

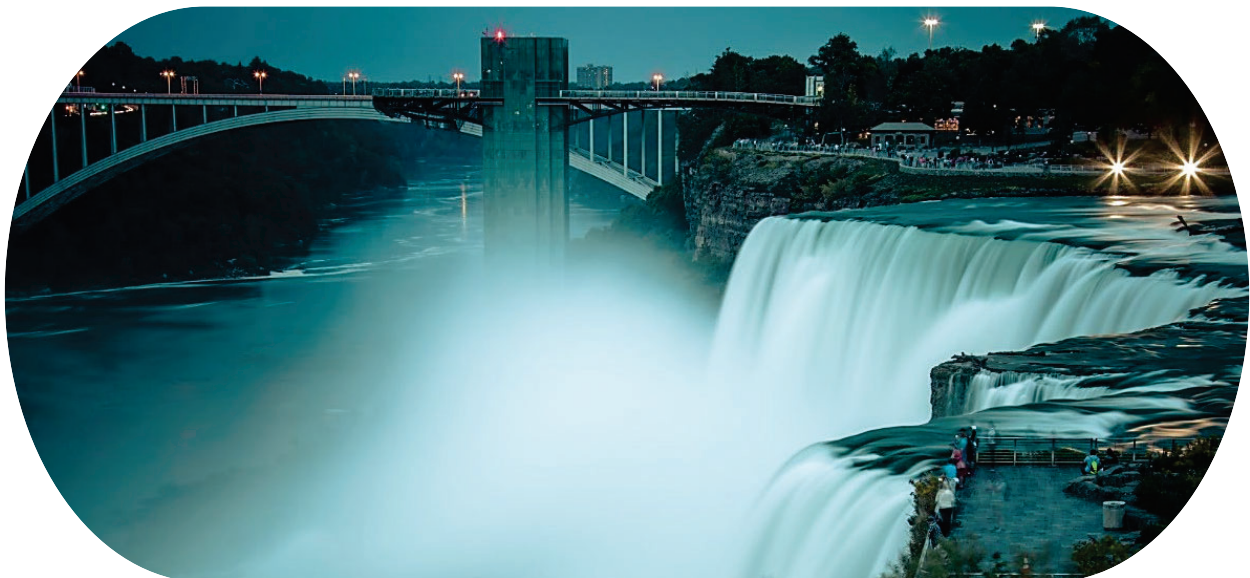
Prepared For:
Residence on Niagara Inc.



PARKING IMPACT ASSESSMENT

FINAL REPORT

November 3, 2023



PROPOSED STACKED TOWNHOUSE DEVELOPMENT

5858, 5866, AND 5882 DUNN STREET

NIAGARA FALLS, ONTARIO



Prepared By:
Quinta International Inc.

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1 PROJECT OVERVIEW

Quinta **International** Inc. (QI) was retained by Residence on Niagara Inc. (RNI) to undertake Transportation Impact Assessment (TIA) and Parking Impact Analysis (PIA) for the proposed stacked townhouse development on 5858, 5866, and 5882 Dunn Street in Niagara Falls, Ontario. The Transportation Impact Assessment (TIA) report will be submitted under a different cover.

The current land use on 5858, 5866, and 5882 Dunn Street is two single detached residential dwellings. Based on the latest version of the site plan received from RPD Studio on September 15, 2023, the client is proposing to demolish these two existing dwellings, to construct four (4) 3-storey stacked townhouse developments, consisting of 72-units in total, each of 700 – 800 sq. ft. in size. Two (2) 3-storey stacked townhouses will comprise of 15 units and the other two (2) 3-storey stacked townhouses will contain 21 units.

One (1) new site driveway is proposed to service the site with accesses provided from Dunn Street¹. Per this site plan, 79 parking spaces in total (i.e., 75 regular parking and 4 accessible parking) are proposed for this development, at a parking rate of 1.10 parking spaces/unit. The PIA will assess the parking needs and impacts of the stacked townhouse development project.

Below is an excerpt of the site plan in **Figure 1-1**, and the detailed version of the site plan is provided in **Appendix A**.



Figure 1-1: Excerpt of the Site Plan

This report has been prepared based on the scope of work identified in the pre-consultation comments received from Transportation department of the City of Niagara Falls (City), information provided by client, client's representative RPD Studios (RPD) and Pyramid Traffic Inc., meeting and discussion with the

¹ Dunn Street is identified as a Regional Road between Drummond Road and Stanley Avenue in Schedule C of the Official Plan of the City of Niagara Falls.

