



Town of Pelham Parking Strategy

Parking Strategy Report
Final

May 30, 2022

Prepared for:





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May 30, 2022

RVA 205476

Town of Pelham
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Attention: Barb Wiens – Director of Community Planning and Development

Dear Ms. Wiens:

Re: Town of Pelham Parking Strategy
Final Report

R.V. Anderson Associates Limited (RVA) submits herein an electronic copy of the Final Report for the Town of Pelham Parking Strategy.

Yours very truly,

R.V. ANDERSON ASSOCIATES LIMITED

A handwritten signature in black ink, appearing to read "Adam Mildenberger".

Adam Mildenberger, B.A., C.E.T.
Transportation Planner

A handwritten signature in blue ink, appearing to read "Nick Palomba".

Nick Palomba, P.Eng.
Vice-President



Town of Pelham Parking Strategy

Parking Strategy Report
Final

Town of Pelham

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**RVA 205476
May 30, 2022**

**Town of Pelham Parking Strategy
Parking Strategy Report**

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Executive Summary

The Town of Pelham has retained R.V. Anderson Associates Limited (RVA) to undertake a Parking Strategy for the downtowns of Fonthill, Fenwick, Ridgeville, and the Meridian Community Centre, with the key objectives being the identification of existing and future levels of parking demand for public parking facilities within the study area locations, an assessment to determine if the existing parking supply is sufficient to meet anticipated future parking demands, and the development of recommendations to mitigate any gaps or deficiencies in the study area's parking supply and Town's parking standards.

A comprehensive parking count program was conducted on multiple days in 2021 and 2022 to gather data on existing parking demand (utilization) and duration within the study areas. Given the count program was conducted during COVID, a +20% adjustment was applied to account for the effects of COVID on the collected data.

For projecting future growth in parking demand over a 10-year horizon (2032) for the Fonthill, Ridgeville and Fenwick areas, a 10% Low Growth Scenario (based on recorded historical population growth trends per Statistics Canada) and a 20% High Growth Scenario (based on projected population, household, and employment trends per Niagara Region forecasts) were assessed.

For the MCC site a 10% growth in parking demand has been forecast as the facility's growth is largely controlled by building capacity and activity scheduling. In addition to this future growth, adjustments for special events (i.e., tournaments) were considered in assessing overall future parking demand to 2032.

Summary of Findings

Fonthill

The low and high growth scenarios are projected to bring the parking supply in Fonthill to approximately 50% and 55% utilized, respectively, during peak periods, resulting in 55-60 reserve spaces. Despite these growth assumptions, Fonthill is still expected to have ample reserve parking capacity during peak periods. This suggests the existing parking supply is sufficient to accommodate projected parking demands.

Ridgeville

The current parking supply in Ridgeville is over-capacity with a projected shortage of 14 spaces. Potential opportunities for increasing the parking supply include redeveloping the water station property to accommodate several designated parking spaces, and extend the provision of on-street parking on Canboro Road further west.

Fenwick

The low and high growth scenarios are projected to reduce the parking supply in Fenwick to approximately 6-12 spaces during peak periods, which is considered critical with only 10% reserve supply during peak periods. Although on-street parking is permitted on Maple Street north of Canboro Road, there is an opportunity to urbanize and formalize the on-street parking to improve the efficiency of the parking supply.

Meridian Community Centre

The low and high growth scenarios with provision for a 10% reserve, will require a total parking supply of 390-435 spaces, or an additional 125-170 spaces, to accommodate projected future demands. A potential expansion of the parking lot eastwards within the existing Town lands can provide the site an additional 200 spaces, resulting in some additional parking capacity for future growth.

Recommendations

There are tools available that can be used individually, or in combination, to improve parking management and contribute to the economic viability of the Town of Pelham. **Table ES-1** summarizes the recommended strategies and timelines for implementation based on the findings this Parking Study.

Table ES-1: Recommended Improvement Strategy

Recommended Action	Strategy	Timeline	Financial
Fenwick			
Improve Municipal Lot parking signs with bigger, more eye-catching signs and reinforce that the parking is free in these areas.	Increase efficiency	0-3 years	<\$10k
Initiate investigations into the urbanization of a portion of Maple Street to formalize the provision of on-street parking spaces (currently gravel/grass shoulders).	Increase efficiency	>5 years	>\$100k
Undertake a sightline assessment at the intersection of Maple Street and Canboro Road to confirm adequate sightlines are achievable based on industry guidelines.	Improve road user safety	0-3 years	<\$10k
Ridgeville			
Initiate investigations into the provision of designated public parking on the municipally owned water station lands at the southeast corner of Canboro Road at Effingham Street.	Increase parking supply	0-5 years	>\$100k
Initiate investigations into the provision of additional on-street parking on Canboro Road west of Effingham Street, requiring additional urbanization of Canboro Road.	Increase parking supply	0-5 years	>\$100k

Provide enhanced pedestrian crosswalks at all four approaches of the intersection of Canboro Road at Effingham Street, using either enhanced pavement markings or decorative pavers, with required AODA sidewalk letdowns and tactile plates.	Improve road user safety	0-5 years	\$10k-\$100k
<i>Fonthill</i>			
Improve Municipal Lot parking signs with bigger, more eye-catching signs and reinforce that the parking is free in these areas.	Increase efficiency	0-3 years	<\$10k
Encourage the use of non-auto transportation modes for travel to the Downtown.	Reduce parking demand	0-3 years	\$10k-\$100k
Introduce pavement markings to delineate on-street parking spaces on Church Hill.	Increase efficiency	0-3 years	<\$10k
Undertake a sightline assessment at the intersection of Maple Street and Canboro Road to confirm adequate sightlines are achievable based on industry guidelines.	Improve road user safety	0-3 years	<\$10k
<i>Meridian Community Centre</i>			
Initiate investigations into the provision of additional parking on the municipally owned lands between the MCC and Rice Road.	Increase parking supply	0-5 years	>\$500k

Increase the designated snow storage capacity of the site to avoid using parking spaces.	Increase efficiency	0-3 years	<\$10k
Maintain appropriate number of accessible parking spaces with parking lot expansion.	Increase efficiency	0-5 years	N/A
General (All Areas)			
Continue to monitor parking utilization in the Downtown. Undertake post covid Parking surveys.	Increase efficiency	0-3 years	<\$10k
Review schedule/frequency of parking enforcement for the Fenwick and Ridgeville Communities	Increase efficiency	0-3 years	N/A
Consider use of Cash-in-Lieu policy for Parking supply in East Fonthill Mixed use zone	Increase efficiency and fund additional parking needs	0-5 years	>\$50k
Introduce minimum bicycle parking requirements.	Reduce parking demand	0-5 years	<\$10k
Introduce reductions in parking requirements to apartments / condominiums offering car share parking spaces.	Reduce parking demand	0-5 years	<\$10k
Where carpool programs exist allow preferential parking for carpool vehicles.	Reduce parking demand	0-5 years	<\$10k

1.0 Introduction

1.1 Overview

Local businesses primarily situated in the Fonthill, Fenwick and Ridgeville downtown centres have voiced their concerns regarding an inadequate public parking supply, and similar concerns have also been raised about the Meridian Community Centre (MCC). Additionally, Council has expressed concerns with the current parking requirements for various land use types. The Town of Pelham has therefore retained R.V. Anderson Associates Limited (RVA) to undertake a Parking Strategy for the downtowns of Fonthill, Fenwick, Ridgeville, and the Meridian Community Centre.

The key objectives of this Parking Strategy will be:

- Identify existing levels of parking demand for public parking facilities within the study area locations through the completion of in-field parking surveys;
- Determine the utilization and duration of parking within these public parking facilities;
- Determine the degree to which the existing parking supply is insufficient, sufficient, or excessive based on the observed utilization levels;
- Assess if the existing parking supply is sufficient to meet anticipated future parking demands;
- Review the Town's current parking standards, in light of the findings of this study and in comparison to other municipalities; and
- Develop recommendations to mitigate any gaps or deficiencies in the study area's parking supply and Town's parking standards.

The Study consisted of the following two key phases:

- **Phase 1** focuses on identifying and quantifying the existing parking situation through standards review, public engagement, parking facility inventories, parking demand & duration surveys, and parking data analysis; and
- **Phase 2** provides recommendations to improve efficiencies, accommodate local business needs, meet future parking demands, and provide guidance through the development of a municipal Parking Strategy for the Town of Pelham.

1.2 Study Scope and Area

The Study involved the following key tasks:

- Undertake a parking inventory in downtown Fonthill, Fenwick and Ridgeville, and the Meridian Community Centre, to collect required information about the capacity, use, applicable regulations, and current condition, of existing parking facilities;
- Facilitate a workshop with the user groups of the Meridian Community Centre to understand what the needs of the users are as it is related to parking;
- Prepare an online questionnaire on the Town's website via the Bang-the-Table platform, in order to obtain public engagement on matters concerning the parking situation and parking needs within the study areas;
- Collect parking demand and duration data in the study areas by undertaking weekday and weekend parking surveys;
- Analyze the existing parking demand, utilization, and duration of the study areas;
- Identify, locate, and quantify the existing deficiencies in parking supply, with consideration for time-of-day fluctuations in demand, location-specific "hot spots", and facility-specific concerns;
- Undertake future conditions analysis to estimate the level of additional demand that can be accommodated within the existing supply, and identify any potential deficiencies in parking supply should growth exceed the reserve supply based on reasonable growth projections;
- Prepare recommendations as they relate to the study areas under existing and future conditions, where warranted, and present recommendations; and
- Prepare a Parking Strategy Report which details the approach, methodology, analysis, findings, and recommendations for the downtown Fonthill, Fenwick, Ridgeville, and the Meridian Community Centre.

A map of the study area locations is shown in **Figure 1**.

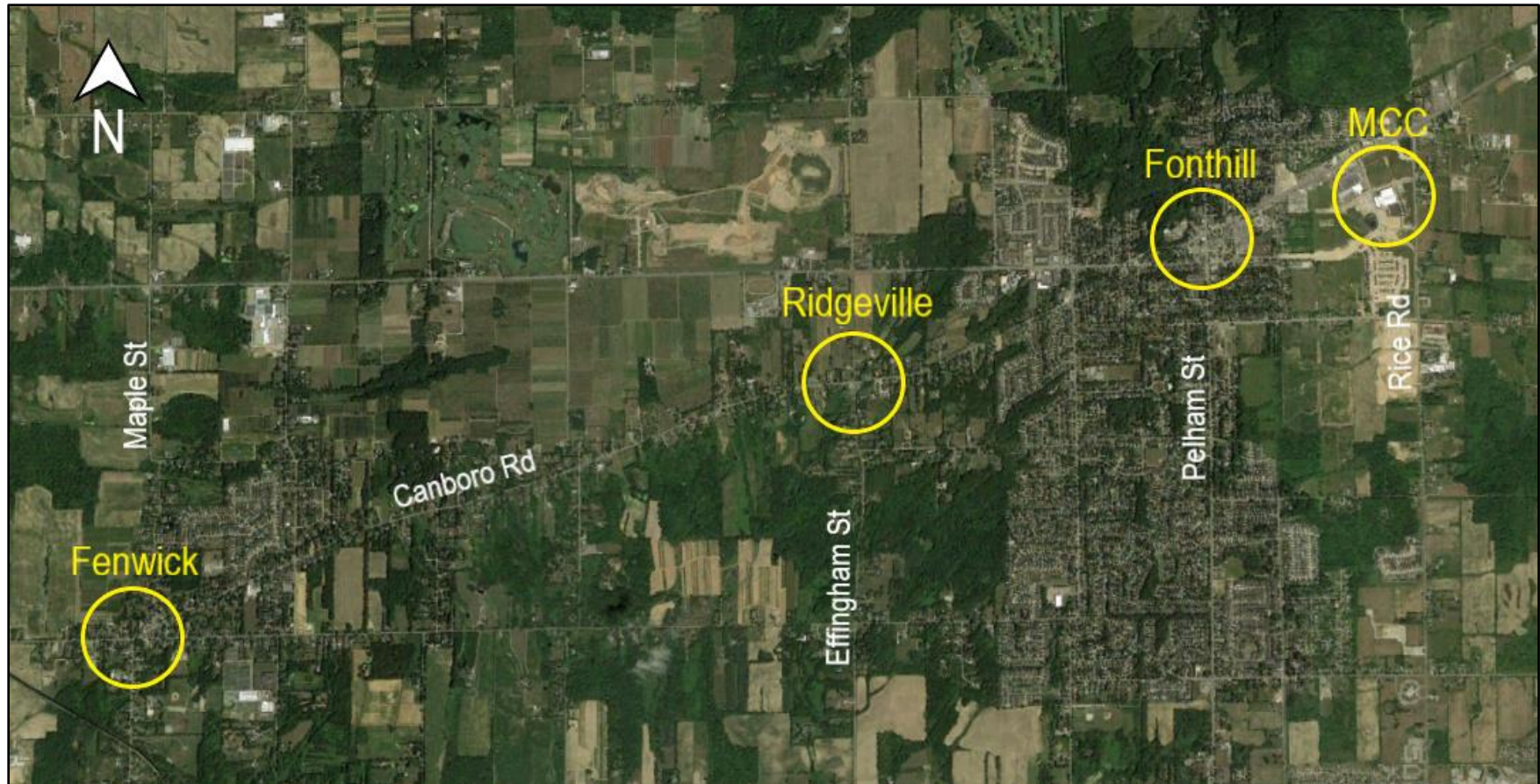


Figure 1: Study Area Map

2.0 Parking Inventory

2.1 Existing Parking Supply

The municipal parking system in the downtown Fonthill, Fenwick and Ridgeville study areas, and the Meridian Community Centre, consist of a combination of the following parking facility types:

- **Public On-Street Parking**, with or without time restrictions (i.e., 15 minutes, 30 minutes, 2 hours, or no limit), which are found in Fenwick, Ridgeville, and Fonthill; and
- **Municipally controlled parking lots**, which are found in Fenwick (municipal lot at 1129-1135 Maple Street), Fonthill (municipal lots at Pelham Municipal Offices) and the Meridian Community Centre (community centre parking lot).

An inventory of existing facilities within the study areas was compiled from aerial photography and site visits to determine the total parking supply by type. Parking supply in the municipal lots are delineated by painted stalls, with on-street parking generally delineated by either painted stalls or decorative pavers. Any unmarked on-street parking supply was quantified by an assumed typical stall length of 7 metres.

Table 1 provides a summary of the existing parking inventory within each study area. There are a combined 225 municipal parking spaces within the Fenwick, Ridgeville and Fonthill study areas, consisting of 113 (50%) on-street parking spaces and 112 (50%) municipal lot parking spaces. More than half (64%) of all municipal parking spaces is within the Fonthill area, excluding the MCC. The MCC has a total of 265 municipal lot parking spaces.

Appendix A provides zone maps for each study area, segregating each study area into distinct zones to support a more refined level of analysis.

Table 1: Existing Study Area Parking Supply

Study Area	On-Street	Municipal Lot	Total
Fonthill	75 (52%)	69 (48%)	144 (100%)
Ridgeville	12 (100%)	0 (0%)	12 (100%)
Fenwick	26 (38%)	43 (62%)	69 (100%)
SUBTOTAL	113 (50%)	112 (50%)	225 (100%)
Meridian Community Centre	0 (0%)	265 (100%)	265 (100%)
GRAND TOTAL	113 (23%)	377 (77%)	490 (100%)

2.2 Operational Observations

The following provides some general information on operational observations made during field investigations:

- There is no charge for parking in the study areas;
- On-street parking is permitted for up to two (2) hours on all roads within the study areas, except for the following locations:
 - **Fonthill:** 30-minute limit on Pelham Town Square, north of the Pelham Municipal Offices.
 - **Fenwick:** No time restrictions on Maple Street and Canboro Road, except for 8 spaces on the south side of Canboro Road, east of Maple Street, which have a 15-minute limit.
- Parking on any street in the Town during the winter season is not permitted at any time during plowing, sanding, or salting operations.
- Observations of vehicles parking in municipal or private lands that are not intended for accommodating public parking, were made as follows:
 - **Ridgeville:** Observations of several instances in which vehicles parked in the municipally owned water station at the southeast corner of the intersection of Effingham Street at Canboro Road, and the motorist crossed Effingham Street to reach the local business establishments. During these events, the designated on-street parking supply on Canboro Road was generally full, meaning the water station property was primarily being utilized as an informal overflow parking lot.
 - **Fenwick:** Observations of several instances in which vehicles parked in the ACDelco service centre parking lot at the northwest corner of the intersection of Canboro Road at Maple Street, and the motorist walked to other establishments in the area. During these events, there was available parking supply in the nearby municipal parking lot across Maple Street that could have been utilized.

3.0 Existing Parking Demand

3.1 Methodology

A comprehensive parking count program was conducted to characterize the current parking conditions in the study areas. RVA staff performed parking counts on multiple days in 2021 and 2022 to gather data on parking demand (utilization) and duration.

The project commenced in Summer 2021 while covid-related restrictions were implemented. Given this would have implications for travel patterns and parking demand in these downtown areas, it was decided that most counts be postponed to a later date. Therefore, counts at the Fenwick, Ridgeville and Fonthill study areas were delayed to late October 2021 and early November 2021 when restrictions were generally reduced to a greater degree.

A single weekday count and single weekend count were conducted at Fenwick, Ridgeville, and Fonthill. Time periods were selected based on a review of business establishments within each study area, and their respective typical peak operating hours as per publicly available Google Maps business information data.

With respect to the MCC, Town staff directed the project team to conduct counts at the MCC on July 6th and July 7th, 2021, to capture parking demand associated with scheduled vaccination clinics being held within the MCC; no other sporting events or other events were programmed on those days. A follow-up count was conducted on February 12th, 2022, to capture parking demand on a Saturday with multiple back-to-back scheduled hockey games, basketball games, and other on-site activities.

Table 2 lists the dates and times that the counts were conducted.

Assigned surveyors walked pre-determined routes at 30-minute intervals, recording the number of parked vehicles observed for determining demand and utilization, and the last three (3) digits of each license plate for determining duration.

Table 2: Parking Count Dates and Times

Study Areas	Date	Time Period
Fonthill	Thursday October 28 th , 2021 Saturday November 6 th , 2021	10:00 a.m. to 7:00 p.m. 11:00 a.m. to 7:00 p.m.
Ridgeville	Friday November 5 th , 2021 Saturday November 6 th , 2021	10:00 a.m. to 7:00 p.m. 12:00 p.m. to 6:00 p.m.
Fenwick	Friday November 5 th , 2021 Saturday November 6 th , 2021	9:00 a.m. to 8:00 p.m. 12:00 p.m. to 6:00 p.m.
Meridian Community Centre	Tuesday July 6 th , 2021 Wednesday July 7 th , 2021 Saturday February 12 th , 2022	9:00 a.m. to 6:00 p.m. 9:00 a.m. to 6:00 p.m. 10:00 a.m. to 3:00 p.m.

3.2 Demand and Utilization

The following section evaluates the **parking demand** (the number of observed parking spaces occupied) and **utilization** (the number of observed parking spaces occupied divided by the total number of parking spaces) collected within the study areas.

From this data, the **maximum parking demand** (the peak number of parking spaces occupied over the survey period) and **maximum utilization** (the highest number of occupied spaces observed over the entire day divided by the total number of parking spaces) could be calculated. This information represents the peak parking requirement.

Maximum values are more critical than typical observed values because they represent the parking supply required to satisfy peak parking demand. These numbers also help indicate the overall surplus or deficiency experienced and aid with appropriate recommendations to increase or decrease the available parking supply in response to existing parking demand.

Raw demand and utilization data collected during the surveys is provided in **Appendix B**.

3.2.1 Fonthill Demand and Utilization

3.2.1.1 On-Street Parking

Figure 2 and **Figure 3** illustrate the collected on-street parking demand and utilization data, respectively, for the Fonthill study area. Key findings based on our review of the data are as follows:

- Fonthill currently provides a total of 63 on-street parking spaces within the study area, which can be found on Highway 20, Pelham Street, Church Hill, and Pelham Town Square;
- The maximum on-street parking demand during the weekday survey was 28 spaces (44% utilization) at 11:30 a.m., and during the Saturday survey was 37 spaces (59% utilization) at 11:00 a.m.;
- The minimum on-street parking demand during the weekday survey was 13 spaces (21% utilization) at 1:30p.m., and during the Saturday survey was 6 spaces (10% utilization) at 6:30 p.m.;
- Parking utilization during both the weekday and Saturday surveys generally ranged between 10% and 40% utilized;
- The average on-street parking utilization over the duration of the surveys during the weekday and Saturday surveys were 33% and 34%, respectively;
- At peak usage (Saturday at 11:00 a.m.), the on-street parking supply had a surplus of 26 spaces (41% surplus); and
- The current on-street parking supply was able to accommodate the maximum demand during both the weekday and Saturday surveys.



Figure 2: Parking Demand – Fonthill (On-Street Parking Only)

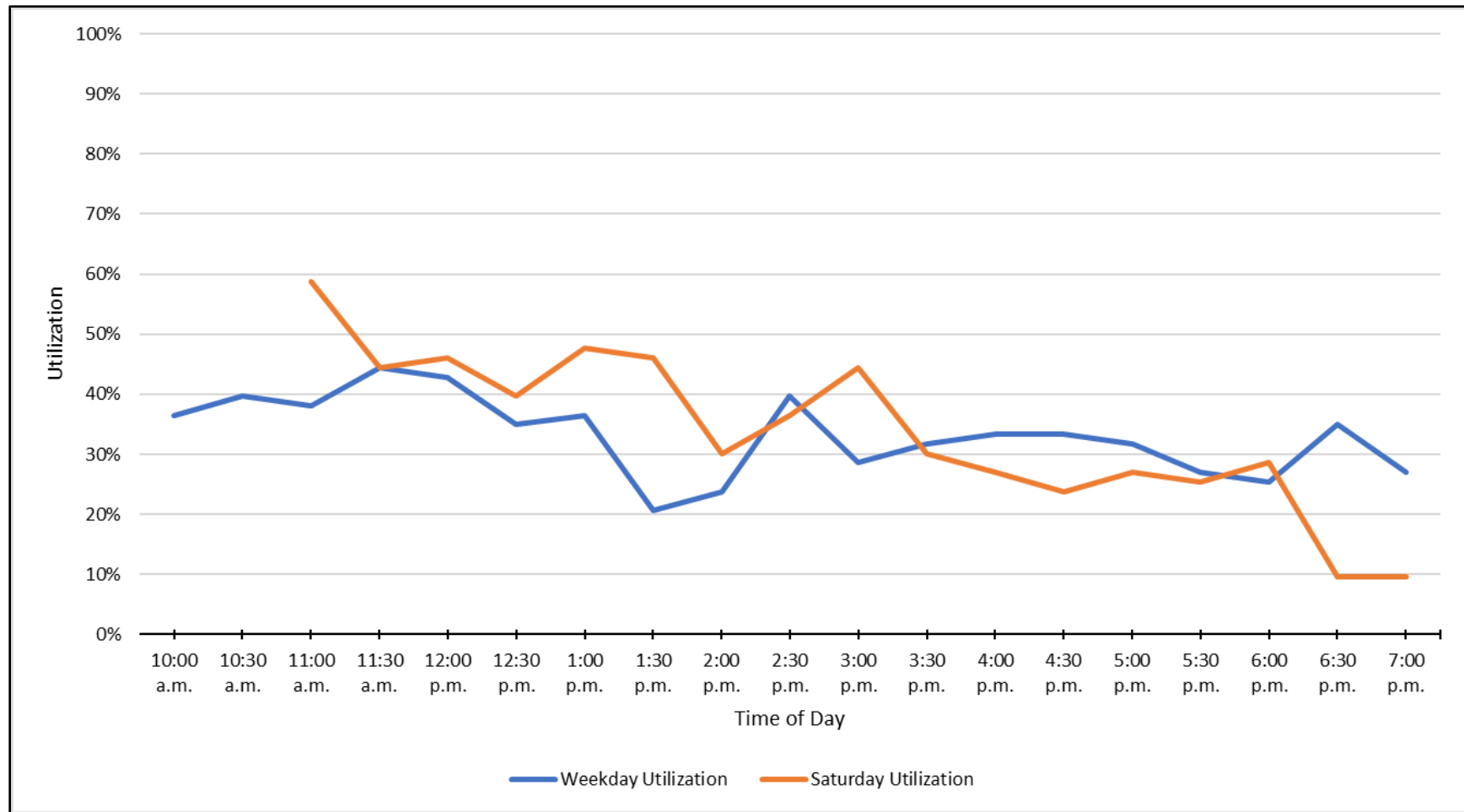


Figure 3: Parking Utilization – Fonthill (On-Street Parking Only)

3.2.1.2 Municipal Lot Parking

Figure 4 and **Figure 5** illustrate the collected municipal lot parking demand and utilization data, respectively, for the Fonthill study area. Key findings based on our review of the data are as follows:

- Fonthill currently provides a total of 69 parking spaces within the Town's two municipal parking lots off Pelham Town Square adjacent to the Pelham Municipal Office;
- The maximum parking demand in the municipal lot during the weekday survey was 30 spaces (43% utilization) at 3:30 p.m., and during the Saturday survey was 21 spaces (30% utilization) at 12:00 p.m.;
- The minimum parking demand in the municipal lot during the weekday survey was 15 spaces (22% utilization) at 5:30 p.m., and during the Saturday survey was 0 spaces (0% utilization) at 6:30 p.m.;
- Parking utilization during the weekday survey generally ranged between 20% and 45% utilized, and during the Saturday survey generally ranged between 10% and 30% utilized;
- The average utilization in the municipal lot over the duration of the surveys during the weekday and Saturday surveys were 35% and 18%, respectively;
- At peak usage (weekday at 3:30 p.m.), the municipal lot's parking supply has a surplus of 39 spaces available (57% surplus); and
- The municipal lot's current parking supply was able to accommodate the maximum demand for both the weekday and Saturday surveys.

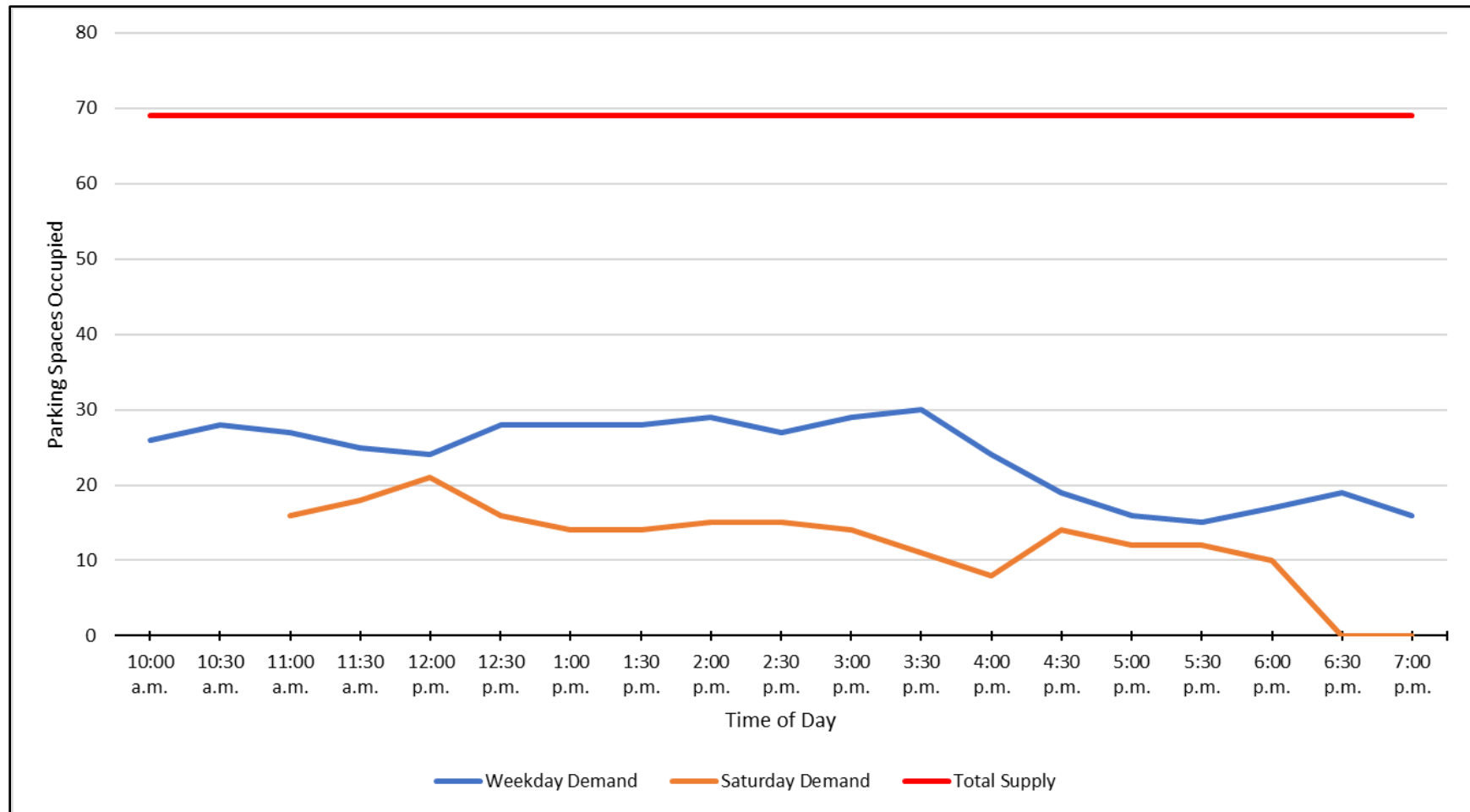


Figure 4: Parking Demand – Fonthill (Municipal Lot Only)

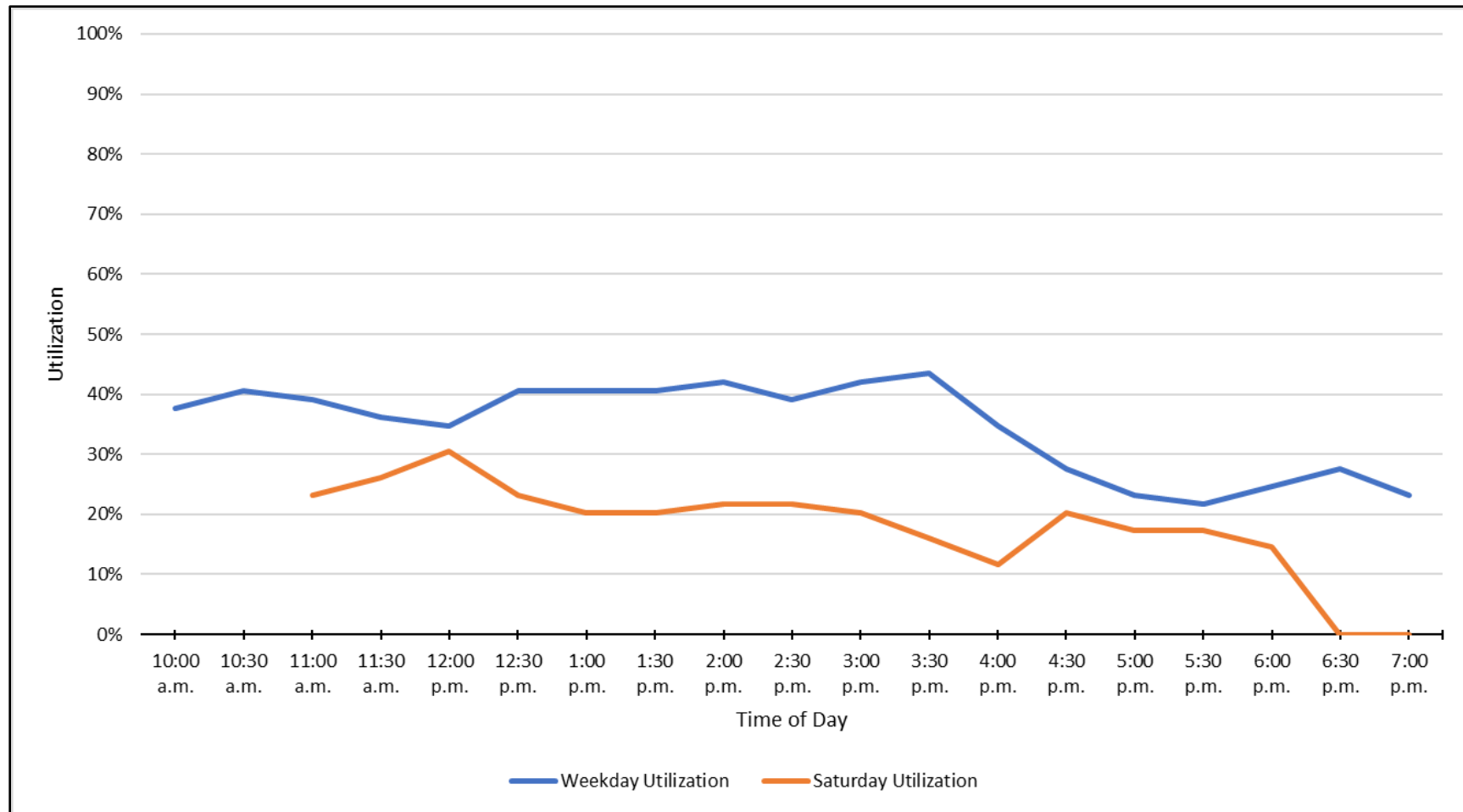


Figure 5: Parking Utilization – Fonthill (Municipal Lot Only)

3.2.1.3 Total Parking Supply

Figure 6 and **Figure 7** illustrate the collected total parking demand and utilization data, respectively, for the Fonthill study area. Key findings based on our review of the data are as follows:

- Fonthill currently provides a total of 132 parking spaces within the study area, consisting of both on-street and municipal lot parking spaces;
- The maximum parking demand during the weekday survey was 53 spaces (40% utilization) at 11:30 a.m., and during the Saturday survey was 53 spaces (40% utilization) at 11:00 a.m.;
- The minimum parking demand during the weekday survey was 32 spaces (24% utilization) at 5:30 p.m., and during the Saturday survey was 6 spaces (5% utilization) at 6:30 p.m.;
- Parking utilization during the weekday and Saturday surveys generally ranged between 20% and 40%% utilized;
- The average utilization over the duration of the surveys during the weekday and Saturday surveys were 34% and 25%, respectively;
- At peak usage (weekday at 11:30 a.m. and weekend at 11:00 a.m.), the study area's total parking supply has a surplus of 79 spaces (60% surplus); and
- The study area's total parking supply in Fonthill was able to accommodate the maximum demand for both the weekday and Saturday surveys.



Figure 6: Parking Demand – Fonthill (All Spaces)

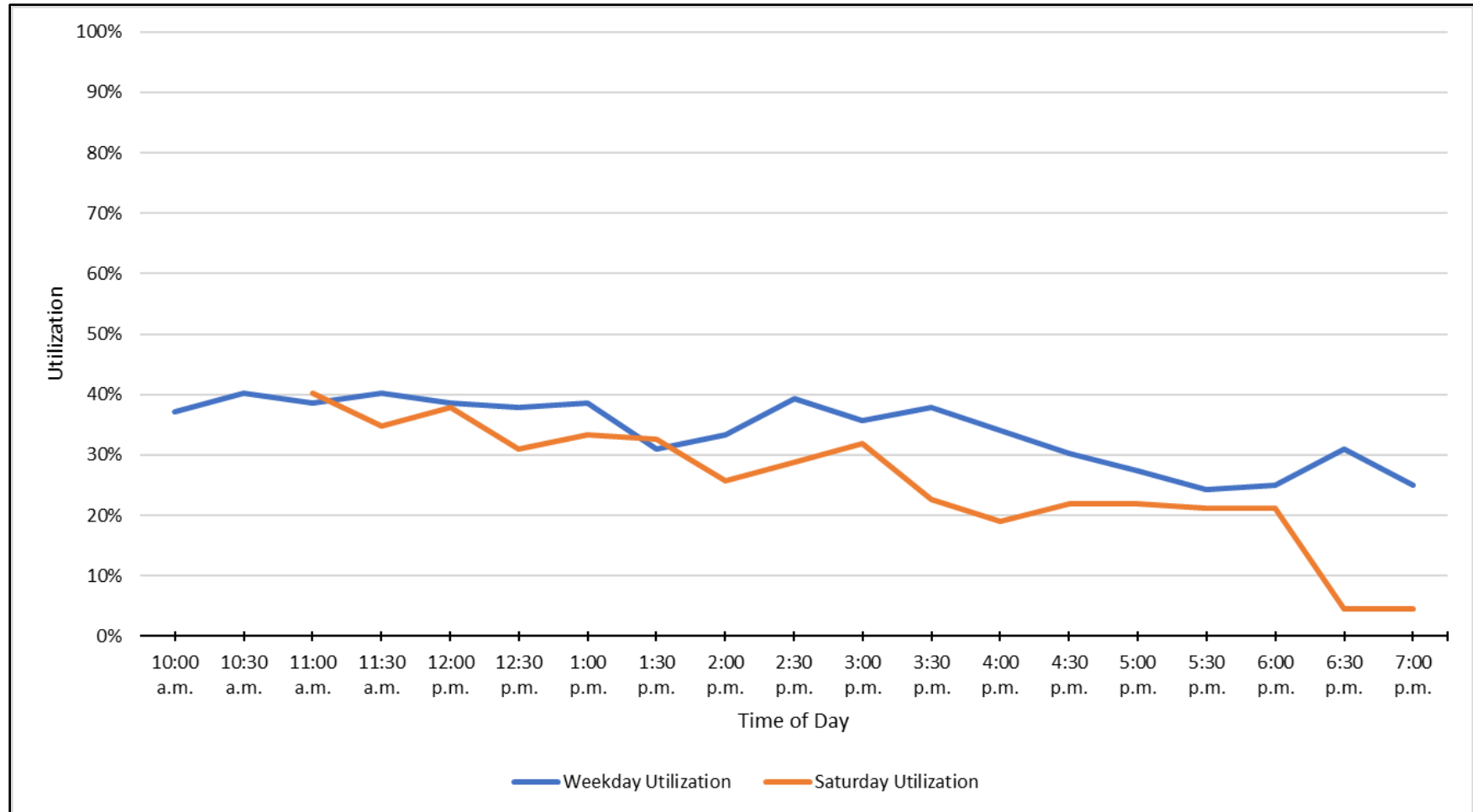


Figure 7: Parking Utilization – Fonthill (All Spaces)

3.2.2 Ridgeville Demand and Utilization

3.2.2.1 On-Street Parking

Figure 8 and **Figure 9** illustrate the collected on-street parking demand and utilization data, respectively, for the Ridgeville study area. Key findings based on our review of the data are as follows:

- Ridgeville currently provides a total of 12 on-street parking spaces within the study area, which can be found on both sides of Canboro Road just west of Effingham Street;
- The maximum on-street parking demand on the weekday survey was 12 spaces (100% utilization) at 11:00 a.m. and on the Saturday survey was 12 spaces (100% utilization) at 1:00 p.m.;
- The minimum on-street parking demand on the weekday survey was 0 spaces (0% utilization) at 7:00 p.m., and on the Saturday survey was 0 spaces at 2:30 p.m.;
- Both weekday and Saturday utilization trended downwards throughout the day.
- The average on-street parking utilization over the duration of the surveys on the weekday and Saturday surveys were 47% and 42%, respectively;
- At peak usage (weekday at 11:00 a.m. and Saturday at 1:00 p.m.), the on-street parking supply was fully occupied with no surplus spaces; and
- Given vehicles were observed parking in the municipally owned water station at the southeast corner of the intersection of Effingham Street at Canboro Road while the designated on-street parking on Canboro Road was fully occupied, the current supply of on-street parking was not able to accommodate the maximum demand for both the weekday and Saturday surveys.

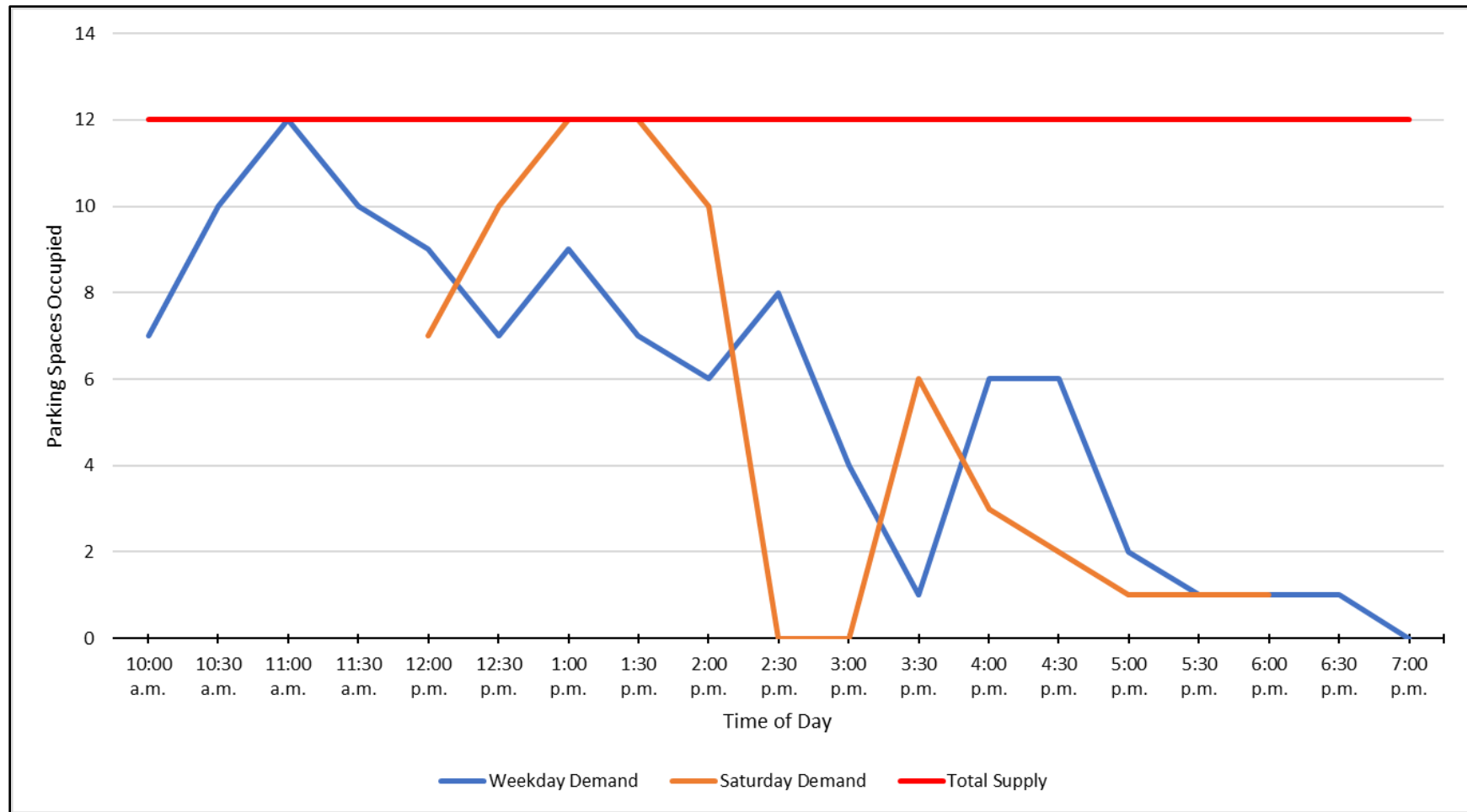


Figure 8: Parking Demand – Ridgeville (On-Street Parking Only)

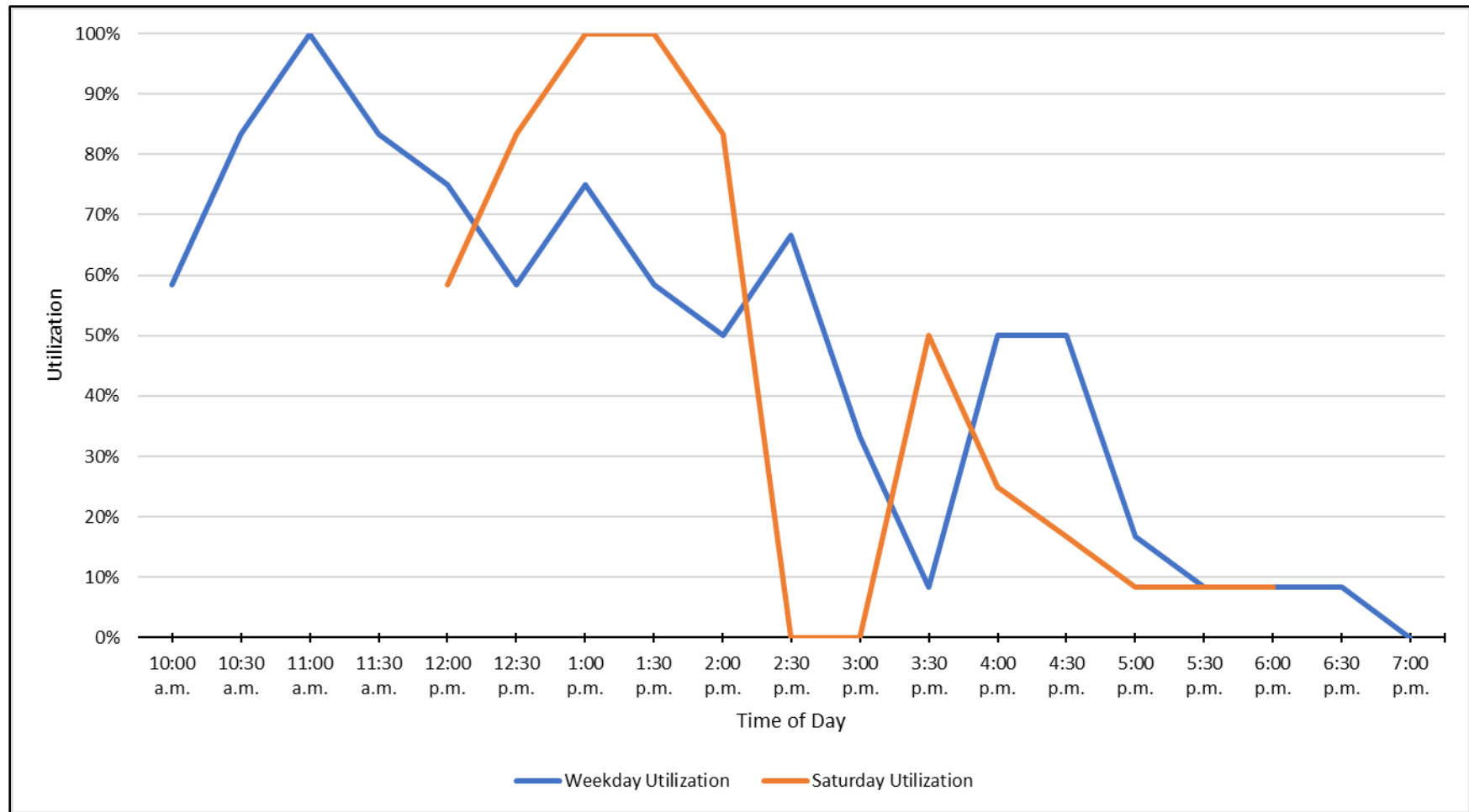


Figure 9: Parking Utilization – Ridgeville (On-Street Parking Only)

3.2.2.2 Municipally Owned Water Station

Figure 10 illustrates the collected municipally owned water station parking demand data for the Ridgeville study area. Given there is no defined parking capacity for the property, utilization was not calculated. Key findings based on our review of the data are as follows:

- The maximum parking demand in the municipally owned water station property on the weekday survey was 4 spaces at 11:00 a.m. and 1:00 p.m., and on the Saturday survey was 7 spaces at 1:30 p.m.;
- There was no parking demand for the municipally owned water station at various times throughout the weekday and Saturday surveys; and
- Parking demand generally trended downwards during both the weekday and Saturday surveys, with both periods generally peaking midday.

