



**WELLBEING AND ACCESSIBILITY COMMITTEE  
COMMITTEE ROOM, TOWNHALL  
Thursday, December 5, 2024 AT 10:00 AM**

**AGENDA**

Page

**1. CALL TO ORDER**

**2. DECLARATION OF PECUNIARY INTEREST**

**3. APPROVAL OF AGENDA**

- i) Wellbeing and Accessibility Agenda  
Re: December 5th, 2024  
Recommended Action: THAT the Wellbeing and Accessibility Agenda for December 5th, 2024, be approved as presented.

**4. MINUTES**

3 - 7

- i) Wellbeing and Accessibility Minutes  
Re: September 26th, 2024  
Recommended Action: THAT the minutes of the Wellbeing and Accessibility Committee dated September 26th, 2024, be approved as presented.

**5. NEW BUSINESS**

8 - 153

- i) Update from A. Betty, Director of Planning and Community Services  
Re: Recommendations on the Parking Strategy
- ii) Update from M. Bailey-Viscoff, Recreation Supervisor  
Re: Bike Camp 2025
- iii) Update from M. Bailey-Viscoff, Recreation Supervisor  
Re: County Age Friendly Grant
- iv) Update from M. Bailey-Viscoff  
Re: Gateway Workshops

## Town of Penetanguishene - Wellbeing and Accessibility Committee Agenda

Page

154 - 156

v) Progress Update  
Re: Workplan 2024-2025

vi) Update from B. Desroches  
Re: Homeshare Program

157 - 158

vii) Snowangels Penetanguishene  
Re: Signs

### **6. OTHER BUSINESS**

### **7. ANNOUNCEMENTS AND INQUIRIES**

### **8. NEXT MEETING DATE**

### **9. ADJOURNMENT**



**WELLBEING & ACCESSIBILITY COMMITTEE  
COMMITTEE ROOM, TOWNHALL  
THURSDAY, SEPTEMBER 26, 2024, AT 10:00 AM**

**MINUTES**

**In Attendance:**

**Linda Beausoleil  
Councillor Bonita Desroches  
Anita Dubeau  
Jen Leroux  
Don Roszmann**

**Also in Attendance:**

**Sherry Desjardins, Director of Recreation and Community Services  
Kelly Gignac, Deputy Clerk (Joined the Meeting at 10:45 a.m.)  
Angele Proulx, Assistant to the Director of Recreation & Community Services**

**Regrets:**

**Mary Brodeur  
Beth Dubeau**

**1. CALL TO ORDER**

The meeting was called to order at 10:01 a.m.

**2. DECLARATION OF PECUNIARY INTEREST**

None were declared.

**3. APPROVAL OF AGENDA**

- i) **Wellbeing and Accessibility Agenda - September 26th, 2024**  
D. Roszmann wanted to thank and praise Stacey Cooper for her professionalism and dedication to the Wellbeing and Accessibility Committee. He also noted that she always had a cheerful and positive outlook and did a lot of work for the Committee.

Moved by D. Roszmann and Seconded by L. Beausoleil

## **Town of Penetanguishene - Seniors Council Minutes**

THAT the Wellbeing and Accessibility Agenda for September 26th, 2024, be approved as presented.

CARRIED

### **4. MINUTES**

i) **Wellbeing and Accessibility Committee Minutes - July 11th, 2024**

Moved by A. Dubeau and Seconded by J. Leroux

THAT the minutes of the Wellbeing and Accessibility Committee dated July 11th, 2024, be approved as presented.

CARRIED

### **5. CORRESPONDENCE**

None.

### **6. ITEMS FOR DISCUSSION**

i) **Seniors BBQ 2024**

Councillor B. Desroches noted that the event was a great success.

S. Desjardins provided an update on behalf of C. Belcourt, Events Coordinator, and mentioned that the event was very well attended with 297 hamburgers that were sold and eleven wonderful prizes that were donated. She thanked all the volunteers for their wonderful work that was done at the event.

It was noted that at next year's event staff will consider pre-registration process as it was suggested by attendees. Another idea that was mentioned was offering a QR code.

S. Desjardins asked the Committee if they had any feedback from the event.

A. Dubeau asked if Dylan Locke was booked for next year.

Councillor B. Desroches asked if this could be a Green Event and it was noted if it were decided that it should be advertised prior to the event on the website, flyer etc.

It was also discussed that there were a few people who wanted to attend but not eat or pay the fee due to affordability issues.

## Town of Penetanguishene - Seniors Council Minutes

More guidance from staff on how to handle this next year would be appreciated.

### ii) **County Age Friendly Grants Update**

S. Desjardins provided an update to the Committee on the grant applications through the County of Simco's Age Friendly program. It was noted that the Town secured 2023 and 2024 Age Friendly funding from the County to trial 4 new seniors programs, one of which includes aquafit which will be introduced in 2025.

S. Desjardins mentioned that M. Bailey Viscoff, Recreation Supervisor, put out a survey to determine which programs the Town should focus on. The survey results informed the applications.

A flyer was circulated that provided program information.

These programs are all free for individuals who are 55+.

### iii) **Seniors Active Living Centre**

S. Desjardins provided an update on the Active Living Centre and mentioned that the Ministry provides annual operating funding for the operation of Seniors Active Living Centres in Ontario. This year the Ministry has expanded the program.

It was noted that staff did explore a potential partnership with Askennonnia who declined. Staff recommended that the Town submit a proposal to secure the annual funding to operate a Seniors Active Living Centre in Penetanguishene and function as a community hub to provide up to date information on community events and services.

A question was raised if the Town had enough space. It was noted that the SALC/Programs could take place at the Penetanguishene Memorial Community Centre, Museum, Waypoint Pool, or the Ecology Garden.

S. Desjardins mentioned that Council did approve the request for proposal on September 11th and noted that if successful the funding will provide a means to continue with the programs and build on them once they are complete.

## Town of Penetanguishene - Seniors Council Minutes

### iv) **Digital Literacy Program**

S. Desjardins updated the Committee on the Digital Literacy program and mentioned that Gateway Centre for Learning provides Digital Device Coaching for Seniors at the Penetanguishene Memorial Community Centre (Arena) on the 4th Thursday of each month.

It was noted that the sessions are for half an hour, one on one, with an instructor to learn how to use digital device. It was also mentioned that you bring your own device (cell phone, tablet, laptop, computer, power cord) and a list of things you want to learn. To book a session you would have to contact Jennifer Ellis at 705-209-5699 or email: ed@gatewaycentreforlearning.ca.

### v) **20 Year Community-Based Strategic Plan**

Councillor B. Desroches reviewed with the Committee the Community-Based Strategic Plan and mentioned that staff put a lot of time and effort into providing this document. She noted that this has been developed by the Town and is intended to help drive community success, growth and investment. The purpose of this Community-Based Strategic Plan is to guide decision making and community engagement and encourage sustainable growth. It was noted that this plan is designed to be in effect for 20 years, with annual reviews to provide accountability and transparency for the Town's residents.

It was mentioned that the Committee previously discussed the 20 Year Community-Based Strategic Plan and that the Committee provided and recommended additions and changes. The final document was introduced to the Committee.

Councillor B. Desroches reviewed with the Committee the Mission and Vision statements of the Community-Based Strategic Plan and went over the 6 themes contained within.

## 7. **ACCESSIBILITY**

**Town of Penetanguishene - Seniors Council Minutes**

i) **Multi Year Accessibility Plan (2024-2026) - FINAL**

At 10:45 a.m. K. Gignac joined the meeting.

K. Gignac and Councillor B. Desroches went through the additions and changes with the Committee that were made to the Multi Year Accessibility Plan (2024-2026).

Moved by D. Roszmann and Seconded by J. Leroux

THAT the 2024-2026 Multi-Year Accessibility Plan be approved as presented.

CARRIED

**8. ANNOUNCEMENTS**

- i) **Save the Date Annual Board and Committee Appreciation Event - Wednesday, November 27th starting at 5:30 p.m. and dinner at 6:00 at the Penetanguishene Legion.**

**9. NEXT MEETING DATE**

Thursday, November 14th, 2024, at 10:00 a.m.

**10. ADJOURNMENT**

The meeting adjourned at 11:06 a.m.

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CHAIR

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RECORDING SECRETARY



Town of Penetanguishene

# PARKING STRATEGY STUDY

October 2024  
25008







## Disclaimer

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## TABLE OF CONTENTS

- 1 Introduction ..... 1
  - 1.1 Study Purpose and Background ..... 1
    - 1.1.1 Phase 1: Existing Conditions, Facilities, and Utilization ..... 1
    - 1.1.2 Phase Two: Future Parking Forecasting ..... 2
    - 1.1.3 Phase Three: Review Parking Policy/Regulation, Administration and Governance and Funding Options 2
  - 1.2 Study Area ..... 3
- 2 Background Planning & Policy Review ..... 4
  - 2.1 Provincial Planning Statement (2024) ..... 4
  - 2.2 County of Simcoe Growth Forecasts and Land Needs Assessment (2022) ..... 4
  - 2.3 Town of Penetanguishene Official Plan (2020) ..... 5
  - 2.4 Community-Based Strategic Plan (2023) ..... 5
  - 2.5 Community Improvement Plan (2020) ..... 5
  - 2.6 Town of Penetanguishene Cycling Strategy (2019) ..... 6
  - 2.7 Town Dock Secondary Plan Study & Master Plan (Draft 2022) ..... 6
  - 2.8 Town Development Charge Background Study (2024) ..... 6
  - 2.9 Town of Penetanguishene Zoning By-law Standards ..... 7
    - 2.9.1 Traffic Parking By-law 2023-43 & By-law 2024-11 ..... 7
    - 2.9.2 Comprehensive Zoning By-law 2022-17 ..... 9
    - 2.9.3 Extended Use of Sidewalks and Boulevards By-law 2023-29 ..... 10
- 3 Existing Parking Conditions ..... 11
  - 3.1 Parking Asset Management Review ..... 11
    - 3.1.1 Municipal Off-Street Parking Lots ..... 11
    - 3.1.2 Municipal On-Street Parking ..... 12
    - 3.1.3 Municipal Accessible Parking ..... 14
  - 3.2 Existing Parking Utilization and Trends ..... 15
  - 3.3 Existing Town Dock Operations ..... 16
  - 3.4 Existing Town Dock Parking Demand ..... 18
    - 3.4.1 Main Town Dock Parking Lot Demand ..... 18
    - 3.4.2 Boat Launch Gravel Lot ..... 19
    - 3.4.3 Summary of Parking Demand Results ..... 22





- 3.5 *Parking Management and Enforcement* ..... 23
- 4 Public and Stakeholder Consultation ..... 24
  - 4.1 *Town Advisory Committees* ..... 24
  - 4.2 *Members of Council* ..... 25
  - 4.3 *Online Surveys* ..... 26
- 5 Best Practice Review ..... 29
  - 5.1 *Parking Management and Enforcement* ..... 29
    - 5.1.1 Time Limits ..... 29
    - 5.1.2 Winter Overnight Parking Restrictions ..... 30
    - 5.1.3 Number of Parking Enforcement Officers ..... 30
  - 5.2 *Funding Methods* ..... 31
    - 5.2.1 Paid Parking ..... 31
    - 5.2.2 Seasonal Parking Permits ..... 32
    - 5.2.3 Boat Launch Permits ..... 32
  - 5.3 *Case Studies* ..... 32
    - 5.3.1 City of Orillia Shuttle Bus Pilot ..... 33
    - 5.3.2 Midland Removal of Paid Parking ..... 34
    - 5.3.3 Collingwood Paid Parking ..... 34
    - 5.3.4 Gravenhurst’s Approach to Parking and Boat Trailers ..... 35
- 6 Parking Challenges and Opportunities ..... 36
  - 6.1 *Parking Optimization and Asset Management* ..... 36
    - 6.1.1 Municipal On- and Off-Street Parking Supply ..... 36
    - 6.1.2 Monitoring of Parking Utilization ..... 38
    - 6.1.3 Main Street – Angled Parking ..... 39
    - 6.1.4 On-Street Accessible Parking ..... 41
    - 6.1.5 Peel Street and Robert Street East Reconstruction ..... 42
  - 6.2 *Parking Management & Enforcement* ..... 43
    - 6.2.1 Parking Enforcement Personnel ..... 43
    - 6.2.2 On-Street Time Limits ..... 43
    - 6.2.3 Overnight Residential & Winter Parking Restrictions ..... 44
    - 6.2.4 Long-Term Employee Parking Needs – Daytime Permits ..... 45
    - 6.2.5 Cash In Lieu ..... 46





6.3 *Town Dock Recommendations* ..... 46

7 Summary of Recommendations and Next Steps ..... 52

7.1 *Summary of Recommendations*..... 52

7.2 *Implementation Strategy for Recommendations* ..... 54

## LIST OF TABLES

Table 2-1: Designated Parking Locations (Schedule V - By-law 2023-43)..... 7

Table 2-2: No Parking Locations (Schedule P - By-law 2023-43)..... 8

Table 2-3: Barrier Free Parking Regulations (By-law 2023-43) ..... 8

Table 2-4: Zoning By-law Parking Requirements – Residential Uses ..... 9

Table 3-1: Off-Street Municipal Parking Inventory ..... 12

Table 3-2: On-Street Municipal Parking Inventory..... 13

Table 3-3: Parking Pass Sales by Month (2023) ..... 17

Table 3-4: Main Town Dock Parking Lot Summary ..... 19

Table 3-5: Boat Launch Gravel Lot Summary ..... 22

Table 4-1: Summary of Comments or Concerns (Advisory Committees) ..... 24

Table 4-2: Summary of Comments or Concerns (Members of Council)..... 25

Table 4-3: Online Survey Topics ..... 26

Table 5-1: On-Street Parking Time Limits ..... 29

Table 5-2: Winter Overnight On-Street Parking Restrictions..... 30

Table 5-3: Parking Enforcement Staff by Municipality ..... 31

Table 5-4: Paid Parking User Fees by Municipality ..... 31

Table 5-5: Seasonal Parking Permits ..... 32

Table 5-6: Boat Launch Permits ..... 32

Table 6-1: Typical Peak Period Parking Demand..... 39

Table 6-2: Main Town Dock Parking Lot Summary ..... 47

Table 6-3: Boat Launch Gravel Lot Summary..... 47

Table 6-4: Main Town Dock Parking & Boat Launch Gravel Lot Summary (Passenger Vehicles) ..... 48

Table 6-5: Recommended Town Dock Supply (Passenger Vehicles + Boat Trailers)..... 49





Table 7-1: Summary of Recommendations..... 52

Table 7-2: Implementation Approach for Study Recommendations ..... 54

## LIST OF FIGURES

Figure 1-1: Study Area ..... 3

Figure 3-1: Location of Existing Off-Street Municipal Parking Lots..... 11

Figure 3-2: Location of Existing Municipal On-Street Parking ..... 13

Figure 3-3: Location of Existing On- and Off-Street Accessible Spaces ..... 15

Figure 3-4: Main Town Dock Parking Lot Parking Demand ..... 18

Figure 3-5: Boat Launch Gravel Lot Parking Demand..... 19

Figure 3-6: May Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Saturday) .... 20

Figure 3-7: May Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Sunday)..... 20

Figure 3-8: July Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Saturday) ..... 21

Figure 3-9: July Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Sunday)..... 21

Figure 5-1: City of Orillia Shuttle Bus Location..... 33

Figure 6-1: Walking Distance of Municipal Lots to Key Destinations..... 37

Figure 6-2: Examples of Wayfinding Signage ..... 38

Figure 6-3: Example ‘Pull Forward’ and ‘Small Car Only’ Signage’ ..... 40

Figure 6-4: Properties within 100m of an On-Street Accessible Parking Space..... 41

Figure 6-5: Recommended Passenger Vehicle Supply and Potential Overflow Condition..... 50

Figure 6-6: Recommended Boat Trailer Supply and Potential Overflow Condition..... 50

Figure 6-7: Nearby Municipal Lots to the Town Dock ..... 51

## APPENDICES

**APPENDIX A**                    **TOWN PARKING COUNT DATA AND ANALYSIS**

**APPENDIX B**                    **RECOMMENDED PARKING SURVEY METHODOLOGY**

**APPENDIX C**                    **TOWN DOCK PARKING SURVEY RESULTS**

**APPENDIX D**                    **DETAILED ONLINE PARKING SURVEY RESULTS**





## 1 INTRODUCTION

The Town of Penetanguishene is a lower-tier municipality within the County of Simcoe, located on the southeast shores of Georgian Bay. Penetanguishene is recognized for its smalltown character, a full range of housing and employment opportunities, and a diverse natural landscape. With a rich cultural history dating back over 400 years, the Town is now comprised of both urban and rural areas with an approximate population of 10,000 people. The Town sees a seasonal increase of visitors and residents during the summer period and provides services to a larger population from adjacent areas such as the Town of Midland and the Townships of Tiny and Tay.

With the goal of revitalizing both the Downtown and the Town Dock, the Town has identified the need to undertake a Parking Strategy Study to address existing and future parking issues and leverage opportunities to improve policies, operations, and monitoring of parking within the Town of Penetanguishene.

### 1.1 STUDY PURPOSE AND BACKGROUND

The Town's 20 Year Community Based Strategic Plan (2023) calls for the development of a parking strategy which reduces automobile dependency in the Downtown area, while promoting the use of active modes of transportation and public transit. The goal of this Parking Strategy Study is to develop a comprehensive plan for Downtown Penetanguishene to optimize the existing parking supply while meeting the future needs of residents. The Parking Strategy Study provides recommendations to amend existing parking policies and regulations for on- and off-street parking and operations. The study also provides recommendations to improve the Town's parking operations and enforcement approach. The Parking Strategy Study is centred on the key goal of enhancing and revitalizing Downtown Penetanguishene and the Town Dock.

The Parking Strategy Study for the Town of Penetanguishene was undertaken through three (3) main phases, as further detailed below.

#### 1.1.1 Phase 1: Existing Conditions, Facilities, and Utilization

Phase 1 laid the foundation to formulate the study recommendations, including the identification of context-specific challenges related to parking as well as opportunities for improvement. Guiding principles were subsequently developed to better address the unique challenges observed within the community. Detailed below is a summary of the tasks completed:

##### Existing Policy and By-law Review

- ▶ Reviewed current policy documents and Zoning By-law parking standards that guide parking provisions for on- and off-street parking in the Town to establish an existing parking and transportation policy context.

##### Municipal Best Practice Review

- ▶ Reviewed best practices in parking policy, management, and enforcement strategies employed by comparable municipalities in Ontario with a focus on dock and marina operations.





### Existing Parking Inventory and Parking Demand/Utilization within the Downtown

- ▶ The project team undertook a site visit to confirm existing conditions, identify potential obstructions/parking infractions, and compile an inventory of all public on-street and off-street parking within Downtown.
- ▶ Reviewed parking utilization data previously collected by the Town from 2019 to 2023 to understand existing utilization, capacity, and demand of existing parking facilities.
- ▶ Collected parking demand data at the Town Dock on two weekends in May and July 2024. Parking demand was captured using survey cameras with demand data recorded separately in the paved and gravel parking lots.

