



Listowel Downtown Core Area Parking Study Final Report

Paradigm Transportation Solutions Limited

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Signature

Engineer's Seal

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Executive Summary

Content

The Municipality of North Perth has recently adopted the Community Improvement Plan which has identified a number of Municipal Leadership Programs which have been designed to encourage private sector investment. One of the key initiatives identified was the undertaking of a Parking Study within the downtown areas in order to confirm current demands and identify deficiencies within the existing parking system, as well as to develop alternatives which aim to provide additional parking, support local development and enhance the experience for patrons and visitors to the area.

As such, Paradigm Transportation Solutions Ltd. was retained by the Municipality of North Perth in order to conduct a parking accumulation and duration study of all parking stalls located within the Listowel downtown core area, and to conduct patron and local merchant opinion surveys in regards to current attitudes and opinions with respect to the existing parking system. Furthermore, a review of existing standards and policies pertaining to parking was undertaken to determine if By-law or policy amendments are required. The resulting study has identified a number of potential parking enhancements which aim to improve, to varying degrees, the parking experience for patrons and visitors to the downtown core area with the ultimate goal of supporting the vision and goals of the CIP.

Parking Demand Utilization Study

Prior to conducting the parking demand study, an inventory of all parking facilities within the downtown core area was undertaken. The inventory confirmed that a total yield of 1,064 parking stalls is available within the study area. Approximately 882 stalls (83%) are provided via off-street lots (both public and private), with the remaining 182 stalls (17%) being provided by way of on-street parking.

Of the available parking yield, approximately 288 stalls (27%) are provided within Municipal parking lots, 594 stalls (56%) are provided in private parking lots and the remaining 182 stalls (17%) are accommodated by way of on-street parking.

The parking demand study was conducted on Tuesday October 2nd, 2012 and Saturday October 13th, 2012 in order to capture “typical” Weekday and Weekend parking conditions. The observed Weekday peak parking demand was significantly higher than that observed on the Weekend period.

The peak parking demand during the Weekday survey was experienced between the hours of 11:00 a.m. and 12:00 p.m. when a total of 539 parking stalls were utilized, representing a utilization rate of approximately 51%. The



observed peak parking demand was found to be considerable lower than that of the “effective capacity” of the parking system which is assumed to be approximately 85% of available supply (equivalent to 905 stalls).

Weekday parking durations (length of stay) were calculated for the parking facilities that contained demarcated parking stalls, as well as the time-limited on-street parking areas located along Main Street. The survey results revealed that the majority of surveyed vehicles (49%) parked for durations greater than 4 hours, representative of long-term parking. Approximately 28% of surveyed vehicles parked for durations of 1-hour or less, while the remaining 23% of surveyed vehicles parked for durations between 1 and 3 hours in length.

A review of on-street time-limited parking confirmed that the majority of surveyed vehicles parked for a duration of 2-hours or less with only 2% of surveyed vehicles violating the 2-hour maximum time limit.

The peak parking demand during the Weekend survey was experienced between the hours of 1:00 p.m. and 2:00 p.m. when a total of 356 parking stalls were utilized, representing a utilization rate of approximately 34%. Consistent with the Weekday survey results, the observed peak parking demand was found to be considerably lower than that of the “effective capacity” of the parking system.

Parking duration survey results revealed that the majority of surveyed vehicles (53%) parked for durations less than 1-hour in length. Approximately 21% of surveyed vehicles parked for durations between 1 and 3 hours, while the remaining 26% of surveyed vehicles parked for durations greater than 4 hours in length, representative of long-term parking.

In terms of on-street time-limited parking, the Weekend survey revealed that the majority of vehicles parked for a duration of 2-hour or less with only 2% of surveyed vehicles violating the 2-hour maximum time limit.

The results of the parking demand utilization survey have confirmed that there is no current need to increase parking supply within the Listowel downtown area given that no measures parking deficiency has been identified. The survey results have confirmed that there is significant reserve capacity available within the existing parking system during both the Weekday and Weekend peak periods.

Parking User Opinion Survey

The results of the patron and merchant opinion surveys indicate that the majority of patrons feel that parking is currently adequate within the downtown area. Conversely, approximately half of the merchants surveyed indicated that the existing supply of parking is inadequate and feel that additional parking should be provided within walking distance to the downtown.



Future Parking Needs

Based on preliminary estimates of intensification potential it is estimated that future parking demand as a result of redevelopment can be satisfactorily accommodated within the current parking system given the existing level of reserve capacity. However, it is noted that future development should be planned in a way that encourages shared parking and aims to accommodate parking demand on-site. Additional detail in regards to proposed developments, land use type, location and building size are required in order to provide a more detailed analysis of future parking need.

Identification of Parking Deficiencies

In all areas of the downtown, the total measured parking demand is significantly less than the capacity of parking supply. Accordingly, there are no critical parking deficiencies apparent at this time.

Review of Municipal By-law

The minimum parking requirements contained in the Municipality of North Perth Zoning By-law were reviewed and compared to published data by the American Parking Association (APA) and Institute of Transportation Engineers (ITE), as well as minimum parking requirements of similar sized communities in order to confirm the applicability of existing parking requirements and identify opportunities for amendment to the current By-law.

The existing parking standards were found to be consistent with that of other similar sized Municipalities are relatively consistent with the guidance provided by both the APA and ITE. It is recommended that the parking standards be updated to separate different land uses where the resulting parking requirements are quite different, and where identified, that parking requirements be adjusted to reflect a more appropriate standard based on published data.

Review of Parking Policies

Based on a review of current parking policies and the results of the parking user surveys, it is recommended that minimum parking requirements be discounted by approximately 20% for non-residential uses in order to reflect the occurrence of shared parking within the downtown area. Furthermore, it is recommended that the Municipality update the existing cash-in-lieu calculation in order to reflect present day land values and include estimated construction costs.



Accessible Parking Needs

A review of the current accessible parking policy has confirmed that the existing requirement for accessible parking is less than that of other surveyed Municipalities. It is therefore recommended that the policy be updated in order to ensure that a minimum of 1 accessible stall is provided in all municipal lots and that special consideration be given to parking facilities located near or adjacent to the Listowel Memorial Hospital or ancillary medical uses to provide for additional accessible parking. The resulting parking requirement would be equivalent to 10 accessible stalls, an increase of 4 stalls compared to the current supply of accessible parking stalls.

The current accessible parking policy does not identify requirements for accessible on-street parking. Accessible on-street parking standards be developed based on the current “Americans with Disabilities Act” recommendations. These stalls should be provided in locations convenient for the users, preferably the first or last space on the block face to provide easy ingress and egress from the space. Provision of the number and location of spaces should be entered into the Zoning By-law.

Identification of Potential Enhancements

Although the parking survey has concluded that no measurable parking deficiencies exist within the Listowel downtown area, a number of potential enhancements have been identified which aim to improve the parking experience for patrons and visitors, thereby contributing to the vision and goals of the CIP by supporting the local economy.

Potential enhancements include provision of enhanced wayfinding signage in order to improve user convenience and increase the functional supply of parking. Signage should be located at key points of ingress and at major intersections within the downtown area in order to successfully direct visitors to publically accessible parking facilities.

Overall parking demand within the downtown area may be reduced through the promotion of passive transportation and better accommodation of pedestrian and cyclist traffic. An enhanced walking environment (i.e. improved sidewalk connectivity, crosswalks, streetscaping, etc.) aims to encourage pedestrian travel and maximize shared parking, thereby reducing overall parking demands. Provision of adequate and safe bicycle parking facilities also contributes to the use of alternate modes and may achieve an overall reduction in parking demand. The resulting streetscape design should be planned in a way that promotes the use of passive transportation and provides for enhanced pedestrian and cyclist facilities within the Listowel downtown area.

Should the need for additional parking capacity arise, it is recommended that the Municipality first consider redesigning existing facilities before



proceeding to construction of new infrastructure. Paving designated parking areas and delineating all parking stalls will achieve greater utilization and maximize existing parking supply. Additionally, conversion of the existing on-street parallel parking to angled parking will result in a significant increase in “prime” parking capacity.

As noted through the merchant opinion surveys, the use of “prime” public parking by employees was of concern, indicating that there may be a need for dedicated employee parking within the downtown area. Provision of designated employee parking can be achieved through the implementation of parking management strategies which may consist of signage or use of a permit system. It is recommended that employee parking areas, if implemented, should be located away from “prime” parking areas and that enforcement of time-limited on-street parking be continued as a means to discourage employee use of “prime” patron parking

Streetscape Design Review and Comment

A review of the recently completed Streetscape Design noted that the closure / restricted access to Inkerman Street (west of Wallace Avenue) has been recommended in order to improve traffic operations and create additional parking opportunities within the downtown area. It is noted that from a parking demand perspective, the need for additional municipal parking is not required at present. Should parking deficiencies become apparent, there are a number of cost-effective enhancement opportunities that should be examined prior to constructing new parking infrastructure. It is further noted that the recommended closure of Inkerman Street will be subject to the Municipal Class EA Planning Process as there is potential to negatively affect adjacent land owners. Further studies are needed prior to the Municipality proceeding with the recommended closure of Inkerman Street as part of the Streetscape Design Plan.

Summary

In summary, the findings of the parking study recognize and confirm the importance of parking in relation to the economic success of the downtown area. The proposed parking enhancements support the vision of the CIP and can be successfully integrated with the recommended streetscape design elements. Furthermore, the proposed By-law and policy amendments provide a context from which a strategic parking management plan can be developed and implemented



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1 Introduction

1.1 Overview

Over the years there has been significant community involvement in the efforts to ensure the economic and social wellbeing of the downtown areas of North Perth. The recent development of a Downtown Revitalization and Beautification Strategy resulted in the subsequent development of a Community Improvement Plan which sets out a long-term plan for the revitalization and beautification of public and private property, and a Streetscape Design Plan which has established a vision and supporting conceptual design for the public landscapes and streetscapes within the downtown areas including that of Listowel.

The purpose of the Community Improvement Plan (CIP) has been to provide broad-based, strategic, and coordinated framework for future Municipal planning studies, infrastructure projects and construction / redevelopment programs, and to engage in specific revitalization and redevelopment activities with private landowners within the downtown areas. The supporting Streetscape Design provides conceptual design plans which have been based on the fundamental goal of balancing the needs of drivers and pedestrians through the development of recommended design features which when implemented, result in an enhanced environment for all users and a more aesthetically pleasing community which fosters local pride and encourages beautification and improvement.

The Municipality of North Perth has recently adopted the CIP which has developed a long-term plan for the revitalization and beautification of the downtown areas and subsequently identified a number of Municipal Leadership Programs (ranging from high to low priority) which have been designed as a means to encourage private sector investment.

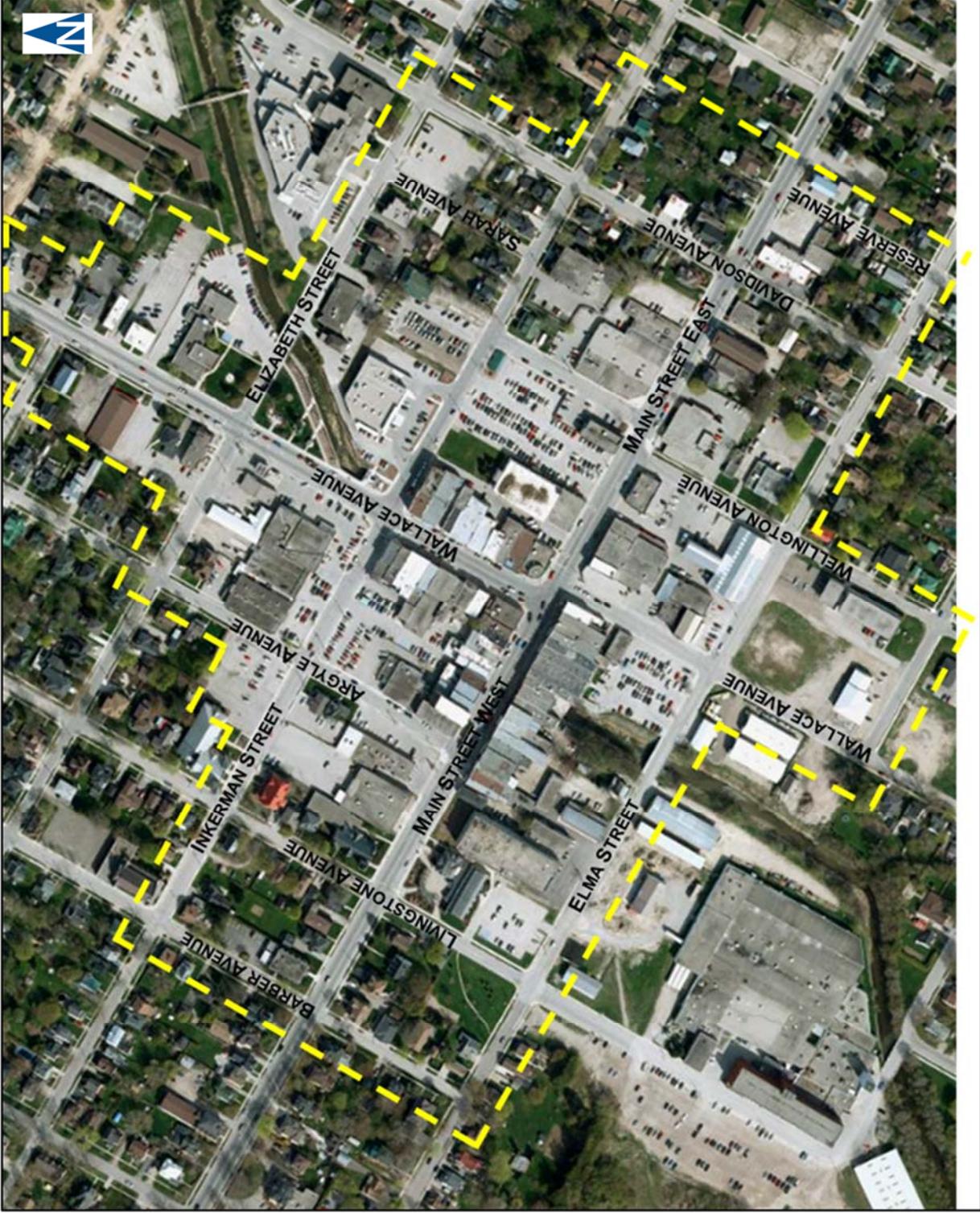
One of the key medium-priority initiatives identified was the undertaking of a Parking Study. The primary objective of the parking study has been to determine the current parking demand within the downtown area and develop alternatives which provide additional parking in order to support local development and enhance the experience for patrons and visitors to the area. The study area is comprised of street front commercial uses, including retail establishments, restaurants, grocery stores and offices. The study area is shown in **Figure 1.1**.

As such, Paradigm Transportation Solutions Ltd. (PTSL) has been retained by the Municipality of North Perth to conduct a parking survey inclusive of accumulation, duration and turnover of all parking stalls (public and private) within the downtown core, conduct a parking user and business survey in regards to current attitudes and opinions towards the existing parking system, conduct a review of existing policy and parking standards, and identify potential parking enhancements which aim to support the long-term



goals of the CIP and serve the parking needs of patrons, visitors and local business.





Study Area

Figure 1.1

1.2 Study Purpose

One of a community's most valuable downtown assets is its parking system. Parking is often viewed as one of the basic elements in sustaining a healthy downtown and in promoting the expansion of commercial activity. The supply, location and price of parking are very sensitive issues for downtown businesses and adjacent neighbourhoods. Inadequate supply or high parking prices can serve as deterrents to the attraction of new businesses to downtown areas and can negatively impact adjacent neighbourhoods.

The Study Terms of Reference has identified the following key requirements:

- 1) Develop a map illustrating both public and private parking.
- 2) Perform a peak parking demand utilization study.
- 3) Measure the weekday parking duration of public parking spaces and quantify the number of spaces being used by patrons, visitors and employees in the core.
- 4) Identify potential intensification of the Listowel Core Area in accordance with the Official Plan and the impacts on public parking availability as a result.
- 5) Identify parking deficiencies including Accessible Parking needs.
- 6) Identify potential solutions to parking deficiencies, if required.
- 7) Identify the cost of construction of additional public parking space options and associated improvements to solve parking deficiencies.
- 8) Review the feasibility of implementing a cash-in-lieu parking program and provide recommendations on the development of a cash-in-lieu policy.
- 9) Review passive transportation solutions for the downtown area.
- 10) Review the Municipal Zoning By-law in regards to parking standards within the downtown area and recommend necessary changes if applicable.
- 11) Conduct one public meeting and one presentation to Council.

In accordance with the above requirements, the parking study has been undertaken in a way that aims to achieve the following goals and objectives:

- ▶ Identify the existing and future parking demands within the downtown core area;



- ▶ Review the policies that affect the creation and management of parking supply including the Municipality's Zoning By-law which governs the requirement for parking;
- ▶ Identify operational and/or physical parking deficiencies within the downtown area;
- ▶ Develop a range of reasonable, practical and feasible enhancements that consider the unique needs of the downtown area;
- ▶ Provide stakeholders, affected parties and the general public with opportunities to participate in the study process to promote sharing of ideas, education, testing of solutions and development of the policy framework; and
- ▶ Aim to strike a balance between preserving the area's heritage resources and pedestrian-scale streetscape with the need for a competitive and progressive business environment.



2.0 Existing Parking Conditions

2.1 Parking Surveys

The Listowel downtown commercial area is mainly comprised of private and municipal parking lots as well as time-limited on-street parking provided on Main Street West, Inkerman Street, Argyle Avenue, Wallace Avenue and Wellington Avenue and general on-street parking within the periphery area of the downtown core. When combined, a total supply of 1,064 parking spaces is provided within the study area.

In order to confirm existing parking conditions three types of surveys were undertaken:

- ▶ **Parking Inventory:** Survey of the number, location and type of parking within the downtown area;
- ▶ **Parking Accumulation and Duration Counts:** Survey the total number of cars parked at each location and determine approximate length of stay (based on recording license plate data each half hour); and
- ▶ **Direct Interview Surveys:** Conducting interviews with parking users and local merchants in order to sample attitudes and opinions about the parking experience, as well as to gather information on trip purpose, travel mode, parking habits, and general issues related to parking.

Twelve samples (one per hour) of parking duration and accumulation data were collected throughout the study area on Tuesday October 2, 2012 and seven samples (one per hour) were collected throughout the study area on Saturday October 13, 2012 in order to capture “typical” weekday and weekend parking conditions.

For the parking patron survey, the interviewer asked the questions and completed the form in order to ensure that accurate information was obtained. The surveys were conducted in areas central to the downtown core and were primarily undertaken along Main Street and within the Town Centre Municipal parking lot. All surveys were conducted on Tuesday October 2nd, 2012 and no targets were set on the sample rate as participation was voluntary and dependant on the goodwill and interest of the public. A total of 142 parking patron surveys and 76 business surveys were completed for the purposes of this study.

Details pertaining to survey conduct and methodology are contained in **Appendix A** for further reference.



2.2 Parking Inventory

An inventory of parking facilities within the study area was conducted during the planning of the parking survey and is illustrated in **Figure 2.1**. The existing parking system is summarized in **Table 2.1** and detailed as follows:

- ▶ A total parking yield of 1,064 stalls are available within the study area. Approximately 882 stalls (83%) are provided in off-street parking lots, while the remaining 182 stalls (17%) are provided by way of on-street parking;
- ▶ 288 stalls (27%) are provided within Municipal parking lots, while the remaining 594 stalls (56%) are accommodated in private parking lots;

The remaining 182 stalls (17%) are accommodated by way of on-street parking. Of the total available on-street parking, 108 stalls (10%) are signed 2-hour time-limited parking while the remaining 74 stalls (7%) are general on-street parking located within the periphery of the study area.

TABLE 2.1: PARKING INVENTORY

Off-Street Parking				On-Street Parking			
Municipal Lots				Time-Limited Parking (2 Hour)			
Location		# Stalls	% of Total	Location		# Stalls	% of Total
Lot 6	Elma at Wallace	84	8%	Main Street - North Side	Davidson to Wellington	9	1%
Lot 21	Town Centre	123	12%		Wellington to Wallace	6	1%
Lot 23	Elma at Livingstone	43	4%		Wallace to Argyle	10	1%
Lot 25	Inkerman at Argyle	38	4%		Argyle to Livingstone	7	1%
Municipal Parking Lot Total		288		Main Street - South Side	Livingstone to Wallace	18	2%
Private Lots					Wallace to Wellington	8	1%
Location		# Stalls	% of Total		Wellington to Davidson	10	1%
Lot 1	Vacant Business	41	4%	Argyle	Main to Inkerman	10	1%
Lot 24	Mac's Milk Plaza	21	2%	Wallace - East Side	Main to Inkerman	8	1%
Lot 26	Knapp Shoes / Travel	20	2%	Wallace - West Side	Main to Inkerman	9	1%
Lot 3	Smith's Market	58	5%	Wellington	Main to Inkerman	6	1%
Lot 5a	Dollarama	21	2%	Inkerman	Wallace to Wellington	7	1%
Lot 5b	Kitchen Cupboard	26	2%	Time-Limited On-Street Parking 108			
Lot 27	Dynafit	30	3%	General Parking			
Lot 19	Family Practice	40	4%	Location		# Stalls	% of Total
Lot 20	Shopper's Drug Mart	47	4%	Main Street - North Side	Livingstone to Barber	5	0%
Lot 28	The Cooperators	20	2%	Davidson	Inkerman to Main	3	0%
Lot 29	Accountant	20	2%	Livingstone - West Side	Main to Elma	8	1%
Lot 30	Financial Office	20	2%	Livingstone - East Side	Main to Elma	7	1%
Lot 31	Music Store	5	0%	Barber - West Side	Main to Elma	9	1%
Lot 17	Vekys Restaurant	30	3%	Inkerman - South Side	Barber to Livingstone	6	1%
Lot 18	Giant Tiger	20	2%	Livingstone - West Side	Inkerman to Main	5	0%
Lot 22	TD Bank	19	2%	Livingstone - East Side	Inkerman to Main	11	1%
Lot 32	Scotia Bank	5	0%	Inkerman - South Side	Livingstone to Argyle	3	0%
Lot 7	Home Building Centre	30	3%	Inkerman - North Side	Livingstone to Argyle	7	1%
Lot 8	Scrapbooking	9	1%		Argyle to Wallace	4	0%
Lot 9	Sears	6	1%		Barber to Livingstone	6	1%
Lot 10	Home Hardware	21	2%	General On-Street Parking 74			
Lot 12	Scotia Bank	9	1%	On-Street Parking Total 182			
Lot 11	Service Canada	22	2%	GRAND TOTAL 1,064			
Lot 13	Gilksong Financial	2	0%	<i>Off-Street Parking (% of Total)</i> 83%			
Lot 16	Salvation Army	10	1%	<i>On-Street Parking (% of Total)</i> 17%			
Lot 14	New Orleans Pizza	12	1%				
Lot 15	2nd Hand, 2nd Choice	30	3%				
Private Lot Total		594					
Off-Street Parking Total		882					





Parking Inventory

Figure 2.1



2.3 Parking Accumulation and Duration

The results of the weekday and weekend parking accumulation and duration surveys are summarized as follows and detailed parking profiles are included in **Appendix B** for further reference.

