



6735 Caledonia Street City of Niagara Falls Parking Study

Paradigm Transportation Solutions Limited

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Project Summary

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Executive Summary

Content

Mount Pleasant Islamic Centre retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this parking study for the proposed expansion to the Peace Mosque located at 6735 Caledonia Street in the City of Niagara Falls.

This Parking Study (PS) has been conducted in support of the sought Zoning By-law Amendment (ZBA) application required to permit the proposed development.

Redevelopment Plans

The existing Mosque provides 175 prayer mats within a single-storey building. The property owner proposes to create a new two-storey place of worship located on the southeastern portion of the new property limits.

The redevelopment is proposing 210 total prayer mats, a 160 m² daycare space and an educational space that includes a gymnasium and will require ten (10) teachers, and two (2) employees on site.

A total of 57 delineated parking spaces are proposed to serve the overall development. The proposed supply is designed to meet the City's Zoning By-Law Parking Requirements.

The concept site plan includes six (6) short-term and six (6) long-term bicycle parking spaces. This supply meets the City's Zoning By-Law requirements.

Vehicle access is proposed via one full-moves driveway connection to Caledonia Street located near the western property limits.

Conclusions

Based upon the investigations carried out, it is concluded that:

- **Existing Site:** The existing Peace Mosque located at the municipal address of 6735 Caledonia Street in the City of Niagara Falls currently facilitates the accommodation of 175 prayer mats within a single-storey building.

Friday prayer service has been identified as the busiest operating day for the place of worship. While the facility also provides ancillary space for educational uses. It is understood



the Mosque does not operate the existing 44 m² educational space while the prayer space is in operation. That is, they do not operate concurrently. The existing educational space is noted to be multi-purpose in nature and serves as a meeting space in addition to educational uses.

The existing on-site parking supply of 36 spaces results in a parking ratio of 0.21 parking spaces per prayer mat.

- ▶ **Sight Distance Assessment:** An existing horizontal curve along Caledonia Street is noted near the proposed site driveway. To assess the available horizontal sight distances, a desktop review was completed using the methodology outlined in the TAC Guide. The sight distance requirements for the proposed site driveway are based on a design speed of 60 km/h.

The proposed site driveway satisfies all the sight distance requirements set out within the TAC guide except the *Right-Turn from Stop Sight Distance* requirements. It is noted that the driver's sight distance is limited by the driver's ability to look over their shoulder and not on-site geometry.

Additionally, drivers generally reduce their speed while traveling through horizontal curves which may in-turn reduce the required Intersection Sight Distance for a driver to turn right from a stop.

Implementing all-way stop control at the intersection of Caledonia Street and Adams Avenue could improve roadway safety near the subject site.

An all-way stop-controlled intersection would allow for a controlled crossing over Caledonia Street for pedestrians traveling to/from the subject site. It would also reduce travel speeds for vehicles traveling westbound along Caledonia Street, ensuring sufficient sight distances for drivers exiting the subject site.

▶ **Parking Review:**

- **Zoning Requirements (Vehicle):** The City of Niagara Falls Zoning By-Law No. 79-200 vehicle parking requirements are provided below:
 - Place of Worship: 1 parking space per 5 prayer mats
 - Educational: 1 parking space for each teaching staff plus 1 additional parking space for each 2 employees.
 - Daycare: 1 parking space per 40 m² of GFA

The proposed redevelopment has a Zoning By-law requirement of 57 vehicle parking spaces, with a proposed



supply of 57 on-site vehicle parking spaces the site's parking supply satisfies the Zoning By-Law requirements.

- **Zoning Requirements (Bicycle):** The City of Niagara Falls Zoning By-Law No. 79-200 bicycle parking requirements are provided below:

- Long-term bicycle parking: 1 space per 500 m² of GFA
- Short-term bicycle parking: 1 space per 500 m² of GFA

The proposed redevelopment has a Zoning By-law requirement of six (6) long-term and six (6) short-term bicycle parking spaces.

The concept site plan includes six (6) short-term and six (6) long-term bicycle parking spaces. This supply meets the City's Zoning By-Law requirements.

- **Parking Demand:** Two (2) parking utilization surveys were conducted to determine the site's existing peak parking demand.

A peak parking demand of 70 parking spaces was observed between the on-site and off-site parking areas (on-street parking on local area roadways). A peak demand parking rate of 0.40 spaces per prayer mat is calculated.

- ▶ **Parking Study Observations:** In addition to use of available and permitted on-street parking, Paradigm staff observed overflow vehicles parking within the Niagara Falls Gospel Hall parking lot at 7154 Adams Avenue. This nearby off-site lot is located close by and is approximately a 3-minute walk away.

Active parking management strategies were deployed by the Mosque. This included the following strategies:

- On-site private security staff to direct traffic on-site and off-site (that is, traffic control persons).
- Signage on the site driveway noting when the lot was full.
- Temporary restriction of on-street parking areas along Caledonia Street.
- On-street parking along Caledonia Street outside of the restricted/limited area was redirected to Whitman Street, Adams Avenue and Hagar Avenue.
- Multiple representatives of the Mosque were actively directing patrons/visitors to park at the on-site parking lot first if spaces were available, to utilize the Gospel Hall parking lot if the on-site lot reached capacity and then advised to utilized other local streets.



During the survey, several local area residents commented that the parking management strategies were recently implemented. Residents noted past issues that had arisen regarding the use of on-street parking included blocked driveways or vehicles parked in the wrong direction. Residents noted these issues were always dealt with in a timely manner, and there was never the need for escalation.

Residents also remarked they are generally unbothered by the relatively brief time period that on-street parking is utilized by the Mosque but hope to see the active parking management strategies continued to be implemented in the future.

Furthermore, peak parking demand is observed to occur during the afternoon, a period when most individuals are typically at work.

- ▶ **Parking Summary:** A total of 70 vehicles or 0.40 spaces per prayer mat was observed as the peak parking demand. Applying the observed peak parking rate to the proposed expanded site, a peak parking demand of 84 spaces is forecast.

With the provision of 57 on-site parking spaces, approximately 27 vehicles would need to park off-site.

The Niagara Falls Gospel Hall site has 27 off-street parking spaces for use. Use of these spaces can further reduce the demand for on-street parking along local roadways.

The site's parking demand can be managed through use of the previously aforementioned Active Parking Management Strategies. That is, having designated staff actively directing patrons/visitors to the appropriate parking areas. That is, first utilizing their dedicated on-site parking facility to its maximum capacity, then once the on-site lot reaches capacity staff will then direct patrons/visitors to the off-site parking lot at the Niagara Falls Gospel Hall, and then finally, once the off-site lot reaches capacity, staff will advise and direct to on-street parking areas for use.

The implementation of Transportation Demand Management (TDM) measures can further assist in managing parking demands of the site. TDM measures that should be integrated or have been implemented into the site's parking management strategy include:

- Bike Parking;
- Carpool Spaces; and
- A TDM coordinator; and
- Tandem parking.



In addition to TDM measures the Mosque should continue their working mutual relationship with the Niagara Falls Gospel Hall to provide a designated off-site parking lot for both places of worship.

Recommendations

Based on the findings of this study, it is recommended that:

- ▶ The City of Niagara Falls considers implementing all-way stop control at the intersection of Caledonia Street and Adams Avenue which is currently stop controlled on the Adams Avenue (northbound) approach;
- ▶ The Peace Mosque continues to deploy active parking management strategies observed during the parking survey (refer to Section 4.3);
- ▶ TDM measures be used to further assist and mitigate the site's parking and transportation impacts; and
- ▶ The Mosque should continue their working mutual relationship with the Niagara Falls Gospel Hall to provide parking for both places of worship.



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1 Introduction

1.1 Overview

Mount Pleasant Islamic Centre retained Paradigm Transportation Solutions Limited (Paradigm) to conduct this parking study for the proposed redevelopment to the Peace Mosque located at 6735 Caledonia Street in the City of Niagara Falls.

Figure 1.1 illustrates the site location.