3.2.2.3 Total Parking Supply

Figure 11 illustrates the collected total parking demand data for the Ridgeville study area. Given there is no defined parking capacity for the water station property, utilization was not calculated for the overall area (on-street plus water station). Key findings based on our review of the data are as follows:

- The maximum parking demand in Ridgeville during the weekday survey was 16 spaces at 11:00 a.m., and during the Saturday survey was 19 spaces at 1:30 p.m.;
- The minimum parking demand in Ridgeville during the weekday survey was 0 spaces at 7:00 p.m., and during the Saturday survey was 0 spaces at 2:30 p.m.;
- Parking demand generally trended downwards during both the weekday and Saturday surveys, with both periods generally peaking midday; and
- Given the municipally owned water station is not intended to provide a public parking supply, and given vehicles were observed parking at the station while the designated on-street parking on Canboro Road was fully occupied, the current supply of public parking in Ridgeville is considered insufficient to accommodate the maximum demand during both the weekday and Saturday surveys.

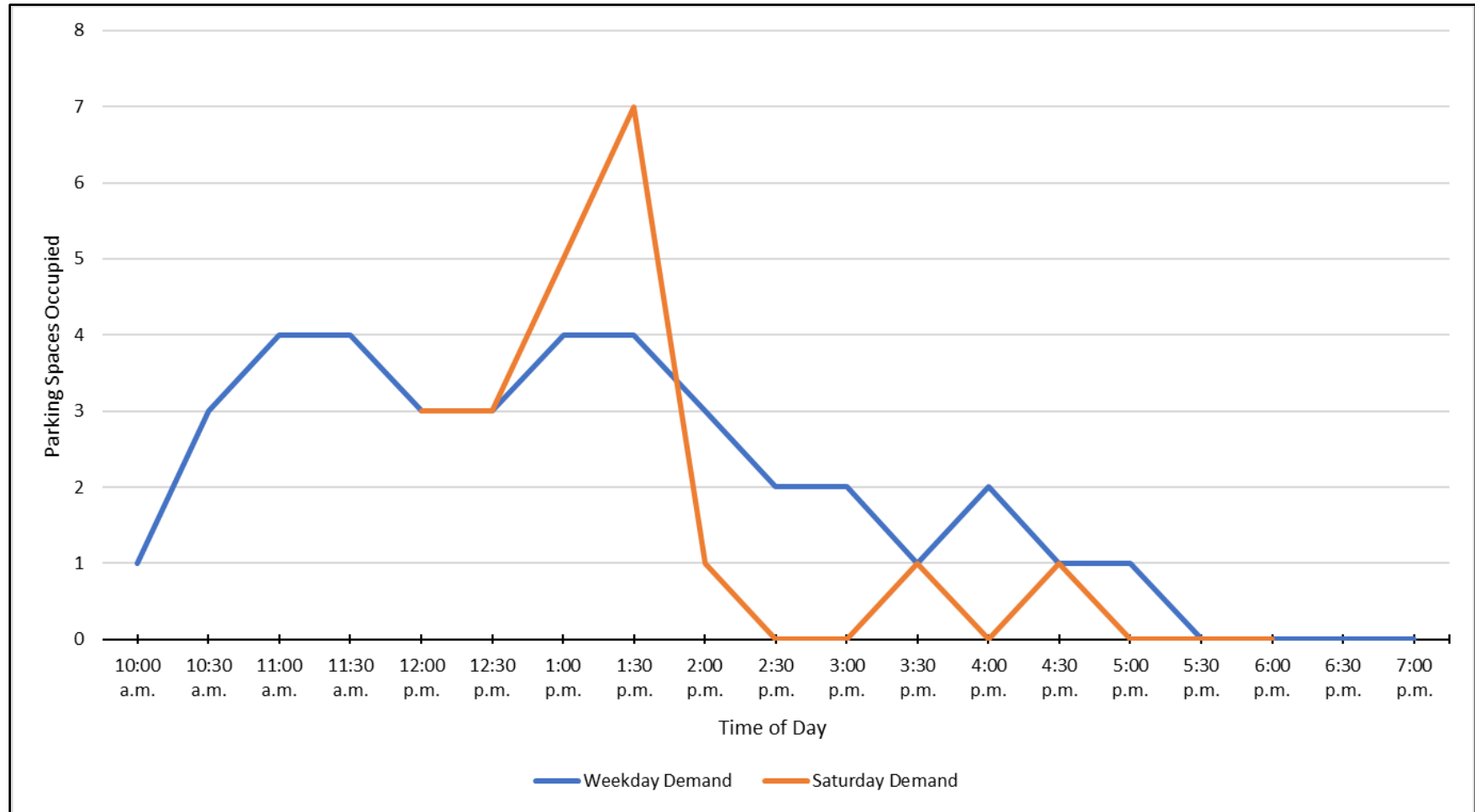


Figure 10: Parking Demand – Ridgeville (Municipal Lot Only)

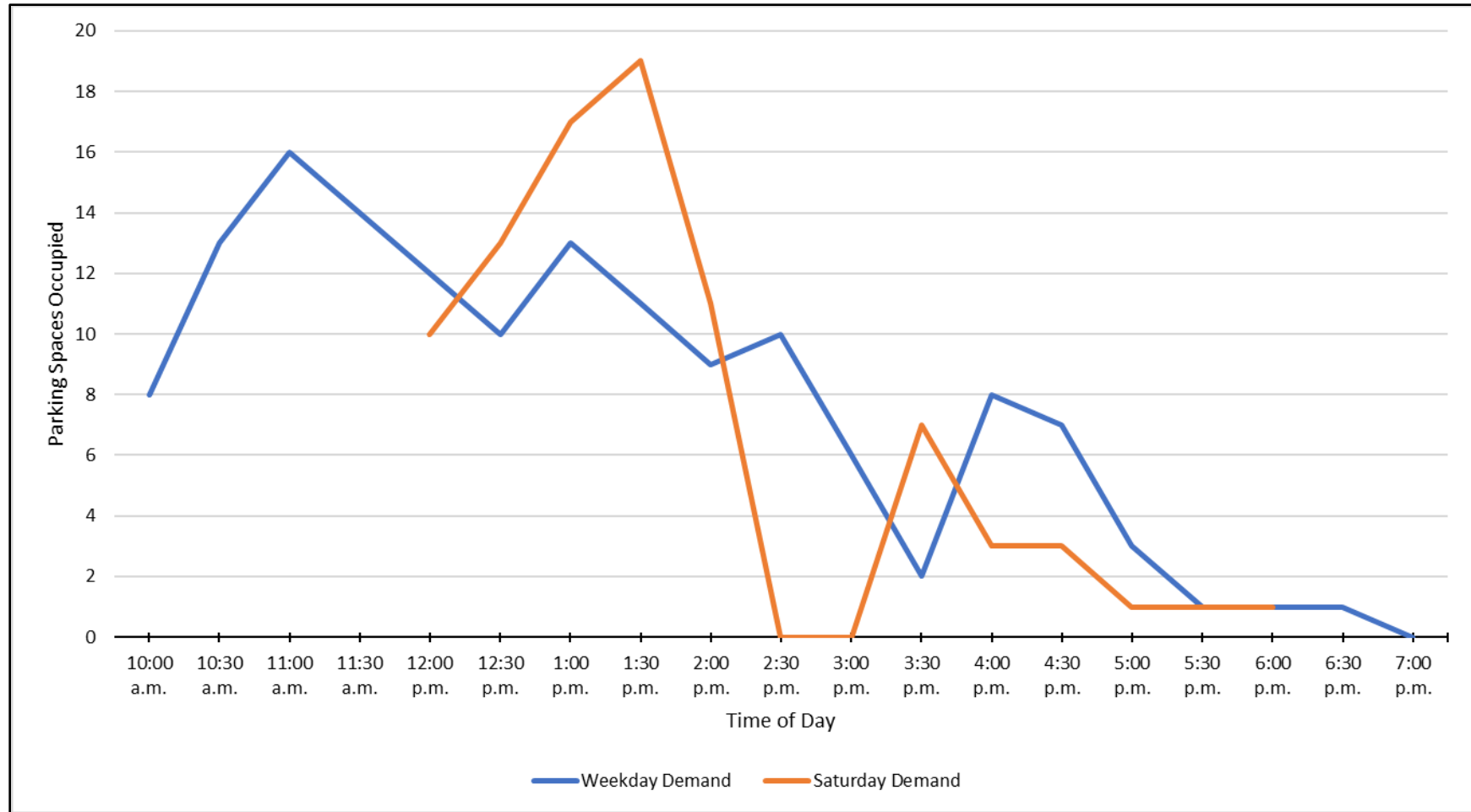


Figure 11: Parking Demand – Ridgeville (All Spaces)

3.2.3 Fenwick Demand and Utilization

3.2.3.1 On-Street Parking

Figure 12 and **Figure 13** illustrate the collected on-street parking demand and utilization data, respectively, for the Fenwick study area. Key findings based on our review of the data are as follows:

- Fenwick currently provides a total of 26 on-street parking spaces within the study area, which can be found on Maple Street and Canboro Road;
- The maximum on-street parking demand on the weekday survey was 17 spaces (65% utilization) at 5:30 p.m. and on the Saturday survey was 11 spaces (42% utilization) at 12:00 p.m.;
- The minimum on-street parking demand on the weekday survey was 0 spaces at 9:00 a.m. and at 10:00 a.m. and on the Saturday survey was 0 spaces at 3:00 p.m. and at 6:00 p.m.;
- Weekday utilization generally had 3 peaks occurring between 10:30 a.m. and 11:30 a.m., at 2:30 p.m., and at 5:30 p.m.;
- Saturday utilization trended downwards until approximately 3:00 p.m., followed by a slight increase in utilization between 3:30 p.m. and 5:00 p.m.;
- The average on-street parking utilization over the duration of the surveys on the weekday and Saturday surveys were 33% and 13%, respectively;
- At peak usage (weekday at 5:30 p.m.), the on-street parking supply had a surplus of 9 spaces available (35% surplus); and
- The current on-street parking supply was able to accommodate the maximum demand for both the weekday and Saturday surveys.

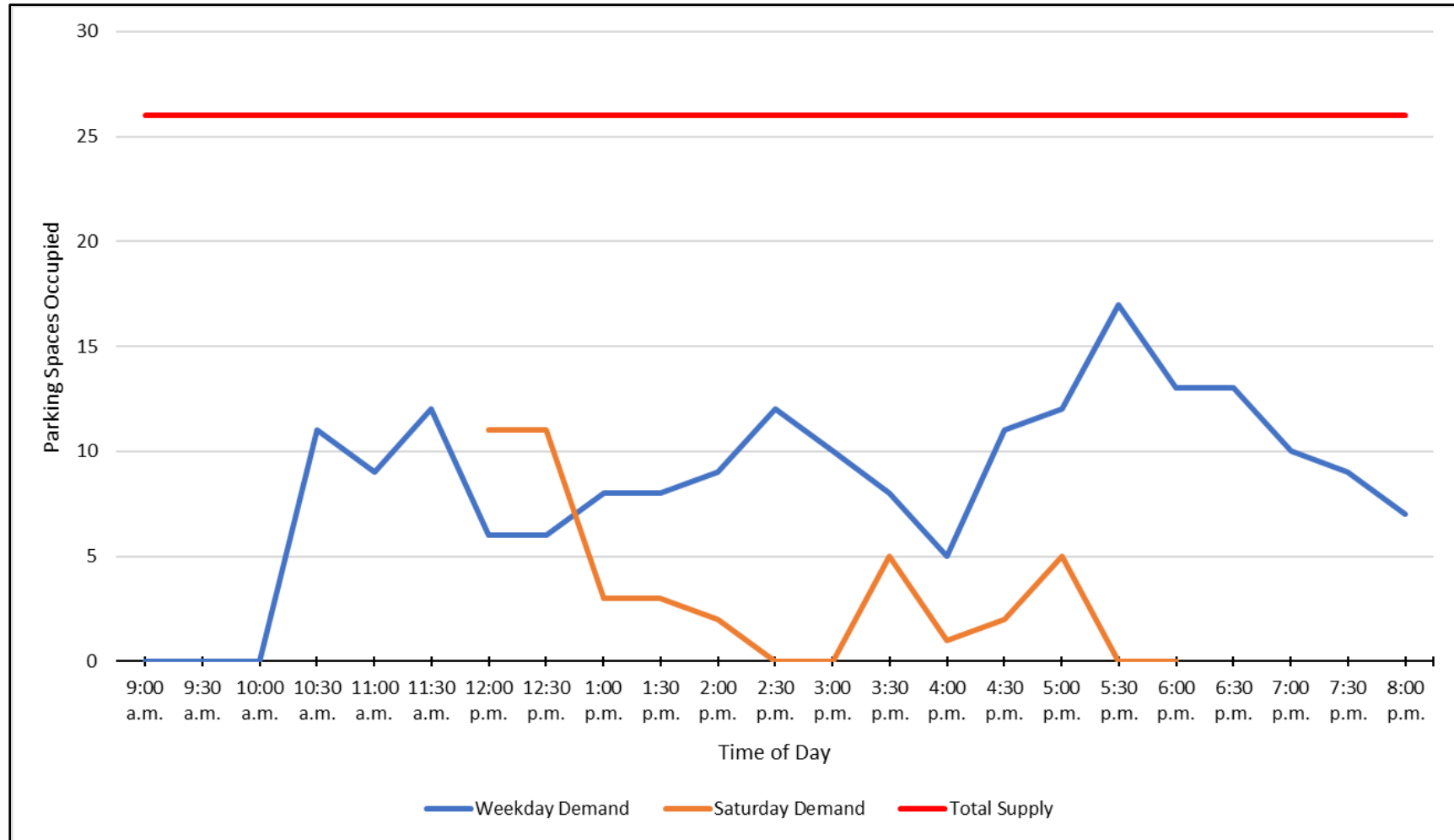


Figure 12: Parking Demand – Fenwick (On-Street Parking Only)

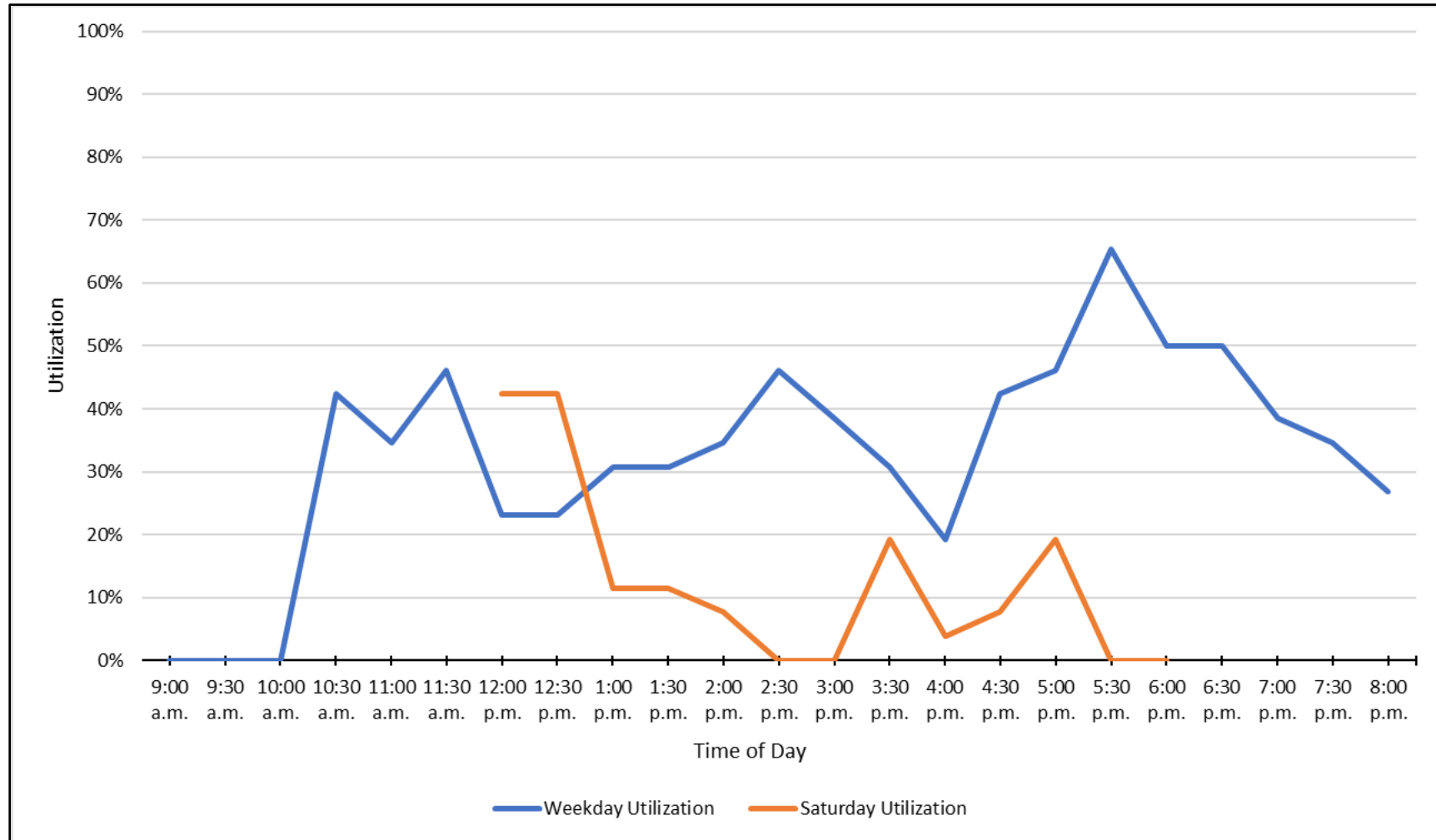


Figure 13: Parking Utilization – Fenwick (On-Street Parking Only)

3.2.3.2 Municipal Lot Parking

Figure 14 and **Figure 15** illustrate the collected municipal lot parking demand and utilization data, respectively, for the Fenwick study area. Key findings based on our review of the data are as follows:

- Fenwick currently provides a total of 35 parking spaces within the Town's municipal parking lot off Maple Street;
- The maximum parking demand in the municipal lot on the weekday survey was 27 spaces (77% utilization) at 4:30 p.m. and on the Saturday survey 28 spaces (80% utilization) at 5:30 p.m.;
- The minimum parking demand in the municipal lot on the weekday survey was 7 spaces (20% utilization) at 8:00 p.m., and on the Saturday survey was 5 spaces (14% utilization) at 12:00 p.m.;
- Both weekday and Saturday utilization trended upwards throughout the day, although with a notable dip on Saturday at approximately 3:00 p.m.;
- The average utilization in the municipal lot over the duration of the surveys on the weekday and Saturday surveys were 48% and 43%, respectively;
- At peak usage (Saturday at 5:30 p.m.), the municipal lot's parking supply had a surplus of 7 spaces available (20% surplus); and
- The municipal lot's current parking supply was able to accommodate the maximum demand for both the weekday and Saturday surveys.

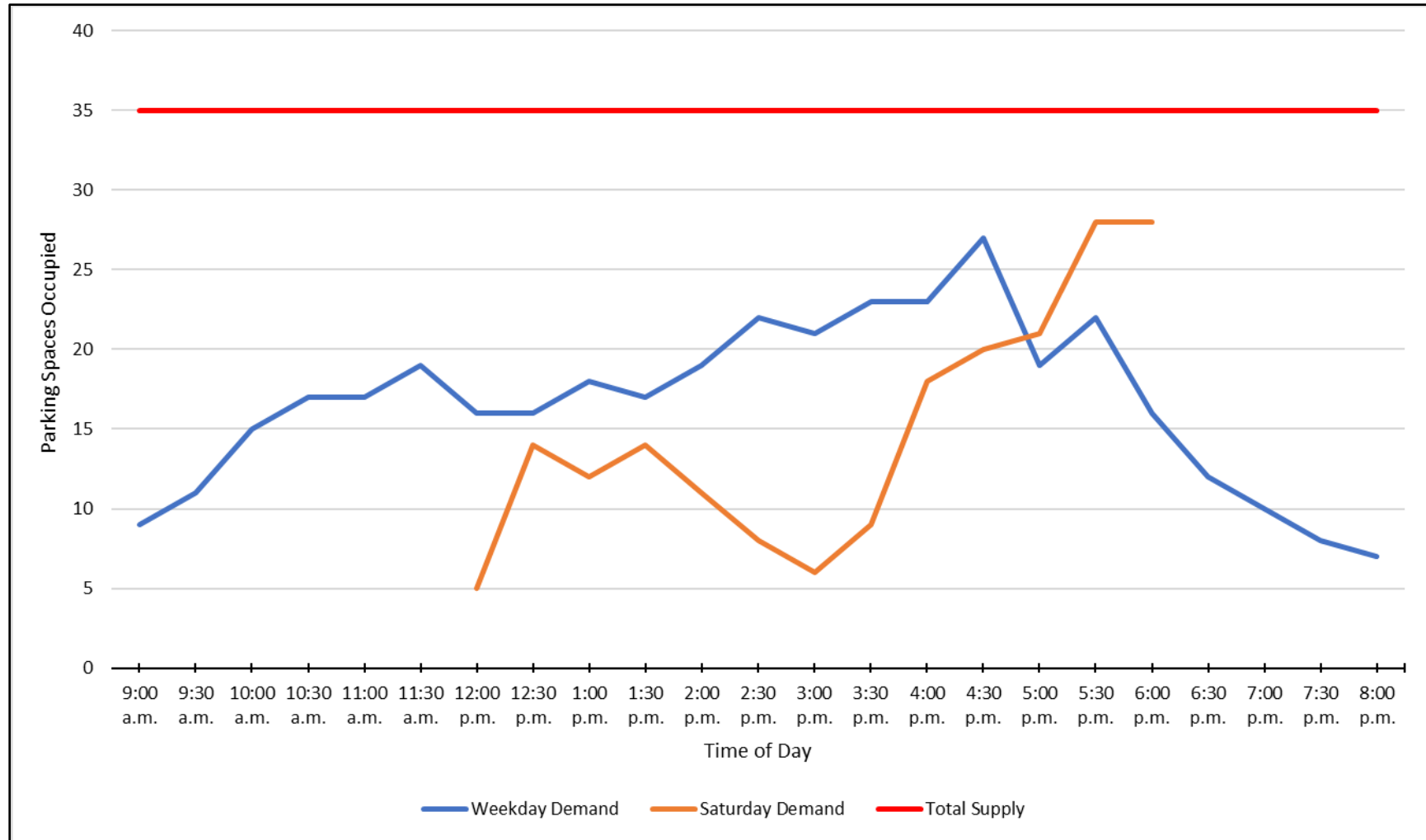


Figure 14: Parking Demand – Fenwick (Municipal Lot Only)

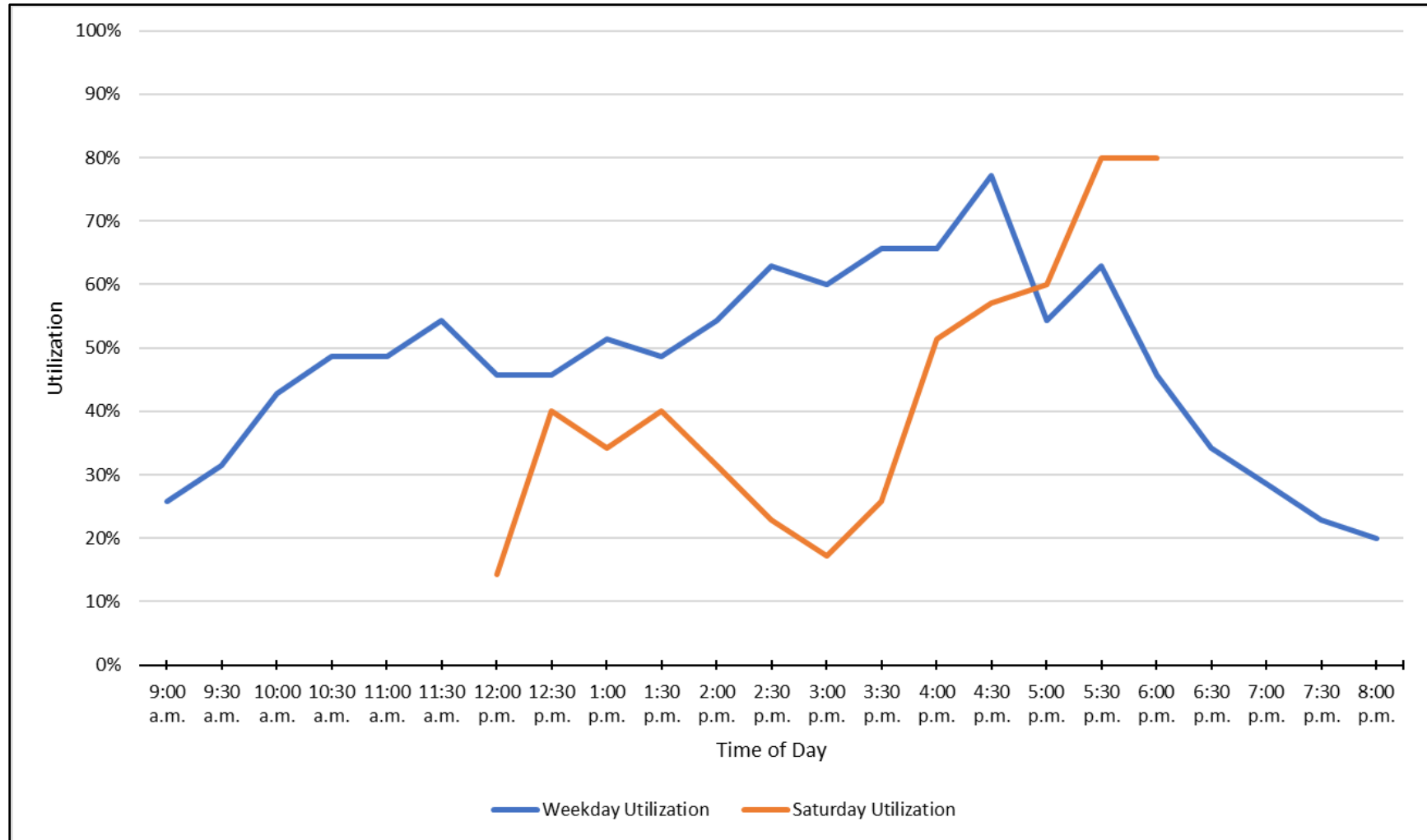


Figure 15: Parking Utilization – Fenwick (Municipal Lot Only)

3.2.3.3 Total Parking Supply

Figure 16 and **Figure 17** illustrate the collected total parking demand and utilization data, respectively, for the Fenwick study area. Key findings based on our review of the data are as follows:

- Fenwick currently provides a total of 61 parking spaces within the study area, consisting of both on-street and municipal lot parking spaces;
- The maximum parking demand on the weekday survey was 39 spaces (64% utilization) at 5:30 p.m. and on the Saturday survey was 28 spaces (46% utilization) at 5:30 p.m.;
- The minimum parking demand on the weekday survey was 9 spaces (15% utilization) at 9:00 a.m. and on the Saturday survey was 6 spaces (10% utilization) at 3:00 p.m.;
- Weekday utilization generally remained between 40% and 60% between 10:00 a.m. and 6:00 p.m.;
- Saturday utilization trended downwards until approximately 3:00 p.m., and then trended upwards until approximately 5:00 p.m.;
- The average utilization over the duration of the surveys on the weekday and Saturday surveys were 41% and 30%, respectively;
- At peak usage (weekday at 5:30 p.m.), the study area's total parking supply had a surplus of 22 spaces (36% surplus); and
- The study area's total parking supply in Fenwick was able to accommodate the maximum demand for both the weekday and Saturday surveys.

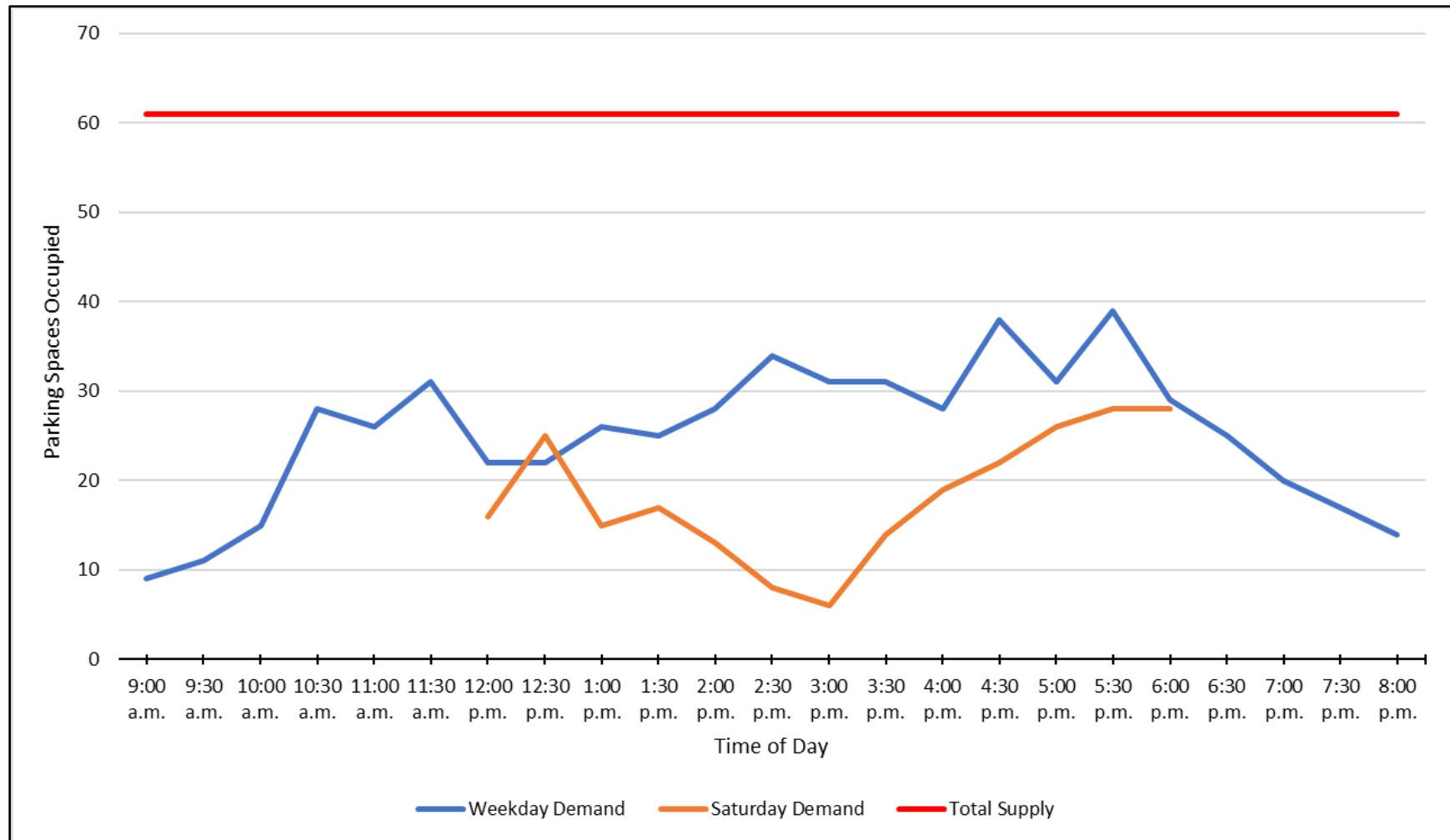


Figure 16: Parking Demand – Fenwick (All Spaces)

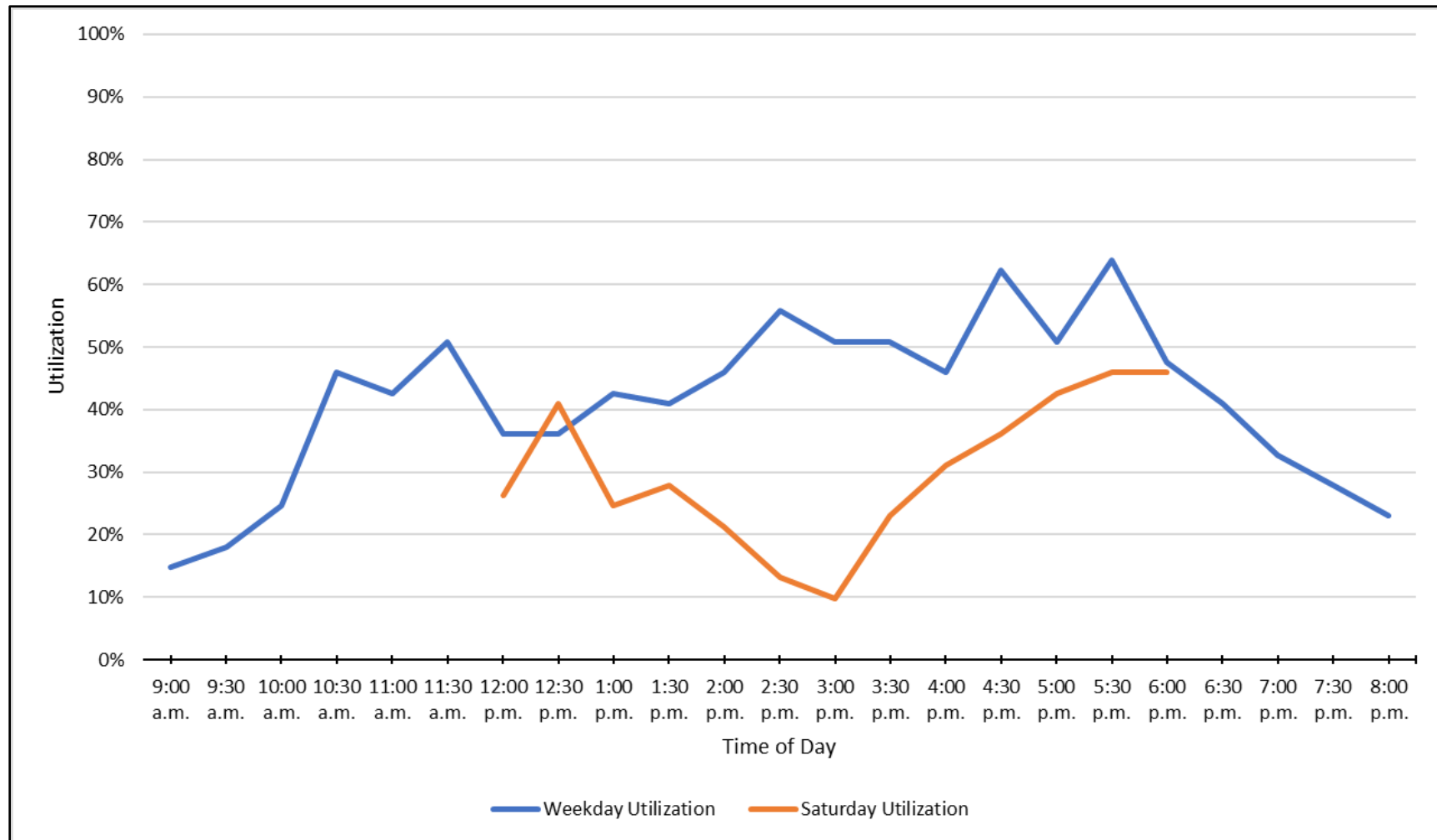


Figure 17: Parking Utilization – Fenwick (All Spaces)

3.2.4 Meridian Community Centre Demand and Utilization

Figure 18 and **Figure 19** illustrate the collected parking demand and utilization data, respectively, for the MCC study area. Key findings based on our review of the data are as follows:

- The MCC currently provides a total of 265 parking spaces within the study area;
- The maximum parking demand during the weekday survey was 270 spaces (102% utilization) at 12:00 p.m. with a number of vehicles parking in non-designated parking areas (i.e., bus storage areas), and during the Saturday survey was 184 spaces (69% utilization) at 12:30 p.m.;
- The minimum parking demand during the weekday was 173 spaces (65% utilization) at 2:00 p.m., and during the Saturday was 86 spaces (32% utilization) at 2:30 p.m.;
- Parking utilization during the weekday survey generally ranged between 70% and 100% utilized, with a noticeable peak midday (approximately 12:00 p.m.) and mid-afternoon (approximately 3:00 p.m.), with a noticeable trough (low period) separating the two peaks.
- Parking utilization during the Saturday survey generally ranged between 30% and 70% utilized, with a noticeable peak midday (approximately 12:30 p.m.) followed by a downward trend as the day progressed.
- The average parking utilization over the duration of the survey during the weekday and Saturday surveys were 85% and 50%, respectively.
- The MCC's total parking supply was not able to accommodate the maximum demand for the weekday surveys.

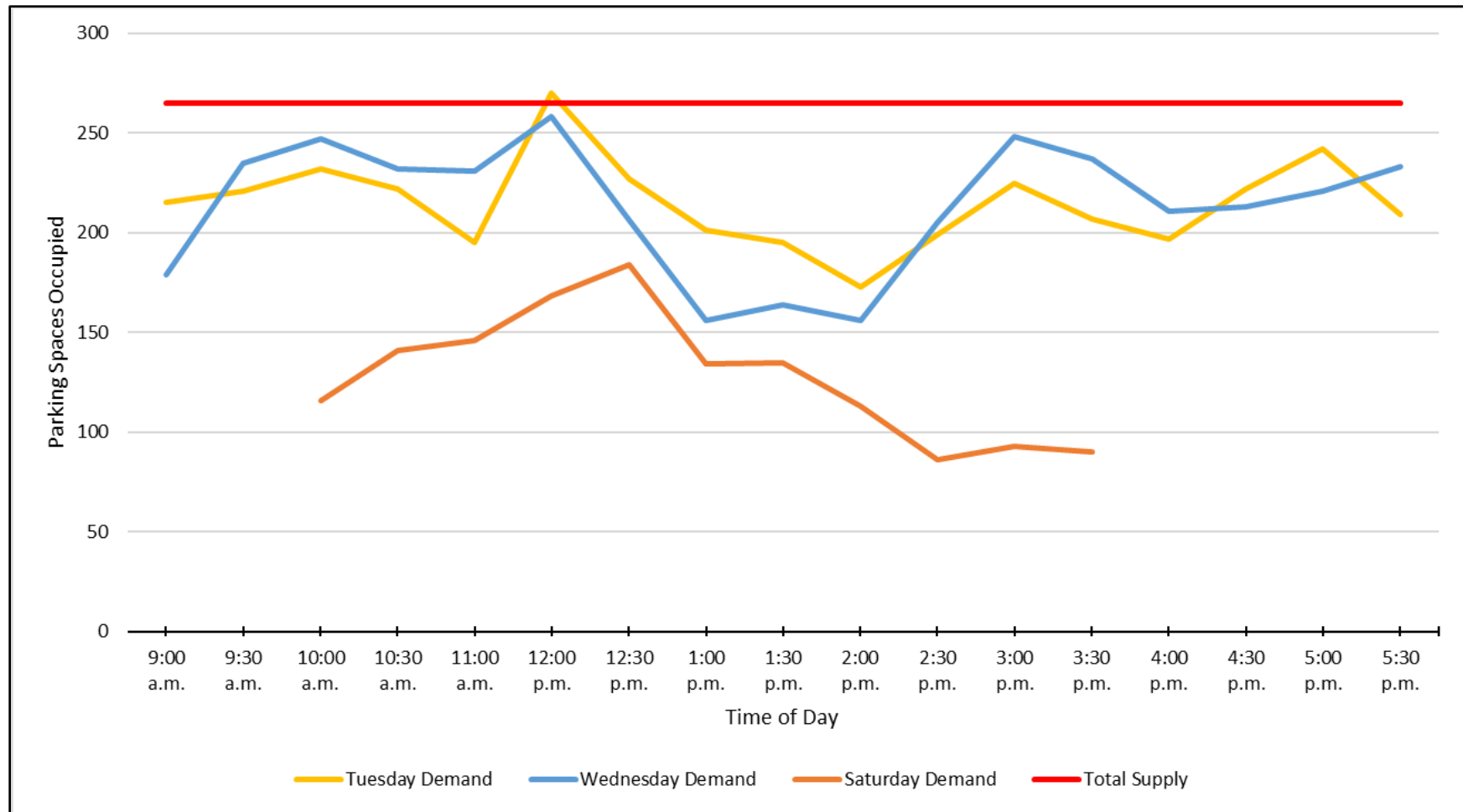


Figure 18: Parking Demand – Meridian Community Centre (All Spaces)

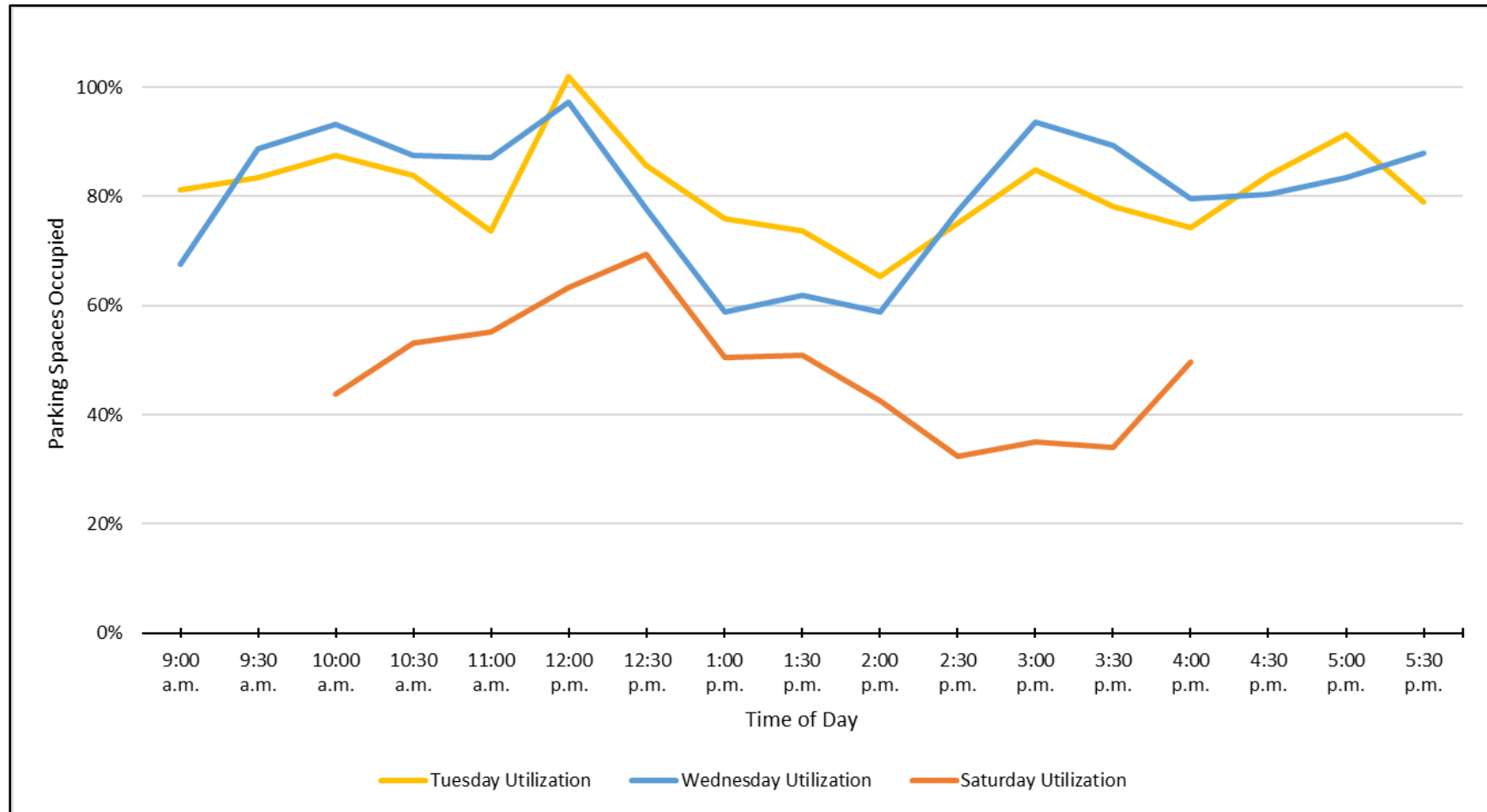


Figure 19: Parking Utilization – Meridian Community Centre (All Spaces)

3.3 Duration

The following section evaluates the detailed parking duration data collected within the study areas. **Duration** refers to the length of time the same vehicle is parked in the same parking space, as determined by licence plate matches. Durations of one (1) hour or less are considered short-term and typically associated with shopping and personal visits. Vehicles parked by residents, employees, diners, and those on business will typically have a longer parking duration.

3.3.1 Fonthill Duration

Figure 20, Figure 21, and Figure 22 illustrate the collected parking duration data for on-street parking, municipal lot parking, and total parking supply, respectively, for the Fonthill study area. The data is summarized as follows:

3.3.1.1 On-Street Parking

- Up to One (1) Hour – 79% on weekdays and 82% on weekends;
- Between One (1) Hour and Two (2) Hours – 13% on weekdays and 9% on weekends; and
- Longer than Two (2) Hours – 8% on weekdays and 9% on weekends.

3.3.1.2 Municipal Lot Parking

- Up to One (1) Hour – 37% on weekdays and 39% on weekends;
- Between One (1) Hour and Two (2) Hours – 16% on weekdays and 31% on weekends; and
- Longer than Two (2) Hours – 47% of weekdays and 30% on weekends.

3.3.1.3 Total Parking Supply

- Up to One (1) Hour – 67% on weekdays and 72% on weekends;
- Between One (1) Hour and Two (2) Hours – 14% on weekdays and 14% on weekends; and
- Longer than Two (2) Hours – 19% of weekdays and 14% on weekends.