### Accessible Parking Inventory Review

- ▶ The site visit also evaluated the current state of accessible parking within Downtown including an inventory of all accessible parking spaces and a qualitative assessment of the convenience or usability of the existing space.

#### 1.1.2 Phase Two: Future Parking Forecasting

Phase 2 involved forecasting future demand and recommending strategies to optimize existing parking. Phase 2 tasks built upon the review of existing conditions and best practices from comparable municipalities to develop recommendations for future parking improvements and parking policy direction. Detailed below is a summary of the tasks completed:

#### Gaps in Parking Availability

- ▶ Reviewed parking utilization data collected by the Town and LEA to determine gaps in parking availability including areas of high or low parking demand.

#### Recommend Strategies to Optimize Existing Parking

- ▶ Identified opportunities to optimize parking supply and amend existing policies and standards. Developed recommendations which consider opportunities to manage parking demand over the short-term and medium-term to accommodate various activities within the Town.

#### 1.1.3 Phase Three: Review Parking Policy/Regulation, Administration and Governance and Funding Options

Phase 3 involved reviewing parking management and enforcement procedures in the Town for implementation of recommended parking policies. Detailed below is a summary of the tasks completed:

#### Parking Management and Enforcement Procedures Review

- ▶ Reviewed current Town operation/enforcement strategies to develop a baseline understanding of on- and off-street parking regulations and enforcement standards. Relevant enforcement practices from comparative communities with downtown areas were also reviewed to determine potential improvements.

#### Parking Management Funding Review

- ▶ Reviewed funding for parking-related capital projects (development charges, cash-in-lieu payment).



## 1.2 STUDY AREA

The Parking Strategy Study focuses on the Town of Penetanguishene’s Downtown and Waterfront area with a special focus on the Town Dock. On-street parking along Main Street, Peel Street, Fox Street, Simcoe/Water Street, Poyntz Street, and Robert Street along with six (6) municipal lots throughout the Downtown area are provided within the study limits. The study area is illustrated in **Figure 1-1**.

**Figure 1-1: Study Area**







## 2 BACKGROUND PLANNING & POLICY REVIEW

A review of provincial and municipal planning and policy documents was conducted to provide a greater understanding of the Town of Penetanguishene's transportation and parking landscape. Through this examination, general and area-specific transportation goals, parking policy directions, and parking demand within Penetanguishene were identified.

The policy review was subsequently used to identify current challenges, deficiencies in parking policies, and opportunities to optimize parking and enhance parking management.

### 2.1 PROVINCIAL PLANNING STATEMENT (2024)

The Provincial Planning Statement (PPS) 2024 is a streamlined province-wide land use planning policy framework which came into effect on October 20, 2024 and replaces both the *Provincial Policy Statement, 2020* and *A Place to Grow: Growth Plan for the Greater Golden Horseshoe, 2019*. Under Section 3 of the Planning Act, all decisions affecting land use planning matters "shall be consistent with" the PPS.

The PPS includes policies that guide the development of transportation systems within the province (Section 3.2). According to the PPS, transportation systems should be designed to address the existing and future needs of people by being safe, energy efficient, and effective in facilitating the movement of people and goods. This can be further supported through the use of transportation demand strategies (TDM) to promote the efficient use of existing and planned transportation infrastructure. TDM strategies are meant to improve efficiencies of transportation systems by influencing travel behaviors.

Moreover, densification and a mix of uses should be encouraged to minimize the length and number of vehicle trips and support the current and future use of transit and active transportation. Connectivity between transportation systems and modes including transit and active transportation is encouraged by the PPS to create an effective multimodal transportation system. Planning authorities should also promote general intensification and redevelopment to achieve complete communities. This includes planning for a diverse range and mix of housing options and prioritizing the planning and investment in essential infrastructure and public service facilities.

The PPS also indicates that land uses near marine facilities must ensure the protection of their long-term operations and economic roles, while also appropriately designing, buffering, and separating these facilities from sensitive land uses (Section 3.4).

### 2.2 COUNTY OF SIMCOE GROWTH FORECASTS AND LAND NEEDS ASSESSMENT (2022)

The County of Simcoe Growth Forecasts and Land Needs Assessment was prepared in 2022 in support of the Municipal Comprehensive Review to assess future growth projections and land requirements to the year 2051. As per the 2022 report prepared by Hemson, the Town of Penetanguishene has a population (2021) of 10,340 that is forecasted to grow to 14,390 by the year 2051, an increase of 4,050 people. This represents an annualized growth rate of 1.11% over the 30-year planning period.

The study recommendations have been developed with reference to this anticipated growth in the Town's population. Population growth may result in increased parking demand within the Downtown and Waterfront Area, particularly if redevelopment and intensification activity occurs in the Downtown or surrounding areas. However, parking demand and population growth do not have a 1:1 relationship given





the presence of shifting mobility patterns and consumer preferences, particularly since COVID-19. Due to this uncertainty, the study adopts a conservative approach with respect to estimating future parking requirements.

### 2.3 TOWN OF PENETANGUISHENE OFFICIAL PLAN (2020)

Section 5.2.8 of the Town of Penetanguishene Official Plan contains a number of parking management policies focused on promoting efficiently planned, compact, and accessible development for all modes of transportation. In an effort to transition the downtown into a more pedestrian friendly space, the Official Plan aims to seek new opportunities to address automobile parking including shared facilities for efficient use of parking, providing parking at the rear of buildings, removing on-street parking in favour of a larger public realm space, staggering on-street parking to one side of the road, and relocating parking to existing underutilized lots. Therefore, the provision of sufficient parking in terms of size, location, and quantity is an important consideration in the Official Plan.

The Downtown and Waterfront Area provides the greatest level of activity and intensification. Several parking policies have been identified in the Official Plan to monitor future parking needs, reduce parking demand, and promote more sustainable travel modes. Notably, Section 5.2.8.1 states that all non-residential development in the Downtown and Waterfront Area shall not be required to provide additional off-street parking. Furthermore, Section 5.2.8.4 focuses on implementing shared parking for residential, non-residential, and community facilities to utilize fewer parking spaces. That said, the Official Plan provides direction to monitor future parking needs to ensure adequate on- and off-street parking demands are met. In addition, appropriate parking standards for the Downtown and Waterfront Area should be established in the Zoning By-law (Section 5.2.8.2).

### 2.4 COMMUNITY-BASED STRATEGIC PLAN (2023)

The Community-Based Strategic Plan outlines six (6) main themes that the Town is working towards. One of the themes involves establishing Penetanguishene as a vibrant community with a small-town feel by meeting various objectives including revitalizing Main Street and developing key properties to enhance the community. Downtown Penetanguishene has the potential to leverage its existing Main Street and waterfront area to be a centre for community gathering and commercial activity. The Community-Based Strategic Plan recognizes undertaking a parking strategy as a key action item to meet this objective and help maximize the existing parking supply in the downtown area.

Downtown Penetanguishene has the potential to be a central point of activity, with a revitalized Main Street, historic downtown core and waterfront area being essential parts of this community. The Plan indicates that a critical action to help achieve this objective is to optimize the supply of vehicle parking within the downtown area, ensuring an appropriate allocation to support downtown visitors and residents while reallocating unnecessary parking to alternative public uses (e.g., expansion of the Town patio program) and avoiding the promotion of auto dependency.

### 2.5 COMMUNITY IMPROVEMENT PLAN (2020)

The Community Improvement Plan was established by the Town of Penetanguishene as a tool to improve and revitalize the Downtown and Waterfront area as well as other targeted commercial and mixed-use designations along the periphery of the downtown. Recommendations from this plan include future paving using permeable material, repainting existing roadways to improve the efficiency and number of





parking spaces, and ensure parking and signage is compliant with the Accessibility for Ontarians with Disabilities Act (AODA). The plan also recognizes the need to support the retention and creation of dedicated tenant off-street parking opportunities for downtown housing.

## 2.6 TOWN OF PENETANGUISHENE CYCLING STRATEGY (2019)

The Town has developed a Cycling Strategy to guide the design and implementation of improved cycling infrastructure, policy and programming. The plan identifies the need for 25.9km of additional cycling facilities and provides design recommendations with respect to the facility type required based on the road classification and traffic characteristics. In particular, the plan identifies the need for cycling improvements to the existing Simcoe County Loop Trail, which includes the section of Main Street between the Trans Canada Trail and Robert Street East and a short connection via Robert Street East to Maria Street. The plan recommends facility improvements at the intersection of Main Street and Robert Street East be implemented in the near term.

Although not directly relevant to the development of parking policy recommendations, the Town Cycling Strategy has been reviewed to ensure alignment with planned changes to the study area road network.

## 2.7 TOWN DOCK SECONDARY PLAN STUDY & MASTER PLAN (DRAFT 2022)

The Town Dock Secondary Plan study was initiated in response to the Strategic Community Plan (2019-2023) direction to explore the economic and redevelopment potential for the Town Dock. The purpose of the study is to examine potential land uses, direct high-level land use planning policies to guide development, and assist with future investment decisions. Through the study's community workshops and surveys, residents have expressed the desire for less parking and more "people-friendly spaces" such as a boardwalk and promenade. The vision statement for the Town Dock states that "The Town Dock will be an active and vibrant destination that reflects Penetanguishene's heritage and culture. It will serve as a centralized public space that is safe and inclusive, with spectacular views of the water that can be enjoyed and accessed year-round. It's connection to downtown will be enhanced through opportunities that support the local community and economy." Policy 4.4.11 and 4.4.12 in the Draft Town Dock Secondary Plan eliminates the requirement of minimum parking for land uses in the Town Dock and introduces a maximum number of parking spaces to accommodate the proposed uses. As noted in Policy 5.3.3, a Parking Strategy for the Town Dock is required to determine an appropriate parking supply for the Town Dock and manage parking during peak hours.

## 2.8 TOWN DEVELOPMENT CHARGE BACKGROUND STUDY (2024)

The Town completed a Development Charge Background Study in 2024 which outlines applicable development charges for new developments to support growth-related infrastructure. Road-related infrastructure costs were determined through consultation with the Public Works Department. The study indicates a total road-related capital program of \$46.2M over the 2024-2036 period, including the following relevant projects within the Downtown and Waterfront Area:

- Peel Street Reconstruction (Robert St East to Brock) – 2027-2028
- Robert Street East Reconstruction (Turning Lanes, Roundabout) – 2033+
- Water Street Reconstruction (Scott to Owen) - 2033





Parking-related design recommendations pertaining to Peel Street and Robert Street are provided in **Section 6.1.5**.

No dedicated funding is allocated for parking-related projects in the Town’s DC by-law. As further discussed in this report, the study concludes that the Town does not require additional parking capacity. However, several study recommendations pertaining to parking optimization do have associated costs which may be partially recoverable through development charges.

## 2.9 TOWN OF PENETANGUISHENE ZONING BY-LAW STANDARDS

### 2.9.1 Traffic Parking By-law 2023-43 & By-law 2024-11

By-law 2023-43 consolidates the Traffic/Parking and Use of Highway Regulations to manage the use of highways as well as on-street and off-street parking in the Town of Penetanguishene including provisions for parking, stopping, and standing. Regulations specific to the Town Dock are also provided in By-law 2023-43. Additional parking regulations for electric vehicle parking were introduced through By-law 2024-11 in March 2024.

#### Parking Prohibitions and Designations

Item 44 (1) of By-law 2023-43 regulates municipal off-street parking. No person shall park a vehicle in a municipally owned, leased, and/or controlled parking lot between the hours of 1AM to 8AM. However, a person may make a written request to park in such municipal lots overnight, where permission is granted by the Director of Public Works. Furthermore, several designated parking spaces have been identified in the Downtown and Waterfront area as detailed in **Table 2-1**. An exhaustive list of limits is provided in Schedule “V” of By-law 2012-2 (Item 45 (1)).

Table 2-1: Designated Parking Locations (Schedule V - By-law 2023-43)

| Municipal Parking Lot                    | Locations for Designated Parking                               | Designated Person(s)                            |
|--|--|---|
| Penetanguishene Curling Club             | Front (east) side of Building, two spaces                      | Staff of Curling Club                           |
| Townhall Parking Lot (off Shanahan Road) | North/west corner of the Townhall rear parking lot, two spaces | Reserved Parking                                |
| Townhall Parking Lot (off Shanahan Road) | East centre of the Townhall rear parking lot, two spaces       | Visitor Parking                                 |
| Townhall Parking Lot (off Shanahan Road) | North/west corner of the Townhall rear parking lot, two spaces | Reserved Parking for Charging Electric Vehicles |
| Town Dock Parking Lot                    | North side of exit lane abutting centre median                 | Commercial Tour Bus                             |

Items 30 and 38 of By-law 2023-43 regulate on-street parking. No person shall park a vehicle on any roadway between the hours of 1AM and 7AM between November 1<sup>st</sup> in any year until April 1<sup>st</sup> of the following year (Item 30(2)). Furthermore, where signs to that effect are displayed, no person shall park a vehicle on any roadway, Town owned park or private property between the limits set out in **Table 2-2** for the Downtown and Waterfront area. An exhaustive list of limits is provided in Column 1 and 2 of Schedule “P” in By-law 2023-43 (Item 38(1)).





Table 2-2: No Parking Locations (Schedule P - By-law 2023-43)

| Road               | Locations for No Parking Zones  |
|--------------------|---|
| Beck Boulevard     | East side, from Main Street to Burke Street   |
| Brock Street       | Southside from Main Street to Levi Simon Trail  |
| Main Street        | West side, from Poyntz Street to the southerly Town limits  |
| Main Street        | East side from Robert Street to the southerly Town limits   |
| Owen Street        | East side, from the north side of Nettleton Drive to its northerly limit  |
| Owen Street        | West side, from the southwest corner of Owen/Poyntz Street to the southerly improved road allowance (turning circle) of Owen Street   |
| Peel Street        | East side, for 6 m commencing at a point distant 26 m from the southerly fence/property line at the intersection of Robert Street East and Peel Street, thence proceeding along the East side of Peel Street the said 6 m |
| Poyntz Street      | North side, from the Northwest corner of Main Street to a point 161.2 m westerly on Poyntz Street   |
| Robert Street West | South side, from the Southwest corner of Main Street and Robert Street West to a point 30 m West along Robert Street West.  |
| Robert Street East | North side, from the Northeast corner of Robert Street East and Fox Street to a point 66 m easterly thereof   |
| Robert Street East | Northeast corner of Main Street to the Northwest corner of Peel Street  |
| Simcoe Street      | Southwest corner of 24 Simcoe Street parking area east of building  |
| Water Street       | North side, from the westerly limit of Lot 2, RP 37, known municipally as 7 Water Street, westerly to the rear of the Curling Club (210 ft. west of the northwest corner of Owen Street and Water Street).                |
| Water Street       | Southside, from the southwest corner of Owen/Water Street to a point 210 ft westerly thereof  |

**Town Dock Parking Area**

By-law 2023-43 includes regulations for the Town Dock parking area. No person shall park a vehicle except for the purpose of loading and unloading for a maximum of 15 minutes along the area in front of all docks. Furthermore, overnight parking is currently prohibited at the paved Town Dock parking area (Item 46(1) and 46(2)). A set of regulations are also outlined in the by-law under Item 47 for the Launching Ramp parking lot which is a paid parking lot during the months April through October.

**Barrier Free Parking Regulations (Public Parking)**

Item 37 of By-law 2023-43 regulates barrier free parking regulations for public parking areas. The minimum number of designated accessible parking spaces required as per By-law 2023-43 are shown in **Table 2-3**.

Table 2-3: Barrier Free Parking Regulations (By-law 2023-43)

| Capacity of Public Parking Area (# of parking spaces) | Number of Designated Parking Spaces to be Provided |
|---|--|
| 1-19  | 1  |
| 20-200  | 2  |
| 200-400   | 3  |
| For each additional 400 thereof                       | 1 to a maximum of 20 or part thereof               |

**On-Street Parking Time Limit Restrictions**

On-street time limits within the Downtown and Waterfront area range between 30 minutes to 4 hours and includes 30-minute, 2-hour, and 4-hour parking zones, generally from Monday to Saturday 8AM to





6PM. Peel Street between Robert Street East and Simcoe Street is signed as a 4-hour parking zone while a majority of Main Street is signed with 2-hour parking zones with the exception of one (1) 30-minute parking zone for 6 spaces south of Brock Street. The remaining roadways within the study area, including Robert Street, Simcoe Street, and Water Street, are generally signed with 2-hour parking zones.

### 2.9.2 Comprehensive Zoning By-law 2022-17

Zoning By-law 2022-17 was approved in 2023 to implement the policies of the Town of Penetanguishene Official Plan. General parking provisions and off-street parking policies are provided in this By-law and include policies regarding the required supply and design of parking spaces.

#### Parking Dimension Requirements

Parking space dimension requirements are provided in Section 5.2.5 of Zoning By-law 2022-17. Each parking space should have a minimum width of 2.75m and a minimum length of 5.5m except for accessible parking spaces which should have a minimum width of 3.4m and length of 5.5m (Type A) or minimum width of 2.4m and length of 5.5m (Type B).

Where angled parking exists, each parking space should have an unstructured minimum width of 3.0m and an unstructured minimum length of 6.0m.

#### Residential Parking Requirements

The minimum number of residential parking spaces required for new development is indicated in Section 5.3 of Zoning By-law 2022-17. The parking requirements for various residential developments are shown in **Table 2-4**. An exhaustive list of residential parking standards is provided in Table 5.3.1.1 of Zoning By-law 2022-17.

Table 2-4: Zoning By-law Parking Requirements – Residential Uses

| Residential Land Use                   | Minimum Parking Spaces Required  |
|--|--|
| Additional Dwelling Unit, Garden Suite | 1.0 parking space per dwelling unit (in addition to the minimum parking space requirement for the principal dwelling unit) – tandem parking spaces permitted |
| Duplex Dwelling Unit                   | 2.0 parking spaces per dwelling unit   |
| Multiple Dwelling Unit                 | 1.5 parking spaces per dwelling unit plus 0.25 parking spaces per dwelling unit for visitors   |
| Bed and Breakfast Establishment        | 1.0 parking space per guest room in addition to the requirement for the dwelling unit  |

#### Non-Residential Parking Requirements

The minimum number of non-residential parking spaces required for new development is indicated in Section 5.4 of Zoning By-law 2022-17. Under a special parking provision, no parking spaces are required for non-residential uses within the Mixed-Use Commercial Zone or within the Downtown and Waterfront Zone.

#### Shared Parking Provisions

Zoning By-law 2022-17 identifies sharing provisions for developments with two or more dwelling units and two or more non-residential uses in the same building. The number of parking spaces provided for non-residential uses may be reduced by 20% from the required minimum standard.