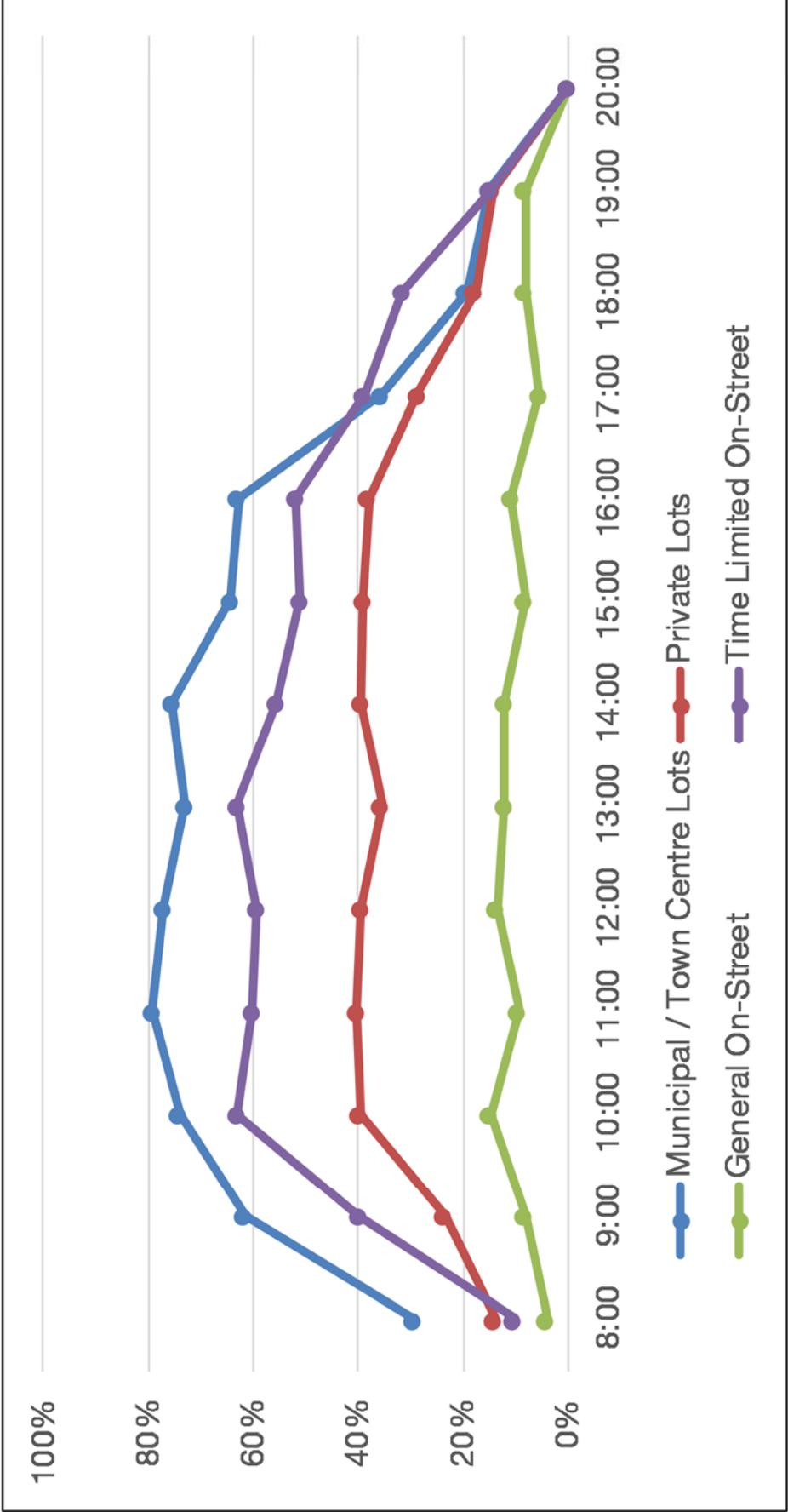
2.3.1 Weekday Survey Results

The results of the parking accumulation survey for Tuesday October 2, 2012 are illustrated graphically in **Figure 2.2** and summarized in **Table 2.2**. Based on a review of the survey findings, the following has been noted:

- ▶ Overall parking accumulation peaked between the hours of 11:00 a.m. and 12:00 p.m. with approximately 51% of all available parking being utilized (both on and off-street parking facilities);
- ▶ The number of vehicles utilizing Municipal parking lots peaked between the hours of 11:00 a.m. and 12:00 p.m. with approximately 79% of available parking being utilized;
- ▶ The number of vehicles utilizing private parking lots peaked between the hours of 11:00 a.m. and 12:00 p.m. with approximately 40% of available parking being utilized;
- ▶ The number of vehicles utilizing time-limited on-street parking peaked at 10:00 a.m. and remained relatively constant until 1:00 p.m. with approximately 63% of available parking being utilized;
- ▶ The number of vehicles utilizing general on-street parking peaked at 10:00 a.m. with approximately 15% of available parking being utilized; and

The peak parking demand was experienced between the hours of 11:00 a.m. and 12:00 p.m. when a total of 539 parking stalls were utilized. The peak demand was found to be considerably less than the effective capacity (assumed to be 85% of available supply, equivalent to 905 parking stalls).





Source: City of Essex



Weekday Parking Accumulation by Facility Type

Figure 2.2

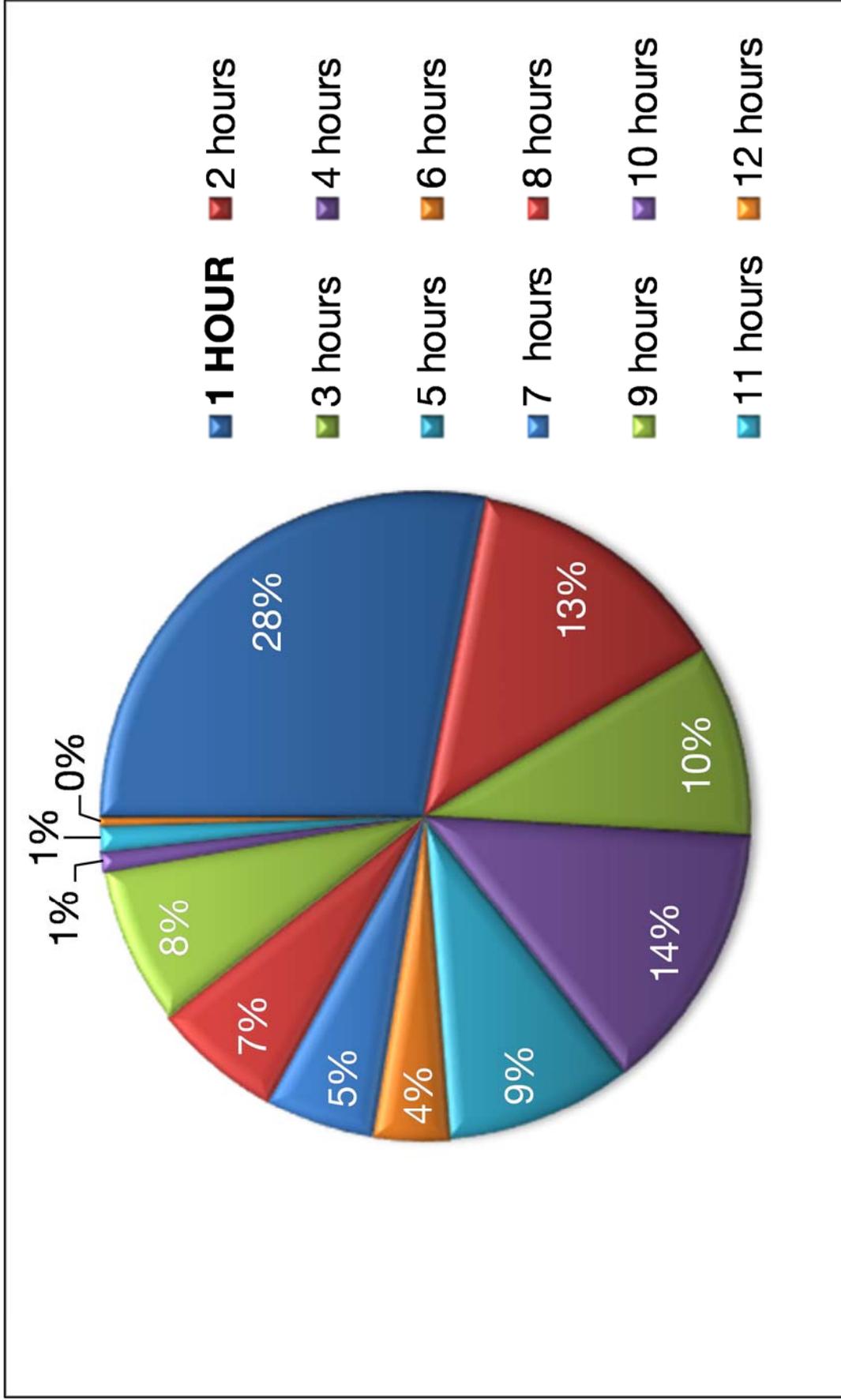
TABLE 2.2: WEEKDAY PARKING ACCUMULATION BY FACILITY TYPE

Parking Area	# of Stalls	Average Occupancy	Average % Occupancy	Maximum Occupancy	Maximum % Occupancy	Time of Maximum Occurrence
Municipal Lots	288	160	55.6%	228	79.2%	11:00
Private Lots	594	183	30.8%	239	40.2%	11:00
Time-Limited On-Street	108	49	45.4%	68	63.0%	10:00 and 13:00
General On-Street	74	7	9.5%	11	14.9%	10:00
ALL PARKING COMBINED	1,064	399	37.5%	546	51.3%	11:00

The results of the parking duration survey are illustrated in **Figure 2.3** and **Figure 2.4**. Based on a review of the survey findings, the following has been noted:

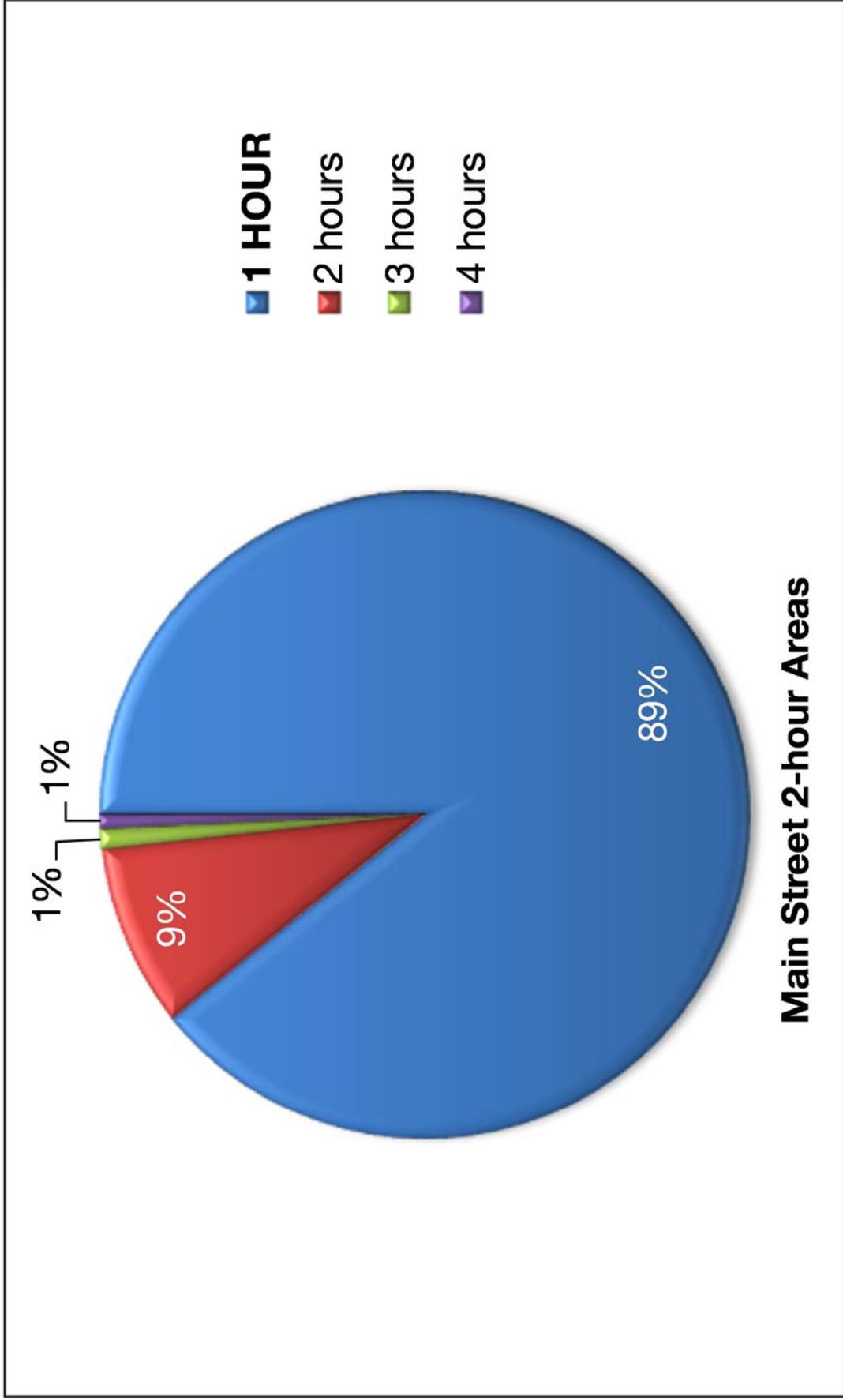
- ▶ Parking duration was surveyed and calculated for the facilities that contain demarcated parking stalls (inclusive of four Municipal parking lots), as well as time-limited on-street parking located along Main Street. For the purposes of this analysis, parking duration of the private lots and general on-street parking was not calculated as these areas are not clearly delineated;
- ▶ Parking duration of 1 hour or less represented approximately 28% of the total vehicles parked within Municipal lots. It is assumed that short duration stays of 1 hour or less reflect patrons visiting single establishments or “running errands”;
- ▶ Parking duration of 1 to 2 hours represented approximately 13% of the total vehicles parked within Municipal lots, while parking durations of 2 to 3 hours represented 10% of the total vehicles parked within Municipal lots;
- ▶ If long-term parking is assumed to include durations over 4 hours in length, approximately 49% of the total vehicles parked within Municipal lots represent long-term parking. Of the vehicles found to be parked long-term, approximately 20% were parked for 8 hours or longer which is indicative of employee parking;
- ▶ Interestingly, parking duration of 4 hours or more represented 20% of the total vehicles parked in the Town Centre parking lot, a marked increase in duration when compared to the combined Municipal lots; and
- ▶ In terms of time-limited on-street parking (maximum 2 hours), parking duration of 1 hour or less represented approximately 89% of vehicles parked on Main Street, while the remaining 9% of vehicles parked for durations of 1 to 2 hours. Survey results indicated that only 2% of parked vehicles exceeded the 2-hour maximum time limit.





**Weekday Parking Duration -
Municipal Parking Lots**

Figure 2.3

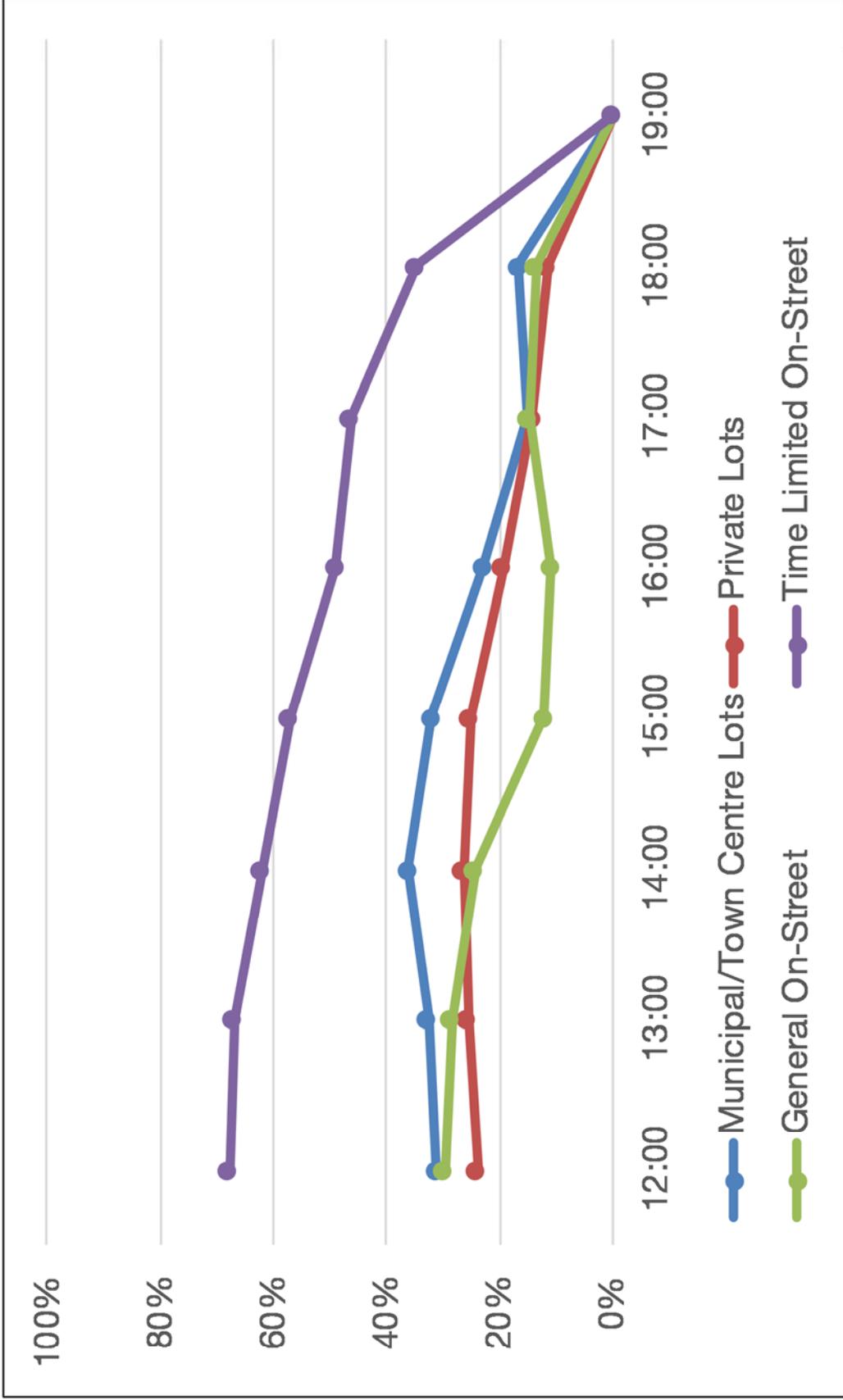


2.3.2 Weekend Survey Results

The results of the parking accumulation survey for Saturday October 13, 2012 are illustrated graphically in **Figure 2.5** and summarized in **Table 2.3**. Based on a review of the survey findings, the following has been noted:

- ▶ Overall parking accumulation peaked at 2:00 p.m. with approximately 34% of all available parking being utilized (both on and off-street parking facilities);
- ▶ The number of vehicles utilizing Municipal parking lots peaked at 2:00 p.m. with approximately 36% of available parking being utilized;
- ▶ The number of vehicles utilizing private parking lots peaked between the hours of 2:00 p.m. and 3:00 p.m. with approximately 26% of available parking being utilized;
- ▶ The number of vehicles utilizing time-limited on-street parking peaked between the hours of 12:00 p.m. and 1:00 p.m. with approximately 68% of available parking being utilized;
- ▶ The number of vehicles utilizing general on-street parking peaked between the hours of 12:00 p.m. and 1:00 p.m. with approximately 30% of available parking being utilized; and
- ▶ The peak parking demand was experienced between the hours of 1:00 p.m. and 2:00 p.m. when a total of 356 parking stalls were utilized. The peak demand was found to be considerably less than the effective capacity (assumed to be 85% of available supply, equivalent to 905 parking stalls).





Weekend Parking Accumulation by Facility Type

Figure 2.5

TABLE 2.3: WEEKEND PARKING ACCUMULATION BY FACILITY TYPE

Parking Area	# of Stalls	Average Occupancy	Average % Occupancy	Maximum Occupancy	Maximum % Occupancy	Time of Maximum Occurrence
Municipal Lots	288	77	26.7%	104	36.1%	14:00
Private Lots	594	124	20.9%	157	26.4%	14:00
Time-Limited On-Street	108	59	54.6%	73	67.6%	12:00
General On-Street	74	14	18.9%	22	29.7%	12:00
ALL PARKING COMBINED	1,064	274	25.8%	356	33.5%	14:00

The results of the weekend parking duration surveys are illustrated in **Figure 2.6** and **Figure 2.7** and summarized as follows:

- ▶ Consistent with the weekday surveys, parking duration was calculated for the facilities that contained demarcated parking stalls (inclusive of the four Municipal parking lots), as well as the available time-limited on-street parking located along Main Street. Parking duration within the private lots and general on-street parking was not calculated;
- ▶ Parking duration of 1 hour or less represented approximately 53% of the total vehicles parked within Municipal lots. It is assumed that short duration stays of 1 hour or less reflect patrons visiting single establishments or “running errands”;
- ▶ Parking duration of 1 to 2 hours represented approximately 16% of the total vehicles parked within Municipal lots, while parking duration of 2 to 3 hours represented 5% of the total vehicles parked within municipal lots;
- ▶ Considering that long-term parking is assumed to include durations over 4 hours in length, approximately 26% of the total vehicles parked within the Municipal lots represent long-term parking. Of the observed long-term parking durations, approximately 11% of the total vehicles were parked for 6 hours or more, which is indicative of employee parking;

In terms of time-limited on-street parking (maximum 2 hours), parking duration of 1 hour or less represented approximately 91% of the total vehicles parked on Main Street. Approximately 7% of vehicles parked for a duration of 1 to 2 hours. Survey results confirmed that 2% of the total vehicles parked in the time-limited on-street parking areas exceeded the 2-hour maximum time limit.