City's Transportation staff related to the Terms of Reference (TOR) that was submitted to the City, and approved methodology from industry approved standards and guidelines.

2 PROJECT SITE

The project site is located on the south side of Dunn Street, east of Orchard Avenue and west of Ailanthus Avenue. The proposed site driveway is located approximately 30 m to the east of the existing site driveway to the APL located on the west side. The location of project site with respect to the site driveway of the APL and Ailanthus Avenue, is shown in **Figure 2-1**.



Figure 2-1: Project Location and Adjacent Road Network

3 PRE-CONSULTATION

At the onset of the study, the following review agencies were contacted for their input on any specific issues or concerns related to this development: The City of Niagara Falls (City), and Regional Municipality of Niagara (Region). As part of the pre-consultation, terms of reference (TOR) were prepared and submitted to the City, and approval was received prior to undertaking the analysis.

The feedback received pertaining to PIA are summarized below:

- Undertake parking survey of two proxy sites to determine parking demand to support the reduction of parking rate below 1.25.
- Assess parking impact analysis for the proposed development.

4 PARKING IMPACT ANALYSIS

As mentioned earlier, the proposed development will consist of four (4) 3-storey stacked townhouse developments consisting of 15 to 21 units per stacked townhouse, totalling to 72-units. The anticipated uses of the proposed development are residential uses for smaller families, and rental properties of investors that would be used for tourist accommodation (local and international).

4.1 MUNICIPAL ZONING BY-LAW REQUIREMENTS

Per the City of Niagara Falls’s Zoning By-law 79-200, the proposed 3-storey stacked townhouse with 15 to 21 units per stacked townhouse is classified as “Dwelling containing 3 or more dwelling units”. Per this by-law the minimum parking space requirement for this land use is 1.4 parking space for each dwelling unit. There is no specific visitor parking requirement for this land use in the by-law.

Based on the zoning requirement, the proposed development for 72 dwelling units requires 101 parking spaces. 79 parking spaces in total (i.e., 75 regular parking and 4 accessible parking) are proposed for this development. This results in a deficit of 22 parking spaces per the municipal zoning requirements. The summary of the parking requirements per zoning by-law and parking supply is summarized in **Table 4-1**.

Table 4-1: Parking Requirements per City of Niagara Falls Zoning By-law 79-200

5858 Dunn Street, Niagara Falls, Ontario						
Land Use and By-law Information	Dwelling Units	Parking Rate per Zoning By-Law 79-200	Parking Requirement (space)	Parking Supply (space)	Deficit / Surplus Parking (space)	Parking Rate per Development Proposal
Land Use Description per Development Proposal						
3-Storey Stacked Townhouse with 15 to 21 units per Stacked Townhouse	72	1.4	101	79	-22	1.1
Class of Use, Building or Structure identified per Zoning By-Law 79-200						
Dwelling containing 3 or more dwelling units*						

4.2 MINIMUM PARKING REQUIREMENTS OF ADJACENT MUNICIPALITIES

The City’s by-law does not specifically identify the resident versus visitor parking requirement for this land use. Therefore, a literature review was undertaken to determine minimum parking requirements for similar land uses of adjacent municipalities, and to identify if their by-laws provided resident versus visitor parking requirements.

Our review showed that for this land use category, minimum parking space requirements per zoning requirements for all adjacent municipalities² (i.e., City of St. Catharines, City of Welland, and City of Hamilton), is equal to 1 parking space per unit. Our review results are summarized in **Table 4-2**. Moreover, visitor parking requirement is not specifically identified for this land use in their respective by-laws.

² City of Thorold was not considered as the minimum parking rates for this land use is currently under appeal.

Additionally, a review of shared parking needs for residents and visitors showed that the timings for the peak visitor parking demand are different from the timings for the peak resident parking demand. Therefore, these minimum parking requirements are a total of resident and visitor parking spaces.

Table 4-2: Summary of Parking Requirements of Other Municipalities

Municipality	Zoning By-law	Category	Parking Requirements
City of St. Catharines	2013-283	Townhouse	1 space per unit*
City of Welland	2017-117	Multiple Dwelling	1 space per unit*
City of Thorold	60-2019	Dwelling, townhouse	2 spaces per unit* (<i>under appeal</i>)
City of Hamilton	17-240	Multiple Dwelling	1 space per unit*
*Visitor parking requirement is not identified specifically			

The City of Thorold’s minimum parking requirement of 2 spaces per unit is currently under appeal.