### Accessible Parking Requirements

The minimum number of accessible parking spaces required for developments is outlined in Section 5.5 of Zoning By-law 2022-17. There are two types of accessible parking spaces that are provided in the Town of Penetanguishene which are Type A and Type B spaces. These spaces are in accordance with AODA's standards for Accessible Parking in Ontario and include a minimum access aisle width of 1.5m. The minimum number of accessible parking spaces required for developments are based on the total number of parking spaces indicated in Section 5.3 and 5.4 of Zoning By-law 2022-17.

### Bicycle Parking Requirements

The minimum number of bicycle parking spaces required for developments is outlined in Section 5.6 of Zoning By-law 2022-17. In cases where 13 or more vehicle parking spaces are required, the minimum number of bicycle parking spaces provided shall be 10% of the required number of vehicle parking spaces. Bicycle parking spaces should also follow the minimum dimensions of 0.6m in width and 1.9m in length.

### 2.9.3 Extended Use of Sidewalks and Boulevards By-law 2023-29

By-law 2023-29 was authorized for the extended use of sidewalks and boulevards. Section 9.6 detail regulations for the design of temporary sidewalks that extend onto on-street parking areas to ensure that the temporary sidewalks are structurally sound, and that on-street spaces continue to comply with the Highway Traffic Act.



### 3 EXISTING PARKING CONDITIONS

To provide an understanding of the existing parking conditions within Downtown, a desktop review and parking inventory was undertaken of the existing parking supply and operations. This exercise was completed to establish the base conditions for parking within the existing policy framework and to confirm challenges and opportunities to be addressed by this study.

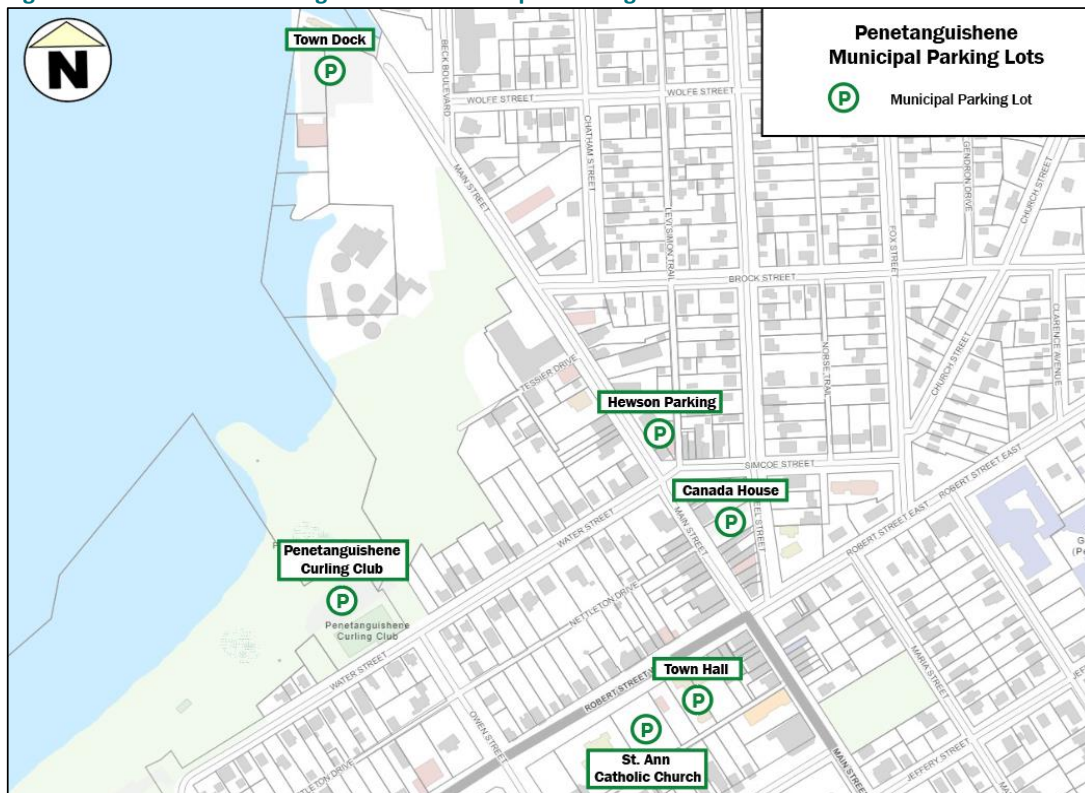
#### 3.1 PARKING ASSET MANAGEMENT REVIEW

Public parking is predominantly located within the Downtown and Waterfront area through a mixture of on-street parking and off-street municipal parking lots. The following section reviews the existing inventory of off- and on-street parking owned and operated by the Town in the study area.

##### 3.1.1 Municipal Off-Street Parking Lots

Several off-street municipal parking lots are available within Downtown Penetanguishene to support the Town’s businesses and recreational facilities. Six (6) main off-street parking lots were identified within the study area. The existing municipal lots are illustrated in **Figure 3-1**.

**Figure 3-1: Location of Existing Off-Street Municipal Parking Lots**







Based on a site visit conducted by LEA, 436 spaces were counted across the six (6) municipal parking lots. **Table 3-1** summarizes the existing parking supply including regular and accessible parking spaces along with each lot’s parking restrictions/permissions. All municipal parking is free with the exception of the Town Dock’s gravel lot.

Table 3-1: Off-Street Municipal Parking Inventory

| Parking Lot                             | Supply (Spaces)    |            |            | Parking Restrictions / Permissions  |
|---|--------------------|------------|------------|---|
|   | Regular            | Accessible | Total      |   |
| St. Ann Catholic Church                 | 38                 | 0          | 38         | • Overnight parking prohibited from 1AM to 7AM  |
| St. Ann Catholic Church – Shanahan Road | 24                 | 0          | 24         |   |
| Town Hall (Fire Dept. & O.P.P)          | 29 <sup>(1)</sup>  | 2          | 31         |   |
| Town Hall (Rear)                        | 19                 | 2          | 21         | <ul style="list-style-type: none"> <li>• 2 spaces at the north/west corner are reserved (<i>By-law 2023-43</i>)</li> <li>• 2 spaces within the lot are reserved for visitors (<i>By-law 2023-43</i>)</li> <li>• 2 spaces at the north/west corner are reserved for electric vehicle charging (<i>By-law 2023-43</i>)</li> </ul> |
| Penetanguishene Curling Club            | 77                 | 4          | 81         | • 2 spaces are designed for curling club staff ( <i>By-law 2023-43</i> )  |
| Canada House                            | 20                 | 2          | 22         | • Overnight parking prohibited from 1AM to 7AM  |
| Hewson Parking Lot                      | 17                 | 1          | 18         |   |
| Town Dock – Parking Lot                 | 84                 | 2          | 86         |   |
| Town Dock – Gravel Lot                  | 115 <sup>(2)</sup> | 0          | 115        |   |
| <b>Total</b>                            | <b>357</b>         | <b>13</b>  | <b>436</b> | -   |

Note: (1) – Town Hall (Fire Dept. & O.P.P) lot includes 18 regular spaces, 3 spaces reserved for staff, 2 EV spaces, and 6 spaces reserved for O.P.P.

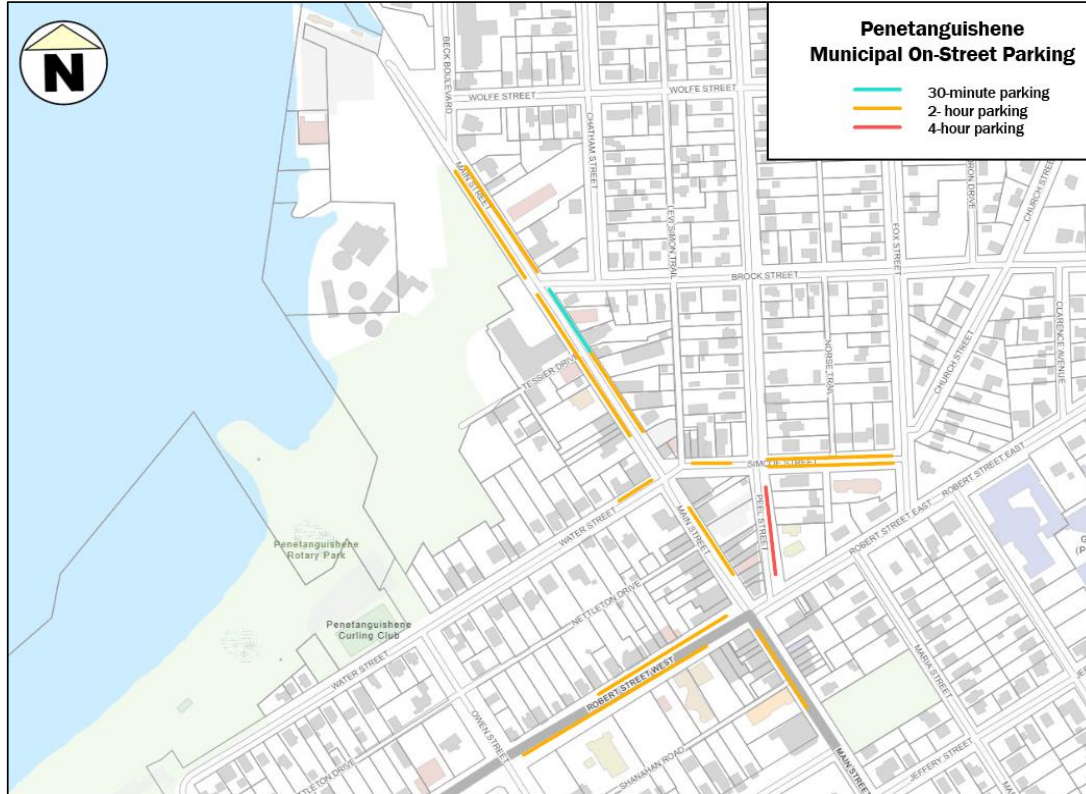
(2) – Based on a site visit conducted by LEA consulting in May 2024, the Town Dock (Gravel Lot) was estimated to include 60 passenger vehicle spaces and 55 boat trailer spaces.

### 3.1.2 Municipal On-Street Parking

The location and supply of on-street municipal parking was documented along Main Street, Peel Street, Fox Street, Simcoe/Water Street, Poyntz Street, and Robert Street. The on-street parking locations are illustrated in **Figure 3-2**. Of note, it is understood that on-street parking occurs on portions of Robert Street East and Water Street, however these spaces are not clearly marked or signed. Pavement markings and signage are recommended along these streets to clearly indicate parking permissions. The figure below only illustrates demarcated/signed on-street parking locations.



Figure 3-2: Location of Existing Municipal On-Street Parking



Approximately 255 on-street spaces are provided across the Downtown and Waterfront area. **Table 3-2** summarizes the existing parking supply including regular and accessible parking spaces along with each street’s parking restrictions/permissions. For all on-street parking, no person shall park a vehicle on any roadway between the hours of 1AM and 7AM between November 1<sup>st</sup> in any year until April 1<sup>st</sup> of the following year.

Table 3-2: On-Street Municipal Parking Inventory

| Street                   | Section                  | Side of Street                    | Supply  |            |                         | Parking Restrictions / Permissions |   |
|--------------------------|--------------------------|-----------------------------------|---------|------------|-------------------------|------------------------------------|---|
|                          |                          |                                   | Regular | Accessible | Total                   |                                    |   |
| North-South              | Beck Blvd to Brock St    | E                                 | 11      | -          | 11                      | 2 hours<br>(8AM to 6PM, Mon-Sat)   |   |
|                          |                          | W                                 | 15      | -          | 15                      |                                    |   |
|                          | Main St                  | Brock St to Water St/Simcoe St    | E       | 17         | -                       | 17                                 | 2 hours<br>(8AM to 6PM, Mon-Sat) <sup>(1)</sup> |
|                          |                          |                                   | W       | 20         | -                       | 20                                 |   |
|                          |                          | Water St/Simcoe St to Robert St W | E       | 17         | -                       | 17                                 |   |
|                          |                          |                                   | W       | -          | -                       | -                                  |   |
| Robert St W to Poyntz St | E                        | -                                 | -       | -          | 4 hours<br>(8AM to 6PM, |                                    |   |
|                          | W                        | 11                                | -       | 11         |                         |                                    |   |
| Peel St                  | Simcoe St to Robert St E | E                                 | 18      | 2          | 20                      |                                    |   |



| Street                             | Section                           | Side of Street | Supply     |            |            | Parking Restrictions / Permissions  |
|------------------------------------|-----------------------------------|----------------|------------|------------|------------|-------------------------------------|
|                                    |                                   |                | Regular    | Accessible | Total      |                                     |
| Fox St                             | Robert S E to Simcoe St           | W              | -          | -          | -          | Mon-Sat                             |
|                                    |                                   | E              | -          | -          | -          | 2 hours<br>(8AM to 6PM,<br>Mon-Sat) |
|                                    |                                   | W              | 4          | -          | 4          |                                     |
| Water St                           | Owen St to Main St <sup>(2)</sup> | N              | 4          | -          | 4          | 2 hours<br>(8AM to 6PM,<br>Mon-Sat) |
|                                    |                                   | S              | 30         | -          | 30         |                                     |
| Simcoe St                          | Main St to Peel St                | N              | 2          | 1          | 3          |                                     |
|                                    |                                   | S              | -          | -          | -          |                                     |
|                                    |                                   | N              | 13         | -          | 13         |                                     |
| Robert St W                        | Owen St to Main St                | S              | 11         | -          | 11         |                                     |
|                                    |                                   | N              | 28         | -          | 28         |                                     |
|                                    |                                   | S              | 31         | 2          | 33         |                                     |
| Maria St to Main St <sup>(2)</sup> |                                   | N              | 13         | -          | 13         | No parking signage provided         |
|                                    |                                   | S              | 5          | -          | 5          |                                     |
| <b>Total</b>                       |                                   |                | <b>250</b> | <b>5</b>   | <b>255</b> | <b>-</b>                            |

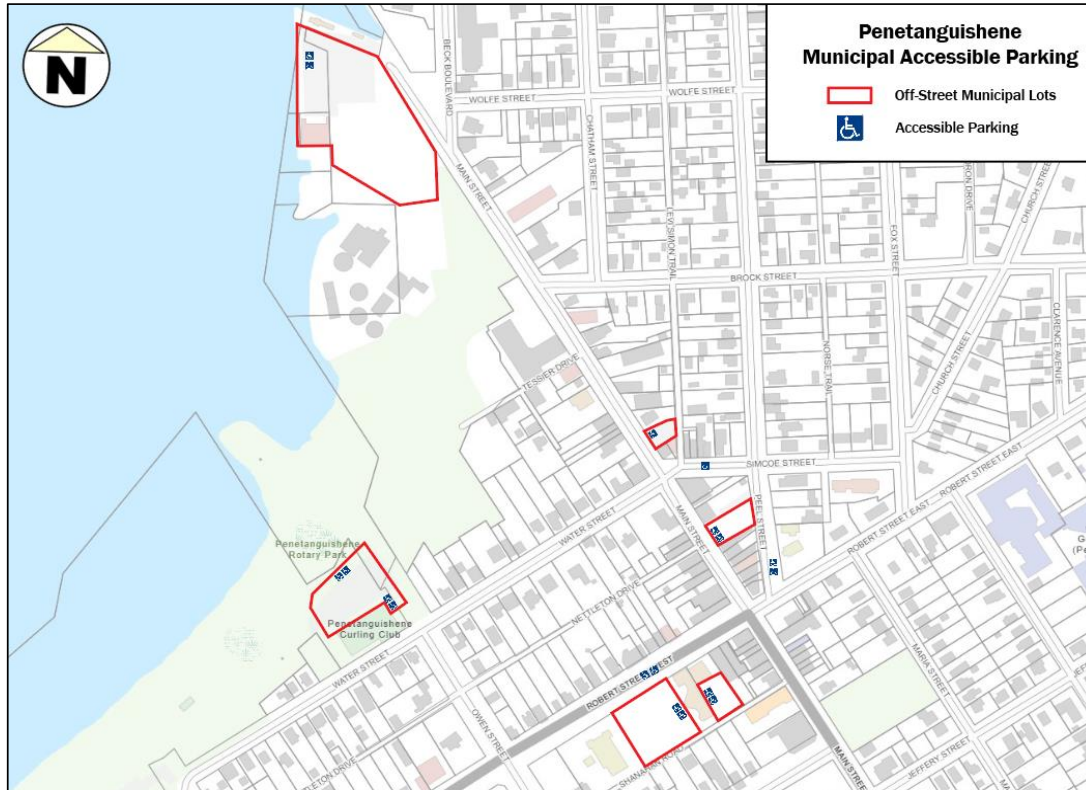
Note: (1) – six (6) spaces south of Brock are designated as a 30-minute parking zone as per By-law 2023-43.  
(2) – On-street parking spaces along Robert St W from Maria St to Main St, and along Water St from Owen St to Main St are not signed (i.e., no pavement markings or signage is provided)

### 3.1.3 Municipal Accessible Parking

As detailed in **Table 3-1**, approximately 3% of the off-street parking supply is accessible. All municipal lots within the study area include at least 1 accessible parking space, with the exception of the St. Ann Catholic Church’s parking lot. As detailed in **Table 3-2**, approximately 2% of the on-street parking supply is accessible. An expansion of the accessible parking supply is recommended based on public feedback received as part of the online survey, which noted a lack of accessible on-street spaces in the Downtown. **Figure 3-3** illustrates the existing on- and off-street accessible parking supply.



Figure 3-3: Location of Existing On- and Off-Street Accessible Spaces



### 3.2 EXISTING PARKING UTILIZATION AND TRENDS

The Town began conducting annual summer parking counts in 2019 to better understand how on- and off-street parking was being used in Downtown Penetanguishene. The intent of the data collection was to quantify the supply and demand and attempt to identify underlying trends. Counts were collected twice a day from May/June to October in 2019, 2021, 2022, and 2023. Key findings from the Town’s annual counts are summarized below; supporting documents and data are provided in **Appendix A**.

#### Municipal Off-Street Parking Lots (2019 vs 2023)

- Parking demand has decreased at St. Ann’s Catholic Church and the Townhall parking lot.
- Parking demand has remained consistent at the Canada House and Hewson parking lots.
- The curling club lot remains underutilized, with an average utilization of approximately 10% from 2019 to 2023.
- Parking demand has increased slightly at the Town Dock; the average utilization rate was 50% in 2023.



#### **Municipal On-Street Parking (Main Street) (2019 vs 2023)**

- Parking demand has increased slightly along Main Street; the average utilization rate was 50% in 2023.
- Higher parking demand was observed for the section from Robert Street to Brock Street in locations close to retail and commercial businesses.

#### **Municipal On-Street Parking (Robert Street) (2019 vs 2023)**

- Parking demand has increased along Robert Street West, the average utilization rate was 65% in 2023.
- Parking demand has remained low along Robert Street East (approximately 20% of available capacity) due to poor markings, signage, and little commercial activity.

#### **Municipal On-Street Parking (Simcoe/Water Street) (2019 vs 2023)**

- Parking demand has remained generally consistent along Simcoe/Water Street, with an average utilization rate of less than 50%. The sole exception is the four spaces between Main Street to Own Street (north side) in front of a commercial building.

