



BURNSIDE

**Municipality of Central Huron  
Parking Study**

**Municipality of Central Huron  
23 Albert Street  
P.O. Box 400  
Clinton, ON N0M 1L0**



**BURNSIDE**

**Municipality of Central Huron  
Parking Study**

**Municipality of Central Huron  
23 Albert Street  
P.O. Box 400  
Clinton, ON N0M 1L0**

**R.J. Burnside & Associates Limited  
35 Perry Street  
Woodstock ON N4S 3C4 CANADA**

**March 2024  
300057361.0000**



Parking Study  
 March 2024

**Distribution List**


No. of Hard Copies	PDF	Email	Organization Name
0	Yes	Yes	Municipality of Central Huron


**Record of Revisions**

Revision	Date	Description
0	February 15, 2024	Initial Submission to Municipality of Central Huron
1	February 28, 2024	Draft Submission to Municipality of Central Huron
2	March 15, 2024	Final Submission to Municipality of Central Huron

**R.J. Burnside & Associates Limited**

**Report Prepared By:**

  
 Ethan McCaw  
 Transportation Planner  
 EM:cr/cvh

  
 Mishaal Rizwan, B.Sc., M.E.S.  
 Engagement Lead

  
 Gordon Hui, P. Eng.  
 Project Manager

## **Contributors**

### **Municipality of Central Huron**

Steve Doherty, Chief Administrative Officer

Anne-Marie Thomson, Planning Coordinator

Brady Nolan, Roads Manager

Jillian Bjelan, Executive Assistant to Administration

Rachel Anstett, Clerk

### **R.J. Burnside & Associates Limited**

Gordon Hui, Project Manager

Mishaal Rizwaan, Engagement Lead

Ethan McCaw, Transportation Planner

Alvaro Almuina, Parking Advisor

## Table of Contents

<b>1.0</b>	<b>Introduction</b> .....	<b>1</b>
<b>2.0</b>	<b>Study Areas</b> .....	<b>2</b>
<b>3.0</b>	<b>Existing Parking Conditions</b> .....	<b>3</b>
3.1	Data Collection .....	3
3.1.1	Parking Utilization Threshold.....	5
3.1.2	Inventory of Parking Spaces .....	6
3.1.3	Accessible Parking Spaces .....	26
3.1.4	Summary of Data Collection Results .....	28
3.2	Parking By-Law .....	31
<b>4.0</b>	<b>Public and Stakeholder Engagement</b> .....	<b>32</b>
4.1	Online Surveys .....	32
4.2	Virtual Stakeholder Meeting.....	33
<b>5.0</b>	<b>Jurisdictional Scan</b> .....	<b>34</b>
<b>6.0</b>	<b>Downtown Clinton BIA Needs</b> .....	<b>36</b>
6.1	Accommodating a Mix of Land Uses Along Main Streets .....	36
6.2	Optimizing Existing Parking Capacity.....	38
<b>7.0</b>	<b>Downtown Clinton BIA Opportunities</b> .....	<b>40</b>
7.1	Residential Permit Program .....	40
7.2	Wayfinding and Public Information.....	41
7.3	Additional Parking Supply .....	42
7.4	Enforcement .....	42
7.5	Cash-in-Lieu of Parking .....	42
7.6	Electric Vehicle Support.....	43
7.7	Parking Requirements in the Zoning By-Law .....	44
<b>8.0</b>	<b>Clinton Parking Strategy</b> .....	<b>45</b>
8.1	Residential Parking Permits.....	45
8.1.1	Operational Details.....	45
8.1.2	Snow Removal.....	49
8.1.3	Paving Two Additional Lots .....	51
8.1.4	Terms and Conditions .....	51
8.2	Increase Enforcement.....	51
8.3	User Information .....	52
8.3.1	Online Mapping .....	52
8.3.2	Wayfinding Signage .....	52
8.4	Data Collection and Further Parking Strategy Updates .....	52
8.5	Strategic Recommendations .....	52
8.5.1	Parking Requirements.....	52
8.5.2	Cash-in-Lieu of Parking.....	53
8.5.3	Electric Vehicle Support .....	53
8.6	Increase Parking Supply .....	54

**9.0 Implementation Plan.....56**  
**10.0 Cost Considerations.....57**

**Tables**

Table 3-1: Summary of Data Collection Days ..... 4  
 Table 3-2: Aggregate Parking Supply in Downtown Clinton .....25  
 Table 3-3: Summary of Aggregate Supply (Marked vs Unmarked) .....26  
 Table 3-4: Accessible Parking Space Requirements - Residential Uses.....27  
 Table 3-5: Accessible Parking Space Requirements - Commercial Uses .....27  
 Table 3-6: Accessible Parking Space Inventory.....28  
 Table 3-7: Maximum On-Street Parking Limits .....31  
 Table 5-1: Jurisdictional Scan Key Findings .....35  
 Table 6-1: Municipality of Central Huron Parking Requirements .....36  
 Table 8-1: Parking Permit Operational Details .....46  
 Table 8-2: Maximum Number of Permits Per Location.....48  
 Table 10-1: Jurisdictional Scan of Lease Agreements .....58

**Figures**

Figure 2-1: Downtown Clinton BIA Limits..... 2  
 Figure 3-1: Huron Street On-Street Parking Location ..... 6  
 Figure 3-2: Ontario Street On-Street Parking Location ..... 7  
 Figure 3-3: Victoria Street On-Street Parking Location ..... 8  
 Figure 3-4: King Street On-Street Parking Location ..... 9  
 Figure 3-5: Isaac Street On-Street Parking Location.....10  
 Figure 3-6: Rattenbury Street East On-Street Parking Location.....11  
 Figure 3-7: Rattenbury Street West On-Street Parking Location.....12  
 Figure 3-8: Albert Street On-Street Parking Location .....13  
 Figure 3-9: Isaac Street On-Street Parking Location.....14  
 Figure 3-10: Mary Street On-Street Parking Location .....15  
 Figure 3-11: King Street On-Street Parking Location .....16  
 Figure 3-12: Victoria Street On-Street Parking Location .....17  
 Figure 3-13: Albert Street On-Street Parking Location.....18  
 Figure 3-14: Ontario Street / Smith Street Parking Area Location .....19  
 Figure 3-15: 18 Princess Street Parking Area Location .....20  
 Figure 3-16: 17 Park Lane Parking Lot Location.....20  
 Figure 3-17: 95 Park Lane Parking Lot Location.....21  
 Figure 3-18: 401 Beech Street Parking Lot Location.....22  
 Figure 3-19: 20 Huron Street Parking Lot Location .....23  
 Figure 3-20: 27 Ontario Street Parking Lot Location .....24  
 Figure 3-21: 15 Albert Street Parking Lot Location .....25  
 Figure 3-22: Parking Availability .....29  
 Figure 3-23: Peak Utilization.....30  
 Figure 7-1: Parking Lot Signage .....41

Parking Study  
March 2024

Figure 7-2: Wayfinding Signage in Downtown Calgary .....	42
Figure 7-3: Share of Electric Vehicle Registrations .....	44
Figure 8-1: Locations for Permit Holders .....	47
Figure 8-2: Ontario Street / Smith Street Parking Area .....	48
Figure 8-3: Aluminum Carport .....	50
Figure 8-4: Overhead Car Structure with Partial Coverage.....	50
Figure 8-5: Example of Snow Clearing Area Signage .....	51

**Appendices**

- Appendix A Data Collection Summary
- Appendix B Public Opinion Survey Results
- Appendix C Business Consultation Presentation
- Appendix D Jurisdictional Scan
- Appendix E Terms and Conditions for Monthly Parking Permits

## **1.0 Introduction**

The Municipality of Central Huron ('Municipality') is located in Huron County and is made up of the former Town of Clinton as well as the former Townships of Goderich and Hullet. With historic and attractive downtown cores nestled along the shores of Lake Huron, the Municipality attracts tourists to visit, and businesses to operate.

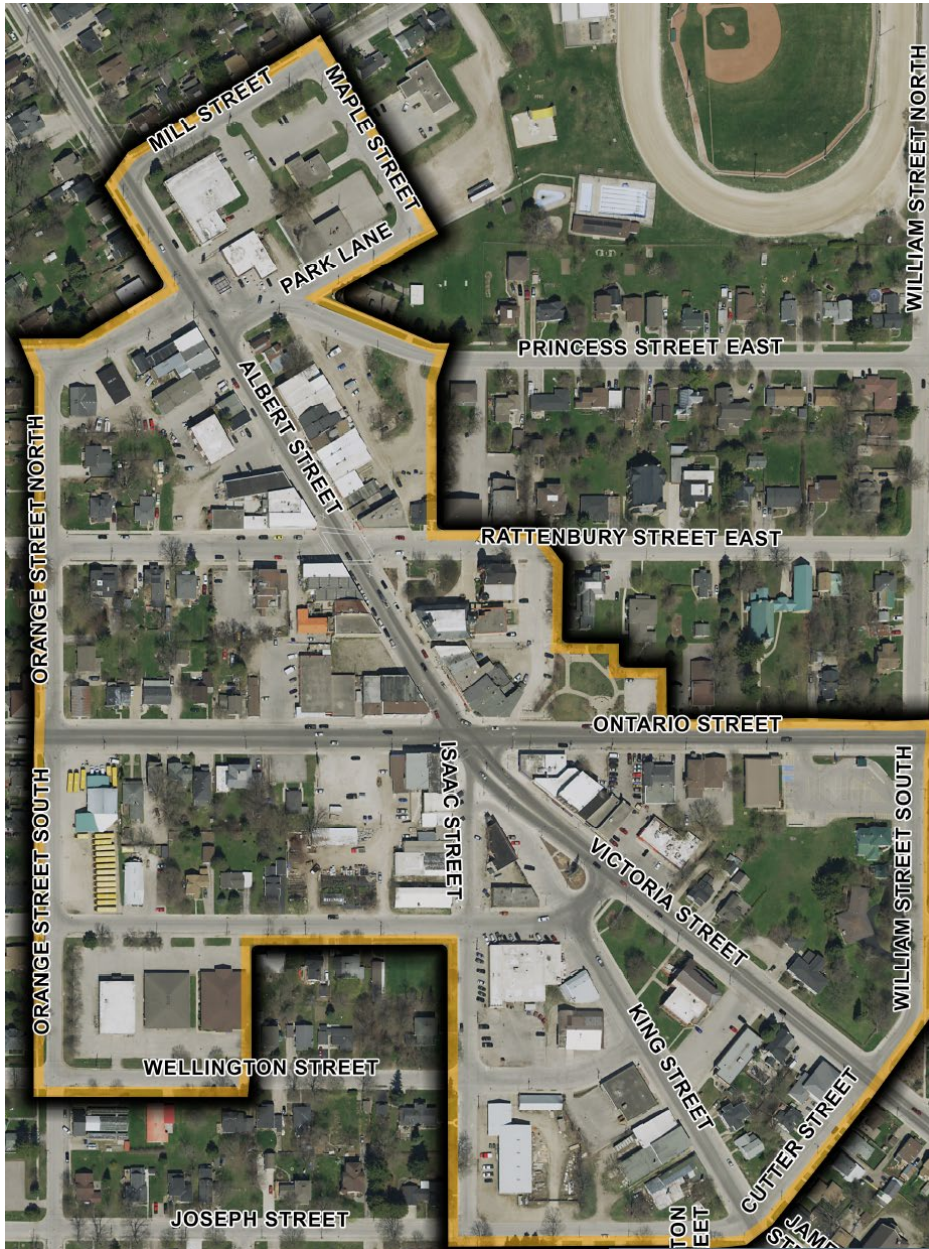
The Municipality of Central Huron retained R.J. Burnside & Associates Limited (Burnside) to conduct a Municipal Parking Strategy. The Municipality is looking at opportunities to provide residential housing in the central area of Clinton, primarily within the limits of the BIA. In addition, this effort has moved forward in context of more density, intensification, and redevelopment of brownfield sites. Providing this housing has resulted in the need to address the supply of residential parking within the BIA. This study aims to address existing and anticipated parking issues as well as leverage opportunities to enhance Clinton's parking management, which includes infrastructure, policies, and programs. The study will develop a strategy that aims to meet parking demands while optimizing parking resources and fostering a dynamic and inviting environment for everyone.



## 2.0 Study Areas

This parking management strategy focuses on Downtown Clinton, primarily within the limits of the BIA. Downtown Clinton is illustrated in Figure 2-1. The boundary of this study area is not definite. Areas in close vicinity of the study are also considered as part of this study.

**Figure 2-1: Downtown Clinton BIA Limits**



### 3.0 Existing Parking Conditions

A review of the Municipality's existing parking conditions was undertaken. This consisted of a review of the Municipality's parking by-law and parking-related data collection. Parking-related data collection is represented in two common metrics: parking utilization and parking duration.

Parking utilization refers to the percentage of parking spaces that are occupied at a given point in time. It is a measure of how efficiently parking spaces are being used. For example, if there are 100 parking spaces in a lot, and 80 of them are occupied, the parking utilization rate would be 80%.

Parking turnover refers to the rate at which vehicles come in and go out of parking spaces within a specified time period. It indicates how quickly parking spaces are being vacated and made available for new vehicles to park. In other words, turnover is an inverse to parking duration.

A high parking turnover rate means that parking spaces are being used by multiple vehicles throughout the day, while a low turnover rate suggests that vehicles tend to occupy spaces for extended periods, leading to reduced availability for other users. Parking turnover is essential for maximizing the efficiency of parking facilities and ensuring that spaces are accessible to as many users as possible.

#### 3.1 Data Collection

To collect parking utilization and turnover data, various field surveys were conducted in the various study areas on Wednesday December 13, 2023. The chosen period for the data collection represented the typical average. To attempt capturing a typical, average day, the days that were chosen typically had sunny weather with no external disturbances that would increase or decrease parking demand.

A summary of the parking collection days and times are shown in **Table 3-1**.

Parking Study  
March 2024

**Table 3-1: Summary of Data Collection Days**

<b>Study Area</b>	<b>Day</b>	<b>Time</b>	<b>Survey Type</b>
Unopened road allowance (Ontario Street / Smith Street Parking Area)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Clinton Community Park Lot (95 Park Lane)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
17 Park Lane	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
18 Princess Street Parking Lot	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Albert Street (Princess Street to Ontario Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Albert Street (Park Lane to Mill Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Victoria Street (Ontario Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Victoria Street (Mary Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
King Street (Isaac Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
King Street (Mary Street to Cutter Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Isaac Street (King Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Isaac Street (Mary Street to Wellington Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Mary Street (Isaac Street to King Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Rattenbury Street (Albert Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization

Parking Study  
March 2024

<b>Study Area</b>	<b>Day</b>	<b>Time</b>	<b>Survey Type</b>
Rattenbury Street (Albert Street to Orange Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Huron Street (Albert Street to Orange Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Ontario Street (Albert Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Parking lot – Beside New Orleans Pizza (20 Huron Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Parking lot – 15 Albert Street	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Parking lot – Memorial Park (27 Ontario Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover

A summary of the data collection is provided below. The full results are shown in Appendix A.

### 3.1.1 Parking Utilization Threshold

A parking utilization threshold represents the point at which a parking facility's capacity is actively used by parked vehicles, usually expressed as a percentage. Exceeding an 85% utilization rate indicates that parking resources are nearing maximum capacity. This can lead to challenges like difficulties in finding parking, increased congestion, reduced accessibility, heightened illegal parking, negative perceptions, economic setbacks for local businesses, environmental impacts due to prolonged search and congestion. This threshold will be referenced as the data is presented below.

Parking Study  
March 2024

### 3.1.2 Inventory of Parking Spaces

Available parking inventory in Downtown Clinton consists of both marked, and unmarked spaces either on-street or in designated off-street parking lots.

Marked parking spaces can be defined as distinct individual parking spaces that are indicated on the surface of the roadway and / or parking lot through using pavement markings.

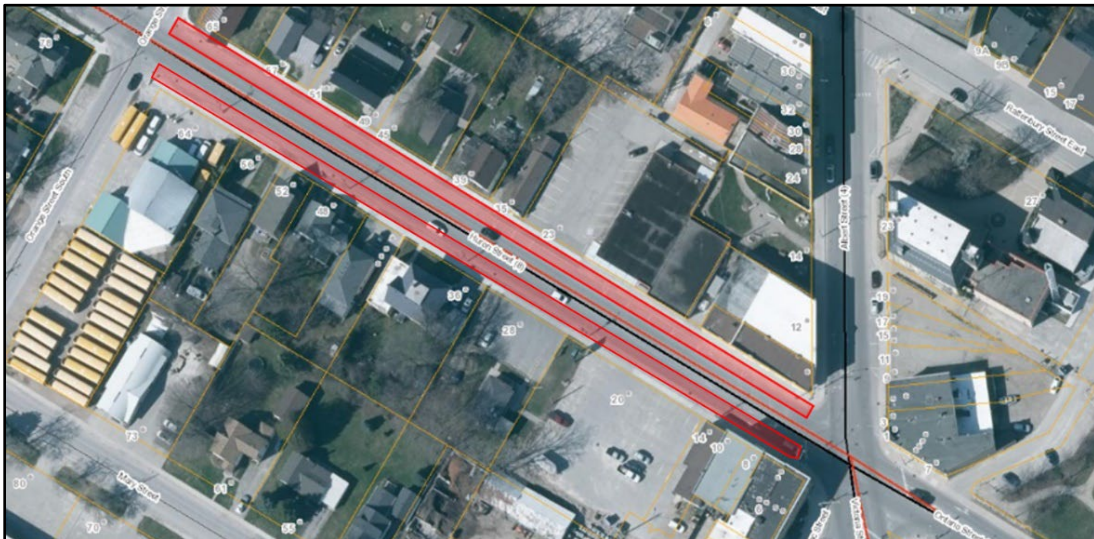
Unmarked parking spaces can be defined as a portion of the roadway and / or parking lot surface that can accommodate a vehicle parking and is not indicated as “No Parking” through using regulatory signs or in the Municipality of Central Huron’s Parking By- Law (By-Law 09-2009). A designated unmarked parking space is determined by estimating the area that a typical car would require to park which is consistent with the typical design of a marked parking space.

A description of each parking location and the available parking inventory is provided below and summarized in Table 3-2 and Table 3-3.

#### On-Street Parking Locations:

Huron Street (Albert Street to Orange Street) – On-street parking is provided on the north and south side of Huron street, in the form of both marked and unmarked parking spaces. The north side has five regular marked spaces, one accessible space and approximately 12 unmarked spaces and the south side has approximately 15 unmarked spaces for a total parking supply of 33 spaces (five regular, one accessible and approximately 27 unmarked). Figure 3-1 below illustrates the availability of on-street parking along Huron Street.

**Figure 3-1: Huron Street On-Street Parking Location**



Source: Huron County Interactive Map



Parking Study  
March 2024

Ontario Street (Albert Street to William Street) – On-street parking is provided on the north and south side of Ontario Street, in the form of both marked and unmarked parking spaces. The north side has 18 regular marked parking spaces, and the south side has 13 marked parking spaces and approximately 16 unmarked parking spaces for a total parking supply of 47 spaces (31 regular, 0 accessible and approximately 16 unmarked). Figure 3-2 below illustrates the availability of on-street parking along Ontario Street.

**Figure 3-2: Ontario Street On-Street Parking Location**

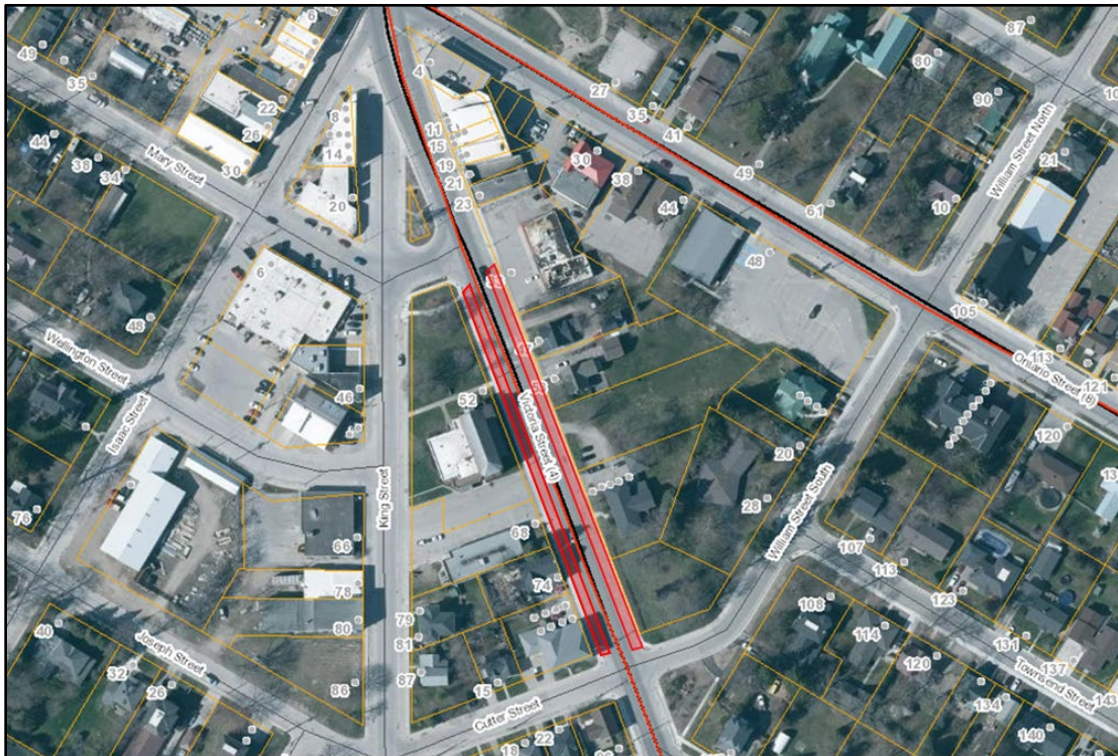


Source: Huron County Interactive Map

Parking Study  
March 2024

Victoria Street (William Street to Mary Street) – On-street parking is provided on the east and west side of Victoria Street, in the form of both marked and unmarked parking spaces. The east side has two regular marked parking spaces and approximately 12 unmarked parking spaces, and the west side has eight regular marked parking spaces and approximately ten unmarked parking spaces for a total parking supply of 32 spaces (ten regular, zero accessible and approximately 22 unmarked). Figure 3-3 below illustrates the availability of on-street parking along Victoria Street.

**Figure 3-3: Victoria Street On-Street Parking Location**

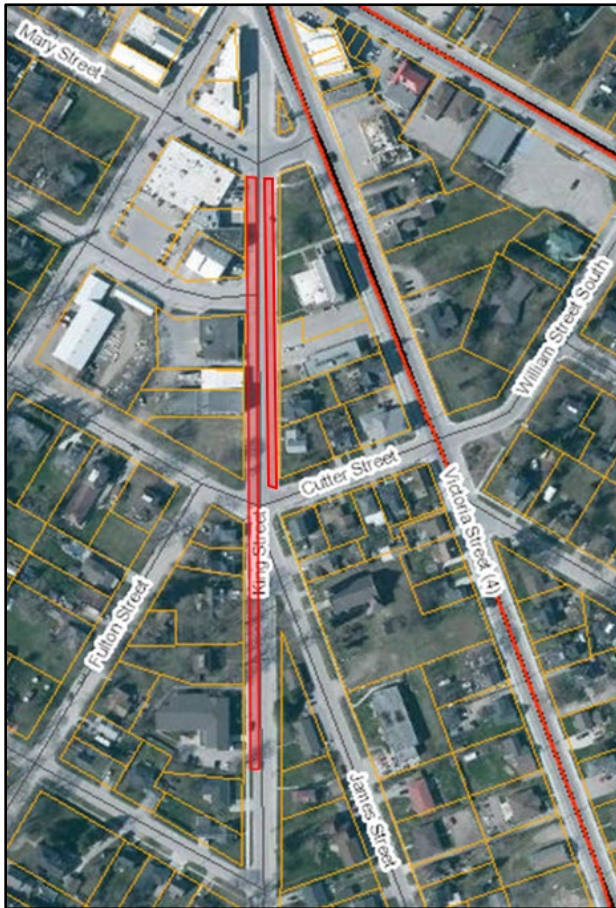


Source: Huron County Interactive Map

Parking Study  
March 2024

King Street (Cutter Street to Mary Street) – On-street parking is provided on the east and west side of King Street, in the form of unmarked parking spaces. The east side has approximately 15 unmarked parking spaces, and the west side has approximately 30 unmarked parking spaces for a total parking supply of approximately 45 spaces. Figure 3-4 below illustrates the availability of on-street parking along King Street.

**Figure 3-4: King Street On-Street Parking Location**

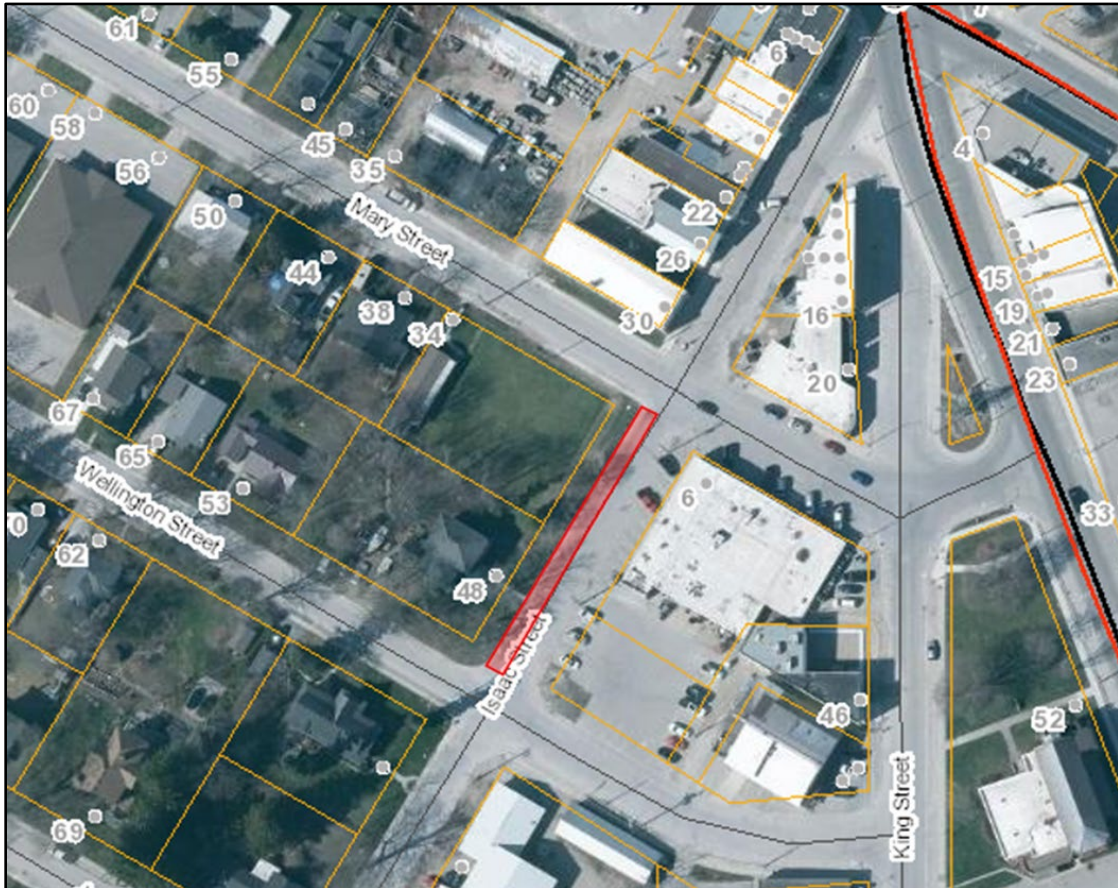


Source: Huron County Interactive Map



Isaac Street (Wellington Street to Mary Street) – On-street parking is provided on the west side of Isaac Street, in the form of unmarked parking spaces. The west side has approximately five unmarked parking spaces. Figure 3-5 below illustrates the availability of on-street parking along Isaac Street.

**Figure 3-5: Isaac Street On-Street Parking Location**



Source: Huron County Interactive Map

Parking Study  
March 2024

Rattenbury Street East (Albert Street to William Street) – On-street parking is provided on the north and south side of Rattenbury Street, in the form of both marked and unmarked parking spaces. The north side has six regular marked spaces and one accessible space, and the south side has six regular marked spaces, one accessible space and approximately 20 unmarked parking spaces for a total parking supply of approximately 34 spaces (12 regular, two accessible and approximately 20 unmarked). Figure 3-6 below illustrates the availability of on-street parking along Rattenbury Street.

**Figure 3-6: Rattenbury Street East On-Street Parking Location**



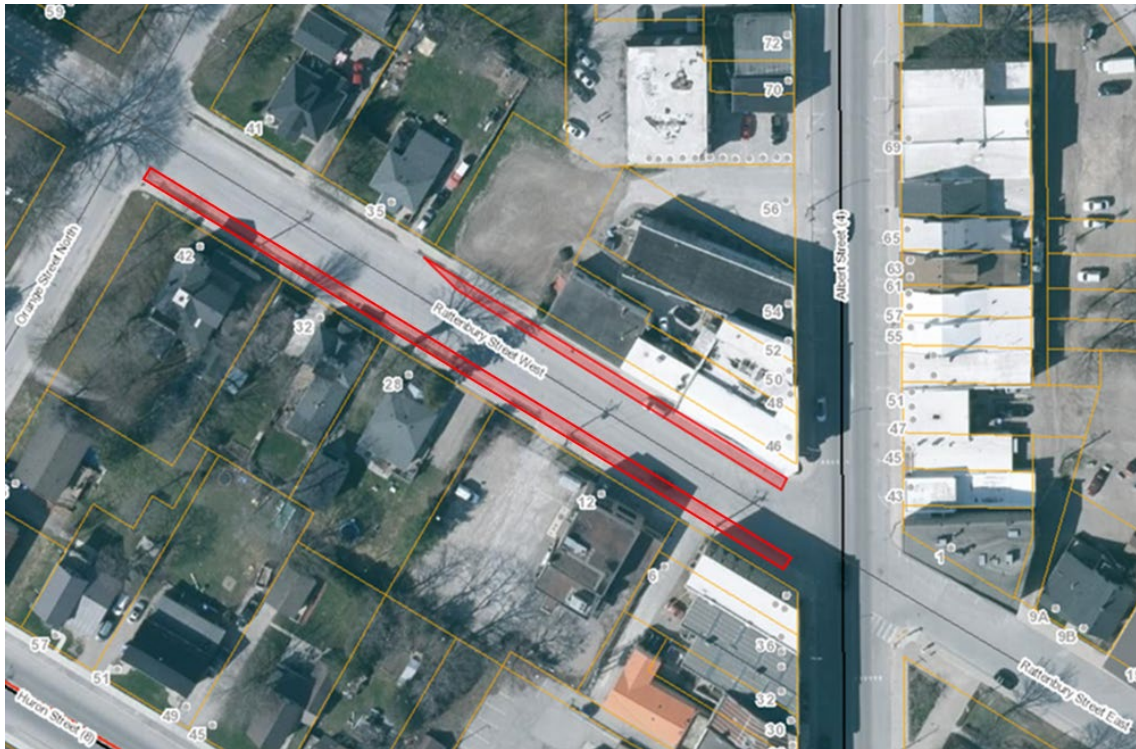
Source: Huron County Interactive Map



Parking Study  
March 2024

Rattenbury Street West (Albert Street to Orange Street) – On-street parking is provided on the north and south side of Rattenbury Street, in the form of both marked and unmarked parking spaces. The north side has seven regular marked spaces, one accessible space and approximately ten unmarked spaces, and the south side has five regular marked spaces, one accessible space and approximately ten unmarked parking spaces for a total parking supply of approximately 34 spaces (12 regular, two accessible and approximately 20 unmarked). Figure 3-7 below illustrates the availability of on-street parking along Rattenbury Street.