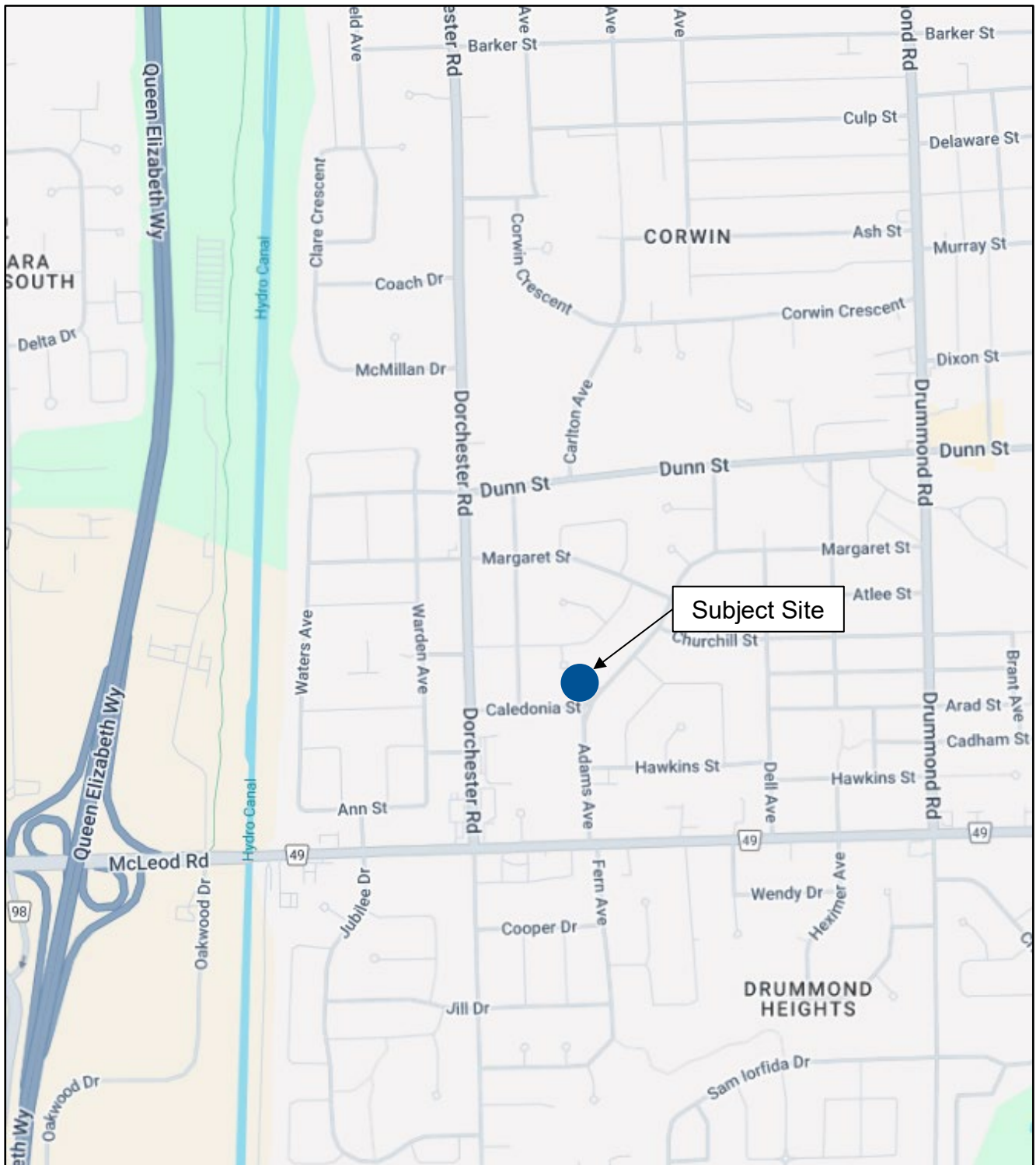
1.2 Purpose and Scope

The purpose of this parking study is to assess the adequacy of the proposed parking supply. The scope of the study includes:

- ▶ Assessing the sites existing parking supply and site conditions;
- ▶ Determining the developments peak parking demand through the collection of parking utilization surveys at the existing site;
- ▶ Forecasting the future parking demand following the proposed redevelopment and if needed, develop a strategy to manage the forecast peak parking demand; and
- ▶ Conduct an AutoTURN vehicle swept path analysis to assess the site layout for internal vehicle circulation.

Appendix A contains the March 2025 pre-consultation with City of Niagara Falls transportation staff regarding the parking study.





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Image Source: SnazzyMaps, licensed under creative commons (<https://snazzymaps.com/>)



Site Location

6735 Caledonia Street
250043

Figure 1.1

2 Site Description

2.1 Existing Site

The Peace Mosque is located at the municipal address of 6735 Caledonia Street in the City of Niagara Falls. The existing site currently accommodates a total of 175 prayer mats within a single-storey building. The Mosque currently provides a designated prayer space along with designated educational space. The existing 44 m² educational space is noted to be multi-purpose in nature and serves as a meeting space in addition to educational uses.

Vehicular access to the site is provided by two full-move driveways to Caledonia Street. The driveway providing direct access to the parking lot is located approximately 55 metres east of Adams Avenue, herein referred to as the East Driveway. The second driveway serving the site is located opposite Adams Avenue, herein referred to as the West Driveway.

The existing on-site parking supply is 36 delineated surface parking spaces provided at a rate of 0.21 spaces per prayer mat.

The site's existing parking supply currently exceeds the City's Zoning By-Law Parking Requirements by one (1) parking space. Although the site exceeds the minimum municipal requirement, it is understood that the parking lot frequently results in parking demand overflows throughout the Friday prayer period and off-site parking is often utilized.

The Friday worship service has been identified as the busiest day of the week for the Mosque with multiple congregational prayers scheduled throughout the day. It is understood the Mosque does not operate the existing educational space while the prayer space is in operation. That is, they do not operate concurrently.

2.2 Proposed Redevelopment

The Peace Mosque is proposing to redevelop the existing place of worship. To accommodate this redevelopment, the properties of 6990 and 6980 Concord Crescent (north of the site) will be incorporated into the land holdings expanding the overall property limits.

The concept plan includes a new two-storey place of worship located on the southeastern portion of the new property limits with a total Gross Floor Area (GFA) of 3,025 m². The new two-storey building is proposed to contain a variety of uses including worship space,



educational space, and daycare space. **Figure 2.1** illustrates the site concept plan.

Figure 2.1 illustrates the site concept plan.

The redevelopment is proposing 210 total prayer mats, a 160 m² daycare space and an educational space that includes a gymnasium and will require ten (10) teachers, and two (2) employees on site.

Compared to the existing place of worship 175 prayer mats, a total increase of 35 prayer mats is proposed with the redevelopment.

Following the planned redevelopment, the Friday worship service will remain the busiest day of the week for the Mosque generating the largest vehicular and parking demands to and from the site.