1 HOUR

2 hours

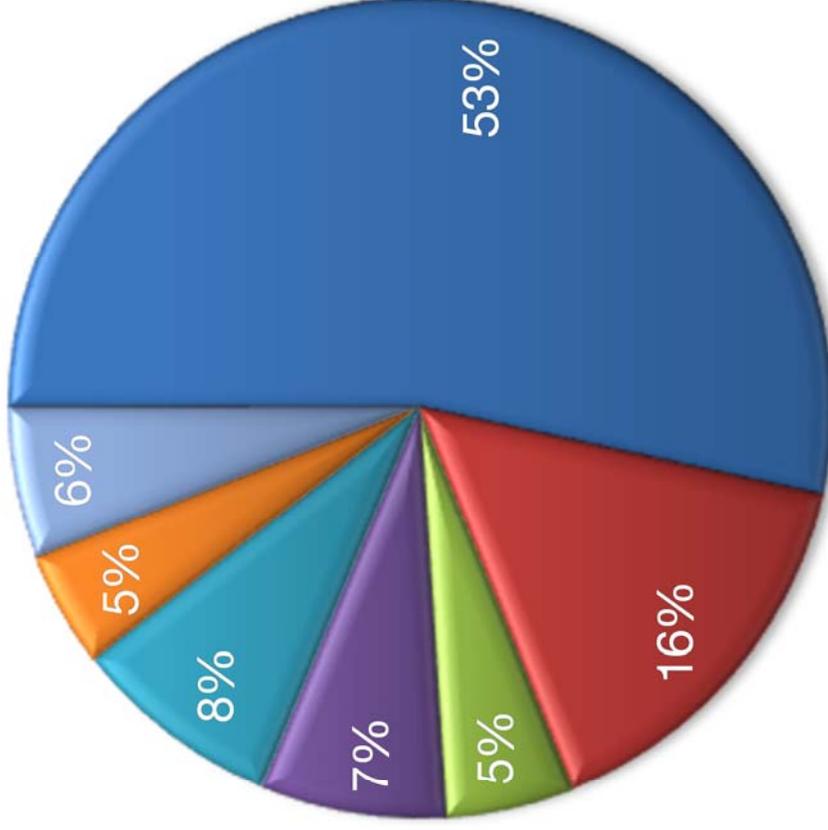
3 hours

4 hours

5 hours

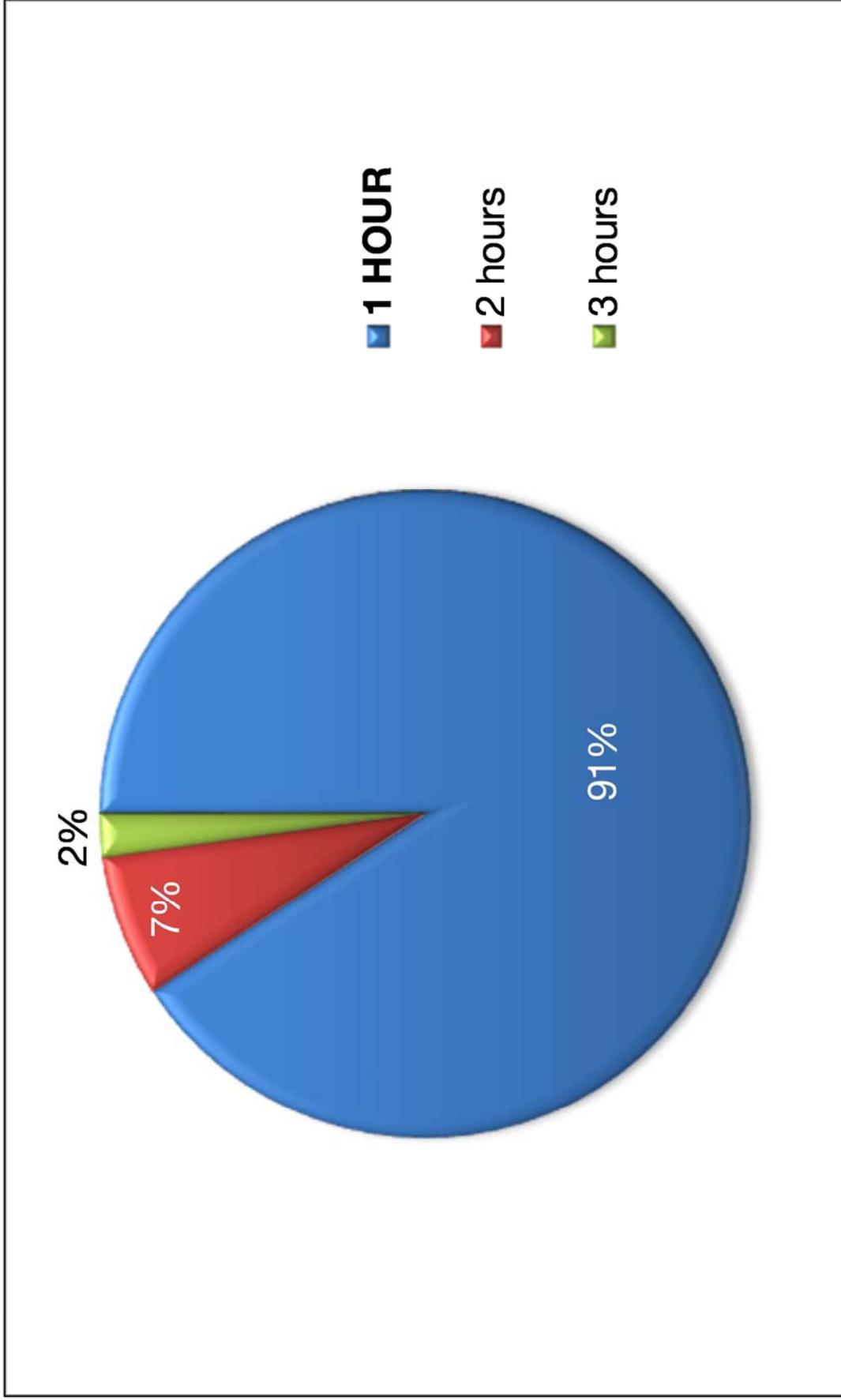
6 hours

7 hours



Weekend Parking Duration -
Municipal Parking Lots

Figure 2.6



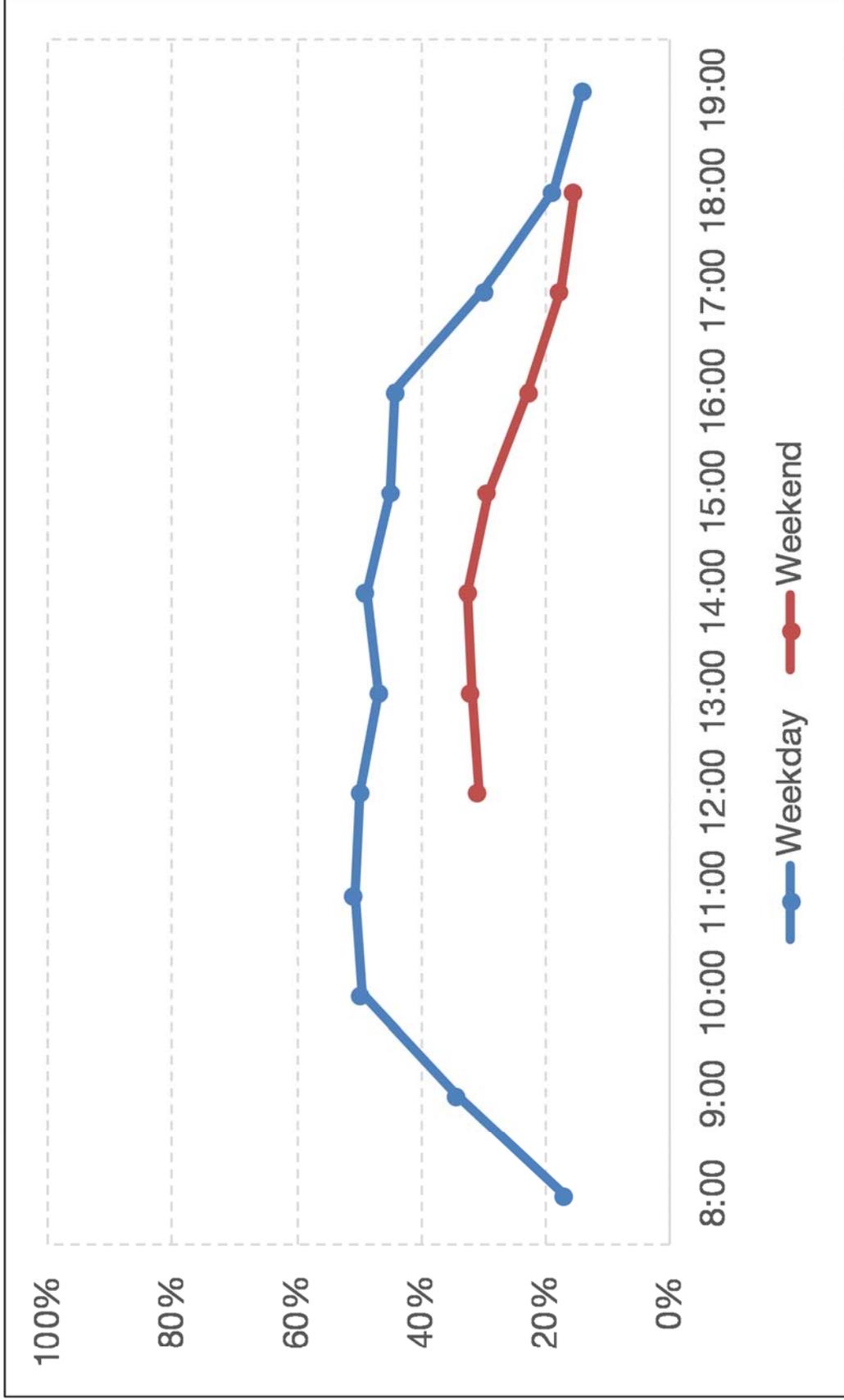
**Weekend Parking Duration -
Time-Limited On-Street Parking**

2.3.3 Combined Survey Results

The comparative results of the parking accumulation survey are illustrated graphically in **Figure 2.8**. The results indicate that:

- ▶ The total parking demand (all facilities combined) peaked between 10:00 a.m. and 11:00 a.m. during the Weekday period and between the hours of 1:00 p.m. and 2:00 p.m. during the Weekend period. The total Weekday parking demand was approximately 16% higher than the observed parking demand on Saturday;
- ▶ Parking demand patterns were relatively similar on both days; however the Weekday period had a sharper decline in demand beginning at 4:00 p.m. when compared to the Saturday period which experienced a more gradual decline in demand throughout the late afternoon;
- ▶ Peak parking demand represented approximately 51% of the effective capacity during the Weekday survey and approximately 34% of the effective capacity during the Weekend survey;
- ▶ The parking accumulation survey has confirmed that there is adequate parking capacity within the downtown area during both the Weekday and Weekend periods.





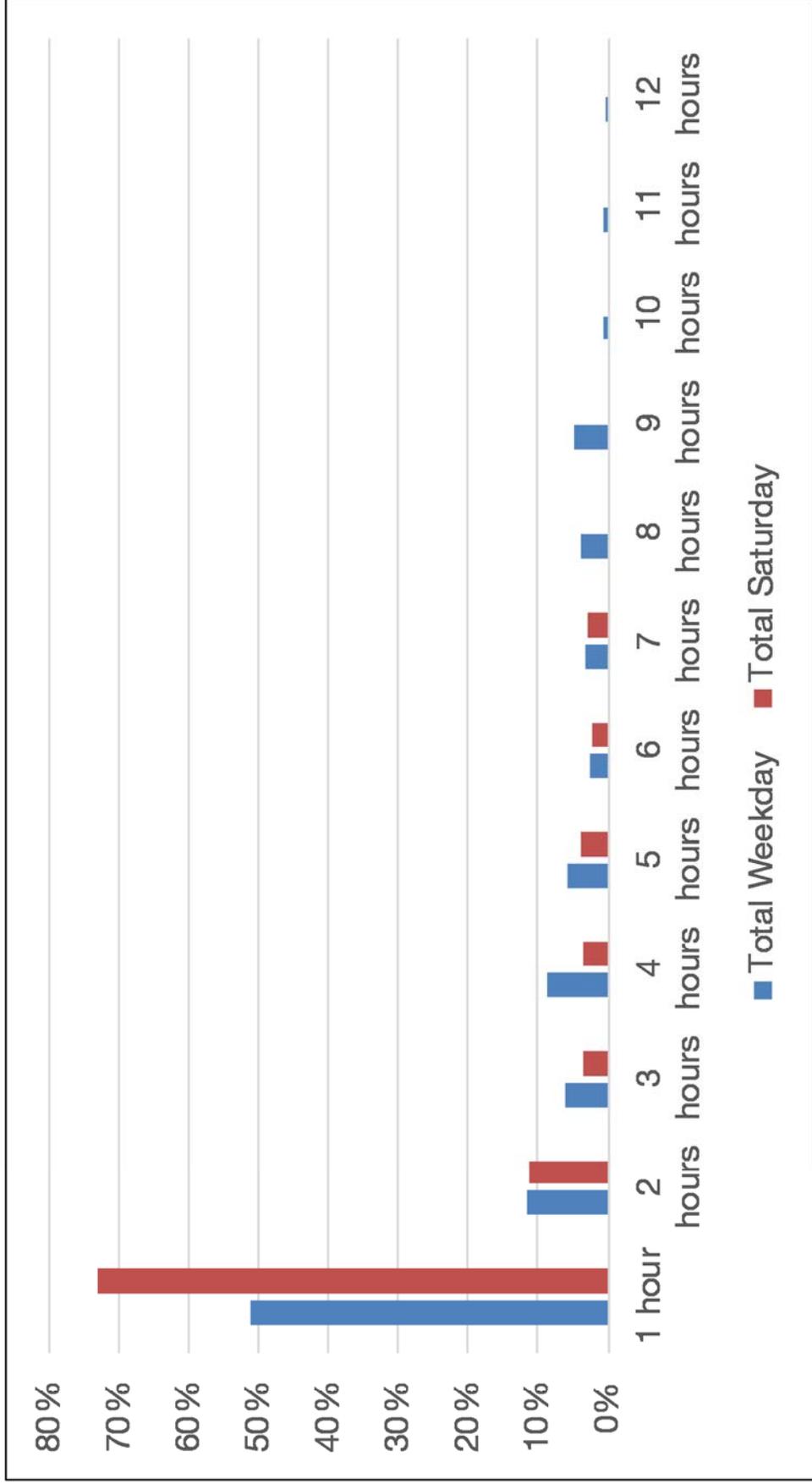
Comparison of Total Parking Accumulation – All Facilities

Figure 2.8

The comparative results of the parking duration survey are illustrated graphically in **Figure 2.9** and summarized as follows:

- ▶ Overall, parking durations of 1 hour or less represent approximately 50% of the total observed parking during the Weekday period, and approximately 70% of the total observed parking during the Saturday period;
- ▶ Long-term durations in excess of 4 hours represent approximately 30% of the total observed parking during the Weekday period, and approximately 12% of the total observed parking during the Saturday period;
- ▶ The duration survey results confirm that few vehicles were found to park in excess of 8 hours within the downtown core area.





Source: City of Escondido



Comparison of Total Parking Duration – Municipal Lots and Time-Limited On-Street

Figure 2.9

2.4 Survey Results – General Characteristics of Parking Users

A total of 142 user surveys were completed throughout the duration of the Weekday survey. The following summarizes the general characteristics of parking users within the Listowel downtown area. Detailed survey responses are contained in **Appendix C** for further reference.

2.4.1 Primary Trip Purpose

When asked what the primary purpose of today's trip was:

- ▶ 45% of surveyed patrons indicated that they were in the downtown core area to shop;
- ▶ 23% of respondents indicated that they were in the downtown core area for the purpose of personal service / to run errands;
- ▶ 18% of respondents indicated that they were in the downtown core for work purposes;
- ▶ 9% of respondents indicated that they were dining in the downtown core area;
- ▶ 4% of respondents indicated that they were in the downtown core area for the purposes of working out; and
- ▶ 1% of respondents indicated that they were passing through the area.

2.4.2 Travel Mode

When asked how the visitor arrived to the downtown core area:

- ▶ 85% of respondents indicated that they arrived in a passenger vehicle, either as the driver or a passenger;
- ▶ 10% of respondents indicated that they arrived by foot;
- ▶ 2% of respondents indicated that they arrived by bicycle;
- ▶ 1% of respondents indicated that they arrived by horse/buggy; and
- ▶ The remaining 2% of respondents arrived by "other" modes.

2.4.3 Trip Origin

When asked where today's trip originated:

- ▶ 64% of respondents indicated that their trip originated within Listowel;
- ▶ 8% of respondents indicated that their trip originated within North Perth; and
- ▶ The remaining 28% of respondents indicated that they came from "other" areas.



2.4.4 Frequency Visiting Downtown Core

When asked how often they visit the downtown core area:

- ▶ 44% of respondents indicated that they visit the downtown core area daily;
- ▶ 35% of respondents indicated that they visit the downtown core two to four times per week;
- ▶ 9% of respondents indicated that they visit the downtown core once per week;
- ▶ 3% of respondents indicated that they visit once or twice a month; and
- ▶ The remaining 9% of respondents indicated that they visit at other intervals (yearly, rarely, etc.).

2.4.5 Parking Location

When asked where they parked during today's visit:

- ▶ 61% of respondents indicated that they parked in a private parking lot;
- ▶ 20% of respondents indicated that they parked in a Municipal parking lot; and
- ▶ The remaining 19% of respondents indicated that they parked on-street.

2.4.6 Re-park Vehicle if Visiting Multiple Establishment

When asked if they re-park their vehicle if visiting multiple establishments within the area:

- ▶ 66% of respondents indicated that they generally do not re-park their vehicle;
- ▶ The remaining 34% of respondents indicated that they may re-park their vehicle (if necessary).

When asked the reason for re-parking the vehicle if visiting multiple establishments:

- ▶ 43% of respondents indicated that the need to re-park the vehicle is due to health / age reasons;
- ▶ 37% of respondents re-park their vehicle for convenience;
- ▶ 3% of respondents re-park their vehicle due to inclement weather; and
- ▶ The remaining 17% of respondents cited "other" as their reasoning.



2.5 Survey Results - Opinions of Parking Users

The parking survey attempted to obtain information in regards to the general opinion of parking users with respect to the availability, adequacy and overall experience when parking within the downtown area. The following summarizes the opinion survey results. Detailed survey responses are contained in **Appendix C** for further reference.

2.5.1 Availability of Parking

When asked if finding parking was difficult:

- ▶ 86% of respondents indicated that they had no difficulty in obtaining a parking space during today's visit;
- ▶ The remaining 14% of respondents indicated that they experienced some difficulty in locating parking during today's visit. However, it is noted that the exact location and/or extent of difficulty finding a parking stall was not specified.

2.5.2 Adequacy of Parking

When asked if existing parking within the downtown core is adequate:

- ▶ 78% of respondents indicated that they felt that existing parking is adequate within the downtown core area;
- ▶ The remaining 22% of respondents indicated that they feel existing parking is not adequate. No additional comments with respect to the perceived inadequacy were provided.

2.5.3 Pay for Parking

When asked if willing to pay for parking within the downtown core area:

- ▶ 92% of respondents indicated that they are not willing to pay for parking; and
- ▶ The remaining 8% of respondents indicated that they would be willing to pay for parking.

Those who indicated that they would be willing to pay for parking were asked what they felt constitute a reasonable parking rate. The majority of respondents indicated that a rate of \$0.50 per hour would be considered acceptable.



2.6 Survey Results – Opinions of Local Retailers

A total of 76 business surveys were completed in order to provide an indication of local merchant opinions and perceptions relating to parking issues within the downtown area. All business surveys were conducted on October 2, 2012 and a summary of comments received are provided in Appendix D for further reference. The results of the business opinion surveys are summarized in Table 2.4 and detailed as follows:

2.6.1 Parking within Walking Distance

- ▶ 76% of merchants surveyed agreed that more parking should be provided within walking distance to the downtown area;
- ▶ 21% of respondents disagreed with the need to provide additional parking within walking distance to the downtown area; and
- ▶ The remaining 3% of respondents had “no opinion”.

2.6.2 Adequacy of Parking Supply

- ▶ 49% of respondents felt that the existing supply of public parking is adequate;
- ▶ 48% of respondents do not feel that the existing supply of public parking is adequate; and
- ▶ The remaining 3% of respondents had no opinion.

2.6.3 Need for Increased Parking Management

- ▶ 54% of respondents agreed that parking management was of concern and needs to be addressed (i.e. enforcement of time-limited parking);
- ▶ 28% of respondents did not agree with the need for increased parking management measures; and
- ▶ The remaining 18% of respondents had “no opinion”.

2.6.4 Employee use of Available Parking

- ▶ 54% of respondents indicated that employee use of “prime” public parking is of concern;
- ▶ 32% of respondents indicated that employee use of “prime” public parking is not of concern; and
- ▶ The remaining 14% of respondents had “no opinion”.

2.6.5 Need for Dedicated Employee Parking

- ▶ 63% of respondents agreed with the need for dedicated employee parking areas so that “prime” customer parking spaces were preserved;



- ▶ 29% of respondents did not agree with the need for dedicated employee parking; and
- ▶ The remaining 8% of respondents had “no opinion”.

TABLE 2.4: MERCHANT OPINIONS ON PARKING

Issue / Concern	Fully Agree	Somewhat Agree	Somewhat Disagree	Fully Disagree	No Opinion
More parking should be provided within a reasonable walking distance of the commercial core	43%	33%	16%	5%	3%
Parking management such as duration and enforcement needs to be addressed	26%	28%	17%	11%	18%
Downtown employees using prime public parking is of concern	35%	19%	15%	17%	14%
There is a need for dedicated employee parking areas near the core so that prime customer spaces are not used by employees	39%	24%	18%	11%	8%
There is an adequate supply of parking in the downtown core	15%	34%	15%	33%	3%

2.6.6 Perceived Shortage of Parking

- ▶ 17% of respondents do not feel that there is a shortage of parking within the Downtown Core;
- ▶ 33% of respondents feel that there is sometimes a shortage of parking within the Downtown Core;
- ▶ 31% of respondents feel that there is a frequent shortage of parking within the Downtown Core;
- ▶ 16% of respondents feel that there is a shortage of parking at all times within the Downtown Core; and
- ▶ The remaining 3% of respondents feel that there is only a shortage in parking during holidays.

2.6.7 Pay for Parking

- ▶ 57% of respondents are strongly opposed to pay parking within the Downtown Core;
- ▶ 20% of respondents are somewhat opposed to pay parking within the Downtown Core;
- ▶ 15% of respondents somewhat support pay parking within the Downtown Core;
- ▶ 4% of respondents strongly support pay parking within the Downtown Core; and



- ▶ The remaining 4% of respondents had “no opinion”.

2.6.8 Employee Parking

The retailers were also asked to provide the “peak” number of employees on-site at any given time. The survey results are show in **Table 2.5** and indicate that:

- ▶ 71% of retailers have 5 or less employees on-site at any given time;
- ▶ 16% of retailers have 6 to 10 employees on-site at any given time;
- ▶ 7% of retailers have 11 to 15 employees on-site at any given time; and
- ▶ The remaining 6% of retailers have greater than 16 employees on-site at any given time.

TABLE 2.5: NUMBER OF PEAK EMPLOYEES IN DOWNTOWN CORE

Number of Peak Employees	Number of Retailers	%
1	7	9%
2	18	24%
3	10	13%
4	12	16%
5	7	9%
6	4	5%
7	2	3%
8	2	3%
9	0	0%
10	4	5%
11 to 15	5	7%
16 to 20	3	4%
21 to 25	0	0%
25 to 30	1	1%
Other (80)	1	1%
TOTAL	76	100%

2.7 Summary of Parking Survey

The results of the accumulation and duration surveys have confirmed that there is no current need to increase parking supply within the downtown area given the measured maximum parking demand of approximately 539



stalls (Weekday) and 356 stalls (Weekend) compared to the available supply of 1,064 stalls.