**Figure 3-7: Rattenbury Street West On-Street Parking Location**

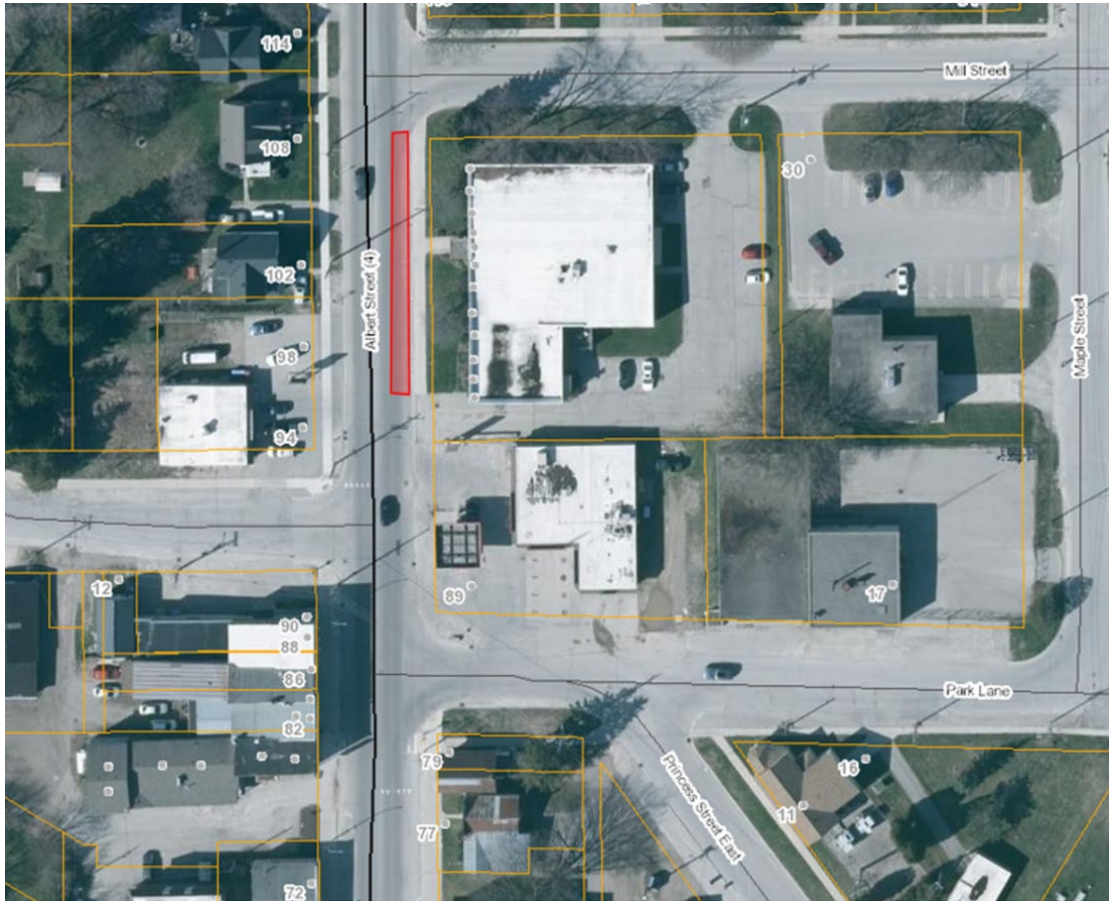


Source: Huron County Interactive Map

Parking Study  
March 2024

Albert Street (Mill Street to Park Lane) – On-street parking is provided on the east side of Albert Street, in the form of marked parking spaces. The east side has five marked parking spaces. Figure 3-8 below illustrates the availability of on-street parking along King Street.

**Figure 3-8: Albert Street On-Street Parking Location**



Source: Huron County Interactive Map



Isaac Street (King Street to Mary Street) – On-street parking is provided on the west side of Isaac Street, in the form of marked parking spaces. The west side has 18 regular marked parking spaces. Figure 3-9 below illustrates the availability of on-street parking along Isaac Street.

**Figure 3-9: Isaac Street On-Street Parking Location**



Source: Huron County Interactive Map

Parking Study  
March 2024

Mary Street (King Street to Isaac Street) – On-street parking is provided on the north side of Mary Street, in the form of marked parking spaces. The north side has four regular marked parking spaces. Figure 3-10 below illustrates the availability of on-street parking along Isaac Street.

**Figure 3-10: Mary Street On-Street Parking Location**

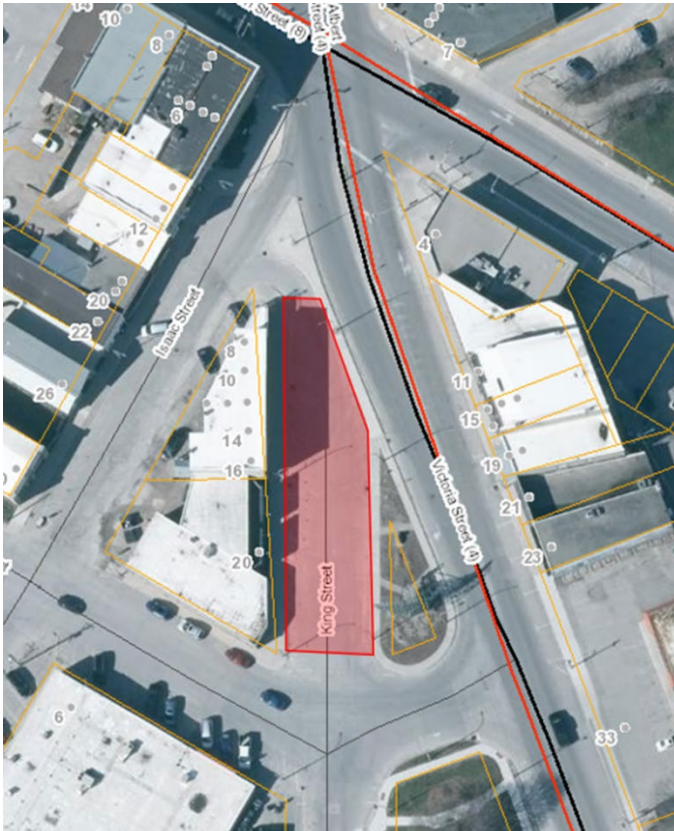


Source: Huron County Interactive Map

Parking Study  
March 2024

King Street (Isaac Street to Mary Street) – On-street parking is provided on both sides of King Street, in the form of marked parking spaces. King Street has 17 regular marked parking spaces. Figure 3-11 below illustrates the availability of on-street parking along King Street

**Figure 3-11: King Street On-Street Parking Location**

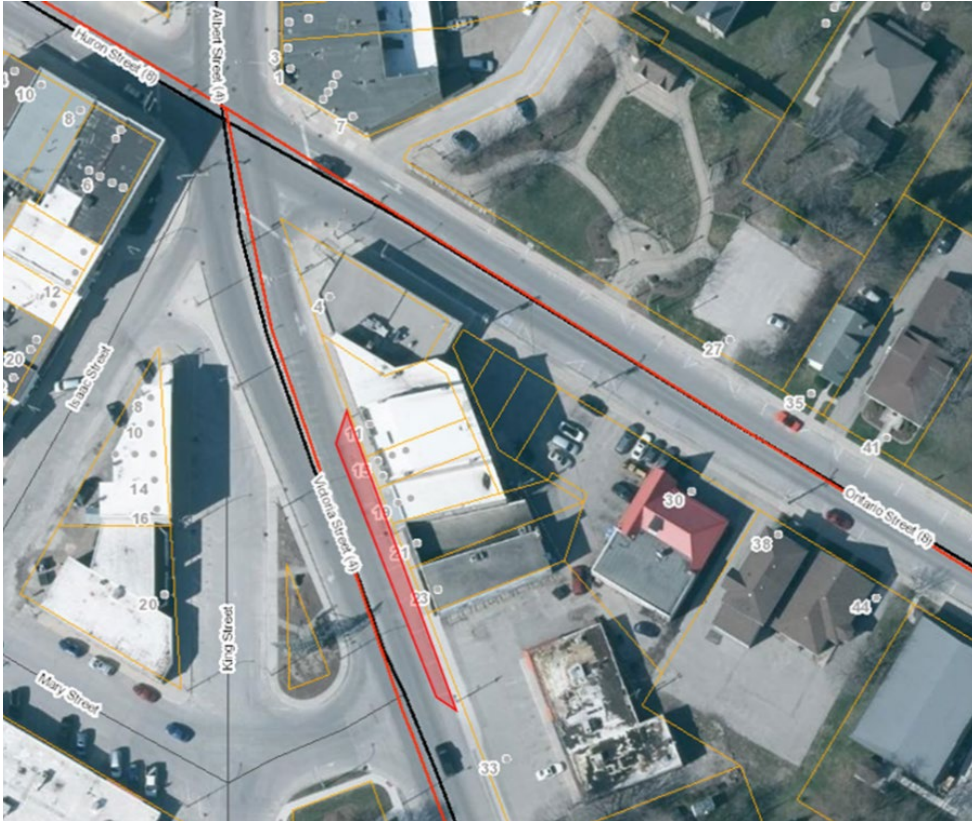


Source: Huron County Interactive Map



Victoria Street (Huron Street to Mary Street) – On-street parking is provided on the east side of Victoria Street, in the form of marked parking spaces. The east side has nine regular marked parking spaces. Figure 3-12 below illustrates the availability of on-street parking along Victoria Street.

**Figure 3-12: Victoria Street On-Street Parking Location**



Source: Huron County Interactive Map



Parking Study  
March 2024

Albert Street (Ontario Street to Park Lane) – On-street parking is provided on the east and west side of Albert Street, in the form of marked parking spaces. The east side has 26 regular marked parking spaces, and the west side has 22 regular marked parking spaces for a total parking supply of approximately 48 spaces. Figure 3-13 below illustrates the availability of on-street parking along Albert Street

**Figure 3-13: Albert Street On-Street Parking Location**

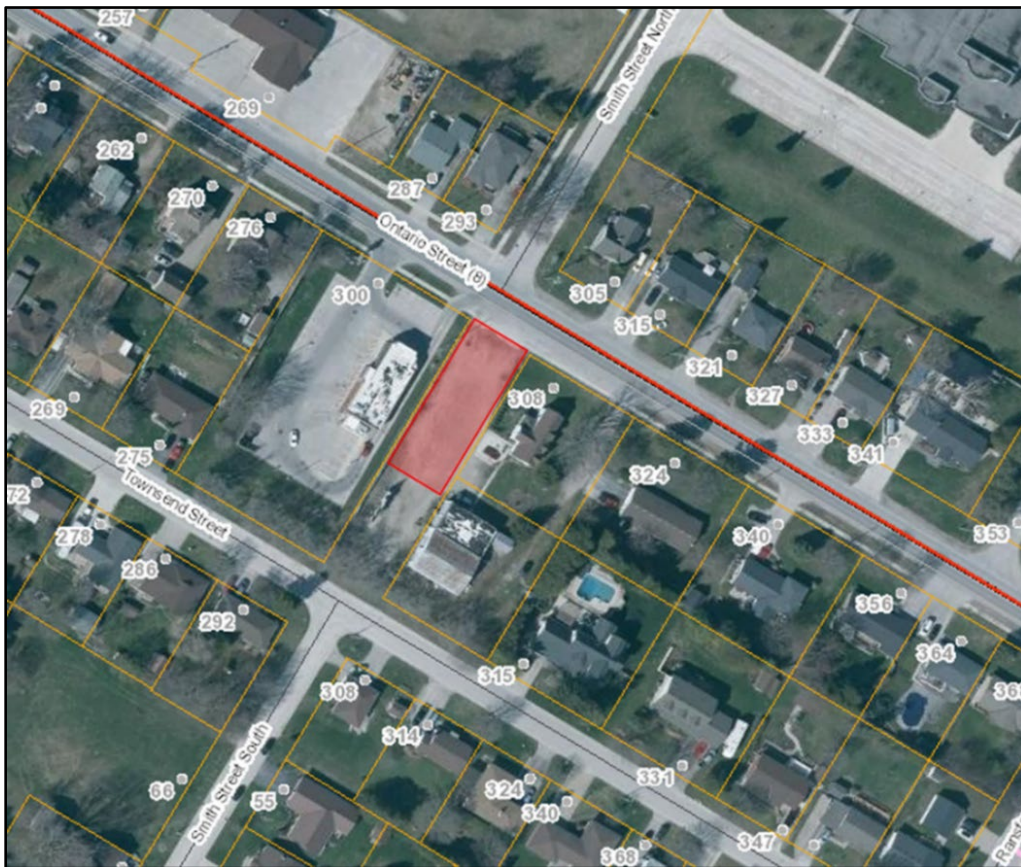


Source: Huron County Interactive Map

**Off-Street Parking Locations:**

Ontario Street / Smith Street Parking Area – Ontario Street / Smith Street parking area is an unopened road allowance beside Tim Horton’s with a gravel surface, which has been utilized by the public for parking. This parking lot consists of approximately 30 unmarked parking spaces. Figure 3-14 below illustrates the location of the unopened road allowance.

**Figure 3-14: Ontario Street / Smith Street Parking Area Location**



Source: Huron County Interactive Map

Parking Study  
 March 2024

18 Princess Street Parking Lot – Located at the corner of Princess Street and Park Lane (across from 11 Princess Street) this gravel surface parking lot has approximately 15 unmarked parking spaces and provides residents and visitors with off-street parking located conveniently behind the stores that line Albert Street in Downtown. Figure 3-15 below illustrates the location of the Princess Street parking lot.

**Figure 3-15: 18 Princess Street Parking Area Location**



Source: Huron County Interactive Map

17 Park Lane – Located at the Municipality of Central Huron’s Water / Sanitary Sewer facility, this asphalt surface parking lot consists of approximately six unmarked parking spaces. Figure 3-16 below illustrates the location of the 17 Park Lane parking lot.

**Figure 3-16: 17 Park Lane Parking Lot Location**



Source: Huron County Interactive Map



Parking Study  
March 2024

95 Park Lane – Located a short walk from the main downtown core, at Clinton Community Park, this off-street asphalt surface parking lot consists of approximately 20 unmarked parking spaces for the public to use. However, this lot is not suitable for long-term parking because the Municipality cannot conduct snow removal operations due to issues with applying salt. Figure 3-17 illustrates the location of the 95 Park Lane parking lot.

**Figure 3-17: 95 Park Lane Parking Lot Location**



Source: Huron County Interactive Map

Parking Study  
March 2024

401 Beech Street – Located at the Central Huron Fire Department, this off-street asphalt surface parking lot has 37 marked parking spaces consisting of 35 regular and two accessible spaces. Figure 3-18 below illustrates the location of the 401 Beech Street parking lot. Note, the area around the Fire Hall is dedicated to emergency response vehicles (both Fire and EMS) and the parking lot to the east of the Fire Hall is used by the County staff who lease offices upstairs, this parking is not available for public parking.

**Figure 3-18: 401 Beech Street Parking Lot Location**



Source: Huron County Interactive Map

20 Huron Street – Located slightly off of the main core, beside New Orleans pizza, this off-street asphalt surface parking lot has 25 marked parking spaces for the public to use. Figure 3-19 below illustrates the location of the 20 Huron Street parking lot.

**Figure 3-19: 20 Huron Street Parking Lot Location**



Source: Huron County Interactive Map



Parking Study  
March 2024

27 Ontario Street – Located a short walk from the downtown core at Memorial Park, this off-street asphalt surface parking lot has approximately ten unmarked parking spaces for the public to use. Figure 3-20 below illustrates the location of the 27 Ontario Street parking lot.

**Figure 3-20: 27 Ontario Street Parking Lot Location**



Source: Huron County Interactive Map

15 Albert Street – Located on the corner of Albert Street and Ontario Street (behind Royal LePage Heartland Realty) this off-street asphalt surface parking lot has a total of 30 parking spaces consisting of 23 regular marked parking spaces, one accessible marked parking space and approximately six unmarked parking spaces for the public to use. Figure 3-21 below illustrates the location of the 15 Albert Street parking lot.

**Figure 3-21: 15 Albert Street Parking Lot Location**



Source: Huron County Interactive Map

**Aggregate Parking Supply**

As outlined above, various on-street and off-street parking locations have been reviewed in this study consisting of regular marked, accessible marked and unmarked parking spaces. Table 3-2 below summarizes the aggregate parking supply in Downtown Clinton while Table 3-3 summarizes the aggregate parking supply by marked versus unmarked spaces.

**Table 3-2: Aggregate Parking Supply in Downtown Clinton**

Location	Supply
On-Street Parking Spaces	327
Off-Street Parking Spaces	171
On-Street Accessible Parking Spaces	7
Off-Street Accessible Parking Spaces	2



Parking Study  
March 2024

**Table 3-3: Summary of Aggregate Supply (Marked vs Unmarked)**

Location	Supply
Marked Parking Spaces	257
Unmarked Parking Spaces	242
Accessible Parking Spaces (Marked)	9

### 3.1.3 Accessible Parking Spaces

Accessible parking spaces can be defined as “A parking space designated for the sole use of motor vehicles on which a permit is properly displayed identifying that vehicle for use by the physically disabled” as per the Municipality of Central Huron’s Parking By-Law (By-Law 09-2009).

As outlined in the Municipality of Central Huron’s Zoning By-Law (By-Law 40-2010). Table 3-4 and Table 3-5 outline the barrier free (Accessible) parking requirements for residential and commercial land uses respectively. The following definitions apply to Barrier Free Type A and B spaces.

**Barrier Free Type A Parking Space** – As outlined in the Zoning By-Law, Barrier Free Type A Space “Means a designated accessible parking space designed for use by people who use mobility devices which require space for the deployment of ramps; and which has signage that identifies the space as ‘Van Accessible’. For barrier free parking regulations.

**Barrier Free Type B Parking Space** – As outlined in the Zoning By-Law, Barrier Free Type B Space “Means a designated accessible parking space designed for use by people who use mobility devices which do not require space for the deployment of ramps. For barrier free parking regulations.

Parking Study  
March 2024

**Table 3-4: Accessible Parking Space Requirements - Residential Uses**

<b>Residential Uses</b>	
<b>Total Number of Spaces</b>	<b>Required Barrier Free Spaces</b>
0 to 5	Type A: 0 Type B: 0
6 to 10	Type A: 1 Type B: 0
11 to 20	Type A: 1 Type B: 1
21 to 40	Type A: 2 Type B: 2
41 to 60	Type A: 3 Type B: 3
61 to 100	Type A: 4 Type B: 4
101 to 200	Type A: 5 Type B: 5
201 and greater	Type A: 1% of the total spaces + 3 spaces Type B: 1% of the total spaces + 3 spaces

**Table 3-5: Accessible Parking Space Requirements - Commercial Uses**

<b>Commercial, Industrial, Community Facility, and all other uses</b>	
<b>Total Number of Spaces</b>	<b>Required Barrier Free Spaces</b>
1 to 12	Type A: 1 Type B: 0
13 to 20	Type A: 1 Type B: 1
21 to 60	Type A: 2 Type B: 2
61 to 100	Type A: 2 Type B: 3
101 to 150	Type A: 3 Type B: 3
151 to 200	Type A: 4 Type B: 4
201 and greater	Type A: 1% of the total spaces + 2 spaces Type B: 1% of the total spaces + 2 spaces

The location and quantity of accessible parking spaces in Clinton are summarized in Table 3-6.

Parking Study  
March 2024

**Table 3-6: Accessible Parking Space Inventory**

Road Name / Parking Lot	From	To	Side of Street	# of Accessible Spaces
401 Beech Street (Clinton Fire Hall)	N/A	N/A	N/A	2
15 Alber Street Lot	N/A	N/A	N/A	1
Huron Street	Albert Street	Orange Street	North	1
Ontario Street	Albert Street	William Street	South	1
Rattenbury Street East	Albert Street	William Street	South	1
Rattenbury Street East	Albert Street	William Street	North	1
Rattenbury Street West	Albert Street	Orange Street	South	1
Rattenbury Street West	Albert Street	Orange Street	North	1
<b>Total Accessible Spaces</b>				<b>9</b>

### 3.1.4 Summary of Data Collection Results

The number of spaces that were surveyed in the Downtown study area is show in Figure 3-22. Peak utilization for Downtown is illustrated in Figure 3-23. Observations regarding the parking situation in the Downtown study area that were developed based on the parking utilization surveys and field observations are outlined below. These observations included the following:

- During the weekday, the peak on-street parking demand within the study area occurred at 11 a.m. to 1 p.m. with a 24% peak utilization. The peak off-street parking demand within the study area occurred at 11 a.m. with a 35% peak utilization. Overall, the municipal parking supply is currently accommodating the weekday parking demand.
- During the weekday, the 15 Alber Street lot, 17 Park Lane lot, Rattenbury Street East from Albert Street to William Street (north side) and Albert Street from Ontario Street to Park Lane (east side) we either at, or just below the suitable parking utilization thresholds during multiple hours throughout the day. Peak parking utilizations were 83%, 83%, 83% and 85% respectively.
- Rattenbury Street East from Albert Street to William Street (south side), Victoria Street (west side), Victoria Street (east side), Ontario Street (south side), and Ontario Street (north side) had low parking utilizations throughout the day peaking at 8%, 11%, 14%, 10%, and 11% respectively.

Parking Study  
 March 2024

- The Ontario Street / Smith Street parking area, 95 Park Lane lot, and 401 Beech Street lot had low parking utilizations throughout the day peaking at 3%, 5%, and 16% respectively.

**Figure 3-22: Parking Availability**

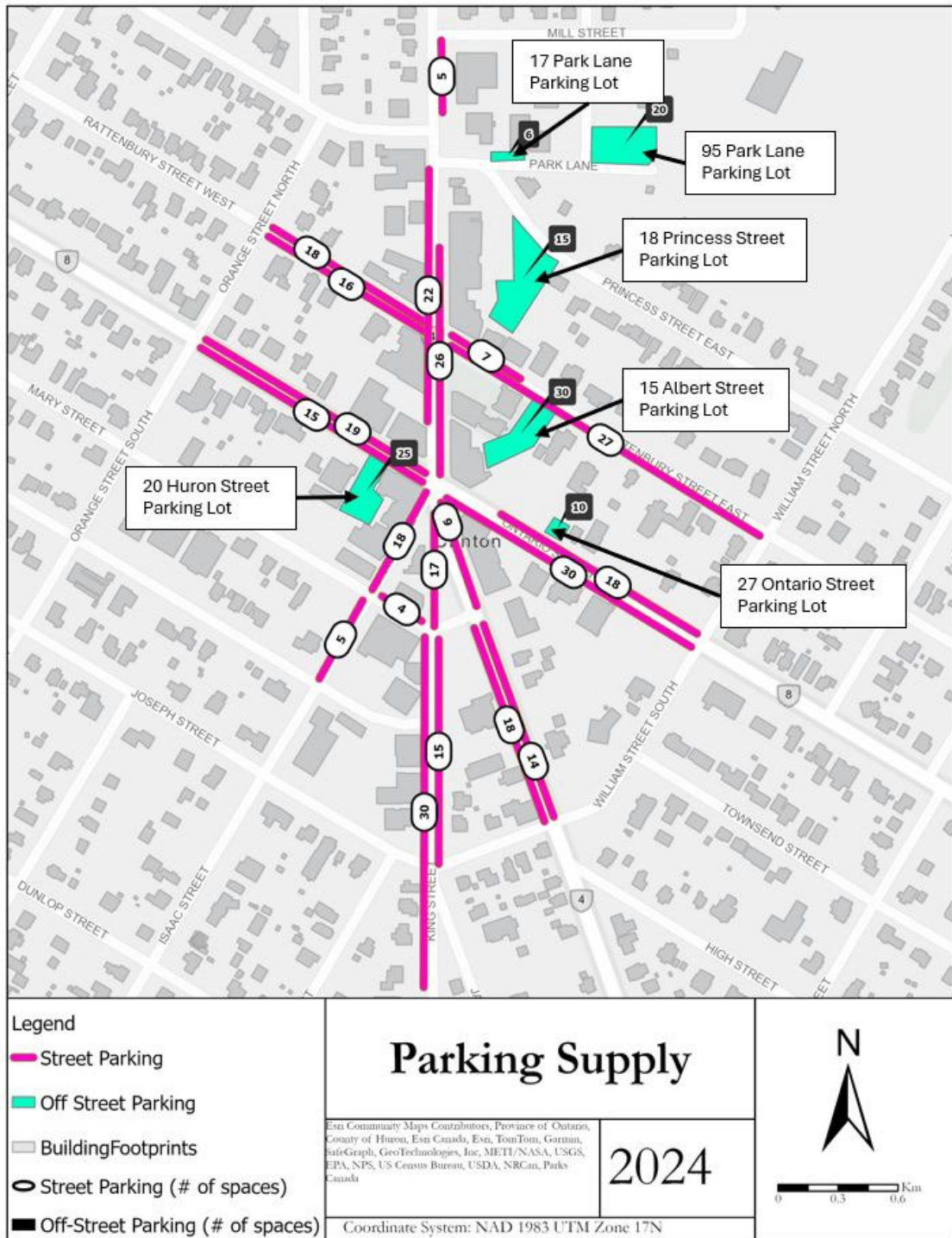
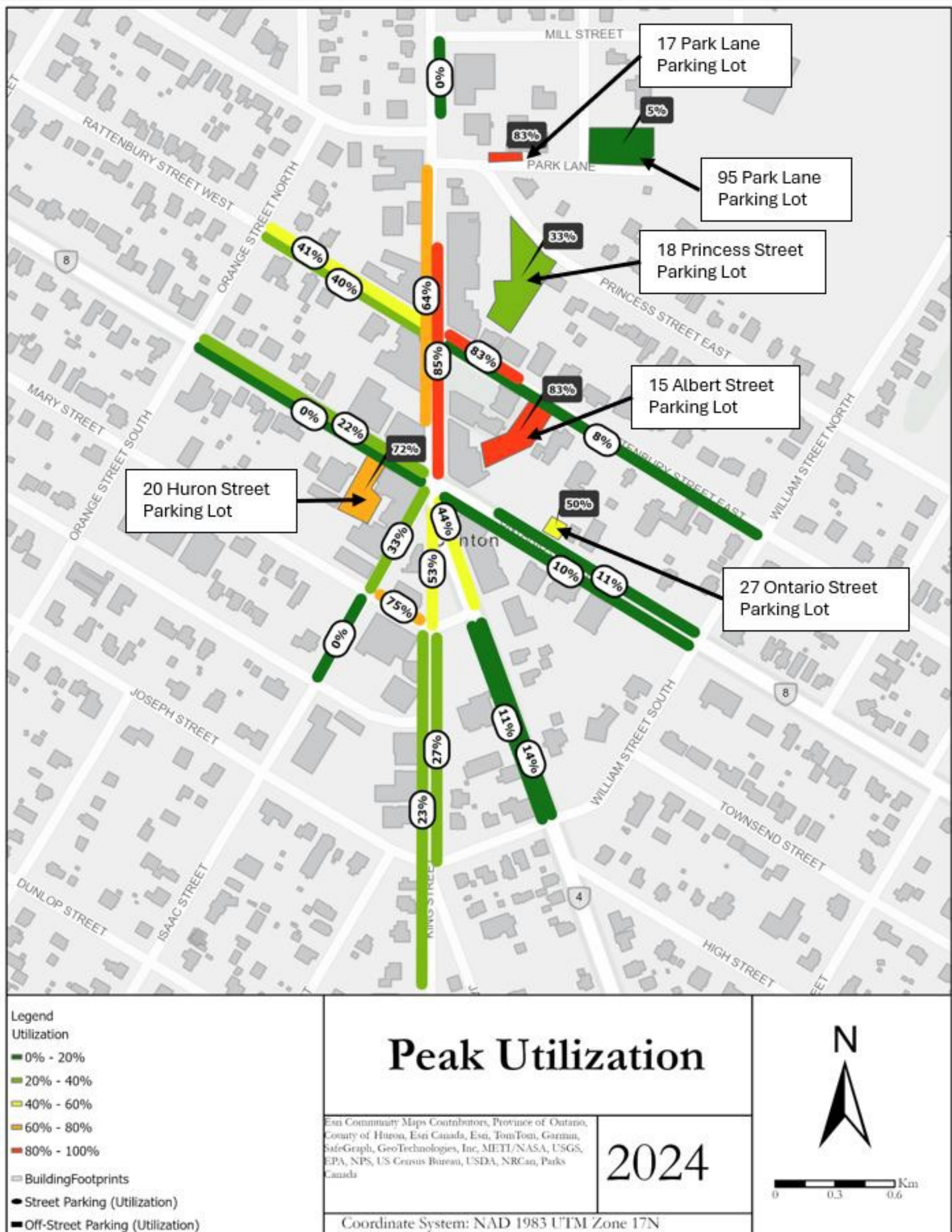




Figure 3-23: Peak Utilization



Parking Study  
March 2024

### 3.2 Parking By-Law

Parking zoning by-laws in the Municipality of Central Huron are regulated by Parking By-Law No. 09-2009. In terms of parking management, on-street and off-street parking regulations are the most important.

The Municipality of Central Huron does not have a standard parking time limit for all roads in the Municipality, other than those indicated in Schedule A, B, C and D of the parking by-law. Select areas in Downtown Clinton have time limits of ten minutes, two hours, and four hours as shown in Table 3-7. The Municipality does not currently have time limits in their off-street parking lots. In addition to time limits for certain on-street and off-street parking, there is a municipality wide prohibition for overnight on-street parking from 2:00 a.m. till 6:00 a.m., November 15<sup>th</sup> through April 1<sup>st</sup>.

**Table 3-7: Maximum On-Street Parking Limits**

Parking Location	From	To	Side	Times/Day	Time Limit
King Street	Wellington Street	183 feet South of Wellington Street	West	Anytime	10 min
Wellington Street South	King Street	110 feet West of King Street	South	Anytime	10 min
ShIPLEY Street	John Street	Princess Street	West	Anytime	4 hrs
Huron Street	Albert Street	Orange Street	North	Anytime	2 hrs
Huron Street	Isaac Street	Orange Street	South	Anytime	2 hrs
Albert Street	Huron Street	Princess Street	West	Anytime	2 hrs
Albert Street	Ontario Street	Princess Street	East	Anytime	2 hrs
RATTENBURY Street West	Albert Street	William Street	Both	Anytime	2 hrs
RATTENBURY Street	Albert Street	210 feet East of Albert Street	North	Anytime	2 hrs
Ontario Street	Albert Street	William Street	North	Anytime	2 hrs
Ontario Street	Victoria Street	William Street	South	Anytime	2 hrs
King Street	Victoria Street	Cutter Street	West	Anytime	2 hrs
King Street	Isaac Street	Joseph Street	Both	Anytime	2 hrs
Mary Street	Mary Street	Wellington Street	East	Anytime	2 hrs
Isaac Street	Huron Street	Mary Street	Both	Anytime	2 hrs
Victoria Street	Ontario Street	William Street	East	Anytime	2 hrs
Victoria Street	King Street	Cutter Street	West	Anytime	2 hrs

## 4.0 Public and Stakeholder Engagement

Several methods were used to reach business owners, employees, residents, and visitors. First, a project webpage was created with the URL <https://www.centralhuron.ca/en/your-municipal-government/downtown-clinton-parking-study-2023.aspx>. One stakeholder meeting was also conducted. The project team reached out to businesses and the Business Improvement Association (BIA).

Two public opinion surveys were hosted on the webpage. The first public opinion survey was targeted towards business owners and employees. The second public opinion survey was targeted towards residents and visitors. The surveys were conducted between November 1<sup>st</sup>, 2023, and November 30<sup>th</sup>, 2023.

The survey results are summarized in Appendix B. A summary is provided below.

### 4.1 Online Surveys

The majority of survey respondents came from residents and/or visitors. Out of the 251 responses received, 213 were residents and/or visitors while 38 were businesses and/or employees. Key survey findings from the online surveys are outlined below.

- Most of the respondents were residents of Clinton.
- Most of the residents park their cars in their private driveway/garage followed by on-street parking.
- Most employees and business owners park in privately owned parking lots followed by off-street public parking and for about seven hours or more.
- The majority of the business owners/employees walk for less than a minute to reach their workplace from their parked car.
- Most employees and business owners are willing to walk zero to three minutes from their parked car to their workplace.
- The opinion of the business owners and employees favours a two-hour parking limit.
- The business owners and employees do not support implementing paid parking for residents in Clinton.
- Most of the respondents visit Clinton during weekdays and can find parking easily.
- When asked about the closure of main roads periodically to accommodate on-street events most of the respondents agreed it to be a good idea.
- Most of the residents wish to walk a maximum of three minutes to reach their destination from their parked vehicle.

## 4.2 Virtual Stakeholder Meeting

In December 2023, a slide deck presentation accompanied with a voice over was provided to businesses to receive feedback. This slide deck is provided in Appendix C. After the provision of this slide deck, the project team received feedback and reached out to additional businesses for feedback. The most important issues that these businesses highlighted include the following:

- Permanent solutions are required for tenants and employees. Specifically noting the need for overnight parking during the winter season.
- The two-hour parking limits are found to be sufficient for customers, but not sufficient for tenants and employees.
- Some tenants have utilized the parking lot at 20 Huron Street (beside New Orleans) and have noted that this is a good location.
- Employees have used the parking lot at the Fire Hall (401 Beech Street) due to the parking duration limits in the downtown area, however business owners have noted the frustration of how far away that lot is.