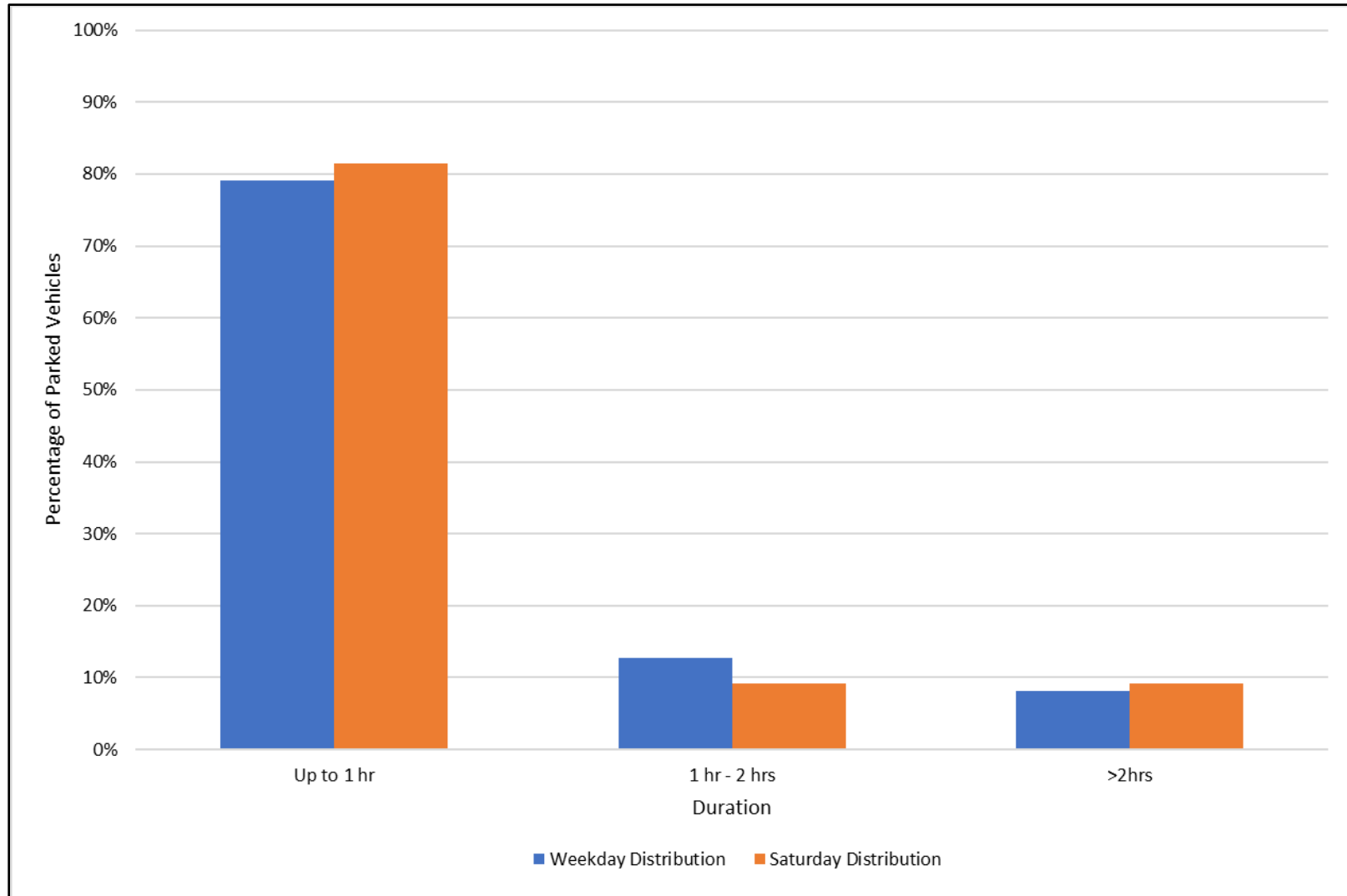


Figure 20: Parking Duration – Fonthill (On-Street Parking Only)

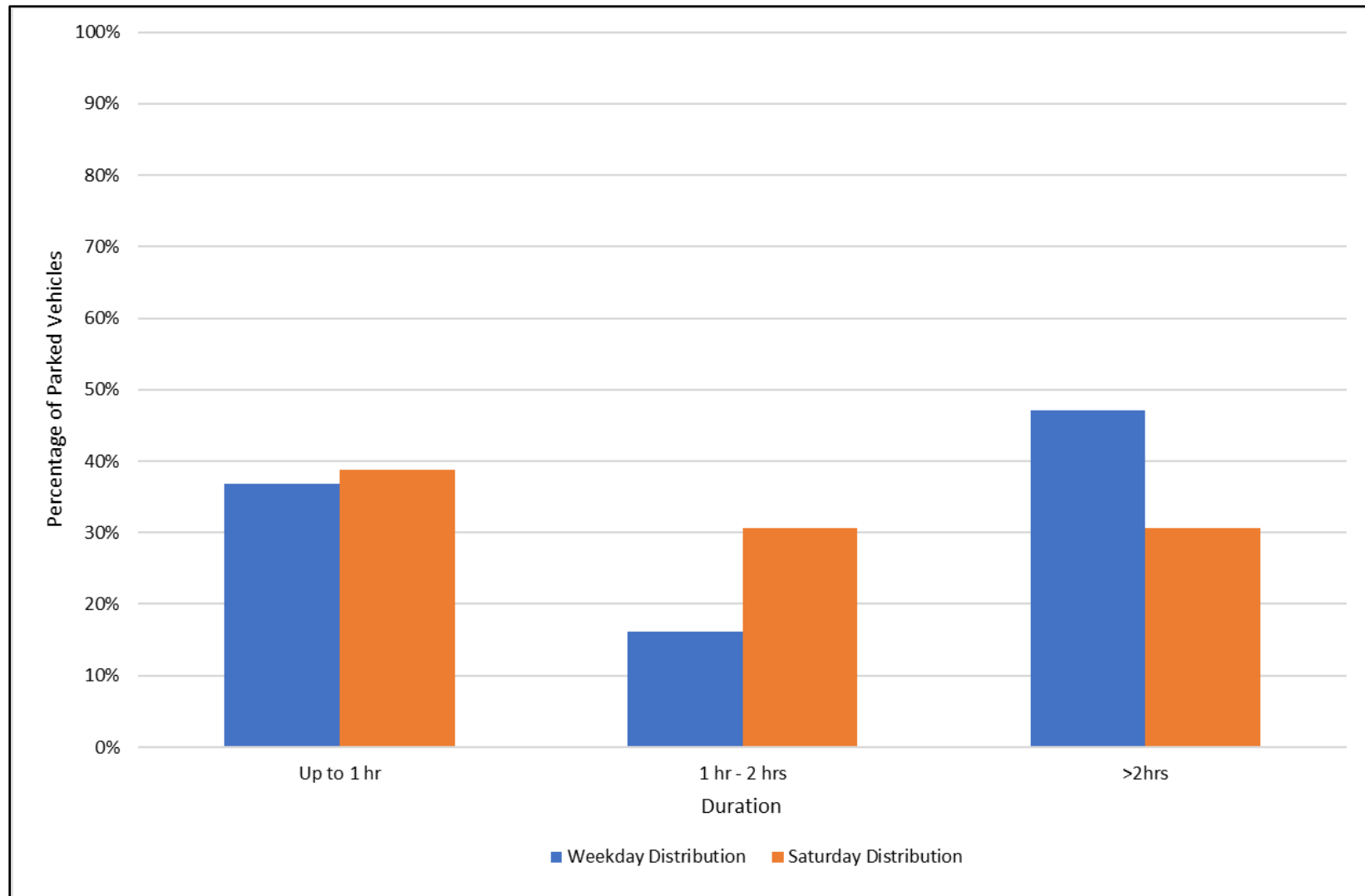


Figure 21: Parking Duration – Fonthill (Municipal Lot Only)

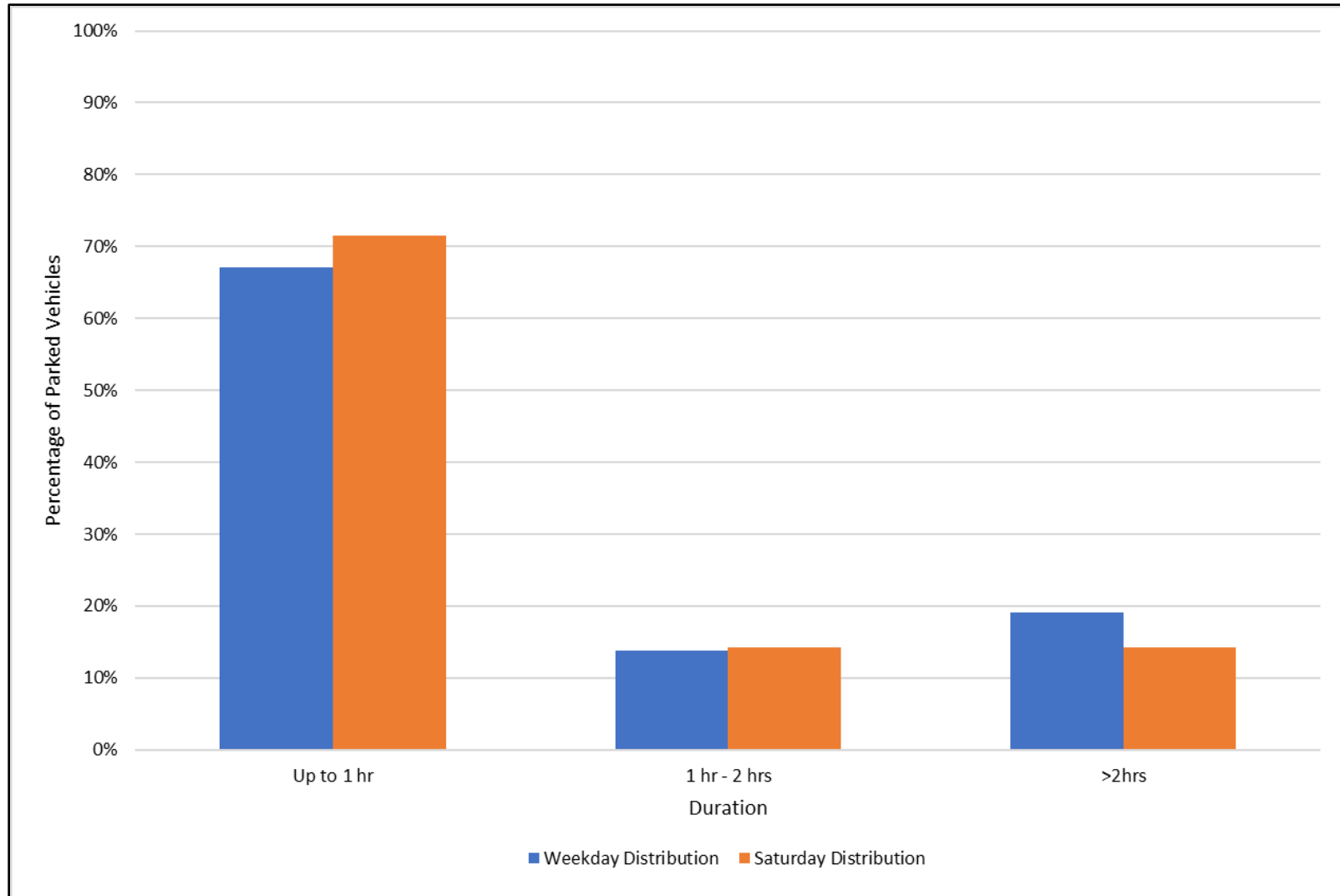


Figure 22: Parking Duration – Fonthill (All Spaces)

3.3.2 Ridgeville Duration

Figure 23, Figure 24, and Figure 25 illustrate the collected parking duration data for on-street parking, water station lot, and total parking supply, respectively, for the Ridgeville study area. The data is summarized as follows:

3.3.2.1 On-Street Parking

- Up to One (1) Hour – 74% on weekdays and 96% on weekends;
- Between One (1) Hour and Two (2) Hours – 20% on weekdays and 4% on weekends; and
- Longer than Two (2) Hours – 6% on weekdays and 0% on weekends.

3.3.2.2 Municipal Lot Parking

- Up to One (1) Hour – 72% on weekdays and 93% on weekends;
- Between One (1) Hour and Two (2) Hours – 7% on weekdays and 7% on weekends; and
- Longer than Two (2) Hours – 21% of weekdays and 0% on weekends.

3.3.2.3 Total Parking Supply

- Up to One (1) Hour – 74% on weekdays and 95% on weekends;
- Between One (1) Hour and Two (2) Hours – 17% on weekdays and 5% on weekends; and
- Longer than Two (2) Hours – 9% of weekdays and 0% on weekends.

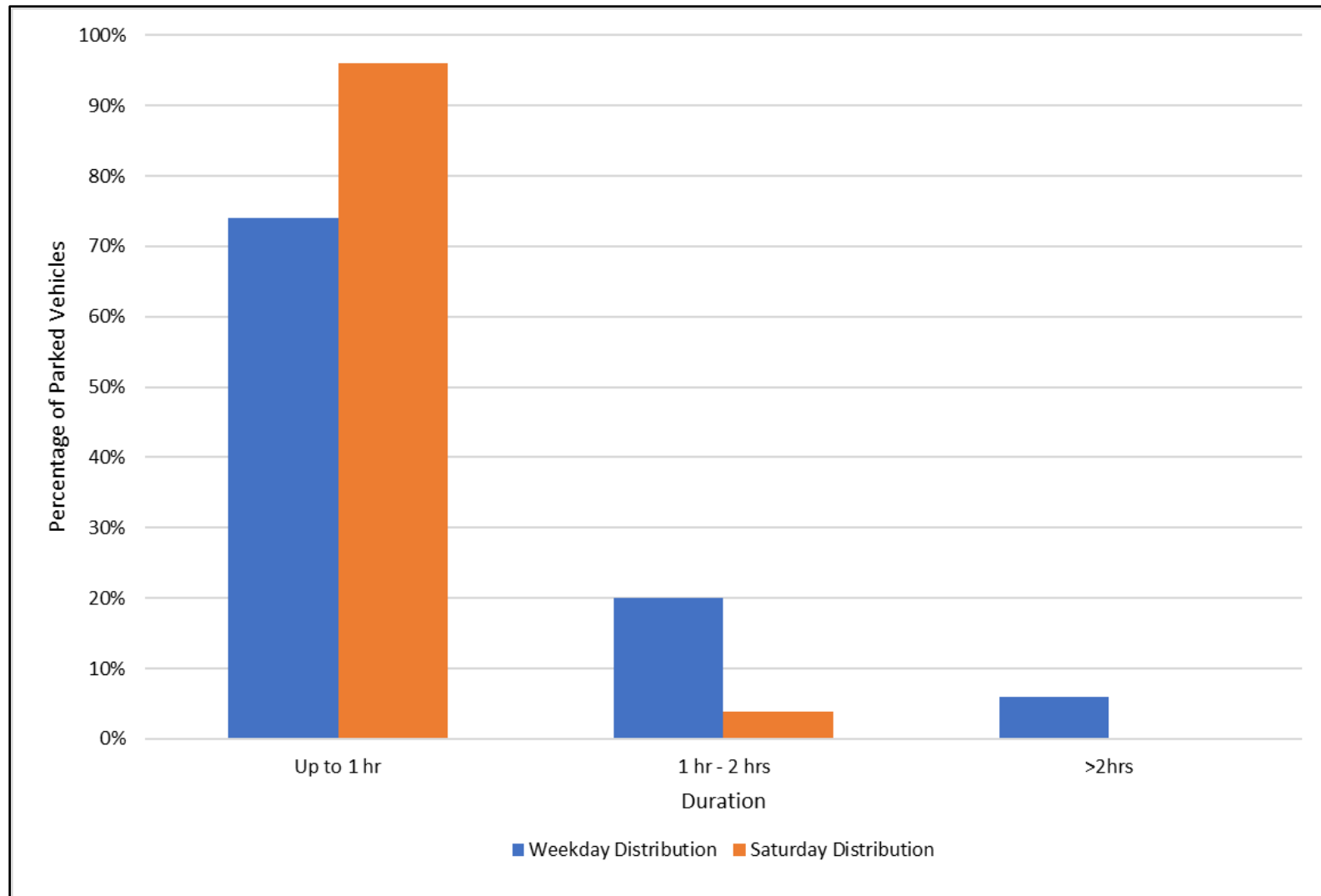


Figure 23: Parking Duration – Ridgeville (On-Street Parking Only)

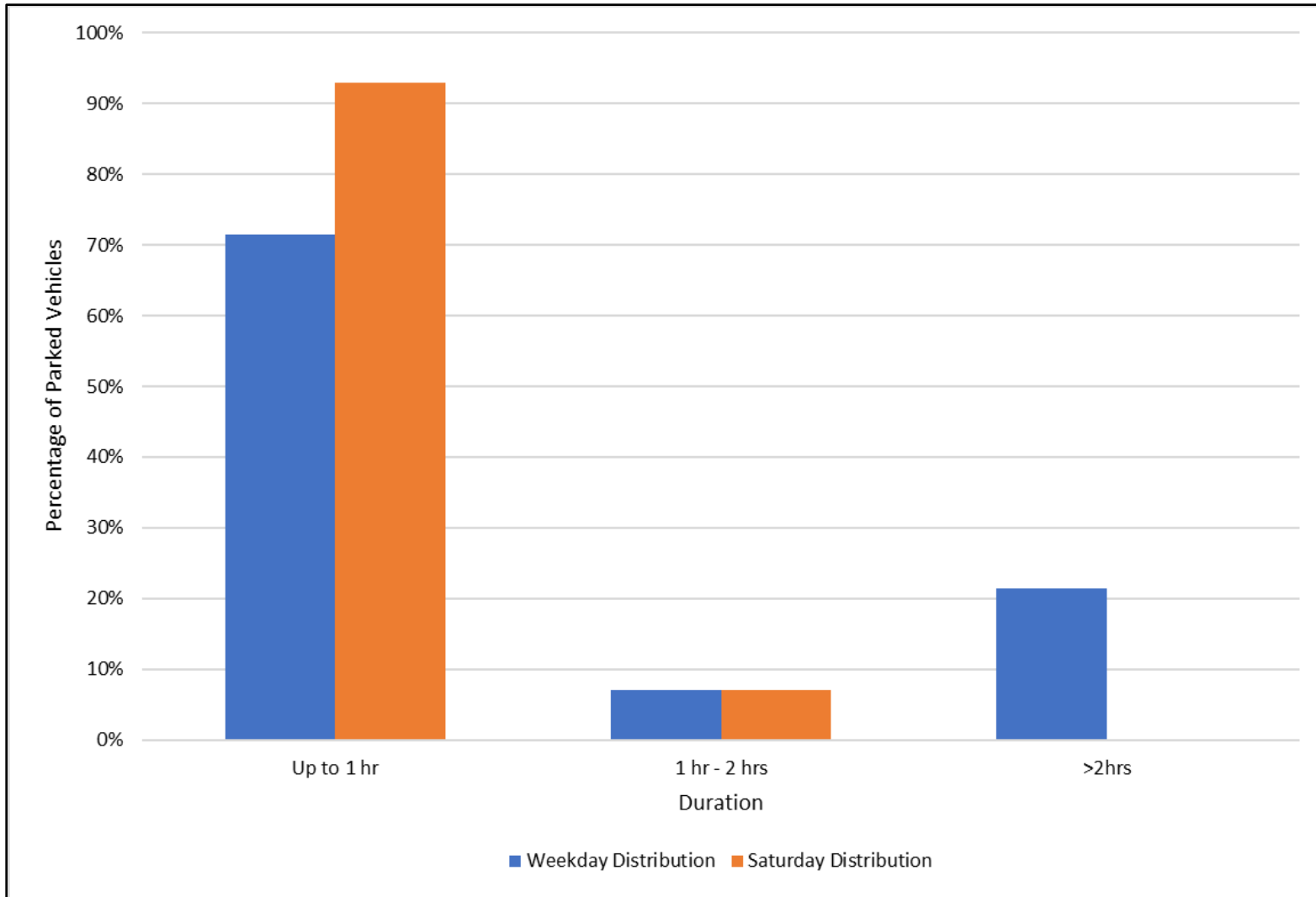


Figure 24: Parking Duration – Ridgeville (Water Station Lot Only)

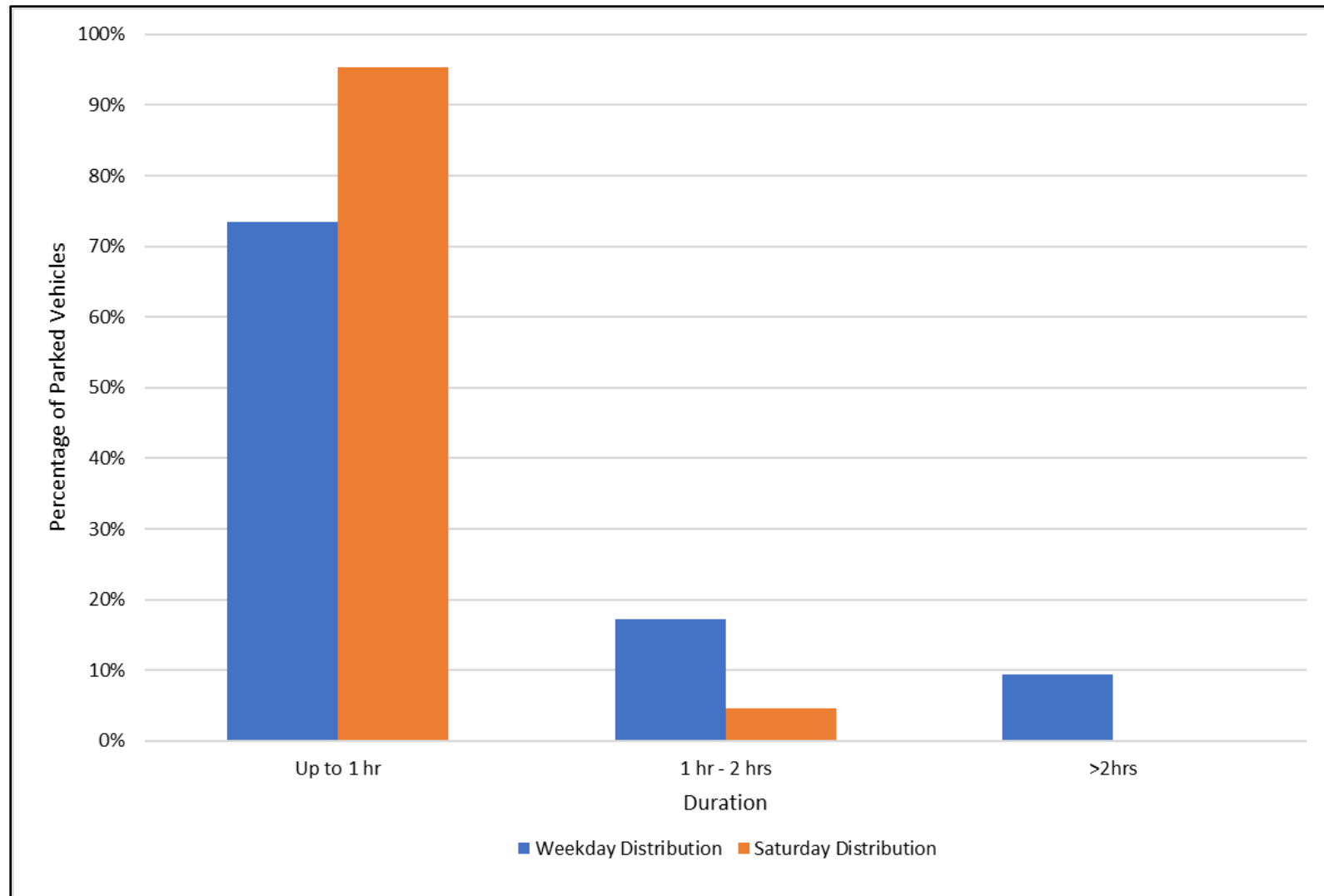


Figure 25: Parking Duration – Ridgeville (All Spaces)

3.3.3 Fenwick Duration

Figure 26, Figure 27, and Figure 28 illustrate the collected parking duration data for on-street parking, municipal lot parking, and total parking supply, respectively, for the Fenwick study area. The data is summarized as follows:

3.3.3.1 On-Street Parking

- Up to One (1) Hour – 75% on weekdays and 100% on weekends;
- Between One (1) Hour and Two (2) Hours – 19% on weekdays and 0% on weekends; and
- Longer than Two (2) Hours – 6% on weekdays and 0% on weekends.

3.3.3.2 Municipal Lot Parking

- Up to One (1) Hour – 56% on weekdays and 50% on weekends;
- Between One (1) Hour and Two (2) Hours – 16% on weekdays and 22% on weekends; and
- Longer than Two (2) Hours – 28% of weekdays and 28% on weekends.

3.3.3.3 Total Parking Supply

- Up to One (1) Hour – 65% on weekdays and 68% on weekends;
- Between One (1) Hour and Two (2) Hours – 17% on weekdays and 14% on weekends; and
- Longer than Two (2) Hours – 18% of weekdays and 18% on weekends.

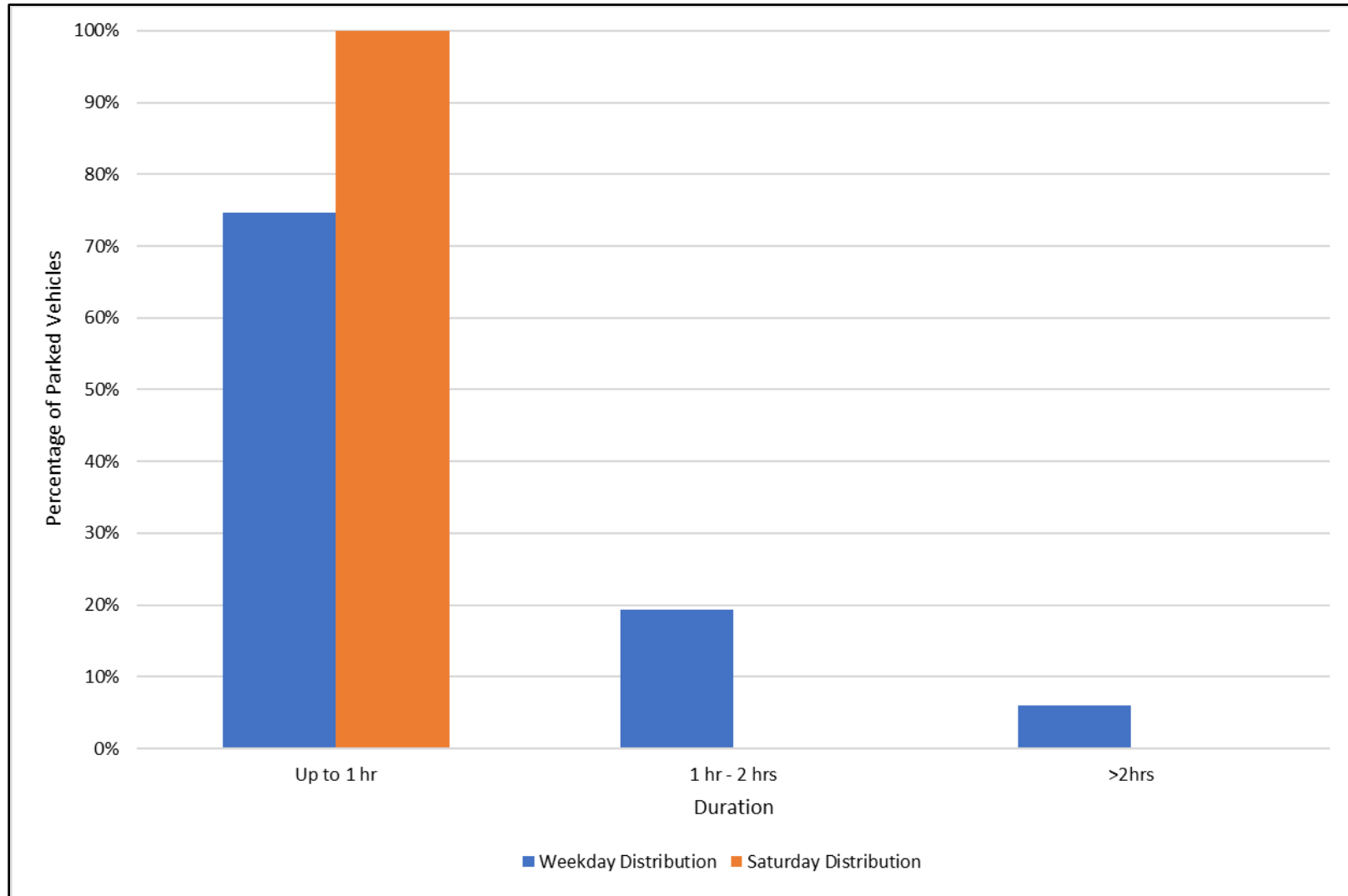


Figure 26: Parking Duration – Fenwick (On-Street Parking Only)

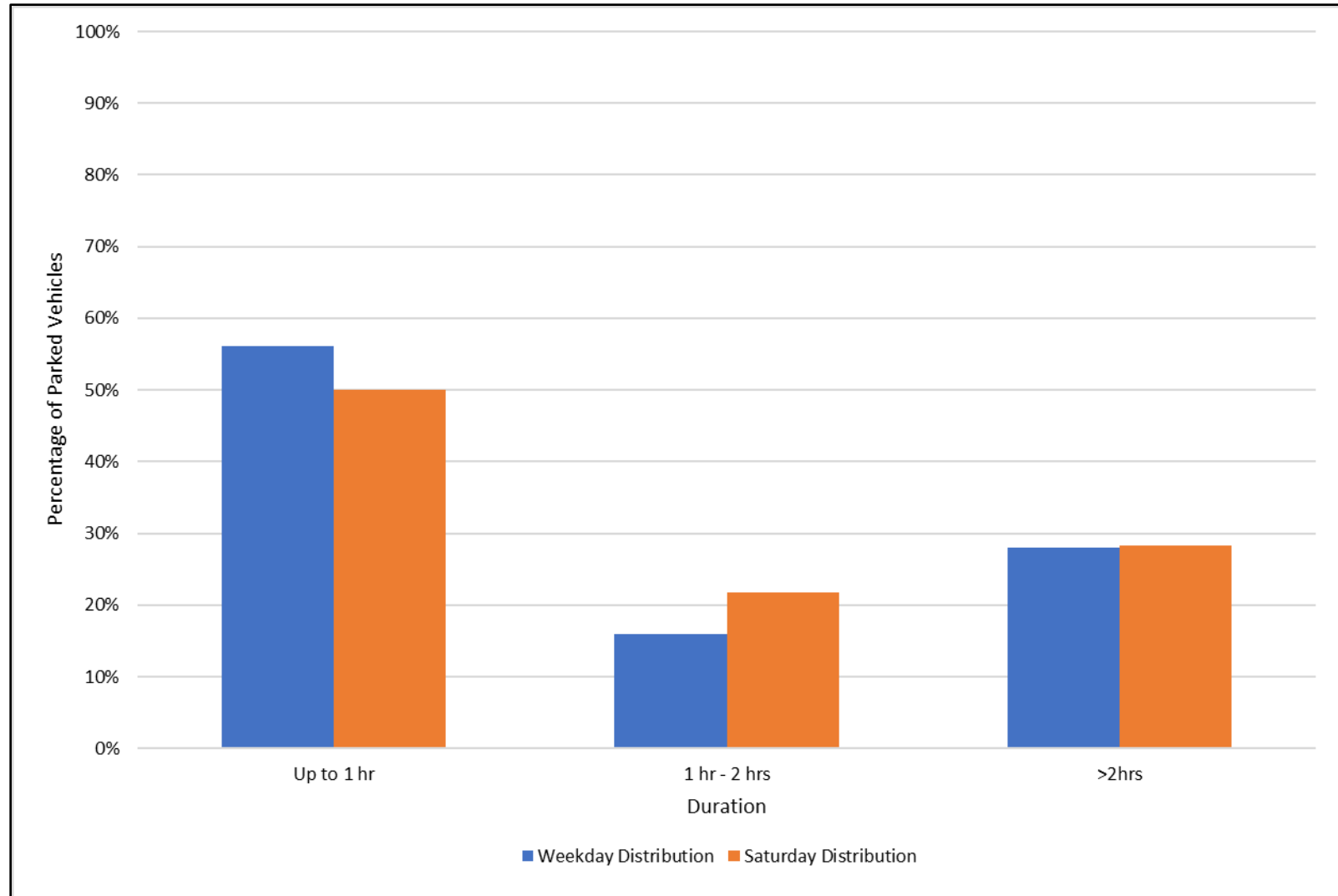


Figure 27: Parking Duration – Fenwick (Municipal Lot Only)

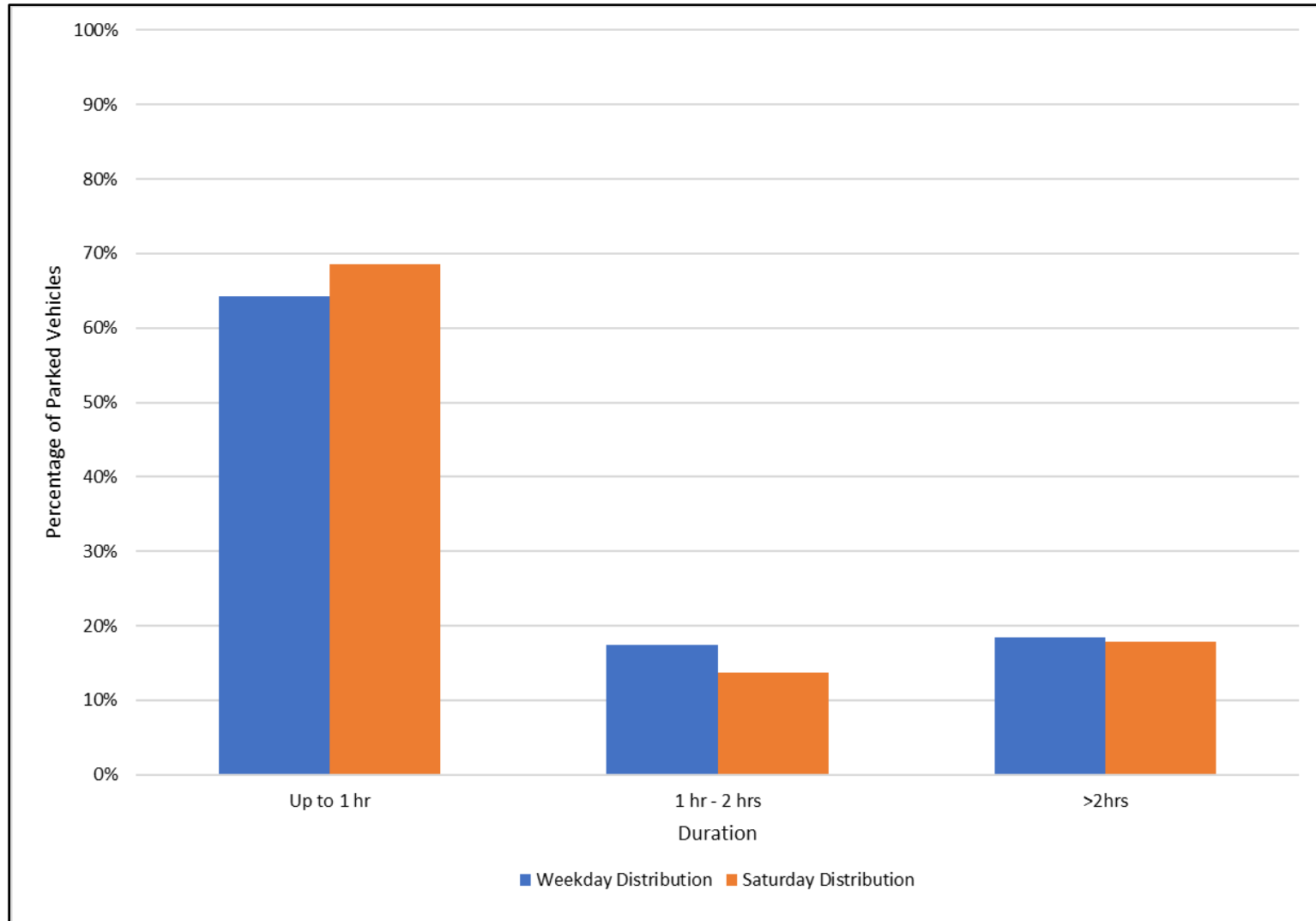


Figure 28: Parking Duration – Fenwick (All Spaces)

3.3.4 Meridian Community Centre Duration

Figure 29 illustrates the collected parking duration data for the MCC study area. The data is summarized as follows:

- Up to One (1) Hour – 81% on weekdays and 58% on weekends;
- Between One (1) Hour and Two (2) Hours – 18% on weekdays and 36% on weekends; and
- Longer than Two (2) Hours – 1% on weekdays and 6% on weekends.

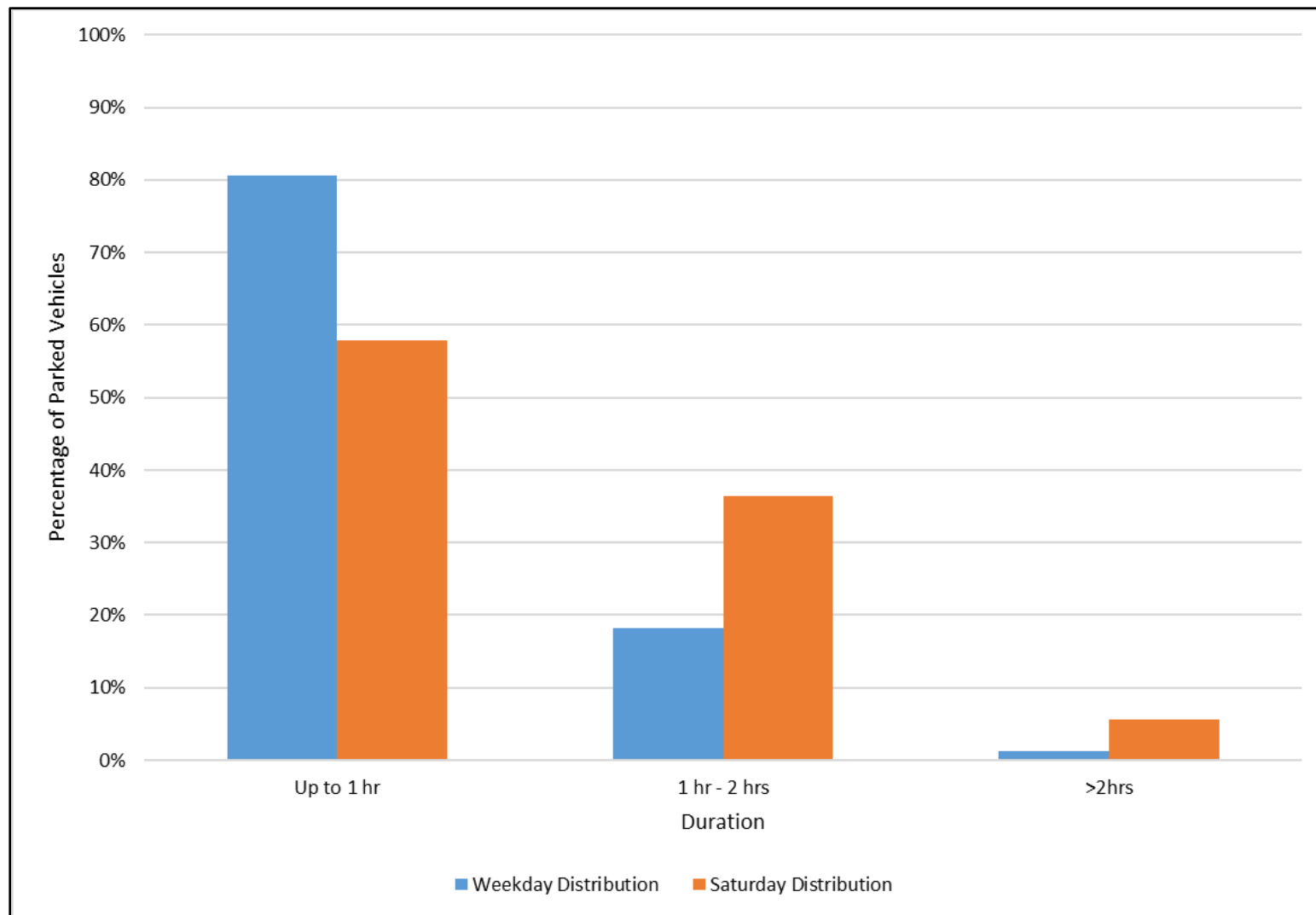


Figure 29: Parking Duration – Meridian Community Centre (All Spaces)

3.4 Existing Conditions Assessment of Parking Supply

3.4.1 Assessment of Fonthill, Ridgeville and Fenwick

Table 3 summarizes and compares the utilization of the Fonthill, Ridgeville, and Fenwick areas, by parking type based on the maximum observed demand.

Table 3: Assessment of Parking Supply (Fonthill, Ridgeville & Fenwick)

Parking Type	Existing Inventory	Maximum Demand	Utilization	Parking Surplus/Deficit
<i>Fonthill</i>				
On-Street	63	37	59%	+26
Municipal Lot	69	30	43%	+39
Total	132	67	51%	+65
<i>Ridgeville</i>				
On-Street	12	19	160%	-7
<i>Fenwick</i>				
On-Street	25	17	65%	+8
Municipal Lot	35	28	80%	+7
Total	60	45	75%	+15
<i>Total</i>				
On-Street	100	73	73%	+27
Municipal Lot	104	58	56%	+46
Total	204	131	64%	+27

Table 3 indicates that the peak demand in Fenwick and Fonthill does not exceed the current parking supply, suggesting that the existing supply is sufficient. While it is recognized that there are certain “hotspot” locations within both Fenwick and Fonthill that may operate at or near capacity (i.e., on-street parking in proximity to street-level retail and restaurant establishments, such as on-street parking on south side of Canboro Road between Welland Road and Maple Street in Fenwick, and on-street parking on Pelham Street between Pelham Town Square and Church Hill in Fonthill), there is surplus parking available nearby and thus additional spaces within these high-use areas may not be needed.

That said, with continued growth and potential future development in Pelham, the currently available reserve capacity could diminish, and should be monitored as new developments are planned. Overall, the Fonthill area maintained a reserve capacity of approximately 50% over the course of this study, which is substantial; however, the Fenwick area maintained a comparatively smaller reserve capacity at 25% (only 15 spaces) indicating lesser flexibility for accommodation of any special events and less capacity for future growth.

While the overall inventory may be adequate on a Town-wide basis, **Table 3** shows that the Ridgeville area is suffering from a significant deficiency in designated public parking supply, with the municipal water station lot acting as an informal overflow lot for parking demand. This is problematic as the lot is not designated nor designed for accommodation of public parking, with the potential for interference with the filling of municipal water trucks.

Parking duration in Fenwick and Fonthill were generally similar, with on-street parking generally lasting less than 1 hour (70% to 100% of vehicles), with durations between 1- and 2-hours accounting for a far smaller proportion (less than 20%), and only a few instances of on-street vehicles parked for greater than 2 hours. For the municipal lots, duration was more varied, with approximately 30% to 50% of vehicles parked for less than 1 hr, and the remainder of vehicles generally falling evenly into either the 1-to-2-hour category or plus 2 hours category.

Ridgeville overall had a higher proportion of vehicles parking for less than 1 hour, which was generally consistent for both the on-street parking and water station lot.

3.4.2 Assessment of Meridian Community Centre

Table 4 summarizes the utilization of the Meridian Community Centre (MCC) based on the maximum observed demand.

Table 4: Assessment of Parking Supply (Meridian Community Centre)

Site Operations	Existing Inventory	Maximum Demand	Utilization	Parking Surplus/Deficit
Weekday (vaccination clinics)	265	270	102%	-5
Saturday (Programmed Sporting Events & Other Special Events)	265	184	69%	+81

Table 4 indicates that the peak demand at the MCC exceeded the current parking supply for the weekday surveys (vaccination clinics) and was approximately 70% utilized on the Saturday survey with programmed sporting events.

The Saturday survey at the MCC captured the core period (10:00 a.m. to 3:00 p.m.) in which the major programmed sporting events (notable parking demand generators) for the day overlapped. These programmed events included:

- Pelham Minor Basketball Association with a variety of teams between 7:30 a.m. and 9:00 p.m., with approximately 600 persons attending;
- Pelham Minor Hockey Association with a variety of teams between 7:45 a.m. and 6:15 p.m., with approximately 700 persons attending; and
- Figure skating between 10:00 a.m. and 12:30 p.m., with approximately 150 people attending.

Overall, approximately 2,153 people entered the facility between 7:00 a.m. and 11:30 p.m. that day, which based on consultation with Town staff was noticeably less than typical operating conditions (pre-COVID) which typically experience between 2,400 and 2,600 persons.

Parking duration at the MCC during the Saturday seemed to exhibit more rapid turnover than what was previously occurring pre-COVID. Before COVID, a greater proportion of trips at the MCC are anticipated to have remained on-site for greater

than 1 hour (parents parking and staying) whereas during COVID it appears a greater proportion of trips are staying less than 1 hour (parents dropping players off). Almost 60% of parked vehicles remained on-site for less than 1 hour, with 30% to 40% parked 1 to 2 hours and less than 10% over 2 hours. Duration was even more rapid during the weekday, as expected, given the site was accommodating scheduled vaccinations only which would typically require less than 1 hour of time to complete.

3.4.3 The COVID Factor

3.4.3.1 COVID impacts on Fonthill, Ridgeville and Fenwick

A major consideration is the impact COVID-related restrictions have had on parking activity during the survey periods. Although it is difficult to quantify the impacts given historical pre-COVID parking demand data for these sites are not available, RVA's review of research documenting changes in travel patterns and trip making during COVID highlights that trip making was reduced on average by 20% to 30% lower than normal pre-COVID levels.

3.4.3.2 COVID impacts on the MCC

With respect to the MCC, on the day of the Saturday parking survey a total of 2,153 people accessed the building. Town staff have indicated that this attendance was low compared to historical (pre-COVID) levels, with approximately 2,400 to 2,600 people typically accessing the MCC on a similar day of programmed sports and events. This equates to a decline in attendance of approximately 10% to 17% on a typical day attributed to COVID restrictions.

However, given the proportion of attendees that are spectators during peak "game" periods (i.e., multiple simultaneous hockey and basketball games) is higher than the proportion experienced throughout the remainder of the day, and given the enhanced level of impact COVID has had on spectator attendance compared to general attendance (which includes players, coaches, and typically immediate family), the decrease in person attendance during peak "game" periods could be notably higher than 10 to 17%. It is expected the decline in person attendance (and thus vehicle parking demand) could be in the order of approximately 30% during peak "game" periods. This would increase the observed parking demand from 184 spaces to 239 spaces.

An additional consideration is the lack of Junior B games and tournaments (i.e., Silver Stick Tournament) captured during the surveys. Such tournaments can result in numerous hockey teams being present at the MCC simultaneously.

Generally, each rink would have 2 teams playing and two teams in the dressing rooms for a total of 8 teams.

In tournament scenarios, teams and spectators can remain on site waiting for subsequent games and/or for taking other activities and services. This could generate 2 to 3 additional teams per rink on site, which would equate to approximately an additional 80 to 120 participants. This is equivalent to an approximate 30% to 50% increase during these special events. Similar scenarios can also be considered for other events such as basketball tournaments.

3.4.3.3 Parking Supply Sensitivity Check

Therefore, a sensitivity check has been completed to “stress test” the current parking supply at each study area location to account for the impacts COVID-restrictions may have had on the collected survey data. A 20% growth in demand has been applied to the Fonthill, Ridgeville, and Fenwick areas, and 30% growth at the MCC plus an additional parking demand of 80-120 spaces for tournaments. The results of this COVID “stress test” are shown in **Table 5**.