Moreover, the City of Niagara Falls is currently undertaking a parking study to assess the continued suitability of the minimum parking rate in effect in the municipal Zoning By-law 79-200. At the time of writing this report the results were not available.

Therefore, taking into consideration that the City of Thorold’s minimum parking requirement of 2 spaces per unit is under appeal, the City of Niagara Falls is assessing the continued suitability of minimum parking requirement of 1.4 spaces per unit, and other municipalities in and around the City is using a minimum parking requirement of 1 space per unit, the minimum parking rate for this land use can be reduced below 1.4 parking spaces per unit.

4.3 SURROGATE SITE PARKING DEMAND

4.3.1 Proxy Sites

Two proxy sites within the urban boundary of the City of Niagara Falls, were identified to estimate the parking demand. The details of the proxy sites are provided below:

Proxy Site # 1: 6065 McLeod Road, Niagara Falls, Ontario

This recently constructed townhouse of 54 units is similar in form and characteristics to the proposed development and is also located on a regional road in close proximity to transit services, and was approved as a proxy site by the City’s transportation staff. This development has 54 residential parking spaces and 15 visitor parking spaces, totalling to 69 parking spaces. Based on this, the parking ratio for this proxy site is 1.28.

This proxy site # 1 has 15 designated visitor parking spaces, and the images of the visitor parking spaces captured during the parking survey are provided in **Appendix B**. Proxy site # 1 information is provided in **Appendix C**.



Proxy Site # 2: 6591 Montrose Road, Niagara Falls, Ontario

This townhouse development was also recently constructed and is similar in form and characteristics to the proposed development and is also located on a regional road in close proximity to transit services. This development has 26 units. This proxy site was also approved by the City's transportation staff. This development has 26 resident parking spaces and 7 visitor parking spaces, totalling to 33 parking spaces. Based on this, the parking ratio for this proxy site is 1.27.

This proxy site # 2 also has 7 designated visitor parking spaces, and the images of the visitor parking spaces captured during the parking survey are provided in **Appendix D**. Proxy site # 2 information is provided in **Appendix E**.



4.3.2 Proxy Site Parking Survey

Proxy site parking surveys were undertaken by Pyramid Traffic Inc., and the data that was received for the analysis is provided in **Appendix C & E**. Survey methodology is summarized below:

- Parking counts were collected from 6:00 am to 12:00 am (midnight) on Thursday, October 5, 2023, Friday, October 6, 2023, Saturday, October 7, 2023, to Sunday, October 8, 2023.
- Surveyors checked if resident versus visitor parking spaces were identified on the proxy site parking lots.
- Spot count was undertaken in the parking area at the start of each survey date which recorded the number of vehicles already parked in the resident versus visitor parking spaces.
- Survey recorded the number of vehicles entering and exiting the site driveway in 30-minute intervals.
- Parking counts completed at the proxy locations were broken down into the following two categories: Resident parking, and Visitor parking.

4.3.3 Survey Results

The proxy site statistics and parking survey results are summarized in **Table 4-3**, and detailed survey information is provided in **Appendix C & E**. Parking is currently prohibited along McLeod Road and Montrose Road, in the vicinity of the proxy sites. No parking violations were observed during the course of the parking study.

Table 4-3: Proxy Sites Site Characteristics

Proxy Sites	Proxy Site # 1 6065 McLeod Road		Proxy Site # 2 6591 Montrose Road	
Land Use Type	Multifamily residence with more than 5 units		Multifamily residence with more than 5 units	
Number of Units	54		26	
Parking Supply	69		33	
Parking Supply Ratio	1.28		1.27	
Proxy Survey Results	Peak Parking Demand	Peak Parking Demand Rate	Peak Parking Demand	Peak Parking Demand Rate
Thursday, October 5, 2023	29	0.54	20	0.77
Friday, October 6, 2023	37	0.69	21	0.81
Saturday, October 7, 2023	38	0.70	23	0.88
Sunday, October 8, 2023	40	0.74	24	0.92
Peak Parking Demand Rate	0.74		0.92	
Peak Period of Parking Demand	11:30 PM on Sunday		11:30 PM on Sunday	

4.4 PARKING DEMAND FOR PROPOSED DEVELOPMENT

To estimate the parking demand for the proposed development, it was assumed that because of the similarity of the proxy sites in characteristics to the proposed development, the peak parking rate of the proposed development would correspond to the average of the peak parking rates observed at the two proxy sites.