Future opportunities that the businesses supported included the following:

- Businesses understood that paid parking, if implemented in the future, could assist in managing the parking demand within the Downtown.
- Businesses supported Municipality-issued permits which would allow employees and tenants to park in municipal parking spaces for a full workday and/or overnight, depending on the individual needs.
- Support for a user pay system by either patrons or businesses.



## 5.0 Jurisdictional Scan

To better understand the current parking situation in the Municipality of Central Huron, and guide how to best move forward, a jurisdictional scan of current practices from other municipalities was completed. The jurisdictional scan is documented in Appendix D. The municipalities that were chosen for this jurisdictional scan include the City of Woodstock, County of Brant, the Township of Centre Wellington, City of Guelph, City of Kitchener, City of Stratford, Town of Niagara-on-the-lake, Town of Collingwood, Town of Milton, and the City of Brantford. These municipalities were chosen because they were similarly sized to the Municipality of Central Huron or have similar characteristics to the Downtown study area.

For certain parking regulations, additional municipalities were reviewed to better understand best practices. For example, electric vehicle (EV) infrastructure initiatives from the City of Toronto and the Town of Oakville were reviewed because those municipalities have progressive policies pertaining to EV charging. To provide more jurisdictional examples regarding residential parking permits, the Town of Wasaga, the Town of Fort Erie, and Norfolk County were also reviewed.

The parking regulations that were reviewed include:

- On-street parking duration limits
- Off-street parking duration limits
- Pricing schemes
- Parking permit programs and accessibility and veteran parking exemptions
- Electric vehicle infrastructure initiatives
- Winter parking policies
- Commercial vehicle regulations
- Parking requirements for new developments

The key findings from the jurisdictional scan are shown in **Table 5-1**.

**Table 5-1: Jurisdictional Scan Key Findings**

<b>Parking Regulation</b>	<b>Findings</b>
On-street parking duration limits	All municipalities, including the Municipality, implement shorter time restrictions closer to higher density/busy areas and longer time restrictions in other areas.
Off-street parking duration limits	Some municipalities implement time restrictions in the off-street lots, whereas the Municipality does not.
Pricing schemes	Some municipalities implement paid parking on-street and in the off-street parking lots, whereas the Municipality does not.
Parking permit programs and accessibility and veteran parking exemptions	A few municipalities implement residential parking permit systems. The Municipality currently does not implement any permit programs.
Electric vehicle infrastructure initiatives	Most municipalities do not own and operate electric vehicle charging stations. Most municipal electric charging stations are placed in off-street parking lots. The Municipality has been expanding their
Overnight Parking Regulations	Most municipalities prohibit on-street parking from 2:00 a.m. till 6:00 a.m. during winter months. Some municipalities prohibit overnight parking from November 15 <sup>th</sup> till April 1 <sup>st</sup> , while other prohibit overnight parking from December 1 <sup>st</sup> through March 31 <sup>st</sup> .

## 6.0 Downtown Clinton BIA Needs

Based on the feedback provided during the public and stakeholder consultation as well as the data collected, parking needs and opportunities were established. Parking needs refers to issues that should be addressed to fill gaps in the existing parking management system. The most important parking needs for Downtown Clinton are outlined below.

### 6.1 Accommodating a Mix of Land Uses Along Main Streets

According to Statistics Canada, the 2021 population of Clinton was 3,113 people. As a major urban service centre in the Municipality of Central Huron, Clinton will continue to grow and become an area with a mix of commercial, housing, and employment land uses. Some of this development is anticipated to occur on the main streets of Clinton which include Victoria Street (Highway 4), Ontario Street (Highway 8), Huron Street (Highway 8), King Street (County Road 13), and Albert Street.

Additionally, to accommodate for this growth, private parking supply may need to be lower than the parking requirements stated in the Municipality's Zoning by-law to take into consideration limited space, foster economic development, and attain housing supply targets. These reductions have been granted in the past to accommodate specific developments such as student housing. Parking reductions will place an increasing demand on the municipal parking supply. The parking requirements outlined in the general provisions of the Municipality's Zoning by-law are summarized in Table 6-1 below.

**Table 6-1: Municipality of Central Huron Parking Requirements**

Type of Use	Minimum Parking Requirements
Assembly Hall, Community Centre, Arena, Theatre, Sports Field	1 per 4 persons of maximum designed capacity of the facility
Business or Professional Office	1 per 20 m <sup>2</sup> of office floor area
Church or Funeral Home	1 per 4 persons of maximum designed capacity
Clinic or Veterinary Clinic	6 per practitioner
Dwelling, Apartment, and other multiple unit dwellings	1.0 per dwelling unit
Dwelling, Bed & Breakfast establishment	1 per dwelling unit plus 1 per guest room for rent
Dwelling, with Supports	1 per dwelling unit plus 1 per 4 residents
Dwelling, Home for the Aged Nursing Homes	1 per 3 beds
Dwelling, Single-detached, semi-detached, duplex, converted, dwellings	1 per dwelling unit (As amended by By-law 27-2022)
Eating establishment, Restaurant, Tavern	1 per persons of maximum designed capacity

Parking Study  
March 2024

<b>Type of Use</b>	<b>Minimum Parking Requirements</b>
Fire Hall	4 per bay
Furniture Store, Wholesale establishment	1 per 90 m <sup>2</sup> of retail floor area
Hospice	2 plus 1 per patient bed
Hospital	3 per 4 beds
Hotel or Motel	3 plus 1 per guest room
Agricultural or Industrial Establishment	3 for every 4 employees on the largest shift, including office staff
Motor Vehicle repair establishment, Motor Vehicle service station, Motor Vehicle sales and service establishment	4 plus 1 per repair bay
Motor Vehicles Washing Establishment	2 per washing bay for self-serve 5 parking spaces for automatic
Public Building except where specifically identified	1 per 30 m <sup>2</sup> of total floor area Minimum of 10 spaces for a library
Retail Store, Department Store, Personal Service Shop	1 per 20 m <sup>2</sup> of retail and/or customer service floor area
School, Daycare	1 space per 6 children who may be lawfully accommodated
School, Elementary	The greater of 1.5 per classroom or 1 per 10 m <sup>2</sup> of auditorium assembly area
School, Secondary	The greater of 5 per classroom or 1 per 7.5 m <sup>2</sup> of auditorium assembly area
Golf Country Club, Bowling Alley, Curling Rink, Driving Range	1 per 10 m <sup>2</sup> of total floor area of all club buildings, plus 2 per golfing green, 4 per lawn bowling green, 4 per tennis or racquetball court, 6 per curling ice sheet, 3 per indoor bowling lane, 1 per every driving range tee box
Supermarket, Grocery Store	1 per 15 m <sup>2</sup> of retail floor area
Warehouse	1 per 90 m <sup>2</sup> of total floor area
Uses permitted by this By-law other than those referred to above	1 per 40 m <sup>2</sup> of total floor area



Parking Study  
March 2024

With these streets containing a mix of land uses, the parking system in Clinton should consider accommodating for a range of parking needs. For example, residential demand requires accommodation for long-term parking during the day and night. Employee demand requires accommodation for long-term parking during the day. Visitor parking to retail stores or services requires short-term parking that lasts between 20 minutes to several hours. Through strategies such as permits and regulations, the Clinton parking system can accommodate these range of needs to minimize the number of spaces that are being contested by different users. The most common issues described by stakeholders through this study include:

1. Residents who live above the first-floor commercial indicated they need a place to park long-term and overnight as their residence has no parking.
2. Employees indicated there is limited parking to get to work.
3. Business owners indicated they would like municipal spaces that are close and convenient, such as those that are on-street, to be readily available and accessible for clients, patrons, and visitors.

If employees, visitors, and residents park on-street, this may cause issues such as perceptions that there is insufficient parking supply and frustrations from all parking users. Based on consultation with local businesses and analysis of the parking data collection, evidence suggests that the main streets are experiencing instances where vehicles are parked for longer than three hours. This pattern indicates a likely trend where both residents and employees are utilizing on-street parking spaces, originally designated for short-duration visits for extended parking periods exceeding three hours.

## **6.2 Optimizing Existing Parking Capacity**

The busy core of Downtown Clinton can lead to a significant challenge in terms of parking utilization. The demand for parking spaces in this area is consistently higher than other parking facilities located farther away from the core. Utilization for these core parking spaces (i.e., along Albert Street, Rattenbury Street, Huron Street and Ontario Street) also experienced higher parking utilization which could potentially lead to drivers having to park further away from their destination and/or circulate the area to locate a close parking spot. Additionally, around 33% of the vehicles utilizing the parking on Albert Street stayed more than one hour during the weekdays, with approximately 8% of the vehicles staying for longer than two-hours.

Parking Study  
March 2024

These observations are supported by the following data collected during the weekday:

- Utilization along Albert Street was over 80% at 11 a.m., while Rattenbury Street was over 80% from 11 a.m. to 2 p.m.
- The parking lot at 15 Albert Street experienced high peak utilization. The public parking spaces in the 15 Albert parking lot experienced parking utilization over 70% from 10 a.m. to 1 p.m. with a peak of 83% at 11 a.m.
- The public parking spaces in the 20 Huron Street parking lot (located beside New Orleans) experienced parking utilization at 60% from 12 p.m. to 4 p.m. with a peak of 72% at 1 p.m. This suggests that this parking lot is busy during the midday period, but there is still excess capacity.
- Isaac Street from King Street to Mary Street and King Street from Isaac Street to Mary Street are being used for longer duration visits.

Parking facilities farther away from the core such as 27 Ontario Street have more available parking based on their parking utilization. Additionally, almost 50% of respondents stated in the public opinion survey that they were willing to walk between three minutes to 12 minutes to their first destination. The proximity of these other municipal lots and survey respondents' willingness to walk between three minutes to 12 minutes indicate that with appropriate messaging and education, there can be a possible redistribution of parking demand to other parking areas to optimize the parking system.

## 7.0 Downtown Clinton BIA Opportunities

Based on the feedback provided during the public and stakeholder consultation as well as the data collected, parking needs and opportunities were established. Parking opportunities go beyond fulfilling basic requirements and signify a chance to innovate or optimize the parking management system. The most important parking opportunities for Downtown Clinton are outlined below.

### 7.1 Residential Permit Program

One of the important parking needs to address are the needs of residents, particularly where parking is in high demand due to parking generators (i.e., Downtown Clinton). If residents do not have parking at their place of residence and are required to utilize public space for parking, there could be a reduction in municipal parking which results in limited parking for customers and patrons visiting stores, especially in the downtown core.

Many residents in the downtown core who do not have parking at their residence rely on municipal parking supply for their long-term parking requirements. However, this option will not be possible with the implementation of two-hour parking limits. For example, the Municipality has observed that historically the on-street parking along Isaac Street from King Street to Mary Street has been utilized by residents of the 12 King Street building. Based on this observation, there is a current need for some of the on-street parking along Isaac Street to be repurposed for the residents of 12 King Street.

Areas within the Municipality with high parking congestion could grant certain parking exemptions for eligible residents. For example, most on-street parking in Downtown Clinton uses two-hour time restrictions to promote and manage short-stay parking. However, eligible residents who live in the busy Downtown core could be exempt from the time restriction in certain areas to draw those residents away from parking in areas that are critical to the success of a thriving downtown core.

Residential parking permits could be implemented in various ways. The following listed below are some of the ways that parking permits in the downtown core could be administered:

- On a street name basis, parking exemptions are restricted to one specific street.
- On an area basis, parking exemptions apply on various streets that have been grouped together.
- On a parking lot basis, parking exemptions apply to a specific off-street parking lot.
- Designate a percentage of the total parking inventory to be utilized by resident permit holders.

A resident permit program would be appropriate for the Municipality to explore as the downtown core/BIA grows which is planned to include residential development.

## 7.2 Wayfinding and Public Information

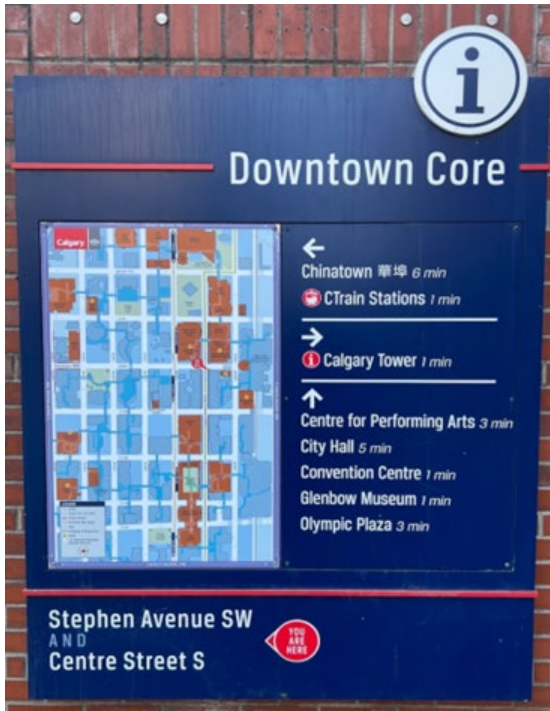
The availability and dissemination of accurate and comprehensive user information allows visitors to understand all available parking options within the Municipality of Central Huron. User information for the Downtown can be available in two ways:

1. **Online:** Online parking maps can highlight all available public off-street and on-street parking.
2. **Wayfinding signage:** Wayfinding should be enhanced throughout the downtown area to allow drivers to find all municipal lots, especially the lots that are usually less utilized, while driving. Wayfinding signage minimizes confusion, enhances navigation, and ensures users can locate available parking facilities. Wayfinding signage can also be installed along sidewalks and along pedestrian paths to enhance navigation for pedestrians. An example of parking lot wayfinding signage along the road is illustrated in Figure 7-1 and an example of wayfinding signage along the sidewalk is illustrated in Figure 7-2.

**Figure 7-1: Parking Lot Signage**





**Figure 7-2: Wayfinding Signage in Downtown Calgary**

### 7.3 Additional Parking Supply

The data collection indicates that in aggregate, the Downtown parking supply is sufficient to serve existing needs with parking utilization peaking at 35%. However, with most streets close to the downtown core with a two-hour parking limit, there may be a need to plan for more parking to accommodate longer duration parking which is greater than two-hours. An additional off-street parking supply serves as an option and potential strategy to meet future parking demands.

### 7.4 Enforcement

Enforcement is an important component of the parking system to help facilitate parking turnover and compliance with regulations. Enforcement can also play a role in facilitating road maintenance and operations, particularly activities such as snow removal. Enforcement could assist in keeping roads clear for maintenance vehicles and snow removal vehicles.

### 7.5 Cash-in-Lieu of Parking

A parking management opportunity for the Municipality is the development of a cash-in-lieu policy. A cash-in-lieu policy allows developers or property owners to provide monetary contributions to the municipality in lieu of providing on-site parking spaces. This approach provides flexibility and alternative options for meeting parking

Parking Study  
March 2024

requirements while generating funds that can be used to support the development of municipal parking infrastructure and other transportation initiatives.

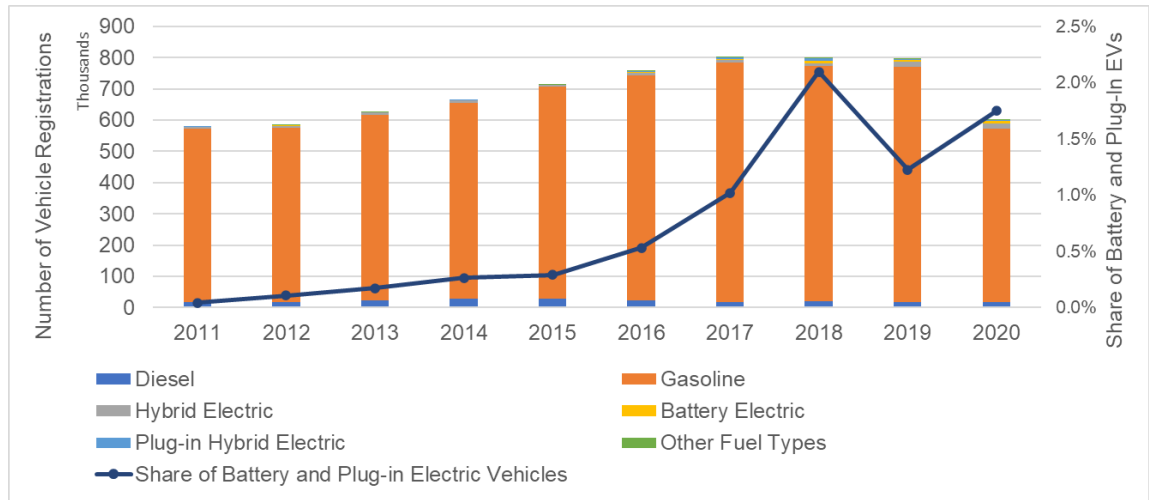
To determine an appropriate cash-in-lieu policy, it is crucial to understand the value of land within the Municipality. Land value assessment helps establish the value of the required parking spaces that would have been provided on-site if not for the cash-in-lieu option. By analyzing land values and considering factors such as location, demand, and market conditions, the Municipality can establish a fair and equitable cash-in-lieu rate that accurately reflects the cost of providing parking. The Town of Goderich's Fees By-Law (2024) sets a cash-in-lieu of parking fee of \$1,500 per parking space as reflected in Appendix D Planning and Related Fees. The Township of Huron-Kinloss' Fees By-Law (2024) sets a cash-in-lieu of parking fee of \$1,600 per parking space as reflected in Appendix C Planning Charges.

## **7.6 Electric Vehicle Support**

The Ministry of Transportation Ontario (MTO) has announced that all new light-duty cars and passenger truck sales will be required to be zero-emission by 2035, accelerating the previous goal of 100% sales by 2040. To promote this initiative, the government will provide incentives to help cover the upfront costs of zero-emission vehicles, invest in zero-emission charging infrastructure, and partner with auto manufacturers to re-tool and produce zero-emission vehicles in Canada. The goal is to achieve 100% zero-emission vehicle sales and a net-zero emissions economy by 2050.

Additionally, electric, and plug-in hybrid vehicles have grown rapidly in Ontario. Between 2016 and 2022, the number of electric and plug-in hybrid vehicle registrations grew by 400% from 4,000 registrations to 20,000 registrations. Before 2016, the proportion of electric and plug-in hybrid vehicle registrations was almost 0%. This is shown in Figure 7-3.

**Figure 7-3: Share of Electric Vehicle Registrations**



Because of federal commitments and sustainability objectives from all levels of government, supporting the adoption of electric vehicles is an important consideration for this parking strategy.

The Municipality of Central Huron has started to offer electric vehicle infrastructure, by installing one slow charge station in the 20 Huron Street Parking lot (beside New Orleans pizza) and two rapid charge stations in the REACH Centre Parking lot (169 Beech Street). Additionally, the Municipality has applied for funding to install an additional rapid charging station in the 27 Ontario Street Parking lot (beside Millennium Park).

### 7.7 Parking Requirements in the Zoning By-Law

The Central Huron Zoning By-Law regulates the number of parking spaces required in new purposes. For example, single-detached, semi-detached, duplexes, apartments and multi unit dwellings should meet a minimum parking requirement of one parking space per dwelling unit. Parking requirements for dwellings located in the specific commercial zones (e.g., defined as C4, C5, and C6 zones) can follow a minimum parking requirement of 0.5 spaces per unit.

The Municipality has been granting parking reductions for specific developments in Clinton to foster economic development and achieve housing targets. The Municipality can consider an overall review of the parking requirements to understand how these reductions have affected residents or tenants to inform any zoning by-law amendments. An example would be parking reductions to student housing if developed in certain areas of Clinton.

## **8.0 Clinton Parking Strategy**

This section documents the recommendations of the Municipal Parking Strategy. These recommendations aim to address the parking needs and opportunities identified in Section 6.0 and Section 7.0. These parking needs and opportunities were based on consultation with a range of stakeholders and the existing parking assessments.

### **8.1 Residential Parking Permits**

Residential parking permits are recommended to be sold by the Municipality for the purposes of enhancing residential parking accessibility within Clinton. Long-term parking permits would allow residents to lease a dedicated parking space from the municipality.

#### **8.1.1 Operational Details**

Permits are recommended to be allocated to the following locations based on the parking utilization data and feasibility of snow removal operations:

- 20 Huron Street (beside New Orleans pizza)
- 27 Ontario Street (beside Millennium Park)
- 18 Princess Street Parking Area
- The Ontario Street and Smith Street Parking Area

The first three locations are shown in Figure 8-1. Operational details for the parking permits of the first three locations are described in Table 8-1.

The fourth location is shown in

Parking Study  
March 2024

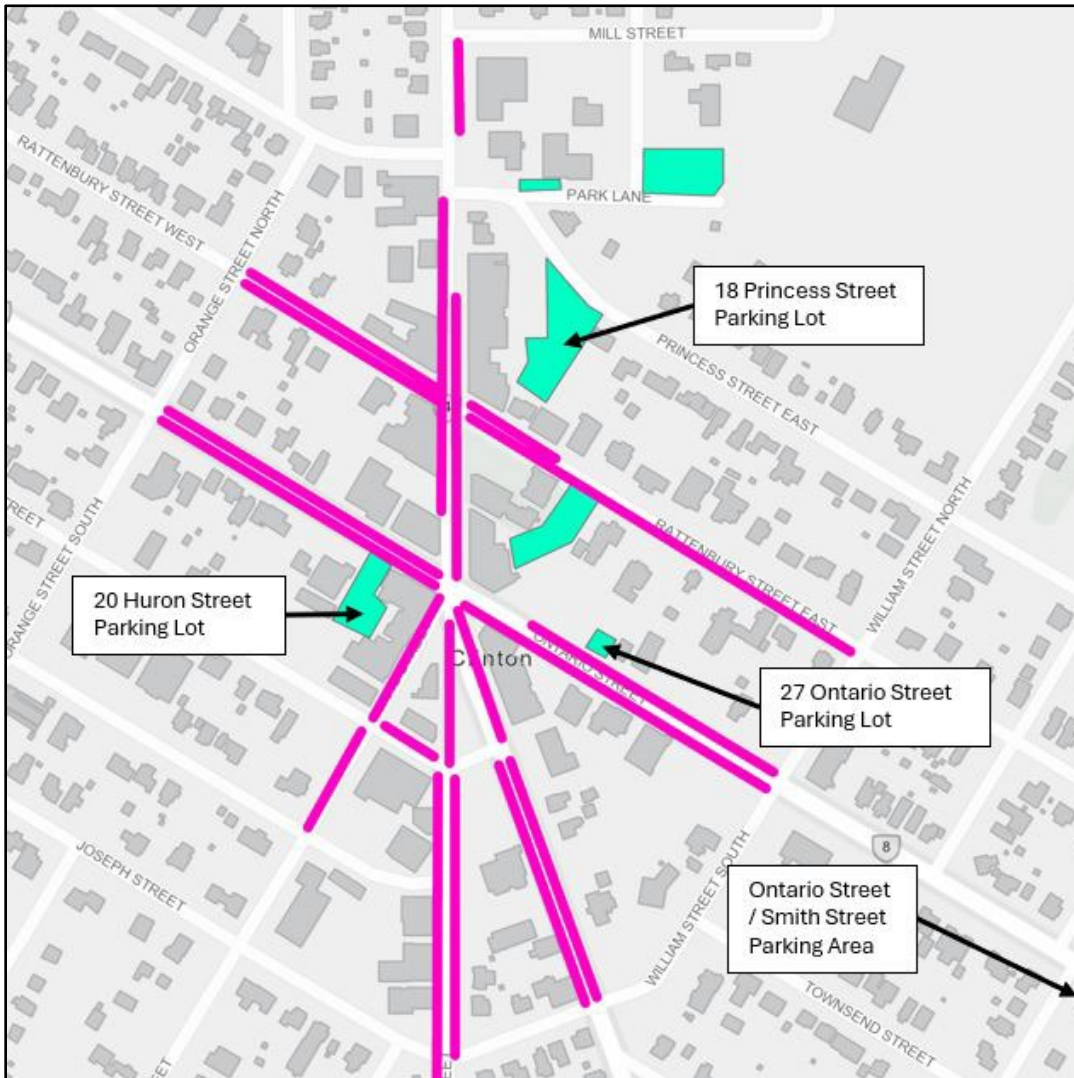
Figure 8-2. Operational details for the parking permits in the fourth location are described in Table 8-2.

**Table 8-1: Parking Permit Operational Details**

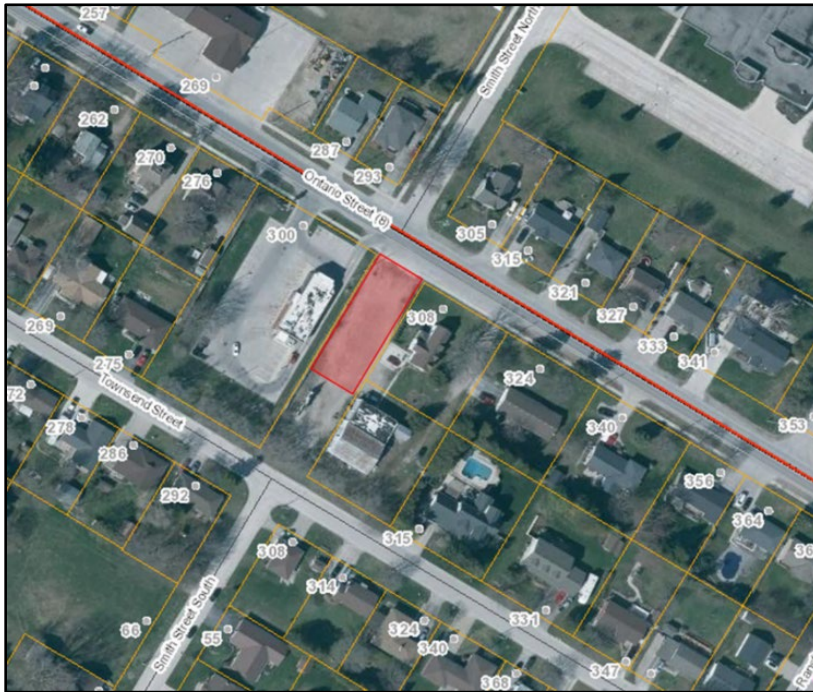
<b>Operational Details</b>	<b>Description</b>
Permit Allocation	<p>A maximum number of permits per location is recommended based on the maximum parking utilization experienced during the data collection. The Municipality may consider less permits per lot, if required.</p> <p>The maximum number of permits for 18 Princess Street and Ontario Street/Smith Street is an estimate based on an estimated number of parking spaces that can be accommodated in these currently unpaved lots. The maximum number of permits for these two lots is based on 85% of the spaces available. This would allow for most of the parking to be for permit holders but allow a minority of spaces for public parking.</p>
Sale and Distribution	<p>Permits are initially recommended to be sold monthly to provide flexibility for users in case they have a change in circumstances that no longer require them to hold a permit. Monthly permits also provide flexibility for the Municipality to remove or add permits based on feedback or data collection. In the future, once the program is more established, the Municipality can consider selling quarterly or annual permits with a discounted pricing structure.</p>
Distribution Framework	<p>Permits are recommended to be sold through an application process. Priority can be provided in the following order:</p> <ol style="list-style-type: none"> <li>1. Previous permit holders.</li> <li>2. Residents in Clinton without a designated parking space at their residence. Limit to one per household.</li> <li>3. Remainder on a first-come first-served basis or halt sales to release spaces back into the municipal parking supply.</li> </ol>
Price	<p>For 20 Huron Street, 27 Ontario Street, and the 18 Princess Street Parking Area, the permits are recommended to start at a price between \$65 to \$85 per month. The Municipality should consider adjusting this price based on maintenance, maintaining a reserve for minor repairs, and potential snow removal expenses. Due to the farther proximity of the Ontario Street and Smith Street Parking Area, permits are recommended to start at a price between \$45 to \$65 per month.</p>



Figure 8-1: Locations for Permit Holders



**Figure 8-2: Ontario Street / Smith Street Parking Area**



Source: Huron County Interactive Map

The maximum number of permits per location are recommended in Table 8-2. This maximum number is based on the peak utilization captured during the data collected and availability of on-street parking spaces.

**Table 8-2: Maximum Number of Permits Per Location**

Location	Number of Parking Spaces	% of Space Allocated to Permits	Maximum Number of Permits	Monthly Price Range
20 Huron Street	25	30%	8	\$65 to \$85
27 Ontario Street	10	50%	5	\$65 to \$85
18 Princess Street	~17	85%	15	\$65 to \$85
Ontario Street and Smith Street	~30	85%	26	\$45 to \$65

One recommendation documented later in this Study is the addition of parking spaces along Isaac Street. This street has been recently reconstructed. Historically, on-street parking has been used for tenants of the adjacent building and because Isaac Street is one-way, the street allows for winter maintenance to occur even with overnight parking in this location. Based on the future addition of spaces, Isaac Street can be considered a location for permit users at 20% of the spaces provided.

### 8.1.2 Snow Removal

Snow removal is a key consideration for the implementation of the residential parking permits. Communication to permit holders is a key component for effective snow removal operations. The application process should include questions regarding telephone numbers and emails to allow municipal staff to contact permit holders before, during, or after snow removal operations. The Terms and Conditions of the permit should state that permit holders are required to move their vehicle if asked to by the Municipality for snow removal services. A set of Terms and Conditions for the Municipality to adjust or expand on can be found in Appendix E.

Strategies to accommodate snow removal include the following:

- 1. Daytime Snow Removal:** During the morning after a snow event (e.g., greater than eight cm of snow), the Municipality can communicate to permit holders to park on the street in the morning (e.g., between 9 a.m. to 12 p.m.). For that time period, the permit holders are permitted to by-pass the two-hour on-street parking limit while municipal staff undertake snow removal.
- 2. Temporary Designated Space:** Before an anticipated snow event, the Municipality can communicate to permit holders to park on one half of the municipal lot. Snow removal can begin on the empty side overnight and can continue on the other side the next day. Signage and messaging can be considered to communicate to the permit holders which side they should be parking on before the snow event. Signage indicating a snow clearing area is shown in Figure 8-5.
- 3. Additional Salting Operations:** Before an anticipated snow event, the Municipality can consider additional salting operations to minimize the effect of snow.
- 4. Structure:** As a long-term solution, the Municipality can consider industrial metal car shelters / carports, to minimize the effect of snow. An example is shown in Figure 8-3. This example is a structure that provides complete overhead coverage. The example shown is located in Whitchurch-Stouffville and it provides partial coverage.

Parking Study  
March 2024

**Figure 8-3: Aluminum Carport**



**Figure 8-4: Overhead Car Structure with Partial Coverage**



**Figure 8-5: Example of Snow Clearing Area Signage**

### 8.1.3 Paving Two Additional Lots

To complement the residential parking permit program, the Municipality can consider paving the Ontario Street / Smith Street Parking Area and the Princess Street / Park Lane Parking Area.

### 8.1.4 Terms and Conditions

To implement the residential parking permits program, the resident should agree to a set of Terms and Conditions. A set of Terms and Conditions for the Municipality to adjust or expand on can be found in Appendix E.

## 8.2 Increase Enforcement

Data collection indicates that there is some level of non-compliance to the two-hour parking limits on certain streets in Clinton. Data supporting this observation include:

- On the west side of Isaac Street, between King Street and Mary Street, 28% of the vehicles parked for longer than two hours.
- On both sides of King Street, between Isaac Street and Mary Street, 23% of the vehicles parked for longer than two hours.
- On the east side of Albert Street, between Ontario Street to Park Lane, 9% of vehicles parked for longer than two hours.

To improve compliance, an increase in random enforcement can be conducted enforcing the two-hour parking limits across Clinton. An increase in systematic enforcement (routine enforcement based on data), can be targeted towards the busiest streets or streets shown to have the most vehicles parked longer than two hours (e.g., Albert Street between Ontario Street and Princess Street, Isaac Street between King Street and Mary Street, and King Street, between Isaac Street and Mary Street).



### **8.3 User Information**

The availability and dissemination of accurate and comprehensive user information allows visitors, residents, and other users to understand all available parking options within Clinton.

#### **8.3.1 Online Mapping**

To enhance user information within the downtowns, the Municipality can consider providing an online map that shows the locations of municipal lots and on-street parking spaces within Clinton and remaining areas within the Municipality. These maps can also include the number of spaces.

#### **8.3.2 Wayfinding Signage**

The Municipality can consider providing on-street signage with directional arrows that directs users to all lots. These signs can be placed along high trafficked corridors to capture a larger audience. Signage can also be considered at the municipal lots themselves.

### **8.4 Data Collection and Further Parking Strategy Updates**

A parking data collection in Clinton is recommended the first year that permit parking is implemented. The focus of the data collection is on municipal lots that hold permit parking. This is to understand changes to parking behaviours. Annual parking data collection along all streets and municipal lots in the Clinton BIA is recommended to inform parking strategy and permit programming updates.