	Parking Supply	Peak Demand	% Utilization	Reserve Capacity
Weekday	1,064	539	51%	525
Weekend	1,064	356	33%	708

The results of the user surveys have indicated that approximately 86% of surveyed patrons do not find it difficult to find parking and approximately 78% of respondents indicated that the existing parking supply within the downtown area is adequate. Conversely, the merchant surveys indicated that approximately 48% of surveyed respondents feel that the existing parking supply is inadequate and approximately 76% of respondents feel that additional parking should be provided within walking distance to the downtown area.

The results of the parking survey have confirmed that there is no measurable parking deficiency based on survey observations. However, the identification of potential measures that can be used to improve overall parking operations and enhance the experience for patrons and visitors to the area are further examined in Section 5.0.



3.0 Future Parking Needs

3.1 Existing Parking Needs

Section 2.0 has summarized the overall parking utilization within the downtown area during typical Weekday and Weekend periods. Overall, the parking survey data has shown that the total parking supply within the downtown area (all facilities combined) peaks at 51% utilization during the Weekday period and 33% utilization during the Weekend period. The available “reserve capacity” (calculated as the total parking supply minus the peak parking demand) is in the order of 525 stalls during the Weekday period and 718 stalls during the Weekend period.

The “functional capacity” of a parking system is generally assumed to be in the range of 85% of the available supply (equivalent to approximately 905 of the available stalls being occupied), at which point the driver experiences some difficulty finding an empty parking stall, resulting in “park-search” traffic. The results of the parking survey confirm that the existing parking supply is more than adequate to accommodate peak parking demands.

3.2 Future Intensification

In terms of future development potential and intensification within the Downtown Area of Listowel, discussion with Municipal staff has confirmed that at present, there are limited opportunities for redevelopment and/or intensification within the study area. It was noted that there is currently a single site (1.09 acres) within the study area that has potential for redevelopment, located at the southeast quadrant of the intersection of Wallace Avenue South and Elma Street.

The subject site is zoned “C2 – Downtown Commercial” which permits a wide range of commercial and business uses. Depending on the ultimate use, building height and parking/loading arrangements, there is potential for a maximum 70% lot coverage, assuming minimum setback requirements are achieved.

Discussion with staff has indicated that there are no other opportunities for redevelopment at this time (planned or approved), and that commercial growth within the downtown area is considered stable. As such, it is expected that there is little potential for future development within the study area. Should intensification occur, it is anticipated that future parking demands can be satisfactorily accommodated within the current parking system given the existing reserve parking capacity. It is noted however that future development / redevelopment should be planned in a way that aims to accommodate parking demands on-site or alternatively, that shared parking be encouraged and that the Municipality enter into a cash-in-lieu agreement with the developer in attempts to maximize existing parking facilities.



4 Parking Policy

4.1 Municipal By-law Review

The Study Terms of Reference require a review of existing parking standards in order to determine if any amendments are required that could better contribute to the goals identified in the CIP.

Minimum parking requirements are set out in the Municipality of North Perth Zoning By-law No. 6-ZB-1999 (consolidated through to February, 2012). A side-by-side comparative review of the current parking requirements to those of similar sized communities and industry standards is summarized in **Table E.1** (contained in Appendix E).

The current parking requirements (as per the Zoning By-law) were further compared to the most restrictive and least restrictive parking requirements identified by the American Planning Association¹. The purpose of this review is to provide perspective upon which to compare the existing parking standards with those found elsewhere in North America, as well as to industry standard guidelines.

In addition, the Institute of Transportation Engineers has published peak parking generation data² for various land uses from American and Canada data, summarizing the results of parking demand surveys collected by transportation professionals over the years. Unlike most municipal by-laws that have borrowed parking standards from other municipalities, or have based their requirements on the data published in the APA Parking Standards document, the ITE publication data is based on objective data.

The review has provided a comparison of the various parking standards to published data, leading to the comment column which identifies whether the current By-law requirement should be revisited. In most cases, the comments are based on the ITE 85th percentile parking generation data where sufficient observations have been made.

In some cases, the existing by-law categories have been grouped to include several different types of land use with varying peak parking demands based on ITE data. Several additional categories of land uses are included in the table for comparison purposes. Useable or gross leasable area has been used where consistent with existing by-laws, or where supported by available parking demand data, as they typically correlate better with parking demand.

The parking standards review found that on the whole, the parking requirements set out by the Municipality of North Perth are consistent with that of other similar sized Municipalities, and are relatively consistent with

¹ Parking Standards, American Planning Association (APA), 2003.

² Parking Generation, 3rd Edition, Institute of Transportation Engineers (ITE), 2004.



the guidance provided by both the American Planning Association and ITE. In the case of discrepancies with published data, it is recommended that parking requirements be adjusted to reflect a more appropriate standard based on observed data published by the Institute of Transportation Engineers. Land uses that require a more detailed review of the existing parking requirements as contained in the Zoning By-law are highlighted in **Table E.1**.

4.2 Shared Parking Policy

Shared parking refers to available parking spaces that can be shared by more than one user, thereby allowing parking facilities to be used more efficiently³. Sharing parking spaces typically allows 20-40% more users when compared to assigning each space to an individual motorist, given that several users may be away at any particular time. For example, 100 employees can typically share 60-80 parking spaces, since at any particular time some employees are on leave, may not be at work, may be away on business, may be absent, or using an alternative commute mode.

Parking can be shared among different businesses and facilities within a central downtown area in order to take advantage of different peak periods. For example, banks, medical clinics and other related uses can efficiently share parking facilities with restaurants or theatres since business uses experience maximum parking demand during weekdays, while restaurants experience maximum parking demand during evenings and weekends. As a result, the total overall parking requirement can be reduced when compared to providing the standard parking requirement for each individual use.

Currently, in the Municipality of North Perth (as in many other municipalities), the parking requirements for each use of a mixed-use development are calculated individually, and the aggregate number of required parking spaces is to be provided on-site (as described below):

Section 5.18.9 Multiple Use of Buildings – where a building or structure accommodate more than one type of use as set out in Section 5.18.1 of the By-law, the number of parking spaces required for the whole building shall be the sum of the number of parking spaces required for the separate parts of the building, as occupied by the separate uses. Where common space within a building serves more than one type of use as set out in Section 5.18.1, such common space shall be assessed against one use only and that use shall be the one with the more restrictive parking requirement.

Section 5.18.10 Multiple Use of Parking Areas – where two or more uses utilize the same parking area during the same or overlapping time period, the number of parking spaces required by the By-law shall be the sum of the parking spaces required for each use. Where two or more uses utilize the same parking area and the periods of use for each of the uses do not occur

³ Shared Parking, Sharing Parking Facilities Among Multiple Users, Victoria Transport Policy Institute, September 2012



at the same time, the parking requirements for the use requiring the greatest number of spaces shall apply.

Public parking facilities, including on-street parking spaces, can usually be shared efficiently among many destinations. This is the value of municipal involvement in parking and cash-in-lieu programs as this promotes shared parking within public facilities versus each establishment providing private off-street parking, as each public parking stall can serve many uses and destinations, resulting in a more efficient use of space. It is estimated that 100 public parking spaces are equivalent to approximately 150 to 250 private parking spaces as a result of the shared parking interactions. As such, shared parking can be encouraged by allowing developers and business owners to participate in the cash-in-lieu program and pay set fees that fund public parking facilities as an alternative to providing the minimum parking requirements in a private off-street parking facility.

As per the results of the parking user surveys, it is recommended that the downtown core area parking requirements be discounted by approximately 20% for non-residential uses to reflect the occurrence of shared use of available parking.

4.3 Cash-in-Lieu of Parking Policy

In Ontario, as well as in many other jurisdictions in North America, developers are given the option of payment, or cash-in-lieu of providing on-site private parking, thereby helping to fund public parking facilities instead of providing private facilities which serve only a single destination. This approach tends to be more cost effective and efficient when compared to the traditional practice of providing private off-street parking at each individual establishment. Municipalities then use the fees collected to provide public parking, effectively replacing the requirement for on-site private parking. In Ontario, Section 40 of the Planning Act, RSO 1990 gives a clear legislative basis to enact a cash-in-lieu policy.

Traditionally, cash-in-lieu parking policies have been applied to downtown core areas where there is limited potential to accommodate private parking. Parking deficiencies are further aggravated when lands are being redeveloped or changes in land uses are proposed. The use of cash-in-lieu is an effective tool to encourage redevelopment and assist in the expansion of public parking facilities.

The benefit and disbenefit of cash-in-lieu parking policies are well documented⁴ and are summarized as follows:

⁴ Shoup, Donald: The High Cost of Free Parking, Planners Press, 2005.



Benefits

- ▶ *Flexibility* – developers have the option of providing all required parking spaces within a private off-street facility, or if too difficult or expensive, can instead pay the cash-in-lieu fee;
- ▶ *Shared Parking* – public parking facilities built with cash-in-lieu revenue can be shared among different sites, resulting in more efficient use of parking;
- ▶ *Park Once* – when businesses provide private parking, customers may move their vehicles from one site to another if visiting more than one establishment. Shared parking by way of public facilities allows customers to park once and walk to various establishments, assuming that walking distances are acceptable;
- ▶ *Consolidation* – some municipalities will permit property owners to remove on-site parking and participate in the cash-in-lieu program. The option consolidates scattered pockets of private parking while encouraging shared parking; and
- ▶ *Fewer Variances* – when providing adequate on-site parking is difficult, property owners and developer may request a variance in order to reduce the on-site parking requirement. Cash-in-lieu fees permit municipalities to treat all property owners equally, thereby resulting in fewer variances which effectively reduce the overall parking supply;

Disbenefit

- ▶ *Lack of On-Site Parking* – parking is a valuable asset for development. The lack of on-site parking can make it difficult for developers to attract tenants and customers. Public parking may not be conveniently located for all businesses;
- ▶ *Fees* - Municipalities may not be able to build and operate parking facilities as cost effective as the private sector. Landowners may choose not to lease a property to a tenant that will require additional parking (i.e.: a restaurant), due to high fees associated with cash-in-lieu. Should the tenant go out of business, the landowner would have no means to recoup the in-lieu fees paid;
- ▶ *Fewer Parking Spaces* - Some municipalities cannot immediately commit to building one public space for every private space not provided. When this happens, cash-in-lieu programs reduce the total number of parking spaces. Municipalities may argue that fewer spaces will be required, as shared parking enables parking spaces to be more efficiently used. Municipalities, which utilize cash-in-lieu fees, in place of granting variances, to reduce parking requirements, will increase the parking supply; and
- ▶ *No Guarantee* - Unless the cash-in-lieu parking policy has specific guarantees included, it is possible that revenue generated by the policy may not be used to create additional parking spaces within a



reasonable time frame. Some municipalities use cash-in-lieu fees to retire debt or maintain existing parking facilities, without building new parking areas.

4.3.1 Other Area Municipalities – Policy Review

Based on our experience with other municipalities, it is noted that many do not permit land owners the choice to unilaterally select payment of fees over providing on-site parking, but rather this decision is made at the discretion of the municipality. Typically, a formal application process has been established to review each application on its own merit by a committee established by the municipality. If the land owner is permitted to pay cash-in-lieu of parking, the payment schedules are set out in agreements between the municipality and the applicant.

The method used to calculate the estimated cost of parking varies from municipality to municipality, many of which utilize a formula-based approach that considers both land acquisition (i.e. land value) and construction costs which reflects the “real” cost of providing parking and may vary from year to year. Many municipalities provide a percentage discount of the actual cost of providing a parking space (up to 50%) in order to provide financial incentive for developers to contribute to the creation of public parking facilities and encourage economic development within the downtown core. It is recognized that the municipality will typically be able to recover some of the costs associated with the public parking facility through the collection of user fees. The following are examples of cash-in-lieu fees as provided by selected municipalities in Ontario:

<i>Municipality</i>	<i>Fee</i>	
Port Dover (Norfolk)	\$ 945.75	<i>per parking space</i>
Norwich	\$1,069.75	
East York (Toronto)	\$2,365.50	
Hamilton	\$3,181.00	
Milton	\$7,550.00	
Woolwich	\$1,725.00	
Muskoka Lakes	\$1,500.00	
London	\$8,000.00	
Ottawa (suburban)	\$3,000.00	
(urban)	\$8,000.00	

4.3.2 Existing Cash-in-Lieu Policy Review

The current cash-in-lieu policy states that cash may be considered as an alternative to providing private parking in order to satisfy, in whole or in part, the parking required by the Town’s Zoning By-law for development located within the Downtown, as defined in the Official Plan.

The application for cash-in-lieu is submitted to the Planning Advisory Committee and Council and is processed with a Site Plan Approval



application or Redevelopment Application. The fee to be paid in lieu of each parking space is to be based on current construction and land costs, and is to be reviewed and approved by Council.

Based on a review of the current policy (dated November 1995), the existing parking stall cost is approximately \$2,146.20 (based on land acquisition costs only). In circumstances where the developer demonstrates an inability to provide the required parking due to physical constraints on-site, the cost of these spaces may be reduced by up to 50%, resulting parking stall cost of approximately \$1,073.10.

All funds generated through cash-in-lieu payments are placed in a special fund and used to defray expenses incurred by the Municipality in the acquisition, establishment, layout or improvements of existing or additional parking lots or facilities.

It is noted that the calculation was developed for the Municipality in 1995 and it appears as though the costs associated with construction of the parking stall have not been included. As such, an update is recommended given the expected increase in land and construction costs to reflect present day values. A widely accepted formula for calculating an in-lieu fee is as follows:

$$\text{In-Lieu Fee} = (C + (L \times 30\text{m}^2) \times S) \times d$$

Where,

C = estimated cost of constructing one parking space, including aisle space

L = land value per m² at current value

30 m² = number of m² allocated to a single parking space (inclusive of aisle space)

S = number of parking spaces seeking cash-in-lieu payment

d = discount factor

A discount factor is often applied for the following reasons:

- ▶ The developer would not have sole use of the parking space as it would be available to other businesses;
- ▶ The location and timing of providing the parking space would be at the sole discretion of the Municipality; and
- ▶ The Municipality may wish to subsidize the cash-in-lieu amount so that the cost of parking does not discourage intensification or expansion within the downtown area.

Based on an estimated construction cost of \$4,000 per stall, an estimated land value of approximately \$80 per m² within the downtown core area (based on the land value used in the existing cash-in-lieu calculation), and a requirement of 30 m² for a typical parking stall, the resulting cost of a single



parking stall is estimated at \$6,400. Application of the 50% reduction factor results in a surface parking stall cost of \$3,200 which is significantly higher than that of the existing cash-in-lieu fee currently in place.

4.3.3 Policy Recommendations

As previously noted, if the stall is provided as part of the public parking system, the use of the stall will not be dedicated to the land owner but rather it will be shared between numerous uses. It is therefore recommended that the Municipality update the existing cash-in-lieu calculation in order to reflect present day land and construction costs and continue the practice of basing the cash-in-lieu fee on a portion (i.e. 50%) of the total stall cost. It is further recommended that a 5-year payment option be implemented in order to ease the impact of cash-in-lieu and allow future revenues to off-set parking costs.

4.4 Accessible Parking Policy

4.4.1 Current Guidelines

The Ministry of Municipal Affairs and Housing⁵ (MMAH) provides guidance with respect to accessible parking supply, stall dimensions and approximate locations. Currently, the existing Provincial guidance is to provide 1% of total available parking as designated accessible parking, with a minimum of 1 stall per lot. When a parking lot is located adjacent to a facility that frequently provides services to persons with disabilities (i.e. medical facility), the number of accessible parking stalls should be increased to 5%.

Accessible parking standards are generally based on the total number of spaces required, given the overall size of the parking lot. **Table 4.1** provides a sample of accessible parking standards utilized by other Ontario municipalities.

⁵ Commercial Parking, A Planner's Handbook, Ministry of Municipal Affairs and Housing (MMAH), 1986.



TABLE 4.1: SAMPLE ACCESSIBLE PARKING STANDARDS

Parking Lot Size	1 to 10	11 to 20	21 to 50	51 to 75	16 to 100	101 to 200	over 200	
Ontario Gvt Facilities	1	2	3	4	5	6	1 additional per 100	
Parking Lot Size	1 to 25	26 to 50	51 to 75	76 to 100	101 to 150	151 to 200	201 to 500	over 501
City of St. Catharines	1	2	3	4	5	6	1 additional per 100	2% of total
Parking Lot Size	1 to 19	20 to 200	201 to 400	over 400				
Town of Halton Hills	0	1	2	1 additional per 400 to a maximum of 20				
Parking Lot Size	1 to 25	26 to 50	51 to 75	76 to 100	101 to 150	151 to 200	201 to 500	over 501
1986 MMAH Document	1	2	3	4	5	6	1 additional per 100	2% of total
Parking Lot Size	0 to 50	50 to 99	100 to 199	200 to 499	500 to 999	over 999		
City of Niagara Falls	0	1	2	5	10	5 additional per 1000		
Parking Lot Size	0 to 20	20 to 50	51 to 300	301 to 400	over 400			
City of Kingston	0	2	2 per 50	14	1 additional per 100			

Based on the ranges published for Ontario Government Facilities⁶, the required accessible parking supply for each source was reviewed and compared to the requirement set out in the Municipality of North Perth Zoning By-law.

4.4.2 Existing Policy

Section 5.18.15 of the Zoning By-law specifies that for a parking lot between 20 – 50 stalls, 1 accessible parking space is to be provided, and for lots between 51 – 200 stalls, 2 accessible parking spaces are required. For lots greater than 200 stalls, 1 accessible parking space is required per 100 spaces. A review of the current policy has confirmed that the existing parking requirement is less than that of other surveyed municipalities.

We recommend that at a minimum, 1 accessible parking space should be provided in lots with less than 20 parking stalls, increasing to 2 accessible spaces for lots between 21 – 50 stalls, and 3 accessible parking spaces for lots between 51 – 200 stalls, with 1 additional accessible space per 100 stalls. Special consideration should be given to parking facilities located near or adjacent to the Listowel Memorial Hospital and its associated out-patient clinic facilities to ensure that an adequate supply of accessible parking is provided.

The Municipality's current accessible parking design standard specifies a minimum stall width of 4.6 meters and a minimum length of 6.1 meters, not including area used for access, maneuvering, driveway or similar purpose. When two or more accessible parking spaces are located together, they may share the 1.6 metre aisle, resulting in a reduction in the size of every other

⁶ Standards for Barrier Free Design of Ontario Government Facilities, October 2004.



such parking space (for a total width of 7.6 meters). The existing design standard is consistent with that contained in the MMAH document and conforms to current best practices and industry standards.

4.4.3 Location and Supply of Accessible Parking

The parking inventory identified the number and location of designated accessible parking stalls within Municipal parking lots and compared the existing supply to the required minimum parking standards. Field investigations have confirmed that accessible parking stalls within the Municipal facilities surveyed are located in accordance with the requirements of the By-law and are clearly identified for use by physically disabled persons by way of standardized signage and/or pavement markings.

The current accessible parking requirement has been compared to the existing supply within Municipal parking lots, as identified through field observations. The findings of the review are summarized in **Table 4.2** and suggest that the current supply of accessible parking does not meet minimum requirements as per the By-law.

TABLE 4.2: ACCESSIBLE PARKING REQUIREMENTS

Municipal Parking Lot Location		Total # of Stalls	Accessible Parking Currently Provided	Accessible Parking Required as per By-law	Proposed Requirement
Lot 6	Elma at Wallace	84	1	2	3
Lot 21	Town Centre	123	0	2	3
Lot 23	Elma at Livingstone	43	3	1	2
Lot 25	Inkerman at Argyle	38	0	1	2
Municipal Parking Lot Total		288	4	6	10

4.4.4 Location and Supply of Accessible On-Street Parking

The current Accessibility for Ontarians with Disabilities Act⁷ does not specifically contain guidelines, policies or by-laws regarding provision of accessible on-street parking spaces. Research was conducted to determine if such guidelines are in existence within North America. Windsor, Ontario was found to be the only area within Southern Ontario that has instituted a procedure for installation of accessible on-street parking. This procedure requires the Business Improvement Area (BIA) to submit a request, including

⁷ www.aoda.ca



the proposed location(s). If the City is in agreement the parking space would be entered into a By-law⁸.

The Americans with Disabilities Act (ADA)⁹ does not specifically address on-street parking; however, they provide the following general parking suggestions:

- ▶ *“The key to making spaces accessible for everyone who is handicapped is to make the spaces large enough to accommodate wheelchairs, walkers and other equipment. ADA specifications indicate that a 96-inch (2.4 metre) aisle is needed for a full-sized handicapped space, although smaller spaces can be made available as well. With on-street parking, planners may get this clearance space by opening space on the sidewalk side of the parking spot;*
- ▶ *Angled spaces are acceptable as ADA-compliant parking; however, most city streets have parallel parking on-street. ADA guidelines recommend that people who need handicapped parking should be able to pull in forward or backward in the best possible space design. This ability to pull in either way grants the greatest flexibility for people who need to assist others in unloading from the vehicle;*
- ▶ *One in eight spots should be van accessible. These spots need to stretch the full 96-inch (2.4 metre) specification. They also should have a special sign indicating that a spot is van-accessible. Many vans come with electronic wheelchair lifts, which is why the extra space is needed. For on-street parking, van spaces may be difficult to accommodate; and*
- ▶ *The ADA requires that spaces are in the location with the shortest possible route to the entrance. Because on-street parking typically is for more than one business, the shortest route is not necessarily the best benchmark. Another choice is to space the spots so that someone who needs them will have to go only a small distance to get to any place nearby.”*

4.4.5 Policy Recommendations

The existing accessible parking design standard was found to be consistent with the guiding principles contained in the MMAH document and conforms to current best practices and industry standards. However, a review of the existing policy has indicated that the current requirement for accessible parking is less than that of other area Municipalities. In particular, there is currently no requirement for provision of accessible parking facilities in lots with less than 20 parking stalls. It is therefore recommended that the existing policy be updated to ensure that a minimum of 1 accessible stall is provided in all Municipal parking lots, and that signed accessible parking

⁸ <http://www.citywindsor.ca/residents/Traffic-And-Parking/On-off-Street-Parking/Pages/Accessible-Parking>

⁹ www.dol.gov



stalls be provided in the lots that currently do not provide for accessible parking.

It is recommended that accessible on-street parking standards be developed based on the ADA suggestions. These stalls should be provided in locations convenient for the users, preferably the first or last space on the block face to provide easy ingress and egress from the space. Provision of the number and location of spaces should be entered into the Zoning By-law.



5.0 Opportunity for Enhancement

As previously noted, this study has confirmed that there are no measurable parking deficiencies within the Listowel downtown area based on the findings of the parking accumulation and duration surveys. A review of the parking user and merchant opinion surveys suggests that the majority of patrons do not find it difficult to find parking within the downtown area and confirm that parking users feel that the existing parking supply is adequate. When asked if users would be willing to pay for parking within the downtown, an overwhelming majority of patrons indicated that they would not be willing to pay for parking.

