

**Table 1.0: Service Impacts of Residential Permit Parking:**

<b>Program</b>	<b>2017 / 2018 Pilot Program</b>	<b>Draft Policy Presented (without high schools)</b>	<b>Council Requests for Changes (with high school sites)</b>
<b>Number of Candidate Roadways</b>	16	24	74
<b>Number of Roadways involved in the Program or Anticipated</b>	13.5 or 84% of candidates	Based on Pilot Program: 84% of candidates = 20	Based on past communications from areas and results of Pilot Program = 52 (70%)
<b>Number of Homes within Candidate Roadways</b>	386	337	1,601 (not including apartment dwellings)
<b>Number of Homes Involved in the Program or Anticipated from Candidate Roadways</b>	368 = 95%	320	827 (based on number of homes from anticipated roadways; 52%)
<b>Number of Homes that Requested or are anticipated to request permits</b>	268 = 73%	73% of 320 = 246	73% of 827 = 603
<b>Number of Permits Issued or anticipated to be issued</b>	710 = 2 per household on average	2 per household = 492	2 per household = 1,206
<b>Permit Applications (Requests for Permits) received or anticipated</b>	268	246	603
<b>Calls / Emails</b>	Calls: 200+ Emails: 50 Front Desk Inquiries: 50	Anticipated to be similar to the pilot zone or slightly less.	Minimum expectation from growth of areas is double; anticipation calls may lessen over time, however will be impacted by requests for change or review
<b>Vicinity Area Concerns</b>	Approximately 25% of calls / emails	As per above	As per above.