### **8.5 Strategic Recommendations**

#### **8.5.1 Parking Requirements**

A review of the parking area regulations is recommended to review minimum parking requirements and incorporate latest industry trends such as the support of electric vehicles. The focus of the review can be land uses that have been granted parking reductions through the development application process in Clinton. To understand appropriate parking minimums:

- A best practices review can be undertaken based on other similar jurisdictions.
- Data collection (e.g., spot surveys) to understand parking occupancy during peak times can be conducted. If developments that have been granted a parking reduction continue to provide enough supply during peak times, then this may inform future parking requirements.

### **8.5.2 Cash-in-Lieu of Parking**

The purpose of a cash-in-lieu policy would allow for relief from the parking provision of the Zoning By-law, by providing proponents of the development the option of making cash payment to the Municipality. One of the primary purposes for providing this relief is to incentivize and foster development in intensification areas such as Clinton to help the Municipality achieve economic development objectives and achieve housing targets.

These funds can be used for improvement or expansion of municipal parking infrastructure (e.g., parking lots).

To develop the cash-in-lieu policy, the current estimate of land costs should be appraised or collected, which can be done through a realtor. The formula to determine the amount is typically the construction cost of a surface parking space/multi-level parking structure plus the land cost per parking space multiplied by the size of each parking space including space required for aisles and driveways. The Town of Goderich's Fees By-Law (2024) sets a cash in lieu of parking fee of \$1,500 per parking space as reflected in Appendix D Planning and Related Fees. The Township of Huron-Kinloss' Fees By-Law (2024) sets a cash-in-lieu of parking fee of \$1,600 per parking space as reflected in Appendix C Planning Charges.

A Reserve Fund should be set up to hold the funds. The cash-in-lieu policy should specify that:

- The policy is to be implemented with discretion from the Municipality and is meant to be an exception to the rule granted by the Municipality. It is not a right for all proponents of developments to use.
- The policy can be applied to all, or part of the parking spaces required by the Zoning By-law.

To administer the Cash-in-Lieu Policy, a Municipal Parking Committee can be established which can oversee the fund.

### **8.5.3 Electric Vehicle Support**

The Municipality should continue to support the adoption of electric vehicles by continuing to expand the availability of electric vehicle charging stations within Clinton, other urban centres, and tourist destinations.

## 8.6 Increase Parking Supply

Most parking spaces within the downtown core of Clinton are meant for two-hour parking. The municipal lots allow for longer-term parking (e.g., trips longer than two hours) as they do not have timed restrictions. Throughout this study there has been feedback regarding the lack of long-term parking options for employees during the day and for residents on a more permanent basis. However, data indicates that the municipal lots should have sufficient parking availability to accommodate for longer-duration trips such as daily employee parking.

In the future, as Clinton continues to grow and parking demand increases, the availability of longer-term parking may be a challenge. The Municipality should consider:

- Changing two-hour parking restrictions on some existing parking spaces that are less utilized and farther from the downtown core to longer-timed restrictions.
- Paving and marking unmarked parking stalls to increase formal municipal parking supply.
- Building additional parking (e.g., surface parking) potentially using cash-in-lieu funds.

It is recommended that in the longer term, the 27 Ontario Street parking lot be considered for expansion into the green space of Millennium Park, which is property owned by the Municipality. Expanding this lot would help offset the impact of permit spaces in the 20 Huron Street Parking lot (beside New Orleans pizza). This lot was reviewed at a high-level for safety, pedestrian circulation, and traffic access. Based on a review, this municipal lot seemed feasible for expansion. Access to the Town Hall to and from the expanded parking lot should be considered.

Isaac Street has also been recently reconstructed. Historically, on-street parking has been used for tenants of the adjacent building and because Isaac Street is one-way, the street allows for winter maintenance to occur even with overnight parking in this location. This street was reviewed for safety, pedestrian circulation, and traffic circulation to see if parking spaces could be added back onto Isaac Street. Due to the right-of-way being approximately 18 m and having a one-way, one-lane configuration, parallel or angled parking spaces can be considered for addition.

There are two other ways to increase municipal parking supply for consideration.

1. **Using joint-use agreements:** These agreements are designed to leverage periods of reduced parking demand at these facilities and allow for the public utilization of these spaces. This approach ensures an optimized allocation of parking resources, catering to fluctuating parking requirements throughout different times. Typically, in these joint-use agreements, the number of parking spaces is identified, and a site plan drawing is provided that identifies the exact spaces that would be used.

2. **Future development opportunities:** The Municipality can also consider partnering with new development projects to provide public parking facilities. The focus of the location of these potential developments should be closer to the downtown core. This can lessen the spaces required for the parking structure. The Municipality can identify redevelopment projects that are in the early planning stages and hold discussions with the applicants. Cost sharing with the developers is an option given that other incentives are provided such as additional density or height and a reduction in the private parking requirements.

## 9.0 Implementation Plan

Strategies that are recommended to be implemented in the short-term include:

- Implementation of residential parking permits.
- The paving of the 18 Princess Street Parking Area due to this area being adjacent to private lands.
- An increase in random and systematic enforcement focused on ensuring compliance with the two-hour parking regulations.
- The production of online mapping and installation of wayfinding signage.
- The development of a cash-in-lieu of parking policy.
- Parking data collection on municipal lots that allow parking for permit pass holders after implementation of the permit program.

Strategies that are recommended to be implemented in the medium-term (within five years) include:

- Review of parking requirements in the Zoning by-law.
- The paving of the Ontario Street / Smith Street Parking Area.
- Review the need for additional parking supply through data collection efforts.
- Addition of parking spaces along Isaac Street.

Strategies that are recommended to be implemented in the long-term (five years or beyond) include:

- Provision of additional municipal parking once the need is confirmed. Additional municipal supply can be in the form of joint / lease agreements with private owners, partnerships with future developments, and additional parking infrastructure (e.g., surface lots). Expanding the 27 Ontario Street Parking lot should be considered as well.



## 10.0 Cost Considerations

Cost considerations to pave two additional surface lots include the following:

- \$81,500 to pave the Princess Lane / Park Lane Parking Area assuming a cost of \$7 per square foot and a surface lot area of 9,700 ft<sup>2</sup>. This cost assumes a 15% engineering cost and a 5% contract administration cost.
- \$104,500 to pave the Ontario Street / Smith Street Parking Area assuming a cost of \$7 per square foot and a surface lot area of 12,440 ft<sup>2</sup>.

In the future, the Municipality may want to consider leasing private spaces to increase municipal supply. To calculate the annual cost of leasing private spaces, a jurisdictional scan of publicly available lease agreements was undertaken. These lease agreements entail a municipality leasing private parking spaces.

It is important to note that each agreement approaches cost-sharing for operations and maintenance and snow removal differently. For the purposes of this comparison, the costs are provided as a cost per space per year. This comparison is shown in Table 10-1.

**Table 10-1: Jurisdictional Scan of Lease Agreements**

<b>Location of Lease Agreement</b>	<b>Municipality</b>	<b>Annual Cost per Space</b>	<b>Notes</b>
202 Second Street	Town of Cobourg	\$228.26	This agreement does not mention other costs such as operations and maintenance. Because this is a vacant lot, it is assumed that the municipality would assume responsibility over these operating costs.
33 Barrack Street	City of Kingston	\$269.23	Minor capital repairs and maintenance were factored into this cost.
12150 Tecumseh Road	Town of Tecumseh	\$365.00	This cost was derived by assuming \$1 per space per year. This cost does not include snow removal or repair costs. The agreement stated that repair costs would be shared evenly (e.g., 50% / 50%) between the private owner and the Town.

Based on a jurisdictional scan, a reasonable annual cost for the Municipality to lease one privately owned space for the purposes of expanding municipal supply is \$300.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

---

## Appendix A

### Data Collection Summary



# Appendix A: Data Collection Summary and Results

---

**Date:** March 12, 2024 **Project No.:** 300057361.0000  
**Project Name:** Clinton BIA Parking Study  
**Client Name:** Municipality of Central Huron  
**To:** Municipality of Central Huron  
**From:** R.J. Burnside & Associates Limited

---

## 1.0 Overview

As a part of the parking study, several surveys were conducted examining parking utilization in the Downtown Core of the Town of Clinton. These surveys were conducted to better understand the existing parking conditions.

A summary of the parking collection days and times are shown in Table 1.

**Table 1: Data Collection Dates and Time Periods**

Study Area	Day	Time	Survey Type
Unopened road allowance (Ontario Street / Smith Street Parking Area)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Clinton Fire Hall (401 Beech Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Clinton Community Park Lot (95 Park Lane)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
17 Park Lane	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
18 Princess Street Parking Lot	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Albert Street (Princess Street to Ontario Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover

<b>Study Area</b>	<b>Day</b>	<b>Time</b>	<b>Survey Type</b>
Albert Street (Park Lane to Mill Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Victoria Street (Ontario Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Victoria Street (Mary Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
King Street (Isaac Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
King Street (Mary Street to Cutter Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Isaac Street (King Street to Mary Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Isaac Street (Mary Street to Wellington Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Mary Street (Isaac Street to King Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Rattenbury Street (Albert Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Rattenbury Street (Albert Street to Orange Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Huron Street (Albert Street to Orange Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Ontario Street (Albert Street to William Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization
Parking lot – Beside New Orleans Pizza (20 Huron Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Parking lot – 15 Albert Street	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover
Parking lot – Memorial Park (27 Ontario Street)	Wednesday December 13, 2023	9:00 a.m. to 6:00 p.m.	Utilization Turnover

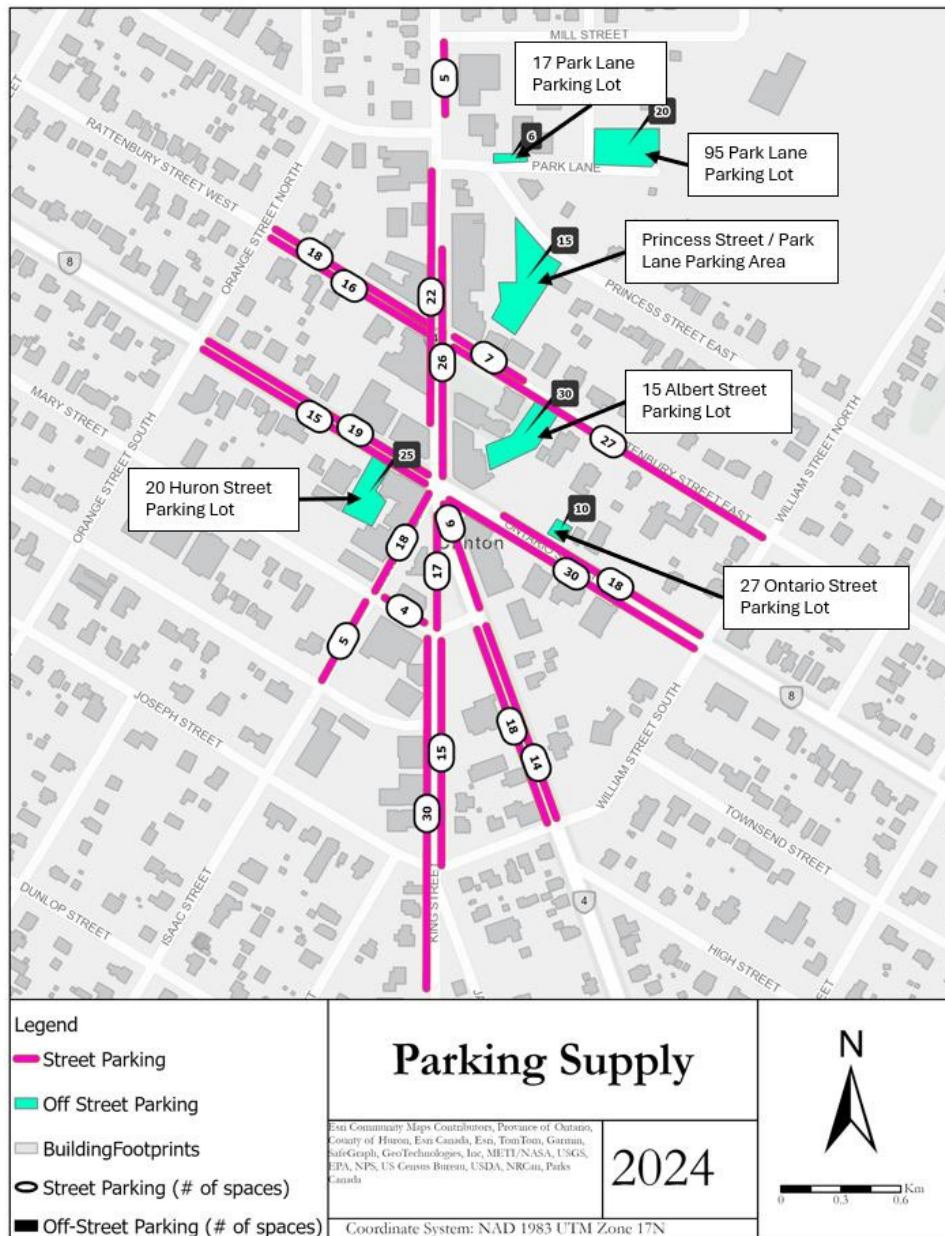
The data presented was collected by Ontario Traffic Inc. (OTI) on behalf of R.J. Burnside & Associates Limited (Burnside). The following sections present the data and analysis resulting from the surveys.



## 2.0 Downtown Clinton Weekday Utilization

The area covered in the Downtown Clinton survey is shown in Figure 1. All streets are highlighted as having on-street parking. Highlighted parking lots are included as well.

**Figure 1: Parking Availability and Surveyed Locations**



## 2.1 Survey Methodology

All locations depicted on the map in Figure 1 were surveyed for parking utilization. On-street and off-street parking were surveyed for parking utilization on Wednesday, December 13, 2023. In addition to all the areas in Figure 1 being surveyed for utilization, the following locations were also surveyed for parking turnover/duration:

- 20 Huron Street (Off-Street Parking Lot)
- Isaac Street from King Street to Mary Street (On-Street Parking)
- Mary Street from King Street to Isaac Street (On-Street Parking)
- King Street from Isaac Street to Mary Street (On-Street Parking)
- Victoria Street from Huron Street to Mary Street (On-Street Parking)
- 27 Ontario Street (Off-Street Parking Lot)
- 15 Albert Street (Off-Street Parking Lot)
- Albert Street from Ontario Street to Park Lane (On-Street Parking)
- Albert Street from Princess Street West to Huron Street (On-Street Parking)

On-street utilization was counted on both sides of the street unless one was marked with no-parking signage. For on-street parking with no painted lines, the supply of stalls was estimated using approximately 7 m long and 2.5 m wide dimensions per stall.

Parking durations were determined using a turnover analysis for the locations outlined in the bullet list above. Because data collection took place once per hour, parking duration was estimated based on the known time the user could have been parked. For example, if a vehicle was seen at 2 p.m. and 3 p.m., but not at 4 p.m., it would be assumed that the parking duration was at least 60 minutes putting them in the one-hour to two-hour category. These estimates also allowed for the calculation of an average dwell time in areas surveyed.

## 2.2 Results

Table 2 shows the aggregate supply for on street and off-street parking, as well as accessible parking in Downtown Clinton. Off-street supply is a summation of the painted stalls in all lots surveyed, and on-street supply is the total of the estimated supply for all streets in the survey area. On-street supply was estimated by either counting the painted stalls or allocating 7 m per vehicle where there is no signage indicating no parking. Additionally, Table 3 shows the summary of the aggregate supply in terms of marked or unmarked stalls.

**Table 2: Aggregate Parking Supply in Downtown Clinton**

Location	Supply
On-Street Parking Spaces	327
Off-Street Parking Spaces	171
Accessible Parking Spaces	9

**Table 3: Summary of Aggregate Supply (Marked vs Unmarked)**

Location	Supply
Marked Parking Spaces	257
Unmarked Parking Spaces	242
Accessible Parking Spaces (Marked)	9

### 2.2.1 On-Street Parking

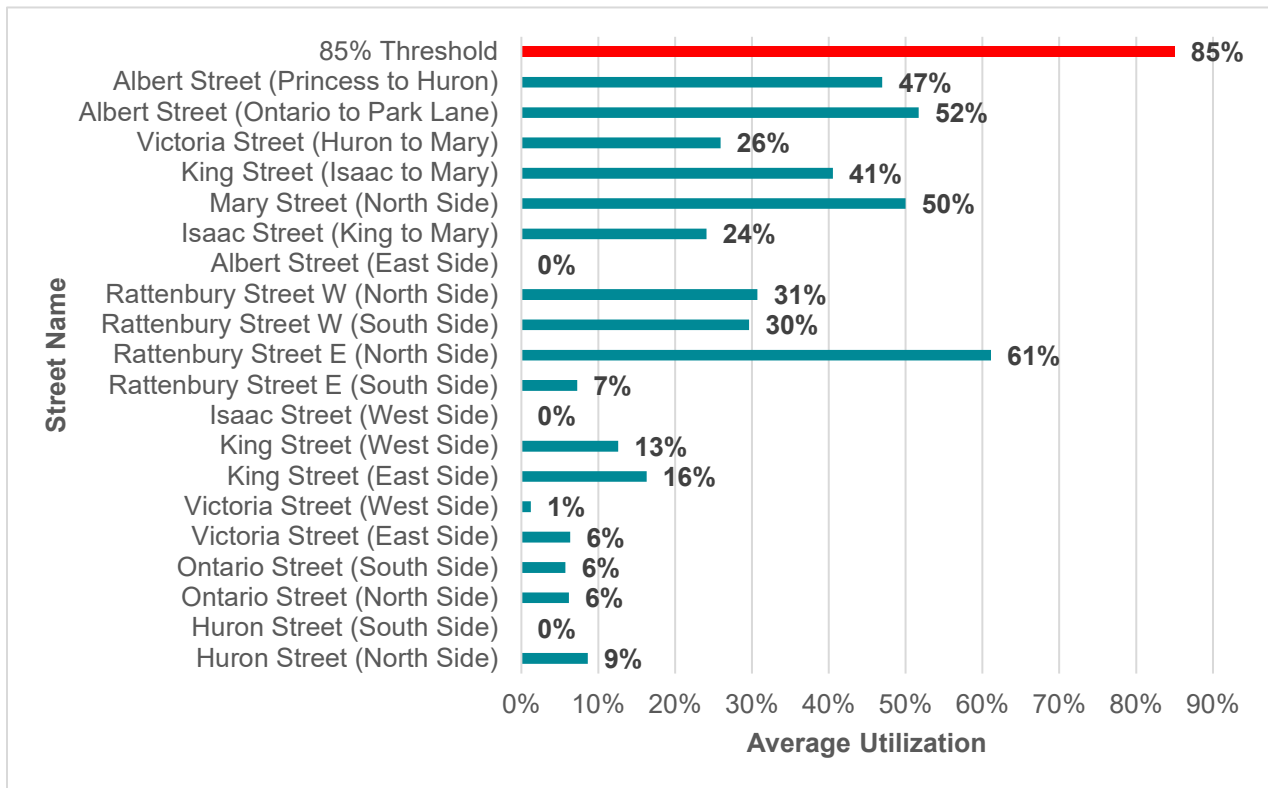
The weekday data collected for on-street parking for all streets in the Downtown Core is summarized in Figure 2 representing the average utilization over the entire 9 a.m. to 6 p.m. period.

Figure 2 demonstrates that for the majority of on street parking in Downtown Clinton did not exceed the 85% parking utilization threshold on a typical weekday. Rattenbury Street E (North Side) had the highest average utilization of 61% and Albert Street (East Side) from Mill Street to Park Lane, Isaac Street (West Side) from Wellington Street to Mary Street, and Huron Street (South Side) from Albert Street to Orange Street had the lowest average utilization of 0%. However, most streets have an average utilization of less than 50%, indicating that on-street parking is not highly utilized on a typical weekday. Streets that are close to retail stores in the Downtown Core such as King Street, Mary Street and Albert Street have slightly higher utilizations, whereas streets further from the Downtown Core have significantly lower utilizations. Drivers can park on streets like Huron Street or Ontario Street to avoid circulating the area looking for parking downtown.

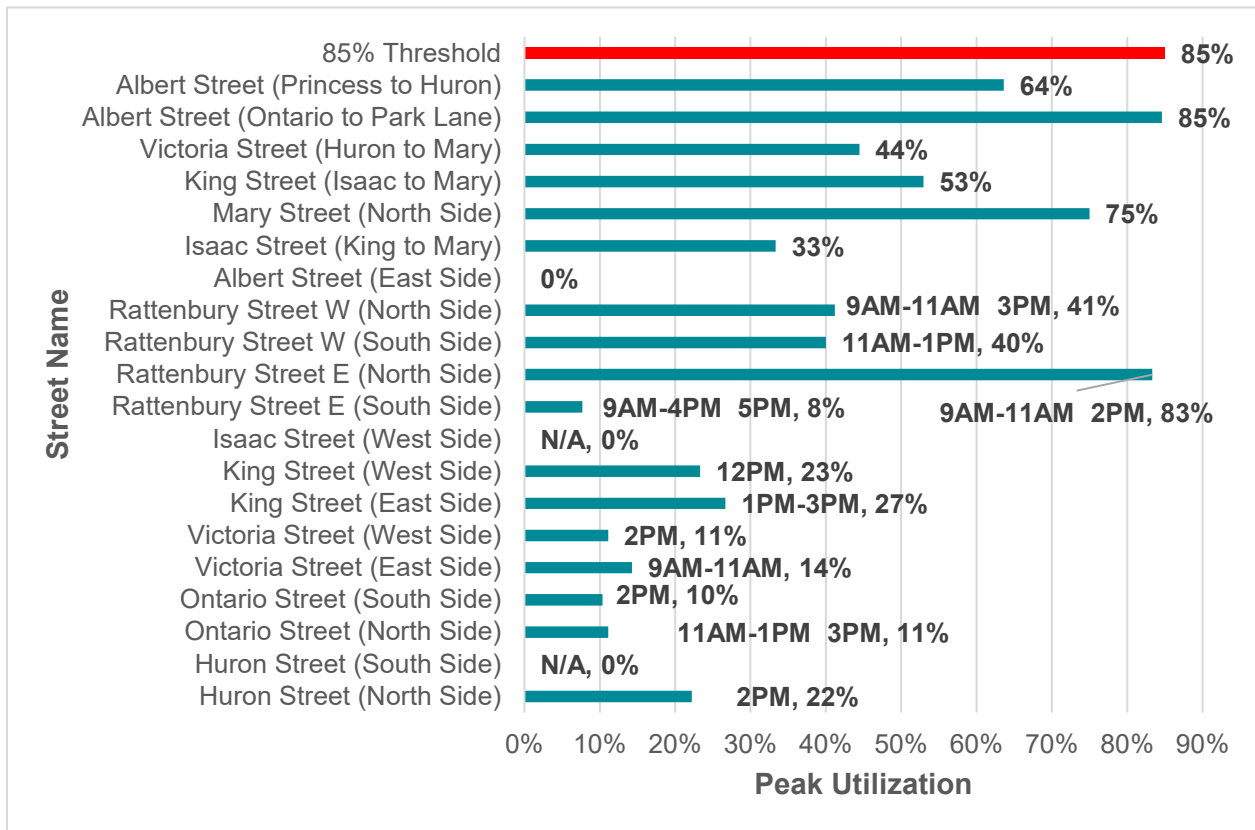
Figure 3 illustrates the peak utilization for each street surveyed. As shown, most of the streets were well under the 85% parking utilization. Overall, peak utilization occurred after 11 a.m. for most streets, therefore it could be more difficult to find on-street parking in the downtown core in the afternoon. However, the experienced peak is still well within the capacity/supply.

Figure 4 displays the aggregate utilization of all on-street parking in Downtown Clinton. The average started relatively low with 20% at 9 a.m. and gradually increased until 11 a.m. where it reached 24% and then started to decrease gradually until 1 p.m. where it was at 20% before starting to gradually increase again to 23% at 2 p.m. then finally starting to gradually decrease for the remainder of the day ending at 14% at 5 p.m. Overall, the utilization does not exceed the 85% parking threshold, so parking demand is not overcapacity on a typical weekday. This data suggests that it would not be difficult to find on-street parking in Downtown Clinton during any point in the day. Therefore, residents and visitors will be able to find parking all day to run errands or explore the Town.

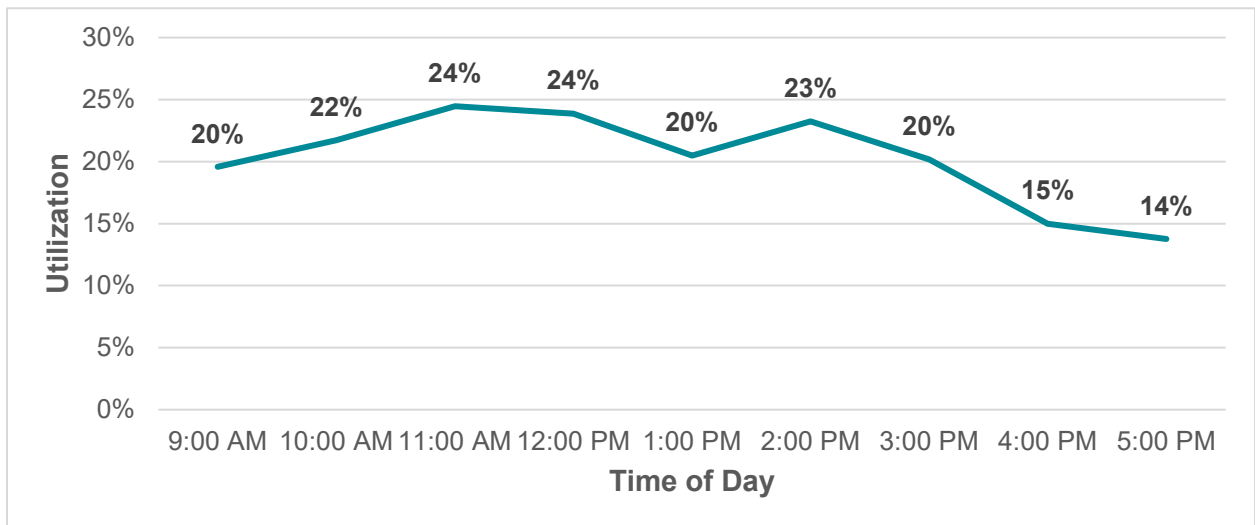
**Figure 2: Average Utilization by Street for On-Street Parking in Downtown Clinton**



**Figure 3: Peak Utilization by Street for On-Street Parking in Downtown Clinton**



**Figure 4: Utilization of On-Street Parking in Downtown Clinton in Aggregate**





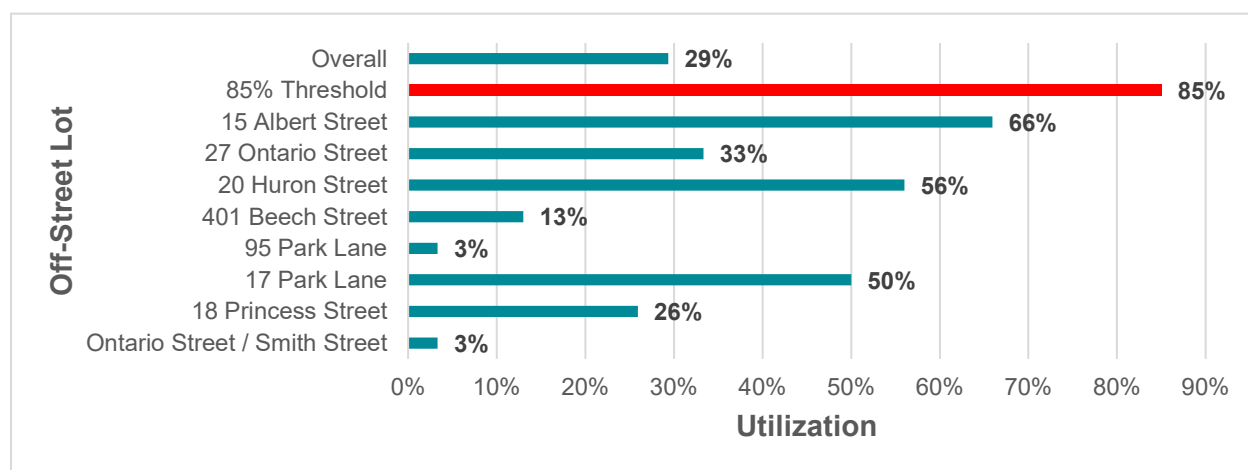
## 2.2.2 Off-Street Parking

Alongside the on-street parking, the off-street parking lots marked in Figure 1 were surveyed as well. Figure 5 displays the average weekday utilization for all municipal lots and compares the average parking utilization to the 85% parking threshold.

Out of the eight lots surveyed, there are six lots located directly in the Downtown Core, which are 15 Albert Street, 27 Ontario Street, 20 Huron Street, 95 Park Lane, 17 Park Lane, 18 Princess Street. The other two lots are 401 Beech Street (Clinton Fire Hall) and Ontario Street / Smith Street Parking Area (Unopened Road allowance beside the Tim Hortons). The 15 Albert Street lot has the highest average utilization of 66% due to its proximity to the Downtown Core. The 20 Huron Street lot also has a higher average utilization of 56% as it is also really close in proximity to the Downtown Core. The lots at 27 Ontario Street, 95 Park Lane and the 18 Princess Street lot are not as close to the Downtown Core and therefore most likely require users to have a specific destination in mind.

Figure 6 shows the peak utilization in each of the off-street parking lots. The 15 Albert Street and 17 Park Lane lots had the highest peak utilization reaching 83%. The 20 Huron Street and 27 Ontario Street lots were the second highest, peaking at 72% and 50% respectively which is still significantly below the 85% parking threshold. The data indicates that finding off-street parking in the 15 Albert Street and 17 Park Lane lots is getting more challenging, especially during the peak periods where 83% of the supply is utilized. As finding parking becomes more difficult, drivers would need to drive further from the downtown area to find available parking spaces. This may not be ideal as people will have to walk further distances to reach their destination.

**Figure 5: Average Utilization of Off-Street Parking Lots in Downtown Clinton**



**Figure 6: Peak Utilization of Off-Street Parking Lots in Downtown Clinton**

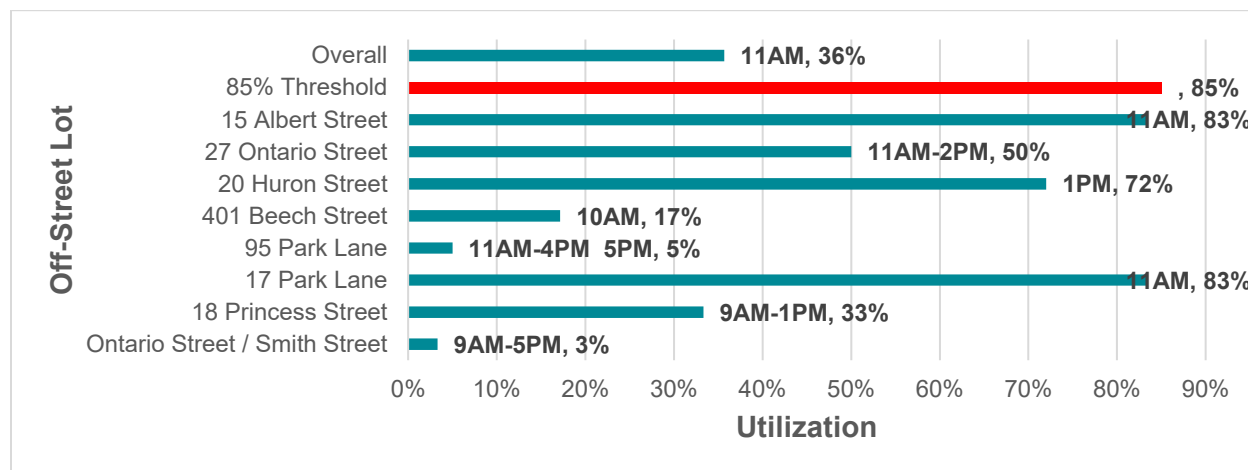
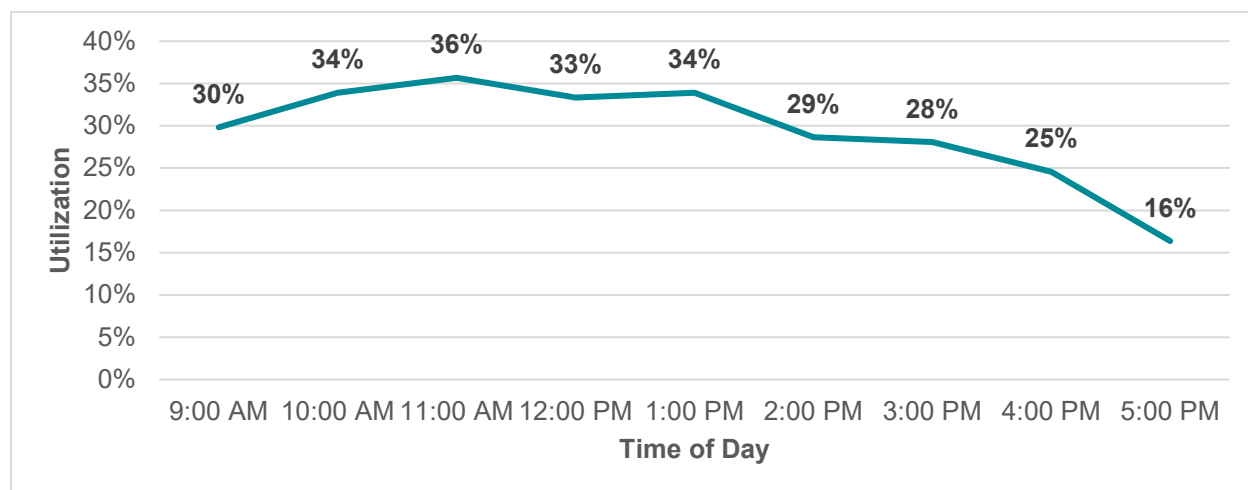


Figure 7 shows the utilization throughout the day of all the off-street lots in aggregate. Using this chart, the peak utilization is reached midday at 11 a.m. to 1 p.m. reaching 36% utilization. Then, utilization gradually decreases throughout the rest of the day, reaching a low of 16% at 5 p.m. This is likely because the parking lots are occupied by workers and shoppers during the day, whereas it would be occupied by visitors and shoppers in the late afternoon and evening.

