customers	6			6
26	26-1	Bank of America ATM	Private/Private Lot	Mixed-Use	14	8	2	24
26	26-2	1323 E. Brookland Park Blvd.	Private/Private Lot	Customers	10			10
27	27-1	Highland Park School	Private/Private Lot	Residential	15		2	17
29	29-1	Hotchkiss Park	Public/Public Lot	Customers	20		2	22
32	32-1	400 E. Brookland Park	Private/Private Lot	Residential	22			22
33	33-1	Sleep & Total Wellness Institute	Private/Private Lot	Employees	3			3
35	35-1	Scott's Chapel	Private/Private Lot	Employees	33		2	35
36	36-1	Park's Combo 2	Private/Private Lot	Mixed-Use	11			11
37	37-1	3005 Barton Ave.	Private/Private Lot	Employees	2			2
38	38-1	The Luncheonette - Northside	Private/Private Lot	Mixed-Use	13			13
38	38-2	Tyler Automotive	Private/Private Lot	Mixed-Use	7			7
39	39-1	Post Office	Public/Private Lot	Mixed-Use	8		1	9
39	39-2	3008 North Ave. Residential	Private/Private Lot	Residential	5			5
40	40-1	3003 Garland Ave. Residential	Private/Private Lot	Residential	5			5
41	41-1	Kate's Beauty Supply	Private/Private Lot	Employees	8			8
43	43-1	Hanes Market& Deli	Private/Private Lot	Mixed-Use	5		1	6
44	44-1	Good Luck Hair Braiding	Private/Private Lot	Customers	8			8
48	48-1	#1 Cleaners/Seafood Market	Private/Private Lot	Customers	23			23
49	49-1	Street Action Discount Auto	Private/Private Lot	Employees	22			22
53	53-1	Davinci's Subs	Private/Private Lot	Customers	15		2	17
59	59-1	Northside Branch Professional Building	Private/Private Lot	Customers	21		1	22
59	59-2	Virginia ABC	Private/Private Lot	Customers	19			19
59	59-3	Virginia ABC	Private/Private Lot	Customers	14		1	15
59	59-4	Dollar General	Private/Private Lot	Customers	27		2	29
60	60-1	North Ave. Branch Library	Public/Private Lot	Customers	22		2	24
60	60-2	Family Dollar	Private/Private Lot	Customers	39		2	41
60	60-3	Empty For Lease	Private/Private Lot	Customers	8		~	8
61	61-1	Café Nostra	Private/Private Lot	Customers	8		1	9
	62-1	Market Place		Mixed-Use	18			19
62			Private/Private Lot				1	
63	63-1	Scott's Funeral Home	Private/Private Lot	Customers	45		2	47
64 T atal	64-1	Richmond Community High School	Public/Private Lot	Mixed-Use	96	40	20	96
Total					798	12	28	838







Exhibit A-4: Brookland Park/Six Points Weekday Total Occupancy (Pt. 1)

		Brookland Park/Six Poin	ts Weekday Occupancy					
Block#	Name/Description	Cross Streets	Type SUBTYPE	Effective Supply	Weekday (1	L1AM-2PM) Utilization	Weekday (Counts	(5PM-7PM) Utilization
1	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.	On-Street	3	3	100%	7	233%
1	E. Brookland Park Blvd.	Cliff Ave. & Woodrow Ave.	On-Street	5	0	0%	1	20%
1 2	Woodrow Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Woodrow Ave. Richmond Henrico Turnpike & Cliff Ave.	On-Street On-Street	6 7	3 0	50% 0%	4 0	67% 0%
2	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.	On-Street	4	0	0%	2	50%
	Wellington St.	E. Brookland Park Blvd. & Wellington St.	On-Street	3	2	67%	2	67%
3	E. Brookland Park Blvd.	Richmond Henrico Turnpike & Wellington	SOn-Street	14	5	36%	7	50%
4	Napoleon St.	E. Brookland Park Blvd. & Napoleon St.	On-Street	9	0	0%	5	56%
	E. Brookland Park Blvd.	Napoleon St. & Wellington St.	On-Street	8	0	0%	2	25%
	Wellington St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Wellington St. Napoleon St. & Alpine Ave.	On-Street On-Street	6 10	4 2	67% 20%	5 2	83% 20%
	Napoleon St.	E. Brookland Park Blvd. & Napoleon St.	On-Street	9	4	44%	1	11%
6	Letcher Ave.	E. Brookland Park Blvd. & Letcher Ave.	On-Street	5	2	40%	4	80%
6	E. Brookland Park Blvd.	Letcher Ave. & Alpine Ave.	On-Street	5	2	40%	1	20%
7	E. Brookland Park Blvd.	Letcher Ave. & Veranda Ave.	On-Street	2	1	50%	0	0%
8	Groveland Ave.	E. Brookland Park Blvd. & Groveland Ave.		5	4	80%	1	20%
8	E. Brookland Park Blvd.	Groveland Ave. & Veranda Ave.	On-Street	4	2	50%	2	50%
8-1	1000 E. Brookland Park Residential Woodcliff Ave.	E. Brookland Park Blvd. & Woodcliff Ave.	Private/Private Lot Residential On-Street	5	1 0	25% 0%	0	25% 0%
9 9	E. Brookland Park Blvd.	Groveland Ave. & Woodcliff Ave.	On-Street	5	1	20%	1	20%
9-1	St. Mark Church of God in Christ	Gioverand Ave. & Wooddin Ave.	Private/Private Lot Customers	18	1	6%	0	0%
=	Meadowbridge Rd.	Newbury Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%
10	E. Brookland Park Blvd.	Meadowbridge Rd. & Woodcliff Ave.	On-Street	25	12	48%	7	28%
10-1	1230 Newbury Ave.	-	Private/Private Lot Residential	_	0	0%	0	0%
10-2	New York Fried Chicken Corporation		Private/Private Lot Mixed-Use	4	4	100%	4	100%
11	Highland View Ave.	Meadowbridge Rd. & Highland View Ave.	On-Street	6	5	83%	5	83%
	Meadowbridge Rd.	Highland View Ave. & Newbury Ave.	On-Street	6	0	0%	3	50%
	Newbury Ave.	Meadowbridge Rd. & Newbury Ave.	On-Street	9	0	0%	0	0%
	Seventh St. Memorial Baptist		Private/Private Lot Customers	25	0	0%	0	0%
	3028 Meadowbridge Road Residential	Mandauth sides Bd 9 CV	Private/Private Lot Residential		1	13%	0	0%
12	Giles Ave.	Meadowbridge Rd. & Giles Ave.	On-Street	3	2	67%	0	0%
12 12-1	Meadowbridge Rd. Harve Furniture Thrift Store	Highland View Ave. & Giles Ave.	On-Street Private/Private Lot Customers	2 13	0 7	0% 54%	0 2	0% 15%
	Parking Lot		Private/Private Lot Customers	2	1	50%	0	0%
13-1	Raceway Convenience Store		Private/Private Lot Mixed-Use	11	2	18%	4	36%
13-2	Highland Park Community Food Pantry		Private/Private Lot Mixed-Use	17	5	29%	6	35%
15	Meadowbridge Rd.	Caroline Ave. & Meadowbridge Rd.	On-Street	5	2	40%	2	40%
15	Caroline Ave.	Caroline Ave. & Meadowbridge Rd.	On-Street	10	1	10%	6	60%
15-1	3101 Carolina Ave. Residential		Private/Private Lot Residential	3	2	67%	2	67%
	Meadowbridge Rd.	Enslow Ave. & Front St.	On-Street	3	2	67%	2	67%
	Hair Tech		Private/Private Lot Customers	2	1	50%	1	50%
	Front St.	Enslow Ave. & Meadowbridge Rd.	On-Street	3	0	0%	1	33%
	Meadowbridge Rd.	Enslow Ave. & Front St.	On-Street	3	2	67%	4	133%
17-1	Brown's Automotive Services	Factory Ave. 9 1st Ave.	Private/Private Lot Customers	22	28 0	127%	31	141%
18 18	Front St. 1st Ave.	Enslow Ave. & 1st Ave. Front St. & Meadowbridge Rd.	On-Street On-Street	9 10	0	0% 0%	0 1	0% 10%
	Meadowbridge Rd.	Enslow Ave. & 1st Ave.	On-Street	9	4	44%	2	22%
18	Enslow Ave.	Front St. & Meadowbridge Rd.	On-Street	3	0	0%	0	0%
19 & 20	2nd Ave.	Meadowbridge Rd. & 2nd Ave.	On-Street	18	3	17%	8	44%
19 & 20	Meadowbridge Rd.	1st Ave. & 2nd Ave.	On-Street	4	3	75%	3	75%
19 & 20	1st Ave.	Meadowbridge Rd. & 1st Ave.	On-Street	10	5	50%	4	40%
19-1	Firehouse 15		Private/Private Lot Employees	8	0	0%	3	38%
21	E. Brookland Park Blvd.	3rd Ave. & E. Brookland Park Blvd.	On-Street	3	1	0%	3	0%
	Trim's Barber Shop		Private/Private Lot Customers	5	2	40%	3	60%
	Chicken Box	244 - 9 41 4	Private/Private Lot Customers	3	5	167%	5	167%
22 22	E. Brookland Park Blvd. 3rd Ave.	3rd Ave. & 4th Ave.	On-Street On-Street	1 9	0 0	0% 0%	1 0	100% 0%
	S & K Supermarket	Rady St. & E. Brookland Park Blvd.	Private/Private Lot Customers	9 35	5	0% 14%	0	0%
	S & K Supermarket		Private/Private Lot Mixed-Use	9	2	22%	4	44%
	E. Brookland Park Blvd.	5th Ave. & 4th Ave.	On-Street	5	0	0%	0	0%
	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	On-Street	3	2	67%	2	67%
25	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	On-Street	3	2	67%	2	67%
25	E. Brookland Park Blvd.	4th Ave. & 3rd Ave.	On-Street	3	1	33%	0	0%
25	3rd Ave.	S Colonial Ave. & S SheppaRd.St.	On-Street	3	1	33%	2	67%
	Sunoco Gas Station		Private/Private Lot Customers	5	6	120%	5	100%
26	3rd Ave.	E. Brookland Park Blvd. & 3rd Ave.	On-Street	2	1	50%	1	50%
26	E. Brookland Park Blvd.	3rd Ave. & 2nd Ave.	On-Street	7	3	43%	3	43%
26	2nd Ave.	E. Brookland Park Blvd. & 2nd Ave.	On-Street	1	3	300%	3	300%
	Bank of America ATM		Private / Private Lot Mixed-Use		3	13%	1	4% 156%
26-2 27	1323 E. Brookland Park Blvd. E. Brookland Park Blvd.	2nd Ave. & Woodcliff Ave.	Private/Private Lot Customers On-Street	9 11	0 6	0% 55%	14 1	156% 9%
27 27	2nd Ave.	E. Brookland Park Blvd. & Custer St.	On-Street	10	5	55% 50%	4	9% 40%
	Custer St.	2nd Ave. & Woodcliff Ave.	On-Street	5	0	0%	0	0%
	Highland Park School	LIGITICS & WOODGITT AVE.	Private/Private Lot Employees		16	100%	4	25%
28	Woodcliff Ave.	Grayland Ave. & Idlewood Ave.	On-Street	20	3	15%	5	25%
28	E. Brookland Park Blvd.	S Belmont Ave. & McCloy St.	On-Street	8	4	50%	6	75%
	Goverland	S Belmont Ave. & McCloy St.	On-Street	7	1	14%	1	14%
29	Goverland	E. Brookland Park Blvd. & Groveland	On-Street	7	0	0%	1	14%
29	E. Brookland Park Blvd.	Groveland Ave. & Dunn Ave.	On-Street	21	5	24%	4	19%
	Hotchkiss Park	W III . 5: 0 -	Public/Public Lot Mixed-Use	20	0	0%	6	30%
30	E. Brookland Park Blvd.	Wellington St. & Dunn Ave.	On-Street	13	4	31%	4	31%







Exhibit A-4: Brookland Park/Six Points Weekday Total Occupancy (Pt. 2)

		Brookland Park/Six Poin	is weekday Occupancy	Effective	Waakda/	11AM-2PM)	Weekdoo	(5PM-7PM)
33-1 Sleep & Total Wellness Institute 33+34 Woodrow Ave. Woodrow Ave. & E. Brookland Park Ave. On-Street 33+34 E. Brookland Park Blvd. Woodrow Ave. & E. Brookland Park Blvd. On-Street 33+34 Lamb Ave. Lamb Ave. & E. Brookland Park Blvd. On-Street 35-1 Scott's Chapel Scott's Chapel Lamb Ave. & E. Brookland Park Blvd. On-Street Description Scott's Chapel Scott's		Type SUBTYPE	Supply	Counts	Utilization	Counts	Utilization	
	•		*	10	6	60%	9	90%
32	Woodrow Ave.	E. Brookland Park Blvd. & Essex Pl.	On-Street	20	7	35%	6	30%
32-1	400 E. Brookland Park		Private/Private Lot Residentia	20	4	20%	0	0%
33-1	Sleep & Total Wellness Institute		Private/Private Lot Employees	3	0	0%	0	0%
33+34	Woodrow Ave.	Woodrow Ave. & E. Brookland Park Ave.	On-Street	6	1	17%	0	0%
33+34	E. Brookland Park Blvd.	Woodrow Ave. & E. Brookland Park Ave.	On-Street	3	1	33%	1	33%
33+34	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	1	25%
33+34	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.		7	0	0%	2	29%
35-1	Scott's Chapel		Private/Private Lot Employees	32	0	0%	32	100%
35+36	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	12	0	0%	1	8%
				3	0	0%	3	100%
				4	0	0%	3	75%
		Barton Ave. & E. Brookland Park Blvd.		15	1	7%	2	13%
			Private/Private Lot Mixed-Use		5	50%	2	20%
			Private/Private Lot Employees		9	450%	4	200%
37+38	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	0	0%
	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%
37+38 38-1	E. Brookland Park Blvd. The Luncheonette - Northside	North Ave. & E. Brookland Park Blvd.	On-Street Private/Private Lot Mixed-Use	3 12	0 17	0% 142%	0 12	0% 100%
	Tyler Automotive		Private/Private Lot Mixed-Use		8	133%	13	217%
39-1	Post Office		Public/Private Lot Mixed-Use		7	88%	15	13%
39-2	3008 North Ave. Residential		Private/Private Lot Residentia		2	40%	3	60%
	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	7	7	100%	5	71%
40-1	3003 Garland Ave. Residential	dariand Ave. & L. biookiand Faik bivu.	Private/Private Lot Employees		0	0%	0	0%
41-1	Kate's Beauty Supply		Private/Private Lot Employees		3	43%	5	71%
41+42	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	18	7	39%	6	33%
	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	7	140%	6	120%
	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	18	5	28%	6	33%
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	15	9	60%	1	7%
43-1	Hanes Market& Deli		Private/Private Lot Mixed-Use		2	33%	4	67%
43+44	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	4	6	150%	6	150%
	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	14	7	50%	5	36%
43+44	E. Brookland Park Blvd.	Hanes Ave. & Fendall Ave.	On-Street	4	2	50%	1	25%
44-1	Good Luck Hair Braiding		Private/Private Lot Customers	7	8	114%	7	100%
45+46	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	7	6	86%	6	86%
45+46	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	7	3	43%	3	43%
45+46	E. Brookland Park Blvd.	Griffin Ave. & Fendall Ave.	On-Street	7	4	57%	2	29%
47+48	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	3	5	167%	8	267%
47+48	E. Brookland Park Blvd.	Edgewood Ave. & Fendall Ave.	On-Street	7	4	57%	0	0%
48-1	#1 Cleaners/Seafood Market		Private/Private Lot Customers	21	6	29%	8	38%
49	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	3	1	33%	1	33%
49	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	2	0	0%	0	0%
49-1	Street Action Discount Auto		Private/Private Lot Employees	20	27	135%	31	155%
50+51	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	1	33%
50+51	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	0	0%
50+51	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	1	33%
52	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	9	0	0%	0	0%
52	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	1	25%
53	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	11	6	55%	8	73%
53-1	Davinci's Subs		Private/Private Lot Customers		1	6%	3	19%
54+55	E. Brookland Park Blvd.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	3	1	33%	1	33%
	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	3	75%
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	3	2	67%	2	67%
56	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	7	6	86%	4	57%
56	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	6	5	83%	6	100%
57	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	4	3	75%	6	150%
57	Garland Ave	Garland Ave. & E. Brookland Park Blvd.	On-Street	3	5	167%	4	133%
58 50	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	3	5	167%	4	133%
58 50_1	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street Private / Private Let Customers	6 20	4	67%	4	67%
59-1 59-2	Northside Branch Professional Building Virginia ABC		Private/Private Lot Customers Private/Private Lot Customers		9 14	45% 82%	3 4	15% 24%
	Virginia ABC Virginia ABC		Private/Private Lot Customers Private/Private Lot Customers		3	21%	2	14%
59-3 59-4	Dollar General		Private/Private Lot Customers Private/Private Lot Customers		2	8%	5	14%
59-4 59+60	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street	26	0	0%	0	0%
	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street	2	1	50%	0	0%
60-1	North Ave. Branch Library		Public/Private Lot Customers		9	41%	0	0%
	Family Dollar		Private/Private Lot Customers		4	11%	6	16%
	Empty For Lease		Private/Private Lot Customers		2	29%	0	0%
61	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	0	0%	0	0%
61	Barton Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	5	100%	3	60%
	Café Nostra	and the state of t	Private/Private Lot Customers	8	2	25%	0	0%
62	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	3	100%	0	0%
62	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%
	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	0	0%
62	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	11	5	45%	4	36%
62-1	Market Place	ALL DIOCRIGITALIANDIVA.	Private/Private Lot Mixed-Use		4	24%	3	18%
63	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	13	5	38%	6	46%
63	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	8	1	13%	1	13%
	Scott's Funeral Home	Lamb Ave. & L. Diooniana Fair Diva.	Private/Private Lot Customers		6	14%	23	53%
64	E. Brookland Park Blvd.	Lamb Ave. & Woodrow Ave.	On-Street	8	4	50%	23	25%
		Lamb Ave. & Woodlow Ave.	Public/Private Lot Mixed-Use					
64-1	Richmond Community High School		Diiblic/Drivato Lot Massad Li	86	45	52%	7	8%





Exhibit A-5: Brookland Park/Six Points On-Street Weekday Occupancy (Pt. 1)

	T	Brookland Park/Six Points Weekday					
	_		Effective		` '	Weekday	(5PM-7PM)
Block #	Street	Cross-Street	Supply	Counts	Utilization	Counts	Utilization
1		E. Brookland Park Blvd. & Cliff Ave.	3	3	100%	7	233%
		Cliff Ave. & Woodrow Ave.	5	0	0%	1	20%
1		E. Brookland Park Blvd. & Woodrow Ave.	6	3	50%	4	67%
		Richmond Henrico Turnpike & Cliff Ave.	7	0	0%	0	0%
		E. Brookland Park Blvd. & Cliff Ave.	4	0	0%	2	50%
3	<u> </u>	E. Brookland Park Blvd. & Wellington St.	3	2	67%	2	67%
		Richmond Henrico Turnpike & Wellington S		5	36%	7	50%
	· ·	E. Brookland Park Blvd. & Napoleon St.	9	0	0%	5	56%
4		Napoleon St. & Wellington St.	8	0	0%	2	25%
4	_	E. Brookland Park Blvd. & Wellington St.	6	4	67%	5	83%
		Napoleon St. & Alpine Ave.	10	2	20%	2	20%
	·	E. Brookland Park Blvd. & Napoleon St.	9	4	44%	1	11%
6		E. Brookland Park Blvd. & Letcher Ave.	5	2	40%	4	80%
6		Letcher Ave. & Alpine Ave.	5	2	40%	1	20%
		Letcher Ave. & Veranda Ave.	2	1	50%	0	0%
		E. Brookland Park Blvd. & Groveland Ave.	5	4	80%	1	20%
		Groveland Ave. & Veranda Ave.	4	2	50%	2	50%
		E. Brookland Park Blvd. & Woodcliff Ave.	5	0	0%	0	0%
		Groveland Ave. & Woodcliff Ave.	5	1	20%	1	20%
	1	Newbury Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%
10		Meadowbridge Rd. & Woodcliff Ave.	25	12	48%	7	28%
11	, and the second	Meadowbridge Rd. & Highland View Ave.	6	5	83%	5	83%
	Meadowbridge Rd.	Highland View Ave. & Newbury Ave.	6	0	0%	3	50%
	Newbury Ave.	Meadowbridge Rd. & Newbury Ave.	9	0	0%	0	0%
		Meadowbridge Rd. & Giles Ave.	3	2	67%	0	0%
12	Meadowbridge Rd.	Highland View Ave. & Giles Ave.	2	0	0%	0	0%
15	Meadowbridge Rd.	Caroline Ave. & Meadowbridge Rd.	5	2	40%	2	40%
15	Caroline Ave.	Caroline Ave. & Meadowbridge Rd.	10	1	10%	6	60%
16	Meadowbridge Rd.	Enslow Ave. & Front St.	3	2	67%	2	67%
17	Front St.	Enslow Ave. & Meadowbridge Rd.	3	0	0%	1	33%
17	Meadowbridge Rd.	Enslow Ave. & Front St.	3	2	67%	4	133%
18	Front St.	Enslow Ave. & 1st Ave.	9	0	0%	0	0%
18	1st Ave.	Front St. & Meadowbridge Rd.	10	0	0%	1	10%
18		Enslow Ave. & 1st Ave.	9	4	44%	2	22%
		Front St. & Meadowbridge Rd.	3	0	0%	0	0%
		Meadowbridge Rd. & 2nd Ave.	18	3	17%	8	44%
		1st Ave. & 2nd Ave.	4	3	75%	3	75%
	J	Meadowbridge Rd. & 1st Ave.	10	5	50%	4	40%
		3rd Ave. & E. Brookland Park Blvd.	0	1	100%	3	300%
	E. Brookland Park Blvd.			0	0%	1	100%
		Rady St. & E. Brookland Park Blvd.	1 9	0	0%	0	0%
		•					
	E. Brookland Park Blvd.		5	0	0%	0	0%
		E. Brookland Park Blvd. & 4th Ave.	3	2	67%	2	67%
		E. Brookland Park Blvd. & 4th Ave.	3	2	67%	2	67%
	E. Brookland Park Blvd.		3	1	33%	0	0%
		S Colonial Ave. & S SheppaRd.St.	3	1	33%	2	67%
26		E. Brookland Park Blvd. & 3rd Ave.	2	1	50%	1	50%
	E. Brookland Park Blvd.		0	3	300%	3	300%
		E. Brookland Park Blvd. & 2nd Ave.	1	3	300%	3	300%
27	E. Brookland Park Blvd.	2nd Ave. & Woodcliff Ave.	11	6	55%	1	9%
27	2nd Ave.	E. Brookland Park Blvd. & Custer St.	10	5	50%	4	40%
27	Custer St.	2nd Ave. & Woodcliff Ave.	5	0	0%	0	0%
28	Woodcliff Ave.	Grayland Ave. & Idlewood Ave.	20	3	15%	5	25%
28	E. Brookland Park Blvd.	S Belmont Ave. & McCloy St.	8	4	50%	6	75%
28	Goverland	S Belmont Ave. & McCloy St.	7	1	14%	1	14%
		E. Brookland Park Blvd. & Groveland	7	0	0%	1	14%
29	Corcilana						
		Groveland Ave. & Dunn Ave.	21	5	24%	4	19%





Exhibit A-5: Brookland Park/Six Points On-Street Weekday Occupancy (Pt. 2)

Block Street			Brookland Park/Six Points Weekday	On-Stree	et			
13. L. Brookland Park Bub. Birthmoot Heinrico Ipúc, & Wellington St. 10 6 60% 9 90% 33+34 Woodrow Ave. B. Brookland Park Bub. & Esec Pt. 20 7 35% 6 30% 33+34 Brookland Park Bub. Woodrow Ave. & E. Brookland Park Ave. 6 1 17% 0 0% 33+34 Erockland Park Bub. Woodrow Ave. & E. Brookland Park Ave. 3 1 33% 33% 1 33% 33+34 Erockland Park Bub. 4 0 0 0 1 25% 33+34 Erockland Park Bub. 4 0 0 0 1 25% 33+34 Erockland Park Bub. 4 0 0 0 0 0 1 25% 33+34 Erockland Park Bub. 4 0 0 0 0 0 1 25% 33+36 Erockland Park Bub. 4 0 0 0 0 0 0 0 0 0				Effective	_	(11AM-2PM)	Weekday	(5PM-7PM)
323-343 Woodrow Ave. E. Brookland Park Blvd. & Essev Pl. 200 7 33% 6 30% 33+34 E. Brookland Park Blvd. 30 1 17% 0 0 0 0 0 0 0 0 0	Block #			Supply	Counts		Counts	Utilization
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33-34	33+34	Woodrow Ave.	Woodrow Ave. & E. Brookland Park Ave.	6	1	17%	0	0%
18-25 18-2	33+34	E. Brookland Park Blvd.	Woodrow Ave. & E. Brookland Park Ave.	3	1	33%	1	33%
36-96 Lamb Ave. Lamb Ave. & E. Brookland Park Bilvd. 12 0 0 % 1 8 %	33+34	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	4	0	0%	1	25%
36-16 E. Brookland Park Blvd. Lamb Ave. & E. Brookland Park Blvd. 3 0 0% 3 75%	33+34	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	7	0	0%	2	29%
35-36 E. Brookland Park Blvd. Barton Ave. Bart	35+36	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	12	0	0%	1	8%
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37+38 Barton Ave. Barton Ave. & E. Brookland Park Blvd. 3	35+36	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	4	0	0%	3	75%
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Mail	Total			740	268	36%	283	38%







Exhibit A-6: Brookland Park/Six Points Off-Street Weekday Occupancy

		Brookla	nd Park/Six Points Weekday					
_		_		Effective	Weekday	(11AM-	Weekday	(5PM-7PM)
Block #	-	Name/Description	Type SubType	Supply	Counts	2PM)	Counts	Utilization
8	8-1	1000 E. Brookland Park Residential	Private/Private Lot Residential		1	25%	1	25%
9	9-1	St. Mark Church of God in Christ	Private/Private Lot Customers	18	1	6%	0	0%
10	10-1	1230 Newbury Ave.	Private/Private Lot Residential		0	0%	0	0%
10	10-2	New York Fried Chicken Corporation	Private/Private Lot Mixed-Use	4	4	100%	4	100%
11	11-1	Seventh St. Memorial Baptist	Private/Private Lot Customers Private/Private Lot Residential	25	0 1	0% 13%	0	0% 0%
11 12	11-2 12-1	3028 Meadowbridge Road Residential Harve Furniture Thrift Store	Private/Private Lot Customers	8 13	7	54%	2	15%
12	12-1	Parking Lot	Private/Private Lot Customers	2	1	50%	0	0%
13	13-1	Raceway Convenience Store	Private/Private Lot Mixed-Use	11	2	18%	4	36%
13	13-1	Highland Park Community Food Pantry	Private/Private Lot Mixed-Use	17	5	29%	6	35%
15	15-2	3101 Carolina Ave. Residential	Private/Private Lot Residential		2	67%	2	67%
16	16-1	Hair Tech	Private/Private Lot Customers	2	1	50%	1	50%
17	17-1	Brown's Automotive Services	Private/Private Lot Customers	22	28	127%	31	141%
19	19-1	Firehouse 15	Private/Private Lot Employees	8	0	0%	3	38%
21	21-1	Trim's Barber Shop	Private/Private Lot Customers	5	2	40%	3	60%
21	21-2	Chicken Box	Private/Private Lot Customers	3	5	167%	5	167%
22	22-1	S & K Supermarket	Private/Private Lot Customers	35	5	14%	0	0%
22		S & K Supermarket	Private/Private Lot Mixed-Use	9	2	22%	4	44%
25	25-1	Sunoco Gas Station	Private/Private Lot Customers	5	6	120%	5	100%
26	26-1	Bank of America ATM	Private/Private Lot Mixed-Use	23	3	13%	1	4%
26	26-2	1323 E. Brookland Park Blvd.	Private/Private Lot Customers	9	0	0%	14	156%
27	27-1	Highland Park School	Private/Private Lot Residents	16				25%
		Hotchkiss Park			16	100%	4	
29			Public/Public Lot Customers	20	0	0%	6	30%
32	32-1	400 E. Brookland Park	Private/Private Lot Residential		4	20%	0	0%
33	33-1	Sleep & Total Wellness Institute	Private/Private Lot Employees	3	0	0%	0	0%
35	35-1	Scott's Chapel	Private/Private Lot Employees	32	0	0%	32	100%
36	36-1	Park's Combo 2	Private/Private Lot Mixed-Use	10	5	50%	2	20%
37	37-1	3005 Barton Ave.	Private/Private Lot Employees		9	450%	4	200%
38	38-1	The Luncheonette - Northside	Private/Private Lot Mixed-Use	12	17	142%	12	100%
38	38-2	Tyler Automotive	Private/Private Lot Mixed-Use	6	8	133%	13	217%
39	39-1	Post Office	Public/Private Lot Mixed-Use	8	7	88%	1	13%
39	39-2	3008 North Ave. Residential	Private/Private Lot Residential		2	40%	3	60%
40	40-1	3003 Garland Ave. Residential	Private/Private Lot Residential	5	0	0%	0	0%
41	41-1	Kate's Beauty Supply	Private/Private Lot Employees	7	3	43%	5	71%
43	43-1	Hanes Market& Deli	Private/Private Lot Mixed-Use	6	2	33%	4	67%
44	44-1	Good Luck Hair Braiding	Private/Private Lot Customers	7	8	114%	7	100%
48	48-1	#1 Cleaners/Seafood Market	Private/Private Lot Customers	21	6	29%	8	38%
49	49-1	Street Action Discount Auto	Private/Private Lot Employees	20	27	135%	31	155%
53	53-1	Davinci's Subs	Private/Private Lot Customers	16	1	6%	3	19%
59	59-1	Northside Branch Professional Building	Private/Private Lot Customers	20	9	45%	3	15%
59	59-2	Virginia ABC	Private/Private Lot Customers	17	14	82%	4	24%
59	59-3	Virginia ABC	Private/Private Lot Customers	14	3	21%	2	14%
59	59-4	Dollar General	Private/Private Lot Customers	26	2	8%	5	19%
60	60-1	North Ave. Branch Library	Public/Private Lot Customers	22	9	41%	0	0%
60	60-2	Family Dollar	Private/Private Lot Customers	37	4	11%	6	16%
60	60-3	Empty For Lease	Private/Private Lot Customers	7	2	29%	0	0%
61	61-1	Café Nostra	Private/Private Lot Customers	8	2	25%	0	0%
62	62-1	Market Place	Private/Private Lot Mixed-Use	17	4	24%	3	18%
63	63-1	Scott's Funeral Home	Private/Private Lot Customers	43	6	14%	23	53%
64	64-1	Richmond Community High School	Public/Private Lot Mixed-Use	86	45	52%	7	8%
Total	V + 1	The India Community Fight School	. asing i fivate Lot Wilkeu-Ose	764	291	38%	274	36%







Exhibit A-7: Brookland Park/Six Points Weekend Total Occupancy (Pt. 1)

		Brookland Park/S	ix Points Saturday	Combined						
				Effective		9AM-11AM		11AM-2PM		d 5PM-7PM
Block #	Name/Description	Cross Streets	Туре	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization
1 1	Cliff Ave. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Cliff Ave. Cliff Ave. & Woodrow Ave.	On-Street On-Street	3 5	4 0	133% 0%	3 1	100% 20%	1 1	33% 20%
1	Woodrow Ave.	E. Brookland Park Blvd. & Woodrow Ave.	On-Street	6	7	117%	0	0%	9	150%
2	E. Brookland Park Blvd.	Richmond Henrico Turnpike & Cliff Ave.	On-Street	7	0	0%	0	0%	0	0%
2	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.	On-Street	4	3	75%	5	125%	6	150%
3	Wellington St.	E. Brookland Park Blvd. & Wellington St.	On-Street	3	2	67%	3	100%	3	100%
3	E. Brookland Park Blvd.	Richmond Henrico Turnpike & Wellington		14	8	57%	4	29%	4	29%
4 4	Napoleon St. E. Brookland Park Blvd.	E. Brookland Park Blvd. & Napoleon St. Napoleon St. & Wellington St.	On-Street On-Street	9	2 0	22% 0%	2 1	22% 13%	4 2	44% 25%
4	Wellington St.	E. Brookland Park Blvd. & Wellington St.	On-Street	6	5	83%	5	83%	4	67%
5	E. Brookland Park Blvd.	Napoleon St. & Alpine Ave.	On-Street	10	3	30%	2	20%	3	30%
5	Napoleon St.	E. Brookland Park Blvd. & Napoleon St.	On-Street	9	3	33%	4	44%	5	56%
6	Letcher Ave.	E. Brookland Park Blvd. & Letcher Ave.	On-Street	5	3	60%	3	60%	3	60%
6	E. Brookland Park Blvd.	Letcher Ave. & Alpine Ave.	On-Street	5	2	40%	3	60%	3	60%
7	E. Brookland Park Blvd.	Letcher Ave. & Veranda Ave. E. Brookland Park Blyd. & Groveland Ave.	On-Street	2	1	50%	1	50%	1	50%
8 8	Groveland Ave. E. Brookland Park Blvd.	Groveland Ave. & Veranda Ave.	On-Street On-Street	5 4	2 2	40% 50%	6 5	120% 125%	1 2	20% 50%
8-1	1000 E. Brookland Park Residential	Groverand Ave. & Veranda Ave.	Private/Private Lot	4	1	25%	1	25%	1	25%
9	Woodcliff Ave.	E. Brookland Park Blvd. & Woodcliff Ave.	On-Street	5	0	0%	4	80%	1	20%
9	E. Brookland Park Blvd.	Groveland Ave. & Woodcliff Ave.	On-Street	5	0	0%	6	120%	0	0%
9-1	St. Mark Church of God in Christ		Private/Private Lot	18	0	0%	21	117%	1	6%
10	Meadowbridge Rd.	Newbury Ave. & E. Brookland Park Blvd.	On-Street	3	1	33%	2	67%	2	67%
10	E. Brookland Park Blvd.	Meadowbridge Rd. & Woodcliff Ave.	On-Street	25	10	40%	14	56%	9	36%
10-1	1230 Newbury Ave.		Private/Private Lot	25	0	0%	0	0%	0	0%
10-2	New York Fried Chicken Corporation		Private/Private Lot	4	1	25%	3	75%	5	125%
11	Highland View Ave.	Meadowbridge Rd. & Highland View Ave.	On-Street	6	4	67%	8	133%	6	100%
11 11	Meadowbridge Rd. Newbury Ave.	Highland View Ave. & Newbury Ave. Meadowbridge Rd. & Newbury Ave.	On-Street On-Street	6 9	0	0% 0%	4 2	67% 22%	2 1	33% 11%
11-1	Seventh St. Memorial Baptist	Meadowbridge Rd. & Newbury Ave.	Private/Private Lot	25	0	0%	0	0%	0	0%
11-2	3028 Meadowbridge Road Residential		Private/Private Lot	8	1	13%	2	25%	0	0%
12	Giles Ave.	Meadowbridge Rd. & Giles Ave.	On-Street	3	1	33%	1	33%	1	33%
12	Meadowbridge Rd.	Highland View Ave. & Giles Ave.	On-Street	2	0	0%	0	0%	0	0%
12-1	Harve Furniture Thrift Store		Private/Private Lot	13	2	15%	2	15%	2	15%
12-2	Parking Lot		Private/Private Lot	2	0	0%	0	0%	0	0%
13-1	Raceway Convenience Store		Private/Private Lot	11	1	9%	3	27%	0	0%
13-2	Highland Park Community Food Pantry		Private/Private Lot	17	3	18%	2	12%	1	6%
15	Meadowbridge Rd.	Caroline Ave. & Meadowbridge Rd.	On-Street	5	0	0%	1	20%	2	40%
15	Caroline Ave.	Caroline Ave. & Meadowbridge Rd.	On-Street	10	8	80%	3	30%	2	20%
15-1	3101 Carolina Ave. Residential	5 1 4 05 10	Private/Private Lot	3	2	67%	2	67%	1	33%
16 16-1	Meadowbridge Rd. Hair Tech	Enslow Ave. & Front St.	On-Street	3 2	1	33%	2	67%	0	0%
17	Front St.	Enslow Ave. & Meadowbridge Rd.	Private/Private Lot On-Street	3	1 2	50% 67%	1	50% 33%	1 0	50% 0%
17 17	Meadowbridge Rd.	Enslow Ave. & Front St.	On-Street	3	0	0%	1	33%	0	0%
17-1	Brown's Automotive Services	Ension Ave. a Folic St.	Private/Private Lot	22	35	159%	32	145%	30	136%
18	Front St.	Enslow Ave. & 1st Ave.	On-Street	9	0	0%	1	11%	0	0%
18	1st Ave.	Front St. & Meadowbridge Rd.	On-Street	10	0	0%	0	0%	0	0%
18	Meadowbridge Rd.	Enslow Ave. & 1st Ave.	On-Street	9	0	0%	2	22%	1	11%
18	Enslow Ave.	Front St. & Meadowbridge Rd.	On-Street	3	0	0%	0	0%	1	33%
19 & 20	2nd Ave.	Meadowbridge Rd. & 2nd Ave.	On-Street	18	7	39%	1	6%	2	11%
19 & 20	Meadowbridge Rd.	1st Ave. & 2nd Ave.	On-Street	4	0	0%	3	75%	6	150%
	1st Ave.	Meadowbridge Rd. & 1st Ave.	On-Street	10	2	20%	0	0%	0	0%
19-1	Firehouse 15		Private/Private Lot	8	0	0%	0	0%	0	0%
21	E. Brookland Park Blvd.	3rd Ave. & E. Brookland Park Blvd.	On-Street	0	0	0%	3	300%	4	400%
21-1 21-2	Trim's Barber Shop Chicken Box		Private/Private Lot Private/Private Lot	5	0	0% 0%	3 6	60% 200%	4 9	80% 300%
21-2	E. Brookland Park Blvd.	3rd Ave. & 4th Ave.	On-Street	1	0	0%	3	300%	1	100%
22	3rd Ave.	Rady St. & E. Brookland Park Blvd.	On-Street	9	0	0%	0	0%	0	0%
22-1	S & K Supermarket	St. S.	Private/Private Lot	35	2	6%	5	14%	5	14%
22-2	S & K Supermarket		Private/Private Lot	9	0	0%	4	44%	0	0%
24	E. Brookland Park Blvd.	5th Ave. & 4th Ave.	On-Street	5	0	0%	0	0%	0	0%
24	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	On-Street	3	4	133%	4	133%	6	200%
25	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	On-Street	3	2	67%	4	133%	3	100%
25	E. Brookland Park Blvd.	4th Ave. & 3rd Ave.	On-Street	3	0	0%	2	67%	2	67%
25	3rd Ave.	S Colonial Ave. & S SheppaRd.St.	On-Street	3	2	67%	2	67%	2	67%
25-1	Sunoco Gas Station		Private/Private Lot	5	2	40%	2	40%	7	140%
26	3rd Ave.	E. Brookland Park Blvd. & 3rd Ave.	On-Street	2	2	100%	3	150%	1	50%
26	E. Brookland Park Blvd.	3rd Ave. & 2nd Ave.	On-Street	0	0	0%	5	500%	3	300%
26 26-1	2nd Ave. Bank of America ATM	E. Brookland Park Blvd. & 2nd Ave.	On-Street Private/Private Lot	1 23	1 2	100% 9%	1 2	100% 9%	2 5	200% 22%
26-1	1323 E. Brookland Park Blvd.		Private/Private Lot	9	0	9% 0%	3	9% 33%	6	22% 67%
27	E. Brookland Park Blvd.	2nd Ave. & Woodcliff Ave.	On-Street	11	0	0%	4	36%	4	36%
27	2nd Ave.	E. Brookland Park Blvd. & Custer St.	On-Street	10	6	60%	6	60%	7	70%
27	Custer St.	2nd Ave. & Woodcliff Ave.	On-Street	5	0	0%	0	0%	0	0%
27-1	Highland Park School		Private/Private Lot	16	15	94%	14	88%	12	75%
28	Woodcliff Ave.	Grayland Ave. & Idlewood Ave.	On-Street	20	7	35%	7	35%	8	40%
28	E. Brookland Park Blvd.	S Belmont Ave. & McCloy St.	On-Street	8	7	88%	8	100%	5	63%
28	Goverland	S Belmont Ave. & McCloy St.	On-Street	7	3	43%	3	43%	2	29%
29	Goverland	E. Brookland Park Blvd. & Groveland	On-Street	7	0	0%	3	43%	0	0%
29	E. Brookland Park Blvd.	Groveland Ave. & Dunn Ave.	On-Street	21	10	48%	12	57%	8	38%
29-1	Hotchkiss Park	Well's at a Co. O. S.	Public/Public Lot	20	2	10%	0	0%	0	0%
30	E. Brookland Park Blvd.	Wellington St. & Dunn Ave.	On-Street	13	5	38%	8	62%	6	46%





Exhibit A-7: Brookland Park/Six Points Weekend Total Occupancy (Pt. 2)

		Brookland Park/S	ix Points Saturday (I	1.44.7.7.7		ler
			_	Effective		9AM-11AM		11AM-2PM		d 5PM-7PM
Block #	Name/Description	Cross Streets	Туре	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilizatio
31	E. Brookland Park Blvd.	Richmond Henrico Tpke. & Wellington St.		10	7	70%	7	70%	2	20%
32	Woodrow Ave.	E. Brookland Park Blvd. & Essex Pl.	On-Street	20	4	20%	6	30%	5	25%
32-1	400 E. Brookland Park		Private/Private Lot	20	14	70%	12	60%	12	60%
33-1	Sleep & Total Wellness Institute		Private/Private Lot	3	0	0%	0	0%	0	0%
33+34	Woodrow Ave.	Woodrow Ave. & E. Brookland Park Ave.	On-Street	6	0	0%	2	33%	0	0%
33+34	E. Brookland Park Blvd.	Woodrow Ave. & E. Brookland Park Ave.	On-Street	3	0	0%	0	0%	0	0%
33+34	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	1	25%	0	0%
33+34	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	7	0	0%	1	14%	0	0%
35-1	Scott's Chapel		Private/Private Lot	32	0	0%	0	0%	1	3%
35+36	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	12	0	0%	0	0%	1	8%
35+36	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%	0	0%
	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	0	0%	1	25%
35+36	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street	15	3	20%	4	27%	2	13%
36-1	Park's Combo 2	barton Ave. & L. Brookland Fark Bivd.	Private/Private Lot	10	3	30%	6	60%	2	20%
37-1	3005 Barton Ave.		Private/Private Lot	2	5				2	
		D . A 05D H ID ID I	•		_	250%	1	50%		100%
37+38	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street	4	1	25%	0	0%	1	25%
	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%	0	0%
37+38	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%	0	0%
38-1	The Luncheonette - Northside		Private/Private Lot	12	10	83%	11	92%	13	108%
38-2	Tyler Automotive		Private/Private Lot	6	7	117%	16	267%	9	150%
39-1	Post Office		Public/Private Lot	8	0	0%	3	38%	1	13%
39-2	3008 North Ave. Residential		Private/Private Lot	5	3	60%	3	60%	2	40%
39+40	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	7	0	0%	10	143%	7	100%
40-1	3003 Garland Ave. Residential		Private/Private Lot	5	1	20%	0	0%	2	40%
41-1	Kate's Beauty Supply		Private/Private Lot	7	4	57%	7	100%	4	57%
41+42	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	18	3	17%	18	100%	13	72%
	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	2	40%	6	120%	5	100%
	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	18	0	0%	7	39%	6	33%
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	15	3	20%	3	20%	8	53%
	Hanes Market& Deli	nalles Ave. & E. Blooklallu Park Bivu.	Private/Private Lot	6						
43-1			•	-	1	17%	4	67%	4	67%
43+44	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	4	8	200%	10	250%	8	200%
43+44	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	14	1	7%	3	21%	8	57%
43+44	E. Brookland Park Blvd.	Hanes Ave. & Fendall Ave.	On-Street	4	1	25%	1	25%	0	0%
44-1	Good Luck Hair Braiding		Private/Private Lot	7	3	43%	7	100%	5	71%
45+46	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	7	3	43%	8	114%	11	157%
45+46	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	7	0	0%	3	43%	5	71%
45+46	E. Brookland Park Blvd.	Griffin Ave. & Fendall Ave.	On-Street	7	3	43%	3	43%	4	57%
47+48	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	3	4	133%	4	133%	6	200%
47+48	E. Brookland Park Blvd.	Edgewood Ave. & Fendall Ave.	On-Street	7	4	57%	3	43%	5	71%
48-1	#1 Cleaners/Seafood Market		Private/Private Lot	21	0	0%	6	29%	9	43%
49	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	3	2	67%	3	100%	3	100%
49	E. Brookland Park Blvd.	Edgewood Ave. & E. Brookland Park Blvd.	On-Street	2	0	0%	1	50%	1	50%
49-1	Street Action Discount Auto	Lagewood Ave. & L. Brookland Fark Biva.	Private/Private Lot	20	32	160%	32	160%	28	140%
50+51	E. Brookland Park Blvd.	Edgewood Ave. 9 E. Brookland Bark Blud	On-Street	3	0	0%	0	0%	0	0%
		Edgewood Ave. & E. Brookland Park Blvd.							-	
50+51	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	0	0%	0	0%
	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%	1	33%
52	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	9	0	0%	1	11%	3	33%
52	E. Brookland Park Blvd.	Griffin Ave. & E. Brookland Park Blvd.	On-Street	4	3	75%	2	50%	1	25%
53	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	11	5	45%	5	45%	7	64%
53-1	Davinci's Subs		Private/Private Lot	16	0	0%	4	25%	5	31%
54+55	E. Brookland Park Blvd.	Fendall Ave. & E. Brookland Park Blvd.	On-Street	3	1	33%	2	67%	2	67%
54+55	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	4	0	0%	2	50%	2	50%
54+55	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	3	100%	0	0%
56	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	7	5	71%	5	71%	2	29%
56	E. Brookland Park Blvd.	Hanes Ave. & E. Brookland Park Blvd.	On-Street	6	1	17%	4	67%	5	83%
57	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	4	1	25%	6	150%	5	125%
57	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	3	2	67%	7	233%	7	233%
58	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	3	2	67%	6	200%	7	233%
58	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	6	0	0%	0	0%	5	83%
59-1	Northside Branch Professional Building	Canana Ave. & E. Biookiana Falk Bivu.	Private/Private Lot	20	1	5%	11	55%	7	35%
59-2	Virginia ABC		Private/Private Lot	17	2	5% 12%	8	55% 47%	8	35% 47%
	-		Private/Private Lot						_	
59-3	Virginia ABC		<u>-</u>	14	1	7%	5	36%	4	29%
59-4	Dollar General		Private/Private Lot	26	3	12%	6	23%	6	23%
59+60	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street	2	0	0%	0	0%	0	0%
59+60	E. Brookland Park Blvd.	North Ave. & E. Brookland Park Blvd.	On-Street	2	0	0%	1	50%	0	0%
60-1	North Ave. Branch Library		Public/Private Lot	22	0	0%	6	27%	0	0%
60-2	Family Dollar		Private/Private Lot	37	1	3%	7	19%	6	16%
60-3	Empty For Lease		Private/Private Lot	7	1	14%	2	29%	1	14%
61	E. Brookland Park Blvd.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	0	0%	0	0%	0	0%
61	Barton Ave.	Garland Ave. & E. Brookland Park Blvd.	On-Street	5	2	40%	2	40%	1	20%
61-1	Café Nostra		Private/Private Lot	8	0	0%	0	0%	0	0%
62	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	1	33%	0	0%	2	67%
62	E. Brookland Park Blvd.	Barton Ave. & E. Brookland Park Blvd.	On-Street	3	0	0%	0	0%	0	0%
		Lamb Ave. & E. Brookland Park Blvd.		4						
62 62	E. Brookland Park Blvd.		On-Street	-	0	0% EE%	0	0%	0	0% 36%
62 62.1	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	11	6	55%	2	18%	4	36%
62-1	Market Place		Private/Private Lot	17	1	6%	8	47%	5	29%
63	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	13	7	54%	2	15%	8	62%
63	E. Brookland Park Blvd.	Lamb Ave. & E. Brookland Park Blvd.	On-Street	8	3	38%	0	0%	2	25%
63-1	Scott's Funeral Home		Private/Private Lot	43	0	0%	10	23%	4	9%
64	E. Brookland Park Blvd.	Lamb Ave. & Woodrow Ave.	On-Street	8	2	25%	2	25%	2	25%
64-1	Richmond Community High School		Public/Private Lot	86	1	1%	1	1%	0	0%
				1,504	386	26%	622	41%	550	37%





Exhibit A-8: Brookland Park/Six Points On-Street Weekend Occupancy (Pt. 1)

		Brookland Park/Six Points	Saturda	y On-Stree	t				
			Effective	Morning	(9AM-	Mid-Day	(11AM-	Evening	(5PM-7PM)
Block #	Street	Cross Street	Supply	Counts	11AM)	Counts	2PM)	Counts	Utilization
1	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.	3	4	133%	3	100%	1	33%
1		Cliff Ave. & Woodrow Ave.	5	0	0%	1	20%	1	20%
1	Woodrow Ave.	E. Brookland Park Blvd. & Woodrow Ave. Richmond Henrico Turnpike & Cliff Ave.	6 7	7	117% 0%	0	0% 0%	9	150% 0%
2	Cliff Ave.	E. Brookland Park Blvd. & Cliff Ave.	4	3	0% 75%	0 5	125%	6	150%
3	Wellington St.	E. Brookland Park Blvd. & Wellington St.	3	2	67%	3	100%	3	100%
3	•	Richmond Henrico Turnpike & Wellington S		8	57%	4	29%	4	29%
4	Napoleon St.	E. Brookland Park Blvd. & Napoleon St.	9	2	22%	2	22%	4	44%
4	•	Napoleon St. & Wellington St.	8	0	0%	1	13%	2	25%
4	Wellington St.	E. Brookland Park Blvd. & Wellington St.	6	5	83%	5	83%	4	67%
5	E. Brookland Park Blvd.	Napoleon St. & Alpine Ave.	10	3	30%	2	20%	3	30%
5	Napoleon St.	E. Brookland Park Blvd. & Napoleon St.	9	3	33%	4	44%	5	56%
6	Letcher Ave.	E. Brookland Park Blvd. & Letcher Ave.	5	3	60%	3	60%	3	60%
6	E. Brookland Park Blvd.	Letcher Ave. & Alpine Ave.	5	2	40%	3	60%	3	60%
7	E. Brookland Park Blvd.	Letcher Ave. & Veranda Ave.	2	1	50%	1	50%	1	50%
8	Groveland Ave.	E. Brookland Park Blvd. & Groveland Ave.	5	2	40%	6	120%	1	20%
8		Groveland Ave. & Veranda Ave.	4	2	50%	5	125%	2	50%
9	Woodcliff Ave.	E. Brookland Park Blvd. & Woodcliff Ave.	5	0	0%	4	80%	1	20%
9		Groveland Ave. & Woodcliff Ave.	5	0	0%	6	120%	0	0%
10	Meadowbridge Rd.	Newbury Ave. & E. Brookland Park Blvd.	3	1	33%	2	67%	2	67%
10		Meadowbridge Rd. & Woodcliff Ave.	25	10	40%	14	56%	9	36%
11	Highland View Ave.	Meadowbridge Rd. & Highland View Ave.	6	4	67%	8	133%	6	100%
11	Meadowbridge Rd.	Highland View Ave. & Newbury Ave.	6	0	0%	4	67%	2	33%
11	Newbury Ave.	Meadowbridge Rd. & Newbury Ave.	9	0	0%	2	22%	1	11%
12	Giles Ave.	Meadowbridge Rd. & Giles Ave.	3	1	33%	1	33%	1	33%
12	Meadowbridge Rd.	Highland View Ave. & Giles Ave.	2	0	0%	0	0%	0	0%
15	Meadowbridge Rd.	Caroline Ave. & Meadowbridge Rd.	5	0	0%	1	20%	2	40%
15	Caroline Ave.	Caroline Ave. & Meadowbridge Rd.	10	8	80%	3	30%	2	20%
16	Meadowbridge Rd.	Enslow Ave. & Front St.	3	1	33%	2	67%	0	0%
17	Front St.	Enslow Ave. & Meadowbridge Rd.	3	2	67%	1	33%	0	0%
17	Meadowbridge Rd.	Enslow Ave. & Front St.	3	0	0%	1	33%	0	0%
18	Front St.	Enslow Ave. & 1st Ave.	9	0	0%	1	11%	0	0%
18	1st Ave.	Front St. & Meadowbridge Rd.	10	0	0%	0	0%	0	0%
18	Meadowbridge Rd.	Enslow Ave. & 1st Ave.	9	0	0%	2	22%	1	11%
18	Enslow Ave.	Front St. & Meadowbridge Rd.	3	0	0%	0	0%	1	33%
	2nd Ave.	Meadowbridge Rd. & 2nd Ave.	18	7	39%	1	6%	2	11%
	Meadowbridge Rd.	1st Ave. & 2nd Ave.	4	0	0%	3	75%	6	150%
	1st Ave.	Meadowbridge Rd. & 1st Ave.	10	2	20%	0	0%	0	0%
21		3rd Ave. & E. Brookland Park Blvd.	0	0	0%	3	300%	4	400%
22	E. Brookland Park Blvd.		1	0	0%	3	300%	1	100%
22	3rd Ave.	Rady St. & E. Brookland Park Blvd.	9	0	0%	0	0%	0	0%
24	E. Brookland Park Blvd.		5	0	0%	0	0%	0	0%
24	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	3	4	133%	4	133%	6	200%
25	4th Ave.	E. Brookland Park Blvd. & 4th Ave.	3	2	67%	4	133%	3	100%
25	E. Brookland Park Blvd.		3	0	0%	2	67%	2	67%
25	3rd Ave.	S Colonial Ave. & S SheppaRd.St. E. Brookland Park Blvd. & 3rd Ave.		2	67%	2	67%	2	67%
26 26	3rd Ave. E. Brookland Park Blvd.		2 0	2 0	100% 0%	3	150% 500%	1	50% 300%
26 26			_	_		5		3	
26 27	2nd Ave.	E. Brookland Park Blvd. & 2nd Ave. 2nd Ave. & Woodcliff Ave.	1 11	0	100%	4	100% 36%	2	200% 36%
27	2nd Ave.	E. Brookland Park Blvd. & Custer St.	10	6	60%	6	60%	7	70%
27	Custer St.	2nd Ave. & Woodcliff Ave.	5	0	0%	0	0%	0	0%
28	Woodcliff Ave.	Grayland Ave. & Idlewood Ave.	20	7	35%	7	35%	8	40%
28		S Belmont Ave. & McCloy St.	8	7	88%	8	100%	5	63%
28	Goverland	S Belmont Ave. & McCloy St.	7	3	43%	3	43%	2	29%
29	Goverland	E. Brookland Park Blvd. & Groveland	7	0	0%	3	43%	0	0%
29		Groveland Ave. & Dunn Ave.	21	10	48%	12	57%	8	38%
30	E. BIOOKIANG PARK BIVG.	Wellington St. & Dunn Ave.	13	5	38%	8	62%	6	46%







Exhibit A-8: Brookland Park/Six Points On-Street Weekend Occupancy (Pt. 2)

	Brookland Park/Six Points Saturday On-Street										
			Effective	Morning	(9AM-	Mid-Day	(11AM-	Evening	(5PM-7PM)		
Block #	Street	Cross Street	Supply	Counts	11AM)	Counts	2PM)	Counts	Utilization		
31		Richmond Henrico Tpke. & Wellington St.	10	7	70%	7	70%	2	20%		
32	Woodrow Ave.	E. Brookland Park Blvd. & Essex Pl.	20	4	20%	6	30%	5	25%		
	Woodrow Ave.	Woodrow Ave. & E. Brookland Park Ave.	6	0	0%	2	33%	0	0%		
33+34		Woodrow Ave. & E. Brookland Park Ave.	3	0	0%	0	0%	0	0%		
33+34		Lamb Ave. & E. Brookland Park Blvd.	4	0	0%	1	25%	0	0%		
	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	7	0	0%	1	14%	0	0%		
	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	12	0	0%	0	0%	1	8%		
		Lamb Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
		Barton Ave. & E. Brookland Park Blvd.	4	0	0%	0	0%	1	25%		
	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	15	3	20%	4	27%	2	13%		
	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	4	1	25%	0	0%	1	25%		
		Barton Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
		North Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
		Garland Ave. & E. Brookland Park Blvd.	7	0	0%	10	143%	7	100%		
	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	18	3	17%	18	100%	13	72%		
		Garland Ave. & E. Brookland Park Blvd.	5	2	40%	6	120%	5	100%		
		Hanes Ave. & E. Brookland Park Blvd.	18	0	0%	7	39%	6	33%		
	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	15	3	20%	3	20%	8	53%		
_	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	4	8	200%	10	250%	8	200%		
_	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	14	1	7%	3	21%	8	57%		
		Hanes Ave. & Fendall Ave.	4	1	25%	1	25%	0	0%		
	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	7	3	43%	8	114%	11	157%		
	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	7	0	0%	3	43%	5	71%		
		Griffin Ave. & Fendall Ave.	7	3	43%	3	43%	4	57%		
	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	3	4	133%	4	133%	6	200%		
		Edgewood Ave. & Fendall Ave.	7	4	57%	3	43%	5	71%		
49	Edgewood Ave.	Edgewood Ave. & E. Brookland Park Blvd.	3	2	67%	3	100%	3	100%		
49		Edgewood Ave. & E. Brookland Park Blvd.	2	0	0%	1	50%	1	50%		
		Edgewood Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd. Griffin Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
	Griffin Ave.	Griffin Ave. & E. Brookland Park Blvd.	9	0	0%	0	0%	3	33% 33%		
52 52		Griffin Ave. & E. Brookland Park Blvd.	4	3	75%	1 2	11% 50%	1	25%		
53	Fendall Ave.	Fendall Ave. & E. Brookland Park Blvd.	11	5	45%	5	45%	7	64%		
		Fendall Ave. & E. Brookland Park Blvd.		1	33%			2	67%		
54+55 54+55		Hanes Ave. & E. Brookland Park Blvd.	3	0	33% 0%	2 2	67% 50%	2	50%		
54+55	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	3	0	0%	3	100%	0	0%		
56	Hanes Ave.	Hanes Ave. & E. Brookland Park Blvd.	7	5	71%	5	71%	2	29%		
56		Hanes Ave. & E. Brookland Park Blvd.	6	1	17%	4	67%	5	83%		
57		Garland Ave. & E. Brookland Park Blvd.	4	1	25%	6	150%	5	125%		
57	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	3	2	67%	7	233%	7	233%		
58	Garland Ave.	Garland Ave. & E. Brookland Park Blvd.	3	2	67%	6	200%	7	233%		
58		Garland Ave. & E. Brookland Park Blvd.	6	0	0%	0	0%	5	83%		
59+60		North Ave. & E. Brookland Park Blvd.	2	0	0%	0	0%	0	0%		
59+60		North Ave. & E. Brookland Park Blvd.	2	0	0%	1	50%	0	0%		
61		Garland Ave. & E. Brookland Park Blvd.	5	0	0%	0	0%	0	0%		
61	Barton Ave.	Garland Ave. & E. Brookland Park Blvd.	5	2	40%	2	40%	1	20%		
62	Barton Ave.	Barton Ave. & E. Brookland Park Blvd.	3	1	33%	0	0%	2	67%		
62		Barton Ave. & E. Brookland Park Blvd.	3	0	0%	0	0%	0	0%		
62		Lamb Ave. & E. Brookland Park Blvd.	4	0	0%	0	0%	0	0%		
62	Lamb Ave.	Lamb Ave. & E. Brookland Park Blvd.	11	6	55%	2	18%	4	36%		
63		Lamb Ave. & E. Brookland Park Blvd.	13	7	54%	2	15%	8	62%		
63		Lamb Ave. & E. Brookland Park Blvd.	8	3	38%	0	0%	2	25%		
64		Lamb Ave. & Woodrow Ave.	8	2	25%	2	25%	2	25%		
Total			740	222	30%	338	46%	320	43%		







Exhibit A-9: Brookland Park/Six Points Off-Street Weekend Occupancy

	Brookland Park/Six Points Saturday Off-Street											
					Effective	Morning	(9AM-	Mid-Day	(11AM-	Evening	(5PM-7PM)	
Block #	-	Name/Description	Туре	SubType	Supply	Counts	11AM)	Counts	2PM)	Counts	Utilization	
8	8-1	1000 E. Brookland Park Residential	Private/Private Lot		4	1	25%	1	25%	1	25%	
9	9-1	St. Mark Church of God in Christ	Private/Private Lot	Customers	18	0	0%	21	117%	1	6%	
10	10-1	1230 Newbury Ave.	Private/Private Lot	Residential	25	0	0%	0	0%	0	0%	
10	10-2	New York Fried Chicken Corporation	Privato / Privato Lot		4							
10	10-2	New fork Fried Chicken Corporation	Private/Private Lot	Mixed-Use	4	1	25%	3	75%	5	125%	
11	11-1	Seventh St. Memorial Baptist	Private/Private Lot	Customers	25	0	0%	0	0%	0	0%	
44	44.2	3028 Meadowbridge Road	Dairesta (Dairesta Lat	Danisla sakial	0	4	420/		250/		00/	
11	11-2	Residential	Private/Private Lot	Residential	8	1	13%	2	25%	0	0%	
12	12-1	Harve Furniture Thrift Store	Private/Private Lot	Customers	13	2	15%	2	15%	2	15%	
12	12-2	Parking Lot	Private/Private Lot	Customers	2	0	0%	0	0%	0	0%	
13	13-1	Raceway Convenience Store	Private/Private Lot	Mixed-Use	11	1	9%	3	27%	0	0%	
40	40.0	Highland Park Community Food	5 /5		4-		100/		100/		501	
13	13-2	Pantry	Private/Private Lot	Mixed-Use	17	3	18%	2	12%	1	6%	
15	15-1	3101 Carolina Ave. Residential	Private/Private Lot	Residential	3	2	67%	2	67%	1	33%	
16		Hair Tech	Private/Private Lot		2	1	50%	1	50%	1	50%	
17	17-1	Brown's Automotive Services	Private/Private Lot	Customers	22	35	159%	32	145%	30	136%	
19	19-1	Firehouse 15	Private/Private Lot		8	0	0%	0	0%	0	0%	
21		Trim's Barber Shop	Private/Private Lot		5	0	0%	3	60%	4	80%	
21		Chicken Box	Private/Private Lot		3	0	0%	6	200%	9	300%	
22		S & K Supermarket	Private/Private Lot		35	2	6%	5	14%	5	14%	
22		S & K Supermarket	Private/Private Lot		9	0	0%	4	44%	0	0%	
25		Sunoco Gas Station	Private/Private Lot		5	2	40%	2	40%	7	140%	
26		Bank of America ATM	Private/Private Lot		23	2	9%	2	9%	5	22%	
26		1323 E. Brookland Park Blvd.	Private/Private Lot		9	0	0%	3	33%	6	67%	
27		Highland Park School	Private/Private Lot		16	_						
						15	94%	14	88%	12	75%	
29		Hotchkiss Park	Public/Public Lot	Mixed-Use	20	2	10%	0	0%	0	0%	
32		400 E. Brookland Park	Private/Private Lot		20	14	70%	12	60%	12	60%	
33		Sleep & Total Wellness Institute	Private/Private Lot		3	0	0%	0	0%	0	0%	
35		Scott's Chapel	Private/Private Lot		32	0	0%	0	0%	1	3%	
36	36-1	Park's Combo 2	Private/Private Lot		10	3	30%	6	60%	2	20%	
37	37-1	3005 Barton Ave.	Private/Private Lot		2	5	250%	1	50%	2	100%	
38	38-1	The Luncheonette - Northside	Private/Private Lot	Mixed-Use	12	10	83%	11	92%	13	108%	
38	38-2	Tyler Automotive	Private/Private Lot	Mixed-Use	6	7	117%	16	267%	9	150%	
39	39-1	Post Office	Public/Private Lot	Mixed-Use	8	0	0%	3	38%	1	13%	
39	39-2	3008 North Ave. Residential	Private/Private Lot	Residential	5	3	60%	3	60%	2	40%	
40	40-1	3003 Garland Ave. Residential	Private/Private Lot	Residential	5	1	20%	0	0%	2	40%	
41	41-1	Kate's Beauty Supply	Private/Private Lot	Employees	7	4	57%	7	100%	4	57%	
43		Hanes Market& Deli	Private/Private Lot		6	1	17%	4	67%	4	67%	
44		Good Luck Hair Braiding	Private/Private Lot		7	3	43%	7	100%	5	71%	
48		#1 Cleaners/Seafood Market	Private/Private Lot		21	0	0%	6	29%	9	43%	
49		Street Action Discount Auto	Private/Private Lot		20	32	160%	32	160%	28	140%	
53		Davinci's Subs	Private/Private Lot		16	0	0%		25%	5	31%	
		Northside Branch Professional Buildin			20			4				
59 50						1	5%	11	55%	7	35%	
59		Virginia ABC	Private/Private Lot		17	2	12%	8	47%	8	47%	
59		Virginia ABC	Private/Private Lot		14	1	7%	5	36%	4	29%	
59		Dollar General	Private/Private Lot		26	3	12%	6	23%	6	23%	
60		North Ave. Branch Library	Public/Private Lot		22	0	0%	6	27%	0	0%	
60		Family Dollar	Private/Private Lot		37	1	3%	7	19%	6	16%	
60	60-3	Empty For Lease	Private/Private Lot	Customers	7	1	14%	2	29%	1	14%	
61	61-1	Café Nostra	Private/Private Lot	Customers	8	0	0%	0	0%	0	0%	
62	62-1	Market Place	Private/Private Lot	Mixed-Use	17	1	6%	8	47%	5	29%	
63	63-1	Scott's Funeral Home	Private/Private Lot		43	0	0%	10	23%	4	9%	
64		Richmond Community High School	Public/Private Lot	Mixed-Use	86	1	1%	1	1%	0	0%	
Total		, 0	,	32. 300	764	164	21%	284	37%	230	30%	









CITY OF RICHMOND PARKING STUDY

APPENDIX B - LIBBIE/GROVE/PATTERSON

EXISTING CONDITIONS

Libbie, Grove, and Patterson is a commercial district in the west end of Richmond that stretches from the intersection of Libbie and Grove to the intersection of Libbie and Patterson. It is immediately adjacent to single-family residential neighborhoods and also contains three private schools. The neighborhood is subject to a parking overlay district, PO-1, which enables businesses to provide fewer off-street parking spaces per square foot of floor area than otherwise required in the City.

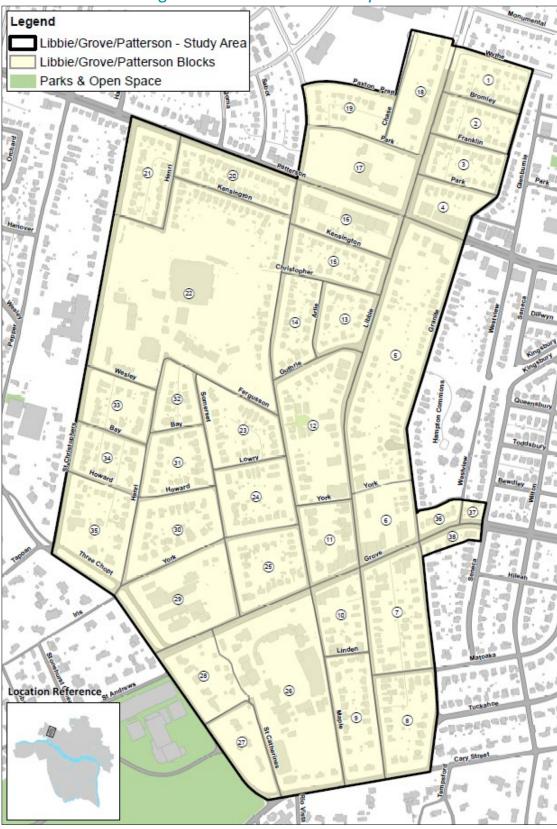
Many of the block faces that experienced seemingly high utilization did so because of illegal parking, i.e. effective supply for that block face is zero but one or more drivers parked there thus exceeding effective supply. Painting parking lanes will help to address this while increased enforcement will help to ensure that drivers are abiding by the parking markings.







Figure 1: Libbie & Grove Study Area







Existing Parking Supply

At present, parking within the Libbie & Grove study area consists mainly of on-street unrestricted and some sporadic time-delimited and resident-only spaces, as well as numerous privately-owned surface lots. There are currently no paid parking spaces on or off the street.

In total, DESMAN inventoried 3,258 parking spaces; 47% were on-street (1,545 spaces) and 53% were off-street (1,713 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit B-1**.

On-Street Parking

DESMAN inventoried a total of 1,545 spaces on 144 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit B-2**. As **Chart 1** indicates, the large majority of on-street parking is unrestricted. On the next page, **Figure 2** shows the representative locations of the on-street parking spaces along each street segment within the Libbie & Grove study area.

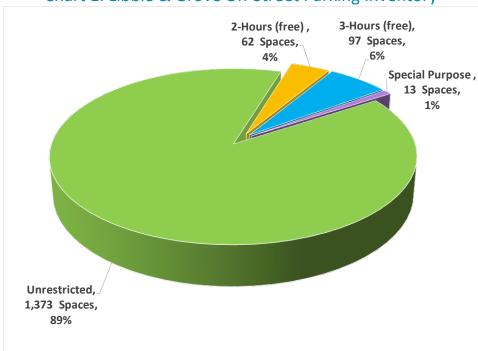


Chart 1: Libbie & Grove On-Street Parking Inventory

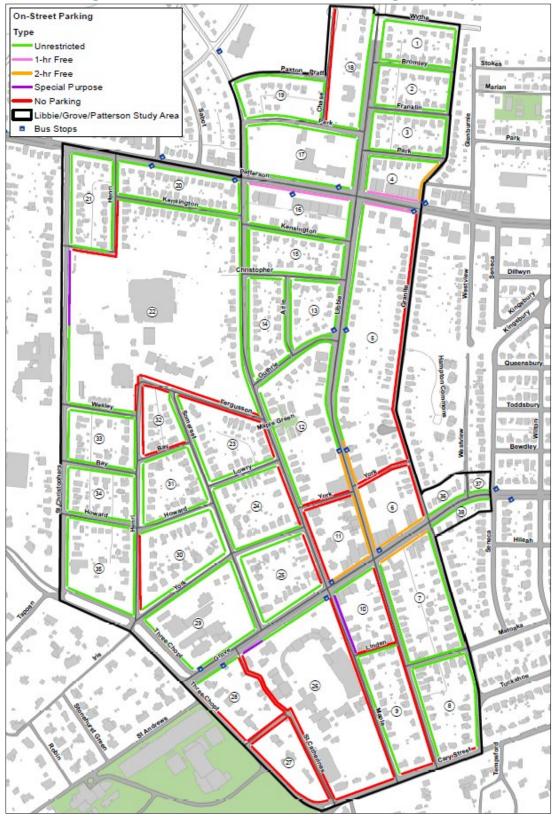
As **Figure 2** indicates, time-restricted parking exists only in commercial areas where regular turnover and availability is a concern for businesses reliant on curbside parking. In most of the area, especially on block faces with abutting residences, on-street parking is unrestricted. There is, however, resident-only parking around Saint Catherine's School and no parking allowed on certain streets, presumably due to their narrower widths.







Figure 2: Libbie & Grove On-Street Parking Inventory







Off-Street Parking

DESMAN inventoried a total of 1,713 spaces in 67 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit B-3**. The off-street parking inventory in Libbie & Grove is made up entirely of Private/Private surface lots; no lot in the neighborhood is publicly owned or publicly accessible.

On the next page, **Figure 3** exhibits the locations of the off-street parking facilities within the Libbie & Grove study area. A full list of off-street facilities is included in the Appendices as **Exhibit B-3**.

DESMAN further categorized the off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential', educational and religious organizations—among others—as 'institutional', and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed use'. As **Chart 38** shows, the off-street parking inventory in the study area is mostly used by institutions and customers.

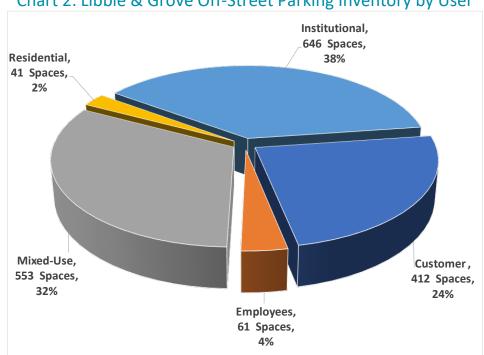


Chart 2: Libbie & Grove Off-Street Parking Inventory by User









Figure 3: Libbie & Grove Off-Street Parking Inventory by Ownership









Existing Parking Occupancy

DESMAN executed a series of six observations designed to capture existing parking conditions at different times of the day and different days of the week. These observations occurred on:

- Thursday, May 3, 2018: Morning (8:00 AM-10:00 AM)
- Thursday, May 3, 2018: Mid-day (11:00 AM-2:00 PM)
- Thursday, May 3, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, May 5, 2018: Morning (8:00 AM-10:00 AM)
- Saturday, May 5, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, May 5, 2018: Evening (5:00 PM-7:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded, but after the weather had improved, when there is a high level of activity among area residents, businesses, and institutions. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods; the two morning counts captured conditions when residential and school-age presence is very high and stable.

Unlike the parking inventory, which a team of surveyors recorded physically block by block, DESMAN used two methods to document parking utilization. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods.

DESMAN compared parking utilization to the calculated effective parking supply of 2,867 spaces (1,321 spaces on-street and 1,546 spaces off-street).







Weekday Occupancy and Utilization

Staff executed three counts on the survey weekday (Thursday, May 3, 2018), one in the morning (between 8:00 AM and 10:00 AM), one at mid-day (between 11:00 AM and 2:00 PM), and the third in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 1,578 vehicles in the morning, 1,590 vehicles at mid-day, and 1,189 vehicles in the evening as shown in **Table 1** below. Weekday utilization by block is represented in **Figure 4** on the next page.

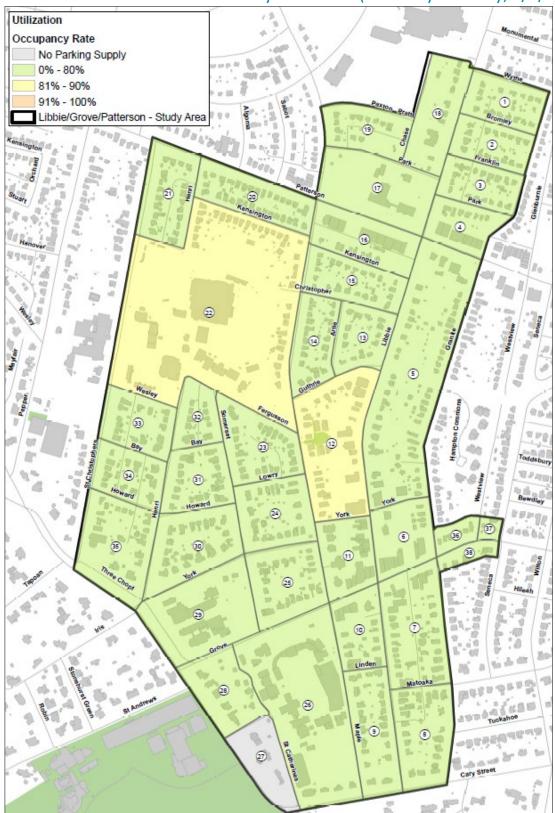
Table 1: Libbie & Grove Weekday Utilization

		Libbie	and Grove W		ock by Block		
	Effective	Weekday	8AM-10AM	Weekday	11AM-2PM	Weekda	y 5PM-7PM
Block #	Supply	Count	Utilization	Count	Utilization	Count	Utilization
1	35	13	37%	12	34%	19	54%
2	38	13	34%	13	34%	16	42%
3	41	4	10%	8	20%	9	22%
4	67	29	43%	34	51%	51	76%
5	276	135	49%	137	50%	115	42%
6	109	70	64%	75	69%	72	66%
7	132	84	64%	95	72%	67	51%
8	28	10	36%	6	21%	12	43%
9	12	9	75%	8	67%	4	33%
10	90	63	70%	66	73%	38	42%
11	160	111	0%	116	0%	80	0%
12	186	145	78%	149	80%	72	39%
13	34	16	47%	18	53%	21	62%
14	45	12	27%	14	31%	22	49%
15	56	15	27%	16	29%	31	55%
16	237	108	46%	111	47%	99	42%
17	148	42	28%	43	29%	23	16%
18	57	12	21%	9	16%	8	14%
19	45	26	58%	21	47%	20	44%
20	41	13	32%	14	34%	13	32%
21	47	21	45%	10	21%	21	45%
22	230	175	76%	183	80%	154	67%
23	35	4	0%	7	0%	5	0%
24	26	9	35%	5	19%	5	19%
25	33	24	73%	23	70%	10	30%
26	144	109	76%	104	72%	30	21%
27	0	0	0%	0	0%	0	0%
28	14	4	29%	3	21%	3	21%
29	217	170	78%	160	74%	72	33%
30	29	25	86%	20	69%	8	28%
31	56	6	11%	4	7%	8	14%
32	59	35	0%	36	0%	18	0%
33	39	31	79%	30	77%	22	56%
34	32	9	28%	8	25%	12	38%
35	40	15	38%	21	53%	18	45%
36	10	5	50%	4	40%	5	50%
37	14	6	43%	5	36%	5	36%
38	5	0	0%	2	40%	1	20%
Total	2,867	1,578	55%	1,590	55%	1,189	41%





Figure 4: Libbie & Grove Peak Weekday Utilization (Thursday Mid-Day, 5/3/2018







As **Table 2** indicates, the total effective supply of each block's on- and off-street spaces was largely underutilized. A detailed presentation of total occupancy is included in the Appendices as **Exhibit B-4**.

During the weekday survey day, drivers occupied 46% of the effective *on-street* supply (605 cars against 1,321 spaces) in the morning, 45% of effective supply (593 cars) at mid-day, and 45% of the effective supply (590 cars) in the evening. DESMAN identified 16 block faces in the morning, 19 block faces at mid-day, and 14 block faces in the evening where occupancy exceeded effective supply, as shown in **Exhibit B-5** in the Appendices.

During the weekday survey day, drivers occupied 63% of the effective off-street supply (973 cars against 1,546 spaces), 64% of effective supply (997 cars) at mid-day, and 39% of the effective supply (599 cars) in the evening. DESMAN identified seven surface lots in the morning and seven lots at mid-day where occupancy exceeded effective supply, as shown in **Exhibit B-6** in the Appendices. However, no surface lot exceeded effective supply in the evening. As **Exhibit B-6** shows, 14 of the overall surveyed facilities met or exceeded their effective supply at some point during the survey day. Of these 14 lots, 9 serve some form of commercial enterprise while the remaining 5 serve the large institutions in the neighborhood.

Against an effective parking supply of 373 spaces, facilities serving customers experienced utilization rates of 65% in the morning (243 cars), 70% at mid-day (260 cars) and 46% in the evening (170 cars). Employees occupied 57% of their 54 combined effective spaces in the morning (31 cars), 70% at mid-day (38 cars), and 43% in the evening (23 cars). Residents occupied 62% of their aggregate effective supply of 37 spaces in the morning (23 cars), 68% at mid-day (25 cars), and 54% in the evening (20 cars). Those facilities designated as mixed-use had an effective supply of 498 spaces, of which drivers occupied 57% in the morning (283 cars) and at mid-day (286 cars), but only 39% (196 cars) in the evening. Those facilities designated as institutional had an effective supply of 584 and drivers occupied 67% of those spaces in the morning (393 cars), 66% utilized at mid-day (388 cars), and 33% in the evening (190 cars).

Weekend Occupancy and Utilization

Staff executed three counts on the survey day (Saturday, May 5, 2018) in the morning (between 8:00 AM and 10:00 AM), at mid-day (between 11:00 AM and 2:00 PM), and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 1,106 vehicles in the morning, 1,649 vehicles at mid-day, and 943 vehicles in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.

As the table indicates on the next page, while the total effective supply was somewhat underutilized, three blocks experienced occupancy equal to or in excess of the effective supply at mid-day. In each instance, these were blocks with or adjacent to a large institution and governed by parking restrictions. A detailed presentation of total occupancy is included in the Appendices as **Exhibit B-7**.





Table 2: Libbie & Grove Weekend Utilization

			and Grove W				
	Effective	Weekend	8AM-10AM	Weekend	11AM-2PM	Weeken	d 5PM-7PM
Block#	Supply	Count	Utilization	Count	Utilization	Count	Utilization
1	35	18	51%	13	37%	16	46%
2	38	18	47%	19	50%	18	47%
3	41	15	37%	23	56%	13	32%
4	67	27	40%	59	88%	27	40%
5	276	77	28%	129	47%	101	37%
6	109	21	19%	88	81%	62	57%
7	132	50	38%	63	48%	40	30%
8	28	18	64%	21	75%	14	50%
9	12	7	58%	12	100%	7	58%
10	90	22	24%	73	81%	21	23%
11	160	74	0%	138	0%	65	0%
12	186	54	29%	81	44%	57	31%
13	34	19	56%	14	41%	16	47%
14	45	17	38%	17	38%	18	40%
15	56	17	30%	23	41%	17	30%
16	237	82	35%	107	45%	45	19%
17	148	67	45%	70	47%	42	28%
18	57	15	26%	12	21%	10	18%
19	45	27	60%	23	51%	15	33%
20	41	18	44%	21	51%	22	54%
21	47	19	40%	23	49%	20	43%
22	230	44	19%	91	40%	48	21%
23	35	15	0%	13	0%	14	0%
24	26	16	62%	22	85%	16	62%
25	33	16	48%	24	73%	8	24%
26	144	85	59%	172	119%	28	19%
27	0	0	0%	0	0%	0	0%
28	14	8	57%	8	57%	5	36%
29	217	103	47%	129	59%	43	20%
30	29	7	24%	34	117%	12	41%
31	56	32	57%	32	57%	27	48%
32	59	24	0%	17	0%	23	0%
33	39	19	49%	20	51%	24	62%
34	32	14	44%	13	41%	13	41%
35	40	23	58%	27	68%	24	60%
36	10	6	60%	7	70%	4	40%
37	14	9	64%	9	64%	6	43%
38	5	3	60%	2	40%	2	40%
Total	2,867	1,106	39%	1,649	58%	943	33%

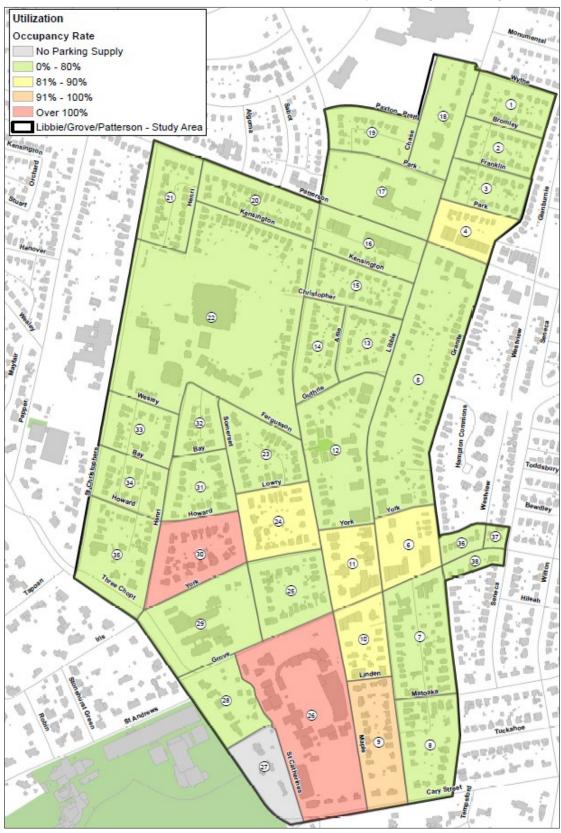








Figure 5: Libbie & Grove Peak Weekend Utilization (Saturday Mid-Day, 5/5/2018)







DESMAN calculated 1,321 spaces of effective *on-street* parking supply in the study area. During the survey day, staff observed utilization rates of 49% (642 cars) in the morning, 61% (802 cars) at mid-day, and 42% (557 cars) in the evening. DESMAN identified 29 block faces where occupancy exceeded effective parking supply at least once during the day, as shown in **Exhibit B-8** in the Appendices.

DESMAN calculated 1,546 spaces of effective *off-street* parking supply in the study area. During the survey day, staff observed utilization rates of 30% (464 cars) in the morning, 55% (847 cars) at mid-day, and 25% (386 cars) in the evening. As shown in **Exhibit B-9** in the Appendices, DESMAN identified five facilities where occupancy exceeded effective parking supply at one point during the survey day—four of which were at mid-day.

Among the sub-types of surface lots within the study area, residents used their designated spaces most consistently, followed by customers, as shown in **Table 3**.

Table 3: Libbie & Grove Weekend Off-Street Utilization by Sub Type

Sub Type	Effective	Morning	8AM-10PM	Mid-Day	11AM-2PM	Evening	5PM-7PM
Sub Type	Supply	Count	Utilization	Count	Utilization	Count	Utilization
Customers	373	132	35%	254	68%	113	30%
Employees	54	13	24%	38	70%	20	37%
Mixed-Use	498	108	22%	226	45%	132	27%
Residential	37	16	43%	25	68%	16	43%
Institutional	584	195	33%	304	52%	103	18%
Total	1,546	464	30%	847	55%	384	25%







Exhibit B-1: Libbie & Grove Total Supply Inventory (Pt. 1)

		EXHIBIT D-1. LIDE	one or drove	ON-	oply Inventory (ι. 1)	OFF-STREET FA	ACILITIES		
BLOCK #		ADDRESS	ТҮРЕ	1-Hour 2-Hours S _I (Free) (Free) Pu	rpose Unrestricted H/C Parking		General Rese	rved H/C	Subtotal	GRAND TOTAL
1	Wythe Ave. Granite Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.	On-Street On-Street		12 12	12 12			0 0	12 12
1	Bromley Ln. Libbie Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.	On-Street On-Street		11 7	11 7			0	11 7
2 2	Bromley Ln. Granite Ave.	Libbie Ave. & Granite Ave. Bromley Ln. & W Franklin St.	On-Street On-Street		14 8	14 8			0 0	14 8
2	W. Franklin St.	Libbie Ave. & Granite Ave.	On-Street		15	15			0	15
2	Libbie Ave. W Franklin St.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave.	On-Street On-Street		7 15	7 15			0	7 15
3	Granite Ave.	W. Franklin St. & Park Ave.	On-Street		11	11			0 0	11 15
3	Park Ave. Libbie Ave.	Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.	On-Street On-Street		15 7	15 7			0	7
4	Park Ave. Granite Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	On-Street On-Street	4	21	21 4			0	21 4
4	Patterson Ave.	Libbie & Granite Ave.	On-Street	13	_	13			0	13
4	Libbie Ave. Westhampton Pastry Shop Inc	Park Ave. & Patterson Ave. 5728 Patterson Ave.	On-Street Private/Private Lot		3	3 0	8		0 8	3 8
4 5	The Grill Patterson Ave.	5724 Patterson Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	20		0 20	28		28 0	28 20
5	Granite Ave.	Patterson Ave. & York Rd.	On-Street	20	0	0			0	0
5 5	York Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Patterson Ave. & York Rd.	On-Street On-Street	17	0 72	0 89			0	0 89
5	BB & T	5707 Patterson Ave.	Private/Private Lot			0	23	2	25	25
5 5	Virginia Commonwealth Bank HandCraft Dry Cleaners	5711 Patterson Ave. 5705 Patterson Ave.	Private/Private Lot Private/Private Lot			0	7 12	1	7 13	7 13
5 5	Book People	536 Granite Ave. 503 Libbie Ave.	Private/Private Lot			0	26 25	1	26	26
5	503 Libbie Ave. Businesses VSA	415 Libbie Ave.	Private/Private Lot Private/Private Lot			0	16	1	26 16	26 16
5 5	Thistles SweetFrog Frozen Yogurt	411 Libbie Ave. 409 Libbie Ave.	Private/Private Lot Private/Private Lot			0	16 10		16 10	16 10
5	Palani Drive	401 Libbie Ave.	Private/Private Lot			0	27	1	28	28
5 5	York Court Residential 502 Libbie Ave.	5706 York Rd. 502 Libbie Ave.	Private/Private Lot Private/Private Lot			0	11 25		11 25	11 25
6	York Rd.	Libbie Ave. & Granite Ave.	On-Street		0	0			0	0
6 6	Granite Ave. Grove Ave.	York Rd. & Grove Ave. Libbie Ave. & Granite Ave.	On-Street On-Street	15	0	0 15			0 0	0 15
6	Libbie Ave.	York Rd. & Grove Ave.	On-Street	13		13			0	13
6 6	Specialty Cabinets Beijing On Grove	312 Granite Ave. 5710 Grove Ave.	Private/Private Lot Private/Private Lot			0	12 56	2	14 56	14 56
6	Middleburg Bank	315 Libbie Ave.	Private/Private Lot			0	12		12	12
6 7	7-Eleven Grove Ave.	321 Libbie Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	13		0 13	11	1	12 0	12 13
7	Granite Ave.	Grove Ave. & Matoaka Rd.	On-Street		15	15			0	15
7 7	Matoaka Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Grove Ave. & Matoaka Rd.	On-Street On-Street		9 10	9 10			0	9 10
7 7	BP Scents of Serenity Organic Spa	5711 Grove Ave.	Private/Private Lot Private/Private Lot			0	15 13	1	16	16
7	V For the Home	5703 Grove Ave.	Private/Private Lot			0	19	1	13 20	13 20
7 7	122 Granite Ave. 119 Libbie Ave.	122 Granite Ave. 119 Libbie Ave.	Private/Private Lot Private/Private Lot			0	8 11	1	9 11	9 11
7	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot			0	26		26	26
7 8	Mango Salon Matoaka Rd.	123 Libbie Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street		8	0 8	6		6 0	6 8
8	Granite Ave.	Matoaka Rd. & Cary Street Rd.	On-Street		14	14			0	14
8	Cary Street Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Matoaka Rd. & Cary Street Rd.	On-Street On-Street		0	0 11			0	0 11
9	Linden Ln.	Maple Ave. & Libbie Ave.	On-Street		3	3			0	3
9	Libbie Ave. Cary Street Rd.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	On-Street On-Street		0 0	0			0	0
9 10	Maple Ave. Grove Ave.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	On-Street On-Street	7	11	11 7			0	11 7
10	Libbie Ave.	Grove Ave. & Linden Ln.	On-Street	,	0	0			0	0
10 10	Linden Ln. Maple Ave.	Maple Ave. & Libbie Ave. Grove Ave. & Linden Ln.	On-Street On-Street		0	0 5			0	0 5
10	Caturra on Grove & Fraiche	5811 Grove Ave.	Private/Private Lot			О	42	3	45	45
10 10	Fraiche Wells Fargo Bank	5805 Grove Ave. 5803 Grove Ave.	Private/Private Lot Private/Private Lot			0	12 14	1	12 15	12 15
10	Dr. William Way, DDS	118 Libbie Ave.	Private/Private Lot			0	8		8	8
10 11	Linden Lane Residential York Rd.	5810 Linden Ln. Maple Ave. & Libbie Ave.	Private/Private Lot On-Street		0	0	7		7 0	7
11 11	Libbie Ave. Grove Ave.	York Rd. & Grove Ave. Maple Ave. & Libbie Ave.	On-Street On-Street	10 13		10 13			0 0	10 13
11	Maple Ave.	York Rd. & Grove Ave.	On-Street	15	0	0			0	0
11 11	Joyner Fine Properties Richmond Fire Station #19	319 Maple Ave. 311 Maple Ave.	Private/Private Lot Private/Private Lot			0	21 9	2 2	23 11	23 11
11	SunTrust	5816 Grove Ave.	Private/Private Lot			0	13	1	14	14
11 11	Alton Lane Richmond Westhampton Cleaners	304 Libbie Ave. 314 Libbie Ave.	Private/Private Lot Private/Private Lot			0	38 31		38 31	38 31
11 11	Stuffy's Subs Peter Blair & Alton Lane	324 Libbie Ave. 5800 Grove Ave.	Private/Private Lot Private/Private Lot			0	16 7	1	16 8	16 8
11	York LLC	5809 York Rd.	Private/Private Lot			0	14	1	14	14
12 12	Guthrie Ave. Libbie Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.	On-Street On-Street	5	13 9	13 14			0 0	13 14
12	York Rd.	Maple Ave. & Libbie Ave.	On-Street		0	О			0	0
12 12	Maple Ave. Nationwide Insurance	Guthrie Ave. & York Rd. 508 Libbie Ave.	On-Street Private/Private Lot		7	7	6		0 6	7 6
12	Edward Jones The Andrew Agency	506 Libbie Ave.	Private/Private Lot Private/Private Lot			0	18 26	1	19	19
12 12	Davey Crockett Dentistry	500 Libbie Ave. 420 Libbie Ave.	Private/Private Lot			0	16	1 1	27 17	27 17
12 12	Ameriprise Couture By L K Design	418 Libbie Ave. 414 Libbie Ave.	Private/Private Lot Private/Private Lot			0	7 52	1	7 53	7 53
12	Libbie Market	400 Libbie Ave.	Private/Private Lot			0	45	1	46	46
13 13	Christopher Ln. Libbie Ave.	Arlie St. & Libbie Ave. Christopher Ln. & Guthrie Ave.	On-Street On-Street		9 8	9 8			0	9
13	Guthrie Ave.	Arlie St. & Libbie Ave.	On-Street		6	6			0	6
13 14	Arlie St. Christopher Ln.	Christopher Ln. & Guthrie Ave. Maple Ave. & Arlie St.	On-Street On-Street		17 6	17 6			0	17 6
14	Arlie St.	Christopher Ln. & Guthrie Ave.	On-Street		15	15			0	15
14 14	Guthrie Ave. Maple Ave.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	On-Street On-Street		8 23	8 23			0 0	8 23
15	Kensington Ave.	Maple Ave. & Libbie Ave.	On-Street		21 9	21 9			0 0	21 9
15 15	Libbie Ave. Christopher Ln.	Kensington Ave. & Christopher Ln. Maple Ave. & Libbie Ave.	On-Street On-Street		25	25			0	25
15 16	Maple Ave. Patterson Ave.	Kensington Ave. & Christopher Ln. Highpoint Ave. & Mactavish Ave.	On-Street On-Street	29	10	10 29			0	10 29
16	Libbie Ave.	Rockbridge St. & Norfolk St.	On-Street		9	9			0	9
16 16	Kensington Ave. Maple Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		28 3	28 3			0 0	28 3
16	Pizza Hut	5825 Patterson Ave.	Private/Private Lot			0	82	2	84	84
16 16	Pleasants Hardware Tidewater Physical Therapy	5815 Patterson Ave. 5801 Patterson Ave.	Private/Private Lot Private/Private Lot			0	39 12	3 1	42 13	42 13
16	Barrel Thief Wine Shop	5805 Patterson Ave.	Private/Private Lot			0	57		57	57







Exhibit B-1: Libbie & Grove Total Supply Inventory (Pt. 2)

17 L 17 F 17 M 17 5	NAME/DESCRIPTION Park Ave. Libbie Ave.	ADDRESS Libbie Ave. & Maple Ave.	ТҮРЕ	1-Hour 2-Hours Special (Free) (Free) Purpose U	Inrestricted H/	No C Parking	Subtotal	General I	Reserved	u/c	Subtotal	GRAND
17 L 17 F 17 M 17 5		Libbie Ave. & Maple Ave.								п/С	Juniolai	TOTAL
17 F 17 M 17 5		Park Ave. & Patterson Ave.	On-Street On-Street		17 13		17 13				0 0	17 13
17 5	Patterson Ave.	Libbie Ave. & Maple Ave.	On-Street		24		24				0	24
	Maple Ave. 5800 Patterson Ave.	Park Ave. & Patterson Ave. 5800 Patterson Ave.	On-Street Private/Private Lot		13		13 0	10			0 10	13 10
17 5	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot				0	7			7	7
	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot				0	56			56	56
	5800 Patterson Ave. Libbie Ave.	5800 Patterson Ave. Park Ave. & Libbie Ave.	Private/Private Lot On-Street		35		0 35	30			30 0	30 35
	Park Ave.	Libbie Ave. & Chase St.	On-Street		10		10				0	10
	Chase St.	Park Ave. & Chase St.	On-Street			0	0			_	0	0
	Reinhart Guest House Paxton St.	1100 Libbie Ave. Mactavish Ave. & Highpoint Ave.	Private/Private Lot On-Street		21		0 21	18		2	20 0	20 21
	Chase St.	W Leigh St. & W Clay St.	On-Street		12		12				0	12
	Park Ave.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.	On-Street		14 6		14 6				0 0	14 6
	Maple Ave. Patterson Ave.	Henri Rd. & Maple Ave.	On-Street On-Street		15		15				0	15
	Maple Ave.	Patterson Ave. & Kensington Ave.	On-Street		6		6				0	6
	Kensington Ave. Henri Rd.	Henri Rd. & Maple Ave. Patterson Ave. & Kensington Ave.	On-Street On-Street		21 6		21 6				0 0	21 6
	Patterson Ave.	Henri Rd. & St. Christopher's Rd.	On-Street		7		7				0	7
	Henri Rd.	Patterson Ave. & Henri Rd.	On-Street		25		25				0	25
	Henri Rd. St Christopher's Rd.	Henri Rd. & St. Christopher's Rd. Patterson Ave. & Henri Rd.	On-Street On-Street		7 17		7 17				0 0	7 17
	Kensington Ave.	Maple Av & Henri Rd.	On-Street		21		21				0	21
22 N	Maple Ave.	Kensington Ave. & Fergusson Rd.	On-Street		27	_	27				0	27
	Fergusson Rd. Henri Rd.	Maple Av & Henri Rd. Fergusson Rd. & Wesley Rd.	On-Street On-Street			0 0	0 0				0 0	0
	Wesley Rd.	Henri Rd. & St. Christopher's Rd.	On-Street		14	3	14				0	14
	St Christopher's Rd.	Wesley Rd. & Henri Rd.	On-Street	4	15		19				0	19
	Henri Rd. St. Christopher's School	Kensington Ave. & St. Christopher's Rd. 5912 Fergusson Rd.	On-Street Private/Private Lot		7		7 0	75		3	0 78	7 78
22 5	St. Christopher's School	628 Henri Rd.	Private/Private Lot				0	28		2	30	30
	St. Christopher's School	714 St Christopher's Rd.	Private/Private Lot			0	0	56		6	62 0	62
	Fergusson Rd. Maple Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.	On-Street On-Street			0 0	0 0				0 0	0
23 L	Lowrey St.	Somerset Ave. & Maple Ave.	On-Street		18		18				0	18
	Somerset Ave. Lowry St.	Fergusson Rd. & Lowrey St. Somerset Ave. & Maple Ave.	On-Street On-Street		24 7		24 7				0	24 7
	Maple Ave.	Lowry St. & York Rd.	On-Street		,	0	0				0	0
	York Rd.	Somerset Ave. & Maple Ave.	On-Street		16		16				0	16
	Somerset Ave. York Rd.	Lowry St. & York Rd. Somerset Ave. & Maple Ave.	On-Street On-Street		7 9		7 9				0	7 9
	Maple Ave.	Lowry St. & York Rd.	On-Street		,	0	0				0	0
	Grove Ave.	Somerset Ave. & Maple Ave.	On-Street		19		19				0	19
	Somerset Ave. Grove Ave.	Lowry St. & York Rd. St. Catherine's Ln. & Maple Ave.	On-Street On-Street	4	10 15		10 19				0	10 19
	Maple Ave.	Grove Ave. & Cary Street Rd.	On-Street	•	15	0	0				0	0
	Cary Street Rd.	St. Catherine's Ln. & Maple Ave.	On-Street			0	0				0	0
	St. Catherine's Ln. St. Catherine's School	Grove Ave. & Cary Street Rd. 6001 Grove Ave.	On-Street Private/Private Lot			0	0 0	37		1	0 38	0 38
	St. Catherine's School	5 Maple Ave.	Private/Private Lot				0	27		2	29	29
	St. Catherine's School	St. Catherine's Lane	Private/Private Lot				0	38			38	38
	St. Catherine's School St. Catherine's School	St. Catherine's Lane St. Catherine's Lane	Private/Private Lot Private/Private Lot				0 0	5 23		2	7 23	7 23
	St. Catherine's School	St. Catherine's Lane	Private/Private Lot				0	5			5	5
	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street			0	0				0	0
	St. Catherine's Ln. Three Chopt Rd.	Three Chopt Rd. & St. Catherine's Ln. St. Catherine's Ln. & St. Catherine's Ln.	On-Street On-Street			0 0	0 0				0 0	0
	Grove Ave.	Grove Ave. & St. Catherine's Ln.	On-Street		17		17				0	17
	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street			0 0	0 0				0 0	0
	St. Catherine's Ln. Three Chopt Rd.	Grove Ave. & St. Catherine's Ln. Grove Ave. & St. Catherine's Ln.	On-Street On-Street			0	0			_	0	0
29 Y	York Rd.	Henri Rd. & Somerset Ave.	On-Street		15		15				0	15
	Somerset Ave. Grove Ave.	York Rd. & Grove Ave. Henri Rd. & Somerset Ave.	On-Street On-Street		14 14		14 14				0 0	14 14
	Henri Rd.	York Rd. & Grove Ave.	On-Street		16		14 16				0	16
	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot				0	42		,	42	42
	St. Bridget School St. Bridget School	6006 Three Chopt Rd. 6006 Three Chopt Rd.	Private/Private Lot Private/Private Lot				0 0	14	5	4	4 19	4 19
	St. Stephen's Episcopal Church		Private/Private Lot				0	116		2	118	118
	Howard Rd.	Henri Rd. & Howard Rd. Howard Rd. & York Rd.	On-Street		10 6		10 6				0 0	10
	Somerset Ave. York Rd.	Henri Rd. & Howard Rd.	On-Street On-Street		6 18		6 18				0	6 18
30 F	Henri Rd.	Howard Rd. & York Rd.	On-Street			0	0				0	0
	Bay St. Somerset Ave.	Henri Rd. & Somerset Ave. Bay St. & Howard Rd.	On-Street On-Street		5 23		5 23				0 0	5 23
	Howard Rd.	Henri Rd. & Somerset Ave.	On-Street		23 14		23 14				0	23 14
31 F	Henri Rd.	Bay St. & Howard Rd.	On-Street		23		23				0	23
	Fergusson Rd. Somerset Ave.	Henri Rd. & Somerset Ave. Fergusson Rd. & Bay St.	On-Street On-Street		16	0	0 16				0 0	0 16
	Bay St.	Henri Rd. & Somerset Ave.	On-Street		10	0	0				0	0
	Henri Rd.	Fergusson Rd. & Bay St.	On-Street			0	0				0	0
	5922 Fergusson Rd. Wesley Rd.	5922 Fergusson Rd. ST Christopher's Rd. & Henri Rd.	Private/Private Lot On-Street		9		0 9	50			50 0	50 9
	Henri Rd.	Wesley Rd. & Bay St.	On-Street		11		11				0	11
	Bay St.	ST Christopher's Rd. & Henri Rd.	On-Street		13		13				0	13
	St Christopher's Rd. Bay St.	Wesley Rd. & Bay St. St Christopher's Rd. & Henri Rd.	On-Street On-Street		13 13		13 13				0	13 13
	Henri Rd.	Bay St. & Howard Rd.	On-Street		4		4				0	4
	Howard Rd.	St Christopher's Rd. & Henri Rd.	On-Street		12		12			ļ	. 0	12
	St. Christopher's Rd. Howard Rd.	Bay St. & Howard Rd. St. Christopher's Rd. & Henri Rd.	On-Street On-Street		6 7		9 7				0	9
35 H	Henri Rd.	Howard Rd. & Henri Rd.	On-Street		12		12				0	12
		St. Christopher's Rd. & Henri Rd.	On-Street		18 11		18 11				0	18
	St. Christopher's Rd. Grove Ave.	Howard Rd. & Henri Rd. Granite Ave. & Westview Ave.	On-Street On-Street		11 12		11 12				0	11 12
37 (Grove Ave.	Granite Ave. & Seneca Rd.	On-Street		17		17				0	17
38 C	Grove Ave.	Westview Ave. & Seneca Rd.	On-Street	62 97 13	6 1,370		6 1,545	1,652	5	56	0 1,713	6 3,258







Exhibit B-2: Libbie & Grove On-Street Supply Inventory

LOCK#	NAME/DESCRIPTION	ADDRESS	1 - Hour (Free)	2-Hours (free)	Special Purpose Unrest	ricted	тот
1	Wythe Ave. Granite Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.			1:		12
1	Bromley Ln. Libbie Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.			1:	_	11
2	Bromley Ln.	Libbie Ave. & Granite Ave.			1	1	14
2	Granite Ave. W. Franklin St.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave.			8 1		15
2	Libbie Ave.	Bromley Ln. & W Franklin St.			7		7
3	W. Franklin St. Granite Ave.	Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.			1:		15
3	Park Ave.	Libbie Ave. & Granite Ave.			1		15
3	Libbie Ave. Park Ave.	W. Franklin St. & Park Ave. Libbie & Granite Ave.			7		21
4	Granite Ave. Patterson Ave.	Park Ave. & Patterson Ave. Libbie & Granite Ave.	13	4			13
4	Libbie Ave.	Park Ave. & Patterson Ave.	15		3		3
5 5	Patterson Ave. Granite Ave.	Libbie Ave. & Granite Ave. Patterson Ave. & York Rd.	20				20
5	York Rd.	Libbie Ave. & Granite Ave.					0
5	Libbie Ave. York Rd.	Patterson Ave. & York Rd. Libbie Ave. & Granite Ave.		17	7.	2	89
6	Granite Ave.	York Rd. & Grove Ave.					0
6 6	Grove Ave. Libbie Ave.	Libbie Ave. & Granite Ave. York Rd. & Grove Ave.		15 13			15
7	Grove Ave.	Libbie Ave. & Granite Ave.		13			13
7 7	Granite Ave. Matoaka Rd.	Grove Ave. & Matoaka Rd. Libbie Ave. & Granite Ave.			1! 9		15 9
7	Libbie Ave.	Grove Ave. & Matoaka Rd.			1		10
8	Matoaka Rd. Granite Ave.	Libbie Ave. & Granite Ave. Matoaka Rd. & Cary Street Rd.			8		8 14
8	Cary Street Rd.	Libbie Ave. & Granite Ave.			1	•	0
8	Libbie Ave. Linden Ln.	Matoaka Rd. & Cary Street Rd.			1: 3		11
9	Libbie Ave.	Maple Ave. & Libbie Ave. Linden Ln. & Cary Street Rd.			3		0
9	Cary Street Rd.	Maple Ave. & Libbie Ave.					0
9	Maple Ave. Grove Ave.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.		7	1	l	7
10	Libbie Ave.	Grove Ave. & Linden Ln.					0
10 10	Linden Ln. Maple Ave.	Maple Ave. & Libbie Ave. Grove Ave. & Linden Ln.			5		5
11	York Rd.	Maple Ave. & Libbie Ave.					0
11 11	Libbie Ave. Grove Ave.	York Rd. & Grove Ave. Maple Ave. & Libbie Ave.		10 13			10
11	Maple Ave.	York Rd. & Grove Ave.		-			0
12 12	Guthrie Ave. Libbie Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.		5	1: 9		13
12	York Rd.	Maple Ave. & Libbie Ave.		,			0
12 13	Maple Ave. Christopher Ln.	Guthrie Ave. & York Rd. Arlie St. & Libbie Ave.			7		7
13	Libbie Ave.	Christopher Ln. & Guthrie Ave.			8		8
13 13	Guthrie Ave. Arlie St.	Arlie St. & Libbie Ave.			6		17
13 14	Arlie St. Christopher Ln.	Christopher Ln. & Guthrie Ave. Maple Ave. & Arlie St.			1 6		6
14 14	Arlie St. Guthrie Ave.	Christopher Ln. & Guthrie Ave. Maple Ave. & Arlie St.			1!		15
14	Maple Ave.	Christopher Ln. & Guthrie Ave.			2		23
15	Kensington Ave.	Maple Ave. & Libbie Ave.			2:		21
15 15	Libbie Ave. Christopher Ln.	Kensington Ave. & Christopher Ln. Maple Ave. & Libbie Ave.			2		25
15	Maple Ave.	Kensington Ave. & Christopher Ln.			1)	10
16 16	Patterson Ave. Libbie Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	29		9		29
16	Kensington Ave.	Highpoint Ave. & Mactavish Ave.			2		28
16 17	Maple Ave. Park Ave.	Rockbridge St. & Norfolk St. Libbie Ave. & Maple Ave.			3 1'		17
17	Libbie Ave.	Park Ave. & Patterson Ave.			1		13
17 17	Patterson Ave. Maple Ave.	Libbie Ave. & Maple Ave. Park Ave. & Patterson Ave.			2-		24 13
18	Libbie Ave.	Park Ave. & Libbie Ave.			3		35
18 18	Park Ave. Chase St.	Libbie Ave. & Chase St. Park Ave. & Chase St.			1)	10
19	Paxton St.	Mactavish Ave. & Highpoint Ave.			2	1	21
19 19	Chase St. Park Ave.	W Leigh St. & W Clay St.			1:		12
19	Maple Ave.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.			6		6
20	Patterson Ave.	Henri Rd. & Maple Ave.			1		15
20 20	Maple Ave. Kensington Ave.	Patterson Ave. & Kensington Ave. Henri Rd. & Maple Ave.			6 2:		21
20	Henri Rd.	Patterson Ave. & Kensington Ave.			6		6
21 21	Patterson Ave. Henri Rd.	Henri Rd. & St. Christopher's Rd. Patterson Ave. & Henri Rd.			7		25
21	Henri Rd.	Henri Rd. & St. Christopher's Rd.			7		7
21 22	St Christopher's Rd. Kensington Ave.	Patterson Ave. & Henri Rd. Maple Av & Henri Rd.			1'		21
22	Maple Ave.	Kensington Ave. & Fergusson Rd.			2	7	27
22 22	Fergusson Rd. Henri Rd.	Maple Av & Henri Rd. Fergusson Rd. & Wesley Rd.					0
22	Wesley Rd.	Henri Rd. & St. Christopher's Rd.			1	1	14
22 22	St. Christopher's Rd. Henri Rd.	Wesley Rd. & Henri Rd. Kensington Ave. & St. Christopher's Rd.			4 1		19
23	Fergusson Rd.	Somerset Ave. & Maple Ave.			,		0
23 23	Maple Ave.	Fergusson Rd. & Lowrey St.			1	,	18
23	Lowrey St. Somerset Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.			24	1	24
24 24	Lowry St. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.			7		7
24 24	Maple Ave. York Rd.	Lowry St. & York Rd. Somerset Ave. & Maple Ave.			1	ŝ	16
24	Somerset Ave.	Lowry St. & York Rd.			7		7
25 25	York Rd. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.			g		0
25 25	Grove Ave.	Somerset Ave. & Maple Ave.			19		19
25 26	Somerset Ave. Grove Av	Lowry St. & York Rd. St. Catherine's Ln. & Maple Ave.			4 1		19
26	Maple Ave.	Grove Ave. & Cary Street Rd.					0
26 26	Cary Street Rd. St. Catherine's Ln.	St. Catherine's Ln. & Maple Ave. Grove Ave. & Cary Street Rd.					0
27	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.					0
27 27	St. Catherine's Ln. Three Chopt Rd.	Three Chopt Rd. & St. Catherine's Ln. St. Catherine's Ln. & St. Catherine's Ln.					0
28	Grove Ave.	Grove Ave. & St. Catherine's Ln.			1	7	17
28 28	St. Catherine's Ln. St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln. Grove Ave. & St. Catherine's Ln.					0
28	Three Chopt Rd.	Grove Ave. & St. Catherine's Ln.					0
29 29	York Rd. Somerset Ave.	Henri Rd. & Somerset Ave. York Rd. & Grove Ave.			1: 1-		15
29	Grove Ave.	Henri Rd. & Somerset Ave.			1	1	14
29 30	Henri Rd. Howard Rd.	York Rd. & Grove Ave. Henri Rd. & Howard Rd.			1		10
30	Somerset Ave.	Howard Rd. & York Rd.			6		6
30 30	York Rd. Henri Rd.	Henri Rd. & Howard Rd. Howard Rd. & York Rd.			1	•	18
31	Bay St.	Henri Rd. & Somerset Ave.			5		5
31 31	Somerset Ave. Howard Rd.	Bay St. & Howard Rd. Henri Rd. & Somerset Ave.			2:		23 14
31	Henri Rd.	Bay St. & Howard Rd.			2		23
32 32	Fergusson Rd. Somerset Ave.	Henri Rd. & Somerset Ave. Fergusson Rd. & Bay St.				5	16
32 32	Somerset Ave. Bay St.	Fergusson Rd. & Bay St. Henri Rd. & Somerset Ave.			1	_	16
32	Henri Rd.	Fergusson Rd. & Bay St.					0
33 33	Wesley Rd. Henri Rd.	St. Christopher's Rd. & Henri Rd. Wesley Rd. & Bay St.			9 1:		1:
33	Bay St.	St. Christopher's Rd. & Henri Rd.			1	3	13
33 34	St. Christopher's Rd. Bay St.	Wesley Rd. & Bay St. St Christopher's Rd. & Henri Rd.			1:		13
34	Henri Rd.	Bay St. & Howard Rd.			4		4
34 34	Howard Rd.	St. Christopher's Rd. & Henri Rd. Bay St. & Howard Rd.			1:	2	12
35	Howard Rd.	St. Christopher's Rd. & Henri Rd.			7		7
35	Henri Rd.	Howard Rd. & Henri Rd.			1	2	12
35	Henri Rd. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.			1:		11
35		Granite Ave. & Westview Ave.			1		12
36 37	Grove Ave	Granite Ave. & Seneca Rd.			1		17







Exhibit B-3: Libbie & Grove Off-Street Supply Inventory

_			3-3: LIDDIE & Grove		<u> </u>	OFF-STRE	ET FACILITIES	
	Map ID	NAME/DESCRIPTION	ADDRESS	TYPE	SUBTYPE		eserved H/C	
4 4	4-1 4-2	Westhampton Pastry Shop The Grill	5728 Patterson Ave. 5724 Patterson Ave.	Private/Private Lot Private/Private Lot	•	8 28		8 28
5	5-1	BB & T	5707 Patterson Ave.	Private/Private Lot		23	2	25
5	5-2	Virginia Commonwealth Bank	5711 Patterson Ave.	Private/Private Lot	Mixed Use	7		7
5	5-3	HandCraft Dry Cleaners	5705 Patterson Ave.	Private/Private Lot	Mixed Use	12	1	13
5	5-4	Book People	536 Granite Ave.	Private/Private Lot		26		26
5	5-5	503 Libbie Ave. Businesses	503 Libbie Ave.	Private/Private Lot		25	1	26
5 5	5-6 5-7	VSA Thistles	415 Libbie Ave. 411 Libbie Ave.	Private/Private Lot Private/Private Lot		16 16		16 16
5	5-8	SweetFrog Frozen Yogurt	409 Libbie Ave.	Private/Private Lot		10		10
5	5-9	Palani Drive	401 Libbie Ave.	Private/Private Lot		27	1	28
5	5-10	York Court Residential	5706 York Rd.	Private/Private Lot	Residential	11		11
5	5-11	502 Libbie Ave.	502 Libbie Ave.	Private/Private Lot		25		25
6	6-1	Specialty Cabinets	312 Granite Ave.	Private/Private Lot		12	2	14
6 6	6-2 6-3	Beijing On Grove Middleburg Bank	5710 Grove Ave. 315 Libbie Ave.	Private/Private Lot Private/Private Lot		56 12		56 12
6	6-4	7-Eleven	321 Libbie Ave.	Private/Private Lot		11	1	12
7	7-1	BP	5711 Grove Ave.	Private/Private Lot		15	1	16
7	7-2	Scents of Serenity Organic Spa	5707 Grove Ave.	Private/Private Lot	Customers	13		13
7	7-3	V For the Home	5703 Grove Ave.	Private/Private Lot		19	1	20
7	7-4	122 Granite Ave.	122 Granite Ave.	Private/Private Lot		8	1	9
7	7-5	119 Libbie Ave.	119 Libbie Ave.	Private/Private Lot		11		11
7	7-6	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot		26		26
7 10	7-7 10-1	Mango Salon Caturra on Grove	123 Libbie Ave. 5811 Grove Ave.	Private/Private Lot Private/Private Lot		6 42	3	6 45
10	10-1	Fraiche	5805 Grove Ave.	Private/Private Lot		12	3	12
10	10-3	Wells Fargo Bank	5803 Grove Ave.	Private/Private Lot		14	1	15
10	10-4	Dr. William Way, DDS	118 Libbie Ave.	Private/Private Lot		8	_	8
10	10-5	Linden Lane Residential	5810 Linden Ln.	Private/Private Lot		7		7
11	11-1	Joyner Fine Properties	319 Maple Ave.	Private/Private Lot	Mixed Use	21	2	23
11	11-2	Richmond Fire Station #19	311 Maple Ave.	Private/Private Lot	Employees	9	2	11
11	11-3	SunTrust	5816 Grove Ave.	Private/Private Lot		13	1	14
11	11-4	Alton Lane Richmond	304 Libbie Ave.	Private/Private Lot		38		38
11	11-5	Westhampton Cleaners	314 Libbie Ave.	Private/Private Lot		31		31
11 11	11-6 11-7	Stuffy's Subs Peter Blair	324 Libbie Ave. 5800 Grove Ave.	Private/Private Lot Private/Private Lot		16 7	1	16 8
11	11-7	York LLC	5809 York Rd.	Private/Private Lot		14	1	14
12	12-1	Nationwide Insurance	508 Libbie Ave.	Private/Private Lot		6		6
12	12-2	Edward Jones	506 Libbie Ave.	Private/Private Lot		18	1	19
12	12-3	The Andrew Agency	500 Libbie Ave.	Private/Private Lot	Mixed Use	26	1	27
12	12-4	Davey Crockett Dentistry	420 Libbie Ave.	Private/Private Lot	Mixed Use	16	1	17
12	12-5	Ameriprise	418 Libbie Ave.	Private/Private Lot		7		7
12	12-6	Couture By L K Design	414 Libbie Ave.	Private/Private Lot		52	1	53
12	12-7	Libbie Market	400 Libbie Ave.	Private/Private Lot		45	1	46
16 16	16-1 16-2	Pizza Hut	5825 Patterson Ave.	Private/Private Lot		82	2	84
16 16	16-2 16-3	Pleasants Hardware Tidewater Physical Therapy	5815 Patterson Ave. 5801 Patterson Ave.	Private/Private Lot Private/Private Lot		39 12	3 1	42 13
16	16-3 16-4	Barrel Thief Wine Shop	5805 Patterson Ave.	Private/Private Lot		57	T	57
17	17-1	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		10		10
17	17-2	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		7		7
17	17-3	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	Institutional	56		56
17	17-4	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		30		30
18	18-1	Reinhart Guest House	1100 Libbie Ave.	Private/Private Lot		18	2	20
22	22-1	St. Christopher's School	5912 Fergusson Rd.	Private/Private Lot		75	3	78
22	22-2	St. Christopher's School	628 Henri Rd.	Private/Private Lot		28	2	30
22 26	22-3 26-1	St. Christopher's School St. Catherine's School	714 St. Christopher's Rd. 6001 Grove Ave.	Private/Private Lot Private/Private Lot		56 37	6	62 38
26 26	26-1 26-2	St. Catherine's School	5 Maple Ave.	Private/Private Lot Private/Private Lot		27	1 2	38 29
26	26-3	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		38	۷	38
26	26-4	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		5	2	7
26	26-5	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		23		23
26	26-6	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		5		5
29	29-1	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	Institutional	42		42
29	29-2	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot			4	4
29	29-3	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot		14	5	19
29	29-4	St. Stephen's Episcopal Church		Private/Private Lot		116	2	118
32	32-1	5922 Fergusson Rd.	5922 Fergusson Rd.	Private/Private Lot	institutional	50	F 50	50
Total						1,652	5 56	1,713





Exhibit B-4: Libbie & Grove Total Weekday Occupancy (Pt. 1)

		Libb	ie and Grove We	ekday Co			8 <u>0</u> 1/1.10444	Weeks	11AM-2PM	Wook-	y 5PM-7PM
Block #	Name/Description	Cross Streets/Addresses	Туре	Subtype	Effective Supply	Count	8AM-10AM Utilization	Count	Utilization	Count	Utilization
1 1	Wythe Ave. Granite Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.	On-Street On-Street		10 10	6 0	60% 0%	5 2	50% 20%	9 1	90% 10%
1	Bromley Ln.	Libbie Ave. & Granite Ave.	On-Street		9	4	44%	3	33%	6	67%
1 2	Libbie Ave. Bromley Ln.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave.	On-Street On-Street		6 12	3 6	50% 50%	2 6	33% 50%	3 7	50% 58%
2	Granite Ave.	Bromley Ln. & W Franklin St.	On-Street		7	2	29%	1	14%	2	29%
	W. Franklin St. Libbie Ave.	Libbie Ave. & Granite Ave. Bromley Ln. & W Franklin St.	On-Street On-Street		13 6	3 2	23% 33%	4 2	31% 33%	5 2	38% 33%
3	W. Franklin St.	Libbie Ave. & Granite Ave.	On-Street		13	1	8%	5	38%	2	15%
3	Granite Ave. Park Ave.	W. Franklin St. & Park Ave. Libbie Ave. & Granite Ave.	On-Street On-Street		9 13	1 2	11% 15%	1 2	11% 15%	2 5	22% 38%
	Libbie Ave.	W. Franklin St. & Park Ave.	On-Street		6	0	0%	0	0%	0	0%
4	Park Ave. Granite Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	On-Street On-Street		18 3	4 3	22% 100%	6 3	33% 100%	4 5	22% 167%
	Patterson Ave.	Libbie & Granite Ave.	On-Street		11	6	55%	6	55%	15	136%
	Libbie Ave. Westhampton Pastry Shop	Park Ave. & Patterson Ave. 5728 Patterson Ave.	On-Street Private/Private Lot	Employoos	3 7	2	67% 43%	1 4	33% 57%	3	100% 43%
	The Grill	5724 Patterson Ave.	Private/Private Lot		25	11	45%	14	56%	21	45% 84%
5	Patterson Ave.	Libbie Ave. & Granite Ave.	On-Street		17	3	18%	1	6%	3	18%
5 5	Granite Ave. York Rd.	Patterson Ave. & York Rd. Libbie Ave. & Granite Ave.	On-Street On-Street		0	2 0	200% 0%	2 0	200% 0%	11 0	1100% 0%
5	Libbie Ave.	Patterson Ave. & York Rd.	On-Street		76	28	37%	33	43%	24	32%
5-1 5-2	BB & T Virginia Commonwealth Bank	5707 Patterson Ave. 5711 Patterson Ave.	Private/Private Lot Private/Private Lot		23 6	5 5	22% 83%	5 5	22% 83%	3 6	13% 100%
	HandCraft Dry Cleaners	5705 Patterson Ave.	Private/Private Lot		12	14	117%	13	108%	4	33%
5-4 5-5	Book People 503 Libbie Ave. Businesses	536 Granite Ave. 503 Libbie Ave.	Private/Private Lot		23	19	83%	19	83%	15	65%
	VSA	415 Libbie Ave.	Private/Private Lot Private/Private Lot		24 14	17 13	71% 93%	11 14	46% 100%	5 12	21% 86%
	Thistles	411 Libbie Ave.	Private/Private Lot		14	6	43%	4	29%	3	21%
	SweetFrog Frozen Yogurt Palani Drive	409 Libbie Ave. 401 Libbie Ave.	Private/Private Lot Private/Private Lot		9 25	1 10	11% 40%	2 10	22% 40%	4 10	44% 40%
	York Court Residential	5706 York Rd.	Private/Private Lot		10	2	20%	6	60%	8	80%
	502 Libbie Ave.	502 Libbie Ave.	Private/Private Lot		23	10	43%	12	52%	7	30%
6 6	York Rd. Granite Ave.	Libbie Ave. & Granite Ave. York Rd. & Grove Ave.	On-Street On-Street		0	11 2	1100% 200%	3 0	300% 0%	7 0	700% 0%
6	Grove Ave.	Libbie Ave. & Granite Ave.	On-Street		13	11	85%	14	108%	12	92%
	Libbie Ave. Specialty Cabinets	York Rd. & Grove Ave. 312 Granite Ave.	On-Street Private/Private Lot	Mixed Uso	11 13	7 9	64% 69%	11 9	100% 69%	8 4	73% 31%
6-2	Beijing On Grove	5710 Grove Ave.	Private/Private Lot		50	27	54%	31	62%	4 37	31% 74%
	Middleburg Bank	315 Libbie Ave.	Private/Private Lot		11	1	9%	1	9%	0	0%
6-4 7	7-Eleven Grove Ave.	321 Libbie Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	Mixed Use	11 11	2 11	18% 100%	6 10	55% 91%	4 10	36% 91%
7	Granite Ave.	Grove Ave. & Matoaka Rd.	On-Street		13	7	54%	8	62%	13	100%
7	Matoaka Rd.	Libbie Ave. & Granite Ave.	On-Street		8 9	2	25%	2 7	25%	2	25%
	Libbie Ave. BP	Grove Ave. & Matoaka Rd. 5711 Grove Ave.	On-Street Private/Private Lot	Customers	15	5 17	56% 113%	7 19	78% 127%	2 10	22% 67%
	Scents of Serenity Organic Spa		Private/Private Lot	Customers	12	11	92%	13	108%	9	75%
	V For the Home 122 Granite Ave.	5703 Grove Ave. 122 Granite Ave.	Private/Private Lot Private/Private Lot		18 8	14 1	78% 13%	14 1	78% 13%	5 1	28% 13%
	119 Libbie Ave.	119 Libbie Ave.	Private/Private Lot		10	4	40%	4	40%	3	30%
	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot		23	8	35%	11	48%	7	30%
7-7 8	Mango Salon Matoaka Rd.	123 Libbie Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	Mixed Use	5 7	4 0	80% 0%	6 0	120% 0%	5 3	100% 43%
8	Granite Ave.	Matoaka Rd. & Cary Street Rd.	On-Street		12	8	67%	3	25%	7	58%
8	Cary Street Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Matoaka Rd. & Cary Street Rd.	On-Street On-Street		0 9	0 2	0% 22%	0 3	0% 33%	0 2	0% 22%
9	Linden Ln.	Maple Ave. & Libbie Ave.	On-Street		3	2	67%	1	33%	3	100%
9	Libbie Ave.	Linden Ln. & Cary Street Rd.	On-Street		0	0	0%	0	0%	0	0%
9	Cary Street Rd. Maple Ave.	Maple Ave. & Libbie Ave. Linden Ln. & Cary Street Rd.	On-Street On-Street		9	0 7	0% 78%	0 7	0% 78%	0 1	0% 11%
10	Grove Ave.	Maple Ave. & Libbie Ave.	On-Street		6	10	167%	9	150%	5	83%
	Libbie Ave. Linden Ln.	Grove Ave. & Linden Ln. Maple Ave. & Libbie Ave.	On-Street On-Street		0	1 0	100% 0%	2 0	200% 0%	2 0	200% 0%
	Maple Ave.	Grove Ave. & Linden Ln.	On-Street		5	2	40%	2	40%	1	20%
	Caturra on Grove Fraiche	5811 Grove Ave. 5805 Grove Ave.	Private/Private Lot Private/Private Lot		41 11	22 11	54% 100%	27 9	66% 82%	21 6	51%
	Wells Fargo Bank	5803 Grove Ave.	Private/Private Lot		14	6	43%	8	82% 57%	1	55% 7%
	Dr. William Way, DDS	118 Libbie Ave.	Private/Private Lot		7	6	86%	4	57%	1	14%
	Linden Lane Residential York Rd.	5810 Linden Ln. Maple Ave. & Libbie Ave.	Private/Private Lot On-Street	Residential	6 0	5 0	83% 0%	5 0	83% 0%	1 0	17% 0%
	Libbie Ave.	York Rd. & Grove Ave.	On-Street		9	5	56%	6	67%	4	44%
	Grove Ave.	Maple Ave. & Libbie Ave.	On-Street		11	11	100%	12	109%	14	127%
	Maple Ave. Joyner Fine Properties	York Rd. & Grove Ave. 319 Maple Ave.	On-Street Private/Private Lot	Mixed Use	0 21	0 8	0% 38%	0 11	0% 52%	0 5	0% 24%
11-2	Richmond Fire Station #19	311 Maple Ave.	Private/Private Lot	Employees	10	7	70%	7	70%	6	60%
	SunTrust Alton Lane Richmond	5816 Grove Ave. 304 Libbie Ave.	Private/Private Lot Private/Private Lot		13 34	6 19	46% 56%	3 27	23% 79%	5 20	38% 59%
	Westhampton Cleaners	314 Libbie Ave.	Private/Private Lot		28	23	82%	17	61%	8	29%
	Stuffy's Subs	324 Libbie Ave.	Private/Private Lot		14	13	93%	16	114%	7	50%
	Peter Blair York LLC	5800 Grove Ave. 5809 York Rd.	Private/Private Lot Private/Private Lot		7 13	4 15	57% 115%	4 13	57% 100%	1 10	14% 77%
12	Guthrie Ave.	Maple Ave. & Libbie Ave.	On-Street		11	4	36%	7	64%	8	73%
	Libbie Ave. York Rd.	Guthrie Ave. & York Rd. Maple Ave. & Libbie Ave.	On-Street		12 0	23 0	192% 0%	22 0	183% 0%	15 0	125% 0%
	York Rd. Maple Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.	On-Street On-Street		6	2	0% 33%	0 2	0% 33%	0 1	0% 17%
12-1	Nationwide Insurance	508 Libbie Ave.	Private/Private Lot		5	5	100%	5	100%	2	40%
	Edward Jones The Andrew Agency	506 Libbie Ave. 500 Libbie Ave.	Private/Private Lot Private/Private Lot		17 24	4 29	24% 121%	4 29	24% 121%	3 8	18% 33%
	Davey Crockett Dentistry	420 Libbie Ave.	Private/Private Lot		15	5	33%	6	40%	3	20%
	Ameriprise	418 Libbie Ave.	Private/Private Lot		6	5	83%	6	100%	2	33%
	Couture By L K Design Libbie Market	414 Libbie Ave. 400 Libbie Ave.	Private/Private Lot Private/Private Lot		48 42	41 27	85% 64%	43 25	90% 60%	11 19	23% 45%
13	Christopher Ln.	Arlie St. & Libbie Ave.	On-Street		8	3	38%	7	88%	9	113%
13 13	Libbie Ave. Guthrie Ave.	Christopher Ln. & Guthrie Ave. Arlie St. & Libbie Ave.	On-Street On-Street		7 5	3 7	43% 140%	1 8	14% 160%	3 5	43% 100%
	Arlie St.	Christopher Ln. & Guthrie Ave.	On-Street		14	3	21%	2	14%	4	29%
14	Christopher Ln.	Maple Ave. & Arlie St.	On-Street		5	1	20%	1	20%	9	180%
14 14	Arlie St. Guthrie Ave.	Christopher Ln. & Guthrie Ave. Maple Ave. & Arlie St.	On-Street On-Street		13 7	6 4	46% 57%	8 4	62% 57%	9 2	69% 29%
14	Maple Ave.	Christopher Ln. & Guthrie Ave.	On-Street		20	1	5%	1	5%	2	10%
15	Kensington Ave.	Maple Ave. & Libbie Ave.	On-Street		18	6	33%	7	39%	7	39%
15 15	Libbie Ave. Christopher Ln.	Kensington Ave. & Christopher Ln. Maple Ave. & Libbie Ave.	On-Street On-Street		8 21	4	50% 19%	4 4	50% 19%	1 14	13% 67%
15	Maple Ave.	Kensington Ave. & Christopher Ln.	On-Street		9	1	11%	1	11%	9	100%
	Patterson Ave. Libbie Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		25 8	1 5	4% 63%	4 2	16% 25%	4 7	16% 88%
	Kensington Ave.	Highpoint Ave. & Mactavish Ave.	On-Street On-Street		24	3	63% 13%	2	25% 8%	6	88% 25%
16	Maple Ave.	Rockbridge St. & Norfolk St.	On-Street		3	1	33%	1	33%	3	100%
	Pizza Hut Pleasants Hardware	5825 Patterson Ave. 5815 Patterson Ave.	Private/Private Lot Private/Private Lot		76 38	38 32	50% 84%	45 30	59% 79%	24 20	32% 53%
	Tidewater Physical Therapy	5801 Patterson Ave.	Private/Private Lot		12	8	67%	6	50%	5	42%
16-4	Barrel Thief Wine Shop	5805 Patterson Ave.	Private/Private Lot	Mixed Use	51	20	39%	21	41%	30	59%









Exhibit B-4: Libbie & Grove Total Weekday Occupancy (Pt. 2)

		Exhibit B-4: Libbie &	and Grove We				icy (i t.	<u>-1</u>			
		Libble	and Grove we	ekuay Co	Effective		8AM-10AM	Weekday	11AM-2PM	Weekda	y 5PM-7PM
Block #	Name/Description	Cross Streets/Addresses	Type	Subtype	Supply	Count	Utilization	Count	Utilization	Count	Utilization
17 17	Park Ave. Libbie Ave.	Libbie Ave. & Maple Ave. Park Ave. & Patterson Ave.	On-Street On-Street		14 11	1 2	7% 18%	2 2	14% 18%	2 1	14% 9%
17	Patterson Ave.	Libbie Ave. & Maple Ave.	On-Street		20	0	0%	0	0%	0	0%
17	Maple Ave.	Park Ave. & Patterson Ave.	On-Street	ta alta ata a al	11	4	36%	4	36%	8	73%
17-1 17-2	5800 Patterson Ave. 5800 Patterson Ave.	5800 Patterson Ave. 5800 Patterson Ave.	Private/Private Lot Private/Private Lot		9 6	10 6	111% 100%	9 6	100% 100%	6 4	67% 67%
17-3	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		50	13	26%	14	28%	1	2%
17-4	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	Institutional	27	6	22%	6	22%	1	4%
18 18	Libbie Ave. Park Ave.	Park Ave. & Libbie Ave. Libbie Ave. & Chase St.	On-Street On-Street		30 9	4 1	13% 11%	3 2	10% 22%	3 1	10% 11%
18	Chase St.	Park Ave. & Chase St.	On-Street		0	0	0%	0	0%	0	0%
18-1	Reinhart Guest House	1100 Libbie Ave.	Private/Private Lot	Mixed Use	18	7	39%	4	22%	4	22%
19 19	Paxton St. Chase St.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.	On-Street On-Street		18 10	4 8	22% 80%	4 8	22% 80%	5 1	28% 10%
19	Park Ave.	Mactavish Ave. & Highpoint Ave.	On-Street		12	12	100%	7	58%	12	100%
19	Maple Ave.	W Leigh St. & W Clay St.	On-Street		5	2	40%	2	40%	2	40%
20 20	Patterson Ave. Maple Ave.	Henri Rd. & Maple Ave. Patterson Ave. & Kensington Ave.	On-Street On-Street		13 5	4 3	31% 60%	7 3	54% 60%	6 1	46% 20%
20	Kensington Ave.	Henri Rd. & Maple Ave.	On-Street		18	2	11%	3	17%	3	17%
20	Henri Rd.	Patterson Ave. & Kensington Ave.	On-Street		5	4	80%	1	20%	3	60%
21	Patterson Ave.	Henri Rd. & St. Christopher's Rd.	On-Street		6	5	83%	3 4	50%	6	100%
21 21	Henri Rd. Henri Rd.	Patterson Ave. & Henri Rd. Henri Rd. & St. Christopher's Rd.	On-Street On-Street		21 6	13 0	62% 0%	0	19% 0%	10 1	48% 17%
21	St Christopher's Rd.	Patterson Ave. & Henri Rd.	On-Street		14	3	21%	3	21%	4	29%
22	Kensington Ave.	Maple Av & Henri Rd.	On-Street		18	9	50%	9	50%	8	44%
22 22	Maple Ave. Fergusson Rd.	Kensington Ave. & Fergusson Rd. Maple Av & Henri Rd.	On-Street On-Street		23 0	6 19	26% 1900%	9 20	39% 2000%	17 14	74% 1400%
22	Henri Rd.	Fergusson Rd. & Wesley Rd.	On-Street		0	2	200%	20	2000%	3	300%
22	Wesley Rd.	Henri Rd. & St. Christopher's Rd.	On-Street		12	12	100%	13	108%	2	17%
22 22	St. Christopher's Rd. Henri Rd.	Wesley Rd. & Henri Rd. Kensington Ave. & St. Christopher's Rd.	On-Street		17 6	14 2	82% 33%	14 3	82% 50%	22 3	129% 50%
22-1	St. Christopher's School	Kensington Ave. & St. Christopher's Rd. 5912 Fergusson Rd.	Private/Private Lot	Institutional	71	48	68%	3 48	50% 68%	3 24	50% 34%
	St. Christopher's School	628 Henri Rd.	Private/Private Lot	Institutional	27	19	70%	21	78%	12	44%
	St. Christopher's School	714 St. Christopher's Rd.	Private/Private Lot	Institutional	56	44	79%	44	79%	49	88%
23 23	Fergusson Rd. Maple Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.	On-Street On-Street		0 0	0 2	0% 200%	0 3	0% 300%	0 1	0% 100%
23	Lowrey St.	Somerset Ave. & Maple Ave.	On-Street		15	0	0%	1	7%	0	0%
23	Somerset Ave.	Fergusson Rd. & Lowrey St.	On-Street		20	2	10%	3	15%	4	20%
24 24	Lowry St. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	On-Street On-Street		6 0	3 0	50% 0%	3 0	50% 0%	2 1	33% 100%
24	York Rd.	Somerset Ave. & Maple Ave.	On-Street		14	4	29%	1	7%	1	7%
24	Somerset Ave.	Lowry St. & York Rd.	On-Street		6	2	33%	1	17%	1	17%
25 25	York Rd. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	On-Street On-Street		8	5 0	63% 0%	3 0	38% 0%	1 0	13% 0%
25 25	Grove Ave.	Lowry St. & York Rd. Somerset Ave. & Maple Ave.	On-Street		0 16	15	0% 94%	0 18	0% 113%	7	0% 44%
25	Somerset Ave.	Lowry St. & York Rd.	On-Street		9	4	44%	2	22%	2	22%
26	Grove Av	St. Catherine's Ln. & Maple Ave.	On-Street		17	16	94%	16	94%	3	18%
26 26	Maple Ave. Cary Street Rd.	Grove Ave. & Cary Street Rd. St. Catherine's Ln. & Maple Ave.	On-Street On-Street		0 0	0	0% 0%	0 0	0% 0%	0	0% 0%
26	St. Catherine's Ln.	Grove Ave. & Cary Street Rd.	On-Street		0	10	1000%	2	200%	3	300%
26-1	St. Catherine's School	6001 Grove Ave.	Private/Private Lot		34	29	85%	30	88%	9	26%
_	St. Catherine's School St. Catherine's School	5 Maple Ave. St. Catherine's Lane	Private/Private Lot Private/Private Lot		26 34	6 18	23% 53%	6 20	23% 59%	4 7	15% 21%
	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		7	5	71%	6	86%	1	14%
	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		21	18	86%	18	86%	1	5%
26-6 27	St. Catherine's School St. Catherine's Ln.	St. Catherine's Lane Three Chopt Rd. & St. Catherine's Ln.	Private/Private Lot On-Street	Institutional	5 0	7	140% 0%	6 0	120% 0%	2 0	40% 0%
27	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
27	Three Chopt Rd.	St. Catherine's Ln. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
28 28	Grove Ave. St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln. Three Chopt Rd. & St. Catherine's Ln.	On-Street On-Street		14 0	4 0	29% 0%	3 0	21% 0%	3 0	21% 0%
28	St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
28	Three Chopt Rd.	Grove Ave. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
29	York Rd.	Henri Rd. & Somerset Ave.	On-Street		13	1 20	8% 167%	1	8% 175%	2	15% 8%
29 29	Somerset Ave. Grove Ave.	York Rd. & Grove Ave. Henri Rd. & Somerset Ave.	On-Street On-Street		12 12	20 12	167% 100%	21 11	175% 92%	1 11	8% 92%
29	Henri Rd.	York Rd. & Grove Ave.	On-Street		14	8	57%	6	43%	7	50%
29-1	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot		38	1	3%	1	3%	1	3%
29-2 29-3	St. Bridget School St. Bridget School	6006 Three Chopt Rd. 6006 Three Chopt Rd.	Private/Private Lot Private/Private Lot		4 18	4 16	100% 89%	4 13	100% 72%	2 6	50% 33%
29-4	St. Stephen's Episcopal Church	·	Private/Private Lot		106	108	102%	103	97%	42	40%
30	Howard Rd.	Henri Rd. & Howard Rd.	On-Street		9	4	44%	1	11%	1	11%
30 30	Somerset Ave. York Rd.	Howard Rd. & York Rd. Henri Rd. & Howard Rd.	On-Street On-Street		5 15	10 10	200% 67%	9 9	180% 60%	1 5	20% 33%
30	Henri Rd.	Howard Rd. & York Rd.	On-Street		0	10	100%	1	100%	1	100%
31	Bay St.	Henri Rd. & Somerset Ave.	On-Street		4	3	75%	1	25%	2	50%
31	Somerset Ave.	Bay St. & Howard Rd.	On-Street		20	0 3	0% 25%	0 3	0% 25%	1 5	5% 42%
31 31	Howard Rd. Henri Rd.	Henri Rd. & Somerset Ave. Bay St. & Howard Rd.	On-Street On-Street		12 20	0	25% 0%	0	25% 0%	0	42% 0%
32	Fergusson Rd.	Henri Rd. & Somerset Ave.	On-Street		0	0	0%	0	0%	0	0%
32	Somerset Ave.	Fergusson Rd. & Bay St.	On-Street		14	0	0%	3	21%	0	0%
32 32	Bay St. Henri Rd.	Henri Rd. & Somerset Ave. Fergusson Rd. & Bay St.	On-Street On-Street		0 0	0	0% 0%	0	0% 0%	0	0% 0%
	5922 Fergusson Rd.	5922 Fergusson Rd.	Private/Private Lot	Institutional	45	35	78%	33	73%	18	40%
33	Wesley Rd.	St. Christopher's Rd. & Henri Rd.	On-Street		8	10	125%	10	125%	3	38%
33	Henri Rd.	Wesley Rd. & Bay St.	On-Street		9	7	78% 55%	6 7	67%	4 0	44% 73%
33 33	Bay St. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Wesley Rd. & Bay St.	On-Street On-Street		11 11	6 8	55% 73%	7 7	64% 64%	8 7	73% 64%
34	Bay St.	St Christopher's Rd. & Henri Rd.	On-Street		11	3	27%	3	27%	2	18%
34	Henri Rd.	Bay St. & Howard Rd.	On-Street		3	2	67%	1	33%	1	33%
34 34	Howard Rd. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Bay St. & Howard Rd.	On-Street On-Street		10 8	1 3	10% 38%	1 3	10% 38%	5 4	50% 50%
35	Howard Rd.	St. Christopher's Rd. & Henri Rd.	On-Street		6	3	50%	3	50%	3	50%
35	Henri Rd.	Howard Rd. & Henri Rd.	On-Street		10	8	80%	12	120%	10	100%
35 35	Henri Rd. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.	On-Street On-Street		15 9	3 1	20% 11%	2 4	13% 44%	2	13% 33%
36	Grove Ave.	Granite Ave. & Westview Ave.	On-Street		10	5	50%	4	40%	5	50%
37	Grove Ave.	Granite Ave. & Seneca Rd.	On-Street		14	6	43%	5	36%	5	36%
38 Total	Grove Ave.	Westview Ave. & Seneca Rd.	On-Street		5 2,867	0 1,578	0% 55%	2 1,590	40% 55%	1 1,189	20% 41%
· Utal					/٥٥/	1,3/0	JJ/0	1,370	JJ/0	1,103	71/0









Exhibit B-5: Libbie & Grove On-Street Weekday Occupancy

lock#	Street	Cross Street	Туре	Effective Supply	Count	8AM-10AM Utilization	Count	11AM-2PM Utilization	Weekday Count	Utilizati
1	Wythe Ave. Granite Ave.	Libbie Ave. & Granite Ave. Wythe Ave. & Bromley Ln.	On-Street On-Street	10 10	6 0	60% 0%	5 2	50% 20%	9 1	90% 10%
1	Bromley Ln.	Libbie Ave. & Granite Ave.	On-Street On-Street	9	4 3	44% 50%	3	33% 33%	6	67% 50%
2	Libbie Ave. Bromley Ln.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave.	On-Street	12	6	50%	6	50%	7	58%
2	Granite Ave.	Bromley Ln. & W Franklin St.	On-Street	7	2	29%	1	14%	2 5	29%
2	W. Franklin St. Libbie Ave.	Libbie Ave. & Granite Ave. Bromley Ln. & W Franklin St.	On-Street On-Street	13 6	2	23% 33%	4 2	31% 33%	2	38% 33%
3	W. Franklin St. Granite Ave.	Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.	On-Street On-Street	13 9	1 1	8% 11%	5 1	38% 11%	2	15% 22%
3	Park Ave.	Libbie Ave. & Granite Ave.	On-Street	13	2	15%	2	15%	5	38%
3 4	Libbie Ave.	W. Franklin St. & Park Ave. Libbie & Granite Ave.	On-Street On-Street	6 18	0 4	0% 22%	6	0% 33%	0 4	0% 22%
4	Granite Ave.	Park Ave. & Patterson Ave.	On-Street	3	3	100%	3	100%	5	167%
4	Patterson Ave. Libbie Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	On-Street On-Street	11 3	6 2	55% 67%	6 1	55% 33%	15 3	136%
5	Patterson Ave.	Libbie Ave. & Granite Ave.	On-Street	17	3	18%	1	6%	3	18%
5	Granite Ave. York Rd.	Patterson Ave. & York Rd. Libbie Ave. & Granite Ave.	On-Street On-Street	0	2	200% 0%	2	200% 0%	11 0	1100 0%
5	Libbie Ave.	Patterson Ave. & York Rd.	On-Street	76	28	37%	33	43%	24	32%
6	York Rd. Granite Ave.	Libbie Ave. & Granite Ave. York Rd. & Grove Ave.	On-Street On-Street	0	11 2	1100% 200%	3 0	300% 0%	7 0	7009 0%
6	Grove Ave.	Libbie Ave. & Granite Ave.	On-Street	13	11	85%	14	108%	12	92%
6 7	Libbie Ave.	York Rd. & Grove Ave.	On-Street	11 11	7 11	64% 100%	11 10	100% 91%	8 10	73% 91%
7	Grove Ave. Granite Ave.	Libbie Ave. & Granite Ave. Grove Ave. & Matoaka Rd.	On-Street On-Street	13	7	54%	8	62%	13	1009
7 7	Matoaka Rd. Libbie Ave.	Libbie Ave. & Granite Ave.	On-Street	8 9	2 5	25% 56%	2 7	25% 78%	2	25% 22%
8	Matoaka Rd.	Grove Ave. & Matoaka Rd. Libbie Ave. & Granite Ave.	On-Street On-Street	7	0	0%	0	0%	3	43%
8	Granite Ave.	Matoaka Rd. & Cary Street Rd.	On-Street	12	8	67%	3	25%	7	58%
8	Cary Street Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Matoaka Rd. & Cary Street Rd.	On-Street On-Street	0 9	0 2	0% 22%	0 3	0% 33%	0 2	0% 22%
9	Linden Ln.	Maple Ave. & Libbie Ave.	On-Street	3	2	67%	1	33%	3	1009
9	Libbie Ave. Cary Street Rd.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	On-Street On-Street	0	0	0% 0%	0	0% 0%	0	0% 0%
9	Maple Ave.	Linden Ln. & Cary Street Rd.	On-Street	9	7	78%	7	78%	1	11%
10 10	Grove Ave. Libbie Ave.	Maple Ave. & Libbie Ave. Grove Ave. & Linden Ln.	On-Street On-Street	6 0	10 1	167% 100%	9	150% 200%	5 2	83% 2009
10	Linden Ln.	Maple Ave. & Libbie Ave.	On-Street	0	0	0%	0	0%	0	0%
10 11	Maple Ave. York Rd.	Grove Ave. & Linden Ln. Maple Ave. & Libbie Ave.	On-Street On-Street	5 0	2	40% 0%	2	40% 0%	1 0	20%
11	Libbie Ave.	York Rd. & Grove Ave.	On-Street	9	5	56%	6	67%	4	44%
11 11	Grove Ave. Maple Ave.	Maple Ave. & Libbie Ave. York Rd. & Grove Ave.	On-Street On-Street	11 0	11 0	100% 0%	12 0	109% 0%	14 0	1279 0%
12	Guthrie Ave.	Maple Ave. & Libbie Ave.	On-Street	11	4	36%	7	64%	8	73%
12	Libbie Ave.	Guthrie Ave. & York Rd.	On-Street	12	23	192%	22	183%	15 0	1259
12 12	York Rd. Maple Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.	On-Street On-Street	0 6	0 2	0% 33%	0 2	0% 33%	0 1	0% 17%
13	Christopher Ln.	Arlie St. & Libbie Ave.	On-Street	8	3	38%	7	88%	9	1139
13 13	Libbie Ave. Guthrie Ave.	Christopher Ln. & Guthrie Ave. Arlie St. & Libbie Ave.	On-Street On-Street	7 5	3 7	43% 140%	1 8	14% 160%	3 5	439 1009
13	Arlie St.	Christopher Ln. & Guthrie Ave.	On-Street	14	3	21%	2	14%	4	29%
14 14	Christopher Ln. Arlie St.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	On-Street On-Street	5 13	1 6	20% 46%	1 8	20% 62%	9	1809 699
14	Guthrie Ave.	Maple Ave. & Arlie St.	On-Street	7	4	57%	4	57%	2	29%
14 15	Maple Ave. Kensington Ave.	Christopher Ln. & Guthrie Ave. Maple Ave. & Libbie Ave.	On-Street On-Street	20 18	1 6	5% 33%	1 7	5% 39%	7	109
15	Libbie Ave.	Kensington Ave. & Christopher Ln.	On-Street	8	4	50%	4	50%	1	139
15 15	Christopher Ln. Maple Ave.	Maple Ave. & Libbie Ave. Kensington Ave. & Christopher Ln.	On-Street On-Street	21 9	4	19% 11%	4 1	19% 11%	14 9	67% 1009
16	Patterson Ave.	Highpoint Ave. & Mactavish Ave.	On-Street	25	1	4%	4	16%	4	16%
16	Libbie Ave.	Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street	8	5 3	63%	2	25%	7	88% 25%
16 16	Kensington Ave. Maple Ave.	Rockbridge St. & Norfolk St.	On-Street	24 3	1	13% 33%	2 1	8% 33%	6 3	1009
17	Park Ave.	Libbie Ave. & Maple Ave.	On-Street	14	1	7%	2	14%	2	149
17 17	Libbie Ave. Patterson Ave.	Park Ave. & Patterson Ave. Libbie Ave. & Maple Ave.	On-Street On-Street	11 20	0	18% 0%	2	18% 0%	1 0	9% 0%
17	Maple Ave.	Park Ave. & Patterson Ave.	On-Street	11	4	36%	4	36%	8	73%
18 18	Libbie Ave. Park Ave.	Park Ave. & Libbie Ave. Libbie Ave. & Chase St.	On-Street On-Street	30 9	4 1	13% 11%	3 2	10% 22%	3 1	109 119
18	Chase St.	Park Ave. & Chase St.	On-Street	0	0	0%	0	0%	0	0%
19 19	Paxton St. Chase St.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.	On-Street On-Street	18 10	4 8	22% 80%	4 8	22% 80%	5 1	28% 10%
19	Park Ave.	Mactavish Ave. & Highpoint Ave.	On-Street	12	12	100%	7	58%	12	1009
19 20	Maple Ave. Patterson Ave.	W Leigh St. & W Clay St. Henri Rd. & Maple Ave.	On-Street On-Street	5 13	2 4	40% 31%	2 7	40% 54%	2 6	409
20	Maple Ave.	Patterson Ave. & Kensington Ave.	On-Street	5	3	60%	3	60%	1	20%
20 20	Kensington Ave. Henri Rd.	Henri Rd. & Maple Ave. Patterson Ave. & Kensington Ave.	On-Street On-Street	18 5	2 4	11% 80%	3 1	17% 20%	3	17% 60%
21	Patterson Ave.	Henri Rd. & St. Christopher's Rd.	On-Street	6	5	83%	3	50%	6	1009
21 21	Henri Rd. Henri Rd.	Patterson Ave. & Henri Rd. Henri Rd. & St. Christopher's Rd.	On-Street On-Street	21 6	13 0	62% 0%	4 0	19% 0%	10 1	48% 17%
21	St Christopher's Rd.	Patterson Ave. & Henri Rd.	On-Street	14	3	21%	3	21%	4	29%
22 22	Kensington Ave.	Maple Av & Henri Rd.	On-Street	18	9	50%	9	50%	8 17	44% 74%
22 22	Maple Ave. Fergusson Rd.	Kensington Ave. & Fergusson Rd. Maple Av & Henri Rd.	On-Street On-Street	23 0	6 19	26% 1900%	20	39% 2000%	14	1400
22	Henri Rd.	Fergusson Rd. & Wesley Rd.	On-Street	0	2	200%	2	200%	3	3009
22 22	Wesley Rd. St. Christopher's Rd.	Henri Rd. & St. Christopher's Rd. Wesley Rd. & Henri Rd.	On-Street On-Street	12 17	12 14	100% 82%	13 14	108% 82%	2 22	17% 1299
22	Henri Rd.	Kensington Ave. & St. Christopher's Rd.	On-Street	6	2	33%	3	50%	3	50%
23 23	Fergusson Rd. Maple Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.	On-Street On-Street	0	0 2	0% 200%	0	0% 300%	0	0% 1009
23	Lowrey St.	Somerset Ave. & Maple Ave.	On-Street	15	0	0%	1	7%	0	0%
23 24	Somerset Ave. Lowry St.	Fergusson Rd. & Lowrey St. Somerset Ave. & Maple Ave.	On-Street On-Street	20 6	2	10% 50%	3	15% 50%	4 2	209 339
24	Maple Ave.	Lowry St. & York Rd.	On-Street	0	0	0%	0	0%	1	1009
24 24	York Rd. Somerset Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	On-Street On-Street	14 6	4 2	29% 33%	1 1	7% 17%	1	7% 17%
25	York Rd.	Somerset Ave. & Maple Ave.	On-Street	8	5	63%	3	38%	1	13%
25 25	Maple Ave. Grove Ave.	Lowry St. & York Rd.	On-Street	0 16	0 15	0% 94%	0 18	0% 113%	0 7	0% 44%
25 25	Somerset Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	On-Street On-Street	16 9	15 4	94% 44%	18 2	113% 22%	2	229
26 26	Grove Av	St. Catherine's Ln. & Maple Ave.	On-Street	17	16	94%	16	94%	3	189
26 26	Maple Ave. Cary Street Rd.	Grove Ave. & Cary Street Rd. St. Catherine's Ln. & Maple Ave.	On-Street On-Street	0 0	0	0% 0%	0	0% 0%	0	0% 0%
26 27	St. Catherine's Ln.	Grove Ave. & Cary Street Rd.	On-Street	0	10	1000%	2	200%	3	3009
27 27	St. Catherine's Ln. St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln. Three Chopt Rd. & St. Catherine's Ln.	On-Street On-Street	0 0	0	0% 0%	0	0% 0%	0	0% 0%
27	Three Chopt Rd.	St. Catherine's Ln. & St. Catherine's Ln.	On-Street	0	0	0%	0	0%	0	0%
28 28	Grove Ave. St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln. Three Chopt Rd. & St. Catherine's Ln.	On-Street On-Street	14 0	4 0	29% 0%	3 0	21% 0%	3 0	219 0%
28	St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln.	On-Street	0	0	0%	0	0%	0	0%
28 29	Three Chopt Rd. York Rd.	Grove Ave. & St. Catherine's Ln. Henri Rd. & Somerset Ave.	On-Street On-Street	0 13	0	0% 8%	0	0% 8%	0	0% 15%
29	Somerset Ave.	York Rd. & Grove Ave.	On-Street	12	20	167%	21	175%	1	8%
29 29	Grove Ave. Henri Rd.	Henri Rd. & Somerset Ave. York Rd. & Grove Ave.	On-Street On-Street	12 14	12 8	100% 57%	11 6	92% 43%	11 7	929 509
30	Howard Rd.	Henri Rd. & Howard Rd.	On-Street	9	4	44%	1	11%	1	119
30 30	Somerset Ave. York Rd.	Howard Rd. & York Rd. Henri Rd. & Howard Rd.	On-Street On-Street	5 15	10 10	200% 67%	9	180% 60%	1 5	209 339
30	Henri Rd.	Howard Rd. & York Rd.	On-Street	0	1	100%	1	100%	1	1009
31 31	Bay St. Somerset Ave.	Henri Rd. & Somerset Ave. Bay St. & Howard Rd.	On-Street	4 20	3 0	75% 0%	1 0	25% 0%	2 1	50% 5%
31 31	Howard Rd.	Bay St. & Howard Rd. Henri Rd. & Somerset Ave.	On-Street On-Street	20 12	3	25%	3	25%	5	429
31	Henri Rd.	Bay St. & Howard Rd.	On-Street	20	0	0%	0	0%	0	0%
32 32	Fergusson Rd. Somerset Ave.	Henri Rd. & Somerset Ave. Fergusson Rd. & Bay St.	On-Street On-Street	0 14	0	0% 0%	0 3	0% 21%	0	0% 0%
32	Bay St.	Henri Rd. & Somerset Ave.	On-Street	0	0	0%	0	0%	0	0%
32 33	Henri Rd. Wesley Rd.	Fergusson Rd. & Bay St. St. Christopher's Rd. & Henri Rd.	On-Street On-Street	0	0 10	0% 125%	0 10	0% 125%	0	0% 38%
33	Henri Rd.	Wesley Rd. & Bay St.	On-Street	9	7	78%	6	67%	4	449
33 33	Bay St. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Wesley Rd. & Bay St.	On-Street	11 11	6 8	55% 73%	7 7	64% 64%	8 7	739 649
33 34	St. Christopher's Rd. Bay St.	St Christopher's Rd. & Henri Rd.	On-Street On-Street	11	3	27%	3	27%	2	189
	Henri Rd.	Bay St. & Howard Rd.	On-Street	3	2	67%	1	33%	1	33%
	Howard Rd.	St. Christopher's Rd. & Henri Rd.	On-Street On-Street	10 8	1 3	10% 38%	1 3	10% 38%	5 4	50% 50%
34	St. Christopher's Rd.	bay St. & HOWard Ru.								507
34 34 35	Howard Rd.	St. Christopher's Rd. & Henri Rd.	On-Street	6	3	50%	3	50%	3	50%
34 34 35 35	Howard Rd. Henri Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.	On-Street	10	8	80%	3 12	50% 120%	3 10	50% 100% 13%
34 34 35 35 35 35	Howard Rd. Henri Rd. Henri Rd. St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd. St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.	On-Street On-Street On-Street	10 15 9	8 3 1	80% 20% 11%	3 12 2 4	50% 120% 13% 44%	3 10 2 3	50% 100% 13% 33%
34 34 35 35 35 35 35 36 37	Howard Rd. Henri Rd. Henri Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd. St. Christopher's Rd. & Henri Rd.	On-Street On-Street	10 15	8	80% 20%	3 12 2	50% 120% 13%	3 10 2	50% 100% 13%







Exhibit B-6: Libbie & Grove Off-Street Weekday Occupancy

Libbie & Grove Weekday Off-Street											
Diad.#	Man ID	Name /Decomination			Effective	1		Weekday 11AM-2PM		Weekday 5PM-7PM	
Block#	Map ID	Name/Description	Adress	Туре	Supply	Count	Utilization	Count	Utilization	Count	Utilization
4	4-1	Westhampton Pastry Shop	5728 Patterson Ave.	Private/Private Lot	7	3	43%	4	57%	3	43%
4	4-2	The Grill	5724 Patterson Ave.	Private/Private Lot	25	11	44%	14	56%	21	84%
5	5-1	BB & T	5707 Patterson Ave.	Private/Private Lot	23	5	22%	5	22%	3	13%
5	5-2	Virginia Commonwealth Bank		Private / Private Lot	6	5	83%	5	83%	6	100%
5 5	5-3 5-4	HandCraft Dry Cleaners Book People	5705 Patterson Ave. 536 Granite Ave.	Private/Private Lot Private/Private Lot	12 23	14 19	117% 83%	13 19	108% 83%	4 15	33% 65%
5	5-4 5-5	503 Libbie Ave. Businesses	503 Libbie Ave.	Private/Private Lot	23	17	71%	11	46%	5	21%
5	5-6	VSA	415 Libbie Ave.	Private/Private Lot	14	13	93%	14	100%	12	86%
5	5-7	Thistles	411 Libbie Ave.	Private/Private Lot	14	6	43%	4	29%	3	21%
5	5-8	SweetFrog Frozen Yogurt	409 Libbie Ave.	Private/Private Lot	9	1	11%	2	22%	4	44%
5	5-9	Palani Drive	401 Libbie Ave.	Private/Private Lot	25	10	40%	10	40%	10	40%
5	5-10	York Court Residential	5706 York Rd.	Private/Private Lot	10	2	20%	6	60%	8	80%
5	5-11	502 Libbie Ave.	502 Libbie Ave.	Private/Private Lot	23	10	43%	12	52%	7	30%
6	6-1	Specialty Cabinets	312 Granite Ave.	Private/Private Lot	13	9	69%	9	69%	4	31%
6 6	6-2 6-3	Beijing On Grove	5710 Grove Ave. 315 Libbie Ave.	Private/Private Lot Private/Private Lot	50 11	27	54% 9%	31	62% 9%	37	74% 0%
6	6-4	Middleburg Bank 7-Eleven	321 Libbie Ave.	Private/Private Lot	11	1 2	9% 18%	1 6	55%	0 4	36%
7	7-1	BP	5711 Grove Ave.	Private/Private Lot	15	17	113%	19	127%	10	67%
7	7-2	Scents of Serenity Organic Sp		Private/Private Lot	12	11	92%	13	108%	9	75%
7	7-3	V For the Home	5703 Grove Ave.	Private/Private Lot	18	14	78%	14	78%	5	28%
7	7-4	122 Granite Ave.	122 Granite Ave.	Private/Private Lot	8	1	13%	1	13%	1	13%
7	7-5	119 Libbie Ave.	119 Libbie Ave.	Private/Private Lot	10	4	40%	4	40%	3	30%
7	7-6	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot	23	8	35%	11	48%	7	30%
7	7-7	Mango Salon	123 Libbie Ave.	Private/Private Lot	5	4	80%	6	120%	5	100%
10	10-1	Caturra on Grove	5811 Grove Ave.	Private/Private Lot	41	22	54%	27	66%	21	51%
10	10-2	Fraiche	5805 Grove Ave.	Private/Private Lot	11	11	100%	9	82%	6	55%
10	10-3	Wells Fargo Bank	5803 Grove Ave.	Private/Private Lot	14	6	43%	8	57%	1	7%
10	10-4	Dr. William Way, DDS	118 Libbie Ave.	Private/Private Lot	7	6	86%	4	57%	1	14%
10	10-5	Linden Lane Residential	5810 Linden Ln.	Private/Private Lot	6	5	83%	5	83%	1	17%
11	11-1	Joyner Fine Properties	319 Maple Ave.	Private/Private Lot	21	8	38%	11	52%	5	24%
11	11-2	Richmond Fire Station #19	311 Maple Ave.	Private/Private Lot	10	7	70%	7	70%	6	60%
11	11-3	SunTrust	5816 Grove Ave.	Private/Private Lot	13	6	46%	3	23%	5	38%
11	11-4	Alton Lane Richmond	304 Libbie Ave.	Private/Private Lot	34	19	56%	27	79%	20	59%
11	11-5	Westhampton Cleaners	314 Libbie Ave.	Private/Private Lot	28	23	82%	17	61%	8	29%
11	11-6	Stuffy's Subs	324 Libbie Ave.	Private/Private Lot	14	13	93%	16	114%	7	50%
11	11-7	Peter Blair	5800 Grove Ave.	Private/Private Lot	7	4	57%	4	57%	1	14%
11	11-8	York LLC	5809 York Rd.	Private/Private Lot	13	15	115%	13	100%	10	77%
12	12-1	Nationwide Insurance	508 Libbie Ave.	Private/Private Lot	5	5	100%	5	100%	2	40%
12	12-2	Edward Jones	506 Libbie Ave.	Private/Private Lot	17	4	24%	4	24%	3	18%
12	12-3	The Andrew Agency	500 Libbie Ave.	Private/Private Lot	24	29	121%	29	121%	8	33%
12	12-4	Davey Crockett Dentistry	420 Libbie Ave.	Private/Private Lot	15	5	33%	6	40%	3	20%
12	12-5	Ameriprise	418 Libbie Ave.	Private/Private Lot	6	5	83%	6	100%	2	33%
12	12-6	Couture By L K Design	414 Libbie Ave.	Private/Private Lot	48	41	85%	43	90%	11	23%
12	12-7	Libbie Market	400 Libbie Ave.	Private / Private Lot	42	27	64%	25	60%	19	45%
16	16-1	Pizza Hut	5825 Patterson Ave.	Private/Private Lot	76	38	50%	45 20	59%	24	32%
16 16	16-2	Pleasants Hardware	5815 Patterson Ave.	Private / Private Lot	38	32	84%	30	79%	20	53%
16 16	16-3 16-4	Tidewater Physical Therapy Barrel Thief Wine Shop	5801 Patterson Ave. 5805 Patterson Ave.	Private/Private Lot Private/Private Lot	12 51	8	67% 39%	6 21	50% 41%	5 20	42% 59%
17	17-1	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	51 9	20 10	39% 111%	21 9	41% 100%	30 6	59% 67%
17	17-1 17-2	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	6	6	100%	6	100%	4	67%
17	17-2	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	50	13	26%	14	28%	1	2%
17	17-3 17-4	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	27	6	20%	6	22%	1	2 <i>%</i> 4%
18	18-1	Reinhart Guest House	1100 Libbie Ave.	Private/Private Lot	18	7	39%	4	22%	4	22%
22	22-1	St. Christopher's School	5912 Fergusson Rd.	Private/Private Lot	71	48	68%	48	68%	24	34%
22	22-2	St. Christopher's School	628 Henri Rd.	Private/Private Lot	27	19	70%	21	78%	12	44%
22	22-3	St. Christopher's School	714 St. Christopher's Rd.		56	44	79%	44	79%	49	88%
26	26-1	St. Catherine's School	6001 Grove Ave.	Private/Private Lot	34	29	85%	30	88%	9	26%
26	26-2	St. Catherine's School	5 Maple Ave.	Private/Private Lot	26	6	23%	6	23%	4	15%
26	26-3	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	34	18	53%	20	59%	7	21%
26	26-4	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	7	5	71%	6	86%	1	14%
26	26-5	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	21	18	86%	18	86%	1	5%
26	26-6	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	5	7	140%	6	120%	2	40%
29	29-1	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	38	1	3%	1	3%	1	3%
29	29-2	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	4	4	100%	4	100%	2	50%
29	29-3	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	18	16	89%	13	72%	6	33%
29	29-4	St. Stephen's Episcopal Churc	· ·	Private/Private Lot	106	108	102%	103	97%	42	40%
32	32-1	5922 Fergusson Rd.	5922 Fergusson Rd.	Private/Private Lot	45	35	78%	33	73%	18	40%
Total					1,546	973	63%	997	64%	599	39%







Exhibit B-7: Libbie & Grove Total Weekend Occupancy (Pt. 1)

	Exhibit B-7: Libbie & Grove Total Weekend Occupancy (Pt. 1) Libbie and Grove Weekend Combined										
Di-d-#	Name (Description	Constitution of the state of th		California	Effective		8AM-10AM		d 11AM-2PM		d 5PM-7PM
Block #	Name/Descripton Wythe Ave.	Cross Streets/Addresses Libbie Ave. & Granite Ave.	On-Street	Subtype	Supply 10	Count 7	70%	Count 6	Utilization 60%	7	70%
1	Granite Ave. Bromley Ln.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave.	On-Street On-Street		10 9	3 6	30% 67%	1 4	10% 44%	6	20% 67%
1 2	Libbie Ave. Bromley Ln.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave.	On-Street On-Street		6 12	6	33% 50%	2 8	33% 67%	1 7	17% 58%
2 2	Granite Ave. W. Franklin St.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave.	On-Street On-Street		7 13	3 5	43% 38%	3 4	43% 31%	3 5	43% 38%
2	Libbie Ave. W. Franklin St.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave.	On-Street On-Street		6 13	4	67% 23%	4 5	67% 38%	3	50% 15%
3	Granite Ave.	W. Franklin St. & Park Ave.	On-Street		9	2	22%	8	89%	4	44%
3	Park Ave. Libbie Ave.	Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.	On-Street On-Street		13 6	9 1	69% 17%	7	54% 50%	5 2	38% 33%
4	Park Ave. Granite Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	On-Street On-Street		18 3	8	44% 100%	10 4	56% 133%	10 2	56% 67%
4	Patterson Ave.	Libbie & Granite Ave.	On-Street		11	7	64%	12	109%	8	73%
4 4-1	Libbie Ave. Westhampton Pastry Shop	Park Ave. & Patterson Ave. 5728 Patterson Ave.	On-Street Private/Private Lot	Employees	3 7	2 1	67% 14%	2 5	67% 71%	2 1	67% 14%
4-2 5	The Grill Patterson Ave.	5724 Patterson Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	Customers	25 17	6 4	24% 24%	26 2	104% 12%	4 1	16% 6%
5	Granite Ave.	Patterson Ave. & York Rd.	On-Street		0	3	200%	23	200%	14	1100%
5 5	York Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Patterson Ave. & York Rd.	On-Street On-Street		0 76	3 20	0% 26%	1 23	0% 30%	2 20	0% 26%
5-1 5-2	BB & T Virginia Commonwealth Bank	5707 Patterson Ave. 5711 Patterson Ave.	Private/Private Lot Private/Private Lot		23 6	6 1	26% 17%	14 5	61% 83%	3 1	13% 17%
5-3	HandCraft Dry Cleaners	5705 Patterson Ave.	Private/Private Lot	Mixed Use	12	2	17%	7	58%	2	17%
5-4 5-5	Book People 503 Libbie Ave. Businesses	536 Granite Ave. 503 Libbie Ave.	Private/Private Lot Private/Private Lot		23 24	12 2	52% 8%	15 3	65% 13%	17 4	74% 17%
5-6 5-7	VSA Thistles	415 Libbie Ave. 411 Libbie Ave.	Private/Private Lot Private/Private Lot		14 14	1 1	7% 7%	1 1	7% 7%	2 1	14% 7%
5-8	SweetFrog Frozen Yogurt	409 Libbie Ave.	Private/Private Lot	Customers	9	1	11%	4	44%	8	89%
5-9 5-10	Palani Drive York Court Residential	401 Libbie Ave. 5706 York Rd.	Private/Private Lot Private/Private Lot		25 10	1 8	4% 80%	14 8	56% 80%	8 9	32% 90%
5-11	502 Libbie Ave.	502 Libbie Ave.	Private/Private Lot	Mixed Use	23	12	52%	8	35%	9	39%
6 6	York Rd. Granite Ave.	Libbie Ave. & Granite Ave. York Rd. & Grove Ave.	On-Street On-Street		0	0 1	0% 100%	0 7	0% 700%	0 2	0% 200%
6 6	Grove Ave. Libbie Ave.	Libbie Ave. & Granite Ave. York Rd. & Grove Ave.	On-Street On-Street		13 11	3 8	23% 73%	12 12	92% 109%	12 7	92% 64%
6-1	Specialty Cabinets	312 Granite Ave.	Private/Private Lot		13	2	15%	7	54%	3	23%
6-2 6-3	Beijing On Grove Middleburg Bank	5710 Grove Ave. 315 Libbie Ave.	Private/Private Lot Private/Private Lot		50 11	3 1	6% 9%	47 1	94% 9%	32 1	64% 9%
6-4	7-Eleven Grove Ave.	321 Libbie Ave.	Private/Private Lot On-Street	Mixed Use	11 11	3	27%	2	18%	5 4	45%
7 7	Granite Ave.	Libbie Ave. & Granite Ave. Grove Ave. & Matoaka Rd.	On-Street		13	9	18% 69%	8	27% 62%	6	36% 46%
7 7	Matoaka Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Grove Ave. & Matoaka Rd.	On-Street On-Street		8 9	7 4	88% 44%	8 7	100% 78%	1 4	13% 44%
7-1	ВР	5711 Grove Ave.	Private/Private Lot		15	14	93%	15	100%	13	87%
7-2 7-3	Scents of Serenity Organic Spa V For the Home	5707 Grove Ave. 5703 Grove Ave.	Private/Private Lot Private/Private Lot		12 18	1 1	8% 6%	8 2	67% 11%	2 0	17% 0%
7-4 7-5	122 Granite Ave. 119 Libbie Ave.	122 Granite Ave. 119 Libbie Ave.	Private/Private Lot Private/Private Lot		8 10	3 1	38% 10%	2 1	25% 10%	2 1	25% 10%
7-6	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot	Employees	23	5	22%	6	26%	5	22%
7-7 8	Mango Salon Matoaka Rd.	123 Libbie Ave. Libbie Ave. & Granite Ave.	Private/Private Lot On-Street	Mixed Use	5 7	3 5	60% 71%	3 8	60% 114%	2 6	40% 86%
8	Granite Ave.	Matoaka Rd. & Cary Street Rd.	On-Street		12	8	67%	6	50%	6	50%
8 8	Cary Street Rd. Libbie Ave.	Libbie Ave. & Granite Ave. Matoaka Rd. & Cary Street Rd.	On-Street On-Street		0 9	0 5	0% 56%	0 7	0% 78%	0 2	0% 22%
9	Linden Ln. Libbie Ave.	Maple Ave. & Libbie Ave. Linden Ln. & Cary Street Rd.	On-Street On-Street		3 0	2 0	67% 0%	3	100% 300%	1 0	33% 0%
9	Cary Street Rd.	Maple Ave. & Libbie Ave.	On-Street		0	0	0%	0	0%	0	0%
9 10	Maple Ave. Grove Ave.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	On-Street On-Street		9 6	5 6	56% 100%	6 7	67% 117%	6 6	67% 100%
10 10	Libbie Ave. Linden Ln.	Grove Ave. & Linden Ln. Maple Ave. & Libbie Ave.	On-Street On-Street		0	0	0% 0%	3 4	300% 0%	0 0	0% 0%
10	Maple Ave.	Grove Ave. & Linden Ln.	On-Street		5	1	20%	0	0%	1	20%
10-1 10-2	Caturra on Grove Fraiche	5811 Grove Ave. 5805 Grove Ave.	Private/Private Lot Private/Private Lot		41 11	8 1	20% 9%	32 8	78% 73%	8	20% 27%
10-3	Wells Fargo Bank	5803 Grove Ave.	Private/Private Lot	Mixed Use	14	1	7%	8	57%	1	7%
10-4 10-5	Dr. William Way, DDS Linden Lane Residential	118 Libbie Ave. 5810 Linden Ln.	Private/Private Lot Private/Private Lot		7 6	2 3	29% 50%	7 4	100% 67%	1 1	14% 17%
11 11	York Rd. Libbie Ave.	Maple Ave. & Libbie Ave. York Rd. & Grove Ave.	On-Street On-Street		0 9	1 10	100% 111%	0 14	0% 156%	0 5	0% 56%
11	Grove Ave.	Maple Ave. & Libbie Ave.	On-Street		11	11	100%	14	127%	9	82%
11 11-1	Maple Ave. Joyner Fine Properties	York Rd. & Grove Ave. 319 Maple Ave.	On-Street Private/Private Lot	Mixed Use	0 21	1 5	100% 24%	0 9	0% 43%	0 2	0% 10%
11-2 11-3	Richmond Fire Station #19 SunTrust	311 Maple Ave. 5816 Grove Ave.	Private/Private Lot Private/Private Lot		10 13	5 9	50% 69%	13 7	130% 54%	5 4	50% 31%
11-4	Alton Lane Richmond	304 Libbie Ave.	Private/Private Lot		34	17	50%	37	109%	20	59%
11-5 11-6	Westhampton Cleaners Stuffy's Subs	314 Libbie Ave. 324 Libbie Ave.	Private/Private Lot Private/Private Lot		28 14	8 2	29% 14%	14 14	50% 100%	6 9	21% 64%
11-7	Peter Blair	5800 Grove Ave.	Private/Private Lot	Mixed Use	7	3	43%	5	71%	1	14%
11-8 12	York LLC Guthrie Ave.	5809 York Rd. Maple Ave. & Libbie Ave.	Private/Private Lot On-Street	kesidential	13 11	<u>2</u> 5	15% 45%	11 3	85% 27%	3	31% 27%
12 12	Libbie Ave. York Rd.	Guthrie Ave. & York Rd. Maple Ave. & Libbie Ave.	On-Street On-Street		12 0	14 0	117% 0%	12 0	100% 0%	12 0	100% 0%
12	Maple Ave.	Guthrie Ave. & York Rd.	On-Street		6	3	50%	5	83%	4	67%
12-1 12-2	Nationwide Insurance Edward Jones	508 Libbie Ave. 506 Libbie Ave.	Private/Private Lot Private/Private Lot		5 17	2 1	40% 6%	3 1	60% 6%	1 1	20% 6%
12-3	The Andrew Agency	500 Libbie Ave.	Private/Private Lot	Mixed Use	24	1	4%	1	4%	1	4%
12-4 12-5	Davey Crockett Dentistry Ameriprise	420 Libbie Ave. 418 Libbie Ave.	Private/Private Lot Private/Private Lot		15 6	2 1	13% 17%	5 2	33% 33%	1 2	7% 33%
12-6 12-7	Couture By L K Design Libbie Market	414 Libbie Ave. 400 Libbie Ave.	Private/Private Lot Private/Private Lot	Customers	48	3 22	6% 52%	10 39	21% 93%	3 29	6% 69%
13	Christopher Ln.	Arlie St. & Libbie Ave.	On-Street	customers	42 8	2	52% 25%	1	93% 13%	2	69% 25%
13 13	Libbie Ave. Guthrie Ave.	Christopher Ln. & Guthrie Ave. Arlie St. & Libbie Ave.	On-Street On-Street		7 5	6 3	86% 60%	4 3	57% 60%	4 1	57% 20%
13	Arlie St.	Christopher Ln. & Guthrie Ave.	On-Street		14	8	57%	6	43%	9	64%
14 14	Christopher Ln. Arlie St.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	On-Street On-Street		5 13	4 6	80% 46%	3	60% 23%	1 8	20% 62%
14 14	Guthrie Ave. Maple Ave.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	On-Street On-Street		7 20	4	57% 15%	2 9	29% 45%	3 6	43% 30%
14 15	Kensington Ave.	Maple Ave. & Libbie Ave.	On-Street		18	6	33%	8	45%	7	39%
15 15	Libbie Ave. Christopher Ln.	Kensington Ave. & Christopher Ln. Maple Ave. & Libbie Ave.	On-Street On-Street		8 21	1 7	13% 33%	1 7	13% 33%	1 7	13% 33%
15	Maple Ave.	Kensington Ave. & Christopher Ln.	On-Street		9	3	33%	7	78%	2	22%
16 16	Patterson Ave. Libbie Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		25 8	4 5	16% 63%	2	8% 38%	1 2	4% 25%
16	Kensington Ave.	Highpoint Ave. & Mactavish Ave.	On-Street		24	3	13%	3	13%	4	17%
16 16-1	Maple Ave. Pizza Hut	Rockbridge St. & Norfolk St. 5825 Patterson Ave.	On-Street Private/Private Lot	Customers	3 76	1 36	33% 47%	1 47	33% 62%	1 7	33% 9%
		TOME Dath	Duit tota / Duit tota Lat				F20/	36	050/	I 10	47%
16-2 16-3	Pleasants Hardware Tidewater Physical Therapy	5815 Patterson Ave. 5801 Patterson Ave.	Private/Private Lot Private/Private Lot		38 12	20 2	53% 17%	3	95% 25%	18 1	8%







Exhibit B-7: Libbie & Grove Total Weekend Occupancy (Pt. 2)

		Libbie	and Grove We	ekend Co	mbined	T				1	
					Effective	Weekend	8AM-10AM	Weekend	11AM-2PM	Weeken	d 5PM-7PM
Block#	Name/Descripton	Cross Streets/Addresses	Туре	Subtype	Supply	Count	Utilization	Count	Utilization	Count	Utilizatio
17	Park Ave.	Libbie Ave. & Maple Ave.	On-Street		14	16	114%	28	200%	13	93%
17 17	Libbie Ave. Patterson Ave.	Park Ave. & Patterson Ave. Libbie Ave. & Maple Ave.	On-Street On-Street		11 20	10 4	91% 20%	12 3	109% 15%	8	73% 15%
17	Maple Ave.	Park Ave. & Patterson Ave.	On-Street		11	10	91%	9	82%	6	55%
17-1	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		9	12	133%	6	67%	4	44%
17-2 17-3	5800 Patterson Ave. 5800 Patterson Ave.	5800 Patterson Ave. 5800 Patterson Ave.	Private/Private Lot Private/Private Lot		6 50	4 3	67% 6%	4 2	67% 4%	3	67% 6%
17-4	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot		30 27	8	30%	6	22%	1	4%
18	Libbie Ave.	Park Ave. & Libbie Ave.	On-Street		30	2	7%	1	3%	1	3%
18	Park Ave.	Libbie Ave. & Chase St.	On-Street		9	1	11%	1	11%	1	11%
18 18-1	Chase St. Reinhart Guest House	Park Ave. & Chase St. 1100 Libbie Ave.	On-Street Private/Private Lot	Miyad Haa	0 18	1 11	100% 61%	0 10	0% 56%	0 8	0% 44%
19	Paxton St.	Mactavish Ave. & Highpoint Ave.	On-Street	IVIIXEU USE	18	10	56%	6	33%	4	22%
19	Chase St.	W Leigh St. & W Clay St.	On-Street		10	8	80%	5	50%	1	10%
19	Park Ave.	Mactavish Ave. & Highpoint Ave.	On-Street		12	8	67%	9	75%	6	50%
19 20	Maple Ave. Patterson Ave.	W Leigh St. & W Clay St. Henri Rd. & Maple Ave.	On-Street On-Street		5 13	1 5	20% 38%	3 6	60% 46%	4 9	80% 69%
20	Maple Ave.	Patterson Ave. & Kensington Ave.	On-Street		5	3	60%	2	40%	2	40%
20	Kensington Ave.	Henri Rd. & Maple Ave.	On-Street		18	8	44%	10	56%	9	50%
20	Henri Rd.	Patterson Ave. & Kensington Ave.	On-Street		5	2	40%	3	60%	2	40%
21 21	Patterson Ave. Henri Rd.	Henri Rd. & St. Christopher's Rd.	On-Street		6 21	4 9	67% 43%	6 7	100% 33%	3 10	50% 48%
21	Henri Rd.	Patterson Ave. & Henri Rd. Henri Rd. & St. Christopher's Rd.	On-Street On-Street		6	3	43% 50%	4	53% 67%	3	48% 50%
21	St Christopher's Rd.	Patterson Ave. & Henri Rd.	On-Street		14	3	21%	6	43%	4	29%
22	Kensington Ave.	Maple Av & Henri Rd.	On-Street		18	12	67%	11	61%	11	61%
22	Maple Ave.	Kensington Ave. & Fergusson Rd.	On-Street		23	13	57%	10	43%	5	22%
22 22	Fergusson Rd. Henri Rd.	Maple Av & Henri Rd. Fergusson Rd. & Wesley Rd.	On-Street On-Street		0 0	2 0	200% 0%	5 0	500% 0%	2 0	200% 0%
22	Wesley Rd.	Henri Rd. & St. Christopher's Rd.	On-Street		12	1	8%	3	25%	3	25%
22	St. Christopher's Rd.	Wesley Rd. & Henri Rd.	On-Street		17	2	12%	4	24%	3	18%
22	Henri Rd.	Kensington Ave. & St. Christopher's Rd.			6	4	67%	4	67%	3	50%
22-1 22-2	St. Christopher's School	5912 Fergusson Rd. 628 Henri Rd.	Private/Private Lot		71 27	2 2	3% 7%	10 2	14%	1	1%
22-2	St. Christopher's School St. Christopher's School	714 St. Christopher's Rd.	Private/Private Lot Private/Private Lot		27 56	6	7% 11%	2 42	7% 75%	2 18	7% 32%
23	Fergusson Rd.	Somerset Ave. & Maple Ave.	On-Street		0	0	0%	0	0%	0	0%
23	Maple Ave.	Fergusson Rd. & Lowrey St.	On-Street		0	4	400%	2	200%	3	300%
23	Lowrey St.	Somerset Ave. & Maple Ave.	On-Street		15	9	60%	6	40%	6	40%
23 24	Somerset Ave. Lowry St.	Fergusson Rd. & Lowrey St. Somerset Ave. & Maple Ave.	On-Street On-Street		20 6	2	10% 67%	5 5	25% 83%	5 6	25% 100%
24	Maple Ave.	Lowry St. & York Rd.	On-Street		0	0	0%	5	500%	2	200%
24	York Rd.	Somerset Ave. & Maple Ave.	On-Street		14	8	57%	9	64%	7	50%
24	Somerset Ave.	Lowry St. & York Rd.	On-Street		6	4	67%	3	50%	1	17%
25 25	York Rd. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	On-Street On-Street		8 0	1 1	13% 100%	2 0	25% 0%	0	13% 0%
25	Grove Ave.	Somerset Ave. & Maple Ave.	On-Street		16	12	75%	16	100%	2	13%
25	Somerset Ave.	Lowry St. & York Rd.	On-Street		9	2	22%	6	67%	5	56%
26	Grove Av	St. Catherine's Ln. & Maple Ave.	On-Street		17	10	59%	17	100%	2	12%
26	Maple Ave.	Grove Ave. & Cary Street Rd.	On-Street		0	0	0%	0	0%	0	0%
26 26	Cary Street Rd. St. Catherine's Ln.	St. Catherine's Ln. & Maple Ave. Grove Ave. & Cary Street Rd.	On-Street On-Street		0 0	0 10	0% 1000%	0 15	0% 200%	0 4	0% 300%
26-1	St. Catherine's School	6001 Grove Ave.	Private/Private Lot	Institutional	34	25	74%	29	85%	9	26%
26-2	St. Catherine's School	5 Maple Ave.	Private/Private Lot	Institutional	26	8	31%	51	196%	1	4%
26-3	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		34	14	41%	29	85%	5	15%
26-4 26-5	St. Catherine's School St. Catherine's School	St. Catherine's Lane St. Catherine's Lane	Private/Private Lot Private/Private Lot		7 21	1 14	14% 67%	4 21	57% 100%	1 4	14% 19%
26-6	St. Catherine's School	St. Catherine's Lane	Private/Private Lot		5	3	60%	6	120%	2	40%
27	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
27	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
27 28	Three Chopt Rd. Grove Ave.	St. Catherine's Ln. & St. Catherine's Ln. Grove Ave. & St. Catherine's Ln.	On-Street On-Street		0 14	0 8	0% 57%	0 6	0% 43%	0 5	0% 36%
28	St. Catherine's Ln.	Three Chopt Rd. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
28	St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln.	On-Street		0	0	0%	2	200%	0	0%
28	Three Chopt Rd.	Grove Ave. & St. Catherine's Ln.	On-Street		0	0	0%	0	0%	0	0%
29	York Rd.	Henri Rd. & Somerset Ave.	On-Street		13	9	69%	10	77%	8	62%
29 29	Somerset Ave. Grove Ave.	York Rd. & Grove Ave. Henri Rd. & Somerset Ave.	On-Street On-Street		12 12	13 5	108% 42%	21 12	175% 100%	6 1	50% 8%
29	Henri Rd.	York Rd. & Grove Ave.	On-Street		14	2	14%	10	71%	1	7%
29-1	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot		38	21	55%	4	11%	14	37%
29-2 29-3	St. Bridget School St. Bridget School	6006 Three Chopt Rd. 6006 Three Chopt Rd.	Private/Private Lot Private/Private Lot		4 18	0 1	0% 6%	0 3	0% 17%	0	0% 0%
29-3 29-4	St. Stephen's Episcopal Church	•	Private/Private Lot		18 106	52	49%	3 69	17% 65%	13	0% 12%
30	Howard Rd.	Henri Rd. & Howard Rd.	On-Street		9	3	33%	3	33%	1	11%
30	Somerset Ave.	Howard Rd. & York Rd.	On-Street		5	1	20%	12	240%	6	120%
30	York Rd. Henri Rd.	Henri Rd. & Howard Rd.	On-Street		15 0	3	20%	19 0	127%	5 0	33%
30 31	Bay St.	Howard Rd. & York Rd. Henri Rd. & Somerset Ave.	On-Street On-Street		4	0	0% 75%	3	0% 75%	2	0% 50%
31	Somerset Ave.	Bay St. & Howard Rd.	On-Street		20	10	50%	6	30%	6	30%
31	Howard Rd.	Henri Rd. & Somerset Ave.	On-Street		12	7	58%	9	75%	8	67%
31	Henri Rd.	Bay St. & Howard Rd.	On-Street		20	12	60%	14	70%	11	55%
32 32	Fergusson Rd. Somerset Ave.	Henri Rd. & Somerset Ave. Fergusson Rd. & Bay St.	On-Street		0 14	0	0% 21%	0 1	0% 7%	0 2	0% 14%
32 32	Bay St.	Henri Rd. & Somerset Ave.	On-Street On-Street		14 0	0	21% 0%	0	7% 0%	0	14% 0%
32	Henri Rd.	Fergusson Rd. & Bay St.	On-Street		0	2	200%	0	0%	0	0%
32-1	5922 Fergusson Rd.	5922 Fergusson Rd.	Private/Private Lot	Institutional	45	19	42%	16	36%	21	47%
33	Wesley Rd.	St. Christopher's Rd. & Henri Rd.	On-Street		8	2	25%	2	25%	5	63%
33 33	Henri Rd. Bay St.	Wesley Rd. & Bay St. St. Christopher's Rd. & Henri Rd.	On-Street On-Street		9 11	4 8	44% 73%	1 7	11% 64%	2 8	22% 73%
33	St. Christopher's Rd.	Wesley Rd. & Bay St.	On-Street		11	5	73% 45%	10	91%	9	73% 82%
34	Bay St.	St Christopher's Rd. & Henri Rd.	On-Street		11	5	45%	2	18%	3	27%
34	Henri Rd.	Bay St. & Howard Rd.	On-Street		3	2	67%	3	100%	2	67%
34	Howard Rd.	St. Christopher's Rd. & Henri Rd.	On-Street		10	5	50%	5	50%	6	60%
34 35	St. Christopher's Rd. Howard Rd.	Bay St. & Howard Rd. St. Christopher's Rd. & Henri Rd.	On-Street On-Street		8 6	2 4	25% 67%	3	38% 50%	2	25% 67%
35	Henri Rd.	Howard Rd. & Henri Rd.	On-Street		10	6	60%	9	90%	7	70%
35	Henri Rd.	St. Christopher's Rd. & Henri Rd.	On-Street		15	10	67%	13	87%	11	73%
35	St. Christopher's Rd.	Howard Rd. & Henri Rd.	On-Street		9	3	33%	2	22%	2	22%
36	Grove Ave	Granite Ave. & Westview Ave.	On-Street		10	6	60%	7	70%	4	40%
37 38	Grove Ave. Grove Ave.	Granite Ave. & Seneca Rd. Westview Ave. & Seneca Rd.	On-Street On-Street		14 5	9	64% 60%	9	64% 40%	6 2	43% 40%
		sacricio intro. a acineta na.	J., Jucct		2,867	1,106	39%	1,649	58%	943	.570







Exhibit B-8: Libbie & Grove On-Street Weekend Occupancy

	N /-	Libbie and Gro	Effective	Weekend	8AM-10AM		I 11AM-2PM		SPM-7PM
Block #	Name/Description Wythe Ave.	Cross Streets Libbie Ave. & Granite Ave.	Supply 10	Count 7	Utilizaton 70%	Count 6	Utilization 60%	Count 7	Utilization 70%
1 1 1	Granite Ave. Bromley Ln.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave.	10 9 6	3 6 2	30% 67% 33%	1 4 2	10% 44% 33%	2 6 1	20% 67% 17%
2 2	Libbie Ave. Bromley Ln. Granite Ave.	Wythe Ave. & Bromley Ln. Libbie Ave. & Granite Ave. Bromlov Ln. & W. Franklin St.	12 7	6 3	50% 43%	8 3	67% 43%	7	58% 43%
2 2	W. Franklin St.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave.	13 6	5 4	38%	4	31%	5	38% 50%
3	Libbie Ave. W. Franklin St. Granite Ave.	Bromley Ln. & W Franklin St. Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.	13	3 2	67% 23% 22%	5 8	67% 38% 89%	2	15% 44%
3	Park Ave. Libbie Ave.	Libbie Ave. & Granite Ave. W. Franklin St. & Park Ave.	13 6	9	69% 17%	7	54% 50%	5 2	38% 33%
4	Park Ave. Granite Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	18	8	44% 100%	10 4	56% 133%	10	56% 67%
4	Patterson Ave. Libbie Ave.	Libbie & Granite Ave. Park Ave. & Patterson Ave.	11 3	7 2	64% 67%	12 2	109% 67%	8	73% 67%
5	Patterson Ave. Granite Ave.	Libbie Ave. & Granite Ave.	17	4 3	24% 300%	2 23	12% 2300%	1 14	6% 1400%
5	York Rd.	Patterson Ave. & York Rd. Libbie Ave. & Granite Ave.	0	3	300%	1	100%	2	200%
6	Libbie Ave. York Rd.	Patterson Ave. & York Rd. Libbie Ave. & Granite Ave.	76 0	0	26% 0%	0	30% 0%	0	26% 0%
6 6	Granite Ave. Grove Ave.	York Rd. & Grove Ave. Libbie Ave. & Granite Ave.	0 13	3	100% 23%	7 12	700% 92%	2 12	200% 92%
6 7	Libbie Ave. Grove Ave.	York Rd. & Grove Ave. Libbie Ave. & Granite Ave.	11 11	2	73% 18%	12 3	109% 27%	7	64% 36%
7	Granite Ave. Matoaka Rd.	Grove Ave. & Matoaka Rd. Libbie Ave. & Granite Ave.	13 8	9 7	69% 88%	8	62% 100%	6 1	46% 13%
7 8	Libbie Ave. Matoaka Rd.	Grove Ave. & Matoaka Rd. Libbie Ave. & Granite Ave.	9 7	4 5	44% 71%	7 8	78% 114%	6	44% 86%
8	Granite Ave. Cary Street Rd.	Matoaka Rd. & Cary Street Rd. Libbie Ave. & Granite Ave.	12 0	8	67% 0%	6 0	50% 0%	6 0	50% 0%
8	Libbie Ave. Linden Ln.	Matoaka Rd. & Cary Street Rd. Maple Ave. & Libbie Ave.	9	5 2	56% 67%	7	78% 100%	2	22% 33%
9 9	Libbie Ave. Cary Street Rd.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	0	0	0% 0%	3 0	300% 0%	0	0% 0%
9	Maple Ave. Grove Ave.	Linden Ln. & Cary Street Rd. Maple Ave. & Libbie Ave.	9	5	56% 100%	6	67% 117%	6	67% 100%
10 10	Libbie Ave. Linden Ln.	Grove Ave. & Linden Ln. Maple Ave. & Libbie Ave.	0	0	0% 0%	3	300% 400%	0	0% 0%
10	Maple Ave. York Rd.	Grove Ave. & Linden Ln. Maple Ave. & Libbie Ave.	5	1	20%	0	0%	1 0	20%
11	Libbie Ave.	York Rd. & Grove Ave.	9	10	111%	14	156%	5	56%
11 11	Grove Ave. Maple Ave.	Maple Ave. & Libbie Ave. York Rd. & Grove Ave.	0	11 1	100%	14 0	127% 0%	9	82% 0%
12 12	Guthrie Ave. Libbie Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.	11 12	5 14	45% 117%	3 12	27% 100%	3 12	27% 100%
12 12	York Rd. Maple Ave.	Maple Ave. & Libbie Ave. Guthrie Ave. & York Rd.	0 6	0 3	0% 50%	0 5	0% 83%	0 4	0% 67%
13 13	Christopher Ln. Libbie Ave.	Arlie St. & Libbie Ave. Christopher Ln. & Guthrie Ave.	8 7	2 6	25% 86%	1 4	13% 57%	2 4	25% 57%
13 13	Guthrie Ave. Arlie St.	Arlie St. & Libbie Ave. Christopher Ln. & Guthrie Ave.	5 14	3 8	60% 57%	3 6	60% 43%	1 9	20% 64%
14 14	Christopher Ln. Arlie St.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	5 13	4 6	80% 46%	3	60% 23%	1 8	20% 62%
14 14	Guthrie Ave. Maple Ave.	Maple Ave. & Arlie St. Christopher Ln. & Guthrie Ave.	7 20	4 3	57% 15%	2 9	29% 45%	3 6	43% 30%
15 15	Kensington Ave. Libbie Ave.	Maple Ave. & Libbie Ave. Kensington Ave. & Christopher Ln.	18 8	6 1	33% 13%	8	44% 13%	7	39% 13%
15 15	Christopher Ln. Maple Ave.	Maple Ave. & Libbie Ave. Kensington Ave. & Christopher Ln.	21 9	7	33% 33%	7	33% 78%	7 2	33% 22%
16	Patterson Ave.	Highpoint Ave. & Mactavish Ave.	25	4 5	16%	2	8%	1 2	4%
16 16	Libbie Ave. Kensington Ave.	Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	8 24	3	63% 13%	3	38% 13%	4	25% 17%
16 17	Maple Ave. Park Ave.	Rockbridge St. & Norfolk St. Libbie Ave. & Maple Ave.	3 14	1 16	33% 114%	1 28	33% 200%	1 13	33% 93%
17 17	Libbie Ave. Patterson Ave.	Park Ave. & Patterson Ave. Libbie Ave. & Maple Ave.	11 20	10 4	91% 20%	12 3	109% 15%	8	73% 15%
17 18	Maple Ave. Libbie Ave.	Park Ave. & Patterson Ave. Park Ave. & Libbie Ave.	11 30	10 2	91% 7%	9	82% 3%	6	55% 3%
18 18	Park Ave. Chase St.	Libbie Ave. & Chase St. Park Ave. & Chase St.	9	1 1	11% 100%	1 0	11% 0%	1 0	11% 0%
19 19	Paxton St. Chase St.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.	18 10	10 8	56% 80%	6 5	33% 50%	4	22% 10%
19 19	Park Ave. Maple Ave.	Mactavish Ave. & Highpoint Ave. W Leigh St. & W Clay St.	12 5	8 1	67% 20%	9	75% 60%	6 4	50% 80%
20 20	Patterson Ave. Maple Ave.	Henri Rd. & Maple Ave. Patterson Ave. & Kensington Ave.	13 5	5 3	38% 60%	6 2	46% 40%	9	69% 40%
20	Kensington Ave. Henri Rd.	Henri Rd. & Maple Ave. Patterson Ave. & Kensington Ave.	18	8	44% 40%	10 3	56%	9	50% 40%
21 21	Patterson Ave. Henri Rd.	Henri Rd. & St. Christopher's Rd. Patterson Ave. & Henri Rd.	6 21	4 9	67% 43%	6 7	100% 33%	3	50% 48%
21	Henri Rd.	Henri Rd. & St. Christopher's Rd.	6	3	50%	4	67%	3	50%
21	St Christopher's Rd. Kensington Ave.	Patterson Ave. & Henri Rd. Maple Av & Henri Rd.	14 18	3 12	21% 67%	6 11	43% 61%	11	29% 61%
22 22	Maple Ave. Fergusson Rd.	Kensington Ave. & Fergusson Rd. Maple Av & Henri Rd.	23 0	13 2	57% 200%	10 5	43% 500%	5 2	22% 200%
22 22	Henri Rd. Wesley Rd.	Fergusson Rd. & Wesley Rd. Henri Rd. & St. Christopher's Rd.	0 12	0 1	0% 8%	0 3	0% 25%	0	0% 25%
22 22	St. Christopher's Rd. Henri Rd.	Wesley Rd. & Henri Rd. Kensington Ave. & St. Christopher's Rd.	17 6	2 4	12% 67%	4 4	24% 67%	3	18% 50%
23 23	Fergusson Rd. Maple Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.	0	0	0% 400%	0 2	0% 200%	0	0% 300%
23 23	Lowrey St. Somerset Ave.	Somerset Ave. & Maple Ave. Fergusson Rd. & Lowrey St.	15 20	9 2	60% 10%	6 5	40% 25%	6 5	40% 25%
24 24	Lowry St. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	6	4	67% 0%	5	83% 500%	6 2	100%
24 24 24	York Rd. Somerset Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	14 6	8	57% 67%	9	64% 50%	7	50% 17%
25 25	York Rd. Maple Ave.	Somerset Ave. & Maple Ave. Lowry St. & York Rd.	8	1 1	13%	2	25% 0%	1 0	17% 13% 0%
25	Grove Ave.	Somerset Ave. & Maple Ave.	16	12	75%	16	100%	2	13%
25 26	Somerset Ave. Grove Av	St. Catherine's Ln. & Maple Ave.	9 17	10	22% 59%	6 17	67% 100%	2	56% 12%
26 26	Maple Ave. Cary Street Rd.	Grove Ave. & Cary Street Rd. St. Catherine's Ln. & Maple Ave.	0	0	0% 0%	0	0% 0%	0	0% 0%
26 27	St. Catherine's Ln. St. Catherine's Ln.	Grove Ave. & Cary Street Rd. Three Chopt Rd. & St. Catherine's Ln.	0	10 0	1000% 0%	15 0	1500% 0%	4 0	400% 0%
27 27	St. Catherine's Ln. Three Chopt Rd.	Three Chopt Rd. & St. Catherine's Ln. St. Catherine's Ln. & St. Catherine's Ln.	0	0	0% 0%	0 0	0% 0%	0	0% 0%
28 28	Grove Ave. St. Catherine's Ln.	Grove Ave. & St. Catherine's Ln. Three Chopt Rd. & St. Catherine's Ln.	14 0	8 0	57% 0%	6 0	43% 0%	5 0	36% 0%
28 28	St. Catherine's Ln. Three Chopt Rd.	Grove Ave. & St. Catherine's Ln. Grove Ave. & St. Catherine's Ln.	0	0 0	0% 0%	2 0	200% 0%	0	0% 0%
29 29	York Rd. Somerset Ave.	Henri Rd. & Somerset Ave. York Rd. & Grove Ave.	13 12	9 13	69% 108%	10 21	77% 175%	8	62% 50%
29 29	Grove Ave. Henri Rd.	Henri Rd. & Somerset Ave. York Rd. & Grove Ave.	12	5 2	42% 14%	12 10	100% 71%	1	8% 7%
30 30	Howard Rd. Somerset Ave.	Henri Rd. & Howard Rd. Howard Rd. & York Rd.	9 5	3	33% 20%	3 12	33% 240%	1 6	11% 120%
30	York Rd.	Henri Rd. & Howard Rd.	15 0	3 0	20%	19	127%	5	33%
30 31	Henri Rd. Bay St.	Howard Rd. & York Rd. Henri Rd. & Somerset Ave.	4	3	0% 75%	3	0% 75%	2	0% 50%
31 31	Somerset Ave. Howard Rd.	Bay St. & Howard Rd. Henri Rd. & Somerset Ave.	20 12	10 7	50% 58%	6 9	30% 75%	8	30% 67%
31 32	Henri Rd. Fergusson Rd.	Bay St. & Howard Rd. Henri Rd. & Somerset Ave.	20 0	12 0	60% 0%	14 0	70% 0%	11 0	55% 0%
32 32	Somerset Ave. Bay St.	Fergusson Rd. & Bay St. Henri Rd. & Somerset Ave.	14 0	3 0	21% 0%	1 0	7% 0%	2 0	14% 0%
32 33	Henri Rd. Wesley Rd.	Fergusson Rd. & Bay St. St. Christopher's Rd. & Henri Rd.	0	2	200% 25%	0	0% 25%	0 5	0% 63%
33 33	Henri Rd. Bay St.	Wesley Rd. & Bay St. St. Christopher's Rd. & Henri Rd.	9	4 8	44% 73%	1 7	11% 64%	2	22% 73%
33 34		Wesley Rd. & Bay St. St Christopher's Rd. & Henri Rd.	11 11	5	45% 45%	10 2	91% 18%	9	82% 27%
34	Henri Rd. Howard Rd.	Bay St. & Howard Rd.	3	2	67%	3	100%	2	67%
34 34	St. Christopher's Rd.	St. Christopher's Rd. & Henri Rd. Bay St. & Howard Rd.	10 8	5 2	50% 25%	3	50% 38%	6 2	60% 25%
35 35	Howard Rd. Henri Rd.	St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.	6 10	6	67% 60%	3 9	50% 90%	7	67% 70%
35 35		St. Christopher's Rd. & Henri Rd. Howard Rd. & Henri Rd.	15 9	10 3	67% 33%	13 2	87% 22%	11 2	73% 22%
36 37	Grove Ave.	Granite Ave. & Westview Ave. Granite Ave. & Seneca Rd.	10 14	6 9	60% 64%	7	70% 64%	6	40%
38	Grove Ave.	Westview Ave. & Seneca Rd.	5 1,321	3 642	60% 49%	2 802	40% 61%	2 557	40% 42%







Exhibit B-9: Libbie & Grove Off-Street Weekend Occupancy

			Libbie	& Grove Week	end Of	f-Street					
Block #	Map ID	Name/Description	Adress	Туре		Weekend	8AM-10AM		11AM-2PM		d 5PM-7PM
		· · · · · ·			Supply	Count	Utilization	Count	Utilization	Count	Utilization
4	4-1 4-2	Westhampton Pastry Shop The Grill	5728 Patterson Ave. 5724 Patterson Ave.	Private/Private Lot Private/Private Lot	7 25	1 6	14% 24%	5 26	71% 104%	1 4	14% 16%
5	5-1	BB & T	5707 Patterson Ave.	Private/Private Lot	23	6	26%	14	61%	3	13%
5	5-2	Virginia Commonwealth Bank		Private/Private Lot	6	1	17%	5	83%	1	17%
5	5-3	HandCraft Dry Cleaners	5705 Patterson Ave.	Private/Private Lot	12	2	17%	7	58%	2	17%
5	5-4	Book People	536 Granite Ave.	Private/Private Lot	23	12	52%	15	65%	17	74%
5	5-5	503 Libbie Ave. Businesses	503 Libbie Ave.	Private/Private Lot	24	2	8%	3	13%	4	17%
5	5-6	VSA	415 Libbie Ave.	Private/Private Lot	14	1	7%	1	7%	2	14%
5	5-7	Thistles	411 Libbie Ave.	Private/Private Lot	14	1	7%	1	7%	1	7%
5	5-8	SweetFrog Frozen Yogurt	409 Libbie Ave.	Private/Private Lot	9	1	11%	4	44%	8	89%
5	5-9	Palani Drive	401 Libbie Ave.	Private/Private Lot	25	1	4%	14	56%	8	32%
5 5	5-10 5-11	York Court Residential 502 Libbie Ave.	5706 York Rd. 502 Libbie Ave.	Private/Private Lot Private/Private Lot	10 23	8 12	80% 52%	8 8	80% 35%	9 9	90% 39%
6	6-1	Specialty Cabinets	312 Granite Ave.	Private/Private Lot	13	2	15%	7	54%	3	23%
6	6-2	Beijing On Grove	5710 Grove Ave.	Private/Private Lot	50	3	6%	47	94%	32	64%
6	6-3	Middleburg Bank	315 Libbie Ave.	Private/Private Lot	11	1	9%	1	9%	1	9%
6	6-4	7-Eleven	321 Libbie Ave.	Private/Private Lot	11	3	27%	2	18%	5	45%
7	7-1	BP	5711 Grove Ave.	Private/Private Lot	15	14	93%	15	100%	13	87%
7	7-2	Scents of Serenity Organic Sp	5707 Grove Ave.	Private/Private Lot	12	1	8%	8	67%	2	17%
7	7-3	V For the Home	5703 Grove Ave.	Private/Private Lot	18	1	6%	2	11%	0	0%
7	7-4	122 Granite Ave.	122 Granite Ave.	Private/Private Lot	8	3	38%	2	25%	2	25%
7	7-5	119 Libbie Ave.	119 Libbie Ave.	Private/Private Lot	10	1	10%	1	10%	1	10%
7	7-6	Carreras Jewelers	121 Libbie Ave.	Private/Private Lot	23	5	22%	6	26%	5	22%
7	7-7	Mango Salon	123 Libbie Ave.	Private/Private Lot	5	3	60%	3	60%	2	40%
10	10-1	Caturra on Grove	5811 Grove Ave.	Private/Private Lot	41	8	20%	32	78%	8	20%
10	10-2	Fraiche	5805 Grove Ave.	Private/Private Lot	11	1	9%	8	73%	3	27%
10	10-3	Wells Fargo Bank	5803 Grove Ave.	Private/Private Lot	14	1	7%	8	57%	1	7%
10	10-4	Dr. William Way, DDS	118 Libbie Ave.	Private/Private Lot	7	2	29%	7	100%	1	14%
10	10-5	Linden Lane Residential	5810 Linden Ln.	Private/Private Lot	6	3	50%	4	67%	1	17%
11	11-1	Joyner Fine Properties	319 Maple Ave.	Private/Private Lot	21	5	24%	9	43%	2	10%
11	11-2	Richmond Fire Station #19	311 Maple Ave.	Private/Private Lot	10	5	50%	13	130%	5	50%
11	11-3	SunTrust	5816 Grove Ave.	Private/Private Lot	13	9	69%	7	54%	4	31%
11	11-4	Alton Lane Richmond	304 Libbie Ave.	Private/Private Lot	34	17	50%	37	109%	20	59%
11	11-5	Westhampton Cleaners	314 Libbie Ave.	Private/Private Lot	28	8	29%	14	50%	6	21%
11	11-6	Stuffy's Subs	324 Libbie Ave.	Private/Private Lot	14	2	14%	14	100%	9	64%
11	11-7	Peter Blair	5800 Grove Ave.	Private/Private Lot	7	3	43%	5	71%	1	14%
11	11-8	York LLC	5809 York Rd.	Private/Private Lot	13	2	15%	11	85%	4	31%
12	12-1	Nationwide Insurance	508 Libbie Ave.	Private/Private Lot	5	2	40%	3	60%	1	20%
12	12-2	Edward Jones	506 Libbie Ave. 500 Libbie Ave.	Private/Private Lot	17	1	6%	1	6%	1	6%
12 12	12-3 12-4	The Andrew Agency	420 Libbie Ave.	Private/Private Lot Private/Private Lot	24	1	4%	1	4%	1	4%
		Davey Crockett Dentistry	418 Libbie Ave.		15	2	13%	5	33%	1	7%
12 12	12-5 12-6	Ameriprise	414 Libbie Ave.	Private/Private Lot Private/Private Lot	6	1	17%	2	33%	2	33%
12	12-7	Couture By L K Design Libbie Market	400 Libbie Ave.	Private/Private Lot	48	3	6% 53%	10 39	21% 93%	3 29	6% 69%
16	16-1	Pizza Hut	5825 Patterson Ave.	Private/Private Lot	42 76	22 36	52% 47%	39 47	62%	7	9%
16	16-2	Pleasants Hardware	5815 Patterson Ave.	Private/Private Lot						18	
16	16-3	Tidewater Physical Therapy	5801 Patterson Ave.	Private/Private Lot	38 12	20 2	53% 17%	36 3	95% 25%	18	47% 8%
16	16-3	Barrel Thief Wine Shop	5805 Patterson Ave.	Private/Private Lot	51	11	22%	3 12	25%	11	8% 22%
17	17-1	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	9	12	133%	6	67%	4	44%
17	17-2	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	6	4	67%	4	67%	4	67%
17	17-3	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	50	3	6%	2	4%	3	6%
17	17-4	5800 Patterson Ave.	5800 Patterson Ave.	Private/Private Lot	27	8	30%	6	22%	1	4%
18	18-1	Reinhart Guest House	1100 Libbie Ave.	Private/Private Lot	18	11	61%	10	56%	8	44%
22	22-1	St. Christopher's School	5912 Fergusson Rd.	Private/Private Lot	71	2	3%	10	14%	1	1%
22	22-2	St. Christopher's School	628 Henri Rd.	Private/Private Lot	27	2	7%	2	7%	2	7%
22	22-3	St. Christopher's School	714 St. Christopher's Rd.		56	6	11%	42	75%	18	32%
26	26-1	St. Catherine's School	6001 Grove Ave.	Private/Private Lot	34	25	74%	29	85%	9	26%
26	26-2	St. Catherine's School	5 Maple Ave.	Private/Private Lot	26	8	31%	51	196%	1	4%
26	26-3	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	34	14	41%	29	85%	5	15%
26	26-4	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	7	1	14%	4	57%	1	14%
26	26-5	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	21	14	67%	21	100%	4	19%
26	26-6	St. Catherine's School	St. Catherine's Lane	Private/Private Lot	5	3	60%	6	120%	2	40%
29	29-1	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	38	21	55%	4	11%	14	37%
29	29-2	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	4	0	0%	0	0%	0	0%
29	29-3	St. Bridget School	6006 Three Chopt Rd.	Private/Private Lot	18	1	6%	3	17%	0	0%
29	29-4	St. Stephen's Episcopal Churc	t 6000 Grove Ave.	Private/Private Lot	106	52	49%	69	65%	13	12%
32	32-1	5922 Fergusson Rd.	5922 Fergusson Rd.	Private/Private Lot	45	19	42%	16	36%	21	47%
Total					1,546	464	30%	847	55%	386	25%









CITY OF RICHMOND PARKING STUDY

APPENDIX C - SCOTT'S ADDITION

EXISTING CONDITIONS

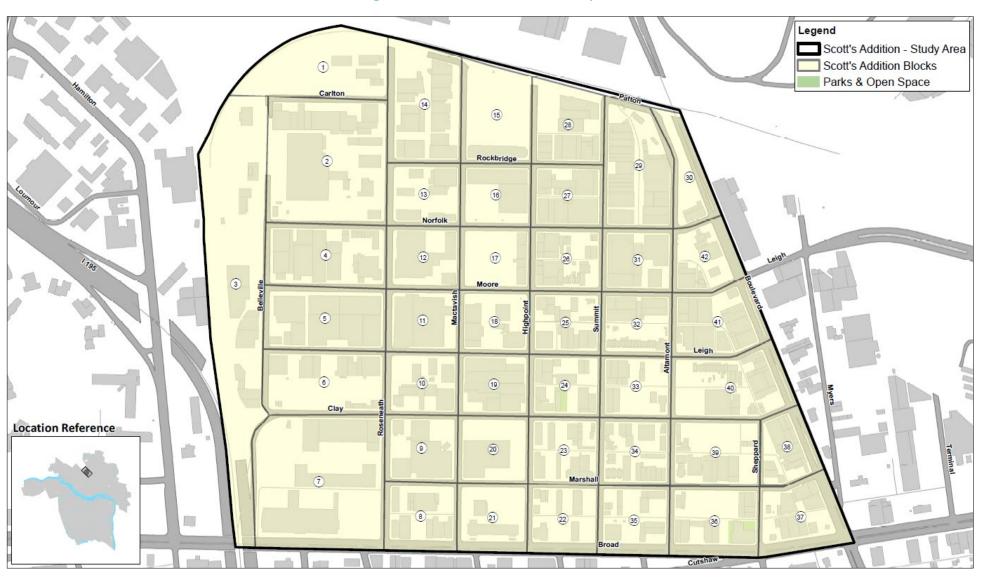
Scott's Addition is an industrial area that is converting to mixed-use, featuring several breweries, restaurants, offices, and multi-family housing mixed in with light industrial facilities. However, despite its new healthy mix of uses, Scott's Addition is not currently designed for pedestrians or cyclists, which is evident in its lack of sidewalks, crosswalks, curb ramps, street trees, street lights, and bike lanes in many places. This encourages even locals to arrive and leave by car despite the distance of their trip which unnecessarily increases parking demand, especially on Saturday evenings.







Figure 1: Scott's Addition Study Area









Existing Parking Supply

At present, parking within the Scott's Addition study area consists of on-street unrestricted and time-restricted spaces as well as privately owned surface lots and three parking structures. However, there are currently no paid parking spaces within the area.

In total, DESMAN inventoried 5,335 parking spaces; 29% were on-street (1,564 spaces) and 71% were off-street (3,771 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit C-1**.

On-Street Parking

DESMAN inventoried a total of 1,564 spaces on 164 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit C-2**. As **Chart 1** indicates, the large majority of on-street parking is unrestricted. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within the Scott's Addition study area.

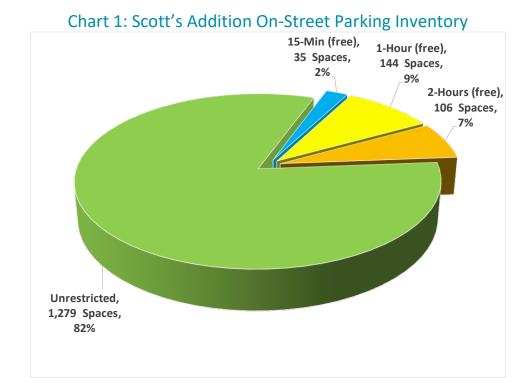






Figure 2: Scott's Addition On-Street Parking Inventory









As **Figure 2** indicates, time-restricted parking exists primarily near or along North Boulevard and West Broad Street as well as around the most popular attractions in the neighborhood, such as Väsen Brewing Company. In most of the area, especially on block faces without these popular breweries or restaurants, on-street parking is unrestricted.

Off-Street Parking

DESMAN inventoried a total of 3,771 spaces in 149 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit C-3**. The off-street parking inventory in Scott's Addition is made up of 146 Private/Private surface lots, 2 Private/Private residential garages, and 1 currently abandoned Private/Private over-ground structure, meaning Private/Private facilities make up 100% of the off-street parking supply. This is typical in neighborhoods with a primarily industrial history prior to recent years.

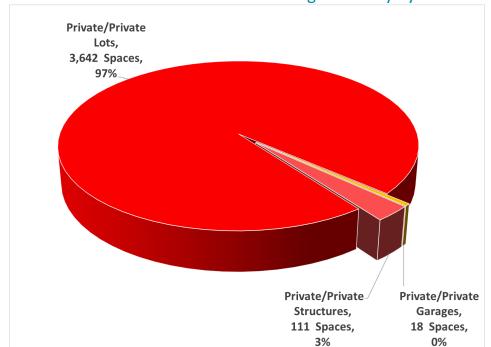


Chart 2: Scott's Addition Off-Street Parking Inventory by Ownership

Figure 3, on the next page, exhibits the locations of the off-street parking facilities within the Scott's Addition neighborhood study area. A detailed list of off-street facilities is included in the Appendices as **Exhibit C-3**.

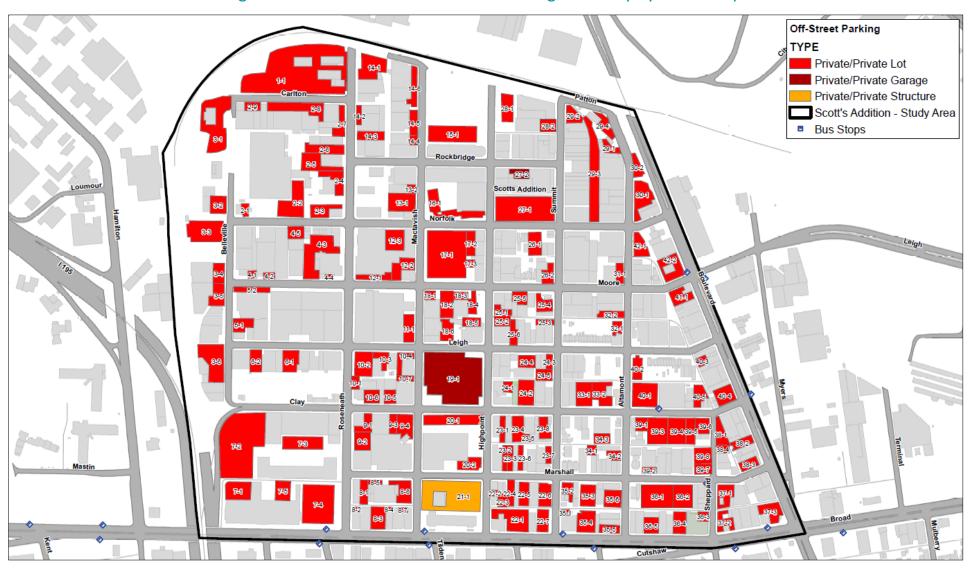








Figure 3: Scott's Addition Off-Street Parking Inventory by Ownership









DESMAN further categorized off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential' and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces that are not obviously designated for one end user over another as 'mixed use'. As **Chart 3** shows, there is a healthy mix of designated and undesignated parking in the area.

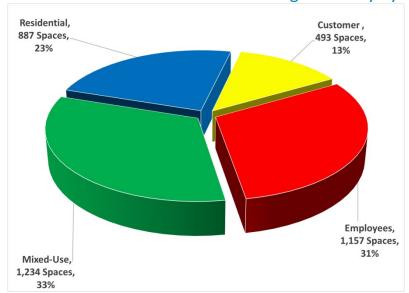


Chart 3: Scott's Addition Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of six observations designed to capture existing parking conditions at different times of day and different days of the week. These observations occurred as follows:

- Wednesday, May 2, 2018: Morning (8:00 AM-10:00 AM)
- Wednesday, May 2, 2018: Mid-day (11:00 AM-2:00 PM)
- Wednesday, May 2, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, May 5, 2018: Morning (8:00 AM-10:00 AM)
- Saturday, May 5, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, May 5, 2018: Evening (5:00 PM-7:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded, but after the weather had improved. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods; the morning counts captured conditions when residential presence tends to be very high and stable. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods. Utilization was measured against the calculated effective parking supply of 4,735 spaces (1,341 spaces on-street and 3,394 spaces off-street).







Weekday Occupancy and Utilization

Staff executed three counts on the survey day (Wednesday, May 2, 2018): in the morning (between 8:00 AM and 10:00 AM); at mid-day (between 11:00 AM and 2:00 PM); and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 2,219 vehicles in the morning, 2,758 at mid-day, and 2,131 in the evening, as shown in **Table 1**. Weekday utilization by block is represented in **Figure 4** on the next page.

Table 1: Scott's Addition Weekday Utilization

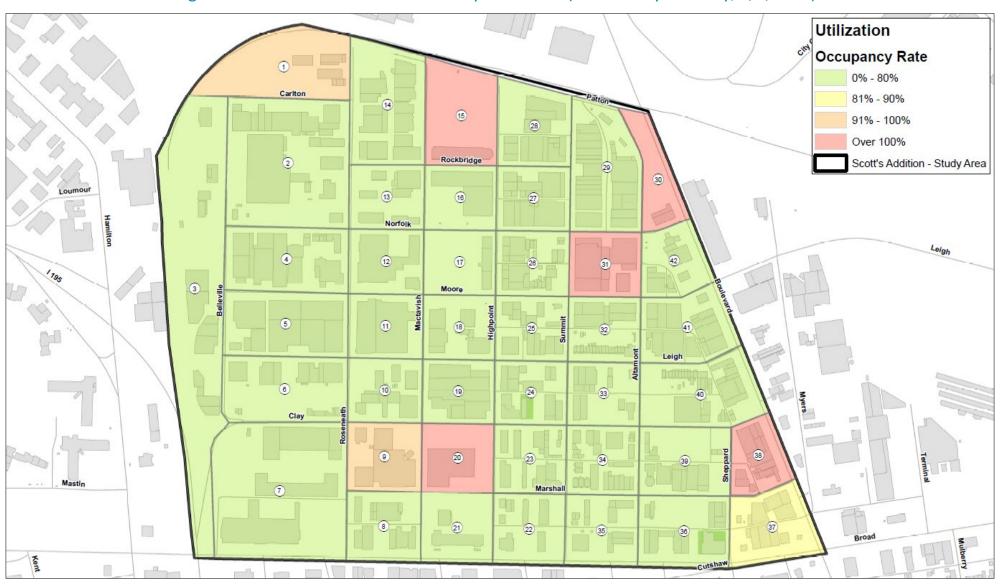
	Scott's Addition Weekday Block by Block											
	Effective		8AM-10AM		/ 11AM-2PM	Weekd	ay 5pm-7pm					
Block #	Supply	Count	Utilization	Count	Utilization	Count	Utilization					
1	30	29	97%	28	93%	14	47%					
2	169	93	55%	121	72%	54	32%					
3	209	84	40%	108	52%	84	40%					
4	90	61	68%	52	58%	47	52%					
5	41	19	46%	25	61%	18	44%					
6	69	50	72%	41	59%	23	33%					
7	628	245	39%	205	33%	289	46%					
8	154	81	53%	101	66%	68	44%					
9	119	89	75%	111	93%	77	65%					
10	128	42	33%	71	55%	64	50%					
11	55	30	55%	42	76%	32	58%					
12	35	19	54%	20	57%	11	31%					
13	73	20	27%	38	52%	26	36%					
14	104	71	68%	80	77%	30	29%					
15	81	83	102%	130	160%	49	60%					
16 17	85	23 31	27% 11%	30	35%	21 27	25% 10%					
	271			46	17%	64						
18	113	42	37%	48	42%		57%					
19	38	27	71%	20 93	53%	37	97%					
20	91	57	63%		102%	39 9	43% 8%					
21	119	16	13%	20	17%	_						
22	138	19	14%	51	37%	44	32%					
23	126	61	48%	95	75%	46	37%					
24	85	37	44%	30	35%	47	55%					
25	72	39	54%	49	68%	50	69%					
26	70	40	57%	43	61%	34	49%					
27	74	35	47%	54	73%	40	54%					
28	56	11	20%	47	84%	19	34%					
29	168	88	52%	127	76%	98	58%					
30	56	37	66%	59	105%	37	66%					
31	46	58	126%	50	109%	49	107%					
32	61	34	56%	41	67%	30	49%					
33	89	32	36%	35	39%	32	36%					
34	46	26	57%	22	48%	37	80%					
35	115	33	29%	50	43%	27	23%					
36	177	84	47%	127	72%	59	33%					
37	62	45	73%	50	81%	53	85%					
38	76	67	88%	75	99%	71	93%					
39	215	123	57%	154	72%	120	56%					
40	169	75	44%	90	53%	92	54%					
41	56	23	41%	38	68%	31	55%					
42	76	40	53%	41	54%	32	42%					
Total	4,735	2,219	47%	2,758	58%	2,131	45%					







Figure 4: Scott's Addition Peak Weekday Utilization (Wednesday Mid-Day, 5/2/2018)









As **Table 1** indicates, while the total effective supply was largely underutilized, four different blocks experienced occupancy in excess of the effective supply at least once during the survey day. In each instance, these were blocks containing auto-related businesses in need of temporary vehicle storage or large office buildings with new retailers and office space. A detailed presentation of total occupancy is included in the Appendices as **Exhibit C-4**.

Total *on-street* utilization during the weekday survey day was at 65% of effective supply (869 cars against 1,341 spaces) in the morning, 82% of effective supply (1,098 cars against 1,341 spaces) at mid-day, and 67% of the effective supply (901 cars against 1,341 spaces) in the evening. DESMAN identified 26 block faces in the morning, 48 at mid-day, and 35 in the evening where occupancy exceeded effective supply, as shown in **Exhibit C-5** in the Appendices.

Total *off-street* utilization during the weekday survey day was at 40% of effective supply (1,350 cars against 3,394 spaces) in the morning, 49% of effective supply (1,660 cars against 3,394 spaces) at midday, and 36% of the effective supply (1,230 cars against 3,394 spaces) in the evening. DESMAN identified 17 facilities in the morning, 22 at mid-day, and 10 in the evening where occupancy exceeded effective supply, as shown in **Exhibit C-6** in the Appendices. As **Exhibit C-6** shows, 41 of the surveyed facilities met or exceeded their effective supply at one point during the survey day. Most of these facilities were lots serving auto-related businesses or office buildings.

Against an effective parking supply of 446 spaces, facilities serving customers experienced utilization rates of 37% in the morning (163 cars), 51% at mid-day (227 cars), and 36% in the evening (159 cars). Employees occupied 52% of their 1,048 combined effective spaces in the morning (544 cars), 66% at mid-day (692 cars), and 37% in the evening (385 cars). Residents only occupied 37% of their aggregate effective supply of 784 spaces in the morning (289 cars), 31% at mid-day (245 cars), and 42% in the evening (332 cars). Drivers occupied 32% (354 cars against 1,116 spaces) of the mixed-use effective supply in the morning, 44% at mid-day (496 cars), and 32% (354 cars) in the evening.

Weekend Occupancy and Utilization

Staff executed three counts on the survey day (Saturday, May 5, 2018): in the morning (between 8:00 AM and 10:00 AM); at mid-day (between 11:00 AM and 2:00 PM); and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 1,722 vehicles in the morning, 2,024 at mid-day, and 2,719 in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.







Table 2: Scott's Addition Weekend Utilization

Block # 1 2 3	Effective Supply	Weekend			lock by Bloc				
1 2			8AM-10AM Weekend 11AM-2PM			Weekend 5PM-7PM			
2	30	Count	Utilization	Count	Utilization	Count	Utilization		
	30	24	80%	18	60%	5	17%		
2	169	39	23%	38	22%	38	22%		
3	209	87	42%	86	41%	67	32%		
4	90	54	60%	54	60%	71	79%		
5	41	11	27%	11	27%	20	49%		
6	69	11	16%	12	17%	29	42%		
7	628	282	45%	311	50%	261	42%		
8	154	51	33%	46	30%	52	34%		
9	119	55	46%	52	44%	79	66%		
10	128	18	14%	44	34%	98	77%		
11	55	8	15%	7	13%	49	89%		
12	35	15	43%	13	37%	37	106%		
13	73	9	12%	13	18%	32	44%		
14	104	20	19%	23	22%	21	20%		
15	81	33	41%	19	23%	53	65%		
16	85	13	15%	24	28%	32	38%		
17	271	17	6%	28	10%	90	33%		
18	113	43	38%	61	54%	92	81%		
19	38	42	111%	43	113%	54	142%		
20	91	36	40%	38	42%	65	71%		
21	119	9	8%	8	7%	24	20%		
22	138	27	20%	59	43%	74	54%		
23	126	30	24%	51	40%	62	49%		
24	85	31	36%	28	33%	83	98%		
25	72	37	51%	49	68%	61	85%		
26	70	32	46%	44	63%	61	87%		
27	74	43	58%	53	72%	70	95%		
28	56	12	21%	18	32%	29	52%		
29	168	70	42%	85	51%	109	65%		
30	56	32	57%	62	111%	66	118%		
31	46	54	117%	58	126%	65	141%		
32	61	39	64%	40	66%	61	100%		
33	89	27	30%	32	36%	69	78%		
34	46	20	43%	38	83%	43	93%		
35	115	37	32%	49	43%	72	63%		
36	177	17	10%	43	24%	57	32%		
37	62	36	58%	34	55%	55	89%		
38	76	49	64%	47	62%	55	72%		
39	215	96	45%	112	52%	127	59%		
40	169	85	50%	84	50%	116	69%		
41	56	26	46%	25	45%	46	82%		
42	76	45	59%	64	84%	69	91%		
Total	4,735	1,722	36%	2,024	43%	2,719	57%		

As the table indicates, while the total effective supply was largely underutilized, five blocks experienced occupancy equal to or in excess of the effective supply. In most instances, these were blocks with or adjacent to popular shops, restaurants, and bars as well as rowhomes and large residential buildings. A detailed presentation of total occupancy is included in the Appendices as **Exhibit C-7**.

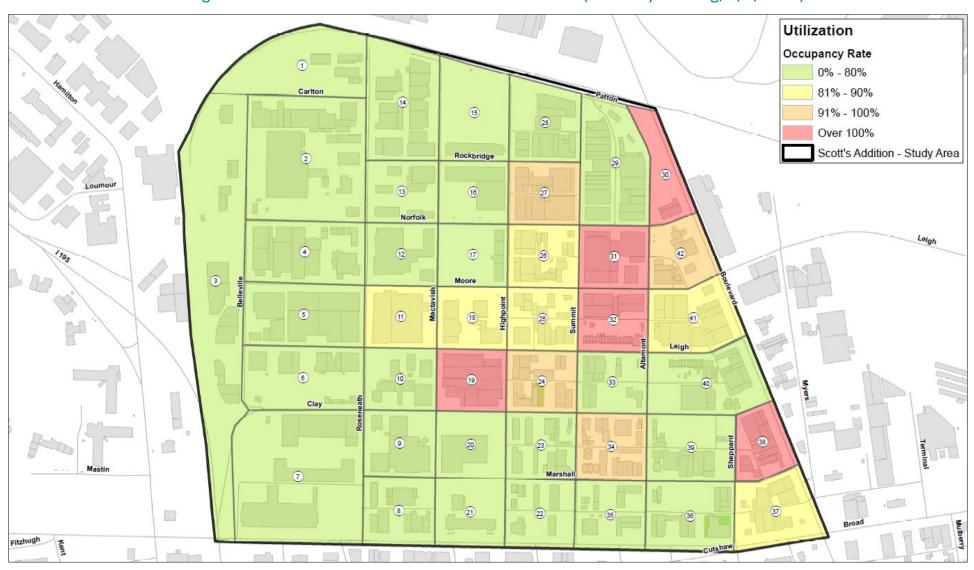








Figure 5: Scott's Addition Peak Weekend Utilization (Saturday Evening, 5/5/2018)









DESMAN calculated 1,341 spaces of effective *on-street* parking for the study area. During the survey day, staff observed utilization rates of 53% (705 cars) in the morning, 67% (901 cars) at mid-day, and 115% (1,543 cars) in the evening. DESMAN identified 27 block faces where occupancy exceeded effective parking supply in the morning, 34 at mid-day, and 104 in the evening, as shown in **Exhibit C-8** in the Appendices. The high utilization rate in the evening of a Saturday in Scott's Addition is most likely due to the number of breweries, restaurants, and bars that attract a large evening and weekend crowd.

DESMAN calculated 3,394 spaces of effective *off-street* parking for the study area. During the survey day, DESMAN observed utilization rates of 30% (1,011 cars) in the morning, 33% (1,112 cars) at mid-day, and 34% (1,164 cars) in the evening. DESMAN identified 18 facilities where occupancy exceeded effective parking supply at one point during the day, as shown in **Exhibit C-9** in the Appendices. Among the subtypes of facilities, residents used their designated spaces most consistently, followed by employees, as shown in **Table 3**.

	. 300tt 3 <i>i</i>	Addition	vveekenu	OII-3tiet	et Otilizatio	ט ווכ	ub Type
Sub Type	Effective	Morning	8AM-10PM	Mid-Day	11AM-2PM	Evening	g 5PM-7PM
Sub Type	Supply	Count	Utilization	Count	Utilization	Count	Utilization
Customers	446	91	20%	124	28%	176	39%
Employees	1,048	316	30%	305	29%	318	30%
Mixed-Use	1,116	247	22%	314	28%	358	32%
Residential	784	357	46%	369	47%	312	40%
Total	3,394	1,011	30%	1,112	33%	1,164	34%

Table 3: Scott's Addition Weekend Off-Street Utilization by Sub Type

Conclusions

Overall, Scott's Addition is not currently designed for pedestrian activity which is evident in its lack of sidewalks, crosswalks, curb ramps, and street trees in many places. This encourages even locals to arrive and leave by car despite the distance of their trip. The neighborhood is also home to many auto-centric businesses like body shops, tire shops, and carwashes, which inherently attract more drivers, thus increasing demand for car space. The area is innately car-oriented and could benefit greatly from upgrades to its pedestrian and bicycle infrastructure.

In the short term, the GRTC and businesses in Scott's Addition should encourage visitors to take public transit such as the Pulse to the area to mitigate the number of people driving to the neighborhood's breweries, bars, and restaurants. Encouragement efforts could include brief information about the Pulse on individual business websites as well as a larger sign facing West Broad stating "Go By Bus" similar to the streetcar example in Portland, Oregon. The City should work to make West Broad Street pedestrian friendly as it is the greatest intuitive barrier to non-automotive entry into Scott's Addition due to its width and fast-paced vehicular traffic.

Charging for on-street parking in the neighborhood will help to make other modes of transportation more attractive. Eliminating abandoned curb cuts to allow for more street parking would increase on-street supply as well. Shared parking agreements between nighttime attractions (breweries) and daytime uses (offices) would maximize the efficiency of underutilized off-street spaces.