The average of the peak parking demand rate of the two proxy sites was applied to the proposed development to estimate the future parking demand, and the summary is shown in **Table 4-4**. Based on estimated parking demand, the proposed development is anticipated to have 19 surplus parking spaces. Therefore, based on this estimate, the parking supply for the proposed development can accommodate the anticipated parking demand.

Table 4-4: Estimated Parking Demand of Proposed Development

No. of Units	Peak Parking Demand Based on Proxy Site		Parking Supply of Proposed Development		Surplus or Deficit
	Average Rate	Required Space	Proposed Rate	Provided Space	
72	0.83	60	1.1	79	+19

5 RATIONAL FOR REDUCED PARKING DEMAND

5.1 INTENDED USE

The units for the proposed developments are smaller in size such as in the range of 700 – 800 sq. ft. and so the proposed development is intended for individuals or smaller families, preferring to own only one vehicle. As developments of various size and scale continues to occur within the City, these units provide an opportunity to fill in a specific housing demand and private vehicle ownership.

Moreover, a component of this property will be used as rental property for accommodating local and international tourists. Due to the availability of transit services, frequency of transit operations, and availability of other ride share services, the need for using rental cars that would require designated parking spaces would be reduced.

5.2 TOURIST ORIENTED LOCATION

The location of the proposed development is in the tourist-oriented area of the City and is within walkable distance to the Horseshoe Falls. Due to its close proximity to tourist attractions and also due to lack of parking spaces in the tourist areas, trips are more likely to be made by other modes of transportation.

5.3 MODE SPLIT TARGET

The existing TMP done in 2011 assumes 18% total non-auto use for the City, due to increasing transit share to 3.2% and implementation of TDM policies. The proposed development with a reduced parking supports this goal of the City to achieve a higher mode split ratio for transit and as a result would generate revenue for the City from increased transit usage.

5.4 TRANSIT OPERATIONS AND FREQUENCY

Dunn Street is a Regional Road and on-street parking is prohibited on Dunn Street on the section of the road in walkable distance to the proposed development. The adjacent parking lot, APL, is currently a private parking lot for valet parking operations for linked hotels only. The nearest public parking lot (i.e., Public Parking by Ritz Inn) is located at a walkable distance of approximately 375 m to the east of the proposed development. Additionally, eastbound and westbound transit stops from this parking lot are at a distance of approximately 60 – 80 m. Three transit lines (101, 112, and 206) provides direct westbound

connectivity from the transit stop to the proposed development, and each service is at a frequency of minimum 30-minutes interval. And, two transit lines (101 and 112) provides direct eastbound connectivity from the proposed development to the transit stop, and each service is at a frequency of minimum 30-minutes interval.

5.5 ACTIVE TRANSPORTATION CONNECTIVITY

The site design supports active transportation connectivity to adjacent public infrastructure. This will facilitate shift away from automobile dependence towards sustainable forms of transportation like transit and active transportation.

5.6 PUBLIC PARKING

Lack of public parking in the tourist-oriented area and the higher parking fees will encourage tourists/renters to use other modes of transportation like transit or ride share services, thus generating revenue for the City.

5.7 RESIDENT VS VISITOR SHARED PARKING

The minimum parking requirement of the City of Niagara Falls by-law is on the higher side as compared to other adjacent municipalities like the City of Welland, City of St. Catharines, and the City of Hamilton, which requires only 1.0 parking space per dwelling unit, in total for residents and visitors. The minimum parking requirement of by-laws of these municipalities does not specifically identify visitor parking space requirements.

5.8 POST PANDEMIC TREND

Post COVID-19 pandemic, a transition from working in office to telecommuting has resulted in a reduction in vehicle ownership. Moreover, rising economy has resulted in shared use of vehicles by multiple members, in a family.

5.9 CHANGING TREND OF NEW GENERATION

A research paper presented by Graham Haines at Ryerson University states the following: *“Automobile dependency is decreasing in North America, particularly among younger generation.”* It also states that: *“An international survey by Deloitte supports these findings – this survey suggested that young drivers (Generation Y) are more likely to give up their car when costs increase (Deloitte, 2014). The same survey also found that individuals from Generation Y preferred living in more walkable neighborhoods and are more willing to use car-share programs than older generations (Ibid).”*

6 SUMMARY OF FINDINGS

Therefore, taking into consideration the observed parking demands at proxy sites, intended use of the proposed development in a tourist oriented area, the City vision to facilitate mode shift towards sustainable transportation options, availability and ease of transit services, site design features supporting AT mode, lack of public parking spaces in tourist areas, reduced minimum parking requirement of other

municipalities, reduced automobile dependency after the pandemic, and the preference of Generation Y to use car-share programs and live in walkable neighborhoods, it is reasonable to plan for a reduced auto dependency in this area. As such, a reduced rate for parking minimums is appropriate for this development. Therefore, based on our reviews and findings, the proposed parking supply can accommodate the parking demand for the proposed development.