The Town's annual parking counts indicate that the Downtown parking supply significantly exceeds typical parking demand at both on- and off-street parking locations. On average, less than 50% of the available parking supply was being used at the time of survey and demand has generally not increased over the past 4 years. These findings indicate that there are opportunities to improve parking management and leverage the Town's underutilized parking assets.

It should be noted that the Town's parking survey was conducted using point-in-time counts collected twice per day (morning and afternoon), which may not capture the peak parking demand for certain land uses. It is recommended that future parking utilization surveys be conducted throughout the survey day at 1 hour intervals rather than a single spot count. Counting at regular intervals over several days within a week can help the Town better understand how on- and off-street parking is being utilized and when peak parking demand is occurring. Details on the recommended parking survey methodology are provided in **Appendix B**.

### **3.3 EXISTING TOWN DOCK OPERATIONS**

The Town Dock is located at the centre of Penetanguishene's harbour and includes a Tourist Information Centre (TIC), the "World Famous Dock Lunch", 113 boat slips (seasonal and transient), a boat launch, and a staging area for snowmobiles accessing Georgian Bay during the winter months. Daily, weekend, weekly, and seasonal parking passes are available for purchase by residents and non-residents. It is understood that a parking pass is issued with the rental of a boat slip.

Based on 2023 boat launch parking data provided by the Town, the following passes were sold:

- Daily Pass: 23
- 2-Day Weekend Pass: 14
- Weekly Pass: 4
- Season Pass: 10





- Resident/Non-Resident Weekend Launch Pass: 60 (32% Resident, 68% Non-Resident)
- Resident/Non-Resident Daily Launch Pass: 1044 (43% Resident, 57% Non-Resident)
- Daily Launch Pass (Other): 231
- Resident/Non-Resident Seasonal Launch Pass: 353 (67% Resident, 33% Non-Resident)
- Weekly Launch and Parking Pass: 5

The most popular pass type is the daily launch pass, accounting for 73% of total sales. Non-residents purchase the majority of weekend and daily launch passes, whereas the seasonal launch passes are primarily purchased by local residents.

A breakdown of the number of passes sold by month is provided below in **Table 3-3**. The highest number of boat launch passes were sold in May (21% of the annual total). July, August, and September have the highest number of daily and weekend launch passes sold, accounting for approximately 62% of total sales. This data confirms that use of the boat launch predominantly occurs during the warmer summer months.

Table 3-3: Parking Pass Sales by Month (2023)

| Month     | # of Passes | % of Total |
|-----------|-------------|------------|
| April     | 19          | 1%         |
| May       | 362         | 21%        |
| June      | 296         | 17%        |
| July      | 322         | 18%        |
| August    | 307         | 18%        |
| September | 299         | 17%        |
| October   | 31          | 2%         |
| November  | 47          | 3%         |
| December  | 61          | 3%         |





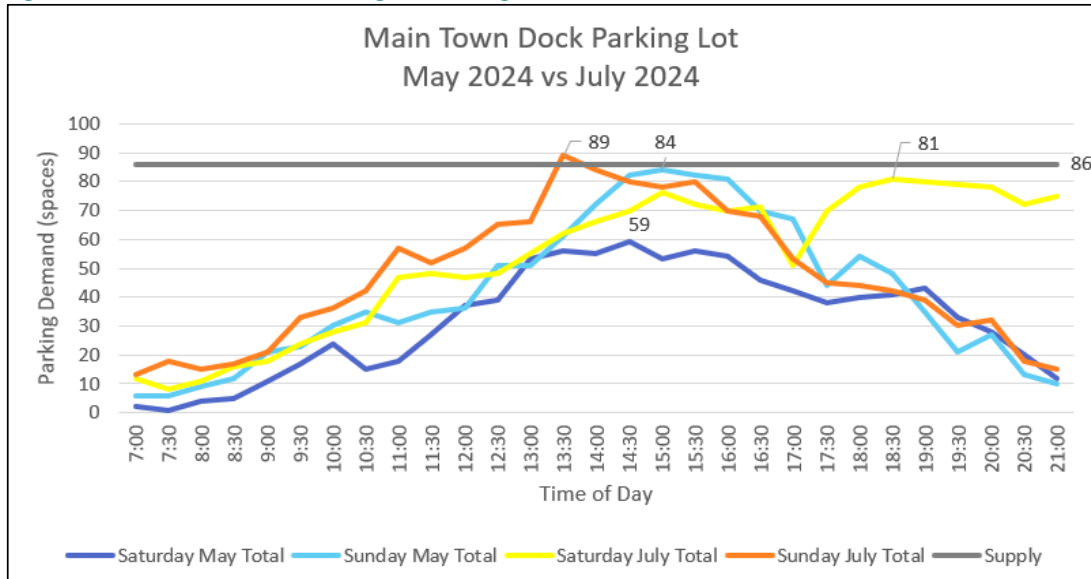
### 3.4 EXISTING TOWN DOCK PARKING DEMAND

LEA conducted a site visit and video survey to capture existing parking operations at the Town Dock. Four (4) video cameras were installed at the Town Dock on May 18-19<sup>th</sup> and July 6-7<sup>th</sup>, 2024, between 7AM and 9PM to capture parking operations at the Main Town Dock Parking Lot and Boat Launch Gravel Lot. The number of vehicles entering and exiting both lots were tracked to determine the number of occupied parking spaces at 30-minute intervals. The peak demand, average demand, average demand during the busiest 4-hour period, and 85<sup>th</sup> percentile demand were subsequently calculated.

#### 3.4.1 Main Town Dock Parking Lot Demand

A summary of the observed parking demand at the Main Town Dock Parking Lot is illustrated in **Figure 3-4**. Detailed parking summaries and photos during the observed peak hours can be found in **Appendix C**.

**Figure 3-4: Main Town Dock Parking Lot Parking Demand**



Peak parking demand at the Main Town Dock Parking lot was observed on Sunday July 7<sup>th</sup>, at 1:30 PM with 89 spaces occupied. During this time, the observed demand was higher than the available supply by 3 spaces due to illegal parking within the lot. The observed peak utilization rate was 103%.

Demand at the Main Town Dock Parking lot was generally higher on a typical July weekend than the May long weekend. The average demand during the busiest four-hour period was 76 spaces, whereas the 85<sup>th</sup> percentile demand was 83 spaces. Summary demand statistics are provided in **Table 3-4**.





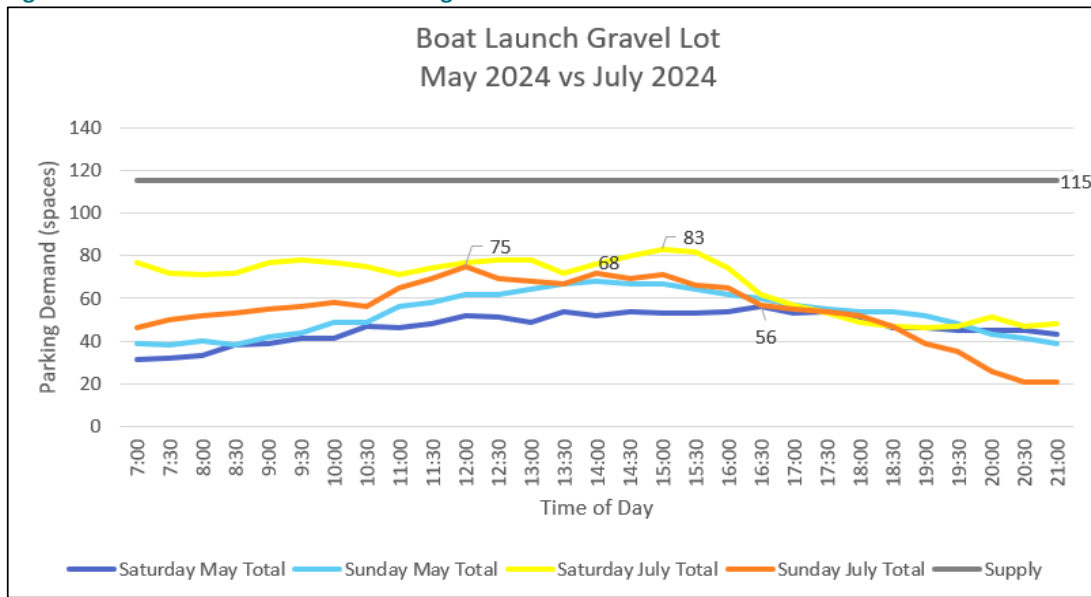
Table 3-4: Main Town Dock Parking Lot Summary

| Passenger Vehicles (Spaces Occupied) |        |             |                |  |                             |   |
|--------------------------------------|--------|-------------|----------------|--|-----------------------------|---|
| Survey Date                          | Supply | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                | 86     | 59          | 32             | 53                                     | 54                          | 56  |
| Sunday May 19, 2024                  |        | 84          | 41             | 72                                     | 72                          | 82  |
| Saturday July 6, 2024                |        | 81          | 53             | 74                                     | 78                          | 80  |
| Sunday July 7, 2024                  |        | 89          | 47             | 76                                     | 76                          | 83  |

### 3.4.2 Boat Launch Gravel Lot

A summary of the observed parking demand at the Boat Launch Gravel Lot is illustrated in **Figure 3-5**. Detailed parking summaries and photos during the observed peak hours can be found in **Appendix C**.

**Figure 3-5: Boat Launch Gravel Lot Parking Demand**



Peak parking demand at the Boat Launch Gravel Lot was observed on Saturday July 6<sup>th</sup> at 3PM with 83 spaces occupied. Based on an estimated supply of 115 spaces for both passenger vehicles and vehicles with boat trailers, the peak utilization rate was observed at 72% with 32 vacant spaces. Of the 83 occupied spaces, 36% (or 30 spaces) were occupied by passenger vehicles while 64% (or 53 spaces) were occupied by vehicles with a boat trailer.

Similar passenger vehicle parking demand was observed between the May long weekend and a typical July weekend, with July experiencing a greater demand for vehicles with a boat trailer. **Figure 3-6** to **Figure 3-9** illustrates the split of vehicle type at the Boat Launch Gravel Lot on all survey dates.





Figure 3-6: May Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Saturday)

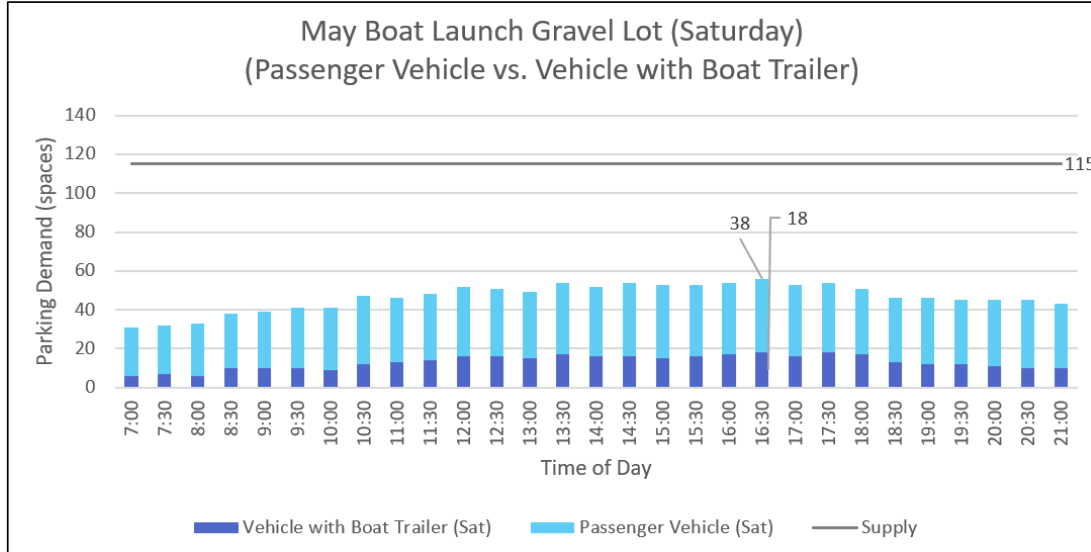


Figure 3-7: May Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Sunday)

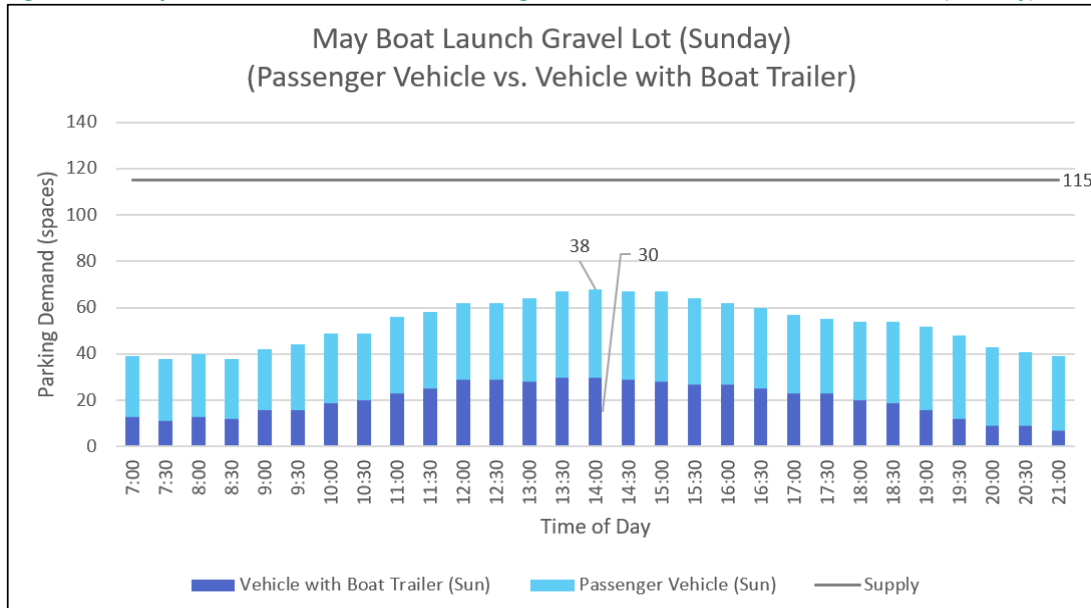


Figure 3-8: July Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Saturday)

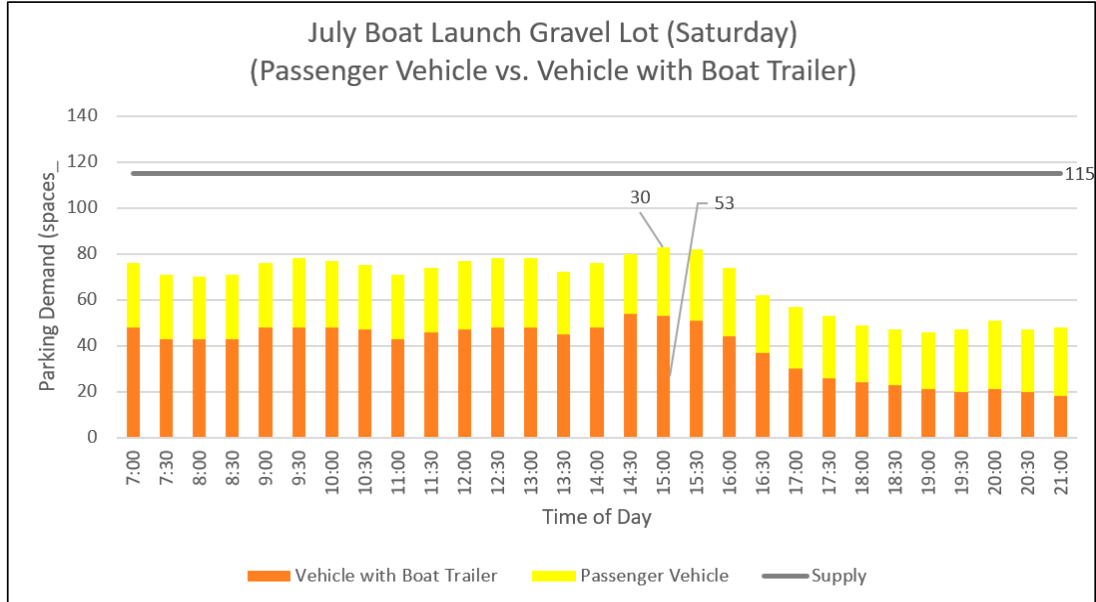
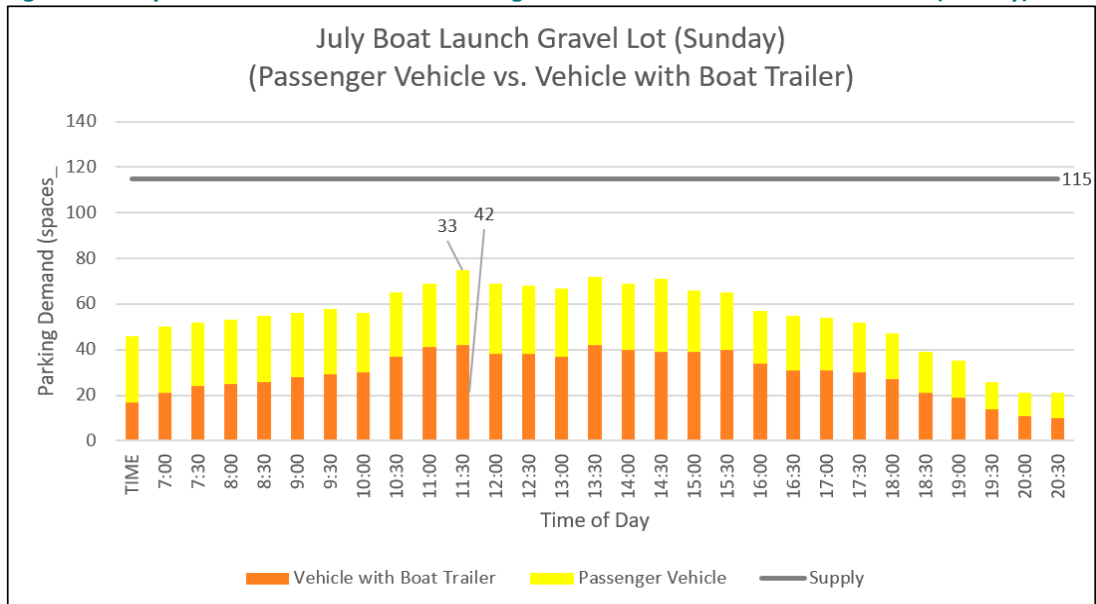


Figure 3-9: July Boat Launch Gravel Lot – Passenger Vehicle vs. Vehicle with Boat Trailer (Sunday)



For passenger vehicles, the average and 85<sup>th</sup> percentile demand during the busiest four hour period was 37 and 38 spaces respectively. For vehicles with a boat trailer, the average and 85<sup>th</sup> percentile demand



during the busiest four hour period was 49 and 53 spaces respectively. Summary demand statistics are provided in **Table 3-5**.