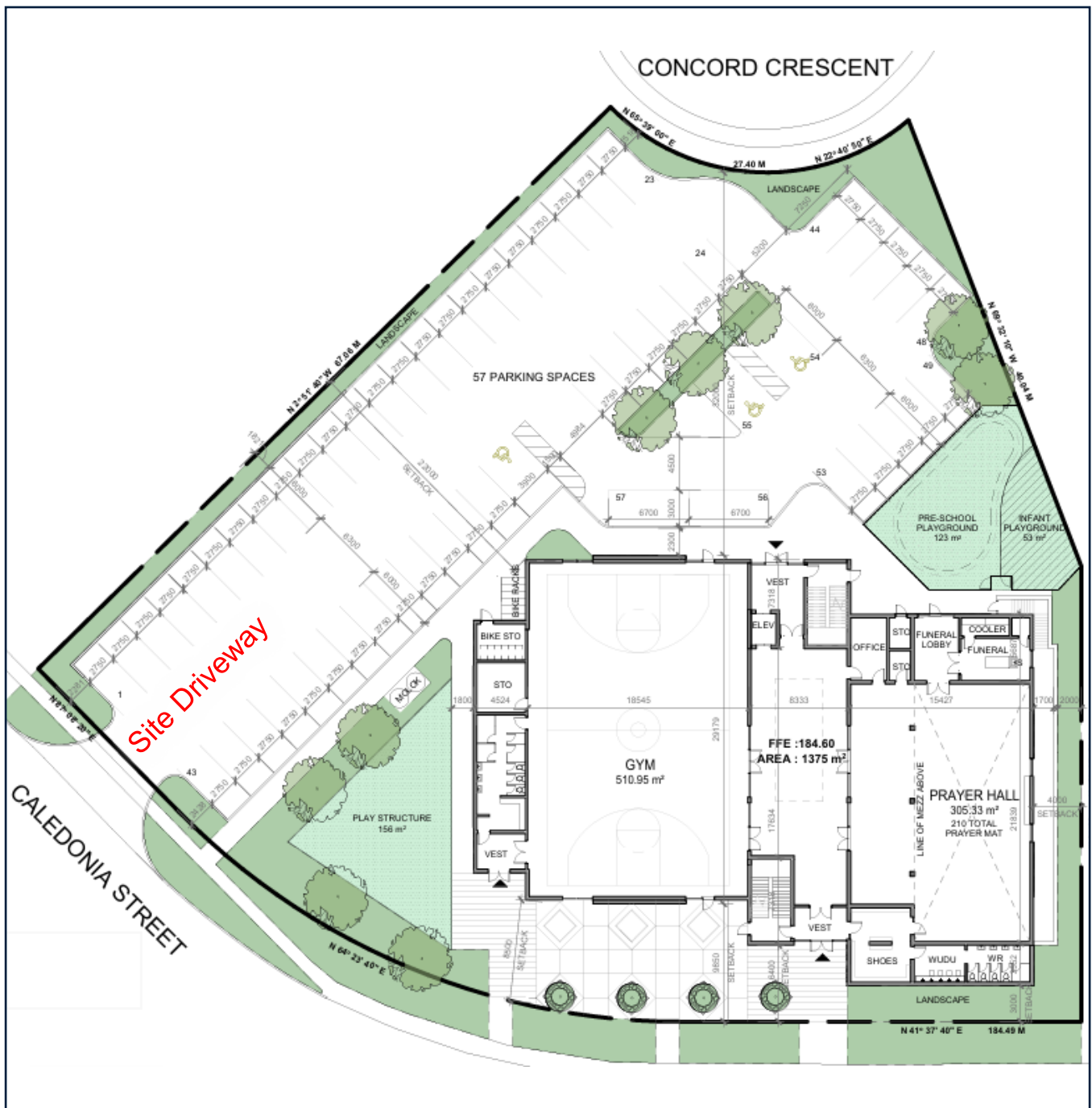
Daycare and Friday prayer worship will be used concurrently but similar to the existing conditions daycare drop-off/pickup and the main prayer events will not be held concurrently on Fridays.

A total of 57 delineated parking spaces are proposed on-site, provided at a rate of 0.27 spaces per prayer mat. The proposed on-site parking supply as currently designed satisfies the City's Zoning By-Law Parking Requirements.

The concept site plan includes six (6) short-term and six (6) long-term bicycle parking spaces. This supply meets the City's Zoning By-Law requirements. With the proposed redevelopment, the existing vehicular access connections with the transportation network are proposed to be modified. The existing East Driveway will be closed, and one new full-moves driveway will be provided at the western property limits to serve the site.

Direct pedestrian connections are proposed to the existing concrete sidewalk located on the north side of Caledonia Street. No pedestrian connections are proposed to Concord Crescent.





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2.3 Site Driveway

The Transportation Association of Canada's Geometric Design Guide for Canadian Roads¹ (TAC Guide) has been referenced regarding minimum sight distance requirements for stopping sight distances (i.e., approach) and intersection sight distances (i.e., departure).

As noted in the preceding section above, the two existing site driveways are proposed to be consolidated into one new full-movement private driveway to Caledonia Street located near the site's western property limit.

Caledonia Street is noted to be relatively flat but transitions to a north/south alignment east of Adams Avenue, resulting in an adjacent horizontal curve.

2.3.1 Sightline Assessment

To assess the available horizontal sight distances at the proposed site driveway to Caledonia Street, a desktop review was completed using the methodology outlined in the TAC Guide.

To complete the sight distance review, Paradigm staff utilized the proposed site concept plan in conjunction with the City of Niagara Falls GIS mapping² to approximate the location of existing roadway geometry via property limits.

The sight distance requirements for the proposed site driveway are based on a design speed of 60 km/h (10 km/h above the posted speed limit of 50 km/h). The following minimum sight distance requirements are noted:

- ▶ Intersection Sight Distance:
 - Right-Turn from Stop: 110 metres; and
 - Left-Turn from Stop: 130 metres.
- ▶ Stopping Sight Distance: 85 metres.

Table 2.1 and **Table 2.2** summarize the available sight distances at the proposed site driveway to Caledonia Street for intersection sight distances (i.e., departure sight distances), and stopping sight distances

¹ Transportation Association of Canada. *TAC Geometric Design Guide for Canadian Roads*. (Washington, June 2017).

² City of Niagara Falls. *Map.niagarafalls.ca/viewer – Property Parcels/2023 Aerial Imagery*. (Niagara Falls, A: OCT 2025).



(i.e., approach sight distances), respectively. **Appendix B** contains the sight distance assessment for the proposed site driveway.

TABLE 2.1: SITE DRIVEWAY AVAILABLE SIGHT DISTANCES – INTERSECTION SIGHT DISTANCE

Departure Movement	Minimum Available Sight Distance (m)		TAC Sight Distance Requirement (m)	Requirement Met?
	Direction	Distance		
Southbound Left-Turn	Looking left (east)	70	130	No
	Looking right (west)	130	130	Yes
Southbound Right-Turn	Looking left (east)	70	110	No
	Looking right (west)	N/A	N/A	N/A

TABLE 2.2: SITE DRIVE AVAILABLE SIGHT DISTANCES – STOPPING SIGHT DISTANCE

Approach	Minimum Available Sight Distance (m)	TAC Sight Distance Requirement (m)	Requirement Met?
Eastbound	85	> 85	Yes
Southbound/ Westbound	85	> 85	Yes

2.3.2 Summary

As indicated above, the proposed site driveway location provides available sight distances which satisfies the stopping sight distance requirements (i.e., approaching the driveway); however, as related to intersection sight distances (i.e., departing the driveway) there are sight distance deficiencies to the east. That is, for a motorist



performing an outbound left-turn or right-turn movement from the driveway, the available sight distance to the east (looking to the left from the driver's perspective) is deficient from the TAC Guide requirements for a driver to safely enter the roadway and complete a turning movement without impeding traffic flow or providing the opportunity for conflict.

It is noted for outbound departing turning movements the sight distance is limited by a driver's ability to look over their shoulder and not the on-site geometry. TAC's guidance assumes drivers have the ability to look 15 degrees beyond their shoulder (90 degrees) which equates to a rotation angle of 105 degrees.

As TAC's guidance applies to all driver's and their individual physical ability, it is likely that some drivers have the ability see beyond 105 degrees from the centreline of the vehicle which in-turn would provide additional sight distance beyond the 70 metres stated above.

Additionally, it is understood that drivers generally reduce their speed while navigating through horizontal curves suggesting a design speed of 60 km/h may be overly conservative (i.e., errs on the high side) in this scenario. The available sight distance at the proposed site driveway satisfies TAC's sight distance requirements for a 30 km/h design speed (55 metres) and nearly satisfies TAC's sight distance requirements for a 40 km/h design speed (75 metres). That is, if a vehicle is travelling below 40 km/h along Caledonia Road, a motorist departing the driveway will be able to safely enter the roadway and complete a turning movement without impeding traffic flow or providing the opportunity for conflict.

Furthermore, within the existing context Caledonia Street functions as a local roadway serving a residential area with front-lotted development. Given the context and presence of pedestrians/sidewalk, as well as the noted horizontal curve, motorists are likely to exercise caution and exhibit lower travel speeds. Additionally, it is noted on-street parking is permitted along both sides of the street, as well Caledonia Street is designed with urban shoulders to narrow the travel lane widths which serves as defacto traffic calming.

In consideration of the sight distance deficiency, a potential mitigation measure for consideration would be implementation of upgraded intersection traffic control at the intersection of Caledonia Street and Adams Avenue.

All-Way Stop Control (AWSC) would provide multiple benefits including the provision of a controlled pedestrian crossing location for individuals



attending the place of worship and would control travel speeds through the existing horizontal curve which includes across the proposed site driveway.

If the intersection of Caledonia Street and Adams Avenue were to operate under AWSC, drivers attempting to exit at proposed driveway location would have the ability to see a stopped vehicle on the westbound approach of the intersection (i.e., unobstructed view), thus satisfying the intersection sight distance requirements.