Of the merchants surveyed, approximately half of respondents indicated that they felt the existing supply of public parking is adequate and that there is only an occasional shortage of parking within the downtown area. The majority of respondents noted that they felt additional parking within walking distance should be provided and that there is a need for dedicated employee parking. When asked if they would support pay parking within the downtown area, the majority of merchants surveyed indicated that they opposed pay parking.

The results of the parking and user surveys has confirmed the adequacy of existing parking supply within the downtown area and have not identified the need for additional parking or increased By-law enforcement. However, opportunities exist in which to enhance the overall parking experience and support the vision and goals of the CIP.

5.1 Identification of Potential Enhancement Opportunities

A number of potential enhancements have been identified which aim to improve, to varying degrees, the parking experience for patrons and visitors, thereby supporting the local economy within the downtown area. The following summarizes the suggested enhancements in greater detail:

5.1.1 Improved Wayfinding and Enhanced Signage

As identified through public input meetings as part of the CIP process, the lack of consistent signage is an issue in the downtown area where parking facilities are not clearly identified. It is noted that many parking problems result in part from inadequate user information and/or marketing. People who find themselves in unfamiliar environments need to know where they are and require convenient and accurate information pertaining to parking availability, location of parking facilities and fees (if applicable). Parking information is not limited to just signage, although provision of clear and consistent signage is a key component in improving navigation, but can also include maps and brochures to provide information to motorists. Provision of improved wayfinding signage aims to improve user convenience and understanding of the Downtown and increase the functional supply of



parking and should be located at key points of ingress and at major intersections in order to successfully direct visitors to publically accessible parking facilities.

5.1.2 Encourage Passive Transportation

The encouragement of passive transportation by way of accommodating pedestrians and cyclists aims to improve circulation within the downtown area and reduce overall parking demands. Experience has shown that parking supply can often be better utilized by improving walkability. An improved walking environment expands the range of shared parking and encourages park-once trips where visitors park their vehicle and walk to several destinations as opposed to parking at each destination. Enhancements consisting of improved sidewalks, crosswalks and multi-use paths, combined with the creation of pedestrian shortcuts and/or improved facility design, all aim to encourage pedestrian travel and reduce overall parking demands.

In addition to encouraging pedestrian trips by improving walkability, supporting an increased use of cycling is recommended as a means to reduce automobile parking needs within the downtown area. Given that inadequate bicycle parking and fear of theft/damage are major deterrents to cycling, provision of adequate and safe bicycle parking facilities are paramount in supporting the use of alternate modes of transportation.

An increasing number of municipalities are providing zoning provisions which require new developments to provide bicycle parking. Recent studies conducted by the City of Toronto (based on a review of best practices) have developed the following bicycle parking requirements, as summarized in **Table 5.1**.

TABLE 5.1: PARKING REQUIREMENTS FOR BICYCLES

Type	Downtown and Central Waterfront / City Centres		Rest of City	
	Type 1	Type 2	Type 1	Type 2
General Office/ Government Office	0.2 spaces/ 100 m ²	Greater of: 0.2 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²	0.13 spaces/ 100 m ²	Greater of: 0.15 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²
Medical Office	0.15 spaces/ 100 m ²	Greater of: 0.15 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²	0.1 spaces/ 100 m ²	Greater of: 0.1 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²
Retail/ Restaurant	0.2 spaces/ 100 m ²	Greater of: 0.3 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²	0.13 spaces/ 100 m ²	Greater of: 0.25 spaces/100 m ² or 6 spaces for sites with non-residential GFA>1000 m ²

Type 1 = Long-term (secure) parking Type 2 = Short-term parking

(Source: Exhibit 10-2, "Parking Zoning Standards Review Phase 2: Office, Retail and Restaurant Use Component" (IBI Group, January 2007))



While the above-noted zoning provisions are generally intended for new developments, application of similar requirements can be used for the Listowel downtown area where existing developments were not required to provide bicycle parking at the time of approval. The following summarizes current “best practices” with respect to bicycle parking and should be used to guide the implementation of bicycle parking facilities:

- ▶ Provide suitable bicycle parking where cyclists stop, with racks that maximize convenience for short-term stops (i.e. store or bank entrances) and storage facilities that maximize security for long-term stops (i.e. schools or places of work);
- ▶ Locate bicycle parking where it is convenient to use, secure, visible, protected from the elements and has adequate clearance;
- ▶ Avoid locating bicycle racks where they may impede pedestrian traffic. Location of racks should aim to minimize hazards to other traffic (i.e. vehicular and pedestrian traffic); and
- ▶ Install racks that are easy to use, attractive and can be integrated into the streetscape.

5.1.3 Maximize Existing Parking Supply by Redesign

Should parking deficiencies occur, it is recommended that the Municipality consider redesigning existing facilities in order to maximize supply. One approach would be to consider paving designated parking areas and delineating all parking stalls in order to increase overall utilization and maximize supply. A second approach would be to examine the possibility of converting existing on-street parallel parking to angled parking in order to increase parking supply. On-street parking is convenient, visible and cost-effective when compared to off-street parking. Conversion of parallel to angled parking results in an increase in capacity (almost doubles the number of spaces) and often results in faster and easier parking maneuvers.

5.1.4 Provide for Dedicated Employee Parking

As noted through the retailer opinion surveys, a significant proportion of surveyed merchants feel that employee use of “prime” public parking is of concern and that provision of dedicated employee parking areas are needed. Adequately accommodating employee parking can be achieved by creating dedicated employee parking areas (through the use of signage or a permit system) which are to be located further away from “prime” public/patron parking spaces. Continued use and enforcement of time-limited on-street parking will further discourage employee use of on-street parking, thereby preserving “prime” on-street parking areas for patron use.

5.2 Streetscape Design Review and Comment

The recently completed Streetscape Design recommends closing or limiting access to Inkerman Street, west of Wallace Avenue, in order to improve traffic operations. The Streetscape Design report cites that the proposed



closure results in benefits to the overall downtown area by creating an opportunity to transform the roadway into a municipal parking area which incorporates landscape features and streetscape furnishings.

From a parking utilization perspective, the need for additional municipal parking is not justified at present. Should parking deficiencies become apparent, there are a number of cost-effective enhancement opportunities available which aim to maximize existing parking supply and improve overall parking utilization within the downtown area which should be considered for implementation prior to the closure of Inkerman Street. We note that the recommended closure of Inkerman Street will be subject to the Municipal Class EA Planning Process as there may be potential to negatively impact access to adjacent land owners, EMS, etc. As such, further transportation and parking studies, along with contact with affected public and relevant review agencies, will be required prior to the recommended closure of Inkerman Street.



6.0 Summary

To-date, the Municipality of North Perth has successfully managed its parking assets within the downtown area of Listowel. The results of the study confirm that the existing parking supply can adequately accommodate peak parking demands and that there is no measurable parking deficiency or requirement for additional parking facilities. Given that commercial growth within the Downtown area is relatively stable, it is anticipated that future parking demands associated with potential intensification within the core can be satisfactorily accommodated without requiring the need for additional parking infrastructure.

A review of the Municipal Parking By-law revealed that the existing parking requirements set out by the Municipality are consistent with that of other similar sized Municipalities, and were found to be relatively consistent with the guidance provided by both the American Planning Association and the Institute of Transportation Engineers (ITE). Review of supporting parking policies identified that amendments to the shared parking and cash-in-lieu policies may be appropriate in order to reflect present day conditions, thereby contributing to the goals and objectives identified in the CIP. Furthermore, revisions to the requirements for accessible parking within Municipal parking lots are required in order to conform to current Provincial guidance.

Although no measurable parking deficiency was observed, enhancement opportunities exist to improve the parking environment and contribute to the success and economic viability of the Listowel downtown area. Key enhancements include:

- ▶ Providing for improved wayfinding signage which aims to increase patron understanding of the downtown and direct visitors to publically accessible parking facilities;
- ▶ Making the downtown area accessible to all users by strengthening linkages and encouraging the use of passive transportation through the enhancement of walkability and provision of bicycle parking facilities;
- ▶ Redesigning existing facilities in order to maximize parking supply and increase utilization. Should the need for additional parking supply be identified, relatively easy to implement enhancements such as providing paved surfaces, delineated parking stalls and provision of angled on-street parking can achieve significant increases in parking yield, thereby increasing parking supply without the need to construct new facilities; and
- ▶ Provision of dedicated employee parking areas in order to preserve patron parking spaces and ensure that “prime” parking is available for patron use.



In summary, the findings of the parking study recognize and confirm the importance of parking in relation to the economic success of the downtown area. The proposed parking enhancements support the vision of the CIP and can be successfully integrated with the recommended streetscape design elements. Furthermore, the proposed By-law and policy amendments provide a context from which a strategic parking management plan can be developed and implemented.



Appendix A

Survey Conduct and Methodology



A. SURVEY METHODOLOGY AND CONDUCT

A.1 Survey Methods

In order to conduct the parking accumulation and duration counts, patron surveys and business surveys, the following survey methods were utilized:

- ▶ *Parking Accumulation and Duration Counts:* The survey method involved a team of surveyors walking a specified route each hour of the survey day recording the last three digits of the license plates of vehicles parked in each stall on each block face or lot (both private and municipal lots).
- ▶ *Direct interview survey:* This method required placing one surveyor on Main Street, near the Town Centre Municipal parking lot, who approached pedestrians and asked if they would be willing to participate in the survey. When not interviewing pedestrians, the surveyor visited local business establishments and interviewed the owner or manager.

For the parking patron survey, the surveyor interviewed the pedestrians and completed the survey form in order to ensure that accurate information was obtained. For the business survey, the interviewer offered to leave the form for the manager/owner to complete for pick up later that day.

A.2 Survey Locations and Sample Size

The parking accumulation survey was conducted on the streets and within the lots (both private and municipal) located within the downtown core area of Listowel (as shown in Figure 2.1). Twelve samples (one each hour) of parking duration and accumulation data were collected throughout the study area on Tuesday October 2nd, 2012, and seven sample were collected throughout the study area on Saturday, October 13th, 2012.

The parking patron surveys were conducted on Tuesday October 2nd, 2012 on Main Street and within the Town Centre Municipal parking lot. The merchant surveys were conducted amongst the businesses in the core, primarily along Main Street.

No targets were set on the sample rate for each survey since the survey was voluntary and depended on the good will and interest of both the public and local merchants. However, a total of 142 parking patron surveys and 76 business surveys were completed.

A.3 Survey Schedule

The goal of the survey was to collect parking accumulation and duration data for 12 hours during the Weekday period and for seven hours during the Weekend period, in addition to the parking user and business surveys. The survey was conducted from 8:00 am to 8:00 pm on Tuesday and from 12:00 noon to 7:00 p.m. on Saturday. The schedule was designed to provide all-day work of up to 12 hours in length. To conform to Ontario Ministry of Labour requirements, after a maximum of five hours, at least 30 minutes of



break time was provided. However, since each walking route was designed to be completed in less than one hour, break periods were built-in. The interviewer was provided approximately one hour of break time over the course of the survey day.

During the course of the survey, the site supervisor was available to assist with any issues that arose, answer questions, provide additional supplies and to retrieve collected data. The supervisor was also responsible for determining if and when to stop work due to unforeseen circumstances (inclement weather, etc.); however the survey went smoothly and all work was completed as scheduled.

A.4 Design of the Parking Accumulation Routes

In advance of the survey, Paradigm staff visited the study area and developed walking routes designed to capture the parking accumulation and turnover data in an efficient and logical manner. Each route took no more than one hour to complete. Routes that included larger parking facilities (i.e. Town Centre Municipal lot) had less on-street routing to complete. In addition, the route was designed such that it could be transferred between staff if assistance was required. For the parking lots, each row was numbered on the data collection forms and maps given to each staff member so the proper data was collected for each row at all times.

A.5 Design of the Parking Patron Interview Form

The parking patron interview form is shown in **Figure A.1** and was designed to collect the following information:

- ▶ Primary trip purpose
- ▶ Arrival mode
- ▶ Where the trip originated
- ▶ Time of arrival
- ▶ Number of stores that will be visited
- ▶ Anticipated departure time
- ▶ Frequency of visit to the Downtown
- ▶ If the patron's residence was within walking distance to downtown
- ▶ City of residence
- ▶ Group size
- ▶ Where the patron parked
- ▶ If it was difficult to find parking on the survey day
- ▶ If the patron felt parking is adequate within the Downtown
- ▶ How the patron locates parking



- ▶ How far away from destination the patron was willing to park?
- ▶ If the patron has ever left the area due to lack of parking
- ▶ Does the patron re-park their vehicle if visiting multiple establishments in the area?
- ▶ Would the patron be willing to pay for parking?





Downtown Listowel Parking User Survey



The Township of North Perth is currently undertaking a comprehensive parking study to determine the needs and options for additional parking to support local development and enhance the experience for patrons and visitors to the area. This user survey is being conducted in order to gather information regarding the parking habits and opinions on parking from the general parking public.

We would appreciate you taking a few minutes to complete this survey with our interview staff. In the event that you do not complete the survey with our staff, please use one of the following methods to return the survey to us by October 13, 2012:

- Complete the survey online: <http://www.surveymonkey/s/YLKP2LJ>
- Fax the completed survey to 1-866-722-5117,
- E-mail the complete survey to admint@ptsl.com, or
- Drop it off at Municipal Hall – 330 Wallace Avenue North, Listowel

1. What is your primary reason for your trip to the downtown today?

- Work Shopping Personal Service/Errands Dining Theatre Other

2. How did you arrive in downtown Listowel today?

- Passenger Vehicle Tour Bus Public Transit Shuttle Taxi Biked Walked Motorcycle Other _____
- Listowel Remainder of North Perth Other _____

3. Where did you begin your trip today?

- _____

4. What time did you arrive in downtown today?

5. How many stores or services will you visit in downtown today?

6. What time do you expect to leave downtown today?

7. How often do you visit the downtown?

8. Is your residence within walking distance of downtown Listowel?

- Yes No

9. In what City/Town do you live?

10. How many people are in your group including you?

11. Where did you park today (if appropriate)?

- On Street Private Lot (grocery store, Giant Tiger, etc)
- Municipal Lot (Town Hall, municipal service centre, etc)
- Unknown

Please Specify Lot/Street _____

12. Was it difficult to find parking today?

- Yes No

13. Overall, do you think parking is adequate in the downtown?

- Yes No

14. How do you locate parking when you visit the area?

- I park in the same place(s) based on previous visits Wherever I find an open space Try to park as close as possible to my destination

15. How far away from your destination are you willing to park?

- _____ metres/yards Half a block One Block two blocks

16. Have you ever left the area because you could not find parking near your intended destination?

- Yes No

17. If you visit multiple establishments in this area during the same trip, do you re-park your vehicle to be closer to each destination?

- Yes No

If yes, why? _____

18. Would you pay for parking if it more was available?

- Yes No If yes, how much? \$ _____ per _____

Thank you for your participation in this important survey!

A.6 Design of the Business Interview Form

The business interview form is shown in **Figure A.2** and was designed to collect general operational information as well as gather information with respect to the opinions and perceptions of local merchants. The respondents had the option of completing the survey with the PTSL interviewer, or alternatively, they could complete the survey at a later time and submit via fax, email or hand-deliver to the Municipal Hall. The addressed issues/concerns included:

- ▶ What is the peak level of employment at any one time?
- ▶ What percentage of employees drive to work and park within the downtown area?
- ▶ Where do employees generally park?
- ▶ What percentage of employees use alternate modes in order to get to work?

The opinion statements included:

- ▶ Should more parking be provided within walking distance to the downtown core?
- ▶ Should parking management issues (i.e. enforcement) be addressed?
- ▶ Use of prime public parking by downtown employees is of a concern
- ▶ Is there a need for dedicated employee parking areas?
- ▶ Is there adequate supply of parking within the downtown core?
- ▶ How frequently do you perceive that there is a shortage in parking?
- ▶ Would the establishment support pay-parking within the downtown?
- ▶ If pay-parking is supported, what would be considered a reasonable cost?
- ▶ Any other suggestions





Downtown Listowel Retailer Parking Survey



The Township of North Perth is currently undertaking a comprehensive parking study. The primary objectives of the parking study are to determine the needs and options for additional parking to support local development and enhance the experience for patrons and visitors to the area.

This business survey is being conducted as part of the overall parking study currently underway. The purpose of this particular survey is to gather information regarding the parking habits and opinions on parking from the retailers in the downtown area.

We would appreciate you taking a few minutes to complete this survey with our interview staff. In the event that you do not complete the survey with our staff, please use one of the following methods to return the completed survey to us by October 13, 2012:

- Complete the survey online: <http://www.surveymonkey.com/s/DX8K85W>
- Fax the completed survey to 1-866-722-5117, or
- E-mail the complete survey to admin@pts1.com
- Drop it off at Municipal Hall – 330 Wallace Avenue North, Listowel

Thank you for your participation in this important survey!

Question	Comments / Suggestions (Please note specific issues)
What is the peak number of employees in your establishment at any one time?	
What percentage or number of employees drive to work and park in the downtown core?	
Where do your employees park?	
What percentage or number of employees use other modes of travel to/from work (e.g.: walk, bike, dropped off, etc.)?	
More parking should be provided within a reasonable walking distance of the commercial core.	<input type="checkbox"/> Fully agree <input type="checkbox"/> Fully disagree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> No opinion <input type="checkbox"/> Somewhat disagree
Parking management such as duration and enforcement need to be addressed.	<input type="checkbox"/> Fully agree <input type="checkbox"/> Fully disagree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> No opinion <input type="checkbox"/> Somewhat disagree
Downtown employees using prime public parking spaces is of concern.	<input type="checkbox"/> Fully agree <input type="checkbox"/> Fully disagree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> No opinion <input type="checkbox"/> Somewhat disagree

Question**Comments / Suggestions**
(Please note specific issues)

There is a need for dedicated employee parking areas near the core so that prime customer spaces are not used by employees.	<input type="checkbox"/> Fully agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Somewhat disagree	<input type="checkbox"/> Fully disagree <input type="checkbox"/> No opinion
There is an adequate supply of parking in the downtown core.	<input type="checkbox"/> Fully agree <input type="checkbox"/> Somewhat agree <input type="checkbox"/> Somewhat disagree	<input type="checkbox"/> Fully disagree <input type="checkbox"/> No opinion
How frequently do you perceive that there is a shortage of parking in the downtown core?	<input type="checkbox"/> Not at all <input type="checkbox"/> Seldom <input type="checkbox"/> Sometimes	<input type="checkbox"/> Often <input type="checkbox"/> Always <input type="checkbox"/> Just on holidays
Would you be in support of pay parking in the downtown?	<input type="checkbox"/> Strongly opposed <input type="checkbox"/> Somewhat opposed <input type="checkbox"/> No opinion	<input type="checkbox"/> Somewhat support <input type="checkbox"/> Strongly support
If you are in support of pay parking, what do you think is a reasonable cost?	\$ _____	Per _____
Do you have any suggestions regarding the improvement of parking in the downtown core?		

A.7 Interview Conduct

In general, the parking patron survey was conducted by approaching individuals and asking if they would consent to the survey. Interviews were conducted with as many people as possible recognizing that to achieve a final useable sample, more surveys would have to be completed than required to account for invalid responses. This type of survey relied on the willingness of the patrons to complete the survey, and at times it was difficult to convince patrons the survey was very quick and easy to complete and did not collect personal information; therefore, a sample rate was not set in advance of the survey.

The business survey was conducted by visiting the business establishments in the core and asking the manager or owner to consent to the survey. The interviews were conducted with as many businesses as possible with the staff member providing the option of the leaving the form with the business for them to fill out and be picked up later that day or submitted electronically. Due to the type of survey, a predetermined sample rate was not set as the survey relied on the willingness of businesses to participate.

Each staff member was equipped with a sufficient number of surveys, a clipboard, writing instruments and parking accumulation forms. The survey, both parking and interviews, were self-directed with support provided by Paradigm staff when needed. Experienced staff were employed for this survey in order to keep the level of supervision low and the quality of data high.

Prior to finalizing the survey, each surveyor ensured the date, time, location and their initials were properly filled out which assisted with final data assembly.