Table 3-5: Boat Launch Gravel Lot Summary

| Passenger Vehicles (Spaces Occupied)         |           |             |                |  |                             |   |
|--|-----------|-------------|----------------|--|-----------------------------|---|
| Survey Date                                  | Supply    | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                        | 60 (est.) | 38          | <b>34</b>      | <b>37</b>                              | <b>37</b>                   | <b>38</b>   |
| Sunday May 19, 2024                          |           | <b>39</b>   | 33             | <b>37</b>                              | <b>37</b>                   | <b>38</b>   |
| Saturday July 6, 2024                        |           | 31          | 28             | 29                                     | 30                          | 30  |
| Sunday July 7, 2024                          |           | 33          | 25             | 30                                     | 30                          | 32  |
| Vehicles with Boat Trailer (Spaces Occupied) |           |             |                |  |                             |   |
| Survey Date                                  | Supply    | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                        | 55 (est.) | 18          | 13             | 17                                     | 17                          | 18  |
| Sunday May 19, 2024                          |           | 30          | 20             | 29                                     | 29                          | 30  |
| Saturday July 6, 2024                        |           | <b>54</b>   | <b>39</b>      | <b>49</b>                              | <b>48</b>                   | <b>53</b>   |
| Sunday July 7, 2024                          |           | 42          | 30             | 40                                     | 40                          | 42  |

### 3.4.3 Summary of Parking Demand Results

The parking demand survey results indicate that the Town Dock experiences high levels of parking demand during the summer months. Key findings from the parking survey are highlighted below:

- **Main Town Dock Parking Lot:** Parking demand was high across all four survey days, indicating that this parking lot is well utilized on summer weekends. Peak parking demand typically occurred between 1-3pm, with demand generally decreasing into the evening period. The highest observed demand was 89 spaces, exceeding the available supply (86) due to illegal parking. The average demand during the busiest four hour period was 76 spaces, whereas the 85<sup>th</sup> percentile demand was 83 spaces. These results indicate that the Main Town Dock Parking Lot is typically operating at 88-96% utilization on a summer weekend afternoon.
- **Boat Launch Gravel Lot (Passenger Vehicles):** No major capacity constraints were observed for passenger vehicles parked in the boat launch gravel lot. Parking demand at this location was relatively stable over the course of a typical weekend day. The highest observed demand was 39 spaces. The average and 85<sup>th</sup> percentile demand during the busiest four hour period was 37 and 38 spaces respectively. These results indicate that the Boat Launch Gravel Lot is typically operating at only 61-63% utilization for passenger vehicles on summer weekends.
- **Boat Launch Gravel Lot (Vehicles with Boat Trailer):** Significant variation in parking demand for vehicles with a boat trailer was observed across the four survey days. The highest observed demand was 54 spaces, which occurred on Saturday July 6<sup>th</sup>. Peak parking demand was lower on the other three survey days. The average and 85<sup>th</sup> percentile demand during the busiest four hour





period was 49 and 53 spaces respectively. These results indicate that the Boat Launch Gravel Lot operates at up to 98% utilization for vehicles with a boat trailer on summer weekends.

The parking survey results indicate that there is an opportunity to optimize parking at the Town Dock and repurpose some of the existing parking spaces for public realm improvements, while recognizing that existing parking demand is high and needs to be accommodated either on- or off-site. Recommendations pertaining to the Town Dock parking supply are summarized further in **Section 6.3**.

### 3.5 PARKING MANAGEMENT AND ENFORCEMENT

Based on discussions with Town staff, key stakeholders, and members of Council, it is understood that parking enforcement is generally conducted on an ad-hoc basis and is typically reactive and complaint-driven. Enforcement officers are called to the location when parking infractions or violations are reported. It is also understood that Penetanguishene residents and business owners are largely aware that enforcement is infrequent; given the lack of proactive deterrence many vehicles are parking in the Downtown for extended periods of time in violation of the prescribed time limits.

Having proactive enforcement year-round would provide a more consistent approach for the Town to help alleviate perceived pressures on parking demand, increase parking turnover and promote economic activity in the Downtown area, and increase revenue through ticketing to help offset the cost of additional enforcement. Additional details on parking management and enforcement recommendations are provided in **Section 6.2.1**.





## 4 PUBLIC AND STAKEHOLDER CONSULTATION

Public and stakeholder consultation was conducted throughout the study to introduce the public to the study’s goals and objectives and allow community members to provide feedback on parking issues and their personal experiences. At the onset of the study, a project website was developed by the Town of Penetanguishene to provide the public with information about the project, including background information, project updates, and study team contact information to submit questions or comments at any time throughout the study.

The following sections provide an overview of the consultation undertaken and feedback received from members of the public and the Town’s interest groups. Public consultation was undertaken through meetings with Town advisory committees, one-on-one meetings with members of council, and a public online survey.

### 4.1 TOWN ADVISORY COMMITTEES

Four (4) advisory committees (Economic Advisory Committee, Town Dock Technical Advisory Committee, Wellbeing and Accessibility Committee, and Trails Committee) were consulted by LEA and/or Town staff between May 2024 to September 2024 to get preliminary feedback regarding the visions for the project as well as issues or concerns with respect to parking in the Downtown and Waterfront area. **Table 4-1** summarizes the comments and concerns from the Town’s advisory committees.

Table 4-1: Summary of Comments or Concerns (Advisory Committees)

| Committee                              | Date   | Summary of Comments or Concerns   |
|--|--|---|
| Economic Advisory Committee            | May 6, 2024<br><br>(hybrid – in-person/virtual meeting)  | <ul style="list-style-type: none"> <li>Penetanguishene is known for free parking. Any consideration for paid parking would deter people from visiting the Downtown.</li> <li>The angled parking on Main Street is difficult to maneuver in and out of. There are perceived safety concerns with the angled parking.</li> <li>Customers and/or staff of businesses park on-street all day resulting in limited spaces for residential units in the Downtown.</li> <li>The Town Dock has a large parking supply that is heavily used in the summer.</li> </ul>    |
| Wellbeing and Accessibility Committee  | May 9, 2024<br><br>(in-person meeting)                   | <ul style="list-style-type: none"> <li>Larger trucks parked in the angled parking along Main Street intrude into the driving lane causing safety concerns.</li> <li>Suggestion to provide better wayfinding signage or maps identifying municipal parking areas.</li> <li>Town Dock could use a walkway or some designated pedestrian area to encourage community interest and use.</li> <li>The committee felt the need to promote the entire Downtown area including the Angel Gate Bingo area, the mall, upper Main Street and lower Main Street.</li> </ul> |
| Town Dock Technical Advisory Committee | May 29, 2024<br><br>(hybrid – in-person/virtual meeting) | <ul style="list-style-type: none"> <li>The Town Dock experiences a lot of activity during the summer months. Both the paved and gravel lots experience high demand; residents and visitors are parking wherever possible.</li> <li>The angled parking on Main Street is a common concern, especially during the winter months when snow removal covers part of the parking space.</li> </ul>  |





| Committee        | Date  | Summary of Comments or Concerns  |
|------------------|---|--|
|                  | September 5, 2024<br><br>(hybrid – in-person/virtual meeting) | <ul style="list-style-type: none"> <li>Concerns were expressed by several committee members with respect to the proposed reduction in parking supply due to potential impacts on users of the boat launch.</li> <li>General agreement from committee members that preserving sufficient parking was an important design consideration, with varying opinions on the amount of parking required.</li> </ul>   |
| Trails Committee | June 11, 2024<br><br>(in-person meeting)                      | <ul style="list-style-type: none"> <li>The angled parking on the slope of Main Street is difficult and causes safety issues. Seniors parking Downtown tend to avoid the spaces on the slope.</li> <li>Town Dock experiences high parking demand when boat tours/boat cruises are running. However, the committee notes that Town Dock supplies should not be based on peak times.</li> <li>Suggestion to implement shuttle buses for events/weekends.</li> </ul> |

## 4.2 MEMBERS OF COUNCIL

One-on-one virtual meetings were also conducted with members of council to gain insight on firsthand parking challenges and experiences within the Downtown and Waterfront area. A summary of the comments and feedback received as provided in **Table 4-2**.

Table 4-2: Summary of Comments or Concerns (Members of Council)

| Parking Topics                            | Summary of Comments or Concerns  |
|---|--|
| Parking Demand, Utilization, and Location | <ul style="list-style-type: none"> <li>The Town has sufficient off-street parking supplies, but it's not managed well. There are underutilized mid-block municipal lots that can be capitalized on (e.g., curling club is rarely full and is within walking distance of the Town Dock).</li> <li>Better wayfinding and signage are needed to direct users to off-street lots (e.g., Canada House and St. Ann Church parking lot often get overlooked due to lack of signage)</li> <li>The Town has sufficient on-street parking supplies; however, it requires better proactive enforcement.</li> <li>Several on-street parking spaces are poorly marked. Suggestion to redo pavement markings along Robert Street.</li> </ul> |
| Parking Enforcement                       | <ul style="list-style-type: none"> <li>Proactive enforcement is required to address the ebb and flow of Downtown residents and visitors (i.e., time restrictions are currently not enforced well and are addressed on a compliant basis).</li> <li>Employees and business owners have been seen using the parking spots in front of their stores, which do not comply with on-street time restrictions and limits opportunities for parking turnover.</li> </ul>   |
| Angled Parking                            | <ul style="list-style-type: none"> <li>Angled parking along Main Street is an issue with safety concerns when backing out of parking spaces. Angled parking is currently permanent through the use of interlocked stone/brick.</li> <li>Parking on a slope is harder to navigate during the winter which exacerbates vehicle overhang issues.</li> </ul>   |
| Town Dock Parking                         | <ul style="list-style-type: none"> <li>The Town Dock parking lot reaches capacity during long weekends and various summer weekends; however, it is underutilized for the majority of the year. A redesign of the Town</li> </ul>   |





| Parking Topics    | Summary of Comments or Concerns  |
|-------------------|--|
|                   | <p>Dock can help with efficient use of land and focus on accessibility and walkability.</p> <ul style="list-style-type: none"> <li>• Suggestion to better utilize sewage treatment plant lands as either overfill parking or redevelop as the gateway to the Town Dock.</li> <li>• Suggestion to include a protected zone for tour buses.</li> </ul> |
| Overnight Parking | <ul style="list-style-type: none"> <li>• Residents living on top of commercial units in the Downtown have no place to park during the winter. There is a need to address overnight parking for residents.</li> </ul>   |

### 4.3 ONLINE SURVEYS

Online surveys were posted on Connect Penetanguishene between June 5<sup>th</sup> 2024 to July 5<sup>th</sup> 2024 to generate input from business owners, employees, residents, and visitors on key issues facing parking in Downtown Penetanguishene. Two (2) separate surveys were posted to receive feedback from business owners & employees and residents & visitors respectively. The online surveys aimed to identify areas of concern with respect to parking and to gauge public interest in various parking initiatives. Topics discussed in the online surveys are shown in **Table 4-3**.

Table 4-3: Online Survey Topics

| Parking Topics Discussed   | Parking Initiatives Discussed  |
|--|--|
| <ul style="list-style-type: none"> <li>• Parking Demand &amp; Utilization</li> <li>• Location and Navigation of On-and Off-Street Parking</li> <li>• Town Dock Parking Demand</li> <li>• Peel Street Parking</li> <li>• Parking Difficulties due to Slope/Challenging Terrain</li> </ul> | <ul style="list-style-type: none"> <li>• Overnight Parking Permits</li> <li>• Paid Parking</li> <li>• Peel Street Revitalization</li> <li>• Streetscape &amp; Public Realm Improvements</li> </ul> |

The majority of survey respondents (75%) were Town of Penetanguishene residents. The remaining respondents were visitors who utilize the Town’s amenities and services. The survey results are summarized below; a detailed summary of the online survey results is provided in **Appendix D**.

#### Residents & Visitors

A total of 184 responses were received for the survey of residents & visitors. Key survey findings include:

- ▶ **Parking Demand & Utilization:** The majority of respondents park in public on-street spaces (71%) followed by public off-street municipal lots (22%). 40% of respondents indicated difficulties in finding available parking in the Downtown while 60% of respondents typically do not have issues with parking availability. Overall, the majority of respondents park for 1-2 hours (83%) followed by 2-3 hours (9%). Less than 10% of respondents park in Downtown for more than 3 hours.
- ▶ **Parking Accessibility & Location:** The majority of respondents would be willing to walk 2 to 3 minutes from their car to their destination (77%). However, 32% of respondents noted mobility challenges that would require parking close to destinations. Several respondents indicated there is a lack of accessible parking especially along Main Street, close to retail and services.





- ▶ **Town Dock Parking:** Only 11% of respondents are parking at the Town Dock several times a week. The remaining 89% of respondents park at the Town Dock occasionally or not often. The two (2) most prominent reasons for visiting the Town Dock are to eat at the “World Famous Dock Lunch” and to use the property for leisure activities/public land. Out of all respondents, the majority have not experienced parking challenges at the Town Dock (76%) and typically only park for 1 to 2 hours in the lot. Some respondents have suggested allowing overnight parking at the paved lot.
- ▶ **Peel Street Parking:** The majority of respondents have not experienced parking challenges along Peel Street (84%); however, many respondents would be interested in streetscape and public realm improvements. The top four (4) public realm improvements include: additional on-street parking spaces (90 responses), improve existing pedestrian infrastructure and amenities (67 responses), improved wayfinding signage (30 responses), and distinct streetscape/intersection improvements (30 responses).
- ▶ **Parking Permits, Overnight Parking, and Paid Parking:** The majority of respondents were not in favour of purchasing residential permits (80%). However, several respondents expressed concern with the lack of overnight parking from November to April due to snow removal on Main Street resulting in residents competing for parking spots. Furthermore, a large majority of respondents were not in favour of paid on-street parking (95%).
- ▶ **Parking Challenges:** The top three most prominent parking challenges experienced in the Downtown include: parking difficulties due to steep slopes or challenging terrain (90 responses), lack of available parking spaces within a desirable walking distance (64 responses), and perceived safety issues with respect to on-street parking or municipal parking lots (45 responses). Several respondents also indicated the lack of availability on-street spaces is due to owners and employees parking next to their business as well as the lack of parking enforcement.
- ▶ **Parking Enforcement:** Several respondents indicated that there is a lack of parking enforcement and are supportive of increasing parking enforcement strategies to discourage illegal parking activity and better manage resident parking for those living in the downtown.
- ▶ **Angled Parking:** Approximately 20 respondents indicated challenges with the angled parking along the sloped section of Main Street. Common issues include sightline challenges when backing out of the angled spaces, a problem that can be worsened by longer vehicles (i.e., pick-up trucks) sticking out of the adjacent parking space and snowbanks minimizing the size of the angled parking space during the winter months.

#### **Business Owners & Employees**

A total of 15 responses were received for the survey geared towards business owners & employees. Key survey findings include:







- ▶ **Parking Demand & Utilization:** The majority of business owners & employees park in public off-street municipal lots (73%) while the remaining park in public on-street spaces or within a private off-street lot. 40% of the respondents indicated difficulties in finding available parking in the Downtown while 40% of respondents typically do not have issues with parking availability. The remaining 20% indicated occasional difficulties on certain days and during the winter months with large snow piles from snowplows. Overall, the majority of respondents park for 7+ hours (80%).
- ▶ **Parking Accessibility & Location:** All respondents indicated a willingness to walk 2 to 3 minutes from their car to their place of work (77%). None of the respondents indicated mobility challenges that would require parking close to their place of work. 93% of respondents indicated that there is a municipal off-street parking lot within 100m of their business which are generally located along Robert Street or Main Street.
- ▶ **Parking Conditions for Customers:** The majority of respondents indicated that their customers park in public on-street spaces (87%) followed by public off-street lots (27%) and private off-street lots (7%). 60% of the respondents feel that there is not enough parking during weekday business hours for their customers.
- ▶ **Town Dock Parking:** Only 7% of respondents are parking at the Town Dock several times a week. The remaining 93% of respondents park at the Town Dock occasionally or not often. The most prominent reason for visiting the Town Dock is to eat at the “World Famous Dock Lunch”. Out of all respondents, the majority have not experienced parking challenges at the Town Dock (93%) and only park for 1 to 2 hours in the lot.
- ▶ **Peel Street Parking:** The majority of respondents have not experienced parking challenges along Peel Street (67%); however, many respondents would be interested in streetscape and public realm improvements. The top three (3) public realm improvements include: additional on-street parking spaces (13 responses), improved existing pedestrian infrastructure and amenities (5 responses), and improved wayfinding signage (4 responses). Several respondents have also expressed interest in dedicated employee parking on Peel Street.
- ▶ **Parking Permits, Overnight Parking, and Paid Parking:** 60% of respondents were not in favour and 40% of respondents were in favour of purchasing residential permits. Some respondents were also in favour of permit parking for Downtown business owners. Furthermore, the majority of respondents were not in favour of paid on-street parking (87%).
- ▶ **Parking Challenges:** The top three most prominent parking challenges experienced in the Downtown include: lack of available parking spaces within a desirable distance (12 responses), unclear signage/lack of signage regarding parking restrictions (7 responses), and perceived safety issues with respect to on-street parking or municipal parking lots (6 responses). A few respondents have also indicated parking supply challenges and limited parking for customers.
- ▶ **Parking Enforcement & Time Limits:** Several respondents indicated that there is a lack of parking enforcement to manage parking infractions as it relates to parking time limits, noting that residents and customers of certain stores park their vehicles along Main Street for the entirety of the day.





## 5 BEST PRACTICE REVIEW

A review of municipal best practices for parking management, enforcement strategies, and funding methods from comparable municipalities has been conducted to identify key takeaways for the Town of Penetanguishene. The following municipalities were examined as part of the best practices review:

- ▶ The City of Orillia;
- ▶ The Town of Midland;
- ▶ The Town of Collingwood; and
- ▶ The Town of Gravenhurst.

The municipalities included in the best practices review were selected based on their similar geographical contexts, population size, and built form compared to the Town of Penetanguishene. The chosen municipalities are also similar to the Town of Penetanguishene in that they are primarily rural with urban centers and have high tourism activity during the summer period which leads to parking demand pressures, especially for their waterfront(s) and marina(s).

The best practices review began with a comprehensive desktop review of the general existing conditions, current bylaws, and the parking systems for each municipality. This initial phase involved gathering information from municipal websites and official documents. Following this, the project team reached out to transportation and enforcement staff in each municipality to confirm the study findings. The collected data was then analyzed to identify common practices, challenges, and innovative solutions.

### 5.1 PARKING MANAGEMENT AND ENFORCEMENT

#### 5.1.1 Time Limits

Implementing parking time limits promotes turnover and business activity by increasing the number of people who can use a parking space in a given time period. The parking time limits of comparable municipalities were examined to identify what time limits are most commonly used in their commercial cores, as shown in **Table 5-1**.