It is possible for a situation to arise where a vehicle could be accelerating from the stopped position in the westbound direction at the same time a vehicle is attempting to exit the proposed site driveway. To determine the required sight distance, the speed of the westbound vehicle was calculated using the vehicle acceleration rates set out within the TAC 1999 Guide³.

It was assumed the westbound approach stop bar would be located approximately 30 metres from the centreline of the proposed site driveway, which results in an approximate vehicle speed of 20 km/h. As previously determined above, the proposed driveway location satisfies the TAC guide sight distance requirements for a 30 km/h design speed (55 metres). That is, sufficient sight distance is available for a vehicle to enter the roadway safely and complete a turning movement without significantly impeding traffic flow or providing the opportunity for conflict.

To improve roadway safety near the subject site it is suggested the City of Niagara Falls consider implementing AWSC traffic control at the intersection of Caledonia Street and Adams Avenue which is currently operating with stop control on the Adams Avenue (northbound) approach. Any planned future roadway reconstruction should also consider the removal of the high-speed channelized right-turn lane from Adams Avenue to Caledonia Street.

It is acknowledged there is a possibility existing and future traffic volumes may not satisfy warrant thresholds for the implementation of AWSC. Regardless, it is anticipated the implementation of AWSC will not result in any significant operational issues at the intersection. Vehicle delays are anticipated; however, based upon the surrounding transportation network context the impact is forecast to be nominal, whereas the benefits of modifying the traffic control at this location include a controlled pedestrian crossing and addressing the adjacent

³ Transportation Association of Canada. *TAC Geometric Design Guide for Canadian Roads – Figure 2.3.3.3 Assumed Acceleration Curves*. (Washington, September 1999).



sight distance deficiency related to outbound movements from the proposed site driveway.

3 Transportation Network & Area Context

3.1 Roadway Network

The main roadways surrounding the site are Caledonia Street, an east-west collector road⁴, and Adams Avenue, a north-south local road⁵.

The study area also includes the local roads of Margaret Street, Churchill Street, Whitman Avenue, and Hagar Avenue.

Each street within the study area features a two-lane urban cross section. Our review noted no posted maximum speed signage in proximity; therefore, it is assumed the statutory limit of 50 km/h governs.

On-street parking is permitted on both sides of all study area roadways. Caledonia Street is designed with urban shoulders to narrow the travel lanes.

The roadways in proximity to the subject site all serve the purpose of providing access to residential homes. All properties surrounding the subject site are low-density single-family detached homes.

3.2 Pedestrian and Cycling Network

Sidewalks are provided on both sides of each street in the study area. The municipal sidewalk network is well connected and continuous.

No dedicated cycling facilities are present within the study area; therefore, all cyclists are required to share the road.

⁴ City of Niagara Falls. *Niagara Falls Roads Inventory*. (City of Niagara Falls Open Data Portal. Accessed April, 2025).

⁵ City of Niagara Falls. *Niagara Falls Roads Inventory*. (City of Niagara Falls Open Data Portal. Accessed April, 2025).



3.3 Transit Service

Niagara Transit is the transit provider within the City of Niagara Falls. Transit service is provided along McLeod Road and Dorchester Road in proximity to the subject site.

There are four (4) existing transit stops within 400 metres of the subject site. Existing sidewalks along Caledonia Street and Adams Avenue provide pedestrian access to and from the site between the transit stops.

The nearest eastbound and westbound transit stops are located on the northeast and southwest corners of the McLeod Road and Adams Avenue/Fern Avenue intersection. The next closest transit stops are located at the signalized McLeod Street intersection with Dorchester Road. All stops are serviced by Route 112, while the eastbound stop is also serviced by Route 203.

The nearest northbound and southbound transit stops are located on the northeast and southwest corners of the Dorchester Road and Winston Street intersection, respectively. Both stops are each serviced by Route 101, 111, and 211, while the southbound stop is also serviced by Route 203.

The following transit routes serve the area in proximity to the subject site:

- ▶ Route 101/203 (Canadian Drive Hub – Main/Ferry Hub) provides service between the Canadian Drive Hub and Main Street Ferry Hub via McLeod Road, Dorchester Road and Dunn Street. Service is provided from Monday to Saturday between 7:00 AM and 11:00 PM with headways in the order of 30-60 minutes.
- ▶ Route 111/211 (Morrison/Dorchester Hub - Canadian Drive Hub) provides service between the Canadian Drive Hub and Morrison/Dorchester Hub via McLeod Road and Dorchester Road. Service is provided from Monday to Saturday between 6:00 AM and 11:00 PM with headways in the order of 30 minutes.
- ▶ Route 112 (Canadian Drive Hub – Chippawa) provides service between the Canadian Drive Hub and Chippawa Lions Club via Portage Road and McLeod Road. Service is provided from Monday to Saturday between 7:00 AM and 5:00 PM with headways in the order of 60 minutes.



4 Parking Review

4.1 Zoning By-Law Requirements

4.1.1 Vehicle Parking Requirements

City of Niagara Falls Zoning By-Law No. 79-200⁶ is the current in-force By-law for the subject site. The required vehicle parking rate for the various development components are detailed below:

- ▶ Place of Worship: 1 parking space per 5 prayer mats;
- ▶ Educational: 1 parking space for each teaching staff plus 1 additional parking space for each 2 employees; and
- ▶ Daycare: 1 parking space per 40 m² of GFA.

The reference to vehicle parking will herein be referred to as parking whereas bicycle parking will be referred to as bicycle parking.

Table 4.1 summarizes the parking requirement calculations for the subject site. The proposed redevelopment has a Zoning By-law requirement of 57 vehicle parking spaces, with a proposed supply of 57 on-site vehicle parking spaces the site's parking supply satisfies the Zoning By-Law requirements.

It is reiterated that activities related to the prayer space and the school component will not occur concurrently. It is also assumed that the daycare component will not generate any additional parked vehicles other than the spaces required for employees as individuals using the service will either be dropping-off children or using the parking spaces dedicated to the worship component of the site.

⁶ City of Niagara Falls. Zoning By-law No. 79-200, Section 4.19.1 Table 1: Parking Requirements. (Niagara Falls. April, 2025).



TABLE 4.1 ZONING BY-LAW REQUIREMENTS

Land Use	Parking Rate	Spaces
Place of Worship (210 prayer mats)	1 space per 5 prayer mats	42 spaces
Educational (10 teachers and 2 employees)	1 space per teacher plus 1 space for each 2 employees	11 spaces
Daycare (160 m ²)	1 space per 40 m ² of floor area	4 spaces
Total Parking Requirement		57 spaces
Proposed Supply		57 spaces

4.1.2 Bicycle Parking Requirements

City of Niagara Falls Zoning By-Law No. 79-200⁷ is the current in-force By-law for the subject site. The following bicycle parking rates are required for any non-residential land-uses:

- ▶ Long-term bicycle parking: 1 space per 500 m² of GFA
- ▶ Short-term bicycle parking: 1 space per 500 m² of GFA

Table 4.2 summarizes the parking requirement calculations for the subject site. The proposed redevelopment has a Zoning By-law requirement of six (6) long-term and six (6) short-term bicycle parking spaces with a proposed supply of six (6) short-term and six (6) long-term bicycle parking spaces the site's bicycle parking supply satisfies the Zoning By-Law requirements.

TABLE 4.2 ZONING BY-LAW REQUIREMENTS

Bike Parking	Parking Rate	GFA	Spaces
Long-Term	1 space per 500 m ² of GFA	3,025 m ²	6 spaces
Short-Term	1 space per 500 m ² of GFA		6 spaces

⁷ City of Niagara Falls. Zoning By-law No. 79-200, Section 4.19.1 Table 1: Parking Requirements. (Niagara Falls. April, 2025).



4.2 Parking Demand Data

A review of actual parking demands to be generated by the proposed development has been considered. The “real” demand is based upon parking demand information collected by Paradigm at the existing Mosque.

The peak time for Friday’s worship service is between 1:00 PM and 2:00 PM has been confirmed by the site operator and Paradigm staff in the field. Paradigm staff conducted a parking utilization survey to measure the site’s peak parking demand on two separate Friday’s. The surveys were conducted on:

- ▶ Friday April 4th 2025 from 12:30 PM to 3:30 PM; and
- ▶ Friday April 11th, 2025 from 12:30 PM to 3:30 PM.