Appendix B

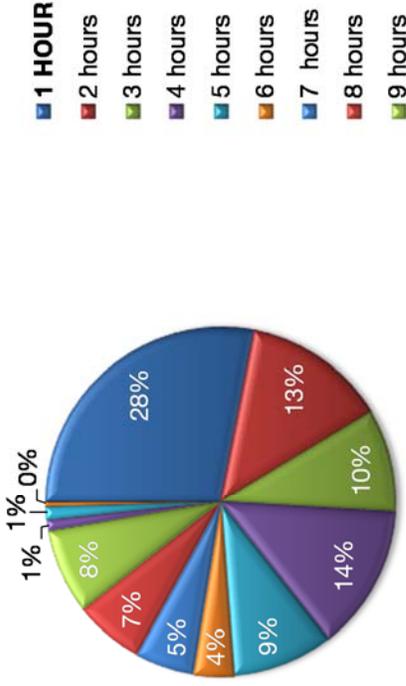
Parking Survey Results



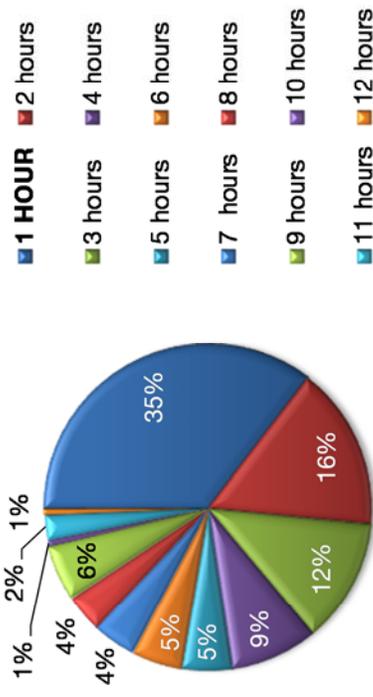
Parking Accumulation - Survey Data (Tuesday October 2nd, 2012)																
Location	# of Stalls	Total Number of Vehicles Parked Each Hour												Average Accumulation	Average % Utilized	
		8:00	9:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00			
Time-Limited On-Street Parking (2 hour)	Main Street North Side															
	Davidson to Wellington	9	1	6	8	8	5	8	7	8	6	4	3	3	6	62%
	Wellington to Wallace	6			3	5	4	2	4	4	3	2	1		2	39%
	Wallace to Argyle	10	2	5	8	7	8	9	5	5	7	6	7	6	6	63%
	Argyle to Livingstone	7			1	4	3	4	1						1	15%
	Livingstone to Barber	5									2				0	3%
	Main Street South Side															
	Barber to Livingstone	0													0	0%
	Livingstone to Wallace	18	3	9	14	8	11	4	9	9	8	5	6		7	40%
	Wallace to Wellington	8		3	3	4	5	6	4	1	4		1		3	32%
	Wellington to Davidson	10		3	6	5	4	9	7	6	6	7	2	1	5	47%
	Argyle - Main to Inkerman	10	1	4	6	6	5	6	5	5	5	3	3	1	4	42%
	Wallace - Main to Inkerman	8	1	3	5	4	4	5	4	4	4	3	2	1	3	42%
	Wallace - Main to Inkerman	9	1	3	5	5	5	5	5	4	4	3	2	1	4	40%
	Wellington - Main to Inkerman	6	0	2	4	3	3	3	3	3	3	2	2	1	2	40%
General On-Street Parking	Wellington Street - Main to Elma West	NP													0	0%
	Wellington Street - Main to Elma East	NP													0	0%
	Davidson Avenue - Main to Elma West	N/A	0	0	0	0	0	0	0	0	0	0	0	0	0	0%
	Davidson Avenue - Main to Elma East	N/A			1	1	1								0	0%
	Inkerman Street - Wallace to Wellington South	7	2	5	5	6	7	7	6	6	7	5	2		5	76%
	Inkerman Street - Wellington to Davidson South	NP													0	0%
	Davidson Street - north of Inkerman West	NP													0	0%
	Davidson Street - north of Inkerman East	NP													0	0%
	Inkerman Street - East of Davidson South	N/A					2	1				1	1	1	1	0%
	Davidson Street - Inkerman to Main West	3							2						0	6%
	Davidson Street - Inkerman to Main East	NP													0	0%
	Livingstone Avenue - Main to Elma West	8													0	0%
	Livingstone Avenue - Main to Elma East	7													0	0%
	Barber Street - Main to Elma West	9	1	2	3	2	2	1	4	2	2		1	1	2	19%
	Barber Street - Main to Inkerman East	NP	1		2										0	0%
	Inkerman Street - Barber to Livingstone South	6													0	0%
	Livingstone Avenue - Inkerman to Main West	5	1	1	1							1	2	2	1	13%
	Livingstone Avenue - Inkerman to Main East	11		2	2	2	1	2	2	1			1	1	1	11%
	Inkerman Street - Livingstone to Argyle South	3													0	0%
	Inkerman Street - Livingstone to Argyle North	7						1			1				0	4%
Argyle Street - Inkerman to Elizabeth West	NP					1								0	0%	
Inkerman Street - Argyle to Wallace South	NP													0	0%	
Inkerman Street - Argyle to Wallace North	4		1	2	2	3	4	1	2	3	2	1	1	2	46%	
Inkerman Street - Barber to Livingstone North	6													0	0%	
Municipal Lot	Lot 21 - Town Centre	123	48	110	113	116	118	96	109	88	78	35	12	5	77	63%
	Lot 25 - Wallace at Elma	84	28	38	56	59	58	63	59	51	56	36	29	28	47	56%
	Lot 23 - Elma at Livingstone	43	4	10	14	23	17	19	18	17	19	12	8	6	14	32%
	Lot 26 - Inkerman at Argyle	38	5	19	30	30	31	32	31	32	28	19	7	4	22	59%
Private Lots	Lot 1 - Vacant Business	41	1	1	1	1	2	1	1	1	2	1	1	1	1	3%
	Lot 24 - Macs MK Plaza	21	6	5	12	13	8	10	15	8	11	6	4	5	9	41%
	Lot 25 - Knapp Shoes / Travel	20	9	17	16	18	13	18	13	14	13	11	7	5	13	64%
	Lot 3 - Smith's Market	58	4	20	27	31	26	30	38	32	28	20	13	8	23	40%
	Lot 6a - Dollarama	21	2	4	11	13	17	11	12	17	16	12	7	4	11	50%
	Lot 6b - Kitchen Cupboard	26	1	6	8	10	14	6	10	10	10	3	4	1	7	27%
	Lot 27 - Dyre Fit	30	12	14	18	6	12	6	7	13	10	25	22	19	14	46%
	Lot 19 - Family Practice	40	5	5	23	19	15	17	13	13	16	5			11	27%
	Lot 20 - Shopper's Drug Mart	47	7	13	29	38	32	28	37	27	39	25	22	17	26	56%
	Lot 28 - The Co-Operators	20	4	4	5	5	6	5	3	4	4	2	2	2	4	19%
	Lot 29 - Accountant	20		2	4	4	3	2	4	4	4	2			2	12%
	Lot 30 - Financial Office	20	1	5	9	9	6	6	9	9	8	6			6	28%
	Lot 31 - Music Store	5						2	2	2	3	3	1		1	22%
	Lot 17 - Vekys Restaurant	30	1	6	7	8	12	15	10	9	9	9	4	2	8	26%
	Lot 15 - Giant Tiger	20	1	8	11	19	7	13	10	6	10	4	3	8	38%	
	Lot 22 - TD Bank	19	1	3	8	6	8	9	6	12	9	8	8	13	8	40%
Lot 32 - Scotie Bank	5	3	2	2	3	2	2	1	1	2	2		3	2	38%	
Lot 7 - Home Building Centre	30	2	2	2	3	2	1	2	2	2	1			2	5%	
Lot 5 - Scrapbooking	9		2	1	4	5	4	3	4	2	1	1		2	25%	
Lot 9 - Sears	6		1	1	1	1	2	1	1	1	1			1	14%	
Lot 10 - Home Hardware	21	3	4	12	9	7	8	11	12	10	4	1	1	7	33%	
Lot 12 - Scotie Bank	9	1	2	3	2	3	2	2	3	2	1			2	19%	
Lot 11 - Service Canada	22	15	12	16	14	10	9	10	11	6	3	1		9	41%	
Lot 13 - Gillson Financial	2	1	2	2	2	1	2	2	2	2	2			2	75%	
Lot 16 - Salvation Army	10	2	4	4	4	3	3	2	3	3	3			3	26%	
Lot 14 - New Orleans Pizza	12	2	2	3	3	4	2	4	4	3	3	3	1	3	24%	
Lot 16 - 2nd Hand, 2nd Chance	30		1	3	2	3	3	3	4	4	1			2	7%	



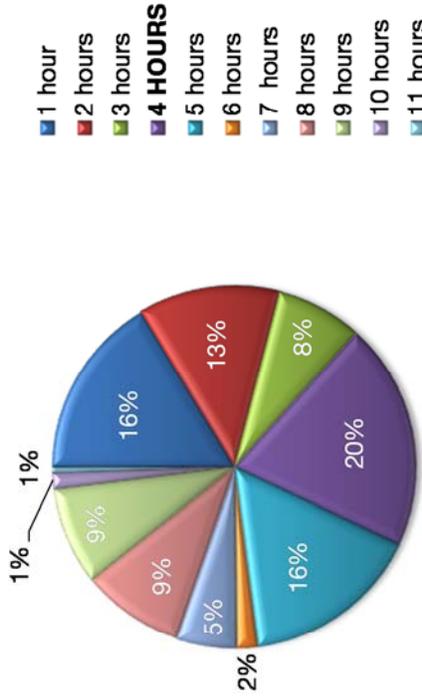
Weekday Municipal Parking Lot Duration



Municipal Lot Parking Duration Northeast Corner Elma & Wallace

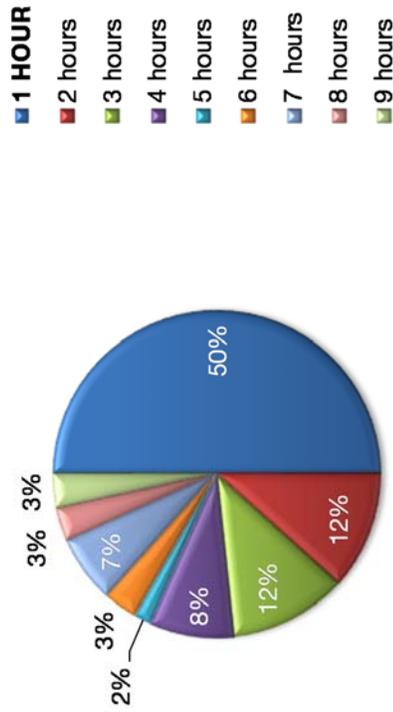


Town Centre Lot Parking Duration

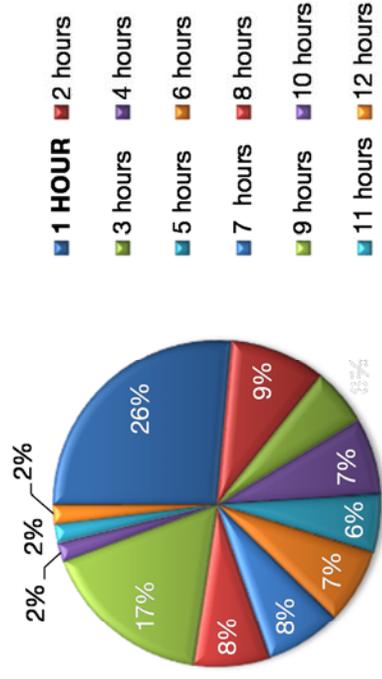


Parking Duration Survey Data Tuesday, October 2, 2012

Municipal Lot Parking Duration Northeast Corner Elma & Livingstone

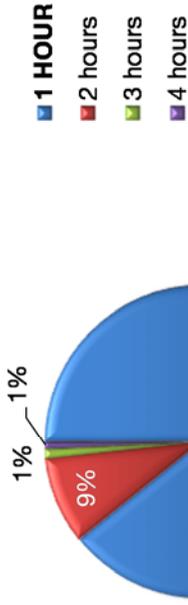


Municipal Lot Parking Duration Inkerman at Argyle

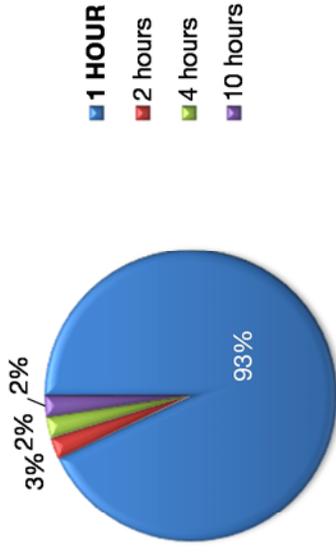


Parking Duration Survey Data Tuesday, October 2, 2012

**Weekday Duration - 2-hr Time-Limited
Parking Areas (Main Street)**



**Main St South Side Wellington to
Davidson Parking Duration (2 hour limit
area)**

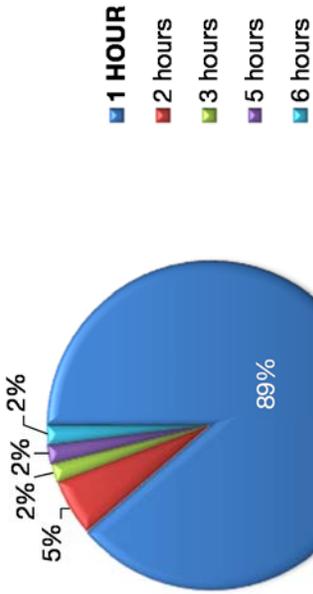


**Main St South Side Wallace to Wellington
Parking Duration (2 hour limit area)**

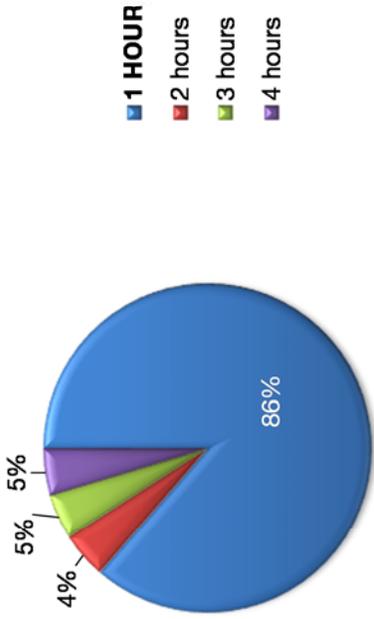


**Parking Duration Survey Data
Tuesday, October 2, 2012**

**Main St North Side Davidson to Wellington
Parking Duration (2 hour limit area)**



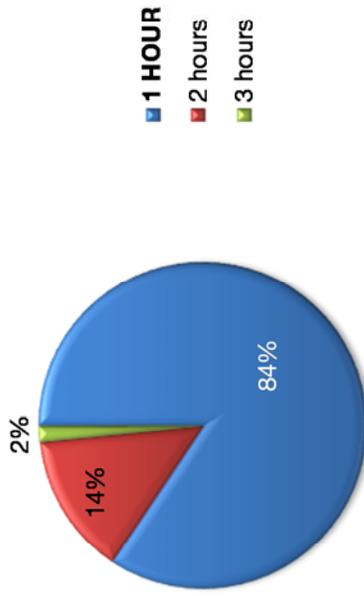
**Main St north Side Wellington to Wallace
Parking Duration (2 hour limit area)**



**Main St South Side Livingstone to Wallace
Parking Duration (2 hour limit area)**



**Main St North Side Wallace to Argyle
Parking Duration (2 hour limit area)**



Main St North Side Argyle to Livingstone Parking Durations (2 hour limit area)



Statistical Group as shown

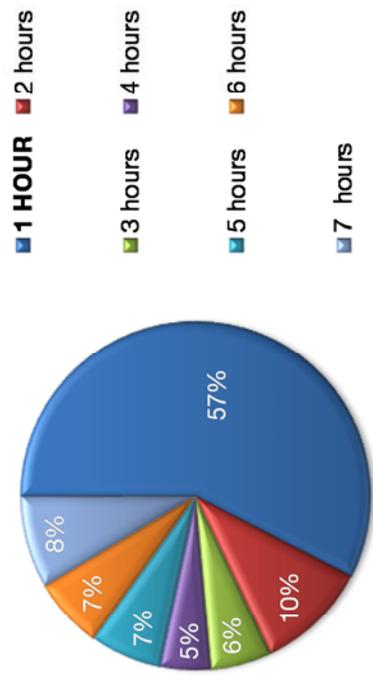


Parking Duration Survey Data Tuesday, October 2, 2012

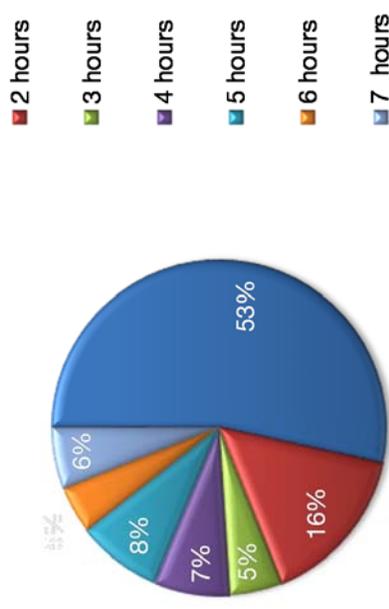
Parking Accumulation - Survey Data (Saturday October 13th, 2012)													
Location			# of Stalls	Total Number of Vehicles Parked Each Hour						Average Accumulation	Average % Utilized		
				12:00	13:00	14:00	15:00	16:00	17:00			18:00	
Time-Limited On-Street Parking (2 hour)	Main Street	North Side											
	Davidson to Wellington		9	6	7	6	4	7	4	5	6	62%	
	Wellington to Wallace		6	3	4	3	5	1	0	0	2	38%	
	Wallace to Argyle		10	8	8	5	8	5	8	5	7	67%	
	Argyle to Livingstone		7	5	2	3	3	3	3	1	3	41%	
	Livingstone to Barber		5	0	0	0	0	0	0	0	0	0%	
	Main Street	South Side											
	Barber to Livingstone		0	0	0	0	0	0	0	0	0	0%	
	Livingstone to Wallace		18	12	12	14	11	13	14	9	12	67%	
	Wallace to Wellington		8	6	6	3	3	1	0	0	3	34%	
	Wellington to Davidson		10	7	8	8	7	5	4	3	6	60%	
	Argyle - Main to Inkerman		10	0	0	0	0	0	0	0	0	0%	
	Wallace - Main to Inkerman		8	0	0	0	0	0	0	0	0	0%	
	Wallace - Main to Inkerman		9	0	0	0	0	0	0	0	0	0%	
	Wellington - Main to Inkerman		6	0	0	0	0	0	0	0	0	0%	
General On-Street Parking	Wellington Street - Main to Elma	West	NP								0	0%	
	Wellington Street - Main to Elma	East	NP								0	0%	
	Davidson Avenue - Main to Elma	West	NA								0	0%	
	Davidson Avenue - Main to Elma	East	NA								0	0%	
	Inkerman Street - Wallace to Wellington	South	7	5	4	6	2	2	2	4	4	51%	
	Inkerman Street - Wellington to Davidson	South	NP	8	7	4	4	3	3	2	4	0%	
	Davidson Street - north of Inkerman	West	NP	0	0	0	0	0	0	0	0	0%	
	Davidson Street - north of Inkerman	East	NP	0	0	0	0	0	0	0	0	0%	
	Inkerman Street - East of Davidson	South	NA	0	0	0	0	0	0	0	0	0%	
	Davidson Street - Inkerman to Main	West	3	4	6	6	0	0	3	3	3	100%	
	Davidson Street - Inkerman to Main	East	NP	0	0	0	0	0	1	0	0	0%	
	Livingstone Avenue - Main to Elma	West	8								0	0%	
	Livingstone Avenue - Main to Elma	East	7								0	0%	
	Barber Street - Main to Elma	West	9	1			1	1	1	1	1	8%	
	Barber Street - Main to Inkerman	East	NP								0	0%	
	Inkerman Street - Barber to Livingstone	South	6								0	0%	
	Livingstone Avenue - Inkerman to Main	West	5	3	3	3	1	1	1	2	2	40%	
	Livingstone Avenue - Inkerman to Main	East	11	3	3	3	1	1	1	1	2	17%	
Inkerman Street - Livingstone to Argyle	South	3						1		0	5%		
Inkerman Street - Livingstone to Argyle	North	7		1						0	2%		
Argyle Street - Inkerman to Elizabeth	West	NP								0	0%		
Inkerman Street - Argyle to Wallace	South	NP								0	0%		
Inkerman Street - Argyle to Wallace	North	4	3	1	2	2	2		1	2	39%		
Inkerman Street - Barber to Livingstone	North	6								0	0%		
Municipal Lots	Lot 21 - Town Centre		123	21	22	22	20	16	8	7	17	13%	
	Lot 26 - Wallace at Elma		84	39	47	43	37	34	31	39	39	46%	
	Lot 23 - Elma at Livingstone		43	16	13	27	27	9	0	0	13	31%	
	Lot 25 - Inkerman at Argyle		38	14	12	12	8	7	4	2	8	22%	
Private Lots	Lot 1 - Vacant Business		41	2	2	6	7	2	1	1	3	7%	
	Lot 24 - Macs Milk Plaza		21	4	12	10	8	2	3	5	6	30%	
	Lot 26 - Knapp Shoes / Travel		20	15	15	12	9	13	11	5	11	57%	
	Lot 3 - Smith's Market		58	9	24	14	11	5	4	4	10	17%	
	Lot 5a - Dollarama		21	13	11	10	21	15	11	5	12	58%	
	Lot 5b - Kitchen Outboard		28	7	12	7	6	5	5	3	6	25%	
	Lot 27 - Dyna Fit		30	8	4	11	6	5	5	6	6	21%	
	Lot 19 - Family Practice		40	1	2	1	1	2	1	1	1	3%	
	Lot 20 - Shopper's Drug Mart		47	19	20	23	20	19	13	12	18	38%	
	Lot 28 - The Co-Operators		20					1	1	1	2	1	4%
	Lot 29 - Accountant		20									0	0%
	Lot 30 - Financial Office		20									0	0%
	Lot 31 - Music Store		5	2								0	0%
	Lot 17 - Vekys Restaurant		30	1	6	4	5	4	3	10	5	16%	
	Lot 18 - Giant Tiger		20	18	9	9	15	8	5	2	9	47%	
	Lot 22 - TD Bank		19	8	6	15	8	10	5	2	8	41%	
	Lot 32 - Scotia Bank		5	4	2	2	1	0	0	0	1	26%	
	Lot 7 - Home Building Centre		30	6	2	3	4	3			3	9%	
	Lot 8 - Scrapbooking		9	3	3	6	4	4	4	4	4	44%	
	Lot 9 - Sears		6	3	1	2	1				1	17%	
Lot 10 - Home Hardware		21	11	10	6	7	6	1		6	28%		
Lot 12 - Scotia Bank		9		1	2	1		1		1	8%		
Lot 11 - Service Canada		22	1	2	5	5	2			2	10%		
Lot 13 - Gilkson Financial		2				2	2	1	1	1	43%		
Lot 16 - Salvation Army		10	2	3	4	1	1	1		2	17%		
Lot 14 - New Orleans's Pizza		12	2	2	3	1	3	5	4	3	24%		
Lot 15 - 2nd Hand, 2nd Chance		30	3	3	2	5	3	3	2	3	10%		



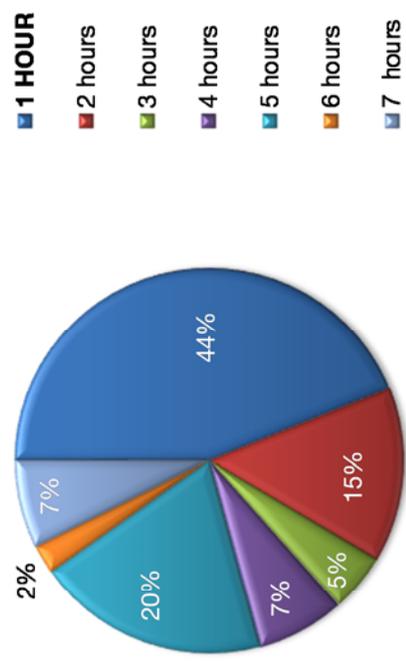
Municipal Lot Parking Duration Northeast Corner Elma & Wallace