Exhibit C-1: Scott's Addition Total Parking Supply Inventory (Pt. 1)

BLK#	NAME/DESCRIPTION	ADDRESS ADDRESS	TYPE	SUB-TYPE	15-Min 1-Hours 2-Hours No (free) (free) (free) Unrestricted H/C Parking	Subtotal		Reserved H/C		
1 1 1	Roseneath Rd. Carlton St. Riverside Brick & Supply Co.	Roseneath Rd. Carlton St. 1900 Roseneath Rd.	On-Street On-Street Private/Private Lot	Employees	4 26	4 26 0	6		0 0 6	4 26 6
2 2 2 2 2 2 2 2	Cariton St. Roseneath Rd. Norfolk St. Belleville St. Christie's Dorl Foods Clark & Son	Belleville St. & Roseneath Rd. Carlton St. & Norfolk St. Belleville St. & Roseneath Rd. Carlton St. & Norfolk St. 3420 Norfolk St. 3420 Norfolk St. 1700 Roseneath Rd.	On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use Employees Employees	9 12 7 8	9 12 7 8 0 0	8 42 8	2 8	0 0 0 0 8 44 16	9 12 7 8 8 44 16
2 2 2 2 2 2 2 2	Liark & Son Pressure Works Franklin Leasing Daniel & Company American Welding Century Supply co The Weight Room	1700 Roseneath Rd. 1706 Roseneath Rd. 1800 Roseneath Rd. 1806 Roseneath Rd. 3409 Carlton St. 3413 Carlton St.	Private/Private Lot	Mixed Use Employees Employees Employees Employees Employees Employees Mixed Use		0 0 0 0 0	8 16 15 11 13 17	3 3	16 15 14 16 17 6	16 16 15 14 16 17 6
3 3 3 3 3	Belleville St. 1798-1738 Belleville St. Cosby's Scott's Edge The Prop Shop Party Rentals Golden Squeegee	Carlton St. & W. Clay St. 1798-1738 Belleville St. 1704 Belleville St. 1652 Belleville St. 1512 Belleville St. 1508 Belleville St.	On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Employees Mixed Use Residential Mixed Use Mixed Use	23	23 0 0 0 0	40 5 95 16 15	1	0 41 5 109 16 15	23 41 5 109 16 15
3 4 4 4 4 4	1402 Belleville St. Norfolk St. Roseneath Rd. W. Moore St. Belleville St. Scott's Edge Apartments	1402 Belleville St. Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St. Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St. 3408 W. Moore St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot	Mixed Use Employees	6 9 12	0 6 9 12 0	20	2	22 0 0 0 0 0	22 6 9 12 0 5
4 4 4 4 5	Scott's Edge Apartments Scott's Edge 1600 Roseneath Road Southern Refrigeration W. Moore St.	3408 W. Moore St. 3410 W. Moore St. 1600 Roseneath Road 3406 W. Moore St. Roseneath Rd. & Belleville St.	Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot On-Street	Mixed Use Mixed Use Mixed Use Employees	2	0 0 0 0	4 4 53 3	3	7 4 53 3	7 4 53 3
5 5 5 5 6	Roseneath Rd. W. Leigh St. Belleville St. ODM Crossfit W. Leigh St.	W. Moore St. & W. Leigh St. Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St. 1509 Belleville St. 1509 Belleville St. Belleville St. & Roseneath Rd.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street	Mixed Use Mixed Use	11 15 8 8	11 15 8 0 0	8 3		0 0 0 8 3 0	11 15 8 8 3 15
6 6 6 6 7	Roseneath Rd. W. Clay St. Belleville St. HMA HOHMan DESign W. Clay St.	W. Leigh St. & W. Clay St. Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St. 3435 W. Leigh St. 3409 W. Leigh St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street	Employees Mixed Use	4 0 7	4 0 7 0 0	24 23	3 1	0 0 0 27 24 0	4 0 7 27 24 19
7 7 7 7 7	Roseneath Rd. W. Broad St. Beltline Expy South Lot North Lot	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St. Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St. 3600 W. Broad St. 3600 W. Broad St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	Residential Residential	11 8 0	11 8 0 0	30 206	7	0 0 0 37 206	11 8 0 37 206
7 7 7 8 8 8	The Preserve at Scott's Addition Apartments at Apartments at W. Marshall St. Mactavish Ave. W. Broad St.	1310 Roseneath Rd. 3600 W. Broad St. 3600 W. Broad St. W. Mactavish Ave. & Roseneath Rd. W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street On-Street	Residential Residential Residential	9 10	0 0 0 9 10 9	242 131 40	5	242 136 40 0 0	242 136 40 9 10 9
8 8 8 8 8	Roseneath Rd. Fidelity Capital Mortgage Broad Street Veterinary Hospital Maaco Collision Don't Look Back Hype Counseling Interlink Supply	W. Marshall St. & W. Broad St. 1207 Roseneath Rd. #203 3320 W. Broad St. 3318 W. Broad St. 3306 W. Broad St. 3309 W. Marshall St. 3300 W. Broad St.	On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use Employees Mixed Use Mixed Use Mixed Use Employees	9	9 0 0 0 0	26 5 25 33 6 26	8	0 27 5 33 33 6 26	9 27 5 33 33 6 26
8 9 9 9 9	Parking Lot W. Clay St. Mactavish Ave. W. Marshall St. Roseneath Rd. Richmond European The Veil Brewing Co. Patton's Inc.	N/A Roseneath Rd. & Mactavish Ave. W. Clay St. & W. Marshall St. Roseneath Rd. & Mactavish Ave. W. Clay St. & W. Marshall St. 1311 Roseneath Rd. 1301 Roseneath Rd. 1304 Mactavish Ave.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use Customers Mixed Use	10 11 11 9	0 10 11 11 9 0 0	24 27 12	2	4 0 0 0 0 24 29 12	4 10 11 11 9 24 29 12
9 10 10 10 10 10	Riverside Pace W. Leigh Ave. Mactavish Ave. W. Clay St. Roseneath Rd. Club Infuzion Club Infuzion	1300 Mactavish Ave. Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St. Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St. 1401 Roseneath Rd. 3309 W. Leigh St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot	Mixed Use Employees Customers	8 10 11 7	0 8 10 11 7 0	26 6 48	2	28 0 0 0 0 0 6 48	28 8 10 11 7 6 48
	MBM 3301 W. Leigh St. Summit Fitness/Studio 23 Virginia School For Nurse Aides Studio 23 W. Moore St.	3305 W. Leigh St. 3301 W. Leigh St. 3308 W. Clay St. 3310 W. Clay St. Mactavish Ave. Mactavish Ave. & Roseneath Rd.	Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot On-Street	Employees Employees Mixed Use Mixed Use Mixed Use	12	0 0 0 0 0	7 5 16 19 7	1	7 5 16 20 7	7 5 16 20 7
11 11 11 11 12 12	Mactavish Ave. W. Leigh Ave. Roseneath Rd. The Fahrenheit Group Norfolk St. Mactavish Ave.	W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave. 1500 Mactavish Ave. Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St.	On-Street On-Street On-Street Private/Private Lot On-Street On-Street	Employees	8 11 10 10 9 8	8 11 10 0 10 9 8	18	4	0 0 0 22 0 0	8 11 10 22 10 9
12 12 13 13 13 13	W. Moore St. Roseneath Rd. Rockbridge St. Mactavish Ave. Norfolk St. Roseneath Rd.	Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St. Roseneath Rd. & Mactavish Ave. Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street		13 0 4 8 6	3 0 4 8 6	50		0 0 0 0	8 13 0 4 8 6
13 13 14 14 14 14 14 14 14	Paper Moon Gentleman's Club PowerTec Inc. Patton Ave. Mactavish Ave. Rockbridge St. Roseneath Rd. Ram Tool Construction Supply K & M Tire Wolseley Industrial Group	3300 Norfolk Street 1708 Mactavish Ave. Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St. Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St. 1901 Roseneath Rd. 1805 Roseneath Rd. 1801 Roseneath Rd.	Private/Private Lot Private/Private Lot On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot	Employees Mixed Use	5 7 8 15	0 5 7 8 15 0	12 13 22	2	60 4 0 0 0 0 12 13 24	60 4 5 7 8 15 12 13 24
14 14 14 15 15	Wolseley Industrial Group Signs Unlimited TideWater Air Filter Patton Ave. Highpoint Ave.	1800 Mactavish Ave. 1808 Mactavish Ave. 1812 Mactavish Ave. #B Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street	Employees Employees Employees Employees	0 0	0 0 0 0 0	8 15 9	2	8 15 9 0 0	8 15 9 0 0
15 15 15 16 16 16	Rockbridge St. Impact Makers/37th Parallel Properties Rockbridge St. Highpoint Ave. Norfolk St.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St. 3200 Rockbridge St. Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street Private/Private Lot On-Street On-Street On-Street	Employees	13 16 13 10 13	13 16 0 13 10 13	58	4	0 0 62 0 0	13 16 62 13 10 13
16 16 17 17 17	Mactavish Ave. Moseley Architects Norfolk St. Highpoint Ave. W. Moore St. Mactavish Ave.	Rockbridge St. & Norfolk St. 3200 Norfolk St. Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St. Highpoint Ave. & Mactavish Ave.	On-Street Private/Private Lot On-Street On-Street On-Street	Employees	10 7 10 0	10 0 7 10 0	45	4	0 49 0 0 0	10 49 7 10 0
17 17 17 18 18	3299-3201 W. Moore St. Exquisite Rentals LLC Roy's Electric Motor Services W. Moore St. Highpoint Ave.	Norfolk St. & W. Moore St. 3299-3201 W. Moore St. 3200 Norfolk St. 3201 Norfolk St. Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street	Mixed Use Mixed Use Employees	8 8	13 0 0 0 0 8 8	242 5 20	4	246 5 20 0 0	13 246 5 20 8 8
18 18 18 18 18 18	W. Leigh St. Mactavish Ave. Osprey Lofts Permit Parking Ardent Craft Ales Etec Fire Protection LLC ZZQ Ardent Craft Ales	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St. 3209 W. Moore St., Richmond, Virginia 3210 W. Moore St., Richmond, Virginia 3205 W. Moore St. 3201 W. Moore St. 3200 W. Leigh St.	On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Residential Employees Employees Mixed Use Customers	12 12	12 12 0 0 0 0	11 9 8 10 25	1	0 0 11 9 9 11 25	12 12 11 9 9 11 25
19 19	Osprey Lofts Permit Parking W. Leigh St. Highpoint Ave. W. Clay St. Mactavish Ave. Courtyard Lofts at Scott's Addition W. Clay St.	3210 W. Leigh St. Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St. Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St. 3200 W. Clay St. Mactavish Ave. & W. Highpoint Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Garage On-Street	Residential Residential	11 10 14 9	0 11 10 14 9 0	17	1	22 0 0 0 0 0 18	11 10 14 9 18
20 20 20 20	W. Clay St. Highpoint Ave. W. Marshall St. Mactavish Ave. Party Perfect Event & Party Rentals Riverside Pace	Mactavish Ave. & W. Highpoint Ave. W. Clay St. & W. Marshall St. Mactavish Ave. & Highpoint Ave. W. Clay St. & W. Marshall St. 3210 W. Marshall St. 1398 Highpoint Ave.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	Employees Employees	10 12 10 10	10 12 10 10 0 0	15 44		0 0 0 0 15 44	10 12 10 10 15 44







Exhibit C-1: Scott's Addition Total Parking Supply Inventory (Pt. 2)

9.		: Scott's Add		al Pa	KING	Supply	ilivei	ILOI	y (Pt	. ∠)	_	
21 21 21	W. Marshall St. Highpoint Ave. W. Broad St.	Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street On-Street			4 10	0	4 10 0			0 0	4 10 0
21 21 21	W. Broad St. Mactavish Ave. Colliers International Parking Garage	W. Marshall St. & W. Broad St. 1248 Mactavish Ave.	On-Street On-Street Private/Private Structur	e Mixed Iso		8	U	8	108	3	0 0 111	8 111
22 22	W. Marshall St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	On-Street On-Street	036	5	10		5 10		,	0	5 10
22	W. Broad St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	On-Street On-Street			4 8		4 8			0	4 8
22 22	M&T Bank The Yoga Dojo	3124 W. Broad St. 1219 Highpoint Ave.	Private/Private Lot Private/Private Lot	Mixed Use Employees				0	23 3		23 3	23
22 22	Classic Tattoo The Batte Building West	3121 W. Marshall St. 3110 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Mixed Use				0	12 15		12 15	12 15
22 22	The Batte Building DLH Solutions	3111 W. Marshall St. 3105 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use				0	30 24		30 24	30 24
22 23	Virginia ABC W. Clay St.	3100-A W. Broad St. Highpoint Ave. & Summit Ave.	Private/Private Lot On-Street	Customers		7		0	20	2	22 0	22 7
23 23	Summit Ave. W. Broad St.	W. Clay St. & W. Broad St. Highpoint Ave. & Summit Ave.	On-Street On-Street			9 9		9			0	9
23 23	Highpoint Ave. Global Institute of Technology (GIT) Services	W. Clay St. & W. Broad St. 1311 Highpoint Ave.	On-Street Private/Private Lot	Employees		12		12 0	8	1	0 9	12 9
23 23	SHOCKOE.COM L B Beauty Academy	3122 W. Marshall St. #200 3114 W. Marshall #A	Private/Private Lot Private/Private Lot	Employees Mixed Use				0	12 18		12 18	12 18
23 23	NeW. Directions Community Outreach Services OAR of Richmond	3117 W. Clay St. 3111 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Employees				0	32 7	2	34 7	34 7
23 23	Blue Dog Properties TideWater Physical Therapy	3110 W. Marshall St. 1301 Summit Ave.	Private/Private Lot Private/Private Lot	Employees Mixed Use				0	10 6		10 6	10 6
23 24	Blue Bee Cider W. Leigh St.	1320 Summit Ave. Highpoint Ave. & Summit Ave.	Private/Private Lot On-Street	Customers		9		9	9		9	9
24 24	Summit Ave. W. Clay St.	W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.	On-Street On-Street		7	7		7 7			0	7
24 24	Highpoint Ave. 180 Barber School	W. Leigh St. & W. Clay St. 3122 W. Clay St.	On-Street Private/Private Lot	Mixed Use		7		7 0	6		0 6	7 6
24 24	Aireco Supply/American Postal Workers 3105 W. Leigh St.	3100 W. Clay St. 3105 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees				0	30 8	2	32 8	32 8
24 25	Dempsey & Company W. Moore	3121 W. Leigh St. Highpoint Ave. & Summit Ave.	Private/Private Lot On-Street	Mixed Use		9		9	20		20 0	20 9
25 25	Summit Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave.	On-Street On-Street			12 5		12 5			0	12 5
25 25	Highpoint Ave. Paisley & Jade	W. Moore St. & W. Leigh St. 3119 W. Moore St.	On-Street Private/Private Lot	Employees		10		10 0	7		0 7	10 7
25 25	Smohk Nicholson Sprinkler Corp	3112 W. Leigh St. 3104 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees				0	9 3		9 3	3
25 25 25	Lowman Electrical Contractor TUrn Cardio Jam Studio Smohk auxiliary lot	3101 W. Moore St. 3105 W. Moore St. 3112 W. Leigh St	Private/Private Lot Private/Private Lot	Mixed Use				0	12 5 9		12 5 9	12 5
25 26 26	Smohk auxiliary lot Norfolk St. Summit Ave.	3112 W. Leigh St. Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	Private/Private Lot On-Street On-Street	Mixed Use		9		9	9		0	9 9
26 26 26	Summit Ave. W. Moore St. Highpoint Ave.	Norfolk St. & W. Moore St. Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	On-Street On-Street On-Street		10	9		9 8 10			0 0	9 8 10
26 26 26	Richmond Sign. & DeSign. Services H.J Holtz & Son	3111 Norfolk St. 3101 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	10			0	28 14		28 14	28 14
26 27 27	Rockbridge St. Summit Ave.	Highpoint Ave. & Summit Ave. Rockbridge St. & Norfolk St.	On-Street On-Street	Employees		16 9		16 9			0 0	16 9
27 27 27	Norfolk St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Rockbridge St. & Norfolk St.	On-Street On-Street			16 25		16 25			0	16 25
27 27	Ambience Lofts Ambience Lofts Parking	3198 Rockbridge St. 3031 Norfolk St.	Private/Private Garage Private/Private Lot	Residential Residential				0	18	1	0 19	0 19
28 28	Patton Ave. Summit Ave.	Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	On-Street On-Street			16 13		16 13		•	0	16 13
28 28	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	On-Street On-Street			14 5		14 5			0	14
28 29	McKinnon and Harris Patton Ave.	1806 Summit Ave. Summit Ave. & Altamont Ave.	Private/Private Lot On-Street	Employees		2		0	16	1	17	17 2
29 29	Altamont Ave. Norfolk St.	Patton Ave. & Norfolk St. Summit Ave. & Altamont Ave.	On-Street On-Street			14 9		14 9			0	14 9
29 29	Summit Ave. The Lofts at 1723	Patton Ave. & Norfolk St. 1726 Altamont Ave. #2	On-Street Private/Private Lot	Residential		32		32 0	10		0	32 10
29 29	Automatic Leasing Service Commercial Parking	1737 Summit Ave. 1724 Altamont Ave.	Private/Private Lot Private/Private Lot	Employees Mixed Use				0	16 82		16 82	16 82
29 30	Richard's Restaurant and Gentlemen's Club Patton Ave.	1732 Altamont Ave. #2 Altamont Ave. & N. Boulevard	Private/Private Lot On-Street	Customers		12		0	24		24	24 12
30 30	N. Boulevard Norfolk St.	Patton Ave. & Norfolk St. Altamont Ave. & N. Boulevard	On-Street On-Street			7	0	0 7			0	0 7
30 30	Altamont Ave. Gelati Celesti Ice Cream	Patton Ave. & Norfolk St. 1400 N. Boulevard	On-Street Private/Private Lot	Customers		11		11 0	18		0 18	11 18
30 31	Mincz Tire Norfolk St.	1725 Altamont Ave. Summit Ave. & Altamont Ave.	Private/Private Lot On-Street	Customers		13		0 13	16	1	17 0	17 13
31 31	Altamont Ave. W. Moore St.	Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave.	On-Street On-Street			12 12		12 12			0	12 12
31 31	Summit Ave. 1601 Altamont Ave.	Norfolk St. & W. Moore St. 1601 Altamont Ave.	On-Street Private/Private Lot	Employees		11		11 0	7		0 7	11 7
32 32	W. Moore St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.	On-Street On-Street			15 8		15 8			0	15 8
32 32	W. Leigh St. Summit Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.	On-Street On-Street			15 10		15 10			0	15 10
32 32	Bearing Masonry A1 Security Manufacturing	3000 W. Leigh St. 3001 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees				0	10 11		10 11	10 11
33 33	W. Leigh St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	On-Street On-Street			10 9		10 9			0	10 9
33 33	W. Clay St. Summit Ave. Professional Mortgage Corp.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St. 3018 W. Clay St	On-Street On-Street Private/Private Lot	Emela		10 10		10 10	47		0 0 47	10 10 47
33 33 34	Professional Mortgage Corp True Timber W. Clay St.	3018 W. Clay St. 3008 W. Clay St. Summit Ave. & Altamont Ave.	Private/Private Lot Private/Private Lot On-Street	Employees Employees		11		0 0 11	47 13		47 13 0	47 13 11
34 34 34	W. Clay St. Altamont Ave. W. Marshall St.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St. Summit Ave. & Altamont Ave.	On-Street On-Street On-Street		9	11 9		11 9 9			0	9 9
34 34 34	W. Marshall St. Summit Ave. HESCO	W. Clay St. & W. Marshall St. 3014 W. Marshall St.	On-Street On-Street Private/Private Lot	Employees	У	11		11 0	3		0 3	11 3
34 34 34	Richmond Triangle Players Khem Precision Machining	1300 Altamont Ave. 3007 W. Clay St. Suite D	Private/Private Lot Private/Private Lot Private/Private Lot	Customers Employees				0	1 4	4	3 5 4	5 4
35 35	W. Marshall St. Altamont Ave.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St.	On-Street On-Street	Lilipioyees		13 7		13			0	13 7
35 35	W. Broad St. Summit Ave.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St.	On-Street On-Street		8		0	0 8			0	0 8
35 35	SunTrust ATM 3023 W. Marshall St.	3022 W. Broad St. 3023 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Employees	ŭ			0	6 28		6 28	6 28
35 35	Worse for Wear Merchant's Tire & Auto Centers	3012 W. Broad St. 3000 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Customers				0	25 12	3 1	28 13	28 13
35 36	The Frontier Project W. Marshall St.	3005 W. Marshall St. Altamont Ave. & N. Sheppard St.	Private/Private Lot On-Street	Employees		10		0 10	23	2	25 0	25
36 36	N. Sheppard St. W. Broad St.	W. Marshall St. & W. Broad St. Altamont Ave. & N. Sheppard St.	On-Street On-Street			12	0	12			0	12
36 36	Altamont Ave. Private Event Parking for Hofheimer Building	W. Marshall St. & W. Broad St. 2935 W. Marshall St.	On-Street Private/Private Lot	Customers	8			8 0	75		0 75	8 75
36 36	Private Parking Lot Urban Core	2909 W. Marshall St. 1000 N. Sheppard St.	Private/Private Lot Private/Private Lot	Customers Mixed Use				0	51 7		51 7	51 7
36 36	Perch/Joy Garden Gather - Scott's Addition	2918 W. Broad St. 2920 W. Broad St.	Private/Private Lot Private/Private Lot	Customers Customers		•		0	20 13	1	20 14	20 14
37 37	W. Marshall St. N. Boulevard	N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St.	On-Street On-Street		6	9		9 6			0	9
37 37	W. Broad St. N. Sheppard St.	N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St.	On-Street On-Street	E 1		7 8		8	10		0	8
37 37	2810 W. Marshall St. Comcast	2810 W. Marshall St. 1004 N. Sheppard St.	Private/Private Lot Private/Private Lot	Employees Employees				0	10 15	1	11 15	11 15
37 38	7-Eleven W. Clay St. N. Royleyard St.	N. Sheppard St. & N. Boulevard St.	Private/Private Lot On-Street	Mixed Use	2			2	12	1	13 0	13 2
38 38 38	N. Boulevard St. W. Marshall St. N. Shennard St.	W. Clay St. & W. Marshall St. N. Sheppard St. & N. Boulevard St. W. Clay St. & W. Marshall St.	On-Street On-Street		8 9			8 9 11			0	8 9
38 38 38	N. Sheppard St. Fireplace Shop/Custom Sign Shop Boulevard Tire	W. Clay St. & W. Marshall St. 1022 N. Boulevard 1010 N. Boulevard	On-Street Private/Private Lot Private/Private Lot	Employees Employees		11		0 0	28 0		0 28 0	11 28 0
38 38 38	Boulevard Tire Puritan Cleaners Koontz Paint & Body Works	1010 N. Boulevard 1105 N. Sheppard St. 2800 W. Marshall St.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Mixed Use Customers				0	0 16 12		16 12	16 12
39 39	W. Clay St. N. Sheppard St.	Altamont Ave. & N. Sheppard St. W. Clay St. & W. Marshall St.	On-Street On-Street	castomers		12 10		12 10			0 0	12 12 10
39 39	W. Marshall St. Altamont Ave.	Altamont Ave. & N. Sheppard St. W. Clay St. & W. Marshall St.	On-Street On-Street		12	17		17 12			0	17 12
39 39	Longoven Affordable Spa Services	2939 W. Clay St. 2926 W. Marshall St. suite B	Private/Private Lot Private/Private Lot	Employees Employees				0	9		9	9 8
39 39	2921 W. Clay St. 2915 W. Clay St.	2921 W. Clay St. 2915 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use				0	37 60		37 60	37 60
39 39	2911 W. Clay St. 2901 W. Clay St.	2911 W. Clay St. 2901 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Customers				0	32 17		32 17	32 17
39 39	Empty Lot Grass	N/A N/A	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use				0	17 12		17 12	17 12
40 40	W. Leigh St. N. Boulevard St.	Altamont Ave. & N. Boulevard W. Leigh St. & W. Clay St.	On-Street On-Street		12	22		12 22			0	12 22
40 40	W. Clay St. Altamont Ave.	Altamont Ave. & N. Boulevard W. Leigh St. & W. Clay St.	On-Street On-Street			21 11		21 11			0	21 11
40 40	Private Permit Parking Private Permit Parking	2906 W. Clay St. 2947 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees				0	43 38	3	46 38	46 38
40 40	River City Tattoo Co Flora Max	1128 N. Boulevard 1110 N. Boulevard	Private/Private Lot Private/Private Lot	Employees Employees				0	7 18		7 18	7 18
40 41	RVA Tailors W. Moore St.	2900 W. Clay Altamont Ave. & N. Boulevard	Private/Private Lot On-Street	Employees		8		0	17		17 0	17 8
41 41	N. Boulevard St. W. Leigh St.	W. Moore St. & W. Leigh St. Altamont Ave. & N. Boulevard	On-Street On-Street		13 16			13 16			0	13 16
41 41	Altamont Ave. Discount Medical Supply	W. Moore St. & W. Leigh St. 1220 N. Boulevard	On-Street Private/Private Lot	Customers		11		11 0	14	2	0 16	11 16
42 42	Norfolk St. N. Boulevard	Altamont Ave. & N. Boulevard Norfolk St. & W. Moore St.	On-Street On-Street		4		0	0 4			0	0 4
42 42	W. Moore St. Altamont Ave.	Altamont Ave. & N. Boulevard Norfolk St. & W. Moore St.	On-Street On-Street		9	9		9			0	9
	The Altamont Permit Parking	1649 Altamont Ave. 1320 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Mixed Use				0	36 27	1	37 27	37 27
42 42 Total	Boulevard Home				35 144	106 1,279		1,564	3,650	36 85	3,771	5,335







Exhibit C-2: Scott's Addition On-Street Parking Supply Inventory

BLK#	NAME/DESCRIPTION Roseneath Rd.	ON ADDRESS Roseneath Rd.	15-Min 1				TOTA 4
1 2	Carlton St. Carlton St.	Carlton St. Belleville St. & Roseneath Rd.				26 9	26 9
2 2 2	Roseneath Rd. Norfolk St. Belleville St.	Carlton St. & Norfolk St. Belleville St. & Roseneath Rd. Carlton St. & Norfolk St.				12 7 8	12 7 8
3	Carlton St. Belleville St.	Carlton St. & Worlow St. Carlton St. & W. Clay St.		23			0 23
4	Norfolk St. Roseneath Rd.	Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St.		9		6	6 9
4	W. Moore St. Belleville St.	Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St.				12 0	12 0
5	W. Moore St. Roseneath Rd.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St.				2 11	11
5 5	W. Leigh St. Belleville St. W. Leigh St.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St. Belleville St. & Roseneath Rd.			15	8 15	15 8 15
6	Roseneath Rd. W. Clay St.	W. Leigh St. & W. Clay St. Belleville St. & Roseneath Rd.				4	4
6	Belleville St. W. Clay St.	W. Leigh St. & W. Clay St. Roseneath Rd. & Beltline Expy				7 19	7
7	Roseneath Rd. W. Broad St.	W. Clay St. & W. Broad St. Roseneath Rd. & Beltline Expy			8	11	11
7 8	Beltline Expy W. Marshall St.	W. Clay St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.				0 9	9
8	Mactavish Ave. W. Broad St.	W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.		9		10	10 9
9	Roseneath Rd. W. Clay St.	W. Marshall St. & W. Broad St. Roseneath Rd. & Mactavish Ave.				9 10	9 10
9	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Roseneath Rd. & Mactavish Ave.				11 11	11 11
9 10	Roseneath Rd. W. Leigh Ave.	W. Clay St. & W. Marshall St. Mactavish Ave. & Roseneath Rd.			9	8	9 8
	Mactavish Ave. W. Clay St.	W. Leigh Ave. & W. Clay St. Mactavish Ave. & Roseneath Rd.				10 11	10 11
10	Roseneath Rd. W. Moore St.	W. Leigh Ave. & W. Clay St. Mactavish Ave. & Roseneath Rd.			12	7	12
11	Mactavish Ave. W. Leigh Ave.	W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd.			11		11
11	Roseneath Rd. Norfolk St.	W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd.			10	10	10
12 12 12	Mactavish Ave. W. Moore St. Roseneath Rd.	Norfolk St. & W. Moore St. Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St.			13	9	9 8 13
13	Rockbridge St.	Roseneath Rd. & Mactavish Ave.			13	0	0 4
13	Mactavish Ave. Norfolk St. Roseneath Rd.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave. Rockbridge St. & Norfolk St.				4 8 6	8 6
14	Patton Ave. Mactavish Ave.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.				5	5
14	Rockbridge St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.				8 15	8 15
15 15	Patton Ave. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.				0	0
15 15	Rockbridge St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.				13 16	13 16
16 16	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.				13 10	13 10
16 16	Norfolk St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.				13 10	13 10
17 17	Norfolk St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St.				7 10	7 10
17 17	W. Moore St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St.				0 13	0 13
	W. Moore St. Highpoint Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.				8	8
18 18	W. Leigh St. Mactavish Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.				12 12	12 12
19 19	W. Leigh St. Highpoint Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.				11 10	11 10
19 19	W. Clay St. Mactavish Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.				14 9	14 9
	W. Clay St. Highpoint Ave.	Mactavish Ave. & W. Highpoint Ave. W. Clay St. & W. Marshall St.				10 12	10
20	W. Marshall St. Mactavish Ave.	Mactavish Ave. & Highpoint Ave. W. Clay St. & W. Marshall St.				10	10
21	W. Marshall St. Highpoint Ave. W. Broad St.	Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St.				4 10	4 10 0
21	Mactavish Ave. W. Marshall St.	Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St. Highpoint Ave. & Summit Ave.		5		8	8
	Summit Ave. W. Broad St.	W. Marshall St. & W. Broad St. Highpoint Ave. & Summit Ave.		,		10 4	10
22	Highpoint Ave. W. Clay St.	W. Marshall St. & W. Broad St. Highpoint Ave. & Summit Ave.				8 7	8
23 23	Summit Ave. W. Marshall St.	W. Clay St. & W. Broad St. Highpoint Ave. & Summit Ave.				9 9	9
23 24	Highpoint Ave. W. Leigh St.	W. Clay St. & W. Broad St. Highpoint Ave. & Summit Ave.				12 9	12 9
	Summit Ave. W. Clay St.	W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.		7		7	7
	Highpoint Ave. W. Moore	W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.				7 9	7 9
25	Summit Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave.				12 5	12 5
26	Highpoint Ave. Norfolk St.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave.				10 9	10 9
26	Summit Ave. W. Moore St.	Norfolk St. & W. Moore St. Highpoint Ave. & Summit Ave.				9	9 8
27	Highpoint Ave. Rockbridge St.	Norfolk St. & W. Moore St. Highpoint Ave. & Summit Ave.		10		16	16
27	Summit Ave. Norfolk St.	Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave.				9 16	9 16
28	Highpoint Ave. Patton Ave.	Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave.				25 16	25 16
28	Summit Ave. Rockbridge St.	Patton Ave. & Rockbridge St. Highpoint Ave. & Summit Ave.				13 14	13 14
29	Patton Ave. Altamont Ave.	Patton Ave. & Rockbridge St. Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.				5 2 14	2 14
29	Altamont Ave. Norfolk St. Summit Ave.	Patton Ave. & Norfolk St. Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.				14 9 32	9 32
30	Patton Ave. N. Boulevard	Patton Ave. & Norfolk St. Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St.				32 12 0	12 0
30 30	Norfolk St. Altamont Ave.	Altamont Ave. & Norfolk St. Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St.				7 11	7 11
31 31	Norfolk St. Altamont Ave.	Summit Ave. & Altamont Ave. Norfolk St. & W. Moore St.				13 12	13
31	W. Moore St. Summit Ave.	Summit Ave. & Altamont Ave. Norfolk St. & W. Moore St.				12 11	12 11
32 32	W. Moore St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.				15 8	15 8
32	W. Leigh St. Summit Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.				15 10	15 10
33	W. Leigh St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.				10 9	10 9
	W. Clay St. Summit Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.				10 10	10 10
	W. Clay St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.				11 9	11 9
34 34 35	W. Marshall St. Summit Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St. W. Broad St. & Altamont Ave.		9	11	13	9 11 13
35	W. Marshall St. Altamont Ave. Summit Ave.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St. W. Broad St. & Altamont Ave.				13 7 0	13 7 0
35	W. Broad St. W. Marshall St.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St. Altamont Ave. & N. Sheppard St.		8		10	0 8 10
36	N. Sheppard St. W. Broad St.	W. Marshall St. & W. Broad St. Altamont Ave. & N. Sheppard St.				12 0	12
36 37	Altamont Ave. W. Marshall St.	W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard		8	9	,	8
37	N. Boulevard W. Broad St.	W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard		6		7	6
		W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard St.	2			8	8
	N. Boulevard St. W. Marshall St.	W. Clay St. & W. Marshall St. N. Sheppard St. & N. Boulevard St.	8 9				8 9
38	N. Sheppard St. W. Clay St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Sheppard St.				11 12	11 12
	N. Sheppard St. W. Marshall St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Sheppard St.				10 17	10
	Altamont Ave. W. Leigh St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Boulevard		12 12			12 12
39 40	N. Boulevard St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard				22 21	22 21
39 40 40 40	W. Clay St.						
39 40 40 40 40 41	Altamont Ave. W. Moore St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard				11 8	11 8
39 40 40 40 40 41 41 41	Altamont Ave. W. Moore St. N. Boulevard St. W. Leigh St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. Altamont Ave. & N. Boulevard	16	13		8	8 13 16
39 40 40 40 41 41 41 41 42	Altamont Ave. W. Moore St. N. Boulevard St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	16	13			8 13









Exhibit C-3: Scott's Addition Off-Street Parking Supply Inventory

ALI	bit C-3: Scott's Ac	ddition Off-Str	eet Parkir	ng Su			nto
BLK#	NAME/DESCRIPTION	ADDRESS	TYPE	SUB-TYPE	General R	FACILITIES eserved H/C	Total
2	Riverside Brick & Supply Co. Christie's	1900 Roseneath Rd. 3420 Norfolk St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	8		8
2	Dori Foods Clark & Son	3410 Norfolk St. 1700 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	42 8	8	44 16
	Pressure Works Franklin Leasing	1704 Roseneath Rd. 1706 Roseneath Rd.	Private/Private Lot Private/Private Lot	Mixed Use Employees	16 15		16 15
	Daniel & Company American Welding	1800 Roseneath Rd. 1806 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	11 13	3	14 16
	Century Supply co The Weight Room	3409 Carlton St. 3413 Carlton St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	17 5	1	17 6
3	1798-1738 Belleville St.	1798-1738 Belleville St. 1704 Belleville St.	Private/Private Lot	Employees	40	1	41
3	Cosby's Scott's Edge	1652 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Residential	5 95	14	5 109
3	The Prop Shop Party Rentals Golden Squeegee	1512 Belleville St. 1508 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	16 15		16 15
	1402 Belleville St. Scott's Edge Apartments	1402 Belleville St. 3408 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	20 5	2	22 5
	Scott's Edge Apartments Scott's Edge	3408 W. Moore St. 3410 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	4	3	7 4
	1600 Roseneath Road Southern Refrigeration	1600 Roseneath Road 3406 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	53 3		53 3
5	ODM Crossfit	1509 Belleville St. 1509 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	8		8
6	нма	3435 W. Leigh St.	Private/Private Lot	Employees	24	3	27 24
7	HOHMan DESign South Lot	3409 W. Leigh St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Residential	30	7	37
7	North Lot The Preserve at Scott's Addition	3600 W. Broad St. 1310 Roseneath Rd.	Private/Private Lot Private/Private Lot	Residential Residential	206 242		206 242
	Apartments at Apartments at	3600 W. Broad St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot	Residential Residential	131 40	5	136 40
	Fidelity Capital Mortgage Broad Street Veterinary Hospital	1207 Roseneath Rd. #203 3320 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	26 5	1	27 5
	Maaco Collision Don't Look Back	3318 W. Broad St. 3306 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	25 33	8	33 33
	Hype Counseling Interlink Supply	3309 W. Marshall St. 3300 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	6 26		6 26
8	Parking Lot	N/A	Private/Private Lot	Employees	4		4
9	Richmond European The Veil Brewing Co.	1311 Roseneath Rd. 1301 Roseneath Rd.	Private/Private Lot Private/Private Lot	Mixed Use Customers	24 27	2	24 29
9	Patton's Inc. Riverside Pace	1304 Mactavish Ave. 1300 Mactavish Ave.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	12 26	2	12 28
	Club Infuzion Club Infuzion	1401 Roseneath Rd. 3309 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Customers	6 48		6 48
	MBM 3301 W. Leigh St.	3305 W. Leigh St. 3301 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	7 5		7 5
10	Summit Fitness/Studio 23 Virginia School For Nurse Aides	3308 W. Clay St. 3310 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	16 19	1	16 20
10	Studio 23	Mactavish Ave.	Private/Private Lot	Mixed Use	7		7 22
13	The Fahrenheit Group Paper Moon Gentleman's Club	1500 Mactavish Ave. 3300 Norfolk Street	Private/Private Lot Private/Private Lot	Employees Customers	18 59	4 1	60
14	PowerTec Inc. Ram Tool Construction Supply	1708 Mactavish Ave. 1901 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	4 12		4 12
	K & M Tire Wolseley Industrial Group	1805 Roseneath Rd. 1801 Roseneath Rd.	Private/Private Lot Private/Private Lot	Mixed Use Employees	13 22	2	13 24
14	Wolseley Industrial Group Signs Unlimited	1800 Mactavish Ave. 1808 Mactavish Ave.	Private/Private Lot Private/Private Lot	Employees Employees	8 15		8 15
14	TideWater Air Filter Impact Makers/37th Parallel Properties	1812 Mactavish Ave. #B 3200 Rockbridge St.	Private/Private Lot Private/Private Lot	Employees Employees	9	4	9
16	Moseley Architects	3200 Norfolk St.	Private/Private Lot	Employees	45	4	49
17	3299-3201 W. Moore St. Exquisite Rentals LLC	3299-3201 W. Moore St. 3200 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	242 5	4	246 5
17 18	Roy's Electric Motor Services Osprey Lofts Permit Parking	3201 Norfolk St. 3209 W. Moore St., Richmond, Virginia	Private/Private Lot Private/Private Lot	Employees Residential	20 11		20 11
	Ardent Craft Ales Etec Fire Protection LLC	3210 W. Moore St., Richmond, Virginia 3205 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	9	1	9 9
18	ZZQ Ardent Craft Ales	3201 W. Moore St. 3200 W. Leigh St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	10 25	1	11 25
18	Osprey Lofts Permit Parking	3210 W. Leigh St. 3200 W. Clay St.	Private/Private Lot	Residential	22	1	22
20	Courtyard Lofts at Scott's Addition Party Perfect Event & Party Rentals	3210 W. Marshall St.	Private/Private Garage Private/Private Lot	Residential Employees	15	1	15
21	Riverside Pace Colliers International Parking Garage	1398 Highpoint Ave. 1248 Mactavish Ave.	Private/Private Lot Private/Private Structure		44 108	3	44 111
22	M&T Bank The Yoga Dojo	3124 W. Broad St. 1219 Highpoint Ave.	Private/Private Lot Private/Private Lot	Mixed Use Employees	23 3		23 3
	Classic Tattoo The Batte Building West	3121 W. Marshall St. 3110 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Mixed Use	12 15		12 15
22	The Batte Building DLH Solutions	3111 W. Marshall St. 3105 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	30 24		30 24
22	Virginia ABC Global Institute of Technology (GIT) Services	3100-A W. Broad St. 1311 Highpoint Ave.	Private/Private Lot Private/Private Lot	Customers	20	2	22
23	SHOCKOE.COM	3122 W. Marshall St. #200	Private/Private Lot	Employees Employees	12	1	12
23	L B Beauty Academy NeW. Directions Community Outreach Services	3114 W. Marshall #A 3117 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	18 32	2	18 34
	OAR of Richmond Blue Dog Properties	3111 W. Clay St. 3110 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Employees	7 10		7 10
	TideWater Physical Therapy Blue Bee Cider	1301 Summit Ave. 1320 Summit Ave.	Private/Private Lot Private/Private Lot	Mixed Use Customers	6 9		6 9
24	180 Barber School Aireco Supply/American Postal Workers	3122 W. Clay St. 3100 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	6 30	2	6 32
24	3105 W. Leigh St.	3105 W. Leigh St.	Private/Private Lot	Employees	8	-	8
25	Dempsey & Company Paisley & Jade	3121 W. Leigh St. 3119 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	7		20 7
	Smohk Nicholson Sprinkler Corp	3112 W. Leigh St. 3104 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	9 3		9 3
	Lowman Electrical Contractor TUrn Cardio Jam Studio	3101 W. Moore St. 3105 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	12 5		12 5
25	Smohk auxiliary lot Richmond Sign. & DeSign. Services	3112 W. Leigh St. 3111 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	9 28		9 28
26	H.J Holtz & Son Ambience Lofts	3101 W. Moore St. 3198 Rockbridge St.	Private/Private Lot Private/Private Garage	Employees Residential	14		14
27	Ambience Lofts Ambience Lofts Parking McKinnon and Harris	3031 Norfolk St. 1806 Summit Ave.	Private/Private Lot Private/Private Lot	Residential	18 16	1	19 17
29	The Lofts at 1723	1726 Altamont Ave. #2	Private/Private Lot	Residential	10	1	10
29	Automatic Leasing Service Commercial Parking	1737 Summit Ave. 1724 Altamont Ave.	Private/Private Lot Private/Private Lot	Employees Mixed Use	16 82		16 82
30	Richard's Restaurant and Gentlemen's Club Gelati Celesti Ice Cream	1732 Altamont Ave. #2 1400 N. Boulevard	Private/Private Lot Private/Private Lot	Customers Customers	24 18		24 18
	Mincz Tire 1601 Altamont Ave.	1725 Altamont Ave. 1601 Altamont Ave.	Private/Private Lot Private/Private Lot	Customers Employees	16 7	1	17 7
32	Bearing Masonry A1 Security Manufacturing	3000 W. Leigh St. 3001 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	10 11		10 11
33	Professional Mortgage Corp True Timber	3018 W. Clay St. 3008 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Employees	47		47 13
34	HESCO	3014 W. Marshall St. 1300 Altamont Ave.	Private/Private Lot Private/Private Lot	Employees	3	4	3 5
34	Richmond Triangle Players Khem Precision Machining	3007 W. Clay St. Suite D	Private/Private Lot	Customers	4	4	4
35	SunTrust ATM 3023 W. Marshall St.	3022 W. Broad St. 3023 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Employees	6 28		6 28
35	Worse for Wear Merchant's Tire & Auto Centers	3012 W. Broad St. 3000 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	25 12	3 1	28 13
	The Frontier Project Private Event Parking for Hofheimer Building	3005 W. Marshall St. 2935 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Customers	23 75	2	25 75
36	Private Parking Lot Urban Core	2909 W. Marshall St. 1000 N. Sheppard St.	Private/Private Lot Private/Private Lot	Customers Mixed Use	51 7		51 7
36	Perch/Joy Garden Gather - Scott's Addition	2918 W. Broad St. 2920 W. Broad St.	Private/Private Lot Private/Private Lot	Customers Customers	20	1	20 14
37	2810 W. Marshall St.	2810 W. Marshall St.	Private/Private Lot	Employees	10	1	11
37	Comcast 7-Eleven	1004 N. Sheppard St. 2808 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	15 12	1	15 13
38	Fireplace Shop/Custom Sign Shop Boulevard Tire	1022 N. Boulevard 1010 N. Boulevard	Private/Private Lot Private/Private Lot	Employees Employees	28 0		28 0
	Puritan Cleaners Koontz Paint & Body Works	1105 N. Sheppard St. 2800 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	16 12		16 12
39	Longoven Affordable Spa Services	2939 W. Clay St. 2926 W. Marshall St. suite B	Private/Private Lot Private/Private Lot	Employees Employees	9 8		9 8
39	2921 W. Clay St. 2915 W. Clay St.	2921 W. Clay St. 2915 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use	37 60		37 60
39	2911 W. Clay St.	2911 W. Clay St.	Private/Private Lot	Mixed Use Employees	32		32
39	2901 W. Clay St. Empty Lot	2901 W. Clay St. N/A	Private/Private Lot Private/Private Lot	Customers Mixed Use	17 17		17 17
39	Grass	N/A	Private/Private Lot Private/Private Lot	Mixed Use Employees	12 17		12 17
39 39 40	RVA Tailors	2900 W. Clay					
39 39 40 40		2900 W. Clay 2906 W. Clay St. 2947 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	43 38	3	46 38
39 39 40 40 40 40	RVA Tailors Private Permit Parking	2906 W. Clay St.	Private/Private Lot	Employees		3	
39 39 40 40 40 40 40 40	RVA Tailors Private Permit Parking Private Permit Parking River City Tattoo Co	2906 W. Clay St. 2947 W. Leigh St. 1128 N. Boulevard	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Employees Employees	38 7	2	38 7







Exhibit C-4: Scott's Addition Total Weekday Occupancy (Pt. 1)

		Scott's Addition	Addition Weekday Tot								1
Block#	Name/Description	Address	Туре	SUB-TYPE	Effective Supply	Count	8AM-10AM Utilization	Count	y 11AM-2PM Utilization	Count	y 5pm-7pm Utilization
1	Roseneath Rd. Carlton St. Riverside Brick & Supply Co.	Roseneath Rd. Carlton St.	On-Street On-Street	Facility 1	3 22	4 24	133% 109%	1 25 2	33% 114%	1 13 0	33% 59%
2	Carlton St. Roseneath Rd.	1900 Roseneath Rd. Belleville St. & Roseneath Rd. Carlton St. & Norfolk St.	On-Street On-Street	Employees	5 8 10	1 3 10	20% 38% 100%	14 13	40% 175% 130%	4	0% 50% 10%
2	Norfolk St.	Belleville St. & Roseneath Rd.	On-Street		6	6	100%	2	33%	7	117%
2-1	Belleville St. Christie's Dori Foods	Carlton St. & Norfolk St. 3420 Norfolk St. 3410 Norfolk St.	On-Street Private/Private Lot Private/Private Lot	Mixed Use Employees	7 7 40	1 0 40	14% 0% 100%	1 0 39	14% 0% 98%	0 0 18	0% 0% 45%
2-3	Clark & Son Pressure Works	1700 Roseneath Rd. 1704 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Mixed Use	14 14	2	14%	4 7	29% 50%	0	0% 0%
2-5	Franklin Leasing Daniel & Company	1704 Roseneath Rd. 1706 Roseneath Rd. 1800 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	14 14 13	2	14% 77%	3 18	21% 138%	1 9	7% 69%
2-7	American Welding Century Supply co	1806 Roseneath Rd. 3409 Carlton St.	Private/Private Lot Private/Private Lot	Employees Employees	15 15	8	53% 20%	10 6	67% 40%	6 2	40% 13%
2-9	The Weight Room Belleville St.	3413 Carlton St. Carlton St. & W. Clay St.	Private/Private Lot On-Street	Mixed Use	6 20	2	33% 65%	4	67% 80%	6	100% 85%
3-1	1798-1738 Belleville St. Cosby's	1798-1738 Belleville St. 1704 Belleville St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	37 5	27	73% 60%	36 3	97% 60%	23	62% 60%
3-3	Scott's Edge The Prop Shop Party Rentals	1652 Belleville St. 1512 Belleville St.	Private/Private Lot Private/Private Lot	Residential Mixed Use	99 14	28	28%	23 12	23% 86%	24 10	24% 71%
3-5	Golden Squeegee 1402 Belleville St.	1508 Belleville St. 1402 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 20	4	29%	14	100% 20%	7 0	50%
4	Norfolk St. Roseneath Rd.	Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St.	On-Street On-Street	Mixed Ose	5 8	7	140%	3 2	60%	4	80% 13%
4	W. Moore St. Belleville St.	Roseneath Rd. & Belleville St.	On-Street		10	16	0% 160%	11	25% 110%	15	150%
4-1	Scott's Edge Apartments	Norfolk St. & W. Moore St. 3408 W. Moore St.	On-Street Private/Private Lot	Employees	5	2	100% 40%	5	100%	6	100% 120%
4-3	Scott's Edge Apartments Scott's Edge	3408 W. Moore St. 3410 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	7 4	7 5	100% 125%	2 3	29% 75%	0 4	0% 100%
4-5	1600 Roseneath Road Southern Refrigeration	1600 Roseneath Road 3406 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	48 3	23 0	48% 0%	24 1	50% 33%	16 0	33% 0%
5	W. Moore St. Roseneath Rd.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St.	On-Street On-Street		2 9	2 0	100% 0%	2 5	100% 56%	1 11	50% 122%
5	W. Leigh St. Belleville St.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St.	On-Street On-Street		13 7	6	0% 86%	8	0% 114%	4	0% 57%
7	ODM Crossfit	1509 Belleville St. 1509 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	7	7 4	100% 133%	5 5	71% 167%	2 0	29% 0%
	W. Leigh St. Roseneath Rd.	Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St.	On-Street On-Street		13 3	13 2	100% 67%	4	0% 133%	10 1	77% 33%
6	W. Clay St. Belleville St.	Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St.	On-Street On-Street		0 6	3 2	300% 33%	0 3	0% 50%	0	0% 0%
	HMA HOHMan DESign	3435 W. Leigh St. 3409 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	25 22	21 9	84% 41%	26 8	104% 36%	4 8	16% 36%
7	W. Clay St. Roseneath Rd.	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St.	On-Street On-Street		16 9	10 17	63% 189%	4 9	25% 100%	5 10	31% 111%
7	W. Broad St. Beltline Expy	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St.	On-Street On-Street		7	0	0% 0%		0%	0	0% 0%
7-1	South Lot North Lot	3600 W. Broad St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot	Residential Residential	34 185	9 131	26% 71%	19 101	56% 55%	8 119	24% 64%
7-3	The Preserve at Scott's Addition Apartments at	1310 Roseneath Rd. 3600 W. Broad St.	Private/Private Lot Private/Private Lot	Residential Residential	218 123	32 42	15% 34%	20	9% 40%	36 107	17% 87%
7-5	Apartments at W. Marshall St.	3600 W. Broad St. W. Mactavish Ave. & Roseneath Rd.	Private/Private Lot On-Street	Residential	36 8	4 7	11% 88%	3 9	40% 8% 113%	4 3	11% 38%
8	W. Marshall St. Mactavish Ave. W. Broad St.	W. Mactavish Ave. & Roseneath Rd. W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		9	8 0	88% 89% 0%	11 0	113% 122% 0%	4 0	38% 44% 0%
8	Roseneath Rd.	W. Marshall St. & W. Broad St.	On-Street	National Pro-	8	3	38%	7	88%	8	100%
8-2	Fidelity Capital Mortgage Broad Street Veterinary Hospital	1207 Roseneath Rd. #203 3320 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5	6 1	25% 20%	17 2	71% 40%	3	4% 60%
8-4	Maaco Collision Don't Look Back	3318 W. Broad St. 3306 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	30 30	33 1	110% 3%	32 0	107% 0%	42 1	140% 3%
8-6	Hype Counseling Interlink Supply	3309 W. Marshall St. 3300 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 23	3 18	60% 78%	10 13	200% 57%	3	60% 13%
9	Parking Lot W. Clay St.	N/A Roseneath Rd. & Mactavish Ave.	Private/Private Lot On-Street	Employees	4 9	1 6	25% 67%	0 9	0% 100%	0 5	0% 56%
9	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street		9	9 12	100% 133%	11 14	122% 156%	7 11	78% 122%
	Roseneath Rd. Richmond European	W. Clay St. & W. Marshall St. 1311 Roseneath Rd.	On-Street Private/Private Lot	Mixed Use	8 22	4 34	50% 155%	8 32	100% 145%	9 32	113% 145%
9-2	The Veil Brewing Co. Patton's Inc.	1301 Roseneath Rd. 1304 Mactavish Ave.	Private/Private Lot Private/Private Lot	Customers Mixed Use	26 11	1 0	4% 0%	0 12	0% 109%	3 4	12% 36%
9-4	Riverside Pace W. Leigh Ave.	1300 Mactavish Ave. Mactavish Ave. & Roseneath Rd.	Private/Private Lot On-Street	Mixed Use	25 7	23 8	92% 114%	25 5	100% 71%	6	24% 43%
10	Mactavish Ave. W. Clay St.	W. Leigh Ave. & W. Clay St. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		9	4	44% 33%	3 12	33% 133%	2 2	22%
10	Roseneath Rd. Club Infuzion	W. Leigh Ave. & W. Clay St. 1401 Roseneath Rd.	On-Street Private/Private Lot	Employees	6	4 2	67% 40%	8 2	133% 40%	8 2	133% 40%
10-2	Club Infuzion MBM	3309 W. Leigh St. 3305 W. Leigh St.	Private/Private Lot Private/Private Lot	Customers Employees	43 6	7 8	16% 133%	16 7	37% 117%	24	56% 67%
10-4	3301 W. Leigh St. Summit Fitness/Studio 23	3301 W. Leigh St. 3308 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Employees Mixed Use	5 14	3	60% 0%	4 4	80% 29%	4 4 6	80% 43%
10-6	Virginia School For Nurse Aides Studio 23	3310 W. Clay St. Mactavish Ave.	Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use	14 18 6	3	17% 0%	9	50% 17%	8	43% 44% 17%
11	W. Moore St.	Mactavish Ave. & Roseneath Rd.	On-Street	Mixed Use	10	1	10%	5	50%	7	70%
11	Mactavish Ave. W. Leigh Ave.	W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave.	On-Street On-Street		7 9	6 5	86% 56%	8 8	114% 89%	5	14% 56%
11-1	Roseneath Rd. The Fahrenheit Group	W. Moore St. & W. Leigh Ave. 1500 Mactavish Ave.	On-Street Private/Private Lot	Employees	9 20	6 12	67%	5 16	56% 80%	8 11	89% 55%
12	Norfolk St. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St.	On-Street On-Street		9 8	9	100%	7	78% 25%	3	11% 38%
12	W. Moore St. Roseneath Rd.	Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St.	On-Street On-Street		7 11	7 2	100% 18%	6 5	86% 45%	4 3	57% 27%
13	Rockbridge St. Mactavish Ave.	Roseneath Rd. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		0	0	0% 100%	5 6	500% 200%	2	200% 67%
13	Norfolk St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		7 5	2 6	29% 120%	2 10	29% 200%	2 1	29% 20%
13-1	Paper Moon Gentleman's Club PowerTec Inc.	3300 Norfolk Street 1708 Mactavish Ave.	Private/Private Lot Private/Private Lot	Customers Employees	54 4	4 5	7% 125%	10 5	19% 125%	13 6	24% 150%
14	Patton Ave. Mactavish Ave.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		4 6	2	0% 33%	8	0% 133%	1	0% 17%
14	Rockbridge St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		7 13	6 14	86% 108%	7 18	100% 138%	4 5	57% 38%
14-1	Ram Tool Construction Supply K & M Tire	1901 Roseneath Rd. 1805 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Mixed Use	11 12	4 2	36% 17%	6	55% 8%	10 1	91% 8%
14-3	Wolseley Industrial Group Wolseley Industrial Group	1801 Roseneath Rd. 1800 Mactavish Ave.	Private/Private Lot Private/Private Lot	Employees Employees	22	16 1	73% 14%	18	82% 0%	5	23%
14-5	Signs Unlimited Tide Water Air Filter	1808 Mactavish Ave. 1812 Mactavish Ave. #B	Private/Private Lot Private/Private Lot	Employees Employees	14 8	20 6	143% 75%	17 5	121% 63%	3	21% 13%
15	Patton Ave. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		0		0% 0%	4	0% 400%	3	0% 300%
15	Rockbridge St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		11 14	11 12	100%	16 4	145%	7	64% 7%
15-1	Impact Makers/37th Parallel Properties	3200 Rockbridge St.	Private/Private Lot	Employees	56	60	86% 107%	106	29% 189%	38	68%
16	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		11 9	12 0	109% 0%	15 0	136% 0%	6	55% 0%
16	Norfolk St. Mactavish Ave. Macalov Architects	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	On-Street On-Street	F 1	9	3 8	27% 89%	8 7	73% 78%	7 8	64% 89%
17	Moseley Architects Norfolk St.	3200 Norfolk St. Highpoint Ave. & Mactavish Ave.	Private/Private Lot On-Street	Employees	45 6	1	0% 17%		0% 0%	3	0% 50%
17	Highpoint Ave. W. Moore St.	Norfolk St. & W. Moore St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street		9	3	33% 300%	5 2	56% 200%	1 2	11% 200%
17-1	Mactavish Ave. 3299-3201 W. Moore St.	Norfolk St. & W. Moore St. 3299-3201 W. Moore St.	On-Street Private/Private Lot	Mixed Use	11 222	5 13	45% 6%	30	18% 14%	0 21	0% 9%
17-3	Exquisite Rentals LLC Roy's Electric Motor Services	3200 Norfolk St. 3201 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 18	6 0	120% 0%	7 0	140% 0%	0	0% 0%
18	W. Moore St. Highpoint Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street On-Street		7	2 3	29% 43%	7	0% 100%	4 10	57% 143%
	W. Leigh St. Mactavish Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street On-Street		10 10	6 5	60% 50%	7 10	70% 100%	13 13	130% 130%
18-1	Osprey Lofts Permit Parking Ardent Craft Ales	3209 W. Moore St., Richmond, Virgini 3210 W. Moore St., Richmond, Virgini	i:Private/Private Lot	Residential Employees	10	4	40% 38%	4	40% 63%	9	90% 25%
18-3	Etec Fire Protection LLC	3205 W. Moore St. 3201 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	8 10	8	100% 10%	7	88% 0%	0 4	0% 40%
18-5	Ardent Craft Ales Osprey Lofts Permit Parking	3200 W. Leigh St. 3210 W. Leigh St.	Private/Private Lot Private/Private Lot	Customers Residential	23 20	6	26% 20%	3 5	13% 25%	2 7	9% 35%
19	W. Leigh St. Highpoint Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.	On-Street On-Street	c.sucifudi	9	6 8	67% 89%	8	0% 89%	11 10	122% 111%
19	W. Clay St. Mactavish Ave.	Mactavish Ave. & Highpoint Ave.	On-Street		12	6	50%	5	42%	9	75%
19-1	Courtyard Lofts at Scott's Addition	W. Leigh St. & W. Clay St. 3200 W. Clay St. Mactavish Avo. & W. Highnoint Avo.	On-Street Private/Private Garag	ge Residential	0	5	25% 500%	7 0	88% 0%	7 0	88% 0%
20	W. Clay St. Highpoint Ave.	Mactavish Ave. & W. Highpoint Ave. W. Clay St. & W. Marshall St.	On-Street		9 10	9	11% 90%	21 8	233% 80%	5	56% 50%
20	W. Marshall St. Mactavish Ave.	Mactavish Ave. & Highpoint Ave. W. Clay St. & W. Marshall St.	On-Street On-Street		9	10	44% 111%	9 11	100% 122%	3	44% 33%
	Party Perfect Event & Party Rentals Riverside Pace	3210 W. Marshall St. 1398 Highpoint Ave.	Private/Private Lot Private/Private Lot	Employees Employees	14 40	23 10	164% 25%	37 7	264% 18%	20 2	143% 5%







1 1 1 1-1 2 2 2 2 2 2-1	Exhibit C-4: Scott's Addition Total Weekday Occupancy (Pt. 2) 1 W. Marshall St. Highpoint Ave. & Mactavish Ave. On-Street 3 3 100% 6 200% 1 33%													
1-1 2 2 2 2	W. Marshall St. Highpoint Ave. W. Broad St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St. Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St.	On-Street On-Street On-Street On-Street		3 9 0 7	3 4 1 8	100% 44% 100% 114%	6 5 0 9	200% 56% 0% 129%	1 4 0 4	339 449 0% 579			
2	Colliers International Parking Garage W. Marshall St.	1248 Mactavish Ave. Highpoint Ave. & Summit Ave.	Private/Private Structur On-Street	Mixed Use	100	0	0% 300%	0	0% 1000%	0	0% 6009			
	Summit Ave. W. Broad St.	W. Marshall St. & W. Broad St. Highpoint Ave. & Summit Ave.	On-Street On-Street		9	1 0	11%	6	67% 33%	7	789 0%			
	Highpoint Ave. M&T Bank	W. Marshall St. & W. Broad St. 3124 W. Broad St.	On-Street Private/Private Lot	Mixed Use	7 21	3	43% 14%	3 4	43% 19%	5	719 0%			
2-2 2-3	The Yoga Dojo Classic Tattoo	1219 Highpoint Ave. 3121 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Customers	3 11	0	0% 0%	0 2	0% 18%	0	0% 36%			
2-4	The Batte Building West The Batte Building	3110 W. Marshall St. 3111 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 27	0	0% 15%	0	0% 22%	0 2	0% 7%			
-6 -7	DLH Solutions Virginia ABC	3105 W. Marshall St. 3100-A W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	23 20	5 0	22% 0%	16 3	70% 15%	16 4	709 209			
3	W. Clay St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St.	On-Street On-Street		6 8	6 4	100% 50%	8	133% 50%	2 6	339 759			
	W. Broad St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St.	On-Street On-Street		8 10	4 9	50% 90%	9	113% 80%	4	509 409			
-1 -2	Global Institute of Technology (GIT) Services SHOCKOE.COM	1311 Highpoint Ave. 3122 W. Marshall St. #200	Private/Private Lot Private/Private Lot	Employees Employees	8 11	1 7	13% 64%	2 13	25% 118%	0	0% 369			
-3 -4	L B Beauty Academy NeW. Directions Community Outreach Service	3114 W. Marshall #A e 3117 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	16 31	7 13	44% 42%	17 23	106% 74%	7 12	449 399			
-5 -6	OAR of Richmond Blue Dog Properties	3111 W. Clay St. 3110 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Employees	6 9	4	67% 33%	3	50% 33%	0 4	0% 449			
-7 -8	TideWater Physical Therapy Blue Bee Cider	1301 Summit Ave. 1320 Summit Ave.	Private/Private Lot Private/Private Lot	Mixed Use Customers	5 8	3	60% 0%	3 2	60% 25%	2 1	409 139			
	W. Leigh St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		8	2 4	25% 67%	3	38% 0%	8	100			
	W. Clay St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		6 6	6 8	100% 133%	2	33% 50%	3 8	509 133			
2	180 Barber School Aireco Supply/American Postal Workers	3122 W. Clay St. 3100 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 29	3 9	60% 31%	3 6	60% 21%	4 8	809 289			
3 4	3105 W. Leigh St. Dempsey & Company	3105 W. Leigh St. 3121 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	7 18	2 3	29% 17%	1 12	14% 67%	0 16	09 89			
	W. Moore Summit Ave.	Highpoint Ave. & Summit Ave. W. Moore St. & W. Leigh St.	On-Street On-Street		8 10	7 8	88% 80%	7	88% 70%	10 4	125 40			
	W. Leigh St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Moore St. & W. Leigh St.	On-Street On-Street		9	6 4	150% 44%	8 9	200% 100%	9 10	225 111			
2	Paisley & Jade Smohk	3119 W. Moore St. 3112 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	6 8	1 6	17% 75%	2 1	33% 13%	2 4	33° 50°			
3 4	Nicholson Sprinkler Corp Lowman Electrical Contractor	3104 W. Leigh St. 3101 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	3 11	3	100% 0%	2 5	67% 45%	2	67 ¹			
5 6	TUrn Cardio Jam Studio Smohk auxiliary lot	3105 W. Moore St. 3112 W. Leigh St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	5 8	1 3	20% 38%	5 3	100% 38%	4 2	80 25			
	Norfolk St. Summit Ave.	Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	On-Street On-Street		8 8	5 4	63% 50%	5 5	63% 63%	6 7	75' 88'			
	W. Moore St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	On-Street On-Street		7 9	4 5	57% 56%	7 9	100% 100%	7 8	100 89			
1 2	Richmond Sign. & DeSign. Services H.J Holtz & Son	3111 Norfolk St. 3101 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	25 13	10 12	40% 92%	4 13	16% 100%	1 5	49 38			
	Rockbridge St. Summit Ave.	Highpoint Ave. & Summit Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		14 8	6 8	43% 100%	15 10	107% 125%	6 6	43 75			
	Norfolk St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Rockbridge St. & Norfolk St.	On-Street On-Street		14 21	7 1	50% 5%	9 12	64% 57%	13 6	93 29			
1 2	Ambience Lofts Ambience Lofts Parking	3198 Rockbridge St. 3031 Norfolk St.	Private/Private Garage Private/Private Lot	Residential Residential	1 16	0 13	0% 81%	0 8	0% 50%	0 9	09 56			
	Patton Ave. Summit Ave.	Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		14 11	5	0% 45%	11	0% 100%	5	09 45			
	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		12 4	3 2	25% 50%	11 7	92% 175%	6 6	50 150			
2	McKinnon and Harris Patton Ave.	1806 Summit Ave. Summit Ave. & Altamont Ave.	Private/Private Lot On-Street	Employees	15 2	1	7% 0%	18	120% 0%	2	13			
	Altamont Ave. Norfolk St.	Patton Ave. & Norfolk St. Summit Ave. & Altamont Ave.	On-Street On-Street		12 8	9	75% 138%	16 14	133% 175%	8 15	67° 188			
1	Summit Ave. The Lofts at 1723	Patton Ave. & Norfolk St. 1726 Altamont Ave. #2	On-Street Private/Private Lot	Residential	27 9	21 1	78% 11%	37 0	137% 0%	22 1	81 11			
2 3	Automatic Leasing Service Commercial Parking	1737 Summit Ave. 1724 Altamont Ave.	Private/Private Lot Private/Private Lot	Employees Mixed Use	14 74	13 32	93% 43%	11 49	79% 66%	12 34	86 46			
4	Richard's Restaurant and Gentlemen's Club Patton Ave.	1732 Altamont Ave. #2 Altamont Ave. & N. Boulevard	Private/Private Lot On-Street	Customers	22 10	1	5% 0%	0	0%	6	27			
	N. Boulevard Norfolk St.	Patton Ave. & Norfolk St. Altamont Ave. & N. Boulevard	On-Street On-Street		0 6	0	0% 0%	0 5	0% 83%	0	09 50			
1	Altamont Ave. Gelati Celesti Ice Cream	Patton Ave. & Norfolk St. 1400 N. Boulevard	On-Street Private/Private Lot	Customers	9 16	15 10	167% 63%	19 23	211% 144%	12 18	133 113			
2	Mincz Tire Norfolk St.	1725 Altamont Ave. Summit Ave. & Altamont Ave.	Private/Private Lot On-Street	Customers	15 11	12 17	80% 155%	12 11	80% 100%	4 12	27 109			
	Altamont Ave. W. Moore St.	Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave.	On-Street On-Street		10 10	13 10	130% 100%	9 12	90% 120%	11 10	110			
1	Summit Ave. 1601 Altamont Ave.	Norfolk St. & W. Moore St. 1601 Altamont Ave.	On-Street Private/Private Lot	Employees	9 6	10 8	111% 133%	8 10	89% 167%	10 6	111 100			
	W. Moore St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.	On-Street On-Street		13 7	10 9	77% 129%	7 9	54% 129%	4	31 57			
	W. Leigh St. Summit Ave.	Summit Ave. & Altamont Ave. W. Moore St. & W. Leigh St.	On-Street On-Street		13 9	9	69% 22%	6 7	46% 78%	9 7	69 78			
1 2	Bearing Masonry A1 Security Manufacturing	3000 W. Leigh St. 3001 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Employees	9 10	1 3	11% 30%	1 11	11% 110%	1 5	11 50			
	W. Leigh St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		9 8	4	44% 50%	5 6	56% 75%	3 6	33 ¹			
	W. Clay St. Summit Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		9	6 4	67% 44%	5 5	56% 56%	6	67 ⁴			
2	Professional Mortgage Corp True Timber	3018 W. Clay St. 3008 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Employees	42 12	7	17% 58%	10 4	24% 33%	10 4	24 ¹ 33 ¹			
	W. Clay St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.	On-Street On-Street		9 8	9	100% 38%	8	0% 100%	8 11	89 138			
	W. Marshall St. Summit Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.	On-Street On-Street		8 9	5 5	63% 56%	5 4	63% 44%	7	88 78			
2	HESCO Richmond Triangle Players	3014 W. Marshall St. 1300 Altamont Ave.	Private/Private Lot Private/Private Lot	Employees Customers	3 5	2	33% 40%	0	0% 60%	0 2	09 40			
3	Khem Precision Machining W. Marshall St.	3007 W. Clay St. Suite D W. Broad St. & Altamont Ave.	Private/Private Lot On-Street	Employees	11	5	25% 45%	2	50% 0%	4	50 36			
	Altamont Ave. W. Broad St.	W. Marshall St. & W. Leigh St. W. Broad St. & Altamont Ave.	On-Street On-Street		6 0	3 0	50% 0%	7	117% 700%	1 7	17 ⁵			
1	Summit Ave. SunTrust ATM	W. Marshall St. & W. Leigh St. 3022 W. Broad St.	On-Street Private/Private Lot	Customers	7 5	1	0% 20%	0 4	0% 80%	0	09 60			
3 4	3023 W. Marshall St. Worse for Wear	3023 W. Marshall St. 3012 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	25 26	0 9	0% 35%	4 3	16% 12%	0 6	09 23			
5 6	Merchant's Tire & Auto Centers The Frontier Project	3000 W. Broad St. 3005 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Employees	12 23	13 2	108% 9%	12 13	100% 57%	5 1	42 49			
	W. Marshall St. N. Sheppard St.	Altamont Ave. & N. Sheppard St. W. Marshall St. & W. Broad St.	On-Street On-Street		9 10	8 7	89% 70%	11 7	122% 70%	7 11	78 110			
	W. Broad St. Altamont Ave.	Altamont Ave. & N. Sheppard St. W. Marshall St. & W. Broad St.	On-Street On-Street		0 7	5	0% 71%	8	0% 114%	0 6	09 86			
1	Private Event Parking for Hofheimer Building Private Parking Lot	2909 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers	68 46	26 18	38% 39%	38 45	56% 98%	2 19	39 41			
2	Urban Core	1000 N. Sheppard St.	Private/Private Lot	Mixed Use				2	33%	0	09			
2 3 4	Perch/Joy Garden	2918 W. Broad St.	Private/Private Lot	Customers	6 18	17	0% 94%	8	44%	1				
2 3 4	Perch/Joy Garden Gather - Scott's Addition W. Marshall St.	2920 W. Broad St. N. Sheppard St. & N. Boulevard	Private/Private Lot On-Street		18 13 8	17 3 5	94% 23% 63%	8	62% 88%	1 13 7	100 88			
2 3 4	Perch/Joy Garden Gather - Scott's Addition W. Marshall St. N. Boulevard W. Broad St.	2920 W. Broad St. N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard	Private/Private Lot On-Street On-Street On-Street	Customers	18 13 8 5 6	17 3 5 4	94% 23% 63% 80% 0%	8 7 5	62% 88% 100% 0%	1 13 7 6 8	100 88 120 133			
2 3 4 5	Perch/Joy Garden Gather - Scott's Addition W. Marshall St. N. Boulevard W. Broad St. N. Sheppard St. 2810 W. Marshall St.	2920 W. Broad St. N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St. 2810 W. Marshall St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot	Customers Customers Employees	18 13 8 5 6 7 10	17 3 5 4 8 2	94% 23% 63% 80% 0% 114% 20%	8 7 5 9 4	62% 88% 100% 0% 129% 40%	1 13 7 6 8 11 2	100 88 120 133 157 20			
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Exhibit C-5: Scott's Addition Weekday On-Street Occupancy

Exhibit C-5: Scott's Addition Weekday On-Street Occupancy Scott's Addition Weekday On-Street Occupancy 15-Min 1-Hours 2-Hours Effective Weekday 8AM-10AM Weekday 11AM-2PM Weekday 5pm-7pm														
Block #	Roseneath Rd.	Cross Street Roseneath Rd.	Type On-Street	15-Min 1-Hours (free) (free)		Unrestricted 4	4	Supply 3	Count 4	Utilization 133%	Count 1	Utilization 33%	Count 1	Utilization 33%
2	Carlton St. Carlton St. Roseneath Rd.	Carlton St. Belleville St. & Roseneath Rd. Carlton St. & Norfolk St.	On-Street On-Street On-Street			26 9 12	26 9 12	8 10	24 3 10	109% 38% 100%	25 14 13	114% 175% 130%	13 4 1	59% 50% 10%
2	Norfolk St. Belleville St.	Belleville St. & Roseneath Rd. Carlton St. & Norfolk St.	On-Street On-Street			7 8	7 8	6 7	6	100% 100% 14%	2	33% 14%	7 0	117% 0%
3	Carlton St. Belleville St.	Carlton St. Carlton St. & W. Clay St.	On-Street On-Street	23			0 23	0 20	13	0% 65%	16	0% 80%	17	0% 85%
4 4 4	Norfolk St. Roseneath Rd. W. Moore St.	Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St. Roseneath Rd. & Belleville St.	On-Street On-Street On-Street	9		6 12	6 9 12	5 8 10	7 0 16	140% 0% 160%	3 2 11	60% 25% 110%	4 1 15	80% 13% 150%
4	Belleville St. W. Moore St.	Norfolk St. & W. Moore St. Roseneath Rd. & Belleville St.	On-Street On-Street			0 2	0	0	1 2	100%	1 2	100%	1 1	100% 50%
5	Roseneath Rd. W. Leigh St.	W. Moore St. & W. Leigh St. Roseneath Rd. & Belleville St.	On-Street		15	11	11 15	9 13 7	6	0% 0%	5	56% 0% 114%	11	122% 0%
6 6	W. Leigh St. Roseneath Rd.	W. Moore St. & W. Leigh St. Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St.	On-Street On-Street			15 4	15 4	13	13 2	86% 100% 67%	4	0% 133%	10	57% 77% 33%
6 6	W. Clay St. Belleville St.	Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St.	On-Street On-Street			0 7	0 7	0	3 2	300% 33%	0	0% 50%	0	0% 0%
7 7 -	W. Clay St. Roseneath Rd.	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St.	On-Street			19 11	19 11	16 9	10 17	63% 189%	4 9	25% 100%	5 10	31% 111%
7 7 8	W. Broad St. Beltline Expy W. Marshall St.	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		8	0	8 0 9	7 0 8	7	0% 0% 88%	9	0% 0% 113%	0	0% 0% 38%
8	Mactavish Ave. W. Broad St.	W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	On-Street On-Street	9		10	10 9	9	8	89% 0%	11 0	122% 0%	4 0	44% 0%
8 9	Roseneath Rd. W. Clay St.	W. Marshall St. & W. Broad St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street			9 10	9 10	9	3 6	38% 67%	7 9	88% 100%	8 5	100% 56%
9	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Roseneath Rd. & Mactavish Ave. W. Clay St. & W. Marshall St.	On-Street		9	11 11	11	9 9 8	9 12 4	100% 133% 50%	11 14 8	122% 156%	7 11 9	78% 122% 113%
10 10	Roseneath Rd. W. Leigh Ave. Mactavish Ave.	W. Clay St. & W. Marshall St. Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	On-Street On-Street		9	8 10	9 8 10	7	8	114% 44%	5	71% 33%	3 2	43% 22%
10 10	W. Clay St. Roseneath Rd.	Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	On-Street On-Street			11 7	11 7	9	3	33% 67%	12 8	133% 133%	2 8	22% 133%
11 11	W. Moore St. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave.	On-Street On-Street		12 8		12 8	10 7	6	10% 86%	5	50% 114%	7	70% 14%
11 11 12	W. Leigh Ave. Roseneath Rd. Norfolk St.	Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		11 10	10	11 10 10	9 9	5 6 9	56% 67% 100%	8 5 7	89% 56% 78%	5 8 1	56% 89% 11%
12 12 12	Mactavish Ave. W. Moore St.	Norfolk St. & W. Moore St. Mactavish Ave. & Roseneath Rd.	On-Street On-Street			9	9	8	1 7	13% 100%	2	25% 86%	3 4	38% 57%
12 13	Roseneath Rd. Rockbridge St.	Norfolk St. & W. Moore St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street		13	0	13 0	11 0	2 0	18% 0%	5	45% 500%	3	27% 200%
13 13	Mactavish Ave. Norfolk St.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street			4 8	8	3 7	3 2	100% 29%	6 2	200%	2 2	67% 29%
13 14 14	Roseneath Rd. Patton Ave. Mactavish Ave.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street			6 5 7	6 5 7	5 4 6	6	120% 0% 33%	10	200% 0% 133%	1	20% 0% 17%
14 14	Rockbridge St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street			8 15	8 15	7 13	6 14	86% 108%	7 18	100% 138%	4 5	57% 38%
15 15	Patton Ave. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street			0	0	0		0% 0%	4	0% 400%	3	0% 300%
15 15	Rockbridge St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St. Highpoint Ave. & Mactavish Ave.	On-Street			13 16	13 16 13	11 14 11	11 12	100% 86% 109%	16 4 15	145% 29% 136%	7 1	64% 7% 55%
16 16 16	Rockbridge St. Highpoint Ave. Norfolk St.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street On-Street			13 10 13	13 10 13	11 9 11	12 0 3	109% 0% 27%	15 0 8	136% 0% 73%	6 0 7	55% 0% 64%
16 17	Mactavish Ave. Norfolk St.	Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street			10 7	10 7	9	8	89% 17%	7	78% 0%	8	89% 50%
17 17 17	Highpoint Ave. W. Moore St.	Norfolk St. & W. Moore St. Highpoint Ave. & Mactavish Ave.	On-Street			10 0 13	10 0	9	3	33% 300%	5 2 2	56% 200%	1 2 0	11% 200%
17 18 18	W. Moore St. Highpoint Ave.	Norfolk St. & W. Moore St. Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street On-Street			8 8	13 8 8	11 7 7	5 2 3	45% 29% 43%	7	18% 0% 100%	4	0% 57% 143%
18 18	W. Leigh St. Mactavish Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street On-Street			12 12	12 12	10 10	6	60% 50%	7 7 10	70% 100%	13 13	130% 130%
19 19	W. Leigh St. Highpoint Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.	On-Street			11 10	11 10	9	6 8	67% 89%	8	0% 89%	11 10	122% 111%
19 19 20	W. Clay St. Mactavish Ave. W. Clay St.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St. Mactavish Ave. & W. Highpoint Ave.	On-Street On-Street			14 9 10	14 9 10	12 8 9	6 2 1	50% 25% 11%	5 7 21	42% 88% 233%	9 7 5	75% 88% 56%
20 20 20	W. Clay St. Highpoint Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Mactavish Ave. & Highpoint Ave.	On-Street On-Street			10 12 10	10 12 10	10 9	9 4	90% 44%	8 9	80% 100%	5 4	50% 44%
20 21	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street			10 4	10 4	9	10 3	111% 100%	11 6	122% 200%	3	33% 33%
21 21 21	Highpoint Ave. W. Broad St.	W. Marshall St. & W. Broad St. Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St.	On-Street			10	10 0	9 0 7	4 1	44% 0%	5 0 9	56% 0% 129%	4 0 4	44% 0%
21 22 22	Mactavish Ave. W. Marshall St. Summit Ave.	W. Marshall St. & W. Broad St. Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	On-Street On-Street	5		10	5 10	7 0 9	8 3 1	114% 300% 11%	10 6	129% 1000% 67%	6 7	57% 600% 78%
22 22	W. Broad St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	On-Street On-Street			4 8	4 8	3 7	0 3	0% 43%	1 3	33% 43%	0 5	0% 71%
23 23	W. Clay St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St.	On-Street			7 9	7 9	6	6	100% 50%	8 4	133% 50%	6	33% 75%
23 23 24	W. Marshall St. Highpoint Ave. W. Leigh St.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St. Highpoint Ave. & Summit Ave.	On-Street On-Street			9 12 9	9 12 9	8 10 8	4 9 2	50% 90% 25%	9 8 3	113% 80% 38%	4 4 8	50% 40% 100%
24 24	Summit Ave. W. Clay St.	W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.	On-Street On-Street	7		7	7 7	6	4 6	67% 100%	0 2	0% 33%	0	0% 50%
24 25	Highpoint Ave. W. Moore	W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.	On-Street On-Street			7 9	7 9	6 8	8 7	133% 88%	3 7	50% 88%	8 10	133% 125%
25 25 25	Summit Ave. W. Leigh St. Highpoint Ave.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave. W. Moore St. & W. Leigh St.	On-Street On-Street			12 5 10	12 5 10	10 4 9	8 6 4	80% 150% 44%	7 8 9	70% 200% 100%	9 10	40% 225% 111%
26 26	Norfolk St. Summit Ave.	Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	On-Street On-Street			9	9	8	5	63% 50%	5 5	63% 63%	6 7	75% 88%
26 26	W. Moore St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Norfolk St. & W. Moore St.	On-Street On-Street	10		8	8 10	7 9	4 5	57% 56%	7 9	100% 100%	7 8	100% 89%
27 27 27	Rockbridge St. Summit Ave. Norfolk St.	Highpoint Ave. & Summit Ave. Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave.	On-Street On-Street			16 9 16	16 9 16	14 8 14	6 8 7	43% 100% 50%	15 10 9	107% 125% 64%	6 6 13	43% 75% 93%
27 27 28	Highpoint Ave. Patton Ave.	Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave.	On-Street On-Street			16 25 16	16 25 16	14 21 14	1	50% 5% 0%	12	57% 0%	6	93% 29% 0%
28 28	Summit Ave. Rockbridge St.	Patton Ave. & Rockbridge St. Highpoint Ave. & Summit Ave.	On-Street On-Street			13 14	13 14	11 12	5	45% 25%	11 11	100% 92%	5	45% 50%
28 29	Highpoint Ave. Patton Ave.	Patton Ave. & Rockbridge St. Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.	On-Street			5 2	5 2 14	2	2	50% 0%	7	175% 0%	6	150% 0%
29 29 29	Altamont Ave. Norfolk St. Summit Ave.	Patton Ave. & Norfolk St. Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.	On-Street On-Street On-Street			14 9 32	14 9 32	12 8 27	9 11 21	75% 138% 78%	16 14 37	133% 175% 137%	8 15 22	67% 188% 81%
30 30	Patton Ave. N. Boulevard	Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St.	On-Street On-Street			12 0	12 0	10 0	0	0% 0%	0	0% 0%	0	0% 0%
30 30	Norfolk St. Altamont Ave.	Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St.	On-Street			7 11	7 11	6 9	0 15	0% 167%	5 19	83% 211%	3 12	50% 133%
31 31 31	Norfolk St. Altamont Ave. W. Moore St.	Summit Ave. & Altamont Ave. Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave.	On-Street On-Street			13 12 12	13 12 12	11 10 10	17 13 10	155% 130% 100%	11 9 12	100% 90% 120%	12 11 10	109% 110% 100%
31 32	Summit Ave. W. Moore St.	Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave.	On-Street On-Street			11 15	11 15	9	10 10	111% 77%	8 7	89% 54%	10 4	111% 31%
32 32	Altamont Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Summit Ave. & Altamont Ave.	On-Street On-Street			8 15	8 15	7 13	9	129% 69%	9	129% 46%	9	57% 69%
32 33 33	Summit Ave. W. Leigh St. Altamont Ave.	W. Moore St. & W. Leigh St. Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	On-Street On-Street			10 10 9	10 10 9	9 9 8	2 4 4	22% 44% 50%	7 5 6	78% 56% 75%	7 3 6	78% 33% 75%
33 33	W. Clay St. Summit Ave.	Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	On-Street On-Street			10 10	10 10	9	6 4	67% 44%	5	56% 56%	6 3	67% 33%
34 34	W. Clay St. Altamont Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.	On-Street On-Street			11 9	11 9	9	9	100% 38%	8	0% 100%	8 11	89% 138%
34 34 35	W. Marshall St. Summit Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St. W. Broad St. & Altamont Ave.	On-Street	9	11	12	9 11	8 9	5 5	63% 56% 45%	5 4	63% 44%	7 7	88% 78%
35 35 35	W. Marshall St. Altamont Ave. Summit Ave.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St. W. Broad St. & Altamont Ave.	On-Street On-Street			13 7 0	13 7 0	11 6 0	5 3 0	45% 50% 0%	7	0% 117% 0%	4 1 7	36% 17% 0%
35 36	W. Broad St. W. Marshall St.	W. Marshall St. & W. Leigh St. Altamont Ave. & N. Sheppard St.	On-Street On-Street	8		10	8 10	7	8	0% 89%	0 11	0% 122%	7	0% 78%
36 36	N. Sheppard St. W. Broad St.	W. Marshall St. & W. Broad St. Altamont Ave. & N. Sheppard St.	On-Street On-Street	_		12 0	12 0	10 0 7	7	70% 0%	7	70% 0%	11 0	110% 0%
36 37 37	Altamont Ave. W. Marshall St. N. Boulevard	W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St.	On-Street On-Street	8	9		9 6	7 8 5	5 5 4	71% 63% 80%	8 7 5	114% 88% 100%	6 7 6	86% 88% 120%
37 37	W. Broad St. N. Sheppard St.	N. Sheppard St. & N. Boulevard W. Marshall St. & W. Broad St.	On-Street On-Street			7 8	7	6 7	8	0% 114%	9	0% 129%	8	133% 157%
38 38	W. Clay St. N. Boulevard St.	N. Sheppard St. & N. Boulevard St. W. Clay St. & W. Marshall St.	On-Street On-Street	2			2 8	2 7	3 5	150% 71%	5 6	250% 86%	0 7	0% 100%
38 38	W. Marshall St. N. Sheppard St.	N. Sheppard St. & N. Boulevard St. W. Clay St. & W. Marshall St.	On-Street	9		11	9 11	8 9	6 10	75% 111%	11 9	138% 100%	10 11	125% 122%
39 39 39	W. Clay St. N. Sheppard St. W. Marshall St.	Altamont Ave. & N. Sheppard St. W. Clay St. & W. Marshall St. Altamont Ave. & N. Sheppard St.	On-Street On-Street			12 10 17	12 10 17	10 9 14	8 6 10	80% 67% 71%	13 9 14	130% 100% 100%	7 11 9	70% 122% 64%
39 40	Altamont Ave. W. Leigh St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Boulevard	On-Street On-Street	12 12			12 12	10 10	2 8	20% 80%	17	0% 170%	4 17	40% 170%
40 40	N. Boulevard St. W. Clay St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard	On-Street On-Street			22 21	22 21	19 18	2 14	11% 78%	2 15	11% 83%	7 13	37% 72%
40 41 41	Altamont Ave. W. Moore St. N. Boulevard St.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	On-Street On-Street	13		8	11 8 13	9 7 11	6 6 0	67% 86% 0%	5 6 0	56% 86% 0%	3 7	44% 43% 64%
41 41	W. Leigh St. Altamont Ave.	Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	On-Street On-Street	16		11	16 11	14 9	3 9	21% 100%	14 13	100% 144%	10 6	71% 67%
42 42	Norfolk St. N. Boulevard	Altamont Ave. & N. Boulevard Norfolk St. & W. Moore St.	On-Street On-Street	4		0	0	0	0	0% 0%	0 3	0% 100%	0 1	0% 33%
42 42 Total	W. Moore St. Altamont Ave.	Altamont Ave. & N. Boulevard Norfolk St. & W. Moore St.	On-Street On-Street	9 35 144	106	9 1,279	9 9 1,564	8 8 1,341	6 5 869	75% 63%	5 4 1,098	63% 50% 82%	1 7 901	13% 88% 67%
				. 444		-,	,				_,,,,,			







Exhibit C-6: Scott's Addition Weekday Off-Street Occupancy

The color		EXHIBIT C-0.	Scott's Additi	Occupancy								
1.							Count	Utilization	Count	Utilization	Count	Utilization
1. Company	2	Christie's	3420 Norfolk St.	Private/Private Lot	Mixed Use	7	0	0%	0	0%	0	0%
1.	2	Clark & Son	1700 Roseneath Rd.	Private/Private Lot	Employees	14	2	14%	4	29%	0	0%
	2			Private/Private Lot	Employees	14	2	14%		21%	1	7%
Section Sect					Employees							
1	3		1798-1738 Belleville St.								-	
March Marc												
Manuscriptown Manuscriptow												0% 100%
Mathematical Content												
1.												
1.										104%		
2					Residential							
March Marc			1310 Roseneath Rd.	Private/Private Lot		218	32	15%	20	9%	36	17%
	7		3600 W. Broad St.	Private/Private Lot	Residential	36	4	11%	3	8%	4	11%
1.	8	Broad Street Veterinary Hospital		Private/Private Lot	Employees	5	1	20%	2	40%	3	60%
1.				Private/Private Lot	Mixed Use	30	1	3%	0	0%	1	3%
2	8	Interlink Supply		Private/Private Lot		23	18	78%	13	57%	3	13%
Beautiful	9	Richmond European	1311 Roseneath Rd.	Private/Private Lot	Mixed Use	22	34	155%	32	145%	32	145%
Descriptions	9	Patton's Inc.	1304 Mactavish Ave.	Private/Private Lot	Mixed Use	11	0	0%	12	109%	4	36%
1-20	10	Club Infuzion	1401 Roseneath Rd.	Private/Private Lot	Employees	5	2	40%	2	40%	2	40%
1.00	10	MBM	3305 W. Leigh St.	Private/Private Lot	Employees	6	8	133%	7	117%	4	67%
The Content of Conte	10	Summit Fitness/Studio 23	3308 W. Clay St.	Private/Private Lot	Mixed Use	14	0	0%	4	29%	6	43%
23	10	Studio 23	Mactavish Ave.	Private/Private Lot	Mixed Use	6	0	0%	1	17%	1	17%
24 March Person 11 2 5 5 6 75 75 10 10 10 10 10 10 10 1	13	Paper Moon Gentleman's Club	3300 Norfolk Street	Private/Private Lot	Customers	54	4	7%	10	19%	13	24%
An Note	14	Ram Tool Construction Supply	1901 Roseneath Rd.	Private/Private Lot	Employees	11	4	36%	6	55%	10	91%
24 Sept. Continued	14	Wolseley Industrial Group	1801 Roseneath Rd.	Private/Private Lot	Employees	22	16	73%	18	82%	5	23%
15 No.	14	Signs Unlimited	1808 Mactavish Ave.	Private/Private Lot	Employees	14	20	143%	17	121%	3	21%
15 Security National Processor 1996	15	Impact Makers/37th Parallel Properties	3200 Rockbridge St.	Private/Private Lot	Employees	56		107%		189%		68%
12	17	3299-3201 W. Moore St.	3299-3201 W. Moore St.	Private/Private Lot	Mixed Use	222		6%		14%		9%
221 M. Control Control According 15 15 15 15 15 15 15 1	17	Roy's Electric Motor Services	3201 Norfolk St.	Private/Private Lot	Employees	18	0	0%	0	0%	0	0%
33 Monte Company C	18	Ardent Craft Ales	3210 W. Moore St., Richmond, Virgini	i:Private/Private Lot	Employees	8	3	38%	5	63%	2	25%
23 Control extended private privat	18	ZZQ	3201 W. Moore St.	Private/Private Lot	Mixed Use	10	1	10%	0	0%	4	40%
20 Provide Form Recommend Providing George 12-00 August August 12-00 Augu	18	Osprey Lofts Permit Parking	3210 W. Leigh St.	Private/Private Lot		20	4		5	25%	7	35%
22 Continue membration framing Gange 1248 Machanist Private Private Stock 100 0 0 0 0 0 0 0 0	20	Party Perfect Event & Party Rentals							37		20	
22 Classic States	21											
27 The Albert Building 1311 W. Marchall St. Private/Provide Lat Macdalate 27 4 25 6 6 27 7 7 7 7 7 7 7 7	22		1219 Highpoint Ave.	Private/Private Lot								
22 Virgini ABC 200 AW Jorded 5:												
23 SINCALOGO (CM)												
20 Security Academy 3114W Marchall RA												
23 Ballo Reprinted 3110 Marchael II. Protect Private Late Project Project Private Late	-											
22 Bioth Open Propose Theory 100 Summit Ane. Provide Private East 10	23	NeW. Directions Community Outreach Service			Employees	31		42%	23	74%		39%
23				Private/Private Lot	Employees	9		33%	3	33%	4	44%
24 3155 W. Legip S. S. 3159 W. Carp S.												
22 Passivy Aire 13129 W. Leigh St. Private Private Let Employees 8 6 77% 12 37% 2 33% 32% 33% 33 37% 32 33% 33 37% 32 33% 33 33% 33 33% 33 33					Employees							
25	24	Dempsey & Company	3121 W. Leigh St.	Private/Private Lot	Mixed Use	18	3	17%	12	67%	16	89%
25 Thur.Cardo Lam Studio 3105 W. Monor St. Private/Private Lat Mixed by E. \$1 20 5 65% 3 27%	25	Smohk	3112 W. Leigh St.	Private/Private Lot	Employees	8	6	75%	1	13%	4	50%
25	25	Lowman Electrical Contractor	3101 W. Moore St.	Private/Private Lot	Employees	11	0	0%	5	45%	3	27%
26	25	Smohk auxiliary lot	3112 W. Leigh St.	Private/Private Lot	Mixed Use	8	3	38%	3	38%	2	25%
22 Additional and Harrist 1805 Summit Ave.	26	H.J Holtz & Son	3101 W. Moore St.	Private/Private Lot	Employees	13	12	92%	13	100%	5	38%
Part December 1725	27	Ambience Lofts Parking	3031 Norfolk St.	Private/Private Lot	Residential	16	13	81%	8	50%	9	56%
20 Commercial Parking 1724 Altiamont Ave. 22 478 49 66% 34 4696 36 3696 36 3696 36 3696 36 3	29	The Lofts at 1723	1726 Altamont Ave. #2	Private/Private Lot	Residential	9	1	11%	0	0%	1	11%
30 Gelati Celesti Iec Cream 1400 N. Boulevard Private Private Lot Customers 16 10 63% 23 144% 131	29	Commercial Parking	1724 Altamont Ave.	Private/Private Lot	Mixed Use	74	32	43%	49	66%	34	46%
32 Bearing Masonry 300 Leigh St. Private/Private Lot Employees 6 8 1.33% 10 167% 6 100%	30	Gelati Celesti Ice Cream	1400 N. Boulevard	Private/Private Lot	Customers	16	10	63%	23	144%	18	113%
32 Al Security Mainufacturing 3001 W. Moore St. Private/Private Lot Employees 10 3 30% 11 100% 5 50%	31	1601 Altamont Ave.	1601 Altamont Ave.	Private/Private Lot	Employees	6	8	133%	10	167%	6	100%
True Timber 3008 W. Clay St. Private Private Lot Employees 3 1 33% 4 33% 4 33% 4 33% 4 33% 4 33% 4 33% 8 8 8 8 8 8 8 8 9 9	32	A1 Security Manufacturing	3001 W. Moore St.	Private/Private Lot	Employees	10	3	30%	11	110%	5	50%
34 Nichmond Triangle Players 1300 Altamont Ave.	33	True Timber	3008 W. Clay St.	Private/Private Lot	Employees	12	7	58%	4	33%	4	33%
SunTrust ATM	34	Richmond Triangle Players	1300 Altamont Ave.	Private/Private Lot	Customers	5	2	40%	3	60%	2	40%
Section Sect	35	SunTrust ATM	3022 W. Broad St.	Private/Private Lot	Customers	5	1	20%	4	80%	3	60%
The Frontier Project 3005 W. Marshall St.	35	Worse for Wear	3012 W. Broad St.	Private/Private Lot	Mixed Use	26	9	35%	3	12%	6	23%
36 Private Parking Lot 2909 W. Marshall St. Private/Private Lot Customers 46 18 39% 45 98% 19 41% 36 Urban Core 1000 N. Sheppard St. Private/Private Lot Customers 18 17 94% 8 44% 1 65% 36 Gather - Scott's Addition 2920 W. Broad St. Private/Private Lot Customers 18 17 94% 8 44% 1 65% 36 Gather - Scott's Addition 2920 W. Broad St. Private/Private Lot Customers 13 3 23% 8 62% 13 100% 37 2810 W. Marshall St. 2810 W. Marshall St. Private/Private Lot Employees 10 2 20% 4 40% 2 20% 37 7-Eleven 2808 W. Broad St. Private/Private Lot Employees 14 19 136% 18 129% 1	35	The Frontier Project	3005 W. Marshall St.	Private/Private Lot	Employees	23	2	9%	13	57%	1	4%
Perch/Joy Garden 2918 W. Broad St.	36	Private Parking Lot	2909 W. Marshall St.	Private/Private Lot	Customers	46	18	39%	45	98%	19	41%
37 2810 W. Marshall St. 2810 W. Marshal	36	Perch/Joy Garden	2918 W. Broad St.	Private/Private Lot	Customers	18	17	94%	8	44%	1	6%
37 7-Eleven 2808 W. Broad St.	37	2810 W. Marshall St.	2810 W. Marshall St.	Private/Private Lot	Employees	10	2	20%	4	40%	2	20%
38 Boulevard Tire 1010 N. Boulevard Private/Private Lot Employees 0 0 0% 0% 0% 0% 0% 0%	37	7-Eleven	2808 W. Broad St.	Private/Private Lot	Mixed Use	12	7	58%	7	58%	1	8%
38 Koontz Paint & Body Works 2800 W. Marshall St. Private/Private Lot Customers 11 12 109% 10 91% 10 91% 39 Longoven 2939 W. Clay St. Private/Private Lot Employees 8 0 0% 9 113% 5 63% 39 Afrodable Spa Services 2926 W. Marshall St. suite B Private/Private Lot Employees 7 1 14% 2 29% 6 88% 830 2921 W. Clay St. 2921 W. Clay St. Private/Private Lot Mixed Use 33 17 52% 26 79% 36 109% 39 2915 W. Clay St. 2915 W. Clay St. Private/Private Lot Employees 29 24 83% 18 62% 24 39% 30 56% 2 4% 39 2911 W. Clay St. 2911 W. Clay St. Private/Private Lot Employees 29 24 83% 18 62% 13 45% 39 2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Customers 15 25 167% 23 153% 20 133% 39 Grass N/A Private/Private Lot Mixed Use 15 1 7% 3 20% 0 0% 0% 0% 0% 0% 0%	38	Boulevard Tire	1010 N. Boulevard	Private/Private Lot	Employees	0	0	0%		0%	0	0%
Affordable Spa Services 2926 W. Marshall St. suite B Private/Private Lot Employees 7 1 1 14% 2 29% 6 86% 39 2921 W. Clay St. 2921 W. Clay St. Private/Private Lot Mixed Use 33 17 52% 26 79% 36 109% 39 2915 W. Clay St. Private/Private Lot Employees 29 24 83% 18 62% 13 45% 39 2911 W. Clay St. 2911 W. Clay St. Private/Private Lot Employees 29 24 83% 18 62% 13 45% 39 2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Ustomers 15 25 167% 23 153% 20 133% 39 Empty Lot N/A Private/Private Lot Mixed Use 15 1 7% 3 20% 0 0% 39 Grass N/A Private/Private Lot Mixed Use 11 8 73% 7 64% 7 64% 40 Private Permit Parking 2906 W. Clay Private/Private Lot Employees 42 23 55% 17 40% 21 50% Private Permit Parking 2906 W. Clay Private/Private Lot Employees 34 3 9% 15 44% 4 12% Private Permit Parking 2906 W. Clay Private/Private Lot Employees 16 17 106% 14 88% 18 113% 40 Private/Private Lot Employees 16 17 106% 14 88% 18 113% 40 Private/Private Lot Employees 15 2 13% 2 13% 3 20% 113% 3 20% 10 1000 Mixed Use 10 1000 Mixed Use 11 1000 Mixed Use 11 10 No. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 1130 Mixed Use 15 1 7 106% 14 88% 18 113% 10 No. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 10 No. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 10 No. Boulevard Private/Private Lot Employees 15 2 13% 5 33	38	Koontz Paint & Body Works	2800 W. Marshall St.	Private/Private Lot	Customers	11	12	109%	10	91%	10	
39 2915 W. Clay St. 2915 W. Clay St. 2915 W. Clay St. 2911 W	39	Affordable Spa Services	2926 W. Marshall St. suite B	Private/Private Lot	Employees	7	1	14%	2	29%	6	86%
39 2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Customers 15 25 167% 23 153% 20 133% 39 Empty Lot N/A Private/Private Lot Mixed Use 15 1 7% 3 20% 0 0% 39 Grass N/A Private/Private Lot Mixed Use 11 8 73% 7 64% 7 64% 64	39	2915 W. Clay St.	2915 W. Clay St.	Private/Private Lot	Mixed Use	54	21	39%	30	56%	2	
39 Grass N/A Private/Private Lot Mixed Use 11 8 73% 7 64% 7 64% 40 RVA Tailors 2900 W. Clay Private/Private Lot Employees 42 23 55% 17 40% 21 50% 40 Private Permit Parking 2905 W. Clay St. Private/Private Lot Employees 34 3 9% 15 44% 4 12% 40 Private Permit Parking 2947 W. Leigh St. Private/Private Lot Employees 6 0 0% 3 50% 5 83% 40 River City Tattoo Co 1128 N. Boulevard Private/Private Lot Employees 16 17 106% 14 88% 18 113% 40 Flora Max 1110 N. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 40 Private/Private Lot Employees 15 2 13% 3 20% 40 Private/Private Lot Private/Private Lot Customers 15 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 6 48% 13 39% 8 24% 20%	39	2901 W. Clay St.	2901 W. Clay St.	Private/Private Lot	Customers	15	25	167%	23	153%	20	133%
40 RVA Tailors 2900 W. Clay Private Private Lot Employees 42 23 55% 17 40% 21 50% 40 Private Permit Parking 2906 W. Clay St. Private/Private Lot Employees 34 3 9% 15 44% 4 12% 40 Private Permit Parking 2947 W. Leigh St. Private/Private Lot Employees 6 0 0% 3 50% 5 83% 40 River City Tattoo Co 1128 N. Boulevard Private/Private Lot Employees 16 17 106% 14 88% 18 113% 40 Flora Max 1110 N. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 41 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% 5 33% <td< td=""><td>39</td><td>Grass</td><td>N/A</td><td>Private/Private Lot</td><td></td><td>11</td><td>8</td><td></td><td></td><td></td><td>7</td><td></td></td<>	39	Grass	N/A	Private/Private Lot		11	8				7	
40 Private Permit Parking 2947 W. Leigh St. Private/Private Lot Employees 6 0 0% 3 50% 5 83% 40 River City Tatto Co 1128 N. Boulevard Private/Private Lot Employees 16 17 106% 14 88% 18 1137% 40 Flora Max 1110 N. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 41 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 5 33% 6 3<	40	Private Permit Parking	2906 W. Clay St.	Private/Private Lot	Employees	34	3	9%	15	44%	4	12%
40 Flora Max 1110 N. Boulevard Private/Private Lot Employees 15 2 13% 2 13% 3 20% 41 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 5 33% 8 24% 42 The Altamont Permit Parking 1649 Altamont Ave. Private/Private Lot Residential 33 16 48% 13 39% 8 24%	40	River City Tattoo Co	1128 N. Boulevard	Private/Private Lot	Employees							83% 113%
42 The Altamont Permit Parking 1649 Altamont Ave. Private / Private Lot Residential 33 16 48% 13 39% 8 24%	40	Flora Max	1110 N. Boulevard	Private/Private Lot	Employees	15	2		2	13%	3	20%
	42				Residential	33	16	48%	13	39%	8	24%







Exhibit C-7: Scott's Addition Total Weekend Occupancy (Pt. 1)

ock#	Name/Description Roseneath Rd.	Cross Streets/Addresses Roseneath Rd.	Type On-Street	Sub-Type	Effective Supply	Count	d 8AM-10AM Utilization 0%	Count	Utilization 0%	Count	nd 5PM-7 Utiliza
1	Carlton St.	Carlton St.	On-Street		3 22	24	109%	18	82%	5	23%
	Riverside Brick & Supply Co. Carlton St.	1900 Roseneath Rd. Belleville St. & Roseneath Rd.	Private/Private Lot On-Street	Employees	8	6	0% 75%	5	63%	0	0%
	Roseneath Rd. Norfolk St.	Carlton St. & Norfolk St. Belleville St. & Roseneath Rd.	On-Street On-Street		10 6	1 4	10% 67%	1 4	10% 67%	5 6	50% 1009
	Belleville St. Christie's	Carlton St. & Norfolk St. 3420 Norfolk St.	On-Street Private/Private Lot	Mixed Use	7	3 0	43% 0%	4 0	57% 0%	3	43% 0%
	Dori Foods Clark & Son	3410 Norfolk St. 1700 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	40 14	13 0	33% 0%	10 0	25% 0%	11 0	289 0%
	Pressure Works Franklin Leasing	1704 Roseneath Rd. 1706 Roseneath Rd.	Private/Private Lot Private/Private Lot	Mixed Use Employees	14 14	3 2	21% 0%	2	14% 0%	1	7% 0%
	Daniel & Company American Welding	1800 Roseneath Rd. 1806 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	13 15	3	23%	4	31% 0%	4	319 7%
	Century Supply co	3409 Carlton St.	Private/Private Lot	Employees	15	1	0%	5	0% 0%	0	0%
	The Weight Room Belleville St.	3413 Carlton St. Carlton St. & W. Clay St.	Private/Private Lot On-Street	Mixed Use	20	14	70%	9	45%	14	70%
	1798-1738 Belleville St. Cosby's	1798-1738 Belleville St. 1704 Belleville St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	37 5	24 3	65% 60%	34 3	92% 60%	17 3	469 609
	Scott's Edge The Prop Shop Party Rentals	1652 Belleville St. 1512 Belleville St.	Private/Private Lot Private/Private Lot	Residential Mixed Use	99 14	41 0	41% 0%	29 2	29% 14%	29 0	299 0%
	Golden Squeegee 1402 Belleville St.	1508 Belleville St. 1402 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 20	5 0	36% 0%	7 2	50% 10%	2	149 109
	Norfolk St.	Roseneath Rd. & Belleville St.	On-Street	Wilked OSC	5	4	80%	3	60%	6	120
	Roseneath Rd. W. Moore St.	Norfolk St. & W. Moore St. Roseneath Rd. & Belleville St.	On-Street On-Street		8 10	3 20	38% 200%	7 18	88% 180%	13 21	163 210
	Belleville St. Scott's Edge Apartments	Norfolk St. & W. Moore St. 3408 W. Moore St.	On-Street Private/Private Lot	Employees	0 5	1 4	0% 0%	1 5	0% 0%	2 5	09
	Scott's Edge Apartments Scott's Edge	3408 W. Moore St. 3410 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	7 4	0 5	0% 125%	2 5	29% 125%	2 5	29 125
	1600 Roseneath Road Southern Refrigeration	1600 Roseneath Road 3406 W. Moore St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	48	17	35% 0%	12	25% 33%	17 0	35
	W. Moore St.	Roseneath Rd. & Belleville St.	On-Street	Employees	2	3	150%	0	0%	4	200
	Roseneath Rd. W. Leigh St.	W. Moore St. & W. Leigh St. Roseneath Rd. & Belleville St.	On-Street On-Street		9 13	0	0% 0%	5	56% 0%	11	122 0%
	Belleville St. ODM	W. Moore St. & W. Leigh St. 1509 Belleville St.	On-Street Private/Private Lot	Mixed Use	7	4 2	57% 29%	3 1	43% 14%	3 2	439 299
	Crossfit W. Leigh St.	1509 Belleville St. Belleville St. & Roseneath Rd.	Private/Private Lot On-Street	Mixed Use	3	2	67%	2	67%	0	09
	Roseneath Rd.	W. Leigh St. & W. Clay St.	On-Street		13 3	0 2	0% 67%	0	0% 0%	15 4	115 133
	W. Clay St. Belleville St.	Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St.	On-Street On-Street		0 6	1 0	0% 0%	1 2	0% 33%	0	09 09
	HMA HOHMan DESign	3435 W. Leigh St. 3409 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	25 22	0	0% 36%	1 8	4% 36%	2 8	89 36
	W. Clay St. Roseneath Rd.	Roseneath Rd. & Beltline Expy W. Clay St. & W. Broad St.	On-Street On-Street		16 9	7	44% 122%	9	56% 122%	13 14	81 ¹
	W. Broad St.	Roseneath Rd. & Beltline Expy	On-Street		7	0	0%	0	0%	1	14
	Beltline Expy South Lot	W. Clay St. & W. Broad St. 3600 W. Broad St.	On-Street Private/Private Lot	Residential	0 34	5	0% 15%	5	0% 15%	0	09 99
	North Lot The Preserve at Scott's Addition	3600 W. Broad St. 1310 Roseneath Rd.	Private/Private Lot Private/Private Lot	Residential Residential	185 218	168 52	91% 24%	171 40	92% 18%	156 48	84 22
	Apartments at Apartments at	3600 W. Broad St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot	Residential Residential	123 36	32 7	26%	70 5	57% 14%	22	18
	W. Marshall St.	W. Mactavish Ave. & Roseneath Rd.	On-Street	Juentidi	8	1	13%	2	25%	4	50
	Mactavish Ave. W. Broad St.	W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		8	1	44% 13%	0	44% 0%	7	78 09
	Roseneath Rd. Fidelity Capital Mortgage	W. Marshall St. & W. Broad St. 1207 Roseneath Rd. #203	On-Street Private/Private Lot	Mixed Use	8 24	4 1	50% 4%	6 3	75% 13%	11 6	138 25
	Broad Street Veterinary Hospital Maaco Collision	3320 W. Broad St. 3318 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	5 30	1 33	20% 110%	1 28	20% 93%	0 24	09
	Don't Look Back Hype Counseling	3306 W. Broad St. 3309 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use	30	1 1	3%	0	0%	0	09
	Interlink Supply	3300 W. Broad St.	Private/Private Lot	Mixed Use Employees	5 23	3	20% 13%	0	20% 0%	0	09
	Parking Lot W. Clay St.	N/A Roseneath Rd. & Mactavish Ave.	Private/Private Lot On-Street	Employees	4 9	2	25% 22%	1	25% 11%	0 10	11:
	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street		9	5 6	56% 67%	4 7	44% 78%	9 13	100 144
	Roseneath Rd. Richmond European	W. Clay St. & W. Marshall St. 1311 Roseneath Rd.	On-Street Private/Private Lot	Mixed Use	8 22	7	88% 155%	2 34	25% 155%	9	113
	The Veil Brewing Co.	1301 Roseneath Rd.	Private/Private Lot	Customers	26	0	0%	1	4%	0	09
	Patton's Inc. Riverside Pace	1304 Mactavish Ave. 1300 Mactavish Ave.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	11 25	0	0% 4%	0	0% 12%	0	09 12
	W. Leigh Ave. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	On-Street On-Street		7 9	1 5	14% 56%	1 5	14% 56%	10 12	143 133
	W. Clay St. Roseneath Rd.	Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	On-Street On-Street		9	1 0	11% 0%	7 2	78% 33%	13	144
L	Club Infuzion	1401 Roseneath Rd.	Private/Private Lot	Employees	5	0	0%	0	0%	2	40
2	Club Infuzion MBM	3309 W. Leigh St. 3305 W. Leigh St.	Private/Private Lot Private/Private Lot	Customers Employees	43 6	1 4	2% 67%	8 5	19% 83%	33 7	77 11
4 5	3301 W. Leigh St. Summit Fitness/Studio 23	3301 W. Leigh St. 3308 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	5 14	1 0	20% 0%	1 10	20% 71%	1 6	20 43
6 7	Virginia School For Nurse Aides Studio 23	3310 W. Clay St. Mactavish Ave.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	18	4	22% 17%	4	22% 17%	5	28
	W. Moore St.	Mactavish Ave. & Roseneath Rd.	On-Street		10	2	20%	1	10%	10	100
	Mactavish Ave. W. Leigh Ave.	W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd.	On-Street On-Street		7 9	0	14% 0%	0	14% 0%	12 12	171 133
L	Roseneath Rd. The Fahrenheit Group	W. Moore St. & W. Leigh Ave. 1500 Mactavish Ave.	On-Street Private/Private Lot	Employees	9 20	1 4	11% 20%	4 1	44% 5%	11 4	122 20
	Norfolk St. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. Norfolk St. & W. Moore St.	On-Street On-Street		9	2	22% 25%	1 0	11% 0%	8	89 100
	W. Moore St.	Mactavish Ave. & Roseneath Rd.	On-Street		7	6	86%	8	114%	12	17:
	Roseneath Rd. Rockbridge St.	Norfolk St. & W. Moore St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street		0	5	45% 0%	2	36% 0%	0	82
	Mactavish Ave. Norfolk St.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave.	On-Street On-Street		3 7	1	33% 14%	2	67% 29%	4 7	133 100
L	Roseneath Rd. Paper Moon Gentleman's Club	Rockbridge St. & Norfolk St. 3300 Norfolk Street	On-Street Private/Private Lot	Customers	5 54	0	0% 2%	0	0% 2%	9	18 15
2	PowerTec Inc.	1708 Mactavish Ave.	Private/Private Lot	Employees	4	6	150%	6	150%	4	100
	Patton Ave. Mactavish Ave.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		6	1	0% 17%	0	0%	1	17
	Rockbridge St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	On-Street On-Street		7 13	2	29% 23%	3 2	43% 15%	3	43 23
l 2	Ram Tool Construction Supply K & M Tire	1901 Roseneath Rd. 1805 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Mixed Use	11 12	11 1	0% 0%	13 3	0% 0%	10 1	0'
}	Wolseley Industrial Group Wolseley Industrial Group	1801 Roseneath Rd. 1800 Mactavish Ave.	Private/Private Lot Private/Private Lot	Employees Employees	22 7	0	0%	0	0%	0	09
	Signs Unlimited	1808 Mactavish Ave.	Private/Private Lot	Employees	14	2	0% 14%	2	0% 14%	3	21
5	TideWater Air Filter Patton Ave.	1812 Mactavish Ave. #B Highpoint Ave. & Mactavish Ave.	Private/Private Lot On-Street	Employees	0	0	0%	0	0% 0%	0	0
	Highpoint Ave. Rockbridge St.	Patton Ave. & Rockbridge St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street		0 11	2	200% 0%	0 6	0% 55%	8 16	80 14
	Mactavish Ave. Impact Makers/37th Parallel Properties	Patton Ave. & Rockbridge St. 3200 Rockbridge St.	On-Street Private/Private Lot	Employees	14 56	0	0% 55%	1 12	7% 21%	3 26	21
	Rockbridge St.	Highpoint Ave. & Mactavish Ave.	On-Street	proyees	11	3	27%	5	45%	14	12
	Highpoint Ave. Norfolk St.	Rockbridge St. & Norfolk St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street		9 11	0 5	0% 45%	0 11	0% 100%	0 13	11
L	Mactavish Ave. Moseley Architects	Rockbridge St. & Norfolk St. 3200 Norfolk St.	On-Street Private/Private Lot	Employees	9 45	5	56% 0%	8	89% 0%	5	56 0
	Norfolk St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St.	On-Street On-Street		6 9	0	0% 0%	0	0% 33%	9	150 100
	W. Moore St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St.	On-Street On-Street		0	3	0%	6	0%	8	0
	3299-3201 W. Moore St.	3299-3201 W. Moore St.	Private/Private Lot	Mixed Use	11 222	3 11	27% 5%	19	0% 9%	8 56	73 25
:	Exquisite Rentals LLC Roy's Electric Motor Services	3200 Norfolk St. 3201 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 18	0	0% 0%	0	0% 0%	0	05 05
	W. Moore St. Highpoint Ave.	Mactavish Ave. & W. Moore St. W. Moore St. & W. Leigh St.	On-Street On-Street		7	4 2	57% 29%	4 10	57% 143%	7 10	10 14
	W. Leigh St.	Mactavish Ave. & W. Moore St.	On-Street		10	7	70%	9	90%	15	150
	Mactavish Ave. Osprey Lofts Permit Parking	W. Moore St. & W. Leigh St. 3209 W. Moore St., Richmond, Virgin		Residential	10 10	10 6	100% 60%	5 6	50% 60%	16 10	16 10
!	Ardent Craft Ales Etec Fire Protection LLC	3210 W. Moore St., Richmond, Virgin 3205 W. Moore St.	i: Private/Private Lot Private/Private Lot	Employees Employees	8 8	4 0	50% 0%	2	25% 38%	3 1	38 13
ļ	ZZQ Ardent Craft Ales	3201 W. Moore St. 3200 W. Leigh St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	10 23	0	0%	9	90%	6 14	60
;	Osprey Lofts Permit Parking	3210 W. Leigh St.	Private/Private Lot	Residential	20	9	45%	8	40%	10	50
	W. Leigh St. Highpoint Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		9	12 9	133% 100%	8	89% 89%	13 14	14 15
	W. Clay St. Mactavish Ave.	Mactavish Ave. & Highpoint Ave. W. Leigh St. & W. Clay St.	On-Street On-Street		12 8	12 9	100% 113%	14 7	117% 88%	15 12	12 15
		3200 W. Clay St.	Private/Private Garage	e Residential	0	0	0%	6	0%	0	0
	Courtyard Lofts at Scott's Addition W. Clay St.		On-Street				122%	a	100%	1/1	15
	W. Clay St. Highpoint Ave.	Mactavish Ave. & W. Highpoint Ave. W. Clay St. & W. Marshall St.	On-Street		10	4	122% 40%	5	100% 50%	14 9	90
1	W. Clay St.	Mactavish Ave. & W. Highpoint Ave.		Employees	1						







Exhibit C-7: Scott's Addition Total Weekend Occupancy (Pt. 2)

Second Column	Manus All	1	Highpoint Ave. W. Broad St.	Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St. Highpoint Ave. & Mactavish Ave.	On-Street On-Street On-Street		3 9 0	0 5 1	56% 100%	4 0	44% 0%	10 2	200 111 200
Amenica Amen	Company Comp	l	Mactavish Ave.	W. Marshall St. & W. Broad St.	On-Street		7	3	43%	4	57%	6	869
March Marc	March Marc	-1				reMixed Use							0: 40i
Section	Image: Common						_						12
Section	Description												11
Control Cont	Content												0
March Coloring	March 1961 March 296 Mar												2
Modern	Section Sect												0
Section Sect	Section	-			,								10
Company Comp	Section	-7				Customers							5
Section of Control o	March Marc												16
Section	Section						_						15
BODGESCHE BETTA FAMER 1997 19	2000.000.0000.0000.0000.0000.0000.0000	-1				Employees							13 0
Seed Sections Control of Cont	Section Sect	-2	SHOCKOE.COM									0	0
March Service March Servic	Membrane	-3 -4											1
Backerson Back	Description	-5				Employees							1
Control Cont	Section	-6 -7											2
March Marc	Section Sect	-8				Customers				-			C
Migrant Color	Mignation of Mig		-					-					16
3 SMANCH COLORED 1985 19	State Stat		•					-					20
SECOLOGICA March 1999 Ma	Decomposition Decompositio	-1				Mixed Use		-					10
STORY ADDRESS 1975	Description	-2						-					4
March Sale Mar	Second	-3 -4											11
Marging Marg	Magaston												13
Paper March Paper Pape	Section Sect												35
2 Stock												9	10
Moderate principation of the principation	Model-Proposed Corp.	-1 -2											0
Temperature		-3				Employees							C
Seminary	Section Sect	-4 -5											C
Section of the Company of the Comp	Seminary	-6	Smohk auxiliary lot	3112 W. Leigh St.	Private/Private Lot		8	2	25%	3	38%	2	2!
M. MOORE M. September 1999 Methods 1999 Meth	Monte of the Company 1		Summit Ave.	Norfolk St. & W. Moore St.	On-Street			-		7	88%	10	13 12
Demonstrate	Section Property			Highpoint Ave. & Summit Ave.				-		7	100%	11	15 12
Stormerick St. Stor	Section Sect	-1	Richmond Sign. & DeSign. Services	3111 Norfolk St.	Private/Private Lot		25	8	32%	6	24%	9	30
Joseph Code	Section Act	-2				Employees						_	6: 7:
Specimen Section Sec	Migranger March Microscope		Summit Ave.	Rockbridge St. & Norfolk St.	On-Street		8	7	88%	10	125%	10	12
Somewhate State	Marchane calls												11 8i
September Sept	Memory M	-1	Ambience Lofts	3198 Rockbridge St.	Private/Private Garage		1	0	0%	0	0%	0	C
Summon Area March Carlot Control of Cont	Section Processing Process P	-2		3031 Norfolk St.	Private/Private Lot			16		12		15	9.
Segretario Annie Pattern Annie Anthonologies Control Contr	Page		Summit Ave.	Patton Ave. & Rockbridge St.	On-Street		11		27%		55%		10
Marcine And	Machine Section American Section Section American Section												9: 17
Material Process Patter Are Submertal Nation Conference Confer	Manural No.	-2	McKinnon and Harris	1806 Summit Ave.	Private/Private Lot	Employees	15		0%		7%		C
Book St.	Specimen Application Programs Application Application Application Programs Application Ap							5				17	14
The Machine 2722 220 Allement Care Set Proteophysics 52 1 1 1 1 7 1 2 2 2 2 2 2 2 2 2	The Authors (1997) 1.00								,.	16			21
2. Automorticate stange ferrors 1775 Automorticate 1775 Automortic	Accommission Commission C	-1				Residential							13 2
Billetter Reference Members and Controlled 12 2 3 3 2 3 3 2 3 3	Particul Associated male feed from the College of Particul Associated Assoc	-2											7:
Patten Note Authority Control	Patter No. Abstraction Co. C	-3 -4											1
Month Second Process Management of Contract Month Second Se	Montained Column Print American American Services 15 1 125 15 15 15 15 15		Patton Ave.	Altamont Ave. & N. Boulevard	On-Street	Customers		-		1		12	C
Allerent Ave. Printed Ave. Manufales. Co-Street Friend/Printed Collisioner St. Bill. Bill. St.	Control Control Common Control Con												10
2 More Time	Model March March A Palmont As A Palmont As March		Altamont Ave.	Patton Ave. & Norfolk St.									23
Marchan Carlo Marchan Carl	Martine Mart	-1											16
W. Money St. Summer Ave. A. Allmore Ave. Do-Servet Sept. Sep	Semant Annual Authority S. S. Semant Annual Authority S. S. S. Semant Annual Authority S. S. S. Semant Annual Authority S. S. Semant Annual Authority S. S	-2				customers							16
Sement Ave	Section Column												14
W. Moore St. A. M. Lager St. D. C. Speed 13 16 1906 12 15 15 15 15 15 15 15	Manage Seminate			Norfolk St. & W. Moore St.									16
Alternant Anne. W. Keep S. S. W. Leigh S. S. W. Leigh S. W. Leigh S. W. Carlos S. W. Leigh S. S. W. Leigh S. S. W. Leigh S. W	Manufacture W. Moore & A. W. Leigh St. On-Steel Column C	-1				Employees							5
Summar Ave. W. Aboro L. S. W. Laiph St. W. Choy St. 19 19 1906 7 785 13 12 12 12 12 12 13 13	Summit Ave. W. Moore & R. W. Leigh St. Prof. of Pro												14
2. Boering Mannery	Asserting Management Asserting Asser												12
W. Lagués S. Sommit Ave. W. Lagués S. W. La	Marting Sammel Anne Margin S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne All Legis S. & W. Clay S. Sammel Anne Sammel	-1				Employees				2	22%	2	2
Alternord Ane. W. Leep St. A. W. Cay St. W. Leep St. A. W. Cay St. Summit Ane. & Mallmont Ave. W. Leep St. A. W. Cay St. W. Leep St. W. Leep St. A. W. Cay St. W. Leep St. W	Altamont Ave	-2				Employees				_			5
Summix Nave	Summark-New W. Laigh S.E. M. Carly K.												13
Professional Mortgage Corp 3030W (Calps 2) 2000W (Calps 2)	Professional Manages Corp 200 W. Cig 95. Provide Private Corp 15 5 200 15 5 66 6 7 70 15 15 15 15 15 15 15 1												13
W. Clay St. N. Williamont Ave. W. Clay St. N. W. Marchald St. Summit Ave. & Attended St. Summit Ave. & Sum	March W. Carry S. B. W. Marchall S. B. Someth A. P. September	-1				Employees	_						0
All monds Are. W. Cary S. R. W. Marshall St. Summit Ave. Summit Ave. Summit Ave. W. Cary S. R. W. Marshall St. Summit Ave. W. Cary S. R. W. Marshall St. Private/Private Ltd Employees 3 0 0 0 0 1 1 1225 1 1 1225 1 1 1225 1 1 1 1 1 1 1 1 1	Marshall 51.	-2				Employees						6	5
Semminar Ave. W. Clay S. &W. Marshall St. Do-Street 9 6 6 7% 11 122N 123 126 1	Section Sect		•									13	16
MESCO	Michael Mich												13
3 Nom-Precision Machining	Dear Precision Machinning	-1				Employees							0
W. Marchall St. W. Broad St. & Alamont Ave. W. Arrachall St. & M. Leigh St. On-Steet 11 3 27% 12 100% 34 1 1 1 1 1 1 1 1 1	W. Harbarill S. W. Broad St. & Altamont Ave. W. Barbarill St. W. Broad St. & Altamont Ave. W. Broad St. & Altamont Ave. On-Street 6 3 30 206 30 30 8 8 1 1 1 1 1 1 1 1	-2											4
M. Broad St. Summit Ave. On Street On Description On Street On Street On Description On Street	W. Brand St. S. W. Brand St. & Altamont Ave. W. Brand St. & Mark Legis St.	-5				Employees							12
Sammit Ave. W. Marshall St. W. Leigh St. On-Street 7	Summark Ave. W. Marshall St. & W. Leiph St. SumTrout ATM 3022 W. Road St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. Private Private Lot Customers St. 202 W. Marshall St. W. Broad St. W. Marshall St. W. Marsha			W. Marshall St. & W. Leigh St.	On-Street		6	3	50%		33%	8	13
3 Solf Trivited Private Lot Customers 5 5 100% 2 20% 5 5 1 44 40 40 40 40 40 40	SunTrans ATM 3022 W. Mercal St. Private/Private Lot C. Customers 5 5 1006 2 400, 5 1 11 400		Summit Ave.	W. Marshall St. & W. Leigh St.	On-Street		7	6	86%	11	157%	12	17
Worker For Wear S002 W. Broad St. Private Private Lot Customers S00 W. Annahall St. Private Private Lot Private Private Lot S00 W. Annahall St. Private Private Lot Employees S00 W. S00 W	Worse Name Worse Name Worse Name Worse Name Worse Name Worse St. Private Private Lot Luctioners 1.00 Marchalt St. Private Private Lot Luctioners 2.30 Marchalt St. Private Private Lot Luctioners 2.31 Marchalt St. W. Install St. Private Private Lot Luctioners W. Marchalt St. W. Install St. Private Private Lot Luctioners W. Marchalt St. W. Install St. Private Private Lot Luctioners W. Marchalt St. W. Broad St. Private Private Lot Luctioners W. Clay St. W. Clay St. Private Private Lot Luctioners W. Marchalt	-1	SunTrust ATM	3022 W. Broad St.	Private/Private Lot			5	100%	2		5	10
M. Marshall St. Altamont Ave. N. Sheppard St. On-Street 0. 0. 2 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	The Frontier Project 2005 W. Marshall St. Allamont Ave. & N. Sheppard St. W. Marshall St. W. Marshall St. & W. Broad St. W. Marshall	-4	Worse for Wear	3012 W. Broad St.	Private/Private Lot	Mixed Use	26	3	12%	2	8%	5	1
W. Marshall St. Allamont Ave. 8. N. Sheppard St. W. Marshall St. W. Barshall	W. Marshall St. Allamont Ave. & N. Sheppard St. W. Marshall St. W. Marshall St. W. Marshall St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. Private Private Lot. Customers Allamont Ave. & N. Sheppard St. W. Marshall St. W.	-5 -6											5
W. Broad St. Altamont Ave. & N. Meshalls St. & W. Broad St. Private Perivale Lot Customers 7 2 29% 10 1.31% 10 1 1 1 1 1 1 1 1	M. Brands St. Allamont Ave. & N. Sheppard St. V. Marshall St. Private Private Cevent Parking for Indihelimer Building Private Event Parking for Indihelimer Building Private Private Cevent Parking Private Private Cevent Parking Private Private List Customers 13 1 15 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		W. Marshall St.	Altamont Ave. & N. Sheppard St.	On-Street	Linployees	9	2	22%	6	67%	12	13
Altamont Ave. M. Marshall St. B. W. Broad St. Private Parking for Hofhelmer Building 2 Private Parking for Hofhelmer Building 2 Private Parking for 3 Usban Core 2 1000 N. Brepard St. 2 Private Private Lot 2 Lustomers 4 Perchlyor Garden 2 235 W. Broad St. Private Private Lot 2 Lustomers 5 Cather's Scot's Addition 2 2500 W. Broad St. N. Sheppard St. B. Boulevard N. Boulevard W. Marshall St. N. Sheppard St. B. Boulevard N. Sheppard St. N. Sheppard St. Private Private Lot Customers 5 Cather's Scot's Addition 3 N. Sheppard St. N. Sheppard St. N. Sheppard St. Private Private Lot Customers 5 Cather's Scot's Addition 7 ON 8 Cather's Scot's Addition 8 N. Sheppard St. Private Private Lot Customers 8 R. B. Bloodevard Command 1 Date Parking Private Lot Customers 1 St. Private Private Lot Customers 2 Cather's Customers 2 Cather'	Altamont Ave.			W. Marshall St. & W. Broad St.				2	20%	4	40%	10	10
2 Private Parking Lot 2509 W. Marshall St. Private Parking Lot Customen 46 5 13% 127 37% 33 13 14 17 10 10	Private Private Private Lot		Altamont Ave.	W. Marshall St. & W. Broad St.	On-Street		7	2	29%	10	143%	10	14
100.N. Sheppard St.	Description Company	-1 -2											2
6 Gather-Scott's Addition 2920 W. Broad St. Private/Private Lot Lustomers 13 1 8% 0 0% 9 W. Marshall St. N. Broad St. N. Sheppard St. & N. Sheppard St. & W. Broad St. On Street 5 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 6 120% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 1 1 0% 0 0% 0 0% 1 1 0% 0 <	Sather-Scott's Addition	-3	Urban Core	1000 N. Sheppard St.	Private/Private Lot	Mixed Use	6	0	0%	1	17%	0	C
W. Marshall St. N. Sheppard St. & R. Boulevard W. Marshall St. W. Dender St. St. N. Sheppard St. Private/Private Lot Employees 10 2 20% 1 10% 0 0 0 0 0 0 0 0 0	W. Marshall St. N. Sheppard St. & N. Boulevard N. Marshall St. & W. Bread St. On-Street S. G. ON ON ON ON ON ON ON O	-4 -5											1
W. Broad St. N. Sheppard St. N. Boulevard On-Street 6 OK O OK 12 1 1 1 1 1 1 1 1	W. Broad St. W. Marshall St. W. Marshall St. W. Broad St. Private/Private Lot Employees 10 2 20% 1 10% 0 0 0 0 0 0 0 0 0	į	W. Marshall St.	N. Sheppard St. & N. Boulevard	On-Street		8	8	100%	8	100%	10	12
N. Sheppard St. 280 W. Marshall St. 280 W. Marshall St. 270 W. Marshall St. 280 W. St. 280 W. Broad St. 280 W. Marshall St. 280 W. Marshall St. 280 W. St. 280 W. St. 280 W. Marshall St. 280 W. Marshall St. 280 W. St. 280 W. Marsha	N. Sheppard St. 2810 W. Marshall St. Private/Private Lot Employees 14 18 1296 16 1166 13 3 3 25% 3 2 2 20% 6 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%							6					12 20
2 Comcast 3004 N. Shoppard St. Private/Private Lot Employees 14 18 18 129% 16 114% 3 3 25% 3 3 - Eleven 2008 W. Broad St. Private/Private Lot Mixed Use 12 2 17% 3 25% 3 3 - Eleven 2008 W. Broad St. Private/Private Lot Mixed Use 12 2 17% 3 25% 3 3 - Eleven 2008 W. Clay St. W. Clay St. W. Marshall St. N. Sheppard St. W. Clay St. W. Marshall St. N. Sheppard St. W. Clay St. W. Marshall St. N. Sheppard St. W. Clay St. W. Marshall St. On-Street 9 2 22% 0% 0% 10 12 13 135% 11 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Commast 1004 N. Sheppard St. Private/Private Lot Employees 14 18 129% 16 114% 13 19 17-18** 18 129% 16 114% 13 19 17-18** 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 18 129% 12		N. Sheppard St.	W. Marshall St. & W. Broad St.	On-Street		7		0%	0	0%	11	15
3 P-Eleven	February Friend	-1 -2											9:
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M. Marshall St. N. Sheppard St. N. Boulevard St. N. Sheppard St. N. Clay St. & W. Atrishall St. On-Street	M. Marshall St. N. Sheppard St. W. Clay St. & W. Marshall St. On-Street 9 2 22% 0% 10 1 1 1 1 1 1 1 1												81
Fireplace Shop/Custom Sign Shop 1022 N. Boulevard Private/Private Lot Employees 25 16 64% 13 52% 11	Fireplace Shop/Custom Sign Shop 1022 N. Boulevard Private/Private Lot Employees 25 16 64% 13 52% 11 44 44 45 45 46 47 47 47 47 47 47 47		W. Marshall St.	N. Sheppard St. & N. Boulevard St.	On-Street		8	7	88%		138%	11	13
Boulevard Tire	Boulevard Tire	-1				Employees				13			11 4
4	Nontraint & Body Works 2800 W. Marshall St. Private/Private Lot Customers 11 9 8.2% 7 64% 4 3 3 30% 10 100% 20 22 22% 4 44% 10 11 11 11 12 12 12 12	2	Boulevard Tire	1010 N. Boulevard	Private/Private Lot	Employees	0	0	0%	0	0%	0	(
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W. Marshall St.	W. Marshall St.		W. Clay St.	Altamont Ave. & N. Sheppard St.	On-Street		10	13	130%	10	100%	20	20
Altamont Ave. W. Clay St. & W. Marshall St. On-Street Affordable Spa Services 2939 W. Clay St. Affordable Spa Services 2926 W. Marshall St. suite B Private/Private Lot Employees 7 2 29% 2 29% 3 3 2921 W. Clay St. 2921 W. Clay St. 2921 W. Clay St. 2915 W. Clay St. 2911 W. Clay St. 2910 W. Clay St. 3 3 31 0% 35 0% 38 3 2211 W. Clay St. 2910 W. Clay St. 2910 W. Clay St. 3 10 6 20 0% 2 0% 3 3 2910 W. Clay St. 4 2 00% 2 0% 3 3 2910 W. Clay St. 4 2 00% 2 0 0% 3 4 5 201 W. Clay St. 4 2 00% 2 0 0% 3 4 5 201 W. Clay St. 4 2 00 W. Clay St. 5 201 W. Clay St. 4 2 00 W. Clay St. 5 201 W. Clay St. 4 2 00 W. Clay St. 5 201 W. Clay St. 4 2 00 W. Clay St. 5 201 W. Clay St. 6 200 W. Clay St. 7 64% 5 6 200 W. Clay St. 7 64% 5 6 200 W. Clay St. 8 10 9 90% 14 100% 22 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Altamont Ave. W. Clay St. & W. Marshall St. On-Street 10 2 20% 8 80% 9 9 9 9 9 9 9 9 9												11 12
2 Affordable Spa Services 2926 W. Marshall St. suite B Private Private Lot Employees 7 2 2 29% 2 29% 3 3 2921 W. Clay St. 2921 W. Clay St. Private Private Lot Mixed Use 5 3 3 31 0% 35 0% 38 0% 38 2921 W. Clay St. Private Private Lot Mixed Use 5 4 2 0% 2 0% 3 2 295 W. Clay St. Private Private Lot Mixed Use 5 4 2 0% 2 0% 3 2 205 W. Clay St. Private Private Lot Ustomers 15 25 167% 10 67% 16 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	Affordable Spa Services 2921 W. Clay St. 2921 W. Clay St. 2921 W. Clay St. 2915 W. Clay St. 2915 W. Clay St. 2911 W. Clay St. Empty tot N/A Private/Private Lot Mixed Use 15 0 0% 0		Altamont Ave.	W. Clay St. & W. Marshall St.	On-Street		10	2	20%	8	80%	9	90
3 2921 W. Clay St. 2915 W. Clay St. Private/Private Lot Mixed Use 54 2 0% 2 0% 3 38 4 2915 W. Clay St. 2915 W. Clay St. Private/Private Lot Mixed Use 54 2 0% 2 0% 3 5 2911 W. Clay St. Private/Private Lot Mixed Use 54 2 0% 2 0% 3 5 2911 W. Clay St. Private/Private Lot Mixed Use 54 2 0% 2 0% 3 5 2911 W. Clay St. Private/Private Lot Customers 15 25 167% 10 67% 16 2 7 6 6 7 6 6 7 6 6 7 6 10 6 7 7 6 6 7 6 7 6 6 7 6 7 6 7 6 7 6 7	2921 W. Clay St. 2915 W. Clay St. 2915 W. Clay St. Private/Private Lot Mixed Use 54 2 0% 2 0% 3 0 0 0 0 0 0 0 0 0	2											0 43
5 2911 W. Clay St. 2911 W. Clay St. Private/Private Lot Employees 29 10 34% 13 45% 5 6 2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Customers 15 25 16% 10 67% 16 3 7 Empty Lot N/A Private/Private Lot Mixed Use 15 0 0% 0 0 0% 0<	2911 W. Clay St. 2911 W. Clay St. Private/Private Lot Employees 29 10 34% 13 45% 5 12 2501 W. Clay St. Private/Private Lot Customers 15 25 167% 10 67% 16 11 16 11 16 17 16 11 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 11 16 17 16 17 16 18 10 16 16 18 10 16 18 10 16 16 18 10 16 16 18 10 16 16 16 16 16 16 16	3	2921 W. Clay St.	2921 W. Clay St.	Private/Private Lot	Mixed Use	33	31	0%	35	0%	38	C
6 2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Customers 15 25 167% 10 67% 16 3 1	2901 W. Clay St. 2901 W. Clay St. Private/Private Lot Customers 15 25 167% 10 67% 16 18 18 19 19 19 19 19 19	-4											1
Section Sect	Grass N/A Private/Private Lot Mixed Use 11 6 55% 7 64% 5 4	_	2901 W. Clay St.	2901 W. Clay St.	Private/Private Lot	Customers	15	25	167%	10	67%	16	10
W. Leigh St.	W. Leigh St. Altamont Ave. & N. Boulevard On-Street 10 9 90% 14 140% 22 22 22 23 24 25 25 25 25 25 25 25												4
W. Clay St. Altamont Ave. W. Leigh St. &W. Clay St. On-Street 9 7 78% 6 67% 13 1 1 Private Permit Parking 2906 W. Clay St. Private/Private Lot Employees 42 30 71½ 21 50% 23 1 Private Permit Parking 2906 W. Clay St. Private/Private Lot Employees 34 6 18% 0 0% 0 3 River Clay Tation Co 1128 N. Boulevard Private/Private Lot Employees 6 1 17% 4 67% 4 Flora Max 1110 N. Boulevard Private/Private Lot Employees 16 1 17% 4 67% 4 Flora Max 1110 N. Boulevard Private/Private Lot Employees 16 18 113% 16 100% 20 18 River Clay Tation Co 1128 N. Boulevard Private/Private Lot Employees 16 18 113% 16 100% 20 18 River Clay Tation Co 1128 N. Boulevard Private/Private Lot Employees 17 18 113% 16 100% 20 18 River Clay Tation Co 1128 N. Boulevard On-Street 17 6 88% 4 57% 5 N. Boulevard St. W. Leigh St. W. Leigh St. On-Street 11 3 27% 3 27% 8 W. Leigh St. Altamont Ave. & N. Boulevard On-Street 11 3 27% 3 27% 8 River Clay Tation Construct 19 9 8 89% 18 89% 14 1 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 4 27% 7 47% 1 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 4 27% 7 47% 1 Norfolk St. & Altamont Ave. & N. Boulevard On-Street 0 0 0 0% 0 0 0% 1 Norfolk St. & W. Moore St. Altamont Ave. & N. Boulevard On-Street 8 6 75% 9 113% 8 113% 18 13 13 13 13 13 13 13 13 13 13 13 13 13	W. Clay St. Altamont Ave. & N. Boulevard On-Street 18 12 67% 18 100% 24 11	7	W. Leigh St.	Altamont Ave. & N. Boulevard	On-Street	aneu USE	10	9	90%	14	140%	22	22
Altamont Ave. W. Leigh St. & W. Clay St. On-Street 9 7 7 78% 6 6 67% 13 : 19 19 19 19 19 19 19 19 19 19 19 19 19	Altamont Ave. W. Leigh St. & W. Clay St. On-Street 9 9 7 78% 6 6 67% 13 12 Private Permit Parking 2906 W. Clay St. Private/Private Lot Employees 42 30 71% 21 50% 23 5 8 Private Permit Parking 2947 W. Leigh St. Private/Private Lot Employees 34 6 18% 0 0% 0 0% 0 0% 1 0 0 0 0 0 0 0 0 0 0 0	-7 -8	N. Roulevard St										5: 13
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3 River City Tattoo Co 1128 N. Boulevard Private/Private Lot Employees 6 1 17% 4 67% 4 4 Flora Max 1110 N. Boulevard Private/Private Lot Employees 16 18 113% 16 100% 20 2 5 RVA Tailors 2900 W. Clay Private/Private Lot Employees 15 0 0% 3 21% 18 18 13 14 18 3 21% 18 1 1 3 27% 8 8 89% 8	River City Tattoo Co	-7 -8	W. Clay St. Altamont Ave.	2005111 01 0:						21		23	5
4 Flora Max 1110 N. Boulevard Private / Private / Private / Employees 16 18 113% 16 100% 20 18 RVA Tailors 2900 W. Clay Private Lot Employees 15 0 0 0% 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0 0% 0 0 0% 0 0 0% 0	Flora Max	-7 -8	W. Clay St. Altamont Ave. Private Permit Parking		use, r iivate LOI								6
W. Moore St. Altamont Ave. & N. Boulevard On-Street 7 6 86% 4 57% 5 N. Boulevard St. W. Leigh St. On-Street 11 3 27% 3 27% 8 W. Leigh St. Altamont Ave. & N. Boulevard On-Street 14 5 36% 3 21% 18 3 Altamont Ave. W. Moore St. & W. Leigh St. On-Street 9 8 89% 8 89% 14 3 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 4 27% 7 47% 1 Norfolk St. Altamont Ave. W. Moore St. On-Street 0 0 0 0% 0 0% 1 Norfolk St. W. Moore St. On-Street 3 0 0 0% 3 100% 4 1 N. Boulevard Norfolk St. & W. Moore St. On-Street 8 6 75% 9 113% 8 1 Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 6 75% 9 113% 13 1	W. Moore St. Altamont Ave. & N. Boulevard On-Street 7 6 86% 4 57% 5 7 N. Boulevard St. W. Moore St. & W. Leigh St. On-Street 11 3 27% 3 27% 8 7 4 3 27% 8 7 7 4 3 21% 18 11 3 27% 3 27% 8 7 7 4 3 27% 3 27% 8 7 7 4 3 27% 3 27% 8 7 7 4 3 27% 3 27% 3 27% 3 27% 3 27% 3 27% 3 27% 3 27% 3 27% 4 4 1 1 1 4 27% 7 47% 1 1 4 27% 7 47% 1 1 4 27% 7 47% 1 1 4 27%	-7 -8 -1 -2	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River City Tattoo Co	2947 W. Leigh St. 1128 N. Boulevard		Employees		1		-	0,70	-	-
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Altamont Ave. W. Moore St. & W. Leigh St. On-Street 9 8 89% 8 89% 14 12 Discount Medical Supply 1220 N. Boulevard Private/Private Lot Customers 15 4 27% 7 47% 1 Norfolk St. Altamont Ave. & N. Boulevard On-Street 0 0 0% 0 0% 1 N. Boulevard Norfolk St. & W. Moore St. On-Street 3 0 0% 3 100% 4 2 W. Moore St. Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 6 75% 9 113% 8 13 Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 9 113% 9 113% 13 13	Altamont Ave. W. Moore St. &W. Leigh St. On-Street 9 8 8 89% 8 89% 14 12	-7 -8 -1 -2 -3 -4 -5	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River Clay Tattoo Co Flora Max RVA Tailors W. Moore St.	2947 W. Leigh St. 1128 N. Boulevard 1110 N. Boulevard 2900 W. Clay Altamont Ave. & N. Boulevard	Private/Private Lot Private/Private Lot On-Street	Employees	16 15	18 0	113% 0%	16 0	100% 0%	20 0 5	12
Norfolk St. Altamont Ave. & N. Boulevard On-Street 0 0 0% 0 0% 1 N. Boulevard Norfolk St. & W. Moore St. On-Street 3 0 0% 3 100% 4 : W. Moore St. Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 6 75% 9 113% 8 Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 9 113% 9 113% 13 :	Norfolk St. Altamont Ave. & N. Boulevard On-Street 0 0 0 0% 0 0 0% 1 0 0	-7 -8 -1 -2 -3 -4 -5	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River City Tattoo Co Flora Max RVA Tailors W. Moore St. N. Boulevard St.	2947 W. Leigh St. 1128 N. Boulevard 1110 N. Boulevard 2900 W. Clay Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	Private/Private Lot Private/Private Lot On-Street On-Street	Employees	16 15 7 11	18 0 6 3	113% 0% 86% 27%	16 0 4 3	100% 0% 57% 27%	20 0 5 8	12 (7 7.
N. Boulevard Norfolk St. & W. Moore St. On-Street 3 0 0% 3 100% 4 : W. Moore St. Altamont Ave. & N. Boulevard On-Street 8 6 75% 9 113% 8 Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 9 113% 9 113% 13 3	N. Boulevard Norfolk St. & W. Moore St. On-Street 3 0 0% 3 100% 4 12 W. Moore St. Altamont Ave. & N. Boulevard On-Street 8 6 75% 9 113% 8 11 Altamont Ave. Norfolk St. & W. Moore St. On-Street 8 9 113% 9 113% 13 11 The Altamont Permit Parking 1649 Altamont Ave. Private/Private Lot Residential 33 20 61% 14 42% 13 18 Boulevard Home 1320 N. Boulevard Private/Private Lot Mixed Use 24 10 42% 29 121% 30 12	-7 -8 -1 -2 -3 -4 -5	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River City Tattoo Co Flora Max RVA Tailors W. Moore St. N. Boulevard St. W. Leigh St. Altamont Ave.	2947 W. Leigh St. 1128 N. Boulevard 1110 N. Boulevard 2900 W. Clay Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street	Employees	16 15 7 11 14	18 0 6 3 5	113% 0% 86% 27% 36%	16 0 4 3 3	100% 0% 57% 27% 21%	20 0 5 8 18	12 (7. 7. 12
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	The Altamont Permit Parking 1649 Altamont Ave. Private/Private Lot Residential 33 20 61% 14 42% 13 3 Boulevard Home 1320 N. Boulevard Private/Private Lot Mixed Use 24 10 42% 29 121% 30 12	-7 -8 -1 -2 -3 -4 -5	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River City Tattoo Co Flora Max RVA Tailors W. Moore St. N. Boulevard St. W. Leigh St. Altamont Ave. Discount Medical Supply Nn. Roore St. N. Boulevard	2947 W. Leigh St. 1128 N. Boulevard 1110 N. Boulevard 2900 W. Clay Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. 1220 N. Boulevard Altamont Ave. & N. Boulevard N. Moore St. & W. Leigh St.	Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	Employees Employees	16 15 7 11 14 9 15 0	18 0 6 3 5 8 4 0	113% 0% 86% 27% 36% 89% 27% 0%	16 0 4 3 3 8 7 0 3	100% 0% 57% 27% 21% 89% 47% 0% 100%	20 0 5 8 18 14 1 1	12 (7 7 7 12 15 7
	Boulevard Home 1320 N. Boulevard Private/Private Lot Mixed Use 24 10 42% 29 121% 30 12	-7 -8 -1 -2 -3 -4 -5	W. Clay St. Altamont Ave. Private Permit Parking Private Permit Parking River City Tattoo Co Flora Max RVA Tailors W. Moore St. N. Boulevard St. W. Leigh St. Altamont Ave. Discount Medical Supply Norfolk St. N. Boulevard W. Moore St.	2947 W. Leigh St. 1128 N. Boulevard 1110 N. Boulevard 2900 W. Clay Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St. 1220 N. Boulevard Altamont Ave. & N. Boulevard Norfolk St. & W. Moore St. Altamont Ave. & N. Boulevard	Private/Private Lot Private/Private Lot On-Street	Employees Employees	16 15 7 11 14 9 15 0 3 8	18 0 6 3 5 8 4 0 0 6	113% 0% 86% 27% 36% 89% 27% 0% 0% 75%	16 0 4 3 3 8 7 0 3 9	100% 0% 57% 27% 21% 89% 47% 0% 100% 113%	20 0 5 8 18 14 1 1 4 8	122 00 71 73 12 15 7 0 13 10









Exhibit C-8: Scott's Addition Weekend On-Street Occupancy

II	oit	C-8: Sc	cott's Additio				On	-Stre	et Occup				
	Block #	Street	Cross Street	Effective Supply	Weekend Count	8AM-10AM Utilization	Count	d 11AM-2PM Utilization	Count	1 5PM-7PM Utilization			
	1 1 2	Roseneath Rd. Carlton St. Carlton St.	Roseneath Rd. Carlton St. Belleville St. & Roseneath Rd.	3 22 8	0 24 6	0% 109% 75%	0 18 5	0% 82% 63%	0 5 0	0% 23% 0%			
	2 2	Roseneath Rd. Norfolk St.	Carlton St. & Norfolk St. Belleville St. & Roseneath Rd.	10 6	1 4	10% 67%	1 4	10% 67%	5	50% 100%			
	2 3	Belleville St. Carlton St.	Carlton St. & Norfolk St. Carlton St.	7 0	3 0	43% 0%	4 0	57% 0%	3 0	43% 0%			
	4	Belleville St. Norfolk St.	Carlton St. & W. Clay St. Roseneath Rd. & Belleville St.	20 5	14 4	70% 80%	9	45% 60%	6	70% 120%			
	4 4 4	Roseneath Rd. W. Moore St. Belleville St.	Norfolk St. & W. Moore St. Roseneath Rd. & Belleville St. Norfolk St. & W. Moore St.	8 10 0	3 20 1	38% 200% 100%	7 18 1	88% 180% 100%	13 21 2	163% 210% 200%			
	5	W. Moore St. Roseneath Rd.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St.	2 9	3	150% 0%	0 5	0% 56%	4	200% 122%			
	5	W. Leigh St. Belleville St.	Roseneath Rd. & Belleville St. W. Moore St. & W. Leigh St.	13 7	4	0% 57%	3	0% 43%	3	0% 43%			
	6 6	W. Leigh St. Roseneath Rd. W. Clay St.	Belleville St. & Roseneath Rd. W. Leigh St. & W. Clay St. Belleville St. & Roseneath Rd.	13 3 0	0 2 1	0% 67% 100%	0	0% 0% 100%	15 4 0	115% 133% 0%			
	6	Belleville St. W. Clay St.	W. Leigh St. & W. Clay St. Roseneath Rd. & Beltline Expy	6	0	0% 44%	2	33% 56%	0	0% 81%			
	7 7	Roseneath Rd. W. Broad St.	W. Clay St. & W. Broad St. Roseneath Rd. & Beltline Expy	9 7	11 0	122% 0%	11 0	122% 0%	14 1	156% 14%			
	7 8	Beltline Expy W. Marshall St.	W. Clay St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd.	8	1	0% 13%	2	0% 25%	0	50%			
	8 8 8	Mactavish Ave. W. Broad St.	W. Marshall St. & W. Broad St. W. Mactavish Ave. & Roseneath Rd. W. Marshall St. & W. Broad St.	9 8 8	4 1 4	44% 13% 50%	4 0 6	44% 0% 75%	7 0 11	78% 0% 138%			
	9	Roseneath Rd. W. Clay St. Mactavish Ave.	Roseneath Rd. & Mactavish Ave. W. Clay St. & W. Marshall St.	9	2 5	22% 56%	1 4	11% 44%	10	111% 100%			
	9	W. Marshall St. Roseneath Rd.	Roseneath Rd. & Mactavish Ave. W. Clay St. & W. Marshall St.	9	6	67% 88%	7 2	78% 25%	13 9	144% 113%			
	10 10	W. Leigh Ave. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	7 9	1 5	14% 56%	1 5	14% 56%	10 12	143% 133%			
	10	W. Clay St. Roseneath Rd.	Mactavish Ave. & Roseneath Rd. W. Leigh Ave. & W. Clay St.	6	0	11% 0%	7	78% 33%	13 8	144% 133%			
	11 11	W. Moore St. Mactavish Ave.	Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave.	10 7 9	2 1 0	20% 14%	1 1 0	10%	10 12 12	100% 171%			
	11 11 12	W. Leigh Ave. Roseneath Rd. Norfolk St.	Mactavish Ave. & Roseneath Rd. W. Moore St. & W. Leigh Ave. Mactavish Ave. & Roseneath Rd.	9	1 2	0% 11% 22%	4	0% 44% 11%	12 11 8	133% 122% 89%			
	12	Mactavish Ave. W. Moore St.	Norfolk St. & W. Moore St. Mactavish Ave. & Roseneath Rd.	8 7	2	25% 86%	0	0% 114%	8 12	100% 171%			
	12 13	Roseneath Rd. Rockbridge St.	Norfolk St. & W. Moore St. Roseneath Rd. & Mactavish Ave.	11 0	5	45% 0%	4	36% 200%	9	82% 0%			
	13 13	Mactavish Ave. Norfolk St.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave.	3 7	1	33% 14%	2	67% 29%	4 7	133% 100%			
	13	Roseneath Rd. Patton Ave.	Rockbridge St. & Norfolk St. Roseneath Rd. & Mactavish Ave.	5	0	0%	0	0%	9	180% 0%			
	14 14 14	Mactavish Ave. Rockbridge St. Roseneath Rd.	Patton Ave. & Rockbridge St. Roseneath Rd. & Mactavish Ave. Patton Ave. & Rockbridge St.	6 7 13	1 2 3	17% 29% 23%	0 3 2	0% 43% 15%	1 3 3	17% 43% 23%			
	14 15 15	Roseneath Rd. Patton Ave. Highpoint Ave.	Patton Ave. & Rockbridge St. Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	0 0	2	23% 0% 200%	0	15% 0% 0%	8	23% 0% 800%			
	15 15	Rockbridge St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Patton Ave. & Rockbridge St.	11 14	0	0%	6	55% 7%	16 3	145% 21%			
	16 16	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	11 9	3 0	27% 0%	5 0	45% 0%	14 0	127% 0%			
	16 16	Norfolk St. Mactavish Ave.	Highpoint Ave. & Mactavish Ave. Rockbridge St. & Norfolk St.	11 9	5 5	45% 56%	11 8	100% 89%	13 5	118% 56%			
	17	Norfolk St. Highpoint Ave.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St.	6 9	0	0% 0%	3	0% 33%	9	150% 100%			
	17 17 18	W. Moore St. Mactavish Ave. W. Moore St.	Highpoint Ave. & Mactavish Ave. Norfolk St. & W. Moore St. Mactavish Ave. & W. Moore St.	0 11 7	3 3 4	300% 27% 57%	6 0 4	600% 0% 57%	8 8 7	800% 73% 100%			
	18 18	Highpoint Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Mactavish Ave. & W. Leigh St. Mactavish Ave. & W. Moore St.	7 10	2 7	29% 70%	10 9	143% 90%	10 15	143% 150%			
		Mactavish Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Mactavish Ave. & Highpoint Ave.	10	10 12	100% 133%	5	50% 89%	16 13	160% 144%			
	19 19	Highpoint Ave. W. Clay St.	W. Leigh St. & W. Clay St. Mactavish Ave. & Highpoint Ave.	9 12	9 12	100% 100%	8 14	89% 117%	14 15	156% 125%			
	19 20	Mactavish Ave. W. Clay St.	W. Leigh St. & W. Clay St. Mactavish Ave. & W. Highpoint Ave.	8 9	9 11	113% 122%	7 9	88% 100%	12 14	150% 156%			
	20	Highpoint Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Mactavish Ave. & Highpoint Ave.	10 9	0	40%	0	50% 0%	9	90% 89%			
	20 21 21	Mactavish Ave. W. Marshall St.	W. Clay St. & W. Marshall St. Highpoint Ave. & Mactavish Ave.	3	0	22% 0%	0 4	11% 0%	13 6	144% 200%			
	21 21 21	Highpoint Ave. W. Broad St. Mactavish Ave.	W. Marshall St. & W. Broad St. Highpoint Ave. & Mactavish Ave. W. Marshall St. & W. Broad St.	9 0 7	5 1 3	56% 100% 43%	0	44% 0% 57%	10 2 6	111% 200% 86%			
	22	W. Marshall St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	0	4 2	400% 22%	6	600% 100%	13 11	1300% 122%			
	22	W. Broad St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Marshall St. & W. Broad St.	3 7	0	0% 57%	0	0% 57%	1 8	33% 114%			
	23 23	W. Clay St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St.	6 8	3 4	50% 50%	9 11	150% 138%	12 13	200% 163%			
		W. Marshall St. Highpoint Ave.	Highpoint Ave. & Summit Ave. W. Clay St. & W. Broad St.	8 10	4 6	50% 60%	7 10	88% 100%	12 13	150% 130%			
	24 24 24	W. Leigh St. Summit Ave.	Highpoint Ave. & Summit Ave. W. Leigh St. & W. Clay St.	6	6 1 3	75% 17% 50%	4 2 6	50% 33% 100%	10 10 12	125% 167% 200%			
	24 24 25	W. Clay St. Highpoint Ave. W. Moore	Highpoint Ave. & Summit Ave. W. Leigh St. & W. Clay St. Highpoint Ave. & Summit Ave.	6 6 8	8	133% 63%	4	67% 125%	12 12 11	200%			
	25 25	Summit Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave.	10	7	70% 175%	9	90%	12	120% 350%			
	25 26	Highpoint Ave. Norfolk St.	W. Moore St. & W. Leigh St. Highpoint Ave. & Summit Ave.	9	5	56% 63%	7	78% 75%	9	100% 138%			
	26 26	Summit Ave. W. Moore St.	Norfolk St. & W. Moore St. Highpoint Ave. & Summit Ave.	8 7	6 5	75% 71%	7	88% 100%	10 11	125% 157%			
		Highpoint Ave. Rockbridge St.	Norfolk St. & W. Moore St. Highpoint Ave. & Summit Ave.	9	7	11% 50%	12 8	133% 57%	11 11	122% 79%			
	27 27 27	Summit Ave. Norfolk St.	Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave.	8 14 21	7 10 3	88% 71% 14%	10 17 6	125% 121% 29%	10 16 18	125% 114% 86%			
	28 28	Highpoint Ave. Patton Ave. Summit Ave.	Rockbridge St. & Norfolk St. Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	14 11	3	0% 27%	6	0% 55%	11	0% 100%			
	28 28	Rockbridge St. Highpoint Ave.	Highpoint Ave. & Summit Ave. Patton Ave. & Rockbridge St.	12	7 2	58% 50%	6	50% 125%	11 7	92% 175%			
	29 29	Patton Ave. Altamont Ave.	Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.	2	5	0% 42%		0% 0%	17	0% 142%			
	29 29	Norfolk St. Summit Ave.	Summit Ave. & Altamont Ave. Patton Ave. & Norfolk St.	8 27	14 18	175% 67%	16 36	200% 133%	17 36	213% 133%			
	30 30	Patton Ave. N. Boulevard	Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St.	10 0	0	0% 0%	0	0% 0%	3	0% 300%			
	30 30 31	Norfolk St. Altamont Ave. Norfolk St.	Altamont Ave. & N. Boulevard Patton Ave. & Norfolk St. Summit Ave. & Altamont Ave.	6 9 11	4 11 13	67% 122% 118%	6 15 17	100% 167% 155%	6 21 18	100% 233% 164%			
	31 31 31	Altamont Ave. W. Moore St.	Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave. Summit Ave. & Altamont Ave.	11 10 10	13 12 14	118% 120% 140%	17 13 13	155% 130% 130%	18 14 15	164% 140% 150%			
	31 31 32	Summit Ave. W. Moore St.	Norfolk St. & W. Moore St. Summit Ave. & Altamont Ave.	9	10 14	111% 108%	14 12	156% 92%	15 15	167% 115%			
	32 32	Altamont Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Summit Ave. & Altamont Ave.	7 13	4 10	57% 77%	6 8	86% 62%	10 16	143% 123%			
	32 33	Summit Ave. W. Leigh St.	W. Moore St. & W. Leigh St. Summit Ave. & Altamont Ave.	9	9 5	100% 56%	7 2	78% 22%	13 12	144% 133%			
	33 33	Altamont Ave. W. Clay St. Summit Ave	W. Leigh St. & W. Clay St. Summit Ave. & Altamont Ave. W. Leigh St. & W. Clay St.	8 9 9	3	50% 33%	4 4 8	50% 44% 89%	11 12 13	138% 133%			
ļ	33 34 34	Summit Ave. W. Clay St. Altamont Ave.	W. Leigh St. & W. Clay St. Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.	9 9 8	5 2	33% 56% 25%	7 7	89% 78% 88%	13	144% 0% 163%			
	34 34 34	W. Marshall St. Summit Ave.	Summit Ave. & Altamont Ave. W. Clay St. & W. Marshall St.	8 9	3	38% 67%	8 11	100% 122%	11 12	138% 133%			
	35 35	W. Marshall St. Altamont Ave.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St.	11 6	3	27% 50%	12 2	109% 33%	14	127% 133%			
ļ	35 35	Summit Ave. W. Broad St.	W. Broad St. & Altamont Ave. W. Marshall St. & W. Leigh St.	0 7	1	100% 0%	7	700% 0%	9	900%			
	36 36 36	W. Marshall St. N. Sheppard St. W. Broad St.	Altamont Ave. & N. Sheppard St. W. Marshall St. & W. Broad St. Altamont Ave. & N. Sheppard St.	9 10 0	2 2 2	22% 20% 200%	6 4 0	67% 40% 0%	12 10 0	133% 100% 0%			
ļ	36 36 37	W. Broad St. Altamont Ave. W. Marshall St.	Altamont Ave. & N. Sheppard St. W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard	0 7 8	2 2 8	200% 29% 100%	0 10 8	0% 143% 100%	0 10 10	0% 143% 125%			
	37	N. Boulevard W. Broad St.	W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard	5 6	6	120% 0%	6 0	120% 0%	6 12	120% 200%			
	37	N. Sheppard St. W. Clay St.	W. Marshall St. & W. Broad St. N. Sheppard St. & N. Boulevard St.	7 2	0	0% 0%	0	0% 0%	11 0	157% 0%			
ļ	38 38	N. Boulevard St. W. Marshall St.	W. Clay St. & W. Marshall St. N. Sheppard St. & N. Boulevard St.	7 8	2 7	29% 88%	6 11	86% 138%	6 11	86% 138%			
	39	N. Sheppard St. W. Clay St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Sheppard St.	9	13	22% 130%	10	100%	10 20	111% 200%			
	39 39	N. Sheppard St. W. Marshall St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Sheppard St.	9 14	3	22%	12	44% 86%	10 17	111% 121%			
ļ	39 40 40	W. Leigh St. N. Boulevard St.	W. Clay St. & W. Marshall St. Altamont Ave. & N. Boulevard W. Leigh St. & W. Clay St.	10 10 19	9 2	90% 11%	8 14 5	80% 140% 26%	9 22 10	90% 220% 53%			
	40 40 40	W. Clay St. Altamont Ave.	W. Leigh St. & W. Clay St. Altamont Ave. & N. Boulevard W. Leigh St. & W. Clay St.	19 18 9	12 7	11% 67% 78%	5 18 6	26% 100% 67%	10 24 13	53% 133% 144%			
,	41	W. Moore St.	Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	7	6	86% 27%	4 3	57% 27%	5 8	71% 73%			
	41	N. Boulevard St.											
	41 41	W. Leigh St. Altamont Ave.	Altamont Ave. & N. Boulevard W. Moore St. & W. Leigh St.	14 9	5 8	36% 89%	3 8	21% 89%	18 14	129% 156%			
	41 41 42 42	W. Leigh St.	Altamont Ave. & N. Boulevard										









Exhibit C-9: Scott's Addition Weekend Off-Street Occupancy

Di- ···			Addition Weekend Con	bined	Effective	Weekend	8AM-10AM Utilization	Weeken	11AM-2PM Utilization			
Block #	Name/Description Riverside Brick & Supply Co. Christie's	Cross Streets/Addresses 1900 Roseneath Rd. 3420 Norfolk St.	Type Private/Private Lot Private/Private Lot	Sub-Type Employees Mixed Use	Supply 5 7	0 0	Utilization 0% 0%	0 0	Utilization 0% 0%	0 0	Utilization 0% 0%	
2	Dori Foods Clark & Son	3410 Norfolk St. 1700 Roseneath Rd.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Employees	40 14	13 0	33% 0%	10 0	25% 0%	11 0	28% 0%	
2 2 2	Pressure Works Franklin Leasing	1700 Roseneath Rd. 1704 Roseneath Rd. 1706 Roseneath Rd.	Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use Employees	14 14 14	3 2	21% 14%	2	14% 7%	1 1	7% 7%	
2	Daniel & Company American Welding	1800 Roseneath Rd. 1806 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Employees	13 15	3	23%	4	31% 0%	4	31% 7%	
2	Century Supply co The Weight Room	3409 Carlton St. 3413 Carlton St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	15 6	1	7% 50%	5	33% 33%	0	0% 100%	
3	1798-1738 Belleville St. Cosby's	1798-1738 Belleville St. 1704 Belleville St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	37 5	24 3	65% 60%	34 3	92% 60%	17 3	46% 60%	
3	Scott's Edge The Prop Shop Party Rentals	1652 Belleville St. 1512 Belleville St.	Private/Private Lot Private/Private Lot	Residential Mixed Use	99 14	41 0	41%	29	29%	29 0	29%	
3	Golden Squeegee 1402 Belleville St.	1508 Belleville St. 1402 Belleville St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 20	5	36%	7	50%	2 2	14%	
4	Scott's Edge Apartments Scott's Edge Apartments	3408 W. Moore St. 3408 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	5 7	4	80%	5	100% 29%	5	100% 29%	
4	Scott's Edge 1600 Roseneath Road	3410 W. Moore St. 1600 Roseneath Road	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	4 48	5 17	125% 35%	5 12	125% 25%	5 17	125% 35%	
4	Southern Refrigeration ODM	3406 W. Moore St. 1509 Belleville St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	3	0 2	0% 29%	1	33% 14%	0 2	0% 29%	
5	Crossfit HMA	1509 Belleville St. 3435 W. Leigh St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	3 25	2	67% 0%	2	67%	0 2	0% 8%	
6	HOHMan DESign South Lot	3409 W. Leigh St.	Private/Private Lot	Mixed Use	22	8	36%	8	36%	8	36%	
7	North Lot	3600 W. Broad St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential	34 185	5 168	15% 91%	5 171	15% 92%	3 156	9% 84%	
	The Preserve at Scott's Addition Apartments at	1310 Roseneath Rd. 3600 W. Broad St. 3600 W. Broad St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential	218 123	52 32	24% 26%	40 70	18% 57%	48 22	22% 18%	
8	Apartments at Fidelity Capital Mortgage	1207 Roseneath Rd. #203	Private/Private Lot	Residential Mixed Use	36 24	7	19% 4%	3	14%	6	11% 25%	
8	Broad Street Veterinary Hospital Maaco Collision	3320 W. Broad St. 3318 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	5 30	1 33	20% 110%	28	20% 93%	24	0% 80%	
8	Don't Look Back Hype Counseling	3306 W. Broad St. 3309 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	30 5	1	3% 20%	0	0% 20%	0	0%	
	Interlink Supply Parking Lot	3300 W. Broad St. N/A	Private/Private Lot Private/Private Lot	Employees Employees	23 4	3 1	13% 25%	0	0% 25%	0	0% 0%	
	Richmond European The Veil Brewing Co.	1311 Roseneath Rd. 1301 Roseneath Rd.	Private/Private Lot Private/Private Lot	Mixed Use Customers	22 26	34 0	155% 0%	34 1	155% 4%	35 0	159% 0%	
9	Patton's Inc. Riverside Pace	1304 Mactavish Ave. 1300 Mactavish Ave.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	11 25	0 1	0% 4%	0	0% 12%	0	0% 12%	
10 10	Club Infuzion Club Infuzion	1401 Roseneath Rd. 3309 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Customers	5 43	0 1	0% 2%	0 8	0% 19%	2 33	40% 77%	
	MBM 3301 W. Leigh St.	3305 W. Leigh St. 3301 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	6 5	4 1	67% 20%	5 1	83% 20%	7 1	117% 20%	
10 10	Summit Fitness/Studio 23 Virginia School For Nurse Aides	3308 W. Clay St. 3310 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 18	0 4	0% 22%	10 4	71% 22%	6 5	43% 28%	
	Studio 23 The Fahrenheit Group	Mactavish Ave. 1500 Mactavish Ave.	Private/Private Lot Private/Private Lot	Mixed Use Employees	6 20	1	17% 20%	1	17% 5%	1	17% 20%	
	Paper Moon Gentleman's Club PowerTec Inc.	3300 Norfolk Street 1708 Mactavish Ave.	Private/Private Lot Private/Private Lot	Customers Employees	54 4	1 6	2% 150%	1 6	2% 150%	8 4	15% 100%	
	Ram Tool Construction Supply K & M Tire	1901 Roseneath Rd. 1805 Roseneath Rd.	Private/Private Lot Private/Private Lot	Employees Mixed Use	11 12	11 1	100%	13	118% 25%	10	91% 8%	
14	Wolseley Industrial Group	1801 Roseneath Rd. 1800 Mactavish Ave.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees	12 22 7	0 0	8% 0% 0%	0	25% 0% 0%	0 0	8% 0% 0%	
	Wolseley Industrial Group Signs Unlimited TideWater Air Filter	1808 Mactavish Ave.	Private/Private Lot	Employees Employees	14	2	14%	2	14%	3	21%	
14 15 16	TideWater Air Filter Impact Makers/37th Parallel Properties Maceley Architects	1812 Mactavish Ave. #B 3200 Rockbridge St. 3200 Norfolk St.	Private/Private Lot Private/Private Lot	Employees Employees	56 45	31	0% 55%	12	0% 21%	0 26	0% 46%	
17	Moseley Architects 3299-3201 W. Moore St.	3299-3201 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	45 222	11	0% 5%	19	9%	56	0% 25%	
17 17	Exquisite Rentals LLC Roy's Electric Motor Services	3200 Norfolk St. 3201 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 18	0	0% 0%	0	0% 0%	0	0% 0%	
18	Osprey Lofts Permit Parking Ardent Craft Ales	3209 W. Moore St., Richmond, Virgini 3210 W. Moore St., Richmond, Virgini	Private/Private Lot	Residential Employees	10 8	6 4	60% 50%	6 2	60% 25%	10 3	100% 38%	
18	Etec Fire Protection LLC ZZQ	3205 W. Moore St. 3201 W. Moore St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	8 10	0	0% 0%	3 9	38% 90%	1 6	13% 60%	
18 18	Ardent Craft Ales Osprey Lofts Permit Parking	3200 W. Leigh St. 3210 W. Leigh St.	Private/Private Lot Private/Private Lot	Customers Residential	23 20	1 9	4% 45%	5 8	22% 40%	14 10	61% 50%	
19	Courtyard Lofts at Scott's Addition Party Perfect Event & Party Rentals	3200 W. Clay St. 3210 W. Marshall St.	Private/Private Garage		0 14	0	0% 129%	6 19	600% 136%	0 19	0% 136%	
	Riverside Pace Colliers International Parking Garage	1398 Highpoint Ave. 1248 Mactavish Ave.	Private/Private Lot Private/Private Structu	Employees	40	1 0	3%	4	10%	2	5%	
22	M&T Bank	3124 W. Broad St.	Private/Private Lot	Mixed Use	21	3	14%	5	24%	0	0%	
22	The Yoga Dojo Classic Tattoo	1219 Highpoint Ave. 3121 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Customers	3 11	0	0%	0	0% 36%	3	33% 27%	
22	The Batte Building West The Batte Building	3110 W. Marshall St. 3111 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	14 27	0 7	0% 26%	1 5	7% 19%	0 3	0% 11%	
22	DLH Solutions Virginia ABC	3105 W. Marshall St. 3100-A W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	23 20	7 0	30% 0%	22 3	96% 15%	24 10	104% 50%	
23	Global Institute of Technology (GIT) Services SHOCKOE.COM	1311 Highpoint Ave. 3122 W. Marshall St. #200	Private/Private Lot Private/Private Lot	Employees Employees	8 11	0	25% 0%	3 0	38% 0%	0	0% 0%	
23 23	L B Beauty Academy NeW. Directions Community Outreach Services	3114 W. Marshall #A 3117 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	16 31	0 7	0% 23%	0 6	0% 19%	0 6	0% 19%	
	OAR of Richmond Blue Dog Properties	3111 W. Clay St. 3110 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Employees	6 9	0	0% 33%	2	33% 33%	1 4	17% 44%	
	TideWater Physical Therapy Blue Bee Cider	1301 Summit Ave. 1320 Summit Ave.	Private/Private Lot Private/Private Lot	Mixed Use Customers	5 8	0 1	0% 13%	0	0% 0%	1 0	20% 0%	
	180 Barber School Aireco Supply/American Postal Workers	3122 W. Clay St. 3100 W. Clay St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	5 29	3 8	60% 28%	4 5	80% 17%	5 13	100% 45%	
	3105 W. Leigh St. Dempsey & Company	3105 W. Leigh St. 3121 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	7 18	0 2	0% 11%	0	0% 17%	0 21	0% 117%	
25	Paisley & Jade Smohk	3119 W. Moore St. 3112 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees	6	2	33%	1 3	17% 38%	2 7	33% 88%	
	Nicholson Sprinkler Corp Lowman Electrical Contractor	3112 W. Leigh St. 3104 W. Leigh St. 3101 W. Moore St.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Employees	8 3 11	1 2	63% 33%	1	38% 33% 27%	1 3	33% 27%	
25	TUrn Cardio Jam Studio	3105 W. Moore St.	Private/Private Lot	Employees Mixed Use	11 5	1	18% 20%	3 1	20%	0	0%	
26	Smohk auxiliary lot Richmond Sign. & DeSign. Services	3112 W. Leigh St. 3111 Norfolk St.	Private/Private Lot Private/Private Lot	Mixed Use Employees	25	8	25% 32%	6	38% 24%	9	25% 36%	
27	H.J Holtz & Son Ambience Lofts	3101 W. Moore St. 3198 Rockbridge St.	Private/Private Lot Private/Private Garage		13	7	54% 0%	6	46% 0%	9	69% 0%	
27 28	Ambience Lofts Parking McKinnon and Harris	3031 Norfolk St. 1806 Summit Ave.	Private/Private Lot Private/Private Lot	Residential Employees	16 15	16 0	100%	12	75% 7%	15 0	94% 0%	
29 29	The Lofts at 1723 Automatic Leasing Service	1726 Altamont Ave. #2 1737 Summit Ave.	Private/Private Lot Private/Private Lot	Residential Employees	9 14	1 12	11% 86%	3 11	33% 79%	2 11	22% 79%	
29	Commercial Parking Richard's Restaurant and Gentlemen's Club	1724 Altamont Ave. 1732 Altamont Ave. #2	Private/Private Lot Private/Private Lot	Mixed Use Customers	74 22	19 1	26% 5%	18 1	24% 5%	14 12	19% 55%	
	Gelati Celesti Ice Cream Mincz Tire	1400 N. Boulevard 1725 Altamont Ave.	Private/Private Lot Private/Private Lot	Customers Customers	16 15	14 3	88% 20%	30 11	188% 73%	27 9	169% 60%	
31	1601 Altamont Ave. Bearing Masonry	1601 Altamont Ave. 3000 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	6	5	83% 22%	1 2	17% 22%	3	50% 22%	
32	A1 Security Manufacturing Professional Mortgage Corp	3001 W. Moore St. 3018 W. Clay St.	Private/Private Lot Private/Private Lot	Employees Employees	10 42	0 7	0% 17%	5	50% 21%	5	50% 36%	
33 34	True Timber HESCO	3008 W. Clay St. 3014 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Employees	12	5	42%	5	42%	6	50% 100%	
34	Richmond Triangle Players Khem Precision Machining	1300 Altamont Ave. 3007 W. Clay St. Suite D	Private/Private Lot Private/Private Lot	Customers Employees	5	3	60% 25%	2 2	40% 50%	2 2	40% 50%	
35	SunTrust ATM	3022 W. Broad St.	Private/Private Lot Private/Private Lot Private/Private Lot	Customers	5	5	100%	2	40%	5	100%	
35	3023 W. Marshall St. Worse for Wear	3023 W. Marshall St. 3012 W. Broad St.	Private/Private Lot	Mixed Use	25 26	3	4% 12%	2	12% 8%	11 5	44% 19%	
35	Merchant's Tire & Auto Centers The Frontier Project Private Event Parking for Hofboimer Building	3000 W. Broad St. 3005 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers	12 23	14	117% 4%	0	83% 0%	7	58% 4%	
36	Private Event Parking for Hofheimer Building Private Parking Lot	2935 W. Marshall St. 2909 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers	68 46	5	1% 11%	0 17	0% 37%	1 13	1% 28%	
36 36	Urban Core Perch/Joy Garden	1000 N. Sheppard St. 2918 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	6 18	0 2	0% 11%	5	17% 28%	2	0% 11%	
	Gather - Scott's Addition 2810 W. Marshall St.	2920 W. Broad St. 2810 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Employees	13 10	2	8% 20%	0	0% 10%	9	69% 0%	
	Comcast 7-Eleven	1004 N. Sheppard St. 2808 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use	14 12	18 2	129% 17%	16 3	114% 25%	13 3	93% 25%	
38	Fireplace Shop/Custom Sign Shop Boulevard Tire	1022 N. Boulevard 1010 N. Boulevard	Private/Private Lot Private/Private Lot	Employees Employees	25 0	16 0	64% 0%	13 0	52% 0%	11 0	44% 0%	
38	Puritan Cleaners Koontz Paint & Body Works	1105 N. Sheppard St. 2800 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use Customers	14 11	13 9	93% 82%	10 7	71% 64%	13 4	93% 36%	
39	Longoven Affordable Spa Services	2939 W. Clay St. 2926 W. Marshall St. suite B	Private/Private Lot Private/Private Lot	Employees Employees	8 7	0 2	0% 29%	9	113% 29%	1 3	13% 43%	
39	2921 W. Clay St. 2915 W. Clay St.	2926 W. Marshall St. Suite B 2921 W. Clay St. 2915 W. Clay St.	Private/Private Lot Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	33	31	94%	35	106%	38	115%	
39	2911 W. Clay St.	2911 W. Clay St.	Private/Private Lot	Employees	54 29	10	4% 34%	13	4% 45%	3 5	6% 17%	
39	2901 W. Clay St. Empty Lot	2901 W. Clay St. N/A	Private/Private Lot Private/Private Lot	Customers Mixed Use	15 15	25	167% 0%	10	67% 0%	16 0	107% 0%	
40	Grass RVA Tailors	N/A 2900 W. Clay	Private/Private Lot Private/Private Lot	Mixed Use Employees	11 42	6 30	55% 71 %	7 21	64% 50%	5 23	45% 55%	
40	Private Permit Parking Private Permit Parking	2906 W. Clay St. 2947 W. Leigh St.	Private/Private Lot Private/Private Lot	Employees Employees	34 6	6 1	18% 17%	0 4	0% 67%	0 4	0% 67%	
	River City Tattoo Co	1128 N. Boulevard 1110 N. Boulevard	Private/Private Lot Private/Private Lot	Employees Employees	16 15	18 0	113% 0%	16 0	100% 0%	20 0	125% 0%	
40	Flora Max	1110 III. Douic vara	i iiivate/i iiivate Lot									
41 42	Piora Max Discount Medical Supply The Altamont Permit Parking Boulevard Home	1220 N. Boulevard 1649 Altamont Ave.	Private/Private Lot Private/Private Lot	Customers Residential Mixed Use	15 33	4 20	27% 61%	7 14	47% 42%	1 13	7% 39%	









CITY OF RICHMOND PARKING STUDY

APPENDIX D — CARYTOWN

EXISTING CONDITIONS

Carytown is a lively commercial center with local boutiques and restaurants on Cary Street and residential areas immediately adjacent. The neighborhood is subject to a parking overlay district, PO-2, which enables businesses to provide fewer off-street parking spaces per square foot of floor area than otherwise required in the City (Section 30-910.2 of the City Code).

The original boundaries of the Carytown study area remain unchanged since this study's inception and run along the following streets and roads: South Boulevard, Downtown Expressway, Grove Avenue, North Thompson Street, Floyd Avenue, North Nansemond Street, and Ellwood Avenue. The study area is made up of 29 total blocks. **Figure 1**, on the next page, displays a closer view of the Carytown study area and its exact boundaries.







Figure 1: Carytown Study Area









Existing Parking Supply

At present, parking within the Carytown study area consists of on-street unrestricted and time-restricted spaces as well as many privately and publicly owned surface lots and two above-ground structures. Despite the popularity of the neighborhood, there are currently no paid parking spaces on or off the street.

In total, DESMAN inventoried 3,672 parking spaces; 37% were on-street (1,364 spaces) and 63% were off-street (2,308 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit D-1**.

On-Street Parking

DESMAN inventoried a total of 1,364 spaces on 116 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit D-2**. As **Chart 1** indicates, the majority of on-street parking is unrestricted. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within the Carytown study area.

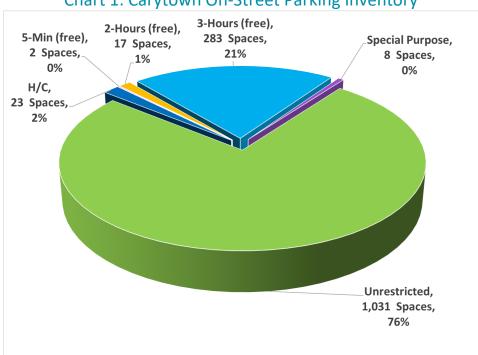


Chart 1: Carytown On-Street Parking Inventory

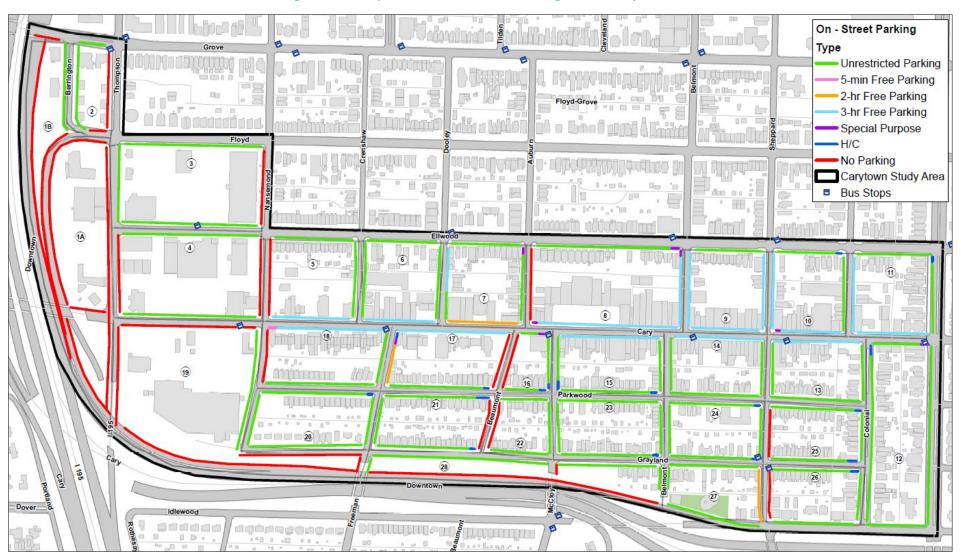
As **Figure 2** indicates, time-restricted parking exists primarily in commercial areas where regular turnover and availability is a concern for businesses reliant on curbside parking. In most of the area, especially on block faces with abutting residences, on-street parking is unrestricted.







Figure 2: Carytown On-Street Parking Inventory









Off-Street Parking

DESMAN inventoried a total of 2,308 spaces in 85 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit D-3**. The off-street parking inventory in Carytown is made up of 81 Private/Private, 1 Public/Private, and 3 Public/Public facilities, of which two are structured parking. As **Chart 2** shows, the Private/Private lots—like those serving Kroger and the other businesses west of Nansemond Street—account for 91% of the total off-street parking supply.

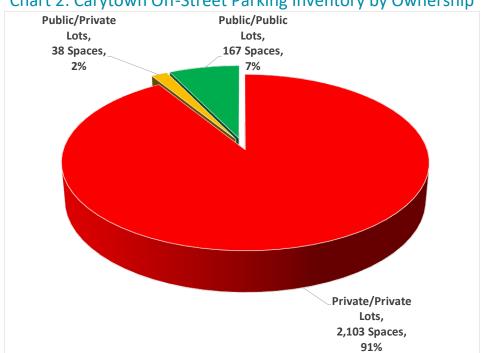


Chart 2: Carytown Off-Street Parking Inventory by Ownership

Figure 3, on the next page, exhibits the locations of the off-street parking facilities within the Carytown neighborhood study area. A full list of off-street facilities is included in the Appendices as **Exhibit D-3**.

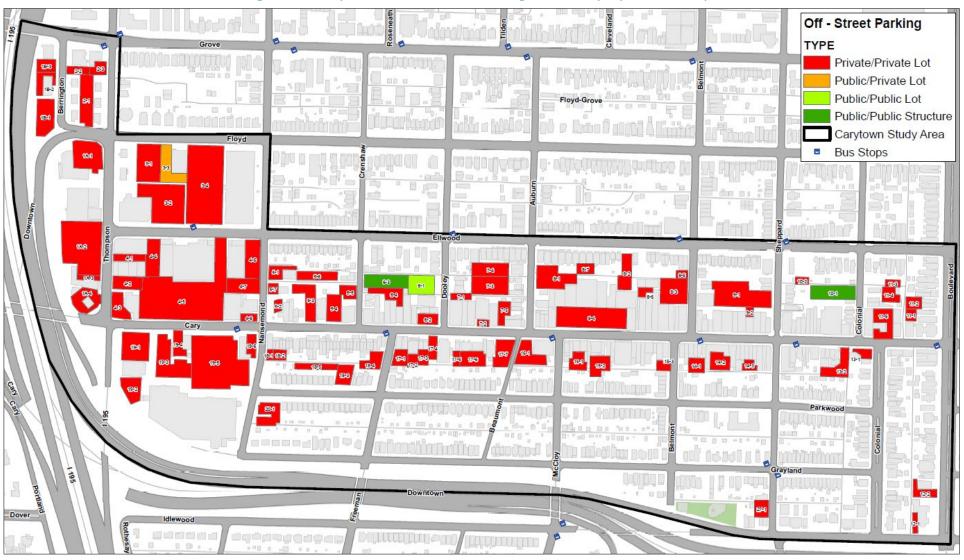








Figure 3: Carytown Off-Street Parking Inventory by Ownership









DESMAN further categorized off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential' and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed-use' but differentiated them from the freeto-use, publicly owned facilities as 'public'. As Chart 3 shows, customer-only spaces made up the majority of the off-street supply in Carytown.



Chart 3: Carytown Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of four observations designed to capture existing parking conditions at different times of the day and different days of the week. These observations occurred on:

- Thursday, May 3, 2018: Mid-day (11:00 AM-2:00 PM)
- Thursday, May 3, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, May 5, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, May 5, 2018: Evening (5:00 PM-7:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded, but after the weather had improved, when there is a high level of activity among area residents, businesses, and institutions. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods. Unlike the parking inventory, which a team of surveyors recorded physically block by block, DESMAN used two methods to document parking utilization. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods.

DESMAN compared parking utilization to the calculated effective parking supply of 3,268 spaces (1,172 spaces on-street and 2,096 spaces off-street).







Weekday Occupancy and Utilization

Staff executed two counts on the survey day (Thursday, May 3, 2018), one at mid-day (between 11:00 AM and 2:00 PM) and the other in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 2,233 vehicles at mid-day and 2,168 vehicles in the evening as shown in **Table 1**. Weekday utilization by block is represented in **Figure 4** on the next page.

As **Table 1** indicates, while the total effective supply was largely underutilized, six different blocks experienced occupancy equal to or in excess of the effective supply at least once. In each instance, these were blocks with or adjacent to popular businesses. Blocks 13, 25, and 26 experienced high utilization rates most likely because of the absence of parking spaces along the east side of South Sheppard Street between Idlewood Avenue and West Cary Street despite a density of homes similar to the other residential blocks in the neighborhood. A detailed presentation of total occupancy is included in the Appendices as **Exhibit D-4**.





Table 1: Carytown Weekday Utilization

	Car	ytown We	ekday Block l	by Block	
	Effective	Weekday	11AM-2PM	Weekday	5PM-7PM
Block #	Supply	Counts	Utilization	Counts	Utilization
1A	149	149	100%	100	67%
1B	81	24	30%	3	4%
2	53	29	55%	20	38%
3	328	212	65%	173	53%
4	353	153	43%	124	35%
5	142	82	58%	65	46%
6	148	106	72%	138	93%
7	126	83	66%	66	52%
8	268	212	79%	187	70%
9	138	131	95%	98	71%
10	134	54	40%	62	46%
11	111	52	47%	68	61%
12	89	74	83%	92	103%
13	73	52	71%	51	70%
14	96	63	66%	51	53%
15	67	67	100%	74	110%
16	39	21	54%	21	54%
17	106	102	96%	103	97%
18	104	75	72%	84	81%
19	247	217	88%	204	83%
20	83	33	40%	61	73%
21	48	34	71%	46	96%
22	26	27	104%	39	150%
23	53	32	60%	48	91%
24	53	37	70%	51	96%
25	41	43	105%	44	107%
26	46	40	87%	49	107%
27	49	25			71%
28	17	4	24%	11	65%
Total	3,268	2,233	68%	2,168	66%







Figure 4: Carytown Peak Weekday Utilization (Wednesday Mid-Day, 5/2/2018)









During the weekday survey, drivers occupied 71% of the effective *on-street* supply (831 cars against 1,172 spaces) at mid-day and 84% of the effective supply (980 cars against 1,172 spaces) in the evening. DESMAN identified 18 block faces at mid-day and 27 block faces in the evening where occupancy exceeded effective supply, as shown in **Exhibit D-5** in the Appendices.

During the weekday survey, drivers occupied 67% of the effective off-street supply (1,402 cars against 2,096 spaces) at mid-day and 57% of the effective supply (1,188 cars against 2,096 spaces) in the evening. DESMAN identified 20 facilities at mid-day and 14 facilities in the evening where occupancy exceeded effective supply, as shown in **Exhibit D-6** in the Appendices. As **Exhibit D-6** shows, 24 of the surveyed facilities exceeded their effective supply at some point during the survey day. All of these facilities, with the exception of four, were lots serving some form of commercial enterprise.

At mid-day, drivers occupied 40% of the USPS Public/Private parking lot (14 cars against 35 spaces), but only 11% in the evening (4 cars). Of the 81 Private/Private lots, drivers occupied 69% of their aggregate effective supply at mid-day (1,321 cars against 1,906 spaces) and 58% in the evening (1,106 cars against 1,906 spaces). Of the three Public/Public facilities, drivers occupied 43% of their aggregate effective supply at mid-day (67 cars against 155 spaces) and 50% in the evening (78 cars).

Against an effective parking supply of 1,185 spaces, facilities serving customers experienced utilization rates of 70% at mid-day (834 cars) and 61% in the evening (719 cars). Employees occupied 76% of their 159 combined effective spaces both at mid-day and in the evening (121 cars). Residents occupied 54% of their aggregate effective supply of 260 spaces at mid-day (140 cars) and 50% in the evening (130 cars). Drivers occupied 65% (240 cars against 368 spaces) of the mixed-use effective supply at mid-day and 38% (140 cars) in the evening. Drivers only occupied 30% (37 cars against 124 spaces) of the facilities designated as public at mid-day and 37% (46 cars) in the evening.

Weekend Occupancy and Utilization

Staff executed two counts on the survey day (Saturday, May 5, 2018) at mid-day (between 11:00 AM and 2:00 PM) and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 2,252 vehicles at mid-day and 2,070 vehicles in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.

As the table indicates, while the total effective supply was somewhat underutilized, four blocks experienced occupancy equal to or in excess of the effective supply at least once. In each instance, these were blocks with or adjacent to popular businesses or parking-restrictive South Sheppard Street. A detailed presentation of total occupancy is included in the Appendices as **Exhibit D-7**.







Table 2: Carytown Weekend Utilization

	Ca	rytown Satı	urday Block b	y Block	
	Effective	Weekend	11AM-2PM	Weekend	5PM-7PM
Block#	Supply	Counts	Utilization	Counts	Utilization
1A	149	148	99%	92	62%
1B	81	19	23%	0	0%
2	53	29	55%	3	6%
3	328	211	64%	144	44%
4	353	148	42%	94	27%
5	142	79	56%	49	35%
6	148	105	71%	99	67%
7	126	84	67%	72	57%
8	268	217	81%	222	83%
9	138	123	89%	121	88%
10	134	59	44%	75	56%
11	111	73	66%	84	76%
12	89	49	55%	51	57%
13	73	55	75%	56	77%
14	96	70	73%	66	69%
15	67	71	106%	93	139%
16	39	21	54%	22	56%
17	106	98	92%	83	78%
18	104	76	73%	76	73%
19	247	218	88%	228	92%
20	83	43	52%	44	53%
21	48	47	98%	56	117%
22	26	30	115%	38	146%
23	53	39	74%	45	85%
24	53	36	68%	37	70%
25	41	40	98%	42	102%
26	46	29	63%	38	83%
27	49	21 43%		24	49%
28	17	14	82%	16	94%
Total	3,268	2,252	69%	2,070	63%

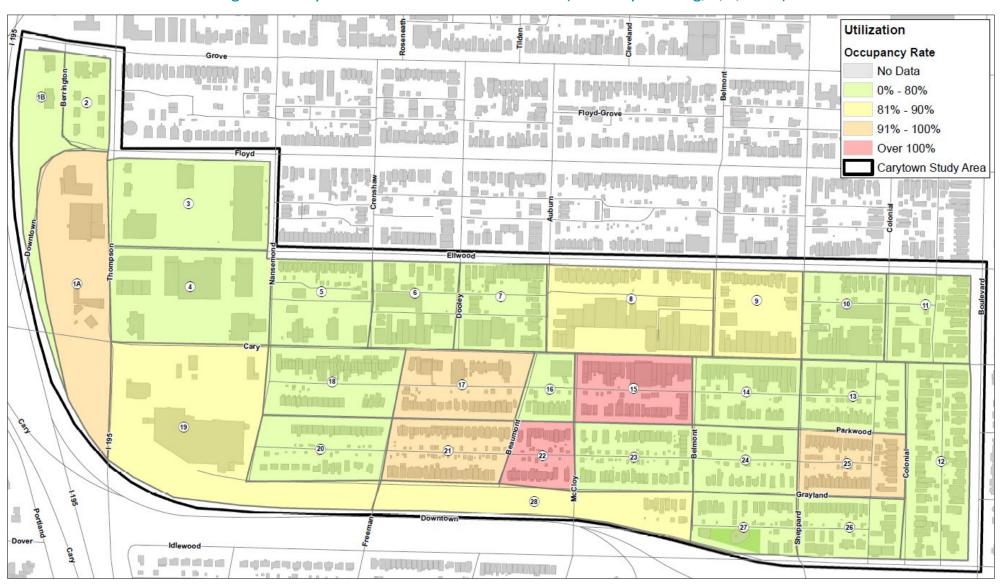








Figure 5: Carytown Peak Weekend Utilization (Saturday Evening, 5/5/2018)









DESMAN calculated 1,172 spaces of effective *on-street* parking for the study area. During the survey day, staff observed utilization rates of 73% (855 cars) at mid-day and 78% (911 cars) in the evening. DESMAN identified 13 block faces at mid-day and 23 block faces in the evening where occupancy exceeded effective parking supply, as shown in **Exhibit D-8** in the Appendices.

DESMAN calculated 2,096 spaces of effective *off-street* parking for the study area. During the survey day, staff observed utilization rates of 67% (1,397 cars) at mid-day and 55% (1,159 cars) in the evening. DESMAN identified 22 facilities at mid-day and 12 facilities in the evening where occupancy exceeded effective parking supply, as shown in **Exhibit D-9** in the Appendices.

At mid-day, drivers occupied 40% of the USPS Public/Private parking lot (14 cars against 35 spaces), but only 20% in the evening (7 cars). Of the 81 Private/Private lots, drivers occupied 69% of their aggregate effective supply at mid-day (1,316 cars against 1,906 spaces) and 57% in the evening (1,080 cars). Of the three Public/Public facilities, drivers occupied 43% of their aggregate effective supply at mid-day (67 cars against 155 spaces) and 46% in the evening (72 cars).

Among the sub-types of facilities, employees used their designated spaces most consistently, followed by customers, as shown in **Table 3**.

	, , , ,											
Sub Type	Effective	Mid-Day	11AM-2PM	Evening	5PM-7PM							
Sub Type	Supply	Count	Utilization	Count	Utilization							
Customers	1,185	829	70%	680	57%							
Employees	159	119	75%	92	58%							
Mixed-Use	368	235	64%	167	45%							
Residential	260	177	68%	174	67%							
Public	124	37	30%	46	37%							
Total	2,096	1,397	67%	1,159	55%							

Table 3: Carvtown Weekend Off-Street Utilization by Sub Type

Conclusions

Given that 63% of the total parking inventory within the Carytown study area is off-street despite its walkable, dense, and mixed-use environment, DESMAN does not recommend the City build more off-street parking facilities at this time. Although over a dozen off-street facilities experienced a utilization rate exceeding their respective effective supply both at mid-day and in the evening, many other facilities—as well as on-street spaces—were largely underutilized. Given that overall supply far exceeds demand in this small yet lively study area, this is most likely because parking—whether it is on or off the street—is free throughout the area so most drivers prefer to circle the block to park directly adjacent to their destination rather than park further and walk.

If the on-street spaces and off-street facilities that are currently highest in demand charged a nominal fee for parking, many drivers would be incentivized to park a block away or in one of the three









underutilized public facilities, thus freeing up the most popular spaces for drivers with more urgency. For nearby locals, even a nominal fee can increase the likeliness that they walk, bike, or take the bus to

Carytown rather than drive. On-street unrestricted space utilization tends to be highest near West Cary Street, so DESMAN recommends that the City implement time and/or resident-only restrictions on blocks adjacent to West Cary to help distribute utilization and encourage visitors to arrive by foot, bike, and/or bus. Despite its width exceeding 25 feet, South Sheppard Street between West Cary and Idlewood Avenue does not allow parking on the east side of the street. The City should allow parking along those block faces to add an effective supply of up to 30 spaces to a part of the neighborhood that currently has high utilization rates. Two lanes of parking on this stretch of South Sheppard would still allow for two-way traffic throughout while also encouraging safer driving.

Private off-street facilities account for a large majority of the off-street parking supply, yet many are underutilized. This could be a result of poor signage and/or a lack in driver awareness. Businesses with dedicated off-street spaces should advertise them in the store as well as on their website. The Carytown Merchants Association (CMA) website could also include a "How to Get Here" page that provides alternative options for traveling to Carytown as well as a "Where to Park" section that advertises the three public parking facilities in the neighborhood. The public facilities are also largely underutilized and could benefit from better signage and advertisement as well. Rear lots would be more likely utilized if the City maintained the alleyways in a better condition, which would reduce the need for on-street parking.

Overall, there is more than enough parking in the study area but it needs to be used more efficiently. Indemand parking should be time-restrictive and resident-only, or the City should charge drivers to use those spaces. Underutilized off-street facilities should be better advertised by businesses and the CMA.









Exhibit D-1: Carytown Total Parking Supply Inventory (Pt. 1)

				5-Min 2-Hours		TREET FACI Special		No		JINE	EET FACILITIES	1	G
BLK #	· · · · · · · · · · · · · · · · · · ·	ADDRESS	ТҮРЕ	(free) (free)			Jnrestricted	H/C Parking		General	Reserved H/C		
1A	Floyd Ave.	N. Thompson St. & Beltline Expy	On-Street					0	0			0	
1A	N. Thompson St.	Floyd Ave. & W. Cary St.	On-Street					0	0			0	
1A	W. Cary St.	N. Thompson St. & Beltline Expy	On-Street					0	0			0	
1A 1A	Beltline Expy Patient First Carytown	Floyd Ave. & W. Cary St.	On-Street Private/Private Lot					U	0 0	33	2	0 35	
LA LA	Ellwood Thompson's	12 N. Thompson St. 4 N. Thompson St.	Private/Private Lot						0	105	3	108	
A	Hall Tree	12 S Thompson St.	Private/Private Lot						0	10	J	10	
Α.	7-Eleven	3600 W. Cary St.	Private/Private Lot						0	10	1	11	
В	Grove St.	Berrington Ct. & Beltline Expy	On-Street					0	0			0	T
В	Berrington Ct.	Grove St. & Floyd Ave.	On-Street				16		16			0	
В	Floyd Ave.	Berrington Ct. & Beltline Expy	On-Street					0	0			0	
В	Beltline Expy	Grove St. & Floyd Ave.	On-Street					0	0			0	
В	103 Berrington	103 Berrington Ct.	Private/Private Lot						0	45		45	
В	Needle's Eye Ministries Inc	104 Berrington Ct.	Private/Private Lot						0	9		9	
В	James F. Londrey	3605 Grove St.	Private/Private Lot						0	20		20	
2	Grove St. N. Thompson St.	N. Thompson St. & Berrington Ct. Grove St. & Floyd Ave.	On-Street On-Street				4	0	4 0			0	
2	Floyd Ave.	N. Thompson St. & Berrington Ct.	On-Street					0	0			0	
2	Berrington Ct.	Grove St. & Floyd Ave.	On-Street				14	Ü	14			0	
2	Christian Counseling & Training	3602 Floyd Ave.	Private/Private Lot						0	14		14	
2	SHS Personnel	109 Berrington Ct.	Private/Private Lot						0	18		18	
2	Grove Eye Care	3601 Grove Ave.	Private/Private Lot						0	10		10	
;	Floyd Ave.	N. Nansemond St. & N. Thompson	On-Street				18		18			0	Τ
3	N. Nansemond St.	Floyd Ave. & Ellwood Ave.	On-Street					0	0			0	
3	Ellwood Ave.	N. Nansemond St. & N. Thompson	On-Street				16		16			0	
3	N. Thompson St.	Floyd Ave. & Ellwood Ave.	On-Street				11		11			0	
	Allstate Insurance Agent	15 N. Thompson St.	Private/Private Lot						0	65	-	65 61	
	Walgreens United St.ates Postal Service	3520 Ellwood Ave.	Private/Private Lot						0 0	58 33	3 2	61 38	
	The Fresh Market	3517 Floyd Ave. 10 N. Nansemond St.B	Public/Private Lot Private/Private Lot						0	33 146	3 2 5 5	38 156	
	Ellwood Ave.	N. Thompson St. & S. Nansemond St.	On-Street				19		19	140	J 3	0	
	S. Nansemond St.	Ellwood Ave. & W. Cary St.	On-Street				13	0	0			0	
	W. Cary St.	N. Thompson St. & S. Nansemond St.	On-Street				21	Ü	21			0	
ļ	N. Thompson St.	Ellwood Ave. & W. Cary St.	On-Street					0	0			0	
	Trubeauty Concepts	3537 Ellwood Ave.	Private/Private Lot					-	0	14		14	
	Old Virginia Tobacco Co	3532 W. Cary St.	Private/Private Lot						0	22		22	
ļ	Union Bank & Trust	3556 W. Cary St.	Private/Private Lot						0	8		8	1
ļ	Aquarian Bookshop	3519 Ellwood Ave.	Private/Private Lot						0	39		39	
ļ	Richmond Shopping Center	3522 W. Cary St.	Private/Private Lot						0	202	5	207	
4	CVS	3514 W. Cary St.	Private/Private Lot						0	38		38	
4	Carytown Burgers & Fries	3500 W. Cary St.	Private/Private Lot						0	18		18	
4	Spa 310	3500 W. Cary St.	Private/Private Lot						0	7	1	8	
5	Ellwood Ave.	S. Crenshaw Ave. & S. Nansemond St.	On-Street				17		17			0	
5	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	On-Street				12		12			0	
	W. Cary St.	S. Crenshaw Ave. & S. Nansemond St.	On-Street		11				11			0	
	S. Nansemond St.	Ellwood Ave. & W. Cary St.	On-Street					0	0			0	
5	Dunkin' Donuts	11 S. Nansemond St.	Private/Private Lot						0	11	2	13	
5	Burger Bach	3426 W. Cary St.	Private/Private Lot						0	13	1	14	
	Haley Too Salon & Spa	3420 W. Cary St.	Private/Private Lot						0	25	3	28	1
5	McDonald's	3410 W. Cary St.	Private/Private Lot						0	14	3	17	
5	Penzeys Spices	3400 W. Cary St.	Private/Private Lot						0	12		12	
5 5	Bombshell Beauty Lounge Dentist	10 S. Crenshaw Ave. 11 S. Nansemond St.	Private/Private Lot Private/Private Lot						0	21 12	1	21	
	Ellwood Ave.	S. Dooley Ave. & S. Crenshaw Ave.	On-Street				14		0 14	12	1	13 0	
6 6	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	On-Street				13		13			0	
6	W. Cary St.	S. Dooley Ave. & S. Crenshaw Ave.	On-Street		10		13		10			0	
6	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	On-Street		10		10		10			0	
5	5 S. Dooley Ave.	5 S. Dooley Ave.	Private/Private Lot				10		0	34		34	
5	Zzaam Restaurant	3300 W. Cary St.	Private/Private Lot						0	11	1	12	
5	7 S. Crenshaw Avenue Garage	7 S. Crenshaw Ave.	Public/Public Structure						0	59	3	62	
5	Xtras	3320 W. Cary St.	Private/Private Lot						0	9	1	10	
7	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.	On-Street				15		15			0	
7	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	On-Street			1	14		15			0	
7	W. Cary St.	S. Auburn Ave. & S. Dooley Ave.	On-Street		11				11			0	
7	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	On-Street		4		7		11			0	
7	Sola Salon Studios	3224 W. Cary St.	Private/Private Lot						0	9		9	
7	Cary Street Veterinary Hospital	3210 W. Cary St.	Private/Private Lot						0	4	1	5	
,	10-14 S. Auburn Ave.	10-14 S. Auburn Ave.	Private/Private Lot						0	34	4	38	
7	Plus Properties Inc Apartments	3213 Ellwood Ave. # D	Private/Private Lot						0	24		24	
7	Glow Med Spa	3202 Ellwood Ave.	Private/Private Lot			_			0	12	1	13	
3	Ellwood Ave.	S. Belmont Ave. & S. Auburn Ave.	On-Street			1	29		30			0	
8	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	On-Street		11	1			12			0	
3	W. Cary St.	S. Belmont Ave. & S. Auburn Ave.	On-Street		23	1			24			0	
3	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	On-Street					0	0			0	
3	8 S. Auburn Ave.	8 S. Auburn Ave.	Private/Private Lot						0	26		26	
3	3125 Ellwood Ave.	3125 Ellwood Ave.	Private/Private Lot						0	25		25	
3	6 S. Belmont Ave.	6S. Belmont Ave.	Private/Private Lot						0	50		50	
3	Cary Court Park & Shop	3144 W. Cary St.	Private/Private Lot						0	85	4	89	
3	3103 Ellwood Ave.	3103 Ellwood Ave.	Private/Private Lot						0	2		2	
}	Employee Parking	3114 W. Cary St. 3143 Ellwood Ave.	Private/Private Lot						0	6 36		6	
3	Residential Parking		Private/Private Lot				1.4		0	50		36 0	1
)	Ellwood Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		16		14		14 16			0	
)	S. Sheppard St. W. Cary St.	Ellwood Ave. & W. Cary St.	On-Street		16 14				16 14			0	
	W. Cary St. S. Belmont Ave.	S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St.	On-Street On-Street		14 10				14 10			0	
	S. Belmont Ave. Shops/Carybelle	14-98 S. Sheppard St.	On-Street Private/Private Lot		ΤÜ					04		_	
	Employee Parking								0	94 7		94 7	
)	Ellwood Ave.	3010 W. Cary St. S. Colonial Ave. & S. Sheppard St.	Private/Private Lot On-Street				14	1	0 15	/		0	J
)	S. Colonial Ave.	Ellwood Ave. & Cary St.	On-Street				14 16	1	15 16			_	1
)	S. Colonial Ave. W. Cary St.	•			21	1	10		16 22			0	
)	w. Cary St. S. Sheppard St.	S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St.	On-Street On-Street		21 17	1			22 17			0	
0	18 S. Colonial Avenue Garage	18 S. Colonial Ave.	Public/Public Structure		1/				0	68	3	71	
0	2921 Ellwood Ave. Residents	2921 Ellwood Ave.	Private/Private Lot						0	5	1	6	1
1	Ellwood Ave.	S Boulevard & Colonial Ave.	On-Street				18		18	3	1	0	1
L L	S Boulevard	Ellwood Ave. & Colonial Ave.	On-Street				18 19	2	18 21			0	
L L		S Boulevard & Colonial Ave.	On-Street On-Street		15		19	۷	21 15			0	
L L	W. Cary St. Colonial Ave.	S Boulevard & Colonial Ave. Ellwood Ave. & Colonial Ave.	On-Street On-Street		15 20				15 20			0	
	20 S Boulevard	20 S Boulevard	Private/Private Lot		20				0	7	3	10	
L	16 S Boulevard	16 S Boulevard	Private/Private Lot						0	13	3	13	
		• • • •	,	Ì									1
L L		2811 Ellwood Ave.	Private/Private Lot						U	10		30	- 1
	2811 Ellwood Ave. Residents	2811 Ellwood Ave. 15 S. Colonial	Private/Private Lot Private/Private Lot						0 0	10 13		10 13	





Exhibit D-1: Carytown Total Parking Supply Inventory (Pt. 2)

				5-Min 2-Hours		TREET FACILITIES Special		No		OFF-SIR	REET FACILITIES	1	GRAND
BLK #	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	(free) (free)	(free)	Purpose Unrestric	ted H/C	-	Subtotal	General	Reserved H/C	Subtotal	
	W. Cary St.	S Boulevard & S. Colonial Ave.	On-Street			1 6			7			0	7
	S Boulevard	W. Cary St. & Idlewood Ave.	On-Street			35			35 7			0	35
	Idlewood Ave. S. Colonial Ave.	S Boulevard & S. Colonial Ave. W. Cary St. & Idlewood Ave.	On-Street On-Street			7 36	2		<i>38</i>			0	7 38
	Sigma Phi Epsilon	310 S Boulevard	Private/Private Lot			30			0	9		9	9
	Zollinger House	300 S Boulevard	Private/Private Lot						0	7		7	7
	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	On-Street		20				20			0	20
	S. Colonial Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave.	On-Street On-Street			14 16			14 16			0	14 16
	S. Sheppard St.	S. Colonial Ave. & S. Sheppard St. W. Cary St. & Parkwood Ave.	On-Street			15			15			0	15
	Sen Resturant	2901 W. Cary St.	Private/Private Lot						0	5		5	5
13	Citizen Burger Bar	2907 W. Cary St.	Private/Private Lot						0	11	2	13	13
	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	On-Street		18	0			18			0	18
	S. Sheppard St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Sheppard St. & S. Belmont Ave.	On-Street On-Street			9 18			9 18			0	9 18
	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	On-Street			20			20			0	20
	Farouk's House of India	3033 W. Cary St.	Private/Private Lot						0	12		12	12
	Bill Wagner - Realtor	3027 W. Cary St.	Private/Private Lot						0	22 10	1	23	23
	Bonnie's Boutique - Carytown W. Cary St.	3009 W. Cary St. S. Belmont Ave. & McCloy St.	Private/Private Lot On-Street		21				0 21	10		10 0	10 21
	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	On-Street			9			9			0	9
15	Parkwood Ave.	S. Belmont Ave. & McCloy St.	On-Street			20	1		21			0	21
	McCloy St.	W. Cary St. & Parkwood Ave.	On-Street			8	1		9	_		0	9
	Kambourian Jewelers Tulsi Indian Cuisine	3141 W. Cary St. 3131 W. Cary St.	Private/Private Lot Private/Private Lot						0	5 8	1	6 8	6 8
	Greek on Cary	3107 W. Cary St.	Private/Private Lot						0	2		2	2
	W. Cary St.	McCloy St. & Beaumont Ave.	On-Street			1 3			4			0	4
	McCloy St.	W. Cary St. & Parkwood Ave.	On-Street			8	1		9			0	9
	Parkwood Ave. Beaumont Ave.	McCloy St. & Beaumont Ave. W. Cary St. & Parkwood Ave.	On-Street On-Street			8	1	0	9 0			0	9
	Wells Fargo Bank	3201 W. Cary St.	Private/Private Lot					U	0	20	1	21	21
	W. Cary St.	Beaumont Ave. & Freeman Rd.	On-Street		18				18		•	0	18
	Beaumont Ave.	W. Cary St. & Parkwood Ave.	On-Street					0	0			0	0
	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	On-Street	-		25	1		26			0	26
	Freeman Rd. Mary Angela's Pizzeria	W. Cary St. & Parkwood Ave. 3345 W. Cary St.	On-Street Private/Private Lot	5		1	1		7 0	9		0 9	7 9
	Premiere Costumes	3339 W. Cary St.	Private/Private Lot						0	4		4	4
	Guitar Works	3335 W. Cary St.	Private/Private Lot						0	8		8	8
	Karina's Salon Sacred Waters Holistic Spa	3325 W. Cary St.	Private/Private Lot						0	9 5		9	9
	Sacred Waters Holistic Spa Loose Screw Tattoo	3319 W. Cary St. 3313 W. Cary St.	Private/Private Lot Private/Private Lot						0 0	5 18		5 18	5 18
	7 Eleven	3301 W. Cary St.	Private/Private Lot						0	16	1	17	17
18	W. Cary St.	Freeman Rd. & S. Nansemond St.	On-Street	2	23				25			0	25
	Freeman Rd.	W. Cary St. & Parkwood Ave.	On-Street			9			9			0	9
	Parkwood Ave. S. Nansemond St.	Freeman Rd. & S. Nansemond St. W. Cary St. & Parkwood Ave.	On-Street On-Street			10		0	10 0			0	10
	Bill's Cleaners & Laundry	3467 W. Cary St.	Private/Private Lot					Ü	0	4		4	4
	Döner Kebab	3459 W. Cary St.	Private/Private Lot						0	14		14	14
	3412 Parkwood Ave.	3412 Parkwood Ave.	Private/Private Lot						0	18		18	18
	Ciao 3416-3438 Parkwood Ave.	3409 W. Cary St. 3422 Parkwood Ave.	Private/Private Lot Private/Private Lot						0	20 16		20 16	20 16
	W. Cary St.	S. Nansemond St.	On-Street					0	0			0	0
	S. Nansemond St.	W. Cary St. & Grayland Ave.	On-Street			11			11			0	11
	Grayland Ave.	S. Nansemond St. & Downtown Expy	On-Street					0	0			0	0
	Downtown Expy Starbucks	Grayland Ave. & W. Cary St. 3555 W. Cary St.	On-Street Private/Private Lot					0	0 0	40	2	0 42	0 42
	Baker's Crust Artisan Kitchen	3553 W. Cary St.	Private/Private Lot						0	9	_	9	9
19	SunTrust	3513 W. Cary St.	Private/Private Lot						0	35	2	37	37
	Montana Gold Bread Co	3543 W. Cary St.	Private/Private Lot						0	19	1	20	20
	Kroger Dogma Grooming & Pet Needs	3507 W. Cary St. 3501 W. Cary St.	Private/Private Lot Private/Private Lot						0 0	141 8	5 1	146 9	146 9
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	On-Street			22	1		23	J		0	23
20	Freeman Rd.	Parkwood Ave. & Grayland Ave.	On-Street			10			10			0	10
	Grayland Ave.	Freeman Rd. & S. Nansemond St.	On-Street			20			20			0	20
	S. Nansemond St. Employee Parking	Parkwood Ave. & Grayland Ave. 243-201 S. Nansemond St.	On-Street Private/Private Lot			10			10 0	31		0 31	10 31
	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	On-Street			19	3		22	31		0	22
	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street				-	0	0			0	0
	Grayland Ave.	Downtown Expy	On-Street			22	1		23			0	23
	Freeman Rd. Parkwood Ave.	Parkwood Ave. & Grayland Ave.	On-Street On-Street			10 9			10 9			0	10 9
	McCloy St.	McCloy St. & Beaumont Ave. Parkwood Ave. & Grayland Ave.	On-Street			9			9			0	9
	Grayland Ave.	McCloy St. & Beaumont Ave.	On-Street			12			12			0	12
22	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street					0	0			0	0
	Parkwood Ave.	S. Belmont Ave. & McCloy St.	On-Street			21			21			0	21
	S. Belmont Ave. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Belmont Ave. & McCloy St.	On-Street On-Street			9 21	1		9 22			0	9 22
	McCloy St.	Parkwood Ave. & Grayland Ave.	On-Street			9			9			0	9
	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street			20	1		21			0	21
	S. Sheppard St.	Parkwood Ave. & Grayland Ave.	On-Street			10			10			0	10
	Grayland Ave. S. Belmont Ave.	S. Sheppard St. & S. Belmont Ave. Parkwood Ave. & Grayland Ave.	On-Street On-Street			20 9	1		21 9			0	21 9
	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street			19	1		20			0	20
	S. Colonial Ave.	Parkwood Ave. & Grayland Ave.	On-Street			11			11			0	11
	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street			17	1		18			0	18
	S. Sheppard St. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Colonial Ave. & S. Sheppard St.	On-Street On-Street			19	2	0	0 21			0	21
	S. Colonial Ave.	Grayland Ave. & Idlewood Ave.	On-Street			10	2		21 10			0	10
	Idlewood Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street			22			22			0	22
	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	On-Street					0	0			0	0
	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street	40		22			22			0	22
	S. Sheppard St. Idlewood Ave.	Grayland Ave. & Idlewood Ave. S. Sheppard St. & S. Belmont Ave.	On-Street On-Street	12		6			12 6			0	12 6
	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	On-Street			5			5			0	5
	Cooley Craig S. Attorney	3000 Idlewood Ave.	Private/Private Lot			-			0	12		12	12
	Grayland Ave.	S. Belmont Ave. & McCloy St.	On-Street			16			16			0	16
28	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	On-Street			4		0	4			0	4
		DETITION AVE & IVIC(TOV ST	On-Street					0	0			0	0
28	Dowtown Expy & Idlewood Ave. McCloy St.	Grayland Ave. & Idlewood Ave.	On-Street					0	0			0	0







Exhibit D-2: Carytown On-Street Parking Supply Inventory

	2/11	ibit D-2: Carytown On-Street Par	ON-STREET FACILITIES						
			5-Min 2-Hours 3-Hours Special						
BLK#	NAME/DESCRIPTION	ADDRESS	(free)	(free)	(free)	Purpose	Unrestricted	H/C	TOTAL
1A	Floyd Ave.	N. Thompson St. & Beltline Expy							0
1A	N. Thompson St.	Floyd Ave. & W. Cary St.							0
1A	W. Cary St.	N. Thompson St. & Beltline Expy							0
1A	Beltline Expy	Floyd Ave. & W. Cary St.							0
1B	Grove St.	Berrington Ct. & Beltline Expy							0
1B	Berrington Ct.	Grove St. & Floyd Ave.					16		16
1B	Floyd Ave.	Berrington Ct. & Beltline Expy							0
1B	Beltline Expy	Grove St. & Floyd Ave.							0
2	Grove St.	N. Thompson St. & Berrington Ct.					4		4
2	N. Thompson St.	Grove St. & Floyd Ave.							0
2	Floyd Ave.	N. Thompson St. & Berrington Ct.							0
2	Berrington Ct.	Grove St. & Floyd Ave.					14		14
3	Floyd Ave.	N. Nansemond St. & N. Thompson					18		18
3	N. Nansemond St.	Floyd Ave. & Ellwood Ave.							0
3	Ellwood Ave.	N. Nansemond St. & N. Thompson					16		16
3	N. Thompson St.	Floyd Ave. & Ellwood Ave.					11		11
4	Ellwood Ave.	N. Thompson St. & S. Nansemond St.					19		19
4	S. Nansemond St.	Ellwood Ave. & W. Cary St.							0
4	W. Cary St.	N. Thompson St. & S. Nansemond St.					21		21
4	N. Thompson St.	Ellwood Ave. & W. Cary St.							0
5	Ellwood Ave.	S. Crenshaw Ave. & S. Nansemond St.					17		17
5	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.					12		12
5	W. Cary St.	S. Crenshaw Ave. & S. Nansemond St.			11				11
5	S. Nansemond St.	Ellwood Ave. & W. Cary St.							0
6	Ellwood Ave.	S. Dooley Ave. & S. Crenshaw Ave.					14		14
6	S. Dooley Ave.	Ellwood Ave. & W. Cary St.					13		13
6	W. Cary St.	S. Dooley Ave. & S. Crenshaw Ave.			10		13		10
6	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.			10		10		10
7	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.					15		15
		•				1	•		
7	S. Auburn Ave.	Ellwood Ave. & W. Cary St.			4	1	14		15
7	W. Cary St.	S. Auburn Ave. & S. Dooley Ave.			4		7		11
7	S. Dooley Ave.	Ellwood Ave. & W. Cary St.			11	, ,	•		11
8	Ellwood Ave.	S. Belmont Ave. & S. Auburn Ave.				1	29		30
8	S. Belmont Ave.	Ellwood Ave. & W. Cary St.			11	1			12
8	W. Cary St.	S. Belmont Ave. & S. Auburn Ave.			23	1			24
8	S. Auburn Ave.	Ellwood Ave. & W. Cary St.							0
9	Ellwood Ave.	S. Sheppard St. & S. Belmont Ave.					14		14
9	S. Sheppard St.	Ellwood Ave. & W. Cary St.			16				16
9	W. Cary St.	S. Sheppard St. & S. Belmont Ave.			14				14
9	S. Belmont Ave.	Ellwood Ave. & W. Cary St.			10				10
10	Ellwood Ave.	S. Colonial Ave. & S. Sheppard St.					14	1	15
10	S. Colonial Ave.	Ellwood Ave. & Cary St.					16		16
10	W. Cary St.	S. Colonial Ave. & S. Sheppard St.			21	1	•		22
10	S. Sheppard St.	Ellwood Ave. & Cary St.			17				17
11	Ellwood Ave.	S Boulevard & Colonial Ave.					18		18
11	S Boulevard	Ellwood Ave. & Colonial Ave.					19	2	21
11	W. Cary St.	S Boulevard & Colonial Ave.			15		-		15
11	Colonial Ave.	Ellwood Ave. & Colonial Ave.			20				20
12	W. Cary St.	S Boulevard & S. Colonial Ave.				1	6		7
12	S Boulevard	W. Cary St. & Idlewood Ave.				_	35		35
12	Idlewood Ave.	S Boulevard & S. Colonial Ave.					55 7		7
	S. Colonial Ave.							2	
12		W. Cary St. & Idlewood Ave.			20		36	2	38
13	W. Cary St.	S. Colonial Ave. & S. Sheppard St.			20		4.4		20
13	S. Colonial Ave.	W. Cary St. & Parkwood Ave.					14		14
13	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.					16		16
13	S. Sheppard St.	W. Cary St. & Parkwood Ave.					15		15







Exhibit D-2: Carytown On-Street Parking Supply Inventory (Pt. 2)

	EXHIDIC		<u> </u>	•	, ,		Exhibit D-2: Carytown On-Street Parking Supply Inventory (Pt. 2) ON-STREET FACILITIES									
			5-Min		3-Hours				1							
BLK#	NAME/DESCRIPTION	ADDRESS	(free)	(free)	(free)	Purpose	Unrestricted	H/C	TOTAL							
14	W. Cary St.	S. Sheppard St. & S. Belmont Ave.			18				18							
14	S. Sheppard St.	W. Cary St. & Parkwood Ave.					9		9							
14	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.					18		18							
14	S. Belmont Ave.	W. Cary St. & Parkwood Ave.					20		20							
15	W. Cary St.	S. Belmont Ave. & McCloy St.			21		0		21							
15	S. Belmont Ave.	W. Cary St. & Parkwood Ave.					9	_	9							
15	Parkwood Ave.	S. Belmont Ave. & McCloy St.					20	1	21							
15	McCloy St.	W. Cary St. & Parkwood Ave.				•	8	1	9							
16	W. Cary St.	McCloy St. & Beaumont Ave.				1	3	4	4							
16	McCloy St. Parkwood Ave.	W. Cary St. & Parkwood Ave.					8	1	9							
16 16	Beaumont Ave.	McCloy St. & Beaumont Ave. W. Cary St. & Parkwood Ave.					8	1	9							
17	W. Cary St.	Beaumont Ave. & Freeman Rd.			18				0 18							
17	Beaumont Ave.	W. Cary St. & Parkwood Ave.			10				0							
17	Parkwood Ave.	Beaumont Ave. & Freeman Rd.					25	1	26							
17	Freeman Rd.	W. Cary St. & Parkwood Ave.		5		1	25	1	7							
18	W. Cary St.	Freeman Rd. & S. Nansemond St.	2		23	-			25							
18	Freeman Rd.	W. Cary St. & Parkwood Ave.	_		23		9		9							
18	Parkwood Ave.	Freeman Rd. & S. Nansemond St.					10		10							
18	S. Nansemond St.	W. Cary St. & Parkwood Ave.							0							
19	W. Cary St.	S. Nansemond St.							0							
19	S. Nansemond St.	W. Cary St. & Grayland Ave.					11		11							
19	Grayland Ave.	S. Nansemond St. & Downtown Expy							0							
19	Downtown Expy	Grayland Ave. & W. Cary St.							0							
20	Parkwood Ave.	Freeman Rd. & S. Nansemond St.					22	1	23							
20	Freeman Rd.	Parkwood Ave. & Grayland Ave.					10		10							
20	Grayland Ave.	Freeman Rd. & S. Nansemond St.					20		20							
20	S. Nansemond St.	Parkwood Ave. & Grayland Ave.					10		10							
21	Parkwood Ave.	Beaumont Ave. & Freeman Rd.					19	3	22							
21	Beaumont Ave.	Parkwood Ave. & Grayland Ave.							0							
21	Grayland Ave.	Beaumont Ave. & Freeman Rd.					22	1	23							
21	Freeman Rd.	Parkwood Ave. & Grayland Ave.					10		10							
22	Parkwood Ave.	McCloy St. & Beaumont Ave.					9		9							
22	McCloy St.	Parkwood Ave. & Grayland Ave.					9		9							
22	Grayland Ave.	McCloy St. & Beaumont Ave.					10		10							
22	Beaumont Ave.	Parkwood Ave. & Grayland Ave.							0							
23	Parkwood Ave.	S. Belmont Ave. & McCloy St.					21		21							
23	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.					9		9							
23	Grayland Ave.	S. Belmont Ave. & McCloy St.					21	1	22							
23	McCloy St.	Parkwood Ave. & Grayland Ave.					9		9							
24	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.					20	1	21							
24	S. Sheppard St.	Parkwood Ave. & Grayland Ave.					10		10							
24	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.					20	1	21							
24	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.					9		9							
25	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.					19	1	20							
25	S. Colonial Ave.	Parkwood Ave. & Grayland Ave.					11		11							
25	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.					17	1	18							
25	S. Sheppard St.	Parkwood Ave. & Grayland Ave.							0							
26	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.					19	2	21							
26	S. Colonial Ave.	Grayland Ave. & Idlewood Ave.					10		10							
26	Idlewood Ave.	S. Colonial Ave. & S. Sheppard St.					22		22							
26	S. Sheppard St.	Grayland Ave. & Idlewood Ave.					0		0							
27	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.		_ =			22		22							
27	S. Sheppard St.	Grayland Ave. & Idlewood Ave.		12			•		12							
27	Idlewood Ave.	S. Sheppard St. & S. Belmont Ave.					6		6							
27	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.					5		5							
28	Grayland Ave.	S. Belmont Ave. & McCloy St.					16		16							
28	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.					4		4							
28 28	Dowtown Expy & Idlewood Ave. McCloy St.	S. Belmont Ave. & McCloy St. Grayland Ave. & Idlewood Ave.							0							
Total	IVICCIOY St.	Grayiana Ave. & lulewood Ave.	1	2 17	283	8	1,029	22	1,362							
IUlai				_ 1/	203	ð	1,023	23	1,302							





Exhibit D-3: Carytown Off-Street Parking Supply Inventory

	Exhibit D-3: Caryto	raikiiig .		EET FACILIT		1	
					Reserved		
BLK #	NAME/DESCRIPTION	TYPE Private/Private Lot	USER Mixed-Use	33	Reserveu	2	TOTAL 35
1A 1A	Patient First Carytown Ellwood Thompson's	Private/Private Lot	Customers	105		3	108
1A	Hall Tree	Private/Private Lot	Mixed-Use	10			10
1A	7-Eleven	Private/Private Lot	Customers	10		1	11
1B	103 Berrington Needle's Eye Ministries Inc	Private/Private Lot	Mixed-Use	45 9			45 9
1B 1B	James F. Londrey	Private/Private Lot Private/Private Lot	Mixed-Use Customers	20			9 20
2	Christian Counseling & Training	Private/Private Lot	Customers	14			14
2	SHS Personnel	Private/Private Lot	Employees	18			18
2	Grove Eye Care	Private/Private Lot	Customers	10			10
3	Allstate Insurance Agent Walgreens	Private/Private Lot Private/Private Lot	Mixed-Use Customers	65 58		3	65 61
3	United States Postal Service	Public/Private Lot	Mixed-Use	33	3	2	38
3	The Fresh Market	Private/Private Lot	Customers	146	5	5	156
4	Trubeauty Concepts	Private/Private Lot	Mixed-Use	14			14
4	Old Virginia Tobacco Co	Private/Private Lot	Customers	22			22
4 4	Union Bank & Trust Aquarian Bookshop	Private/Private Lot Private/Private Lot	Mixed-Use Customers	8 39			8 39
4	Richmond Shopping Center	Private/Private Lot	Customers	202		5	207
4	CVS	Private/Private Lot	Customers	38			38
4	Carytown Burgers & Fries	Private/Private Lot	Customers	18			18
4	Spa 310	Private/Private Lot	Customers	7		1	8
5	Dunkin' Donuts	Private/Private Lot	Customers	11		2	13
5	Burger Bach	Private/Private Lot	Customers	13		1	14 20
5 5	Haley Too Salon & Spa McDonald's	Private/Private Lot Private/Private Lot	Mixed-Use Customers	25 14		3	28 17
5	Penzeys Spices	Private/Private Lot	Employees	12		5	17
5	Bombshell Beauty Lounge	Private/Private Lot	Mixed-Use	21			21
5	Dentist	Private/Private Lot	Customers	12		1	13
6	5 S. Dooley Ave.	Public/Public Lot	Residential	34			34
6	Zzaam Restaurant	Private/Private Lot	Customers	11		1	12
6	7 S. Crenshaw Avenue Garage	Public/Public Structure		59		3 1	62 10
6 7	Xtras Sola Salon Studios	Private/Private Lot Private/Private Lot	Employees Employees	9		1	10 9
7	Cary Street Veterinary Hospital	Private/Private Lot	Customers	4		1	5
7	10-14 S. Auburn Ave.	Private/Private Lot	Residential	34		4	38
7	Plus Properties Inc Apartments	Private/Private Lot	Residential	24			24
7	Glow Med Spa	Private/Private Lot	Customers	12		1	13
8	8 S. Auburn Ave.	Private/Private Lot	Residential	26			26
8	3125 Ellwood Ave.	Private/Private Lot	Residential	25			25
8	6 S. Belmont Ave. Cary Court Park & Shop	Private/Private Lot Private/Private Lot	Customers Customers	50 85		4	50 89
8	3103 Ellwood Ave.	Private/Private Lot	Residential	2		4	2
8	Employee Parking	Private/Private Lot	Employees	6			6
8	Residential Parking	Private/Private Lot	Residential	36			36
9	Shops/Carybelle	Private/Private Lot	Customers	94			94
9	Employee Parking	Private/Private Lot	Employee	7		_	7
10	18 S. Colonial Avenue Garage	Public/Public Structure		68		3	71
10 11	2921 Ellwood Ave. 20 S Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	5 7	3	1	6 10
11	16 S Boulevard	Private/Private Lot	Residential	13	3		13
11	2811 Ellwood Ave. Residents	Private/Private Lot	Residential	10			10
11	15 S. Colonial	Private/Private Lot	Residential	13			13
11	Area 10 Faith Community Church	Private/Private Lot	Customers	7			7
12	Sigma Phi Epsilon	Private/Private Lot	Residential	9			9
12	Zollinger House	Private/Private Lot	Residential	7			7
13 13	Sen Resturant Citizen Burger Bar	Private/Private Lot Private/Private Lot	Customers Customers	5 11		2	5 13
14	Farouk's House of India	Private/Private Lot	Employees	12			12
14	Bill Wagner - Realtor	Private/Private Lot	Mixed-Use	22		1	23
14	Bonnie's Boutique - Carytown	Private/Private Lot	Employees	10			10
15	Kambourian Jewelers	Private/Private Lot	Employees	5		1	6
15 15	Tulsi Indian Cuisine	Private/Private Lot	Employees	8			8
15 16	Greek on Cary Wells Fargo Bank	Private/Private Lot Private/Private Lot	Employees Mixed-Use	20		1	2
16	Wells Fargo Bank Mary Angela's Pizzeria	Private/Private Lot Private/Private Lot	Mixed-Use	9		1	21 9
17	Premiere Costumes	Private/Private Lot	Employees	4			4
17	Guitar Works	Private/Private Lot	Employees	8			8
17	Karina'S. Salon	Private/Private Lot	Customers	9			9
17	Sacred Waters Holistic Spa	Private/Private Lot	Employees	5			5
17	Loose Screw Tattoo	Private/Private Lot	Mixed-Use	18			18
17	7 Eleven	Private/Private Lot	Customers	16		1	17
18 18	Bill's Cleaners & Laundry Döner Kebab	Private/Private Lot Private/Private Lot	Employees Employees	4 14			4 14
18	3412 Parkwood Ave.	Private/Private Lot	Residential	18			18
18	Ciao	Private/Private Lot	Mixed-Use	20			20
18	3416-3438 Parkwood Ave.	Private/Private Lot	Residential	16			16
19	Starbucks	Private/Private Lot	Customers	40		2	42
19	Baker's Crust Artisan Kitchen	Private/Private Lot	Employees	9			9
19 10	SunTrust Mantana Cold Broad Co	Private/Private Lot	Customers	35		2	37 30
19 19	Montana Gold Bread Co Kroger	Private/Private Lot Private/Private Lot	Mixed-Use Customers	19 141		1 5	20 146
19	Dogma Grooming & Pet Needs	Private/Private Lot	Mixed-Use	8		1	9
20	Employee Parking	Private/Private Lot	Employees	31			31
27	Cooley Craig S. Attorney	Private/Private Lot	Mixed-Use	12			12
Total				2,229	11	68	2,308







Exhibit D-4: Carytown Total Weekday Occupancy (Pt. 1)

Block #	Nama /Dasswinti		arytown Weekday Comb		Effective	Weekday 1	L1AM-2PM Utilization	Weekday Counts	5PM-7PM Utilization
	Name/Description Floyd Ave.	Cross Streets/Addresses N. Thompson St. & Beltline Expy	Type On-Street	Subtype	Supply 0	Counts 1	0%	Counts	Otilization 0%
	N. Thompson St.	Floyd Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
	W. Cary St.	N. Thompson St. & Beltline Expy	On-Street		0	0	0%	0	0%
	Beltline Expy Patient First Carytown	Floyd Ave. & W. Cary St. 12 N. Thompson St.	On-Street Private/Private Lot	Mixed-Use	0 32	0 19	0% 59%	0 18	0% 0%
	Ellwood Thompson's	4 N. Thompson St.	Private/Private Lot	Customers	98	116	118%	80	82%
1A-3	Hall Tree	12 S Thompson St.	Private/Private Lot	Mixed-Use	9	8	89%	2	0%
	7-Eleven	3600 W. Cary St.	Private/Private Lot	Customers	10	5	50%	0	0%
	Grove St. Berrington Ct.	Berrington Ct. & Beltline Expy Grove St. & Floyd Ave.	On-Street On-Street		0 13	0 5	0% 0%	0 2	0% 0%
	Floyd Ave.	Berrington Ct. & Beltline Expy	On-Street		0	0	0%	0	0%
1B	Beltline Expy	Grove St. & Floyd Ave.	On-Street		0	0	0%	0	0%
	103 Berrington	103 Berrington Ct.	Private/Private Lot	Mixed-Use	41	0	0%	0	0%
	Needle's Eye Ministries Inc	104 Berrington Ct.	Private/Private Lot	Mixed-Use	9	9	100%	1	11%
	James F. Londrey Grove St.	3605 Grove St. N. Thompson St. & Berrington Ct.	Private/Private Lot On-Street	Customers	18 0	10 0	56% 0%	0	0% 0%
	N. Thompson St.	Grove St. & Floyd Ave.	On-Street		0	0	0%	0	0%
2	Floyd Ave. Berrington Ct.	N. Thompson St. & Berrington Ct. Grove St. & Floyd Ave.	On-Street On-Street		0 14	0 3	0% 21%	0 5	0% 36%
	Christian Counseling & Training	3602 Floyd Ave.	Private/Private Lot	Customers	14	15	107%	10	71%
	SHS Personnel	109 Berrington Ct.	Private/Private Lot	Employees	18	3	17%	0	0%
	Grove Eye Care	3601 Grove Ave.	Private/Private Lot	Customers	9	8	89%	5	56%
3 3	Floyd Ave. N. Nansemond St.	N. Nansemond St. & N. Thompson Floyd Ave. & Ellwood Ave.	On-Street On-Street		16 0	2 0	13% 0%	4 0	25% 0%
3	Ellwood Ave.	N. Nansemond St. & N. Thompson	On-Street		5	6	120%	4	80%
3	N. Thompson St.	Floyd Ave. & Ellwood Ave.	On-Street		0	3	0%	0	0%
	Allstate Insurance Agent	15 N. Thompson St.	Private/Private Lot	Mixed-Use	59	49	83%	25	42%
3-2 3-3	Walgreens United States Postal Service	3520 Ellwood Ave. 3517 Floyd Ave.	Private/Private Lot Public/Private Lot	Customers Mixed-Use	61 35	30 14	49% 40%	26 4	43% 11%
	The Fresh Market	10 N. Nansemond St.B	Private/Private Lot	Customers	141	108	77%	110	78%
4	Ellwood Ave.	N. Thompson St. & S. Nansemond St			12	3	25%	4	33%
	S. Nansemond St.	Ellwood Ave. & W. Cary St. N. Thompson St. & S. Nansemond St.	On-Street		0 19	0 7	0% 37%	0 8	0% 42%
4 4	W. Cary St. N. Thompson St.	N. Thompson St. & S. Nansemond St Ellwood Ave. & W. Cary St.	On-Street		19 0	2	3/% 0%	8 0	42% 0%
	Trubeauty Concepts	3537 Ellwood Ave.	Private/Private Lot	Mixed-Use	13	9	69%	2	15%
4-2	Old Virginia Tobacco Co	3532 W. Cary St.	Private/Private Lot	Customers	20	11	55%	5	25%
4-3	Union Bank & Trust	3556 W. Cary St.	Private/Private Lot	Mixed-Use	7	2	29%	0	0%
4-4 4-5	Aquarian Bookshop Richmond Shopping Center	3519 Ellwood Ave. 3522 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	35 187	11 57	31% 30%	10 39	29% 21%
	CVS	3514 W. Cary St.	Private/Private Lot	Customers	38	23	61%	39	79%
	Carytown Burgers & Fries	3500 W. Cary St.	Private/Private Lot	Customers	18	22	122%	23	128%
	Spa 310	3500 W. Cary St.	Private/Private Lot	Customers	8	6	75%	3	38%
5	Ellwood Ave.	S. Crenshaw Ave. & S. Nansemond S			14	5	36%	8	57%
	S. Crenshaw Ave. W. Cary St.	Ellwood Ave. & W. Cary St. S. Crenshaw Ave. & S. Nansemond S	On-Street		10 9	11 9	110% 100%	11 14	110% 156%
	S. Nansemond St.	Ellwood Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
5-1	Dunkin' Donuts	11 S. Nansemond St.	Private/Private Lot	Customers	12	3	0%	1	0%
	Burger Bach	3426 W. Cary St.	Private/Private Lot	Customers	13	4	0%	14	108%
	Haley Too Salon & Spa McDonald's	3420 W. Cary St. 3410 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	28 17	22 12	79% 71%	11 3	0% 18%
	Penzeys Spices	3400 W. Cary St.	Private/Private Lot	Employees	17	12 5	71% 42%	3	18% 25%
	Bombshell Beauty Lounge	10 S. Crenshaw Ave.	Private/Private Lot	Mixed-Use	21	5	24%	0	0%
5-7	Dentist	11 S. Nansemond St.	Private/Private Lot	Customers	13	6	46%	0	0%
6	Ellwood Ave.	S. Dooley Ave. & S. Crenshaw Ave.	On-Street		13	7	54%	8	62%
	S. Dooley Ave. W. Cary St.	Ellwood Ave. & W. Cary St. S. Dooley Ave. & S. Crenshaw Ave.	On-Street On-Street		12 9	8 13	67% 144%	11 10	92% 111%
	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	On-Street		9	7	78%	6	67%
6-1	5 S. Dooley Ave.	5 S. Dooley Ave.	Public/Public Lot	Residential	31	30	97%	32	103%
	Zzaam Restaurant	3300 W. Cary St.	Private/Private Lot	Customers	12	3	25%	3	25%
	7 S. Crenshaw Avenue Garage Xtras	7 S. Crenshaw Ave. 3320 W. Cary St.	Public/Public Structure Private/Private Lot	Employees	56 10	26 12	46% 120%	32 36	57% 360%
	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.	On-Street	Linployees	13	5	38%	7	54%
7	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	On-Street		13	12	92%	10	77%
	W. Cary St.	S. Auburn Ave. & S. Dooley Ave.	On-Street		9	8	89%	10	111%
	S. Dooley Ave. Sola Salon St.udios	Ellwood Ave. & W. Cary St. 3224 W. Cary St.	On-Street Private/Private Lot	Employees	9	12 6	133% 67%	11 5	122% 56%
	Cary St.reet Veterinary Hospital	3210 W. Cary St.	Private/Private Lot	Customers	5	0	0%	1	20%
	10-14 S. Auburn Ave.	10-14 S. Auburn Ave.	Private/Private Lot	Residential	38	30	79%	15	39%
	Plus Properties Inc Apartments	3213 Ellwood Ave. # D	Private/Private Lot	Residential	24	5	21%	5	21%
	Glow Med Spa	3202 Ellwood Ave.	Private/Private Lot	Customers	13	5 15	38%	2	15%
8 8	Ellwood Ave. S. Belmont Ave.	S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St.	On-Street On-Street		26 10	15 1	58% 10%	18 2	69% 20%
8	W. Cary St.	S. Belmont Ave. & S. Auburn Ave.	On-Street		21	21	100%	21	100%
	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
	8 S. Auburn Ave.	8 S. Auburn Ave.	Private/Private Lot	Residential	26	24	92%	15	58%
	3125 Ellwood Ave. 6 S. Belmont Ave.	3125 Ellwood Ave. 6 S. Belmont Ave.	Private/Private Lot Private/Private Lot	Residential Customers	23 50	24 40	104% 80%	19 35	83% 70%
0 0	Cary Court Park & Shop	3144 W. Cary St.	Private/Private Lot	Customers	50 81	40 76	80% 94%	35 71	70% 88%
	3103 Ellwood Ave.	3103 Ellwood Ave.	Private/Private Lot	Residential	2	9	450%	1	50%
	Employee Parking	3114 W. Cary St.	Private/Private Lot	Employees	6	0	0%	1	17%
	Residential Parking	3143 Ellwood Ave.	Private/Private Lot	Residential	36	2	6%	4	11%
9 9	Ellwood Ave. S. Sheppard St.	S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St.	On-Street On-Street		12 14	12 15	100% 107%	3 9	25% 64%
	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	On-Street		12	16	133%	14	117%
9	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	On-Street		9	7	78%	5	56%
	Shops/Carybelle	14-98 S. Sheppard St.	Private/Private Lot	Customers	94	70	74%	56	60%
	Employee Parking Ellwood Ave.	3010 W. Cary St. S. Colonial Ave. & S. Sheppard St.	Private/Private Lot On-Street	Employee	7 13	11 13	157% 100%	11 14	157% 108%
	S. Colonial Ave.	Ellwood Ave. & Cary St.	On-Street		14	10	71%	9	64%
	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	On-Street		19	17	89%	14	74%
	S. Sheppard St.	Ellwood Ave. & Cary St.	On-Street		14	3	21%	11	79%
	18 S. Colonial Avenue Garage	18 S. Colonial Ave.	Public/Public Structure		64	11	17% 0%	14	22%
	2921 Ellwood Ave. Ellwood Ave.	2921 Ellwood Ave. S Boulevard & Colonial Ave.	Private/Private Lot On-Street	Residential	6 15	0 3	0% 20%	0 2	0% 13%
	S Boulevard	Ellwood Ave. & Colonial Ave.	On-Street		18	10	56%	10	56%
11	W. Cary St.	S Boulevard & Colonial Ave.	On-Street		13	13	100%	12	92%
		Ellwood Ave. & Colonial Ave.	On-Street		17	8	47%	12	71%
11 11	Colonial Ave.								122%
11 11 11-1	20 S Boulevard	20 S Boulevard	Private/Private Lot	Residential	9	4	44%	11	
11 11 11-1 11-2	20 S Boulevard 16 S Boulevard	20 S Boulevard 16 S Boulevard	Private/Private Lot	Residential	13	6	46%	8	62%
11 11 11-1 11-2 11-3	20 S Boulevard	20 S Boulevard	•						







Exhibit D-4: Carytown Total Weekday Occupancy (Pt. 2)

			arytown Weekday Cor		Effective		11AM-2PM		5PM-7PM
Block #	Name/Description W. Cary St.	Cross Streets/Addresses S Boulevard & S. Colonial Ave.	Type On-Street	Subtype	Supply 6	Counts 5	Utilization 83%	Counts 9	Utilization 150%
	S Boulevard	W. Cary St. & Idlewood Ave.	On-Street		30	28	93%	28	93%
	Idlewood Ave.	S Boulevard & S. Colonial Ave.	On-Street		6 33	7 21	117% 64%	8 30	133% 91%
	S. Colonial Ave. Sigma Phi Epsilon	W. Cary St. & Idlewood Ave. 310 S Boulevard	On-Street Private/Private Lot	Residential	9	8	89%	30 11	122%
	Zollinger House	300 S Boulevard	Private/Private Lot	Residential	7	5	71%	6	86%
	W. Cary St. S. Colonial Ave.	S. Colonial Ave. & S. Sheppard St. W. Cary St. & Parkwood Ave.	On-Street On-Street		17 12	12 9	71% 75%	12 9	71% 75%
13	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street		14	14	100%	14	100%
	S. Sheppard St. Sen Resturant	W. Cary St. & Parkwood Ave. 2901 W. Cary St.	On-Street Private/Private Lot	Customers	0 5	1 7	0% 140%	0 5	0% 100%
	Citizen Burger Bar	2907 W. Cary St.	Private/Private Lot	Customers	12	9	75%	11	92%
	W. Cary St. S. Sheppard St.	S. Sheppard St. & S. Belmont Ave. W. Cary St. & Parkwood Ave.	On-Street On-Street		15 8	14 8	93% 100%	16 6	107% 75%
	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		15	8	53%	11	73%
	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	On-Street	Formlesses	17	7	41%	6	35%
	Farouk's House of India Bill Wagner - Realtor	3033 W. Cary St. 3027 W. Cary St.	Private/Private Lot Private/Private Lot	Employees Mixed-Use	11 21	9 15	82% 71%	4 5	36% 24%
	Bonnie's Boutique - Carytown	3009 W. Cary St.	Private/Private Lot	Employees	9	2	22%	3	33%
	W. Cary St. S. Belmont Ave.	S. Belmont Ave. & McCloy St. W. Cary St. & Parkwood Ave.	On-Street On-Street		18 8	21 7	117% 88%	22 7	122% 88%
	Parkwood Ave.	S. Belmont Ave. & McCloy St.	On-Street		18	7	39%	12	67%
	McCloy St. Kambourian Jewelers	W. Cary St. & Parkwood Ave. 3141 W. Cary St.	On-Street Private/Private Lot	Employees	8 6	8 9	100% 150%	9 11	113% 183%
	Tulsi Indian Cuisine	3131 W. Cary St.	Private/Private Lot	Employees	7	9	129%	8	114%
	Greek on Cary	3107 W. Cary St.	Private/Private Lot	Employees	2	6	300%	5	250%
	W. Cary St. McCloy St.	McCloy St. & Beaumont Ave. W. Cary St. & Parkwood Ave.	On-Street On-Street		8	2 6	50% 75%	3 6	75% 75%
	Parkwood Ave.	McCloy St. & Beaumont Ave.	On-Street		8	4	50%	8	100%
	Beaumont Ave. Wells Fargo Bank	W. Cary St. & Parkwood Ave. 3201 W. Cary St.	On-Street Private/Private Lot	Mixed-Use	0 21	0 9	0% 43%	0 4	0% 19%
17	W. Cary St.	Beaumont Ave. & Freeman Rd.	On-Street	, ,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	15	19	127%	16	107%
	Beaumont Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. Beaumont Ave. & Freeman Rd.	On-Street On-Street		0 22	2 17	0% 77%	2 22	0% 100%
17	Freeman Rd.	W. Cary St. & Parkwood Ave.	On-Street		6	4	67%	5	83%
	Mary Angela's Pizzeria Premiere Costumes	3345 W. Cary St. 3339 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Employees	9 4	11 11	122% 275%	17 8	189% 200%
	Guitar Works	3335 W. Cary St.	Private/Private Lot	Employees	8	8	100%	10	125%
	Karina'S. Salon	3325 W. Cary St. 3319 W. Cary St.	Private/Private Lot	Customers	9	6	67%	7	78%
	Sacred Waters Holistic Spa Loose Screw Tattoo	3313 W. Cary St.	Private/Private Lot Private/Private Lot	Employees Mixed-Use	5 18	4 11	80% 61%	1 8	20% 44%
	7 Eleven	3301 W. Cary St.	Private/Private Lot	Customers	15	9	60%	7	47%
	W. Cary St. Freeman Rd.	Freeman Rd. & S. Nansemond St. W. Cary St. & Parkwood Ave.	On-Street On-Street		21 8	21 8	100% 100%	22 10	105% 125%
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	On-Street		9	8	89%	16	178%
	S. Nansemond St. Bill'S. Cleaners & Laundry	W. Cary St. & Parkwood Ave. 3467 W. Cary St.	On-Street Private/Private Lot	Employees	0 4	0 6	0% 150%	0 1	0% 25%
	Döner Kebab	3459 W. Cary St.	Private/Private Lot	Employees	14	7	50%	3	21%
18-3 18-4	3412 Parkwood Ave.	3412 Parkwood Ave. 3409 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Mixed-Use	18 20	6 8	0% 0%	10 8	56% 40%
	3416-3438 Parkwood Ave.	3422 Parkwood Ave.	Private/Private Lot	Residential	16	11	69%	14	88%
	W. Cary St.	S. Nansemond St.	On-Street		0	0	0%	0	0%
	S. Nansemond St. Grayland Ave.	W. Cary St. & Grayland Ave. S. Nansemond St. & Downtown Expy	On-Street On-Street		9 0	5 0	56% 0%	7 0	78% 0%
	Downtown Expy	Grayland Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
	Starbucks Baker's Crust Artisan Kitchen	3555 W. Cary St. 3553 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Employees	38 8	40 9	105% 113%	21 5	55% 63%
	SunTrust	3513 W. Cary St.	Private/Private Lot	Customers	34	14	41%	10	29%
	Montana Gold Bread Co Kroger	3543 W. Cary St. 3507 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	18 132	39 106	217% 80%	30 129	167% 98%
	Dogma Grooming & Pet Needs	3501 W. Cary St.	Private/Private Lot	Mixed-Use	8	4	50%	2	25%
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	On-Street		20	9	45%	20	100%
	Freeman Rd. Grayland Ave.	Parkwood Ave. & Grayland Ave. Freeman Rd. & S. Nansemond St.	On-Street On-Street		9 20	2 18	22% 90%	6 27	67% 135%
	S. Nansemond St.	Parkwood Ave. & Grayland Ave.	On-Street		9	0	0%	2	22%
	Employee Parking Parkwood Ave.	243-201 S. Nansemond St. Beaumont Ave. & Freeman Rd.	Private/Private Lot On-Street	Employees	31 19	4 19	13% 100%	6 22	19% 116%
21	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street		0	0	0%	0	0%
	Grayland Ave. Freeman Rd.	Beaumont Ave. & Freeman Rd. Parkwood Ave. & Grayland Ave.	On-Street On-Street		39 9	12 3	31% 33%	17 7	44% 78%
22	Parkwood Ave.	McCloy St. & Beaumont Ave.	On-Street		8	10	125%	11	138%
	McCloy St.	Parkwood Ave. & Grayland Ave. McCloy St. & Beaumont Ave.	On-Street		8 20	2 15	25% 75%	6 22	75% 110%
	Grayland Ave. Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street On-Street		20 0	15 0	75% 0%	0	110% 0%
_	Parkwood Ave.	S. Belmont Ave. & McCloy St.	On-Street		18	5	28%	12	67%
_	S. Belmont Ave. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Belmont Ave. & McCloy St.	On-Street On-Street		8 20	9 15	113% 75%	10 19	125% 95%
23	McCloy St.	Parkwood Ave. & Grayland Ave.	On-Street		8	3	38%	7	88%
	Parkwood Ave. S. Sheppard St.	S. Sheppard St. & S. Belmont Ave. Parkwood Ave. & Grayland Ave.	On-Street On-Street		16 9	18 4	113% 44%	21 7	131% 78%
	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		17	10	59%	16	94%
	S. Belmont Ave. Parkwood Ave.	Parkwood Ave. & Grayland Ave.	On-Street		8	5 16	63%	7 14	88%
	Parkwood Ave. S. Colonial Ave.	S. Colonial Ave. & S. Sheppard St. Parkwood Ave. & Grayland Ave.	On-Street On-Street		17 9	16 10	94% 111%	14 11	82% 122%
	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street		15	17	113%	19	127%
	S. Sheppard St. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Colonial Ave. & S. Sheppard St.	On-Street		0 16	0 14	0% 88%	0 16	0% 100%
26	S. Colonial Ave.	Grayland Ave. & Idlewood Ave.	On-Street		9	11	122%	13	144%
	Idlewood Ave. S. Sheppard St.	S. Colonial Ave. & S. Sheppard St. Grayland Ave. & Idlewood Ave.	On-Street On-Street		19 0	15 0	79% 0%	20 0	105% 0%
27	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		19	11	58%	16	84%
	S. Sheppard St. Idlewood Ave.	Grayland Ave. & Idlewood Ave. S. Sheppard St. & S. Belmont Ave.	On-Street On-Street		10 0	5 2	50% 0%	10 3	100% 0%
	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	On-Street		4	1	0% 25%	3	0% 75%
	Cooley Craig S. Attorney	3000 Idlewood Ave.	Private/Private Lot	Mixed-Use	12	6	50%	3	25%
	Grayland Ave. S. Belmont Ave.	S. Belmont Ave. & McCloy St. Grayland Ave. & Idlewood Ave.	On-Street On-Street		14 3	2	14% 67%	7 4	50% 133%
28	Dowtown Expy & Idlewood Ave.	S. Belmont Ave. & McCloy St.	On-Street		0	0	0%	0	0%
28	McCloy St.	Grayland Ave. & Idlewood Ave.	On-Street		0	0	0%	0	0%







Exhibit D-5: Carytown On-Street Weekday Occupancy (Pt. 1)

	Carytown Weekday On-Street										
			Effective	Weekday	11AM-2PM	Weekday	5PM-7PM				
Block #	Name/Description	Cross Street	Supply	Counts	Utilization	Counts	Utilization				
	Floyd Ave.	N. Thompson St. & Beltline Expy	0	1	100%	0	0%				
1A	N. Thompson St.	Floyd Ave. & W. Cary St.	0	0	0%	0	0%				
1A	W. Cary St.	N. Thompson St. & Beltline Expy	0	0	0%	0	0%				
1A	Beltline Expy	Floyd Ave. & W. Cary St.	0	0	0%	0	0%				
1B	Grove St.	Berrington Ct. & Beltline Expy	0	0	0%	0	0%				
1B	Berrington Ct.	Grove St. & Floyd Ave.	13	5	38%	2	15%				
	Floyd Ave.	Berrington Ct. & Beltline Expy	0	0	0%	0	0%				
1B	Beltline Expy	Grove St. & Floyd Ave.	0	0	0%	0	0%				
2	Grove St.	N. Thompson St. & Berrington Ct.	0	0	0%	0	0%				
2	N. Thompson St.	Grove St. & Floyd Ave.	0	0	0%	0	0%				
2	Floyd Ave.	N. Thompson St. & Berrington Ct.	0	0	0%	0	0%				
2	Berrington Ct.	Grove St. & Floyd Ave.	14	3	21%	5	36%				
3	Floyd Ave.	N. Nansemond St. & N. Thompson	16	2	13%	4	25%				
3	N. Nansemond St.	Floyd Ave. & Ellwood Ave.	0	0	0%	0	0%				
3	Ellwood Ave.	N. Nansemond St. & N. Thompson	5	6	120%	4	80%				
	N. Thompson St.	Floyd Ave. & Ellwood Ave.	0	3	300%	0	0%				
4	Ellwood Ave.	N. Thompson St. & S. Nansemond St.	12	3	25%	4	33%				
4	S. Nansemond St.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
4	W. Cary St.	N. Thompson St. & S. Nansemond St.	19	7	37%	8	42%				
4	N. Thompson St.	Ellwood Ave. & W. Cary St.	0	2	200%	0	0%				
5	Ellwood Ave.	S. Crenshaw Ave. & S. Nansemond St.	14	5	36%	8	57%				
5	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	10	11	110%	11	110%				
5	W. Cary St.	S. Crenshaw Ave. & S. Nansemond St.	9	9	100%	14	156%				
5	S. Nansemond St.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
6	Ellwood Ave.	S. Dooley Ave. & S. Crenshaw Ave.	13	7	54%	8	62%				
6	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	12	8	67%	11	92%				
6	W. Cary St.	S. Dooley Ave. & S. Crenshaw Ave.	9	13	144%	10	111%				
6	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	9	7	78%	6	67%				
7	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.	13	5	38%	7	54%				
7	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	13	12	92%	10	77%				
7	W. Cary St.	S. Auburn Ave. & S. Dooley Ave.	9	8	89%	10	111%				
7	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	9	12	133%	11	122%				
8	Ellwood Ave.	S. Belmont Ave. & S. Auburn Ave.	26	15	58%	18	69%				
8	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	10		10%	2	20%				
		S. Belmont Ave. & S. Auburn Ave.	21	1 21	10%	21	100%				
8	W. Cary St.										
8	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
9	Ellwood Ave.	S. Sheppard St. & S. Belmont Ave.	12	12	100%	3	25%				
9	S. Sheppard St.	Ellwood Ave. & W. Cary St.	14	15	107%	9	64%				
	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	12	16	133%	14	117%				
9	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	9	7	78%	5	56%				
	Ellwood Ave.	S. Colonial Ave. & S. Sheppard St.	13	13	100%	14	108%				
10	S. Colonial Ave.	Ellwood Ave. & Cary St.	14	10	71%	9	64%				
10	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	19	17	89%	14	74%				
10	S. Sheppard St.	Ellwood Ave. & Cary St.	14	3	21%	11	79%				
11	Ellwood Ave.	S Boulevard & Colonial Ave.	15	3	20%	2	13%				
11	S Boulevard	Ellwood Ave. & Colonial Ave.	18	10	56%	10	56%				
11	W. Cary St.	S Boulevard & Colonial Ave.	13	13	100%	12	92%				
11	Colonial Ave.	Ellwood Ave. & Colonial Ave.	17	8	47%	12	71%				







Exhibit D-5: Carytown On-Street Weekday Occupancy (Pt. 2)

		Carytown Weekday Or	1	l			
Diad.#	Nama /Dassintian	Cycles Style et	Effective		11AM-2PM Utilization	-	5PM-7PM
Block #	Name/Description W. Cary St.	Cross Street S Boulevard & S. Colonial Ave.	Supply 6	Counts 5	83%	Counts 9	Utilization 150%
	S Boulevard	W. Cary St. & Idlewood Ave.	30	28	93%	28	93%
	Idlewood Ave.	S Boulevard & S. Colonial Ave.	6	7	117%	8	133%
12	S. Colonial Ave.	W. Cary St. & Idlewood Ave.	33	21	64%	30	91%
13	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	17	12	71%	12	71%
13	S. Colonial Ave.	W. Cary St. & Parkwood Ave.	12	9	75%	9	75%
	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	14	14	100%	14	100%
	S. Sheppard St.	W. Cary St. & Parkwood Ave.	0	1	100%	0	0%
	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	15	14	93%	16	107%
	S. Sheppard St.	W. Cary St. & Parkwood Ave.	8	8	100%	6	75%
	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	15	8	53%	11	73%
	S. Belmont Ave. W. Cary St.	W. Cary St. & Parkwood Ave. S. Belmont Ave. & McCloy St.	17 18	7 21	41% 117%	6 22	35% 122%
	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	8	7	88%	7	88%
	Parkwood Ave.	S. Belmont Ave. & McCloy St.	18	7	39%	12	67%
	McCloy St.	W. Cary St. & Parkwood Ave.	8	8	100%	9	113%
	W. Cary St.	McCloy St. & Beaumont Ave.	4	2	50%	3	75%
	McCloy St.	W. Cary St. & Parkwood Ave.	8	6	75%	6	75%
16	Parkwood Ave.	McCloy St. & Beaumont Ave.	8	4	50%	8	100%
16	Beaumont Ave.	W. Cary St. & Parkwood Ave.	0	0	0%	0	0%
17	W. Cary St.	Beaumont Ave. & Freeman Rd.	15	19	127%	16	107%
17	Beaumont Ave.	W. Cary St. & Parkwood Ave.	0	2	200%	2	200%
17	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	22	17	77%	22	100%
17	Freeman Rd.	W. Cary St. & Parkwood Ave.	6	4	67%	5	83%
	W. Cary St.	Freeman Rd. & S. Nansemond St.	21	21	100%	22	105%
	Freeman Rd.	W. Cary St. & Parkwood Ave.	8	8	100%	10	125%
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	9	8	89%	16	178%
	S. Nansemond St.	W. Cary St. & Parkwood Ave.	0	0	0%	0	0%
	W. Cary St. S. Nansemond St.	S. Nansemond St. W. Cary St. & Grayland Ave.	9	0 5	0% 56%	0 7	0% 78%
	Grayland Ave.	S. Nansemond St. & Downtown Expy	0	0	0%	0	0%
	Downtown Expy	Grayland Ave. & W. Cary St.	0	0	0%	0	0%
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	20	9	45%	20	100%
	Freeman Rd.	Parkwood Ave. & Grayland Ave.	9	2	22%	6	67%
	Grayland Ave.	Freeman Rd. & S. Nansemond St.	20	18	90%	27	135%
20	S. Nansemond St.	Parkwood Ave. & Grayland Ave.	9	0	0%	2	22%
21	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	19	19	100%	22	116%
21	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	0	0	0%	0	0%
	Grayland Ave.	Beaumont Ave. & Freeman Rd.	39	12	31%	17	44%
	Freeman Rd.	Parkwood Ave. & Grayland Ave.	9	3	33%	7	78%
	Parkwood Ave.	McCloy St. & Beaumont Ave.	8	10	125%	11	138%
	McCloy St.	Parkwood Ave. & Grayland Ave.	8	2	25%	6	75%
	Grayland Ave.	McCloy St. & Beaumont Ave.	20	15	75%	22	110%
	Beaumont Ave. Parkwood Ave.	Parkwood Ave. & Grayland Ave. S. Belmont Ave. & McCloy St.	0 18	0 5	0% 28%	0 12	0% 67%
	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	8	9	113%	10	125%
	Grayland Ave.	S. Belmont Ave. & McCloy St.	20	15	75%	19	95%
	McCloy St.	Parkwood Ave. & Grayland Ave.	8	3	38%	7	88%
	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	16	18	113%	21	131%
	S. Sheppard St.	Parkwood Ave. & Grayland Ave.	9	4	44%	7	78%
	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	17	10	59%	16	94%
24	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	8	5	63%	7	88%
25	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	17	16	94%	14	82%
	S. Colonial Ave.	Parkwood Ave. & Grayland Ave.	9	10	111%	11	122%
	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	15	17	113%	19	127%
	S. Sheppard St.	Parkwood Ave. & Grayland Ave.	0	0	0%	0	0%
	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	16	14	88%	16	100%
	S. Colonial Ave.	Grayland Ave. & Idlewood Ave.	9	11	122%	13	144%
	Idlewood Ave. S. Sheppard St.	S. Colonial Ave. & S. Sheppard St.	19	15	79% 0%	20 0	105% 0%
	Grayland Ave.	Grayland Ave. & Idlewood Ave. S. Sheppard St. & S. Belmont Ave.	0 19	0 11	58%	0 16	84%
	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	19	5	58% 50%	10	84% 100%
	Idlewood Ave.	S. Sheppard St. & S. Belmont Ave.	0	2	200%	3	300%
	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	4	1	25%	3	75%
	Grayland Ave.	S. Belmont Ave. & McCloy St.	14	2	14%	7	50%
	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	3	2	67%	4	133%
	Dowtown Expy & Idlewood Ave.	S. Belmont Ave. & McCloy St.	0	0	0%	0	0%
	McCloy St.	Grayland Ave. & Idlewood Ave.	0	0	0%	0	0%
Total			1,161	831	72%	980	84%



Exhibit D-6: Carytown Off-Street Weekday Occupancy

			Caryto	own Weekday Off-Street		<u> </u>				
						Effective		y 11AM-2PM		5PM-7PM
Block #		Name/Description Patient First Carytown	Address 12 N. Thompson St.	Type Private/Private Lot	Sub-Type Mixed-Use	Supply 32	Count 19	Utilization 59%	Count 18	Utilization 56%
1A 1A		Ellwood Thompson's	4 N. Thompson St.	Private/Private Lot	Customers	98	116	118%	80	82%
1A		Hall Tree	12 S Thompson St.	Private/Private Lot	Mixed-Use	9	8	89%	2	22%
1A		7-Eleven	3600 W. Cary St.	Private/Private Lot	Customers	10	5	50%	0	0%
1B 1B	1B-1 1B-2	103 Berrington Needle's Eye Ministries Inc	103 Berrington Ct. 104 Berrington Ct.	Private/Private Lot Private/Private Lot	Mixed-Use Mixed-Use	41 9	0 9	0% 100%	0 1	0% 11%
1B		James F. Londrey	3605 Grove St.	Private/Private Lot	Customers	18	10	56%	0	0%
2	2-1	Christian Counseling & Training	3602 Floyd Ave.	Private/Private Lot	Customers	14	15	107%	10	71%
2	2-2	SHS Personnel	109 Berrington Ct.	Private/Private Lot	Employees	18	3	17%	0	0%
2	2-3	Grove Eye Care	3601 Grove Ave.	Private/Private Lot	Customers	9	8	89%	5	56%
3	3-1 3-2	Allstate Insurance Agent Walgreens	15 N. Thompson St. 3520 Ellwood Ave.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	59 61	49 30	83% 49%	25 26	42% 43%
3	3-3	United States Postal Service	3517 Floyd Ave.	Public/Private Lot	Mixed-Use	35	14	40%	4	11%
3	3-4	The Fresh Market	10 N. Nansemond St.B	Private/Private Lot	Customers	141	108	77%	110	78%
4		Trubeauty Concepts	3537 Ellwood Ave.	Private/Private Lot	Mixed-Use	13	9	69%	2	15%
4	4-2 4-3	Old Virginia Tobacco Co Union Bank & Trust	3532 W. Cary St. 3556 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	20 7	11 2	55% 29%	5 0	25% 0%
4	4-3 4-4	Aquarian Bookshop	3519 Ellwood Ave.	Private/Private Lot	Customers	35	11	31%	10	29%
4	4-5	Richmond Shopping Center	3522 W. Cary St.	Private/Private Lot	Customers	187	57	30%	39	21%
4	4-6	CVS	3514 W. Cary St.	Private/Private Lot	Customers	38	23	61%	30	79%
4	4-7	Carytown Burgers & Fries	3500 W. Cary St.	Private/Private Lot	Customers	18	22	122%	23	128%
4	4-8	Spa 310	3500 W. Cary St.	Private/Private Lot	Customers	8	6	75%	3	38%
5	5-1	Dunkin' Donuts	11 S. Nansemond St.	Private/Private Lot	Customers	12	3	25%	1	8%
5 5	5-2 5-3	Burger Bach Haley Too Salon & Spa	3426 W. Cary St. 3420 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	13 28	4 22	31% 79%	14 11	108% 39%
5	5-3 5-4	McDonald's	3410 W. Cary St.	Private/Private Lot	Customers	28 17	12	79% 71%	3	39% 18%
5	5-5	Penzeys Spices	3400 W. Cary St.	Private/Private Lot	Employees	12	5	42%	3	25%
5	5-6	Bombshell Beauty Lounge	10 S. Crenshaw Ave.	Private/Private Lot	Mixed-Use	21	5	24%	0	0%
5	5-7	Dentist	11 S. Nansemond St.	Private/Private Lot	Customers	13	6	46%	0	0%
6		5 S. Dooley Ave.	5 S. Dooley Ave.	Public/Public Lot	Residential	31	30	97%	32	103%
6		Zzaam Restaurant	3300 W. Cary St.	Private/Private Lot	Customers	12	3	25%	3	25%
6	0.0	7 S. Crenshaw Avenue Garage	7 S. Crenshaw Ave.	Public/Public Structure		56	26	46%	32	57%
6 7		Xtras Sola Salon St.udios	3320 W. Cary St.	Private/Private Lot Private/Private Lot	Employees	10	12	120% 67%	36 5	360% 56%
7		Cary St.reet Veterinary Hospital	3224 W. Cary St. 3210 W. Cary St.	Private/Private Lot Private/Private Lot	Employees Customers	9 5	6 0	67% 0%	5 1	56% 20%
7	7-2 7-3	10-14 S. Auburn Ave.	10-14 S. Auburn Ave.	Private/Private Lot	Residential	38	30	79%	1 15	39%
7	7-4	Plus Properties Inc Apartments	3213 Ellwood Ave. # D	Private/Private Lot	Residential	24	5	21%	5	21%
7	7-5	Glow Med Spa	3202 Ellwood Ave.	Private/Private Lot	Customers	13	5	38%	2	15%
8	8-1	8 S. Auburn Ave.	8 S. Auburn Ave.	Private/Private Lot	Residential	26	24	92%	15	58%
8	8-2	3125 Ellwood Ave.	3125 Ellwood Ave.	Private/Private Lot	Residential	23	24	104%	19	83%
8	8-3 8-4	6 S. Belmont Ave. Cary Court Park & Shop	6 S. Belmont Ave. 3144 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	50 81	40 76	80% 94%	35 71	70% 88%
8	8-4 8-5	3103 Ellwood Ave.	3103 Ellwood Ave.	Private/Private Lot	Residential	2	9	94% 450%	1	50%
8	8-6	Employee Parking	3114 W. Cary St.	Private/Private Lot	Employees	6	0	0%	1	17%
8	8-7	Residential Parking	3143 Ellwood Ave.	Private/Private Lot	Residential	36	2	6%	4	11%
9	9-1	Shops/Carybelle	14-98 S. Sheppard St.	Private/Private Lot	Customers	94	70	74%	56	60%
9	9-2	Employee Parking	3010 W. Cary St.	Private/Private Lot	Employee	7	11	157%	11	157%
10 10		18 S. Colonial Avenue Garage 2921 Ellwood Ave.	18 S. Colonial Ave. 2921 Ellwood Ave.	Public/Public Structure Private/Private Lot		64	11	17% 0%	14	22%
10	10-2 11-1	20 S Boulevard	2921 Ellwood Ave. 20 S Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	6 9	0 4	0% 44%	0 11	0% 122%
11		16 S Boulevard	16 S Boulevard	Private/Private Lot	Residential	13	6	46%	8	62%
11	11-3	2811 Ellwood Ave. Residents	2811 Ellwood Ave.	Private/Private Lot	Residential	10	2	20%	1	10%
11	11-4	15 S. Colonial	15 S. Colonial	Private/Private Lot	Residential	13	4	31%	10	77%
11		Area 10 Faith Community Church	•	Private/Private Lot	Customers	7	2	29%	2	29%
12		Sigma Phi Epsilon	310 S Boulevard	Private/Private Lot	Residential	9	8	89%	11	122%
12 13		Zollinger House Sen Resturant	300 S Boulevard 2901 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	7 5	5 7	71% 140%	6 5	86% 100%
13		Citizen Burger Bar	2901 W. Cary St. 2907 W. Cary St.	Private/Private Lot Private/Private Lot	Customers	5 12	9	140% 75%	5 11	100% 92%
14	14-1	Farouk's House of India	3033 W. Cary St.	Private/Private Lot	Employees	11	9	82%	4	36%
14	14-2	Bill Wagner - Realtor	3027 W. Cary St.	Private/Private Lot	Mixed-Use	21	15	71%	5	24%
14	14-3	Bonnie's Boutique - Carytown	3009 W. Cary St.	Private/Private Lot	Employees	9	2	22%	3	33%
15	15-1	Kambourian Jewelers	3141 W. Cary St.	Private/Private Lot	Employees	6	9	150%	11	183%
15 15		Tulsi Indian Cuisine	3131 W. Cary St.	Private/Private Lot	Employees	7	9	129%	8	114%
15 16	15-3 16-1	Greek on Cary Wells Fargo Bank	3107 W. Cary St. 3201 W. Cary St.	Private/Private Lot Private/Private Lot	Employees Mixed-Use	2	6	300%	5	250%
17	17-1	Mary Angela's Pizzeria	3345 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use	21 9	9	43% 122%	4 17	19% 189%
17	17-1	Premiere Costumes	3339 W. Cary St.	Private/Private Lot	Employees	4	11	275%	8	200%
17	17-3	Guitar Works	3335 W. Cary St.	Private/Private Lot	Employees	8	8	100%	10	125%
17	17-4	Karina'S. Salon	3325 W. Cary St.	Private/Private Lot	Customers	9	6	67%	7	78%
17	17-5	Sacred Waters Holistic Spa	3319 W. Cary St.	Private/Private Lot	Employees	5	4	80%	1	20%
17	17-6	Loose Screw Tattoo	3313 W. Cary St.	Private/Private Lot	Mixed-Use	18	11	61%	8	44%
17 18		7 Eleven Bill'S. Cleaners & Laundry	3301 W. Cary St. 3467 W. Cary St.	Private/Private Lot	Customers Employees	15	9	60%	7	47%
18	18-1 18-2	Döner Kebab	3467 W. Cary St. 3459 W. Cary St.	Private/Private Lot Private/Private Lot	Employees	4 14	6 7	150% 50%	1 3	25% 21%
18	18-3	3412 Parkwood Ave.	3412 Parkwood Ave.	Private/Private Lot	Residential	18	6	33%	10	56%
18		Ciao	3409 W. Cary St.	Private/Private Lot	Mixed-Use	20	8	40%	8	40%
18	18-5	3416-3438 Parkwood Ave.	3422 Parkwood Ave.	Private/Private Lot	Residential	16	11	69%	14	88%
19		Starbucks	3555 W. Cary St.	Private/Private Lot	Customers	38	40	105%	21	55%
19	19-2	Baker's Crust Artisan Kitchen	3553 W. Cary St.	Private/Private Lot	Employees	8	9	113%	5	63%
19 10		SunTrust Montana Gold Broad Co	3513 W. Cary St.	Private/Private Lot	Customers	34	14	41%	10	29% 167%
19 19	19-4 19-5	Montana Gold Bread Co Kroger	3543 W. Cary St. 3507 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	18 132	39 106	217% 80%	30 129	167% 98%
19	19-6	Dogma Grooming & Pet Needs	3501 W. Cary St.	Private/Private Lot	Mixed-Use	8	4	80% 50%	2	98% 25%
20	20-1	Employee Parking	243-201 S. Nansemond St.		Employees	31	4	13%	6	19%
27	27-1	Cooley Craig S. Attorney	3000 Idlewood Ave.	Private/Private Lot	Mixed-Use	12	6	50%	3	25%
Total						2,172	1,402	65%	1,188	55%









Exhibit D-7: Carytown Total Weekend Occupancy (Pt. 1)

-		C	arytown Saturday Combi	ned	Effective	Waakaad	11AM-2PM	Weekend	5PM-7PM
Block #	Name/Description	Cross Streets/Addresses	Туре	Subtype	Supply	Counts	Utilization	Counts	Utilization
1A	Floyd Ave.	N. Thompson St. & Beltline Expy	On-Street		0	0	0%	0	0%
1A 1A	N. Thompson St. W. Cary St.	Floyd Ave. & W. Cary St. N. Thompson St. & Beltline Expy	On-Street On-Street		0	0 0	0% 0%	0 0	0% 0%
1A	Beltline Expy	Floyd Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
1A-1	Patient First Carytown	12 N. Thompson St.	Private/Private Lot	Mixed-Use	32	19	59%	13	0%
	Ellwood Thompson's	4 N. Thompson St.	Private/Private Lot	Customers	98	116	118%	73	74%
	Hall Tree 7-Eleven	12 S Thompson St. 3600 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	9 10	8 5	89% 50%	2 4	0% 0%
1B	Grove St.	Berrington Ct. & Beltline Expy	On-Street	Customers	0	0	0%	0	0%
1B	Berrington Ct.	Grove St. & Floyd Ave.	On-Street		13	0	0%	0	0%
1B	Floyd Ave.	Berrington Ct. & Beltline Expy	On-Street		0	0	0%	0	0%
1B 1B-1	Beltline Expy 103 Berrington	Grove St. & Floyd Ave. 103 Berrington Ct.	On-Street Private/Private Lot	Mixed-Use	0 41	0 0	0% 0%	0 0	0% 0%
1B-2	Needle's Eye Ministries Inc	104 Berrington Ct.	Private/Private Lot	Mixed-Use	9	9	100%	0	0%
	James F. Londrey	3605 Grove St.	Private/Private Lot	Customers	18	10	56%	0	0%
2	Grove St. N. Thompson St.	N. Thompson St. & Berrington Ct. Grove St. & Floyd Ave.	On-Street On-Street		0 0	0 0	0% 0%	0 0	0% 0%
2	Floyd Ave.	N. Thompson St. & Berrington Ct.	On-Street		0	0	0%	0	0%
2	Berrington Ct.	Grove St. & Floyd Ave.	On-Street		14	3	21%	0	0%
2-1 2-2	Christian Counseling & Training SHS Personnel	3602 Floyd Ave. 109 Berrington Ct.	Private/Private Lot Private/Private Lot	Customers Employees	14 18	15 3	107% 17%	0 3	0% 17%
2-2	Grove Eye Care	3601 Grove Ave.	Private/Private Lot	Customers	9	8	89%	0	0%
3	Floyd Ave.	N. Nansemond St. & N. Thompson	On-Street		16	5	31%	6	38%
3	N. Nansemond St.	Floyd Ave. & Ellwood Ave.	On-Street		0 5	0	0% 80%	0	0%
3	Ellwood Ave. N. Thompson St.	N. Nansemond St. & N. Thompson Floyd Ave. & Ellwood Ave.	On-Street On-Street		0	4 1	80% 0%	1 0	20% 0%
3-1	Allstate Insurance Agent	15 N. Thompson St.	Private/Private Lot	Mixed-Use	59	49	83%	32	54%
3-2	Walgreens	3520 Ellwood Ave.	Private/Private Lot	Customers	61 25	30	49%	15 7	25%
3-3 3-4	United St.ates Postal Service The Fresh Market	3517 Floyd Ave. 10 N. Nansemond St.B	Public/Private Lot Private/Private Lot	Mixed-Use Customers	35 141	14 108	40% 77%	7 83	20% 59%
4	Ellwood Ave.	N. Thompson St. & S. Nansemond St.			12	5	42%	3	25%
4	S. Nansemond St.	Ellwood Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
4	W. Cary St. N. Thompson St.	N. Thompson St. & S. Nansemond St. Ellwood Ave. & W. Cary St.	On-Street On-Street		19 0	6 0	32% 0%	5 0	26% 0%
4 4-1	Trubeauty Concepts	3537 Ellwood Ave.	Private/Private Lot	Mixed-Use	13	9	0% 69%	4	31%
4-2	Old Virginia Tobacco Co	3532 W. Cary St.	Private/Private Lot	Customers	20	11	55%	9	45%
4-3	Union Bank & Trust	3556 W. Cary St.	Private/Private Lot	Mixed-Use	7	2	29%	0	0%
4-4 4-5	Aquarian Bookshop Richmond Shopping Center	3519 Ellwood Ave. 3522 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	35 187	11 57	31% 30%	13 28	37% 15%
4-5 4-6	CVS	3514 W. Cary St.	Private/Private Lot	Customers	38	23	30% 61%	28 19	50%
4-7	Carytown Burgers & Fries	3500 W. Cary St.	Private/Private Lot	Customers	18	22	122%	13	72%
4-8	Spa 310	3500 W. Cary St.	Private/Private Lot	Customers	8	2	25%	0	0%
5 5	Ellwood Ave. S. Crenshaw Ave.	S. Crenshaw Ave. & S. Nansemond St Ellwood Ave. & W. Cary St.	On-Street On-Street		14 10	10 4	71% 40%	11 3	79% 30%
5	W. Cary St.	S. Crenshaw Ave. & S. Nansemond St			9	8	89%	9	100%
5	S. Nansemond St.	Ellwood Ave. & W. Cary St.	On-Street		0	0	0%	1	0%
5-1	Dunkin' Donuts	11 S. Nansemond St.	Private/Private Lot	Customers	12	3	0%	1	0%
5-2 5-3	Burger Bach Haley Too Salon & Spa	3426 W. Cary St. 3420 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	13 28	4 22	0% 79%	11 2	85% 0%
5-3 5-4	McDonald's	3420 W. Cary St. 3410 W. Cary St.	Private/Private Lot Private Lot	Customers	28 17	22 12	79% 71%	8	0% 47%
5-5	Penzeys Spices	3400 W. Cary St.	Private/Private Lot	Employees	12	5	42%	3	25%
5-6	Bombshell Beauty Lounge	10 S. Crenshaw Ave.	Private/Private Lot	Mixed-Use	21	5	24%	0	0%
5-7 6	Dentist Ellwood Ave.	11 S. Nansemond St. S. Dooley Ave. & S. Crenshaw Ave.	Private/Private Lot On-Street	Customers	13 13	6 9	46% 69%	0 12	0% 92%
6	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	On-Street		13	9	75%	14	92% 117%
6	W. Cary St.	S. Dooley Ave. & S. Crenshaw Ave.	On-Street		9	10	111%	11	122%
6	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	On-Street	Devid	9	6	67%	4	44%
6-1 6-2	5 S. Dooley Ave. Zzaam Restaurant	5 S. Dooley Ave. 3300 W. Cary St.	Public/Public Lot Private/Private Lot	Residential Customers	31 12	30 3	97% 25%	26 3	84% 25%
6-2	7 S. Crenshaw Avenue Garage	7 S. Crenshaw Ave.	Public/Public Structure		12 56	3 26	25% 46%	3 19	25% 34%
	Xtras	3320 W. Cary St.	Private/Private Lot	Employees	10	12	120%	10	100%
7	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.	On-Street		13	8	62%	15	115%
7	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	On-Street		13 9	11 9	85%	9	69%
7 7	W. Cary St. S. Dooley Ave.	S. Auburn Ave. & S. Dooley Ave. Ellwood Ave. & W. Cary St.	On-Street On-Street		9	9 10	100% 111%	8 11	89% 122%
7-1	Sola Salon St.udios	3224 W. Cary St.	Private/Private Lot	Employees	9	6	67%	7	78%
7-2	Cary St.reet Veterinary Hospital	3210 W. Cary St.	Private/Private Lot	Customers	5	0	0%	1	20%
7-3	10-14 S. Auburn Ave.	10-14 S. Auburn Ave.	Private/Private Lot	Residential	38	30	79%	13	34%
7-4 7-5		3213 Fllwood Ave #D	Drivate / Drivata Lat	Recidential	24	-	210/		
7-5	Plus Properties Inc Apartments Glow Med Spa	3213 Ellwood Ave. # D 3202 Ellwood Ave.	Private/Private Lot Private/Private Lot	Residential Customers	24 13	5 5	21% 38%	5 3	21% 23%
/-5 8	· · · · · ·		•				-		
8	Glow Med Spa Ellwood Ave. S. Belmont Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St.	Private/Private Lot On-Street On-Street		13 26 10	5 16 6	38% 62% 60%	3 14 10	23% 54% 100%
8 8 8	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave.	Private/Private Lot On-Street On-Street On-Street		13 26 10 21	5 16 6 20	38% 62% 60% 95%	3 14 10 19	23% 54% 100% 90%
8	Glow Med Spa Ellwood Ave. S. Belmont Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St.	Private/Private Lot On-Street On-Street		13 26 10	5 16 6	38% 62% 60%	3 14 10	23% 54% 100% 90% 0%
8 8 8	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street	Customers	13 26 10 21 0	5 16 6 20 0	38% 62% 60% 95% 0%	3 14 10 19	23% 54% 100% 90%
8 8 8 8-1 8-2 8-3	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential Customers	13 26 10 21 0 26 23 50	5 16 6 20 0 24 24 40	38% 62% 60% 95% 0% 92% 104% 80%	3 14 10 19 0 23 16 47	23% 54% 100% 90% 0% 88% 70% 94%
8 8 8 8-1 8-2 8-3 8-4	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential Customers Customers	13 26 10 21 0 26 23 50 81	5 16 6 20 0 24 24 40 76	38% 62% 60% 95% 0% 92% 104% 80% 94%	3 14 10 19 0 23 16 47 76	23% 54% 100% 90% 0% 88% 70% 94%
8 8 8 8-1 8-2 8-3 8-4	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential Customers	13 26 10 21 0 26 23 50 81 2	5 16 6 20 0 24 24 40 76 9	38% 62% 60% 95% 0% 92% 104% 80% 94% 450%	3 14 10 19 0 23 16 47 76 8	23% 54% 100% 90% 0% 88% 70% 94% 94% 400%
8 8 8 8-1 8-2 8-3 8-4	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential Customers Customers Residential	13 26 10 21 0 26 23 50 81	5 16 6 20 0 24 24 40 76	38% 62% 60% 95% 0% 92% 104% 80% 94%	3 14 10 19 0 23 16 47 76	23% 54% 100% 90% 0% 88% 70% 94%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees	13 26 10 21 0 26 23 50 81 2 6 36 12	5 16 6 20 0 24 24 40 76 9 0 2	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83%	3 14 10 19 0 23 16 47 76 8 1 8	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street	Residential Residential Customers Customers Residential Employees	13 26 10 21 0 26 23 50 81 2 6 36 12 14	5 16 6 20 0 24 24 40 76 9 0 2	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83% 93%	3 14 10 19 0 23 16 47 76 8 1 8	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees	13 26 10 21 0 26 23 50 81 2 6 36 12	5 16 6 20 0 24 24 40 76 9 0 2	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83%	3 14 10 19 0 23 16 47 76 8 1 8	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street	Residential Residential Customers Customers Residential Employees	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12	5 16 6 20 0 24 24 40 76 9 0 2 10 13	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83% 93% 108%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 14-98 S. Sheppard St. 3010 W. Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential Customers Customers Residential Employees Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83% 93% 108% 67% 74% 157%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 4-98 S. Sheppard St. 3010 W. Cary St. S. Colonial Ave. & S. Sheppard St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11	38% 62% 60% 95% 0% 92% 104% 80% 944% 450% 0% 6% 83% 93% 108% 67% 74% 157%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43% 92%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2 10	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave. S. Colonial Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 31498 S. Sheppard St. 3010 W. Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7 13 14	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11	38% 62% 60% 95% 0% 92% 104% 80% 944% 450% 0% 6% 83% 93% 108% 67% 74% 157% 77% 64%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43% 92% 79%
8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 4-98 S. Sheppard St. 3010 W. Cary St. S. Colonial Ave. & S. Sheppard St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11	38% 62% 60% 95% 0% 92% 104% 80% 944% 450% 0% 6% 83% 93% 108% 67% 74% 157%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43%
8 8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2 10 10 10 10-1	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave. S. Colonial Ave. W. Cary St. S. Sheppard St. S. Colonial Ave. S. Sheppard St.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 14-98 S. Sheppard St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential Customers Employee	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7 13 14 19 14 64	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11 10 9 15 14	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 6% 83% 93% 108% 67% 74% 157% 77% 64% 79% 100% 17%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3 12 11 13 12 27	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43% 92% 79% 68% 86% 42%
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8 8 8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2 10 10 10-1 10-2 11 11-1 11-1 11-1	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave. S. Colonial Ave. W. Cary St. S. Sheppard St. U. Cary St. S. Sheppard St. S. Sheppard St. S. Sheppard St. S. Colonial Ave. W. Cary St. S. Sheppard St.	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 14-98 S. Sheppard St. 3010 W. Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & Cary St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential Customers Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7 13 14 19 14 64 6 15 18 13 17 9 13	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11 10 9 15 14 11 0	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 66% 83% 108% 67% 74% 157% 77% 64% 79% 100% 17% 0% 80% 72% 100% 82% 44% 46%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3 12 11 13 12 27 0 16 13 14 10 7 6	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 114% 50% 78% 80% 43% 92% 79% 68% 86% 42% 0% 107% 72% 108% 59% 78% 46%
8 8 8 8 8 8-1 8-2 8-3 8-4 8-5 8-6 8-7 9 9 9-1 9-2 10 10 10-1 10-2 11 11-1 11-1 11-2 11-3 11-4	Glow Med Spa Ellwood Ave. S. Belmont Ave. W. Cary St. S. Auburn Ave. 8 S. Auburn Ave. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. Cary Court Park & Shop 3103 Ellwood Ave. Employee Parking Residential Parking Ellwood Ave. S. Sheppard St. W. Cary St. S. Belmont Ave. Shops/Carybelle Employee Parking Ellwood Ave. S. Colonial Ave. W. Cary St. S. Sheppard St. 18 S. Colonial Ave. W. Cary St. S. Sheppard St. 18 S. Colonial Avenue Garage 2921 Ellwood Ave. Ellwood Ave. S Boulevard W. Cary St. Colonial Ave. 20 S Boulevard 16 S Boulevard	3202 Ellwood Ave. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. S. Belmont Ave. & S. Auburn Ave. Ellwood Ave. & W. Cary St. 8 S. Auburn Ave. 3125 Ellwood Ave. 6 S. Belmont Ave. 3144 W. Cary St. 3103 Ellwood Ave. 3114 W. Cary St. 3143 Ellwood Ave. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. S. Sheppard St. & S. Belmont Ave. Ellwood Ave. & W. Cary St. 3010 W. Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & S. Sheppard St. Ellwood Ave. & Cary St. S. Colonial Ave. & Cary St. 18 S. Colonial Ave. 2921 Ellwood Ave. S Boulevard & Colonial Ave. Ellwood Ave. & Colonial Ave. Ellwood Ave. & Colonial Ave. Ellwood Ave. & Colonial Ave. S Boulevard & Colonial Ave. Ellwood Ave. & Colonial Ave. S Boulevard & Colonial Ave. S Boulevard & Colonial Ave. S Boulevard & S. Sheppard St. Ellwood Ave. & Colonial Ave. S Boulevard & Colonial Ave.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street	Residential Residential Customers Customers Residential Employees Residential Customers Residential Residential	13 26 10 21 0 26 23 50 81 2 6 36 12 14 12 9 94 7 13 14 19 14 64 6 15 18 13 17 9	5 16 6 20 0 24 24 40 76 9 0 2 10 13 13 6 70 11 10 9 15 14 11 0	38% 62% 60% 95% 0% 92% 104% 80% 94% 450% 0% 66% 83% 108% 67% 74% 157% 77% 64% 79% 100% 17% 0% 80% 72% 100% 82% 44%	3 14 10 19 0 23 16 47 76 8 1 8 14 16 6 7 75 3 12 11 13 12 27 0 16 13 14 10 7	23% 54% 100% 90% 0% 88% 70% 94% 400% 17% 22% 117% 114% 50% 78% 80% 43% 92% 79% 68% 86% 42% 0% 107% 72% 108% 59% 78%







Exhibit D-7: Carytown Total Weekend Occupancy (Pt. 2)

			arytown Saturday Com	.Jineu	Effective	Weekend	11AM-2PM	Weekend	5PM-7PM
Block #	Name/Description	Cross Streets/Addresses	Туре	Subtype	Supply	Counts	Utilization	Counts	Utilization
	W. Cary St.	S Boulevard & S. Colonial Ave.	On-Street		6	7	117%	6	100%
	S Boulevard	W. Cary St. & Idlewood Ave. S Boulevard & S. Colonial Ave.	On-Street		30 6	10	33%	11 5	37%
	Idlewood Ave. S. Colonial Ave.	W. Cary St. & Idlewood Ave.	On-Street On-Street		в 33	4 12	67% 36%	13	83% 39%
	Sigma Phi Epsilon	310 S Boulevard	Private/Private Lot	Residential	9	9	100%	9	100%
	Zollinger House	300 S Boulevard	Private/Private Lot	Residential	7	7	100%	7	100%
	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	On-Street		17	13	76%	14	82%
	S. Colonial Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Colonial Ave. & S. Sheppard St.	On-Street On-Street		12 14	8 18	67% 129%	7 16	58% 114%
	S. Sheppard St.	W. Cary St. & Parkwood Ave.	On-Street		0	0	0%	0	0%
13-1	Sen Resturant	2901 W. Cary St.	Private/Private Lot	Customers	5	7	140%	5	100%
13-2	Citizen Burger Bar	2907 W. Cary St.	Private/Private Lot	Customers	12	9	75%	14	117%
	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	On-Street		15	14	93%	17	113%
	S. Sheppard St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Sheppard St. & S. Belmont Ave.	On-Street On-Street		8 15	8 14	100% 93%	7 10	88% 67%
	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	On-Street		13 17	8	47%	8	47%
	Farouk's House of India	3033 W. Cary St.	Private/Private Lot	Employees	11	9	82%	11	100%
14-2	Bill Wagner - Realtor	3027 W. Cary St.	Private/Private Lot	Mixed-Use	21	15	71%	11	52%
	Bonnie's Boutique - Carytown	3009 W. Cary St.	Private/Private Lot	Employees	9	2	22%	2	22%
	W. Cary St.	S. Belmont Ave. & McCloy St.	On-Street		18	21	117%	23	128%
	S. Belmont Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Belmont Ave. & McCloy St.	On-Street On-Street		8 18	10 11	125% 61%	10 15	125% 83%
	McCloy St.	W. Cary St. & Parkwood Ave.	On-Street		8	5	63%	9	113%
	Kambourian Jewelers	3141 W. Cary St.	Private/Private Lot	Employees	6	9	150%	18	300%
15-2	Tulsi Indian Cuisine	3131 W. Cary St.	Private/Private Lot	Employees	7	9	129%	8	114%
15-3	Greek on Cary	3107 W. Cary St.	Private/Private Lot	Employees	2	6	300%	10	500%
	W. Cary St.	McCloy St. & Beaumont Ave.	On-Street		4	3	75%	2	50%
	McCloy St.	W. Cary St. & Parkwood Ave.	On-Street		8 8	5 4	63% 50%	3 5	38% 63%
	Parkwood Ave. Beaumont Ave.	McCloy St. & Beaumont Ave. W. Cary St. & Parkwood Ave.	On-Street On-Street		8 0	0	50% 0%	5 1	63% 0%
	Wells Fargo Bank	3201 W. Cary St.	Private/Private Lot	Mixed-Use	21	9	43%	11	52%
	W. Cary St.	Beaumont Ave. & Freeman Rd.	On-Street		15	18	120%	19	127%
	Beaumont Ave.	W. Cary St. & Parkwood Ave.	On-Street		0	4	0%	0	0%
	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	On-Street		22	13	59%	18	82%
	Freeman Rd. Mary Angela's Pizzeria	W. Cary St. & Parkwood Ave. 3345 W. Cary St.	On-Street Private/Private Lot	Mixed-Use	6 9	5 11	83% 122%	4 11	67% 122%
	Premiere Costumes	3339 W. Cary St.	Private/Private Lot	Employees	4	11	275%	2	50%
	Guitar Works	3335 W. Cary St.	Private/Private Lot	Employees	8	8	100%	2	25%
17-4	Karina'S. Salon	3325 W. Cary St.	Private/Private Lot	Customers	9	6	67%	2	22%
17-5	Sacred Waters Holistic Spa	3319 W. Cary St.	Private/Private Lot	Employees	5	2	40%	0	0%
	Loose Screw Tattoo	3313 W. Cary St.	Private/Private Lot	Mixed-Use	18	11	61%	15	83%
	7 Eleven	3301 W. Cary St.	Private/Private Lot	Customers	15	9	60%	10	67%
	W. Cary St. Freeman Rd.	Freeman Rd. & S. Nansemond St. W. Cary St. & Parkwood Ave.	On-Street On-Street		21 8	20 7	95% 88%	21 6	100% 75%
	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	On-Street		9	11	122%	11	122%
	S. Nansemond St.	W. Cary St. & Parkwood Ave.	On-Street		0	0	0%	0	0%
18-1	Bill'S. Cleaners & Laundry	3467 W. Cary St.	Private/Private Lot	Employees	4	6	150%	0	0%
	Döner Kebab	3459 W. Cary St.	Private/Private Lot	Employees	14	7	50%	2	14%
	3412 Parkwood Ave.	3412 Parkwood Ave.	Private/Private Lot	Residential	18	6	0%	15	83%
18-4 18-5	Ciao 3416-3438 Parkwood Ave.	3409 W. Cary St. 3422 Parkwood Ave.	Private/Private Lot Private/Private Lot	Mixed-Use Residential	20 16	8 11	0%	8 13	40%
	W. Cary St.	S. Nansemond St.	On-Street	Residential	0	0	69% 0%	0	81% 0%
	S. Nansemond St.	W. Cary St. & Grayland Ave.	On-Street		9	6	67%	3	33%
19	Grayland Ave.	S. Nansemond St. & Downtown Expy	On-Street		0	0	0%	0	0%
19	Downtown Expy	Grayland Ave. & W. Cary St.	On-Street		0	0	0%	0	0%
	Starbucks	3555 W. Cary St.	Private/Private Lot	Customers	<i>38</i>	40	105%	16	42%
	Baker's Crust Artisan Kitchen SunTrust	3553 W. Cary St.	Private/Private Lot	Employees	8	9	113%	7	88%
	Montana Gold Bread Co	3513 W. Cary St. 3543 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	34 18	14 39	41% 217%	8 48	24% 267%
	Kroger	3507 W. Cary St.	Private/Private Lot	Customers	132	106	80%	143	108%
	Dogma Grooming & Pet Needs	3501 W. Cary St.	Private/Private Lot	Mixed-Use	8	4	50%	3	38%
20	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	On-Street		20	11	55%	15	75%
	Freeman Rd.	Parkwood Ave. & Grayland Ave.	On-Street		9	5	56%	8	89%
	Grayland Ave.	Freeman Rd. & S. Nansemond St.	On-Street		20	17	85%	14	70%
	S. Nansemond St. Employee Parking	Parkwood Ave. & Grayland Ave. 243-201 S. Nansemond St.	On-Street Private/Private Lot	Employees	9 31	6 4	67% 13%	4 3	44% 10%
	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	On-Street	Limpioyees	31 19	15	79%	18	95%
	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street		0	0	0%	0	0%
21	Grayland Ave.	Beaumont Ave. & Freeman Rd.	On-Street		<i>39</i>	27	69%	33	85%
	Freeman Rd.	Parkwood Ave. & Grayland Ave.	On-Street		9	5	56%	5	56%
	Parkwood Ave.	McCloy St. & Beaumont Ave.	On-Street		8	7	88%	9	113%
	McCloy St. Grayland Ave.	Parkwood Ave. & Grayland Ave. McCloy St. & Beaumont Ave.	On-Street On-Street		8 20	7 16	88% 80%	7 22	88% 110%
	Grayland Ave. Beaumont Ave.	Parkwood Ave. & Grayland Ave.	On-Street		0	0	80% 0%	0	110% 0%
	Parkwood Ave.	S. Belmont Ave. & McCloy St.	On-Street		18	11	61%	11	61%
	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	On-Street		8	7	88%	8	100%
	Grayland Ave.	S. Belmont Ave. & McCloy St.	On-Street		20	17	85%	21	105%
	McCloy St.	Parkwood Ave. & Grayland Ave.	On-Street		8	4	50%	5	63%
	Parkwood Ave. S. Sheppard St.	S. Sheppard St. & S. Belmont Ave. Parkwood Ave. & Grayland Ave.	On-Street On-Street		16 9	11 6	69% 67%	10 5	63% 56%
	S. Sneppard St. Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		9 17	14	82%	5 16	94%
	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	On-Street		8	5	63%	6	75%
	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street		17	21	124%	16	94%
	S. Colonial Ave.	Parkwood Ave. & Grayland Ave.	On-Street		9	8	89%	10	111%
	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street		15	11	73%	16	107%
	S. Sheppard St.	Parkwood Ave. & Grayland Ave.	On-Street		0 16	0 11	0% 69%	0 15	0%
	Grayland Ave. S. Colonial Ave.	S. Colonial Ave. & S. Sheppard St. Grayland Ave. & Idlewood Ave.	On-Street On-Street		16 9	11 7	69% 78%	15 9	94% 100%
20 .	Idlewood Ave.	S. Colonial Ave. & S. Sheppard St.	On-Street		9 19	11	58%	9 14	74%
26	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	On-Street		0	0	0%	0	0%
		S. Sheppard St. & S. Belmont Ave.	On-Street		19	12	63%	15	79%
26	Grayland Ave.		0 - 5		10	5	50%	6	60%
26 S 27 G 27 S	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	On-Street						
26 S 27 G 27 S 27 S	S. Sheppard St. Idlewood Ave.	S. Sheppard St. & S. Belmont Ave.	On-Street		0	0	0%	0	0%
26 S 27 S 27 S 27 S 27 S	S. Sheppard St. Idlewood Ave. S. Belmont Ave.	S. Sheppard St. & S. Belmont Ave. Grayland Ave. & Idlewood Ave.	On-Street On-Street	paters due	4	0 3	75%	0	75%
26 5 27 6 27 5 27 5 27 5 27-1 6	S. Sheppard St. Idlewood Ave. S. Belmont Ave. Cooley Craig S. Attorney	S. Sheppard St. & S. Belmont Ave. Grayland Ave. & Idlewood Ave. 3000 Idlewood Ave.	On-Street On-Street Private/Private Lot	Mixed-Use	4 12	0 3 1	75% 8%	0 3 0	75% 0%
26 S 27 S 27 S 27 S 27 S 27-1 S	S. Sheppard St. Idlewood Ave. S. Belmont Ave. Cooley Craig S. Attorney Grayland Ave.	S. Sheppard St. & S. Belmont Ave. Grayland Ave. & Idlewood Ave. 3000 Idlewood Ave. S. Belmont Ave. & McCloy St.	On-Street On-Street Private/Private Lot On-Street	Mixed-Use	4 12 14	0 3 1 12	75% 8% 86%	0 3 0 13	75% 0% 93%
26 S 27 S 27 S 27 S 27 S 27-1 S 28 S	S. Sheppard St. Idlewood Ave. S. Belmont Ave. Cooley Craig S. Attorney	S. Sheppard St. & S. Belmont Ave. Grayland Ave. & Idlewood Ave. 3000 Idlewood Ave. S. Belmont Ave. & McCloy St. Grayland Ave. & Idlewood Ave.	On-Street On-Street Private/Private Lot	Mixed-Use	4 12	0 3 1	75% 8%	0 3 0	75% 0%







Exhibit D-8: Carytown Weekend On-Street Occupancy

	Carytown Saturday On-Street										
		,	Effective	Weeke	nd 11AM-2PM	Weeke	nd 5PM-7PM				
Block #	Street	Cross Street	Supply	Counts	Utilization	Counts	Utilization				
1A	Floyd Ave.	N. Thompson St. & Beltline Expy	0	0	0%	0	0%				
1A	N. Thompson St.	Floyd Ave. & W. Cary St.	0	0	0%	0	0%				
1A	W. Cary St.	N. Thompson St. & Beltline Expy	0	0	0%	0	0%				
1A	Beltline Expy	Floyd Ave. & W. Cary St.	0	0	0%	0	0%				
1B	Grove St.	Berrington Ct. & Beltline Expy	0	0	0%	0	0%				
1B	Berrington Ct.	Grove St. & Floyd Ave.	13	0	0%	0	0%				
1B	Floyd Ave.	Berrington Ct. & Beltline Expy	0	0	0%	0	0%				
1B	Beltline Expy	Grove St. & Floyd Ave.	0	0	0%	0	0%				
2	Grove St.	N. Thompson St. & Berrington Ct.	0	0	0%	0	0%				
2	N. Thompson St.	Grove St. & Floyd Ave.	0	0	0%	0	0%				
2	Floyd Ave.	N. Thompson St. & Berrington Ct.	0	0	0%	0	0%				
2	Berrington Ct.	Grove St. & Floyd Ave.	14	3	21%	0	0%				
3	Floyd Ave.	N. Nansemond St. & N. Thompson	<i>16</i>	5	31%	6	38%				
3	N. Nansemond St.	Floyd Ave. & Ellwood Ave.	0	0	0%	0	0%				
3	Ellwood Ave.	N. Nansemond St. & N. Thompson	5	4	80%	1	20%				
3	N. Thompson St.	Floyd Ave. & Ellwood Ave.	0	1	0%	0	0%				
4	Ellwood Ave.	N. Thompson St. & S. Nansemond St.	12	5	42%	3	25%				
4	S. Nansemond St.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
4	W. Cary St.	N. Thompson St. & S. Nansemond St.	19	6	32%	5	26%				
4	N. Thompson St.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
5	Ellwood Ave.	S. Crenshaw Ave. & S. Nansemond St	14	10	71%	11	79%				
5	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	10	4	40%	3	30%				
5	W. Cary St.	S. Crenshaw Ave. & S. Nansemond St	9	8	89%	9	100%				
5	S. Nansemond St.	Ellwood Ave. & W. Cary St.	0	0	0%	1	1000%				
6	Ellwood Ave.	S. Dooley Ave. & S. Crenshaw Ave.	13	9	69%	12	92%				
6	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	12	9	75%	14	117%				
6	W. Cary St.	S. Dooley Ave. & S. Crenshaw Ave.	9	10	111%	11	122%				
	•	'									
	S. Crenshaw Ave.	Ellwood Ave. & W. Cary St.	9	6	67%	4	44%				
7	Ellwood Ave.	S. Auburn Ave. & S. Dooley Ave.	13	8	62%	15	115%				
	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	13	11	85%	9	69%				
7	W. Cary St.	S. Auburn Ave. & S. Dooley Ave.	9	9	100%	8	89%				
7	S. Dooley Ave.	Ellwood Ave. & W. Cary St.	9	10	111%	11	122%				
8	Ellwood Ave.	S. Belmont Ave. & S. Auburn Ave.	26	16	62%	14	54%				
8	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	10	6	60%	10	100%				
8	W. Cary St.	S. Belmont Ave. & S. Auburn Ave.	21	20	95%	19	90%				
8	S. Auburn Ave.	Ellwood Ave. & W. Cary St.	0	0	0%	0	0%				
9	Ellwood Ave.	S. Sheppard St. & S. Belmont Ave.	12	10	83%	14	117%				
9	S. Sheppard St.	Ellwood Ave. & W. Cary St.	14	13	93%	16	114%				
9	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	12	13	108%	6	50%				
9	S. Belmont Ave.	Ellwood Ave. & W. Cary St.	9	6	67%	7	78%				
	Ellwood Ave.	S. Colonial Ave. & S. Sheppard St.	13	10	77%	12	92%				
	S. Colonial Ave.	Ellwood Ave. & Cary St.	14	9	64%	11	79%				
	W. Cary St.	S. Colonial Ave. & S. Sheppard St.	19	15	79%	13	68%				
	S. Sheppard St.	Ellwood Ave. & Cary St.	14	14	100%	12	86%				
11	Ellwood Ave.	S Boulevard & Colonial Ave.	15	12	80%	16	107%				
	S Boulevard	Ellwood Ave. & Colonial Ave.	18	13	72%	13	72%				
11	W. Cary St.	S Boulevard & Colonial Ave.	13	13	100%	14	108%				
11	Colonial Ave.	Ellwood Ave. & Colonial Ave.	17	14	82%	10	59%				







Exhibit D-8: Carytown On-Street Weekend Occupancy (Pt. 2)

	LAMOIL D	8: Carytown On-Street Weel Carytown Saturday On-St		Japani	-1 ()			
		,	Effective	Weeke	end 11AM-2PM	Weekend 5PM-7PM		
Block#	Street	Cross Street	Supply	Counts	Utilization	Counts	Utilization	
12	W. Cary St.	S Boulevard & S. Colonial Ave.	6	7	117%	6	100%	
	S Boulevard	W. Cary St. & Idlewood Ave.	30	10	33%	11	37%	
12	Idlewood Ave.	S Boulevard & S. Colonial Ave.	6	4	67%	5	83%	
	S. Colonial Ave.	W. Cary St. & Idlewood Ave.	33	12	36%	13	39%	
13 13	W. Cary St. S. Colonial Ave.	S. Colonial Ave. & S. Sheppard St. W. Cary St. & Parkwood Ave.	17 12	13 8	76% 67%	14 7	82% 58%	
13	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	12 14	18	129%	16	114%	
	S. Sheppard St.	W. Cary St. & Parkwood Ave.	0	0	0%	0	0%	
14	W. Cary St.	S. Sheppard St. & S. Belmont Ave.	15	14	93%	17	113%	
14	S. Sheppard St.	W. Cary St. & Parkwood Ave.	8	8	100%	7	88%	
14	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	15	14	93%	10	67%	
14	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	17	8	47%	8	47%	
15	W. Cary St.	S. Belmont Ave. & McCloy St.	18	21	117%	23	128%	
15	S. Belmont Ave.	W. Cary St. & Parkwood Ave.	8	10	125%	10	125%	
15	Parkwood Ave.	S. Belmont Ave. & McCloy St.	18	11	61%	15	83%	
15	McCloy St.	W. Cary St. & Parkwood Ave.	8	5	63%	9	113%	
	W. Cary St.	McCloy St. & Beaumont Ave.	4	3	75%	2	50%	
	McCloy St.	W. Cary St. & Parkwood Ave.	8	5	63%	3	38%	
16	Parkwood Ave.	McCloy St. & Beaumont Ave.	8	4	50%	5	63%	
16	Beaumont Ave.	W. Cary St. & Parkwood Ave.	0	0	0%	1	1000%	
17 17	W. Cary St. Beaumont Ave.	Beaumont Ave. & Freeman Rd. W. Cary St. & Parkwood Ave.	15 0	18 4	120% 4000%	19 0	127% 0%	
17	Parkwood Ave.	Beaumont Ave. & Freeman Rd.	22	13	4000% 59%	18	82%	
17	Freeman Rd.	W. Cary St. & Parkwood Ave.	6	5	83%	4	67%	
	W. Cary St.	Freeman Rd. & S. Nansemond St.	21	20	95%	21	100%	
	Freeman Rd.	W. Cary St. & Parkwood Ave.	8	7	88%	6	75%	
18	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	9	11	122%	11	122%	
18	S. Nansemond St.	W. Cary St. & Parkwood Ave.	0	0	0%	0	0%	
19	W. Cary St.	S. Nansemond St.	0	0	0%	0	0%	
19	S. Nansemond St.	W. Cary St. & Grayland Ave.	9	6	67%	3	33%	
19	Grayland Ave.	S. Nansemond St. & Downtown Expy	0	0	0%	0	0%	
19	Downtown Expy	Grayland Ave. & W. Cary St.	0	0	0%	0	0%	
20	Parkwood Ave.	Freeman Rd. & S. Nansemond St.	20	11	55%	15	75%	
20	Freeman Rd.	Parkwood Ave. & Grayland Ave.	9	5	56%	8	89%	
20	Grayland Ave.	Freeman Rd. & S. Nansemond St.	20	17	85%	14	70%	
20 21	S. Nansemond St. Parkwood Ave.	Parkwood Ave. & Grayland Ave. Beaumont Ave. & Freeman Rd.	9	6 15	67% 79%	4 18	44% 95%	
21	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	19 0	0	79% 0%	0	95%	
21	Grayland Ave.	Beaumont Ave. & Freeman Rd.	39	27	69%	33	85%	
21	Freeman Rd.	Parkwood Ave. & Grayland Ave.	9	5	56%	5	56%	
	Parkwood Ave.	McCloy St. & Beaumont Ave.	8	7	88%	9	113%	
22	McCloy St.	Parkwood Ave. & Grayland Ave.	8	7	88%	7	88%	
22	Grayland Ave.	McCloy St. & Beaumont Ave.	20	16	80%	22	110%	
22	Beaumont Ave.	Parkwood Ave. & Grayland Ave.	0	0	0%	0	0%	
23	Parkwood Ave.	S. Belmont Ave. & McCloy St.	18	11	61%	11	61%	
	S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	8	7	88%	8	100%	
23	Grayland Ave.	S. Belmont Ave. & McCloy St.	20	17	85%	21	105%	
23	McCloy St.	Parkwood Ave. & Grayland Ave.	8	4	50%	5	63%	
24	Parkwood Ave.	S. Sheppard St. & S. Belmont Ave.	16	11	69%	10	63%	
	S. Sheppard St. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Sheppard St. & S. Belmont Ave.	9 17	6	67% 82%	5 16	56% 94%	
	Grayland Ave. S. Belmont Ave.	Parkwood Ave. & Grayland Ave.	17 8	14 5	82% 63%	16 6	94% 75%	
25	Parkwood Ave.	S. Colonial Ave. & S. Sheppard St.	8 17	21	124%	16	94%	
25	S. Colonial Ave.	Parkwood Ave. & Grayland Ave.	9	8	89%	10	94% 111%	
25	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	<i>1</i> 5	11	73%	16	107%	
	S. Sheppard St.	Parkwood Ave. & Grayland Ave.	0	0	0%	0	0%	
26	Grayland Ave.	S. Colonial Ave. & S. Sheppard St.	16	11	69%	15	94%	
26	S. Colonial Ave.	Grayland Ave. & Idlewood Ave.	9	7	78%	9	100%	
26	Idlewood Ave.	S. Colonial Ave. & S. Sheppard St.	19	11	58%	14	74%	
	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	0	0	0%	0	0%	
27	Grayland Ave.	S. Sheppard St. & S. Belmont Ave.	19	12	63%	15	79%	
27	S. Sheppard St.	Grayland Ave. & Idlewood Ave.	10	5	50%	6	60%	
27	Idlewood Ave.	S. Sheppard St. & S. Belmont Ave.	0	0	0%	0	0%	
	S. Belmont Ave.	Grayland Ave. & Idlewood Ave.	4	3	75%	3	75%	
28	Grayland Ave.	S. Belmont Ave. & McCloy St.	14 2	12	86% 67%	13	93%	
28 28	S. Belmont Ave. Dowtown Expy & Idlewood Ave.	Grayland Ave. & Idlewood Ave.	3 0	0	67% 0%	3 0	100% 0%	
28	McCloy St.	Grayland Ave. & Idlewood Ave.	0	0	0%	0	0%	
Total	1		1,161	855	74%	911	78%	
			_,		, .		. 5,0	



Exhibit D-9: Carytown Off-Street Weekend Occupancy

			Caryto	own Saturday Off-Stre		•	/			
			·	.,		Effective	Weekend	11AM-2PM	Weeken	d 5PM-7PM
Block#		Name/Description	Address	Type	Sub-Type	Supply	Count	Utilization	Count	Utilization
1A		Patient First Carytown Ellwood Thompson's	12 N. Thompson St.	Private / Private Lot	Mixed-Use	32 98	19 116	59% 118%	13 73	41% 74%
1A 1A		Hall Tree	4 N. Thompson St. 12 S Thompson St.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	98	8	89%	2	74% 22%
1A		7-Eleven	3600 W. Cary St.	Private/Private Lot	Customers	10	5	50%	4	40%
1B	1B-1	103 Berrington	103 Berrington Ct.	Private/Private Lot	Mixed-Use	41	0	0%	0	0%
1B	1B-2	Needle's Eye Ministries Inc	104 Berrington Ct.	Private/Private Lot	Mixed-Use	9	9	100%	0	0%
1B 2	1B-3	James F. Londrey Christian Counseling & Training	3605 Grove St.	Private / Private Lot	Customers	18	10 15	56% 107%	0	0% 0%
2	2-1 2-2	Christian Counseling & Training SHS Personnel	109 Berrington Ct.	Private/Private Lot Private/Private Lot	Customers Employees	14 18	3	17%	3	0% 17%
2	2-3	Grove Eye Care	3601 Grove Ave.	Private/Private Lot	Customers	9	8	89%	0	0%
3	3-1	Allstate Insurance Agent	15 N. Thompson St.	Private/Private Lot	Mixed-Use	59	49	83%	32	54%
3	3-2	Walgreens	3520 Ellwood Ave.	Private/Private Lot	Customers	61	30	49%	15	25%
3	3-3	United States Postal Service	3517 Floyd Ave.	Public/Private Lot	Mixed-Use	35	14	40%	7	20%
3	3-4 4-1	The Fresh Market Trubeauty Concepts	10 N. Nansemond St.B 3537 Ellwood Ave.	Private/Private Lot Private/Private Lot	Customers Mixed-Use	141 13	108 9	77% 69%	83 4	59% 31%
4	4-2	Old Virginia Tobacco Co	3532 W. Cary St.	Private/Private Lot	Customers	20	11	55%	9	45%
4	4-3	Union Bank & Trust	3556 W. Cary St.	Private/Private Lot	Mixed-Use	7	2	29%	0	0%
4	4-4	Aquarian Bookshop	3519 Ellwood Ave.	Private/Private Lot	Customers	35	11	31%	13	37%
4	4-5	Richmond Shopping Center	3522 W. Cary St.	Private/Private Lot	Customers	187	57	30%	28	15%
4	4-6 4-7	CVS Carytown Burgers & Fries	3514 W. Cary St. 3500 W. Cary St.	Private/Private Lot Private/Private Lot	Customers	38	23	61%	19 13	50% 72%
4	4- <i>7</i> 4-8	Spa 310	3500 W. Cary St.	Private/Private Lot	Customers Customers	18 8	22 2	122% 25%	0	0%
5	5-1	Dunkin' Donuts	11 S. Nansemond St.	Private/Private Lot	Customers	12	3	25%	1	8%
5	5-2	Burger Bach	3426 W. Cary St.	Private/Private Lot	Customers	13	4	31%	11	85%
5	5-3	Haley Too Salon & Spa	3420 W. Cary St.	Private/Private Lot	Mixed-Use	28	22	79%	2	7%
5	5-4	McDonald's	3410 W. Cary St.	Private/Private Lot	Customers	17	12	71%	8	47%
5	5-5	Penzeys Spices	3400 W. Cary St.	Private/Private Lot	Employees	12	5	42%	3	25%
5	5-6	Bombshell Beauty Lounge	10 S. Crenshaw Ave.	Private / Private Lot	Mixed-Use	21	5	24%	0	0%
5 6	5-7	Dentist E.S. Dooloy Avo	11 S. Nansemond St.	Private/Private Lot Public/Public Lot	Customers	13	6	46%	0	0%
6	6-1 6-2	5 S. Dooley Ave. Zzaam Restaurant	5 S. Dooley Ave. 3300 W. Cary St.	Private/Private Lot	Residential Customers	31 12	30 3	97% 25%	26 3	84% 25%
6		7 S. Crenshaw Avenue Garage	7 S. Crenshaw Ave.	Public/Public	Public	56	26	46%	19	34%
6		Xtras	3320 W. Cary St.	Private/Private Lot	Employees	10	12	120%	10	100%
7	7-1	Sola Salon St.udios	3224 W. Cary St.	Private/Private Lot	Employees	9	6	67%	7	78%
7	7-2	Cary St.reet Veterinary Hospital	3210 W. Cary St.	Private/Private Lot	Customers	5	0	0%	1	20%
7	7-3	10-14 S. Auburn Ave.	10-14 S. Auburn Ave.	Private/Private Lot	Residential	38	30	79%	13	34%
7	7-4	Plus Properties Inc Apartments		Private/Private Lot	Residential	24	5	21%	5	21%
7	7-5	Glow Med Spa	3202 Ellwood Ave.	Private/Private Lot	Customers	13	5	38%	3	23%
8	8-1	8 S. Auburn Ave. 3125 Ellwood Ave.	8 S. Auburn Ave. 3125 Ellwood Ave.	Private/Private Lot	Residential	26	24	92%	23	88%
8	8-2 8-3	6 S. Belmont Ave.	6 S. Belmont Ave.	Private/Private Lot Private/Private Lot	Residential	23 50	24 40	104% 80%	16 47	70% 94%
8	8-4	Cary Court Park & Shop	3144 W. Cary St.	Private/Private Lot	Customers Customers	81	76	94%	76	94%
8	8-5	3103 Ellwood Ave.	3103 Ellwood Ave.	Private/Private Lot	Residential	2	9	450%	8	400%
8	8-6	Employee Parking	3114 W. Cary St.	Private/Private Lot	Employees	6	0	0%	1	17%
8	8-7	Residential Parking	3143 Ellwood Ave.	Private/Private Lot	Residential	36	2	6%	8	22%
9	9-1	Shops/Carybelle	14-98 S. Sheppard St.	Private/Private Lot	Customers	94	70	74%	75	80%
9	9-2	Employee Parking	3010 W. Cary St.	Private/Private Lot	Employee	7	11	157%	3	43%
10 10	10-1 10-2	18 S. Colonial Avenue Garage 2921 Ellwood Ave.	18 S. Colonial Ave. 2921 Ellwood Ave.	Private/Private Lot	Public Residential	64 6	11 0	17% 0%	27 0	42% 0%
11	11-1	20 S Boulevard	20 S Boulevard	Private/Private Lot	Residential	9	4	44%	7	78%
11		16 S Boulevard	16 S Boulevard	Private/Private Lot	Residential	13	6	46%	6	46%
11	11-3	2811 Ellwood Ave. Residents	2811 Ellwood Ave.	Private/Private Lot	Residential	10	2	20%	8	80%
11	11-4	15 S. Colonial	15 S. Colonial	Private/Private Lot	Residential	13	8	62%	10	77%
11	11-5	Area 10 Faith Community	2820 W. Cary St.	Private/Private Lot	Customers	7	1	14%	0	0%
12		Sigma Phi Epsilon	310 S Boulevard	Private/Private Lot	Residential	9	9	100%	9	100%
12		Zollinger House	300 S Boulevard	Private/Private Lot	Residential	7	7	100%	7	100%
13 13	13-1 13-2	Sen Resturant Citizen Burger Bar	2901 W. Cary St. 2907 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	5 12	7 9	140% 75%	5 14	100% 117%
14	14-1	Farouk's House of India	3033 W. Cary St.	Private/Private Lot	Employees	11	9	82%	14	100%
14	14-2	Bill Wagner - Realtor	3027 W. Cary St.	Private/Private Lot	Mixed-Use	21	15	71%	11	52%
14	14-3	Bonnie's Boutique - Carytown	3009 W. Cary St.	Private/Private Lot	Employees	9	2	22%	2	22%
15	15-1	Kambourian Jewelers	3141 W. Cary St.	Private/Private Lot	Employees	6	9	150%	18	300%
15		Tulsi Indian Cuisine	3131 W. Cary St.	Private/Private Lot	Employees	7	9	129%	8	114%
15	15-3	Greek on Cary	3107 W. Cary St.	Private / Private Lot	Employees	2	6	300%	10	500%
16 17		Wells Fargo Bank	3201 W. Cary St.	Private/Private Lot	Mixed-Use	21	9	43%	11	52%
17 17	17-1 17-2	Mary Angela's Pizzeria Premiere Costumes	3345 W. Cary St. 3339 W. Cary St.	Private/Private Lot Private/Private Lot	Mixed-Use Employees	9	11 11	122% 275%	11 2	122% 50%
17	17-2 17-3	Guitar Works	3335 W. Cary St.	Private/Private Lot	Employees	8	8	2/5% 100%	2	50% 25%
17		Karina'S. Salon	3325 W. Cary St.	Private/Private Lot	Customers	9	6	67%	2	22%
17	17-5	Sacred Waters Holistic Spa	3319 W. Cary St.	Private/Private Lot	Employees	5	2	40%	0	0%
17	17-6	Loose Screw Tattoo	3313 W. Cary St.	Private/Private Lot	Mixed-Use	18	11	61%	15	83%
17		7 Eleven	3301 W. Cary St.	Private/Private Lot	Customers	15	9	60%	10	67%
18	18-1	Bill'S. Cleaners & Laundry	3467 W. Cary St.	Private/Private Lot	Employees	4	6	150%	0	0%
18	18-2	Döner Kebab	3459 W. Cary St.	Private/Private Lot	Employees	14	7	50%	2	14%
18 18	18-3 18-4	3412 Parkwood Ave. Ciao	3412 Parkwood Ave. 3409 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Mixed-Use	18	6 8	33% 40%	15 8	83% 40%
18		3416-3438 Parkwood Ave.	3422 Parkwood Ave.	Private/Private Lot	Residential	20 16	8 11	40% 69%	8 13	40% 81%
19		Starbucks	3555 W. Cary St.	Private/Private Lot	Customers	38	40	105%	16	42%
19	19-2	Baker's Crust Artisan Kitchen	3553 W. Cary St.	Private/Private Lot	Employees	8	9	113%	7	88%
19	19-3	SunTrust	3513 W. Cary St.	Private/Private Lot	Customers	34	14	41%	8	24%
19		Montana Gold Bread Co	3543 W. Cary St.	Private/Private Lot	Mixed-Use	18	39	217%	48	267%
19	19-5	Kroger	3507 W. Cary St.	Private/Private Lot	Customers	132	106	80%	143	108%
19	19-6	Dogma Grooming & Pet Needs	3501 W. Cary St.	Private/Private Lot	Mixed-Use	8	4	50%	3	38%
20 27	20-1 27-1	Employee Parking Cooley Craig S. Attorney	243-201 S. Nansemond St. 3000 Idlewood Ave.	Private/Private Lot Private/Private Lot	Employees Mixed-Use	31 12	4 1	13% 8%	3	10% 0%
Total	∠/-1	cooley chaig 3. Attorney	Sood raie wood Ave.	vate/Filvate LUL	xcu-ose	2,172	1,397	64%	1,159	53%
. 5 (4)						-,-12	_,001	J 1/0	_,	33/0











CITY OF RICHMOND PARKING STUDY

APPENDIX E – THE FAN

EXISTING CONDITIONS

The Fan is a primarily residential with corner commercial uses and commercial uses along primary corridors. It is one of the few neighborhoods in the city with a residential parking permit district. The southern portion of the study area is also subject to a parking overlay district, PO-3, which enables businesses to provide fewer off-street parking spaces per square foot of floor area than otherwise required in the City (Section 30-910.3 of the City Code).