City staff noted during pre-consultation that off-site parking has been observed by residents over the Friday peak hour. On-site parking lot usage was collected with the use of Miovision cameras while off-site parking usage was observed and documented/recorded by Paradigm staff members every 15-minute period to establish the total peak parking demand.

Figure 4.1 illustrates the limits of the off-site data collection study area. It was assumed all vehicles parked on the street during the data collection period (12:30 PM to 3:30 PM) were attending the Mosque. This approach is conservative as some of the vehicle’s parked within the data collection area may be visitors in the neighborhood.

Table 4.3 summarizes the existing peak parking demand of the current Mosque operations and programming. **Appendix C** contains the parking survey data for reference.

A total peak parking demand of 70 vehicles was observed between the on-site and off-site parking areas throughout the survey period. This equates to a parking rate of 0.40 spaces per prayer mat (that is, a demand of 70 parking spaces for 175 prayer mats).

Applying the observed parking demand to the proposed redevelopment a peak parking demand of 84 spaces is forecast to serve a total of 210 prayer mats (210 prayer mats x 0.40 spaces per prayer mat). The forecast parking demand is greater than the proposed on-site parking supply of 57 spaces.



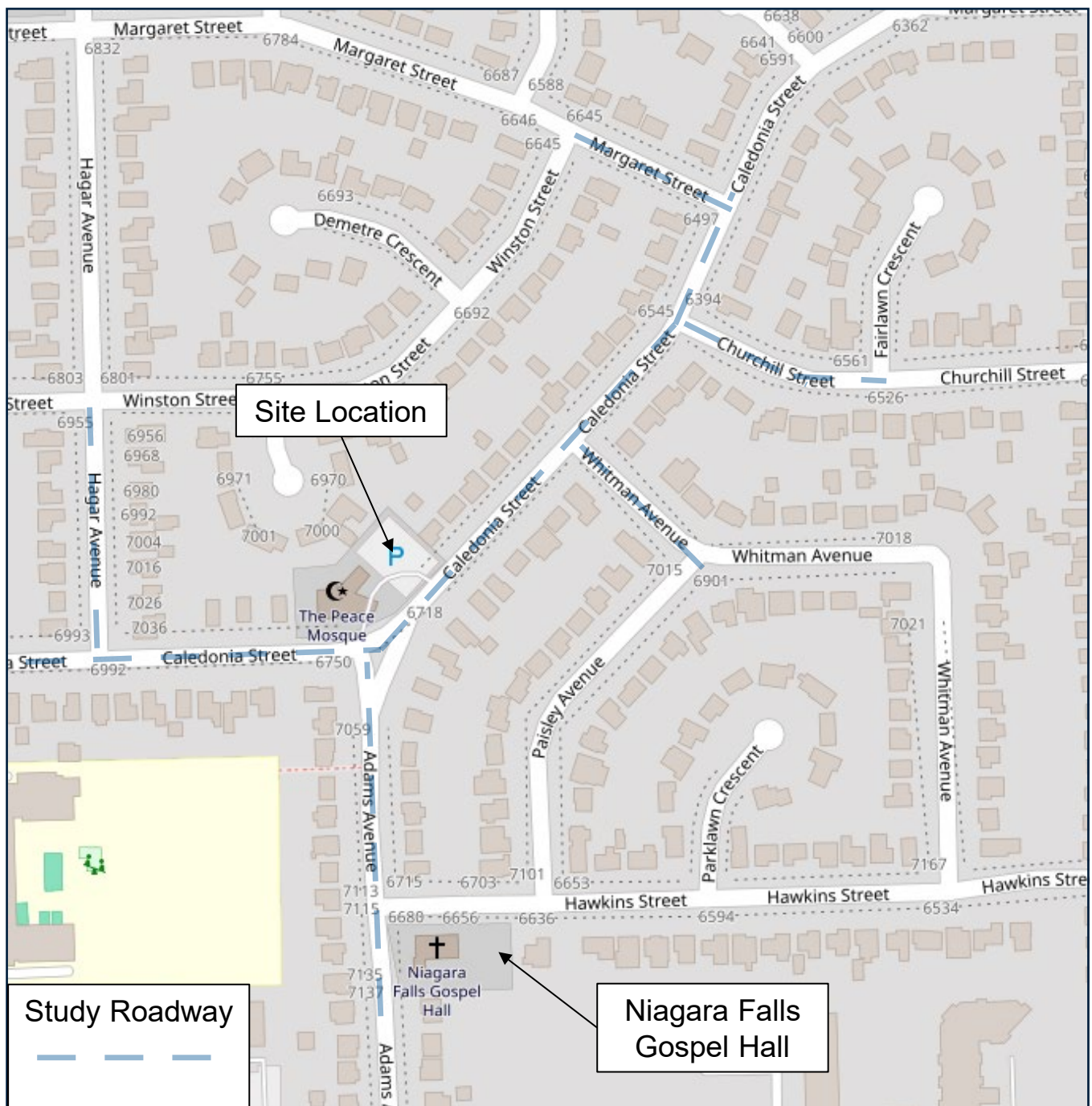


Image Source:

<https://navigator.niagararegion.ca/portal/apps/webappviewer/index.html?id=4500745f3cd141ddb707913a444e7886>



Data Collection Area

6735 Caledonia Street
250043

Figure 4.1

TABLE 4.3 EXISTING PEAK PARKING DEMANDS

Time	On-Site (Spaces)	Off-Site (Spaces)	Total Demand (Spaces)
Friday April 4, 2025			
12:30 PM	6	0	6
12:45 PM	18	11	29
1:00 PM	30	27	57
1:15 PM	30	37	67
1:30 PM	21	43	64
1:45 PM	23	36	59
2:00 PM	27	37	64
2:15 PM	18	38	56
2:30 PM	23	20	43
2:45 PM	28	16	44
3:00 PM	32	15	47
3:15 PM	9	19	28
3:30 PM	9	3	12
Friday April 11, 2025			
12:30 PM	17	2	19
12:45 PM	27	4	31
1:00 PM	33	29	62
1:15 PM	24	30	54
1:30 PM	20	20	40
1:45 PM	29	34	63
2:00 PM	36	34	70
2:15 PM	15	22	37
2:30 PM	12	8	20
2:45 PM	30	4	34
3:00 PM	35	7	42
3:15 PM	15	6	21
3:30 PM	15	0	15



4.3 Parking Study Observations

While on-site Paradigm staff members observed a multitude of parking management strategies performed by Mosque staff.

In addition to use of permitted on-street parking, Paradigm staff observed Mosque destined vehicles parking within the Niagara Falls Gospel Hall parking lot which contains approximately 27 parking spaces.

The Niagara Falls Gospel Hall is located at 7154 Adams Avenue and is located approximately 200 metres south of the subject site which is approximately a 3-minute walk. Through conversations with staff members on-site it is understood that a relationship has been established between the Peace Mosque and Niagara Falls Gospel Hall to share and allow use of their respective parking lots.

Parking management strategies observed include the following:

- ▶ On-site private security staff to direct traffic on-site and off-site (i.e. traffic control persons);
- ▶ Signage on the site driveway noting when the lot was full;
- ▶ Temporary restricted on-street parking areas along Caledonia Street, 50 metres west and 70 metres east of the Adams Avenue. On-street parking was temporarily restricted to avoid vehicles parking within the existing horizontal curve.
- ▶ On-street parking along Caledonia Street outside of the restricted/limited area was redirected to Whitman Street, Adams Avenue and Hagar Avenue.
- ▶ Multiple representatives of the Mosque were actively directing patrons/visitors to park at the on-site parking lot first if spaces were available, to utilize the Gospel Hall parking lot if the on-site lot reached capacity and then advised to utilize other local streets.

While Paradigm staff were on-site, several residents in the surrounding area reached out to provide comment on their personal observations of the use of on-street parking.

Residents commented the parking management strategies observed on April 4th/11th, 2025 were recently implemented. In the past, issues regarding the use of on-street parking by Mosque patrons included blocked driveways or vehicles parked in the wrong direction) but were always dealt with in a timely manner.



Residents also remarked they were generally unbothered by the relatively brief on-street parking utilized by the Mosque but hope to see the current parking management strategies continued, and any additional measures to be implemented in the future.