Weekend Duration - Municipal Parking Lots



Town Centre Lot Parking Duration

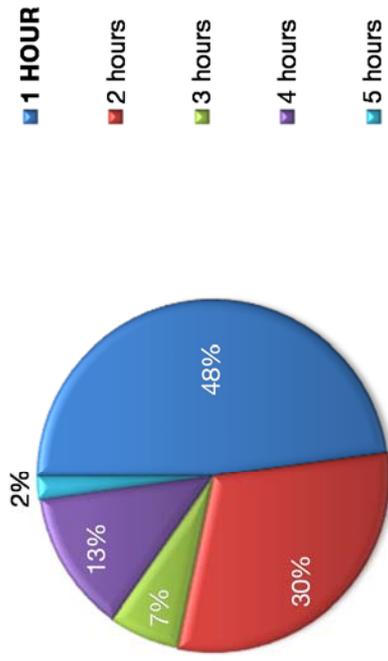


Source: Google Earth

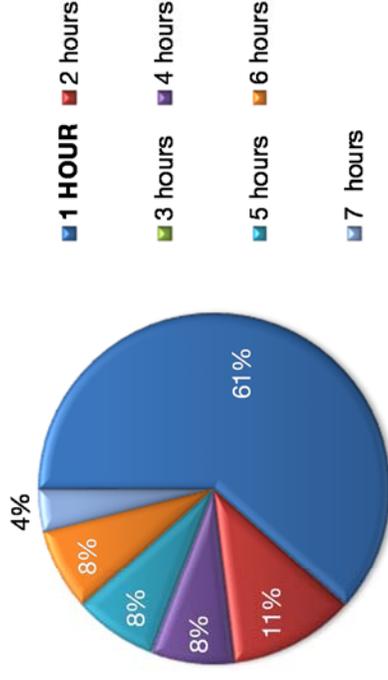


Parking Duration Survey Data Saturday, October 13, 2012

Municipal Lot Parking Duration Northeast Corner Elma & Livingstone



Municipal Lot Parking Duration Inkerman at Argyle

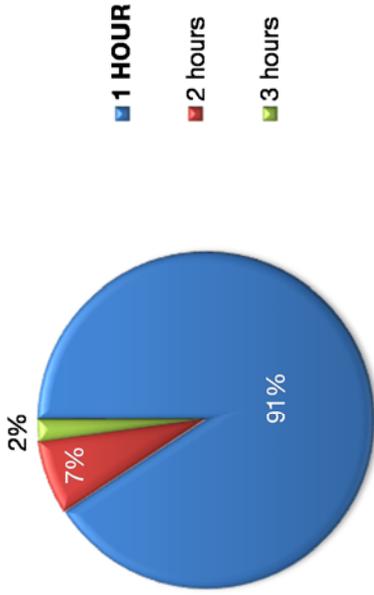


Source: Google Earth



Parking Duration Survey Data Saturday, October 13, 2012

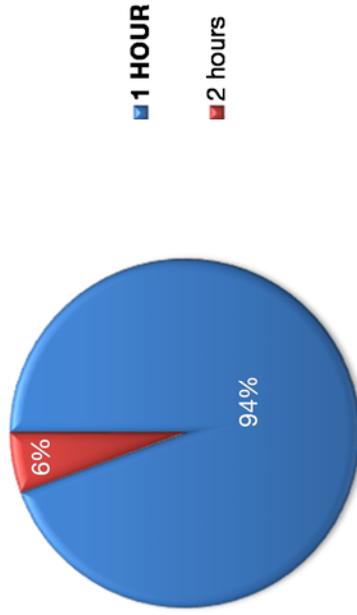
**Weekend Duration - 2-hr Time-Limited
Parking Areas (Main Street)**



**Main St South Side Wellington to
Davidson Parking Duration (2 hour limit
area)**



**Main St South Side Wallace to Wellington
Parking Duration (2 hour limit area)**

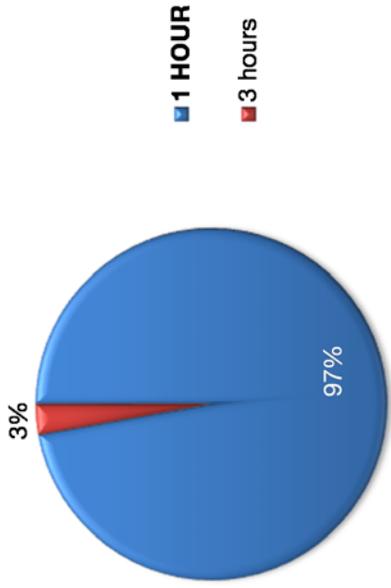


Source: Street & Earth

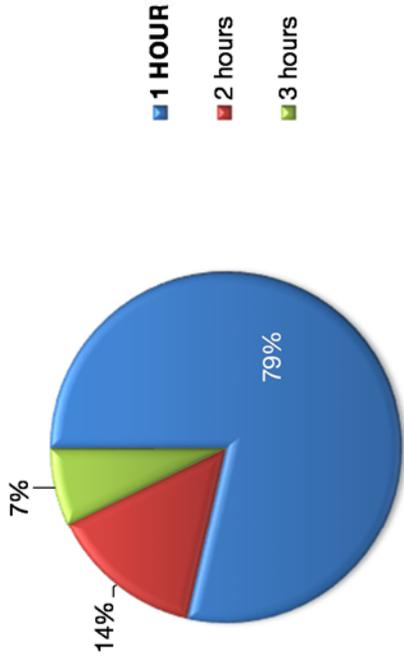


**Parking Duration Survey Data
Saturday, October 13, 2012**

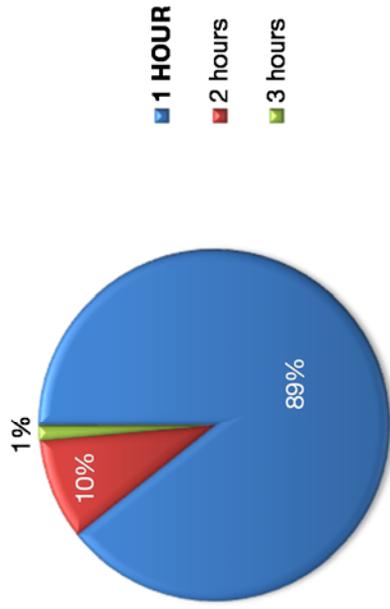
**Main St North Side Davidson to Wellington
Parking Duration (2 hour limit area)**



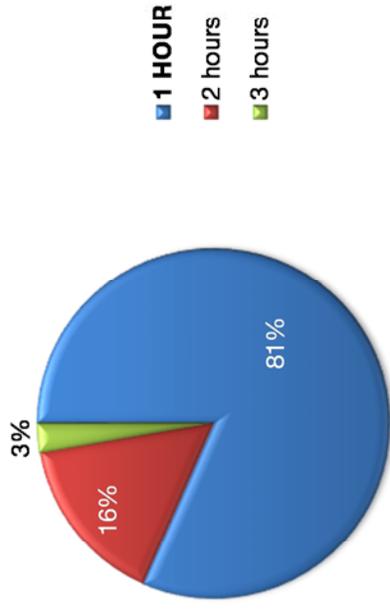
**Main St north Side Wellington to Wallace
Parking Duration (2 hour limit area)**



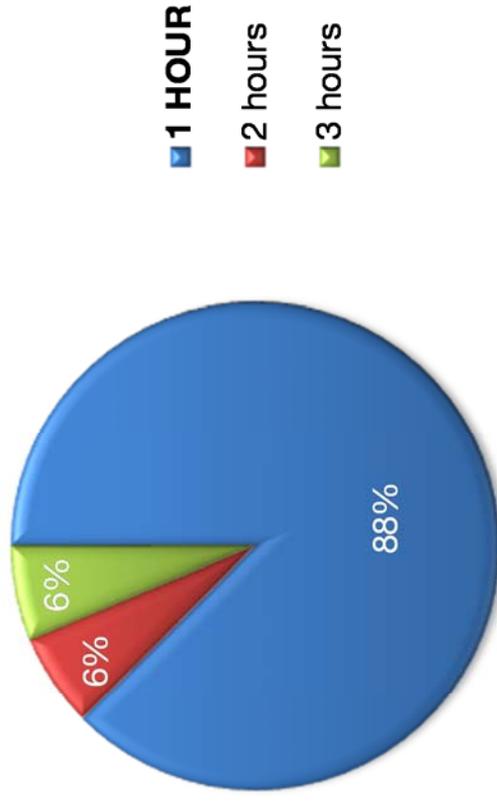
**Main St South Side Livingstone to Wallace
Parking Duration (2 hour limit area)**



**Main St North Side Wallace to Argyle
Parking Duration (2 hour limit area)**



Main St North Side Argyle to Livingstone Parking Durations (2 hour limit area)



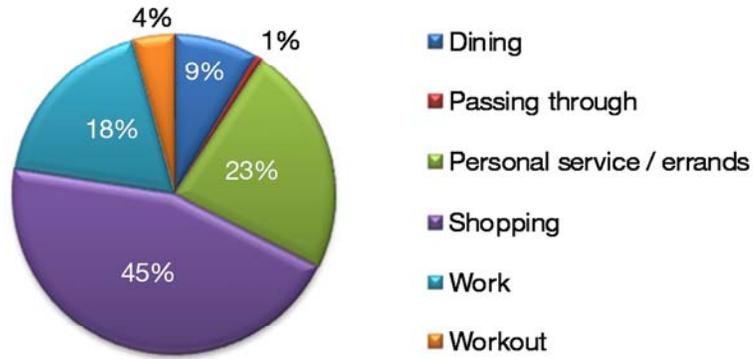
Source: Grainger & Co.

Appendix C

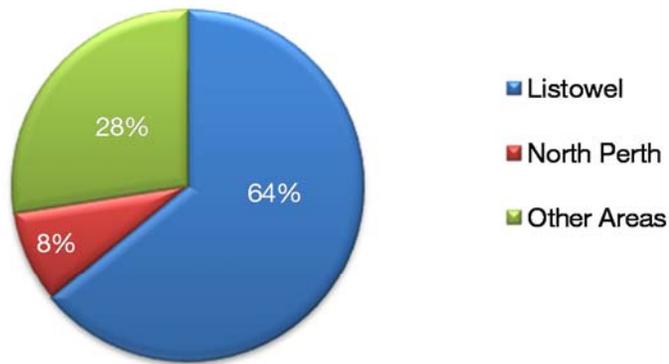
Parking User Opinion Survey Results



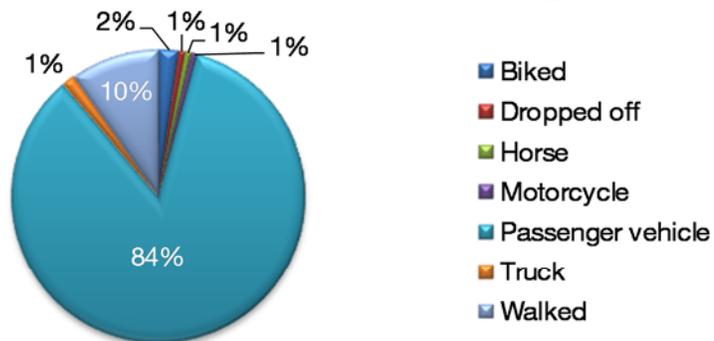
Trip Purpose



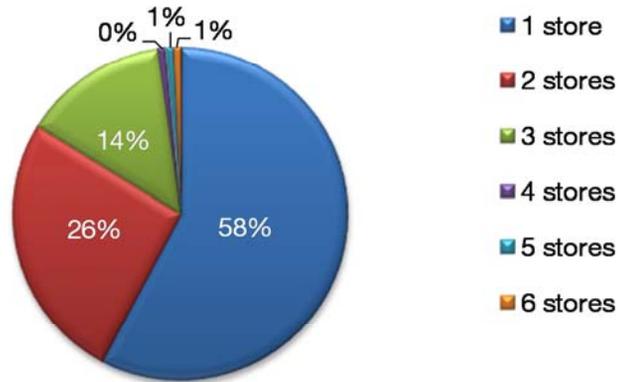
Trip Origin Area



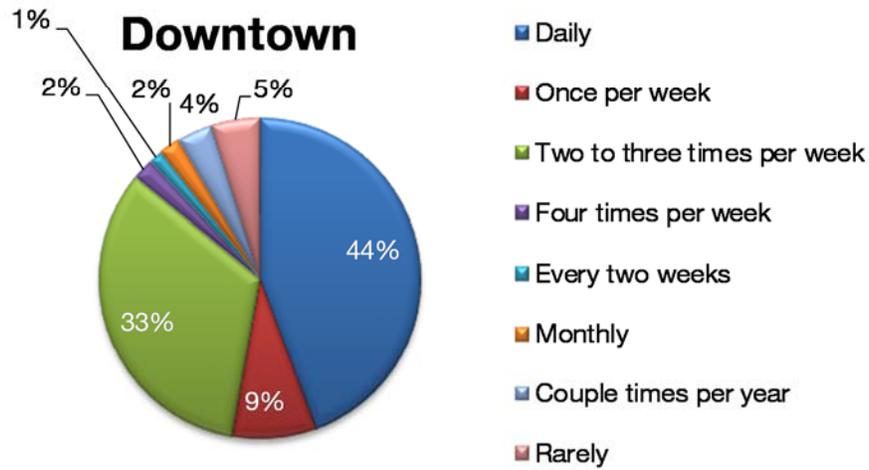
How Did You Arrive Today?



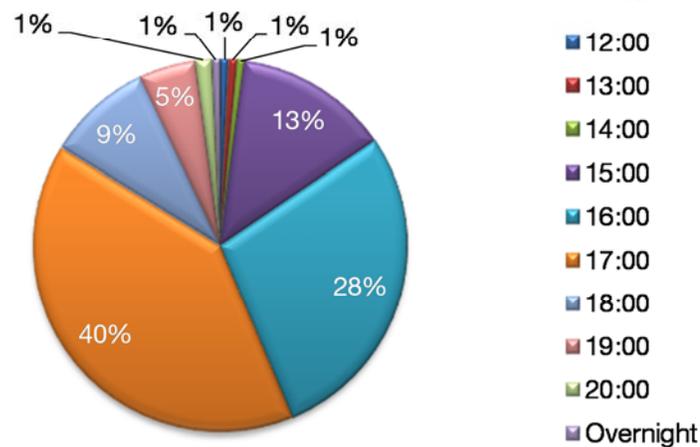
How Many Stores Will You Visit Today?



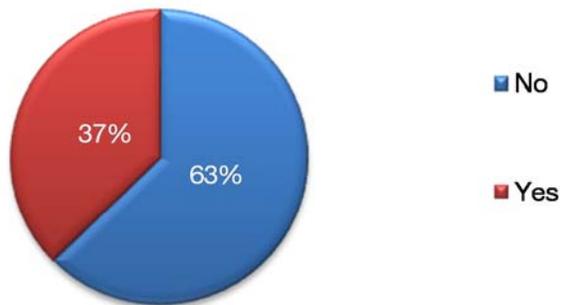
How Often Do You Visit the Downtown



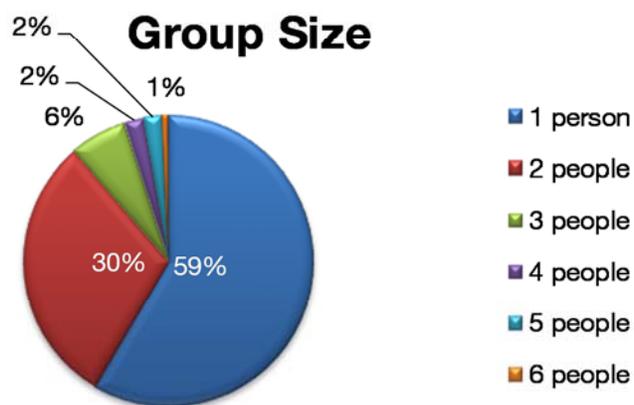
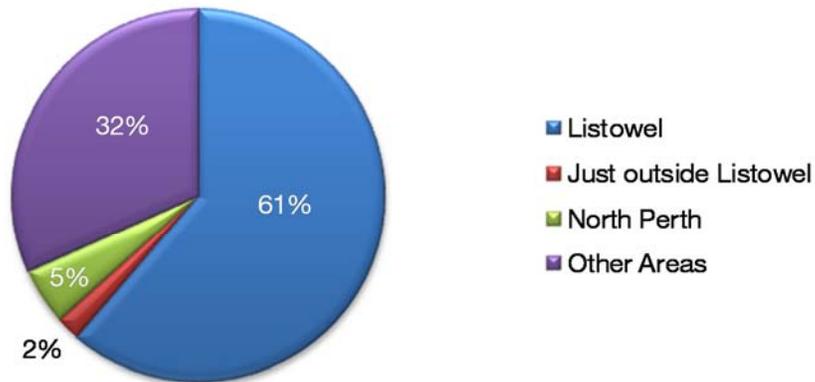
What Time Will You Leave Today?



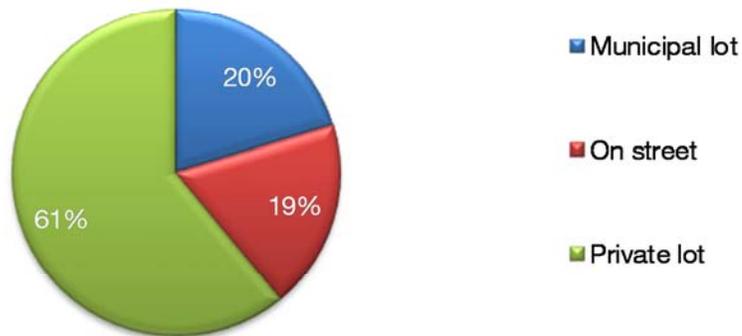
Is Your Residence Within Walking Distance of Downtown?



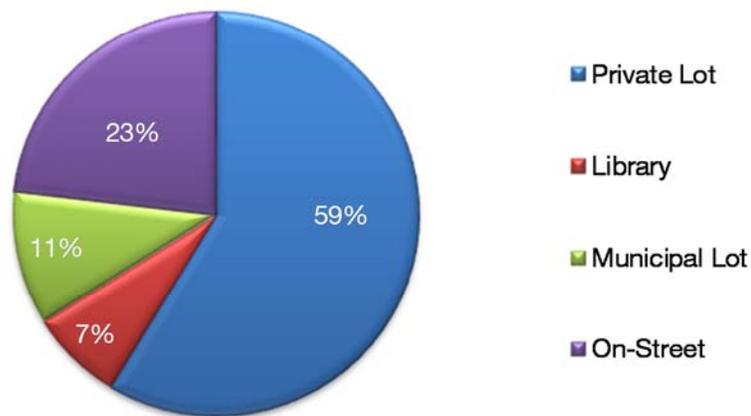
In What City/Town Do You Live?



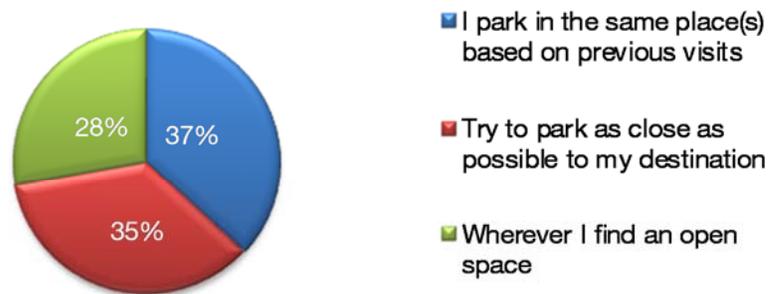
Parking Location



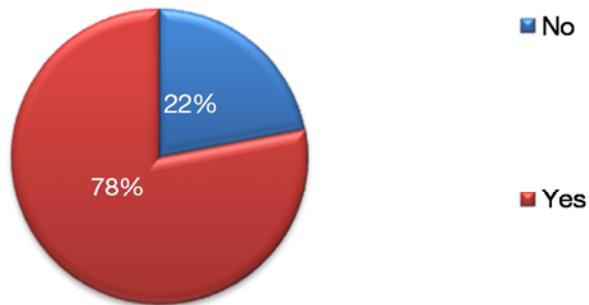
Specific Parking Location



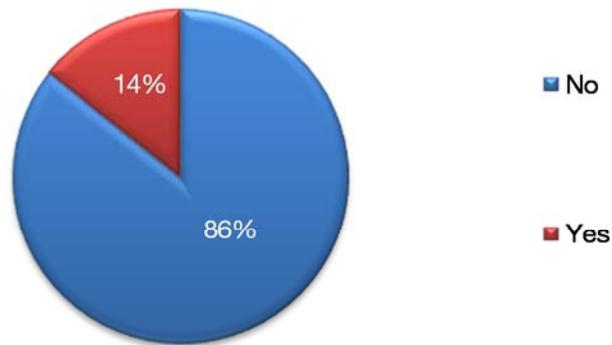
How Do You Locate Parking When You Visit the Area?



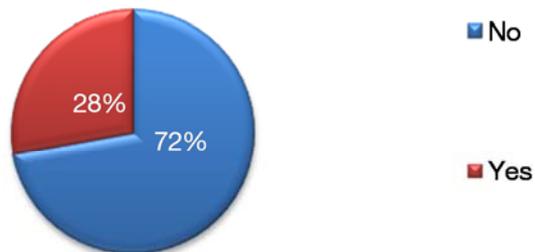
Parking Supply in Downtown is Adequate



Finding Parking was Difficult



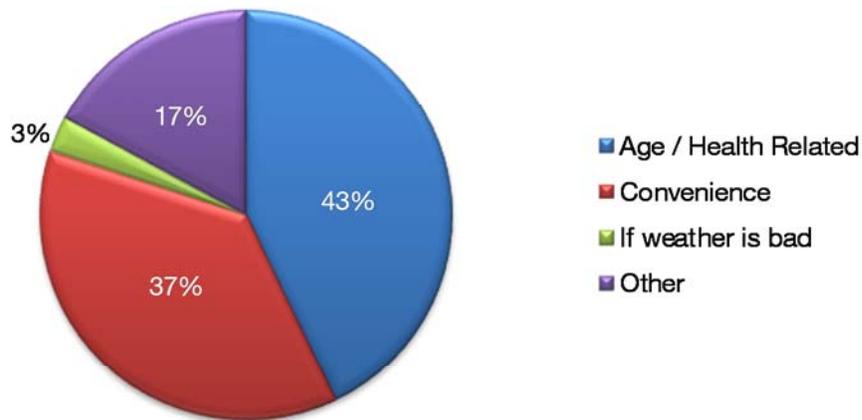
Have You Ever Left Because You Couldn't Find Parking?



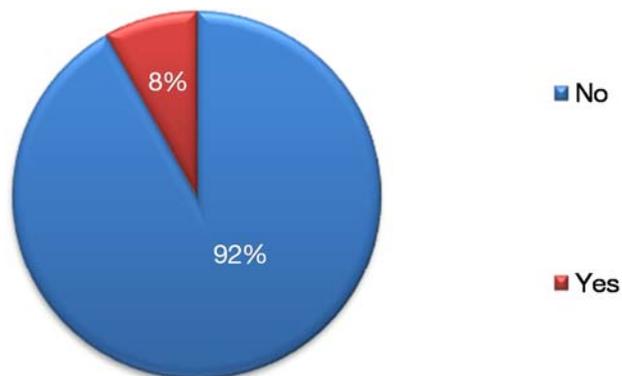
Do you Re-Park Your Car if Visiting Multiple Establishments?



Why do you re-park your car?



Would You Pay for Parking?