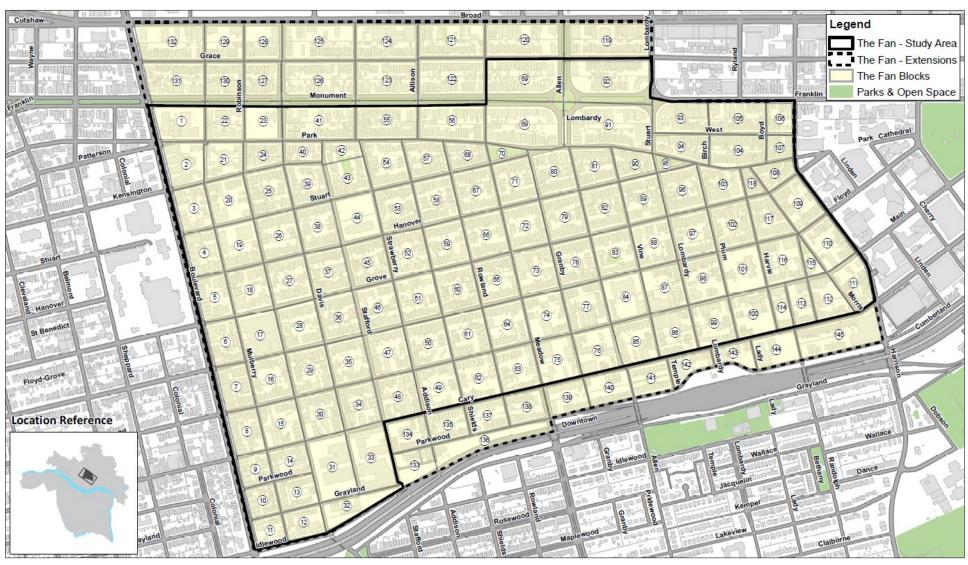
The original boundaries of The Fan study area ran along the following streets and roads: Monument Avenue, North Meadow Street, West Grace Street, North Lombardy Street, West Franklin Street, North Harrison Street, West Cary Street, South Stafford Avenue, Idlewood Avenue, and South Boulevard. After the project was initiated, the City requested that DESMAN extend the boundary of the study area to include the area within North Boulevard, West Broad Street, and North Lombardy Street, as well as the area between the original southern boundary and the Downtown Expressway.

As shown in **Figure 1**, the expansion of The Fan study area added 27 more blocks to be analyzed, from 118 blocks to 145 blocks. DESMAN's subcontractor, MCV, conducted late-night Saturday occupancy counts of the Fan's Extension on October 26, 2018. **Figure 1**, on the next page, displays a closer view of The Fan study area and its updated boundaries and additional block numbers.





Figure 1: The Fan Study Area









Existing Parking Supply

At present, parking within The Fan study area consists of on-street unrestricted, time-restricted, and residency-restricted spaces as well as many privately and publicly owned surface lots and structures.

In total, DESMAN inventoried 13,710 parking spaces; 51% were on-street (7,021 spaces) and 49% were off-street (6,689 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit E-1**.

On-Street Parking

DESMAN inventoried a total of 7,021 spaces on 577 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit E-2**. As **Chart 1** indicates, the majority of on-street parking is unrestricted. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within The Fan study area.

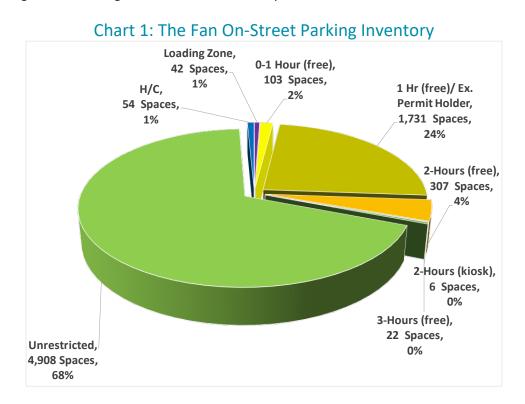








Figure 2: The Fan On-Street Parking Inventory









As **Figure 2** indicates, restricted parking exists primarily on the residential blocks nearest to Virginia Commonwealth University's (VCU) Monroe Park Campus and along commercial corridors where regular turnover and availability is a concern for businesses reliant on curbside parking. In most of the western half of the study area, especially on block faces with abutting residences, on-street parking is unrestricted.

Off-Street Parking

DESMAN inventoried a total of 6,689 spaces in 306 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit E-3**. The off-street parking inventory in The Fan is made up of 298 Private/Private lots, 2 Private/Private structures, 5 Public/Private lots, and 1 Public/Public structure. As **Chart 2** shows, the Private/Private lots account for 80% of the total off-street parking supply.

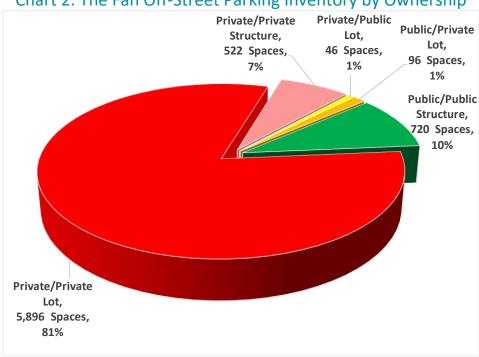


Chart 2: The Fan Off-Street Parking Inventory by Ownership

Figure 3, on the next page, exhibits the locations of the off-street parking facilities within The Fan study area. A full list of off-street facilities is included in the Appendices as **Exhibit E-3**.









Figure 3: The Fan Off-Street Parking Inventory by Ownership









DESMAN further categorized the off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential', educational and religious organizations—among others—as 'institutional', and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed use'. As **Chart 3** shows, residential parking made up the majority of the off-street supply in the Fan.

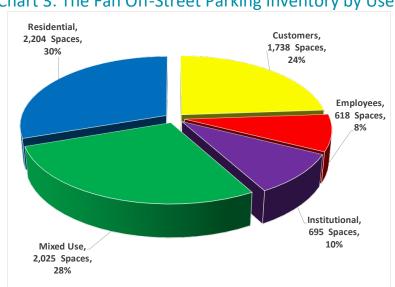


Chart 3: The Fan Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of four observations designed to capture existing parking conditions at different times of the day and different days of the week. These occurred on:

- Friday, April 27, 2018: Mid-day (11:00 AM-2:00 PM)
- Friday, April 27, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, April 28, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, April 28, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, October 26, 2018: Late Night (9:00 PM-11:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded when there is a high level of activity among area residents, businesses, and institutions. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods. The late-night period captured conditions when occupancy is very high on strictly residential blocks because most residents are home. DESMAN used two methods to document parking utilization. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods.







DESMAN compared parking utilization to the calculated effective parking supply of 12,126 spaces (6,032 spaces on-street and 6,094 spaces off-street).

Weekday Occupancy and Utilization

Staff executed two counts on the survey day (Friday, April 27, 2018), one at mid-day (between 11:00 AM and 2:00 PM) and the other in the evening (between 5:00 PM and 7:00 PM). DESMAN's contractor, MCV, did not record occupancy data for the additional 27 blocks therefore the total effective supply is 9,155 spaces. DESMAN counted a total of 5,457 vehicles at mid-day and 6,469 vehicles in the evening as shown in **Table 1** on the next page. Peak weekday utilization by block is represented in **Figure 4** on the following page.







Table 1: The Fan Weekday Utilization









80	Th	e Fan Wee	kday Block by	/ Block			Tł	e Fan Wee	kday Block b	y Block		
	Effective Weekday 11AM-2PM				y 5PM-7PM		Effective		11AM-2PM	Weekday 5PM-7PM		
Block #	Supply	Counts	Utilization	Counts	Utilization	Block #	Supply	Counts	Utilization	Counts	Utilization	
1	104	23	22%	30	29%	61	86	33	38%	74	86%	
2	76	27	36%	60	79%	62	107	43	40%	71	66%	
3	99	56	57%	68	69%	63	97	35	36%	58	60%	
4	77	46	60%	79	103%	64	97	25	26%	57	59%	
5	80	51	64%	69	86%	65	88	50	57%	75	85%	
6			44%	48		66	70	46				
	64	28			75%				66%	51	73%	
7	61	31	51%	53	87%	67	52	26	50%	47	90%	
8	55	30	55%	57	104%	68	40	27	68%	37	93%	
9	59	26	44%	46	78%	69A	156	97	62%	107	69%	
10	52	24	46%	41	79%	69B	100	55	55%	68	68%	
11	63	23	37%	44	70%	70	14	18	129%	13	93%	
12	51	32	63%	42	82%	71	40	29	73%	33	83%	
13	51	27	53%	37	73%	72	41	25	61%	32	78%	
14	77	20	26%	45	58%	73	54	22	41%	28	52%	
15	103	68	66%	64	62%	74	80	70	88%	45	56%	
16	62	28	45%	50	81%	75	150	73	49%	63	42%	
17	356	295	83%	76	21%	76	110	80	73%	58	53%	
18	60	30	50%	51	85%	77	82	47	57%	55	67%	
19	64	30	47%	33	52%	78	46	22	48%	37	80%	
20	106	52	49%	68	64%	79	57	20	35%	34	60%	
21	76	41	54%	80	105%	80	41	32	78%	33	80%	
22	42	22	52%	28	67%	81	51	36	71%	35	69%	
23	141	43	30%	25	18%	82	51	30	59%	45	88%	
24	35	15	43%	26	74%	83	49	24	49%	51	104%	
25	68	37	54%	53	78%	84	130	91	70%	61	47%	
26	98	53	54%	51	52%	85	70	64	91%	64	91%	
27	53	43	81%	55	104%	86	59	64	108%	60	102%	
28	64	31	48%	45	70%	87	93	70	75%	68	73%	
29	94	43	46%	80	85%	88	66	40	61%	55	83%	
30	132	117	89%	92	70%	89	53	44	83%	61	115%	
31	175	59	34%	85	49%	90	31	27	87%	35	113%	
32	151	112	74%	68	45%	91	150	72	48%	59	39%	
33	105	78	74%	72	69%	92	145	100	69%	119	82%	
34	85	51	60%	68	80%	93	38	26	68%	41	108%	
35	79	44	56%	65	82%	94	43	28	65%	48	112%	
36	59	29	49%	47	80%	95	7	3	43%	9	129%	
37	70	42	60%	57	81%	96	34	22	65%	29	85%	
38	59	26	44%	48	81%	97	33	25	76%	41	124%	
39	52	24	46%	46	88%	98	91	64	70%	70	77%	
40	41	18	44%	29	71%	99	131	81	62%	90	69%	
41	68	39	57%	61	90%	100	154	121	79%	128	83%	
42	29	25	86%	38	131%	101	110	59	54%	109	99%	
43	50	22	44%	41	82%	102	44	32	73%	37	84%	
44	81	43	53%	34	42%	103	29	24	83%	32	110%	
45	66	34	52%	56	85%	104	56	33	59%	37	66%	
46	72	28	39%	46	64%	105	63	29	46%	35	56%	
47	90	51	57%	56	62%	106	51	37	73%	38	75%	
48	99	59	60%	67	68%	107	26	15	58%	22	85%	
49	113	53	47%	62	55%	108	18	14	78%	27	150%	
50	88	45	51%	69	78%	109	71	61	86%	50	70%	
51	73	30	41%	32	44%	110	90	81	90%	79	88%	
52	60	35	58%	52	87%	111	90	96	107%	68	76%	
53	50	33	66%	43	86%	112	127	94	74%	88	69%	
54	80	39	49%	61	76%	113	78	66	85%	74	95%	
55	90	41	46%	62	69%	114	53	57	108%	56	106%	
56	125	46	37%	98	78%	115	32	22	69%	18	56%	
57	87	35	40%	71	82%		129	108	84%	71		
						116					55%	
58	78	36	46%	63	81%	117	51	47	92%	45	88%	
59	77	52	68%	76	99%	118	23	27	117%	24	104%	
60	52	27	52%	45	87%	Total	9,155	5,457	60%	6,469	71%	

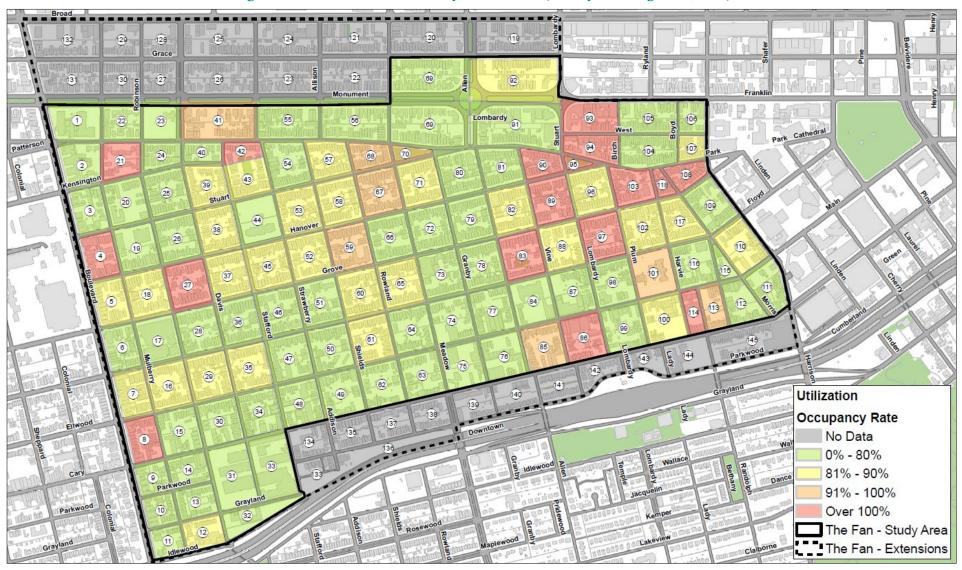








Figure 4: The Fan Peak Weekday Utilization (Friday Evening, 4/27/2018)









As **Table 1** indicates, while the overall effective supply was largely underutilized, 19 different blocks experienced occupancy equal to or in excess of the effective supply at least once. The majority of these blocks are in the eastern half of The Fan, closer to businesses, VCU's Monroe Campus, and Downtown. A detailed presentation of total occupancy is included in the Appendices as **Exhibit E-4**.

During the weekday survey, drivers occupied 68% of the effective *on-street* supply (3,343 cars against 4,929 spaces) at mid-day and 91% of the effective supply (4,479 cars against 4,929 spaces) in the evening. DESMAN identified 95 block faces at mid-day and 199 block faces in the evening where occupancy exceeded effective supply, as shown in **Exhibit E-5** in the Appendices.

During the weekday survey, drivers occupied 50% of the effective *off-street* supply (2,114 cars against 4,226 spaces) at mid-day and 47% of the effective supply (1,990 cars against 4,226 spaces) in the evening. DESMAN identified 26 facilities at mid-day and 33 facilities in the evening where occupancy exceeded effective supply, as shown in **Exhibit E-6** in the Appendices. These facilities included residential as well as commercial uses.

At mid-day, drivers occupied 70% of the combined Public/Private effective supply across three different facilities (51 cars against 73 spaces), but only 25% in the evening (18 cars). Of the 242 Private/Private facilities, drivers occupied 50% of their aggregate effective supply at mid-day (2,063 cars against 4,153 spaces) and 47% in the evening (1,972 cars).

Against an effective parking supply of 1,490 spaces, facilities serving customers experienced utilization rates of 62% at mid-day (920 cars) and 42% in the evening (630 cars). Employees occupied 63% of their 381 combined effective spaces at mid-day (240 cars) and 36% in the evening (138 cars). Residents only occupied 41% of their aggregate effective supply of 1,700 spaces at mid-day (691 cars) and 64% in the evening (1,092 cars). Of the 655 effective spaces dedicated for institutional purposes, 40% were occupied at mid-day (263 cars) and 20% in the evening (130 cars).

Weekend Occupancy and Utilization

Peak weekend utilization by block is represented in **Figure 5** on the next page. Staff executed three counts over two survey days (Saturday, April 28, 2018 and Friday, October 26, 2018) at mid-day (between 11:00 AM and 2:00 PM), in the evening (between 5:00 PM and 7:00 PM), and late at night (between 9:00 PM and 11:00 PM). DESMAN counted a total of 5,699 vehicles at mid-day, 6,796 vehicles in the evening, and 9,124 vehicles late at night as shown in **Table 2** on the following page.









Figure 5: The Fan Peak Weekend Utilization (Friday Late Night, 10/26/2018)

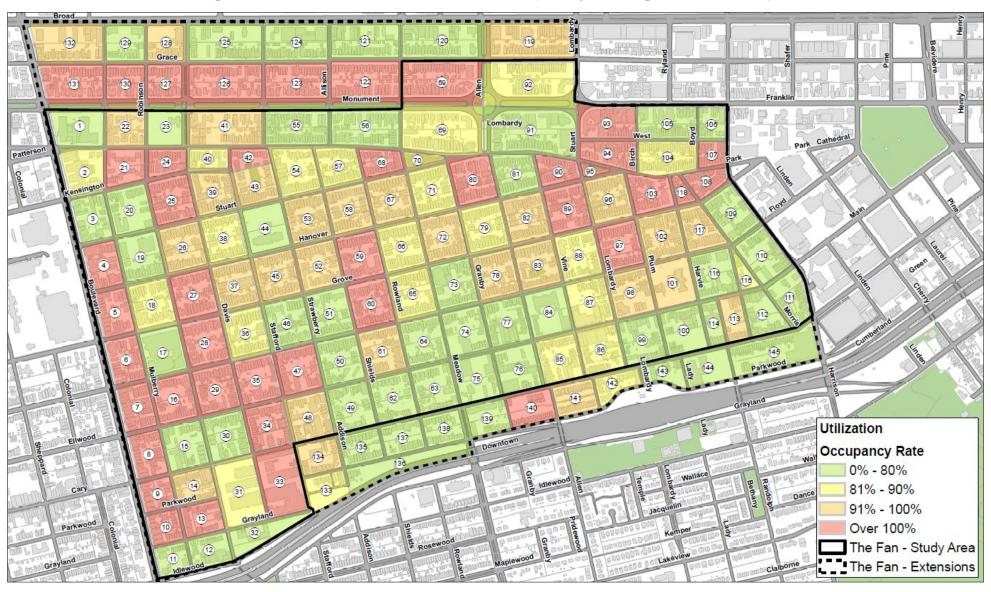










Table 2: The Fan Weekend Utilization

		The	Fan Saturd	av Block b	v Block					The	Fan Saturd	ay Block b	y Block		
	Effective		11AM-2PM		d 5PM-7PM	Weekend	9PM-11PM		Effective		11AM-2PM		d 5PM-7PM	Weekend	9PM-11PM
Block#	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization	Block #	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization
1	104	77	74%	50	48%	28	27%	61	86	56	65%	81	94%	81	94%
2	76	46	61%	62	82%	62	82%	62	107	61	57%	85	79%	85	79%
3	99	54	55%	70	71%	47	47%	63	97	60	62%	66	68%	66	68%
5	77 80	82 66	106% 83%	68 73	88% 91%	80 86	104% 108%	64	97	41	42%	65	67%	65	67%
6	64	53	83%	49	77%	81	108%	65	88 70	48 42	55% 60%	72 63	82% 90%	72 63	82% 90%
7	61	55	90%	56	92%	78	128%	66 67	52	42	94%	51	98%	51	98%
8	55	48	87%	58	105%	57	104%	68	40	49	110%	41	103%	41	103%
9	59	35	59%	39	66%	62	105%	69A	156	70	45%	132	85%	132	85%
10	52	35	67%	48	92%	60	115%	69B	100	38	38%	87	87%	114	114%
11	63	41	65%	45	71%	42	67%	70	14	14	100%	14	100%	14	100%
12	51	35	69%	44	86%	33	65%	71	40	27	68%	36	90%	36	90%
13	51	33	65%	41	80%	56	110%	72	41	31	76%	41	100%	41	100%
14	77	34	44%	45	58%	72	94%	73	54	13	24%	38	70%	38	70%
15	103	63	61%	69	67%	74	72%	74	80	46	58%	43	54%	43	54%
16	62	48	77%	51	82%	64	103%	75	150	76	51%	54	36%	54	36%
17	356	189	53%	62	17%	87	24%	76	110	62	56%	64	58%	60	55%
18	60	54	90%	53	88%	53	88%	77	82	50	61%	64	78%	52	63%
19	64	39	61%	45	70%	49	77%	78	46	37	80%	44	96%	44	96%
20 21	106 76	71 51	67% 67%	71 73	67% 96%	79 90	75% 118%	79	57	41	72%	51	89%	51	89%
22	42	33	79%	31	74%	42	100%	80	41	48	117%	43	105%	43	105%
23	141	38	27%	32	23%	49	35%	81 82	51	32 32	63%	36 50	71% 98%	36 50	71% 98%
24	35	28	80%	31	89%	46	131%	83	51 49	42	63% 86%	49	100%	49	100%
25	68	52	76%	67	99%	87	128%	84	130	52	40%	49	38%	48	37%
26	98	61	62%	61	62%	89	91%	85	70	50	71%	58	83%	63	90%
27	53	55	104%	54	102%	57	108%	86	59	62	105%	52	88%	53	90%
28	64	42	66%	46	72%	77	120%	87	93	62	67%	77	83%	78	84%
29	94	49	52%	61	65%	95	101%	88	66	31	47%	55	83%	55	83%
30	132	93	70%	68	52%	96	73%	89	53	39	74%	64	121%	64	121%
31	175	85	49%	87	50%	146	83%	90	31	32	103%	37	119%	37	119%
32	151	31	21%	68	45%	110	73%	91	150	57	38%	63	42%	63	42%
33	105	90	86%	67	64%	114	109%	92	145	75	52%	100	69%	118	81%
34	85	69	81%	69	81%	100	118%	93	38	32	84%	43	113%	43	113%
35	79	49	62%	60	76%	95	120%	94	43	32	74%	48	112%	48	112%
36	59	47	80%	48	81%	48	81%	95	7	5	71%	9	129%	9	129%
37 38	70 59	68 49	97% 83%	64 49	91% 83%	64 49	91% 83%	96	34	20	59%	34	100%	34	100%
39	52	49	85%	49	92%	49	92%	97 98	33 91	28 40	85% 44%	38 50	115% 55%	38 85	115% 93%
40	41	26	63%	35	85%	35	85%	99	131	71	54%	76	58%	70	53%
41	68	65	96%	67	99%	67	99%	100	154	56	36%	106	69%	78	51%
42	29	35	121%	36	124%	36	124%	101	110	40	36%	92	84%	105	95%
43	50	35	70%	48	96%	48	96%	102	44	26	59%	41	93%	41	93%
44	81	44	54%	60	74%	60	74%	103	29	17	59%	33	114%	33	114%
45	66	54	82%	60	91%	60	91%	104	56	9	16%	47	84%	47	84%
46	72	40	56%	56	78%	56	78%	105	63	26	41%	36	57%	36	57%
47	90	38	42%	60	67%	143	159%	106	51	49	96%	37	73%	37	73%
48	99	70	71%	71	72%	97	98%	107	26	29	112%	29	112%	29	112%
49	113	51	45%	58	51%	58	51%	108	18	23	128%	24	133%	24	133%
50	88	59	67%	67	76%	67	76%	109	71	31	44%	55	77%	55	77%
51	73	37	51%	43	59%	43	59%	110	90	64	71%	87	97%	71	79%
52	60	48	80%	56	93%	56	93%	111	90	56	62%	79	88%	71	79%
53	50	50	100%	46	92%	46	92%	112	127	36	28%	100	79%	59	46%
54	80	63	79%	65	81%	65	81%	113	78	39	50%	72	92%	74	95%
55	90	62	69%	66	73%	66	73%	114	53	29	55%	59	111%	34	64%
56	125	92	74%	100	80%	100	80%	115	32	23	72%	31	97%	26	81%
57	87	65	75%	78	90%	78	90%	116	129 51	68 30	53% 59%	110 51	85% 100%	57 51	44%
58	78	49 73	63%	74	95% 101%	74	95% 101%	117 118	23	19	83%	24	100%	24	100% 104%
59 60	77 52	33	95% 63%	78 53	101%	78 53	101%	Total	9,155	5,699	62%	6,796	74%	7,377	81%
00	32	33	U 5 %	33	102%	35	102%	iotai	J,1JJ	3,033	UZ/0	0,730	74/0	1,311	01/0







Table 2: The Fan Weekend Utilization (Cont.)

The	Fan Saturo	lay Block b	y Block
	Effective	Weekend	9PM-11PM
Block #	Supply	Counts	Utilization
119	122	118	97%
120	139	88	63%
121	140	105	75%
122	61	72	118%
123	64	68	106%
124	213	44	21%
125	183	94	51%
126	68	79	116%
127	51	57	112%
128	44	40	91%
129	88	70	80%
130	35	41	117%
131	51	71	139%
132	136	124	91%
133	102	83	81%
134	68	63	93%
135	43	32	74%
136	38	23	61%
137	40	24	60%
138	39	19	49%
139	108	58	54%
140	111	116	105%
141	39	37	95%
142	67	60	90%
143	80	41	51%
144	82	6	7%
145	759	114	15%
Total	2,971	1,747	59%

As **Table 2** indicates, while the total effective supply was somewhat underutilized, 27 blocks experienced occupancy equal to or in excess of the effective supply at least once. As was the case with weekday occupancy, the majority of these highly utilized blocks are in the eastern half of The Fan. A detailed presentation of total occupancy is included in the Appendices as **Exhibit E-7**.







DESMAN calculated 4,929 spaces of effective *on-street* parking for the study area, although the extension added 1,103 effective on-street spaces (6,032 total). During the survey days, staff observed utilization rates of 83% (4,068 cars against 4,929 spaces) at mid-day, 99% (4,871 cars against 4,929 spaces) in the evening, and 107% (6,425 cars against 6,032 spaces) late at night. DESMAN identified 91 block faces at mid-day, 164 block faces in the evening, and 284 block faces late at night where occupancy exceeded effective parking supply, as shown in **Exhibit E-8** in the Appendices. This means that approximately 49% of all block faces within the study area experienced occupancy rates above effective supply between 9:00 and 11:00 PM on Saturday, April 28th.

DESMAN calculated 4,226 spaces of effective *off-street* parking for the study area, although the extension added 1,826 effective off-street spaces (6,094 total). During the survey days, staff observed utilization rates of 39% (1,631 cars against 4,226 spaces) at mid-day, 46% (1,925 cars against 4,226 spaces) in the evening, and 44% (2,699 cars against 6,032 spaces) late at night. DESMAN identified 12 facilities at mid-day, 9 in the evening, and 33 late at night where occupancy exceeded effective parking supply, as shown in **Exhibit E-9** in the Appendices.

During peak conditions late at night, drivers occupied 50% of the combined Private/Private effective supply across 300 different facilities (2,661 cars against 5,354 spaces). Of the five Public/Private facilities surveyed late at night, drivers occupied 22% of their aggregate effective supply (20 cars against 89 spaces). Drivers only occupied 3% of the Public/Public West Cary Street Parking Deck between 9:00 and 11:00 PM (18 cars against 651 spaces).

During peak conditions late at night, drivers occupied 35% (553 cars against 1,581 spaces) of the spaces designated for customer use, 47% of the spaces designated for employee use (268 cars against 568 spaces), 6% of the spaces designated for use by institutions (75 cars against 1,322 spaces), 81% of those reserved for residents (1,592 cars against 1,958 spaces), and 32% of those not designated for any specific user (211 cars against 665 spaces).

Conclusions

The Fan is a dense, popular neighborhood that is walkable and home to VCU as well as a scattered mix of uses. Parking demand in a neighborhood as popular and attractive as The Fan will always be high. However, some solutions could mitigate that demand by restricting access, increasing supply where available, or simply providing new and/or expanding existing transportation alternatives.







Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 1)

	FACILITIES	STREET FACILITIES		\top
1.			Cubbob	GRAN
Teacher Management Manage		ral Reserved H/C S	0	19
Section Processor Proces			0 0	10 14
2		3	0 58	13 58
2			0 0	16 12
1. American Control Control			0	14 16
Section	3	3	12	12
1			17 0	17 14
2			0 0	14 13
Bear Description Descrip			0 4	16 4
2 Prof. on Control			3 28	3 28
1			12	12
Mile			2 5	2 5
Miller			0 0	12 14
Belleties			0 0	13 18
			16 15	16 15
			0	12
2			0	14
1			0 4	16 4
2			4 19	4 19
Control Resilvent R. Marting Resilvent R. Marting Resilvent R. Marting Resilvent Res			3	3 6
For Continue			0	14 13
2 10 10 10 10 10 10 10			0	12
1.11.15 Colorand 1.11.15			0 4	19 4
1			2 4	2 4
2			4 0	4 12
1 Machaeuer			0	13
7			0	17
S. J. Michaely St. W. Carry St. Southern St. South Professor St. South Profess			15 5	15 5
S. Challeword 13 - 15 - 15 - 15 - 15 - 15 - 15 - 15 -			0 0	11 12
2 3 2 2 2 2 2 2 2 2			0 0	7 16
S		1	7 11	7
Particular St. Roulevard & M. Cary St. Particular		1	0	8
8 Piece Arrow Apartments 2769 N. Cary St. Process Proces			0 0	5 11
3 JUST Provision 115 Novierard 115 Novie			0 15	12 15
3 11.5 Boulevard 11.5 Boulevard 5. Molberry St. Public Co-Protect 10 10 10 10 10 10 10 1			4 6	4
10 S. Mulberry St. Portwoord Ave. Solution of Ave.			6	6
10 20 20 20 20 20 30 30 4 30 4 30 4 30 30			0	10
10 270 Parkwood Ave. 270 Parkwood Ave. 270 Parkwood Ave. 270 Brayland Ave. 2			0 0	12 13
10 278 Grayland Ave. 278 Grayland Ave. 278 Grayland Ave. Private P			4 2	2
13 S. Abulberry St. Grayland & S. Boullevard Ave. Public On Street			5 1	5 1
11 S. Mulberry St. Grayland & Ridewood Ave. S. Bouleward S. Mulberry St. Public On-Street T. S. Souleward S. Mulberry St. Public On-Street T. S. Souleward S. Mulberry St. S. Souleward St. S. Souleward St. Mulberry St. S. Souleward			2 0	2 12
11 St. Bouleward Grayland & Idlewood Ave. Public On-Street Public On-Street Employees Employees Control of the Public On-Street Public On-Street Control of the Public On-Street Control of			0	12
11 2703 Grayland Ave. 2705 Grayland Ave. Private/Private to Private/Private to Private/Private to Private/Private to Private/Private to Private/Private to Public On-Street Publ			0	11
12 Grayland Ave. S. Mulberry S. B. S. Rolbinson St. Public On-Street Public On-Street Find			11 11	11 11
12 S. Rollmon St. Grayland & Idlewood Ave. Public On-Street 7 10 17 12 12 12 12 12 12 12			11 0	11 14
12 S. Robinson St. S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. Parkwood Ave.			0	0 17
13 Parkwood Ave. S. Mulberry St. & S. Robinson St. Parkwood Ave. & Grayland Ave. Public On-Street		4 2	0 14	12 14
13 Grayland Ave. S. Mulberry St. & S. Robinson St. Public On-Street 14 14 14 15 15 15 15 15			0	14
13 204 S. Robinson St. 204 S. Robinson St. Private/Private Lot Customers			0	14
14 W. Cary St. S. Mulberry St. & S. Robinson St. Public On-Street 1 14 15 15 15 15 15 15			0 6	12 6
14 Parkwood Ave. S. Mulberry St. & S. Robinson St. Public On-Street 1 15 15 15 15 15 15 15		1	5 0	5 15
14 S. Mulberry St. W Cary St. 2630 W. Cary St. 2630 W. Cary St. 2630 W. Cary St. 2630 W. Cary St. 2630 W. Cary St. 0 33 14 Patinad Grace 106 S. Robinson St. Private/Private Lot Private Lot Private Lot Customers 0 5 15 W. Main St. S. Mulberry St. & S. Robinson St. Public On-Street Public On-Street 2 14 16 15 W. Cary St. S. Mulberry St. & S. Robinson St. Public On-Street 0 8 8 15 S. Mulberry St. W Main St. & W. Cary St. Public On-Street 8 8 8 15 S. Mulberry St. W Main St. & W. Cary St. Public On-Street 2 14 16 15 S. Mulberry St. W Main St. & W. Cary St. Public On-Street 2 14 16 15 S. Card St. Schisson St. Private Jord Private Lot Customers Customers 2 14 16 15 Social 52 Kitchen & Craft Bar 2619 W. Main St. Private/Private Lot Customers Customers 0 22 15 Pressed 5127, 65. Robinson St. Private/Private Lot Customers 0 10 18 16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street <td< td=""><td></td><td></td><td>0 0</td><td>7 15</td></td<>			0 0	7 15
14 Patinad Grace 106 S. Robinson St. Private/Private Lot Customers			0 33	11 33
15 S. Robinson St. W. Main St. & W. Cary St. Public On-Street			5	5
15 S. Mulberry St. W. Main St. & W. Cary St. Public On-Street Customers Custom			0 0	16 0
15 Clothes Rack			0 0	8 16
15 Black Swan Books 2601 W. Main St. Private/Private Lot Private Lot Customers Customers 0 10 15 Pressed 5127, 6 S. Robinson St. Private/Private Lot Private Lot Private Private Lot Customers 0 10 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Public On-Street 0 18 16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 0 0 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 0 16 16 16 N. Mulberry St. Floyd Ave. & W. Main St. Private/Private Lot Private Lot Residential 0 11 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Residential 0 14 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 14 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 0 0 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-St			21 4	21
15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 0 18 16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 0 14 14 16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 16 16 16 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 15 15 15 16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 0 11 16 2617 1/2 Floyd Ave. Private/Private Lot Residential 0 14 17 R. Robinson St. Grove Ave. Public On-Street 14 14 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 17 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 0 0 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 16 16 18 16 16 16 16 19 10 10 <td></td> <td></td> <td>22 10</td> <td>22</td>			22 10	22
16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 0 0 0 16 12 11 12 12 14 14 14 14 14 17 18 16 <td></td> <td></td> <td>18</td> <td>18</td>			18	18
16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 15 15 16 9 N. Mulberry St. 9 N. Mulberry St. 9 N. Mulberry St. 9 N. Mulberry St. 0 11 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Residential 0 14 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 14 14 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 0 17 Floyd Ave. N. Mulberry St. N. Robinson St. Public On-Street 16 16 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 7 7			0 0	14 0
16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Private Lot Residential Residential 0 11 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Private Lot Residential 0 14 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 14 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 17 Floyd Ave. N. Mulberry St. 16 16 18 16 16 16 19 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 10 <t< td=""><td></td><td></td><td>0 0</td><td>16 15</td></t<>			0 0	16 15
17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 17 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 16 16 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 7 7			11 14	11 14
17 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 16 16 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 7 7			0	14
			0	16
	4 21 3	4 21	0 355	7 355
18Hanover Ave.N. Mulberry St. & N. Robinson St.Public On-Street161618N. Robinson St.Hanover Ave. & Grove Ave.Public On-Street00			0 0	16 0
18 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 12 12 18 N. Mulberry St. Hanover Ave. & Grove Ave. Public On-Street 14 14			0 0	12 14
18 205 N. Mulberry St. 205 N. Mulberry St. Private/Private Lot Residential 0 9 18 Puritan Cleaners 200 N. Robinson St. Private/Private Lot Customers 0 18			9 18	9





Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 2)

					_	15 or 30-		ON-STREET 1 Hr (free)/	FACILITIES					OFF-ST	REET FACILITIES		
BLK # NAME/DESCRIPTION	ADDRESS	TYPE	USER	No Parking	Loading Zone	Minute (free)		Ex. Permit	2-Hours (free)	2-Hours (kiosk)	3-Hours (Free) Unrestric	ted H/C	Subtotal	General	Reserved H/C	Subtoto	GRANI TOTAL
19 Stuart Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	USER		zone	(iree)	(iree)	Holder	(iree)	(KIOSK)	(Free) Unrestric	tea H/C	17	General	Reserved H/C	0	17
19 N. Robinson St.19 Hanover Ave.	Stuart Ave. & Hanover Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0							15		0 15			0	0 15
19 N. Mulberry St.19 Atlantis Food Services	Stuart Ave. & Hanover Ave. 2601 Stuart Ave.	Public On-Street Private/Private Lot	Employees								17		17 0	13		0 13	17 13
19 Verizon Wireless20 Kensington Ave.	N. Robinson St. Alley N. Mulberry St. & N. Robinson St.	Private/Private Lot Public On-Street	Customers								16		0 16	10	2	12 0	12 16
20 N. Robinson St. 20 Stuart Ave.	Kensington Ave. & Stuart Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street									11		0 11			0	0 11
20 N. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street									13		13	22		0	13
20 408 N. Robinson St.20 Robinson Street Market	408 N. Robinson St. 402 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers										0	22 4		22 4	22 4
20 Starbucks20 2620 Stuart St.	400 North Robinson Rd. 2620 Stuart St.	Private/Private Lot Private/Private Lot	Customers Residential										0	21 28	2	23 30	23 30
21 Park Ave. 21 N. Robinson St.	N. Mulberry St. & N. Robinson St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street		0							12	1	13 0			0	13 0
21 Kensington Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street									15 12		15 12			0	15 12
21 N. Mulberry St. 21 2606 Kensington Ave.	Park Ave. & Kensington Ave. 2606 Kensington Ave.	Public On-Street Private/Private Lot	Residential										0	44	2	46	46
22 Monument Ave.22 N. Robinson St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		0							14		14 0			0	14 0
22 Park Ave.22 N. Mulberry St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street									12 13	2	14 13			0	14 13
22 2604 Park Ave. 22 2600 Park Ave.	2604 Park Ave. 2600 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	4		4 3	4
23 Monument Ave. 23 N. Davis Ave.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street			5						11 6		11 11			0	11 11
23 Park Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street			5						10		10			0	10
23 N. Robinson St.23 Branch Museum	Monument Ave. & Park Ave. 2501 Monument Ave.	Public On-Street Private/Private Lot	Institutional								7		7 0	119		0 119	7 119
24 Park Ave.24 N. Davis Ave.	N. Robinson St. & N. Davis Ave. Park Ave. & Kensington Ave.	Public On-Street Public On-Street									14 3	2	14 5			0	14 5
24 Kensington Ave.24 N. Robinson St.	N. Robinson St. & N. Davis Ave. Park Ave. & Kensington Ave.	Public On-Street Public On-Street									15 5	1	16 5			0	16 5
25 Kensington Ave. 25 N. Davis Ave.	N. Robinson St. & N. Davis Ave. Kensington Ave. & Stuart Ave.	Public On-Street Public On-Street									16 13		16 13			0	16 13
25 Stuart Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street					40				13 15	1	16			0	16
N. Robinson St.25 2519 Kensington Ave.	Kensington Ave. & Stuart Ave. 2519 Kensington Ave.	Public On-Street Private/Private Lot	Residential				10						10 0	10		10	10 10
25 2511 Kensington Ave.25 408 N. Davis Ave.	2511 Kensington Ave. 408 N. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	4 8		4 8	4 8
26 Stuart Ave. 26 N. Davis Ave.	N. Robinson St. & N. Davis Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street									16 14		16 14			0	16 14
26 Hanover Ave. 26 N. Robinson St.	N. Robinson St. & N. Davis Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street							6		16 7		16 13			0	16 13
26 Circle Square Salon	305 N. Robinson St.	Private/Private Lot	Customers						O		,		0	12		12	12
26 306 N. Davis Ave.26 Metro Bar & Grill	306 N. Davis Ave. 301 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers										0	8 22		8 22	8 22
26 2512 Hanover Ave.27 Hanover Ave.	2512 Hanover Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential								16		0 16	10		10 0	10 16
27 N. Davis Ave. 27 Grove Ave.	Hanover Ave. & Grove Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street									16 14		16 14			0	16 14
27 N. Robinson St.27 Red Salon	Hanover Ave. & Grove Ave. 201 N. Robinson St.	Public On-Street Private/Private Lot	Customers						13				13 0	2		0 2	13 2
28 Grove Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	Customers								12		12	2		0	12
28 N. Davis Ave. 28 Floyd Ave.	Grove Ave. & Floyd Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street									15 14		15 14			0	15 14
28 N. Robinson St.28 115 N. Robinson St.	Grove Ave. & Floyd Ave. 115 N. Robinson St.	Public On-Street Private/Private Lot	Residential								11		11 0	12		0 12	11 12
28 2508 Floyd Ave. 29 Floyd Ave.	2508 Floyd Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential								14		0 14	10		10 0	10 14
29 N. Davis Ave. 29 W. Main St.	Floyd Ave. & W. Main St. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street									14 13		14 13			0	14 13
29 N. Robinson St.	Floyd Ave. & W. Main St.	Public On-Street			1		11				13		12			0	12
29 2525 Floyd Ave.29 Thornhill-Margin LLC	2525 Floyd Ave. 7 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Employees										0	8 17		8 17	8 17
29 Imago29 1 N. Robinson St.	5 N. Robinson St. 1 N. Robinson St.	Private/Private Lot Private/Private Lot	Employees Residential										0	6 4		6 4	6 4
29 Rocket Pop - Cee Blues29 Sustainable Technology Institute	2520 W. Main St. 2512 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional										0	14 6		14 6	14 6
30 W. Main St. 30 S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street			2						15 15		15 17			0	15 17
30 W. Cary St.	S. Robinson St. & S. Davis Ave.	Public On-Street									10		10			0	10
30 S. Robinson St.30 Helen's / Continental Divide	Grove Ave. & Floyd Ave. 2527 W. Main St.	Public On-Street Private/Private Lot	Customers		1						8		9 0	25		0 25	9 25
30 1 N. Robinson St.30 Donlon Design	11 S. Robinson St. 2517 Mule Barn Alley	Private/Private Lot Private/Private Lot	Residential Customers										0	6 23		6 23	6 23
30 14 S. Davis Ave. 30 Schneider	14 S. Davis Ave. 2512 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers										0	8 22		8 22	8 22
30 24 S. Davis Ave. 31 W. Cary St.	24 S. Davis Ave. S. Robinson St. & S. Davis Ave.	Private/Private Lot Public On-Street	Residential								12		0	12		12	12
31 S. Davis Ave.	Grove Ave. & Floyd Ave.	Public On-Street		0									0			0	0
31 Grayland Ave. 31 S. Robinson St.	S. Robinson St. & S. Davis Ave. S. Robinson St.	Public On-Street Public On-Street		0							13		13 0			0	13
31 Cary Street Station 31 Cary Street Station	116 S. Davis Ave. 116 S. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	120 46	5	125 46	125 46
32 Grayland Ave.32 S. Robinson St.	Grayland Ave. & S. Robinson St. Grayland Ave. & S. Robinson St.	Public On-Street Public On-Street		0							7		7 0			0	7 0
32 Dominion 32 Dominion	2421 Grayland Ave. 2493 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees Employees										0	38 74	2	40 74	40 74
32 Dominion	2501 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees										0	10		10	10 11
32 Dominion 32 Riverview Baptist	2599 Grayland Ave. 2604 Idlewood Ave.	Private/Private Lot	Employees Institutional										0	11 14	10	11 24	24
33 W. Cary St.33 S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W. Cary St. & Grayland Ave.	Public On-Street Public On-Street		0							14		14 0			0	14 0
33 Grayland Ave.33 S. Davis Ave.	S. Davis Ave. & S. Stafford Ave. W. Cary St. & Grayland Ave.	Public On-Street Public On-Street		0							12		12 0			0	12 0
33 Cary Street Station 33 Dominion	103 S. Davis Ave. 102 S. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Employees										0	20 20	2 2	22 22	22 22
33 Dominion	102 S. Davis Ave.	Private/Private Lot	Employees										0	17	1	18	18
33 Cary Street Station 34 W. Main St.	103 S. Davis Ave. S. Davis Ave. & S. Stafford Ave.	Private/Private Lot Public On-Street	Residential		-						14		14	29	1	0	30 14
34 S. Stafford Ave.34 W. Cary St.	W Main St. & W. Cary St. S. Davis Ave. & S. Stafford Ave.	Public On-Street Public On-Street			2						11 10		13 10			0	13 10
34 S. Davis Ave.34 2417 W. Main St.	W Main St. & W. Cary St. 2417 W. Main St.	Public On-Street Private/Private Lot	Residential								14		14 0	15	1	0 16	14 16
34 8 S. Stafford Ave. 34 City Beach	8 S. Stafford Ave. 2416 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers										0	4 23	1	4 24	4 24
35 Floyd Ave. 35 N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	2230								13 15		13			0 0	13 15
35 W. Main St.	N. Davis Ave. & N. Stafford Ave.	Public On-Street			1						16		15 17			0	17
35 N. Davis Ave.35 2398 W. Main St.	Floyd Ave. & W. Main St. 2398 W. Main St.	Public On-Street Private/Private Lot	Residential								14		14 0	26		0 26	14 26
35 2400 W. Main St.36 Grove Ave.	2400 W. Main St. N. Davis Ave. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential								15		0 15	5		5 0	5 15
36 N. Stafford Ave. 36 Floyd Ave.	Grove Ave. & Floyd Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street									14 14		14 14			0	14 14
36 N. Davis Ave.	Grove Ave. & Floyd Ave.	Public On-Street Private/Private Lot	Poside - ' '								13	1	14 14 0	44		0	14
36 104 N. Stafford Ave. 37 Hanover Ave.	104 N. Stafford Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street	Residential								15		15	11		0	15
37 N. Stafford Ave.37 Grove Ave.	Grove Ave. & Hanover Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street									15 15		15 15			0	15 15
37 N. Davis Ave.37 2401 Hanover Ave.	Grove Ave. & Hanover Ave. 2401 Hanover Ave.	Public On-Street Private/Private Lot	Residential								15		15 0	12		0 12	15 12
37 210 N. Stafford Ave.	210 N. Stafford Ave.	Private/Private Lot	Residential										0	8		8	8





Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 3)

Г		EXIIIC	ort E-1: The			GI KII	15 or 30-	PPI	ON-STREET	FACILITIES		. 5,		-	OFF	-STREET FACILITIES		
BLK #	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	USER	No Parking	Loading Zone	Minute (free)	1 Hour (free)	Ex. Permit Holder		2-Hours (kiosk)		nrestricted H/C	Subtotal	Gene	eral Reserved H/C	Subtota	GRAND
38	Stuart Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	OSER			()	()		()	(mosny	()	14 1	15	Gen	erur neserveu rije	0	15
38 38	N. Stafford Ave. Hanover	Hanover Ave. & Stuart Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street										13 15	13 15			0	13 15
38 38	N. Davis Ave. 305 N. Davis Ave.	Hanover Ave. & Stuart Ave. 305 N. Davis Ave.	Public On-Street Private/Private Lot	Residential									13	13 0	12	2	0 12	13 12
39 39	Kensington Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Stuart Ave. & Kensington Ave.	Public On-Street Public On-Street										15 15	15 15			0	15 15
39	Stuart Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Stuart Ave. & Kensington Ave.	Public On-Street Public On-Street										15 15	15 15			0	15 15
40	Park Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street										16	16			0	16
	N. Stafford Ave. Kensington Ave.	Kensington Ave. & Park Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street										7 9	7 9			0	7 9
40 40	N. Davis Ave. 2413 Park Ave.	Kensington Ave. & Park Ave. 2413 Park Ave.	Public On-Street Private/Private Lot	Residential									8	8 0	2	!	0 2	8 2
40 40	2409 Park Ave. 2401 Park Ave.	2409 Park Ave. 2401 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	4	ı	0 4	0 4
41	Monument Ave. Strawberry Street	N. Davis Ave. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street										30 12	30 12			0	30 12
41	Park Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street										28	28			0	28
42	N. Davis Ave. 2305 Park Ave. & 2323 Park Ave.	Park Ave. & Monument Ave. 2305 Park Ave. & 2323 Park Ave.	Public On-Street Private/Private Lot	Residential									9	9	4	.	0 4	9
	Park Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.	Public On-Street Public On-Street										14 5	14 5			0	14 5
	North Alley N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		0								10	0 10			0	0 10
	413 Stafford Ave. 404 Strawberry St.	413 Stafford Ave. 404 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Residential										0	3 10		3 10	3 10
43	2328 Strawberry St. North Alley	2328 Strawberry St.	Private/Private Lot	Residential	0									0	4		4	4
43	Strawberry St.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street										11	11			0	0 11
	Stuart Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street										15 14	15 14			0	15 14
44 44	Stuart Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street			7							16 7	16 14			0	16 14
44 44	Hanover Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street			16 5							8 2	16 15			0	16 15
	Fox Elementary School	2300 Hanover Ave.	Private/Private Lot	Institutional									16	0	22	2 3 1	26 0	26 16
45	Strawberry St.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street										12	12			0	12
	Grove Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street										16 16	16 16			0	16 16
45 45	2303 Hanover Ave. 2308 Grove Ave.	2303 Hanover Ave. 2308 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	12		12 3	12 3
46	Grove Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street			3							13 15	16 15			0	16 15
	Floyd Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street										15 15 16	15 16			0	15 16
46	101 N. Stafford Ave.	101 N. Stafford Ave.	Private/Private Lot	Residential									10	0	8		8	8
	2302 Floyd Ave. Floyd Ave.	2302 Floyd Ave. Strawberry St. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential									16	0 16	12	2	12 0	12 16
	Strawberry St. W. Main St.	Floyd Ave. & W. Main St. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street			1							14 11	14 12			0	14 12
	N. Stafford Ave. 19 N. Stafford Ave.	Floyd Ave. & W. Main St. 19 N. Stafford Ave.	Public On-Street Private/Private Lot	Residential									16	16 0	9)	0 9	16 9
	One South Realty Group 2 Strawberry St.	2314 W. Main St. 2 Strawberry St.	Private/Private Lot Private/Private Lot	Employees Residential										0	20	0 1	21 9	21 9
47	Accounting Accuracy LLC	20300 - 2306 W. Main St.	Private/Private Lot	Employees										0	5		5	5
48 48	W. Main St. S. Addison St.	Strawberry St. & S. Stafford Ave. W. Cary St. & W. Main St.	Public On-Street Public On-Street										13 12 1	13 13			0	13 13
	W. Cary St. S. Stafford Ave.	Strawberry St. & S. Stafford Ave. W. Cary St. & W. Main St.	Public On-Street Public On-Street										12 13	12 13			0	12 13
48 48	Immortal Beloved 2319 W. Main St.	2311 W. Main St. 2319 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential										0	7		3 7	3 7
48 48	Barber of Hell's Bottom 9 S. Stafford Ave.	2311 W. Main St. 9 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Customers Residential										0	14 24	4	14 24	14 24
48	19 S. Stafford Ave.	19 S. Stafford Ave.	Private/Private Lot	Residential										0	8	3	8	8
48 49	Granville Creek W. Main St.	2316 W. Cary St. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers		1	2						12	0 15	6		6 0	6 15
49 49	S. Shields Ave. W. Cary St.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street										13 12	13 12			0	13 12
49 49	S. Addison St. RVA Tire	Floyd Ave. & W. Main St. 2220 W. Cary St.	Public On-Street Private/Private Lot	Customers	0									0	40	0	0 40	0 40
49	5 S. Addison St. Alliance Group	5 S. Addison St. 2201 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees										0	15	5	15 6	15 6
49	Starving Students	2202 W. Cary St.	Private/Private Lot	Institutional										0	25		25	25
50	Floyd Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street										14 13	14 13			0	14 13
	W. Main St. Strawberry St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		0	1				3			6	10 0			0	10 0
	15 Strawberry St. 2220 W. Main St.	15 Strawberry St. 2220 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential										0	45		45 4	45 4
50	Exxon Grove Ave.	2206 W. Main St. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers									12	0	1:		12	12
51	N. Shields Ave.	Grove Ave. & Floyd Ave.	Public On-Street										13	13			0	13
51	Floyd Ave. Strawberry St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street										16 14	16 14			0	16 14
52	Dr. Cloyd K. Titus, MD Hanover Ave.	2201 Grove Ave. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers									17	0 17	28	8 1	29 0	29 17
	N. Shields Ave. Grove Ave.	Hanover Ave. & Grove Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street					2					11 16	13 16			0	13 16
52	Strawberry St. 211 Strawberry St.	Hanover Ave. & Grove Ave. 211 Strawberry St.	Public On-Street Private/Private Lot	Residential									11 2	13 0	1:	1	0	13 11
53	Stuart Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	25.700									15 14	15 14			0	15 14
53	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street							_			16	16			0	16
54	Strawberry St. Park Ave.	Stuart Ave. & Hanover Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street							1			6 17	13 17			0	13 17
54 54	N. Shields Ave. Stuart Ave.	Park Ave. & Stuart Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street										15 17	15 17			0	15 17
54	Strawberry St. Strawberry St. Street Cafe	Park Ave. & Stuart Ave. 421 Strawberry St.	Public On-Street Private/Private Lot	Customers		4				12			5	21 0	15	5	0 15	21 15
	2222 Stuart Ave. Monument Ave.	2222 Stuart Ave. Strawberry St. & N. Allison St.	Private/Private Lot Public On-Street	Employees		2							23	0 25	8		8	8 25
55	N. Allison St.	Monument Ave. & Park Ave.	Public On-Street			3							10	13			0	13
	Park Ave. Strawberry St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.	Public On-Street Public On-Street										19 13	19 13			0	19 13
55 55	First Church of Christ, Scientist 2224 Allemeadmonupark-d Alley	2201 Monument Ave. 2224 Allemeadmonupark-d Alley	Private/Private Lot Private/Private Lot	Institutional Residential										0	20 12		20 12	20 12
56	Monument Ave. N. Meadow St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street										30 10 3	30 13			0	30 13
56	Park Ave. N. Allison St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street										25 13	25 13			0	25 13
56	Allemeadmonupark-d Alley	N. Allison St N. Meadow St.	Private/Private Lot	Residential										0	6:	1	61	61
57	Park Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street										11 1 11	12 11			0	12 11
	Stuart Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street										17 13	17 13			0	17 13
57	2112 Stuart Ave. Stuart Ave.	2112 Stuart Ave. N. Shields Ave. & N. Rowland St.	Private/Private Lot Public On-Street	Residential									15	0 15	48	8	48 0	48 15
58	N. Rowland St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street										15 15	15 15			0	15 15
58	N. Shields Ave.	Stuart Ave. & Hanover Ave.	Public On-Street	Dosident									15	15		s	0	15
58 58	2109 Stuart Ave. 2114 Hanover Ave.	2109 Stuart Ave. 2114 Hanover Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	16	3	16 8	16 8
58	302 N. Rowland St.	302 N. Rowland St.	Private/Private Lot	Residential	1									0	6	i	6	6





Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 4)

	EXIII	oit E-1: The		cai F	arKl			ON-STREET	FACILITIES	t. 4)				OFF-STR	EET FACILITIES		
				No	Loading		1 Hour		2-Hours 2-Hou							<u> </u>	GRAND
BLK# NAME/DESCRIPTION 59 Hanover Ave.	ADDRESS N. Shields Ave. & N. Rowland St.	Public On-Street	USER	Parking	g Zone	(free)	(free)	Holder	(free) (kios	ik) (Free)	Unrestrict	ed H/C	17	General	Reserved H/C	0	17
59 N. Rowland St.59 Grove Ave.	Hanover Ave. & Grove Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street									16 15		16 15			0	16 15
59 N. Shields Ave. 59 Joe's Inn	Hanover Ave. & Grove Ave. 205 N. Shields Ave.	Public On-Street Private/Private Lot	Customers								15		15 0	4		0 4	15 4
59 2112 Grove Ave. 59 2100 Grove Ave.	2112 Grove Ave. 2100 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0 0	7 14		7 14	7 14
60 Grove Ave. 60 N. Rowland St.	N. Shields Ave. & N. Rowland St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	nesidentia.								17 15		17 15			0	17 15
60 Floyd Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street									14		14			0	14
60 N. Shields Ave. 61 Floyd Ave.	Grove Ave. & Floyd Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street									14 16	1	15 16			0	15 16
61 N. Rowland St. 61 W. Main St.	Floyd Ave. & W. Main St. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street									17 15		17 15			0	17 15
61 N. Shields Ave. 61 Mccaba Studio	Floyd Ave. & W. Main St. 2110 W. Main St.	Public On-Street Private/Private Lot	Customers		4						10		14 0	11		0 11	14 11
61 16 N. Rowland St.	16 N. Rowland St.	Private/Private Lot	Residential								17		0	24		24	24
62 W. Main St. 62 N. Rowland St.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street									17 14		17 14			0	14
62 W. Cary St.62 N. Shields Ave.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street									15 15	1	16 15			0	16 15
62 2121 W. Main St. 62 True Blue Healing Arts	2121 W. Main St. 2113 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers										0	10 11		10 11	10 11
62 The Sidewalk Café 62 Flamingo Lounge	2101 W. Main St. 2124 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers										0	9 5		9 5	9 5
62 2100 W. Cary St.	2100 W. Cary St.	Private/Private Lot	Residential										0	24		24	24
63 W. Main St. 63 S. Meadow St.	S. Shields Ave. & S. Rowland St. W. Cary St. & S. Rowland St.	Public On-Street Public On-Street		0	1						12		13 0			0	13 0
63 W. Cary St. 63 S. Rowland St.	S. Shields Ave. & S. Rowland St. W Cary St. & W. Main St.	Public On-Street Public On-Street									15 15	1	16 15			0	16 15
63 2005 W. Main St. 63 Branch and Wine	2005 W. Main St. 2001 1/2 W. Main Street	Private/Private Lot Private/Private Lot	Residential Customers										0	10 15	1	10 16	10 16
63 Cary 2000 North	2018 W. Cary St.	Private/Private Lot	Residential										0	18	1	19	19
63 Better Housing Coalition 64 Floyd Ave.	30 S. Meadow St. N. Meadow St. & N. Rowland St.	Private/Private Lot Public On-Street	Employees								18		0 18	13	6	19 0	19 18
64 N. Meadow St. 64 W. Main St.	Floyd Ave. & W. Main St. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		0	1				4		10		0 15			0 0	0 15
64 N. Rowland St. 64 10 N. Meadow St.	Floyd Ave. & W. Main St. 10 N. Meadow St.	Public On-Street Private/Private Lot	Residential								16		16 0	61		0 61	16 61
65 Grove Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	ne sideritidi								13		13	01		0	13
65 N. Meadow St. 65 Floyd Ave.	Floyd Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street					3				11 15		14 15			0	14 15
65 N. Rowland St. 65 High Point	Floyd Ave. & W. Grove Ave. 112 N. Meadow St.	Public On-Street Private/Private Lot	Customers								13		13 0	46		0 46	13 46
66 Hanover Ave. 66 N. Meadow St.	N. Meadow St. & N. Rowland St. Hanover Ave. & W. Grove Ave.	Public On-Street Public On-Street									16 13	1	17 13			0	17 13
66 Grove Ave.	N. Meadow St. & N. Rowland St.	Public On-Street									17		17			0	17
66 N. Rowland St. 66 207 N. Rowland St.	Hanover Ave. & W. Grove Ave. 207 N. Rowland St.	Public On-Street Private/Private Lot	Residential			2					12		14 0	20		0 20	14 20
67 Stuart Ave. 67 N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street									16 14		16 14			0	16 14
67 Hanover Ave. 67 N. Rowland St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street									16 14		16 14			0	16 14
68 Park Ave.	N. Meadow St. & N. Rowland St.	Public On-Street					2				12		14			0	14
68 N. Meadow St. 68 Stuart Ave.	Stuart Ave. & Park Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street									6 16		6 16			0	6 16
68 N. Rowland St. 69 A Monument Ave.	Stuart Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street						22	4		11		11 26			0	11 26
69 A N. Allen Ave. 69 A Park Ave.	Monument Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street			2			5 26			16		21 28			0	21 28
69 A N. Meadow St.	Monument Ave. & Park Ave.	Public On-Street	Davida skiel	0	_			20					0	20		0	0
69 A 511 N. Meadow St. 69 A 1802 Park Ave.	511 N. Meadow St. 1802 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	28 22		28 22	28 22
69 A Unwind Massage 69 A 412 N. Allen Ave.	1805 Monument Ave. Suite 402 412 N.Allen Ave.	Private/Private Lot Private/Private Lot	Customers Residential										0	8 41	3	8 44	8 44
69 B W. Grace St. 69 B N. Allen Ave.	N. Meadow St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street			2				3		30 9		30 14			0	30 14
69 B Monument Ave.	N. Meadow St. & N. Allen Ave.	Public On-Street			_			26	-				26 11			0	26
69 B N. Meadow St. 69 B 1822 Monument Ave.	Monument Ave. & W. Grace St. 1822 Monument Ave.	Public On-Street Private/Private Lot	Residential								11		0	33		33	11 33
70 Park Ave. 70 Stuart Ave.	N. Meadow St. & N. Granby St. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		0							17		0 17			0	0 17
70 N. Meadow St. 71 Stuart Ave.	Park Ave. & Stuart Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		0				15					0 15			0	0 15
71 N. Granby St. 71 Hanover Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street						15 13					15 13			0	15 13
71 N. Meadow St.	Hanover Ave. & Stuart Ave.	Public On-Street		0									0			0	0
71 310 Granhanomeadstu-b Alley 72 Hanover Ave.	310 Granhanomeadstu-b Alley N. Meadow St. & N. Granby St.	Private/Private Lot Public On-Street	Residential					15				1	0 16	3		0	3 16
72 N. Granby St.72 Grove Ave.	Grove Ave. & Hanover Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street						12 15					12 15			0	12 15
72 N. Meadow St. 72 1916 Hanover St.	Hanover Ave. & Grove Ave. 1916 Hanover St.	Public On-Street Private/Private Lot	Residential	0									0 0	4		0 4	0
73 Grove Ave. 73 N. Granby St.	N. Meadow St. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street			9			8 14					17 14			0	17 14
73 Floyd Ave.	N. Meadow St. & N. Granby St.	Public On-Street						17					17			0	17
73 N. Meadow St. 73 Tabernacle Baptist Church	Grove Ave. & Floyd Ave. 1925 Grove Ave.	Public On-Street Private/Private Lot	Institutional										0	11	2	13	13
74 Floyd Ave. 74 N. Granby St.	N. Meadow St. & N. Granby St. W Main St. & Floyd Ave.	Public On-Street Public On-Street						17			14		17 14			0	17 14
74 W. Main St. 74 N. Meadow St.	N. Meadow St. & N. Granby St. W Main St. & Floyd Ave.	Public On-Street Public On-Street							5		6 11		11 11			0	11 11
74 Fan Tastic Thrift Store 75 W. Main St.	1914 W. Main St. S. Meadow St. & S. Granby St.	Private/Private Lot Public On-Street	Customers						9				0	38	2	40	40
75 S. Granby St.	W Main St. & W. Cary St.	Public On-Street							9		12		12			0	12
75 W. Cary St. 75 S. Meadow St.	S. Meadow St. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street									7 3	1	7 4			0	7 4
75 District 5 75 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers										0 0	8 6	1	9 6	9 6
75 Fritz's Car Care Inc 75 Virginia ABC	1900 W. Cary St. 1901 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional										0	45 40	2 2	47 42	47 42
75 Fritz Car Care	S. Granby St.	Private/Private Lot	Customers										0	5	2	5	5
75 BP 76 W. Main St.	W. Cary St. S. Allen Ave. & S. Granby St.	Private/Private Lot Public On-Street	Customers								15		0 15	26		26 0	26 15
76 S. Allen Ave. 76 W. Cary St.	W Main St. & W. Cary St. S. Allen Ave. & S. Granby St.	Public On-Street Public On-Street									13 12	1	13 13			0	13 13
76 S. Granby St. 76 Social Security Office	W Main St. & W. Cary St. 1834 W. Cary St.	Public On-Street Private/Private Lot	Institutional								10		10 0	30	2	0	10
76 Lee Law Office	1809 W. Main St.	Private/Private Lot	Employees										0	18		18	18
76 Cary Place 76 Paradise Garage	N. Granby St. S.Allen Ave.	Private/Private Lot Private/Private Lot	Residential Residential										0	8 16		8 16	16
77 Floyd Ave.77 N. Allen Ave.	N. Allen Ave. & N. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street						14			12		14 12			0	14 12
77 W. Main St. 77 N. Granby St.	N. Allen Ave. & N. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street									13 14		13 14			0	13 14
77 Visual Arts Center	1812 W. Main St.	Private/Private Lot	Institutional								14		0	10		10	10
77 Visual Art School 78 Grove Ave.	N. Granby St. N. Allen Ave. & N. Granby St.	Private/Private Lot Public On-Street	Institutional					14					0 14	31		31 0	31 14
78 N. Allen Ave. 78 Floyd Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street						13 14					13 14			0	13 14
78 N. Granby St. 79 Hanover Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street						13 14					13 14			0	13 14
79 N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street						14					14 14			0	14 14
79 N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street						14 14					14			0	14
79 1810 Allegrangrovhano-c Alley	1810 Allegrangrovhano-c Alley	Private/Private Lot	Residential	<u> </u>									0	10		10	10







Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 5)

	EXIIID	it E-1: The I	aii 101	.ai Pd	rKIII	g Jul		ON-STREET		ار		OFF-STREET	FACILITIES		o
				No I	oading	15 or 30- Minute		1 Hr (free)/ Ex. Permit	2-Hours 2-Hours	3-Hours					GRA
# NAME/DESCRIPTION Park Ave.	ADDRESS N. Allen Ave. & N. Granby St.	TYPE Public On-Street	USER		Zone	(free)	(free)	Holder 13	(free) (kiosk)	(Free) Unrestricted H	C Subtotal	General Res	erved H/C	Subtotal 0	
N. Allen Ave.	Hanover Ave. & Park Ave.	Public On-Street						11			11			0	11
Hanover Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Hanover Ave. & Park Ave.	Public On-Street Public On-Street						14 11			14 11			0	14
Park Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street						15 10		2	17 10			0	17
Hanover Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street						14 13		2	18 13			0	18 13
Hanover Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street						15 12			15 12			0	15
Grove Ave.	N. Allen Ave. & N. Vine St.	Public On-Street						14 11		1	. 15			0	15
N. Allen Ave. 1708 Allegrovhanovine-f Alley	Grove Ave. & Hanover Ave. 1708 Allegrovhanovine-f Alley	Public On-Street Private/Private Lot	Residential							,	0	6		6	6
Grove Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						14 12			14 12			0	14
Floyd Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						13 12			13 12			0	13 12
Boketto Wellness Floyd Ave.	106 N. Vine St. Floor 1 N. Allen Ave. & N. Vine St.	Private/Private Lot Public On-Street	Customers							12 1	0 13	7		7 0	7 13
W. Vine St. W. Main St.	W Main St. & Floyd Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street							13	11	11 13			0	1:
N. Allen Ave.	W Main St. & Floyd Ave.	Public On-Street							13	12	12	40		0	1
Binford Middle School (W) Binford Middle School (E)	1701 Floyd Ave. 1702 Floyd Ave.	Private/Private Lot Private/Private Lot	Institutional Institutional								0	48 14	2 1	50 15	1!
CapitolMac W. Main St.	1700 W. Main St. S. Allen Ave. & S. Vine St.	Private/Private Lot Public On-Street	Employees		1					13	0 14	33		33 0	14
S. Vine St. W. Cary St.	W Main St. & W. Cary St. S. Allen Ave. & S. Vine St.	Public On-Street Public On-Street			1	2				13 7	13 10			0	1
S. Allen St. 7 S. Allen St. Richmond	W Main St. & W. Cary St. 7 S.Allen St. Richmond	Public On-Street Private/Private Lot	Residential		1					11	12 0	10		0 10	1
The Mews at Cary Mill	1708 W. Cary St.	Private/Private Lot	Residential								0	8	1	9	9
Bankruptcy Attorney W. Main St.	1701 W. Main St. S. Lombardy St. & S. Vine St.	Private/Private Lot Public On-Street	Employees		1					12	13	12		12 0	1
S. Lombardy St. W. Cary St.	W Main St. & W. Cary St. S. Lombardy St. & S. Vine St.	Public On-Street Public On-Street			1					10 12	10 13			0	1
S. Vine St. 1628 W. Cary St.	W Main St. & W. Cary St. 1628 W. Cary St.	Public On-Street Private/Private Lot	Residential							11	11 0	9		0	1
The Hop	1600 W. Cary St.	Private/Private Lot	Customers								0	9		9	
Floyd Ave.	12 S. Lombardy St. N. Lombardy St. & N. Vine St.	Private/Private Lot Public On-Street	Employees					13			13	3		0	
N. Lombardy St. W. Main St.	W Main St. & Floyd Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street			3			12	9		12 12			0	
N. Vine St. 1627 Floyd Ave.	W Main St. & Floyd Ave. 1627 Floyd Ave.	Public On-Street Private/Private Lot	Residential							14	14 0	2		0 2	:
Home Team Grill N. Lombardy St. & N. Vine St.	1630 W. Main St. N. Lombardy St. & N. Vine St.	Private/Private Lot Private/Private Lot	Customers Residential								0	14 32	3 2	19 32	1
Grove Ave.	N. Lombardy St. & N. Vine St.	Public On-Street	Residential				3	10			13	32		0	
N. Lombardy St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street						12 13			12 13			0	
N. Vine St. 1615 Floygrovlombvine-c Alley	Grove Ave. & Floyd Ave. 1615 Floygrovlombvine-c Alley	Public On-Street Private/Private Lot	Residential					12			12 0	18		0 18	
1715 Grove Ave. Hanover Ave.	1715 Grove Ave. N. Lombardy St. & N. Vine St.	Private/Private Lot Public On-Street	Residential					13			0 13	8		8 0	
N. Lombardy St.	Grove Ave. & Hanover Ave.	Public On-Street						10			10			0	
Grove Ave. N. Vine St.	N. Lombardy St. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street						13 9			13 9			0	
1708 Allegrovhanovine-f Alley 201 N Allen Ave.	1708 Allegrovhanovine-f Alley 201 N Allen Ave.	Private/Private Lot Private/Private Lot	Residential Residential								0	7 9		7 9	
Park Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street						13 4			13 4			0	:
Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street						10			10			0	:
N. Vine St. Monument Ave.	Park Ave. & Hanover Ave. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street					18	9 7		1	. 26			0	
Stuart Park Ave.	Monument Ave. & Park Ave. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street						6 23			6 23			0	
N. Allen Ave. City Church	Monument Ave. & Park Ave. 1627 Monument Ave.	Public On-Street Private/Private Lot	Institutional					9		17	26 0	18	1	0 19	
GCPC	1617 Monument Ave.	Private/Private Lot	Institutional								0	64	6	70	
W. Grace St. N. Lombardy St.	N. Lombardy St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street						28		3	28 3			0	
Monument Ave. N. Allen Ave.	N. Lombardy St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street			1					23 16	23 17			0	
Greenfield Residences 1601 W. Grace St.	501 N.Allen Ave. 1601 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Residential								0	21 3	2	23 3	
Conner Mara LLC 1600 Monument Ave.	N. Lombardy St. 1600 Monument Ave.	Private/Private Lot Private/Private Lot	Employees Residential								0	36 30		36 30	
W. Franklin St.	N. Lombardy St. & Birch St.	Public On-Street	Residential		1			10		3	14	30		0	
Birch St. West Ave.	W FrankliN. & West Ave. N. Lombardy St. & Birch St.	Public On-Street Public On-Street						9 18			9 18			0	
N. Lombardy St. West Ave.	W FrankliN. & West Ave. N. Lombardy St. & Birch St.	Public On-Street Public On-Street						2 19			2 19			0	
Birch St. Park Ave.	Park Ave. & West Ave. N. Lombardy St. & Birch St.	Public On-Street Public On-Street						8 20			8 20			0	
N. Lombardy St.	Park Ave. & West Ave.	Public On-Street		0				4			4 0			0	1
Park Ave. Hanover Ave.	N. Lombardy St. & Hanover Ave. Park Ave. & N. Lombardy St.	Public On-Street Public On-Street						8			8	1		0	
N. Lombardy St. Hanover Ave.	Park Ave. & Hanover Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street		0				14			0 14			0	
N. Plum St. Grove Ave.	Hanover Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street						12 14			12 14			0	
N. Lombardy St. Grove Ave.	Hanover Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street		0				14			0 14			0	1
N. Plum St. Floyd Ave.	Floyd Ave. & Grove Ave.	Public On-Street						11 14			11			0	
N. Lombardy St.	N. Lombardy St. & N. Plum St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		0							14 0			0	
Floyd Ave. N. Plum St.	N. Lombardy St. & N. Plum St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street						14 12			14 12			0	
W. Main St. N. Lombardy St.	N. Lombardy St. & N. Plum St. W Main St. Floyd Ave.	Public On-Street Public On-Street		0					9		9 0			0	
Baja Bean Co.	1520 W. Main St.	Private/Private Lot	Employees								0	25 36	1	26	
Reynolds Gallery Inc 1500 W. Main St.	1514 W. Main St. 1500 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential								0	36 6		36 6	1
W. Main St. S. Plum St.	N. Lombardy St. & N. Plum St. W Cary St. & W. Main St.	Public On-Street Public On-Street			1				10 9	2	11 11	1		0	
W. Cary St. S. Lombardy St.	N. Lombardy St. & N. Plum St. W Main St. & W. Cary St.	Public On-Street Public On-Street		0						12	12 0			0 0	
Foo Dog	1537 W. Main St.	Private/Private Lot	Customers								0	28		28	
Nirvana Salon & Spa Beauvine Burger Concept	1524 W. Cary St. 1501 W. Main St.	Private/Private Lot Private/Private Lot	Customers								0	32 24		32 24	
Nu Expressions Bridget Beari	1515 W. Main St. W. Cary St.	Private/Private Lot Private/Private Lot	Customers Employees								0 0	20 5	1 1	21 6	
W. Main St. S. Harvie St.	S. Plum St. & S. Harvie St. W Main St. & W. Cary St.	Public On-Street Public On-Street			1					13 9	14 9			0	
W. Cary St.	S. Plum St. & S. Harvie St.	Public On-Street								12	12			0	
S. Plum St. 2 Plum St.	W Main St. & W. Cary St. 2 Plum St.	Public On-Street Private/Private Lot	Residential							12	12 0	44	2	0 46	
Gold's Gym	8 S. Harvie St. N. Plum St. & N. Harvie St.	Private/Private Lot Public On-Street	Customers					11			0 11	74	5	79 0	
Floyd Ave.	Floyd Ave. & N. Plum St. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street						16		13	16 13	1		0	
N. Harvie St.		i abiic Oii-Stieet	1	1				15		13	13 15	1		0	
N. Harvie St. W. Main St. N. Plum St.	Floyd Ave. & N. Plum St.	Public On-Street		1				13							
N. Harvie St. W. Main St. N. Plum St. Warsaw Condominiums Grove Ave.	Floyd Ave. & N. Plum St. 1401 Floyd Ave. Richmond, VA 2322 N. Plum St. & N. Harvie St.	Private/Private Lot Public On-Street	Residential					14			0 14	70		70 0	
Floyd Ave. N. Harvie St. W. Main St. N. Plum St. Warsaw Condominiums Grove Ave. N. Harvie St. Floyd Ave.	Floyd Ave. & N. Plum St. 1401 Floyd Ave. Richmond, VA 2322	Private/Private Lot	Residential								0	70		70	





Exhibit E-1: The Fan Total Parking Supply Inventory (Pt. 6)

					No	Loading	15 or 30- Minute	1 Hour	ON-STREET 1 Hr (free)/ Ex. Permit			3-Hours				OFF-STR	EET FACILITIES		GRAND
BLK #	NAME/DESCRIPTION Park Ave.	ADDRESS N. Plum St. & N. Harvie St.	TYPE Public On-Street	USER	Parking	_	(free)	(free)	Holder	(free)	(kiosk)		Unrestricted	н/с	Subtotal 0	General I	Reserved H/C	Subtota 0	
103	N. Harvie St. Grove Ave.	Grove Ave. & Park Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street						8 14						8 14			0	8 14
103	N. Plum St. West Ave.	Grove Ave. & Park Ave. Boyd St. & Birch St.	Public On-Street Public On-Street						12 22						12 22			0	12 22
104	Boyd St. Park Ave.	West Ave. & Park Ave. Boyd St. & Birch St.	Public On-Street Public On-Street		0				21					1	0 22			0	0 22
104	Birch St. 1412 Park Ave.	West Ave. & Park Ave. 1412 Park Ave.	Public On-Street Private/Private Lot	Residential	0										0	20		0 20	0 20
105	W. Franklin St. Boyd St.	Boyd St. & Birch St. West Ave. & W. Frankli N. St.	Public On-Street Public On-Street	Residential	0				20						20 0	20		0	20
105	West Ave. Birch St.	Boyd St. & Birch St. W FrankliN. St. & West Ave.	Public On-Street Public On-Street		0				22						22			0	22 0
105	Congregation Beth Ahabah Beth Ahabah Museum	1127 W. Franklin St. 1109 W. Franklin St.	Private/Private Lot Private/Private Lot	Institutional											0	7 21	2	7 23	7 23
106	W. Franklin St.	Boyd St. & N. Harrison St.	Public On-Street	institutional					7 5						7	21	2	0	7
106	N. Harrison St. West Ave.	West Ave. & W. Franklin. St. Boyd St. & N. Harrison St.	Public On-Street Public On-Street						7						5 7			0	7
106	Boyd St. 1009 W. Franklin St.	West Ave. & W. Franklin. St. 1009 W. Franklin St.	Public On-Street Private/Private Lot	Residential					8						8	5		5	5
106	VCU - Lot RR VCU Parking	1011W. FrankliN. St. 320 N. Harrison St.	Public/Private Lot Public/Private Lot	Institutional Institutional											0	11 13	1	11	11
107	West Ave. N. Harrison St.	Boyd St. & N. Harrison St. West Ave. & Park Ave.	Public On-Street Public On-Street						10 3						10 3			0	10 3
107	Park Ave. Boyd St.	Boyd St. & N. Harrison St. West Ave. & Park Ave.	Public On-Street Public On-Street						9 6					1	9 7			0	9 7
108	Park Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Park Ave. & Grove Ave.	Public On-Street Public On-Street		0								2		0 2			0	2
108	Grove Ave. N. Morris St.	N. Morris St. & N. Harrison St. Park Ave. & Grove Ave.	Public On-Street Public On-Street						11 8						11 8			0	11 8
	Grove Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						12 11						12 11			0	12 11
	Floyd Ave. N. Morris St.	N. Morris St. & N. Harrison St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						13 15						13 15			0	13 15
	Jewish Life at VCU 107 N Morris St. Parking	115 N. Morris St. 107 N. Morris St.	Private/Private Lot Private/Private Lot	Institutional Residential											0 0	15 16		15 16	15 16
	Floyd Ave. N. Harrison St.	N. Morris St. & N. Harrison St. W Main St. & Floyd Ave.	Public On-Street Public On-Street					2	12 10						12 12			0	12 12
	W. Main St. N. Morris St.	N. Morris St. & N. Harrison St. W Main St. & Floyd Ave.	Public On-Street Public On-Street			3 1			3	6 7					9 11			0	9 11
	Pupatella 1118 W. Main St.	1 N. Morris St. 1118 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential											0	16 26	2	18 26	18 26
	The Local Eatery and Pub W. Main St.	1106 W. Main St. S. Morris St. & S. Harrison St.	Private/Private Lot Public On-Street	Customers						8					0 8	13		13 0	13 8
	S. Harrison St. W. Cary St.	W Main St. & W. Cary St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street										10 5		10 5			0	10 5
111	S. Morris St. Catch Your Limit	W Main St. & W. Cary St. 1127 W. Main St.	Public On-Street Private/Private Lot	Customers					13						13 0	40		0 40	13 40
111	Redbox 14 S. Harrison St.	1101 W. Main St. 14 S. Harrison St.	Private/Private Lot Private/Private Lot	Customers Residential											0	14 10	1	15 10	15 10
112	W. Main St. S. Morris St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street					5	12						5 12			0	5 12
112	W. Cary St. S. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street										15 13		15 13			0	15 13
112	1213 Hair Studio Coconut Grill	1213 W. Main St. 1201 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers									15		0	11 63	2 2	13 65	13 65
112	Kulture Smoke W. Main St.	1212 W. Cary St. S. Morris St. & S. Harrison St.	Private/Private Lot Public On-Street	Customers						5					0 5	20	-	20	20
113	S. Brunswick St. W. Cary St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street							3			10 7		10 7			0	10 7
113	S. Randolph St.	W Main St. & S. Brunswick St.	Public On-Street Public On-Street Private/Private Lot	Customore									13		13	21	2	0	13
113	City Dogs Experimac Richmond	1309 W. Main St. 1307 W. Main St.	Private/Private Lot	Customers						-					0 0 5	31 20	2	33 20	33 20
114	W. Main St. S. Randolph St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street		0					5					0			0	0
114	W. Cary St. S. Harvie St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street					4					12		12			0	12
114	Postbellum Little Mexico Restaurant	1323 W. Main St. 1328 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers					_				_		0	4 27	8	35	35
115	N. Morris St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street						3	4			6		9			0	9
115	N. Brunswick St. Lamplighter	W Main St. & S. Brunswick St. 26 N. Morris Street	Public On-Street Private/Private Lot	Customers		1			8						9	5	1	6	6
116	Papa John's Pizza Floyd Ave.	1200 W. Main St. S. Morris St. & S. Harrison St.	Private/Private Lot Public On-Street	Customers					11						0 11	7	1	0	8 11
116	N. Brunswick St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street						10	13			2		12 13			0	12 13
116	N. Harvie St. Moy Yat Kung Fu	W Main St. & S. Brunswick St. 1324 W. Main St.	Public On-Street Private/Private Lot	Customers					11						11 0	11		0 11	11 11
116	3D Central VCU - TT Lot	1308 W. Main St. 96-58 N. Brunswick St.	Private/Private Lot Public/Private Lot	Customers Institutional											0	30 54	2 1	32 55	32 55
117	Grove Ave. N. Morris St.	S. Morris St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						7 13						7 13			0	7 13
117	Floyd Ave. N. Harvie St.	S. Morris St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street						13 13						13 13			0	13 13
	108 N. Morris St. Park Ave.	108 N. Morris St. S. Morris St. & N. Harvie St.	Private/Private Lot Public On-Street	Residential	0										0	13		13 0	13 0
	N. Morris St. Grove Ave.	Grove Ave. & Park Ave. S. Morris St. & N. Harvie St.	Public On-Street Public On-Street						8 6						8 6			0	8 6
	N. Harvie St. Rejoice In Jesus Ministries	Grove Ave. & Park Ave. 1304 Grove Ave.	Public On-Street Private/Private Lot	Institutional					8						8 0	4		0 4	8 4
	W. Broad St. N. Lombardy St.	N. Allen Ave. & N. Lombardy St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street				1			17			6	1	18 7			0	18 7
	W. Grace St. N. Allen Ave.	N. Lombardy St. & N. Allen Ave. W. Broad St. & W. Grace St.	Public On-Street Public On-Street						26 6				10	•	26 16			0	26 16
	Fan Gallery Lot Mobelux Lot	1650 W. Broad St. 1635 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0		17 19 2	17 21	17 21
119	VCU - WW Lot Permit Lot	610 N. Lombardy St. 1644 W. Grace St.	Public/Private Lot Private/Private Lot	Institutional Residential											0		10 11	10 11	10 11
119	1604 Grace Lot W. Broad St.	1604 W. Grace St. N. Allen St. & N. Meadow St.	Private/Private Lot Public On-Street	Residential			1			17					0		6	6	6
120	N. Allen St. W. Grace St.	W. Broad St. & W. Grace St. N. Allen St. & N. Meadow St.	Public On-Street Public On-Street										7 27		7 27			0	7 27
120	N. Meadow St. SunTrust Lot	W. Broad St. & W. Grace St. 1801 W. Broad St.	Public On-Street Private/Private Lot	Mixed Use			2						5		7	20	1	0 21	7 21
120	Virginia Automobile Lot Enigma Studio Lot	1800 W. Broad St. 1819 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0	19	7 1 39	27 39	27
120	Three Swallows Lot W. Broad St.	1839 W. Broad St. N. Meadow St. & N. Allison St.	Private/Private Lot Public On-Street	Employees						18					0		6	6	6 18
121	N. Meadow St. W. Grace St.	W. Broad St. & W. Grace St. N. Meadow St. & N. Allison St.	Public On-Street Public On-Street Public On-Street		0					10			29		0 29			0	0 29
121	N. Allison St. 7-Eleven Lot	W. Broad St. & W. Grace St. 2001 W. Broad St.	Public On-Street Private/Private Lot	Mixed Use		1							10		11 0	15	1	0 16	11 16
121	Restaurant Equipment Lot	2011 W. Broad St.	Private/Private Lot	Employees											0	15	9	9	9
121	Pies and Pints Global Car Rentals Lot	2035 W. Broad St. 2029 W. Broad St.	Private/Private Lot Private/Private Lot	Customers Employees									24		0		50 50	50	16 50
122	W. Grace St. N. Meadow St.	N. Meadow St. & N. Allison St. W. Grace St. & W. Broad Street	Public On-Street Public On-Street		0								24		24 0			0	0
122	Monument Ave. N. Allison St.	N. Meadow St. & N. Allison St. W. Grace St. & W. Broad Street	Public On-Street Public On-Street										23 9		23 9			0	9
122	Leviner Wood Lot Clearly Optometry Lot	2012A Monument Ave. 2038 Monument Ave.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0	10 4		10	10 4
123	W. Grace St. N. Allison St.	N. Allison St. & Strawberry St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										22 10		22 10			0	10
123	Monument Ave. Strawberry St.	N. Allison St. & Strawberry St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										22 10		22 10			0	22 10
123	Alexander Law Lot	2220 Monument Ave.	Private/Private Lot	Employees											0	9		9	9







Exhibit E-1: The Fan Total Parking Supply Inventory (Pt.7)

			DIL L-1. THE						ON-STREET			,		Ц		OFF-STR	REET FACILIT	ES		
	NAME (Special Control of the Control	400		ucco	No	Loading	15 or 30- Minute	1 Hour	1 Hr (free)/ Ex. Permit		2-Hours		Innace :	,, <u>,</u>		.	Doc-	VC .	he	GRAND
	NAME/DESCRIPTION W. Broad St.	ADDRESS N. Allison St. & Strawberry St. W. Broad St. & W. Gross St.	Public On-Street	USER	Parking		(free)	(free)	Holder	(free)	(kiosk)	(Free) U	Inrestricted H	ı/C Sı	6	General	Reserved F		0	TOTAL 6
124	N. Allison St. W. Grace St.	W. Broad St. & W. Grace St. N. Allison St. & Strawberry St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street			1							8 22		9 22 0				0	9 22 0
124	Strawberry St. City Diner & Premier Lot	W. Broad St. & W. Grace St. 2239 W. Broad St.	Public On-Street Private/Private Lot	Customers									8		8 0	16			0 16	8 16
124	Book Bindery Structure City Diner	2201 W. Broad St. 2237 W. Broad St.	Private/Private Structure Private/Private Lot	Mixed Use Employees											0	161 9		1	167 10	167 10
125	W. Broad St. Strawberry St.	Strawberry St. & N. Davis Ave. W. Broad St. & W. Grace St.	Public On-Street Public On-Street											3	3 8				0	8
125	W. Grace St. N. Davis Ave.	Strawberry St. & N. Davis Ave. W. Broad St. & W. Grace St.	Public On-Street Public On-Street									9	26		26 9				0	26 9
125	Arby's (Out of Business) Chicken Fiesta West Lot	2309 W. Broad St. 2311 W. Broad St.	Private/Private Lot Private/Private Lot	Customers Customers											0 0	14 28		2	14 30	14 30
	Hello, Inc. Lot Pizza Hut Lot	2315 W. Broad St. 2337 W. Broad St.	Private/Private Lot Private/Private Lot	Employees Mixed Use											0 0	39 19			39 21	39 21
	2340 W. Grace Lot Family Lifeline	2340 W. Grace St. 2336 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Employees											0 0	26 28			26 29	26 29
	W. Grace St. Strawberry St.	Strawberry St. & N. Davis Ave. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										26 10		26 10				0	26 10
126	Monument Ave. N. Davis Ave.	Strawberry St. & N. Davis Ave. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										26 18		26 18				0	26 18
127	W. Grace St. N. Davis Ave.	N. Davis Ave. & N. Robinson St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										11 16		11 16				0	11 16
127	Monument Ave. N. Robinson St.	N. Davis Ave. & N. Robinson St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street										11 7		11 7				0	11 7
127	Family Dentistry Lot	2500 Monument Ave.	Private/Private Lot	Employees									,		0	4			4	4
128	2512 Monument Ave. Lot W. Broad St.	2512 Monument Ave. N. Davis Ave. & N. Robinson St.	Private/Private Lot Public On-Street	Residential	0										0	10			0	10 0
128	N. Davis Ave. W. Grace St.	W. Broad St. & W. Grace St. N. Davis Ave. & N. Robinson St.	Public On-Street Public On-Street									9	12	1	10 12				0	10 12
	N. Robinson St. William Hotel	W. Broad St. & W. Grace St. 800 N. Davis Ave.	Public On-Street Private/Private Lot	Customers						5					5 0	20			0 23	5 23
	W. Broad St. N. Robinson St.	N. Robinson St. & N. Mulberry St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street		0					2					2 0				0 0	2 0
	W. Grace St. N. Mulberry St.	N. Robinson St. & N. Mulberry St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street										13 8		13 8				0 0	13 8
129	Bank of America Lot Lalo's Cocina Lot / Apartments	2601 W. Broad St. 2617 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0	31 41			33 42	33 42
130	W. Grace St. N. Robinson St.	N. Robinson St. & N. Mulberry St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street	, 2 030	0								13		13 0				0	13 0
130	Monument Ave. N. Mulberry St.	N. Robinson St. & N. Mulberry St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street Public On-Street										13 9		13 9				0	13 9
130	Hill Gallery Lot	708 N. Robinson St.	Private/Private Lot												0	5			5	5
131	W. Grace St. N. Mulberry St.	N. Mulberry St. & N. Boulevard W. Grace St. & Monument Ave.	Public On-Street Public On-Street										23 9		23 9				0	23 9
131	Monument Ave. N. Boulevard	N. Mulberry St. & N. Boulevard W. Grace St. & Monument Ave.	Public On-Street Public On-Street										18 9		18 9				0 0	18 9
132	W. Broad St. N. Mulberry St.	N. Mulberry St. & N. Boulevard W. Broad St. & W. Grace St.	Public On-Street Public On-Street		0	1							7		0 8				0	0 8
	W. Grace St. N. Boulevard	N. Mulberry St. & N. Boulevard W. Broad St. & W. Grace St.	Public On-Street Public On-Street										24 5		24 5				0	24 5
	Sabai Broadberry Part 2	2701 W. Broad St. 2727 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0	23 8			24 8	24 8
	Broadberry Exxon Lot	2729 W. Broad St. 2753 W. Broad St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use											0	14 13	12		26 14	26 14
132	Collection Midtown Apartments Apartments		Private/Private Lot Private/Private Lot	Residential Residential											0	34 8			34 8	34 8
133	Parkwood Ave.	S. Addison St. & S. Stafford Ave.	Public On-Street	Residential									9	1	9	8			0	9
133	S. Addison St. S. Stafford Ave.	Parkwood Ave. & Downtown Expy Parkwood Ave. & Downtown Expy	Public On-Street Public On-Street		0								4	1	0				0	0
133	Stafford Lot 2 Stafford Lot 3	2329 Parkwood Ave. 219 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential											0	20 78			22 78	78
	W. Cary St. S. Addison St.	S. Addison St. & S. Stafford Ave. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street										4 5		4 5				0	4 5
	Parkwood Ave. S. Stafford Ave.	S. Addison St. & S. Stafford Ave. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street										12 8		12 8				0	12 8
	Apartment Lot Sherwin-Williams Lot	102 S. Addison St. 2313 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Mixed Use											0 0	3 25			3 27	3 27
	Parkwood Apartment Lot Lamplighter Café Lot	2308 Parkwood Ave. 116 S. Addison St.	Private/Private Lot Private/Private Lot	Residential Mixed Use											0	11 7			11 7	11 7
135	W. Cary St. S. Shields Ave.	S. Shields Ave. & S. Addison St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street										11 8		11 8				0	11 8
135	Parkwood Ave. S. Addison St.	S. Shields Ave. & S. Addison St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street											1	11 7				0	11 7
135	Virginia Rentals Lot	2209 W. Cary St.	Private/Private Lot	Residential											0		11		11	11 40
136	Parkwood Ave. S. Meadow St.	S. Meadow St. & S. Addison St. Parkwood Ave. & Downtown Expy	Public On-Street Public On-Street		0								40		40 0				0	0
137	S. Addison St. W. Cary St.	S. Rowland St. & S. Shields Ave.	Public On-Street Public On-Street										5 10		5 10				0	5 10
137	S. Rowland St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Rowland St. & S. Shields Ave.	Public On-Street Public On-Street										7 14		7 14				0	7 14
137	S. Shields Ave. Apartment Lot	W. Cary St. & Parkwood Ave. 2103 W. Cary St.	Public On-Street Private/Private Lot	Residential									9		9 0	4			0 5	9 5
	W. Cary St. S. Meadow St.	S. Meadow St. & S. Rowland St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street		0								11		11 0				0	11 0
138	Parkwood Ave. S. Rowland St.	S. Meadow St. & S. Rowland St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street										12 9		12 9				0 0	12 9
138	Reams Market Lot W. Cary St.	2001 W. Cary St. S. Granby St. & S. Meadow St.	Private/Private Lot Public On-Street	Mixed Use									13		0 13	11		2	13 0	13 13
139	S. Granby St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Granby St. & S. Meadow St.	Public On-Street Public On-Street										10 11		10 11				0	10 11
139	S. Meadow St. Johannas Design Lot	W. Cary St. & Parkwood Ave. 1901 W. Cary St.	Public On-Street Private/Private Lot	Employees	0										0	5			0	0 5
139	Shops Lot	1917 W. Cary St.	Private/Private Lot	Mixed Use											0	43	11	2	56	56
140	Office Building Lot W. Cary St.	107 S. Meadow St. S. Allen Ave. & S. Granby St.	Private/Private Lot Public On-Street	Employees									11		11	23			0	24 11
140	S. Allen Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Allen Ave. & S. Granby St.	Public On-Street Public On-Street										8 34		8 34				0	34
140	S. Granby St. Fancy Biscuit Lot	W. Cary St. & Parkwood Ave. 1831 W. Cary St.	Public On-Street Private/Private Lot	Mixed Use	0										0	9	7	1	0 17	0 17
	Cary Place Lot Parkwood Townhouses	1815 W. Cary St. 1814 Parkwood Ave.	Private/Private Lot Private/Private Lot	Residential Residential											0 0	18 38			18 38	18 38
141	W. Cary St. Temple St.	Temple St. & S. Allen Ave. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street		0								15		15 0				0 0	15 0
141	Parkwood Ave. S. Allen Ave.	Temple St. & S. Allen Ave. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street		0								30		30 0				0	30 0
142	W. Cary St. S. Lombardy St.	S. Lombardy St. & Temple St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street		0								13		13 0				0	13 0
142	Parkwood Ave. Temple St.	S. Lombardy St. & Temple St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street										34 10		34 10				0	34 10
142	Gravel Lot	107 Temple St.	Private/Private Lot Private/Private Lot	Residential											0	6 8			6 8	6 8
142	Creative Contracting South Creative Contracting Northeast	1621 W. Cary St. 1623 W. Cary St.	Private/Private Lot	Employees Employees											0	3			3	3
143	W. Cary St.	Lady St. & S. Lombardy St.	Private/Private Lot Public On-Street	Employees									13		13	3			0	13
143	Lady St. Parkwood Ave.	W. Cary St. & Parkwood Ave. Lady St. & S. Lombardy St.	Public On-Street Public On-Street										8 27		8 27				0	8 27
143	S. Lombardy St. Baptist Church Lot	W. Cary St. & Parkwood Ave. 1500 Parkwood Ave.	Public On-Street Private/Private Lot	Mixed Use									4		4 0	25			0 25	4 25
	American Stripping Lot W. Cary St.	1523 W. Cary St. S. Randolph St. & Lady St.	Private/Private Lot Public On-Street	Mixed Use									6		0 6	14			14 0	14 6
144	S. Randolph St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Randolph St. & Lady St.	Public On-Street Public On-Street		0								25		0 25				0 0	0 25
144	Lady St. 5th Baptist Church Lot	W. Cary St. & Parkwood Ave. 1415 W. Cary St.	Public On-Street	Mixed Use	0										0	46	4		0 61	0 61
145	W. Cary St. S. Harrison St.	S. Harrison St. & S. Randolph St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street							4	6		32		36 6				0	36 6
145	Parkwood Ave. S. Randolph St.	S. Harrison St. & S. Randolph St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street					2			Ü		68 8		68 10				0	68 10
145	VCU - West Cary Street Deck	1201 W. Cary St.	Public/Public Structure	Institutional				2					U		0	690	20	10	720	720
Total	VCU - Leaning Gardens Lot	1218 Parkwood Ave.	Public/Private Lot	Institutional	52	141	10	63	1,507	262	6	18	4,960	54	<i>7</i> , 021	5 6,220	257		6 ,689	6 13,710







Exhibit E-2: Fan On-Street Parking Supply Inventory (Pt. 1)

			No	Loading	15 or 30- Minute	1 Hour	1 Hr (free)/ Ex. Permit	2-Hours		3-Hours		_	
BLK#	NAME/DESCRIPTION Monument Ave.	ADDRESS N. Boulevard & N. Mulberry St.	Parking	Zone	(free)	(free)	Holder	(free)	(kiosk)	(Free)	Unrestricted 19	H/C	Total 19
1	N. Mulberry St.	Monument Ave. & Park Ave.									10		10
	Park Ave. N. Boulevard	N. Boulevard & N. Mulberry St. Monument Ave. & Park Ave.		4 13							10		14 13
2	Park Ave.	N. Boulevard & N. Mulberry St.		3							13		16
	N. Mulberry St. Kensington Ave.	Park Ave. & Kensington Ave. N. Boulevard & N. Mulberry St.									12 14		12 14
	N. Boulevard	Park Ave. & Kensington Ave.									16		16
	Kensington Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Kensington Ave. & Stuart Ave.									12 14	2	14 14
	Stuart Ave.	N. Boulevard & N. Mulberry St.									13		13
	N. Boulevard	Kensington Ave. & Stuart Ave.				1					15		16
	Stuart Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Stuart Ave. & Hanover Ave.		3							9 14		12 14
	Hanover Ave.	N. Boulevard & N. Mulberry St.									13		13
	N. Boulevard Hanover Ave.	Stuart Ave. & Hanover Ave. N. Boulevard & N. Mulberry Ave.									18 12		18 12
5	N. Mulberry St.	Hanover Ave. & Grove Ave.									13		13
	Grove Ave. N. Boulevard	N. Boulevard & N. Mulberry Ave. Hanover Ave. & Grove Ave.									14 16		14 16
	Grove Ave.	N. Boulevard & N. Mulberry St.									14		14
	N. Mulberry St. Floyd Ave.	Grove Ave. & Floyd Ave.									13 12		13 12
	N. Boulevard	N. Boulevard & N. Mulberry St. Grove Ave. & Floyd Ave.									16	3	19
	Floyd Ave.	N. Boulevard & N. Mulberry St.									12		12
	N. Mulberry W. Main St.	Floyd Ave. & W. Main St. N. Boulevard & N. Mulberry St.									13 7		13 7
	N. Boulevard	Floyd Ave. & W. Main St.									16	1	17
	W. Main St. S. Mulberry St.	S. Boulevard & S. Mulberry St. W Main St. & W. Cary St.									11 12		11 12
	W. Cary St.	S. Boulevard & S. Mulberry St.		1							6		7
	S. Boulevard W. Cary St.	W Main St. & W. Cary St. S. Boulevard & S. Mulberry St.									16 8		16 8
	S. Mulberry St.	W Cary St. & Parkwood Ave.									5		5
	Parkwood Ave.	S. Boulevard & S. Mulberry St.									10	1	11
	S. Boulevard Parkwood Ave.	W Cary St. & Parkwood Ave. S. Boulevard & S. Mulberry St.									12 9		12 9
10	S. Mulberry St.	Parkwood Ave. & Grayland Ave.									10		10
	Grayland Ave. S. Boulevard	S. Boulevard & S. Mulberry St. Parkwood Ave. & Grayland Ave.									12 13		12 13
11	Grayland Ave.	S. Boulevard & S. Mulberry St.									11	1	12
	S. Mulberry St. Idlewood Ave.	Grayland & Idlewood Ave. S. Boulevard & S. Mulberry St.									12 5		12 5
	S. Boulevard	Grayland & Idlewood Ave.									11		11
	Grayland Ave. S. Robinson St.	S. Mulberry St. & S. Robinson St.									14 0		14 0
	S. Robinson St. Idlewood Ave.	Grayland & Idlewood Ave. S. Mulberry St. & S. Robinson St.		7							10		17
	S. Mulberry St.	Grayland & Idlewood Ave.									12		12
	Parkwood Ave. S. Robinson St.	S. Mulberry St. & S. Robinson St. Parkwood Ave. & Grayland Ave.						2			14 6		14 8
13	Grayland Ave.	S. Mulberry St. & S. Robinson St.									14		14
	S. Mulberry St. W. Cary St.	Parkwood Ave. & Grayland Ave. S. Mulberry St. & S. Robinson St.		1				14			12		12 15
	S. Robinson St.	W Cary St. & Parkwood Ave.		-				7					7
	Parkwood Ave.	S. Mulberry St. & S. Robinson St.		1							15 10		15 11
	S. Mulberry St. W. Main St.	W Cary St. & Parkwood Ave. S. Mulberry St. & S. Robinson St.		1				2			14		16
	S. Robinson St.	W. Main St. & W. Cary St.	0										0
	W. Cary St. S. Mulberry St.	S. Mulberry St. & S. Robinson St. W Main St. & W. Cary St.						8 2			14		8 16
16	Floyd Ave.	N. Mulberry St. & N. Robinson St.									14		14
	N. Robinson St. W. Main St.	Floyd Ave. & W. Main St. N. Mulberry St. & N. Robinson St.	0								16		0 16
	N. Mulberry St.	Floyd Ave. & W. Main St.									15		15
	Grove Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St.	0	14									14 0
	Floyd Ave.	Grove Ave. & Floyd Ave. N. Mulberry St. & N. Robinson St.	0								16		16
	N. Mulberry St.	Grove Ave. & Floyd Ave.									7		7
	Hanover Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Hanover Ave. & Grove Ave.	0								16		16 0
	Grove Ave.	N. Mulberry St. & N. Robinson St.									12		12
	N. Mulberry St. Stuart Ave.	Hanover Ave. & Grove Ave. N. Mulberry St. & N. Robinson St.									14 17		14 17
19	N. Robinson St.	Stuart Ave. & Hanover Ave.	0										0
	Hanover Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Stuart Ave. & Hanover Ave.									15 17		15 17
	Kensington Ave.	N. Mulberry St. & N. Robinson St.									16		16
20	N. Robinson St.	Kensington Ave. & Stuart Ave.											0
	Stuart Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Parkwood Ave. & Grayland Ave.									11 13		11 13
21	Park Ave.	N. Mulberry St. & N. Robinson St.									12	1	13
	N. Robinson St. Kensington Ave.	Park Ave. & Kensington Ave. N. Mulberry St. & N. Robinson St.	0								15		0 15
21	N. Mulberry St.	Park Ave. & Kensington Ave.									12		12
	Monument Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	0								14		14 0
	Park Ave.	N. Mulberry St. & N. Robinson St.									12	2	14
	N. Mulberry St.	Monument Ave. & Park Ave.									13		13
	Monument Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.		5							11 6		11 11
23	Park Ave.	N. Robinson St. & N. Davis Ave.									10		10
	N. Robinson St. Park Ave.	Monument Ave. & Park Ave. N. Robinson St. & N. Davis Ave.									7 14		7 14
24	N. Davis Ave.	Park Ave. & Kensington Ave.									3	2	5
	Kensington Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Park Ave. & Kensington Ave.									15 5	1	16 5
25	Kensington Ave.	N. Robinson St. & N. Davis Ave.									16		16
	N. Davis Ave.	Kensington Ave. & Stuart Ave.									13 15	1	13 16
	Stuart Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Kensington Ave. & Stuart Ave.				10					15	1	16 10
26	Stuart Ave.	N. Robinson St. & N. Davis Ave.									16		16
	N. Davis Ave. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Robinson St. & N. Davis Ave.									14 16		14 16
26	N. Robinson St.	Stuart Ave. & Hanover Ave.						6			7		13
	Hanover Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Hanover Ave. & Grove Ave.									16 16		16 16
	Grove Ave.	N. Robinson St. & N. Davis Ave.									16		14
27	N. Robinson St.	Hanover Ave. & Grove Ave.						13					13
	Grove Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Grove Ave. & Floyd Ave.									12 15		12 15
28	Floyd Ave.	N. Robinson St. & N. Davis Ave.									14		14
28	N. Robinson St.	Grove Ave. & Floyd Ave.									11 14		11 14
20	Floyd Ave.	N. Robinson St. & N. Davis Ave.									14		14
	N. Davis Ave.	Floyd Ave. & W. Main St.									14		14







Exhibit E-2: Fan On-Street Parking Supply Inventory (Pt. 2)

BLK#	NAME/DESCRIPTION	ADDRESS	No Parking	Loading Zone	15 or 30- Minute (free)	1 Hour (free)	1 Hr (free)/ Ex. Permit Holder	2-Hours (free)	2-Hours (kiosk)	3-Hours (Free) Unrestricted H/C	Total
30	W. Main St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.		2		1				15 15	15 17
	W. Cary St.	S. Robinson St. & S. Davis Ave.								10	10
	S. Robinson St. W. Cary St.	Grove Ave. & Floyd Ave. S. Robinson St. & S. Davis Ave.		1						8 12	9 12
31	S. Davis Ave.	Grove Ave. & Floyd Ave.	0							12	0
	Grayland Ave. S. Robinson St.	S. Robinson St. & S. Davis Ave. S. Robinson St.	0							13	13 0
	Grayland Ave. S. Robinson St.	Grayland Ave. & S. Robinson St. Grayland Ave. & S. Robinson St.	0							7	7 0
33	W. Cary St.	S. Davis Ave. & S. Stafford Ave.								14	14
	S. Stafford Ave. Grayland Ave.	W. Cary St. & Grayland Ave. S. Davis Ave. & S. Stafford Ave.	0							12	0 12
	S. Davis Ave.	W. Cary St. & Grayland Ave.	0							14	0 14
34 34	W. Main St. S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.		2						14	13
	W. Cary St. S. Davis Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.								10 14	10 14
35	Floyd Ave.	N. Davis Ave. & N. Stafford Ave.								13	13
35 35	N. Stafford Ave. W. Main St.	Floyd Ave. & W. Main St. N. Davis Ave. & N. Stafford Ave.		1						15 16	15 17
35	N. Davis Ave.	Floyd Ave. & W. Main St.								14	14
	Grove Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Floyd Ave.								15 14	15 14
	Floyd Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Floyd Ave.								14 13 1	14 14
37	Hanover Ave.	N. Davis Ave. & N. Stafford Ave.								15	15
37 37	N. Stafford Ave. Grove Ave.	Grove Ave. & Hanover Ave. N. Davis Ave. & N. Stafford Ave.								15 15	15 15
37	N. Davis Ave.	Grove Ave. & Hanover Ave.								15	15
38 38	Stuart Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Hanover Ave. & Stuart Ave.								14 1 13	15 13
38	Hanover	N. Davis Ave. & N. Stafford Ave.								15 13	15 13
39	N. Davis Ave. Kensington Ave.	Hanover Ave. & Stuart Ave. N. Davis Ave. & N. Stafford Ave.								15	15
39 39	N. Stafford Ave. Stuart Ave.	Stuart Ave. & Kensington Ave. N. Davis Ave. & N. Stafford Ave.								15 15	15 15
39	N. Davis Ave.	Stuart Ave. & Kensington Ave.								15	15
40 40	Park Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.								16 7	16 7
40	Kensington Ave.	N. Davis Ave. & N. Stafford Ave.								9	9
40 41	N. Davis Ave. Monument Ave.	Kensington Ave. & Park Ave. N. Davis Ave. & N. Stafford Ave.								8 30	30
41 41		Park Ave. & Monument Ave. N. Davis Ave. & N. Stafford Ave.								12 28	12 28
41	N. Davis Ave.	Park Ave. & Monument Ave.								9	9
	Park Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.								14 5	14 5
42	North Alley	Strawberry St. & N. Stafford Ave.	0								0
42 43	N. Stafford Ave. North Alley	Park Ave. & Stuart Ave. Strawberry St. & N. Stafford Ave.	0							10	10 0
43	Strawberry St.	Park Ave. & Monument Ave.								11	11
43 43	Stuart Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.								15 14	15 14
44 44	Stuart Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.		7						16 7	16 14
44	Hanover Ave.	Strawberry St. & N. Stafford Ave.		16						,	16
44 45	N. Stafford Ave. Hanover Ave.	Stuart Ave. & Hanover Ave. Strawberry St. & N. Stafford Ave.		5						8 2 16	15 16
45	Strawberry St.	Hanover Ave. & Grove Ave.								12	12
45 45	Grove Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.								16 16	16 16
46 46	Grove Ave.	Strawberry St. & N. Stafford Ave.		3						13	16
46 46	Strawberry St. Floyd Ave.	Grove Ave. & Floyd Ave. Strawberry St. & N. Stafford Ave.								15 15	15 15
46 47	N. Stafford Ave. Floyd Ave.	Grove Ave. & Floyd Ave. Strawberry St. & N. Stafford Ave.								16 16	16 16
47	Strawberry St.	Floyd Ave. & W. Main St.								14	14
47 47	W. Main St. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Floyd Ave. & W. Main St.		1						11 16	12 16
48	W. Main St.	Strawberry St. & S. Stafford Ave.								13	13
	S. Addison St. W. Cary St.	W. Cary St. & W. Main St. Strawberry St. & S. Stafford Ave.								12 1 12	13 12
	S. Stafford Ave.	W. Cary St. & W. Main St.		1	2					13	13
49	W. Main St. S. Shields Ave.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.		1	2					12 13	15 13
	W. Cary St. S. Addison St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	0							12	12 0
50	Floyd Ave.	S. Shields Ave. & Strawberry St.								14	14
	N. Shields Ave. W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.		1				3		13 6	13 10
50	Strawberry St.	Floyd Ave. & W. Main St.	0								0
	Grove Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Grove Ave. & Floyd Ave.								12 13	12 13
51	Floyd Ave.	S. Shields Ave. & Strawberry St.								16	16
52	Strawberry St. Hanover Ave.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.								14 17	14 17
	N. Shields Ave. Grove Ave.	Hanover Ave. & Grove Ave. S. Shields Ave. & Strawberry St.				2				11 16	13 16
52	Strawberry St.	Hanover Ave. & Grove Ave.								11 2	13
	Stuart Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.								15 14	15 14
53	Hanover Ave.	S. Shields Ave. & Strawberry St.						-		16	16
	Strawberry St. Park Ave.	Stuart Ave. & Hanover Ave. S. Shields Ave. & Strawberry St.						7		6 17	13 17
54	N. Shields Ave. Stuart Ave.	Park Ave. & Stuart Ave. S. Shields Ave. & Strawberry St.								15 17	15 17
54	Strawberry St.	Park Ave. & Stuart Ave.		4				12		5	21
	Monument Ave. N. Allison St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.		2						23 10	25 13
55	Park Ave.	Strawberry St. & N. Allison St.								19	19
	Strawberry St. Monument Ave.	Monument Ave. & Park Ave. N. Allison St. & N. Meadow St.								13 30	13 30
56	N. Meadow St.	Monument Ave. & Park Ave.								10 3	13
	Park Ave. N. Allison St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.								25 13	25 13
	Park Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Park Ave. & Stuart Ave.								11 1 11	12 11
57	Stuart Ave.	N. Shields Ave. & N. Rowland St.								17	17
	N. Shields Ave. Stuart Ave.	Park Ave. & Stuart Ave. N. Shields Ave. & N. Rowland St.								13 15	13 15
	N. Rowland St.	Stuart Ave. & Hanover Ave.								15	15
	Hanover Ave.	N. Shields Ave. & N. Rowland St.	1							15 15	15 15
58	N. Shields Ave.	Stuart Ave. & Hanover Ave.									
58 58 59	Hanover Ave.	N. Shields Ave. & N. Rowland St.								17	17
58 58 59 59 59											17 16 15





Exhibit E-2: Fan On-Street Parking Supply Inventory (Pt. 3)

			No	Loading	15 or 30- Minute	1 Hour							_
BLK # 60	NAME/DESCRIPTION Grove Ave.	ADDRESS N. Shields Ave. & N. Rowland St.	Parking	Zone	(free)	(free)	Holder	(free)	(kiosk)	(Free)	Unrestricted H	/c	Total 17
60	N. Rowland St.	Grove Ave. & Floyd Ave.									15		15
	Floyd Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Grove Ave. & Floyd Ave.									14 14	1	14 15
	Floyd Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St.									16 17		16 17
	W. Main St.	Floyd Ave. & W. Main St. N. Shields Ave. & N. Rowland St.									15		15
	N. Shields Ave. W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & S. Rowland St.		4							10 17		14 17
	N. Rowland St.	Floyd Ave. & W. Main St.									14		14
	W. Cary St. N. Shields Ave.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.									15 : 15	1	16 15
	W. Main St.	S. Shields Ave. & S. Rowland St.		1							12	L	13
	S. Meadow St. W. Cary St.	W. Cary St. & S. Rowland St. S. Shields Ave. & S. Rowland St.	0								15 :	1	0 16
	S. Rowland St.	W Cary St. & W. Main St.									15		15
	Floyd Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Main St.	0								18	-	18 0
64	W. Main St.	N. Meadow St. & N. Rowland St.		1				4			10		15
	N. Rowland St. Grove Ave.	Floyd Ave. & W. Main St. N. Meadow St. & N. Rowland St.									16 13		16 13
65	N. Meadow St.	Floyd Ave. & W. Grove Ave.				3					11		14
	Floyd Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Grove Ave.									15 13		15 13
66	Hanover Ave.	N. Meadow St. & N. Rowland St.									16	1	17
	N. Meadow St. Grove Ave.	Hanover Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.									13 17		13 17
	N. Rowland St.	Hanover Ave. & W. Grove Ave.			2						12		14
	Stuart Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Hanover Ave.									16 14		16 14
67	Hanover Ave.	N. Meadow St. & N. Rowland St.									16		16
	N. Rowland St. Park Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Rowland St.				2					14 12		14 14
68	N. Meadow St.	Stuart Ave. & Park Ave.									6		6
	Stuart Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.									16 11		16 11
69 A	Monument Ave.	N. Meadow St. & N. Allen Ave.					22	4					26
	N. Allen Ave. Park Ave.	Monument Ave. & Park Ave. N. Meadow St. & N. Allen Ave.		2			5 26				16		21 28
69 A	N. Meadow St.	Monument Ave. & Park Ave.	0								22		0
	W. Grace St. N. Allen Ave.	N. Meadow St. & N. Allen Ave. Monument Ave. & W. Grace St.		2				3			30 9		30 14
69 B	Monument Ave.	N. Meadow St. & N. Allen Ave.					26						26
	N. Meadow St. Park Ave.	Monument Ave. & W. Grace St. N. Meadow St. & N. Granby St.	0								11		11 0
70	Stuart Ave.	N. Meadow St. & N. Granby St.									17		17
	N. Meadow St. Stuart Ave.	Park Ave. & Stuart Ave. N. Meadow St. & N. Granby St.	0				15						0 15
71	N. Granby St.	Stuart Ave. & Hanover Ave.					15						15
	Hanover Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Hanover Ave. & Stuart Ave.	0				13						13 0
72	Hanover Ave.	N. Meadow St. & N. Granby St.					15				:	1	16
	N. Granby St. Grove Ave.	Grove Ave. & Hanover Ave. N. Meadow St. & N. Granby St.					12 15						12 15
72	N. Meadow St.	Hanover Ave. & Grove Ave.	0										0
	Grove Ave. N. Granby St.	N. Meadow St. & N. Granby St. Grove Ave. & Floyd Ave.		9			8 14						17 14
	Floyd Ave.	N. Meadow St. & N. Granby St.					17						17
	N. Meadow St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Meadow St. & N. Granby St.					17						0 17
74	N. Granby St.	W Main St. & Floyd Ave.									14		14
	W. Main St. N. Meadow St.	N. Meadow St. & N. Granby St. W Main St. & Floyd Ave.						5			6 11		11 11
75	W. Main St.	S. Meadow St. & S. Granby St.						9					9
	S. Granby St. W. Cary St.	W Main St. & W. Cary St. S. Meadow St. & S. Granby St.									12 7		12 7
75	S. Meadow St.	W Main St. & W. Cary St.									3 :	1	4
	W. Main St. S. Allen Ave.	S. Allen Ave. & S. Granby St. W Main St. & W. Cary St.									15 13		15 13
76	W. Cary St.	S. Allen Ave. & S. Granby St.										1	13
	S. Granby St. Floyd Ave.	W Main St. & W. Cary St. N. Allen Ave. & N. Granby St.					14				10		10 14
77	N. Allen Ave.	W Main St. & W. Cary St.									12		12
	W. Main St. N. Granby St.	N. Allen Ave. & N. Granby St. W Main St. & W. Cary St.									13 14		13 14
78	Grove Ave.	N. Allen Ave. & N. Granby St.					14						14
	N. Allen Ave. Floyd Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Granby St.					13 14						13 14
78	N. Granby St.	Grove Ave. & Floyd Ave.					13						13
	Hanover Ave. N. Allen Ave.	N. Allen Ave. & N. Granby St. Grove Ave. & Hanover Ave.					14 14						14 14
	Grove Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Hanover Ave.					14 14						14 14
	N. Granby St. Park Ave.	N. Allen Ave. & N. Granby St.					14 13						13
	N. Allen Ave.	Hanover Ave. & Park Ave.					11 14						11 14
	Hanover Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Hanover Ave. & Park Ave.					14 11						14 11
81	Park Ave. W. Vine St.	N. Allen Ave. & N. Vine St.					15 10					2	17 10
	W. Vine St. Hanover Ave.	Park Ave. & Hanover Ave. N. Allen Ave. & N. Vine St.					10 14				4	4	10 18
	N. Allen Ave.	Park Ave. & Hanover Ave.					13 15						13 15
	Hanover Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Grove Ave. & Hanover Ave.					15 12						15 12
	Grove Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Grove Ave. & Hanover Ave.					14 11					1	15 12
83	Grove Ave.	N. Allen Ave. & N. Vine St.					14						14
	W. Vine St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Vine St.					12 13						12 13
83	N. Allen Ave.	Grove Ave. & Floyd Ave.					12						12
	Floyd Ave. W. Vine St.	N. Allen Ave. & N. Vine St. W Main St. & Floyd Ave.									12 : 11	1	13 11
	W. Main St.	N. Allen Ave. & N. Vine St.						13			11		13
	N. Allen Ave. W. Main St.	W Main St. & Floyd Ave. S. Allen Ave. & S. Vine St.		1							12 13		12 14
85	S. Vine St.	W Main St. & W. Cary St.									13		13
	W. Cary St.	S. Allen Ave. & S. Vine St. W Main St. & W. Cary St		1 1	2						7 11		10 12
86	S. Allen St. W. Main St.	W Main St. & W. Cary St. S. Lombardy St. & S. Vine St.		1							12		13
	S. Lombardy St. W. Cary St.	W Main St. & W. Cary St.		1							10 12		10 13
86	S. Vine St.	S. Lombardy St. & S. Vine St. W Main St. & W. Cary St.		1							12		13 11
	Floyd Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. W Main St. & Floyd Ave.					13 12						13 12
87	W. Main St.	N. Lombardy St. & N. Vine St.		3			12	9					12
87	N. Vine St.	W Main St. & Floyd Ave.									14		14





Exhibit E-2: Fan On-Street Parking Supply Inventory (Pt. 4)

March Marc			Exhibit E-2: Fan On-	No	Loading	15 or 30- Minute	1 Hour	1 Hr (free)/ Ex. Permit				
M. M. Commondows, C. Commondows, C		·			_		(free)	Holder			Unrestricted H/C	Total
March Section Sectio			•				3					13 12
December Commonweal Commo												13 12
December 1	89	Hanover Ave.	N. Lombardy St. & N. Vine St.					13				13
March Marc		·										10 13
M. R. Marchandy C.												9
S. N. Montreal Mark	90	N. Lombardy St.	Park Ave. & Hanover Ave.					4				4
15 - 20 mart			•									10 9
D. Park Ann. More Service of Entrice of Service of							18				1	26 6
S. W. Linchendy, S. M. J. Williamson, S. B. M. J. Samer, S. W. Samer, S. M. Samer	91	Park Ave.	N. Lombardy St. & N. Allen Ave.					23			4-	23
S. Allens & Monament Ave											17	26 28
25		•										3 23
10 methods	92	N. Allen Ave.	Monument Ave. & W. Grace St.								16	17
10. N. Limades St			•		1						3	14 9
March Marc			•									18 2
M. R. Dambardy D. R. Blanch C. A A A A A A A A A	94	West Ave.	N. Lombardy St. & Birch St.					19				19
Section Sect												8 20
St. Harrow-Free	94	N. Lombardy St.	Park Ave. & West Ave.									4
Section of Section 1			•	0				8				0 8
B. R. Fillerian		· · · · · · · · · · · · · · · · · · ·		0				14				0 14
\$ 50. C. Combardo S	96	N. Plum St.	Hanover Ave. & Grove Ave.					12				12
20				0				14				14 0
1 Hordware N. Lombardy S. B. P. Humb S.												14 11
SE Figure Ave. N. Louriscopies, S. R. P. Flumb 5, 12 2 3 3 3 3 3 3 3 3	97	Floyd Ave.	N. Lombardy St. & N. Plum St.	_								14
See No. Principal Company See No. Principal Company See No. Principal Company See No. Principal Company See No. See				0				14				0 14
Section Company Comp	98	N. Plum St.	Floyd Ave. & W. Main St.					12	9			12 9
9 S. FlumSt. WCays S. M. March St. R. Plan St. 1 2 9 12 9 12 9 12 9 5 12 12 12 12 12 12 12 12 12 12 12 12 12	98	N. Lombardy St.	W Main St. Floyd Ave.	0								0
99 S. Domberdy St. W. Manis St. & V. Carry St. 1 100 M. Mem St. S. Pirmis B. S. Harrierist. 1 101 M. Marrierist. 1 102 M. Marrierist. 1 103 M. Marrierist. 1 104 M. Carry St. S. Pirmis B. S. Harrierist. 1 105 S. Harrierist. 1 106 M. Marrierist. 1 107 M. Marrierist. 1 108 M. Marrierist. 1 109 M. Marrierist. 1 100 M. Carry St. S. Pirmis B. S. Harrierist. 1 101 M. Marrierist. 1 102 M. Marrierist. 1 103 M. Marrierist. 1 104 M. Marrierist. 1 105 M. Marrierist. 1 105 M. Marrierist. 1 106 M. Marrierist. 1 107 M. Marrierist. 1 108 M. Marrierist. 1 109 M. Marrierist. 1 100 M. Mar					1						2	11 11
100 M. Anima S. S. Pilma S. & S. Farriere S. 13 13 15 15 15 15 15 15		•									12	12 0
200 S. Pillan St. S. Pillan St. & S. Falveies St. 12 12 13 13 13 13 13 13	100	W. Main St.			1							14
100 15 16 17 17 17 17 17 17 17												9 12
10.1 N. Harines St. Florey Alves & N. Plum St. & Plum St. & N. Plum St. &	100	S. Plum St.	·					11			12	12
101 N. Plum St. Floyd Ave. R. N. Plum St. 15	101	N. Harvie St.	Floyd Ave. & N. Plum St.									11 16
120 Cimer Ave. 10 N. Hamis St. Grow Ave. B. Floyd Ave. 10 D. N. Hamis St. Grow Ave. B. Floyd Ave. 10 D. N. Hamis St. Grow Ave. B. Floyd Ave. 10 D. N. Hamis St. Grow Ave. B. Floyd Ave. 10 D. N. Hamis St. Grow Ave. B. Floyd Ave. 10 D. N. Hamis St. Grow Ave. B. Floyd Ave. 11 D. N. Hamis St. Grow Ave. B. Floyd Ave. 12 D. Hamis St. Grow Ave. B. Floyd Ave. 13 D. Grow Ave. 14 D. Hamis St. Grow Ave. B. Floyd Ave. 15 D. Hamis St. Grow Ave. B. Floyd Ave. 16 D. Hamis St. Grow Ave. B. Floyd Ave. 17 D. Hamis St. Grow Ave. B. Floyd Ave. 18 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 19 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 10 D. Hamis St. Grow Ave. B. Floyd Ave. 11 D. Hamis St. Grow Ave. B. Floyd Ave. 12 D. Hamis St. Grow Ave. B. Floyd Ave. 11 D. Hamis St. Grow Ave. B. Floyd Ave. 12 D. Hamis St. Grow Ave. B. Floyd Ave. 13 D. Hamis St. Grow Ave. B. Floyd Ave. 14 D. Hamis St. Grow Ave. B. Floyd Ave. 15 D. Hamis St. Grow Ave. B. Floyd Ave. 16 D. Hamis St. Grow Ave. B. Floyd Ave. 17 D. Hamis St. Grow Ave. B. Floyd Ave. 18 D. Hamis St. Grow Ave. B. Floyd Ave. 19 Floyd Ave. 10 D. Hamis St. S. Hamis St. S. Hamis St. S. S.								15			13	13 15
102 Flory Alexe	102	Grove Ave.	N. Plum St. & N. Harvie St.					14				14
103 Pick Ave. N. Plum St. & Crove Ave. & RA New St. S. S. S. S. S. S. S.	102	Floyd Ave.	•									10 14
133 N. Harvie S.E. Grove Ave. R. Park Ave. 14 12 12 13 14 15 15 15 15 15 15 15			•					13				13 0
103 N. Plum St. Grove Ave. & Park Ave. 12	103	N. Harvie St.	Grove Ave. & Park Ave.									8
104 Big/MS.L. West Ave. Rept Ave. D.												14 12
104 Park Ave. Boyd St. & Birch St. Bord St. Bord St. Boyd St. & Birch St. St. Boyd St. Boyd St. Boyd St. & Birch St. St. Boyd			•	0				22				22 0
105 No Franklin St. Soy of St. Birch St. Soy of St. Soy of St. N. Harrison St. Soy of St. Soy of St. N. Harrison St. Soy of St. Soy of St. N. Harrison St. Soy of S	104	Park Ave.	Boyd St. & Birch St.					21			1	22
105 Next Ave. Soy'd St. & Birch St. 22				0				20				20
105 Birch St. W. Franklin St. West Ave. 0				0				22				0 22
106 N. Harrison St. West Ave. & West Ave. & W. Franklin. St. 7 106 Reyd St. & West Ave. & Royd St. & Wash Ave. & Royd St. & West Ave. & West Ave. & West Ave. & W. Franklin. St. 10 10 10 10 10 10 10 1	105	Birch St.	W FrankliN. St. & West Ave.	0								0
106 Boyd St. West Ave. Boyd St. W. Harrison St. 10 10 10 10 10 10 10 1			•									7 5
107 West Ave. Boyd St. & N. Harrison St. 10 10 10 10 10 10 10 1			•									7 8
107 Park Aye. Boyd St. West Aye. Boyd Aye. N. Morris St. R. Harrison St. 11 West Aye. Morris St. R. Harrison St. 11 West Aye. Morris St. R. Harrison St. 12 West Aye. Morris St. R. Harrison St. 12 West Aye. Morris St. R. Harrison St. Morris St. R. Harrison St. Morris St. Morris St. Morrison St. Mor	107	West Ave.	Boyd St. & N. Harrison St.					10				10
108 Park Ave. N. Morris St. & N. Harrison St. 0 2												3 9
108 N. Harrison St. Park Ave. & Grove Ave.				0				6			1	7
108 N. Morris St. Park Ave, & Grove Ave. 8 109 Grove Ave. N. Morris St. & N. Harrison St. 12 13 13 15 16 16 16 16 16 16 16	108	N. Harrison St.	Park Ave. & Grove Ave.	ľ				4.5			2	2
109 N. Harrison St. Grove Ave. & Floyd Ave. 11 13 13 15 15 109 N. Morris St. & N. Harrison St. 13 13 13 15 109 N. Morris St. & N. Harrison St. 12 12 10 10 N. Harrison St. 12 10 N. Harrison St. 12 10 N. Harrison St. 12 10 N. Harrison St. 10 N. Harrison St. 10 N. Main St. N. Morris St. & N. Harrison St. 3 6 11 N. Harrison St. 10 N. Morris St. & N. Harrison St. 3 7 11 N. Main St. N. Morris St. & N. Harrison St. 10 N. Morris St. & N. Morris St. & N. Harrison St. 10 N. Main St. N. Morris St. & N. Harrison St. 10 N. Morris St. & N. Morris St. & N. Harrison St. 10 N. Morris St. & N. Harrison St. 12 N. Main St. & N. Morris St. & N. Harrison St. 12 N. Main St. & N. Morris St. & N. Harrison St. 13 N. Main St. 13 N. Main St. & N. Morris St. & N. Harrison St. 14 N. Main St. & N. Morris St. & N. Harrison St. 15 N. Morris St. & N. Morris St. & N. Harrison St. 16 N. Harrison St. 17 N. Morris St. & N. Morris St. & N. Harrison St. 18 N. Marris St. & N. Morris St. & N. Harrison St. 19 N. Main St. & N. Morris St. & N. Harrison St. 19 N. Main St. & N. Morris St. & N. Harrison St. 19 N. Main St. & N. Morris St. & N. Harrison St. 19 N. Marris St. & N. Morris St. & N. Harrison St. 19 N. Marris St. & N. Morris St. & N. Harrison St. 19 N. Marris St. & N. Morris St. & N. Harrison St. 11 N. Morris St. & N. Morris St. & N. Harrison St. 11 N. Morris St. & N. Morris St. & N. Harrison St. 11 N. Morris St. & N. Main St. & N. Harrison St. 11 N. Morris St. & N. Morris St. & N. Harrison St. 11 N. Morris St. & N. Morris St. & N. H												11 8
109 Floyd Ave. N. Morris St. & N. Harrison St. 13 15 15 15 15 16 16 16 16												12 11
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113 S. Randolph St. W Main St. & S. Brunswick St. 13 114 W. Main St. S. Morris St. & S. Harrison St. 5 114 S. Randolph St. W Main St. & S. Brunswick St. 0 114 W. Cary St. S. Morris St. & S. Harrison St. 4 114 W. Cary St. W Main St. & S. Brunswick St. 12 115 N. Morris St. W Main St. & S. Brunswick St. 3 6 115 W. Main St. S. Morris St. & S. Harrison St. 4 4 115 N. Brunswick St. W Main St. & S. Brunswick St. 1 8 116 Floyd Ave. S. Morris St. & S. Harrison St. 11 11 116 N. Brunswick St. W Main St. & S. Brunswick St. 10 2 116 W. Main St. S. Morris St. & S. Harrison St. 13 13 116 N. Harvie St. W Main St. & S. Brunswick St. 11 11 117 Grove Ave. S. Morris St. & N. Harvie St. 7 7 117 N. Morris St. S. Morris St. & N. Harvie St. 13 13 117 Floyd Ave.	113	S. Brunswick St.	W Main St. & S. Brunswick St.						,			10
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114 W. Cary St. S. Morris St. & S. Harrison St. 4 114 S. Harvie St. W Main St. & S. Brunswick St. 12 115 N. Morris St. W Main St. & S. Brunswick St. 3 6 115 W. Main St. S. Morris St. & S. Harrison St. 4 115 N. Brunswick St. W Main St. & S. Brunswick St. 1 8 116 Floyd Ave. S. Morris St. & S. Harrison St. 11 11 116 N. Brunswick St. W Main St. & S. Brunswick St. 10 2 116 N. Harvie St. 13 13 116 N. Harvie St. 11 11 117 Grove Ave. S. Morris St. & N. Harvie St. 7 117 N. Morris St. Grove Ave. & Floyd Ave. 13 117 Floyd Ave. S. Morris St. & N. Harvie St. 13	114	W. Main St.	S. Morris St. & S. Harrison St.	0					5			5 0
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116 Floyd Ave. S. Morris St. & S. Harrison St. 11 116 N. Brunswick St. W Main St. & S. Brunswick St. 10 2 116 W. Main St. S. Morris St. & S. Harrison St. 13 116 N. Harvie St. W Main St. & S. Brunswick St. 11 117 Grove Ave. S. Morris St. & N. Harvie St. 7 117 N. Morris St. Grove Ave. & Floyd Ave. 13 117 Floyd Ave. S. Morris St. & N. Harvie St. 13	115	W. Main St.	S. Morris St. & S. Harrison St.		1				4			4
116 W. Main St. S. Morris St. & S. Harrison St. 13 116 N. Harvie St. W Main St. & S. Brunswick St. 11 117 Grove Ave. S. Morris St. & N. Harvie St. 7 117 N. Morris St. Grove Ave. & Floyd Ave. 13 117 Floyd Ave. S. Morris St. & N. Harvie St. 13	116	Floyd Ave.	S. Morris St. & S. Harrison St.		1			11				11
116 N. Harvie St. W Main St. & S. Brunswick St. 11 117 Grove Ave. S. Morris St. & N. Harvie St. 7 117 N. Morris St. Grove Ave. & Floyd Ave. 13 117 Floyd Ave. S. Morris St. & N. Harvie St. 13								10	13		2	12 13
117 N. Morris St. Grove Ave. & Floyd Ave. 13 117 Floyd Ave. S. Morris St. & N. Harvie St. 13	116	N. Harvie St.	W Main St. & S. Brunswick St.									11 7
	117	N. Morris St.	Grove Ave. & Floyd Ave.					13				13
117 N. Harvie St. Grove Ave. & Floyd Ave. 13			S. Morris St. & N. Harvie St. Grove Ave. & Floyd Ave.			_		13 13	_	 		13 13







Exhibit E-2: Fan On-Street Parking Supply Inventory (Pt. 5)

		Exhibit E-2: Fan On-			15 or 30-		1 Hr (free)/						
BLK #	NAME/DESCRIPTION	ADDRESS	No Parking	Loading Zone	Minute (free)	1 Hour (free)	Ex. Permit Holder	2-Hours (free)	2-Hours (kiosk)	3-Hours (Free)	Unrestricted	H/C	Total
	Park Ave.	S. Morris St. & N. Harvie St.	0										0
	N. Morris St. Grove Ave.	Grove Ave. & Park Ave. S. Morris St. & N. Harvie St.					8 6						8 6
_	N. Harvie St.	Grove Ave. & Park Ave.					8						8
	W. Broad St. N. Lombardy St.	N. Allen Ave. & N. Lombardy St. W. Broad St. & W. Grace St.			1			17			6	1	18 7
	W. Grace St.	N. Lombardy St. & N. Allen Ave.					26				O	1	26
	N. Allen Ave.	W. Broad St. & W. Grace St.					6	47			10	•	16
-	W. Broad St. N. Allen St.	N. Allen St. & N. Meadow St. W. Broad St. & W. Grace St.			1			17			7		18 7
-	W. Grace St.	N. Allen St. & N. Meadow St.									27		27
	N. Meadow St. W. Broad St.	W. Broad St. & W. Grace St. N. Meadow St. & N. Allison St.			2			18			5		7 18
	N. Meadow St.	W. Broad St. & W. Grace St.	0					10					0
	W. Grace St.	N. Meadow St. & N. Allison St.									29		29
	N. Allison St. W. Grace St.	W. Broad St. & W. Grace St. N. Meadow St. & N. Allison St.		1							10 24		11 24
	N. Meadow St.	W. Grace St. & W. Broad Street	0										0
	Monument Ave. N. Allison St.	N. Meadow St. & N. Allison St. W. Grace St. & W. Broad Street									23 9		23 9
	W. Grace St.	N. Allison St. & Strawberry St.									22		22
	N. Allison St.	W. Grace St. & Monument Ave.									10		10
	Monument Ave. Strawberry St.	N. Allison St. & Strawberry St. W. Grace St. & Monument Ave.									22 10		22 10
	W. Broad St.	N. Allison St. & Strawberry St.									6		6
	N. Allison St.	W. Broad St. & W. Grace St.		1							8		9
	W. Grace St. Strawberry St.	N. Allison St. & Strawberry St. W. Broad St. & W. Grace St.									22 8		22 8
125	W. Broad St.	Strawberry St. & N. Davis Ave.									3		3
	Strawberry St. W. Grace St.	W. Broad St. & W. Grace St. Strawberry St. & N. Davis Ave.									5 26	3	8 26
	N. Davis Ave.	W. Broad St. & W. Grace St.								9			9
	W. Grace St.	Strawberry St. & N. Davis Ave.									26		26
	Strawberry St. Monument Ave.	W. Grace St. & Monument Ave. Strawberry St. & N. Davis Ave.									10 26		10 26
126	N. Davis Ave.	W. Grace St. & Monument Ave.									18		18
	W. Grace St.	N. Davis Ave. & N. Robinson St.									11 16		11 16
	N. Davis Ave. Monument Ave.	W. Grace St. & Monument Ave. N. Davis Ave. & N. Robinson St.									16 11		16 11
127	N. Robinson St.	W. Grace St. & Monument Ave.									7		7
	W. Broad St. N. Davis Ave.	N. Davis Ave. & N. Robinson St. W. Broad St. & W. Grace St.	0							9		1	0 10
	W. Grace St.	N. Davis Ave. & N. Robinson St.								,	12	-	12
-	N. Robinson St.	W. Broad St. & W. Grace St.						5					5
	W. Broad St. N. Robinson St.	N. Robinson St. & N. Mulberry St. W. Broad St. & W. Grace St.	0					2					2 0
	W. Grace St.	N. Robinson St. & N. Mulberry St.									13		13
	N. Mulberry St. W. Grace St.	W. Broad St. & W. Grace St. N. Robinson St. & N. Mulberry St.									8 13		8 13
	N. Robinson St.	W. Grace St. & Monument Ave.	0								13		0
	Monument Ave.	N. Robinson St. & N. Mulberry St.									13		13
	N. Mulberry St. W. Grace St.	W. Grace St. & Monument Ave. N. Mulberry St. & N. Boulevard									9 23		9 23
	N. Mulberry St.	W. Grace St. & Monument Ave.									9		9
	Monument Ave.	N. Mulberry St. & N. Boulevard									18		18
	N. Boulevard W. Broad St.	W. Grace St. & Monument Ave. N. Mulberry St. & N. Boulevard	0								9		9
	N. Mulberry St.	W. Broad St. & W. Grace St.		1							7		8
	W. Grace St. N. Boulevard	N. Mulberry St. & N. Boulevard									24 5		24 5
	Parkwood Ave.	W. Broad St. & W. Grace St. S. Addison St. & S. Stafford Ave.									9		9
	S. Addison St.	Parkwood Ave. & Downtown Expy									4	1	5
	S. Stafford Ave. W. Cary St.	Parkwood Ave. & Downtown Expy S. Addison St. & S. Stafford Ave.	0								4		0 4
	S. Addison St.	W. Cary St. & Parkwood Ave.									5		5
	Parkwood Ave. S. Stafford Ave.	S. Addison St. & S. Stafford Ave.									12 8		12 8
	W. Cary St.	W. Cary St. & Parkwood Ave. S. Shields Ave. & S. Addison St.									11		11
	S. Shields Ave.	W. Cary St. & Parkwood Ave.									8		8
	Parkwood Ave. S. Addison St.	S. Shields Ave. & S. Addison St. W. Cary St. & Parkwood Ave.									10 7	1	11 7
136	Parkwood Ave.	S. Meadow St. & S. Addison St.									40		40
	S. Meadow St.	Parkwood Ave. & Downtown Expy	0								c		0
	S. Addison St. W. Cary St.	Parkwood Ave. & Downtown Expy S. Rowland St. & S. Shields Ave.									5 10		5 10
137	S. Rowland St.	W. Cary St. & Parkwood Ave.									7		7
	Parkwood Ave. S. Shields Ave.	S. Rowland St. & S. Shields Ave. W. Cary St. & Parkwood Ave.									14 9		14 9
138	W. Cary St.	S. Meadow St. & S. Rowland St.									11		11
	S. Meadow St. Parkwood Ave.	W. Cary St. & Parkwood Ave.	0								12		0 12
	S. Rowland St.	S. Meadow St. & S. Rowland St. W. Cary St. & Parkwood Ave.									9		9
139	W. Cary St.	S. Granby St. & S. Meadow St.									13		13
	S. Granby St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Granby St. & S. Meadow St.									10 11		10 11
	S. Meadow St.	W. Cary St. & Parkwood Ave.	0								-11		0
	W. Cary St.	S. Allen Ave. & S. Granby St.									11		11
	S. Allen Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Allen Ave. & S. Granby St.									8 34		8 34
140	S. Granby St.	W. Cary St. & Parkwood Ave.	0										0
	W. Cary St. Temple St.	Temple St. & S. Allen Ave. W. Cary St. & Parkwood Ave.	0								15		15 0
141	Parkwood Ave.	Temple St. & S. Allen Ave.									30		30
	S. Allen Ave.	W. Cary St. & Parkwood Ave.	0								42		0
	W. Cary St. S. Lombardy St.	S. Lombardy St. & Temple St. W. Cary St. & Parkwood Ave.	0								13		13 0
142	Parkwood Ave.	S. Lombardy St. & Temple St.									34		34
	Temple St.	W. Cary St. & Parkwood Ave.									10 13		10 13
	W. Cary St. Lady St.	Lady St. & S. Lombardy St. W. Cary St. & Parkwood Ave.									13 8		13 8
143	Parkwood Ave.	Lady St. & S. Lombardy St.									27		27
	S. Lombardy St. W. Cary St.	W. Cary St. & Parkwood Ave. S. Randolph St. & Lady St.									4 6		4 6
	S. Randolph St.	W. Cary St. & Parkwood Ave.	0								3		0
144	Parkwood Ave.	S. Randolph St. & Lady St.									25		25
	Lady St. W. Cary St.	W. Cary St. & Parkwood Ave. S. Harrison St. & S. Randolph St.	0					4			32		0 36
	S. Harrison St.	W. Cary St. & Parkwood Ave.						-	6		J2		6
145	Parkwood Ave. S. Randolph St.	S. Harrison St. & S. Randolph St. W. Cary St. & Parkwood Ave.				2					68 8		68 10







Exhibit E-3: Fan Off-Street Parking Supply Inventory (Pt. 1)

		:-3: Fan Off-Street Par					T-4-1
Blk# 1	Name Richmond's First Baptist Church	Address 2709 Monument Ave.	Type Private/Private Lot	User Institutional	General I	Reserved H/C	Total 58
2	Deaf Mission First Baptist Church		Private/Private Lot	Institutional	9	3	12
2	2700 Kensington Ave.	2700 Kensington Ave.	Private/Private Lot	Residential	17		17
3	Richmond Family Practice (N)	425 N. Boulevard	Private/Private Lot	Customers	4		4
3	Pierce Arrow (N)	421 N. Boulevard	Private/Private Lot	Residential	3		3
3	Richmond Family Practice (S) Pierce Arrow / Abbey Court	415 N. Boulevard 413 N. Boulevard	Private/Private Lot Private/Private Lot	Customers Residential	28 12		28 12
3	Pierce Arrow (E)	409 N. Boulevard	Private/Private Lot	Residential	2		2
3	Pierce Arrow (W)	405 N. Boulevard	Private/Private Lot	Residential	5		5
4	Pierce Arrow	315 N. Boulevard	Private/Private Lot	Residential	16		16
4 5	Hollister	307 N. Boulevard 221 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	15 4		15 4
5	219, 221 223, 225 N Boulevard 2705 Hanover Ave./ Carlyle	2705 Hanover Ave.	Private/Private Lot	Residential	4		4
5	VMFA Parking	211 N. Boulevard	Private/Private Lot	Institutional	19		19
5	Grove Plaza/ Dickson	2708 Grove Ave.	Private/Private Lot	Mixed-Use	3		3
5	2704 Grove Ave.	2704 Grove Ave.	Private/Private Lot	Residential	6		6
6 6	2711 Grove Ave. 2707 Grove Ave.	2711 Grove Ave. 2707 Grove Ave.	Private/Private Lot	Residential Residential	4 2		4 2
6	111 N. Boulevard	111 N. Boulevard	Private/Private Lot Private/Private Lot	Residential	4		4
6	107 N. Boulevard	107 N. Boulevard	Private/Private Lot	Residential	4		4
7	15 N. Boulevard	15 N. Boulevard	Private/Private Lot	Residential	15		15
7	The One Bed & Breakfast	1 N. Boulevard	Private/Private Lot	Customers	5		5
8 8	13 South Boulevard Sunny Market	13 South Boulevard 2700 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	7 10	1	7 11
9	Pierce Arrow Apartments	2700 W. Cary St.	Private/Private Lot	Residential	15	т	15
9	Steeber Design & Development	2701 W. Cary St.	Private/Private Lot	Employees	4		4
9	2700 Parkwood Ave.	2700 Parkwood Ave.	Private/Private Lot	Residential	6		6
9	111 S. Boulevard	111 S. Boulevard	Private/Private Lot	Residential	6		6
10 10	201, 203 205 S. Boulevard 2709 Parkwood Ave.	201, 203 205 S. Boulevard 2709 Parkwood Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4 2		4 2
10	2/09 Parkwood Ave. 215 S. Boulevard	2/09 Parkwood Ave. 215 S. Boulevard	Private/Private Lot Private/Private Lot	Residential	2 5		5
10	2708 Grayland Ave.	2708 Grayland Ave.	Private/Private Lot	Residential	1		1
10	2704 Grayland Ave.	2704 Grayland Ave.	Private/Private Lot	Residential	2		2
11	Fleckenstein & Associates, P.C.	311 S. Boulevard	Private/Private Lot	Employees	11		11
11 11	2709 Grayland Ave. 2700 Idlewood Ave.	2709 Grayland Ave. 2700 Idlewood Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 11		11 11
12	S. Robinson St.	S. Robinson St.	Private/Private Lot	Residential	8	4 2	14
13	204 S. Robinson St.	204 S. Robinson St.	Private/Private Lot	Residential	6	_	6
13	The Cask Café	206 S. Robinson St.	Private/Private Lot	Customers	4	1	5
14	2630 W. Cary St.	2630 W. Cary St.	Private/Private Lot	Residential	33		33
14 15	Patinad Grace Clothes Rack	106 S. Robinson St. 5119, 2618 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	5 21		5 21
15	Social 52 Kitchen & Craft Bar	2619 W. Main St.	Private/Private Lot	Customers	4		4
15	Black Swan Books	2601 W. Main St.	Private/Private Lot	Customers	22		22
15	Pressed	5127, 6 S. Robinson St.	Private/Private Lot	Customers	10		10
15	McGrath Joseph (Social 52)	2612 W. Cary St.	Private/Private Lot	Customers	18		18
16 16	9 N. Mulberry St. 2617 1/2 Floyd Ave.	9 N. Mulberry St. 2617 1/2 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 14		11 14
17	Retreat Doctors' Hospital	110 N. Robinson St.	Private/Private Structure		330	4 21	355
18	205 N. Mulberry St.	205 N. Mulberry St.	Private/Private Lot	Residential	9		9
18	Puritan Cleaners	200 N. Robinson St.	Private/Private Lot	Customers	18		18
19	Atlantis Food Services Verizon Wireless	2601 Stuart Ave.	Private/Private Lot	Employees	13 10	2	13 12
19 20	408 N. Robinson St.	N. Robinson St. Alley 408 N. Robinson St.	Private/Private Lot Private/Private Lot	Customers Residential	10 22	2	22
20	Robinson Street Market	402 N. Robinson St.	Private/Private Lot	Customers	4		4
20	Starbucks	400 North Robinson Rd.	Private/Private Lot	Customers	21	2	23
20	2620 Stuart St.	2620 Stuart St.	Private/Private Lot	Residential	28	2	30
21 22	2606 Kensington Ave. 2604 Park Ave.	2606 Kensington Ave. 2604 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	44 4	2	46 4
22	2600 Park Ave.	2600 Park Ave.	Private/Private Lot	Residential	3		3
23	Branch Museum	2501 Monument Ave.	Private/Private Lot	Institutional	119		119
25	2519 Kensington Ave.	2519 Kensington Ave.	Private/Private Lot	Residential	10		10
25	2511 Kensington Ave.	2511 Kensington Ave.	Private/Private Lot	Residential	4		4
25 26	408 N. Davis Ave. Circle Square Salon	408 N. Davis Ave. 305 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	8 12		8 12
26	306 N. Davis Ave.	306 N. Davis Ave.	Private/Private Lot	Residential	8		8
26	Metro Bar & Grill	301 N. Robinson St.	Private/Private Lot	Customers	22		22
26	2512 Hanover Ave.	2512 Hanover Ave.	Private/Private Lot	Residential	10		10
27	Red Salon	201 N. Robinson St.	Private/Private Lot	Customers	2		2
28 28	115 N. Robinson St. 2508 Floyd Ave.	115 N. Robinson St. 2508 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	12 10		12 10
29	2525 Floyd Ave.	2525 Floyd Ave.	Private/Private Lot	Residential	8		8
29	Thornhill-Margin LLC	7 N. Robinson St.	Private/Private Lot	Employees	17		17
29	Imago	5 N. Robinson St.	Private/Private Lot	Employees	6		6
29	1 N. Robinson St.	1 N. Robinson St.	Private/Private Lot	Residential	4		4
29 29	Rocket Pop - Cee Blues Sustainable Technology Institute	2520 W. Main St. 2512 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional	14 6		14 6
30	Helen's / Continental Divide	2512 W. Main St. 2527 W. Main St.	Private/Private Lot	Customers	25		25
30	1 N. Robinson St.	11 S. Robinson St.	Private/Private Lot	Residential	6		6
30	Donlon Design	2517 Mule Barn Alley	Private/Private Lot	Customers	23		23
30	14 S. Davis Ave.	14 S. Davis Ave.	Private/Private Lot	Residential	8		8
30 30	Schneider 24 S. Davis Ave.	2512 W. Cary St. 24 S. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	22 12		22 12
	Cary Street Station	116 S. Davis Ave.	Private/Private Lot	Residential	120	5	125
31	Cary Street Station	116 S. Davis Ave.	Private/Private Lot	Residential	46	, and the second	46
32	Dominion	2421 Grayland Ave.	Private/Private Lot	Employees	38	2	40
32	Dominion	2493 Grayland Ave.	Private/Private Lot	Employees	74		74
32 32	Dominion Dominion	2501 Grayland Ave. 2599 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees Employees	10 11		10 11
32	Riverview Baptist	2604 Idlewood Ave.	Private/Private Lot	Institutional	14	10	24
33	Cary Street Station	103 S. Davis Ave.	Private/Private Lot	Residential	20	2	22
33	Dominion	102 S. Davis Ave.	Private/Private Lot	Employees	20	2	22
33	Dominion Cany Street Station	102 S. Davis Ave.	Private/Private Lot	Employees	17	1	18
33 34	Cary Street Station 2417 W. Main St.	103 S. Davis Ave. 2417 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	29 15	1	30 16
34	8 S. Stafford Ave.	8 S. Stafford Ave.	Private/Private Lot	Residential	4	_	4
34	City Beach	2416 W. Cary St.	Private/Private Lot	Customers	23	1	24
35	2398 W. Main St.	2398 W. Main St.	Private/Private Lot	Residential	26		26
35 36	2400 W. Main St. 104 N. Stafford Ave.	2400 W. Main St. 104 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	5 11		5 11
	TOTIN. Stallold AVE.	TOTIN. STATIOIU AVE.	p rivate/ r rivate LUL	nesidelitidi	11		1 11







Exhibit E-3: Fan Off-Street Parking Supply Inventory (Pt. 2)

Blk#		-3: Fan Off-Street Pa				eserved H/C	Total
	Name 2401 Hanover Ave.	Address 2401 Hanover Ave.	Type Private/Private Lot	Residential	12	cserveu H/C	10tai
37	210 N. Stafford Ave.	210 N. Stafford Ave.	Private/Private Lot	Residential	8		8
38 40	305 N. Davis Ave. 2413 Park Ave.	305 N. Davis Ave. 2413 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	12 2		12 2
40	2409 Park Ave.	2409 Park Ave.	Private/Private Lot	Residential	2		0
40	2401 Park Ave.	2401 Park Ave.	Private/Private Lot	Residential	4		4
42	2305 Park Ave. & 2323 Park Ave.	2305 Park Ave. & 2323 Park Ave.	Private/Private Lot	Residential	4		4
43 43	413 Stafford Ave. 404 Strawberry St.	413 Stafford Ave. 404 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Residential	3 10		3 10
43	2328 Strawberry St.	2328 Strawberry St.	Private/Private Lot	Residential	4		4
44	Fox Elementary School	2300 Hanover Ave.	Private/Private Lot	Institutional	22	3 1	26
45	2303 Hanover Ave.	2303 Hanover Ave.	Private/Private Lot	Residential	12		12
45 46	2308 Grove Ave. 101 N. Stafford Ave.	2308 Grove Ave. 101 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	3 8		3 8
	2302 Floyd Ave.	2302 Floyd Ave.	Private/Private Lot	Residential	12		12
47	19 N. Stafford Ave.	19 N. Stafford Ave.	Private/Private Lot	Residential	9		9
47	One South Realty Group	2314 W. Main St.	Private/Private Lot	Employees	20	1	21
47 47	2 Strawberry St. Accounting Accuracy LLC	2 Strawberry St. 20300 - 2306 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	9 5		9 5
48	Immortal Beloved	2311 W. Main St.	Private/Private Lot	Customers	2	1	3
48	2319 W. Main St.	2319 W. Main St.	Private/Private Lot	Residential	7		7
48	Barber of Hell's Bottom	2311 W. Main St.	Private/Private Lot	Customers	14		14
	9 S. Stafford Ave. 19 S. Stafford Ave.	9 S. Stafford Ave. 19 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	24 8		24 8
	Granville Creek	2316 W. Cary St.	Private/Private Lot	Customers	6		6
49	RVA Tire	2220 W. Cary St.	Private/Private Lot	Customers	40		40
49	5 S. Addison St.	5 S. Addison St.	Private/Private Lot	Residential	15		15
	Alliance Group	2201 W. Main St.	Private/Private Lot	Employees	5	1	6
49 50	Starving Students 15 Strawberry St.	2202 W. Cary St. 15 Strawberry St.	Private/Private Lot Private/Private Lot	Institutional Residential	25 45		25 45
50	2220 W. Main St.	2220 W. Main St.	Private/Private Lot	Residential	4		4
50	Exxon	2206 W. Main St.	Private/Private Lot	Customers	11	1	12
51 52	Dr. Cloyd K. Titus, MD	2201 Grove Ave.	Private/Private Lot	Customers	28	1	29
52 54	211 Strawberry St. Strawberry St. Street Cafe	211 Strawberry St. 421 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Customers	11 15		11 15
	2222 Stuart Ave.	2222 Stuart Ave.	Private/Private Lot	Employees	8		8
55	First Church of Christ, Scientist	2201 Monument Ave.	Private/Private Lot	Institutional	20		20
55 56	2224 Allemeadmonupark-d Alley	2224 Allemeadmonupark-d Alley	Private/Private Lot	Residential	12		12
	Allemeadmonupark-d Alley 2112 Stuart Ave.	N. Allison St N. Meadow St. 2112 Stuart Ave.	Private/Private Lot Private/Private Lot	Residential Residential	61 48		61 48
-	2109 Stuart Ave.	2109 Stuart Ave.	Private/Private Lot	Residential	16		16
58	2114 Hanover Ave.	2114 Hanover Ave.	Private/Private Lot	Residential	8		8
58	302 N. Rowland St.	302 N. Rowland St.	Private/Private Lot	Residential	6		6
59 59	Joe's Inn 2112 Grove Ave.	205 N. Shields Ave. 2112 Grove Ave.	Private/Private Lot Private/Private Lot	Customers Residential	4 7		4 7
59	2100 Grove Ave.	2112 Grove Ave. 2100 Grove Ave.	Private/Private Lot	Residential	14		14
61	Mccaba Studio	2110 W. Main St.	Private/Private Lot	Customers	11		11
61	16 N. Rowland St.	16 N. Rowland St.	Private/Private Lot	Residential	24		24
62 62	2121 W. Main St. True Blue Healing Arts	2121 W. Main St. 2113 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	10 11		10 11
	The Sidewalk Café	2113 W. Main St. 2101 W. Main St.	Private/Private Lot Private/Private Lot	Customers	9		9
62	Flamingo Lounge	2124 W. Cary St.	Private/Private Lot	Customers	5		5
62	2100 W. Cary St.	2100 W. Cary St.	Private/Private Lot	Residential	24		24
63 63	2005 W. Main St. Branch and Wine	2005 W. Main St. 2001 1/2 W. Main Street	Private/Private Lot Private/Private Lot	Residential Customers	10 15	1	10 16
63	Cary 2000 North	2011 1/2 W. Main Street 2018 W. Cary St.	Private/Private Lot Private/Private Lot	Residential	15 18	1	16 19
63	Better Housing Coalition	30 S. Meadow St.	Private/Private Lot	Employees	13	6	19
64	10 N. Meadow St.	10 N. Meadow St.	Private/Private Lot	Residential	61		61
65 66	High Point	112 N. Meadow St.	Private/Private Lot	Customers	46 20		46 20
	207 N. Rowland St. 511 N. Meadow St.	207 N. Rowland St. 511 N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Residential	20 28		20 28
	1802 Park Ave.	1802 Park Ave.	Private/Private Lot	Residential	22		22
	Unwind Massage	1805 Monument Ave. Suite 402	Private/Private Lot	Customers	8		8
	412 N. Allen Ave.	412 N.Allen Ave.	Private/Private Lot	Residential	41	3	44
	1822 Monument Ave. 310 Granhanomeadstu-b Alley	1822 Monument Ave. 310 Granhanomeadstu-b Alley	Private/Private Lot Private/Private Lot	Residential Residential	33 3		33 3
	1916 Hanover St.	1916 Hanover St.	Private/Private Lot	Residential	4		4
	Tabernacle Baptist Church	1925 Grove Ave.	Private/Private Lot	Institutional	11	2	13
74 75	Fan Tastic Thrift Store	1914 W. Main St.	Private/Private Lot	Customers	38	2	40
75 75	District 5 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	8 6	1	9 6
	Fritz's Car Care Inc	1900 W. Cary St.	Private/Private Lot	Customers	45	2	47
75	Virginia ABC	1901 W. Main St.	Private/Private Lot	Institutional	40	2	42
	Fritz Car Care	S. Granby St.	Private/Private Lot	Customers	5		5
75 76	BP Social Security Office	W. Cary St. 1834 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Institutional	26 30	2	26 32
76	Lee Law Office	1809 W. Main St.	Private/Private Lot	Employees	18	2	18
76	Cary Place	N. Granby St.	Private/Private Lot	Residential	8		8
	Paradise Garage	S.Allen Ave.	Private/Private Lot	Residential	16		16
	Visual Arts Center Visual Art School	1812 W. Main St. N. Granby St.	Private/Private Lot Private/Private Lot	Institutional Institutional	10 31		10 31
	1810 Allegrangrovhano-c Alley	1810 Allegrangrovhano-c Alley	Private/Private Lot	Residential	10		10
82	1708 Allegrovhanovine-f Alley	1708 Allegrovhanovine-f Alley	Private/Private Lot	Residential	6		6
83	Boketto Wellness	106 N. Vine St. Floor 1	Private/Private Lot	Customers	7		7
84 84	Binford Middle School (W) Binford Middle School (E)	1701 Floyd Ave. 1702 Floyd Ave.	Private/Private Lot Private/Private Lot	Institutional Institutional	48 14	2 1	50 15
	CapitolMac	1700 W. Main St.	Private/Private Lot	Employees	33	1	33
	7 S. Allen St. Richmond	7 S.Allen St. Richmond	Private/Private Lot	Residential	10		10
	The Mews at Cary Mill	1708 W. Cary St.	Private/Private Lot	Residential	8	1	9
85 86	Bankruptcy Attorney	1701 W. Main St.	Private/Private Lot	Employees	12 o		12 o
86 86	1628 W. Cary St. The Hop	1628 W. Cary St. 1600 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	9 9		9 9
	Satterwhite H E	12 S. Lombardy St.	Private/Private Lot	Employees	3		3
87	1627 Floyd Ave.	1627 Floyd Ave.	Private/Private Lot	Residential	2		2
87	Home Team Grill	1630 W. Main St.	Private/Private Lot	Customers	14	3 2	19
87 88	N. Lombardy St. & N. Vine St. 1615 Floygrovlombvine-c Alley	N. Lombardy St. & N. Vine St. 1615 Floygrovlombvine-c Alley	Private/Private Lot Private/Private Lot	Residential Residential	32 18		32 18
	1715 Grove Ave.	1715 Grove Ave.	Private/Private Lot	Residential	18 8		18 8
	1708 Allegrovhanovine-f Alley	1708 Allegrovhanovine-f Alley	Private/Private Lot	Residential	7		7
89	201 N Allen Ave.	201 N Allen Ave.	Private/Private Lot	Residential	9		9
91 91	City Church	1627 Monument Ave.	Private/Private Lot	Institutional	18 64	1	19 70
	GCPC	1617 Monument Ave.	Private/Private Lot	Institutional	64	6	70









Exhibit E-3: Fan Off-Street Parking Supply Inventory (Pt. 3)

Section Sect	DII.#		3: Fan Off-Street Par			•		H/C	Total
19. 10.	Blk# 92	Name Greenfield Residences	Address 501 N.Allen Ave.	Type Private/Private Lot			eservea		Total 23
Mathematical Math				•				_	
March Marc			•	· ·					
18 Series March 1934 M. Man 31. Series Principal Color 18 18 18 18 18 18 18 1				1				4	
18 18 18 18 18 18 18 18		•		•				1	
19 10 10 10 10 10 10 10				•					
19 Recommend 1907 War									
90. No. Experience 155 W. Mars M. Prince Princed Co. 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2 1 2 <th< td=""><td>99</td><td>Nirvana Salon & Spa</td><td>1524 W. Cary St.</td><td>Private/Private Lot</td><td>Customers</td><td>32</td><td></td><td></td><td>32</td></th<>	99	Nirvana Salon & Spa	1524 W. Cary St.	Private/Private Lot	Customers	32			32
19		• •		1					
2002 P. P. P. S. 2 2 2 3 3 3 3 3 3 3		·		· ·					
1906 Color Serve				·					
100 Marcine				1					
200		•						-	
1966 Peter Anjana Marquern 1507 W Frantis St. Peter Anjana	104	1412 Park Ave.	1412 Park Ave.	Private/Private Lot	Residential	20			20
100 100				1					
100 No. Company 2004 Norman St. Politic/Prince Los Institutional 13 1 1 15 15 15 15 15								2	
100 100				· ·				1	
200 Per 107 Mornes S. Principe 107 M		· ·		1				1	
110 Funcion 1.00									
13 13 13 13 13 13 13 13	109	107 N Morris St. Parking	107 N. Morris St.	Private/Private Lot	Residential	16			16
100 The Incol Sartry and Pulso 100 N. Mains S. Protest/Protect of Customers 13 1 1 1 1 1 1 1 1		•	1 N. Morris St.	•		16		2	
111 Cart Your Limits 1217 W. Main St. Private Private Force 12 15 15 15 15 15 15 15				•					
11.1 Recibo		,		· ·					
11.1 I.S. Frantrion St. 15. Frantrion St. Private Private Lot Costomers 11. 2.2 2.5 11.				1				1	
11 123 134 154 150				1				*	
110 Commun Gell 2014 M. Abim St. Private/Private Int Customers 30 1 2 3 3 3 3 3 3 3 3 3				· · · · · · · · · · · · · · · · · · ·				2	
133 Oly Degs				•	Customers			2	
111 Experiment Informant 1207 W. Main St. Private Private Lot Customers 30			•						
14 Protecht 122 W. Carry St. Private/Private Lot Customers 27		, ,		1				2	
14 Little Mexico Resistauron 132 W. Cary St. Prioate/Private Lat Customers 5		•		· · · · · · · · · · · · · · · · · · ·					_
15 Campilipiter				•				8	
18. May PYR Kung Fu			•						
16 St Central 138 W. Minn St.	115	Papa John's Pizza		Private/Private Lot		7		1	8
16 V.C. T.Lot 96-58 N. Burnswick St. Private/Private Lot Residential 3 3 3 3 3 3 3 3 3		•		1					
117 100 N. Morris St. 100 N. More No. 100 N. More St. 100 N. More No. 100 N. More St. 100 N. Mor				•					
18. Bejoice In Jesus Ministries 1304 Grove Ave. Private/Private Lat Maked Use 17 17 17 17 17 17 17 1								1	
199 Sealery Lot 1650 W. Brand St. Private/Private Lot Maked Use 17 2 2 21									
139 Permittor 1964 W. Grace St.		•		1			17		
191 191	119	Mobelux Lot	1635 W. Broad St.	Private/Private Lot	Mixed Use		19	2	21
19 VCU - WW Lot				1					
120 Surfrant Late				1					
120			·	· · · · · · · · · · · · · · · · · · ·		20	10	1	
100 Fines Sudin Lot 1819 W. Broad St.				•			7		
121 T-Eleven Lot		•		· ·		25		-	
121 Restaurant Equipment tot 2011 W. Broad St. Private Private Crivate Cottomers 9 9 9 9 9 9 121 Pies and Pints 2023 W. Broad St. Private Private Cottomers 50 50 50 50 50 50 50 5	120	Three Swallows Lot	1839 W. Broad St.	Private/Private Lot	Employees		6		6
121 Pies and Pints	121	7-Eleven Lot	2001 W. Broad St.	Private/Private Lot	Mixed Use	15			16
121 Global Car Rentals Lot 2029 W. Broad St.				1				-	
122 Leiviner Wood Lot 2012 Monument Ave. Private/Private Lot Mixed Use 10 14 14 12 12 2 2 2 2 2 2 2				1			F0	16	
122 Clearly Optiometry Lot 2038 Monument Ave. Private/Private Lot Employees 9 1 10				· · · · · · · · · · · · · · · · · · ·		10	50		
123 AlexanderLaw Lot 2220 Monument Ave. Private/Private Lot Employees 9 1 10 10 10 10 10 10				•					
124 Gity Diner									
124 Book Bindery Structure 201 W. Broad St. Private/Private Lot Los March (Susiness) 2309 W. Broad St. Private/Private Lot Customers 14 14 125 Arby's (Out of Business) 2309 W. Broad St. Private/Private Lot Customers 23 2 30 125 Hello, Inc. Lot 2315 W. Broad St. Private/Private Lot Mixed Use 19 2 2 2 30 125 Pizza Hut Lot 2337 W. Broad St. Private/Private Lot Mixed Use 19 2 2 2 2 1 2	124	City Diner & Premier Lot	2239 W. Broad St.	Private/Private Lot	Customers	16			16
125 Arby's (Out of Business) 2309 W. Broad St.		•		1					
125 Chicken Flesta West Lot 2311 W. Broad St. Private/Private Lot Customers 28 30 39 39 39 39 39 39 39		·						6	
125 Hello, Inc. Lot				1				2	
125 Pizza Hut Lot				1				2	
2340 W. Grace Lot		•		1				2	
127 Family Dentistry Lot 2500 Monument Ave.				1					
127 2512 Monument Ave. Lot 2512 Monument Ave. Private/Private Lot Residential 10		•		1				1	
128 William Hotel 800 N. Davis Ave.				1					
129				· · · · · · · · · · · · · · · · · · ·				2	
129 Lalo's Cocina Lot / Apartments 2617 W. Broad St. Private/Private Lot Mixed Use 41 1 42 130 Hill Gallery Lot 708 N. Robinson St. Private/Private Lot Mixed Use 5 5 5 5 132 Sabai 2701 W. Broad St. Private/Private Lot Mixed Use 8 2 2 132 Broadberry 2729 W. Broad St. Private/Private Lot Mixed Use 14 12 26 132 Exon Lot 2753 W. Broad St. Private/Private Lot Mixed Use 13 1 14 132 Collection Midtown Apartments 2730 W. Grace St. Private/Private Lot Residential 34 3 3 132 Apartments 2718 W. Grace St. Private/Private Lot Residential 34 3 4 133 Stafford Lot 2 2329 Parkwood Ave. Private/Private Lot Residential 78 7 7 7 7 7 7 7 14 Private/Private Lot Residential				•					
130 Hill Gallery Lot 708 N. Robinson St. Private/Private Lot Mixed Use 23 1 24 24 25 272 W. Broad St. Private/Private Lot Mixed Use 23 1 24 24 25 272 W. Broad St. Private/Private Lot Mixed Use 8 8 8 8 8 8 8 8 8				1					
132 Broadberry Part 2 2727 W. Broad St. Private/Private Lot Mixed Use 8 12 28 132 Broadberry 2729 W. Broad St. Private/Private Lot Mixed Use 14 12 26 132 Exxon Lot 2753 W. Broad St. Private/Private Lot Mixed Use 13 1 14 132 Collection Midtown Apartments 2730 W. Grace St. Private/Private Lot Residential 34 34 132 Apartments 2718 W. Grace St. Private/Private Lot Residential 8 8 8 133 Stafford Lot 2 2329 Parkwood Ave. Private/Private Lot Residential 70 78 134 Apartment Lot 102 S. Addison St. Private/Private Lot Residential 3 3 3 134 Apartment Lot 2308 Parkwood Ave. Private/Private Lot Residential 11 11 11 134 Lamplighter Café Lot 116 S. Addison St. Private/Private Lot Residential 11 1 1			708 N. Robinson St.	· · · · · · · · · · · · · · · · · · ·					5
132 Broadberry 2729 W. Broad St. Private/Private Lot Mixed Use 14 12 26 132 Exxon Lot 2753 W. Broad St. Private/Private Lot Mixed Use 13 1 14 132 Collection Midtown Apartments 2730 W. Grace St. Private/Private Lot Residential 34 3 3 4 3 4 3 4 34				•				1	
132 Exxon Lot 2753 W. Broad St. Private/Private Lot Mixed Use 13 1 14 132 Collection Mildtown Apartments 2730 W. Grace St. Private/Private Lot Residential 34 34 132 Apartments 2718 W. Grace St. Private/Private Lot Residential 20 2 22 133 Stafford Lot 2 2329 Parkwood Ave. Private/Private Lot Residential 78 78 134 Apartment Lot 102 S. Addison St. Private/Private Lot Residential 3 78 134 Sherwin-Williams Lot 2313 W. Cary St. Private/Private Lot Mixed Use 25 2 27 134 Parkwood Apartment Lot 2308 Parkwood Ave. Private/Private Lot Residential 11 11 11 135 Virginia Rentals Lot 2209 W. Cary St. Private/Private Lot Residential 11 11 11 137 Apartment Lot 2103 W. Cary St. Private/Private Lot Residential 4 1 5 138 Reams Market Lot 2001 W. Cary St. Private/Private Lot Residential		•		•			42		_
132 Collection Midtown Apartments 2730 W. Grace St. Private/Private Lot Residential 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8 8				•			12	1	
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Exhibit E-4: Fan Weekday Total Occupancy (Pt. 1)

		XNIDIT E-4: Fan We			Effective	Weekday	11AM-2PM		ay 5PM-7PM
Blk#	Name/Description Monument Ave.	Address N. Boulevard & N. Mulberry St.	Type Public On-Street	User	Supply 16	Count 0	Utilization 0%	Count 4	Utilization 25%
1	N. Mulberry St.	Monument Ave. & Park Ave.	Public On-Street		9	4	44%	9	100%
1	Park Ave. N. Boulevard	N. Boulevard & N. Mulberry St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		13 13	10 3	77% 23%	7 8	54% 62%
1	Richmond's First Baptist Church	2709 Monument Ave.	Private/Private Lot	Institutional	53	6	11%	2	4%
2	Park Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street		14 10	8 2	57% 20%	14 10	100% 100%
2	Kensington Ave.	N. Boulevard & N. Mulberry St.	Public On-Street		12	6	50%	11	92%
2	N. Boulevard	Park Ave. & Kensington Ave.	Public On-Street		14	3	21%	13	93%
2	Deaf Mission First Baptist Church 2700 Kensington Ave.	2705 Park Ave. 2700 Kensington Ave.	Private/Private Lot Private/Private Lot	Institutional Residential	11 15	3 5	27% 33%	1 11	9% 73%
3	Kensington Ave.	N. Boulevard & N. Mulberry St.	Public On-Street		12	6	50%	12	100%
3	N. Mulberry St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street		12 11	11 7	92% 64%	15 11	125% 100%
3	N. Boulevard	Kensington Ave. & Stuart Ave.	Public On-Street		14	7	50%	13	93%
3	Richmond Family Practice (N) Pierce Arrow (N)	425 N. Boulevard 421 N. Boulevard	Private/Private Lot Private/Private Lot	Customers Residential	4 3	4 2	100% 67%	0	0% 100%
3	Richmond Family Practice (S)	415 N. Boulevard	Private/Private Lot	Customers	25	12	48%	2	8%
3	Pierce Arrow / Abbey Court	413 N. Boulevard	Private/Private Lot	Residential	11	4	36%	6	55%
3	Pierce Arrow (E) Pierce Arrow (W)	409 N. Boulevard 405 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	2 5	2 1	100% 20%	3	150% 60%
4	Stuart Ave.	N. Boulevard & N. Mulberry St.	Public On-Street		11	7	64%	13	118%
4	N. Mulberry St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street		12 11	6 10	50% 91%	13 14	108% 127%
4	N. Boulevard	Stuart Ave. & Hanover Ave.	Public On-Street		15	8	53%	13	87%
4	Pierce Arrow Hollister	315 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	14 14	8 7	57% 50%	14 12	100% 86%
5	Hanover Ave.	307 N. Boulevard N. Boulevard & N. Mulberry Ave.	Public On-Street	Residential	10	6	60%	10	100%
5	N. Mulberry St.	Hanover Ave. & Grove Ave.	Public On-Street		11	7	64%	10	91%
5 5	Grove Ave. N. Boulevard	N. Boulevard & N. Mulberry Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		12 14	10 9	83% 64%	9 13	75% 93%
5	219, 221 223, 225 N Boulevard	221 N. Boulevard	Private/Private Lot	Residential	4	1	25%	4	100%
5 5	2705 Hanover Ave./ Carlyle VMFA Parking	2705 Hanover Ave. 211 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Institutional	4 17	1 11	25% 65%	5 10	125% 59%
5	Grove Plaza/ Dickson	2708 Grove Ave.	Private/Private Lot Private/Private Lot	Mixed-Use	3	4	133%	3	59% 100%
5	2704 Grove Ave.	2704 Grove Ave.	Private/Private Lot	Residential	5	2	40%	5	100%
6 6	Grove Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 11	6 7	50% 64%	13 9	108% 82%
6	Floyd Ave.	N. Boulevard & N. Mulberry St.	Public On-Street		10	7	70%	11	110%
6 6	N. Boulevard 2711 Grove Ave.	Grove Ave. & Floyd Ave. 2711 Grove Ave.	Public On-Street Private/Private Lot	Residential	17 4	7 1	41% 25%	8 2	47% 50%
6	2707 Grove Ave.	2707 Grove Ave.	Private/Private Lot	Residential	2	0	0%	1	50%
6 6	111 N. Boulevard 107 N. Boulevard	111 N. Boulevard 107 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	4 4	0	0% 0%	2	50% 50%
7	Floyd Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	Residential	10	8	80%	11	110%
7	N. Mulberry	Floyd Ave. & W. Main St.	Public On-Street		11	4	36%	11	100%
7	W. Main St. N. Boulevard	N. Boulevard & N. Mulberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		6 15	4 8	67% 53%	7 15	117% 100%
7	15 N. Boulevard	15 N. Boulevard	Private/Private Lot	Residential	14	6	43%	6	43%
7 8	The One Bed & Breakfast W. Main St.	1 N. Boulevard S. Boulevard & S. Mulberry St.	Private/Private Lot Public On-Street	Customers	5 9	1 7	20% 78%	3 12	60% 133%
8	S. Mulberry St.	W Main St. & W. Cary St.	Public On-Street		10	7	70%	12	120%
8	W. Cary St.	S. Boulevard & S. Mulberry St. W Main St. & W. Cary St.	Public On-Street		6	3 4	50%	6 18	100%
8	S. Boulevard 13 South Boulevard	13 South Boulevard	Public On-Street Private/Private Lot	Residential	14 6	3	29% 50%	3	129% 50%
8	Sunny Market	2700 W. Cary St.	Private/Private Lot	Customers	10	6	60%	6	60%
9	W. Cary St. S. Mulberry St.	S. Boulevard & S. Mulberry St. W Cary St. & Parkwood Ave.	Public On-Street Public On-Street		7 4	4 4	57% 100%	9	129% 150%
9	Parkwood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street		10	5	50%	8	80%
9	S. Boulevard Pierce Arrow Apartments	W Cary St. & Parkwood Ave. 2709 W. Cary St.	Public On-Street Private/Private Lot	Residential	10 14	4 7	40% 50%	7 8	70% 57%
9	Steeber Design & Development	2701 W. Cary St.	Private/Private Lot	Employees	4	0	0%	3	75%
9	2700 Parkwood Ave. 111 S. Boulevard	2700 Parkwood Ave. 111 S. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	5 5	1 1	20% 20%	1 4	20% 80%
10	Parkwood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street	Residential	8	7	88%	9	113%
10	S. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street		9	5	56%	7	78%
10 10	Grayland Ave. S. Boulevard	S. Boulevard & S. Mulberry St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street		10 11	6 4	60% 36%	9 5	90% 45%
10	201, 203 205 S. Boulevard	201, 203 205 S. Boulevard	Private/Private Lot	Residential	4	0	0%	4	100%
10 10	2709 Parkwood Ave. 215 S. Boulevard	2709 Parkwood Ave. 215 S. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	2 5	0 1	0% 20%	2	100% 60%
10	2708 Grayland Ave.	2708 Grayland Ave.	Private/Private Lot	Residential	1	0	0%	1	100%
10	2704 Grayland Ave.	2704 Grayland Ave.	Private/Private Lot	Residential	2	1	50%	1	50%
11 11	Grayland Ave. S. Mulberry St.	S. Boulevard & S. Mulberry St. Grayland & Idlewood Ave.	Public On-Street Public On-Street		10 10	5 5	50% 50%	10 7	100% 70%
11	Idlewood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street		4	1	25%	4	100%
	S. Boulevard Fleckenstein & Associates, P.C.	Grayland & Idlewood Ave. 311 S. Boulevard	Public On-Street Private/Private Lot	Employees	9 10	4 4	44% 40%	6 6	67% 60%
11	2709 Grayland Ave.	2709 Grayland Ave.	Private/Private Lot	Residential	10	3	30%	5	50%
11 12	2700 Idlewood Ave. Grayland Ave.	2700 Idlewood Ave. S. Mulberry St. & S. Robinson St.	Private/Private Lot Public On-Street	Residential	10 12	1 6	10% 50%	6 8	60% 67%
	S. Robinson St.	Grayland & Idlewood Ave.	Public On-Street		0	0	0%	3	300%
12 12	Idlewood Ave.	S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street		16 10	12 7	75% 70%	15 9	94% 90%
	S. Mulberry St. S. Robinson St.	Grayland & Idlewood Ave. S. Robinson St.	Private/Private Lot	Residential	10 13	7	70% 54%	7	90% 54%
13	Parkwood Ave.	S. Mulberry St. & S. Robinson St.	Public On-Street		12	8	67%	14	117%
13 13	S. Robinson St. Grayland Ave.	Parkwood Ave. & Grayland Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street		7 12	4 3	57% 25%	5 6	71% 50%
13	S. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street		10	5	50%	7	70%
13 13	204 S. Robinson St. The Cask Café	204 S. Robinson St. 206 S. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	5 5	1 6	20% 120%	3 2	60% 40%
14	W. Cary St.	S. Mulberry St. & S. Robinson St.	Public On-Street		13	4	31%	9	69%
14 14	S. Robinson St. Parkwood Ave.	W Cary St. & Parkwood Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street		6 13	0 9	0% 69%	4 13	67% 100%
14	S. Mulberry St.	W Cary St. & Parkwood Ave.	Public On-Street Public On-Street		10	3	30%	4	40%
14	2630 W. Cary St.	2630 W. Cary St.	Private/Private Lot	Residential	30	4	13%	14	47%
14 15	Patinad Grace W. Main St.	106 S. Robinson St. S. Mulberry St. & S. Robinson St.	Private/Private Lot Public On-Street	Customers	5 14	0 12	0% 86%	1 14	20% 100%
15	S. Robinson St.	W. Main St. & W. Cary St.	Public On-Street		0	0	0%	0	0%
	W. Cary St. S. Mulberry St.	S. Mulberry St. & S. Robinson St. W Main St. & W. Cary St.	Public On-Street Public On-Street		7 14	9 6	129% 43%	11 10	157% 71%
		5119, 2618 W. Cary St.	Private/Private Lot	Customers	19	5	26%	6	32%
15 15	Social 52 Kitchen & Craft Bar	2619 W. Main St.	Private/Private Lot	Customers	4	5	125%	8	200%
15 15	Black Swan Books Pressed	2601 W. Main St. 5127, 6 S. Robinson St.	Private/Private Lot Private/Private Lot	Customers Customers	20 9	7 16	35% 178%	5 7	25% 78%
15	McGrath Joseph (Social 52)	2612 W. Cary St.	Private/Private Lot	Customers	16	8	50%	3	19%
16 16	Floyd Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		12 0	10 0	83% 0%	15 0	125% 0%
16	W. Main St.	N. Mulberry St. & N. Robinson St.	Public On-Street		14	6	43%	13	93%
16 16	N. Mulberry St. 9 N. Mulberry St.	Floyd Ave. & W. Main St.	Public On-Street Private/Private Lot	Recident'-	13 10	6	46% 40%	8 6	62% 60%
16 16	2617 1/2 Floyd Ave.	9 N. Mulberry St. 2617 1/2 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	10 13	4 2	40% 15%	8	60% 62%
17	Grove Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street		14	3	21%	5	36%
17 17	N. Robinson St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0 14	0 12	0% 86%	0 13	0% 93%
17	N. Mulberry St.	Grove Ave. & Floyd Ave.	Public On-Street		6	7	117%	3	50%
17	Retreat Doctors' Hospital	110 N. Robinson St.	Private/Private Structure	Customers	322	273	85%	55	17%









Exhibit E-4: Fan Weekday Total Occupancy (Pt. 2)

		ATTIBIL L-4. Fall VV	,	•	Effective	Weekday	11AM-2PM		y 5PM-7PM
Blk#	Name/Description Hanover Ave.	Address N. Mulberry St. & N. Robinson St.	Type Public On-Street	User	Supply 14	Count 6	Utilization 43%	Count 13	Utilization 93%
18 18	N. Robinson St. Grove Ave.	Hanover Ave. & Grove Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0	0 7	0% 70%	0	0% 80%
18	N. Mulberry St.	Hanover Ave. & Grove Ave.	Public On-Street		12	7	58%	14	117%
18 18	205 N. Mulberry St. Puritan Cleaners	205 N. Mulberry St. 200 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	8 16	4 6	50% 38%	7 9	88% 56%
19 19	Stuart Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		14 0	13 0	93% 0%	13 0	93% 0%
19	Hanover Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street		13	6	46%	15	115%
19 19	N. Mulberry St. Atlantis Food Services	Stuart Ave. & Hanover Ave. 2601 Stuart Ave.	Public On-Street Private/Private Lot	Employees	14 12	8 1	57% 8%	5 0	36% 0%
19 20	Verizon Wireless Kensington Ave.	N. Robinson St. Alley N. Mulberry St. & N. Robinson St.	Private/Private Lot Public On-Street	Customers	11 14	2 6	18% 43%	0 13	0% 93%
20 20	N. Robinson St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0 9	0 5	0% 56%	0 8	0% 89%
20	N. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street	Danisla astial	11	11	100%	6	55%
20 20	408 N. Robinson St. Robinson Street Market	408 N. Robinson St. 402 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	20 4	0 3	0% 75%	13 1	65% 25%
20 20	Starbucks 2620 Stuart St.	400 North Robinson Rd. 2620 Stuart St.	Private/Private Lot Private/Private Lot	Customers Residential	21 27	19 8	90% 30%	12 15	57% 56%
21 21	Park Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street		11 0	2 0	18% 0%	12 0	109% 0%
21	Kensington Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		13 10	4 5	31% 50%	9 10	69% 100%
21 21	N. Mulberry St. 2606 Kensington Ave.	Park Ave. & Kensington Ave. 2606 Kensington Ave.	Private/Private Lot	Residential	42	30	71%	49	117%
22 22	Monument Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		12 0	8 0	67% 0%	10 0	83% 0%
22 22	Park Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		12 11	5 7	42% 64%	8 6	67% 55%
22	2604 Park Ave.	2604 Park Ave.	Private/Private Lot	Residential	4	1	25%	3	75%
22	2600 Park Ave. Monument Ave.	2600 Park Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential	3 9	7	33% 78%	3	33% 33%
23 23	N. Davis Ave. Park Ave.	Monument Ave. & Park Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		10 9	12 1	120% 11%	5 9	50% 100%
23 23	N. Robinson St. Branch Museum	Monument Ave. & Park Ave. 2501 Monument Ave.	Public On-Street Private/Private Lot	Institutional	6 107	6 17	100% 16%	4 4	67% 4%
24	Park Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	msututiOlidi	12	4	33%	6	50%
24 24	N. Davis Ave. Kensington Ave.	Park Ave. & Kensington Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		5 14	1 10	20% 71%	3 13	60% 93%
24 25	N. Robinson St. Kensington Ave.	Park Ave. & Kensington Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		4 14	0 13	0% 93%	4 5	100% 36%
25	N. Davis Ave.	Kensington Ave. & Stuart Ave.	Public On-Street		11	4	36%	11	100%
25 25	Stuart Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Kensington Ave. & Stuart Ave.	Public On-Street Public On-Street		14 9	11 7	79% 78%	15 10	107% 111%
25 25	2519 Kensington Ave. 2511 Kensington Ave.	2519 Kensington Ave. 2511 Kensington Ave.	Private/Private Lot Private/Private Lot	Residential Residential	9	0 1	0% 25%	5 2	56% 50%
25 26	408 N. Davis Ave. Stuart Ave.	408 N. Davis Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential	7 14	1 6	14% 43%	5 12	71% 86%
26	N. Davis Ave.	Stuart Ave. & Hanover Ave.	Public On-Street		12	4	33%	10	83%
26	N. Robinson St.	N. Robinson St. & N. Davis Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		14 11	13 12	93% 109%	12 9	86% 82%
26 26	Circle Square Salon 306 N. Davis Ave.	305 N. Robinson St. 306 N. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	11 7	4 6	36% 86%	0 2	0% 29%
26 26	Metro Bar & Grill 2512 Hanover Ave.	301 N. Robinson St. 2512 Hanover Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 9	7 1	35% 11%	4 2	20% 22%
27	Hanover Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	Residential	14	10	71%	12	86%
27 27	N. Davis Ave. Grove Ave.	Hanover Ave. & Grove Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		14 12	11 10	79% 83%	15 12	107% 100%
27 27	N. Robinson St. Red Salon	Hanover Ave. & Grove Ave. 201 N. Robinson St.	Public On-Street Private/Private Lot	Customers	11 2	12 0	109% 0%	13 3	118% 150%
28 28	Grove Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		10 13	6 5	60% 38%	11 9	110% 69%
28	Floyd Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street		12	6	50%	11	92%
28 28	N. Robinson St. 115 N. Robinson St.	Grove Ave. & Floyd Ave. 115 N. Robinson St.	Public On-Street Private/Private Lot	Residential	9 11	11 2	122% 18%	7 3	78% 27%
28 29	2508 Floyd Ave. Floyd Ave.	2508 Floyd Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential	9 12	1 6	11% 50%	4 11	44% 92%
29 29	N. Davis Ave. W. Main St.	Floyd Ave. & W. Main St. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		12 11	8 8	67% 73%	14 13	117% 118%
29	N. Robinson St.	Floyd Ave. & W. Main St.	Public On-Street		10	10	100%	8	80%
29 29	2525 Floyd Ave. Thornhill-Margin LLC	2525 Floyd Ave. 7 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Employees	7 15	3 5	43% 33%	10 11	143% 73%
29 29	Imago 1 N. Robinson St.	5 N. Robinson St. 1 N. Robinson St.	Private/Private Lot Private/Private Lot	Employees Residential	5 4	0	0% 0%	1 4	20% 100%
29 29	Rocket Pop - Cee Blues Sustainable Technology Institute	2520 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional	13 5	3 0	23% 0%	8 0	62% 0%
30	W. Main St.	S. Robinson St. & S. Davis Ave.	Public On-Street	ilistitutioliai	13	12	92%	13	100%
30 30	S. Davis Ave. W. Cary St.	Grove Ave. & Floyd Ave. S. Robinson St. & S. Davis Ave.	Public On-Street Public On-Street		15 9	10 5	67% 56%	8 8	53% 89%
30 30	S. Robinson St. Helen's / Continental Divide	Grove Ave. & Floyd Ave. 2527 W. Main St.	Public On-Street Private/Private Lot	Customers	8 23	9 10	113% 43%	7 14	88% 61%
30	1 N. Robinson St.	11 S. Robinson St.	Private/Private Lot	Residential	5	8	160%	4	80%
30 30	Donlon Design 14 S. Davis Ave.	2517 Mule Barn Alley 14 S. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	7	28 8	133% 114%	20 3	95% 43%
30 30	Schneider 24 S. Davis Ave.	2512 W. Cary St. 24 S. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 11	19 8	95% 73%	3 12	15% 109%
31 31	W. Cary St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		10 0	10 0	100% 0%	15 0	150% 0%
31	Grayland Ave. S. Robinson St.	S. Robinson St. & S. Davis Ave. S. Robinson St.	Public On-Street Public On-Street		11 0	5	45% 0%	10 0	91% 0%
31	Cary Street Station	116 S. Davis Ave.	Private/Private Lot	Residential	113	34	30%	46	41%
32	Cary Street Station Grayland Ave.	116 S. Davis Ave. Grayland Ave. & S. Robinson St.	Private/Private Lot Public On-Street	Residential	41 6	10 2	24% 33%	14 5	34% 83%
32 32	S. Robinson St. Dominion	Grayland Ave. & S. Robinson St. 2421 Grayland Ave.	Public On-Street Private/Private Lot	Employees	0 36	0 33	0% 92%	0 14	0% 39%
32 32	Dominion Dominion	2493 Grayland Ave. 2501 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees Employees	67 9	63 3	94%	45 2	67% 22%
32	Dominion	2599 Grayland Ave.	Private/Private Lot	Employees	10	7	70%	2	20%
32 33	Riverview Baptist W. Cary St.	2604 Idlewood Ave. S. Davis Ave. & S. Stafford Ave.	Private/Private Lot Public On-Street	Institutional	23 12	4 10	17% 83%	0 14	0% 117%
	S. Stafford Ave. Grayland Ave.	W. Cary St. & Grayland Ave. S. Davis Ave. & S. Stafford Ave.	Public On-Street Public On-Street		0 10	0 5	0% 50%	0 8	0% 80%
	S. Davis Ave. Cary Street Station	W. Cary St. & Grayland Ave. 103 S. Davis Ave.	Public On-Street Private/Private Lot	Residential	0 20	0 18	0% 90%	0 25	0% 125%
33	Dominion	102 S. Davis Ave.	Private/Private Lot	Employees	20	5	25%	3	15%
33 33	Dominion Cary Street Station	102 S. Davis Ave. 103 S. Davis Ave.	Private/Private Lot Private/Private Lot	Employees Residential	16 27	15 25	94% 93%	7 15	44% 56%
34 34	W. Main St. S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.	Public On-Street Public On-Street		12 11	13 8	108% 73%	10 12	83% 109%
34	W. Cary St. S. Davis Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.	Public On-Street Public On-Street		9	6	67% 33%	9	100%
34	2417 W. Main St.	2417 W. Main St.	Private/Private Lot	Residential	15	11	73%	5	33%
34 34	8 S. Stafford Ave. City Beach	8 S. Stafford Ave. 2416 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	4 22	2 7	50% 32%	5 15	125% 68%
35 35	Floyd Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		11 13	5 7	45% 54%	12 13	109% 100%
35 35	W. Main St. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		15 12	5 7	33% 58%	11 12	73% 100%
35	2398 W. Main St.	2398 W. Main St.	Private/Private Lot	Residential	23	18	78%	14	61%
35	2400 W. Main St.	2400 W. Main St.	Private/Private Lot	Residential	5	2	40%	3	60%









Exhibit E-4: Fan Weekday Total Occupancy (Pt. 3)

	LX	hibit E-4: Fan We	ckday rota	Ссарс	Effective		11AM-2PM	Weekda	y 5PM-7PM
Blk # 36	Name/Description Grove Ave.	Address N. Davis Ave. & N. Stafford Ave.	Type Public On-Street	User	Supply 13	Count 7	Utilization 54%	Count 7	Utilization 54%
36 36	N. Stafford Ave. Floyd Ave.	Grove Ave. & Floyd Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street		12 12	4 13	33% 108%	10 16	83% 133%
36	N. Davis Ave.	Grove Ave. & Floyd Ave.	Public On-Street		12	3	25%	9	75%
36 37	104 N. Stafford Ave. Hanover Ave.	104 N. Stafford Ave. N. Davis Ave. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	10 13	2 12	20% 92%	5 12	50% 92%
37 37	N. Stafford Ave. Grove Ave.	Grove Ave. & Hanover Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street		13 13	8 8	62% 62%	14 10	108% 77%
37 37	N. Davis Ave. 2401 Hanover Ave.	Grove Ave. & Hanover Ave. 2401 Hanover Ave.	Public On-Street Private/Private Lot	Residential	13 11	7 6	54% 55%	9 7	69% 64%
37	210 N. Stafford Ave.	210 N. Stafford Ave.	Private/Private Lot	Residential	7	1	14%	5	71%
38 38	Stuart Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Hanover Ave. & Stuart Ave.	Public On-Street Public On-Street		13 11	9 4	69% 36%	10 8	77% 73%
38 38	Hanover N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Hanover Ave. & Stuart Ave.	Public On-Street Public On-Street		13 11	7 4	54% 36%	16 9	123% 82%
38 39	305 N. Davis Ave. Kensington Ave.	305 N. Davis Ave. N. Davis Ave. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	11 13	2	18% 62%	5 14	45% 108%
39 39	N. Stafford Ave. Stuart Ave.	Stuart Ave. & Kensington Ave.	Public On-Street Public On-Street		13 13	9	69% 46%	9	69% 85%
39	N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Stuart Ave. & Kensington Ave.	Public On-Street		13	1	8%	12	92%
40 40	Park Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.	Public On-Street Public On-Street		14 6	5 4	36% 67%	9 5	64% 83%
40 40	Kensington Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.	Public On-Street Public On-Street		8 7	5 2	63% 29%	6 3	75% 43%
40 40	2413 Park Ave. 2409 Park Ave.	2413 Park Ave. 2409 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	2	2	100% 0%	3 0	150% 0%
40	2401 Park Ave.	2401 Park Ave.	Private/Private Lot	Residential	4	0	0%	3	75%
41 41	Monument Ave. Strawberry Street	N. Davis Ave. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street		26 10	17 5	65% 50%	26 8	100% 80%
41 41	Park Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street		24 8	13 4	54% 50%	17 10	71% 125%
42 42	2305 Park Ave. & 2323 Park Ave. Park Ave.	2305 Park Ave. & 2323 Park Ave. Strawberry St. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	4 12	6 12	150% 100%	4 10	100% 83%
42	Strawberry St.	Park Ave. & Stuart Ave.	Public On-Street		4	0	0%	10	250%
42 42	North Alley N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		0 9	0 7	0% 78%	0 14	0% 156%
43 43	413 Stafford Ave. 404 Strawberry St.	413 Stafford Ave. 404 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Residential	3 9	2 1	67% 11%	1 6	33% 67%
43	2328 Strawberry St. North Alley	2328 Strawberry St. Strawberry St. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	4	1 0	25%	3	75% 0%
43	Strawberry St.	Park Ave. & Monument Ave.	Public On-Street		9	5	56%	7	78%
43 43	Stuart Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street		13 12	9 4	69% 33%	11 13	85% 108%
44 44	Stuart Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		14 13	11 1	79% 8%	16 4	114% 31%
44 44	Hanover Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		16 14	3 4	19% 29%	4 7	25% 50%
44	Fox Elementary School	2300 Hanover Ave.	Private/Private Lot	Institutional	24	24	100%	3	13%
45 45	Hanover Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14 10	9 4	64% 40%	11 9	79% 90%
45 45	Grove Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14 14	10 6	71% 43%	12 13	86% 93%
45 45	2303 Hanover Ave. 2308 Grove Ave.	2303 Hanover Ave. 2308 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 3	4 1	36% 33%	9 2	82% 67%
46	Grove Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	Residential	14	11	79%	8	57%
46 46	Strawberry St. Floyd Ave.	Grove Ave. & Floyd Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street		13 13	3 2	23% 15%	7 12	54% 92%
46 46	N. Stafford Ave. 101 N. Stafford Ave.	Grove Ave. & Floyd Ave. 101 N. Stafford Ave.	Public On-Street Private/Private Lot	Residential	14 7	4	29% 57%	8 4	57% 57%
46 47	2302 Floyd Ave. Floyd Ave.	2302 Floyd Ave. Strawberry St. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	11 14	4 7	36% 50%	7 11	64% 79%
47	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street		12	9	75%	13	108%
47 47	W. Main St. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		10 14	4 8	40% 57%	9 9	90% 64%
47 47	19 N. Stafford Ave. One South Realty Group	19 N. Stafford Ave. 2314 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	8 19	3 12	38% 63%	6 3	75% 16%
47 47	2 Strawberry St. Accounting Accuracy LLC	2 Strawberry St. 20300 - 2306 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	8 5	3 5	38% 100%	5 0	63% 0%
48	W. Main St.	Strawberry St. & S. Stafford Ave.	Public On-Street	Employees	11	13	118%	13	118%
48 48	S. Addison St. W. Cary St.	W. Cary St. & W. Main St. Strawberry St. & S. Stafford Ave.	Public On-Street Public On-Street		11 10	3 7	27% 70%	7 9	64% 90%
48 48	S. Stafford Ave. Immortal Beloved	W. Cary St. & W. Main St. 2311 W. Main St.	Public On-Street Private/Private Lot	Customers	11 3	13 2	118% 67%	13 0	118% 0%
48 48	2319 W. Main St. Barber of Hell's Bottom	2319 W. Main St. 2311 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	6 13	1 10	17% 77%	4 0	67% 0%
48	9 S. Stafford Ave.	9 S. Stafford Ave.	Private/Private Lot	Residential	22	5	23%	14 6	64%
48 48	19 S. Stafford Ave. Granville Creek	19 S. Stafford Ave. 2316 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	7 5	3	29% 60%	1	86% 20%
49 49	W. Main St. S. Shields Ave.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		13 11	7 7	54% 64%	15 13	115% 118%
49 49	W. Cary St. S. Addison St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		10 0	8	80% 0%	8	80% 0%
49	RVA Tire	2220 W. Cary St.	Private/Private Lot	Customers	36	17	47%	11	31%
49 49	5 S. Addison St. Alliance Group	5 S. Addison St. 2201 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	14 6	5 3	36% 50%	9 3	64% 50%
49 50	Starving Students Floyd Ave.	2202 W. Cary St. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Institutional	23 12	6 9	26% 75%	3 9	13% 75%
50 50	N. Shields Ave. W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 9	4	36% 33%	12 11	109% 122%
50	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street	Pacidontial	0 41	0 25	0% 61%	0	0% 73%
50 50	15 Strawberry St. 2220 W. Main St.	15 Strawberry St. 2220 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	4	1	25%	3	75%
50 51	Exxon Grove Ave.	2206 W. Main St. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers	11 10	3	27% 30%	4 3	36% 30%
	N. Shields Ave. Floyd Ave.	Grove Ave. & Floyd Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 14	11 5	100% 36%	12 7	109% 50%
51	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street	Curtoma	12	3	25% 31%	9 1	75% 4%
	Hanover Ave.	2201 Grove Ave. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers	26 14	12	86%	14	100%
52	N. Shields Ave. Grove Ave.	Hanover Ave. & Grove Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 14	5 9	45% 64%	9 10	82% 71%
	Strawberry St. 211 Strawberry St.	Hanover Ave. & Grove Ave. 211 Strawberry St.	Public On-Street Private/Private Lot	Residential	11 10	6 3	55% 30%	13 6	118% 60%
53	Stuart Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 12	9	69% 50%	12 8	92% 67%
53	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street		14	7	50%	12	86%
53 54	Park Ave.	Stuart Ave. & Hanover Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 14	11 8	100% 57%	11 11	100% 79%
54 54	N. Shields Ave. Stuart Ave.	Park Ave. & Stuart Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		13 14	7 9	54% 64%	11 15	85% 107%
54	Strawberry St. Strawberry St. Street Cafe	Park Ave. & Stuart Ave. 421 Strawberry St.	Public On-Street	Customorr	18 14	7 6	39%	13 5	72%
54 54	2222 Stuart Ave.	2222 Stuart Ave.	Private/Private Lot Private/Private Lot	Customers Employees	7	2	43% 29%	6	36% 86%
55 55	Monument Ave. N. Allison St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		22 12	16 3	73% 25%	20 7	91% 58%
55 55	Park Ave. Strawberry St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		16 11	13 4	81% 36%	19 7	119% 64%
55 55	First Church of Christ, Scientist	2201 Monument Ave.	Private/Private Lot Private/Private Lot	Institutional Residential	18 11	5 0	28% 0%	1 8	6% 73%
56	Monument Ave.	N. Allison St. & N. Meadow St.	Public On-Street	nesidential	26	12	46%	17	65%
56 56	N. Meadow St. Park Ave.	Monument Ave. & Park Ave. N. Allison St. & N. Meadow St.	Public On-Street Public On-Street		12 21	8 19	67% 90%	8 24	67% 114%
56 56	N. Allison St. Allemeadmonupark-d Alley	Monument Ave. & Park Ave. N. Allison St N. Meadow St.	Public On-Street Private/Private Lot	Residential	11 55	4 3	36% 5%	8 41	73% 75%
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Exhibit E-4: Fan Weekday Total Occupancy (Pt. 4)

		xhibit E-4: Fan We	ckady rota	ТОССИР	Effective		11AM-2PM	Weekda	ay 5PM-7PM
Blk # 57	Name/Description Park Ave.	Address N. Shields Ave. & N. Rowland St.	Type Public On-Street	User	Supply 10	Count 11	Utilization	Count 12	Utilization
57	N. Rowland St.	Park Ave. & Stuart Ave.	Public On-Street		9	9	100%	11	122%
	Stuart Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		14 11	8 5	57% 45%	13 8	93% 73%
57	2112 Stuart Ave.	2112 Stuart Ave.	Private/Private Lot	Residential	43	2	5%	27	63%
58 58	Stuart Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 13	7 9	54% 69%	14 10	108% 77%
58 58	Hanover Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 13	6 4	46% 31%	12 12	92% 92%
58	2109 Stuart Ave.	2109 Stuart Ave.	Private/Private Lot	Residential	14	3	21%	10	71%
58 58	2114 Hanover Ave. 302 N. Rowland St.	2114 Hanover Ave. 302 N. Rowland St.	Private/Private Lot Private/Private Lot	Residential Residential	7 5	2 5	29% 100%	2 3	29% 60%
59 59	Hanover Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14 14	9 12	64% 86%	12 11	86% 79%
59	Grove Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street		13	10	77%	11	85%
59 59	N. Shields Ave. Joe's Inn	Hanover Ave. & Grove Ave. 205 N. Shields Ave.	Public On-Street Private/Private Lot	Customers	13 4	11 3	85% 75%	15 5	115% 125%
59	2112 Grove Ave.	2112 Grove Ave.	Private/Private Lot	Residential	6	2	33%	3	50%
59 60	2100 Grove Ave. Grove Ave.	2100 Grove Ave. N. Shields Ave. & N. Rowland St.	Private/Private Lot Public On-Street	Residential	13 14	5 7	38% 50%	19 14	146% 100%
	N. Rowland St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street		13 12	5 8	38% 67%	6 11	46% 92%
60	N. Shields Ave.	Grove Ave. & Floyd Ave.	Public On-Street		13	7	54%	14	108%
61 61	Floyd Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		14 14	6 9	43% 64%	8 15	57% 107%
	W. Main St. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		13 13	4 10	31% 77%	15 12	115% 92%
61	Mccaba Studio	2110 W. Main St.	Private/Private Lot	Customers	10	4	40%	7	70%
	16 N. Rowland St. W. Main St.	16 N. Rowland St. S. Shields Ave. & S. Rowland St.	Private/Private Lot Public On-Street	Residential	22 14	0 11	0% 79%	17 14	77% 100%
	N. Rowland St.	Floyd Ave. & W. Main St.	Public On-Street		12 14	6 8	50% 57%	13 10	108% 71%
	W. Cary St. N. Shields Ave.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		13	10	77%	15	115%
62 62	2121 W. Main St. True Blue Healing Arts	2121 W. Main St. 2113 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	9 10	2 0	22% 0%	6 3	67% 30%
62	The Sidewalk Café	2101 W. Main St.	Private/Private Lot	Customers	8	1	13%	2	25%
62 62	Flamingo Lounge 2100 W. Cary St.	2124 W. Cary St. 2100 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	5 22	2 3	40% 14%	1 7	20% 32%
63	W. Main St. S. Meadow St.	S. Shields Ave. & S. Rowland St. W. Cary St. & S. Rowland St.	Public On-Street Public On-Street		11 0	6	55% 0%	13 0	118% 0%
63	W. Cary St.	S. Shields Ave. & S. Rowland St.	Public On-Street		14	6	43%	11	79%
63 63	S. Rowland St. 2005 W. Main St.	W Cary St. & W. Main St. 2005 W. Main St.	Public On-Street Private/Private Lot	Residential	13 9	6 4	46% 44%	13 9	100% 100%
63	Branch and Wine	2001 1/2 W. Main Street	Private/Private Lot	Customers	15	1	7%	2	13%
63 63	Cary 2000 North Better Housing Coalition	2018 W. Cary St. 30 S. Meadow St.	Private/Private Lot Private/Private Lot	Residential Employees	17 18	2 10	12% 56%	9 1	53% 6%
64 64	Floyd Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		15 0	6 0	40% 0%	8	53% 0%
	W. Main St.	N. Meadow St. & N. Rowland St.	Public On-Street		13	5	38%	11	85%
64 64	N. Rowland St. 10 N. Meadow St.	Floyd Ave. & W. Main St. 10 N. Meadow St.	Public On-Street Private/Private Lot	Residential	14 55	8 6	57% 11%	12 26	86% 47%
65	Grove Ave.	N. Meadow St. & N. Rowland St.	Public On-Street		11	11	100%	10	91%
	N. Meadow St. Floyd Ave.	Floyd Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		12 13	12 9	100% 69%	15 10	125% 77%
65 65	N. Rowland St. High Point	Floyd Ave. & W. Grove Ave. 112 N. Meadow St.	Public On-Street Private/Private Lot	Customers	11 41	7 11	64% 27%	9 31	82% 76%
66	Hanover Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	Customers	15	10	67%	15	100%
66 66	N. Meadow St. Grove Ave.	Hanover Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		11 14	11 11	100% 79%	11 8	100% 57%
66 66	N. Rowland St.	Hanover Ave. & W. Grove Ave.	Public On-Street	Residential	12 18	9 5	75% 28%	12 5	100% 28%
	207 N. Rowland St. Stuart Ave.	207 N. Rowland St. N. Meadow St. & N. Rowland St.	Private/Private Lot Public On-Street	Residential	14	6	43%	12	86%
67 67	N. Meadow St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		12 14	7 6	58% 43%	10 15	83% 107%
67	N. Rowland St.	Stuart Ave. & Hanover Ave.	Public On-Street		12	7	58%	10	83%
	Park Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street		12 5	7 5	58% 100%	10 4	83% 80%
	Stuart Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street		14 9	8 7	57% 78%	15 8	107% 89%
69 A	Monument Ave.	N. Meadow St. & N. Allen Ave.	Public On-Street		22	20	91%	14	64%
	N. Allen Ave. Park Ave.	Monument Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street		18 24	11 19	61% 79%	16 22	89% 92%
	N. Meadow St. 511 N. Meadow St.	Monument Ave. & Park Ave. 511 N. Meadow St.	Public On-Street Private/Private Lot	Residential	0 25	0 19	0% 76%	0 21	0% 84%
69 A	1802 Park Ave.	1802 Park Ave.	Private/Private Lot	Residential	20	19	95%	13	65%
	Unwind Massage 412 N. Allen Ave.	1805 Monument Ave. Suite 402 412 N.Allen Ave.	Private/Private Lot Private/Private Lot	Customers Residential	7 40	3 6	43% 15%	0 21	0% 53%
	W. Grace St.	N. Meadow St. & N. Allen Ave.	Public On-Street		26	20 6	77%	22 14	85% 108%
	N. Allen Ave. Monument Ave.	Monument Ave. & W. Grace St. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street		13 22	15	46% 68%	13	59%
	N. Meadow St. 1822 Monument Ave.	Monument Ave. & W. Grace St. 1822 Monument Ave.	Public On-Street Private/Private Lot	Residential	9 30	7 7	78% 23%	11 8	122% 27%
70	Park Ave.	N. Meadow St. & N. Granby St.	Public On-Street		0	0	0%	0	0%
70	Stuart Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		14 0	18 0	129% 0%	13 0	93% 0%
	Stuart Ave. N. Granby St.	N. Meadow St. & N. Granby St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 13	13 10	100% 77%	13 5	100% 38%
71	Hanover Ave.	N. Meadow St. & N. Granby St.	Public On-Street		11	6	55%	10	91%
	N. Meadow St. 310 Granhanomeadstu-b Alley	Hanover Ave. & Stuart Ave. 310 Granhanomeadstu-b Alley	Public On-Street Private/Private Lot	Residential	0	0 0	0% 0%	0 5	0% 167%
72	Hanover Ave.	N. Meadow St. & N. Granby St.	Public On-Street		14	8	57%	13	93%
72	N. Granby St. Grove Ave.	Grove Ave. & Hanover Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		10 13	5 12	50% 92%	4 13	40% 100%
	N. Meadow St. 1916 Hanover St.	Hanover Ave. & Grove Ave. 1916 Hanover St.	Public On-Street Private/Private Lot	Residential	0 4	0	0% 0%	0 2	0% 50%
73	Grove Ave.	N. Meadow St. & N. Granby St.	Public On-Street		16	6	38%	5	31%
	N. Granby St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		12 14	8 6	67% 43%	8 8	67% 57%
73	N. Meadow St.	Grove Ave. & Floyd Ave. 1925 Grove Ave.	Public On-Street	Institutional	0 12	0 2	0% 17%	1 6	100% 50%
74	Tabernacle Baptist Church Floyd Ave.	N. Meadow St. & N. Granby St.	Private/Private Lot Public On-Street	institutional	14	8	57%	13	93%
	N. Granby St. W. Main St.	W Main St. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		12 9	11 7	92% 78%	10 11	83% 122%
74	N. Meadow St.	W Main St. & Floyd Ave.	Public On-Street		9	7	78%	5	56%
	Fan Tastic Thrift Store W. Main St.	1914 W. Main St. S. Meadow St. & S. Granby St.	Private/Private Lot Public On-Street	Customers	36 8	37 7	103% 88%	6 9	17% 113%
75	S. Granby St.	W Main St. & W. Cary St.	Public On-Street		10	9	90%	3	30%
75	W. Cary St. S. Meadow St.	S. Meadow St. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street		6 4	5 5	83% 125%	6	67% 150%
75	District 5 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	8 5	3 0	38% 0%	5 1	63% 20%
75	Fritz's Car Care Inc	1900 W. Cary St.	Private/Private Lot	Customers	43	7	16%	4	9%
75 75	Virginia ABC Fritz Car Care	1901 W. Main St. S. Granby St.	Private/Private Lot Private/Private Lot	Institutional Customers	38 5	25 7	66% 140%	26 1	68% 20%
75	ВР	W. Cary St.	Private/Private Lot	Customers	23	5	22%	4	17%
76 76	W. Main St. S. Allen Ave.	S. Allen Ave. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street		13 11	10 12	77% 109%	13 10	100% 91%
76 76	W. Cary St. S. Granby St.	S. Allen Ave. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street		11 9	2 11	18% 122%	4 9	36% 100%
76	Social Security Office	1834 W. Cary St.	Private/Private Lot	Institutional	29	24	83%	0	0%
76 76	Lee Law Office Cary Place	1809 W. Main St. N. Granby St.	Private/Private Lot Private/Private Lot	Employees Residential	16 7	2 3	13% 43%	4 6	25% 86%
76	Paradise Garage	S.Allen Ave.	Private/Private Lot	Residential	14	16	114%	12	86%







Exhibit E-4: Fan Weekday Total Occupancy (Pt. 5)

		thibit E-4: Fan We	ckady rota	Сссар	Effective	Weekday	11AM-2PM		ay 5PM-7PM
Blk #	Name/Description Floyd Ave.	Address N. Allen Ave. & N. Granby St.	Type Public On-Street	User	Supply 12	Count 8	Utilization 67%	Count 8	Utilization 67%
77	N. Allen Ave.	W Main St. & W. Cary St.	Public On-Street		10	11	110%	15	150%
77	W. Main St.	N. Allen Ave. & N. Granby St.	Public On-Street		11	9	82%	7	64%
77 77	N. Granby St. Visual Arts Center	W Main St. & W. Cary St. 1812 W. Main St.	Public On-Street Private/Private Lot	Institutional	12 9	9	75% 67%	8	67% 67%
77	Visual Art School	N. Granby St.	Private/Private Lot	Institutional	28	4	14%	11	39%
78	Grove Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12	5	42%	7	58%
78	N. Allen Ave.	Grove Ave. & Floyd Ave.	Public On-Street		11	8	73%	10	91%
78	Floyd Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12	4	33%	10	83%
78	N. Granby St.	Grove Ave. & Floyd Ave.	Public On-Street		11	5	45%	10	91%
79	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12	6	50%	7	58%
79	N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street		12	3	25%	5	42%
79 79	Grove Ave.	N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street		12 12	6	50%	9 11	75% 92%
79	N. Granby St. 1810 Allegrangrovhano-c Alley	Grove Ave. & Hanover Ave. 1810 Allegrangrovhano-c Alley	Private/Private Lot	Residential	9	1	33% 11%	2	22%
80	Park Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		11	7	64%	10	91%
80	N. Allen Ave.	Hanover Ave. & Park Ave.	Public On-Street		9	7	78%	7	78%
80	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12	9	75%	7	58%
80	N. Granby St.	Hanover Ave. & Park Ave.	Public On-Street		9	9	100%	9	100%
81	Park Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		15	4	27%	9	60%
81	W. Vine St.	Park Ave. & Hanover Ave.	Public On-Street		9	7	78%	10	111%
81 81	Hanover Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street		16 11	13 12	81% 109%	10 6	63% 55%
82	Hanover Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		13	9	69%	13	100%
82	W. Vine St.	Grove Ave. & Hanover Ave.	Public On-Street		10	7	70%	11	110%
82	Grove Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		13	7	54%	10	77%
82	N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street	Residential	10	5	50%	9	90%
82	1708 Allegrovhanovine-f Alley	1708 Allegrovhanovine-f Alley	Private/Private Lot		5	2	40%	2	40%
83	Grove Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		12	5	42%	14	117%
83	W. Vine St.	Grove Ave. & Floyd Ave.	Public On-Street		10	6	60%	7	70%
83 83	Floyd Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		11 10	5	45%	13 15	118% 150%
83	N. Allen Ave. Boketto Wellness	Grove Ave. & Floyd Ave. 106 N. Vine St. Floor 1	Public On-Street Private/Private Lot	Customers	6	2	60% 33%	2	33%
84	Floyd Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		11	1	9%	14	127%
84	W. Vine St.	W Main St. & Floyd Ave.	Public On-Street		9	15	167%	5	56%
84	W. Main St.	N. Allen Ave. & N. Vine St.	Public On-Street		11	9	82%	7	64%
84	N. Allen Ave.	W Main St. & Floyd Ave.	Public On-Street		10	11	110%	10	100%
84	Binford Middle School (W) Binford Middle School (E)	1701 Floyd Ave.	Private/Private Lot	Institutional	45	23	51%	15	33%
84		1702 Floyd Ave.	Private/Private Lot	Institutional	14	6	43%	6	43%
84	CapitolMac	1700 W. Main St.	Private/Private Lot	Employees	30	26	87%	4	13%
85 85	W. Main St. S. Vine St.	S. Allen Ave. & S. Vine St. W Main St. & W. Cary St.	Public On-Street Public On-Street		12 11	10 10	91%	11 12	92% 109%
85	W. Cary St.	S. Allen Ave. & S. Vine St.	Public On-Street		9	8	89%	5	56%
85	S. Allen St.	W Main St. & W. Cary St.	Public On-Street		10	13	130%	13	130%
85	7 S. Allen St. Richmond	7 S.Allen St. Richmond	Private/Private Lot	Residential	9	6	67%	7	78%
85	The Mews at Cary Mill	1708 W. Cary St.	Private/Private Lot	Residential		7	88%	5	63%
85 86	Bankruptcy Attorney W. Main St.	1701 W. Main St. S. Lombardy St. & S. Vine St.	Private/Private Lot Public On-Street	Employees	11 11	10 9	91% 82%	11 11	100% 100%
86	S. Lombardy St.	W Main St. & W. Cary St. S. Lombardy St. & S. Vine St.	Public On-Street		9	14	156%	11 11	122%
	W. Cary St. S. Vine St.	W Main St. & W. Cary St.	Public On-Street Public On-Street		11 9	11 13	100% 144%	11	100% 122%
	1628 W. Cary St.	1628 W. Cary St.	Private/Private Lot	Residential	8	4	50%	8	100%
	The Hop	1600 W. Cary St.	Private/Private Lot	Customers	8	8	100%	8	100%
86	Satterwhite H E	12 S. Lombardy St.	Private/Private Lot	Employees	3	5	167%	0	0%
87	Floyd Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	8	73%	11	100%
87	N. Lombardy St.	W Main St. & Floyd Ave.	Public On-Street		10	14	140%	11	110%
87	W. Main St.	N. Lombardy St. & N. Vine St.	Public On-Street		11	7	64%	7	64%
87	N. Vine St.	W Main St. & Floyd Ave.	Public On-Street	0:	12	13	108%	11	92%
87 87	1627 Floyd Ave. Home Team Grill	1627 Floyd Ave. 1630 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	2 18	7	100% 39%	7	100% 39%
87 88	N. Lombardy St. & N. Vine St. Grove Ave.	N. Lombardy St. & N. Vine St. N. Lombardy St. & N. Vine St.	Private/Private Lot Public On-Street	Residential	29 12	19 4	66% 33%	19 11	66% 92%
88	N. Lombardy St.	Grove Ave. & Floyd Ave.	Public On-Street		10	14	140%	14	140%
88	Floyd Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	3	27%	11	100%
88	N. Vine St.	Grove Ave. & Floyd Ave.	Public On-Street	Residential	10	7	70%	10	100%
88	1615 Floygrovlombvine-c Alley	1615 Floygrovlombvine-c Alley	Private/Private Lot		16	7	44%	9	56%
88	1715 Grove Ave.	1715 Grove Ave.	Private/Private Lot Public On-Street	Residential	7	5	71%	0	0%
89 89	Hanover Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street		11 9	15 9	136% 100%	14 16	127% 178%
89	Grove Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	9	82%	11	100%
89	N. Vine St.	Grove Ave. & Hanover Ave.	Public On-Street		8	4	50%	11	138%
89	1708 Allegrovhanovine-f Alley	1708 Allegrovhanovine-f Alley	Private/Private Lot	Residential	6	1	17%	3	50%
89	201 N Allen Ave.	201 N Allen Ave.	Private/Private Lot	Residential	8	6	75%	6	75%
90	Park Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	12	109%	14	127%
90	N. Lombardy St.	Park Ave. & Hanover Ave.	Public On-Street		3	3	100%	6	200%
90	Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		9	7	78%	7	78%
90	N. Vine St. Monument Ave.	Park Ave. & Hanover Ave. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street		8 22	5 22	63% 100%	8 22	100% 100%
91	Stuart	Monument Ave. & Park Ave.	Public On-Street		5	3	60%	3	60%
91	Park Ave.	N. Lombardy St. & N. Allen Ave.	Public On-Street		20	12	60%	21	105%
91	N. Allen Ave.	Monument Ave. & Park Ave.	Public On-Street	Institutional	22	5	23%	3	14%
91	City Church	1627 Monument Ave.	Private/Private Lot		17	2	12%	3	18%
91 92	GCPC W. Grace St.	1617 Monument Ave. N. Lombardy St. & N. Allen Ave.	Private/Private Lot Public On-Street	Institutional	64 24	28 13	44% 54%	7 28	11% 117%
92	N. Lombardy St.	Monument Ave. & W. Grace St.	Public On-Street		3	3	100%	3	100%
92 92	Monument Ave. N. Allen Ave.	N. Lombardy St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street		20 15	26 10	130% 67%	27 5	135% 33%
92	Greenfield Residences	501 N.Allen Ave.	Private/Private Lot	Residential	21	16	76%	6	29%
92	1601 W. Grace St.	1601 W. Grace St.	Private/Private Lot	Residential	3	10	333%	20	667%
92	Conner Mara LLC	N. Lombardy St.	Private/Private Lot	Employees	32	13	41%	10	31%
92	1600 Monument Ave.	1600 Monument Ave.	Private/Private Lot	Residential	27	9	33%	20	74%
93 93	W. Franklin St. Birch St.	N. Lombardy St. & Birch St. W FrankliN. & West Ave.	Public On-Street Public On-Street		13	8	62% 100%	12 10	92% 125%
93	West Ave.	N. Lombardy St. & Birch St.	Public On-Street		15	9	60%	17	113%
93	N. Lombardy St.	W FrankliN. & West Ave.	Public On-Street		2	1	50%	2	100%
94	West Ave.	N. Lombardy St. & Birch St.	Public On-Street		16	12	75%	17	106%
94	Birch St.	Park Ave. & West Ave.	Public On-Street		7	9	129%	20	286%
94	Park Ave.	N. Lombardy St. & Birch St.	Public On-Street		17	4	24%	6	35%
94 95	N. Lombardy St. Park Ave.	Park Ave. & West Ave. N. Lombardy St. & Hanover Ave.	Public On-Street Public On-Street		3	3	100% 0%	5 0	167% 0%
95 95	Hanover Ave. N. Lombardy St.	Park Ave. & N. Lombardy St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street		7	3	43% 0%	9	129% 0%
96	Hanover Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	7	58%	11	92%
96	N. Plum St.	Hanover Ave. & Grove Ave.	Public On-Street		10	6	60%	9	90%
96	Grove Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	9	75%	9	75%
96	N. Lombardy St.	Hanover Ave. & Grove Ave.	Public On-Street		0	0	0%	0	0%
97	Grove Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	10	83%	13	108%
97	N. Plum St.	Floyd Ave. & Grove Ave.	Public On-Street		9	6	67%	12	133%
97	Floyd Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	9	75%	16	133%
97 98	N. Lombardy St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Lombardy St. & N. Plum St.	Public On-Street		0	0	0%	0	0%
98	N. Plum St.	Floyd Ave. & W. Main St.	Public On-Street Public On-Street		10	7	100% 70%	13	100% 130%
98	W. Main St.	N. Lombardy St. & N. Plum St.	Public On-Street		8	7	88%	9	113%
98	N. Lombardy St.	W Main St. Floyd Ave.	Public On-Street		0	0	0%	0	0%
98	Baja Bean Co.	1520 W. Main St.	Private/Private Lot	Employees	24	13	54%	0	0%
98	Reynolds Gallery Inc	1514 W. Main St.	Private/Private Lot	Customers	32	21	66%	31	97%
	1500 W. Main St. W. Main St.	1500 W. Main St. N. Lombardy St. & N. Plum St.	Private/Private Lot Public On-Street	Residential	5	4	80% 60%	5 13	100% 130%
99	S. Plum St.	W Cary St. & W. Main St.	Public On-Street Public On-Street		10	10	100%	9 14	90%
99	W. Cary St. S. Lombardy St.	N. Lombardy St. & N. Plum St. W Main St. & W. Cary St.	Public On-Street		10 0	15 0	150% 0%	0	140% 0%
99	Foo Dog	1537 W. Main St.	Private/Private Lot	Customers	25	23	92%	16	64%
99	Nirvana Salon & Spa	1524 W. Cary St.	Private/Private Lot	Customers	29	19	66%	16	55%
99	Beauvine Burger Concept	1501 W. Main St.	Private/Private Lot	Customers	22	0	0%	0	0%
99	Nu Expressions	1515 W. Main St.	Private/Private Lot	Customers	19	5	26%	20	105%
99	Bridget Beari	W. Cary St.	Private/Private Lot	Employees	6	3	50%	2	33%







Exhibit E-4: Fan Weekday Total Occupancy (Pt. 6)

Blk#	Name/Description	Address	Туре	User	Effective Supply	Weekday Count	11AM-2PM Utilization	Weekda Count	ay 5PM-7PM Utilization
100	W. Main St.	S. Plum St. & S. Harvie St.	Public On-Street		12	14	117%	10	83%
	S. Harvie St. W. Cary St.	W Main St. & W. Cary St. S. Plum St. & S. Harvie St.	Public On-Street Public On-Street		8 10	11 16	138% 160%	9 9	113% 90%
	S. Plum St.	W Main St. & W. Cary St.	Public On-Street		10	12	120%	14	140%
	2 Plum St.	2 Plum St.	Private/Private Lot	Residential	42	24	57%	22	52%
100	Gold's Gym Floyd Ave.	8 S. Harvie St. N. Plum St. & N. Harvie St.	Private/Private Lot Public On-Street	Customers	72 9	44 9	61% 100%	64 14	89% 156%
	N. Harvie St.	Floyd Ave. & N. Plum St.	Public On-Street		14	3	21%	14	100%
	W. Main St.	N. Plum St. & N. Harvie St.	Public On-Street		11	14	127%	12	109%
101 101	N. Plum St. Warsaw Condominiums	Floyd Ave. & N. Plum St. 1401 Floyd Ave. Richmond, VA 23220	Public On-Street Private/Private Lot	Residential	13 63	10 23	77% 37%	12 57	92% 90%
	Grove Ave.	N. Plum St. & N. Harvie St.	Public On-Street	Residential	12	7	58%	8	67%
	N. Harvie St.	Grove Ave. & Floyd Ave.	Public On-Street		9	10	111%	9	100%
	Floyd Ave. N. Plum St.	N. Plum St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 11	9 6	75% 55%	10 10	83% 91%
	Park Ave.	N. Plum St. & N. Harvie St.	Public On-Street		0	0	0%	0	0%
	N. Harvie St.	Grove Ave. & Park Ave.	Public On-Street		7	6	86%	10	143%
103 103	Grove Ave. N. Plum St.	N. Plum St. & N. Harvie St. Grove Ave. & Park Ave.	Public On-Street Public On-Street		12 10	11 7	92% 70%	12 10	100% 100%
104	West Ave.	Boyd St. & Birch St.	Public On-Street		19	21	111%	19	100%
104	Boyd St.	West Ave. & Park Ave.	Public On-Street		0	0	0%	0	0%
104 104	Park Ave. Birch St.	Boyd St. & Birch St. West Ave. & Park Ave.	Public On-Street Public On-Street		19 0	4 0	21% 0%	10 0	53% 0%
104	1412 Park Ave.	1412 Park Ave.	Private/Private Lot	Residential	18	8	44%	8	44%
105	W. Franklin St.	Boyd St. & Birch St.	Public On-Street		17	5 0	29%	11 0	65%
105 105	Boyd St. West Ave.	West Ave. & W. FrankliN. St. Boyd St. & Birch St.	Public On-Street Public On-Street		0 19	0 15	0% 79%	0 20	0% 105%
105	Birch St.	W FrankliN. St. & West Ave.	Public On-Street		0	0	0%	0	0%
105	Congregation Beth Ahabah	1127 W. Franklin St.	Private/Private Lot	Institutional	6	4	67%	0	0%
105 106	Beth Ahabah Museum W. Franklin St.	1109 W. Franklin St. Boyd St. & N. Harrison St.	Private/Private Lot Public On-Street	Institutional	21 6	5 7	24% 117%	4 9	19% 150%
106	N. Harrison St.	West Ave. & W. FrankliN. St.	Public On-Street		4	2	50%	5	125%
106	West Ave.	Boyd St. & N. Harrison St.	Public On-Street		6	5	83%	8	133%
106 106	Boyd St. 1009 W. Franklin St.	West Ave. & W. FrankliN. St. 1009 W. Franklin St.	Public On-Street Private/Private Lot	Residential	7 5	9 2	129% 40%	12 1	171% 20%
106	VCU - Lot RR	1011W. FrankliN. St.	Public/Private Lot	Institutional	10	0	0%	0	0%
	VCU Parking	320 N. Harrison St.	Public/Private Lot	Institutional	13	12	92%	3	23%
107 107	West Ave. N. Harrison St.	Boyd St. & N. Harrison St. West Ave. & Park Ave.	Public On-Street Public On-Street		9	3 1	33% 33%	7 2	78% 67%
107	Park Ave.	Boyd St. & N. Harrison St.	Public On-Street		8	7	88%	9	113%
107	Boyd St.	West Ave. & Park Ave.	Public On-Street		6	4	67%	4	67%
108 108	Park Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Park Ave. & Grove Ave.	Public On-Street Public On-Street		0 2	0 2	0% 100%	0 4	0% 200%
108	Grove Ave.	N. Morris St. & N. Harrison St.	Public On-Street		9	11	122%	13	144%
108 109	N. Morris St. Grove Ave.	Park Ave. & Grove Ave. N. Morris St. & N. Harrison St.	Public On-Street Public On-Street		7 10	1 10	14% 100%	10 9	143% 90%
109	N. Harrison St.	Grove Ave. & Floyd Ave.	Public On-Street		9	9	100%	11	122%
109	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street		11	11	100%	12	109%
109 109	N. Morris St. Jewish Life at VCU	Grove Ave. & Floyd Ave. 115 N. Morris St.	Public On-Street Private/Private Lot	Institutional	13 14	16 6	123% 43%	13 3	100% 21%
109	107 N Morris St. Parking	107 N. Morris St.	Private/Private Lot	Residential	14	9	64%	2	14%
	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street		10	9	90%	10	100%
	N. Harrison St. W. Main St.	W Main St. & Floyd Ave. N. Morris St. & N. Harrison St.	Public On-Street Public On-Street		11 8	14 7	127% 88%	15 7	136% 88%
_	N. Morris St.	W Main St. & Floyd Ave.	Public On-Street		10	13	130%	14	140%
	Pupatella	1 N. Morris St.	Private/Private Lot	Customers	16	8	50%	4	25%
	1118 W. Main St. The Local Eatery and Pub	1118 W. Main St. 1106 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	23 12	22 8	96% 67%	20 9	87% 75%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		7	7	100%	4	57%
	S. Harrison St.	W Main St. & W. Cary St.	Public On-Street		9 4	11 5	122%	10 5	111% 125%
	W. Cary St. S. Morris St.	S. Morris St. & S. Harrison St. W Main St. & W. Cary St.	Public On-Street Public On-Street		11	5 14	125% 127%	9	82%
	Catch Your Limit	, 1127 W. Main St.	Private/Private Lot	Customers	36	25	69%	27	75%
	Redbox 14 S. Harrison St.	1101 W. Main St. 14 S. Harrison St.	Private/Private Lot Private/Private Lot	Customers Residential	14 9	13 21	93% 233%	8 5	57% 56%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street	Residential	4	5	125%	5	125%
	S. Morris St.	W Main St. & S. Brunswick St.	Public On-Street		10	8	80%	15	150%
	W. Cary St. S. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street		13 11	14 6	108% 55%	9 17	69% 155%
	1213 Hair Studio	1213 W. Main St.	Private/Private Lot	Customers	12	9	75%	6	50%
	Coconut Grill	1201 W. Main St.	Private/Private Lot	Customers	59	34	58%	26	44%
	Kulture Smoke W. Main St.	1212 W. Cary St. S. Morris St. & S. Harrison St.	Private/Private Lot Public On-Street	Customers	18 4	18 6	100% 150%	10 5	56% 125%
	S. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street		9	12	133%	6	67%
	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street		6	9	150%	7 15	117%
	S. Randolph St. City Dogs	W Main St. & S. Brunswick St. 1309 W. Main St.	Public On-Street Private/Private Lot	Customers	11 30	14 9	127% 30%	15 18	136% 60%
113	Experimac Richmond	1307 W. Main St.	Private/Private Lot	Customers	18	16	89%	23	128%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		4	4	100%	5	125%
	S. Randolph St. W. Cary St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street		0 3	0 6	0% 200%	0 3	0% 100%
	S. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street		10	15	150%	13	130%
114	Postbellum	1323 W. Main St.	Private/Private Lot	Customers Customers	4 32	4 28	100% 88%	3 32	75% 100%
	Little Mexico Restaurant N. Morris St.	1328 W. Cary St. W Main St. & S. Brunswick St.	Private/Private Lot Public On-Street	customers	8	28 8	100%	2	25%
115	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		3	2	67%	7	233%
115 115	N. Brunswick St.	W Main St. & S. Brunswick St. 26 N. Morris Street	Public On-Street	Customo	8 6	3 7	38% 117%	2 1	25% 17%
	Lamplighter Papa John's Pizza	1200 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	6 7	2	117% 29%	1 6	17% 86%
	Floyd Ave.	S. Morris St. & S. Harrison St.	Public On-Street		9	9	100%	12	133%
	N. Brunswick St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street		11 11	14 12	127% 109%	12 9	109% 82%
	N. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street		9	8	89%	11	122%
116	Moy Yat Kung Fu	1324 W. Main St.	Private/Private Lot	Customers	10	5	50%	5	50%
	3D Central VCU - TT Lot	1308 W. Main St. 96-58 N. Brunswick St.	Private/Private Lot Public/Private Lot	Customers Institutional	29 50	21 39	72% 78%	7 15	24% 30%
	Grove Ave.	S. Morris St. & N. Harvie St.	Public On-Street	mantanonal	6	6	100%	3	50%
117	N. Morris St.	Grove Ave. & Floyd Ave.	Public On-Street		11	13	118%	16	145%
	Floyd Ave. N. Harvie St.	S. Morris St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		11 11	10 6	91% 55%	13 6	118% 55%
	108 N. Morris St.	108 N. Morris St.	Private/Private Lot	Residential	12	12	55% 100%	7	55%
	Park Ave.	S. Morris St. & N. Harvie St.	Public On-Street		0	0	0%	0	0%
	N. Morris St. Grove Ave.	Grove Ave. & Park Ave. S. Morris St. & N. Harvie St.	Public On-Street Public On-Street		7 5	11 7	157% 140%	10 6	143% 120%
	N. Harvie St.	Grove Ave. & Park Ave.	Public On-Street		7	8	140%	7	100%
	Rejoice In Jesus Ministries	1304 Grove Ave.	Private/Private Lot	Institutional	4	1	25%	1	25%
Total					9,155	5,457	60%	6,469	71%







Exhibit E-5: Fan On-Street Weekday Occupancy (Pt. 1)