6.1 RECOMMENDATIONS:

- The developer should consider unbundling of parking spaces or parking cash-out programs i.e., parking spaces are not included in the base rent/purchase cost, and are rented by the tenant/owner separately.
- While lowering the resident parking supply, clear communication during sales / rental process is recommended. The developer should provide clear messaging in the sales agreement, which will inform buyers that additional parking spaces are not available and regular enforcement by the property management will occur to ensure there is no misuse of parking spaces on site.
- The developer should post information about transit services and maps of public parking lots in a common area which can be accessed by visitors to this proposed development.

7 DISCLAIMER

This Parking Impact Analysis report has been submitted to Residence on Niagara Inc. to be submitted to the City of Niagara Falls, as part of the OPA/ZBA and Site Plan application being made by RPD Studios. No changes or modifications should be made to this report or its contents, without written consent of QI. As this document is not directly submitted to the City of Niagara Falls by QI, we do not assume any responsibility for any changes that could be made to this report or its content, without our knowledge or written consent. QI does not assume any responsibility for the reliability of the data and/or information that was provided to us by the client and/or client's representatives. A copy of comments received from the City of Niagara Falls on this report will be required, for our records.

8 IN CLOSING...

During the review of this Parking Impact Analysis report, if you have any questions or need any additional clarification, please feel free to contact Sheeba Vasudevan by email at svasudevan@quintainternational.com or by a phone call at 289-700-8784.

Yours very truly,

QUINTA INTERNATIONAL INC.

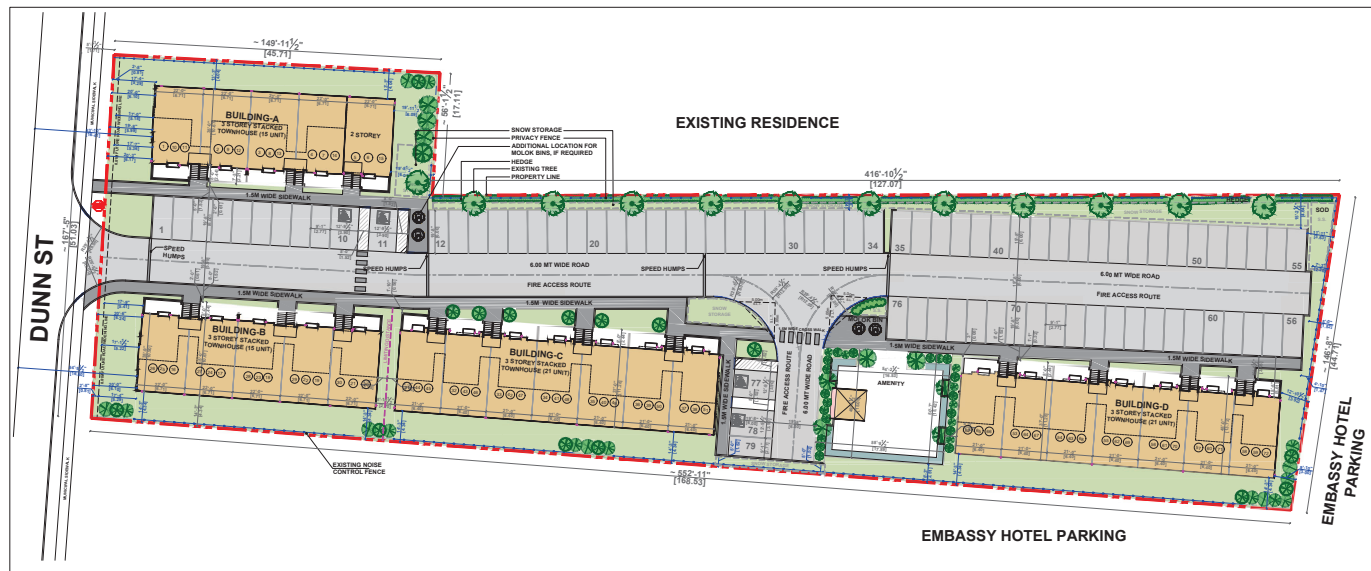


Sheeba Vasudevan, M. Eng., P. Eng.