Table 5-1: On-Street Parking Time Limits

| Parking Time Limits | Orillia | Midland | Collingwood | Gravenhurst | Penetanguishene |
|---------------------|---------|---------|-------------|-------------|-----------------|
| 15-Min.             | ✓*      | N/A     | N/A         | N/A         | N/A             |
| 30-Min.             | N/A     | N/A     | N/A         | N/A         | ✓               |
| 1 Hour              | ✓       | N/A     | ✓           | N/A         | N/A             |
| 2 Hours             | ✓       | ✓       | ✓           | N/A         | ✓               |
| 3 Hours             | N/A     | ✓       | ✓           | ✓           | N/A             |
| 4 Hours             | N/A     | N/A     | N/A         | N/A         | ✓               |
| 24 Hours            | ✓       | N/A     | ✓           | N/A         | N/A             |

\*Minimum 15-min payment required





A parking time limit of 2-3 hours was most common among other municipalities. Orillia and Collingwood have a maximum on-street parking time limit of 24 hours when signage indicating parking overnight is permitted.

On-street time limits for Downtown Penetanguishene are generally comparable to other municipalities. As such, no changes are recommended to the existing 2-hour time limits that apply to most study area streets. However, there is an opportunity to revisit the existing 4-hour time limit along Peel Street and implement select 15-minute loading zones along Main Street to accommodate pick-up/drop-off activities in place of parking for longer periods. Reduced time limits for on-street parking in commercial areas can benefit both business owners and customers. Encouraging a higher turnover rate for on-street parking spaces through a reduction in parking time limits and increased enforcement will create more parking availability for customers and promote economic activity in Downtown Penetanguishene.

### 5.1.2 Winter Overnight Parking Restrictions

On-street parking that interferes within snow removal during the winter seasons is not permitted in the Town of Penetanguishene as per By-law 2023-43, Section 32 (1). Annual notices are issued to remind residents and businesses that no vehicles are to be parked on the roads and shoulders from 1AM until 7AM and no vehicles are to be parked in municipal parking lots to allow for proper snow removal.

Winter overnight parking restrictions were examined across the comparative municipalities to identify when vehicles are prohibited from parking on-street. Restrictions for winter overnight on-street parking are summarized in **Table 5-2**.

Table 5-2: Winter Overnight On-Street Parking Restrictions

| Time        | Orillia | Midland | Collingwood | Gravenhurst | Penetanguishene |
|-------------|---------|---------|-------------|-------------|-----------------|
| 11PM – 12AM | N/A     | N/A     | N/A         | N/A         | N/A             |
| 12AM – 1AM  | ✓       | ✓       | N/A         | ✓           | N/A             |
| 1AM – 2AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 2AM – 3AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 3AM – 4AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 4AM – 5AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 5AM – 6AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 6AM – 7AM   | ✓       | ✓       | ✓           | ✓           | ✓               |
| 7AM – 8AM   | N/A     | N/A     | N/A         | N/A         | N/A             |
| 8AM – 9AM   | N/A     | N/A     | N/A         | N/A         | N/A             |

The comparative municipalities have overnight parking restrictions ranging from a start time of 12AM to 1AM and a collective end time of 7AM. These time restrictions are comparable to the Town of Penetanguishene. As such, it is recommended that the Town maintain its existing overnight parking restrictions to facilitate the efficient removal of snow during the winter months.

### 5.1.3 Number of Parking Enforcement Officers

It is understood that the Town of Penetanguishene currently has no dedicated staff for the purpose of parking enforcement. Increasing parking enforcement can increase parking revenues through the issuance of parking tickets and ensure that desired parking turnover is achieved in commercial areas. The number of full-time officers and summer seasonal officers involved in parking enforcement has been examined across the comparative municipalities to identify how parking enforcement is conducted and is summarized in **Table 5-3**.





Table 5-3: Parking Enforcement Staff by Municipality

| Parking Enforcement                       | Orillia   | Midland                                  | Collingwood          | Gravenhurst          | Penetanguishene                           |
|---|---|--|----------------------|----------------------|---|
| # of Full-Time Officers                   | 1 Full-Time Parking and 4 Rotational Parking Officers | 1 Full-Time Parking Officer              | 5 Full-Time Officers | 3 Full-Time Officers | No dedicated staff (on a complaint basis) |
| # of Summer Seasonal officers (May-Sept.) | 2 Students  | 2 Students (1 Part-Time and 1 Full-Time) | 5 Students           | 2 Students           |   |

All of the examined comparative municipalities have full time officers and summer seasonal officers involved in parking enforcement. The number of full-time officers involved in parking enforcement ranges from one (1) to five (5) across the municipalities, although it should be noted that they are not hired exclusively for parking enforcement. The number of summer seasonal officers involved in parking enforcement varies across the municipalities. Summer seasonal officers in Orillia and Midland are hired exclusively for parking enforcement. Other comparative municipalities including Gravenhurst and Collingwood have summer seasonal officers spend the majority of their time enforcing parking. A common theme observed from most municipalities is that population growth is resulting in increased parking pressures which necessitate additional resources to effectively conduct parking enforcement.

It is recommended that the Town of Penetanguishene hire either full-time or part time parking enforcement officers to align with other municipalities.

## 5.2 FUNDING METHODS

### 5.2.1 Paid Parking

User fees from paid parking can be used for the recovery of capital and operating costs associated with on-street and off-street public parking. The paid parking rates of the comparative municipalities are indicated in **Table 5-4**.

Table 5-4: Paid Parking User Fees by Municipality

| Type       | Orillia                                      | Midland | Collingwood                                     | Gravenhurst | Penetanguishene             |
|------------|--|---------|---|-------------|-----------------------------|
| On-Street  | \$1.75-3/hour (Max. 2 hours metered parking) | Free    | \$10/hour or a max of \$50/day along Waterfront | Free        | Free                        |
| Off-Street | \$1-3/hour                                   | Free    | \$1/ hour (no Max. time) in Downtown            | Free        | \$15/ day at Town Dock Area |

Across the comparative municipalities, parking rates range from \$1.75/hour to \$10.00/hour for on-street parking and \$1/hour to \$3.00/hour for off-street parking. By comparison, on-street parking is free within the Town of Penetanguishene, while daily rates at the Town Dock and Wharf are \$15/day. In terms of daily rates, Collingwood provides a maximum on-street parking at a rate of \$50/day.

Based on consultation with key stakeholders and through the online parking survey, there is little interest from residents and business owners in the implementation of paid parking. As such, it is recommended that the Town of Penetanguishene continue paid parking only at the Town Dock while retaining free parking in the rest of the Downtown and Waterfront area.





### 5.2.2 Seasonal Parking Permits

Seasonal parking permits are a revenue source for municipalities since they are sold to residents and/or visitors. The revenue gained from the sale of seasonal parking passes can be used to cover the costs for maintaining public parking facilities. Seasonal parking permits are provided in Orillia, Midland, and Collingwood. Information regarding seasonal parking permits for the comparative municipalities is shown in **Table 5-5**. Seasonal parking can be a more affordable parking option than hourly or daily parking if passholders often frequent the designated parking zones. Parking areas can also be reserved for seasonal parking permit holders only, which can help manage parking demand.

It is recommended that the Town of Penetanguishene continue the provision of seasonal parking permits as an option for use of the Town Dock and its amenities. Additional recommendations with respect to parking permits are discussed in **Section 6.2.4**.

Table 5-5: Seasonal Parking Permits

| Category               | Orillia                                       | Collingwood                                    | Penetanguishene (Town Dock only)        |
|------------------------|---|--|---|
| Price                  | \$60-75/vehicle (depending on lot location)   | Free for residents; \$120/vehicle for visitors | \$95/vehicle for residents and visitors |
| Date of Validity       | April 1 <sup>st</sup> to Nov 15 <sup>th</sup> | May 1 <sup>st</sup> to Oct. 31 <sup>st</sup>   | Mid April to Mid Oct.                   |
| Max. Number of Permits | 1 per license plate                           | 2 per application                              | 1 per vehicle                           |

### 5.2.3 Boat Launch Permits

Boat launching permits are a revenue source for municipalities as they are sold to residents and/or visitors. The revenue gained from the sale of boat launch passes can be used to cover the costs for maintaining marinas and docking areas. Boat launching permits are provided in Orillia, Midland, and Collingwood. Information regarding boat launching permits for the comparative municipalities is shown in **Table 5-6**. Based on this review, no changes are recommended to the existing fee structure of the Town Dock boat launch permits as they generally comparable to other municipalities.

Table 5-6: Boat Launch Permits

| Category         | Orillia  | Midland   | Collingwood   | Penetanguishene                                       |
|------------------|--|---|---|---|
| Daily Price      | Free for residents with permit; \$10/hour and max. \$50/day for visitors | \$25/day for residents; \$50/day for visitors         | \$10.50/day for residents and visitors                  | \$20/day for residents and visitors                   |
| Seasonal Pass    | Free for residents;  | \$100/season for residents; \$200/season for visitors | \$88.50/season for residents; \$105/season for visitors | \$180/season for residents; \$250/season for visitors |
| Date of Validity | May 15 to Oct. 15  | Yearly  | April 1 to Oct 31                                       | Mid April to Mid Oct.                                 |

## 5.3 CASE STUDIES

Detailed below are several case studies identified as part of the best practice review that relates to municipal parking initiatives of interest to the Town of Penetanguishene. Information on these case studies was collected through a desktop review and conversations with municipal staff. Study recommendations were developed considering information collected as part of this review.



### 5.3.1 City of Orillia Shuttle Bus Pilot

The City of Orillia initiated a waterfront shuttle bus pilot program (The Sunshine Shuttle) on May 20, 2023, with the goal of offering convenient access to Couchiching Beach Park. This project was initiated in order to improve accessibility to the beach area and address observed parking constraints during the busy summer months.

As illustrated in **Figure 5-1**, the shuttle bus route connected Couchiching Beach Park to Municipal Parking Lot 6, which is approximately 2.2km away. A flat fee of \$30 daily parking cost was applied for vehicles parked in Lot 6, which included complementary use of the shuttle service. From May 20 to September 4, 2023, the shuttle was planned to run on a 20-minute cycle during peak hours on Fridays, Saturdays, Sundays, and holiday Mondays.

The project received a \$28,200 budgetary allocation as part of the 2023 budget process. The city's transit provider, TOK Transit, ran the shuttle service.

**Figure 5-1: City of Orillia Shuttle Bus Location**



Source: Google Maps, Accessed September 2024

The Sunshine Shuttle pilot program was terminated after only seven weeks of operation. Key factors contributing to the cancellation included:

- **Minimal Usage:** During the first seven weekends of operation, the shuttle experienced minimal usage. City staff monitored utilization and determined that it was significantly below the initial projections. One likely contributing factor contributing to the lack of usage was the \$30 daily cost to park in Municipal Lot 6, which was a significant deterrent.
- **Alternative Parking Options:** The City constructed a new temporary municipal parking lot (Lot 15), with 99 standard and 3 accessible parking spaces. This lot was a more attractive choice for visitors because it provided parking closer to the waterfront.

In summary, Orillia's waterfront shuttle pilot program demonstrated a proactive strategy for handling accessibility and transportation issues in a popular recreation location. However, the program was



terminated earlier than anticipated due to low usage and the presence of more practical parking options for visitors. These findings indicate that the successful provision of a shuttle bus requires the service to be competitive from both a cost and convenience perspective when compared to alternatives. If the Town of Penetanguishene were to implement a shuttle service to link major destinations such as the Downtown and Town Dock, it would need to be provided at low/no cost to be an attractive and useful alternative for residents/visitors.

### 5.3.2 Midland Removal of Paid Parking

The Town of Midland implemented a paid parking system in 2022 to manage parking demand and generate revenue. This decision faced significant pushback from residents, visitors, and local businesses, who felt that paid parking was hampering economic recovery and creating an undue cost burden.

In response, the Midland Town Council decided to revert to free parking in 2024 and established a parking committee to manage future parking strategies. It should be noted that the Town of Midland has a large supply of public parking and staff have indicated that additional parking is not required.

Ultimately, the removal of paid parking in Midland reflects the town's commitment to supporting the interests of its residents, visitors, and local businesses. This experience highlights the need for extensive public consultation prior to implementing paid parking to ensure that it is warranted and will not create significant adverse impacts. Paid parking is not recommended within Downtown Penetanguishene given the feedback received from stakeholders and residents as part of the study consultation.

### 5.3.3 Collingwood Paid Parking

The Town of Collingwood implemented a paid parking system in 2020 in its downtown and harbor areas to manage increased parking demand and generate revenue. Residents can apply for up to two free annual parking passes per year, while visitors have the option to purchase an annual pass or pay for parking at hourly or daily rates.

Paid parking is enforced seasonally at waterfront parks and Collingwood Harbor from Victoria Day Weekend to Thanksgiving, seven days a week. The hourly rate is \$10, and the daily rate is \$50, payable via the HotSpot parking app. Non-residents can purchase an annual parking pass for \$120.

It should be noted that there is ongoing discussion about reducing the cost of parking to half of the current rates. The program has been in effect since 2020 and was initiated due to increased demand from visitors during the pandemic. Paid parking is enforced in downtown areas only, with free parking available on local streets outside these areas.

The system has received mixed feedback regarding its usability for non-residents. While some complaints focus on the eligibility criteria for resident passes, others highlight issues with day-use parking payments via app or meters, including user errors leading to parking tickets. The compliance rate is approximately 60% during the summer period. In addition, it is noted that the first parking ticket can be canceled if an annual pass is purchased.

Parking prices are not adjusted during the year or season, although there is currently interest in peak-season pricing. A common complaint received from residents/visitors is a lack of awareness regarding paid parking.

Collingwood's paid parking program is a reflection of the Town's attempt to control parking demand while also generating revenue. Collingwood aims to provide a balanced approach to parking management that





benefits both residents and visitors by offering free annual permits to residents and taking pricing modifications into consideration. Although it is not recommended that the Town of Penetanguishene consider paid parking, these findings are relevant to recommendations pertaining to annual parking permits and regulating demand for parking in the Town Dock area.

#### 5.3.4 Gravenhurst's Approach to Parking and Boat Trailers

Gravenhurst has traditionally provided free parking as a means of encouraging tourism and economic development. Most streets allow three hours of free parking, while municipal parking spaces next to docks and other water attractions typically also offer free parking. Based on discussions with staff, encouraging economic growth and ensuring universal accessibility to parking are the two key motivations for keeping free parking in Gravenhurst.

Boat trailer parking is a challenge encountered within this community, particularly near the Muskoka Wharf pier. Congestion is caused by an absence of designated truck/trailer parking spots in marinas and launch zones. These problems are most acute during the peak summer period. Due to the three-hour limit on street parking and the scarcity of official launch parking spots, many people park boat trailers along the street, which is not technically permitted but prohibition is not often enforced.

Ultimately, Gravenhurst's free parking policy is a reflection of its commitment to fostering tourism and economic development. The main parking challenge encountered in the community pertains to boat trailer parking and a lack of available supply. These findings indicate that the Town of Penetanguishene should be mindful of providing sufficient boat trailer parking as part of a potential redesign of the Town Dock, considering the adverse spillover impacts that can occur if insufficient parking is provided on-site.







## 6 PARKING CHALLENGES AND OPPORTUNITIES

The Town of Penetanguishene Parking Strategy Study aims to develop effective parking strategies to meet the current and future needs of the local community. A review of the existing conditions and consultation with the public and key stakeholders has highlighted a number of emerging challenges and opportunities to be addressed by this study. This section outlines the identified challenges and opportunities to improve the Town’s parking management and needs:

- Municipal On- and Off-Street Parking Supply
- Monitoring Parking Utilization
- Main Street – Angled Parking
- On-Street Accessible Parking
- Parking Enforcement Personnel
- On-Street Time Limits
- Overnight Residential & Winter Parking Permits
- Long-Term Employees Parking Permits
- Cash In Lieu
- Town Dock

### 6.1 PARKING OPTIMIZATION AND ASSET MANAGEMENT

Parking is an important asset within the Town of Penetanguishene. The following sections detail recommendations to optimize the available supply and manage municipal parking within the Downtown and Waterfront area to accommodate existing and future demand.

#### 6.1.1 Municipal On- and Off-Street Parking Supply

##### Existing Conditions

The annual parking counts conducted by the Town revealed that the existing parking supply within Downtown significantly exceeds observed demand at both on- and off-street municipal parking locations. While the area of Main Street & Robert Street experiences higher on-street demand from commercial businesses when compared to other destinations, parking utilization has remained below 65% since 2019. Parking utilization has also decreased at St. Ann’s Catholic Church and the Town Hall, and remained consistently low at the Canada House, Hewson, and the Curling Club off-street parking lots. In 2023, all municipal lots had an average utilization rate below 50%. Most notably, parking utilization averaged approximately 10% at the Curling Club although it is worth noting that counts were collected during the summer period outside of the regular curling season. These observations were confirmed through feedback obtained from the online survey, as more than 50% of survey respondents indicated no issues with parking availability. Furthermore, several survey respondents indicated that the Town does not have a parking supply issue but rather a need for better enforcement and wayfinding signage to support use of municipal lots. The sole exception is at the Town Dock, which was observed to operate with high levels of parking demand during the summer months (see **Section 6.3**).

Furthermore, while on-street parking is clearly marked along Main Street, Peel Street, Simcoe Street/Water Street, and Robert Street West, it is understood that parking is also available along Robert Street East between Maria Street and Main Street as well as along Water Street between Main Street and Owen Street. However, these parking spaces are not signed and do not have clear pavement markings.



There is an opportunity to optimize the existing parking supply within Downtown given that the Town does not experience significant parking demand issues outside of the Town Dock. Directing Downtown visitors to existing underutilized lots with better wayfinding signage can help leverage the existing underutilized supply and facilitate access to local businesses.

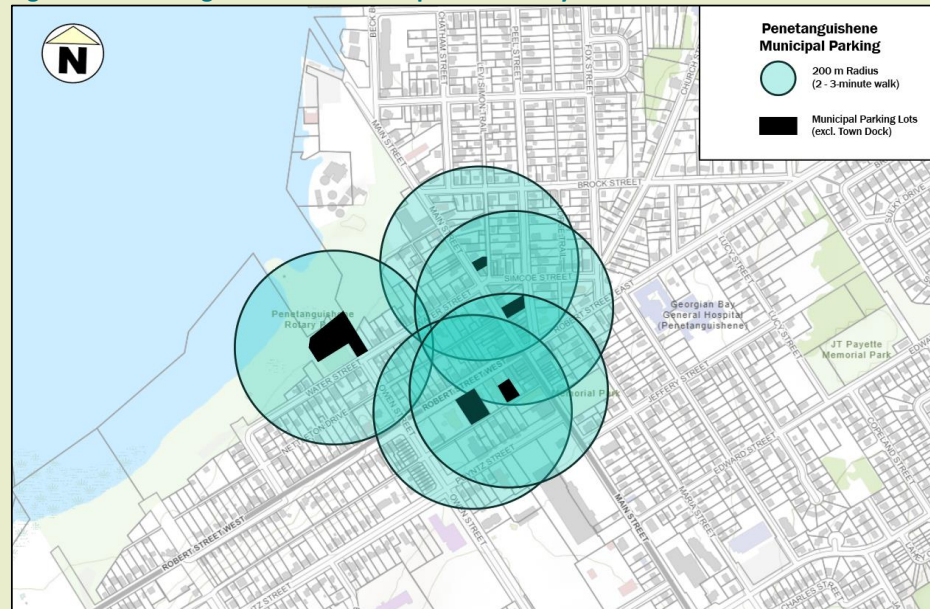
### Recommendations

To enhance the Town’s parking system, it is recommended that the Town implement wayfinding signage directing Downtown patrons to alternative off-street parking lots at St. Ann’s Catholic Church, the Town Hall, Canada House, Hewson, and the Curling Club. These lots are located within a 2 to 3-minute walk of key destinations including the core commercial area of Downtown and are within a desirable walking distance as indicated by more than 75% of online survey respondents. Directing Downtown patrons to alternative off-street lots will help optimize the existing parking supply as these lots are typically operating with a high number of residual spaces.