Blk#	Name/Description	Address	Туре	Effective Supply	Weekda Count	y 11AM-2PM Utilization	Weekda Count	ay 5PM-7PM Utilization
1	Monument Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	16	0	0%	4	25%
1	N. Mulberry St. Park Ave.	Monument Ave. & Park Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	9 13	4 10	44% 77%	9 7	100% 54%
	N. Boulevard	Monument Ave. & Park Ave.	Public On-Street	13	3	23%	8	62%
2	Park Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street	14 10	8 2	57% 20%	14 10	100% 100%
2	Kensington Ave. N. Boulevard	N. Boulevard & N. Mulberry St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street	12 14	6 3	50% 21%	11 13	92% 93%
3	Kensington Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	12	6	50%	12	100%
3	N. Mulberry St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	12 11	11 7	92% 64%	15 11	125% 100%
3	N. Boulevard	Kensington Ave. & Stuart Ave.	Public On-Street	14	7	50%	13	93%
4	Stuart Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	11 12	7 6	64% 50%	13 13	118% 108%
4	Hanover Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	11	10	91%	14	127%
4 5	N. Boulevard Hanover Ave.	Stuart Ave. & Hanover Ave. N. Boulevard & N. Mulberry Ave.	Public On-Street Public On-Street	15 10	8	53% 60%	13 10	87% 100%
5	N. Mulberry St.	Hanover Ave. & Grove Ave.	Public On-Street	11	7	64%	10	91%
5 5	Grove Ave. N. Boulevard	N. Boulevard & N. Mulberry Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street	12 14	10 9	83% 64%	9 13	75% 93%
6	Grove Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	12	6	50%	13	108%
6 6	N. Mulberry St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	11 10	7 7	64% 70%	9 11	82% 110%
6	N. Boulevard	Grove Ave. & Floyd Ave.	Public On-Street	17	7	41%	8	47%
7	Floyd Ave. N. Mulberry	N. Boulevard & N. Mulberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	10 11	8 4	80% 36%	11 11	110% 100%
7 7	W. Main St. N. Boulevard	N. Boulevard & N. Mulberry St.	Public On-Street	6 15	4 8	67% 53%	7 15	117% 100%
	W. Main St.	Floyd Ave. & W. Main St. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	9	7	78%	12	133%
8 8	S. Mulberry St.	W Main St. & W. Cary St.	Public On-Street Public On-Street	10 6	7 3	70% 50%	12 6	120%
	W. Cary St. S. Boulevard	S. Boulevard & S. Mulberry St. W Main St. & W. Cary St.	Public On-Street	14	4	29%	18	100% 129%
	W. Cary St.	S. Boulevard & S. Mulberry St.	Public On-Street	7	4	57%	9	129%
9	S. Mulberry St. Parkwood Ave.	W Cary St. & Parkwood Ave. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	4 10	4 5	100% 50%	6 8	150% 80%
9 10	S. Boulevard Parkwood Ave.	W Cary St. & Parkwood Ave. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	10 8	4 7	40% 88%	7 9	70% 113%
10	S. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street	9	5	56%	7	78%
	Grayland Ave. S. Boulevard	S. Boulevard & S. Mulberry St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	10 11	6 4	60% 36%	9 5	90% 45%
11	Grayland Ave.	S. Boulevard & S. Mulberry St.	Public On-Street	10	5	50%	10	100%
	S. Mulberry St. Idlewood Ave.	Grayland & Idlewood Ave. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	10 4	5 1	50% 25%	7 4	70% 100%
11	S. Boulevard	Grayland & Idlewood Ave.	Public On-Street	9	4	44%	6	67%
	Grayland Ave. S. Robinson St.	S. Mulberry St. & S. Robinson St. Grayland & Idlewood Ave.	Public On-Street Public On-Street	12 0	6 0	50% 0%	8	67% 300%
12	Idlewood Ave.	S. Mulberry St. & S. Robinson St.	Public On-Street	16	12	75%	15	94%
	S. Mulberry St. Parkwood Ave.	Grayland & Idlewood Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street	10 12	7 8	70% 67%	9 14	90% 117%
	S. Robinson St.	Parkwood Ave. & Grayland Ave.	Public On-Street	7	4	57%	5	71%
	Grayland Ave. S. Mulberry St.	S. Mulberry St. & S. Robinson St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	12 10	3 5	25% 50%	6 7	50% 70%
	W. Cary St.	S. Mulberry St. & S. Robinson St.	Public On-Street	13 6	4	31%	9	69%
	S. Robinson St. Parkwood Ave.	W Cary St. & Parkwood Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street	13	0 9	0% 69%	4 13	67% 100%
	S. Mulberry St. W. Main St.	W Cary St. & Parkwood Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street	10 14	3 12	30% 86%	4 14	40% 100%
	S. Robinson St.	W. Main St. & W. Cary St.	Public On-Street	0	0	0%	0	0%
	W. Cary St. S. Mulberry St.	S. Mulberry St. & S. Robinson St. W Main St. & W. Cary St.	Public On-Street Public On-Street	7 14	9 6	129% 43%	11 10	157% 71%
16	Floyd Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	12	10	83%	15	125%
	N. Robinson St. W. Main St.	Floyd Ave. & W. Main St. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	0 14	0 6	0% 43%	0 13	0% 93%
16	N. Mulberry St.	Floyd Ave. & W. Main St.	Public On-Street	13	6	46%	8	62%
	Grove Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	14 0	3 0	21% 0%	5 0	36% 0%
	Floyd Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	14	12	86%	13	93%
	N. Mulberry St. Hanover Ave.	Grove Ave. & Floyd Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	6 14	7 6	117% 43%	3 13	50% 93%
	N. Robinson St.	Hanover Ave. & Grove Ave.	Public On-Street	0	0	0%	0	0%
	Grove Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street	10 12	7 7	70% 58%	8 14	80% 117%
	Stuart Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St.	Public On-Street	14 0	13 0	93% 0%	13 0	93% 0%
	Hanover Ave.	Stuart Ave. & Hanover Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	13	6	46%	15	115%
	N. Mulberry St. Kensington Ave.	Stuart Ave. & Hanover Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	14 14	8 6	57% 43%	5 13	36% 93%
20	N. Robinson St.	Kensington Ave. & Stuart Ave.	Public On-Street	0	0	0%	0	0%
	Stuart Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	9 11	5 11	56% 100%	8 6	89% 55%
21	Park Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	11	2	18%	12	109%
	N. Robinson St. Kensington Ave.	Park Ave. & Kensington Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	0 13	0 4	0% 31%	0 9	0% 69%
21	N. Mulberry St.	Park Ave. & Kensington Ave.	Public On-Street	10	5	50%	10	100%
	Monument Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	12 0	8	67% 0%	10 0	83% 0%
22	Park Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	12	5	42%	8	67%
	N. Mulberry St. Monument Ave.	Monument Ave. & Park Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	11 9	7	64% 78%	6 3	55% 33%
23	N. Davis Ave.	Monument Ave. & Park Ave.	Public On-Street	10	12	120%	5	50%
	Park Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street	9	1 6	11% 100%	9 4	100% 67%
24	Park Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	12	4	33%	6	50%
	N. Davis Ave. Kensington Ave.	Park Ave. & Kensington Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	5 14	1 10	20% 71%	3 13	60% 93%
24	N. Robinson St.	Park Ave. & Kensington Ave.	Public On-Street	4	0	0%	4	100%
	Kensington Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Kensington Ave. & Stuart Ave.	Public On-Street Public On-Street	14 11	13 4	93% 36%	5 11	36% 100%
25	Stuart Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	14	11	79%	15	107%
	N. Robinson St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	9 14	7 6	78% 43%	10 12	111% 86%
26	N. Davis Ave.	Stuart Ave. & Hanover Ave.	Public On-Street	12	4	33%	10	83%
	Hanover Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	14 11	13 12	93% 109%	12 9	86% 82%
27	Hanover Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	14	10	71%	12	86%
	N. Davis Ave. Grove Ave.	Hanover Ave. & Grove Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	14 12	11 10	79% 83%	15 12	107% 100%
27	N. Robinson St.	Hanover Ave. & Grove Ave.	Public On-Street	11	12	109%	13	118%
28	Grove Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 13	6 5	60% 38%	11 9	110% 69%
	-	N. Robinson St. & N. Davis Ave.	Public On-Street	12	6	50%	11	92%
28 28	Floyd Ave.		B 1 11 7 7	ı		and the second second	_	
28 28 28	Floyd Ave. N. Robinson St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	9	11 6	122% 50%	7 11	78% 92%
28 28 28 29 29	N. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street Public On-Street Public On-Street Public On-Street	9 12 12 11		122% 50% 67% 73%	7 11 14 13	







Exhibit E-5: Fan On-Street Weekday Occupancy (Pt. 2)

Blk#	Name/Description	Address	Туре	Effective Supply	Count	11AM-2PM Utilization	Weekd Count	ay 5PM-7PM Utilization
30	W. Main St.	S. Robinson St. & S. Davis Ave.	Public On-Street	13	12	92%	13	100%
	S. Davis Ave. W. Cary St.	Grove Ave. & Floyd Ave. S. Robinson St. & S. Davis Ave.	Public On-Street Public On-Street	15 9	10 5	67% 56%	8 8	53% 89%
30	S. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street	8	9	113%	7	88%
	W. Cary St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 0	10 0	100% 0%	15 0	150% 0%
31		S. Robinson St. & S. Davis Ave.	Public On-Street	11	5	45%	10	91%
	S. Robinson St. Grayland Ave.	S. Robinson St. Grayland Ave. & S. Robinson St.	Public On-Street Public On-Street	6	0 2	0% 33%	0 5	0% 83%
	S. Robinson St.	Grayland Ave. & S. Robinson St.	Public On-Street	0	0	0%	0	0%
	W. Cary St.	S. Davis Ave. & S. Stafford Ave.	Public On-Street	12	10	83%	14	117%
	S. Stafford Ave. Grayland Ave.	W. Cary St. & Grayland Ave. S. Davis Ave. & S. Stafford Ave.	Public On-Street Public On-Street	0 10	0 5	0% 50%	0 8	0% 80%
33	S. Davis Ave.	W. Cary St. & Grayland Ave.	Public On-Street	0	0	0%	0	0%
34 34	W. Main St. S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.	Public On-Street Public On-Street	12 11	13 8	108% 73%	10 12	83% 109%
34	W. Cary St.	S. Davis Ave. & S. Stafford Ave.	Public On-Street	9	6	67%	9	100%
34 35	S. Davis Ave. Floyd Ave.	W Main St. & W. Cary St. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	12 11	4 5	33% 45%	12 12	100% 109%
35	N. Stafford Ave.	Floyd Ave. & W. Main St.	Public On-Street	13	7	54%	13	109%
35	W. Main St.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	15	5	33%	11	73%
35 36	N. Davis Ave. Grove Ave.	Floyd Ave. & W. Main St. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	12 13	7 7	58% 54%	12 7	100% 54%
36	N. Stafford Ave.	Grove Ave. & Floyd Ave.	Public On-Street	12	4	33%	10	83%
36 36	Floyd Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 12	13 3	108% 25%	16 9	133% 75%
37	Hanover Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	13	12	92%	12	92%
37	N. Stafford Ave.	Grove Ave. & Hanover Ave.	Public On-Street	13 13	8 8	62%	14 10	108% 77%
37 37	Grove Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street	13	7	62% 54%	9	69%
38	Stuart Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	13	9	69%	10	77%
38 38	N. Stafford Ave. Hanover	Hanover Ave. & Stuart Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	11 13	4 7	36% 54%	8 16	73% 123%
38	N. Davis Ave.	Hanover Ave. & Stuart Ave.	Public On-Street	11	4	36%	9	82%
39	Kensington Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	13	8	62%	14	108%
39 39	N. Stafford Ave. Stuart Ave.	Stuart Ave. & Kensington Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	13 13	9 6	69% 46%	9 11	69% 85%
39	N. Davis Ave.	Stuart Ave. & Kensington Ave.	Public On-Street	13	1	8%	12	92%
40 40	Park Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.	Public On-Street Public On-Street	14 6	5 4	36% 67%	9 5	64% 83%
40	Kensington Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	8	5	63%	6	75%
40	N. Davis Ave.	Kensington Ave. & Park Ave.	Public On-Street	7	2	29%	3	43%
41 41	Monument Ave. Strawberry Street	N. Davis Ave. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street	26 10	17 5	65% 50%	26 8	100% 80%
41	Park Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	24	13	54%	17	71%
41 42	N. Davis Ave. Park Ave.	Park Ave. & Monument Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	8	4 12	50% 100%	10 10	125% 83%
	Strawberry St.	Park Ave. & Stuart Ave.	Public On-Street	12 4	0	0%	10	250%
	North Alley	Strawberry St. & N. Stafford Ave.	Public On-Street	0	0	0%	0	0%
42 43	N. Stafford Ave. North Alley	Park Ave. & Stuart Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	9	7 0	78% 0%	14 0	156% 0%
43	Strawberry St.	Park Ave. & Monument Ave.	Public On-Street	9	5	56%	7	78%
43 43	Stuart Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street	13 12	9 4	69% 33%	11 13	85% 108%
44	Stuart Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	14	11	79%	16	114%
44	Strawberry St.	Stuart Ave. & Hanover Ave.	Public On-Street	13	1	8%	4	31%
44 44	Hanover Ave. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	16 14	3 4	19% 29%	4 7	25% 50%
45	Hanover Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	14	9	64%	11	79%
45 45	Strawberry St. Grove Ave.	Hanover Ave. & Grove Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	10 14	4 10	40% 71%	9 12	90% 86%
45	N. Stafford Ave.	Hanover Ave. & Grove Ave.	Public On-Street	14	6	43%	13	93%
46	Grove Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	14	11	79%	8	57%
46 46	Strawberry St. Floyd Ave.	Grove Ave. & Floyd Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	13 13	3 2	23% 15%	7 12	54% 92%
46	N. Stafford Ave.	Grove Ave. & Floyd Ave.	Public On-Street	14	4	29%	8	57%
47 47	Floyd Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	14 12	7 9	50% 75%	11 13	79% 108%
47	W. Main St.	Strawberry St. & N. Stafford Ave.	Public On-Street	10	4	40%	9	90%
47	N. Stafford Ave.	Floyd Ave. & W. Main St.	Public On-Street	14	8	57%	9	64%
48 48	W. Main St. S. Addison St.	Strawberry St. & S. Stafford Ave. W. Cary St. & W. Main St.	Public On-Street Public On-Street	11 11	13 3	118% 27%	13 7	118% 64%
	W. Cary St.	Strawberry St. & S. Stafford Ave.	Public On-Street	10	7	70%	9	90%
48 49	S. Stafford Ave. W. Main St.	W. Cary St. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 13	13 7	118% 54%	13 15	118% 115%
	S. Shields Ave.	Floyd Ave. & W. Main St.	Public On-Street	11	7	64%	13	118%
49 49	W. Cary St. S. Addison St.	S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	10 0	8 0	80% 0%	8 0	80% 0%
50	Floyd Ave.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street	12	9	75%	9	75%
	N. Shields Ave.	Floyd Ave. & W. Main St.	Public On-Street	11	4	36%	12	109%
50 50	W. Main St. Strawberry St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	9	3 0	33% 0%	11 0	122% 0%
51	Grove Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	10	3	30%	3	30%
	N. Shields Ave. Floyd Ave.	Grove Ave. & Floyd Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 14	11 5	100% 36%	12 7	109% 50%
51	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street	12	3	25%	9	75%
	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	14	12 5	86% 45%	14 9	100% 82%
	N. Shields Ave. Grove Ave.	Hanover Ave. & Grove Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 14	5 9	45% 64%	10	82% 71%
52	Strawberry St.	Hanover Ave. & Grove Ave.	Public On-Street	11	6	55%	13	118%
53 53	Stuart Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	13 12	9 6	69% 50%	12 8	92% 67%
53	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	14	7	50%	12	86%
53 54	Strawberry St. Park Ave.	Stuart Ave. & Hanover Ave.	Public On-Street	11	11 g	100% 57%	11 11	100%
	N. Shields Ave.	S. Shields Ave. & Strawberry St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street	14 13	8 7	57% 54%	11 11	79% 85%
54	Stuart Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	14	9	64%	15	107%
54 55	Strawberry St. Monument Ave.	Park Ave. & Stuart Ave. Strawberry St. & N. Allison St.	Public On-Street Public On-Street	18 22	7 16	39% 73%	13 20	72% 91%
55	N. Allison St.	Monument Ave. & Park Ave.	Public On-Street	12	3	25%	7	58%
55 55	Park Ave. Strawberry St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	16 11	13 4	81% 36%	19 7	119% 64%
56	Monument Ave.	N. Allison St. & N. Meadow St.	Public On-Street	26	12	46%	17	65%
56	N. Meadow St.	Monument Ave. & Park Ave.	Public On-Street	12	8	67%	8	67%
56 56	Park Ave. N. Allison St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	21 11	19 4	90% 36%	24 8	114% 73%
57	Park Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street	10	11	110%	12	120%
	N. Rowland St.	Park Ave. & Stuart Ave. N. Shields Ave. & N. Rowland St.	Public On-Street	9	9	100% 57%	11 13	122% 93%
57 57	Stuart Ave. N. Shields Ave.	Park Ave. & Stuart Ave.	Public On-Street Public On-Street	14 11	8 5	57% 45%	13 8	93% 73%
58	Stuart Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street	13	7	54%	14	108%
58 58	N. Rowland St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13 13	9 6	69% 46%	10 12	77% 92%
58	N. Shields Ave.	Stuart Ave. & Hanover Ave.	Public On-Street	13	4	31%	12	92%
59 59	Hanover Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street	14 14	9 12	64% 86%	12 11	86% 79%
59 59	Grove Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13	10	86% 77%	11 11	79% 85%
59	N. Shields Ave.	Hanover Ave. & Grove Ave.	Public On-Street	13	11	85%	15	115%







Exhibit E-5: Fan On-Street Weekday Occupancy (Pt. 3)

Blk#	Name/Description	Address	Туре	Effective Supply	Weekday Count	11AM-2PM Utilization	Weekda Count	y 5PM-7PM Utilization
60	Grove Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street	14	7	50%	14	100%
	N. Rowland St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13 12	5 8	38% 67%	6 11	46% 92%
	N. Shields Ave.	Grove Ave. & Floyd Ave.	Public On-Street	13	7	54%	14	108%
	Floyd Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	14 14	6 9	43% 64%	8 15	57% 107%
	W. Main St.	N. Shields Ave. & N. Rowland St.	Public On-Street	13	4	31%	15	115%
	N. Shields Ave. W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & S. Rowland St.	Public On-Street Public On-Street	13 14	10 11	77% 79%	12 14	92% 100%
62	N. Rowland St.	Floyd Ave. & W. Main St.	Public On-Street	12	6	50%	13	108%
	W. Cary St. N. Shields Ave.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	14 13	8 10	57% 77%	10 15	71% 115%
	W. Main St.	S. Shields Ave. & S. Rowland St.	Public On-Street	11	6	55%	13	118%
	S. Meadow St. W. Cary St.	W. Cary St. & S. Rowland St. S. Shields Ave. & S. Rowland St.	Public On-Street Public On-Street	0 14	0 6	0% 43%	0 11	0% 79%
	S. Rowland St.	W Cary St. & W. Main St.	Public On-Street	13	6	46%	13	100%
64 64	Floyd Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	15 0	6 0	40% 0%	8	53% 0%
	W. Main St.	N. Meadow St. & N. Rowland St.	Public On-Street	13	5	38%	11	85%
	N. Rowland St. Grove Ave.	Floyd Ave. & W. Main St. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	14 11	8 11	57% 100%	12 10	86% 91%
	N. Meadow St.	Floyd Ave. & W. Grove Ave.	Public On-Street	12	12	100%	15	125%
	Floyd Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Grove Ave.	Public On-Street Public On-Street	13 11	9 7	69% 64%	10 9	77% 82%
66	Hanover Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	15	10	67%	15	100%
	N. Meadow St. Grove Ave.	Hanover Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	11 14	11 11	100% 79%	11 8	100% 57%
	N. Rowland St.	Hanover Ave. & W. Grove Ave.	Public On-Street	12	9	75% 75%	12	100%
	Stuart Ave. N. Meadow St.	N. Meadow St. & N. Rowland St.	Public On-Street	14 12	6 7	43% 58%	12	86% 83%
_	Hanover Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	14	6	43%	10 15	107%
67	N. Rowland St.	Stuart Ave. & Hanover Ave.	Public On-Street	12	7	58%	10	83%
	Park Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street	12 5	7 5	58% 100%	10 4	83% 80%
68	Stuart Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	14	8	57%	15	107%
	N. Rowland St. Monument Ave.	Stuart Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street	9 22	7 20	78% 91%	8 14	89% 64%
69 A	N. Allen Ave.	Monument Ave. & Park Ave.	Public On-Street	18	11	61%	16	89%
	Park Ave. N. Meadow St.	N. Meadow St. & N. Allen Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street	24 0	19 0	79% 0%	22 0	92% 0%
	W. Grace St.	N. Meadow St. & N. Allen Ave.	Public On-Street	26	20	77%	22	85%
	N. Allen Ave. Monument Ave.	Monument Ave. & W. Grace St. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street	13 22	6 15	46% 68%	14 13	108% 59%
	N. Meadow St.	Monument Ave. & W. Grace St.	Public On-Street	9	7	78%	11	122%
	Park Ave. Stuart Ave.	N. Meadow St. & N. Granby St. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	0 14	0 18	0% 129%	0 13	0% 93%
70	N. Meadow St.	Park Ave. & Stuart Ave.	Public On-Street	0	0	0%	0	0%
	Stuart Ave. N. Granby St.	N. Meadow St. & N. Granby St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	13 13	13 10	100% 77%	13 5	100% 38%
71	Hanover Ave.	N. Meadow St. & N. Granby St.	Public On-Street	11	6	55%	10	91%
	N. Meadow St. Hanover Ave.	Hanover Ave. & Stuart Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	0 14	0 8	0% 57%	0 13	0% 93%
72	N. Granby St.	Grove Ave. & Hanover Ave.	Public On-Street	10	5	50%	4	40%
	Grove Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street	13 0	12 0	92% 0%	13 0	100% 0%
	Grove Ave.	N. Meadow St. & N. Granby St.	Public On-Street	16	6	38%	5	31%
	N. Granby St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	12 14	8 6	67% 43%	8 8	67% 57%
73	N. Meadow St.	Grove Ave. & Floyd Ave.	Public On-Street	0	0	0%	1	100%
74 74	Floyd Ave. N. Granby St.	N. Meadow St. & N. Granby St. W Main St. & Floyd Ave.	Public On-Street Public On-Street	14 12	8 11	57% 92%	13 10	93% 83%
	W. Main St.	N. Meadow St. & N. Granby St.	Public On-Street	9	7	78%	11	122%
74 75	N. Meadow St. W. Main St.	W Main St. & Floyd Ave. S. Meadow St. & S. Granby St.	Public On-Street Public On-Street	9 8	7 7	78% 88%	5 9	56% 113%
	S. Granby St.	W Main St. & W. Cary St.	Public On-Street	10	9	90%	3	30%
	W. Cary St. S. Meadow St.	S. Meadow St. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street	6 4	5 5	83% 125%	4 6	67% 150%
	W. Main St.	S. Allen Ave. & S. Granby St.	Public On-Street	13	10	77%	13	100%
	S. Allen Ave. W. Cary St.	W Main St. & W. Cary St. S. Allen Ave. & S. Granby St.	Public On-Street Public On-Street	11 11	12 2	109% 18%	10 4	91% 36%
76	S. Granby St.	W Main St. & W. Cary St.	Public On-Street	9	11	122%	9	100%
	Floyd Ave. N. Allen Ave.	N. Allen Ave. & N. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street	12 10	8 11	67% 110%	8 15	67% 150%
77	W. Main St.	N. Allen Ave. & N. Granby St.	Public On-Street	11	9	82%	7	64%
	N. Granby St. Grove Ave.	W Main St. & W. Cary St. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	12 12	9 5	75% 42%	8 7	67% 58%
	N. Allen Ave.	Grove Ave. & Floyd Ave.	Public On-Street	11	8	73%	10	91%
	Floyd Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 11	4 5	33% 45%	10 10	83% 91%
79	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street	12	6	50%	7	58%
79 79	N. Allen Ave. Grove Ave.	Grove Ave. & Hanover Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	12 12	3 6	25% 50%	5 9	42% 75%
79	N. Granby St.	Grove Ave. & Hanover Ave.	Public On-Street	12	4	33%	11	92%
80 80	Park Ave. N. Allen Ave.	N. Allen Ave. & N. Granby St. Hanover Ave. & Park Ave.	Public On-Street Public On-Street	11 9	7 7	64% 78%	10 7	91% 78%
80	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street	12	9	75%	7	58%
	N. Granby St. Park Ave.	Hanover Ave. & Park Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	9 15	9	100% 27%	9	100% 60%
81	W. Vine St.	Park Ave. & Hanover Ave.	Public On-Street	9	7	78%	10	111%
	Hanover Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street	16 11	13 12	81% 109%	10 6	63% 55%
82	Hanover Ave.	N. Allen Ave. & N. Vine St.	Public On-Street	13	9	69%	13	100%
	W. Vine St. Grove Ave.	Grove Ave. & Hanover Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	10 13	7 7	70% 54%	11 10	110% 77%
	N. Allen Ave.	N. Allen Ave. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street	13 10	5	54% 50%	10 9	77% 90%
	Grove Ave. W. Vine St.	N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	12 10	5 6	42% 60%	14 7	117% 70%
83	Floyd Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Vine St.	Public On-Street	10	5	45%	13	70% 118%
83 84	N. Allen Ave. Floyd Ave.	Grove Ave. & Floyd Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	10 11	6 1	60% 9%	15 14	150% 127%
	W. Vine St.	W Main St. & Floyd Ave.	Public On-Street Public On-Street	9	15	9% 167%	5	56%
	W. Main St. N. Allen Ave.	N. Allen Ave. & N. Vine St.	Public On-Street	11 10	9	82%	7 10	64% 100%
84 85	W. Main St.	W Main St. & Floyd Ave. S. Allen Ave. & S. Vine St.	Public On-Street Public On-Street	10 12	11 10	110% 83%	10 11	100% 92%
	S. Vine St.	W Main St. & W. Cary St.	Public On-Street	11 0	10 8	91% 89%	12 5	109% 56%
	W. Cary St. S. Allen St.	S. Allen Ave. & S. Vine St. W Main St. & W. Cary St.	Public On-Street Public On-Street	9 10	8 13	89% 130%	5 13	56% 130%
86	W. Main St.	S. Lombardy St. & S. Vine St.	Public On-Street	11	9	82%	11	100%
	S. Lombardy St. W. Cary St.	W Main St. & W. Cary St. S. Lombardy St. & S. Vine St.	Public On-Street Public On-Street	9 11	14 11	156% 100%	11 11	122% 100%
86	S. Vine St.	W Main St. & W. Cary St.	Public On-Street	9	13	144%	11	122%
87 87	Floyd Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. W Main St. & Floyd Ave.	Public On-Street Public On-Street	11 10	8 14	73% 140%	11 11	100% 110%
87	W. Main St.	N. Lombardy St. & N. Vine St.	Public On-Street	11	7	64%	7	64%
87 88	N. Vine St. Grove Ave.	W Main St. & Floyd Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street	12 12	13 4	108% 33%	11 11	92% 92%
00		•		10	14	140%	14	140%
88 88	N. Lombardy St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street	11	3	27%	11	100%







Exhibit E-5: Fan On-Street Weekday Occupancy (Pt. 4)

89 89	Hanover Ave. N. Lombardy St. Grove Ave.	N. Lombardy St. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street	11 9	15 9	136% 100%	14 16	127% 178%
89 89	•		Public Oll-Street	9	9	100%	10	
89		N. Lombardy St. & N. Vine St.	Public On-Street	11	9	82%	11	100%
90	N. Vine St.	Grove Ave. & Hanover Ave.	Public On-Street	8	4	50%	11	138%
90	Park Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street	11 3	12 3	109% 100%	14 6	127% 200%
	Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street	9	7	78%	7	78%
	N. Vine St.	Park Ave. & Hanover Ave.	Public On-Street	8	5	63%	8	100%
	Monument Ave. Stuart	N. Lombardy St. & N. Allen Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street	22 5	22 3	100% 60%	22 3	100% 60%
	Park Ave.	N. Lombardy St. & N. Allen Ave.	Public On-Street	20	12	60%	21	105%
	N. Allen Ave.	Monument Ave. & Park Ave.	Public On-Street	22	5	23%	3	14%
	W. Grace St. N. Lombardy St.	N. Lombardy St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street	24 3	13 3	54% 100%	28 3	117% 100%
	Monument Ave.	N. Lombardy St. & N. Allen Ave.	Public On-Street	20	26	130%	27	135%
	N. Allen Ave.	Monument Ave. & W. Grace St.	Public On-Street	15	10	67%	5	33%
	W. Franklin St. Birch St.	N. Lombardy St. & Birch St. W FrankliN. & West Ave.	Public On-Street Public On-Street	13 8	8 8	62% 100%	12 10	92% 125%
	West Ave.	N. Lombardy St. & Birch St.	Public On-Street	15	9	60%	17	113%
	N. Lombardy St.	W FrankliN. & West Ave.	Public On-Street	2	1	50%	2	100%
	West Ave. Birch St.	N. Lombardy St. & Birch St. Park Ave. & West Ave.	Public On-Street Public On-Street	16 7	12 9	75% 129%	17 20	106% 286%
	Park Ave.	N. Lombardy St. & Birch St.	Public On-Street	17	4	24%	6	35%
	N. Lombardy St.	Park Ave. & West Ave.	Public On-Street	3	3	100%	5	167%
	Park Ave. Hanover Ave.	N. Lombardy St. & Hanover Ave. Park Ave. & N. Lombardy St.	Public On-Street Public On-Street	0 7	0 3	0% 43%	0 9	0% 129%
	N. Lombardy St.	Park Ave. & Hanover Ave.	Public On-Street	0	0	0%	0	0%
96	Hanover Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	7	58%	11	92%
	N. Plum St. Grove Ave.	Hanover Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 12	6 9	60% 75%	9	90% 75%
	N. Lombardy St.	Hanover Ave. & Grove Ave.	Public On-Street	0	0	0%	0	0%
97	Grove Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	10	83%	13	108%
	N. Plum St. Floyd Ave.	Floyd Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	9 12	6 9	67% 75%	12 16	133% 133%
	N. Lombardy St.	Grove Ave. & Floyd Ave.	Public On-Street	0	0	0%	0	0%
98	Floyd Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	12	100%	12	100%
	N. Plum St. W. Main St.	Floyd Ave. & W. Main St. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 8	7 7	70% 88%	13 9	130% 113%
98	N. Lombardy St.	W Main St. Floyd Ave.	Public On-Street	0	0	0%	0	0%
	W. Main St.	N. Lombardy St. & N. Plum St.	Public On-Street	10	6 10	60% 100%	13	130%
	S. Plum St. W. Cary St.	W Cary St. & W. Main St. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 10	10 15	100% 150%	9 14	90% 140%
99	S. Lombardy St.	W Main St. & W. Cary St.	Public On-Street	0	0	0%	0	0%
	W. Main St.	S. Plum St. & S. Harvie St.	Public On-Street	12	14	117%	10	83%
	S. Harvie St. W. Cary St.	W Main St. & W. Cary St. S. Plum St. & S. Harvie St.	Public On-Street Public On-Street	8 10	11 16	138% 160%	9	113% 90%
	S. Plum St.	W Main St. & W. Cary St.	Public On-Street	10	12	120%	14	140%
	Floyd Ave.	N. Plum St. & N. Harvie St.	Public On-Street	9	9	100%	14	156%
	N. Harvie St. W. Main St.	N. Plum St. & N. Plum St.	Public On-Street Public On-Street	14 11	3 14	21% 127%	14 12	100%
	N. Plum St.	Floyd Ave. & N. Plum St.	Public On-Street	13	10	77%	12	92%
	Grove Ave.	N. Plum St. & N. Harvie St.	Public On-Street	12	7	58%	8	67%
	N. Harvie St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street	9 12	10 9	111% 75%	9 10	100% 83%
	N. Plum St.	Grove Ave. & Floyd Ave.	Public On-Street	11	6	55%	10	91%
	Park Ave. N. Harvie St.	N. Plum St. & N. Harvie St.	Public On-Street	0 7	0 6	0%	0 10	0%
	Grove Ave.	Grove Ave. & Park Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street	12	11	86% 92%	10	143% 100%
	N. Plum St.	Grove Ave. & Park Ave.	Public On-Street	10	7	70%	10	100%
	West Ave.	Boyd St. & Birch St.	Public On-Street	19	21	111%	19	100%
	Boyd St. Park Ave.	West Ave. & Park Ave. Boyd St. & Birch St.	Public On-Street Public On-Street	0 19	0 4	0% 21%	0 10	0% 53%
	Birch St.	West Ave. & Park Ave.	Public On-Street	0	0	0%	0	0%
	W. Franklin St. Boyd St.	Boyd St. & Birch St. West Ave. & W. FrankliN. St.	Public On-Street Public On-Street	17 0	5 0	29% 0%	11 0	65% 0%
	West Ave.	Boyd St. & Birch St.	Public On-Street	19	15	79%	20	105%
	Birch St.	W FrankliN. St. & West Ave.	Public On-Street	0	0	0%	0	0%
	W. Franklin St. N. Harrison St.	Boyd St. & N. Harrison St. West Ave. & W. FrankliN. St.	Public On-Street Public On-Street	6	7 2	117% 50%	9 5	150% 125%
	West Ave.	Boyd St. & N. Harrison St.	Public On-Street	6	5	83%	8	133%
	Boyd St.	West Ave. & W. FrankliN. St.	Public On-Street	7	9	129%	12	171%
	West Ave. N. Harrison St.	Boyd St. & N. Harrison St. West Ave. & Park Ave.	Public On-Street Public On-Street	9	3 1	33% 33%	7	78% 67%
	Park Ave.	Boyd St. & N. Harrison St.	Public On-Street	8	7	88%	9	113%
	Boyd St.	West Ave. & Park Ave.	Public On-Street	6	4	67%	4	67%
	Park Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Park Ave. & Grove Ave.	Public On-Street Public On-Street	0 2	0 2	0% 100%	0	0% 200%
	Grove Ave.	N. Morris St. & N. Harrison St.	Public On-Street	9	11	122%	13	144%
108	N. Morris St.	Park Ave. & Grove Ave.	Public On-Street	7	1	14%	10	143%
	Grove Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 9	10 9	100% 100%	9 11	90% 122%
	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street	11	11	100%	12	109%
	N. Morris St.	Grove Ave. & Floyd Ave.	Public On-Street	13	16	123%	13	100%
	Floyd Ave. N. Harrison St.	N. Morris St. & N. Harrison St. W Main St. & Floyd Ave.	Public On-Street Public On-Street	10 11	9 14	90% 127%	10 15	100% 136%
	W. Main St.	N. Morris St. & N. Harrison St.	Public On-Street	8	7	88%	7	88%
	N. Morris St.	W Main St. & Floyd Ave.	Public On-Street	10	13	130%	14	140%
	W. Main St. S. Harrison St.	S. Morris St. & S. Harrison St. W Main St. & W. Cary St.	Public On-Street Public On-Street	7 9	7 11	100% 122%	4 10	57% 111%
111	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	4	5	125%	5	125%
	S. Morris St.	W Main St. & W. Cary St.	Public On-Street	11	14	127%	9	82%
	W. Main St. S. Morris St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	4 10	5 8	125% 80%	5 15	125% 150%
112	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	13	14	108%	9	69%
	S. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street	11	6	55% 150%	17	155% 125%
	W. Main St. S. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	9	6 12	150% 133%	5 6	125% 67%
13	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	6	9	150%	7	117%
	S. Randolph St.	W Main St. & S. Brunswick St.	Public On-Street	11	14	127% 100%	15	136%
	W. Main St. S. Randolph St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	0	4 0	100% 0%	5 0	125% 0%
	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	3	6	200%	3	100%
	S. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street	10	15	150%	13	130%
	N. Morris St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street	8	8 2	100% 67%	2 7	25% 233%
	N. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street Public On-Street	8	3	38%	2	25% 25%
.16	Floyd Ave.	S. Morris St. & S. Harrison St.	Public On-Street	9	9	100%	12	133%
	N. Brunswick St. W. Main St	W Main St. & S. Brunswick St.	Public On-Street Public On-Street	11 11	14 12	127% 109%	12 9	109% 82%
	W. Main St. N. Harvie St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	11 9	12 8	109% 89%	9 11	82% 122%
	Grove Ave.	S. Morris St. & N. Harvie St.	Public On-Street	6	6	100%	3	50%
17	N. Morris St.	Grove Ave. & Floyd Ave.	Public On-Street	11	13	118%	16	145%
	Floyd Ave.	S. Morris St. & N. Harvie St.	Public On-Street Public On-Street	11 11	10 6	91% 55%	13 6	118% 55%
	N. Harvie St			11	J	JJ/0		JJ70
17	N. Harvie St. Park Ave.	Grove Ave. & Floyd Ave. S. Morris St. & N. Harvie St.	Public On-Street	0	0	0%	0	0%
117 118 118				0 7 5	0 11 7	0% 157% 140%	0 10 6	0% 143% 120%









Exhibit E-6: Fan Off-Street Weekday Occupancy (Pt. 1)

יו אוום		Address		User	Effective Supply		11AM-2PM Utilization	Weekda Count	ay 5PM-7PM Utilization
Blk#	Name/Description Richmond's First Baptist Church	2709 Monument Ave.	Type Private/Private Lot	Institutional	53 53	6	11%	2	4%
2	Deaf Mission First Baptist Church 2700 Kensington Ave.	2705 Park Ave. 2700 Kensington Ave.	Private/Private Lot Private/Private Lot	Institutional Residential	11 15	3 5	27% 33%	1 11	9% 73%
3	Richmond Family Practice (N)	425 N. Boulevard	Private/Private Lot	Customers	4	4	100%	0	0%
3	Pierce Arrow (N) Richmond Family Practice (S)	421 N. Boulevard 415 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Customers	3 25	2 12	67% 48%	3 2	100% 8%
3	Pierce Arrow / Abbey Court	413 N. Boulevard	Private/Private Lot	Residential	11	4	36%	6	55%
3	Pierce Arrow (E) Pierce Arrow (W)	409 N. Boulevard 405 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	2 5	2 1	100% 20%	3 3	150% 60%
4	Pierce Arrow Hollister	315 N. Boulevard 307 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	14 14	8 7	57% 50%	14 12	100% 86%
5	219, 221 223, 225 N Boulevard	221 N. Boulevard	Private/Private Lot	Residential	4	1	25%	4	100%
5 5	2705 Hanover Ave./ Carlyle VMFA Parking	2705 Hanover Ave. 211 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Institutional	4 17	1 11	25% 65%	5 10	125% 59%
5	Grove Plaza/ Dickson	2708 Grove Ave.	Private/Private Lot	Mixed-Use	3	4	133%	3	100%
5 6	2704 Grove Ave. 2711 Grove Ave.	2704 Grove Ave. 2711 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	5 4	2	40% 25%	5 2	100% 50%
6	2707 Grove Ave.	2707 Grove Ave.	Private/Private Lot	Residential	2	0	0%	1	50%
6 6	111 N. Boulevard 107 N. Boulevard	111 N. Boulevard 107 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	4 4	0 0	0% 0%	2 2	50% 50%
7	15 N. Boulevard The One Bed & Breakfast	15 N. Boulevard 1 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Customers	14 5	6 1	43% 20%	6 3	43% 60%
8	13 South Boulevard	13 South Boulevard	Private/Private Lot	Residential	6	3	50%	3	50%
8	Sunny Market Pierce Arrow Apartments	2700 W. Cary St. 2709 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	10 14	6 7	60% 50%	6 8	60% 57%
9	Steeber Design & Development	2701 W. Cary St.	Private/Private Lot	Employees	4	0	0%	3	75%
9	2700 Parkwood Ave. 111 S. Boulevard	2700 Parkwood Ave. 111 S. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	5 5	1 1	20% 20%	1 4	20% 80%
10	201, 203 205 S. Boulevard	201, 203 205 S. Boulevard	Private/Private Lot	Residential	4	0	0%	4	100%
10 10	2709 Parkwood Ave. 215 S. Boulevard	2709 Parkwood Ave. 215 S. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	2 5	0 1	0% 20%	2 3	100% 60%
10 10	2708 Grayland Ave. 2704 Grayland Ave.	2708 Grayland Ave. 2704 Grayland Ave.	Private/Private Lot Private/Private Lot	Residential Residential	1 2	0 1	0% 50%	1 1	100% 50%
11	Fleckenstein & Associates, P.C.	311 S. Boulevard	Private/Private Lot	Employees	10	4	40%	6	60%
11 11	2709 Grayland Ave. 2700 Idlewood Ave.	2709 Grayland Ave. 2700 Idlewood Ave.	Private/Private Lot Private/Private Lot	Residential Residential	10 10	3 1	30% 10%	5 6	50% 60%
12	S. Robinson St.	S. Robinson St.	Private/Private Lot	Residential	13	7	54%	7	54%
13 13	204 S. Robinson St. The Cask Café	204 S. Robinson St. 206 S. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	5 5	1 6	20% 120%	3 2	60% 40%
14	2630 W. Cary St.	2630 W. Cary St.	Private/Private Lot	Residential	30	4	13%	14	47%
14 15	Patinad Grace Clothes Rack	106 S. Robinson St. 5119, 2618 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	5 19	0 5	0% 26%	1 6	20% 32%
15	Social 52 Kitchen & Craft Bar	2619 W. Main St.	Private/Private Lot	Customers	4	5	125%	8	200%
15 15	Black Swan Books Pressed	2601 W. Main St. 5127, 6 S. Robinson St.	Private/Private Lot Private/Private Lot	Customers Customers	20 9	7 16	35% 178%	5 7	25% 78%
15 16	McGrath Joseph (Social 52)	2612 W. Cary St.	Private/Private Lot Private/Private Lot	Customers	16	8 4	50%	3 6	19%
	9 N. Mulberry St. 2617 1/2 Floyd Ave.	9 N. Mulberry St. 2617 1/2 Floyd Ave.	Private/Private Lot	Residential Residential	10 13	2	40% 15%	8	60% 62%
17 18	Retreat Doctors' Hospital 205 N. Mulberry St.	110 N. Robinson St. 205 N. Mulberry St.	Private/Private Structure Private/Private Lot	Customers Residential	322 8	273 4	85% 50%	55 7	17% 88%
18	Puritan Cleaners	200 N. Robinson St.	Private/Private Lot	Customers	16	6	38%	9	56%
19 19	Atlantis Food Services Verizon Wireless	2601 Stuart Ave. N. Robinson St. Alley	Private/Private Lot Private/Private Lot	Employees Customers	12 11	1 2	8% 18%	0	0% 0%
20	408 N. Robinson St.	408 N. Robinson St.	Private/Private Lot	Residential	20	0	0%	13	65%
20 20	Robinson Street Market Starbucks	402 N. Robinson St. 400 North Robinson Rd.	Private/Private Lot Private/Private Lot	Customers Customers	4 21	3 19	75% 90%	1 12	25% 57%
20	2620 Stuart St.	2620 Stuart St.	Private/Private Lot	Residential	27	8	30%	15	56%
21 22	2606 Kensington Ave. 2604 Park Ave.	2606 Kensington Ave. 2604 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	42 4	30 1	71% 25%	49 3	117% 75%
22	2600 Park Ave. Branch Museum	2600 Park Ave. 2501 Monument Ave.	Private/Private Lot Private/Private Lot	Residential Institutional	3 107	1 17	33% 16%	1	33% 4%
25	2519 Kensington Ave.	2519 Kensington Ave.	Private/Private Lot	Residential	9	0	0%	5	56%
25 25	2511 Kensington Ave. 408 N. Davis Ave.	2511 Kensington Ave. 408 N. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4 7	1 1	25% 14%	2 5	50% 71%
26	Circle Square Salon	305 N. Robinson St.	Private/Private Lot	Customers	11	4	36%	0	0%
26 26	306 N. Davis Ave. Metro Bar & Grill	306 N. Davis Ave. 301 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	7 20	6 7	86% 35%	2 4	29% 20%
26 27	2512 Hanover Ave. Red Salon	2512 Hanover Ave. 201 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	9	1 0	11% 0%	2	22% 150%
28	115 N. Robinson St.	115 N. Robinson St.	Private/Private Lot	Residential	11	2	18%	3	27%
28 29	2508 Floyd Ave. 2525 Floyd Ave.	2508 Floyd Ave. 2525 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	9 7	1 3	11% 43%	4 10	44% 143%
29	Thornhill-Margin LLC	7 N. Robinson St.	Private/Private Lot	Employees	15	5	33%	11	73%
29 29	Imago 1 N. Robinson St.	5 N. Robinson St. 1 N. Robinson St.	Private/Private Lot Private/Private Lot	Employees Residential	5 4	0	0% 0%	1 4	20% 100%
29	Rocket Pop - Cee Blues	2520 W. Main St.	Private/Private Lot	Customers	13	3	23%	8	62%
29 30	Sustainable Technology Institute Helen's / Continental Divide	2512 W. Main St. 2527 W. Main St.	Private/Private Lot Private/Private Lot	Institutional Customers	5 23	0 10	0% 43%	0 14	0% 61%
30 30	1 N. Robinson St. Donlon Design	11 S. Robinson St. 2517 Mule Barn Alley	Private/Private Lot Private/Private Lot	Residential Customers	5 21	8 28	160% 133%	4 20	80% 95%
30	14 S. Davis Ave.	14 S. Davis Ave.	Private/Private Lot	Residential	7	8	114%	3	43%
30 30	Schneider 24 S. Davis Ave.	2512 W. Cary St. 24 S. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 11	19 8	95% 73%	3 12	15% 109%
31	Cary Street Station	116 S. Davis Ave.	Private/Private Lot	Residential	113	34	30%	46	41%
31 32	Cary Street Station Dominion	116 S. Davis Ave. 2421 Grayland Ave.	Private/Private Lot Private/Private Lot	Residential Employees	41 36	10 33	24% 92%	14 14	34% 39%
32 32	Dominion Dominion	2493 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees	67 9	63 3	94%	45 2	67%
32	Dominion Dominion	2501 Grayland Ave. 2599 Grayland Ave.	Private/Private Lot	Employees Employees	10	7	33% 70%	2	22% 20%
32 33	Riverview Baptist Cary Street Station	2604 Idlewood Ave. 103 S. Davis Ave.	Private/Private Lot Private/Private Lot	Institutional Residential	23 20	4 18	17% 90%	0 25	0% 125%
33	Dominion	102 S. Davis Ave.	Private/Private Lot	Employees	20	5	25%	3	15%
33 33	Dominion Cary Street Station	102 S. Davis Ave. 103 S. Davis Ave.	Private/Private Lot Private/Private Lot	Employees Residential	16 27	15 25	94% 93%	7 15	44% 56%
34	2417 W. Main St.	2417 W. Main St.	Private/Private Lot	Residential	15	11	73%	5	33%
34 34	8 S. Stafford Ave. City Beach	8 S. Stafford Ave. 2416 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	4 22	2 7	50% 32%	5 15	125% 68%
35	2398 W. Main St.	2398 W. Main St.	Private/Private Lot	Residential	23	18	78%	14	61%
35 36	2400 W. Main St. 104 N. Stafford Ave.	2400 W. Main St. 104 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	5 10	2	40% 20%	3 5	60% 50%
	2401 Hanover Ave.	2401 Hanover Ave. 210 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 7	6 1	55% 14%	7 5	64% 71%
38	210 N. Stafford Ave. 305 N. Davis Ave.	305 N. Davis Ave.	Private/Private Lot	Residential	11	2	18%	5	45%
40 40	2413 Park Ave. 2409 Park Ave.	2413 Park Ave. 2409 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	2	2 0	100% 0%	3 0	150% 0%
40	2401 Park Ave.	2401 Park Ave.	Private/Private Lot	Residential	4	0	0%	3	75%
42 43	2305 Park Ave. & 2323 Park Ave. 413 Stafford Ave.	2305 Park Ave. & 2323 Park Ave. 413 Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4	6 2	150% 67%	4	100% 33%
43	404 Strawberry St.	404 Strawberry St.	Private/Private Lot	Residential	9	1	11%	6	67%
43 44	2328 Strawberry St. Fox Elementary School	2328 Strawberry St. 2300 Hanover Ave.	Private/Private Lot Private/Private Lot	Residential Institutional	4 24	1 24	25% 100%	3	75% 13%
45	2303 Hanover Ave.	2303 Hanover Ave.	Private/Private Lot	Residential	11	4	36%	9	82%
45 46	2308 Grove Ave. 101 N. Stafford Ave.	2308 Grove Ave. 101 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	3 7	4	33% 57%	2 4	67% 57%
46 47	2302 Floyd Ave. 19 N. Stafford Ave.	2302 Floyd Ave. 19 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 8	4 3	36% 38%	7 6	64% 75%
47	One South Realty Group	2314 W. Main St.	Private/Private Lot	Employees	19	12	63%	3	16%
47 47	2 Strawberry St. Accounting Accuracy LLC	2 Strawberry St. 20300 - 2306 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	8 5	3 5	38% 100%	5 0	63% 0%
	,		,	, ,,,,,,,,,			,		







Exhibit E-6: Fan Off-Street Weekday Occupancy (Pt. 2)

Blk#	Name/Description	Address	Туре	User	Effective Supply	Count	11AM-2PM Utilization	Count	ay 5PM-7PM Utilization
48 48	Immortal Beloved 2319 W. Main St.	2311 W. Main St. 2319 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential	3 6	2 1	67% 17%	0 4	0% 67%
48 48	Barber of Hell's Bottom 9 S. Stafford Ave.	2311 W. Main St. 9 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Customers Residential	13 22	10 5	77% 23%	0 14	0% 64%
48	19 S. Stafford Ave.	19 S. Stafford Ave.	Private/Private Lot	Residential	7	2	29%	6	86%
48 49	Granville Creek RVA Tire	2316 W. Cary St. 2220 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	5 36	3 17	60% 47%	1 11	20% 31%
49 49	5 S. Addison St. Alliance Group	5 S. Addison St. 2201 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	14 6	5 3	36% 50%	9	64% 50%
49	Starving Students	2202 W. Cary St.	Private/Private Lot	Institutional	23	6	26%	3	13%
50 50	15 Strawberry St. 2220 W. Main St.	15 Strawberry St. 2220 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	41 4	25 1	61% 25%	30 3	73% 75%
50 51	Exxon Dr. Cloyd K. Titus, MD	2206 W. Main St. 2201 Grove Ave.	Private/Private Lot Private/Private Lot	Customers Customers	11 26	3 8	27% 31%	4	36% 4%
52	211 Strawberry St.	211 Strawberry St.	Private/Private Lot	Residential	10	3	30%	6	60%
	Strawberry St. Street Cafe 2222 Stuart Ave.	421 Strawberry St. 2222 Stuart Ave.	Private/Private Lot Private/Private Lot	Customers Employees	14 7	6 2	43% 29%	5 6	36% 86%
55 55	First Church of Christ, Scientist 2224 Allemeadmonupark-d Alley	2201 Monument Ave. 2224 Allemeadmonupark-d Alley	Private/Private Lot Private/Private Lot	Institutional Residential	18 11	5 0	28% 0%	1 8	6% 73%
56	Allemeadmonupark-d Alley	N. Allison St N. Meadow St.	Private/Private Lot	Residential	55	3	5%	41	75%
57 58	2112 Stuart Ave. 2109 Stuart Ave.	2112 Stuart Ave. 2109 Stuart Ave.	Private/Private Lot Private/Private Lot	Residential Residential	43 14	2	5% 21%	27 10	63% 71%
58 58	2114 Hanover Ave. 302 N. Rowland St.	2114 Hanover Ave. 302 N. Rowland St.	Private/Private Lot Private/Private Lot	Residential Residential	7 5	2 5	29% 100%	2	29% 60%
59	Joe's Inn	205 N. Shields Ave.	Private/Private Lot	Customers	4	3	75%	5	125%
	2112 Grove Ave. 2100 Grove Ave.	2112 Grove Ave. 2100 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	6 13	2 5	33% 38%	3 19	50% 146%
	Mccaba Studio 16 N. Rowland St.	2110 W. Main St. 16 N. Rowland St.	Private/Private Lot Private/Private Lot	Customers Residential	10 22	4 0	40% 0%	7 17	70% 77%
62	2121 W. Main St.	2121 W. Main St.	Private/Private Lot	Residential	9	2	22%	6	67%
	True Blue Healing Arts The Sidewalk Café	2113 W. Main St. 2101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	10 8	0 1	0% 13%	3 2	30% 25%
62	Flamingo Lounge	2124 W. Cary St.	Private/Private Lot	Customers	5 22	2	40%	1	20% 32%
	2100 W. Cary St. 2005 W. Main St.	2100 W. Cary St. 2005 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	9	4	14% 44%	7 9	100%
63 63	Branch and Wine Cary 2000 North	2001 1/2 W. Main Street 2018 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	15 17	1 2	7% 12%	2 9	13% 53%
63	Better Housing Coalition	30 S. Meadow St.	Private/Private Lot	Employees	18	10	56%	1	6%
64 65	10 N. Meadow St. High Point	10 N. Meadow St. 112 N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Customers	55 41	6 11	11% 27%	26 31	47% 76%
66 69 A	207 N. Rowland St. 511 N. Meadow St.	207 N. Rowland St. 511 N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Residential	18 25	5 19	28% 76%	5 21	28% 84%
69 A	1802 Park Ave.	1802 Park Ave.	Private/Private Lot	Residential	20	19	95%	13	65%
	Unwind Massage 412 N. Allen Ave.	1805 Monument Ave. Suite 402 412 N.Allen Ave.	Private/Private Lot Private/Private Lot	Customers Residential	7 40	3 6	43% 15%	0 21	0% 53%
	1822 Monument Ave. 310 Granhanomeadstu-b Alley	1822 Monument Ave. 310 Granhanomeadstu-b Alley	Private/Private Lot Private/Private Lot	Residential Residential	30 3	7 0	23% 0%	8 5	27% 167%
72	1916 Hanover St.	1916 Hanover St.	Private/Private Lot	Residential	4	0	0%	2	50%
73 74	Tabernacle Baptist Church Fan Tastic Thrift Store	1925 Grove Ave. 1914 W. Main St.	Private/Private Lot Private/Private Lot	Institutional Customers	12 36	2 37	17% 103%	6	50% 17%
75 75	District 5 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	8 5	3	38% 0%	5 1	63% 20%
75	Fritz's Car Care Inc	1900 W. Cary St.	Private/Private Lot	Customers	43	7	16%	4	9%
	Virginia ABC Fritz Car Care	1901 W. Main St. S. Granby St.	Private/Private Lot Private/Private Lot	Institutional Customers	38 5	25 7	66% 140%	26 1	68% 20%
75 76	BP Social Security Office	W. Cary St. 1834 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Institutional	23 29	5 24	22% 83%	4 0	17% 0%
76	Lee Law Office	1809 W. Main St.	Private/Private Lot	Employees	16	2	13%	4	25%
76 76	Cary Place Paradise Garage	N. Granby St. S.Allen Ave.	Private/Private Lot Private/Private Lot	Residential Residential	7 14	3 16	43% 114%	6 12	86% 86%
77	Visual Arts Center Visual Art School	1812 W. Main St.	Private/Private Lot	Institutional	9 28	6	67% 14%	6 11	67% 39%
79	1810 Allegrangrovhano-c Alley	N. Granby St. 1810 Allegrangrovhano-c Alley	Private/Private Lot Private/Private Lot	Institutional Residential	9	1	11%	2	22%
82 83	1708 Allegrovhanovine-f Alley Boketto Wellness	1708 Allegrovhanovine-f Alley 106 N. Vine St. Floor 1	Private/Private Lot Private/Private Lot	Residential Customers	5 6	2 2	40% 33%	2	40% 33%
84	Binford Middle School (W)	1701 Floyd Ave.	Private/Private Lot	Institutional	45	23	51%	15	33%
84 84	Binford Middle School (E) CapitolMac	1702 Floyd Ave. 1700 W. Main St.	Private/Private Lot Private/Private Lot	Institutional Employees	14 30	6 26	43% 87%	6 4	43% 13%
	7 S. Allen St. Richmond The Mews at Cary Mill	7 S.Allen St. Richmond 1708 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Residential	9	6 7	67% 88%	7 5	78% 63%
85	Bankruptcy Attorney	1701 W. Main St.	Private/Private Lot	Employees	11	10	91%	11	100%
	1628 W. Cary St. The Hop	1628 W. Cary St. 1600 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	8 8	4 8	50% 100%	8	100% 100%
	Satterwhite H E 1627 Floyd Ave.	12 S. Lombardy St. 1627 Floyd Ave.	Private/Private Lot Private/Private Lot	Employees Residential	3 2	5 2	167% 100%	0 2	0% 100%
87	Home Team Grill	1630 W. Main St.	Private/Private Lot	Customers	18	7	39%	7	39%
87 88	N. Lombardy St. & N. Vine St. 1615 Floygrovlombvine-c Alley	N. Lombardy St. & N. Vine St. 1615 Floygrovlombvine-c Alley	Private/Private Lot Private/Private Lot	Residential Residential	29 16	19 7	66% 44%	19 9	66% 56%
88	1715 Grove Ave.	1715 Grove Ave.	Private/Private Lot	Residential	7 6	5 1	71%	0	0% 50%
89 89	1708 Allegrovhanovine-f Alley 201 N Allen Ave.	1708 Allegrovhanovine-f Alley 201 N Allen Ave.	Private/Private Lot Private/Private Lot	Residential Residential	8	6	17% 75%	6	75%
91 91	City Church GCPC	1627 Monument Ave. 1617 Monument Ave.	Private/Private Lot Private/Private Lot	Institutional Institutional	17 64	2 28	12% 44%	3 7	18% 11%
92	Greenfield Residences 1601 W. Grace St.	501 N.Allen Ave.	Private/Private Lot	Residential	21	16 10	76%	6	29%
92	Conner Mara LLC	1601 W. Grace St. N. Lombardy St.	Private/Private Lot Private/Private Lot	Residential Employees	3 32	13	333% 41%	20 10	667% 31%
92 98	1600 Monument Ave. Baja Bean Co.	1600 Monument Ave. 1520 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	27 24	9 13	33% 54%	20 0	74% 0%
98	Reynolds Gallery Inc	1514 W. Main St.	Private/Private Lot	Customers	32	21	66%	31	97%
99	1500 W. Main St. Foo Dog	1500 W. Main St. 1537 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	5 25	4 23	80% 92%	5 16	100% 64%
99 99	Nirvana Salon & Spa Beauvine Burger Concept	1524 W. Cary St. 1501 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	29 22	19 0	66% 0%	16 0	55% 0%
99	Nu Expressions	1515 W. Main St.	Private/Private Lot	Customers	19	5	26%	20	105%
	Bridget Beari 2 Plum St.	W. Cary St. 2 Plum St.	Private/Private Lot Private/Private Lot	Employees Residential	6 42	3 24	50% 57%	2 22	33% 52%
	Gold's Gym Warsaw Condominiums	8 S. Harvie St. 1401 Floyd Ave. Richmond, VA 23220	Private/Private Lot Private/Private Lot	Customers Residential	72 63	44 23	61% 37%	64 57	89% 90%
104	1412 Park Ave.	1412 Park Ave.	Private/Private Lot	Residential	18	8	44%	8	44%
105	Congregation Beth Ahabah Beth Ahabah Museum	1127 W. Franklin St. 1109 W. Franklin St.	Private/Private Lot Private/Private Lot	Institutional Institutional	6 21	4 5	67% 24%	0 4	0% 19%
	1009 W. Franklin St. VCU - Lot RR	1009 W. Franklin St. 1011W. FrankliN. St.	Private/Private Lot Public/Private Lot	Residential Institutional	5 10	2	40% 0%	1 0	20% 0%
106	VCU Parking	320 N. Harrison St.	Public/Private Lot	Institutional	13	12	92%	3	23%
	Jewish Life at VCU 107 N Morris St. Parking	115 N. Morris St. 107 N. Morris St.	Private/Private Lot Private/Private Lot	Institutional Residential	14 14	6 9	43% 64%	3 2	21% 14%
110	Pupatella 1118 W. Main St.	1 N. Morris St. 1118 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential	16 23	8 22	50% 96%	4 20	25% 87%
110	The Local Eatery and Pub	1106 W. Main St.	Private/Private Lot	Customers	12	8	67%	9	75%
	Catch Your Limit Redbox	1127 W. Main St. 1101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	36 14	25 13	69% 93%	27 8	75% 57%
111	14 S. Harrison St.	14 S. Harrison St.	Private/Private Lot	Residential	9	21	233%	5	56%
	1213 Hair Studio Coconut Grill	1213 W. Main St. 1201 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	12 59	9 34	75% 58%	6 26	50% 44%
	Kulture Smoke City Dogs	1212 W. Cary St. 1309 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	18 30	18 9	100% 30%	10 18	56% 60%
113	Experimac Richmond	1307 W. Main St.	Private/Private Lot	Customers	18	16	89%	23	128%
	Postbellum Little Mexico Restaurant	1323 W. Main St. 1328 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	4 32	4 28	100% 88%	3 32	75% 100%
115	Lamplighter	26 N. Morris Street	Private/Private Lot	Customers	6	7	117%	1	17%
116	Papa John's Pizza Moy Yat Kung Fu	1200 W. Main St. 1324 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	7 10	5	29% 50%	6 5	86% 50%
	3D Central VCU - TT Lot	1308 W. Main St. 96-58 N. Brunswick St.	Private/Private Lot Public/Private Lot	Customers Institutional	29 50	21 39	72% 78%	7 15	24% 30%
	108 N. Morris St.	108 N. Morris St.	Private/Private Lot	Residential	12	12	100%	7	58%
	Rejoice In Jesus Ministries	1304 Grove Ave.	Private/Private Lot	Institutional	4	1	25%	1	25%





Exhibit E-7: Fan Weekend Total Occupancy (Pt. 1)

Mary			Exhibit E-7: F	an Weekend	d Total C				Wooke	d 5DM 7DF4	Wooker	d 9PM-11PM
1. March		· · · · · ·			User	Supply	Count	Utilization	Count	Utilization	Count	Utilization
2. Belle Confession Confessio			·									100% 11%
PART			·								-	69% 8%
2. Description Process Pro	1	Richmond's First Baptist Church	2709 Monument Ave.	Private/Private Lot	Institutional	53	36	68%	2	4%	1	2%
1. Bookeney			·				_					107% 130%
		•					-					108% 129%
1. Note of the Comment of the Co	2 1	Deaf Mission First Baptist Church	2705 Park Ave.	Private/Private Lot		11	2		0	0%	1	9%
B. Barghine R. Ballerine N. Nollwerny E. Barghine N. Ballerine N. Nollwerny E. Barghine N. Ballerine N. Balle				· ·	Residential							13% 42%
1	3 1	N. Mulberry St.	Kensington Ave. & Stuart Ave.	Public On-Street		12	12	100%	15	125%	15	125%
1			•									109% 64%
B. Bellander Samp Process (5)	3 I	Richmond Family Practice (N)	425 N. Boulevard	Private/Private Lot		4	2	50%	0	0%		0%
Particular Name (1)											_	0% 8%
April												18%
2. A. Mallery St. Mallery												100% 0%
M. Restroyder M. Restroyder Security M.												91% 142%
Proceedings		•				11	13	118%	11	100%	13	118%
Page					Residential							113% 86%
200 Grove Ane.	4 I	Hollister	307 N. Boulevard	Private/Private Lot		14	14	100%	6	43%	11	79%
Section Acc. M. Boulovand B. Mallamy Au. Delit Conference 13 11 2006 0 75% 15 15 15 15 15 15 15			•								_	130% 145%
2 PA 2015 Part	5 (Grove Ave.	N. Boulevard & N. Mulberry Ave.	Public On-Street				108%		75%	_	125%
2. 700 1					Residential		_				_	129% 100%
Section Proceedings Process	5 2	2705 Hanover Ave./ Carlyle	2705 Hanover Ave.	Private/Private Lot	Residential	4	4	100%	4	100%	4	100%
2. Difference		~							_			41% 67%
6 Multi-lary St. Cover Ave. & Florigh New Public Chin-Street 11 1 2 25 13 13 13 13 14 15 15 15 15 15 15 15	5 2	2704 Grove Ave.	2704 Grove Ave.	Private/Private Lot		5	0	0%	1	20%	7	140%
S. P. Moderwide									_		ı	125% 136%
6 721 Grove Ave.	6 I	Floyd Ave.	N. Boulevard & N. Mulberry St.									140%
6 1371 Nouriered 178 Nouriered			•		Residential						11	100% 275%
6 107 M. Roulevard 107 M. Roulevard & M. Walterry St. 2011 107 100 101				· ·							ı	100% 75%
7. W. Maniss. N. Bouleward & R. Mullinery St. Public On-Steet 10. Sept. 2005. N. Shandward St. N. Bouleward & S. Mullinery St. Public On-Steet 10. Sept. 2005. N. Mullinery St. N. Mull	6	107 N. Boulevard	107 N. Boulevard	Private/Private Lot		4	1	25%	1	25%	4	100%
7. N. Boulevard St. M. Molevy St. Park Molevy St. Park Molevy St. Park Molevard St.			·			_						140% 155%
7 35 Rouleward 13 Mouleward 15	7	W. Main St.	N. Boulevard & N. Mulberry St.	Public On-Street		6	9	150%	7	117%	10	167%
7 Time One Beed & Breatlant 1.10, Bouleward & S. Mulberry St. Politic Con-Street 9 0.0 1115 120			· ·		Residential							120% 100%
8 S. Mullerry St. S. Boulevard & S. Mullerry St. Public Con-Street 10 10 10 10076 12 12016 1006	7	The One Bed & Breakfast	1 N. Boulevard	Private/Private Lot		5	2	40%	3	60%	5	100%
8 S. Seouleward W. Maris, S. & V. Cary St. 8 S. Seouleward S. S. Mullerry St. 8 S. Seouleward W. Maris, S. & W. Cary St. 8 S. Seouleward St. S. Mullerry St. 8 S. Seouleward St. S. Mullerry St. 8 S. Seouleward St. S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 9 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Frince/Private Lot Customers 10 S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 10 Seouleward St. S. Seouleward St. S. Mullerry St. 11 Seouleward St. S. Seouleward St. S. Mullerry St. 12 S. Seouleward St. S. Seouleward St. S. Mullerry St. 13 Seouleward St. Seouleward St. S. Mullerry St. S. Seouleward S			·									78% 140%
8 3 South Rouder-ward 13 South Rouder-ward 14 South Rouder-ward 15 South Rouder-ward 17 7 7 1006 7 1006 9 9 Kary's: 18 South Rouder-ward 19 Perce Armow Agartments 20 Perce Armow Agart	8 1	W. Cary St.	S. Boulevard & S. Mulberry St.	Public On-Street		6	5	83%	6	100%	11	183%
8 Suny Muhtect			•		Residential							129% 83%
9 Fallwood Ave. Soulevard & Numbers Soulevard & Soulevard	8 9	Sunny Market	2700 W. Cary St.	Private/Private Lot		10	6	60%	6	60%	2	20%
9 Pierre Arrow Apartments 200 W. Cary St. & Private Private Lot Residential 4 4 29% 3 21½ 10			· ·								_	129% 225%
9 Steeber Degine Development 9 2709 W.cary St. Protect/Private Lot Residential 5 2 40% 4 20% 6 20% 6 1 20% 6 20%	9 1	Parkwood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street								120%
9 2700 Farkwood Ave. 9 1115. Boulevard 1115. Boulevard 2010 Ave. 9 1115. Boulevard 1115. Boulevard 3. Shulberry 51. 9 1115. Boulevard 3. Shulberry 52. 10 5. Mulberry 51. 10 6 Farkwood Ave. 10 Farkwood Ave. 11 Farkwood Ave. 11 Farkwood Ave. 11 Farkwood Ave. 12 Farkwood Ave. 13 Farkwood Ave. 14 Farkwood Ave. 15 Farkwood Ave. 16 Farkwood Ave. 16 Farkwood Ave. 17 Farkwood Ave. 18 Farkwood Ave. 19 Farkwood Ave. 10 Farkwood Ave. 11 Farkwood Ave. 12 Farkwood Ave. 13 Farkwood Ave. 14 Farkwood Ave. 15 Farkwood Ave. 16 Farkwood Ave. 17 Farkwood Ave. 18 Farkwood Ave. 18 Farkwood Ave. 19 Farkwood Ave. 19 Farkwood Ave. 19 Farkwood Ave. 10 Farkwood Ave. 10 Farkwood Ave. 10 Farkwood Ave. 10 Farkwood Ave. 11 Farkwood Ave. 12 Farkwood Ave. 12 Farkwood Ave. 13 Farkwood Ave. 14 Farkwood Ave. 15 Farkwood Ave. 16 Farkwood Ave. 17 Farkwood Ave. 18 Farkwood Ave. 19 Farkwood Ave. 20 F					Residential							130% 71%
9 11.5. Boulevard 11.5. Boulevard Private/Private Lot Residential 5 2 40% 3 60% 5		· ·		· ·			_					0%
10 S. Mulberry St. Parkwood Ave. Souleward S. Mulberry St. Souleward S. Mulberry St. Souleward St. Mulberry St. Soulew												80% 100%
10 S. Boulevard S. Boulevard & S. Mulberry St. Public On Street 10 7 70% 9 90% 13 10 50 500 10 10 10 10 1			·								ı	150% 111%
10 200, 203 205. Rouleward 201, 203 205. Rouleward 201, 203 205. Rouleward 201, 203 205. Rouleward 215. Rouleward		•	· ·				7		9		ı	130%
10 2709 Pirkwood Ave. 2709 Pirkwood Ave. 2709 Pirkwood Ave. 2709 Caryland Caryland Ave. 2709 Caryland Caryl			· ·		Recidential						ı	127% 100%
10 2708 Grayland Ave. 2708 Grayland Ave. Private/Private Lot. Residential 1 1 100% 1 100% 1 100% 1				· ·							ı	100%
10 270 Grayland Ave. 270 Grayland Ave. 270 Grayland Ave. 270 Grayland & Nullerry St. 10 10 10 10 10 11 11 1				1							ı	80% 0%
11 S. Mulberry St. Grayland & Idlewood Ave. Public On-Street 4 3 75% 4 100% 0		•		· ·		2	2		2		_	50%
11 Indexword Ave. S. Boulevard & S. Mulberry St. Grayland & Idlewood Ave. Public On-Street 9 11 1279 8 88% 9 9 11 1279 8 88% 9 9 11 1279 8 88% 9 9 11 1279 8 11 1279 8 11 1279 8 11 1279 8 11 1279 8 11 1279 8 11 1279 8 1279 1		· ·							_			100% 100%
11 Fleckenstein & Associates, P.C. 31.5. Boulevard Private Private Drivate Private Drivate Private Drivate Private Drivate	11	Idlewood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street		4	3	75%	4	100%	0	0%
11 2709 Grayland Ave. 2709 Grayland Ave. Private/Private Lot Residential 10 4 40% 7 70% 7 70% 6 1 1 2700 Idlewood Ave. 2700 Idlewood Ave. Private/Private Lot Residential 10 3 30% 7 70% 6 1 1 27% 14 12 12 18 67% 11 92% 14 12 12 18 67% 11 92% 14 12 12 18 67% 11 92% 14 12 12 18 67% 12 18 67% 13 14 14 12 15 15 14 15 15 15 15 15			·		Employees						-	100% 0%
12 Grayland Ave. S. Mulberry St. & S. Robinson St. Grayland & Ildewood Ave. S. Mulberry St. & S. Robinson St. Public On-Street 10 0 0 0 0 0 0 0 0	11	2709 Grayland Ave.	2709 Grayland Ave.	Private/Private Lot	Residential	10	4	40%	7	70%	7	70%
12 S. Robinson St. Grayland & Idlewood Ave. Public On-Street 0 0 0 0 0 0 0 0 0					Residential							60% 117%
12 S. Mulberry St. Grayland & Idlewood Ave. Public On-Street 10 8 80% 9 90% 10	12 5	S. Robinson St.	Grayland & Idlewood Ave.	Public On-Street		0	0	0%	0	0%	0	0%
12 S. Robinson St. S. Robinson St. Private/Private Lot Residential 13 8 62% 9 69% 2 2 3 Parkwood Ave. S. Mulberry St. & S. Robinson St. Public On-Street 7 6 86% 6 86% 9 9 75% 10 10 13 13 14 10 15 15 15 15 15 15 15												44% 100%
13 S. Robinson St. Parkwood Ave. & Grayland Ave. Public On-Street 7 6 86% 6 86% 9 13 S. Mulberry St. & S. Robinson St. Public On-Street 10 6 60% 8 80% 12 13 204 S. Robinson St. Public On-Street 10 6 60% 8 80% 12 13 204 S. Robinson St. 204 S. Robinson St. Public On-Street 10 6 60% 8 80% 12 13 204 S. Robinson St. 204 S. Robinson St. Private/Private Lot Residential 5 2 40% 4 80% 6 8 4 80% 6 8 4 80% 6 8 4 80% 6 8 4 8 8 8 8 8 8 8 8	12 5	S. Robinson St.	S. Robinson St.	Private/Private Lot	Residential	13	8	62%	9	69%	2	15%
13 Grayland Ave. S. Mulberry St. Parkwood Ave. Borayland Ave. Public On-Street 12 8 67% 9 75% 10 13 304 S. Mulberry St. Parkwood Ave. Borayland Ave. Public On-Street 10 6 60% 8 80% 6 12 304 S. Mobinson St. 204 S. Robinson St. Private/Private Lot Customers 5 2 40% 4 80% 6 6 6 6 6 6 6 6 6									_			117% 129%
13 204 S. Robinson St. 204 S. Robinson St. 204 S. Robinson St. 205 S. Robinson S	13 (Grayland Ave.	S. Mulberry St. & S. Robinson St.				8	67%	9	75%	10	83%
13 The Cask Café 206 S. Robinson St. Private/Private Lot Customers 5 4 80% 1 20% 5		· ·	•		Residential							120% 120%
14 S. Robinson St. W Cary St. & Parkwood Ave. Public On-Street 6 1 17% 4 67% 7 14 Parkwood Ave. S. Mulberry St. & S. Robinson St. Public On-Street 13 8 62% 13 100% 12 12 12 12 100% 14 12 12 12 100% 15 12 12 10 13 10 13 10 13 10 14 10 13 10 14 10 14 10 14 10 15 15 15 15 15 16 N. Mulberry St. & S. Robinson St. Private/Private Lot Customers 5 0 0% 4 80% 1 14 15 15 15 15 15 15	13	The Cask Café		Private/Private Lot	Customers						_	100%
14 S. Mulberry St. W Cary St. & Parkwood Ave. Public On-Street 10 9 90% 4 40% 12 12 2630 W. Cary St. 2630 W. Main St.		•									ı	123% 117%
14 2630 W. Cary St. 2630 W. Cary St. Private/Private Lot Customers Residential Customers 30 8 27% 11 37% 24 14 Patinad Grace 106 S. Robinson St. Private/Private Lot Customers 5 0 0% 4 80% 1 15 W. Main St. S. Mulberry St. & S. Robinson St. Public On-Street 0 0 0% 0 0% 0 15 W. Cary St. S. Mulberry St. & S. Robinson St. Public On-Street 7 5 71% 11 157% 7 15 S. Mulberry St. W. Main St. & W. Cary St. Public On-Street 7 5 71% 11 157% 7 15 Clothes Rack 5119, 2618 W. Cary St. Public On-Street 14 13 93% 10 71% 13 15 Social S2 Kitchen & Craft Bar 2619 W. Main St. Private/Private Lot Customers 19 8 42% 5 26% 6 15 Black Swan Books 2601 W. Main St. Private/Private Lot Customers 20 5 25% <td< td=""><td></td><td></td><td>•</td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td></td><td>92% 120%</td></td<>			•									92% 120%
15 W. Main St. S. Mulberry St. & S. Robinson St. Public On-Street 14 16 114% 14 100% 15 15 S. Robinson St. Public On-Street 0 0 0 0 0 0 0 0 0	14	2630 W. Cary St.	2630 W. Cary St.	Private/Private Lot		30	8	27%	11	37%	24	80%
15 S. Robinson St. W. Main St. & W. Cary St. Public On-Street 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0					Customers							20% 107%
15 S. Mulberry St. W Main St. & W. Cary St. Public On-Street 14 13 93% 10 71% 13 15 Clothes Rack 5119, 2618 W. Cary St. Private/Private Lot Customers 19 8 42% 5 26% 6 6 15 Social 52 Kitchen & Craft Bar 2619 W. Main St. Private/Private Lot Customers 4 6 150% 1 25% 4 15 Black Swan Books 2601 W. Main St. Private/Private Lot Customers 20 5 25% 11 55% 11 15 Pressed 5127, 6 S. Robinson St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 9 6 67% 10 111% 8 10 10 10 10 10 10 10	15 5	S. Robinson St.	W. Main St. & W. Cary St.	Public On-Street		0	0	0%	0	0%	0	0%
15 Clothes Rack 5119, 2618 W. Cary St. Private/Private Lot Customers 19 8 42% 5 26% 6 15 Social 52 Kitchen & Craft Bar 2619 W. Main St. Private/Private Lot Customers 4 6 150% 1 25% 4 15 Black Swan Books 2601 W. Main St. Private/Private Lot Customers 20 5 25% 11 55% 11 15 Pressed 5127, 6 S. Robinson St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 9 6 67% 10 1111% 8 16 Ployd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 12 12 12 12 12		•										100% 93%
15 Black Swan Books 2601 W. Main St. Private/Private Lot Customers 20 5 25% 11 55% 11 15 Pressed 5127, 6 S. Robinson St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 16 4 25% 7 44% 10 16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 12 12 12 100% 15 125% 14 16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 0 0% 0 0% 0 16 W. Main St. N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 14 14 100% 13 93% 14 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 13 8 62% 8 62% 16 16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 261	15 (Clothes Rack	5119, 2618 W. Cary St.	Private/Private Lot		19	8	42%	5	26%	6	32%
15 Pressed 5127, 6 S. Robinson St. Private/Private Lot Customers 9 6 67% 10 111% 8 15 McGrath Joseph (Social 52) 2612 W. Cary St. Private/Private Lot Customers 16 4 25% 7 44% 10 16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 12 12 100% 15 125% 14 16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 0 0% 0 0% 0 16 W. Main St. N. Mulberry St. Plublic On-Street 14 14 14 100% 13 93% 14 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 13 8 62% 8 62% 16 16 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 12 17 N. Robinson St. Public On-Street 14 7 50% 5 36% 1												100% 55%
16 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 12 12 100% 15 125% 14 16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 0 0% 0 0% 0 16 W. Main St. N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 14 14 100% 13 93% 14 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 13 8 62% 8 62% 16 16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 16 2617 1/2 Floyd Ave. 12 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 7 50% 5 36% 1 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 <td>15 I</td> <td>Pressed</td> <td>5127, 6 S. Robinson St.</td> <td>Private/Private Lot</td> <td>Customers</td> <td>9</td> <td>6</td> <td>67%</td> <td>10</td> <td>111%</td> <td>8</td> <td>55% 89%</td>	15 I	Pressed	5127, 6 S. Robinson St.	Private/Private Lot	Customers	9	6	67%	10	111%	8	55% 89%
16 N. Robinson St. Floyd Ave. & W. Main St. Public On-Street 0 0 0% 0 0% 0 16 W. Main St. N. Mulberry St. & N. Robinson St. Public On-Street 14 14 100% 13 93% 14 16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 13 8 62% 8 62% 16 16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Residential 13 6 46% 8 62% 11 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 7 50% 5 36% 1 17 N. Mulberry St. N. Mulberry St. & N. Robinson St. Public On-Street 0 <		·	·		Customers							63% 117%
16 N. Mulberry St. Floyd Ave. & W. Main St. Public On-Street 13 8 62% 8 62% 16 16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Residential 13 6 46% 8 62% 11 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 7 50% 5 36% 1 17 N. Mulberry St. N. Mulberry St. & N. Robinson St. Public On-Street 0 0 0% 0 0% 0 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 14 10 71% 13 93% 15 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 6 5 83% 3 50% 18	16 I	N. Robinson St.	Floyd Ave. & W. Main St.	Public On-Street			0		0	0%	0	0%
16 9 N. Mulberry St. 9 N. Mulberry St. Private/Private Lot Residential 10 8 80% 7 70% 9 16 2617 1/2 Floyd Ave. 2617 1/2 Floyd Ave. Private/Private Lot Residential 13 6 46% 8 62% 11 17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 7 50% 5 36% 1 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 0% 0 0% 0 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 14 10 71% 13 93% 15 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 6 5 83% 3 50% 18			•									100% 123%
17 Grove Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 7 50% 5 36% 1 17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 0% 0 0% 0 17 Floyd Ave. N. Mulberry St. N. Robinson St. Public On-Street 14 10 71% 13 93% 15 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 6 5 83% 3 50% 18	16	9 N. Mulberry St.	9 N. Mulberry St.	Private/Private Lot		10	8	80%	7	70%	9	90%
17 N. Robinson St. Grove Ave. & Floyd Ave. Public On-Street 0 0 0% 0 0% 0 17 Floyd Ave. N. Mulberry St. & N. Robinson St. Public On-Street 14 10 71% 13 93% 15 17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 6 5 83% 3 50% 18		· · · · · · · · · · · · · · · · · · ·			Residential							85% 7%
17 N. Mulberry St. Grove Ave. & Floyd Ave. Public On-Street 6 5 83% 3 50% 18	17 [N. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street		0	0	0%	0	0%	0	0%
		,	'									107% 300%
1 11/2 11/2 11/2 11/2 11/2 11/2 11/2 11		Retreat Doctors' Hospital	110 N. Robinson St.		re Customers	322	167	52%	41	13%	53	16%









Exhibit E-7: Fan Weekend Total Occupancy (Pt. 2)

Blk#	Name/Description	Address	Туре	User	Effective Supply	Weekend Count	l 11AM-2PM Utilization	Weeken Count	d 5PM-7PM Utilization	Weeken Count	d 9PM-11PM Utilization
18	Hanover Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14	13 0	93%	13 0	93%	18 0	129% 0%
18	Grove Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street		10	9	90%	9	90%	11	110%
	N. Mulberry St. 205 N. Mulberry St.	Hanover Ave. & Grove Ave. 205 N. Mulberry St.	Public On-Street Private/Private Lot	Residential	12 8	14 8	117% 100%	14 8	117% 100%	16 8	133% 100%
18 19	Puritan Cleaners Stuart Ave.	200 N. Robinson St. N. Mulberry St. & N. Robinson St.	Private/Private Lot	Customers	16 14	10 14	63% 100%	9 13	56% 93%	0 14	0% 100%
	N. Robinson St.	Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		0	0	0%	0	0%	0	0%
19 19	Hanover Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 14	16 9	123% 64%	15 15	115% 107%	16 18	123% 129%
19	Atlantis Food Services	2601 Stuart Ave.	Private/Private Lot	Employees	12	0	0%	0	0%	1	8%
20	Verizon Wireless Kensington Ave.	N. Robinson St. Alley N. Mulberry St. & N. Robinson St.	Private/Private Lot Public On-Street	Customers	11 14	0 12	0% 86%	2 13	18% 93%	0 16	0% 114%
	N. Robinson St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0 9	0 8	0% 89%	0 6	0% 67%	0 14	0% 156%
20	N. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street		11	10	91%	8	73%	17	155%
20 20	408 N. Robinson St. Robinson Street Market	408 N. Robinson St. 402 N. Robinson St.	Private/Private Lot Private/Private Lot	Residential Customers	20 4	5 4	25% 100%	16 2	80% 50%	8 5	40% 125%
20 20	Starbucks 2620 Stuart St.	400 North Robinson Rd. 2620 Stuart St.	Private/Private Lot Private/Private Lot	Customers Residential	21 27	18 14	86% 52%	10 16	48% 59%	5 14	24% 52%
21	Park Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	Nesidentia	11	9	82%	12	109%	12	109%
21 21	N. Robinson St. Kensington Ave.	Park Ave. & Kensington Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0 13	0 12	0% 92%	0 9	0% 69%	0 17	0% 131%
	N. Mulberry St. 2606 Kensington Ave.	Park Ave. & Kensington Ave. 2606 Kensington Ave.	Public On-Street Private/Private Lot	Residential	10 42	8 22	80% 52%	10 42	100% 100%	13 48	130% 114%
22	Monument Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street		12	9	75%	8	67%	12	100%
	N. Robinson St. Park Ave.	Monument Ave. & Park Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street		0 12	0 10	0% 83%	0 9	0% 75%	0 13	0% 108%
	N. Mulberry St. 2604 Park Ave.	Monument Ave. & Park Ave. 2604 Park Ave.	Public On-Street Private/Private Lot	Residential	11 4	10 2	91% 50%	9	82% 75%	12 3	109% 75%
22	2600 Park Ave.	2600 Park Ave.	Private/Private Lot	Residential	3	2	67%	2	67%	2	67%
	Monument Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street		9 10	8 6	89% 60%	6 8	67% 80%	15 8	167% 80%
	Park Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street		9	8 5	89% 83%	7 5	78% 83%	11 15	122% 250%
23	Branch Museum	2501 Monument Ave.	Private/Private Lot	Institutional	107	11	10%	6	6%	0	0%
24 24	Park Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Park Ave. & Kensington Ave.	Public On-Street Public On-Street		12 5	8 4	67% 80%	10 4	83% 80%	15 6	125% 120%
24	Kensington Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Park Ave. & Kensington Ave.	Public On-Street Public On-Street		14 4	14 2	100% 50%	13 4	93% 100%	17 8	121% 200%
25	Kensington Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street		14	12	86%	15	107%	15	107%
	N. Davis Ave. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		11 14	13 13	118% 93%	11 15	100% 107%	16 17	145% 121%
25	N. Robinson St. 2519 Kensington Ave.	Kensington Ave. & Stuart Ave. 2519 Kensington Ave.	Public On-Street Private/Private Lot	Residential	9	8	89% 11%	10 7	111% 78%	15 11	167% 122%
25	2511 Kensington Ave.	2511 Kensington Ave.	Private/Private Lot	Residential	4	2	50%	3	75%	4	100%
25 26	408 N. Davis Ave. Stuart Ave.	408 N. Davis Ave. N. Robinson St. & N. Davis Ave.	Private/Private Lot Public On-Street	Residential	7 14	3 12	43% 86%	6 13	86% 93%	9	129% 43%
	N. Davis Ave. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		12 14	9 13	75% 93%	11 13	92% 93%	15 17	125% 121%
26	N. Robinson St.	Stuart Ave. & Hanover Ave.	Public On-Street		11	9	82%	10	91%	15	136%
	Circle Square Salon 306 N. Davis Ave.	305 N. Robinson St. 306 N. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	11 7	5 5	45% 71%	0 4	0% 57%	0 7	0% 100%
	Metro Bar & Grill 2512 Hanover Ave.	301 N. Robinson St. 2512 Hanover Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 9	7 1	35% 11%	4 6	20% 67%	20 9	100% 100%
27	Hanover Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	Residential	14	14	100%	14	100%	15	107%
	N. Davis Ave. Grove Ave.	Hanover Ave. & Grove Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		14 12	14 13	100% 108%	14 13	100% 108%	14 15	100% 125%
27 27	N. Robinson St. Red Salon	Hanover Ave. & Grove Ave. 201 N. Robinson St.	Public On-Street Private/Private Lot	Customers	11 2	13 1	118% 50%	13 0	118% 0%	13 0	118% 0%
28	Grove Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	Customers	10	9	90%	11	110%	13	130%
	N. Davis Ave. Floyd Ave.	Grove Ave. & Floyd Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		13 12	8 12	62% 100%	9 11	69% 92%	13 17	100% 142%
	N. Robinson St. 115 N. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street Private/Private Lot	Residential	9 11	7 4	78% 36%	7 5	78% 45%	13 11	144% 100%
	2508 Floyd Ave.	115 N. Robinson St. 2508 Floyd Ave.	Private/Private Lot	Residential	9	2	22%	3	33%	10	111%
	Floyd Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		12 12	9 9	75% 75%	11 12	92% 100%	15 16	125% 133%
	W. Main St. N. Robinson St.	N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street		11 10	13 10	118% 100%	10 9	91% 90%	15 11	136% 110%
-	2525 Floyd Ave.	Floyd Ave. & W. Main St. 2525 Floyd Ave.	Private/Private Lot	Residential	7	5	71%	6	86%	7	100%
	Thornhill-Margin LLC Imago	7 N. Robinson St. 5 N. Robinson St.	Private/Private Lot Private/Private Lot	Employees Employees	15 5	0	0% 0%	6 0	40% 0%	12 0	80% 0%
29	1 N. Robinson St.	1 N. Robinson St.	Private/Private Lot	Residential	4	3 0	75%	5 2	125% 15%	4 15	100%
29 29	Rocket Pop - Cee Blues Sustainable Technology Institute	2520 W. Main St. 2512 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional	13 5	0	0% 0%	0	0%	0	115% 0%
	W. Main St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		13 15	16 8	123% 53%	13 13	100% 87%	13 16	100% 107%
30	W. Cary St.	S. Robinson St. & S. Davis Ave.	Public On-Street		9	9	100%	8 7	89% 88%	10	111%
30	S. Robinson St. Helen's / Continental Divide	Grove Ave. & Floyd Ave. 2527 W. Main St.	Public On-Street Private/Private Lot	Customers	8 23	21	100% 91%	4	17%	15	100% 65%
	1 N. Robinson St. Donlon Design	11 S. Robinson St. 2517 Mule Barn Alley	Private/Private Lot Private/Private Lot	Residential Customers	5 21	3 14	60% 67%	4 2	80% 10%	5 0	100% 0%
30	14 S. Davis Ave.	14 S. Davis Ave.	Private/Private Lot	Residential	7	3	43%	5	71%	7	100%
30	Schneider 24 S. Davis Ave.	2512 W. Cary St. 24 S. Davis Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 11	5 6	25% 55%	3 9	15% 82%	12 10	60% 91%
	W. Cary St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		10 0	15 0	150% 0%	15 0	150% 0%	15 0	150% 0%
31	Grayland Ave.	S. Robinson St. & S. Davis Ave.	Public On-Street		11	14	127%	10	91%	13	118%
31	S. Robinson St. Cary Street Station	S. Robinson St. 116 S. Davis Ave.	Public On-Street Private/Private Lot	Residential	0 113	0 43	0% 38%	0 45	0% 40%	0 83	0% 73%
	Cary Street Station Grayland Ave.	116 S. Davis Ave. Grayland Ave. & S. Robinson St.	Private/Private Lot Public On-Street	Residential	41 6	13 4	32% 67%	17 5	41% 83%	35 5	85% 83%
32	S. Robinson St.	Grayland Ave. & S. Robinson St.	Public On-Street	_	0	0	0%	0	0%	0	0%
	Dominion Dominion	2421 Grayland Ave. 2493 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees Employees	36 67	8 16	22% 24%	14 45	39% 67%	31 50	86% 75%
	Dominion Dominion	2501 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees	9 10	0 2	0% 20%	2	22% 20%	10 12	111% 120%
32	Riverview Baptist	2599 Grayland Ave. 2604 Idlewood Ave.	Private/Private Lot	Employees Institutional	23	1	4%	0	0%	2	9%
	W. Cary St. S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W. Cary St. & Grayland Ave.	Public On-Street Public On-Street		12 0	14 0	117% 0%	12 0	100% 0%	15 0	125% 0%
33	Grayland Ave.	S. Davis Ave. & S. Stafford Ave.	Public On-Street		10	9	90%	10	100%	13	130%
33	S. Davis Ave. Cary Street Station	W. Cary St. & Grayland Ave. 103 S. Davis Ave.	Public On-Street Private/Private Lot	Residential	0 20	0 26	0% 130%	0 19	0% 95%	0 20	0% 100%
33 33	Dominion Dominion	102 S. Davis Ave. 102 S. Davis Ave.	Private/Private Lot Private/Private Lot	Employees Employees	20 16	13 5	65% 31%	1 2	5% 13%	18 19	90% 119%
33	Cary Street Station	103 S. Davis Ave.	Private/Private Lot	Residential	27	23	85%	23	85%	29	107%
	W. Main St. S. Stafford Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.	Public On-Street Public On-Street		12 11	15 16	125% 145%	10 12	83% 109%	15 17	125% 155%
	W. Cary St. S. Davis Ave.	S. Davis Ave. & S. Stafford Ave. W Main St. & W. Cary St.	Public On-Street Public On-Street		9 12	10 15	111% 125%	9 12	100% 100%	11 16	122% 133%
34	2417 W. Main St.	2417 W. Main St.	Private/Private Lot	Residential	15	8	53%	11	73%	17	113%
	8 S. Stafford Ave. City Beach	8 S. Stafford Ave. 2416 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	4 22	2	50% 14%	4 11	100% 50%	4 20	100% 91%
35	· ·	N. Davis Ave. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		11 13	7	64% 54%	11 13	100% 100%	17 20	155% 154%
35	W. Main St.	N. Davis Ave. & N. Stafford Ave.	Public On-Street		15	14	93%	12	80%	15	100%
	N. Davis Ave. 2398 W. Main St.	Floyd Ave. & W. Main St. 2398 W. Main St.	Public On-Street Private/Private Lot	Residential	12 23	11 9	92% 39%	11 11	92% 48%	16 23	133% 100%
	2400 W. Main St.	2400 W. Main St.	Private/Private Lot	Residential	5	1	20%	2	40%	4	80%









Exhibit E-7: Fan Weekend Total Occupancy (Pt. 3)

36 N 36 Fl 36 N 36 10 37 H 37 N 37 G	Name/Description Grove Ave. I. Stafford Ave.	Address N. Davis Ave. & N. Stafford Ave.	Type Public On-Street	User	Supply	Count	Utilization	Count	Utilization	Count	Utilization
36 FI 36 N 36 10 37 H 37 N 37 G		0 4 0 51 11			13	9	69%	9	69%	9	69%
36 N 36 10 37 H 37 N 37 G	loyd Ave.	Grove Ave. & Floyd Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street		12 12	11 12	92% 100%	11 11	92% 92%	11 11	92% 92%
37 H 37 N 37 G	I. Davis Ave.	Grove Ave. & Floyd Ave.	Public On-Street		12	13	108%	10	83%	10	83%
37 N 37 G	04 N. Stafford Ave. lanover Ave.	104 N. Stafford Ave. N. Davis Ave. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	10 13	2 14	20% 108%	7 13	70% 100%	7 13	70% 100%
	I. Stafford Ave.	Grove Ave. & Hanover Ave.	Public On-Street		13	14	108%	13	100%	13	100%
	Grove Ave. I. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street		13 13	14 10	108% 77%	12 11	92% 85%	12 11	92% 85%
37 24	401 Hanover Ave.	2401 Hanover Ave.	Private/Private Lot	Residential	11	8	73%	9	82%	9	82%
	10 N. Stafford Ave. tuart Ave.	210 N. Stafford Ave. N. Davis Ave. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	7 13	8 12	114% 92%	6 10	86% 77%	6 10	86% 77%
38 N	I. Stafford Ave.	Hanover Ave. & Stuart Ave.	Public On-Street		11	9	82%	10	91%	10	91%
	lanover I. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Hanover Ave. & Stuart Ave.	Public On-Street Public On-Street		13 11	14 7	108% 64%	12 11	92% 100%	12 11	92% 100%
38 30	05 N. Davis Ave.	305 N. Davis Ave.	Private/Private Lot	Residential	11	7	64%	6	55%	6	55%
	ensington Ave. J. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Stuart Ave. & Kensington Ave.	Public On-Street Public On-Street		13 13	9 11	69% 85%	13 11	100% 85%	13 11	100% 85%
39 St	tuart Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street		13	13	100%	12	92%	12	92%
	I. Davis Ave. Park Ave.	Stuart Ave. & Kensington Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street		13 14	11 9	85% 64%	12 13	92% 93%	12 13	92% 93%
	I. Stafford Ave.	Kensington Ave. & Park Ave.	Public On-Street		6	6	100%	5	83%	5	83%
	ensington Ave. I. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.	Public On-Street Public On-Street		8 7	7 0	88% 0%	6 5	75% 71%	6 5	75% 71%
	413 Park Ave. 409 Park Ave.	2413 Park Ave.	Private/Private Lot	Residential	2 0	1 0	50% 0%	2	100% 0%	2 0	100%
	401 Park Ave.	2409 Park Ave. 2401 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4	3	75%	4	100%	4	0% 100%
	Nonument Ave. trawberry Street	N. Davis Ave. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street		26 10	24 8	92% 80%	27 9	104% 90%	27 9	104% 90%
	ark Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street		24	24	100%	22	92%	22	92%
	J. Davis Ave. 305 Park Ave. & 2323 Park Ave.	Park Ave. & Monument Ave. 2305 Park Ave. & 2323 Park Ave.	Public On-Street Private/Private Lot	Residential	8	9	113% 100%	9	113% 75%	9	113% 75%
	ark Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	Nesidential	12	15	125%	13	108%	13	108%
	trawberry St. Iorth Alley	Park Ave. & Stuart Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street		4 0	5 0	125% 0%	9 0	225% 0%	9 0	225% 0%
42 N	I. Stafford Ave.	Park Ave. & Stuart Ave.	Public On-Street		9	11	122%	11	122%	11	122%
	13 Stafford Ave. 04 Strawberry St.	413 Stafford Ave. 404 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Residential	3 9	1 3	33% 33%	2 7	67% 78%	2 7	67% 78%
43 2	328 Strawberry St.	2328 Strawberry St.	Private/Private Lot	Residential	4	0	0%	4	100%	4	100%
	lorth Alley trawberry St.	Strawberry St. & N. Stafford Ave. Park Ave. & Monument Ave.	Public On-Street Public On-Street		0 9	0 7	0% 78%	0 9	0% 100%	0 9	0% 100%
43 St	tuart Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street		13	11	85%	14	108%	14	108%
	I. Stafford Ave. tuart Ave.	Park Ave. & Monument Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street		12 14	13 14	108% 100%	12 15	100% 107%	12 15	100% 107%
44 St	trawberry St.	Stuart Ave. & Hanover Ave.	Public On-Street		13	9	69%	14	108%	14	108%
	lanover Ave. I. Stafford Ave.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		16 14	11 10	69% 71%	14 17	88% 121%	14 17	88% 121%
44 F	ox Elementary School	2300 Hanover Ave.	Private/Private Lot	Institutional	24	0	0%	0	0%	0	0%
	lanover Ave. trawberry St.	Strawberry St. & N. Stafford Ave. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14 10	11 8	79% 80%	12 10	86% 100%	12 10	86% 100%
45 G	Grove Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street		14	13	93%	13	93%	13	93%
	I. Stafford Ave. 303 Hanover Ave.	Hanover Ave. & Grove Ave. 2303 Hanover Ave.	Public On-Street Private/Private Lot	Residential	14 11	13 8	93% 73%	14 8	100% 73%	14 8	100% 73%
	308 Grove Ave.	2308 Grove Ave.	Private/Private Lot	Residential	3	1	33%	3	100%	3	100%
	Grove Ave. trawberry St.	Strawberry St. & N. Stafford Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		14 13	14 7	100% 54%	10 10	71% 77%	10 10	71% 77%
	loyd Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street		13	7 8	54%	11 12	85% 86%	11	85%
	I. Stafford Ave. 01 N. Stafford Ave.	Grove Ave. & Floyd Ave. 101 N. Stafford Ave.	Public On-Street Private/Private Lot	Residential	14 7	4	57% 57%	5	71%	12 5	86% 71%
	302 Floyd Ave. loyd Ave.	2302 Floyd Ave. Strawberry St. & N. Stafford Ave.	Private/Private Lot Public On-Street	Residential	11 14	0 10	0% 71 %	8 13	73% 93%	8 13	73% 93%
	trawberry St.	Floyd Ave. & W. Main St.	Public On-Street		12	5	42%	11	92%	12	100%
	V. Main St. I. Stafford Ave.	Strawberry St. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		10 14	7 7	70% 50%	9 12	90% 86%	13 16	130% 114%
	9 N. Stafford Ave.	19 N. Stafford Ave.	Private/Private Lot	Residential	8	6	75%	7	88%	9	113%
	One South Realty Group Strawberry St.	2314 W. Main St. 2 Strawberry St.	Private/Private Lot Private/Private Lot	Employees Residential	19 8	2 1	11% 13%	2 6	11% 75%	0 80	0% 1000%
47 A	Accounting Accuracy LLC	20300 - 2306 W. Main St.	Private/Private Lot	Employees	5	0	0%	0	0%	0	0%
	V. Main St. . Addison St.	Strawberry St. & S. Stafford Ave. W. Cary St. & W. Main St.	Public On-Street Public On-Street		11 11	12 10	109% 91%	12 10	109% 91%	15 14	136% 127%
	V. Cary St.	Strawberry St. & S. Stafford Ave.	Public On-Street		10	10	100%	9	90%	13	130%
	. Stafford Ave. mmortal Beloved	W. Cary St. & W. Main St. 2311 W. Main St.	Public On-Street Private/Private Lot	Customers	11 3	12 0	109% 0%	12 0	109% 0%	16 0	145% 0%
	319 W. Main St.	2319 W. Main St.	Private/Private Lot	Residential	6 13	2 8	33%	5 0	83% 0%	7 0	117% 0%
	Barber of Hell's Bottom S. Stafford Ave.	2311 W. Main St. 9 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Customers Residential	22	8	62% 36%	17	77%	19	86%
	9 S. Stafford Ave. Granville Creek	19 S. Stafford Ave. 2316 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	7 5	6 2	86% 40%	6 0	86% 0%	8 5	114% 100%
49 W	V. Main St.	S. Shields Ave. & Strawberry St.	Public On-Street	customers	13	8	62%	14	108%	14	108%
	. Shields Ave. V. Cary St.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 10	12 9	109% 90%	13 9	118% 90%	13 9	118% 90%
49 S.	. Addison St.	Floyd Ave. & W. Main St.	Public On-Street		0	0	0%	0	0%	0	0%
	VA Tire S. Addison St.	2220 W. Cary St. 5 S. Addison St.	Private/Private Lot Private/Private Lot	Customers Residential	36 14	11 8	31% 57%	8 11	22% 79%	8 11	22% 79%
49 A	Alliance Group	2201 W. Main St.	Private/Private Lot	Employees	6	2	33%	2	33%	2	33%
	tarving Students loyd Ave.	2202 W. Cary St. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Institutional	23 12	1 11	4% 92%	1 10	4% 83%	1 10	4% 83%
50 N	I. Shields Ave.	Floyd Ave. & W. Main St.	Public On-Street		11	7	64%	10	91%	10	91%
	V. Main St. trawberry St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		9	4 0	44% 0%	10 0	111% 0%	10 0	111% 0%
50 1	5 Strawberry St.	15 Strawberry St.	Private/Private Lot	Residential	41	32	78%	33	80%	33	80%
	220 W. Main St. xxon	2220 W. Main St. 2206 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	4 11	2	50% 27%	2	50% 18%	2 2	50% 18%
51 G	Grove Ave.	S. Shields Ave. & Strawberry St.	Public On-Street		10	5	50%	9	90%	9	90%
	I. Shields Ave. loyd Ave.	Grove Ave. & Floyd Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 14	15 8	136% 57%	12 12	109% 86%	12 12	109% 86%
51 St	trawberry St.	Floyd Ave. & W. Main St.	Public On-Street		12	5	42%	10	83%	10	83%
	Or. Cloyd K. Titus, MD Hanover Ave.	2201 Grove Ave. S. Shields Ave. & Strawberry St.	Private/Private Lot Public On-Street	Customers	26 14	4 11	15% 79%	0 14	0% 100%	0 14	0% 100%
52 N	I. Shields Ave.	Hanover Ave. & Grove Ave.	Public On-Street		11	8	73%	10	91%	10	91%
	Grove Ave. trawberry St.	S. Shields Ave. & Strawberry St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		14 11	14 13	100% 118%	12 13	86% 118%	12 13	86% 118%
52 2:	11 Strawberry St.	211 Strawberry St.	Private/Private Lot	Residential	10	2	20%	7	70%	7	70%
	tuart Ave. J. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 12	16 11	123% 92%	12 10	92% 83%	12 10	92% 83%
53 H	lanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street		14	13	93%	12	86%	12	86%
	trawberry St. ark Ave.	Stuart Ave. & Hanover Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street		11 14	10 10	91% 71%	12 11	109% 79%	12 11	109% 79%
54 N	I. Shields Ave.	Park Ave. & Stuart Ave.	Public On-Street		13	11	85%	11	85%	11	85%
	tuart Ave. trawberry St.	S. Shields Ave. & Strawberry St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		14 18	14 16	100% 89%	15 13	107% 72%	15 13	107% 72%
54 St	trawberry St. Street Cafe	421 Strawberry St.	Private/Private Lot	Customers	14	12	86%	5	36%	5	36%
	222 Stuart Ave. Nonument Ave.	2222 Stuart Ave. Strawberry St. & N. Allison St.	Private/Private Lot Public On-Street	Employees	7 22	0 18	0% 82%	10 20	143% 91%	10 20	143% 91%
55 N	I. Allison St.	Monument Ave. & Park Ave.	Public On-Street		12	13	108%	11	92%	11	92%
	ark Ave. trawberry St.	Strawberry St. & N. Allison St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		16 11	18 9	113% 82%	16 9	100% 82%	16 9	100% 82%
55 Fi	irst Church of Christ, Scientist	2201 Monument Ave.	Private/Private Lot	Institutional	18	0	0%	0	0%	0	0%
	224 Allemeadmonupark-d Alley Monument Ave.	N. Allison St. & N. Meadow St.	Private/Private Lot Public On-Street	Residential	11 26	4 22	36% 85%	10 24	91% 92%	10 24	91% 92%
56 N	I. Meadow St.	Monument Ave. & Park Ave.	Public On-Street		12	11	92%	8	67%	8	67%
	'ark Ave. I. Allison St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street		21 11	19 7	90% 64%	20 9	95% 82%	20 9	95% 82%
	Allemeadmonupark-d Alley	N. Allison St N. Meadow St.	Private/Private Lot	Residential	55	33	60%	39	71%	39	71%









Exhibit E-7: Fan Weekend Total Occupancy (Pt. 4)

Blk#	Name/Description	Address	Туре	User	Effective Supply		d 11AM-2PM Utilization		nd 5PM-7PM Utilization	Weeker	nd 9PM-11PM Utilization
57	Park Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		10 9	10 11	100% 122%	11 11	110% 122%	11 11	110% 122%
57	Stuart Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street		14	12	86%	13	93%	13	93%
	N. Shields Ave. 2112 Stuart Ave.	Park Ave. & Stuart Ave. 2112 Stuart Ave.	Public On-Street Private/Private Lot	Residential	11 43	10 22	91% 51%	10 33	91% 77%	10 33	91% 77%
	Stuart Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street		13	9	69%	14	108%	14	108%
58	N. Rowland St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street		13 13	10 12	77% 92%	12 14	92% 108%	12 14	92% 108%
58 58	N. Shields Ave. 2109 Stuart Ave.	Stuart Ave. & Hanover Ave. 2109 Stuart Ave.	Public On-Street Private/Private Lot	Residential	13 14	13 0	100% 0%	13 12	100% 86%	13 12	100% 86%
58	2114 Hanover Ave.	2114 Hanover Ave.	Private/Private Lot	Residential	7	2	29%	5	71%	5	71%
58 59	302 N. Rowland St. Hanover Ave.	302 N. Rowland St. N. Shields Ave. & N. Rowland St.	Private/Private Lot Public On-Street	Residential	5 14	3 12	60% 86%	4 15	80% 107%	4 15	80% 107%
	N. Rowland St. Grove Ave.	Hanover Ave. & Grove Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street		14 13	10 11	71% 85%	11 13	79% 100%	11 13	79% 100%
59	N. Shields Ave.	Hanover Ave. & Grove Ave.	Public On-Street		13	17	131%	12	92%	12	92%
	Joe's Inn 2112 Grove Ave.	205 N. Shields Ave. 2112 Grove Ave.	Private/Private Lot Private/Private Lot	Customers Residential	4 6	4 6	100% 100%	2 6	50% 100%	2 6	50% 100%
59 60	2100 Grove Ave. Grove Ave.	2100 Grove Ave. N. Shields Ave. & N. Rowland St.	Private/Private Lot Public On-Street	Residential	13 14	13 9	100% 64%	19 14	146% 100%	19 14	146% 100%
60	N. Rowland St.	Grove Ave. & Floyd Ave.	Public On-Street		13	8	62%	13	100%	13	100%
60 60	Floyd Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 13	7 9	58% 69%	12 14	100% 108%	12 14	100% 108%
61	Floyd Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		14 14	13 13	93% 93%	13 15	93% 107%	13 15	93% 107%
61	W. Main St.	N. Shields Ave. & N. Rowland St.	Public On-Street		13	14	108%	15	115%	15	115%
	N. Shields Ave. Mccaba Studio	Floyd Ave. & W. Main St. 2110 W. Main St.	Public On-Street Private/Private Lot	Customers	13 10	10 4	77% 40%	14 5	108% 50%	14 5	108% 50%
-	16 N. Rowland St. W. Main St.	16 N. Rowland St. S. Shields Ave. & S. Rowland St.	Private/Private Lot Public On-Street	Residential	22 14	2 11	9% 79%	19 14	86% 100%	19 14	86% 100%
	N. Rowland St.	Floyd Ave. & W. Main St.	Public On-Street		12	12	100%	13	100%	13	100%
	W. Cary St. N. Shields Ave.	S. Shields Ave. & S. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		14 13	8 8	57% 62%	15 15	107% 115%	15 15	107% 115%
62	2121 W. Main St.	2121 W. Main St.	Private/Private Lot	Residential	9	7	78%	7	78%	7	78%
62 62	True Blue Healing Arts The Sidewalk Café	2113 W. Main St. 2101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	10 8	2 1	20% 13%	2	20% 38%	2	20% 38%
62 62	Flamingo Lounge 2100 W. Cary St.	2124 W. Cary St. 2100 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	5 22	3 9	60% 41%	5 11	100% 50%	5 11	100% 50%
63	W. Main St.	S. Shields Ave. & S. Rowland St.	Public On-Street	csidential	11	13	118%	13	118%	13	118%
	S. Meadow St. W. Cary St.	W. Cary St. & S. Rowland St. S. Shields Ave. & S. Rowland St.	Public On-Street Public On-Street		0 14	0 10	0% 71%	0 15	0% 107%	0 15	0% 107%
63	S. Rowland St. 2005 W. Main St.	W Cary St. & W. Main St. 2005 W. Main St.	Public On-Street Private/Private Lot	Residential	13 9	11 6	85% 67%	13 9	100% 100%	13 9	100% 100%
63	Branch and Wine	2001 1/2 W. Main Street	Private/Private Lot	Residential Customers	15	6	40%	5	33%	5	33%
	Cary 2000 North Better Housing Coalition	2018 W. Cary St. 30 S. Meadow St.	Private/Private Lot Private/Private Lot	Residential Employees	17 18	5 9	29% 50%	11 0	65% 0%	11 0	65% 0%
64 64	Floyd Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	. ,	15 0	9	60%	12 0	80%	12 0	80% 0%
64	W. Main St.	N. Meadow St. & N. Rowland St.	Public On-Street		13	11	85%	12	92%	12	92%
64 64	N. Rowland St. 10 N. Meadow St.	Floyd Ave. & W. Main St. 10 N. Meadow St.	Public On-Street Private/Private Lot	Residential	14 55	8 13	57% 24%	13 28	93% 51%	13 28	93% 51%
65	Grove Ave.	N. Meadow St. & N. Rowland St.	Public On-Street		11	11	100%	11	100%	11	100%
	N. Meadow St. Floyd Ave.	Floyd Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		12 13	11 12	92% 92%	14 12	117% 92%	14 12	117% 92%
	N. Rowland St. High Point	Floyd Ave. & W. Grove Ave. 112 N. Meadow St.	Public On-Street Private/Private Lot	Customers	11 41	9 5	82% 12%	10 25	91% 61%	10 25	91% 61%
66	Hanover Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	customers	15	11	73%	15	100%	15	100%
66 66	N. Meadow St. Grove Ave.	Hanover Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		11 14	6 8	55% 57%	11 14	100% 100%	11 14	100% 100%
	N. Rowland St. 207 N. Rowland St.	Hanover Ave. & W. Grove Ave. 207 N. Rowland St.	Public On-Street Private/Private Lot	Residential	12 18	8 9	67% 50%	12 11	100% 61%	12 11	100% 61%
	Stuart Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	Residential	14	15	107%	13	93%	13	93%
	N. Meadow St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street		12 14	11 12	92% 86%	12 15	100% 107%	12 15	100% 107%
67	N. Rowland St.	Stuart Ave. & Hanover Ave.	Public On-Street		12	11	92%	11	92%	11	92%
	Park Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street		12 5	15 5	125% 100%	11 6	92% 120%	11 6	92% 120%
	Stuart Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street		14 9	14 10	100% 111%	15 9	107% 100%	15 9	107% 100%
69 A	Monument Ave.	N. Meadow St. & N. Allen Ave.	Public On-Street		22	8	36%	19	86%	19	86%
	N. Allen Ave. Park Ave.	Monument Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street		18 24	13 20	72% 83%	20 25	111% 104%	20 25	111% 104%
	N. Meadow St. 511 N. Meadow St.	Monument Ave. & Park Ave. 511 N. Meadow St.	Public On-Street Private/Private Lot	Residential	0 25	0 11	0% 44%	0 23	0% 92%	0 23	0% 92%
69 A	1802 Park Ave.	1802 Park Ave.	Private/Private Lot	Residential	20	6	30%	17	85%	17	85%
	Unwind Massage 412 N. Allen Ave.	1805 Monument Ave. Suite 402 412 N.Allen Ave.	Private/Private Lot Private/Private Lot	Customers Residential	7 40	3 9	43% 23%	0 28	0% 70%	0 28	0% 70%
	W. Grace St. N. Allen Ave.	N. Meadow St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street		26 13	14 5	54% 38%	24 14	92% 108%	29 16	112% 123%
	Monument Ave.	N. Meadow St. & N. Allen Ave.	Public On-Street		22	13	59%	20	91%	29	132%
	N. Meadow St. 1822 Monument Ave.	Monument Ave. & W. Grace St. 1822 Monument Ave.	Public On-Street Private/Private Lot	Residential	9 30	6 0	67% 0%	11 18	122% 60%	11 29	122% 97%
70	Park Ave.	N. Meadow St. & N. Granby St.	Public On-Street		0	0	0%	0	0%	0	0%
	Stuart Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street		14 0	14 0	100% 0%	14 0	100% 0%	14 0	100% 0%
	Stuart Ave. N. Granby St.	N. Meadow St. & N. Granby St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street		13 13	6 12	46% 92%	13 10	100% 77%	13 10	100% 77%
71	Hanover Ave.	N. Meadow St. & N. Granby St.	Public On-Street		11	8	73%	10	91%	10	91%
71	N. Meadow St. 310 Granhanomeadstu-b Alley	Hanover Ave. & Stuart Ave. 310 Granhanomeadstu-b Alley	Public On-Street Private/Private Lot	Residential	0 3	0 1	0% 33%	0 3	0% 100%	0 3	0% 100%
	Hanover Ave. N. Granby St.	N. Meadow St. & N. Granby St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street		14 10	7 13	50% 130%	14 11	100% 110%	14 11	100% 110%
72	Grove Ave.	N. Meadow St. & N. Granby St.	Public On-Street		13	9	69%	13	100%	13	100%
	N. Meadow St. 1916 Hanover St.	Hanover Ave. & Grove Ave. 1916 Hanover St.	Public On-Street Private/Private Lot	Residential	0 4	0 2	0% 50%	0 3	0% 75%	0	0% 75%
	Grove Ave. N. Granby St.	N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		16 12	4 4	25% 33%	15 10	94% 83%	15 10	94% 83%
73	Floyd Ave.	Grove Ave. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street		14	1	7%	11	79%	11	79%
	N. Meadow St. Tabernacle Baptist Church	Grove Ave. & Floyd Ave. 1925 Grove Ave.	Public On-Street Private/Private Lot	Institutional	0 12	0 4	0% 33%	0 2	0% 17%	0 2	0% 17%
74	Floyd Ave.	N. Meadow St. & N. Granby St.	Public On-Street		14	11	79%	13	93%	13	93%
74	N. Granby St. W. Main St.	W Main St. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street		12 9	6 11	50% 122%	11 10	92% 111%	11 10	92% 111%
	N. Meadow St. Fan Tastic Thrift Store	W Main St. & Floyd Ave. 1914 W. Main St.	Public On-Street Private/Private Lot	Customers	9 36	11 7	122% 19%	6 3	67% 8%	6 3	67% 8%
75	W. Main St.	S. Meadow St. & S. Granby St.	Public On-Street	223000003	8	4	50%	9	113%	9	113%
	S. Granby St. W. Cary St.	W Main St. & W. Cary St. S. Meadow St. & S. Granby St.	Public On-Street Public On-Street		10 6	15 2	150% 33%	9 6	90% 100%	9 6	90% 100%
75	S. Meadow St.	W Main St. & W. Cary St.	Public On-Street	Customa	4	5	125%	4	100%	4	100%
75 75	District 5 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	8 5	6 6	75% 120%	2 2	25% 40%	2	25% 40%
	Fritz's Car Care Inc Virginia ABC	1900 W. Cary St. 1901 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional	43 38	11 10	26% 26%	2 19	5% 50%	2 19	5% 50%
75	Fritz Car Care	S. Granby St.	Private/Private Lot	Customers	5	6	120%	0	0%	0	0%
75 76	BP W. Main St.	W. Cary St. S. Allen Ave. & S. Granby St.	Private/Private Lot Public On-Street	Customers	23 13	11 3	48% 23%	1 13	4% 100%	1 13	4% 100%
76	S. Allen Ave. W. Cary St.	W Main St. & W. Cary St.	Public On-Street Public On-Street		11 11	8 13	73% 118%	10 12	91% 109%	12 5	109% 45%
76	S. Granby St.	S. Allen Ave. & S. Granby St. W Main St. & W. Cary St.	Public On-Street		9	7	78%	9	100%	14	156%
	Social Security Office Lee Law Office	1834 W. Cary St. 1809 W. Main St.	Private/Private Lot Private/Private Lot	Institutional Employees	29 16	4 9	14% 56%	0 2	0% 13%	0	0% 0%
76	Cary Place	N. Granby St.	Private/Private Lot	Residential	7	6	86%	5	71%	1	14%
76	Paradise Garage	S.Allen Ave.	Private/Private Lot	Residential	14	12	86%	13	93%	15	107%







Exhibit E-7: Fan Weekend Total Occupancy (Pt. 5)

Blk#	Name/Description	Address	Туре	User	Effective Supply	Count	d 11AM-2PM Utilization	Count	nd 5PM-7PM Utilization	Count	nd 9PM-11PM Utilization
	Floyd Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12 10	9	75% 90%	10	83% 110%	16 14	133% 140%
	N. Allen Ave. W. Main St.	W Main St. & W. Cary St. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street		10 11	6	90% 55%	11 12	110% 109%	14 6	140% 55%
77	N. Granby St.	W Main St. & W. Cary St.	Public On-Street		12	11	92%	15	125%	16	133%
	Visual Arts Center Visual Art School	1812 W. Main St. N. Granby St.	Private/Private Lot Private/Private Lot	Institutional Institutional	9 28	4 11	44% 39%	7 9	78% 32%	0	0% 0%
	Grove Ave.	N. Allen Ave. & N. Granby St.	Public On-Street	IIISLILULIOIIAI	12	9	75%	11	92%	11	92%
	N. Allen Ave.	Grove Ave. & Floyd Ave.	Public On-Street		11	6	55%	11	100%	11	100%
	Floyd Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 11	12 10	100% 91%	11 11	92% 100%	11 11	92% 100%
	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		12	9	75%	13	108%	13	108%
	N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street		12	9	75%	11	92%	11	92%
	Grove Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street		12 12	11 10	92% 83%	10 13	83% 108%	10 13	83% 108%
	1810 Allegrangrovhano-c Alley	1810 Allegrangrovhano-c Alley	Private/Private Lot	Residential	9	2	22%	4	44%	4	44%
	Park Ave.	N. Allen Ave. & N. Granby St.	Public On-Street		11	14	127%	12	109%	12	109%
	N. Allen Ave. Hanover Ave.	Hanover Ave. & Park Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street		9 12	10 13	111% 108%	9 12	100% 100%	9 12	100% 100%
	N. Granby St.	Hanover Ave. & Park Ave.	Public On-Street		9	11	122%	10	111%	10	111%
	Park Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street		15 9	2 5	13% 56%	10 6	67% 67%	10 6	67% 67%
	Hanover Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		16	13	81%	10	63%	10	63%
	N. Allen Ave.	Park Ave. & Hanover Ave.	Public On-Street		11	12	109%	10	91%	10	91%
	Hanover Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street		13 10	12 2	92% 20%	13 11	100% 110%	13 11	100% 110%
	Grove Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		13	7	54%	10	77%	10	77%
	N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street		10	6	60%	11	110%	11	110%
	1708 Allegrovhanovine-f Alley Grove Ave.	1708 Allegrovhanovine-f Alley N. Allen Ave. & N. Vine St.	Private/Private Lot Public On-Street	Residential	5 12	5 9	100% 75%	5 15	100% 125%	5 15	100% 125%
83	W. Vine St.	Grove Ave. & Floyd Ave.	Public On-Street		10	9	90%	11	110%	11	110%
	Floyd Ave.	N. Allen Ave. & N. Vine St.	Public On-Street		11	13	118%	12	109%	12	109%
	N. Allen Ave. Boketto Wellness	Grove Ave. & Floyd Ave. 106 N. Vine St. Floor 1	Public On-Street Private/Private Lot	Customers	10 6	5 6	50% 100%	11 0	110% 0%	11 0	110% 0%
84	Floyd Ave.	N. Allen Ave. & N. Vine St.	Public On-Street	32230613	11	8	73%	14	127%	9	82%
	W. Vine St. W. Main St.	W Main St. & Floyd Ave.	Public On-Street Public On-Street		9 11	5 12	56% 109%	7 10	78% 91%	13 8	144% 73%
	W. Main St. N. Allen Ave.	N. Allen Ave. & N. Vine St. W Main St. & Floyd Ave.	Public On-Street Public On-Street		11 10	7	109% 70%	10 10	91% 100%	8	73% 80%
84	Binford Middle School (W)	1701 Floyd Ave.	Private/Private Lot	Institutional	45	10	22%	5	11%	2	4%
	Binford Middle School (E) CapitolMac	1702 Floyd Ave. 1700 W. Main St.	Private/Private Lot Private/Private Lot	Institutional Employees	14 30	4 6	29% 20%	1 2	7% 7%	0 8	0% 27%
	W. Main St.	S. Allen Ave. & S. Vine St.	Private/Private Lot Public On-Street	Liliployees	30 12	1	20% 8%	12	100%	10	83%
	S. Vine St.	W Main St. & W. Cary St.	Public On-Street		11	12	109%	11	100%	14	127%
	W. Cary St. S. Allen St.	S. Allen Ave. & S. Vine St. W Main St. & W. Cary St.	Public On-Street Public On-Street		9 10	15 4	167% 40%	8 12	89% 120%	7 13	78% 130%
	7 S. Allen St. Richmond	7 S.Allen St. Richmond	Private/Private Lot	Residential	9	11	122%	8	89%	10	111%
	The Mews at Cary Mill	1708 W. Cary St.	Private/Private Lot	Residential	8	1	13%	6	75%	9	113%
	Bankruptcy Attorney W. Main St.	1701 W. Main St. S. Lombardy St. & S. Vine St.	Private/Private Lot Public On-Street	Employees	11 11	6 11	55% 100%	1 12	9% 109%	0 9	0% 82%
86	S. Lombardy St.	W Main St. & W. Cary St.	Public On-Street		9	12	133%	10	111%	12	133%
	W. Cary St.	S. Lombardy St. & S. Vine St. W Main St. & W. Cary St.	Public On-Street Public On-Street		11 9	11 11	100% 122%	11 10	100% 111%	11 15	100% 167%
	S. Vine St. 1628 W. Cary St.	W Main St. & W. Cary St. 1628 W. Cary St.	Private/Private Lot	Residential	8	3	122% 38%	10 8	111% 100%	15 4	167% 50%
86	The Hop	1600 W. Cary St.	Private/Private Lot	Customers	8	9	113%	1	13%	2	25%
	Satterwhite H E Floyd Ave.	12 S. Lombardy St. N. Lombardy St. & N. Vine St.	Private/Private Lot Public On-Street	Employees	3 11	5 10	167% 91%	0 11	0% 100%	0 16	0% 145%
	N. Lombardy St.	W Main St. & Floyd Ave.	Public On-Street		10	14	140%	11	110%	15	150%
87	W. Main St.	N. Lombardy St. & N. Vine St.	Public On-Street		11	8	73%	11	100%	9	82%
	N. Vine St. 1627 Floyd Ave.	W Main St. & Floyd Ave. 1627 Floyd Ave.	Public On-Street Private/Private Lot	Residential	12 2	10 4	83% 200%	11 2	92% 100%	12 2	100% 100%
87	Home Team Grill	1630 W. Main St.	Private/Private Lot	Customers	18	3	17%	11	61%	2	11%
	N. Lombardy St. & N. Vine St.	N. Lombardy St. & N. Vine St.	Private/Private Lot	Residential	29	13	45%	20	69%	22	76%
	Grove Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 10	5 9	42% 90%	14 11	117% 110%	14 11	117% 110%
88	Floyd Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	6	55%	11	100%	11	100%
	N. Vine St. 1615 Flovgroylombyine-c Alley	Grove Ave. & Floyd Ave.	Public On-Street Private/Private Lot	Residential	10 16	8 0	80% 0%	10 7	100% 44%	10 7	100% 44%
	1615 Floygrovlombvine-c Alley 1715 Grove Ave.	1615 Floygrovlombvine-c Alley 1715 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	16 7	3	0% 43%	2	44% 29%	2	44% 29%
	Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		11	8	73%	14	127%	14	127%
	N. Lombardy St. Grove Ave.	Grove Ave. & Hanover Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street		9 11	4 8	44% 73%	16 11	178% 100%	16 11	178% 100%
	N. Vine St.	Grove Ave. & Hanover Ave.	Public On-Street		8	11	138%	11	138%	11	138%
	1708 Allegrovhanovine-f Alley	1708 Allegrovhanovine-f Alley	Private/Private Lot	Residential	6	3	50%	4	67%	4	67%
	201 N Allen Ave. Park Ave.	201 N Allen Ave. N. Lombardy St. & N. Vine St.	Private/Private Lot Public On-Street	Residential	8 11	5 8	63% 73%	8 14	100% 127%	8 14	100% 127%
	N. Lombardy St.	Park Ave. & Hanover Ave.	Public On-Street		3	3	100%	5	167%	5	167%
	Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street		9	10 11	111%	10 8	111% 100%	10 8	111% 100%
	N. Vine St. Monument Ave.	Park Ave. & Hanover Ave. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street		8 22	11 19	138% 86%	22	100% 100%	22	100% 100%
91	Stuart	Monument Ave. & Park Ave.	Public On-Street		5	6	120%	3	60%	3	60%
	Park Ave. N. Allen Ave.	N. Lombardy St. & N. Allen Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street		20 22	15 7	75% 32%	21 17	105% 77%	21 17	105% 77%
	City Church	1627 Monument Ave.	Private/Private Lot	Institutional	17	2	12%	0	0%	0	0%
	GCPC	1617 Monument Ave.	Private/Private Lot	Institutional	64	8	13%	0	0%	0	0%
	W. Grace St. N. Lombardy St.	N. Lombardy St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street		24 3	20 3	83% 100%	26 3	108% 100%	34 6	142% 200%
92	Monument Ave.	N. Lombardy St. & N. Allen Ave.	Public On-Street		20	16	80%	22	110%	31	155%
	N. Allen Ave.	Monument Ave. & W. Grace St.	Public On-Street	Pocido attal	15 21	8	53%	15 o	100% 43%	9	60%
	Greenfield Residences 1601 W. Grace St.	501 N.Allen Ave. 1601 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Residential	21 3	7 1	33% 33%	9 2	43% 67%	9 1	43% 33%
92	Conner Mara LLC	N. Lombardy St.	Private/Private Lot	Employees	32	11	34%	1	3%	16	50%
	1600 Monument Ave. W. Franklin St.	1600 Monument Ave.	Private/Private Lot Public On-Street	Residential	27 13	9 10	33% 77%	22 14	81% 108%	12 14	44% 108%
	Birch St.	N. Lombardy St. & Birch St. W FrankliN. & West Ave.	Public On-Street Public On-Street		8	9	113%	10	108%	10	108% 125%
93	West Ave.	N. Lombardy St. & Birch St.	Public On-Street		15	11	73%	17	113%	17	113%
	N. Lombardy St. West Ave.	W FrankliN. & West Ave. N. Lombardy St. & Birch St.	Public On-Street Public On-Street		2 16	2 11	100% 69%	2 17	100% 106%	2 17	100% 106%
	Birch St.	Park Ave. & West Ave.	Public On-Street		7	5	71%	6	86%	6	86%
	Park Ave.	N. Lombardy St. & Birch St.	Public On-Street		17	14	82%	20	118%	20	118%
	N. Lombardy St. Park Ave.	Park Ave. & West Ave. N. Lombardy St. & Hanover Ave.	Public On-Street Public On-Street		3 0	0	67% 0%	5 0	167% 0%	5 0	167% 0%
95	Hanover Ave.	Park Ave. & N. Lombardy St.	Public On-Street		7	5	71%	9	129%	9	129%
	N. Lombardy St.	Park Ave. & Hanover Ave.	Public On-Street		0	0	0%	0	0%	0	0%
	Hanover Ave. N. Plum St.	N. Lombardy St. & N. Plum St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street		12 10	11 3	92% 30%	12 10	100% 100%	12 10	100% 100%
96	Grove Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	6	50%	12	100%	12	100%
	N. Lombardy St.	Hanover Ave. & Grove Ave.	Public On-Street		0	0	0%	0	0%	0	0%
	Grove Ave. N. Plum St.	N. Lombardy St. & N. Plum St. Floyd Ave. & Grove Ave.	Public On-Street Public On-Street		12 9	13 7	108% 78%	13 11	108% 122%	13 11	108% 122%
97	Floyd Ave.	N. Lombardy St. & N. Plum St.	Public On-Street		12	8	67%	14	117%	14	117%
	N. Lombardy St.	Grove Ave. & Floyd Ave.	Public On-Street		0	0	0%	0	0% 100%	0	0% 150%
	Floyd Ave. N. Plum St.	N. Lombardy St. & N. Plum St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street		12 10	11 9	92% 90%	12 12	100% 120%	18 15	150% 150%
	W. Main St.	N. Lombardy St. & N. Plum St.	Public On-Street		8	5	63%	9	113%	12	150%
		W Main St. Floyd Ave.	Public On-Street		0	0	0%	0	0%	0	0%
98	N. Lombardy St.		Driveto / Deliveto /	Emalaria			240/	_	007		470/
98 98	N. Lombardy St. Baja Bean Co. Reynolds Gallery Inc	1520 W. Main St. 1514 W. Main St.	Private/Private Lot Private/Private Lot	Employees Customers	24 32	5 7	21% 22%	0 13	0% 41%	4 34	17% 106%







Exhibit E-7: Fan Weekend Total Occupancy (Pt. 6)

Blk#	Name/Description	Address	Туре	User	Supply 10	Count	Utilization	Count	Utilization	Count	Utilization
	W. Main St. S. Plum St.	N. Lombardy St. & N. Plum St. W Cary St. & W. Main St.	Public On-Street Public On-Street		10 10	14 7	140% 70%	11 11	110% 110%	11 9	110% 90%
99	W. Cary St.	N. Lombardy St. & N. Plum St.	Public On-Street		10	5	50%	11	110%	13	130%
	S. Lombardy St. Foo Dog	W Main St. & W. Cary St. 1537 W. Main St.	Public On-Street Private/Private Lot	Customers	0 25	0 9	0% 36%	0 12	0% 48%	0 11	0% 44%
	Nirvana Salon & Spa	1524 W. Cary St.	Private/Private Lot	Customers	29	9	31%	8	28%	0	0%
	Beauvine Burger Concept	1501 W. Main St.	Private/Private Lot	Customers	22	12	55%	17	77%	16	73%
	Nu Expressions Bridget Beari	1515 W. Main St. W. Cary St.	Private/Private Lot Private/Private Lot	Customers Employees	19 6	9 6	47% 100%	2 4	11% 67%	10 0	53% 0%
	W. Main St.	S. Plum St. & S. Harvie St.	Public On-Street		12	11	92%	12	100%	16	133%
	S. Harvie St. W. Cary St.	W Main St. & W. Cary St. S. Plum St. & S. Harvie St.	Public On-Street Public On-Street		8 10	8 10	100% 100%	9 10	113% 100%	7 10	88% 100%
	S. Plum St.	W Main St. & W. Cary St.	Public On-Street		10	8	80%	12	120%	7	70%
	2 Plum St. Gold's Gym	2 Plum St. 8 S. Harvie St.	Private/Private Lot Private/Private Lot	Residential Customers	42 72	13 6	31% 8%	32 31	76% 43%	24 14	57% 19%
	Floyd Ave.	N. Plum St. & N. Harvie St.	Public On-Street	Customers	9	10	111%	10	111%	13	144%
	N. Harvie St.	Floyd Ave. & N. Plum St.	Public On-Street		14	9	64%	14	100%	15	107%
	W. Main St. N. Plum St.	N. Plum St. & N. Harvie St. Floyd Ave. & N. Plum St.	Public On-Street Public On-Street		11 13	8 8	73% 62%	12 13	109% 100%	1 13	9% 100%
101	Warsaw Condominiums	1401 Floyd Ave. Richmond, VA 23220	Private/Private Lot	Residential	63	5	8%	43	68%	63	100%
	Grove Ave. N. Harvie St.	N. Plum St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		12 9	5 7	42% 78%	10 9	83% 100%	10 9	83% 100%
102	Floyd Ave.	N. Plum St. & N. Harvie St.	Public On-Street		12	9	75%	11	92%	11	92%
	N. Plum St. Park Ave.	Grove Ave. & Floyd Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street		11 0	5 0	45% 0%	11 0	100% 0%	11 0	100% 0%
	N. Harvie St.	Grove Ave. & Park Ave.	Public On-Street		7	5	71%	9	129%	9	129%
	Grove Ave.	N. Plum St. & N. Harvie St.	Public On-Street		12	5 7	42%	13	108%	13	108%
	N. Plum St. West Ave.	Grove Ave. & Park Ave. Boyd St. & Birch St.	Public On-Street Public On-Street		10 19	5	70% 26%	11 19	110% 100%	11 19	110% 100%
	Boyd St.	West Ave. & Park Ave.	Public On-Street		0	0	0%	0	0%	0	0%
	Park Ave. Birch St.	Boyd St. & Birch St. West Ave. & Park Ave.	Public On-Street Public On-Street		19 0	1 0	5% 0%	17 0	89% 0%	17 0	89% 0%
	1412 Park Ave.	1412 Park Ave.	Private/Private Lot	Residential	18	3	17%	11	61%	11	61%
	W. Franklin St.	Boyd St. & Birch St.	Public On-Street		17 0	9	53%	14 0	82% 0%	14 0	82%
	Boyd St. West Ave.	West Ave. & W. FrankliN. St. Boyd St. & Birch St.	Public On-Street Public On-Street		0 19	0 12	0% 63%	0 20	0% 105%	0 20	0% 105%
105	Birch St.	W FrankliN. St. & West Ave.	Public On-Street		0	0	0%	0	0%	0	0%
	Congregation Beth Ahabah Beth Ahabah Museum	1127 W. Franklin St. 1109 W. Franklin St.	Private/Private Lot Private/Private Lot	Institutional Institutional	6 21	2	33% 14%	0 2	0% 10%	0 2	0% 10%
106	W. Franklin St.	Boyd St. & N. Harrison St.	Public On-Street	ocreational	6	4	67%	7	117%	7	117%
	N. Harrison St.	West Ave. & W. FrankliN. St. Boyd St. & N. Harrison St.	Public On-Street		4 6	4 6	100% 100%	5 7	125% 117%	5 7	125% 117%
	West Ave. Boyd St.	West Ave. & W. FrankliN. St.	Public On-Street Public On-Street		7	8	114%	11	157%	11	157%
	1009 W. Franklin St.	1009 W. Franklin St.	Private/Private Lot	Residential	5	4	80%	4	80%	4	80%
	VCU - Lot RR VCU Parking	1011W. FrankliN. St. 320 N. Harrison St.	Public/Private Lot Public/Private Lot	Institutional Institutional	10 13	9 14	90% 108%	1 2	10% 15%	1 2	10% 15%
	West Ave.	Boyd St. & N. Harrison St.	Public On-Street		9	10	111%	9	100%	9	100%
	N. Harrison St. Park Ave.	West Ave. & Park Ave. Boyd St. & N. Harrison St.	Public On-Street Public On-Street		3 8	3 9	100% 113%	4 9	133% 113%	4 9	133% 113%
	Boyd St.	West Ave. & Park Ave.	Public On-Street		6	7	117%	7	117%	7	117%
	Park Ave. N. Harrison St.	N. Morris St. & N. Harrison St.	Public On-Street		0 2	0	0% 150%	0 4	0% 200%	0 4	0% 200%
	Grove Ave.	Park Ave. & Grove Ave. N. Morris St. & N. Harrison St.	Public On-Street Public On-Street		9	14	156%	11	122%	11	122%
	N. Morris St.	Park Ave. & Grove Ave.	Public On-Street		7	6	86%	9	129%	9	129%
	Grove Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		10 9	5 3	50% 33%	11 10	110% 111%	11 10	110% 111%
	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street		11	10	91%	12	109%	12	109%
	N. Morris St. Jewish Life at VCU	Grove Ave. & Floyd Ave. 115 N. Morris St.	Public On-Street Private/Private Lot	Institutional	13 14	11 2	85% 14%	13 0	100% 0%	13 0	100% 0%
	107 N Morris St. Parking	107 N. Morris St.	Private/Private Lot	Residential	14	0	0%	9	64%	9	64%
	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street		10	11	110%	10	100%	12	120%
	N. Harrison St. W. Main St.	W Main St. & Floyd Ave. N. Morris St. & N. Harrison St.	Public On-Street Public On-Street		11 8	9 9	82% 113%	12 9	109% 113%	10 8	91% 100%
	N. Morris St.	W Main St. & Floyd Ave.	Public On-Street		10	13	130%	12	120%	12	120%
	Pupatella 1118 W. Main St.	1 N. Morris St. 1118 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential	16 23	7 9	44% 39%	14 19	88% 83%	4 16	25% 70%
	The Local Eatery and Pub	1106 W. Main St.	Private/Private Lot	Customers	12	6	50%	11	92%	9	75%
	W. Main St. S. Harrison St.	S. Morris St. & S. Harrison St. W Main St. & W. Cary St.	Public On-Street Public On-Street		7 9	5 3	71% 33%	8 10	114% 111%	5 8	71% 89%
	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street		4	8	200%	5	125%	3	75%
	S. Morris St.	W Main St. & W. Cary St.	Public On-Street		11	4	36%	10	91%	11	100%
	Catch Your Limit Redbox	1127 W. Main St. 1101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	36 14	16 13	44% 93%	29 11	81% 79%	24 14	67% 100%
	14 S. Harrison St.	14 S. Harrison St.	Private/Private Lot	Residential	9	7	78%	6	67%	6	67%
	W. Main St. S. Morris St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street		4 10	3	75% 30%	5 13	125% 130%	0 11	0% 110%
	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street		13	8	62%	12	92%	14	108%
	S. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street	Customa	11	3	27%	13	118%	14	127%
	1213 Hair Studio Coconut Grill	1213 W. Main St. 1201 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	12 59	2 17	17% 29%	3 39	25% 66%	4 5	33% 8%
	Kulture Smoke	1212 W. Cary St.	Private/Private Lot	Customers	18	0	0%	15	83%	11	61%
	W. Main St. S. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street		4 9	3 8	75% 89%	5 9	125% 100%	5 11	125% 122%
113	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street		6	2	33%	7	117%	7	117%
	S. Randolph St. City Dogs	W Main St. & S. Brunswick St. 1309 W. Main St.	Public On-Street Private/Private Lot	Customers	11 30	5 10	45% 33%	12 19	109% 63%	15 19	136% 63%
	Experimac Richmond	1309 W. Main St. 1307 W. Main St.	Private/Private Lot Private/Private Lot	Customers	18	10	33% 61%	20	111%	19 17	94%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		4	4	100%	5	125%	3	75%
	S. Randolph St. W. Cary St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street		0 3	0 3	0% 100%	0 3	0% 100%	0	0% 100%
114	S. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street		10	10	100%	11	110%	8	80%
	Postbellum Little Mexico Restaurant	1323 W. Main St. 1328 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	4 32	5 7	125% 22%	5 35	125% 109%	2 18	50% 56%
	N. Morris St.	W Main St. & S. Brunswick St.	Public On-Street	Customers	8	7	88%	9	109%	10	125%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		3	1 5	33%	6 9	200%	1	33%
	N. Brunswick St. Lamplighter	W Main St. & S. Brunswick St. 26 N. Morris Street	Public On-Street Private/Private Lot	Customers	8 6	5 5	63% 83%	9 4	113% 67%	12 0	150% 0%
115	Papa John's Pizza	1200 W. Main St.	Private/Private Lot	Customers	7	5	71%	3	43%	3	43%
	Floyd Ave. N. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street		9 11	10 8	111% 73%	9 13	100% 118%	15 17	167% 155%
	W. Main St.	S. Morris St. & S. Harrison St.	Public On-Street		11	7	64%	14	127%	3	27%
	N. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street	Customa	9 10	5	56% 70%	12 7	133% 70%	13	144%
	Moy Yat Kung Fu 3D Central	1324 W. Main St. 1308 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	10 29	7 15	70% 52%	7 22	70% 76%	2	20% 3%
116	VCU - TT Lot	96-58 N. Brunswick St.	Public/Private Lot	Institutional	50	16	32%	33	66%	6	12%
	Grove Ave. N. Morris St.	S. Morris St. & N. Harvie St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street		6 11	3 10	50% 91%	5 12	83% 109%	5 12	83% 109%
	Floyd Ave.	S. Morris St. & N. Harvie St.	Public On-Street		11	9	82%	12	109%	12	109%
	N. Harvie St.	Grove Ave. & Floyd Ave.	Public On-Street	Doct-late 1	11	7	64%	11	100%	11	100%
	108 N. Morris St. Park Ave.	108 N. Morris St. S. Morris St. & N. Harvie St.	Private/Private Lot Public On-Street	Residential	12 0	0	8% 0%	11 0	92% 0%	11 0	92% 0%
118	N. Morris St.	Grove Ave. & Park Ave.	Public On-Street		7	6	86%	9	129%	9	129%
	Grove Ave.	S. Morris St. & N. Harvie St.	Public On-Street		5	5	100%	7	140%	7	140%
	N. Harvie St. Rejoice In Jesus Ministries	Grove Ave. & Park Ave. 1304 Grove Ave.	Public On-Street Private/Private Lot	Institutional	7 4	7 1	100% 25%	8 0	114% 0%	8	114% 0%
	Excluding Extension)			23.3.101	9,155	5,699	62%	6,796	74%	7,377	81%









Exhibit E-7: Fan Weekend Total Occupancy (Pt. 7)

Bilk # Name/Description	Weekend 5PM-7PM Count Utilization	22 8 34 22 5	147% 133% 155% 157%
119 N. Lombardy St. W. Broad St. & W. Grace St. Public On-Street 6 22 19 N. Allen Ave. W. Broad St. & W. Grace St. Public On-Street 14 19 N. Allen Ave. W. Broad St. & W. Grace St. Private/Private Lot Mixed Use 17 19 N. Allen Ave. 1650 W. Broad St. Private/Private Lot Mixed Use 17 19 W. C. W. Broad St. Private/Private Lot Mixed Use 18 19 19 19 19 19 19 19		34 22	155%
119 Fan Gallery Lot 1650 W. Broad St. Private/Private Lot Mixed Use 17 119 VCU - WW Lot 610 N. Lombardy St. Public/Private Lot Institutional 10 119 YCU - WW Lot 610 N. Lombardy St. Public/Private Lot Institutional 10 119 160 Grace Lot 1644 W. Grace St. Private/Private Lot Residential 11 119 160 Grace Lot N. Allen St. Private/Private Lot Residential 6 120 W. Broad St. N. Allen St. Public On-Street 15 120 W. Grace St. Public On-Street 6 120 W. Grace St. N. Allen St. W. Broad St. Public On-Street 23 120 N. Meadow St. W. Broad St. W. Grace St. Public On-Street 6 120 N. Meadow St. W. Broad St. Private/Private Lot Mixed Use 19 120 Virginia Automobille Lot 1800 W. Broad St. Private/Private Lot Mixed Use 25			157%
119 VCU - WW Lot 610 N. Lombardy St. Public/Private Lot Institutional 10 119 Permit Lot 1644 W. Grace St. Private/Private Lot Residential 11 19 1604 Grace Lot 1504 W. Grace St. Public On-Street 6 120 W. Broad St. N. Allen St. N. Meadow St. Public On-Street 15 120 W. Grace St. N. Allen St. & N. Meadow St. Public On-Street 6 120 W. Grace St. N. Allen St. & W. Grace St. Public On-Street 23 120 W. Grace St. W. Broad St. & W. Grace St. Public On-Street 6 120 SunTrust Lot 1801 W. Broad St. Private/Private Lot Mixed Use 19 120 Virginia Automobile Lot 1800 W. Broad St. Private/Private Lot Mixed Use 25			29%
119 1604 Grace Lot 1604 W. Grace St. Private/Private Lot Residential 6 120 W. Broad St. N. Allen St. W. Meadow St. Public On-Street 15 120 N. Allen St. W. Broad St. & W. Grace St. Public On-Street 6 120 W. Broad St. & W. Grace St. Public On-Street 23 120 N. Meadow St. W. Broad St. & W. Grace St. Public On-Street 6 120 SunTrust Lot 1801 W. Broad St. Private/Private Lot Mixed Use 19 120 Virginia Automobile Lot 1800 W. Broad St. Private Private Lot Mixed Use 25		15 4 4	71% 40% 36%
120 N. Allen St. W. Broad St. & W. Grace St. Public On-Street 6 120 W. Grace St. N. Allen St. & N. Meadow St. Public On-Street 23 120 N. Meadow St. W. Broad St. & W. Grace St. Public On-Street 6 120 SunTrust Lot 1801 W. Broad St. Private/Private Lot Mixed Use 19 120 Virginia Automobile Lot 1800 W. Broad St. Private/Private Lot Mixed Use 25		4 25	67% 167%
120 SunTrust Lot 1801 W. Broad St. Private/Private Lot Mixed Use 19 120 Virginia Automobile Lot 1800 W. Broad St. Private/Private Lot Mixed Use 25		10 31	167% 135%
		12 1	200% 5%
120 Enigma Studio Lot 1819 W. Broad St. Private/Private Lot Mixed Use 39 120 Three Swallows Lot 1839 W. Broad St. Private/Private Lot Employees 6		3 3 3	12% 8% 50%
121 W. Broad St. N. Meadow St. & N. Allison St. Public On-Street 15 121 N. Meadow St. W. Broad St. & W. Grace St. Public On-Street 0		8	53% 0%
121 W. Grace St. N. Meadow St. & N. Allison St. Public On-Street 25 121 N. Allison St. W. Broad St. & W. Grace St. Public On-Street 10		29 8	116% 80%
121 7-Eleven Lot 2001 W. Broad St. Private/Private Lot Mixed Use 15 121 Restaurant Equipment Lot 2011 W. Broad St. Private/Private Lot Employees 9 121 Pies and Pints 2035 W. Broad St. Private/Private Lot Customers 16		7 9 8	47% 100% 50%
121 Fies all Philis 2003 W. Groud St. Private/Private Lot Customers 10 121 Global Car Rentals Lot 2029 W. Broad St. Private/Private Lot Employees 50 122 W. Grace St. N. Meadow St. & N. Allison St. Public On-Street 20		36 28	72% 140%
122 N. Meadow St. W. Grace St. & W. Broad Street Public On-Street 0 122 Monument Ave. N. Meadow St. & N. Allison St. Public On-Street 20		0 23	0% 115%
122 N. Allison St. W. Grace St. & W. Broad Street Public On-Street 8 122 Leviner Wood Lot 2012A Monument Ave. Private/Private Lot Mixed Use 9		11 10	138% 111%
122 Clearly Optometry Lot 2038 Monument Ave. Private/Private Lot Mixed Use 4 123 W. Grace St. N. Allison St. W. Grace St. & Monument Ave. Public On-Street 19 123 N. Allison St. W. Grace St. & Monument Ave. Public On-Street 9		0 25 12	0% 132% 133%
123 Monument Ave. N. Allison St. & Strawberry St. Public On-Street 19 123 Strawberry St. W. Grace St. & Monument Ave. Public On-Street 9		21 10	111% 111%
123 Alexander Law Lot 2220 Monument Ave. Private/Private Lot Employees 8 124 W. Broad St. N. Allison St. & Strawberry St. Public On-Street 5		0	0% 0%
124 N. Allison St. W. Broad St. & W. Grace St. Public On-Street 8 124 W. Grace St. N. Allison St. & Strawberry St. Public On-Street 19 124 Strawberry St. W. Broad St. & W. Grace St. Public On-Street 7		10 24 6	125% 126% 86%
124 City Diner & Premier Lot 2239 W. Broad St. Private/Private Lot Customers 14 124 Book Bindery Structure 2201 W. Broad St. Private/Private Structure Mixed Use 151		4	29%
124 City Diner 2237 W. Broad St. Private/Private Lot Employees 9 125 W. Broad St. Strawberry St. & N. Davis Ave. Public On-Street 3		0	0% 0%
125 Strawberry St. W. Broad St. & W. Grace St. Public On-Street 7 125 W. Grace St. Strawberry St. & N. Davis Ave. Public On-Street 22 125 N. Grace St. Strawberry St. & N. Davis Ave. Public On-Street 22		6 32	86% 145%
125 N. Davis Ave. W. Broad St. & W. Grace St. Public On-Street 8 125 Arby's (Out of Business) 2309 W. Broad St. Private/Private Lot Customers 13 125 Chicken Fiesta West Lot 2311 W. Broad St. Private/Private Lot Customers 27		8 17 11	100% 131% 41%
125 Hello, Inc. Lot 2315 W. Broad St. Private/Private Lot Employees 35 125 Pizza Hut Lot 2337 W. Broad St. Private/Private Lot Mixed Use 19		3 6	9% 32%
125 2340 W. Grace Lot 2340 W. Grace St. Private/Private Lot Residential 23 125 Family Lifeline 2336 W. Grace St. Private/Private Lot Employees 26		6 5	26% 19%
126 W. Grace St. Strawberry St. & N. Davis Ave. Public On-Street 22 126 Strawberry St. W. Grace St. & Monument Ave. Public On-Street 9 126 Monument Ave. Strawberry St. & N. Davis Ave. Public On-Street 22		27 12 22	123% 133% 100%
126 N. Davis Ave. W. Grace St. & Monument Ave. Public On-Street 15 127 W. Grace St. N. Davis Ave. & N. Robinson St. Public On-Street 9		18 12	120% 120% 133%
127 N. Davis Ave. W. Grace St. & Monument Ave. Public On-Street 14 127 Monument Ave. N. Davis Ave. & N. Robinson St. Public On-Street 9		16 13	114% 144%
127 N. Robinson St. W. Grace St. & Monument Ave. Public On-Street 6 127 Family Dentistry Lot 2500 Monument Ave. Private / Private Lot Employees 4 127 ZS12 Monument Ave. Lot 2532 Monument Ave. Private / Private Lot Residential 9		1	150% 25% 67%
127 2512 Monument Ave. Lot 2512 Monument Ave. Private/Private Lot Residential 9 128 W. Broad St. N. Davis Ave. N. Robinson St. Public On-Street 0 128 N. Davis Ave. W. Broad St. & W. Grace St. Public On-Street 9		6 0 8	67% 0% 89%
128 W. Grace St. N. Davis Ave. & N. Robinson St. Public On-Street 10 128 N. Robinson St. W. Broad St. & W. Grace St. Public On-Street 4		12 5	120% 125%
128 William Hotel 800 N. Davis Ave. Private/Private Lot Customers 21 129 W. Broad St. N. Robinson St. & N. Mulberry St. Public On-Street 2		15 0	71% 0%
129 N. Robinson St. W. Broad St. & W. Grace St. Public On-Street 0 129 W. Grace St. N. Robinson St. & N. Mulberry St. Public On-Street 11 129 N. Mulberry St. W. Broad St. & W. Grace St. Public On-Street 7		0 16 9	0% 145% 129%
129 Bank of America Lot 2601 W. Broad St. Private/Private Lot Mixed Use 30 129 Lalo's Cocina Lot / Apartments 2617 W. Broad St. Private/Private Lot Mixed Use 38		3 42	10% 111%
130 W. Grace St. N. Robinson St. & N. Mulberry St. Public On-Street 11 130 N. Robinson St. W. Grace St. & Monument Ave. Public On-Street 0		14 0	127% 0%
130 Monument Ave. N. Robinson St. & N. Mulberry St. Public On-Street 11 130 N. Mulberry St. W. Grace St. & Monument Ave. Public On-Street 8 130 Hill Gallery Lot 708 N. Robinson St. Private / Private Lot 5		15 11 1	136% 138% 20%
130 Hill Gallery Lot 708 N. Robinson St. Private/Private Lot 5 131 W. Grace St. N. Mulberry St. & N. Boulevard Public On-Street 20 131 N. Mulberry St. W. Grace St. & Monument Ave. Public On-Street 8		28 14	140% 175%
131 Monument Ave. N. Mulberry St. & N. Boulevard Public On-Street 15 131 N. Boulevard W. Grace St. & Monument Ave. Public On-Street 8		20 9	133% 113%
132 W. Broad St. N. Mulberry St. & N. Boulevard Public On-Street 0 132 N. Mulberry St. W. Broad St. & W. Grace St. Public On-Street 7		9	0% 129%
132 W. Grace St. N. Mulberry St. & N. Boulevard Public On-Street 20 132 N. Boulevard W. Broad St. & W. Grace St. Public On-Street 4 132 Sabai 2701 W. Broad St. Private/Private Lot Mixed Use 22		31 5 22	155% 125% 100%
132 Broadberry Part 2 2727 W. Broad St. Private/Private Lot Mixed Use 7 132 Broadberry 2729 W. Broad St. Private/Private Lot Mixed Use 25		3 26	43% 104%
132 Exxon Lot 2753 W. Broad St. Private/Private Lot Mixed Use 13 132 Collection Midtown Apartments 2730 W. Grace St. Private/Private Lot Residential 31		4 14	31% 45%
132 Apartments 271.8 W. Grace St. Private/Private Lot Residential 7 133 Parkwood Ave. S. Addison St. & S. Stafford Ave. Public On-Street 8 133 S. Addison St. Parkwood Ave. & Downtown Expy Public On-Street 4		10 10 4	143% 125% 100%
133 S. Addison St. Parkwood Ave. & Downtown Expy Public On-Street 4 133 S. Stafford Ave. Parkwood Ave. & Downtown Expy Public On-Street 0 133 Stafford Lot 2 2329 Parkwood Ave. Private/Private Lot Residential 20		0	0% 95%
133 Stafford Lot 3 219 S. Stafford Ave. Private/Private Lot Residential 70 134 W. Cary St. S. Addison St. & S. S. Stafford Ave. Public On-Street 3		50 10	71% 333%
134 S. Addison St. W. Cary St. & Parkwood Ave. Public On-Street 4 134 Parkwood Ave. S. Addison St. & S. Stafford Ave. Public On-Street 10		9	225% 140%
134 S. Stafford Ave. W. Cary St. & Parkwood Ave. Public On-Street 7 134 Apartment Lot 102 S. Addison St. Private/Private Lot Residential 3 134 Sherwin-Williams Lot 2313 W. Cary St. Private/Private Lot Mixed Use 25		11 2 0	157% 67% 0%
134 Parkwood Apartment Lot 2308 Parkwood Ave. Private/Private Lot Residential 10 134 Lamplighter Café Lot 116 S. Addison St. Private/Private Lot Mixed Use 6		11 6	110% 100%
135 W. Cary St. S. Shields Ave. & S. Addison St. Public On-Street 9 135 S. Shields Ave. W. Cary St. & Parkwood Ave. Public On-Street 7		7 8	78% 114%
135 Parkwood Ave. S. Shields Ave. & S. Addison St. Public On-Street 10 135 S. Addison St. W. Cary St. & Parkwood Ave. Public On-Street 6 135 Virginia Rentals Lot 2209 W. Cary St. Private/Private Lot Residential 11		11 5 1	110% 83% 9%
120		14	41% 500%
136 S. Addison St. Parkwood Ave. & Downtown Expy Public On-Street 4 137 W. Cary St. S. Rowland St. & S. Shields Ave. Public On-Street 9		4 5	100% 56%
137 S. Rowland St. W. Cary St. & Parkwood Ave. Public On-Street 6 137 Parkwood Ave. S. Rowland St. & S. Shields Ave. Public On-Street 12 137 S. Shields Ave. W. Cary St. & Parkwood Ave. Public On-Street 12		6 9 2	100% 75% 25%
137 S. Shields Ave. W. Cary St. & Parkwood Ave. Public On-Street 8 137 Apartment Lot 2103 W. Cary St. Private Lot Residential 5 138 W. Cary St. S. Meadow St. & S. Rowland St. Public On-Street 9		2 2 2	25% 40% 22%
138 S. Meadow St. W. Cary St. & Parkwood Ave. Public On-Street 0 138 Parkwood Ave. S. Meadow St. & S. Rowland St. Public On-Street 10		0 8	0% 80%
138 S. Rowland St. W. Cary St. & Parkwood Ave. Public On-Street 8 138 Reams MarketLot 2001 W. Cary St. Private/Private Lot Mixed Use 12 139 W. Cary St. S. Graphy St. & S. Meadow St. Public On-Street 11		6 3	75% 25% 82%
139 W. Cary St. S. Granby St. & S. Meadow St. Public On-Street 11 139 S. Granby St. W. Cary St. & Parkwood Ave. Public On-Street 9 139 Parkwood Ave. S. Granby St. & S. Meadow St. Public On-Street 9		9 8 10	82% 89% 111%
139 S. Meadow St. W. Cary St. & Parkwood Ave. Public On-Street 0 139 Johannas Design Lot 1901 W. Cary St. Private/Private Lot Employees 5		0	0% 0%
139 Shops Lot 1917 W. Cary St. Private/Private Lot Mixed Use 52 139 Office Building Lot 107 S. Meadow St. Private/Private Lot Employees 22		20 11	38% 50%
140 W. Cary St. S. Allen Ave. & S. Granby St. Public On-Street 9 140 S. Allen Ave. W. Cary St. & Parkwood Ave. Public On-Street 7 140 Parkwood Ave. S. Allen Ave. & S. Granby St. Public On-Street 29		13 9 25	144% 129% 86%
140 S. Granby St. W. Cary St. & Parkwood Ave. Public On-Street 0 140 Fancy Biscuit Lot 1831 W. Cary St. Private/Private Lot Mixed Use 16		0 18	86% 0% 113%
140 Cary Place Lot 1815 W. Cary St. Private/Private Lot Residential 16 140 Parkwood Townhouses 1814 Parkwood Ave. Private/Private Lot Residential 34		17 34	106% 100%
141 W. Cary St. Temple St. & S. Allen Ave. Public On-Street 13 141 Temple St. W. Cary St. & Parkwood Ave. Public On-Street 0 141 Parkwood Ave. Temple St. & S. Allen Ave. Public On-Street 26		12 0 25	92% 0%
141 Parkwood Ave. Temple St. & S. Allen Ave. Public On-Street 26 141 S. Allen Ave. W. Cary St. & Parkwood Ave. Public On-Street 0 142 W. Cary St. S. Lombardy St. & Temple St. Public On-Street 11		0 14	96% 0% 127%
142 S. Lombardy St. W. Cary St. & Parkwood Ave. Public On-Street 0 142 Parkwood Ave. S. Lombardy St. & Temple St. Public On-Street 29		0 25	0% 86%
142 Temple St. W. Cary St. & Parkwood Ave. Public On-Street 9 142 Gravel Lot 107 Temple St. Private/Private Lot Residential 5 143 Creative Contraction South 1671 W. Cary St. Private Private Lot Employees 7		10 4 7	111% 80% 100%
142 Creative Contracting Northeast 1621 W. Cary St. Private/Private Lot Employees 7 142 Creative Contracting Northeast 1623 W. Cary St. Private/Private Lot Employees 3 142 Creative Contracting Northwest 1625 W. Cary Private/Private Lot Employees 3		7 0 0	100% 0% 0%
143 W. Cary St. Lady St. & S. Lombardy St. Public On-Street 11 143 Lady St. W. Cary St. & Parkwood Ave. Public On-Street 7		13 0	118% 0%
143 Parkwood Ave. Lady St. & S. Lombardy St. Public On-Street 23 143 S. Lombardy St. W. Cary St. & Parkwood Ave. Public On-Street 3		14	61% 133%
143 Baptist Church Lot 1500 Parkwood Ave. Private/Private Lot Mixed Use 23 143 American Stripping Lot 1523 W. Cary St. Private/Private Lot Mixed Use 13 144 W. Cary St. S. Randolph St. & Lady St. Public On-Street 5		2 8 2	9% 62% 40%
144 S. Randolph St. W. Cary St. & Public On-Street 0 144 Parkwood Ave. S. Randolph St. & Lady St. Public On-Street 21		0 3	0% 14%
144 Lady St. W. Cary St. & Parkwood Ave. Public On-Street 0 144 5th Baptist Church Lot 1415 W. Cary St. Private/Private Lot Mixed Use 56		0	0% 2%
145 W. Cary St. S. Harrison St. & S. Randolph St. Public On-Street 30 145 S. Harrison St. W. Cary St. & Parkwood Ave. Public On-Street 5 145 Parkwood Ave. S. Harrison St. & S. Randolph St. Public On-Street 58		26 4 51	87% 80% 88%
145 Parkwood Ave. S. Harrison St. & S. Randolph St. Public On-Street 58 145 S. Randolph St. W. Cary St. & Parkwood Ave. Public On-Street 9 145 V.CU - West Cary Street Deck 1201 W. Cary St. Public Gn-Street 10 145 V.CU - West Cary Street Deck 1201 W. Cary St. Public Gn-Street Institutional 651		8 18	88% 89% 3%
145 VCU - Leaning Gardens Lot		7 9,124	117% 75%







Exhibit E-8: Fan On-Street Weekend Occupancy (Pt. 1)

Blk#	Name/Description	Address	Туре	Effective Supply	Weeken Count	d 11AM-2PM Utilization	Weeken	d 5PM-7PM Utilization	Weeken Count	d 9PM-11PM Utilization
1	Monument Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	16	15	94%	14	88%	16	100%
1	N. Mulberry St. Park Ave.	Monument Ave. & Park Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	9 13	7 11	78% 85%	11 12	122% 92%	1 9	11% 69%
1	N. Boulevard	Monument Ave. & Park Ave.	Public On-Street	13	8	62%	11	85%	1	8%
2	Park Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Park Ave. & Kensington Ave.	Public On-Street Public On-Street	14 10	9	64% 90%	14 10	100% 100%	15 13	107% 130%
2	Kensington Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	12	9	75%	11	92%	13	108%
2	N. Boulevard Kensington Ave.	Park Ave. & Kensington Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	14 12	11 8	79% 67%	13 12	93% 100%	18 5	129% 42%
3	N. Mulberry St.	Kensington Ave. & Stuart Ave.	Public On-Street	12	12	100%	15	125%	15	125%
3	Stuart Ave. N. Boulevard	N. Boulevard & N. Mulberry St. Kensington Ave. & Stuart Ave.	Public On-Street Public On-Street	11 14	13 9	118% 64%	11 13	100% 93%	12 9	109% 64%
4	Stuart Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	11	12	109%	12	109%	10	91%
4 4	N. Mulberry St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	12 11	14 13	117% 118%	13 11	108% 100%	17 13	142% 118%
4	N. Boulevard	Stuart Ave. & Hanover Ave.	Public On-Street	15	15	100%	15	100%	17	113%
5 5	Hanover Ave.	N. Boulevard & N. Mulberry Ave.	Public On-Street Public On-Street	10 11	10 12	100% 109%	10 20	100%	13 16	130% 145%
5	N. Mulberry St. Grove Ave.	Hanover Ave. & Grove Ave. N. Boulevard & N. Mulberry Ave.	Public On-Street	12	13	109%	9	182% 75%	15	125%
5	N. Boulevard	Hanover Ave. & Grove Ave.	Public On-Street	14 12	13	93%	13	93%	18 15	129%
6 6	Grove Ave. N. Mulberry St.	N. Boulevard & N. Mulberry St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	11	12 9	100% 82%	13 9	108% 82%	15	125% 136%
6	Floyd Ave.	N. Boulevard & N. Mulberry St.	Public On-Street	10	12	120%	11 8	110%	14 17	140%
6 7	N. Boulevard Floyd Ave.	Grove Ave. & Floyd Ave. N. Boulevard & N. Mulberry St.	Public On-Street Public On-Street	17 10	14 11	82% 110%	11	47% 110%	14	100% 140%
7	N. Mulberry	Floyd Ave. & W. Main St.	Public On-Street	11	13	118%	11 7	100%	17	155%
7 7	W. Main St. N. Boulevard	N. Boulevard & N. Mulberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	6 15	9 13	150% 87%	15	117% 100%	10 18	167% 120%
8	W. Main St.	S. Boulevard & S. Mulberry St.	Public On-Street	9	10	111%	12	133%	7	78%
	S. Mulberry St. W. Cary St.	W Main St. & W. Cary St. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	10 6	10 5	100% 83%	12 6	120% 100%	14 11	140% 183%
8	S. Boulevard	W Main St. & W. Cary St.	Public On-Street	14	15	107%	18	129%	18	129%
9	W. Cary St. S. Mulberry St.	S. Boulevard & S. Mulberry St. W Cary St. & Parkwood Ave.	Public On-Street Public On-Street	7 4	7 5	100% 125%	7 6	100% 150%	9	129% 225%
9	Parkwood Ave.	S. Boulevard & S. Mulberry St.	Public On-Street	10	7	70%	8	80%	12	120%
9 10	S. Boulevard Parkwood Ave.	W Cary St. & Parkwood Ave. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	10 8	8 7	80% 88%	9	90% 113%	13 12	130% 150%
10	S. Mulberry St.	Parkwood Ave. & Grayland Ave.	Public On-Street	9	7	78%	8	89%	10	111%
10 10	Grayland Ave. S. Boulevard	S. Boulevard & S. Mulberry St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	10 11	7 7	70% 64%	9	90% 82%	13 14	130% 127%
11	Grayland Ave.	S. Boulevard & S. Mulberry St.	Public On-Street	10	7	70%	10	100%	10	100%
	S. Mulberry St. Idlewood Ave.	Grayland & Idlewood Ave. S. Boulevard & S. Mulberry St.	Public On-Street Public On-Street	10 4	8	80% 75%	9 4	90% 100%	10 0	100% 0%
11	S. Boulevard	Grayland & Idlewood Ave.	Public On-Street	9	11	122%	8	89%	9	100%
	Grayland Ave. S. Robinson St.	S. Mulberry St. & S. Robinson St. Grayland & Idlewood Ave.	Public On-Street Public On-Street	12 0	8	67% 0%	11 0	92% 0%	14 0	117% 0%
	Idlewood Ave.	S. Mulberry St. & S. Robinson St.	Public On-Street	16	11	69%	15	94%	7	44%
	S. Mulberry St. Parkwood Ave.	Grayland & Idlewood Ave. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street	10 12	8 7	80% 58%	9 13	90% 108%	10 14	100% 117%
	S. Robinson St.	Parkwood Ave. & Grayland Ave.	Public On-Street	7	6	86%	6	86%	9	129%
	•	S. Mulberry St. & S. Robinson St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	12 10	8 6	67% 60%	9 8	75% 80%	10 12	83% 120%
	S. Mulberry St. W. Cary St.	S. Mulberry St. & S. Robinson St.	Public On-Street	13	8	62%	9	69%	16	123%
	S. Robinson St.	W Cary St. & Parkwood Ave.	Public On-Street	6	1	17%	4 13	67%	7	117%
	Parkwood Ave. S. Mulberry St.	S. Mulberry St. & S. Robinson St. W Cary St. & Parkwood Ave.	Public On-Street Public On-Street	13 10	8 9	62% 90%	4	100% 40%	12 12	92% 120%
	W. Main St.	S. Mulberry St. & S. Robinson St.	Public On-Street	14	16	114%	14	100%	15	107%
_	S. Robinson St. W. Cary St.	W. Main St. & W. Cary St. S. Mulberry St. & S. Robinson St.	Public On-Street Public On-Street	0 7	0 5	0% 71%	0 11	0% 157%	0 7	0% 100%
	S. Mulberry St.	W Main St. & W. Cary St.	Public On-Street	14	13	93%	10	71%	13	93%
	Floyd Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	12 0	12 0	100% 0%	15 0	125% 0%	14 0	117% 0%
	W. Main St.	N. Mulberry St. & N. Robinson St.	Public On-Street	14	14	100%	13	93%	14	100%
	N. Mulberry St. Grove Ave.	Floyd Ave. & W. Main St. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	13 14	8 7	62% 50%	8 5	62% 36%	16 1	123% 7%
	N. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street	0	0	0%	0	0%	0	0%
17 17	Floyd Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	14 6	10 5	71% 83%	13 3	93% 50%	15 18	107% 300%
	Hanover Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	14	13	93%	13	93%	18	129%
	N. Robinson St. Grove Ave.	Hanover Ave. & Grove Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	0 10	0 9	0% 90%	0 9	0% 90%	0 11	0% 110%
	N. Mulberry St.	Hanover Ave. & Grove Ave.	Public On-Street	12	14	117%	14	117%	16	133%
	Stuart Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	14 0	14 0	100% 0%	13 0	93% 0%	14 0	100% 0%
	Hanover Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	13	16	123%	15	115%	16	123%
19 20	N. Mulberry St. Kensington Ave.	Stuart Ave. & Hanover Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	14 14	9 12	64% 86%	15 13	107% 93%	18 16	129% 114%
20	N. Robinson St.	Kensington Ave. & Stuart Ave.	Public On-Street	0	0	0%	0	0%	0	0%
	Stuart Ave. N. Mulberry St.	N. Mulberry St. & N. Robinson St. Parkwood Ave. & Grayland Ave.	Public On-Street Public On-Street	9 11	8 10	89% 91%	6 8	67% 73%	14 17	156% 155%
21	Park Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	11	9	82%	12	109%	12	109%
	N. Robinson St. Kensington Ave.	Park Ave. & Kensington Ave. N. Mulberry St. & N. Robinson St.	Public On-Street Public On-Street	0 13	0 12	0% 92%	0 9	0% 69%	0 17	0% 131%
21	N. Mulberry St.	Park Ave. & Kensington Ave.	Public On-Street	10	8	80%	10	100%	13	130%
	Monument Ave. N. Robinson St.	N. Mulberry St. & N. Robinson St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	12 0	9	75% 0%	8 0	67% 0%	12 0	100% 0%
22	Park Ave.	N. Mulberry St. & N. Robinson St.	Public On-Street	12	10	83%	9	75%	13	108%
	N. Mulberry St. Monument Ave.	Monument Ave. & Park Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	11 9	10 8	91% 89%	9 6	82% 67%	12 15	109% 167%
23	N. Davis Ave.	Monument Ave. & Park Ave.	Public On-Street	10	6	60%	8	80%	8	80%
_	Park Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Monument Ave. & Park Ave.	Public On-Street Public On-Street	9	8 5	89% 83%	7 5	78% 83%	11 15	122% 250%
24	Park Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	12	8	67%	10	83%	15	125%
	N. Davis Ave. Kensington Ave.	Park Ave. & Kensington Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	5 14	4 14	80% 100%	4 13	80% 93%	6 17	120% 121%
24	N. Robinson St.	Park Ave. & Kensington Ave.	Public On-Street	4	2	50%	4	100%	8	200%
25 25	Kensington Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Kensington Ave. & Stuart Ave.	Public On-Street Public On-Street	14 11	12 13	86% 118%	15 11	107% 100%	15 16	107% 145%
25	Stuart Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	14	13	93%	15	107%	17	121%
	N. Robinson St. Stuart Ave.	Kensington Ave. & Stuart Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	9 14	8 12	89% 86%	10 13	111% 93%	15 6	167% 43%
26	N. Davis Ave.	Stuart Ave. & Hanover Ave.	Public On-Street	12	9	75%	11	92%	15	125%
	Hanover Ave. N. Robinson St.	N. Robinson St. & N. Davis Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	14 11	13 9	93% 82%	13 10	93% 91%	17 15	121% 136%
27	Hanover Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street	14	14	100%	14	100%	15	107%
	N. Davis Ave. Grove Ave.	Hanover Ave. & Grove Ave. N. Robinson St. & N. Davis Ave.	Public On-Street Public On-Street	14 12	14 13	100% 108%	14 13	100% 108%	14 15	100% 125%
27	N. Robinson St.	Hanover Ave. & Grove Ave.	Public On-Street	11	13	118%	13	118%	13	118%
20	Grove Ave. N. Davis Ave.	N. Robinson St. & N. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 13	9 8	90% 62%	11 9	110% 69%	13 13	130% 100%
				12	12	100%	11	92%	17	142%
28 28	Floyd Ave.	N. Robinson St. & N. Davis Ave.	Public On-Street							
28 28 28	Floyd Ave. N. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street	9	7	78%	7	78%	13	144%
28 28 28 29 29	Floyd Ave.									









Exhibit E-8: Fan On-Street Weekend Occupancy (Pt. 2)

Blk#	Name/Description	Address	Туре	Effective Supply	Weeken Count	d 11AM-2PM Utilization	Weeker Count	d 5PM-7PM Utilization	Weeken	d 9PM-11PM Utilization
30	W. Main St.	S. Robinson St. & S. Davis Ave.	Public On-Street	13	16	123%	13	100%	13	100%
	S. Davis Ave. W. Cary St.	Grove Ave. & Floyd Ave. S. Robinson St. & S. Davis Ave.	Public On-Street Public On-Street	15 9	8 9	53% 100%	13 8	87% 89%	16 10	107% 111%
30	S. Robinson St.	Grove Ave. & Floyd Ave.	Public On-Street	8	8	100%	7	88%	8	100%
	W. Cary St. S. Davis Ave.	S. Robinson St. & S. Davis Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 0	15 0	150% 0%	15 0	150% 0%	15 0	150% 0%
31	Grayland Ave.	S. Robinson St. & S. Davis Ave.	Public On-Street	11	14	127%	10	91%	13	118%
	S. Robinson St. Grayland Ave.	S. Robinson St. Grayland Ave. & S. Robinson St.	Public On-Street Public On-Street	6	0 4	0% 67%	0 5	0% 83%	0 5	0% 83%
	S. Robinson St. W. Cary St.	Grayland Ave. & S. Robinson St. S. Davis Ave. & S. Stafford Ave.	Public On-Street Public On-Street	0 12	0 14	0% 117%	0 12	0% 100%	0 15	0% 125%
	S. Stafford Ave.	W. Cary St. & Grayland Ave.	Public On-Street	0	0	0%	0	0%	0	0%
33 33	Grayland Ave. S. Davis Ave.	S. Davis Ave. & S. Stafford Ave. W. Cary St. & Grayland Ave.	Public On-Street Public On-Street	10 0	9	90% 0%	10 0	100% 0%	13 0	130% 0%
34	W. Main St.	S. Davis Ave. & S. Stafford Ave.	Public On-Street	12	15	125%	10	83%	15	125%
	S. Stafford Ave. W. Cary St.	W Main St. & W. Cary St. S. Davis Ave. & S. Stafford Ave.	Public On-Street Public On-Street	11 9	16 10	145% 111%	12 9	109% 100%	17 11	155% 122%
34	S. Davis Ave.	W Main St. & W. Cary St.	Public On-Street	12	15	125%	12	100%	16	133%
	Floyd Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	11 13	7	64% 54%	11 13	100% 100%	17 20	155% 154%
	W. Main St.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	15	14	93%	12	80%	15	100%
35 36	N. Davis Ave. Grove Ave.	Floyd Ave. & W. Main St. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	12 13	11 9	92% 69%	11 9	92% 69%	16 9	133% 69%
	N. Stafford Ave. Floyd Ave.	Grove Ave. & Floyd Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	12 12	11 12	92% 100%	11 11	92% 92%	11 11	92% 92%
36	N. Davis Ave.	Grove Ave. & Floyd Ave.	Public On-Street	12	13	108%	10	83%	10	83%
	Hanover Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave. Grove Ave. & Hanover Ave.	Public On-Street Public On-Street	13 13	14 14	108% 108%	13 13	100% 100%	13 13	100% 100%
37	Grove Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	13	14	108%	12	92%	12	92%
	N. Davis Ave. Stuart Ave.	Grove Ave. & Hanover Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	13 13	10 12	77% 92%	11 10	85% 77%	11 10	85% 77%
38	N. Stafford Ave.	Hanover Ave. & Stuart Ave.	Public On-Street	11	9	82%	10	91%	10	91%
38 38	Hanover N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Hanover Ave. & Stuart Ave.	Public On-Street Public On-Street	13 11	14 7	108% 64%	12 11	92% 100%	12 11	92% 100%
39	Kensington Ave. N. Stafford Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	13 13	9 11	69% 85%	13 11	100% 85%	13 11	100% 85%
39	N. Stafford Ave. Stuart Ave.	Stuart Ave. & Kensington Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street	13	13	100%	12	92%	12	92%
	N. Davis Ave. Park Ave.	Stuart Ave. & Kensington Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	13 14	11 9	85% 64%	12 13	92% 93%	12 13	92% 93%
40	N. Stafford Ave.	Kensington Ave. & Park Ave.	Public On-Street	6	6	100%	5	83%	5	83%
40 40	Kensington Ave. N. Davis Ave.	N. Davis Ave. & N. Stafford Ave. Kensington Ave. & Park Ave.	Public On-Street Public On-Street	8 7	7 0	88% 0%	6 5	75% 71%	6 5	75% 71%
41	Monument Ave.	N. Davis Ave. & N. Stafford Ave.	Public On-Street	26	24	92%	27	104%	27	104%
	Strawberry Street Park Ave.	Park Ave. & Monument Ave. N. Davis Ave. & N. Stafford Ave.	Public On-Street Public On-Street	10 24	8 24	80% 100%	9 22	90% 92%	9 22	90% 92%
	N. Davis Ave.	Park Ave. & Monument Ave.	Public On-Street	8	9	113%	9	113%	9	113%
	Park Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.	Public On-Street Public On-Street	12 4	15 5	125% 125%	13 9	108% 225%	13 9	108% 225%
42 42	North Alley N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Park Ave. & Stuart Ave.	Public On-Street Public On-Street	0 9	0 11	0% 122%	0 11	0% 122%	0 11	0% 122%
	North Alley	Strawberry St. & N. Stafford Ave.	Public On-Street	0	0	0%	0	0%	0	0%
	Strawberry St. Stuart Ave.	Park Ave. & Monument Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	9 13	7 11	78% 85%	9 14	100% 108%	9 14	100% 108%
43	N. Stafford Ave.	Park Ave. & Monument Ave.	Public On-Street	12	13	108%	12	100%	12	100%
44 44	Stuart Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	14 13	14 9	100% 69%	15 14	107% 108%	15 14	107% 108%
44	Hanover Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	16	11	69%	14	88%	14	88%
	N. Stafford Ave. Hanover Ave.	Stuart Ave. & Hanover Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	14 14	10 11	71% 79%	17 12	121% 86%	17 12	121% 86%
	Strawberry St. Grove Ave.	Hanover Ave. & Grove Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	10 14	8 13	80% 93%	10 13	100% 93%	10 13	100% 93%
	N. Stafford Ave.	Hanover Ave. & Grove Ave.	Public On-Street	14	13	93%	14	100%	14	100%
	Grove Ave. Strawberry St.	Strawberry St. & N. Stafford Ave. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	14 13	14 7	100% 54%	10 10	71% 77%	10 10	71% 77%
46	Floyd Ave.	Strawberry St. & N. Stafford Ave.	Public On-Street	13	7	54%	11	85%	11	85%
	N. Stafford Ave. Floyd Ave.	Grove Ave. & Floyd Ave. Strawberry St. & N. Stafford Ave.	Public On-Street Public On-Street	14 14	8 10	57% 71%	12 13	86% 93%	12 13	86% 93%
	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street	12	5	42%	11	92%	12	100%
	W. Main St. N. Stafford Ave.	Strawberry St. & N. Stafford Ave. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	10 14	7	70% 50%	9 12	90% 86%	13 16	130% 114%
48 48	W. Main St. S. Addison St.	Strawberry St. & S. Stafford Ave. W. Cary St. & W. Main St.	Public On-Street Public On-Street	11 11	12 10	109% 91%	12 10	109% 91%	15 14	136% 127%
	W. Cary St.	Strawberry St. & S. Stafford Ave.	Public On-Street	10	10	100%	9	90%	13	130%
	S. Stafford Ave. W. Main St.	W. Cary St. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 13	12 8	109% 62%	12 14	109% 108%	16 14	145% 108%
49	S. Shields Ave.	Floyd Ave. & W. Main St.	Public On-Street	11	12	109%	13	118%	13	118%
	W. Cary St. S. Addison St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	10 0	9	90% 0%	9 0	90% 0%	9	90% 0%
50	Floyd Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	12	11	92%	10	83%	10	83%
	N. Shields Ave. W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 9	7 4	64% 44%	10 10	91% 111%	10 10	91% 111%
50	Strawberry St.	Floyd Ave. & W. Main St.	Public On-Street	0	0 5	0%	0	0%	0	0%
	Grove Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 11	5 15	50% 136%	9 12	90% 109%	9 12	90% 109%
	Floyd Ave. Strawberry St.	S. Shields Ave. & Strawberry St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	14 12	8 5	57% 42%	12 10	86% 83%	12 10	86% 83%
52	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	14	11	79%	14	100%	14	100%
	N. Shields Ave. Grove Ave.	Hanover Ave. & Grove Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 14	8 14	73% 100%	10 12	91% 86%	10 12	91% 86%
52	Strawberry St.	Hanover Ave. & Grove Ave.	Public On-Street	11	13	118%	13	118%	13	118%
	Stuart Ave. N. Shields Ave.	S. Shields Ave. & Strawberry St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	13 12	16 11	123% 92%	12 10	92% 83%	12 10	92% 83%
53	Hanover Ave.	S. Shields Ave. & Strawberry St.	Public On-Street	14	13	93%	12	86%	12	86%
	Strawberry St. Park Ave.	Stuart Ave. & Hanover Ave. S. Shields Ave. & Strawberry St.	Public On-Street Public On-Street	11 14	10 10	91% 71%	12 11	109% 79%	12 11	109% 79%
54	N. Shields Ave.	Park Ave. & Stuart Ave.	Public On-Street	13	11	85%	11	85%	11	85%
	Stuart Ave. Strawberry St.	S. Shields Ave. & Strawberry St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street	14 18	14 16	100% 89%	15 13	107% 72%	15 13	107% 72%
55	Monument Ave. N. Allison St.	Strawberry St. & N. Allison St.	Public On-Street	22	18	82%	20	91%	20	91%
	N. Allison St. Park Ave.	Monument Ave. & Park Ave. Strawberry St. & N. Allison St.	Public On-Street Public On-Street	12 16	13 18	108% 113%	11 16	92% 100%	11 16	92% 100%
55	Strawberry St.	Monument Ave. & Park Ave.	Public On-Street	11	9	82% 85%	9	82%	9	82%
56 56	Monument Ave. N. Meadow St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	26 12	22 11	85% 92%	24 8	92% 67%	24 8	92% 67%
56 56	Park Ave. N. Allison St.	N. Allison St. & N. Meadow St. Monument Ave. & Park Ave.	Public On-Street Public On-Street	21 11	19 7	90% 64%	20 9	95% 82%	20 9	95% 82%
57	Park Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street	10	10	100%	11	110%	11	110%
	N. Rowland St. Stuart Ave.	Park Ave. & Stuart Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	9 14	11 12	122% 86%	11 13	122% 93%	11 13	122% 93%
57	N. Shields Ave.	Park Ave. & Stuart Ave.	Public On-Street	11	10	91%	10	91%	10	91%
58 58	Stuart Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	13 13	9 10	69% 77%	14 12	108% 92%	14 12	108% 92%
58	Hanover Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street	13	12	92%	14	108%	14	108%
58 59	N. Shields Ave. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13 14	13 12	100% 86%	13 15	100% 107%	13 15	100% 107%
59	N. Rowland St.	Hanover Ave. & Grove Ave.	Public On-Street	14	10	71%	11	79%	11	79%
59 59	Grove Ave. N. Shields Ave.	N. Shields Ave. & N. Rowland St. Hanover Ave. & Grove Ave.	Public On-Street Public On-Street	13 13	11 17	85% 131%	13 12	100% 92%	13 12	100% 92%







Exhibit E-8: Fan On-Street Weekend Occupancy (Pt. 3)

		EXNIBIT E-8: Fan Or		Effective	Weeken	d 11AM-2PM	Weeken	nd 5PM-7PM		nd 9PM-11PM
Blk # 60	Name/Description Grove Ave.	Address N. Shields Ave. & N. Rowland St.	Type Public On-Street	Supply 14	Count 9	Utilization 64%	Count 14	Utilization 100%	Count 14	Utilization 100%
60	N. Rowland St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13 12	8 7	62% 58%	13 12	100% 100%	13 12	100% 100%
60	N. Shields Ave.	Grove Ave. & Floyd Ave.	Public On-Street	13	9	69%	14	108%	14	108%
61 61	Floyd Ave. N. Rowland St.	N. Shields Ave. & N. Rowland St. Floyd Ave. & W. Main St.	Public On-Street Public On-Street	14 14	13 13	93% 93%	13 15	93% 107%	13 15	93% 107%
	W. Main St. N. Shields Ave.	N. Shields Ave. & N. Rowland St.	Public On-Street Public On-Street	13 13	14 10	108% 77%	15 14	115% 108%	15 14	115% 108%
	W. Main St.	Floyd Ave. & W. Main St. S. Shields Ave. & S. Rowland St.	Public On-Street	14	11	79%	14	100%	14	100%
	N. Rowland St. W. Cary St.	Floyd Ave. & W. Main St. S. Shields Ave. & S. Rowland St.	Public On-Street Public On-Street	12 14	12 8	100% 57%	13 15	108% 107%	13 15	108% 107%
62	N. Shields Ave.	Floyd Ave. & W. Main St.	Public On-Street	13	8	62%	15	115%	15	115%
	W. Main St. S. Meadow St.	S. Shields Ave. & S. Rowland St. W. Cary St. & S. Rowland St.	Public On-Street Public On-Street	11 0	13 0	118% 0%	13 0	118% 0%	13 0	118% 0%
	W. Cary St. S. Rowland St.	S. Shields Ave. & S. Rowland St. W Cary St. & W. Main St.	Public On-Street Public On-Street	14 13	10 11	71% 85%	15 13	107% 100%	15 13	107% 100%
64	Floyd Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	15	9	60%	12	80%	12	80%
64	N. Meadow St. W. Main St.	Floyd Ave. & W. Main St. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	0 13	0 11	0% 85%	0 12	0% 92%	0 12	0% 92%
	N. Rowland St. Grove Ave.	Floyd Ave. & W. Main St. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	14 11	8 11	57% 100%	13 11	93% 100%	13 11	93% 100%
65	N. Meadow St.	Floyd Ave. & W. Grove Ave.	Public On-Street	12	11	92%	14	117%	14	117%
	Floyd Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Floyd Ave. & W. Grove Ave.	Public On-Street Public On-Street	13 11	12 9	92% 82%	12 10	92% 91%	12 10	92% 91%
	Hanover Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Hanover Ave. & W. Grove Ave.	Public On-Street Public On-Street	15 11	11 6	73% 55%	15 11	100% 100%	15 11	100% 100%
66	Grove Ave.	N. Meadow St. & N. Rowland St.	Public On-Street	14	8	57%	14	100%	14	100%
	N. Rowland St. Stuart Ave.	Hanover Ave. & W. Grove Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	12 14	8 15	67% 107%	12 13	100% 93%	12 13	100% 93%
67 67	N. Meadow St. Hanover Ave.	Stuart Ave. & Hanover Ave. N. Meadow St. & N. Rowland St.	Public On-Street Public On-Street	12 14	11 12	92% 86%	12 15	100% 107%	12 15	100% 107%
67	N. Rowland St.	Stuart Ave. & Hanover Ave.	Public On-Street	12	11	92%	11	92%	11	92%
	Park Ave. N. Meadow St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street	12 5	15 5	125% 100%	11 6	92% 120%	11 6	92% 120%
68	Stuart Ave. N. Rowland St.	N. Meadow St. & N. Rowland St. Stuart Ave. & Park Ave.	Public On-Street Public On-Street	14 9	14 10	100% 111%	15 9	107% 100%	15 9	107% 100%
69 A	Monument Ave.	N. Meadow St. & N. Allen Ave.	Public On-Street	22	8	36%	19	86%	19	86%
	N. Allen Ave. Park Ave.	Monument Ave. & Park Ave. N. Meadow St. & N. Allen Ave.	Public On-Street Public On-Street	18 24	13 20	72% 83%	20 25	111% 104%	20 25	111% 104%
69 A	N. Meadow St.	Monument Ave. & Park Ave.	Public On-Street	0	0	0%	0	0%	0 29	0%
69 B	W. Grace St. N. Allen Ave.	N. Meadow St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street	26 13	14 5	54% 38%	24 14	92% 108%	16	112% 123%
	Monument Ave. N. Meadow St.	N. Meadow St. & N. Allen Ave. Monument Ave. & W. Grace St.	Public On-Street Public On-Street	22 9	13 6	59% 67%	20 11	91% 122%	29 11	132% 122%
70	Park Ave.	N. Meadow St. & N. Granby St.	Public On-Street	0	0	0%	0	0%	0	0%
	Stuart Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Park Ave. & Stuart Ave.	Public On-Street Public On-Street	14 0	14 0	100% 0%	14 0	100% 0%	14 0	100% 0%
	Stuart Ave. N. Granby St.	N. Meadow St. & N. Granby St. Stuart Ave. & Hanover Ave.	Public On-Street Public On-Street	13 13	6 12	46% 92%	13 10	100% 77%	13 10	100% 77%
71	Hanover Ave.	N. Meadow St. & N. Granby St.	Public On-Street	11	8	73%	10	91%	10	91%
	N. Meadow St. Hanover Ave.	Hanover Ave. & Stuart Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	0 14	7	0% 50%	0 14	0% 100%	0 14	0% 100%
	N. Granby St. Grove Ave.	Grove Ave. & Hanover Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	10 13	13 9	130% 69%	11 13	110% 100%	11 13	110% 100%
72	N. Meadow St.	Hanover Ave. & Grove Ave.	Public On-Street	0	0	0%	0	0%	0	0%
	Grove Ave. N. Granby St.	N. Meadow St. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	16 12	4	25% 33%	15 10	94% 83%	15 10	94% 83%
	Floyd Ave. N. Meadow St.	N. Meadow St. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	14 0	1 0	7% 0%	11 0	79% 0%	11 0	79% 0%
74	Floyd Ave.	N. Meadow St. & N. Granby St.	Public On-Street	14	11	79%	13	93%	13	93%
	N. Granby St. W. Main St.	W Main St. & Floyd Ave. N. Meadow St. & N. Granby St.	Public On-Street Public On-Street	12 9	6 11	50% 122%	11 10	92% 111%	11 10	92% 111%
	N. Meadow St. W. Main St.	W Main St. & Floyd Ave. S. Meadow St. & S. Granby St.	Public On-Street Public On-Street	9	11 4	122% 50%	6 9	67% 113%	6 9	67% 113%
75	S. Granby St.	W Main St. & W. Cary St.	Public On-Street	10	15	150%	9	90%	9	90%
	W. Cary St. S. Meadow St.	S. Meadow St. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street	6 4	2 5	33% 125%	6 4	100% 100%	6 4	100% 100%
	W. Main St. S. Allen Ave.	S. Allen Ave. & S. Granby St. W Main St. & W. Cary St.	Public On-Street Public On-Street	13 11	3 8	23% 73%	13 10	100% 91%	13 12	100% 109%
76	W. Cary St.	S. Allen Ave. & S. Granby St.	Public On-Street	11	13	118%	12	109%	5	45%
	S. Granby St. Floyd Ave.	W Main St. & W. Cary St. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	9 12	7 9	78% 75%	9 10	100% 83%	14 16	156% 133%
	N. Allen Ave. W. Main St.	W Main St. & W. Cary St. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	10 11	9 6	90% 55%	11 12	110% 109%	14 6	140% 55%
77	N. Granby St.	W Main St. & W. Cary St.	Public On-Street	12	11	92%	15	125%	16	133%
78 78	Grove Ave. N. Allen Ave.	N. Allen Ave. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 11	9 6	75% 55%	11 11	92% 100%	11 11	92% 100%
	Floyd Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 11	12 10	100% 91%	11 11	92% 100%	11 11	92% 100%
79	Hanover Ave.	N. Allen Ave. & N. Granby St.	Public On-Street	12	9	75%	13	108%	13	108%
79 79	N. Allen Ave. Grove Ave.	Grove Ave. & Hanover Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	12 12	9 11	75% 92%	11 10	92% 83%	11 10	92% 83%
79 80	N. Granby St. Park Ave.	Grove Ave. & Hanover Ave. N. Allen Ave. & N. Granby St.	Public On-Street Public On-Street	12 11	10 14	83% 127%	13 12	108% 109%	13 12	108% 109%
80	N. Allen Ave.	Hanover Ave. & Park Ave.	Public On-Street	9	10	111%	9	100%	9	100%
80 80	Hanover Ave. N. Granby St.	N. Allen Ave. & N. Granby St. Hanover Ave. & Park Ave.	Public On-Street Public On-Street	12 9	13 11	108% 122%	12 10	100% 111%	12 10	100% 111%
81 81	Park Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Park Ave. & Hanover Ave.	Public On-Street Public On-Street	15 9	2 5	13% 56%	10 6	67% 67%	10 6	67% 67%
81	Hanover Ave.	N. Allen Ave. & N. Vine St.	Public On-Street	16	13	81%	10	63%	10	63%
	N. Allen Ave. Hanover Ave.	Park Ave. & Hanover Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	11 13	12 12	109% 92%	10 13	91% 100%	10 13	91% 100%
	W. Vine St. Grove Ave.	Grove Ave. & Hanover Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	10 13	2 7	20% 54%	11 10	110% 77%	11 10	110% 77%
82	N. Allen Ave.	Grove Ave. & Hanover Ave.	Public On-Street	10	6	60%	11	110%	11	110%
	Grove Ave. W. Vine St.	N. Allen Ave. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 10	9 9	75% 90%	15 11	125% 110%	15 11	125% 110%
83	Floyd Ave. N. Allen Ave.	N. Allen Ave. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	11 10	13 5	118% 50%	12 11	109% 110%	12 11	109% 110%
84	Floyd Ave.	N. Allen Ave. & N. Vine St.	Public On-Street	11	8	73%	14	127%	9	82%
84 84	W. Vine St. W. Main St.	W Main St. & Floyd Ave. N. Allen Ave. & N. Vine St.	Public On-Street Public On-Street	9 11	5 12	56% 109%	7 10	78% 91%	13 8	144% 73%
	N. Allen Ave. W. Main St.	W Main St. & Floyd Ave. S. Allen Ave. & S. Vine St.	Public On-Street Public On-Street	10 12	7	70% 8%	10 12	100% 100%	8	80% 83%
85	S. Vine St.	W Main St. & W. Cary St.	Public On-Street	11	12	109%	11	100%	14	127%
	W. Cary St. S. Allen St.	S. Allen Ave. & S. Vine St. W Main St. & W. Cary St.	Public On-Street Public On-Street	9 10	15 4	167% 40%	8 12	89% 120%	7 13	78% 130%
86	W. Main St.	S. Lombardy St. & S. Vine St.	Public On-Street	11	11	100%	12	109%	9	82%
86	S. Lombardy St. W. Cary St.	W Main St. & W. Cary St. S. Lombardy St. & S. Vine St.	Public On-Street Public On-Street	9 11	12 11	133% 100%	10 11	111% 100%	12 11	133% 100%
86 87	S. Vine St. Floyd Ave.	W Main St. & W. Cary St. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street	9 11	11 10	122% 91%	10 11	111% 100%	15 16	167% 145%
87	N. Lombardy St.	W Main St. & Floyd Ave.	Public On-Street	10	14	140%	11	110%	15	150%
	W. Main St. N. Vine St.	N. Lombardy St. & N. Vine St. W Main St. & Floyd Ave.	Public On-Street Public On-Street	11 12	8 10	73% 83%	11 11	100% 92%	9 12	82% 100%
88 88	Grove Ave. N. Lombardy St.	N. Lombardy St. & N. Vine St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	12 10	5 9	42% 90%	14 11	117% 110%	14 11	117% 110%
88	Floyd Ave.	N. Lombardy St. & N. Vine St.	Public On-Street	11	6	55%	11	100%	11	100%
రర	N. Vine St.	Grove Ave. & Floyd Ave.	Public On-Street	10	8	80%	10	100%	10	100%







Exhibit E-8: Fan On-Street Weekend Occupancy (Pt. 4)

Blk#	Name/Description	Address	Туре	Effective Supply	Weeken Count	d 11AM-2PM Utilization	Weeken Count	nd 5PM-7PM Utilization	Weeken Count	d 9PM-11PM Utilization
89	Hanover Ave.	N. Lombardy St. & N. Vine St.	Public On-Street	11	8	73%	14	127%	14	127%
89 89	N. Lombardy St. Grove Ave.	Grove Ave. & Hanover Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street	9 11	4 8	44% 73%	16 11	178% 100%	16 11	178% 100%
	N. Vine St.	Grove Ave. & Hanover Ave.	Public On-Street	8	11	138%	11	138%	11	138%
90	Park Ave.	N. Lombardy St. & N. Vine St.	Public On-Street	11	8	73%	14	127%	14	127%
90 90	N. Lombardy St. Hanover Ave.	Park Ave. & Hanover Ave. N. Lombardy St. & N. Vine St.	Public On-Street Public On-Street	3 9	3 10	100% 111%	5 10	167% 111%	5 10	167% 111%
	N. Vine St.	Park Ave. & Hanover Ave.	Public On-Street	8	11	138%	8	100%	8	100%
91	Monument Ave.	N. Lombardy St. & N. Allen Ave.	Public On-Street	22	19	86%	22	100%	22	100%
	Stuart Park Ave.	Monument Ave. & Park Ave. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street	5 20	6 15	120% 75%	3 21	60% 105%	3 21	60% 105%
	N. Allen Ave.	Monument Ave. & Park Ave.	Public On-Street	22	7	32%	17	77%	17	77%
	W. Grace St.	N. Lombardy St. & N. Allen Ave.	Public On-Street	24	20	83%	26	108%	34	142%
92 92	N. Lombardy St. Monument Ave.	Monument Ave. & W. Grace St. N. Lombardy St. & N. Allen Ave.	Public On-Street Public On-Street	3 20	3 16	100% 80%	3 22	100% 110%	6 31	200% 155%
	N. Allen Ave.	Monument Ave. & W. Grace St.	Public On-Street	15	8	53%	15	100%	9	60%
93 93	W. Franklin St. Birch St.	N. Lombardy St. & Birch St.	Public On-Street	13 8	10 9	77% 113%	14	108% 125%	14 10	108% 125%
93	West Ave.	W FrankliN. & West Ave. N. Lombardy St. & Birch St.	Public On-Street Public On-Street	15	11	73%	10 17	113%	17	113%
93	N. Lombardy St.	W FrankliN. & West Ave.	Public On-Street	2	2	100%	2	100%	2	100%
94 94	West Ave. Birch St.	N. Lombardy St. & Birch St. Park Ave. & West Ave.	Public On-Street Public On-Street	16 7	11 5	69% 71%	17	106% 86%	17 6	106% 86%
94	Park Ave.	N. Lombardy St. & Birch St.	Public On-Street	17	14	82%	6 20	118%	20	118%
94	N. Lombardy St.	Park Ave. & West Ave.	Public On-Street	3	2	67%	5	167%	5	167%
95 95	Park Ave. Hanover Ave.	N. Lombardy St. & Hanover Ave. Park Ave. & N. Lombardy St.	Public On-Street Public On-Street	0 7	0 5	0% 71%	0 9	0% 129%	0 9	0% 129%
95	N. Lombardy St.	Park Ave. & Hanover Ave.	Public On-Street	0	0	0%	0	0%	0	0%
96	Hanover Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	11	92%	12	100%	12	100%
96 96	N. Plum St. Grove Ave.	Hanover Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 12	3 6	30% 50%	10 12	100% 100%	10 12	100% 100%
	N. Lombardy St.	Hanover Ave. & Grove Ave.	Public On-Street	0	0	0%	0	0%	0	0%
97	Grove Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	13	108%	13	108%	13	108%
97 97	N. Plum St. Floyd Ave.	Floyd Ave. & Grove Ave. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	9 12	7 8	78% 67%	11 14	122% 117%	11 14	122% 117%
	N. Lombardy St.	Grove Ave. & Floyd Ave.	Public On-Street	0	0	0%	0	0%	0	0%
98	Floyd Ave.	N. Lombardy St. & N. Plum St.	Public On-Street	12	11	92%	12	100%	18	150%
98 98	N. Plum St. W. Main St.	Floyd Ave. & W. Main St. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 8	9 5	90% 63%	12 9	120% 113%	15 12	150% 150%
	N. Lombardy St.	W Main St. Floyd Ave.	Public On-Street	0	0	0%	0	0%	0	0%
99	W. Main St.	N. Lombardy St. & N. Plum St.	Public On-Street	10	14	140%	11	110%	11	110%
99 99	S. Plum St. W. Cary St.	W Cary St. & W. Main St. N. Lombardy St. & N. Plum St.	Public On-Street Public On-Street	10 10	7 5	70% 50%	11 11	110% 110%	9 13	90% 130%
	S. Lombardy St.	W Main St. & W. Cary St.	Public On-Street	0	0	0%	0	0%	0	0%
	W. Main St.	S. Plum St. & S. Harvie St.	Public On-Street	12	11	92%	12	100%	16	133%
	S. Harvie St. W. Cary St.	W Main St. & W. Cary St. S. Plum St. & S. Harvie St.	Public On-Street Public On-Street	8 10	8 10	100% 100%	9 10	113% 100%	7 10	88% 100%
	S. Plum St.	W Main St. & W. Cary St.	Public On-Street	10	8	80%	12	120%	7	70%
	Floyd Ave.	N. Plum St. & N. Harvie St.	Public On-Street	9	10	111%	10	111%	13	144%
	N. Harvie St. W. Main St.	Floyd Ave. & N. Plum St. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street	14 11	9	64% 73%	14 12	100% 109%	15 1	107% 9%
	N. Plum St.	Floyd Ave. & N. Plum St.	Public On-Street	13	8	62%	13	100%	13	100%
	Grove Ave.	N. Plum St. & N. Harvie St.	Public On-Street	12	5	42%	10	83%	10	83%
	N. Harvie St. Floyd Ave.	Grove Ave. & Floyd Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street	9 12	7 9	78% 75%	9 11	100% 92%	9 11	100% 92%
	N. Plum St.	Grove Ave. & Floyd Ave.	Public On-Street	11	5	45%	11	100%	11	100%
	Park Ave.	N. Plum St. & N. Harvie St.	Public On-Street	0	0	0%	0	0%	0	0%
	N. Harvie St. Grove Ave.	Grove Ave. & Park Ave. N. Plum St. & N. Harvie St.	Public On-Street Public On-Street	7 12	5 5	71% 42%	9 13	129% 108%	9 13	129% 108%
	N. Plum St.	Grove Ave. & Park Ave.	Public On-Street	10	7	70%	11	110%	11	110%
	West Ave.	Boyd St. & Birch St.	Public On-Street	19	5	26%	19	100%	19	100%
	Boyd St. Park Ave.	West Ave. & Park Ave. Boyd St. & Birch St.	Public On-Street Public On-Street	0 19	0	0% 5%	0 17	0% 89%	0 17	0% 89%
	Birch St.	West Ave. & Park Ave.	Public On-Street	0	0	0%	0	0%	0	0%
	W. Franklin St.	Boyd St. & Birch St.	Public On-Street	17	9	53%	14	82%	14	82%
	Boyd St. West Ave.	West Ave. & W. FrankliN. St. Boyd St. & Birch St.	Public On-Street Public On-Street	0 19	0 12	0% 63%	0 20	0% 105%	0 20	0% 105%
	Birch St.	W FrankliN. St. & West Ave.	Public On-Street	0	0	0%	0	0%	0	0%
	W. Franklin St.	Boyd St. & N. Harrison St.	Public On-Street	6	4	67%	7	117%	7	117%
	N. Harrison St. West Ave.	West Ave. & W. FrankliN. St. Boyd St. & N. Harrison St.	Public On-Street Public On-Street	6	4 6	100% 100%	5 7	125% 117%	5 7	125% 117%
	Boyd St.	West Ave. & W. FrankliN. St.	Public On-Street	7	8	114%	11	157%	11	157%
	West Ave.	Boyd St. & N. Harrison St.	Public On-Street	9	10	111%	9	100%	9	100%
	N. Harrison St. Park Ave.	West Ave. & Park Ave. Boyd St. & N. Harrison St.	Public On-Street Public On-Street	3 8	3 9	100% 113%	4 9	133% 113%	4 9	133% 113%
	Boyd St.	West Ave. & Park Ave.	Public On-Street	6	7	117%	7	117%	7	117%
	Park Ave. N. Harrison St.	N. Morris St. & N. Harrison St.	Public On-Street	0 2	0	0% 150%	0	0% 200%	0 4	0% 200%
	Grove Ave.	Park Ave. & Grove Ave. N. Morris St. & N. Harrison St.	Public On-Street Public On-Street	9	3 14	150% 156%	4 11	200% 122%	11	200% 122%
	N. Morris St.	Park Ave. & Grove Ave.	Public On-Street	7	6	86%	9	129%	9	129%
	Grove Ave. N. Harrison St.	N. Morris St. & N. Harrison St. Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	10 9	5 3	50% 33%	11 10	110% 111%	11 10	110% 111%
	Floyd Ave.	N. Morris St. & N. Harrison St.	Public On-Street	11	10	91%	10	109%	10	109%
	N. Morris St.	Grove Ave. & Floyd Ave.	Public On-Street	13	11	85%	13	100%	13	100%
	Floyd Ave. N. Harrison St.	N. Morris St. & N. Harrison St. W Main St. & Floyd Ave.	Public On-Street Public On-Street	10 11	11 9	110% 82%	10 12	100% 109%	12 10	120% 91%
110	W. Main St.	N. Morris St. & N. Harrison St.	Public On-Street	8	9	113%	9	113%	8	100%
	N. Morris St.	W Main St. & Floyd Ave.	Public On-Street	10	13	130%	12	120%	12	120%
	W. Main St. S. Harrison St.	S. Morris St. & S. Harrison St. W Main St. & W. Cary St.	Public On-Street Public On-Street	7 9	5 3	71% 33%	8 10	114% 111%	5 8	71% 89%
	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	4	8	200%	5	125%	3	75%
	S. Morris St.	W Main St. & W. Cary St.	Public On-Street	11	4	36%	10	91%	11	100%
	W. Main St. S. Morris St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	4 10	3	75% 30%	5 13	125% 130%	0 11	0% 110%
112	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	13	8	62%	12	92%	14	108%
	S. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street	11	3	27%	13	118%	14	127%
	W. Main St. S. Brunswick St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	9	3 8	75% 89%	5 9	125% 100%	5 11	125% 122%
113	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	6	2	33%	7	117%	7	117%
	S. Randolph St.	W Main St. & S. Brunswick St.	Public On-Street	11	5	45%	12	109%	15	136%
	W. Main St. S. Randolph St.	S. Morris St. & S. Harrison St. W Main St. & S. Brunswick St.	Public On-Street Public On-Street	4 0	4 0	100% 0%	5 0	125% 0%	3 0	75% 0%
114	W. Cary St.	S. Morris St. & S. Harrison St.	Public On-Street	3	3	100%	3	100%	3	100%
	S. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street	10	10	100%	11	110%	8	80%
	N. Morris St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street	8	7	88% 33%	9 6	113% 200%	10 1	125% 33%
115	N. Brunswick St.	W Main St. & S. Brunswick St.	Public On-Street	8	5	63%	9	113%	12	150%
	Floyd Ave.	S. Morris St. & S. Harrison St.	Public On-Street	9	10	111%	9	100%	15	167%
	N. Brunswick St. W. Main St.	W Main St. & S. Brunswick St. S. Morris St. & S. Harrison St.	Public On-Street Public On-Street	11 11	8 7	73% 64%	13 14	118% 127%	17 3	155% 27%
	N. Harvie St.	W Main St. & S. Brunswick St.	Public On-Street	9	5	56%	12	133%	13	144%
	Grove Ave.	S. Morris St. & N. Harvie St.	Public On-Street	6	3	50%	5	83%	5	83%
	N. Morris St. Floyd Ave.	Grove Ave. & Floyd Ave. S. Morris St. & N. Harvie St.	Public On-Street Public On-Street	11 11	10 9	91% 82%	12 12	109% 109%	12 12	109% 109%
	N. Harvie St.	Grove Ave. & Floyd Ave.	Public On-Street Public On-Street	11	7	82% 64%	11	109%	11	109%
	Park Ave.	S. Morris St. & N. Harvie St.	Public On-Street	0	0	0%	0	0%	0	0%
	N. Morris St.	Grove Ave. & Park Ave.	Public On-Street	7	6	86%	9	129%	9	129%
118			Public On-Street	5		100%	7	140%	7	140%
118 118	Grove Ave. N. Harvie St.	S. Morris St. & N. Harvie St. Grove Ave. & Park Ave.	Public On-Street Public On-Street	5 7	5 7	100% 100%	7 8	140% 114%	7 8	140% 114%









Exhibit E-8: Fan On-Street Weekend Occupancy (Pt. 5)

DU "	No. of Providence	Addison	-	Effective		d 11AM-2PM Utilization		nd 5PM-7PM Utilization		d 9PM-11PM Utilization
Blk# 119	Name/Description W. Broad St.	Address N. Allen Ave. & N. Lombardy St.	Type Public On-Street	Supply 15	Count	Utilization	Count	Utilization	Count 22	147%
	N. Lombardy St.	W. Broad St. & W. Grace St.	Public On-Street	6					8	133%
	W. Grace St. N. Allen Ave.	N. Lombardy St. & N. Allen Ave. W. Broad St. & W. Grace St.	Public On-Street Public On-Street	22 14					34 22	155% 157%
	W. Broad St.	N. Allen St. & N. Meadow St.	Public On-Street	15					25	167%
	N. Allen St.	W. Broad St. & W. Grace St.	Public On-Street	6					10	167%
	W. Grace St. N. Meadow St.	N. Allen St. & N. Meadow St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street	23 6					31 12	135% 200%
	W. Broad St.	N. Meadow St. & N. Allison St.	Public On-Street	15					8	53%
	N. Meadow St.	W. Broad St. & W. Grace St.	Public On-Street	0					0	0%
	W. Grace St. N. Allison St.	N. Meadow St. & N. Allison St.	Public On-Street	25 10					29 8	116%
	W. Grace St.	W. Broad St. & W. Grace St. N. Meadow St. & N. Allison St.	Public On-Street Public On-Street	20					28	80% 140%
	N. Meadow St.	W. Grace St. & W. Broad Street	Public On-Street	0					0	0%
	Monument Ave.	N. Meadow St. & N. Allison St.	Public On-Street	20					23	115%
	N. Allison St. W. Grace St.	W. Grace St. & W. Broad Street N. Allison St. & Strawberry St.	Public On-Street Public On-Street	8 19					11 25	138% 132%
	N. Allison St.	W. Grace St. & Monument Ave.	Public On-Street	9					12	133%
	Monument Ave.	N. Allison St. & Strawberry St.	Public On-Street	19					21	111%
	Strawberry St. W. Broad St.	W. Grace St. & Monument Ave. N. Allison St. & Strawberry St.	Public On-Street Public On-Street	9 5					10	111% 0%
	N. Allison St.	W. Broad St. & W. Grace St.	Public On-Street	8					10	125%
	W. Grace St.	N. Allison St. & Strawberry St.	Public On-Street	19					24	126%
	Strawberry St.	W. Broad St. & W. Grace St.	Public On-Street	7					6 0	86%
	W. Broad St. Strawberry St.	Strawberry St. & N. Davis Ave. W. Broad St. & W. Grace St.	Public On-Street Public On-Street	3 7					6	0% 86%
	W. Grace St.	Strawberry St. & N. Davis Ave.	Public On-Street	22					32	145%
	N. Davis Ave.	W. Broad St. & W. Grace St.	Public On-Street	8					8	100%
	W. Grace St. Strawberry St.	Strawberry St. & N. Davis Ave. W. Grace St. & Monument Ave.	Public On-Street Public On-Street	22 9					27 12	123% 133%
	Monument Ave.	Strawberry St. & N. Davis Ave.	Public On-Street	22					22	100%
126	N. Davis Ave.	W. Grace St. & Monument Ave.	Public On-Street	15					18	120%
	W. Grace St.	N. Davis Ave. & N. Robinson St.	Public On-Street	9					12 16	133%
127 127	N. Davis Ave. Monument Ave.	W. Grace St. & Monument Ave. N. Davis Ave. & N. Robinson St.	Public On-Street Public On-Street	14 9					16 13	114% 144%
	N. Robinson St.	W. Grace St. & Monument Ave.	Public On-Street	6					9	150%
	W. Broad St.	N. Davis Ave. & N. Robinson St.	Public On-Street	0					0	0%
	N. Davis Ave. W. Grace St.	W. Broad St. & W. Grace St. N. Davis Ave. & N. Robinson St.	Public On-Street Public On-Street	9 10					8 12	89% 120%
	N. Robinson St.	W. Broad St. & W. Grace St.	Public On-Street	4					5	125%
129	W. Broad St.	N. Robinson St. & N. Mulberry St.	Public On-Street	2					0	0%
	N. Robinson St.	W. Broad St. & W. Grace St.	Public On-Street	0					0	0%
	W. Grace St. N. Mulberry St.	N. Robinson St. & N. Mulberry St. W. Broad St. & W. Grace St.	Public On-Street Public On-Street	11 7					16 9	145% 129%
	W. Grace St.	N. Robinson St. & N. Mulberry St.	Public On-Street	11					14	127%
	N. Robinson St.	W. Grace St. & Monument Ave.	Public On-Street	0					0	0%
	Monument Ave. N. Mulberry St.	N. Robinson St. & N. Mulberry St. W. Grace St. & Monument Ave.	Public On-Street Public On-Street	11 8					15 11	136% 138%
	W. Grace St.	N. Mulberry St. & N. Boulevard	Public On-Street	20					28	140%
131	N. Mulberry St.	W. Grace St. & Monument Ave.	Public On-Street	8					14	175%
	Monument Ave.	N. Mulberry St. & N. Boulevard	Public On-Street	15					20	133%
	N. Boulevard W. Broad St.	W. Grace St. & Monument Ave. N. Mulberry St. & N. Boulevard	Public On-Street Public On-Street	8					9	113% 0%
	N. Mulberry St.	W. Broad St. & W. Grace St.	Public On-Street	7					9	129%
	W. Grace St.	N. Mulberry St. & N. Boulevard	Public On-Street	20					31	155%
	N. Boulevard Parkwood Ave.	W. Broad St. & W. Grace St. S. Addison St. & S. Stafford Ave.	Public On-Street Public On-Street	8					5 10	125% 125%
	S. Addison St.	Parkwood Ave. & Downtown Expy	Public On-Street	4					4	100%
	S. Stafford Ave.	Parkwood Ave. & Downtown Expy	Public On-Street	0					0	0%
	W. Cary St. S. Addison St.	S. Addison St. & S. Stafford Ave.	Public On-Street Public On-Street	3 4					10 9	333% 225%
	Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Addison St. & S. Stafford Ave.	Public On-Street	10					14	140%
	S. Stafford Ave.	W. Cary St. & Parkwood Ave.	Public On-Street	7					11	157%
	W. Cary St.	S. Shields Ave. & S. Addison St.	Public On-Street	9					7	78%
	S. Shields Ave. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Shields Ave. & S. Addison St.	Public On-Street Public On-Street	7 10					8 11	114% 110%
	S. Addison St.	W. Cary St. & Parkwood Ave.	Public On-Street	6					5	83%
	Parkwood Ave.	S. Meadow St. & S. Addison St.	Public On-Street	34					14	41%
	S. Meadow St. S. Addison St.	Parkwood Ave. & Downtown Expy	Public On-Street	0 4					5 4	500% 100%
	W. Cary St.	Parkwood Ave. & Downtown Expy S. Rowland St. & S. Shields Ave.	Public On-Street Public On-Street	9					5	56%
137	S. Rowland St.	W. Cary St. & Parkwood Ave.	Public On-Street	6					6	100%
	Parkwood Ave.	S. Rowland St. & S. Shields Ave.	Public On-Street	12					9	75%
	S. Shields Ave. W. Cary St.	W. Cary St. & Parkwood Ave. S. Meadow St. & S. Rowland St.	Public On-Street Public On-Street	8					2	25% 22%
138	S. Meadow St.	W. Cary St. & Parkwood Ave.	Public On-Street	0					0	0%
	Parkwood Ave.	S. Meadow St. & S. Rowland St.	Public On-Street	10					8	80% 75%
	S. Rowland St. W. Cary St.	W. Cary St. & Parkwood Ave. S. Granby St. & S. Meadow St.	Public On-Street Public On-Street	8 11					6 9	75% 82%
	S. Granby St.	W. Cary St. & Parkwood Ave.	Public On-Street	9					8	89%
	Parkwood Ave.	S. Granby St. & S. Meadow St.	Public On-Street	9					10	111%
	S. Meadow St. W. Cary St.	W. Cary St. & Parkwood Ave. S. Allen Ave. & S. Granby St.	Public On-Street Public On-Street	9					0 13	0% 144%
	S. Allen Ave.	W. Cary St. & Parkwood Ave.	Public On-Street	7					9	129%
	Parkwood Ave.	S. Allen Ave. & S. Granby St.	Public On-Street	29					25	86%
	S. Granby St. W. Cary St.	W. Cary St. & Parkwood Ave. Temple St. & S. Allen Ave.	Public On-Street Public On-Street	0 13					0 12	0% 92%
	Temple St.	W. Cary St. & Parkwood Ave.	Public On-Street	0					0	92% 0%
141	Parkwood Ave.	Temple St. & S. Allen Ave.	Public On-Street	26					25	96%
	S. Allen Ave.	W. Cary St. & Parkwood Ave. S. Lombardy St. & Temple St.	Public On-Street	0					0	0% 127%
	W. Cary St. S. Lombardy St.	W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street	11 0					14 0	127% 0%
142	Parkwood Ave.	S. Lombardy St. & Temple St.	Public On-Street	29					25	86%
	Temple St.	W. Cary St. & Parkwood Ave.	Public On-Street	9					10	111%
	W. Cary St. Lady St.	Lady St. & S. Lombardy St. W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street	11 7					13 0	118% 0%
	Parkwood Ave.	Lady St. & S. Lombardy St.	Public On-Street Public On-Street	23					14	0% 61%
143	S. Lombardy St.	W. Cary St. & Parkwood Ave.	Public On-Street	3					4	133%
	W. Cary St.	S. Randolph St. & Lady St.	Public On-Street	5					2	40%
	S. Randolph St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Randolph St. & Lady St.	Public On-Street Public On-Street	0 21					0	0% 14%
	Lady St.	W. Cary St. & Parkwood Ave.	Public On-Street	0					0	0%
145	W. Cary St.	S. Harrison St. & S. Randolph St.	Public On-Street	30					26	87%
	S. Harrison St. Parkwood Ave.	W. Cary St. & Parkwood Ave. S. Harrison St. & S. Randolph St.	Public On-Street Public On-Street	5 58					4 51	80% 88%
_	S. Randolph St.	W. Cary St. & Parkwood Ave.	Public On-Street Public On-Street	58 9					8	88% 89%
	(Including Extension)			6,032					6,425	107%







Exhibit E-9: Fan Off-Street Weekend Occupancy (Pt. 1)

2 C 2 2 3 F 3 F 3 F 3 F 3 F 3 F	Name/Description Richmond's First Baptist Church Deaf Mission First Baptist Church 2700 Kensington Ave. Richmond Family Practice (N)		Private/Private Lot Private/Private Lot	User Institutional	Supply 53	Count 36	Utilization 68%	Count 2	Utilization 4%	Count 1	Utilization 2%
2 2 3 F 3 F 3 F 3 F 3 F 4 F	2700 Kensington Ave.		Private/Private Lot	to sale at a sel							
3 F 3 F 3 F 3 P 3 P 4 P				Institutional	11	2	18%	0	0%	1	9%
3 F 3 F 3 P 3 P 4 P		2700 Kensington Ave. 425 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Customers	15 4	6 2	40% 50%	14 0	93% 0%	2	13% 0%
3 P 3 P 3 P 4 P	Pierce Arrow (N)	421 N. Boulevard	Private/Private Lot	Residential	3	2	67%	2	67%	0	0%
3 P 3 P 4 P	Richmond Family Practice (S)	415 N. Boulevard	Private/Private Lot	Customers	25	2	8%	2	8%	2	8%
3 P	Pierce Arrow / Abbey Court Pierce Arrow (E)	413 N. Boulevard 409 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	11 2	3 1	27% 50%	8	73% 150%	2	18% 100%
	Pierce Arrow (W)	405 N. Boulevard	Private/Private Lot	Residential	5	2	40%	4	80%	0	0%
4 F	Pierce Arrow	315 N. Boulevard	Private/Private Lot	Residential	14	14	100%	11	79%	12	86%
5 2	Hollister 219, 221 223, 225 N Boulevard	307 N. Boulevard 221 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	14 4	14 5	100% 125%	6 5	43% 125%	11 4	79% 100%
	2705 Hanover Ave./ Carlyle	2705 Hanover Ave.	Private/Private Lot	Residential	4	4	100%	4	100%	4	100%
	VMFA Parking	211 N. Boulevard	Private/Private Lot	Institutional	17	7	41%	9	53%	7	41%
	Grove Plaza/ Dickson 2704 Grove Ave.	2708 Grove Ave. 2704 Grove Ave.	Private/Private Lot Private/Private Lot	Mixed-Use Residential	3 5	2 0	67% 0%	2 1	67% 20%	2 7	67% 140%
	2711 Grove Ave.	2711 Grove Ave.	Private/Private Lot	Residential	4	2	50%	3	75%	11	275%
	2707 Grove Ave.	2707 Grove Ave.	Private/Private Lot	Residential	2	2	100%	1	50%	2	100%
	111 N. Boulevard 107 N. Boulevard	111 N. Boulevard 107 N. Boulevard	Private/Private Lot Private/Private Lot	Residential Residential	4 4	1 1	25% 25%	3 1	75% 25%	3 4	75% 100%
	15 N. Boulevard	15 N. Boulevard	Private/Private Lot	Residential	14	7	50%	9	64%	14	100%
	The One Bed & Breakfast	1 N. Boulevard	Private/Private Lot	Customers	5	2	40%	3	60%	5	100%
	13 South Boulevard Sunny Market	13 South Boulevard 2700 W. Cary St.	Private/Private Lot Private/Private Lot	Residential Customers	6 10	2 6	33% 60%	4 6	67% 60%	5 2	83% 20%
	Pierce Arrow Apartments	2709 W. Cary St.	Private/Private Lot	Residential	14	4	29%	3	21%	10	71%
	Steeber Design & Development 2700 Parkwood Ave.	2701 W. Cary St. 2700 Parkwood Ave.	Private/Private Lot Private/Private Lot	Employees Residential	4 5	0 2	0% 40%	1 2	25% 40%	0 4	0% 80%
	111 S. Boulevard	111 S. Boulevard	Private/Private Lot	Residential	5	2	40%	3	60%	5	100%
	201, 203 205 S. Boulevard	201, 203 205 S. Boulevard	Private/Private Lot	Residential	4	1	25%	4	100%	4	100%
	2709 Parkwood Ave. 215 S. Boulevard	2709 Parkwood Ave. 215 S. Boulevard	Private/Private Lot	Residential	2 5	1 2	50% 40%	2	100% 80%	2 4	100% 80%
	2708 Grayland Ave.	2708 Grayland Ave.	Private/Private Lot Private/Private Lot	Residential Residential	1	1	100%	1	100%	0	0%
	2704 Grayland Ave.	2704 Grayland Ave.	Private/Private Lot	Residential	2	2	100%	2	100%	1	50%
	Fleckenstein & Associates, P.C.	311 S. Boulevard	Private/Private Lot	Employees	10 10	5 4	50% 40%	0 7	0% 70%	0 7	0% 70%
	2709 Grayland Ave. 2700 Idlewood Ave.	2709 Grayland Ave. 2700 Idlewood Ave.	Private/Private Lot Private/Private Lot	Residential Residential	10 10	3	40% 30%	7	70% 70%	6	70% 60%
12 S	S. Robinson St.	S. Robinson St.	Private/Private Lot	Residential	13	8	62%	9	69%	2	15%
	204 S. Robinson St.	204 S. Robinson St.	Private/Private Lot	Residential	5	2 4	40% 80%	4	80%	6 5	120% 100%
	The Cask Café 2630 W. Cary St.	206 S. Robinson St. 2630 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	5 30	8	80% 27%	1 11	20% 37%	5 24	100% 80%
14 P	Patinad Grace	106 S. Robinson St.	Private/Private Lot	Customers	5	0	0%	4	80%	1	20%
	Clothes Rack	5119, 2618 W. Cary St.	Private/Private Lot	Customers	19	8 6	42% 150%	5 1	26% 25%	6 4	32% 100%
	Social 52 Kitchen & Craft Bar Black Swan Books	2619 W. Main St. 2601 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	4 20	6 5	150% 25%	1 11	25% 55%	4 11	100% 55%
15 P	Pressed	5127, 6 S. Robinson St.	Private/Private Lot	Customers	9	6	67%	10	111%	8	89%
	McGrath Joseph (Social 52)	2612 W. Cary St. 9 N. Mulberry St.	Private/Private Lot	Customers	16 10	4 8	25% 80%	7 7	44% 70%	10 9	63%
	9 N. Mulberry St. 2617 1/2 Floyd Ave.	9 N. Mulberry St. 2617 1/2 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	10 13	8 6	80% 46%	7 8	70% 62%	9 11	90% 85%
17 R	Retreat Doctors' Hospital	110 N. Robinson St.	Private/Private Structure	Customers	322	167	52%	41	13%	53	16%
	205 N. Mulberry St.	205 N. Mulberry St.	Private/Private Lot	Residential	8 16	8 10	100% 63%	8 9	100% 56%	8 0	100%
	Puritan Cleaners Atlantis Food Services	200 N. Robinson St. 2601 Stuart Ave.	Private/Private Lot Private/Private Lot	Customers Employees	16 12	10 0	63% 0%	0	56% 0%	1	0% 8%
19 V	Verizon Wireless	N. Robinson St. Alley	Private/Private Lot	Customers	11	0	0%	2	18%	0	0%
	408 N. Robinson St.	408 N. Robinson St.	Private/Private Lot	Residential	20	5	25% 100%	16	80% 50%	8	40% 125%
	Robinson Street Market Starbucks	402 N. Robinson St. 400 North Robinson Rd.	Private/Private Lot Private/Private Lot	Customers Customers	4 21	4 18	100% 86%	2 10	50% 48%	5 5	125% 24%
	2620 Stuart St.	2620 Stuart St.	Private/Private Lot	Residential	27	14	52%	16	59%	14	52%
	2606 Kensington Ave.	2606 Kensington Ave.	Private/Private Lot	Residential	42	22	52% 50%	42	100%	48	114%
	2604 Park Ave. 2600 Park Ave.	2604 Park Ave. 2600 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4 3	2 2	50% 67%	3 2	75% 67%	3 2	75% 67%
23 E	Branch Museum	2501 Monument Ave.	Private/Private Lot	Institutional	107	11	10%	6	6%	0	0%
	2519 Kensington Ave.	2519 Kensington Ave.	Private/Private Lot	Residential	9	1	11%	7	78%	11	122%
	2511 Kensington Ave. 408 N. Davis Ave.	2511 Kensington Ave. 408 N. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Residential	4 7	2	50% 43%	3 6	75% 86%	4 9	100% 129%
	Circle Square Salon	305 N. Robinson St.	Private/Private Lot	Customers	11	5	45%	0	0%	0	0%
	306 N. Davis Ave.	306 N. Davis Ave.	Private/Private Lot	Residential	7	5	71%	4	57%	7	100%
	Metro Bar & Grill 2512 Hanover Ave.	301 N. Robinson St. 2512 Hanover Ave.	Private/Private Lot Private/Private Lot	Customers Residential	20 9	7 1	35% 11%	4 6	20% 67%	20 9	100% 100%
27 F	Red Salon	201 N. Robinson St.	Private/Private Lot	Customers	2	1	50%	0	0%	0	0%
	115 N. Robinson St.	115 N. Robinson St.	Private/Private Lot	Residential	11	4	36%	5	45% 22%	11 10	100%
	2508 Floyd Ave. 2525 Floyd Ave.	2508 Floyd Ave. 2525 Floyd Ave.	Private/Private Lot Private/Private Lot	Residential Residential	9 7	2 5	22% 71%	3 6	33% 86%	10 7	111% 100%
29 T	Thornhill-Margin LLC	7 N. Robinson St.	Private/Private Lot	Employees	15	0	0%	6	40%	12	80%
	mago	5 N. Robinson St.	Private/Private Lot	Employees	5	0	0%	0	0%	0	0%
	1 N. Robinson St. Rocket Pop - Cee Blues	1 N. Robinson St. 2520 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	4 13	3 0	75% 0%	5 2	125% 15%	4 15	100% 115%
29 S	Sustainable Technology Institute	2512 W. Main St.	Private/Private Lot	Institutional	5	0	0%	0	0%	0	0%
	Helen's / Continental Divide	2527 W. Main St.	Private/Private Lot	Customers	23	21	91%	4	17%	15 5	65% 100%
	1 N. Robinson St. Donlon Design	11 S. Robinson St. 2517 Mule Barn Alley	Private/Private Lot Private/Private Lot	Residential Customers	5 21	3 14	60% 67%	4 2	80% 10%	5 0	100% 0%
30 1	14 S. Davis Ave.	14 S. Davis Ave.	Private/Private Lot	Residential	7	3	43%	5	71%	7	100%
	Schneider	2512 W. Cary St.	Private/Private Lot	Customers	20	5	25%	3	15%	12	60%
	24 S. Davis Ave. Cary Street Station	24 S. Davis Ave. 116 S. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 113	6 43	55% 38%	9 45	82% 40%	10 83	91% 73%
31 (Cary Street Station	116 S. Davis Ave.	Private/Private Lot	Residential	41	13	32%	17	41%	35	85%
	Dominion	2421 Grayland Ave.	Private/Private Lot	Employees	36 67	8	22%	14	39%	31	86%
	Dominion Dominion	2493 Grayland Ave. 2501 Grayland Ave.	Private/Private Lot Private/Private Lot	Employees Employees	67 9	16 0	24% 0%	45 2	67% 22%	50 10	75% 111%
	Dominion	2599 Grayland Ave.	Private/Private Lot	Employees	10	2	20%	2	20%	12	120%
	Riverview Baptist	2604 Idlewood Ave.	Private/Private Lot	Institutional	23	1	4%	0	0%	2	9%
	Cary Street Station Dominion	103 S. Davis Ave. 102 S. Davis Ave.	Private/Private Lot Private/Private Lot	Residential Employees	20 20	26 13	130% 65%	19 1	95% 5%	20 18	100% 90%
	Dominion	102 S. Davis Ave.	Private/Private Lot	Employees	16	5	31%	2	13%	19	119%
	Cary Street Station	103 S. Davis Ave.	Private/Private Lot	Residential	27	23	85%	23	85%	29	107%
	2417 W. Main St. 8 S. Stafford Ave.	2417 W. Main St. 8 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	15 4	8 2	53% 50%	11 4	73% 100%	17 4	113% 100%
	City Beach	2416 W. Cary St.	Private/Private Lot	Customers	22	3	14%	11	50%	20	91%
	2398 W. Main St.	2398 W. Main St.	Private/Private Lot	Residential	23	9	39%	11	48%	23	100%
	2400 W. Main St. 104 N. Stafford Ave.	2400 W. Main St. 104 N. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	5 10	1 2	20% 20%	2 7	40% 70%	4 7	80% 70%
	2401 Hanover Ave.	2401 Hanover Ave.	Private/Private Lot	Residential	11	8	73%	9	82%	9	82%
37 2	210 N. Stafford Ave.	210 N. Stafford Ave.	Private/Private Lot	Residential	7	8	114%	6	86%	6	86%
	305 N. Davis Ave. 2413 Park Ave.	305 N. Davis Ave. 2413 Park Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 2	7 1	64% 50%	6 2	55% 100%	6 2	55% 100%
	2413 Park Ave. 2409 Park Ave.	2413 Park Ave. 2409 Park Ave.	Private/Private Lot Private/Private Lot	Residential	0	0	50% 0%	0	100% 0%	0	100% 0%
40 2	2401 Park Ave.	2401 Park Ave.	Private/Private Lot	Residential	4	3	75%	4	100%	4	100%
	2305 Park Ave. & 2323 Park Ave.	2305 Park Ave. & 2323 Park Ave.	Private/Private Lot	Residential	4	4	100%	3	75%	3	75% 67%
	413 Stafford Ave. 404 Strawberry St.	413 Stafford Ave. 404 Strawberry St.	Private/Private Lot Private/Private Lot	Residential Residential	3 9	1 3	33% 33%	2 7	67% 78%	2 7	67% 78%
43 2	2328 Strawberry St.	2328 Strawberry St.	Private/Private Lot	Residential	4	0	0%	4	100%	4	100%
	Fox Elementary School	2300 Hanover Ave.	Private/Private Lot	Institutional	24	0	0%	0	0%	0	0%
	2303 Hanover Ave. 2308 Grove Ave.	2303 Hanover Ave. 2308 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	11 3	8 1	73% 33%	8	73% 100%	8 3	73% 100%
	101 N. Stafford Ave.	101 N. Stafford Ave.	Private/Private Lot	Residential	7	4	57%	5	71%	5	71%
46 2	2302 Floyd Ave.	2302 Floyd Ave.	Private/Private Lot	Residential	11	0	0%	8	73%	8	73%
	19 N. Stafford Ave. One South Realty Group	19 N. Stafford Ave. 2314 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	8 19	6 2	75% 11%	7 2	88% 11%	9 0	113% 0%
4/ '	2 Strawberry St.	2 Strawberry St.	Private/Private Lot	Residential	8	1	13%	6	75%	80	1000%
	Accounting Accuracy LLC	20300 - 2306 W. Main St.	Private/Private Lot	Employees	5	0	0%	0	0%	0	0%







Exhibit E-9: Fan Off-Street Weekend Occupancy (Pt. 2)

B.11		Exhibit E-9: Fan (Effective Supply	•	d 11AM-2PM Utilization		d 5PM-7PM Utilization	Weeker	nd 9PM-11PM Utilization
Blk # 48	Name/Description Immortal Beloved	Address 2311 W. Main St.	Type Private/Private Lot	User Customers	Supply 3	0	O%	0	0%	0	0%
	2319 W. Main St. Barber of Hell's Bottom	2319 W. Main St. 2311 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	6 13	2 8	33% 62%	5 0	83% 0%	7 0	117% 0%
	9 S. Stafford Ave. 19 S. Stafford Ave.	9 S. Stafford Ave. 19 S. Stafford Ave.	Private/Private Lot Private/Private Lot	Residential Residential	22 7	8 6	36% 86%	17 6	77% 86%	19 8	86% 114%
48	Granville Creek	2316 W. Cary St.	Private/Private Lot	Customers	5	2	40%	0	0%	5	100%
	RVA Tire 5 S. Addison St.	2220 W. Cary St. 5 S. Addison St.	Private/Private Lot Private/Private Lot	Customers Residential	36 14	11 8	31% 57%	8 11	22% 79%	8 11	22% 79%
	Alliance Group Starving Students	2201 W. Main St. 2202 W. Cary St.	Private/Private Lot Private/Private Lot	Employees Institutional	6 23	2 1	33% 4%	2 1	33% 4%	2 1	33% 4%
50	15 Strawberry St.	15 Strawberry St.	Private/Private Lot	Residential	41	32	78%	33	80%	33	80%
	2220 W. Main St. Exxon	2220 W. Main St. 2206 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	4 11	2 3	50% 27%	2 2	50% 18%	2 2	50% 18%
	Dr. Cloyd K. Titus, MD 211 Strawberry St.	2201 Grove Ave. 211 Strawberry St.	Private/Private Lot Private/Private Lot	Customers Residential	26 10	4 2	15% 20%	0 7	0% 70%	0 7	0% 70%
54	Strawberry St. Street Cafe	421 Strawberry St.	Private/Private Lot	Customers	14	12 0	86%	5	36%	5	36%
	2222 Stuart Ave. First Church of Christ, Scientist	2222 Stuart Ave. 2201 Monument Ave.	Private/Private Lot Private/Private Lot	Employees Institutional	7 18	0	0% 0%	10 0	143% 0%	10 0	143% 0%
	2224 Allemeadmonupark-d Alley Allemeadmonupark-d Alley	2224 Allemeadmonupark-d Alley N. Allison St N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Residential	11 55	4 33	36% 60%	10 39	91% 71%	10 39	91% 71%
57	2112 Stuart Ave. 2109 Stuart Ave.	2112 Stuart Ave.	Private/Private Lot	Residential	43 14	22 0	51% 0%	33 12	77% 86%	33 12	77%
58	2114 Hanover Ave.	2109 Stuart Ave. 2114 Hanover Ave.	Private/Private Lot Private/Private Lot	Residential Residential	7	2	29%	5	71%	5	86% 71%
	302 N. Rowland St. Joe's Inn	302 N. Rowland St. 205 N. Shields Ave.	Private/Private Lot Private/Private Lot	Residential Customers	5 4	3	60% 100%	4 2	80% 50%	4	80% 50%
	2112 Grove Ave. 2100 Grove Ave.	2112 Grove Ave. 2100 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	6 13	6 13	100% 100%	6 19	100% 146%	6 19	100% 146%
61	Mccaba Studio	2110 W. Main St.	Private/Private Lot	Customers	10	4	40%	5	50%	5	50%
	16 N. Rowland St. 2121 W. Main St.	16 N. Rowland St. 2121 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	22 9	7	9% 78%	19 7	86% 78%	19 7	86% 78%
	True Blue Healing Arts The Sidewalk Café	2113 W. Main St. 2101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	10 8	2 1	20% 13%	2	20% 38%	2	20% 38%
62	Flamingo Lounge	2124 W. Cary St.	Private/Private Lot	Customers	5	3	60%	5	100%	5	100%
	2100 W. Cary St. 2005 W. Main St.	2100 W. Cary St. 2005 W. Main St.	Private/Private Lot Private/Private Lot	Residential Residential	22 9	9 6	41% 67%	11 9	50% 100%	11 9	50% 100%
	Branch and Wine Cary 2000 North	2001 1/2 W. Main Street 2018 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Residential	15 17	6 5	40% 29%	5 11	33% 65%	5 11	33% 65%
63	Better Housing Coalition	30 S. Meadow St.	Private/Private Lot	Employees	18	9	50%	0	0%	0	0%
65	10 N. Meadow St. High Point	10 N. Meadow St. 112 N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Customers	55 41	13 5	24% 12%	28 25	51% 61%	28 25	51% 61%
	207 N. Rowland St. 511 N. Meadow St.	207 N. Rowland St. 511 N. Meadow St.	Private/Private Lot Private/Private Lot	Residential Residential	18 25	9 11	50% 44%	11 23	61% 92%	11 23	61% 92%
69 A	1802 Park Ave. Unwind Massage	1802 Park Ave. 1805 Monument Ave. Suite 402	Private/Private Lot Private/Private Lot	Residential Customers	20 7	6	30% 43%	17 0	85% 0%	17 0	85% 0%
69 A	412 N. Allen Ave.	412 N.Allen Ave.	Private/Private Lot	Residential	40	9	23%	28	70%	28	70%
	1822 Monument Ave. 310 Granhanomeadstu-b Alley	1822 Monument Ave. 310 Granhanomeadstu-b Alley	Private/Private Lot Private/Private Lot	Residential Residential	30 3	0 1	0% 33%	18 3	60% 100%	29 3	97% 100%
	1916 Hanover St. Tabernacle Baptist Church	1916 Hanover St. 1925 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Institutional	4 12	2 4	50% 33%	3 2	75% 17%	3 2	75% 17%
74	Fan Tastic Thrift Store	1914 W. Main St.	Private/Private Lot	Customers	36	7	19%	3	8%	3	8%
_	District 5 BP	1911 W. Main St. 1920 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	8 5	6 6	75% 120%	2 2	25% 40%	2	25% 40%
	Fritz's Car Care Inc Virginia ABC	1900 W. Cary St. 1901 W. Main St.	Private/Private Lot Private/Private Lot	Customers Institutional	43 38	11 10	26% 26%	2 19	5% 50%	2 19	5% 50%
75	Fritz Car Care	S. Granby St.	Private/Private Lot	Customers	5	6	120%	0	0%	0	0%
	BP Social Security Office	W. Cary St. 1834 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Institutional	23 29	11 4	48% 14%	1 0	4% 0%	0	4% 0%
	Lee Law Office Cary Place	1809 W. Main St. N. Granby St.	Private/Private Lot Private/Private Lot	Employees Residential	16 7	9	56% 86%	2 5	13% 71%	0 1	0% 14%
76	Paradise Garage	S.Allen Ave.	Private/Private Lot	Residential	14	12	86%	13	93%	15	107%
	Visual Arts Center Visual Art School	1812 W. Main St. N. Granby St.	Private/Private Lot Private/Private Lot	Institutional Institutional	9 28	4 11	44% 39%	7 9	78% 32%	0 0	0% 0%
	1810 Allegrangrovhano-c Alley 1708 Allegrovhanovine-f Alley	1810 Allegrangrovhano-c Alley 1708 Allegrovhanovine-f Alley	Private/Private Lot Private/Private Lot	Residential Residential	9 5	2 5	22% 100%	4 5	44% 100%	4 5	44% 100%
83 84	Boketto Wellness Binford Middle School (W)	106 N. Vine St. Floor 1 1701 Floyd Ave.	Private/Private Lot Private/Private Lot	Customers Institutional	6 45	6 10	100% 22%	0 5	0% 11%	0	0% 4%
84	Binford Middle School (E)	1702 Floyd Ave.	Private/Private Lot	Institutional	14	4	29%	1	7%	0	0%
	CapitolMac 7 S. Allen St. Richmond	1700 W. Main St. 7 S.Allen St. Richmond	Private/Private Lot Private/Private Lot	Employees Residential	30 9	6 11	20% 122%	2 8	7% 89%	8 10	27% 111%
	The Mews at Cary Mill Bankruptcy Attorney	1708 W. Cary St. 1701 W. Main St.	Private/Private Lot Private/Private Lot	Residential Employees	8 11	1 6	13% 55%	6 1	75% 9%	9 0	113% 0%
86	1628 W. Cary St.	1628 W. Cary St.	Private/Private Lot	Residential	8	3	38%	8	100%	4	50%
	The Hop Satterwhite H E	1600 W. Cary St. 12 S. Lombardy St.	Private/Private Lot Private/Private Lot	Customers Employees	8	9 5	113% 167%	1 0	13% 0%	2	25% 0%
	1627 Floyd Ave. Home Team Grill	1627 Floyd Ave. 1630 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	2 18	4	200% 17%	2 11	100% 61%	2 2	100% 11%
87	N. Lombardy St. & N. Vine St.	N. Lombardy St. & N. Vine St.	Private/Private Lot	Residential	29	13	45%	20	69%	22	76%
	1615 Floygrovlombvine-c Alley 1715 Grove Ave.	1615 Floygrovlombvine-c Alley 1715 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Residential	16 7	0 3	0% 43%	7 2	44% 29%	7 2	44% 29%
	1708 Allegrovhanovine-f Alley 201 N Allen Ave.	1708 Allegrovhanovine-f Alley 201 N Allen Ave.	Private/Private Lot Private/Private Lot	Residential Residential	6 8	3 5	50% 63%	4 8	67% 100%	4 8	67% 100%
91	City Church	1627 Monument Ave.	Private/Private Lot	Institutional	17	2	12%	0	0%	0	0%
	GCPC Greenfield Residences	1617 Monument Ave. 501 N.Allen Ave.	Private/Private Lot Private/Private Lot	Institutional Residential	64 21	8 7	13% 33%	9	0% 43%	9	0% 43%
	1601 W. Grace St. Conner Mara LLC	1601 W. Grace St. N. Lombardy St.	Private/Private Lot Private/Private Lot	Residential Employees	3 32	1 11	33% 34%	2 1	67% 3%	1 16	33% 50%
92	1600 Monument Ave.	1600 Monument Ave.	Private/Private Lot	Residential	27	9	33%	22	81%	12	44%
98	Baja Bean Co. Reynolds Gallery Inc	1520 W. Main St. 1514 W. Main St.	Private/Private Lot Private/Private Lot	Employees Customers	24 32	5 7	21% 22%	0 13	0% 41%	34	17% 106%
	1500 W. Main St. Foo Dog	1500 W. Main St. 1537 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	5 25	3 9	60% 36%	4 12	80% 48%	2 11	40% 44%
99	Nirvana Salon & Spa Beauvine Burger Concept	1524 W. Cary St. 1501 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	29 22	9 12	31% 55%	8 17	28% 77%	0 16	0% 73%
99	Nu Expressions	1515 W. Main St.	Private/Private Lot	Customers	19	9	47%	2	11%	10	53%
	Bridget Beari 2 Plum St.	W. Cary St. 2 Plum St.	Private/Private Lot Private/Private Lot	Employees Residential	6 42	6 13	100% 31%	4 32	67% 76%	0 24	0% 57%
	Gold's Gym Warsaw Condominiums	8 S. Harvie St. 1401 Floyd Ave. Richmond, VA 23220	Private/Private Lot Private/Private Lot	Customers Residential	72 63	6 5	8% 8%	31 43	43% 68%	14 63	19% 100%
104	1412 Park Ave.	1412 Park Ave.	Private/Private Lot	Residential	18	3	17%	11	61%	11	61%
105	Congregation Beth Ahabah Beth Ahabah Museum	1127 W. Franklin St. 1109 W. Franklin St.	Private/Private Lot Private/Private Lot	Institutional Institutional	6 21	2 3	33% 14%	0 2	0% 10%	0 2	0% 10%
	1009 W. Franklin St. VCU - Lot RR	1009 W. Franklin St. 1011W. FrankliN. St.	Private/Private Lot Public/Private Lot	Residential Institutional	5 10	4 9	80% 90%	4 1	80% 10%	4 1	80% 10%
106	VCU Parking	320 N. Harrison St.	Public/Private Lot	Institutional	13	14	108%	2	15%	2	15%
	Jewish Life at VCU 107 N Morris St. Parking	115 N. Morris St. 107 N. Morris St.	Private/Private Lot Private/Private Lot	Institutional Residential	14 14	2 0	14% 0%	0 9	0% 64%	0 9	0% 64%
	Pupatella 1118 W. Main St.	1 N. Morris St. 1118 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential	16 23	7 9	44% 39%	14 19	88% 83%	4 16	25% 70%
110	The Local Eatery and Pub	1106 W. Main St.	Private/Private Lot	Customers	12	6	50%	11	92%	9	75%
111	Catch Your Limit Redbox	1127 W. Main St. 1101 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	36 14	16 13	44% 93%	29 11	81% 79%	24 14	67% 100%
	14 S. Harrison St. 1213 Hair Studio	14 S. Harrison St. 1213 W. Main St.	Private/Private Lot Private/Private Lot	Residential Customers	9 12	7 2	78% 17%	6	67% 25%	6 4	67% 33%
112	Coconut Grill	1201 W. Main St.	Private/Private Lot	Customers	59	17	29%	39	66%	5	8%
	Kulture Smoke City Dogs	1212 W. Cary St. 1309 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	18 30	0 10	0% 33%	15 19	83% 63%	11 19	61% 63%
	Experimac Richmond Postbellum	1307 W. Main St. 1323 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	18 4	11 5	61% 125%	20 5	111% 125%	17 2	94% 50%
114	Little Mexico Restaurant	1328 W. Cary St.	Private/Private Lot	Customers	32	7	22%	35	109%	18	56%
115	Lamplighter Papa John's Pizza	26 N. Morris Street 1200 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	6 7	5 5	83% 71%	4 3	67% 43%	0 3	0% 43%
	Moy Yat Kung Fu 3D Central	1324 W. Main St. 1308 W. Main St.	Private/Private Lot Private/Private Lot	Customers Customers	10 29	7 15	70% 52%	7 22	70% 76%	2 1	20% 3%
116	VCU - TT Lot	96-58 N. Brunswick St.	Public/Private Lot	Institutional	50	16	32%	33	66%	6	12%
118	108 N. Morris St. Rejoice In Jesus Ministries	108 N. Morris St. 1304 Grove Ave.	Private/Private Lot Private/Private Lot	Residential Institutional	12 4	1	8% 25%	11 0	92%	11 0	92%
Total (Excluding Extension)				4,226	1,631	39%	1,925	46%	2,147	51%







Exhibit E-9: Fan Off-Street Weekend Occupancy (Pt. 3)

					Effective	Weekend 11AM-2PM	Weekend 5PM-7PM	Weeken	d 9PM-11PM
Blk#	Name/Description	Address	Туре	User	Supply	Count Utilization	Count Utilization	Count	Utilization
	Fan Gallery Lot	1650 W. Broad St.	Private/Private Lot	Mixed Use	17			5	29%
119	Mobelux Lot	1635 W. Broad St.	Private/Private Lot	Mixed Use	21			15	71%
119	VCU - WW Lot	610 N. Lombardy St.	Public/Private Lot	Institutional	10			4	40%
119	Permit Lot	1644 W. Grace St.	Private/Private Lot	Residential	11			4	36%
119	1604 Grace Lot	1604 W. Grace St.	Private/Private Lot	Residential	6			4	67%
120	SunTrust Lot	1801 W. Broad St.	Private/Private Lot	Mixed Use	19			1	5%
120	Virginia Automobile Lot	1800 W. Broad St.	Private/Private Lot	Mixed Use	25			3	12%
120	Enigma Studio Lot	1819 W. Broad St.	Private/Private Lot	Mixed Use	39			3	8%
120	Three Swallows Lot	1839 W. Broad St.	Private/Private Lot	Employees	6			3	50%
121	7-Eleven Lot	2001 W. Broad St.	Private/Private Lot	Mixed Use	15			7	47%
121	Restaurant Equipment Lot	2011 W. Broad St.	Private/Private Lot	Employees	9			9	100%
	Pies and Pints	2035 W. Broad St.	Private/Private Lot	Customers	16			8	50%
	Global Car Rentals Lot	2029 W. Broad St.	Private/Private Lot	Employees	50			36	72%
	Leviner Wood Lot	2012A Monument Ave.	Private/Private Lot	Mixed Use	9			10	111%
	Clearly Optometry Lot	2038 Monument Ave.	Private/Private Lot	Mixed Use	4			0	0%
	Alexander Law Lot	2220 Monument Ave.	Private/Private Lot	Employees	8			0	0%
	City Diner & Premier Lot	2239 W. Broad St.	Private/Private Lot	Customers	14			4	29%
	Book Bindery Structure	2201 W. Broad St.		Mixed Use	151			0	0%
	City Diner	2237 W. Broad St.	Private/Private Lot	Employees	9			0	0%
	Arby's (Out of Business)	2309 W. Broad St.	Private/Private Lot	Customers	13			17	131%
	Chicken Fiesta West Lot	2311 W. Broad St.	Private/Private Lot	Customers	27			11	41%
	Hello, Inc. Lot	2315 W. Broad St.	Private/Private Lot	Employees	35			3	9%
	Pizza Hut Lot	2337 W. Broad St.	Private/Private Lot	Mixed Use	19			6	32%
	2340 W. Grace Lot	2340 W. Grace St.	Private/Private Lot	Residential	23			6	26%
	Family Lifeline	2336 W. Grace St.	Private/Private Lot	Employees	26			5	19%
	Family Dentistry Lot	2500 Monument Ave.	Private/Private Lot	Employees	4			1	25%
	2512 Monument Ave. Lot	2512 Monument Ave.	Private/Private Lot	Residential	9			6	67%
	William Hotel	800 N. Davis Ave.	Private/Private Lot	Customers	21			15 3	71%
129	Bank of America Lot Lalo's Cocina Lot / Apartments	2601 W. Broad St.	Private/Private Lot	Mixed Use	30			3 42	10% 111%
	Hill Gallery Lot	2617 W. Broad St. 708 N. Robinson St.	Private/Private Lot Private/Private Lot	Mixed Use	38 5			1	20%
	Sabai	2701 W. Broad St.	Private/Private Lot	Mixed Use	22			22	100%
	Broadberry Part 2	2701 W. Broad St.	Private/Private Lot	Mixed Use	7			3	43%
	Broadberry	2727 W. Broad St.	Private/Private Lot	Mixed Use	25			26	104%
	Exxon Lot	2753 W. Broad St.	Private/Private Lot	Mixed Use	13			4	31%
	Collection Midtown Apartments		Private/Private Lot	Residential	31			14	45%
	Apartments	2718 W. Grace St.	Private/Private Lot	Residential	7			10	143%
	Stafford Lot 2	2329 Parkwood Ave.	Private/Private Lot	Residential	20			19	95%
	Stafford Lot 3	219 S. Stafford Ave.	Private/Private Lot	Residential	70			50	71%
	Apartment Lot	102 S. Addison St.	Private/Private Lot	Residential	3			2	67%
	Sherwin-Williams Lot	2313 W. Cary St.	Private/Private Lot	Mixed Use	25			0	0%
	Parkwood Apartment Lot	2308 Parkwood Ave.	Private/Private Lot	Residential	10			11	110%
	Lamplighter Café Lot	116 S. Addison St.	Private/Private Lot	Mixed Use	6			6	100%
	Virginia Rentals Lot	2209 W. Cary St.	Private/Private Lot	Residential	11			1	9%
	Apartment Lot	2103 W. Cary St.	Private/Private Lot	Residential	5			2	40%
	Reams Market Lot	2001 W. Cary St.	Private/Private Lot	Mixed Use	12			3	25%
	Johannas Design Lot	1901 W. Cary St.	Private/Private Lot	Employees	5			0	0%
	Shops Lot	1917 W. Cary St.	Private/Private Lot	Mixed Use	52			20	38%
139	Office Building Lot	107 S. Meadow St.	Private/Private Lot	Employees	22			11	50%
140	Fancy Biscuit Lot	1831 W. Cary St.	Private/Private Lot	Mixed Use	16			18	113%
140	Cary Place Lot	1815 W. Cary St.	Private/Private Lot	Residential	16			17	106%
	Parkwood Townhouses	1814 Parkwood Ave.	Private/Private Lot	Residential	34			34	100%
142	Gravel Lot	107 Temple St.	Private/Private Lot	Residential	5			4	80%
142	Creative Contracting South	1621 W. Cary St.	Private/Private Lot	Employees	7			7	100%
142	Creative Contracting Northeast	1623 W. Cary St.	Private/Private Lot	Employees	3			0	0%
	Creative Contracting Northwest	1625 W. Cary	Private/Private Lot	Employees	3			0	0%
	Baptist Church Lot	1500 Parkwood Ave.	Private/Private Lot	Mixed Use	23			2	9%
	American Stripping Lot	1523 W. Cary St.	Private/Private Lot	Mixed Use	13			8	62%
	5th Baptist Church Lot	1415 W. Cary St.	Private/Private Lot	Mixed Use	56			1	2%
	VCU - West Cary Street Deck	-	Public/Public Structure	Institutional	651			18	3%
	VCU - Leaning Gardens Lot	1218 Parkwood Ave.	Public/Private Lot	Institutional	6			7	117%
Total (Including Extension)				6,094			2,699	44%











CITY OF RICHMOND PARKING STUDY

APPENDIX F — DOWNTOWN

EXISTING CONDITIONS

Downtown includes the Central Business District (CBD), Monroe Ward, Jackson Ward, Shockoe Slip, and Shockoe Bottom. This is the part of the city that is most intensely developed and has a large employment population during work days. The residential population has increased significantly since 2010 yet Downtown has lost 1,138 on-street spaces since 2002 and only gained 561 off-street spaces since then. The City owns several parking garages throughout Downtown.

The original boundaries of the Downtown study area ran along the following streets and roads: North Belvidere Street, Interstate 95, East Broad Street, North and South 21st Street, the James River, South 7th Street, the Downtown Expressway, and South Belvidere Street.

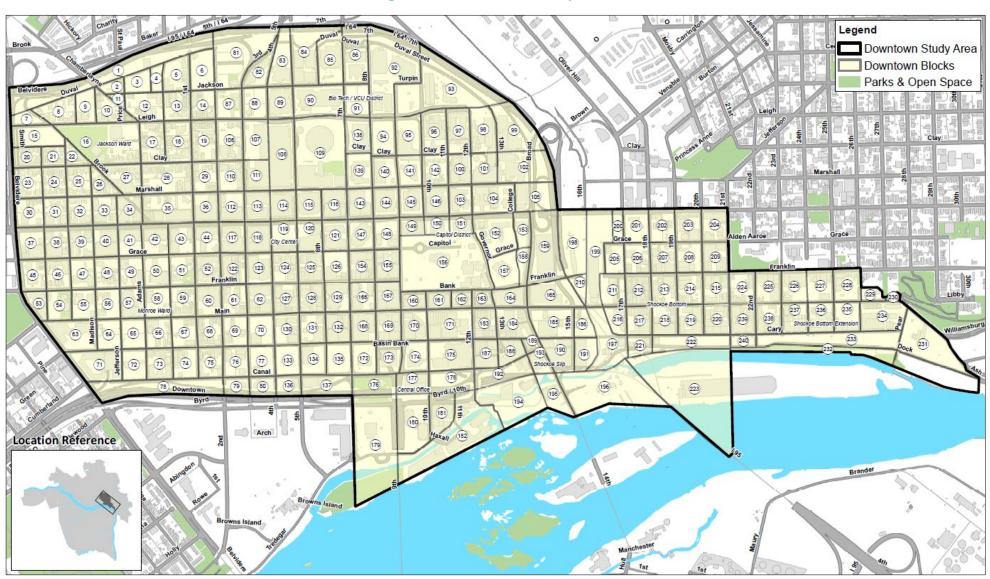
After the project was initiated, the City requested that DESMAN extend the boundary of the study area to include more of Shockoe Bottom, within East Franklin Street, East Main Street, and the Richmond City Canal. As shown in **Figure 1** on the next page, the expansion of the Downtown study area added 17 more blocks to be analyzed, from 223 blocks to 240 blocks.







Figure 1: Downtown Study Area









Existing Parking Supply

At present, parking within the Downtown study area consists of on-street unrestricted, time-restricted, and paid spaces as well as many privately and publicly owned surface lots and structures. Despite the density and residential growth of some neighborhoods, there are currently no residential parking permit districts within the Downtown study area.

In total, DESMAN inventoried 46,009 parking spaces; 10% were on-street (4,430 spaces) and 90% were off-street (41,579 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit F-1**.

On-Street Parking

DESMAN inventoried a total of 4,430 spaces on 869 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit F-2**. As **Chart 1** indicates, the majority of on-street spaces are restricted to two-hour free parking while entirely unrestricted parking makes up another similarly large majority of the inventory. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within the Downtown study area.

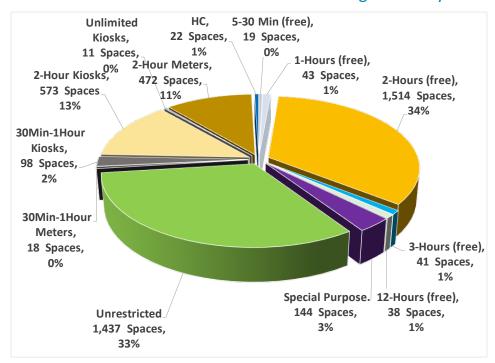


Chart 1: The Downtown On-Street Parking Inventory.

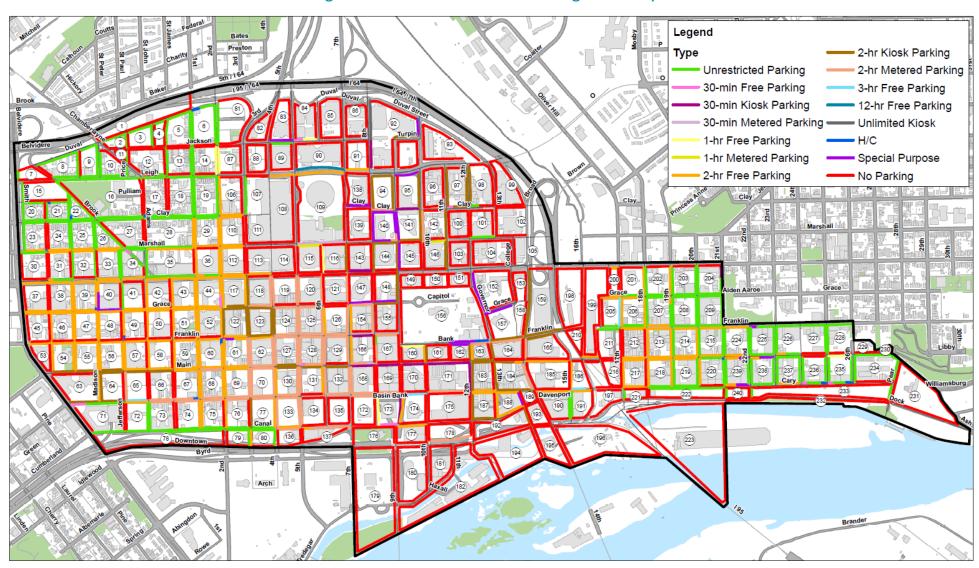
As **Figure 2** indicates, time-restricted and paid parking exists throughout the Downtown study area while unrestricted parking is scattered mostly around Jackson Ward and Shockoe Bottom. Metered parking is prominent mostly to the east of the State Capitol.







Figure 2: The Fan On-Street Parking Inventory









Off-Street Parking

DESMAN inventoried a total of 41,579 spaces in 302 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-3**. The off-street parking inventory in Downtown is made up of 169 Private/Private facilities (8 garages, 11 structures, and 150 lots), 54 Private/Public facilities (4 garages, 12 structures, and 38 lots), 50 Public/Private facilities (8 garages, 13 structures, 29 lots), and 29 Public/Public facilities (2 garages, 11 structures, and 16 lots). As **Chart 2** shows, the publicly owned facilities account for a majority of the total off-street parking supply, although only by a small margin.



Figure 3, on the next page, exhibits the locations of the off-street parking facilities within the Downtown study area. A full list of off-street facilities is included in the Appendices as **Exhibit F-3**.

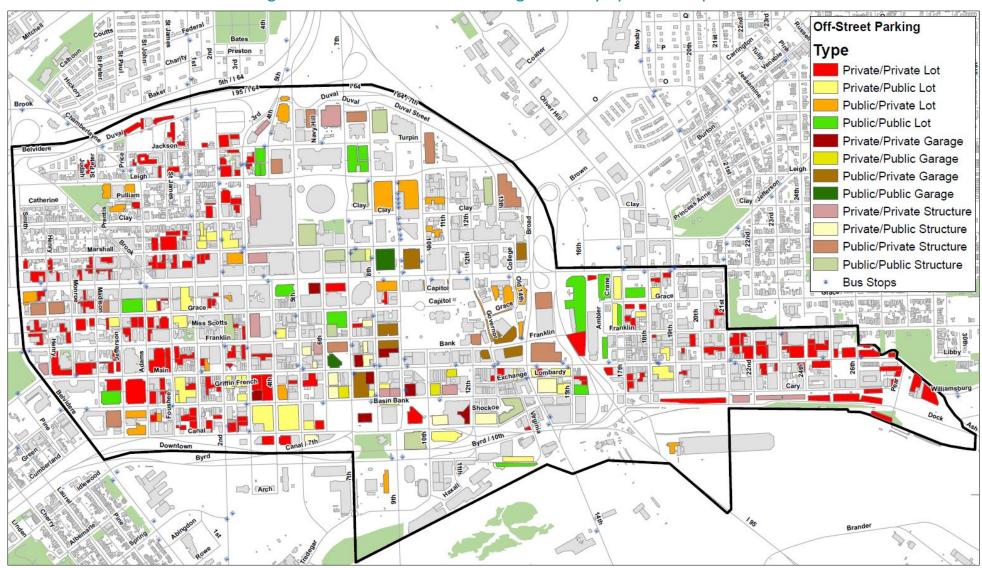








Figure 3: The Fan Off-Street Parking Inventory by Ownership









DESMAN further categorized the off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential', educational and religious organizations—among others—as 'institutional', temporary pay-for-use spaces as 'paid parking', and those serving businesses as 'customer' or 'employee' parking based on signage and observations of use. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed-use'. As **Chart 3** shows, paid parking made up the majority of the off-street supply Downtown.

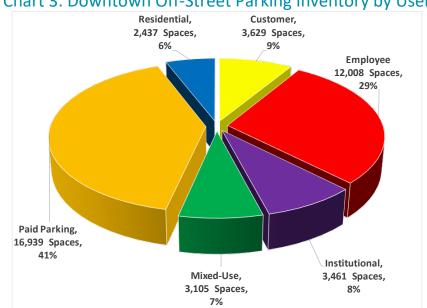


Chart 3: Downtown Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of four observations designed to capture existing parking conditions at different times of the day and different days of the week. These observations occurred on:

- Thursday, May 3, 2018: Mid-day (11:00 AM-2:00 PM)
- Thursday, May 3, 2018: Evening (6:00 PM-8:00 PM)
- Saturday, May 5, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, May 5, 2018: Evening (6:00 PM-8:00 PM)

DESMAN and the City selected these survey days to capture conditions just before the academic year concluded, but after the weather had improved, when there is a high level of activity among area residents, businesses, and institutions. The mid-day and evening periods captured conditions during periods when occupancy is typically high in mixed-use neighborhoods. Unlike the parking inventory, which a team of surveyors recorded physically block by block, DESMAN used two methods to document parking utilization. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods.







Weekday Occupancy and Utilization

Staff executed two counts on the survey day (Thursday, May 3, 2018), one at mid-day (between 11:00 AM and 2:00 PM) and the other in the evening (between 6:00 PM and 8:00 PM). DESMAN counted a total of 27,403 vehicles at mid-day and 14,149 vehicles in the evening as shown in **Table 1** on the next page. Weekday utilization by block is represented in **Figure 4** on the following page.

As **Table 1** indicates, while the total effective supply was largely underutilized, 30 different blocks experienced occupancy equal to or in excess of the effective supply at least once. A detailed presentation of total occupancy is included in the Appendices as **Exhibit F-4**.

During the weekday survey, drivers occupied 84% of the effective *on-street* supply (3,171 cars against 3,758 spaces) at mid-day and 83% of the effective supply (3,125 cars against 3,758 spaces) in the evening. DESMAN identified 217 block faces at mid-day and 348 block faces in the evening where occupancy exceeded effective supply, as shown in **Exhibit F-5** in the Appendices.

During the weekday survey, drivers occupied 63% of the effective *off-street* supply (24,232 cars against 38,452 spaces) at mid-day and 29% of the effective supply (11,024 cars against 38,452 spaces) in the evening. DESMAN identified 30 facilities at mid-day and 13 facilities in the evening where occupancy exceeded effective supply, as shown in **Exhibit F-6** in the Appendices.