Table 5: Assessment of Parking Supply (COVID Stress Test)

Parking Type	Existing Inventory	Maximum Demand	Utilization	Parking Surplus/Deficit
Fonthill				
On-Street	63	45	71%	+18
Municipal Lot	69	36	52%	+33
Total	132	81	61%	+51
Ridgeville				
On-Street	12	23	192%	-11
Fenwick				
On-Street	25	21	84%	+4
Municipal Lot	35	34	97%	+1
Total	60	55	92%	+5
Meridian Community Centre				
Municipal Lot	265	319 - 359	120% - 135%	-54 to -94

Table 5 indicates that with a 20% increase in parking demand at the Fonthill, Ridgeville and Fenwick areas results in overall utilization in Fenwick increasing to 92%, which is considered to be nearing capacity (+90% utilized) and at a critical level. As expected, parking demand in Ridgeville is almost double the current designated parking supply. Although the utilization of the on-street parking in Fonthill increases to 71%, the overall parking supply is still largely underutilized at 61% utilized given the municipal lots barely surpasses half capacity.

With respect to the MCC, the parking demand adjustment to account for the impacts of COVID-restrictions results in the MCC parking lot being over-capacity, at 120% to 135% utilized. This is consistent with the stakeholder and user group input received concerning these events at the MCC. This over-capacity situation affords the site no reserve capacity for other special events (such as the numerous

types of Shows typically hosted by the MCC), winter snow storage, or any capacity for potential (and anticipated) future growth.

A future follow-up survey of the study areas could be undertaken to re-confirm parking demand and utilization without the temporary impacts of COVID-restrictions.

4.0 Stakeholder Consultations

RVA carried out stakeholder consultations in parallel with the technical analyses to gather feedback from local businesses and residents on people's experiences parking within the defined study areas. The user groups of the MCC were also consulted to understand the needs of the MCC as it relates to parking.

4.1 Meridian Centre User Group Consultation

The MCC User Group Consultation Meeting occurred virtually on Thursday October 19th, 2020. Key topics discussed included:

- An introduction to the Pelham Parking Study, including objectives and key phases;
- An introduction to the purpose of the MCC User Group Consultation Meeting, meeting objectives, and who are the MCC "User Groups";
- What programming is provided at the MCC;
- What are the typical modes of arrival for MCC users;
- What is the perceived availability of parking supply at the MCC;
- When are the typical peak parking demand periods;
- And any other miscellaneous perceived parking concerns and opportunities for improvement.

A copy of the presentation is provided in **Appendix C**. A summary of meeting notes taken by the RVA project team are provided in **Appendix D**.

The following sections present some of the key comments documented at the meeting:

4.1.1 Facility Programming

- Open seven days a week, with both arenas utilized on weekends;
- Silver Stick Tournament cancelled due to COVID;
- The MCC is a Service Organization hosting various event types (i.e., Seniors' Christmas Event, Spring Home Show, Art Show, Men's Hockey League, Irish Dance Competition, graduations, fundraisers, etc.);
- Typically, approximately 800 participants during Pelham basketball during weekday evenings and all-day weekends, but reduced to mid-400s during COVID; and
- Overlap between minor and junior hockey teams, with basketball and other special events occurring simultaneously.

4.1.2 Modes of Travel

- Buses leave the site to wait after dropping players off, with some instances of buses dropping players on-street; and
- Primarily auto-based travel observed by meeting attendees.

4.1.3 Parking Supply Availability & Peak Demand Periods

- Parking supply issue not observed during COVID in 2020;
- Under normal circumstances (pre-COVID) parking supply appears sufficient on weekdays and during spring and summer seasons, although is sometimes limits on weekday evenings, but weekends during winter experience heaviest parking demands with insufficient parking supply;
- Insufficient snow storage space, which will worsen as adjacent vacant lands are developed (currently being uses for snow storage);
- Insufficient supply in January with Silver Stick Tournament, with parking spilling into the commercial plaza parking lot;
- When sporting events coincide with other scheduled events/shows, all available parking it utilized including any available grassy areas; and
- Parking supply is consistently a major matter of discussion for event planning.

4.1.4 Other Parking Concerns and Considerations

- Lack of accessible parking, with size of spaces being insufficient for side-panel vans (Seniors' Fair requires more accessible spaces);
- Parking spaces in general seem too narrow (many large trucks); and
- Kiss-n-Ride activity is very busy, sometimes interfering with pedestrian accessibility at the main doors.
- Ensure the future adjacent residential subdivision does not have vehicular access through the parking lot; and
- Provide more on-site snow storage capacity.

4.1.5 General Comments on Other Study Areas

- **Fenwick:** Poor delineation of parking spaces; parked vehicles encroaching into pedestrian realm; sightline issues due to on-street parking near intersection of Canboro Road at Welland Street.
- **Ridgeville:** General lack of parking for local businesses.
- **Downtown Fonthill:** Sightline issues created by on-street parking near Churchill Street intersection.

4.2 Online Survey

RVA prepared an online survey for residents/customers and an online survey for employees, concerning parking in Fonthill, Fenwick and Ridgeville in the Town of Pelham. The survey was open for public response between February 17th and October 3rd, 2021, and 18 total responses were received. The survey was advertised on social media and on the Town's webpage. The survey was presented on the "Bang the Table" platform via the Town's webpage.

The following summary describes responses to each question of the survey, analysis of the written responses, and a summary of findings. Graphs illustrating the responses selected by participants are provided in **Appendix E**.

4.2.1 Customer and Resident Parking Survey

General

- 72% of the survey responses noted that their destination was to a business, with the remaining 28% destined to the Meridian Community Centre (MCC).
- 75% of the survey responders went into Town in the afternoon between 2 p.m. and 6 p.m.
- 61% of the responses noted that they their last trip into town was during the weekdays. 39% took trips during the weekend.
- 78% of the responders made the trip alone (39%) or with one other individual (39%).
- The most common activities in town were to shop (35%), play sports (22%), and dining (16%).
- Half of all responders only went to one location during their trip into town, while another 39% went to two stores.
- 61% of trips were under 1 hour. Of those, 33% of trips were less than 15 minutes. Another 33% of trips lasted 2 hours.
- 93% of customers used their cars to arrive at their destination.
- The most common parking spot types are on-street parking with no meters or pay and display (39%), public town surface lots (39%), and privately owned and free customer lots (17%).
- 44% of customers have never had a problem with parking enforcement. 17% of customers noted that there is not enough parking enforcement.
- Most responses indicate that the parking time length is not an issue.
- 94% of customers have not received a ticket in the last 4 months.

Fonthill Parking

- The most common parking locations in Fonthill are business parking (43%), area A3 (29%), and area A4 (21%).
- 61% of customers frequent Fonthill between 1 and 3 times per week. 35% of customers go to Fonthill 4 or more times per week.
- 82% and 53% of customers have had issues finding on-street and off-street parking in Fonthill, respectively.
- Finding parking at the Meridian Community Centre in Fonthill is difficult, especially on evenings, weekends, and during special events.

Ridgeville Parking

- All residents or customers who parked in Ridgeville parked in area B1.
- 63% of customers do not go to Ridgeville very often.
- On-street parking in Ridgeville is sometimes a problem for 57% customers. 77% of responders have had at least some difficulty finding off-street parking.

Fenwick Parking

- The most common parking locations in Fenwick are area C5 (64%) and area C1 (27%).
- 56% of responders go to Fenwick not very often or only once a week. 38% of customers frequent Fenwick 4 or more times per week.
- Most customers have had difficulty finding on-street parking in Fenwick. Half of the responding customers have had difficulty finding off-street parking in Fenwick.
- Parking can be difficult to find near the Canboro Gardens. The public are concerned that new subdivisions will reduce the available parking even further.
- Vehicles that park at the corner of Canboro and Maple can restrict sightlines of oncoming traffic while turning onto Canboro.
- The public believes that there should be more parking enforcement in Fenwick.

4.2.2 Employee Parking Survey

- 79% of the employees arrive before 9am, with the majority of them arriving between 8AM and 9AM. 67% of employees leave work between 4PM and 6PM.
- 68% of the survey responders work full time, 5 days a week.
- 32% of the responses noted they leave work once a day for workplace related trips. 21% of employees do not leave very often. 21% of employees leave their work twice a day. 26% of employees leave work three or more times a day.
- 9% of employees used their cars to arrive at their destination.
- Half of all responders use public town surface lots to park.
- 94% of employees do not pay for parking.

- 94% of employees would not consider another mode to get to work.
- 68% of employees have never had a problem with parking enforcement. 21% of employees noted that there is not enough parking enforcement.
- 82% of employees have had difficulties with parking on-street. 71% of employees have had difficulties with off-street parking, with the majority of them having often or chronic issues with off-street parking.
- Half of the responses indicate that the parking time length is never a problem.
- None of the employees have received a ticket in the last 4 months.
- The most common parking locations in Fonthill are not shown (32%), area A4 (25%), and area A3 (17%).
- The most common parking location in Fenwick is area C5 (44%).
- Public parking is limited and blocked on unannounced days. Businesses expect they lose business because of it. Some have parking farther away but concerned about fast drivers on highway 20.
- Parking enforcement is lacking, especially in the no parking area
- Cars have been parking near the corners of intersections. This creates difficult sightlines to view oncoming traffic. No parking on corners of intersections should be enforced.

5.0 Future Parking Demand & Reserve Capacity

5.1 Parking Demand Growth Assumptions

Potential opportunities may exist within downtown Fonthill for further intensification and/or redevelopment of existing lands, although at this time it is our understanding current downtown redevelopment projects are limited to a single property at the northwest corner of the intersection of Pelham Street and Highway 20. There is currently no intensification or major redevelopment projects planned within the Fenwick and Ridgeville areas, and most new employment will be in the East Fonthill commercial area associated with retail land uses, seniors' retirement residences, and long-term care residences.

However, should additional future intensification occur in these "downtown" locations, and/or as new residential development is completed in nearby peripheral areas (i.e., significant level of residential subdivision development in Pelham south and east of Fonthill; proposed urban boundary expansions in the vicinity of Rice Road at Merritt Road, and north of Foss Road from Haist Street to Clare Avenue.), current levels of reserve parking capacity in the public parking supply may diminish. Although private development is required to provide off-street parking per the Town's zoning by-law, new residential development will increase the Town's population which in turn generates new customers for local businesses, new visitors to these "downtown" areas, and new users to the MCC.

Therefore, it is important that the Town monitor its parking supply at scheduled intervals (i.e., every few years) to confirm that reserve parking capacity has not reduced to critical levels, potentially negatively impacting the viability of its local business community and the on-street parking supply in surrounding residential neighbourhoods due to parking overflow.

Future parking demand is influenced by many factors and is difficult to predict. Such factors include population growth and traffic generation from new development within and in proximity to the Town, the availability and convenience of non-auto-based modes of travel, and the growth and "busyness" of local business establishments. Therefore, given the difficulty in accurately identifying future parking demand, a sensitivity analysis has been completed to "stress test" the current parking supply at each study area location under potential growth scenarios.

Historical Statistics Canada population data updated in February 2022 shows that the population in the Town of Pelham has been growing at an average annual

growth rate of approximately 1% per year since 2001. With this population increase the Town will realize an increase in trip making and ultimately parking demand. Assuming that parking demand will follow a similar trend, this implies an annual growth rate of 1% per year, or 10% over the study period to 2032.

Future growth projections for population, number of households, and employment within the Town of Pelham have been prepared by the Region of Niagara for compliance with the *Growth Plan for the Greater Golden Horseshoe*. These projections indicate that population and employment are forecast to grow by approximately 16% over the next 30 years (2051), while households are forecast to grow by approximately 18% over the same 30-year period. Annualizing these growth rates results in rates of 1.3% and 1.5% per year, respectively. Therefore, over the 10-year horizon of this study, Pelham can expect total growth of 16% to 18% in population/employment and number of households.

For the purpose of this parking study, a sensitivity analysis was completed utilizing both a Low Growth parking demand scenario and a High Growth parking demand scenario. The Low Growth scenario has been based on recorded historical population growth trends per Statistics Canada (10%), and the High Growth scenario based on the projected population, household, and employment trends per Niagara Region (20%).

For the MCC site only a 10% growth scenario has been assessed as its growth rate is largely controlled by facility capacity and activity scheduling, in addition to the COVID and tournament adjustments as presented in section 3.4.3.2. With the additional 10% growth, the forecast parking demand for the MCC is in the range of 351-395 spaces, which exceeds the current available capacity by 86-130 spaces.

5.2 Projected Parking Demand and Utilization

Figure 30, Figure 31, Figure 32, and Figure 33 illustrate the projected parking utilization data for a 2032 horizon year for Fonthill, Ridgeville, Fenwick, and the MCC, respectively:

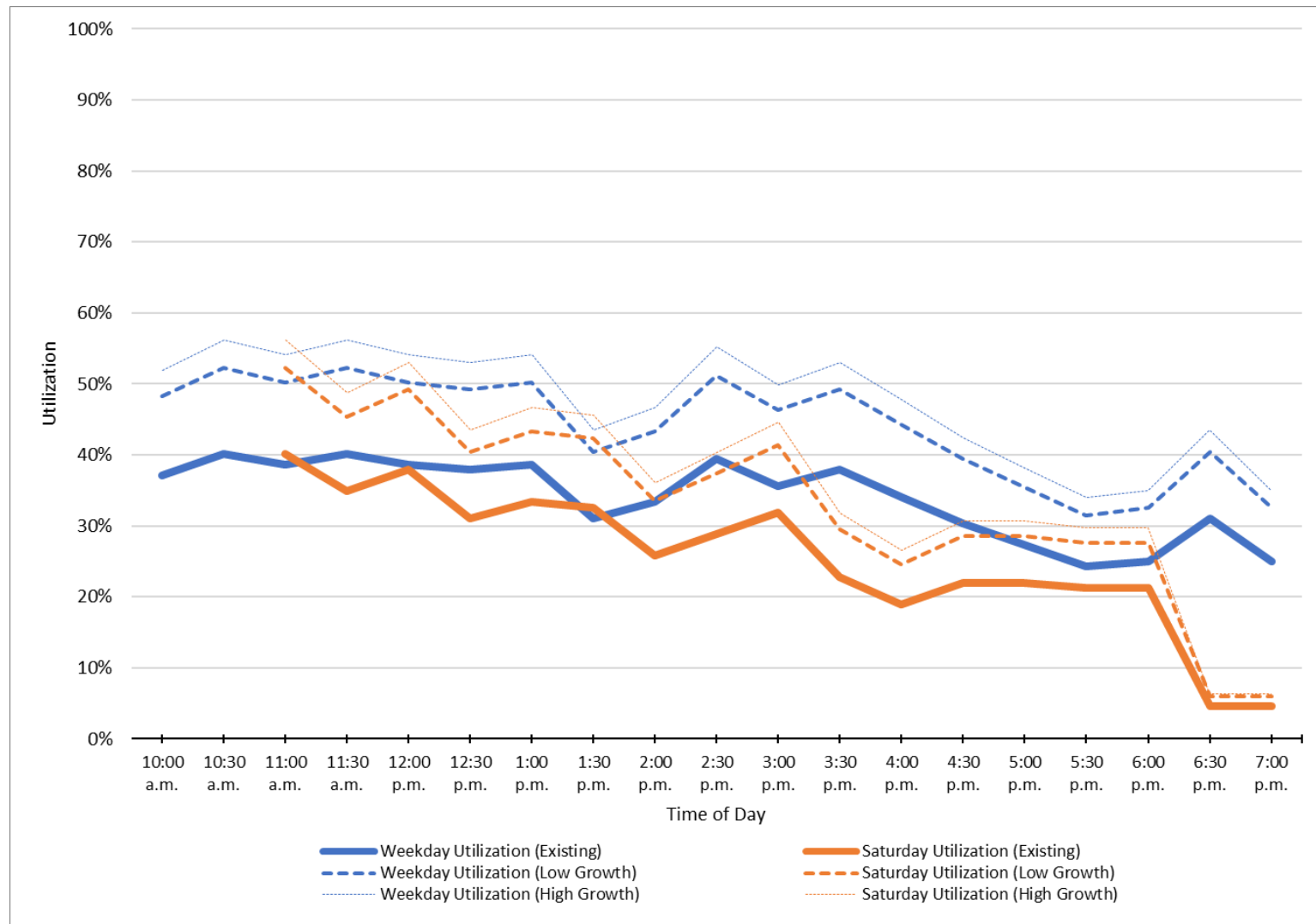


Figure 30: Future Parking Utilization – Fonthill (All Spaces)

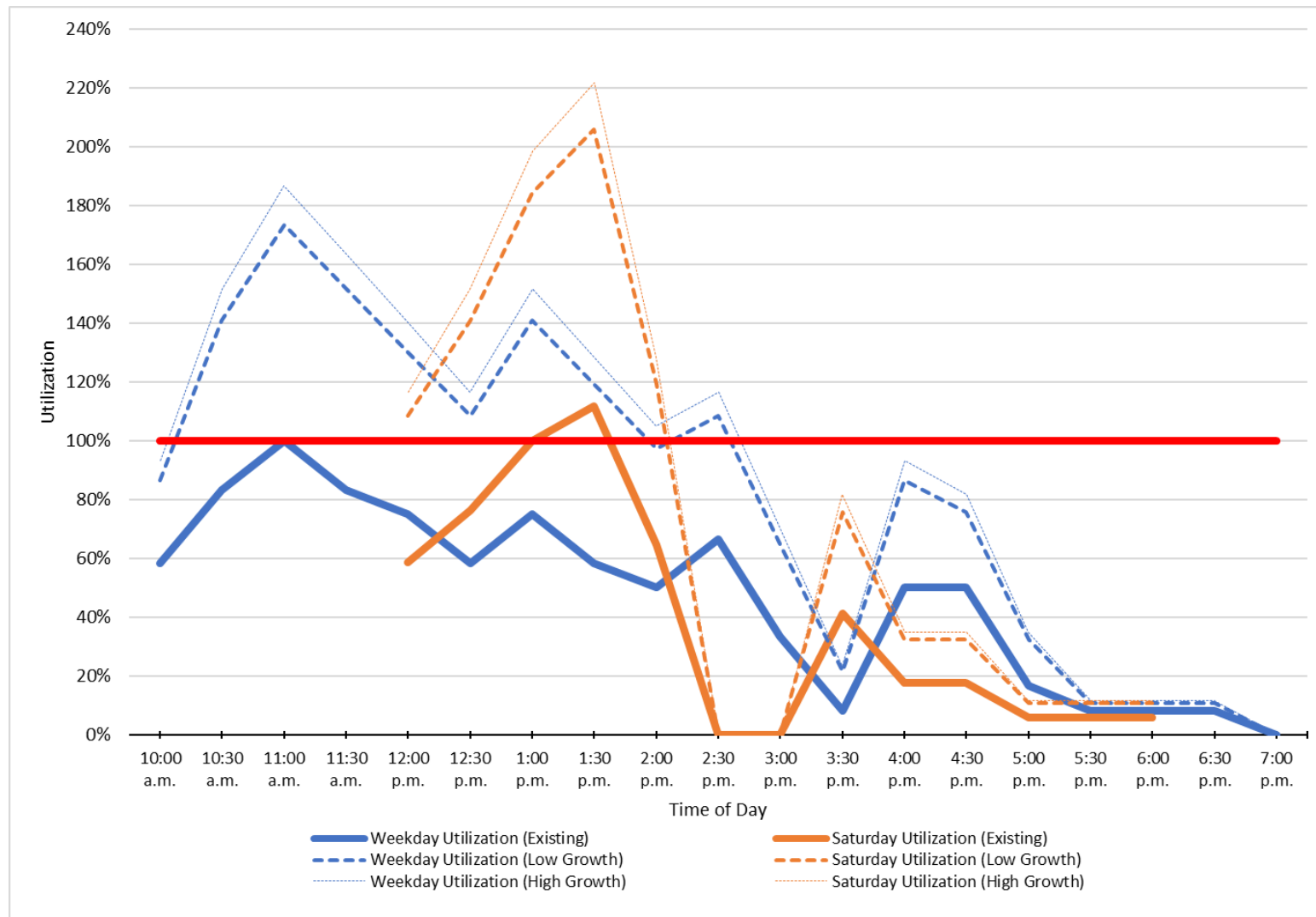


Figure 31: Future Parking Utilization – Ridgeville (All Spaces)

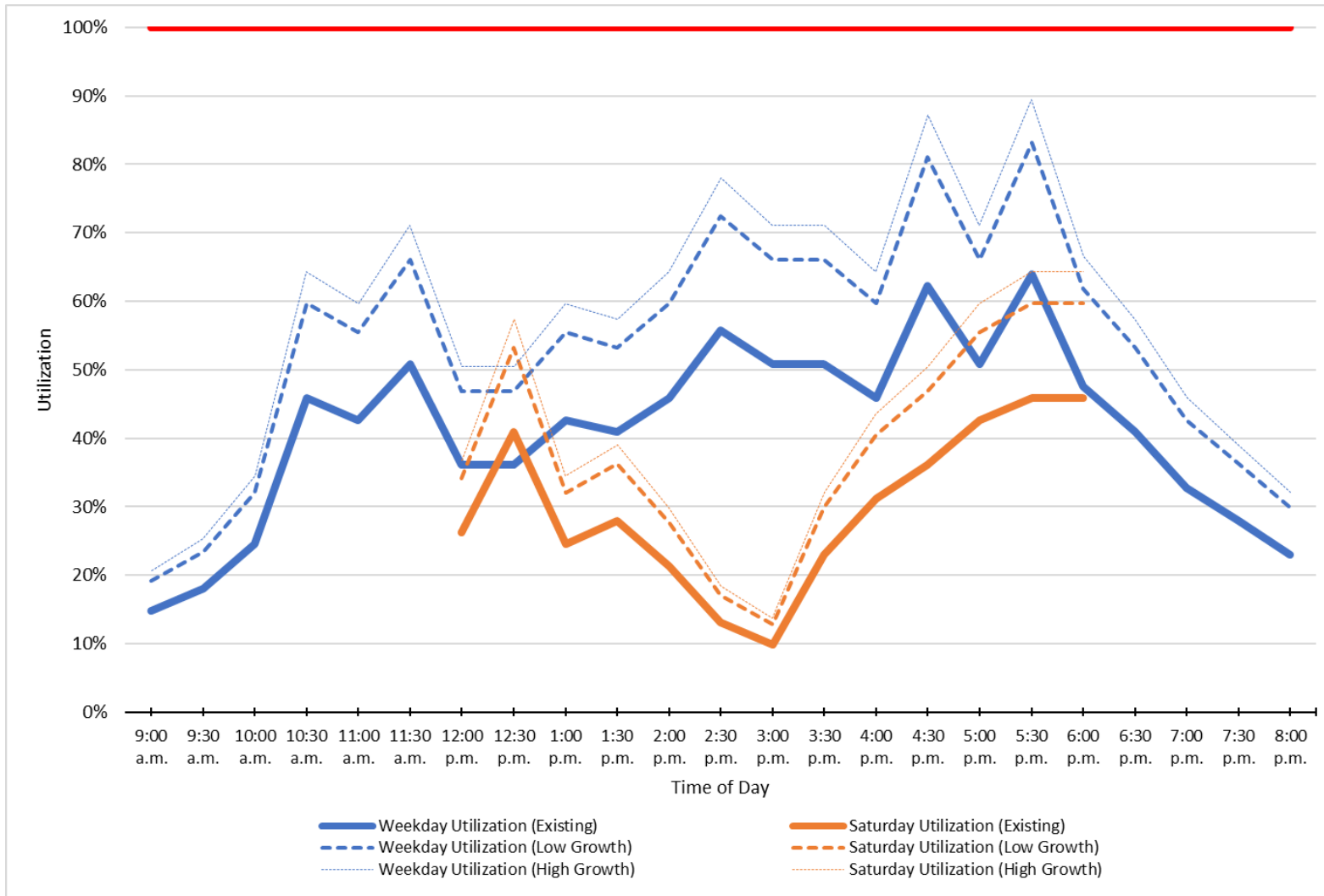


Figure 32: Future Parking Utilization – Fenwick (All Spaces)

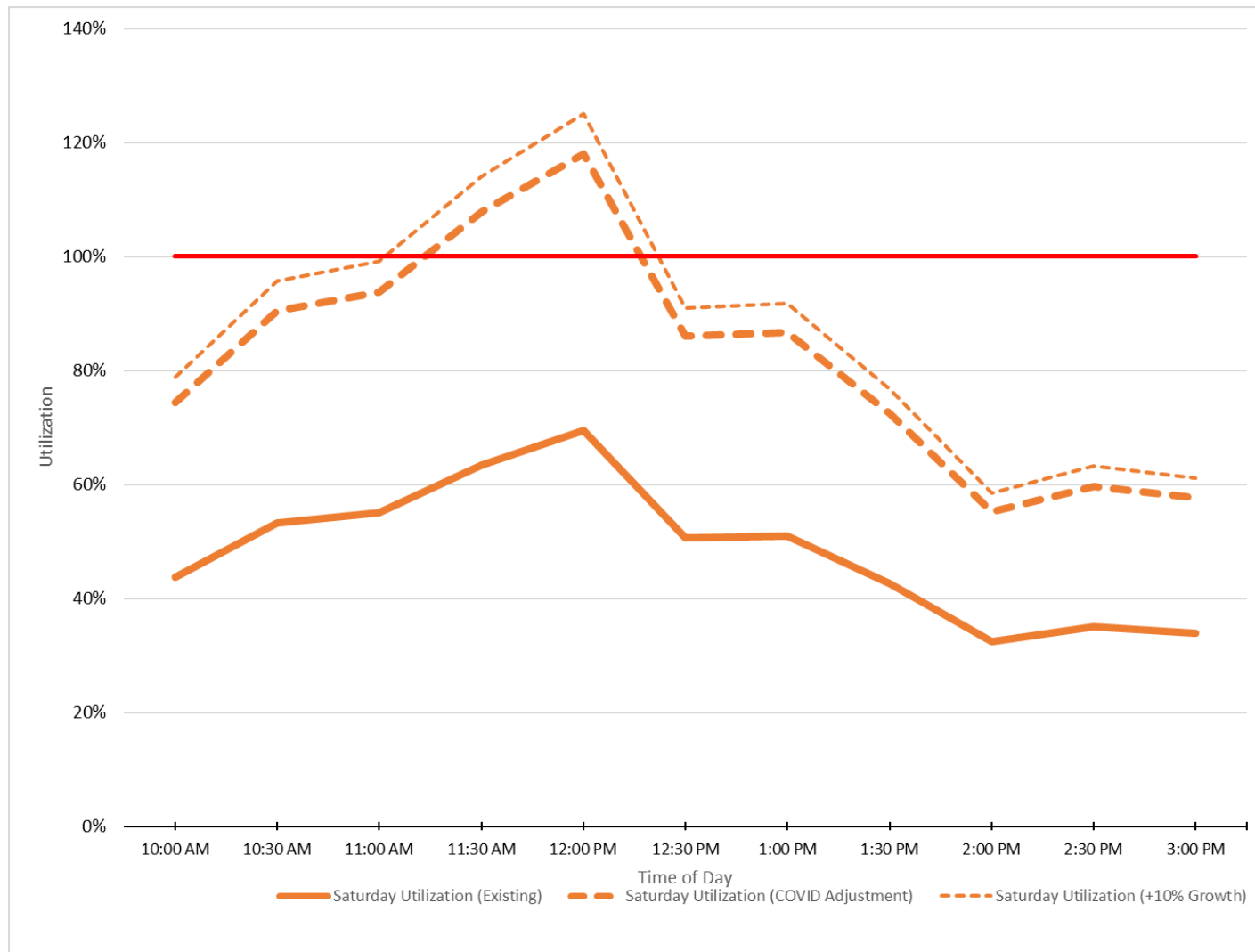


Figure 33: Future Parking Utilization – Meridian Community Centre

The results of this growth scenarios “street test” are described below:

- **Fonthill:** The low and high growth scenarios are projected to bring the parking supply in Fonthill to approximately 50% and 55% utilized, respectively, during peak periods. Despite these growth assumptions, Fonthill is still expected to have ample reserve parking capacity during peak periods.
- **Ridgeville:** The current parking supply in Ridgeville is over-capacity. Therefore, any future increase in demand is expected to bring demand well over capacity (i.e., 200% and 220% over-capacity based on low and high growth scenarios, respectively).
- **Fenwick:** The low and high growth scenarios are projected to bring the parking supply in Fenwick to approximately 80% and 90% utilized, respectively, during peak periods. Therefore if 40% total growth in parking demand is realized, the current parking reserve for Fenwick will be considered critical with only 10% reserve supply during peak periods.

Meridian Community Centre: The low and high growth scenarios are projected to bring the peak future parking demand at the MCC to an over-capacity situation. They would require up to an additional 86-130 spaces to meet the Saturday peak parking demands. This would result in a total parking supply of 351-395 spaces. It is recommended that the MCC plan for a 10% reserve capacity of approximately 35-40 spaces. This would increase the required total parking supply to 390-435 spaces, or an additional 125-170 parking spaces.

A future follow-up survey of the study areas could be undertaken to re-confirm parking demand and utilization without the temporary impacts of COVID-restrictions.

6.0 Parking Standards Review

Parking standards regulate the supply and design of off-street parking facilities and can be used to ensure sufficient off-street spaces are provided to meet development parking needs. Parking demand and duration trends identified in this study can provide insight into the adequacy of the Town's current off-street parking requirements. For example, an insufficient supply of public parking supply to accommodate existing parking demands indicates the need for increased public parking supply, but may also indicate an inadequacy in the Town's parking standards to require developer's provide sufficient off-street parking to meet the parking demands of the development. This may require modifications to the Town's parking standards to ensure new development is providing residents, employees, and/or visitors with sufficient off-street parking supply in order to reduce the demand for public facilities. Conversely, an excessive oversupply of public parking may suggest that the Town's parking standards be modified to reduce the minimum parking supply requirements developers are required to provide.

The Town's current parking standards ("Parking Area Regulations") can be found in Section 6.16 of the Town's Zoning By-Law No.1136. Furthermore, Section 30 of the regulations includes parking requirement exceptions pertinent to mixed-use land-uses in East Fonthill. Both sections are in provided in **Appendix F**.

6.1 Commercial Off-Street Parking Requirements

Table 5 compares the minimum off-street parking requirements for three common commercial land use types across all municipalities within Niagara Region. These land use types were selected given they represent the uses most represented in the immediate "downtown" areas of this study.

Table 6: Minimum Commercial Off-Street Parking Requirements - Niagara Regional Municipalities

Municipality	Dine-In Restaurant (1 space per x)	Office (1 space / x)	Retail (1 space / x)
Township of West Lincoln	20 m ²	28 m ²	20 m ²
Township of Wainfleet	4.5 m ²	28 m ²	28 m ²
Town of Pelham (East Fonthill Mixed-Use Zone)	4 seats (4.25-5.25 spaces / 100m ²)	30 m ² (2.75-3.25 spaces / 100m ²)	30 m ² (4.25-5.25 spaces / 100m ²)
Town of Niagara-on-the-Lake	9 m ²	28 m ²	18.5 m ²
Town of Lincoln	4.5 m ²	30 m ²	30 m ²
Town of Grimsby	4.5 m ²	28 m ²	28 m ²
Town of Fort Erie	4 seats	28 m ²	30 m ²
City of Welland	30 m ²	30 m ²	30 m ²
City of Thorold	10 m ²	25 m ²	25 m ²
City of Port Colborne	20 m ²	28 m ²	20 m ²
City of St. Catharines	20 m ²	28 m ²	20 m ²
City of Niagara Falls	5 seats	25 m ²	25 m ²

A brief summary of the minimum rates for each commercial land use in relation to the Town's rates are as follows:

Dine-In Restaurants

It is expected the Town's general rate of 1 space per 4 seats likely results in a comparatively higher minimum parking requirement when compared to common rates of 1 space per 20 m² or 30 m² gfa.

However, in the East Fonthill Mixed-Use Zone, the Town's minimum requirement of 1 space per 24 m² gfa results in a comparatively lower minimum parking requirement when compared to most rates ranging between 1 space per 20 m² gfa and 1 space per 4.5 m² gfa. Interestingly, the Town has also provided a maximum parking requirement for the East Fonthill Mixed-Use Zone, a practice not found in other Regional municipalities, and beneficial for encouraging non-auto-based transportation in downtown areas as well as for maximizing the developable (and business generating) area of a property.

Retail

The Town's general rate of 1 space per 30 m² gfa results in the lowest parking requirement when compared to other Regional municipalities, consistent with Lincoln, Fort Erie, and Welland. However, in the East Fonthill Mixed-Use Zone, the minimum parking requirement is slightly increased to 1 space per 24 m² gfa, although with a maximum at 1 space per 19 m² gfa.

Office

The Town's general rate of 1 space per 30 m² gfa results in the lowest parking requirement when compared to other Regional municipalities, consistent with Lincoln and Welland. However, in the East Fonthill Mixed-Use Zone, the minimum parking requirement is slightly increased to 1 space per 36 m² gfa, although with a maximum at 1 space per 21 m² gfa.

6.2 Residential Off-Street Parking Requirements

Table 7 compares the minimum off-street parking requirements for five common residential land use types across all municipalities within Niagara Region.

Table 7: Minimum Residential Off-Street Parking Requirements - Niagara Regional Municipalities

Municipality	Apartment (x spaces / unit)	Single Family Detached (x spaces / unit)	Townhouse (x spaces / unit)	Senior Apartment House (x spaces / unit)	Secondary Suite (x spaces / unit)
Township of West Lincoln	1.75	2	1.75	-	1
Township of Wainfleet	2*	2*	2*	-	-
Town of Pelham	1 (+0.5V)	1	1.5	1	1
Town of Niagara-on-the-Lake	1	2	2	0.25	-
Town of Lincoln	1.25	2	2	-	-
Town of Grimsby	1.25 (+0.25V)	1.5	1.5	-	1
Town of Fort Erie	1.5	1	1.5	0.5	-
City of Welland	1*	1	1	-	1
City of Thorold	1.25	2	2	-	1
City of Port Colborne	1.25	1	1	-	1
City of St. Catharines	1.25	1	1	-	1
City of Niagara Falls	1.4	1	1	-	1

Notes: "-" denotes no parking requirement.

*1/unit in commercial zone **Minimum 10 spaces

A brief summary of the minimum rates for each residential land use in relation to the Town's rates are as follows:

Apartment

The Town's rate of 1 resident space per unit plus one visitor space per two units results in an overall parking rate of 1.5 spaces per unit. This is a higher parking requirement than most other municipalities in the Region, except for the City of Niagara Falls (1.4 spaces per unit) and Township of West Lincoln (1.75 spaces per unit).

Single Family Detached

The Town's rate of 1 space per unit (in a garage or carport) does not consider parking provided within a driveway which typically would provide an additional space at a minimum. Given the vast majority of single family detached dwelling units provide a driveway which can accommodate at least 1 parked vehicle, this results in a de facto minimum parking requirement of 2 spaces per unit. This is similar to all other Regional municipalities which require between 1-2 spaces per single family detached unit.

Townhouse

The Town's rate of 1.5 spaces per unit falls within the range of other Regional municipalities which require between 1-2 spaces per townhouse unit; the calculated average townhouse rate of all Regional municipalities is also 1.5 spaces per unit.

Senior Apartment House

The Town is one of three municipalities that provide a minimum parking requirement specific to senior apartment houses, at 1 space per unit. The Town of Niagara-on-the-Lake requires 0.25 spaces per unit, and the Town of Fort Erie requires 0.5 spaces per unit.

Secondary Suite

Similar to most municipalities in the Region, the Town has a minimum parking requirement specific to secondary suites, at 1 space per unit, which was enacted during the course of this study. This off-street parking requirement for secondary suites is a reasonable addition to the Town's parking requirements, and should be maintained.

6.3 Shared Parking

The Town's zoning by-law currently requires minimum parking requirements be calculated for each individual land use type separately if multiple land use types exist within a common building or structure. This can create an oversupply of required off-street parking when the multiple land uses do not have overlapping peak operating periods (i.e., office staff use during weekdays and restaurant clientele in the evenings and on weekends).

Some municipalities, such as the City of Toronto, provide reduction factors for minimum off-street parking requirements depending on the types of shared land uses within a building. This general approach was also recommended in the Town's *Downtown Master Plan for Fenwick and Fonthill*, dated 2014.

6.4 Bicycle Parking Requirements

The Town's zoning by-law currently does not provide any minimum requirements for off-street bicycle parking. Such requirements are becoming more common in municipalities across the Golden Horseshoe, including several municipalities in Niagara Region. The Town's *Downtown Master Plan for Fenwick and Fonthill* recommended all new developments should meet or exceed local bicycle parking requirements provided in local zoning by-laws or Bicycle Master Plans, or suggested the following minimum bicycle parking standards:

Table 1. Minimum Bicycle Parking Standards, by Use and Type

Use	Minimum Space by Bicycle Parking Type	
	Occupant/ Employee*	Visitor **
Multi-unit Residential	0.7/unit	0.8/unit
Retail, Services & Community Facilities	0.1/100 m ²	3 + 0.25/100 m ²
General Office	0.15/100 m ²	3 + 0.25/100 m ²
Medical Office	0.15/100 m ²	3 + 0.1/100 m ²
Hospital	0.06/100 m ²	3 + 0.06/100 m ²
Elementary/ Secondary School	0.06/100 m ²	3 + 0.06/100 m ²
Post-Secondary School	0.06/100 m ²	3 + 0.2/100 m ²
Other non-residential (e.g. Industrial)	0.06/100 m ²	0.1/100 m ²
High-order Transit Station	<i>Complete a bicycle parking demand estimate for the station, for example using boardings, alightings and local bicycle mode share data.</i>	

*Occupant/Employee ("long-term") parking refers to secure, enclosed bicycle storage that is locked, weather protected and easily accessible to residents and/or workers. Signage indicating the location and information on use of these parking facilities should be provided.

**Visitor ("short-term") parking refers to outdoor, covered/uncovered bicycle racks.

6.5 Other Parking Considerations

The Town's *Downtown Master Plan for Fenwick and Fonthill* also recommended the following considerations with respect to parking standards, which based on our review have not been incorporated into the Town's zoning by-law:

- Reductions in parking requirements should be given to:
 - Buildings and other facilities within 400 metres of a transit stop; and
 - Apartments/condominiums offering car share parking spaces (with each car share space equivalent to 10 regular spaces).
- On-street parking should be included on all streets except where inappropriate for technical or safety reasons, given its traffic calming effects;
- Where available, economic incentives should be identified and utilized to provide structured parking, rather than surface parking; and
- Preferential parking for carpool vehicles should be provided.

Based on our review, there is surplus parking within downtown Fonthill within the 10-year horizon which would allow for the consideration of some of these parking reduction options as well as the preferential carpool spaces. This would require further planning for formalizing a strategy to identify legal carpool vehicles and support for on-street parking where feasible.

The results for Fenwick do not indicate that a parking reduction could be accommodated, and on-street parking is already maximized. Additional carpools and parking structures are not necessarily viable for this area given the lower density of trip generators.

7.0 Conclusions and Recommendations

7.1 Conclusions

From the analysis completed for this Study, it is concluded that:

7.1.1 Existing Parking Supply

The municipal parking system in the downtown Fonthill, Fenwick and Ridgeville study areas, and the Meridian Community Centre, consist of a combination of Public On-Street Parking, with or without time restrictions (i.e., 15 minutes, 30 minutes, 2 hours, or no limit), and municipally controlled parking lots, which are found in Fonthill (Pelham Municipal Offices) and the Meridian Community Centre (community centre parking lot).

There are a combined 230 municipal parking spaces within the Fenwick, Ridgeville and Fonthill study areas, consisting of 113 (49%) on-street parking spaces and 117 (51%) municipal lot parking spaces. More than half (62%) of all municipal parking spaces is within the Fonthill area, excluding the MCC. The MCC has a total of 265 municipal lot parking spaces.

In Fenwick, field staff observed multiple vehicles parking in the ACDelco service centre parking lot at the northwest corner of the intersection of Canboro Road at Maple Street, with the motorists walking to other establishments in the area despite available parking supply in the nearby municipal parking lot across Maple Street. Also, field staff observed multiple vehicles parking in the municipally owned water station at the southeast corner of the intersection of Effingham Street at Canboro Road in Ridgeville, with the motorists crossing Effingham Street to reach the local business establishments, although this generally occurred when the designated on-street parking supply on Canboro Road was fully utilized.

7.1.2 Existing Parking Demand, Utilization & Duration

The peak demand in Fenwick and Fonthill does not exceed the current parking supply, suggesting that the existing supply is sufficient. Although there are certain “hotspot” locations within both Fenwick and Fonthill that may operate at or near capacity (i.e., on-street parking in proximity to street-level retail and restaurant establishments), there is surplus parking available nearby and thus additional spaces within these high-use areas may not be needed. Overall, the Fonthill area maintained a reserve capacity of 65 spaces, which is substantial; however, the Fenwick area maintained a comparatively smaller reserve capacity of 15 spaces indicating lesser flexibility for accommodation of any special events and less capacity for future growth.

Most on-street parking duration in Fenwick and Fonthill lasted less than 1 hour (70% to 100% of vehicles), with durations between 1- and 2-hours accounting for a far smaller proportion (less than 20%), and only a few instances of on-street vehicles parked for greater than 2 hours. For the municipal lots, duration was more varied, with approximately 30% to 50% of vehicles parked for less than 1 hour, and the remainder of vehicles generally falling evenly into either the 1-to-2-hour category or plus 2 hours category.

The Ridgeville area is suffering from a significant deficiency in designated public parking supply, with the municipal water station lot acting as an informal overflow lot for parking demand. This is problematic as the lot is not designated nor designed for accommodation of public parking, with the potential for interference with the filling of municipal water trucks. Ridgeville overall had a higher proportion of vehicles parking for less than 1 hour, which was generally consistent for both the on-street parking and water station lot.

Peak demand at the MCC exceeded the current parking supply during the weekday vaccination clinics, but experienced surplus supply of 81 spaces during the Saturday with programmed events and activities. Based on consultation with Town staff, attendance at the MCC on the Saturday was noticeably less than typical pre-COVID operating conditions. During the Saturday, almost 60% of parked vehicles remained on-site for less than 1 hour, with 30% to 40% parked 1 to 2 hours and less than 10% over 2 hours. Duration was even more rapid during the weekday, as expected, given the site was accommodating scheduled vaccinations only which would typically require less than 1 hour of time to complete.

To account for the potential implications COVID-restrictions may have had on the collected parking demand data, adjustment factors were applied to all demand data as a sensitivity analysis. This resulted in the reserve capacity in Fenwick reducing to 5 spaces which is considered to be nearing capacity and at a critical level. Fonthill continues to have a comfortable degree of reserve capacity with 51 reserve spaces. Parking supply at the MCC during the Saturday with programmed events and activities decreased to a shortage of 54 to 94 spaces, indicating the facility is over-capacity. And as expected parking demand at Ridgeville would be almost double the current designated parking supply, with a shortage of 11 spaces.

A future follow-up survey of the study areas could be undertaken to re-confirm parking demand and utilization without the temporary impacts of COVID-restrictions.

7.1.3 Stakeholder Consultations

7.1.3.1 MCC User Group Meeting

Based on a consultation meeting completed with the MCC User Groups, the following background information and suggestions were informative to the study:

- Typically, approximately 800 participants attend the MCC during Pelham basketball on weekday evenings and all-day weekends, but has been reduced to mid-400s during COVID;
- Parking supply issue has not been observed during COVID in 2020;
- Under normal circumstances (pre-COVID) parking supply appears sufficient on weekdays and during spring and summer seasons, although is sometimes limited on weekday evenings, but weekends during the winter experience the heaviest parking demands with insufficient parking supply;
- Insufficient snow storage space, which will worsen as adjacent vacant lands are developed (currently being uses for snow storage);
- Lack of accessible parking, with size of spaces being insufficient for side-panel vans (Seniors' Fair requires more accessible spaces);
- Kiss-n-Ride activity is very busy, sometimes interfering with pedestrian accessibility at the main doors, and sometimes buses leave the site to wait after dropping players off, with some instances of buses dropping players on-street;

The MCC User Groups also provided some useful background information on other areas captured in this study including the following key points:

- **Fenwick:** Sightline issues due to on-street parking near intersection of Canboro Road at Welland Street;
- **Ridgeville:** General lack of parking for local businesses; and
- **Downtown Fonthill:** Sightline issues created by on-street parking near Churchill Street intersection.

The findings of an online survey for residents and customers on parking in Fonthill, Fenwick and Ridgeville can be summarized as follows:

7.1.3.2 Customer and Resident Parking Survey

In general, most respondents indicated the parking time length is not an issue, and 94% of customers have not received a ticket in the last 4 months.

In Fonthill, a notable number of survey respondents have had issues finding on-street parking (82%) and off-street parking (53%), with general comments indicating finding parking at the MCC is difficult on evenings, weekends, and during special events.

In Fenwick, most survey respondents have had issues finding on-street parking and approximately half have had issues finding off-street parking. There is a general concern that vehicles parking at the corner of Canboro Road and Maple Street can restrict sightlines at the intersection, and that the Town should provide more parking enforcement.

In Ridgeville, 77% of respondents had have at least some difficulty finding on-street parking, with 57% indicating parking is sometimes a problem.

7.1.3.3 Employee Parking Survey

There is a general opinion by employees that parking enforcement is lacking, especially in parking restricted areas. Cars have been parking within proximity to intersections creating sightline issues. Most employees (68%) state they personally have never had a problem with parking enforcement, and none have received a ticket in the last 4 months. Only 21% of customers have stated there is not enough parking enforcement.

Most employees (82%) have had difficulty with on-street parking supply, and 71% have had similar issues with off-street parking supply.

Half of received responses indicate parking time length is not an issue.

7.1.4 Future Parking Demand & Reserve Capacity

Fonthill

The low and high growth scenarios are projected to bring the parking supply in Fonthill to approximately 50% and 55% utilized, respectively, during peak periods, resulting in 55-60 reserve spaces. Despite these growth assumptions, Fonthill is still expected to have ample reserve parking capacity during peak periods. This suggests the existing parking supply is sufficient to accommodate projected parking demands.

Ridgeville

The current parking supply in Ridgeville is over-capacity with a projected shortage of 14 spaces. Potential opportunities for increasing the parking supply include redeveloping the water station property to accommodate several designated parking spaces, and extend the provision of on-street parking on Canboro Road further west.

Fenwick

The low and high growth scenarios are projected to reduce the parking supply in Fenwick to approximately 6-12 spaces during peak periods, which is considered critical with only 10% reserve supply during peak periods. Although on-street parking is permitted on Maple Street north of Canboro Road, there is an opportunity to urbanize and formalize the on-street parking to improve the efficiency of the parking supply.

Meridian Community Centre

The low and high growth scenarios with provision for a 10% reserve, will require a total parking supply of 390-435 spaces, or an additional 125-170 spaces, to accommodate projected future demands. A conceptual illustration of a potential expansion of the parking lot eastwards within the existing Town lands is shown in **Figure 34**. This potential expansion can provide the site an additional 200 spaces, resulting in some additional parking capacity for future growth beyond 2032.

Should the Town not choose to develop the vacant municipal lands to the east in order to provide the additional required parking supply, or should only a portion of those lands be developed to provide less than the additional required parking supply, the Town may consider an on-site parking structure in order to provide the additional required parking supply. Consideration of a parking structure would require a feasibility study to evaluate its constructability as well on-site and off-site impacts.