**Figure 7: Utilization of Off-Street Parking Lots in Downtown Clinton in Aggregate**



### 2.2.3 Accessible Parking

The utilization of accessible spaces was analyzed separately. Table 4 summarizes the locations and supply of accessible parking spaces in Downtown Clinton. There are a total of eight accessible parking spaces in the Downtown Core.



### 3.0 Downtown Clinton Weekday Turnover

#### 3.1 Survey Methodology

On Wednesday December 13, 2023, a parking turnover study was conducted at the locations listed in Table 1 as utilization and turnover, as listed below. This data collection was used to supplement the weekday parking utilization by focusing on parking duration by the hour at the various locations. The following section analyzes the utilization and parking durations data collected.

- 20 Huron Street (Off-Street Parking Lot)
- Isaac Street (west side) from King Street to Mary Street (On-Street Parking)
- Mary Street (north side) from King Street to Isaac Street (On-Street Parking)
- King Street (both sides) from Isaac Street to Mary Street (On-Street Parking)
- Victoria Street (east side) from Huron Street to Mary Street (On-Street Parking)
- 27 Ontario Street (Off-Street Parking Lot)
- 15 Albert Street (Off-Street Parking Lot)
- Albert Street (east side) from Ontario Street to Park Lane (On-Street Parking)
- Albert Street (west side) from Princess Street to Huron Street (On-Street Parking)

#### 3.2 Results

The recorded supply for the locations studied for turnover is outlined in Table 6. For marked stalls, the supply was counted based on the parking stalls painted on the road/parking lot and for unmarked stalls, the supply of stalls was estimated using approximately 7 m long and 2.5 m wide dimensions per stall.

**Table 6: Recorded Parking Supply for Turnover Survey**

Location	Supply
20 Huron Street Parking Lot	25
Isaac Street (King Street to Mary Street)	18
Mary Street (King Street to Isaac Street)	4
King Street (Isaac Street to Mary Street)	17
Victoria Street (Huron Street to Mary Street)	9
27 Ontario Street Parking Lot	10
15 Albert Street Parking Lot	30
Albert Street (Ontario Street to Park Lane)	26
Albert Street (Princess Street to Huron Street)	22

Figure 9 shows the overall parking utilization of the various surveyed locations. Parking utilization started low 43% at 9 a.m. and gradually increased, peaking during the midday hours. After reaching peak utilization of 57% at 11 a.m., it slowly decreased, but still maintained a utilization greater than 40% until 5 p.m. In general, parking utilization is well below the 85% parking threshold.

**Figure 8: Overall Utilization of Turnover Survey Locations in Downtown Clinton**

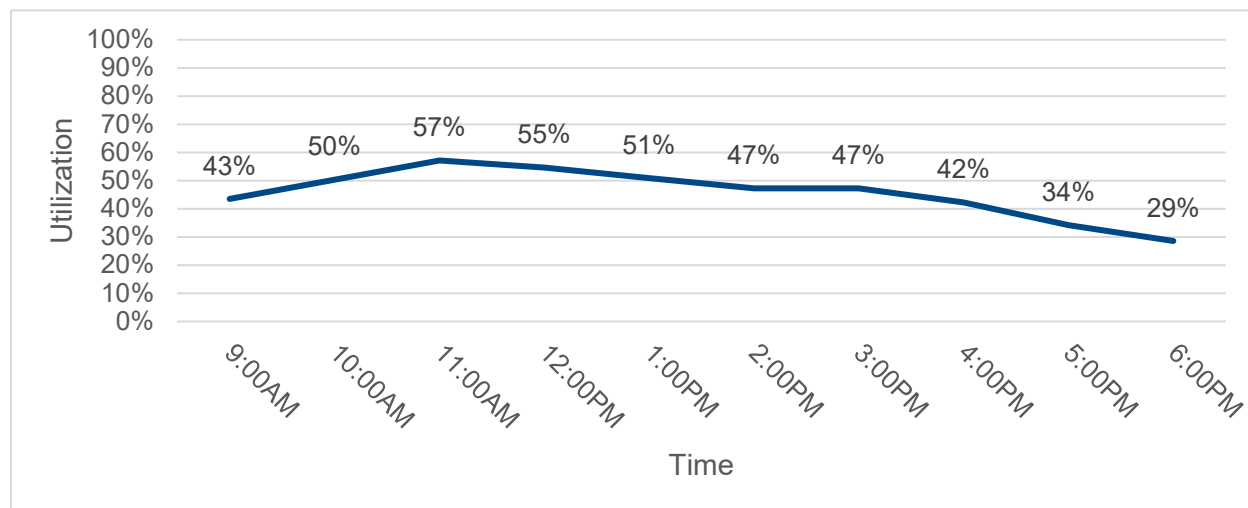
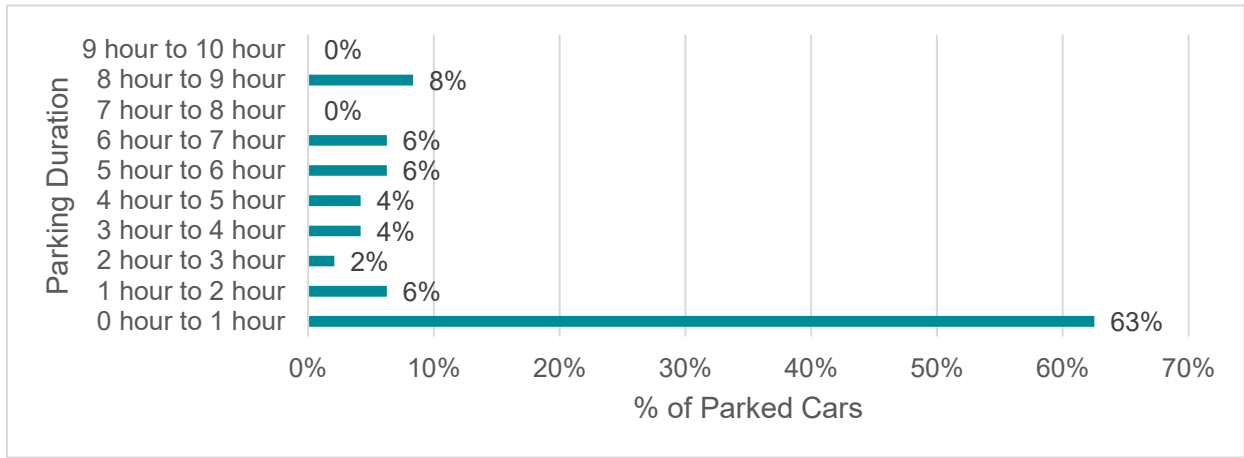


Figure 10 through Figure 18 show the parking durations at the selected locations in Downtown Clinton. The charts show that most people are utilizing the parking spaces for short-term stays, with zero to one hour being the most common duration, followed by one to two hours and two to three hours. The compliance percentages for the 2-hour parking limit along the various on-street parking locations during the survey period are outlined in Table 7. This behaviour is expected as patrons are likely using the spaces to quickly stop to pick something up at various stores. It can be predicted that people who work in the Downtown Core parked their vehicles for longer than two hours.

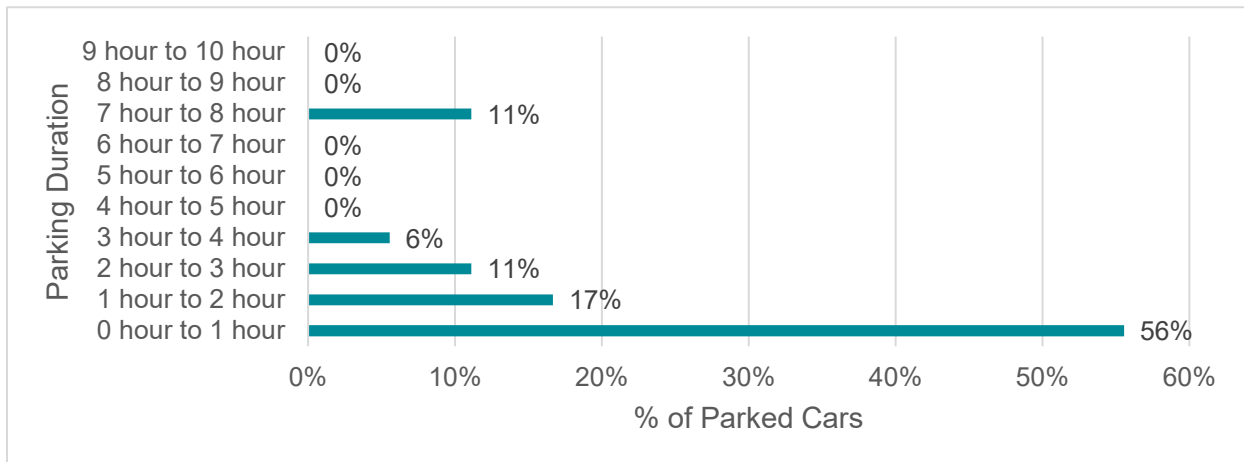
**Table 7: 2-Hour Parking Limit Compliance for On-Street Locations in Downtown Clinton**

Location	2-Hour Limit Compliance
Isaac Street (King Street to Mary Street)	73%
Mary Street (King Street to Isaac Street)	100%
King Street (Isaac Street to Mary Street)	76%
Victoria Street (Huron Street to Mary Street)	100%
Albert Street (Ontario Street to Park Lane)	91%
Albert Street (Princess Street to Huron Street)	99%

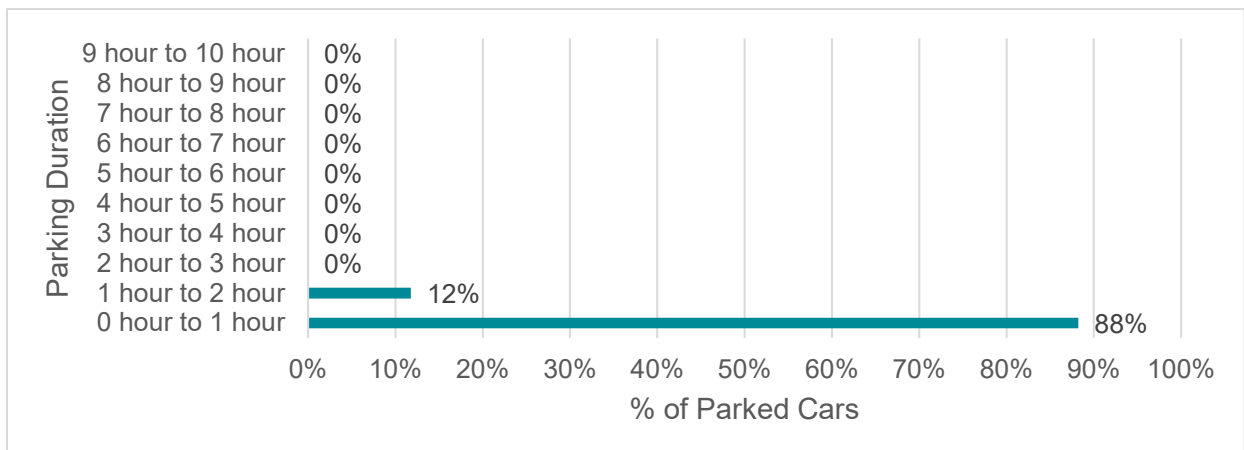
**Figure 9: Parking Duration for the 20 Huron Street Parking Lot**



**Figure 10: Parking Duration along Isaac Street (west side, King to Mary)**

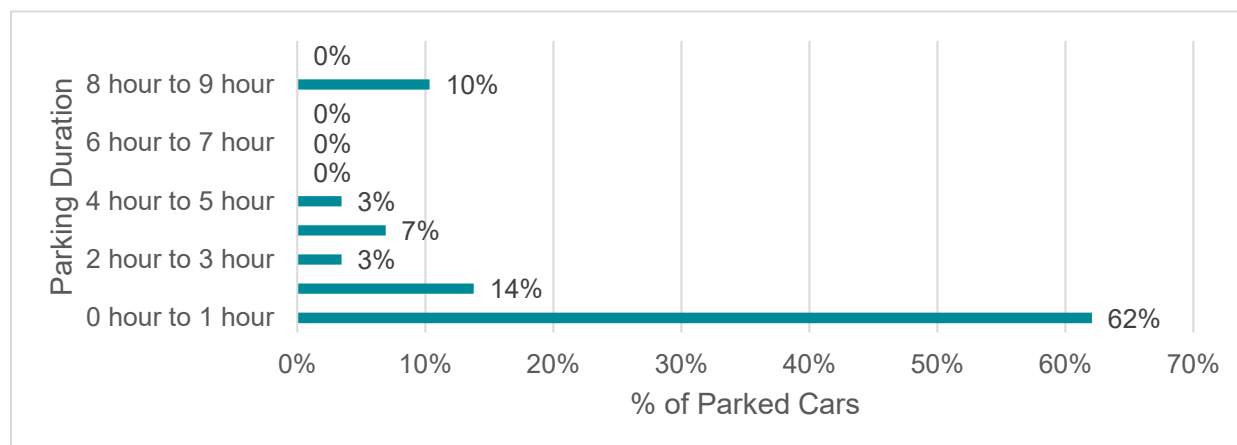


**Figure 11: Parking Duration along Mary Street (north side, King to Isaac)**

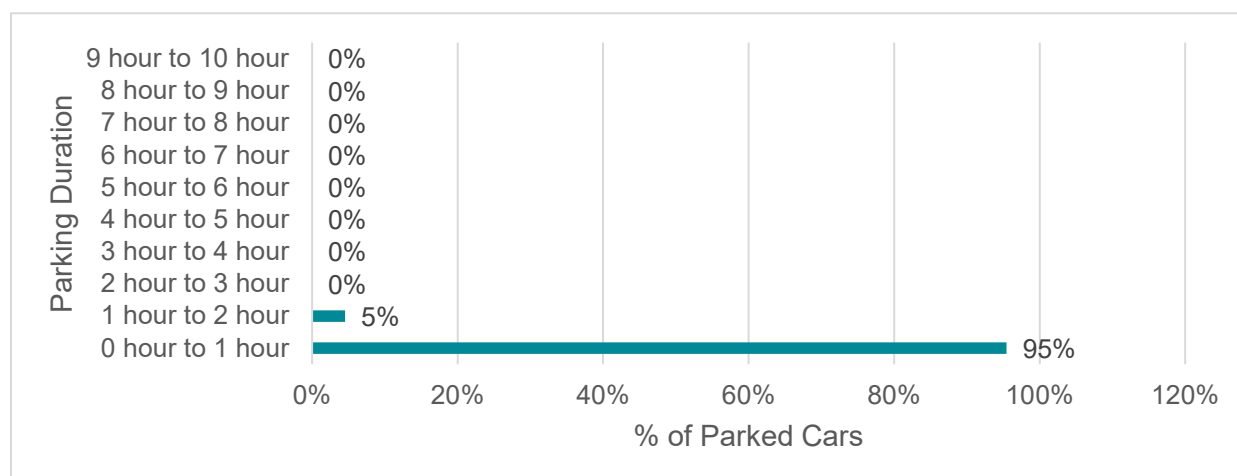




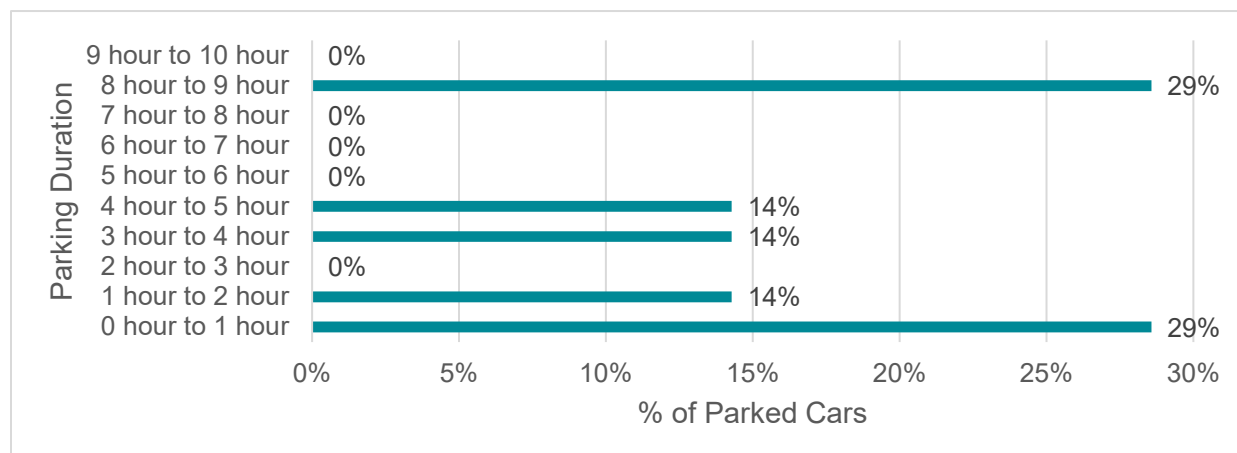
**Figure 12: Parking Duration along King Street (both sides, Isaac Street to Mary Street)**



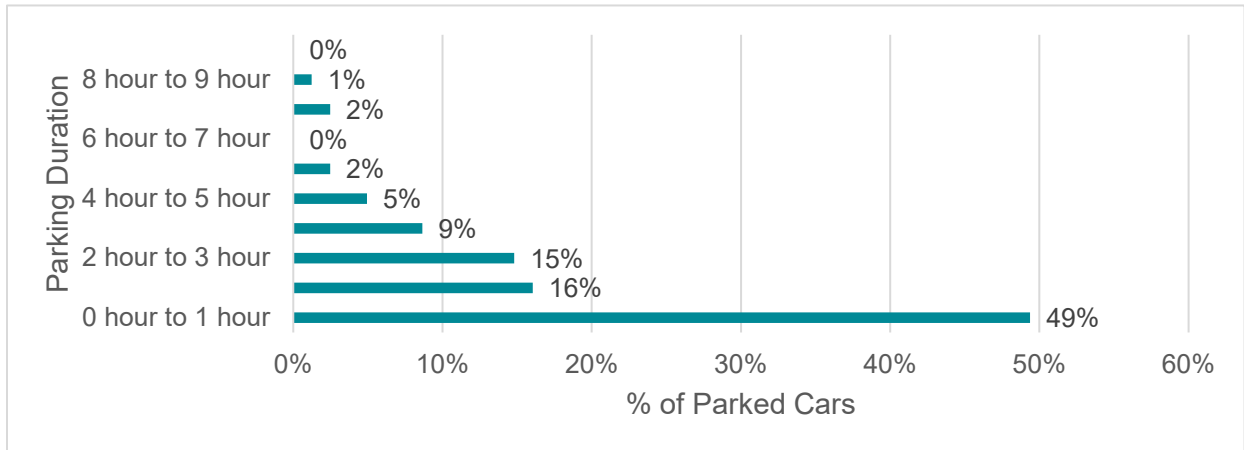
**Figure 13: Parking Duration along Victoria Street (east side, Huron to Mary)**



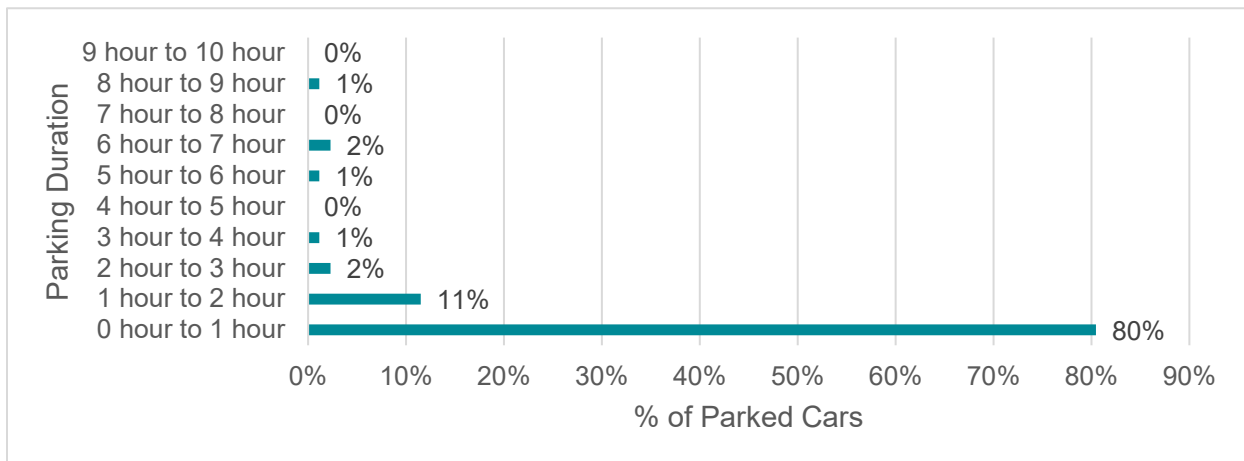
**Figure 14: Parking Duration for the 27 Ontario Street Parking Lot**



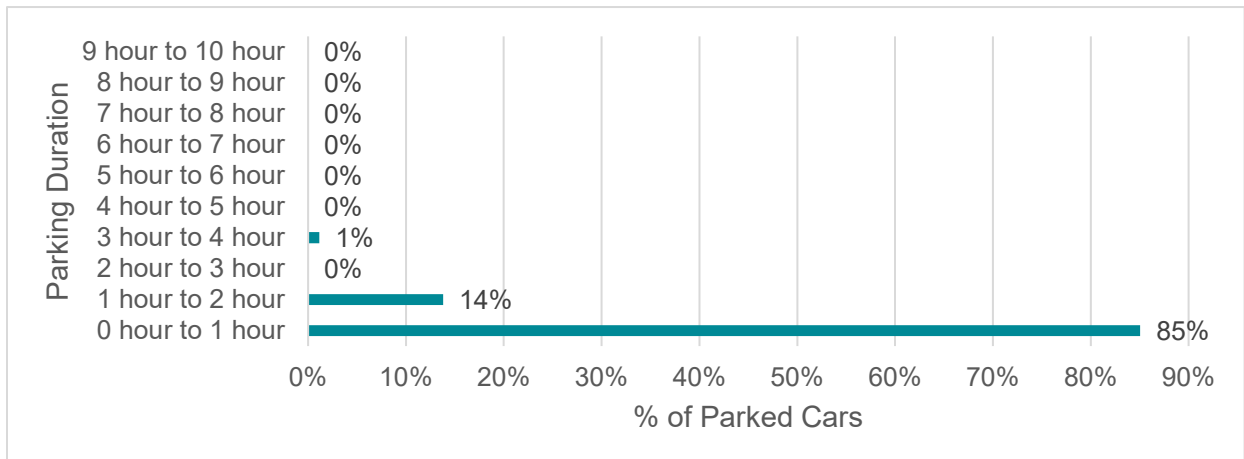
**Figure 15: Parking Duration for the 15 Albert Street Parking Lot**



**Figure 16: Parking Duration along Albert Street (east side, Ontario to Park Lane)**



**Figure 17: Parking Duration along Albert Street (west side, Princess to Huron)**





BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

---

## Appendix B

### Public Opinion Survey Results



## Appendix B: Business Survey Summary Memorandum

---

**Date:** March 12, 2024 **Project No.:** 3000057361.000  
**Project Name:** Clinton BIA Parking Study  
**Client Name:** Municipality of Central Huron  
**To:** Municipality of Central Huron  
**From:** R.J. Burnside & Associates Limited

---

### 1.0 Overview

A public survey was conducted from November 1, 2023 – November 30, 2023, surveying business owners / employees, and residents within the study area. The purpose of this survey was to collect data regarding businesses' and employees' opinions on the current and future state of parking. The following sections of this memorandum outline the results of the survey.

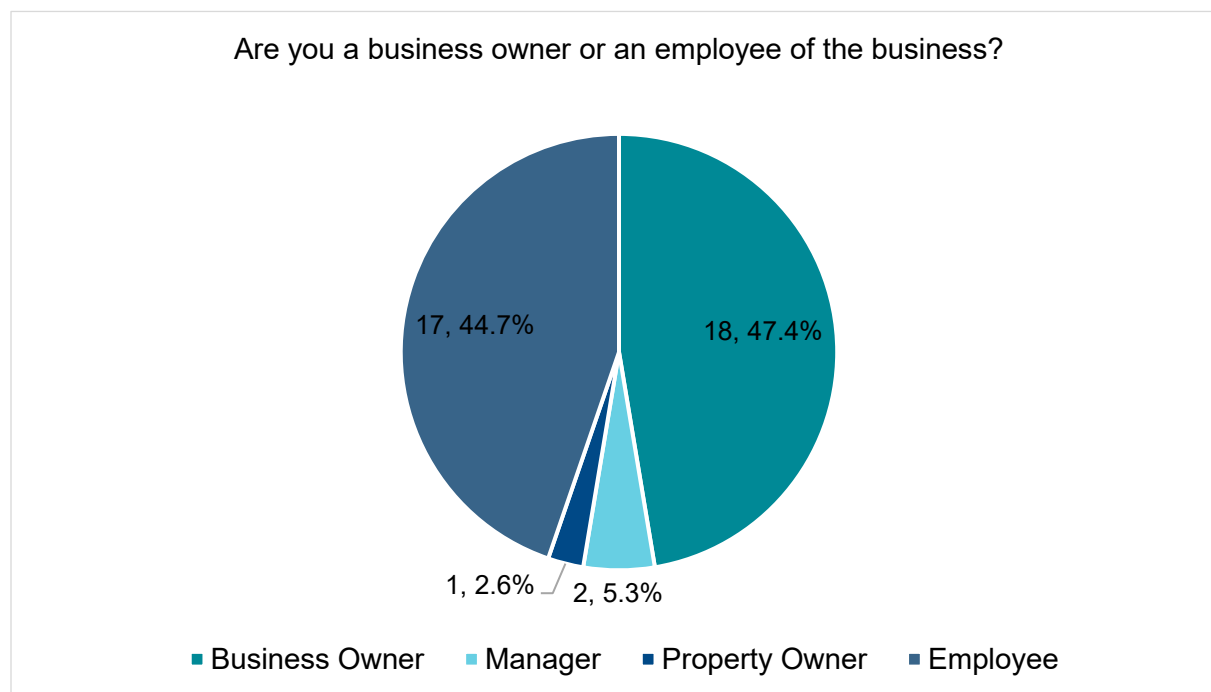
The memorandum summarizes the business's opinion survey as follows:

- Survey participation
- Survey results
- Key survey findings

### 2.0 Survey Participation

The survey was posted on the Municipality of Central Huron's website and received a total of 253 responses out of which 215 were residents and 38 were either business owners or employees. Participants were asked to specify if they were an employee or business owner within the surveyed areas. 47.4% of the respondents were business owners, whereas 44.7% were employees. 2.6 % of the respondents were property owners and 5.3% were managers.

**Figure 1: Response to Stakeholder Type**



According to the survey, the majority of respondents (89%) use a car as their mode of transportation to work. About 5% of the respondents walk to work, while 3% travel using a combination of truck, motorcycle, and car. Respondents were asked if they had mobility constraints that require parking close to the business or store, three respondents mentioned that they have mobility issues. However, they do not possess an accessible parking permit. On the other hand, one respondent stated that they have an accessible parking permit.

### 3.0 Survey Findings

The survey can be split into three topics:

- Location and duration of parking
- Efficiency of existing parking
- Response to potential parking needs solution

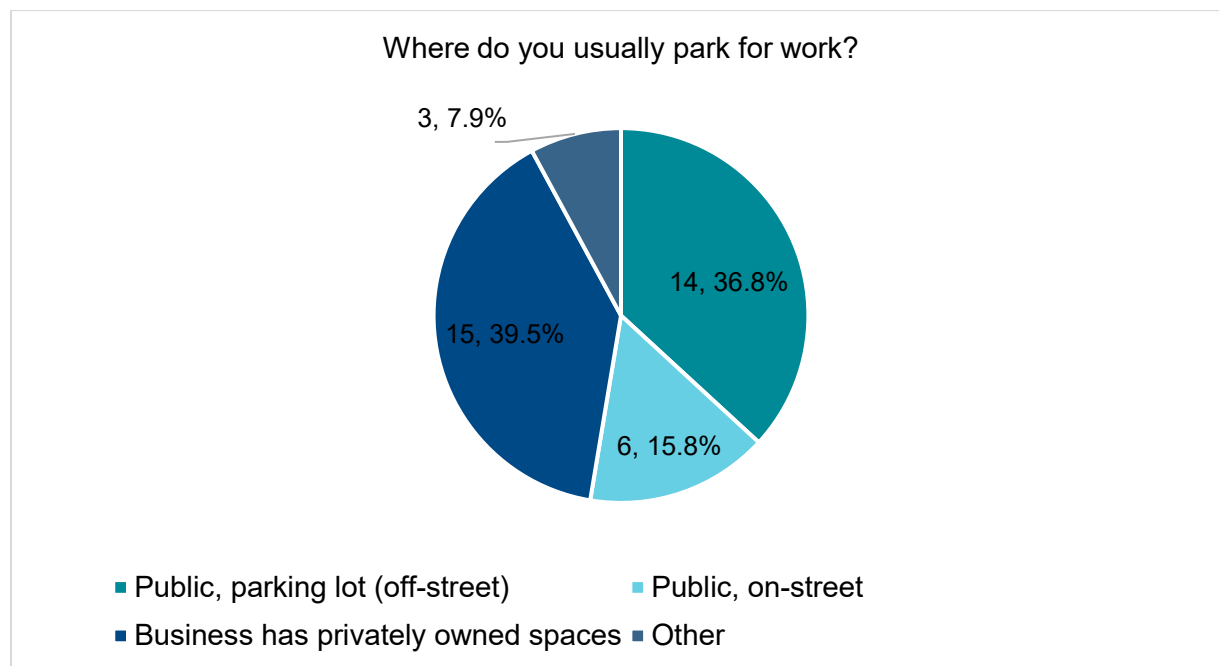
The following section will provide a summary of these topics in the form of charts, followed by key findings derived from the responses.

#### 3.1 Location and Duration of Parking

The survey asked the respondents about the parking space they used during the day. It also inquired about the availability of adequate parking space at their workplace and for their

customers near their business. Furthermore, it inquired about the duration of parking needed by the participants. Figure 2, Figure 3, Figure 4, and Figure 5 show the distribution of responses to the four questions, respectively. The survey included on-street parking and municipally owned parking lots. The parking duration ranged from one to two hours to 9+ hours to capture the maximum possible workday parking times.