Installing clear, strategically placed signs that guide drivers to these alternative parking lots will help minimize confusion, redistribute parking demand, better utilize existing parking resources, and reduce the occasional seasonal demand pressure for on-street spaces. This approach not only optimizes parking availability but also supports a more organized and accessible town environment.

**Figure 6-1** illustrates the available municipal parking lots within the core commercial area of Downtown. As indicated below, most businesses within Downtown are accessible within 200m (or a 2 to 3-minute walk) of a municipal lot. Opportunities should be explored to create a pedestrian friendly environment and enhance walking connections between these parking lots and businesses.

**Figure 6-1: Walking Distance of Municipal Lots to Key Destinations**

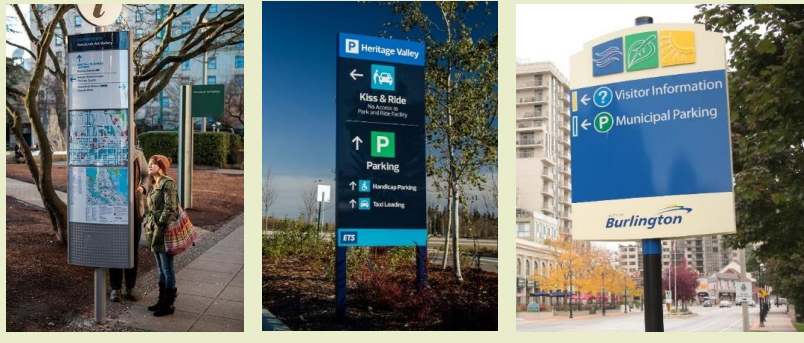


Clear signage and pavement markings are also recommended along Robert Street between Maria Street and Main Street (see **Section 6.1.5**) as well as along Water Street between Main Street and Owen

Street to better delineate where legal parking is permitted. Both roadways are scheduled for reconstruction in 2033 (or later).

Wayfinding signage should be provided throughout the Downtown to allow drivers to easily find municipal parking lots. Signage can either be provided as an illuminated or digital screen illustrating a map of the available off-street parking locations or directional signs with arrows pointing to municipally owned lots (**Figure 6-2**). Wayfinding signage can also be installed along sidewalks and walkways for pedestrian navigation.

**Figure 6-2: Examples of Wayfinding Signage**



### 6.1.2 Monitoring of Parking Utilization

#### Existing Conditions

The Town conducts annual parking counts in the Downtown to better understand and monitor the parking utilization of on- and off-street spaces. The intent of this data collection exercise is to determine if parking pressures are present and to assess trends in parking demand. It is understood that these counts have been conducted since 2019 and a single spot count (at the same time) is generally collected twice a day (once in the morning and once in the afternoon) from May/June to October.

The Town’s current parking collection methodology of single spot counts potentially underestimates peak parking demand. There is an opportunity to improve the data collection methodology and consider supplementary parking survey types to achieve more accurate results and help inform policy decisions.

#### Recommendations

It is recommended that future annual parking utilization surveys be conducted 2-3 days per week on at least 3-4 weeks over a two-month period. Based on previous parking data provided by the Town, surveys in July and August should be prioritized to capture the summer peak period. Surveys should typically occur between Tuesday to Friday to capture weekday demand and on Saturdays to capture weekend demand. Furthermore, rather than a single spot count, it is recommended that survey timing be extended throughout the survey day at intervals of 1 hour and should have a consistent survey period over all survey days.

Survey times will vary according to land use and typical operating hours. However, the reoccurring peak parking demand should be captured within the selected timeframe and not during the initial or final intervals of the survey. **Table 6-1** provides a summary of when peak parking demand is expected for



various lands uses in the Downtown. These timeframes are based on field surveys conducted by LEA in 2024 and data from the Institute of Transportation Engineers Parking Generation Manual 6<sup>th</sup> Edition (October 2023). These timeframes should serve as guidance for understanding peak demand timing and selecting an appropriate survey period.

Table 6-1: Typical Peak Period Parking Demand

| Land Use                      | Peak Period of Demand (Weekday)   | Peak Period of Demand (Weekend)   |
|-------------------------------|-----------------------------------|-----------------------------------|
| Residential                   | 11:00PM – 6:00AM                  | 11:00PM – 7:00AM                  |
| Health/Fitness Club           | 4:00PM – 7:00PM                   | 9:00AM – 12:00PM                  |
| Recreational Community Center | 9:00AM – 12:00PM; 5:00PM – 8:00PM | 9:00AM – 2:00PM                   |
| Church                        | -                                 | 9:00AM – 1:00PM (Sunday)          |
| Small Office Building         | 10:00AM – 5:00PM                  | -                                 |
| Retail or Strip Retail Plaza  | 12:00PM – 6:00PM                  | 11:00AM – 5:00PM                  |
| Fast Casual Restaurant        | 11:00AM – 2:00PM                  | 1:00PM – 6:00PM                   |
| Fine Dining Restaurant        | 6:00PM – 9:00PM                   | 6:00PM – 9:00PM                   |
| High Turnover Restaurant      | 11:00AM – 2:00PM; 6:00PM – 9:00PM | 11:00AM – 2:00PM; 6:00PM – 9:00PM |
| Town Dock                     | 2:00PM – 5:00PM                   | 2:00PM – 5:00PM                   |

To capture the overall anticipated peak demand across Downtown Penetanguishene, it is recommended that the Town’s annual on- and off-street parking utilization surveys occur between 11AM to 5PM on both weekdays and weekends. Should parking utilization surveys be conducted for a particular land use, adjustments should be made based on hours of operation, where applicable (e.g., extending the survey hours into the evening for a restaurant use). The results of future parking utilization surveys should be summarized in field sheets. Details on the recommended parking survey methodology and sample field sheets are provided in **Appendix B**.

Additional supplementary surveys can be conducted to understand parking demand and trends within the Downtown including *Parking Turnover Surveys* which measures the rate of which parking spaces are used (i.e., frequency of vehicles entering and leaving parking spaces) or *Parking Trace Surveys* which focuses on the users of a parking space to provide insight into peak parking demand for different user groups.

Improvements to data collection will help determine how on- and off-street public parking is being utilized in the Town of Penetanguishene and better assist staff in their decision-making process.

### 6.1.3 Main Street – Angled Parking

#### Existing Conditions

Angled parking is currently provided along Main Street between Robert Street and Simcoe Street, Robert Street between Owen Street and Main Street, and Peel Street between Robert Street and Simcoe Street. Based on public and stakeholder consultation, a number of participants have expressed concerns with the recently added angled parking primarily along the sloped section of Main Street, which has created safety concerns due to sightline and maneuverability issues when backing out of the parking spaces. Residents and business owners have also noticed users parking outside of the designated lines due to the size and angle of the parking spaces. Furthermore, the size of the parking spaces does not easily accommodate



longer vehicles (e.g., pick-up trucks) which causes overhang issues and occasionally impedes northbound traffic along Main Street. Conditions worsen during the winter months due to snowbanks overflowing into the parking space.

There are opportunities to address issues with angled parking both in the short-term and long-term. While the existing pavement treatment and bricks installed for the angled parking is a limiting factor in the short-term, long-term solutions can help address safety concerns, encourage users who are currently deterred from using the Main Street angled parking, and help optimize the use of the existing parking supply.

### Recommendation

To ease overhang and sightline issues, signage is recommended along Main Street in the short-term to advise users to park up to the curb (see **Figure 6-3**). To avoid cluttering along the pedestrian streetscape, signage is recommended to be spaced out along the Main Street angled parking and/or in locations where time limit signage currently exists. Furthermore, signage needs to be coupled with increased by-law enforcement to ensure that vehicles are not encroaching into the road travel lanes. If the overhang issue persists, a vehicle size restriction can be implemented through signage and enforcement limiting use to vehicles with a maximum length of 5.4m (i.e., compact car or small car only signage).

In the long-term, it is recommended that several angled parking spaces be removed as part of future roadway reconstruction to allow for improved sightlines and other mobility infrastructure. The existing parking supply for the section between Robert Street to Water Street / Simcoe Street is currently 17 spaces; it is recommended that up to 3 spaces be removed as part of a future redesign. The existing 38-degree angle should be re-examined by a transportation consultant to confirm that it is appropriate given the roadway width and slope. Parking spaces closer to Robert Street should be prioritized for removal due to their proximity to the adjacent intersection and steeper slope conditions. The parking demand data collected by the Town indicates that there is sufficient parking supply in nearby off-street municipal lots to accommodate anticipated demand. The removal and reconfiguration of some angled parking will also create additional space for landscaping (e.g., bioswales) and other features including active transportation facilities (e.g., a bike corral) and/or street furniture to create a pedestrian friendly environment for the Downtown.

Additional recommendations pertaining to accessible parking and on-street parking limits for this roadway segment are discussed in the subsections below.

**Figure 6-3: Example 'Pull Forward' and 'Small Car Only' Signage'**

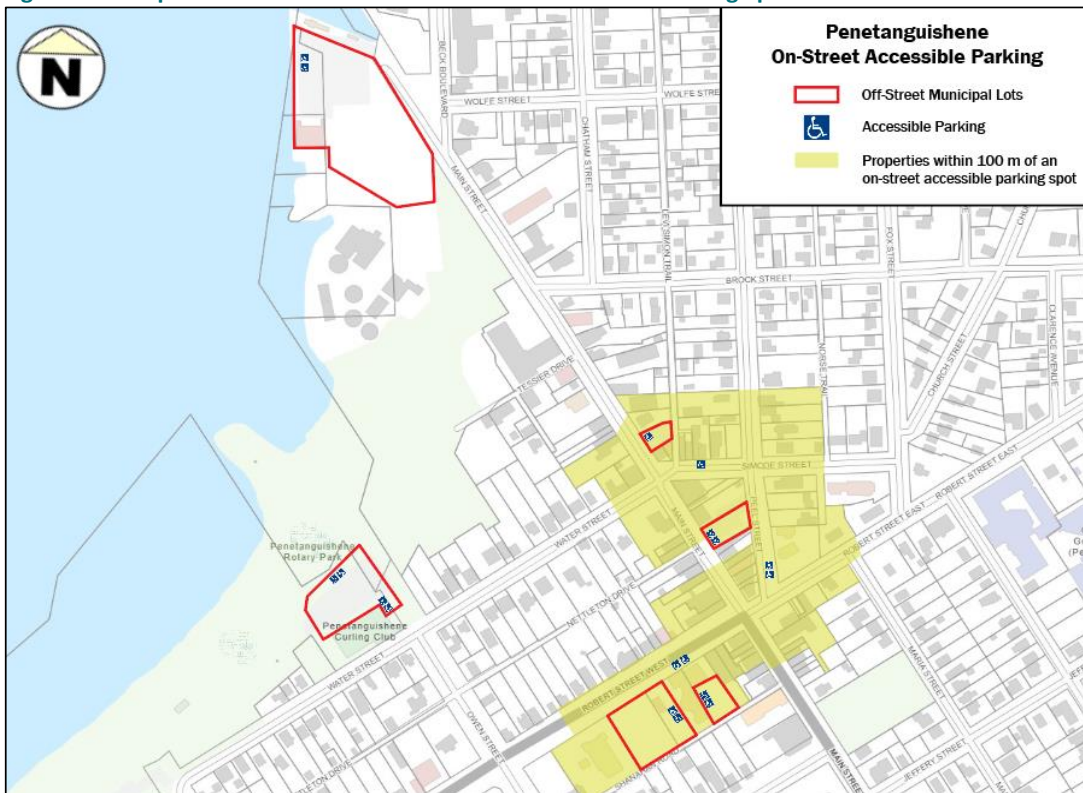


### 6.1.4 On-Street Accessible Parking

#### Existing Conditions

Approximately 2% (5 spaces) of the on-street parking supply is currently accessible. As illustrated in **Figure 6-4**, Main Street and the north side of Robert Street do not have any accessible on-street parking spaces which limit access for individuals with accessibility needs. While the majority of businesses at the corner of Main Street & Robert Street are reachable within a 100m rolling distance of an accessible on-street parking space, the spaces located along Peel Street and the south side of Robert Street are not convenient for those wishing to visit businesses on Main Street or the north side of Robert Street. Furthermore, 32% of respondents to the online survey indicated they have mobility challenges that require them to park close to their destination. A lack of accessible on-street parking, particularly along Main Street, was a concern for several of the survey respondents.

**Figure 6-4: Properties within 100m of an On-Street Accessible Parking Space**



#### Recommendation

An expansion of the accessible parking supply is recommended given the public feedback which noted a lack of accessible on-street spaces in the Downtown. The following locations are recommended:

- 2 additional spaces in the Town Dock parking lot;



- 1 angled space along Main Street between Robert Street and Water Street / Simcoe Street (as part of the long-term redesign);
- 1-2 parallel spaces along Main Street between Water Street / Simcoe Street and Beck Boulevard (preferably, one on each side of the roadway); and
- 1 angled space on the north side of Robert Street, west of Main Street.

It is also recommended that the Town develop a contact page or web link to receive requests for new accessible parking locations. New accessible parking should be evaluated based on the existing coverage of municipal accessible parking, the location of major destinations, and other considerations pertaining to accessibility (eg., terrain, available sidewalk connections). A 100m walking/rolling distance from an accessible space should be used as the standard measure of reasonable access to a commercial or public destination. This approach would formalize the process of adding additional on-street accessible spaces and establish a method for individuals and businesses to request new spaces, forming an inclusive practice that will help meet the Town's accessible parking needs.

#### 6.1.5 Peel Street and Robert Street East Reconstruction

It is understood that both Peel Street and Robert Street East are scheduled to undergo reconstruction in the next ten years. Peel Street is expected to be reconstructed by 2027/2028 while the Robert Street East reconstruction is listed as a 2033+ project. Road reconstruction projects provide an opportunity to improve the existing roadway design and create a better parking environment.

##### Recommendation

###### Peel Street:

The following design recommendations should be considered as part of the Peel Street reconstruction:

- Provide a formalized short-term lay-by parking zone on the west side of Peel Street that accommodates loading and pick-up/drop-off activity.

###### Robert Street East:

The following design recommendations should be considered as part of the Robert Street East reconstruction:

- Provide curb bump-outs and lay-by parking on the north side of Robert Street, east of Peel Street to the nearest driveway curb-cut, to create additional surface parking that is properly demarcated and signed. A 2-hour time limit is recommended for this parking to remain consistent with other areas of the Downtown.
- Reduce the curb cut widths and create additional on-street parking on the south side of Robert Street, between Main Street and Maria Street. A curb extension should be provided at the intersection with Main Street. Note: this recommendation is subject to the future design of cycling facilities planned at the intersection of Main Street and Robert Street.





## 6.2 PARKING MANAGEMENT & ENFORCEMENT

It is acknowledged that the Town of Penetanguishene experiences challenges with managing and enforcing parking requirements, regulations, and infractions. The following sections detail the recommendations to improve parking enforcement of on-street parking spaces and opportunities to implement permit programs for daytime and overnight demand.

### 6.2.1 Parking Enforcement Personnel

#### Existing Conditions

There is currently limited parking enforcement within the Town of Penetanguishene. Enforcement is typically reactive, and officers are called on-site when there is a complaint. Several respondents from the online parking survey indicated that there is a lack of parking enforcement and are supportive of increasing strategies to discourage illegal parking activity and better enforce existing parking time limits. Notably, survey respondents have indicated that business owners or employees often park on-street at prime locations all day with limited enforcement. Furthermore, business owners are concerned with parking turnover as residents also park on-street for long hours with little enforcement.

There is an opportunity to improve parking enforcement in the Town of Penetanguishene by hiring either full-time or part-time parking enforcement officers. Having year-round or seasonal enforcement could help alleviate on-street pressure during the busier seasons and address issues with drivers parking longer than the permitted time limit.

#### Recommendations

Through a review of comparable municipalities, it was noted that each of the examined municipalities had full-time officers as well as summer seasonal officers involved in parking enforcement. The number of full-time officers involved in parking enforcement ranges from 1-5 across the surveyed municipalities, although they are not always hired exclusively for parking enforcement. Seasonal officers in Orillia and Midland are hired specifically to enforce parking restrictions during the summer period. Other comparable municipalities including Gravenhurst and Collingwood have their summer seasonal officers spend the majority of their time enforcing parking along with other duties.

It is recommended that the Town increase enforcement by either hiring a year-round full-time or part-time parking enforcement officer. Additional enforcement resources can be considered during the summer months (May to September) when the Town sees more activity in the Downtown area. This recommended approach could help to alleviate seasonal parking pressures in higher demand areas and address issues with drivers parking longer than the permitted time limit. The cost of hiring enforcement officers can be offset by the increased revenue generated by issuing tickets or fines.

### 6.2.2 On-Street Time Limits

#### Existing Conditions

On-street parking time limits currently range from 30 minutes to 4 hours. Peel Street is signed as 4-hour parking, 6 spaces along Main Street south of Brock Street are signed as 30-minute parking, while the remaining on-street parking spaces are signed as 2-hour parking. Based on the online parking survey, 83% of residents and visitors typically park in Downtown for 2 hours or less.







There is an opportunity to revisit the existing on-street time limits to ensure they are appropriate for the land uses in Downtown. A reduction to on-street time limits can promote parking turnover by encouraging people to leave their space within the designated time limit.

### Recommendations

The best practices review indicated that comparable municipalities have on-street parking time limits ranging from 15 minutes to 24 hours with the most common time limits being 2-3 hours. This is generally consistent with the current time limits within Downtown Penetanguishene and as such, no changes to the 2-hour time limits along Robert Street, Fox Street, and Simcoe Street/Water Street are recommended.

Generally, no changes to the existing 2-hour time limit on Main Street are recommended. The sole exception is removing the 30-minute time limit for the 6 spaces along Main Street, between Brock Street and Beck Boulevard, and developing 15-minute loading zones to accommodate pick-up/drop-off activities and short shopping trips. It is recommended that 15-minute loading zones be implemented for 1-2 parking spaces on each block of Main Street to facilitate high turnover short duration trips (e.g. restaurant takeout, pick-up and deliveries).