The Meridian Community Centre currently has four (4) accessible-reserved parking spaces and four (4) family parking spaces. Based on the Town's Accessibility Parking By-Law (#97-2020), the current 265 parking spaces requires the provision of only 3 accessible spaces, as such one additional accessible parking space beyond the by-law requirement is provided. Increasing the site's overall parking supply by 200 spaces (total of 465 spaces) results in an accessible parking supply requirement of (5) five spaces. We would recommend that at the time of the expansion, that the location of the new accessible parking space be located near the building entrance and also that the Town review the need for additional family parking spaces.

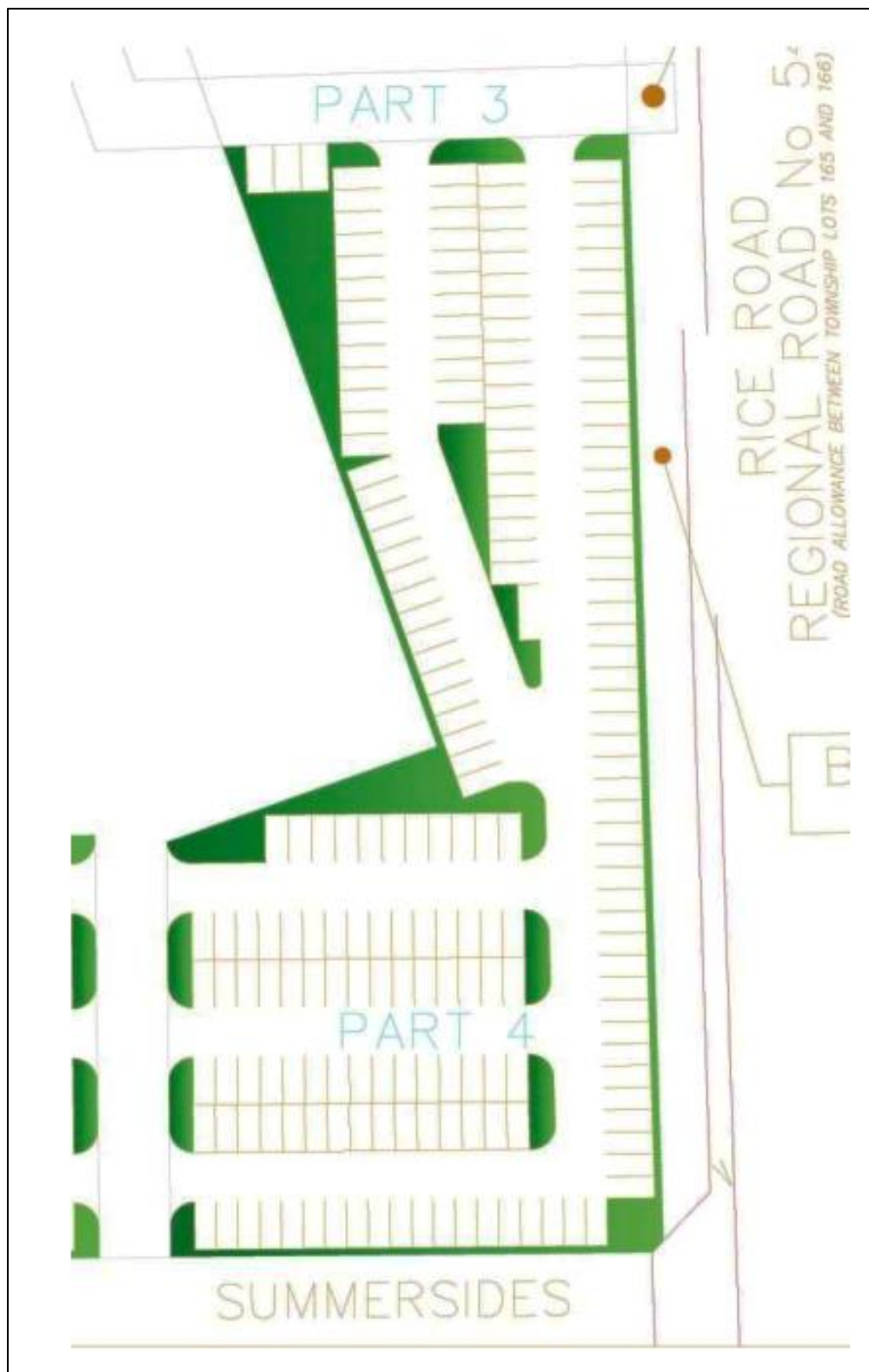


Figure 34: Example of Parking Lot Expansion (approx. 200 new spaces)

7.1.5 Parking Standards Review

Findings from a review of the Town's parking standards are as follows:

- The Town's general minimum parking rate requirement for Dine-In Restaurants results in a comparatively higher minimum parking requirement when compared to other rates found in other municipalities, whereas the rate for Retail and Office uses results in a comparatively lower minimum parking requirement.
- The Town provided maximum parking rate requirements for Dine-In Restaurant, Retail, and Office uses in the East Fonthill Mixed-Use Zone, a practice not found in other municipalities in the Region, although beneficial for encouraging non-auto-based transportation in downtown areas as well as for maximizing the developable (and business generating) area of a downtown property.
- The Town's minimum parking rate requirement for apartment, single family detached, and townhouse uses is generally consistent with other Regional municipalities, although the 0.5 visitor spaces required for apartment uses is higher than most other municipalities.
- The Town is one of three municipalities to provide a minimum parking requirement specific to senior apartment houses (1 space per unit) which is desirable.
- The Town's zoning by-law currently requires minimum parking requirements be calculated for each individual land use type separately if multiple land use types exist within a common building or structure, which can create an oversupply of required off-street parking when multiple land uses do not have overlapping peak operating periods.
- The Town's zoning by-law currently does not provide any minimum requirements for off-street bicycle parking, although such requirements were recommended in the Town's *Downtown Master Plan for Fenwick and Fonthill*.
- There is surplus parking within downtown Fonthill within the 10-year horizon which would allow for the consideration of some of these parking reduction options as well as the preferential carpool spaces. This would require further planning for formalizing a strategy to identify legal carpool vehicles and support for on-street parking where feasible.
- The results for Fenwick do not indicate that a parking reduction could be accommodated, and on-street parking is already maximized. Additional carpools

and parking structures are not necessarily viable for this area given the lower density of trip generators.

7.2 Recommendations

There are tools available that can be used individually, or in combination, to improve parking management and contribute to the economic viability of the Town of Pelham. The range of possible parking management strategies can be separated into the following three (3) categories:

- Optimize existing parking supply and increase efficiency;
- Reduce parking demand; and
- Increase parking supply.

Table 8 summarizes the recommended strategies and timelines for implementation based on the findings this Parking Study.

Table 8: Recommended Improvement Strategy

Recommended Action	Strategy	Timeline	Financial
Fenwick			
Improve Municipal Lot parking signs with bigger, more eye-catching signs and reinforce that the parking is free in these areas.	Increase efficiency	0-3 years	<\$10k
Initiate investigations into the urbanization of a portion of Maple Street to formalize the provision of on-street parking spaces (currently gravel/grass shoulders).	Increase efficiency	>5 years	>\$100k
Undertake a sightline assessment at the intersection of Maple Street and Canboro Road to confirm adequate sightlines are achievable based on industry guidelines.	Improve road user safety	0-3 years	<\$10k
Ridgeville			
Initiate investigations into the provision of designated public parking on the municipally owned water station lands at the southeast corner of Canboro Road at Effingham Street.	Increase parking supply	0-5 years	>\$100k
Initiate investigations into the provision of additional on-street parking on Canboro Road west of Effingham Street, requiring additional urbanization of Canboro Road.	Increase parking supply	0-5 years	>\$100k
Provide enhanced pedestrian crosswalks at all four approaches of the intersection of Canboro Road at Effingham Street,	Improve road user safety	0-5 years	\$10k-\$100k

using either enhanced pavement markings or decorative pavers, with required AODA sidewalk letdowns and tactile plates.			
Fonthill			
Improve Municipal Lot parking signs with bigger, more eye-catching signs and reinforce that the parking is free in these areas.	Increase efficiency	0-3 years	<\$10k
Encourage the use of non-auto transportation modes for travel to the Downtown.	Reduce parking demand	0-3 years	\$10k-\$100k
Introduce pavement markings to delineate on-street parking spaces on Church Hill.	Increase efficiency	0-3 years	<\$10k
Undertake a sightline assessment at the intersection of Maple Street and Canboro Road to confirm adequate sightlines are achievable based on industry guidelines.	Improve road user safety	0-3 years	<\$10k
Meridian Community Centre			
Initiate investigations into the provision of additional parking on the municipally owned lands between the MCC and Rice Road.	Increase parking supply	0-5 years	>\$500k
Increase the designated snow storage capacity of the site to avoid using parking spaces.	Increase efficiency	0-3 years	<\$10k

Maintain appropriate number of accessible parking spaces with parking lot expansion.	Increase efficiency	0-5 years	N/A
General (All Areas)			
Continue to monitor parking utilization in the Downtown. Undertake post covid Parking surveys.	Increase efficiency	0-3 years	<\$10k
Review schedule/frequency of parking enforcement for the Fenwick and Ridgeville Communities	Increase efficiency	0-3 years	N/A
Consider use of Cash-in-Lieu policy for Parking supply in East Fonthill Mixed use zone	Increase efficiency and fund additional parking needs	0-5 years	>\$50k
Introduce minimum bicycle parking requirements.	Reduce parking demand	0-5 years	<\$10k
Introduce reductions in parking requirements to apartments / condominiums offering car share parking spaces.	Reduce parking demand	0-5 years	<\$10k
Where carpool programs exist allow preferential parking for carpool vehicles.	Reduce parking demand	0-5 years	<\$10k

APPENDIX A

Study Area Zones





MERIDIAN COMMUNITY CENTRE

Meridian Way

Wellspring Way

Rice Road

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Town of Pelham Downtown Parking Study

Parking Inventory Zones

Figure 'D'

APPENDIX B

Raw Parking Study Data

Table 1: Fonthill Raw Parking Data

Start Time	Weekday							Weekend						
	A1	A2	A3	A4	A5	A6	A7	A1	A2	A3	A4	A5	A6	A7
10:00 a.m.	7	5	5	5	1	12	14							
10:30 a.m.	8	6	5	5	1	13	15							
11:00 a.m.	8	3	6	6	1	13	14	8	9	7	9	4	15	1
11:30 a.m.	7	5	8	4	4	11	14	6	10	2	7	3	17	1
12:00 p.m.	6	5	8	4	4	11	13	6	4	5	8	6	21	0
12:30 p.m.	5	2	8	3	4	14	14	4	3	5	7	6	15	1
1:00 p.m.	5	2	9	2	5	16	12	5	5	6	8	6	13	1
1:30 p.m.	2	2	5	2	2	15	13	3	6	9	7	4	12	2
2:00 p.m.	3	2	4	3	3	15	14	2	4	3	6	4	14	1
2:30 p.m.	4	4	8	4	5	15	12	3	5	6	8	1	13	2
3:00 p.m.	3	1	7	4	3	17	12	5	4	10	8	1	12	2
3:30 p.m.	5	1	7	5	2	16	14	1	3	6	8	1	7	4
4:00 p.m.	5	0	5	6	5	11	13	2	1	6	8	0	5	3
4:30 p.m.	2	0	7	6	6	9	10	2	2	6	5	0	5	9
5:00 p.m.	3	1	8	5	3	5	11	2	2	5	6	2	3	9
5:30 p.m.	0	1	9	4	3	4	11	1	2	4	7	2	3	9
6:00 p.m.	0	0	10	5	1	3	14	1	2	6	5	4	3	7
6:30 p.m.	3	1	10	6	2	6	13	1	2	0	0	3	0	0
7:00 p.m.	3	0	8	5	1	5	11	1	2	0	0	3	0	0

Table 2: Ridgeville Raw Parking Data

Start Time	Weekday		Weekend	
	B1	B2	B1	B2
10:00 a.m.	7	1		
10:30 a.m.	10	3		
11:00 a.m.	12	4		
11:30 a.m.	10	4		
12:00 p.m.	9	3	7	3
12:30 p.m.	7	3	10	3
1:00 p.m.	9	4	12	5
1:30 p.m.	7	4	12	7
2:00 p.m.	6	3	10	1
2:30 p.m.	8	2	0	0
3:00 p.m.	4	2	0	0
3:30 p.m.	1	1	6	1
4:00 p.m.	6	2	3	0
4:30 p.m.	6	1	2	1
5:00 p.m.	2	1	1	0
5:30 p.m.	1	0	1	0
6:00 p.m.	1	0	1	0
6:30 p.m.	1	0		
7:00 p.m.	0	0		

Table 3: Fenwick Raw Parking Data

Start Time	Weekday				Weekend			
	C1	C2	C3	C4	C1	C2	C3	C4
9:00 a.m.	9	0	0	0				
9:30 a.m.	11	0	0	0				
10:00 a.m.	15	0	0	0				
10:30 a.m.	17	2	5	4				
11:00 a.m.	17	1	7	1				
11:30 a.m.	19	1	10	1				
12:00 p.m.	16	0	6	0	5	1	6	4
12:30 p.m.	16	0	6	0	14	1	6	4
1:00 p.m.	18	0	8	0	12	0	0	3
1:30 p.m.	17	0	8	0	14	2	1	0
2:00 p.m.	19	0	8	1	11	1	1	0
2:30 p.m.	22	1	6	5	8	0	0	0
3:00 p.m.	21	1	4	5	6	0	0	0
3:30 p.m.	23	4	4	0	9	0	2	3
4:00 p.m.	23	0	5	0	18	0	1	0
4:30 p.m.	27	1	5	5	20	0	2	0
5:00 p.m.	19	3	6	3	21	0	2	3
5:30 p.m.	22	4	10	3	28	0	0	0
6:00 p.m.	16	4	4	5	28	0	0	0
6:30 p.m.	12	1	7	5				
7:00 p.m.	10	0	8	2				
7:30 p.m.	8	1	8	0				
8:00 p.m.	7	1	6	0				

Table 4: Meridian Community Centre Raw Parking Data (Tuesday)

Start Time	Weekday (Tuesday)										
	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11
9:00 a.m.	6	15	8	21	1	24	33	12	32	24	17
9:15 a.m.	6	15	9	22	1	23	32	13	33	24	17
9:30 a.m.	6	15	10	30	5	29	27	14	31	16	16
9:45 a.m.	6	15	11	26	5	31	29	9	28	22	21
10:00 a.m.	6	16	12	29	5	31	34	7	26	22	22
10:15 a.m.	6	14	11	28	4	29	35	13	30	22	18
10:30 a.m.	6	15	12	29	4	24	31	11	31	20	19
10:45 a.m.	7	17	11	27	3	22	22	9	25	23	23
11:00 a.m.	7	16	10	21	3	20	22	10	22	24	20
11:15 a.m.											
11:30 a.m.											
11:45 a.m.											
12:00 p.m.	7	17	12	38	5	33	38	20	33	22	22
12:15 p.m.	8	17	11	33	5	28	30	16	34	21	20
12:30 p.m.	8	17	11	28	5	28	27	13	28	20	21
12:45 p.m.	7	14	11	20	3	24	29	12	25	22	16
1:00 p.m.	6	20	11	17	2	20	22	13	24	23	21
1:15 p.m.	6	13	11	18	2	23	23	11	26	20	21
1:30 p.m.	6	17	12	19	3	20	22	9	26	20	20
1:45 p.m.	8	14	12	22	3	14	14	7	15	24	21
2:00 p.m.	8	14	9	16	2	11	17	12	21	23	21
2:15 p.m.	8	14	9	21	2	22	20	13	26	19	21
2:30 p.m.	8	14	9	23	2	20	23	11	30	22	19
2:45 p.m.	8	14	9	23	2	22	38	15	30	23	23
3:00 p.m.	8	14	9	30	3	26	25	19	30	21	21
3:15 p.m.	8	14	9	32	6	22	28	18	29	22	20
3:30 p.m.	8	14	9	26	5	22	25	12	25	23	20
3:45 p.m.	8	14	9	24	6	19	20	15	28	23	23
4:00 p.m.	8	14	9	22	5	16	23	14	24	23	21
4:15 p.m.	8	14	9	20	3	16	23	17	34	23	21
4:30 p.m.	8	14	9	20	4	28	25	23	32	23	23
4:45 p.m.	8	14	9	18	6	31	34	22	34	23	23
5:00 p.m.	8	14	9	46	7	31	29	17	23	22	23
5:15 p.m.	8	14	9	28	5	26	25	18	27	23	24
5:30 p.m.	8	14	9	25	4	25	25	18	26	22	21
5:45 p.m.	8	14	9	26	4	23	24	18	25	22	19

Table 5: Meridian Community Centre Raw Parking Data (Wednesday)

Start Time	Weekday (Wednesday)										
	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11
9:00 a.m.	7	17	11	20	1	19	23	3	29	18	14
9:15 a.m.	7	16	12	32	3	27	26	4	31	21	20
9:30 a.m.	8	16	12	41	6	31	30	9	29	18	16
9:45 a.m.	8	17	12	46	7	36	28	12	25	19	17
10:00 a.m.	8	17	12	43	7	30	28	13	27	20	17
10:15 a.m.	8	17	12	35	5	24	30	15	28	22	21
10:30 a.m.	8	17	12	33	4	27	29	13	28	20	20
10:45 a.m.	8	17	12	31	4	27	22	17	27	22	17
11:00 a.m.	8	17	12	31	8	27	22	17	27	22	18
11:15 a.m.											
11:30 a.m.											
11:45 a.m.											
12:00 p.m.	7	16	12	40	6	35	38	15	27	22	19
12:15 p.m.	8	17	11	35	0	34	34	13	25	20	15
12:30 p.m.	8	16	11	31	6	23	23	12	20	21	15
12:45 p.m.	8	14	11	28	4	17	17	10	21	20	18
1:00 p.m.	7	14	11	16	2	8	14	10	18	20	18
1:15 p.m.	8	18	10	14	1	9	15	13	0	21	21
1:30 p.m.	8	18	12	15	1	9	13	12	15	22	19
1:45 p.m.	8	18	12	15	2	11	13	7	19	21	17
2:00 p.m.	8	16	11	17	2	3	11	10	17	21	21
2:15 p.m.	8	16	12	9	2	15	13	8	22	20	19
2:30 p.m.	7	14	12	21	2	17	26	11	28	24	23
2:45 p.m.	7	15	12	23	2	22	36	13	35	23	24
3:00 p.m.	8	16	12	23	2	34	38	16	35	23	21
3:15 p.m.	8	15	12	30	5	33	34	13	34	23	21
3:30 p.m.	8	13	12	32	6	32	28	14	30	23	18
3:45 p.m.	8	14	12	38	5	23	32	16	32	22	18
4:00 p.m.	8	13	11	33	0	24	28	13	28	20	17
4:15 p.m.	8	13	12	29	5	26	28	18	30	21	17
4:30 p.m.	5	13	12	32	4	25	25	16	26	21	18
4:45 p.m.	4	10	12	26	4	32	30	10	31	18	16
5:00 p.m.	3	11	11	24	5	34	35	14	31	23	15
5:15 p.m.	2	12	12	31	6	25	32	18	31	24	21
5:30 p.m.	2	12	12	31	8	24	31	18	35	24	23
5:45 p.m.	2	11	11	30	8	24	30	14	35	23	20

Table 6: Meridian Community Centre Raw Parking Data (Weekend)

Start Time	Weekend										
	D1	D2	D3	D4	D5	D6	D7	D8	D9	D10	D11
10:00 a.m.	1	5	6	4	0	11	20	7	25	21	16
10:30 a.m.	1	6	6	4	0	15	24	8	31	24	22
11:00 a.m.	1	5	8	7	0	18	30	11	30	19	17
12:00 p.m.	1	4	9	19	2	24	24	14	28	23	20
12:30 p.m.	1	4	10	21	0	25	29	17	33	23	21
1:00 p.m.	1	4	10	20	0	12	22	12	24	14	15
1:30 p.m.	1	5	8	13	0	13	21	12	25	20	17
2:00 p.m.	1	4	8	10	1	12	13	8	21	19	16
2:30 p.m.	1	5	4	2	1	8	9	8	16	19	13
3:00 p.m.	1	3	4	2	1	9	14	9	16	21	13
3:30 p.m.	1	5	4	3	1	9	16	8	15	15	13

APPENDIX C

MCC User Group Consultation Presentation

Meridian Community Centre (MCC) User Group Committee

WELCOME

PARKING STRATEGY - MCC USER GROUP CONSULTATION

INTRODUCTIONS

Barb Wiens, Director of Planning (Town of Pelham)
Tara Lynn O'Toole, Policy Planner (Town of Pelham)

Nick Palomba, Project Manager (RV Anderson)
Adam Mildenberger, Transportation Planner (RV Anderson)

MCC User Groups

Thursday October 19th, 2020
5:00pm to 7:00pm

Town of Pelham Parking Strategy

Meridian Community Centre (MCC) User Group Committee

PURPOSE OF THE PELHAM PARKING STUDY

- Develop a Parking Strategy for the downtowns of Fonthill, Fenwick, and Ridgeville, and for the Meridian Community Centre.
- Project has two phases:

Phase 1: Identify the existing parking situation through:

- Stakeholder consultations,
- Standards review,
- Inventory of parking facilities,
- Parking demand/duration field surveys, and
- Parking data analysis.

Meridian Community Centre (MCC) User Group Committee

PURPOSE OF THE PELHAM PARKING STUDY

Phase 2: Review the collected field data, industry research, and other inputs from Phase 1 to develop recommendations which:

- Consider/address stakeholder input and needs
- Confirm the adequacy of the parking supply and current practices
- Confirm the awareness and effectiveness of wayfinding for public lots
- Identify immediate supply needs and anticipate future parking demands/pressures
- Develop a parking strategy to provide guidance on policy, investment/budgeting and timing for:
 - Parking supply and location, wayfinding, pedestrian linkages, bylaw rates, funding and control strategy (time limits, shared, pay, etc.)

Meridian Community Centre (MCC) User Group Committee

PURPOSE OF THE MCC USER GROUP STAKEHOLDER CONSULTATION

For the Project Team to gain a better understanding of the USER Groups, their programs and their parking-related experiences and needs.

PROPOSED DISCUSSION TOPICS:

1. Who are the “User Groups” at the MCC?
2. What programming is provided? (i.e. types of events, frequency, attendance, etc.) Any future programming plans?
3. Typical modes of arrival for users. Any notable pedestrian/cycling activity? Carpooling? Transit? Pick-up/Drop-off?
4. Availability of the parking supply.
 - Is their insufficient parking?
 - What has been your experience?
 - When and where has there been challenges?
5. Peak parking demand periods. Days of week? Time of day? Special events? *This information will help inform the design of our upcoming parking surveys.*
6. Other parking-related complaints/concerns with the MCC?
7. What parking-related improvements (if any) do you think are required to meet current (and future) parking demands?
8. Other ?

Meridian Community Centre (MCC) User Group Committee

THANK YOU FOR ATTENDING

If you have any further comments or information you would like to provide the Project Team, please email your comments to the contact below.



R.V. Anderson Associates Limited

Adam Mildenberger, BA, CET

Transportation Planner

E-mail: AMildenberger@rvanderson.com

APPENDIX D

MCC User Group Consultation Meeting Minutes

Questions	Pelham Minor Hockey	Community Based Service Clubs	Pelham Basketball	Pelham Junior Hockey Club
1. What programming is provided? (i.e. types of events, frequency, attendance, etc.) Any future programming plans?	<ul style="list-style-type: none"> • Mondays, Wednesday and Thursdays, evening 5pm-10pm • Both arenas used on Tuesdays and Fridays • Games and practices • Due to COVID, 15-minute grace period (2 teams in at one time, then next 2 arrive, next teams waiting in parking lot) • Operating 7 days a week during both regular and COVID circumstances. • Both arenas utilized on weekends, 8am-7pm • Silver Stick Tournament cancelled this year because of COVID (3 tournaments cancelled due to COVID) 	<ul style="list-style-type: none"> • They are a Service Organization, with various event types • 2nd Floor accommodates Senior's Christmas event; cancelled this year; 160-170 seniors, arriving with vehicles; Tuesday or Wednesday night; parking maxed out during this event • Spring Home Show on the arena floor; 2-day event; parking maxed out for the weekend; 4,500 vehicles last year; cancelled this year • The Art Show is also quite a large event • Desire to consider a craft show if there was capacity to accommodate 	<ul style="list-style-type: none"> • Typically, 800 participants during Pelham basketball (down to 429 during COVID) • Occurs Monday-Friday (4:30pm-evening); Weekends (8am-9pm) • Ages JK to Grade 12 • 16 teams • November to May, there is a tournament every weekend; multiple games each day (9am-9pm) • Teams on court for 1hr-1:15hr; some overlap with other teams • 4 teams playing, 4 teams waiting • 2 gyms playing at once. 	<ul style="list-style-type: none"> • Practice 4 days a week, starting in August • Other programs are not started yet • Regular Season is Sunday afternoons, or some Tuesday/Friday nights • Staff and players consist of about 20 individuals per team • Minor hockey going on before and after us (with overlap); basketball and special events going on at same time • Cumulative impact usually 2 basketball, 1 minor hockey and 1 junior game plus other activities represents worst case.
2. Typical modes of travel for users of the MCC. Any notable pedestrian/cycling activity? Carpooling? Transit?	<ul style="list-style-type: none"> • Buses drop players off, then leave site to wait; sometimes let players out on street 	<p>Generally, auto based</p>	<ul style="list-style-type: none"> • Generally, 1 car per player • No bus traffic; individual cars; local kids 	<ul style="list-style-type: none"> • 200 to 600 fans/players from local teams; travelling by vehicle; at least 20 vehicles per team
3. Availability of the parking supply. Is their insufficient parking? What has been your experience? When and where has there been challenges?	<ul style="list-style-type: none"> • No problems with parking during COVID • Under normal circumstances, 4 teams in each arena (2 playing, 2 preparing); weekends are a "zoo" (insufficient parking) • 3 Silver Stick Tournaments (January tournament, 3000 people, insufficient parking, spilling into plaza parking lot) • During winter, less supply of on-site parking (lines blurred) and snow storage • During the hockey season, when basketball is running, there is sufficient parking Monday to Thursday; they are "overloaded" on evenings and weekends, with most customers being students in school 	<ul style="list-style-type: none"> • When sports are running at the same time as shows, it utilizes all available parking on surrounding roads, grassy areas, adjacent Wellspring Niagara site etc. • 85-90 vendors during shows; encouraged not to take vehicles, but end up occupying at least 1/3rd of available spaces • Parking is always a major discussion topic when planning for any event 	<ul style="list-style-type: none"> • No parking issues for the Spring and Summer sessions 	<ul style="list-style-type: none"> • Vehicles observed parked in fields • Parking is very tight on evenings

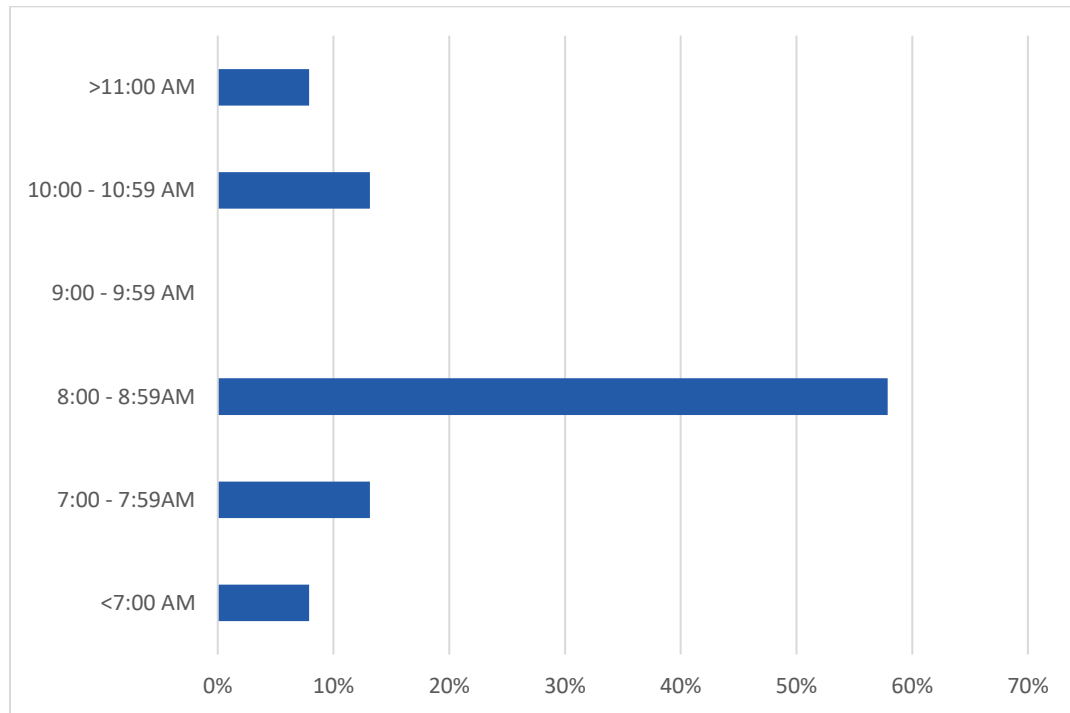
<p>4. Peak parking demand periods. Days of week? Time of day? Special events? <i>This information will help inform the design of our upcoming parking surveys.</i></p>	<ul style="list-style-type: none"> • They are “overloaded” on evenings and weekends, with most customers being students in school • have receive some complaints that spaces are too tight 		<ul style="list-style-type: none"> • Pelham Basketball occurs Monday-Friday (4:30pm-evening); Weekends (8am-9pm); No parking issues for the Spring and Summer sessions 	<ul style="list-style-type: none"> • Regular Season is Sunday afternoons, or some Tuesday/Friday nights
<p>5. Other parking-related complaints/concerns with the MCC?</p>	<ul style="list-style-type: none"> • Variety of large event types: fundraisers, Men’s Hockey League, graduations, Irish Dance Competition. • Big room upstairs, having a 200-person maximum occupancy; gets rented out regularly on weekends for receptions, etc. • Booking information is available through Town’s Active Net Software; RVA requested booking data for the 2019 year from the Town (Barb). • There is a lack of accessible parking; size of spaces is insufficient for side entry vans; the Senior’s Fair occurs in the fall (not during COVID), typically having 300+ seniors attending, requiring more accessible spaces • Kiss-n-Ride activity is very busy; sometimes blocks pedestrians from entering overhead doors 			
<p>6. What parking-related improvements (if any) do you think are required to meet current (and future) parking demands?</p>	<ul style="list-style-type: none"> • Do not have the subdivision use the parking lot as a thru way • They have used offsite parking (St. Alexander’s Church, as far as Town Hall, Legion, Lions Club) with cook service (because they have no other choice); parking capacity is 265 right now; participant doesn’t think we need double, but short maybe 75 spaces • Not a lot of snow storage space, which can utilize up to 15 spaces; they have been lucky so far with little development in the area, which provides some unutilized areas that act as snow storage, but that is changing. During Silver Stick, buses are staged off-site onto undeveloped area roadways, but this will be eliminated as development occurs • A Junior game alone can generate approximately 230-240 vehicles, and that’s for approximately only 400 people; playoffs can get much busier; that doesn’t include basketball; there are 265 spaces now, estimates a need of +200 more 			
<p>7. Other?</p>	<ul style="list-style-type: none"> • There are a lot of trucks; parking stall dimensions seem very tight • Downtown Fonthill: Sightline issues due to on-street parking, near the TD Bank, near Churchill Street at Pelham Street intersection • Fenwick: Delineation of parking spaces seems to be an issue, west of the “Gavel”, vehicles seem to be parking within the pedestrian walking area • Ridgeville: General lack of parking for businesses • Sightline issue in Fenwick; the last parking spot on the south section of Canboro Road at the Welland intersection • <i>RVA to be provided attendance numbers for various events; facility usage reports; if requested.</i> 			

APPENDIX E

Parking Survey Result Graphs

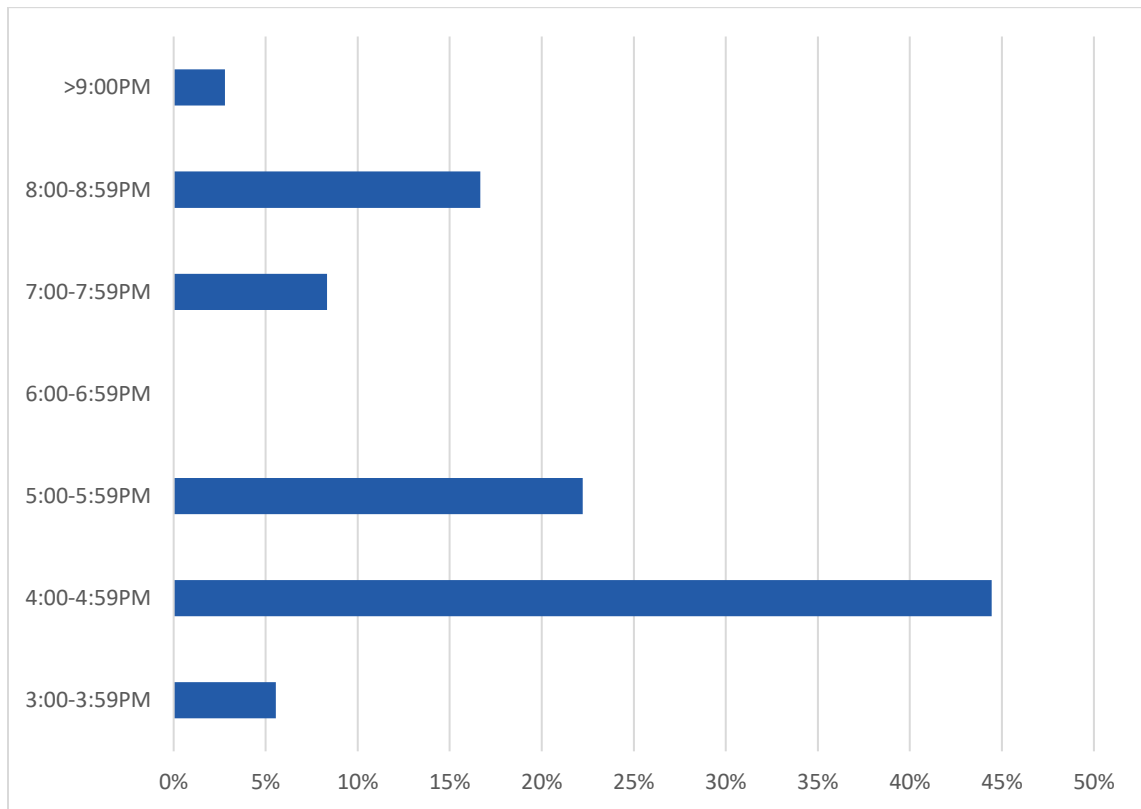
Employer Parking Survey Results

1. Typically, what time do you arrive?



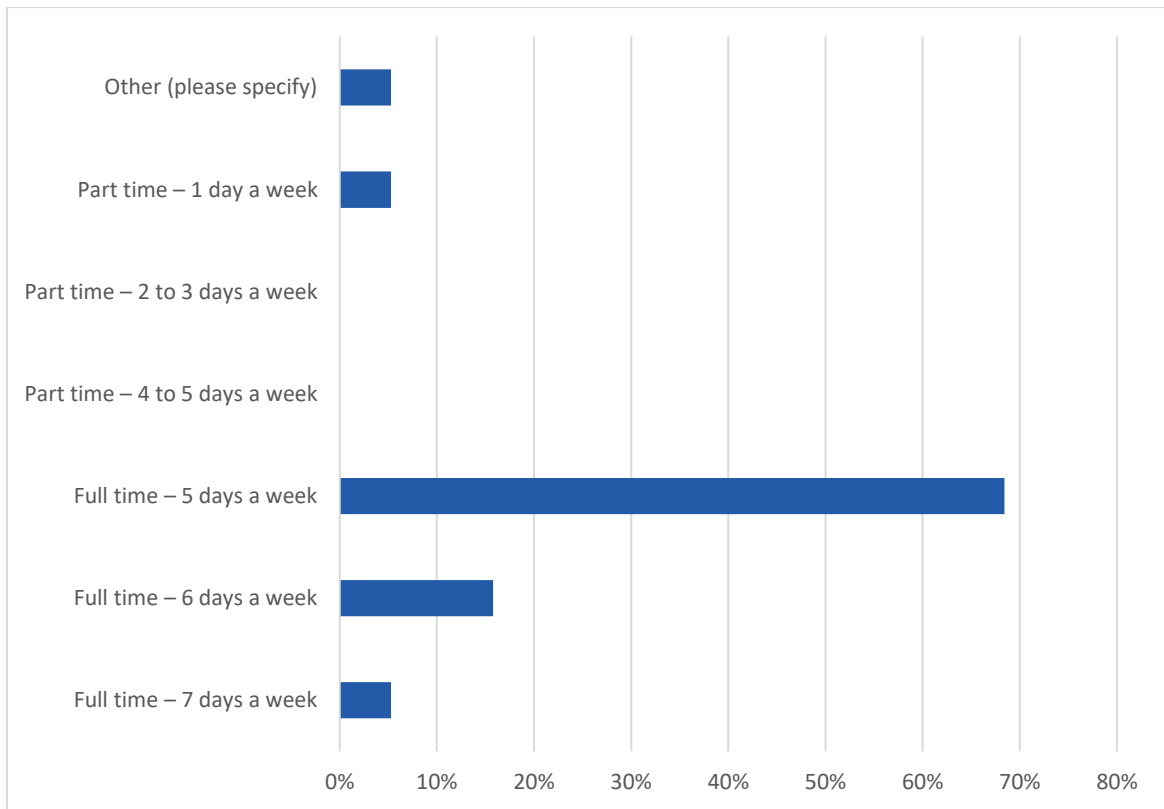
	Response Count	Response Percent
<7:00 AM	1.5	8%
7:00 - 7:59AM	2.5	13%
8:00 - 8:59AM	11	58%
9:00 - 9:59 AM	0	0%
10:00 - 10:59 AM	2.5	13%
>11:00 AM	1.5	8%
Total	19	100%

2. Typically, what time do you leave?



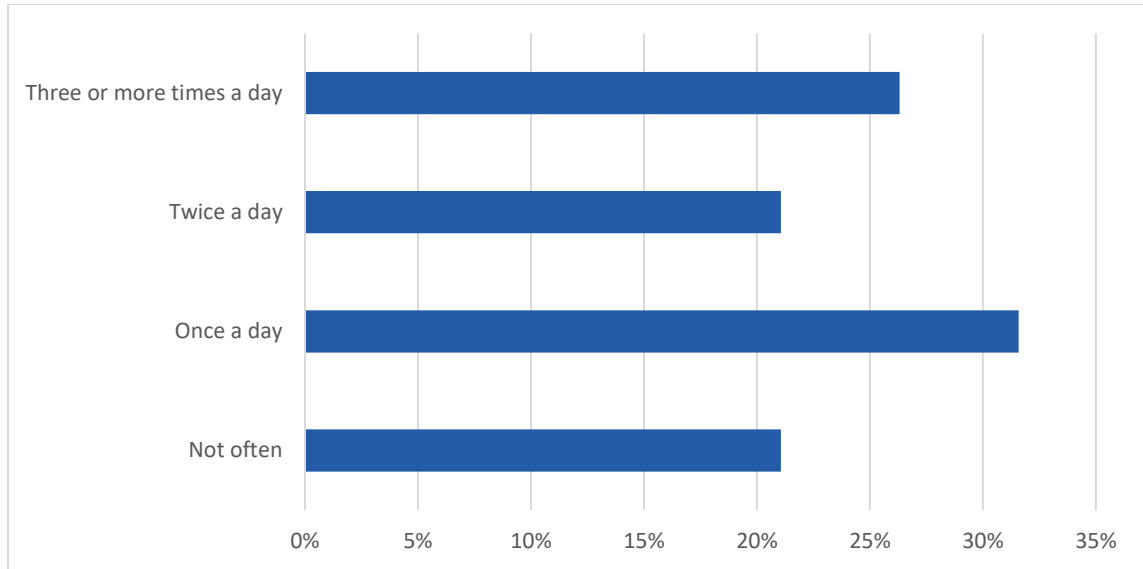
	Response Count	Response Percent
3:00-3:59PM	1	6%
4:00-4:59PM	8	44%
5:00-5:59PM	4	22%
6:00-6:59PM	0	0%
7:00-7:59PM	1.5	8%
8:00-8:59PM	3	17%
>9:00PM	0.5	3%
Total	18	100%

3. Which of the following categories best describes your current employment status?



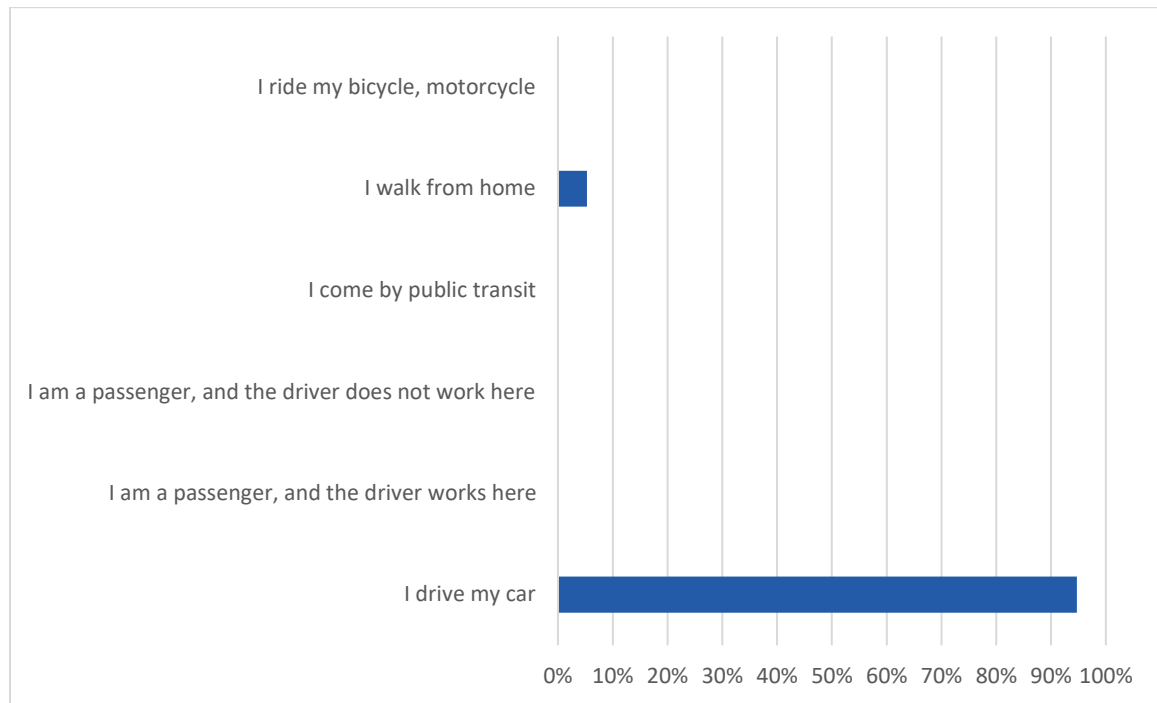
	Response Count	Response Percent
Full time – 7 days a week	1	5%
Full time – 6 days a week	3	16%
Full time – 5 days a week	13	68%
Part time – 4 to 5 days a week	0	0%
Part time – 2 to 3 days a week	0	0%
Part time – 1 day a week	1	5%
Other (please specify)	1	5%
Total	19	100%

4. Over the course of a typical day, how many times do you leave your place of employment for work-related trips?



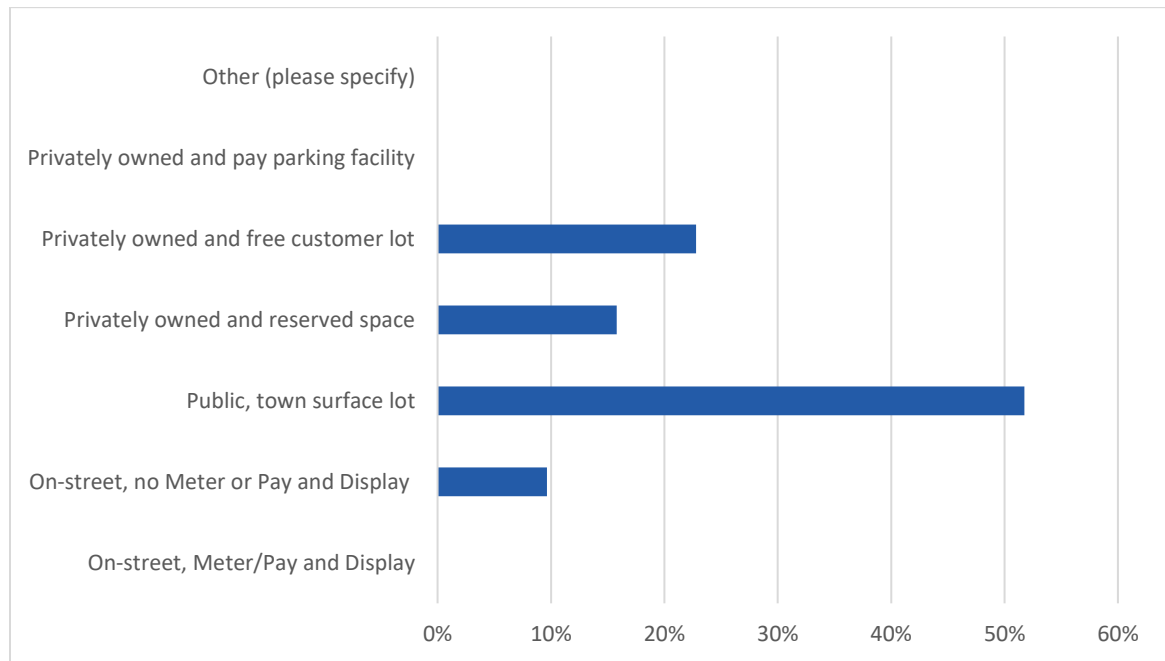
	Response Count	Response Percent
Not often	4	21%
Once a day	6	32%
Twice a day	4	21%
Three or more times a day	5	26%
Total	19	100%