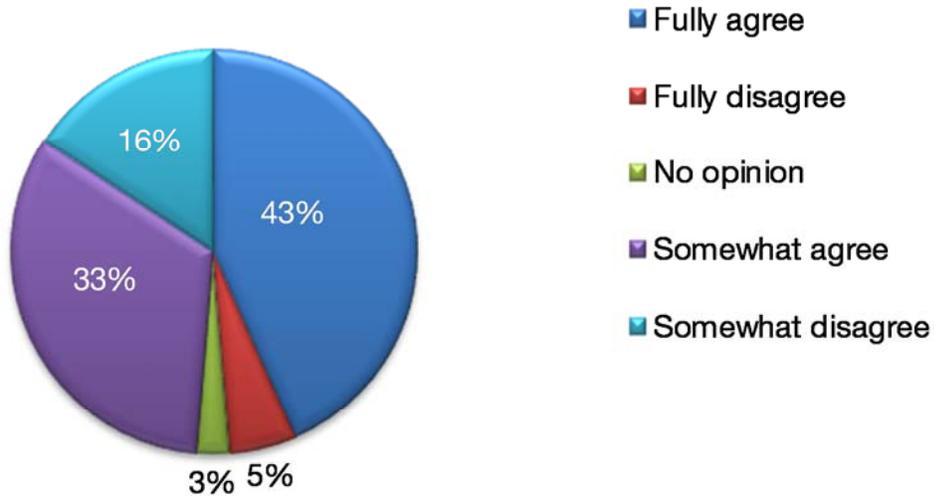


Appendix D

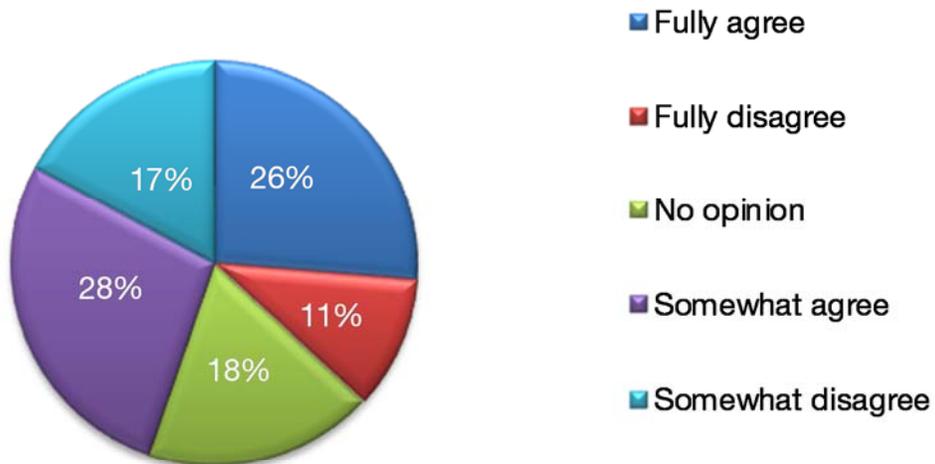
Business Opinion Survey Results



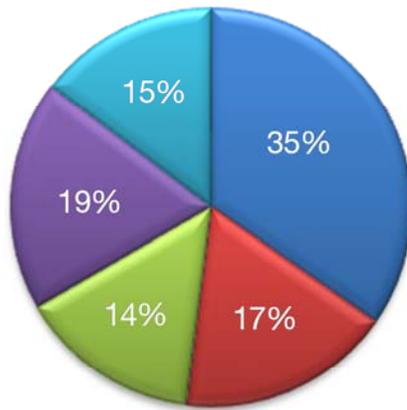
Should More Parking be Provided?



Parking Management Needs to be Addressed

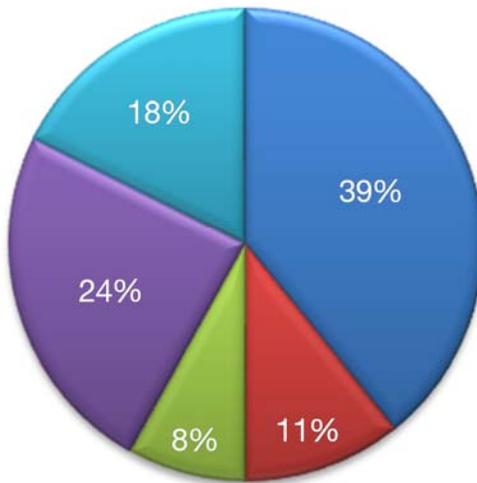


Downtown Employees Using Parking is of Concern



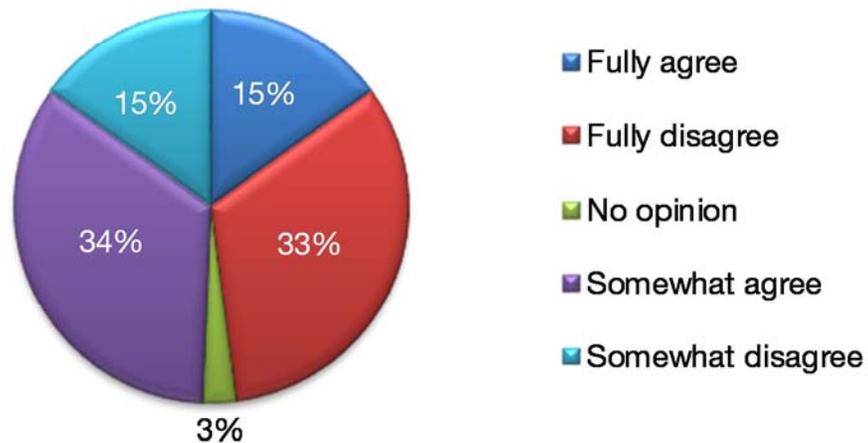
- Fully agree
- Fully disagree
- No opinion
- Somewhat agree
- Somewhat disagree

There is a Need for Employee Parking

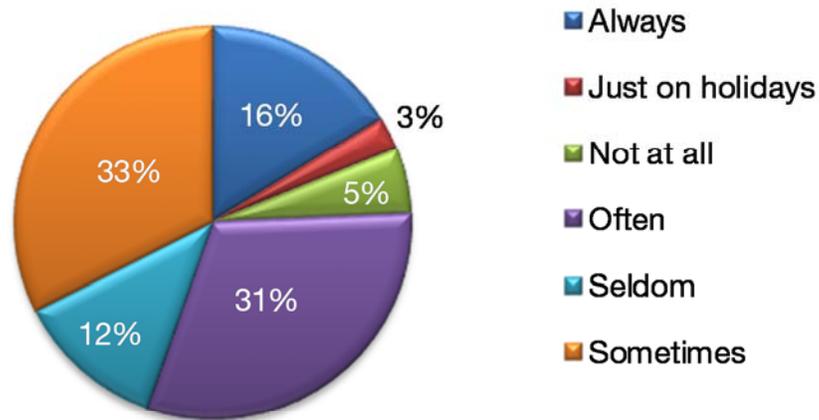


- Fully agree
- Fully disagree
- No opinion
- Somewhat agree
- Somewhat disagree

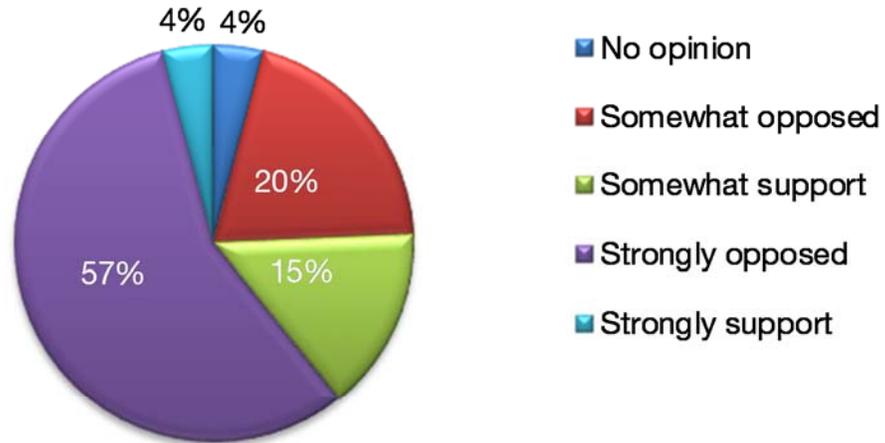
There is an Adequate Supply of Parking in the Downtown



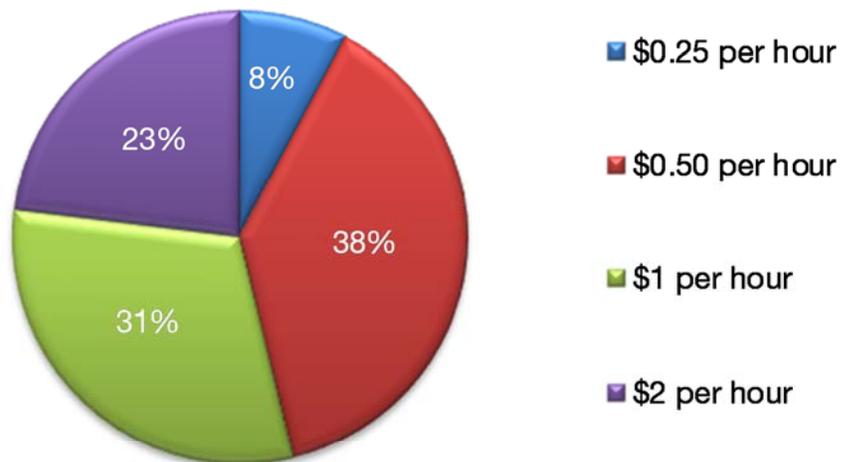
How Frequently is There a Shortage of Parking?



Are you in Support of Pay Parking?



Suggested Parking Rates



General Parking Provisions

- ▶ Pay for parking solves parking problems;
- ▶ Pay parking would create more available parking;
- ▶ Pay parking is for big cities, this is a small, warm community we should not have to pay to park when it's already difficult to find employment in the area;
- ▶ Better enforcement – wouldn't require metres;
- ▶ Need better signage;
- ▶ Parking is better than it used to be;
- ▶ Big concern with employee parking;
- ▶ Trucks park on Main Street for deliveries, etc. during "prime" time;
- ▶ Sometimes have issues with 4-signed spots being used by apartment tenants;
- ▶ Corner parking on Inkerman (across from Shoppers) limits visibility coming from back alley onto Inkerman;
- ▶ Lady who does enforcement is rarely seen;
- ▶ Dedicated parking for business, make sure employees don't park on Main Street, stop real estate agents from parking on-street all day;
- ▶ Need more handicapped parking on Main Street;
- ▶ Need more enforcement, shopping carts from Giant Tiger are hazard to traffic and left all over the street and block store doors;
- ▶ Giant Tiger employees park on-street;
- ▶ I believe there is enough parking, it's a matter of getting employees to park in peripheral lots and walk;
- ▶ Small businesses are going to be hit with big box stores so why discourage shopping downtown by adding a fee to park and shop in the downtown area? You would be turning people away from the downtown;
- ▶ Need more parking at Town Centre;
- ▶ In the morning people park on-street in front of Tim Hortons and block traffic;
- ▶ Not enough handicapped parking, they are used by capable drivers;
- ▶ Opposed to pay parking;
- ▶ Parking on Inkerman across from Shoppers a concern – more parking since clinic has been built;
- ▶ Parking tickets have to go;
- ▶ Senior signage for both corners at Davidson. No parking on north side – visibility hazard for seniors;
- ▶ Snow removal is a problem since some vehicles park all night; and
- ▶ Ticketing is bad for downtown business.



Appendix E

Parking Standards Review



Table E.1: Comparison of Parking Requirements

TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Home Occupation	N/A	1 p/s for area greater than 10m ² , plus residential use requirements	1 p/s	10 p/s plus residential use requirements	2 p/s	N/A	N/A
Long Term Care	1 p/s per 4 beds plus 1 additional p/s for every 2 employees	0.5 spaces per bed	1 p/s for every 6 patient beds, plus one additional p/s for every 2 employees on the largest shift	1.5 p/s for every 2 beds	1 p/s for every 4 beds	0.52 p/s per bed	OK
Hospital	N/A	1.5 p/s for each bed	1 p/s for each bed at rated capacity	3 p/s for every bed	1 p/s for every 2 beds	5.19 p/s per bed	N/A
Medical Laboratory and Medical Clinic	5 parking spaces per practitioner (e.g. doctor, dentist).	1 space per 16.5 m ² net floor area	4 p/s for each specialist and 5 parking spaces for each general practitioner	N/A	N/A	1 space per 23 m ²	OK
Place of Worship	1 p/s per 4 persons of maximum designed capacity in the sanctuary	greater of 1 p/s for every 6 person capacity or 1 p/s per 10m ² of net floor area of worship areas and accessory uses excluding residential uses	1 p/s for every 8 seats or 5 metres of pew space, or part thereof	1 p/s for every 3 seating spaces	1 p/s for every 10 seating spaces	0.21 p/s per seat	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Elementary School	The greater of a) 1.5 p/s per classroom, or b) 1 p/s per 2.7 m ² of assembly area (e.g. auditorium)	1 p/s for each 100 m ² plus 1 p/s for every portable	1 p/s for each teacher, plus 1 p/s for every 2 employees other than teachers	3 p/s for each administrative and class room	2 p/s for each class room	0.36 p/s per student	OK
Secondary School	The greater of a) 5 p/s per classroom, or b) 1 p/s per 2.7 m ² of assembly area (e.g. auditorium).	1.5 p/s for each 100 m ² plus 1 p/s for every portable	1 p/s for each teacher, plus 1 p/s for every 2 employees other than teachers, plus 1 p/s for every 20 students enrolled in day time classes	1 p/s for each teacher, employee and administrative staff, plus 5 p/s for each class room	1 p/s for every 8 students, plus 2 p/s for each class room	0.29 p/s per student	May want to consider student capacity
Restaurant	1 p/s per 18.5 m ² of ground floor area	1 p/s per 15 m ²	N/A	1 p/s for every 4 seats	1 p/s for every 6 seats	0.36 p/s per seat	May want to consider design capacity (# of seats)
Community Centre / Assembly Hall	1 p/s per 5 persons of maximum designed capacity	1 p/s per 15 m ²	1 p/s for every 8 fixed seats and 1 p/s for every 10 square metres of usable floor area, or part thereof	N/A	N/A	1 p/s per 18.5 m ²	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Dance Hall or Banquet Hall	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Bed & Breakfast	2 p/s per dwelling unit plus 1 p/s per guest	1 parking space per guest room	N/A	1 p/s for each rentable room, plus 3 p/s for the principal dwelling	1 p/s for each rentable room, plus 2 p/s for the principal dwelling	N/A	OK
Hotel and Motel	1 p/s per 2 employees plus 1 p/s per guest room	1 p/s for each guest room plus the 1 space per 10m ² devoted to meeting, dining and banquet facilities	1 p/s for each guest room plus the applicable requirement contained herein for the other hotel, motel, or motor-hotel uses	1.25 p/s for each rentable room/suite, plus 10 p/s for every 100 sq. ft. of conference/ banquet/ restaurant area	1 p/s for each room/lodging unit	1.02 to 1.14 p/s per room	May want to consider associated conference / restaurant and banquet uses
Tavern or Licensed Dining Room/ Restaurant	1 p/s per 4 persons of maximum designed capacity	1 p/s per 15 m ²	1 p/s for every 4 persons according to designed maximum capacity of beverage rooms, cocktail lounges and taverns as determined by the Fire Marshall or the Liquor License Board of Ontario whichever is the lesser	N/A	N/A	N/A	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Restaurant-excluding a Licensed Dining Room	1 p/s per 18.5 m ² of ground floor area	1 p/s per 15 m ²	N/A	N/A	N/A	0.67 p/s seat	May want to consider design capacity (# of seats)
Restaurant-Fast Food, with a Drive-Through	1 p/s per 2 employees plus 2 p/s per serving window	N/A	N/A	5 standing p/s in addition to other applicable requirements	3 standing p/s in addition to other applicable requirements	0.57 p/s per seat	OK
Restaurant-Fast Food, without a Drive-Through	N/A	N/A	N/A	1 p/s for every 50 square feet	1 p/s for every 100 square feet	0.77 p/s per seat	N/A
Restaurant, Take-Out	1 p/s per 18.5 m ² of ground floor area	N/A	N/A	1 p/s for every 200 square feet of gross floor area	1 p/s for every 250 square feet of gross floor area	N/A	OK
Bowling Alley	3 p/s per bowling lane	1 p/s per 15 m ²	2 p/s for each bowling lane	5 p/s for each bowling lane	2 p/s for each bowling lane	5.6 p/s per bowling lane	OK
Theatres	1 p/s per 5 persons of maximum designed capacity	1 p/s per 6 seats or 1 space per 10m ²	1 p/s for every 8 seats, or part thereof	N/A	N/A	0.39 p/s per seat	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Billiard or Pool Room	N/A	1 p/s per 6 seats or 1 space per 10m ²	1 p/s for every 10 square metres of usable floor area, or part thereof	1 p/s for every 2 persons at max. capacity, plus 1 p/s for each employee	1 p/s for each billiard/pool table	6.6 p/s per 100 sq. metres gross floor area	N/A
Private Club	1 p/s per 18.5 m ² of gross floor area	1 p/s per 15 m ²	1 p/s for every 10 square metres of usable floor area, or part thereof, or p/s to be provided in accordance with the requirements for a tavern, whichever is greater	N/A	N/A	N/A	OK
Country Club	N/A	N/A	N/A	1 p/s for each member	1 p/s for every 5 members	N/A	N/A
Personal Service Shop	1 p/s per 30 m ² of ground floor area plus 1 p/s per 60 m ² of remaining gross floor area	1 p/s for every 20 square metres of usable floor area, or part thereof	1 p/s for every 20 square metres of usable floor area, or part thereof	8 p/s for every 1,000 sq. ft. of gross floor space	1 p/s for every 200 sq. ft. of basement and first floor and 1 p/s for every 300 sq. ft. of additional floor area for customer service	N/A	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Funeral Home	4 parking spaces plus 1 p/s per 4 seats of maximum capacity	1 p/s for every 20 square metres of usable floor area, or part thereof	20 p/s	1 p/s for every 3 persons at maximum capacity	.25 p/s for each seat at chapel capacity, plus .33 p/s for each employee	N/A	OK
Laundromat	N/A	1 p/s for every 20 m ²	1 p/s for every 4 washing and dry cleaning machines	1 p/s for every 9 sq. m.	1 p/s for every 23 square m.	N/A	N/A
Dry Cleaning Facility	N/A	1 p/s for every 20 m ²	N/A	1 p/s for every 9 sq. m.	1 p/s for every 46.5 sq. m.	0.52 p/s per 20 square metres	N/A
Farm Product Outlet	N/A	N/A	10 p/s	1 p/s for every 200 square feet	1 p/s for every 300 square feet	N/A	N/A
Animal Hospital or Animal Kennel	N/A	1 space per 16.5 m ² net floor area	1 p/s for every 18 square metres of usable floor area, or part thereof, plus one additional parking space for every 4 employees	N/A	N/A	1 p/s per 40 square metres	N/A



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Office	1 p/s per 18.5 m ² of gross floor area	1 p/s for every 30 square metres of usable floor area, or part thereof	1 p/s for every 20 square metres of usable floor area, or part thereof	N/A	N/A	3.7 p/s per 100 square metres	HIGH
Office Support Service Establishment	N/A	N/A	N/A	3.5 p/s for every 1,000 square feet	1 p/s for every 500 square feet	N/A	N/A
Bank or Financial Institution	N/A	1 p/s for every 25 square metres of usable floor area, or part thereof	1 p/s for every 15 square metres of usable floor area, or part thereof	1 p/s for every 100 square feet	1 p/s for every 250 square feet	5 p/s per 100 square metres	OK
Retail	1 p/s per 30 m ² of ground floor area plus 1 p/s per 60 m ² of remaining gross floor area	1 p/s for every 30 square metres of usable floor area, or part thereof	1 p/s for every 30 square metres of usable floor area, or part thereof	7 p/s for every 90 square metres	1 p/s for every 20 square metres	1 p/s per 23 square metres	OK
Merchandise Service Shop	1 p/s per 30 m ² of ground floor area plus 1 p/s per 60 m ² of remaining floor area	1 p/s for every 20 square metres of usable floor area, or part thereof	1 p/s for every 30 square metres of usable floor area, or part thereof	7 p/s for every 1,000 square feet	1 p/s for every 200 square feet	4.4 p/s per 100 square metres	OK
Shopping Plaza with Three or More Units	N/A	1 p/s for every 20 square metres of usable floor area, or part thereof	N/A	N/A	N/A	1 p/s per 28 square metres	N/A
Mixed Use Residential / Office Complex	N/A	N/A	N/A	N/A	N/A	N/A	Should develop standard according to type and size



							of various uses
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TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Industrial or Wholesale Establishment/	1 p/s per 55 m ² of gross floor area	1 p/s for every 80 square metres of usable floor area, or part thereof	1 p/s for every 90 square metres of usable floor area, or part thereof, or 1 p/s for every 2 employees on the largest shift, whichever is greater	N/A	N/A	1 p/s per 83 square metres	High
Industrial Establishment	3 p/s for every 4 employees on shift (including office staff)	Varies from 1 p/s per 60m ² to 1 p/s per 170 m ² depending on size and amount of office.	N/A	1 p/s for every 500 square feet	1 p/s for every 1000 square feet	1 p/s per 83 square metres	May also want to consider gross floor area
Other Non-residential Uses	N/A	N/A	1 p/s for every 35 square metres of usable floor area, or part thereof	N/A	N/A	N/A	N/A
One, Two, Three & Four Family Dwelling Homes & Vacation Homes	1.5 p/s per dwelling unit	2 p/s for each dwelling unit	2 p/s for each dwelling unit	3 p/s for each dwelling unit	1 p/s for each dwelling unit	N/A	OK



TYPE OF USE	MUNICIPALITY OF NORTH PERTH MINIMUM STANDARD	TOWN OF CALEDON MINIMUM STANDARD	DUNNVILLE MINIMUM STANDARD	MOST RESTRICTIVE FROM APA SURVEY	LEAST RESTRICTIVE FROM APA SURVEY	85 TH % ITE PEAK PARKING GENERATION	COMMENTS
Single Detached, Semi-Detached, Duplex	2 p/s for each dwelling unit	2 p/s for each dwelling unit	N /A	2 to 3 p/s for each dwelling unit	1 p/s for each dwelling unit	2 p/s for each dwelling unit	OK
Town House	1.5 p/s per dwelling unit	2 p/s for each dwelling unit + 0.25 visitor p/s for four or more dwellings	2 p/s for each dwelling unit	2.5 p/s for each dwelling unit	1 p/s for each dwelling unit	1.8 p/s per dwelling unit	OK
Seniors Retirement	1 p/s per dwelling unit plus 1 visitor space per 5 dwelling units	1.5 for each dwelling unit + 0.25 visitor per dwelling	1.5 for each dwelling unit	3 p/s for each dwelling unit	1 p/s for each dwelling unit	1.5 p/s per dwelling	OK
Dwelling Unit in a Non-Residential Building	N/A	1 per 70m ² to a maximum of 2 p/s	1 for each dwelling unit	N/A	N/A	N/A	N/A
Boarding and Lodging House	1 p/s per dwelling unit plus 1 p/s per room for rent	2 p/s for each dwelling unit plus 1 additional space for each guest room	2 p/s for each dwelling unit plus 1 additional space for each guest room	2 p/s for each bedroom	1 p/s for each 2 bedrooms	N/A	May want to increase dwelling unit requirement
Guest House	N/A	2 p/s for each dwelling unit plus 1 additional space for each guest room	2 p/s for each dwelling unit plus 1 additional space for each guest room	1 p/s for each rentable room, plus 3 p/s for the principal dwelling	1 p/s for each rentable room, plus 2 p/s for the principal dwelling	N/A	N/A
Day Care/ Nursery	N/A	1 p/s per staff + 1 p/s per 30m ²				1.53 per staff or 0.26 per child	N/A