Principal | Transportation Planning & Engineering

APPENDIX A

Site Plan



BUILDING	UNITS
A	15
B	15
C	21
D	21
TOTAL UNITS	72
REGULAR PARKING	75
BARRIER FREE PARKING	4
TOTAL PROPOSED PARKING	79 (1.10 PARKING / UNIT)

LOT AREA = 78577.72 SQ.FT (7300.11 SQ.MT.) - 100%
 LOT COVERAGE = 21854.26 SQ.FT (2030.33 SQ.MT.) - 27.81%

LEGEND:	
[Symbol]	DOWNSPOUT
[Symbol]	SNOW STORAGE
[Symbol]	S.L.T. SIGHT LIGHT TRIANGLE
[Symbol]	CONCRETE SIDEWALK
[Symbol]	PAINTED LINES
[Symbol]	PROPERTY LINE
[Symbol]	SOD
[Symbol]	ACCESSIBLE PARKING SPACE
[Symbol]	PRIVACY FENCE
[Symbol]	EXISTING NOISE CONTROL FENCE
[Symbol]	CURB CUT / DEPRESSIONED SIDE WALK

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No.	Date	Version	Drawn
1.	03/09/2023	ISSUED FOR BIDDING BY LAW	

PROJECT:
STACKED TOWNHOMES DEVELOPMENT
 8858 DUNN STREET,
 NIAGARA FALLS, ON L2G 2P1
 CANADA

DRAWING TITLE:

DRAWN BY: DATE:

CHECKED BY: SCALE: 1:250

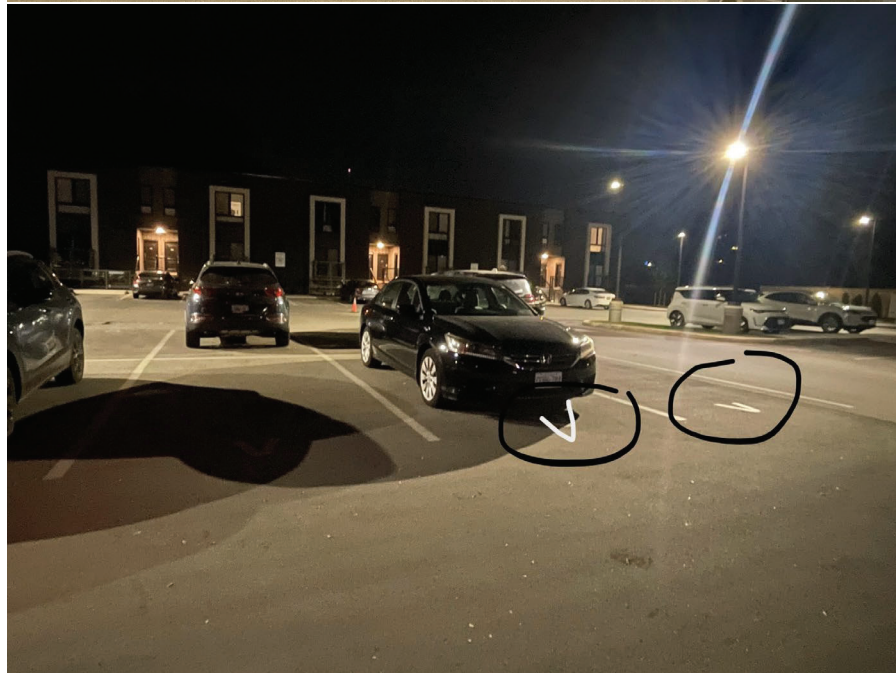
PROJECT NO.: DRAWING NO.: **A-2.0**

APPENDIX B

Proxy Site # 1: 6065 McLeod Road

Visitor Parking Images

PROXY SITE # 1: 6065 MCLEOD RD, NIAGARA FALLS
VISITOR PARKING IMAGES





APPENDIX C

Proxy Site # 1: 6065 McLeod Road

Survey Information

Proxy Site # 1 - 6065 McLeod Road
Parking Survey Day & Date: Thursday, October 5, 2023