5. Typically, what is your mode of transportation to get to work?



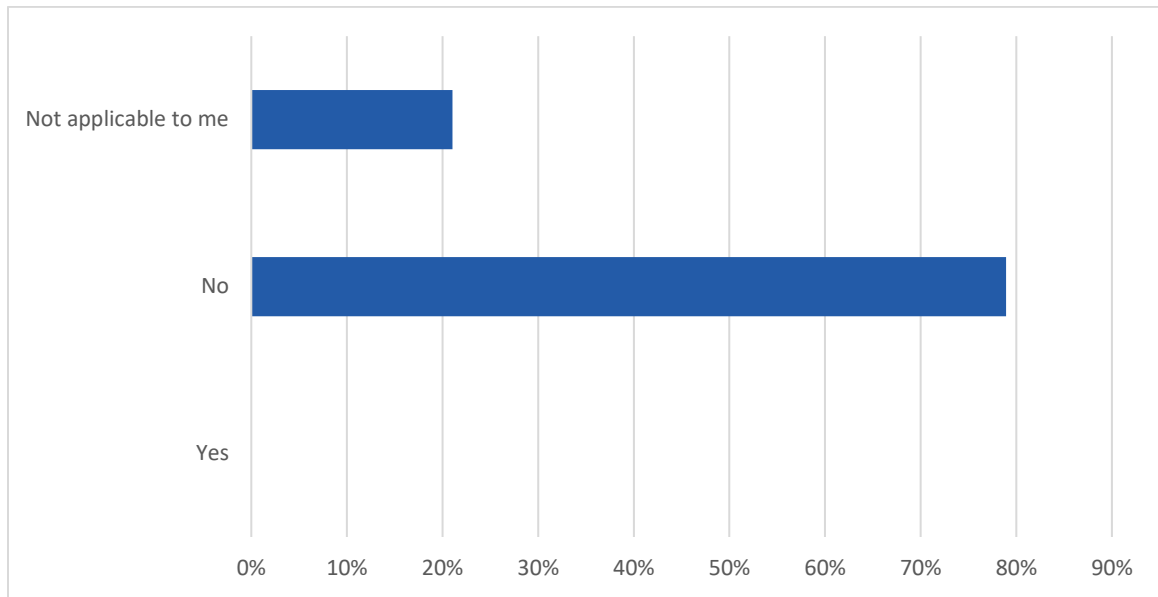
	Response Count	Response Percent
<i>I drive my car</i>	18	95%
<i>I am a passenger, and the driver works here</i>	0	0%
<i>I am a passenger, and the driver does not work here</i>	0	0%
<i>I come by public transit</i>	0	0%
<i>I walk from home</i>	1	5%
<i>I ride my bicycle, motorcycle</i>	0	0%
<i>Total</i>	19	100%

6. What type of space do you typically park your vehicle?



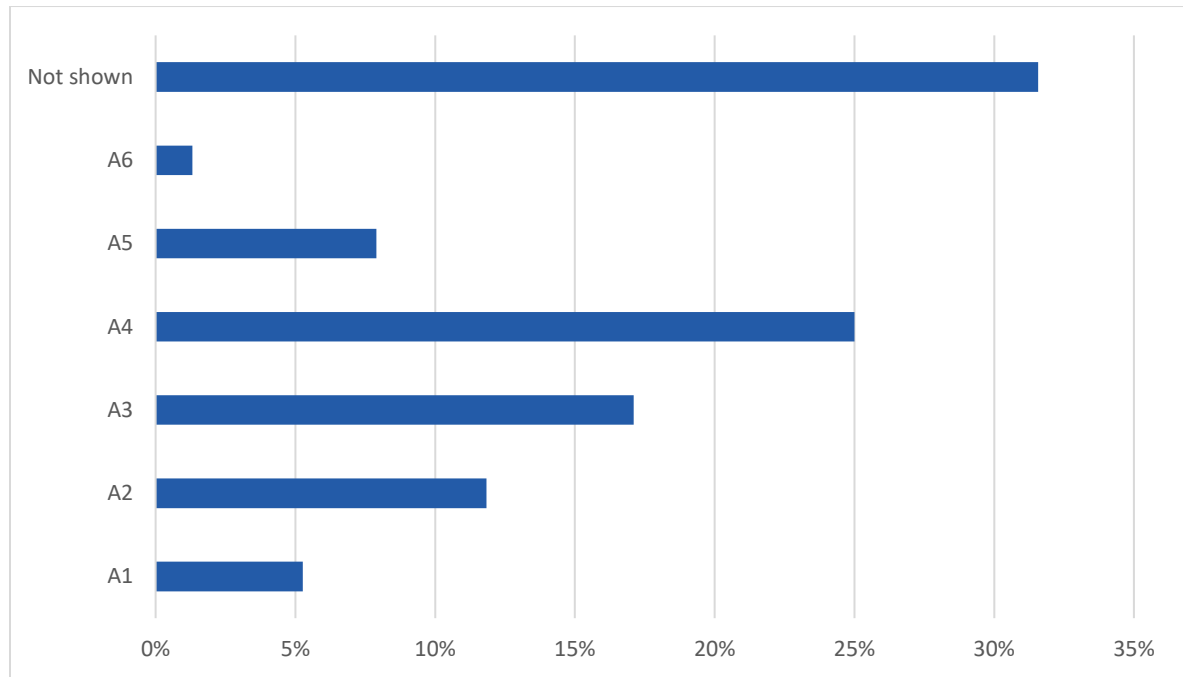
	Response Count	Response Percent
<i>Onstreet, Meter/Pay and Display</i>	0	0%
<i>Onstreet, no Meter or Pay and Display</i>	1.83	10%
<i>Public, town surface lot</i>	9.83	52%
<i>Privately owned and reserved space</i>	3	16%
<i>Privately owned and free customer lot</i>	4.33	23%
<i>Privately owned and pay parking facility</i>	0	0%
<i>Other (please specify)</i>	0	0%
<i>Total</i>	19	100%

7. Do you pay for your parking monthly?



	<i>Response Count</i>	<i>Response Percent</i>
<i>Yes</i>	0	0%
<i>No</i>	15	79%
<i>Not applicable to me</i>	4	21%
<i>Total</i>	19	100%

8. Where did you park on your most recent trip to Fonhill? See Figure 1 for Fonhill parking locations.



	<i>Response Count</i>	<i>Response Percent</i>
A1	1	5%
A2	2.25	12%
A3	3.25	17%
A4	4.75	25%
A5	1.5	8%
A6	0.25	1%
Not shown	6	32%
Total	19	100%

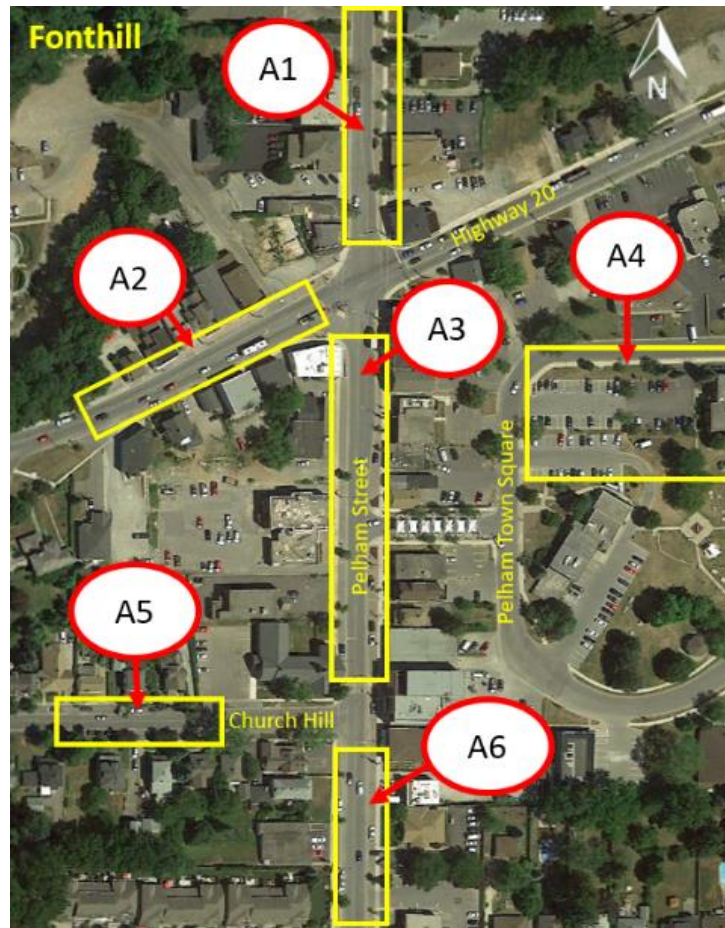
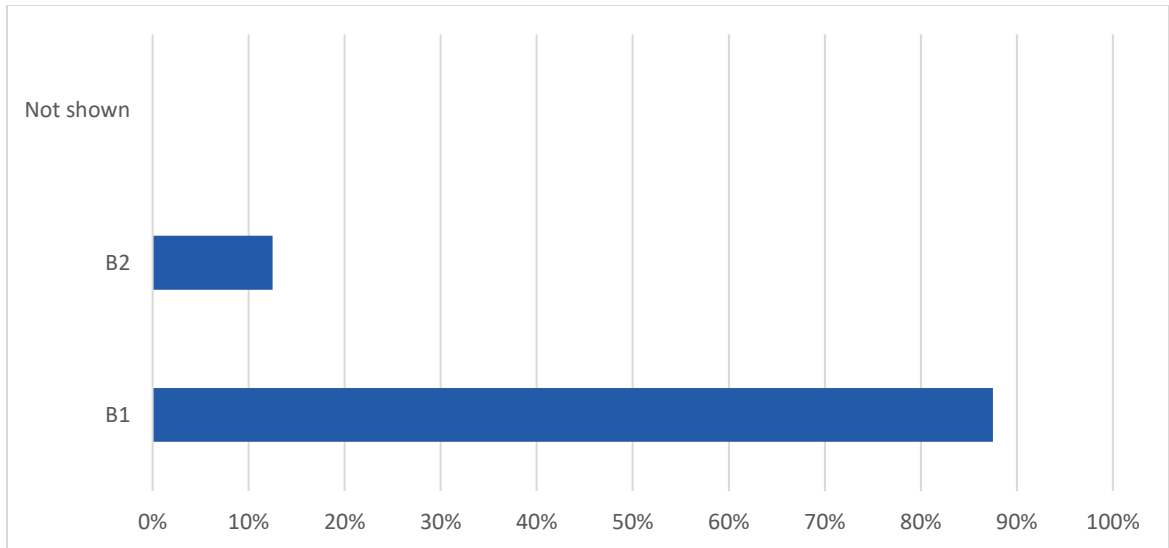


Figure 1: Fonhill Parking Locations

9. Where did you park on your most recent trip to Ridgeville? See Figure 2 for Fenwick parking locations.

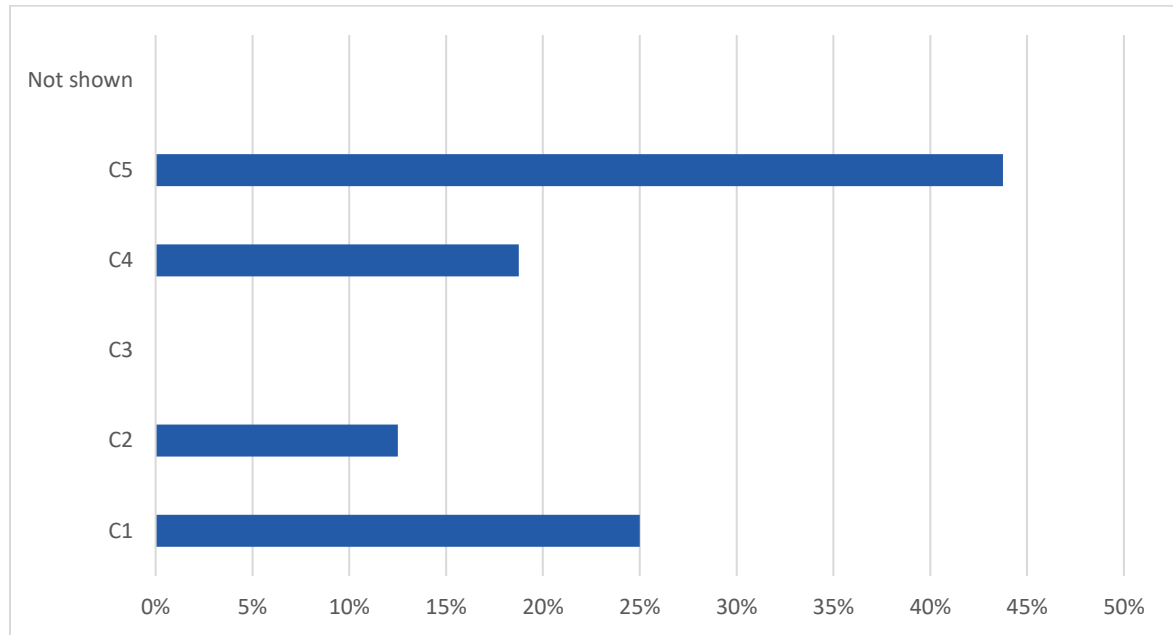


	Response Count	Response Percent
B1	7	88%
B2	1	13%
Not shown	0	0%
Total	8	100%



Figure 2: Ridgeville Parking Locations

10. Where did you park on your most recent trip to Fenwick? See Figure 3 for Fenwick parking locations.



	<i>Response Count</i>	<i>Response Percent</i>
<i>C1</i>	2	25%
<i>C2</i>	1	13%
<i>C3</i>	0	0%
<i>C4</i>	1.5	19%
<i>C5</i>	3.5	44%
<i>Not shown</i>	0	0%
<i>Total</i>	8	100%

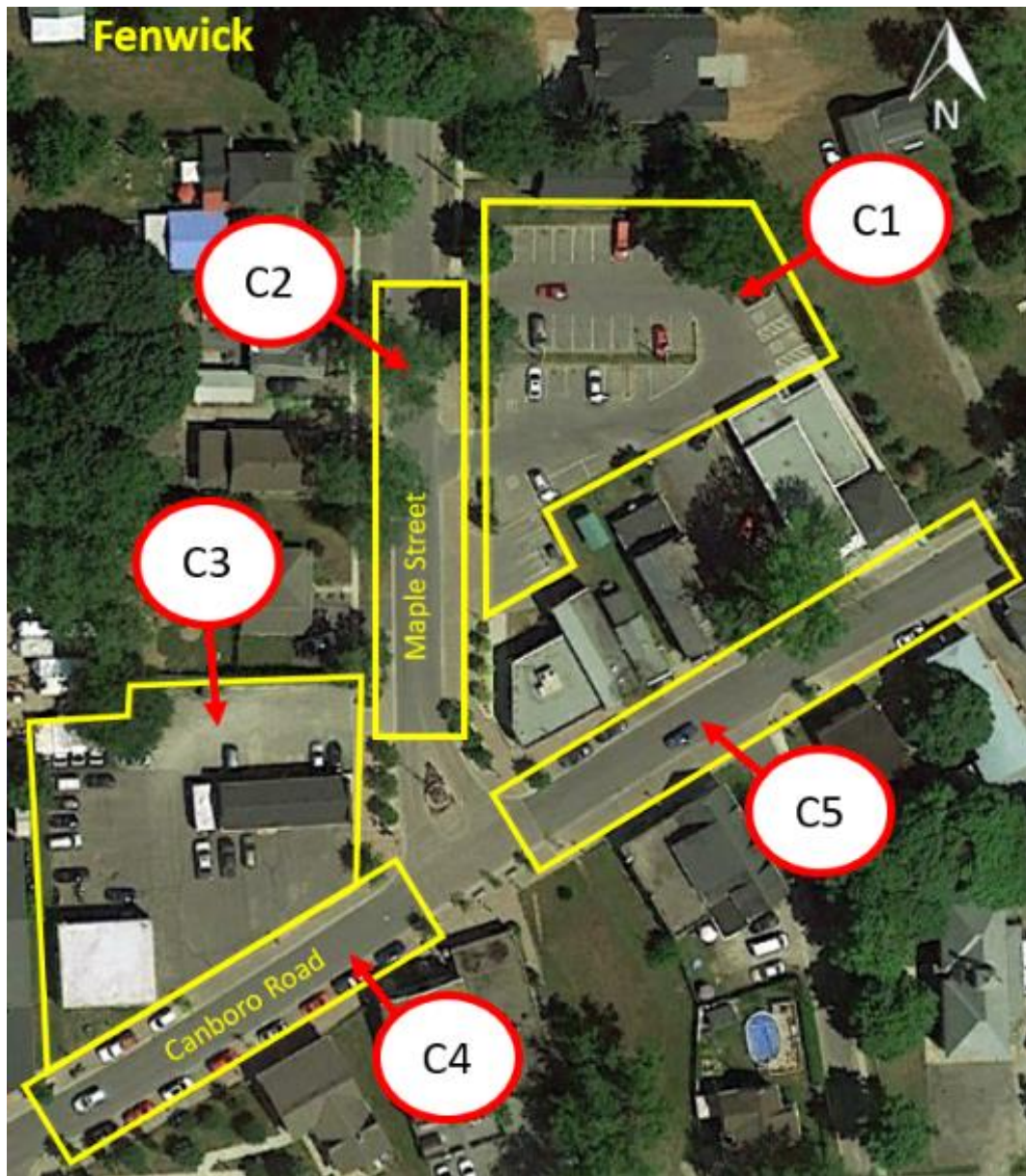
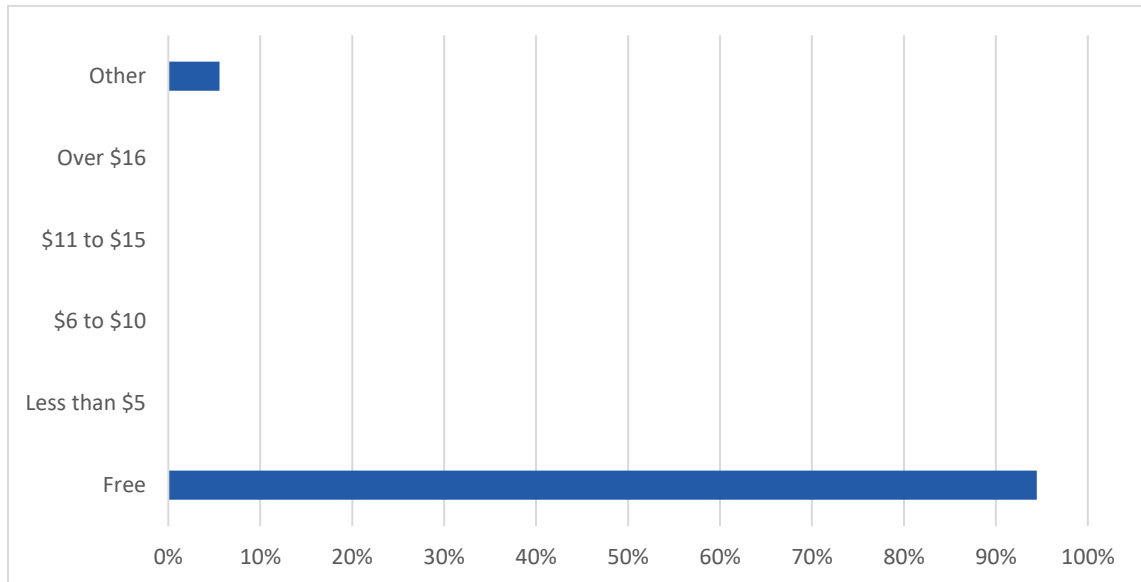


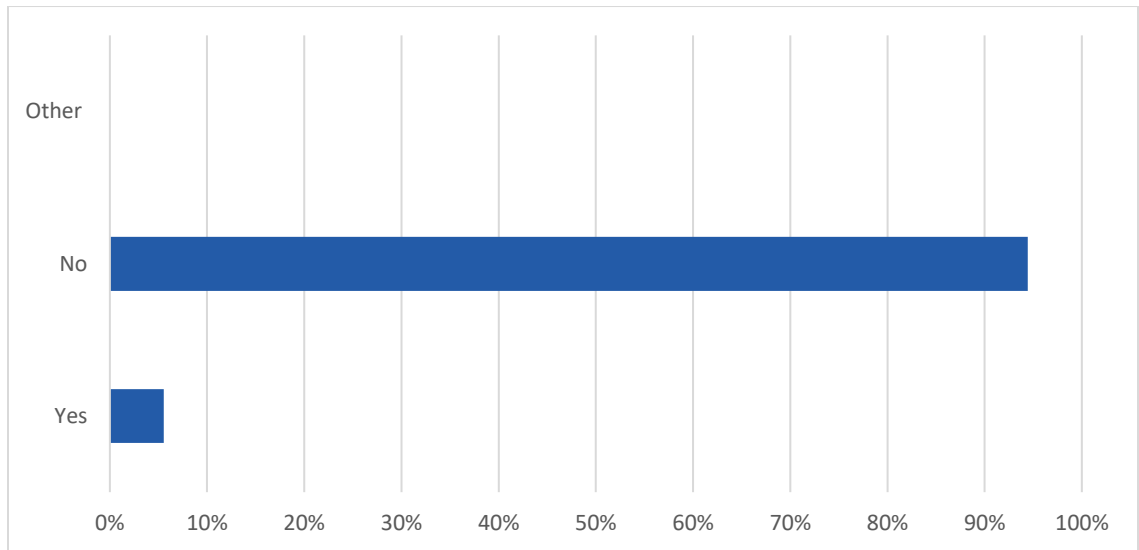
Figure 3: Fenwick Parking Locations

11. To understand the value of parking to you, please indicate the category that best matches your DAILY parking costs to you for a work-related trip. If you pay monthly, divide the monthly value by 22 days to arrive at a daily cost to you.



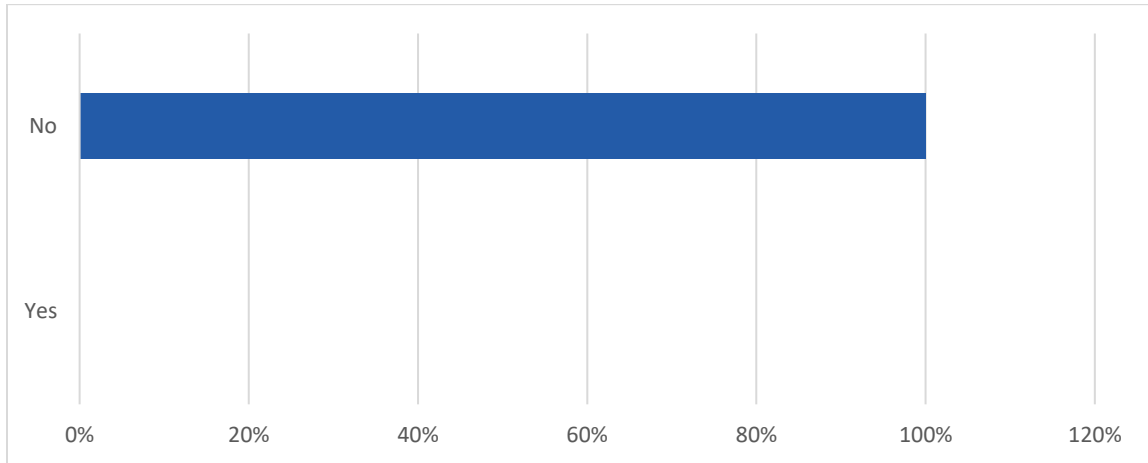
	<i>Response Count</i>	<i>Response Percent</i>
<i>Free</i>	17	94%
<i>Less than \$5</i>	0	0%
<i>\$6 to \$10</i>	0	0%
<i>\$11 to \$15</i>	0	0%
<i>Over \$16</i>	0	0%
<i>Other</i>	1	6%
<i>Total</i>	18	100%

12. Would you consider taking another mode of transportation to get to work in the near future?



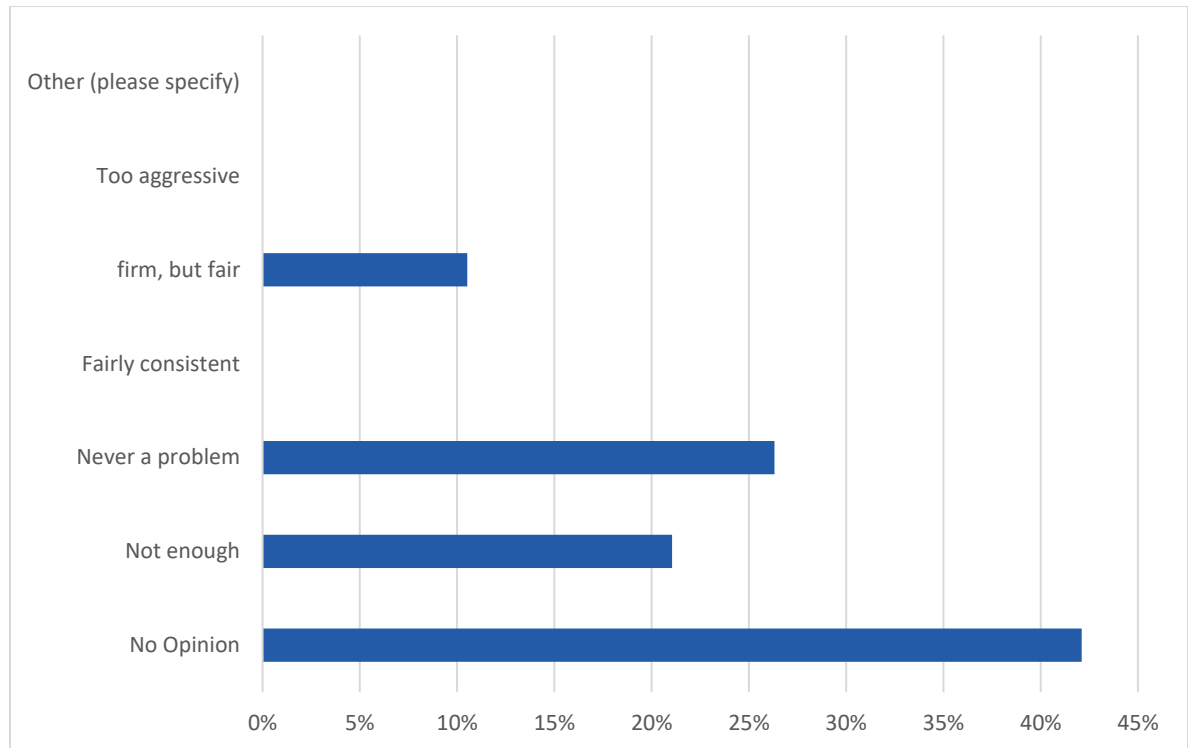
	Response Count	Response Percent
Yes	1	6%
No	17	94%
Other	0	0%
Total	18	100%

13. Have you received a parking ticket in the last four months in your area?



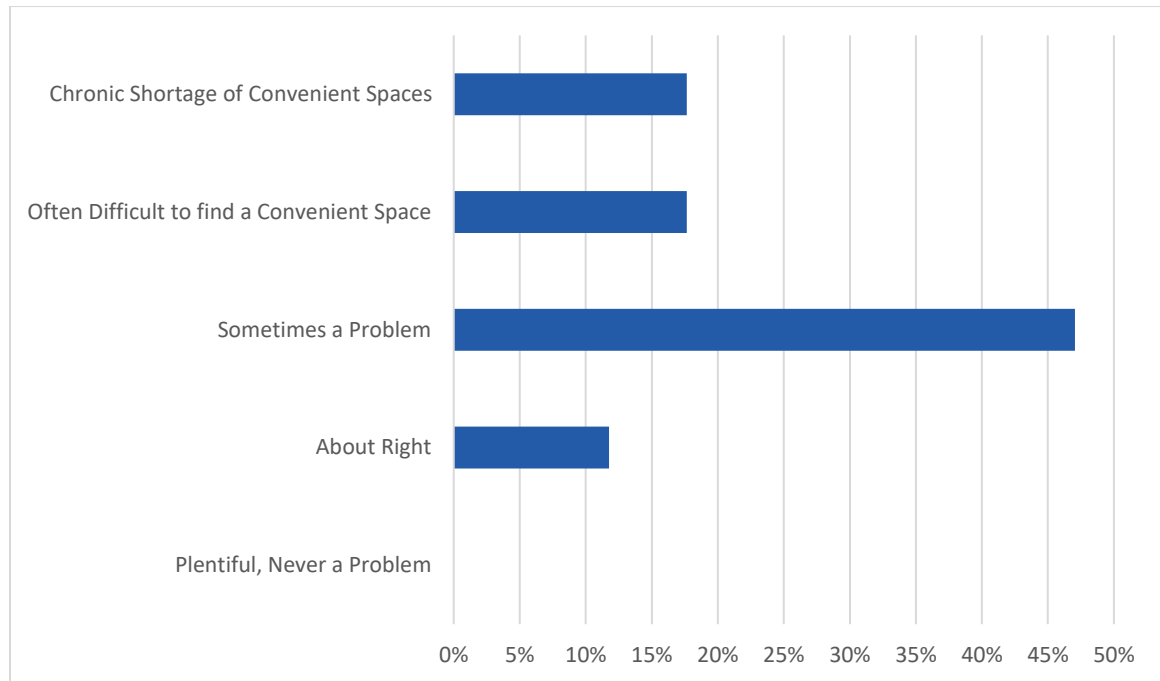
	<i>Response Count</i>	<i>Response Percent</i>
<i>Yes</i>	0	0%
<i>No</i>	19	100%
<i>Total</i>	19	100%

14. What is your opinion about the level of parking enforcement in the immediate area of your workplace?



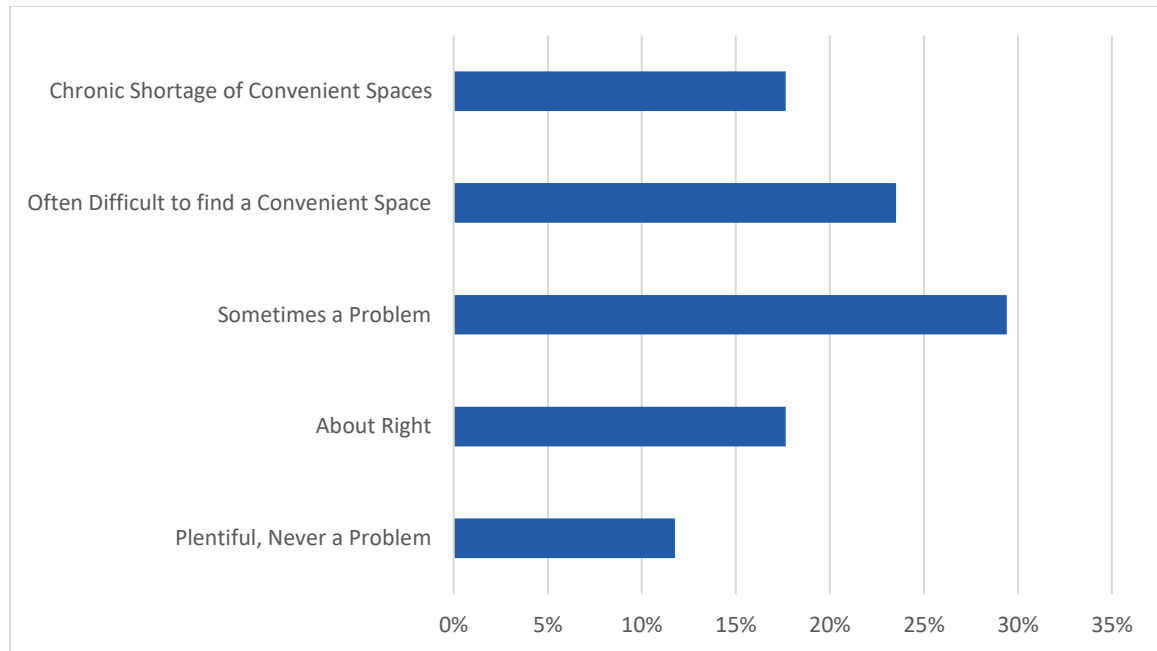
	Response Count	Response Percent
No Opinion	8	42%
Not enough	4	21%
Never a problem	5	26%
Fairly consistent	0	0%
firm, but fair	2	11%
Too aggressive	0	0%
Other (please specify)	0	0%
Total	19	100%

15. How do you feel about the availability of ON-STREET parking spaces in your area for a work-related trip?



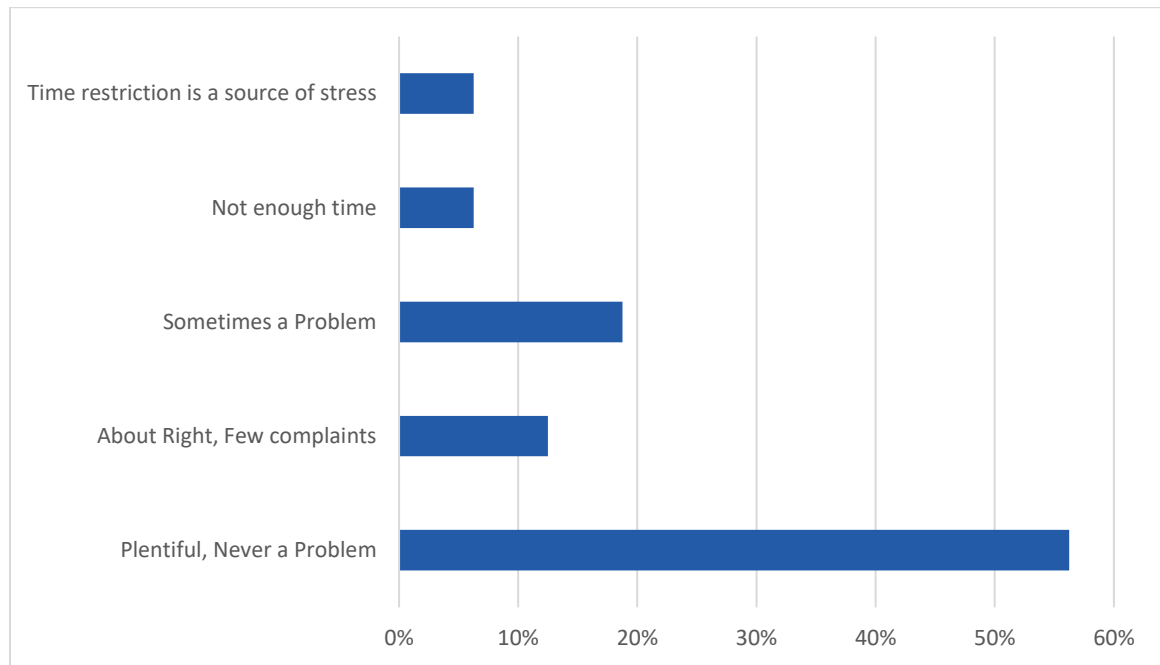
	Response Count	Response Percent
<i>Plentiful, Never a Problem</i>	0	0%
<i>About Right</i>	2	12%
<i>Sometimes a Problem</i>	8	47%
<i>Often Difficult to find a Convenient Space</i>	3	18%
<i>Chronic Shortage of Convenient Spaces</i>	3	18%
<i>Total</i>	16	94%

16. How do you feel about the availability of ON-STREET parking spaces in your area for a work-related trip?



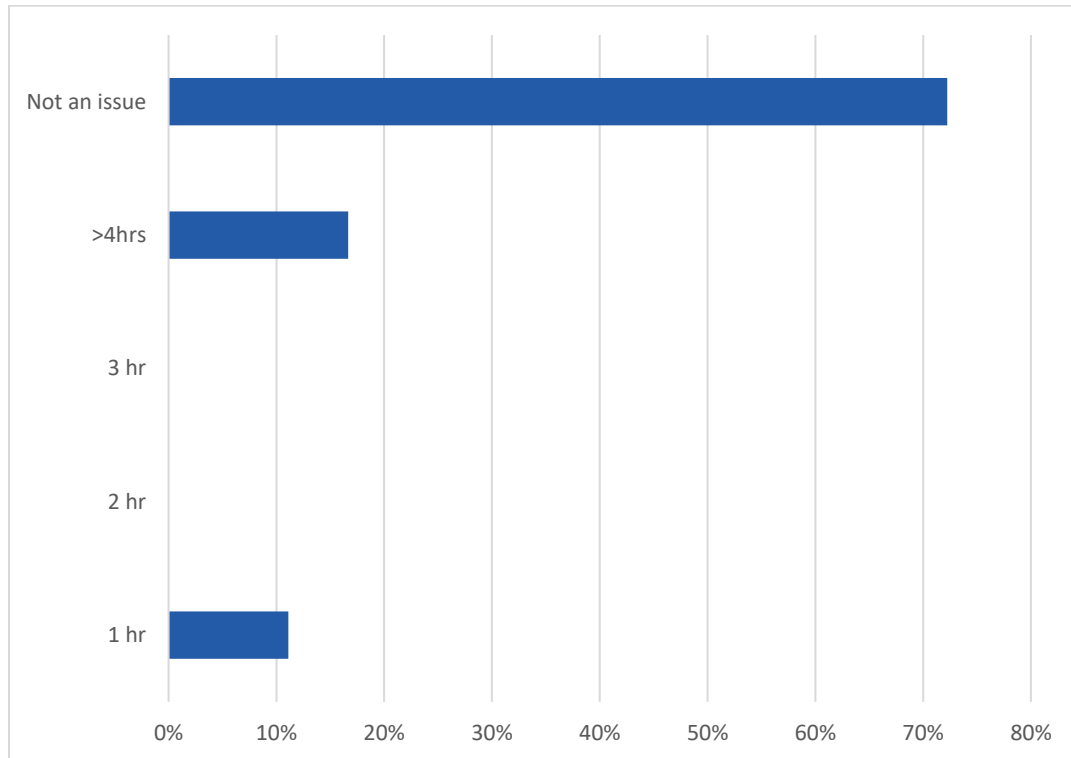
	Response Count	Response Percent
<i>Plentiful, Never a Problem</i>	2	12%
<i>About Right</i>	3	18%
<i>Sometimes a Problem</i>	5	29%
<i>Often Difficult to find a Convenient Space</i>	4	24%
<i>Chronic Shortage of Convenient Spaces</i>	3	18%
<i>Total</i>	17	100%

17. Are the parking time limits adequate for your needs?



	Response Count	Response Percent
<i>Plentiful, Never a Problem</i>	9	56%
<i>About Right, Few complaints</i>	2	13%
<i>Sometimes a Problem</i>	3	19%
<i>Not enough time</i>	1	6%
<i>Time restriction is a source of stress</i>	1	6%
<i>Total</i>	16	100%

18. If the parking time limit is a concern, please indicate below the length of time you think would help.



	Response Count	Response Percent
1 hr	2	11%
2 hr	0	0%
3 hr	0	0%
>4hrs	3	17%
Not an issue	13	72%
Total	18	100%

1.1 Written Responses

We're committed to monitoring the quality of parking services. As part of an ongoing improvement in our customer service we would appreciate your feedback.

Comment *Comments*
Category

<i>Client Parking difficulty</i>	<ul style="list-style-type: none">• As a downtown business owner,, would love for a more secured intersection as the unnecessary speed increased and very difficult for my clients to enter or exit my limited available parking I can provide for them. They do use the Town Parking but that yet is limited to them as it is blocked on days that are unannounced.. I try to redirect them to available to my knowledge when they come to appointment where other possible parking can be available for the follow up appointment.. i do have several parking down at the Shoppers Giant Tiger Plaza and walk up.. but then i worry about the speed demons on HWY 20.. they do find their way in and very grateful for this as I am now on my 7th year in Fonthill :)• As a business owner there are often shortages on parking spaces and I have lost business because of it• There are a number of businesses along Pelham Street that could benefit from combining and reconfiguring their own parking spaces. Instead they use the Municipal Parking lots for free.. which is ok if that service is intended to support downtown businesses at the expense of lost parking revenue and inconvenience to staff and visitors to Town Hall.• We need a central downtown Fonthill parking lot that is convenient to get to the downtown businesses, especially for those with disabilities, wheelchairs etc.. many without handicapped signs need to be within a 3 minute walk, especially in the winter.
<i>Parking Enforcement</i>	<ul style="list-style-type: none">• Bylaw should be more rigorously enforcing parking laws generally, and specifically the No Parking area noted above. Tickets, tickets, tickets! Cheers

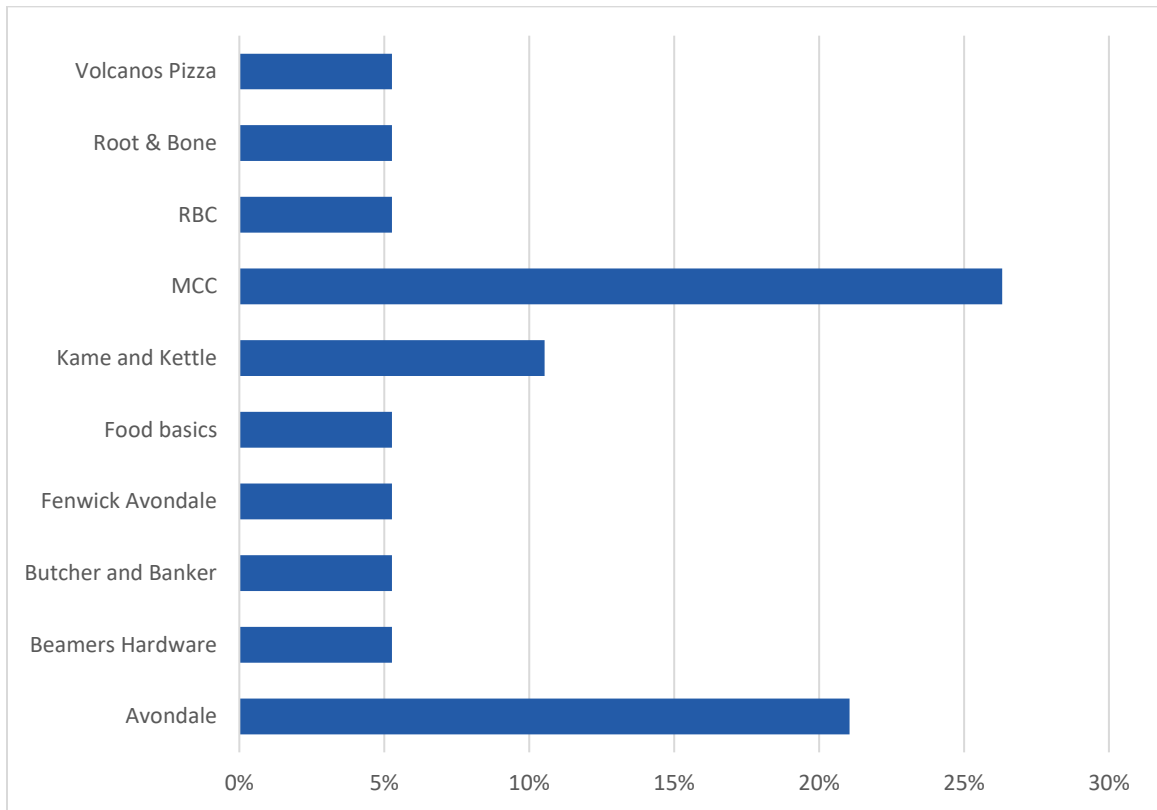
*Other
Parking*

- RESIDENCE PARK ON STREET ON CORNERS AND BUSY AREAS MAKES IT VERY HARD TO GET PAST WHEN TRAFFIC IS COMING (((NO PARKING ON CORNERS SHOULD BE ENFORCED
- PARKING AT STOP SIGNS REALLY SHOULD BE POSTED NO PARKING ON AREAS OF STOP SIGNS AND CORNERS NEED SIGNS NO PARKING
- We have an ongoing problem on the west side of Pelham Street, which is why I have completed this survey. While there is a No Parking sign immediately to the south of our driveway entrance, drivers park in this space all the time anyway. This is a significant safety hazard for vehicles attempting to enter Pelham Street from our parking lot. Either constant enforcement is needed by Bylaw, or a solid barrier should be installed to prevent people from parking here.
- Would like to see more parking along Town Sq Blvd in Fonthill and angled parking on Pelham street
- More parking is needed at MCC
- Parking spaces in Fenwick are not clearly marked. There is not enough contrast between the red bricks and the grey bricks outlining the spaces. Demarcating spaces clearly would help people use the spaces properly.
- The benches at the bottom of Maple are dumb. No one wants to sit that close to the road (and recently the benches have been covered with plants), and they take up at least 2 spots in front of the post office, where people need to stop in regularly.
- the public lot North of Canboro needs paid spots in it. McKeen Construction and several residents use it for free parking/instead of parking in their own driveways. A monthly tag would put more people in their own driveways, generate some revenue, and probably reduce the number of cars in it.
- Paving and signing the shoulders on Maple would provide a tonne of parking pretty cost effectively.
- The spacing between the lamp posts and the parking needs to be looked at. There are a few spots where people pull up

to the lamp posts, which blocks the whole sidewalk. Forces kids to walk on the road, especially in the winter.