Table 1: Downtown Weekday Utilization

					1												
			eekday Block		W CDM ODM				eekday Block		ou CDNA ODNA				eekday Block		CDNA ODNA
Block #	Effective Supply	Counts	y 12PM-2PM Utilization		utilization	Block#	Effective Supply	Counts	y 12PM-2PM Utilization		utilization	Block#	Effective Supply	Counts	y 12PM-2PM Utilization	Count	y 6PM-8PM Utilization
1	87	2	2%	Count 18	21%	76	224	102	46%	Count 86	38%	151	0	0	0%	0	0%
2	11	6	55%	4	36%	77	271	52	19%	45	17%	152	135	113	84%	36	27%
3	19	9	47%	12	63%	78	0	30	0%	0	0%	153	86	74	86%	9	10%
4	4	0	0%	3	75%	79	11	0	0%	4	36%	154	340	233	69%	47	14%
5	100	55	55%	44	44%	80	65	40	62%	20	31%	155	36	27	75%	21	58%
6	43	32	74%	20	47%	81	130	91	70%	50	38%	156	261	239	92%	86	33%
7	6	3	50%	5	83%	82	0	0	0%	0	0%	157	380	366	96%	108	28%
8	26	11	42%	7	27%	83	103	93	90%	43	42%	158 159	62 579	44 479	71% 83%	20 63	32% 11%
9	61 22	28 15	46% 68%	41 6	67%	84	286	168	59%	18	6%	160	9	9	100%	0	0%
10 11	7	3	43%	9	27% 129%	85 86	0 437	0 84	0% 19%	33	0% 8%	161	7	0	0%	1	14%
12	68	22	32%	32	47%	87	67	40	60%	27	40%	162	6	10	167%	0	0%
13	53	20	38%	21	40%	88	174	146	84%	72	41%	163	220	20	9%	12	5%
14	22	12	55%	12	55%	89	226	127	56%	21	9%	164	878	790	90%	219	25%
15	14	37	264%	7	50%	90	32	11	34%	1	3%	165	1,438	1,255	87%	429	30%
16	178	150	84%	78	44%	91	330	25	8%	12	4%	166	333	247	74%	111	33%
17	19	11	58%	11	58%	92	840	355	42%	49	6%	167	827	631	76%	113	14%
18	31	38	123%	31	100%	93	869	821	94%	24	3%	168	246	184	75%	74 320	30%
19	104	39	38%	49	47%	94	294	295	100%	72	24%	169 170	516 70	359 52	70% 74%	21	62% 30%
20	28	29	104%	23	82%	95	177	132	75%	45	25%	171	607	235	39%	137	23%
21	33 28	32 19	97% 68%	28 16	85% 57%	96 97	27	25 24	93%	14 23	52% 74%	172	4	6	150%	1	25%
23	33	29	88%	31	94%	98	31 757	774	77% 102%	657	87%	173	527	394	75%	78	15%
24	32	31	97%	30	94%	99	1,922	1,811	94%	744	39%	174	11	12	109%	15	136%
25	47	23	49%	32	68%	100	0	0	0%	0	0%	175	987	275	28%	323	33%
26	27	40	148%	34	126%	101	4	4	100%	7	175%	176	0	0	0%	0	0%
27	27	12	44%	27	100%	102	0	0	0%	0	0%	177	950	841	89%	118	12%
28	207	72	35%	54	26%	103	0	0	0%	0	0%	178 179	176 53	104 45	59% 85%	8 19	5% 36%
29	162	111	69%	53	33%	104	0	0	0%	0	0%	180	2,090	750	36%	344	16%
30	53	24	45%	19	36%	105	98	12	12%	18	18%	181	0	0	0%	0	0%
31 32	52 67	31 52	60% 78%	37 42	71% 63%	106	115	93	81%	60	52%	182	0	0	0%	0	0%
33	77	68	88%	66	86%	107 108	7 9	0	0%	0	0% 0%	183	28	30	107%	36	129%
34	23	13	57%	14	61%	109	1,071	636	59%	795	74%	184	104	64	62%	50	48%
35	110	90	82%	63	57%	110	139	113	81%	35	25%	185	1,022	841	82%	193	19%
36	64	61	95%	30	47%	111	431	115	27%	180	42%	186	82	55	67%	36	44%
37	403	107	27%	16	4%	112	91	85	93%	56	62%	187	583	132	23%	212	36%
38	309	68	22%	24	8%	113	459	432	94%	384	84%	188 189	439 0	486 0	111% 0%	194 4	44% 0%
39	60	32	53%	45	75%	114	0	0	0%	0	0%	190	21	15	71%	19	90%
40	43	48	112%	46	107%	115	4	0	0%	3	75%	191	52	44	85%	36	69%
41	113	113	100%	76	67%	116	619	550	89%	119	19%	192	43	30	70%	9	21%
42	105	76	72%	39	37%	117	45	43	96%	37	82%	193	0	0	0%	4	0%
43 44	144 55	138 45	96% 82%	66 28	46% 51%	118 119	31 118	28 116	90%	34 95	110% 81%	194	970	116	12%	74	8%
45	64	74	116%	41	64%	120	5	7	140%	5	100%	195	0	0	0%	0	0%
46	68	59	87%	56	82%	121	77	71	92%	20	26%	196	0	0	0%	0	0%
47	104	66	63%	58	56%	122	391	246	63%	241	62%	197A	0	93	0%	102	0%
48	63	52	83%	49	78%	123	35	20	57%	32	91%	197B 197	0 196	20 0	0%	12 0	0%
49	137	74	54%	58	42%	124	115	76	66%	55	48%	198	504	22	4%	3	1%
50	111	82	74%	78	70%	125	26	15	58%	20	77%	199	133	10	8%	6	5%
51	95	78	82%	66	69%	126	650	369	57%	200	31%	200	108	43	40%	2	2%
52	31	28	90%	26	84%	127	31	27	87%	33	106%	201	99	38	38%	21	21%
53 54	164 156	134 70	82% 45%	44 67	27% 43%	128	476	326	68%	182	38%	202	107	50	47%	49	46%
55	156	50	45% 39%	67 57	43% 45%	129	1,273	1,029 94	81%	857	67%	203	40	42	105%	40	100%
56	151	86	57%	38	45% 25%	130 131	119 57	49	79% 86%	28 35	24% 61%	204	21	22	105%	23	110%
57	20	14	70%	21	105%	132	881	659	75%	171	19%	205	121	19	16%	43	36%
58	197	89	45%	123	62%	133	318	230	72%	107	34%	206 207	131	75	57%	84 42	64% 114%
59	81	71	88%	73	90%	134	77	48	62%	26	34%	207	37 43	42 54	114% 126%	50	114%
60	62	44	71%	13	21%	135	0	0	0%	0	0%	209	62	58	94%	61	98%
61	92	58	63%	14	15%	136	51	44	86%	35	69%	210	0	0	0%	0	0%
62	35	15	43%	8	23%	137	353	246	70%	284	80%	211	63	68	108%	52	83%
63	16	19	119%	9	56%	138	936	746	80%	155	17%	212	21	15	71%	30	143%
64	196	96	49%	59	30%	139	0	3	0%	5	0%	213	69	43	62%	58	84%
65	158	71	45%	31	20%	140	38	38	100%	26	68%	214	77	65	84%	66	86%
66	199	56 142	63%	31	35%	141	24	22	92%	22	92%	215	90	78	87%	76	84%
67 68	188 78	142 68	76% 87%	56 39	30% 50%	142	41	21	51%	10	24%	216	32	15	47%	11	34%
69	144	108	75%	38	26%	143 144	618 212	397 132	64% 62%	120 75	19% 35%	217	70	45	64%	43	61%
70	248	54	22%	34	14%	144	212	157	63%	15	35% 6%	218 219	130	53	41% 92%	59	45% 90%
71	413	104	25%	25	6%	145	14	0	0%	0	0%	219	49 27	45 26	92%	44 23	90% 85%
72	153	51	33%	38	25%	147	7	8	114%	4	57%	220	3	9	300%	8	267%
73	70	94	134%	41	59%	148	87	66	76%	23	26%	222	214	100	47%	123	57%
74	127	77	61%	64	50%	149	17	12	71%	5	29%	223	9	8	89%	4	44%
75	60	61	102%	32	53%	150	10	5	50%	4	40%	Total	42,210	27,403	65%	14,149	34%

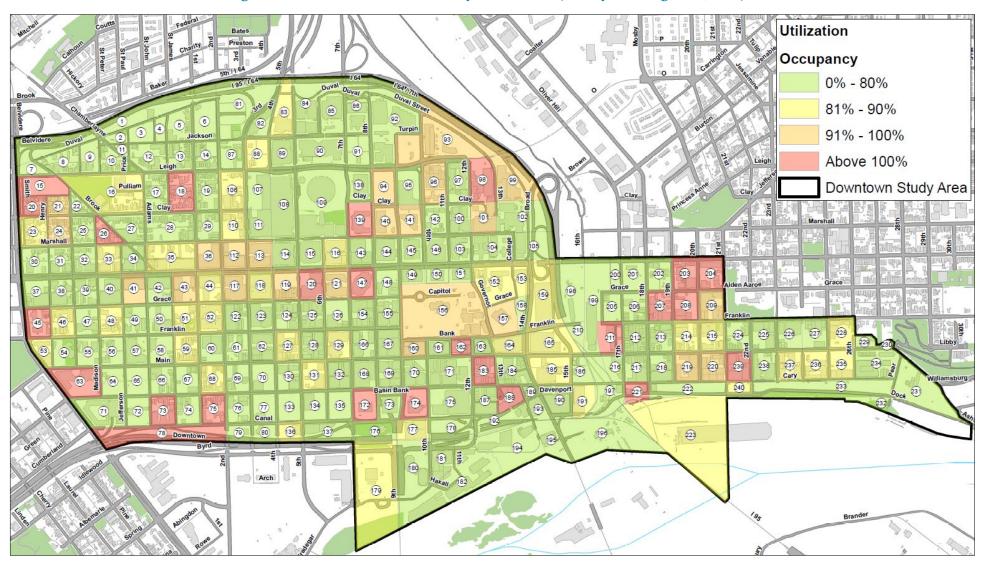








Figure 4: Downtown Peak Weekday Utilization (Friday Evening, 4/27/2018)









Weekend Occupancy and Utilization

Staff executed two counts on the survey day (Saturday, May 5, 2018) at mid-day (between 11:00 AM and 2:00 PM) and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 11,307 vehicles at mid-day and 10,157 vehicles in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.

As the table indicates, while the total effective supply was somewhat underutilized, 33 blocks experienced occupancy equal to or in excess of the effective supply at least once. A detailed presentation of total occupancy is included in the Appendices as **Exhibit F-7**.

DESMAN calculated 3,758 spaces of effective *on-street* parking for the study area. During the survey day, staff observed utilization rates of 93% (3,481 cars) at mid-day and 95% (3,565 cars) in the evening. DESMAN identified 261 block faces at mid-day and 360 block faces in the evening where occupancy exceeded effective parking supply, as shown in **Exhibit F-8** in the Appendices.

DESMAN calculated 38,452 spaces of effective *off-street* parking for the study area. During the survey day, staff observed utilization rates of 29% (11,307 cars) in the morning, and 26% (10,157 cars) in the evening. DESMAN identified 11 facilities at midday and 15 facilities in the evening where occupancy exceeded effective parking supply, as shown in **Exhibit F-9** in the Appendices.





Table 2: Downtown Weekend Utilization









	Dow	ntown Wee	ekend Block b	y Block			Dow	ntown We	ekend Block b	y Block			Dow	ntown We	ekend Block I	by Block	
	Effective		12PM-2PM		d 6PM-8PM	l	Effective		12PM-2PM		nd 6PM-8PM		Effective		12PM-2PM		d 6PM-8PM
Block #	Supply	Counts	Utilization	Count	Utilization	Block #	Supply	Counts 47	Utilization	Count	Utilization	Block #	Supply	Counts	Utilization	Count	Utilization
1	87	3	3%	0	0%	76 77	224 271	68	21% 25%	54 52	24% 19%	151 152	0	0	0%	0	0% 8%
2	11	5 9	45%	4	36%	78	0	21	0%	25	0%	153	135 86	25 5	19%	11 1	1%
3	19 4	0	47% 0%	6 1	32% 25%	79	11	5	45%	6	55%	154	340	34	10%	41	12%
5	100	42	42%	44	44%	80	65	33	51%	28	43%	155	36	8	22%	9	25%
6	43	26	60%	18	42%	81	130	31	24%	42	32%	156	261	7	3%	9	3%
7	6	3	50%	3	50%	82	0	0	0%	0	0%	157	380	61	16%	73	19%
8	26	7	27%	5	19%	83	103	27	26%	21	20%	158	62	7	11%	4	6%
9	61	23	38%	19	31%	84	286	71	25%	46	16%	159	579	13	2%	7	1%
10	22	11	50%	13	59%	85	0	0	0%	0	0%	160	9	0	0%	0	0%
11	7	5	71%	5	71%	86 87	437 67	26 39	6% 58%	33 27	8% 40%	161	7	0	0%	8	114%
12	68	30	44%	28	41%	88	174	95	55%	77	40%	162	6	12	200%	8	133%
13	53	23	43%	21	40%	89	226	16	7%	14	6%	163	220	14	6%	24	11%
14	22	25	114%	17	77%	90	32	14	44%	2	6%	164	878	163	19%	266	30%
15	14	11	79%	8	57%	91	330	40	12%	5	2%	165	1,438	101	7%	200	14%
16	178	69	39%	63	35%	92	840	381	45%	23	3%	166 167	333 827	192 55	58% 7%	155 95	47% 11%
17	19	18	95%	13	68%	93	869	66	8%	19	2%	168	246	100	41%	77	31%
18	31	40	129%	29	94%	94	294	80	27%	34	12%	169	516	159	31%	204	40%
19 20	104	56	54% 96%	54 20	52% 71%	95	177	39	22%	39	22%	170	70	20	29%	16	23%
21	28 33	27 23	70%	17	71% 52%	96	27	16	59% 110%	14	52% 110%	171	607	81	13%	35	6%
22	28	19	68%	18	64%	97 98	31 757	37 667	119% 88%	34 484	110% 64%	172	4	0	0%	0	0%
23	33	24	73%	25	76%	98	1,922	650	34%	539	28%	173	527	30	6%	14	3%
24	32	30	94%	28	88%	100	0	0	0%	0	0%	174	11	14	127%	11	100%
25	47	32	68%	37	79%	101	4	7	175%	6	150%	175	987	294	30%	478	48%
26	27	33	122%	35	130%	102	0	0	0%	0	0%	176	0	0	0%	0	0%
27	27	20	74%	15	56%	103	0	0	0%	0	0%	177	950	67	7%	59	6%
28	207	81	39%	49	24%	104	0	0	0%	0	0%	178	176	35 8	20% 15%	22 4	13% 8%
29	162	118	73%	93	57%	105	98	5	5%	5	5%	179 180	53 2,090	780	37%	699	33%
30	53	28	53%	26	49%	106 107	115 7	56 6	49% 86%	107 11	93% 157%	181	0	0	0%	0	0%
31	52	26	50%	34	65%	107	9	7	78%	6	67%	182	0	0	0%	0	0%
32	67	27	40%	35	52%	109	1,071	1,022	95%	599	56%	183	28	34	121%	18	64%
33 34	77 23	62 21	81% 91%	66 20	86% 87%	110	139	146	105%	142	102%	184	104	81	78%	64	62%
35	110	85	77%	76	69%	111	431	58	13%	214	50%	185	1,022	135	13%	167	16%
36	64	56	88%	45	70%	112	91	55	60%	83	91%	186	82	40	49%	58	71%
37	403	47	12%	39	10%	113	459	407	89%	423	92%	187	583	115	20%	322	55%
38	309	75	24%	69	22%	114	0	3	0%	3	0%	188	439	117	27%	63	14%
39	60	40	67%	52	87%	115	4 619	6 613	150% 99%	15 63	375% 10%	189	0	0	0%	1	0%
40	43	30	70%	40	93%	116 117	45	51	113%	48	10%	190 191	21 52	21 25	100% 48%	20 34	95% 65%
41	113	86	76%	103	91%	118	31	38	123%	38	123%	192	43	18	40%	13	30%
42	105	40	38%	86	82%	119	118	115	97%	121	103%	193	0	0	0%	1	0%
43	144	81	56%	89	62%	120	5	8	160%	10	200%	194	970	63	6%	108	11%
44	55	62	113%	47	85%	121	77	14	18%	82	106%	195	0	0	0%	0	0%
45	64	33	52%	38	59%	122	391	164	42%	175	45%	196	0	0	0%	0	0%
46 47	68 104	39 57	57% 55%	40 48	59%	123	35	34	97%	38	109%	197A	0	42	0%	52	0%
48	63	48	76%	61	46% 97%	124 125	115 26	27 33	23% 127%	40	35% 131%	197B	0	5	0%	6	0%
49	137	54	39%	56	41%	126	650	209	32%	34 255	39%	197	196	0	0%	4	2%
50	111	40	36%	38	34%	127	31	36	116%	41	132%	198	504	5	1%	33	7%
51	95	55	58%	54	57%	128	476	225	47%	431	91%	199 200	133 108	1 9	1% 8%	6 22	5% 20%
52	31	43	139%	34	110%	129	1,273	548	43%	543	43%	200	99	16	16%	70	71%
53	164	72	44%	22	13%	130	119	31	26%	48	40%	201	107	58	54%	94	88%
54	156	33	21%	61	39%	131	57	41	72%	50	88%	203	40	26	65%	34	85%
55	127	20	16%	22	17%	132	881	89	10%	83	9%	204	21	10	48%	22	105%
56	151	29	19%	31	21%	133 134	318 77	49 30	15% 39%	50 38	16% 49%	205	121	44	36%	147	121%
57	20	15	75%	18	90%	134	0	30 0	0%	0	49% 0%	206	131	65	50%	120	92%
58	197	134	68%	126	64%	136	51	16	31%	11	22%	207	37	49	132%	54	146%
59	81	49	60%	37	46%	137	353	221	63%	237	67%	208	43	38	88%	46	107%
60 61	62 92	44 29	71% 32%	17 41	27% 45%	138	936	900	96%	24	3%	209	62	25	40%	24	39%
62	35	29	57%	25	71%	139	0	3	0%	0	0%	210 211	62	25	0%	38 89	0% 141%
63	16	8	50%	5	31%	140	38	24	63%	11	29%	211	63 21	62	98% 143%	89 44	141% 210%
64	196	50	26%	60	31%	141	24	22	92%	15	63%	212	69	30 63	91%	83	120%
65	158	33	21%	33	21%	142	41	10	24%	36	88%	213	77	70	91%	79	103%
66	89	10	11%	28	31%	143 144	618 212	50 42	8% 20%	83 27	13% 13%	215	90	52	58%	54	60%
67	188	44	23%	30	16%	144	212	28	11%	11	13% 4%	216	32	52	163%	60	188%
68	78	50	64%	48	62%	146	14	1	7%	1	7%	217	70	58	83%	88	126%
69	144	50	35%	38	26%	147	7	0	0%	3	43%	218	130	58	45%	98	75%
70	248	40	16%	39	16%	148	87	46	53%	47	54%	219	49	32	65%	48	98%
71	413	51	12%	37	9%	149	17	9	53%	4	24%	220	27	3	11%	5	19%
72	153	29	19%	127	83%	150	10	8	80%	4	40%	221	3	30	1000%	33	1100%
73	70 127	31	44%	35	50%	151	0	0	0%	0	0%	222	214	85 2	40%	88	41%
74 75	127 60	42 26	33% 43%	51 30	40% 50%	152	135	25	19%	11	1%	223 Total	9 42,210	14,788	22% 35%	13,722	33% 33%
/3	OU	20	43/0	30	30%	153	86	5	6%	1	1%	rotai	42,210	14,788	33 %	13,122	33%

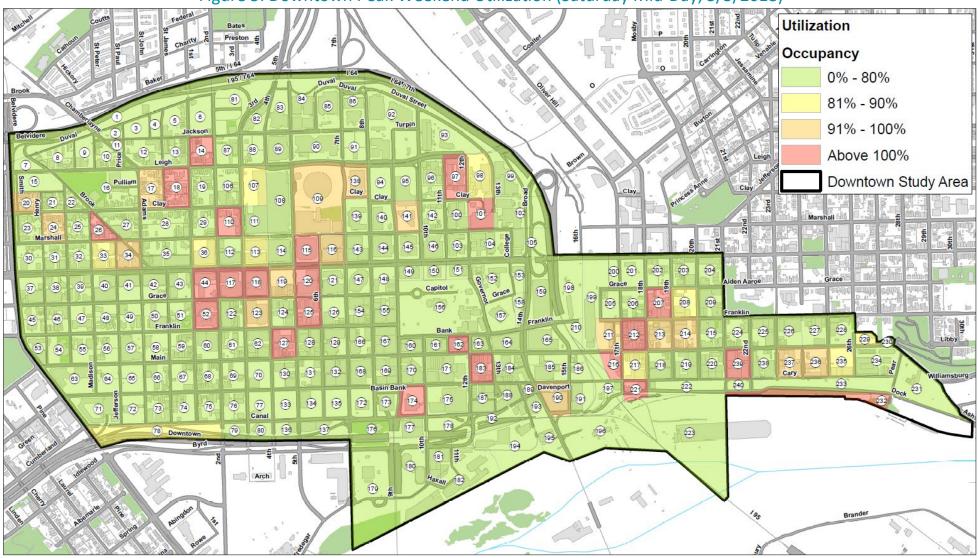








Figure 5: Downtown Peak Weekend Utilization (Saturday Mid-Day, 5/5/2018)



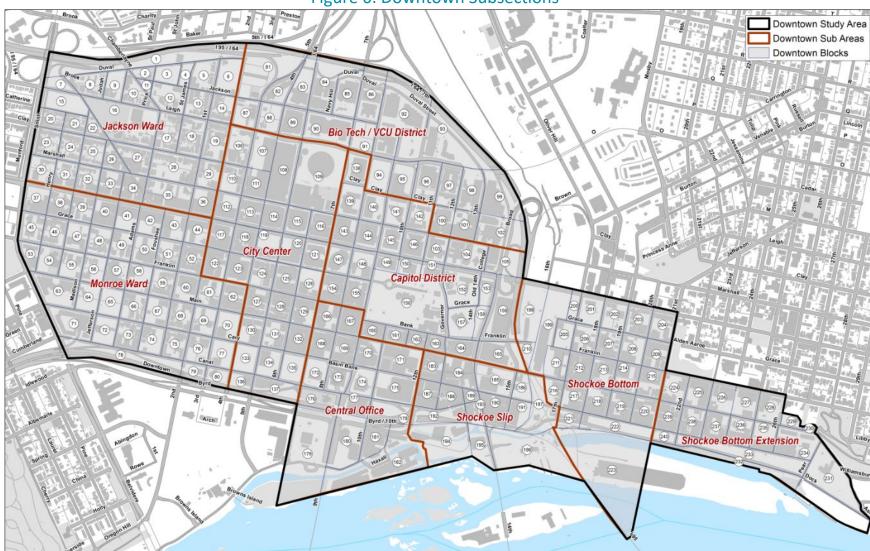






Design Management Existing Parking Inventory of Each Downtown Subsection

Figure 6: Downtown Subsections









Subsection 1: Jackson Ward

DESMAN inventoried a total of 984 on-street spaces on 143 block faces across Jackson Ward. A detailed inventory is included in the Appendices as **Exhibit F-10**. As **Chart 3** indicates, the majority of on-street spaces are unrestricted while 20% of them are restricted to two-hour free parking.

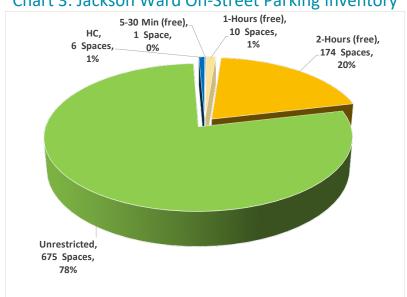


Chart 3: Jackson Ward On-Street Parking Inventory

DESMAN inventoried a total of 1,224 spaces in 46 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-11**. The off-street parking inventory in Jackson Ward is made up of 38 Private/Private lots, 5 Private/Public lots, 3 Public/Private lots. As **Chart 4** shows, the Private/Private facilities account for a large majority of the off-street parking supply.

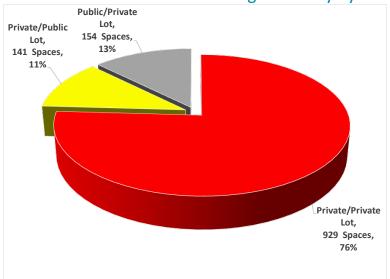


Chart 4: Jackson Ward Off-Street Parking Inventory by Ownership







DESMAN further categorized the off-street facilities according to intended end user. As Chart 5 shows, the majority of the off-street parking supply in the study area was dedicated to residents, followed by institutions.

Chart 5: Jackson Ward Off-Street Parking Inventory by User Customer, 229 Spaces, Residential, 19% 416 Spaces, 34% Employee, 36 Spaces, 3% Institutional, 301 Spaces, Paid Parking, 25% 141 Spaces, Mixed-Use, 11% 101 Spaces, 8%





Subsection 2: Monroe Ward

DESMAN inventoried a total of 1,201 on-street spaces on 176 block faces across Monroe Ward. A detailed inventory is included in the Appendices as **Exhibit F-12**. As **Chart 6** indicates, the majority of on-street spaces are restricted to two-hour free parking.

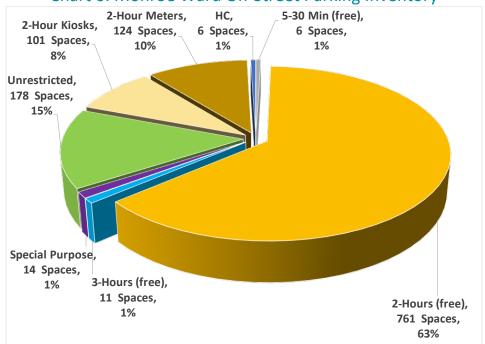


Chart 6: Monroe Ward On-Street Parking Inventory

DESMAN inventoried a total of 4,967 spaces in 92 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-13**. The off-street parking inventory in Monroe Ward is made up of 69 Private/Private facilities (1 garage, 2 structures, and 66 lots), 11 Private/Public lots, 10 Public/Private facilities (4 structures and 6 lots), and 2 Public/Public lots. As **Chart 7** shows, the privately-owned facilities account for a large majority of the total off-street parking supply.







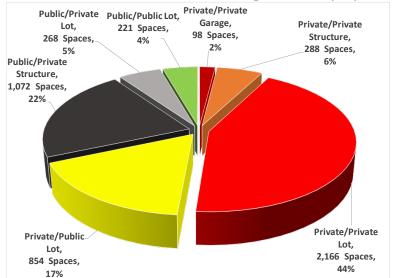


Chart 7: Monroe Ward Off-Street Parking Inventory by Ownership

DESMAN further categorized the off-street facilities according to intended end user. As **Chart 8** shows, the majority of the off-street parking supply in the study area is designated for institutions, followed by customers.

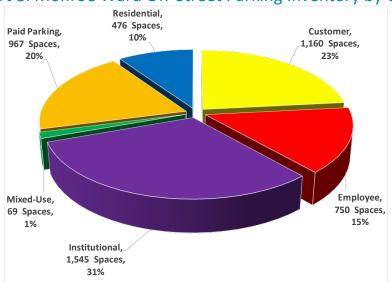


Chart 8: Monroe Ward Off-Street Parking Inventory by User







Subsection 3: Biotech and MCV District

DESMAN inventoried a total of 269 on-street spaces on 97 block faces across the Biotech and MCV District (Biotech). A detailed inventory is included in the Appendices as **Exhibit F-14**. As **Chart 9** indicates, the majority of on-street spaces are two-hour paid parking.

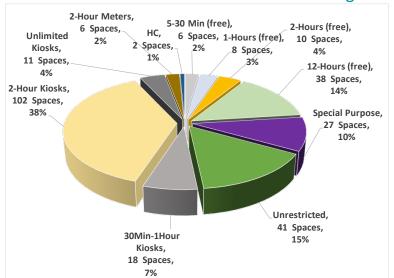


Chart 9: Biotech and MCV District On-Street Parking Inventory

DESMAN inventoried a total of 7,292 spaces in 28 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-15**. As **Chart 10** shows, the Public/Private facilities make up the majority of the current off-street parking supply.

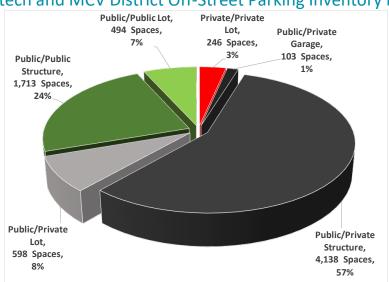


Chart 10: Biotech and MCV District Off-Street Parking Inventory by Ownership







DESMAN further categorized the off-street facilities according to intended end user. As **Chart 11** shows, the majority of the off-street parking supply in the study area was paid parking, followed by employee parking.

Residential, Customer, 2,437 Spaces, 3,629 Spaces, 6% 9% Employee, 12,008 Spaces, 29% Paid Parking, 16,939 Spaces, 41% Institutional, Mixed-Use, 3,461 Spaces, 3,105 Spaces, 8% **7**%

Chart 11: Biotech and MCV District Off-Street Parking Inventory by User







Subsection 4: City Center

DESMAN inventoried a total of 592 on-street spaces on 120 block faces across City Center. A detailed inventory is included in the Appendices as **Exhibit F-16**. As **Chart 12** indicates, the large majority of onstreet spaces are restricted to two hours, whether it is free or paid.

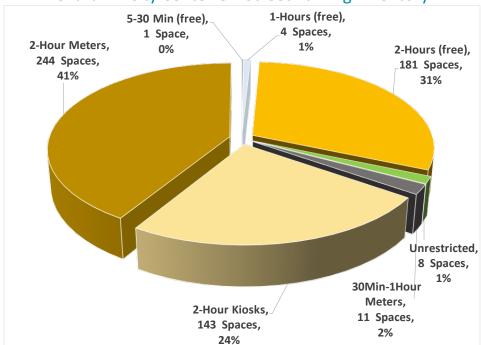


Chart 12: City Center On-Street Parking Inventory

DESMAN inventoried a total of 7,960 spaces in 36 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-17**. The off-street parking inventory in City Center is made up of 15 Private/Private facilities (1 garage, 4 structures, and 10 lots), 10 Private/Public facilities (1 garage, 5 structures, and 4 lots), 4 Public/Private facilities (1 structure and 3 lots), and 7 Public/Public facilities (1 garage, 4 structures, and 2 lots). As **Chart 13** on the next page shows, the publicly owned facilities account for a slight majority of the total off-street parking supply.







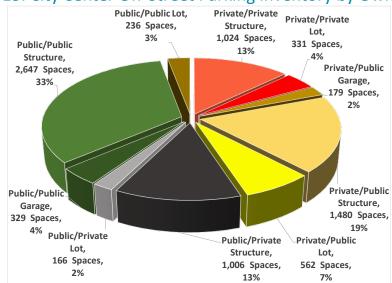


Chart 13: City Center Off-Street Parking Inventory by Ownership

DESMAN further categorized these facilities by end user. As **Chart 14** shows, the majority of the off-street supply in the study area was publicly owned paid parking, followed by employee parking.

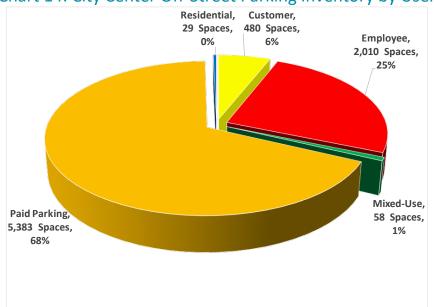


Chart 14: City Center Off-Street Parking Inventory by User







Subsection 5: Capitol District

DESMAN inventoried a total of 315 spaces on 102 block faces across Capitol District. A detailed inventory is included in the Appendices as **Exhibit F-18**. As **Chart 15** indicates, the majority of on-street spaces are restricted to two-hour paid parking.

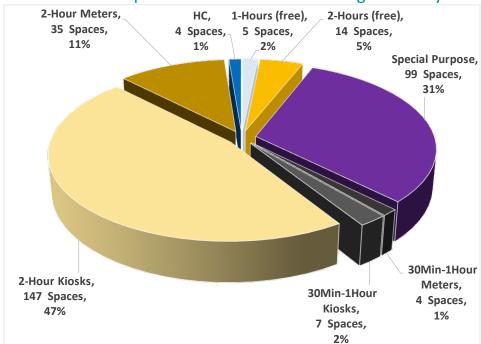


Chart 15: Capitol District On-Street Parking Inventory

DESMAN inventoried a total of 6,929 spaces in 25 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-19**. The off-street parking inventory in Capitol District is made up of 2 Private/Private lots, 2 Private/Public facilities (1 structure and 1 lot), 18 Public/Private facilities (5 garages, 3 structures, 10 lots), and 3 Public/Public facilities (1 garage and 2 structures). As **Chart 16** on the next page shows, the publicly owned facilities account for a large majority of the total off-street parking supply.







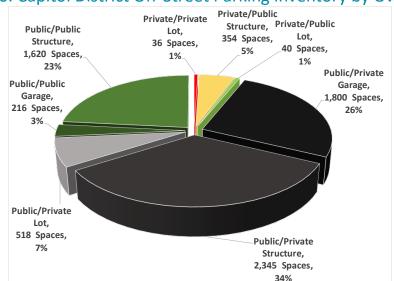


Chart 16: Capitol District Off-Street Parking Inventory by Ownership

DESMAN further characterized the off-street facilities according to intended end user. As **Chart 17** shows, the majority of the off-street parking supply in the study area was dedicated to employees.

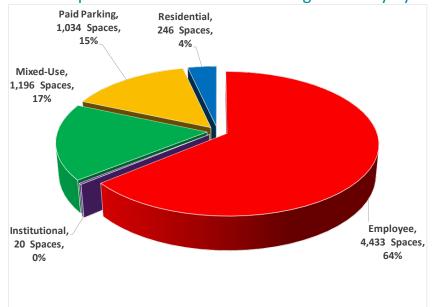


Chart 17: Capitol District Off-Street Parking Inventory by User







Subsection 6: Central Office District

DESMAN inventoried a total of 180 on-street spaces on 67 block faces across the Central Office District (Central Office). A detailed inventory is included in the Appendices as **Exhibit F-20**. As **Chart 18** indicates, the majority of on-street spaces are time-restricted and paid parking.

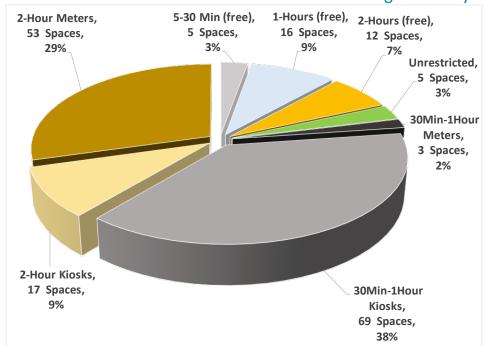


Chart 18: Central Office District On-Street Parking Inventory

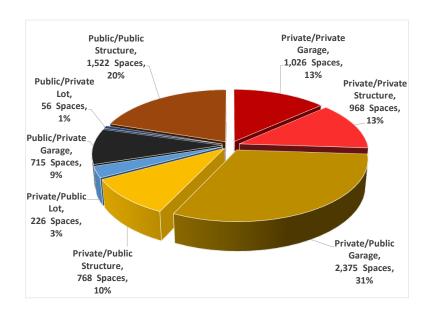
DESMAN inventoried a total of 7,656 spaces in 24 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-21**. The off-street parking inventory in Central Office is made up of 9 Private/Private facilities (6 garages and 3 structures), 10 Private/Public facilities (3 garages, 3 structures, and 4 lots), 3 Public/Private facilities (2 garages and 1 lot), and 2 Public/Public structures. As **Chart 19** on the next page shows, the privately-owned facilities account for a majority of the total off-street supply.





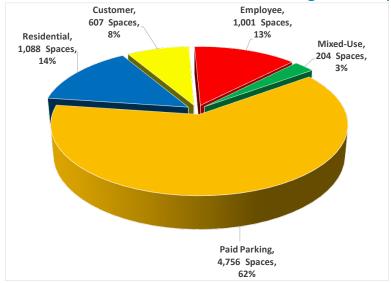


Chart 19: Central Office District Off-Street Parking Inventory by Ownership



DESMAN further characterized the off-street facilities according to intended end user. As **Chart 20** shows, the majority of the off-street parking supply in the study area was paid parking.

Chart 20: Central Office District Off-Street Parking Inventory by User







Subsection 7: Shockoe Slip

DESMAN inventoried a total of 199 on-street spaces on 60 block faces across Shockoe Slip. A detailed inventory is included in the Appendices as **Exhibit F-22**. As **Chart 21** indicates, the majority of on-street spaces are restricted to two-hour parking, whether that is paid or free.

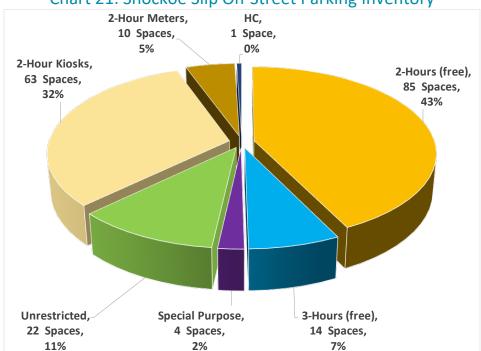


Chart 21: Shockoe Slip On-Street Parking Inventory

DESMAN inventoried a total of 3,691 spaces in 21 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-23**. The off-street parking inventory in Shockoe Slip is made up of 8 Private/Private facilities lots, 10 Private/Public facilities (3 structures and 7 lots), and 3 Public/Public facilities (1 structure and 2 lots). As **Chart 29** shows, the privately-owned facilities account for a large majority of the total off-street parking supply.







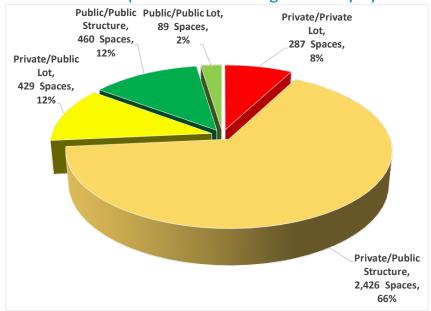


Chart 22: Shockoe Slip Off-Street Parking Inventory by Ownership

DESMAN further characterized the off-street facilities according to intended end user. As **Chart 23** shows, the majority of the off-street parking supply in the study area was paid parking.

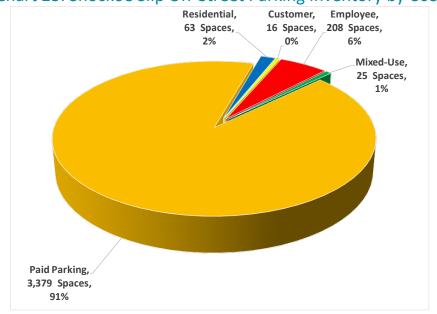


Chart 23: Shockoe Slip Off-Street Parking Inventory by User







Subsection 8: Shockoe Bottom

DESMAN inventoried a total of 690 spaces on 104 block faces across Shockoe Bottom. A detailed inventory is included in the Appendices as **Exhibit F-24**. As **Chart 24** indicates, the majority of on-street spaces are unrestricted, although 40% of the on-street spaces are time-restricted yet free.

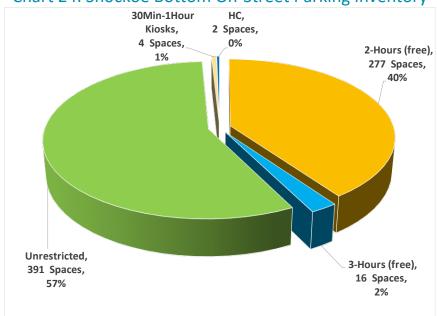


Chart 24: Shockoe Bottom On-Street Parking Inventory

DESMAN inventoried a total of 1,860 spaces in 30 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit F-25**. The off-street parking inventory in Shockoe Bottom is made up of 18 Private/Private lots, 6 Private/Public lots, 1 Public/Private lot, and 5 Public/Public lots. As **Chart 25** shows, the privately-owned facilities account for a slight majority of the off-street parking supply.







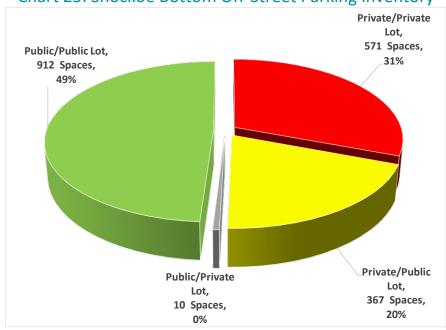


Chart 25: Shockoe Bottom Off-Street Parking Inventory

DESMAN further characterized the off-street facilities according to intended end user. As **Chart 26** shows, the majority of the off-street parking supply in the study area was paid parking.

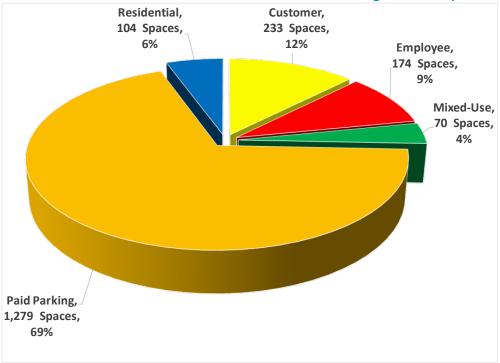


Chart 26: Shockoe Bottom Off-Street Parking Inventory







Conclusions

Large swaths of the Downtown study area function as single-use 'employment centers' given the high weekday occupancy rates versus lower weekend rates. There are significant clusters of higher occupancy rates around the institutional employers—such as the Virginia Commonwealth University Medical Center and various state government offices—in the City Center, Biotech and MCV District, Capitol District, and Central Office District on weekdays. Parking demand is high on both weekdays and weekends in Jackson and Monroe Wards which is most likely a result of their mixed-use and dense patterns of development. Intensity of current development and demand for available space in the City Center will make supply-side solutions expensive in terms of cost and opportunity, but surface lots should be replaced with mixed-use buildings above underground parking when feasible.









Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 1)

	NAME/DESCRIPTION W. Duval St.	ADDRESS Chamberlayne Pkwy. & N. 1st St.	TYPE On-Street	ON-STREET FACIUMES 530 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1 Hour Klosks 2-Hour Klosk Unlimited Klosk 2-Hour Mtr	0	0	OFF-STREET FACILITIES GENERAL RESERVED I	H/C Subtotal	GRAN TOTA
1	Chamberlayne Pkwy. N. 1st St.	Freeway & W. Duval St. Freeway & W. Duval St.	On-Street On-Street		0	0		0	0
1 :	Sixth Mount Zion Baptist Church North Sixth Mount Zion Baptist Church South W. Duval St.	100 W. Duval St. 615 Judah St. Chamberlayne Pkwy. & Price St.	Private/Private Lot Private/Private Lot On-Street	7		0 0 7	60 37	60 37 0	60 37 7
2	W. Jackson St. Chamberlayne Pkwy. Price St.	Chamberlayne Pkwy. & Price St. W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street On-Street	6	0	0 0		0 0	0
3	W. Duval St. W. Jackson St.	Price St. & Cameo St. Price St. & Cameo St.	On-Street On-Street	10	0	10		0	10
3	Price St. Cameo St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street	12	0	0 12		0	12
4	W. Duval St. W. Jackson St. St. James St.	Cameo St. & St. James St. Cameo St. & St. James St. W. Duval St. & W. Jackson St.	On-Street On-Street On-Street	5	0	0 0		0 0	5 0 0
5	Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. St. James & N. 1st St.	On-Street On-Street	8	0	8		0	8
5	W. Jackson St. St. James St. N. 1st St.	St. James & N. 1st St. W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street On-Street	22 15	0	0 22 15		0 0	0 22 15
5	Jackson Commons Partnership Apartments Eggleston Plaza II	701 St. James St. 12 E. Jackson St.	Private/Private Lot Private/Private Lot			0	48 20	48 20	48 20
6	W. Duval St. W. Jackson St. N. 1st St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Jackson St. & W. Duval St.	On-Street On-Street On-Street	3 20	0	0 20		0	4 0 20
6	N. 2nd St. 700 Jackson Street LLC Apartments	W. Jackson St. & W. Duval St. 110 E. Jackson St.	On-Street Private/Private Lot	9		9 0	16	0 16	9 16
7	W. Duval St. W. Leigh St. Brook Rd.	N. Belvidere St. & Brook Rd. N. Belvidere St. & Brook Rd. W. Duval St. & W. Leigh St.	On-Street On-Street On-Street		0 0 0	0		0 0	0
7	N. Belvidere St. W. Duval St.	W. Duval St. & W. Leigh St. Brook Rd. & Judah St.	On-Street On-Street	7 15	ŭ	7 15		0	7 15
8 .	W. Leigh St. Judah St. Brook Rd.	Brook Rd. & Judah St. W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	On-Street On-Street On-Street	8 7	0	8 7 0		0	8 7 0
9	W. Duval St. W. Leigh St.	Judah St. & St. Peters St. Judah St. & St. Peters St.	On-Street On-Street	9 9	, i	9 9		0	9
9 .	St. Peters St. Judah St. Ebenezer Baptist Church	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St. 615 Judah St.	On-Street On-Street Private/Private Lot	10	0	0	40	0 0 40	10 0 40
10	Chamberlayne Pkwy. W. Leigh St.	W. Duval St. & Price St. St. Peters St. & Price St.	On-Street On-Street	12	0	0 0 12	40	0	0 12
10 10	St. Peters St. Price St.	W. Duval St. & W. Leigh St. Chamberlayne Pkwy. & W. Leigh St.	On-Street On-Street	10 3		10 3		0	10 3
11	W. Jackson St. Chamberlayne Pkwy. Price St.	Chamberlayne Pkwy. & Price St. W. Jackson St. & Price St. W. Jackson St. & W. Leigh St.	On-Street On-Street On-Street	8	0	0 0 8		0 0 0	0 0 8
12 12	W. Jackson St. W. Leigh St.	Price St. & St. James St. Chamberlayne Pkwy. & St. James St.	On-Street On-Street		0 2	0		0	0
12	Price St. Chamberlayne Pkwy. St. James St.	W. Jackson St. & Chamberlayne St. Price St. & Leigh St. W. Jackson St. & Leigh St.	On-Street On-Street On-Street		0 0 0	0 0		0 0	0
12 12	WJS LLC Apartments North WJS LLC Apartments South	1 W. Jackson St. 613 Price St.	Private/Private Lot Private/Private Lot			0	14	2 50 14	50 14
13	Car Enterprises Apartments W. Jackson St. W. Leigh St.	4 W. Leigh St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street On-Street		0	0 0	9	0 0	0 0
13 13	St. James St. N. 1st St.	W. Jackson St. & W. Leigh St. W. Jackson St. & W. Leigh St.	On-Street On-Street	15 11		15 11	2.	0	15 11
14	Abramson Apartments W. Jackson St. W. Leigh St.	2 E. Leigh St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street On-Street		0	0	34	34 0 0	34 0 0
14 14	N. 1st St. N. 2nd St.	W. Jackson St. & W. Leigh St. W. Jackson St. & W. Leigh St.	On-Street On-Street	15 10		15 10		0	15 10
15	W. Cary St. Catherine St. Smith St.	Smith St. & Brook Rd. Smith St. & N. Monroe St. W. Leigh St. & Catherine St.	On-Street On-Street On-Street	8	0	0 0 8		0 0	0 0 8
15 15	N. Monroe St. Brook Rd.	Brook Rd. & Catherine St. W. Leigh St. & N. Monroe St.	On-Street On-Street	3 5		3 5		0	3 5
16	W. Leigh St. W. Cary St. Brook Rd.	Brook Rd. & N. Adams St. Brook Rd. & N. Adams St. W. Leigh St. & W. Clay St.	On-Street On-Street On-Street	14 11	0	14 11 0		0 0	14 11 0
16 16	N. Adams St. Richmond School Board North	W. Leigh St. & W. Clay St. 119 W. Leigh St.	On-Street Public/Private Lot		0	0	46	0 46	0 46
16 16	Richmond School Board South Historic Manor Richmond School Board	119 W. Leigh St. 510 N Adams St. 119 W. Leigh St.	Public/Private Lot Private/Private Lot Public/Private Lot			0	70 21 38	70 21 38	70 21 38
17 17	W. Leigh St. W. Clay St.	N. Adams St. & St. James St. N. Adams St. & St. James St.	On-Street On-Street	9 12	1	9 13	20	0	9 13
17 17	N. Adams St. St. James St. W. Leigh St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St. St. James & N. 1st St.	On-Street On-Street On-Street	11	0	0		0 0	0
18 18	W. Clay St. St. James St.	St. James & N. 1st St. W. Leigh St. & W. Clay St.	On-Street On-Street	12	0	11 12 0		0	11 12 0
18 19	N. 1st St. W. Leigh St.	W. Leigh St. & W. Clay St. N. 1st St. & N. 2nd St.	On-Street On-Street	14 4 17		14 4 12		0	14 4 12
19 19	W. Clay St. N. 1st St. N. 2nd St.	N. 1st St. & N. 2nd St. W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street On-Street	12 21 21		21 21		0 0 0	21 21
19 19	The 2C Crema Dela Creme / Residential	110 E. Clay St. 514 N. 2nd St.	Private/Private Lot Private/Private Lot			0	45 15	45 15	45 15
20 20	Catherine St. W. Clay St. Smith St.	Smith St. & N. Henry St. Smith St. & N. Henry St. N. Henry St. & N. Monroe St.	On-Street On-Street On-Street	14 5 14		14 5 14		0 0	14 5 14
20 21	N. Henry St. Catherine St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	10	0	0 11		0	0 11
21	W. Clay St. N. Henry St. N. Monroe St.	N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street On-Street	12 7 8		12 7 8		0 0	12 7 8
22 22	Brook Rd. W. Clay St.	N. Monroe St. & W. Clay St. N. Monroe St. & Brook Rd.	On-Street On-Street	:: :::::::::::::::::::::::::::::::::::		11 11		0	11 11
23	N. Monroe St. W. Clay St. W. Marshall St.	Brook Rd. & W. Clay St. Smith St. & N. Henry St. Smith St. & N. Henry St.	On-Street On-Street On-Street	11 13	1	12 13 12		0 0	12 13 12
23 23	Smith St. N. Henry St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	14	0	14 0		0	14 0
24	W. Clay St. W. Marshall St. N. Henry St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St.	On-Street On-Street On-Street	13	0	11 13 0		0 0	11 13 0
24 25	N. Monroe St. W. Clay St.	W. Clay St. & W. Marshall St. N. Monroe St. & N. Madison St.	On-Street On-Street	14 14	·	14 14		0	14 14
25	W. Marshall St. N. Monroe St. N. Madison St.	N. Monroe St. & N. Madison St. W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street On-Street	13 14 14		13 14 14		0 0	13 14 14
26 26	W. Marshall St. N. Madison St.	Brook St. & N. Madison St. W. Clay St. & W. Marshall St.	On-Street On-Street	8 7		8 7		0	8 7
27	Brook Rd. W. Clay St. W. Marshall St.	W. Clay St. & W. Marshall St. Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street On-Street On-Street	17 24 8		17 24 8		0 0	17 24 8
27 27	Brook St. N. Adams St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street		0 0	0		0	0
28	W. Clay St. W. Marshall St. N. Adams St.	N. Adams St. & N. 1st St. N. Adams St. & N. 1st St. W. Clay St. & W. Marshall St.	On-Street On-Street On-Street	28 17	0	28 17 0		0 0 0	28 17 0
28 28	N. 1st St. Residential-Office	W. Clay St. & W. Marshall St. 16 W. Marshall St.	On-Street Private/Private Lot	8	U	8	41	0 41	8 41
28	SNP Development LLC Apartments Community Business Black History Museum Cultural Center	2 E. Marshall St. 416 N 1st St. 1 E. Clay St.	Private/Private Lot Private/Private Lot Private/Private Lot			0	109 10 10	109 10 10	109 10
28	Single Family Residence W. Clay St.	15 E. Clay St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street	12		0 12	10	10 0	10 12
29 29	W. Marshall St. N. 1st St. N. 2nd St.	N. 1st St. & N. 2nd St. W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street On-Street	6 11 13		6 11 13		0 0	6 11 13
29 29	Virginia Properties Partnership North Virginia Properties Partnership South	103 E. Clay St. 103 E. Clay St	Private/Public Lot Private/Public Lot			0	15 47	15 47	15 47
29 29	Virginia Properties Partnership East Virginia Properties Partnership East-South	406 N. 2nd St. 105 E. Clay St	Private/Public Lot Private/Public Lot			0	50 21	50 21	50 21
30 30	Rene & Co. W. Marshall St. W. Broad St.	105 1/2 E. Clay St Belvidere St. & N. Henry St. Belvidere St. & N. Henry St.	Private/Public Lot On-Street On-Street	12	0	0 12 0	8	0 0	12 0
30 30	Belvidere St. N. Henry St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street		0	0		0	0
30	Rite Aid North Rite Aid South W. Marshall St.	517 W. Marshall St. 510 W. Broad St. N. Henry St. & N. Monroe St.	Private/Private Lot Private/Private Lot On-Street	10		0 0	12 35	12 35 0	12 35 10
31 31	W. Broad St. N. Henry St.	N. Henry St. & N. Monroe St. W. Marshall St. & W. Broad St.	On-Street On-Street	2 2	0	7		0	7
31	N. Monroe St. L Parker Properties LLC Apartments Lane Brothers	W. Marshall St. & W. Broad St. 421 W. Marshall St. 408 W. Broad St	On-Street Private/Private Lot Private/Private Lot		0	0 0	25 10	0 25 10	0 25 10
31 32	Studio 418 LLC W. Marshall St.	418 W. Broad St. N. Monroe St. & Madison St.	Private/Private Lot On-Street	п		0 11	5	5	5 11
32	W. Broad St. N. Monroe St. N. Madison St.	N. Monroe St. & Madison St. W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street On-Street	12 12	0	0 12 12		0 0	0 12 12
32 32	Drs. Adam and Allen North Drs. Adam and Allen South	316 N Madison St. 312 N Madison St.	Private/Private Lot Private/Private Lot	_		0	8 10	8 10	8 10
32	Managed Care Innovations Multi-Family Apartments W. Marshall St.	316 W. Broad St. 301 W. Marshall St N. Madison St. & N. Jefferson St.	Private/Private Lot Private/Private Lot On-Street	11		0 0 11	15 9	15 9 0	15 9 11
33 33	W. Broad St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Marshall St. & W. Broad St.	On-Street On-Street	6	0	6 0		0	6
33	N. Jefferson St. Richmond Dairy Apartments Tattoo Parlor	W. Marshall St. & W. Broad St. 201 W. Marshall St. 210 W. Broad St	On-Street Private/Private Lot Private/Private Lot	10		10 0 0	21 18	0 21 18	10 21 18
33 34	Community Business Alley Parking W. Marshall St.	224 W. Broad St N. Jefferson St. & N. Adams St.	Private/Private Lot On-Street	8		0 8	18 21	21 0	21 8
34 34	W. Broad St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Marshall St. & W. Broad St.	On-Street On-Street	10 3		10 3		0	10 3
	Brook St. N. Adams St. W. Marshall St.	W. Marshall St. & N. Adams St. W. Marshall St. & W. Broad St. N. 1st St. & N. 2nd St.	On-Street On-Street	1 4	0	5 0 2		0 0	5 0 2
	W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	On-Street On-Street	6 4		6		0	6 4
35 35 35	N. Adams St.				0	0		0	0
35 35 35 35 35	N. Adams St. N. 1st St. Apartments West Virginia Repertory Theatre	W. Marshall St. & W. Broad St. 11 W. Marshall St. 14 W. Marshall St.	On-Street Private/Private Lot Private/Private Lot		Ü	0	30 14	30 14	30 14



Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 2)

W. Marshall St. W. Broad St. N. 1st St. N. 2nd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street On-Street On-Street	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose 3 9 15	Urrestricted 30Min-1 Hour Mir 30Min-1Hour Klosks 2-Hour Klosk Unlimited Klos 5	0	0 8 9 15	NERAL RESERVED H	0 0 0
Standard Drug Store LLC Standard Drug Store LLC Premier Bank W. Broad St. W. Grace St.	110 E. Broad St. 320 N. 2nd St. 101 E. Marshall St. N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street	7 7			0	18 14 8	18 14 8 0
N. Belvidere St. N. Henry St. VCU Henry St. Deck W. VCU - Ram Bikes	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St. 500 W. Grace St. 201 N. Belvidere St.	On-Street On-Street Public/Private Structure Public/Private Lot	,		0	0 0	320 5	0 0 320 5
VCU Institute for Contemporary Art Lot Community Business W. Broad St. W. Grace St.	535 W. Broad St. 501 W. Broad St. N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	Public/Private Lot Private/Private Lot On-Street On-Street	7 11			0	73 35	73 35 0 0
N. Henry St. N. Monroe St. VCU - Henry St. Deck E. W. Broad St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St. 412 W. Grace St N. Monroe St. & N. Madison St.	On-Street On-Street Public/Private Structure On-Street	7			8	320	0 0 320 0
W. Grace St. N. Monroe St. N. Madison St. Hair Salon Community Business	N. Monroe St. & N. Madison St. W. Broad St. & W. Grace St. W. Broad St. & W. Grace St. 312 W. Grace St. 313 W. Broad St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	5 11 7		1		4 8	0 0 0 4 8
Church of Jesus Christ of Latter Day Saints W. Broad St. W. Grace St. N. Madison St. N. Jefferson St. Presidents' Walk Properties	300 W. Grace St. N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St. W. Broad St. & W. Grace St. W. Broad St. & W. Grace St. 225 W. Broad St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot	11	:	0	11 4 12 0	24	24 0 0 0 0 0 23
residents wark reported City of Richmond - Police Department Parking W. Broad St. W. Grace St. N. Jefferson St. N. Adams St.	222 W. Broad St. 200 W. Grace St. N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St. W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	Public/Private Structure On-Street On-Street On-Street On-Street	5	8	0		N/A	0 0 0 0
ty of Richmond - (Standard Parking) /. Broad St. /. Grace St. Adams St. Foushee St.	108 W. Grace St. N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St. W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	Public/Public Lot On-Street On-Street On-Street On-Street	6 10 10				113	113 0 0 0
ity Parking he Salvation Army South he Salvation Army East . Broad St.	20 W. Grace St. 2 W. Grace St. 2 W. Grace St. N. Foushee St. & N. 1st St.	Private/Public Lot Private/Private Lot Private/Private Lot On-Street	9			0	75 6 10	75 6 10
Grace St. . Foushee St. . 1st St. ARKWAY - 1st & Grace Lot	N. Foushee St. & N. 1st St. E. Broad St. & E. Grace St. E. Broad St. & E. Grace St. 90 E. Grace St.	On-Street On-Street On-Street Private/PublicLot	8 9 12			8 9 12 0	123	0 0 0 123
. Broad St. . Grace St. l. 1st St. l. 2nd St. lfferson National Bank West	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. E. Broad St. & E. Grace St. E. Broad St. & E. Grace St. 122 E. Grace St.	On-Street On-Street On-Street On-Street Private/Private Lot	9 7 12 3 4			9 7 12 7 0	13	0 0 0 0
rierson National Bank Vest ferson National Bank East gal Aid Justice Center . Grace St. . Franklin St.	122 E. Grace St. 122 E. Grace St. 216 N. 2nd St. N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street	4				9	9 5 0
/. Franklin St. . Belvidere St. . Henry St. D1 W. Grace iffice Business	N. Belvidere St. & N. Henry St. W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St. 501 W. Grace St. 515 W. Grace St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot			0	0 0 0	3 4	0 0 3 4
lonroe Park Associates Apartments omino's Pizza ommonwealth Catholic Charities J. Grace St.	520 W. Franklin St. 521 W. Grace St. 511 W. Grace St. N. Henry St. & N. Monroe St.	Private/Private Lot Private/Private Lot Private/Private Lot On-Street	12			0 0 0 12	20 7 33	20 7 33 0
. Franklin St. . Henry St. . Monroe St. mpthill Associates Apartments 11 West Grace Street Apartments	N. Henry St. & N. Monroe St. W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St. 402 W. Franklin St. 401 W. Grace St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	12 13				13 27 1	0 0 0 13
II West Grace Street Apartments . Grace St. . Franklin St. . Monroe St. . Madison St.	401 W. Grace St. N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St. W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street On-Street On-Street	11 13 7		0	0 11 0 13 7	27 1	1 28 0 0 0 0
ue Atlantic Richmond LLC Apartments avis Market J. Grace St. J. Franklin St.	321 W. Grace St. 301 W. Grace St. N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	Private/Private Lot Private/Private Lot On-Street On-Street	6		0	0 6 0	67 20	67 20 0 0
. Madison St. . Jefferson St. ffice Business ty Parking Lot	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St. 211 W. Grace St. 201 W. Grace St	On-Street On-Street Private/Private Lot Private/Public Lot	12		0		7 47	0 0 7 47
/. Grace St. /. Franklin St. J. Jefferson St. . Adams St. lax's	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St. W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St. 101 W. Grace St.	On-Street On-Street On-Street On-Street Private/Private Lot	10 9		2 0		25	0 0 0 0 25
he Towers on Franklin rotestant Episcopal Church Fund Diocese V. Grace St. V. Franklin St. I. Adams St.	109 W. Grace St. 110 W. Franklin St. N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St. W. Grace St. & W. Franklin St.	Private/Private Lot Private/Private Lot On-Street On-Street On-Street	11 14		0		60 45	60 45 0 0
. Foushee St. oung Men's Christian Assn East aising Grace Studios oung Men's Christian Assn West	W. Grace St. & W. Franklin St. W. Grace St. 9W. Grace St. 17W. Grace St. 17W. Grace St. 17W. Grace St.	On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot	44		0	0 0 0	46 4 35 14	0 0 46 4 35
oung Men's Christian Assn South .Grace St. . Franklin St. . Foushee St. . 1st St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street On-Street On-Street	11 13 8		0	11 0 13 8	14	0 0 0 0
ty Parking Lot Grace St. Franklin St. . 1st St.	3 E. Grace St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. E. Grace St. & E. Franklin St.	Private/Public Lot On-Street On-Street On-Street	11 7		0	11 0 7	75	75 0 0
. 2nd St. imenti Studio J. Franklin St. J. Main St. I. Belvidere St.	E. Grace St. & E. Franklin St. 116 N. 2nd St. N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St. W. Franklin St. & W. Main St.	On-Street Private/Private Lot On-Street On-Street On-Street	11 7		0	11 0 7 0 0	8	0 8 0 0
. Henry St. ark Plaza Apartments /. Franklin St. /. Main St.	W. Franklin St. & W. Main St. 517 W. Franklin St. N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street Private/Private Structure On-Street On-Street	15	13		15 13	115 54	0 169 0 0
. Henry St Monroe St. ommonwealth Club f. Franklin St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. 420 W. Main St. N. Monroe St. & N. Madison St.	On-Street On-Street Private/Private Lot On-Street	13 13 4	•		13 13 0 4	110	0 0 110
/. Main St Monroe St Modison Stmadison Stmmonwealth Club iw Offices	N. Monroe St. & N. Madison St. W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. 5 N. Monroe St 300 W. Main St	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	12 13	9		0	95 10	0 0 0 95 10
J. Franklin St. J. Main St. Madison St. Jefferson St. Istoric Richmond Foundation	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St. W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. 210 W. Main St.	On-Street On-Street On-Street On-Street Private/Private Lot	6 14 15	12		6 12 14 15 0	20	0 0 0 0
fferson Hotel South-East fferson Hotel North-East to W. Main St. Franklin St.	200 W. Main St. 201 W. Franklin St 220 W. Main St. N. Jefferson St. & N. Adams St.	Private/Private Lot Private/Private Lot Private/Private Lot Private/Private Lot On-Street	9			0	31 50 22	31 50 22 0
/. Main St. . Jefferson St. . Adams St. /. Franklin St.	N. Jefferson St. & N. Adams St. W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. N. Adams St. & N. Foushee St.	On-Street On-Street On-Street On-Street	3 10 9		0	3 10 0 9		0 0 0
. Main St. . Adams St. . Foushee St. fferson Hotel uung Men's Christian Assn	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. 8 W. Main St. 1 W. Franklin St	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	10 10		0		155 34	0 0 0 155 34
Franklin St. Main St. Foushee St. . 1st St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street On-Street On-Street	10 7 12 10			10 7 12 10		0 0 0
oung Men's Christian Assn lley Parkin Franklin St. Main St. . 1st St.	3 E. Franklin St 6 E. Main St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. E. Franklin St. & E. Main St.	Private/Private Lot Private/Private Lot On-Street On-Street On-Street	8 7 12			0 8 7 12	28 24	28 24 0 0
. 2nd St. ffice Business ty of Richmond - Library Franklin St.	E. Franklin St. & E. Main St. 100 E. Main St. 101 E. Franklin St. N. 2nd St. & N. 3rd St.	On-Street Private/Private Lot Public/Private Lot On-Street	5 3		2	10 0 0 8	8 25	0 8 25
. Main St. I. 2nd St. I. 3rd St. II. 3rd St. Intrust Bank Ichmond Fire Department Headquarters	N. 2nd St. & N. 3rd St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. 206 E. Main St. 201 E. Franklin St.	On-Street On-Street On-Street Private/Private Lot Private/Private Lot	4 10		7		10 39	0 0 0 10 39
olling Haxall House Foundation Franklin St. Main St. . 3rd St.	215 E. Franklin St N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street	9		3	0 9 3 1	25	25 0 0 0
N. 4th St. IN4 Midtown W. Main St. W. Cary St.	E. Franklin St. & E. Main St. N. 4th St. Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street Private/Private Lot On-Street On-Street		10	0	6 0 0 10	20	0 20 0 0
i. Belvidere St. 5. Madison St. W. Main St. W. Cary St. 6. Madison St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St.	On-Street On-Street On-Street On-Street On-Street	8	6 11 10		0 8 6 11 10		0 0 0 0 0
5. Jefferson St. /CU - JL Lot lefferson Hotel W. Main St.	W. Main St. & W. Cary St. 200 W. Cary St. 201 W. Main St. S. Jefferson St. & S. Adams St.	On-Street Public/Public Lot Private/Private Lot On-Street		10	0	0 0 0	108 84	0 108 84 0
W. Cary St. 5. Jefferson St. 5. Adams St.	S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. 114 W. Cary St.	On-Street On-Street On-Street Private/Private Lot	11		4 0	11 4 0	146 6	0 0 0 5 152





Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 3)

NAME/DESCRIPTION W. Main St. W. Cary St.	ADDRESS S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	TYPE On-Street On-Street	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hou	ON-STREET FACILITIES urs (free) Special Purpose Unrestricted 30Min-1 Hour M	tr 30Min-1Hour Klosks 2-Hour Klosk Unlimite	d Klosk 2-Hour Mtr H/C No Parki	9	OFF-STREET FACILITIES GENERAL RESERVED H	
W. Cary St. S. Adams St. S. Foushee St.	S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street On-Street				6 0 0	6 0 0		0 0
Office Business North Office Business East	5 W. Main St. 4 W. Cary St.	Private/Private Lot Private/Private Lot				Ü	0	25 8	25 8
Goodwyn's Sons Private Parking Lot Commercial Business	23 S. Adams St. 8 W. Cary St.	Private/Private Lot Private/Private Lot					0	36 15	36 15
E. Main St. E. Cary St.	S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St.	On-Street On-Street	4			3 1	4		0
S. Foushee St. S. 1st St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	8			0	0 8		0
1st and Cary City Parking Standard Parking- South	2 E. Cary St. 2 E. Cary St.	Private/Public Lot Private/Public Lot					0	129 12	129
Senior Connections E. Main St. E. Cary St.	6 S. 1st St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St.	Private/Private Lot On-Street On-Street				7 11	7 11	52	52 0 0
S. 1st St. S. 2nd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	7 10				7		0
Valentine House / Commercial Leete Tire & Auto	107 E. Main St. 14 S. 2nd St	Private/Private Lot Private/Private Lot					0	45 8	45 8
E. Main St. E. Cary St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street	9			6	9 6		0
S. 2nd St. S. 3rd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	9			10	9 10		0
WC Hutchinson Real Estate 213 E. Main	219 E. Main St. 213 E. Main St.	Private/Public Lot Private/Public Lot					0	26 34	26 34
16 S. 3rd 201 E. Main	16 S. 3rd St. 201 E. Main St.	Private/Public Lot Private/Public Lot					0	32 34	32 34
W. Marshall St. W. Broad St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street On-Street				8	8		0
S. 3rd St. S. 4th St. Riverstone Properties Office Building	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 117 S. 3rd St.	On-Street On-Street Private/Private Garage				6 9	6 9 0	00	0 0 98
Riverstone Properties Office Lot North Riverstone Properties Office Lot East	101 S. 3rd St 100 - 126 S. 4th St	Private/Private Galage Private/Private Lot Private/Private Lot					0	54 98	54 98
W. Cary St. W. Canal St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	3	10 14			13 14		0
S. Belvidere St. S. Jefferson St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street				0	0		0
VCU - Jefferson St. Deck W. Cary St.	100 S. Jefferson St. S. Jefferson St. & S. Adams St.	Public/Private Structure On-Street	10				0 10	432	432
W. Canal St. S. Jefferson St.	S. Jefferson St. & S. Adams St. W. Cary St. & W. Canal St.	On-Street On-Street		8		0	8		0
S. Adams St. VCU - BC Parking	W. Cary St. & W. Canal St. 114 W. Canal St.	On-Street Public/Private Lot		12			12 0	45	0 45
VCU - BL Parking W. Cary St.	127 W. Cary St. S. Adams St. & S. Foushee St.	Public/Private Lot On-Street				5	5	95	95
W. Canal St. S. Adams St. S. Foushee St.	S. Adams St. & S. Foushee St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street On-Street		15 14		0	15 14		0
S. Foushee St. Commercial Business VCU - OCPE	W. Cary St. & W. Canal St. 13 - 17 W. Cary St. 9 W. Cary St.	On-Street Private/Private Lot Public/Private Lot				0	0 0	20 25	20 25
E. Cary St. E. Canal St.	S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St.	On-Street On-Street		12		8	8 12		0
S. Foushee St. S. 1st St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10			0	0 10		0
Office Business East Office Business North-East	114 S. 1st St. 100 S. 1st St.	Private/Private Lot Private/Private Lot					0	25 36	25 36
Sangjun Parking Office Business South-East	108 - 116 S. 1st St. 115 S. Foushee St.	Private/Private Lot Private/Private Lot					0	45 5	45 5
E. Cary St. E. Canal St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St.	On-Street On-Street		9		7	7		0
S. 1st St. S. 2nd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10			0	10 0	20	0
Matrix Midtown Apartments Goodrich Gourmet Catering Company	119 S. 1st St. 102 S. 2nd St.	Private/Private Lot Private/Private Lot				2	0	26 15	26
E. Cary St. E. Canal St. S. 2nd St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Cary St. & E. Canal St.	On-Street On-Street On-Street	12	6		2	6 12		0
S. 2nd St. S. 3rd St. Virginia Education Association South	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St. 119 S. 2nd St.	On-Street On-Street Private/Private Lot	12			0	0 0	60	0
Holiday Inn Resource Workforce Center	201 E. Cary St 203 E. Cary St.	Private/Private Lot Private/Private Structure Private/Private Lot					0	114 5 25	
Virginia Education Association South-East E. Cary St.	112 S. 3rd St. S. 3rd St. & S. 4th St.	Private/Private Lot On-Street				11	0 11	30	30
E. Canal St. S. 3rd St.	S. 3rd St. & S. 4th St. E. Cary St. & E. Canal St.	On-Street On-Street		5	11		5 11		0
S. 4th St. Riverstone Properties	E. Cary St. & E. Canal St. 311 E. Cary St.	On-Street Private/Public Lot	11				11 0	267	0 26
W. Canal St. Byrd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street		31		0	31 0		0
S. Belvidere St. S. 2nd St.	W. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street		N/A		0	0		0
W. Canal St. Byrd St. S. 2nd St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street		3		0	0		0
S. 2nd St. S. 3rd St. W. Canal St.	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate S. 3rd St. & S. 4th St.	On-Street On-Street		N/A 9 7		0	9		0
W. Canal St. Byrd St. S. 3rd St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Canal St. & I-195 Interstate	On-Street On-Street On-Street	6	/		0	7 0 6		0
S. 3rd St. S. 4th St. Office Business	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate 201 S. 3rd St.	On-Street On-Street Private/Private Lot	ь	15			6 15 0	45	0 0
Office Business I- 64 Interstate E. Jackson St.	201 S. 3rd St. N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	Private/Private Lot On-Street On-Street				0	0 0	40	0 0
N. 2nd St. N. 3rd St.	E. Jackson St. & I-64 Interstate E. Jackson St. & I-64 Interstate	On-Street On-Street		22		0	22 0		0
533 Club Richmond Redevelopment	700 N. 3rd St. 705 N. 2nd St.	Private/Private Lot Private/Private Lot					0	23 100	23 100
E. Jackson St. N. 4th St.	N. 3rd St. & N. 4th St. E. Jackson St. & MergE. 3rd St.	On-Street On-Street				0	0		0
N. 3rd St. United Network for Organ Sharing	E. Jackson St. & Merge 4th St. 700 N. 4th St.	On-Street Private/Private Structure				0	0	N/A	0
E. Juval St. E. Jackson St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street		4		0	0		0
N. 4th St. N. 5th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	On-Street On-Street				0	0		0
Virginia Department of Forensic Science North Virginia Department of Forensic Science South	800 N. 5th St. 700 N. 5th St.	Public/Private Lot Public/Private Lot	2 3				0	15 95	15 95
E. Jackson St. N. 5th Navy Hill Dr.	N. 5th St. & Navy Hill Dr. E. Jackson St. & I-64 Interstate Ramp E. Jackson St. & I-64 Interstate Ramp	On-Street On-Street On-Street	2 3			0	5 0 0		0
Commonwealth of VA - Biotech Eight E. Duval St.	737 N. 5th St. Navy Hill Dr. & N. 7th St.	Public/Private Structure On-Street				0	0	312	31
E. Jackson St. Navy Hill Dr.	Navy Hill Dr. & N. 7th St. E. Jackson St. & E. Duval St.	On-Street On-Street				0	0 0		0
N. 7th St. Altria Center For Research and Technology	E. Jackson St. & E. Duval St. 600 E. Jackson St.	On-Street Private/Private Structure				0	0	N/A	0
E. Jackson St. E. Leigh St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street				0	0		0
N. 7th St. N. 8th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	On-Street On-Street				0	0	405	0
J. Sargeant Reynolds Community College E. Duval St. E. Leigh St.	700 N. 8th St. N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	Public/Private Structure On-Street On-Street				0	0 0	485	48 0
E. Leigh St. N. 2nd St. N. 3rd St.	N. 2nd St. & N. 3rd St. E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street On-Street	5			0	0 5 0		0
N. 3rd St. Funeral Home South Lot Funeral Home South-East Lot	E. Jackson St. & E. Leigh St. 210 E. Leigh St. 210 E. Leigh St.	On-Street Private/Private Lot Private/Private Lot				0	0 0	29 13	25
Gravel Lot Third Street Bethel AME Church	611 N. 2nd St 217 E. Jackson St.	Private/Private Lot Private/Private Lot					0 0	15 15 12	11
E. Jackson St. E. Leigh St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street On-Street				0	0		0
N. 3rd St. N. 4th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street				0	0		0
Office Business Commonwealth of VA - Biotechnology East Lot	621 N. 3rd St. 626 N. 4th St.	Private/Private Lot Public/Public Lot					0	40 72	72
Commonwealth of VA - Biotech Southeast Lot Commonwealth of VA - Biotech South Lot	608 N. 4th St. 608 N. 4th St.	Public/Public Lot Public/Public Lot					0	32 34	34
Dominion Medical Associates E. Jackson St. E. Leigh St.	611 N. 3rd St. N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	Private/Private Lot On-Street On-Street		10		0	10	14	0 0
E. Leigh St. N. 4th St. N. 5th St.	N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street On-Street				0	0 0		0
N. Stn St. Commonwealth of VA - DCLS E. Jackson St.	600 P5 N. 5th St N. 5th St. & N. 7th St.	Public/Private Structure On-Street				0	0	241	24
E. Leigh St. N. 5th St.	N. 5th St. & N. 7th St. E. Jackson St. & E. Leigh St.	On-Street On-Street	:	38		0	38 0		0
N. 7th St. E. Jackson St.	E. Jackson St. & E. Leigh St. N. 7th St. & N. 8th St.	On-Street On-Street				0	0		0
E. Leigh St. N. 7th St.	N. 7th St. & N. 8th St. E. Jackson St. & E. Leigh St.	On-Street On-Street	10			0	10		0
N. 8th St. Commonwealth of VA - Biotech N.	E. Jackson St. & E. Leigh St. 607 N. 7th St.	On-Street Public/Public Lot				0	0	245	24
Commonwealth of VA - Biotech S. E. Duval St.	620 N. 8th St. N. 8th St. & N. 10th St.	Public/Public Lot On-Street				0	0	111	11
Turpin St. E. Leigh St.	N. 9th St. & N. 10th St. N. 8th St. & N. 9th St.	On-Street On-Street			9	0	0		0
N. 8th St. N. 9th St.	E. Leigh St. St. & E. Duval St. E. Leigh St. & Turpin St. Turpin St. & F. Duval St.	On-Street On-Street		17	9 1:	0	20 0		0
N. 10th St. VCU - 8th St. Deck	659 N. 8th St.	On-Street Public/Public Structure On-Street		17		2	19 0 0	888	88
Turpin St. E. Duval St. E. Leigh St.	N. 9th St. & N. 10th St. N. 1st St. & N. 2nd St. N. 10th St. & I-95 Interstate Underpass	On-Street On-Street On-Street				0 0 0	0 0		0
E. Leigh St. N. 9th St. N. 10th St.	N. 10th St. & I-95 Interstate Underpass E. Leigh St. & Turpin St. E. Leigh St. St. & E. Duval St.	On-Street On-Street On-Street				0	0 0		0
N. 10th St. VCU - N Deck	E. Leigh St. St. & E. Duval St. E. Leigh St. St. & E. Duval St. 615 N. 10th St.	On-Street On-Street Public/Public Structure				0	0 0	965	96
E. Leigh St. E. Clay St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street			10	6	10 6		0
N. 8th St. N. 9th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street			11 18	•	11 18		0
City of Richmond - Dept of Public Works	808 E. Clay St. N. 9th St. & N. 10th St.	Public/Private Lot On-Street		6			6	284	28
E. Leigh St.		On-Street			9		9		0
E. Leigh St. E. Clay St. N. 9th St. N. 10th St.	N. 9th St. & N. 10th St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street			8	0	0		





Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 4)

			ON-STREET FACILITIES				OFF-STREET FACILITIES	т—	GRAND
BLK# NAME/DESCRIPTION 96 E. Leigh St.	ADDRESS N. 10th St. & N. 11th St.	On-Street	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1 Hour Klosks	2-Hour Kiosk Unlimite	0	0		0	/ TOTAL
96 E. Clay St. 96 N. 10th St.	N. 10th St. & N. 11th St. E. Leigh St. & E. Clay St.	On-Street On-Street			0	0		0	0
96 N. 11th St. 96 VCU - F Lot 97 E. Leigh St.	E. Leigh St. & E. Clay St. 1016 E. Clay St N. 11th St. & N. 12th St.	On-Street Public/Private Lot On-Street			0	0	30	0 30 0	0 30 0
97 E. Clay St. 97 N. 11th St.	N. 11th St. & N. 12th St. E. Leigh St. & E. Clay St.	On-Street On-Street	4	7 15	Ü	11 15		0	11 15
97 N. 12th St. 98 E. Leigh St.	E. Leigh St. & E. Clay St. N. 12th & N. 13th St.	On-Street On-Street		11	0	11		0	11 0
98 E. Clay St. 98 N. 12th St.	N. 12th & N. 13th St. E. Leigh St. & E. Clay St.	On-Street On-Street	4	13		4 13		0	4 13
98 N. 13th St. 98 MCV Hospital - Visitor Parking	E. Leigh St. & E. Clay St. 527 N. 12th St.	On-Street Public/Public Structure			0	0	825	0 825	0 825
99 E. Leigh St. 99 E. Clay St. 99 N. 13th St.	N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp E. Leigh St. & E. Clay St.	On-Street On-Street On-Street			0 0 0	0 0		0 0	0 0
99 VCU - D Deck 100 E. Clay St.	515 N. 13th St. N. 11th St. & N. 12th St.	Public/Private Structure On-Street			0	0	2,135	2,135	2,135
100 E. Marshall St. 100 N. 11th St.	N. 11th St. & N. 12th St. E. Clay St. & E. Marshall St.	On-Street On-Street			0	0		0	0
100 N. 12th St. 101 E. Clay St.	E. Clay St. & E. Marshall St. N. 12th & N. 13th St.	On-Street On-Street			0	0		0	0
101 E. Marshall St. 101 N. 12th St.	N. 12th & N. 13th St. E. Clay St. & E. Marshall St.	On-Street On-Street	5		0	5 0		0	5 0
101 N. 13th St. 102 E. Clay St.	E. Clay St. & E. Marshall St. N. 13th St. & I-95 Interstate Ramp	On-Street On-Street			0	0		0	0
102 E. Marshall St. 102 N. 13th St. 103 E. Marshall St.	N. 13th St. & I-95 Interstate Ramp E. Clay St. & E. Marshall St. N. 11th St. & N. 12th St.	On-Street On-Street			0 0	0		0 0	0 0
103 E. Broad St. 103 N. 11th St.	N. 11th St. & N. 12th St. E. Marshall St. & E. Broad St.	On-Street On-Street			0	0		0	0
103 N. 12th St. 104 E. Marshall St.	E. Marshall St. & E. Broad St. N. 11th St. & College St.	On-Street On-Street			0	0		0	0
104 E. Broad St. 104 N. 11th St.	N. 11th St. & College St. E. Marshall St. & E. Broad St.	On-Street On-Street			0	0		0	0
104 College St. 105 College St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street			0	0		0	0
105 Commonwealth of VA - Goodwin Library 106 E. Leigh St. 106 E. Clay St.	1400 E. Broad St. N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	Public/Private Garage On-Street On-Street	12		0	0 0 12	103	103 0 0	103 0 12
106 E. Clay St. 106 N. 2nd St. 106 N. 3rd St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	12 18		0	18 0		0	18 0
106 United Network For Organ Sharing106 514 N. 3rd St.	501 N. 2nd St. 514 N. 3rd St.	Private/Private Lot Private/Private Lot			, and the second	0	64 2 13 2	66 15	66 15
106 212 E. Clay 107 E. Leigh St.	212 E. Clay St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street			0	0	14	14 0	14 0
107 N. 3rd St. 108 E. Leigh St.	E. Leigh St. & E. Clay St. N. 4th St. to N. 5th St.	On-Street On-Street	10			10		0	10
108 E. Marshall St. 108 N. 5th St. 109 E. Leigh St.	N. 4th St. to N. 5th St. E. Leigh St. & E. Marshall St. W. Duyal St. & Price St.	On-Street On-Street	25		0	0 0 25		0	0 0 25
109 E. Leigh St. 109 E. Marshall St. 109 N. 5th St.	W. Duval St. & Price St. St. Peters St. & Price St. E. Leigh St. & E. Marshall St.	On-Street On-Street On-Street	6		0	6		0	6 0
109 N. 5th St. 109 N. 7th St. 109 City of Richmond - 5th and Marshall Garage	E. Leigh St. & E. Marshall St. E. Leigh St. & E. Marshall St. 514 N. 3rd St.	On-Street Public/Public Structure			0	0	1,100	0	0 1,100
110 E. Clay St. 110 E. Marshall St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	10 10			10 10		0	10 10
110 N. 2nd St. 110 N. 3rd St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street	6		0	6		0	6
110 PARKWAY - 200 E. Marshall Lot 111 E. Marshall St.	200 E. Marshall St. N. 3rd St. & N. 4th St. E. Clay St. & E. Franklin St.	Private/Public Lot On-Street			0	0	122	0	0
111 N. 3rd St. 111 Greater Richmond Convention Center (N) 112 E. Marshall St.	E. Clay St. & E. Franklin St. 403 N. 3rd St N. 2nd St. & N. 3rd St.	On-Street Private/Private Structure On-Street	6		0	0 0 6	454	0 454 0	0 454 6
112 E. Broad St. 112 N. 2nd St.	N. 2nd St. & N. 3rd St. E. Marshall St. & E. Broad St.	On-Street On-Street	4			4		0	4
112 N. 3rd St. 112 VCU - PD Lot	E. Marshall St. & E. Broad St. 233 E. Marshall St	On-Street Public/Private Lot			0	0	78	0 78	0 78
113 E. Marshall St. 113 E. Broad St.	E. 3rd St. & E 4th St. E. 3rd St. & E 4th St.	On-Street On-Street	4		0	0 4		0	0
113 N. 3rd St. 113 Greater Richmond Convention Center (S)	E. Marshall St. & E. Broad St. 311 N. 3rd St.	On-Street Private/Private Structure			0	0	480	0 480	480
114 E. Marshall St. 114 E. Broad St. 114 N. 5th St.	E 4th St. & N. 5th St. E 4th St. & N. 5th St. E. Marshall St. & E. Broad St.	On-Street On-Street On-Street			0 0 0	0		0 0	0 0
115 E. Marshall St. 115 E. Broad St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	5		0	5 0		0	5
115 N. 5th St. 115 N. 6th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street			0	0		0	0
116 E. Marshall St.116 E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street			0	0		0	0
116 N. 6th St. 116 N. 7th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	3	9		3 9		0	3 9
116 City of Richmond - 7th and Marshall 117 E. Broad St.	607 E. Marshall St. N. 2nd St. & N. 3rd St.	Public/Public Structure On-Street	8	5		8	640	0	640 8
117 E. Grace St. 117 N. 2nd St. 117 N. 3rd St.	N. 2nd St. & N. 3rd St. E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street On-Street	1 8 14	5		6 8 14		0 0	6 8 14
117 US Post Office 118 E. Broad St.	201 N. 2nd St. N. 3rd St. & N. 4th St.	Public/Private Lot On-Street			0	0	15	15 0	15
118 E. Grace St. 118 N. 3rd St.	N. 3rd St. & N. 4th St. E. Broad St. & E. Grace St.	On-Street On-Street		13	11	11 13		0	11 13
118 N. 4th St. 119 E. Broad St.	E. Broad St. & E. Grace St. N. 4th St. & N. 5th St.	On-Street On-Street			13 0	13		0	13 0
119 E. Grace St. 119 N. 4th St. 119 N. 5th St.	N. 4th St. & N. 5th St. E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street On-Street			9 5	0 9 5		0 0	9 5
119 City of Richmond - 5th and Broad Lot 120 E. Broad St.	401 E. Broad St. N. 5th St. & N. 6th St.	Public/Public Lot On-Street			0	0	112	112 0	112
120 E. Grace St. 120 N. 5th St.	N. 5th St. & N. 6th St. E. Broad St. & E. Grace St.	On-Street On-Street			0	0 2		0	0 2
120 N. 6th St. 120 Hilton Richmond Downtown	E. Broad St. & E. Grace St. 230 N. 6th St.	On-Street Private/Private Garage			3	0	N/A	0	3
121 E. Broad St. 121 E. Grace St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St. E. Broad St. & E. Grace St.	On-Street On-Street			0	0		0	0
121 N. 6th St.121 N. 7th St.121 Virginia Performing Arts Foundation	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St. 623 E. Broad St.	On-Street On-Street Private/Private Lot			4	0 4 0	78	0 0 78	0 4 78
121 Virginia Performing Arts Foundation 122 E. Grace St. 122 E. Franklin St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	3	8		8		0	8 3
122 N. 2nd St.122 N. 3rd St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street		9 9		9 9		0	9
122 City of Richmond - 2nd and Grace 122 Restaurant / Apartments	107 N. 2nd St. 213 E. Grace St.	Public/Public Structure Private/Private Lot				0	357 8	357 8	357 8
122 Christian Lorraine 123 E. Grace St. 123 E. Franklin St.	100 N. 3rd St. N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street On-Street		9 12		9 12	19	19 0 0	19 9 12
123 E. Franklin St. 123 N. 3rd St. 123 N. 4th St.	N. 3rd St. & N. 4th St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street On-Street		12 9 11		12 9 11		0 0	9 11
123 Richmond Times Dispatch Employees Only 124 E. Grace St.	300 E. Franklin St. N. 4th St. & N. 5th St.	Private/Private Structure On-Street		-	3	0 3	N/A	0	0
124 E. Franklin St.124 N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.	On-Street On-Street		9	14	14 9		0	14 9
124 N. 6th St. 124 4th and Franklin	E. Grace St. & E. Franklin St. 400 E. Franklin St.	On-Street Private/Public Lot			7	7	90	0 90	7 90
 125 E. Grace St. 125 E. Franklin St. 125 N. 5th St. 	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St. E. Grace St. & E. Franklin St.	On-Street On-Street On-Street			3 12 7	3 12 7		0 0	3 12 7
125 N. 5th St. 125 N. 6th St. 126 E. Grace St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St. N. 6th St. & N. 7th St.	On-Street On-Street On-Street			7 8	7 8 0		0	8 0
126 E. Grace St. 126 E. Franklin St. 126 N. 6th St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St. E. Grace St. & E. Franklin St.	On-Street On-Street	5		2	2 5		0	2 5
126 N. 7th St.126 City of Richmond - 6th & Franklin Deck	E. Grace St. & E. Franklin St. 607 E. Grace St.	On-Street Public/Public Structure			4	4 0	550	0 550	4 550
126 City of Richmond - Grace & 6th Lot 127 E. Franklin St.	609 E. Grace St. N. 4th St. & N. 5th St.	Public/Public Lot On-Street		40	8	8	124	124 0	124 8
127 E. Main St. 127 N. 4th St.	N. 4th St. & N. 5th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street		10	12 6	10 12		0	10 12
127 N. 5th St. 128 E. Franklin St. 128 E. Main St.	E. Franklin St. & E. Main St. N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street On-Street	1		6 5 3	6 5 4		0	6 5 4
128 E. Main St. 128 N. 5th St. 128 N. 6th St.	N. 5th St. & N. 6th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	-		3 2 6	2		0	2
128 N. 6th St. 128 2nd St. Presbyterian 128 Virginia Atlantic	13 N. 5th St. 509 E. Franklin St.	Private/Public Structure Private/Private Structure			Č	0	350 90	350 90	350 90
128 City Park Garage 129 E. Franklin St.	528 E. Main St. N. 6th St. & N. 7th St.	Private/Public Structure On-Street			2	0 2	44	44 0	44 2
129 E. Main St. 129 N. 6th St.	N. 6th St. & N. 7th St. E. Franklin St. & E. Main St.	On-Street On-Street			1	0		0	0
129 N. 7th St. 129 Commonwealth of VA - 7th and Franklin	E. Franklin St. & E. Main St. 98 N. 6th St.	On-Street Public/Private Structure			1	0	1,006	0 1,006	1,006
 129 Commonwealth of VA - Main Street Centre 130 E. Main St. 130 E. Cary St. 	600 E. Main St. N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	Public/Public Garage On-Street On-Street		11	3	0 11 3	329	329 0 0	329 11 3
130 E. Cary St. 130 S. 4th St. 130 S. 5th St.	N. 4th St. & N. 5th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street	8		3 14	3 8 14		0	8 14
130 Commonwealth of VA - 400 E. Cary 130 Gather-Downtown	8 S. 4th St. 409 E. Main St.	Public/Private Lot Private/Private Lot				0	73 20	73 20	73 20
									_







Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 5)

Part	ubtotal GENERAL RESERVED H/C Subtotal TO			ON-STREET FACILITIES				
Mathematical			k Unlimited Kiosk 2-Hour Mtr H/C No Parking		5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-l	TYPE On-Street		
The Content								131 S. 5th St.
Control					8			131 Pollard & Bagby
Section		1 .	3	7				
1988	4 0	4	4				E. Main St. & E. Cary St.	132 Brook St.
Teal	0 500 500 5						9 S. 6th St.	132 North Monthly Lot
Mathematical Math	0 179 179 1	0	•			Private/Public Garage	620 E. Cary St.	132 South Monthly Lot
Company	8 0	8			8	On-Street	N. 4th St. & N. 5th St.	133 E. Canal St.
Mary	10 0	10				On-Street	E. Cary St. & E. Canal St.	133 S. 5th St.
Column	0 0	0				On-Street	S. 5th St. & S. 6th St.	134 E. Cary St.
Part								
State			0					
Second			0					
Amount	0 0	0	0			On-Street	N. 6th St. & N. 7th St.	135 E. Canal St.
Color			0			On-Street	E. Cary St. & E. Canal St.	135 N. Henry St.
March Marc	0 0		0			On-Street	N. 4th St. & N. 5th St.	136 E. Canal St.
Column	0 0	0				On-Street	E. Canal St. & I-195 Interstate Highway	136 S. 5th St.
A STATE	15 0	15			4	On-Street	S. 5th St. & S. 6th St.	137 E. Canal St.
1908	0 0	0				On-Street	E. Canal St. & I-195 Interstate Highway	137 S. 7th St.
100 100			0					
Mary			0					
March Marc			0					
Section	0 0					On-Street	N. 7th St. & N. 8th St.	139 E. Clay St.
14 15 15 15 15 15 15 15	0 0	0	0			On-Street	E. Clay St. & E. Marshall St.	139 N. 7th St.
March Marc	11 0	11				On-Street	N. 8th St. & N. 9th St.	140 E. Clay St.
130 Manifelder 1000 1000 1000 1000 1000 1000 1000 10	10 0	10				On-Street	E. Clay St. & E. Marshall St.	140 N. 8th St.
1900 1900	8 0	8	4	8		On-Street	N. 9th St. & N. 10th St.	141 E. Marshall St.
	15 0	15				On-Street	E. Clay St. & E. Marshall St.	141 N. 10th St.
A	0 0	0	0			On-Street	N. 8th St. & N. 9th St.	142 E. Marshall St.
Age Age	11 0		10	11		On-Street	E. Clay St. & E. Franklin St.	142 N. 11th St.
Mathematical Math	0 25 25 :	0	0			Public/Private Lot	1003 E. Clay St.	142 VCU Lot P (Putney House Lot)
Mary	7 0	7		7		On-Street	N. 7th St. & N. 8th St.	143 E. Broad St.
Many Content	0 0	0	-			On-Street	E. Marshall St. & E. Broad St.	143 N. 8th St.
Martin	0 640 640 6	0				Public/Public Structure	311 N. 7th St.	143 Commonwealth of VA - 7th and Marshall
18 18 18 18 18 18 18 18	0 0	0	0			On-Street	N. 8th St. & N. 9th St.	144 E. Broad St.
100 100	8 0	8				On-Street	E. Marshall St. & E. Broad St.	144 N. 9th St.
20 100	0 0	0				On-Street	N. 9th St. & N. 10th St.	145 E. Marshall St.
1900 1900			0					
March Marc	0 0 272 272 2	0	0					
19 19 19 19 19 19 19 19			0	4				
10 10 10 10 10 10 10 10			0	13				
10 No.	0 0	0	0				N. 7th St. & N. 8th St.	
Mary	0 0	0				On-Street	E. Broad St. & E. Grace St.	147 N. 7th St.
18 18 18 18 18 18 18 18	0 0	0				On-Street	N. 8th St. & N. 9th St.	148 E. Broad St.
100 100	3 0	3				On-Street	E. Broad St. & E. Grace St.	148 N. 9th St.
20 100	0 70 70 :	0	U			Public/Private Lot	253 N. 9th St.	148 Gravel Lot
19 19 19 19 19 19 19 19	0 0	0				On-Street	N. 9th St. & N. 10th St.	149 E. Broad St.
100 100	0 0	0				On-Street	E. Broad St. & Capital St.	149 N. 10th St.
100 100			0			On-Street		
18 18 18 18 18 18 18 18			7					
15 15 15 15 15 15 15 15			0					
100 100	0 0	0	0			On-Street	E. Broad St. & Capital St.	151 N. 11th St.
150 Controlled Controlled	0 0	0	0			On-Street	Governor St. & N. Old 14th St.	152 E. Broad St.
150 Commonwaith of W. 2225 board fast 1225 to 2005 1225 to	12 0	12				On-Street	E. Broad St. & E. Grace St.	152 Governor St.
Solid Soli	0 106 106 1	0	U			Public/Private Lot	1221 E. Broad St.	152 Commonwealth of VA - 1221 Broad East
15 15 15 15 15 15 15 15	0 0	0				On-Street	N. Old 14th St. & I-95 Interstate	153 E. Broad St.
150 Corton 17 17 18 Corton 18	0 0	0				On-Street	N. Broad St. & E. Grace St.	153 N. 14th St.
15 N. Ph. S. Concest & E. Franklin S. On-Street On-Stree	2 0	2				On-Street	N. 7th St. & N. 8th St.	154 E. Grace St.
15 15 15 15 15 15 15 15	2 0	2			2	On-Street	E. Grace St. & E. Franklin St.	154 N. 7th St.
15.5 Framith 15.5 Framith 15.6 Na. 8th 15.4 Na. 8th 15.5 On Street	0 354 354 3	0	4			Private/Public Structure	112 N. 8th St.	154 Central Parking - Edison Apartments
15 N. Alb N. E. Grace S. & E. Franklini S. Commonwell Info N. Supreme Court	10 0	10		10		On-Street	N. 8th St. & N. 9th St.	155 E. Grace St.
15 5 15 15 15 15 15 15	0 0	0	0			On-Street	E. Grace St. & E. Franklin St.	155 N. 8th St.
158 8.884	0 0	0				On-Street	E. Grace St. & E. Franklin St.	155 N. 9th St.
156 Commonwealth of VA - Blank Steet 20 20 221 2	13 0	13				On-Street	N. 9th St. & Governor St.	156 Bank St.
150 Commonwealth of VA - Governor Street Covernor Street Covernor Street Covernor Street Covernor Street Covernor Street Covernor St. 80. Not St. 80. No	0 0	0				On-Street	Capital St. & Bank St.	156 Governor St.
157 Bank St. Governor St. & N. 14th St. On-Street 10 <td>0 56 56</td> <td>0</td> <td></td> <td></td> <td></td> <td>Public/Private Lot</td> <td>Governor Street</td> <td>156 Commonwealth of VA - Governor Street</td>	0 56 56	0				Public/Private Lot	Governor Street	156 Commonwealth of VA - Governor Street
157 Commonwealth of VA - James Medison 109 (common St. Public/Private Lot 101 E Grace St. Public/Private Lot 101 E Grace St. 101 E Grace St. Public/Private Lot 101 E Grace St. 101 E Grace	10 0	10	0			On-Street	Governor St. & N. 14th St.	157 Bank St.
158 Bank St. 0.01 dath St. & N. Jath St. 0.05 rete 2 2 1.2 <	0 365 365 3	0	U			Public/Private Garage	109 Governor St.	157 Commonwealth of VA - James Madison
18 Commonwealth of VA - Old 14th and Grace Value Value	2 0	2		2		On-Street	N. Old 14th St. & N. 14th St.	158 Bank St.
159 E, Franklin St. N. 14th St. E. Broad St. On-Street 6 6 4 4 14 15 14 15 15 15 N. 14th St. E. Broad St. On-Street 16 16 18 min St. 15 N. 9th St. 8. N. 15th St. 15 N. 15th St.<	0 67 67	0				Public/Private Lot	1299 E. Grace St.	158 Commonwealth of VA - Old 14th and Grace
159 Commonwealth of VA - James Monroe 2 E, Franklin St. Value Value	6 0	6	0			On-Street	N. 14th St. & I-95 Interstate Overpass	159 E. Franklin St.
160 E. Main St. N. 9th St. & N. 10th St. On-Street On-St	0 624 624 6	0		14		Public/Private Structure	2 E. Franklin St.	159 Commonwealth of VA - James Monroe
160 N. 10th St. Bank St. & E. Main St. On-Street 6 6	0 0	0			5	On-Street	N. 9th St. & N. 10th St.	160 E. Main St.
161 Bank St. N. 10th St. & N. 11th St. On-Street 161 I. Main St. N. 10th St. & N. 11th St. On-Street 161 N. 10th St. Bank St. & E. Main St. 8 161 N. 11th St. Bank St. & E. Main St. On-Street 162 Bank St. N. 11th St. & N. 12th St. On-Street 162 E. Main St. N. 11th St. & N. 12th St. On-Street 162 N. 11th St. Bank St. & E. Main St. On-Street 162 N. 11th St. Bank St. & E. Main St. On-Street 162 N. 12th St. Bank St. & E. Main St. On-Street	6 0				6	On-Street	Bank St. & E. Main St.	160 N. 10th St.
161 N. 10th St. Bank St. &E. Main St. On-Street 8 161 N. 11th St. Bank St. &E. Main St. On-Street 162 Bank St. N. 11th St. &N . 12th St. On-Street 162 E Main St. N. 11th St. &N . 12th St. On-Street 162 N. 11th St. Bank St. &E. Main St. On-Street 162 N. 12th St. Bank St. &E. Main St. On-Street 162 N. 12th St. Bank St. &E. Main St. On-Street							N. 10th St. & N. 11th St.	161 E. Main St.
162 Bank St. N. 11th St. & N. 12th St. On-Street 4 162 E. Main St. N. 11th St. & N. 12th St. On-Street 162 N. 11th St. Bank St. & E. Main St. On-Street 162 N. 12th St. Bank St. & E. Main St. On-Street 162 N. 12th St. Bank St. & E. Main St. On-Street			0	8			Bank St. & E. Main St.	161 N. 10th St.
162 N. 11th St. Bank St. & E. Main St. On-Street 162 N. 12th St. Bank St. & E. Main St. On-Street 3 3	4 0	4	·			On-Street	N. 11th St. & N. 12th St.	162 Bank St.
	0 0	0		2		On-Street	Bank St. & E. Main St.	162 N. 11th St.
2 2 2 1. In State Comments	2 0	2	2			On-Street	N. 12th St. & Governor St.	163 Bank St.
63 E. Main St. N. 12th St. & Governor St. On-Street 4 4 6 6 N. 12th St. & Governor St. On-Street 6 6 6	6 0	6		4	6	On-Street	Bank St. & E. Main St.	L63 N. 12th St.
163 Governor St. Bank St. & E. Main St. On-Street 163 Commonwealth of VA - VRS 1212 E. Main St. Public/Private Garage	0 221 221 2					Public/Private Garage	1212 E. Main St.	163 Commonwealth of VA - VRS
164 Bank St. Governor St. & N. 14th St. On-Street 164 E. Main St. Governor St. & N. 14th St. On-Street	7 0 0	7				On-Street On-Street	Governor St. & N. 14th St. Governor St. & N. 14th St.	164 E. Main St.
164 Governor St. Bank St. & E. Main St. On-Street 164 N. 14th St. Bank St. & E. Main St. On-Street	7 0	7	0	7		On-Street	Bank St. & E. Main St.	164 Governor St.
164 Commonwealth of VA - John Tyler 55 N. 14th St. Public/Private Garage 165 E. Franklin St. N. 14th St. & N. 15th St. On-Street 12 12	0 912 912 9	0		12		Public/Private Garage	55 N. 14th St.	164 Commonwealth of VA - John Tyler
165 E. Main St. N. 14th St. & N. 15th St. On-Street 10 0 0 1 165 N. 14th St. & E. Franklin St. & E. Main St.	0 0	0		12		On-Street	N. 14th St. & N. 15th St.	165 E. Main St.
105 N. 15th St. E. Franklin St. & E. Main St. On-Street 165 Commowealth of VA - 14th and Main 1300E. Main St. Public/Private Structure	0 0					On-Street	E. Franklin St. & E. Main St.	165 N. 15th St.





Exhibit F-1: Downtown Total Parking Supply Inventory (Pt. 6)

				C	N-STREET FACILITIES				OFF-STREET FACILITIE		GRAND
BLK# NAME/DESCRIPTION 166 E. Franklin St. 166 E. Main St.	ADDRESS N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours	(free) 12-Hours (free) Special Purpose U	nrestricted 30Min-1 Hour Mtr 30Min-1He	our Klosks 2-Hour Klosk Unlimited	I Kiosk 2-Hour Mtr H/C No Pa	rking Subtotal	GENERAL RESERVED	H/C Subtota	9 7
166 E. Main St. 166 N. 7th St. 166 N. 8th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	4		3		4	4 0		0	4 0
166 Hampton Inn 166 Lanier North Deck	700 E. Main St. 700 E. Franklin St.	Private/Private Garage Private/Public Structure						0	194 65	194 65	194 65
166 Lanier South Deck 167 E. Franklin St.	728 E. Main St. N. 7th St. & N. 8th St.	Private/Public Structure On-Street					3	0	77	77	77
167 E. Main St. 167 N. 8th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St.	On-Street On-Street			5		8			0	0 13
167 N. 9th St.167 Commonwealth of VA - 9th and Franklin	E. Franklin St. & E. Main St. 99 N. 8th St.	On-Street Public/Private Garage					C	0	505	0 505	0 505
167 First Union 168 E. Main St.	7 N. 8th St. S. 8th St. & S. 9th St.	Private/Private Garage On-Street			1	ס		10	350	350 0	350 10
168 E. Cary St. 168 S. 7th St. 168 S. 8th St.	S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street					4	4 0		0 0	4 4 0
168 Commonwealth of VA - VEC 168 Dominion Energy	5 S. 7th St. 707 E. Main St.	Public/Private Garage Private/Private Garage						0	210 N/A	210 0	210 0
168 8th and Main Public Park 169 E. Main St.	720 E. Cary St. S. 9th St. & S. 10th St.	Private/Public Lot On-Street			7			7	33	33 0	33 7
169 E. Cary St. 169 S. 8th St.	S. 9th St. & S. 10th St. E. Main St. & E. Cary St.	On-Street On-Street					7			0	7 0
169 S. 9th St. 169 Visitor Lot	E. Main St. & E. Cary St. 13 N. 8th St.	On-Street Private/Public Lot					C	0	25	0 25	0 25
169 1st National Apartment 169 Standard Parking 170 E. Main St.	838 E. Cary St. 800 E. Cary St. S. 10th St. & S. 11th St.	Private/Private Structure Private/Private Structure On-Street			g			0 0 9	233 301	233 301 0	233 301 9
170 E. Main St. 170 E. Cary St. 170 S. 10th St.	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St. E. Main St. & E. Carv St.	On-Street On-Street			•		0	0		0	0
170 S. 11th St. 170 Suntrust Center	E. Main St. & E. Cary St. 900 E. Cary St.	On-Street Private/Private Garage					o		69	0 69	0 69
171 E. Main St. 171 E. Cary St.	S. 10th St. & S. 12th St. S. 10th St. & S. 12th St.	On-Street On-Street			2)	3	20 3		0	20 3
171 S. 10th St. 171 S. 12th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street			S		O	9		0	9
171 LeClair Ryan 171 Lanier Parking 171 Bank of America Garage	919 E. Main St. 1111 Main St	Private/Public Garage Private/Public Garage Private/Private Structure						0	106 69 434	106 69	106 69
171 Bank of America Garage 172 E. Cary St. 172 E. Canal St.	1110 E. Cary St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St.	On-Street On-Street					5	0 5 0	434	434 0 0	434 5 0
172 S. 7th St. 172 S. 8th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street					0	0		0	0
172 James River Plaza (Dominion) 173 E. Cary St.	701 E. Cary St. S. 9th St. & S. 10th St.	Private/Private Garage On-Street					10	0 10	N/A	0	0 10
173 E. Canal St. 173 S. 8th St.	S. 9th St. & S. 10th St. E. Cary St. & E. Canal St.	On-Street On-Street	5 12					5 12		0	5 12
173 S. 9th St. 173 801 E. Cary St. 173 City of Richmond - Gateway	E. Cary St. & E. Canal St. 801 E. Cary St. 800 E. Canal St.	On-Street Private/Public Lot Public/Public Structure			S			5 0	33 522	0 33 522	5 33 522
173 City of Richmond - Gateway 174 E. Cary St. 174 E. Canal St.	800 E. Canal St. S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street					5	0 5 0	322	522 0 0	522 5 0
174 S. 10th St. 174 S. 11th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	8				C	0 8		0	0 8
175 E. Cary St. 175 E. Canal St.	S. 10th St. & S. 12th St. S. 10th St. & S. 12th St.	On-Street On-Street					0	0		0	0
 175 S. 10th St. 175 S. 12th St. 175 James Center Garage 	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St. 1000 E. Canal St.	On-Street On-Street Private/Public Structure					0		626	0 0 626	0 0 626
175 James Center Garage 175 Omni Hotel Parking 176 E. Canal St.	1000 E. Canal St. 100 S. 12th St. S. 8th St. & S. 9th St.	Private/Public Structure Private/Private Garage On-Street					C	0	413	413 0	626 413 0
176 S. 7th St. 176 S. 9th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street					0	0		0	0
177 E. Canal St. 177 Downtown Expressway	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	4				o	4 0		0	4
 177 S. 9th St. 177 S. 10th St. 177 City of Richmond - Expressway 	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway 200 S. 10th St.	On-Street On-Street Public/Public Structure					0	0	1.000	0 0 1,000	0 0 1,000
177 City of Richmond - Expressway 178 E. Canal St. 178 Downtown Expressway	200 S. 10th St. S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street				17	C	0 0 17	2,000	0 0	0 17
178 S. 10th St. 178 S. 12th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street					0	0		0	0
178 James Center Parking 179 E. Byrd St.	1017 E. Canal St. S. 7th St. & S. 9th St.	Private/Public Lot On-Street					O		135	135 0	135 0
179 S. 10th St. 179 S. 7th St. 179 S. 9th St.	S. 7th St. & S. 9th St. E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street					0	0		0 0	0
179 S. Sull St. 179 Federal Reserve 180 E. Byrd St.	825 E. Byrd St. S. 9th St. & S. 10th St.	Public/Private Lot On-Street					0	0	56	56 0	56 0
180 S. 10th St. 180 S. 9th St.	S. 9th St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street					0	0		0	0
180 S. 10th St. 180 Riverfront Plaza	E. Byrd St. & S. 10th St. 951 E. Byrd St.	On-Street Private/Public Garage					C		2200	0 2,200	
181 E. Byrd St. 181 Haxall Pl. 181 S. 10th St.	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St. E. Byrd St. & Haxall Pl.	On-Street On-Street					0	0		0 0	0
181 S. 11th St. 182 E. Byrd St.	E. Byrd St. & Haxall Pl. S. 11th St. & S. 12th St.	On-Street On-Street					O O	0		0	0
182 River Canal 182 S. 11th St.	S. 9th St. & S. 12th St. E. Byrd St. & River Canal	River On-Street					0	0		0	0
182 S. 12th St.183 E. Main St.183 E. Cary St.	E. Byrd St. & River Canal S. 12th St. & S. 13th St. S. 12th St. & S. 13th St.	On-Street On-Street	6			6	0	0 6 6		0 0	6
183 S. 12th St. 183 S. 13th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	· ·			7	C	7		0	7
183 Shockoe Commons Permit Lot 184 E. Main St.	10 S. 13th St. S. 12th St. & S. 14th St.	Private/Private Lot On-Street	2			14		0 16	13	13 0	13 16
184 E. Cary St. 184 S. 12th St. 184 S. 14th St.	S. 12th St. & S. 14th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street				7	10 1	7		0 0	7
184 S. 14th St. 184 Exchange Pl. Apartments 184 Exchange Alley Lot	E. Main St. & E. Cary St. 7 S. 13th St. 1319 E. Main St.	Private/Private Lot Private/Public Lot					10 1	11 0 0	50 25	50 25	11 50 25
185 E. Main St. 185 E. Cary St.	S. 14th St. & S. 15th St. S. 14th St. & S. 15th St.	On-Street On-Street	8				O	8		0	8
185 S. 14th St. 185 S. 15th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street					0	0		0	0
185 Standard Parking / Main Street Station W. 185 Devon Lot 185 14th and Cary Garage	37 S. 14th St. 1409 E. Main St. 1410 E. Cary St.	Private/Public Lot Private/Private Lot Private/Public Structure						0 0	22 18 902	22 18 902	22 18 902
185 Standard Parking / Main Street Station NE. 185 Standard Parking / Main Street Station SE.	39 S. 15th St. 1422 E. Cary St.	Private/Public Lot Private/Public Lot						0	110 75	110 75	110 75
186 E. Main St. 186 E. Cary St.	S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass	On-Street On-Street	14				0	14		0	0 14
186 S. 15th St. 186 CSX Railroad Overpass	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	10				d			0	0
186 Club Rouge Lot 186 Shockoe Atelier 186 Main Street Station	9 S. 15th St. 1510 E. Cary St. 1504 E. Cary St.	Private/Private Lot Private/Private Lot Public/Public Lot						0 0	16 15 37	16 15 37	16 15 37
187 E. Cary St. 187 E. Canal St.	S. 12th St. & S. 13th St. S. 12th St. & S. 13th St.	On-Street On-Street	9			10		9	37	0	9
187 S. 12th St. 187 S. 13th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street				5	C	5 0		0	5
187 Shockoe Deck 188 E. Cary St.	110 S. 13th St. S. 13th St. & Virginia St. S. 13th St. & Virginia St.	Private/Public Structure On-Street	11					0 11	624	624 0	624 11
188 E. Canal St. 188 S. 13th St. 188 Virginia St.	S. 13th St. & Virginia St. E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 5	4				10 5 4		0 0	10 5 4
188 City of Richmond - Virginia St. Garage 189 E. Cary St.	1 Virginia St. Virginia St. & S. 14th St.	Public/Public Structure On-Street		*			O	0	460	460 0	460 0
189 E. Canal St. 189 Virginia St.	Virginia St. & S. 14th St. E. Cary St. & E. Canal St.	On-Street On-Street					0	0		0	0
189 S. 14th St. 190 E. Cary St. 190 Dock St.	E. Cary St. & E. Canal St. S. 14th St. & S. 15th St. S. 14th St. & S. 15th St.	On-Street On-Street	13				o o	13		0	0 13 0
190 S. 14th St. 190 S. 15th St.	E. Cary St. & Dock St. E. Cary St. & Dock St.	On-Street On-Street			12		G	0 12		0	0 12
191 E. Cary St. 191 Dock St.	S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass	On-Street On-Street	11		10		o			0	11 0
191 S. 15th St. 191 CSX Railroad Overpass 191 La Diff	E. Cary St. & Dock St. E. Cary St. & Dock St. 1501 Dock St	On-Street On-Street Private / Private ot			10		c		38	0 0 38	10 0 38
191 La Diff 192 E. Canal St. 192 Downtown Expressway	1501 Dock St. S. 12th St. & Virginia St. S. 12th St. & Virginia St.	On-Street On-Street					0			38 0 0	38 0 0
192 S. 12th St. 192 Virginia St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street				7	O	0		0	0 7
192 Hat Factory/ City Parking Inc.193 E. Canal St.	118 Virginia St. Virginia St. & S. 14th St.	Private/Public Lot On-Street					0		40	1 41	0
193 Downtown Expressway193 Virginia St.193 S. 14th St.	Virginia St. & S. 14th St. E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street					0	0		0 0	0
194 Downtown Expressway 194 River	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street					C C	0		0	0
194 S. 12th St. 194 Virginia St.	E. Broad St. & E. Grace St. E. Broad St. & Capital St.	On-Street On-Street					0	0		0	0
194 The Locks 194 SP+ City Locks Lot 194 Riverside on the James Deck	1300 E. Byrd St. 160 Virginia St. 1001 Havall Pt	Private/Public Lot Public/Public Lot Private/Public Structure						0	75 52 900	75 52 900	75 52
 194 Riverside on the James Deck 195 Downtown Expressway 195 River 	1001 Haxall Pt. S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	Private/Public Structure On-Street On-Street					O O		900	900 0 0	900 0 0
195 Virginia St.195 S. 14th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street					0	0		0	0
196 Downtown Expressway 196 River	S. 7th St. & S. 9th St. S. 7th St. & S. 9th St.	On-Street On-Street					0	0		0	0
196 S. 14th St. 196 I-95 Interstate Overpass	E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St. CSY Bailtond Wort Overnors	On-Street On-Street					0	0		0	0
197A E. Main St. 197A E. Cary St. 197B E. Cary St.	CSX Railroad West Overpass CSX Railroad East Overpass CSX Railroad West Overpass	On-Street On-Street					0	0		0 0	0 0
1978 Dock St. 197 Main Street Station N.	CSX Railroad East Overpass 1527 E. Cary St.	On-Street Private/Public Lot					0		97	0 97	0 97
197 Baskervill Parking 197 Main Street Station S.	1503 E. Cary St. 109 S. 15th St.	Private/Private Lot Private/Public Lot						0	96 25	96 25	96 25
 198 E. Broad St. 198 Bank St. 198 E 15th St. 	E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St.	On-Street On-Street On-Street					0	0		0 0	0 0
 198 E 15th St. 198 Westside of Railroad Overpass 198 City of Richmond - Main St. Station 	E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St.	On-Street On-Street Public/Private Lot					0		560	0 0 560	0 0 560
199 E. Broad St. 199 E. Main St.	Westside of Railroad Overpass & Crane/Ambler Westside of Railroad Overpass & Crane/Ambler	: On-Street : On-Street	3				C	0		0	0
199 Westside of Railroad Overpass 199 Ambler St. / Crane St.	E. Broad St. & E. Main St. E. Broad St. & E. Main St. 1615 W. Broad St.	On-Street On-Street Public/Public Lot					o o	0	144	0	0
199 Main Street Parking 200 E. Broad St. 200 E. Grace St.	1615 W. Broad St. Crane St. & E. 17th St. Crane St. & E. 17th St.	On-Street On-Street	9					0 9 4	144	0 0	9 4
200 Crane St.200 Lovings Produce LLC Lot	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street					0	0	1.	0	0
200 17th Street Lot	220 N. 17th Street	Private/Public Lot						0	108	108	108







Exhibit F-1: Downtown Total Parking Supply Inventory (Pt.7)

Second S							ON-STREET FACILITIES			OFF-STREET FACILITIES		GRAND
10 10 10 10 10 10 10 10					5-30 Min (free) 1-Hour (free) 2-Hours	(free) 3-Hours (free)				GENERAL RESERVED H		TOTAL 0
Amount			N. 17th St. & N. 18th St.				12	0			0	12 0
10 10 10 10 10 10 10 10					3			Ü			0	3
## CAMPAIN								0		96	96 0	96 0
Water	202 E.	Grace St.	N. 18th St. & N. 19th St.	On-Street					9		0	9
Marchenger					7		12				0	12 7
10 Part Pa	202 R	ock Bottom Realty	1813 E. Broad St.	Private/Private Lot					0	24	24	24
10 10 10 10 10 10 10 10									1	48 20	48 20	48 20
Man							17	0			0	0 12
March Marc											0	16
May Printing Name of Sample Samp							19	0			0	19
March Marc	204 E.	Grace St.	N. 20th St. & N. 21st St.	On-Street				· ·	10		0	10
Second								4			0	7 8
No.	205 E.	Grace St.	Price St. & Cameo St.	On-Street	9				9		0	9
Part							6	0			0	6
Marchander	205 N	. 17th St.	E. Franklin St. & E. Grace St.	On-Street		16					0	16
May										42 62	42 62	42 62
March Marc					4				1		0	4
May March March May					13		10				0	10 13
200					9					20	0	9
Man	206 Lo	ovings Produce	1715 E. Grace St.	Private/Private Lot					0	20 30	20 30	20 30
Martination	206 W	leimans Bakery								12 19	12 19	12 19
20 State	206 M	larket Square	1704 E. Franklin St.	Private/Private Lot					0	30	30	30
28 Mark					40		6				0	6 10
20 Control	207 N	. 18th St.	E. Franklin St. & E. Grace St.	On-Street	10				14		0	14
Mathematical Math					3						0	12 12
20 20 20 20 20 20 20 20		Franklin St.	N. 19th St. & N. 20th St.	On-Street			13		13		0	13
200 200									14 12		0	14 12
20 20 20 20 20 20 20 20	209 E.	Grace St.	N. 20th St. & N. 21st St.	On-Street					12		0	12
20 20 20 20 20 20 20 20											0	11 12
Mathematical Math			E. Franklin St. & E. Grace St.				10		10		0	10
20 10 10 10 10 10 10 10										11 15	11 15	11 15
100 100											0	0
Mathematical Math											0	0
Mary							č	0			0	6
20 20 20 20 20 20 20 20							b	0			0	0
150 150											0	0
22 10 10 10 10 10 10 10	211 Ci	ty of Richmond - Main Street Station	1500 E. Main St.	Public/Public Lot				Ü	0	70	70	70
100 100											0	10 14
20 1 1 1 1 1 1 1 1 1	212 N	. 17th St.	E. Main St. & E. Franklin St.	On-Street			Constr		0		0	0
20 March School					13			0			0	13
13 15 15 15 15 15 15 15									7		0	7
18 Binsho 18 18 18 18 18 18 18 1											0	11 13
22 1. 1. 1. 1. 1. 1. 1.	213 La	Bamba	19 N. 18th St.	Private/Private Lot					0	5	5	5
24 18.00 19.00					12					30	30 0	30 12
24 12.5 13					7		12				0	7 13
21 Secretaring 10 10 10 10 10 10 10 1					19		13				0	19
25. C. F.										25 12	25 12	25 12
23	215 E.	Franklin St.	N. 20th St. & N. 21st St.	On-Street						12	0	11
25 1.75 2.5 1.75 2.5 1.75 2.5 1.75 2.5 1.75 2.5					7		12				0	7 12
2.6 E. Mark St. N. 1515 & N. 20 205. On Street	215 N	. 17th St.	E. Main St. & E. Franklin St.	On-Street					15	-	0	15
2.6 C.ary St. N. 26 St. N. 27 St. N. 26 St. N. 27 St. N. 26 St. N. 27 St. N. 26 St. N. 27 St. N. 26 St. N. 27 St.								0		58	58 0	58
2.6 1.7 ht 2.6 1.5 ht 2.6 1.5 ht 2.6 1.5 ht 2.6 ht 2	216 E.	Cary St.	N. 1st St. & N. 2nd St.	On-Street				0	0		0	0
1599 E.Main St. S.Jim S. S.Jim											0	0
277 S. Lamber 10 10 10 10 10 10 10 1	216 P	rivate/Public Lot	1559 E. Main St.	Public/Public Lot					0	36	36 0	36 11
217 S.L. S.L. E. Cary St. E. Klain St. On-Street On-St	217 E.	Cary St.	S. 17th St. & S. 18th St.	On-Street	10				10		0	10
277 RAX Serifice 1726 Early St. Private Priv					10			0			0	10 0
172 172 172 173	217 D	ock Associates	15 S. 17th St.	Private/Private Lot				ů .	0	25	25	25
2.18 E. Main St. S. 188 ht St. 8. 5 198 ht St. 5 19										12 10	12 10	12 10
18 18 18 19 19 19 19 19	218 E.	Main St.	S. 18th St. & S. 19th St.	On-Street	6				6		0	6
13					15		13				0	13 15
19 E. Main St. S. 19th St. & S. 20th St. On-Street 8	218 S.	19th St.	E. Cary St. & E. Main St.	On-Street					13		0	13
12 13 15 15 15 15 15 15 15										100	100	100
219 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2. 2.	219 E.	Cary St.	S. 19th St. & S. 20th St.	On-Street	· ·				11		0	11
219 Canal Walk Lofts 1900 E Cary St. Private P											0	12 16
220 E. Cary St. S. 20th St. E. Cary St. S. 20th St. S. 21st St. On-Street 6 220 S. 20th St. E. Cary St. & E. Main St. On-Street 6 221 E. Cary St. S. 17th St. & S. 17th St. & S. 18th St. On-Street 5 222 E. Cary St. S. 17th St. S. 18th St. On-Street 5 223 E. Cary St. S. 17th St. S. 18th St. On-Street 5 224 E. Cary St. S. 17th St. S. 18th St. On-Street 5 225 E. Cary St. S. 17th St. S. 18th St. On-Street 5 226 E. Cary St. S. 18th St. S. 18th St. On-Street 5 227 E. Cary St. S. 18th St. S. 18th St. S. 21st St. On-Street 5 228 E. Cary St. S. 18th St. S. 21st St. On-Street 5 229 Dock St. S. 18th St. S. 21st St. On-Street 5 220 Dock St. S. 18th St. S. 21st St. On-Street 5 220 Dock St. S. 18th St. S. 21st St. On-Street 5 221 S. 18th St. E. Cary St. & Dock St. On-Street 5 222 S. 18th St. E. Cary St. & Dock St. On-Street 5 223 S. 18th St. E. Cary St. & Dock St. On-Street 5 224 Virginia Holocaust Museum 2000 Dock St. Private/Private Lot 5 225 James River Interstate 1-95 Overpass & Pear St. On-Street 5 226 James River Interstate 1-95 Overpass & Pear St. On-Street 5 227 James River Interstate 1-95 Overpass & Pear St. On-Street 5 228 James River Interstate 1-95 Overpass & Pear St. On-Street 5 229 James River Interstate 1-95 Overpass & Pear St. On-Street 5 230 James River Interstate 1-95 Overpass & Pear St. On-Street 5 240 James River Interstate 1-95 Overpass & Pear St. On-Street 5 250 James River Interstate 1-95 Overpass & Pear St. On-Street 5 251 James River Interstate 1-95 Overpass & Pear St. On-Street 5 252 James River Interstate 1-95 Overpass & Pear St. On-Street 5 253 James River Interstate 1-95 Overpass & Pear St. On-Street 5 254 James River Interstate 1-95 Overpass & Pear St. On-Street 5 255 James River Interstate 1-95 Overpass & Pear St. On-Street 5 255 James River Interstate 1-95 Overpass & Pear St. On-Street 5 256 James River Interstate 1-95 Overpass & Pear St. On-Street 5 257 James River Interstate 1-95 Overpass & Pear St. On-Street 5 258 James River Interstate 1-95 Overpass & Pear St. On-Street 5 258 James River In	219 C	anal Walk Lofts	1900 E. Cary St.	Private/Private Lot						10	10	10
20 S. 20th St. E. Cary St. & E. Cary St. & E. Main St. On-Street 16 2 2 3 4 2 2 5 2 1 5 5 5 5	220 E.	Cary St.	S. 20th St. & S. 21st St.	On-Street			/	0	6		0	7
221 E Cary St. S. 17th St. & S. 17th St. & S. 18th St. On-Street 221 Dock St. S. 17th St. & E. Cary St. & Dock St. On-Street 221 S. 18th St. E. Cary St. & Dock St. On-Street 222 E Cary St. S. 18th St. & E. Cary St. & Dock St. On-Street 222 Dock St. S. 18th St. & S. 21st St. On-Street 222 Dock St. S. 18th St. & S. 21st St. On-Street 222 S. 18th St. E. Cary St. & Dock St. On-Street 222 S. 18th St. E. Cary St. & Dock St. On-Street 222 Virginia Holocaust Museum 2000 Dock St. Private/Private Lot 223 James River Canal Interstate 1-95 Overpass & Pear St. On-Street 223 James River Interstate 1-95 Overpass & Pear St. On-Street					6		16	2			0	6 18
221 Dock St. S. 17th St. & S. 18th St. On-Street	221 E.	Cary St.	S. 17th St. & S. 18th St.	On-Street			10	0	0		0	0
221 S. 18th St. E. Cary St. On-Street 222 E. Cary St. S. 18th St. & S. 21st St. On-Street 222 Dock St. S. 18th St. & S. 21st St. On-Street 222 S. 18th St. E. Cary St. & Dock St. On-Street 222 S. 18th St. E. Cary St. & Dock St. On-Street 223 James River Canal Interstate 1-95 Overpass & Pear St. On-Street 223 James River Interstate 1-95 Overpass & Pear St. On-Street	221 D	ock St.	S. 17th St. & S. 18th St.	On-Street				0	0		0	0
222 E. Cary St. S. 188h St. & S. 21st St. On-Street 24 222 Dok St. S. 188h St. & S. 21st St. On-Street 0 222 S. 18th St. E. Cary St. & Dock St. On-Street 222 S. 21st St. E. Cary St. & Dock St. On-Street 222 Virginia Holocaust Museum 2000 Dock St. Private/Private Lot 223 James River Canal Interstate 1-95 Overpass & Pear St. On-Street 223 James River Interstate 1-95 Overpass & Pear St. On-Street	221 S.	18th St.	E. Cary St. & Dock St.	On-Street				0	0		0	0
222 S. 18th St. E. Cary St. & Dock St. On- Street 222 S. 218th St. E. Cary St. & Dock St. On- Street 222 Virginia Holocaust Museum 200 Dock St. Private / Private Lot 223 James River Canal Interstate I-95 Overpass & Pear St. On- Street 224 James River Interstate I-95 Overpass & Pear St. On- Street			S. 18th St. & S. 21st St.				24	•			0	24 0
222 Virginia Holocaust Museum 2000 Dock St. Private/Private Lot 223 James River Canal Interstate I-95 Overpass & Pear St. On-Street 223 James River Interstate I-95 Overpass & Pear St. On-Street	222 S.	18th St.	E. Cary St. & Dock St.	On-Street				0	0		0	0
223 James River Canal Interstate I-95 Overpass & Pear St. On-Street 223 James River Interstate I-95 Overpass & Pear St. On-Street 0 0 0								0		216	0 216	0 216
	223 Ja	mes River Canal	Interstate I-95 Overpass & Pear St.	On-Street					0		0	0
223 Interstate I-95 Overpass James River Canal & James River On-Street											0	0
223 Pear St. James River Canal & James River On-Street	223 P	ear St.	James River Canal & James River	On-Street					· 1		0	0
223 Public Utilities 1721 E. Byrd St. Public/Private Lot 0 TOTAL 19 43 1,514 41 38 144 1,437 18 98 573 11 472 22 4,430 41		ubiic Utilities	1/21 E. Byrd St.	Public/Private Lot	19 43 1.51	4 41	38 144 1,437 18	98 573 11 472 22	4,430	10 41,396 164 1	10 9 41,579	10 46,009









Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 1)

LK# NAME/DESCRIPTION	ADDRESS	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1 Hour Kiosks 2-Hour Kiosk Unlimited Kiosk 2-Hour Mtr	r H/C
W. Duval St. Chamberlayne Pkwy.	Chamberlayne Pkwy. & N. 1st St. Freeway & W. Duval St.		
1 N. 1st St.	Freeway & W. Duval St.		
 W. Duval St. W. Jackson St. 	Chamberlayne Pkwy. & Price St. Chamberlayne Pkwy. & Price St.	7	
Chamberlayne Pkwy.	W. Duval St. & W. Jackson St.		
2 Price St.3 W. Duval St.	W. Duval St. & W. Jackson St.	6 10	
3 W. Jackson St.	Price St. & Cameo St. Price St. & Cameo St.		
3 Price St.	W. Duval St. & W. Jackson St.		
Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. Cameo St. & St. James St.	12 5	
4 W. Jackson St.	Cameo St. & St. James St.		
4 St. James St. 4 Cameo St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.		
5 W. Duval St.	St. James & N. 1st St.	8	
W. Jackson St.St. James St.	St. James & N. 1st St. W. Duval St. & W. Jackson St.	22	
5 N. 1st St.	W. Duval St. & W. Jackson St.	15	
W. Duval St.	N. 1st St. & N. 2nd St.	3	1
W. Jackson St. N. 1st St.	N. 1st St. & N. 2nd St. W. Jackson St. & W. Duval St.	20	
N. 2nd St.	W. Jackson St. & W. Duval St.	9	
W. Duval St. W. Leigh St.	N. Belvidere St. & Brook Rd. N. Belvidere St. & Brook Rd.		
Brook Rd.	W. Duval St. & W. Leigh St.		
N. Belvidere St. W. Duval St.	W. Duval St. & W. Leigh St. Brook Rd. & Judah St.	7 15	
W. Leigh St.	Brook Rd. & Judah St.	8	
Judah St. Brook Rd.	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	7	
W. Duval St.	Judah St. & St. Peters St.	9	
W. Leigh St.	Judah St. & St. Peters St.	9	
St. Peters St. Judah St.	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	10	
Chamberlayne Pkwy.	W. Duval St. & Price St.		
W. Leigh St. St. Peters St.	St. Peters St. & Price St. W. Duval St. & W. Leigh St.	12 10	
Price St.	Chamberlayne Pkwy. & W. Leigh St.	3	
W. Jackson St.	Chamberlayne Pkwy. & Price St.		
Chamberlayne Pkwy. Price St.	W. Jackson St. & Price St. W. Jackson St. & W. Leigh St.	8	
W. Jackson St. W. Leigh St.	Price St. & St. James St. Chamberlayne Pkwy. & St. James St.		2
. W. Leigh St. ! Price St.	W. Jackson St. & Chamberlayne St.		2
Chamberlayne Pkwy.	Price St. & Leigh St.		
St. James St. W. Jackson St.	W. Jackson St. & Leigh St. N. 1st St. & N. 2nd St.		
W. Leigh St.	N. 1st St. & N. 2nd St.		
St. James St.	W. Jackson St. & W. Leigh St. W. Jackson St. & W. Leigh St.	15 11	
N. 1st St. W. Jackson St.	N. 1st St. & N. 2nd St.		
W. Leigh St.	N. 1st St. & N. 2nd St.		
N. 1st St. N. 2nd St.	W. Jackson St. & W. Leigh St. W. Jackson St. & W. Leigh St.	15	
W. Cary St.	Smith St. & Brook Rd.		
Catherine St. Smith St.	Smith St. & N. Monroe St. W. Leigh St. & Catherine St.	8	
5 N. Monroe St.	Brook Rd. & Catherine St.	3	
5 Brook Rd. 6 W. Leigh St.	W. Leigh St. & N. Monroe St. Brook Rd. & N. Adams St.	5 14	
6 W. Cary St.	Brook Rd. & N. Adams St.	11	
6 Brook Rd.	W. Leigh St. & W. Clay St.		
6 N. Adams St. 7 W. Leigh St.	W. Leigh St. & W. Clay St. N. Adams St. & St. James St.	9	
7 W. Clay St.	N. Adams St. & St. James St.	12	1
7 N. Adams St. 7 St. James St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.		
8 W. Leigh St.	St. James & N. 1st St.	11	
3 W. Clay St. 3 St. James St.	St. James & N. 1st St. W. Leigh St. & W. Clay St.	12	
N. 1st St.	W. Leigh St. & W. Clay St.	14	
W. Leigh St.	N. 1st St. & N. 2nd St.	4	
W. Clay St. N. 1st St.	N. 1st St. & N. 2nd St. W. Leigh St. & W. Clay St.	12 21	
N. 2nd St.	W. Leigh St. & W. Clay St.	21	
Catherine St. W. Clay St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	14 5	
Smith St.	N. Henry St. & N. Monroe St.	14	
N. Henry St. Catherine St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	10	1
W. Clay St.	N. Henry St. & N. Monroe St.	12	_
N. Henry St. N. Monroe St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	7 8	
Brook Rd.	N. Monroe St. & W. Clay St.	11	
W. Clay St.	N. Monroe St. & Brook Rd.	11	
N. Monroe St. W. Clay St.	Brook Rd. & W. Clay St. Smith St. & N. Henry St.	11 13	1
W. Marshall St.	Smith St. & N. Henry St.	11	1
Smith St. N. Henry St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	14	
W. Clay St.	N. Henry St. & N. Monroe St.	11	
W. Marshall St. N. Henry St.	N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St.	13	
N. Monroe St.	W. Clay St. & W. Marshall St.	14	
W. Clay St. W. Marshall St.	N. Monroe St. & N. Madison St.	14	
W. Marshall St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Clay St. & W. Marshall St.	13 14	
N. Madison St.	W. Clay St. & W. Marshall St.	14	
W. Marshall St. N. Madison St.	Brook St. & N. Madison St. W. Clay St. & W. Marshall St.	7	
Brook Rd.	W. Clay St. & W. Marshall St.	17	
W. Clay St. W. Marshall St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	24 8	
Brook St.	W. Clay St. & W. Marshall St.		
N. Adams St.	W. Clay St. & W. Marshall St.	30	
W. Clay St. W. Marshall St.	N. Adams St. & N. 1st St. N. Adams St. & N. 1st St.	28 17	
N. Adams St.	W. Clay St. & W. Marshall St.		
N. 1st St. W. Clay St.	W. Clay St. & W. Marshall St. N. 1st St. & N. 2nd St.	12	
W. Marshall St.	N. 1st St. & N. 2nd St.	6	
N. 1st St. N. 2nd St	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St	11 13	
N. 2nd St.	W. Clay St. & W. Marshall St. Belvidere St. & N. Henry St.	13 12	
vv. ıvıarsnali St.			
W. Marshall St. W. Broad St. Belvidere St.	Belvidere St. & N. Henry St. W. Marshall St. & W. Broad St.		1







Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 2)

		ON-STREET FACILITIES	
BLK# NAME/DESCRIPTION 31 W. Marshall St.	ADDRESS N. Henry St. & N. Monroe St.	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 3	0Min-1 Hour Mtr 30Min-1Hour Kiosks 2-Hour Kiosk Unlimited Kiosk 2-Hour Mtr H/C TOTA 10
31 W. Broad St.	N. Henry St. & N. Monroe St.	2 5	7
31 N. Henry St. 31 N. Monroe St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.		0
32 W. Marshall St.32 W. Broad St.	N. Monroe St. & Madison St. N. Monroe St. & Madison St.	11	11 0
32 N. Monroe St.	W. Marshall St. & W. Broad St.	12	12
32 N. Madison St.33 W. Marshall St.	W. Marshall St. & W. Broad St. N. Madison St. & N. Jefferson St.	11	12
33 W. Broad St.	N. Madison St. & N. Jefferson St.	6	6
33 N. Madison St.33 N. Jefferson St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	10	10
34 W. Marshall St.34 W. Broad St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	10	8 10
34 N. Jefferson St.	W. Marshall St. & W. Broad St.	3	3
34 Brook St.34 N. Adams St.	W. Marshall St. & N. Adams St. W. Marshall St. & W. Broad St.	1 4	5 0
35 W. Marshall St.	N. 1st St. & N. 2nd St.	2	2
35 W. Broad St.35 N. Adams St.	N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	6 4	6 4
35 N. 1st St.36 W. Marshall St.	W. Marshall St. & W. Broad St. N. 1st St. & N. 2nd St.		0
36 W. Broad St.	N. 1st St. & N. 2nd St.	3 5	8
36 N. 1st St.36 N. 2nd St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	9 15	9
37 W. Broad St.	N. Belvidere St. & N. Henry St.	7	7
37 W. Grace St.37 N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Broad St. & W. Grace St.	7	7 0
37 N. Henry St. 38 W. Broad St.	W. Broad St. & W. Grace St. N. Henry St. & N. Monroe St.	7	0 7
38 W. Grace St.	N. Henry St. & N. Monroe St.	11	11
38 N. Henry St.38 N. Monroe St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	7	0 7
39 W. Broad St.	N. Monroe St. & N. Madison St.	8	8
39 W. Grace St.39 N. Monroe St.	N. Monroe St. & N. Madison St. W. Broad St. & W. Grace St.	5 11	5 11
39 N. Madison St.40 W. Broad St.	W. Broad St. & W. Grace St. N. Madison St. & N. Jefferson St.	7 11	1 8
40 W. Grace St.	N. Madison St. & N. Jefferson St.	4	4
40 N. Madison St.40 N. Jefferson St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	5 7	12 0
41 W. Broad St.	N. Jefferson St. & N. Adams St.		0
41 W. Grace St.41 N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Broad St. & W. Grace St.	5 8	5 8
41 N. Adams St.	W. Broad St. & W. Grace St.		0
42 W. Broad St.42 W. Grace St.	N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St.	6 10	6 10
42 N. Adams St.42 N. Foushee St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	10	10
43 E. Broad St.	N. Foushee St. & N. 1st St.	9	9
43 E. Grace St.43 N. Foushee St.	N. Foushee St. & N. 1st St. E. Broad St. & E. Grace St.	8 9	8 9
43 N. 1st St.	E. Broad St. & E. Grace St.	12	12
44 E. Broad St.44 E. Grace St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	9 7	9 7
44 N. 1st St.	E. Broad St. & E. Grace St.	12	12
44 N. 2nd St.45 W. Grace St.	E. Broad St. & E. Grace St. N. Belvidere St. & N. Henry St.	3 4 4	7 4
45 W. Franklin St.	N. Belvidere St. & N. Henry St.		0
45 N. Belvidere St.45 N. Henry St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.		0
46 W. Grace St.46 W. Franklin St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	12	12 0
46 N. Henry St.	W. Grace St. & W. Franklin St.	12	12
46 N. Monroe St.47 W. Grace St.	W. Grace St. & W. Franklin St. N. Monroe St. & N. Madison St.	13 11	13 11
47 W. Franklin St.	N. Monroe St. & N. Madison St.		0
47 N. Monroe St.47 N. Madison St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	13 7	13 7
48 W. Grace St.48 W. Franklin St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	6	6 0
48 N. Madison St.	W. Grace St. & W. Franklin St.	12	12
48 N. Jefferson St.49 W. Grace St.	W. Grace St. & W. Franklin St. N. Jefferson St. & N. Adams St.	10	0 10
49 W. Franklin St.	N. Jefferson St. & N. Adams St.		0
49 N. Jefferson St.49 N. Adams St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	9	2 11 0
50 W. Grace St. 50 W. Franklin St.	N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St.	11	11 0
50 N. Adams St.	W. Grace St. & W. Franklin St.	14	14
50 N. Foushee St.51 E. Grace St.	W. Grace St. & W. Franklin St. N. Foushee St. & N. 1st St.	11	0
51 E. Franklin St.	N. Foushee St. & N. 1st St.		0
51 N. Foushee St.51 N. 1st St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	13 8	13 8
52 E. Grace St. 52 E. Franklin St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	11	11 0
52 N. 1st St.	E. Grace St. & E. Franklin St.	7	7
52 N. 2nd St.53 W. Franklin St.	E. Grace St. & E. Franklin St. N. Belvidere St. & N. Henry St.	11 7	11 7
53 W. Main St.	N. Belvidere St. & N. Henry St.		0
53 N. Belvidere St.53 N. Henry St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.		0 0
54 W. Franklin St.	N. Henry St. & N. Monroe St.	15	15
54 W. Main St.54 N. Henry St.	N. Henry St. & N. Monroe St. W. Franklin St. & W. Main St.	13	13 13 13 13
54 N. Monroe St. 55 W. Franklin St.	W. Franklin St. & W. Main St. N. Monroe St. & N. Madison St.	13 4	13 4
55 W. Main St.	N. Monroe St. & N. Madison St.		9 9
N. Monroe St.N. Madison St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	12 13	12
56 W. Franklin St.	N. Madison St. & N. Jefferson St.	6	6
56 W. Main St.56 N. Madison St.	N. Madison St. & N. Jefferson St. W. Franklin St. & W. Main St.	14	12 12 14
56 N. Jefferson St.	W. Franklin St. & W. Main St.	15	15
57 W. Franklin St.57 W. Main St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	9 3	9 3
57 N. Jefferson St.57 N. Adams St.	W. Franklin St. & W. Main St.	10	10
58 W. Franklin St.	W. Franklin St. & W. Main St. N. Adams St. & N. Foushee St.	9	9
58 W. Main St. 58 N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	10 10	10
58 N. Foushee St.	W. Franklin St. & W. Main St.		0
59 E. Franklin St.59 E. Main St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	10 7	10 7
59 N. Foushee St.	E. Franklin St. & E. Main St.	12	12
59 N. 1st St. 60 E. Franklin St.	E. Franklin St. & E. Main St. N. 1st St. & N. 2nd St.	10 8	10 8
60 E. Main St.60 N. 1st St.	N. 1st St. & N. 2nd St. E. Franklin St. & E. Main St.	7 12	7 12
60 N. 2nd St.	E. Franklin St. & E. Main St.	8	2 10







Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 3)

BLK # NAME/DESCRIPTION	ADDRESS	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mir 30Min-1 Hour Klosks 2-Hour Klosk Unlimi	ited Kiesk 2 Hour Mtr. H/C	TOTAL
61 E. Franklin St.	N. 2nd St. & N. 3rd St.	5 3	ted Klosk 2-Hour Witr H/C	8
61 E. Main St. 61 N. 2nd St.	N. 2nd St. & N. 3rd St. E. Franklin St. & E. Main St.	4 10		4 10
61 N. 3rd St. 62 E. Franklin St.	E. Franklin St. & E. Main St. N. 3rd St. & N. 4th St.	9	7	7 9
62 E. Main St.	N. 3rd St. & N. 4th St.		3	3
62 N. 3rd St. 62 N. 4th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.		1 6	1 6
63 W. Main St.63 W. Cary St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	10		0 10
63 S. Belvidere St.	W. Main St. & W. Cary St.			0
63 S. Madison St. 64 W. Main St.	W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St.	6		8 6
64 W. Cary St. 64 S. Madison St.	S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St.	11 10		11 10
64 S. Jefferson St.	W. Main St. & W. Cary St.			0
65 W. Main St. 65 W. Cary St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	10		10 11
65 S. Jefferson St.65 S. Adams St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.		4	4 0
66 W. Main St.	S. Adams St. & S. Foushee St.	9		9
66 W. Cary St. 66 S. Adams St.	S. Adams St. & S. Foushee St. W. Main St. & W. Cary St.		6	6 0
66 S. Foushee St. 67 E. Main St.	W. Main St. & W. Cary St. S. Foushee St. & S. 1st St.	4		0 4
67 E. Cary St.	S. Foushee St. & S. 1st St.		3 1	4
67 S. Foushee St. 67 S. 1st St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	8		0 8
68 E. Main St. 68 E. Cary St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St.		7 11	7 11
68 S. 1st St.	E. Main St. & E. Cary St.	7		7
68 S. 2nd St. 69 E. Main St.	E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St.	10 9		10 9
69 E. Cary St. 69 S. 2nd St.	S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St.	9	6	6 9
69 S. 3rd St.	E. Main St. & E. Cary St.		10	10
70 W. Marshall St.70 W. Broad St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.		4 8	4 8
70 S. 3rd St. 70 S. 4th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.		6 9	6 9
71 W. Cary St.	N. 1st St. & N. 2nd St.	3 10		13
71 W. Canal St.71 S. Belvidere St.	N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St.	14		14 0
71 S. Jefferson St. 72 W. Cary St.	W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St.	10		0 10
72 W. Canal St.	S. Jefferson St. & S. Adams St.	8		8
72 S. Jefferson St.72 S. Adams St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	12		0 12
73 W. Cary St.73 W. Canal St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	15	5	5 15
73 S. Adams St.	W. Cary St. & W. Canal St.	14		14
73 S. Foushee St. 74 E. Cary St.	W. Cary St. & W. Canal St. S. Foushee St. & S. 1st St.		8	0 8
74 E. Canal St.74 S. Foushee St.	S. Foushee St. & S. 1st St. E. Cary St. & E. Canal St.	12		12 0
74 S. 1st St.	E. Cary St. & E. Canal St.	10	-	10
75 E. Cary St. 75 E. Canal St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St.	9	7	7 9
75 S. 1st St. 75 S. 2nd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	10		10 0
76 E. Cary St. 76 E. Canal St.	S. 2nd St. & S. 3rd St.		2	2
76 S. 2nd St.	S. 2nd St. & S. 3rd St. E. Cary St. & E. Canal St.	6 12		6 12
76 S. 3rd St. 77 E. Cary St.	E. Cary St. & E. Canal St. S. 3rd St. & S. 4th St.		11	0 11
77 E. Canal St. 77 S. 3rd St.	S. 3rd St. & S. 4th St. E. Cary St. & E. Canal St.	5		5 11
77 S. 4th St.	E. Cary St. & E. Canal St.	11		11
78 W. Canal St. 78 Byrd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	31		31 0
78 S. Belvidere St. 78 S. 2nd St.	W. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	N/A		0
79 W. Canal St.	S. 2nd St. & S. 3rd St.	3		3
79 Byrd St.79 S. 2nd St.	S. 2nd St. & S. 3rd St. E. Canal St. & I-195 Interstate	N/A		0
79 S. 3rd St. 80 W. Canal St.	E. Canal St. & I-195 Interstate S. 3rd St. & S. 4th St.	9 7		9
80 Byrd St.	S. 3rd St. & S. 4th St.			0
80 S. 3rd St. 80 S. 4th St.	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	6 15		6 15
81 I- 64 Interstate 81 E. Jackson St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.			0
81 N. 2nd St.	E. Jackson St. & I-64 Interstate	22		22
81 N. 3rd St. 82 E. Jackson St.	E. Jackson St. & I-64 Interstate N. 3rd St. & N. 4th St.			0
82 N. 4th St. 82 N. 3rd St.	E. Jackson St. & MergE. 3rd St. E. Jackson St. & Merge 4th St.			0
83 E. Duval St.	N. 4th St. & N. 5th St.			0
83 E. Jackson St.83 N. 4th St.	N. 4th St. & N. 5th St. E. Duval St. & E. Jackson St.	4		4 0
83 N. 5th St. 84 E. Jackson St.	E. Duval St. & E. Jackson St. N. 5th St. & Navy Hill Dr.	2 3		0 5
84 N. 5th	E. Jackson St. & I-64 Interstate Ramp			0
84 Navy Hill Dr. 85 E. Duval St.	E. Jackson St. & I-64 Interstate Ramp Navy Hill Dr. & N. 7th St.			0
85 E. Jackson St. 85 Navy Hill Dr.	Navy Hill Dr. & N. 7th St. E. Jackson St. & E. Duval St.			0
85 N. 7th St.	E. Jackson St. & E. Duval St.			0
86 E. Jackson St. 86 E. Leigh St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.			0
86 N. 7th St. 86 N. 8th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.			0
87 E. Duval St.	N. 2nd St. & N. 3rd St.			0
87 E. Leigh St.87 N. 2nd St.	N. 2nd St. & N. 3rd St. E. Jackson St. & E. Leigh St.	5		0 5
87 N. 3rd St. 88 E. Jackson St.	E. Jackson St. & E. Leigh St. N. 3rd St. & N. 4th St.			0
88 E. Leigh St.	N. 3rd St. & N. 4th St.			0
88 N. 3rd St. 88 N. 4th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.			0
89 E. Jackson St. 89 E. Leigh St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	10		10 0
89 N. 4th St.	E. Jackson St. & E. Leigh St.			0
89 N. 5th St. 90 E. Jackson St.	E. Jackson St. & E. Leigh St. N. 5th St. & N. 7th St.			0
90 E. Leigh St. 90 N. 5th St.	N. 5th St. & N. 7th St. E. Jackson St. & E. Leigh St.	38		38 0
90 N. 7th St.	E. Jackson St. & E. Leigh St.			0









Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 4)

E. Jackson St. E. Leigh St. N. 7th St. N. 8th St. E. Duval St. Turpin St. E. Leigh St. N. 8th St. N. 9th St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St. N. 8th St. & N. 10th St.	10			
N. 8th St. E. Duval St. Turpin St. E. Leigh St. N. 8th St. N. 9th St. N. 9th St.	E. Jackson St. & E. Leigh St.				
Turpin St. E. Leigh St. N. 8th St. N. 9th St. N. 10th St.	N. 8th St. & N. 10th St.				
N. 8th St. N. 9th St. N. 10th St.	N. 9th St. & N. 10th St.			9	
N. 9th St. N. 10th St.	N. 8th St. & N. 9th St. E. Leigh St. St. & E. Duval St.			9	11
	E. Leigh St. & Turpin St.		_	9	
	Turpin St. & E. Duval St. N. 9th St. & N. 10th St.		17		2
E. Duval St. E. Leigh St.	N. 1st St. & N. 2nd St. N. 10th St. & I-95 Interstate Underpass				
N. 9th St.	E. Leigh St. & Turpin St.				
N. 10th St. N. 10th St.	E. Leigh St. St. & E. Duval St. E. Leigh St. St. & E. Duval St.				
E. Leigh St. E. Clay St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.			10	6
N. 8th St. N. 9th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.			11 18	
E. Leigh St.	N. 9th St. & N. 10th St.		6		
E. Clay St. N. 9th St.	N. 9th St. & N. 10th St. E. Leigh St. & E. Clay St.			9	
N. 10th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 10th St. & N. 11th St.			8	
6 E. Clay St. 6 N. 10th St.	N. 10th St. & N. 11th St. E. Leigh St. & E. Clay St.				
N. 11th St.	E. Leigh St. & E. Clay St.				
'E. Leigh St. 'E. Clay St.	N. 11th St. & N. 12th St. N. 11th St. & N. 12th St.	4		7	
N. 11th St. N. 12th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.			15 11	
B E. Leigh St.	N. 12th & N. 13th St.		4		
B E. Clay St. B N. 12th St.	N. 12th & N. 13th St. E. Leigh St. & E. Clay St.		4	13	
N. 13th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 13th St. & I-95 Interstate Ramp				
E. Clay St. N. 13th St.	N. 13th St. & I-95 Interstate Ramp E. Leigh St. & E. Clay St.				
D E. Clay St.	N. 11th St. & N. 12th St.				
D E. Marshall St. D N. 11th St.	N. 11th St. & N. 12th St. E. Clay St. & E. Marshall St.				
0 N. 12th St. 1 E. Clay St.	E. Clay St. & E. Marshall St. N. 12th & N. 13th St.				
1 E. Marshall St. 1 N. 12th St.	N. 12th & N. 13th St. E. Clay St. & E. Marshall St.		5		
1 N. 13th St.	E. Clay St. & E. Marshall St.				
2 E. Clay St. 2 E. Marshall St.	N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp				
2 N. 13th St. 3 E. Marshall St.	E. Clay St. & E. Marshall St. N. 11th St. & N. 12th St.				
3 E. Broad St. 3 N. 11th St.	N. 11th St. & N. 12th St. E. Marshall St. & E. Broad St.				
3 N. 12th St.	E. Marshall St. & E. Broad St.				
4 E. Marshall St. 4 E. Broad St.	N. 11th St. & College St. N. 11th St. & College St.				
4 N. 11th St. 4 College St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.				
5 College St.	E. Marshall St. & E. Broad St. N. 2nd St. & N. 3rd St.				
6 E. Leigh St. 6 E. Clay St.	N. 2nd St. & N. 3rd St.	12			
6 N. 2nd St. 6 N. 3rd St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	18			
7 E. Leigh St. 7 N. 3rd St.	N. 3rd St. & N. 4th St. E. Leigh St. & E. Clay St.		8		
8 E. Leigh St.	N. 4th St. to N. 5th St.	10	-		
8 E. Marshall St. 8 N. 5th St.	N. 4th St. to N. 5th St. E. Leigh St. & E. Marshall St.				
9 E. Leigh St. 9 E. Marshall St.	W. Duval St. & Price St. St. Peters St. & Price St.	25	6		
9 N. 5th St. 9 N. 7th St.	E. Leigh St. & E. Marshall St. E. Leigh St. & E. Marshall St.				
0 E. Clay St.	N. 2nd St. & N. 3rd St.	10			
0 E. Marshall St. 0 N. 2nd St.	N. 2nd St. & N. 3rd St. E. Clay St. & E. Marshall St.	10 6			
0 N. 3rd St. 1 E. Marshall St.	E. Clay St. & E. Marshall St. N. 3rd St. & N. 4th St.				
1 N. 3rd St. 2 E. Marshall St.	E. Clay St. & E. Franklin St. N. 2nd St. & N. 3rd St.	6			
2 E. Broad St.	N. 2nd St. & N. 3rd St.	4			
2 N. 2nd St. 2 N. 3rd St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	10			
3 E. Marshall St. 3 E. Broad St.	E. 3rd St. & E 4th St. E. 3rd St. & E 4th St.	4			
3 N. 3rd St.	E. Marshall St. & E. Broad St.				
4 E. Marshall St. 4 E. Broad St.	E 4th St. & N. 5th St. E 4th St. & N. 5th St.				
4 N. 5th St. 5 E. Marshall St.	E. Marshall St. & E. Broad St. N. 5th St. & N. 6th St.		5		
5 E. Broad St. 5 N. 5th St.	N. 5th St. & N. 6th St. E. Marshall St. & E. Broad St.				
5 N. 6th St.	E. Marshall St. & E. Broad St.				
6 E. Marshall St. 6 E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.				
6 N. 6th St. 6 N. 7th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	3		9	
7 E. Broad St. 7 E. Grace St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	8		5	
7 N. 2nd St.	E. Broad St. & E. Grace St.	8		5	
7 N. 3rd St. 8 E. Broad St.	E. Broad St. & E. Grace St. N. 3rd St. & N. 4th St.	14			
8 E. Grace St. 8 N. 3rd St.	N. 3rd St. & N. 4th St. E. Broad St. & E. Grace St.			13	11
N. 4th St.	E. Broad St. & E. Grace St.				13
E. Broad St. E. Grace St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.				
9 N. 4th St. 9 N. 5th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.				9 5
E. Broad St. E. Grace St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.				
N. 5th St.	E. Broad St. & E. Grace St.				2
N. 6th St. E. Broad St.	E. Broad St. & E. Grace St. N. 6th St. & N. 7th St.				3
E. Grace St. N. 6th St.	N. 6th St. & N. 7th St. E. Broad St. & E. Grace St.				
N. 7th St.	E. Broad St. & E. Grace St.			•	4
E. Grace St. E. Franklin St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	3		8	
N. 2nd St. N. 3rd St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.			9 9	
E. Grace St.	N. 3rd St. & N. 4th St.			9	
E. Franklin St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Grace St. & E. Franklin St.			12 9	
N. 4th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 4th St. & N. 5th St.			11	3
E. Franklin St. N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.			9	14
N. 6th St.	E. Grace St. & E. Franklin St.			y	7
E. Grace St. E. Franklin St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.				3 12







Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 5)

BLK#	NAME/DESCRIPTION	ADDRESS	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1Hour Kiosks 2-Hour Kiosk Unlimited Kiosk 2	-Hour Mtr H/C	TOTAL
126 E. 0		N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.		2	0 2
126 N. 126 N.	6th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	5	4	5
	Franklin St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	10	8	8
127 N.	4th St.	E. Franklin St. & E. Main St.		12	12
	Franklin St.	E. Franklin St. & E. Main St. N. 5th St. & N. 6th St.		6 5	6 5
128 E. I 128 N.	5th St.	N. 5th St. & N. 6th St. E. Franklin St. & E. Main St.	1	3 2	2
128 N. 129 E. I	6th St. Franklin St.	E. Franklin St. & E. Main St. N. 6th St. & N. 7th St.		6 2	6 2
129 E. I 129 N.		N. 6th St. & N. 7th St. E. Franklin St. & E. Main St.		1	0
129 N. 130 E. I		E. Franklin St. & E. Main St. N. 4th St. & N. 5th St.	11	1	1 11
130 E. 0	Cary St.	N. 4th St. & N. 5th St. E. Main St. & E. Cary St.	8	3	3 8
130 S. S	5th St.	E. Main St. & E. Cary St. S. 5th St. & S. 6th St.	12	14	14
131 E. (Cary St.	S. 5th St. & S. 6th St.		•	0
131 S. 9	6th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	8	8	8
132 E. I	Cary St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	7	3	7 3
132 Bro	ook St. Adams St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.		4 9	4 9
133 E. 0		N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	8	8	8
133 S. 4 133 S. 5		E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.		12 10	12 10
134 E. 0	Cary St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.			0
134 S. S 134 S. S	5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.		6	6
135 E. 0	Cary St.	N. 6th St. & N. 7th St.			0
	lvidere St.	N. 6th St. & N. 7th St. E. Cary St. & E. Canal St.			0
136 E. 0		E. Cary St. & E. Canal St. N. 4th St. & N. 5th St.		3	3
136 E. 0 136 S. 4	4th St.	N. 4th St. & N. 5th St. E. Canal St. & I-195 Interstate Highway			0
136 S. S		E. Canal St. & I-195 Interstate Highway S. 5th St. & S. 6th St.	4	11	0 15
137 S. S	5th St.	E. Canal St. & I-195 Interstate Highway E. Canal St. & I-195 Interstate Highway			0
138 E. I	Leigh St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	6		0
138 N. 138 N.	7th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.			0
139 E. 0		N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.			0
139 N.	7th St.	E. Clay St. & E. Marshall St.			0
139 N. 140 E.	Clay St.	E. Clay St. & E. Marshall St. N. 8th St. & N. 9th St.	11		11
140 N.		N. 8th St. & N. 9th St. E. Clay St. & E. Marshall St.	6 10	3	9 10
140 N. 141 E. I	9th St. Marshall St.	E. Clay St. & E. Marshall St. N. 9th St. & N. 10th St.	10 8	4	14 8
141 N. 141 N.		E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	5 15		5 15
142 E. (142 E. I	Clay St. Marshall St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.			0
142 N. 142 N.		E. Clay St. & E. Franklin St. E. Clay St. & E. Franklin St.	11	10	10 11
143 E. I	Marshall St. Broad St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	7		0 7
143 N. 143 N.	7th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	, and the second		0
144 E. I	Marshall St.	N. 8th St. & N. 9th St.	11		11 0
144 E. I 144 N.	8th St.	N. 8th St. & N. 9th St. E. Marshall St. & E. Broad St.	2		2
	Marshall St.	E. Marshall St. & E. Broad St. N. 9th St. & N. 10th St.	8		0
145 N.		N. 9th St. & N. 10th St. E. Marshall St. & E. Broad St.	3		3
145 N. 146 E.I	10th St. Marshall St.	E. Marshall St. & E. Broad St. N. 10th St. & N. 11th St.	4		4
146 E. I 146 N.	Broad St. 10th St.	N. 10th St. & N. 11th St. E. Marshall St. & E. Broad St.			0
146 N. 147 E.I	11th St. Broad St.	E. Marshall St. & E. Broad St. N. 7th St. & N. 8th St.	13		13 0
147 E. 0 147 N.	Grace St.	N. 7th St. & N. 8th St. E. Broad St. & E. Grace St.	8		8
147 N.		E. Broad St. & E. Grace St. N. 8th St. & N. 9th St.			0
148 E. (148 N.	Grace St.	N. 8th St. & N. 9th St. E. Broad St. & E. Grace St.	3		3
148 N. 149 E. I	8th St.	E. Broad St. & E. Grace St. N. 9th St. & N. 10th St.			0
149 N.	9th St.	E. Broad St. & E. Grace St.			0
	Broad St.	E. Broad St. & Capital St. N. 10th St. & N. 11th St. E. Broad St. & Capital St.			0
150 N. 150 N.	11th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.			0
151 N.		N. 11th St. & Governor St. E. Broad St. & Capital St.			0
152 E. E	vernor St. Broad St.	E. Broad St. & Capital St. Governor St. & N. Old 14th St.			0
	Grace St. vernor St.	Governor St. & N. Old 14th St. E. Broad St. & E. Grace St.	12		0 12
	Old 14th St. Broad St.	E. Broad St. & E. Grace St. N. Old 14th St. & I-95 Interstate			0
	Old 14th St.	N. Broad St. & E. Grace St. N. Broad St. & E. Grace St.			0
154 E. 0	Grace St. Franklin St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.		2	2
154 N. 154 N.	7th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	2	4	2
155 E. 0	Grace St. Franklin St.	N. 8th St. & N. 9th St.	10		10
155 N.	8th St.	N. 8th St. & N. 9th St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.			0
155 N. 156 Bar	nk St.	E. Grace St. & E. Franklin St. N. 9th St. & Governor St.	9	4	
	vernor St.	Capital St. & Bank St. Capital St. & Bank St.			0
157 Bai		Governor St. & N. Old 14th St. Governor St. & N. 14th St.	12		12 10
157 Go 158 Bar	vernor St. nk St.	E. Grace St. & Bank St. N. Old 14th St. & N. 14th St.	2		0 2
158 N.		E. Grace St. & Bank St. N. 14th St. & I-95 Interstate			0
	Franklin St.	N. 14th St. & I-95 Interstate Overpass E. Broad St.	6 14		6
160 Bai	nk St.	N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	5		5
160 N. 160 N.	9th St.	Bank St. & E. Main St. Bank St. & E. Main St.	6		0
_00 IV.			·		





Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 6)

		ON-STREET FACILITIES		
BLK# NAME/DESCRIPTION 161 Bank St.	ADDRESS N. 10th St. & N. 11th St.	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-	1 Hour Mtr 30Min-1Hour Kiosks 2-Hour Kiosk Unlimited	(
161 E. Main St.161 N. 10th St.161 N. 11th St.	N. 10th St. & N. 11th St. Bank St. & E. Main St. Bank St. & E. Main St.		8	8
162 Bank St. 162 E. Main St.	N. 11th St. & N. 12th St. N. 11th St. & N. 12th St.	4		
162 N. 11th St. 162 N. 12th St.	Bank St. & E. Main St. Bank St. & E. Main St.		3	
163 Bank St. 163 E. Main St.	N. 12th St. & Governor St. N. 12th St. & Governor St.		4	2
163 N. 12th St. 163 Governor St.	Bank St. & E. Main St. Bank St. & E. Main St.	6		0
164 Bank St. 164 E. Main St.	Governor St. & N. 14th St. Governor St. & N. 14th St.		_	7
164 Governor St. 164 N. 14th St. 165 E. Franklin St.	Bank St. & E. Main St. Bank St. & E. Main St. N. 14th St. & N. 15th St.		7	1
165 E. Main St. 165 N. 14th St.	N. 14th St. & N. 15th St. E. Franklin St. & E. Main St.		12	3
165 N. 15th St. 166 E. Franklin St.	E. Franklin St. & E. Main St. N. 7th St. & N. 8th St.		9	
166 E. Main St. 166 N. 7th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St.	4	3	4
166 N. 8th St. 167 E. Franklin St.	E. Franklin St. & E. Main St. N. 7th St. & N. 8th St.			3 :
167 E. Main St. 167 N. 8th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St.	5		8 1
167 N. 9th St. 168 E. Main St.	E. Franklin St. & E. Main St. S. 8th St. & S. 9th St.		10	1
168 E. Cary St. 168 S. 7th St. 168 S. 8th St.	S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.			4
169 E. Main St. 169 E. Cary St.	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.		7	7
169 S. 8th St. 169 S. 9th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.			
170 E. Main St. 170 E. Cary St.	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.		9	
170 S. 10th St. 170 S. 11th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.			
171 E. Main St. 171 E. Cary St.	S. 10th St. & S. 12th St. S. 10th St. & S. 12th St. E. Main St. & F. Caru St.		20	3 3
171 S. 10th St. 171 S. 12th St. 172 E. Cary St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 8th St. & S. 9th St.		9	5
172 E. Cary St. 172 E. Canal St. 172 S. 7th St.	S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Cary St. & E. Canal St.			5 1
172 S. 8th St. 173 E. Cary St.	E. Cary St. & E. Canal St. S. 9th St. & S. 10th St.			10 1
173 E. Canal St. 173 S. 8th St.	S. 9th St. & S. 10th St. E. Cary St. & E. Canal St.	5 12		1
173 S. 9th St. 174 E. Cary St.	E. Cary St. & E. Canal St. S. 10th St. & S. 11th St.		5	5
174 E. Canal St. 174 S. 10th St.	S. 10th St. & S. 11th St. E. Cary St. & E. Canal St.			
174 S. 11th St. 175 E. Cary St.	E. Cary St. & E. Canal St. S. 10th St. & S. 12th St.	8		
175 E. Canal St. 175 S. 10th St. 175 S. 12th St.	S. 10th St. & S. 12th St. E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.			
176 E. Canal St. 176 S. 7th St.	S. 8th St. & S. 9th St. E. Canal St. & Downtown Expressway			
176 S. 9th St. 177 E. Canal St.	E. Canal St. & Downtown Expressway S. 9th St. & S. 10th St.	4		
177 Downtown Expressway 177 S. 9th St.	S. 9th St. & S. 10th St. E. Canal St. & Downtown Expressway			
177 S. 10th St. 178 E. Canal St.	E. Canal St. & Downtown Expressway S. 10th St. & S. 11th St.			
178 Downtown Expressway 178 S. 10th St.	S. 10th St. & S. 11th St. E. Canal St. & Downtown Expressway		17	1
178 S. 12th St. 179 E. Byrd St. 179 S. 10th St.	E. Canal St. & Downtown Expressway S. 7th St. & S. 9th St. S. 7th St. & S. 9th St.			
179 S. 10th St. 179 S. 7th St. 179 S. 9th St.	E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St.			
180 E. Byrd St. 180 S. 10th St.	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.			
180 S. 9th St. 180 S. 10th St.	E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St.			
181 E. Byrd St. 181 Haxall Pl.	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.			
181 S. 10th St. 181 S. 11th St.	E. Byrd St. & Haxall Pl. E. Byrd St. & Haxall Pl.			
182 E. Byrd St. 182 River Canal	S. 11th St. & S. 12th St. S. 9th St. & S. 12th St.			
182 S. 11th St. 182 S. 12th St. 183 E. Main St.	E. Byrd St. & River Canal E. Byrd St. & River Canal S. 12th St. & S. 13th St.		6	
183 E. Cary St. 183 S. 12th St.	S. 12th St. & S. 13th St. E. Main St. & E. Cary St.	6	7	
183 S. 13th St. 184 E. Main St.	E. Main St. & E. Cary St. S. 12th St. & S. 14th St.	2	14	1
184 E. Cary St. 184 S. 12th St.	S. 12th St. & S. 14th St. E. Main St. & E. Cary St.		7	:
184 S. 14th St. 185 E. Main St.	E. Main St. & E. Cary St. S. 14th St. & S. 15th St.	8		10 1 1
185 E. Cary St. 185 S. 14th St.	S. 14th St. & S. 15th St. E. Main St. & E. Cary St.			
185 S. 15th St. 186 E. Main St.	E. Main St. & E. Cary St. S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass			(
186 E. Cary St.186 S. 15th St.186 CSX Railroad Overpass	S. 15th St. & CSX Railroad Overpass E. Main St. & E. Cary St. E. Main St. & E. Cary St.	14		1
187 E. Cary St. 187 E. Canal St.	S. 12th St. & S. 13th St. S. 12th St. & S. 13th St.	9	10	9
187 S. 12th St. 187 S. 13th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.		5	
188 E. Cary St. 188 E. Canal St.	S. 13th St. & Virginia St. S. 13th St. & Virginia St.	11 10		1
188 S. 13th St. 188 Virginia St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	5		!
189 E. Cary St. 189 E. Canal St.	Virginia St. & S. 14th St. Virginia St. & S. 14th St.			
189 Virginia St. 189 S. 14th St. 190 E. Cary St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St. S. 14th St. & S. 15th St.	13		1
190 E. Cary St. 190 Dock St. 190 S. 14th St.	S. 14th St. & S. 15th St. S. 14th St. & S. 15th St. E. Cary St. & Dock St.	-		
190 S. 15th St. 191 E. Cary St.	E. Cary St. & Dock St. S. 15th St. & CSX Railroad Overpass	11		1
191 Dock St. 191 S. 15th St.	S. 15th St. & CSX Railroad Overpass E. Cary St. & Dock St.	10		1
191 CSX Railroad Overpass 192 E. Canal St.	E. Cary St. & Dock St. S. 12th St. & Virginia St.			
192 Downtown Expressway192 S. 12th St.	S. 12th St. & Virginia St. E. Canal St. & Downtown Expressway			
192 Virginia St. 193 E. Canal St.	E. Canal St. & Downtown Expressway Virginia St. & S. 14th St.		7	
193 Downtown Expressway 193 Virginia St. 193 S 14th St	Virginia St. & S. 14th St. E. Canal St. & Downtown Expressway F. Canal St. & Downtown Expressway			
193 S. 14th St.194 Downtown Expressway194 River	E. Canal St. & Downtown Expressway S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.			
194 Kiver 194 S. 12th St. 194 Virginia St.	E. Broad St. & E. Grace St. E. Broad St. & Capital St.			
195 Downtown Expressway 195 River	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.			
195 Virginia St. 195 S. 14th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.			





Exhibit F-2: Downtown On-Street Parking Supply Inventory (Pt. 7)

		ON-STREET FACILITIES	T
BLK # NAME/DESCRIPTION 196 Downtown Expressway	ADDRESS S. 7th St. & S. 9th St.	5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1Hour Kiosks 2-Hour Kiosk Unlimited Kiosk 2-Hour Mtr H/-	/C TOTA
196 River	S. 7th St. & S. 9th St.		0
	E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St.		0
197A E. Main St.	CSX Railroad West Overpass		0
The state of the s	CSX Railroad East Overpass CSX Railroad West Overpass		0
197B Dock St.	CSX Railroad East Overpass		0
	E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass		0
198 E 15th St.	E. Broad St. & E. Franklin St.		0
198 Westside of Railroad Overpass199 E. Broad St.	E. Broad St. & E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St.		0
199 E. Main St.	$We st side of \ Railroad \ Overpass \ \& \ Crane/Ambler \ St.$	3	3
199 Westside of Railroad Overpass199 Ambler St. / Crane St.	E. Broad St. & E. Main St. E. Broad St. & E. Main St.		0
200 E. Broad St.	Crane St. & E. 17th St.	9	9
	Crane St. & E. 17th St. E. Broad St. & E. Grace St.	4	4 0
200 N. 17th St.	E. Broad St. & E. Grace St.		0
	N. 17th St. & N. 18th St. N. 17th St. & N. 18th St.	12	0 12
201 N. 17th St.	E. Broad St. & E. Grace St.		0
	E. Broad St. & E. Grace St. N. 18th St. & N. 19th St.	3	3
202 E. Grace St.	N. 18th St. & N. 19th St.	9	9
	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	12	12 7
	N. 19th St. & N. 20th St.		0
	N. 19th St. & N. 20th St. E. Broad St. & E. Grace St.	12 16	12 16
	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	16 19	16 19
	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	10	0
	N. 20th St. & N. 21st St. E. Broad St. & E. Grace St.	10 7	10 7
204 N. 21st St.	E. Broad St. & E. Grace St.	4 4	8
	Price St. & Cameo St. Price St. & Cameo St.	9 6	9
	E. Franklin St. & E. Grace St.	16	0
	E. Franklin St. & E. Grace St. N. 17th St. & N. 18th St.	16 4	16 4
206 E. Franklin St.	N. 17th St. & N. 18th St.	10	10 13
	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	9	9
	N. 18th St. & N. 19th St.	6	6
207 E. Franklin St.207 N. 18th St.	N. 18th St. & N. 19th St. E. Franklin St. & E. Grace St.	10 14	10 14
207 N. 19th St.	E. Franklin St. & E. Grace St.	3	12
	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	12 13	12 13
208 N. 19th St.	E. Franklin St. & E. Grace St.	14	14
208 N. 20th St. 209 E. Grace St.	E. Franklin St. & E. Grace St. N. 20th St. & N. 21st St.	12 12	12 12
	N. 20th St. & N. 21st St.	11	11
	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	12 10	12 10
	N. 1st St. & N. 2nd St.		0
	N. 1st St. & N. 2nd St. E. Main St. & E. Franklin St.		0
210 Railway Station Bldg	E. Main St. & E. Franklin St.		0
	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	6	6
211 Railway Station Bldg	E. Main St. & E. Franklin St.		0
	E. Main St. & E. Franklin St. N. 17th St. & N. 18th St.	10	10
212 E. Main St.	N. 17th St. & N. 18th St.	14	14
	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	Constr	0
213 E. Franklin St.	N. 18th St. & N. 19th St.	13	13
	N. 18th St. & N. 19th St. E. Main St. & E. Franklin St.	7 11	7 11
213 N. 19th St.	E. Main St. & E. Franklin St.	13	13
	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	12 7	12 7
214 N. 19th St.	E. Main St. & E. Franklin St.	13	13
	E. Main St. & E. Franklin St. N. 20th St. & N. 21st St.	19 11	19 11
215 E. Main St.	N. 20th St. & N. 21st St.	7	7
	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	12 15	12 15
216 E. Main St.	N. 1st St. & N. 2nd St.	Constr	0
•	N. 1st St. & N. 2nd St. E. Cary St. & E. Main St.		0
216 S. 17th St.	E. Cary St. & E. Main St.		0
	S. 17th St. & S. 18th St. S. 17th St. & S. 18th St.	11 10	11 10
217 S. 17th St.	E. Cary St. & E. Main St.	10	10
	E. Cary St. & E. Main St. S. 18th St. & S. 19th St.	6	6
	S. 18th St. & S. 19th St. S. 18th St. & S. 19th St.	13	13
	E. Cary St. & E. Main St.	15 13	15 13
	E. Cary St. & E. Main St. S. 19th St. & S. 20th St.	8	8
	S. 19th St. & S. 20th St. E. Cary St. & E. Main St.	11 12	11 12
	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	12 16	16
	S. 20th St. & S. 21st St. S. 20th St. & S. 21st St.	7	7 0
	S. 20th St. & S. 21st St. E. Cary St. & E. Main St.	6	6
	E. Cary St. & E. Main St.	16	2 18
•	S. 17th St. & S. 18th St. S. 17th St. & S. 18th St.		0
221 S. 17th St.	E. Cary St. & Dock St.	4	4
	E. Cary St. & Dock St. S. 18th St. & S. 21st St.	24	0 24
222 Dock St.	S. 18th St. & S. 21st St.		0
	E. Cary St. & Dock St. E. Cary St. & Dock St.		0
223 James River Canal	Interstate I-95 Overpass & Pear St.		0
	Interstate I-95 Overpass & Pear St. James River Canal & James River		0
223 Pear St.	James River Canal & James River		0







BLOCK I	MAP ID	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	OFF-STREET FACILITIES General Reserved H/C	7
1	1-1	Sixth Mount Zion Baptist Church North	100 W. Duval St.	Private/Private Lot	60	60
1	1-2	Sixth Mount Zion Baptist Church South	615 Judah St.	Private/Private Lot	37	37
5	5-1	Jackson Commons Partnership Apartments	701 St. James St.	Private/Private Lot	48	48
5	5-2	Eggleston Plaza II	12 E. Jackson St.	Private/Private Lot	20	20
6	6-1	700 Jackson Street LLC Apartments	110 E. Jackson St.	Private/Private Lot	16	16
9	9-1	Ebenezer Baptist Church	615 Judah St.	Private/Private Lot	40	40
12	12-1	WJS LLC Apartments North	1 W. Jackson St.	Private/Private Lot	48 2	50
12 12	12-2 12-3	WJS LLC Apartments South	613 Price St. 4 W. Leigh St.	Private/Private Lot Private/Private Lot	14	14 9
13	13-1	Car Enterprises Apartments Abramson Apartments	2 E. Leigh St.	Private/Private Lot	34	34
16	16-1	Richmond School Board North	119 W. Leigh St.	Public/Private Lot	46	46
16	16-2	Richmond School Board South	119 W. Leigh St.	Public/Private Lot	70	70
16	16-3	Historic Manor	510 N Adams St.	Private/Private Lot	21	21
16	16-4	Richmond School Board	119 W. Leigh St.	Public/Private Lot	38	38
19	19-1	The 2C	110 E. Clay St.	Private/Private Lot	45	45
19	19-2	Crema Dela Creme / Residential	514 N. 2nd St.	Private/Private Lot	15	15
28	28-1	Residential-Office	16 W. Marshall St.	Private/Private Lot	41	41
28	28-2	SNP Development LLC Apartments	2 E. Marshall St.	Private/Private Lot	109	109
28	28-3	Community Business	416 N 1st St.	Private/Private Lot	10	10
28	28-4	Black History Museum Cultural Center	1 E. Clay St.	Private/Private Lot	10	10
28	28-5	Single Family Residence	15 E. Clay St.	Private/Private Lot	10	10
29	29-1	Virginia Properties Partnership North	103 E. Clay St.	Private/Public Lot	15	15
29	29-2	Virginia Properties Partnership South	103 E. Clay St	Private/Public Lot	47	47
29	29-3	Virginia Properties Partnership East	406 N. 2nd St.	Private/Public Lot	50	50
29 20	29-4 20-5	Virginia Properties Partnership East-South	105 E. Clay St	Private/Public Lot	21 8	21
29 30	29-5 30-1	Rene & Co. Rite Aid North	105 1/2 E. Clay St 517 W. Marshall St.	Private/Public Lot Private/Private Lot	12	8 12
30	30-1	Rite Aid South	517 W. Marshall St. 510 W. Broad St.	Private/Private Lot Private/Private Lot	35	35
31	31-1	L Parker Properties LLC Apartments	421 W. Marshall St.	Private/Private Lot	25	25
31	31-2	Lane Brothers	408 W. Broad St	Private/Private Lot	10	10
31	31-3	Studio 418 LLC	418 W. Broad St.	Private/Private Lot	5	5
32	32-1	Drs. Adam and Allen North	316 N Madison St.	Private/Private Lot	8	8
32	32-2	Drs. Adam and Allen South	312 N Madison St.	Private/Private Lot	10	10
32	32-3	Managed Care Innovations	316 W. Broad St.	Private/Private Lot	15	15
32	32-4	Multi-Family Apartments	301 W. Marshall St	Private/Private Lot	9	9
33	33-1	Richmond Dairy Apartments	201 W. Marshall St.	Private/Private Lot	21	21
33	33-2	Tattoo Parlor	210 W. Broad St	Private/Private Lot	18	18
33	33-3	Community Business Alley Parking	224 W. Broad St	Private/Private Lot	21	21
35	35-1	· · · · · · · · · · · · · · · · · · ·	11 W. Marshall St.	Private/Private Lot	30	30
35		Virginia Repertory Theatre	14 W. Marshall St.	Private/Private Lot	14	14
35	35-3	Apartments North	9 W. Marshall St.	Private/Private Lot	20	20
35	35-4	Community Business	5 W. Marshall St.	Private/Private Lot	28	28
35 36	35-5 36-1	Premier Bank Standard Drug Store LLC	17 E. Marshall St. 110 E. Broad St.	Private/Private Lot Private/Private Lot	19 18	19 18
36	36-2	Standard Drug Store LLC Standard Drug Store LLC	320 N. 2nd St.	Private/Private Lot	14	14
36	36-3	Premier Bank	101 E. Marshall St.	Private/Private Lot	8	8
37		VCU Henry St. Deck W.	500 W. Grace St.	Public/Private Structure	320	320
37		VCU - Ram Bikes	201 N. Belvidere St.	Public/Private Lot	5	5
37	37-3	VCU Institute for Contemporary Art Lot	535 W. Broad St.	Public/Private Lot	73	73
37	37-4	Community Business	501 W. Broad St.	Private/Private Lot	35	35
38	38-1	VCU - Henry St. Deck E.	412 W. Grace St	Public/Private Structure	320	320
39	39-1	Hair Salon	312 W. Grace St.	Private/Private Lot	4	4
39		Community Business	313 W. Broad St.	Private/Private Lot	8	8
39		Church of Jesus Christ of Latter Day Saints	300 W. Grace St.	Private/Private Lot	24	24
40	40-1	Presidents' Walk Properties	225 W. Broad St.	Private/Private Lot	23	23
40	40-2	City of Richmond - Police Department Parking	200 W. Grace St.	Public/Private Structure	N/A	0
41	41-1	City of Richmond - (Standard Parking)	108 W. Grace St.	Public/Public Lot	113	113
42	42-1	City Parking The Salvation Army South	20 W. Grace St.	Private/Public Lot	75	75 6
42 42	42-2 42-3	The Salvation Army Fast	2 W. Grace St. 2 W. Grace St.	Private/Private Lot	6	6 10
42 43	42-3 43-1	The Salvation Army East PARKWAY - 1st & Grace Lot	2 W. Grace St. 90 E. Grace St.	Private/Private Lot Private/Public Lot	10	10 123
43	44-1	Jefferson National Bank West	122 E. Grace St.	Private/Private Lot	13	13
44	44-1	Jefferson National Bank East	122 E. Grace St.	Private/Private Lot	9	9
44	44-3	Legal Aid Justice Center	216 N. 2nd St.	Private/Private Lot	5	5
45	45-1	501 W. Grace	501 W. Grace St.	Private/Private Lot	3	3
45	45-2	Office Business	515 W. Grace St.	Private/Private Lot	4	4
45	45-3	Monroe Park Associates Apartments	520 W. Franklin St.	Private/Private Lot	20	20
45	45-4	Domino's Pizza	521 W. Grace St.	Private/Private Lot	7	7
45	45-5	Commonwealth Catholic Charities	511 W. Grace St.	Private/Private Lot	33	33
46	46-1	Ampthill Associates Apartments	402 W. Franklin St.	Private/Private Lot	13	13
46	46-2	401 West Grace Street Apartments	401 W. Grace St.	Private/Private Lot	27 1	28
47	47-1	Blue Atlantic Richmond LLC Apartments	321 W. Grace St.	Private/Private Lot	67	67
47	47-2	Davis Market	301 W. Grace St.	Private/Private Lot	20	20
48	48-1	Office Business	211 W. Grace St.	Private/Private Lot	7	7
48	48-2	City Parking Lot	201 W. Grace St	Private/Public Lot	47	47
49 40	49-1	Max's	101 W. Grace St.	Private/Private Lot	25	25
49 40	49-2	The Towers on Franklin Protestant Episcopal Church Fund Diocese	109 W. Grace St.	Private/Private Lot	60	60
49 50	49-3	Protestant Episcopal Church Fund Diocese Young Men's Christian Assn Fast	110 W. Franklin St. 17 W. Grace St.	Private/Private Lot	45	45
50 50	50-1 50-2	Young Men's Christian Assn East Raising Grace Studios	17 W. Grace St. 9 W. Grace St.	Private/Private Lot Private/Private Lot	46	46 4
50	50-2	Young Men's Christian Assn West	17 W. Grace St.	Private/Private Lot	35	35
		Young Men's Christian Assn South	17 W. Grace St.	Private/Private Lot	14	14







Exhibit F-3: Downtown Off-Street Parking Supply Inventory (Pt. 2)

2.5 Corp Parking Let	חסכיי	MAD 10	NAME/DESCRIPTION	ADDRESS	TVDF	OFF-STREET FACILIT	
23 51 Dimenti Studie			•	ADDRESS	TYPE Private / Public Lot	General Reserved F	-
Section							75 8
243 541 Commonwealth Clash					·		169
25 Sept. Leve Offices 200 Main St. Printed/Private bot 20 2 2 2 2 2 2 2 2			•				110
25 Sept. Leve Offices 200 Main St. Printed/Private bot 20 2 2 2 2 2 2 2 2					·		95
200 Main St. Princet/Private last 50 56 Seff		55-1	Law Offices		•	10	10
58 54 Jefferson North Statt	56	56-1	Historic Richmond Foundation	210 W. Main St.	Private/Private Lot	20	20
Section Sect	56	56-2	Jefferson Hotel South-East	200 W. Main St.	Private/Private Lot	31	31
Section Sect	56	56-3	Jefferson Hotel North-East	201 W. Franklin St	Private/Private Lot	50	50
Section 1.00	56	56-4	220 W. Main St.	220 W. Main St.	Private/Private Lot	22	22
39 99 Varuag Bern's Christian Ason	58	58-1	Jefferson Hotel	8 W. Main St.	Private/Private Lot	155	155
99 99-2 Alley Parkin 6-5, Minn St.	58	58-2	Young Men's Christian Assn	1 W. Franklin St	Private/Private Lot	34	34
00	59	59-1	Young Men's Christian Assn	3 E. Franklin St	Private/Private Lot		28
Section Sect	59	59-2	Alley Parkin	6 E. Main St.	·		24
6.1 SurTrust Ramk					•		8
5.1							25
6.1 3. Bolling Noval House Foundation							10
20					•		39
64 64-2 VCU-3 Ltat 64 642 Efferson Hotel 520 W. Kary St. Private/Private Lot 84 55 65 51. Jefferson Hotel 120 W. Cary St. Private/Private Lot 85 65 1. Jefferson Hotel 120 W. Cary St. Private/Private Lot 86 66 67 Coffice Business North 66 66 67 Coffice Business North 67 66 67 Coffice Business North 68 66 67 Coffice Business East 40 V. Cary St. Private/Private Lot 87 67 67 12 and Cary City Parking 97 67 67 12 solondure Parking South part 98 68 12 Valentine House / Commercial 107 68 68 12 Valentine House / Commercial 107 68 68 12 Valentine House / Commercial 107 68 69 13 List Private/Private Lot 108 68 69 12 List Tire & Austral 108 69 69 13 List Private/Private Lot 108 69 69 13 List Private/Private Lot 109 69 69 12 List Main 109 69 69 13 List Main 109 69 69 14 Valentine House / Commercial 109 69 69 15 List Main 109 70 70 18 Novertone Properties Office Busiding 109 70 70 18 Novertone Properties Office Busiding 109 70 70 18 Novertone Properties Office Lot Last 100 125 S. Arth 100 125 S. Arth 100 125 S. Arth 101 125 S. Arth 102 125 VCU - DCF Raving 110 127 VC - Card St. 110 127 VC - Car							25
64 2. Internation Hotel					•		20
66 66-1 Office Business North				•			108 84
66 66-1 Office Business North 5 W. Wairy St. Private/Private Lot 6 66-3 Goodwyn's Sons Private Parking Lot 2 3.5 Adams St. Private/Private Lot 5 6-6-4 List and Cany City Parking 2 E. Cary St. Private/Private Lot 5 6-6-4 List and Cany City Parking 2 E. Cary St. Private/Private Lot 5 7-67-2 Sanior Connections 6 5. Lot St. 6 7-67-2 Sanior Connections 6 5. Lot St. 8 8-8-1 Vedertine House & Commercial 307 Main St. 9 Private/Private Lot 4 5-7-67-3 Senior Connections 6 5. Lot St. 8 8-8-1 Vedertine House & Commercial 307 Main St. 9 Private/Private Lot 4 5-7-67-3 Senior Connections 6 5. Lot St. 9 Private/Private Lot 9 6-1 List Main St. 9 1 Private/Private Lot 9 6-1 List Main St. 9 1 Private/Private Lot 9 6-1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9 1 List Main St. 9 1 Private/Private Lot 9 1 List Main St. 9					·		
66 66-2 Office Business East				•	•		25
66 66 - Goodwyn's Som Private Parking Lot 23 S. Adams St. Private/Private Lot 15 15 66 64 Commercial Business 28 C. Cary St. Private/Private Lot 15 15 67 67-1 List and Cary City Parking 2.E. Cary St. Private/Public Lot 120 1 15 16 16 16 16 16 16					•		8
66 66				•			36
67 67.1 Stand Carry City Parking 2.E. Carry St. Private/Public Lot 12 1 16 67 67.3 Senior Connections 6.5. 1st. Private/Private Lot 12 1 16 67 67.3 Senior Connections 6.5. 1st. Private/Private Lot 45 45 68 68.1 Useful the House / Commercial 107 Main St. Private/Private Lot 45 45 68 68.2 Leave Tire & Main St. Private/Private Lot 45 46 68 68 48 48 48 48 48			,				15
27 67 2 5 5 5 6 7 3 5 6 6 7 3 5 6 6 7 3 5 6 6 7 3 5 6 6 6 1 5 6 6 6 1 5 6 6 6 6 6 6 6 6 6							129
68 681 Valentine House / Commercial 107: Main St. Private/Private Lot 45 45 46 46 46 47 47 47 47 47				•	·		12
68 68-1 Valentine House / Commercial 107E. Nain St. Private/Private Lot 8 8 6 68-3 Leete Tire & Auto 14 15 2nd St. Private/Private Lot 8 8 69 69-1 WC hutchinson Real Estate 219E. Nain St. Private/Public Lot 26 2 2 2 2 2 2 2 2			· ·	·	•		52
88 68-2 Leefe Tire & Auto					•		45
69 69-2 213.E. Main 213.E. Main St.	68	68-2	Leete Tire & Auto	14 S. 2nd St	Private/Private Lot		8
69 69-4 201E Main 201E Main 201E Main 32 32 32 32 32 32 32 3	69	69-1	WC Hutchinson Real Estate	219 E. Main St.	Private/Public Lot	26	26
69-4 201E Main 201E Main 201E Main 201E Main 5. Private/Private 34 3- 20 70 70-1 Riverstone Properties Office bot North 1015.3 rd St. Private/Private Lot 54 3- 20 20 20 20 20 20 20 2	69	69-2	213 E. Main	213 E. Main St.	Private/Public Lot	34	34
70 70 Riverstone Properties Office building	69	69-3	16 S. 3rd	16 S. 3rd St.	Private/Public Lot	32	32
70	69	69-4	201 E. Main	201 E. Main St.	Private/Public Lot	34	34
70-3 Riverstone Properties Office Lot East 100 - 126 S. 4th St	70	70-1	Riverstone Properties Office Building	117 S. 3rd St.	Private/Private Garage	98	98
71-1	70	70-2	Riverstone Properties Office Lot North	101 S. 3rd St	Private/Private Lot	54	54
72	70	70-3	Riverstone Properties Office Lot East	100 - 126 S. 4th St	Private/Private Lot	98	98
72	71	71-1	VCU - Jefferson St. Deck	100 S. Jefferson St.	Public/Private Structure	432	432
73 73-1 Commercial Business 13-17 W. Cary St. Private/Private Lot 20 2 2 2 2 73-2 VCU-OCPE 9W. Cary St. Private/Private Lot 25 2 2 2 74-74-1 Office Business East 114 S. 1st St. Private/Private Lot 25 2 74-74-2 Office Business North-East 100 S. 1st St. Private/Private Lot 36 36 37-74-74-2 Office Business North-East 100 S. 1st St. Private/Private Lot 45 45 47-74-3 Sangjun Parking 108-116 S. 1st St. Private/Private Lot 45 45 47-74-4 Office Business South-East 115 S. Foushee St. Private/Private Lot 5 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 5 75-75-2 Goodrich Gournet Catering Company 102 S. 2nd St. Private/Private Lot 15 15 75-75-1 Private/Private Lot 15 16 76-76-1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 16 16 16 16 16 16 16 1			•		·		45
73 73-2 VCU-OCPE 9 W. Cary St. Public/Private Lot 25 74 74-1 Office Business East 114 S. 1st St. Private/Private Lot 25 75 74 74-2 Office Business North-East 100S. 1st St. Private/Private Lot 36 35 74 74-3 Sangjun Parking 108-116 S. 1st St. Private/Private Lot 45 45 74 74-4 Office Business South-East 115 S. Foushee St. Private/Private Lot 5 75 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 5 75 75-2 Goodrich Gourmet Catering Company 102 S. 2nd St. Private/Private Lot 15 15 76 76-1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 15 15 76 76-2 Holliday Inn 2016 E. Cary St. Private/Private Lot 15 15 76 76-2 Holliday Inn 2016 E. Cary St. Private/Private Lot 25 25 25 76 76 76-4 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 25 25 25 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 25 25 25 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 26 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 26 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 26 78 8-8 8-1 S33 Club 700 N. 3rd St. Private/Private Lot 26 79 29 8-1 United Network for Organ Sharing 700 N. 3rd St. Private/Private Lot 25 25 25 8-1 8 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 26 79 29 20 8-1 United Network for Organ Sharing 700 N. 3rd St. Private/Private Lot 100 12 8 8-1 8-1 Say St. Private/Private Lot 100 12 8 8-1 8-1 Say St. Private/Private Lot 100 12 8 8-1 8-1 Say St. Private/Private Lot 100 12 8 8-1 Say St. Private/Private Lot 15 15 15 15 15 15 15 15 15 15 15 15 15		72-2	VCU - BL Parking	•	•		95
74 74-1 Office Business East 114 S. 1st St. Private/Private Lot 25 2 74 74-2 Office Business North-East 100 S. 1st St. Private/Private Lot 45 4 74 74-3 Sangjun Parking 108 - 116 S. 1st St. Private/Private Lot 45 4 75 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 15 5 75 75-1 Matrix Midtown Apartments 119 S. 2nd St. Private/Private Lot 15 6 7 72 18 812				•	•		20
74. 74.2 Office Business North-East 100 S. 1st St. Private/Private Lot 45 4 74. 74.3 Sangjun Parking 108 - 116 S. 1st St. Private/Private Lot 4 4 74. 74.4 Office Business South-East 115 S. Foushee St. Private/Private Lot 5 75. 75.1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 26 2 75. 75.2 Goodrich Gournet Catering Company 102 S. 2nd St. Private/Private Lot 60 6 76. 76.1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 60 6 76. 76.2 Holiday Inn 201 E. Cary St. Private/Private Lot 25 2 76. 76.4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 25 2 80. 80.1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-1 S33 Club 33 Club 700 N. 3rd St. Private/Private Lot 23 2 81 81-1 S33 Club 10 Inited Network for Organ Sharing 700 N. 4th St. Private/Private Lot 23 2 81 82-1 United Netw					•		25
74 74-3 Sangjun Parking 108-116 S. 1st St. Private/Private Lot 45 47 74 74-4 Office Business South-East 115 S. Foushee St. Private/Private Lot 26 2 75 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 26 2 75 75-2 Goodrich Gourmet Catering Company 102 S. 2nd St. Private/Private Lot 15 1 76 76-1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 25 2 76 76-2 Holiday Inn 76 76-3 Resource Workforce Center 203 E. Cary St. Private/Private Lot 25 2 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 25 2 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 267 2 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 45 45 81 <td< td=""><td></td><td></td><td></td><td></td><td>•</td><td></td><td>25</td></td<>					•		25
74 - 4 Office Business South-East 115 S. Foushee St. Private/Private Lot 5 75 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 26 2 75 75-2 Goodrich Gourmet Catering Company 102 S. 2nd St. Private/Private Lot 15 3 76 76-1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 60 6 76 76-7 Resource Workforce Center 203 E. Cary St. Private/Private Lot 25 2 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 25 2 76 76-7 Riverstone Properties 311 E. Cary St. Private/Private Lot 26 2 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-1 S32 Club 700 N. 3rd St. Private/Private Lot 45 4 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 10 10 82 82-1 United Network for Organ Sharing 700 N. 3rd St. Private/Private Lot 10 10 83 83-2 Viriginia Department of Forensic Science North <					•		36
75 75-1 Matrix Midtown Apartments 119 S. 1st St. Private/Private Lot 26 26 75 75-2 Goodrich Gourmet Catering Company 102 S. 2nd St. Private/Private Lot 15 3 76 76-1 Virginia Education Association South 119 S. 2nd St. Private/Private Lot 60 6 76 76-2 Holiday Inn 201 E. Cary St. Private/Private Lot 25 2 76 76-3 Resource Workforce Center 203 E. Cary St. Private/Private Lot 30 3 2 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 30 3 2 2 80 B.1 Office Business 201 S. 3rd St. Private/Private Lot 45 4					•		45
75					•		5
76 76-1 Virginia Education Association South 119.S. 2nd St. Private/Private Lot 60 6 76 76-2 Holiday Inn 201 E. Cary St. Private/Private Structure 114 5 1 76 76-3 Resource Workforce Center 203 E. Cary St. Private/Private Lot 25 2 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 30 3 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 45 4 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-2 Richmond Redevelopment 700 N. 3rd St. Private/Private Lot 23 2 81 81-1 S33 Club 700 N. 3rd St. Private/Private Lot 10 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Lot 15 3 83 83-1 Virginia Department of Forensic Science North			·		•		26
76 76-2 Holiday Inn 201 E. Cary St Private/Private Structure 114 5 1 76 76-3 Resource Workforce Center 203 E. Cary St. Private/Private Lot 25 2 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 30 3 77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 26 2 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Lot 15 1 83 83-1 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 15 3 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Lot 312 3 85 85-1 Altria Center For Resear					•		15 60
76 76-3 Resource Workforce Center 203 E. Cary St. Private/Private Lot 25 26 76 76-4 Virginia Education Association South-East 112 S. 3rd St. Private/Private Lot 26 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-1 533 Club 700 N. 3rd St. Private/Private Lot 23 2 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 23 2 81 81-1 S33 Club 700 N. 4th St. Private/Private Lot 10 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Structure N/A 83 83-1 Virginia Department of Forensic Science North 800 N. 5th St. Public/Private Structure N/A 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 48 48-1 Lormonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 48 48-1					•		
76 76-4 Virginia Education Association South-East 112. S. 3rd St. Private/Private Lot 30 77 77-1 Riverstone Properties 311 E. Cary St. Private/Public Lot 267 2 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 4 81 81-1 533 Club 700 N. 3rd St. Private/Private Lot 23 2 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Lot 15 1 83 83-1 Virginia Department of Forensic Science North 800 N. 5th St. Public/Private Lot 15 1 1 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Lot 95 9 9 9 9 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 10 10 10 10 10<			•	•	•		5 119 25
77 77-1 Riverstone Properties 311 E. Cary St. Private/Private Lot 267 2 80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 45 81 81-1 533 Club 700 N. 3rd St. Private/Private Lot 100 1 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 1 83 83-1 Uriginia Department of Forensic Science North 800 N. 5th St. Public/Private Lot 95 95 95 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 95 </td <td></td> <td></td> <td></td> <td>•</td> <td>•</td> <td></td> <td>30</td>				•	•		30
80 80-1 Office Business 201 S. 3rd St. Private/Private Lot 45 81 81-1 533 Club 700 N. 3rd St. Private/Private Lot 23 2 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Structure N/A 83 83-1 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 95 95 95 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 312 3 85 85-1 Altria Center For Research and Technology 600 E. Jackson St. Private/Private Structure N/A 44 86 86-1 J. Sargeant Reynolds Community College 700 N. 8th St. Public/Private Structure 485 487 87 87-1 Funeral Home South Lot 210 E. Leigh St. Private/Private Lot 13 1 87 87-2 Funeral Home South Lot<					•		267
81 81-1 533 Club 700 N. 3rd St. Private/Private Lot 23 2 81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 1 82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Structure N/A 83 83-1 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 95 9 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 312 3 85 85-1 Altria Center For Research and Technology 600 E. Jackson St. Private/Private Structure M/A 86 86-1 J. Sargeant Reynolds Community College 700 N. 8th St. Public/Private Structure 485 87-1 Funeral Home South Lot 210 E. Leigh St. Private/Private Lot 29 87 87-2 Funeral Home South-East Lot 611 N. 2nd St Private/Private Lot 13 87 87-3 Gravel Lot 611 N. 2nd St Private/Private Lot 12			•	•	•		45
81 81-2 Richmond Redevelopment 705 N. 2nd St. Private/Private Lot 100 182 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Structure N/A 183 83-1 Virginia Department of Forensic Science North 800 N. 5th St. Public/Private Lot 15 183 83-2 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 15 183 83-2 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 15 184 84-1 Commonwealth of VA - Biotech Bight 737 N. 5th St. Public/Private Structure 112 33 85 85-1 Altria Center For Research and Technology 600 E. Jackson St. Private/Private Structure N/A 186 86-1 J. Sargeant Reynolds Community College 700 N. 8th St. Public/Private Structure 185 487 87-1 Funeral Home South Lot 210 E. Leigh St. Private/Private Lot 13 13 13 13 13 13 13 13 13 13 13 13 13					•		23
82 82-1 United Network for Organ Sharing 700 N. 4th St. Private/Private Structure N/A 83 83-1 Virginia Department of Forensic Science North 800 N. 5th St. Public/Private Lot 15 1 83 83-2 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 95 9 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 312 3 85 85-1 Altria Center For Research and Technology 600 E. Jackson St. Private/Private Structure N/A 16 86 86-1 J. Sargeant Reynolds Community College 700 N. 8th St. Public/Private Structure 485 4 87 87-1 Funeral Home South Lot 210 E. Leigh St. Private/Private Lot 13 1 87 87-2 Funeral Home South Lot 611 N. 2nd St Private/Private Lot 15 1 87 87-3 Gravel Lot 611 N. 2nd St Private/Private Lot 15 1 87 87-4 <td< td=""><td></td><td></td><td></td><td></td><td></td><td></td><td>100</td></td<>							100
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83 83-2 Virginia Department of Forensic Science South 700 N. 5th St. Public/Private Lot 95 84 84-1 Commonwealth of VA - Biotech Eight 737 N. 5th St. Public/Private Structure 312 32 85 85-1 Altria Center For Research and Technology 600 E. Jackson St. Private/Private Structure N/A 86 86-1 J. Sargeant Reynolds Community College 700 N. 8th St. Public/Private Structure 485 4 87 87-1 Funeral Home South Lot 210 E. Leigh St. Private/Private Lot 29 2 2 2 2 3 3 87-2 Funeral Home South-East Lot 210 E. Leigh St. Private/Private Lot 13 1 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1 3 1					•		15
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87 87-2 Funeral Home South-East Lot 210 E. Leigh St. Private/Private Lot 13 1 87 87-3 Gravel Lot 611 N. 2nd St Private/Private Lot 15 1 87 87-4 Third Street Bethel AME Church 217 E. Jackson St. Private/Private Lot 12 1 88 88-1 Office Business 621 N. 3rd St. Private/Private Lot 40 4 88 88-2 Commonwealth of VA - Biotech Southeast Lot 626 N. 4th St. Public/Public Lot 72 7 88 88-3 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 32 3 88 88-4 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 3 88 88-5 Dominion Medical Associates 611 N. 3rd St. Private/Private Lot 14 1 89 89-1 Commonwealth of VA - Biotech N. 600 P5 N. 5th St Public/Private Structure 241 2 91 91-1 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Lot 11 1	86	86-1	J. Sargeant Reynolds Community College	700 N. 8th St.	Public/Private Structure	· ·	485
87 87-3 Gravel Lot 611 N. 2nd St Private/Private Lot 15 87 87-4 Third Street Bethel AME Church 217 E. Jackson St. Private/Private Lot 12 88 88-1 Office Business 621 N. 3rd St. Private/Private Lot 40 4 88 88-2 Commonwealth of VA - Biotech Southeast Lot 626 N. 4th St. Public/Public Lot 32 3 88 88-3 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 3 88 88-4 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 3 89 89-1 Commonwealth of VA - DCLS 600 P5 N. 5th St Public/Private Structure 241 2 91 91-1 Commonwealth of VA - Biotech S. 607 N. 7th St. Public/Public Lot 245 2 91 91-2 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Lot 111 1 92 92-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 888 8 93 93-1	87	87-1	Funeral Home South Lot	210 E. Leigh St.	Private/Private Lot	29	29
87 87-4 Third Street Bethel AME Church 217 E. Jackson St. Private/Private Lot 12 1 88 88-1 Office Business 621 N. 3rd St. Private/Private Lot 40 4 88 88-2 Commonwealth of VA - Biotechnology East Lot 626 N. 4th St. Public/Public Lot 72 7 88 88-3 Commonwealth of VA - Biotech Southeast Lot 608 N. 4th St. Public/Public Lot 32 32 33 34 34 34 34 34 34 34 34 34 34 34 34	87	87-2	Funeral Home South-East Lot	210 E. Leigh St.	Private/Private Lot	13	13
88 88-1 Office Business 621 N. 3rd St. Private/Private Lot 40 40 40 40 40 40 40 40 40 40 40 40 40	87	87-3	Gravel Lot	611 N. 2nd St	Private/Private Lot	15	15
88 88-2 Commonwealth of VA - Biotechnology East Lot 626 N. 4th St. Public/Public Lot 72 72 88 88-3 Commonwealth of VA - Biotech Southeast Lot 608 N. 4th St. Public/Public Lot 32 32 88 88-4 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 34 35 88-5 Dominion Medical Associates 611 N. 3rd St. Private/Private Lot 14 16 17 89 89-1 Commonwealth of VA - DCLS 600 P5 N. 5th St Public/Private Structure 241 22 91 91-1 Commonwealth of VA - Biotech N. 607 N. 7th St. Public/Public Lot 245 22 91 91-2 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Structure 888 88 93 93-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 965 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 196 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 30 35 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Private Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,5	87	87-4	Third Street Bethel AME Church	217 E. Jackson St.	Private/Private Lot	12	12
88 88-3 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 32 88 88-4 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 34 88 88-5 Dominion Medical Associates 611 N. 3rd St. Private/Private Lot 14 14 15 16 16 16 17 17 17 18 17 18 18 18 18 18 18 18 18 18 18 18 18 18	88	88-1	Office Business	621 N. 3rd St.	Private/Private Lot	40	40
88 88-4 Commonwealth of VA - Biotech South Lot 608 N. 4th St. Public/Public Lot 34 88 88-5 Dominion Medical Associates 611 N. 3rd St. Private/Private Lot 14 89 89-1 Commonwealth of VA - DCLS 600 P5 N. 5th St Public/Private Structure 241 2 91 91-1 Commonwealth of VA - Biotech N. 607 N. 7th St. Public/Public Lot 245 2 91 91-2 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Lot 111 1 92 92-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 888 8 93 93-1 VCU - N Deck 615 N. 10th St. Public/Private Structure 965 9 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1					•	72	72
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89 89-1 Commonwealth of VA - DCLS 600 P5 N. 5th St Public/Private Structure 241 2 91 91-1 Commonwealth of VA - Biotech N. 607 N. 7th St. Public/Public Lot 245 2 91 91-2 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Lot 111 1 92 92-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 888 8 93 93-1 VCU - N Deck 615 N. 10th St. Public/Private Structure 965 9 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Private Structure 2,135 2,135	88				·		34
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91 91-2 Commonwealth of VA - Biotech S. 620 N. 8th St. Public/Public Lot 111 1 92 92-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 888 8 93 93-1 VCU - N Deck 615 N. 10th St. Public/Private Structure 965 9 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,7							241
92 92-1 VCU - 8th St. Deck 659 N. 8th St. Public/Public Structure 888 8 93 93-1 VCU - N Deck 615 N. 10th St. Public/Private Structure 965 9 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135					•		245
93 93-1 VCU - N Deck 615 N. 10th St. Public/Private Structure 965 9 94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135							111
94 94-1 City of Richmond - Dept of Public Works 808 E. Clay St. Public/Private Lot 284 2 95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135							888
95 95-1 City of Richmond - Dept of Public Works 500 N. 10th St. Public/Private Lot 174 1 96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135					·		965
96 96-1 VCU - F Lot 1016 E. Clay St Public/Private Lot 30 3 98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135			•	•	•		284
98 98-1 MCV Hospital - Visitor Parking 527 N. 12th St. Public/Public Structure 825 8 99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,135					·		174
99 99-1 VCU - D Deck 515 N. 13th St. Public/Private Structure 2,135 2,				,	•		30 825
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I UD UD-1 LOMMONWEATH OT VA - GOOGWIN UNITERV TAILLE Broad St - DUNIGABROATO Garago - 1 400 - 1 400	105		Commonwealth of VA - Goodwin Library	1400 E. Broad St.	Public/Private Structure Public/Private Garage	103	2,135





Exhibit F-3: Downtown Off-Street Parking Supply Inventory (Pt. 3)

ВЬОСК	MAP ID	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	OFF-STREET FACILITIE General Reserved H/G	_
106	106-1	United Network For Organ Sharing	501 N. 2nd St.	Private/Private Lot	64 2	66
106	106-2	514 N. 3rd St.	514 N. 3rd St.	Private/Private Lot	13 2	15
106		212 E. Clay	212 E. Clay St.	Private/Private Lot	14	14
109		City of Richmond - 5th and Marshall Garage	514 N. 3rd St.	Public/Public Structure	1,100	1,100
110		PARKWAY - 200 E. Marshall Lot	200 E. Marshall St.	Private/Public Lot	122	122
111 112		Greater Richmond Convention Center (N) VCU - PD Lot	403 N. 3rd St 233 E. Marshall St	Private/Private Structure Public/Private Lot	454 78	454 78
113		Greater Richmond Convention Center (S)	311 N. 3rd St.	Private/Private Structure	480	480
116		City of Richmond - 7th and Marshall	607 E. Marshall St.	Public/Public Structure	640	640
117		US Post Office	201 N. 2nd St.	Public/Private Lot	15	15
119	119-1	City of Richmond - 5th and Broad Lot	401 E. Broad St.	Public/Public Lot	112	112
120	120-1	Hilton Richmond Downtown	230 N. 6th St.	Private/Private Garage	N/A	0
121		Virginia Performing Arts Foundation	623 E. Broad St.	Private/Private Lot	78	78
122		City of Richmond - 2nd and Grace	107 N. 2nd St.	Public/Public Structure	357	357
122		Restaurant / Apartments	213 E. Grace St.	Private/Private Lot	8	8
122		Christian Lorraine	100 N. 3rd St.	Private/Private Lot	19	19
123 124		Richmond Times Dispatch Employees Only 4th and Franklin	300 E. Franklin St. 400 E. Franklin St.	Private/Private Structure Private/Public Lot	N/A 90	90
126		City of Richmond - 6th & Franklin Deck	607 E. Grace St.	Public/Public Structure	550	550
126		City of Richmond - Grace & 6th Lot	609 E. Grace St.	Public/Public Lot	124	124
128		2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	350	350
128		Virginia Atlantic	509 E. Franklin St.	Private/Private Structure	90	90
128		City Park Garage	528 E. Main St.	Private/Public Structure	44	44
129	129-1	Commonwealth of VA - 7th and Franklin	98 N. 6th St.	Public/Private Structure	1,006	1,006
129		Commonwealth of VA - Main Street Centre	600 E. Main St.	Public/Public Garage	329	329
130		Commonwealth of VA - 400 E. Cary	8 S. 4th St.	Public/Private Lot	73	73
130		Gather-Downtown	409 E. Main St.	Private/Private Lot	20	20
131		Pollard & Bagby	9 S. 5th St.	Private/Private Lot	35	35
132		North Monthly Lot	9 S. 6th St.	Private/Public Structure	500	500
132 132		Lanier Phone Lot South Monthly Lot	600 E. Cary St. 620 E. Cary St.	Private/Public Structure Private/Public Garage	227 179	227 179
133		City Park Lot	401 E. Cary St.	Private/Public Lot	300	300
134		CityParking Inc. Lot - Permit Only	127 S. 5th St.	Private/Public Lot	50	50
134		Construction Lot	118 S. 6th St.	Private/Private Lot	25	25
136	136-1	Richmond Ballet	407 E. Canal St.	Private/Private Lot	51	51
137	137-1	Crown Plaza Hotel	555 E. Canal St.	Private/Public Structure	359	359
138	138-1	City of Richmond - Coliseum	501 N. 7th St.	Public/Public Structure	980	980
142		VCU Lot P (Putney House Lot)	1003 E. Clay St.	Public/Private Lot	25	25
143		City Park Lot	310 N. 8th St.	Private/Public Lot	40	40
143		Commonwealth of VA - 7th and Marshall	311 N. 7th St.	Public/Public Structure	640	640
144 145		City of Richmond - City Hall	800 E. Broad St. 900 E. Broad St.	Public/Public Garage Public/Private Garage	216 272	216 272
143		Gravel Lot	253 N. 9th St.	Public/Private Lot	70	70
148		St Peter's Church	808 E. Grace St.	Private/Private Lot	20	20
149		Commonwealth of VA - Darden Garden West	N. 10th St	Public/Private Lot	19	19
150		Commonwealth of VA - Darden Garden East	N. 11th St	Public/Private Lot	11	11
152	152-1	Commonwealth of VA - 1221 Broad East	1221 E. Broad St.	Public/Private Lot	106	106
152	152-2	Commonwealth of VA - 1221 Broad West	1205 E. Broad St.	Public/Private Lot	33	33
153		Commonwealth of VA - Transportation Annex	Old 14th St.	Public/Private Lot	95	95
154		Central Parking - Edison Apartments	112 N. 8th St.	Private/Public Structure	354	354
154		7th Street Lot	114 N. 7th St.	Private/Private Lot	16	16
155		Commonwealth of VA - Supreme Court	100 N. 9th St.	Public/Private Garage	30	30
156 156		Commonwealth of VA - Bank Street Commonwealth of VA - Governor Street	1200 Bank St. Governor Street	Public/Private Structure Public/Private Lot	221 56	221 56
157		Commonwealth of VA - James Madison	109 Governor St.	Public/Private Garage	365	365
157		Commonwealth of VA - Parks Division Lot	1201 E. Grace St.	Public/Private Lot	36	36
158		Commonwealth of VA - Old 14th and Grace	1299 E. Grace St.	Public/Private Lot	67	67
159	159-1	Commonwealth of VA - James Monroe	2 E. Franklin St.	Public/Private Structure	624	624
163	163-1	Commonwealth of VA - VRS	1212 E. Main St.	Public/Private Garage	221	221
164		Commonwealth of VA - John Tyler	55 N. 14th St.	Public/Private Garage	912	912
165		Commonwealth of VA - 14th and Main	1300 E. Main St.	Public/Private Structure	1,500	1,500
166		Hampton Inn	700 E. Main St.	Private/Private Garage	194	194
166		Lanier North Deck	700 E. Franklin St.	Private/Public Structure	65	65 77
166		Lanier South Deck	728 E. Main St.	Private/Public Structure	77	77 505
167 167		Commonwealth of VA - 9th and Franklin First Union	99 N. 8th St. 7 N. 8th St.	Public/Private Garage Private/Private Garage	505 350	505 350
168		Commonwealth of VA - VEC	5 S. 7th St.	Public/Private Garage	210	210
168		Dominion Energy	707 E. Main St.	Private/Private Garage	N/A	0
168		8th and Main Public Park	720 E. Cary St.	Private/Public Lot	33	33
169		Visitor Lot	13 N. 8th St.	Private/Public Lot	25	25
169	169-2	1st National Apartment	838 E. Cary St.	Private/Private Structure	233	233
169	169-3	Standard Parking	800 E. Cary St.	Private/Private Structure	301	301
170	170-1	Suntrust Center	900 E. Cary St.	Private/Private Garage	69	69







Exhibit F-3: Downtown Off-Street Parking Supply Inventory (Pt. 4)

BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	OFF-STREET FACILITIES General Reserved H/C	1
171	171-1	LeClair Ryan	919 E. Main St.	Private/Public Garage	106	106
171	171-2	Lanier Parking	1111 Main St	Private/Public Garage	69	69
171	171-3	Bank of America Garage	1110 E. Cary St.	Private/Private Structure	434	434
172	172-1	James River Plaza (Dominion)	701 E. Cary St.	Private/Private Garage	N/A	0
173	173-1	801 E. Cary St.	801 E. Cary St.	Private/Public Lot	33	33
173		City of Richmond - Gateway	800 E. Canal St.	Public/Public Structure	522	522
175	175-1	James Center Garage	1000 E. Canal St.	Private/Public Structure	626	626
175		Omni Hotel Parking	100 S. 12th St.	Private/Private Garage	413	413
177		City of Richmond - Expressway	200 S. 10th St.	Public/Public Structure	1,000	1,000
178		James Center Parking	1017 E. Canal St.	Private/Public Lot	135	135
179		Federal Reserve	825 E. Byrd St.	Public/Private Lot	56	56
180		Riverfront Plaza	951 E. Byrd St.	Private/Public Garage	2,200	2,200
183		Shockoe Commons Permit Lot	10 S. 13th St.	Private/Private Lot	13	13
184		Exchange PI. Apartments	7 S. 13th St.	Private/Private Lot	50	50
184		Exchange Alley Lot	1319 E. Main St.	Private/Public Lot	25	25
185		Standard Parking / Main Street Station W.	37 S. 14th St.	Private/Public Lot	22	22
185		Devon Lot	1409 E. Main St.	Private/Private Lot	18	18
185		14th and Cary Garage	1410 E. Cary St.	Private/Public Structure	902	902
185		Standard Parking / Main Street Station NE.	39 S. 15th St.	Private/Public Lot	110	110
185		Standard Parking / Main Street Station SE.	1422 E. Cary St.	Private/Public Lot	75	75
186		Club Rouge Lot	9 S. 15th St.	Private/Private Lot	16	16
186		Shockoe Atelier	1510 E. Cary St.	Private/Private Lot	15	15
186		Main Street Station	1504 E. Cary St.	Public/Public Lot	37	37
187		Shockoe Deck	110 S. 13th St.	Private/Public Structure	624	624
188		City of Richmond - Virginia St. Garage	1 Virginia St.	Public/Public Structure	460	460
191		La Diff	1501 Dock St.	Private/Private Lot	38	38
192		Hat Factory/ City Parking Inc.	118 Virginia St.	Private/Private Lot	40 1	41
194		The Locks	1300 E. Byrd St.	Private/Public Lot	75	75
194		SP+ City Locks Lot	160 Virginia St.	Public/Public Lot	52	52
194		Riverside on the James Deck	1001 Haxall Point	Private/Public Structure	900	900
197		Main Street Station N.	1527 E. Cary St.	Private/Public Lot	97	97
197		Baskervill Parking	1503 E. Cary St.	Private/Private Lot	96	96
197		Main Street Station S.	109 S. 15th St.	Private/Public Lot	25	25
198		City of Richmond - Main St. Station	1500 E. Franklin St.	Public/Public Lot	560	560
199		Main Street Parking	1615 W. Broad St.	Public/Public Lot	144	144
200		Lovings Produce LLC Lot	220 N. 17th Street	Private/Public Lot	108	108
201		VCU - A Lot / City of Richmond - Main Street Stati		Public/Public Lot	96	96
202		Rock Bottom Realty	1813 E. Broad St.	Private/Private Lot	24	24
202		Richmond Parking	1800 E. Grace St.	Private/Public Lot	48	48
202		Adya Yoga	1801 E. Broad St.	Private/Private Lot	20	20
205		City of Richmond - Main Street Parking	100 N. 17th St.	Public/Public Lot	42	42
205		Main Street Parking Weimans Bakery	1634 E. Grace St.	Private/Public Lot	62 20	62 20
206		Weimans Bakery	127 N. 17th St.	Private/Private Lot Private/Private Lot	30	30
206		Lovings Produce	1715 E. Grace St.		12	12
206		Weimans Bakery Richmond Cheers	113 N. 17th St.	Private/Private Lot	12 19	12
206			118 N. 18th St. 1704 E. Franklin St.	Private/Public Lot		
206 209		Market Square Red Orange Studio	2006 E. Franklin St.	Private/Private Lot Private/Private Lot	30	30 11
209		American Tobacco Center	120 N. 21st St.	Private/Private Lot	15	15
209		Private/Public Lot	1500 E. Main St.	Public/Public Lot	70	70
213		La Bamba	19 N. 18th St.	Private/Private Lot	5	5
213		Main Street Plaza	1824 E. Main St.	Private/Public Lot	30	30
213		Rainmaker Recording	15 N. 19th St.	Private/Private Lot	25	25
214		Sweet Mart	1906 E. Main St.	Private/Private Lot	12	12
215		Shockoe Valley Heights	2005 E. Franklin St.	Private/Private Lot	58	58
216		Main St. Realty	1559 E. Main St.	Private/Private Lot	36	36
217		·	15 S. 17th St.	Private/Private Lot	25	25
217		RVA Self Storage	1720 E. Cary St.	Private/Private Lot	12	12
217		Terrer Holdings	1725 E. Main St.	Private/Private Lot	10	10
218		-	1811 E. Main St.	Private/Public Lot	100	100
219		Canal Walk Lofts	1900 E. Cary St.	Private/Private Lot	10	100
222		Virginia Holocaust Museum	2000 Dock St.	Private/Private Lot	216	216
223		Public Utilities	1721 E. Byrd St.	Public/Private Lot	10	10
			= 1.00	,		





Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 1)

F		CBD Weekday C		Effective		ay 12PM-2PM		lay 6PM-8PM
Block #	Name/Description W. Duval St.	Address Chamberlayne Pkwy. & N. 1st St.	Type On-Street	Supply 0	Counts 0	Utilization 0%	Count 0	Utilization 0%
1	Chamberlayne Pkwy.	Freeway & W. Duval St.	On-Street	0	0	0%	0	0%
1	N. 1st St. Sixth Mount Zion Baptist Church North	Freeway & W. Duval St. 100 W. Duval St.	On-Street Private/Private Lot	0 54	0	0% 0%	0	0% 0%
1	Sixth Mount Zion Baptist Church South	615 Judah St.	Private/Private Lot	33	2	6%	18	55%
2	W. Duval St. W. Jackson St.	Chamberlayne Pkwy. & Price St. Chamberlayne Pkwy. & Price St.	On-Street On-Street	6 0	0	0% 0%	0	0% 0%
2 2	Chamberlayne Pkwy.	W. Duval St. & W. Jackson St.	On-Street	0 5	0 6	0% 120%	0 4	0% 80%
3	Price St. W. Duval St.	W. Duval St. & W. Jackson St. Price St. & Cameo St.	On-Street On-Street	9	0	120% 0%	1	80% 11%
3	W. Jackson St. Price St.	Price St. & Cameo St. W. Duval St. & W. Jackson St.	On-Street	0	0	0% 100%	0	0% 0%
3	Cameo St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street	10	8	80%	11	110%
4	W. Duval St. W. Jackson St.	Cameo St. & St. James St. Cameo St. & St. James St.	On-Street On-Street	4 0	0	0% 0%	3 0	75% 0%
4	St. James St.	W. Duval St. & W. Jackson St.	On-Street	0	0	0%	0	0%
4 5	Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. St. James & N. 1st St.	On-Street On-Street	7	0	0% 114%	0	0% 14%
5	W. Jackson St.	St. James & N. 1st St.	On-Street	0	0	0%	0	0%
5 5	St. James St. N. 1st St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street	19 13	14 15	74% 115%	8 7	42% 54%
5	Jackson Commons Partnership Apartments	701 St. James St.	Private/Private Lot	43	14	33%	20	47%
5 6	Eggleston Plaza II W. Duval St.	12 E. Jackson St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street	18 4	4 0	22% 0%	8	44% 0%
6	W. Jackson St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0%	1	100%
6 6	N. 1st St. N. 2nd St.	W. Jackson St. & W. Duval St. W. Jackson St. & W. Duval St.	On-Street On-Street	17 8	4 21	24% 263%	8 6	47% 75%
6	700 Jackson Street LLC Apartments	110 E. Jackson St.	Private/Private Lot	14	7	50%	5	36%
7	W. Duval St. W. Leigh St.	N. Belvidere St. & Brook Rd. N. Belvidere St. & Brook Rd.	On-Street On-Street	0	0	200% 0%	1 0	100% 0%
7	Brook Rd.	W. Duval St. & W. Leigh St.	On-Street	0	1	100%	2	200%
7 8	N. Belvidere St. W. Duval St.	W. Duval St. & W. Leigh St. Brook Rd. & Judah St.	On-Street On-Street	6	0	0% 0%	2 0	33% 0%
8 8	W. Leigh St. Judah St.	Brook Rd. & Judah St. W. Duval St. & W. Leigh St.	On-Street On-Street	7 6	6 0	86% 0%	5 0	71% 0%
8	Brook Rd.	W. Duval St. & W. Leigh St.	On-Street	0	5	500%	2	200%
9 9	W. Duval St. W. Leigh St.	Judah St. & St. Peters St. Judah St. & St. Peters St.	On-Street On-Street	8	1	0% 13%	0	0% 38%
9	St. Peters St.	W. Duval St. & W. Leigh St.	On-Street	9	8	89%	8	89%
9 9	Judah St. Ebenezer Baptist Church	W. Duval St. & W. Leigh St. 615 Judah St.	On-Street Private/Private Lot	0 36	5 14	500% 39%	2 28	200% 78%
10	Chamberlayne Pkwy.	W. Duval St. & Price St.	On-Street	0	0	0%	0	0%
10 10	W. Leigh St. St. Peters St.	St. Peters St. & Price St. W. Duval St. & W. Leigh St.	On-Street On-Street	10 9	12 1	120% 11%	3 0	30% 0%
10	Price St.	Chamberlayne Pkwy. & W. Leigh St.	On-Street	3	2	67%	3	100%
11 11	W. Jackson St. Chamberlayne Pkwy.	Chamberlayne Pkwy. & Price St. W. Jackson St. & Price St.	On-Street On-Street	0	0	0% 0%	0 3	0% 300%
11	Price St.	W. Jackson St. & W. Leigh St.	On-Street	7	3	43%	6	86%
12 12	W. Jackson St. W. Leigh St.	Price St. & St. James St. Chamberlayne Pkwy. & St. James St.	On-Street On-Street	0 2	0	0% 0%	0	0% 0%
12 12	Price St. Chamberlayne Pkwy	W. Jackson St. & Chamberlayne St. Price St. & Leigh St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
12 12	Chamberlayne Pkwy. St. James St.	Price St. & Leigh St. W. Jackson St. & Leigh St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
12 12	WJS LLC Apartments North WJS LLC Apartments South	1 W. Jackson St. 613 Price St.	Private/Private Lot Private/Private Lot	45 13	19 1	42% 8%	26 1	58% 8%
12	Car Enterprises Apartments	4 W. Leigh St.	Private/Private Lot	8	2	25%	5	63%
13 13	W. Jackson St. W. Leigh St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
13	St. James St.	W. Jackson St. & W. Leigh St.	On-Street	13	13	100%	13	100%
13 13	N. 1st St. Abramson Apartments	W. Jackson St. & W. Leigh St. 2 E. Leigh St.	On-Street Private/Private Lot	9 31	7 0	78% 0%	5 3	56% 10%
14	W. Jackson St.	N. 1st St. & N. 2nd St.	On-Street	0		0%	0	0%
14 14	W. Leigh St. N. 1st St.	N. 1st St. & N. 2nd St. W. Jackson St. & W. Leigh St.	On-Street On-Street	0 13	0 6	0% 46%	0 7	0% 54%
14	N. 2nd St.	W. Jackson St. & W. Leigh St.	On-Street	9	6	67%	5	56%
15 15	W. Cary St. Catherine St.	Smith St. & Brook Rd. Smith St. & N. Monroe St.	On-Street On-Street	0	0 24	0% 2400%	0	0% 0%
15	Smith St.	W. Leigh St. & Catherine St.	On-Street	7	7	100%	5	71%
15 15	N. Monroe St. Brook Rd.	Brook Rd. & Catherine St. W. Leigh St. & N. Monroe St.	On-Street On-Street	3 4	3	100% 75%	0 2	0% 50%
16	W. Leigh St.	Brook Rd. & N. Adams St.	On-Street	12	0	0%	0	0%
16 16	W. Cary St. Brook Rd.	Brook Rd. & N. Adams St. W. Leigh St. & W. Clay St.	On-Street On-Street	9	15 1	167% 100%	21 1	233% 100%
16	N. Adams St.	W. Leigh St. & W. Clay St.	On-Street	0	0	0%	1	100%
16 16	Richmond School Board North Richmond School Board South	119 W. Leigh St. 119 W. Leigh St.	Public/Private Lot Public/Private Lot	41 63	45 60	110% 95%	17 14	41% 22%
16	Historic Manor	510 N Adams St.	Private/Private Lot	19 34	5 24	26% 71%	5 19	26%
16 17	Richmond School Board W. Leigh St.	119 W. Leigh St. N. Adams St. & St. James St.	Public/Private Lot On-Street	8	0	71% 0%	19	56% 0%
17 17	W. Clay St. N. Adams St.	N. Adams St. & St. James St. W. Leigh St. & W. Clay St.	On-Street On-Street	11 0	10 1	91% 100%	11 0	100% 0%
17	N. Adams St. St. James St.	W. Leigh St. & W. Clay St.	On-Street	0	0	0%	0	0%
18 18	W. Leigh St. W. Clay St.	St. James & N. 1st St. St. James & N. 1st St.	On-Street On-Street	9 10	0 10	0% 100%	0 6	0% 60%
18	St. James St.	W. Leigh St. & W. Clay St.	On-Street	0	16	1600%	17	1700%
18 19	N. 1st St. W. Leigh St.	W. Leigh St. & W. Clay St. N. 1st St. & N. 2nd St.	On-Street On-Street	12 3	12 1	100% 33%	8	67% 0%
19	W. Clay St.	N. 1st St. & N. 2nd St.	On-Street	10	8	80%	5	50%
19 19	N. 1st St. N. 2nd St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street	18 18	8 10	44% 56%	19 12	106% 67%
19	Office Business South	110 E. Clay St.	Private/Private Lot	41	2	5%	7	17%
19 20	Office Business North Catherine St.	514 N. 2nd St. Smith St. & N. Henry St.	Private/Private Lot On-Street	14 12	10 10	71% 83%	6 9	43% 75%
20	W. Clay St.	Smith St. & N. Henry St.	On-Street	4	10	250%	5	125%
20 20	Smith St. N. Henry St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	12 0	9	75% 0%	9	75% 0%
21	Catherine St.	N. Henry St. & N. Monroe St.	On-Street	10	7	70%	7	70%
	W. Clay St. N. Henry St.	N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St.	On-Street On-Street	10 6	12 5	120% 83%	9 5	90% 83%
21	N. Monroe St.	W. Clay St. & W. Marshall St.	On-Street	7	8	114%	7	100%
22 22	Brook Rd. W. Clay St.	N. Monroe St. & W. Clay St. N. Monroe St. & Brook Rd.	On-Street On-Street	9	9	100% 0%	7	78% 0%
22	N. Monroe St.	Brook Rd. & W. Clay St.	On-Street	10	10	100%	9	90%
23 23	W. Clay St. W. Marshall St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	On-Street On-Street	11 10	6 9	55% 90%	7 10	64% 100%
23	Smith St.	W. Clay St. & W. Marshall St.	On-Street	12	14	117%	14	117%
23 24	N. Henry St. W. Clay St.	W. Clay St. & W. Marshall St. N. Henry St. & N. Monroe St.	On-Street On-Street	9	0 4	0% 44%	0 6	0% 67%
24	W. Marshall St.	N. Henry St. & N. Monroe St.	On-Street	11		0%		0%
24 24	N. Henry St. N. Monroe St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	0 12	13 14	1300% 117%	13 11	1300% 92%
25	W. Clay St.	N. Monroe St. & N. Madison St.	On-Street	12		0%	10	83%
25 25	W. Marshall St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Clay St. & W. Marshall St.	On-Street On-Street	11 12	11	0% 92%	9	0% 75%
25	N. Madison St.	W. Clay St. & W. Marshall St.	On-Street	12	12	100%	13	108%







Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 2)

		CBD Weekday C	VM	Effective	Weekd	ay 12PM-2PM	Weekd	ay 6PM-8PM
Block #	Name/Description	Address	Туре	Supply	Counts	•	Count	
26	W. Marshall St.	Brook St. & N. Madison St.	On-Street	7	9	129%	10	143%
26 26	N. Madison St. Brook Rd.	W. Clay St. & W. Marshall St.	On-Street On-Street	6 14	14 17	233% 121%	8 16	133% 114%
27	W. Clay St.	W. Clay St. & W. Marshall St. Brook St. & N. Adams St.	On-Street	20	12	60%	19	95%
27	W. Marshall St.	Brook St. & N. Adams St.	On-Street	7		0%	8	114%
27	Brook St.	W. Clay St. & W. Marshall St.	On-Street	0	0	0%	0	0%
27	N. Adams St.	W. Clay St. & W. Marshall St.	On-Street	0	0	0%	0	0%
28	W. Clay St.	N. Adams St. & N. 1st St.	On-Street	24	12	50%	17	71%
28	W. Marshall St.	N. Adams St. & N. 1st St.	On-Street	14	11	79%	8	57%
28	N. Adams St.	W. Clay St. & W. Marshall St.	On-Street	0	0	0%	0	0%
28 28	N. 1st St. Residential-Office	W. Clay St. & W. Marshall St. 16 W. Marshall St.	On-Street Private/Private Lot	7 37	10 27	143% 73%	10 10	143% 27%
28	SNP Development LLC Apartments	2 E. Marshall St.	Private/Private Lot	98	0	0%	0	0%
28	Community Business	416 N 1st St.	Private/Private Lot	9	3	33%	2	22%
28	Black History Museum Cultural Center	1 E. Clay St.	Private/Private Lot	9	3	33%	4	44%
28	Single Family Residence	15 E. Clay St.	Private/Private Lot	9	6	67%	3	33%
29	W. Clay St.	N. 1st St. & N. 2nd St.	On-Street	10	10	100%	7	70%
29	W. Marshall St.	N. 1st St. & N. 2nd St.	On-Street	5	7	140%	3	60%
29 29	N. 1st St. N. 2nd St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	9 11	9 12	100% 109%	7 10	78% 91%
29	Virginia Properties Partnership North	103 E. Clay St.	Private/Public Lot	14	11	79%	4	29%
29	Virginia Properties Partnership South	103 E. Clay St	Private/Public Lot	42	23	55%	10	24%
29	Virginia Properties Partnership East	406 N. 2nd St.	Private/Public Lot	45	29	64%	9	20%
29	Virginia Properties Partnership East-South	105 E. Clay St	Private/Public Lot	19	7	37%	3	16%
29	Rene & Co.	105 1/2 E. Clay St	Private/Public Lot	7	3	43%	0	0%
30	W. Marshall St.	Belvidere St. & N. Henry St.	On-Street	10	_	0%	_	0%
30 30	W. Broad St. Belvidere St.	Belvidere St. & N. Henry St. W. Marshall St. & W. Broad St.	On-Street On-Street	0	1 1	100% 100%	0 3	0% 300%
30	N. Henry St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street	0	0	0%	0	300% 0%
30	Rite Aid North	517 W. Marshall St.	Private/Private Lot	11	0	0%	1	9%
30	Rite Aid South	510 W. Broad St.	Private/Private Lot	32	22	69%	15	47%
31	W. Marshall St.	N. Henry St. & N. Monroe St.	On-Street	9	8	89%	6	67%
31	W. Broad St.	N. Henry St. & N. Monroe St.	On-Street	6		0%	7	117%
31	N. Henry St.	W. Marshall St. & W. Broad St.	On-Street	0	10	1000%	7	700%
31 31	N. Monroe St.	W. Marshall St. & W. Broad St. 421 W. Marshall St.	On-Street	0 23	7	700% 0%	13 0	1300%
31 31	L Parker Properties LLC Apartments Lane Brothers	421 W. Marshall St. 409 W. Broad St	Private/Private Lot Private/Private Lot	23 9	3	0% 33%	1	0% 11%
31	Studio 418 LLC	418 W. Broad St.	Private/Private Lot	5	3	60%	3	60%
32	W. Marshall St.	N. Monroe St. & Madison St.	On-Street	9	9	100%	8	89%
32	W. Broad St.	N. Monroe St. & Madison St.	On-Street	0		0%		0%
32	N. Monroe St.	W. Marshall St. & W. Broad St.	On-Street	10	12	120%	12	120%
32	N. Madison St.	W. Marshall St. & W. Broad St.	On-Street	10	9	90%	11	110%
32	Office Business East	316 N Madison St.	Private/Private Lot	7	2	29%	2	29%
32 32	Office Business East-South Managed Care Innovations	312 N Madison St. 316 W. Broad St.	Private/Private Lot Private/Private Lot	9 14	10 4	111% 29%	6 0	67% 0%
32	Multi-Family Apartments	316 W. Broad St. 301 W. Marshall St	Private/Private Lot	8	6	29% 75%	3	38%
33	W. Marshall St.	N. Madison St. & N. Jefferson St.	On-Street	9	9	100%	7	78%
33	W. Broad St.	N. Madison St. & N. Jefferson St.	On-Street	5		0%	7	140%
33	N. Madison St.	W. Marshall St. & W. Broad St.	On-Street	0	15	1500%	11	1100%
33	N. Jefferson St.	W. Marshall St. & W. Broad St.	On-Street	9	10	111%	9	100%
33	Richmond Dairy Apartments	201 W. Marshall St.	Private/Private Lot	19	20	105%	22	116%
33 33	Tattoo Parlor Community Business Alley Parking	210 W. Broad St 224 W. Broad St	Private/Private Lot Private/Private Lot	16 19	6 8	38% 42%	3 7	19% 37%
33	W. Marshall St.	N. Jefferson St. & N. Adams St.	On-Street	19 7	2	42% 29%	3	43%
34	W. Broad St.	N. Jefferson St. & N. Adams St.	On-Street	9	_	0%	1	11%
34	N. Jefferson St.	W. Marshall St. & W. Broad St.	On-Street	3		0%	0	0%
34	Brook St.	W. Marshall St. & N. Adams St.	On-Street	4	11	275%	9	225%
34	N. Adams St.	W. Marshall St. & W. Broad St.	On-Street	0	0	0%	1	100%
35	W. Marshall St.	N. 1st St. & N. 2nd St.	On-Street	2	15	750%	15	750%
35 35	W. Broad St. N. Adams St.	N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	On-Street On-Street	5 3	0	0% 0%	0	0% 0%
35	N. 1st St.	W. Marshall St. & W. Broad St.	On-Street	0	5	500%	3	300%
35	Rosewood Clothing Co.	11 W. Marshall St.	Private/Private Lot	27	25	93%	10	37%
35	Virginia Repertory Theatre	14 W. Marshall St.	Private/Private Lot	13	18	138%	18	138%
35	Apartments North	9 W. Marshall St.	Private/Private Lot	18	10	56%	7	39%
35	Community Business	5 W. Marshall St.	Private/Private Lot	25	11	44%	6	24%
35	Premier Bank	17 E. Marshall St.	Private/Private Lot	17	6	35%	4	24%
36 36	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0 7	1	100% 0%	1	100% 0%
36	W. Broad St. N. 1st St.	W. Marshall St. & W. Broad St.	On-Street	8	10	125%	8	100%
36	N. 2nd St.	W. Marshall St. & W. Broad St.	On-Street	13	15	115%	11	85%
36	Standard Drug Store LLC	110 E. Broad St.	Private/Private Lot	16	21	131%	8	50%
36	Standard Drug Store LLC	320 N. 2nd St.	Private/Private Lot	13	9	69%	1	8%
36	Premier Bank	101 E. Marshall St.	Private/Private Lot	7	5	71%	1	14%
37	W. Broad St.	N. Belvidere St. & N. Henry St.	On-Street	6	0	0%	0	0%
37 37	W. Grace St. N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Broad St. & W. Grace St.	On-Street On-Street	6 0	4 0	67% 0%	6 0	100% 0%
37 37	N. Henry St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	0	0	0%	0	0%
37	VCU Henry St. Deck W.	500 W. Grace St.	Public/Private Structure	288	87	30%	0	0%
37	VCU - Ram Bikes	201 N. Belvidere St.	Public/Private Lot	5	3	60%	5	100%
37	VCU Institute for Contemporary Art Lot	535 W. Broad St.	Public/Private Lot	66	13	20%	5	8%
37	Community Business	501 W. Broad St.	Private/Private Lot	32	0	0%	0	0%
38	W. Broad St.	N. Henry St. & N. Monroe St.	On-Street	6	_	0%	7	117%
38	W. Grace St.	N. Henry St. & N. Monroe St.	On-Street	9	8	89% 0%	7	78% 0%
38 38	N. Henry St. N. Monroe St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	0 6	0 12	0% 200%	0 10	0% 167%
38	VCU - Henry St. Deck E.	412 W. Grace St	Public/Private Structure	288	48	17%	0	0%
39	W. Broad St.	N. Monroe St. & N. Madison St.	On-Street	7		0%	10	143%
39	W. Grace St.	N. Monroe St. & N. Madison St.	On-Street	4	1	25%	5	125%
39	N. Monroe St.	W. Broad St. & W. Grace St.	On-Street	9	9	100%	12	133%
39	N. Madison St.	W. Broad St. & W. Grace St.	On-Street	7	8	114%	10	143%
39	Hair Salon	312 W. Grace St.	Private/Private Lot	4	4	100%	0	0%
39	Community Business Church of Jesus Christ of Latter Day Saints	313 W. Broad St. 300 W. Grace St.	Private/Private Lot Private/Private Lot	7 22	5 5	71% 23%	6 2	86% 9%
30	Church of Jesus Christ of Latter Day Saints	N. Madison St. & N. Jefferson St.	On-Street	9	5	0%	4	9% 44%
39 40	W. Broad St.		J., J., J.,		l	3/0		
39 40 40	W. Broad St. W. Grace St.	N. Madison St. & N. Jefferson St.	On-Street	3	4	133%	1	33%
40		N. Madison St. & N. Jefferson St. W. Broad St. & W. Grace St.	On-Street On-Street	3 10	4 8	133% 80%	1 8	80%
40 40	W. Grace St.							
40 40 40	W. Grace St. N. Madison St.	W. Broad St. & W. Grace St.	On-Street	10	8	80%	8	80%









Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 3)

pi-	No. 25. 1	CBD Weekday C		Effective		ay 12PM-2PM		day 6PM-8PM
Block #	W. Broad St.	Address N. Jefferson St. & N. Adams St.	Type On-Street	Supply 0	Counts 1	100%	O O	0%
41 41	W. Grace St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Broad St. & W. Grace St.	On-Street On-Street	4 7	3 7	75% 100%	2 10	50% 143%
41 41	N. Adams St. City of Richmond - (Standard Parking)	W. Broad St. & W. Grace St. 108 W. Grace St.	On-Street Public/Public Lot	0 102	0 102	0% 100%	0 64	0% 63%
42 42	W. Broad St. W. Grace St.	N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St.	On-Street On-Street	5 9	8	0% 89%	1 5	20% 56%
42 42	N. Adams St. N. Foushee St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	9	8	89%	11 0	122% 0%
42	The Salvation Army West	20 W. Grace St.	Private/Public Lot	68	54	79%	17	25%
42 42	The Salvation Army South The Salvation Army East	2 W. Grace St. 2 W. Grace St.	Private/Private Lot Private/Private Lot	5 9	6 0	120% 0%	4 1	80% 11%
43 43	E. Broad St. E. Grace St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	On-Street On-Street	8 7	9	113% 129%	3 5	38% 71%
43 43	N. Foushee St. N. 1st St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	8 10	8 12	100% 120%	7 7	88% 70%
43	PARKWAY - 1st. & Grace Lot E. Broad St.	90 E. Grace St. N. 1st St. & N. 2nd St.	Private/Public Lot On-Street	111	100	90%	44	40% 0%
44	E. Grace St.	N. 1st St. & N. 2nd St.	On-Street	6	5	83%	4	67%
44 44	N. 1st St. N. 2nd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	10 6	9 8	90% 133%	11 7	110% 117%
44 44	Jefferson National Bank West Jefferson National Bank East	122 E. Grace St. 122 E. Grace St.	Private/Private Lot Private/Private Lot	12 8	13 5	108% 63%	3 0	25% 0%
44 45	Legal Aid Justice Center W. Grace St.	216 N. 2nd St. N. Belvidere St. & N. Henry St.	Private/Private Lot On-Street	5 3	5 5	100% 167%	3 5	60% 167%
45 45	W. Franklin St. N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Grace St. & W. Franklin St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
45 45	N. Henry St. 501 W. Grace	W. Grace St. & W. Franklin St. 501 W. Grace St.	On-Street	0	1 4	100% 133%	0 4	0% 133%
45	Office Business	515 W. Grace St.	Private/Private Lot Private/Private Lot	4	5	125%	1	25%
45 45	Monroe Park Associates Apartments Domino's Pizza	520 W. Franklin St. 521 W. Grace St.	Private/Private Lot Private/Private Lot	18 6	24 6	133% 100%	24 6	133% 100%
45 46	Commonwealth Catholic Charities W. Grace St.	511 W. Grace St. N. Henry St. & N. Monroe St.	Private/Private Lot On-Street	30 10	29 8	97% 80%	1 12	3% 120%
46 46	W. Franklin St. N. Henry St.	N. Henry St. & N. Monroe St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 10	0 10	0% 100%	0 13	0% 130%
46 46	N. Monroe St. Ampthill Associates Apartments	W. Grace St. & W. Franklin St. 402 W. Franklin St.	On-Street Private/Private Lot	11 12	8 19	73% 158%	11 1	100%
46	401 West Grace Street Apartments	401 W. Grace St.	Private/Private Lot	25	14	56%	19	76%
47 47	W. Grace St. W. Franklin St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	9	6 1	67% 100%	7 0	78% 0%
47 47	N. Monroe St. N. Madison St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	11 6	6 6	55% 100%	4 8	36% 133%
47 47	Blue Atlantic Richmond LLC Apartments Davis Market	321 W. Grace St. 301 W. Grace St.	Private/Private Lot Private/Private Lot	60 18	42 5	70% 28%	36 3	60% 17%
48 48	W. Grace St. W. Franklin St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	5	9	180% 100%	4 0	80% 0%
48 48	N. Madison St. N. Jefferson St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street	10 0	8	80%	12 0	120% 0%
48	Office Business	211 W. Grace St.	On-Street Private/Private Lot	6	16	267%	16	267%
48 49	City Parking Lot W. Grace St.	201 W. Grace St N. Jefferson St. & N. Adams St.	Private/Public Lot On-Street	42 9	18 4	43% 44%	17 6	40% 67%
49 49	W. Franklin St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 10	1 10	100% 100%	4 10	400% 100%
49 49	N. Adams St. Max's	W. Grace St. & W. Franklin St. 101 W. Grace St.	On-Street Private/Private Lot	0 23	0 13	0% 57%	0 6	0% 26%
49 49	The Towers on Franklin Protestant Episcopal Church Fund Diocese	109 W. Grace St. 110 W. Franklin St.	Private/Private Lot Private/Private Lot	54 41	31 15	57% 37%	32 0	59% 0%
50	W. Grace St.	N. Adams St. & N. Foushee St.	On-Street	9	7	78%	9	100%
50 50	W. Franklin St. N. Adams St.	N. Adams St. & N. Foushee St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 12	1	100% 0%		0% 0%
50 50	N. Foushee St. Young Men's Christian Assn East	W. Grace St. & W. Franklin St. 17 W. Grace St.	On-Street Private/Private Lot	0 41	0 44	0% 107%	0 52	0% 127%
50 50	Raising Grace Studios Young Men's Christian Assn West	9 W. Grace St. 17 W. Grace St.	Private/Private Lot Private/Private Lot	4 32	4 17	100% 53%	1 13	25% 41%
50 51	Young Men's Christian Assn South E. Grace St.	17 W. Grace St. N. Foushee St. & N. 1st St.	Private/Private Lot On-Street	13 9	9 11	69% 122%	3 9	23% 100%
51 51	E. Franklin St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Grace St. & E. Franklin St.	On-Street On-Street	0 11	0 10	0% 91%	0 15	0% 136%
51	N. 1st St.	E. Grace St. & E. Franklin St.	On-Street	7	13	186%	8	114%
	City Parking Lot E. Grace St.	3 E. Grace St. N. 1st St. & N. 2nd St.	Private/Public Lot On-Street	68 9	7	65% 78%	34 4	50% 44%
52 52	E. Franklin St. N. 1st St.	N. 1st St. & N. 2nd St. E. Grace St. & E. Franklin St.	On-Street On-Street	0 6	0 8	0% 133%	0 8	0% 133%
52 52	N. 2nd St. Dimenti Studio	E. Grace St. & E. Franklin St. 116 N. 2nd St.	On-Street Private/Private Lot	9 7	8 5	89% 71%	11 3	122% 43%
53 53	W. Franklin St. W. Main St.	N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	On-Street On-Street	6 0	3 1	50% 100%	5 0	83% 0%
53	N. Belvidere St.	W. Franklin St. & W. Main St.	On-Street	0	6	600%	0	0%
53 53	N. Henry St. Park Plaza Apartments	W. Franklin St. & W. Main St. 517 W. Franklin St.	On-Street Private/Private Structure	158	124	78%	39	25%
54 54	W. Franklin St. W. Main St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	13 11	0	23% 0%	0	31% 0%
54 54	N. Henry St. N. Monroe St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	11 11	13 15	118% 136%	13 13	118% 118%
54 55	Commonwealth Club W. Franklin St.	420 W. Main St. N. Monroe St. & N. Madison St.	Private/Private Lot On-Street	110 3	39 4	35% 133%	37 4	34% 133%
55 55	W. Main St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Franklin St. & W. Main St.	On-Street On-Street	8 10	2	25% 100%	2	25% 110%
55 55	N. Madison St. Commonwealth Club	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. 5 N. Monroe St	On-Street Private/Private Lot	11 86	12 15	109% 17%	9 29	82% 34%
55	Law Offices	300 W. Main St	Private/Private Lot	9	7	78%	29	22%
56 56	W. Franklin St. W. Main St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	5 10	5 1	100% 10%	3	0% 30%
56 56	N. Madison St. N. Jefferson St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	12 13	11 0	92% 0%	9 0	75% 0%
56 56	Historic Richmond Foundation Jefferson Hotel South-East	210 W. Main St. 200 W. Main St.	Private/Private Lot Private/Private Lot	18 28	8 17	44% 61%	10 2	56% 7%
56 56	Jefferson Hotel North-East Permit Parking/Junior League of Richmond	201 W. Franklin St 220 - 212 W. Main St.	Private/Private Lot Private/Private Lot	45 20	35 9	78% 45%	8	18% 30%
57	W. Franklin St.	N. Jefferson St. & N. Adams St.	On-Street	8	6	75%	9	113%
57 57	W. Main St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Franklin St. & W. Main St.	On-Street On-Street	9	4	67% 44%	11	33% 122%
57 58	N. Adams St. W. Franklin St.	W. Franklin St. & W. Main St. N. Adams St. & N. Foushee St.	On-Street On-Street	0 8	2 8	200% 100%	0 6	0% 75%
58 58	W. Main St. N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	On-Street On-Street	9 9	5 1	56% 11%	2 1	22% 11%
58 58	N. Foushee St. Jefferson Hotel	W. Franklin St. & W. Main St. 8 W. Main St.	On-Street Private/Private Lot	0 140	1 38	100% 27%	0 62	0% 44%
58 59	Young Men's Christian Assn E. Franklin St.	1 W. Franklin St N. Foushee St. & N. 1st St.	Private/Private Lot On-Street	31	36 7	116%	52 9	168%
59	E. Main St.	N. Foushee St. & N. 1st St.	On-Street	6	7	117%	2	33%
59 59	N. Foushee St. N. 1st St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10 9	9	90% 100%	9	90% 100%
59 59	Young Men's Christian Assn Historic Richmond Foundation	3 E. Franklin St 6 E. Main St.	Private/Private Lot Private/Private Lot	25 22	10 29	40% 132%	25 19	100% 86%
60 60	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	7 6	7 3	100% 50%	0 0	0% 0%
60 60	N. 1st St. N. 2nd St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10 9	6 12	60% 133%	3 2	30% 22%
60	Office Business	100 E. Main St.	Private/Private Lot	7	8	114%	3	43%
60	City of Richmond - Library	101 E. Franklin St.	Public/Private Lot	23	8	35%	5	22%







Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 4)

lock.	Nome (December)	CBD Weekday Co		Effective		ay 12PM-2PM		ay 6PM-8P
61	Name/Description E. Franklin St.	Address N. 2nd St. & N. 3rd St.	Type On-Street	Supply 7	Counts 2	Utilization 29%	Count 2	Utilization 29%
61	E. Main St.	N. 2nd St. & N. 3rd St.	On-Street	3	0	0%	0	0%
61 61	N. 2nd St. N. 3rd St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	9	6 6	67% 100%	4	0% 67%
61	SunTrust Bank	206 E. Main St.	Private/Private Lot	9	2	22%	2	22%
61 61	Richmond Fire Department Headquarters Bolling Haxall House Foundation	201 E. Franklin St. 215 E. Franklin St	Private/Private Lot Private/Private Lot	35 23	29 13	83% 57%	5 1	14% 4%
62	E. Franklin St.	N. 3rd St. & N. 4th St.	On-Street	8		0%		0%
62 62	E. Main St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St.	On-Street On-Street	3 1	0	0% 0%	3	0% 300%
62	N. 4th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street	5		0%		0%
62 63	4N4 Midtown W. Main St.	N. 4th St. Brook St. & N. Adams St.	Private/Private Lot	18 0	15 7	83% 700%	5 4	28% 400%
63 63	W. Main St. W. Cary St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street On-Street	9	8	700% 89%	0	400% 0%
63	S. Belvidere St.	W. Main St. & W. Cary St.	On-Street	0	2	200%	0	0%
63 64	S. Madison St. W. Main St.	W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St.	On-Street On-Street	7 5	0	29% 0%	5 4	71% 80%
64	W. Cary St.	S. Madison St. & S. Jefferson St.	On-Street	9	3	33%	3	33%
64 64	S. Madison St. S. Jefferson St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	9	0	22% 0%	3 0	33% 0%
64	VCU - JL Lot	200 W. Cary St.	Public/Public Lot	97	27	28%	21	22%
64 65	Jefferson Hotel W. Main St.	201 W. Main St. S. Jefferson St. & S. Adams St.	Private/Private Lot On-Street	76 9	64 5	84% 56%	28 5	37% 56%
55	W. Cary St.	S. Jefferson St. & S. Adams St.	On-Street	9	0	0%	0	0%
55 55	S. Jefferson St. S. Adams St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	3	0	33% 0%	2 0	67% 0%
55	Jefferson Hotel	114 W. Cary St.	Private/Private Lot	137	65	47%	24	18%
6 6	W. Main St. W. Cary St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	On-Street On-Street	8 5	3 2	38% 40%	7 4	88% 80%
6	S. Adams St.	W. Main St. & W. Cary St.	On-Street	0	8	800%	4	400%
6 6	S. Foushee St. Office Business North	W. Main St. & W. Cary St. 5 W. Main St.	On-Street Private/Private Lot	0 23	0 17	0% 74%	0 5	0% 22%
6	Office Business North Office Business East	4 W. Cary St.	Private/Private Lot Private/Private Lot	7	4	74% 57%	1	22% 14%
6	Goodwyn's Sons Private Parking Lot	23 S. Adams St.	Private/Private Lot	32	19	59% 21%	7	22%
6 7	Commercial Business E. Main St.	8 W. Cary St. S. Foushee St. & S. 1st St.	Private/Private Lot On-Street	14 3	3 5	21% 167%	3 6	21%
7	E. Cary St.	S. Foushee St. & S. 1st St.	On-Street	4	0	0%	1	25%
7	S. Foushee St. S. 1st St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	0 7	6 3	600% 43%	2	2009 43%
7	1st and Cary City Parking	2 E. Cary St.	Private/Public Lot	116	110	95%	42	36%
7	Standard Parking- South Senior Connections	2 E. Cary St. 6 S. 1st St.	Private/Public Lot Private/Private Lot	11 47	4 14	36% 30%	0 2	0% 4%
3	E. Main St.	S. 1st St. & S. 2nd St.	On-Street	6	5	83%	2	33%
3	E. Cary St. S. 1st St.	S. 1st St. & S. 2nd St. E. Main St. & E. Cary St.	On-Street On-Street	9	0 7	0% 117%	3 4	33% 67%
3	S. 2nd St.	E. Main St. & E. Cary St.	On-Street	9	1	11%	6	67%
8	Valentine House Leete Tire & Auto	107 E. Main St. 14 S. 2nd St	Private/Private Lot Private/Private Lot	41 7	31 24	76% 343%	13 11	32% 157%
9	E. Main St.	S. 2nd St. & S. 3rd St.	On-Street	8	3	38%	3	38%
9	E. Cary St. S. 2nd St.	S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St.	On-Street On-Street	5 8	7	0% 88%	0 6	0% 75%
9	S. 3rd St.	E. Main St. & E. Cary St.	On-Street	9	0	0%	0	0%
9	WC Hutchinson Real Estate 213 E. Main	219 E. Main St. 213 E. Main St.	Private/Public Lot Private/Public Lot	23 31	21 19	91% 61%	2 1	9% 3%
9	213 E. Main 16 S. 3rd	213 E. Main St. 16 S. 3rd St.	Private/Public Lot Private/Public Lot	31 29	19 35	61% 121%	3	3% 10%
)	201 E. Main	201 E. Main St.	Private/Public Lot	31	23	74%	23	74%
)	W. Marshall St. W. Broad St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street On-Street	3 7		0% 0%	ĺ	0% 0%
0	S. 3rd St.	E. Main St. & E. Cary St.	On-Street	5	2	40%	2	40%
)	S. 4th St. Riverstone Properties Office Building	E. Main St. & E. Cary St. 117 S. 3rd St.	On-Street Private/Private Garage	8 88	9	0% 10%	0	0% 0%
)	Riverstone Properties Office Lot North	101 S. 3rd St	Private/Private Lot	49	25	51%	20	41%
1	Riverstone Properties Office Lot East W. Cary St.	100 - 126 S. 4th St N. 1st St. & N. 2nd St.	Private/Private Lot On-Street	88 12	18 2	20% 17%	12 14	14% 117%
1	W. Canal St.	N. 1st St. & N. 2nd St.	On-Street	12	16	133%	11	92%
1	S. Belvidere St. S. Jefferson St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
L	VCU - Jefferson St. Deck	100 S. Jefferson St.	Public/Private Structure	389	86	22%	0	0%
2	W. Cary St. W. Canal St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street	9	0 10	0% 143%	3 11	33% 157%
!	S. Jefferson St.	W. Cary St. & W. Canal St.	On-Street	0	0	0%	1	1009
!	S. Adams St. VCU - BC Parking	W. Cary St. & W. Canal St. 114 W. Canal St.	On-Street Public/Private Lot	10 41	11 8	110% 20%	11 8	1109 20%
2	VCU - BL Parking	114 W. Canal St. 127 W. Cary St.	Public/Private Lot	86	22	26%	4	5%
3	W. Cary St. W. Canal St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	On-Street On-Street	4 13	1 14	25% 108%	5 14	1259 1089
3	S. Adams St.	W. Cary St. & W. Canal St.	On-Street	13	13	108%	14	108%
	S. Foushee St.	W. Cary St. & W. Canal St. 13 - 17 W. Cary St.	On-Street Private/Private Lot	0 18	6 14	600% 78%	8 0	8009 0%
	Commercial Business VCU - OCPE	13 - 17 W. Cary St. 9 W. Cary St.	Private/Private Lot Public/Private Lot	18 23	14 46	78% 200%	0	0% 0%
	E. Cary St.	S. Foushee St. & S. 1st St.	On-Street	7 10	0	0% 120%	8 9	1149
ļ	E. Canal St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Cary St. & E. Canal St.	On-Street On-Street	10 0	12 3	120% 300%	9	90% 100%
	S. 1st St.	E. Cary St. & E. Canal St.	On-Street	9	8	89%	4	44%
ļ ļ	Office Business East Office Business North-East	114 S. 1st St. 100 S. 1st St.	Private/Private Lot Private/Private Lot	23 32	1 20	4% 63%	9 9	39% 28%
	Sangjun Parking	108 - 116 S. 1st St.	Private/Private Lot	41	12	29%	17	41%
	Office Business South-East E. Cary St.	115 S. Foushee St. S. 1st St. & S. 2nd St.	Private/Private Lot On-Street	5 6	21 0	420% 0%	7	1409 0%
	E. Canal St.	S. 1st St. & S. 2nd St.	On-Street	8	9	113%	6	75%
	S. 1st St. S. 2nd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	9	10	111% 0%	10 0	1119
,	Matrix Midtown Apartments	119 S. 1st St.	Private/Private Lot	23	6	26%	12	52%
;	Goodrich Gourmet Catering Company E. Cary St.	102 S. 2nd St. S. 2nd St. & S. 3rd St.	Private/Private Lot On-Street	14 2	36 3	257% 150%	4	29% 100%
5	E. Canal St.	S. 2nd St. & S. 3rd St.	On-Street	5	5	100%	0	0%
5	S. 2nd St. S. 3rd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 0	3 14	30% 1400%	0 9	0% 9009
5	Virginia Education Association South	119 S. 2nd St.	Private/Private Lot	54	38	70%	2	4%
6	Holiday Inn Resource Workforce Center	201 E. Cary St	Private/Private Structure Private/Private Lot	103 23	32 5	31% 22%	61 1	59% 4%
;	Virginia Education Association South-East	203 E. Cary St. 112 S. 3rd St.	Private/Private Lot Private/Private Lot	23 27	2	22% 7%	1 11	4% 41%
	E. Cary St.	S. 3rd St. & S. 4th St.	On-Street	9		0%		0%
7	E. Canal St. S. 3rd St.	S. 3rd St. & S. 4th St. E. Cary St. & E. Canal St.	On-Street On-Street	9	10	0% 111%	8	0% 89%
7	S. 4th St.	E. Cary St. & E. Canal St.	On-Street	9		0%		0%
7	Riverstone Properties W. Canal St.	311 E. Cary St. N. 1st St. & N. 2nd St.	Private/Public Lot On-Street	240 0	42 30	18% 3000%	37 0	15% 0%
3	Byrd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street	0	30	0%	ັ	0%
3	S. Belvidere St.	W. Canal St. & I-195 Interstate	On-Street	0		0%		0%
3	S. 2nd St. W. Canal St.	E. Canal St. & I-195 Interstate S. 2nd St. & S. 3rd St.	On-Street On-Street	3	0	0% 0%	4	0% 1339
9	Byrd St.	S. 2nd St. & S. 3rd St.	On-Street	0		0%		0%
)	S. 2nd St. S. 3rd St.	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street	0		0% 0%		0% 0%
0	W. Canal St.	S. 3rd St. & S. 4th St.	On-Street	6		0%		0%
0	Byrd St.	S. 3rd St. & S. 4th St.	On-Street	0		0%	ĺ	0%
		E. Canal St. & I-195 Interstate	On-Street	5	1	0%	ı	0%
0	S. 3rd St. S. 4th St.	E. Canal St. & I-195 Interstate	On-Street	13		0%		0%





Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 5)