Following the collection of the utilization surveys, Paradigm staff completed a third additional site visit on Friday May 16th, 2025 to verify if the mosque's parking management strategies were in use. During the site visit staff noted the following:

- ▶ On-street parking was observed on both sides of Caledonia Street and Adams Avenue;
- ▶ Minimal parking demand in the Niagara Falls Gospel Hall parking lot; and
- ▶ No visible private security.

A key component of a parking management strategy is consistent implementation and actively managing parking. It is recommended the Mosque continue to implement the strategies previously observed during the April 4th/11th site visits to actively mitigate neighbourhood parking concerns.

4.4 Parking Summary

It is understood the educational space and prayer space will not operate concurrently or during the same time periods. Accordingly, the use of the prayer space will influence and dictate the required parking supply.

A total of 70 parking spaces or the equivalent of 0.40 spaces per prayer mat was observed between the on-site and off-site parking areas under existing conditions. Applying the observed peak parking rate, a total of 86 parking spaces would be required to meet the anticipated forecast parking demands.

While the proposed parking supply of 57 spaces meets the City of Niagara Falls Zoning requirement, the proposed parking supply is considered deficient by 29 parking spaces when compared to the observed parking demand.

Table 4.4 summarizes the site's existing and proposed parking requirements.



TABLE 4.4: EXISTING AND PROPOSED PARKING REQUIREMENTS

	Existing (175 Prayer Mat Capacity)	Proposed (210 Prayer Mat Capacity)
Zoning By-Law Requirement	35	57
Parking Supply	36	57
Parking Demand	70	84
Parking Deficit	-34	-27

The existing parking demand for the subject site exceeds the on-site parking supply. Following the proposed redevelopment, the site's projected peak parking demand is expected to continue to exceed the on-site supply regardless of the supply satisfying the municipal requirements.

To manage the site's parking impacts on the local area neighborhood it is recommended that the Peace Mosque continues to deploy the active parking management strategies observed.

In addition, it is recommended the following Transportation Demand Management (TDM) initiatives and measures be implemented to support the Mosque's proposed redevelopment. The following TDM initiatives will assist in managing vehicular and parking demands of the site:

- ▶ Bike Parking: Six (6) short-term and six (6) long-term bicycle parking spaces are detailed on the concept site plan which satisfies the City's Zoning By-Law bicycle parking requirements.
- ▶ Carpool Spaces: The provision of designated carpool parking spaces be provided near the principal entrance. Carpool parking spaces help reduce the number of vehicle trips by incentivising carpooling.
- ▶ It is recommended that a member of the Mosque be selected to facilitate the TDM program (TDM coordinator), this individual would:
 - Encourage carpooling and/or alternative modes of transportation, where possible.
 - Provide members with transit information or assist them in planning their travel.



- Providing announcements and information related to the designated off-site parking lot.

Additionally, the Peace Mosque should continue their working mutual relationship with the Niagara Gospel Hall to share parking between the two places of worship. The available 27 parking spaces at the Niagara Gospel Hall will help reduce the amount of overflow parking on the local area roadways that could be viewed by the local area residents as a nuisance.



5 Conclusions and Recommendations

5.1 Conclusions

Based upon the investigations carried out, it is concluded that:

- ▶ **Existing Site:** The existing Peace Mosque located at the municipal address of 6735 Caledonia Street in the City of Niagara Falls currently facilitates the accommodation of 175 prayer mats within a single-storey building.

Friday prayer service has been identified as the busiest operating day for the place of worship. While the facility also provides ancillary space for educational uses. It is understood the Mosque does not operate the existing 44 m² educational space while the prayer space is in operation. That is, they do not operate concurrently. The existing educational space is noted to be multi-purpose in nature and serves as a meeting space in addition to educational uses.

The existing on-site parking supply of 36 spaces results in a parking ratio of 0.21 parking spaces per prayer mat.

- ▶ **Sight Distance Assessment:** An existing horizontal curve along Caledonia Street is noted near the proposed site driveway. To assess the available horizontal sight distances, a desktop review was completed using the methodology outlined in the TAC Guide. The sight distance requirements for the proposed site driveway are based on a design speed of 60 km/h.

The proposed site driveway satisfies all the sight distance requirements set out within the TAC guide except the *Right-Turn from Stop Sight Distance* requirements. It is noted that the driver's sight distance is limited by the driver's ability to look over their shoulder and not on-site geometry.

Additionally, drivers generally reduce their speed while traveling through horizontal curves which may in-turn reduce the required Intersection Sight Distance for a driver to turn right from a stop.

Implementing all-way stop control at the intersection of Caledonia Street and Adams Avenue could improve roadway safety near the subject site.

An all-way stop-controlled intersection would allow for a controlled crossing over Caledonia Street for pedestrians traveling to/from the subject site. It would also reduce travel speeds for vehicles traveling westbound along Caledonia Street,



ensuring sufficient sight distances for drivers exiting the subject site.

► **Parking Review:**

- **Zoning Requirements (Vehicle):** The City of Niagara Falls Zoning By-Law No. 79-200 vehicle parking requirements are provided below:

- Place of Worship: 1 parking space per 5 prayer mats
- Educational: 1 parking space for each teaching staff plus 1 additional parking space for each 2 employees.
- Daycare: 1 parking space per 40 m² of GFA

The proposed redevelopment has a Zoning By-law requirement of 57 vehicle parking spaces, with a proposed supply of 57 on-site vehicle parking spaces the site's parking supply satisfies the Zoning By-Law requirements.

- **Zoning Requirements (Bicycle):** The City of Niagara Falls Zoning By-Law No. 79-200 bicycle parking requirements are provided below:

- Long-term bicycle parking: 1 space per 500 m² of GFA
- Short-term bicycle parking: 1 space per 500 m² of GFA

The proposed redevelopment has a Zoning By-law requirement of six (6) long-term and six (6) short-term bicycle parking spaces.

The concept site plan includes six (6) short-term and six (6) long-term bicycle parking spaces. This supply meets the City's Zoning By-Law requirements.

- **Parking Demand:** Two (2) parking utilization surveys were conducted to determine the site's existing peak parking demand.

A peak parking demand of 70 parking spaces was observed between the on-site and off-site parking areas (on-street parking on local area roadways). A peak demand parking rate of 0.40 spaces per prayer mat is calculated.

- **Parking Study Observations:** In addition to use of available and permitted on-street parking, Paradigm staff observed overflow vehicles parking within the Niagara Falls Gospel Hall parking lot at 7154 Adams Avenue. This nearby off-site lot is located close by and is approximately a 3-minute walk away.



Active parking management strategies were deployed by the Mosque. This included the following strategies:

- On-site private security staff to direct traffic on-site and off-site (that is, traffic control persons).
- Signage on the site driveway noting when the lot was full.
- Temporary restriction of on-street parking areas along Caledonia Street.
- On-street parking along Caledonia Street outside of the restricted/limited area was redirected to Whitman Street, Adams Avenue and Hagar Avenue.
- Multiple representatives of the Mosque were actively directing patrons/visitors to park at the on-site parking lot first if spaces were available, to utilize the Gospel Hall parking lot if the on-site lot reached capacity and then advised to utilized other local streets.

During the survey, several local area residents commented that the parking management strategies were recently implemented. Residents noted past issues that had arisen regarding the use of on-street parking included blocked driveways or vehicles parked in the wrong direction. Residents noted these issues were always dealt with in a timely manner, and there was never the need for escalation.

Residents also remarked they are generally unbothered by the relatively brief time period that on-street parking is utilized by the Mosque but hope to see the active parking management strategies continued to be implemented in the future. Furthermore, peak parking demand is observed to occur during the afternoon, a period when most individuals are typically at work.

- ▶ **Parking Summary:** A total of 70 vehicles or 0.40 spaces per prayer mat was observed as the peak parking demand. Applying the observed peak parking rate to the proposed expanded site, a peak parking demand of 84 spaces is forecast.

With the provision of 57 on-site parking spaces, approximately 27 vehicles would need to park off-site.

The Niagara Falls Gospel Hall site has 27 off-street parking spaces for use. Use of these spaces can further reduce the demand for on-street parking along local roadways.