No. of units 54

Total Parking Spaces 69

Total No. of Regular Parking Spaces 54

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 15

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 22

Only Visitor 7

6:00 am Total parked vehicles inclusive of visitor vehicles: 29

Date: 5-Oct-23

TIME	IN	OUT
6:30	2	3
7:00	1	0
7:30	1	2
8:00	0	1
8:30	1	4
9:00	2	5
9:30	1	2
10:00	3	5
10:30	3	6
11:00	4	2
11:30	2	4
12:00	5	5
12:30	3	4
13:00	3	0
13:30	1	4
14:00	1	4
14:30	3	2
15:00	5	5
15:30	4	3
16:00	0	0
16:30	6	3
17:00	6	3
17:30	6	7
18:00	2	3
18:30	1	3
19:00	2	1
19:30	2	3
20:00	1	5
20:30	5	2
21:00	6	2
21:30	3	0
22:00	5	5
22:30	4	1
23:00	2	1
23:30	1	1
0:00	0	0

Proxy Site # 1 - 6065 McLeod Road
Parking Survey Day & Date: Friday, October 6, 2023

No. of units 54

Total Parking Spaces 69

Total No. of Regular Parking Spaces 54

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 15

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 22

Only Visitor 3

6:00 am Total parked vehicles inclusive of visitor vehicles: 25

Date: 6-Oct-23

TIME	IN	OUT
6:30	1	2
7:00	0	1
7:30	1	1
8:00	1	2
8:30	2	2
9:00	0	3
9:30	0	2
10:00	4	3
10:30	4	6
11:00	1	1
11:30	3	7
12:00	3	2
12:30	1	2
13:00	3	3
13:30	3	3
14:00	1	3
14:30	3	1
15:00	3	3
15:30	4	4
16:00	1	3
16:30	6	3
17:00	3	5
17:30	5	2
18:00	1	3
18:30	5	3
19:00	6	6
19:30	4	2
20:00	5	2
20:30	4	3
21:00	4	3
21:30	3	4
22:00	1	1
22:30	6	2
23:00	9	3
23:30	5	1
0:00	3	0

Proxy Site # 1 - 6065 McLeod Road
Parking Survey Day & Date: Saturday, October 7, 2023

No. of units 54

Total Parking Spaces 69

Total No. of Regular Parking Spaces 54

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 15

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 33

Only Visitor 5

6:00 am Total parked vehicles inclusive of visitor vehicles: 38

Date: 7-Oct-23

TIME	IN	OUT
6:30	0	1
7:00	2	2
7:30	2	1
8:00	1	3
8:30	2	2
9:00	2	6
9:30	1	2
10:00	0	4
10:30	1	2
11:00	2	2
11:30	4	7
12:00	3	6
12:30	4	4
13:00	1	5
13:30	7	5
14:00	5	3
14:30	5	6
15:00	3	6
15:30	2	4
16:00	3	0
16:30	4	1
17:00	5	8
17:30	6	7
18:00	5	6
18:30	7	1
19:00	4	8
19:30	4	2
20:00	3	3
20:30	3	1
21:00	8	6
21:30	7	4
22:00	4	1
22:30	2	0
23:00	6	1
23:30	1	1
0:00	1	1

Proxy Site # 1 - 6065 McLeod Road
Parking Survey Day & Date: Sunday, October 8, 2023

No. of units 54

Total Parking Spaces 69

Total No. of Regular Parking Spaces 54

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 15

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 32

Only Visitor 7

6:00 am Total parked vehicles inclusive of visitor vehicles: 39

Date: 8-Oct-23

TIME	IN	OUT
6:30	1	1
7:00	0	0
7:30	1	2
8:00	1	2
8:30	2	1
9:00	2	3
9:30	1	5
10:00	3	2
10:30	2	6
11:00	1	5
11:30	7	11
12:00	4	7
12:30	2	6
13:00	7	5
13:30	4	6
14:00	2	1
14:30	6	5
15:00	8	9
15:30	8	4
16:00	7	7
16:30	4	1
17:00	4	4
17:30	2	2
18:00	4	3
18:30	3	4
19:00	4	6
19:30	5	4
20:00	5	4
20:30	6	3
21:00	8	5
21:30	3	3
22:00	11	6
22:30	5	1
23:00	3	2
23:30	1	0
0:00	3	3

APPENDIX D

Proxy Site # 2: 6591 Montrose Road

Visitor Parking Images

PROXY SITE # 2: 6591 MONTROSE ROAD, NIAGARA FALLS
VISITOR PARKING IMAGES





APPENDIX E

Proxy Site # 2: 6591 Montrose Road
Survey Information

Proxy Site # 2 - 6591 Montrose Road
Parking Survey Day & Date: Thursday, October 5, 2023