		CBD Weekday Con	IN III GU	Effective		ay 12PM-2PM	Weekd	ay 6PM-8
ock #	The second secon	Address N. 2nd St. & N. 3rd St.	Type On-Street	Supply	Counts	Utilization	Count	Utilizat
81 81	I- 64 Interstate E. Jackson St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
81	N. 2nd St.	E. Jackson St. & I-64 Interstate	On-Street	19	5	26%	6	32%
81 81	N. 3rd St. 533 Club	E. Jackson St. & I-64 Interstate 700 N. 3rd St.	On-Street Private/Private Lot	0 21	0 12	0% 57%	0 10	0% 48%
1	Richmond Redevelopment	705 N. 2nd St.	Private/Private Lot	90	74	57% 82%	34	38%
2	E. Jackson St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	0%
2	N. 4th St.	E. Jackson St. & Merge. 3rd St.	On-Street	0	0	0%	0	0%
2 2	N. 3rd St. United Network for Organ Sharing	E. Jackson St. & Merge 4th St. 700 N. 4th St.	On-Street Private/Private Structure	0	0	0% 0%	0	0% 0%
3	E. Duval St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
3	E. Jackson St.	N. 4th St. & N. 5th St.	On-Street	3	5	167%	3	1009
3	N. 4th St.	E. Duval St. & E. Jackson St.	On-Street	0	0	0%	0	0%
3 3	N. 5th St. Virginia Department of Forensic Science North	E. Duval St. & E. Jackson St. 800 N. 5th St.	On-Street Public/Private Lot	0 14	0 14	0% 100%	0	0% 29%
3	Virginia Department of Forensic Science South	700 N. 5th St.	Public/Private Lot	86	74	86%	36	429
4	E. Jackson St.	N. 5th St. & Navy Hill Dr.	On-Street	5	4	80%	3	609
4 4	N. 5th Navy Hill Dr.	E. Jackson St. & I-64 Interstate Ramp E. Jackson St. & I-64 Interstate Ramp	On-Street On-Street	0	0	0% 0%	0	0% 0%
4	Biotech Eight	737 N. 5th St.	Public/Private Structure	281	164	58%	15	5%
5	E. Duval St.	Navy Hill Dr. & N. 7th St.	On-Street	0	0	0%	0	0%
5	E. Jackson St.	Navy Hill Dr. & N. 7th St.	On-Street	0	0	0%	0	0%
5	Navy Hill Dr. N. 7th St.	E. Jackson St. & E. Duval St. E. Jackson St. & E. Duval St.	On-Street On-Street	0	0	0% 0%	0	09 09
5	Altria Center For Research and Technology	600 E. Jackson St.	Private/Private Structure	0		0%	ľ	09
5	E. Jackson St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	09
5	E. Leigh St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	09
5	N. 7th St. N. 8th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	On-Street On-Street	0	0	0% 0%	0	09 09
;	J. Sargeant Reynolds Community College	700 N. 8th St.	Public/Private Structure	437	84	19%	33	89
7	E. Duval St.	N. 2nd St. & N. 3rd St.	On-Street	0	0	0%	0	09
,	E. Leigh St.	N. 2nd St. & N. 3rd St.	On-Street	0	0	0%	0	09
,	N. 2nd St. N. 3rd St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	5	125% 0%	0	25 09
,	Funeral Home South Lot	210 E. Leigh St.	Private/Private Lot	26	16	62%	5	19
7	Funeral Home South-East Lot	210 E. Leigh St.	Private/Private Lot	12	5	42%	5	42
,	Gravel Lot Third Street Rothel AME Church	611 N. 2nd St	Private/Private Lot	14	10	71%	11	79 45
	Third Street Bethel AME Church E. Jackson St.	217 E. Jackson St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street	11 0	4 0	36% 0%	5	45 09
	E. Leigh St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	09
;	N. 3rd St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
	N. 4th St. Office Business	E. Jackson St. & E. Leigh St. 621 N. 3rd St.	On-Street Private/Private Lot	0 36	0 29	0% 81%	0 5	09 14
3	Commonwealth of VA - Biotechnology East Lot	626 N. 4th St.	Public/Public Lot	65	50 50	81% 77%	24	37
3	Commonwealth of VA - Biotech Southeast Lot	608 N. 4th St.	Public/Public Lot	29	30	103%	16	55
3	Commonwealth of VA - Biotech South Lot	608 N. 4th St.	Public/Public Lot	31	31	100%	18	58
3	Dominion Medical Associates E. Jackson St.	611 N. 3rd St. N. 4th St. & N. 5th St.	Private/Private Lot On-Street	13 9	6 10	46% 111%	9	69 67
)	E. Leigh St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street	0	0	0%	0	09
)	N. 4th St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
9	N. 5th St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
)	Commonwealth of VA - DCLS E. Jackson St.	600 P5 N. 5th St N. 5th St. & N. 7th St.	Public/Private Structure On-Street	217 0	117 0	54% 0%	15 0	79
)	E. Leigh St.	N. 5th St. & N. 7th St. N. 5th St. & N. 7th St.	On-Street On-Street	32	11	34%	1	39
)	N. 5th St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
)	N. 7th St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
L L	E. Jackson St. E. Leigh St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	0 9	0	0% 33%	0	09 33
L L	N. 7th St.	N. 7th St. & N. 8th St. E. Jackson St. & E. Leigh St.	On-Street	0	0	33% 0%	0	09
L	N. 8th St.	E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	09
L	Commonwealth of VA - Biotech N.	607 N. 7th St.	Public/Public Lot	221	3	1%	3	19
L 2	Commonwealth of VA - Biotech S. E. Duval St.	620 N. 8th St. N. 8th St. & N. 10th St.	Public/Public Lot On-Street	100	19 0	19% 0%	6	69 09
	Turpin St.	N. 9th St. & N. 10th St.	On-Street	8	9	113%	10	12!
	E. Leigh St.	N. 8th St. & N. 9th St.	On-Street	0	N/A	0%	N/A	09
	N. 8th St.	E. Leigh St. & E. Duval St.	On-Street	17	9	53%	9	53
<u>.</u>	N. 9th St. N. 10th St.	E. Leigh St. & Turpin St. Turpin St. & E. Duval St.	On-Street On-Street	0 16	N/A 15	0% 94%	N/A 16	09 100
	VCU - 8th St. Deck	659 N. 8th St.	Public/Public Structure	799	322	40%	14	25
;	Turpin St.	N. 9th St. & N. 10th St.	On-Street	0	0	0%	0	09
	E. Duval St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0% 0%	0	09
	E. Leigh St. N. 9th St.	N. 10th St. & I-95 Interstate Underpass E. Leigh St. & Turpin St.	On-Street On-Street	0	0	0% 0%	0	09
	N. 10th St.	E. Leigh St. St. & E. Duval St.	On-Street	0	0	0%	0	09
	N. 10th St.	E. Leigh St. St. & E. Duval St.	On-Street	0	0	0%	0	09
	VCU - N Deck E. Leigh St.	615 N. 10th St. N. 8th St. & N. 9th St.	Public/Public Structure On-Street	869 9	821 6	94% 67%	24 7	3' 78
	E. Clay St.	N. 8th St. & N. 9th St.	On-Street	5	5	100%	5	10
ļ	N. 8th St.	E. Leigh St. & E. Clay St.	On-Street	9	8	89%	8	89
	N. 9th St.	E. Leigh St. & E. Clay St.	On-Street	15 256	11	73% 104%	11	73
	City of Richmond - Dept of Public Works E. Leigh St.	808 E. Clay St. N. 9th St. & N. 10th St.	Public/Private Lot On-Street	256 5	265 0	104% 0%	41 0	16
	E. Clay St.	N. 9th St. & N. 10th St.	On-Street	8	8	100%	8	10
;	N. 9th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0'
5	N. 10th St. City of Richmond - Dept of Public Works	E. Leigh St. & E. Clay St. 500 N. 10th St.	On-Street Public/Private Lot	7 157	0 124	0% 79%	14 23	20 15
5	E. Leigh St.	N. 10th St. & N. 11th St.	On-Street	0	0	0%	0	0'
5	E. Clay St.	N. 10th St. & N. 11th St.	On-Street	0	0	0%	0	0'
5	N. 10th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0'
;	N. 11th St. VCU - F Lot	E. Leigh St. & E. Clay St. 1016 E. Clay St	On-Street Public/Private Lot	0 27	0 25	0% 93%	0 14	0' 52
,	E. Leigh St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0'
7	E. Clay St.	N. 11th St. & N. 12th St.	On-Street	9	0	0%	0	09
,	N. 11th St.	E. Leigh St. & E. Clay St.	On-Street	13	13	100%	14	10
3	N. 12th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 12th & N. 13th St.	On-Street On-Street	9	11 0	122% 0%	9	100
3	E. Clay St.	N. 12th & N. 13th St. N. 12th & N. 13th St.	On-Street	3	2	67%	0	0'
3	N. 12th St.	E. Leigh St. & E. Clay St.	On-Street	11	12	109%	16	14
3	N. 13th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0'
3	MCV Hospital E. Leigh St.	527 N. 12th St. N. 13th St. & I-95 Interstate Ramp	Public/Public Structure On-Street	743 0	760 0	102% 0%	641 0	86
))	E. Clay St.	N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp	On-Street On-Street	0	0	0% 0%	0	0'
)	N. 13th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0'
)	VCU - D Deck	515 N. 13th St.	Public/Private Structure	1,922	1,811	94%	744	39
0	E. Clay St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	09
0	E. Marshall St. N. 11th St.	N. 11th St. & N. 12th St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	09 09
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Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 6)

		CBD Weekday C	ombined	Effective	Week	lay 12PM-2PM	Weekd	ay 6PM-8PM
Block #		Address	Туре	Supply	Count	s Utilization	Count	Utilization
	E. Clay St. E. Marshall St.	N. 12th & N. 13th St. N. 12th & N. 13th St.	On-Street On-Street	0 4	0 4	0% 100%	0 7	0% 175%
	N. 12th St.	E. Clay St. & E. Marshall St.	On-Street	0	0	0%	0	0%
	N. 13th St. E. Clay St.	E. Clay St. & E. Marshall St. N. 13th St. & I-95 Interstate Ramp	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Marshall St.	N. 13th St. & I-95 Interstate Ramp	On-Street	0	0	0%	0	0%
	N. 13th St. E. Marshall St.	E. Clay St. & E. Marshall St.	On-Street	0	0	0% 0%	0	0% 0%
	E. Broad St.	N. 11th St. & N. 12th St. N. 11th St. & N. 12th St.	On-Street On-Street	0	0	0%	0	0%
	N. 11th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	N. 12th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 11th St. & College St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Broad St.	N. 11th St. & College St.	On-Street	0	0	0%	0	0%
	N. 11th St. College St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
105	College St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	Commonwealth of VA - Goodwin Library E. Leigh St.	1400 E. Broad St. N. 2nd St. & N. 3rd St.	Public/Private Garage On-Street	98 0	12 0	12% 0%	18 0	18% 0%
	E. Clay St.	N. 2nd St. & N. 3rd St.	On-Street	10	10	100%	13	130%
	N. 2nd St. N. 3rd St.	E. Leigh St. & E. Clay St.	On-Street On-Street	15 0	8	53% 0%	12 0	80%
	United Network For Organ Sharing	E. Leigh St. & E. Clay St. 501 N. 2nd St.	Private/Private Lot	63	59	94%	6	0% 10%
	514 N. 3rd St.	514 N. 3rd St.	Private/Private Lot	14	8	57%	15	107%
	212 E. Clay E. Leigh St.	212 E. Clay St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street	13 0	8	62% 0%	14 0	108%
107	N. 3rd St.	E. Leigh St. & E. Clay St.	On-Street	7	0	0%	0	0%
	E. Leigh St. E. Marshall St.	N. 4th St. to N. 5th St. N. 4th St. to N. 5th St.	On-Street On-Street	9	0	0% 0%	0	0% 0%
	N. 5th St.	E. Leigh St. & E. Marshall St.	On-Street	0	0	0%	0	0%
109 109	E. Leigh St. E. Marshall St.	W. Duval St. & Price St. St. Peters St. & Price St.	On-Street On-Street	21 5	18 0	86% 0%	9	43% 40%
	N. 5th St.	E. Leigh St. & E. Marshall St.	On-Street	0	0	0%	0	0%
	N. 7th St.	E. Leigh St. & E. Marshall St.	On-Street	0	0 618	0% 59%	0 784	0% 75%
109 110	City of Richmond - 5th and Marshall Garage E. Clay St.	514 N. 3rd St. N. 2nd St. & N. 3rd St.	Public/Public Structure On-Street	1,045 9	618 10	111%	10	75% 111%
110	E. Marshall St.	N. 2nd St. & N. 3rd St.	On-Street	9	6	67%	5 5	56%
	N. 2nd St. N. 3rd St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	5 0	100% 0%	0	100% 0%
110	PARKWAY - 200 E. Marshall Lot	200 E. Marshall St.	Private/Public Lot	116	92	79%	15	13%
	E. Marshall St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Clay St. & E. Franklin St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
111	Greater Richmond Convention Center (N)	403 N. 3rd St	Private/Private Structure	431	115	27%	180	42%
	E. Marshall St. E. Broad St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	5 3	5 2	100% 67%	5 3	100% 100%
	N. 2nd St.	E. Marshall St. & E. Broad St.	On-Street	9	12	133%	11	122%
	N. 3rd St. VCU - PD Lot	E. Marshall St. & E. Broad St. 233 E. Marshall St	On-Street Public/Private Lot	0 74	0 66	0% 89%	0 37	0% 50%
	E. Marshall St.	E. 3rd St. & E 4th St.	On-Street	0	0	0%	0	0%
	E. Broad St.	E. 3rd St. & E 4th St.	On-Street	3	4	133%	1	33%
	N. 3rd St. Greater Richmond Convention Center (S)	E. Marshall St. & E. Broad St. 311 N. 3rd St.	On-Street Private/Private Structure	0 456	0 428	0% 94%	0 383	0% 84%
	E. Marshall St.	E 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	E. Broad St. N. 5th St.	E 4th St. & N. 5th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Marshall St.	N. 5th St. & N. 6th St.	On-Street	4	0	0%	3	75%
	E. Broad St. N. 5th St.	N. 5th St. & N. 6th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
_	N. 6th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	E. Marshall St. E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 6th St.	E. Marshall St. & E. Broad St.	On-Street	3	2	67%	0	0%
	N. 7th St. City of Richmond - 7th and Marshall Garage	E. Marshall St. & E. Broad St. 607 E. Marshall St.	On-Street Public/Public Structure	8 608	8 540	100% 89%	7 112	88% 18%
	E. Broad St.	N. 2nd St. & N. 3rd St.	On-Street	7	9	129%	8	114%
	E. Grace St.	N. 2nd St. & N. 3rd St.	On-Street	5 7	3	60%	4	80%
	N. 2nd St. N. 3rd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	12	10 7	143% 58%	6 14	86% 117%
	US Post Office	201 N. 2nd St.	Public/Private Lot	14	14	100%	5	36%
	E. Broad St. E. Grace St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street On-Street	0 9	0 8	0% 89%	0 10	0% 111%
118	N. 3rd St.	E. Broad St. & E. Grace St.	On-Street	11	9	82%	11	100%
	N. 4th St. E. Broad St.	E. Broad St. & E. Grace St. N. 4th St. & N. 5th St.	On-Street On-Street	11 0	11 0	100%	13 0	118%
119	E. Grace St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	N. 4th St. N. 5th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	8	3	38% 75%	3	38% 75%
119	City of Richmond - 5th and Broad Lot	401 E. Broad St.	Public/Public Lot	106	110	104%	89	84%
	E. Broad St. E. Grace St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 5th St.	E. Broad St. & E. Grace St.	On-Street	2	3	150%	3	150%
	N. 6th St.	E. Broad St. & E. Grace St.	On-Street	3	4	133%	2	67% 0%
	Hilton Richmond Downtown E. Broad St.	230 N. 6th St. N. 6th St. & N. 7th St.	Private/Private Garage On-Street	0	0	0% 0%	0	0% 0%
121	E. Grace St.	N. 6th St. & N. 7th St.	On-Street	0	0	0%	0	0%
	N. 6th St. N. 7th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	0 3	0 2	0% 67%	0 4	0% 133%
121	Virginia Performing Arts Foundation	623 E. Broad St.	Private/Private Lot	74	69	93%	16	22%
	E. Grace St. E. Franklin St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	7	0	29% 0%	3	43% 0%
122	N. 2nd St.	E. Grace St. & E. Franklin St.	On-Street	8	8	100%	9	113%
	N. 3rd St. City of Richmond - 2nd and Grace Garage	E. Grace St. & E. Franklin St. 107 N. 2nd St.	On-Street Public/Public Structure	8 339	4 214	50% 63%	9 200	113% 59%
	City of Richmond - 2nd and Grace Garage Capital Parking Restaurant	213 E. Grace St.	Private/Private Lot	8	7	88%	8	100%
	Larraine Inc. E. Grace St.	100 N. 3rd St.	Private/Private Lot On-Street	18 8	11 8	61% 100%	12 9	67% 113%
	E. Franklin St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street	10	0	0%	0	0%
123	N. 3rd St.	E. Grace St. & E. Franklin St.	On-Street	8	2	25%	8	100%
	N. 4th St. Richmond Times Dispatch Employees Only	E. Grace St. & E. Franklin St. 300 E. Franklin St.	On-Street Private/Private Structure	9	10	111% 0%	15	167% 0%
124	E. Grace St.	N. 4th St. & N. 5th St.	On-Street	3	0	0%	2	67%
	E. Franklin St. N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.	On-Street On-Street	12 8	2 10	17% 125%	8 10	67% 125%
	N. 6th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	6	10	125% 167%	10 8	125% 133%
	4th and Franklin	400 E. Franklin St.	Private/Public Lot	86	54	63%	27	31%
	E. Grace St. E. Franklin St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	3 10	1	33% 10%	3	100% 0%
	N. 5th St.	E. Grace St. & E. Franklin St.	On-Street	6	8	133%	10	167%
	N. 6th St.	E. Grace St. & E. Franklin St.	On-Street	7	5	71%	7	100%









Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 7)

Block #	* Name/Description	CBD Weekday Con	Туре	Effective Supply	Weekda	y 12PM-2PM Utilization	Weekda	ay 6PM-8PN Utilization
	E. Grace St. E. Franklin St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0 2	0	0% 50%	0 2	0% 100%
126	N. 6th St.	N. oth St. & N. 7th St. E. Grace St. & E. Franklin St.	On-Street	4	0	0%	1	25%
126 126	N. 7th St. City of Richmond - 6th & Franklin Deck	E. Grace St. & E. Franklin St. 607 E. Grace St.	On-Street Public/Public Structure	3 523	2 277	67% 53%	7 158	233% 30%
126	City of Richmond - Grace & 6th Lot	609 E. Grace St.	Public/Public Lot	118	89	75%	32	27%
127 127	E. Franklin St. E. Main St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street	7 9	8 7	114% 78%	10 9	143% 100%
127	N. 4th St.	E. Franklin St. & E. Main St.	On-Street	10	3	30%	3	30%
127 128	N. 5th St. E. Franklin St.	E. Franklin St. & E. Main St. N. 5th St. & N. 6th St.	On-Street On-Street	5	9	180% 25%	11 3	220% 75%
128	E. Main St.	N. 5th St. & N. 6th St.	On-Street	4	3	75%	1	25%
128 128	N. 5th St. N. 6th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	2 5	3 1	150% 20%	10 6	500% 120%
128	2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	333	205 84	62%	80	24%
128 128	Virginia Atlantic City Park Garage	509 E. Franklin St. 528 E. Main St.	Private/Private Structure Private/Public Structure	86 42	84 29	98% 69%	56 26	65% 62%
129 129	E. Franklin St. E. Main St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	2	5 0	250% 0%	6	300% 0%
129	N. 6th St.	E. Franklin St. & E. Main St.	On-Street	1	1	100%	2	200%
129 129	N. 7th St. Commonwealth of VA - 7th and Franklin	E. Franklin St. & E. Main St. 98 N. 6th St.	On-Street Public/Private Structure	1 956	0 805	0% 84%	1 644	100% 67%
129	Commonwealth of VA - Main Street Centre	600 E. Main St.	Public/Public Garage	313	218	70%	204	65%
130 130	E. Main St. E. Cary St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street	9	9	100% 100%	8 1	89% 33%
130	S. 4th St.	E. Main St. & E. Cary St.	On-Street	7	3	43%	3	43%
130 130	S. 5th St. Commonwealth of VA - 400 E. Cary	E. Main St. & E. Cary St. 8 S. 4th St.	On-Street Public/Private Lot	12 69	5 59	42% 86%	7 5	58% 7%
130	Gather-Downtown	409 E. Main St.	Private/Private Lot	19	15	79%	4	21%
131 131	E. Main St. E. Cary St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.	On-Street On-Street	10 0	9	90% 0%	7 0	70% 0%
131	S. 5th St.	E. Main St. & E. Cary St.	On-Street	7	2	29%	5	71%
131 131	S. 6th St. Pollard & Bagby	E. Main St. & E. Cary St. 9 S. 5th St.	On-Street Private/Private Lot	7 33	9 29	129% 88%	9 14	129% 42%
132	E. Main St.	N. 6th St. & N. 7th St.	On-Street	6	6	100%	12	200%
132 132	E. Cary St. Brook St.	N. 6th St. & N. 7th St. E. Main St. & E. Cary St.	On-Street On-Street	3	0 2	0% 67%	0 3	0% 100%
132	N. Adams St.	E. Main St. & E. Cary St.	On-Street	8 475	3 299	38% 63%	1 99	13% 21%
132 132	North Monthly Lot Lanier Phone Lot	9 S. 6th St. 600 E. Cary St.	Private/Public Structure Private/Public Structure	216	199 199	63% 92%	36	21% 17%
132 133	South Monthly Lot E. Cary St.	620 E. Cary St. N. 4th St. & N. 5th St.	Private/Public Garage On-Street	170 7	150 1	88% 14%	20 2	12% 29%
133	E. Canal St.	N. 4th St. & N. 5th St.	On-Street	7	9	129%	5	71%
	S. 4th St. S. 5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 9	4 12	40% 133%	5 10	50% 111%
133	City Park Lot	401 E. Cary St.	Private/Public Lot	285	204	72%	85	30%
134 134	E. Cary St. E. Canal St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.	On-Street On-Street	0	0 4	0% 400%	0	0% 0%
134	S. 5th St.	E. Cary St. & E. Canal St.	On-Street	5	5	100%	7	140%
134 134	S. 6th St. CityParking Inc. Lot - Permit Only	E. Cary St. & E. Canal St. 127 S. 5th St.	On-Street Private/Public Lot	0 48	0 19	0% 40%	0 5	0% 10%
134	Construction Lot	118 S. 6th St.	Private/Private Lot	24	20	83%	14	58%
	E. Cary St. E. Canal St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
135	Belvidere St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
	N. Henry St. E. Canal St.	E. Cary St. & E. Canal St. N. 4th St. & N. 5th St.	On-Street On-Street	3	0 5	0% 167%	9	0% 300%
	E. Canal St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	S. 4th St. S. 5th St.	E. Canal St. & I-195 Interstate Highway E. Canal St. & I-195 Interstate Highway	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Richmond Ballet	407 E. Canal St.	Private/Private Lot	48	39	81%	26	54%
137 137	E. Canal St. S. 5th St.	S. 5th St. & S. 6th St. E. Canal St. & I-195 Interstate Highway	On-Street On-Street	12 0	5 0	42% 0%	14 0	117% 0%
	S. 7th St.	E. Canal St. & I-195 Interstate Highway	On-Street	0	0	0%	0	0%
137 138	Crown Plaza Hotel E. Leigh St.	555 E. Canal St. N. 7th St. & N. 8th St.	Private/Public Structure On-Street	341 0	241 0	71% 0%	270 0	79% 0%
	E. Clay St. N. 7th St.	N. 7th St. & N. 8th St.	On-Street On-Street	5	5 0	100% 0%	0	0% 0%
138	N. 8th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0%
138 139	City of Richmond - Coliseum E. Clay St.	501 N. 7th St. N. 7th St. & N. 8th St.	Public/Public Structure On-Street	931 0	741 0	80% 0%	155 5	17% 500%
139	E. Marshall St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	0%
	N. 7th St. N. 8th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	3 0	300% 0%	0	0% 0%
	E. Clay St.	N. 8th St. & N. 9th St.	On-Street	9	7	78%	4	44%
140 140	E. Marshall St. N. 8th St.	N. 8th St. & N. 9th St. E. Clay St. & E. Marshall St.	On-Street On-Street	8 9	6 12	75% 133%	3 8	38% 89%
140	N. 9th St.	E. Clay St. & E. Marshall St.	On-Street	12	13	108%	11	92%
	E. Marshall St. N. 9th St.	N. 9th St. & N. 10th St. E. Clay St. & E. Marshall St.	On-Street On-Street	7	8	114% 0%	8	114% 0%
141	N. 10th St.	E. Clay St. & E. Marshall St.	On-Street	13	14	108%	14	108%
	E. Clay St. E. Marshall St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
142	N. 10th St.	E. Clay St. & E. Franklin St.	On-Street	9	5	56%	5	56%
	N. 11th St. VCU Lot P (Putney House Lot)	E. Clay St. & E. Franklin St. 1003 E. Clay St.	On-Street Public/Private Lot	9 23	1 15	11% 65%	4 1	44% 4%
143	E. Marshall St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	0%
	E. Broad St. N. 7th St.	N. 7th St. & N. 8th St. E. Marshall St. & E. Broad St.	On-Street On-Street	6	2 0	33% 0%	0	0% 0%
143	N. 8th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0% 72%	0	0%
143 143	City Park Lot Commonwealth of VA - 7th and Marshall	310 N. 8th St. 311 N. 7th St.	Private/Public Lot Public/Public Structure	36 576	26 369	72% 64%	0 120	0% 21%
144 144	E. Marshall St. E. Broad St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	9	11 0	122% 0%	7 0	78% 0%
	N. 8th St.	E. Marshall St. & E. Broad St.	On-Street	2	2	100%	12	600%
144 144	N. 9th St. Commonwealth of VA - Library of Virginia	E. Marshall St. & E. Broad St. 800 E. Broad St.	On-Street Public/Public Garage	7 194	11 108	157% 56%	11 45	157% 23%
145	E. Marshall St.	N. 9th St. & N. 10th St.	On-Street	0	0	0%	0	0%
	E. Broad St. N. 9th St.	N. 9th St. & N. 10th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
145	N. 10th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	City of Richmond - City Hall E. Marshall St.	900 E. Broad St. N. 10th St. & N. 11th St.	Public/Private Garage On-Street	245 3	157 0	64% 0%	15 0	6% 0%
146	E. Broad St.	N. 10th St. & N. 11th St.	On-Street	0	0	0%	0	0%
	N. 10th St. N. 11th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	0 11	0	0% 0%	0	0% 0%
147	E. Broad St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	0%
147 147	E. Grace St. N. 7th St.	N. 7th St. & N. 8th St. E. Broad St. & E. Grace St.	On-Street On-Street	7	8	114% 0%	0 4	0% 400%
147	N. 8th St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
	E. Broad St. E. Grace St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	0 3	0 3	0% 100%	0	0% 0%
148	N. 9th St.	E. Broad St. & E. Grace St.	On-Street	3	8	267%	0	0%
	N. 8th St. Gravel Lot	E. Broad St. & E. Grace St. 253 N. 9th St.	On-Street Public/Private Lot	0 63	1 45	100% 71%	4 15	0% 24%
148	St Peter's Church	808 E. Grace St.	Private/Private Lot	18	9	50%	4	22%
149 149	E. Broad St. N. 9th St.	N. 9th St. & N. 10th St. E. Broad St. & E. Grace St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
149	N. 10th St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%
149 150	Commonwealth of VA - Darden Garden West E. Broad St.	N. 10th St N. 10th St. & N. 11th St.	Public/Private Lot On-Street	17 0	12 0	71% 0%	5 0	29% 0%
150	N. 10th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0%	0	0% 0%
150	N. 11th St.		LID ATTOOT			0%		(10/







Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 8)

ck #	F Broad C	Name/Description	Address N. 11th St. & Governor St.	Type	Supply	Counts	Utilization	Count	
51	E. Broad St. N. 11th St.		N. 11th St. & Governor St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0%	0	0% 0%
	Governor St. E. Broad St.		E. Broad St. & Capital St. Governor St. & N. Old 14th St.	On-Street On-Street	0	0	0%	0	0% 0%
	E. Grace St. Governor St.		Governor St. & N. Old 14th St. E. Broad St. & E. Grace St.	On-Street On-Street	0 10	0 12	0% 120%	0	0% 0%
	N. Old 14th St.	of VA - 1221 Broad East	E. Broad St. & E. Grace St. 1221 E. Broad St.	On-Street Public/Private Lot	0 95	0 75	0% 79%	0 21	0% 22%
2	Commonwealth	of VA - 1221 Broad West	1205 E. Broad St.	Public/Private Lot	30	26	87%	15	50%
3	E. Broad St. N. Old 14th St.		N. Old 14th St. & I-95 Interstate N. Broad St. & E. Grace St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 14th St. Commonwealth	of VA - Transportation Annex	N. Broad St. & E. Grace St. Old 14th St.	On-Street Public/Private Lot	0 86	0 74	0% 86%	0	0% 10%
4	E. Grace St. E. Franklin St.		N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	2	6 0	300% 0%	10 0	5009 0%
4	N. 7th St.		E. Grace St. & E. Franklin St.	On-Street	2	4	200%	0	0%
	N. 8th St. Central Parking	- Edison Apartments	E. Grace St. & E. Franklin St. 112 N. 8th St.	On-Street Private/Public Structure	3 319	3 211	100% 66%	6 27	2009
	7th Street Lot E. Grace St.		114 N. 7th St. N. 8th St. & N. 9th St.	Private/Private Lot On-Street	14	9	64% 11%	4 9	299 1009
55	E. Franklin St.		N. 8th St. & N. 9th St.	On-Street	0	0	0%	0	0%
	N. 8th St. N. 9th St.		E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	0	0	0% 0%	8	8009
55 56	Commonwealth Bank St.	of VA - Supreme Court	100 N. 9th St. N. 9th St. & Governor St.	Public/Private Garage On-Street	27 12	26 4	96% 33%	4	159 259
6	N. 9th St.		Capital St. & Bank St.	On-Street	0	0	0%	0	0%
		of VA - Bank Street	Capital St. & Bank St. 1200 Bank St.	On-Street Public/Private Structure	0 199	0 199	0% 100%	0 56	0% 289
66 57	Commonwealth E. Grace St.	of VA - Governor Street	Governor Street Governor St. & N. Old 14th St.	Public/Private Lot On-Street	50 10	36 0	72% 0%	27 0	549 0%
	Bank St. Governor St.		Governor St. & N. 14th St.	On-Street On-Street	9	7	78% 0%	0	0%
7	Commonwealth	of VA - James Madison	E. Grace St. & Bank St. 109 Governor St.	Public/Private Garage	329	329	100%	94	299
	Commonwealth Bank St.	of VA - Parks Division Lot	1201 E. Grace St. N. Old 14th St. & N. 14th St.	Public/Private Lot On-Street	32	30 2	94% 100%	14 2	100
	N. 14th St.	of VA - Old 14th and Grace	E. Grace St. & Bank St. 1299 E. Grace St.	On-Street Public/Private Lot	0 60	0 42	0% 70%	2 16	200
9	E. Broad St.	of VA - Old 14th and Grace	N. 14th St. & I-95 Interstate	On-Street	0	0	0%	0	0%
	E. Franklin St. N. 14th St.		N. 14th St. & I-95 Interstate Overpass E. Broad St.	On-Street On-Street	5 12	3 8	60% 67%	3 4	609 339
9	Commonwealth	of VA - James Monroe	2 E. Franklin St.	Public/Private Structure		468	83%	56	109
0	Bank St. E. Main St.		N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	On-Street On-Street	0	5 0	125% 0%	0	0% 0%
	N. 9th St. N. 10th St.		Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	0 5	0 4	0% 80%	0	0% 0%
1	Bank St.		N. 10th St. & N. 11th St.	On-Street	0	0	0%	0	0%
1	E. Main St. N. 10th St.		N. 10th St. & N. 11th St. Bank St. & E. Main St.	On-Street On-Street	7	0	0% 0%	0	0% 149
	N. 11th St. Bank St.		Bank St. & E. Main St. N. 11th St. & N. 12th St.	On-Street On-Street	0	0 5	0% 167%	0	0% 0%
2	E. Main St.		N. 11th St. & N. 12th St.	On-Street	0	4	400%	0	0%
2	N. 11th St. N. 12th St.		Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	3	1	33%	0	0%
_	Bank St. E. Main St.		N. 12th St. & Governor St. N. 12th St. & Governor St.	On-Street On-Street	2	0 6	0% 200%	0	0% 133
3	N. 12th St. Governor St.		Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	5	6	120%	4 0	809
3	Commonwealth	of VA - VRS	1212 E. Main St.	Public/Private Garage	210	8	4%	4	2%
	Bank St. E. Main St.		Governor St. & N. 14th St. Governor St. & N. 14th St.	On-Street On-Street	6 0	0	0% 0%	3	509 0%
	Governor St. N. 14th St.		Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	6 0	3 0	50% 0%	0	0% 0%
4	Commonwealth	of VA - John Tyler	55 N. 14th St.	Public/Private Garage On-Street	866	787	91%	216	259
5	E. Franklin St. E. Main St.		N. 14th St. & N. 15th St. N. 14th St. & N. 15th St.	On-Street	0	0	40%	0	409
	N. 14th St. N. 15th St.		E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	3 0	3 0	100% 0%	3 0	100 0%
5		of VA - 14th and Main	1300 E. Main St. N. 7th St. & N. 8th St.	Public/Private Structure		1,248	88% 63%	422	309
6	E. Main St.		N. 7th St. & N. 8th St.	On-Street	6	2	33%	5 7	117
	N. 7th St. N. 8th St.		E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	0	0	0% 0%	7 0	700 0%
6	Hampton Inn Lanier North De	ck	700 E. Main St. 700 E. Franklin St.	Private/Private Garage Private/Public Structure	184 62	115 61	63% 98%	64 18	359
6	Lanier South De		728 E. Main St.	Private/Public Structure	73	64	88%	10	149
7	E. Franklin St. E. Main St.		N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	3 0	0 2	0% 200%	3 7	100 700
7	N. 8th St. N. 9th St.		E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	11 0	6	55% 300%	6	559
7	Commonwealth	of VA - 9th and Franklin	99 N. 8th St.	Public/Private Garage	480	331	69%	45	9%
8	First Union E. Main St.		7 N. 8th St. S. 8th St. & S. 9th St.	Private/Private Garage On-Street	333 9	289 6	87% 67%	49 13	159 144
	E. Cary St. S. 7th St.		S. 8th St. & S. 9th St. E. Main St. & E. Cary St.	On-Street On-Street	3	0 5	0% 167%	0	0% 0%
8	S. 8th St. Commonwealth	of VA - VEC	E. Main St. & E. Cary St. 5 S. 7th St.	On-Street Public/Private Garage	0 200	2	200%	0 51	0%
8	Dominion Energ	у	707 E. Main St.	Private/Private Garage	0		0%		0%
	8th and Main Pu E. Main St.	blic Park	720 E. Cary St. S. 9th St. & S. 10th St.	Private/Public Lot On-Street	31 6	26 5	84% 83%	10 7	329 117
9	E. Cary St. S. 8th St.		S. 9th St. & S. 10th St. E. Main St. & E. Cary St.	On-Street On-Street	6	6	100%	2	339
9	S. 9th St.		E. Main St. & E. Cary St.	On-Street	0	0	0%	0	0%
	Visitor Lot 1st National Apa	artment	13 N. 8th St. 838 E. Cary St.	Private/Public Lot Private/Private Structur	23 e 210	16 84	70% 40%	9 146	399 709
9	Standard Parking E. Main St.		800 E. Cary St. S. 10th St. & S. 11th St.	Private/Private Structur On-Street		248 8	92% 100%	156 6	589 759
0	E. Cary St.		S. 10th St. & S. 11th St.	On-Street	0	0	0%	0	0%
0	S. 10th St. S. 11th St.		E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	0	0 4	0% 400%	0 5	0% 500
	Suntrust Center E. Main St.		900 E. Cary St. S. 10th St. & S. 12th St.	Private/Private Garage On-Street	62 17	40 16	65% 94%	10 10	169 599
1	E. Cary St. S. 10th St.		S. 10th St. & S. 12th St. E. Main St. & E. Cary St.	On-Street On-Street	3 0	6	200%	2	679
1	S. 12th St.		E. Main St. & E. Cary St.	On-Street	8	6	75%	14	175
	LeClair Ryan Lanier Parking		919 E. Main St. 1111 Main St	Private/Public Garage Private/Public Garage	101 66	75 45	74% 68%	67 15	669 239
1	Bank of America E. Cary St.	Garage	1110 E. Cary St. S. 8th St. & S. 9th St.	Private/Private Structur On-Street	e 412 4	87 6	21% 150%	29 1	7% 259
2	E. Canal St.		S. 8th St. & S. 9th St.	On-Street	0	0	0%	0	0%
2	S. 7th St. S. 8th St.		E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	James River Plaz E. Cary St.	za (Dominion)	701 E. Cary St. S. 9th St. & S. 10th St.	Private/Private Garage On-Street	0	11	0% 122%	6	09 67
3	E. Canal St.		S. 9th St. & S. 10th St.	On-Street On-Street	4	0	0%	0	09
3	S. 8th St. S. 9th St.		E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street	10 4	5 1	50% 25%	3	309 509
	801 E. Cary St. City of Richmon	d - Gateway	801 E. Cary St. 800 E. Canal St.	Private/Public Lot Public/Public Structure	30 470	15 362	50% 77%	8 59	275 135
1	E. Cary St. E. Canal St.		S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street	4 0	5	125% 0%	6	150
4	S. 10th St.		E. Cary St. & E. Canal St.	On-Street	0	7	700%	5	500
	S. 11th St. Davenport Com	pany	E. Cary St. & E. Canal St. 901 E. Cary St.	On-Street Private/Private Garage	7 0	0	0% 0%	4	579
5	E. Cary St. E. Canal St.		S. 10th St. & S. 12th St. S. 10th St. & S. 12th St.	On-Street On-Street	0	0	0% 0%	0	0%
5	S. 10th St.		E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
	S. 12th St. James Center Ga	arage	E. Cary St. & E. Canal St. 1000 E. Canal St.	On-Street Private/Public Structure	0 595	0 166	0% 28%	0 312	0% 529
	Omni Hotel Park E. Canal St.	ring	100 S. 12th St. S. 8th St. & S. 9th St.	Private/Private Garage On-Street	392 0	109 0	28% 0%	11 0	39 09
6	S. 7th St.		E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
7	S. 9th St. E. Canal St.		E. Canal St. & Downtown Expressway S. 9th St. & S. 10th St.	On-Street On-Street	0	3	300%	3	300
	Downtown Expr S. 9th St.	essway	S. 9th St. & S. 10th St. E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0%
7	S. 10th St.	4.5	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	09
3	City of Richmon E. Canal St.		200 S. 10th St. S. 10th St. & S. 11th St.	Public/Public Structure On-Street	950 0	838	88% 0%	115 0	12
3	Downtown Expr S. 10th St.	essway	S. 10th St. & S. 11th St. E. Canal St. & Downtown Expressway	On-Street On-Street	14 0	0	0%	0	09
3	S. 12th St.	41	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
	James Center Pa E. Byrd St.	arking	1017 E. Canal St. S. 7th St. & S. 9th St.	Private/Public Lot On-Street	162 0	104 0	64% 0%	8	59 09
9	S. 10th St. S. 7th St.		S. 7th St. & S. 9th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0%	0	09
/	S. 9th St.		E. Byrd St. & S. 10th St.	On-Street	0	0	0%	0	0%
9	Federal Reserve		825 E. Byrd St. S. 9th St. & S. 10th St.	Public/Private Lot On-Street	53 0	45 0	85% 0%	19 0	36 09
9					U		U/0		U7
9	E. Byrd St. S. 10th St. S. 9th St.		S. 9th St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0%	0	09





Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 9)

Block#	Name/Description	CBD Weekday Combine	Туре	Effective Supply	Weekda Counts	y 12PM-2PM Utilization	Weekda Count	ay 6PM-8PM Utilization
181	E. Byrd St.	S. 10th St. & S. 11th St.	On-Street	0	0	0%	0	0%
	Haxall Pl.	S. 10th St. & S. 11th St.	On-Street	0	0	0%	0	0%
_	S. 10th St. S. 11th St.	E. Byrd St. & Haxall Pl. E. Byrd St. & Haxall Pl.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Byrd St.	S. 11th St. & S. 12th St.	On-Street	0	0	0%	0	0%
	River Canal	S. 9th St. & S. 12th St.	River	0	0	0%	0	0%
	S. 11th St. S. 12th St.	E. Byrd St. & River Canal E. Byrd St. & River Canal	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Main St.	S. 12th St. & S. 13th St.	On-Street	5	4	80%	10	200%
	E. Cary St.	S. 12th St. & S. 13th St.	On-Street	5	10	200%	11	220%
	S. 12th St.	E. Main St. & E. Cary St.	On-Street	6	5	83%	7	117%
	S. 13th St. Shockoe Commons Permit Lot	E. Main St. & E. Cary St. 10 S. 13th St.	On-Street Private/Private Lot	0 12	1 10	100% 83%	2 6	200% 50%
	E. Main St.	S. 12th St. & S. 14th St.	On-Street	14	11	79%	13	93%
	E. Cary St.	S. 12th St. & S. 14th St.	On-Street	6	6	100%	6	100%
	S. 12th St. S. 14th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	6 10	11 5	183% 50%	11 5	183% 50%
	Exchange Pl. Apartments	7 S. 13th St.	Private/Private Lot	45	19	42%	10	22%
184	Exchange Alley Lot	1319 E. Main St.	Private/Public Lot	23	12	52%	5	22%
	E. Main St.	S. 14th St. & S. 15th St.	On-Street	7	5 0	71%	4 0	57% 0%
	E. Cary St. S. 14th St.	S. 14th St. & S. 15th St. E. Main St. & E. Cary St.	On-Street On-Street	0	0	0% 0%	0	0%
	S. 15th St.	E. Main St. & E. Cary St.	On-Street	0	0	0%	0	0%
	Standard Parking / Main Street Station W.	37 S. 14th St.	Private/Public Lot	20	16	80%	8	40%
	Devon Lot 14th and Cary Garage	1409 E. Main St. 1410 E. Cary St.	Private/Private Lot Private/Public Structure	16 812	12 659	75% 81%	4 103	25% 13%
	Standard Parking / Main Street Station NE.	39 S. 15th St.	Private/Public Lot	99	80	81%	24	24%
185	Standard Parking / Main Street Station SE.	1422 E. Cary St.	Private/Public Lot	68	69	101%	50	74%
	E. Main St.	S. 15th St. & CSX Railroad Overpass	On-Street	0	0	0%	0	0% 0%
	E. Cary St. S. 15th St.	S. 15th St. & CSX Railroad Overpass E. Main St. & E. Cary St.	On-Street On-Street	12 9	0 4	0% 44%	4	0% 44%
	CSX Railroad Overpass	E. Main St. & E. Cary St.	On-Street	0	0	0%	0	0%
	Club Rouge Lot	9 S. 15th St.	Private/Private Lot	14	8	57%	8	57%
	Shockoe Atelier Main Street Station	1510 E. Cary St. 1504 E. Cary St.	Private/Private Lot Private/Public Lot	14 33	9 34	64% 103%	4 20	29% 61%
	E. Cary St.	S. 12th St. & S. 13th St.	On-Street	8	0	0%	0	0%
187	E. Canal St.	S. 12th St. & S. 13th St.	On-Street	9	7	78%	3	33%
	S. 12th St. S. 13th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	4 0	6 4	150% 400%	5 4	125% 400%
_	Shockoe Deck	110 S. 13th St.	Private/Public Structure	562	115	20%	200	36%
	E. Cary St.	S. 13th St. & Virginia St.	On-Street	9	11	122%	12	133%
	E. Canal St.	S. 13th St. & Virginia St.	On-Street	9	8	89%	9	100%
	S. 13th St. Virginia St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	3	6 5	150% 167%	4 5	100% 167%
	City of Richmond - Virginia St. Garage	1 Virginia St.	Public/Public Structure	414	456	110%	164	40%
	E. Cary St.	Virginia St. & S. 14th St.	On-Street	0	0	0%	4	400%
	E. Canal St.	Virginia St. & S. 14th St.	On-Street	0	0	0%	0	0% 0%
	Virginia St. S. 14th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Cary St.	S. 14th St. & S. 15th St.	On-Street	11	4	36%	7	64%
	Dock St.	S. 14th St. & S. 15th St.	On-Street	0	0	0%	0	0%
	S. 14th St. S. 15th St.	E. Cary St. & Dock St. E. Cary St. & Dock St.	On-Street On-Street	0 10	0 11	0% 110%	0 12	0% 120%
	E. Cary St.	S. 15th St. & CSX Railroad Overpass	On-Street	9	5	56%	8	89%
	Dock St.	S. 15th St. & CSX Railroad Overpass	On-Street	0	0	0%	0	0%
	S. 15th St.	E. Cary St. & Dock St.	On-Street	9	7	78%	9	100%
	CSX Railroad Overpass La Diff	E. Cary St. & Dock St. 1501 Dock St.	On-Street Private/Private Lot	0 34	0 32	0% 94%	0 19	0% 56%
	E. Canal St.	S. 12th St. & Virginia St.	On-Street	0	0	0%	0	0%
	Downtown Expressway	S. 12th St. & Virginia St.	On-Street	0	0	0%	0	0%
	S. 12th St. Virginia St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0 6	0 2	0% 33%	0 5	0% 83%
	Hat Factory/ City Parking Inc.	118 Virginia St.	Private/Public Lot	37	28	76%	4	11%
	E. Canal St.	Virginia St. & S. 14th St.	On-Street	0	0	0%	4	400%
	Downtown Expressway	Virginia St. & S. 14th St.	On-Street	0	0	0%	0	0%
	Virginia St. S. 14th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Downtown Expressway	S. 9th St. & S. 10th St.	On-Street	0	0	0%	0	0%
	River	S. 9th St. & S. 10th St.	On-Street	0	0	0%	0	0%
	S. 12th St.	E. Broad St. & E. Grace St. F. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Virginia St. The Locks	E. Broad St. & Capital St. 1300 E. Byrd St.	On-Street Private/Public Lot	68	45	0% 66%	18	0% 26%
194	SP+ City Locks Lot	160 Virginia St.	Public/Public Lot	47	51	109%	42	89%
	Riverside on the James Deck	1001 Haxall Pt.	Private/Public Structure	855	20	2%	14	2%
	Downtown Expressway River	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
195	Virginia St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%
	S. 14th St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%
	Downtown Expressway River	S. 7th St. & S. 9th St. S. 7th St. & S. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 14th St.	5. 7(11 St. & S. 9(11 St. E. Byrd St. & S. 10th St.	On-Street	0	0	0%	0	0%
196	I-95 Interstate Overpass	E. Byrd St. & S. 10th St.	On-Street	0	0	0%	0	0%
1974	E. Main St.	CSX Railroad West Overpass	On-Street	0	43	0%	60 42	0% 0%
_	F Cary St	CSY Railroad Fact Overnace	On-Street	0	50	0%	12	0% 0%
197A	E. Cary St. E. Cary St.	CSX Railroad East Overpass CSX Railroad West Overpass	On-Street	0	20	0%	12	
197A 197B	E. Cary St. E. Cary St. Dock St.	•	On-Street On-Street	0	20 0	0% 0%	0	0%
197A 197B 197B 197	E. Cary St. Dock St. Main Street Station N.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St.	On-Street Private/Public Lot	0 87	0	0% 0%	0	0%
197A 197B 197B 197 197	E. Cary St. Dock St. Main Street Station N. Baskervill Parking	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St.	On-Street Private/Public Lot Private/Private Lot	0 87 86	0 0 0	0% 0% 0%	0 0 0	0% 0%
197A 197B 197B 197 197 197	E. Cary St. Dock St. Main Street Station N.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St.	On-Street Private/Public Lot	0 87	0	0% 0%	0	0%
197A 197B 197B 197 197 197 198 198	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street	0 87 86 23 0	0 0 0 0 0	0% 0% 0% 0% 0%	0 0 0 0 1	0% 0% 0% 100% 0%
197A 197B 197B 197 197 197 198 198 198	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street	0 87 86 23 0 0	0 0 0 0 0	0% 0% 0% 0% 0% 0%	0 0 0 0 1 0	0% 0% 0% 100% 0%
197A 197B 197B 197 197 197 198 198 198	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street	0 87 86 23 0	0 0 0 0 0	0% 0% 0% 0% 0%	0 0 0 0 1	0% 0% 0% 100% 0%
197A 197B 197B 197 197 197 198 198 198 198	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street On-Street	0 87 86 23 0 0 0	0 0 0 0 0 0	0% 0% 0% 0% 0% 0% 0%	0 0 0 0 1 0 0	0% 0% 0% 100% 0% 0%
197A 197B 197B 197 197 197 198 198 198 198 198 199	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. Usestide of Railroad Overpass & Crane/Ambler St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street On-Street Public/Private Lot On-Street On-Street	0 87 86 23 0 0 0 0 0 504 0 3	0 0 0 0 0 0 0 0 0 22 1	0% 0% 0% 0% 0% 0% 0% 0% 4% 100%	0 0 0 0 1 0 0 0 2 1 2	0% 0% 0% 100% 0% 0% 0% 0% 100% 67%
197A 197B 197B 197 197 197 198 198 198 198 198 199 199	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St. Westside of Railroad Overpass	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St. E. Broad St. & E. Main St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street On-Street Public/Private Lot On-Street On-Street On-Street On-Street On-Street	0 87 86 23 0 0 0 0 504 0 3	0 0 0 0 0 0 0 0 0 0 22 1 0	0% 0% 0% 0% 0% 0% 0% 0% 4% 100% 0%	0 0 0 0 1 0 0 0 0 2 1 2	0% 0% 0% 100% 0% 0% 0% 0% 100% 67% 0%
197A 197B 197B 197 197 197 198 198 198 198 198 199 199 199	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St. Westside of Railroad Overpass Ambler St. / Crane St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St. E. Broad St. & E. Main St. E. Broad St. & E. Main St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street On-Street Public/Private Lot On-Street On-Street	0 87 86 23 0 0 0 0 0 504 0 3	0 0 0 0 0 0 0 0 0 22 1	0% 0% 0% 0% 0% 0% 0% 0% 4% 100%	0 0 0 0 1 0 0 0 2 1 2	0% 0% 0% 100% 0% 0% 0% 0% 100% 67%
197A 197B 197B 197 197 197 198 198 198 198 198 199 199 199 199	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St. Westside of Railroad Overpass	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St. E. Broad St. & E. Main St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street On-Street Public/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street	0 87 86 23 0 0 0 0 504 0 3 0	0 0 0 0 0 0 0 0 0 0 22 1 0 0	0% 0% 0% 0% 0% 0% 0% 4% 100% 0% 0% 200%	0 0 0 0 1 0 0 0 2 1 2 0	0% 0% 0% 100% 0% 0% 0% 0% 100% 67% 0% 100%
197A 197B 197B 197 197 197 198 198 198 198 199 199 199 199 199 200 200	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St. Westside of Railroad Overpass Ambler St. / Crane St. Main Street Parking E. Broad St. E. Grace St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St. E. Broad St. & E. Main St. E. Broad St. & E. Main St. 1615 W. Broad St. Crane St. & E. 17th St. Crane St. & E. 17th St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street Public/Private Lot On-Street	0 87 86 23 0 0 0 0 504 0 3 0 0 0 130 8 3	0 0 0 0 0 0 0 0 0 0 22 1 0 0 0 2 7	0% 0% 0% 0% 0% 0% 0% 4% 100% 0% 200% 5%	0 0 0 0 1 0 0 0 2 1 2 0 1 2 0 2	0% 0% 0% 100% 0% 0% 0% 0% 100% 67% 0% 100% 2%
197A 197B 197B 197 197 197 198 198 198 198 199 199 199 199 199 200 200 200	E. Cary St. Dock St. Main Street Station N. Baskervill Parking Main Street Station S. E. Broad St. Bank St. E 15th St. Westside of Railroad Overpass City of Richmond - Main St. Station E. Broad St. E. Main St. Westside of Railroad Overpass Ambler St. / Crane St. Main Street Parking E. Broad St.	CSX Railroad West Overpass CSX Railroad East Overpass 1527 E. Cary St. 1503 E. Cary St. 109 S. 15th St. E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St. 1500 E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St. E. Broad St. & E. Main St. E. Broad St. & E. Main St. 1615 W. Broad St. Crane St. & E. 17th St.	On-Street Private/Public Lot Private/Private Lot Private/Public Lot On-Street On-Street On-Street Public/Private Lot On-Street	0 87 86 23 0 0 0 0 504 0 3 0 0 130 8	0 0 0 0 0 0 0 0 0 0 22 1 0 0 0 2 7	0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 4% 100% 0% 200% 5% 0%	0 0 0 0 1 0 0 0 2 1 2 0 1 2	0% 0% 0% 100% 0% 0% 0% 100% 67% 0% 100% 2%









Exhibit F-4: Downtown Weekday Total Occupancy (Pt. 10)

		CBD Weekday	Combined	Effective		y 12PM-2PM		ay 6PM-8PM
Block #	Name/Description E. Broad St.	Address N. 17th St. & N. 18th St.	Type On-Street	Supply 0	Counts 0	Utilization 0%	Count 1	Utilization 100%
201	E. Grace St.	N. 17th St. & N. 18th St.	On-Street	10	13	130%	8	80%
201 201	N. 17th St. N. 18th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	0	3 0	300% 0%	2 0	200% 0%
201	VCU - A Lot / City of Richmond - Main Street Station	212 N. 18th St.	Public/Public Lot	86	22	26%	10	12%
	E. Broad St. E. Grace St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	On-Street On-Street	0 8	0 9	0% 113%	0 8	0% 100%
	N. 18th St.	E. Broad St. & E. Grace St.	On-Street	10	3	30%	0	0%
202 202	N. 19th St. Rock Bottom Realty	E. Broad St. & E. Grace St. 1813 E. Broad St.	On-Street Private/Private Lot	6 22	10 14	167% 64%	9 12	150% 55%
	Richmond Parking	1800 E. Grace St.	Private/Public Lot	43	5	12%	4	9%
	Adya Yoga E. Broad St.	1801 E. Broad St. N. 19th St. & N. 20th St.	Private/Private Lot On-Street	18 0	9	50% 0%	16 0	89%
	E. Grace St.	N. 19th St. & N. 20th St.	On-Street	10	9	90%	9	90%
203	N. 19th St.	E. Broad St. & E. Grace St.	On-Street	14 16	18 15	129%	16 15	114% 94%
	N. 20th St. E. Broad St.	E. Broad St. & E. Grace St. N. 20th St. & N. 21st St.	On-Street On-Street	0	0	94%	0	0%
	E. Grace St.	N. 20th St. & N. 21st St.	On-Street	9	11	122%	7	78%
	N. 20th St. N. 21st St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	6 6	8	133% 50%	7 9	117% 150%
	E. Grace St.	Price St. & Cameo St.	On-Street	8	0	0%	1	13%
205 205	E. Franklin St. Ambler St.	Price St. & Cameo St. E. Franklin St. & E. Grace St.	On-Street On-Street	5 0	1 5	20% 0%	5 6	100% 600%
	N. 17th St.	E. Franklin St. & E. Grace St.	On-Street	14	0	0%	0	0%
	City of Richmond - Main Street Parking Main Street Parking	100 N. 17th St. 1634 E. Grace St.	Public/Public Lot Private/Public Lot	38 56	9	24% 7%	18 13	47% 23%
206	E. Grace St.	N. 17th St. & N. 18th St.	On-Street	3	4	133%	4	133%
206 206	E. Franklin St. N. 17th St.	N. 17th St. & N. 18th St. E. Franklin St. & E. Grace St.	On-Street On-Street	9 11	11 5	122% 45%	11 6	122% 55%
	N. 18th St.	E. Franklin St. & E. Grace St.	On-Street	8	9	113%	12	150%
206 206	Weimans Bakery Lovings Produce	127 N. 17th St. 1715 E. Grace St.	Private/Private Lot Private/Private Lot	18 27	16 0	89% 0%	8	44% 0%
	Weimans Bakery	113 N. 17th St.	Private/Private Lot	11	2	18%	4	36%
206	Richmond Cheers	118 N. 18th St.	Private/Public Lot	17	3	18%	14	82%
206 207	Market Square E. Grace St.	1704 E. Franklin St. N. 18th St. & N. 19th St.	Private/Private Lot On-Street	27 5	25 7	93% 140%	25 6	93% 120%
207	E. Franklin St.	N. 18th St. & N. 19th St.	On-Street	9	11	122%	14	156%
207 207	N. 18th St. N. 19th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	12 11	11 13	92% 118%	11 11	92% 100%
208	E. Grace St.	N. 19th St. & N. 20th St.	On-Street	10	12	120%	8	80%
208 208	E. Franklin St. N. 19th St.	N. 19th St. & N. 20th St. E. Franklin St. & E. Grace St.	On-Street On-Street	11 12	14 12	127% 100%	13 11	118% 92%
208	N. 20th St.	E. Franklin St. & E. Grace St.	On-Street	10	16	160%	18	180%
	E. Grace St. E. Franklin St.	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	On-Street On-Street	10 9	11 10	110% 111%	12 7	120% 78%
209	N. 20th St.	E. Franklin St. & E. Grace St.	On-Street	10	10	100%	12	120%
209 209	N. 21st St. Red Orange Studio	E. Franklin St. & E. Grace St. 2006 E. Franklin St.	On-Street Private/Private Lot	9 10	10 8	111% 80%	7 11	78% 110%
	American Tobacco Center	120 N. 21st St.	Private/Private Lot	14	9	64%	12	86%
	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. 15th St.	E. Main St. & E. Franklin St.	On-Street	0	0	0%	0	0%
210 211	Railway Station Bldg E. Franklin St.	E. Main St. & E. Franklin St. N. 1st St. & N. 2nd St.	On-Street	0	0 5	0% 500%	0 9	0% 900%
	E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	1	100%	0	0%
	Railway Station Bldg	E. Main St. & E. Franklin St.	On-Street	0	18	1800%	12	1200%
	N. 17th St. City of Richmond - Main Street Station	E. Main St. & E. Franklin St. 1500 E. Main St.	On-Street Public/Public Lot	0 63	0 44	0% 70%	0 31	0% 49%
	E. Franklin St.	N. 17th St. & N. 18th St.	On-Street	9	7	78%	5	56%
	E. Main St. N. 17th St.	N. 17th St. & N. 18th St. E. Main St. & E. Franklin St.	On-Street On-Street	12 0	4 0	33% 0%	11 0	92% 0%
212	N. 18th St.	E. Main St. & E. Franklin St.	On-Street	0	4	400%	14	1400%
	E. Franklin St. E. Main St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	On-Street On-Street	11 6	11 1	100% 17%	12 5	109% 83%
213	N. 18th St.	E. Main St. & E. Franklin St.	On-Street	9	10	111%	10	111%
	N. 19th St. La Bamba	E. Main St. & E. Franklin St. 19 N. 18th St.	On-Street Private/Private Lot	11 5	6 3	55% 60%	6 2	55% 40%
	Main Street Parking LLC	1824 E. Main St.	Private/Public Lot	27	12	44%	23	85%
	E. Franklin St. E. Main St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	10 6	9	90% 0%	11 4	110% 67%
	N. 19th St.	E. Main St. & E. Franklin St.	On-Street	11	20	182%	19	173%
214 214	N. 20th St. Poe's Row	E. Main St. & E. Franklin St. 1906 E. Main St.	On-Street Private/Private Lot	16 23	10 22	63% 96%	5 19	31% 83%
214	Rainmaker Recording and Creative	15 N. 19th St.	Private/Private Lot	11	4	36%	8	73%
	E. Franklin St. E. Main St.	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	On-Street On-Street	9	12 4	133% 67%	10 4	111% 67%
	N. 20th St.	E. Main St. & E. Franklin St.	On-Street	10	12	120%	12	120%
	N. 17th St. Shockoe Valley Heights	E. Main St. & E. Franklin St.	On-Street	13 52	10 40	77% 77%	8 42	62% 81%
	Shockoe Valley Heights E. Main St.	2005 E. Franklin St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street	0	0	77% 0%	0	81% 0%
216	E. Cary St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0%	0	0%
	Railroad Overpass S. 17th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Main St. Realty	1559 E. Main St.	Private/Private Lot	32 9	15	47%	11 0	34%
	E. Main St. E. Cary St.	S. 17th St. & S. 18th St. S. 17th St. & S. 18th St.	On-Street On-Street	9	1 11	11% 122%	0 10	0% 111%
217	S. 17th St.	E. Cary St. & E. Main St.	On-Street	9	0	0%	0	0%
	S. 18th St. Dock Associates	E. Cary St. & E. Main St. 15 S. 17th St.	On-Street Private/Private Lot	0 23	12 8	1200% 35%	12 6	1200% 26%
217	RVA Self Storage	1720 E. Cary St.	Private/Private Lot	11	9	82%	7	64%
	Terrer Holdings E. Main St.	1725 E. Main St. S. 18th St. & S. 19th St.	Private/Private Lot On-Street	9 5	4 7	44% 140%	8	89% 0%
218	E. Cary St.	S. 18th St. & S. 19th St.	On-Street	11	13	118%	15	136%
	S. 18th St. S. 19th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	On-Street On-Street	13 11	10 12	77% 109%	15 13	115% 118%
218	Richmond Parking Inc	1811 E. Main St.	Private/Public Lot	90	11	12%	16	18%
	E. Main St. E. Cary St.	S. 19th St. & S. 20th St. S. 19th St. & S. 20th St.	On-Street On-Street	7 9	4 12	57% 133%	0 11	0% 122%
219	S. 19th St.	E. Cary St. & E. Main St.	On-Street	10	13	130%	16	160%
	S. 20th St. Canal Walk Lofts	E. Cary St. & E. Main St. 1900 E. Cary St.	On-Street Private/Private Lot	14 9	12 4	86% 44%	9 8	64% 89%
	E. Main St.	S. 20th St. & S. 21st St.	On-Street	6	5	83%	0	0%
	E. Cary St. S. 20th St.	S. 20th St. & S. 21st St.	On-Street	0	2	200%	1 15	100%
	S. 20th St. S. 21st St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	On-Street On-Street	5 16	13 6	260% 38%	15 7	300% 44%
	E. Cary St.	S. 17th St. & S. 18th St.	On-Street	0	2	200%	3	300%
	Dock St. S. 17th St.	S. 17th St. & S. 18th St. E. Cary St. & Dock St.	On-Street On-Street	0 3	0 2	0% 67%	0	0% 0%
221	S. 18th St.	E. Cary St. & Dock St.	On-Street	0	5	500%	5	500%
	E. Cary St. Dock St.	S. 18th St. & S. 21st St. S. 18th St. & S. 21st St.	On-Street On-Street	20 0	28 0	140% 0%	32 0	160% 0%
222	S. 18th St.	E. Cary St. & Dock St.	On-Street	0	1	100%	0	0%
	S. 21st St. Virginia Holocaust Museum	E. Cary St. & Dock St. 2000 Dock St.	On-Street Private/Private Lot	0 194	0 71	0% 37%	0 91	0% 47%
223	James River Canal	Interstate I-95 Overpass & Pear St.	On-Street	0	0	0%	0	0%
223 223	James River Interstate I-95 Overpass	Interstate I-95 Overpass & Pear St. James River Canal & James River	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Pear St.	James River Canal & James River	On-Street	0	0	0%	0	0%
223 223	Public Utilities	1721 E. Byrd St.	Public/Private Lot		8			







Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 1)

Block #	044	CBD Weekday C		Effective	Weekda	y 12PM-2PM Utilization	Weekda	ay 6PM-8PI Utilizatio
1 1	W. Duval St.	Cross Streets Chamberlayne Pkwy. & N. 1st St.	Type On-Street	Supply 0	0 Counts	Utilization 0%	0 Count	Utilizatio
1	Chamberlayne Pkwy. N. 1st St.	Freeway & W. Duval St. Freeway & W. Duval St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
2	W. Duval St.	Chamberlayne Pkwy. & Price St.	On-Street	6		0%	0	0%
2	W. Jackson St. Chamberlayne Pkwy.	Chamberlayne Pkwy. & Price St. W. Duval St. & W. Jackson St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
2	Price St.	W. Duval St. & W. Jackson St.	On-Street	5	6	120%	4	80%
3	W. Duval St. W. Jackson St.	Price St. & Cameo St. Price St. & Cameo St.	On-Street On-Street	9	0	0% 0%	1 0	11% 0%
3	Price St.	W. Duval St. & W. Jackson St.	On-Street	0	1	100%	0	0%
3	Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. Cameo St. & St. James St.	On-Street On-Street	10 4	8	80%	11 3	110% 75%
4	W. Jackson St.	Cameo St. & St. James St.	On-Street	0	0	0%	0	0%
4 4	St. James St. Cameo St.	W. Duval St. & W. Jackson St.	On-Street	0	0	0% 0%	0	0% 0%
5	W. Duval St.	W. Duval St. & W. Jackson St. St. James & N. 1st St.	On-Street On-Street	7	8	114%	1	14%
5	W. Jackson St.	St. James & N. 1st St.	On-Street	0	0	0%	0	0%
5 5	St. James St. N. 1st St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street	19 13	14 15	74% 115%	8 7	42% 54%
6	W. Duval St.	N. 1st St. & N. 2nd St.	On-Street	4	0	0%	0	0%
6 6	W. Jackson St. N. 1st St.	N. 1st St. & N. 2nd St. W. Jackson St. & W. Duval St.	On-Street On-Street	0 17	0 4	0% 24%	1 8	100% 47%
6	N. 2nd St.	W. Jackson St. & W. Duval St.	On-Street	8	21	263%	6	75%
7 7	W. Duval St. W. Leigh St.	N. Belvidere St. & Brook Rd. N. Belvidere St. & Brook Rd.	On-Street On-Street	0	2	200% 0%	1 0	100% 0%
7	Brook Rd.	W. Duval St. & W. Leigh St.	On-Street	0	1	100%	2	200%
7 8	N. Belvidere St.	W. Duval St. & W. Leigh St.	On-Street On-Street	6 13	0	0% 0%	2	33% 0%
8	W. Duval St. W. Leigh St.	Brook Rd. & Judah St. Brook Rd. & Judah St.	On-Street	7	6	86%	5	71%
8	Judah St.	W. Duval St. & W. Leigh St.	On-Street	6	0	0%	0	0%
9	Brook Rd. W. Duval St.	W. Duval St. & W. Leigh St. Judah St. & St. Peters St.	On-Street	0	5	500%	2	200%
9	W. Leigh St.	Judah St. & St. Peters St.	On-Street	8	1	13%	3	38%
9	St. Peters St. Judah St.	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	On-Street On-Street	9	8 5	89% 500%	8 2	89% 200%
10	Chamberlayne Pkwy.	W. Duval St. & Price St.	On-Street	0	0	0%	0	0%
10 10	W. Leigh St.	St. Peters St. & Price St. W. Duval St. & W. Leigh St.	On-Street On-Street	10 9	12 1	120% 11%	3 0	30%
10 10	St. Peters St. Price St.	W. Duval St. & W. Leigh St. Chamberlayne Pkwy. & W. Leigh St.	On-Street On-Street	3	1 2	11% 67%	3	0% 100%
11	W. Jackson St.	Chamberlayne Pkwy. & Price St.	On-Street	0	0	0%	0	0%
11 11	Chamberlayne Pkwy. Price St.	W. Jackson St. & Price St. W. Jackson St. & W. Leigh St.	On-Street On-Street	0 7	3	0% 43%	3 6	300% 86%
12	W. Jackson St.	Price St. & St. James St.	On-Street	0	0	0%	0	0%
12 12	W. Leigh St. Price St.	Chamberlayne Pkwy. & St. James St. W. Jackson St. & Chamberlayne St.	On-Street On-Street	2	0	0% 0%	0	0% 0%
12	Chamberlayne Pkwy.	Price St. & Leigh St.	On-Street	0	0	0%	0	0%
12	St. James St.	W. Jackson St. & Leigh St.	On-Street	0	0	0%	0	0%
13 13	W. Jackson St. W. Leigh St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
13	St. James St.	W. Jackson St. & W. Leigh St.	On-Street	13	13	100%	13	100%
13 14	N. 1st St. W. Jackson St.	W. Jackson St. & W. Leigh St. N. 1st St. & N. 2nd St.	On-Street On-Street	9	7	78% 0%	5 0	56% 0%
14	W. Leigh St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street	0	0	0%	0	0%
14	N. 1st St.	W. Jackson St. & W. Leigh St.	On-Street	13	6	46%	7	54%
14 15	N. 2nd St. W. Cary St.	W. Jackson St. & W. Leigh St. Smith St. & Brook Rd.	On-Street On-Street	9	6 0	67% 0%	5 0	56% 0%
15	Catherine St.	Smith St. & N. Monroe St.	On-Street	0	24	2400%	0	0%
15 15	Smith St. N. Monroe St.	W. Leigh St. & Catherine St. Brook Rd. & Catherine St.	On-Street On-Street	7	7	100% 100%	5 0	71% 0%
15	Brook Rd.	W. Leigh St. & N. Monroe St.	On-Street	4	3	75%	2	50%
16 16	W. Leigh St. W. Cary St.	Brook Rd. & N. Adams St. Brook Rd. & N. Adams St.	On-Street On-Street	12 9	0 15	0% 167%	0 21	0% 233%
	Brook Rd.	W. Leigh St. & W. Clay St.	On-Street	0	1	100%	1	100%
16	N. Adams St.	W. Leigh St. & W. Clay St.	On-Street	0	0	0%	1 0	100%
17 17	W. Leigh St. W. Clay St.	N. Adams St. & St. James St. N. Adams St. & St. James St.	On-Street On-Street	8 11	10	0% 91%	11	0% 100%
17	N. Adams St.	W. Leigh St. & W. Clay St.	On-Street	0	1	100%	0	0%
17 18	St. James St. W. Leigh St.	W. Leigh St. & W. Clay St. St. James & N. 1st St.	On-Street On-Street	9	0	0% 0%	0	0% 0%
18	W. Clay St.	St. James & N. 1st St.	On-Street	10	10	100%	6	60%
18 18	St. James St. N. 1st St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street	0 12	16 12	1600% 100%	17 8	1700% 67%
19	W. Leigh St.	N. 1st St. & N. 2nd St.	On-Street	3	1	33%	0	0%
19 19	W. Clay St. N. 1st St.	N. 1st St. & N. 2nd St. W. Leigh St. & W. Clay St	On-Street On-Street	10 18	8 8	80% 44%	5 19	50% 106%
19	N. 1st St. N. 2nd St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street	18	10	44% 56%	19	106% 67%
20	Catherine St.	Smith St. & N. Henry St.	On-Street	12	10 10	83%	9	75%
20 20	W. Clay St. Smith St.	Smith St. & N. Henry St. N. Henry St. & N. Monroe St.	On-Street On-Street	4 12	10 9	250% 75%	5 9	125% 75%
20	N. Henry St.	N. Henry St. & N. Monroe St.	On-Street	0	0	0%	0	0%
21 21	Catherine St. W. Clay St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	10 10	7 12	70% 120%	7 9	70% 90%
21	N. Henry St.	W. Clay St. & W. Marshall St.	On-Street	6	5	83%	5	83%
21 22	N. Monroe St. Brook Rd.	W. Clay St. & W. Marshall St. N. Monroe St. & W. Clay St.	On-Street On-Street	7 9	8 9	114% 100%	7	100% 78%
22	W. Clay St.	N. Monroe St. & Brook Rd.	On-Street	9		0%		0%
22	N. Monroe St.	Brook Rd. & W. Clay St.	On-Street	10	10	100%	9	90%
23 23	W. Clay St. W. Marshall St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	On-Street On-Street	11 10	6 9	55% 90%	7 10	64% 100%
23	Smith St.	W. Clay St. & W. Marshall St.	On-Street	12	14	117%	14	117%
23 24	N. Henry St. W. Clay St.	W. Clay St. & W. Marshall St. N. Henry St. & N. Monroe St.	On-Street On-Street	9	0 4	0% 44%	0 6	0% 67%
24	W. Marshall St.	N. Henry St. & N. Monroe St.	On-Street	11		0%		0%
24 24	N. Henry St. N. Monroe St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	0 12	13 14	1300% 117%	13 11	1300% 92%
25	W. Clay St.	N. Monroe St. & N. Madison St.	On-Street	12		0%	10	83%
25 25	W. Marshall St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Clay St. & W. Marshall St.	On-Street On-Street	11 12	11	0% 92%	9	0% 75%
25 25	N. Monroe St. N. Madison St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	12	11 12	100%	13	108%
26	W. Marshall St.	Brook St. & N. Madison St.	On-Street	7	9	129%	10	143%
26 26	N. Madison St. Brook Rd.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	6 14	14 17	233% 121%	8 16	133% 114%
27	W. Clay St.	Brook St. & N. Adams St.	On-Street	20	12	60%	19	95%
27 27	W. Marshall St.	Brook St. & N. Adams St. W. Clay St. & W. Marshall St.	On-Street On-Street	7 0	0	0% 0%	8 0	114% 0%
27	Brook St. N. Adams St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street		0	0% 0%	0	0% 0%
28	W. Clay St.	N. Adams St. & N. 1st St.	On-Street	24	12	50%	17	71%
28 28	W. Marshall St. N. Adams St.	N. Adams St. & N. 1st St. W. Clay St. & W. Marshall St.	On-Street On-Street		11 0	79% 0%	8 0	57% 0%
28	N. 1st St.	W. Clay St. & W. Marshall St.	On-Street	7	10	143%	10	143%
29 29	W. Clay St. W. Marshall St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street		10 7	100% 140%	7 3	70% 60%
29	N. 1st St.	W. Clay St. & W. Marshall St.	On-Street On-Street		9	140%	7	78%
29	N. 2nd St.	W. Clay St. & W. Marshall St.	On-Street	11	12	109%	10	91%
30 30	W. Marshall St. W. Broad St.	Belvidere St. & N. Henry St. Belvidere St. & N. Henry St.	On-Street On-Street	10 0	1	0% 100%	0	0% 0%
30	Belvidere St.	W. Marshall St. & W. Broad St.	On-Street		1	100%	3	300%







Exhibit F-5 Downtown On-Street Weekday Occupancy (Pt. 2)

		CBD Weekday On-St	eet	Effective	Weekda	y 12PM-2PM	Weekda	ıy 6PM-8F
lock#	Street W. Marchall St	Cross Streets	Type	Supply	Counts	Utilization	Count	Utilizati
31 31	W. Marshall St. W. Broad St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	9	8	89% 0%	6 7	67% 117%
	N. Henry St.	W. Marshall St. & W. Broad St.	On-Street	0	10	1000%	7	700%
31 32	N. Monroe St. W. Marshall St.	W. Marshall St. & W. Broad St. N. Monroe St. & Madison St.	On-Street On-Street	9	7 9	700% 100%	13 8	1300% 89%
	W. Broad St.	N. Monroe St. & Madison St.	On-Street	0		0%		0%
32 32	N. Monroe St. N. Madison St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street	10 10	12 9	120% 90%	12 11	120% 110%
	W. Marshall St.	N. Madison St. & N. Jefferson St.	On-Street	9	9	100%	7	78%
33 33	W. Broad St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Marshall St. & W. Broad St.	On-Street On-Street	5 0	15	0% 1500%	7 11	140% 1100%
33	N. Jefferson St.	W. Marshall St. & W. Broad St.	On-Street	9	10	111%	9	100%
34 34	W. Marshall St. W. Broad St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	On-Street On-Street	7 9	2	29% 0%	3 1	43% 11%
	N. Jefferson St.	W. Marshall St. & W. Broad St.	On-Street	3		0%	0	0%
34 34	Brook St. N. Adams St.	W. Marshall St. & N. Adams St. W. Marshall St. & W. Broad St.	On-Street On-Street	4 0	11 0	275% 0%	9 1	225% 100%
35	W. Marshall St.	N. 1st St. & N. 2nd St.	On-Street	2	15	750%	15	750%
35 35	W. Broad St. N. Adams St.	N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	On-Street On-Street	5 3	0	0% 0%	0	0% 0%
35	N. 1st St.	W. Marshall St. & W. Broad St.	On-Street	0	5	500%	3	300%
36 36	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0 7	1	100% 0%	1	100% 0%
36	N. 1st St.	W. Marshall St. & W. Broad St.	On-Street	8	10	125%	8	100%
36 37	N. 2nd St. W. Broad St.	W. Marshall St. & W. Broad St. N. Belvidere St. & N. Henry St.	On-Street On-Street	13 6	15 0	115% 0%	11 0	85% 0%
37	W. Grace St.	N. Belvidere St. & N. Henry St.	On-Street	6	4	67%	6	100%
37 37	N. Belvidere St. N. Henry St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
38	W. Broad St.	N. Henry St. & N. Monroe St.	On-Street	6		0%	7	1179
38 38	W. Grace St. N. Henry St.	N. Henry St. & N. Monroe St. W. Broad St. & W. Grace St.	On-Street On-Street	9	8	89% 0%	7 0	78% 0%
38	N. Monroe St.	W. Broad St. & W. Grace St.	On-Street	6	12	200%	10	1679
39 39	W. Broad St. W. Grace St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	7	1	0% 25%	10 5	1439 1259
39 39	N. Monroe St.	W. Broad St. & W. Grace St.	On-Street	9	9	100%	12	1339
39 40	N. Madison St.	W. Broad St. & W. Grace St.	On-Street	7	8	114%	10	1439
40 40	W. Broad St. W. Grace St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	9	4	0% 133%	4 1	44% 33%
40 40	N. Madison St.	W. Broad St. & W. Grace St.	On-Street	10	8	80%	8	80%
40 41	N. Jefferson St. W. Broad St.	W. Broad St. & W. Grace St. N. Jefferson St. & N. Adams St.	On-Street On-Street	0	2	200% 100%	0	0% 0%
41	W. Grace St.	N. Jefferson St. & N. Adams St.	On-Street	4	3	75%	2	50%
41 41	N. Jefferson St. N. Adams St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	7	7	100% 0%	10 0	1439 0%
42	W. Broad St.	N. Adams St. & N. Foushee St.	On-Street	5		0%	1	20%
42 42	W. Grace St. N. Adams St.	N. Adams St. & N. Foushee St. W. Broad St. & W. Grace St.	On-Street On-Street	9	8	89% 89%	5 11	56% 1229
42	N. Foushee St.	W. Broad St. & W. Grace St.	On-Street	0	0	0%	0	0%
	E. Broad St. E. Grace St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	On-Street On-Street	8 7	9	113% 129%	3 5	38% 71%
43	N. Foushee St.	E. Broad St. & E. Grace St.	On-Street	8	8	100%	7	88%
	N. 1st St. E. Broad St.	E. Broad St. & E. Grace St. N. 1st St. & N. 2nd St.	On-Street On-Street	10 8	12	120% 0%	7	70% 0%
44	E. Grace St.	N. 1st St. & N. 2nd St.	On-Street	6	5	83%	4	67%
44 44	N. 1st St. N. 2nd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	10 6	9	90% 133%	11 7	1109 1179
45	W. Grace St.	N. Belvidere St. & N. Henry St.	On-Street	3	5	167%	5	1679
45 45	W. Franklin St. N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Grace St. & W. Franklin St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
45	N. Henry St.	W. Grace St. & W. Franklin St.	On-Street	0	1	100%	0	0%
46 46	W. Grace St. W. Franklin St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	10 0	8	80% 0%	12 0	1209 0%
46	N. Henry St.	W. Grace St. & W. Franklin St.	On-Street	10	10	100%	13	1309
46 47	N. Monroe St. W. Grace St.	W. Grace St. & W. Franklin St. N. Monroe St. & N. Madison St.	On-Street On-Street	11 9	8 6	73% 67%	11 7	1009 78%
47	W. Franklin St.	N. Monroe St. & N. Madison St.	On-Street	0	1	100%	0	0%
47 47	N. Monroe St. N. Madison St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	11 6	6 6	55% 100%	4 8	36% 133%
48	W. Grace St.	N. Madison St. & N. Jefferson St.	On-Street	5	9	180%	4	80%
48 48	W. Franklin St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 10	1 8	100% 80%	0 12	0% 1209
48	N. Jefferson St.	W. Grace St. & W. Franklin St.	On-Street	0	0	0%	0	0%
49 49	W. Grace St. W. Franklin St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	On-Street On-Street	9	4	44% 100%	6 4	67% 4009
	N. Jefferson St.	W. Grace St. & W. Franklin St.	On-Street	10	10	100%	10	1009
49 50	N. Adams St. W. Grace St.	W. Grace St. & W. Franklin St. N. Adams St. & N. Foushee St.	On-Street On-Street	0 9	0 7	0% 78%	0 9	0% 1009
50	W. Franklin St.	N. Adams St. & N. Foushee St.	On-Street	0	1	100%	0	0%
	N. Adams St. N. Foushee St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	12 0	0	0% 0%	0	0% 0%
51	E. Grace St.	N. Foushee St. & N. 1st St.	On-Street	9	11	122%	9	1009
51 51	E. Franklin St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Grace St. & E. Franklin St.	On-Street On-Street	0 11	0 10	0% 91%	0 15	0% 1369
51 51	N. 1st St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street	7	10	91% 186%	8	1149
	E. Grace St. E. Franklin St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	9	7 0	78% 0%	4 0	449 0%
52 52	N. 1st St.	E. Grace St. & E. Franklin St.	On-Street	6	8	133%	8	1339
52 53	N. 2nd St. W. Franklin St.	E. Grace St. & E. Franklin St. N. Belvidere St. & N. Henry St.	On-Street On-Street	9	8	89% 50%	11 5	1229 839
	W. Main St.	N. Belvidere St. & N. Henry St.	On-Street	0	1	100%	0	839 0%
53 53	N. Belvidere St. N. Henry St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	0	6 0	600% 0%	0	0% 0%
54	W. Franklin St.	N. Henry St. & N. Monroe St.	On-Street	13	3	23%	4	319
54 54	W. Main St. N. Henry St.	N. Henry St. & N. Monroe St. W. Franklin St. & W. Main St.	On-Street On-Street	11 11	0 13	0% 118%	0 13	0% 1189
54	N. Monroe St.	W. Franklin St. & W. Main St.	On-Street	11	15	136%	13	1189
55 55	W. Franklin St. W. Main St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	3 8	4 2	133% 25%	4 2	1339 25%
55	N. Monroe St.	W. Franklin St. & W. Main St.	On-Street	10	10	100%	11	1109
55 56	N. Madison St. W. Franklin St.	W. Franklin St. & W. Main St. N. Madison St. & N. Jefferson St.	On-Street On-Street	11 5	12 5	109% 100%	9	82% 0%
56	W. Main St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street	10	1	10%	3	30%
56 56	N. Madison St. N. Jefferson St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	12 13	11 0	92% 0%	9 0	75% 0%
	N. Jefferson St. W. Franklin St.	N. Jefferson St. & N. Adams St.	On-Street	8	6	0% 75%	9	1139
	W. Main St.	N. Jefferson St. & N. Adams St.	On-Street	3	2	67%	1	33%
	N. Jefferson St. N. Adams St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	9	2	44% 200%	11 0	1229
58	W. Franklin St.	N. Adams St. & N. Foushee St.	On-Street	8	8	100%	6	75%
	W. Main St. N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	On-Street On-Street	9	5 1	56% 11%	2	229 119
58	N. Foushee St.	W. Franklin St. & W. Main St.	On-Street	0	1	100%	0	0%
	E. Franklin St. E. Main St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	On-Street On-Street	9	7	78% 117%	9	1009 339
59	N. Foushee St.	E. Franklin St. & E. Main St.	On-Street	10	9	90%	9	90%
	N. 1st St. E. Franklin St.	E. Franklin St. & E. Main St. N. 1st St. & N. 2nd St.	On-Street On-Street	9 7	9 7	100% 100%	9	1009
	E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street	6	3	50%	0	0%
	N. 1st St.	E. Franklin St. & E. Main St.	On-Street	10	6	60%	3	30%







Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 3)

61	E. Franklin St. E. Main St. N. 2nd St. N. 3rd St. E. Franklin St. E. Franklin St. E. Franklin St. E. Main St. N. 3rd St. N. 4th St. W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Main St. W. Cary St. S. Jefferson St. W. Main St. W. Cary St. S. Jefferson St. S. Jefferson St. S. Jefferson St. S. Jefferson St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. E. Main St. E. Cary St. S. 1st St. E. Cary St. S. 3rd St. S. 3rd St. W. Marshall St. W. Cary St. W. Marshall St. W. Cary St. S. 3rd St. S. Jefferson St. S. Lefferson St. S. Lefferson St. S. Jefferson St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. Adams St. W. Cary St. & W. Canal St. V. Cary St. & W. Canal St.	On-Street	7 3 9 6 8 3 1 5 0 9 0 7 5 9 9 0 7 5 9 9 0 7 6 9 9 8 5 0 0 7 6 9 8 5 8 9 3 7 7	Counts 2 0 6 6 7 8 2 2 0 3 2 0 5 0 1 0 3 2 8 0 5 0 6 3 5 0 7 1 3 7 0	Utilization 29% 0% 67% 100% 0% 0% 0% 0% 700% 89% 200% 29% 0% 56% 0% 33% 22% 0% 56% 0% 38% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88% 0%	Count 2 0 4 3 4 0 0 5 4 3 0 5 0 7 4 4 0 6 1 2 3 2 3 4 6 3 0 6 0	Utilization 29% 0% 0% 0% 0% 0% 300% 0% 400% 71% 80% 33% 33% 67% 67% 200% 250% 43% 33% 33% 67% 67% 38% 0%
61	N. 2nd St. N. 3rd St. E. Franklin St. E. Franklin St. E. Main St. N. 3rd St. N. 3rd St. N. 3rd St. N. 3rd St. N. 4th St. W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Main St. W. Cary St. S. Madison St. W. Main St. W. Cary St. S. Jefferson St. S. Adams St. S. Adams St. S. Foushee St. E. Cary St. S. Foushee St. E. Main St. E. Cary St. S. 1st St. E. Main St. E. Cary St. S. 3rd St. W. Marshall St. W. Marshall St. W. Broad St. S. 3rd St. W. Cary St. S. 3rd St. W. Cary St. S. 3rd St. W. Cary St. S. 3rd St. S. 4th St. W. Cary St. W. Cary St. S. Belvidere St. S. Belvidere St. S. Belvidere St. S. Lefferson St. W. Cary St. S. Jefferson St. S. Jefferson St. S. Adams St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & S. Foushee St. S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St. S. Houshee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. S. 1st St. & S. 3rd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St	On-Street	9 6 8 3 1 5 0 9 0 7 5 9 9 0 8 5 0 0 8 5 0 0 7 6 6 9 6 9 9 8 7 6 9 9 8 8 9 9 8 9 8 9 8 9 8 9 8 9 8 9 8	6 6 6 7 8 2 2 0 3 2 0 5 0 1 0 3 2 8 0 5 0 6 3 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	67% 100% 0% 0% 0% 0% 700% 89% 200% 29% 0% 56% 0% 33% 22% 0% 56% 0% 38% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 111% 38% 0% 88%	4 3 4 0 0 5 4 3 3 0 5 0 7 4 4 0 6 1 2 3 4 6 3 6 6 6 6 6 7 7 8 8 8 8 8 8 8 8 8 8 8 8 8	0% 67% 0% 300% 0% 400% 0% 67% 80% 33% 33% 0% 56% 0% 67% 88% 80% 400% 200% 43% 33% 33% 67% 67% 38% 0%
61	N. 3rd St. E. Franklin St. E. Main St. N. 3rd St. N. 3rd St. N. 4th St. W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Main St. W. Cary St. S. Madison St. W. Main St. W. Cary St. S. Jefferson St. W. Main St. W. Cary St. S. Jefferson St. S. Foushee St. S. Foushee St. S. Foushee St. S. St. S. St. S. St. S. Jefferson St. S. Jefferson St. W. Marshall St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. S. Jefferson St. W. Cary St. S. Belvidere St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Canal St. S. Jefferson St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St.	E. Franklin St. & E. Main St. N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. W. Main St. & S. Foushee St. S. Adams St. & S. Foushee St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary S	On-Street	6 8 3 1 1 5 0 9 0 7 7 5 9 9 0 0 9 9 3 3 0 8 5 0 0 0 3 4 4 0 7 7 6 6 9 6 6 9 8 5 8 8 9 9 3 7	6 0 7 8 2 2 0 3 2 0 5 0 1 0 3 2 8 0 5 0 6 3 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	100% 0% 0% 0% 0% 0% 700% 89% 200% 29% 0% 56% 0% 33% 22% 0% 56% 0% 43% 800% 0% 167% 0% 600% 43% 83% 0% 117% 111% 38% 0% 88%	3 4 0 0 5 4 3 3 0 5 0 2 0 7 4 4 0 6 1 2 3 2 3 4 6 3 0 6	67% 0% 300% 400% 0% 400% 0% 71% 80% 33% 0% 56% 0% 67% 200% 43% 33% 67% 38% 0%
62	E. Main St. N. 3rd St. N. 3rd St. N. 4th St. W. Main St. W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Main St. W. Cary St. S. Madison St. S. Jefferson St. W. Main St. W. Cary St. S. Jefferson St. S. Jefferson St. S. Adams St. W. Main St. W. Cary St. S. Adams St. E. Main St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. E. Cary St. S. 1st St. E. Cary St. S. 2nd St. E. Main St. E. Cary St. S. 3rd St. W. Marshall St. W. Marshall St. W. Broad St. S. 3rd St. S. 3rd St. S. 3rd St. S. 4th St. W. Cary St. S. Jefferson St. W. Cary St. S. Jefferson St. W. Cary St. W. Cary St. W. Cary St. S. Jefferson St. W. Cary St.	N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. Brook St. & N. Adams St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. S. 1st St. & S. 3rd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. &	On-Street	3 1 5 0 9 0 7 5 9 9 0 9 9 9 3 0 8 5 0 0 3 4 0 7 6 9 6 9 9 8 8 5 9 8 8 9 8 9 8 9 8 8 9 8 9 8 8 9 8 9	7 8 2 2 0 3 2 0 5 0 1 0 3 2 8 0 5 0 6 3 2 7 1 1 0 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0% 0% 0% 0% 0% 89% 200% 29% 0% 33% 0% 56% 0% 33% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88% 0%	4 0 0 5 4 3 3 0 5 0 7 4 4 0 6 1 2 3 2 3 4 6 6 6 6 6 6 6 6 6 7 8 7 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 8 8 8 7 8 8 8 8 8 7 8	0% 300% 0% 400% 0% 0% 71% 80% 33% 33% 67% 67% 0% 88% 80% 400% 20% 43% 33% 33% 33% 33% 67% 67% 38% 0%
62 N N N N N N N N N N N N N N N N N N N	N. 3rd St. N. 4th St. W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Main St. W. Cary St. S. Madison St. W. Main St. W. Cary St. S. Madison St. S. Jefferson St. S. Adams St. W. Main St. W. Cary St. S. Foushee St. S. Foushee St. S. Foushee St. S. 1st St. E. Cary St. S. 1st St. E. Cary St. S. 2nd St. E. Cary St. S. 3rd St. W. Marshall St. W. Marshall St. W. W. Broad St. S. 3rd St. S. 3rd St. S. 4th St. S. 4th St. W. Cary St. S. Selvidere St. S. Belvidere St. S. Belvidere St. S. Jefferson St. W. Cary St. S. Jefferson St. W. Cary St. W. Cary St. W. Cary St. S. Jefferson St. W. Cary St. W. Cary St. W. Cary St. W. Cary St. S. Jefferson St. W. Cary St. S. Jefferson St. W. Cary St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. Brook St. & N. Adams St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. Adams St. S. Hain St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	1 5 0 9 0 7 5 9 9 9 0 8 5 0 0 8 5 0 0 7 6 9 9 8 5 0 0 0 7 6 6 9 9 8 8 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	7 8 2 2 0 3 2 0 5 0 1 0 3 2 8 0 5 0 6 3 2 7 1 1 0 6 7 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	0% 0% 700% 89% 200% 29% 0% 33% 22% 0% 56% 0% 338 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88% 0%	4 0 0 5 4 3 3 0 5 0 7 4 4 0 6 1 2 3 2 3 4 6 6 6 6 6 6 6 6 6 7 8 7 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 7 8 8 8 8 8 7 8 8 8 8 8 7 8	300% 0% 400% 0% 0% 71% 80% 33% 33% 0% 67% 60% 200% 25% 200% 43% 33% 33% 67% 67% 67% 67%
63	W. Main St. W. Cary St. S. Belvidere St. S. Madison St. W. Cary St. S. Madison St. W. Main St. W. Cary St. S. Madison St. W. Main St. W. Main St. W. Main St. W. Cary St. S. Jefferson St. S. Adams St. W. Main St. W. Cary St. S. Foushee St. S. Foushee St. S. Toushee St. S. Main St. W. Cary St. S. Soushee St. S. Soushee St. S. St. St. S. St.	E. Franklin St. & E. Main St. Brook St. & N. Adams St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 3rd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 4th St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. W. Cary St. & W. Canal St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. W. Cary St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	0 9 0 7 5 9 9 0 9 9 3 0 8 5 0 0 7 6 9 9 6 9 9 8 5 0 7 7	8 2 2 0 3 3 2 0 5 0 1 0 3 2 2 8 0 5 0 6 3 5 0 7 1 3 3 7	700% 89% 200% 29% 0% 33% 22% 0% 56% 0% 38% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 111% 38% 0% 88%	0 0 5 4 3 3 0 5 0 2 0 7 4 4 0 6 1 2 3 2 3 4 6 6 6 6 6 6 6 6 6 7 6 7 6 6 7 8 7 8 7 8	400% 0% 0% 71% 80% 33% 33% 0% 56% 0% 67% 88% 80% 400% 0% 200% 43% 33% 33% 67% 67% 67% 67%
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65	S. Jefferson St. S. Adams St. W. Main St. W. Cary St. S. Adams St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. E. Main St. E. Cary St. S. 1st St. E. Cary St. S. 1st St. E. Main St. E. Cary St. S. 2nd St. E. Main St. E. Cary St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 3rd St. S. 3rd St. S. 3rd St. S. S. Steptider St. S. S. St. S. Selvider St. S. Lefferson St. W. Cary St. W. Cary St. W. Cary St. S. Lefferson St. W. Carl St. S. Jefferson St. S. Lefferson St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. S. 1st St. & S. 3rd St. S. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 3rd St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	3 0 8 5 0 0 3 4 0 7 6 9 6 9 8 5 8	1 0 3 2 8 0 5 0 6 3 5 0 7 1 3	33% 0% 38% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88%	2 0 7 4 4 0 6 1 2 3 2 3 4 6 3 0 6	67% 0% 88% 80% 400% 25% 200% 43% 33% 67% 67% 38% 0%
65	S. Adams St. W. Main St. W. Cary St. S. Adams St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. S. Ist St. E. Main St. E. Cary St. S. 1st St. E. Main St. E. Cary St. S. 2nd St. S. 2nd St. S. 2nd St. W. Marshall St. W. Broad St. S. 3rd St. W. Gary St. S. 4th St. W. Cary St. S. Herson St. S. Herson St. S. Herson St. W. Cary St. W. Cary St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St. W. Cary St. W. Canal St. S. Jefferson St.	W. Main St. & W. Cary St. S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. S. 2nd St. S. 3rd St. S. 3rd St. S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	0 8 5 0 0 3 4 0 7 6 9 6 9 8 5 8 9	0 3 2 8 0 5 0 6 3 5 0 7 1 3	0% 38% 40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 111% 38% 0% 88%	0 7 4 4 0 6 1 2 3 2 3 4 6 3 0 6	0% 88% 80% 400% 0% 200% 25% 200% 43% 33% 67% 67% 38% 0%
66	W. Cary St. S. Adams St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. S. 1st St. E. Main St. E. Cary St. S. 1st St. S. 2nd St. E. Cary St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 3rd St. S. 3rd St. S. Jefferson St. W. Cary St. S. Belvidere St. S. Belferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St.	S. Adams St. & S. Foushee St. W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 3rd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & S. 4th St. S. 3rd St. & S. 4th St. S. Jefferson St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St.	On-Street	5 0 0 3 4 0 7 6 9 6 9 8 5 8 9	2 8 0 5 0 6 3 5 0 7 1 3	40% 800% 0% 167% 0% 600% 43% 83% 0% 117% 111% 38% 0% 88%	4 4 0 6 1 2 3 2 3 4 6 3 0 6	80% 400% 0% 200% 25% 200% 43% 33% 67% 67% 38% 0%
66 S S 66 S S 66 S S 67 E E 68 S S 68 S S 69 E E 69 S S 69 S S S 69 S 6	S. Adams St. S. Foushee St. E. Main St. E. Cary St. S. Foushee St. S. 1st St. E. Main St. E. Cary St. S. 1st St. S. 2nd St. E. Main St. E. Cary St. S. 2nd St. E. Main St. E. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 3rd St. S. 3rd St. S. 3rd St. S. Jefferson St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. Jefferson St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St.	On-Street	0 0 3 4 0 7 6 9 6 9 8 5 8 9	8 0 5 0 6 3 5 0 7 1 3	800% 0% 167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88% 0%	4 0 6 1 2 3 2 3 4 6 3 0 6	400% 0% 200% 25% 200% 43% 33% 67% 67% 38% 0%
67	E. Main St. E. Cary St. S. Foushee St. S. 1st St. E. Main St. E. Cary St. S. 1st St. S. 1st St. S. 2nd St. E. Cary St. S. 2nd St. W. Marshall St. W. Broad St. S. 3rd St. W. Broad St. S. 3rd St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. S. Belvidere St. S. Lefferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St.	S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 2nd St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	3 4 0 7 6 9 6 9 8 5 8 9	5 0 6 3 5 0 7 1 3	167% 0% 600% 43% 83% 0% 117% 11% 38% 0% 88% 0%	6 1 2 3 2 3 4 6 3 0 6	200% 25% 200% 43% 33% 67% 67% 38% 0%
67	E. Cary St. S. Foushee St. S. 1st St. E. Main St. E. Cary St. S. 1st St. S. 2nd St. E. Main St. E. Cary St. S. 2nd St. E. Cary St. S. 3nd St. W. Marshall St. W. Marshall St. W. Cary St. S. 3rd St. S. 3rd St. S. 5. Jefferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St.	S. Foushee St. & S. 1st St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. U. Cary St. & W. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	4 0 7 6 9 6 9 8 5 8 9	0 6 3 5 0 7 1 3	0% 600% 43% 83% 0% 117% 11% 38% 0% 88%	1 2 3 2 3 4 6 3 0 6	25% 200% 43% 33% 33% 67% 67% 38% 0%
67	S. Foushee St. S. 1st St. E. Main St. E. Cary St. S. 1st St. S. 2nd St. E. Main St. E. Cary St. S. 2nd St. S. 2nd St. W. Marshall St. W. Marshall St. W. Gary St. S. 3rd St. S. 4th St. W. Cary St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St. W. Cary St. W. Cay St. W. Cay St. S. Jefferson St. W. Cay St. S. Jefferson St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. W. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	7 6 9 6 9 8 5 8 9 3 7	3 5 0 7 1 3	600% 43% 83% 0% 117% 11% 38% 0% 88%	2 3 2 3 4 6 3 0 6	200% 43% 33% 33% 67% 67% 38% 0%
68	E. Main St. E. Cary St. S. 1st St. S. 2nd St. E. Main St. E. Cary St. S. 2nd St. E. Cary St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. W. Gary St. S. 4th St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St. S. Adams St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. S. Jefferson St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	6 9 6 9 8 5 8 9 3 7	5 0 7 1 3	83% 0% 117% 11% 38% 0% 88%	2 3 4 6 3 0 6	33% 33% 67% 67% 38% 0%
68	E. Cary St. S. 1st St. S. 2nd St. E. Main St. E. Cary St. S. 2nd St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. W. Cary St. S. 4th St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St. W. Canal St. S. Jefferson St.	S. 1st St. & S. 2nd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	9 6 9 8 5 8 9 3 7	0 7 1 3	0% 117% 11% 38% 0% 88% 0%	3 4 6 3 0 6	33% 67% 67% 38% 0%
68 S S 69 E 69 S 69 S 70 S S 71 V 71 S 71 S 72 V 72 S 73 V 74 S S 75 E 67 S 75 S 76 E 76 S S 77 E 77 S 8 V 77 S 8 V 77 S 8 S 78 S 8 S 79 V 79 E 79 S	S. 2nd St. E. Main St. E. Cary St. S. 2nd St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Canal St. S. Jefferson St. S. Jefferson St. S. G. S. Jefferson St. S. Jefferson St. S. Adams St.	E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	9 8 5 8 9 3 7	1 3 7	11% 38% 0% 88% 0%	6 3 0 6	67% 38% 0%
69	E. Main St. E. Cary St. S. 2nd St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Canal St. S. Jefferson St. S. Jefferson St. S. Ganal St. S. Adams St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	8 5 8 9 3 7	3 7	38% 0% 88% 0%	3 0 6	38% 0%
69 S 69 S 70 V 70 V 70 S 71 V 71 S 71 S 72 V 72 S 73 V 74 E 74 S 75 E 75 S 75 S 76 E 76 S 77 E 77 S 78 V 78 B 78 S 78 S 78 S 78 S 79 V 79 E 79 S	S. 2nd St. S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Canal St. S. Jefferson St. S. Canal St. S. Jefferson St. S. Adams St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	8 9 3 7		88% 0%	6	
69 S N N N N N N N N N N N N N N N N N N	S. 3rd St. W. Marshall St. W. Broad St. S. 3rd St. S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Canal St. S. Jefferson St. S. Jefferson St. S. Jefferson St. S. Jefferson St.	E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	9 3 7		0%		75%
70	W. Broad St. S. 3rd St. S. 4th St. W. Cary St. W. Caral St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Cary St. S. Jefferson St. S. Jefferson St. S. Adams St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street On-Street On-Street On-Street	7			U	0%
70 S S 70 S 71 V 71 S 72 V 72 S 73 V 73 S 73 S 74 E 74 S 75 E 75 S 75 S 76 E 76 S 77 E 77 S 8 V 77 S 8 E 8 S 79 V 79 E 79 S	S. 3rd St. S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Cary St. S. Jefferson St. S. Jefferson St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street On-Street On-Street		1	0%		0%
70 S S 71 V 71 S 72 V 72 S S 73 S S 73 S S 74 E E 75 S S 75 S S 75 S S 76 E 76 E 76 S S 77 E 77 S S 77 S S S 77 E 77 S S S 77 S S S S	S. 4th St. W. Cary St. W. Canal St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Cary St. W. Canal St. S. Jefferson St.	E. Main St. & E. Cary St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street On-Street	5	2	0% 40%	2	0% 40%
71	W. Canal St. S. Belvidere St. S. Jefferson St. W. Cary St. W. Canal St. S. Jefferson St. S. Adams St.	N. 1st St. & N. 2nd St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street	8		0%		0%
71 S 72 V 72 T 72 T 73 S 73 S 74 E 75 E 75 S 76 E 76 E 76 S 77 E 77 S 77 S 8 V 78 E 8 78 S 78 S 79 V 79 E 79 S	S. Belvidere St. S. Jefferson St. W. Cary St. W. Canal St. S. Jefferson St. S. Adams St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.		12 12	2 16	17% 133%	14 11	117% 92%
72 V V 72 S S 72 S S 73 V E E 75 S S 75 S S 76 E E 76 S S 77 E 77 S S 77 S S S S 77 S S S S 77 S	W. Cary St. W. Canal St. S. Jefferson St. S. Adams St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.		0	0	0%	0	0%
72 V V 72 S S 72 S V 73 V E E E E E E E E E E E E E E E E E E	W. Canal St. S. Jefferson St. S. Adams St.	S. Jefferson St. & S. Adams St.	On-Street On-Street	0 9	0	0% 0%	0	0% 33%
72 S S 73 V 73 S 73 S 74 S S 74 S S 75 S S 6 E 76 S S 77 E 77 S 8 V 78 S 78 S 79 V 79 E 79 S S 79 V 79 S S S S S 79 V 79 S S S S S 79 V 79 S S S S S S 79 V 79 S S S S S S S S S S S S S S S S S S	S. Adams St.	W. Cary St. & W. Canal St.	On-Street	7	10	143%	11	157%
73 V 73 S 73 S 73 S 73 S 73 S 74 E E 74 S 75 E 75 E 75 S 76 E 76 E 77 E 77 S 77 S 77 S 77 S 77			On-Street On-Street	0 10	0 11	0% 110%	1 11	100% 110%
73 S 74 E 74 S 75 S 75 S 75 S 76 E 76 E 76 S 77 E 77 S 8 W 78 B 8 S 79 W 79 B 79 S		W. Cary St. & W. Canal St. S. Adams St. & S. Foushee St.	On-Street	4	1	25%	5	125%
73 S 74 E 74 S 75 E 75 S 75 S 75 S 76 E 76 S 77 E 77 S 8 W 77 S 8 W 77 S 8 W 78 S 78 S 79 W 79 S 79 S 79 W 79 S 79 S 79 W 79 W	W. Canal St.	S. Adams St. & S. Foushee St.	On-Street	13	14	108%	14	108%
74	S. Adams St. S. Foushee St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street	12 0	13 6	108% 600%	14 8	117% 800%
74 S 75 E 75 S 75 S 75 S 76 E 76 S 76 S 76 S 76 S 76 S 76 S 76	E. Cary St.	S. Foushee St. & S. 1st St.	On-Street	7	0	0%	8	114%
75 E E 75 S 75 S 75 S 76 E E 76 S 76 S 77 E E 77 77 S 77 77 S 78 S 78 S 78 S	E. Canal St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Cary St. & E. Canal St.	On-Street On-Street	10 0	12 3	120% 300%	9 1	90% 100%
75 E S S S S S S S S S S S S S S S S S S	S. 1st St.	E. Cary St. & E. Canal St.	On-Street	9	8	89%	4	44%
75 S 75 S 76 E 76 S 76 S 77 E 77 S 77 S 78 V 78 E 78 S 79 V 79 S	E. Cary St. E. Canal St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St.	On-Street On-Street	6 8	0 9	0% 113%	0 6	0% 75%
76 E E S S S S S S S S S S S S S S S S S	S. 1st St.	E. Cary St. & E. Canal St.	On-Street	9	10	111%	10	111%
76 E S S S S S S S S S S S S S S S S S S	S. 2nd St. E. Cary St.	E. Cary St. & E. Canal St. S. 2nd St. & S. 3rd St.	On-Street On-Street	0	3	0% 150%	0 2	0% 100%
76 S 77 E 77 S 77 S 78 V 78 S 78 S 78 S 78 S 79 V 79 E	E. Canal St.	S. 2nd St. & S. 3rd St.	On-Street	5	5	100%	0	0%
77 E 77 S 77 S 78 V 78 E 78 S 79 V 79 E 79 S 79 S	S. 2nd St. S. 3rd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 0	3 14	30% 1400%	0 9	0% 900%
77 S 77 S 78 V 78 E 78 S 78 S 79 V 79 E 79 S	E. Cary St.	S. 3rd St. & S. 4th St.	On-Street	9	14	0%	,	0%
77 S 78 V 78 E 78 S 78 S 79 V 79 E 79 S	E. Canal St.	S. 3rd St. & S. 4th St.	On-Street	4	10	0%		0%
78 B 78 S 78 S 79 V 79 B 79 S	S. 3rd St. S. 4th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	9	10	111% 0%	8	89% 0%
78 S 78 S 79 V 79 E 79 S	W. Canal St.	N. 1st St. & N. 2nd St.	On-Street	0	30	3000%	0	0%
79 V 79 E 79 S	Byrd St. S. Belvidere St.	N. 1st St. & N. 2nd St. W. Canal St. & I-195 Interstate	On-Street On-Street	0		0% 0%		0% 0%
79 E	S. 2nd St.	E. Canal St. & I-195 Interstate	On-Street	0		0%	_	0%
79 S	W. Canal St. Byrd St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street	3	0	0% 0%	4	133% 0%
79 S	S. 2nd St.	E. Canal St. & I-195 Interstate	On-Street	0		0%		0%
80 V	S. 3rd St. W. Canal St.	E. Canal St. & I-195 Interstate S. 3rd St. & S. 4th St.	On-Street On-Street	8		0%		0% 0%
80 E	Byrd St.	S. 3rd St. & S. 4th St.	On-Street	0		0%		0%
	S. 3rd St. S. 4th St.	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street	5 13		0% 0%		0% 0%
81 I-	I- 64 Interstate	N. 2nd St. & N. 3rd St.	On-Street	0	0	0%	0	0%
	E. Jackson St. N. 2nd St.	N. 2nd St. & N. 3rd St. E. Jackson St. & I-64 Interstate	On-Street On-Street	0 19	0 5	0% 26%	0 6	0% 32%
	N. 2nd St. N. 3rd St.	E. Jackson St. & I-64 Interstate E. Jackson St. & I-64 Interstate	On-Street	0	0	26% 0%	0	32% 0%
	E. Jackson St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	0%
	N. 4th St. N. 3rd St.	E. Jackson St. & MergE. 3rd St. E. Jackson St. & Merge 4th St.	On-Street On-Street	0	0	0% 0%	0 0	0% 0%
83 E	E. Duval St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	E. Jackson St. N. 4th St.	N. 4th St. & N. 5th St. E. Duval St. & E. Jackson St.	On-Street On-Street	3	5 0	167% 0%	3	100% 0%
83 N	N. 5th St.	E. Duval St. & E. Jackson St.	On-Street	0	0	0%	0	0%
	E. Jackson St. N. 5th	N. 5th St. & Navy Hill Dr. E. Jackson St. & I-64 Interstate Ramp	On-Street On-Street	5 0	4 0	80% 0%	3 0	60% 0%
84 N	Navy Hill Dr.	E. Jackson St. & I-64 Interstate Ramp	On-Street	0	0	0%	0	0%
	E. Duval St. E. Jackson St.	Navy Hill Dr. & N. 7th St. Navy Hill Dr. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
85 N	Navy Hill Dr.	E. Jackson St. & E. Duval St.	On-Street	0	0	0%	0	0%
	N. 7th St. E. Jackson St.	E. Jackson St. & E. Duval St. N. 7th St. & N. 8th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Jackson St. E. Leigh St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	0%
86 N	N. 7th St.	E. Duval St. & E. Jackson St.	On-Street	0	0	0%	0	0%
	N. 8th St. E. Duval St.	E. Duval St. & E. Jackson St. N. 2nd St. & N. 3rd St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
87 E	E. Leigh St.	N. 2nd St. & N. 3rd St.	On-Street	0	0	0%	0	0%
		E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street	4 0	5 0	125% 0%	1 0	25% 0%
	N. 2nd St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	0%
		N. 3rd St. & N. 4th St.	On-Street		0	0%	0	0%
	N. 2nd St. N. 3rd St. E. Jackson St. E. Leigh St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
89 E	N. 2nd St. N. 3rd St. E. Jackson St.		On-Street		10	111%	6	67%
	N. 2nd St. N. 3rd St. E. Jackson St. E. Leigh St. N. 3rd St. N. 4th St. E. Jackson St.	N. 4th St. & N. 5th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
89 N	N. 2nd St. N. 3rd St. E. Jackson St. E. Leigh St. N. 3rd St. N. 4th St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St.		0	0		0	0%
	N. 2nd St. N. 3rd St. E. Jackson St. E. Leigh St. N. 3rd St. N. 3rd St. N. 4th St. E. Jackson St. E. Leigh St. N. 4th St. N. 4th St.	N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street			0%	0	
90 N	N. 2nd St. N. 3rd St. E. Jackson St. E. Leigh St. N. 3rd St. V. 4th St. E. Jackson St. E. Leigh St. N. 4th St.	N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0 32	0 11	0% 34%	1	0% 3%







Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 4)

Block #	S44	CBD Weekday Or		Effective	Weekday	/ 12PM-2PM		ay 6PM-8PM
	Street E. Jackson St.	Cross Streets N. 7th St. & N. 8th St.	Type On-Street	Supply 0	0 0	Utilization 0%	Count 0	Utilization 0%
	E. Leigh St.	N. 7th St. & N. 8th St.	On-Street	9	3	33%	3	33%
	N. 7th St. N. 8th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Duval St.	N. 8th St. & N. 10th St.	On-Street	0	0	0%	0	0%
	Turpin St.	N. 9th St. & N. 10th St.	On-Street	8	9	113%	10	125%
	E. Leigh St. N. 8th St.	N. 8th St. & N. 9th St. E. Leigh St. St. & E. Duval St.	On-Street On-Street	0 17	N/A 9	0% 53%	N/A 9	0% 53%
92	N. 9th St.	E. Leigh St. & Turpin St.	On-Street	0	N/A	0%	N/A	0%
	N. 10th St. Turpin St.	Turpin St. & E. Duval St. N. 9th St. & N. 10th St.	On-Street	16 0	15 0	94%	16 0	100%
	E. Duval St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0%	0	0%
	E. Leigh St.	N. 10th St. & I-95 Interstate Underpass	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 9th St. N. 10th St.	E. Leigh St. & Turpin St. E. Leigh St. St. & E. Duval St.	On-Street	0	0	0%	0	0%
	N. 10th St.	E. Leigh St. St. & E. Duval St.	On-Street	0	0	0%	0	0%
	E. Leigh St. E. Clay St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	9 5	6 5	67% 100%	7 5	78% 100%
94	N. 8th St.	E. Leigh St. & E. Clay St.	On-Street	9	8	89%	8	89%
	N. 9th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 9th St. & N. 10th St.	On-Street On-Street	15 5	11 0	73% 0%	11 0	73% 0%
	E. Clay St.	N. 9th St. & N. 10th St.	On-Street	8	8	100%	8	100%
	N. 9th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0%
	N. 10th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 10th St. & N. 11th St.	On-Street On-Street	7	0	0%	14 0	200%
	E. Clay St.	N. 10th St. & N. 11th St.	On-Street	0	0	0%	0	0%
	N. 10th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0%
	N. 11th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 11th St. & N. 12th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
97	E. Clay St.	N. 11th St. & N. 12th St.	On-Street	9	0	0%	0	0%
	N. 11th St. N. 12th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	13 9	13 11	100% 122%	14 9	108% 100%
	E. Leigh St.	N. 12th & N. 13th St.	On-Street	0	0	0%	0	0%
	E. Clay St.	N. 12th & N. 13th St.	On-Street	3	2	67%	0	0%
	N. 12th St. N. 13th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	11 0	12 0	109% 0%	16 0	145% 0%
99	E. Leigh St.	N. 13th St. & I-95 Interstate Ramp	On-Street	0	0	0%	0	0%
	E. Clay St. N. 13th St.	N. 13th St. & I-95 Interstate Ramp E. Leigh St. & E. Clay St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Clay St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0%
	E. Marshall St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0%
	N. 11th St. N. 12th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
101	E. Clay St.	N. 12th & N. 13th St.	On-Street	0	0	0%	0	0%
	E. Marshall St.	N. 12th & N. 13th St.	On-Street	4	4	100%	7	175%
	N. 12th St. N. 13th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Clay St.	N. 13th St. & I-95 Interstate Ramp	On-Street	0	0	0%	0	0%
	E. Marshall St. N. 13th St.	N. 13th St. & I-95 Interstate Ramp E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Marshall St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0%
	E. Broad St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0%
	N. 11th St. N. 12th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Marshall St.	N. 11th St. & College St.	On-Street	0	0	0%	0	0%
	E. Broad St.	N. 11th St. & College St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 11th St. College St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	College St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	E. Leigh St. E. Clay St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	0 10	0 10	0% 100%	0 13	0% 130%
	N. 2nd St.	E. Leigh St. & E. Clay St.	On-Street	15	8	53%	12	80%
	N. 3rd St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0%
	E. Leigh St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Leigh St. & E. Clay St.	On-Street On-Street	0 7	0	0% 0%	0	0% 0%
	E. Leigh St.	N. 4th St. to N. 5th St.	On-Street	9	0	0%	0	0%
	E. Marshall St. N. 5th St.	N. 4th St. to N. 5th St. E. Leigh St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Leigh St.	W. Duval St. & Price St.	On-Street	21	18	86%	9	43%
	E. Marshall St.	St. Peters St. & Price St.	On-Street	5	0	0%	2	40%
	N. 5th St. N. 7th St.	E. Leigh St. & E. Marshall St. E. Leigh St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Clay St.	N. 2nd St. & N. 3rd St.	On-Street	9	10	111%	10	111%
	E. Marshall St.	N. 2nd St. & N. 3rd St.	On-Street	9	6 5	67% 100%	5 5	56% 100%
	N. 2nd St. N. 3rd St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	5 0	0	100% 0%	0	100% 0%
111	E. Marshall St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	0%
	N. 3rd St. E. Marshall St.	E. Clay St. & E. Franklin St. N. 2nd St. & N. 3rd St.	On-Street On-Street	0 5	0 5	0% 100%	0 5	0% 100%
	E. Broad St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street	3	2	67%	3	100%
	N. 2nd St.	E. Marshall St. & E. Broad St.	On-Street	9	12	133%	11	122%
	N. 3rd St. E. Marshall St.	E. Marshall St. & E. Broad St. E. 3rd St. & E 4th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
113	E. Broad St.	E. 3rd St. & E 4th St.	On-Street	3	4	133%	1	33%
	N. 3rd St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	E. Marshall St. E. Broad St.	E 4th St. & N. 5th St. E 4th St. & N. 5th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
114	N. 5th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	E. Marshall St. E. Broad St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	4 0	0	0% 0%	3 0	75% 0%
115	N. 5th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	N. 6th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
	E. Marshall St. E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
116	N. 6th St.	E. Marshall St. & E. Broad St.	On-Street	3	2	67%	0	0%
	N. 7th St. E. Broad St.	E. Marshall St. & E. Broad St. N. 2nd St. & N. 3rd St.	On-Street On-Street	8 7	8	100% 129%	7 8	88% 114%
	E. Grace St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street	5	3	60%	4	80%
117	N. 2nd St.	E. Broad St. & E. Grace St.	On-Street	7	10	143%	6	86%
	N. 3rd St. E. Broad St.	E. Broad St. & E. Grace St. N. 3rd St. & N. 4th St.	On-Street On-Street	12 0	7	58% 0%	14 0	117% 0%
	E. Grace St.	N. 3rd St. & N. 4th St.	On-Street	9	8	89%	10	111%
	N. 3rd St.	E. Broad St. & E. Grace St.	On-Street	11	9	82%	11	100%
	N. 4th St. E. Broad St.	E. Broad St. & E. Grace St. N. 4th St. & N. 5th St.	On-Street On-Street	0	11 0	100%	13 0	118% 0%
	E. Grace St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	N. 4th St.	E. Broad St. & E. Grace St.	On-Street	8	3	38%	3	38%
	N. 5th St. E. Broad St.	E. Broad St. & E. Grace St. N. 5th St. & N. 6th St.	On-Street On-Street	0	0	75% 0%	3	75% 0%
-	E. Grace St.	N. 5th St. & N. 6th St.	On-Street	0	0	0%	0	0%
	N. 5th St.	E. Broad St. & E. Grace St.	On-Street	2	3	150%	3	150%







Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 5)

		CBD Weekday On	-Street	Effective	Weekda	ay 12PM-2PM	Weekd	ay 6PM-8PM
Block#	Street	Cross Streets	Туре	Supply	Counts	Utilization	Count	Utilization
121 121	E. Broad St. E. Grace St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
121	N. 6th St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
121 122	N. 7th St. E. Grace St.	E. Broad St. & E. Grace St. N. 2nd St. & N. 3rd St.	On-Street On-Street	3 7	2	67% 29%	3	133% 43%
	E. Franklin St.	N. 2nd St. & N. 3rd St.	On-Street	3	0	0%	0	0%
122 122	N. 2nd St. N. 3rd St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	8	8 4	100% 50%	9 9	113% 113%
123	E. Grace St.	N. 3rd St. & N. 4th St.	On-Street	8	8	100%	9	113%
123	E. Franklin St. N. 3rd St.	N. 3rd St. & N. 4th St.	On-Street On-Street	10	0	0%	0	0%
123 123	N. 4th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street	8	2 10	25% 111%	8 15	100% 167%
124	E. Grace St.	N. 4th St. & N. 5th St.	On-Street	3	0	0%	2	67%
124 124	E. Franklin St. N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.	On-Street On-Street	12 8	2 10	17% 125%	8 10	67% 125%
124	N. 6th St.	E. Grace St. & E. Franklin St.	On-Street	6	10	167%	8	133%
125 125	E. Grace St. E. Franklin St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	3 10	1 1	33% 10%	3 0	100% 0%
125	N. 5th St.	E. Grace St. & E. Franklin St.	On-Street	6	8	133%	10	167%
125	N. 6th St.	E. Grace St. & E. Franklin St.	On-Street	7	5	71%	7	100%
126 126	E. Grace St. E. Franklin St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0 2	0 1	0% 50%	0 2	0% 100%
126	N. 6th St.	E. Grace St. & E. Franklin St.	On-Street	4	0	0%	1	25%
126 127	N. 7th St. E. Franklin St.	E. Grace St. & E. Franklin St. N. 4th St. & N. 5th St.	On-Street On-Street	3 7	2	67% 114%	7 10	233% 143%
127	E. Main St.	N. 4th St. & N. 5th St.	On-Street	9	7	78%	9	100%
127 127	N. 4th St. N. 5th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10 5	3 9	30% 180%	3 11	30% 220%
128	E. Franklin St.	N. 5th St. & N. 6th St.	On-Street	4	1	25%	3	75%
128	E. Main St.	N. 5th St. & N. 6th St.	On-Street	4	3	75%	1	25%
128 128	N. 5th St. N. 6th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	2 5	3 1	150% 20%	10 6	500% 120%
129	E. Franklin St.	N. 6th St. & N. 7th St.	On-Street	2	5	250%	6	300%
129 129	E. Main St. N. 6th St.	N. 6th St. & N. 7th St. E. Franklin St. & E. Main St.	On-Street On-Street	0	0 1	0% 100%	0 2	0% 200%
129	N. 7th St.	E. Franklin St. & E. Main St.	On-Street	1	0	0%	1	100%
130 130	E. Main St. E. Cary St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street	9	9	100% 100%	8 1	89% 33%
130	S. 4th St.	E. Main St. & E. Cary St.	On-Street	7	3	43%	3	43%
130	S. 5th St.	E. Main St. & E. Cary St.	On-Street	12	5 9	42%	7 7	58%
131 131	E. Main St. E. Cary St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.	On-Street On-Street	10 0	0	90% 0%	7 0	70% 0%
131	S. 5th St.	E. Main St. & E. Cary St.	On-Street	7	2	29%	5	71%
131 132	S. 6th St. E. Main St.	E. Main St. & E. Cary St. N. 6th St. & N. 7th St.	On-Street On-Street	7 6	9	129% 100%	9 12	129% 200%
132	E. Cary St.	N. 6th St. & N. 7th St.	On-Street	3	0	0%	0	0%
132 132	Brook St. N. Adams St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	3 8	2	67% 38%	3 1	100% 13%
	E. Cary St.	N. 4th St. & N. 5th St.	On-Street	7	1	14%	2	29%
	E. Canal St. S. 4th St.	N. 4th St. & N. 5th St.	On-Street On-Street	7 10	9	129%	5 5	71% 50%
	S. 5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street	9	12	40% 133%	10	111%
	E. Cary St.	S. 5th St. & S. 6th St.	On-Street	0	0	0%	0	0%
	E. Canal St. S. 5th St.	S. 5th St. & S. 6th St. E. Cary St. & E. Canal St.	On-Street On-Street	0 5	4 5	400% 100%	0 7	0% 140%
	S. 6th St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
	E. Cary St. E. Canal St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Belvidere St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
135 136	N. Henry St. E. Canal St.	E. Cary St. & E. Canal St. N. 4th St. & N. 5th St.	On-Street On-Street	0	0 5	0% 167%	9	0% 300%
136	E. Canal St.	N. 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
	S. 4th St.	E. Canal St. & I-195 Interstate Highway	On-Street	0	0	0%	0	0%
136 137	S. 5th St. E. Canal St.	E. Canal St. & I-195 Interstate Highway S. 5th St. & S. 6th St.	On-Street On-Street	0 12	0 5	0% 42%	0 14	0% 117%
	S. 5th St.	E. Canal St. & I-195 Interstate Highway	On-Street	0	0	0%	0	0%
	S. 7th St. E. Leigh St.	E. Canal St. & I-195 Interstate Highway N. 7th St. & N. 8th St.	On-Street On-Street	0	0	0% 0%	0	0%
138	E. Clay St.	N. 7th St. & N. 8th St.	On-Street	5	5	100%	0	0%
	N. 7th St. N. 8th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Clay St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	5	500%
	E. Marshall St. N. 7th St.	N. 7th St. & N. 8th St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 300%	0	0% 0%
	N. 8th St.	E. Clay St. & E. Marshall St.	On-Street	0	0	0%	0	0%
	E. Clay St.	N. 8th St. & N. 9th St.	On-Street	9	7	78%	4	44%
140 140	E. Marshall St. N. 8th St.	N. 8th St. & N. 9th St. E. Clay St. & E. Marshall St.	On-Street On-Street	8 9	6 12	75% 133%	3 8	38% 89%
140	N. 9th St.	E. Clay St. & E. Marshall St.	On-Street	12	13	108%	11	92%
141 141	E. Marshall St. N. 9th St.	N. 9th St. & N. 10th St. E. Clay St. & E. Marshall St.	On-Street On-Street	7	8	114% 0%	8	114% 0%
141	N. 10th St.	E. Clay St. & E. Marshall St.	On-Street	13	14	108%	14	108%
	E. Clay St. E. Marshall St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 10th St.	E. Clay St. & E. Franklin St.	On-Street	9	5	56%	5	56%
	N. 11th St.	E. Clay St. & E. Franklin St.	On-Street	9	1	11%	4	44%
	E. Marshall St. E. Broad St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	0 6	0 2	0% 33%	0	0% 0%
143	N. 7th St.	E. Marshall St. & E. Broad St.	On-Street	0	0	0%	0	0%
143 144	N. 8th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 8th St. & N. 9th St.	On-Street On-Street	9	0 11	0% 122%	7	0% 78%
144	E. Broad St.	N. 8th St. & N. 9th St.	On-Street	0	0	0%	0	0%
144 144	N. 8th St. N. 9th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	2 7	2 11	100% 157%	12 11	600% 157%
	E. Marshall St.	N. 9th St. & N. 10th St.	On-Street	0	0	0%	0	0%
145	E. Broad St.	N. 9th St. & N. 10th St.	On-Street	0	0	0%	0	0%
145 145	N. 9th St. N. 10th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	3	0	0% 0%	0	0% 0%
146	E. Marshall St.	N. 10th St. & N. 11th St.	On-Street	3	0	0%	0	0%
	E. Broad St. N. 10th St.	N. 10th St. & N. 11th St. E. Marshall St. & E. Broad St.	On-Street On-Street		0	0% 0%	0	0% 0%
	N. 11th St.	E. Marshall St. & E. Broad St.	On-Street		0	0%	0	0%
	E. Broad St.	N. 7th St. & N. 8th St.	On-Street		0	0% 11 <i>4</i> %	0	0% 0%
	E. Grace St. N. 7th St.	N. 7th St. & N. 8th St. E. Broad St. & E. Grace St.	On-Street On-Street		8	114% 0%	0 4	0% 400%
147	N. 8th St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
	E. Broad St. E. Grace St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street		0 3	0% 100%	0	0% 0%
148	N. 9th St.	E. Broad St. & E. Grace St.	On-Street	3	8	267%	0	0%
	N. 8th St. E. Broad St.	E. Broad St. & E. Grace St. N. 9th St. & N. 10th St.	On-Street On-Street		1 0	100% 0%	4 0	0% 0%
	N. 9th St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
149	N. 10th St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%
150 150	E. Broad St. N. 10th St.	N. 10th St. & N. 11th St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 11th St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%







Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 6)

Block "	O4- '	CBD Weekday Or		Effective		y 12PM-2PM		y 6PM-8PM
	Street E. Broad St.	Cross Streets N. 11th St. & Governor St.	Type On-Street	Supply 0	Counts 0	Utilization 0%	Count 0	Utilization 0%
151 151	N. 11th St. Governor St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
152	E. Broad St. E. Grace St.	Governor St. & N. Old 14th St. Governor St. & N. Old 14th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Governor St. N. Old 14th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	10 0	12 0	120% 0%	0	0% 0%
	E. Broad St. N. Old 14th St.	N. Old 14th St. & I-95 Interstate N. Broad St. & E. Grace St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 14th St. E. Grace St.	N. Broad St. & E. Grace St. N. 7th St. & N. 8th St.	On-Street On-Street	0 2	0 6	0% 300%	0 10	0% 500%
	E. Franklin St. N. 7th St.	N. 7th St. & N. 8th St. E. Grace St. & E. Franklin St.	On-Street On-Street	0 2	0	0% 200%	0	0% 0%
154	N. 8th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 8th St. & N. 9th St.	On-Street On-Street	3	3	100% 11%	6	200% 100%
155	E. Franklin St. N. 8th St.	N. 8th St. & N. 9th St. E. Grace St. & E. Franklin St.	On-Street On-Street	0	0	0%	0	0% 800%
155	N. 9th St. Bank St.	E. Grace St. & E. Franklin St. N. 9th St. & Governor St.	On-Street On-Street	0 12	0	0% 33%	0	0% 25%
	N. 9th St. Governor St.	Capital St. & Bank St. Capital St. & Bank St.	On-Street On-Street	0	0	0% 0%	0	0%
157	E. Grace St.	Governor St. & N. Old 14th St.	On-Street	10	0	0%	0	0%
157	Bank St. Governor St.	Governor St. & N. 14th St. E. Grace St. & Bank St.	On-Street On-Street	9	7	78% 0%	0	0%
158	Bank St. N. 14th St.	N. Old 14th St. & N. 14th St. E. Grace St. & Bank St.	On-Street On-Street	0	0	100%	2	100%
159	E. Broad St. E. Franklin St.	N. 14th St. & I-95 Interstate N. 14th St. & I-95 Interstate Overpass	On-Street On-Street	5	3	60%	3	60%
	N. 14th St. Bank St.	E. Broad St. N. 9th St. & N. 10th St.	On-Street On-Street	12 4	8 5	67% 125%	4 0	33% 0%
	E. Main St. N. 9th St.	N. 9th St. & N. 10th St. Bank St. & E. Main St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 10th St. Bank St.	Bank St. & E. Main St. N. 10th St. & N. 11th St.	On-Street On-Street	5	4 0	80% 0%	0	0% 0%
	E. Main St. N. 10th St.	N. 10th St. & N. 11th St. Bank St. & E. Main St.	On-Street On-Street	0 7	0	0% 0%	0	0% 14%
161	N. 11th St. Bank St.	Bank St. & E. Main St. N. 11th St. & N. 12th St.	On-Street On-Street	0	0 5	0% 167%	0	0% 0%
162	E. Main St. N. 11th St.	N. 11th St. & N. 12th St. Bank St. & E. Main St.	On-Street On-Street	0	4 0	400% 0%	0	0% 0%
162	N. 12th St. Bank St.	Bank St. & E. Main St. N. 12th St. & Governor St.	On-Street On-Street	3 2	1 0	33%	0	0%
163	E. Main St.	N. 12th St. & Governor St.	On-Street	3 5	6	200%	4	133%
163	N. 12th St. Governor St.	Bank St. & E. Main St. Bank St. & E. Main St. Governor St. & N. 14th St.	On-Street On-Street	0	0	0%	0	80% 0%
164	Bank St. E. Main St.	Governor St. & N. 14th St. Governor St. & N. 14th St.	On-Street On-Street	6	0	0% 0%	0	50% 0%
164	Governor St. N. 14th St.	Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	6 0	3	50% 0%	0	0% 0%
165	E. Franklin St. E. Main St.	N. 14th St. & N. 15th St. N. 14th St. & N. 15th St.	On-Street On-Street	10 0	4 0	40% 0%	4 0	40% 0%
	N. 14th St. N. 15th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	3 0	3	100% 0%	3 0	100% 0%
166 166	E. Franklin St. E. Main St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	8 6	5 2	63% 33%	5 7	63% 117%
	N. 7th St. N. 8th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	0	0	0% 0%	7 0	700% 0%
	E. Franklin St. E. Main St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	3	0 2	0% 200%	3 7	100% 700%
	N. 8th St. N. 9th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	11 0	6	55% 300%	6	55% 300%
	E. Main St. E. Cary St.	S. 8th St. & S. 9th St. S. 8th St. & S. 9th St.	On-Street On-Street	9	6 0	67% 0%	13 0	144% 0%
168	S. 7th St. S. 8th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	3	5	167% 200%	0	0%
169	E. Main St. E. Cary St.	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	6	5	83% 100%	7 2	117% 33%
169	S. 8th St. S. 9th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	0	0	0%	0	0% 0%
170	E. Main St.	S. 10th St. & S. 11th St.	On-Street On-Street	8	8	100%	6	75% 0%
170	E. Cary St. S. 10th St.	S. 10th St. & S. 11th St. E. Main St. & E. Cary St.	On-Street	0	0 4	0%	0	0%
171	S. 11th St. E. Main St.	E. Main St. & E. Cary St. S. 10th St. & S. 12th St.	On-Street On-Street	17	16	400% 94%	10	500% 59%
171	E. Cary St. S. 10th St.	S. 10th St. & S. 12th St. E. Main St. & E. Cary St.	On-Street On-Street	3 0	6 0	200% 0%	0	67% 0%
172	S. 12th St. E. Cary St.	E. Main St. & E. Cary St. S. 8th St. & S. 9th St.	On-Street On-Street	8 4	6	75% 150%	14 1	175% 25%
	E. Canal St. S. 7th St.	S. 8th St. & S. 9th St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 8th St. E. Cary St.	E. Cary St. & E. Canal St. S. 9th St. & S. 10th St.	On-Street On-Street	9	0 11	0% 122%	6	0% 67%
	E. Canal St. S. 8th St.	S. 9th St. & S. 10th St. E. Cary St. & E. Canal St.	On-Street On-Street	4 10	0 5	0% 50%	0	0% 30%
	S. 9th St. E. Cary St.	E. Cary St. & E. Canal St. S. 10th St. & S. 11th St.	On-Street On-Street	4	1 5	25% 125%	2 6	50% 150%
174	E. Canal St. S. 10th St.	S. 10th St. & S. 11th St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0 7	0% 700%	0 5	0% 500%
174	S. 11th St. E. Cary St.	E. Cary St. & E. Canal St. S. 10th St. & S. 12th St.	On-Street On-Street	7	0	0% 0%	4 0	57% 0%
175	E. Canal St. S. 10th St.	S. 10th St. & S. 12th St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0%	0	0% 0%
175	S. 12th St. E. Canal St.	E. Cary St. & E. Canal St. S. 8th St. & S. 9th St.	On-Street On-Street	0	0	0%	0	0%
176	S. 7th St. S. 9th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0% 0%
177	E. Canal St. Downtown Expressway	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	0	3	300% 0%	3	300% 0%
177	S. 9th St. S. 10th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0% 0%
178	E. Canal St. Downtown Expressway	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street	0 14	0	0%	0	0%
178	S. 10th St.	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
179	S. 12th St. E. Byrd St.	E. Canal St. & Downtown Expressway S. 7th St. & S. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
179	S. 10th St. S. 7th St.	S. 7th St. & S. 9th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
180	S. 9th St. E. Byrd St.	E. Byrd St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	0	0	0%	0	0%
180	S. 10th St. S. 9th St.	S. 9th St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0%	0	0%
181	S. 10th St. E. Byrd St.	E. Byrd St. & S. 10th St. S. 10th St. & S. 11th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
181	Haxall Pl. S. 10th St.	S. 10th St. & S. 11th St. E. Byrd St. & Haxall Pl.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 11th St. E. Byrd St.	E. Byrd St. & Haxall Pl. S. 11th St. & S. 12th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
182	River Canal S. 11th St.	S. 9th St. & S. 12th St. E. Byrd St. & River Canal	River On-Street	0	0	0% 0%	0	0% 0%
182	S. 12th St. E. Main St.	E. Byrd St. & River Canal S. 12th St. & S. 13th St.	On-Street	0	0 4	0%	0	0%
183	E. Cary St. S. 12th St.	S. 12th St. & S. 13th St. E. Main St. & E. Cary St.	On-Street On-Street	5	10 5	200%	11 7	220% 117%
183	S. 13th St. E. Main St.	E. Main St. & E. Cary St. S. 12th St. & S. 14th St.	On-Street On-Street	0	1 11	100% 79%	2	200%
	E. Cary St.	S. 12th St. & S. 14th St.	On-Street	6	6	100%	6	100%
	S. 12th St.	E. Main St. & E. Cary St.	On-Street On-Street	6 10	11 5	183% 50%	11 5	183%
184 184	S. 14th St.	E. Main St. & E. Cary St.						50%
184 184 185 185	S. 14th St. E. Main St. E. Cary St. S. 14th St.	E. Main St. & E. Cary St. S. 14th St. & S. 15th St. S. 14th St. & S. 15th St. E. Main St. & E. Cary St.	On-Street On-Street On-Street	7 0 0	5 0 0	71% 0% 0%	4 0 0	57% 0% 0%









Exhibit F-5: Downtown On-Street Weekday Occupancy (Pt. 7)

Block #	Street	CBD Weekday On-Str	Туре	Effective Supply		y 12PM-2PM Utilization		6PM-8PN
186	E. Main St.	S. 15th St. & CSX Railroad Overpass	On-Street	0	0	0%	0	0%
186	E. Cary St. S. 15th St.	S. 15th St. & CSX Railroad Overpass E. Main St. & E. Cary St.	On-Street On-Street	12 9	0 4	0% 44%	0 4	0% 44%
	CSX Railroad Overpass E. Cary St.	E. Main St. & E. Cary St. S. 12th St. & S. 13th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
187	E. Canal St.	S. 12th St. & S. 13th St.	On-Street	9	7	78% 150%	3	33% 125%
187	S. 12th St. S. 13th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street	0	6 4	400%	5	400%
	E. Cary St. E. Canal St.	S. 13th St. & Virginia St. S. 13th St. & Virginia St.	On-Street On-Street	9	11 8	122% 89%	12 9	133% 100%
	S. 13th St. Virginia St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	4	6 5	150% 167%	4 5	100% 167%
189	E. Cary St.	Virginia St. & S. 14th St.	On-Street	0	0	0%	4	400%
	E. Canal St. Virginia St.	Virginia St. & S. 14th St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 14th St. E. Cary St.	E. Cary St. & E. Canal St. S. 14th St. & S. 15th St.	On-Street On-Street	0 11	0	0% 36%	0 7	0% 64%
190	Dock St. S. 14th St.	S. 14th St. & S. 15th St.	On-Street On-Street	0	0	0%	0	0%
190	S. 15th St.	E. Cary St. & Dock St. E. Cary St. & Dock St.	On-Street	10	11	110%	12	120%
	E. Cary St. Dock St.	S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass	On-Street On-Street	9	5 0	56% 0%	8	89% 0%
191 191	S. 15th St. CSX Railroad Overpass	E. Cary St. & Dock St. E. Cary St. & Dock St.	On-Street On-Street	9	7	78% 0%	9	100% 0%
192	E. Canal St.	S. 12th St. & Virginia St.	On-Street	0	0	0%	0	0%
	Downtown Expressway S. 12th St.	S. 12th St. & Virginia St. E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Virginia St. E. Canal St.	E. Canal St. & Downtown Expressway Virginia St. & S. 14th St.	On-Street On-Street	6	2	33% 0%	5	83% 400%
193	Downtown Expressway	Virginia St. & S. 14th St.	On-Street	0	0	0%	0	0%
193	Virginia St. S. 14th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0%	0	0%
	Downtown Expressway River	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 12th St.	E. Broad St. & E. Grace St.	On-Street On-Street	0	0	0%	0	0%
195	Virginia St. Downtown Expressway	E. Broad St. & Capital St. S. 10th St. & S. 11th St.	On-Street	0	0	0%	0	0%
	River Virginia St.	S. 10th St. & S. 11th St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	S. 14th St. Downtown Expressway	E. Broad St. & Capital St. S. 7th St. & S. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
196	River	S. 7th St. & S. 9th St.	On-Street	0	0	0%	0	0%
	S. 14th St. I-95 Interstate Overpass	E. Byrd St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
197A	E. Main St. E. Cary St.	CSX Railroad West Overpass CSX Railroad East Overpass	On-Street On-Street	0	43 50	0% 0%	60 42	0% 0%
197B	E. Cary St.	CSX Railroad West Overpass	On-Street	0	20 0	0%	12	0%
198	Dock St. E. Broad St.	CSX Railroad East Overpass E 15th St. & Westside of Railroad Overpass	On-Street On-Street	0	0	0%	1	100%
	Bank St. E 15th St.	E 15th St. & Westside of Railroad Overpass E. Broad St. & E. Franklin St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
198	Westside of Railroad Overpass E. Broad St.	E. Broad St. & E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St.	On-Street On-Street	0	0	0% 100%	0	0%
199	E. Main St.	Westside of Railroad Overpass & Crane/Ambler St.	On-Street	3	0	0%	2	67%
	Westside of Railroad Overpass Ambler St./ Crane St.	E. Broad St. & E. Main St. E. Broad St. & E. Main St.	On-Street On-Street	0	0 2	0% 200%	0 1	0% 100%
	E. Broad St. E. Grace St.	Crane St. & E. 17th St. Crane St. & E. 17th St.	On-Street On-Street	8	0 4	0% 133%	0 2	0% 67%
200	Crane St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
	Lovings Produce LLC Lot E. Broad St.	E. Broad St. & E. Grace St. N. 17th St. & N. 18th St.	On-Street On-Street	0	0	100% 0%	0	0% 100%
	E. Grace St. N. 17th St.	N. 17th St. & N. 18th St. E. Broad St. & E. Grace St.	On-Street On-Street	10 0	13 3	130% 300%	8 2	80% 200%
201	N. 18th St.	E. Broad St. & E. Grace St.	On-Street	3	0	0%	0	0%
202	E. Broad St. E. Grace St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	On-Street On-Street	0 8	9	0% 113%	0 8	0% 100%
	N. 18th St. N. 19th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	10 6	3 10	30% 167%	0 9	0% 150%
	E. Broad St. E. Grace St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	0 10	0	0% 90%	0 9	0% 90%
203	N. 19th St.	E. Broad St. & E. Grace St.	On-Street	14	18	129%	16	114%
	N. 20th St. E. Broad St.	E. Broad St. & E. Grace St. N. 20th St. & N. 21st St.	On-Street On-Street	16 0	15 0	94%	15 0	94%
	E. Grace St. N. 20th St.	N. 20th St. & N. 21st St. E. Broad St. & E. Grace St.	On-Street On-Street	9 6	11 8	122% 133%	7	78% 117%
204	N. 21st St.	E. Broad St. & E. Grace St.	On-Street	6	3	50%	9	150%
	E. Grace St. E. Franklin St.	Price St. & Cameo St. Price St. & Cameo St.	On-Street On-Street	8 5	0	0% 20%	1 5	13% 100%
	Ambler St. N. 17th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	0 14	5 0	0% 0%	6 0	600% 0%
206	E. Grace St.	N. 17th St. & N. 18th St.	On-Street	3	4	133%	4	133%
	E. Franklin St. N. 17th St.	N. 17th St. & N. 18th St. E. Franklin St. & E. Grace St.	On-Street On-Street	9 11	11 5	122% 45%	11 6	122% 55%
	N. 18th St. E. Grace St.	E. Franklin St. & E. Grace St. N. 18th St. & N. 19th St.	On-Street On-Street	8 5	9 7	113% 140%	12 6	150% 120%
207	E. Franklin St.	N. 18th St. & N. 19th St.	On-Street	9	11	122%	14	156%
207	N. 18th St. N. 19th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	12 11	11 13	92% 118%	11 11	92% 100%
	E. Grace St. E. Franklin St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	10 11	12 14	120% 127%	8 13	80% 118%
	N. 19th St. N. 20th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	12 10	12 16	100% 160%	11 18	92% 180%
209	E. Grace St.	N. 20th St. & N. 21st St.	On-Street	10	11	110%	12	120%
209	E. Franklin St. N. 20th St.	N. 20th St. & N. 21st St. E. Franklin St. & E. Grace St.	On-Street On-Street	9 10	10 10	111% 100%	7 12	78% 120%
	N. 21st St. E. Franklin St.	E. Franklin St. & E. Grace St. N. 1st St. & N. 2nd St.	On-Street On-Street	9	10 0	111% 0%	7 0	78% 0%
210	E. Main St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0%	0	0%
210	E. 15th St. Railway Station Bldg	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	0	0	0%	0	0% 0%
	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	5 1	500% 100%	9	900% 0%
211	Railway Station Bldg N. 17th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	0	18 0	1800%	12 0	1200%
212	E. Franklin St.	N. 17th St. & N. 18th St.	On-Street	9	7	78%	5	56%
212	E. Main St. N. 17th St.	N. 17th St. & N. 18th St. E. Main St. & E. Franklin St.	On-Street On-Street	12 0	4 0	33% 0%	11 0	92% 0%
212	N. 18th St. E. Franklin St.	E. Main St. & E. Franklin St. N. 18th St. & N. 19th St.	On-Street On-Street	0 11	4 11	400% 100%	14 12	1400% 109%
213	E. Main St.	N. 18th St. & N. 19th St.	On-Street	6	1	17%	5	83%
213	N. 18th St. N. 19th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	9 11	10 6	111% 55%	10 6	111% 55%
	E. Franklin St. E. Main St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	10 6	9 0	90% 0%	11 4	110% 67%
214	N. 19th St. N. 20th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	11 16	20 10	182% 63%	19 5	173% 31%
215	E. Franklin St.	N. 20th St. & N. 21st St.	On-Street	9	12	133%	10	111%
	E. Main St. N. 20th St.	N. 20th St. & N. 21st St. E. Main St. & E. Franklin St.	On-Street On-Street	6 10	4 12	67% 120%	4 12	67% 120%
215	N. 17th St. E. Main St.	E. Main St. & E. Franklin St. N. 1st St. & N. 2nd St.	On-Street On-Street	13	10 0	77% 0%	8	62% 0%
216	E. Cary St.	N. 1st St. & N. 2nd St.	On-Street	0	0	0%	0	0%
216	Railroad Overpass S. 17th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
216	E. Main St.	S. 17th St. & S. 18th St. S. 17th St. & S. 18th St.	On-Street On-Street	9	1 11	11% 122%	0 10	0% 111%
216 217	E. Cary St.		On-Street	9	0	0% 1200%	0	0%
216 217 217 217	S. 17th St.	E. Cary St. & E. Main St. E. Cary St. & F. Main St.			12	(218770	12 0	1200%
216 217 217 217 217 217 218	S. 17th St. S. 18th St. E. Main St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St.	On-Street On-Street	5	7	140%		
216 217 217 217 217 217 218 218	S. 17th St. S. 18th St.	E. Cary St. & E. Main St.	On-Street		7 13 10		15 15	136% 115%
216 217 217 217 217 217 218 218 218 218	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St.	On-Street On-Street On-Street On-Street On-Street	5 11 13 11	13 10 12	140% 118% 77% 109%	15 15 13	136% 115% 118%
216 217 217 217 217 218 218 218 218 218 219	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Cary St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street	5 11 13 11 7 9	13 10 12 4 12	140% 118% 77% 109% 57% 133%	15 15 13 0 11	136% 115% 118% 0% 122%
216 217 217 217 217 218 218 218 218 218 219 219	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St.	On-Street On-Street On-Street On-Street On-Street On-Street	5 11 13 11 7	13 10 12 4	140% 118% 77% 109% 57%	15 15 13 0	136% 115% 118% 0%
216 217 217 217 217 218 218 218 218 219 219 219 219 220	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Cary St. S. 19th St. E. Cary St. S. 19th St. S. 19th St. E. Wain St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 20th St. S. 20th St. & S. 25th St. S. 20th St. & S. 25th St.	On-Street	5 11 13 11 7 9 10 14 6	13 10 12 4 12 13 12 5	140% 118% 77% 109% 57% 133% 130% 86% 83%	15 15 13 0 11 16 9	136% 115% 118% 0% 122% 160% 64%
216 217 217 217 217 218 218 218 218 219 219 219 219 220 220 220	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Main St. E. Cary St. S. 19th St. E. Cary St. S. 20th St. E. Main St. E. Main St. E. Cary St. S. 20th St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 20th St. S. 20th St. & E. Main St. S. 20th St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & S. 21st St. E. Cary St. & S. E. St.	On-Street	5 11 13 11 7 9 10 14 6 0 5	13 10 12 4 12 13 12 5 2	140% 118% 77% 109% 57% 133% 130% 86% 83% 200% 260%	15 15 13 0 11 16 9 0 1	136% 115% 118% 0% 122% 160% 64% 0% 100% 300%
216 217 217 217 218 218 218 218 219 219 219 219 220 220 220 220	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Cary St. S. 19th St. S. 19th St. E. Cary St. S. 20th St. E. Main St. E. Cary St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. S. 17th St. & E. Main St.	On-Street	5 11 13 11 7 9 10 14 6	13 10 12 4 12 13 12 5	140% 118% 77% 109% 57% 133% 130% 86% 83% 200%	15 15 13 0 11 16 9 0	136% 115% 118% 0% 122% 160% 64% 0% 100%
216 217 217 217 217 218 218 218 218 219 219 219 220 220 220 221 221	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. E. Main St. E. Main St. E. Main St. E. Cary St. S. 19th St. E. Cary St. S. 20th St. E. Main St. E. Cary St. S. 20th St. S. 20th St. S. 20th St. S. 21th St. S. 21th St. Dock St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. S. 17th St. & S. 18th St.	On-Street	5 11 13 11 7 9 10 14 6 0 5 16 0	13 10 12 4 12 13 12 5 2 13 6 2	140% 118% 77% 109% 57% 133% 130% 86% 83% 200% 260% 38% 200% 0%	15 15 13 0 11 16 9 0 1 15 7	136% 115% 0% 122% 160% 64% 0% 100% 300% 44% 0%
216 217 217 217 218 218 218 218 219 219 219 220 220 220 220 221 221 221	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Cary St. S. 19th St. S. 19th St. E. Cary St. S. 20th St. E. Cary St. S. 20th St. E. Cary St. S. 20th St. E. Cary St. Dock St. E. Cary St. Dock St. S. 17th St. S. 17th St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & Dock St. E. Cary St. & Dock St.	On-Street	5 11 13 11 7 9 10 14 6 0 5 16 0 0 3 0	13 10 12 4 12 13 12 5 2 13 6 2 0 2	140% 118% 77% 109% 57% 133% 130% 86% 200% 260% 38% 200% 0% 67% 500%	15 15 13 0 11 16 9 0 1 15 7 3 0 0 5	136% 115% 118% 0% 122% 160% 64% 0% 100% 300% 44% 0% 0% 500%
216 217 217 217 217 218 218 218 219 219 219 220 220 220 221 221 221 221	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 18th St. S. 19th St. E. Main St. E. Cary St. S. 19th St. E. Cary St. S. 20th St. E. Main St. E. Cary St. S. 20th St. E. Cary St. S. 20th St. S. 20th St. S. 20th St. S. 21st St. E. Cary St. S. 17th St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. S. 20th St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 17th St. & S. 18th St. E. Cary St. & S. 20th St. E. Cary St. & S. 20th St. S. 17th St. & S. 18th St. E. Cary St. & S. 20ck St. E. Cary St. & S. 20ck St. S. 18th St. & S. 21st St.	On-Street	5 11 13 11 7 9 10 14 6 0 5 16 0 0 3	13 10 12 4 12 13 12 5 2 13 6 2	140% 118% 77% 109% 57% 133% 130% 86% 83% 200% 260% 38% 200% 0% 67%	15 15 13 0 11 16 9 0 1 15 7	136% 115% 118% 0% 122% 160% 64% 0% 100% 300% 44% 300% 0%
216 217 217 217 217 218 218 218 219 219 219 220 220 220 220 221 221 221 221 222 222	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Main St. E. Cary St. S. 19th St. S. 19th St. E. Cary St. S. 20th St. S. 21st St. E. Cary St. Dock St. S. 17th St. S. 18th St. E. Cary St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. C. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. S. 17th St. & S. 18th St. E. Cary St. & Dock St. E. Cary St. & Dock St. E. Cary St. & Dock St. S. 18th St. & S. 21st St. S. 18th St. & S. 21st St. S. 18th St. & S. 21st St.	On-Street	5 11 13 11 7 9 10 14 6 0 5 16 0 0 3 0	13 10 12 4 12 13 12 5 2 13 6 2 0 2 5 2	140% 118% 77% 109% 57% 133% 130% 86% 83% 200% 260% 0% 67% 500% 140%	15 15 13 0 11 16 9 0 1 15 7 3 0 0 5 3 3	136% 115% 118% 0% 122% 160% 64% 0% 100% 300% 0% 0% 500%
216 217 217 217 217 218 218 218 219 219 219 220 220 220 220 221 221 221 221 221 222 222	S. 17th St. S. 18th St. E. Main St. E. Cary St. S. 18th St. S. 19th St. S. 19th St. S. 19th St. S. 19th St. S. 20th St. E. Cary St. S. 20th St. E. Cary St. S. 20th St. E. Cary St. S. 20th St. S. 21st St. E. Cary St. S. 21st St. E. Cary St. S. 21st St. E. Cary St. Dock St. S. 17th St. S. 18th St. E. Cary St. Dock St. S. 17th St. S. 18th St. E. Cary St.	E. Cary St. & E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. S. 20th St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 17th St. & S. 18th St. E. Cary St. & S. 20th St. E. Cary St. & S. 20th St. S. 17th St. & S. 18th St. E. Cary St. & S. 20ck St. E. Cary St. & S. 20ck St. S. 18th St. & S. 21st St.	On-Street	5 11 13 11 7 9 10 14 6 0 5 16 0 0 3 0 20 0	13 10 12 4 12 13 12 5 2 13 6 2 0 2 5 2 13	140% 118% 77% 109% 57% 133% 130% 86% 83% 200% 0% 567% 500% 140% 0% 100%	15 15 13 0 11 16 9 0 1 1 15 7 3 0 0 5 3	136% 115% 118% 0% 122% 160% 64% 100% 300% 44% 300% 0% 500% 160% 0%





Exhibit F-6: Downtown Off-Street Weekday Occupancy (Pt. 1)

			CBD W	eekday Combined		Effective	Weekday		Weekday	6PM-8PM
Block #		Name/Description	Address	Type	SubType	Supply		Utilization		Utilization
1	1-1 1-2	Sixth Mount Zion Baptist Church North Sixth Mount Zion Baptist Church South	100 W. Duval St. 615 Judah St.	Private/Private Lot Private/Private Lot	Institutional Institutional	54 33	2	0% 6%	- 18	0% 55%
5	5-1	Jackson Commons Partnership Apartments	701 St. James St.	Private/Private Lot	Residential	43	14	33%	20	47%
5 6	5-2 6-1	Eggleston Plaza II 700 Jackson Street LLC Apartments	12 E. Jackson St. 110 E. Jackson St.	Private/Private Lot Private/Private Lot	Residential Residential	18 14	4 7	22% 50%	8 5	44% 36%
9	9-1	Ebenezer Baptist Church	615 Judah St.	Private/Private Lot	Institutional	36	14	39%	28	78%
12 12	12-1 12-2	WJS LLC Apartments North WJS LLC Apartments South	1 W. Jackson St. 613 Price St.	Private/Private Lot Private/Private Lot	Residential Residential	45 13	19 1	42% 8%	26 1	58% 8%
12	12-3	Car Enterprises Apartments	4 W. Leigh St.	Private/Private Lot	Residential	8	2	25%	5	63%
13	13-1	Abramson Apartments	2 E. Leigh St.	Private/Private Lot	Residential	31	-	0%	3	10%
16 16	16-1 16-2	Richmond School Board North Richmond School Board South	119 W. Leigh St. 119 W. Leigh St.	Public/Private Lot Public/Private Lot	Institutional Institutional	41 63	45 60	110% 95%	17 14	41% 22%
16	16-3	Historic Manor	510 N Adams St.	Private/Private Lot	Residential	19	5	26%	5	26%
16 19	16-4 19-1	Richmond School Board Office Business South	119 W. Leigh St. 110 E. Clay St.	Public/Private Lot Private/Private Lot	Institutional Mixed Use	34 41	24 2	71% 5%	19 7	56% 17%
19	19-2	Office Business North	514 N. 2nd St.	Private/Private Lot	Mixed Use	14	10	71%	6	43%
28	28-1	Residential-Office	16 W. Marshall St.	Private/Private Lot	Mixed Use	37	27	73%	10	27%
28 28	28-2 28-3	SNP Development LLC Apartments Community Business	2 E. Marshall St. 416 N 1st St.	Private/Private Lot Private/Private Lot	Residential Employees	98 9	3	0% 33%	2	0% 22%
28	28-4	Black History Museum Cultural Center	1 E. Clay St.	Private/Private Lot	Institutional	9	3	33%	4	44%
28 29	28-5 29-1	Single Family Residence Virginia Properties Partnership North	15 E. Clay St. 103 E. Clay St.	Private/Private Lot Private/Public Lot	Residential Paid Parking	9	6 11	67% 79%	3	33% 29%
29	29-2	Virginia Properties Partnership South	103 E. Clay St	Private/Public Lot	Paid Parking	42	23	55%	10	24%
29 29	29-3 29-4	Virginia Properties Partnership East Virginia Properties Partnership East-South	406 N. 2nd St. 105 E. Clay St	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	45 19	29 7	64% 37%	9	20% 16%
29	29-5	Rene & Co.	105 1/2 E. Clay St	Private/Public Lot	Paid Parking	7	3	43%	-	0%
30	30-1	Rite Aid North	517 W. Marshall St.	Private/Private Lot	Customers	11	-	0%	1	9%
30 31	30-2 31-1	Rite Aid South L Parker Properties LLC Apartments	510 W. Broad St. 421 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Residential	32 23	- -	69% 0%	15 -	47% 0%
31	31-2	Lane Brothers	409 W. Broad St	Private/Private Lot	Residential	9	3	33%	1	11%
31 32	31-3 32-1	Studio 418 LLC Office Business East	418 W. Broad St. 316 N Madison St.	Private/Private Lot Private/Private Lot	Employees Customers	5	3 2	60% 29%	3 2	60% 29%
32	32-2	Office Business East-South	312 N Madison St.	Private/Private Lot	Customers	9	10	111%	6	67%
32	32-3	Managed Care Innovations	316 W. Broad St.	Private/Private Lot	Customers	14	4	29%	-	0%
32 33	32-4 33-1	Multi-Family Apartments Richmond Dairy Apartments	301 W. Marshall St 201 W. Marshall St.	Private/Private Lot Private/Private Lot	Residential Residential	19	6 20	75% 105%	3 22	38% 116%
33	33-2	Tattoo Parlor	210 W. Broad St	Private/Private Lot	Customers	16	6	38%	3	19%
33 35	33-3 35-1	Community Business Alley Parking Rosewood Clothing Co.	224 W. Broad St 11 W. Marshall St.	Private/Private Lot Private/Private Lot	Employees Customers	19 27	8 25	42% 93%	7 10	37% 37%
35		Virginia Repertory Theatre	14 W. Marshall St.	Private/Private Lot	Customers	13	18	138%	18	138%
35 35	35-3 35-4	Apartments North Community Business	9 W. Marshall St. 5 W. Marshall St.	Private/Private Lot Private/Private Lot	Residential Customers	18 25	10 11	56% 44%	7 6	39% 24%
35	35-5	Premier Bank	17 E. Marshall St.	Private/Private Lot	Customers	17	6	35%	4	24%
36	36-1	Standard Drug Store LLC	110 E. Broad St.	Private/Private Lot	Customers	16	21	131%	8	50%
36 36	36-2 36-3	Standard Drug Store LLC Premier Bank	320 N. 2nd St. 101 E. Marshall St.	Private/Private Lot Private/Private Lot	Customers Customers	13 7	9 5	69% 71%	1	8% 14%
37	37-1	VCU Henry St. Deck W.	500 W. Grace St.	Public/Private Structure	Institutional	288	87	30%	-	0%
37 37	37-2 37-3	VCU - Ram Bikes VCU Institute for Contemporary Art Lot	201 N. Belvidere St. 535 W. Broad St.	Public/Private Lot Public/Private Lot	Customers Institutional	5 66	3 13	60% 20%	5 5	100% 8%
37	37-4	Community Business	501 W. Broad St.	Private/Private Lot	Customers	32	-	0%	-	0%
38	38-1	VCU - Henry St. Deck E.	412 W. Grace St	Public/Private Structure Private/Private Lot	Institutional	288	48	17%	-	0%
39 39	39-1 39-2	Hair Salon Community Business	312 W. Grace St. 313 W. Broad St.	Private/Private Lot	Customers Customers	7	4 5	100% 71%	- 6	0% 86%
39	39-3	Church of Jesus Christ of Latter Day Saints	300 W. Grace St.	Private/Private Lot	Institutional	22	5	23%	2	9%
40 40	40-1 40-2	Presidents' Walk Properties City of Richmond - Police Department Parking	225 W. Broad St. 200 W. Grace St.	Private/Private Lot Public/Private Structure	Residential Institutional	21	11 23	52% 2300%	17 16	81% 1600%
41	41-1	City of Richmond - (Standard Parking)	108 W. Grace St.	Public/Public Lot	Paid Parking	102	102	100%	64	63%
42 42	42-1 42-2	The Salvation Army West The Salvation Army South	20 W. Grace St. 2 W. Grace St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	68 5	54 6	79% 120%	17 4	25% 80%
42	42-2	The Salvation Army East	2 W. Grace St.	Private/Private Lot	Employees	9	-	0%	1	11%
43	43-1	PARKWAY - 1st. & Grace Lot	90 E. Grace St.	Private/Public Lot	Paid Parking	111	100	90%	44	40%
44 44	44-1 44-2	Jefferson National Bank West Jefferson National Bank East	122 E. Grace St. 122 E. Grace St.	Private/Private Lot Private/Private Lot	Customers Customers	12	13 5	108% 63%	- 3	25% 0%
44	44-3	Legal Aid Justice Center	216 N. 2nd St.	Private/Private Lot	Employees	5	5	100%	3	60%
45 45	45-1 45-2	501 W. Grace Office Business	501 W. Grace St. 515 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Employees	3	4 5	133% 125%	4 1	133% 25%
45 45	45-2 45-3	Monroe Park Associates Apartments	520 W. Franklin St.	Private/Private Lot	Residential	18	24	133%	24	133%
45 45	45-4	Domino's Pizza	521 W. Grace St.	Private/Private Lot	Customers	6	6	100%	6	100%
45 46	45-5 46-1	Commonwealth Catholic Charities Ampthill Associates Apartments	511 W. Grace St. 402 W. Franklin St.	Private/Private Lot Private/Private Lot	Institutional Residential	30 12	29 19	97% 158%	1	3% 8%
46	46-2	401 West Grace Street Apartments	401 W. Grace St.	Private/Private Lot	Residential	25	14	56%	19	76%
47 47	47-1 47-2	Blue Atlantic Richmond LLC Apartments Davis Market	321 W. Grace St. 301 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Customers	60 18	42 5	70% 28%	36 3	60% 17%
48	48-1	Office Business	211 W. Grace St.	Private/Private Lot	Employees	6	16	267%	16	267%
48	48-2	City Parking Lot	201 W. Grace St	Private/Public Lot	Paid Parking	42	18	43%	17	40%
49 49	49-1 49-2	Max's The Towers on Franklin	101 W. Grace St. 109 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Residential	23 54	13 31	57% 57%	6 32	26% 59%
49	49-3	Protestant Episcopal Church Fund Diocese	110 W. Franklin St.	Private/Private Lot	Institutional	41	15	37%	-	0%
50 50	50-1 50-2	Young Men's Christian Assn East Raising Grace Studios	17 W. Grace St. 9 W. Grace St.	Private/Private Lot Private/Private Lot	Customers Employees	41	44 4	107% 100%	52 1	127% 25%
50	50-2	Young Men's Christian Assn West	17 W. Grace St.	Private/Private Lot	Customers	32	17	53%	13	41%
50 51	50-4 51-1	Young Men's Christian Assn South	17 W. Grace St.	Private/Private Lot	Customers Paid Parking	13 68	9 44	69%	3 34	23%
51 52	51-1 52-1	City Parking Lot Dimenti Studio	3 E. Grace St. 116 N. 2nd St.	Private/Public Lot Private/Private Lot	Paid Parking Customers	7	44 5	65% 71%	34	50% 43%
53	53-1	Park Plaza Apartments	517 W. Franklin St.	Private/Private Structure	Residential	158	124	78%	39	25%
54 55	54-1 55-1	Commonwealth Club Commonwealth Club	420 W. Main St. 5 N. Monroe St	Private/Private Lot Private/Private Lot	Customers Customers	110 86	39 15	35% 17%	37 29	34% 34%
55	55-1	Law Offices	300 W. Main St	Private/Private Lot	Employees	9	7	78%	2	22%
56 56	56-1	Historic Richmond Foundation Jefferson Hotel South-East	210 W. Main St. 200 W. Main St.	Private/Private Lot	Employees	18	8 17	44% 61%	10	56% 7%
56 56	56-2 56-3	Jefferson Hotel South-East Jefferson Hotel North-East	200 W. Main St. 201 W. Franklin St	Private/Private Lot Private/Private Lot	Customers Customers	28 45	17 35	61% 78%	2 8	7% 18%
56	56-4	Permit Parking/Junior League of Richmond	220 - 212 W. Main St.	Private/Private Lot	Residential	20	9	45%	6	30%
	58-1	Jefferson Hotel Young Men's Christian Assn	8 W. Main St. 1 W. Franklin St	Private/Private Lot Private/Private Lot	Customers Customers	140 31	38 36	27% 116%	62 52	44% 168%
58	58-2			,	-					
	58-2 59-1	Young Men's Christian Assn	3 E. Franklin St	Private/Private Lot	Customers	25	10	40%	25	100%
58 58	59-1 59-2	-	3 E. Franklin St 6 E. Main St. 100 E. Main St.	Private/Private Lot Private/Private Lot Private/Private Lot	Customers Mixed Use Employees	25 22 7	10 29 8	40% 132% 114%	25 19 3	100% 86% 43%









Exhibit F-6: Downtown Off-Street Weekday Occupancy (Pt. 2)

			CBD V	Veekday Combined │	<u> </u>	Effective	Weekdoo	12PM-2PM	Weekdou	6PM-8PM
Block #	Map ID	Name/Description	Address	Туре	SubType	Supply		Utilization		Utilization
61	61-1	SunTrust Bank	206 E. Main St.	Private/Private Lot	Customers	9	2	22%	2	22%
61	61-2	Richmond Fire Department Headquarters	201 E. Franklin St.	Private/Private Lot	Employees	35	29	83%	5	14%
61	61-3	Bolling Haxall House Foundation	215 E. Franklin St	Private/Private Lot	Employees	23	13	57%	1	4%
62 64	62-1 64-1	4N4 Midtown VCU - JL Lot	N. 4th St. 200 W. Cary St.	Private/Private Lot Public/Public Lot	Residential Institutional	18 97	15 27	83% 28%	5 21	28% 22%
64	64-2	Jefferson Hotel	201 W. Main St.	Private/Private Lot	Customers	76	64	84%	28	37%
65	65-1	Jefferson Hotel	114 W. Cary St.	Private/Private Lot	Customers	137	65	47%	24	18%
66	66-1	Office Business North	5 W. Main St.	Private/Private Lot	Employees	23	17	74%	5	22%
66 66	66-2 66-3	Office Business East	4 W. Cary St. 23 S. Adams St.	Private/Private Lot Private/Private Lot	Employees	7 32	4 19	57% 59%	1 7	14% 22%
66	66-4	Goodwyn's Sons Private Parking Lot Commercial Business	8 W. Cary St.	Private/Private Lot	Employees Customers	14	3	21%	3	21%
67	67-1	1st and Cary City Parking	2 E. Cary St.	Private/Public Lot	Paid Parking	116	110	95%	42	36%
67	67-2	Standard Parking- South	2 E. Cary St.	Private/Public Lot	Paid Parking	11	4	36%	-	0%
67	67-3	Senior Connections	6 S. 1st St.	Private/Private Lot	Employees	47	14	30%	2	4%
68 68	68-1 68-2	Valentine House Leete Tire & Auto	107 E. Main St. 14 S. 2nd St	Private/Private Lot Private/Private Lot	Mixed Use Customers	41	31 24	76% 343%	13 11	32% 157%
69	69-1	WC Hutchinson Real Estate	219 E. Main St.	Private/Public Lot	Paid Parking	23	21	91%	2	9%
69	69-2	213 E. Main	213 E. Main St.	Private/Public Lot	Paid Parking	31	19	61%	1	3%
69	69-3	16 S. 3rd	16 S. 3rd St.	Private/Public Lot	Paid Parking	29	35	121%	3	10%
69 70	69-4 70-1	201 E. Main Riverstone Properties Office Building	201 E. Main St. 117 S. 3rd St.	Private/Public Lot Private/Private Garage	Paid Parking Employees	31 88	23 9	74% 10%	23	74% 0%
70	70-2	Riverstone Properties Office Lot North	101 S. 3rd St.	Private/Private Lot	Employees	49	25	51%	20	41%
70	70-3	Riverstone Properties Office Lot East	100 - 126 S. 4th St	Private/Private Lot	Employees	88	18	20%	12	14%
71	71-1	VCU - Jefferson St. Deck	100 S. Jefferson St.	Public/Private Structure	Institutional	389	86	22%	-	0%
72 72	72-1	VCU - BC Parking	114 W. Canal St.	Public/Private Lot	Institutional	41	8	20%	8	20%
72 73	72-2 73-1	VCU - BL Parking Commercial Business	127 W. Cary St. 13 - 17 W. Cary St.	Public/Private Lot Private/Private Lot	Institutional Customers	86 18	22 14	26% 78%	-	5% 0%
73	73-2	VCU - OCPE	9 W. Cary St.	Public/Private Lot	Institutional	23	46	200%	-	0%
74	74-1	Office Business East	114 S. 1st St.	Private/Private Lot	Employees	23	1	4%	9	39%
74 74	74-2	Office Business North-East	100 S. 1st St.	Private/Private Lot	Employees	32	20	63%	9	28%
74 74	74-3 74-4	Sangjun Parking Office Business South-East	108 - 116 S. 1st St. 115 S. Foushee St.	Private/Private Lot Private/Private Lot	Customers Employees	41 5	12 21	29% 420%	17 7	41% 140%
75	75-1	Matrix Midtown Apartments	119 S. 1st St.	Private/Private Lot	Residential	23	6	26%	12	52%
75	75-2	Goodrich Gourmet Catering Company	102 S. 2nd St.	Private/Private Lot	Employees	14	36	257%	4	29%
76 76	76-1	Virginia Education Association South	119 S. 2nd St.	Private/Private Lot	Employees	54	38	70%	2	4%
76 76	76-2 76-3	Holiday Inn Resource Workforce Center	201 E. Cary St 203 E. Cary St.	Private/Private Structure Private/Private Lot	Customers Employees	103 23	32 5	31% 22%	61 1	59% 4%
76 76	76-4	Virginia Education Association South-East	112 S. 3rd St.	Private/Private Lot	Employees	27	2	7%	11	41%
77	77-1	Riverstone Properties	311 E. Cary St.	Private/Public Lot	Paid Parking	240	42	18%	37	15%
80	80-1	Office Business	201 S. 3rd St.	Private/Private Lot	Employees	41	40	98%	20	49%
81	81-1	533 Club	700 N. 3rd St.	Private/Private Lot	Customers	21	12	57%	10	48%
81 82	81-2 82-1	Richmond Redevelopment United Network for Organ Sharing	705 N. 2nd St. 700 N. 4th St.	Private/Private Lot Private/Private Structure	Employees Employees	90	74	82% 0%	34	38% 0%
83	83-1	Virginia Department of Forensic Science North	800 N. 5th St.	Public/Private Lot	Employees	14	14	100%	4	29%
83	83-2	Virginia Department of Forensic Science South	700 N. 5th St.	Public/Private Lot	Employees	86	74	86%	36	42%
84	84-1	Biotech Eight	737 N. 5th St.	Public/Private Structure	Employees	281	164	58%	15	5%
85 86	85-1 86-1	Altria Center For Research and Technology J. Sargeant Reynolds Community College	600 E. Jackson St. 700 N. 8th St.	Private/Private Structure Public/Private Structure	Employees Institutional	437	84	0% 19%	33	0% 8%
87	87-1	Funeral Home South Lot	210 E. Leigh St.	Private/Private Lot	Customers	26	16	62%	5	19%
87	87-2	Funeral Home South-East Lot	210 E. Leigh St.	Private/Private Lot	Customers	12	5	42%	5	42%
87	87-3	Gravel Lot	611 N. 2nd St	Private/Private Lot	Residential	14	10	71%	11	79%
87 88	87-4 88-1	Third Street Bethel AME Church Office Business	217 E. Jackson St. 621 N. 3rd St.	Private/Private Lot Private/Private Lot	Institutional	11 36	4 29	36% 81%	5 5	45% 14%
88	88-2	Commonwealth of VA - Biotechnology East Lot	626 N. 4th St.	Public/Public Lot	Employees Employees	65	50	77%	24	37%
88	88-3	Commonwealth of VA - Biotech Southeast Lot	608 N. 4th St.	Public/Public Lot	Employees	29	30	103%	16	55%
88	88-4	Commonwealth of VA - Biotech South Lot	608 N. 4th St.	Public/Public Lot	Employees	31	31	100%	18	58%
88	88-5	Dominion Medical Associates	611 N. 3rd St.	Private/Private Lot	Customers	13 217	6	46%	9	69%
89 91	89-1 91-1	Commonwealth of VA - DCLS Commonwealth of VA - Biotech N.	600 P5 N. 5th St 607 N. 7th St.	Public/Private Structure Public/Public Lot	Employees Employees	221	117 3	54% 1%	15 3	7% 1%
91	91-2	Commonwealth of VA - Biotech S.	620 N. 8th St.	Public/Public Lot	Employees	100	19	19%	6	6%
92	92-1	VCU - 8th St. Deck	659 N. 8th St.	Public/Public Structure	Mixed Use	799	322	40%	14	2%
93	93-1	VCU - N Deck	615 N. 10th St.	Public/Public Structure	Institutional	869	821	94%	24	3%
94 95	94-1 95-1	City of Richmond - Dept of Public Works City of Richmond - Dept of Public Works	808 E. Clay St. 500 N. 10th St.	Public/Private Lot Public/Private Lot	Employees Employees	256 157	265 124	104% 79%	41 23	16% 15%
96	96-1	VCU - F Lot	1016 E. Clay St	Public/Private Lot Public/Private Lot	Institutional	27	25	93%	14	52%
98	98-1	MCV Hospital	527 N. 12th St.	Public/Public Structure	Customers	743	760	102%	641	86%
99	99-1	VCU - D Deck	515 N. 13th St.	Public/Private Structure	Employees	1,922	1,811	94%	744	39%
105	105-1 106-1	Commonwealth of VA - Goodwin Library	1400 E. Broad St.	Public/Private Garage Private/Private Lot	Institutional	98	12 59	12% 94%	18 6	18% 10%
106 106		United Network For Organ Sharing 514 N. 3rd St.	501 N. 2nd St. 514 N. 3rd St.	Private/Private Lot Private/Private Lot	Employees Residential	14	59 8	94% 57%	15	10% 107%
106		212 E. Clay	212 E. Clay St.	Private/Private Lot	Residential	13	8	62%	14	108%
109	109-1	City of Richmond - 5th and Marshall Garage	514 N. 3rd St.	Public/Public Structure	Paid Parking	1,045	618	59%	784	75%
110		PARKWAY - 200 E. Marshall Lot	200 E. Marshall St.	Private/Public Lot	Paid Parking	116	92	79%	15	13%
111 112	111-1 112-1	Greater Richmond Convention Center (N) VCU - PD Lot	403 N. 3rd St 233 E. Marshall St	Private/Private Structure Public/Private Lot	Employees Employees	431 74	115 66	27% 89%	180 37	42% 50%
113		Greater Richmond Convention Center (S)	311 N. 3rd St.	Private/Private Structure		456	428	94%	383	84%
116	116-1	City of Richmond - 7th and Marshall Garage	607 E. Marshall St.	Public/Public Structure	Paid Parking	608	540	89%	112	18%
117	117-1	US Post Office	201 N. 2nd St.	Public/Private Lot	Employees	14	14	100%	5	36%
119		City of Richmond - 5th and Broad Lot	401 E. Broad St.	Public/Public Lot	Paid Parking	106	110	104%	89	84%
120 121	120-1 121-1	Hilton Richmond Downtown Virginia Performing Arts Foundation	230 N. 6th St. 623 E. Broad St.	Private/Private Garage Private/Private Lot	Customers Employees	74	69	0% 93%	16	0% 22%
122	122-1	City of Richmond - 2nd and Grace Garage	107 N. 2nd St.	Public/Public Structure	Paid Parking	339	214	63%	200	59%
122	122-2	Capital Parking Restaurant	213 E. Grace St.	Private/Private Lot	Mixed Use	8	7	88%	8	100%
122	122-3	Larraine Inc.	100 N. 3rd St.	Private/Private Lot	Employees	18	11	61%	12	67%
123		Richmond Times Dispatch Employees Only 4th and Franklin	300 E. Franklin St. 400 E. Franklin St.	Private/Private Structure Private/Public Lot		- 86	ΕΛ	63%	27	0% 31%
124 126	124-1 126-1	4th and Franklin City of Richmond - 6th & Franklin Deck	607 E. Grace St.	Private/Public Lot Public/Public Structure	Paid Parking Paid Parking	523	54 277	63% 53%	27 158	31%
126		City of Richmond - Grace & 6th Lot	609 E. Grace St.	Public/Public Lot	Paid Parking	118	89	75%	32	27%
		2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	Paid Parking	333	205	62%	80	24%
128	128-2	Virginia Atlantic	509 E. Franklin St.	· ·	• •	86	84	98%	56	65%
128		City Park Garage	528 E. Main St.	Private/Public Structure	Paid Parking	42	29	69%	26	62%
128 128	128-3	Commonwoolth of VA 7th and Free II'	98 N. 6th St.	Public/Private Structure	Employee	956	805	84%	644	67% 65%
128 128 129	129-1	Commonwealth of VA - 7th and Franklin Commonwealth of VA - Main Street Centre		Public/Public Garage	Paid Parking	212	712	70%	204	
128 128 129 129		Commonwealth of VA - Main Street Centre	600 E. Main St. 8 S. 4th St.	Public/Public Garage Public/Private Lot	Paid Parking Employees	313 69	218 59	70% 86%	204 5	
128 128 129	129-1 129-2		600 E. Main St.	, ,	Paid Parking Employees Employees		218 59 15		204 5 4	7% 21%
128 128 129 129 130 130	129-1 129-2 130-1 130-2 131-1	Commonwealth of VA - Main Street Centre Commonwealth of VA - 400 E. Cary Gather-Downtown Pollard & Bagby	600 E. Main St. 8 S. 4th St. 409 E. Main St. 9 S. 5th St.	Public/Private Lot Private/Private Lot Private/Private Lot	Employees Employees Employees	69 19 33	59 15 29	86% 79% 88%	5 4 14	7% 21% 42%
128 128 129 129 130 130	129-1 129-2 130-1 130-2	Commonwealth of VA - Main Street Centre Commonwealth of VA - 400 E. Cary Gather-Downtown	600 E. Main St. 8 S. 4th St. 409 E. Main St.	Public/Private Lot Private/Private Lot	Employees Employees	69 19	59 15	86% 79%	5 4	7% 21%







Exhibit F-6: Downtown Off-Street Weekday Occupancy (Pt. 3)

		Exhibit F-6: Dow		eekday Combined		Effective	Weekday	12PM-2PM	Weekday	6PM-8DM
Block #	Map ID	Name/Description	Address	Туре	SubType	Supply		Jtilization		Utilization
133		City Park Lot	401 E. Cary St.	Private/Public Lot Private/Public Lot	Paid Parking	285	204	72%	85	30%
134 134	134-1 134-2	CityParking Inc. Lot - Permit Only Construction Lot	127 S. 5th St. 118 S. 6th St.	Private/Private Lot	Mixed Use Employees	48 24	19 20	40% 83%	5 14	10% 58%
136	136-1	Richmond Ballet	407 E. Canal St.	Private/Private Lot	Employees	48	39	81%	26	54%
137 138	137-1 138-1	Crown Plaza Hotel City of Richmond - Coliseum	555 E. Canal St. 501 N. 7th St.	Private/Public Structure Public/Public Structure	Paid Parking Mixed Use	341 931	241 741	71% 80%	270 155	79% 17%
142		VCU Lot P (Putney House Lot)	1003 E. Clay St.	Public/Private Lot	Residential	23	15	65%	155	4%
143		City Park Lot	310 N. 8th St.	Private/Public Lot	Paid Parking	36	26	72%	-	0%
143		Commonwealth of VA - 7th and Marshall	311 N. 7th St.	Public/Public Structure	Paid Parking	576	369	64%	120	21%
144 145	144-1 145-1	Commonwealth of VA - Library of Virginia City of Richmond - City Hall	800 E. Broad St. 900 E. Broad St.	Public/Public Garage Public/Private Garage	Mixed Use Employees	194 245	108 157	56% 64%	45 15	23% 6%
148	148-1	Gravel Lot	253 N. 9th St.	Public/Private Lot	Employees	63	45	71%	15	24%
148	148-2 149-1	St Peter's Church	808 E. Grace St. N. 10th St	Private/Private Lot Public/Private Lot	Institutional	18 17	9 12	50% 71%	4 5	22% 29%
149 150	150-1	Commonwealth of VA - Darden Garden West Commonwealth of VA - Darden Garden East	N. 11th St	Public/Private Lot	Employees Employees	10	5	50%	4	40%
152	152-1	Commonwealth of VA - 1221 Broad East	1221 E. Broad St.	Public/Private Lot	Employees	95	75	79%	21	22%
152 153	152-2 153-1	Commonwealth of VA - 1221 Broad West Commonwealth of VA - Transportation Annex	1205 E. Broad St. Old 14th St.	Public/Private Lot Public/Private Lot	Employees	30 86	26 74	87% 86%	15 9	50% 10%
154		Central Parking - Edison Apartments	112 N. 8th St.	Private/Public Structure	Employees Paid Parking	319	211	66%	27	8%
154	154-2	7th Street Lot	114 N. 7th St.	Private/Private Lot	Employees	14	9	64%	4	29%
155 156	155-1 156-1	Commonwealth of VA - Supreme Court Commonwealth of VA - Bank Street	100 N. 9th St. 1200 Bank St.	Public/Private Garage Public/Private Structure	Employees Employees	27 199	26 199	96% 100%	4 56	15% 28%
156	156-2	Commonwealth of VA - Governor Street	Governor Street	Public/Private Lot	Employees	50	36	72%	27	54%
157	157-1	Commonwealth of VA - James Madison	109 Governor St.	Public/Private Garage	Employees	329	329	100%	94	29%
157 158		Commonwealth of VA - Parks Division Lot Commonwealth of VA - Old 14th and Grace	1201 E. Grace St. 1299 E. Grace St.	Public/Private Lot Public/Private Lot	Employees Employees	32 60	30 42	94% 70%	14 16	44% 27%
159	159-1	Commonwealth of VA - James Monroe	2 E. Franklin St.	Public/Private Structure	Employees	562	468	83%	56	10%
163	163-1	Commonwealth of VA - VRS	1212 E. Main St.	Public/Private Garage	Residential	210	8	4%	4	2%
164 165	164-1 165-1	Commonwealth of VA - John Tyler Commonwealth of VA - 14th and Main	55 N. 14th St. 1300 E. Main St.	Public/Private Garage Public/Private Structure	Employees Employees	866 1,425	787 1,248	91% 88%	216 422	25% 30%
166	166-1	Hampton Inn	700 E. Main St.	Private/Private Garage	Customers	1,425	1,248	63%	64	35%
166	166-2	Lanier North Deck	700 E. Franklin St.	Private/Public Structure	Paid Parking	62	61	98%	18	29%
166 167	166-3 167-1	Lanier South Deck Commonwealth of VA - 9th and Franklin	728 E. Main St. 99 N. 8th St.	Private/Public Structure Public/Private Garage	Paid Parking Residential	73 480	64 331	88% 69%	10 45	14% 9%
167		First Union	7 N. 8th St.	Private/Private Garage	Residential	333	289	87%	49	15%
168	168-1	Commonwealth of VA - VEC	5 S. 7th St.	Public/Private Garage	Employees	200	145	73%	51	26%
168 168	168-2 168-3	Dominion Energy 8th and Main Public Park	707 E. Main St. 720 E. Cary St.	Private/Private Garage Private/Public Lot	Employees Paid Parking	31	26	0% 84%	10	0% 32%
169		Visitor Lot	13 N. 8th St.	Private/Public Lot	Paid Parking	23	16	70%	9	39%
169		1st National Apartment	838 E. Cary St.	Private/Private Structure		210	84	40%	146	70%
169 170		Standard Parking Suntrust Center	800 E. Cary St. 900 E. Cary St.	Private/Private Structure Private/Private Garage	Employees Mixed Use	271 62	248 40	92% 65%	156 10	58% 16%
171		LeClair Ryan	919 E. Main St.	Private/Public Garage	Paid Parking	101	75	74%	67	66%
171		Lanier Parking		Private/Public Garage	Paid Parking	66	45	68%	15	23%
171 172		Bank of America Garage James River Plaza (Dominion)	1110 E. Cary St. 701 E. Cary St.	Private/Private Structure Private/Private Garage	Employees Employees	412	87	21% 0%	29	7% 0%
173		801 E. Cary St.	801 E. Cary St.	Private/Public Lot	Paid Parking	30	15	50%	8	27%
173		City of Richmond - Gateway	800 E. Canal St.	Public/Public Structure	Paid Parking	470	362	77%	59	13%
174 175		Davenport Company James Center Garage	901 E. Cary St. 1000 E. Canal St.	Private/Private Garage Private/Public Structure	Employees Paid Parking	595	166	0% 28%	312	0% 52%
175		Omni Hotel Parking	100 S. 12th St.	Private/Private Garage	Customers	392	100	28%	11	3%
177		City of Richmond - Expressway	200 S. 10th St.	Public/Public Structure	Paid Parking	950	838	88%	115	12%
178 179	178-1 179-1	James Center Parking Federal Reserve	1017 E. Canal St. 825 E. Byrd St.	Private/Public Lot Public/Private Lot	Mixed Use Employees	162 53	104 45	64% 85%	8 19	5% 36%
180	180-1	Riverfront Plaza	951 E. Byrd St.	Private/Public Garage		2,090	750		344	
183		Shockoe Commons Permit Lot	10 S. 13th St.	Private/Private Lot	Residential	12	10	83%	6	50%
184 184		Exchange PI. Apartments Exchange Alley Lot	7 S. 13th St. 1319 E. Main St.	Private/Private Lot Private/Public Lot	Residential Mixed Use	45 23	19 12	42% 52%	10 5	22% 22%
185		Standard Parking / Main Street Station W.	37 S. 14th St.	Private/Public Lot	Paid Parking	20	16	80%	8	40%
185		Devon Lot	1409 E. Main St.	Private/Private Lot	Employees	16	12	75%	4	25%
185 185		14th and Cary Garage Standard Parking / Main Street Station NE.	1410 E. Cary St. 39 S. 15th St.	Private/Public Structure Private/Public Lot	Paid Parking Paid Parking	812 99	659 80	81% 81%	103 24	13% 24%
185		Standard Parking / Main Street Station SE.	1422 E. Cary St.	Private/Public Lot	Paid Parking	68	69	101%	50	74%
186		Club Rouge Lot	9 S. 15th St.	Private/Private Lot	Customers	14	8	57%	8	57%
186 186		Shockoe Atelier Main Street Station	1510 E. Cary St. 1504 E. Cary St.	Private/Private Lot Private/Public Lot	Employees Paid Parking	14 33	9 34	64% 103%	4 20	29% 61%
187		Shockoe Deck	110 S. 13th St.	Private/Public Structure	Paid Parking	562	115	20%	200	36%
188		City of Richmond - Virginia St. Garage	1 Virginia St.	Public/Public Structure	Paid Parking	414	456	110%	164	40%
191 192		La Diff Hat Factory/ City Parking Inc.	1501 Dock St. 118 Virginia St.	Private/Private Lot Private/Public Lot	Employees Employees	34 37	32 28	94% 76%	19 4	56% 11%
194		The Locks	1300 E. Byrd St.	Private/Public Lot	Paid Parking	68	45	66%	18	26%
194		SP+ City Locks Lot	160 Virginia St.	Public/Public Lot	Paid Parking	47	51	109%	42	89%
194 197		Riverside on the James Deck Main Street Station N.	1001 Haxall Pt. 1527 E. Cary St.	Private/Public Structure Private/Public Lot	Paid Parking Paid Parking	855 87	20 -	2% 0%	14 -	2% 0%
197	197-2	Baskervill Parking	1503 E. Cary St.	Private/Private Lot	Employees	86	-	0%	-	0%
197 198		Main Street Station S. City of Richmond - Main St. Station	109 S. 15th St. 1500 E. Franklin St.	Private/Public Lot Public/Private Lot	Paid Parking Paid Parking	23 504	- 22	0% 4%	- 2	0% 0%
198		Main Street Parking	1615 W. Broad St.	Public/Private Lot Public/Public Lot	Paid Parking Paid Parking	130	7	4% 5%	2	2%
200	200-1	17th Street Lot	220 N. 17th Street	Private/Public Lot	Paid Parking	97	38	39%	-	0%
201		VCU - A Lot / City of Richmond - Main Street Station	212 N. 18th St. 1813 E. Broad St.	Public/Public Lot	Paid Parking	86	22	26%	10 12	12%
202 202		Rock Bottom Realty Richmond Parking	1813 E. Broad St. 1800 E. Grace St.	Private/Private Lot Private/Public Lot	Employees Paid Parking	22 43	14 5	64% 12%	12 4	55% 9%
202		Adya Yoga	1801 E. Broad St.	Private/Private Lot	Mixed Use	18	9	50%	16	89%
205		City of Richmond - Main Street Parking	100 N. 17th St.	Public/Public Lot	Paid Parking	38	9	24%	18	47%
205 206		Main Street Parking Weimans Bakery	1634 E. Grace St. 127 N. 17th St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	56 18	4 16	7% 89%	13 8	23% 44%
206	206-2	Lovings Produce	1715 E. Grace St.	Private/Private Lot	Employees	27	-	0%	-	0%
206		Weimans Bakery	113 N. 17th St.	Private/Private Lot	Employees	11	2	18%	4	36%
206 206		Richmond Cheers Market Square	118 N. 18th St. 1704 E. Franklin St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	17 27	3 25	18% 93%	14 25	82% 93%
209	209-1	Red Orange Studio	2006 E. Franklin St.	Private/Private Lot	Employees	10	8	80%	11	110%
209		American Tobacco Center City of Richmond - Main Street Station		Private/Private Lot	Employees Paid Parking	14 63	9	64%	12 31	86%
211 213		City of Richmond - Main Street Station La Bamba	1500 E. Main St. 19 N. 18th St.	Public/Public Lot Private/Private Lot	Paid Parking Customer	63 5	44 3	70% 60%	31 2	49% 40%
213	213-2	Main Street Parking LLC	1824 E. Main St.	Private/Public Lot	Paid Parking	27	12	44%	23	85%
214	214-1	Poe's Row	1906 E. Main St.	Private/Private Lot	Mixed Use	23	22	96%	19	83%
214 215		Rainmaker Recording and Creative Shockoe Valley Heights	15 N. 19th St. 2005 E. Franklin St.	Private/Private Lot Private/Private Lot	Employees Residential	11 52	4 40	36% 77%	8 42	73% 81%
216	216-1	Main St. Realty	1559 E. Main St.	Private/Private Lot	Residential	32	15	47%	11	34%
217		Dock Associates	15 S. 17th St.	Private/Private Lot	Mixed Use	23	8	35%	6	26%
217 217		RVA Self Storage Terrer Holdings	1720 E. Cary St. 1725 E. Main St.	Private/Private Lot Private/Private Lot	Customers Employees	11 9	9 4	82% 44%	7 8	64% 89%
218	218-1	Richmond Parking Inc	1811 E. Main St.	Private/Public Lot	Paid Parking	90	11	12%	16	18%
219	219-1 222-1	Canal Walk Lofts Virginia Holocaust Museum	1900 E. Cary St. 2000 Dock St.	Private/Private Lot Private/Private Lot	Residential Customers	9 194	4 71	44% 37%	8 91	89% 47%
222 223		Public Utilities	1721 E. Byrd St.	Public/Private Lot Public/Private Lot	Employees	194	71 8	89%	91 4	47%
TOTAL						38,452	24,232	63%	11,024	29%









Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 1)

Block # Name/Description	rate Lot 33 6 0 0 0 0 5 9 0 0 10 4 0 0 7 0 19 19 13 rate Lot 43 rate Lot 18 4 0 0 17 8 8 rate Lot 14	Counts 0 0 0 1 2 0 0 0 5 0 0 0 1 2 0 0 0 1 1 2 0 0 0 1 1 0 9 11 15 6 0 0 7	Utilization 0% 0% 0% 0% 6% 0% 0% 0% 0% 100% 90% 100% 90% 0% 47% 85% 35% 33% 0%	Count 0 0 0 0 0 0 0 0 0 0 0 0 0 1 1 10 11 13	Utilization 0% 0% 0% 0% 0% 0% 0% 0% 0% 0
1 N. 1st St. Freeway & W. Duval St. On-Street 1 Sixth Mount Zion Baptist Church North 100 W. Duval St. Private/Priv 2 W. Duval St. Chamberlayne Pkwy. & Price St. On-Street 2 W. Jackson St. Chamberlayne Pkwy. & Price St. On-Street 2 W. Daval St. & W. Jackson St. On-Street 3 W. Duval St. Price St. & Cameo St. On-Street 3 W. Daval St. Price St. & Cameo St. On-Street 3 W. Jackson St. On-Street 4 W. Duval St. Price St. & Cameo St. On-Street 3 Price St. W. Duval St. & W. Jackson St. On-Street 4 W. Duval St. Cameo St. & St. James St. On-Street 4 W. Duval St. Cameo St. & St. James St. On-Street 4 W. Jackson St. On-Street On-Street 5 W. Jackson St. On-Street On-Street 6 W. Duval St. St. James St. On-Street 7 W. Jackson St.	orate Lot 54 vate Lot 33 6 0 0 0 0 5 9 0 0 10 4 0 0 0 7 0 19 13 vate Lot 43 vate Lot 18 4 0 0 17 8 8 vate Lot 14	0 1 2 0 0 0 5 0 0 0 0 9 0 0 0 0 0 0 0 0 0 0 0	0% 2% 6% 0% 0% 0% 100% 0% 100% 0% 140% 0% 0% 0% 0% 14% 0% 47% 85% 35% 33%	0 0 0 0 0 0 0 4 0 0 0 6 1 1 0 0 0 1 1 1 1 1 1 1 1 1 1 1	0% 0% 0% 0% 0% 0% 80% 0% 0% 60% 25% 0% 0% 0% 53% 85%
1 Sixth Mount Zion Baptist Church South 615 Judah St. Private/Priv 2 W. Jackson St. Chamberlayne Pkwy, & Price St. On-Street 2 Chamberlayne Pkwy. W. Duval St. & W. Jackson St. On-Street 3 W. Duval St. W. Duval St. & W. Jackson St. On-Street 3 W. Duval St. Price St. & Cameo St. On-Street 3 W. Jackson St. On-Street 4 W. Duval St. W. Duval St. & W. Jackson St. On-Street 5 Cameo St. W. Duval St. & W. Jackson St. On-Street 4 W. Duval St. Cameo St. & St. James St. On-Street 4 W. Jackson St. Cameo St. & St. James St. On-Street 4 W. Jackson St. On-Street On-Street 5 W. Jackson St. On-Street On-Street 6 W. Duval St. & W. Jackson St. On-Street 7 W. Duval St. & W. Jackson St. On-Street 8 W. Duval St. W. Duval St. & W. Jackson St. On-Street 9 W. Jackson	rate Lot 33 6 0 0 0 0 5 9 0 0 10 4 0 0 7 0 19 19 13 rate Lot 43 rate Lot 18 4 0 0 17 8 8 rate Lot 14	2 0 0 0 5 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	6% 0% 0% 0% 0% 100% 0% 100% 90% 0% 0% 0% 47% 85% 35% 33%	0 0 0 0 4 0 0 0 6 1 0 0 0 0 1 1 1 10 11 13	0% 0% 0% 0% 0% 80% 0% 60% 40% 60% 25% 0% 0% 0% 53% 85%
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2 Chamberlayne Pkwy. W. Duval St. & W. Jackson St. On-Street 2 Price St. W. Duval St. & W. Jackson St. On-Street 3 W. Duval St. Price St. & Cameo St. On-Street 3 W. Jackson St. Price St. & Cameo St. On-Street 3 Price St. W. Duval St. & W. Jackson St. On-Street 4 W. Duval St. Cameo St. & St. James St. On-Street 4 W. Jackson St. Cameo St. & St. James St. On-Street 4 St. James St. W. Duval St. & W. Jackson St. On-Street 5 W. Duval St. W. Duval St. & W. Jackson St. On-Street 5 W. Duval St. St. James St. On-Street 5 W. Jackson St. St. James & N. 1st St. On-Street 5 W. Jackson St. St. James & N. 1st St. On-Street 5 W. Jackson St. W. Duval St. & W. Jackson St. On-Street 5 N. 1st St. W. Duval St. & W. Jackson St. On-Street 6 W. Jackson St. W. Duval St. & W. Jackson St. On-Street 6 W. Jackson St. N. 1st St. & N. 2nd St. On-Street 6 W. Jackson St. N. 1st St. & N. 2nd St.	0 5 9 0 0 0 0 10 10 4 0 0 0 0 10 13 4 13 43 43 44 0 18 4 0 17 8 8 4 14 0 0 0 0 0 0 0 0 0 0 0 0 14 15 15 15 15 15 15 15 15 15 15 15 15 15	0 5 0 0 0 0 9 0 0 0 0 0 1 0 9 1 1 1 15 6 0 0	0% 100% 0% 0% 100% 90% 0% 0% 0% 14% 0% 47% 85% 35% 33%	0 4 0 0 0 0 6 1 0 0 0 0 1 1 10 11 13	0% 80% 0% 0% 0% 60% 25% 0% 0% 0% 14% 0% 53% 85%
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5 N. 1st St. W. Duval St. & W. Jackson St. On-Street 5 Jackson Commons Partnership Apartments 701 St. James St. Private/Priv 5 Eggleston Plaza II 12 E. Jackson St. Private/Priv 6 W. Duval St. N. 1st St. & N. 2nd St. On-Street 6 W. Jackson St. N. 1st St. & N. 2nd St. On-Street 6 N. 1st St. W. Duval St. On-Street 6 N. 1st St. W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 7 W. Duval St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 8 W. Duval St. W. Duval St. W. Leigh St. On-Street 9 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 Judah St. Judah St. St. Peters St. On-Street 9 Judah St. On-Street 9 Leigh St. On-Street	rate Lot 43 rate Lot 18 4 0 17 8 rate Lot 14 0 0 0 0	11 15 6 0	85% 35% 33%	11 13	85%
5 Eggleston Plaza II 12 E. Jackson St. Private/Priv 6 W. Duval St. N. 1st St. & N. 2nd St. On-Street 6 W. Jackson St. W. Jackson St. & W. Duval St. On-Street 6 N. 1st St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 7 W. Duval St. Private/Priv 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 8 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 8 W. Duval St. W. Leigh St. On-Street 8 Brook Rd. & Judah St. On-Street 9 W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9	vate Lot 18 4 0 17 18 18 18 18 19 19 19 19 19 19 19 19 19 19 19 19 19	6 0 0	33%		200/
6 W. Duval St. N. 1st St. & N. 2nd St. On-Street 6 W. Jackson St. N. 1st St. & N. 2nd St. On-Street 6 N. 1st St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 7 W. Duval St. Private/Priv 7 W. Duval St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 8 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Leigh St. On-Street On-Street 9 W. Leigh St. On-Street<	0 17 8 14 0 0	0	0%	8	30% 44%
6 N. 1st St. W. Jackson St. & W. Duval St. On-Street 6 N. 2nd St. W. Jackson St. & W. Duval St. On-Street 6 700 Jackson Street LLC Apartments 110 E. Jackson St. Private/Priv 7 W. Duval St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 7 Brook Rd. W. Duval St. & W. Leigh St. On-Street 8 W. Duval St. W. Duval St. & W. Leigh St. On-Street 8 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9 W. Duval St. W. Leigh St. On-Street 9 W. Leigh St. Judah St. St. Peters St. On-Street 9 St. Peters St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/P	17 8 14 0 0			0	0%
6 700 Jackson Street LLC Apartments 110 E. Jackson St. Private/Priv 7 W. Duval St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 7 Brook Rd. W. Duval St. & W. Leigh St. On-Street 8 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & St. Peters St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street	vate Lot 14 0 0 0		0% 41%	6	100% 35%
7 W. Duval St. N. Belvidere St. & Brook Rd. On-Street 7 W. Leigh St. N. Belvidere St. & Brook Rd. On-Street 7 Brook Rd. W. Duval St. & W. Leigh St. On-Street 8 W. Duval St. W. Leigh St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 9 W. Leigh St. On-Street On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. Judah St. & St. Peters St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 W. Leigh St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. On-Street On-Street 9 Judah St. On-Street On-Street 9 Ebenezer Baptist Church <td>0</td> <td>15 4</td> <td>188% 29%</td> <td>7 5</td> <td>88% 36%</td>	0	15 4	188% 29%	7 5	88% 36%
7 Brook Rd. W. Duval St. & W. Leigh St. On-Street 7 N. Belvidere St. W. Duval St. & W. Leigh St. On-Street 8 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 W. Duval St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. St. Peters St. & Price St. On-Street		2	200%	2	100%
8 W. Duval St. Brook Rd. & Judah St. On-Street 8 W. Leigh St. Brook Rd. & Judah St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & W. Leigh St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. On-Street	0	0	0% 100%	0 1	0% 200%
8 W. Leigh St. Brook Rd. & Judah St. On-Street 8 Judah St. W. Duval St. & W. Leigh St. On-Street 8 Brook Rd. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. & St. Peters St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. On-Street	6 13	0 2	0% 15%	0 1	0% 8%
8 Brook Rd. W. Duval St. & W. Leigh St. On-Street 9 W. Duval St. Judah St. & St. Peters St. On-Street 9 W. Leigh St. Judah St. & St. Peters St. On-Street 9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. St. Peters St. & Price St. On-Street	7	2	29%	2	29%
9 W. Leigh St. On-Street 9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. St. Peters St. & Price St. On-Street	6	0 3	0% 500 %	1 1	17% 200%
9 St. Peters St. W. Duval St. & W. Leigh St. On-Street 9 Judah St. W. Duval St. & W. Leigh St. On-Street 9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. On-Street	8	0	0% 13%	0 1	0% 13%
9 Ebenezer Baptist Church 615 Judah St. Private/Priv 10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. St. Peters St. & Price St. On-Street	9	7	78%	14	156%
10 Chamberlayne Pkwy. W. Duval St. & Price St. On-Street 10 W. Leigh St. St. Peters St. & Price St. On-Street	vate Lot 36	4 11	500% 31%	1 3	200% 8%
-	0 10	0 7	0% 70%	0 10	0% 100%
<u>-</u>	9	0	0%	2	22%
10 Price St. Chamberlayne Pkwy. & W. Leigh St. On-Street 11 W. Jackson St. Chamberlayne Pkwy. & Price St. On-Street	3	4	133% 0%	1 0	33% 0%
11 Chamberlayne Pkwy. W. Jackson St. & Price St. On-Street	0 7	0	0%	0 5	300%
11Price St.W. Jackson St. & W. Leigh St.On-Street12W. Jackson St.Price St. & St. James St.On-Street	0	5 0	71% 0%	0	71% 0%
12 W. Leigh St. Chamberlayne Pkwy. & St. James St. On-Street 12 Price St. W. Jackson St. & Chamberlayne St. On-Street	2	0	0% 0%	0	0% 0%
12 Chamberlayne Pkwy. Price St. & Leigh St. On-Street	0	0	0%	0	0%
12 St. James St. W. Jackson St. & Leigh St. On-Street 12 WJS LLC Apartments North 1 W. Jackson St. Private/Priv	vate Lot 45	0 23	0% 51%	0 24	0% 53%
12 WJS LLC Apartments South 613 Price St. Private/Priv 12 Car Enterprises Apartments 4 W. Leigh St. Private/Priv		1 6	8% 75%	1 3	8% 38%
13 W. Jackson St. N. 1st St. & N. 2nd St. On-Street	0	0	0%	0	0%
13 W. Leigh St. N. 1st St. & N. 2nd St. On-Street 13 St. James St. W. Jackson St. & W. Leigh St. On-Street	0 13	0 13	0% 100%	0 15	0% 115%
13 N. 1st St. W. Jackson St. & W. Leigh St. On-Street 13 Abramson Apartments 2 E. Leigh St. Private/Priv	yate Lot 31	10 0	111% 0%	6 0	67% 0%
14 W. Jackson St. N. 1st St. & N. 2nd St. On-Street	0	1	0%	1	0%
14 W. Leigh St. N. 1st St. & N. 2nd St. On-Street 14 N. 1st St. W. Jackson St. & W. Leigh St. On-Street	0 13	0 13	0% 100%	0 10	0% 77%
14 N. 2nd St. W. Jackson St. & W. Leigh St. On-Street 15 W. Cary St. Smith St. & Brook Rd. On-Street	9	11 0	122% 0%	6 0	67% 0%
15 Catherine St. Smith St. & N. Monroe St. On-Street	0	0	2400%	0	0%
15Smith St.W. Leigh St. & Catherine St.On-Street15N. Monroe St.Brook Rd. & Catherine St.On-Street	7 3	5 2	71% 67%	2 1	29% 33%
15 Brook Rd. W. Leigh St. & N. Monroe St. On-Street 16 W. Leigh St. Brook Rd. & N. Adams St. On-Street	4 12	4 0	100% 0%	5 0	125% 0%
16 W. Cary St. Brook Rd. & N. Adams St. On-Street	9	21	233%	15	167%
16Brook Rd.W. Leigh St. & W. Clay St.On-Street16N. Adams St.W. Leigh St. & W. Clay St.On-Street	0	0	100% 0%	0 0	100% 100%
16 Richmond School Board North 119 W. Leigh St. Public/Priva 16 Richmond School Board South 119 W. Leigh St. Public/Priva	ate Lot 41	5 22	12% 35%	10 18	24%
16 Historic Manor 510 N Adams St. Private/Priv	rate Lot 19	5	26%	4	21%
16 Richmond School Board 119 W. Leigh St. Public/Priva 17 W. Leigh St. N. Adams St. & St. James St. On-Street	ate Lot 34 8	16 7	47% 88%	16 2	47% 25%
17 W. Clay St. N. Adams St. & St. James St. On-Street	11	10	91%	11	100%
17N. Adams St.W. Leigh St. & W. Clay St.On-Street17St. James St.W. Leigh St. & W. Clay St.On-Street	0	0	100% 0%	0 0	0% 0%
18 W. Leigh St. St. James & N. 1st St. On-Street 18 W. Clay St. St. James & N. 1st St. On-Street	9 10	1 9	11% 90%	0 7	0% 70%
18 St. James St. W. Leigh St. & W. Clay St. On-Street	0	14 16	1600% 133%	16 6	1700% 50%
19 W. Leigh St. N. 1st St. & N. 2nd St. On-Street	3	11	367%	7	233%
19 W. Clay St. N. 1st St. & N. 2nd St. On-Street 19 N. 1st St. W. Leigh St. & W. Clay St. On-Street	10 18	5 16	50% 89%	8 11	80% 61%
19 N. 2nd St. W. Leigh St. & W. Clay St. On-Street	18	15	83%	14	78%
19Office Business South110 E. Clay St.Private/Priv19Office Business North514 N. 2nd St.Private/Priv		4 5	10% 36%	8 6	20% 43%
20 Catherine St. Smith St. & N. Henry St. On-Street 20 W. Clay St. Smith St. & N. Henry St. On-Street	12 4	12 10	100% 250%	9 7	75% 175%
20 Smith St. N. Henry St. & N. Monroe St. On-Street	12	5	42%	4	33%
20 N. Henry St. N. Henry St. & N. Monroe St. On-Street 21 Catherine St. N. Henry St. & N. Monroe St. On-Street	0 10	0 8	0% 80%	3	0% 30%
21 W. Clay St. On-Street 21 N. Henry St. W. Clay St. W. Marshall St. On-Street	10 6	8	80% 67%	5 6	50% 100%
21 N. Monroe St. W. Clay St. & W. Marshall St. On-Street	7	3	43%	3	43%
22 Brook Rd. N. Monroe St. & W. Clay St. On-Street 22 W. Clay St. N. Monroe St. & Brook Rd. On-Street	9 9	6 5	67% 56%	7 6	78% 67%
22 N. Monroe St. Brook Rd. & W. Clay St. On-Street	10	8	80%	5	50%
23 W. Clay St. Smith St. & N. Henry St. On-Street 23 W. Marshall St. Smith St. & N. Henry St. On-Street	11 10	6	55% 60%	10 5	91% 50%
23 Smith St. W. Clay St. & W. Marshall St. On-Street 23 N. Henry St. W. Clay St. & W. Marshall St. On-Street	12 0	12 0	100% 0%	10 0	83% 0%
24 W. Clay St. N. Henry St. & N. Monroe St. On-Street	9	3	33%	6	67%
24W. Marshall St.N. Henry St. & N. Monroe St.On-Street24N. Henry St.W. Clay St. & W. Marshall St.On-Street	11 0	4 12	36% 1300%	6 7	55% 1300%
24 N. Monroe St. W. Clay St. & W. Marshall St. On-Street 25 W. Clay St. N. Monroe St. & N. Madison St. On-Street	12 12	11 8	92% 67%	9	75% 75%
25 W. Marshall St. N. Monroe St. & N. Madison St. On-Street		9	82%	8	
25N. Monroe St.W. Clay St. & W. Marshall St.On-Street25N. Madison St.W. Clay St. & W. Marshall St.On-Street	11 12	7	58%	10	73% 83%







Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 2)

Block#	Name/Description	CBD Weekend C	Туре	Effective Supply	Weeken	d 12PM-2PM Utilization	Weeke	nd 6PM-8PM Utilization
26	W. Marshall St.	Brook St. & N. Madison St.	On-Street	7	7	100%	10	143%
26 26	N. Madison St. Brook Rd.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	6 14	12 14	200% 100%	11 14	183% 100%
27 27	W. Clay St. W. Marshall St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street On-Street	20 7	12 7	60% 100%	9	45% 86%
27	Brook St.	W. Clay St. & W. Marshall St.	On-Street	0	1	0%	0	0%
27 28	N. Adams St. W. Clay St.	W. Clay St. & W. Marshall St. N. Adams St. & N. 1st St.	On-Street On-Street	24	0 18	0% 75%	0 16	0% 67%
28	W. Marshall St.	N. Adams St. & N. 1st St.	On-Street	14 0	12 0	86% 0%	0	0% 0%
28 28	N. Adams St. N. 1st St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	7	12	171%	9	129%
28 28	Residential-Office SNP Development LLC Apartments	16 W. Marshall St. 2 E. Marshall St.	Private/Private Lot Private/Private Lot	37 98	17 0	46% 0%	11 0	30% 0%
28	Community Business	416 N 1st St.	Private/Private Lot	9	7	78%	2	22%
28 28	Black History Museum Cultural Center Single Family Residence	1 E. Clay St. 15 E. Clay St.	Private/Private Lot Private/Private Lot	9 9	8 7	89% 78%	6 5	67% 56%
29 29	W. Clay St. W. Marshall St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	10 5	10 12	100% 240%	9	90% 180%
29	N. 1st St.	W. Clay St. & W. Marshall St.	On-Street	9	11	122%	10	111%
29 29	N. 2nd St. Virginia Properties Partnership North	W. Clay St. & W. Marshall St. 103 E. Clay St.	On-Street Private/Public Lot	11 14	16 9	145% 64%	11 7	100% 50%
29 29	Virginia Properties Partnership South Virginia Properties Partnership East	103 E. Clay St 406 N. 2nd St.	Private/Public Lot Private/Public Lot	42 45	25 25	60% 56%	22 14	52% 31%
29	Virginia Properties Partnership East-South	105 E. Clay St	Private/Public Lot	19	10	53%	11	58%
29 30	Rene & Co. W. Marshall St.	105 1/2 E. Clay St Belvidere St. & N. Henry St.	Private/Public Lot On-Street	7 10	9	0% 90%	0 8	0% 80%
30	W. Broad St.	Belvidere St. & N. Henry St. W. Marshall St. & W. Broad St.	On-Street	0	4 0	100% 100%	0 2	0% 300%
30 30	Belvidere St. N. Henry St.	W. Marshall St. & W. Broad St.	On-Street On-Street	0	0	0%	1	0%
30 30	Rite Aid North Rite Aid South	517 W. Marshall St. 510 W. Broad St.	Private/Private Lot Private/Private Lot	11 32	3 12	27% 38%	1 14	9% 44%
31	W. Marshall St.	N. Henry St. & N. Monroe St.	On-Street	9	4	44%	6	67%
31 31	W. Broad St. N. Henry St.	N. Henry St. & N. Monroe St. W. Marshall St. & W. Broad St.	On-Street On-Street	6 0	5 7	83% 1000 %	6	100% 700%
31	N. Monroe St.	W. Marshall St. & W. Broad St.	On-Street	0	6	700%	11	1300%
31 31	L Parker Properties LLC Apartments Lane Brothers	421 W. Marshall St. 409 W. Broad St	Private/Private Lot Private/Private Lot	23 9	0 1	0% 11%	0	0% 11%
31 32	Studio 418 LLC W. Marshall St.	418 W. Broad St. N. Monroe St. & Madison St.	Private/Private Lot On-Street	5 9	3 7	60% 78%	4 9	80% 100%
32	W. Broad St.	N. Monroe St. & Madison St.	On-Street	0	0	0%	0	0%
32 32	N. Monroe St. N. Madison St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street	10 10	8 10	80% 100%	12 11	120% 110%
32 32	Office Business East	316 N Madison St. 312 N Madison St.	Private/Private Lot Private/Private Lot	7	0	0%	0	0% 11%
32	Office Business East-South Managed Care Innovations	316 W. Broad St.	Private/Private Lot	14	1	7%	1	7%
32	Multi-Family Apartments W. Marshall St.	301 W. Marshall St N. Madison St. & N. Jefferson St.	Private/Private Lot On-Street	8	1 11	13% 122%	1 9	13% 100%
33	W. Broad St.	N. Madison St. & N. Jefferson St.	On-Street	5	5	100%	8	160%
33 33	N. Madison St. N. Jefferson St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street	0 9	13 9	1500% 100%	11 11	1100% 122%
33 33	Richmond Dairy Apartments Tattoo Parlor	201 W. Marshall St. 210 W. Broad St	Private/Private Lot Private/Private Lot	19 16	12 4	63% 25%	17 5	89% 31%
33	Community Business Alley Parking	224 W. Broad St	Private/Private Lot	19	8	42%	5	26%
34 34	W. Marshall St. W. Broad St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	On-Street On-Street	7 9	3 5	43% 56%	3 6	43% 67%
34 34	N. Jefferson St. Brook St.	W. Marshall St. & W. Broad St. W. Marshall St. & N. Adams St.	On-Street On-Street	3 4	0 13	0% 325 %	0 11	0% 275 %
34	N. Adams St.	W. Marshall St. & W. Broad St.	On-Street	0	0	0%	0	100%
35 35	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	2 5	15 4	750% 80%	14 5	700% 100%
35	N. Adams St.	W. Marshall St. & W. Broad St.	On-Street	3	0	0% 500 %	1 4	33% 300%
35 35	N. 1st St. Rosewood Clothing Co.	W. Marshall St. & W. Broad St. 11 W. Marshall St.	On-Street Private/Private Lot	27	5 14	52%	10	37%
35 35	Virginia Repertory Theatre Apartments North	14 W. Marshall St. 9 W. Marshall St.	Private/Private Lot Private/Private Lot	13 18	20 2	154% 11%	20 6	154% 33%
35	Community Business	5 W. Marshall St.	Private/Private Lot	25	6	24%	7	28%
35 36	Premier Bank W. Marshall St.	17 E. Marshall St. N. 1st St. & N. 2nd St.	Private/Private Lot On-Street	17 0	19 0	112% 100%	9	53% 100%
36 36	W. Broad St. N. 1st St.	N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	On-Street On-Street	7 8	6 10	86% 125%	6 8	86% 100%
36	N. 2nd St.	W. Marshall St. & W. Broad St.	On-Street	13	13	100%	12	92%
36 36	Standard Drug Store LLC Standard Drug Store LLC	110 E. Broad St. 320 N. 2nd St.	Private/Private Lot Private/Private Lot	16 13	19 2	119% 15%	12 2	75% 15%
36 37	Premier Bank W. Broad St.	101 E. Marshall St. N. Belvidere St. & N. Henry St.	Private/Private Lot On-Street	7	6	86% 33%	5	71% 0%
37	W. Grace St.	N. Belvidere St. & N. Henry St.	On-Street	6	4	67%	3	50%
37 37	N. Belvidere St. N. Henry St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	0	0	0% 0%	2	0% 0%
37	VCU Henry St. Deck W.	500 W. Grace St.	Public/Private Structure	288 5	36 3	13% 60%	25 5	9% 100%
37 37	VCU - Ram Bikes VCU Institute for Contemporary Art Lot	201 N. Belvidere St. 535 W. Broad St.	Public/Private Lot Public/Private Lot	66	2	3%	4	6%
37 38	Community Business W. Broad St.	501 W. Broad St. N. Henry St. & N. Monroe St.	Private/Private Lot On-Street	32 6	6	0% 100%	7	0% 117%
38	W. Grace St.	N. Henry St. & N. Monroe St.	On-Street	9	10	111%	8	89%
38 38	N. Henry St. N. Monroe St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	0 6	0 6	0% 100%	0 7	0% 117%
38 39	VCU - Henry St. Deck E. W. Broad St.	412 W. Grace St N. Monroe St. & N. Madison St.	Public/Private Structure On-Street	288 7	53 6	18% 86%	47 8	16% 114%
39	W. Grace St.	N. Monroe St. & N. Madison St.	On-Street	4	4	100%	7	175%
39 39	N. Monroe St. N. Madison St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	9 7	13 9	144% 129%	13 11	144% 157%
39 39	Hair Salon Community Business	312 W. Grace St. 313 W. Broad St.	Private/Private Lot Private/Private Lot	4 7	2	50% 14%	3 2	75% 29%
39	Church of Jesus Christ of Latter Day Saints	300 W. Grace St.	Private/Private Lot	22	5	23%	8	36%
40 40	W. Broad St. W. Grace St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	9	5 0	56% 0%	9	100% 0%
40	N. Madison St.	W. Broad St. & W. Grace St.	On-Street	10	7	70%	8	80%
40 40	N. Jefferson St. Presidents' Walk Properties	W. Broad St. & W. Grace St. 225 W. Broad St.	On-Street Private/Private Lot	0 21	1 13	200% 62%	0 17	0% 81%
40 41	City of Richmond - Police Department Parking W. Broad St.	200 W. Grace St. N. Jefferson St. & N. Adams St.	Public/Private Structure On-Street	0	4	2300% 100%	6	1600% 0%
41	W. Grace St.	N. Jefferson St. & N. Adams St.	On-Street	4	4	100%	4	100%
41 41	N. Jefferson St. N. Adams St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	7	9	129% 0%	11 0	157% 0%
41	City of Richmond - (Standard Parking)	108 W. Grace St.	Public/Public Lot	102	73	72%	88	86%
42 42	W. Broad St. W. Grace St.	N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St.	On-Street On-Street	5 9	4 6	80% 67%	5 8	100% 89%
42 42	N. Adams St. N. Foushee St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	9	7 0	78% 0%	11 0	122% 0%
42	The Salvation Army West	20 W. Grace St.	Private/Public Lot	68	18	26%	59	87%
42 42	The Salvation Army South The Salvation Army East	2 W. Grace St. 2 W. Grace St.	Private/Private Lot Private/Private Lot	5 9	1 4	20% 44%	1 2	20% 22%
43	E. Broad St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	On-Street	8	5	63%	7	88%
43 43	E. Grace St. N. Foushee St.	E. Broad St. & E. Grace St.	On-Street On-Street	7 8	5 5	71% 63%	8 7	114% 88%
43 43	N. 1st St. PARKWAY - 1st. & Grace Lot	E. Broad St. & E. Grace St. 90 E. Grace St.	On-Street Private/Public Lot	10 111	10 56	100% 50%	9 58	90% 52%
44	E. Broad St.	N. 1st St. & N. 2nd St.	On-Street	8	8	100%	8	100%
44 44	E. Grace St. N. 1st St.	N. 1st St. & N. 2nd St. E. Broad St. & E. Grace St.	On-Street On-Street	6 10	2 12	33% 120%	4 11	67% 110%
44 44	N. 2nd St.	E. Broad St. & E. Grace St. 122 E. Grace St.	On-Street Private/Private Lot	6 12	11 15	183% 125%	6 12	100% 100%
44	Jefferson National Bank West Jefferson National Bank East	122 E. Grace St.	Private/Private Lot	8	9	113%	3	38%
44 45	Legal Aid Justice Center W. Grace St.	216 N. 2nd St. N. Belvidere St. & N. Henry St.	Private/Private Lot On-Street	5	5 8	100% 267 %	3 5	60% 167%
45	W. Franklin St.	N. Belvidere St. & N. Henry St.	On-Street	0	0	0%	0	0%
45 45	N. Belvidere St. N. Henry St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	0	0	0% 100%	0	0% 0%
	501 W. Grace	501 W. Grace St.	Private/Private Lot	3	0	0%	1	33%
45		515 W. Grace St	Drivato / Drivato Lot	/	0	0%	1	
	Office Business Monroe Park Associates Apartments Domino's Pizza	515 W. Grace St. 520 W. Franklin St. 521 W. Grace St.	Private/Private Lot Private/Private Lot Private/Private Lot	4 18 6	0 22 2	0% 122% 33%	4 24 4	100% 133% 67%









Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 3)

Block#		Address	Туре	Effective Supply	Counts	d 12PM-2PM Utilization	Count	
46 46	W. Grace St. W. Franklin St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	10 0	10 0	100% 0%	9	90% 0%
	N. Henry St. N. Monroe St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	10 11	8 12	80% 109%	6 14	60% 127%
46 46	Ampthill Associates Apartments 401 West Grace Street Apartments	402 W. Franklin St. 401 W. Grace St.	Private/Private Lot Private/Private Lot	12 25	1 8	8% 32%	1 10	8% 40%
47 47	W. Grace St. W. Franklin St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	9	7	78% 100%	4	44% 0%
	N. Monroe St.	W. Grace St. & W. Franklin St.	On-Street	11 6	8	73%	7	64% 117%
47	N. Madison St. Blue Atlantic Richmond LLC Apartments	W. Grace St. & W. Franklin St. 321 W. Grace St.	On-Street Private/Private Lot	60	31	100% 52%	24	40%
47 48	Davis Market W. Grace St.	301 W. Grace St. N. Madison St. & N. Jefferson St.	Private/Private Lot On-Street	18 5	5 6	28% 120%	6 5	33% 100%
48 48	W. Franklin St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 10	0	100% 80%	0 10	0% 100%
48 48	N. Jefferson St. Office Business	W. Grace St. & W. Franklin St. 211 W. Grace St.	On-Street Private/Private Lot	0 6	0 6	0% 100%	0 4	0% 67%
48 49	City Parking Lot W. Grace St.	201 W. Grace St N. Jefferson St. & N. Adams St.	Private/Public Lot On-Street	42 9	28 9	67% 100%	42 8	100% 89%
49 49	W. Franklin St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 10	1 8	100% 80%	1 9	400% 90%
49	N. Adams St.	W. Grace St. & W. Franklin St. 101 W. Grace St.	On-Street Private/Private Lot	0 23	0	0%	0	0% 57%
49 49	The Towers on Franklin Protestant Episcopal Church Fund Diocese	109 W. Grace St. 110 W. Franklin St.	Private/Private Lot	54 41	30 4	56% 10%	22	41% 7%
50	W. Grace St.	N. Adams St. & N. Foushee St.	Private/Private Lot On-Street	9	10	111%	11	122%
50	W. Franklin St. N. Adams St.	N. Adams St. & N. Foushee St. W. Grace St. & W. Franklin St.	On-Street On-Street	0 12	9	100% 75%	10	0% 83%
50	N. Foushee St. Young Men's Christian Assn East	W. Grace St. & W. Franklin St. 17 W. Grace St.	On-Street Private/Private Lot	0 41	0 16	0% 39%	0 12	0% 29%
50 50	Raising Grace Studios Young Men's Christian Assn West	9 W. Grace St. 17 W. Grace St.	Private/Private Lot Private/Private Lot	4 32	2 1	50% 3%	2 1	50% 3%
50 51	Young Men's Christian Assn South E. Grace St.	17 W. Grace St. N. Foushee St. & N. 1st St.	Private/Private Lot On-Street	13 9	7	15% 78%	7	15% 78%
	E. Franklin St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Grace St. & E. Franklin St.	On-Street On-Street	0 11	0 14	0% 127 %	1 11	0% 100%
	N. 1st St. City Parking Lot	E. Grace St. & E. Franklin St. 3 E. Grace St.	On-Street Private/Public Lot	7 68	13 21	186% 31%	10 25	143% 37%
52	E. Grace St. E. Franklin St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	9	11 0	122% 0%	10	111% 0%
52	N. 1st St.	E. Grace St. & E. Franklin St.	On-Street	6	10	167%	11	183%
52	N. 2nd St. Dimenti Studio	E. Grace St. & E. Franklin St. 116 N. 2nd St.	On-Street On-Street	9 7	15 7	167% 100%	7 6	78% 86%
	W. Franklin St. W. Main St.	N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	On-Street On-Street	6 0	0	100%	7 0	117% 0%
53	N. Belvidere St. N. Henry St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	0	0	600% 0%	0	0% 0%
54	Park Plaza Apartments W. Franklin St.	517 W. Franklin St. N. Henry St. & N. Monroe St.	Private/Private Structure On-Street	158 13	64	41% 46%	15 9	9% 69%
54 54	W. Main St. N. Henry St.	N. Henry St. & N. Monroe St. W. Franklin St. & W. Main St.	On-Street On-Street	11 11	9	0% 82%	0 12	0% 109%
54 54	N. Monroe St. Commonwealth Club	W. Franklin St. & W. Main St. 420 W. Main St.	On-Street Private/Private Lot	11 110	11 7	100% 6%	13 27	118% 25%
55 55	W. Franklin St. W. Main St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	3 8	6 0	200% 0%	8	267% 0%
	N. Monroe St. N. Madison St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	10 11	8	80% 45%	9	90% 18%
55 55	Commonwealth Club Law Offices	5 N. Monroe St 300 W. Main St	Private/Private Lot Private/Private Lot	86 9	1 0	1%	3	3% 0%
56	W. Franklin St. W. Main St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	5	9	180% 10%	6	120% 30%
56	N. Madison St. N. Jefferson St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street	12	9	75%	10	83%
56	Historic Richmond Foundation	210 W. Main St.	Private/Private Lot	18	1	6%	2	11%
56	Jefferson Hotel South-East Jefferson Hotel North-East	200 W. Main St. 201 W. Franklin St	Private/Private Lot Private/Private Lot	28 45	2	11% 4%	3	14% 7%
56 57	Permit Parking/Junior League of Richmond W. Franklin St.	220 - 212 W. Main St. N. Jefferson St. & N. Adams St.	Private/Private Lot On-Street	20 8	6	15% 75%	6	15% 75%
57 57	W. Main St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Franklin St. & W. Main St.	On-Street On-Street	3 9	4 5	133% 56%	5 7	167% 78%
58	N. Adams St. W. Franklin St.	W. Franklin St. & W. Main St. N. Adams St. & N. Foushee St.	On-Street On-Street	0 8	0 8	200% 100%	0 9	0% 113%
	W. Main St. N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	On-Street On-Street	9 9	5 1	56% 11%	5 0	56% 0%
58	N. Foushee St. Jefferson Hotel	W. Franklin St. & W. Main St. 8 W. Main St.	On-Street Private/Private Lot	0 140	0	100%	0 91	0% 65%
58 59	Young Men's Christian Assn E. Franklin St.	1 W. Franklin St N. Foushee St. & N. 1st St.	Private/Private Lot On-Street	31 9	32 9	103% 100%	21	68% 78%
59	E. Main St. N. Foushee St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St. E. Franklin St. & E. Main St.	On-Street On-Street	6 10	9	150% 50%	7 9	117% 90%
59	N. 1st St. Young Men's Christian Assn	E. Franklin St. & E. Main St. 3 E. Franklin St	On-Street Private/Private Lot	9 25	9	100%	5	56% 16%
59	Historic Richmond Foundation	6 E. Main St.	Private/Private Lot	22 7	9	41%	5	23%
60	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	6	10 6	143% 100%	6 0	86% 0%
60	N. 1st St. N. 2nd St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10 9	11 9	110% 100%	7	70% 44%
60	Office Business City of Richmond - Library	100 E. Main St. 101 E. Franklin St.	Private/Private Lot Public/Private Lot	7 23	4	57% 17%	0	0% 0%
	E. Franklin St. E. Main St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	7 3	3 5	43% 167%	1	29% 33%
61	N. 2nd St. N. 3rd St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	9 6	3 7	33% 117%	5 5	56% 83%
61 61	SunTrust Bank Richmond Fire Department Headquarters	206 E. Main St. 201 E. Franklin St.	Private/Private Lot Private/Private Lot	9 35	0 7	0% 20%	1 9	11% 26%
61 62	Bolling Haxall House Foundation E. Franklin St.	215 E. Franklin St N. 3rd St. & N. 4th St.	Private/Private Lot On-Street	23 8	4	17% 50%	18 3	78% 38%
	E. Main St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St.	On-Street On-Street	3 1	2	67% 0%	4 10	133% 1000%
62	N. 4th St. 4N4 Midtown	E. Franklin St. & E. Main St. N. 4th St.	On-Street Private/Private Lot	5 18	2	40% 67%	0	0% 44%
	W. Main St. W. Cary St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street On-Street	0 9	3 4	700%	0 4	400% 44%
63	S. Belvidere St. S. Madison St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	0 7	0	200% 14%	0	0% 14%
64	W. Main St. W. Cary St.	S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St.	On-Street On-Street	5	0	0%	1 6	20%
64	S. Madison St. S. Jefferson St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	9	1 0	11% 0%	0	0% 0%
64	S. Jerrerson St. VCU - JL Lot Jefferson Hotel	w. Main St. & W. Cary St. 200 W. Cary St. 201 W. Main St.	On-Street Public/Public Lot Private/Private Lot	97 76	7 42	7% 55%	8 45	0% 8% 59%
65	W. Main St.	S. Jefferson St. & S. Adams St.	On-Street	9	6	67%	6	67%
	W. Cary St. S. Jefferson St.	S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St.	On-Street	3	6 7	67% 233%	3	122% 100%
65	S. Adams St. Jefferson Hotel	W. Main St. & W. Cary St. 114 W. Cary St.	On-Street Private/Private Lot	137	0 14	0% 10%	13	0% 9%
66	W. Main St. W. Cary St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	On-Street On-Street	5	2	13% 40%	5 9	63% 180%
66	S. Adams St. S. Foushee St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	0	3	800% 0%	8	400% 0%
	Office Business North Office Business East	5 W. Main St. 4 W. Cary St.	Private/Private Lot Private/Private Lot	23 7	4 0	17% 0%	4 0	17% 0%
	Goodwyn's Sons Private Parking Lot Commercial Business	23 S. Adams St. 8 W. Cary St.	Private/Private Lot Private/Private Lot	32 14	0 0	0% 0%	2 0	6% 0%
67 67	E. Main St. E. Cary St.	S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St.	On-Street On-Street	3 4	7 0	233% 0%	4 0	133% 0%
67	S. Foushee St. S. 1st St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	0 7	5	600% 57%	2	200% 29%
	1st and Cary City Parking Standard Parking- South	2 E. Cary St.	Private/Public Lot Private/Public Lot	116 11	27 0	23%	21	18%
	Senior Connections	6 S. 1st St. S. 1st St. & S. 2nd St.	Private/Private Lot On-Street	47 6	1 7	2% 11 7 %	1	2% 100%
67	E. Main St.	S. 1st St. & S. 2nd St.	On-Street	9	, 8 5	89%	9	100%
67 68 68			On-Street			83%	8	
67 68 68 68 68	E. Main St. E. Cary St. S. 1st St. S. 2nd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street	9	5	83% 56%	8 0 15	0%
67 68 68 68 68 68 68	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St	On-Street Private/Private Lot Private/Private Lot	9 41 7	5 14 11	56% 34% 157%	0 15 10	0% 37% 143%
67 68 68 68 68 68 68 68 69	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St, & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street	9 41 7 8 5	5 14 11 4 3	56% 34% 157% 50% 60%	0 15 10 2 2	0% 37% 143% 25% 40%
67 68 68 68 68 68 68 69 69	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. S. 3nd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street	9 41 7 8 5 8	5 14 11 4 3 5 5	56% 34% 157% 50% 60% 63% 56%	0 15 10 2	0% 37% 143% 25% 40% 50% 67%
67 68 68 68 68 68 68 69 69 69 69	E Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. S. 3nd St. WC Hutchinson Real Estate 213 E. Main	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. 219 E. Main St. 213 E. Main St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street Private/Public Lot Private/Public Lot	9 41 7 8 5 8 9 23 31	5 14 11 4 3 5 0 0	56% 34% 157% 50% 60% 63% 56% 0%	0 15 10 2 2 4 6 1	0% 37% 143% 25% 40% 50% 67% 4% 0%
67 68 68 68 68 68 69 69 69 69 69	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. S. 3rd St. WC Hutchinson Real Estate	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. 219 E. Main St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street Private/Public Lot	9 41 7 8 5 8 9 23	5 14 11 4 3 5 5	56% 34% 157% 50% 60% 63% 56% 0%	0 15 10 2 2 4 6	0% 37% 143% 25% 40% 50% 67% 4%
67 68 68 68 68 68 69 69 69 69 69 69 69	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. W.C Hutchinson Real Estate 213 E. Main 16 S. 3rd	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. 219 E. Main St. 213 E. Main St. 16 S. 3rd St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street Private/Public Lot Private/Public Lot Private/Public Lot	9 41 7 8 5 8 9 23 31 29	5 14 11 4 3 5 5 0 0	56% 34% 157% 50% 60% 63% 56% 0% 0% 14%	0 15 10 2 2 4 6 1 0	0% 37% 143% 25% 40% 50% 67% 4% 0%
67 68 68 68 68 68 69 69 69 69 69 69 70 70	E. Main St. E. Cary St. S. 1st St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. S. 3nd St. WC Hutchinson Real Estate 213 E. Main 165.3 nd 201 E. Main W. Marshall St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. 219 E. Main St. 213 E. Main St. 16 S. 3rd St. 201 E. Main St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Main St. & E. Cary St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street Private/Public Lot Private/Public Lot Private/Public Lot Private/Public Lot Private/Public Lot On-Street On-Street	9 41 7 8 5 8 9 23 31 29 31	5 14 11 4 3 5 5 0 0 4 29	56% 34% 157% 50% 60% 63% 56% 0% 14% 94% 33%	0 15 10 2 2 4 6 1 0 0 23	0% 37% 143% 25% 40% 50% 67% 4% 0% 0% 74% 67%
67 68 68 68 68 68 69 69 69 69 69 69 70 70	E. Main St. E. Cary St. S. Jat St. S. 2nd St. Valentine House Leete Tire & Auto E. Main St. E. Cary St. S. 2nd St. S. 3rd St. S. 3rd St. W. Marshall St. W. Broad St. W. Broad St. S. 3rd St. W. Broad St. S. 3rd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. 107 E. Main St. 14 S. 2nd St S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. 219 E. Main St. 1213 E. Main St. 16 S. 3rd St. 201 E. Main St. S. 3rd St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street Private/Public Lot Private/Public Lot Private/Public Lot Private/Public Lot On-Street On-Street On-Street On-Street On-Street	9 41 7 8 5 8 9 23 31 29 31 3 7 5	5 14 11 4 3 5 5 0 0 4 29 1 3 2	56% 34% 157% 50% 60% 63% 56% 0% 0% 14% 94% 33% 43% 40%	0 15 10 2 2 4 6 1 0 0 23 2 3	0% 37% 143% 25% 40% 50% 67% 4% 0% 67% 4% 67% 43% 0%





Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 4)

:k#	Name/Description	Address	Туре	Effective Supply		d 12PM-2PM Utilization	Weeker	nd 6PM-8 Utiliza
1	W. Cary St. W. Canal St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	12 12	10 10	83% 83%	3 14	25% 1175
	W. Canal St. S. Belvidere St. S. Jefferson St.	W. Cary St. & W. Canal St.	On-Street	0	0	83% 0%	0	0%
	VCU - Jefferson St. Deck	W. Cary St. & W. Canal St. 100 S. Jefferson St. S. Lefferson St. & S. Adams St.	On-Street Public/Private Structure	389	0 31	8%	1 19	0% 5%
	W. Cary St. W. Canal St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St.	On-Street On-Street	9 7	8	67% 114%	11	1229
	S. Jefferson St. S. Adams St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street	0 10	0 13	0% 130%	1 13	1009 1309
	VCU - BC Parking VCU - BL Parking	114 W. Canal St. 127 W. Cary St.	Public/Private Lot Public/Private Lot	41 86	2	5% 0%	41 51	1009 599
	W. Cary St. W. Canal St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	On-Street On-Street	4 13	3 13	75% 100%	7	1759 929
	V. Canal St. S. Adams St. S. Foushee St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street	12	9	75% 600%	12 12 4	100
	Commercial Business VCU - OCPE	13 - 17 W. Cary St. 9 W. Cary St.	Private/Private Lot	18	0	0%	0	09
	E. Cary St.	S. Foushee St. & S. 1st St.	Public/Private Lot On-Street	7	2	29%	4	57
	E. Canal St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Cary St. & E. Canal St.	On-Street On-Street	0	9	90% 300%	11 6	100
	S. 1st St. Office Business East	E. Cary St. & E. Canal St. 114 S. 1st St.	On-Street Private/Private Lot	9 23	4 5	44% 22%	6 6	67 26
	Office Business North-East Sangjun Parking	100 S. 1st St. 108 - 116 S. 1st St.	Private/Private Lot Private/Private Lot	32 41	5	16% 24%	5	16
	Office Business South-East E. Cary St.	115 S. Foushee St. S. 1st St. & S. 2nd St.	Private/Private Lot On-Street	5	1 3	20%	5	100
	E. Cary St. E. Canal St. S. 1st St.	S. 1st St. & S. 2nd St. S. 1st St. & S. 2nd St. E. Cary St. & E. Canal St.	On-Street On-Street	8	4 8	50% 50% 89%	4 10	50 11
	S. 2nd St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0
	Matrix Midtown Apartments Goodrich Gourmet Catering Company	119 S. 1st St. 102 S. 2nd St.	Private/Private Lot Private/Private Lot	23 14	10	43% 7%	1	35 75
	E. Cary St. E. Canal St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street	5	7	150% 140%	1	20
	S. 2nd St. S. 3rd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 0	0 6	0% 1400%	0 2	0' 90
	Virginia Education Association South Holiday Inn	119 S. 2nd St. 201 E. Cary St	Private/Private Lot Private/Private Structure	54 103	0 25	0% 24%	1 46	2 45
	Resource Workforce Center Virginia Education Association South-East	203 E. Cary St. 112 S. 3rd St.	Private/Private Lot Private/Private Lot	23 27	6	26%	0	0
	E. Cary St. E. Canal St.	112 S. 3rd St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street On-Street	9	7	78% 75%	4	44
	S. 3rd St.	E. Cary St. & E. Canal St.	On-Street	9	8	89%	2	22
	S. 4th St. Riverstone Properties	E. Cary St. & E. Canal St. 311 E. Cary St.	On-Street Private/Public Lot	9 240	5 45	56% 19%	6 39	67 16
	W. Canal St. Byrd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	21 0	3000% 0%	25 0	09
	S. Belvidere St. S. 2nd St.	W. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street	0	0	0%	0	0
	W. Canal St. Byrd St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street	3	0	0%	0	0
	Byrd St. S. 2nd St. S. 3rd St.	E. Canal St. & I-195 Interstate	On-Street	0	0	0% 63%	0	0 75
	W. Canal St.	E. Canal St. & I-195 Interstate S. 3rd St. & S. 4th St.	On-Street On-Street	6	4	67%	5	83
	Byrd St. S. 3rd St.	S. 3rd St. & S. 4th St. E. Canal St. & I-195 Interstate	On-Street On-Street	0 5	0	0% 60%	1 2	0 40
	S. 4th St. Office Business	E. Canal St. & I-195 Interstate 201 S. 3rd St.	On-Street Private/Private Lot	13 41	10 16	77% 39%	8 12	62 29
	I- 64 Interstate E. Jackson St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	0	0	0% 0%	0	0
	N. 2nd St. N. 3rd St.	E. Jackson St. & I-64 Interstate E. Jackson St. & I-64 Interstate	On-Street On-Street	19 0	14	74% 0%	11 0	58
	533 Club	700 N. 3rd St. 705 N. 2nd St.	Private/Private Lot Private/Private Lot	21 90	5 12	24% 13%	15 16	71
	Richmond Redevelopment E. Jackson St. N. 4th St.	N. 3rd St. & N. 4th St.	On-Street	0	0	0%	0	0
	N. 4th St. N. 3rd St.	E. Jackson St. & MergE. 3rd St. E. Jackson St. & Merge 4th St.	On-Street On-Street	0	0	0%	0	0
	United Network for Organ Sharing E. Duval St.	700 N. 4th St. N. 4th St. & N. 5th St.	Private/Private Structure On-Street	0	0	0% 0%	0	0
	E. Jackson St. N. 4th St.	N. 4th St. & N. 5th St. E. Duval St. & E. Jackson St.	On-Street On-Street	3 0	7 0	233% 0%	6 0	20 0
	N. 5th St. Virginia Department of Forensic Science North	E. Duval St. & E. Jackson St. 800 N. 5th St.	On-Street Public/Private Lot	0 14	0	0% 36%	0	09 43
1	Virginia Department of Forensic Science South E. Jackson St.	700 N. 5th St. N. 5th St. & Navy Hill Dr.	Public/Private Lot On-Street	86	15 7	17% 140%	9	10
	N. 5th	E. Jackson St. & I-64 Interstate Ramp	On-Street On-Street	0	0	0% 0%	0	0
	Navy Hill Dr. Biotech Eight	E. Jackson St. & I-64 Interstate Ramp 737 N. 5th St.	Public/Private Structure	281	64	23%	40	14
;	E. Jackson St.	Navy Hill Dr. & N. 7th St. Navy Hill Dr. & N. 7th St.	On-Street On-Street	0	0	0%	0	0
,	Navy Hill Dr. N. 7th St.	E. Jackson St. & E. Duval St. E. Jackson St. & E. Duval St.	On-Street On-Street	0	0	0% 0%	0	0
	Altria Center For Research and Technology E. Jackson St.	600 E. Jackson St. N. 7th St. & N. 8th St.	Private/Private Structure On-Street	0	0	0% 0%	0	0
	E. Leigh St. N. 7th St.	N. 7th St. & N. 8th St. E. Duval St. & E. Jackson St.	On-Street On-Street	0	0	0%	0	0
6	N. 8th St. J. Sargeant Reynolds Community College	E. Duval St. & E. Jackson St. 700 N. 8th St.	On-Street Public/Private Structure	0 437	0 26	0%	0	0
,	E. Duval St.	N. 2nd St. & N. 3rd St.	On-Street	0	0	0%	0	0
	E. Leigh St. N. 2nd St.	N. 2nd St. & N. 3rd St. E. Jackson St. & E. Leigh St.	On-Street	4	5	0% 125%	7	17
	N. 3rd St. Funeral Home South Lot	E. Jackson St. & E. Leigh St. 210 E. Leigh St.	On-Street Private/Private Lot	0 26	0 14	0% 54%	0 5	19
,	Funeral Home South-East Lot Gravel Lot	210 E. Leigh St. 611 N. 2nd St	Private/Private Lot Private/Private Lot	12 14	3 13	25% 93%	2 10	17 71
	Third Street Bethel AME Church E. Jackson St.	217 E. Jackson St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street	11 0	4 0	36% 0%	3	27
	E. Leigh St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	0	0%	0	0
	N. 3rd St. N. 4th St. Office Business	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St. 621 N. 3rd St.	On-Street Private/Private Lot	0 36	0	0% 0% 11%	0	0
	Commonwealth of VA - Biotechnology East Lot	626 N. 4th St.	Public/Public Lot	65	60	92%	42	65
	Commonwealth of VA - Biotech Southeast Lot Commonwealth of VA - Biotech South Lot	608 N. 4th St. 608 N. 4th St.	Public/Public Lot Public/Public Lot	29 31	12	41% 45%	18 10	62 32
	Dominion Medical Associates E. Jackson St.	611 N. 3rd St. N. 4th St. & N. 5th St.	Private/Private Lot On-Street	13 9	5 8	38% 89%	4 9	31 10
	E. Leigh St. N. 4th St.	N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	0	0% 0%	0	0
	N. 5th St. Commonwealth of VA - DCLS	E. Jackson St. & E. Leigh St. 600 P5 N. 5th St	On-Street Public/Private Structure	0 217	0	0% 4%	0	0
	E. Jackson St. E. Leigh St.	N. 5th St. & N. 7th St. N. 5th St. & N. 7th St.	On-Street On-Street	0 32	0	0% 44%	0 2	0
	N. 5th St. N. 7th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street	0	0	0%	0	0
	E. Jackson St.	N. 7th St. & N. 8th St.	On-Street	0	0	0%	0	0
	E. Leigh St. N. 7th St.	N. 7th St. & N. 8th St. E. Jackson St. & E. Leigh St.	On-Street	0	0	0%	0	0
	N. 8th St. Commonwealth of VA - Biotech N.	E. Jackson St. & E. Leigh St. 607 N. 7th St.	On-Street Public/Public Lot	0 221	0 29	0% 13%	0 4	2
	Commonwealth of VA - Biotech S. E. Duval St.	620 N. 8th St. N. 8th St. & N. 10th St.	Public/Public Lot On-Street	100 0	11 0	11% 0%	1 0	1'
	Turpin St. E. Leigh St.	N. 9th St. & N. 10th St. N. 8th St. & N. 9th St.	On-Street On-Street	8	10 N/A	125% 0%	2 N/A	25
	N. 8th St. N. 9th St.	E. Leigh St. St. & E. Duval St. E. Leigh St. & Turpin St.	On-Street On-Street	17 0	8 N/A	47% 0%	2 N/A	12
	N. 10th St.	Turpin St. & E. Duval St.	On-Street	16	17	106%	2	13
	VCU - 8th St. Deck Turpin St.	659 N. 8th St. N. 9th St. & N. 10th St.	Public/Public Structure On-Street	799	346 0	43% 0%	0	0
	E. Duval St. E. Leigh St.	N. 1st St. & N. 2nd St. N. 10th St. & I-95 Interstate Underpass	On-Street On-Street	0	0	0%	0	0
	N. 9th St. N. 10th St.	E. Leigh St. & Turpin St. E. Leigh St. St. & E. Duval St.	On-Street On-Street	0	0	0% 0%	0	0
	N. 10th St. VCU - N Deck	E. Leigh St. St. & E. Duval St. 615 N. 10th St.	On-Street Public/Public Structure	0 869	0 66	0% 8%	0 19	0
	E. Leigh St. E. Clay St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	9	11 3	122% 60%	7	78 60
	N. 8th St. N. 9th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	9	0	0% 107%	1 8	11
	City of Richmond - Dept of Public Works	E. Leigh St. & E. Clay St. 808 E. Clay St. N. 9th St. & N. 10th St.	Public/Private Lot	256	50 0	20%	15 0	6
	E. Leigh St. E. Clay St.	N. 9th St. & N. 10th St.	On-Street	8	9	113%	9	0 11
	N. 9th St. N. 10th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	0 7	0 14	0% 200%	0 12	0 17
	City of Richmond - Dept of Public Works E. Leigh St.	500 N. 10th St. N. 10th St. & N. 11th St.	Public/Private Lot On-Street	157 0	16 0	10% 0%	18 0	11 0
	E. Clay St. N. 10th St.	N. 10th St. & N. 11th St. E. Leigh St. & E. Clay St.	On-Street On-Street	0	0	0%	0	0
	N. 11th St.	E. Leigh St. & E. Clay St.	On-Street	0	0	0%	0	0
	VCU - F Lot E. Leigh St.	1016 E. Clay St N. 11th St. & N. 12th St.	Public/Private Lot On-Street	0	16	59% 0%	0	0
		N. 11th St. & N. 12th St. E. Leigh St. & E. Clay St.	On-Street On-Street	9 13	9 13	100% 100%	6 15	67 11
	E. Clay St. N. 11th St.		On-Street	9	15 0	167% 0%	13	14
	E. Clay St. N. 11th St. N. 12th St.	E. Leigh St. & E. Clay St. N. 12th & N. 13th St.	On-Street					J
	E. Clay St. N. 11th St. N. 12th St. E. Leigh St. E. Clay St.	N. 12th & N. 13th St. N. 12th & N. 13th St.	On-Street On-Street	3	0	0%	0	
	E. Clay St. N. 11th St. N. 12th St. E. Leigh St. E. Clay St. N. 12th St. N. 13th St.	N. 12th & N. 13th St. N. 12th & N. 13th St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street On-Street	3 11 0	0 15 3	0% 136% 0%	0 14 3	0 12 0
	E. Clay St. N. 11th St. N. 12th St. E. Leigh St. E. Clay St. N. 12th St. N. 12th St. N. 12th St. MCV Hospital E. Leigh St.	N. 12th & N. 13th St. N. 12th & N. 13th St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St. 527 N. 12th St. N. 13th St. & E- PS Interstate Ramp	On-Street On-Street On-Street Public/Public Structure On-Street	3 11 0 743	0 15 3 649	0% 136% 0% 87% 0%	0 14 3 467	12 0 63 0
	E. Clay St. N. 11th St. N. 12th St. E. Leigh St. E. Clay St. N. 12th St. N. 13th St. MCV Hospital	N. 12th & N. 13th St. N. 12th & N. 13th St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St. 527 N. 12th St.	On-Street On-Street On-Street Public/Public Structure	3 11 0 743	0 15 3 649	0% 136% 0% 87%	0 14 3 467	12
	E. Clay St. N. 11th St. N. 12th St. E. Leigh St. E. Clay St. N. 12th St. N. 12th St. MCV Hospital E. Leigh St. E. Leigh St. E. Clay St.	N. 12th & N. 13th St. N. 12th & N. 13th St. E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St. 527 N. 12th St. N. 13th St. & 1-95 interstate Ramp N. 13th St. & 1-95 interstate Ramp	On-Street On-Street On-Street Public/Public Structure On-Street On-Street	3 11 0 743 0	0 15 3 649 0	0% 136% 0% 87% 0%	0 14 3 467 0 0	0 63 0 0









Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 5)

nc'	n	CBD Weekend Co		Effective	-	nd 12PM-2PM		d 6PM-8F
ock # 101	Name/Description E. Clay St.	Address N. 12th & N. 13th St.	Type On-Street	Supply 0	Counts 0	Utilization 0%	Count 0	Utilizati 0%
	E. Marshall St. N. 12th St.	N. 12th & N. 13th St. E. Clay St. & E. Marshall St.	On-Street On-Street	4 0	7	175% 0%	6 0	150% 0%
	N. 13th St. E. Clay St.	E. Clay St. & E. Marshall St. N. 13th St. & I-95 Interstate Ramp	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Marshall St. N. 13th St.	N. 13th St. & I-95 Interstate Ramp E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
103	E. Marshall St.	N. 11th St. & N. 12th St.	On-Street	0	0	0%	0	0%
	E. Broad St. N. 11th St.	N. 11th St. & N. 12th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0%	0	0% 0%
	N. 12th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 11th St. & College St.	On-Street On-Street	0	0	0%	0	0%
L04 L04	E. Broad St. N. 11th St.	N. 11th St. & College St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
104	College St. College St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
.05	Commonwealth of VA - Goodwin Library E. Leigh St.	1400 E. Broad St. N. 2nd St. & N. 3rd St.	Public/Private Garage On-Street	98 0	5	5% 0%	5 8	5% 0%
106	E. Clay St.	N. 2nd St. & N. 3rd St.	On-Street	10 15	12	120% 120%	12 18	120%
106	N. 2nd St. N. 3rd St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	0	18 0	0%	0	120% 0%
.06 .06	United Network For Organ Sharing 514 N. 3rd St.	501 N. 2nd St. 514 N. 3rd St.	Private/Private Lot Private/Private Lot	63 14	1 10	2% 71%	55 9	87% 64%
106	212 E. Clay E. Leigh St.	212 E. Clay St. N. 3rd St. & N. 4th St.	Private/Private Lot On-Street	13 0	9	69% 0%	5	38% 0%
.07 .08	N. 3rd St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 4th St. to N. 5th St.	On-Street On-Street	7	6 7	86% 78%	11 6	157% 67%
.08	E. Marshall St. N. 5th St.	N. 4th St. to N. 5th St. E. Leigh St. & E. Marshall St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
.09	E. Leigh St.	W. Duval St. & Price St.	On-Street	21	15	71%	12	57%
09 09	E. Marshall St. N. 5th St.	St. Peters St. & Price St. E. Leigh St. & E. Marshall St.	On-Street On-Street	5 0	7	140% 0%	6 0	1209 0%
09 09	N. 7th St. City of Richmond - 5th and Marshall Garage	E. Leigh St. & E. Marshall St. 514 N. 3rd St.	On-Street Public/Public Structure	0 1,045	0 1,000	0% 96%	0 581	0% 56%
10 10	E. Clay St. E. Marshall St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	9	8	89% 100%	16 9	178% 100%
10	N. 2nd St. N. 3rd St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	5	7 0	140% 0%	7	140% 0%
10	PARKWAY - 200 E. Marshall Lot E. Marshall St.	200 E. Marshall St. N. 3rd St. & N. 4th St.	Private/Public Lot On-Street	116	122	105% 0%	110 0	95% 0%
11	N. 3rd St.	E. Clay St. & E. Franklin St.	On-Street	0	0	0%	0	0%
11	Greater Richmond Convention Center (N) E. Marshall St.	403 N. 3rd St N. 2nd St. & N. 3rd St.	Private/Private Structure On-Street	5	8	13% 160%	214 8	50% 160%
12	E. Broad St. N. 2nd St.	N. 2nd St. & N. 3rd St. E. Marshall St. & E. Broad St.	On-Street On-Street	3 9	4 13	133% 144%	5 11	1679 1229
	N. 3rd St. VCU - PD Lot	E. Marshall St. & E. Broad St. 233 E. Marshall St	On-Street Public/Private Lot	0 74	0 30	0% 41%	0 59	0% 80%
13	E. Marshall St. E. Broad St.	E. 3rd St. & E 4th St. E. 3rd St. & E 4th St.	On-Street On-Street	0	0 7	0% 233%	0 7	0% 233%
13	N. 3rd St. Greater Richmond Convention Center (S)	E. Marshall St. & E. Broad St. 311 N. 3rd St.	On-Street Private/Private Structure	0	0 400	0% 88%	0 416	0% 91%
14	E. Marshall St.	E 4th St. & N. 5th St.	On-Street	0	0	0%	0	0%
14	E. Broad St. N. 5th St.	E 4th St. & N. 5th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	3	0%	3	0% 0%
15 15	E. Marshall St. E. Broad St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	4 0	5	125% 0%	5 7	1259 0%
	N. 5th St. N. 6th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	1 0	0% 0%	0	0% 0%
	E. Marshall St. E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	0	0	0%	0	0%
16	N. 6th St.	E. Marshall St. & E. Broad St.	On-Street On-Street	3	4 9	133% 113%	3	1009
16	N. 7th St. City of Richmond - 7th and Marshall Garage	E. Marshall St. & E. Broad St. 607 E. Marshall St.	Public/Public Structure	608	600	99%	51	113% 8%
17	E. Broad St. E. Grace St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	7 5	11 10	157% 200%	12 8	1719 1609
17	N. 2nd St. N. 3rd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	7 12	11 13	157% 108%	11 13	1579 1089
	US Post Office E. Broad St.	201 N. 2nd St. N. 3rd St. & N. 4th St.	Public/Private Lot On-Street	14 0	6	43% 0%	4 0	29% 0%
18	E. Grace St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Broad St. & E. Grace St.	On-Street On-Street	9	12 13	133% 118%	10 15	1119 1369
18	N. 4th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St. N. 4th St. & N. 5th St.	On-Street On-Street	11	13	118%	13	1189
19	E. Broad St. E. Grace St.	N. 4th St. & N. 5th St.	On-Street	0	0	0% 0%	0	0% 0%
19	N. 4th St. N. 5th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	8 4	4 5	50% 125%	4 5	50% 125 %
	City of Richmond - 5th and Broad Lot E. Broad St.	401 E. Broad St. N. 5th St. & N. 6th St.	Public/Public Lot On-Street	106 0	106 0	100% 0%	112 0	106%
20	E. Grace St. N. 5th St.	N. 5th St. & N. 6th St. E. Broad St. & E. Grace St.	On-Street On-Street	0 2	0 5	0% 250%	0	0% 300 %
20	N. 6th St. Hilton Richmond Downtown	E. Broad St. & E. Grace St. 230 N. 6th St.	On-Street Private/Private Garage	3	3	100%	4	1339 0%
21	E. Broad St.	N. 6th St. & N. 7th St.	On-Street	0	0	0%	0	0%
21	E. Grace St. N. 6th St.	N. 6th St. & N. 7th St. E. Broad St. & E. Grace St.	On-Street On-Street	0	0	0%	0	0% 0%
21	N. 7th St. Virginia Performing Arts Foundation	E. Broad St. & E. Grace St. 623 E. Broad St.	On-Street Private/Private Lot	3 74	0 14	0% 19%	4 78	133% 105%
	E. Grace St. E. Franklin St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	7	6 0	86% 0%	4 0	57% 0%
22	N. 2nd St. N. 3rd St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	8	5 14	63% 175%	5 14	63% 175%
22	City of Richmond - 2nd and Grace Garage Capital Parking Restaurant	107 N. 2nd St. 213 E. Grace St.	Public/Public Structure Private/Private Lot	339 8	130	38% 50%	128	38%
22	Larraine Inc.	100 N. 3rd St.	Private/Private Lot	18	5	28%	17	94%
23	E. Grace St. E. Franklin St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street On-Street	10	0	138% 0%	0	1509 0%
23	N. 3rd St. N. 4th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	8 9	11 12	138% 133%	11 15	1389 1679
	Richmond Times Dispatch Employees Only E. Grace St.	300 E. Franklin St. N. 4th St. & N. 5th St.	Private/Private Structure On-Street	9 0	3	0% 100%	3	0% 100%
	E. Franklin St. N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.	On-Street On-Street	12 8	4 7	33% 88%	8	67% 88%
	N. 6th St. 4th and Franklin	E. Grace St. & E. Franklin St. 400 E. Franklin St.	On-Street Private/Public Lot	6 86	7 6	117% 7%	10 12	1679 14%
25	E. Grace St.	N. 5th St. & N. 6th St.	On-Street	3	3	100%	3	1009
25	E. Franklin St. N. 5th St.	N. 5th St. & N. 6th St. E. Grace St. & E. Franklin St.	On-Street On-Street	10 6	9	110% 150%	9 13	90% 217 %
	N. 6th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 6th St. & N. 7th St.	On-Street On-Street	7	10	143% 0%	9	1299 0%
	E. Franklin St. N. 6th St.	N. 6th St. & N. 7th St. E. Grace St. & E. Franklin St.	On-Street On-Street	2 4	4 0	200% 0%	3 9	150% 225%
26	N. 7th St. City of Richmond - 6th & Franklin Deck	E. Grace St. & E. Franklin St. 607 E. Grace St.	On-Street Public/Public Structure	3 523	7 140	233% 27%	7 198	233 9
26	City of Richmond - Grace & 6th Lot E. Franklin St.	609 E. Grace St. N. 4th St. & N. 5th St.	Public/Public Lot On-Street	118	58	49%	38	32% 114%
27	E. Main St.	N. 4th St. & N. 5th St.	On-Street	9	11	122%	11	1229
27	N. 4th St. N. 5th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10 5	7 10	70% 200%	12 10	1209 2009
	E. Franklin St. E. Main St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	4	3 5	75% 125%	5 6	125% 150%
28	N. 5th St. N. 6th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	2 5	9	450% 180%	10 4	5009
28	2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	333	110	33%	315	95%
28	Virginia Atlantic City Park Garage	509 E. Franklin St. 528 E. Main St.	Private/Private Structure Private/Public Structure	42	74 15	86% 36%	60 31	70% 74%
	E. Franklin St. E. Main St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street	2 0	6	300% 0%	6 0	3009 0%
	N. 6th St. N. 7th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	1 1	0	0% 100%	0 2	0% 200 %
29	Commonwealth of VA - 7th and Franklin Commonwealth of VA - Main Street Centre	98 N. 6th St. 600 E. Main St.	Public/Private Structure Public/Public Garage		456 85	48%	341 194	36% 62%
30	E. Main St.	N. 4th St. & N. 5th St.	On-Street	9	10	111%	11	122%
	E. Cary St. S. 4th St.	N. 4th St. & N. 5th St. E. Main St. & E. Cary St.	On-Street On-Street	3 7	6	67% 86%	0 10	0% 143%
	S. 5th St.	E. Main St. & E. Cary St.	On-Street	12	7	58%	10	83%









Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 6)

Block#	Name/Description	CBD Weekend Con		Effective Supply	Weeke	nd 12PM-2PM	Weeker	nd 6PM-8PI Utilizatio
131	Name/Description E. Main St. F. Cary St	S. 5th St. & S. 6th St.	On-Street On-Street	Supply 10 0	10 0	100% 0%	9 0	90% 0%
131	E. Cary St. S. 5th St. S. 6th St.	S. 5th St. & S. 6th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street	0 7 7	0 7 9	0% 100% 129%	0 7 12	0% 100% 171%
131	Pollard & Bagby	9 S. 5th St.	Private/Private Lot	33	15 10	45%	22	67% 200%
132	E. Main St. E. Cary St. Brook St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St. E. Main St. & E. Cary St.	On-Street On-Street On-Street	6 3 3	0 8	167% 0% 267%	0 8	200% 0% 267%
	N. Adams St. North Monthly Lot	E. Main St. & E. Cary St. 9 S. 6th St.	On-Street Private/Public Structure	8 475	3 35	38% 7%	11 20	138% 4%
	Lanier Phone Lot South Monthly Lot	600 E. Cary St. 620 E. Cary St.	Private/Public Structure Private/Public Garage	216 170	19 14	9% 8%	27 5	13% 3%
133	E. Cary St. E. Canal St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street	7	0	0% 129%	1 8	14% 114%
133	S. 4th St. S. 5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 9	5	50% 44%	1 13	10% 144%
133	City Park Lot E. Cary St.	401 E. Cary St. S. 5th St. & S. 6th St.	Private/Public Lot On-Street	285	31	11%	27	9%
134	E. Canal St. S. 5th St.	S. 5th St. & S. 6th St. E. Cary St. & E. Canal St.	On-Street On-Street	0 5	5	400% 80%	8	0% 80%
	S. 6th St. CityParking Inc. Lot - Permit Only	E. Cary St. & E. Canal St. 127 S. 5th St.	On-Street Private/Public Lot	0 48	0	0% 13%	0 7	0% 15%
134	Construction Lot E. Cary St.	118 S. 6th St. N. 6th St. & N. 7th St.	Private/Private Lot On-Street	24	15 0	63%	19 0	79%
135	E. Canal St. Belvidere St.	N. 6th St. & N. 7th St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0%	0	0% 0%
135	N. Henry St. E. Canal St.	E. Cary St. & E. Canal St. N. 4th St. & N. 5th St.	On-Street On-Street	0	0	0% 167%	0	0% 167%
136	E. Canal St. S. 4th St.	N. 4th St. & N. 5th St. E. Canal St. & I-195 Interstate Highway	On-Street On-Street	0	0	0%	0	0%
	S. 5th St. Richmond Ballet	E. Canal St. & I-195 Interstate Highway 407 E. Canal St.	On-Street Private/Private Lot	0 48	0	0% 10%	0	0%
137	E. Canal St. S. 5th St.	S. 5th St. & S. 6th St. E. Canal St. & I-195 Interstate Highway	On-Street On-Street	12 0	15 0	125% 0%	14 0	117% 0%
	S. 7th St. Crown Plaza Hotel	E. Canal St. & I-195 Interstate Highway 555 E. Canal St.	On-Street Private/Public Structure	0 341	0 206	0% 60%	0 223	0% 65%
138	E. Leigh St. E. Clay St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	0 5	0	0%	0	0%
138	N. 7th St. N. 8th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
138	City of Richmond - Coliseum E. Clay St.	501 N. 7th St. N. 7th St. & N. 8th St.	Public/Public Structure On-Street	931	900	97%	24	3% 500%
	E. Marshall St. N. 7th St.	N. 7th St. & N. 8th St. E. Clay St. & E. Marshall St.	On-Street On-Street	0	0	0% 300 %	0	0% 0%
139	N. 8th St. E. Clay St.	E. Clay St. & E. Marshall St. N. 8th St. & N. 9th St.	On-Street On-Street	0	0	0% 56%	0	0%
140	E. Marshall St. N. 8th St.	N. 8th St. & N. 9th St. E. Clay St. & E. Marshall St.	On-Street On-Street	8	3	38% 11%	4	50% 0%
140 141	N. 9th St. E. Marshall St.	E. Clay St. & E. Marshall St. N. 9th St. & N. 10th St.	On-Street On-Street	12	15 9	125% 129%	7	58% 129%
	N. 9th St. N. 10th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	4 13	0 13	0% 100%	0 6	0% 46%
142	E. Clay St. E. Marshall St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	0	0	0% 0%	0 0	0% 0%
142	N. 10th St. N. 11th St.	E. Clay St. & E. Franklin St. E. Clay St. & E. Franklin St.	On-Street On-Street	9	5 0	56% 0%	5 6	56% 67%
142 143	VCU Lot P (Putney House Lot) E. Marshall St.	1003 E. Clay St. N. 7th St. & N. 8th St.	Public/Private Lot On-Street	23	5 0	22% 0%	25 0	109% 0%
143	E. Broad St. N. 7th St.	N. 7th St. & N. 8th St. E. Marshall St. & E. Broad St.	On-Street On-Street	6	1 0	17% 0%	0 4	0% 0%
	N. 8th St. City Park Lot	E. Marshall St. & E. Broad St. 310 N. 8th St.	On-Street Private/Public Lot	0 36	0	0% 11%	0	0% 0%
143	Commonwealth of VA - 7th and Marshall E. Marshall St.	311 N. 7th St. N. 8th St. & N. 9th St.	Public/Public Structure On-Street	576 9	45 11	8% 122%	79 11	14% 122%
	E. Broad St. N. 8th St.	N. 8th St. & N. 9th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0 2	0 5	0% 250%	0 8	0% 400%
144 144	N. 9th St. Commonwealth of VA - Library of Virginia	E. Marshall St. & E. Broad St. 800 E. Broad St.	On-Street Public/Public Garage	7 194	9 17	129% 9%	3 5	43% 3%
	E. Marshall St. E. Broad St.	N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 9th St. N. 10th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	3	10 0	333% 0%	6 0	200% 0%
	City of Richmond - City Hall E. Marshall St.	900 E. Broad St. N. 10th St. & N. 11th St.	Public/Private Garage On-Street	245 3	18 0	7% 0%	5 0	2% 0%
	E. Broad St. N. 10th St.	N. 10th St. & N. 11th St. E. Marshall St. & E. Broad St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	N. 11th St. E. Broad St.	E. Marshall St. & E. Broad St. N. 7th St. & N. 8th St.	On-Street On-Street	11 0	1	9% 0%	1	9% 0%
	E. Grace St. N. 7th St.	N. 7th St. & N. 8th St. E. Broad St. & E. Grace St.	On-Street On-Street	7	0	0% 0%	3 0	43% 400%
	N. 8th St. E. Broad St.	E. Broad St. & E. Grace St. N. 8th St. & N. 9th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	E. Grace St. N. 9th St.	N. 8th St. & N. 9th St. E. Broad St. & E. Grace St.	On-Street On-Street	3	1 6	33% 200%	0 14	0% 467%
148 148	N. 8th St. Gravel Lot	E. Broad St. & E. Grace St. 253 N. 9th St.	On-Street Public/Private Lot	0 63	0 31	100% 49%	5 27	0% 43%
148 149	St Peter's Church E. Broad St.	808 E. Grace St. N. 9th St. & N. 10th St.	Private/Private Lot On-Street	18 0	8	44% 0%	1 0	6% 0%
	N. 9th St. N. 10th St.	E. Broad St. & E. Grace St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
149 150	Commonwealth of VA - Darden Garden West E. Broad St.	N. 10th St N. 10th St. & N. 11th St.	Public/Private Lot On-Street	17 0	9	53% 0%	4 0	24% 0%
	N. 10th St. N. 11th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
150 151	Commonwealth of VA - Darden Garden East E. Broad St.	N. 11th St N. 11th St. & Governor St.	Public/Private Lot On-Street	10 0	8	80% 0%	4 0	40% 0%
	N. 11th St. Governor St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
152	E. Broad St. E. Grace St.	Governor St. & N. Old 14th St. Governor St. & N. Old 14th St.	On-Street On-Street	0	0 0	0% 0%	0 0	0% 0%
152	Governor St. N. Old 14th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	10 0	4 0	40% 0%	0	0% 0%
	Commonwealth of VA - 1221 Broad East Commonwealth of VA - 1221 Broad West	1221 E. Broad St. 1205 E. Broad St.	Public/Private Lot Public/Private Lot	95 30	14 7	15% 23%	7 4	7% 13%
153	E. Broad St. N. Old 14th St.	N. Old 14th St. & I-95 Interstate N. Broad St. & E. Grace St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
153	N. 14th St. Commonwealth of VA - Transportation Annex	N. Broad St. & E. Grace St. Old 14th St.	On-Street Public/Private Lot	0 86	0 5	0% 6%	0 1	0% 1%
154	E. Grace St. E. Franklin St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	On-Street On-Street	2 0	6 2	300% 0%	11 9	550% 0%
	N. 7th St. N. 8th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	2	6 8	300% 267%	4 9	200% 300%
154 154	Central Parking - Edison Apartments 7th Street Lot	112 N. 8th St. 114 N. 7th St.	Private/Public Structure Private/Private Lot	319 14	5 7	2% 50%	4 4	1% 29%
	E. Grace St. E. Franklin St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	9	4 0	44% 0%	9 0	100% 0%
155	N. 8th St. N. 9th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	0	0	0%	0	800% 0%
155	Commonwealth of VA - Supreme Court Bank St.	100 N. 9th St. N. 9th St. & Governor St.	Public/Private Garage On-Street	27 12	4	15% 0%	0	0% 0%
156	N. 9th St. Governor St.	Capital St. & Bank St. Capital St. & Bank St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
	Commonwealth of VA - Bank Street Commonwealth of VA - Governor Street	1200 Bank St. Governor Street	Public/Private Structure Public/Private Lot	199 50	3	2% 8%	9	5% 0%
157	E. Grace St. Bank St.	Governor St. & N. Old 14th St. Governor St. & N. 14th St.	On-Street On-Street	10	0	0% 56%	0	0% 0%
157	Governor St. Commonwealth of VA - James Madison	E. Grace St. & Bank St. 109 Governor St.	On-Street Public/Private Garage	0 329	0 48	0% 15%	0 64	0% 19%
157		109 Governor St. 1201 E. Grace St. N. Old 14th St. & N. 14th St.	Public/Private Garage Public/Private Lot On-Street	329	8 0	25% 0%	9	28% 0%
158	N. 14th St. Commonwealth of VA - Old 14th and Grace	E. Grace St. & Bank St. 1299 E. Grace St.	On-Street Public/Private Lot	0	0 7	0% 12%	0 4	200% 7%
159	E. Broad St.	N. 14th St. & I-95 Interstate	On-Street	0	0	0%	0	0%
159	E. Franklin St. N. 14th St. Commonwealth of VA. James Monroe	N. 14th St. & I-95 Interstate Overpass E. Broad St.	On-Street On-Street	5 12	1	0% 8%	0 0	0% 0%
159	Commonwealth of VA - James Monroe Bank St.	2 E. Franklin St. N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	Public/Private Structure On-Street	4	0	2% 0%	0	1% 0%
160 160	E. Main St.		On-Street	0	0	0%	0	0%







Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 7)

ock i		Address	Туре	Effective Supply	Weeken Counts	d 12PM-2PM Utilization		nd 6PM-8F Utilizati
161 161	Bank St. E. Main St.	N. 10th St. & N. 11th St. N. 10th St. & N. 11th St.	On-Street On-Street	0	0	0%	0	0% 0%
.61	N. 10th St.	Bank St. & E. Main St. Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	7	0	0%	0	0% 0%
.62	Bank St.	N. 11th St. & N. 12th St.	On-Street	3	0	0%	0	0%
.62 .62	E. Main St. N. 11th St.	N. 11th St. & N. 12th St. Bank St. & E. Main St.	On-Street On-Street	0	9	400% 0%	5 0	0% 0%
162	N. 12th St. Bank St.	Bank St. & E. Main St. N. 12th St. & Governor St.	On-Street On-Street	3	3	100% 50%	3	1009
163	E. Main St.	N. 12th St. & Governor St.	On-Street	3	7	233%	8	2679
163 163	N. 12th St. Governor St.	Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	5 0	5	100% 0%	7	1409 0%
L63 L64	Commonwealth of VA - VRS Bank St.	1212 E. Main St. Governor St. & N. 14th St.	Public/Private Garage On-Street	210 6	1	0%	8	4% 0%
164	E. Main St.	Governor St. & N. 14th St.	On-Street	0	0	0%	0	0%
164 164	Governor St. N. 14th St.	Bank St. & E. Main St. Bank St. & E. Main St.	On-Street On-Street	6 0	7	117% 0%	0	0% 0%
164 165	Commonwealth of VA - John Tyler E. Franklin St.	55 N. 14th St. N. 14th St. & N. 15th St.	Public/Private Garage On-Street	866 10	156 0	18% 0%	266 0	31% 0%
165	E. Main St. N. 14th St.	N. 14th St. & N. 15th St. E. Franklin St. & E. Main St.	On-Street On-Street	0	0 2	0% 67%	0	0% 0%
165 165	N. 15th St.	E. Franklin St. & E. Main St.	On-Street	0	0	0%	0	0%
165 166	Commonwealth of VA - 14th and Main E. Franklin St.	1300 E. Main St. N. 7th St. & N. 8th St.	Public/Private Structure On-Street	1,425 8	99	7% 13%	200	14% 50%
166 166	E. Main St. N. 7th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St.	On-Street On-Street	6	7 2	117% 0%	6 7	1009 7009
166	N. 8th St.	E. Franklin St. & E. Main St.	On-Street	0	0	0%	0	0%
166 166	Hampton Inn Lanier North Deck	700 E. Main St. 700 E. Franklin St.	Private/Private Garage Private/Public Structure	184 62	72 50	39% 81%	84 11	46% 18%
166 167	Lanier South Deck E. Franklin St.	728 E. Main St. N. 7th St. & N. 8th St.	Private/Public Structure On-Street	73 3	60	82% 0%	43 0	59% 0%
167	E. Main St. N. 8th St.	N. 7th St. & N. 8th St.	On-Street On-Street	0	5	200%	5	7009 73%
167 167	N. 9th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street	0	6 5	300%	0	3009
167 167	Commonwealth of VA - 9th and Franklin First Union	99 N. 8th St. 7 N. 8th St.	Public/Private Garage Private/Private Garage	480 333	12 27	3% 8%	18 64	4% 19%
168	E. Main St.	S. 8th St. & S. 9th St.	On-Street	9	10 1	111% 33%	12 2	1339
168 168	E. Cary St. S. 7th St.	S. 8th St. & S. 9th St. E. Main St. & E. Cary St.	On-Street On-Street	3	3	100%	4	67% 133%
168 168	S. 8th St. Commonwealth of VA - VEC	E. Main St. & E. Cary St. 5 S. 7th St.	On-Street Public/Private Garage	0 200	0 84	200% 42%	0 57	0% 29%
168	Dominion Energy	707 E. Main St.	Private/Private Garage	0	2	0% 6%	2	0%
168 169	8th and Main Public Park E. Main St.	720 E. Cary St. S. 9th St. & S. 10th St.	Private/Public Lot On-Street	31 6	12	200%	6	1009
169 169	E. Cary St. S. 8th St.	S. 9th St. & S. 10th St. E. Main St. & E. Cary St.	On-Street On-Street	6 0	6 2	100% 0%	6	1009
169	S. 9th St.	E. Main St. & E. Cary St.	On-Street	0	1	0%	2	0%
169 169	Visitor Lot 1st National Apartment	13 N. 8th St. 838 E. Cary St.	Private/Public Lot Private/Private Structure	23 210	1 89	4% 42%	0 116	0% 55%
169 170	Standard Parking E. Main St.	800 E. Cary St. S. 10th St. & S. 11th St.	Private/Private Structure On-Street	271 8	48 8	18% 100%	74 10	27% 1259
170 170	E. Cary St. S. 10th St.	S. 10th St. & S. 11th St. E. Main St. & E. Cary St.	On-Street On-Street	0	0	0%	0	0%
170	S. 11th St.	E. Main St. & E. Cary St.	On-Street	0	7	400%	5	5009
170 171	Suntrust Center E. Main St.	900 E. Cary St. S. 10th St. & S. 12th St.	Private/Private Garage On-Street	62 17	5 23	8% 135%	1 18	2% 1069
171	E. Cary St. S. 10th St.	S. 10th St. & S. 12th St. E. Main St. & E. Cary St.	On-Street On-Street	3	5	167% 0%	5	1679 0%
171	S. 12th St.	E. Main St. & E. Cary St.	On-Street	8	7	88%	3	38%
171 171	LeClair Ryan Lanier Parking	919 E. Main St. 1111 Main St	Private/Public Garage Private/Public Garage	101 66	18 26	18% 39%	4 5	4% 8%
171	Bank of America Garage E. Cary St.	1110 E. Cary St. S. 8th St. & S. 9th St.	Private/Private Structure On-Street	412	2	0%	0	0%
172	E. Canal St.	S. 8th St. & S. 9th St.	On-Street	0	0	0%	0	0%
172 172	S. 7th St. S. 8th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
172 173	James River Plaza (Dominion) E. Cary St.	701 E. Cary St. S. 9th St. & S. 10th St.	Private/Private Garage On-Street	0	6	0% 67%	6	0% 67%
173	E. Canal St.	S. 9th St. & S. 10th St.	On-Street	4	1	25%	0	0%
173 173	S. 8th St. S. 9th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	10 4	4	10% 100%	0	10%
173 173	801 E. Cary St. City of Richmond - Gateway	801 E. Cary St. 800 E. Canal St.	Private/Public Lot Public/Public Structure	30 470	4 14	13% 3%	2 5	7% 1%
174	E. Cary St.	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street	4	5	125%	7	1759
174 174	E. Canal St. S. 10th St.	E. Cary St. & E. Canal St.	On-Street On-Street	0	3 6	0% 700 %	0	0% 500 9
174 174	S. 11th St. Davenport Company	E. Cary St. & E. Canal St. 901 E. Cary St.	On-Street Private/Private Garage	7	0	0% 0%	0	0%
175 175	E. Cary St. E. Canal St.	S. 10th St. & S. 12th St. S. 10th St. & S. 12th St.	On-Street	0	1 0	0% 0%	0	0% 0%
175	S. 10th St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
175 175	S. 12th St. James Center Garage	E. Cary St. & E. Canal St. 1000 E. Canal St.	On-Street Private/Public Structure	0 595	0 248	0% 42%	0 400	0% 67%
175 176	Omni Hotel Parking E. Canal St.	100 S. 12th St. S. 8th St. & S. 9th St.	Private/Private Garage On-Street	392 0	45 0	11%	78 0	20%
176	S. 7th St.	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
176 177	S. 9th St. E. Canal St.	E. Canal St. & Downtown Expressway S. 9th St. & S. 10th St.	On-Street On-Street	0	0	0% 300%	2	3009
177 177	Downtown Expressway S. 9th St.	S. 9th St. & S. 10th St. E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0%	0	0%
177	S. 10th St.	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
177 178	City of Richmond - Expressway E. Canal St.	200 S. 10th St. S. 10th St. & S. 11th St.	Public/Public Structure On-Street	950 0	64 0	7% 0%	57 0	6% 0%
178 178	Downtown Expressway S. 10th St.	S. 10th St. & S. 11th St. E. Canal St. & Downtown Expressway	On-Street On-Street	14 0	17 0	121% 0%	18 0	1299 0%
178	S. 12th St.	E. Canal St. & Downtown Expressway	On-Street	0	0	0%	0	0%
178 179	James Center Parking E. Byrd St.	1017 E. Canal St. S. 7th St. & S. 9th St.	Private/Public Lot On-Street	162 0	18 0	11% 0%	0	2% 0%
179 179	S. 10th St. S. 7th St.	S. 7th St. & S. 9th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
179	S. 9th St.	E. Byrd St. & S. 10th St.	On-Street	0	0	0%	0	0%
179 180	E. Byrd St.	825 E. Byrd St. S. 9th St. & S. 10th St.	Public/Private Lot On-Street	53 0	8	15% 0%	0	8% 0%
180 180	S. 10th St. S. 9th St.	S. 9th St. & S. 10th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
180	S. 10th St. Riverfront Plaza	E. Byrd St. & S. 10th St. 951 E. Byrd St.	On-Street	0 2,090	0 780	0%	0	0%
181	E. Byrd St.	S. 10th St. & S. 11th St.	Private/Public Garage On-Street	0	0	0%	0	0%
181 181	Haxall Pl. S. 10th St.	S. 10th St. & S. 11th St. E. Byrd St. & Haxall Pl.	On-Street On-Street	0	0	0% 0%	0	0% 0%
181 182	S. 11th St. E. Byrd St.	E. Byrd St. & Haxall Pl. S. 11th St. & S. 12th St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
182	River Canal S. 11th St.	S. 9th St. & S. 12th St.	River On-Street	0	0	0%	0	0% 0%
182	S. 12th St.	E. Byrd St. & River Canal E. Byrd St. & River Canal	On-Street	0	0	0%	0	0%
183 183	E. Main St. E. Cary St.	S. 12th St. & S. 13th St. S. 12th St. & S. 13th St.	On-Street On-Street	5 5	6 9	120% 180%	7	1409 60%
183	S. 12th St. S. 13th St.	E. Main St. & E. Cary St.	On-Street	6	9	150% 100%	0	0%
183	Shockoe Commons Permit Lot	E. Main St. & E. Cary St. 10 S. 13th St.	Private/Private Lot	12	8	67%	8	67%
184 184	E. Main St. E. Cary St.	S. 12th St. & S. 14th St. S. 12th St. & S. 14th St.	On-Street On-Street	14 6	14 17	100% 283%	14 14	1009 2339
184	S. 12th St. S. 14th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street	6 10	6	100%	8	1339 409
184	Exchange Pl. Apartments	7 S. 13th St.	Private/Private Lot	45	32	71%	13	29%
184 185	Exchange Alley Lot E. Main St.	1319 E. Main St. S. 14th St. & S. 15th St.	Private/Public Lot On-Street	7	7	30% 100%	11 10	48% 1439
185 185	E. Cary St. S. 14th St.	S. 14th St. & S. 15th St. E. Main St. & E. Cary St.	On-Street On-Street	0	0	0% 0%	0	0% 0%
185	S. 15th St.	E. Main St. & E. Cary St.	On-Street	0	0	0%	0	0%
185 185	Standard Parking / Main Street Station W. Devon Lot	37 S. 14th St. 1409 E. Main St.	Private/Public Lot Private/Private Lot	20 16	9	45% 13%	12 2	60% 13%
185 185	14th and Cary Garage Standard Parking / Main Street Station NE.	1410 E. Cary St. 39 S. 15th St.	Private/Public Structure Private/Public Lot	812 99	80 12	10% 12%	96 10	129 109
185	Standard Parking / Main Street Station SE. F. Main St.	1422 E. Cary St.	Private/Public Lot On-Street	68	25	37%	37	54%
186	E. Cary St.	S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass	On-Street	0 12	2	0% 17%	6	0% 50%
186 186	S. 15th St. CSX Railroad Overpass	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	9	1 0	11% 0%	6	67% 0%
186	Club Rouge Lot	9 S. 15th St.	Private/Private Lot	14	5	36%	7	50%
186 186	Shockoe Atelier Main Street Station	1510 E. Cary St. 1504 E. Cary St.	Private/Private Lot Private/Public Lot	14 33	7 25	50% 76%	2 37	14% 1125
187 187	E. Cary St. E. Canal St.	S. 12th St. & S. 13th St. S. 12th St. & S. 13th St.	On-Street On-Street	8 9	9 5	113% 56%	3 6	38% 67%
187	S. 12th St.	E. Cary St. & E. Canal St.	On-Street	4	8	200%	8	2009
187	S. 13th St. Shockoe Deck	E. Cary St. & E. Canal St. 110 S. 13th St.	On-Street Private/Public Structure	0 562	4 89	400% 16%	4 301	400 9
188 188	E. Cary St. E. Canal St.	S. 13th St. & Virginia St. S. 13th St. & Virginia St.	On-Street On-Street	9	11 11	122% 122%	10 6	1115 67%
188	S. 13th St.	E. Cary St. & E. Canal St.	On-Street	4	4	100%	3	75%
188 188	Virginia St. City of Richmond - Virginia St. Garage	E. Cary St. & E. Canal St. 1 Virginia St.	On-Street Public/Public Structure	3 414	6 85	200% 21%	6 38	200 9
189	E. Cary St. E. Canal St.	Virginia St. & S. 14th St. Virginia St. & S. 14th St.	On-Street On-Street	0	0	0%	1 0	400 9
	Virginia St.	E. Cary St. & E. Canal St.	On-Street	0	0	0%	0	0%
189	0.444.01			0	0	0%	0	0%
	S. 14th St. E. Cary St. Dock St.	E. Cary St. & E. Canal St. S. 14th St. & S. 15th St. S. 14th St. & S. 15th St.	On-Street On-Street	11	10	91%	8	73%







Exhibit F-7: Downtown Weekend Total Occupancy (Pt. 8)

	Name/Description	Address	Type	Effective Supply		nd 12PM-2PM Utilization		d 6PM-8 Utilizat
	E. Cary St. Dock St.	S. 15th St. & CSX Railroad Overpass S. 15th St. & CSX Railroad Overpass	On-Street On-Street	9	7 0	78% 0%	5	56% 0%
	S. 15th St.	E. Cary St. & Dock St.	On-Street On-Street	9	10	111% 0%	10	1119 0%
91	CSX Railroad Overpass La Diff	E. Cary St. & Dock St. 1501 Dock St.	Private/Private Lot	34	8	24%	19	569
	E. Canal St. Downtown Expressway	S. 12th St. & Virginia St. S. 12th St. & Virginia St.	On-Street On-Street	0	0	0% 0%	0	0%
	S. 12th St. Virginia St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0 6	0% 100%	0 7	0% 117
92	Hat Factory/ City Parking Inc.	118 Virginia St.	Private/Public Lot	37	12	32%	6	169
	E. Canal St. Downtown Expressway	Virginia St. & S. 14th St. Virginia St. & S. 14th St.	On-Street On-Street	0	0	0% 0%	1 0	400°
	Virginia St. S. 14th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	On-Street On-Street	0	0	0% 0%	0	0%
	Downtown Expressway River	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	On-Street On-Street	0	0	0% 0%	0	0%
194	S. 12th St.	E. Broad St. & E. Grace St.	On-Street	0	0	0%	0	0%
	Virginia St. The Locks	E. Broad St. & Capital St. 1300 E. Byrd St.	On-Street Private/Public Lot	0 68	0 19	0% 28%	0 37	0% 549
	SP+ City Locks Lot Riverside on the James Deck	160 Virginia St. 1001 Haxall Pt.	Public/Public Lot Private/Public Structure	47 855	26 18	55% 2%	52 19	111' 2%
195	Downtown Expressway River	S. 10th St. & S. 11th St. S. 10th St. & S. 11th St.	On-Street On-Street	0	0	0%	0	0%
195	Virginia St.	E. Broad St. & Capital St.	On-Street	0	0	0%	0	0%
	S. 14th St. Downtown Expressway	E. Broad St. & Capital St. S. 7th St. & S. 9th St.	On-Street On-Street	0	0	0%	0	0%
	River S. 14th St.	S. 7th St. & S. 9th St. E. Byrd St. & S. 10th St.	On-Street On-Street	0	0	0%	0	0%
196	I-95 Interstate Overpass	E. Byrd St. & S. 10th St.	On-Street	0	0	0%	0	0%
97A	E. Main St. E. Cary St.	CSX Railroad West Overpass CSX Railroad East Overpass	On-Street On-Street	0	10 32	0% 0%	35 17	0%
	E. Cary St. Dock St.	CSX Railroad West Overpass CSX Railroad East Overpass	On-Street On-Street	0	5	0% 0%	6	0% 0%
	Main Street Station N. Baskervill Parking	1527 E. Cary St. 1503 E. Cary St.	Private/Public Lot Private/Private Lot	87 86	0	0%	0	0%
197	Main Street Station S.	109 S. 15th St.	Private/Public Lot	23	0	0%	4	179
	E. Broad St. Bank St.	E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass	On-Street On-Street	0	0	0% 0%	10 0	100
	E 15th St. Westside of Railroad Overpass	E. Broad St. & E. Franklin St. E. Broad St. & E. Franklin St.	On-Street On-Street	0	0	0% 0%	0	0%
198	City of Richmond - Main St. Station	1500 E. Franklin St.	Public/Private Lot	504	4	1%	23	5%
199	E. Broad St. E. Main St.	Westside of Railroad Overpass & Crane/Ambler St. Westside of Railroad Overpass & Crane/Ambler St.	On-Street On-Street	0	0	100% 0%	0	100
	Westside of Railroad Overpass Ambler St. / Crane St.	E. Broad St. & E. Main St. E. Broad St. & E. Main St.	On-Street On-Street	0	0	0% 200%	5 1	100
199	Main Street Parking E. Broad St.	1615 W. Broad St. Crane St. & E. 17th St.	Public/Public Lot On-Street	130	0 2	0%	0	0%
200	E. Grace St.	Crane St. & E. 17th St.	On-Street	3	0	0%	0	0%
	Crane St. Lovings Produce LLC Lot	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	0	6	0% 100%	12 4	0%
200	17th Street Lot E. Broad St.	220 N. 17th Street N. 17th St. & N. 18th St.	Private/Public Lot On-Street	97	0	0%	0 42	0%
201	E. Grace St.	N. 17th St. & N. 18th St.	On-Street	10	0	0%	1	109
201	N. 17th St. N. 18th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	0	7 0	300% 0%	9 7	200
	VCU - A Lot / City of Richmond - Main Street Station E. Broad St.	212 N. 18th St. N. 18th St. & N. 19th St.	Public/Public Lot On-Street	86 0	5	6% 0%	11 3	139
202	E. Grace St.	N. 18th St. & N. 19th St.	On-Street	8	3	38%	35	438 809
202	N. 18th St. N. 19th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	6	0	100%	8	0%
202	Rock Bottom Realty Richmond Parking	1813 E. Broad St. 1800 E. Grace St.	Private/Private Lot Private/Public Lot	22 43	10 18	45% 42%	12 20	559 479
202	Adya Yoga E. Broad St.	1801 E. Broad St. N. 19th St. & N. 20th St.	Private/Private Lot On-Street	18 0	15 0	83% 0%	16 0	899
	E. Grace St. N. 19th St.	N. 19th St. & N. 20th St. E. Broad St. & E. Grace St.	On-Street On-Street	10 14	11 10	110% 71%	14 9	140 649
203	N. 20th St.	E. Broad St. & E. Grace St.	On-Street	16	5	31%	11	699
	E. Broad St. E. Grace St.	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	On-Street On-Street	9	0 4	0% 44%	5 5	0% 569
	N. 20th St. N. 21st St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	6	6	100%	12 0	200
205	E. Grace St.	Price St. & Cameo St.	On-Street	8	7	88%	50	625
	E. Franklin St. Ambler St.	Price St. & Cameo St. E. Franklin St. & E. Grace St.	On-Street On-Street	5	5 4	100% 0%	59 6	1180
	N. 17th St. City of Richmond - Main Street Parking	E. Franklin St. & E. Grace St. 100 N. 17th St.	On-Street Public/Public Lot	14 38	12 5	86% 13%	6 13	439 349
205	Main Street Parking E. Grace St.	1634 E. Grace St. N. 17th St. & N. 18th St.	Private/Public Lot On-Street	56 3	11	20% 33%	13 16	239
206	E. Franklin St.	N. 17th St. & N. 18th St.	On-Street	9	0	0%	23	256
	N. 17th St. N. 18th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	11 8	0 7	0% 88%	7	9% 889
	Weimans Bakery Lovings Produce	127 N. 17th St. 1715 E. Grace St.	Private/Private Lot Private/Private Lot	18 27	21 4	117% 15%	22 7	122 269
	Weimans Bakery Richmond Cheers	113 N. 17th St. 118 N. 18th St.	Private/Private Lot Private/Public Lot	11 17	11 12	100% 71%	16 15	145° 889
206	Market Square	1704 E. Franklin St.	Private/Private Lot	27	9	33%	13	489
	E. Grace St. E. Franklin St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	On-Street On-Street	5 9	9 13	180% 144%	11 13	220 144
	N. 18th St. N. 19th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	On-Street On-Street	12 11	10 17	83% 155%	11 19	929 173
	E. Grace St. E. Franklin St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	10 11	11 8	110% 73%	13 10	130 919
208	N. 19th St.	E. Franklin St. & E. Grace St.	On-Street	12	8	67%	13	108
	N. 20th St. E. Grace St.	E. Franklin St. & E. Grace St. N. 20th St. & N. 21st St.	On-Street On-Street	10 10	11 7	110% 70%	10 8	100
	E. Franklin St. N. 20th St.	N. 20th St. & N. 21st St. E. Franklin St. & E. Grace St.	On-Street On-Street	9 10	18 0	200% 0%	16 0	178 0%
209	N. 21st St.	E. Franklin St. & E. Grace St.	On-Street	9	0	0%	0	0%
	Red Orange Studio American Tobacco Center	2006 E. Franklin St. 120 N. 21st St.	Private/Private Lot Private/Private Lot	10 14	0	0% 0%	0	0% 0%
	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	0	7 0	0% 0%	11 0	0% 0%
	E. 15th St. Railway Station Bldg	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	0	18 0	0%	27 0	0%
211	E. Franklin St.	N. 1st St. & N. 2nd St.	On-Street	0	32	500%	59	900
211	E. Main St. Railway Station Bldg	N. 1st St. & N. 2nd St. E. Main St. & E. Franklin St.	On-Street On-Street	0	9	100% 1800%	4 13	0% 1200
211	N. 17th St. City of Richmond - Main Street Station	E. Main St. & E. Franklin St. 1500 E. Main St.	On-Street Public/Public Lot	0 63	0	0% 19%	0 13	0% 219
212	E. Franklin St. E. Main St.	N. 17th St. & N. 18th St. N. 17th St. & N. 18th St.	On-Street On-Street	9	12	133% 17%	13	144
212	N. 17th St.	E. Main St. & E. Franklin St.	On-Street	0	9	0%	14	0%
213	N. 18th St. E. Franklin St.	E. Main St. & E. Franklin St. N. 18th St. & N. 19th St.	On-Street	0 11	7 4	400% 36%	9 5	1400 459
213	E. Main St. N. 18th St.	N. 18th St. & N. 19th St. E. Main St. & E. Franklin St.	On-Street On-Street	6 9	17 9	283% 100%	29 11	483°
213	N. 19th St. La Bamba	E. Main St. & E. Franklin St. 19 N. 18th St.	On-Street Private/Private Lot	11	7 16	64% 320%	6 21	559
213	Main Street Parking LLC	1824 E. Main St.	Private/Public Lot	5 27	10	37%	11	419
214	E. Franklin St. E. Main St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street On-Street	10 6	16 10	160% 167%	21 8	210 133
	N. 19th St. N. 20th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	11 16	13 7	118% 44%	14 9	127 569
214	Poe's Row Rainmaker Recording and Creative	1906 E. Main St. 15 N. 19th St.	Private/Private Lot Private/Private Lot	23 11	14 10	61% 91%	14 13	619
215	E. Franklin St.	N. 20th St. & N. 21st St.	On-Street	9	51	567%	54	600
215	E. Main St. N. 20th St.	N. 20th St. & N. 21st St. E. Main St. & E. Franklin St.	On-Street On-Street	6 10	0	0% 10%	0	0%
215	N. 17th St. Shockoe Valley Heights	E. Main St. & E. Franklin St. 2005 E. Franklin St.	On-Street Private/Private Lot	13 52	0	0% 0%	0	0% 0%
	E. Main St.	N. 1st St. & N. 2nd St.	On-Street	0	18	0%	20	0%
216	E. Cary St.	N. 1st St. & N. 2nd St. E. Cary St. & E. Main St.	On-Street On-Street	0	13	0%	12 11	0%
216 216 216	Railroad Overpass	F. Co Ch. O. F. Marin Ch.	On-Street	0	0	0%	5 12	0% 385
216 216 216 216 216	Railroad Overpass S. 17th St. Main St. Realty	E. Cary St. & E. Main St. 1559 E. Main St.	Private/Private Lot	32	11	34%		
216 216 216 216 216 216 217	S. 17th St. Main St. Realty E. Main St.	1559 E. Main St. S. 17th St. & S. 18th St.		32 9 9	8	89% 67%	18 10	
216 216 216 216 216 217 217	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St.	1559 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street	9 9 9	8 6 2	89% 67% 22%	10 10	111
216 216 216 216 216 217 217 217 217	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates	1559 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15S. 17th St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot	9 9 9 0 23	8 6 2 2 13	89% 67% 22% 1200% 57%	10 10 6 15	111 111 1200 659
216 216 216 216 216 217 217 217 217	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St.	1559 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street On-Street	9 9 9	8 6 2 2 13 12	89% 67% 22% 1200%	10 10 6	111 ¹ 111 ¹ 1200 659 118 ¹
216 216 216 216 216 217 217 217 217 217 217 217 217	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St.	1559 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1750 E. Cary St. 1720 E. Cary St. S. 18th St. & S. 19th St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street On-Street	9 9 9 0 23 11 9	8 6 2 2 13 12 15	89% 67% 22% 1200% 57% 109% 167% 220%	10 10 6 15 13 16	111' 111' 1200 65% 118' 178' 920'
216 216 216 216 216 217 217 217 217 217 217 217 218 218	S. 17th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St.	1599 E. Main St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15 S. 17th St. 1720 E. Cary St. T725 E. Main St. S. 18th St. & S. 19th St. E. Cary St. & S. 18th St.	Private/Private Lot On-Street	9 9 0 23 11 9 5 11	8 6 2 2 13 12 15 11 3	89% 67% 22% 1200% 57% 109% 167%	10 10 6 15 13 16 46 8	111 1200 655 118 178 920 735
216 216 216 216 216 217 217 217 217 217 217 217 217 218 218 218	S. 17th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cany St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 155. 17th St. 1720 E. Cary St. 1725 E. Main St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street	9 9 9 0 23 11 9 5	8 6 2 2 13 12 15 11 3	89% 67% 22% 1200% 57% 109% 167% 220% 27%	10 10 6 15 13 16 46 8	111 111 1200 655 118 178 920 735 1000 164
216 216 216 216 216 217 217 217 217 217 217 217 217 218 218 218 218 218	S. 17th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St.	1559 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15S. 17th St. 1720 E. Cary St. 1725 E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. Cary St. & Main St. E. Cary St. & Main St. E. Cary St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	9 9 9 0 23 11 9 5 11 13 11 90 7	8 6 2 2 13 12 15 11 3 12 20 12 3	89% 67% 22% 1200% 57% 109% 167% 220% 27% 92% 182% 13% 43%	10 10 6 15 13 16 46 8 13 18 13 8	111 111 1200 655 118 178 920 735 1000 164 145
216 216 216 216 216 216 217 217 217 217 217 217 217 217 218 218 218 218 219 219	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cary St. S. 18th St. S. 19th St. E. Cary St. S. 19th St. Richmond Parking Inc E. Main St. E. Cary St. S. 19th St.	1599 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15 S. 17th St. 1720 E. Cary St. 1725 E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 18th St. & S. 20th St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & S. Main St. E. Cary St. & S. & S. 20th St. E. Cary St. & S. & S. 20th St. E. Cary St. & S. & Main St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street	9 9 9 0 23 111 9 5 111 13 111 90 7	8 6 2 2 13 12 15 11 3 12 20 12 3 3 2	89% 67% 22% 1200% 57% 109% 167% 220% 27% 92% 182% 13% 43% 33% 20%	10 10 6 15 13 16 46 8 13 18 13 8 11 5	111 1200 655 118 178 920 735 100 164 145 114 122 505
216 216 216 216 216 216 216 217 217 217 217 217 217 218 218 218 218 219 219 219	S. 17th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RWA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St. S. 18th St. S. 18th St. S. 18th St. E. Cany St. E. Cany St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 155. 17th St. 1720 E. Cary St. 1725 E. Main St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1811 E. Main St. 5. 19th St. & S. 20th St. 5. 19th St. & S. 20th St.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street Private/Public Lot On-Street On-Street On-Street	9 9 9 0 23 111 9 5 11 13 111 90 7 9	8 6 2 2 13 12 15 11 3 12 20 12 3 3 3	89% 67% 22% 1200% 57% 109% 167% 220% 27% 92% 182% 13% 43% 33%	10 10 6 15 13 16 46 8 13 18 13 8 11	111 111 1200 655 118 178 920 735 100 164 145 114 122 505 129
216 216 216 216 216 216 217 217 217 217 217 217 217 217 217 217	S. 17th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St. S. 19th St. S. 19th St. E. Cany St. S. 18th St. E. Cany St. S. 19th St. S. 20th St. Canal Walk Lofts E. Main St.	1599 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15 S. 17th St. 1720 E. Cary St. 1720 E. Cary St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & Main St. E. Cary St. & E. Main St. 1811 E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. S. 19th St. & S. 20th St. E. Cary St. & Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & S. 25th St.	Private/Private Lot On-Street	9 9 9 0 0 23 111 9 5 11 13 111 90 7 9 10 14 9 6	8 6 2 2 13 12 15 11 3 12 20 12 3 3 2 18 6	89% 67% 22% 120% 57% 109% 27% 220% 27% 13% 43% 20% 12% 13% 43% 67% 67%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 6	1111 1111 1200 655 1188 920 733 1000 164 145 114 122 505 129 675
216 216 216 216 216 216 217 217 217 217 217 217 218 218 218 218 219 219 219 220 220 220	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cary St. S. 18th St. S. 19th St. Richmond Parking Inc E. Main St. E. Cary St. S. 19th St. Richmond Parking Inc E. Main St. E. Cary St. S. 19th St. S. 20th St. S. 20th St. Canal Walk Lofts E. Main St. E. Cary St. S. 20th St. E. Cany St. S. 20th St. E. Cany St. S. 20th St. E. Cany St. S. 20th St.	1599 L Main St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 15. S. 17th St. 1720 E. Cary St. 1720 E. Cary St. 1725 E. Main St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 1811 E. Main St. 1811 E. Main St. 5. 19th St. & S. 20th St. 5. 19th St. & S. 20th St. 5. 19th St. & S. 20th St. 6. Cary St. & E. Main St. 1820 E. Cary St. & E. Main St. 1820 E. Cary St. & E. Main St. 1820 E. Cary St. & E. Main St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 6. Cary St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street	9 9 9 9 0 23 111 13 111 190 7 7 9 100 14 9 6 0 5 5	8 6 2 2 13 12 15 11 3 12 20 12 3 3 2 18 6	89% 67% 22% 1200% 57% 109% 220% 27% 220% 27% 13% 43% 33% 20% 17% 129% 67% 17% 00%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 0 0	111 111 1200 655 118 920 735 100 164 145 114 122 505 129 675 0%
216 216 216 216 216 216 217 217 217 217 217 217 217 217 217 217	S. 12th St. Main St. Realty E. Main St. E. Cany St. S. 12th St. S. 12th St. S. 18th St. Dock Associates RWA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St. S. 19th St. E. Cany St. S. 19th St. S	1599 E. Main St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 155. 17th St. 1720 E. Cary St. 1722 E. Main St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1811 E. Main St. 5. 19th St. & S. 20th St. 5. 19th St. & S. 20th St. E. Cary St. & E. Main St. E. 20th St. & S. 21st St. S. 20th St. & S. 21st St.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street On-Street Private/Public Lot On-Street Private/Private Lot On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	9 9 9 9 0 23 111 9 5 111 13 111 990 7 9 100 144 9 6 6 0	8 6 2 2 13 12 15 11 3 12 20 12 3 3 2 18 6	89% 67% 22% 1200% 57% 109% 157% 220% 27% 92% 13% 43% 33% 42% 129% 67%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 0	111 1200 655 118 178 920 735 100 164 145 114 122 505 129 675 0% 100 0% 315
2216 2216 2216 2216 2216 2216 2217 2217	S. 12th St. Main St. Realty E. Main St. E. Cany St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cany St. S. 18th St. S. 18th St. S. 18th St. E. Cany St. S. 18th St. E. Cany St. S. 18th St. S. 19th St. E. Cany St. S. 19th St. S. 20th St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 15. 17th St. 1720 E. Cary St. 1720 E. Cary St. 1720 E. Walin St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 1811 E. Walin St. 1811 E. Walin St. 5. 19th St. & S. 20th St. 6. Cary St. & E. Main St. 7. Cary St. & E. Main St. 7. Cary St. & E. Main St. 7. Cary St. & E. S. 21st St. 7. Cary St. & E. S. 21st St. 7. Cary St. & E. Main St. 8. Cary St. & E. Main St. 9. Cary St. & E. Main St.	Private/Private Lot On-Street	9 9 9 0 23 111 9 5 111 9 0 7 9 10 14 9 6 0 5 16 0 0 0	8 6 2 2 13 12 15 11 3 12 20 12 3 3 2 18 6 1 0 0 2 2 30 0	89% 67% 22% 1200% 57% 167% 220% 182% 13% 43% 33% 20% 129% 0% 17% 200% 13% 200% 13% 200%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 6 0 0 0 5 3 3	1111 1120(655 1188 1788 920 733 1000 164 144 121 122 122 129 675 090 100 090 313 300 090
2216 2216 2216 2216 2216 2216 2217 2217	S. 12th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cary St. S. 18th St. S. 19th St. Sill St. S. 19th St. E. Cary St. S. 19th St. Sill St. E. Cary St. S. 19th St. E. Cary St. S. 19th St. E. Cary St. S. 20th St. Canal Walk Lofts E. Main St. E. Cary St. S. 20th St. S. 20th St. S. 21th St. S. 22th St. S. 21th St.	1599 E. Main St. S. 17th St. & S. 18th St. S. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15 S. 17th St. 1720 E. Cary St. 1720 E. Cary St. 1720 E. Main St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. S. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1811 E. Main St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. S. 19th St. & S. 20th St. E. Cary St. & E. Main St. S. 20th St. & S. 21st St. S. 20th St. & S. 21st St. E. Cary St. & E. Main St.	Private/Private Lot On-Street	9 9 9 0 23 111 9 5 1 113 119 7 9 6 0 5 5 6 0 0 0 3 3 0	8 6 2 2 13 12 15 11 3 12 20 12 18 6 1 0 0 2 2 30 0 0 0 0	89% 67% 22% 1200% 57% 109% 167% 220% 13% 43% 20% 129% 07% 17% 20% 07% 07% 07% 07% 07% 07% 07% 07% 07% 0	10 10 6 15 13 16 8 13 18 13 8 11 5 18 6 0 0 0 5 33 0	1111 1120 1120 1131 1131 1131 1131 1131
2216 2216 2216 2216 2216 2217 2217 2217	S. 17th St. Main St. Realty E Main St. E Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E Main St. E Cary St. S. 18th St. S. 19th St. S. 20th St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 15.5. 17th St. 1720 E. Cary St. 1722 E. Walin St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1811 E. Main St. 5. 19th St. & S. 20th St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 6. Cary St. & E. Main St. E. Cary St. & E. Main St. 1900 E. Cary St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 5. 20th St. & S. 21st St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 6. Cary St. & E. Main St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St.	Private/Private Lot On-Street On-Street On-Street On-Street On-Street Private/Private Lot Private/Private Lot Private/Private Lot On-Street On-Street On-Street On-Street Private/Private Lot On-Street Private/Private Lot On-Street	9 9 9 9 0 23 111 9 5 111 90 7 9 10 14 9 6 0 0 5 16 0 0 3	8 6 2 2 13 12 15 11 3 12 20 12 12 18 6 1 0 0 0 2 2 30 0 0	89% 67% 22% 120% 57% 109% 167% 220% 27% 92% 13% 43% 33% 20% 67% 129% 67% 129% 67% 13% 200% 0% 0%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 6 0 0 0 5 3	1111 1120 1120 1120 1120 1120 1120 1120
2216 2216 2216 2216 2216 2217 2217 2217	S. 17th St. Main St. Realty E Main St. E Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E Main St. E Cary St. S. 18th St. S. 19th St. S. 20th St. S. 20th St. S. 20th St. S. 21th St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 15. 17th St. 15. 17th St. 1720 E. Cary St. 1720 E. Cary St. 1720 E. Cary St. 1725 E. Walin St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 18th E. Cary St. & E. Main St. 18th E. Cary St. & E. Main St. 18th St. & S. 20th St. 5. 19th St. & S. 20th St. 6. Cary St. & E. Main St. 5. 19th St. & S. 20th St. 6. Cary St. & E. Main St. 6. Cary St. & E. Main St. 6. Cary St. & E. Main St. 6. Cary St. & S. 21st St. 6. Cary St. & S. 21st St. 6. Cary St. & E. Main St. 6. Cary St. & S. 21st St. 6. Cary St. & E. Main St. 6. Cary St. & S. 18th St. 6. 17th St. & S. 18th St. 6. Cary St. & Book St. 6. Cary St. & Book St. 6. Cary St. & S. 21st St. 6. Cary St. & S. 25t St. 6. Cary St. & Sook St.	Private/Private Lot On-Street	9 9 9 0 23 111 9 5 111 133 111 90 7 9 100 144 9 6 0 0 5 166 0 0 0 3 0 0 20	8 6 2 2 13 12 15 111 3 12 20 12 3 3 2 18 6 1 0 0 0 2 2 30 0 0 0 0 85	89% 67% 22% 120% 150% 109% 167% 220% 27% 92% 43% 33% 20% 0% 17% 200% 0% 0% 0% 0% 0% 0% 500%	10 10 6 15 13 16 46 8 13 18 13 8 11 5 18 0 0 0 5 5 3 3 0 0 0 0 0 0 0 0 0 0 0 0 0	1111 11111 12000 6559 6559 1188 178 9200 1604 1444 1451 1144 1122 509 09 09 09 09 09 09 09 09 09 09 09 09 0
2216 2216 2216 2216 2216 2217 2217 2217	S. 12th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cary St. S. 18th St. S. 19th St. S. 19th St. S. 19th St. Richmond Parking Inc. E. Main St. E. Cary St. S. 19th St. S. 19th St. S. 19th St. E. Cary St. S. 19th St. S. 20th St. Canal Walk Lofts E. Main St. E. Cary St. S. 20th St.	1599 E. Walin St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 15. 17th St. 1720 E. Cary St. 1720 E. Cary St. 1720 E. Walin St. 5. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 18th St. & S. 19th St. 6. Cary St. & E. Main St. 18th St. & S. 20th St. 6. Cary St. & E. Main St. 18th E. Walin St. 91th St. & S. 20th St. 92th St. & S. 18th St.	Private/Private Lot On-Street	9 9 9 9 0 23 111 9 5 111 13 11 19 0 7 7 9 110 14 19 6 0 0 5 16 0 0 0 0 3 0 0 0 0 0 0 194	8 6 2 2 13 12 15 11 1 3 12 20 12 3 3 3 2 18 6 1 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	89% 67% 122% 120% 127% 109% 167% 109% 143% 33% 20% 17% 17% 200% 13% 200% 15% 0% 0% 100% 0% 0% 100% 0% 100% 0% 0% 100% 0% 100% 0% 100% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0%	10 10 6 15 13 16 46 8 13 18 13 18 11 5 18 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	1111 1111 1200 655 655 1188 1788 1788 100 1644 1499 1144 1122 500 090 090 090 090 090 090 090 090 090
2216 2216 2216 2216 2216 2217 2217 2217	S. 17th St. Main St. Realty E. Main St. E. Cary St. S. 17th St. S. 18th St. Dock Associates RVA Self Storage Terrer Holdings E. Main St. E. Cary St. S. 18th St. S. 19th St. S. 20th St. S. 20th St. S. 20th St. S. 20th St. S. 21th St. S. 21th St. S. 17th St. S. 18th St.	1599 E. Main St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. E. Cary St. & E. Main St. 15. 17th St. 15. 17th St. 15. 17th St. 1720 E. Cary St. 1722 E. Cary St. 1722 E. Main St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. 5. 18th St. & S. 19th St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. E. Cary St. & E. Main St. 1811 E. Main St. 5. 19th St. & S. 20th St. 5. 20th St. & S. 21th St. 5. 20th St. & S. 21th St. 5. 20th St. & S. 21th St. 5. 17th St. & S. 18th St. 5. 17th St. & S. 18th St. 6. Cary St. & E. Main St. 6. Cary St. & E. St. St. 6. St. St. St. St. 6. Cary St. & Book St.	Private/Private Lot On-Street	9 9 9 9 0 23 111 9 5 111 133 111 90 7 9 100 144 9 6 0 0 5 166 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	8 6 2 2 13 12 15 11 1 3 3 12 20 12 13 3 3 2 18 6 6 1 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	89% 67% 120% 120% 157% 109% 157% 109% 157% 220% 27% 43% 43% 43% 43% 67% 100% 0% 500% 425% 0% 100% 0% 500% 425% 0% 60% 100% 0% 500% 425% 0% 60% 0% 0% 60% 0% 0% 60% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0% 0	10 10 10 6 15 13 13 14 8 13 8 11 5 18 6 0 0 0 0 5 3 3 3 0 0 0 0 0 0 0 0 0 0 0 0	2000 1111 1200 6595 1188 1187 1200 1644 1401 1225 509 1000 1440 1225 0% 0% 0% 0% 0% 0% 0% 0%







Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 1)

		CBD Weekend On-St	Effective		d 12PM-2PM		d 6PM-8P
lock #	W. Duval St.	Cross Streets Chamberlayne Pkwy & N. 1st St.	Supply 0	Count 0	Utilization 0%	Count 0	Utilizatio
1	Chamberlayne Pkwy N. 1st St.	Freeway & W. Duval St. Freeway & W. Duval St.	0	0	0% 0%	0	0% 0%
2	W. Duval St. W. Jackson St.	Chamberlayne Pkwy & Price St. Chamberlayne Pkwy & Price St.	6 0	0	0% 0%	0	0% 0%
2	Chamberlayne Pkwy	W. Duval St. & W. Jackson St.	0	0	0%	0	0%
3	Price St. W. Duval St.	W. Duval St. & W. Jackson St. Price St. & Cameo St.	5 9	5	100% 0%	4 0	80% 0%
3	W. Jackson St. Price St.	Price St. & Cameo St. W. Duval St. & W. Jackson St.	0	0	0% 0%	0	0% 0%
3	Cameo St.	W. Duval St. & W. Jackson St.	10	9	90%	6	60%
4	W. Duval St. W. Jackson St.	Cameo St. & St. James St. Cameo St. & St. James St.	4 0	0	0% 0%	1 0	25% 0%
4	St. James St.	W. Duval St. & W. Jackson St.	0	0	0%	0	0%
5	Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. St. James & N. 1st St.	7	0	0% 100%	0	0% 100%
5 5	W. Jackson St. St. James St.	St. James & N. 1st St. W. Duval St. & W. Jackson St.	0 19	0 9	0% 47%	1 10	100% 53%
5	N. 1st St.	W. Duval St. & W. Jackson St.	13	11	85%	11	85%
6 6	W. Duval St. W. Jackson St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	4 0	0	0% 0%	0	0% 0%
6	N. 1st St. N. 2nd St.	W. Jackson St. & W. Duval St. W. Jackson St. & W. Duval St.	17 8	7 15	41% 188%	6 7	35% 88%
7	W. Duval St.	N. Belvidere St. & Brook Rd.	0	2	200%	2	200%
7 7	W. Leigh St. Brook Rd.	N. Belvidere St. & Brook Rd. W. Duval St. & W. Leigh St.	0	0	0% 100%	0	0% 100%
7	N. Belvidere St.	W. Duval St. & W. Leigh St.	6	0	0%	0	0%
8	W. Duval St. W. Leigh St.	Brook Rd. & Judan St. Brook Rd. & Judan St.	13 7	2	15% 29%	1 2	8% 29%
8	Judan St. Brook Rd.	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	6 0	0	0% 300%	1	17% 100%
9	W. Duval St.	Judan St. & St. Peters St.	8	0	0%	0	0%
9	W. Leigh St. St. Peters St.	Judan St. & St. Peters St. W. Duval St. & W. Leigh St.	8	1 7	13% 78%	1 14	13% 156%
9	Judan St.	W. Duval St. & W. Leigh St.	0	4	400%	1	100%
10 10	Chamberlayne Pkwy W. Leigh St.	W. Duval St. & Price St. St. Peters St. & Price St.	0 10	0 7	0% 70%	0 10	0% 100%
10	St. Peters St.	W. Duval St. & W. Leigh St.	9	0	0%	2	22%
10 11	Price St. W. Jackson St.	Chamberlayne Pkwy & W. Leigh St. Chamberlayne Pkwy & Price St.	3	0	133% 0%	0	33% 0%
11 11	Chamberlayne Pkwy Price St.	W. Jackson St. & Price St. W. Jackson St. & W. Leigh St.	0 7	0 5	0% 71%	0 5	0% 71%
12	W. Jackson St.	Price St. & St. James St.	0	0	0%	0	0%
12 12	W. Leigh St. Price St.	Chamberlayne Pkwy & St. James St. W. Jackson St. & Chamberlayne St.	2 0	0	0% 0%	0	0% 0%
12	Chamberlayne Pkwy	Price St. & Leigh St.	0	0	0%	0	0%
12 13	St. James St. W. Jackson St.	W. Jackson St. & Leigh St. N. 1st St. & N. 2nd St.	0	0	0% 0%	0	0% 0%
13 13	W. Leigh St. St. James St.	N. 1st St. & N. 2nd St. W. Jackson St. & W. Leigh St.	0 13	0 13	0% 100%	0 15	0% 115%
13	N. 1st St.	W. Jackson St. & W. Leigh St.	9	10	111%	6	67%
14 14	W. Jackson St. W. Leigh St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	0	1	100% 0%	1 0	100% 0%
14	N. 1st St.	W. Jackson St. & W. Leigh St.	13	13	100%	10	77%
14 15	N. 2nd St. W. Cary St.	W. Jackson St. & W. Leigh St. Smith St. & Brook Rd.	9	11 0	122% 0%	6	67% 0%
15 15	Catherine St.	Smith St. & N. Monroe St.	0 7	0 5	0%	0 2	0%
15	Smith St. N. Monroe St.	W. Leigh St. & Catherine St. Brook Rd. & Catherine St.	3	2	71% 67%	1	29% 33%
15 16	Brook Rd. W. Leigh St.	W. Leigh St. & N. Monroe St. Brook Rd. & N. Adams St.	4 12	4 0	100% 0%	5 0	125% 0%
16	W. Cary St.	Brook Rd. & N. Adams St.	9	21	233%	15	167%
16 16	Brook Rd. N. Adams St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	0	0	0% 0%	0	0% 0%
17	W. Leigh St.	N. Adams St. & St. James St.	8	7	88%	2	25%
17 17	W. Clay St. N. Adams St.	N. Adams St. & St. James St. W. Leigh St. & W. Clay St.	11 0	10 0	91% 0%	11 0	100% 0%
17	St. James St.	W. Leigh St. & W. Clay St.	0	1	100%	0	0%
18 18	W. Leigh St. W. Clay St.	St. James & N. 1st St. St. James & N. 1st St.	9 10	1 9	11% 90%	0 7	0% 70%
18 18	St. James St. N. 1st St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	0 12	14 16	1400% 133%	16 6	1600% 50%
19	W. Leigh St.	N. 1st St. & N. 2nd St.	3	11	367%	7	233%
19 19	W. Clay St. N. 1st St.	N. 1st St. & N. 2nd St. W. Leigh St. & W. Clay St.	10 18	5 16	50% 89%	8 11	80% 61%
19	N. 2nd St.	W. Leigh St. & W. Clay St.	18	15	83%	14	78%
20 20	Catherine St. W. Clay St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	12 4	12 10	100% 250%	9 7	75% 175%
20 20	Smith St. N. Henry St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	12 0	5	42% 0%	4 0	33% 0%
21	Catherine St.	N. Henry St. & N. Monroe St.	10	8	80%	3	30%
21 21	W. Clay St. N. Henry St.	N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St.	10 6	8 4	80% 67%	5 6	50% 100%
21	N. Monroe St.	W. Clay St. & W. Marshall St.	7	3	43%	3	43%
22 22	Brook Rd. W. Clay St.	N. Monroe St. & W. Clay St. N. Monroe St. & Brook Rd.	9	6 5	67% 56%	7 6	78% 67%
22	N. Monroe St.	Brook Rd. & W. Clay St.	10	8	80%	5	50%
23 23	W. Clay St. W. Marshall St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	11 10	6 6	55% 60%	10 5	91% 50%
23 23	Smith St. N. Henry St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	12 0	12 0	100% 0%	10 0	83% 0%
24	W. Clay St.	N. Henry St. & N. Monroe St.	9	3	33%	6	67%
24 24	W. Marshall St. N. Henry St.	N. Henry St. & N. Monroe St. W. Clay St. & W. Marshall St.	11 0	4 12	36% 1200%	6 7	55% 700%
24 25	N. Monroe St.	W. Clay St. & W. Marshall St.	12	11 8	92%	9	75%
25	W. Clay St. W. Marshall St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	12 11	9	67% 82%	8	75% 73%
25 25	N. Monroe St. N. Madison St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	12 12	7 8	58% 67%	10 10	83% 83%
26	W. Marshall St.	Brook St. & N. Madison St.	7	7	100%	10	143%
26 26	N. Madison St. Brook Rd.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	6 14	12 14	200% 100%	11 14	183% 100%
27 27	W. Clay St. W. Marshall St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	20 7	12 7	60% 100%	9 6	45% 86%
27	Brook St.	W. Clay St. & W. Marshall St.	0	1	100%	0	0%
27 28	N. Adams St. W. Clay St.	W. Clay St. & W. Marshall St. N. Adams St. & N. 1st St.	0 24	0 18	0% 75%	0 16	0% 67%
28	W. Marshall St.	N. Adams St. & N. 1st St.	14	12	86%	0	0%
28 28	N. Adams St. N. 1st St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	0 7	0 12	0% 171%	0 9	0% 129%
29 29	W. Clay St. W. Marshall St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	10 5	10 12	100% 240%	9 9	90% 180%
29	N. 1st St.	W. Clay St. & W. Marshall St.	9	11	122%	10	111%
29 30	N. 2nd St. W. Marshall St.	W. Clay St. & W. Marshall St. Belvidere St. & N. Henry St.	11 10	16 9	145% 90%	11 8	100% 80%
30	W. Broad St.	Belvidere St. & N. Henry St.	0	4	400%	0	0%
30 30	Belvidere St. N. Henry St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	0	0	0% 0%	2 1	200% 100%
31 31	W. Marshall St. W. Broad St.	N. Henry St. & N. Monroe St.	9	4 5	44%	6 6	67%
31	N. Henry St.	N. Henry St. & N. Monroe St. W. Marshall St. & W. Broad St.	6 0	7	83% 700%	6	100% 600%
31 32	N. Monroe St. W. Marshall St.	W. Marshall St. & W. Broad St. N. Monroe St. & Madison St.	0 9	6 7	600% 78%	11 9	1100% 100%
32	W. Broad St.	N. Monroe St. & Madison St.	0	0	0%	0	0%
32 32	N. Monroe St. N. Madison St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	10 10	8 10	80% 100%	12 11	120% 110%
33	W. Marshall St.	N. Madison St. & N. Jefferson St.	9	11	122%	9	100%
33 33	W. Broad St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Marshall St. & W. Broad St.	5 0	5 13	100% 1300%	8 11	160% 1100%
33	N. Jefferson St.	W. Marshall St. & W. Broad St. N. Jefferson St. & N. Adams St.	9	9	100%	11	122%
34 34	W. Marshall St. W. Broad St.	N. Jefferson St. & N. Adams St.	7 9	3 5	43% 56%	3 6	43% 67%
34 34	N. Jefferson St. Brook St.	W. Marshall St. & W. Broad St. W. Marshall St. & N. Adams St.	3 4	0 13	0% 325%	0 11	0% 275%
34	N. Adams St.	W. Marshall St. & W. Broad St.	0	0	0%	0	0%
35	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	2 5	15 4	750% 80%	14 5	700% 100%
35							







Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 2)

Block #	Street	CBD Weekend On-	Effective Supply	Weekend Count	12PM-2PM Utilization	Weeken Count	d 6PM-8PN Utilization
36 36	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	0 7	0	0% 86%	0	0% 86%
36 36	N. 1st St. N. 2nd St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	8	10 13	125% 100%	8 12	100% 92%
37	W. Broad St.	N. Belvidere St. & N. Henry St.	6	2	33%	0	0%
37 37	W. Grace St. N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Broad St. & W. Grace St.	6 0	4 0	67% 0%	3 2	50% 200%
37 38	N. Henry St. W. Broad St.	W. Broad St. & W. Grace St. N. Henry St. & N. Monroe St.	6	0 6	0% 100%	0 7	0% 117%
38 38	W. Grace St. N. Henry St.	N. Henry St. & N. Monroe St. W. Broad St. & W. Grace St.	9	10 0	111% 0%	8	89% 0%
38	N. Monroe St.	W. Broad St. & W. Grace St.	6	6	100%	7	117%
39 39	W. Broad St. W. Grace St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	7	6 4	86% 100%	8 7	114% 175%
39 39	N. Monroe St. N. Madison St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	9 7	13 9	144% 129%	13 11	144% 157%
40 40	W. Broad St. W. Grace St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	9	5	56%	9	100%
40	N. Madison St.	W. Broad St. & W. Grace St.	10	7	0% 70%	8	80%
40 41	N. Jefferson St. W. Broad St.	W. Broad St. & W. Grace St. N. Jefferson St. & N. Adams St.	0	0	100% 0%	0	0%
41 41	W. Grace St. N. Jefferson St.	N. Jefferson St. & N. Adams St. W. Broad St. & W. Grace St.	4 7	4 9	100% 129%	4 11	100% 157%
41	N. Adams St.	W. Broad St. & W. Grace St. N. Adams St. & N. Foushee St.	0	0	0%	0	0%
42	W. Broad St. W. Grace St.	N. Adams St. & N. Foushee St.	5 9	6	80% 67%	5 8	100% 89%
42 42	N. Adams St. N. Foushee St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	9	7	78% 0%	11 0	122% 0%
43 43	E. Broad St. E. Grace St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	8 7	5 5	63% 71%	7 8	88% 114%
43	N. Foushee St.	E. Broad St. & E. Grace St.	8	5	63%	7	88%
43 44	N. 1st St. E. Broad St.	E. Broad St. & E. Grace St. N. 1st St. & N. 2nd St.	10 8	10 8	100% 100%	9	90% 100%
44 44	E. Grace St. N. 1st St.	N. 1st St. & N. 2nd St. E. Broad St. & E. Grace St.	6 10	2 12	33% 120%	4 11	67% 110%
44	N. 2nd St.	E. Broad St. & E. Grace St.	6	11	183%	6	100%
45 45	W. Grace St. W. Franklin St.	N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	3 0	8	267% 0%	5	167% 0%
45 45	N. Belvidere St. N. Henry St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	0	0	0% 0%	0	0% 0%
46 46	W. Grace St. W. Franklin St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	10 0	10 0	100%	9	90%
46	N. Henry St.	W. Grace St. & W. Franklin St.	10	8	80%	6	60%
46 47	N. Monroe St. W. Grace St.	W. Grace St. & W. Franklin St. N. Monroe St. & N. Madison St.	11 9	12 7	109% 78%	14 4	127% 44%
47 47	W. Franklin St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Grace St. & W. Franklin St.	0 11	0	0% 73%	0 7	0% 64%
47	N. Madison St. W. Grace St.	W. Grace St. & W. Franklin St. N. Madison St. & N. Jefferson St.	6	6	100% 120%	7	117% 100%
48	W. Franklin St.	N. Madison St. & N. Jefferson St.	0	0	0%	0	0%
48 48	N. Madison St. N. Jefferson St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	10 0	8	80% 0%	10 0	100% 0%
49 49	W. Grace St. W. Franklin St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	9	9 1	100% 100%	8	89% 100%
49	N. Jefferson St.	W. Grace St. & W. Franklin St.	10	8	80%	9	90%
49 50	N. Adams St. W. Grace St.	W. Grace St. & W. Franklin St. N. Adams St. & N. Foushee St.	9	10	0% 111%	0 11	0% 122%
50 50	W. Franklin St. N. Adams St.	N. Adams St. & N. Foushee St. W. Grace St. & W. Franklin St.	0 12	0 9	0% 75%	0 10	0% 83%
50	N. Foushee St. E. Grace St.	W. Grace St. & W. Franklin St.	0	0	0%	0 7	0%
51 51	E. Franklin St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	0	0	78% 0%	1	78% 100%
51 51	N. Foushee St. N. 1st St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	11 7	14 13	127% 186%	11 10	100% 143%
52 52	E. Grace St. E. Franklin St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	9	11 0	122% 0%	10 0	111% 0%
52	N. 1st St.	E. Grace St. & E. Franklin St.	6	10	167%	11	183%
52 53	N. 2nd St. W. Franklin St.	E. Grace St. & E. Franklin St. N. Belvidere St. & N. Henry St.	9	15 5	167% 83%	7	78% 117%
53 53	W. Main St. N. Belvidere St.	N. Belvidere St. & N. Henry St. W. Franklin St. & W. Main St.	0	0	0% 300%	0	0% 0%
53 54	N. Henry St. W. Franklin St.	W. Franklin St. & W. Main St.	0	0	0% 46%	0	0% 69%
54	W. Main St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	11	0	0%	0	0%
54 54	N. Henry St. N. Monroe St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	11 11	9 11	82% 100%	12 13	109% 118%
55 55	W. Franklin St. W. Main St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	3 8	6	200% 0%	8	267% 0%
55	N. Monroe St.	W. Franklin St. & W. Main St.	10	8	80%	9	90%
55 56	N. Madison St. W. Franklin St.	W. Franklin St. & W. Main St. N. Madison St. & N. Jefferson St.	11 5	5 9	45% 180%	6	18% 120%
56 56	W. Main St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Franklin St. & W. Main St.	10 12	1 9	10% 75%	3 10	30% 83%
56	N. Jefferson St.	W. Franklin St. & W. Main St.	13	1	8%	0	0%
57 57	W. Franklin St. W. Main St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St.	8	6 4	75% 133%	6 5	75% 167%
57 57	N. Jefferson St. N. Adams St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	9	5 0	56% 0%	7 0	78% 0%
58	W. Franklin St.	N. Adams St. & N. Foushee St.	8	8	100%	9	113%
58 58	W. Main St. N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	9	5	56% 11%	5	56% 0%
58 59	N. Foushee St. E. Franklin St.	W. Franklin St. & W. Main St. N. Foushee St. & N. 1st St.	0	0 9	0% 100%	0 7	0% 78%
59 59	E. Main St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Franklin St. & E. Main St.	6 10	9	150% 50%	7 9	117% 90%
59	N. 1st St.	E. Franklin St. & E. Main St.	9	9	100%	5	56%
60 60	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	7 6	10 6	143% 100%	6 0	86% 0%
60 60	N. 1st St. N. 2nd St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	10 9	11 9	110% 100%	7 4	70% 44%
61	E. Franklin St.	N. 2nd St. & N. 3rd St.	7	3	43%	2	29%
61 61	E. Main St. N. 2nd St.	N. 2nd St. & N. 3rd St. E. Franklin St. & E. Main St.	3	5 3	167% 33%	1 5	33% 56%
61 62	N. 3rd St. E. Franklin St.	E. Franklin St. & E. Main St. N. 3rd St. & N. 4th St.	6 8	7 4	117% 50%	5 3	83% 38%
62 62	E. Main St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Franklin St. & E. Main St.	3	2	67% 0%	4 10	133% 1000%
62	N. 4th St.	E. Franklin St. & E. Main St.	5	2	40%	0	0%
63 63	W. Main St. W. Cary St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	0	3 4	300% 44%	0 4	0% 44%
63 63	S. Belvidere St. S. Madison St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	0 7	0	0% 14%	0	0% 14%
64 64	W. Main St. W. Cary St.	S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St.	5	0	0%	1	20%
64	S. Madison St.	W. Main St. & W. Cary St.	9	1	0% 11%	6	67% 0%
64 65	S. Jefferson St. W. Main St.	W. Main St. & W. Cary St. S. Jefferson St. & S. Adams St.	0	0 6	0% 67%	6	0% 67%
65 65	W. Cary St. S. Jefferson St.	S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St.	9	6	67% 233%	11	122% 100%
65	S. Adams St.	W. Main St. & W. Cary St.	0	0	0%	0	0%
66 66	W. Main St. W. Cary St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St.	8 5	1 2	13% 40%	5 9	63% 180%
66 66	S. Adams St. S. Foushee St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	0	3 0	300% 0%	8	800% 0%
67	E. Main St.	S. Foushee St. & S. 1st St.	3	7	233%	4	133%
67 67	E. Cary St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Main St. & E. Cary St.	4 0	0 5	0% 500%	0	0% 200%
67 68	S. 1st St. E. Main St.	E. Main St. & E. Cary St. S. 1st St. & S. 2nd St.	7	4 7	57% 117%	2 6	29% 100%
68	E. Cary St.	S. 1st St. & S. 2nd St.	9	8	89%	9	100%
68 68	S. 1st St. S. 2nd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	6	5	83% 56%	8	133%
69 69	E. Main St. E. Cary St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	8 5	4	50% 60%	2	25% 40%
69 69	S. 2nd St. S. 3rd St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	8 9	5	63% 56%	4 6	50% 67%
70	W. Marshall St.	S. 3rd St. & S. 4th St.	3	1	33%	2	67%
70	W. Broad St. S. 3rd St.	S. 3rd St. & S. 4th St. E. Main St. & E. Cary St.	7 5	3 2	43% 40%	3	43% 0%





Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 3)

Block #	Street	Cross Streets	Effective Supply	Weekend Count	d 12PM-2PM Utilization	Weeken Count	d 6PM-8PI Utilizatio
71 71	W. Cary St. W. Canal St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	12 12	10 10	83% 83%	3 14	25% 117%
71	S. Belvidere St.	W. Cary St. & W. Canal St.	0	0	0%	0	0%
71 72	S. Jefferson St. W. Cary St.	W. Cary St. & W. Canal St. S. Jefferson St. & S. Adams St.	9	0 6	0% 67%	1 11	100% 122%
72	W. Canal St.	S. Jefferson St. & S. Adams St.	7	8	114%	10	143%
72 72	S. Jefferson St. S. Adams St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	0 10	0 13	0% 130%	1 13	100% 130%
73	W. Cary St.	S. Adams St. & S. Foushee St.	4	3	75%	7	175%
73 73	W. Canal St. S. Adams St.	S. Adams St. & S. Foushee St. W. Cary St. & W. Canal St.	13 12	13 9	100% 75%	12 12	92% 100%
	S. Foushee St.	W. Cary St. & W. Canal St.	0	6	600%	4	400%
74 74	E. Cary St. E. Canal St.	S. Foushee St. & S. 1st St. S. Foushee St. & S. 1st St.	7 10	2 9	29% 90%	4 11	57% 110%
	S. Foushee St.	E. Cary St. & E. Canal St.	0	6	600%	6	600%
74 75	S. 1st St. E. Cary St.	E. Cary St. & E. Canal St. S. 1st St. & S. 2nd St.	9	4	44% 50%	6 7	67% 117%
75	E. Canal St.	S. 1st St. & S. 2nd St.	8	4	50%	4	50%
75 75	S. 1st St. S. 2nd St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	9	8	89% 0%	10 0	111% 0%
76	E. Cary St.	S. 2nd St. & S. 3rd St.	2	3	150%	4	200%
76 76	E. Canal St. S. 2nd St.	S. 2nd St. & S. 3rd St. E. Cary St. & E. Canal St.	5 10	7 0	140% 0%	1 0	20% 0%
76	S. 3rd St.	E. Cary St. & E. Canal St.	0	6	600%	2	200%
77 77	E. Cary St. E. Canal St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	9	7	78% 75%	4 1	44% 25%
77	S. 3rd St.	E. Cary St. & E. Canal St.	9	8	89%	2	22%
77 78	S. 4th St. W. Canal St.	E. Cary St. & E. Canal St. N. 1st St. & N. 2nd St.	9	5 21	56% 2100%	6 25	67% 2500%
78	Byrd St.	N. 1st St. & N. 2nd St.	0	0	0%	0	0%
78 78	S. Belvidere St. S. 2nd St.	W. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	0	0	0% 0%	0	0% 0%
79	W. Canal St.	S. 2nd St. & S. 3rd St.	3	0	0%	0	0%
79 79	Byrd St. S. 2nd St.	S. 2nd St. & S. 3rd St. E. Canal St. & I-195 Interstate	0	0	0% 0%	0	0% 0%
79	S. 3rd St.	E. Canal St. & I-195 Interstate	8	5	63%	6	75%
80 80	W. Canal St. Byrd St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	6 0	4 0	67% 0%	5 1	83% 100%
80	S. 3rd St.	E. Canal St. & I-195 Interstate	5	3	60%	2	40%
80 81	S. 4th St. I- 64 Interstate	E. Canal St. & I-195 Interstate N. 2nd St. & N. 3rd St.	13 0	10 0	77% 0%	8	62% 0%
81	E. Jackson St.	N. 2nd St. & N. 3rd St.	0	0	0%	0	0%
81 81	N. 2nd St. N. 3rd St.	E. Jackson St. & I-64 Interstate E. Jackson St. & I-64 Interstate	19 0	14 0	74% 0%	11 0	58% 0%
82	E. Jackson St.	N. 3rd St. & N. 4th St.	0	0	0%	0	0%
82 82	N. 4th St. N. 3rd St.	E. Jackson St. & Merge 3rd St.	0	0	0% 0%	0	0% 0%
83	E. Duval St.	E. Jackson St. & Merge 4th St. N. 4th St. & N. 5th St.	0	0	0%	0	0%
	E. Jackson St. N. 4th St.	N. 4th St. & N. 5th St. E. Duval St. & E. Jackson St.	3	7 0	233%	6 0	200%
83 83	N. 5th St.	E. Duval St. & E. Jackson St.	0	0	0% 0%	0	0% 0%
84 84	E. Jackson St. N. 5th	N. 5th St. & Navy Hill Dr.	5 0	7 0	140% 0%	6 0	120%
84	Navy Hill Dr.	E. Jackson St. & I-64 Interstate Ramp E. Jackson St. & I-64 Interstate Ramp	0	0	0%	0	0% 0%
85 85	E. Duval St. E. Jackson St.	Navy Hill Dr. & N. 7th St.	0	0	0% 0%	0	0%
85	Navy Hill Dr.	Navy Hill Dr. & N. 7th St. E. Jackson St. & E. Duval St.	0	0	0%	0	0% 0%
85 86	N. 7th St. E. Jackson St.	E. Jackson St. & E. Duval St. N. 7th St. & N. 8th St.	0	0	0% 0%	0	0% 0%
86	E. Leigh St.	N. 7th St. & N. 8th St.	0	0	0%	0	0%
86 86	N. 7th St. N. 8th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	0	0	0% 0%	0	0% 0%
87	E. Duval St.	N. 2nd St. & 3rd St.	0	0	0%	0	0%
87 87	E. Leigh St. N. 2nd St.	N. 2nd St. & 3rd St. E. Jackson St. & E. Leigh St.	0 4	0 5	0% 125%	0 7	0% 175%
87	N. 3rd St.	E. Jackson St. & E. Leigh St.	0	0	0%	0	0%
88 88	E. Jackson St. E. Leigh St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	0	0	0% 0%	0	0% 0%
88	N. 3rd St.	E. Jackson St. & E. Leigh St.	0	0	0%	0	0%
88 89	N. 4th St. E. Jackson St.	E. Jackson St. & E. Leigh St. N. 4th St. & N. 5th St.	0	0 8	0% 89%	0 9	0% 100%
89	E. Leigh St.	N. 4th St. & N. 5th St.	0	0	0%	0	0%
89 89	N. 4th St. N. 5th St.	E. Jackson St. & E. Leigh St.	0	0	0% 0%	0	0% 0%
90	E. Jackson St.	E. Jackson St. & E. Leigh St. N. 5th St. & N. 7th St.	0	0	0%	0	0%
90	E. Leigh St.	N. 5th St. & N. 7th St.	32	14	44%	2	6%
90 90	N. 5th St. N. 7th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	0	0 0	0% 0%	0 0	0% 0%
91	E. Jackson St.	N. 7th St. & N. 8th St.	0	0	0%	0	0%
91 91	E. Leigh St. N. 7th St.	N. 7th St. & N. 8th St. E. Jackson St. & E. Leigh St.	9	0	0% 0%	0	0% 0%
91 92	N. 8th St. E. Duval St.	E. Jackson St. & E. Leigh St.	0	0	0%	0	0%
92 92	Turpin St.	N. 8th St. & N. 10th St. N. 9th St. & N. 10th St.	0 8	0 10	0% 125%	0 2	0% 25%
92 92	E. Leigh St. N. 8th St.	N. 8th St. & N. 9th St.	0 17	N/A	0% 47%	N/A	0% 12%
92 92	N. 9th St.	E. Leigh St. St. & E. Duval St. E. Leigh St. & Turpin St.	0	8 N/A	47% 0%	2 N/A	12% 0%
92 93	N. 10th St.	Turpin St. & E. Duval St. N. 9th St. & N. 10th St.	16 0	17 0	106% 0%	2	13%
93 93	Turpin St. E. Duval St.	N. 9th St. & N. 10th St. N. 1st St. & N. 2nd St.	0	0	0%	0	0% 0%
93	E. Leigh St.	N. 10th St. & I-95 Interstate Underpass	0	0	0%	0	0%
93 93	N. 9th St. N. 10th St.	E. Leigh St. & Turpin St. E. Leigh St. St. & E. Duval St.	0	0	0% 0%	0	0% 0%
93	N. 10th St.	E. Leigh St. St. & E. Duval St.	0	0	0%	0	0%
94 94	E. Leigh St. E. Clay St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	9 5	11 3	122% 60%	7 3	78% 60%
94	N. 8th St.	E. Leigh St. & E. Clay St.	9	0	0%	1	11%
94 95	N. 9th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 9th St. & N. 10th St.	15 5	16 0	107% 0%	0	53% 0%
95 oe	E. Clay St.	N. 9th St. & N. 10th St.	8	9	113%	9	113%
95 95	N. 9th St. N. 10th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	0 7	0 14	0% 200%	0 12	0% 171%
96	E. Leigh St.	N. 10th St. & N. 11th St.	0	0	0%	0	0%
96 96	E. Clay St. N. 10th St.	N. 10th St. & N. 11th St. E. Leigh St. & E. Clay St.	0	0	0% 0%	0	0% 0%
96	N. 11th St.	E. Leigh St. & E. Clay St.	0	0	0%	0	0%
97 97	E. Leigh St. E. Clay St.	N. 11th St. & N. 12th St. N. 11th St. & N. 12th St.	0 9	0 9	0% 100%	0 6	0% 67%
97	N. 11th St.	E. Leigh St. & E. Clay St.	13	13	100%	15	115%
97 98	N. 12th St. E. Leigh St.	E. Leigh St. & E. Clay St. N. 12th & N. 13th St.	9	15 0	167% 0%	13 0	144% 0%
98	E. Clay St.	N. 12th & N. 13th St.	3	0	0%	0	0%
98 98	N. 12th St. N. 13th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	11 0	15 3	136% 300%	14 3	127% 300%
99	E. Leigh St.	N. 13th St. & I-95 Interstate Ramp	0	0	0%	0	0%
99 99	E. Clay St. N. 13th St.	N. 13th St. & I-95 Interstate Ramp E. Leigh St. & E. Clay St.	0	0	0% 0%	0	0% 0%
100	E. Clay St.	N. 11th St. & N. 12th St.	0	0	0%	0	0%
100 100	E. Marshall St.	N. 11th St. & N. 12th St.	0	0	0%	0	0%
	N. 11th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	0	0	0% 0%	0	0%









Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 4)

Block # 101 101 101 102 102 102 103 103 103 104 104 104 105	Street E. Clay St. E. Marshall St. N. 12th St. N. 13th St. E. Clay St. E. Clay St. E. Marshall St.	CBD Weekend On-Street Cross Streets N. 12th & N. 13th St. N. 12th & N. 13th St. E. Clay St. & E. Marshall St.	Effective Supply 0 4 0	Weekend Count 0 7	12PM-2PM Utilization 0%	Count 0	d 6PM-8PM Utilization
101 101 101 102 102 103 103 103 104 104 104	E. Clay St. E. Marshall St. N. 12th St. N. 13th St. E. Clay St.	N. 12th & N. 13th St. E. Clay St. & E. Marshall St.	0 4			0	0%
101 102 102 102 103 103 103 103 104 104 104	N. 13th St. E. Clay St.	,			175%	6	150%
102 102 103 103 103 103 104 104 104	,	E. Clay St. & E. Marshall St.	0	0	0% 0%	0	0% 0%
103 103 103 103 104 104 104 104		N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp	0	0	0% 0%	0	0% 0%
103 103 104 104 104 104	N. 13th St. E. Marshall St.	E. Clay St. & E. Marshall St. N. 11th St. & N. 12th St.	0	0	0% 0%	0	0% 0%
104 104 104 104	E. Broad St. N. 11th St.	N. 11th St. & N. 12th St. E. Marshall St. & E. Broad St.	0	0	0% 0%	0	0% 0%
104 104	N. 12th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 11th St. & College St.	0	0	0% 0%	0	0% 0%
	E. Broad St. N. 11th St.	N. 11th St. & College St. E. Marshall St. & E. Broad St.	0	0	0% 0%	0	0% 0%
	College St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	0	0	0% 0%	0	0%
106 106	E. Leigh St. E. Clay St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	10	6 12	600% 120%	8 12	800% 120%
106	N. 2nd St. N. 3rd St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	15 0	18	120% 0%	18	120% 0%
107	E. Leigh St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Leigh St. & E. Clay St.	7	6	0% 86%	0 11	0% 157%
108 108 108	E. Leigh St. E. Marshall St. N. 5th St.	N. 4th St. to N. 5th St. N. 4th St. to N. 5th St.	9 0 0	7 0 0	78% 0% 0%	6 0 0	67% 0% 0%
109 109	E. Leigh St. E. Marshall St.	E. Leigh St. & E. Marshall St. W. Duval St. & Price St. St. Peters St. & Price St.	21	15 7	71% 140%	12 6	57% 120%
109 109	N. 5th St. N. 7th St.	E. Leigh St. & E. Marshall St. E. Leigh St. & E. Marshall St.	0	0	0%	0	0%
110 110	E. Clay St. E. Marshall St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	9	8	89% 100%	16 9	178% 100%
110 110	N. 2nd St. N. 3rd St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	5	7	140%	7	140%
111 111	E. Marshall St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Clay St. & E. Franklin St.	0	0	0% 0%	0	0% 0%
112	E. Marshall St. E. Broad St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	5	8	160% 133%	8	160% 167%
	N. 2nd St. N. 3rd St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	9	13 0	144%	11 0	122% 0%
113 113	E. Marshall St. E. Broad St.	E 3rd St. & E 4th St. E 3rd St. & E 4th St.	0 3	0 7	0% 233%	0 7	0% 233%
113 114	N. 3rd St. E. Marshall St.	E. Marshall St. & E. Broad St. E 4th St. & N. 5th St.	0	0	0%	0	0% 0%
114 114	E. Broad St. N. 5th St.	E 4th St. & N. 5th St. E. Marshall St. & E. Broad St.	0	0	0% 300%	0	0% 300%
115 115	E. Marshall St. E. Broad St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	4 0	5	125% 0%	5 7	125% 700%
115 115	N. 5th St. N. 6th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	0	1 0	100% 0%	0 3	0% 300%
116 116	E. Marshall St. E. Broad St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	0	0	0% 0%	0	0% 0%
116 116	N. 6th St. N. 7th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	3 8	4 9	133% 113%	3 9	100% 113%
117 117	E. Broad St. E. Grace St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	7 5	11 10	157% 200%	12 8	171% 160%
117 117	N. 2nd St. N. 3rd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	7 12	11 13	157% 108%	11 13	157% 108%
118 118	E. Broad St. E. Grace St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	9	0 12	0% 133%	10	0% 111%
118 118	N. 3rd St. N. 4th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	11 11	13 13	118% 118%	15 13	136% 118%
-	E. Broad St. E. Grace St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	0	0	0%	0	0%
119 119	N. 4th St. N. 5th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	8	5	50% 125%	5	50% 125%
	E. Broad St. E. Grace St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	0	0	0% 0%	0	0% 0%
120 120	N. 5th St. N. 6th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	3	5	250% 100%	6	300% 133%
121	E. Broad St. E. Grace St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	0	0	0% 0%	0	0%
	N. 6th St. N. 7th St. E. Grace St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St. N. 2nd St. & N. 3rd St.	0 3 7	0 0 6	0% 0% 86%	0 4 4	0% 133% 57%
	E. Franklin St. N. 2nd St.	N. 2nd St. & N. 3rd St.	3 8	0	0% 63%	0	0% 63%
122	N. 3rd St. E. Grace St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St. N. 3rd St. & N. 4th St.	8	14 11	175% 138%	14 12	175% 150%
123 123	E. Franklin St. N. 3rd St.	N. 3rd St. & N. 4th St. E. Grace St. & E. Franklin St.	10	0	0% 138%	0	0% 138%
	N. 4th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 4th St. & N. 5th St.	9	12	133% 100%	15	167% 100%
124 124	E. Franklin St. N. 5th St.	N. 4th St. & N. 5th St. E. Grace St. & E. Franklin St.	12 8	4 7	33% 88%	8	67% 88%
124	N. 6th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 5th St. & N. 6th St.	6	7	117% 100%	10	167% 100%
125	E. Franklin St. N. 5th St.	N. 5th St. & N. 6th St. E. Grace St. & E. Franklin St.	10 6	11 9	110% 150%	9	90% 217%
	N. 6th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 6th St. & N. 7th St.	7	10 0	143% 0%	9	129% 0%
126 126	E. Franklin St. N. 6th St.	N. 6th St. & N. 7th St. E. Grace St. & E. Franklin St.	2	4 0	200% 0%	3 9	150% 225%
126 127	N. 7th St. E. Franklin St.	E. Grace St. & E. Franklin St. N. 4th St. & N. 5th St.	3 7	7 8	233% 114%	7 8	233% 114%
	E. Main St. N. 4th St.	N. 4th St. & N. 5th St. E. Franklin St. & E. Main St.	9 10	11 7	122% 70%	11 12	122% 120%
127 128	N. 5th St. E. Franklin St.	E. Franklin St. & E. Main St. N. 5th St. & N. 6th St.	5 4	10 3	200% 75%	10 5	200% 125%
128 128	E. Main St. N. 5th St.	N. 5th St. & N. 6th St. E. Franklin St. & E. Main St.	4 2	5 9	125% 450%	6 10	150% 500%
	N. 6th St. E. Franklin St.	E. Franklin St. & E. Main St. N. 6th St. & N. 7th St.	5 2	9	180% 300%	4 6	80% 300%
129	E. Main St. N. 6th St.	N. 6th St. & N. 7th St. E. Franklin St. & E. Main St.	0	0	0% 0%	0	0% 0%
129	N. 7th St. E. Main St.	E. Franklin St. & E. Main St. N. 4th St. & N. 5th St.	9	10	100% 111%	2 11	200% 122%
130 130	E. Cary St. S. 4th St.	N. 4th St. & N. 5th St. E. Main St. & E. Cary St.	3 7	6	67% 86%	0 10	0% 143%
	S. 5th St. E. Main St.	E. Main St. & E. Cary St. S. 5th St. & S. 6th St.	12	10	58% 100%	9	90%
131	E. Cary St. S. 5th St. S. 6th St.	S. 5th St. & S. 6th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	0 7 7	0 7 9	0% 100% 129%	0 7 12	0% 100% 171%
131 132 132	E. Main St. E. Cary St.	E. Main St. & E. Cary St. N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	6 3	10 0	129% 167% 0%	12 12 0	200% 0%
132	E. Cary St. Brook St. N. Adams St.	N. 6th St. & N. 7th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	3 8	8 3	267% 38%	0 8 11	267% 138%
	N. Adams St. E. Cary St. E. Canal St.	E. Main St. & E. Cary St. N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	7 7	0 9	38% 0% 129%	1 8	138% 14% 114%
133	S. 4th St. S. 5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	10 9	5 4	50% 44%	1	10%
134 134	E. Cary St. E. Canal St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.	0	0	0% 500%	0	0% 800%
134 134	S. 5th St. S. 6th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	5	4	80% 0%	4	80% 0%
135 135	E. Cary St. E. Canal St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	0	0	0% 0%	0	0% 0%
135 135	Belvidere St. N. Henry St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	0	0	0% 0%	0	0%
136 136	E. Canal St. E. Canal St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	3	5	167% 0%	5	167% 0%
	S. 4th St. S. 5th St.	E. Canal St. & I-195 Interstate Highway E. Canal St. & I-195 Interstate Highway	0	6	600% 0%	6	600% 0%
137	E. Canal St. S. 5th St.	S. 5th St. & S. 6th St. E. Canal St. & I-195 Interstate Highway	12 0	15 0	125% 0%	14 0	117% 0%
	S. 7th St. E. Leigh St.	E. Canal St. & I-195 Interstate Highway N. 7th St. & N. 8th St.	0	0	0% 0%	0	0%
	E. Clay St. N. 7th St.	N. 7th St. & N. 8th St. E. Leigh St. & E. Clay St.	5 0	0	0% 0%	0	0% 0%
138 139	N. 8th St. E. Clay St.	E. Leigh St. & E. Clay St. N. 7th St. & N. 8th St.	0	0	0% 0%	0	0% 0%
	E. Marshall St. N. 7th St.	N. 7th St. & N. 8th St. E. Clay St. & E. Marshall St.	0	0	0% 300%	0	0% 0%
139 140	N. 8th St. E. Clay St.	E. Clay St. & E. Marshall St. N. 8th St. & N. 9th St.	9	0 5	0% 56%	0	0% 0%
140 140	E. Marshall St. N. 8th St. N. 9th St.	N. 8th St. & N. 9th St. E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	8 9 12	3 1	38% 11%	4 0	50% 0% 58%







Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 5)

Dit F-8: Downtown On-Street Weekend Occupancy CBD Weekend On-Street									
В	Block #	Street	Cross Streets	Effective Supply	Count	12PM-2PM Utilization	Count	d 6PM-8PM Utilization	
	141	E. Marshall St. N. 9th St.	N. 9th St. & N. 10th St. E. Clay St. & E. Marshall St.	7 4	9	129% 0%	0	129% 0%	
	142	N. 10th St. E. Clay St. E. Marshall St.	E. Clay St. & E. Marshall St. N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	0 0	13 0 0	100% 0% 0%	6 0 0	46% 0% 0%	
	142	N. 10th St. N. 11th St.	E. Clay St. & E. Franklin St. E. Clay St. & E. Franklin St.	9	5	56% 0%	5	56% 67%	
		E. Marshall St. E. Broad St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	0	0	0% 17%	0	0%	
		N. 7th St. N. 8th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	0	0	0% 0%	4	400% 0%	
		E. Marshall St. E. Broad St.	N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	9	11 0	122% 0%	11 0	122% 0%	
	144	N. 8th St. N. 9th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	7	5 9	250% 129%	8	400%	
	145	E. Marshall St. E. Broad St. N. 9th St.	N. 9th St. & N. 10th St. N. 9th St. & N. 10th St. E. Marshall St. & E. Broad St.	0 0 3	0 0 10	0% 0% 333%	0 0 6	0% 0% 200%	
	145	N. 10th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 10th St. & N. 11th St.	0	0	0%	0	0%	
	146	E. Broad St. N. 10th St.	N. 10th St. & N. 11th St. E. Marshall St. & E. Broad St.	0	0	0% 0%	0	0% 0%	
	147	N. 11th St. E. Broad St.	E. Marshall St. & E. Broad St. N. 7th St. & N. 8th St.	11 0	1 0	9% 0%	0	9% 0%	
	147	E. Grace St. N. 7th St.	N. 7th St. & N. 8th St. E. Broad St. & E. Grace St.	0	0	0% 0%	0	43% 0%	
	148	N. 8th St. E. Broad St. E. Grace St.	E. Broad St. & E. Grace St. N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	0 0 3	0 0 1	0% 0% 33%	0	0% 0% 0%	
	148	N. 9th St. N. 8th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	3	6	200% 0%	14 5	467% 500%	
	149 149	E. Broad St. N. 9th St.	N. 9th St. & N. 10th St. E. Broad St. & E. Grace St.	0	0	0% 0%	0	0% 0%	
	150	N. 10th St. E. Broad St.	E. Broad St. & Capital St. N. 10th St. & N. 11th St.	0	0	0% 0%	0	0% 0%	
	150	N. 10th St. N. 11th St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	0	0	0%	0	0%	
	151	E. Broad St. N. 11th St. Governor St.	N. 11th St. & Governor St. E. Broad St. & Capital St. E. Broad St. & Capital St.	0	0 0 0	0% 0%	0 0	0% 0%	
	152	E. Broad St. E. Grace St.	E. Broad St. & Capital St. Governor St. & N Old 14th St. Governor St. & N Old 14th St.	0 0	0	0% 0% 0%	0	0% 0% 0%	
	152	Governor St. N Old 14th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	10 0	4	40% 0%	0	0% 0%	
	153 153	E. Broad St. N Old 14th St.	N Old 14th St. & I-95 Interstate N. Broad St. & E. Grace St.	0	0	0% 0%	0	0% 0%	
	154	N. 14th St. E. Grace St.	N. Broad St. & E. Grace St. N. 7th St. & N. 8th St.	0	6	0% 300%	0	0% 550%	
Ì	154	E. Franklin St. N. 7th St.	N. 7th St. & N. 8th St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	2	2 6 8	200% 300%	9 4 9	900% 200%	
	155	N. 8th St. E. Grace St.	E. Grace St. & E. Franklin St. N. 8th St. & N. 9th St.	9	8 4 0	267% 44%	9	300% 100%	
	155	E. Franklin St. N. 8th St. N. 9th St.	N. 8th St. & N. 9th St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	0 0 0	0	0% 0% 0%	0	0% 0% 0%	
	156	Bank St. N. 9th St.	N. 9th St. & Governor St. 6 Capital St. & Bank St.	12 0	0	0% 0%	0	0% 0%	
	156 157	Governor St. E. Grace St.	Capital St. & Bank St. Governor St. & N Old 14th St.	0 10	0	0% 0%	0	0% 0%	
	157	Bank St. Governor St.	Governor St. & N. 14th St. E. Grace St. & Bank St.	9 0	5 0	56% 0%	0	0% 0%	
	158	Bank St. N. 14th St.	N Old 14th St. & N. 14th St. E. Grace St. & Bank St.	0	0	0%	0	0%	
	159	E. Broad St. E. Franklin St. N. 14th St.	N. 14th St. & I-95 Interstate N. 14th St. & I-95 Interstate Overpass E. Broad St.	0 5 12	0 0 1	0% 0% 8%	0 0 0	0% 0% 0%	
	160	Bank St. E. Main St.	N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	4 0	0	0%	0	0% 0%	
	160	N. 9th St. N. 10th St.	Bank St. & E. Main St. Bank St. & E. Main St.	0	0	0%	0	0%	
	161 161	Bank St. E. Main St.	N. 10th St. & N. 11th St. N. 10th St. & N. 11th St.	0	0	0% 0%	0	0% 800%	
	161	N. 10th St. N. 11th St.	Bank St. & E. Main St. Bank St. & E. Main St.	7 0	0	0% 0%	0	0% 0%	
	162	Bank St. E. Main St.	N. 11th St. & N. 12th St. N. 11th St. & N. 12th St.	0	9	900%	5	0% 500%	
	162	N. 11th St. N. 12th St. Bank St.	Bank St. & E. Main St. Bank St. & E. Main St. N. 12th St. & Governor St.	0 3 2	0 3 1	0% 100%	3	0% 100%	
	163	E. Main St. N. 12th St.	N. 12th St. & Governor St. N. 12th St. & Governor St. Bank St. & E. Main St.	3 5	7	50% 233% 100%	1 8 7	50% 267% 140%	
		Governor St. Bank St.	Bank St. & E. Main St. Governor St. & N. 14th St.	0	0	0%	0	0%	
	164 164	E. Main St. Governor St.	Governor St. & N. 14th St. Bank St. & E. Main St.	0	0	0% 117%	0	0% 0%	
	164 165	N. 14th St. E. Franklin St.	Bank St. & E. Main St. N. 14th St. & N. 15th St.	0 10	0	0% 0%	0	0% 0%	
	165	E. Main St. N. 14th St.	N. 14th St. & N. 15th St. E. Franklin St. & E. Main St.	0	0 2	0% 67%	0	0% 0%	
	166	N. 15th St. E. Franklin St.	E. Franklin St. & E. Main St. N. 7th St. & N. 8th St.	8	1	0% 13%	4	50%	
	166	E. Main St. N. 7th St. N. 8th St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	6 0 0	7 2 0	117% 200% 0%	6 7 0	100% 700% 0%	
	167	E. Franklin St. E. Main St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St.	3	0	0% 500%	0	0% 500%	
		N. 8th St. N. 9th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	11 0	6	55% 500%	8	73% 0%	
	168 168	E. Main St. E. Cary St.	S. 8th St. & S. 9th St. S. 8th St. & S. 9th St.	9	10 1	111% 33%	12 2	133% 67%	
	168	S. 7th St. S. 8th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	3	3 0	100% 0%	4	133% 0%	
	169	E. Main St. E. Cary St.	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St. E. Main St. & F. Cary St.	6	12 6	200% 100% 200%	6	100% 100%	
	169	S. 8th St. S. 9th St. E. Main St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. S.10th St. & S.11th St.	0 0 8	2 1 8	200% 100% 100%	0 2 10	0% 200% 125%	
	170	E. Cary St. S.10th St.	S.10th St. & S.11th St. S.10th St. & S.11th St. E. Main St. & E. Cary St.	0	0	0% 0%	0	0% 0%	
	170 171	S.11th St. E. Main St.	E. Main St. & E. Cary St. S.10th St. & S.12th St.	0	7 23	700% 135%	5 18	500% 106%	
	171	E. Cary St. S.10th St.	S.10th St. & S.12th St. E. Main St. & E. Cary St.	3	5	167% 0%	5	167% 0%	
	172	S.12th St. E. Cary St.	E. Main St. & E. Cary St. S. 8th St. & S. 9th St.	8	7	88% 0%	0	38% 0%	
	172	E. Canal St. S. 7th St.	S. 8th St. & S. 9th St. E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	0	0	0% 0%	0	0% 0%	
	173	S. 8th St. E. Cary St. E. Canal St.	E. Cary St. & E. Canal St. S. 9th St. & S.10th St. S. 9th St. & S.10th St.	0 9 4	0 6 1	0% 67% 25%	0 6 0	0% 67% 0%	
	173	S. 8th St. S. 9th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	10 4	1 4	10% 100%	1	10% 0%	
	174 174	E. Cary St. E. Canal St.	S.10th St. & S.11th St. S.10th St. & S.11th St.	4	5	125% 300%	7	175% 0%	
	174	S.10th St. S.11th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	0 7	6 0	600% 0%	4 0	400% 0%	
	175	E. Cary St. E. Canal St.	S.10th St. & S.12th St. S.10th St. & S.12th St.	0	0	100% 0%	0	0% 0%	
	175	S.10th St. S.12th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St. S. 8th St. & S. 9th St.	0	0	0% 0%	0	0% 0%	
	176	E. Canal St. S. 7th St. S. 9th St.	S. 8th St. & S. 9th St. E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	0 0	0 0 0	0% 0% 0%	0 0 0	0% 0% 0%	
	177	S. 9th St. E. Canal St. Downtown Expressway	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St.	0	3	300% 0%	2	200% 0%	
	177	S. 9th St. S.10th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	0	0	0% 0%	0	0% 0%	
	178	E. Canal St. Downtown Expressway	S.10th St. & S.11th St. S.10th St. & S.11th St.	0 14	0 17	0% 121%	0 18	0% 129%	
	178	S.10th St. S.12th St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	0	0	0% 0%	0	0% 0%	
	179	E Byrd St. S.10th St. S. 7th St	S. 7th St. & S. 9th St. S. 7th St. & S. 9th St. F Burd St. & S. 10th St	0	0	0% 0% 0%	0	0% 0%	
	179	S. 7th St. S. 9th St. E Byrd St.	E Byrd St. & S.10th St. E Byrd St. & S.10th St. S. 9th St. & S.10th St.	0 0	0 0 0	0% 0% 0%	0 0	0% 0% 0%	
Г				0	0	0%	0	0%	
	180	S. 10th St. S. 9th St.	S. 9th St. & S.10th St. E Byrd St. & S.10th St.	0	0	0%	0	0%	







Exhibit F-8: Downtown On-Street Weekend Occupancy (Pt. 6)

Block #	Street	Cross Streets	Effective Supply	Count	12PM-2PM Utilization	Count	d 6PM-8PM Utilization
181	E Byrd St. Haxall Pl	S.10th St. & S.11th St. S.10th St. & S.11th St.	0	0	0% 0%	0	0% 0%
181 181	S.10th St. S.11th St.	E Byrd St. & Haxall Pl E Byrd St. & Haxall Pl	0	0	0% 0%	0	0% 0%
182	E Byrd St. River Canal	S.11th St. & S.12th St. S 9h St. & S.12th St.	0	0	0% 0%	0	0% 0%
182	S.11th St. S.12th St.	E Byrd St. & River Canal E Byrd St. & River Canal	0	0	0% 0%	0	0% 0%
183	E. Main St. E. Cary St. S 13th St	S.12th St. & S.13th St. S.12th St. & S.13th St.	5 5	6 9	120% 180%	7 3 0	140% 60%
183	S.12th St. S.13th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	6 0	9	150% 200%	0	0% 0%
184	E. Main St. E. Cary St. S.12th St.	S.12th St. & S.14th St. S.12th St. & S.14th St. E. Main St. & E. Cary St.	14 6 6	14 17 6	100% 283% 100%	14 14 8	100% 233% 133%
	S.14th St. E. Main St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St. S.14th St. & S.15th St.	10	5	50% 100%	4	40% 143%
	E. Cary St. S.14th St.	S.14th St. & S.15th St. E. Main St. & E. Cary St.	0	0	0%	0	0%
185	S.15th St. E. Main St.	E. Main St. & E. Cary St. S.15th St. & CSX Railroad Overpass	0	0	0%	0	0%
	E. Cary St. S.15th St.	S.15th St. & CSX Railroad Overpass E. Main St. & E. Cary St.	12 9	2 1	17% 11%	6 6	50% 67%
187	CSX Railroad Overpass E. Cary St.	E. Main St. & E. Cary St. S.12th St. & S.13th St.	0 8	0 9	0% 113%	0	0% 38%
187	E. Canal St. S.12th St.	S.12th St. & S.13th St. E. Cary St. & E. Canal St.	9	5 8	56% 200%	6 8	67% 200%
188	S.13th St. E. Cary St.	E. Cary St. & E. Canal St. S.13th St. & Virginia St.	9	11	400% 122%	10	400% 111%
	E. Canal St. S.13th St. Virginia St.	S.13th St. & Virginia St. E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	9 4 3	11 4 6	122% 100% 200%	6 3 6	67% 75% 200%
189	E. Cary St. E. Canal St.	Virginia St. & S.14th St. Virginia St. & S.14th St.	0	0	0% 0%	1 0	100%
189	Virginia St. S.14th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	0	0	0%	0	0%
190	E. Cary St. Dock St.	S.14th St. & S.15th St. S.14th St. & S.15th St.	11 0	10 0	91% 0%	8	73% 0%
	S.14th St. S.15th St.	E. Cary St. & Dock St. E. Cary St. & Dock St.	0 10	0 11	0% 110%	0 12	0% 120%
191	E. Cary St. Dock St.	S.15th St. & CSX Railroad Overpass S.15th St. & CSX Railroad Overpass	9 0	7 0	78% 0%	5 0	56% 0%
191 191	S.15th St. CSX Railroad Overpass	E. Cary St. & Dock St. E. Cary St. & Dock St.	9	10 0	111% 0%	10 0	111% 0%
	E. Canal St. Downtown Expressway	S.12th St. & Virginia St. S.12th St. & Virginia St.	0	0	0% 0%	0	0% 0%
192	S.12th St. Virginia St.	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway	6	6	100%	7	0% 117%
	E. Canal St. Downtown Expressway Virginia St	Virginia St. & S.14th St. Virginia St. & S.14th St. F. Canal St. & Downtown Expressival	0 0	0 0	0% 0% 0%	1 0 0	100% 0% 0%
193	Virginia St. S.14th St. Downtown Expressway	E. Canal St. & Downtown Expressway E. Canal St. & Downtown Expressway S. 9th St. & S.10th St.	0 0	0	0% 0% 0%	0 0	0% 0% 0%
194	River S.12th St.	S. 9th St. & S. 10th St. S. 9th St. & S. 10th St. E. Broad St. & E. Grace St.	0	0	0% 0%	0	0% 0%
194	Virginia St. Downtown Expressway	E. Broad St. & Capital St. S.10th St. & S.11th St.	0	0	0%	0	0%
195 195	River Virginia St.	S.10th St. & S.11th St. E. Broad St. & Capital St.	0	0	0% 0%	0	0% 0%
195 196	S.14th St. Downtown Expressway	E. Broad St. & Capital St. S. 7th St. & S. 9th St.	0	0	0% 0%	0	0% 0%
196	River S.14th St.	S. 7th St. & S. 9th St. E Byrd St. & S.10th St.	0	0	0% 0%	0	0% 0%
197A	I-95 Interstate Overpass E. Main St. F. Cary St	E Byrd St. & S.10th St. CSX RailRoad WeSt. Overpass CSX RailRoad EaSt. Overpass	0 0	0 0	0% 0% 0%	0 0	0% 0% 0%
-	E. Cary St. E. Cary St. Dock St.	CSX RailRoad East. Overpass CSX RailRoad WeSt. Overpass CSX RailRoad EaSt. Overpass	0	0	0% 0%	0	0% 0%
197B 198 198	E. Broad St. Bank St.	E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass	0	0	0%	0	0%
	E 15th St. Westside of Railroad Overpas	E. Broad St. & E. Franklin St.	0	0	0% 0%	0	0% 400%
199	E. Broad St. E. Main St.	Westside of Railroad Overpass & Crane/Ambler Westside of Railroad Overpass & Crane/Ambler	0	0	0%	0	0% 0%
199 199	Westside of RailRoad Overpas Ambler St./ Crane St.		0	0	0% 400%	0 23	0% 2300%
200	E. Broad St. E. Grace St.	Crane St. & E 17th St. Crane St. & E 17th St.	8	0	0% 0%	0 5	0% 167%
200	Crane St. N. 17th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	0	1 0	100% 0%	1 0	100% 0%
201	E. Broad St. E. Grace St.	N. 17th St. & N. 18th St. N. 17th St. & N. 18th St.	10	6	0% 60%	0 12	0% 120%
201	N. 17th St. N. 18th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	3	0	100% 0%	0	400% 0%
202	E. Broad St. E. Grace St. N. 18th St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St. E. Broad St. & E. Grace St.	0 8 10	0 7 0	0% 88% 0%	1 9 7	100% 113% 70%
202	N. 19th St. E. Broad St.	E. Broad St. & E. Grace St. N. 19th St. & N. 20th St.	6	5	83% 0%	11 0	183% 0%
203	E. Grace St. N. 19th St.	N. 19th St. & N. 20th St. E. Broad St. & E. Grace St.	10 14	10 18	100% 129%	12 20	120% 143%
203	N. 20th St. E. Broad St.	E. Broad St. & E. Grace St. N. 20th St. & N. 21st St.	16 0	15 0	94% 0%	16 0	100%
204 204	E. Grace St. N. 20th St.	N. 20th St. & N. 21st St. E. Broad St. & E. Grace St.	9 6	11 10	122% 167%	14 9	156% 150%
204 205	N. 21st St. E. Grace St.	E. Broad St. & E. Grace St. Price St. & Cameo St.	6 8	5 0	83% 0%	11 5	183% 63%
205	E. Franklin St. Ambler St.	Price St. & Cameo St. E. Franklin St. & E. Grace St.	5 0	4 6	80% 600%	5 12	100% 1200%
206	N. 17th St. E. Grace St.	E. Franklin St. & E. Grace St. N. 17th St. & N. 18th St.	3	4	133%	6	200%
206	E. Franklin St. N. 17th St.	N. 17th St. & N. 18th St. E. Franklin St. & E. Grace St.	9 11	12 5	133% 45%	6 13	67% 118%
207	N. 18th St. E. Grace St. E. Franklin St.	E. Franklin St. & E. Grace St. N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	5 9	11 4 11	138% 80% 122%	13 7 16	163% 140% 178%
207	N. 18th St. N. 19th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	12 11	12	100%	15 13	125% 118%
208	E. Grace St. E. Franklin St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	10	9	90%	11 13	110% 118%
208 208	N. 19th St. N. 20th St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	12 10	10 17	83% 170%	11 19	92% 190%
209 209	E. Grace St. E. Franklin St.	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	10 9	11 8	110% 89%	13 10	130% 111%
209 209	N. 20th St. N. 21st St.	E. Franklin St. & E. Grace St. E. Franklin St. & E. Grace St.	10 9	8 11	80% 122%	13 10	130% 111%
210	E. Franklin St. E. Main St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	0	0	0% 0%	0	0% 0%
210 210 211	E. 15th St. Railway Station Bldg F. Franklin St	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St. N. 1st St. & N. 2nd St.	0	0 0 7	0% 0% 700%	0 0 11	0% 0% 1100%
211	E. Franklin St. E. Main St. Railway Station Bldg	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. E. Main St. & E. Franklin St.	0 0 0	7 0 18	700% 0% 1800%	11 0 27	1100% 0% 2700%
211	N. 17th St. E. Franklin St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St. N. 17th St. & N. 18th St.	0 9	18 0 9	1800% 0% 100%	0 4	0% 44%
212	E. Main St. N. 17th St.	N. 17th St. & N. 18th St. E. Main St. & E. Franklin St.	12 0	9	75% 0%	13 0	108%
212 213	N. 18th St. E. Franklin St.	E. Main St. & E. Franklin St. N. 18th St. & N. 19th St.	0 11	12 12	1200% 109%	13 13	1300% 118%
213	E. Main St. N. 18th St.	N. 18th St. & N. 19th St. E. Main St. & E. Franklin St.	6 9	9	33% 100%	8 14	133% 156%
214	N. 19th St. E. Franklin St.	E. Main St. & E. Franklin St. N. 19th St. & N. 20th St.	11	7 9	64% 90%	9	82% 110%
214	E. Main St. N. 19th St.	N. 19th St. & N. 20th St. E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	6 11	7 16	117% 145%	6 21	100% 191%
215	N. 20th St. E. Franklin St. E. Main St.	E. Main St. & E. Franklin St. N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	16 9 6	10 13 7	63% 144% 117%	11 14 9	69% 156% 150%
215	E. Main St. N. 20th St. N. 17th St.	N. 20th St. & N. 21st St. E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	10 13	14 10	117% 140% 77%	14 13	150% 140% 100%
216	E. Main St. E. Cary St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	0	0	0% 100%	0	0% 0%
216	Railroad Overpass S.17th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	0	0	0% 0%	0	0% 0%
217 217	E. Main St. E. Cary St.	S.17th St. & S.18th St. S.17th St. & S.18th St.	9	13 10	144% 111%	12 11	133% 122%
217 217	S.17th St. S.18th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	9	0 11	0% 1100%	5 12	56% 1200%
218	E. Main St. E. Cary St.	S.18th St. & S. 19th St. S.18th St. & S. 19th St.	5 11	2 13	40% 118%	6 15	120% 136%
218	S.18th St. S. 19th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	13 11	12 15	92% 136%	13 16	100% 145%
219	E. Main St. E. Cary St.	S. 19th St. & S. 20th St. S. 19th St. & S. 20th St.	7 9	3 12	43% 133%	8 13	114% 144%
219	S. 19th St. S. 20th St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	10 14	20 12	200% 86%	18 13	180% 93%
220	E. Main St. E. Cary St.	S. 20th St. & S. 21st St. S. 20th St. & S. 21st St.	6	2	50% 200%	11 5	183% 500%
220	S. 20th St. S. 21st St.	E. Cary St. & E. Main St. E. Cary St. & E. Main St.	5 16	18 6	360% 38%	18 6	360% 38%
221	E. Cary St. Dock St. S.17th St.	S.17th St. & S.18th St. S.17th St. & S.18th St. F. Cary St. & Dock St.	0 0 3	1 0 0	100% 0%	0	0% 0%
221	S.18th St.	E. Cary St. & Dock St. E. Cary St. & Dock St. S 18th St. & S 21st St	3 0 20	0 2 30	0% 200% 150%	0 5 33	0% 500% 165%
222	E. Cary St. Dock St. S.18th St.	S.18th St. & S. 21st St. S.18th St. & S. 21st St. E. Cary St. & Dock St.	0 0	0	0% 0%	0 0	0% 0%
222	S. 18th St. S. 21st St. James River Canal	E. Cary St. & Dock St. E. Cary St. & Dock St. Interstate I-95 Overpass & Pear St.	0	0	0% 0%	0	0%
	James River James River Interstate I-95 Overpass	Interstate I-95 Overpass & Pear St. Interstate I-95 Overpass & Pear St. James River Canal & James River	0	0	0% 0%	0	0% 0%
223		James River Canal & James River James River Canal & James River	0	0	0%		







Exhibit F-9: Downtown Off-Street Weekend Occupancy (Pt. 1)

				BD Weekend Off-S		Effective	Weekend 12PM- Count Utilization			
ock#	Map ID 1-1	Name/Description Sixth Mount Zion Baptist Church North	Address 100 W. Duval St.	Type Private/Private Lot	Subtype Institutional	Supply 54	Count 1	Utilization 2%	Count 0	Utilizatio
1	1-2	Sixth Mount Zion Baptist Church South	615 Judah St.	Private/Private Lot	Institutional	33	2	6%	0	0%
5 5	5-1 5-2	Jackson Commons Partnership Apartment Eggleston Plaza II	701 St. James St. 12 E. Jackson St.	Private/Private Lot Private/Private Lot	Residential Residential	43 18	15 6	35% 33%	13 8	30% 44%
6	6-1	700 Jackson Street LLC Apartments	110 E. Jackson St.	Private/Private Lot	Residential	14	4	29%	5	36%
9	9-1 12-1	Ebenezer Baptist Church WJS LLC Apartments North	615 Judah St. 1 W. Jackson St.	Private/Private Lot Private/Private Lot	Institutional Residential	36 45	11 23	31% 51%	3 24	8% 53%
2	12-2	WJS LLC Apartments South	613 Price St.	Private/Private Lot	Residential	45 13	1	8%	1	8%
2	12-3 13-1	Car Enterprises Apartments Abramson Apartments	4 W. Leigh St. 2 E. Leigh St.	Private/Private Lot Private/Private Lot	Residential Residential	8 31	6	75% 0%	3	38% 0%
16	16-1	Richmond School Board North	119 W. Leigh St.	Public/Private Lot	Institutional	41	5	12%	10	24%
16	16-2 16-3	Richmond School Board South Historic Manor	119 W. Leigh St. 510 N Adams St.	Public/Private Lot	Institutional Residential	63 19	22 5	35% 26%	18 4	29% 21%
16	16-4	Richmond School Board	119 W. Leigh St.	Private/Private Lot Public/Private Lot	Institutional	34	16	47%	16	47%
19 19	19-1	The 2C	110 E. Clay St. 514 N. 2nd St.	Private/Private Lot Private/Private Lot	Mixed Use Mixed Use	41 14	4 5	10%	8	20% 43%
28	19-2 28-1	Crema Dela Creme / Residential Residential-Office	16 W. Marshall St.	Private/Private Lot Private/Private Lot	Mixed Use	37	17	36% 46%	11	30%
28	28-2	SNP Development LLC Apartments	2 E. Marshall St.	Private/Private Lot	Residential	98 9	0 7	0%	0 2	0% 22%
28 28	28-3 28-4	Community Business Black History Museum Cultural Center	416 N 1st St. 1 E. Clay St.	Private/Private Lot Private/Private Lot	Employees Institutional	9	8	78% 89%	6	67%
28	28-5	Single Family Residence	15 E. Clay St.	Private/Private Lot	Residential	9	7	78%	5 7	56%
29 29	29-1 29-2	Virginia Properties Partnership North Virginia Properties Partnership South	103 E. Clay St. 103 E. Clay St	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	14 42	9 25	64% 60%	22	50% 52%
29	29-3	Virginia Properties Partnership East	406 N. 2nd St.	Private/Public Lot	Paid Parking	45	25	56%	14	31%
29 29	29-4 29-5	Virginia Properties Partnership East-Souti Rene & Co.	105 E. Clay St 105 1/2 E. Clay St	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	19 7	10 0	53% 0%	11 0	58% 0%
30	30-1	Rite Aid North	517 W. Marshall St.	Private/Private Lot	Customers	11	3	27%	1	9%
30 31	30-2 31-1	Rite Aid South L Parker Properties LLC Apartments	510 W. Broad St. 421 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Residential	32 23	12 0	38% 0%	14 0	44% 0%
31	31-2	Lane Brothers	408 W. Broad St	Private/Private Lot	Residential	9	1	11%	1	11%
31 32	31-3 32-1	Studio 418 LLC Drs. Adam and Allen North	418 W. Broad St. 316 N Madison St.	Private/Private Lot Private/Private Lot	Employees Customers	5 7	3	60% 0%	0	80% 0%
32	32-2	Drs. Adam and Allen South	312 N Madison St.	Private/Private Lot	Customers	9	0	0%	1	11%
32 32	32-3 32-4	Managed Care Innovations Multi-Family Apartments	316 W. Broad St. 301 W. Marshall St	Private/Private Lot Private/Private Lot	Customers Residential	14 8	1	7% 13%	1	7% 13%
33	33-1	Richmond Dairy Apartments	201 W. Marshall St.	Private/Private Lot	Residential	19	12	63%	17	89%
33 33	33-2 33-3	Tattoo Parlor Community Business Alley Parking	210 W. Broad St 224 W. Broad St	Private/Private Lot Private/Private Lot	Customers Employees	16 19	4 8	25% 42%	5 5	31% 26%
35	35-1	Rosewood Clothing Co.	11 W. Marshall St.	Private/Private Lot	Customers	27	14	52%	10	37%
35 35	35-2 35-3	Virginia Repertory Theatre Apartments North	14 W. Marshall St. 9 W. Marshall St.	Private/Private Lot Private/Private Lot	Customers Residential	13 18	20 2	154% 11%	20 6	154% 33%
35	35-4	Community Business	5 W. Marshall St.	Private/Private Lot	Customers	25	6	24%	7	28%
35 36	35-5 36-1	Premier Bank Standard Drug Store LLC	17 E. Marshall St. 110 E. Broad St.	Private/Private Lot Private/Private Lot	Customers Customers	17 16	19 19	112% 119%	9 12	53% 75%
36	36-2	Standard Drug Store LLC	320 N. 2nd St.	Private/Private Lot	Customers	13	2	15%	2	15%
36 37	36-3 37-1	Premier Bank VCU Henry St. Deck W.	101 E. Marshall St. 500 W. Grace St.	Private/Private Lot Public/Private Structure	Customers Institutional	7 288	6 36	86% 13%	5 25	71% 9%
37	37-2	VCU - Ram Bikes	201 N. Belvidere St.	Public/Private Lot	Customers	5	3	60%	5	100%
37 37	37-3 37-4	VCU Institute for Contemporary Art Lot Community Business	535 W. Broad St. 501 W. Broad St.	Public/Private Lot Private/Private Lot	Institutional Customers	66 32	2	3% 0%	4 0	6% 0%
38	38-1	VCU - Henry St. Deck E.	412 W. Grace St	Public/Private Structure	Institutional	288	53	18%	47	16%
39 39	39-1 39-2	Hair Salon Community Business	312 W. Grace St. 313 W. Broad St.	Private/Private Lot Private/Private Lot	Customers Customers	4 7	2	50% 14%	3 2	75% 29%
39	39-3	Church of Jesus Christ of Latter Day Saints	300 W. Grace St.	Private/Private Lot	Institutional	22	5	23%	8	36%
40 40	40-1 40-2	Presidents' Walk Properties City of Richmond - Police Department Par	225 W. Broad St. 200 W. Grace St.	Private/Private Lot Public/Private Structure	Residential Institutional	21 0	13 4	62% 2300%	17 6	81% 16009
41	41-1	City of Richmond - (Standard Parking)	108 W. Grace St.	Public/Public Lot	Paid Parking	102	73	72%	88	86%
42 42	42-1 42-2	City Parking The Salvation Army South	20 W. Grace St. 2 W. Grace St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	68 5	18 1	26% 20%	59 1	87% 20%
42	42-3	The Salvation Army East	2 W. Grace St.	Private/Private Lot	Employees	9	4	44%	2	22%
43 44	43-1 44-1	PARKWAY - 1st & Grace Lot Jefferson National Bank West	90 E. Grace St. 122 E. Grace St.	Private/Public Lot Private/Private Lot	Paid Parking Customers	111 12	56 15	50% 125%	58 12	52% 100%
14	44-2	Jefferson National Bank East	122 E. Grace St.	Private/Private Lot	Customers	8	9	113%	3	38%
44 45	44-3 45-1	Legal Aid Justice Center 501 W. Grace	216 N. 2nd St. 501 W. Grace St.	Private/Private Lot Private/Private Lot	Employees Residential	5 3	5	100% 0%	3	60% 33%
45 45	45-2	Office Business	515 W. Grace St.	Private/Private Lot	Employees	4	0	0%	4	100%
45 45	45-3 45-4	Monroe Park Associates Apartments Domino's Pizza	520 W. Franklin St. 521 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Customers	18 6	22 2	122% 33%	24 4	133% 67%
+5 45	45-5	Commonwealth Catholic Charities	511 W. Grace St.	Private/Private Lot	Institutional	30	1	3%	0	0%
46 46	46-1 46-2	Ampthill Associates Apartments 401 West Grace Street Apartments	402 W. Franklin St. 401 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Residential	12 25	1 8	8% 32%	1 10	8% 40%
47	47-1	Blue Atlantic Richmond LLC Apartments	321 W. Grace St.	Private/Private Lot	Residential	60	31	52%	24	40%
47 48	47-2 48-1	Davis Market Office Business	301 W. Grace St. 211 W. Grace St.	Private/Private Lot Private/Private Lot	Customers Employees	18 6	5 6	28% 100%	6 4	33% 67%
48	48-2	City Parking Lot	201 W. Grace St	Private/Public Lot	Paid Parking	42	28	67%	42	100%
49 49	49-1 49-2	Max's The Towers on Franklin	101 W. Grace St. 109 W. Grace St.	Private/Private Lot Private/Private Lot	Residential Residential	23 54	2 30	9% 56%	13 22	57% 41%
19	49-3	Protestant Episcopal Church Fund Diocese	110 W. Franklin St.	Private/Private Lot	Institutional	41	4	10%	3	7%
50 50	50-1 50-2	Young Men's Christian Assn East Raising Grace Studios	17 W. Grace St. 9 W. Grace St.	Private/Private Lot Private/Private Lot	Customers Employees	41 4	16 2	39% 50%	12 2	29% 50%
50	50-3	Young Men's Christian Assn West	17 W. Grace St.	Private/Private Lot	Customers	32	1	3%	1	3%
50 51	50-4 51-1	Young Men's Christian Assn South City Parking Lot	17 W. Grace St. 3 E. Grace St.	Private/Private Lot Private/Public Lot	Customers Paid Parking	13 68	2 21	15% 31%	2 25	15% 37%
52	52-1	Dimenti Studio	116 N. 2nd St.	Private/Private Lot	Customers	7	7	100%	6	86%
53 54	53-1 54-1	Park Plaza Apartments Commonwealth Club	517 W. Franklin St. 420 W. Main St.	Private/Private Structure Private/Private Lot	Residential	158 110	64 7	41%	15 27	9% 25%
55	55-1	Commonwealth Club	5 N. Monroe St	Private/Private Lot	Customers Customers	86	1	6% 1%	3	3%
55	55-1 56-1	Law Offices Historic Richmond Foundation	300 W. Main St	Private/Private Lot	Employees	9	0	0% 6%	0 2	0% 11%
56 56	56-1 56-2	Jefferson Hotel South-East	210 W. Main St. 200 W. Main St.	Private/Private Lot Private/Private Lot	Employees Customers	18 28	1 3	11%	4	11% 14%
56 56	56-3 56-4	Jefferson Hotel North-East 220 W. Main St.	201 W. Franklin St 220 W. Main St.	Private/Private Lot Private/Private Lot	Customers Residential	45 20	2	4% 15%	3	7% 15%
58	58-1	Jefferson Hotel	8 W. Main St.	Private/Private Lot	Customers	140	88	63%	91	65%
58 59	58-2 59-1	Young Men's Christian Assn Young Men's Christian Assn	1 W. Franklin St 3 E. Franklin St	Private/Private Lot Private/Private Lot	Customers Customers	31 25	32 8	103% 32%	21 4	68% 16%
59	59-2	Alley Parkin	6 E. Main St.	Private/Private Lot	Mixed Use	25 22	9	41%	5	23%
50 50	60-1 60-2	Office Business	100 E. Main St. 101 E. Franklin St.	Private/Private Lot	Employees Institutional	7	4	57% 17%	0	0% 0%
51	60-2	City of Richmond - Library SunTrust Bank	206 E. Main St.	Public/Private Lot Private/Private Lot	Institutional Customers	23 9	0	0%	1	11%
51 51	61-2 61-3	Richmond Fire Department Headquarters		Private/Private Lot	Employees Employees	35 23	7 4	20% 17%	9 18	26% 78%
51 52	61-3 62-1	Bolling Haxall House Foundation 4N4 Midtown	215 E. Franklin St N. 4th St.	Private/Private Lot Private/Private Lot	Employees Residential	23 18	12	17% 67%	18 8	78% 44%
54 54	64-1	VCU - JL Lot	200 W. Cary St.	Public/Public Lot	Institutional	97 76	7	7% 55%	8	8% 50%
54 55	64-2 65-1	Jefferson Hotel Jefferson Hotel	201 W. Main St. 114 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Customers	76 137	42 14	55% 10%	45 13	59% 9%
56	66-1	Office Business North	5 W. Main St.	Private/Private Lot	Employees	23	4	17%	4	17%
56 56	66-2 66-3	Office Business East Goodwyn's Sons Private Parking Lot	4 W. Cary St. 23 S. Adams St.	Private/Private Lot Private/Private Lot	Employees Employees	7 32	0	0% 0%	0 2	0% 6%
56	66-4	Commercial Business	8 W. Cary St.	Private/Private Lot	Customers	14	0	0%	0	0%
57 57	67-1 67-2	1st and Cary City Parking Standard Parking- South part	2 E. Cary St. 2 E. Cary St.	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	116 11	27 0	23% 0%	21 0	18% 0%
57	67-3	Senior Connections	6 S. 1st St.	Private/Private Lot	Employees	47	1	2%	1	2%
58 58	68-1 68-2	Valentine House / Commercial Leete Tire & Auto	107 E. Main St. 14 S. 2nd St	Private/Private Lot Private/Private Lot	Mixed Use Customers	41 7	14 11	34% 157%	15 10	37% 143%
69	69-1	WC Hutchinson Real Estate	219 E. Main St.	Private/Public Lot	Paid Parking	23	0	0%	1	4%
59 59	69-2 69-3	213 E. Main 16 S. 3rd	213 E. Main St. 16 S. 3rd St.	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	31 29	0 4	0% 14%	0	0% 0%
59	69-4	201 E. Main	201 E. Main St.	Private/Public Lot	Paid Parking	31	29	94%	23	74%
70 70	70-1 70-2	Riverstone Properties Office Building Riverstone Properties Office Lot North	117 S. 3rd St. 101 S. 3rd St	Private/Private Garage Private/Private Lot	Employees Employees	88 49	8 15	9% 31%	5 10	6% 20%
70	70-3	Riverstone Properties Office Lot East	100 - 126 S. 4th St	Private/Private Lot	Employees	88	5	6%	15	17%
71 72	71-1 72-1	VCU - Jefferson St. Deck VCU - BC Parking	100 S. Jefferson St. 114 W. Canal St.	Public/Private Structure Public/Private Lot	Institutional Institutional	389 41	31 2	8% 5%	19 41	5% 100%
72	72-2	VCU - BL Parking	127 W. Cary St.	Public/Private Lot	Institutional	86	0	0%	51	59%
73 73	73-1 73-2	Commercial Business VCU - OCPE	13 - 17 W. Cary St. 9 W. Cary St.	Private/Private Lot Public/Private Lot	Customers Institutional	18 23	0	0% 0%	0	0% 0%
74	74-1	Office Business East	114 S. 1st St.	Private/Private Lot	Employees	23	5	22%	6	26%
74 74	74-2 74-3	Office Business North-East	100 S. 1st St.	Private/Private Lot	Employees	32 41	5 10	16% 24%	5	16% 20%
74 74	74-3 74-4	Sangjun Parking Office Business South-East	108 - 116 S. 1st St. 115 S. Foushee St.	Private/Private Lot Private/Private Lot	Customers Employees	41 5	10 1	24% 20%	8 5	20% 100%
75	75-1	Matrix Midtown Apartments	119 S. 1st St.	Private/Private Lot	Residential	23	10	43%	8	35%
75 76	75-2 76-1	Goodrich Gourmet Catering Company Virginia Education Association South	102 S. 2nd St. 119 S. 2nd St.	Private/Private Lot Private/Private Lot	Employees Employees	14 54	1 0	7% 0%	1	7% 2%
76	76-2	Holiday Inn	201 E. Cary St	Private/Private Structure	Customers	103	25	24%	46	45%
76 76	76-3 76-4	Resource Workforce Center Virginia Education Association South-East	203 E. Cary St. 112 S. 3rd St.	Private/Private Lot Private/Private Lot	Employees Employees	23 27	6 0	26% 0%	0	0% 0%
76 77	76-4	Riverstone Properties	112 S. 3rd St. 311 E. Cary St.	Private/Public Lot	Paid Parking	240	45	19%	39	16%
30	80-1	Office Business	201 S. 3rd St.	Private/Private Lot	Employees	41	16	39%	12	29%
81 81	81-1 81-2	533 Club Richmond Redevelopment	700 N. 3rd St. 705 N. 2nd St.	Private/Private Lot Private/Private Lot	Customers Employees	21 90	5 12	24% 13%	15 16	71% 18%
	82-1	United Network for Organ Sharing	700 N. 4th St.	Private/Private Structure	Employees	0		0%		0%
	00 4	Virginia Department of Forensic Science I	800 N. 5th St.	Public/Private Lot	Employees	14	5	36%	6	43%
82 83 83	83-1 83-2	Virginia Department of Forensic Science S	700 N. 5th St.	Public/Private Lot	Employees	86	15	17%	9	10%





Exhibit F-9: Downtown Off-Street Weekend Occupancy (Pt. 2)

				BD Weekend Off-S		Effective		nd 12PM-		d 6PM-8PM
	Map ID	Name/Description	Address	Type	Subtype	Supply		Utilization	Count	Utilization
86 87	86-1 87-1	J. Sargeant Reynolds Community College Funeral Home South Lot	700 N. 8th St. 210 E. Leigh St.	Public/Private Structure Private/Private Lot	Institutional Customers	437 26	26 14	6% 54%	33 5	8% 19%
87	87-2		210 E. Leigh St.	Private/Private Lot	Customers	12	3	25%	2	17%
87	87-3		611 N. 2nd St	Private/Private Lot	Residential	14	13	93%	10	71%
87	87-4		217 E. Jackson St.	Private/Private Lot	Institutional	11	4	36%	3	27%
88	88-1		621 N. 3rd St.	Private/Private Lot	Employees	36	4	11%	3	8%
88	88-2	Commonwealth of VA - Biotechnology Ea		Public/Public Lot	Employees	65	60	92%	42	65%
88 88	88-3 88-4	Commonwealth of VA - Biotech Southeas Commonwealth of VA - Biotech South Lot		Public/Public Lot	Employees	29 31	12 14	41% 45%	18 10	62% 32%
88	88-5		611 N. 3rd St.	Public/Public Lot Private/Private Lot	Employees Customers	13	1 4 5	45% 38%	4	31%
89	89-1		600 P5 N. 5th St	Public/Private Structure	Employees	217	8	4%	5	2%
91	91-1	Commonwealth of VA - Biotech N.	607 N. 7th St.	Public/Public Lot	Employees	221	29	13%	4	2%
91	91-2	Commonwealth of VA - Biotech S.	620 N. 8th St.	Public/Public Lot	Employees	100	11	11%	1	1%
92	92-1		659 N. 8th St.	Public/Public Structure	Mixed Use	799	346	43%	17	2%
93	93-1		615 N. 10th St.	Public/Private Structure	Institutional	869	66	8%	19	2%
94 95	94-1 95-1	,	808 E. Clay St. 500 N. 10th St.	Public/Private Lot Public/Private Lot	Employees Employees	256 157	50 16	20% 10%	15 18	6% 11%
96			1016 E. Clay St	Public/Private Lot	Institutional	27	16	59%	14	52%
98			527 N. 12th St.	Public/Public Structure	Customers	743	649	87%	467	63%
99	99-1	VCU - D Deck	515 N. 13th St.	Public/Private Structure	Employees	1922	650	34%	539	28%
105		·	1400 E. Broad St.	Public/Private Garage	Institutional	98	5	5%	5	5%
106			501 N. 2nd St.	Private/Private Lot	Employees	63	1	2%	55	87%
106			514 N. 3rd St.	Private/Private Lot	Residential	14	10	71%	9	64%
106 109		212 E. Clay City of Richmond - 5th and Marshall Garag	212 E. Clay St. 514 N. 3rd St.	Private/Private Lot Public/Public Structure	Residential Paid Parking	13 1045	9 1000	69% 96%	5 581	38% 56%
110			200 E. Marshall St.	Private/Public Lot	Paid Parking	116	122	105%	110	95%
111		Greater Richmond Convention Center (N)		Private/Private Structure	•	431	58	13%	214	50%
112			233 E. Marshall St	Public/Private Lot	Employees	74	30	41%	59	80%
113		Greater Richmond Convention Center (S)		Private/Private Structure		456	400	88%	416	91%
116		'	607 E. Marshall St.	Public/Public Structure	Paid Parking	608	600	99%	51	8%
117 119	117-1 119-1		201 N. 2nd St. 401 E. Broad St.	Public/Private Lot Public/Public Lot	Employees Paid Parking	14 106	6 106	43% 100%	4 112	29% 106%
120	120-1	,	230 N. 6th St.	Private/Private Garage	Customers	0	100	0%	112	0%
121			623 E. Broad St.	Private/Private Lot	Employees	74	14	19%	78	105%
122	122-1	City of Richmond - 2nd and Grace	107 N. 2nd St.	Public/Public Structure	Paid Parking	339	130	38%	128	38%
122		l ' '	213 E. Grace St.	Private/Private Lot	Mixed Use	8	4	50%	7	88%
122	122-3		100 N. 3rd St.	Private/Private Lot	Employees	18	5	28%	17	94%
123 124	123-1 124-1	Richmond Times Dispatch Employees Onl 4th and Franklin	400 E. Franklin St.	Private/Private Structure Private/Public Lot	Paid Parking	0 86	6	0% 7%	12	0% 14%
126			607 E. Grace St.	Public/Public Structure	Paid Parking	523	140	27%	198	38%
126		· ·	609 E. Grace St.	Public/Public Lot	Paid Parking	118	58	49%	38	32%
128	128-1	2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	Paid Parking	333	110	33%	315	95%
128	128-2	, T	509 E. Franklin St.	Private/Private	Employees	86	74	86%	60	70%
128		, ,	528 E. Main St.	Private/Public Structure	Paid Parking	42	15	36%	31	74%
129 129	129-1 129-2	Commonwealth of VA - 7th and Franklin Commonwealth of VA - Main Street Centi	98 N. 6th St.	Public/Private Structure Public/Public Garage	Employees Paid Parking	956 313	456 85	48% 27%	341 194	36% 62%
130			8 S. 4th St.	Public/Private Lot	Paid Parking Employees	69	0	0%	0	0%
130		· '	409 E. Main St.	Private/Private Lot	Employees	19	6	32%	17	89%
131	131-1	Pollard & Bagby	9 S. 5th St.	Private/Private Lot	Employees	33	15	45%	22	67%
132	132-1	North Monthly Lot	9 S. 6th St.	Private/Public Structure	Paid Parking	475	35	7%	20	4%
132	132-2		600 E. Cary St.	Private/Public Structure	Paid Parking	216	19	9%	27	13%
132		·	620 E. Cary St.	Private/Public Garage	Paid Parking	170	14	8%	5	3%
133 134		·	401 E. Cary St. 127 S. 5th St.	Private/Public Lot Private/Public Lot	Paid Parking Mixed Use	285 48	31 6	11% 13%	27 7	9% 15%
134	134-2	· · · · · · · · · · · · · · · · · · ·	118 S. 6th St.	Private/Private Lot	Employees	24	15	63%	19	79%
136	136-1	Richmond Ballet	407 E. Canal St.	Private/Private Lot	Employees	48	5	10%	0	0%
137	137-1	Crown Plaza Hotel	555 E. Canal St.	Private/Public Structure	Paid Parking	341	206	60%	223	65%
138	138-1		501 N. 7th St.	Public/Public Structure	Mixed Use	931	900	97%	24	3%
142			1003 E. Clay St.	Public/Private Lot	Residential	23	5	22%	25	109%
143 143		City Park Lot Commonwealth of VA - 7th and Marshall	310 N. 8th St. 311 N. 7th St	Private/Public Lot Public/Public Structure	Paid Parking Paid Parking	36 576	4 45	11% 8%	0 79	0% 14%
143		Commonwealth of VA - Library of Virginia		Public/Public Garage	Mixed Use	194	45 17	9%	5	3%
145	145-1		900 E. Broad St.	Public/Private Garage	Employees	245	18	7%	5	2%
148		,	253 N. 9th St.	Public/Private Lot	Employees	63	31	49%	27	43%
148			808 E. Grace St.	Private/Private Lot	Institutional	18	8	44%	1	6%
149		Commonwealth of VA - Darden Garden W		Public/Private Lot	Employees	17	9	53%	4	24%
150 152	150-1 152-1	Commonwealth of VA - Darden Garden Ea Commonwealth of VA - 1221 Broad East		Public/Private Lot Public/Private Lot	Employees Employees	10 95	8 14	80% 15%	4 7	40% 7%
152		Commonwealth of VA - 1221 Broad East Commonwealth of VA - 1221 Broad West		Public/Private Lot	Employees	30	1 4 7	23%	4	13%
153	153-1	Commonwealth of VA - Transportation Ar		Public/Private Lot	Employees	86	5	6%	1	1%
154			112 N. 8th St.	Private/Public Structure	Paid Parking	319	5	2%	4	1%
154			114 N. 7th St.	Private/Private Lot	Employees	14	7	50%	4	29%
155		·	100 N. 9th St.	Public/Private Garage	Employees	27	4	15%	0	0%
156 156			1200 Bank St.	Public/Private Structure	Employees Employees	199 50	3 4	2% 8%	9	5% 0%
156 157	156-2 157-1		Governor Street 109 Governor St.	Public/Private Lot Public/Private Garage	Employees Employees	50 329	48	8% 15%	0 64	0% 19%
157	157-1	Commonwealth of VA - Parks Division Lot		Public/Private Lot	Employees	329	8	25%	9	28%
158	158-1	Commonwealth of VA - Old 14th and Grad		Public/Private Lot	Employees	60	7	12%	4	7%
159	159-1		2 E. Franklin St.	Public/Private Structure	Employees	562	12	2%	7	1%
163	163-1		1212 E. Main St.	Public/Private Garage	Residential	210	1	0%	8	4%
164		,	55 N. 14th St.	Public/Private Garage	Employees	866	156	18%	266	31%
165 166	165-1 166-1		1300 E. Main St. 700 E. Main St.	Public/Private Structure Private/Private Garage	Employees Customers	1425 184	99 72	7% 39%	200 84	14% 46%
166	166-1	Lanier North Deck	700 E. Main St. 700 E. Franklin St.	Private/Private Garage Private/Public Structure	Paid Parking	184 62	72 50	39% 81%	84 11	46% 18%
	166-3		728 E. Main St.	Private/Public Structure	Paid Parking	73	60	82%	43	59%
166	167-1		99 N. 8th St.	Public/Private Garage	Residential	480	12	3%	18	4%
167		First Union	7 N. 8th St.	Private/Private Garage	Residential	333	27	8%	64	19%
167 167			F C 7+6 C+	Public/Private Garage	Employees	200	84	42%	57	29%
167 167 168	168-1		5 S. 7th St.	_		_				001
167 167 168 168	168-1 168-2	Dominion Energy	707 E. Main St.	Private/Private Garage	Employees	0		0%		0% 6%
167 167 168 168 168	168-1 168-2 168-3	Dominion Energy 8th and Main Public Park	707 E. Main St. 720 E. Cary St.	Private/Private Garage Private/Public Lot	Employees Paid Parking	31	2	0% 6%	2	6%
167 167 168 168	168-1 168-2 168-3 169-1	Dominion Energy 8th and Main Public Park Visitor Lot	707 E. Main St.	Private/Private Garage	Employees Paid Parking Paid Parking			0%		
167 167 168 168 168 169	168-1 168-2 168-3 169-1 169-2	Dominion Energy 8th and Main Public Park Visitor Lot 1st National Apartment	707 E. Main St. 720 E. Cary St. 13 N. 8th St.	Private/Private Garage Private/Public Lot Private/Public Lot	Employees Paid Parking Paid Parking Residential	31 23	2	0% 6% 4%	2	6% 0%









Exhibit F-9: Downtown Off-Street Weekend Occupancy (Pt. 3)

			U	BD Weekend Off-S	treet	-ee .:	Wookend 12DM		Weekend 6PM-		
Block #	Man ID	Name/Description	Address	Turno	Subtype	Effective	Weekend 12PM- Count Utilization			d 6PM-8PM Utilization	
171	•	LeClair Ryan	919 E. Main St.	Type Private/Public Garage	Paid Parking	Supply 101	18	18%	4	4%	
171		Lanier Parking	1111 Main St	Private/Public Garage	Paid Parking	66	26	39%	5	8%	
171		Bank of America Garage	1110 E. Cary St.	Private/Private Structure		412	2	0%	0	0%	
172		•	701 E. Cary St.	Private/Private Garage	Employees	0	2	0%	J	0%	
173			801 E. Cary St.	Private/Public Lot	Paid Parking	30	4	13%	2	7%	
173		,	800 E. Canal St.	Public/Public Structure	Paid Parking	470	14	3%	5	1%	
174			901 E. Cary St.	Private/Private Garage	Employees	0		0%		0%	
175			1000 E. Canal St.	Private/Public Structure	Paid Parking	595	248	42%	400	67%	
175		Omni Hotel Parking	100 S. 12th St.	Private/Private Garage	Customers	392	45	11%	78	20%	
177		ŭ	200 S. 10th St.	Public/Public Structure	Paid Parking	950	64	7%	57	6%	
178		James Center Parking	1017 E. Canal St.	Private/Public Lot	Mixed Use	162	18	11%	4	2%	
179		_	825 E. Byrd St.	Public/Private Lot	Employees	53	8	15%	4	8%	
180	180-1		951 E. Byrd St.	Private/Public Garage	Paid Parking	2090	780	37%	699	33%	
183	183-1	Shockoe Commons Permit Lot	10 S. 13th St.	Private/Private Lot	Residential	12	8	67%	8	67%	
184		Exchange Pl. Apartments	7 S. 13th St.	Private/Private Lot	Residential	45	32	71%	13	29%	
184		Exchange Alley Lot	1319 E. Main St.	Private/Public Lot	Mixed Use	23	7	30%	11	48%	
185		Standard Parking / Main Street Station W.	37 S. 14th St.	Private/Public Lot	Paid Parking	20	9	45%	12	60%	
185		Devon Lot	1409 E. Main St.	Private/Private Lot	Employees	16	2	13%	2	13%	
185	185-3	14th and Cary Garage	1410 E. Cary St.	Private/Public Structure	Paid Parking	812	80	10%	96	12%	
185	185-4	Standard Parking / Main Street Station NE	39 S. 15th St.	Private/Public Lot	Paid Parking	99	12	12%	10	10%	
185	185-5	Standard Parking / Main Street Station SE	1422 E. Cary St.	Private/Public Lot	Paid Parking	68	25	37%	37	54%	
186	186-1	Club Rouge Lot	9 S. 15th St.	Private/Private Lot	Customers	14	5	36%	7	50%	
186	186-2	Shockoe Atelier	1510 E. Cary St.	Private/Private Lot	Employees	14	7	50%	2	14%	
186	186-3	Main Street Station	1504 E. Cary St.	Public/Public Lot	Paid Parking	33	25	76%	37	112%	
187	187-1	Shockoe Deck	110 S. 13th St.	Private/Public Structure	Paid Parking	562	89	16%	301	54%	
188	188-1	City of Richmond - Virginia St. Garage	1 Virginia St.	Public/Public Structure	Paid Parking	414	85	21%	38	9%	
191	191-1	La Diff	1501 Dock St.	Private/Private Lot	Employees	34	8	24%	19	56%	
192	192-1	Hat Factory/ City Parking Inc.	118 Virginia St.	Private/Private Lot	Employees	37	12	32%	6	16%	
194	194-1	The Locks	1300 E. Byrd St.	Private/Public Lot	Paid Parking	68	19	28%	37	54%	
194	194-2	SP+ City Locks Lot	160 Virginia St.	Public/Public Lot	Paid Parking	47	26	55%	52	111%	
194	194-3	Riverside on the James Deck	1001 Haxall Point	Private/Public Structure	Paid Parking	855	18	2%	19	2%	
197	197-1	Main Street Station N.	1527 E. Cary St.	Private/Public Lot	Paid Parking	87	10	11%	35	40%	
197	197-2	Baskervill Parking	1503 E. Cary St.	Private/Private Lot	Employees	86	32	37%	17	20%	
197	197-3	Main Street Station S.	109 S. 15th St.	Private/Public Lot	Paid Parking	23	5	22%	6	26%	
198	198-1	City of Richmond - Main St. Station	1500 E. Franklin St.	Public/Public Lot	Paid Parking	504	1	0%	10	2%	
199	199-1	Main Street Parking	1615 W. Broad St.	Public/Public Lot	Paid Parking	130	0	0%	0	0%	
200		Lovings Produce LLC Lot	220 N. 17th Street	Private/Public Lot	Paid Parking	97	2	2%	6	6%	
201	201-1	VCU - A Lot / City of Richmond - Main Stre	212 N. 18th St.	Public/Public Lot	Paid Parking	86	4	5%	42	49%	
202	020-1	Rock Bottom Realty	1813 E. Broad St.	Private/Private Lot	Employees	22	2	9%	3	14%	
202		Richmond Parking	1800 E. Grace St.	Private/Public Lot	Paid Parking	43	3	7%	35	81%	
202		Adya Yoga	1801 E. Broad St.	Private/Private Lot	Mixed Use	18	10	56%	8	44%	
205		City of Richmond - Main Street Parking	100 N. 17th St.	Public/Public Lot	Paid Parking	38	7	18%	50	132%	
205		Main Street Parking	1634 E. Grace St.	Private/Public Lot	Paid Parking	56	5	9%	59	105%	
206		Weimans Bakery	127 N. 17th St.	Private/Private Lot	Employees	18	1	6%	16	89%	
206		Lovings Produce	1715 E. Grace St.	Private/Private Lot	Employees	27	0	0%	23	85%	
206		Weimans Bakery	113 N. 17th St.	Private/Private Lot	Employees	11	0	0%	1	9%	
206			118 N. 18th St.	Private/Public Lot	Paid Parking	17	7	41%	7	41%	
206		Market Square	1704 E. Franklin St.	Private/Private Lot	Employees	27	21	78%	22	81%	
209		Red Orange Studio	2006 E. Franklin St.	Private/Private Lot	Employees	10	7	70%	8	80%	
209		American Tobacco Center	120 N. 21st St.	Private/Private Lot	Employees	14	18	129%	16	114%	
211		Private/Public Lot	1500 E. Main St.	Public/Public Lot	Paid Parking	63	32	51%	59	94%	
213		La Bamba	19 N. 18th St.	Private/Private Lot	Customer	5	4	80%	5	100%	
213		Main Street Plaza	1824 E. Main St.	Private/Public Lot	Paid Parking	27	17	63%	29	107%	
214		Rainmaker Recording	15 N. 19th St.	Private/Private Lot	Mixed Use	23	16	70%	21	91%	
214		Sweet Mart	1906 E. Main St.	Private/Private Lot	Employees	11	10	91%	8	73%	
215		Shockoe Valley Heights	2005 E. Franklin St.	Private/Private Lot	Residential	52	51	98%	54	104%	
216		Main St. Realty	1559 E. Main St.	Private/Private Lot	Residential	32	18	56%	20	63%	
217			15 S. 17th St.	Private/Private Lot	Mixed Use	23	8	35%	18	78%	
217			1720 E. Cary St.	Private/Private Lot	Customers	11	6	55%	10	91%	
217	217-3	Terrer Holdings	1725 E. Main St.	Private/Private Lot	Employees Doid Dorking	9	2	22%	10	111%	
218		Richmond Parking	1811 E. Main St.	Private/Public Lot	Paid Parking	90	11	12%	46	51%	
219		Canal Walk Lofts	1900 E. Cary St.	Private/Private Lot	Residential	9 194	3 85	33% 44%	8 88	89% 45%	
222			2000 Dock St.	Private/Private Lot	Customers	9	2	22%	3	33%	
223	ZZ3-1	Public Utilities	1721 E. Byrd St.	Public/Private Lot	Employees	3	11,307	2270	3	3370	





Exhibit F-10: Jackson Ward On-Street Parking Supply Inventory

_	ATTIDICT 10.	Jackson Ward C	JII JUICCU	ON-STREET FACILIT		л <u>у</u>
K#	NAME/DESCRIPTION	ADDRESS	TYPE	5-30 Min (free) 1-Hour (free) 2-Hours (_
1	W. Duval St. Chamberlayne Pkwy.	Chamberlayne Pkwy. & N. 1st St. Freeway & W. Duval St.	On-Street On-Street			0
1	N. 1st St. W. Duval St.	Freeway & W. Duval St. Chamberlayne Pkwy. & Price St.	On-Street On-Street		7	7
2	W. Jackson St.	Chamberlayne Pkwy. & Price St.	On-Street		,	0
2	Chamberlayne Pkwy. Price St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street		6	6
3	W. Duval St.	Price St. & Cameo St.	On-Street		10	10
3 3	W. Jackson St. Price St.	Price St. & Cameo St. W. Duval St. & W. Jackson St.	On-Street On-Street			0
3	Cameo St. W. Duval St.	W. Duval St. & W. Jackson St. Cameo St. & St. James St.	On-Street On-Street		12 5	12 5
4	W. Jackson St.	Cameo St. & St. James St.	On-Street		,	0
4	St. James St. Cameo St.	W. Duval St. & W. Jackson St. W. Duval St. & W. Jackson St.	On-Street On-Street			0
5	W. Duval St.	St. James & N. 1st St.	On-Street		8	8
5 5	W. Jackson St. St. James St.	St. James & N. 1st St. W. Duval St. & W. Jackson St.	On-Street On-Street		22	22
5	N. 1st St.	W. Duval St. & W. Jackson St.	On-Street		15	15
6 6	W. Duval St. W. Jackson St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street		3 1	0
6	N. 1st St.	W. Jackson St. & W. Duval St.	On-Street		20	20
6 7	N. 2nd St. W. Duval St.	W. Jackson St. & W. Duval St. N. Belvidere St. & Brook Rd.	On-Street On-Street		9	9 0
7	W. Leigh St. Brook Rd.	N. Belvidere St. & Brook Rd. W. Duval St. & W. Leigh St.	On-Street On-Street			0
7	N. Belvidere St.	W. Duval St. & W. Leigh St.	On-Street		7	7
8	W. Duval St. W. Leigh St.	Brook Rd. & Judah St. Brook Rd. & Judah St.	On-Street On-Street		15 8	15 8
8	Judah St.	W. Duval St. & W. Leigh St.	On-Street		7	7
8	Brook Rd. W. Duval St.	W. Duval St. & W. Leigh St. Judah St. & St. Peters St.	On-Street On-Street		9	9
9	W. Leigh St.	Judah St. & St. Peters St.	On-Street		9	9
9 9	St. Peters St. Judah St.	W. Duval St. & W. Leigh St. W. Duval St. & W. Leigh St.	On-Street On-Street		10	10
LO	Chamberlayne Pkwy.	W. Duval St. & Price St.	On-Street			0
	W. Leigh St. St. Peters St.	St. Peters St. & Price St. W. Duval St. & W. Leigh St.	On-Street On-Street		12 10	12 10
10	Price St.	Chamberlayne Pkwy. & W. Leigh St.	On-Street		3	3
l1 l1	W. Jackson St. Chamberlayne Pkwy.	Chamberlayne Pkwy. & Price St. W. Jackson St. & Price St.	On-Street On-Street			0
11	Price St.	W. Jackson St. & W. Leigh St.	On-Street		8	8
	W. Jackson St. W. Leigh St.	Price St. & St. James St. Chamberlayne Pkwy. & St. James St.	On-Street On-Street		2	2
2	Price St.	W. Jackson St. & Chamberlayne St.	On-Street			0
	Chamberlayne Pkwy. St. James St.	Price St. & Leigh St. W. Jackson St. & Leigh St.	On-Street On-Street			0
	W. Jackson St.	N. 1st St. & N. 2nd St.	On-Street			0
3	W. Leigh St. St. James St.	N. 1st St. & N. 2nd St. W. Jackson St. & W. Leigh St.	On-Street On-Street		15	15
L3 L4	N. 1st St. W. Jackson St.	W. Jackson St. & W. Leigh St. N. 1st St. & N. 2nd St.	On-Street On-Street		11	11 0
4	W. Leigh St.	N. 1st St. & N. 2nd St.	On-Street			0
	N. 1st St. N. 2nd St.	W. Jackson St. & W. Leigh St. W. Jackson St. & W. Leigh St.	On-Street On-Street	10	15	15 10
15	W. Cary St.	Smith St. & Brook Rd.	On-Street			0
L5 L5	Catherine St. Smith St.	Smith St. & N. Monroe St. W. Leigh St. & Catherine St.	On-Street On-Street		8	0
	N. Monroe St.	Brook Rd. & Catherine St.	On-Street		3	3
L5 L6	Brook Rd. W. Leigh St.	W. Leigh St. & N. Monroe St. Brook Rd. & N. Adams St.	On-Street On-Street		5 14	5 14
	W. Cary St.	Brook Rd. & N. Adams St.	On-Street		11	11
	Brook Rd. N. Adams St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street			0
7	W. Leigh St.	N. Adams St. & St. James St.	On-Street On-Street		9	9
L7 L7	W. Clay St. N. Adams St.	N. Adams St. & St. James St. W. Leigh St. & W. Clay St.	On-Street		12 1	13 0
	St. James St. W. Leigh St.	W. Leigh St. & W. Clay St. St. James & N. 1st St.	On-Street On-Street		11	0 11
	W. Clay St.	St. James & N. 1st St.	On-Street		12	12
18 18	St. James St. N. 1st St.	W. Leigh St. & W. Clay St. W. Leigh St. & W. Clay St.	On-Street On-Street		14	0 14
19	W. Leigh St.	N. 1st St. & N. 2nd St.	On-Street		4	4
L9 L9	W. Clay St. N. 1st St.	N. 1st St. & N. 2nd St. W. Leigh St. & W. Clay St.	On-Street On-Street		12 21	12 21
	N. 2nd St.	W. Leigh St. & W. Clay St.	On-Street		21	21
	Catherine St. W. Clay St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	On-Street On-Street		14 5	14 5
	Smith St.	N. Henry St. & N. Monroe St.	On-Street		14	14
20	N. Henry St. Catherine St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street		10 1	11
	W. Clay St.	N. Henry St. & N. Monroe St.	On-Street		12	12
	N. Henry St. N. Monroe St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street		7 8	8
	Brook Rd. W. Clay St.	N. Monroe St. & W. Clay St. N. Monroe St. & Brook Rd.	On-Street On-Street		11 11	11 11
	N. Monroe St.	Brook Rd. & W. Clay St.	On-Street		11 1	12
23	W. Clay St. W. Marshall St.	Smith St. & N. Henry St. Smith St. & N. Henry St.	On-Street On-Street	11	13 1	13 12
23	Smith St.	W. Clay St. & W. Marshall St.	On-Street	11	14	14
	N. Henry St. W. Clay St.	W. Clay St. & W. Marshall St. N. Henry St. & N. Monroe St.	On-Street On-Street		11	0 11
4	W. Marshall St.	N. Henry St. & N. Monroe St.	On-Street	13	**	13
4	N. Henry St. N. Monroe St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street		14	0 14
5	W. Clay St.	N. Monroe St. & N. Madison St.	On-Street		14	14
25 25	W. Marshall St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Clay St. & W. Marshall St.	On-Street On-Street	13	14	13 14
	N. Madison St. W. Marshall St.	W. Clay St. & W. Marshall St. Brook St. & N. Madison St.	On-Street On-Street	8	14	14 8
26	N. Madison St.	W. Clay St. & W. Marshall St.	On-Street	8	7	7
6	Brook Rd. W. Clay St.	W. Clay St. & W. Marshall St. Brook St. & N. Adams St.	On-Street On-Street		17 24	17 24
7	W. Marshall St.	Brook St. & N. Adams St.	On-Street		8	8
7	Brook St. N. Adams St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street			0
8	W. Clay St.	N. Adams St. & N. 1st St.	On-Street		28	28
	W. Marshall St. N. Adams St.	N. Adams St. & N. 1st St. W. Clay St. & W. Marshall St.	On-Street On-Street		17	17 0
8	N. 1st St.	W. Clay St. & W. Marshall St.	On-Street	8	40	8
9	W. Clay St. W. Marshall St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	6	12	12 6
9	N. 1st St. N. 2nd St.	W. Clay St. & W. Marshall St. W. Clay St. & W. Marshall St.	On-Street On-Street	11 13		11 13
0	W. Marshall St.	Belvidere St. & N. Henry St.	On-Street	12		12
0	W. Broad St. Belvidere St.	Belvidere St. & N. Henry St. W. Marshall St. & W. Broad St.	On-Street On-Street			0
0	N. Henry St.	W. Marshall St. & W. Broad St.	On-Street			0
1	W. Marshall St. W. Broad St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	10 2	5	10 7
1	N. Henry St.	W. Marshall St. & W. Broad St.	On-Street			0
	N. Monroe St. W. Marshall St.	W. Marshall St. & W. Broad St. N. Monroe St. & Madison St.	On-Street On-Street	11		11
	W. Broad St. N. Monroe St.	N. Monroe St. & Madison St. W. Marshall St. & W. Broad St.	On-Street On-Street		12	0 12
12	N. Madison St.	W. Marshall St. & W. Broad St.	On-Street		12	12
	W. Marshall St. W. Broad St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St.	On-Street On-Street	11 6		11 6
13	N. Madison St.	W. Marshall St. & W. Broad St.	On-Street	6		0
	N. Jefferson St. W. Marshall St.	W. Marshall St. & W. Broad St. N. Jefferson St. & N. Adams St.	On-Street On-Street		10 8	10
4	W. Broad St.	N. Jefferson St. & N. Adams St.	On-Street	10		10
	N. Jefferson St. Brook St.	W. Marshall St. & W. Broad St. W. Marshall St. & N. Adams St.	On-Street On-Street	1	3 4	3 5
34	N. Adams St.	W. Marshall St. & W. Broad St.	On-Street			0
	W. Marshall St. W. Broad St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	2	6	6
35	N. Adams St.	W. Marshall St. & W. Broad St.	On-Street		4	4
	N. 1st St. W. Marshall St.	W. Marshall St. & W. Broad St. N. 1st St. & N. 2nd St.	On-Street On-Street			0
	W. Broad St. N. 1st St.	N. 1st St. & N. 2nd St. W. Marshall St. & W. Broad St.	On-Street On-Street	3 9	5	8 9
36 36	N. 1st St. N. 2nd St.	W. Marshall St. & W. Broad St. W. Marshall St. & W. Broad St.	On-Street On-Street	9 15		9 15
tal				1 10 174	675 6	98







Exhibit F-11: Jackson Ward Off-Street Parking Supply Inventory

					OFF-STF	REET FACIL	.ITIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General	Reserved	H/C	TOTAL
1	1-1	Sixth Mount Zion Baptist Church North	100 W. Duval St.	Private/Private Lot	60			60
1	1-2	Sixth Mount Zion Baptist Church South	615 Judah St.	Private/Private Lot	37			37
5	5-1	Jackson Commons Partnership Apartments	701 St. James St.	Private/Private Lot	48			48
5	5-2	Eggleston Plaza II	12 E. Jackson St.	Private/Private Lot	20			20
6	6-1	700 Jackson Street LLC Apartments	110 E. Jackson St.	Private/Private Lot	16			16
9	9-1	Ebenezer Baptist Church	615 Judah St.	Private/Private Lot	40			40
12	12-1	WJS LLC Apartments North	1 W. Jackson St.	Private/Private Lot	48		2	50
12	12-2	WJS LLC Apartments South	613 Price St.	Private/Private Lot	14			14
12	12-3	Car Enterprises Apartments	4 W. Leigh St.	Private/Private Lot	9			9
13	13-1	Abramson Apartments	2 E. Leigh St.	Private/Private Lot	34			34
16	16-1	Richmond School Board North	119 W. Leigh St.	Public/Private Lot	46			46
16	16-2	Richmond School Board South	119 W. Leigh St.	Public/Private Lot	70			70
16	16-3	Historic Manor	510 N Adams St.	Private/Private Lot	21			21
16	16-4	Richmond School Board	119 W. Leigh St.	Public/Private Lot	38			38
19	19-1	The 2C	110 E. Clay St.	Private/Private Lot	45			45
19	19-2	Crema Dela Creme / Residential	514 N. 2nd St.	Private/Private Lot	15			15
28	28-1	Residential-Office	16 W. Marshall St.	Private/Private Lot	41			41
28	28-2	SNP Development LLC Apartments	2 E. Marshall St.	Private/Private Lot	109			109
28	28-3	Community Business	416 N 1st St.	Private/Private Lot	10			10
28	28-4	Black History Museum Cultural Center	1 E. Clay St.	Private/Private Lot	10			10
28	28-5	Single Family Residence	15 E. Clay St.	Private/Private Lot	10			10
29	29-1	Virginia Properties Partnership North	103 E. Clay St.	Private/Public Lot	15			15
29	29-2	Virginia Properties Partnership South	, 103 E. Clay St	Private/Public Lot	47			47
29	29-3	Virginia Properties Partnership East	406 N. 2nd St.	Private/Public Lot	50			50
29	29-4	Virginia Properties Partnership East-South	105 E. Clay St	Private/Public Lot	21			21
29	29-5	Rene & Co.	105 1/2 E. Clay St	Private/Public Lot	8			8
30	30-1	Rite Aid North	517 W. Marshall St.	Private/Private Lot	12			12
30	30-2		510 W. Broad St.	Private/Private Lot	35			35
31		L Parker Properties LLC Apartments	421 W. Marshall St.	Private/Private Lot	25			25
31	31-2	Lane Brothers	408 W. Broad St	Private/Private Lot	10			10
31	31-3	Studio 418 LLC	418 W. Broad St.	Private/Private Lot	5			5
32	32-1	Drs. Adam and Allen North	316 N Madison St.	Private/Private Lot	8			8
32	32-2	Drs. Adam and Allen South	312 N Madison St.	Private/Private Lot	10			10
32	32-3	Managed Care Innovations	316 W. Broad St.	Private/Private Lot	15			15
32	32-4	Multi-Family Apartments	301 W. Marshall St	Private/Private Lot	9			9
33	33-1	Richmond Dairy Apartments	201 W. Marshall St.	Private/Private Lot	21			21
33	33-2	Tattoo Parlor	210 W. Broad St	Private/Private Lot	18			18
33	33-3	Community Business Alley Parking	224 W. Broad St	Private/Private Lot	21			21
35	35-1	Rosewood Clothing Co.	11 W. Marshall St.	Private/Private Lot	30			30
35	35-2	Virginia Repertory Theatre	14 W. Marshall St.	Private/Private Lot	14			14
35	35-3	Apartments North	9 W. Marshall St.	Private/Private Lot	20			20
35	35-4	Community Business	5 W. Marshall St.	Private/Private Lot	28			28
35	35-5	Premier Bank	17 E. Marshall St.	Private/Private Lot	19			19
36	36-1	Standard Drug Store LLC	110 E. Broad St.	Private/Private Lot	18			18
36	36-2	Standard Drug Store LLC	320 N. 2nd St.	Private/Private Lot	14			14
36	36-3	Premier Bank	101 E. Marshall St.	Private/Private Lot	8			8
Total	50 5	Terrier bank	TOT E. MIGISTIAN St.	. Hvate/ i Hvate Lot	1,222	0	2	1,224





Exhibit F-12: Monroe Ward On-Street Parking Supply Inventory

	-12: Monroe V			ON-STREET FACILITI	ES			Ť
# NAME/DESCRIPTION W. Broad St. W. Grace St.	N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	TYPE 5-30 Mir On-Street On-Street	7 (free) 2-Hours (free) 3-	Hours (free) Special Purposi	Unrestricted	2-Hour Klosk 2	2-Hour Mtr	H/C T
N. Belvidere St. N. Henry St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street						
W. Broad St. W. Grace St. N. Henry St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St. W. Broad St. & W. Grace St.	On-Street On-Street On-Street	7 11					
N. Monroe St. W. Broad St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St. N. Monroe St. & N. Madison St.	On-Street On-Street	7 8					
W. Grace St. N. Monroe St.	N. Monroe St. & N. Madison St. W. Broad St. & W. Grace St.	On-Street On-Street	5 11					
N. Madison St. W. Broad St.	W. Broad St. & W. Grace St. N. Madison St. & N. Jefferson St.	On-Street On-Street	7 11					1
W. Grace St. N. Madison St.	N. Madison St. & N. Jefferson St. W. Broad St. & W. Grace St.	On-Street On-Street	5	4 7	•			
N. Jefferson St. W. Broad St.	W. Broad St. & W. Grace St. N. Jefferson St. & N. Adams St.	On-Street On-Street						
W. Grace St. N. Jefferson St. N. Adams St.	N. Jefferson St. & N. Adams St. W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	5		8			
W. Broad St. W. Grace St.	N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St. N. Adams St. & N. Foushee St.	On-Street On-Street	6 10					
! N. Adams St. ! N. Foushee St.	W. Broad St. & W. Grace St. W. Broad St. & W. Grace St.	On-Street On-Street	10					
E. Broad St.	N. Foushee St. & N. 1st St. N. Foushee St. & N. 1st St.	On-Street On-Street	9					
N. Foushee St. N. 1st St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	9					
E. Broad St. E. Grace St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street	9 7					
N. 1st St. N. 2nd St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street 3	12					
W. Grace St. W. Franklin St.	N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	On-Street On-Street	4					
N. Belvidere St. N. Henry St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street						
W. Grace St. W. Franklin St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	12					
N. Henry St. N. Monroe St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	12 13					
W. Grace St. W. Franklin St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	11					
N. Monroe St. N. Madison St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St.	On-Street On-Street	13 7					
W. Grace St. W. Franklin St. N. Madison St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St. W. Grace St. & W. Franklin St.	On-Street On-Street	6					
N. Madison St. N. Jefferson St. W. Grace St.	W. Grace St. & W. Franklin St. W. Grace St. & W. Franklin St. N. Jefferson St. & N. Adams St.	On-Street On-Street	10					
W. Grace St. W. Franklin St. N. Jefferson St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St. W. Grace St. & W. Franklin St.	On-Street On-Street	9					2
N. Adams St. W. Grace St.	W. Grace St. & W. Franklin St. N. Adams St. & N. Foushee St.	On-Street On-Street	11					
W. Franklin St. N. Adams St.	N. Adams St. & N. Foushee St. W. Grace St. & W. Franklin St.	On-Street On-Street	14					
N. Foushee St. E. Grace St.	W. Grace St. & W. Franklin St. N. Foushee St. & N. 1st St.	On-Street On-Street	11					
E. Franklin St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Grace St. & E. Franklin St.	On-Street On-Street	13					
N. 1st St. E. Grace St.	E. Grace St. & E. Franklin St. N. 1st St. & N. 2nd St.	On-Street On-Street	8 11					
E. Franklin St. N. 1st St. N. 2nd St.	N. 1st St. & N. 2nd St. E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	7 11					
N. 2nd St. W. Franklin St. W. Main St.	E. Grace St. & E. Franklin St. N. Belvidere St. & N. Henry St. N. Belvidere St. & N. Henry St.	On-Street On-Street	7					
W. Main St. N. Belvidere St. N. Henry St.	N. Belvidere St. & N. Henry St. W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street						
W. Franklin St. W. Main St.	N. Henry St. & N. Monroe St. N. Henry St. & N. Monroe St.	On-Street On-Street	15			13		
N. Henry St. N. Monroe St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	13 13					
W. Franklin St. W. Main St.	N. Monroe St. & N. Madison St. N. Monroe St. & N. Madison St.	On-Street On-Street	4			9		
N. Monroe St. N. Madison St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St.	On-Street On-Street	12 13					
W. Franklin St. W. Main St.	N. Madison St. & N. Jefferson St. N. Madison St. & N. Jefferson St. W. Franklin St. & W. Main St.	On-Street	6			12		
N. Madison St. N. Jefferson St. W. Franklin St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. N. Jefferson St. & N. Adams St.	On-Street On-Street	14 15 9					
W. Franklin St. W. Main St. N. Jefferson St.	N. Jefferson St. & N. Adams St. N. Jefferson St. & N. Adams St. W. Franklin St. & W. Main St.	On-Street On-Street	9 3 10					
N. Jefferson St. N. Adams St. W. Franklin St.	W. Franklin St. & W. Main St. W. Franklin St. & W. Main St. N. Adams St. & N. Foushee St.	On-Street On-Street	9					
W. Main St. N. Adams St.	N. Adams St. & N. Foushee St. W. Franklin St. & W. Main St.	On-Street On-Street	10 10					
N. Foushee St. E. Franklin St.	W. Franklin St. & W. Main St. N. Foushee St. & N. 1st St.	On-Street On-Street	10					
E. Main St. N. Foushee St.	N. Foushee St. & N. 1st St. E. Franklin St. & E. Main St.	On-Street On-Street	7 12					
N. 1st St. E. Franklin St.	E. Franklin St. & E. Main St. N. 1st St. & N. 2nd St.	On-Street On-Street	10 8					
) E. Main St.) N. 1st St.) N. 2nd St.	N. 1st St. & N. 2nd St. E. Franklin St. & E. Main St. F. Franklin St. & F. Main St.	On-Street On-Street	7 12 8					2
N. 2nd St. E. Franklin St. E. Main St.	E. Franklin St. & E. Main St. N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	8 5 4	3	•			2
N. 2nd St. N. 3rd St.	N. 2nd St. & N. 3rd St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	10				7	
E. Franklin St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street On-Street	9				3	
N. 3rd St. N. 4th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street					1	
W. Main St. W. Cary St.	Brook St. & N. Adams St. Brook St. & N. Adams St.	On-Street On-Street				10		
S. Belvidere St. S. Madison St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street On-Street	8					
W. Main St. W. Cary St.	S. Madison St. & S. Jefferson St. S. Madison St. & S. Jefferson St.	On-Street				6 11		
S. Madison St. S. Jefferson St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St.	On-Street				10		
W. Main St. W. Cary St. S. Jefferson St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. W. Main St. & W. Cary St.	On-Street On-Street		11		10	4	
S. Jefferson St. S. Adams St. W. Main St.	W. Main St. & W. Cary St. W. Main St. & W. Cary St. S. Adams St. & S. Foushee St.	On-Street On-Street				9	4	
W. Cary St. S. Adams St.	S. Adams St. & S. Foushee St. S. Adams St. & S. Foushee St. W. Main St. & W. Cary St.	On-Street On-Street					6	
S. Foushee St. E. Main St.	W. Main St. & W. Cary St. S. Foushee St. & S. 1st St.	On-Street On-Street	4					
E. Cary St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Main St. & E. Cary St.	On-Street On-Street					3	1
S. 1st St. E. Main St.	E. Main St. & E. Cary St. S. 1st St. & S. 2nd St.	On-Street On-Street	8				7	1
E. Cary St. S. 1st St.	S. 1st St. & S. 2nd St. E. Main St. & E. Cary St.	On-Street On-Street	7				11	
S. 2nd St. E. Main St.	E. Main St. & E. Cary St. S. 2nd St. & S. 3rd St.	On-Street	10 9					
E. Cary St. S. 2nd St. S. 3rd St.	S. 2nd St. & S. 3rd St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street	9				6 10	
S. 3rd St. W. Marshall St. W. Broad St.	E. Main St. & E. Cary St. S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street On-Street					4 8	
S. 3rd St. S. 4th St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street					6	
W. Cary St. W. Canal St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street 3 On-Street			10 14			
S. Belvidere St. S. Jefferson St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St.	On-Street On-Street						
W. Cary St. W. Canal St. S. Jefferson St.	S. Jefferson St. & S. Adams St. S. Jefferson St. & S. Adams St. W. Cary St. & W. Canal St.	On-Street On-Street	10		8			
S. Adams St. W. Cary St.	W. Cary St. & W. Canal St. W. Cary St. & W. Canal St. S. Adams St. & S. Foushee St.	On-Street On-Street			12		5	
W. Canal St. S. Adams St.	S. Adams St. & S. Foushee St. W. Cary St. & W. Canal St.	On-Street On-Street			15 14			
S. Foushee St. E. Cary St.	W. Cary St. & W. Canal St. S. Foushee St. & S. 1st St.	On-Street On-Street					8	
E. Canal St. S. Foushee St.	S. Foushee St. & S. 1st St. E. Cary St. & E. Canal St.	On-Street			12			
S. 1st St. E. Cary St.	E. Cary St. & E. Canal St. S. 1st St. & S. 2nd St.	On-Street On-Street	10				7	
E. Canal St. S. 1st St.	S. 1st St. & S. 2nd St. E. Cary St. & E. Canal St.	On-Street	10		9			
S. 2nd St. E. Cary St.	E. Cary St. & E. Canal St. S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St.	On-Street On-Street					2	
E. Canal St. S. 2nd St. S. 3rd St.	S. 2nd St. & S. 3rd St. E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street On-Street	12		6			
E. Cary St. E. Canal St.	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St.	On-Street On-Street			5		11	
' S. 3rd St. ' S. 4th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street	11			11		
W. Canal St. Byrd St.	N. 1st St. & N. 2nd St. N. 1st St. & N. 2nd St.	On-Street On-Street			31			
S. Belvidere St. S. 2nd St.	W. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street			N/A			
W. Canal St. Byrd St.	S. 2nd St. & S. 3rd St. S. 2nd St. & S. 3rd St. E. Conel Ch. & J. 105 Interstate	On-Street			3			
S. 2nd St. S. 3rd St.	E. Canal St. & I-195 Interstate E. Canal St. & I-195 Interstate	On-Street On-Street			N/A 9 7			
 W. Canal St. Byrd St. S. 3rd St. 	S. 3rd St. & S. 4th St. S. 3rd St. & S. 4th St. E. Canal St. & I-195 Interstate	On-Street On-Street On-Street	6		/			
	E. Canal St. & I-195 Interstate	On-Street	-		15			- 1





Exhibit F-13: Monroe Ward Off-Street Parking Supply Inventory

DI CO	N## C :-	NABAT (DECCE)	455555	71/0-		ET FACILITIES	1
BLOCK 37		NAME/DESCRIPTION VCU Henry St. Deck W.	ADDRESS 500 W. Grace St.	TYPE Public/Private Structure	320	leserved H/C	TOTAL 320
37	37-2	VCU - Ram Bikes	201 N. Belvidere St.	Public/Private Lot	5		5
37		VCU Institute for Contemporary Art Lot	535 W. Broad St.	Public/Private Lot	73		73
37 38		Community Business VCU - Henry St. Deck E.	501 W. Broad St. 412 W. Grace St	Private/Private Lot Public/Private Structure	35 320		35 320
39		Hair Salon	312 W. Grace St.	Private/Private Lot	4		4
39	39-2	Community Business	313 W. Broad St.	Private/Private Lot	8		8
39		Church of Jesus Christ of Latter Day Saints	300 W. Grace St.	Private/Private Lot	24		24
40 40		Presidents' Walk Properties City of Richmond - Police Department Parking	225 W. Broad St. 200 W. Grace St.	Private/Private Lot Public/Private Structure	23 N/A		23
41		City of Richmond - (Standard Parking)	108 W. Grace St.	Public/Public Lot	113		113
42		City Parking	20 W. Grace St.	Private/Public Lot	75		75
42		The Salvation Army South	2 W. Grace St.	Private/Private Lot	6		6
42 43	42-3	The Salvation Army East PARKWAY - 1st & Grace Lot	2 W. Grace St.	Private/Private Lot	10 123		10 123
43	43-1 44-1	Jefferson National Bank West	90 E. Grace St. 122 E. Grace St.	Private/Public Lot Private/Private Lot	13		13
44	44-2	Jefferson National Bank East	122 E. Grace St.	Private/Private Lot	9		9
44	44-3	Legal Aid Justice Center	216 N. 2nd St.	Private/Private Lot	5		5
45	45-1		501 W. Grace St.	Private/Private Lot	3		3
45 45	45-2 45-3	Office Business Monroe Park Associates Apartments	515 W. Grace St. 520 W. Franklin St.	Private/Private Lot Private/Private Lot	4 20		20
45	45-4	Domino's Pizza	521 W. Grace St.	Private/Private Lot	7		7
45	45-5	Commonwealth Catholic Charities	511 W. Grace St.	Private/Private Lot	33		33
46		Ampthill Associates Apartments	402 W. Franklin St.	Private/Private Lot	13		13
46 47	46-2 47-1	401 West Grace Street Apartments Blue Atlantic Richmond LLC Apartments	401 W. Grace St. 321 W. Grace St.	Private/Private Lot Private/Private Lot	27 67	1	28 67
47 47	47-1 47-2	Davis Market	321 W. Grace St. 301 W. Grace St.	Private/Private Lot Private/Private Lot	20		20
48	48-1	Office Business	211 W. Grace St.	Private/Private Lot	7		7
48	48-2	City Parking Lot	201 W. Grace St	Private/Public Lot	47		47
49 40	49-1	Max's The Towers on Franklin	101 W. Grace St.	Private/Private Lot	25 60		25
49 49	49-2 49-3	The Towers on Franklin Protestant Episcopal Church Fund Diocese	109 W. Grace St. 110 W. Franklin St.	Private/Private Lot Private/Private Lot	60 45		60 45
50	50-1	Young Men's Christian Assn East	17 W. Grace St.	Private/Private Lot	46		46
50	50-2	Raising Grace Studios	9 W. Grace St.	Private/Private Lot	4		4
50	50-3	Young Men's Christian Assn West	17 W. Grace St.	Private/Private Lot	35		35
50 51	50-4 51-1	Young Men's Christian Assn South City Parking Lot	17 W. Grace St. 3 E. Grace St.	Private/Private Lot Private/Public Lot	14 75		14 75
52		Dimenti Studio	116 N. 2nd St.	Private/Private Lot	8		8
53	53-1	Park Plaza Apartments	517 W. Franklin St.	Private/Private Structure	115	54	169
54		Commonwealth Club	420 W. Main St.	Private/Private Lot		110	110
55 55		Commonwealth Club Law Offices	5 N. Monroe St 300 W. Main St	Private/Private Lot Private/Private Lot	95 10		95 10
56		Historic Richmond Foundation	210 W. Main St.	Private/Private Lot	20		20
56	56-2	Jefferson Hotel South-East	200 W. Main St.	Private/Private Lot	31		31
56		Jefferson Hotel North-East	201 W. Franklin St	Private/Private Lot	50		50
56 58		220 W. Main St. Jefferson Hotel	220 W. Main St. 8 W. Main St.	Private/Private Lot Private/Private Lot	22 155		22 155
58		Young Men's Christian Assn	1 W. Franklin St	Private/Private Lot	34		34
59	59-1	Young Men's Christian Assn	3 E. Franklin St	Private/Private Lot	28		28
59		Alley Parkin	6 E. Main St.	Private/Private Lot	24		24
60		Office Business	100 E. Main St.	Private/Private Lot	8		8
60 61		City of Richmond - Library SunTrust Bank	101 E. Franklin St. 206 E. Main St.	Public/Private Lot Private/Private Lot	25 10		25 10
61		Richmond Fire Department Headquarters	201 E. Franklin St.	Private/Private Lot	39		39
61		Bolling Haxall House Foundation	215 E. Franklin St	Private/Private Lot	25		25
62		4N4 Midtown	N. 4th St.	Private/Private Lot	20		20
64 64		VCU - JL Lot Jefferson Hotel	200 W. Cary St. 201 W. Main St.	Public/Public Lot Private/Private Lot	108 84		108 84
65		Jefferson Hotel	114 W. Cary St.	Private/Private Lot	146	6	152
66	66-1	Office Business North	5 W. Main St.	Private/Private Lot	25		25
66		Office Business East	4 W. Cary St.	Private/Private Lot	8		8
66 66		Goodwyn's Sons Private Parking Lot Commercial Business	23 S. Adams St.	Private/Private Lot Private/Private Lot	36 15		36 15
67		1st and Cary City Parking	8 W. Cary St. 2 E. Cary St.	Private/Private Lot Private/Public Lot	129		129
67		Standard Parking- South part	2 E. Cary St.	Private/Public Lot	12		12
67		Senior Connections	6 S. 1st St.	Private/Private Lot	52		52
68 69		Valentine House / Commercial	107 E. Main St.	Private/Private Lot	45 •		45 o
68 69		Leete Tire & Auto WC Hutchinson Real Estate	14 S. 2nd St 219 E. Main St.	Private/Private Lot Private/Public Lot	8 26		8 26
69		213 E. Main	213 E. Main St.	Private/Public Lot	34		34
69		16 S. 3rd	16 S. 3rd St.	Private/Public Lot	32		32
69		201 E. Main	201 E. Main St.	Private/Public Lot	34		34
70 70		Riverstone Properties Office Building Riverstone Properties Office Lot North	117 S. 3rd St. 101 S. 3rd St	Private/Private Garage Private/Private Lot	98 54		98 54
70		Riverstone Properties Office Lot East	100 - 126 S. 4th St	Private/Private Lot	98		98
71		VCU - Jefferson St. Deck	100 S. Jefferson St.	Public/Private Structure	432		432
72		VCU - BC Parking	114 W. Canal St.	Public/Private Lot	45		45
72 73		VCU - BL Parking	127 W. Cary St. 13 - 17 W. Cary St.	Private / Private Lot	95 20		95
73 73	73-1 73-2	Commercial Business VCU - OCPE	9 W. Cary St.	Private/Private Lot Public/Private Lot	20 25		20 25
74	74-1	Office Business East	114 S. 1st St.	Private/Private Lot	25		25
74	74-2	Office Business North-East	100 S. 1st St.	Private/Private Lot	36		36
74	74-3	Sangjun Parking	108 - 116 S. 1st St.	Private/Private Lot	45		45 -
74 75	74-4 75-1	Office Business South-East Matrix Midtown Apartments	115 S. Foushee St. 119 S. 1st St.	Private/Private Lot Private/Private Lot	5 26		5 26
75 75	75-1 75-2	Goodrich Gourmet Catering Company	102 S. 2nd St.	Private/Private Lot	15		15
76	76-1	Virginia Education Association South	119 S. 2nd St.	Private/Private Lot	60		60
76 76	76-2	Holiday Inn	201 E. Cary St	Private/Private Structure	114	5	119
76 76	76-3	Resource Workforce Center Virginia Education Association South-East	203 E. Cary St.	Private/Private Lot	25 30		25
76	76-4 77-1	Riverstone Properties	112 S. 3rd St. 311 E. Cary St.	Private/Private Lot Private/Public Lot	30 267		30 267
77							
77 80	80-1	Office Business	201 S. 3rd St.	Private/Private Lot	45		45







Exhibit F-14: Biotech On-Street Parking Supply Inventory

BLK# NAME/DESC	RIPTION ADDRESS	ТҮРЕ	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1Hour Kiosks 2-Hour Kiosk Unlimited Kiosk 2-Hour Mtr H/C	TOTAL
81 I- 64 Interstate	N. 2nd St. & N. 3rd St.	On-Street	3-30 mini (nee) 1-110ui (nee) 2-110ui (nee) 12-110ui (nee) 3-110ui min 110ui	0
81 E. Jackson St.	N. 2nd St. & N. 3rd St.	On-Street		0
81 N. 2nd St.	E. Jackson St. & I-64 Interstate	On-Street	22	22
81 N. 3rd St. 82 E. Jackson St.	E. Jackson St. & I-64 Interstate	On-Street		0
82 N. 4th St.	N. 3rd St. & N. 4th St. E. Jackson St. & MergE. 3rd St.	On-Street On-Street		0
82 N. 3rd St.	E. Jackson St. & Merge 4th St.	On-Street		0
83 E. Duval St.	N. 4th St. & N. 5th St.	On-Street		0
83 E. Jackson St.	N. 4th St. & N. 5th St.	On-Street	4	4
83 N. 4th St. 83 N. 5th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	On-Street On-Street		0
84 E. Jackson St.	N. 5th St. & Navy Hill Dr.	On-Street	2 3	5
84 N. 5th	E. Jackson St. & I-64 Interstate Ramp	On-Street		0
84 Navy Hill Dr.	E. Jackson St. & I-64 Interstate Ramp	On-Street		0
85 E. Duval St. 85 E. Jackson St.	Navy Hill Dr. & N. 7th St. Navy Hill Dr. & N. 7th St.	On-Street On-Street		0
85 Navy Hill Dr.	E. Jackson St. & E. Duval St.	On-Street		0
85 N. 7th St.	E. Jackson St. & E. Duval St.	On-Street		0
86 E. Jackson St.	N. 7th St. & N. 8th St.	On-Street		0
86 E. Leigh St.	N. 7th St. & N. 8th St.	On-Street		0
86 N. 7th St.86 N. 8th St.	E. Duval St. & E. Jackson St. E. Duval St. & E. Jackson St.	On-Street On-Street		0
87 E. Duval St.	N. 2nd St. & N. 3rd St.	On-Street		0
87 E. Leigh St.	N. 2nd St. & N. 3rd St.	On-Street		0
87 N. 2nd St.	E. Jackson St. & E. Leigh St.	On-Street	5	5
87 N. 3rd St.88 E. Jackson St.	E. Jackson St. & E. Leigh St. N. 3rd St. & N. 4th St.	On-Street On-Street		0
88 E. Leigh St.	N. 3rd St. & N. 4th St. N. 3rd St. & N. 4th St.	On-Street		0
88 N. 3rd St.	E. Jackson St. & E. Leigh St.	On-Street		o
88 N. 4th St.	E. Jackson St. & E. Leigh St.	On-Street		0
89 E. Jackson St.	N. 4th St. & N. 5th St.	On-Street	10	10 0
89 E. Leigh St.89 N. 4th St.	N. 4th St. & N. 5th St. E. Jackson St. & E. Leigh St.	On-Street On-Street		0
89 N. 5th St.	E. Jackson St. & E. Leigh St.	On-Street		0
90 E. Jackson St.	N. 5th St. & N. 7th St.	On-Street		0
90 E. Leigh St.	N. 5th St. & N. 7th St.	On-Street	38	38
90 N. 5th St. 90 N. 7th St.	E. Jackson St. & E. Leigh St. E. Jackson St. & E. Leigh St.	On-Street On-Street		0
91 E. Jackson St.	N. 7th St. & N. 8th St.	On-Street		0
91 E. Leigh St.	N. 7th St. & N. 8th St.	On-Street	10	10
91 N. 7th St.	E. Jackson St. & E. Leigh St.	On-Street		0
91 N. 8th St.	E. Jackson St. & E. Leigh St.	On-Street		0
92 E. Duval St.92 Turpin St.	N. 8th St. & N. 10th St. N. 9th St. & N. 10th St.	On-Street On-Street	9	9
92 E. Leigh St.	N. 8th St. & N. 9th St.	On-Street		ō
92 N. 8th St.	E. Leigh St. St. & E. Duval St.	On-Street	9 11	20
92 N. 9th St.	E. Leigh St. & Turpin St.	On-Street	47	0
92 N. 10th St. 93 Turpin St.	Turpin St. & E. Duval St. N. 9th St. & N. 10th St.	On-Street On-Street	17 2	19 0
93 E. Duval St.	N. 1st St. & N. 2nd St.	On-Street		0
93 E. Leigh St.	N. 10th St. & I-95 Interstate Underpass	On-Street		0
93 N. 9th St.	E. Leigh St. & Turpin St.	On-Street		0
93 N. 10th St. 93 N. 10th St.	E. Leigh St. St. & E. Duval St. E. Leigh St. St. & E. Duval St.	On-Street On-Street		0
94 E. Leigh St.	N. 8th St. & N. 9th St.	On-Street	10	10
94 E. Clay St.	N. 8th St. & N. 9th St.	On-Street	6	6
94 N. 8th St.	E. Leigh St. & E. Clay St.	On-Street	11	11
94 N. 9th St.	E. Leigh St. & E. Clay St.	On-Street	18	18 6
95 E. Leigh St.95 E. Clay St.	N. 9th St. & N. 10th St. N. 9th St. & N. 10th St.	On-Street On-Street	6 9	9
95 N. 9th St.	E. Leigh St. & E. Clay St.	On-Street	·	o
95 N. 10th St.	E. Leigh St. & E. Clay St.	On-Street	8	8
96 E. Leigh St.	N. 10th St. & N. 11th St.	On-Street		0
96 E. Clay St.96 N. 10th St.	N. 10th St. & N. 11th St. E. Leigh St. & E. Clay St.	On-Street On-Street		0
96 N. 11th St.	E. Leigh St. & E. Clay St.	On-Street		0
97 E. Leigh St.	N. 11th St. & N. 12th St.	On-Street		0
97 E. Clay St.	N. 11th St. & N. 12th St.	On-Street	7	11
97 N. 11th St.97 N. 12th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street	15 11	15 11
98 E. Leigh St.	N. 12th & N. 13th St.	On-Street	11	0
98 E. Clay St.	N. 12th & N. 13th St.	On-Street	4	4
98 N. 12th St.	E. Leigh St. & E. Clay St.	On-Street	13	13
98 N. 13th St.	E. Leigh St. & E. Clay St.	On-Street		0
99 E. Leigh St.99 E. Clay St.	N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp	On-Street On-Street		0
99 N. 13th St.	E. Leigh St. & E. Clay St.	On-Street		0
100 E. Clay St.	N. 11th St. & N. 12th St.	On-Street		0
100 E. Marshall St.	N. 11th St. & N. 12th St.	On-Street		0
100 N. 11th St.100 N. 12th St.	E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street		0
101 E. Clay St.	N. 12th & N. 13th St.	On-Street		0
101 E. Marshall St.	N. 12th & N. 13th St.	On-Street	5	5
101 N. 12th St.	E. Clay St. & E. Marshall St.	On-Street		0
101 N. 13th St.	E. Clay St. & E. Marshall St.	On-Street		0
102 E. Clay St.102 E. Marshall St.	N. 13th St. & I-95 Interstate Ramp N. 13th St. & I-95 Interstate Ramp	On-Street On-Street		0
102 N. 13th St.	E. Clay St. & E. Marshall St.	On-Street		ō
103 E. Marshall St.	N. 11th St. & N. 12th St.	On-Street		0
103 E. Broad St.	N. 11th St. & N. 12th St.	On-Street		0
103 N. 11th St.103 N. 12th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street		0
103 N. 12th St. 104 E. Marshall St.	N. 11th St. & College St.	On-Street		0
20 1 21 11 10 1 5 1 1 0 1 1	N. 11th St. & College St.	On-Street		0
104 E. Broad St.	W. IIIII St. & College St.	0 51	· ·	
104 E. Broad St.104 N. 11th St.	E. Marshall St. & E. Broad St.	On-Street		0
104 E. Broad St.				0 0





Exhibit F-15: Biotech Off-Street Parking Supply Inventory

					OFF-STREET FACIL	ITIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General Reserved	H/C	TOTAL
81	81-1	533 Club	700 N. 3rd St.	Private/Private Lot	23		23
81	81-2	Richmond Redevelopment	705 N. 2nd St.	Private/Private Lot	100		100
82	82-1	United Network for Organ Sharing	700 N. 4th St.	Private/Private Structure	N/A		0
83	83-1	Virginia Department of Forensic Science North	800 N. 5th St.	Public/Private Lot	15		15
83	83-2	Virginia Department of Forensic Science South	700 N. 5th St.	Public/Private Lot	95		95
84	84-1	Commonwealth of VA - Biotech Eight	737 N. 5th St.	Public/Private Structure	312		312
85	85-1	Altria Center For Research and Technology	600 E. Jackson St.	Private/Private Structure	N/A		0
86	86-1	J. Sargeant Reynolds Community College	700 N. 8th St.	Public/Private Structure	485		485
87	87-1	Funeral Home South Lot	210 E. Leigh St.	Private/Private Lot	29		29
87	87-2	Funeral Home South-East Lot	210 E. Leigh St.	Private/Private Lot	13		13
87	87-3	Gravel Lot	611 N. 2nd St	Private/Private Lot	15		15
87	87-4	Third Street Bethel AME Church	217 E. Jackson St.	Private/Private Lot	12		12
88	88-1	Office Business	621 N. 3rd St.	Private/Private Lot	40		40
88	88-2	Commonwealth of VA - Biotechnology East Lot	626 N. 4th St.	Public/Public Lot	72		72
88	88-3	Commonwealth of VA - Biotech Southeast Lot	608 N. 4th St.	Public/Public Lot	32		32
88	88-4	Commonwealth of VA - Biotech South Lot	608 N. 4th St.	Public/Public Lot	34		34
88	88-5	Dominion Medical Associates	611 N. 3rd St.	Private/Private Lot	14		14
89	89-1	Commonwealth of VA - DCLS	600 P5 N. 5th St	Public/Private Structure	241		241
91	91-1	Commonwealth of VA - Biotech N.	607 N. 7th St.	Public/Public Lot	245		245
91	91-2	Commonwealth of VA - Biotech S.	620 N. 8th St.	Public/Public Lot	111		111
92	92-1	VCU - 8th St. Deck	659 N. 8th St.	Public/Public Structure	888		888
93	93-1	VCU - N Deck	615 N. 10th St.	Public/Private Structure	965		965
94	94-1	City of Richmond - Dept of Public Works	808 E. Clay St.	Public/Private Lot	284		284
95	95-1	City of Richmond - Dept of Public Works	500 N. 10th St.	Public/Private Lot	174		174
96	96-1	VCU - F Lot	1016 E. Clay St	Public/Private Lot	30		30
98	98-1	MCV Hospital - Visitor Parking	527 N. 12th St.	Public/Public Structure	825		825
99	99-1	VCU - D Deck	515 N. 13th St.	Public/Private Structure	2,135		2,135
105	105-1	Commonwealth of VA - Goodwin Library	1400 E. Broad St.	Public/Private Garage	103		103
Total					7,292 0	0	7,292





Exhibit F-16: City Center On-Street Parking Supply Inventory

.K#	NAME/DESCRIPTION	ADDRESS	TYPE	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) Unrestricted 30Min-1 Hour Mtr 2-Hour Kiosk	2-Hour Mtr	
06 E.L 06 E.C	Leigh St. Clay St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	12		1
06 N.2		E. Leigh St. & E. Clay St.	On-Street	18		1
06 N. 3 07 E. L	eigh St.	E. Leigh St. & E. Clay St. N. 3rd St. & N. 4th St.	On-Street On-Street			
07 N. 3		E. Leigh St. & E. Clay St.	On-Street	8		
	eigh St. Marshall St.	N. 4th St. to N. 5th St. N. 4th St. to N. 5th St.	On-Street On-Street	10		1
08 N. S	5th St.	E. Leigh St. & E. Marshall St.	On-Street			
	eigh St. Marshall St.	W. Duval St. & Price St. St. Peters St. & Price St.	On-Street On-Street	25		
09 N. S	5th St.	E. Leigh St. & E. Marshall St.	On-Street			
09 N. 7		E. Leigh St. & E. Marshall St. N. 2nd St. & N. 3rd St.	On-Street On-Street	10		:
10 E.N	Marshall St.	N. 2nd St. & N. 3rd St.	On-Street	10		:
10 N. 2		E. Clay St. & E. Marshall St. E. Clay St. & E. Marshall St.	On-Street On-Street	6		
	Marshall St.	N. 3rd St. & N. 4th St.	On-Street			
11 N. 3	3rd St. Warshall St.	E. Clay St. & E. Franklin St. N. 2nd St. & N. 3rd St.	On-Street On-Street	6		
	Broad St.	N. 2nd St. & N. 3rd St.	On-Street	4		
12 N. 2 12 N. 3		E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	10		
	Marshall St.	E. 3rd St. & E 4th St.	On-Street			
13 E.E 13 N.3	Broad St.	E. 3rd St. & E 4th St. E. Marshall St. & E. Broad St.	On-Street On-Street	4		
	Marshall St.	E 4th St. & N. 5th St.	On-Street			
	Broad St.	E 4th St. & N. 5th St.	On-Street			
14 N. S 15 E. N	Stn St. Marshall St.	E. Marshall St. & E. Broad St. N. 5th St. & N. 6th St.	On-Street On-Street	5		
	Broad St.	N. 5th St. & N. 6th St.	On-Street			
15 N. ! 15 N. (E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street			
.6 E. N	Marshall St.	N. 6th St. & N. 7th St.	On-Street			
.6 E.E	Broad St. 6th St.	N. 6th St. & N. 7th St. E. Marshall St. & E. Broad St.	On-Street On-Street	3		
l6 N.	7th St.	E. Marshall St. & E. Broad St.	On-Street	9		
	Broad St. Grace St.	N. 2nd St. & N. 3rd St. N. 2nd St. & N. 3rd St.	On-Street On-Street	8 5		
7 N.	2nd St.	E. Broad St. & E. Grace St.	On-Street	8		
17 N. 3	3rd St. Broad St.	E. Broad St. & E. Grace St. N. 3rd St. & N. 4th St.	On-Street On-Street	14		
8 E. G	Grace St.	N. 3rd St. & N. 4th St.	On-Street		11	
18 N. 3 18 N. 4		E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	13	13	
	Broad St.	N. 4th St. & N. 5th St.	On-Street		15	
.9 E. G	Grace St.	N. 4th St. & N. 5th St. E. Broad St. & E. Grace St.	On-Street On-Street		9	
.9 N.!		E. Broad St. & E. Grace St.	On-Street		5	
	Broad St.	N. 5th St. & N. 6th St.	On-Street			
	Grace St. 5th St.	N. 5th St. & N. 6th St. E. Broad St. & E. Grace St.	On-Street On-Street		2	
	6th St.	E. Broad St. & E. Grace St.	On-Street		3	
	Broad St. Grace St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street On-Street			
	6th St.	E. Broad St. & E. Grace St.	On-Street			
1 N 2 E. C	7th St. Grace St.	E. Broad St. & E. Grace St. N. 2nd St. & N. 3rd St.	On-Street On-Street	8	4	
2 E. F	Franklin St.	N. 2nd St. & N. 3rd St.	On-Street	3		
22 N.: 22 N.:	2nd St. 3rd St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	9		
23 E. C	Grace St.	N. 3rd St. & N. 4th St.	On-Street	9		
23 E.F 23 N.:	Franklin St. 3rd St.	N. 3rd St. & N. 4th St. E. Grace St. & E. Franklin St.	On-Street On-Street	12 9		
23 N.	4th St.	E. Grace St. & E. Franklin St.	On-Street	11		
	Grace St. Franklin St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street		3 14	
4 N.		E. Grace St. & E. Franklin St.	On-Street	9		
4 N.	6th St. Grace St.	E. Grace St. & E. Franklin St. N. 5th St. & N. 6th St.	On-Street On-Street		7	
	Franklin St.	N. 5th St. & N. 6th St.	On-Street		12	
5 N. 5 5 N. 6		E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street		7 8	
	Grace St.	N. 6th St. & N. 7th St.	On-Street		0	
	Franklin St.	N. 6th St. & N. 7th St.	On-Street	_	2	
6 N. 6 6 N. 7	oth St. 7th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street On-Street	5	4	
7 E.F	Franklin St.	N. 4th St. & N. 5th St.	On-Street		8	
	Main St. 4th St.	N. 4th St. & N. 5th St. E. Franklin St. & E. Main St.	On-Street On-Street	10	12	
7 N. S	5th St.	E. Franklin St. & E. Main St.	On-Street		6	
	Franklin St. Main St.	N. 5th St. & N. 6th St. N. 5th St. & N. 6th St.	On-Street On-Street	1	5 3	
8 N. S	5th St.	E. Franklin St. & E. Main St.	On-Street		2	
	6th St. Franklin St.	E. Franklin St. & E. Main St. N. 6th St. & N. 7th St.	On-Street On-Street		6 2	
9 E.N	Main St.	N. 6th St. & N. 7th St.	On-Street			
	6th St. 7th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street		1	
0 E.N	Main St.	N. 4th St. & N. 5th St.	On-Street	11		
0 E.C 0 S.4	Cary St. 4th St.	N. 4th St. & N. 5th St. E. Main St. & E. Cary St.	On-Street On-Street	8	3	
0 S. 5	5th St.	E. Main St. & E. Cary St.	On-Street		14	
	Main St. Cary St.	S. 5th St. & S. 6th St. S. 5th St. & S. 6th St.	On-Street On-Street	12		
	Sth St.	E. Main St. & E. Cary St.	On-Street		8	
	5th St. Main St.	E. Main St. & E. Cary St. N. 6th St. & N. 7th St.	On-Street On-Street	8 7		
	viain St. Cary St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St.	On-Street	,	3	
	ook St. Adams St	E. Main St. & E. Cary St.	On-Street		4	
	Adams St. Cary St.	E. Main St. & E. Cary St. N. 4th St. & N. 5th St.	On-Street On-Street		9	
3 E. C	Canal St.	N. 4th St. & N. 5th St.	On-Street	8		
	4th St. 5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street On-Street		12 10	
4 E.C	Cary St.	S. 5th St. & S. 6th St.	On-Street			
4 E.C 4 S.5	Canal St. 5th St.	S. 5th St. & S. 6th St. E. Cary St. & E. Canal St.	On-Street On-Street		6	
4 S. 6	5th St.	E. Cary St. & E. Canal St. E. Cary St. & E. Canal St.	On-Street		U	
	Cary St. Canal St.	N. 6th St. & N. 7th St. N. 6th St. & N. 7th St	On-Street On-Street			
	Lanai St. Ividere St.	N. 6th St. & N. 7th St. E. Cary St. & E. Canal St.	On-Street			
5 N.I	Henry St.	E. Cary St. & E. Canal St.	On-Street		3	
	Canal St. Canal St.	N. 4th St. & N. 5th St. N. 4th St. & N. 5th St.	On-Street On-Street		3	
6 S. 4	4th St.	E. Canal St. & I-195 Interstate Highway	On-Street			
	5th St. Canal St.	E. Canal St. & I-195 Interstate Highway S. 5th St. & S. 6th St.	On-Street On-Street	4	11	
7 F C			On-Street			





Exhibit F-17: City Center Off-Street Parking Supply Inventory

					OFF-STF	REET FACIL	ITIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	General	Reserved	H/C	TOTAL
106	106-1	United Network For Organ Sharing	501 N. 2nd St.	Private/Private Lot	64		2	66
106	106-2	514 N. 3rd St.	514 N. 3rd St.	Private/Private Lot	13		2	15
106	106-3	212 E. Clay	212 E. Clay St.	Private/Private Lot	14			14
109	109-1	City of Richmond - 5th and Marshall Garage	514 N. 3rd St.	Public/Public Structure	1,100			1,100
110	110-1	PARKWAY - 200 E. Marshall Lot	200 E. Marshall St.	Private/Public Lot	122			122
111	111-1	Greater Richmond Convention Center (N)	403 N. 3rd St	Private/Private Structure	454			454
112	112-1	VCU - PD Lot	233 E. Marshall St	Public/Private Lot	78			78
113	113-1	Greater Richmond Convention Center (S)	311 N. 3rd St.	Private/Private Structure	480			480
116	116-1	City of Richmond - 7th and Marshall	607 E. Marshall St.	Public/Public Structure	640			640
117	117-1	US Post Office	201 N. 2nd St.	Public/Private Lot	15			15
119	119-1	City of Richmond - 5th and Broad Lot	401 E. Broad St.	Public/Public Lot	112			112
120	120-1	Hilton Richmond Downtown	230 N. 6th St.	Private/Private Garage	N/A			0
121	121-1	Virginia Performing Arts Foundation	623 E. Broad St.	Private/Private Lot	78			78
122	122-1	City of Richmond - 2nd and Grace	107 N. 2nd St.	Public/Public Structure	357			357
122	122-2	Restaurant / Apartments	213 E. Grace St.	Private/Private Lot	8			8
122	122-3	Christian Lorraine	100 N. 3rd St.	Private/Private Lot	19			19
123	123-1	Richmond Times Dispatch Employees Only	300 E. Franklin St.	Private/Private Structure	N/A			0
124	124-1	4th and Franklin	400 E. Franklin St.	Private/Public Lot	90			90
126	126-1	City of Richmond - 6th & Franklin Deck	607 E. Grace St.	Public/Public Structure	550			550
126	126-2	City of Richmond - Grace & 6th Lot	609 E. Grace St.	Public/Public Lot	124			124
128	128-1	2nd St. Presbyterian	13 N. 5th St.	Private/Public Structure	350			350
128	128-2	Virginia Atlantic	509 E. Franklin St.	Private/Private Structure	90			90
128	128-3	City Park Garage	528 E. Main St.	Private/Public Structure	44			44
129	129-1	Commonwealth of VA - 7th and Franklin	98 N. 6th St.	Public/Private Structure	1,006			1,006
129	129-2	Commonwealth of VA - Main Street Centre	600 E. Main St.	Public/Public Garage	329			329
130	130-1	Commonwealth of VA - 400 E. Cary	8 S. 4th St.	Public/Private Lot	73			73
130	130-2	Gather-Downtown	409 E. Main St.	Private/Private Lot	20			20
131	131-1	Pollard & Bagby	9 S. 5th St.	Private/Private Lot	35			35
132	132-1	North Monthly Lot	9 S. 6th St.	Private/Public Structure	500			500
132	132-2	Lanier Phone Lot	600 E. Cary St.	Private/Public Structure	227			227
132	132-3	South Monthly Lot	620 E. Cary St.	Private/Public Garage	179			179
133	133-1	City Park Lot	401 E. Cary St.	Private/Public Lot	300			300
134	134-1	CityParking Inc. Lot - Permit Only	127 S. 5th St.	Private/Public Lot	50			50
134	134-2	Construction Lot	118 S. 6th St.	Private/Private Lot	25			25
136	136-1	Richmond Ballet	407 E. Canal St.	Private/Private Lot	51			51
137	137-1	Crown Plaza Hotel	555 E. Canal St.	Private/Public Structure	359			359
Total					7,956	0	4	7,960







Exhibit F-18: Capitol District On-Street Parking Supply Inventory

BLK#	NAME DESCRIPTION	ADDRESS	TVDE	1-Hour (free) 2-Hours (free) Special Purpose 30Min-1 Hour Mtr 30Min-1Hour Kiosks 2-Hour Kiosk 2-Hour Mtr H/C	
	NAME/DESCRIPTION E. Leigh St.	ADDRESS N. 7th St. & N. 8th St.	TYPE On-Street	1-10ul (1166) 2-10ul s (1166) Special rulpose Somili-111oul mu Somili-111oul Rusks 2-10ul Rusk 2-10ul mu 1110	TOTA 0
	•	N. 7th St. & N. 8th St.	On-Street	6	6
	N. 7th St. N. 8th St.	E. Leigh St. & E. Clay St. E. Leigh St. & E. Clay St.	On-Street On-Street		0
		N. 7th St. & N. 8th St.	On-Street		0
		N. 7th St. & N. 8th St.	On-Street		0
	N. 7th St.	E. Clay St. & E. Marshall St.	On-Street		0
	N. 8th St. E. Clay St.	E. Clay St. & E. Marshall St. N. 8th St. & N. 9th St.	On-Street On-Street	11	0 11
	•	N. 8th St. & N. 9th St.	On-Street	6 3	9
140	N. 8th St.	E. Clay St. & E. Marshall St.	On-Street	10	10
	N. 9th St.	E. Clay St. & E. Marshall St.	On-Street	10 4	14
	E. Marshall St. N. 9th St.	N. 9th St. & N. 10th St. E. Clay St. & E. Marshall St.	On-Street On-Street	8 5	8 5
	N. 10th St.	E. Clay St. & E. Marshall St.	On-Street	15	15
142 E	E. Clay St.	N. 8th St. & N. 9th St.	On-Street		0
		N. 8th St. & N. 9th St.	On-Street	<u>.</u>	0
		E. Clay St. & E. Franklin St. E. Clay St. & E. Franklin St.	On-Street On-Street	10 11	10 11
		N. 7th St. & N. 8th St.	On-Street	11	0
143 E	E. Broad St.	N. 7th St. & N. 8th St.	On-Street	7	7
	N. 7th St.	E. Marshall St. & E. Broad St.	On-Street		0
	N. 8th St. E. Marshall St.	E. Marshall St. & E. Broad St. N. 8th St. & N. 9th St.	On-Street On-Street	11	0 11
		N. 8th St. & N. 9th St.	On-Street	11	"
	N. 8th St.	E. Marshall St. & E. Broad St.	On-Street	2	2
		E. Marshall St. & E. Broad St.	On-Street	8	8
		N. 9th St. & N. 10th St.	On-Street		0
	E. Broad St. N. 9th St.	N. 9th St. & N. 10th St. E. Marshall St. & E. Broad St.	On-Street On-Street	3	0
	N. 10th St.	E. Marshall St. & E. Broad St.	On-Street		0
146 E	E. Marshall St.	N. 10th St. & N. 11th St.	On-Street	4	4
		N. 10th St. & N. 11th St.	On-Street		0
	N. 10th St. N. 11th St.	E. Marshall St. & E. Broad St. E. Marshall St. & E. Broad St.	On-Street On-Street	13	0 13
		N. 7th St. & N. 8th St.	On-Street	12	0
		N. 7th St. & N. 8th St.	On-Street	8	8
	N. 7th St.	E. Broad St. & E. Grace St.	On-Street		0
	N. 8th St.	E. Broad St. & E. Grace St. N. 8th St. & N. 9th St.	On-Street		0
		N. 8th St. & N. 9th St. N. 8th St. & N. 9th St.	On-Street On-Street	3	3
	N. 9th St.	E. Broad St. & E. Grace St.	On-Street	3	3
	N. 8th St.	E. Broad St. & E. Grace St.	On-Street		0
	E. Broad St.	N. 9th St. & N. 10th St.	On-Street		0
	N. 9th St. N. 10th St.	E. Broad St. & E. Grace St. E. Broad St. & Capital St.	On-Street On-Street		0
	E. Broad St.	N. 10th St. & N. 11th St.	On-Street		0
	N. 10th St.	E. Broad St. & Capital St.	On-Street		0
	N. 11th St.	E. Broad St. & Capital St.	On-Street		0
	E. Broad St. N. 11th St.	N. 11th St. & Governor St. F. Broad St. & Capital St.	On-Street		0
	N. 11th St. Governor St.	E. Broad St. & Capital St. E. Broad St. & Capital St.	On-Street On-Street		0
	E. Broad St.	Governor St. & N. Old 14th St.	On-Street		0
	E. Grace St.	Governor St. & N. Old 14th St.	On-Street		0
	Governor St.	E. Broad St. & E. Grace St.	On-Street	12	12
	N. Old 14th St. E. Broad St.	E. Broad St. & E. Grace St. N. Old 14th St. & I-95 Interstate	On-Street On-Street		0
	N. Old 14th St.	N. Broad St. & E. Grace St.	On-Street		0
153 N	N. 14th St.	N. Broad St. & E. Grace St.	On-Street		0
	E. Grace St.	N. 7th St. & N. 8th St.	On-Street	2	2
	E. Franklin St. N. 7th St.	N. 7th St. & N. 8th St. E. Grace St. & E. Franklin St.	On-Street On-Street	2	0 2
	N. 7th St. N. 8th St.	E. Grace St. & E. Franklin St. E. Grace St. & E. Franklin St.	On-Street	4	4
	E. Grace St.	N. 8th St. & N. 9th St.	On-Street	10	10
	E. Franklin St.	N. 8th St. & N. 9th St.	On-Street		0
	N. 8th St.	E. Grace St. & E. Franklin St.	On-Street		0
	N. 9th St. Bank St.	E. Grace St. & E. Franklin St. N. 9th St. & Governor St.	On-Street On-Street	9 4	13
	N. 9th St.	Capital St. & Bank St.	On-Street	·	0
	Governor St.	Capital St. & Bank St.	On-Street		0
	E. Grace St.	Governor St. & N. Old 14th St.	On-Street	12	12
	Bank St. Governor St.	Governor St. & N. 14th St. E. Grace St. & Bank St.	On-Street On-Street	10	10
	Bank St.	N. Old 14th St. & N. 14th St.	On-Street	2	2
158 N	N. 14th St.	E. Grace St. & Bank St.	On-Street		0
		N. 14th St. & I-95 Interstate	On-Street		0
	E. Franklin St. N. 14th St.	N. 14th St. & I-95 Interstate Overpass E. Broad St.	On-Street On-Street	6 14	6 14
		N. 9th St. & N. 10th St.	On-Street	5	5
		N. 9th St. & N. 10th St.	On-Street		0
	N. 9th St.	Bank St. & E. Main St.	On-Street		0
	N. 10th St. Bank St.	Bank St. & E. Main St. N. 10th St. & N. 11th St.	On-Street On-Street	6	6
	Bank St. E. Main St.	N. 10th St. & N. 11th St. N. 10th St. & N. 11th St.	On-Street		0
	N. 10th St.	Bank St. & E. Main St.	On-Street	8	8
	N. 11th St.	Bank St. & E. Main St.	On-Street		0
		N. 11th St. & N. 12th St.	On-Street	4	4
	E. Main St. N. 11th St.	N. 11th St. & N. 12th St. Bank St. & E. Main St.	On-Street On-Street		0
	N. 11th St. N. 12th St.	Bank St. & E. Main St. Bank St. & E. Main St.	On-Street	3	3
	Bank St.	N. 12th St. & Governor St.	On-Street	2	2
163 E	E. Main St.	N. 12th St. & Governor St.	On-Street	4	4
	N. 12th St.	Bank St. & E. Main St.	On-Street	6	6
	Governor St. Bank St.	Bank St. & E. Main St. Governor St. & N. 14th St.	On-Street On-Street	7	7
	Bank St. E. Main St.	Governor St. & N. 14th St. Governor St. & N. 14th St.	On-Street	,	6
	Governor St.	Bank St. & E. Main St.	On-Street	7	7
	N. 14th St.	Bank St. & E. Main St.	On-Street		0
	E. Franklin St.	N. 14th St. & N. 15th St.	On-Street	12	12
		N. 14th St. & N. 15th St.	On-Street		0
165 E	E. Main St. N. 14th St		On-Street	3	
165 E	E. Main St. N. 14th St. N. 15th St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St.	On-Street On-Street	3	0





Exhibit F-19: Capitol District Off-Street Parking Supply Inventory

					OFF-STREET	FACII	ITIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General Res			
138	138-1	City of Richmond - Coliseum	501 N. 7th St.	Public/Public Structure	980		-	980
142	142-1	VCU Lot P (Putney House Lot)	1003 E. Clay St.	Public/Private Lot	25			25
143	143-1	City Park Lot	310 N. 8th St.	Private/Public Lot	40			40
143	143-2	Commonwealth of VA - 7th and Marshall	311 N. 7th St.	Public/Public Structure	640			640
144	144-1	Commonwealth of VA - Library of Virginia	800 E. Broad St.	Public/Public Garage	216			216
145	145-1	City of Richmond - City Hall	900 E. Broad St.	Public/Private Garage	272			272
148	148-1	Gravel Lot	253 N. 9th St.	Public/Private Lot	70			70
148	148-2	St Peter's Church	808 E. Grace St.	Private/Private Lot	20			20
149	149-1	Commonwealth of VA - Darden Garden West	N. 10th St	Public/Private Lot	19			19
150	150-1	Commonwealth of VA - Darden Garden East	N. 11th St	Public/Private Lot	11			11
152	152-1	Commonwealth of VA - 1221 Broad East	1221 E. Broad St.	Public/Private Lot	106			106
152	152-2	Commonwealth of VA - 1221 Broad West	1205 E. Broad St.	Public/Private Lot	33			33
153	153-1	Commonwealth of VA - Transportation Annex	Old 14th St.	Public/Private Lot	95			95
154	154-1	Central Parking - Edison Apartments	112 N. 8th St.	Private/Public Structure	354			354
154	154-2	7th Street Lot	114 N. 7th St.	Private/Private Lot	16			16
155	155-1	Commonwealth of VA - Supreme Court	100 N. 9th St.	Public/Private Garage	30			30
156	156-1	Commonwealth of VA - Bank Street	1200 Bank St.	Public/Private Structure	221			221
156	156-2	Commonwealth of VA - Governor Street	Governor Street	Public/Private Lot	56			56
157	157-1	Commonwealth of VA - James Madison	109 Governor St.	Public/Private Garage	365			365
157	157-2	Commonwealth of VA - Parks Division Lot	1201 E. Grace St.	Public/Private Lot	36			36
158	158-1	Commonwealth of VA - Old 14th and Grace	1299 E. Grace St.	Public/Private Lot	67			67
159	159-1	Commonwealth of VA - James Monroe	2 E. Franklin St.	Public/Private Structure	624			624
163	163-1	Commonwealth of VA - VRS	1212 E. Main St.	Public/Private Garage	221			221
164	164-1	Commonwealth of VA - John Tyler	55 N. 14th St.	Public/Private Garage	912			912
165	165-1	Commonwealth of VA - 14th and Main	1300 E. Main St.	Public/Private Structure	1,500			1,500
Total					6,929	0	0	6,929







Exhibit F-20: Central Office On-Street Parking Supply Inventory

166 E. Main St. 166 N. 7th St. 167 E. Franklin St. 167 E. Main St. 167 N. 8th St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Main St. 169 E. Main St.	ADDRESS N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St. S. 9th St. & S. 10th St.	On-Street	ON-STREET FACILITIES 5-30 Min (free) 1-Hour (free) 2-Hours (free) 3-Hours (free) 12-Hours (free) Special Purpose Unrestricted 30Min-1 Hour Mtr 30Min-1Hour 9 3 4	Kiosks 2-Hour Kiosk Unlimited Kiosk 2-Hour Mtr F 4 3 8	H/C TOTAL 9 7 4 0 3
166 E. Franklin St. 166 E. Main St. 166 N. 7th St. 166 N. 8th St. 167 E. Franklin St. 167 N. 8th St. 168 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 8th St. 169 E. Main St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	9 3 4	3	9 7 4 0
166 E. Main St. 166 N. 7th St. 166 N. 8th St. 167 E. Franklin St. 167 N. Sth St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Main St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	3 4 5	3	7 4 0
166 N. 7th St. 166 N. 8th St. 167 E. Franklin St. 167 E. Main St. 167 N. 8th St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Whain St. 169 E. Whain St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street On-Street	4 5	3	4 0
166 N. 8th St. 167 E. Franklin St. 167 E. Main St. 167 N. 8th St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Main St. 169 E. Cary St.	E. Franklin St. & E. Main St. N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. Main St. & S. Oth St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street On-Street On-Street	5		0
167 E. Franklin St. 167 K. Main St. 167 N. 8th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 S. 8th St. 169 E. Main St.	N. 7th St. & N. 8th St. N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street			
167 E. Main St. 167 N. 8th St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Main St. 169 E. Main St.	N. 7th St. & N. 8th St. E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street On-Street			
167 N. 8th St. 167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 169 E. Main St. 169 E. Main St.	E. Franklin St. & E. Main St. E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street On-Street		8	0
167 N. 9th St. 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 168 S. 8th St. 169 E. Main St. 169 E. Cary St.	E. Franklin St. & E. Main St. S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street On-Street		8	13
 168 E. Main St. 168 E. Cary St. 168 S. 7th St. 168 S. 8th St. 169 E. Main St. 169 E. Cary St. 	S. 8th St. & S. 9th St. S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street On-Street	10		0
 168 E. Cary St. 168 S. 7th St. 168 S. 8th St. 169 E. Main St. 169 E. Cary St. 	S. 8th St. & S. 9th St. E. Main St. & E. Cary St. E. Main St. & E. Cary St.	On-Street	10		10
168 S. 7th St.168 S. 8th St.169 E. Main St.169 E. Cary St.	E. Main St. & E. Cary St. E. Main St. & E. Cary St.			4	4
168 S. 8th St. 169 E. Main St. 169 E. Cary St.	E. Main St. & E. Cary St.			4	4
169 E. Main St. 169 E. Cary St.		On-Street On-Street		4	0
169 E. Cary St.		On-Street	7		7
· ·	S. 9th St. & S. 10th St.		,	7	7
100 C 046 C4		On-Street		,	0
	E. Main St. & E. Cary St.	On-Street			
	E. Main St. & E. Cary St.	On-Street	9		0
	S. 10th St. & S. 11th St.	On-Street	Э		9
	S. 10th St. & S. 11th St.	On-Street			0
	E. Main St. & E. Cary St.	On-Street			
	E. Main St. & E. Cary St.	On-Street			0
	S. 10th St. & S. 12th St.	On-Street	20		20
'	S. 10th St. & S. 12th St.	On-Street		3	3
	E. Main St. & E. Cary St.	On-Street			0
	E. Main St. & E. Cary St.	On-Street	9		9
'	S. 8th St. & S. 9th St.	On-Street		5	5
	S. 8th St. & S. 9th St.	On-Street			0
	E. Cary St. & E. Canal St.	On-Street			0
	E. Cary St. & E. Canal St.	On-Street			0
	S. 9th St. & S. 10th St.	On-Street		10	10
	S. 9th St. & S. 10th St.	On-Street	5		5
	E. Cary St. & E. Canal St.	On-Street	12		12
	E. Cary St. & E. Canal St.	On-Street	5		5
	S. 10th St. & S. 11th St.	On-Street		5	5
	S. 10th St. & S. 11th St.	On-Street			0
	E. Cary St. & E. Canal St.	On-Street			0
	E. Cary St. & E. Canal St.	On-Street	8		8
	S. 10th St. & S. 12th St.	On-Street			0
	S. 10th St. & S. 12th St.	On-Street			0
	E. Cary St. & E. Canal St.	On-Street			0
175 S. 12th St.	E. Cary St. & E. Canal St.	On-Street			0
176 E. Canal St.	S. 8th St. & S. 9th St.	On-Street			0
176 S. 7th St.	E. Canal St. & Downtown Expressway	On-Street			0
176 S. 9th St.	E. Canal St. & Downtown Expressway	On-Street			0
177 E. Canal St.	S. 9th St. & S. 10th St.	On-Street	4		4
177 Downtown Expressway	S. 9th St. & S. 10th St.	On-Street			0
177 S. 9th St.	E. Canal St. & Downtown Expressway	On-Street			0
177 S. 10th St.	E. Canal St. & Downtown Expressway	On-Street			0
	S. 10th St. & S. 11th St.	On-Street			0
• •	S. 10th St. & S. 11th St.	On-Street		17	17
178 S. 10th St.	E. Canal St. & Downtown Expressway	On-Street			0
178 S. 12th St.	E. Canal St. & Downtown Expressway	On-Street			0
179 E. Byrd St.	S. 7th St. & S. 9th St.	On-Street			0
	S. 7th St. & S. 9th St.	On-Street			0
179 S. 7th St.	E. Byrd St. & S. 10th St.	On-Street			0
179 S. 9th St.	E. Byrd St. & S. 10th St.	On-Street			0
	S. 9th St. & S. 10th St.	On-Street			0
	S. 9th St. & S. 10th St.	On-Street			0
	E. Byrd St. & S. 10th St.	On-Street			0
	E. Byrd St. & S. 10th St.	On-Street			0
	S. 10th St. & S. 11th St.	On-Street			0
	S. 10th St. & S. 11th St.	On-Street			0
	E. Byrd St. & Haxall Pl.	On-Street			0
181 S. 11th St.	E. Byrd St. & Haxall Pl.	On-Street			0
	S. 11th St. & S. 12th St.	On-Street			0
	S. 9th St. & S. 12th St.	River			0
	E. Byrd St. & River Canal	On-Street			0
	E. Byrd St. & River Canal	On-Street			0
Total			5 16 12 0 0 0 5 3 69	17 0 53	0 180







Exhibit F-21: Central Office Off-Street Parking Supply Inventory

					OFF-STF	REET FACIL	ITIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General	Reserved	H/C	TOTAL
166	166-1	Hampton Inn	700 E. Main St.	Private/Private Garage	194			194
166	166-2	Lanier North Deck	700 E. Franklin St.	Private/Public Structure	65			65
166	166-3	Lanier South Deck	728 E. Main St.	Private/Public Structure	77			77
167	167-1	Commonwealth of VA - 9th and Franklin	99 N. 8th St.	Public/Private Garage	505			505
167	167-2	First Union	7 N. 8th St.	Private/Private Garage	350			350
168	168-1	Commonwealth of VA - VEC	5 S. 7th St.	Public/Private Garage	210			210
168	168-2	Dominion Energy	707 E. Main St.	Private/Private Garage	N/A			0
168	168-3	8th and Main Public Park	720 E. Cary St.	Private/Public Lot	33			33
169	169-1	Visitor Lot	13 N. 8th St.	Private/Public Lot	25			25
169	169-2	1st National Apartment	838 E. Cary St.	Private/Private Structure	233			233
169	169-3	Standard Parking	800 E. Cary St.	Private/Private Structure	301			301
170	170-1	Suntrust Center	900 E. Cary St.	Private/Private Garage	69			69
171	171-1	LeClair Ryan	919 E. Main St.	Private/Public Garage	106			106
171	171-2	Lanier Parking	1111 Main St	Private/Public Garage	69			69
171	171-3	Bank of America Garage	1110 E. Cary St.	Private/Private Structure	434			434
172	172-1	James River Plaza (Dominion)	701 E. Cary St.	Private/Private Garage	N/A			0
173	173-1	801 E. Cary St.	801 E. Cary St.	Private/Public Lot	33			33
173	173-2	City of Richmond - Gateway	800 E. Canal St.	Public/Public Structure	522			522
175	175-1	James Center Garage	1000 E. Canal St.	Private/Public Structure	626			626
175	175-2	Omni Hotel Parking	100 S. 12th St.	Private/Private Garage	413			413
177	177-1	City of Richmond - Expressway	200 S. 10th St.	Public/Public Structure	1,000			1,000
178	178-1	James Center Parking	1017 E. Canal St.	Private/Public Lot	135			135
179	179-1	Federal Reserve	825 E. Byrd St.	Public/Private Lot	56			56
180	180-1	Riverfront Plaza	951 E. Byrd St.	Private/Public Garage	2,200			2,200
Total					7,656	0	0	7,656







Exhibit F-22: Shockoe Slip On-Street Parking Supply Inventory

						0 11 PA:	
BLK #	NAME/DESCRIPTION	ADDRESS	2-Hours (free) 3-	Hours (free) Special Purpose		2-Hour Mtr H/0	
	E. Main St.	S. 12th St. & S. 13th St.	6		6		6
	E. Cary St.	S. 12th St. & S. 13th St.	6		7		6
	S. 12th St. S. 13th St.	E. Main St. & E. Cary St.			7		
	E. Main St.	E. Main St. & E. Cary St. S. 12th St. & S. 14th St.	2		14		16
	E. Cary St.	S. 12th St. & S. 14th St.	2		7		7
	S. 12th St.	E. Main St. & E. Cary St.			7		7
	S. 14th St.	E. Main St. & E. Cary St.			,	10 1	
	E. Main St.	S. 14th St. & S. 15th St.	8			10 1	8
	E. Cary St.	S. 14th St. & S. 15th St.	Ŭ				0
	S. 14th St.	E. Main St. & E. Cary St.					0
	S. 15th St.	E. Main St. & E. Cary St.					0
	E. Main St.	S. 15th St. & CSX Railroad Overpass					0
	E. Cary St.	S. 15th St. & CSX Railroad Overpass		14			14
	S. 15th St.	E. Main St. & E. Cary St.	10				10
	CSX Railroad Overpass	E. Main St. & E. Cary St.					0
	E. Cary St.	S. 12th St. & S. 13th St.	9				9
	E. Canal St.	S. 12th St. & S. 13th St.			10		10
	S. 12th St.	E. Cary St. & E. Canal St.			5		5
187	S. 13th St.	E. Cary St. & E. Canal St.					0
188	E. Cary St.	S. 13th St. & Virginia St.	11				11
188	E. Canal St.	S. 13th St. & Virginia St.	10				10
188	S. 13th St.	E. Cary St. & E. Canal St.	5				5
188	Virginia St.	E. Cary St. & E. Canal St.		4			4
189	E. Cary St.	Virginia St. & S. 14th St.					0
189	E. Canal St.	Virginia St. & S. 14th St.					0
189	Virginia St.	E. Cary St. & E. Canal St.					0
189	S. 14th St.	E. Cary St. & E. Canal St.					0
	E. Cary St.	S. 14th St. & S. 15th St.	13				13
190	Dock St.	S. 14th St. & S. 15th St.					0
	S. 14th St.	E. Cary St. & Dock St.					0
	S. 15th St.	E. Cary St. & Dock St.			12		12
	E. Cary St.	S. 15th St. & CSX Railroad Overpass	11				11
	Dock St.	S. 15th St. & CSX Railroad Overpass					0
	S. 15th St.	E. Cary St. & Dock St.			10		10
	CSX Railroad Overpass	E. Cary St. & Dock St.					0
	E. Canal St.	S. 12th St. & Virginia St.					0
	Downtown Expressway	S. 12th St. & Virginia St.					0
	S. 12th St.	E. Canal St. & Downtown Expressway			7		0
	Virginia St.	E. Canal St. & Downtown Expressway			7		7
	E. Canal St. Downtown Expressway	Virginia St. & S. 14th St. Virginia St. & S. 14th St.					0
	Virginia St.	E. Canal St. & Downtown Expressway					0
	S. 14th St.	E. Canal St. & Downtown Expressway					0
	Downtown Expressway	S. 9th St. & S. 10th St.					0
194		S. 9th St. & S. 10th St.					0
	S. 12th St.	E. Broad St. & E. Grace St.					0
	Virginia St.	E. Broad St. & Capital St.					0
	Downtown Expressway	S. 10th St. & S. 11th St.					0
	River	S. 10th St. & S. 11th St.					0
	Virginia St.	E. Broad St. & Capital St.					0
	S. 14th St.	E. Broad St. & Capital St.					0
	Downtown Expressway	S. 7th St. & S. 9th St.					0
	River	S. 7th St. & S. 9th St.					0
	S. 14th St.	E. Byrd St. & S. 10th St.					0
196	I-95 Interstate Overpass	E. Byrd St. & S. 10th St.					0
_	E. Main St.	CSX Railroad West Overpass					0
197A	E. Cary St.	CSX Railroad East Overpass					0
	E. Cary St.	CSX Railroad West Overpass					0
197B	Dock St.	CSX Railroad East Overpass					0
Total			85	14 4	22 63	10 1	199







Exhibit F-23: Shockoe Slip Off-Street Parking Supply Inventory

					OFF-STRE	ET FACILIT	IES	
ВLОСК	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General F	Reserved H	1/C	TOTAL
183	183-1	Shockoe Commons Permit Lot	10 S. 13th St.	Private/Private Lot	13			13
184	184-1	Exchange PI. Apartments	7 S. 13th St.	Private/Private Lot	50			50
184	184-2	Exchange Alley Lot	1319 E. Main St.	Private/Public Lot	25			25
185	185-1	Standard Parking / Main Street Station W.	37 S. 14th St.	Private/Public Lot	22			22
185	185-2	Devon Lot	1409 E. Main St.	Private/Private Lot	18			18
185	185-3	14th and Cary Garage	1410 E. Cary St.	Private/Public Structure	902			902
185	185-4	Standard Parking / Main Street Station NE.	39 S. 15th St.	Private/Public Lot	110			110
185	185-5	Standard Parking / Main Street Station SE.	1422 E. Cary St.	Private/Public Lot	75			75
186	186-1	Club Rouge Lot	9 S. 15th St.	Private/Private Lot	16			16
186	186-2	Shockoe Atelier	1510 E. Cary St.	Private/Private Lot	15			15
186	186-3	Main Street Station	1504 E. Cary St.	Public/Public Lot	37			37
187	187-1	Shockoe Deck	110 S. 13th St.	Private/Public Structure	624			624
188	188-1	City of Richmond - Virginia St. Garage	1 Virginia St.	Public/Public Structure	460			460
191	191-1	La Diff	1501 Dock St.	Private/Private Lot	38			38
192	192-1	Hat Factory/ City Parking Inc.	118 Virginia St.	Private/Private Lot	40		1	41
194	194-1	The Locks	1300 E. Byrd St.	Private/Public Lot	75			75
194	194-2	SP+ City Locks Lot	160 Virginia St.	Public/Public Lot	52			52
194	194-3	Riverside on the James Deck	1001 Haxall Point	Private/Public Structure	900			900
197	197-1	Main Street Station N.	1527 E. Cary St.	Private/Public Lot	97			97
197	197-2	Baskervill Parking	1503 E. Cary St.	Private/Private Lot	96			96
197	197-3	Main Street Station S.	109 S. 15th St.	Private/Public Lot	25			25
Total					3,690	0	1	3,691





Exhibit F-24: Shockoe Bottom On-Street Parking Supply Inventory

	EXIIIOI	t F-24: Shockoe Bottom On	30,00	er arrang (
BLK #	NAME/DESCRIPTION	ADDRESS	TYPE On Street	2-Hours (free) 3-Ho	ours (free) Unrestricted 30Min-1Hour Kiosks	
	E. Broad St. Bank St.	E 15th St. & Westside of Railroad Overpass E 15th St. & Westside of Railroad Overpass	On-Street On-Street			0
	E 15th St.	E. Broad St. & E. Franklin St.	On-Street			0
	Westside of Railroad Overpass E. Broad St.	E. Broad St. & E. Franklin St. Westside of Railroad Overpass & Crane/Ambler St.	On-Street			0
199	E. Main St.	Westside of Railroad Overpass & Crane/Ambler St.	On-Street	3		3
	Westside of Railroad Overpass	E. Broad St. & E. Main St. E. Broad St. & E. Main St.	On-Street			0
	Ambler St./ Crane St. E. Broad St.	Crane St. & E. 17th St.	On-Street On-Street	9		9
	E. Grace St.	Crane St. & E. 17th St.	On-Street	4		4
	Crane St. N. 17th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street			0
	E. Broad St.	N. 17th St. & N. 18th St.	On-Street			0
	E. Grace St.	N. 17th St. & N. 18th St.	On-Street		12	12
	N. 17th St. N. 18th St.	E. Broad St. & E. Grace St. E. Broad St. & E. Grace St.	On-Street On-Street	3		0 3
	E. Broad St.	N. 18th St. & N. 19th St.	On-Street			0
	E. Grace St. N. 18th St.	N. 18th St. & N. 19th St. E. Broad St. & E. Grace St.	On-Street On-Street		9 12	9 12
	N. 19th St.	E. Broad St. & E. Grace St.	On-Street	7	12	7
	E. Broad St.	N. 19th St. & N. 20th St.	On-Street			0
	E. Grace St. N. 19th St.	N. 19th St. & N. 20th St. E. Broad St. & E. Grace St.	On-Street On-Street		12 16	12 16
	N. 20th St.	E. Broad St. & E. Grace St.	On-Street		19	19
	E. Broad St.	N. 20th St. & N. 21st St.	On-Street		40	0
	E. Grace St. N. 20th St.	N. 20th St. & N. 21st St. E. Broad St. & E. Grace St.	On-Street On-Street		10 7	10 7
204	N. 21st St.	E. Broad St. & E. Grace St.	On-Street		4 4	8
	E. Grace St. E. Franklin St.	Price St. & Cameo St. Price St. & Cameo St.	On-Street On-Street	9	6	9
	Ambler St.	E. Franklin St. & E. Grace St.	On-Street		U	0
	N. 17th St.	E. Franklin St. & E. Grace St.	On-Street		16	16
	E. Grace St. E. Franklin St.	N. 17th St. & N. 18th St. N. 17th St. & N. 18th St.	On-Street On-Street	4	10	4 10
	N. 17th St.	E. Franklin St. & E. Grace St.	On-Street	13	10	13
	N. 18th St.	E. Franklin St. & E. Grace St.	On-Street	9		9
	E. Grace St. E. Franklin St.	N. 18th St. & N. 19th St. N. 18th St. & N. 19th St.	On-Street On-Street	10	6	6 10
207	N. 18th St.	E. Franklin St. & E. Grace St.	On-Street		14	14
	N. 19th St. E. Grace St.	E. Franklin St. & E. Grace St. N. 19th St. & N. 20th St.	On-Street On-Street	3	9 12	12 12
	E. Franklin St.	N. 19th St. & N. 20th St. N. 19th St. & N. 20th St.	On-Street		12	13
208	N. 19th St.	E. Franklin St. & E. Grace St.	On-Street		14	14
	N. 20th St. E. Grace St.	E. Franklin St. & E. Grace St. N. 20th St. & N. 21st St.	On-Street On-Street		12 12	12 12
	E. Franklin St.	N. 20th St. & N. 21st St. N. 20th St. & N. 21st St.	On-Street		11	11
	N. 20th St.	E. Franklin St. & E. Grace St.	On-Street		12	12
	N. 21st St. E. Franklin St.	E. Franklin St. & E. Grace St. N. 1st St. & N. 2nd St.	On-Street On-Street		10	10 0
	E. Main St.	N. 1st St. & N. 2nd St.	On-Street			0
	E. 15th St.	E. Main St. & E. Franklin St.	On-Street			0
	Railway Station Bldg E. Franklin St.	E. Main St. & E. Franklin St. N. 1st St. & N. 2nd St.	On-Street		6	6
	E. Main St.	N. 1st St. & N. 2nd St.	On-Street			0
	Railway Station Bldg	E. Main St. & E. Franklin St.	On-Street			0
	N. 17th St. E. Franklin St.	E. Main St. & E. Franklin St. N. 17th St. & N. 18th St.	On-Street On-Street	10		10
	E. Main St.	N. 17th St. & N. 18th St.	On-Street	14		14
	N. 17th St. N. 18th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street		Constr	0
	E. Franklin St.	N. 18th St. & N. 19th St.	On-Street	13		13
	E. Main St.	N. 18th St. & N. 19th St.	On-Street	7		7
	N. 18th St. N. 19th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	11 13		11 13
	E. Franklin St.	N. 19th St. & N. 20th St.	On-Street	12		12
	E. Main St.	N. 19th St. & N. 20th St.	On-Street	7	42	7
	N. 19th St. N. 20th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street On-Street	19	13	13 19
215	E. Franklin St.	N. 20th St. & N. 21st St.	On-Street	11		11
	E. Main St. N. 20th St.	N. 20th St. & N. 21st St.	On-Street On-Street	7	12	7 12
	N. 17th St.	E. Main St. & E. Franklin St. E. Main St. & E. Franklin St.	On-Street		12 15	15
216	E. Main St.	N. 1st St. & N. 2nd St.	On-Street		Constr	0
	E. Cary St. Railroad Overpass	N. 1st St. & N. 2nd St. E. Cary St. & E. Main St.	On-Street On-Street			0
	S. 17th St.	E. Cary St. & E. Main St.	On-Street			0
	E. Main St.	S. 17th St. & S. 18th St.	On-Street	11		11
	E. Cary St. S. 17th St.	S. 17th St. & S. 18th St. E. Cary St. & E. Main St.	On-Street On-Street	10 10		10 10
217	S. 18th St.	E. Cary St. & E. Main St.	On-Street			0
	E. Main St.	S. 18th St. & S. 19th St.	On-Street	6	12	6
	E. Cary St. S. 18th St.	S. 18th St. & S. 19th St. E. Cary St. & E. Main St.	On-Street On-Street	15	13	13 15
218	S. 19th St.	E. Cary St. & E. Main St.	On-Street	13		13
	E. Main St. E. Cary St.	S. 19th St. & S. 20th St.	On-Street	8	11	8
	S. 19th St.	S. 19th St. & S. 20th St. E. Cary St. & E. Main St.	On-Street On-Street		11 12	11 12
219	S. 20th St.	E. Cary St. & E. Main St.	On-Street		16	16
	E. Main St. E. Cary St.	S. 20th St. & S. 21st St. S. 20th St. & S. 21st St.	On-Street On-Street		7	7
	S. 20th St.	E. Cary St. & E. Main St.	On-Street	6		6
	S. 21st St.	E. Cary St. & E. Main St.	On-Street		16	2 18
	E. Cary St. Dock St.	S. 17th St. & S. 18th St. S. 17th St. & S. 18th St.	On-Street On-Street			0
	S. 17th St.	E. Cary St. & Dock St.	On-Street		4	4
	S. 18th St.	E. Cary St. & Dock St.	On-Street		24	0
	E. Cary St. Dock St.	S. 18th St. & S. 21st St. S. 18th St. & S. 21st St.	On-Street On-Street		24	24 0
	S. 18th St.	E. Cary St. & Dock St.	On-Street			0
	S. 21st St.	E. Cary St. & Dock St.	On-Street			0
	James River Canal James River	Interstate I-95 Overpass & Pear St. Interstate I-95 Overpass & Pear St.	On-Street On-Street			0
223	Interstate I-95 Overpass	James River Canal & James River	On-Street			0
223 Total	Pear St.	James River Canal & James River	On-Street	277	16 391 4	2 690







Exhibit F-25: Shockoe Bottom Off-Street Parking Supply Inventory

					OFF-STREET FACILI	TIES	
BLOCK	MAP ID	NAME/DESCRIPTION	ADDRESS	TYPE	General Reserved	H/C	TOTAL
198	198-1	City of Richmond - Main St. Station	1500 E. Franklin St.	Public/Public Lot	560		560
199	199-1	Main Street Parking	1615 W. Broad St.	Public/Public Lot	144		144
200	200-1	Lovings Produce LLC Lot	220 N. 17th Street	Private/Public Lot	108		108
201	201-1	VCU - A Lot / City of Richmond - Main Street Stat	i 212 N. 18th St.	Public/Public Lot	96		96
202	020-1	Rock Bottom Realty	1813 E. Broad St.	Private/Private Lot	24		24
202	020-2	Richmond Parking	1800 E. Grace St.	Private/Public Lot	48		48
202	020-3	Adya Yoga	1801 E. Broad St.	Private/Private Lot	20		20
205	205-1	City of Richmond - Main Street Parking	100 N. 17th St.	Public/Public Lot	42		42
205	205-2	Main Street Parking	1634 E. Grace St.	Private/Public Lot	62		62
206	206-1	Weimans Bakery	127 N. 17th St.	Private/Private Lot	20		20
206	206-2	Lovings Produce	1715 E. Grace St.	Private/Private Lot	30		30
206	206-3	Weimans Bakery	113 N. 17th St.	Private/Private Lot	12		12
206	206-4	Richmond Cheers	118 N. 18th St.	Private/Public Lot	19		19
206	206-5	Market Square	1704 E. Franklin St.	Private/Private Lot	30		30
209	209-1	Red Orange Studio	2006 E. Franklin St.	Private/Private Lot	11		11
209	209-2	American Tobacco Center	120 N. 21st St.	Private/Private Lot	15		15
211	211-1	Private/Public Lot	1500 E. Main St.	Public/Public Lot	70		70
213	213-1	La Bamba	19 N. 18th St.	Private/Private Lot	5		5
213	213-2	Main Street Plaza	1824 E. Main St.	Private/Public Lot	30		30
214	214-1	Rainmaker Recording	15 N. 19th St.	Private/Private Lot	25		25
214	214-2	Sweet Mart	1906 E. Main St.	Private/Private Lot	12		12
215	215-1	Shockoe Valley Heights	2005 E. Franklin St.	Private/Private Lot	58		58
216	216-1	Main St. Realty	1559 E. Main St.	Private/Private Lot	36		36
217	217-1	Dock Associates	15 S. 17th St.	Private/Private Lot	25		25
217	217-2	RVA Self Storage	1720 E. Cary St.	Private/Private Lot	12		12
217	217-3	Terrer Holdings	1725 E. Main St.	Private/Private Lot	10		10
218	218-1	Richmond Parking	1811 E. Main St.	Private/Public Lot	100		100
219	219-1	Canal Walk Lofts	1900 E. Cary St.	Private/Private Lot	10		10
222	222-1	Virginia Holocaust Museum	2000 Dock St.	Private/Private Lot	216		216
223	223-1	Public Utilities	1721 E. Byrd St.	Public/Private Lot	10		10
Total					1,860 0	0	1,860









CITY OF RICHMOND PARKING STUDY

APPENDIX G – MANCHESTER

EXISTING CONDITIONS

Much of Manchester is industrial but is being converted to a mix of uses, similar to the landscape along Hull Street between 9th and 17th Streets. Manchester is very close to the CBD, located just south of the James River, and has seen a significant increase in multi-family apartment construction over the past decade.

As shown in **Figure 1**, the original boundaries of the Manchester study area have remained unchanged since the inception of this study and run along the following streets, arterials, and bodies of water: Cowardin Avenue, the James River, Maury Street, Commerce Road, Decatur Street, and Jefferson Davis Highway. The study area is made up of 102 total blocks. **Figure 1**, on the next page, displays a closer view of the Manchester study area and its exact boundaries.





Figure 1: Manchester Study Area









Existing Parking Supply

At present, parking within the Manchester study area consists of on-street unrestricted and time-restricted spaces as well as privately and publicly owned surface lots and structures. There are currently 207 off-street paid parking spaces within the area.

In total, DESMAN inventoried 7,842 parking spaces; 33% were on-street (2,551 spaces) and 67% were off-street (5,291 spaces). A detailed, block-by-block inventory of the total supply is included in the Appendices as **Exhibit G-1**.

On-Street Parking

DESMAN inventoried a total of 2,551 spaces on 226 block faces across the study area. A detailed inventory is included in the Appendices as **Exhibit G-2**. As **Chart 1** indicates, the large majority of on-street parking is unrestricted. **Figure 2**, on the next page, shows the representative locations of the on-street parking spaces along each street segment within the Manchester study area.

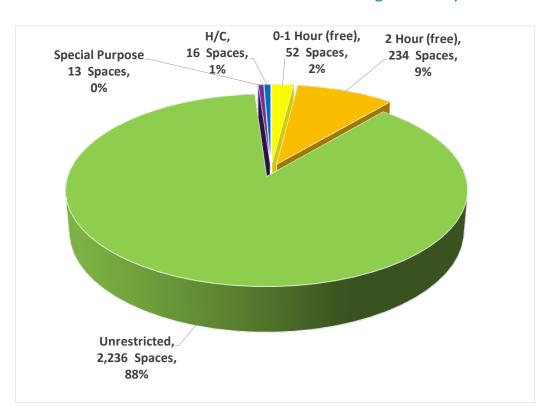


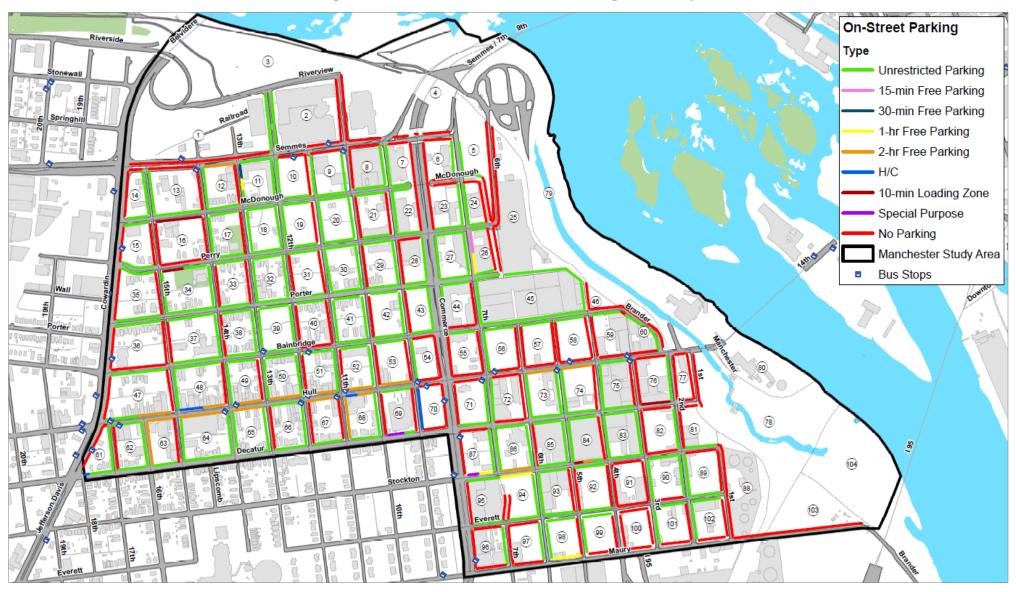
Chart 1: Manchester On-Street Parking Inventory







Figure 2: Manchester On-Street Parking Inventory









As **Figure 2** indicates, time-restricted parking exists primarily along Hull Street with some scattered along Stockton Street and others. In most of the area, especially on block faces with abutting residences or vacant lots, on-street parking is unrestricted.

Off-Street Parking

DESMAN inventoried a total of 5,291 spaces in 148 facilities across the study area. A detailed inventory is included in the Appendices as **Exhibit G-3**. The off-street parking inventory in Manchester is made up of 139 Private/Private, 3 Private/Public, 4 Public/Private, and 2 Public/Public facilities. As **Chart 2** shows, the Private/Private facilities account for a total of 93% of the off-street parking supply in the area.

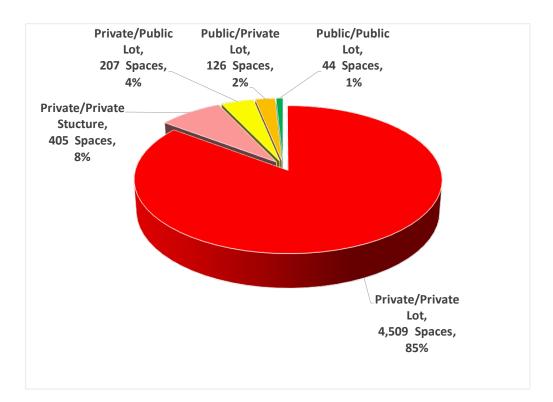


Chart 2: Manchester Off-Street Parking Inventory by Ownership

On the next page, **Figure 3** exhibits the locations of the off-street parking facilities within the Manchester neighborhood study area. A detailed list of off-street facilities is included in the Appendices as **Exhibit G-3**.

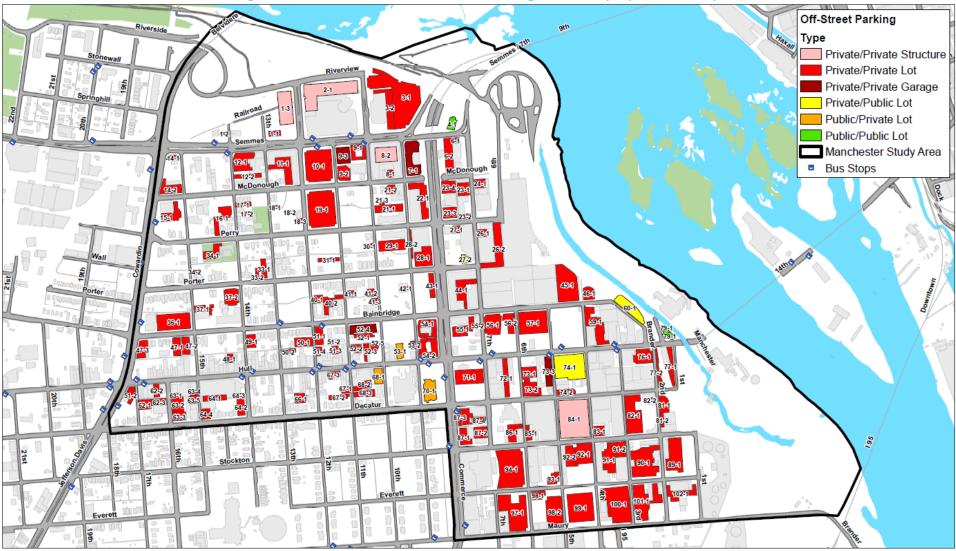






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Figure 3: Manchester Off-Street Parking Inventory by Ownership









DESMAN further categorized the off-street facilities according to intended end user. Staff identified facilities serving apartment buildings and the like as 'residential' and those serving businesses as either 'customer' or 'employee' parking based on signage and observations of use. Staff considered parking lot spaces owned and used by the city or state government in the neighborhood as 'institutional' whereas facilities that charge a fee for parking were labeled as 'paid parking'. Staff labeled facilities with spaces not obviously designated for one end user over another as 'mixed-use'. As **Chart 3** shows, employee-only spaces made up the majority of off-street spaces, followed by residential spaces, due to the prominent industrial presence and new multi-family buildings in the neighborhood.

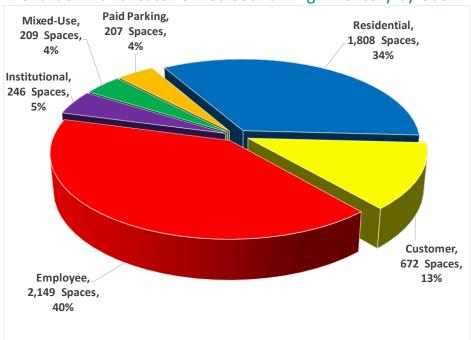


Chart 3: Manchester Off-Street Parking Inventory by User

Existing Parking Occupancy

DESMAN executed a series of five observations designed to capture existing parking conditions at different times of day and different days of the week. These observations occurred on:

- Thursday, May 3, 2018: Morning (8:00 AM-10:00 AM)
- Thursday, May 3, 2018: Mid-day (11:00 AM-2:00 PM)
- Thursday, May 3, 2018: Evening (5:00 PM-7:00 PM)
- Saturday, April 28, 2018: Mid-day (11:00 AM-2:00 PM)
- Saturday, April 28, 2018: Evening (5:00 PM-7:00 PM)

The mid-day and evening periods capture conditions during periods when occupancy is typically high in mixed-use neighborhoods; the sole morning count was intended to capture conditions when it was anticipated that residential presence would be very high and stable. In addition to physical counts, DESMAN also employed the services of a drone-flying company to capture aerial photographs of the area on each survey day during the designated periods. DESMAN compared parking utilization to the calculated effective parking supply of 6,942 spaces (2,161 spaces on-street and 4,781 spaces off-street).







Weekday Occupancy and Utilization

Staff executed three counts on the survey day (Thursday, May 3, 2018), one in the morning (between 8:00 AM and 10:00 AM), another at mid-day (between 11:00 AM and 2:00 PM), and a third in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 3,103 vehicles in the morning, 3,142 at mid-day, and 2,451 in the evening, as shown in **Table 1**. Weekday utilization by block is represented in **Figure 4** on the next page.

Table 1: Manchester Weekday Utilization

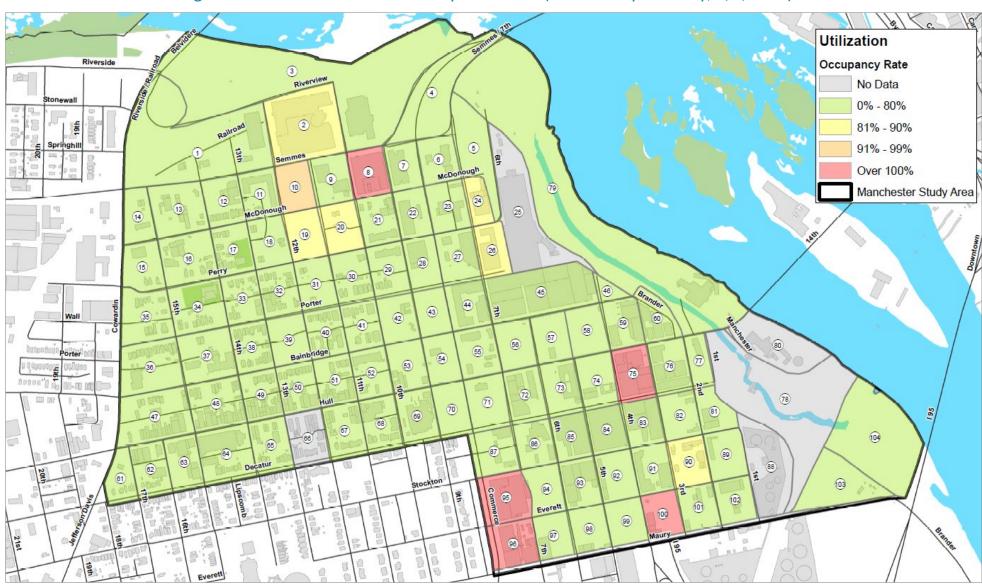
		Ma	nchester We	ekday Blo	ck by Block					Ma	nchester We	ekday Blo	ck by Block		
	Effective	Weekday	8AM-10AM	Weekday	y 11AM-2PM	Weekda	y 5PM-7PM		Effective	Weekday	/ 8AM-10AM	Weekday	/ 11AM-2PM	Weekda	ay 5PM-7PM
Block#	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization	Block #	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization
1	380	13	3%	16	4%	21	6%	51	82	32	39%	17	21%	25	30%
2	30	19	63%	25	83%	22	73%	52	75	39	52%	43	57%	43	57%
3	364	204	56%	225	62%	40	11%	53	48	3	6%	19	40%	8	17%
4	22	5	23%	4	18%	6	27%	54	78	2	3%	5	6%	0	0%
5	22	20	91%	15	68%	5	23%	55	59	32	54%	32	54%	7	12%
6	56	29	52%	25	45%	18	32%	56	114	27	24%	56	49%	24	21%
7	19	12	63%	13	68%	4	21%	57	125	52	42%	32	26%	62	50%
8	23	24	104%	23	100%	20	87%	58	6	4	67%	3	50%	5	83%
9	54	40	74%	41	76%	24	44%	59	37	14	38%	22	59%	8	22%
10	189	189	100%	183	97%	31	16%	60	68	42	62%	31	46%	41	60%
11	155	47	30%	40	26%	52	34%	61	22	9	41%	5	23%	6	27%
12	91	63	69%	60	66%	35	38%	62	84	10	12%	31	37%	23	27%
13	26	3	12%	3	12%	2	8%	63	111	18	16%	27	24%	18	16%
14	49	32	65%	28	57%	20	41%	64	60	20	33%	24	40%	23	38%
15	37	14	38%	11	30%	22	59%	64	55	20	36%	23	42%	28	51%
16	46	10	22%	20	43%	15	33%	65	94	37	39%	30	32%	27	29%
17	61	24	39%	19	31%	23	38%	67	43	21	49%	13	30%	16	37%
18	64	15	23%	28	44%	25	39%	68	106	35	33%	40	38%	41	39%
19	210	143	68%	190	90%	20	10%	69	19	2	11%	9	47%	2	11%
20	37	37	100%	30	81%	13	35%	70	72	14	19%	31	43%	2	3%
21	75	54	72%	32	43%	45	60%	71	52	26	50%	27	52%	17	33%
22	77	43	56%	36	47%	58	75%	72	27	12	44%	17	63%	13	48%
23	75	38	51%	49	65%	41	55%	73	126	52	41%	35	28%	61	48%
24	31	11	35%	28	90%	31	100%	74	175	15	9%	34	19%	14	8%
26	105	54	51%	95	90%	51	49%	75 76	21	13	62%	28	133%	8	38%
27	55	27	49%	26	47%	19	35%	76 77	64	27	42%	37	58%	28	44%
28	86	48	56%	28	33%	41	48%		44	17	39%	28	64%	11	25%
29	70	37	53%	24	34%	43	61%	79 81	18 16	11 0	61% 0%	13 7	72% 44%	10 6	56% 38%
30	51	20	39%	22	43%	24	47%	82	133	105	79%	81		85	
31	26	20	77%	11	42%	16	62%	83	60	35	79% 58%	35	61% 58%	23	64% 38%
32	42	17	40%	9	21%	12	29%	84	87	14	16%	17	20%	21	24%
33	37	29	78%	18	49%	25	68%	85	36	28	78%	21	58%	38	106%
34	56	32	57%	24	43%	48	86%	86	68	47	69%	26	38%	35	51%
35	25	18	72%	9	36%	15	60%	87	95	17	18%	20	21%	18	19%
36	120	26	22%	85	71%	23	19%	89	53	10	19%	12	23%	9	17%
37	83	25	30%	19	23%	31	37%	90	25	25	100%	22	88%	17	68%
38	32	14	44%	9	28%	12	38%	91	67	35	52%	20	30%	30	45%
39	46	15	33%	13	28%	14	30%	92	150	41	27%	27	18%	32	21%
40	40	31	78%	22	55%	24	60%	93	49	36	73%	25	51%	32	65%
41	74	23	31%	31	42%	31	42%	94	240	115	48%	70	29%	83	35%
42	43	8	19%	10	23%	8	19%	95	18	22	122%	19	106%	22	122%
43	17	8	47%	8	47%	7	41%	96	11	12	109%	11	100%	13	118%
44	80	39	49%	55	69%	30	38%	97	126	65	52%	46	37%	48	38%
45	111	65	59%	81	73%	93	84%	98	44	26	59%	17	39%	23	52%
46	8	2	25%	2	25%	2	25%	99	33	26	79%	24	73%	17	52%
47	101	22	22%	20	20%	15	15%	100	63	67	106%	67	106%	61	97%
48	44	12	27%	13	30%	16	36%	101	33	17	52%	20	61%	11	33%
49	53	24	45%	18	34%	30	57%	102	38	11	29%	11	29%	2	5%
50	53	38	72%	36	68%	31	58%	Total	6,981	3,103	44%	3,142	45%	2,451	35%







Figure 4: Manchester Peak Weekday Utilization (Wednesday Mid-Day, 5/2/2018)









As **Table 1** indicates, while the total effective supply was largely underutilized, six different blocks experienced occupancy in excess of the effective supply at least once during the survey day. In each instance, these were blocks with lots or street spaces that directly served a large complex nearby, e.g. UPS Freight offices, commercial breweries with tasting rooms, and large-scale residential buildings. A detailed presentation of total occupancy is included in the Appendices as **Exhibit G-4**.

During the weekday survey, drivers occupied 53% of the effective *on-street* supply (1,148 cars against 2,183 spaces) in the morning, 50% (1,081 cars against 2,183 spaces) at mid-day, and 50% again (1,097 cars against 2,183 spaces) in the evening. DESMAN identified 27 block faces in the morning, 21 at mid-day, and 21 in the evening where occupancy exceeded effective supply, as shown in **Exhibit G-5** in the Appendices.

During the weekday survey, drivers occupied 41% of effective off-street supply (1,955 cars against 4,798 spaces) in the morning, 43% of effective supply (2,061 cars against 4,798 spaces) at mid-day, and 28% of the effective supply (1,354 cars against 4,798 spaces) in the evening. DESMAN identified seven facilities in the morning, five at mid-day, and four in the evening where occupancy exceeded effective supply, as shown in **Exhibit G-6** in the Appendices. As **Exhibit G-6** shows, 19 of the surveyed facilities met or exceeded their effective supply at one point during the survey day. All of these facilities were lots serving large employment or residential complexes.

Utilization among subsets of off-street parking on the survey day was mixed. The three Private/Public lots experienced a 26% utilization rate in the morning (49 cars against 187 spaces), 30% at mid-day (57 cars against 187 spaces), and 24% in the evening (45 cars against 187 spaces). The 132 Private/Private lots had an aggregate utilization rate of 46% in the morning (1,871 cars against 4,072 spaces), 48% at mid-day (1,940 cars against 4,072 spaces), and 32% in the evening (1,285 cars against 4,072 spaces). The four Public/Private lots had an aggregate utilization rate of 17% in the morning (19 cars against 113 spaces), 42% at mid-day (47 cars against 113 spaces), and 7% in the evening (8 cars against 113 spaces). The 2 Public/Public lots had an aggregate utilization rate of 40% in the morning (16 cars against 40 spaces), 43% at mid-day (17 cars against 40 spaces), and 40% in the evening (16 cars against 40 spaces).

Against an effective parking supply of 610 spaces, facilities serving customers experienced utilization rates of 33% in the morning (202 cars), 52% at mid-day (319 cars), and 30% in the evening (186 cars). Facilities for employees, with an effective supply of 1,918 spaces, were 51% utilized in the morning (970 cars), 52% at mid-day (1006 cars), and 22% utilized in the evening (428 cars). For facilities dedicated to institutions, the total effective supply of 221 was utilized 25% in the morning (55 cars), 47% at mid-day (104 cars), and 29% in the evening (63 cars). For paid parking facilities, the effective supply of 187 was utilized 26% in the morning (49 cars), 30% at mid-day (57 cars), and 24% in the evening (45 cars). For facilities dedicated to residents, the total effective supply of 1,634 spaces was utilized 37% in the morning (603 cars), 31% at mid-day (499 cars), and 34% in the evening (550 cars). Recreational parking facilities had an effective supply of 40 spaces, of which 40% (16 cars) were used in the morning, 43% (17 cars) at mid-day, and 40% (16 cars) in the evening. Those facilities designated as mixed-use had an effective supply of 188 and were 32% utilized (60 cars) in the morning, 31% at mid-day (59 cars), and 35% (66 cars) in the evening.







Weekend Occupancy and Utilization

Staff executed two counts on the survey day (Saturday, April 28, 2018) at mid-day (between 11:00 AM and 2:00 PM) and in the evening (between 5:00 PM and 7:00 PM). DESMAN counted a total of 2,435 vehicles at mid-day and 2,398 vehicles in the evening as shown in **Table 2** on the next page. Weekend utilization by block is represented in **Figure 5** on the following page.

As the table indicates, while the total effective supply was largely underutilized, seven blocks experienced occupancy equal to or in excess of the effective supply. In most instances, these were blocks with or adjacent to rowhomes or industrial lots with no on-site parking. A detailed presentation of total occupancy is included in the Appendices as **Exhibit G-7**.

Table 2: Manchester Weekend Utilization

						· —	
			eekend Block				
.	Effective		d 11AM-2PM		nd 5PM-7PM	l I.,	Effe
Block #	Supply	Counts	Utilization	Counts	Utilization	Block #	Su
1	380	17	4%	13	3%	51	
2	30	20	67%	19	63%	52	
3	364	4	1%	1	0%	53	
4	22	16	73%	7	32%	54	
5	22	8	36%	20	91%	55	
6	56	20	36%	20	36%	56	
7	19	4	21%	10	53%	57	
8	23	23	100%	24	104%	58	
9	54	21	39%	21	39%	59	
10	189	12	6%	10	5%	60	
11	155	44	28%	40	26%	61	
12	91	28	31%	29	32%	62	
13	26	1	4%	2	8%	63	
14	49	23	47%	16	33%	64	
15	37	15	41%	18	49%	64	
16	46	4	9%	16	35%	65	
17	61	23	38%	21	34%	67	
18	64	31	48%	24	38%	68	
19	210	4	2%	6	3%	69	
20	37	17	46%	17	46%	70	
21	75	50	67%	50	67%	71	
22	77	59	77%	48	62%	72	
23	75	46	61%	50	67%	73	
24	31	26	84%	30	97%	74	
26	105	65	62%	53	50%	75	
27	55	36	65%	34	62%	76	
28	86	39	45%	39	45%	77	
29	70	40	57%	47	67%	79	
30	51	27	53%	21	41%	81 82	
31	26	24	92%	20	77%	82	
32	42	25	60%	22	52%		
33	37	37	100%	32	86%	84 85	
34	56	35	63%	28	50%	86	
35	25	8	32%	5	20%	87	
36	120	17	14%	7	6%	89	
37	83	24	29%	26	31%	90	
38	32	22	69%	24	75%	91	
39	46	7	15%	10	22%	92	
40	40	17	43%	12	30%	93	
41	74	36	49%	36	49%	94	
42	43	41	95%	47	109%	95	
43	17	32	188%	32	188%	96	
44	80	17	21%	12	15%	97	
45	111	70	63%	78	70%	98	
46	8	4	50%	4	50%	99	
47	101	23	23%	24	24%	100	
48	44	19	43%	19	43%	101	
49	53	27	51%	29	55%	102	
50	53	27	51%	37	70%	Total	_

	Man	chester W	eekend Block	by Block	
	Effective	Weeken	d 11AM-2PM	Weeken	d 5PM-7PM
Block#	Supply	Counts	Utilization	Counts	Utilization
51	82	19	23%	13	16%
52	75	41	55%	37	49%
53	48	8	17%	8	17%
54	78	3	4%	2	3%
55	59	17	29%	13	22%
56	114	30	26%	29	25%
57	125	47	38%	48	38%
58	6	1	17%	1	17%
59	37	16	43%	15	41%
60	68	40	59%	51	75%
61	22	11	50%	9	41%
62	84	34	40%	25	30%
63	111	16	14%	22	20%
64	60	13	22%	16	27%
64	55	22	40%	22	40%
65	94	44	47%	49	52%
67	43	10	23%	12	28%
68	106	23	22%	30	28%
69	19	17	89%	14	74%
70	72	3	4%	5	7%
71	52	19	37%	14	27%
72	27	5	19%	2	7%
73	126	63	50%	62	49%
73 74			12%		49% 7%
	175 21	21 17	81%	12 16	7% 76%
75					
76	64	36	56%	45	70%
77	44	14	32%	14	32%
79	18	4	22%	8	44%
81	16	19	119%	12	75%
82	133	77	58%	78	59%
83	60	47	78%	44	73%
84	87	24	28%	33	38%
85	36	17	47%	20	56%
86	68	15	22%	9	13%
87	95	12	13%	14	15%
89	53	30	57%	31	58%
90	25	36	144%	43	172%
91	67	28	42%	30	45%
92	150	44	29%	39	26%
93	49	26	53%	33	67%
94	240	81	34%	75	31%
95	18	5	28%	1	6%
96	11	0	0%	0	0%
97	126	5	4%	1	1%
98	44	11	25%	11	25%
99	33	34	103%	30	91%
100	63	55	87%	59	94%
101	33	25	76%	17	52%
102	38	15	39%	14	37%
Total	6,981	2,435	35%	2,398	34%

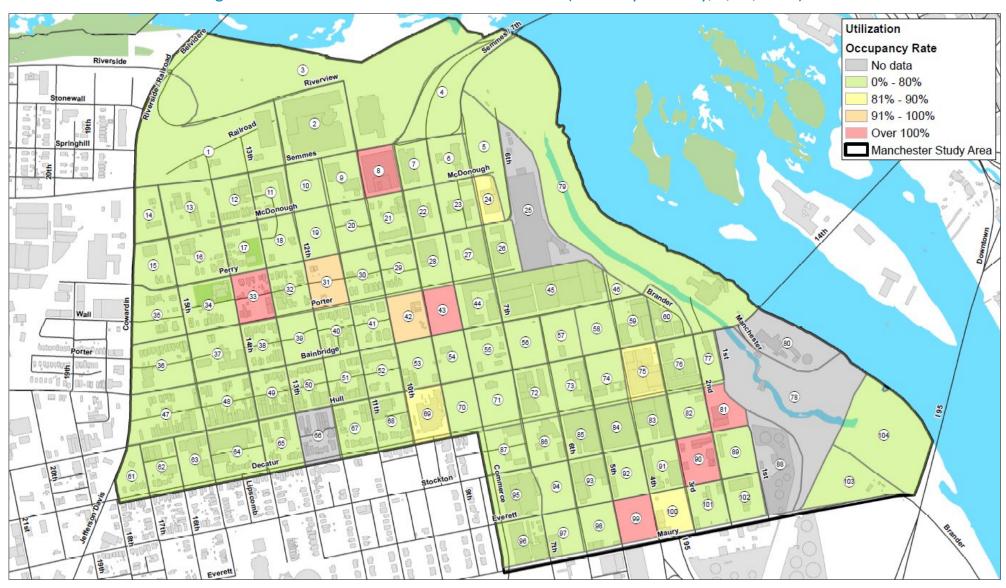








Figure 5: Manchester Peak Weekend Utilization (Saturday Mid-Day, 4/28/2018)









DESMAN calculated 2,183 spaces of effective *on-street* parking for the study area. During the survey day, staff observed utilization rates of 57% (1,249 cars) at mid-day and 58% (1,262 cars) in the evening. DESMAN identified 46 block faces at mid-day and 49 in the evening where occupancy exceeded effective parking supply, as shown in **Exhibit G-8** in the Appendices.