The site's parking demand can be managed through use of the previously aforementioned Active Parking Management



Strategies. That is, having designated staff actively directing patrons/visitors to the appropriate parking areas. That is, first utilizing their dedicated on-site parking facility to its maximum capacity, then once the on-site lot reaches capacity staff will then direct patrons/visitors to the off-site parking lot at the Niagara Falls Gospel Hall, and then finally, once the off-site lot reaches capacity, staff will advise and direct to on-street parking areas for use.

The implementation of Transportation Demand Management (TDM) measures can further assist in managing parking demands of the site. TDM measures that should be integrated or have been implemented into the site's parking management strategy include:

- Bike Parking;
- Carpool Spaces; and
- A TDM coordinator; and
- Tandem parking.

In addition to TDM measures the Mosque should continue their working mutual relationship with the Niagara Falls Gospel Hall to provide a designated off-site parking lot for both places of worship.

5.2 Recommendations

Based on the findings of this study, it is recommended that:

- ▶ The City of Niagara Falls considers implementing all-way stop control at the intersection of Caledonia Street and Adams Avenue which is currently stop controlled on the Adams Avenue (northbound) approach;
- ▶ The Peace Mosque continues to deploy active parking management strategies observed during the parking survey (refer to Section 4.3);
- ▶ TDM measures be used to further assist and mitigate the site's parking and transportation impacts; and
- ▶ The Mosque should continue their working mutual relationship with the Niagara Falls Gospel Hall to provide parking for both places of worship.



Appendix A

Pre-Study Consultation



Creighton Chartier

From: John Grubich <jgrubich@niagarafalls.ca>
Sent: March 25, 2025 11:15 AM
To: Creighton Chartier
Cc: Scott Catton
Subject: RE: [EXTERNAL]-(250043) 6735 Caledonia Street - Parking Study - TOR

Creighton;

Yes, the approach and on-street collection area noted below is acceptable.

John Grubich, C.E.T. | Traffic Planning Supervisor | Municipal Works - Transportation Services | City of Niagara Falls
8208 Heartland Forest Road | Niagara Falls, ON L2H 0L7 | (905) 356-7521 ext 5214 | Fax 905-356-5576 | jgrubich@niagarafalls.ca

From: Creighton Chartier <cchartier@ptsl.com>
Sent: Monday, March 24, 2025 4:00 PM
To: John Grubich <jgrubich@niagarafalls.ca>
Cc: Scott Catton <scatton@ptsl.com>
Subject: RE: [EXTERNAL]-(250043) 6735 Caledonia Street - Parking Study - TOR

Hi John,

Hope you enjoyed the time-off, thank you for the feedback.

Please confirm whether the approach below is acceptable? Also, please confirm if the proposed on-street collection area is also acceptable.

Regarding the school and recreational facility, we will note the following information provided by the client in the report in addition to the anticipated schedule:

"It should be noted that occupancy of the school and prayer space will not be used at the same time, as all children and staff will be attending worship services."

Regards,

Creighton Chartier
Transportation Consultant
(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8
p: 416.479.9684 x504
m: 905.242.2420
e: cchartier@ptsl.com

w: www.ptsl.com

Office Hours: 07:30 – 17:30 M-T, closed Fridays

From: John Grubich <jgrubich@niagarafalls.ca>
Sent: March 24, 2025 2:21 PM
To: Creighton Chartier <cchartier@ptsl.com>
Cc: Scott Catton <scatton@ptsl.com>
Subject: RE: [EXTERNAL]-(250043) 6735 Caledonia Street - Parking Study - TOR

Creighton;

Thank you for forwarding your terms of reference for a parking study for the Peace Mosque expansion.

I agree with the parking observations proposed to be done on a Friday to coincide with weekly prayers. We are aware that there is a considerable parking overflow onto the neighbouring streets during Friday prayer service. The proposed school and recreational component are not currently present at the existing centre. City Staff was advised at the pre-con that when prayers are occurring, other activities in the centre cease to operate. Please confirm in the report if this is the case and provide general times when different activities/events are expected to take place.

John Grubich, C.E.T. | Traffic Planning Supervisor | Municipal Works - Transportation Services | City of Niagara Falls
8208 Heartland Forest Road | Niagara Falls, ON L2H 0L7 | (905) 356-7521 ext 5214 | Fax 905-356-5576 | jgrubich@niagarafalls.ca

From: Creighton Chartier <cchartier@ptsl.com>
Sent: March 12, 2025 12:46 PM
To: John Grubich <jgrubich@niagarafalls.ca>
Cc: Scott Catton <scatton@ptsl.com>
Subject: [EXTERNAL]-(250043) 6735 Caledonia Street - Parking Study - TOR

Hi John,

Paradigm has been retained to complete a parking study for the proposed expansion of The Peace Mosque (Masjid Al Salaam) located at 6735 Caledonia Street.

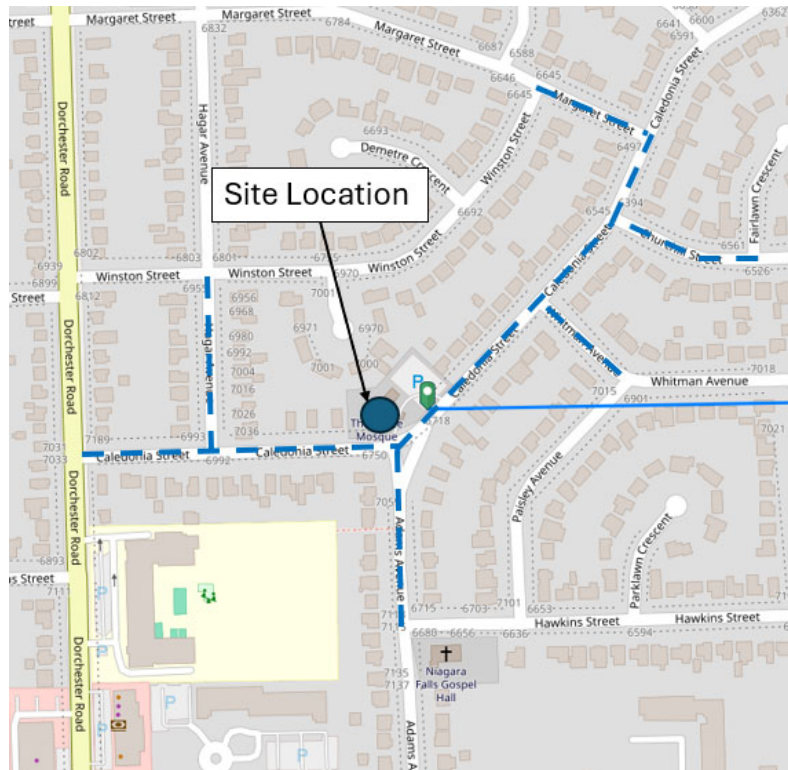
A preliminary concept plan is attached. The additional adjacent lots of 6990 and 6980 Concord Crescent will be added to the site to allow for the addition of the school, gym and pool. Following the planned expansion the mosque will have worship space for 205 prayer mats. The proposed on-site parking supply is 41 spaces consisting of angled and perpendicular parking.

In addition to the parking study, we are also preparing truck turning plans for the site to illustrate the on-site turning movements for heavy vehicles and passenger cars.

To forecast the site's parking demand, we are intending to collect parking demand data at the existing site. The Friday afternoon worship service is the design hour as attendance is notably higher compared to other times. A summary of the site's schedule is below noting typical attendance throughout the week.

We are proposing to collect parking demand data over **two Friday peak occupancy period** (worship service hours to be determined). Parking data will be collected **one-hour before and one-hour after**

the planned worship service times to capture parking demands on-site and along the adjacent local roadways (if any). On-street parking demand will be captured for the streets highlighted below.



We will calculate parking generation rates for the site based on the expected increase in the size of the congregation. The derived rates will be compared to industry standards like the Institute of Transportation Engineers (ITE) Parking Generation (5th Edition) and other available proxy data.

If the planned parking supply for the proposed development will adequately serve the forecast peak demand, we will provide a justification for the proposed number of spaces, recognizing site constraints, local conditions and potential spillover impacts. If not, we will identify parking management measures that could be considered to alleviate the projected supply deficit (for example, transit, active transportation, TDM strategies, shared parking).