No. of units 26

Total Parking Spaces 33

Total No. of Regular Parking Spaces 26

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 7

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 19

Only Visitor 1

6:00 am Total parked vehicles inclusive of visitor vehicles: 20

Date: 5-Oct-23

TIME	IN	OUT
6:30	1	2
7:00	1	2
7:30	1	3
8:00	0	3
8:30	3	2
9:00	0	5
9:30	3	2
10:00	0	1
10:30	0	2
11:00	0	1
11:30	2	1
12:00	2	2
12:30	2	1
13:00	1	2
13:30	2	2
14:00	1	2
14:30	4	2
15:00	0	2
15:30	3	1
16:00	3	1
16:30	3	1
17:00	2	5
17:30	2	2
18:00	6	5
18:30	3	3
19:00	3	3
19:30	8	5
20:00	5	4
20:30	6	6
21:00	4	3
21:30	1	1
22:00	2	1
22:30	1	0
23:00	0	0
23:30	0	1
0:00	2	0

Proxy Site # 2 - 6591 Montrose Road
Parking Survey Day & Date: Friday, October 6, 2023

No. of units 26

Total Parking Spaces 33

Total No. of Regular Parking Spaces 26

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 7

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 18

Only Visitor 1

6:00 am Total parked vehicles inclusive of visitor vehicles: 19

Date: 6-Oct-23

TIME	IN	OUT
6:30	0	1
7:00	0	0
7:30	0	2
8:00	1	3
8:30	2	4
9:00	1	4
9:30	1	2
10:00	3	2
10:30	0	0
11:00	5	2
11:30	2	5
12:00	2	3
12:30	2	1
13:00	1	1
13:30	3	1
14:00	0	1
14:30	2	2
15:00	4	6
15:30	4	0
16:00	1	3
16:30	3	2
17:00	3	4
17:30	6	1
18:00	3	6
18:30	5	4
19:00	5	6
19:30	3	2
20:00	3	3
20:30	5	4
21:00	2	0
21:30	5	5
22:00	1	0
22:30	4	2
23:00	0	2
23:30	2	0
0:00	3	1

Proxy Site # 2 - 6591 Montrose Road
Parking Survey Day & Date: Saturday, October 7, 2023

No. of units 26

Total Parking Spaces 33

Total No. of Regular Parking Spaces 26

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 7

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 22

Only Visitor 1

6:00 am Total parked vehicles inclusive of visitor vehicles: 23

Date: 7-Oct-23

TIME	IN	OUT
6:30	0	0
7:00	0	1
7:30	1	2
8:00	1	0
8:30	2	3
9:00	2	5
9:30	1	1
10:00	2	3
10:30	0	3
11:00	2	3
11:30	2	1
12:00	1	3
12:30	4	3
13:00	2	3
13:30	2	1
14:00	2	5
14:30	4	2
15:00	1	2
15:30	1	1
16:00	2	2
16:30	5	6
17:00	1	2
17:30	6	3
18:00	5	4
18:30	2	4
19:00	6	6
19:30	2	4
20:00	6	2
20:30	5	5
21:00	0	1
21:30	1	1
22:00	4	2
22:30	4	2
23:00	1	2
23:30	2	0
0:00	1	0

Proxy Site # 2 - 6591 Montrose Road
Parking Survey Day & Date: Sunday, October 8, 2023

No. of units 26

Total Parking Spaces 33

Total No. of Regular Parking Spaces 26

Total No. of Accessible Parking Spaces 0

Total No. of Visitor Parking Spaces 7

Are there any other types of parking spaces identified on site (Y/N) N

Only Resident 20

Only Visitor 2

6:00 am Total parked vehicles inclusive of visitor vehicles: 22

Date: 8-Oct-23

TIME	IN	OUT
6:30	0	0
7:00	0	1
7:30	1	0
8:00	0	0
8:30	1	1
9:00	0	1
9:30	1	2
10:00	3	2
10:30	0	2
11:00	1	3
11:30	6	7
12:00	2	3
12:30	2	3
13:00	1	6
13:30	2	1
14:00	2	1
14:30	5	3
15:00	4	3
15:30	4	3
16:00	2	0
16:30	1	1
17:00	6	5
17:30	2	2
18:00	2	1
18:30	2	4
19:00	2	0
19:30	2	2
20:00	2	2
20:30	1	2
21:00	3	1
21:30	2	2
22:00	5	4
22:30	3	1
23:00	1	1
23:30	1	0
0:00	0	0