DESMAN calculated 4,798 spaces of effective *off-street* parking for the study area. During the survey day, staff observed utilization rates of 25% (1,186 cars) at mid-day and 24% (1,136 cars) in the evening. DESMAN identified ten facilities where occupancy exceeded effective parking supply at one point during the day, as shown in **Exhibit G-9** in the Appendices.

At mid-day, drivers only occupied 2% of the combined Public/Private effective supply across four different facilities (2 cars against 113 spaces) and 3% in the evening (3 cars). Of the 140 Private/Private facilities, drivers occupied 25% of their aggregate effective supply at mid-day (1,099 cars against 4,458 spaces) and 24% in the evening (1,054 cars). Of the 187 spaces of effective supply in three Private/Public lots, drivers occupied 35% of them (65 cars) at mid-day and 34% in the evening (64 cars). Drivers used 50% of the Public/Public spaces in two lots at mid-day (20 cars against 40 spaces) and 38% in the evening (15 cars).

Among the sub types of facilities, employee and residential parking make up the majority of the supply, but every sub type experiences underutilization overall, as shown in **Table 3**.

Table 3: Manchester Weekend Off-Street Utilization by Sub Type

Sub Type	Effective	Mid-Day	11AM-2PM	Evening	5PM-7PM
Sub Type	Supply	Count	Utilization	Count	Utilization
Customers	610	176	29%	169	28%
Employees	1,918	356	19%	328	17%
Mixed-Use	228	71	31%	65	29%
Residential	1,634	495	30%	470	29%
Institutional	221	23	10%	40	18%
Paid Parking	187	65	35%	64	34%
Total	4,798	1,186	25%	1,136	24%





Conclusions

The overwhelming majority of off-street parking in Manchester is dedicated to the employees of the large business operations and the residents of the new multi-family complexes in the neighborhood. It is imperative that efforts be made to proactively set policies and put measures in place to continue supporting development and revitalization while also ensuring that enough parking is provided with each new large-scale project given the current absence of frequent transit and convenient pedestrian/cyclist connections to and from the area.

Due to the growing density of job activity and residential stock in the area, a frequent and reliable transit line—similar to the GRTC Pulse—connecting Manchester with the neighborhoods north of the James River would be a feasible preventive measure to alleviate future parking concerns. An effective transit route would help to mitigate the need for area workers and residents to use a private vehicle. Unfortunately, the only three existing pedestrian and/or cyclist crossings over the James River that connect Manchester with downtown are the Robert E. Lee Bridge, Mayo/14th Street Bridge and the Potterfield Memorial Bridge, therefore a transit connection is essential for convenient connectivity. Establishing 'reservoirs' of parking could enable more development synergy throughout the district as well.









Exhibit G-1: Manchester Total Parking Supply Inventory (Pt. 1)

		2,		OFF-STREET FACILITIE		g Supply Inventory (Pt. 1) ON-STREET FACILITIES 10 Minute 15 Minute 30 minute 1 Hour 2 Hour Special					
BLK#	NAME/DESCRIPTION	ADDRESS	TYPE	General Reserved H	_		•		TOTAL		
1	Small Axe Forge Gravel Lot	510 W. 14th St. 509 W. 13th St.	Private/Private Lot Private/Private Lot	9 10	9 10			0	9 10		
	SunTrust Auxiliary Garage Railroad Ave.	520 W. 12th St. Railroad Ave. & W. Semmes Ave.	Private/Private Structure Public On-Street	349	357		27	0 27	357 27		
1	Railroad Ave. Semmes Ave.	Cowardin Ave. & W. 12th St. Cowardin Ave. & W. 12th St.	Public On-Street Public On-Street		0	0		0 0	0		
1	Cowardin Ave.	Railroad Ave. & Semmes Ave.	Public On-Street		0	0		0	0		
	SunTrust Mortgage Railroad Ave.	1001 Semmes Ave. W. 12th St. & Railroad Ave.	Private/Private Structure Public On-Street		0		21	0 21	0 21		
	W. 10th St. Semmes Ave.	Railroad Ave. & Semmes Ave. W. 12th St. & Railroad Ave.	Public On-Street Public On-Street		0	0		0 0	0		
2	W. 12th St.	Railroad Ave. & Semmes Ave.	Public On-Street	227	0	Ů	14	14	14		
	SunTrust Bank Suntrust Bank	Grove St. & Floyd Ave. 901 Semmes Ave.	Private/Private Lot Private/Private Lot	337 63	337 1 67			0 0	337 67		
	Semmes Ave. Railroad Ave.	Railroad Ave. & W. 9th St. Semmes Ave. & Railroad Ave.	Public On-Street Public On-Street		0	0		0	0		
4	Semmes Ave.	W. Commerce Rd. & W. 7th St.	Public On-Street		0	0		0	0		
	W. 7th St. Flood Wall Walk	Manchester Bridge & Semmes Ave. Semmes Ave. & US-60 & S. 9th St.	Public On-Street Public/Public Lot	22	2 24	0		0 0	0 24		
	W. 6th St. McDonough St.	W. 6th St. & McDonough St. W. 6th St. & W. 7th St.	Public On-Street Public On-Street		0	0	11	0 11	0 11		
5	W. 7th St.	W. 7th St. & McDonough St.	Public On-Street		0		15	15	15		
	Bass Crate Services	700 Semmes Ave. 700 Semmes Ave. C	Private/Private Lot Private/Private Lot	34 20	34 20			0 0	34 20		
	Semmes Ave. W. 7th St.	W. 7th St. & W. Commerce Rd. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0	0	8	0 8	0 8		
6	McDonough St.	W. 7th St. & W. Commerce Rd.	Public On-Street		0	0	٥	0	0		
	W. Commerce Rd. Terraces at Manchester	Semmes Ave. & McDonough St. 800 Semmes Ave.	Public On-Street Private/Private Garage		0	0		0	0		
	Semmes Ave.	W. 9th St. & W. Commerce Rd.	Public On-Street		0	0		0	0		
7	W. Commerce Rd. W. 9th St.	Semmes Ave. & McDonough St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0	0	12	0 12	0 12		
	McDonough St. Link Apartment Manchester	W. 7th St. & W. 9th St. 901 McDonough St.	Public On-Street Private/Private Lot	4	0 L 5		10	10 0	10 5		
8	Link Apartment Manchester	901 McDonough St.	Private/Private Structure	, T	0			0	0		
	Semmes Ave. W. 9th St.	W. 10th St. & W. 9th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0	0		0 0	0		
8	McDonough St.	W. 10th St. & W. 9th St.	Public On-Street		0		11	11	11		
9	W. 10th St. UPS Freight	Semmes Ave. & McDonough St. 1000 Semmes Ave.	Public On-Street Private/Private Lot	20			10	10 0	10 21		
	UPS Freight UPS Freight	1002 Semmes Ave. 1002 Semmes Ave.	Private/Private Lot Private/Private Garage	18	18 0			0	18 0		
9	Semmes Ave.	W. 11th St. & W. 10th St.	Public On-Street		0	0		0	0		
	W. 10th St. McDonough St.	Semmes Ave. & McDonough St. W. 11th St. & W. 10th St.	Public On-Street Public On-Street		0		3 7	3 7	3 7		
9	W. 11th St. UPS Freight	Semmes Ave. & McDonough St.	Public On-Street Private/Private Lot	184	0		12	12 0	12 197		
10	Semmes Ave.	1100 Semmes Ave. W. 11th St. & W. 12th St.	Public On-Street	104	0	0		0	0		
	W. 11th St. McDonough St.	Semmes Ave. & Mcdonough St. W. 11th St. & W. 12th St.	Public On-Street Public On-Street		0	0	8	0 8	0 8		
10	W. 12th St.	Semmes Ave. & McDonough St.	Public On-Street	427	0		4	4	4		
	1200 Semmes Apartments / Subway Semmes Ave.	1200 Semmes Ave. W. 12th St. & W. 13th St.	Private/Private Lot Public On-Street	127	3 130 0		10	0 10	130 10		
	W. 12th St.	Semmes Ave. & McDonough St.	Public On-Street		0		9 13	9	9 13		
11	McDonough St. W. 13th St. (SOUTH HALF)	W. 12th St. & W. 13th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0		7	13 7	7		
	W. 13th St. (NORTH HALF) The Pediatric Connection	Semmes Ave. & McDonough St. 1300 Semmes Ave.	Public On-Street Private/Private Lot	58	0 60		2 3	5 0	5 60		
12	1301 Semmes Ave.	1301 Semmes Ave.	Private/Private Lot	10	10		_	0	10		
	Semmes Ave. W. 13th St.	W. 13th St. & W. 14th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0	0	7	7 0	7		
	McDonough St. W. 14th St.	W. 13th St. & W. 14th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0		13 13	13 13	13 13		
13	Semmes Ave.	W. 15th St. & W. 14th St.	Public On-Street		0	0	15	0	0		
	W. 14th St. McDonough St.	Semmes Ave. & McDonough St. W. 15th St. & W. 14th St.	Public On-Street Public On-Street		0	0	14	0 14	0 14		
13	W. 15th St.	Semmes Ave. & McDonough St.	Public On-Street		0		16	16	16		
	Central Adult Day Health Care Williams Auto Services	1500 Semmes Ave. 401 Cowardin Ave.	Private/Private Lot Private/Private Lot	6 30	6 30			0 0	6 30		
	Semmes Ave. W. 15th St.	Cowardin Ave. & W. 15th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		0	0	13	0 13	0 13		
14	McDonough St.	S. Boulevard & S. Colonial Ave.	Public On-Street		0		7	7	7		
	Cowardin Ave. Dollar Tree	Semmes Ave. & McDonough St. 315 Cowardin Ave.	Public On-Street Private/Private Lot	29	0 31	0		0	0 31		
	McDonough St. W. 15th St.	Cowardin Ave. & W. 15th St.	Public On-Street		0	0	3	3 0	3		
	Perry St.	McDonough St. & Perry St. Cowardin Ave. & W. 15th St.	Public On-Street Public On-Street		0	0	7	7	7		
	Cowardin Ave. Sacred Heart Catholic Church	McDonough St. & Perry St. 3027 W. Cary St.	Public On-Street Private/Private Lot	31	0 1 32	0		0	0 32		
16	McDonough St.	W. 15th St. & W. 14th St.	Public On-Street		0	5	15	20	20		
	W. 14th St. Perry St.	McDonough St. & Perry St. W. 15th St. & W. 14th St.	Public On-Street Public On-Street		0	0		0 0	0		
	W. 15th St. McDonough Market	McDonough St. & Perry St. 1300 McDonough St.	Public On-Street Private/Private Lot	15	0 L 16		0	0	0 16		
17	1301 McDonough St.	1301 McDonough St.	Private/Private Lot	15	15			0	15		
	McDonough St. W. 13th St.	W. 13th St. & W. 14th St. McDonough St. & Perry St.	Public On-Street Public On-Street		0	0	12	12 0	12 0		
17	Perry St.	W. 13th St. & W. 14th St.	Public On-Street		0		12 14	12	12		
18	W. 14th St. 1214 McDonough St.	McDonough St. & Perry St. 1214 McDonough St.	Public On-Street Private/Private Lot	18	18		14	14 0	14 18		
	312 W. 12th St. 310 W. 12th St.	312 W. 12th St. 310 W. 12th St.	Private/Private Lot Private/Private Lot	2 6	2 6			0 0	2 6		
18	McDonough St.	W. 12th St. & W.13th St.	Public On-Street		0		9	9	9		
	W. 12th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	Public On-Street Public On-Street		0		14 11	14 11	14 11		
18	W. 13th St.	McDonough St. & Perry St.	Public On-Street	206	0		14	14	14		
	UPS Freight McDonough St.	1100 McDonough St. W. 12th St. & W. 11th St.	Private/Private Lot Public On-Street	206	206 0		6	0 6	206 6		
	W. 11th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W. 11th St.	Public On-Street Public On-Street		0	0	11	0 11	0 11		
19	W. 12th St.	McDonough St. & Perry St.	Public On-Street		0		13	13	13		
	McDonough St. W. 10th St.	W. 11th St. & W. 10th St. McDonough St. & Perry St.	Public On-Street Public On-Street		0		11 12	11 12	11 12		
20	Perry St.	W. 11th St. & W. 10th St.	Public On-Street		0		11	11	11		
	W. 11th St. Monroe Apartments	McDonough St. & Perry St. 909 Perry St.	Public On-Street Private/Private Lot	46	0 48		10	10 0	10 48		
21	Pope Carpet & Floor Center, LLC Ironclad Pizza Grill	900 McDonough St. 924 McDonough St.	Private/Private Lot Private/Private Lot	12 4	12 4			0	12 4		
21	McDonough St.	W. 10th St. & W. 9th St.	Public On-Street	-	0		9	9	9		
	W. 9th St. Perry St.	McDonough St. & Perry St. W. 10th St. & W. 9th St.	Public On-Street Public On-Street		0	0	11	0 11	0 11		
21	W. 10th St.	McDonough St. & Perry St.	Public On-Street	6-	0	0	11	0	0		
	Perry Place Apts McDonough St.	McDonough St. & Perry St. W. 9th St. & W. 8th St.	Private/Private Lot Public On-Street	67	3 70 0		6	0 6	70 6		
22	W. Commerce Rd.	McDonough St. & Perry St.	Public On-Street		0	0		0	0		
22	Perry St. W. 9th St.	W. 9th St. & W. 8th St. McDonough St. & Perry St.	Public On-Street Public On-Street		0		5 6	5 6	5 6		
23	Legend Brewing	332 W. 7th St. 314 W. 7th St	Private/Private Lot Private/Private Lot	30 7	30 7			0	30 7		
23	Thurston Spring Services Yard	300 W. 7th St	Private/Private Lot	13	13			0	13		
	Thurston Spring Services Bus McDonough St.	311 W. 8th St. W. Commerce Rd. & W. 7th St.	Private/Private Lot Public On-Street	17	17 0	0		0 0	17 0		
23	_	McDonough St. & Perry St.	Public On-Street		0		14	14	14		
23	W. 7th St. Perry St.	W. 7th St. & W. Commerce Rd.	Public On-Street		0		3	3	3		







Exhibit G-1: Manchester Total Parking Supply Inventory (Pt. 2)

				OFF-STREET FAC	ILITIES			ON-STREET FACI			GDANIC
BLK#	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	General Reserv	ed H/C	Subtotal	No Parking	10 Minute 15 Minute 30 minute 1 Loading Zone (free) (free)	L Hour 2 Hour Special (free) (free) Unrestricted Purpose H/C	Subtotal	GRAND TOTAL
24	Legend Brewing Company Parking	321 W. 7th St. A	Private/Private Lot	18	,	18			, , , , , , , , , , , , , , , , , , , ,	0	18
24 24	McDonough St. W. 6th St.	W. 7th St. & W. 6th St. McDonough St. & Perry St.	Public On-Street Public On-Street			0	0			0	0
24	Perry St.	W. 7th St. & McDonough	Public On-Street			0	U		3	3	3
	W. 7th St.	McDonough St. & Perry St.	Public On-Street			0			14	14	14
26 26	Moto Richmond / Scoot Richmond Dogtown Market/Commercial	217 W. 7th St. 212 W. 6th St.	Private/Private Lot Private/Private Lot	13 80		13 80				0	13 80
	Perry St.	W. 6th St. & W.7th St.	Public On-Street			0			6	6	6
26	W. 6th St. (undergoing construction)	•	Public On-Street			0	0			0	0
26	Porter St. W. 7th St.	W. 6th St. & W.7th St. Perry St. & Porter St.	Public On-Street Public On-Street			0		2	6	6 13	13
	Taylor & Parrish	710 Perry St.	Private/Private Lot	12		12		2	11	0	12
	Trolley Station Permit Parking	212 W. 7th St.	Private/Public Lot	14	1	15				0	15
27 27	Perry St. W. 7th St.	W. 7th St. & W. Commerce Rd. Perry St. & Porter St.	Public On-Street Public On-Street			0			8 11	8 11	8 11
		W. 7th St. & W. Commerce Rd.	Public On-Street			0			6	6	6
27		Perry St. & Porter St.	Public On-Street			0			11	11	11
28	Old Lofts Old Lofts Overflow on W. 8th St.	812 Perry St. Perry St. & Porter St.	Private/Private Lot Private/Private Lot	57 11	1	58 11				0	58 11
28	Perry St.	W. 7th St. & Porter St.	Public On-Street	1		0	0			0	0
28	W. Commerce Rd.	Perry St. & Porter St.	Public On-Street			0			11	11	11
28 28	Porter St. W. 8th St.	W. 7th St. & W. Commerce Rd. Perry St. & Porter St.	Public On-Street Public On-Street			0			7 11	7 11	7 11
29	Apartments at 908 Perry St.	908 Perry St.	Private/Private Lot	42	2	44				0	44
	· · · · · · · · · · · · · · · · · · ·	W. 9th St. & W. 19th St.	Public On-Street			0			11	11	11
29 29	W. 9th St. Porter St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	Public On-Street Public On-Street			0			14 11	14 11	14 11
29		Perry St. & Porter St.	Public On-Street			0	0			0	0
30	•	1002 Perry St.	Private/Private Lot	10		10				0	10
30 30	Perry St. W. 10th St.	W. 10th St. & W. 11th St. Perry St. & Porter St.	Public On-Street Public On-Street			0			11 14	11 14	11 14
30	Porter St.	W. 10th St. & W. 11th St.	Public On-Street			0			11	11	11
		Perry St. & Porter St.	Public On-Street			0			14	14	14
	907 Porter St. Perry St.	907 Porter St. W. 11th St. & W. 12th St.	Private/Private Lot Public On-Street	9		9 0			11	0 11	9 11
	W. 11th St.	Perry St. & Porter St.	Public On-Street			0	0			0	0
	Porter St.	W. 11th St. & W. 12th St.	Public On-Street			0			11	11	11
	W. 12th St. Perry St.	Perry St. & Porter St. W. 12th St. & W. 13th St.	Public On-Street Public On-Street			0	0		11	0 11	11
	W. 12th St.	Perry St. & Porter St.	Public On-Street			0			14	14	14
	Porter St.	W. 12th St. & W. 13th St.	Public On-Street			0			11	11	11
33	W. 13th St. Monroe Properties	Perry St. & Porter St. 1309 Porter St.	Public On-Street Private/Private Lot	16		0 16			14	14 0	14 16
33		1317 Porter St.	Private/Private Lot	6		6				0	6
	Perry St.	W. 13th St. & W. 14th St.	Public On-Street			0			11	11	11
33	W. 13th St. Porter St.	Perry St. & Porter St. W. 13th St. & W. 14th St.	Public On-Street Public On-Street			0	0		11	0 11	0 11
		Perry St. & Porter St.	Public On-Street			0	0			0	0
34	Sacred Heart Center/RVA Works	1400 Perry St.	Private/Private Lot	8		8				0	8
	Robin Miller and Associates Perry St.	1429 Porter St. W. 14th St. & W. 15th St.	Private/Private Lot Public On-Street	5		5 0		6	10	0 16	5 16
34	W. 14th St.	Perry St. & Porter St.	Public On-Street			0		_	9	9	9
34		W. 14th St. & W. 15th St.	Public On-Street			0			16	16	16
34 35	W. 15th St. Perry St.	Perry St. & Porter St. W. 15th St. & Cowardin Ave.	Public On-Street Public On-Street			0			9 13	9 13	9 13
35	W. 15th St.	Perry St. & Porter St.	Public On-Street			0	0			0	0
35	Porter St.	W. 15th St. & Cowardin Ave.	Public On-Street			0	0		16	16	16 0
35 36	Cowardin Ave. Manchester Medical Center	Perry St. & Porter St. 101 Cowardin Ave.	Public On-Street Private/Private Lot	108	9	0 117	0			0	117
36	Porter St.	W. 15th St. & Cowardin Ave.	Public On-Street			0			17	17	17
36	W. 15th St.	Porter St. & Bainbridge St.	Public On-Street			0	0			0	0
36	Bainbridge St. Cowardin Ave.	W. 15th St. & Cowardin Ave. Porter St. & Bainbridge St.	Public On-Street Public On-Street			0	0			0	0
37	Dogtown Dance Theater Parking	109 W 15th St.	Private/Private Lot	5	1	6				0	6
37	Maury Park Apartments	1411 Bainbridge St.	Private/Private Lot	36	4	40			16	0	40
37 37	Porter St. W. 14th St.	W. 14th St. & W. 15th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street			0	0		16	16 0	16 0
37	Bainbridge St.	W. 14th St. & W. 15th St.	Public On-Street			0			16	16	16
37 38	W. 15th St. Porter St.	Porter St. & Bainbridge St.	Public On-Street			0			15 11	15 11	15 11
38	W. 13th St.	W. 13th St. & W. 14th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street			0	0		11	11 0	11 0
38	Bainbridge St.	W. 13th St. & W. 14th St.	Public On-Street			0			10	10	10
38 39		Porter St. & Bainbridge St.	Public On-Street			0			16 11	16 11	16
39	Porter St. W. 12th St.	W. 12th St. & W. 13th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street	1		0			11 16	11 16	11 16
39	Bainbridge St.	W. 12th St. & W. 13th St.	Public On-Street	1		0			11	11	11
39 40	W. 13th Brower's Café / Residential	Porter St. & Bainbridge St. 1125 Bainbridge St.	Public On-Street Private/Private Lot	26	1	0 27			16	16 0	16 27
40	Commonwealth Christian Academy	1125 Bainbridge St. 1101 Bainbridge St.	Private/Private Lot Private/Private Lot	8	1	27 8				0	8
40	Porter St.	W. 11th St. & W. 12th St.	Public On-Street			0			11	11	11
40 40	W. 11th St. Bainbridge St.	Porter St. & Bainbridge St. W. 11th St. & W. 12th St.	Public On-Street Public On-Street			0	0			0	0
40	W. 12th St.	Porter St. & Bainbridge St.	Public On-Street			0	0			0	0
41	1020 Porter St.	1020 Porter St.	Private/Private Lot	8	1	9				0	9
41 41	1000 Porter St. 1001 Bainbridge St.	1000 Porter St.	Private/Private Lot Private/Private Lot	9 11	1 1	10 12				0	10 12
41	Porter St.	1001 Bainbridge St. W. 10th St. & W. 11th St.	Public On-Street	"	1	0			13	13	13
41	W. 10th St.	Porter St. & Bainbridge St.	Public On-Street	1		0			14	14	14
41	Bainbridge St.	W. 10th St. & W. 11th St.	Public On-Street	1		0			13	13	13
	W. 11th St. Gravel Lot	Porter St. & Bainbridge St. 120-122 W 9th St.	Public On-Street Private/Private Lot	10		10			14	14 0	14 10
42	Porter St.	W. 9th St. & W. 10th St.	Public On-Street			0			14	14	14
	W. 9th St.	Porter St. & Bainbridge St.	Public On-Street			0			12	12	12
42 42	Bainbridge St. W. 10th St.	W. 9th St. & W. 10th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street			0	0		14	14 0	14 0
43	Gravel Lot	108 W. Commerce Rd.	Private/Private Lot	4		4				0	4
43	Porter St.	W. Commerce Rd. & W. 9th St.	Public On-Street	1		0			6 4	6 4	6
43 43	W. Commerce Rd. Bainbridge St.	Porter St. & Bainbridge St. W. Commerce Rd. & W. 9th St.	Public On-Street Public On-Street	1		0			6	6	6
	_	Porter St. & Bainbridge St.	Public On-Street			0	0			0	0







Exhibit G-1: Manchester Total Parking Supply Inventory (Pt. 3)

BLK#	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	OFF-STREET FACILIT		No Parking	ON-STREET FACILITIES 10 Minute 15 Minute 30 minute 1 Hour 2 Hour Loading Zone (free) (free) (free) (free) U	Special nrestricted Purpose H/O	Subtota	GRAND TOTAL
44	Hatcher Tobacco Apartments Porter St.	151 W. Commerce Rd. W. 7th St. & W. Commerce Rd.	Private/Private Lot Public On-Street	67	67			10	0	67 10
44	W. 7th St.	Porter St. & Bainbridge St.	Public On-Street		0	0		10	0	0
	Bainbridge St. Commerce Rd.	W. 7th St. & W. Commerce Rd. Porter St. & Bainbridge St.	Public On-Street Public On-Street		0	0		13	0 13	13
	City View Apartments Porter St.	611 Bainbridge St. W. 7th & W. 4th St.	Private/Private Lot Public On-Street	58	3 61 0			27	0 27	61 27
45	Bainbridge St.	W. 7th & W. 4th St.	Public On-Street		0			20	20	20
	W. 7th Street Bainbridge St.	Bainbridge & Porter St. Bainbridge & Porter St.	Public On-Street Public On-Street		0			13 6	13 6	13 6
	Gravel Lot Bainbridge St.	311 Bainbridge St. W. 4th St. & Brander St.	Private/Private Lot Public On-Street	9	9	0			0	9
46	W. 4th St.	Bainbridge & Porter St.	Public On-Street		0	0			0	0
	Anderson Air Conditioning Anderson Air Conditioning	1500 Bainbridge St. 1502 Bainbridge St.	Private/Private Lot Private/Private Lot	25 28	25 28				0	25 28
	Abandoned Lot Bainbridge St.	1623 Hull St.	Private/Private Lot	20	20 0			22	0 22	20 22
	W. 15th St.	W. 15th St. & Cowardin Ave. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0		22	0	0
	Hull St. Cowardin Ave.	W. 15th St. & Cowardin Ave. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0	19		19 0	19 0
48	Bullock Painting	1415 Hull St.	Private/Private Lot	6	6			45	0	6
	Bainbridge St. W. 14th St.	W. 14th St. & W. 15th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0		15	15 0	15 0
	Hull St. W. 15th St.	W. 14th St. & W. 15th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0		15	1 14	16 14	16 14
49	The Bridge Apartments	1312 Bainbridge St.	Private/Private Lot	27	27				0	27
	Bainbridge St. W. 13th St.	W. 13th St. & W. 14th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0		10	10 0	10 0
	Hull St. W. 14th St.	W. 13th St. & W. 14th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0		10	13	10 13	10 13
50	Liberation Family Services	1201 Hull St.	Private/Private Lot	8	8			13	0	8
	Bahashem Soap Company Bainbridge St.	1221 Hull St. W. 12th St. & W. 13th St.	Private/Private Lot Public On-Street	7	7			11	0 11	7 11
	W. 12th St.	Bainbridge St. & Hull St.	Public On-Street		0		10	13	13 10	13 10
50	Hull St. W. 13th St.	W. 12th St. & W. 13th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0		10	13	13	13
	The Bankuet Place 1118 Bainbridge St.	7 W. 12th St. 1118 Bainbridge St.	Private/Private Lot Private/Private Lot	34 5	34 5				0	34 5
51	Devine House of Beauty The Bankuet Place	1114 Bainbridge St. 1129 Hull St.	Private/Private Lot Private/Private Lot	15 5	15 5				0	15 5
51	Bainbridge St.	W. 11th St. & W. 12th St.	Public On-Street		0			7	7	7
	W. 11th St. Hull St.	Bainbridge St. & Hull St. W. 11th St. & W. 12th St.	Public On-Street Public On-Street		0		10	14	14 10	14 10
51	W. 12th St. City View Place	Bainbridge St. & Hull St. 1000 Bainbridge St.	Public On-Street Private/Private Lot	12	0 2 14	0			0	0
52	Barton & Melow	1019 Hull St.	Private/Private Lot	11	11				0	11
	RVA Street Foodies City View Apartments	1012 Hull St. 1000 Bainbridge St.	Private/Private Lot Private/Private Garage	12	1 13 0				0	13 0
	Gravel Lot Bainbridge St.	1009 Bainbridge St. W. 10th St. & W. 11th St.	Private/Private Lot	10	10 0			10	0 10	10 10
52	W. 10th St.	Bainbridge St. & Hull St.	Public On-Street Public On-Street		0			15	15	15
	Hull St. W. 11th St.	W. 10th St. & W. 11th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0	10		10 0	10 0
	Manchester Courthouse Caribbean Chef	911 Hull St. 901 Hull St.	Public/Private Lot Private/Private Lot	27 6	27 1 7				0	27 7
53	Bainbridge St.	W. 9th St. & W. 10th St.	Public On-Street	0	0			10	10	10
	W. 9th St. Hull St.	Bainbridge St. & Hull St. W. 9th St. & W. 10th St.	Public On-Street Public On-Street		0	0	10		0 10	0 10
53	W. 10th St. Richmond Heritage Federal	Bainbridge St. & Hull St.	Public On-Street Private/Private Lot	26	0 1 37	0			0	0 37
54	Abandoned Lot	50 W. Commerce Rd. 821 Hull St.	Private/Private Lot	36 34	2 36				0	36
	Bainbridge St. W. Commerce Rd.	W. Commerce Rd. & 9th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0			0	0
54	Hull St.	W. Commerce Rd. & 9th St.	Public On-Street		0	0		14	0	0
55	W. 9th St. W.M. Jordon Company	Bainbridge St. & Hull St. 708 Bainbridge St.	Public On-Street Private/Private Lot	48 1	0 2 51			14	14 0	14 51
	Café Zata Bainbridge St.	700 Bainbridge St. W. 7th St. & W. Commerce Rd.	Private/Private Lot Public On-Street	4	4 0			10	0 10	4 10
55	W. Commerce Rd.	Bainbridge St. & Hull St.	Public On-Street		0	0			0	0
	Hull St. W. 7th St.	W. 7th St. & W. Commerce Rd. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0			0	0
	Seventh Corner City View Lofts	15 W. 7th St. 600 Bainbridge St.	Private/Private Lot Private/Private Lot	69 39	69 2 41				0	69 41
56	Bainbridge St.	W. 6th St. & W. 7th St.	Public On-Street		0			11	11	11
	W. 6th St. Hull St.	Bainbridge St. & Hull St. W. 6th St. & W. 7th St.	Public On-Street Public On-Street		0	0		7	7	7
	W. 7th St. Apartment Lot	Bainbridge St. & Hull St. 500 Bainbridge St.	Public On-Street Private/Private Lot	127	0 5 132	0			0	0 132
57	Bainbridge St.	W. 5th St. & W. 6th St.	Public On-Street		0			7	7	7
	W. 5th St. Hull St.	Bainbridge St. & Hull St. W. 5th St. & W. 6th St.	Public On-Street Public On-Street		0	0			0	0
	W. 6th St. Bainbridge St.	Bainbridge St. & Hull St. W. 4th St. & W. 5th St.	Public On-Street Public On-Street		0	0		7	7	7
58	W. 4th St.	Bainbridge St. & Hull St.	Public On-Street		0	0		·	0	0
58	Hull St. W. 5th St.	W. 4th St. & W. 5th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		0	0			0	0
	V. F. Lanasa Bainbridge St.	317 Hull St. W. 4th St. & W. 3rd St.	Private/Private Lot Public On-Street	34	34 0			7	0 7	34 7
59	Hull St.	W. 4th St. & W. 3rd St.	Public On-Street		0	0			0	0
60	W. 4th St. Hull Street Station	Bainbridge St. & Hull St. 98 Brander St.	Public On-Street Private/Public Lot	65	0 65	0			0	0 65
	Brander St. Hull St.	Bainbridge St. & Hull St. Brander St. & Building	Public On-Street Public On-Street		0	0		11	11 0	11 0
61	E. 17th St.	Decatur St. & Hull St.	Public On-Street		0			14	14	14
	Decatur St. Cowardin Ave.	E. 17th St. & Cowardin Ave. Decatur St. & Hull St.	Public On-Street Public On-Street		0	0		10 1	11 0	11 0
	Family Dollar Imani Wholeness Center	7 E. 16th St. 1606 Hull St.	Private/Private Lot Private/Private Lot	16 18	16 18				0	16 18
62	Family Dollar	1624 E. 17th St.	Private/Private Lot	30	30			0	0	30
	Hull St. E. 16th St.	E. 16th St. & E. 17th St. Decatur St. & Hull St.	Public On-Street Public On-Street		0			9 13	9 13	9 13
62	Decatur St. E. 17th St.	E. 16th St. & E. 17th St. Decatur St. & Hull St.	Public On-Street Public On-Street		0	0		9	9	9
63	Suntrust Bank	1518 Hull St.	Private/Private Lot	5	5	J			0	5
	First Baptist Church First Baptist Church	10 E. 16th St. 1513 Decatur St.	Private/Private Lot Private/Private Lot	33 23	33 23				0	33 23
63	South Richmond Adult Daycare First Baptist Church	1500 Hull St. 9 E. 15th St.	Private/Private Lot Private/Private Lot	5 24	5 24				0	5 24
	Hull St.	E. 15th St. & E. 16th St.	Public On-Street	-+	0		9		9	9
	E. 15th St. Decatur St.	Decatur St. & Hull St. E. 15th St. & E. 16th St.	Public On-Street Public On-Street		0	0		9	0 9	0 9
		Decatur St. & Hull St.	Public On-Street	12	0		14		14	14
63 63	E. 16th St.	1.41C LIII C+	Private/Private Lot	13	13				0	13 30
63 63 64 64	E. 16th St. Imani Mews Apartments Imani Mews Apartments	1416 Hull St. 1401 Decatur St.	Private/Private Lot	30	30					
63 63 64 64 64	E. 16th St. Imani Mews Apartments		Private/Private Lot Public/Private Lot	30 8 10	8 10				0	8
63 64 64 64 64 64	E. 16th St. Imani Mews Apartments Imani Mews Apartments Richmond Public Library Evans Specialty Co. Hull St.	1401 Decatur St. 1400 Hull St. 14 E. 15th St. E. 14th St. & E. 15th St.	Private/Private Lot Public/Private Lot Private/Private Lot Public On-Street	8	8 10 0		22	13	0 0 22	8 10 22
63 63 64 64 64 64 64 64	E. 16th St. Imani Mews Apartments Imani Mews Apartments Richmond Public Library Evans Specialty Co.	1401 Decatur St. 1400 Hull St. 14 E. 15th St.	Private/Private Lot Public/Private Lot Private/Private Lot	8	8 10		22	13 22	0	8 10
63 64 64 64 64 64 64 64	E. 16th St. Imani Mews Apartments Imani Mews Apartments Richmond Public Library Evans Specialty Co. Hull St. E. 14th St. Decatur St. E. 15th St.	1401 Decatur St. 1400 Hull St. 14 E. 15th St. E. 14th St. & E. 15th St. Decatur St. & Hull St. E. 14th St. & E. 15th St. Decatur St. & Hull St.	Private/Private Lot Public/Private Lot Private/Private Lot Public On-Street Public On-Street Public On-Street Public On-Street	8	8 10 0 0				0 0 22 13 22 13	8 10 22 13 22 13
63 63 64 64 64 64 64 64 65 65	E. 16th St. Imani Mews Apartments Imani Mews Apartments Richmond Public Library Evans Specialty Co. Hull St. E. 14th St. Decatur St.	1401 Decatur St. 1400 Hull St. 14 E. 15th St. E. 14th St. & E. 15th St. Decatur St. & Hull St. E. 14th St. & E. 15th St.	Private/Private Lot Public/Private Lot Private/Private Lot Public On-Street Public On-Street Public On-Street	8	8 10 0 0 0		22	22	0 0 22 13 22	8 10 22 13 22







Exhibit F-1 Manchester Total Parking Supply Inventory (Pt. 4)

Di sec	NA NAT /DECORDER	ADDRESS	705	OFF-STREET		C. L.	No Berlit		ON-STREET FACILIT	our 2 Hour	laur - 1 1 :	Special	C.L.	GRANI
BLK# 66	NAME/DESCRIPTION Towers	ADDRESS 1205 Decatur St.	TYPE Private/Private Lot	General Re	served H/C	Subtotal 25	No Parking	Loading Zone (fre	ee) (free) (fr	ee) (free) U	Inrestricte	d Purpose H/C	Subtotal 0	TOTAI
66	Hull St.	E. 12th St. & E. 13th St.	Public On-Street	25	2	0					11		11	11
	E. 12th St. Decatur St.	Decatur St. & Hull St. E. 12th St. & E. 13th St.	Public On-Street Public On-Street			0					13 11		13 11	13 11
	E. 13th St.	Decatur St. & Hull St.	Public On-Street			U	0				11		0	0
	O' Her Hair Extensions Boutique	109 E. 11th St.	Private/Private Lot	14		14							0	14
	Towers at River South Manastoh Brewing	99 E. 11th St. 1124 Hull St.	Private/Private Lot Private/Private Lot	11	2	13 0							0	13 0
67	Hull St.	E. 11th St. & E. 12th St.	Public On-Street			0				11			11	11
	E. 11th St. Decatur St.	Decatur St. & Hull St. E. 11th St. & E. 12th St.	Public On-Street Public On-Street			0	0				11		0 11	0 11
	E. 12th St.	Decatur St. & Hull St.	Public On-Street			0	0				11		0	0
	Manchester Courthouse	1000 Hull St.	Public/Private Lot	26		26							0	26
	Old Manchester Aparments Towers at River South	109 E. 11th St. 111 E. 11th St.	Private/Private Lot Private/Private Lot	20 22	2	20 24							0	20 24
68	Hull St.	E. 10th St. & E. 11th St.	Public On-Street			0				11		1	12	12
	E. 10th St. Decatur St.	Decatur St. & Hull St. E. 10th St. & E. 11th St.	Public On-Street Public On-Street			0					14 11		14 11	14 11
	E. 11th St.	Decatur St. & Hull St.	Public On-Street			0				14	11		14	14
	Hull St.	E. 9th St. & E. 10th St.	Public On-Street			0				10			10	10
	E. 9th St. Decatur St.	Decatur St. & Hull St. E. 9th St. & E. 10th St.	Public On-Street Public On-Street			0	0					10	0 10	10
69	E. 11th St.	Decatur St. & Hull St.	Public On-Street			0	0						0	0
	Manchester Courthouse Hull St.	815 Decatur St. W. Commerce Rd. & E. 9th St.	Public/Private Lot Public On-Street	65		65 0	0						0	65
	W. Commerce Rd.	Decatur St. & Hull St.	Public On-Street			0	0						0	o
	Decatur St.	W. Commerce Rd. & E. 9th St.	Public On-Street			0	0					12	0	0 13
	E. 9th St. McDonalds	Decatur St. & Hull St. 718 Commerce Rd.	Public On-Street Private/Private Lot	33	2	35						13	13 0	35
71	Hull St.	E. 7th St. & W. Commerce Rd.	Public On-Street			0	0						0	0
	E. 7th St. Decatur St.	Decatur St. & Hull St. E. 7th St. & W. Commerce Rd.	Public On-Street Public On-Street			0					14 9		14 9	14 9
	W. Commerce Rd.	Decatur St. & Hull St.	Public On-Street			0	0						0	0
	Manchester Pie Factory	604 Hull St.	Private/Private Lot	18		18 0	0						0	18 0
	Hull St. E. 6th St.	E. 6th St. & E. 7th St. Decatur St. & Hull St.	Public On-Street Public On-Street			0	0						0	0
72	Decatur St.	E. 6th St. & E. 7th St.	Public On-Street			0	0						0	0
	E. 7th St. Port RVA	Decatur St. & Hull St. 512 Hull St.	Public On-Street Private/Private Lot	39	3	0 42					13		13 0	13 42
	SOD Decatur	511 Decatur St.	Private/Private Lot	49		49							0	49
	Manchester Market Hull St.	500 Hull St. E. 5th St. & E. 6th St.	Private/Private Garage Public On-Street			0				11			0 11	0 11
	E. 5th St.	Decatur St. & Hull St.	Public On-Street			0				11	15		15	15
	Decatur St.	E. 5th St. & E. 6th St.	Public On-Street			0					11		11	11
	E. 6th St. 320 Hull St.	Decatur St. & Hull St. 321 Hull St.	Public On-Street Private/Public Lot	127		0 127					15		15 0	15 127
	Ink Building	10 E. 5th St.	Private/Private Lot	39	1	40							0	40
	Hull St. E. 4th St.	E. 4th St. & E. 5th St.	Public On-Street			0	0			10			10 0	10
	Decatur St.	Decatur St. & Hull St. E. 4th St. & E. 5th St.	Public On-Street Public On-Street			0	U				5		5	5
	E. 5th St.	Decatur St. & Hull St.	Public On-Street			0					14		14	14
	Hull St. E. 3rd St.	E. 3rd St. & E. 4th St. Decatur St. & Hull St.	Public On-Street Public On-Street			0	0				8		8 0	8
75	Decatur St.	E. 3rd St. & E. 4th St.	Public On-Street			0					5		5	5
	E. 4th St. Plant Zero, Papa's Pizza	Decatur St. & Hull St. 214 Hull St.	Public On-Street Private/Private Lot	50	2	0 52					12		12 0	12 52
	Hull St.	E. 2nd St. & E. 3rd St.	Public On-Street	30	2	0	0						0	0
	E. 2nd St.	Decatur St. & Hull St.	Public On-Street			0					12		12	12
	Decatur St. E. 3rd St.	E. 2nd St. & E. 3rd St. Decatur St. & Hull St.	Public On-Street Public On-Street			0	0	8					8 0	8
77	Richmond Railroad Museum	102 Hull St.	Private/Private Lot	25		25	-						0	25
	The Commons E. 1st St.	108 Decatur St. Decatur St. & Hull St.	Private/Private Lot Public On-Street	23		23 0	0						0	23
	Floodwall Walk Lot	Hull St. and Floodwall Walk	Public/Public Lot	10	10	20	0						0	20
	Caravati's Inc	104 E. 2nd St.	Private/Private Lot	4		4							0	4
	Caravati's Inc Stockton St.	106 E. 2nd St. E. 1st & E. 2nd St.	Private/Private Lot Public On-Street	9		9 0					5		0 5	9
82	Crawford Manufacturing	114 E. 3rd St.	Private/Private Lot	130		130							0	130
	Crawford Manufacturing Decatur St.	200 Decatur St. E. 2nd St. & E. 3rd St.	Private/Private Lot Public On-Street	6		6 0	0						0	6
82	E. 2nd St.	Decatur St. & Stockton St.	Public On-Street			0					13		13	13
	Stockton St. E. 3rd St.	E. 2nd St. & E. 3rd St. Decatur St. & Stockton St.	Public On-Street Public On-Street			0	0						0	0
	South Bank Apartments	307 Stockton St.	Private/Private Lot	24		24	U						0	24
	Decatur St.	E. 3rd St. & E. 4th St.	Public On-Street			0					9		9	9
	E. 3rd St. Stockton Rd.	Decatur St. & Stockton St. E. 3rd St. & E. 4th St.	Public On-Street Public On-Street			0 0					14 7		14 7	14 7
83	E. 4th St.	Decatur St. & Stockton St.	Public On-Street			0					14		14	14
	Plant 1 Apartments Decatur St.	403 Stockton St E. 4th St. & E. 5th St.	Private/Private Structure Public On-Street	44	4	48 0					13		0 13	48 13
84	E. 4th St.	Decatur St. & Stockton St.	Public On-Street			0	0						0	0
	Stockton Rd.	E. 4th St. & E. 5th St.	Public On-Street			0 0		2		10	8 15		20 15	20 15
	E. 5th St. Miller Lofts	Decatur St. & Stockton St. 109 E. 6th St.	Public On-Street Private/Private Lot	3	2	5					15		15 0	15 5
85	Decatur St.	E. 5th St. & E. 6th St.	Public On-Street			0					10		10	10
	E. 5th St. Stockton Rd.	Decatur St. & Stockton St. E. 5th St. & E. 6th St.	Public On-Street Public On-Street			0					15 10		15 10	15 10
85	E. 6th St.	Decatur St. & Stockton St.	Public On-Street			0	0						0	0
	Textile Lofts	601 Stockton St.	Private/Private Lot	29	1	30					7		0	30
	Decatur St. E. 6th St.	E. 6th St. & E. 7th St. Decatur St. & Stockton St.	Public On-Street Public On-Street			0 0					7 15		7 15	7 15
86	Stockton Rd.	E. 6th St. & E. 7th St.	Public On-Street			0			1	0			10	10
	E. 7th St. UA	Decatur St. & Stockton St. 701 Stockton St.	Public On-Street Private/Private Lot	36		0 36					15		15 0	15 36
87	Plumber & Pipe	199 E. 7th St.	Private/Private Lot	38		38							0	38
	Lofts at Commerce Lewis Supply Company	716 Decatur St. 101 E. 7th St.	Private/Private Lot Private/Private Lot	8 10		8 10							0	8 10
	Decatur St.	E. 7th St. & W. Commerce Rd.	Public On-Street	10		0	0						0	0
87	E. 7th St.	Decatur St. & Stockton St.	Public On-Street			0				_	7	2	7	7
	Stockton Rd. W. Commerce Rd.	E. 7th St. & W. Commerce Rd. Decatur St. & Stockton St.	Public On-Street Public On-Street			0	0		!	•		3	8 0	8
89	Industrial Truck Lot	100 Stockton St.	Private/Private Lot	34		34							0	34
	Stockton Rd. E. 1st St.	W. 1st & E. 2nd St. Stockton St. & Everett St.	Public On-Street Public On-Street			0	0						0	0
	E. 1st St. Everett St.	Stockton St. & Everett St. E. 2nd & E. 1st St.	Public On-Street Public On-Street			0	U				11		0 11	11
	E. 2nd St.	Stockton St. & Everett St.	Public On-Street			0					15		15	15
	Petro Supplies	202 Stockton St.	Private/Private Lot	8		8 0					2		0	8 2
90		E. 3rd St. & E. 2nd St.	Public On-Street								2		2	
90 90 90	Stockton St. E. 2nd St. Everett St.	E. 3rd St. & E. 2nd St. Stockton St. and Everett St. E. 3rd St. & E. 2nd St.	Public On-Street Public On-Street Public On-Street			0	0				2 12		2 12 0	12 0





Exhibit G-1: Manchester Total Parking Supply Inventory (Pt. 5)

				OFF-STR	EET FACILITIES					-STREET FA						
BLK#	NAME/DESCRIPTION	ADDRESS	ТҮРЕ	General	Reserved H/C	Subtotal	No Parking	10 Minute Loading Zone		30 minute (free)			Unrestricted	Special	H/C Subto	GRAN tal TOTA
	Stella 360	360 Stockton St.	Private/Private Lot	52	3	55	140 T di King	Loading Zone	(Hee)	(iiee)	(Hee)	(iiee)	omestricted	Turpose	0	55
	TexTrail Trailer Parts	300 Stockton St.	Private/Private Lot	19	J	19									0	19
	Stockton Rd.	E. 3rd St. & E. 4th St.	Public On-Street			0	0								0	0
91	E. 3rd St.	Stockton St. & Everett St.	Public On-Street			0	0								0	0
91	Everett St.	E. 3rd St. & E. 4th St.	Public On-Street			0	0								0	0
91	E. 4th St.	Stockton St. & Everett St.	Public On-Street			0	0								0	0
92	Plant 1 Apartments	403 Stockton St.	Private/Private Lot	86		86									0	86
92	Miller Lofts	400 Stockton St.	Private/Private Lot	64		64									0	64
92	Stockton St.	E. 5th and E. 4th St.	Public On-Street			0							7		7	7
92	E. 4th St.	Stockton St. & Everett St.	Public On-Street			0	0								0	0
	Everett St.	E. 5th and E. 4th St.	Public On-Street			0							10		10	10
	E. 5th St.	Stockton St. & Everett St.	Public On-Street			0	0								0	0
	Miller Lofts	500 Stockton St.	Private/Private Lot	23	2	25									0	25
	Stockton Rd.	E. 5th St. & E. 6th St.	Public On-Street			0	_						7		7	7
	E. 5th St.	Stockton St. & Everett St.	Public On-Street			0	0								0	0
	Everett St.	E. 5th St. & E. 6th St.	Public On-Street			0							8		8	8
	E. 6th St.	Stockton and Everett St.	Public On-Street	226		0							15		15	15
	Lofts At Commerce	615 Stockton St.	Private/Private Lot	236	4	240					_				0	240
	Stockton Rd.	E. 6th St. & E. 7th St.	Public On-Street			0					5		10		5	5
	Everett St.	E. 6th St. and E. 7th St.	Public On-Street			0							10		10	10
	E. 6th St. Stockton Rd.	Stockton Rd. & Everett St.	Public On-Street			0							13 11		13 11	13
	E. 7th St.	E. 7th St. & Commerce St. Stockton St. & Everett St.	Public On-Street Public On-Street			0	0						11		0	11
	E. 7th St. Everett St.	E. 7th St. & Commerce St.	Public On-Street			0	U						10		10	10
	W. Commerce Rd.	Stockton St. & Everett St.	Public On-Street			0	0						10		0	0
	Everett St.	E. 7th St. & W. Commerce Rd.	Public On-Street			0	0								0	0
	E. 7th St.	Everett St. & Maury St.	Public On-Street			0	"						13		13	13
	Maury St.	E. 7th St. & W. Commerce Rd.	Public On-Street			0	0						13		0	0
	W. Commerce Rd.	Everett St. & Maury St.	Public On-Street			0	0								0	١٥
	Belle Isle Moonshine	615 Maury St.	Private/Private Lot	128		128	ŭ								0	128
	Everett St.	E. 6th St. & E. 7th St.	Public On-Street			0	0								0	0
	E. 6th St.	Everett St. & Maury St.	Public On-Street			0							13		13	13
	Maury St.	E. 6th St. & E. 7th St.	Public On-Street			0	0								0	0
	E. 7th St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
	Miller Lofts	300 E. 6th St.	Private/Private Lot	20		20									0	20
98	JRP Valero	301 E. 5th St.	Private/Private Lot	9	1	10									0	10
98	Maury St.	E. 5th St. & E. 6th St.	Public On-Street			0					4				4	4
98	E. 6th St.	Everett St. & Maury St.	Public On-Street			0							6		6	6
98	Everett St.	E. 5th St. & E. 6th St.	Public On-Street			0							11		11	11
98	E. 5th St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
99	Industrial Lot	401 Maury St.	Private/Private Lot	25		25									0	25
99	Everett St.	E. 5th St. & E. 4th St.	Public On-Street			0							7		7	7
99	E. 4th St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
99	Maury St.	E. 5th St. & E. 4th St.	Public On-Street			0	0								0	0
99	E. 5th St.	Everett St. & Maury St.	Public On-Street			0							5		5	5
	Dennis Towing and Recovery	309 Maury St.	Private/Private Lot	70		70									0	70
	Everett St.	E. 3rd St. & E. 4th St.	Public On-Street			0	0								0	0
	E. 3rd St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
	Maury St.	E. 3rd St. & E. 4th St.	Public On-Street			0	0								0	0
	E. 4th St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
	BioRide	614 Maury St.	Private/Private Lot	25		25									0	25
	Everett St.	E. 3rd St. & E. 2nd St.	Public On-Street			0	_						5		5	5
	E. 2nd St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
	Maury St.	E. 3rd St. & E. 2nd St.	Public On-Street			0	0						_		0	0
	E. 3rd St.	Everett St. & Maury St.	Public On-Street			0							7		7	7
	Jones and Frank	300 E. 2nd St.	Private/Private Lot	23		23							4.0		0	23
	Everett St.	E. 2nd St. & E. 1st St.	Public On-Street			0							11		11	11
	E. 1st St.	Everett St. & Maury St.	Public On-Street			0	0								0	0
	Maury St. E. 2nd St.	E. 2nd St. & E. 1st St.	Public On-Street			0	0						0		0	0 9
102	E. ZIIU SL.	Everett St. & Maury St.	Public On-Street			0 5,291							9		9	







Exhibit G-2: Manchester On-Street Parking Supply Inventory

			ON-STREET FACILITIES	
BLK #	NAME/DESCRIPTION	ADDRESS	10 Minute 15 Minute 30 minute 1 Hour 2 Hour Special Loading Zone (free) (free) (free) (free) Unrestricted Purpose H/C	TOTAL
1	Railroad Ave.	Railroad Ave. & W. Semmes Ave.	27	27
2	Railroad Ave. W. 12th St.	W. 12th St. & Railroad Ave. Railroad Ave. & Semmes Ave.	21 14	21 14
5	McDonough St.	W. 6th St. & W. 7th St.	11	11
5	W. 7th St.	W. 7th St. & McDonough St.	15	15
6 7	W. 7th St. W. 9th St.	Semmes Ave. & McDonough St. Semmes Ave. & McDonough St.	8 12	8 12
7	McDonough St.	W. 7th St. & W. 9th St.	10	10
8	McDonough St.	W. 10th St. & W. 9th St.	11	11
8	W. 10th St. W. 10th St.	Semmes Ave. & McDonough St. Semmes Ave. & Mcdonough St.	10 3	10 3
9	McDonough St.	W. 11th St. & W. 10th St.	7	7
9	W. 11th St.	Semmes Ave. & Mcdonough St.	12	12
10	McDonough St.	W. 11th St. & W. 12th St.	8	8
10 11	W. 12th St. Semmes Ave.	Semmes Ave. & McDonough St. W. 12th St. & W. 13th St.	4 10	4 10
	W. 12th St.	Semmes Ave. & McDonough St.	9	9
	McDonough St.	W. 12th St. & W. 13th St.	13	13
		Semmes Ave. & McDonough St.	7	7
		Semmes Ave. & McDonough St.	2 3	5
12 12	Semmes Ave. McDonough St.	W. 13th St. & W. 14th St. W. 13th St. & W. 14th St.	7 13	7 13
	W. 14th St.	Semmes Ave. & McDonough St.	13	13
13	McDonough St.	W. 15th St. & W. 14th St.	14	14
13	W. 15th St.	Semmes Ave. & McDonough St.	16	16
14	W. 15th St.	Semmes Ave. & McDonough St.	13	13
14 15	McDonough St. McDonough St.	S.Boulevard & S.Colonial Ave. Cowardin Ave. & W. 15th St.	7	7
15	Perry St.	Cowardin Ave. & W. 15th St.	7	7
16	McDonough St.	W. 15th St. & 14th St.	5 15	20
17	McDonough St.	W. 13th St. & W. 14th St.	12	12
17	Perry St.	W. 13th St. & W. 14th St.	12	12
17 18	W. 14th St. McDonough St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	14 9	14 9
18	W. 12th St.	McDonough St. & Perry St.	9 14	9 14
	Perry St.	W. 12th St. & W.13th St.	11	11
18	W. 13th St.	McDonough St. & Perry St.	14	14
19	McDonough St.	W. 12th St. & W. 11th St.	6	6
	Perry St. W. 12th St.	W. 12th St. & W. 11th St. McDonough St. & Perry St.	11 13	11 13
20	McDonough St.	W. 11th St. & W. 10th St.	13	11
20	W. 10th St.	McDonough St. & Perry St.	12	12
20	Perry St.	W. 11th St. & W. 10th St.	11	11
20	W. 11th St.	McDonough St. & Perry St.	10	10
21	McDonough St. Perry St.	W. 10th St. & W. 9th St. W. 10th St. & W. 9th St.	9 11	9 11
	McDonough St.	W. 9th St. & W. 8th St.	6	6
	Perry St.	W. 9th St. & W. 8th St.	5	5
22	W. 9th St.	McDonough St. & Perry St.	6	6
	W. 7th St.	McDonough St. & Perry St.	14	14
	Perry St. W. 7th St.	W. 7th St. & W. Commerce Rd. McDonough St. & Perry St.	3 14	3 14
	Perry St.	W. 7th St. & McDonough	3	3
	Perry St.	W. 6th St. & W.7th St.	6	6
	Porter St.	W. 6th St. & W.7th St.	6	6
	W. 7th St.	Perry St. & Porter St.	2 11	13
	Perry St. W. 7th St.	W. 7th St. & W. Commerce Rd. Perry St. & Porter St.	8 11	8 11
	Porter St.	W. 7th St. & W. Commerce Rd.	6	6
27	W. Commerce Rd.	Perry St. & Porter St.	11	11
	W. Commerce Rd.	Perry St. & Porter St.	11	11
	Porter St.	W. 7th St. & W. Commerce Rd.	7	7
	W. 8th St. Perry St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	11 11	11 11
	W. 9th St.	Perry St. & Porter St.	14	14
29	Porter St.	W. 9th St. & W. 19th St.	11	11
	Perry St.	W. 10th St. & W. 11th St.	11	11
	W. 10th St. Porter St.	Perry St. & Porter St. W. 10th St. & W. 11th St.	14 11	14 11
	W. 11th St.	Perry St. & Porter St.	14	14
	Perry St.	W. 11th St. & W. 12th St.	11	11
31	Porter St.	W. 11th St. & W. 12th St.	11	11
	Perry St.	W. 12th St. & W. 13th St.	11	11
	W. 12th St. Porter St.	Perry St. & Porter St. W 12th St & W 13th St	14 11	14 11
	W. 13th St.	W. 12th St. & W. 13th St. Perry St. & Porter St.	11 14	11 14
	Perry St.	W. 13th St. & W. 14th St.	11	11
	Porter St.	W. 13th St. & W. 14th St.	11	11
	Perry St. W. 14th St.	W. 14th St. & W. 15th St.	6 10 9	16 9
	W. 14th St. Porter St.	Perry St. & Porter St. W. 14th St. & W. 15th St.	9 16	9 16
	W. 15th St.	Perry St. & Porter St.	9	9
	Perry St.	W. 15th St. & Cowardin Ave.	13	13
	Porter St.	W. 15th St. & Cowardin Ave.	16	16
	Porter St. Porter St.	W. 15th St. & Cowardin Ave. W. 14th St. & W. 15th St.	17 16	17 16
37	Bainbridge St.	W. 14th St. & W. 15th St. W. 14th St. & W. 15th St.	16	16 16
	W. 15th St.	Porter St. & Bainbridge St.	15	15
	Porter St.	W. 13th St. & W. 14th St.	11	11
	Bainbridge St.	W. 13th St. & W. 14th St.	10	10
	W. 14th St. Porter St.	Porter St. & Bainbridge St. W. 12th St. & W. 13th St.	16 11	16 11
39	W. 12th St.	Porter St. & Bainbridge St.	16	16
39	Bainbridge St.	W. 12th St. & W. 13th St.	11	11
	W. 13th	Porter St. & Bainbridge St.	16	16
	Porter St. Porter St.	W. 11th St. & W. 12th St. W. 10th St. & W. 11th St.	11 13	11 13
	W. 10th St.	Porter St. & Bainbridge St.	13 14	13 14
	Bainbridge St.	W. 10th St. & W. 11th St.	13	13
	W. 11th St.	Porter St. & Bainbridge St.	14	14
	Porter St.	W. 9th St. & W. 10th St.	14	14
er 2	W. 9th St. Bainbridge St.	Porter St. & Bainbridge St. W. 9th St. & W. 10th St.	12 14	12 14
	Porter St.	W. Commerce Rd. & W. 9th St.	6	6
42		Porter St. & Bainbridge St.	4	4
42 43 43	W. Commerce Rd.			
42 43 43 43	Bainbridge St.	W. Commerce Rd. & W. 9th St.	6	6
42 43 43 43 44	Bainbridge St. Porter St.	W. Commerce Rd. & W. 9th St. W. 7th St. & W. Commerce Rd.	10	10
42 43 43 43 44	Bainbridge St.	W. Commerce Rd. & W. 9th St.		
42 43 43 43 44 44	Bainbridge St. Porter St. Commerce Rd.	W. Commerce Rd. & W. 9th St. W. 7th St. & W. Commerce Rd. Porter St. & Bainbridge St.	10 13	10 13







Exhibit G-3: Manchester Off-Street Parking Supply Inventory

		G-3: Manchester				REET FAC					
BLK#	NAME/DESCRIPTION	ADDRESS	10 Minute Loading Zone	15 Minute (free)	30 minute (free)	1 Hour (free)		Sp Unrestricted Pu	ecial rpose	н/с	TOTAL
	Bainbridge St. Hull St.	W. 15th St. & Cowardin Ave. W. 15th St. & Cowardin Ave.					19	22 0			22 19
48 48	Bainbridge St. Hull St.	W. 14th St. & W. 15th St. W. 14th St. & W. 15th St.					15	15 0		1	15 16
48	W. 15th St.	Bainbridge St. & Hull St.					15	14			14
49 49	Bainbridge St. Hull St.	W. 13th St. & W. 14th St. W. 13th St. & W. 14th St.					10	10 0			10 10
49	W. 14th St.	Bainbridge St. & Hull St.						13			13
	Bainbridge St. W. 12th St.	W. 12th St. & W. 13th St. Bainbridge St. & Hull St.						11 13			11 13
	Hull St. W. 13th St.	W. 12th St. & W. 13th St.					10	0 13			10 13
51	Bainbridge St.	Bainbridge St. & Hull St. W. 11th St. & W. 12th St.						7			7
	W. 11th St. Hull St.	Bainbridge St. & Hull St. W. 11th St. & W. 12th St.					10	14 0			14 10
52	Bainbridge St.	W. 10th St. & W. 11th St.					10	10			10
	W. 10th St. Hull St.	Bainbridge St. & Hull St. W. 10th St. & W. 11th St.					10	15 0			15 10
53	Bainbridge St.	W. 9th St. & W. 10th St.						10			10
	Hull St. W. 9th St.	W. 9th St. & W. 10th St. Bainbridge St. & Hull St.					10	0 14			10 14
55	Bainbridge St.	W. 7th St. & W. Commerce Rd.						10			10
56 56	Bainbridge St. W. 7th St.	W. 6th St. & W. 7th St. Bainbridge St. & Hull St.						11 7			11 7
57	Bainbridge St.	W. 5th St. & W. 6th St.						7 7			7
58 59	Bainbridge St. Bainbridge St.	W. 4th St. & W. 5th St. W. 4th St. & W. 3rd St.						7			7
	Brander St. E. 17th St.	Bainbridge St. & Hull St. Decatur St. & Hull St.						11 14			11 14
61	Decatur St.	E. 17th St. & Cowardin Ave.						10		1	11
62	Hull St. E. 16th St.	E. 16th St. & E. 17th St. Decatur St. & Hull St.						9 13			9 13
	Decatur St. Hull St.	E. 16th St. & E. 17th St. E. 15th St. & E. 16th St.					9	9			9
63	Decatur St.	E. 15th St. & E. 16th St.						9			9
	E. 16th St. Hull St.	Decatur St. & Hull St. E. 14th St. & E. 15th St.					14 22	0			14 22
64	E. 14th St.	Decatur St. & Hull St.						13			13
	Decatur St. E. 15th St.	E. 14th St. & E. 15th St. Decatur St. & Hull St.						22 13			22 13
	Hull St.	E. 13th St. & E. 14th St.					10	0			10
	E. 13th St. Decatur St.	Decatur St. & Hull St. E. 13th St. & E. 14th St.						14 10			14 10
	E. 14th St.	Decatur St. & Hull St.						14			14
	Hull St. E. 12th St.	E. 12th St. & E. 13th St. Decatur St. & Hull St.						11 13			11 13
66 67	Decatur St. Hull St.	E. 12th St. & E. 13th St. E. 11th St. & E. 12th St.					11	11 0			11 11
	Decatur St.	E. 11th St. & E. 12th St.					11	11			11
	Hull St. E. 10th St.	E. 10th St. & E. 11th St. Decatur St. & Hull St.					11	0 14		1	12 14
	Decatur St.	E. 10th St. & E. 11th St.						11			11
	E. 11th St. Hull St.	Decatur St. & Hull St. E. 9th St. & E. 10th St.					14 10	0			14 10
69	Decatur St.	E. 9th St. & E. 10th St.							10		10
	E. 9th St. E. 7th St.	Decatur St. & Hull St. Decatur St. & Hull St.						14		13	13 14
	Decatur St.	E. 7th St. & W. Commerce Rd.						9			9
	E. 7th St. Hull St.	Decatur St. & Hull St. E. 5th St. & E. 6th St.					11	13			13 11
	E. 5th St.	Decatur St. & Hull St. E. 5th St. & E. 6th St.						15 11			15 11
	Decatur St. E. 6th St.	Decatur St. & Hull St.						15			15
	Hull St. Decatur St.	E. 4th St. & E. 5th St. E. 4th St. & E. 5th St.					10	5			10 5
	E. 5th St.	Decatur St. & Hull St.						14			14
	Hull St. Decatur St.	E. 3rd St. & E. 4th St. E. 3rd St. & E. 4th St.						8 5			8 5
75	E. 4th St.	Decatur St. & Hull St.						12			12
	E. 2nd St. Decatur St.	Decatur St. & Hull St. E. 2nd St. & E. 3rd St.	8					12			12 8
	Stockton St.	E. 1st & E. 2nd St.						5			5
	E. 2nd St. Decatur St.	Decatur St. & Stockton St. E. 3rd St. & E. 4th St.						13 9			13 9
	E. 3rd St.	Decatur St. & Stockton St.						14			14
	Stockton Rd. E. 4th St.	E. 3rd St. & E. 4th St. Decatur St. & Stockton St.						7 14			7 14
	Decatur St. Stockton Rd.	E. 4th St. & E. 5th St. E. 4th St. & E. 5th St.	2				10	13 8			13 20
	E. 5th St.	E. 4th St. & E. 5th St. Decatur St. & Stockton St.					±υ	8 15			20 15
	Decatur St. E. 5th St.	E. 5th St. & E. 6th St. Decatur St. & Stockton St.						10 15			10 15
85	Stockton Rd.	E. 5th St. & E. 6th St.						10			10
	Decatur St. E. 6th St.	E. 6th St. & E. 7th St. Decatur St. & Stockton St.						7 15			7 15
86	Stockton Rd.	E. 6th St. & E. 7th St.				10					10
	E. 7th St. E. 7th St.	Decatur St. & Stockton St. Decatur St. & Stockton St.						15 7			15 7
87	Stockton Rd.	E. 7th St. & Commerce Rd.				5			3		8
	Everett St. E. 2nd St.	E. 2nd & E. 1st St. Stockton St. & Everett St.						11 15			11 15
	Stockton St. E. 2nd St.	E. 3rd St. & E. 2nd St. Stockton St. and Everett St.						2 12			2 12
	E. 3rd St.	Stockton and Everett St. Stockton and Everett St.						7			7
	Stockton St. Everett St.	E. 5th and E. 4th St.						7 10			7 10
93	Stockton Rd.	E. 5th and E. 4th St. E. 5th St. & E. 6th St.						7			7
	Everett St. E. 6th St.	E. 5th St. & E. 6th St. Stockton and Everett St.						8 15			8 15
94	Stockton Rd.	E. 6th St. & E. 7th St.				5					5
	Everett St. E. 6th St.	E. 6th St. and E. 7th St. Stockton Rd.& Everett St.						10 13			10 13
95	Stockton Rd.	E. 7th St. & Commerce St.						11			11
	Everett St. E. 7th St.	E. 7th St. & Commerce St. Everett St. & Maury St.						10 13			10 13
97	E. 6th St.	Everett St. & Maury St.						13			13
	Maury St. E. 6th St.	E. 5th St. & E. 6th St. Everett St. & Maury St.				4		6			4 6
98	Everett St.	E. 5th St. & E. 6th St.						11			11
	Everett St. E. 5th St.	E. 5th St. & E. 4th St. Everett St. & Maury St.						7 5			7 5
101	Everett St.	E. 3rd St. & E. 2nd St.						5			5
101	E. 3rd St. Everett St.	Everett St. & Maury St. E. 2nd St. and E. 1st St.						7 11			7 11
102	LVCTCtt St.										







Exhibit G-3: Manchester Off-Street Parking Supply Inventory

	Map ID	NAME/DESCRIPTION	hester Off-S	TYPE	User	OFF-STREE	T FACILITIES	TOTAL
	1-1	Small Axe Forge Gravel Lot	510 W. 14th St. 509 W. 13th St.	Private/Private Lot Private/Private Lot	Residential Residential	9 10		9 10
2	1-3 2-1	SunTrust Auxiliary Garage SunTrust Mortgage	520 W. 12th St. 1001 Semmes Ave.	Private/Private Structure Private/Private Structure	Employees	349	8	357 0
3	3-1 3-2	SunTrust Bank Suntrust Bank	Grove St. & Floyd Ave. 901 Semmes Ave.	Private/Private Lot Private/Private Lot	Employees Employees	337 63	4	337 67
	4-1 6-1	Flood Wall Walk Bay Diesel / Bass Crate	Semmes Ave. $\&$ US-60 $\&$ S. 9th St. 700 Semmes Ave.	Public/Public Lot Private/Private Lot	Recreational Employees	22 34	2	24 34
6 7	6-2 7-1	Bass Crate Services Terraces at Manchester	700 Semmes Ave. C 800 Semmes Ave.	Private/Private Lot Private/Private Garage	Employees Residential	20		20 0
8	8-1 8-2	Link Apartment Manchester Link Apartment Manchester	901 McDonough St. 901 McDonough St.	Private/Private Lot	Residential Residential	4	1	5
9	9-1 9-2	UPS Freight UPS Freight	1000 Semmes Ave. 1002 Semmes Ave.	Private/Private Lot Private/Private Lot	Employees Employees	20 18	1	21 18
9 10	9-3 10-1	UPS Freight UPS Freight	1002 Semmes Ave. 1100 Semmes Ave.	Private/Private Garage Private/Private Lot	Employees Employees	184	13	0 197
11	11-1 12-1	1200 Semmes Apartments / Subway The Pediatric Connection	1200 Semmes Ave. 1300 Semmes Ave.	Private/Private Lot Private/Private Lot	Mixed-Use Customers	127	3 2	130
12	12-2	1301 Semmes Ave.	1301 Semmes Ave.	Private/Private Lot	Residential	10	-	10
14 14	14-1 14-2	Central Adult Day Health Care Williams Auto Services	1500 Semmes Ave. 401 Cowardin Ave.	Private/Private Lot Private/Private Lot	Customers Customers	6 30		6 30
15 16	15-1 16-1	Dollar Tree Sacred Heart Catholic Church	315 Cowardin Ave. 3027 W. Cary St.	Private/Private Lot Private/Private Lot	Customers Institutional	29 31	2 1	31 32
17 17	17-1 17-2	McDonough Market 1301 McDonough St.	1300 McDonough St. 1301 McDonough St.	Private/Private Lot Private/Private Lot	Customers Residential	15 15	1	16 15
18 18	18-1 18-2	1214 McDonough St. 312 W. 12th St.	1214 McDonough St. 312 W. 12th St.	Private/Private Lot Private/Private Lot	Residential Residential	18 2		18 2
18	18-3 19-1	310 W. 12th St. UPS Freight	310 W. 12th St. 1100 McDonough St.	Private/Private Lot Private/Private Lot	Residential Employees	6 206		6
21	21-1	Monroe Apartments	909 Perry St.	Private/Private Lot	Residential	46	2	48
21	21-2 21-3	Pope Carpet & Floor Center, LLC Ironclad Pizza Grill	900 McDonough St. 924 McDonough St.	Private/Private Lot Private/Private Lot	Customers Customers	12 4		12 4
	22-1 23-1	Perry Place Apts Legend Brewing	McDonough St. & Perry St. 332 W. 7th St.	Private/Private Lot Private/Private Lot	Residential Customers	67 30	3	70 30
	23-2 23-3	Thurston Spring Services Employee Thurston Spring Services Yard	314 W. 7th St 300 W. 7th St	Private/Private Lot Private/Private Lot	Employees Employees	7 13		7 13
23 24	23-4 24-1	Thurston Spring Services Bus	311 W. 8th St. 321 W. 7th St. A	Private/Private Lot Private/Private Lot	Employees Customers	17 18		17 18
26	26-1	Legend Brewing Company Parking Moto Richmond / Scoot Richmond Doggova Market / Commandial	217 W. 7th St.	Private/Private Lot	Employees	13		13
	26-2	Dogtown Market/Commercial Taylor & Parrish	212 W. 6th St. 710 Perry St.	Private/Private Lot Private/Private Lot	Customers Employees	80 12		80 12
28	27-2 28-1	Trolley Station Permit Parking Old Lofts	212 W. 7th St. 812 Perry St.	Private/Public Lot Private/Private Lot	Paid Parking Residential	14 57	1	15 58
28 29	28-2 29-1	Old Lofts Overflow on W. 8th St. Apartments at 908 Perry St.	Perry St. & Porter St. 908 Perry St.	Private/Private Lot Private/Private Lot	Residential Residential	11 42	2	11 44
30	30-1 31-1	1002 Perry St. 907 Porter St.	1002 Perry St. 907 Porter St.	Private/Private Lot Private/Private Lot	Residential Residential	10 9		10 9
33	33-1 33-2	Monroe Properties Central United Methodist Church	1309 Porter St.	Private/Private Lot Private/Private Lot	Residential Institutional	16 6		16 6
34	34-1	Sacred Heart Center/RVA Works	1317 Porter St. 1400 Perry St.	Private/Private Lot	Institutional	8		8
36	34-2 36-1	Robin Miller and Associates Manchester Medical Center	1429 Porter St. 101 Cowardin Ave.	Private/Private Lot Private/Private Lot	Employees Customers	5 108	9	5 117
37 37	37-1 37-2	Dogtown Dance Theater Parking Maury Park Apartments	109 W 15th St. 1411 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers Residential	5 36	1 4	6 40
40 40	40-1 40-2	Brower's Café / Residential Commonwealth Christian Academy	1125 Bainbridge St. 1101 Bainbridge St.	Private/Private Lot Private/Private Lot	Mixed-Use Institutional	26 8	1	27 8
41	41-1 41-2	1020 Porter St. 1000 Porter St.	1020 Porter St. 1000 Porter St.	Private/Private Lot Private/Private Lot	Residential Residential	8	1 1	9
	41-2 41-3 42-1	1000 Porter St. 1001 Bainbridge St. Gravel Lot	1000 Porter St. 1001 Bainbridge St. 120-122 W 9th St.	Private/Private Lot Private/Private Lot	Residential Residential	11 10	1	12 10
43	43-1	Gravel Lot	108 W. Commerce Rd.	Private/Private Lot	Residential	4		4
44 45	44-1 45-1	Hatcher Tobacco Apartments City View Apartments	151 W. Commerce Rd. 611 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	67 58	3	67 61
	46-1 47-1	Gravel Lot Anderson Air Conditioning	311 Bainbridge St. 1500 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Employees	9 25		9 25
47	47-2 47-3	Anderson Air Conditioning Abandoned Lot	1502 Bainbridge St. 1623 Hull St.	Private/Private Lot Private/Private Lot	Employees Residential	28		28 20
48	48-1 49-1	Bullock Painting	1415 Hull St.	Private/Private Lot Private/Private Lot	Customers	6 27		6 27
49 50	50-1	The Bridge Apartments Liberation Family Services	1312 Bainbridge St. 1201 Hull St.	Private/Private Lot	Residential Institutional	8		8
	50-2 51-1	Bahashem Soap Company The Bankuet Place	1221 Hull St. 7 W. 12th St.	Private/Private Lot Private/Private Lot	Employees Customers	7 34		7 34
	51-2 51-3	1118 Bainbridge St. Devine House of Beauty	1118 Bainbridge St. 1114 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Customers	5 15		5 15
51 52	51-4 52-1	The Bankuet Place City View Place	1129 Hull St. 1000 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers Residential	5 12	2	5 14
52	52-2 52-3	Barton & Melow RVA Street Foodies	1019 Hull St. 1012 Hull St.	Private/Private Lot Private/Private Lot	Employees Customers	11 12	1	11
52	52-4	City View Apartments	1000 Bainbridge St.	Private/Private Garage	Residential		1	0
53	52-5 53-1	Gravel Lot Manchester Courthouse	1009 Bainbridge St. 911 Hull St.	Private/Private Lot Public/Private Lot	Residential Institutional	10 27		10 27
54	53-2 54-1	Caribbean Chef Richmond Heritage Federal	901 Hull St. 50 W. Commerce Rd.	Private/Private Lot Private/Private Lot	Customers Customers	6 36	1	7 37
54 55	54-2 55-1	Abandoned Lot W.M. Jordon Company	821 Hull St. 708 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers Employees	34 48	2 1 2	36 51
55	55-2 56-1	Café Zata Seventh Corner	700 Bainbridge St. 15 W. 7th St.	Private/Private Lot Private/Private Lot	Customers Residential	4 69		4 69
56 57	56-2 57-1	City View Lofts Apartment Lot	600 Bainbridge St. 500 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	39 127	2 5	41 132
59	59-1	V. F. Lanasa	317 Hull St.	Private/Private Lot	Employees	34	J	34
	60-1	Hull Street Station Family Dollar	98 Brander St. 7 E. 16th St.	Private/Public Lot Private/Private Lot	Paid Parking Customers	65 16		65 16
62 62	62-2 62-3	Imani Wholeness Center Family Dollar	1606 Hull St. 1624 E. 17th St.	Private/Private Lot Private/Private Lot	Institutional Customers	18 30		18 30
	63-1 63-2	Suntrust Bank First Baptist Church	1518 Hull St. 10 E. 16th St.	Private/Private Lot Private/Private Lot	Customers Institutional	5 33		5 33
63 63	63-3 63-4	First Baptist Church South Richmond Adult Daycare	1513 Decatur St. 1500 Hull St.	Private/Private Lot Private/Private Lot	Institutional Customers	23		23
63	63-5	First Baptist Church	9 E. 15th St.	Private/Private Lot	Institutional	24		24
64 64	64-1 64-2	Imani Mews Apartments Imani Mews Apartments	1416 Hull St. 1401 Decatur St.	Private/Private Lot Private/Private Lot	Residential Residential	13 30		13 30
64 64	64-3 64-4	Richmond Public Library Evans Specialty Co.	1400 Hull St. 14 E. 15th St.	Public/Private Lot Private/Private Lot	Institutional Employees	8		8 10
66 67	66-1 67-1	Towers O' Her Hair Extensions Boutique	1205 Decatur St. 109 E. 11th St.	Private/Private Lot Private/Private Lot	Residential Customers	23 14	2	25 14
67 67	67-2 67-3	Towers at River South Manastoh Brewing	99 E. 11th St. 1124 Hull St.	Private/Private Lot Private/Private Lot	Residential Customers	11	2	13 0
68 68	68-1 68-2	Manchester Courthouse Old Manchester Aparments	1000 Hull St. 109 E. 11th St.	Public/Private Lot Private/Private Lot	Institutional Residential	26 20		26 20
68	68-3	Towers at River South	111 E. 11th St.	Private/Private Lot	Residential	22	2	24
	70-1 71-1	Manchester Courthouse McDonalds	815 Decatur St. 718 Commerce Rd.	Public/Private Lot Private/Private Lot	Residential Customers	65 33	2	65 35
	72-1 73-1	Manchester Pie Factory Port RVA	604 Hull St. 512 Hull St.	Private/Private Lot Private/Private Lot	Employees Employees	18 39	3	18 42
73 73	73-2 73-3	SOD Decatur Manchester Market	511 Decatur St. 500 Hull St.	Private/Private Lot Private/Private Garage	Employees Customers	49		49 0
74 74	74-1 74-2	320 Hull St. Ink Building	321 Hull St. 10 E. 5th St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	127 39	1	127 40
	76-1 77-1	Plant Zero, Papa's Pizza	214 Hull St. 102 Hull St.	Private/Private Lot Private/Private Lot	Mixed-Use Institutional	50 25	2	52 25
77	77-2	Richmond Railroad Museum The Commons	108 Decatur St.	Private/Private Lot	Residential	23	10	23
81	79-1 81-1	Floodwall Walk Lot Caravati's Inc	Hull St. and Floodwall Walk 104 E. 2nd St.	Public/Public Lot Private/Private Lot	Recreational Employees	4	10	20 4
	81-2 82-1	Caravati's Inc Crawford Manufacturing	106 E. 2nd St. 114 E. 3rd St.	Private/Private Lot Private/Private Lot	Employees Employees	9 130		9 130
	82-2 83-1	Crawford Manufacturing South Bank Apartments	200 Decatur St. 307 Stockton St.	Private/Private Lot Private/Private Lot	Employees Residential	6 24		6 24
84 85	84-1 85-1	Plant 1 Apartments Miller Lofts	403 Stockton St 109 E. 6th St.		Residential Residential	44	4	48
86	86-1	Textile Lofts	601 Stockton St.	Private/Private Lot	Residential	29	1	30
	87-1 87-2	UA Plumber & Pipe	701 Stockton St. 199 E. 7th St.	Private/Private Lot Private/Private Lot	Residential Employees	36 38		36 38
87 87	87-3 87-4	Lofts at Commerce Lewis Supply Company	716 Decatur St. 101 E. 7th St.	Private/Private Lot Private/Private Lot	Residential Employees	8 10		8 10
89 90	89-1 90-1	Industrial Truck Lot Petro Supplies	100 Stockton St. 202 Stockton St.	Private/Private Lot Private/Private Lot	Employees Employees	34		34 8
91	91-1 91-2	Stella 360 TexTrail Trailer Parts	360 Stockton St. 300 Stockton St.	Private/Private Lot Private/Private Lot	Employees Employees	52 19	3	55 19
	92-1	Plant 1 Apartments	403 Stockton St.	Private/Private Lot	Residential	86		86
92 93	92-2 93-1	Miller Lofts Miller Lofts	400 Stockton St. 500 Stockton St.	Private/Private Lot Private/Private Lot	Residential Residential	64 23	2	64 25
94 97	94-1 97-1	Lofts At Commerce Belle Isle Moonshine	615 Stockton St. 615 Maury St.	Private/Private Lot Private/Private Lot	Residential Residential	236 128	4	240 128
98 98	98-1 98-2	Miller Lofts JRP Valero	300 E. 6th St. 301 E. 5th St.	Private/Private Lot Private/Private Lot	Residential Employees	20	1	20
-0	99-1	Industrial Lot Dennis Towing and Recovery	401 Maury St.	Private/Private Lot	Employees	25	1	25
99	100 1	FACILITY LOWING AND RECOVERY	309 Maury St.	Private/Private Lot	Employees	70		70
100	100-1 101-1 102-1	BioRide Jones and Frank	614 Maury St. 300 E. 2nd St.	Private/Private Lot Private/Private Lot	Employees Employees	25 23		25 23





Exhibit G-4: Manchester Total Weekday Occupancy (Pt. 1)

15				Manchester We	-	Effective		8AM-10AM		y 11AM-2PM		y 5PM-7PM
15. Defende							-	Utilization	Counts		Counts	Utilization
24												0% 0%
23. March		· · · · · · · · · · · · · · · · · · ·							-			0%
25			•									0%
1.5 Service for the Comment of t		· ·										0%
2.5 Selection Columnia S												44%
54 Section Section												
1.				•								6%
15 March September March	6-2	Bass Crate Services	700 Semmes Ave. C	Private/Private Lot			l .	83%	12	67%		22%
March Marc												40%
12. Marchen 10.1		· · · · · · · · · · · · · · · · · · ·										
22. Prof. Prof. Dec. Prof. Prof. Prof. Company C				· · · · · · · · · · · · · · · · · · ·								16%
22-20 10	11-1	1200 Semmes Apartments / Subway	1200 Semmes Ave.	Private/Private Lot	Mixed-Use	117	26	22%		18%		30%
10.												31%
April												
19-00 Section of Control Charles 19-00 C		•					1					67%
130 M. Delinough Shortes M. Deli	15-1	Dollar Tree	315 Cowardin Ave.	Private/Private Lot	Customers	28	7	25%	7	25%	18	64%
22 200. Contemps 1. 200. Medicines 201. Sept.			· · · · · · · · · · · · · · · · · · ·									38%
Mathematics 10		•	· ·									
1969 1979 1970		•	•	· · · · · · · · · · · · · · · · · · ·								0%
13.1 Performing 1.00 Necksaught 1.00 Nec		•		•								50%
23-30 Decempore preference 1.50	18-3	310 W. 12th St.	310 W. 12th St.	Private/Private Lot	Residential	5	1	20%	0	0%		40%
22.0 Depart Parties Careers		~	•									9%
23.1 Institution Proceedings 1.5 mg 1.		•										56% 55%
22.1 Deep Page March M			•									50%
20.20 Description from professer former	22-1		McDonough St. & Perry St.	Private/Private Lot	Residential		30	48%	23		34	54%
2-32 Protect Service Service 1997 19		•										81%
22.20 Turns Confuger Service State 13.10 28.00 15.10 10.00 15.10 15.10 10.00 15.10												0% 67%
24 Legend Seventy Europe 231 M. 778 S.A. Prince Prince Legend 23 1 m. 100 20 20 20 20 20 20 20												53%
22.2 Department Section 1.0	24-1	Legend Brewing Company Parking	321 W. 7th St. A	Private/Private Lot	Customers	16	0		16	100%	16	100%
27. Type Part P												50%
242 Olicifor Security Sec		•										36% 0%
Part												38%
1905 1905 Perry St. 1900 Perry St.	28-2	Old Lofts Overflow on W. 8th St.	•	Private/Private Lot	Residential	10	10	100%	5	50%	3	30%
12.1 More Properties		· · · · · · · · · · · · · · · · · · ·										63%
13-13 Nome Properties 130 Promes St. Princise/Princise Lot Institutional 5 1 206 1 207 2 2 20 20 31 32 32 32 32 32 32 32			·									
23-2 Center United Wethoods County 237 Potres 5.												57%
14.7 Robert Miller and Associated 14.79 Forder's Private Private Forder Court Court					Institutional	5	1	20%	1	20%	2	40%
36.5 Montector Medical Center 10 Cowardin Ave.		· ·	•									214%
27-10 Deglown Dance Theater Periods 0.00 0.5 2 3.35 8 3.35												
1972 Many Park Agamment				•								10% 133%
4-2- Commonwealth Christian Academy 1100 Bainningle St. Private/Private Lot Residential 7 6 89% 6 89% 4 57% 412 1000 Porter's St. 1000 Po		•										19%
44-1 1000 Porter St.			ŭ									58%
44.2 1000 Parter St. 1000 Parter Rt. 10		,	-									57% 50%
443 300 Banchridge St. 2000 Banchridge St. Private/Private Lot Residential 9 0 0 0% 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 0 0 0 0% 0 0 0 0% 0 0 0 0% 0							l .					50% 67%
42-1 Grevel Lot							l .				_	64%
44-1 Interfer Tokaco Apartments 153 IV. Commerce Rd. Private Private Lot Residential 50 22 37% 38 63% 15 257	42-1	Gravel Lot	120-122 W 9th St.	Private/Private Lot	Residential	9	0	0%	0	0%		0%
45-1 Girwell Carlo (1) From Apartments 61 Bankninge St. Private/Private Lot Readential 55 al 3 60% 27 49% 46 698-761 Girwell Carlo (1) From Apartments 11 Bankninge St. Private/Private Lot Employees 23 0 0 0% 1 4 4% 0 0 0 0% 1 4 4% 10 0 0 0% 1 4 4% 10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0												100%
46-1 Great Ict		· ·		•								25% 84%
49-1 Anderson Air Conditioning 1500 Bainbridge 51. Private/Private Lot Employees 25 0 0 0 0 0 0 0 47-2 Anderson Air Conditioning 1500 Bainbridge 51. Private/Private Lot Employees 25 0 0 0 0 0 0 47-3 Anderson Air Conditioning 1415 Full 51. Private/Private Lot Employees 5 2 0 0 0 0 0 49-1 The Bridge Apartments 1312 Bainbridge 51. Private/Private Lot Decidental 18 1 0 0 0 0 0 0 49-1 The Bridge Apartments 1312 Bainbridge 51. Private/Private Lot Decidental 24 5 21% 5 21% 7 20% 0 0 0 0 0 0 0 0 0			*									25%
473 Abandoned Lot 1023 Mull St. Private/Private Lot Customers 5 2 /60% 1 20% 0 0 0 0 0 0 0 0 0	47-1	Anderson Air Conditioning	1500 Bainbridge St.	Private/Private Lot	Employees	23	0	0%	1	4%	0	0%
48-1 Bullock Pairming		•										16%
49-1 The Bridge Apartments 1312 Sainbridge St. Private/Private Lot Institutional 7											_	
50-1 Uberation Family Services 1201 Mull St. Private Private Lot Institutional 7 8 114% 7 100% 0 0 0 0 0 0 0 0 0		-										29%
St. 1 The Bankuet Place												0%
Stage Stag												117%
51-3 Devine House of Seauty							1					0% 80%
51-4 The Bankust Place							l .					80% 50%
S2-1 City View Place 1000 Bainbridge St. Private/Private Lot Residential 13 12 92% 9 69% 12 928- 92- 928-		•	•				l .					20%
12-32 RA Street Foodies 1012 Hull St.	52-1	City View Place	1000 Bainbridge St.	Private/Private Lot	Residential	13	12	92%	9	69%	12	92%
52-5 Gravel Lot												40%
Saze Caribbean Chef 901 Hull St. Private/Private Lot Customers 33 1 3% 4 12% 0 0% 54-2 Abardoned Lot 821 Hull St. Private/Private Lot Customers 33 1 3% 4 12% 0 0% 54-2 Abardoned Lot 821 Hull St. Private/Private Lot Customers 33 1 3% 4 12% 0 0% 55-1 W.M. Jordon Company 708 Bainbridge St. Private/Private Lot Employees 46 25 54% 24 52% 4 95% 55-2 Cafe Zata 700 Bainbridge St. Private/Private Lot Customers 4 1 25% 3 75% 0 0% 56-1 Seventh Corner 15 W. 7th St. Private/Private Lot Residential 62 4 6% 9 15% 3 55% 34 55-2 Cafe Zata 700 Bainbridge St. Private/Private Lot Residential 37 11 30% 31 84% 14 389 35-1 Apartment Lot 500 Bainbridge St. Private/Private Lot Residential 37 11 30% 28 24% 55 449 59-1 V.F. Lanasa 317 Hull St. Private/Private Lot Residential 37 11 30% 28 24% 55 449 59-1 V.F. Lanasa 317 Hull St. Private/Private Lot Residential 31 4 45% 21 68% 8 269 262-1 Family Dollar 7E 16th St. Private/Private Lot Customers 31 14 45% 21 24% 22 14% 22 24% 24												50% 44%
S4-1 Richmond Heritage Federal SOW. Commerce Rd. Private/Private Lot Customers 33 1 3% 4 12% 0 0 0 0 0 0 0 0 0				•								17%
S5-1 M.M. Jordon Company 708 Bainbridge St. Private/Private Lot Customers Cust	54-1	Richmond Heritage Federal	50 W. Commerce Rd.	Private/Private Lot		33	1			12%	0	0%
Seepart Care 25% 3 75% 0 0%											-	0%
56-1 Seventh Corner 15 W. 7th St. Private/Private Lot Residential 37 11 30% 31 8% 3 5% 56-2 City View Lofts 600 Bainbridge St. Private/Private Lot Residential 119 46 39% 28 24% 55 460 59-1 V. F. Lanasa 317 Hull St. Private/Private Lot Employees 31 14 45% 21 68% 8 269 62-1 Family Dollar 7E. 16th St. Private/Private Lot Customers 14 3 21% 2 14% 2 14% 2 14% 2 14% 2 14% 2 14% 2 14% 2 14% 2 14% 2 14% 2 24% 55 460 46 39% 28 24% 55 460 46 46 46 46 46 46 46 46 46 46 46 46 46 46 46 46 46 46<			-									9% 0%
56-2 City View Lofts 600 Bainbridge St. Private/Private Lot Residential 37 11 30% 31 84% 14 389 57-1 Apartment Lot 500 Bainbridge St. Private/Private Lot Residential 119 46 39% 28 24% 55 469 59-1 V. F. Lanasa 317 Hull St. Private/Private Lot Employees 31 14 45% 21 68% 8 269 62-1 Family Dollar 7E. 16th St. Private/Private Lot Customers 14 3 21% 2 14% 2 14% 2 14% 62-2 Imail Moleness Center 1600 Hull St. Private/Private Lot Lustomers 27 0 0 0% 3 11% 1 4% 63-1 Suntrust Bank 1518 Hull St. Private/Private Lot Customers 5 1 20% 2 40% 0 0 0% 63-1 Lift St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-1 Lift St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-2 First Baptist Church 10E. 16th St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-2 First Baptist Church 1513 Decatur St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-5 First Baptist Church 1513 Decatur St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-5 First Baptist Church 1513 Decatur St. Private/Private Lot Lustomers 5 1 20% 2 40% 0 0 0% 63-5 First Baptist Church 1513 Decatur St. Private/Private Lot Lustomers 5 1 20% 2 10% 0 0 0% 63-5 First Baptist Church 9 E. 15th St. Private/Private Lot Lustomers 5 4 80% 3 60% 3 60% 3 60% 63-5 First Baptist Church 9 E. 15th St. Private/Private Lot Residential 22 0 0 0% 1 5 5% 2 9% 64-1 Imani Mews Apartments 1405 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 100 64-1 Imani Mews Apartments 1405 Hull St. Private/Private Lot Employees 9 0 0 0% 0 0 0% 0 0 0% 10 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 1 13% 1 4% 0 0 0% 67-1 O'Her Hair Extensions Boutique 10 First 11h St. Private/Private Lot Residential 23 1 13% 1 4% 0 0 0% 67-1 O'Her Hair Extensions Boutique 10 First 11h St. Private/Private Lot Residential 12 1 8% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0% 1 0 0 0% 1 0 0 0% 1 0 0 0 0			<u> </u>									0% 5%
57-1 Apartment Lot												38%
62-1 Family Dollar 7 E. 16th St. Private/Private Lot Customers 14 3 21% 2 14% 2 149 62-2 Imani Wholeness Center 1606 Hull St. Private/Private Lot Listitutional 16 2 13% 12 75% 9 569 63-1 Suntrust Bank 1518 Hull St. Private/Private Lot Customers 5 1 20% 2 40% 0 0% 63-2 First Baptist Church 105.16 hSt. Private/Private Lot Customers 5 1 20% 2 40% 0 0% 63-3 First Baptist Church 1530 Pectatur St. Private/Private Lot Customers 5 4 80% 3 60% 3 60% 63-4 First Baptist Church 9E. 15th St. Private/Private Lot Customers 5 4 80% 3 60% 3 60% 63-5 First Baptist Church 9E. 15th St. Private/Private Lot Institutional	57-1	Apartment Lot	500 Bainbridge St.	Private/Private Lot			l .					46%
62-2 Imani Wholeness Center 1606 Hull St. Private/Private Lot Institutional 16 2 13% 12 75% 9 569 62-3 Family Dollar 1624 E. 17th St. Private/Private Lot Customers 27 0 0 0% 3 11% 1 4% 66-31 Suntrust Bank 1518 Hull St. Private/Private Lot Customers 5 1 20% 2 40% 0 0 0% 63-1 Suntrust Bank 1518 Hull St. Private/Private Lot Institutional 30 7 23% 16 53% 11 37% 63-3 First Baptist Church 1513 Decatur St. Private/Private Lot Institutional 21 0 0% 2 10% 0 0% 63-4 South Richmond Adult Daycare 1500 Hull St. Private/Private Lot Institutional 21 0 0% 2 10% 0 0% 63-5 First Baptist Church 1513 Decatur St. Private/Private Lot Institutional 22 0 0% 1 5% 2 9% 64-1 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 100 64-2 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 100 64-4 Evans Specialty Co. 14 E. 15th St. Private/Private Lot Employees 9 0 0 0% 0 0% 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 3 13% 1 4% 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 3 13% 1 4% 0 0 0% 66-1 Towers Alver South 99 E. 11th St. Private/Private Lot Residential 23 3 3 13% 1 4% 0 0% 67-2 Towers at River South 99 E. 11th St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 67-3 67-2 Towers at River South 99 E. 11th St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 67-3 1 8% 1 8% 67-3 1 80 8 8 1 8% 1 8% 1 8% 1 8% 1 8% 1 8%												26%
62-3 Family Dollar 1624 E. 17th St. Private/Private Lot Customers 27 0 0 0% 3 11% 1 4% 63-1 Suntrust Bank 1518 Hull St. Private/Private Lot Customers 5 1 20% 2 40% 0 0 0% 63-2 First Baptist Church 10 E. 16th St. Private/Private Lot Institutional 30 7 23% 16 53% 11 37% 63-3 First Baptist Church 1513 Decatur St. Private/Private Lot Institutional 21 0 0% 2 10% 0 0% 63-4 South Richmond Adult Daycare 1500 Hull St. Private/Private Lot Customers 5 4 80% 3 60% 3 60% 63-5 First Baptist Church 9 E. 15th St. Private/Private Lot Residential 12 8 67% 8 67% 12 100 64-1 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 100 64-2 Imani Mews Apartments 1401 Decatur St. Private/Private Lot Residential 12 8 67% 8 67% 13 489 64-4 Evans Specialty Co. 14E. 15th St. Private/Private Lot Employees 9 0 0 0% 0 0% 0 0% 0 0% 67-1 O'Her Hair Extensions Boutique 109 E. 11th St. Private/Private Lot Residential 23 3 13% 1 4% 0 0 0% 67-1 O'Her Hair Extensions Boutique 109 E. 11th St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 1 8% 1 8% 1 8% 1 8% 1		•										14% 56%
63-1 Suntrust Bank 1518 Hull St. Private/Private Lot Customers 5 1 20% 2 40% 0 0% 63-2 First Baptist Church 10 E. 16th St. Private/Private Lot Institutional 30 7 23% 16 53% 11 37% 63-3 First Baptist Church 1513 Decatur St. Private/Private Lot Institutional 21 0 0 % 2 10% 0 0% 63-4 South Richmond Adult Daycare 1500 Hull St. Private/Private Lot Customers 5 4 80% 3 60% 3 60% 63-5 First Baptist Church 9E. 15th St. Private/Private Lot Institutional 12 0 0 % 2 0 0% 1 5% 2 9% 63-5 First Baptist Church 9E. 15th St. Private/Private Lot Residential 12 8 67% 8 67% 12 9% 64-1 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 1000 64-2 Imani Mews Apartments 1401 Decatur St. Private/Private Lot Residential 27 11 41% 10 37% 13 489 64-4 Evans Specialty Co. 14 E. 15th St. Private/Private Lot Employees 9 0 0 0% 0 0 0% 0 0 0% 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 13% 1 4% 0 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 13% 1 4% 0 0 0% 66-1 Towers 200 Manastoh Brewing 109 E. 11th St. Private/Private Lot Customers 13 9 69% 7 54% 8 66-2 Old Manchester Aparments 109 E. 11th St. Private/Private Lot Residential 12 1 8% 1 0 0% 1 0% 1 0% 1 0% 1 0% 1 0% 1												4%
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63-4 South Richmond Adult Daycare 1500 Hull St. Private/Private Lot Customers 5 4 80% 3 60% 3 60% 63-5 First Baptist Church 9E. 15th St. Private/Private Lot Institutional 22 0 0 0% 1 5% 2 9% 64-1 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 18 67% 12 1000 64-2 Imani Mews Apartments 1401 Decatur St. Private/Private Lot Residential 27 11 41% 10 37% 13 48% 64-4 Evans Specialty Co. 14 E. 15th St. Private/Private Lot Employees 9 0 0% 0 0% 0 0% 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 13% 1 4% 0 0% 67-1 O'Her Hair Extensions Boutique 109 E. 11th St. Private/Private Lot Customers 13 9 69% 7 54% 8 629 67-2 Towers at River South 99 E. 11th St. Private/Private Lot Customers 0 4 0% 1 0% 1 0% 1 0% 68-2 Old Manchester Aparments 109 E. 11th St. Private/Private Lot Customers 0 4 0% 1 0% 1 0% 1 0% 68-2 Old Manchester Aparments 109 E. 11th St. Private/Private Lot Residential 12 18% 4 22% 2 11% 5 28% 68-3 Towers at River South 111 E. 11th St. Private/Private Lot Residential 22 5 23% 2 9% 4 18% 71-1 McDonalds 718 Commerce Rd. Private/Private Lot Customers 32 12 38% 17 53% 9 28% 72-1 Manchester Pie Factory 604 Hull St. Private/Private Lot Employees 16 2 13% 7 44% 3 19% 73-1 Port RVA 512 Hull St. Private/Private Lot Employees 44 8 18% 3 7% 4 9% 73-2 SOD Decatur 511 Decatur St. Private/Private Lot Employees 44 8 18% 3 7% 4 9% 74-2 Ink Building 10 E. 5th St. Private/Private Lot Employees 44 8 18% 3 7% 14 9% 74-2 Ink Building 10 E. 5th St. Private/Private Lot Employees 47 16 34% 27 57% 17 36% 77-1 Richmond Railroad Museum 102 Hull St. Private/Private Lot Institutional 23 12 52% 13 57% 13 57%		•										37%
63-5 First Baptist Church 9E. 15th St. Private/Private Lot Institutional 22 0 0 0% 1 5% 2 9% 64-1 Imani Mews Apartments 1416 Hull St. Private/Private Lot Residential 12 8 67% 8 67% 12 1005 64-2 Imani Mews Apartments 1401 Decatur St. Private/Private Lot Residential 27 11 41% 10 37% 13 48% 64-4 Evans Specialty Co. 14E. 15th St. Private/Private Lot Employees 9 0 0 0% 0 0% 0 0% 0 0% 66-1 Towers 1205 Decatur St. Private/Private Lot Residential 23 3 13% 1 4% 0 0 0% 67-1 O'Her Hair Extensions Boutique 109 E. 11th St. Private/Private Lot Customers 13 9 66% 7 54% 8 629 67-2 Towers at River South 99 E. 11th St. Private/Private Lot Residential 12 1 8% 1 8% 1 8% 67-3 Manastoh Brewing 1124 Hull St. Private/Private Lot Customers 0 4 0% 1 0% 1 0% 1 0% 68-2 Old Manchester Aparments 109 E. 11th St. Private/Private Lot Residential 18 4 22% 2 11% 5 28% 68-3 Towers at River South 111E. 11th St. Private/Private Lot Residential 18 4 22% 2 11% 5 28% 71-1 McDonalds 718 Commerce Rd. Private/Private Lot Customers 32 12 38% 17 53% 9 289 72-1 Manchester Pie Factory 604 Hull St. Private/Private Lot Employees 16 2 13% 7 44% 3 199 73-1 Port RVA 512 Hull St. Private/Private Lot Employees 38 22 58% 18 47% 32 849 73-2 SOD Decatur 51. Private/Private Lot Employees 36 0 0 0% 1 3% 0 0% 76-1 Plant Zero, Papa's Pizza 214 Hull St. Private/Private Lot Employees 36 0 0 0% 1 3% 0 0 0% 76-1 Plant Zero, Papa's Pizza 214 Hull St. Private/Private Lot Employees 36 0 0 0% 1 3% 0 0 0% 76-1 Plant Zero, Papa's Pizza 214 Hull St. Private/Private Lot Employees 36 0 0 0% 1 3% 0 0 0% 76-1 Plant Zero, Papa's Pizza 214 Hull St. Private/Private Lot Employees 44 8 18% 3 7% 17 57% 17 36% 77-1 Richmond Railroad Museum 102 Hull St. Private/Private Lot Employees 44 16 34% 27 57% 17 36% 77-1 Richmond Railroad Museum 102 Hull St. Private/Private Lot Institutional 23 12 52% 13 57% 13 139		•					-					0% 60%
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76-1 Plant Zero, Papa's Pizza 214 Hull St. Private/Private Lot Mixed-Use 47 16 34% 27 57% 17 36% 77-1 Richmond Railroad Museum 102 Hull St. Private/Private Lot Institutional 23 12 52% 13 57% 3 13%												9%
77-1 Richmond Railroad Museum 102 Hull St. Private/Private Lot Institutional 23 12 52% 13 57% 3 13%		_										0% 36%
· · · · · · · · · · · · · · · · · · ·				·								13%
							1					38%









Exhibit G-4: Manchester Total Weekday Occupancy (Pt. 2)

			Manchester Wee	ekday Combii	ned Effective	Weekdav	/ 8AM-10AM	Weekday	y 11AM-2PM	Weekd	ay 5PM-7PM
	Name/Description	Address	Туре	SubType	Supply	Counts	Utilization	Counts	Utilization	Counts	Utilization
	Caravati's Inc	104 E. 2nd St.	Private/Private Lot	Employees	4	0	0%	4	100%	3	75% 20%
	Caravati's Inc Crawford Manufacturing	106 E. 2nd St. 114 E. 3rd St.	Private/Private Lot Private/Private Lot	Employees Employees	8 117	0 101	0% 86%	3 66	38% 56%	3 76	38% 65%
	Crawford Manufacturing	200 Decatur St.	Private/Private Lot	Employees	5	1	20%	4	80%	4	80%
	South Bank Apartments	307 Stockton St.	Private/Private Lot	Residential	22	5	23%	6	27%	0	0%
	Miller Lofts	109 E. 6th St.	Private/Private Lot	Residential	5	6	120%	4	80%	3	60%
86-1	Textile Lofts	601 Stockton St. 701 Stockton St.	Private/Private Lot Private/Private Lot	Residential Residential	27 32	14 0	52% 0%	7	26% 0%	6	22% 0%
	Plumber & Pipe	199 E. 7th St.	Private/Private Lot	Employees	34	5	15%	6	18%	2	6%
87-3	Lofts at Commerce	716 Decatur St.	Private/Private Lot	Residential	7	3	43%	3	43%	4	57%
87-4	Lewis Supply Company Industrial Truck Lot	101 E. 7th St.	Private/Private Lot	Employees	9	0 10	0% 32%	2	22% 39%	9	22% 29%
	Petro Supplies	100 Stockton St. 202 Stockton St.	Private/Private Lot Private/Private Lot	Employees Employees	31 7	24	343%	12 21	300%	16	29%
	Stella 360	360 Stockton St.	Private/Private Lot	Employees	50	30	60%	14	28%	27	54%
	TexTrail Trailer Parts	300 Stockton St.	Private/Private Lot	Employees	17	5	29%	6	35%	3	18%
	Plant 1 Apartments Miller Lofts	403 Stockton St. 400 Stockton St.	Private/Private Lot Private/Private Lot	Residential Residential	77 58	27 0	35% 0%	20 0	26% 0%	27 0	35% 0%
_	Miller Lofts	500 Stockton St.	Private/Private Lot	Residential	23	10	43%	10	43%	6	26%
94-1	Lofts At Commerce	615 Stockton St.	Private/Private Lot	Residential	216	99	46%	62	29%	69	32%
97-1		615 Maury St.	Private/Private Lot	Residential	115	63	55%	46	40%	47	41%
	Miller Lofts JRP Valero	300 E. 6th St. 301 E. 5th St.	Private/Private Lot Private/Private Lot	Residential Employees	18 9	12 1	67% 11%	6 4	33% 44%	10 3	56% 33%
	Industrial Lot	401 Maury St.	Private/Private Lot	Employees	23	19	83%	20	87%	17	74%
100-1	Dennis Towing and Recovery	309 Maury St.	Private/Private Lot	Employees	63	67	106%	67	106%	61	97%
	BioRide	614 Maury St.	Private/Private Lot	Employees	23	17	74%	20	87%	11	48%
	Jones and Frank SunTrust Auxiliary Garage	300 E. 2nd St. 520 W. 12th St.	Private/Private Lot Private/Private Structure	Employees	21 340	11 0	52% 0%	11 0	52% 0%	0	10% 0%
2-1	SunTrust Mortgage	1001 Semmes Ave.	Private/Private Structure		0	0	0%	0	0%	0	0%
	Link Apartment Manchester	901 McDonough St.	Private/Private Structure	Residential	0	0	0%	0	0%	0	0%
	Plant 1 Apartments	403 Stockton St	Private/Private Structure		46	0	0%	0	0%	0	0%
27-2 60-1	Trolley Station Permit Parking Hull Street Station	212 W. 7th St. 98 Brander St.	Private/Public Lot Private/Public Lot	Paid Parking Paid Parking	14 59	5 34	36% 58%	4 24	29% 41%	7 29	50% 49%
	320 Hull St.	321 Hull St.	Private/Public Lot	Paid Parking	114	10	9%	29	25%	9	8%
1	Railroad Ave.	Railroad Ave. & W. Semmes Ave.	Public On-Street		23	8	35%	13	57%	17	74%
2	Railroad Ave. W. 12th St.	W. 12th St. & Railroad Ave. Railroad Ave. & Semmes Ave.	Public On-Street		18 12	10 9	56% 75%	14 11	78% 92%	12 10	67% 83%
5	W. 12th St. McDonough St.	W. 6th St. & W. 7th St.	Public On-Street Public On-Street		9	4	75% 44%	3	33%	4	83% 44%
5	W. 7th St.	W. 7th St. & McDonough St.	Public On-Street		13	16	123%	12	92%	1	8%
6	W. 7th St.	Semmes Ave. & McDonough St.	Public On-Street		7	9	129%	9	129%	12	171%
7	W. 9th St. McDonough St.	Semmes Ave. & McDonough St. W. 7th St. & W. 9th St.	Public On-Street Public On-Street		10 9	8 4	80% 44%	8 5	80% 56%	1 3	10% 33%
8	McDonough St.	W. 10th St. & W. 9th St.	Public On-Street		9	11	122%	11	122%	10	111%
8	W. 10th St.	Semmes Ave. & McDonough St.	Public On-Street		9	11	122%	10	111%	8	89%
9	W. 10th St.	Semmes Ave. & Mcdonough St.	Public On-Street		3	3	100%	3	100%	3	100%
9	McDonough St. W. 11th St.	W. 11th St. & W. 10th St. Semmes Ave. & Mcdonough St.	Public On-Street Public On-Street		6 10	9 10	150% 100%	7 9	117% 90%	7	67% 70%
10	McDonough St.	W. 11th St. & W. 12th St.	Public On-Street		7	7	100%	6	86%	3	43%
10	W. 12th St.	Semmes Ave. & McDonough St.	Public On-Street		3	3	100%	5	167%	0	0%
11 11	Semmes Ave. W. 12th St.	W. 12th St. & W. 13th St.	Public On-Street		9	0 7	0% 88%	3 6	33%	0 5	0%
11	McDonough St.	Semmes Ave. & McDonough St. W. 12th St. & W. 13th St.	Public On-Street Public On-Street		11	8	73%	6	75% 55%	7	63% 64%
11	W. 13th St. (SOUTH HALF)	Semmes Ave. & McDonough St.	Public On-Street		6	4	67%	1	17%	4	67%
11	W. 13th St. (NORTH HALF)	Semmes Ave. & McDonough St.	Public On-Street		4	2	50%	3	75%	1	25%
12 12	Semmes Ave. McDonough St.	W. 13th St. & W. 14th St. W. 13th St. & W. 14th St.	Public On-Street Public On-Street		6 11	0 5	0% 45%	0	0% 27%	0 9	0% 82%
12	W. 14th St.	Semmes Ave. & McDonough St.	Public On-Street		11	10	91%	7	64%	2	18%
13	McDonough St.	W. 15th St. & W. 14th St.	Public On-Street		12	3	25%	2	17%	2	17%
13	W. 15th St.	Semmes Ave. & McDonough St.	Public On-Street		14	0	0%	1	7%	0	0%
14 14	W. 15th St. McDonough St.	Semmes Ave. & McDonough St. S.Boulevard & S.Colonial Ave.	Public On-Street Public On-Street		11 6	0 2	0% 33%	0 1	0% 17%	0 1	0% 17%
15	McDonough St.	Cowardin Ave. & W. 15th St.	Public On-Street		3	0	0%	0	0%	0	0%
15	Perry St.	Cowardin Ave. & W. 15th St.	Public On-Street		6	7	117%	4	67%	4	67%
16 17	McDonough St. McDonough St.	W. 15th St. & 14th St.	Public On-Street		17 10	4	24%	5 6	29% 60%	4 8	24% 80%
17	Perry St.	W. 13th St. & W. 14th St. W. 13th St. & W. 14th St.	Public On-Street Public On-Street		10	5	40% 50%	3	30%	5	50%
17	W. 14th St.	McDonough St. & Perry St.	Public On-Street		12	5	42%	7	58%	4	33%
18	McDonough St.	W. 12th St. & W.13th St.	Public On-Street		8	2	25%	6	75%	6	75%
18 18	W. 12th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	Public On-Street Public On-Street		12 9	0 3	0% 33%	6 6	50% 67%	5 5	42% 56%
18	W. 13th St.	McDonough St. & Perry St.	Public On-Street Public On-Street		12	7	33% 58%	7	58%	6	56% 50%
19	McDonough St.	W. 12th St. & W. 11th St.	Public On-Street		5	7	140%	5	100%	3	60%
19	Perry St.	W. 12th St. & W. 11th St.	Public On-Street		9	4	44%	1	11%	0	0%
19 20	W. 12th St. McDonough St.	McDonough St. & Perry St. W. 11th St. & W. 10th St.	Public On-Street Public On-Street		11 9	2 13	18% 144%	9	36% 100%	0 6	0% 67%
20	W. 10th St.	McDonough St. & Perry St.	Public On-Street		10	8	80%	9	90%	3	30%
20	Perry St.	W. 11th St. & W. 10th St.	Public On-Street		9	5	56%	3	33%	4	44%
20	W. 11th St.	McDonough St. & Perry St.	Public On-Street		9	11	122%	9	100%	0	0%
21 21	McDonough St. Perry St.	W. 10th St. & W. 9th St. W. 10th St. & W. 9th St.	Public On-Street Public On-Street		8 9	8 4	100% 44%	5 4	63% 44%	8 5	100% 56%
22	McDonough St.	W. 9th St. & W. 8th St.	Public On-Street		5	6	120%	4	80%	6	120%
22	Perry St.	W. 9th St. & W. 8th St.	Public On-Street		4	0	0%	3	75%	3	75%
22	W. 9th St.	McDonough St. & Perry St.	Public On-Street		5	7	140%	6	120%	15	300%
23 23	W. 7th St. Perry St.	McDonough St. & Perry St. W. 7th St. & W. Commerce Rd.	Public On-Street Public On-Street		12 3	0 4	0% 133%	0	0% 100%	0 3	0% 100%
24	W. 7th St.	McDonough St. & Perry St.	Public On-Street		12	3	25%	3	25%	1	8%
24	Perry St.	W. 7th St. & McDonough	Public On-Street		3	8	267%	9	300%	14	467%
26 26	Perry St.	W. 6th St. & W.7th St.	Public On-Street		5 5	7 6	140% 120%	5 8	100% 160%	4 8	80% 160%
²⁶ 26	Porter St. W. 7th St.	W. 6th St. & W.7th St. Perry St. & Porter St.	Public On-Street Public On-Street		11	11	120% 100%	13	160% 118%	7	160% 64%
27	Perry St.	W. 7th St. & W. Commerce Rd.	Public On-Street		7	4	57%	2	29%	0	0%
27	W. 7th St.	Perry St. & Porter St.	Public On-Street		9	0	0%	0	0%	0	0%
27	Porter St. W. Commerce Rd.	W. 7th St. & W. Commerce Rd.	Public On-Street		5	4 8	80%	6	120%	6	120%
27 28	W. Commerce Rd. W. Commerce Rd.	Perry St. & Porter St. Perry St. & Porter St.	Public On-Street Public On-Street		9	8	89% 89%	8 5	89% 56%	6 10	67% 111%
28	Porter St.	W. 7th St. & W. Commerce Rd.	Public On-Street		6	5	83%	4	67%	5	83%
28	W. 8th St.	Perry St. & Porter St.	Public On-Street		9	6	67%	3	33%	3	33%
29 29	Perry St. W. 9th St.	W. 9th St. & W. 19th St.	Public On-Street		9 12	5 7	56% 58%	4 7	44% 58%	9	100% 50%
29	w. 9th St. Porter St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	Public On-Street Public On-Street		9	5	58% 56%	3	58% 33%	3	33%
30	Perry St.	W. 10th St. & W. 11th St.	Public On-Street		9	4	44%	3	33%	6	67%
30	W. 10th St.	Perry St. & Porter St.	Public On-Street		12	8	67%	10	83%	7	58%
30 30	Porter St. W. 11th St.	W. 10th St. & W. 11th St. Perry St. & Porter St.	Public On-Street Public On-Street		9 12	5 0	56% 0%	4 3	44% 25%	6	67% 25%
	<u>11</u> (11 Jt.	Terry St. & Porter St.	, abile on-sureet		12	ı	U/0	,	23/0	1	23/0







Exhibit G-4: Manchester Total Weekday Occupancy (Pt. 3)

Column			4: Manche - د	Manchester We	ekday Combin			8AM-10AM		y 11AM-2PM		ay 5PM-7PM
2					SubType			Utilization 89%		Utilization 56%		Utilization 78%
1.	_											
2. March		W. 12th St.	Perry St. & Porter St.				8		4		5	-
20	32	W. 13th St.	Perry St. & Porter St.	Public On-Street		12	3	25%	2	17%	3	25%
Second	33	Porter St.	W. 13th St. & W. 14th St.	Public On-Street		9	6	67%	2	22%	8	89%
1. 1. 1. 1. 1. 1. 1. 1.	-	•										
1.	_											
20		,										
200 100							12		7		12	86%
March Marc	37	Bainbridge St.	W. 14th St. & W. 15th St.	Public On-Street		14	4	29%	1	7%	0	0%
S. 1966 19	38	Porter St.	W. 13th St. & W. 14th St.	Public On-Street		9	7	78%	6	67%	7	78%
20												
2												
September 1985 19		Bainbridge St.	W. 12th St. & W. 13th St.	Public On-Street		9	4	44%	8	89%	9	100%
March Marc	40	Porter St.	W. 11th St. & W. 12th St.	Public On-Street		9	7	78%	5	56%	6	67%
1.	41	W. 10th St.	Porter St. & Bainbridge St.	Public On-Street		12	2	17%	5	42%	1	8%
B. Company	41	W. 11th St.	Porter St. & Bainbridge St.	Public On-Street		12	3	25%	6	50%	2	17%
March Company Compan												
Description Comment of the Property of the							-					
March Marc												
Color	44	Porter St.	W. 7th St. & W. Commerce Rd.	Public On-Street		9	9	100%	9	100%	6	67%
Company Comp	45	Porter St.	W. 7th & W. 4th St.	Public On-Street		23	13	57%	24	104%	25	109%
Description	45	W. 7th Street	Bainbridge & Porter St.	Public On-Street		11	9	82%	14	127%	8	73%
Bear												
March Marc		Hull St.	W. 15th St. & Cowardin Ave.	Public On-Street		16						
Description	48	Hull St.	W. 14th St. & W. 15th St.	Public On-Street		14	5	36%	7	50%	7	50%
March Marc	49	Bainbridge St.	W. 13th St. & W. 14th St.	Public On-Street		9	7	78%	4	44%	6	67%
10 10 10 10 10 10 10 10	49	W. 14th St.	Bainbridge St. & Hull St.	Public On-Street		11	7	64%	5	45%	11	100%
20 1989	50	W. 12th St.	Bainbridge St. & Hull St.	Public On-Street		11	6	55%	12	109%	5	45%
15.												
20 10 10 10 10 10 10 10	51	Bainbridge St.	W. 11th St. & W. 12th St.	Public On-Street		6	3	50%	3	50%	1	17%
1. March	51	Hull St.	W. 11th St. & W. 12th St.	Public On-Street		9	4	44%	3	33%	8	89%
1.	52	W. 10th St.	Bainbridge St. & Hull St.	Public On-Street		13	7	54%	9	69%	9	69%
No. Control	53	Bainbridge St.	W. 9th St. & W. 10th St.	Public On-Street		9	0	0%	5	56%	0	0%
Bear						12						
Secondary 1.5												
Section Company Comp												
Beauty Company Compa	58	Bainbridge St.	W. 4th St. & W. 5th St.	Public On-Street		6	4	67%	3	50%	5	83%
Company Comp	60	Brander St.	Bainbridge St. & Hull St.	Public On-Street		9	8	89%	7	78%	12	133%
Communication Communicatio	61	Decatur St.	E. 17th St. & Cowardin Ave.	Public On-Street		10	6	60%	2	20%	4	40%
Section Control Cont	62	E. 16th St.	Decatur St. & Hull St.	Public On-Street		11	0	0%	5	45%	2	18%
Standard	-					-	-					
64 Fail 1.5	63	Decatur St.	E. 15th St. & E. 16th St.	Public On-Street		8	3	38%	0	0%	0	0%
6 Person Nr. 1.889 18. 15.095 18.	64	Hull St.	E. 14th St. & E. 15th St.	Public On-Street		19	8	42%	10	53%	11	58%
Section Sect	64	Decatur St.	E. 14th St. & E. 15th St.	Public On-Street		19	2	11%	2	11%	3	16%
So Declared St. E. 1381 St. & E. 1480 St. Public Con-Stevet 1	65	Hull St.	E. 13th St. & E. 14th St.	Public On-Street		9	2	22%	5	56%	4	44%
6 Mail St. Decision St. Amal St. Public Confisionet 9 0 0 0 0 0 0 0 0 0												
G C Declar 22. L 2019-15. & L 2												
17 Mail St.												
State	67	Hull St.	E. 11th St. & E. 12th St.	Public On-Street		9	3	33%	3	33%	4	44%
Section Sect	68	Hull St.	E. 10th St. & E. 11th St.	Public On-Street		10	5	50%	5	50%	8	80%
99 Mail S. E. 985.1 & E. 1209.5. Public On-Street 90 1 115. 5 50% 2 22.						9	7		8		6	67%
70 Em St. Decembry 8, Bruil St. Public On-Street 13 3 23% 6 6 66% 7 7 55% 7 10 10 10 10 10 10 10												
12 E. Ph St. Conclair St. A Public Con-Street 12 12 120 18 19 19 19 19 19 19 19												
22 EMPs.		E. 7th St.	Decatur St. & Hull St.	Public On-Street		12	12		8	67%	7	
33 Exh St.	72	E. 7th St.	Decatur St. & Hull St.	Public On-Street		11	10	91%	10	91%	10	91%
23 Esh St.	73	E. 5th St.	Decatur St. & Hull St.	Public On-Street		13	10	77%	4	31%	12	92%
24 E-shift E-shift E-shift E-shift Fublic On-Street 12 0 0 0 0 0 1 8 8 1 1 1 1 1 1 1	73	E. 6th St.	Decatur St. & Hull St.	Public On-Street		13	6	46%	4	31%	4	31%
24 E. Sh St.						-					-	
25 Dectard St. E. 3d St. &E. 4th St. Public On-Street 10 9 90% 7 175% 8 80% 76 E. Am St. Dectard St. & Will St. Public On-Street 10 11 110% 10 100% 13 1100% 13 1100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 100% 13 13 10 10 10 10 10 10	74	E. 5th St.	Decatur St. & Hull St.	Public On-Street		12	0	0%	0	0%	1	8%
To Page Pa	75	Decatur St.	E. 3rd St. & E. 4th St.	Public On-Street		4	4	100%	7	175%	0	0%
81 Stockton St.	76	E. 2nd St.	Decatur St. & Hull St.	Public On-Street		10	11	110%	10	100%	11	110%
Sa Decatur St. E. af St. & E. 4th St. Public (On-Street 12 0 0 0 0 0 0 0 0 0	81	Stockton St.	E. 1st & E. 2nd St.	Public On-Street		4	0	0%	0	0%	0	0%
Section Received Section S	83	Decatur St.	E. 3rd St. & E. 4th St.	Public On-Street		8	11	138%	7	88%	5	63%
84 Stockton Rd. E. 4th St. & E. 5th St. Public On-Street 17 6 35% 7 41% 9 53% 8 E. 5th St. Dectur St. & Stockton St. Public On-Street 17 6 35% 7 41% 9 53% 8 E. 5th St. Dectur St. & Stockton St. Public On-Street 13 0 0 % 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%	83	Stockton Rd.	E. 3rd St. & E. 4th St.	Public On-Street		6	7	117%	7	117%	7	117%
84 E.Sth St. Decatur St. Public On-Street 17 6 35% 7 41% 9 53% 85 Decatur St. E. Sh St. & Shockton St. Public On-Street 13 7 56% 6 46% 12 22% 85 E. Gh St. Decatur St. & Shockton St. Public On-Street 13 7 56% 6 46% 12 22% 85 Stockton Rd. E. Zh St. & Shockton St. Public On-Street 13 10 77% 5 38% 7 54% 86 E. Zh St. & Shockton St. E. Zh St. & Shockton St. Public On-Street 13 10 77% 5 38%												02,1
85 Decatur St. E. Shi St. & E. Shi St. Public On-Street 9 6 67% 8 89% 10 1111% 85 E. Shi St. Decatur St. E. Shi St. & E. Shi St. Public On-Street 9 10 1111% 5 59% 12 133% 86 E. E. Shi St. E. Shi St. & E. Shi St. Public On-Street 13 7 54% 6 46% 12 22% 86 E. E. Shi St. Decatur St. & Stockton St. Public On-Street 13 7 54% 6 46% 12 22% 86 E. E. Shi St. Decatur St. & Stockton St. Public On-Street 13 10 77% 5 38% 5 56% 86 E. Zhi St. Decatur St. & Stockton St. Public On-Street 13 10 77% 5 38% 7 54% 87 E. Zhi St. Decatur St. & Stockton St. Public On-Street 7 4 57% 4 57% 5 32% 87 E. Zhi St. Decatur St. Stockton St. 5 <td< td=""><td>84</td><td>Stockton Rd.</td><td>E. 4th St. & E. 5th St.</td><td>Public On-Street</td><td></td><td>17</td><td>6</td><td>35%</td><td>7</td><td>41%</td><td>9</td><td>53%</td></td<>	84	Stockton Rd.	E. 4th St. & E. 5th St.	Public On-Street		17	6	35%	7	41%	9	53%
8 Stockton Rd. E. Sh St. & E. 6h St. Public On-Street 9 10 1111% 5 56% 5 33% 5 83% 6 E. 6h St. Decatur St. & E. Sh St. & E. 7h St. Public On-Street 9 9 9 100% 3 33% 5 56% 6 E. 6h St. Decatur St. & Stockton St. Public On-Street 13 7 7 54% 6 6 46% 12 92% 6 50 Stockton Rd. E. 6h St. & E. 7h St. Public On-Street 13 10 77% 5 38% 7 54% 6 6 E. 7h St. Decatur St. & Stockton St. Public On-Street 13 10 77% 5 38% 5 56% 7 E. 7h St. Decatur St. & Stockton St. Public On-Street 6 5 83% 5 83% 5 83% 5 83% 7 54% 7 550 St. St. St. & Commerce Rd. Public On-Street 7 7 4 57% 4 57% 5 71% 8 E. 7h St. E. 2h St. & E. 2h St. & E. 2h St. & Public On-Street 9 9 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0	85	Decatur St.	E. 5th St. & E. 6th St.	Public On-Street		9	6	67%	8	89%	10	111%
86 5tockton Rd. E 6th St. Decatur St. & Stockton St. Public On-Street 13 7 54% 6 46% 12 29% 86 5tockton Rd. E 6th St. Decatur St. & Stockton St. Public On-Street 13 10 77% 5 38% 7 54% 87 E 7th St. Decatur St. & Stockton St. Public On-Street 6 5 88% 7 54% 87 Stockton Rd. E 7th St. & Commerce Rd. Public On-Street 7 4 57% 4 57% 5 71% 88 E 2th St. E 2nd St. Public On-Street 9 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% <t< td=""><td>85</td><td>Stockton Rd.</td><td>E. 5th St. & E. 6th St.</td><td>Public On-Street</td><td></td><td>9</td><td>10</td><td>111%</td><td>5</td><td>56%</td><td>12</td><td>133%</td></t<>	85	Stockton Rd.	E. 5th St. & E. 6th St.	Public On-Street		9	10	111%	5	56%	12	133%
86 E. Thist. Decatur St. & Stockton St. Public On-Street 13 10 77% 5 38% 7 54% 87 E. Thist. Decatur St. & Stockton St. Public On-Street 6 5 83% 5 83% 87 Stockton Rd. E. Zhi St. Public On-Street 7 4 57% 4 57% 5 71% 88 E. Zhi St. E. Zhi St. Public On-Street 9 0 0% 0 <td>86</td> <td>E. 6th St.</td> <td>Decatur St. & Stockton St.</td> <td>Public On-Street</td> <td></td> <td>13</td> <td>7</td> <td>54%</td> <td>6</td> <td>46%</td> <td>12</td> <td>92%</td>	86	E. 6th St.	Decatur St. & Stockton St.	Public On-Street		13	7	54%	6	46%	12	92%
87 Stockton Rd. E. Zhb. St. & Commerce Rd. Public On-Street 9 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%	86	E. 7th St.	Decatur St. & Stockton St.	Public On-Street		13	10	77%	5	38%	7	54%
88 Everett St. E. 2nd & E. 1st St. Public On-Street 9 0 0 0 0 0 0 0 0 0						-						
90 Stockton St. 90 E 2nd St. Stockton St. and Everett St. Public On-Street 10 0 0 0% 0 0% 0 0% 90 E 2nd St. Stockton St. and Everett St. Public On-Street 10 0 0 0% 0 0% 0 0% 92 Stockton St. E. Sth and E. 4th St. Public On-Street 6 1 1 17% 0 0% 0 0% 92 Stockton St. E. Sth and E. 4th St. Public On-Street 6 8 133% 4 67% 4 67% 93 EVERENT St. E. Sth and E. 4th St. Public On-Street 9 6 67% 3 33% 1 11% 93 Stockton Rd. E. Sth St. & E. 6th St. Public On-Street 9 1 6 6 10 167% 8 133% 7 117% 93 Everett St. E. Sth St. & E. 6th St. Public On-Street 9 7 7 100% 2 29% 8 114% 93 E Stockton Rd. E. 6th St. Stockton and Everett St. Public On-Street 13 9 69% 5 38% 11 85% 94 Stockton Rd. E. 6th St. & E. 7th St. Public On-Street 13 9 69% 5 38% 11 85% 95 Everett St. E. 6th St. & E. 7th St. Public On-Street 14 6 150% 0 0% 4 100% 96 Everett St. E. 6th St. & E. 7th St. Public On-Street 9 8 8 89% 7 78% 10 111% 96 E 6th St. Stockton Rd. E. 6th St. & E. 7th St. Public On-Street 11 2 18% 1 9% 0 0% 95 Everett St. E. 7th St. & Commerce St. Public On-Street 11 2 18% 1 9% 0 0% 95 Everett St. E. 7th St. & Commerce St. Public On-Street 11 2 18% 1 9% 0 0% 95 Everett St. E. 7th St. & Commerce St. Public On-Street 11 1 2 100% 11 100% 13 118% 96 E. 7th St. Everett St. & Maury St. Public On-Street 11 1 2 100% 11 100% 13 118% 97 E. 6th St. Everett St. & Maury St. Public On-Street 11 2 100% 11 100% 13 118% 98 E. 6th St. Everett St. & Maury St. Public On-Street 11 2 100% 11 100% 14 44% 8 89% 99 Everett St. E. 5th St. & E. 6th St. Public On-Street 11 2 18% 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%	89	Everett St.	E. 2nd & E. 1st St.	Public On-Street				0%		0%	0	
99 E. 3rd St. Stockton and Everett St. Public On-Street 6 1 1 17% 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%	90	Stockton St.	E. 3rd St. & E. 2nd St.	Public On-Street		2	0	0%	1	50%	1	50%
9 6 6 67% 3 33% 1 11% 93 Stockton Rd. E. 5th St. & E. 6th St. Public On-Street 6 10 167% 8 133% 7 117% 93 Everett St. E. 5th St. & E. 6th St. Public On-Street 7 7 7 100% 2 29% 8 114% 93 E. 6th St. Stockton Rd. E. 6th St. Public On-Street 13 9 69% 5 38% 11 85% 94 Stockton Rd. E. 6th St. & E. 6th St. Public On-Street 4 6 150% 0 0% 4 100% 94 Everett St. E. 6th St. and E. 7th St. Public On-Street 9 8 8 89% 7 78% 10 111% 95 Everett St. E. 6th St. and E. 7th St. Public On-Street 11 2 18% 1 9% 0 0% 96 Everett St. Stockton Rd. E. 7th St. & Commerce St. Public On-Street 9 10 1111% 7 78% 9 100% 97 Everett St. E. 7th St. & Commerce St. Public On-Street 9 11 133% 12 133% 13 144% 98 Everett St. E. 7th St. & Commerce St. Public On-Street 9 11 12 12 18% 0 0 0% 1 18% 97 E. 6th St. Everett St. & Maury St. Public On-Street 11 1 2 18% 0 0 0% 1 9% 98 Maury St. E. 5th St. & E. 6th St. Public On-Street 11 2 18% 0 0 0% 1 9% 98 Everett St. & E. 5th St. & E. 6th St. Public On-Street 11 2 18% 0 0 0% 1 9% 99 Everett St. & E. 5th St. & E. 6th St. Public On-Street 11 2 2 18% 0 0 0% 1 9% 90 Everett St. & Maury St. Public On-Street 11 2 2 18% 0 0 0% 1 9% 91 Everett St. & Maury St. Public On-Street 11 2 2 18% 0 0 0% 1 9% 92 Everett St. & E. 5th St. & E. 6th St. Public On-Street 1 1 2 18% 0 0 0% 0 0% 0 0% 93 Everett St. & E. 5th St. & E. 6th St. Public On-Street 1 1 2 18% 0 0 0% 1 0 0% 94 Everett St. & Maury St. Public On-Street 1 1 2 18% 0 0 0% 0 0% 0 0% 95 Everett St. & E. 5th St. & E. 6th St. Public On-Street 1 1 2 18% 0 0 0% 0 0% 0 0% 96 Everett St. & Maury St. Public On-Street 1 1 2 18% 0 0 0% 0 0% 0 0% 97 Everett St. & Maury St. Public On-Street 1 1 1 2 18% 0 0 0% 0 0% 0 0% 98 Everett St. & E. 5th St. & E. 6th St. Public On-Street 1 1 1 2 18% 0 0 0% 0 0% 0 0% 99 Everett St. & E. 5th St. & E. 6th St. & Public On-Street 1 1 1 2 18% 0 0 0% 0 0% 0 0% 90 Everett St. & Maury St. Public On-Street 1 1 1 2 18% 0 0 0% 0 0% 0 0% 90 Everett St. & E. 5th St. & E. 5th St. & E. 7th St. & Public On-Street 1 1 1 1 10% 1 10% 1 10% 1 10% 1 10% 1 10% 1 10%	90	E. 3rd St.	Stockton and Everett St.	Public On-Street		6	1	17%	0	0%	0	0%
93 Everett St. E. 5th St. & E. 6th St. Public On-Street 13 9 69% 5 38% 11 85% 94 5to Stockton Rd. E. 6th St. & E. 7th St. & Dublic On-Street 4 6 6 150% 0 0% 4 100% 94 Everett St. E. 6th St. and E. 7th St. Public On-Street 9 8 8 89% 7 78% 10 111% 94 E. 6th St. & E. 7th St. & Dublic On-Street 11 2 18% 1 9% 0 0% 95 Stockton Rd. E. 7th St. & Commerce St. Public On-Street 9 10 111% 7 78% 9 100% 95 Everett St. E. 7th St. & Commerce St. Public On-Street 9 11 12 133% 12 133% 13 144% 96 E. 7th St. Everett St. & E. 7th St. & Commerce St. Public On-Street 9 12 133% 12 133% 13 144% 97 E. 6th St. & Everett St. & Maury St. Public On-Street 11 12 109% 11 100% 13 118% 97 E. 6th St. & Everett St. & Maury St. Public On-Street 11 12 18% 0 0 0% 1 9% E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 1 9% E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 1 9% E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 0 0% 0 0% 98 E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 0 0% 0 0% 98 E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 1 9% Everett St. & E. 5th St. & E. 6th St. & Public On-Street 15 4 80% 3 60% 2 40% 98 Everett St. & E. 5th St. & E. 6th St. & Public On-Street 15 4 80% 3 60% 2 40% 99 Everett St. & E. 5th St. & E. 6th St. & Public On-Street 15 5 4 80% 3 60% 2 40% 99 Everett St. & E. 5th St. & E. 6th St. & Public On-Street 15 5 4 80% 3 50% 0 0 0% 0 0% 0 0% 0 0% 0 0% 0 0%	92	Everett St.	E. 5th and E. 4th St.	Public On-Street		9	6	67%	3	33%	1	11%
93 E. 6th St. Stockton and Everett St. Public On-Street 4 6 150% 0 0% 4 100% 94 Everett St. E. 6th St. and E. 7th St. Public On-Street 9 8 8 89% 7 78% 10 111% 94 E. 6th St. & E. 6th St. and E. 7th St. Public On-Street 9 8 8 89% 7 78% 10 111% 95 5 5tockton Rd. E. 7th St. & Commerce St. Public On-Street 11 2 18% 1 9% 0 0% 95 Everett St. & E. 7th St. & Commerce St. Public On-Street 9 10 1111% 7 78% 9 100% 95 Everett St. & E. 7th St. & Commerce St. Public On-Street 9 12 133% 12 133% 13 144% 96 E. 7th St. & Commerce St. Public On-Street 9 12 133% 12 133% 13 144% 97 E. 6th St. & Everett St. & Maury St. Public On-Street 11 1 2 109% 11 100% 13 118% 97 E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0% 0 0% 1 9% 88 E. 6th St. & Everett St. & Public On-Street 11 2 18% 0 0 0% 1 9% 88 E. 6th St. & Everett St. & Public On-Street 11 2 18% 0 0 0% 0 0 0% 0 0 0% 0 0 0% 1 9% 88 E. 6th St. & Everett St. & Maury St. Public On-Street 11 2 18% 0 0 0% 0 0 0% 0 0 0% 1 0 0% 1 1 100% 11 100%	93					7			-			114%
94 Everett St. E. 6th St. and E. 7th St. Public On-Street 9 8 89% 7 78% 10 111% 94 E. 6th St. Stockton Rd. E. 7th St. & Commerce St. Public On-Street 9 10 111% 7 78% 9 100% 95 Stockton Rd. E. 7th St. & Commerce St. Public On-Street 9 12 133% 12 133% 13 144% 96 E. 7th St. Everett St. & Maury St. Public On-Street 11 12 109% 11 100% 13 118% 97 E. 6th St. Everett St. & Maury St. Public On-Street 3 0 0% 0 0% 1 9% 98 E. 6th St. Everett St. & Maury St. Public On-Street 5 4 80% 3 60% 2 40% 98 Everett St. E. 5th St. & E. 6th St. Public On-Street 5 4 80% 3 60% 2 40% 9	93	E. 6th St.	Stockton and Everett St.	Public On-Street			9	69%	5	38%	11	85%
9 10 111% 7 78% 9 100% 55 Everett St. E. Zhi St. & Commerce St. Public On-Street 9 11 12 133% 12 133% 13 144% 66 E. Zhi St. Everett St. & Maury St. Public On-Street 11 12 109% 11 100% 13 118% 67 E. Zhi St. Everett St. & Maury St. Public On-Street 11 12 109% 11 100% 13 118% 68 Maury St. E. Sth St. & E. S	94	Everett St.	E. 6th St. and E. 7th St.	Public On-Street		9	8	89%	7	78%	10	111%
96 E. 7th St. Everett St. & Maury St. Public On-Street 11 1 12 109% 11 100% 13 118% 97 E. 6th St. Everett St. & Maury St. Public On-Street 11 1 2 18% 0 0% 1 9% 0 0% 0 0% 0 0% 0 0% 0 0% 0 0	95	Stockton Rd.	E. 7th St. & Commerce St.	Public On-Street		9	10	111%	7	78%	9	100%
98 Maury St. E. 5th St. & E. 6th St. Public On-Street 3 0 0 0% 0 0% 0 0% 0 0% 98 Everett St. E. 5th St. & E. 6th St. Public On-Street 5 4 80% 3 60% 2 40% 8 60% 1 00% 1	96	E. 7th St.	Everett St. & Maury St.	Public On-Street		11	12	109%	11	100%	13	118%
98 E. 6th St. Everett St. & Maury St. Public On-Street 9 9 9 100% 4 44% 8 89% 99 Everett St. E. 5th St. & E. 6th St. Public On-Street 9 9 9 100% 4 44% 8 89% 99 Everett St. E. 5th St. & E. 6th St. Public On-Street 6 5 83% 3 50% 0 0% 99 E. 5th St. & E. 5th St. & E. 4th St. Public On-Street 4 2 50% 1 25% 0 0% 1 25%	98	Maury St.	E. 5th St. & E. 6th St.	Public On-Street		3	0	0%	0	0%	0	0%
99 Everett St. E. 5th St. & E. 4th St. Public On-Street 6 6 5 83% 3 50% 0 0% 10 Everett St. E. 3rd St. & E. 2nd St. Public On-Street 4 2 50% 1 25% 0 0% 10 Everett St. E. 3rd St. & E. 2nd St. Public On-Street 4 0 0 0% 0 0% 0 0% 0 0% 10 E. 3rd St. & E. 2nd St. & E. 2		E. 6th St.	Everett St. & Maury St.	Public On-Street		5			3		2	
101 Everett St. E. 3rd St. & E. 2nd St. Public On-Street 4 0 0% 0 0% 0 0% 0 0% 0 0	99	Everett St.	E. 5th St. & E. 4th St.	Public On-Street		6	5	83%	3	50%	0	0%
102 Everett St. E. 2nd St. and E. 1st St. Public On-Street 9 0 0% 0 0% 0 0% 0 0% 0 0	101	Everett St.	E. 3rd St. & E. 2nd St.	Public On-Street		4	0	0%	0	0%	0	0%
53-1 Manchester Courthouse 911 Hull St. Public/Private Lot Institutional 24 1 4% 8 33% 3 13% 64-3 Richmond Public Library 1400 Hull St. Public/Private Lot Institutional 7 1 14% 5 71% 3 43% 68-1 Manchester Courthouse 1000 Hull St. Public/Private Lot 23 6 26% 9 39% 0 0% 70-1 Manchester Courthouse 815 Decatur St. Public/Private Lot Residential 59 11 19% 25 42% 2 3% 4-1 Flood Wall Walk Semmes Ave. & U5-60 & S. 9th St. Public/Public Lot Recreational 22 5 23% 4 18% 6 27% 79-1 Flood Wall Walk Public/Public Lot Recreational 18 11 61% 13 72% 10 56%	102	Everett St.	E. 2nd St. and E. 1st St.	Public On-Street		9	0	0%	0	0%	0	0%
68-1 Manchester Courthouse 1000 Hull St. Public/Private Lot Institutional 23 6 26% 9 39% 0 0% 70-1 Manchester Courthouse 815 Decatur St. Public/Private Lot Residential 59 11 19% 25 42% 2 3% 41 Flood Wall Wall K Semmes Ave. & US-60 & S. 9th St. Public/Public Lot Recreational 22 5 23% 4 18% 6 27% 79-1 Floodwall Walk Lot Hull St. and Floodwall Walk Public/Public Lot Recreational 18 11 61% 13 72% 10 56%	53-1	Manchester Courthouse	911 Hull St.	Public/Private Lot		24	1	4%	8	33%	3	13%
70-1 Manchester Courthouse 815 Decatur St. Public/Private Lot Residential 59 11 19% 25 42% 2 3% 4-1 Flood Wall Walk Semmes Ave. & US-60 & S. 9th St. Public/Public Lot Recreational 22 5 23% 4 18% 6 27% 79-1 Flood wall Walk Lot Hull St. and Flood wall Walk Public/Public Lot Recreational 18 11 61% 13 72% 10 56%												
79-1 Floodwall Walk Lot Hull St. and Floodwall Walk Public/Public Lot Recreational 18 11 61% 13 72% 10 56%	70-1	Manchester Courthouse	815 Decatur St.	Public/Private Lot	Residential		11					
NAT - 11 AND 1741 AND	79-1	Floodwall Walk Lot				18	11	61%	13	72%	10	56%







Exhibit G-5: Manchester Weekday On-Street Occupancy (Pt. 1)

BLK#	NAME/DESCRIPTION	ADDRESS	Effective Supply	Weekday Count	8AM-10AM Utilization	Weekday Count	11AM-2PM Utilization	Weekda Count	y 5P-7PM Utilization
1	Railroad Ave.	Railroad Ave. & W. Semmes Ave.	23	8	35%	13	57%	17	74%
2 2	Railroad Ave. W. 12th St.	W. 12th St. & Railroad Ave. Railroad Ave. & Semmes Ave.	18 12	10 9	56% 75%	14 11	78% 92%	12 10	67% 83%
5	McDonough St.	W. 6th St. & W. 7th St.	9	4	44%	3	33%	4	44%
5 6	W. 7th St. W. 7th St.	W. 7th St. & McDonough St. Semmes Ave. & McDonough St.	13 7	16 9	123% 129%	12 9	92% 129%	1 12	8% 171%
7	W. 9th St.	Semmes Ave. & McDonough St.	10	8	80%	8	80%	1	10%
7 8	McDonough St. McDonough St.	W. 7th St. & W. 9th St. W. 10th St. & W. 9th St.	9	4 11	44% 122%	5 11	56% 122%	3 10	33% 111%
8	W. 10th St.	Semmes Ave. & McDonough St.	9	11	122%	10	111%	8	89%
9 9	W. 10th St. McDonough St.	Semmes Ave. & Mcdonough St. W. 11th St. & W. 10th St.	3 6	3 9	100% 150%	3 7	100% 117%	3 4	100% 67%
9	W. 11th St.	Semmes Ave. & Mcdonough St.	10	10	100%	9	90%	7	70%
10 10	McDonough St. W. 12th St.	W. 11th St. & W. 12th St. Semmes Ave. & McDonough St.	7	7 3	100% 100%	6 5	86% 167%	3 0	43% 0%
11	Semmes Ave.	W. 12th St. & W. 13th St.	9	0	0%	3	33%	0	0%
11 11	W. 12th St. McDonough St.	Semmes Ave. & McDonough St. W. 12th St. & W. 13th St.	8 11	7 8	88% 73%	6 6	75% 55%	5 7	63% 64%
11	W. 13th St. (SOUTH HALF)	Semmes Ave. & McDonough St.	6	4	67%	1	17%	4	67%
11 12	W. 13th St. (NORTH HALF) Semmes Ave.	Semmes Ave. & McDonough St. W. 13th St. & W. 14th St.	6	2 0	50% 0%	3 0	75% 0%	1 0	25% 0%
12	McDonough St.	W. 13th St. & W. 14th St.	11	5	45%	3	27%	9	82%
12 13	W. 14th St. McDonough St.	Semmes Ave. & McDonough St. W. 15th St. & W. 14th St.	11 12	10 3	91% 25%	7 2	64% 17%	2	18% 17%
13	W. 15th St.	Semmes Ave. & McDonough St.	14	0	0%	1	7%	0	0%
14 14	W. 15th St. McDonough St.	Semmes Ave. & McDonough St. S.Boulevard & S.Colonial Ave.	11 6	0 2	0% 33%	0 1	0% 17%	0 1	0% 17%
15	McDonough St.	Cowardin Ave. & W. 15th St.	3	0	0%	0	0%	0	0%
15 16	Perry St. McDonough St.	Cowardin Ave. & W. 15th St. W. 15th St. & 14th St.	6 17	7 4	117% 24%	4 5	67% 29%	4	67% 24%
17	McDonough St.	W. 13th St. & W. 14th St.	10	4	40%	6	60%	8	80%
17 17	Perry St. W. 14th St.	W. 13th St. & W. 14th St. McDonough St. & Perry St.	10 12	5 5	50% 42%	3 7	30% 58%	5 4	50% 33%
18	McDonough St.	W. 12th St. & W.13th St.	8	2	25%	6	75%	6	75%
18 18	W. 12th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	12 9	0	0% 33%	6 6	50% 67%	5 5	42% 56%
18	W. 13th St.	McDonough St. & Perry St.	12	7	58%	7	58%	6	50%
19 19	McDonough St. Perry St.	W. 12th St. & W. 11th St. W. 12th St. & W. 11th St.	5 9	7 4	140% 44%	5 1	100% 11%	3 0	60% 0%
19	W. 12th St.	McDonough St. & Perry St.	11	2	18%	4	36%	0	0%
20 20	McDonough St. W. 10th St.	W. 11th St. & W. 10th St. McDonough St. & Perry St.	9 10	13 8	144% 80%	9 9	100% 90%	6 3	67% 30%
20	Perry St.	W. 11th St. & W. 10th St.	9	5	56%	3	33%	4	44%
20 21	W. 11th St. McDonough St.	McDonough St. & Perry St. W. 10th St. & W. 9th St.	9	11 8	122% 100%	9 5	100% 63%	0 8	0% 100%
21	Perry St.	W. 10th St. & W. 9th St.	9	4	44%	4	44%	5	56%
22 22	McDonough St. Perry St.	W. 9th St. & W. 8th St. W. 9th St. & W. 8th St.	5 4	6 0	120% 0%	4 3	80% 75%	6 3	120% 75%
22	W. 9th St.	McDonough St. & Perry St.	5	7	140%	6	120%	15	300%
23 23	W. 7th St. Perry St.	McDonough St. & Perry St. W. 7th St. & W. Commerce Rd.	12 3	0 4	0% 133%	0	0% 100%	0 3	0% 100%
24	W. 7th St.	McDonough St. & Perry St.	12	3	25%	3	25%	1	8%
24	Perry St. Perry St.	W. 7th St. & McDonough	3 5	8 7	267%	9 5	300%	14 4	467% 80%
26 26	Porter St.	W. 6th St. & W.7th St. W. 6th St. & W.7th St.	5	6	140% 120%	8	100% 160%	8	160%
26	W. 7th St.	Perry St. & Porter St.	11	11	100%	13	118%	7	64%
27 27	Perry St. W. 7th St.	W. 7th St. & W. Commerce Rd. Perry St. & Porter St.	7 9	4 0	57% 0%	2 0	29% 0%	0 0	0% 0%
27	Porter St.	W. 7th St. & W. Commerce Rd.	5	4	80%	6	120%	6	120%
27 28	W. Commerce Rd. W. Commerce Rd.	Perry St. & Porter St. Perry St. & Porter St.	9	8 8	89% 89%	8 5	89% 56%	6 10	67% 111%
28	Porter St.	W. 7th St. & W. Commerce Rd.	6	5	83%	4	67%	5	83%
28 29	W. 8th St. Perry St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	9	6 5	67% 56%	3 4	33% 44%	3 9	33% 100%
29	W. 9th St.	Perry St. & Porter St.	12	7	58%	7	58%	6	50%
29 30	Porter St. Perry St.	W. 9th St. & W. 19th St. W. 10th St. & W. 11th St.	9	5 4	56% 44%	3	33% 33%	3 6	33% 67%
30	W. 10th St.	Perry St. & Porter St.	12	8	67%	10	83%	7	58%
30 30	Porter St. W. 11th St.	W. 10th St. & W. 11th St. Perry St. & Porter St.	9 12	5 0	56% 0%	4	44% 25%	6 3	67% 25%
31	Perry St.	W. 11th St. & W. 12th St.	9	8	89%	5	56%	7	78%
31 32	Porter St. Perry St.	W. 11th St. & W. 12th St. W. 12th St. & W. 13th St.	9	7	78% 33%	3 1	33% 11%	2	22% 22%
32	W. 12th St.	Perry St. & Porter St.	12	8	67%	4	33%	5	42%
32 32	Porter St. W. 13th St.	W. 12th St. & W. 13th St. Perry St. & Porter St.	9 12	3	33% 25%	2 2	22% 17%	2	22% 25%
33	Perry St.	W. 13th St. & W. 14th St.	9	9	100%	6	67%	7	78%
33 34	Porter St. Perry St.	W. 13th St. & W. 14th St. W. 14th St. & W. 15th St.	9 14	6 7	67% 50%	2 4	22% 29%	8 10	89% 71%
34	W. 14th St.	Perry St. & Porter St.	8	4	50%	0	0%	3	38%
34 34	Porter St. W. 15th St.	W. 14th St. & W. 15th St. Perry St. & Porter St.	14 8	9 7	64% 88%	7 4	50% 50%	12 8	86% 100%
35	Perry St.	W. 15th St. & Cowardin Ave.	11	8	73%	6	55%	4	36%
35 36	Porter St. Porter St.	W. 15th St. & Cowardin Ave. W. 15th St. & Cowardin Ave.	14 14	10 12	71% 86%	3 7	21% 50%	11 12	79% 86%
37	Porter St.	W. 14th St. & W. 15th St.	14	8	57%	4	29%	9	64%
37 37	Bainbridge St. W. 15th St.	W. 14th St. & W. 15th St. Porter St. & Bainbridge St.	14 13	4	29% 23%	1 2	7% 15%	0 7	0% 54%
38	Porter St.	W. 13th St. & W. 14th St.	9	7	78%	6	67%	7	78%
38 38	Bainbridge St. W. 14th St.	W. 13th St. & W. 14th St. Porter St. & Bainbridge St.	9 14	6 1	67% 7%	3 0	33% 0%	3 2	33% 14%
39	Porter St.	W. 12th St. & W. 13th St.	9	5	56%	2	22%	1	11%
39 39	W. 12th St. Bainbridge St.	Porter St. & Bainbridge St. W. 12th St. & W. 13th St.	14 9	3 4	21% 44%	2 8	14% 89%	1 9	7% 100%
39	W. 13th	Porter St. & Bainbridge St.	14	3	21%	1	89% 7%	3	21%
40 41	Porter St. Porter St.	W. 11th St. & W. 12th St. W. 10th St. & W. 11th St.	9 11	7 6	78% 55%	5 7	56% 64%	6 9	67% 82%
41	W. 10th St.	Porter St. & Bainbridge St.	12	2	17%	5	42%	1	8%
41 41	Bainbridge St.	W. 10th St. & W. 11th St.	11 12	1	9% 25%	1	9% 50%	2	18% 17%
41 42	W. 11th St. Porter St.	Porter St. & Bainbridge St. W. 9th St. & W. 10th St.	12 12	3	25% 25%	6 1	50% 8%	2 0	17% 0%
42	W. 9th St.	Porter St. & Bainbridge St.	10	5	50%	4	40%	7	70%
42 43	Bainbridge St. Porter St.	W. 9th St. & W. 10th St. W. Commerce Rd. & W. 9th St.	12 5	0 2	0% 40%	5 3	42% 60%	1 2	8% 40%
43	W. Commerce Rd.	Porter St. & Bainbridge St.	3	3	100%	2	67%	1	33%
43 44	Bainbridge St. Porter St.	W. Commerce Rd. & W. 9th St. W. 7th St. & W. Commerce Rd.	5 9	0 9	0% 100%	0 9	0% 100%	0 6	0% 67%
44 44	Commerce Rd.	Porter St. & Bainbridge St.	11	8	73%	8	73%	9	82%
45 45	Porter St. Bainbridge St.	W. 7th & W. 4th St. W. 7th & W. 4th St.	23 17	13 5	57% 29%	24 8	104% 47%	25 10	109% 59%
45	W. 7th Street	Bainbridge & Porter St.	11	9	82%	14	127%	8	73%
45	Bainbridge St.	Bainbridge & Porter St.	5	5	100%	8	160%	4	80%







Exhibit G-5: Manchester Weekday On-Street Occupancy (Pt. 2)

MANAPORTOCOMPONE			: Manchester We	er Weekd	lay On-Stree	et			_	
April	BLK#	NAME/DESCRIPTION	ADDRESS		-				Weekday Count	y 5P-7PM Utilization
Section Company Comp	47	Bainbridge St.	W. 15th St. & Cowardin Ave.	19	9	47%	10	53%	9	47%
Main St.									2 6	13% 46%
Section of the content of the cont									7	50%
Section Sect	_		· · · · · · · · · · · · · · · · · · ·						3 6	25% 67%
Section of the content of the cont									6 11	67% 100%
200									9	100%
20			-						5 2	45% 22%
Section Company Comp									8	73%
Section Sect		-							1 4	17% 33%
12	51	Hull St.	_	9	4		3		8	89%
27		-							3 9	33% 69%
Section Sect	52	Hull St.	W. 10th St. & W. 11th St.	9	2	22%	4	44%	5	56%
Section		-							0 4	0% 44%
55			<u> </u>						0	0%
Section Sect		-							3 7	33% 78%
Searchorige St. W. 449.5 & W. 94.5 S. W. 95.5 S. 6 0 0.00			· · · · · · · · · · · · · · · · · · ·						0	0%
50 Brander St. Sambridge St. & Aprill St. 10 10 17 1786 10 178 18 18 18 19 3 20 3 20 18 18 18 19 10 10 10 10 10 10 10		-							7 5	117% 83%
6.1 E. LTM St.		-							0 12	0% 133%
C2			<u> </u>						2	17%
Exposit Color Co									4 1	40% 13%
Early Section Color Co	62	E. 16th St.	Decatur St. & Hull St.	11	0	0%	5	45%	2	18%
Earlie E									8	100% 0%
64 La Lath St. E. Lath St. C. Lath St. St. St. 64 De Catury St. E. Lath St. C. Lath St. C. Lath St. 64 De Catury St. E. Lath St. C. Lath St. C. Lath St. 65 Lath St. Decautury St. Ruill St. 66 Lath St. C. Lath St. C. Lath St. 67 Lath St. C. Lath St. C. Lath St. 68 Lath St. C. Lath St. C. Lath St. 69 Lath St. C. Lath St. C. Lath St. 60 Decautur St. Lath St. C. Lath St. 61 Lath St. C. Lath St. C. Lath St. 62 Lath St. C. Lath St. C. Lath St. 63 Lath St. C. Lath St. C. Lath St. 64 Lath St. C. Lath St. C. Lath St. 65 Lath St. C. Lath St. C. Lath St. 66 Lath St. C. Lath St. C. Lath St. 67 Lath St. C. Lath St. C. Lath St. 68 Lath St. C. Lath St. C. Lath St. 69 Lath St. C. Lath St. C. Lath St. 60 Lath St. C. Lath St. C. Lath St. 61 Lath St. C. Lath St. C. Lath St. 62 Lath St. C. Lath St. C. Lath St. 63 Lath St. C. Lath St. C. Lath St. 64 Lath St. C. Lath St. C. Lath St. 65 Lath St. C. Lath St. C. Lath St. 66 Lath St. C. Lath St. C. Lath St. 67 Decautur St. C. Lath St. C. Lath St. 68 Lath St. C. Lath St. C. Lath St. 69 Lath St. C. Lath St. C. Lath St. 60 Lath St. C. Lath St. C. Lath St. 61 Lath St. C. Lath St. C. Lath St. 62 Lath St. C. Lath St. C. Lath St. C. Lath St. 63 Lath St. C. Lath St. C. Lath St. C. Lath St. 64 Lath St. C. Lath St. C. Lath St. C. Lath St. C. Lath St. 65 Lath St. C.	63	Decatur St.	E. 15th St. & E. 16th St.	8	3	38%	0	0%	0	0%
64 Decatur St. Lahn St. Decatur St. Ruhul St. Decatur St. Ruhul St. Decatur St. Lahn St. Decatur St. Ruhul St. Decatur St. Decatur St. Ruhul St. Decatur St. Decatur St. Ruhul St. Decatur St. Ruhul St. Decatur St. Decatur St. Ruhul St. Decatur									2 11	17% 58%
64 E. 15th St. Decatur's S. Abullist. 11 6 55% 8 73% 65 E. 15th St. E. 25th St. & E. 24th St. 9 2 22% 5 56% 66 E. 15th St. Decatur's S. Abullist. 12 3 25% 3 25% 56% 65 E. 14th St. E. 15th St. & E. 14th St. 9 7 78% 5 56% 66 E. 14th St. E. 15th St. & E. 14th St. 9 0 0 % 0 0 % 0 0 % 6 E. 12th St. Decatur's S. Abullist. 11 6 55% 3 27% 66 E. 12th St. Decatur's S. Abullist. 11 6 55% 3 27% 66 E. 12th St. Decatur's S. Abullist. 9 0 0 % 0 0 % 0 0 % 0 0 % 0 0			Decatur St. & Hull St.						3	27%
65 E. 12115 C. E. 12315 S. E. 12415 S. C. E. 12415 C. S. S. S. S. S. S. S.									3 6	16% 55%
66 Decatur St. 66 E. 1448 19t. 66 Decatur St. 8 Hull St. 66 E. 1218 51. 66 E. 1218 51. 66 E. 1218 51. 66 Decatur St. 8 Hull St. 66 Decatur St. 67 Decatur St. 68 L. 1218 51. 69 Decatur St. 60 Decatur St. 60 Decatur St. 60 Decatur St. 61 Lith St. 8 E. 1218 51. 60 Decatur St. 61 Lith St. 8 E. 1218 51. 61 Decatur St. 62 Decatur St. 63 Lith St. 64 Lith St. 65 Decatur St. 65 Decatur St. 65 Decatur St. 66 Lith St. 66 Lith St. 66 Lith St. 66 Lith St. 67 Decatur St. 67 Decatur St. 61 Lith St. 61 Lith St. 62 Lith St. 63 Lith St. 64 Lith St. 65 Decatur St. 65 Decatur St. 66 Decatur St. 66 Decatur St. 66 Decatur St. 67 Decatur St. 68 Lith St. 68 Lith St. 69 Decatur St. 60 Decatur St.	65	Hull St.	E. 13th St. & E. 14th St.	9	2	22%	5	56%	4	44%
66 B Hull St.									1 5	8% 56%
66 Decatur St. E. LITHS St. B.	65	E. 14th St.	Decatur St. & Hull St.	12	10	83%	8	67%	9	75%
Fig. 20									0 5	0% 45%
68					_		_		3	33%
68 B. Lifth St. Bocatur St. & Hull St. 12 3 25% 5 42% 88 89% 68 Decatur St. & Loffn St. & Lifth St. 12 5 42% 9 75% 88 89% 69 Hull St. 2 11h St. Decatur St. & Hull St. 12 5 42% 9 75% 69 Hull St. 2 12 5 42% 9 75% 69 Hull St. 2 12 5 42% 9 75% 69 Hull St. 2 12 5 42% 9 75% 69 Hull St. 2 12 5 42% 9 75% 69 Hull St. 2 12 11h St. 5 56% 19 11h St. 2 12 11h St. 5 56% 19 11h St. 2 12 11h St. 5 56% 19 11h St. 2 12 11h St. 5 56% 19 11h St. 2 12 11h St. 5 56% 19 11h St. 2 12 11h St. 5 12 12 12 12 12 12 12 12 12 12 12 12 12									4 2	44% 22%
68 Decatur St. E. JOhn St. & E. 11th St. 9 7 78% 8 89% 89% 11th St. E. John St. E. John St. 12 5 42% 9 75% 11th St. E. John St. E. John St. 9 1 11th St. 5 56% 10 10 10 10 10 10 10 1									8	80%
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94 Everett St. E. 6th St. and E. 7th St. 9 8 89% 7 78% 94 E. 6th St. Stockton Rd. & Everett St. 11 2 18% 1 9% 95 Stockton Rd. E. 7th St. & Commerce St. 9 10 111% 7 78% 95 Everett St. E. 7th St. & Commerce St. 9 12 133% 12 133% 96 E. 7th St. Everett St. & Maury St. 11 12 109% 11 100% 97 E. 6th St. Everett St. & Maury St. 11 2 18% 0 0% 98 Maury St. E. 5th St. & E. 6th St. 3 0 0% 0 0% 98 E. 6th St. Everett St. & Maury St. 5 4 80% 3 60% 98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. <t< td=""><td></td><td></td><td></td><td></td><td>-</td><td></td><td>-</td><td></td><td>11 4</td><td>85% 100%</td></t<>					-		-		11 4	85% 100%
95 Stockton Rd. E. 7th St. & Commerce St. 9 10 111% 7 78% 95 Everett St. E. 7th St. & Commerce St. 9 12 133% 12 133% 96 E. 7th St. Everett St. & Maury St. 11 12 109% 11 100% 97 E. 6th St. Everett St. & Maury St. 11 2 18% 0 0% 98 Maury St. E. 5th St. & E. 6th St. 3 0 0% 0 0% 98 E. 6th St. Everett St. & Maury St. 5 4 80% 3 60% 98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%	94	Everett St.	E. 6th St. and E. 7th St.	9	8	89%	7	78%	10	111%
95 Everett St. E. 7th St. & Commerce St. 9 12 133% 12 133% 96 E. 7th St. Everett St. & Maury St. 11 12 109% 11 100% 97 E. 6th St. Everett St. & Maury St. 11 2 18% 0 0% 98 Maury St. E. 5th St. & E. 6th St. 3 0 0% 0 0% 98 E. 6th St. Everett St. & Maury St. 5 4 80% 3 60% 98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%									0 9	0% 100%
97 E. 6th St. Everett St. & Maury St. 11 2 18% 0 0% 98 Maury St. E. 5th St. & E. 6th St. 3 0 0% 0 0% 98 E. 6th St. Everett St. & Maury St. 5 4 80% 3 60% 98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%	95	Everett St.	E. 7th St. & Commerce St.	9	12	133%	12	133%	13	144%
98 Maury St. E. 5th St. & E. 6th St. 3 0 0% 0 0% 98 E. 6th St. Everett St. & Maury St. 5 4 80% 3 60% 98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%			· · · · · · · · · · · · · · · · · · ·						13 1	118% 9%
98 Everett St. E. 5th St. & E. 6th St. 9 9 100% 4 44% 99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%	98	Maury St.	E. 5th St. & E. 6th St.	3	0	0%	0	0%	0	0%
99 Everett St. E. 5th St. & E. 4th St. 6 5 83% 3 50% 99 E. 5th St. Everett St. & Maury St. 4 2 50% 1 25%			1						2 8	40% 89%
	99	Everett St.	E. 5th St. & E. 4th St.	6	5	83%	3	50%	0	0%
		E. 5th St. Everett St.	Everett St. & Maury St. E. 3rd St. & E. 2nd St.	4	2 0	50% 0%	0	25% 0%	0	0% 0%
101 E. 3rd St. Everett St. & Maury St. 6 0 0% 0 0% 102 Everett St. E. 2nd St. and E. 1st St. 9 0 0% 0 0%	101	E. 3rd St.	Everett St. & Maury St.						0	0% 0%
102 E. 2nd St. Everett St. E. 2nd St. and E. 15t St. 9 0 0% 0 0% 10 0% 100 E. 2nd St. Everett St. & Maury St. 8 0 0% 0 0%									0	0%







Exhibit G-6: Manchester Weekday Off-Street Occupancy

Block "	Map ID	Name/Description	Address	anchester Weekday (Effective	Weekend Count	8AM-10AM Utilization	Weeken Count	d 11AM-2PM Utilization	Weeken	d 5PM-7PM Utilization
1	1-1	Small Axe Forge	510 W. 14th St.	Type Private/Private Lot	SubType Residential	Supply 8	2	25%	1	13%	0	0%
1 1	1-2 1-3	Gravel Lot SunTrust Auxiliary Garage	509 W. 13th St. 520 W. 12th St.	Private/Private Lot Private/Private Structure	Residential Employees	9 340	3 0	33% 0%	2	22% 0%	4 0	44% 0%
2	2-1	SunTrust Mortgage	1001 Semmes Ave.	Private/Private Structure	Employees	0	0	0%	0	0%	0	0%
3	3-1 3-2	SunTrust Bank Suntrust Bank	Grove St. & Floyd Ave. 901 Semmes Ave.	Private/Private Lot Private/Private Lot	Employees Employees	303 61	158 46	52% 75%	199 26	66% 43%	11 29	4% 48%
4	4-1	Flood Wall Walk	Semmes Ave. & US-60 & S. 9th St. 700 Semmes Ave.	Public/Public Lot	Recreational	22	5	23%	4	18%	6	27%
6 6	6-1 6-2	Bay Diesel / Bass Crate Bass Crate Services	700 Semmes Ave. C	Private/Private Lot Private/Private Lot	Employees Employees	31 18	5 15	16% 83%	4 12	13% 67%	4	6% 22%
7 8	7-1 8-1	Terraces at Manchester Link Apartment Manchester	800 Semmes Ave. 901 McDonough St.	Private/Private Garage Private/Private Lot	Residential Residential	0 5	0 2	0% 40%	0	0% 40%	0	0% 40%
8	8-2	Link Apartment Manchester	901 McDonough St.	Private/Private Structure	Residential	0	0	0%	0	0%	0	0%
9 9	9-1 9-2	UPS Freight UPS Freight	1000 Semmes Ave. 1002 Semmes Ave.	Private/Private Lot Private/Private Lot	Employees Employees	19 16	3 15	16% 94%	7 15	37% 94%	0 10	0% 63%
9 10	9-3 10-1	UPS Freight UPS Freight	1002 Semmes Ave. 1100 Semmes Ave.	Private/Private Garage Private/Private Lot	Employees Employees	0 179	0 179	0% 100%	0 172	0% 96%	0 28	0% 16%
11	11-1	1200 Semmes Apartments / Subway	1200 Semmes Ave.	Private/Private Lot	Mixed-Use	117	26	22%	21	18%	35	30%
12 12	12-1 12-2	The Pediatric Connection 1301 Semmes Ave.	1300 Semmes Ave. 1301 Semmes Ave.	Private/Private Lot Private/Private Lot	Customers Residential	54 9	44 4	81% 44%	47 3	87% 33%	17 7	31% 78%
14	14-1	Central Adult Day Health Care	1500 Semmes Ave.	Private/Private Lot	Customers	5	3	60%	6	120%	1	20%
14 15	14-2 15-1	Williams Auto Services Dollar Tree	401 Cowardin Ave. 315 Cowardin Ave.	Private/Private Lot Private/Private Lot	Customers Customers	27 28	27 7	100% 25%	21 7	78% 25%	18 18	67% 64%
16 17	16-1 17-1	Sacred Heart Catholic Church McDonough Market	3027 W. Cary St. 1300 McDonough St.	Private/Private Lot Private/Private Lot	Institutional Customers	29 15	6 4	21% 27%	15 3	52% 20%	11 2	38% 13%
17	17-2	1301 McDonough St.	1301 McDonough St.	Private/Private Lot	Residential	14	6	43%	0	0%	4	29%
18 18	18-1 18-2	1214 McDonough St. 312 W. 12th St.	1214 McDonough St. 312 W. 12th St.	Private/Private Lot Private/Private Lot	Residential Residential	16 2	1	6% 50%	2 1	13% 50%	0	0% 50%
18 19	18-3 19-1	310 W. 12th St. UPS Freight	310 W. 12th St. 1100 McDonough St.	Private/Private Lot Private/Private Lot	Residential Employees	5 185	1 130	20% 70%	0 180	0% 97%	2 17	40% 9%
21	21-1	Monroe Apartments	909 Perry St.	Private/Private Lot	Residential	43	28	65%	15	35%	24	56%
21 21	21-2 21-3	Pope Carpet & Floor Center, LLC Ironclad Pizza Grill	900 McDonough St. 924 McDonough St.	Private/Private Lot Private/Private Lot	Customers Customers	11 4	12 2	109% 50%	6 2	55% 50%	6 2	55% 50%
22 23	22-1 23-1	Perry Place Apts Legend Brewing	McDonough St. & Perry St. 332 W. 7th St.	Private/Private Lot Private/Private Lot	Residential Customers	63 27	30 6	48% 22%	23 19	37% 70%	34 22	54% 81%
23	23-2	Thurston Spring Services Employee	314 W. 7th St	Private/Private Lot	Employees	6	7	117%	7	117%	0	0%
23 23	23-3 23-4	Thurston Spring Services Yard Thurston Spring Services Bus	300 W. 7th St 311 W. 8th St.	Private/Private Lot Private/Private Lot	Employees Employees	12 15	7 14	58% 93%	8 12	67% 80%	8	67% 53%
24	24-1	Legend Brewing Company Parking	321 W. 7th St. A	Private/Private Lot	Customers	16	0	0%	16	100%	16	100%
26 26	26-1 26-2	Moto Richmond / Scoot Richmond Dogtown Market/Commercial	217 W. 7th St. 212 W. 6th St.	Private/Private Lot Private/Private Lot	Employees Customers	12 72	1 29	8% 40%	10 59	83% 82%	6 26	50% 36%
27 27	27-1 27-2	Taylor & Parrish Trolley Station Permit Parking	710 Perry St. 212 W. 7th St.	Private/Private Lot Private/Public Lot	Employees Paid Parking	11 14	6 5	55% 36%	6 4	55% 29%	0 7	0% 50%
28	28-1	Old Lofts	812 Perry St.	Private/Private Lot	Residential	52	19	37%	11	21%	20	38%
28 29	28-2 29-1	Old Lofts Overflow on W. 8th St. Apartments at 908 Perry St.	Perry St. & Porter St. 908 Perry St.	Private/Private Lot Private/Private Lot	Residential Residential	10 40	10 20	100% 50%	5 10	50% 25%	3 25	30% 63%
30 31	30-1 31-1	1002 Perry St. 907 Porter St.	1002 Perry St. 907 Porter St.	Private/Private Lot Private/Private Lot	Residential Residential	9 8	3 5	33% 63%	2	22% 38%	2	22% 88%
33	33-1	Monroe Properties	1309 Porter St.	Private/Private Lot	Residential	14	13	93%	9	64%	8	57%
33 34	33-2 34-1	Central United Methodist Church Sacred Heart Center/RVA Works	1317 Porter St. 1400 Perry St.	Private/Private Lot Private/Private Lot	Institutional Institutional	5 7	1 5	20% 71%	1 9	20% 129%	2 15	40% 214%
34	34-2	Robin Miller and Associates	1429 Porter St.	Private/Private Lot	Employees	5	0	0%	0	0%	0	0%
36 37	36-1 37-1	Manchester Medical Center Dogtown Dance Theater Parking	101 Cowardin Ave. 109 W 15th St.	Private/Private Lot Private/Private Lot	Customers Customers	106 6	14 0	13% 0%	78 2	74% 33%	11 8	10% 133%
37 40	37-2 40-1	Maury Park Apartments Brower's Café / Residential	1411 Bainbridge St. 1125 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Mixed-Use	36 24	10 18	28% 75%	10 11	28% 46%	7 14	19% 58%
40	40-2	Commonwealth Christian Academy	1101 Bainbridge St.	Private/Private Lot	Institutional	7	6	86%	6	86%	4	57%
41 41	41-1 41-2	1020 Porter St. 1000 Porter St.	1020 Porter St. 1000 Porter St.	Private/Private Lot Private/Private Lot	Residential Residential	8 9	4 5	50% 56%	4 5	50% 56%	4 6	50% 67%
41 42	41-3 42-1	1001 Bainbridge St.	1001 Bainbridge St. 120-122 W 9th St.	Private/Private Lot	Residential Residential	11 9	2	18% 0%	3	27% 0%	7	64% 0%
43	43-1	Gravel Lot Gravel Lot	108 W. Commerce Rd.	Private/Private Lot Private/Private Lot	Residential	4	3	75%	3	75%	4	100%
44 45	44-1 45-1	Hatcher Tobacco Apartments City View Apartments	151 W. Commerce Rd. 611 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	60 55	22 33	37% 60%	38 27	63% 49%	15 46	25% 84%
46	46-1	Gravel Lot	311 Bainbridge St.	Private/Private Lot	Residential	8	2	25%	2	25%	2	25%
47 47	47-1 47-2	Anderson Air Conditioning Anderson Air Conditioning	1500 Bainbridge St. 1502 Bainbridge St.	Private/Private Lot Private/Private Lot	Employees Employees	23 25	0 10	0% 40%	1 7	4% 28%	0 4	0% 16%
47 48	47-3 48-1	Abandoned Lot Bullock Painting	1623 Hull St. 1415 Hull St.	Private/Private Lot Private/Private Lot	Residential Customers	18 5	1 2	6% 40%	1	6% 20%	0	0% 0%
49	49-1	The Bridge Apartments	1312 Bainbridge St.	Private/Private Lot	Residential	24	5	21%	5	21%	7	29%
50 50	50-1 50-2	Liberation Family Services Bahashem Soap Company	1201 Hull St. 1221 Hull St.	Private/Private Lot Private/Private Lot	Institutional Employees	7 6	8 6	114% 100%	7 1	100% 17%	0 7	0% 117%
51	51-1	The Bankuet Place 1118 Bainbridge St.	7 W. 12th St. 1118 Bainbridge St.	Private/Private Lot	Customers Residential	31	4	13% 100%	1	3%	0	0%
51 51	51-2 51-3	Devine House of Beauty	1114 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers	5 14	5 7	50%	1 2	20% 14%	7	80% 50%
51 52	51-4 52-1	The Bankuet Place City View Place	1129 Hull St. 1000 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers Residential	5 13	1 12	20% 92%	1 9	20% 69%	1 12	20% 92%
52	52-2	Barton & Melow	1019 Hull St.	Private/Private Lot	Employees	10	6	60%	5	50%	4	40%
52 52	52-3 52-4	RVA Street Foodies City View Apartments	1012 Hull St. 1000 Bainbridge St.	Private/Private Lot Private/Private Garage	Customers Residential	12 0	4 0	33% 0%	4 0	33% 0%	6	50% 0%
52	52-5	Gravel Lot	1009 Bainbridge St.	Private/Private Lot	Residential	9	3 1	33%	6	67%	4	44%
53 53	53-1 53-2	Manchester Courthouse Caribbean Chef	911 Hull St. 901 Hull St.	Public/Private Lot Private/Private Lot	Institutional Customers	24 6	0	4% 0%	8 1	33% 17%	1	13% 17%
54 54	54-1 54-2	Richmond Heritage Federal Abandoned Lot	50 W. Commerce Rd. 821 Hull St.	Private/Private Lot Private/Private Lot	Customers Customers	33 33	1	3% 3%	4 1	12% 3%	0	0% 0%
55	55-1	W.M. Jordon Company	708 Bainbridge St.	Private/Private Lot	Employees	46	25	54%	24	52%	4	9%
55 56	55-2 56-1	Café Zata Seventh Corner	700 Bainbridge St. 15 W. 7th St.	Private/Private Lot Private/Private Lot	Customers Residential	4 62	4	25% 6%	3 9	75% 15%	0	0% 5%
56 57	56-2 57-1	City View Lofts Apartment Lot	600 Bainbridge St. 500 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	37 119	11 46	30% 39%	31 28	84% 24%	14 55	38% 46%
59	59-1	V. F. Lanasa	317 Hull St.	Private/Private Lot	Employees	31	14	45%	21	68%	8	26%
60 62	60-1 62-1	Hull Street Station Family Dollar	98 Brander St. 7 E. 16th St.	Private/Public Lot Private/Private Lot	Paid Parking Customers	59 14	34 3	58% 21%	24 2	41% 14%	29 2	49% 14%
62	62-2	Imani Wholeness Center	1606 Hull St.	Private/Private Lot	Institutional	16	2	13%	12	75%	9	56%
62 63	62-3 63-1	Family Dollar Suntrust Bank	1624 E. 17th St. 1518 Hull St.	Private/Private Lot Private/Private Lot	Customers Customers	27 5	0	0% 20%	3 2	11% 40%	0	4% 0%
63 63	63-2 63-3	First Baptist Church First Baptist Church	10 E. 16th St. 1513 Decatur St.	Private/Private Lot Private/Private Lot	Institutional Institutional	30 21	7 0	23% 0%	16 2	53% 10%	11 0	37% 0%
63	63-4	South Richmond Adult Daycare	1500 Hull St.	Private/Private Lot	Customers	5	4	80%	3	60%	3	60%
63 64	63-5 64-1	First Baptist Church Imani Mews Apartments	9 E. 15th St. 1416 Hull St.	Private/Private Lot Private/Private Lot	Institutional Residential	22 12	0 8	0% 67%	1 8	5% 67%	2 12	9% 100%
64 64	64-2 64-3	Imani Mews Apartments Richmond Public Library	1401 Decatur St. 1400 Hull St.	Private/Private Lot Public/Private Lot	Residential Institutional	27 7	11 1	41% 14%	10 5	37% 71%	13	48% 43%
64	64-4	Evans Specialty Co.	14 E. 15th St.	Private/Private Lot	Employees	9	0	0%	0	0%	0	0%
66 67	66-1 67-1	Towers O' Her Hair Extensions Boutique	1205 Decatur St. 109 E. 11th St.	Private/Private Lot Private/Private Lot	Residential Customers	23 13	3 9	13% 69%	1 7	4% 54%	0 8	0% 62%
67 67	67-2 67-3	Towers at River South Manastoh Brewing	99 E. 11th St. 1124 Hull St.	Private/Private Lot Private/Private Lot	Residential Customers	12 0	1 4	8% 400%	1	8% 100%	1 1	8% 100%
68	68-1	Manchester Courthouse	1000 Hull St.	Public/Private Lot	Institutional	23	6	26%	9	39%	0	0%
68 68	68-2 68-3	Old Manchester Aparments Towers at River South	109 E. 11th St. 111 E. 11th St.	Private/Private Lot Private/Private Lot	Residential Residential	18 22	4 5	22% 23%	2	11% 9%	5 4	28% 18%
70 71	70-1 71-1	Manchester Courthouse McDonalds	815 Decatur St. 718 Commerce Rd.	Public/Private Lot Private/Private Lot	Residential	59 32	11 12	19%	25 17	42% 53%	2	3% 28%
72	72-1	Manchester Pie Factory	604 Hull St.	Private/Private Lot	Customers Employees	16	2	13%	7	44%	3	19%
73 73	73-1 73-2	Port RVA SOD Decatur	512 Hull St. 511 Decatur St.	Private/Private Lot Private/Private Lot	Employees Employees	38 44	22 8	58% 18%	18 3	47% 7%	32 4	84% 9%
73	73-3	Manchester Market	500 Hull St.	Private/Private Garage	Customers	0	0	0%	0	0%	0	0%
74 74	74-1 74-2	320 Hull St. Ink Building	321 Hull St. 10 E. 5th St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	114 36	10 0	9% 0%	29 1	25% 3%	9	8% 0%
76 77	76-1 77-1	Plant Zero, Papa's Pizza Richmond Railroad Museum	214 Hull St. 102 Hull St.	Private/Private Lot Private/Private Lot	Mixed-Use Institutional	47 23	16 12	34% 52%	27 13	57% 57%	17 3	36% 13%
77	77-2	The Commons	108 Decatur St.	Private/Private Lot	Residential	21	5	24%	15	71%	8	38%
79 81	79-1 81-1	Floodwall Walk Lot Caravati's Inc	Hull St. and Floodwall Walk 104 E. 2nd St.	Public/Public Lot Private/Private Lot	Recreational Employees	18 4	11 0	61% 0%	13 4	72% 100%	10 3	56% 75%
81 82	81-2 82-1	Caravati's Inc Crawford Manufacturing	106 E. 2nd St. 114 E. 3rd St.	Private/Private Lot Private/Private Lot	Employees	8 117	0 101	0% 86%	3 66	38% 56%	3 76	38% 65%
82	82-2	Crawford Manufacturing	200 Decatur St.	Private/Private Lot	Employees Employees	5	1	20%	4	80%	4	80%
83 84	83-1 84-1	South Bank Apartments Plant 1 Apartments	307 Stockton St. 403 Stockton St	Private/Private Lot Private/Private Structure	Residential Residential	22 46	5 0	23% 0%	6 0	27% 0%	0	0% 0%
85	85-1	Miller Lofts Textile Lofts	109 E. 6th St. 601 Stockton St.	Private/Private Lot Private/Private Lot	Residential	5 27	6 14	120% 52%	4	80% 26%	3	60% 22%
86 87	86-1 87-1	UA	701 Stockton St.	Private/Private Lot	Residential Residential	32	0	0%	0	0%	6 0	0%
87 87	87-2 87-3	Plumber & Pipe Lofts at Commerce	199 E. 7th St. 716 Decatur St.	Private/Private Lot Private/Private Lot	Employees Residential	34 7	5 3	15% 43%	6 3	18% 43%	2	6% 57%
87	87-4	Lewis Supply Company	101 E. 7th St.	Private/Private Lot	Employees	9	0	0%	2	22%	2	22%
89 90	89-1 90-1	Industrial Truck Lot Petro Supplies	100 Stockton St. 202 Stockton St.	Private/Private Lot Private/Private Lot	Employees Employees	31 7	10 24	32% 343%	12 21	39% 300%	9 16	29% 229%
91	91-1	Stella 360	360 Stockton St.	Private/Private Lot Private/Private Lot	Employees	50 17	30	60%	14	28%	27	54%
91 92	91-2 92-1	TexTrail Trailer Parts Plant 1 Apartments	300 Stockton St. 403 Stockton St.	Private/Private Lot	Employees Residential	77	5 27	29% 35%	6 20	35% 26%	3 27	18% 35%
92 93	92-2 93-1	Miller Lofts Miller Lofts	400 Stockton St. 500 Stockton St.	Private/Private Lot Private/Private Lot	Residential Residential	58 23	0 10	0% 43%	0 10	0% 43%	0	0% 26%
94	94-1	Lofts At Commerce	615 Stockton St.	Private/Private Lot	Residential	216	99	46%	62	29%	69	32%
97 98	97-1 98-1	Belle Isle Moonshine Miller Lofts	615 Maury St. 300 E. 6th St.	Private/Private Lot Private/Private Lot	Residential Residential	115 18	63 12	55% 67%	46 6	40% 33%	47 10	41% 56%
98	98-2	JRP Valero	301 E. 5th St.	Private/Private Lot	Employees	9	1	11%	4	44%	3	33%
99 100	99-1 100-1	Industrial Lot Dennis Towing and Recovery	401 Maury St. 309 Maury St.	Private/Private Lot Private/Private Lot	Employees Employees	23 63	19 67	83% 106%	20 67	87% 106%	17 61	74% 97%
	101-1	BioRide Jones and Frank	614 Maury St. 300 E. 2nd St.	Private/Private Lot Private/Private Lot	Employees Employees	23 21	17 11	74% 52%	20 11	87% 52%	11 2	48% 10%
101 102	102-1			Lacy o revoca LUL		- 44		J£/0	44			









Exhibit G-7: Manchester Total Weekend Occupancy (Pt. 1)

Block#	Name/Description	Address	hester Weekend Combin		Effective	Weeken Count	d 11AM-2PM Occupancy	Weeken	d 5PM-7PM
1	Name/Description Railroad Ave.	Railroad Ave. & W. Semmes Ave.	Type Public On-Street	SubType	Supply 23	15	65%	12	52%
1-1 1-2	Small Axe Forge Gravel Lot	510 W. 14th St. 509 W. 13th St.	Private/Private Lot Private/Private Lot	Residential Residential	8 9	2 0	25% 0%	1 0	13% 0%
1-3	SunTrust Auxiliary Garage	520 W. 12th St.	Private/Private Structure	Employees	340	0	0%	0	0%
2 2	Railroad Ave. W. 12th St.	W. 12th St. & Railroad Ave. Railroad Ave. & Semmes Ave.	Public On-Street Public On-Street		18 12	12 8	67% 67%	10 9	56% 75%
2-1 3-1	SunTrust Mortgage SunTrust Bank	1001 Semmes Ave. Grove St. & Floyd Ave.	Private/Private Structure Private/Private Lot	Employees Employees	0 303	0	0% 0%	0	0% 0%
3-2	Suntrust Bank	901 Semmes Ave.	Private/Private Lot	Employees	61	4	7%	0 7	0%
4-1 5	Flood Wall Walk McDonough St.	Semmes Ave. & US-60 & S. 9th St. W. 6th St. & W. 7th St.	Public/Public Lot Public On-Street	Recreational	9	16 2	73% 22%	11	32% 122%
5 6	W. 7th St. W. 7th St.	W. 7th St. & McDonough St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		13 7	6 13	46% 186%	9 11	69% 157%
6-1	Bay Diesel / Bass Crate	700 Semmes Ave.	Private/Private Lot	Employees	31	2	6%	2	6%
6-2 7	Bass Crate Services W. 9th St.	700 Semmes Ave. C Semmes Ave. & McDonough St.	Private/Private Lot Public On-Street	Employees	18 10	5 1	28% 10%	7 5	39% 50%
7 7-1	McDonough St. Terraces at Manchester	W. 7th St. & W. 9th St. 800 Semmes Ave.	Public On-Street Private/Private Garage	Residential	9	3 0	33% 0%	5 0	56% 0%
8	McDonough St.	W. 10th St. & W. 9th St.	Public On-Street		9	12	133%	12	133%
8 8-1	W. 10th St. Link Apartment Manchester	Semmes Ave. & McDonough St. 901 McDonough St.	Public On-Street Private/Private Lot	Residential	9 5	9 2	100% 40%	9	100% 60%
8-2 9	Link Apartment Manchester W. 10th St.	901 McDonough St. Semmes Ave. & Mcdonough St.	Private/Private Structure Public On-Street	Residential	0	0	0% 100%	0	0% 133%
9	McDonough St.	W. 11th St. & W. 10th St.	Public On-Street		6	6	100%	6	100%
9 9-1	W. 11th St. UPS Freight	Semmes Ave. & Mcdonough St. 1000 Semmes Ave.	Public On-Street Private/Private Lot	Employees	10 19	0 0	0% 0%	1 0	10% 0%
9-2 9-3	UPS Freight UPS Freight	1002 Semmes Ave. 1002 Semmes Ave.	Private/Private Lot Private/Private Garage	Employees Employees	16 0	12 0	75% 0%	10 0	63% 0%
10	McDonough St.	W. 11th St. & W. 12th St.	Public On-Street	Employees	7	3	43%	4	57%
10 10-1	W. 12th St. UPS Freight	Semmes Ave. & McDonough St. 1100 Semmes Ave.	Public On-Street Private/Private Lot	Employees	3 179	4 5	133% 3%	4 2	133% 1%
11 11	Semmes Ave. W. 12th St.	W. 12th St. & W. 13th St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		9	3 7	33% 88%	0 7	0% 88%
11	McDonough St.	W. 12th St. & W. 13th St.	Public On-Street		11	8	73%	7	64%
11 11	W. 13th St. (SOUTH HALF) W. 13th St. (NORTH HALF)	Semmes Ave. & McDonough St. Semmes Ave. & McDonough St.	Public On-Street Public On-Street		6 4	2 4	33% 100%	4 2	67% 50%
11-1 12		1200 Semmes Ave. W. 13th St. & W. 14th St.	Private/Private Lot Public On-Street	Mixed-Use	117 6	20 0	17% 0%	20 0	17% 0%
12	McDonough St.	W. 13th St. & W. 14th St.	Public On-Street		11	5	45%	7	64%
12 12-1	W. 14th St. The Pediatric Connection	Semmes Ave. & McDonough St. 1300 Semmes Ave.	Public On-Street Private/Private Lot	Customers	11 54	4 14	36% 26%	3 14	27% 26%
12-2 13	1301 Semmes Ave. McDonough St.	1301 Semmes Ave. W. 15th St. & W. 14th St.	Private/Private Lot Public On-Street	Residential	9 12	5 1	56% 8%	5 2	56% 17%
13	W. 15th St.	Semmes Ave. & McDonough St.	Public On-Street		14	0	0%	0	0%
14 14	W. 15th St. McDonough St.	Semmes Ave. & McDonough St. S.Boulevard & S.Colonial Ave.	Public On-Street Public On-Street		11 6	0 2	0% 33%	0	0% 0%
14-1 14-2	Central Adult Day Health Care Williams Auto Services	1500 Semmes Ave. 401 Cowardin Ave.	Private/Private Lot Private/Private Lot	Customers Customers	5 27	1 20	20% 74%	0 16	0% 59%
15	McDonough St.	Cowardin Ave. & W. 15th St.	Public On-Street	Customers	3	4	133%	3	100%
15 15-1	Perry St. Dollar Tree	Cowardin Ave. & W. 15th St. 315 Cowardin Ave.	Public On-Street Private/Private Lot	Customers	6 28	3 8	50% 29%	3 12	50% 43%
16	McDonough St. Sacred Heart Catholic Church	W. 15th St. & 14th St.	Public On-Street	Institutional	17 29	4 0	24% 0%	3 13	18% 45%
16-1 17	McDonough St.	3027 W. Cary St. W. 13th St. & W. 14th St.	Private/Private Lot Public On-Street	Institutional	10	10	100%	9	90%
17 17	Perry St. W. 14th St.	W. 13th St. & W. 14th St. McDonough St. & Perry St.	Public On-Street Public On-Street		10 12	6 3	60% 25%	4 2	40% 17%
17-1	McDonough Market	1300 McDonough St. 1301 McDonough St.	Private/Private Lot	Customers	15	2	13%	2 4	13%
17-2 18	1301 McDonough St. McDonough St.	W. 12th St. & W.13th St.	Private/Private Lot Public On-Street	Residential	14 8	2 5	14% 63%	4	29% 50%
18 18	W. 12th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	Public On-Street Public On-Street		12 9	4 5	33% 56%	3 7	25% 78%
18	W. 13th St.	McDonough St. & Perry St.	Public On-Street		12	11	92%	7	58%
18-1 18-2	1214 McDonough St. 312 W. 12th St.	1214 McDonough St. 312 W. 12th St.	Private/Private Lot Private/Private Lot	Residential Residential	16 2	1 2	6% 100%	0 1	0% 50%
18-3 19	310 W. 12th St. McDonough St.	310 W. 12th St. W. 12th St. & W. 11th St.	Private/Private Lot Public On-Street	Residential	5	3 2	60% 40%	2	40% 80%
19	Perry St.	W. 12th St. & W. 11th St.	Public On-Street		9	2	22%	2	22%
19 19-1	W. 12th St. UPS Freight	McDonough St. & Perry St. 1100 McDonough St.	Public On-Street Private/Private Lot	Employees	11 185	0 0	0% 0%	0	0% 0%
20 20	McDonough St. W. 10th St.	W. 11th St. & W. 10th St. McDonough St. & Perry St.	Public On-Street Public On-Street		9 10	9 4	100% 40%	9	100% 40%
20	Perry St.	W. 11th St. & W. 10th St.	Public On-Street		9	3	33%	4	44%
20 21	W. 11th St. McDonough St.	McDonough St. & Perry St. W. 10th St. & W. 9th St.	Public On-Street Public On-Street		9	1 10	11% 125%	0 10	0% 125%
21 21-1	Perry St. Monroe Apartments	W. 10th St. & W. 9th St. 909 Perry St.	Public On-Street Private/Private Lot	Residential	9 43	8 27	89% 63%	10 25	111% 58%
21-2	Pope Carpet & Floor Center, LLC	900 McDonough St.	Private/Private Lot	Customers	11	4	36%	4	36%
21-3 22	Ironclad Pizza Grill McDonough St.	924 McDonough St. W. 9th St. & W. 8th St.	Private/Private Lot Public On-Street	Customers	4 5	1 6	25% 120%	2	25% 40%
22 22	Perry St. W. 9th St.	W. 9th St. & W. 8th St. McDonough St. & Perry St.	Public On-Street Public On-Street		4 5	6 13	150% 260%	3 13	75% 260%
22-1	Perry Place Apts	McDonough St. & Perry St.	Private/Private Lot	Residential	63	34	54%	30	48%
23 23	W. 7th St. Perry St.	McDonough St. & Perry St. W. 7th St. & W. Commerce Rd.	Public On-Street Public On-Street		12 3	2 5	17% 167%	0 6	0% 200%
23-1 23-2	Legend Brewing Thurston Spring Services Employee	332 W. 7th St. 314 W. 7th St	Private/Private Lot Private/Private Lot	Customers Employees	27 6	25 1	93% 17%	32 0	119% 0%
23-3	Thurston Spring Services Yard	300 W. 7th St	Private/Private Lot	Employees	12	3	25%	3	25%
23-4 24	Thurston Spring Services Bus W. 7th St.	311 W. 8th St. McDonough St. & Perry St.	Private/Private Lot Public On-Street	Employees	15 12	10 3	67% 25%	9	60% 0%
24	Perry St.	W. 7th St. & McDonough	Public On-Street Private/Private Lot	Customers	3 16	9 14	300% 88%	13 17	433%
24-1 26	Legend Brewing Company Parking Perry St.	321 W. 7th St. A W. 6th St. & W.7th St.	Public On-Street	customers	5	7	140%	5	106% 100%
26 26	Porter St. W. 7th St.	W. 6th St. & W.7th St. Perry St. & Porter St.	Public On-Street Public On-Street		5 11	4 13	80% 118%	3 12	60% 109%
26-1	Moto Richmond / Scoot Richmond	217 W. 7th St.	Private/Private Lot	Employees	12	19	158%	8	67%
26-2 27	Dogtown Market/Commercial Perry St.	212 W. 6th St. W. 7th St. & W. Commerce Rd.	Private/Private Lot Public On-Street	Customers	72 7	22 4	31% 57%	25 8	35% 114%
27 27	W. 7th St. Porter St.	Perry St. & Porter St. W. 7th St. & W. Commerce Rd.	Public On-Street Public On-Street		9 5	8 9	89% 180%	10 8	111% 160%
27	W. Commerce Rd.	Perry St. & Porter St.	Public On-Street	For 1	9	6	67%	4	44%
27-1 27-2	Taylor & Parrish Trolley Station Permit Parking	710 Perry St. 212 W. 7th St.	Private/Private Lot Private/Public Lot	Employees Paid Parking	11 14	0 9	0% 64%	0 4	0% 29%
28 28	W. Commerce Rd. Porter St.	Perry St. & Porter St. W. 7th St. & W. Commerce Rd.	Public On-Street Public On-Street		9	7 11	78% 183%	6 7	67% 117%
28	W. 8th St.	Perry St. & Porter St.	Public On-Street		9	0	0%	1	11%
28-1 28-2	Old Lofts Old Lofts Overflow on W. 8th St.	812 Perry St. Perry St. & Porter St.	Private/Private Lot Private/Private Lot	Residential Residential	52 10	18 3	35% 30%	21 4	40% 40%
29	Perry St. W. 9th St.	W. 9th St. & W. 19th St.	Public On-Street Public On-Street		9	8	89%	8	89%
29 29	Porter St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	Public On-Street		12 9	9 5	75% 56%	5	58% 56%
29-1 30	Apartments at 908 Perry St. Perry St.	908 Perry St. W. 10th St. & W. 11th St.	Private/Private Lot Public On-Street	Residential	40 9	18 12	45% 133%	27 11	68% 122%
30	W. 10th St.	Perry St. & Porter St.	Public On-Street		12	9	75%	1	8%
30 30	Porter St. W. 11th St.	W. 10th St. & W. 11th St. Perry St. & Porter St.	Public On-Street Public On-Street		9 12	1 3	11% 25%	2 4	22% 33%
30-1	1002 Perry St.	1002 Perry St.	Private/Private Lot	Residential	9	2	22%	3	33%





Exhibit G-7: Manchester Total Weekend Occupancy (Pt. 2)

		Mano	chester Weekend Combi	nea	Effective	Weeken	d 11AM-2PM	Weeken	d 5PM-7PM
Block#	Name/Description	Address	Type	SubType	Supply	Count	Occupancy	Count	Occupancy
31 31	Perry St. Porter St.	W. 11th St. & W. 12th St. W. 11th St. & W. 12th St.	Public On-Street Public On-Street		9	6 11	67% 122%	6 7	67% 78%
31-1	907 Porter St.	907 Porter St.	Private/Private Lot	Residential	8	7	88%	7	88%
32 32	Perry St.	W. 12th St. & W. 13th St.	Public On-Street		9 12	4 10	44% 83%	1 8	11% 67%
32 32	W. 12th St. Porter St.	Perry St. & Porter St. W. 12th St. & W. 13th St.	Public On-Street Public On-Street		12 9	10 7	83% 78%	10	6/% 111%
32	W. 13th St.	Perry St. & Porter St.	Public On-Street		12	4	33%	3	25%
33	Perry St.	W. 13th St. & W. 14th St.	Public On-Street		9	13	144% 167%	11	122%
33 33-1	Porter St. Monroe Properties	W. 13th St. & W. 14th St. 1309 Porter St.	Public On-Street Private/Private Lot	Residential	9 14	15 7	167% 50%	13 6	144% 43%
33-2	Central United Methodist Church	1317 Porter St.	Private/Private Lot	Institutional	5	2	40%	2	40%
34 34	Perry St.	W. 14th St. & W. 15th St.	Public On-Street Public On-Street		14 8	10 3	71% 38%	6 2	43% 25%
34	W. 14th St. Porter St.	Perry St. & Porter St. W. 14th St. & W. 15th St.	Public On-Street		8 14	6	38% 43%	8	25% 57%
34	W. 15th St.	Perry St. & Porter St.	Public On-Street		8	11	138%	8	100%
34-1 34-2	Sacred Heart Center/RVA Works Robin Miller and Associates	1400 Perry St. 1429 Porter St.	Private/Private Lot Private/Private Lot	Institutional Employees	7 5	5 0	71% 0%	4 0	57% 0%
35	Perry St.	W. 15th St. & Cowardin Ave.	Public On-Street	Lilipioyees	11	8	73%	5	45%
35	Porter St.	W. 15th St. & Cowardin Ave.	Public On-Street		14	0	0%	0	0%
36 36-1	Porter St. Manchester Medical Center	W. 15th St. & Cowardin Ave. 101 Cowardin Ave.	Public On-Street Private/Private Lot	Customers	14 106	7 10	50% 9%	4 3	29% 3%
37	Porter St.	W. 14th St. & W. 15th St.	Public On-Street	customers	14	7	50%	2	14%
37	Bainbridge St.	W. 14th St. & W. 15th St.	Public On-Street		14	7	50%	4	29%
37 37-1	W. 15th St. Dogtown Dance Theater Parking	Porter St. & Bainbridge St. 109 W 15th St.	Public On-Street Private/Private Lot	Customers	13 6	2 0	15% 0%	4 6	31% 100%
37-2	Maury Park Apartments	1411 Bainbridge St.	Private/Private Lot	Residential	36	8	22%	10	28%
38	Porter St.	W. 13th St. & W. 14th St.	Public On-Street		9	12	133%	11	122%
38 38	Bainbridge St. W. 14th St.	W. 13th St. & W. 14th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street		9 14	6 4	67% 29%	11 2	122% 14%
39	Porter St.	W. 12th St. & W. 13th St.	Public On-Street		9	1	11%	0	0%
39	W. 12th St.	Porter St. & Bainbridge St.	Public On-Street		14	0	0%	1	7%
39 39	Bainbridge St. W. 13th	W. 12th St. & W. 13th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street		9 14	3 3	33% 21%	3 6	33% 43%
40	Porter St.	W. 11th St. & W. 12th St.	Public On-Street		9	0	0%	0	0%
40-1	Brower's Café / Residential	1125 Bainbridge St.	Private/Private Lot	Mixed-Use	24	17	71%	10	42%
40-2 41	Commonwealth Christian Academy Porter St.	1101 Bainbridge St. W. 10th St. & W. 11th St.	Private/Private Lot Public On-Street	Institutional	7 11	0 4	0% 36%	2 5	29% 45%
41	W. 10th St.	Porter St. & Bainbridge St.	Public On-Street		12	5	42%	4	33%
41 41	Bainbridge St. W. 11th St.	W. 10th St. & W. 11th St.	Public On-Street		11 12	0 10	0%	0	0% 92%
41-1	1020 Porter St.	Porter St. & Bainbridge St. 1020 Porter St.	Public On-Street Private/Private Lot	Residential	8	3	83% 38%	11 2	25%
41-2	1000 Porter St.	1000 Porter St.	Private/Private Lot	Residential	9	7	78%	8	89%
41-3 42	1001 Bainbridge St.	1001 Bainbridge St.	Private/Private Lot	Residential	11 12	7 4	64% 33%	6 7	55% 58%
42	Porter St. W. 9th St.	W. 9th St. & W. 10th St. Porter St. & Bainbridge St.	Public On-Street Public On-Street		12	4 26	33% 260%	31	58% 310%
42	Bainbridge St.	W. 9th St. & W. 10th St.	Public On-Street		12	11	92%	9	75%
42-1 43	Gravel Lot Porter St.	120-122 W 9th St. W. Commerce Rd. & W. 9th St.	Private/Private Lot Public On-Street	Residential	9 5	0 12	0% 240%	0 11	0% 220%
43	W. Commerce Rd.	Porter St. & Bainbridge St.	Public On-Street		3	8	240% 267%	6	200%
43	Bainbridge St.	W. Commerce Rd. & W. 9th St.	Public On-Street	5	5	7	140%	10	200%
43-1 44	Gravel Lot Porter St.	108 W. Commerce Rd. W. 7th St. & W. Commerce Rd.	Private/Private Lot Public On-Street	Residential	4 9	5 2	125% 22%	5 3	125% 33%
44	Commerce Rd.	Porter St. & Bainbridge St.	Public On-Street		11	5	45%	4	36%
44-1	Hatcher Tobacco Apartments	151 W. Commerce Rd.	Private/Private Lot	Residential	60	10	17%	5	8%
45 45	Porter St. Bainbridge St.	W. 7th & W. 4th St. W. 7th & W. 4th St.	Public On-Street Public On-Street		23 17	14 2	61% 12%	10 9	43% 53%
45	W. 7th Street	Bainbridge & Porter St.	Public On-Street		11	6	55%	8	73%
45 45 1	Bainbridge St.	Bainbridge & Porter St.	Public On-Street	Doniel	5	6	120%	5	100%
45-1 46-1	City View Apartments Gravel Lot	611 Bainbridge St. 311 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	55 8	42 4	76% 50%	46 4	84% 50%
47	Bainbridge St.	W. 15th St. & Cowardin Ave.	Public On-Street		19	10	53%	9	47%
47 47 1	Hull St.	W. 15th St. & Cowardin Ave.	Public On-Street	Emarle:	16	7	44%	8	50%
47-1 47-2	Anderson Air Conditioning Anderson Air Conditioning	1500 Bainbridge St. 1502 Bainbridge St.	Private/Private Lot Private/Private Lot	Employees Employees	23 25	1 5	4% 20%	1 5	4% 20%
47-3	Abandoned Lot	1623 Hull St.	Private/Private Lot	Residential	18	0	0%	1	6%
48	Bainbridge St.	W. 14th St. & W. 15th St.	Public On-Street		13	5	38%	7	54%
48 48	Hull St. W. 15th St.	W. 14th St. & W. 15th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		14 12	5 7	36% 58%	3 8	21% 67%
48-1	Bullock Painting	1415 Hull St.	Private/Private Lot	Customers	5	2	40%	1	20%
49 49	Bainbridge St. Hull St.	W. 13th St. & W. 14th St.	Public On-Street		9	4 10	44% 111%	6 10	67% 111%
49 49	Hull St. W. 14th St.	W. 13th St. & W. 14th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		9 11	10 9	111% 82%	10 9	111% 82%
49-1	The Bridge Apartments	1312 Bainbridge St.	Private/Private Lot	Residential	24	4	17%	4	17%
50 50	Bainbridge St. W. 12th St.	W. 12th St. & W. 13th St.	Public On-Street		9	8 7	89% 64%	7 11	78% 100%
50 50	W. 12th St. Hull St.	Bainbridge St. & Hull St. W. 12th St. & W. 13th St.	Public On-Street Public On-Street		11 9	8	64% 89%	6	100% 67%
50	W. 13th St.	Bainbridge St. & Hull St.	Public On-Street		11	0	0%	0	0%
50-1 50-2	Liberation Family Services	1201 Hull St.	Private/Private Lot	Institutional	7	2	29% 33%	8 5	114%
50-2 51	Bahashem Soap Company Bainbridge St.	1221 Hull St. W. 11th St. & W. 12th St.	Private/Private Lot Public On-Street	Employees	6	3	33% 50%	3	83% 50%
51	W. 11th St.	Bainbridge St. & Hull St.	Public On-Street		12	1	8%	0	0%
51 51-1	Hull St.	W. 11th St. & W. 12th St.	Public On-Street	Customora	9 31	4 0	44% 0%	3 0	33% 0%
51-1 51-2	The Bankuet Place 1118 Bainbridge St.	7 W. 12th St. 1118 Bainbridge St.	Private/Private Lot Private/Private Lot	Customers Residential	31 5	6	0% 120%	2	0% 40%
51-3	Devine House of Beauty	1114 Bainbridge St.	Private/Private Lot	Customers	14	3	21%	4	29%
51-4 52	The Bankuet Place	1129 Hull St.	Private/Private Lot	Customers	5	2	40% 80%	1 8	20%
52 52	Bainbridge St. W. 10th St.	W. 10th St. & W. 11th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		9 13	8 0	89% 0%	8	89% 0%
52	Hull St.	W. 10th St. & W. 11th St.	Public On-Street		9	6	67%	8	89%
52-1	City View Place	1000 Bainbridge St.	Private/Private Lot	Residential	13	12	92%	8	62%
52-2 52-3	Barton & Melow RVA Street Foodies	1019 Hull St. 1012 Hull St.	Private/Private Lot Private/Private Lot	Employees Customers	10 12	1 6	10% 50%	2 7	20% 58%
52-4	City View Apartments	1000 Bainbridge St.	Private/Private Garage	Residential	0	0	0%	0	0%
52-5 52	Gravel Lot	1009 Bainbridge St.	Private/Private Lot	Residential	9	8	89% 67%	4	44%
53 53	Bainbridge St. Hull St.	W. 9th St. & W. 10th St. W. 9th St. & W. 10th St.	Public On-Street Public On-Street		9	6 0	67% 0%	5 0	56% 0%
53-1	Manchester Courthouse	911 Hull St.	Public/Private Lot	Institutional	24	1	4%	1	4%
53-2	Caribbean Chef	901 Hull St.	Private/Private Lot	Customers	6	1	17%	2	33%







Exhibit G-7: Manchester Total Weekend Occupancy (Pt. 3)

Dia-i "	Nome /Description		chester Weekend Combi		Effective		nd 11AM-2PM		nd 5PM-7PM
Block # 54	Name/Description W. 9th St.	Address Bainbridge St. & Hull St.	Type Public On-Street	SubType	Supply 12	Count 1	Occupancy 8%	Count 2	17%
54-1 54-2	Richmond Heritage Federal Abandoned Lot	50 W. Commerce Rd. 821 Hull St.	Private/Private Lot Private/Private Lot	Customers Customers	33 33	1 1	3% 3%	0	0% 0%
55 55-1	Bainbridge St. W.M. Jordon Company	W. 7th St. & W. Commerce Rd. 708 Bainbridge St.	Public On-Street Private/Private Lot	Employees	9 46	15 1	167% 2%	12 1	133% 2%
55-2	Café Zata	700 Bainbridge St.	Private/Private Lot	Customers	4	1	25%	0	0%
56 56	Bainbridge St. W. 7th St.	W. 6th St. & W. 7th St. Bainbridge St. & Hull St.	Public On-Street Public On-Street		9 6	11 4	122% 67%	4 9	44% 150%
56-1	Seventh Corner	15 W. 7th St.	Private/Private Lot	Residential	62	3	5%	2	3%
56-2 57	City View Lofts Bainbridge St.	600 Bainbridge St. W. 5th St. & W. 6th St.	Private/Private Lot Public On-Street	Residential	37 6	12 0	32% 0%	14 3	38% 50%
57-1 58	Apartment Lot Bainbridge St.	500 Bainbridge St. W. 4th St. & W. 5th St.	Private/Private Lot Public On-Street	Residential	119 6	47 1	39% 17%	45 1	38% 17%
59	Bainbridge St.	W. 4th St. & W. 3rd St.	Public On-Street		6	6	100%	9	150%
59-1 60	V. F. Lanasa Brander St.	317 Hull St. Bainbridge St. & Hull St.	Private/Private Lot Public On-Street	Employees	31 9	10 0	32% 0%	6	19% 0%
60-1	Hull Street Station	98 Brander St.	Private/Public Lot	Paid Parking	59	40	68%	51	86%
61 61	E. 17th St. Decatur St.	Decatur St. & Hull St. E. 17th St. & Cowardin Ave.	Public On-Street Public On-Street		12 10	1 10	8% 100%	0 9	0% 90%
62 62	Hull St. E. 16th St.	E. 16th St. & E. 17th St. Decatur St. & Hull St.	Public On-Street Public On-Street		8 11	6 5	75% 45%	6 5	75% 45%
62	Decatur St.	E. 16th St. & E. 17th St.	Public On-Street		8	7	45% 88%	9	113%
62-1 62-2	Family Dollar Imani Wholeness Center	7 E. 16th St. 1606 Hull St.	Private/Private Lot Private/Private Lot	Customers Institutional	14 16	15 1	107% 6%	2 3	14% 19%
62-3	Family Dollar	1624 E. 17th St.	Private/Private Lot	Customers	27	0	0%	0	0%
63 63	Hull St. Decatur St.	E. 15th St. & E. 16th St. E. 15th St. & E. 16th St.	Public On-Street Public On-Street		8 8	4 4	50% 50%	5 2	63% 25%
63	E. 16th St.	Decatur St. & Hull St.	Public On-Street		12	7	58%	12	100%
63-1 63-2	Suntrust Bank First Baptist Church	1518 Hull St. 10 E. 16th St.	Private/Private Lot Private/Private Lot	Customers Institutional	5 30	0 1	0% 3%	0 2	0% 7%
63-3	First Baptist Church	1513 Decatur St.	Private/Private Lot	Institutional	21	0	0%	0	0%
63-4 63-5	South Richmond Adult Daycare First Baptist Church	1500 Hull St. 9 E. 15th St.	Private/Private Lot Private/Private Lot	Customers Institutional	5 22	0	0% 0%	1 0	20% 0%
64	Hull St.	E. 14th St. & E. 15th St.	Public On-Street		19	4	21%	8	42%
64 64	E. 14th St. Decatur St.	Decatur St. & Hull St. E. 14th St. & E. 15th St.	Public On-Street Public On-Street		11 19	0 6	0% 32%	0 4	0% 21%
64	E. 15th St.	Decatur St. & Hull St.	Public On-Street		11	3	27%	4	36%
64-1 64-2	Imani Mews Apartments Imani Mews Apartments	1416 Hull St. 1401 Decatur St.	Private/Private Lot Private/Private Lot	Residential Residential	12 27	9 12	75% 44%	8 12	67% 44%
64-3	Richmond Public Library	1400 Hull St.	Public/Private Lot	Institutional	7	1	14%	2	29%
64-4 65	Evans Specialty Co. Hull St.	14 E. 15th St. E. 13th St. & E. 14th St.	Private/Private Lot Public On-Street	Employees	9	0 3	0% 33%	0 4	0% 44%
65 65	E. 13th St.	Decatur St. & Hull St.	Public On-Street		12	2	17%	3	25%
65 65	Decatur St. E. 14th St.	E. 13th St. & E. 14th St. Decatur St. & Hull St.	Public On-Street Public On-Street		9 12	7 7	78% 58%	8 8	89% 67%
66 66	Hull St. E. 12th St.	E. 12th St. & E. 13th St. Decatur St. & Hull St.	Public On-Street Public On-Street		9 11	9 13	100% 118%	5 12	56% 109%
66	Decatur St.	E. 12th St. & E. 13th St.	Public On-Street		9	0	0%	6	67%
66-1 67	Towers Hull St.	1205 Decatur St. E. 11th St. & E. 12th St.	Private/Private Lot Public On-Street	Residential	23 9	3 0	13% 0%	3	13% 11%
67	Decatur St.	E. 11th St. & E. 12th St.	Public On-Street		9	0	0%	0	0%
67-1 67-2	O' Her Hair Extensions Boutique Towers at River South	109 E. 11th St. 99 E. 11th St.	Private/Private Lot Private/Private Lot	Customers Residential	13 12	7 2	54% 17%	7 2	54% 17%
67-3	Manastoh Brewing	1124 Hull St.	Private/Private Lot	Customers	0	1	0%	2	0%
68 68	Hull St. E. 10th St.	E. 10th St. & E. 11th St. Decatur St. & Hull St.	Public On-Street Public On-Street		10 12	6 1	60% 8%	11 2	110% 17%
68	Decatur St.	E. 10th St. & E. 11th St.	Public On-Street		9	11	122%	9	100%
68 68-1	E. 11th St. Manchester Courthouse	Decatur St. & Hull St. 1000 Hull St.	Public On-Street Public/Private Lot	Institutional	12 23	1 0	8% 0%	0	0% 0%
68-2	Old Manchester Aparments	109 E. 11th St.	Private/Private Lot	Residential	18	2	11%	4	22%
68-3 69	Towers at River South Hull St.	111 E. 11th St. E. 9th St. & E. 10th St.	Private/Private Lot Public On-Street	Residential	22 9	2 8	9% 89%	4	18% 44%
69	Decatur St.	E. 9th St. & E. 10th St.	Public On-Street		10	9	90%	10	100%
70 70-1	E. 9th St. Manchester Courthouse	Decatur St. & Hull St. 815 Decatur St.	Public On-Street Public/Private Lot	Residential	13 59	3 0	23% 0%	5 0	38% 0%
71	E. 7th St.	Decatur St. & Hull St.	Public On-Street		12	0	0%	0 4	0% 50%
71 71-1	Decatur St. McDonalds	E. 7th St. & W. Commerce Rd. 718 Commerce Rd.	Public On-Street Private/Private Lot	Customers	8 32	4 15	50% 47%	10	31%
72 72-1	E. 7th St.	Decatur St. & Hull St. 604 Hull St.	Public On-Street	Employees	11 16	2 3	18% 19%	0 2	0%
73	Manchester Pie Factory Hull St.	E. 5th St. & E. 6th St.	Private/Private Lot Public On-Street	Employees	16 9	5	56%	1	13% 11%
73 73	E. 5th St. Decatur St.	Decatur St. & Hull St. E. 5th St. & E. 6th St.	Public On-Street Public On-Street		13 9	4 14	31% 156%	4 9	31% 100%
73	E. 6th St.	Decatur St. & Hull St.	Public On-Street		13	4	31%	10	77%
73-1 73-2	Port RVA SOD Decatur	512 Hull St. 511 Decatur St.	Private/Private Lot Private/Private Lot	Employees Employees	38 44	29 7	76% 16%	34 4	89% 9%
73-3	Manchester Market	500 Hull St.	Private/Private Garage	Customers	0	0	0%	0	0%
74 74	Hull St. Decatur St.	E. 4th St. & E. 5th St. E. 4th St. & E. 5th St.	Public On-Street Public On-Street		9 4	1 0	11% 0%	0	0% 0%
74	E. 5th St.	Decatur St. & Hull St.	Public On-Street		12	4	33%	3	25%
74-1 74-2	320 Hull St. Ink Building	321 Hull St. 10 E. 5th St.	Private/Public Lot Private/Private Lot	Paid Parking Employees	114 36	16 0	14% 0%	9	8% 0%
75	Hull St.	E. 3rd St. & E. 4th St.	Public On-Street	. , , . ,	7	7	100%	7	100%
75 75	Decatur St. E. 4th St.	E. 3rd St. & E. 4th St. Decatur St. & Hull St.	Public On-Street Public On-Street		4 10	0 10	0% 100%	0 9	0% 90%
76	E. 2nd St.	Decatur St. & Hull St.	Public On-Street		10	12	120%	15	150%
76 76-1	Decatur St. Plant Zero, Papa's Pizza	E. 2nd St. & E. 3rd St. 214 Hull St.	Public On-Street Private/Private Lot	Mixed-Use	7 47	10 14	143% 30%	10 20	143% 43%
77-1	Richmond Railroad Museum The Commons	102 Hull St.	Private/Private Lot	Institutional	23	10 4	43% 10%	3	13% 52%
77-2 79-1	Floodwall Walk Lot	108 Decatur St. Hull St. and Floodwall Walk	Private/Private Lot Public/Public Lot	Residential Recreational	21 18	4	19% 22%	11 8	52% 44%
81 81-1	Stockton St. Caravati's Inc	E. 1st & E. 2nd St. 104 E. 2nd St.	Public On-Street Private/Private Lot	Employees	4 4	9 6	225% 150%	11 1	275% 25%
81-1 81-2	Caravati's Inc	104 E. 2nd St. 106 E. 2nd St.	Private/Private Lot	Employees	4 8	4	50%	0	25% 0%
82 82-1	E. 2nd St. Crawford Manufacturing	Decatur St. & Stockton St. 114 E. 3rd St.	Public On-Street Private/Private Lot	Employees	11 117	0 74	0% 63%	0 75	0% 64%
82-1 82-2	Crawford Manufacturing	200 Decatur St.	Private/Private Lot Private/Private Lot	Employees	5	3	60%	3	60%
83 83	Decatur St. E. 3rd St.	E. 3rd St. & E. 4th St. Decatur St. & Stockton St.	Public On-Street Public On-Street		8 12	7 16	88% 133%	12 12	150% 100%
ບວ								13	217%
83	Stockton Rd.	E. 3rd St. & E. 4th St. Decatur St. & Stockton St.	Public On-Street		6	12 5	200%	7	217/0









Exhibit G-7: Manchester Total Weekend Occupancy (Pt. 4)

	Manchester Weekend Combined									
					Effective	Weekend 11AM-2PM		Weeken	d 5PM-7PM	
Block #	Name/Description	Address	Туре	SubType	Supply	Count	Occupancy	Count	Occupancy	
84	Decatur St.	E. 4th St. & E. 5th St.	Public On-Street		11	9	82%	12	109%	
84	Stockton Rd.	E. 4th St. & E. 5th St.	Public On-Street		17	4	24%	10	59%	
84	E. 5th St.	Decatur St. & Stockton St.	Public On-Street		13	11	85%	11	85%	
84-1	Plant 1 Apartments	403 Stockton St	Private/Private Structure	Residential	46	0	0%	0	0%	
85	Decatur St.	E. 5th St. & E. 6th St.	Public On-Street		9	7	78%	8	89%	
85	E. 5th St.	Decatur St. & Stockton St.	Public On-Street		13	5	38%	6	46%	
85	Stockton Rd.	E. 5th St. & E. 6th St.	Public On-Street	5 . 1 1	9	0	0%	0	0%	
85-1	Miller Lofts	109 E. 6th St.	Private/Private Lot	Residential	5	5	100%	6	120%	
86	Decatur St.	E. 6th St. & E. 7th St.	Public On-Street		6	0	0%	0	0%	
86	E. 6th St.	Decatur St. & Stockton St.	Public On-Street		13	1	8%	0	0%	
86	Stockton Rd.	E. 6th St. & E. 7th St.	Public On-Street		9	0	0%		0%	
86 86-1	E. 7th St.	Decatur St. & Stockton St. 601 Stockton St.	Public On-Street	Docidontial	13 27	0 14	0% 52%	0 9	0% 33%	
86-1	Textile Lofts E. 7th St.	Decatur St. & Stockton St.	Private/Private Lot Public On-Street	Residential	6	9	150%	11	183%	
87 87	Stockton Rd.	E. 7th St. & Commerce Rd.	Public On-Street		7	1	14%	0	0%	
87-1	UA	701 Stockton St.	Private/Private Lot	Residential	32	0	0%	0	0%	
87-1 87-2	Plumber & Pipe	199 E. 7th St.	Private/Private Lot	Employees	34	0	0%	0	0%	
87-2 87-3	Lofts at Commerce	716 Decatur St.	Private/Private Lot	Residential	7	2	29%	1	14%	
87-3 87-4	Lewis Supply Company	101 E. 7th St.	Private/Private Lot	Employees	9	0	0%	2	22%	
89	Everett St.	E. 2nd & E. 1st St.	Public On-Street	Linployees	9	8	89%	10	111%	
89	E. 2nd St.	Stockton St. & Everett St.	Public On-Street		13	7	54%	7	54%	
89-1	Industrial Truck Lot	100 Stockton St.	Private/Private Lot	Employees	31	, 15	48%	14	45%	
90	Stockton St.	E. 3rd St. & E. 2nd St.	Public On-Street	Linployees	2	12	600%	15	750%	
90	E. 2nd St.	Stockton St. and Everett St.	Public On-Street		10	4	40%	5	50%	
90	E. 3rd St.	Stockton and Everett St.	Public On-Street		6	7	117%	11	183%	
90-1	Petro Supplies	202 Stockton St.	Private/Private Lot	Employees	7	13	186%	12	171%	
91-1	Stella 360	360 Stockton St.	Private/Private Lot	Employees	50	27	54%	28	56%	
91-2	TexTrail Trailer Parts	300 Stockton St.	Private/Private Lot	Employees	17	1	6%	2	12%	
92	Stockton St.	E. 5th and E. 4th St.	Public On-Street	' '	6	1	17%	2	33%	
92	Everett St.	E. 5th and E. 4th St.	Public On-Street		9	10	111%	10	111%	
92-1	Plant 1 Apartments	403 Stockton St.	Private/Private Lot	Residential	77	23	30%	22	29%	
92-2	Miller Lofts	400 Stockton St.	Private/Private Lot	Residential	58	10	17%	5	9%	
93	Stockton Rd.	E. 5th St. & E. 6th St.	Public On-Street		6	11	183%	14	233%	
93	Everett St.	E. 5th St. & E. 6th St.	Public On-Street		7	10	143%	14	200%	
93	E. 6th St.	Stockton and Everett St.	Public On-Street		13	0	0%	0	0%	
93-1	Miller Lofts	500 Stockton St.	Private/Private Lot	Residential	23	5	22%	5	22%	
94	Stockton Rd.	E. 6th St. & E. 7th St.	Public On-Street		4	0	0%	0	0%	
94	Everett St.	E. 6th St. and E. 7th St.	Public On-Street		9	3	33%	3	33%	
94	E. 6th St.	Stockton Rd.& Everett St.	Public On-Street		11	7	64%	7	64%	
94-1	Lofts At Commerce	615 Stockton St.	Private/Private Lot	Residential	216	71	33%	65	30%	
95	Stockton Rd.	E. 7th St. & Commerce St.	Public On-Street		9	4	44%	1	11%	
95	Everett St.	E. 7th St. & Commerce St.	Public On-Street		9	1	11%	0	0%	
96	E. 7th St.	Everett St. & Maury St.	Public On-Street		11	0	0%	0	0%	
97	E. 6th St.	Everett St. & Maury St.	Public On-Street		11	0	0%	0	0%	
97-1	Belle Isle Moonshine	615 Maury St.	Private/Private Lot	Residential	115	5	4%	1	1%	
98	Maury St.	E. 5th St. & E. 6th St.	Public On-Street		3	0	0%	0	0%	
98	E. 6th St.	Everett St. & Maury St.	Public On-Street		5	2	40%	0	0%	
98	Everett St.	E. 5th St. & E. 6th St.	Public On-Street		9	0	0%	3	33%	
98-1	Miller Lofts	300 E. 6th St.	Private/Private Lot	Residential	18	8	44%	7	39%	
98-2	JRP Valero	301 E. 5th St.	Private/Private Lot	Employees	9	1	11%	1	11%	
99	Everett St.	E. 5th St. & E. 4th St.	Public On-Street		6	7	117%	7	117%	
99	E. 5th St.	Everett St. & Maury St.	Public On-Street	_	4	5	125%	5	125%	
99-1	Industrial Lot	401 Maury St.	Private/Private Lot	Employees	23	22	96%	18	78%	
100-1	Dennis Towing and Recovery	309 Maury St.	Private/Private Lot	Employees	63	55	87%	59	94%	
101	Everett St.	E. 3rd St. & E. 2nd St.	Public On-Street		4	7	175%	6	150%	
101	E. 3rd St.	Everett St. & Maury St.	Public On-Street	Fire 1	6	5	83%	2	33%	
101-1	BioRide	614 Maury St.	Private/Private Lot	Employees	23	13	57%	9	39%	
102	Everett St.	E. 2nd St. and E. 1st St.	Public On-Street		9	4	44%	2	22%	
102	E. 2nd St.	Everett St. & Maury St.	Public On-Street	Fmmla	8	9	113%	10	125%	
102-1	Jones and Frank	300 E. 2nd St.	Private/Private Lot	Employees	21	2	10%	2 200	10%	
Total:					6,981	2,435	35%	2,398	34%	







Exhibit G-8: Manchester Weekend On-Street Occupancy (Pt. 1)

ock#	Street	Cross Streets	Effective Supply	Weekend Count	l 11AM-2PM Utilization	Weeken Count	d 5PM-7PI Utilizati
1	Railroad Ave.	Railroad Ave. & W. Semmes Ave.	23	15	65%	12	52%
2	Railroad Ave. W. 12th St.	W. 12th St. & Railroad Ave. Railroad Ave. & Semmes Ave.	18 12	12 8	67% 67%	10 9	56% 75%
5	McDonough St.	W. 6th St. & W. 7th St.	9	2	22%	11	122%
5 6	W. 7th St. W. 7th St.	W. 7th St. & McDonough St. Semmes Ave. & McDonough St.	13 7	6 13	46% 186%	9 11	69% 157%
7	W. 9th St.	Semmes Ave. & McDonough St.	10	1	10%	5	50%
7 8	McDonough St. McDonough St.	W. 7th St. & W. 9th St. W. 10th St. & W. 9th St.	9	3 12	33% 133%	5 12	56% 133%
8	W. 10th St.	Semmes Ave. & McDonough St.	9	9	100%	9	100%
9 9	W. 10th St. McDonough St.	Semmes Ave. & Mcdonough St. W. 11th St. & W. 10th St.	3 6	3 6	100% 100%	4 6	133% 100%
9	W. 11th St.	Semmes Ave. & Mcdonough St.	10	0	0%	1	10%
10 10	McDonough St. W. 12th St.	W. 11th St. & W. 12th St. Semmes Ave. & McDonough St.	7	3 4	43% 133%	4	57% 133%
11	Semmes Ave.	W. 12th St. & W. 13th St.	9	3	33%	0	0%
11 11	W. 12th St. McDonough St.	Semmes Ave. & McDonough St. W. 12th St. & W. 13th St.	8 11	7 8	88% 73%	7 7	88% 64%
11	W. 13th St. (SOUTH HALF)	Semmes Ave. & McDonough St.	6	2	33%	4	67%
11 12	W. 13th St. (NORTH HALF) Semmes Ave.	Semmes Ave. & McDonough St. W. 13th St. & W. 14th St.	4 6	4 0	100% 0%	2 0	50% 0%
12	McDonough St.	W. 13th St. & W. 14th St.	11	5	45%	7	64%
12 13	W. 14th St. McDonough St.	Semmes Ave. & McDonough St. W. 15th St. & W. 14th St.	11 12	4 1	36% 8%	3 2	27% 17%
13	W. 15th St.	Semmes Ave. & McDonough St.	14	0	0%	0	0%
14 14	W. 15th St. McDonough St.	Semmes Ave. & McDonough St. S.Boulevard & S.Colonial Ave.	11 6	0 2	0% 33%	0	0% 0%
15	McDonough St.	Cowardin Ave. & W. 15th St.	3	4	133%	3	100%
15 16	Perry St. McDonough St.	Cowardin Ave. & W. 15th St. W. 15th St. & 14th St.	6 17	3 4	50% 24%	3	50% 18%
17	McDonough St.	W. 13th St. & W. 14th St.	10	10	100%	9	90%
17 17	Perry St. W. 14th St.	W. 13th St. & W. 14th St. McDonough St. & Perry St.	10 12	6 3	60% 25%	4 2	40% 17%
18	McDonough St.	W. 12th St. & W.13th St.	8	5	63%	4	50%
18 18	W. 12th St. Perry St.	McDonough St. & Perry St. W. 12th St. & W.13th St.	12 9	4 5	33% 56%	3 7	25% 78%
18	W. 13th St.	McDonough St. & Perry St.	12	11	92%	7	58%
19 19	McDonough St. Perry St.	W. 12th St. & W. 11th St. W. 12th St. & W. 11th St.	5 9	2 2	40% 22%	4 2	80% 22%
19	W. 12th St.	McDonough St. & Perry St.	11	0	0%	0	0%
20 20	McDonough St. W. 10th St.	W. 11th St. & W. 10th St. McDonough St. & Perry St.	9 10	9 4	100% 40%	9 4	100% 40%
20	Perry St.	W. 11th St. & W. 10th St.	9	3	33%	4	44%
20 21	W. 11th St. McDonough St.	McDonough St. & Perry St. W. 10th St. & W. 9th St.	9	1 10	11% 125%	0 10	0% 125%
21	Perry St.	W. 10th St. & W. 9th St.	9	8	89%	10	111%
22 22	McDonough St. Perry St.	W. 9th St. & W. 8th St. W. 9th St. & W. 8th St.	5 4	6 6	120% 150%	2 3	40% 75%
22	W. 9th St.	McDonough St. & Perry St.	5	13	260%	13	260%
23 23	W. 7th St. Perry St.	McDonough St. & Perry St. W. 7th St. & W. Commerce Rd.	12 3	2 5	17% 167%	0 6	0% 200%
23 24	W. 7th St.	McDonough St. & Perry St.	12	3	25%	0	0%
24 26	Perry St. Perry St.	W. 7th St. & McDonough W. 6th St. & W.7th St.	3 5	9 7	300% 140%	13 5	433% 100%
26 26	Porter St.	W. 6th St. & W.7th St.	5	4	80%	3	60%
26	W. 7th St.	Perry St. & Porter St.	11 7	13	118%	12	109%
27 27	Perry St. W. 7th St.	W. 7th St. & W. Commerce Rd. Perry St. & Porter St.	9	4 8	57% 89%	8 10	114% 111%
27	Porter St.	W. 7th St. & W. Commerce Rd.	5	9	180%	8	160%
27 28	W. Commerce Rd. W. Commerce Rd.	Perry St. & Porter St. Perry St. & Porter St.	9	6 7	67% 78%	4 6	44% 67%
28	Porter St. W. 8th St.	W. 7th St. & W. Commerce Rd.	6 9	11 0	183% 0%	7 1	117%
28 29	Perry St.	Perry St. & Porter St. W. 9th St. & W. 19th St.	9	8	89%	8	11% 89%
29 29	W. 9th St.	Perry St. & Porter St.	12	9 5	75% 56%	7	58%
29 30	Porter St. Perry St.	W. 9th St. & W. 19th St. W. 10th St. & W. 11th St.	9	12	56% 133%	5 11	56% 122%
30	W. 10th St.	Perry St. & Porter St.	12	9	75%	1	8%
30 30	Porter St. W. 11th St.	W. 10th St. & W. 11th St. Perry St. & Porter St.	9 12	1 3	11% 25%	2 4	22% 33%
31	Perry St.	W. 11th St. & W. 12th St.	9	6	67%	6	67%
31 32	Porter St. Perry St.	W. 11th St. & W. 12th St. W. 12th St. & W. 13th St.	9	11 4	122% 44%	7 1	78% 11%
32	W. 12th St.	Perry St. & Porter St.	12	10	83%	8	67%
32 32	Porter St. W. 13th St.	W. 12th St. & W. 13th St. Perry St. & Porter St.	9 12	7 4	78% 33%	10 3	111% 25%
33	Perry St.	W. 13th St. & W. 14th St.	9	13	144%	11	122%
33 34	Porter St. Perry St.	W. 13th St. & W. 14th St. W. 14th St. & W. 15th St.	9 14	15 10	167% 71%	13 6	144% 43%
34	W. 14th St.	Perry St. & Porter St.	8	3	38%	2	25%
34 34	Porter St. W. 15th St.	W. 14th St. & W. 15th St. Perry St. & Porter St.	14 8	6 11	43% 138%	8 8	57% 100%
35	Perry St.	W. 15th St. & Cowardin Ave.	11	8	73%	5	45%
35 36	Porter St. Porter St.	W. 15th St. & Cowardin Ave. W. 15th St. & Cowardin Ave.	14 14	0 7	0% 50%	0 4	0% 29%
37	Porter St.	W. 14th St. & W. 15th St.	14	7	50%	2	14%
37 37	Bainbridge St. W. 15th St.	W. 14th St. & W. 15th St. Porter St. & Bainbridge St.	14 13	7 2	50% 15%	4 4	29% 31%
38	Porter St.	W. 13th St. & W. 14th St.	9	12	133%	11	122%
38 38	Bainbridge St. W. 14th St.	W. 13th St. & W. 14th St. Porter St. & Bainbridge St.	9 14	6 4	67% 29%	11 2	122% 14%
39	Porter St.	W. 12th St. & W. 13th St.	9	1	11%	0	0%
39 39	W. 12th St. Bainbridge St.	Porter St. & Bainbridge St. W. 12th St. & W. 13th St.	14 9	0	0% 33%	1 3	7% 33%
39	W. 13th	Porter St. & Bainbridge St.	14	3	21%	6	43%
40 41	Porter St. Porter St.	W. 11th St. & W. 12th St. W. 10th St. & W. 11th St.	9 11	0 4	0% 36%	0 5	0% 45%
41 41	W. 10th St.	W. 10th St. & W. 11th St. Porter St. & Bainbridge St.	11 12	4 5	36% 42%	4	45% 33%
41	Bainbridge St.	W. 10th St. & W. 11th St.	11	0	0%	0	0%
41 42	W. 11th St. Porter St.	Porter St. & Bainbridge St. W. 9th St. & W. 10th St.	12 12	10 4	83% 33%	11 7	92% 58%
42	W. 9th St.	Porter St. & Bainbridge St.	10	26	260%	31	310%
42 43	Bainbridge St. Porter St.	W. 9th St. & W. 10th St. W. Commerce Rd. & W. 9th St.	12 5	11 12	92% 240%	9 11	75% 220%
43	W. Commerce Rd.	Porter St. & Bainbridge St.	3	8	267%	6	200%
43 44	Bainbridge St. Porter St.	W. Commerce Rd. & W. 9th St. W. 7th St. & W. Commerce Rd.	5 9	7 2	140% 22%	10 3	200% 33%
44 44	Commerce Rd.	Porter St. & Bainbridge St.	9 11	2 5	45%	4	35% 36%
45 45	Porter St.	W. 7th & W. 4th St.	23	14	61%	10	43%
45 45	Bainbridge St. W. 7th Street	W. 7th & W. 4th St. Bainbridge & Porter St.	17 11	2 6	12% 55%	9 8	53% 73%
	יי. /נוו טנופפנ	Bainbridge & Porter St. Bainbridge & Porter St.	11 5	6	55% 120%	8 5	10







Exhibit G-8: Manchester Weekend On-Street Occupancy (Pt. 2)

nı ·		Manchester Week	Effective	Weekend	11AM-2PM		d 5PM-7PM
Block # 47	Street Bainbridge St.	Cross Streets W. 15th St. & Cowardin Ave.	Supply 19	Count 10	Utilization 53%	Count 9	Utilizatio
47 48	Hull St. Bainbridge St.	W. 15th St. & Cowardin Ave. W. 14th St. & W. 15th St.	16 13	7 5	44% 38%	8 7	50% 54%
48	Hull St.	W. 14th St. & W. 15th St.	14	5	36%	3	21%
48	W. 15th St.	Bainbridge St. & Hull St.	12	7	58%	8	67%
49 49	Bainbridge St. Hull St.	W. 13th St. & W. 14th St. W. 13th St. & W. 14th St.	9	4 10	44% 111%	6 10	67% 111%
49	W. 14th St.	Bainbridge St. & Hull St.	11	9	82%	9	82%
50 50	Bainbridge St. W. 12th St.	W. 12th St. & W. 13th St. Bainbridge St. & Hull St.	9 11	8 7	89% 64%	7 11	78% 100%
50	Hull St.	W. 12th St. & W. 13th St.	9	8	89%	6	67%
50 51	W. 13th St.	Bainbridge St. & Hull St.	11 6	0	0%	0	0%
51	Bainbridge St. W. 11th St.	W. 11th St. & W. 12th St. Bainbridge St. & Hull St.	12	1	50% 8%	0	50% 0%
51	Hull St.	W. 11th St. & W. 12th St.	9	4	44%	3	33%
52 52	Bainbridge St. W. 10th St.	W. 10th St. & W. 11th St. Bainbridge St. & Hull St.	9 13	8 0	89% 0%	8	89% 0%
52	Hull St.	W. 10th St. & W. 11th St.	9	6	67%	8	89%
53 53	Bainbridge St. Hull St.	W. 9th St. & W. 10th St. W. 9th St. & W. 10th St.	9	6 0	67% 0%	5 0	56% 0%
54	W. 9th St.	Bainbridge St. & Hull St.	12	1	8%	2	17%
55 56	Bainbridge St. Bainbridge St.	W. 7th St. & W. Commerce Rd. W. 6th St. & W. 7th St.	9	15 11	167% 122%	12 4	133% 44%
56	W. 7th St.	Bainbridge St. & Hull St.	6	4	67%	9	150%
57	Bainbridge St.	W. 5th St. & W. 6th St.	6	0	0%	3	50%
58 59	Bainbridge St. Bainbridge St.	W. 4th St. & W. 5th St. W. 4th St. & W. 3rd St.	6	1 6	17% 100%	1 9	17% 150%
60	Brander St.	Bainbridge St. & Hull St.	9	0	0%	0	0%
61 61	E. 17th St. Decatur St.	Decatur St. & Hull St. E. 17th St. & Cowardin Ave.	12 10	1 10	8% 100%	0 9	0% 90%
62	Hull St.	E. 16th St. & E. 17th St.	8	6	75%	6	75%
62 62	E. 16th St.	Decatur St. & Hull St.	11	5 7	45%	5 9	45%
63	Decatur St. Hull St.	E. 16th St. & E. 17th St. E. 15th St. & E. 16th St.	8	4	88% 50%	5	113% 63%
63	Decatur St.	E. 15th St. & E. 16th St.	8	4	50%	2	25%
63 64	E. 16th St. Hull St.	Decatur St. & Hull St. E. 14th St. & E. 15th St.	12 19	7 4	58% 21%	12 8	100% 42%
64	E. 14th St.	Decatur St. & Hull St.	11	0	0%	0	0%
64 64	Decatur St. E. 15th St.	E. 14th St. & E. 15th St. Decatur St. & Hull St.	19 11	6 3	32% 27%	4	21% 36%
65	Hull St.	E. 13th St. & E. 14th St.	9	3	33%	4	44%
65 65	E. 13th St. Decatur St.	Decatur St. & Hull St. E. 13th St. & E. 14th St.	12 9	2 7	17% 78%	3 8	25% 89%
65	E. 14th St.	Decatur St. & Hull St.	12	7	58%	8	67%
66	Hull St.	E. 12th St. & E. 13th St.	9	9	100%	5	56%
66 66	E. 12th St. Decatur St.	Decatur St. & Hull St. E. 12th St. & E. 13th St.	11 9	13 0	118% 0%	12 6	109% 67%
67	Hull St.	E. 11th St. & E. 12th St.	9	0	0%	1	11%
67 68	Decatur St. Hull St.	E. 11th St. & E. 12th St. E. 10th St. & E. 11th St.	9 10	0 6	0% 60%	0 11	0% 110%
68	E. 10th St.	Decatur St. & Hull St.	12	1	8%	2	17%
68 68	Decatur St. E. 11th St.	E. 10th St. & E. 11th St. Decatur St. & Hull St.	9 12	11 1	122% 8%	9	100% 0%
69	Hull St.	E. 9th St. & E. 10th St.	9	8	89%	4	44%
69	Decatur St.	E. 9th St. & E. 10th St.	10	9	90%	10	100%
70 71	E. 9th St. E. 7th St.	Decatur St. & Hull St. Decatur St. & Hull St.	13 12	3	23% 0%	5 0	38% 0%
71	Decatur St.	E. 7th St. & W. Commerce Rd.	8	4	50%	4	50%
72 73	E. 7th St. Hull St.	Decatur St. & Hull St. E. 5th St. & E. 6th St.	11 9	2 5	18% 56%	0 1	0% 11%
73	E. 5th St.	Decatur St. & Hull St.	13	4	31%	4	31%
73 73	Decatur St. E. 6th St.	E. 5th St. & E. 6th St. Decatur St. & Hull St.	9 13	14 4	156% 31%	9 10	100% 77%
74	Hull St.	E. 4th St. & E. 5th St.	9	1	11%	0	0%
74	Decatur St.	E. 4th St. & E. 5th St.	4	0	0%	0	0%
74 75	E. 5th St. Hull St.	Decatur St. & Hull St. E. 3rd St. & E. 4th St.	12 7	4 7	33% 100%	3 7	25% 100%
75	Decatur St.	E. 3rd St. & E. 4th St.	4	0	0%	0	0%
75 76	E. 4th St. E. 2nd St.	Decatur St. & Hull St. Decatur St. & Hull St.	10 10	10 12	100% 120%	9 15	90% 150%
76	Decatur St.	E. 2nd St. & E. 3rd St.	7	10	143%	10	143%
81	Stockton St.	E. 1st & E. 2nd St.	4	9	225%	11	275%
82 83	E. 2nd St. Decatur St.	Decatur St. & Stockton St. E. 3rd St. & E. 4th St.	11 8	0 7	0% 88%	0 12	0% 150%
83	E. 3rd St.	Decatur St. & Stockton St.	12	16	133%	12	100%
83 83	Stockton Rd. E. 4th St.	E. 3rd St. & E. 4th St. Decatur St. & Stockton St.	6 12	12 5	200% 42%	13 7	217% 58%
84	Decatur St.	E. 4th St. & E. 5th St.	11	9	82%	12	109%
84 84	Stockton Rd. E. 5th St.	E. 4th St. & E. 5th St. Decatur St. & Stockton St.	17 13	4 11	24% 85%	10 11	59% 85%
85	Decatur St.	E. 5th St. & E. 6th St.	9	7	78%	8	89%
85 85	E. 5th St. Stockton Rd.	Decatur St. & Stockton St. E. 5th St. & E. 6th St.	13 9	5 0	38% 0%	6 0	46% 0%
85	Decatur St.	E. 6th St. & E. 6th St. E. 6th St. & E. 7th St.	6	0	0%	0	0%
86	E. 6th St.	Decatur St. & Stockton St.	13	1	8%	0	0%
86 86	Stockton Rd. E. 7th St.	E. 6th St. & E. 7th St. Decatur St. & Stockton St.	9 13	0	0% 0%	0	0% 0%
87	E. 7th St.	Decatur St. & Stockton St.	6	9	150%	11	183%
87 89	Stockton Rd. Everett St.	E. 7th St. & Commerce Rd. E. 2nd & E. 1st St.	7 9	1 8	14% 89%	0 10	0% 111%
89 89	E. 2nd St.	Stockton St. & Everett St.	13	8 7	89% 54%	7	54%
90	Stockton St.	E. 3rd St. & E. 2nd St.	2	12	600%	15	750% 50%
90 90	E. 2nd St. E. 3rd St.	Stockton St. and Everett St. Stockton and Everett St.	10 6	4 7	40% 117%	5 11	50% 183%
92	Stockton St.	E. 5th and E. 4th St.	6	1	17%	2	33%
92 93	Everett St. Stockton Rd.	E. 5th and E. 4th St. E. 5th St. & E. 6th St.	9	10 11	111% 183%	10 14	111% 233%
93	Everett St.	E. 5th St. & E. 6th St.	7	10	143%	14	200%
93 94	E. 6th St.	Stockton and Everett St.	13	0	0% 0%	0	0% 0%
94 94	Stockton Rd. Everett St.	E. 6th St. & E. 7th St. E. 6th St. and E. 7th St.	9	0 3	0% 33%	0 3	0% 33%
94	E. 6th St.	Stockton Rd.& Everett St.	11	7	64%	7	64%
95 95	Stockton Rd. Everett St.	E. 7th St. & Commerce St. E. 7th St. & Commerce St.	9	4 1	44% 11%	1 0	11% 0%
96	E. 7th St.	Everett St. & Maury St.	11	0	0%	0	0%
97	E. 6th St.	Everett St. & Maury St.	11	0	0%	0	0%
98 98	Maury St. E. 6th St.	E. 5th St. & E. 6th St. Everett St. & Maury St.	3 5	0 2	0% 40%	0	0% 0%
98	Everett St.	E. 5th St. & E. 6th St.	9	0	0%	3	33%
99 99	Everett St. E. 5th St.	E. 5th St. & E. 4th St. Everett St. & Maury St.	6 4	7 5	117% 125%	7 5	117% 125%
101	Everett St.	E. 3rd St. & E. 2nd St.	4	7	175%	6	150%
101	E. 3rd St.	Everett St. & Maury St. E. 2nd St. and E. 1st St.	6	5	83%	2	33%
102	Everett St. E. 2nd St.	E. 2nd St. and E. 1st St. Everett St. & Maury St.	9	4 9	44% 113%	2 10	22% 125%
102							







Exhibit G-9: Manchester Weekend Off-Street Occupancy

			Manchester Weekend Off-Street			Effective	Weekend 1		Weekend 5PM-7PM		
Block#	Map ID 1-1	Name/Description Small Axe Forge	Address 510 W. 14th St.	Type Private/Private Lot	SubType Residential	Supply 8	Count 2	Utilization 25%	Count 1	Utilization 13%	
1	1-2	Gravel Lot	509 W. 13th St.	Private/Private Lot	Residential	9	0	0%	0	0%	
1	1-3	SunTrust Auxiliary Garage	520 W. 12th St.	Private/Private Structure	Employees	340	0	0%	0	0%	
3	2-1 3-1	SunTrust Mortgage SunTrust Bank	1001 Semmes Ave. Grove St. & Floyd Ave.	Private/Private Structure Private/Private Lot	Employees Employees	303	0	0% 0%	0 1	0% 0%	
3	3-2	Suntrust Bank	901 Semmes Ave.	Private/Private Lot	Employees	61	4	7%	0	0%	
4	4-1	Flood Wall Walk	Semmes Ave. & US-60 & S. 9th St.	Public/Public Lot	Recreational	22	16	73%	7	32%	
6	6-1	Bay Diesel / Bass Crate	700 Semmes Ave.	Private/Private Lot	Employees	31	2	6%	2	6%	
6	6-2	Bass Crate Services	700 Semmes Ave. C	Private/Private Lot	Employees	18	5	28%	7	39%	
7	7-1	Terraces at Manchester	800 Semmes Ave.	Private/Private Garage	Residential	0	0	0%	0	0%	
8	8-1	Link Apartment Manchester	901 McDonough St.	Private/Private Lot	Residential	5	2	40%	3	60%	
8 9	8-2 9-1	Link Apartment Manchester UPS Freight	901 McDonough St. 1000 Semmes Ave.	Private/Private Structure Private/Private Lot	Residential Employees	0 19	0	0% 0%	0	0% 0%	
9	9-2	UPS Freight	1002 Semmes Ave.	Private/Private Lot	Employees	16	12	75%	10	63%	
9	9-3	UPS Freight	1002 Semmes Ave.	Private/Private Garage	Employees	0	0	0%	0	0%	
10	10-1	UPS Freight	1100 Semmes Ave.	Private/Private Lot	Employees	179	5	3%	2	1%	
11	11-1	1200 Semmes Apartments / Subway	1200 Semmes Ave.	Private/Private Lot	Mixed-Use	117	20	17%	20	17%	
12	12-1	The Pediatric Connection	1300 Semmes Ave.	Private/Private Lot	Customers	54	14	26%	14	26%	
12	12-2	1301 Semmes Ave.	1301 Semmes Ave.	Private/Private Lot	Residential	9	5	56%	5	56%	
14	14-1	Central Adult Day Health Care	1500 Semmes Ave.	Private/Private Lot	Customers	5	1	20%	0	0%	
14	14-2	Williams Auto Services	401 Cowardin Ave.	Private/Private Lot	Customers	27	20	74%	16	59%	
15	15-1	Dollar Tree	315 Cowardin Ave.	Private/Private Lot	Customers	28	8	29%	12	43%	
16	16-1	Sacred Heart Catholic Church	3027 W. Cary St.	Private/Private Lot	Institutional	29		0%	13	45%	
17	17-1	McDonough Market	1300 McDonough St.	Private/Private Lot	Customers	15	2 2	13%	2	13%	
17	17-2	1301 McDonough St.	1301 McDonough St.	Private/Private Lot	Residential	14		14%	4	29%	
18	18-1	1214 McDonough St.	1214 McDonough St.	Private/Private Lot	Residential	16	1	6%	0	0%	
18	18-2	312 W. 12th St.	312 W. 12th St.	Private/Private Lot	Residential	2	2	100%	1	50%	
18	18-3	310 W. 12th St.	310 W. 12th St.	Private/Private Lot	Residential	5	3	60%	2	40%	
19	19-1	UPS Freight	1100 McDonough St.	Private/Private Lot	Employees	185	0	0%		0%	
21	21-1	Monroe Apartments Pope Carpet & Floor Center, LLC	909 Perry St.	Private/Private Lot	Residential	43	27	63%	25	58%	
21	21-2		900 McDonough St.	Private/Private Lot	Customers	11	4	36%	4	36%	
21	21-3	Ironclad Pizza Grill Perry Place Apts	924 McDonough St.	Private/Private Lot	Customers	4	1	25%	1	25%	
22	22-1		McDonough St. & Perry St.	Private/Private Lot	Residential	63	34	54%	30	48%	
23	23-1	Legend Brewing	332 W. 7th St.	Private/Private Lot	Customers	27	25	93%	32	119%	
23	23-2	Thurston Spring Services Employee	314 W. 7th St	Private/Private Lot	Employees	6	1	17%	0	0%	
23	23-3	Thurston Spring Services Yard	300 W. 7th St	Private/Private Lot	Employees	12	3	25%	3	25%	
23	23-4	Thurston Spring Services Bus	311 W. 8th St.	Private/Private Lot	Employees	15	10	67%		60%	
24	24-1	Legend Brewing Company Parking	321 W. 7th St. A	Private/Private Lot	Customers	16	14	88%	17	106%	
26	26-1	Moto Richmond / Scoot Richmond	217 W. 7th St.	Private/Private Lot	Employees	12	19	158%	8	67%	
26	26-2	Dogtown Market/Commercial	212 W. 6th St.	Private/Private Lot	Customers	72	22	31%	25	35%	
27	27-1	Taylor & Parrish	710 Perry St.	Private/Private Lot	Employees	11		0%	0	0%	
27 28	27-2 28-1	Trolley Station Permit Parking Old Lofts	212 W. 7th St. 812 Perry St.	Private/Public Lot Private/Private Lot	Paid Parking Residential	14 52	9 18	64% 35%	4 21	29% 40%	
28	28-2 29-1	Old Lofts Overflow on W. 8th St. Apartments at 908 Perry St.	Perry St. & Porter St. 908 Perry St.	Private/Private Lot Private/Private Lot	Residential Residential	10 40	3	30% 45%	4 27	40% 68%	
30 31	30-1 31-1	1002 Perry St. 907 Porter St.	1002 Perry St. 907 Porter St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential	9	2 7	22% 88%	3	33% 88%	
33	33-1 33-2	Monroe Properties Central United Methodist Church	1309 Porter St. 1317 Porter St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Institutional	14 5	7 2	50% 40%	6 2	43% 40%	
34 34	34-1 34-2	Sacred Heart Center/RVA Works Robin Miller and Associates	1400 Perry St. 1429 Porter St.	Private/Private Lot Private/Private Lot Private/Private Lot	Institutional Employees	7 5	5	71% 0%	4	57% 0%	
34 36 37	36-1 37-1	Manchester Medical Center Dogtown Dance Theater Parking	1429 Porter St. 101 Cowardin Ave. 109 W 15th St.	Private/Private Lot Private/Private Lot Private/Private Lot	Customers Customers	106 6	10 0	9% 0%	3 6	3% 100%	
37 37 40	37-1 37-2 40-1	Maury Park Apartments Brower's Café / Residential	109 W 15th St. 1411 Bainbridge St. 1125 Bainbridge St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Mixed-Use	36 24	8 17	0% 22% 71%	10 10	28% 42%	
40 40 41	40-1 40-2 41-1	Commonwealth Christian Academy 1020 Porter St.	1101 Bainbridge St. 1020 Porter St.	Private/Private Lot Private/Private Lot Private/Private Lot	Institutional Residential	7 8	0	0% 38%	2 2	29% 25%	
41 41 41	41-1 41-2 41-3	1000 Porter St. 1001 Bainbridge St.	1000 Porter St.	Private/Private Lot	Residential	9 11	5 7 7	78% 64%	8	89% 55%	
42	42-1	Gravel Lot	1001 Bainbridge St. 120-122 W 9th St.	Private/Private Lot Private/Private Lot	Residential Residential	9	0	0%	0	0%	
43 44	44-1	Gravel Lot Hatcher Tobacco Apartments	108 W. Commerce Rd. 151 W. Commerce Rd.	Private/Private Lot Private/Private Lot	Residential Residential	60	5 10	125% 17%	5	125% 8%	
45 46	45-1 46-1	City View Apartments Gravel Lot	611 Bainbridge St. 311 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Residential	55 8	42	76% 50%	46 4	84% 50%	
47	47-1 47-2	Anderson Air Conditioning Anderson Air Conditioning	1500 Bainbridge St. 1502 Bainbridge St.	Private/Private Lot Private/Private Lot	Employees Employees	23 25	5	4% 20%	5	4% 20%	
47 48	47-3 48-1	Abandoned Lot Bullock Painting	1623 Hull St. 1415 Hull St.	Private/Private Lot Private/Private Lot	Residential Customers	18 5	2	0% 40%	1	6% 20%	
49	49-1	The Bridge Apartments Liberation Family Services	1312 Bainbridge St.	Private/Private Lot	Residential	24	4	17%	4	17%	
50	50-1		1201 Hull St.	Private/Private Lot	Institutional	7	2	29%	8	114%	
50	50-2	Bahashem Soap Company	1221 Hull St.	Private/Private Lot	Employees	6	0	33%	5	83%	
51	51-1	The Bankuet Place	7 W. 12th St.	Private/Private Lot	Customers	31		0%	0	0%	
51 51	51-2 51-3	1118 Bainbridge St. Devine House of Beauty	1118 Bainbridge St. 1114 Bainbridge St.	Private/Private Lot Private/Private Lot	Residential Customers	5 14	6 3	120% 21%	4	40% 29%	
51	51-4	The Bankuet Place	1129 Hull St.	Private/Private Lot	Customers	5	2	40%	1	20%	
52	52-1	City View Place	1000 Bainbridge St.	Private/Private Lot	Residential	13	12	92%	8	62%	
52	52-2	Barton & Melow	1019 Hull St.	Private/Private Lot	Employees	10	1	10%	2	20%	
52	52-3	RVA Street Foodies	1012 Hull St.	Private/Private Lot	Customers	12	6	50%	7	58%	
52	52-4	City View Apartments	1000 Bainbridge St.	Private/Private Garage	Residential	0	0	0%	0	0%	
52	52-5	Gravel Lot	1009 Bainbridge St.	Private/Private Lot	Residential	9	8	89%	4	44%	
53	53-1	Manchester Courthouse	911 Hull St.	Public/Private Lot	Institutional	24	1	4%	1	4%	
53	53-2	Caribbean Chef	901 Hull St.	Private/Private Lot	Customers	6	1	17%	2	33%	
54	54-1	Richmond Heritage Federal	50 W. Commerce Rd.	Private/Private Lot	Customers	33	1	3%	0	0%	
54	54-2	Abandoned Lot	821 Hull St.	Private/Private Lot	Customers	33	1	3%		0%	
55	55-1	W.M. Jordon Company	708 Bainbridge St.	Private/Private Lot	Employees	46	1	2%	1	2%	
55	55-2	Café Zata	700 Bainbridge St.	Private/Private Lot	Customers	4	1	25%	0	0%	
56	56-1	Seventh Corner	15 W. 7th St.	Private/Private Lot	Residential	62	3	5%	2	3%	
56	56-2	City View Lofts	600 Bainbridge St.	Private/Private Lot	Residential	37	12	32%	14	38%	
57	57-1	Apartment Lot	500 Bainbridge St.	Private/Private Lot	Residential	119	47	39%	45	38%	
59	59-1	V. F. Lanasa	317 Hull St.	Private/Private Lot	Employees	31	10	32%	6	19%	
60	60-1	Hull Street Station	98 Brander St.	Private/Public Lot	Paid Parking	59	40	68%	51	86%	
62	62-1	Family Dollar	7 E. 16th St.	Private/Private Lot	Customers	14	15	107%	2	14%	
62	62-2	Imani Wholeness Center	1606 Hull St.	Private/Private Lot	Institutional	16	1	6%	3	19%	
62	62-3	Family Dollar	1624 E. 17th St.	Private/Private Lot	Customers	27	0	0%	0	0%	
63	63-1	Suntrust Bank	1518 Hull St.	Private/Private Lot	Customers	5	0	0%	0	0%	
63	63-2	First Baptist Church	10 E. 16th St.	Private/Private Lot	Institutional	30	1	3%	2	7%	
63	63-3	First Baptist Church	1513 Decatur St.	Private/Private Lot	Institutional	21	0	0%	0	0%	
63	63-4	South Richmond Adult Daycare	1500 Hull St.	Private/Private Lot	Customers	5	0	0%	1	20%	
63 64	63-5 64-1		9 E. 15th St. 1416 Hull St.	Private/Private Lot Private/Private Lot	Institutional Residential	22 12	0 9	0% 75%	0	0% 67%	
64	64-2	Imani Mews Apartments	1401 Decatur St.	Private/Private Lot	Residential	27	12	44%	12	44%	
64	64-3	Richmond Public Library	1400 Hull St.	Public/Private Lot	Institutional	7	1	14%	2	29%	
64	64-4	Evans Specialty Co.	14 E. 15th St.	Private/Private Lot	Employees	9	0	0%	0	0%	
66	66-1	Towers	1205 Decatur St.	Private/Private Lot	Residential	23	3	13%	3	13%	
67	67-1	O' Her Hair Extensions Boutique	109 E. 11th St.	Private/Private Lot	Customers	13	7	54%	7	54%	
67	67-2	Towers at River South	99 E. 11th St.	Private/Private Lot	Residential	12	2	17%	2	17%	
67	67-3	Manastoh Brewing	1124 Hull St.	Private/Private Lot	Customers	0	1	0%	<u>2</u>	0%	
68	68-1	Manchester Courthouse	1000 Hull St.	Public/Private Lot	Institutional	23	0	0%	0	0%	
68	68-2	Old Manchester Aparments	109 E. 11th St.	Private/Private Lot	Residential	18	2	11%	4	22%	
68	68-3	Towers at River South	111 E. 11th St.	Private/Private Lot	Residential	22	2	9%	4	18%	
70	70-1	Manchester Courthouse	815 Decatur St.	Public/Private Lot	Residential	59	0	0%	0	0%	
71	71-1	McDonalds	718 Commerce Rd.	Private/Private Lot	Customers	32	15	47%	10	31%	
72	72-1	Manchester Pie Factory	604 Hull St.	Private/Private Lot	Employees	16	3	19%	2	13%	
73	73-1	Port RVA	512 Hull St.	Private/Private Lot	Employees	38	29	76%	34	89%	
73	73-2	SOD Decatur	511 Decatur St.	Private/Private Lot	Employees	44	7	16%	4	9%	
73	73-3	Manchester Market	500 Hull St.	Private/Private Garage	Customers	0	0	0%	0	0%	
74	74-1	320 Hull St.	321 Hull St.	Private/Public Lot	Paid Parking	114	16	14%	9	8%	
74	74-2	Ink Building	10 E. 5th St.	Private/Private Lot	Employees	36	0	0%		0%	
76	76-1	Plant Zero, Papa's Pizza	214 Hull St.	Private/Private Lot	Mixed-Use	47	14	30%	20	43%	
77	77-1	Richmond Railroad Museum	102 Hull St.	Private/Private Lot	Institutional	23	10	43%		13%	
77	77-2	The Commons	108 Decatur St.	Private/Private Lot	Residential	21	4	19%	11	52%	
79	79-1	Floodwall Walk Lot	Hull St. and Floodwall Walk	Public/Public Lot	Recreational	18		22%	8	44%	
81 81	81-1 81-2	Caravati's Inc Caravati's Inc	104 E. 2nd St. 106 E. 2nd St.	Private/Private Lot Private/Private Lot	Employees Employees	4 8	6	150% 50%	1 0	25% 0%	
82	82-1	Crawford Manufacturing Crawford Manufacturing	114 E. 3rd St.	Private/Private Lot	Employees	117	74	63%	75	64%	
82	82-2		200 Decatur St.	Private/Private Lot	Employees	5	3	60%	3	60%	
83 84	83-1 84-1	South Bank Apartments Plant 1 Apartments	307 Stockton St. 403 Stockton St	Private/Private Lot Private/Private Structure	Residential Residential	22 46	7	32% 0%	0	0% 0%	
85 86	85-1 86-1	Miller Lofts Textile Lofts	109 E. 6th St. 601 Stockton St.	Private/Private Lot Private/Private Lot	Residential Residential	5 27	5 14	100% 52%	6	120% 33%	
87 87	87-1 87-2	UA Plumber & Pipe	701 Stockton St. 199 E. 7th St.	Private/Private Lot Private/Private Lot	Residential Employees	32 34	0	0% 0%	0	0% 0%	
87 87 87	87-2 87-3 87-4	Lofts at Commerce Lewis Supply Company	716 Decatur St. 101 E. 7th St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Employees	7 9	2	29% 0%	1 2	14% 22%	
89 90	89-1 90-1	Industrial Truck Lot Petro Supplies	100 Stockton St. 202 Stockton St.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Employees	31 7	15 13	48% 186%	14 12	45% 171%	
91 91	91-1 91-2	Stella 360 TexTrail Trailer Parts	360 Stockton St. 300 Stockton St.	Private/Private Lot Private/Private Lot Private/Private Lot	Employees Employees	50 17	27 1	54% 6%	28 2	56% 12%	
92 92	91-2 92-1 92-2	Plant 1 Apartments Miller Lofts	403 Stockton St. 400 Stockton St.	Private/Private Lot Private/Private Lot Private/Private Lot	Residential Residential	77 58	23 10	30% 17%	22 5	29% 9%	
93	93-1	Miller Lofts	500 Stockton St.	Private/Private Lot	Residential Residential Residential	23	5	22%	5	22%	
94	94-1	Lofts At Commerce Belle Isle Moonshine Miller Lofts	615 Stockton St.	Private/Private Lot	Residential	216	71	33%	65	30%	
97	97-1		615 Maury St.	Private/Private Lot	Residential	115	5	4%	1	1%	
98	98-1		300 E. 6th St.	Private/Private Lot	Residential	18	8	44%	7	39%	
98	98-2	JRP Valero	301 E. 5th St.	Private/Private Lot	Employees	18 9 23	8 1 22	11%	1	11%	
99 100	99-1 100-1	Industrial Lot Dennis Towing and Recovery	401 Maury St. 309 Maury St.	Private/Private Lot Private/Private Lot	Employees Employees	63 22	55	96% 87%	18 59	78% 94%	
101 102 TOTAL:	101-1 102-1	BioRide Jones and Frank	614 Maury St. 300 E. 2nd St.	Private/Private Lot Private/Private Lot	Employees Employees	23 21 4,798	13 2 1,186	57% 10% 25%	9 2 1,136	39% 10% 24%	
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