**Figure 2: Response to usual parking location**



**Figure 3: Response to adequate parking for business owners/ employees**

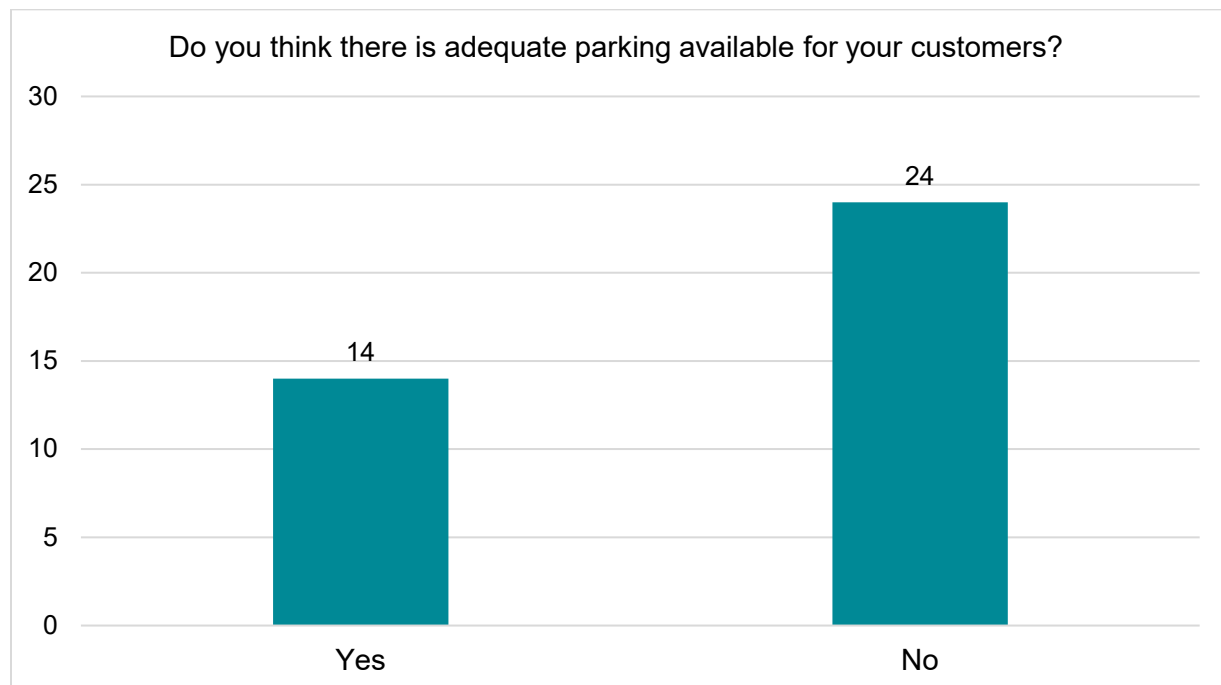




As shown in Figure 2, most business owners and employees use privately owned parking spaces provided by their employers, with 39.5% of respondents confirming this. The second most popular option was off-street public parking, with 36.8% of respondents using it. On-street parking was used by 25.8% of respondents, while 7.9% parked elsewhere.

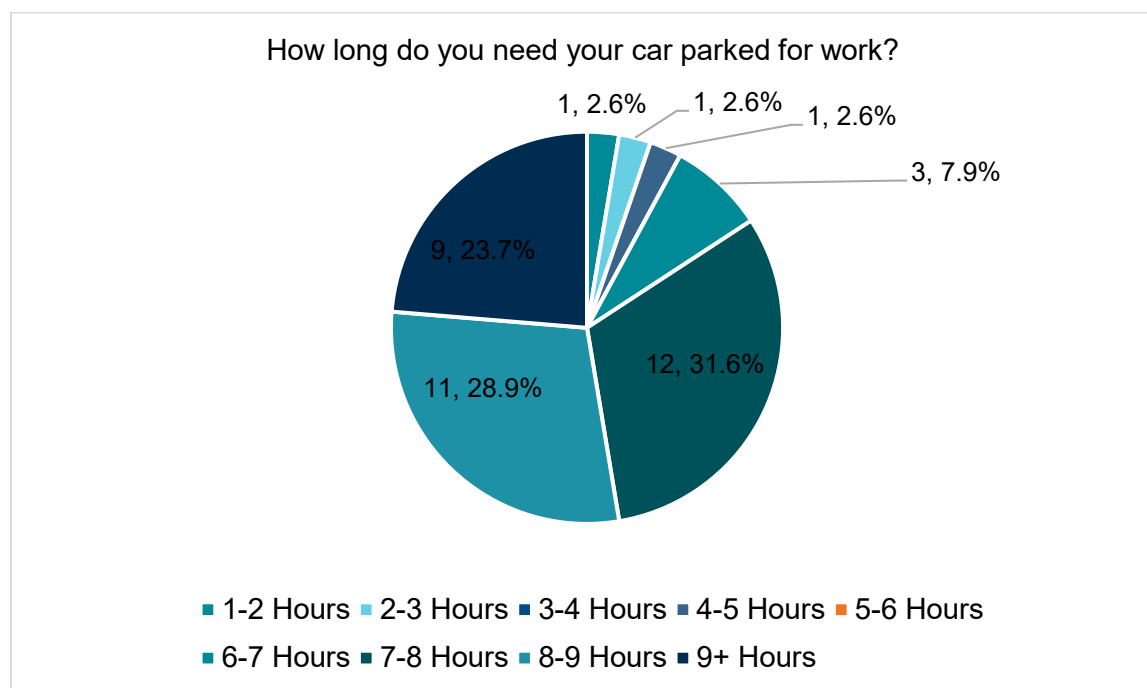
When asked if their workplace provided adequate parking spaces, 57.9% of respondents said they did not have enough parking spaces, while the remaining respondents agreed that they had sufficient parking spaces as seen in Figure 3. The business owners and employees were also asked if they think there is adequate parking available for the customers, to which 63.2% said that there was not enough parking available whereas 36.8% said that there was sufficient parking available for the customers (Figure 4).

**Figure 4: Response to adequate parking for customers**



For parking duration, Figure 5 shows that most people are parked for approximately the length of an eight-hour business day with 31.6% of people parking for seven to eight hours and 28.9% parking in the eight to nine hours range. About 23.7% of people parked for 9+ hours. Thus, supported by Table 1, the conclusion can be drawn that most employers and employees are utilizing privately owned parking spots as well as public off-street parking for the entirety of their 7+ hour workday.

**Figure 5: Responses to the duration of parking**



**Table 1: Number of Responses Organized by Parking Location and Dwell Time**

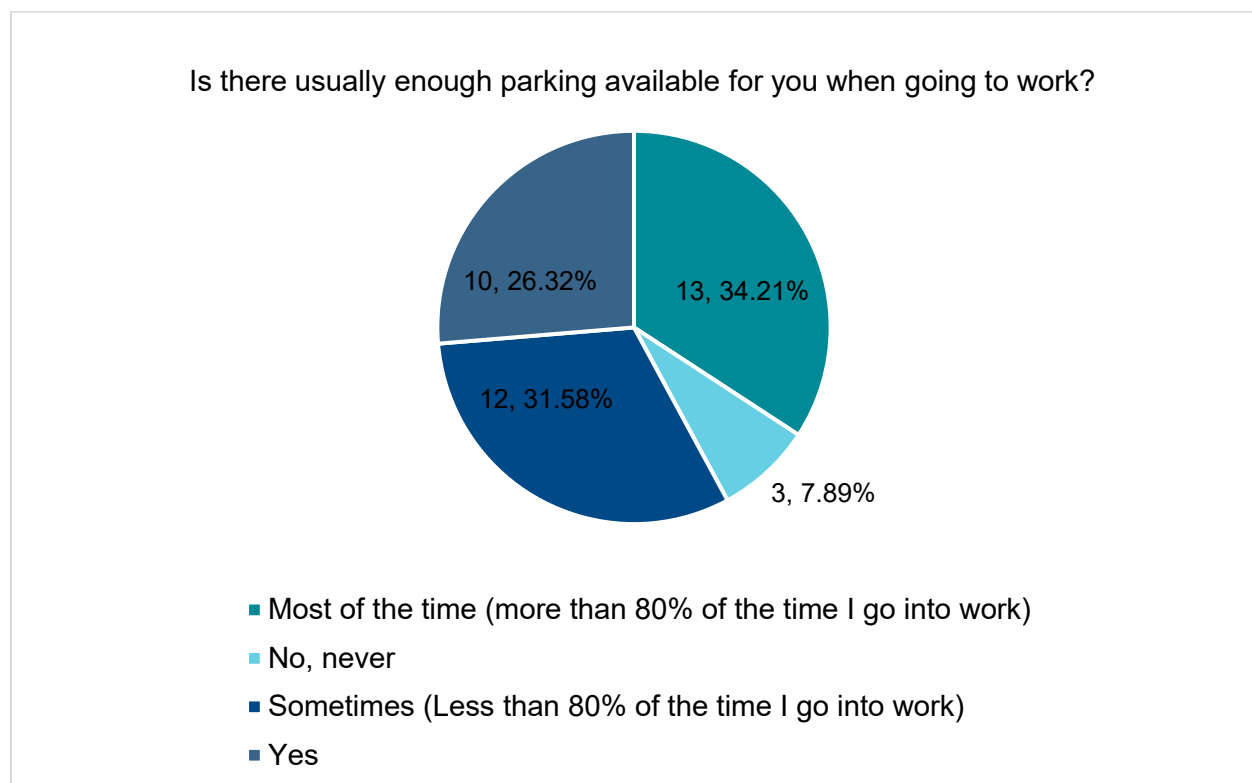
Location and Time	Number of responses
<b>Public, parking lot (off-street)</b>	
4-5 hours	1
7-8 hours	5
8-9 hours	5
9+ hours	3
<b>Public, on-street</b>	
1-2 hours	1
2-3 hours	1
6-7 hours	1
7-8 hours	3
<b>Business has privately owned spaces</b>	
6-7 hours	1
7-8 hours	4
8-9 hours	5
9+ hours	5
<b>Other (please specify)</b>	
6-7 hours	1
8-9 hours	1
9+ hours	1

### 3.2 Efficiency of Parking

Respondents were asked questions related to the efficiency of the existing car park supply. Figure 6, Figure 7, and Figure 8 illustrate what respondents think about the current parking availability, how far their usual parking is from their place of work, and the maximum time they would be willing to travel from their parking to work, respectively.

As shown in Figure 6, when asked about their ability to find parking at work, 34.2% of the respondents reported that they were able to find parking most of the time, which means 80% of the time. On the other hand, 31.6% of respondents were only able to find parking sometimes, which is less than 80% of the time. 26.32% of the respondents reported that they can find parking whenever they go to work, while only 7.9% responded that they never get parking when they go to work. This shows that there is a mixed view regarding the availability of parking at the workplace.

**Figure 6: Responses to availability of parking**

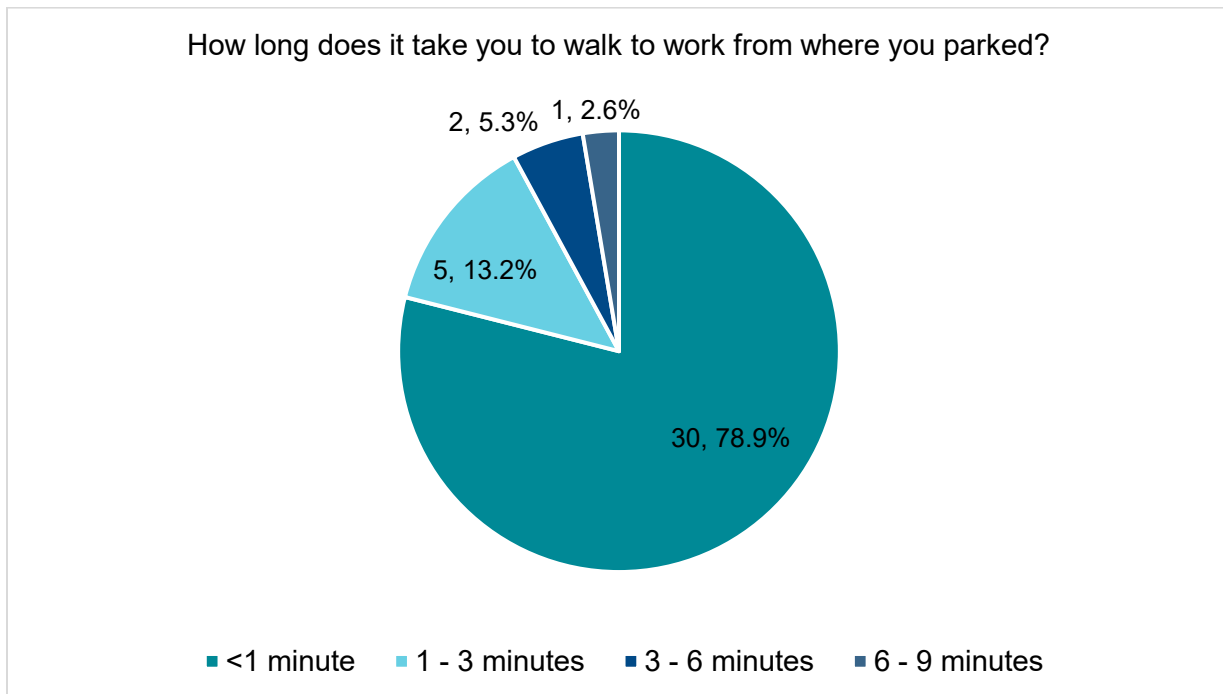


Most respondents expressed concerns about the two-hour parking limit. They work for seven to eight hours daily and need to move their vehicle every two hours, or their vehicles may be towed.

Figure 6 shows that majority of the respondents parked their car within the proximity to their workplace as 78.9% of them walked of less than one minute to reach their workplace from the

parked car. 13.2% of the respondents walked for up to three minutes and 5.3% walked for three to six minutes. Only 2.6% walked for six to nine minutes. Figure 7 shows the response for the maximum duration respondents will be willing to walk from their parked car to reach their workplace. About 70.3% of the responses stated that they would walk up to three minutes to reach their workplace. 21.1% of respondents are willing to walk for three to six minutes and only 2.6% is willing to walk either six to nine minutes or 9-12 minutes. Which matches the current pattern of walking from car to workplace.

**Figure 7: Responses to travel time from parked car to location of work**



**Figure 8: Response to preferred maximum travel time from parking to place of work.**

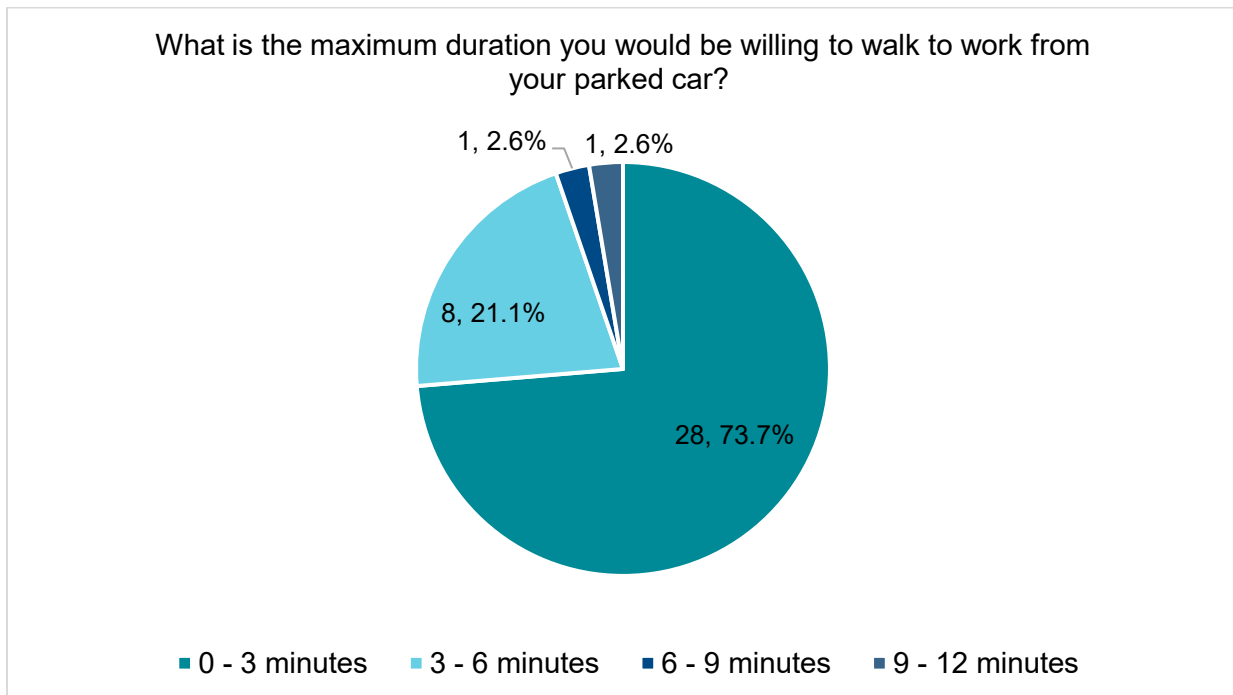
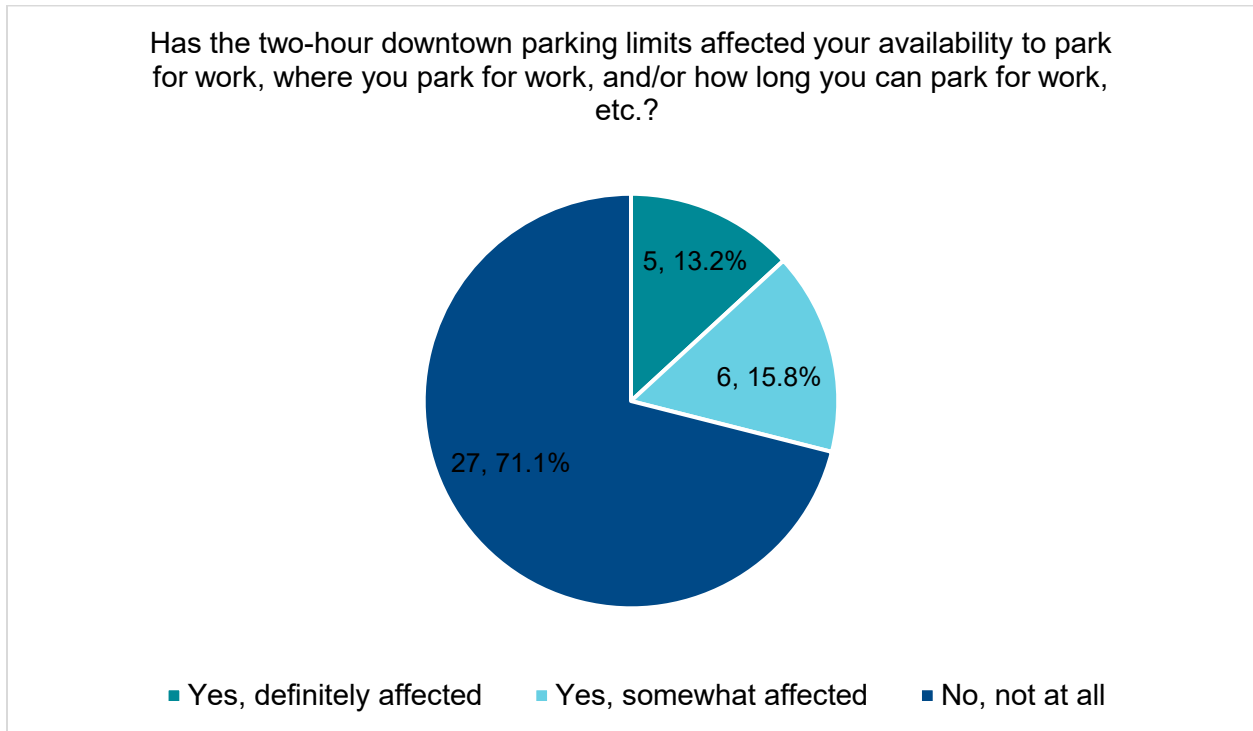


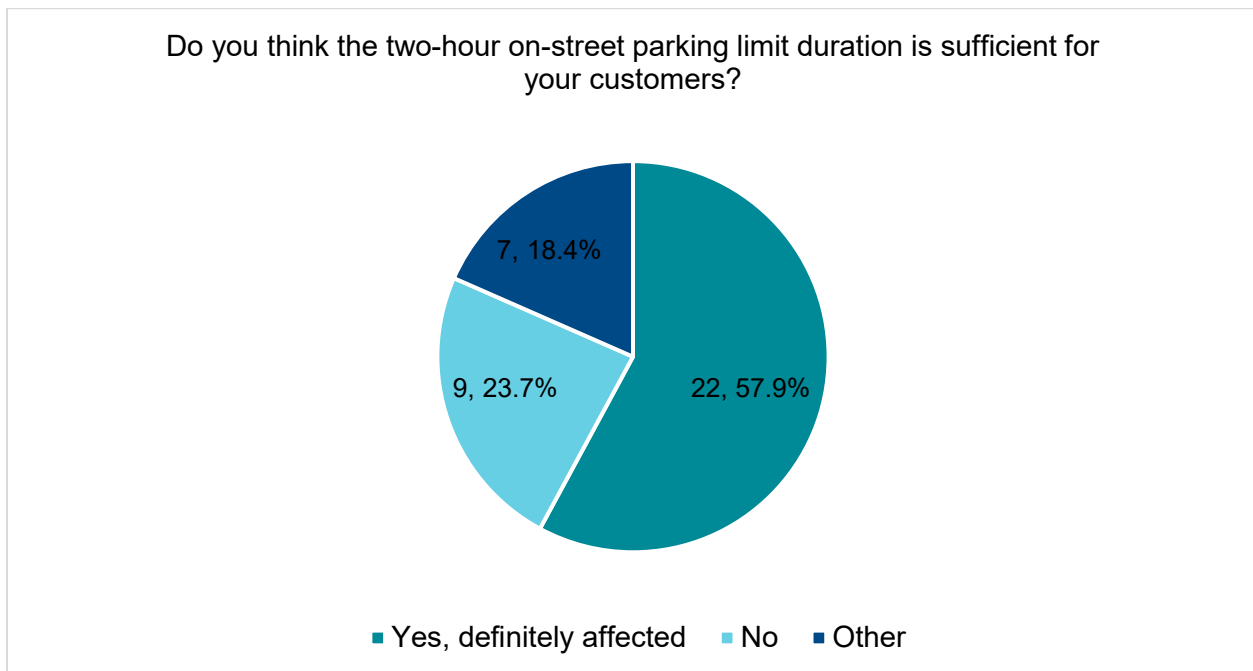
Figure 8 and Figure 9 shows the business owners' and employees' opinions on two hour parking limit duration for them and their customers. About 71.1% of the business owners/employees responded that the two-hour parking limit has not affected them in terms of availability, location of parking, and the duration of parking. 15.8% respondent that they were somewhat affected and 13.2% responded that they were affected by the two-hour duration limit.

The respondents view on customer's parking is shown in Figure 9, more than half of the respondents feel that the two-hour duration limit is sufficient for their customers, with 57.9% responses. 23.7% of respondents believe that the time limit is not sufficient for their customers and 18.4% had other views.

**Figure 9: Response to 2-Hour On-Street Parking Limit for Employees**



**Figure 10: Response to 2-Hour On-Street Parking Limit for Customers**

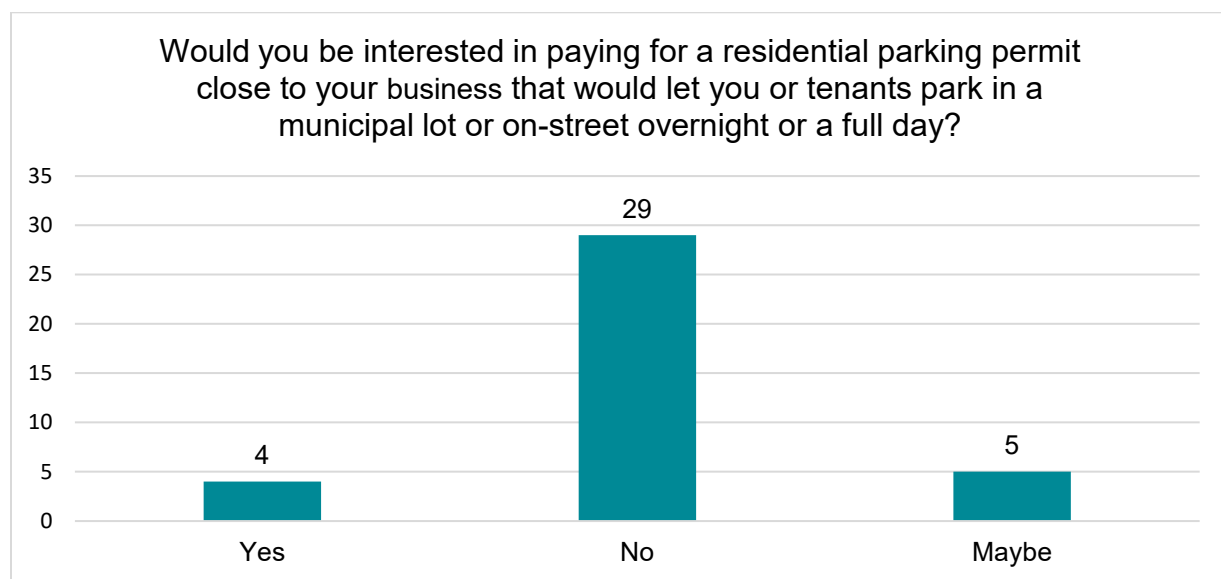




### 3.3 Response to potential parking needs solution

Respondents were asked to share their view on creating paid residential parking close to their business that would let them and tenants park in the municipal lot or on-street overnight/full day. Figure 10 shows majority of them were either unsupportive with 29 responses and only four responses were supportive of the paid parking permit. Five respondents stated that they might be interested in the paid parking permit. When asked why they were not interested in a parking permit, they stated they either had enough parking or were concerned about the cost of the permit.

**Figure 11: Response to opinion on paid parking**



The business was asked why they were interested in paying for a parking permit. They responded that they have multiple vehicles but not enough parking spaces available. Additionally, they have tenants residing at the business location who require parking. When asked about general concerns, most respondents stated that there is a lack of parking in the downtown area, which affects their business as both employees and customers struggle to find parking.

### 4.0 Summary of Findings

Based on the survey results, opinions of the business owners and employees include:

- A total of 251 responses were received for the survey, of which 213 were residents and 38 were business owners/employees.
- Most employees and business owners park in privately owned parking lots followed by off-street public parking and for about seven hours or more.

- The majority of the business owners/employees walk for less than a minute to reach their workplace from their parked car.
- Most employees and business owners are willing to walk one to three minutes from their parked car to their workplace.
- Employees and business owners are under the perception that their customers have a difficult time finding parking.
- The opinion of the business owners and employees favour a two-hour parking limit.
- The business owners and employees do not support implementing paid parking for residents in Cliton.



## Appendix B: Resident Survey Summary Memorandum

---

**Date:** March 12, 2024 **Project No.:** 3000057361.000  
**Project Name:** Clinton BIA Parking Study  
**Client Name:** Municipality of Central Huron  
**To:** Municipality of Central Huron  
**From:** R.J. Burnside & Associates Limited

---

### 1.0 Overview

A public survey was conducted from November 1, 2023 to November 30, 2023, surveying business owners / employees, and residents within the study area. The purpose of this survey was to collect data regarding residents' opinions on the current and future state of parking as input for Central Huron's Strategic Parking Management study. The following sections of this memorandum outline the results of the survey.

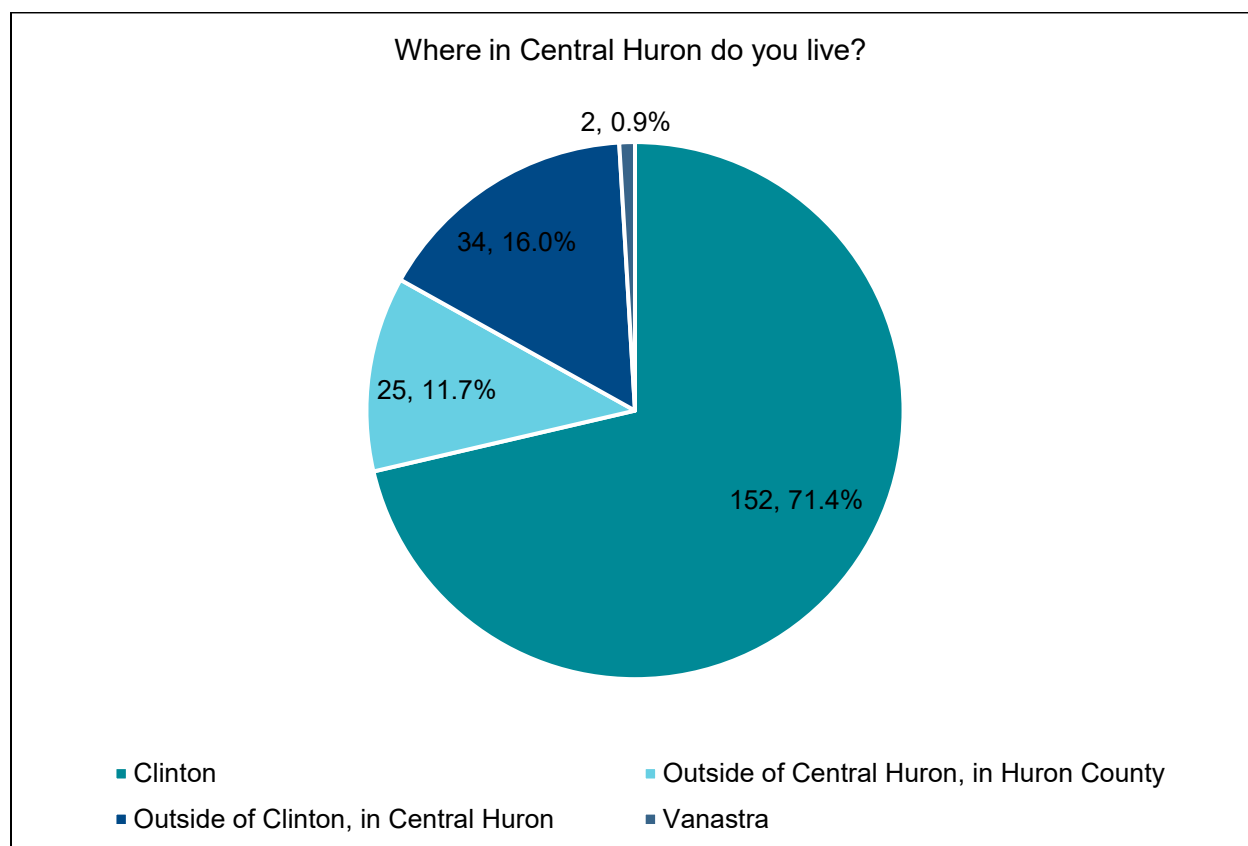
The memorandum summarizes the resident's opinion survey as follows:

- Survey participation
- Survey results
- Key survey findings

### 2.0 Survey Participation

The survey conducted on the Municipality of Central Huron's website received 253 responses of which 38 were business owners/employees. The survey asked the respondents about their place of residence within the Municipality. According to Figure 1, most of the respondents were residents of Clinton, with 71.4% responses; followed by residents of Central Huron, living outside of Clinton with 16% responses. About 11.7% of the respondents were residents of Huron County living outside of Central Huron. Only 2% of respondents were from Vanastra.

**Figure 1: Response to Location of Residence**



### 3.0 Survey Findings

The survey can be split into three topics:

- Parking location and duration/limits
- Efficiency of existing parking
- Resident’s response to potential parking needs solution

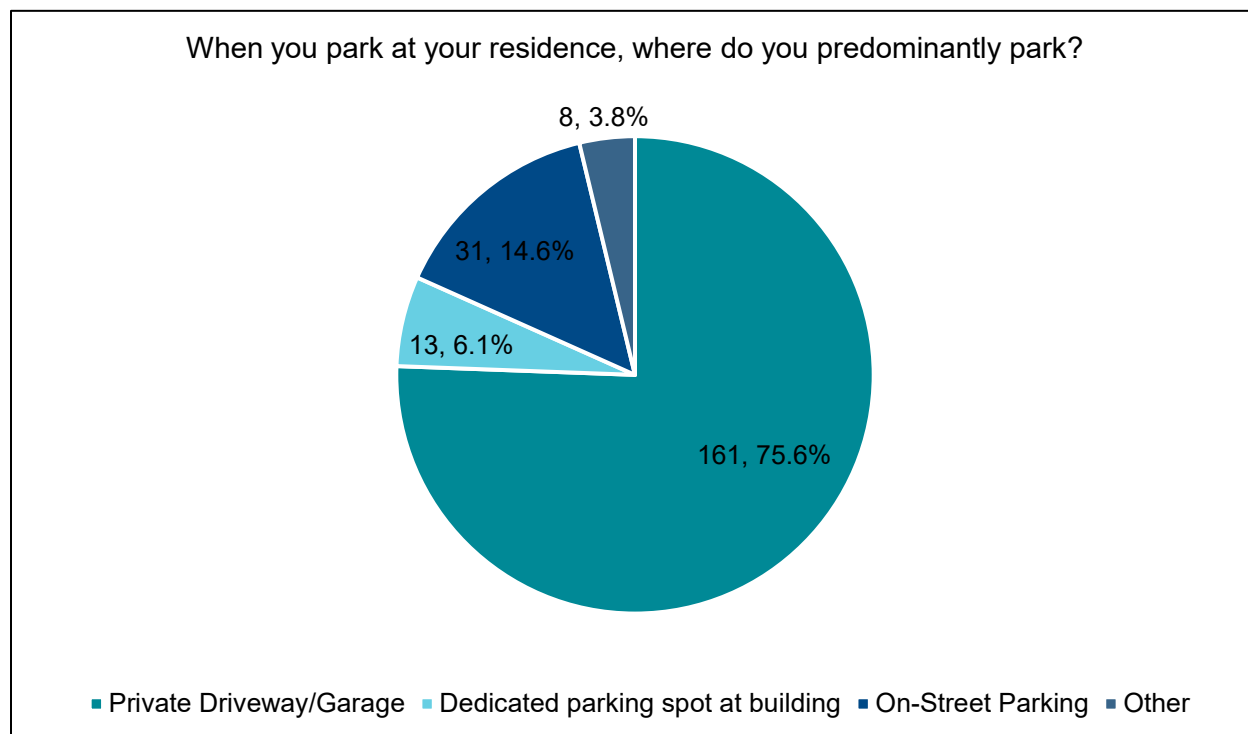
The following section will provide a summary of these topics in the form of charts, followed by key findings derived from the responses.