Existing Mosque events and scheduling:

“Daily Worship Services (Salah)

- *Fajr (Pre-dawn): 10-20 attendees*
- *Dhuhr (Noon): 20-30 attendees*
- *Asr (Afternoon): 20-30 attendees*
- *Maghrib (Sunset): 30-40 attendees*
- *Isha (Night): 30-40 attendees*

Friday (Jumu'ah) Prayers

- *Main Congregation: 200-300 attendees*
- *Additional Congregations (if needed).*

Ramadan & Eid Events

- *Taraweesh (Night Prayers in Ramadan): 200-300 attendees*
- *Iftar & Community Gatherings: 100-300 attendees*
- *Eid Prayers (Twice a Year): are performed in the city parks with a permit from the city.*

Educational & Community Programs

- *Weekend programs: 50-150 attendees*
- *Workshop: 20-80 attendees (weekday evenings & weekends)*
- *Lectures & Special Events: 50-300 attendees, depending on the event*
- *Youth & Family Programs: 30-150 attendees”*

Regards,

Creighton Chartier

Transportation Consultant

(He/Him)



5A-150 Pinebush Road, Cambridge ON, N1R 8J8

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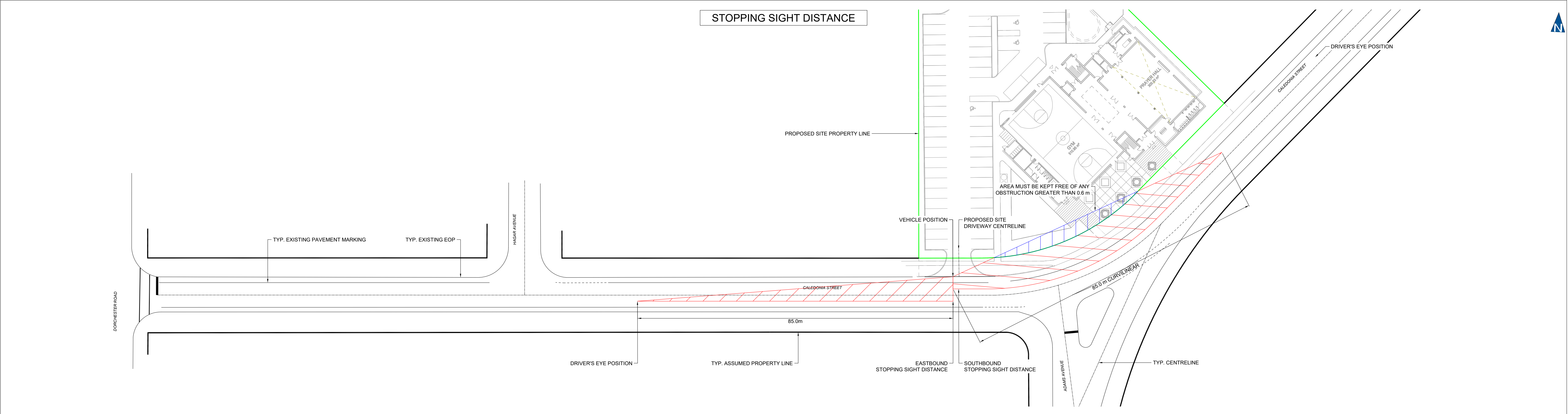
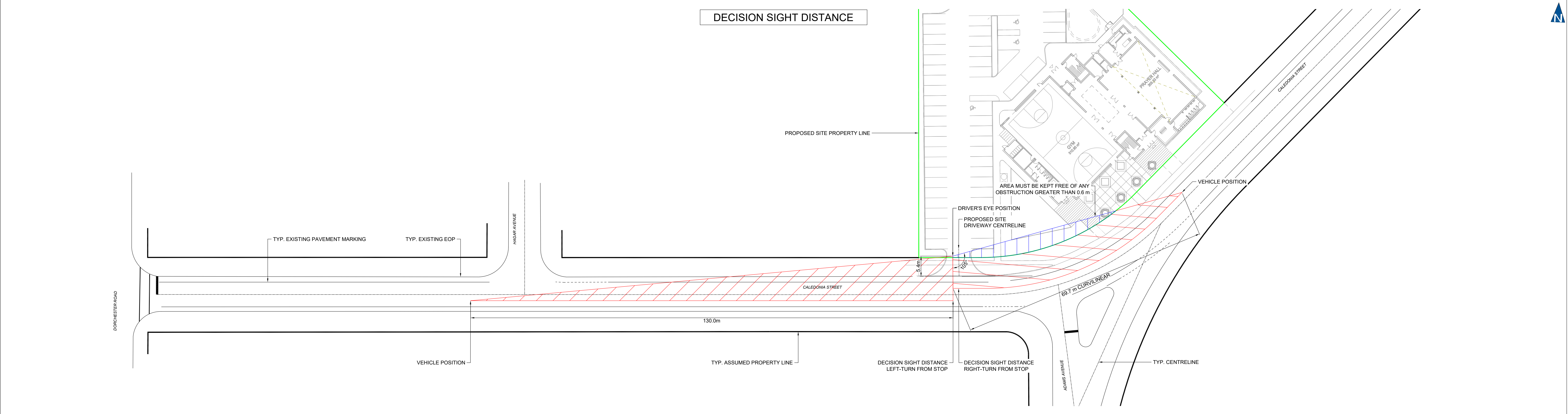
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Appendix B

Sight Line Assessment





GENERAL NOTES

1. THIS DRAWING HAS BEEN PREPARED USING BASE PLANS PROVIDED BY OTHERS. PARADIGM TRANSPORTATION SOLUTIONS LIMITED HAS NOT INSPECTED THE ACCURACY AND/OR THE COMPLETENESS OF THESE BASE PLANS AND SHALL NOT BE RESPONSIBLE FOR ANY ERRORS OR OMISSIONS WHICH MAY BE INCORPORATED HEREIN AS A RESULT.

2. EXISTING STUDY AREA AND ROADWAY GEOMETRY HAS BEEN SCALED FROM AERIAL IMAGING (CITY OF NIAGARA FALLS - MAP NIAGARAFALLS CA - 2023 AERIAL BASE MAPPING). ALL ROADWAY GEOMETRY HAS BEEN SCALED FROM AERIAL IMAGING IS ASSUMED TO BE APPROXIMATE.

KEY MAP:

NO.	DATE	INITIAL	REVISION	DETAIL
DRAWING STATUS				
ISSUED FOR REVIEW				
APPROVED DATE: _____				
SIGNATURE _____				

SIGHT DISTANCE ASSESSMENT
6735 CALEDONIA STREET
CITY OF NIAGARA FALLS

PROJECT NO.: 250043	DATE: NOV-2025	SCALE: 1:500	DRAWING NO.: 01
DESIGN: CC	DRAWN: CC	CHECK: SC	

Appendix C

Parking Survey Data



Location:	6735 Caledonia Street
Date:	Friday, April 04, 2025

Location:	6735 Caledonia Street
Date:	Friday, April 11, 2025

Existing Spaces	Location: 6735 Caledonia Street			
36 space	Spot Count			
Prayer Mats	# of Vehicles	Time	Day	DOW
175	4	12:30	April 4, 2025	Friday
	7	12:30	April 11, 2025	Friday

Time	Lot Count	Off-Site	Total Demand	
2025-04-04				Rate
12:30 PM	6	0	6	0.03
12:45 PM	18	11	29	0.17
1:00 PM	30	27	57	0.33
1:15 PM	30	37	67	0.38
1:30 PM	21	43	64	0.37
1:45 PM	23	36	59	0.34
2:00 PM	27	37	64	0.37
2:15 PM	18	38	56	0.32
2:30 PM	23	20	43	0.25
2:45 PM	28	16	44	0.25
3:00 PM	32	15	47	0.27
3:15 PM	9	19	28	0.16
3:30 PM	9	3	12	0.07
2025-04-11				
12:30 PM	17	2	19	0.11
12:45 PM	27	4	31	0.18
1:00 PM	33	29	62	0.35
1:15 PM	24	30	54	0.31
1:30 PM	20	20	40	0.23
1:45 PM	29	34	63	0.36
2:00 PM	36	34	70	0.40
2:15 PM	15	22	37	0.21
2:30 PM	12	8	20	0.11
2:45 PM	30	4	34	0.19
3:00 PM	35	7	42	0.24
3:15 PM	15	6	21	0.12
3:30 PM	15	0	15	0.09