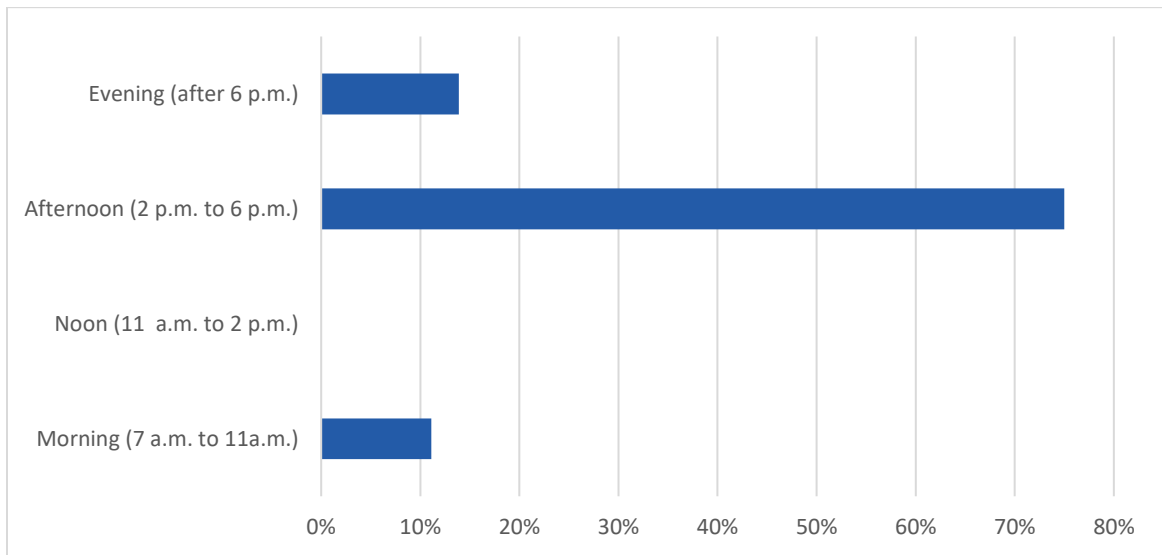
Customer and Resident Parking Survey Results

1. Identify the First Destination on This Trip:



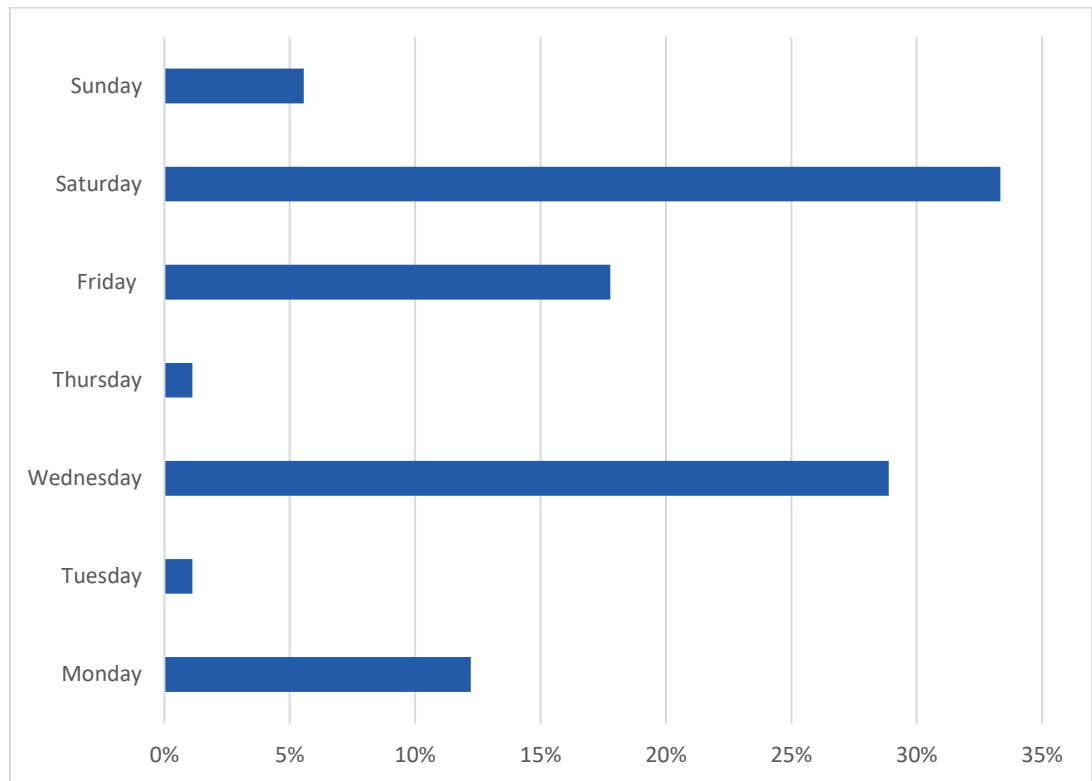
	Response Count	Response Percent
Avondale	4	21%
Beamers Hardware	1	5%
Butcher and Banker	1	5%
Fenwick Avondale	1	5%
Food basics	1	5%
Kame and Kettle	2	11%
MCC	5	26%
RBC	1	5%
Root & Bone	1	5%
Volcanos Pizza	1	5%
Total	18	100%

2. What time of day did you make your trip?



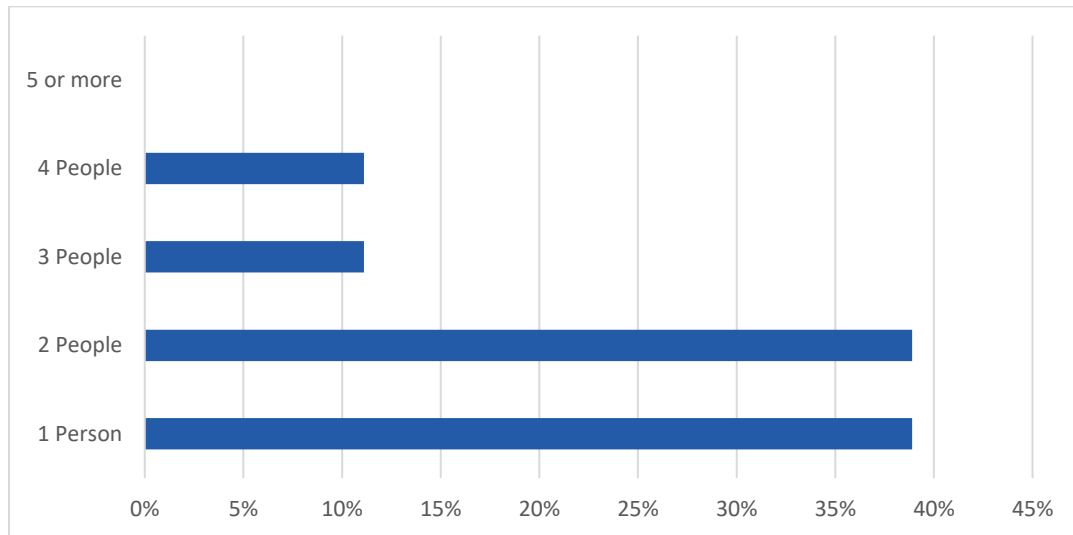
	<i>Response Count</i>	<i>Response Percent</i>
<i>Morning (7 a.m. to 11a.m.)</i>	2	11%
<i>Noon (11 a.m. to 2 p.m.)</i>	0	0%
<i>Afternoon (2 p.m. to 6 p.m.)</i>	13.5	75%
<i>Evening (after 6 p.m.)</i>	2.5	14%
<i>Total</i>	18	100%

3. Which day of the week did you make your trip?



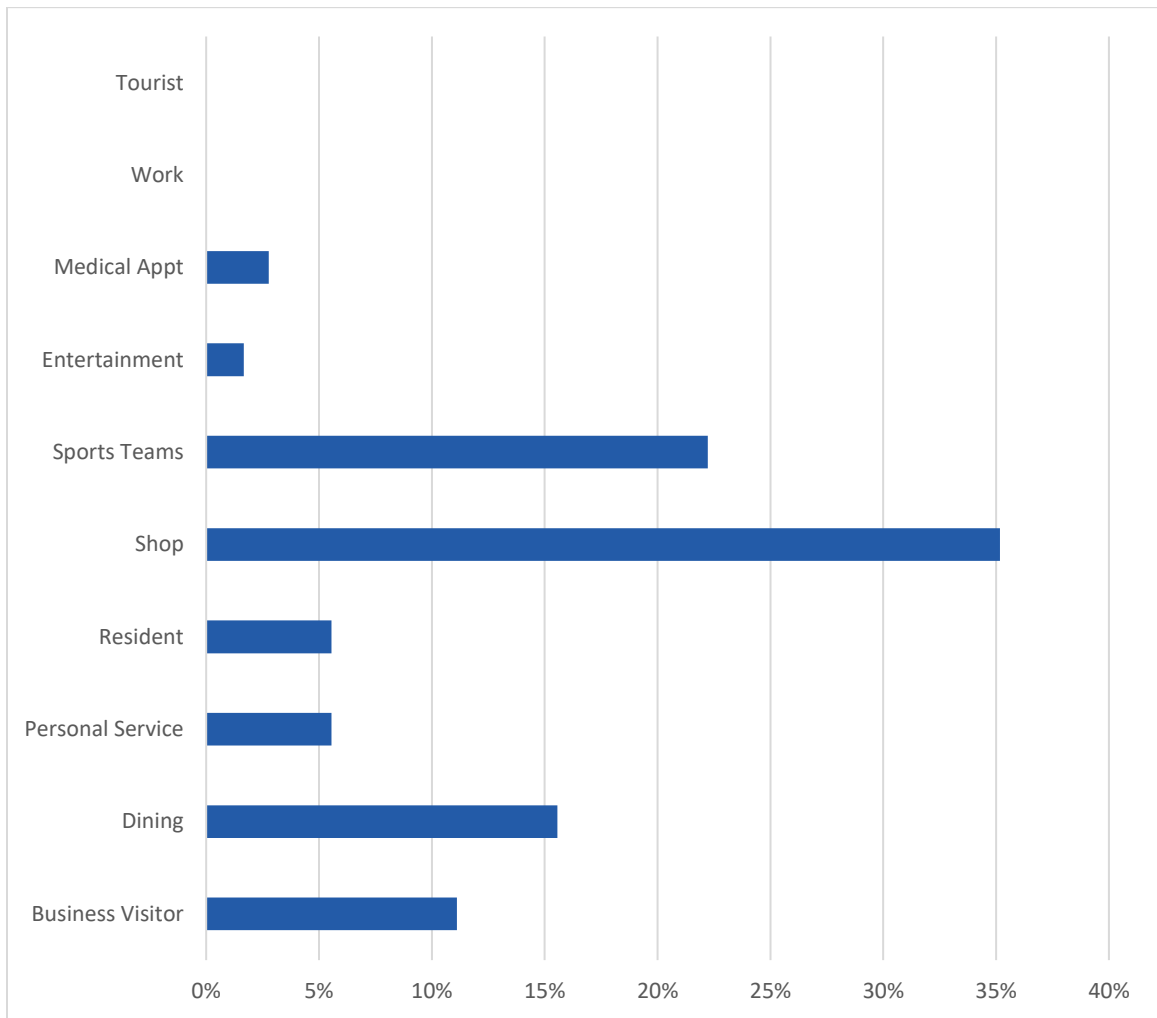
	<i>Response Count</i>	<i>Response Percent</i>
<i>Monday</i>	2.2	12%
<i>Tuesday</i>	0.2	1%
<i>Wednesday</i>	5.2	29%
<i>Thursday</i>	0.2	1%
<i>Friday</i>	3.2	18%
<i>Saturday</i>	6	33%
<i>Sunday</i>	1	6%
<i>Total</i>	18	100%

4. Including yourself, how many persons did you come with on this trip?



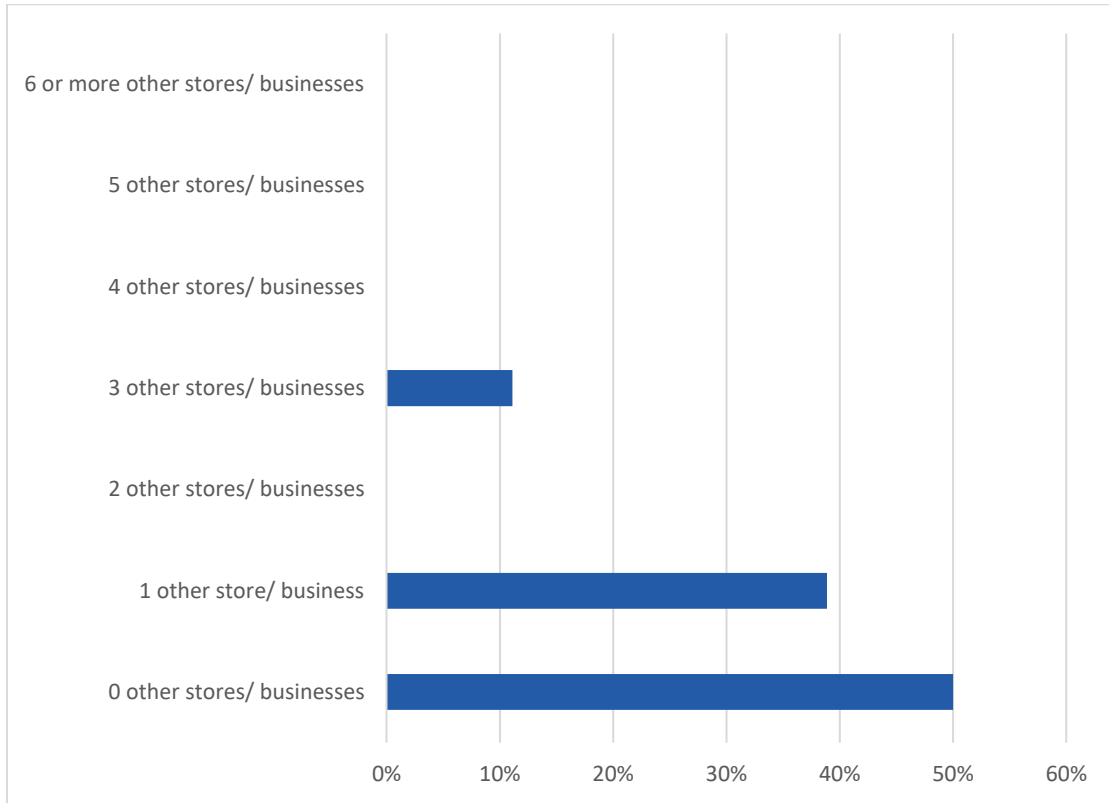
	<i>Response Count</i>	<i>Response Percentage</i>
<i>1 Person</i>	7	39%
<i>2 People</i>	7	39%
<i>3 People</i>	2	11%
<i>4 People</i>	2	11%
<i>5 or more</i>	0	0%
<i>Total</i>	18	100%

5. What was the primary purpose of your trip?



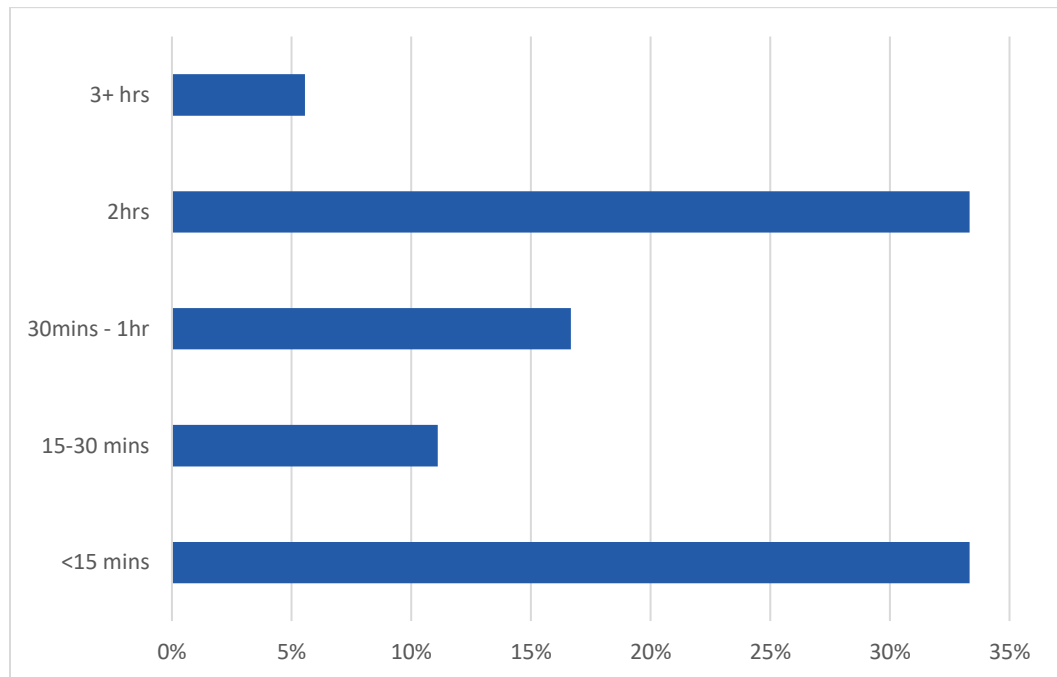
	Response Count	Response Percent
<i>Business Visitor</i>	2	11%
<i>Dining</i>	2.8	16%
<i>Personal Service</i>	1	6%
<i>Resident</i>	1	6%
<i>Shop</i>	6.3	35%
<i>Sports Teams</i>	4	22%
<i>Entertainment</i>	0.3	2%
<i>Medical Appt</i>	0.5	3%
<i>Work</i>	0	0%
<i>Tourist</i>	0	0%
<i>Total</i>	18	100%

6. On your trip, how many other stores or businesses in the area did you visit?



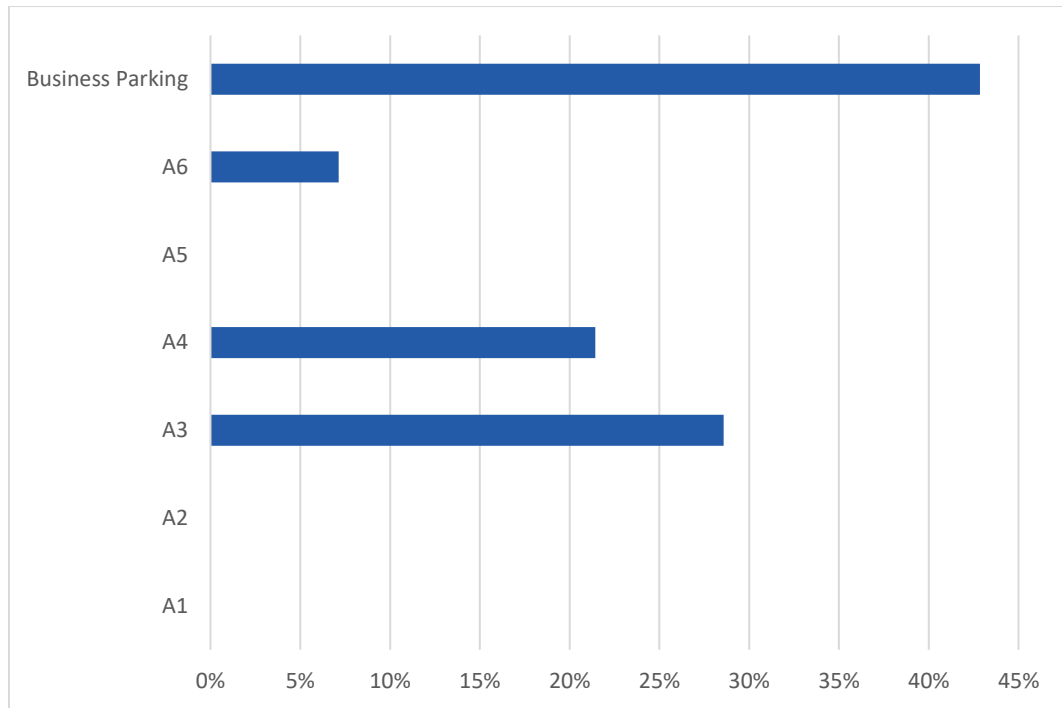
	Response Count	Response Percentage
0 other stores/ businesses	9	50%
1 other store/ business	7	39%
2 other stores/ businesses	0	0%
3 other stores/ businesses	2	11%
4 other stores/ businesses	0	0%
5 other stores/ businesses	0	0%
6 or more other stores/ businesses	0	0%
Total	18	100%

7. How long did you stay in this area on this most recent trip?



	Response Count	Response Percentage
<15 mins	6	33%
15-30 mins	2	11%
30mins - 1hr	3	17%
2hrs	6	33%
3+ hrs	1	6%
Total	18	100%

8. Where did you park on your most recent trip to Fontheil? See Figure 1 for Fontheil parking locations.



	Response Count	Response Percentage
A1	0	0%
A2	0	0%
A3	4	29%
A4	3	21%
A5	0	0%
A6	1	7%
Business Parking	6	43%
Total	14	100%

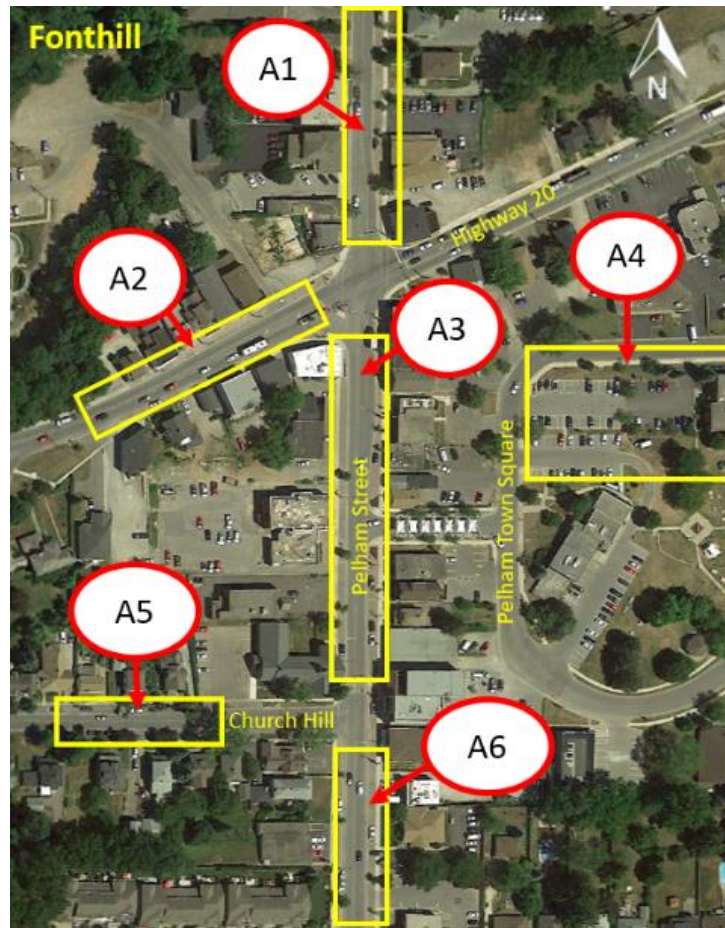
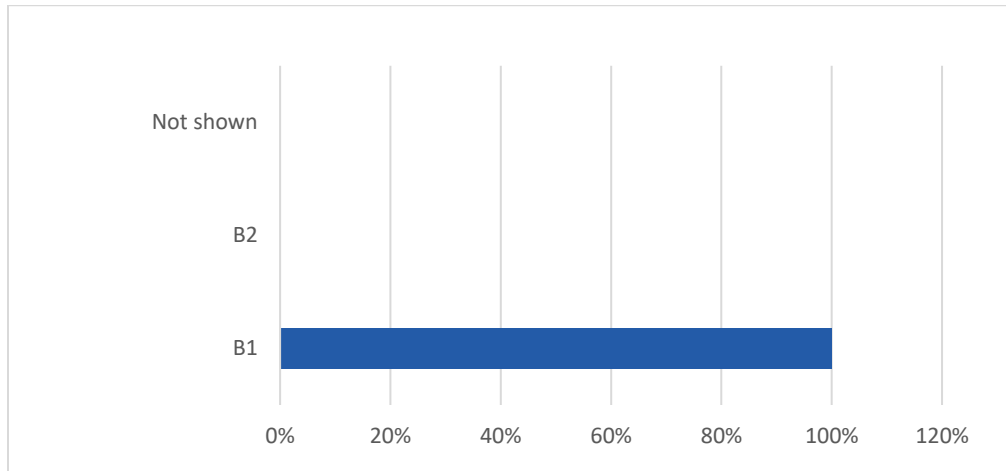


Figure 1: Fonhill Parking Locations

9. Where did you park on your most recent trip to Ridgeville? See Figure 2 for Ridgeville parking locations.

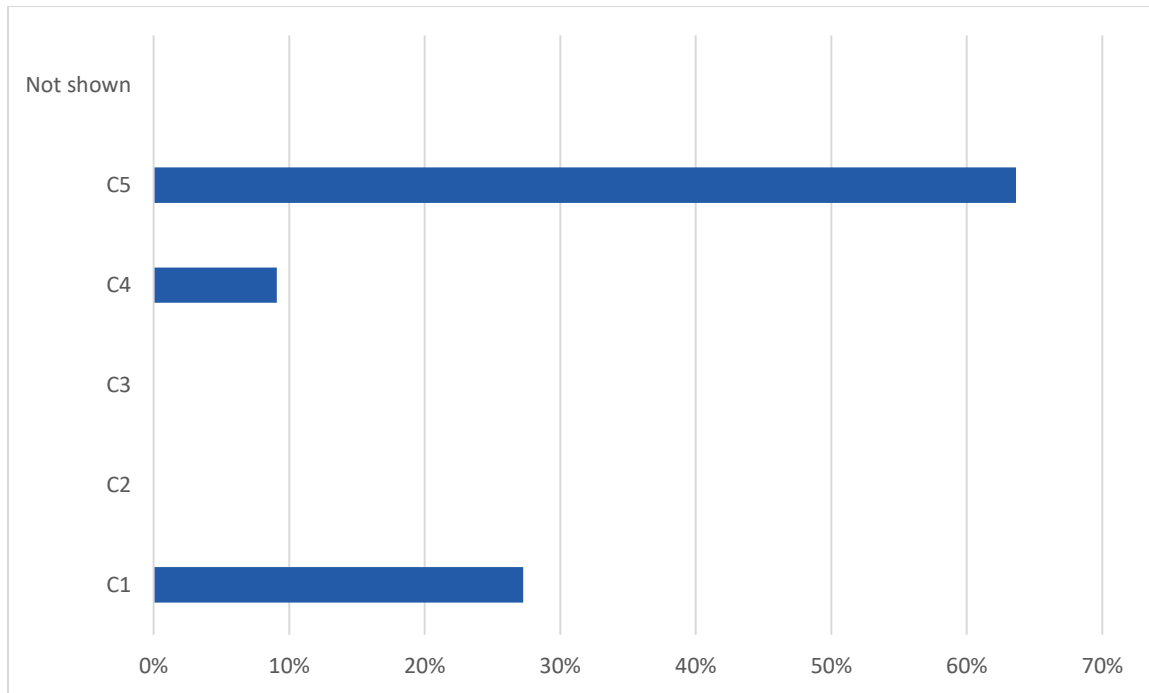


	Response Count	Response Percentage
B1	7	39%
B2	0	0%
Not shown	0	0%
Total	7	100%



Figure 2: Ridgeville Parking Locations

10. Where did you park on your most recent trip to Fenwick? See Figure 3 for Fenwick parking locations.



	Response Count	Response Percentage
C1	3	27%
C2	0	0%
C3	0	0%
C4	1	9%
C5	7	64%
Not shown	0	0%
Total	11	100%

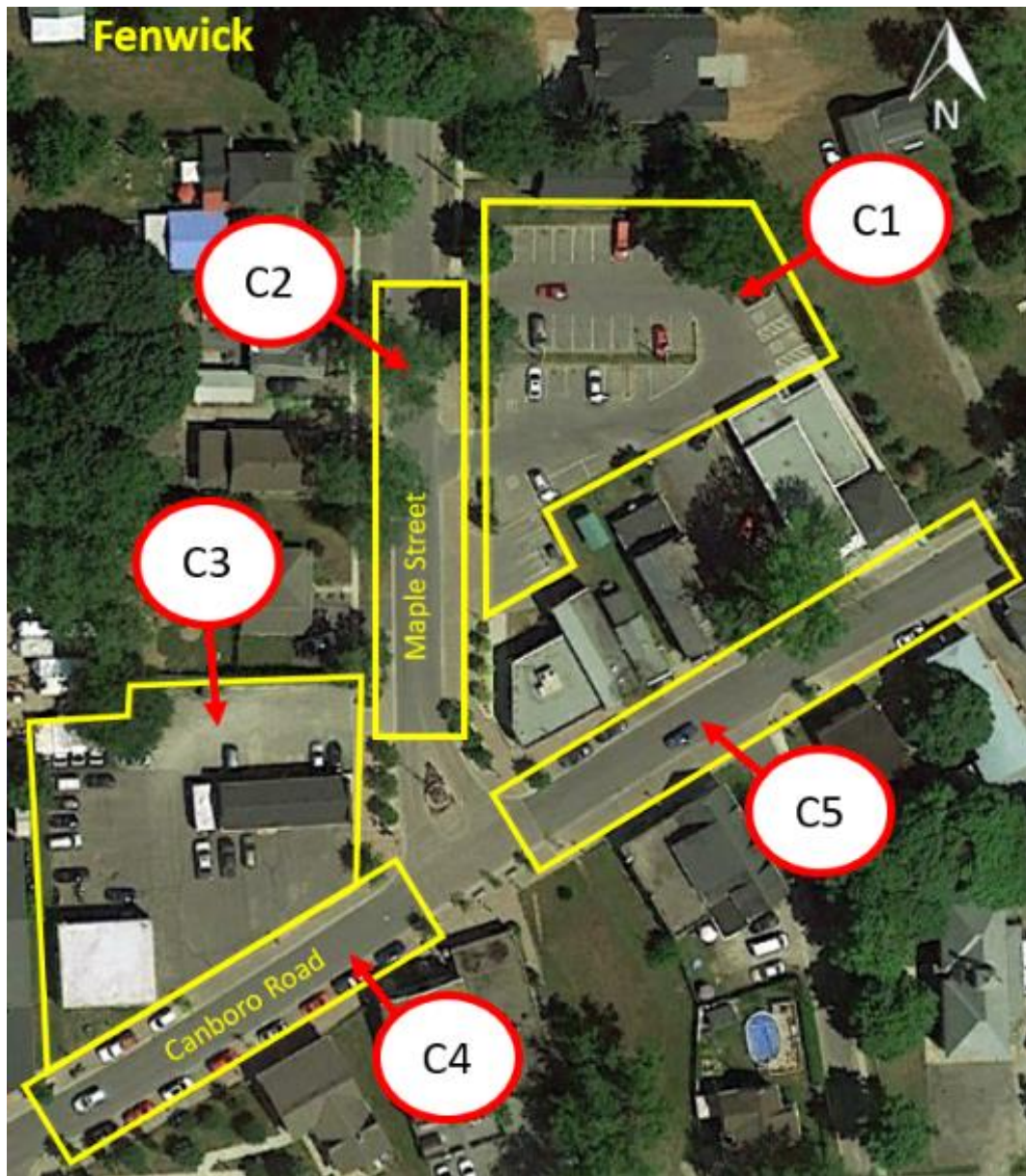
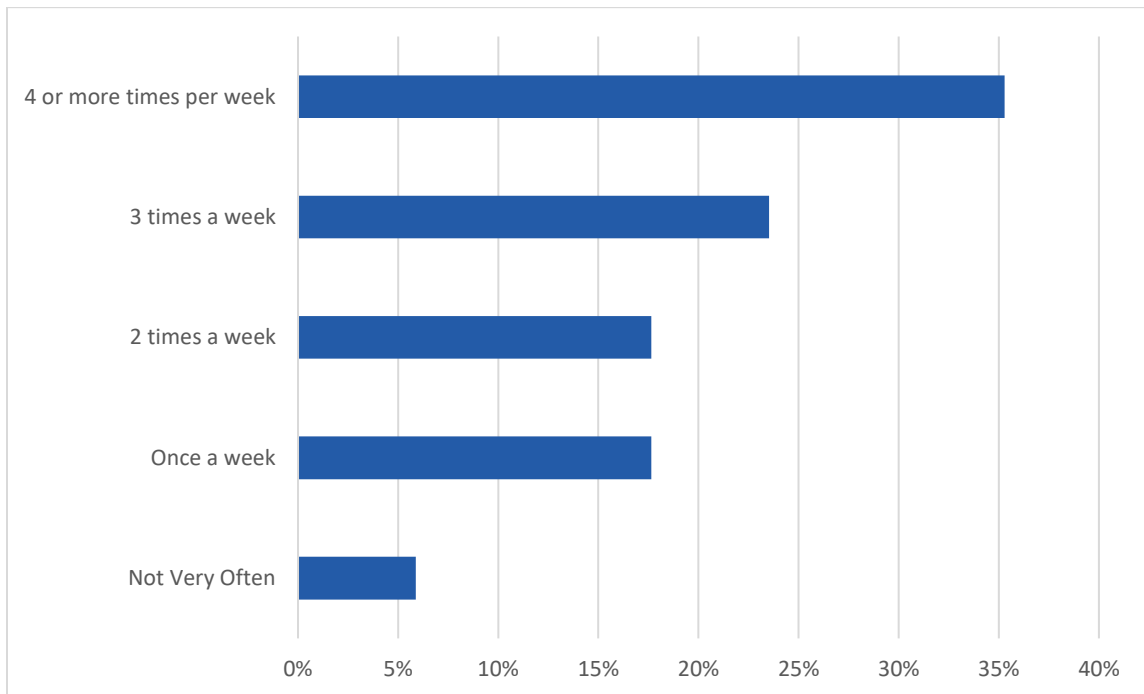


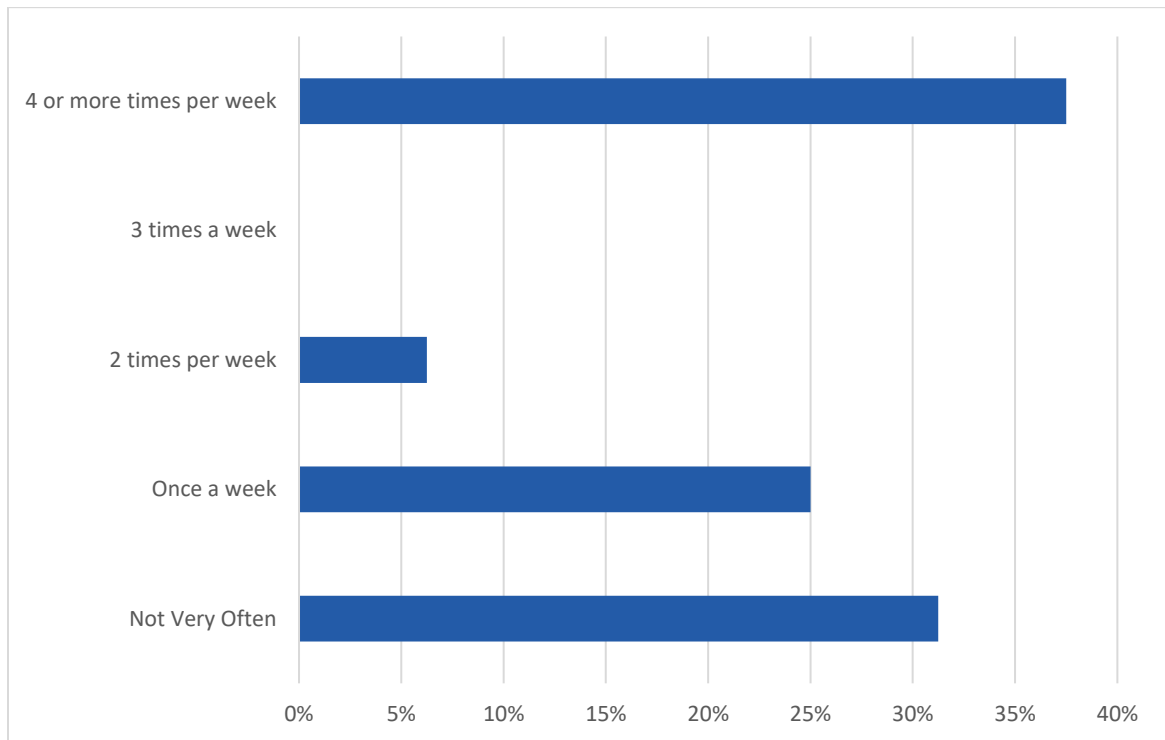
Figure 3: Fenwick Parking Locations

11. How often do you come to this location for non-work purposes? FONTILL



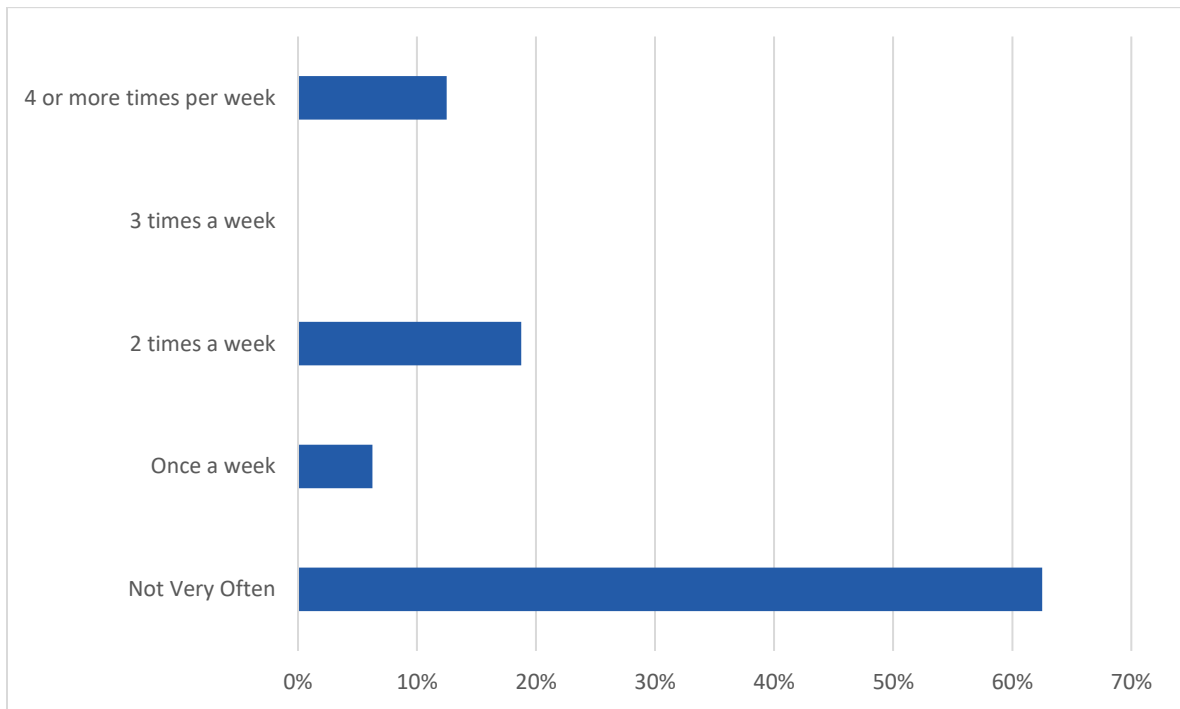
	<i>Response Count</i>	<i>Response Percentage</i>
<i>Not Very Often</i>	1	6%
<i>Once a week</i>	3	18%
<i>2 times a week</i>	3	18%
<i>3 times a week</i>	4	24%
<i>4 or more times per week</i>	6	35%
<i>Total</i>	16	100%

12. How often do you come to this location for non-work purposes? FENWICK



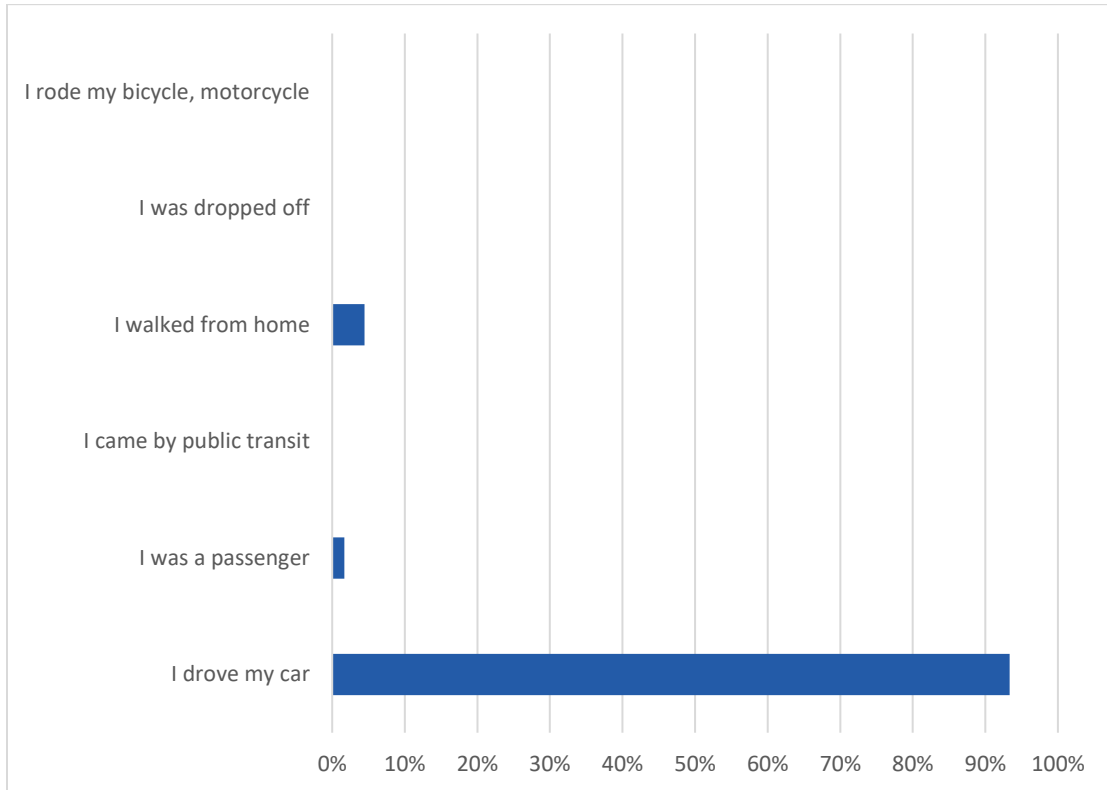
	Response Count	Response Percentage
Not Very Often	5	31%
Once a week	4	25%
2 times per week	1	6%
3 times a week	0	0%
4 or more times per week	6	38%
Total	16	100%

13. How often do you come to this location for non-work purposes? RIDGEVILLE



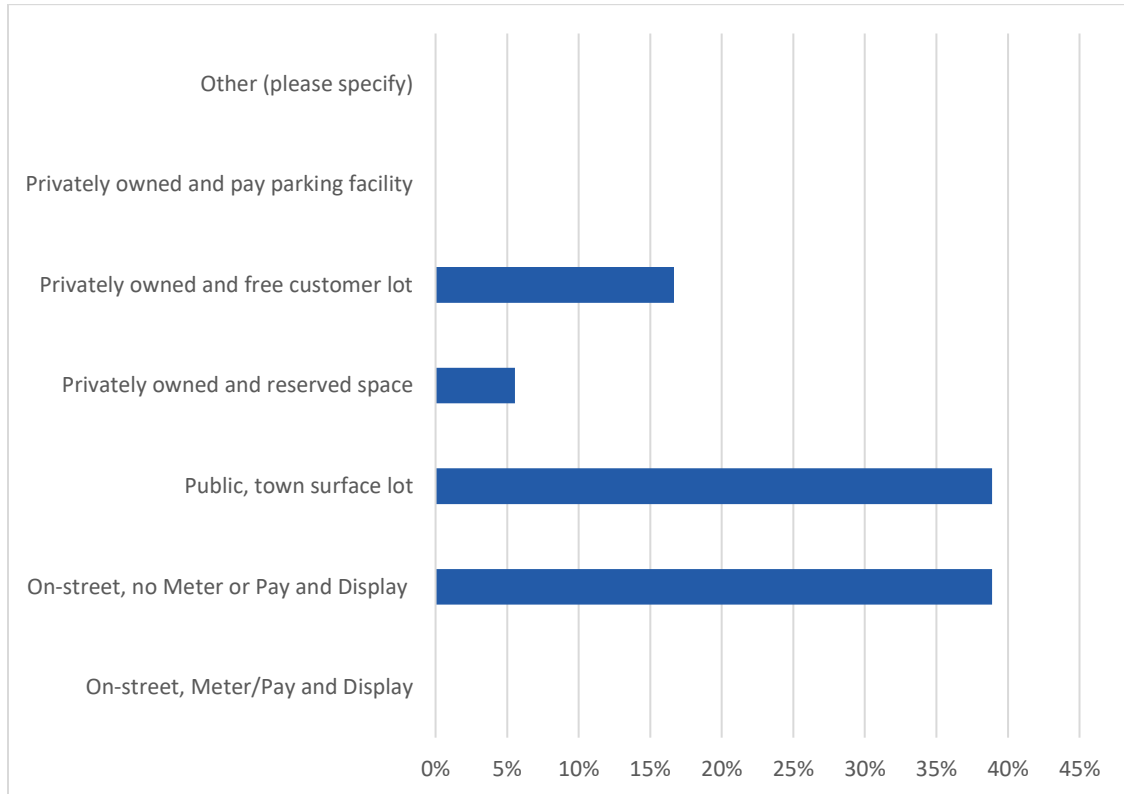
	Response Count	Response Percentage
Not Very Often	10	63%
Once a week	1	6%
2 times a week	3	19%
3 times a week	0	0%
4 or more times per week	2	13%
Total	16	100%

14. Typically, what is your mode of transportation to get to work?



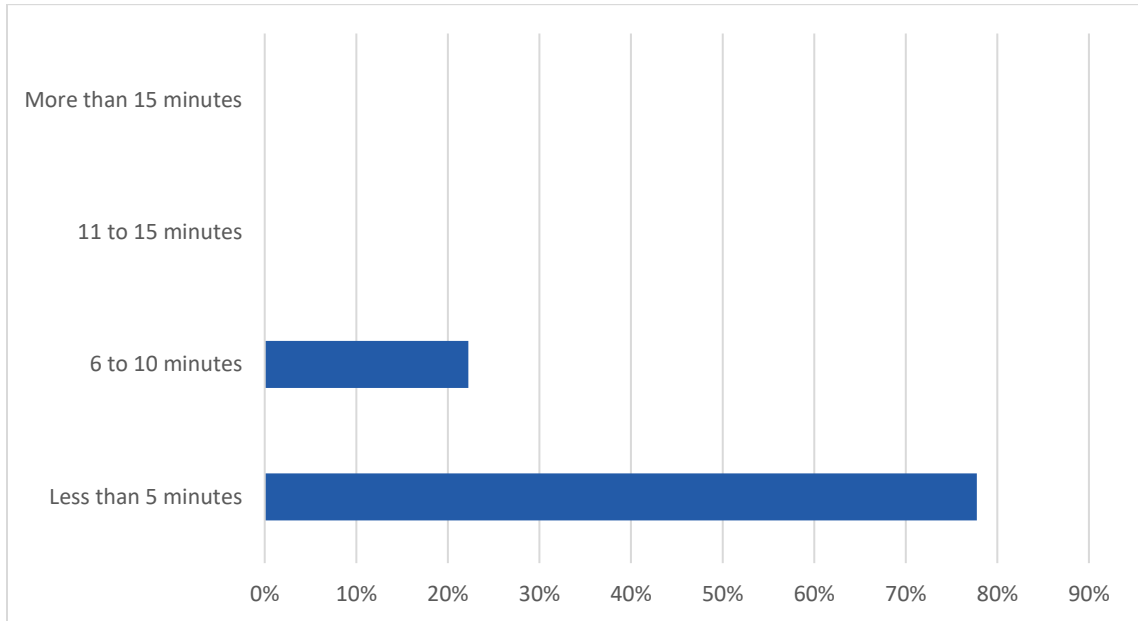
	Response Count	Response Percentage
I drove my car	16.8	93%
I was a passenger	0.3	2%
I came by public transit	0	0%
I walked from home	0.8	4%
I was dropped off	0	0%
I rode my bicycle, motorcycle	0	0%
Total	18	100%

15. What type of space do you typically park your vehicle?



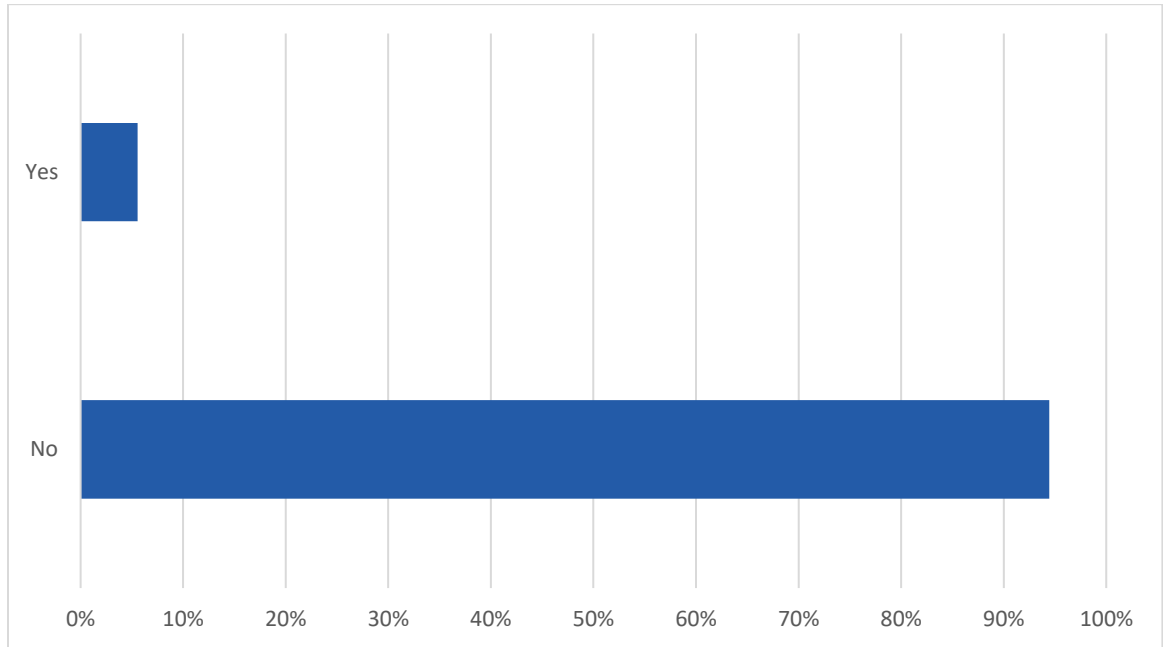
	Response Count	Response Percentage
<i>Onstreet, Meter/Pay and Display</i>	0	0%
<i>Onstreet, no Meter or Pay and Display</i>	7	39%
<i>Public, town surface lot</i>	7	39%
<i>Privately owned and reserved space</i>	1	6%
<i>Privately owned and free customer lot</i>	3	17%
<i>Privately owned and pay parking facility</i>	0	0%
<i>Other (please specify)</i>	0	0%
<i>Total</i>	18	100%