#### 3.1 Location and Duration/Limit of Parking

Respondents were asked about the location they usually parked at during the day and when they typically visited Clinton. Figure 2 and Figure 3 display the distribution of responses for the two questions respectively. The survey included various parking locations such as on-street parking, private driveways / garages, dedicated parking spots in buildings, and many other places. Most respondents (75.6%) reported having a private driveway/garage, followed by

14.6% who park on-street. Only 6.1% of respondents have a dedicated parking spot in their building, while the remaining 8% park elsewhere, either in a municipal lot or using their neighbour's lane.

**Figure 2: Response to the Location of Parking**



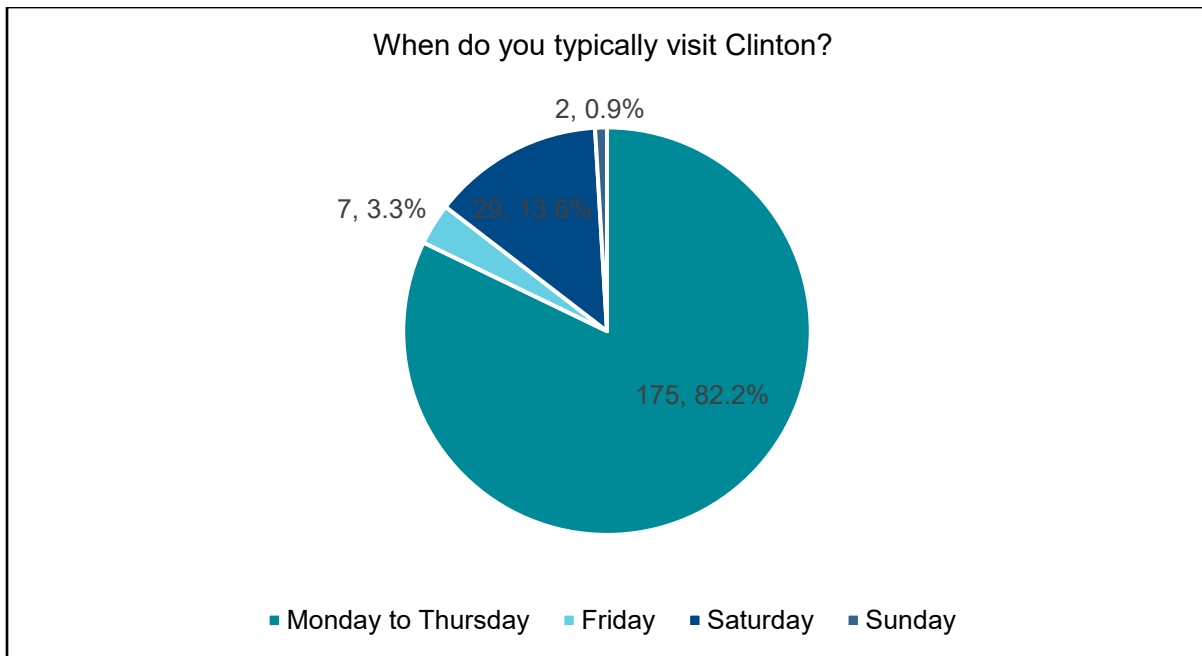
To better understand the trend, Table 1 shows the location of parking for each community area where the respondents live. All four areas have most of the respondents parking on a private driveway/garage and only the residents living in Clinton and those who live in Huron County outside of Central Huron searched for parking spaces. Only two responses were received from the residents of Vanastra, and both have a private driveway/garage.

**Table 1: Response to Location and Type of Parking**

Location of Residence	Number of Response
<b>Clinton</b>	
Private Driveway/Garage	112
Dedicated parking spot at the building	10
On-Street Parking	23
Other	7
<b>Outside of Central Huron, in Huron County</b>	

Location of Residence	Number of Response
Private Driveway/Garage	17
Dedicated parking spot at the building	1
On-Street Parking	6
Other	1
<b>Outside of Clinton, in Central Huron</b>	
Private Driveway/Garage	30
Dedicated parking spot at the building	2
On-Street Parking	2
<b>Vanastra</b>	
Private Driveway/Garage	2

**Figure 3: Response to the Day Residents Typically Visit Clinton.**



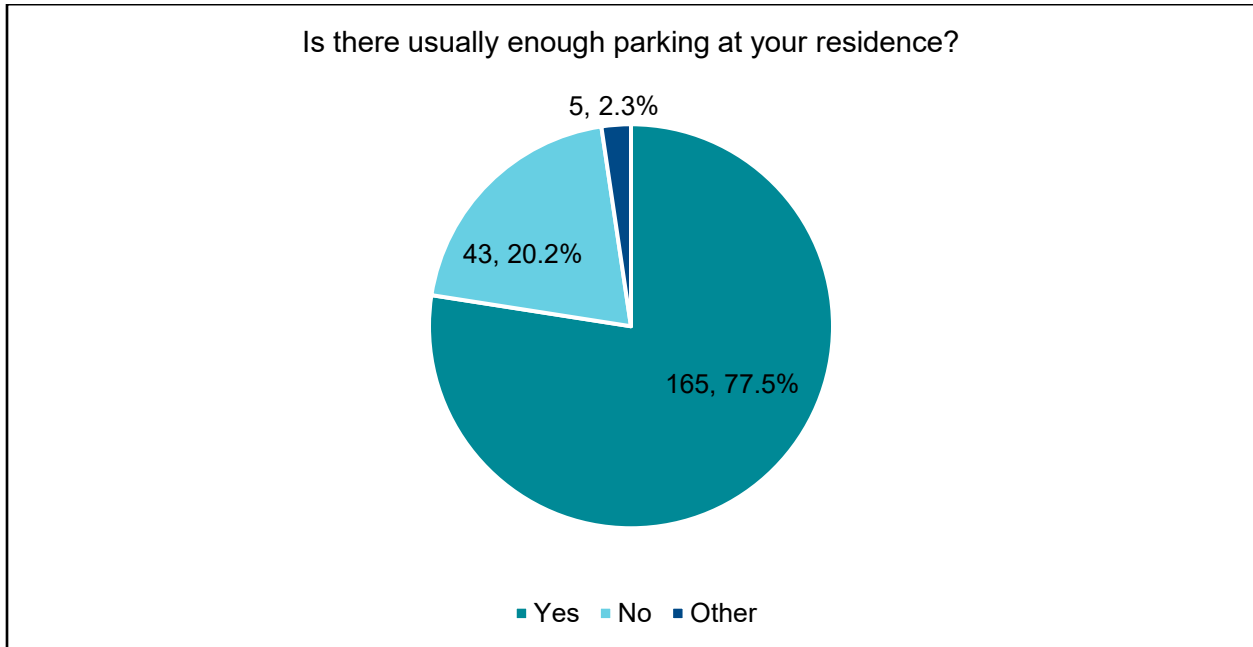
According to the data collected, over 80% of the residents visit Clinton on weekdays, from Monday to Thursday. Sunday has the lowest number of visitors with only 0.9% of responses. On Saturdays, approximately 13.6% of the residents visited Clinton, while on Fridays, 3.3% of the residents visited.



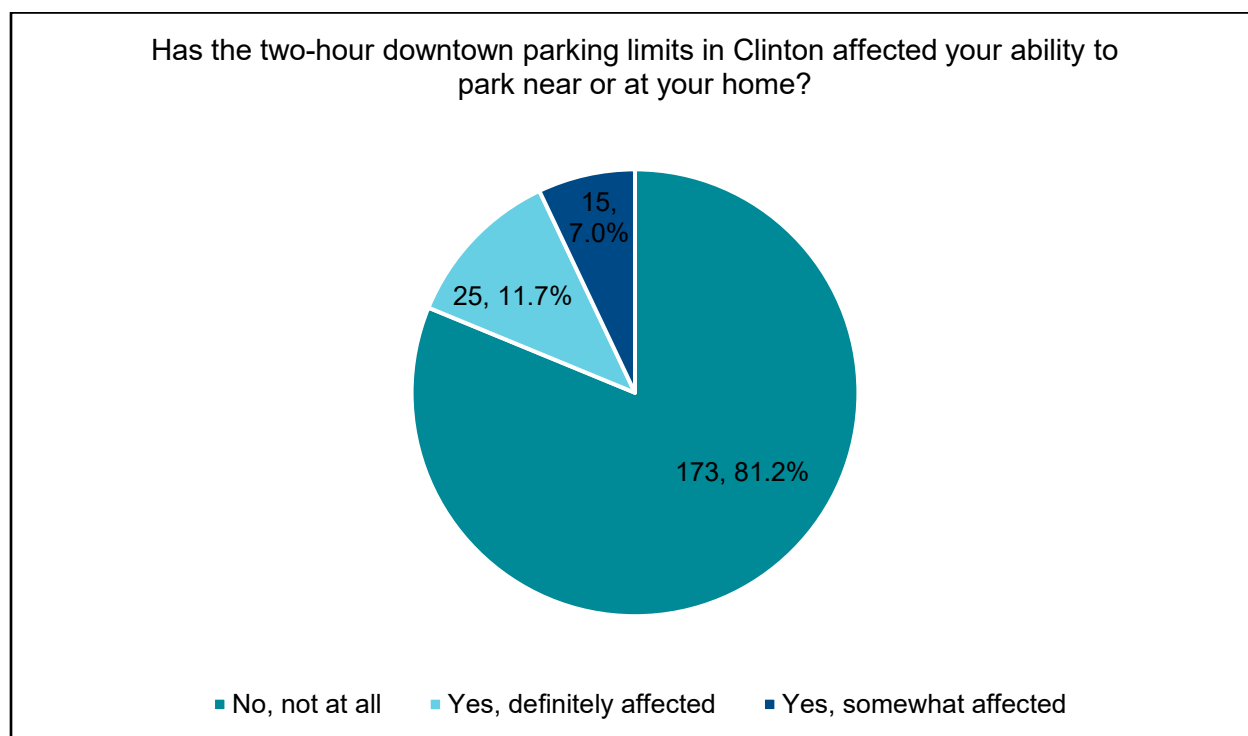
### 3.2 Efficiency of Parking

To assess the effectiveness of current parking options, respondents were asked if they had enough parking space at their residence and if the two-hour downtown parking limits have affected their ability to park near home.

**Figure 4: Response to Sufficient Parking Space Near Residence**



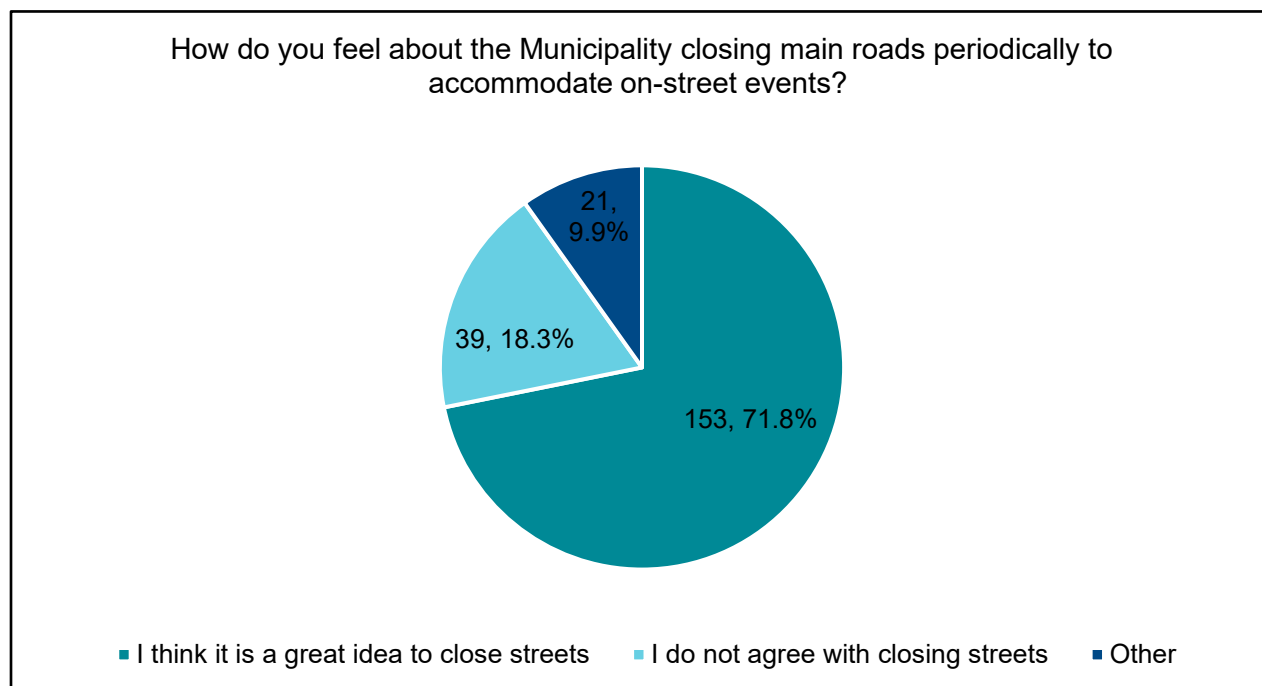
**Figure 5: Response to 2-Hour Parking Limit**



As seen in Figure 4, majority of the residents responded to have sufficient parking space at their residence, as majority of them have a private driveway/ garage. About 20.2 % believe they do not have sufficient parking near their residence and 2.3% have other views. When asked about two-hour downtown parking limits in Clinton, 81.2% of them responded that their ability to park near or at their home was not affected by the two-hour parking limit. 11.7% responded that had been affected by the limits and about 7.0 % had been somewhat affected by the limits.

As seen in Figure 6 residents were also asked about the closure of main roads periodically to accommodate on-street events, to which 71.8% of them responded that it is a great idea to close streets during the events, whereas 18.3% did not agree with the street closures. 9.9 % of the respondents had a different view, like better advertising the closure to inform the residents or using a different street closer to the main street, as trucks need to pass through the main street etc.

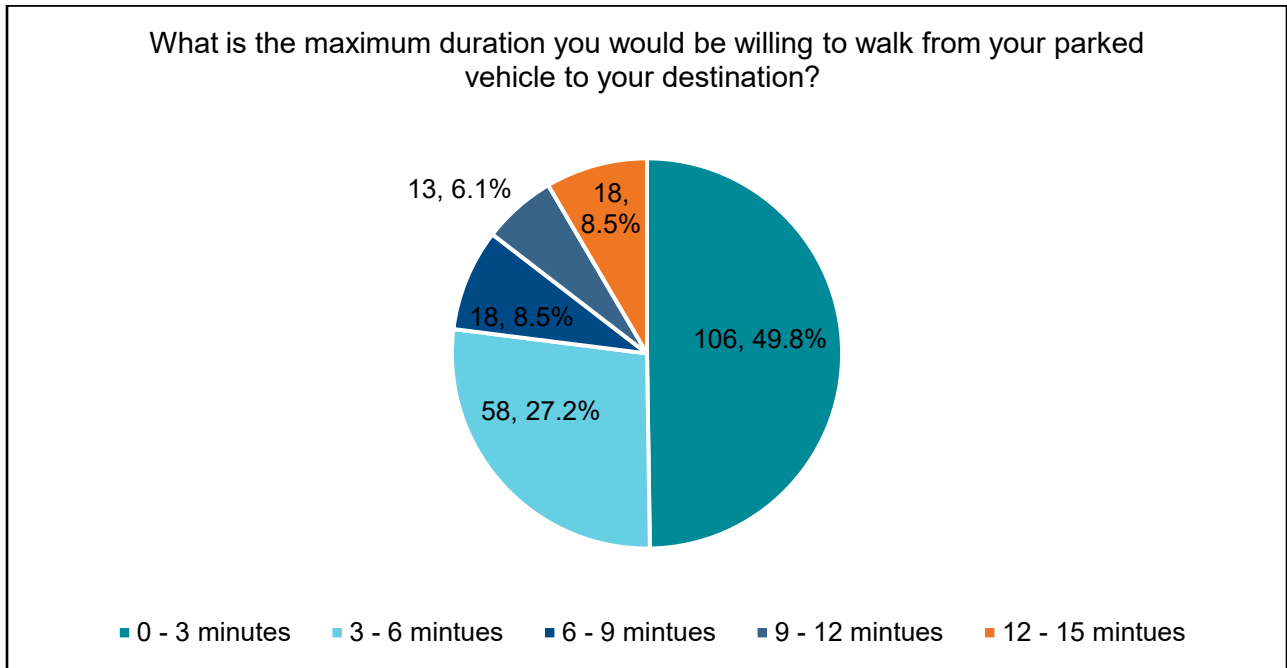
**Figure 6: Response to Street Closure**



#### **4.0 Resident's response to potential parking needs solution**

Residents were asked two questions to know their opinion on the walking distance, and the introduction of paid parking permits for residents. Figure 6 shows the response to the maximum duration the respondents would walk from their parked vehicle to the destination. It was found that almost half of the respondents, which accounts for 49.8% of the total respondents, are willing to walk for less than three minutes to reach their destination. Around 27.2% of the respondents are willing to walk for three to six minutes, followed by 8.5% of the respondents who prefer to walk for either 609 minutes or 12 to 25 minutes. Only 6.1% of respondents are willing to walk for 9 to 12 minutes.

**Figure 7: Response to Preferred Maximum Travel Time from Parking to Destination.**



**Figure 8: Response to Paid Parking Permits for Downtown Residents**



Residents were asked if they would be interested in paying for residential parking permits that would let them park in a municipal lot or on-street overnight or for a full day. The majority of the residents did not agree with the paid parking permit, that is 181 responses out of 213. Only 21 expressed interests in paying for the parking permit, while 11 indicated a possibility of considering it.

The survey conducted among the residents saw only 31 responses regarding the reason for their interest in a parking permit. Out of these 31, 18 residents have multiple vehicles but inadequate parking space, nine have long-term guests who require parking, and four do not have any parking available at their current residence. The survey also revealed that 181 residents were not interested in a residential parking permit, and when asked why, 117 of them replied that they already had sufficient parking space at their current residence, while 44 were worried about the cost of the permit and believed that parking should be free in their town.

In response to the general concerns raised about parking, many residents expressed their worries related to the availability of accessible parking and the lack of parking in the downtown area. Most of the residents stated that they are unable to find parking spaces for their vehicles when running errands and are concerned about getting ticketed if they do not move their vehicles after the two-hour limit.

## **5.0 Summary of Findings**

Based on the survey results, opinions of the residents include:

- A total of 251 responses were received for the survey, of which 213 were residents and 38 respondents were business owners/employees.
- Most of the respondents were residents of Clinton.
- Most of the residents park their cars in their private driveway/garage followed by on-street parking.
- Most of the respondents visit Clinton during weekdays and can find parking easily.
- When asked about the closure of main roads periodically to accommodate on-street events most of the respondents agreed it to be a good idea.
- Most of the residents wish to walk a maximum of three minutes to reach their destination from their parked vehicle.
- Respondents are unsupportive of the paid parking permits for residents.



BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

---

## Appendix C

### Business Consultation Presentation

# Stakeholder Meeting

Clinton Parking Study  
November 29, 2023





# Project Team



## Central Huron

**Steve Doherty**  
CAO

**Anne-Marie Thomson**  
Planning Coordinator

**Brady Nolan**  
Roads Manager

**Rachel Anstett**  
Clerk

**Jillian Bjelan**  
Executive Assistant



## R.J. Burnside & Associates Ltd.

**Gordon Hui**  
Consultant Project Manager

**Mishaal Rizwan**  
Consultation Lead



# Outline

1

Study Purpose

2

Overview of Phase 1 and 2

3

Data Collection

4

Parking Management Components

5

What We've Heard

6

Next Steps

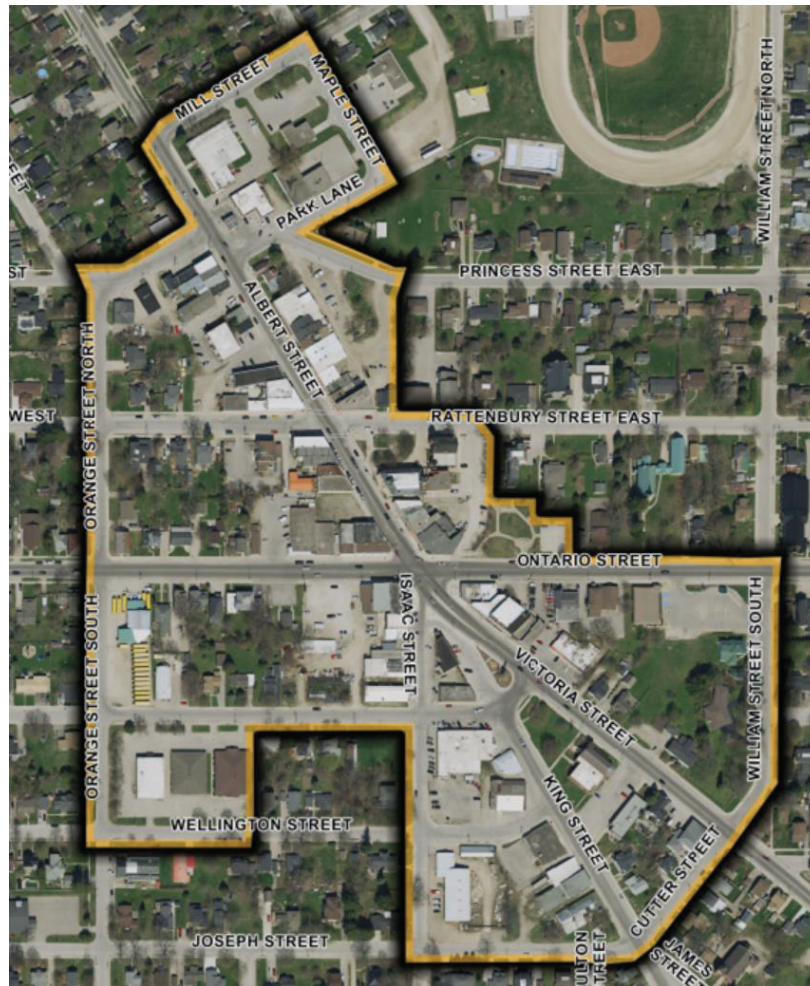


## Study Purpose

- Address existing and anticipated parking issues and leverage opportunities to enhance their parking management system, which includes infrastructure, policies, and programs.
- The study will help develop a strategy that will meet parking demands while supporting:
  - The public realm,
  - Economic development,
  - Accessibility.



# Study Area (Clinton BIA)



# Overview of Phase 1 and 2



# Overview of Phase 1 – Parking Needs and Issues



## Data Collection

- Parking utilization studies



## Consultation

- 2 surveys, business outreach, open house



## Needs/Opportunities Assessment

- Parking needs/opportunities for residents
- Parking needs/opportunities for businesses



## Overview of Phase 2 – Develop Strategy



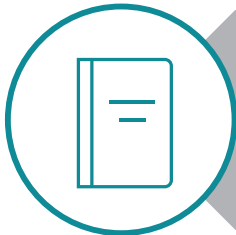
### Best practice reviews

- Literature review
- Jurisdiction scan



### Identify Draft Solutions

- Residential parking permits
- Policies
- Additional infrastructure



### Develop Parking Management Strategy



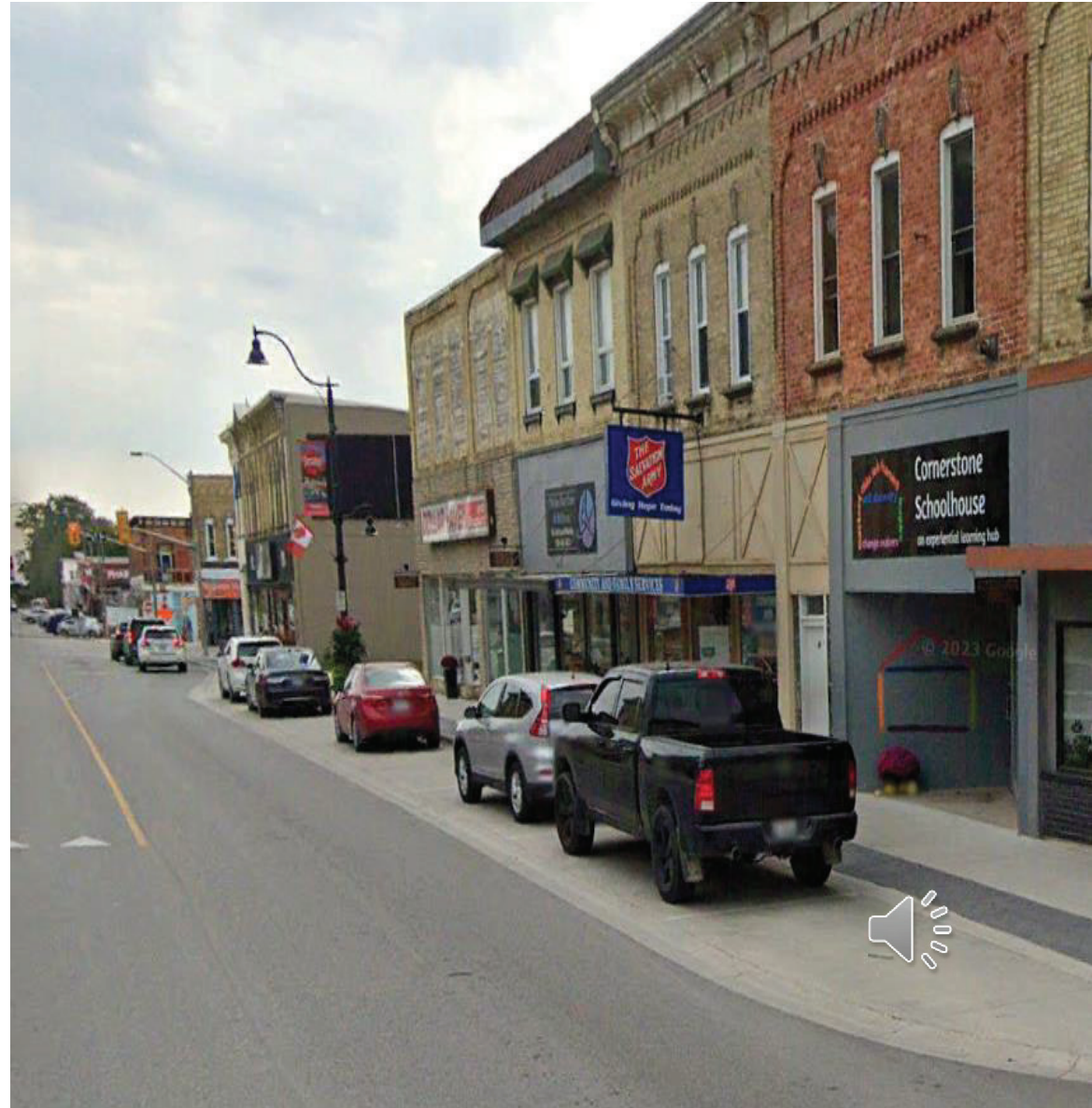


# Data Collection

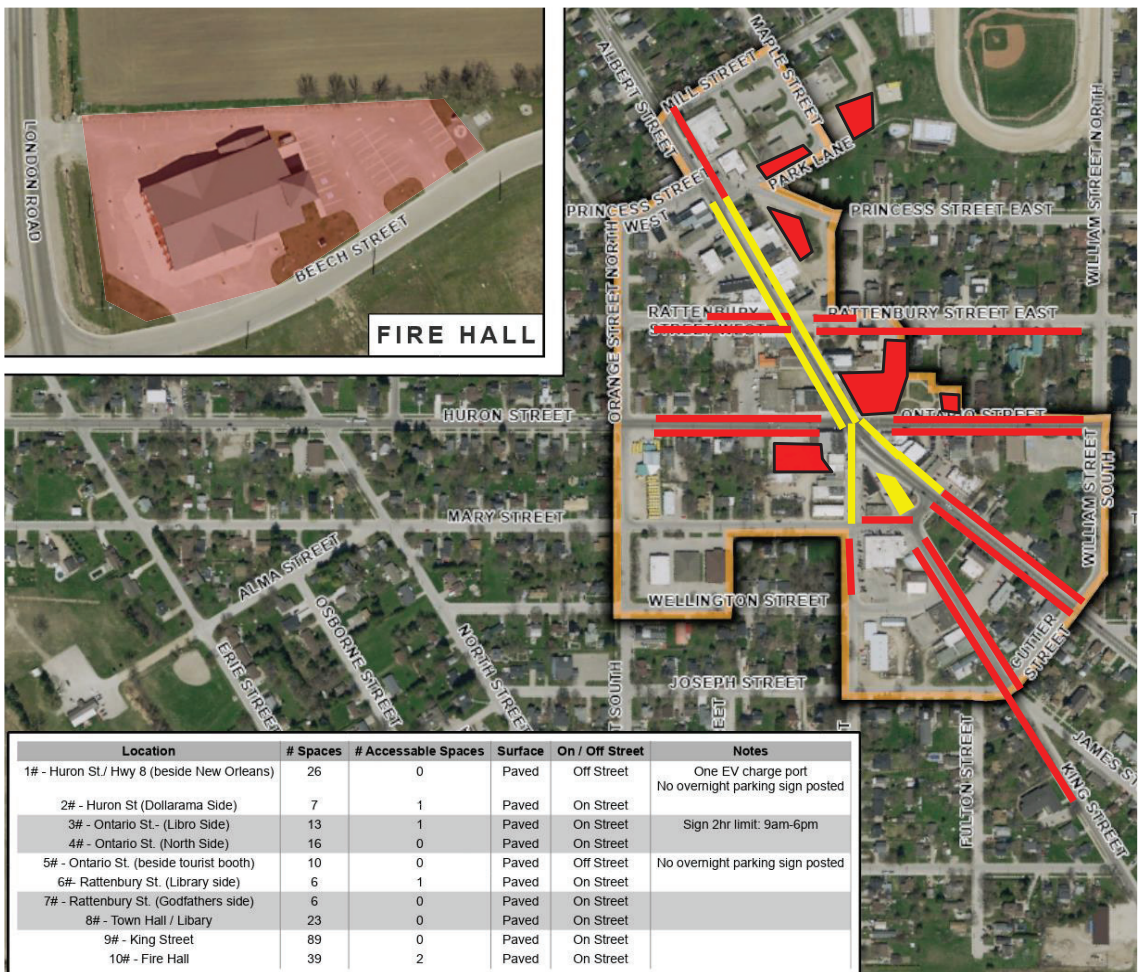


## Data Collection

- The project team is collecting both parking **utilization** and **turnover** data
  - **Utilization:** Percentage of the number of occupied parking spaces at any given time during the day.
  - **Turnover:** Estimated number of vehicles that use each parking stall throughout a period of time. Inverse of the parking duration



# Data Collection



## Data collection details:

- Data will be collected from 9 AM to 6 PM
- Frequency will be every hour

Purpose is to understand how high the parking demand is and when that demand is occurring throughout the day