16. Estimate how long it took to find your parking space on your most recent trip.



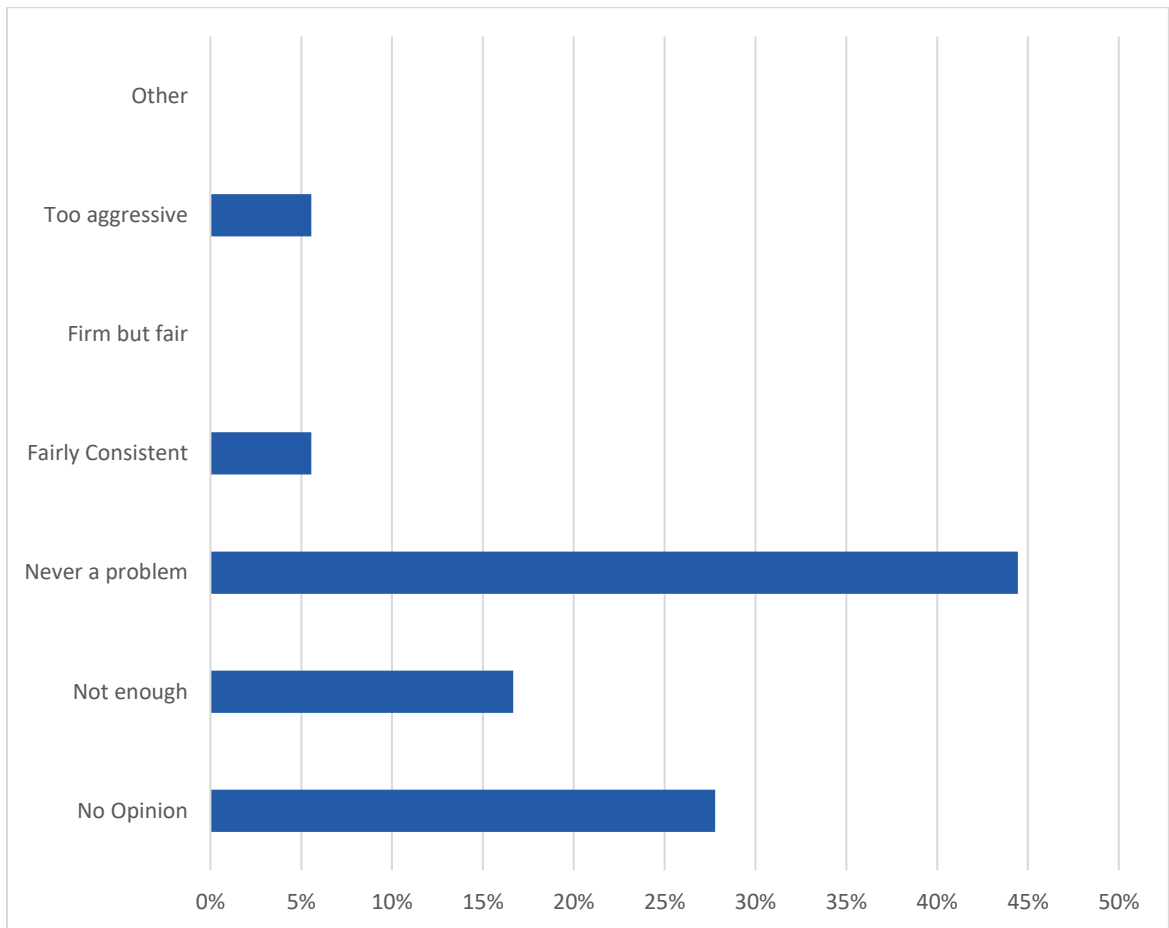
	Response Count	Response Percentage
Less than 5 minutes	14	78%
6 to 10 minutes	4	22%
11 to 15 minutes	0	0%
More than 15 minutes	0	0%
Total	18	100%

17. Have you received a parking ticket in the last four months in this area?



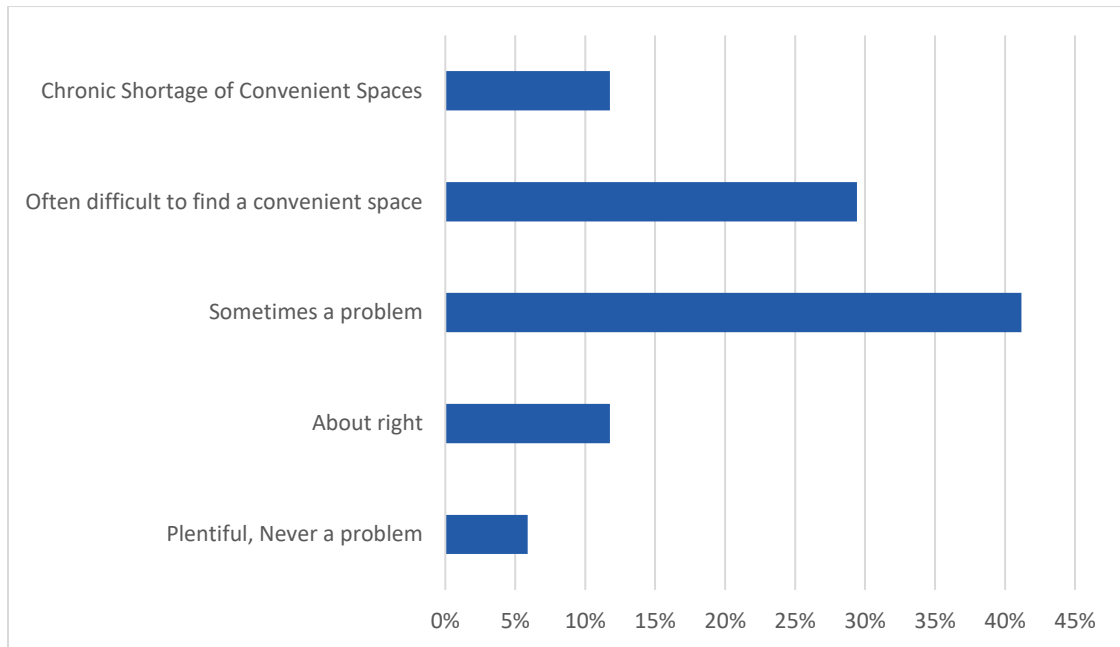
	Response Count	Response Percentage
No	17	94%
Yes	1	6%
Total	18	100%

18. What is your opinion about the level of parking enforcement?



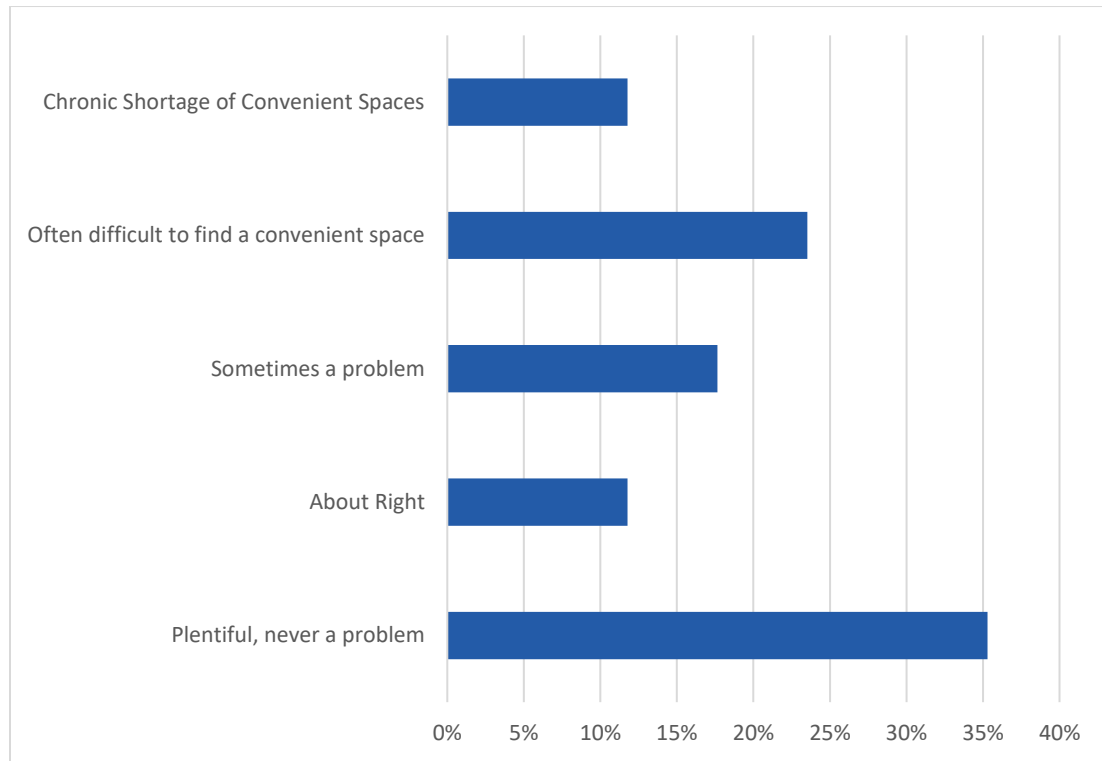
	Response Count	Response Percent
No Opinion	5	28%
Not enough	3	17%
Never a problem	8	44%
Fairly Consistent	1	6%
Firm but fair	0	0%
Too aggressive	1	6%
Other	0	0%
Total	18	56%

19. How do you feel about the availability of parking spaces in this area? FONTHILL
ON-STREET



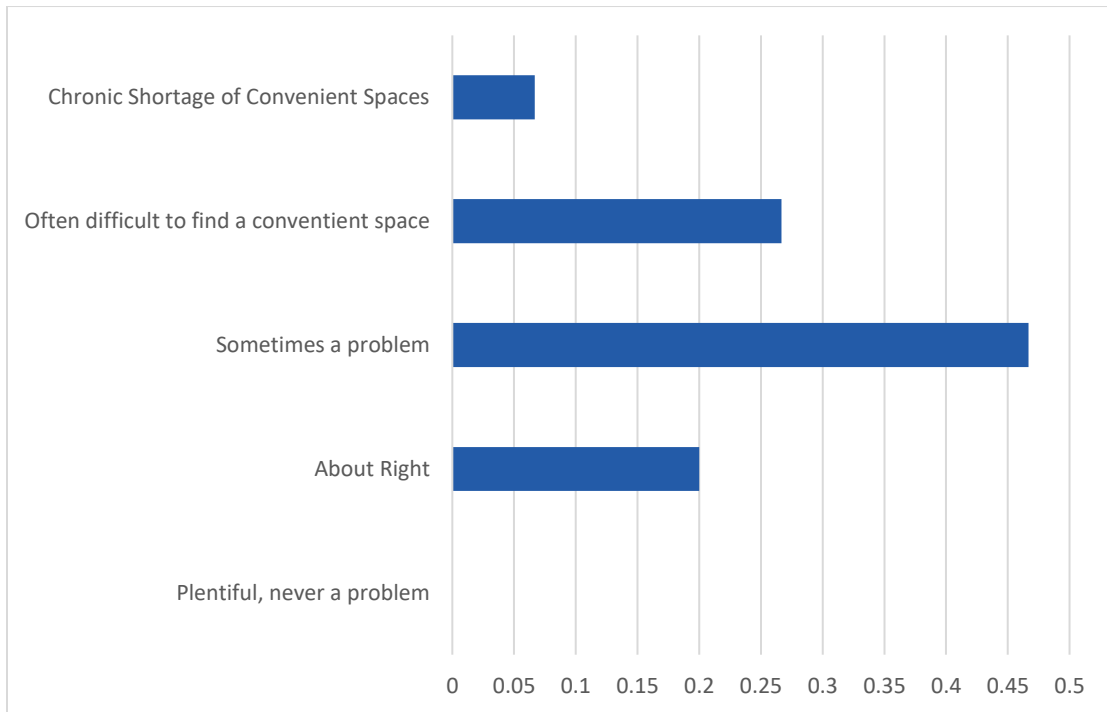
	Response Count	Response Percent
<i>Plentiful, Never a problem</i>	1	6%
<i>About right</i>	2	12%
<i>Sometimes a problem</i>	7	41%
<i>Often difficult to find a convenient space</i>	5	29%
<i>Chronic Shortage of Convenient Spaces</i>	2	12%
<i>Total</i>	17	100%

20. How do you feel about the availability of parking spaces in this area? FONTHILL
OFF STREET



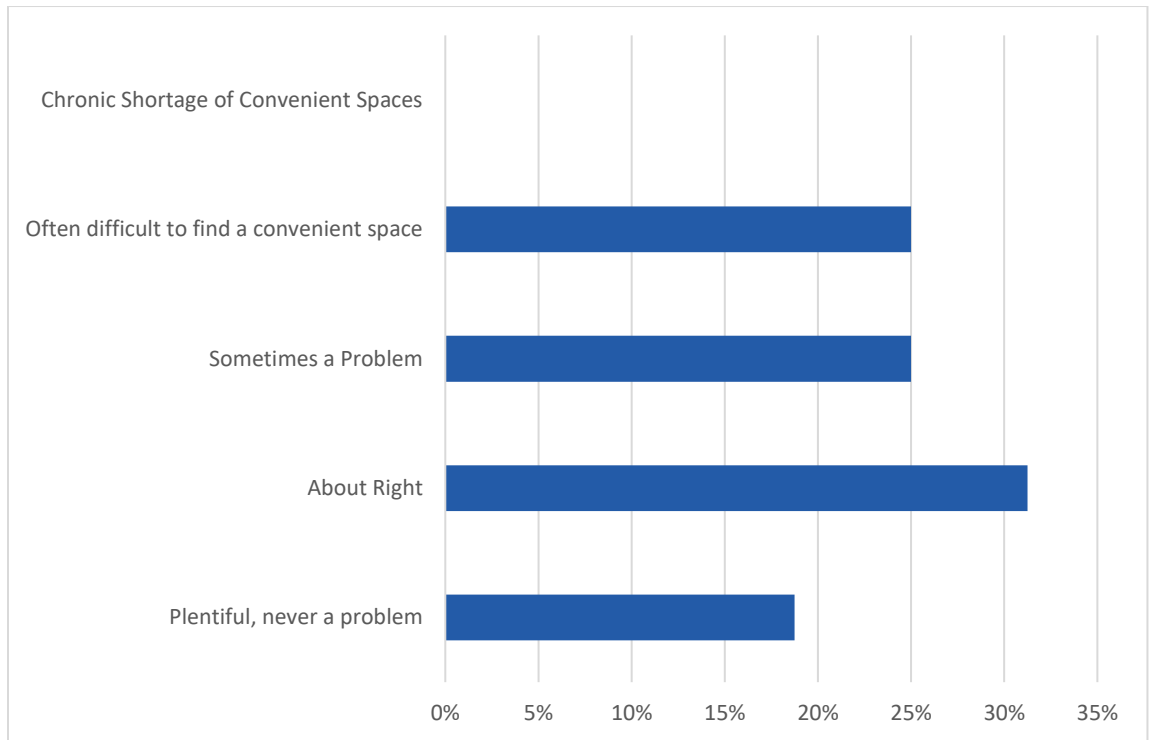
	Response Count	Response Percent
<i>Plentiful, never a problem</i>	6	35%
<i>About Right</i>	2	12%
<i>Sometimes a problem</i>	3	18%
<i>Often difficult to find a convenient space</i>	4	24%
<i>Chronic Shortage of Convenient Spaces</i>	2	12%
<i>Total</i>	17	100%

21. How do you feel about the availability of parking spaces in this area? FENWICK
ON-STREET



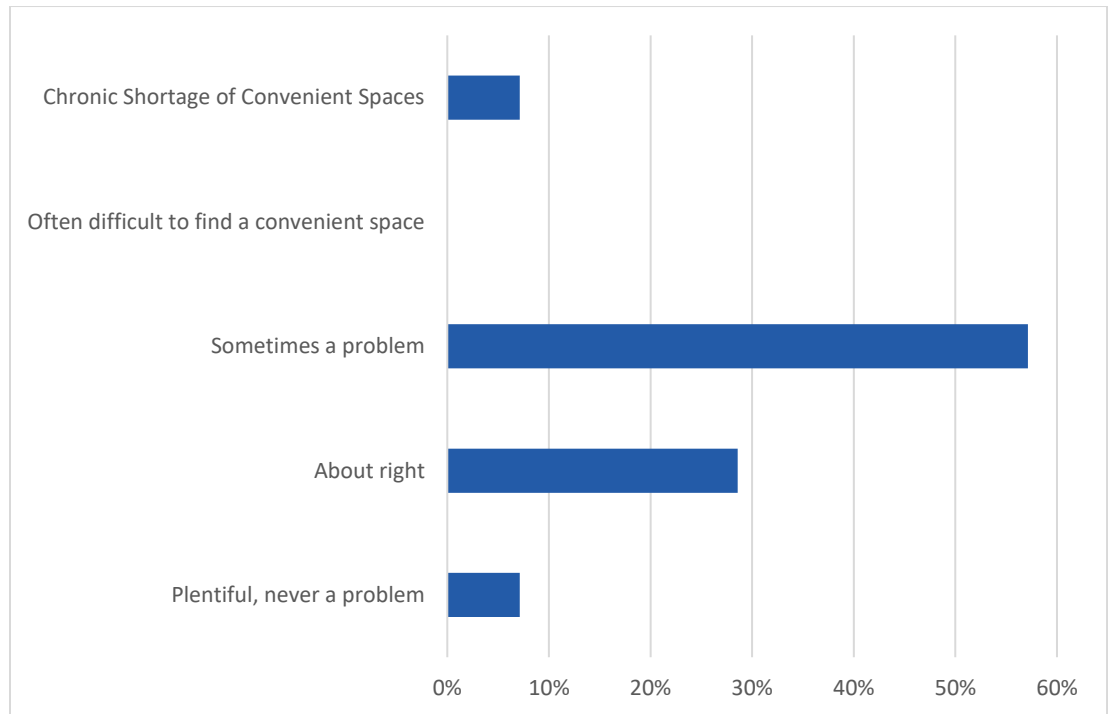
	Response Count	Response Percent
Plentiful, never a problem	0	0%
About Right	3	20%
Sometimes a problem	7	47%
Often difficult to find a convenient space	4	27%
Chronic Shortage of Convenient Spaces	1	7%
Total	15	100%

22. How do you feel about the availability of parking spaces in this area? FENWICK
OFF STREET



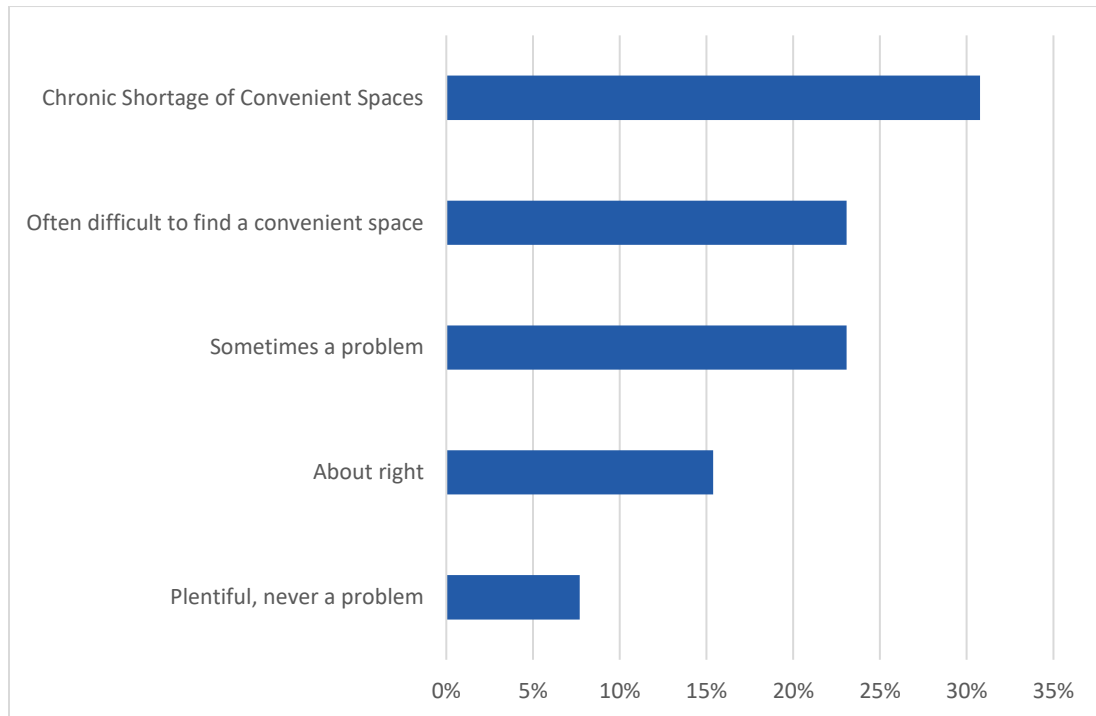
	Response Count	Response Percent
<i>Plentiful, never a problem</i>	3	19%
<i>About Right</i>	5	31%
<i>Sometimes a Problem</i>	4	25%
<i>Often difficult to find a convenient space</i>	4	25%
<i>Chronic Shortage of Convenient Spaces</i>	0	0%
<i>Total</i>	16	100%

23. How do you feel about the availability of parking spaces in this area?
 RIDGEVILLE ON-STREET



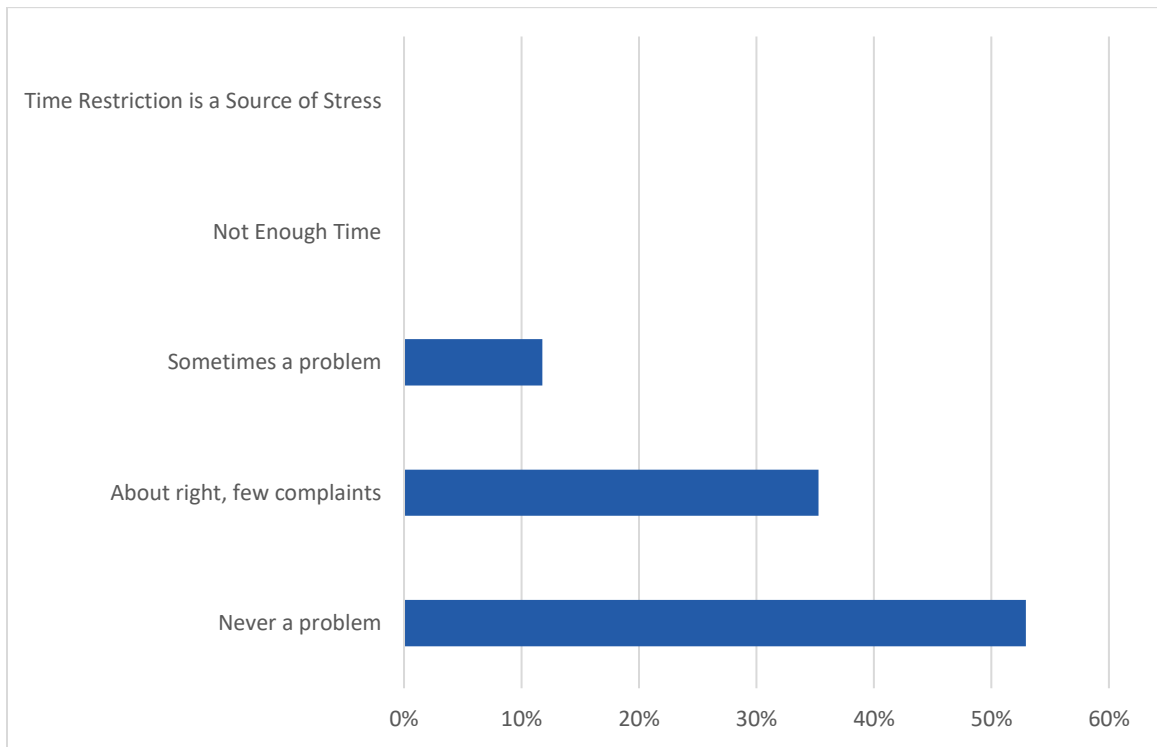
	Response Count	Response Percent
<i>Plentiful, never a problem</i>	1	7%
<i>About right</i>	4	29%
<i>Sometimes a problem</i>	8	57%
<i>Often difficult to find a convenient space</i>	0	0%
<i>Chronic Shortage of Convenient Spaces</i>	1	7%
<i>Total</i>	14	100%

24. How do you feel about the availability of parking spaces in this area?
RIDGEVILLE OFF STREET



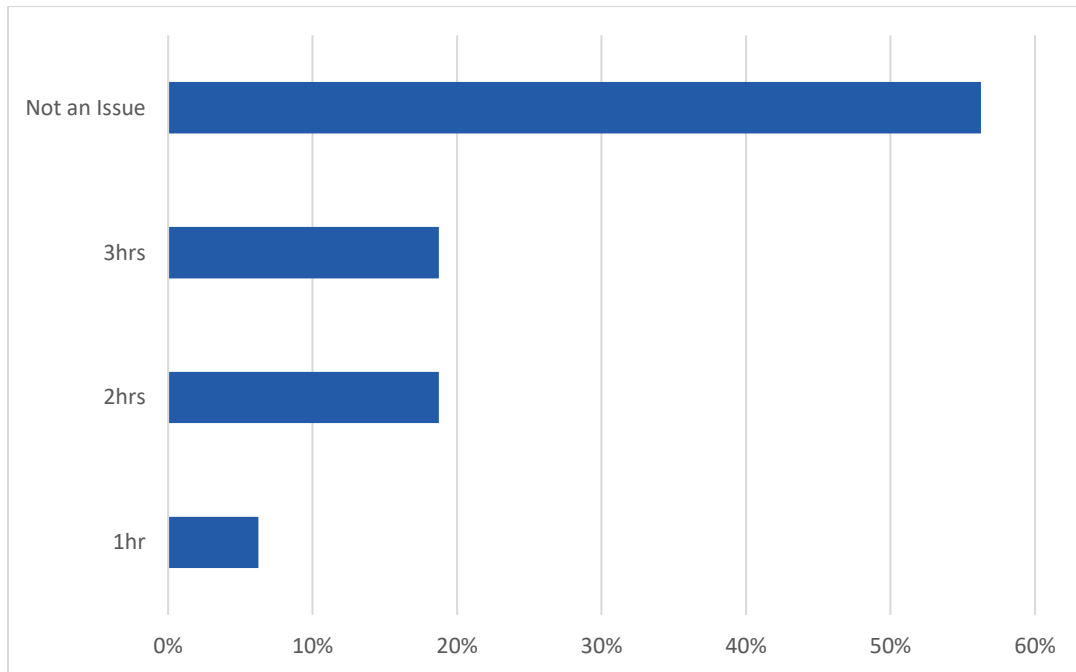
	Response Count	Response Percent
<i>Plentiful, never a problem</i>	1	8%
<i>About right</i>	2	15%
<i>Sometimes a problem</i>	3	23%
<i>Often difficult to find a convenient space</i>	3	23%
<i>Chronic Shortage of Convenient Spaces</i>	4	31%
<i>Total</i>	13	100%

25. Are Parking time limits adequate for your needs?



	Response Count	Response Percent
Never a problem	9	53%
About right, few complaints	6	35%
Sometimes a problem	2	12%
Not Enough Time	0	0%
Time Restriction is a Source of Stress	0	0%
Total	17	100%

26. If the parking time limit is a concern, please indicate below the length of time you think would help.



	<i>Response Count</i>	<i>Response Percent</i>
<i>1hr</i>	1	6%
<i>2hrs</i>	3	19%
<i>3hrs</i>	3	19%
<i>Not an Issue</i>	9	56%
<i>Total</i>	16	100%

1.1 Written Responses

We're committed to monitoring the quality of parking services. As part of an ongoing improvement in our customer service we would appreciate your feedback.

Comment Category *Comments*

<i>Safety Concern</i>	<ul style="list-style-type: none">I have had it more than once that when parking downtown Fenwick in the morning or driving/walking through that the town staff maintaining the lots had the part of the lawnmower where the grass comes up tied up and were shooting the rocks/grass/pointy things at cars/ the road and the sidewalk where I was!! That is a huge deal for people who park their cars for the day or for kids in strollers...
<i>Parking at the Meridian Community Centre</i>	<ul style="list-style-type: none">MCC Parking is problematic. Particularly on Evenings and weekends when multiple activities are taking place throughout the facility. There are times when you just have to move on and miss your planned event.The MCC lot is always clear in winter. however when there is a lot going on at the arena (hockey, figure skating, basket ball, etc) all at the same time; parking is very difficult to find.Meridian Community Centre has insufficient parking spaces for visitors.New construction occurring around the MCC has further handicapped available parking on numerous occasions.Overall, in Pelham the parking is fine, It is just at the MCC I find it to be extremely difficult.
<i>Parking in Fenwick</i>	<ul style="list-style-type: none">Enforce the 2 hour limit in Fenwick. Employees of business park in the street parking spots all day during the week.There seem to be lots of people who basically just store their cars in the Fenwick municipal lot behind the library. Like all weekend, all night. I always see them when I get mail daily. People were worried about a hotel in Fenwick using up too much parking. If people stopped storing their trucks there all the time, wouldnt there be way more parking for everyone else? And for Friday nights when downtown is busy and the lot is full? I think we need more parking in the

rest of Pelham. For example by Canboro Gardens. You're not allowed to park in front on Canboro, but there is a town mailbox across the street, lots of new houses going in, and the entire apartment building has visitors who need somewhere to park. When there is a funeral at Lampman's, every spot down the street can be filled up. Where are all these people going to park when the new subdivision is done? I hope they park in their own driveway, or they put a time limit on parking on Balfour. Downtown Fenwick Street parking seems to work perfectly the way it is. We go all the time and have never been mad about finding parking. Everyone stops for a few minutes and keeps going.

- Street parking in Fenwick needs to be upgraded. Benches and trees in front of former post office need to be removed and returned as parking spaces. #1 parking spot in front of former Eberts Garage needs to be removed as it totally obstructs view coming out of Welland Rd. Current model-railroad building on Maple Ave needs to be removed in order to create more parking... Imagine 5-10 yrs from now when Fenwick will triple in size with new subdivision coming on Balfour.
 - The Town could allow parking at the Firehall. Sufficient space exists for accommodation of vehicles for social events convened there. Those spaces could be utilized while events are not scheduled. The issue with parking is that most people want to park in front of the store that they are visiting and don't want to walk. I have seen vehicles parked on Pelham Street for days without tickets. In Fenwick, the multitude of 15-minute spaces seem to serve Avondale only. A business that has no on-street parking spaces but does have vacant land to provide spaces.
 - The street parking in Fenwick at the corner of Canboro and Maple blocks the view of on-coming traffic when trying to turn off Maple onto Canboro. This is a daily problem.
- Maintenance*
- The Town investigated a significant amount in the reconstruction of Canboro Road and Pelham Street. Unfortunately, little appears to be spent on maintenance. Many trees are distressed from being hit by vehicles or

*Other
Parking*

snowploughs and they are not watered nor pruned. Weeds grow in the tree wells and between pavers. Bicycle racks are in poor condition from being hit by vehicles. The delineation of parking spaces on Pelham Street is not clear, as a result 2 cars are often parked where 4 spaces exist.

- Well Maintained
- The 5ft restriction at my residence is a problem. My husband was asked by bylaw to leave our baby alone to move his car bc it was 4ft away from a drive. There is no parking spaces in this street, everyone parks within 5 ft or there will be no space but never blocks driveways . My neighbor is harassing bylaw and us because her friend parked directly in front of my driveway while I was 9months pregnant . We always leave her room but she is angry her friend was asked to move so a pregnant woman could be driven to the hospital safely
- Growing community with limited space of parking.

APPENDIX F

Town By-Law No.1136 - Section 6.16 & Section 30

OFFICE CONSOLIDATION**TOWN OF PELHAM ZONING BY-LAW NO. 1136 (1987), as amended**

(This Office Consolidation Edition is prepared for purposes of convenience only. For accurate reference recourse should be had to the original by-law(s) and amendments and Orders of the Ontario Municipal Board.)

6.16 PARKING AREA REGULATIONS

The owners of every building or structure erected or used for any of the purposes hereinafter set forth shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of the said premises from time to time, parking spaces and areas in accordance with the provisions of this subsection, except for:

(i) CENTRAL BUSINESS AREA

Commercial uses within a GC zone, shall either be provided with the required number of parking spaces specified hereunder or shall be exempt from the provision of parking spaces in accordance with an agreement with Council pursuant to the ***Planning Act***.

(a) PARKING REQUIREMENTS

TYPE OF USE	MINIMUM PARKING REQUIREMENT
Residential (other than listed herein)	1 parking space in a private garage or carport per dwelling unit
Duplex dwelling, triplex dwelling, fourplex dwelling, converted dwelling	1 parking space per dwelling unit
Block townhouse dwelling	1.5 parking spaces per dwelling unit
Apartment dwelling	1.0 parking space per dwelling unit, plus 1.0 parking space for every two dwelling units or part thereof for visitor parking
Senior Citizen Apartment House	1 parking space per dwelling unit

Boarding house dwelling	1 parking space per dwelling unit plus 1 parking space per 3 guest rooms
Hotel, Motel, Tavern	1 parking space per guest room or suite of a motel; 1 parking space for every 3 guest rooms of a hotel; plus 1 parking space for each 5 persons that can be accommodated at any one time in a restaurant, beverage room or liquor lounge
Hospital, Nursing Home	1 parking space for 2 beds
Church	1 parking space per 5 persons seating capacity
Assembly Hall, Community Centre, Theatre, Auditorium	The greater of: (a) 1 parking space per 5 fixed seats or fraction thereof; or (b) 1 parking space for every 5 persons maximum design capacity
School, Elementary	1.5 parking spaces per classroom
School, Secondary	The greater of: (a) 1 parking space per 5 classroom seats; or (b) 1 parking space per 15 square metres of floor area in the gymnasium; or (c) 1 parking space per 15 square metres of floor area in the auditorium
Undertaking Establishment	1 parking space per 5 persons seating capacity with a minimum of 10 parking spaces
Take-out restaurant or Drive-in restaurant	1 parking space per 50 m ² (538.21 ft ²) of gross floor area

Eating Establishment	1 parking space per 4 persons seating capacity
Office, Public Building	1 parking space per 30 m ² (322.93 ft ²) of gross floor area
Bowling Alley	3 parking spaces per bowling lane
Curling Rink	4 parking spaces per curling sheet
Retail Store (other than a furniture store or factory outlet)	1 parking space per 30 m ² (322.93 ft ²) of gross floor area
Furniture Store, Factory Outlet, Warehouse Showroom	1 parking space per 100 m ² (1,076.43 ft ²) of gross floor area
Industrial Establishment	1 parking space per 50 m ² (538.21 ft ²) of gross floor area
Shopping Centre (other than an Eating Establishment)	1 parking space per 30 m ² (322.93 ft ²) of gross floor area for the first 2323 m ² (25,005.38 ft ²) and thereafter 1 parking space per 25 m ² (269.11 ft ²) of gross floor area
Uses permitted in this by-law other than those listed in this Table	1 parking space per 30 m ² (322.93 ft ²) of gross floor area

(b) CALCULATION OF PARKING REQUIREMENTS

- (i) Where a part of a parking space is required in accordance with this by-law for the use listed in Clause (a) of this subsection, such part shall be considered 1 parking space for the purpose of calculating the total parking requirement for the said use.

- (ii) Where a building, structure or lot accommodates more than one type of use as set out in Clause (a) of this subsection, the total parking space requirements for such building, structure or lot shall be the sum of the requirements for the separate uses thereof, except that in the case of a shopping centre, the parking space requirement for shopping centre shall apply.
- (iii) parking spaces required in accordance with this By-law shall not include any parking spaces used or intended to be used primarily for the storage or parking of vehicles for hire and gain, display or sale.
- (iv) Where the number of parking spaces required in accordance with Clause (a) of this subsection is based upon the seating or other capacity of a building or structure, such capacity shall be deemed to be the same as the maximum capacity for such building or structure permitted by the Ontario Building Code.
- (v) Parking Spaces for the exclusive use of the handicapped shall be provided in accordance with the Town of Pelham Handicap Parking By-law, as amended from time to time.

(c) PARKING AREA SURFACE

Each parking area and driveway connecting the parking area with a street shall be maintained with a stable surface which is treated so as to prevent the raising of dust or loose particles. They shall, before being used, be constructed of crushed stone, slag, gravel, crushed brick (or tile), cinders, asphalt, concrete, Portland cement binder or like material for a combined depth of at least 0.15 m (0.49 ft) and with provisions for drainage facilities, provided that:

- (i) in the case of a dwelling containing 4 or more dwelling units such parking area and driveway shall be paved with an asphaltic or concrete surface or such other hard surface as may be acceptable to the Town, and be bounded by curbs;
- (ii) in the case of Industrial, Institutional, Public and Commercial Zones, all parking areas and loading areas and their approaches shall have a cement or asphaltic binder or other permanent type of surfacing.

(d) INGRESS AND EGRESS

- (i) Ingress and egress, to and from the required parking spaces and areas, shall be provided by means of unobstructed driveways or passageways at least 3.0 m (9.84 ft) wide, where only one-way traffic is permitted, and

have a minimum width of 7.5 m (24.61 ft), but not more than 9.0 m (29.53 ft) in perpendicular width where two-way traffic is permitted.

- (ii) The maximum width of any joint ingress and egress driveway ramp measured along the street line shall be 9.0 m (29.53 ft).
- (iii) The minimum distance between a driveway and an intersection of street lines measured along the street line intersected by such driveway shall be 7.5 m (24.61 ft).
- (iv) Except in Residential zones the minimum distance between driveways measured along the street line intersected by such driveways shall be 7.5 m (24.61 ft).
- (v) The minimum angle of intersection between a driveway and a street line shall be 60 degrees.
- (vi) Every lot shall be limited to the following number of driveways:
 - 1. up to the first 30.0 m (98.43 ft) of frontage - not more than 2 driveways; and
 - 2. for each additional 30.0 m (98.43 ft) of frontage - not more than 1 additional driveway.
- (vii) Notwithstanding the requirements of items (i) through (vi) above, the ingress and egress requirements of the Region shall apply along all Regional Roads.
- (viii) Nothing in this By-law shall prevent the obstruction of a driveway by a gate, a temporary barrier or similar obstruction used solely to restrict access to the said driveway and designed to be easily raised, swung aside or otherwise opened or removed when necessary to permit passage of a vehicle. On Regional roads all such gates and barriers should be set back from the property line to allow the temporary stopping of a vehicle so that the vehicle while stopped is entirely contained within the property limits and does not overhang the public road allowance.
- (ix) Nothing in this subsection shall apply to prevent the use of a right-of-way as a means of obtaining access to a parking area provided the said right-of-way has been legally established for such purpose.

(e) ILLUMINATION

Where parking areas are illuminated, lighting fixtures shall be arranged, designed and installed so that the light is directed downward and deflected away from adjacent lots.

(f) MORE THAN ONE USE ON A LOT

When a building or structure accommodates more than one type of use as set out in paragraph (a) of this subsection, the parking space requirement for the whole building shall be the sum of the requirements for the separate parts of the building occupied by the separate types of use.

(g) ADDITIONS TO BUILDINGS

The parking area requirements referred to herein shall not apply to any building in existence at the date of passing of this By-law so long as the floor area as it existed at such date is not increased and the building or structure is used for a purpose which does not require more parking spaces, according to paragraph (a) of this subsection, than were required by its use at the date of passing of this By-law. If an addition or change of use is made to a building or structure as it existed at the date of passing of this By-law, then additional parking spaces shall be provided to the number required for such addition or change in use, provided that this paragraph shall not apply to require the establishment of parking spaces and areas for a detached single-family dwelling house which existed at the date of passing of this By-law.

(h) OTHER PARKING REGULATIONS

- (i) Nothing in this By-law shall prevent the erection of a shelter for use solely by parking attendants in any part of a parking area, except within a sight triangle, provided such shelter is not more than 4.5 m (14.76 ft) in height and has a floor area of not more than 5 m² (53.82 ft²).
- (ii) No motor fuel retail outlet or automobile service station shall be located or maintained on any parking area except where specifically permitted by this By-law.
- (iii) No commercial vehicle as defined in the **Highway Traffic Act**, of greater than one tonne maximum capacity and/or no bus used as a commercial vehicle designed for carrying 10 or more passengers and used for the transportation of persons, shall be parked or stored in a Residential Zone.

(i) PARKING AREA LOCATION ON LOT

Notwithstanding the yard provisions of this By-law to the contrary, uncovered surface parking areas shall be permitted in the required yards as follows:

ZONE	YARD IN WHICH REQUIRED PARKING AREA PERMITTED
Residential (except Apartment dwelling and Boarding House Dwelling)	All yards provided that no part of any parking area, other than a driveway, is located closer than 0.9 m (2.95 ft) to any street line
Apartment Dwelling and Boarding House Dwelling	All yards provided that no part of any parking area, other than a driveway, is located closer than 7.5 m (24.61 ft) to any street line and no closer than 3.0 m (9.84 ft) to any side lot line or rear lot line
Institutional, Commercial, Open Space	All yards provided that no part of any parking area, other than a driveway is located closer than 0.9 m (2.95 ft) to any street line
Industrial	Interior side and rear yards only, except for visitor parking, provided that no part of any parking area, other than a driveway, is located closer than 4.5 m (14.76 ft) to any street line

j) DIMENSIONS OF PARKING SPACES

A parking space required hereby shall be in accordance with Schedule "C" except:

- (i) where the side of a parking space abuts a wall, a column, a pillar, a tree, a fence, a pole or other obstruction or part thereof which is 0.5 m (1.64 ft) or more in height above the level of the parking space, the minimum width of the said parking space shall be 3 m (9.84 ft); and
- (ii) as otherwise provided in this clause, where a parking space abuts an area of landscaped open space or a pedestrian walkway greater than 1 m (3.28 ft) in width, the minimum width of such parking space shall be 2.4 m (7.87 ft).

(k) LOCATION OF PARKING AREA

All required parking spaces shall be provided on the same lot occupied by the building, structure or use for which the parking spaces are required.

(l) PARKING STRUCTURES

- (i) Where a parking area located in a structure constitutes the main use on a lot, then such structure shall conform to all the zone provisions for the zone in which such lot is located.
- (ii) Where a parking area located in a structure is accessory to a permitted use on a lot, then such structure shall conform to all the provisions for accessory uses set out in Subsection (i) of this section.

(m) UNDERGROUND PARKING AREAS

Nothing in this By-law shall apply to prohibit the location of underground parking areas in any yard, provided that:

- (i) no part of any underground parking area shall be situated above finished grade in any required yard; and
- (ii) no part of any underground parking area shall be located within the limits of a street.

OFFICE CONSOLIDATION**TOWN OF PELHAM ZONING BY-LAW NO. 1136 (1987), as amended**

(This Office Consolidation Edition is prepared for purposes of convenience only. For accurate reference recourse should be had to the original by-law(s) and amendments and Orders of the Ontario Municipal Board.)

Section 30 Exceptions**East Fonthill Mixed - Use 1 (EF - MU1) Zone****Village of East Fonthill****3.0 Parking Requirements**

- a) All development shall include parking for vehicles and bicycles located at-grade and/or located within a structure. Within the specified parking space requirements, all development shall include appropriate spaces for visitors parking, parking for persons with disabilities, and/or parking for parents with young children, wherever appropriate.
- b) For all permitted office uses – 2.75 to 3.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- c) Notwithstanding b) above, for a medical office use, the parking requirement shall be between 4.0 and 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- d) For all permitted retail and service commercial uses, including restaurants – 4.25 to 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- e) For all other permitted uses – 3.0 to 4.0 spaces per 100 m² (1,076.4 ft²) of Gross Floor Area.

East Fonthill Mixed - Use 2 (EF - MU2) Zone**3.0 Parking Requirements**

- a) All development shall include parking for vehicles and bicycles located at-grade and/or located within a structure. Within the specified parking space requirements, all development shall include appropriate spaces for visitors parking, parking for persons with disabilities, and/or parking for parents with young children, wherever appropriate.
- b) For all permitted residential uses – 1.00 to 1.25 spaces per unit. Seniors housing has a parking requirement of between 0.5 and 0.75 spaces per unit.
- c) For all permitted office uses – 2.75 to 3.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.

- d) Notwithstanding c) above, for a medical office use, the parking requirement shall be between 4.0 and 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- e) For all permitted retail and service commercial uses, including restaurants – 4.25 to 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- f) For all other permitted uses – 3.0 to 4.0 spaces per 100 m² (1,076.4 ft²) of Gross Floor Area.

East Fonthill Mixed - Use 3 (EF - MU3) Zone

3.0 Parking Requirements

- a) All development shall include parking for vehicles and bicycles located at-grade and/or located within a structure. Within the specified parking space requirements, all development shall include appropriate spaces for visitors parking, parking for persons with disabilities, and/or parking for parents with young children, wherever appropriate.
- b) For all permitted residential uses – 1.00 to 1.25 spaces per unit. Seniors housing has a parking requirement of between 0.5 and 0.75 spaces per unit.
- c) For all permitted office uses – 2.75 to 3.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- d) Notwithstanding c) above, for a medical office use, the parking requirement shall be between 4.0 and 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- e) For all permitted retail and service commercial uses, including restaurants – 4.25 to 5.25 spaces per 100 m² (1,076.4 ft²) of Gross Leasable Floor Area.
- f) For a permitted Multi-Use Recreational Facility, that includes any continuation of cultural, recreational and/or entertainment uses, as well as associated office space, and/or retail stores, restaurants and personal service uses – 2.0 to 3.5 spaces per 100 m² (1,076.4 ft²) of Gross Floor Area.
- g) For all other permitted uses – 3.0 to 4.0 spaces per 100 m² (1,076.4 ft²) of Gross Floor Area.

East Fonthill General Provisions*****Amending By-law No. 3543 (2014)*****

Notwithstanding the Provisions under Section 6.16, the parking area regulations applicable to EF – MU1, EF – MU2, and EF – MU3 are as follows:

1.0 Parking Space/Aisle Dimensions

- a) Parking spaces shall be a minimum of 2.7 m (8.9 ft) wide and 5.9 m (19.4 ft) wide.
- b) The aisle width between perpendicular rows of parking shall be a minimum of 6.2 m (20.3 ft) wide.