# Parking Management Components



## Parking for All Users

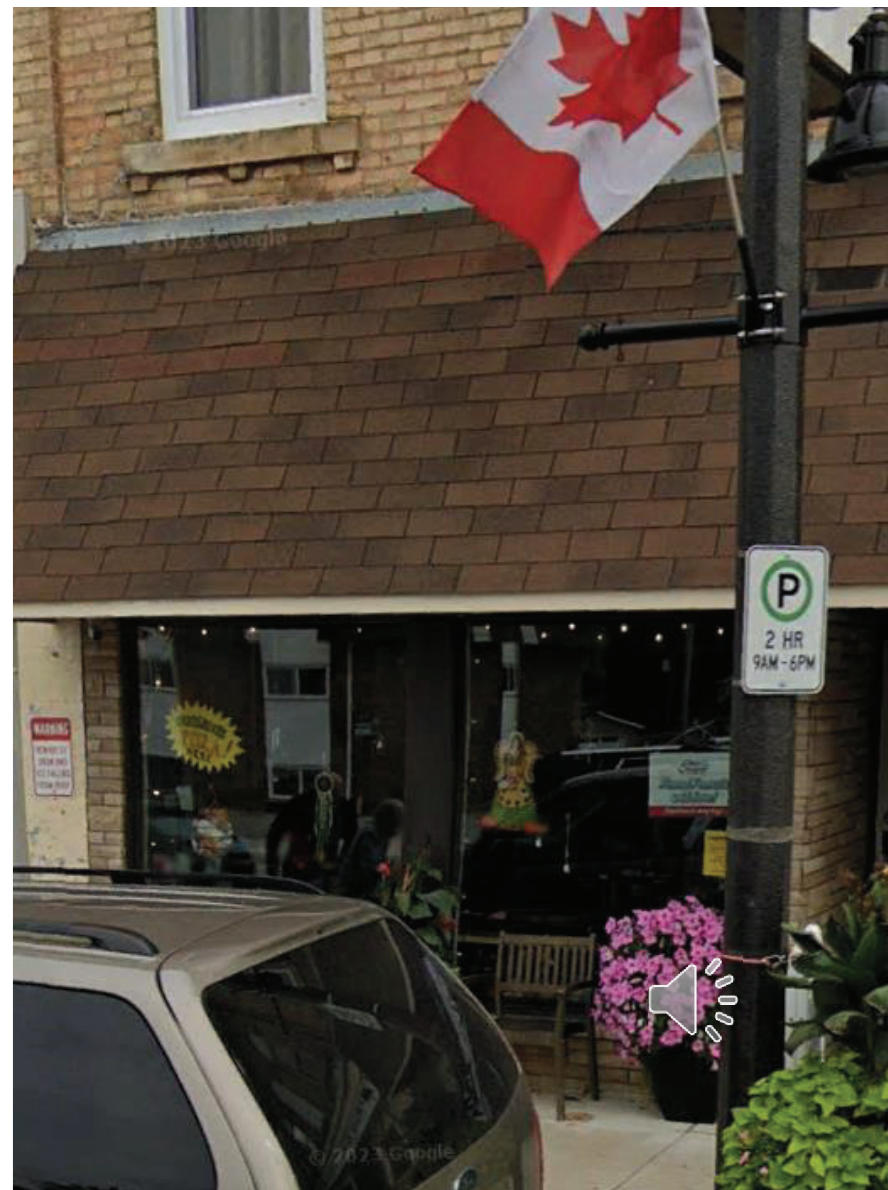
- There is competition for parking spaces in Clinton for many types of users:
  - Visitors
  - Employees
  - Residents
- Each parking user has its own unique set of needs and wants
  - E.g., Visitors often want close and convenient parking, employees require long-term parking throughout the day, residents want to be able to park overnight





## Parking Duration Limits

- The parking by-law states maximum on-street parking duration limits.
- There are currently no off-street parking duration limits.
- The study is exploring how suitable these parking limits are. Balancing the following objectives:
  - Providing adequate time to users
  - Optimal use of the existing parking supply



## Use of Programs, On-Street Spaces, and Parking Lot Infrastructure

Develop a strategy and implementation plan that considers:

- How to best leverage both the on-street spaces and parking lots to provide for all users
- Programs such as residential parking permits that allow residents to park overnight in certain locations
- Additional spaces to be used for paved parking with marked stalls







## Accessibility

- This study is exploring how parking can support visitors who have mobility constraints
  - Limit the barriers between where they park and where they want to visit



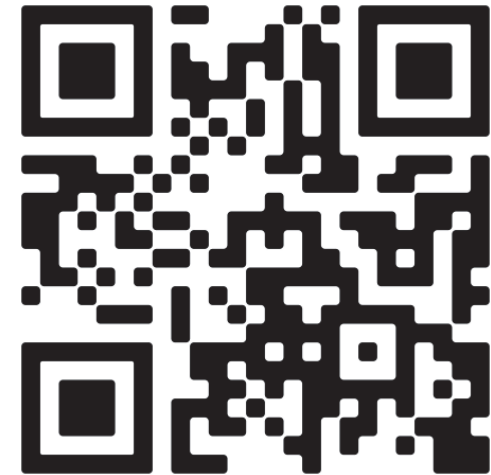
# What We've Heard So Far



## Survey Details

- Two surveys were hosted on centralhuron.ca
  - Employer/Employee
  - Residents
- Advertised through social media, mailouts to residents, and e-mails to businesses through the BIA
- Opened November 2, 2023
- **Survey open now**
- Received 223 responses to-date
  - 186 from residents
  - 37 from employer/employees

Survey QR Code



Survey URL

<https://tinyurl.com/DowntownClintonParkingStudy>



## Resident Survey

### Planned Street Closures

**72%**

Supported Street Closures

### Residential Parking Availability (Clinton Residents Only)

**15%**

Do not have a dedicated parking space  
in a building or at home

### Enough Parking at Home (Clinton Residents Only)

**25%**

Do not have enough parking at home

### Top Issues

1. Vehicles are parked all day
2. Not enough parking available
3. No parking for residents who live in the upstairs apartments
4. Lack of accessible spots
5. Parking challenges during winter



## Employer/Employee Survey

### Employee Parking Duration

**84%**

Require 7+ hour parking

### Employee Parking Availability

**27%**

Always have enough parking to go to work

### Customer Parking

**57%**

Believe 2 hours are not enough for their customers

### Top Issues

1. No long-term/overnight parking spaces for tenants
2. No close and convenient parking for my customers
3. 2-hour parking is being used long-term by residents and/or businesses
4. Not enough parking



## Next Steps

- Conduct parking data collection (December 2023)
- Formulate alternative solutions (December/January 2023)
- Present draft recommendation at the Public Open House (January 2023)
- Final Parking Management Strategy (January 2023)

## Who's Listening

**Anne-Marie Thomson**

Planning Coordinator  
Municipality of Central Huron  
23 Albert Street, Box 400  
Clinton ON, N0M 1L0  
T: 519-482-3997 ext. 1222  
[athomson@centralhuron.com](mailto:athomson@centralhuron.com)

**Gordon Hui, P.Eng.**

Project Manager  
R.J. Burnside and Associates Limited  
6990 Creditview Road, Unit 2  
Mississauga, ON L5N 8R9  
Tel: 905-821-5938  
[Gordon.hui@rjburnside.com](mailto:Gordon.hui@rjburnside.com)







BURNSIDE

[THE DIFFERENCE IS OUR PEOPLE]

---

## Appendix D

### Jurisdictional Scan



## Appendix D: Jurisdictional Scan Memorandum

---

**Date:** March 12, 2024 **Project No.:** 3000057361.000  
**Project Name:** Clinton BIA Parking Study  
**Client Name:** Municipality of Central Huron  
**To:** Municipality of Central Huron  
**From:** R.J. Burnside & Associates Limited

---

### 1.0 Introduction

To better understand the current parking situation in the Municipality of Central Huron, and guide how to best move forward, current practices from other municipalities were reviewed. The other municipalities were chosen due to their similarities in population, economics, tourism, or downtown areas. The following sections compare different parking regulations implemented by these benchmark municipalities.

### 2.0 Parking Regulations

#### 2.1 On-Street Parking Regulations

Of all the municipalities chosen for benchmarking, none of them allowed permanent parking on-street. The following Table 1 displays a comparison of the different standard on-street regulations applied by Central Huron and eight other municipalities.

**Table 1: On-Street Parking Regulations**

Municipality	On-Street Regulations
Municipality of Central Huron	Parking in Downtown Clinton is limited to two hours with ten minute stalls being implemented in certain locations. Parking is available from 9 a.m. to 6 p.m.
City of Woodstock	Most on-street parking throughout Woodstock is limited to five hours unless otherwise posted. Parking in Downtown is limited to two hours. Parking is available from 8 a.m. to 6 p.m.

<b>Municipality</b>	<b>On-Street Regulations</b>
County of Brant	Parking in Downtown Paris is limited to two hours. On-street parking is prohibited from 4 a.m. to 7 a.m.
Township of Centre Wellington	Parking in Downtown Fergus and Elora is limited to three hours with 15-minute stalls being implemented in certain locations. Parking is available from 9 a.m. to 7 p.m. or 8 a.m. to 5 p.m. depending on location.
City of Guelph	Parking throughout Guelph is limited to 48 hours. Parking in Downtown Guelph is limited to two hours, with re-parking not being permitted until the next day. Overnight parking is not permitted downtown.
City of Kitchener	Parking in Kitchener is restricted to three hours from 6 a.m. to 11 p.m. unless otherwise posted. Downtown parking is limited to two hours, and one cannot park within downtown spaces twice within five hours. Parking Permits available
City of Stratford	Parking is not permitted between 2 a.m. to 6 a.m. unless otherwise designated. There are 12-hour, four hour, and 15/30-minute spaces available Downtown.
Town of Niagara-on-the-Lake	Parking is limited to eight hours and is not permitted from 2 a.m. to 6 a.m. Downtown parking is limited to a four-hour maximum from 10 a.m. to 8 p.m.
Town of Collingwood	Parking is primarily limited to three hours, 9 a.m. to 4 p.m. and is unavailable from 1 a.m. to 7 a.m. Downtown also has 30 minute and two-hour stalls.
Town of Milton	Throughout Milton parking is limited to five hours and is unavailable from 2 a.m. to 6 a.m. Along Main Street parking is limited to three hours.
City of Brantford	Parking in Brantford is limited from one to three hours depending on the location. Parking Downtown has a two-hour period unless otherwise stated. Re-parking is restricted, with drivers needing to wait five hours in between parking. One cannot park on the side of a highway for more than 24 hours.

Clinton has comparable regulations when compared with similar municipalities. Shorter time limit stalls in busier downtown areas, with little to no restriction in more residential or rural areas.

## 2.2 Off-Street Parking Regulations

The following Table 2 is a comparison of the off-street regulations employed by the municipalities.

**Table 2: Off-Street Parking Regulations**

<b>Municipality</b>	<b>Off-Street Regulations</b>
Municipality of Central Huron	There is no limit in municipal lots.
City of Woodstock	Municipal parking lots have two-hour time limits from 9 a.m. to 6 p.m. Residents who live in the downtown core can park for free in off-street parking lots from 6 p.m. to 8 a.m. Monday to Saturday, and all-day Sunday for free.
County of Brant	Municipal parking lots in Downtown Paris are available with three hour and 24-hour limits. Parking is available from 8 a.m. to 6 p.m. in three-hour limit off-street parking lots.
Township of Centre Wellington	Municipal lots have limits of no consecutive parking over 24 hours.
City of Guelph	The East and West Parkades have a 48-hour limit. In all other lots there is an 18-hour maximum.
City of Kitchener	Parking lots have 24-hour parking availability. Parking garages have no limit on parking, but not all are open 24-hours.
City of Stratford	There are 12-hour and four-hour parking lots available. Select lots are open 24 hours with no limits.
Town of Niagara-on-the-Lake	Municipal lots have a limit of 8 hours.
Town of Collingwood	Municipal lots have no time limits, but overnight parking is not allowed except in paid lots.
Town of Milton	There is a 12-hour limit on all parking lots with no overnight parking from 2 a.m. to 6 a.m. Municipal lots downtown have a 3-hour limit.
City of Brantford	There is no limit in municipal lots.

Central Huron does not employ durational limits in their off-street lots in busy downtown areas, which is a method some other municipalities employed.

## 2.3 Pricing Schemes for On/Off-Street Parking

A comparison between municipalities' pricing schemes for their on/off-street parking can be seen in Table 3.

**Table 3: On/Off-Street Parking Pricing Schemes**

<b>Municipality</b>	<b>On-Street</b>	<b>Off-Street</b>
Municipality of Central Huron	Free of Charge.	Free of Charge.
City of Woodstock	Free of Charge.	Some Municipal lots have two-hour free parking. Pay and display lots using machine permits is \$2. Permit parking is \$288+tax for annual, \$180+tax for semiannual, and \$36+tax for monthly. As mentioned in the table above, residents of the downtown core can park off-street for free after hours.
County of Brant	Free of Charge.	Free of Charge.
Township of Centre Wellington	Free of charge.	Free of charge.
City of Guelph	Downtown metered stalls are \$3/hour.	Downtown lots are \$3/hour with a maximum of \$30/day. Sundays and after 6 p.m. on weekdays are free or \$5.50 during special events.
City of Kitchener	Free of charge.	Downtown lots are \$2.40/hour with a \$12.40 daily max. They are also free after 5 p.m. and on weekends. Downtown garages are \$3.30 for the first two hours and \$1.75 per half-hour increase. They are free of charge on Sundays.
City of Stratford	Standard rate is \$1.50/hour.	Standard rate is \$1.25/hour.
Town of Niagara-on-the-Lake	The standard rate is \$4.75/hour. \$5.35/hour Downtown.	Standard rate is \$4.75/hour.
Town of Collingwood	The standard rate is \$0.50/hour. Downtown rate is \$1-0.75/hour.	Downtown rate is \$0.75/hour.
Town of Milton	Free of charge.	Free of charge.
City of Brantford	Tokens are \$1.80/hour.	Lot rates vary from \$2.25-2.50/hour with a \$13.50-15.00 daily maximum. Overnight lot rates are \$0.50-1.00/hour.

<b>Municipality</b>	<b>On-Street</b>	<b>Off-Street</b>
Township of Brock	Free for 3-hours, unless posted otherwise.	Overnight parking permit: \$15.82 including HST.
Town of Whitchurch-Stouffville		Daily: \$6.75.
City of Kawartha Lakes		Daily: \$5.00.
City of Peterborough		Free overnight parking is permitted at all City parking lots (7 p.m. to 7 a.m.)
Town of Perth	Free for 2 hours. If staying more than 2-hours, then a municipal parking lot must be used.	Municipal Parking Lots are \$1 per hour with monthly permits ranging from \$40 to \$50.

Central Huron does not charge for parking at any locations. Other municipalities charge rates varying from \$0.5-5.35/hour in both their on-street and off-street locations in their downtown areas.

## 2.4 Parking Permits and Exemptions

Parking exemptions and permits are used by residents and visitors who need more parking, as well as for residents to freely park in downtown areas made busy through tourism. Table 4 shows a comparison of different municipalities' exceptions and permit programs.

**Table 4: Parking Exemptions and Permits Offered**

<b>Municipality</b>	<b>Exemptions</b>	<b>Permits</b>
Municipality of Central Huron	N/A	N/A
City of Woodstock	If deemed eligible by the City, an exemption permit for December 1 <sup>st</sup> through March 31 <sup>st</sup> is \$42.75	Monthly permits are \$36, semi-annual permits are \$180 and annual permits are \$288. (overnight included).
County of Brant	N/A	N/A
Township of Centre Wellington	N/A	N/A
City of Guelph	N/A	Monthly parking permits for off-street lots are available with prices from \$81.65 to \$183.73 per month depending on location.

<b>Municipality</b>	<b>Exemptions</b>	<b>Permits</b>
City of Kitchener	Five overnight exemptions per winter season. Tracked by license plate.	Monthly parking permit for off-street lots available for \$145.97/month + HST. (overnight included).
City of Stratford	Veterans and accessible permit holders park free.	Downtown residents get a free permit to park in an off-street lot for up to 72 hours free of charge. Must be renewed every six months. Monthly permits can be purchased for \$113.75/month. (overnight included)
Town of Niagara-on-the-Lake	Free parking in December.	Residents may purchase a parking permit for \$22/year allowing them one hour of free parking. Rate applies for additional time
Town of Collingwood	Veterans and accessible permit holders park free.	Downtown parking permits are available for \$55/month or \$550/year.
Town of Milton	25 overnight exemptions per year. Tracked by license plate.	Residents or visitors can apply for an on-street parking pass exempting them from time limits and overnight restrictions. Pass is not available from November 16 to April 14. To be eligible the license plate must have already used their 25 exemptions, and the residence must be using all available parking spots already.
City of Brantford	Veterans can park for free in surface lots.	Student parking permits are available for \$260/semester and give access to the largest off-street parking facility.
Township of Brock		Annual parking permit: \$180.80 includes HST. Seasonal parking permit: \$103.96 includes HST. Monthly parking permit: \$20.34 including HST.
Town of Whitchurch-Stouffville		Monthly parking permit: \$45. Residents can get free 3+ hour and overnight parking 12 times per year.



Municipality	Exemptions	Permits
City of Kawartha Lakes		Weekly, monthly, and yearly permits can be purchased for off-street municipal parking lots. Weekly: \$20.00. Monthly: \$65.00. Yearly: \$579.00. Contractor's permit (per day, per space): \$15.00.
City of Peterborough		Monthly rates depend on parking lot but can range \$46-\$100 (Includes overnight parking).
Town of Perth		Municipal lot permits are available for purchase. Monthly: \$40-\$50. Yearly: \$450-\$550.
City of Toronto	N/A	Eligible residents can purchase parking permits for on-street parking in certain residential areas. No access to on-site parking (first vehicle) \$21.34 + HST. No access to on-site parking (subsequent vehicle) \$61.96 + HST. Access to on-site parking (permit for convenience) \$86.29 + HST.
City of Mississauga	N/A	Residents can purchase monthly parking permits for on-street parking if they are parking for more than five days. The fee for a monthly permit is \$70.54 + HST.
City of Ottawa	N/A	Residents can obtain a parking permit for on-street parking in certain residential areas. Summer monthly (April – November): \$35 + HST. Winter monthly (December – March): \$163 + HST. Annual permit: \$750 + HST.
City of St. Catharines	N/A	Residents can obtain a parking permit if they reside in an area with maximum time limits. Annual permit: \$54.20 (including HST).
City of Vaughan	N/A	Residents can obtain a parking permit to park on certain designated streets. Monthly: \$59. Semi-annual: \$344. Annual: \$686.

The following sections detail the residential parking permit programs implemented in a few additional jurisdictions.

### **2.4.1 Town of Wasaga Beach**

Residents of the Town of Wasaga Beach may apply for up to two parking permits for each address within the municipality. These permits are valid from May 16 to October 10, allowing for people who live in the Town to access municipal parking for free during the tourism season. The use of one of these permits allows for free parking in any municipal lot during its hours of operation. These permits are allowed to be used in any vehicle and are tied to the residents address instead of license plate, as such they can be lent to or used by anyone. The selling of the permits, however, is prohibited.

### **2.4.2 Town of Fort Erie**

The Town of Fort Erie offers an on-street parking seasons pass for parking in the Bay Beach area. This pass is available to anyone for \$50, but for residents of the Crystal beach neighbourhood without a driveway the pass is free of charge. The pass provides free parking along applicable streets in the neighbourhood. The free provision of these passes to residents allows them to maintain access to free and available parking throughout the year and not be affected by parking rates or tourists.

### **2.4.3 Norfolk County**

Despite its name Norfolk County is a single-tier municipality that is home to multiple settlement areas such as Simcoe, Port Dover, Waterford and more. Norfolk offers a paid parking permit to residents for \$20 per vehicle. This permit allows holders to park for free for up to four hours a day and is in effect from June 15 to September 3. Those who have property in Norfolk but live elsewhere (Cottage Owners) are also eligible for the permit. The implementation of this permit allows residents to access commercial and tourist areas free of charge so as not to impede their day-to-day life.

### **2.4.4 Summary**

The Township of Central Huron currently does not employ any exception or permit programs. Popular exceptions were overnight parking, free parking for veterans, and free parking for accessible permit holders. Common permit programs were to offer a monthly permit allowing free parking in downtown areas, as well as to offer residents solutions to avoid paying fees when running errands/making quick stops or to have overnight parking available.

## **2.5 Electric Vehicle Infrastructure**

With the rise of green technology and electric vehicles (EVs), the need to accommodate users is increasing. The following Table 5 compares the availability and rates for EV charging stalls in different municipalities.

**Table 5: Availability of Electric Vehicle (EV) Parking and Charging Stations**

<b>Municipality</b>	<b>EV Parking/Charging Availability</b>
Municipality of Central Huron	No municipally owned stalls.
City of Woodstock	No municipally owned stalls.
County of Brant	No municipally owned stalls.
Township of Centre Wellington	There are several municipal charging stations located in parking lots.
City of Guelph	There are 24 level 2 chargers available in lots downtown. There is a \$1.50/hour cost for charging on top of applicable fare.
City of Kitchener	EV charging available at all parking garages.
City of Stratford	Implementation of EV parking and charging ongoing.
Town of Niagara-on-the-Lake	There is a small number of municipally provided charging stalls in a municipal surface lot.
Town of Collingwood	The Town of Collingwood has six different EV charging stalls and is currently installing an additional four. All ten charging stations are located off-street. The Level 2 charges cost \$0.75/hour, while the level 3 chargers cost \$0.25/min.
Town of Milton	There are no municipally owned chargers or stalls in Milton. However, there are regionally/provincially as well as privately owned locations.
City of Brantford	No municipally owned stalls, however there are privately owned and operated spaces available.

As shown, several municipalities have EV charging infrastructure, although some only have privately owned but publicly available options and nothing municipally owned. A small cost of \$0.75-1.50/hour to charge is also common. Many jurisdictions, however, are beginning to implement programs to improve their infrastructure as it becomes more vital.

The following sections will describe specific EV initiatives being undertaken by the City of Toronto and the Town of Oakville who have more progressive EV-related parking strategies.

### **2.5.1 City of Toronto**

The City of Toronto has adopted its TransformTO Net Zero Strategy to reduce community-wide greenhouse gas emissions in Toronto to net zero by 2040. As a part of this strategy many EV initiatives and projects have been undertaken to reach the city's goals. The two major transportation objectives are to, by 2030, have 30% of all vehicles in Toronto be registered as electric, and 75% of school and work trips under 5 km be walked, biked or done by transit. To support these objectives there are currently 47 on-street and 100+ off-street EV chargers available throughout the city with the numbers expected to grow to 150 and 500+ respectively by the end of 2024.

A public EV charging plan was also developed, providing a long-term strategy for Toronto. The city also encourages the use of publicly available funds as well as offers low-interest loans to home and building owners to encourage the development of EV charging infrastructure. The Toronto Zoning By-law has also been updated to include requirements for EV charging in new buildings. Targets have also been set out for city fleets and transit to transition towards EVs and green buses. There are currently 60 eBuses in the TTC fleet and 255 hybrid diesel-electric, the city fleet is also targeted to be 20% electric by 2025 and 50% by 2030. These actions and initiatives support Toronto’s vision of a net-zero future and are important steps towards embracing electric vehicles.

### 2.5.2 Town of Oakville

The Town of Oakville has partnered with ChargePoint to provide EV charging in commercial areas and municipal facilities. There are currently eleven dual charging stations implemented in commercial areas within Oakville, and an additional twelve are also located in Town-owned facilities. These stations provide capacity for 46 EVs to be charging at the same time throughout the city.

The Town charges \$1.50 for the first three hours of charging and \$5 for every hour after to promote quick turnaround in the charging stalls. Updates are also being made to the Oakville Zoning By-Laws to require certain developments to provide EV parking or provide stalls that can be easily converted into EV charging spaces once appropriate. Through these actions Oakville is promoting the use of EVs and preparing for the coming net-zero future.

## 2.6 Winter Parking Policies

Throughout the winter to avoid the obstruction of snow removal and impeding traffic in winter conditions many municipalities have policies restricting on-street parking. A comparison of these policies is displayed in the following Table 6.

**Table 6: Winter Parking Policies**

<b>Municipality</b>	<b>Policy</b>
Municipality of Central Huron	No overnight parking between 2 a.m. to 6 a.m. from November 15 to April 1.
City of Woodstock	No overnight parking between 2 a.m. to 6 a.m. from December 1 to March 31.
County of Brant	No winter policy as parking is ever permitted in Downtown Paris between 4 a.m. to 7 a.m. unless otherwise designated.
Township of Centre Wellington	No overnight parking between 2 a.m. to 6 a.m. from November 1 to March 31.
City of Guelph	No overnight on-street parking between 2 a.m. to 6 a.m. from December 1 to April 1.

<b>Municipality</b>	<b>Policy</b>
City of Kitchener	No overnight on-street parking between 2:30 a.m. to 6 a.m. from December 1 to March 31.
City of Stratford	No winter policy as parking is never permitted between 2 a.m. to 6 a.m. unless otherwise designated.
Town of Niagara-on-the-Lake	No winter policy as parking is never permitted between 2 a.m. to 6 a.m. unless otherwise designated.
Town of Collingwood	No overnight on-street parking between 1 a.m. to 7 a.m. from December 1 to March 31.
Town of Milton	No winter policy as parking is never permitted between 2 a.m. to 6 a.m. unless otherwise designated.
City of Brantford	No parking along snow routes designated by signage during snowfall.
<b>Applicable to all</b>	No parking in a manner that obstructs the removal of snow when required.

All municipalities have some policy restricting overnight parking in the winter. Many restrict it only during the winter season, while others opt to restrict overnight parking year-round. All also have a policy that no vehicles may obstruct the removal of snow or be parked on-street during weather events.

## 2.7 Commercial Vehicle Regulations

A comparison between parking restrictions for commercial vehicles can be found in Table 7.

**Table 7: Regulations on the Parking of Commercial Vehicles**

<b>Municipality</b>	<b>Regulations</b>
Municipality of Central Huron	N/A
City of Woodstock	Vehicles weighing more than three metric tonnes cannot park on-streets zoned as residential.
County of Brant	A Commercial vehicle is defined as having more than two axles, or four tires (not including rear-dual pickup trucks). Commercial vehicles cannot be parked along highways for more than two hours. Commercial vehicles cannot be parked in a municipal lot for more than two hours.
Township of Centre Wellington	A commercial vehicle is defined as having a gross weight exceeding 4.5 metric tonnes. Commercial vehicles cannot be parked along highways for more than one hour between 1 a.m. to 6 a.m. Commercial vehicles cannot be parked in a municipal lot.

<b>Municipality</b>	<b>Regulations</b>
City of Guelph	One cannot park a vehicle on a residential property if it exceeds: <ul style="list-style-type: none"> <li>• A weight of three metric tonnes.</li> <li>• A height of 2.6 m.</li> <li>• A length of 6 m.</li> </ul> One cannot park a commercial vehicle in a municipal lot. Commercial vehicles cannot be parked along highways between 1 a.m. and 6 a.m. for longer than one hour.
City of Kitchener	Vehicles weighing more than 4.5 metric tonnes cannot park on-street. Commercial vehicles are not eligible for usual parking exceptions or permits.
City of Stratford	N/A
Town of Niagara-on-the-Lake	Commercial loading permit needed to park on the side of the road.
Town of Collingwood	A commercial vehicle is defined as any vehicle exceeding 4.5 metric tonnes in gross weight. Commercial vehicles may not be parked along any highway unless performing their basic function.
Town of Milton	Special parking exceptions may be requested if a vehicle is over 6.7 m in length or 2.6 m in height. These permits will only be in effect between April 15 to November 15.
City of Brantford	No trucks with more than two axles or four wheels may park on-street between 11 p.m. to 6 a.m.

Most jurisdictions have similar restrictions on commercial vehicles and where/when they can park. Commonly not being allowed to park in residential areas at any time, or on highways overnight.

### **3.0 Overnight Parking Policies**

The following Table 8 is a comparison of the various overnight parking policies for the municipalities reviewed in the jurisdictional scan.

**Table 8: Overnight Parking Policies**

<b>Municipality</b>	<b>Overnight Parking Policy</b>
Municipality of Central Huron	Overnight parking is only prohibited from 2:00 a.m. till 6:00 a.m. from November 15 <sup>th</sup> until April 1 <sup>st</sup> as indicated in Table 6. Overnight parking in non-winter months is subject to all other time restrictions set (i.e., 2-hours on-street in Clinton).
City of Woodstock	Overnight parking is only prohibited from 2:00 a.m. till 6:00 a.m. from December 1 <sup>st</sup> until March 31 <sup>st</sup> as indicated in Table 6. Overnight parking in non-winter months is subject to all other time restrictions set (i.e., 2-hours on-street on certain marked roads).
County of Brant	Overnight parking is not restricted to certain times in winter or non-winter months, other than the times indicated on parking signs (i.e., duration in downtown cores, etc.). The only parking prohibitions during winter months are the “No Parking Snow Route” signs.
Township of Centre Wellington	Overnight parking is only prohibited from 2:00 a.m. till 6:00 a.m. from November 1 <sup>st</sup> to March 31 <sup>st</sup> as indicated in Table 6. Overnight parking in non-winter months is subject to all other time restrictions set (i.e., 3-hour parking limits).
City of Guelph	Overnight parking is prohibited in Downtown Guelph as well as throughout the City from December 1 <sup>st</sup> to April 1 <sup>st</sup> . Overnight parking in non-winter months is subject to all other time restrictions posted on parking signs.
City of Kitchener	Overnight parking is only prohibited from 2:30 a.m. till 6:00 a.m. from December 1 <sup>st</sup> to March 31 <sup>st</sup> as indicated in Table 6. Overnight parking in non-winter months is subject to all other time restrictions posted on parking signs.
City of Stratford	Overnight parking is prohibited on any City Street or any paid parking lot from 2:00 a.m. to 6:00 a.m. year-round.

<b>Municipality</b>	<b>Overnight Parking Policy</b>
Town of Niagara-on-the-Lake	On-street overnight parking is not prohibited throughout the year. Off-street parking is subject to individual limitations as posted at the parking lot.
Town of Collingwood	Overnight parking on-street is only prohibited from 1:00 a.m. till 7:00 a.m. from December 1 <sup>st</sup> till March 31 <sup>st</sup> as indicated in Table 6. Overnight parking in non-winter months is subject to all other time restrictions as posted on the parking signs.
Town of Milton	On-street parking in Milton is prohibited between 2:00 a.m. and 6:00 a.m. Off-street parking is subject to the time limitations as posted on the signs for each individual lot.
City of Brantford	Overnight parking is prohibited from 2:00 a.m. till 6:00 a.m. on certain streets during certain prohibited days as outlined in schedule 3 of the municipal parking by-law (By-law 144-88)





**BURNSIDE**

[THE DIFFERENCE IS OUR PEOPLE]

---

## Appendix E

### Terms and Conditions for Monthly Parking Permits



# Appendix E: Terms and Conditions Memorandum

---

**Date:** March 12, 2024 **Project No.:** 3000057361.000  
**Project Name:** Clinton BIA Parking Study  
**Client Name:** Municipality of Central Huron  
**To:** Municipality of Central Huron  
**From:** R.J. Burnside & Associates Limited

---

## 1.0 Introduction

To implement the residential parking permits program, the resident should agree to a set of Terms and Conditions. This memorandum outlines a set of Terms and Conditions for the Municipality to adjust or expand on.

## 2.0 Terms and Conditions

Parking permits are the property of the Municipality of Central Huron, any misuse or unauthorized reproduction will result in termination of permit.

Permits need to be clearly displayed in your vehicle and you must review your permit(s) to ensure the information entered is correct (i.e., plate number, validation dates, and times). Tickets issued will not be cancelled if the information on the permit is incorrect.

- Permits are valid for the plate number printed on the parking permit only for the time indicated.
- Permits are non-refundable and non-transferable.
- A permit may be revoked or cancelled when it is necessary to ensure public safety, when it was obtained through the submission of false, misleading, or fraudulent information, or when the vehicle in respect of which the permit was issued has an expired validation sticker.
- The acceptance of the permit relieves the issuer or agent of any responsibility for damage, loss of vehicle contents, and accessories from any cause whatsoever.
- Vehicles without a valid or properly displayed permit will be ticketed and/or towed (at the owners' expense).
- Not for commercial vehicles, boats, trailers, school buses, recreational vehicles, un-plated vehicles, or expired stickers.
- Permit will not be issued to vehicles with outstanding parking infractions.

Valid Parking Permits only exempt vehicles from Overnight restrictions. They do not provide exemption from other parking infractions, such as:

- Interfering with snow clearing operations.
- Parking within three metres of a fire hydrant.
- Parking within a “No Parking” or “No Stopping” zone.
- Parking within nine metres of an intersection.
- Parking left wheels to the curb.

For a complete list of violations, please read the current Parking By-law.

- All permit start times are 12:00 midnight unless purchased after 12:00 midnight on the same day.
- Monthly lot permits expire on the last day of the month at 11:59 p.m.
- Permit holders will be required to move their vehicles if directed by municipal staff for snow clearing operations.