It is also recommended that the existing time limit for parking on Peel Street be reduced from 4 to 2 hours to encourage higher turnover, except for permit parking holders as discussed in **Section 6.2.4**. Implementing a reduced time limit for Peel Street is recommended as it would benefit both business owners and customers by increasing parking availability for customers. A 2-hour time limit is also consistent with the typical time parked in the Downtown by respondents of the online survey. It should be noted that customers who need to park for longer than 2 hours can utilize off-street lots such as the Canada House parking lot.

### 6.2.3 Overnight Residential & Winter Parking Restrictions

#### Existing Conditions

There are currently overnight off-street parking restrictions under Item 44 (1) of Traffic Parking By-law 2023-43 in which no person shall park a vehicle in a municipally owned parking lot between 1AM to 8AM. Furthermore, there are currently overnight parking restrictions during winter for snow clearing in which no person shall park a vehicle on any roadway or municipal lot between the hours of 1AM to 7AM between November 1<sup>st</sup> in any year until April 1<sup>st</sup> of the following year.

Based on consultation with the public and members of Council, it is understood that these restrictions have created challenges for existing residents of the mixed-use buildings on Main Street where on-site parking is not available. This has resulted in some residents either parking illegally on-street or competing for parking spots. While residents can currently make a written request to park in municipal lots overnight, a more formal and accessible process is recommended to accommodate residents and visitors who require overnight parking in the Downtown area.

#### Recommendations

It is recommended that the Town of Penetanguishene formalize the process of requesting to park on-street overnight with a streamlined residential permit program. The need for an improve permit program stems from the combination of existing overnight and winter restrictions for on-street parking spaces resulting in challenges for residents living in Downtown. An easily accessible permit program





would alleviate overnight parking issues and ensure that snow removal can be conducted more efficiently while providing for the parking needs of Downtown residents. The program will need to indicate where residents should park during snowfall periods (eg. rotating to different municipal off-street lots) to allow for scheduled snow clearing. It is also recommended that the date and time when winter overnight parking restrictions are active be clearly added into the snow removal section of the by-law.

To maximize accessibility and ease of use, it is recommended that the residential permit program be managed through a user-friendly online platform where residents and visitors can conveniently apply for and receive approval for overnight permits. A variety of permit options should be made available to accommodate both short-term and long-term needs (i.e., 1-3 days for short-term accommodation, 4-6 months for seasonal usage, annual for long-term residents). To optimize the number of available permits for issue, it is recommended that the Town conduct an inventory of legal residential units with no off-street parking in the Downtown area and compare the potential need with the available on- and off-street municipal supply within the study area. The total number of annual permits should be determined based on the available off-street municipal supply to ensure a sufficient number of spaces are maintained for commercial use and avoid operational conflicts during snow clearing activity. Short-term and seasonal permits should only be issued outside of the winter period. The cost of the permit should be determined based on the associated implementation costs of this program.

Overnight residential permits can be offered in both physical and digital formats, providing flexibility and accommodating various preferences. Implementing this program will support the mixed-use buildings in the Downtown area to provide both short- and long-term accommodation for tourist and residential use.

#### 6.2.4 Long-Term Employee Parking Needs – Daytime Permits

##### Existing Conditions

Addressing the longer-term parking needs of owners and employees who require parking throughout the day is a key study recommendation given that many businesses in Downtown do not have access to a private lot. Through consultation and based on the online survey, concerns were expressed that business owners and employees park along Main Street, thereby limiting the available parking for visitors and customers. This behavior is evidenced by the survey results, as the majority of business owners and employees indicated that they park for 7+ hours. Respondents of the online survey have also expressed interest in more dedicated staff parking along Peele Street.

The dual demand for on-street parking spaces results in inefficiencies for visitors, customers, and employees. To address these issues, it is recommended that the Town develop a formal daytime permit program for business owners and employees.

##### Recommendations

To accommodate the longer-term parking needs for business owners and employees, it is recommended that the Town introduce daytime parking permits for eligible businesses on Main Street that permit parking up to 12 hours per day in the nearby on-street parking stalls on Peel Street. This would allow permit holders to park near their businesses while ensuring that the on-street spaces along Main Street remain open for visitors and customers. Employees who do not wish to purchase permits will be encouraged to park for free in municipal lots such as the St. Ann Church, Canada House, and





Hewson lots. A daytime permit system would encourage shifting longer-term parking away from Main Street to ensure close and convenient parking is available for visitors and customers. The permit program should be offered at a nominal cost and be convenient to register and renew on an annual basis. This recommendation should be coupled with increased enforcement of the existing time limits on Main Street, as discussed in **Section 6.2.1**.

### 6.2.5 Cash In Lieu

#### Existing Conditions

Cash-in-lieu allows developers who do not meet the applicable zoning by-law parking requirements to pay a value to the municipality to offset the construction or maintenance of municipal on- and off-street parking. While all non-residential developments in the Downtown and Waterfront Area are not required to provide off-street parking, the Town of Penetanguishene Official Plan indicates that they may accept cash in lieu payments for residential developments that cannot provide the required off-street parking due to site constraints. The amount of cash-in-lieu shall be based on the difference between the number of spaces required and the number of spaces provided on-site multiplied by the current space value. Given the current underutilization of the Town's existing municipal parking supply, it is recommended that this program continue and be encouraged for downtown redevelopment sites.

#### Recommendation

Provided that the Town manages off-street permit parking for residential and/or mixed used developments, it is recommended that the Town of Penetanguishene keep their cash in lieu policies to assist in maintaining off-street parking facilities and encourage context-appropriate intensification in the Downtown area.

## 6.3 TOWN DOCK RECOMMENDATIONS

The Town of Penetanguishene's Harbour plays a central role in the Town's heritage and serves as a focal point for the community. The Town Dock is located at the centre of the Town's harbour and is a cherished asset of the Town. A majority of the surface area of the Town Dock is currently used for vehicular parking. The Main Town Dock Parking Lot is paved with 86 spaces and the Boat Launch Gravel Lot is estimated to accommodate 60 passenger vehicles and 55 boat trailers. Identified by the Town's Strategic Plan and the Town Dock Secondary Plan and Master Plan, the Town Dock is a prime location for reinvestment to reallocate space for new public areas and recreational use while unlocking the site's economic potential.

The following section will outline the existing parking conditions at the Town Dock and determine an appropriate supply to support the Town's revitalization plans. Recommendations for passenger vehicle supply, boat trailer supply, and shuttle bus/tour bus management are provided.

#### Existing Conditions

As outlined in **Section 3.4**, LEA conducted video surveys over the May long weekend (Saturday May 18, 2024 and Sunday May 19, 2024) and a typical summer July weekend (July 6, 2024 and July 7, 2024) to capture parking operations and identify potential parking pressures at the Town Dock. Based on the parking data collected, the Town Dock experiences an influx in parking demand during the summer months which is consistent with feedback received from consultation with members of Council and through the online parking survey.





Peak parking demand at the Main Town Dock Parking lot was observed on Sunday July 7<sup>th</sup>, at 1:30 PM with 89 spaces occupied. During this time, the demand was higher than the available supply and illegal parking was observed. Peak parking demand at the Boat Launch Gravel Lot was observed on Saturday July 6<sup>th</sup> at 3:00PM with 83 spaces occupied.

A summary of the parking demand at the Main Town Dock Parking Lot and Boat Launch Gravel Lot are provided in **Table 6-2** and **Table 6-3**, respectively. **Table 6-4** combines the passenger vehicle demand observed at both the paved and gravel lots.

Table 6-2: Main Town Dock Parking Lot Summary

| Passenger Vehicles (Spaces Occupied) |        |             |                |  |                             |   |
|--------------------------------------|--------|-------------|----------------|--|-----------------------------|---|
| Survey Date                          | Supply | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                | 86     | 59          | 32             | 53                                     | 54                          | 56  |
| Sunday May 19, 2024                  |        | 84          | 41             | 72                                     | 72                          | 82  |
| Saturday July 6, 2024                |        | 81          | <b>53</b>      | 74                                     | <b>78</b>                   | 80  |
| Sunday July 7, 2024                  |        | <b>89</b>   | 47             | <b>76</b>                              | 76                          | <b>83</b>   |

Table 6-3: Boat Launch Gravel Lot Summary

| Passenger Vehicles (Spaces Occupied)         |           |             |                |  |                             |   |
|--|-----------|-------------|----------------|--|-----------------------------|---|
| Survey Date                                  | Supply    | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                        | 60 (est.) | 38          | <b>34</b>      | <b>37</b>                              | <b>37</b>                   | <b>38</b>   |
| Sunday May 19, 2024                          |           | <b>39</b>   | 33             | <b>37</b>                              | <b>37</b>                   | <b>38</b>   |
| Saturday July 6, 2024                        |           | 31          | 28             | 29                                     | 30                          | 30  |
| Sunday July 7, 2024                          |           | 33          | 25             | 30                                     | 30                          | 32  |
| Vehicles with Boat Trailer (Spaces Occupied) |           |             |                |  |                             |   |
| Survey Date                                  | Supply    | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                        | 55 (est.) | 18          | 13             | 17                                     | 17                          | 18  |
| Sunday May 19, 2024                          |           | 30          | 20             | 29                                     | 29                          | 30  |
| Saturday July 6, 2024                        |           | <b>54</b>   | <b>39</b>      | <b>49</b>                              | <b>48</b>                   | <b>53</b>   |
| Sunday July 7, 2024                          |           | 42          | 30             | 40                                     | 40                          | 42  |





Table 6-4: Main Town Dock Parking & Boat Launch Gravel Lot Summary (Passenger Vehicles)

| Passenger Vehicles (Spaces Occupied) |            |             |                |  |                             |   |
|--------------------------------------|------------|-------------|----------------|--|-----------------------------|---|
| Survey Date                          | Supply     | Peak Demand | Average Demand | Average Demand (busiest 4-hour period) | 85 <sup>th</sup> Percentile | 85 <sup>th</sup> Percentile (busiest 4-hour period) |
| Saturday May 18, 2024                | 146 (est.) | 97          | 66             | 90                                     | 91                          | 96  |
| Sunday May 19, 2024                  |            | <b>123</b>  | 74             | <b>109</b>                             | <b>109</b>                  | <b>120</b>  |
| Saturday July 6, 2024                |            | 108         | <b>81</b>      | 101                                    | 105                         | 106   |
| Sunday July 7, 2024                  |            | 119         | 72             | 104                                    | 105                         | 113   |

Although the peak parking demand (89 spaces) at the Main Town Dock Parking Lot exceeded the available supply (86 spaces) during one survey period in July, this situation is not typical. On average, during the busiest 4-hour period, the observed demand was 76 spaces, and the 85<sup>th</sup> percentile peak demand was 78 spaces. This evidence suggests that 85% of the time during the busiest peak periods, parking demand at the Town Dock will be below 78 spaces, and the current lot has enough capacity to meet expected demand.

Similar parking patterns were observed at the Boat Launch Gravel Lot. Although there were no capacity issues for passenger vehicles, the peak demand for vehicles with boat trailers approached the available supply of 55 spaces during one survey interval in July. However, the average demand during the busiest 4-hour period was 49 spaces, and the peak 85<sup>th</sup> percentile demand was 48 spaces, which is below the available supply. This evidence suggests that 85% of the time during the busiest peak periods, demand for boat trailer parking will be less than 48 spaces, indicating that the current lot has adequate capacity. For passenger vehicles, no capacity issues were noted, with peak demand reaching 39 spaces out of 60 available.

Based on the parking data collected, the Town Dock experiences increased demand during summer weekends with peak periods typically occurring between 1-3 PM. At all other times of day, both the Main Town Dock Parking Lot and Boat Launch Gravel Lot have significant residual parking capacity and underutilized space. Outside of peak times (summer weekends), the Town parking count data indicates that the Town Dock remains largely empty. This is further supported by the online parking survey which revealed that 76% of residents and visitors have not experienced parking challenges at the Town Dock.

There is an opportunity to reduce parking at the Town Dock and repurpose underutilized space for public realm enhancements. Reallocating space at the Town Dock would enhance this valuable public amenity for existing and future Penetanguishene residents and support diverse year-round recreational activities for all ages.

**Recommendation**

The Provincial Policy Statement, Town Official Plan and related policy documents provide clear direction that the Town should encourage the efficient use of transportation infrastructure and reduce auto dependency by promoting alternative travel modes such as walking and cycling. These guiding principles dictate that associated infrastructure such as parking should be provided at an appropriate level that satisfies typical demand, while balancing this need with the Town’s broader objectives with respect to community building and sustainable development.





Industry guidance typically recommends designing parking areas based on peak period or 85<sup>th</sup> percentile demand rather than the maximum demand observed. This practice balances efficiency, cost, and practicality as designing for the maximum demand can lead to an oversupply of parking and incur higher costs to accommodate a peak demand which occurs infrequently. As such, the busiest 4-hour peak period and/or 85<sup>th</sup> percentile demand was used to determine an appropriate parking supply for the Town Dock. This approach ensures that the typical summer demand can be accommodated while avoiding an unnecessary allocation of valuable waterfront space to surface parking.

It is understood that there is a desire to combine the existing Town Dock parking lots into a single paved lot with dedicated spaces for passenger vehicles and boat trailers. As such, based on the combined passenger vehicle demand from the Main Town Dock Parking Lot and Boat Launch Gravel lot, the recommended supply for passenger vehicles is 109 spaces. This recommendation was determined based on the averaged demand during the busiest 4-hour period. The recommended supply for boat trailers is 53 spaces which was based on the 85<sup>th</sup> percentile demand during the busiest 4-hour period. Of note, the 85<sup>th</sup> percentile demand was used to determine the supply of boat trailer parking given the logistical challenges associated with off siting this type of parking. The recommendations with respect to boat trailer spaces are therefore more conservative.

Note: The Town parking count data indicates that parking demand did not grow significantly over the four years of survey data (2019, 2021, 2022, 2023), despite the presence of population growth in the Town and Ontario over this period. Based on these findings, it is reasonable to conclude that associated parking demand at the Town Dock will not grow proportionally in the future. Increases in parking demand can be managed given the available surplus parking that are within walking distance of the Town Dock.

**Table 6-5** summarizes the recommended supply for the Town Dock based on passenger vehicle and boat trailer parking spaces.

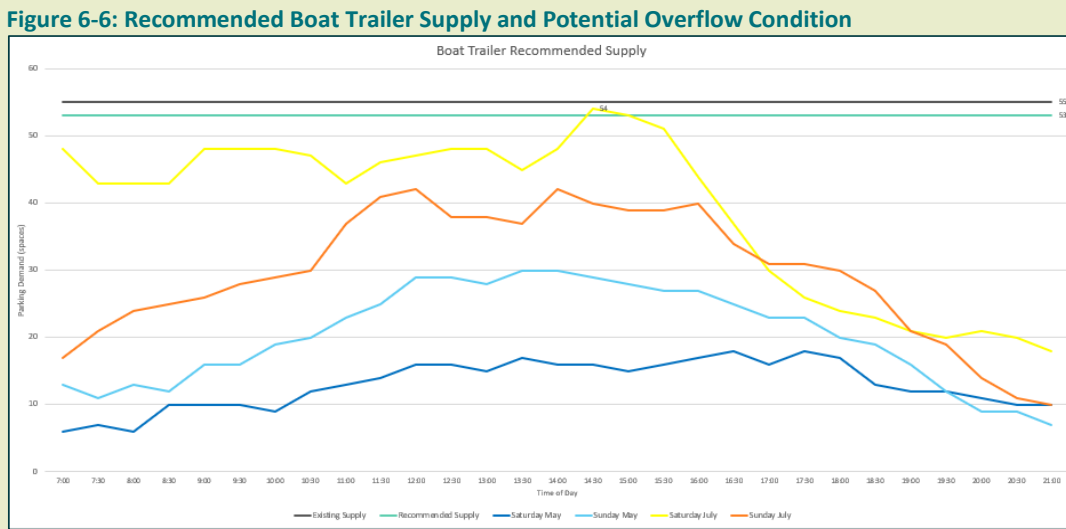
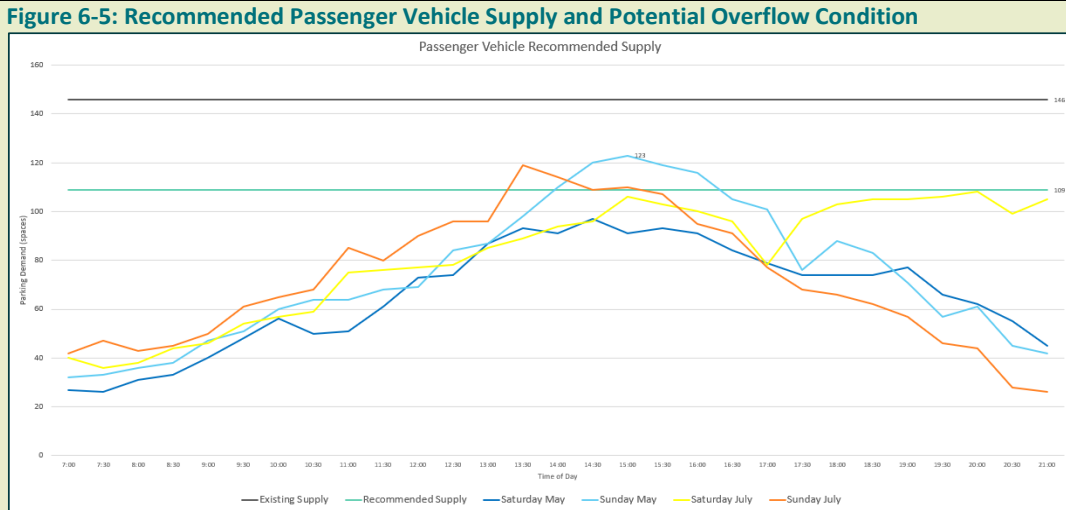
Table 6-5: Recommended Town Dock Supply (Passenger Vehicles + Boat Trailers)

| Parking Type               | Existing Supply                             | Recommended Supply   | Reduction |
|----------------------------|---|--|-----------|
| Passenger Vehicles         | 146 (est.)<br>(86 main lot + 60 gravel lot) | 109<br>(Average demand – busiest 4-hour period)                      | -37 sp.   |
| Vehicles with Boat Trailer | 55 (est.)                                   | 53<br>(85 <sup>th</sup> percentile during the busiest 4-hour period) | -2 sp.    |

The recommended supply would result in a 37 space reduction for passenger vehicle and a 2 space reduction for boat trailers, relative to the existing parking supply. Based on the peak demand observed and recommended reduction, there is a potential overflow condition for up to 14 passenger vehicles (see **Figure 6-5**) and 1 boat trailer (see **Figure 6-6**).

Note: It is recommended that up to two (2) additional accessible parking spaces be added as part of the future redesign of the Town Dock to ensure that visitors with accessibility needs can continue to park near the entrance.

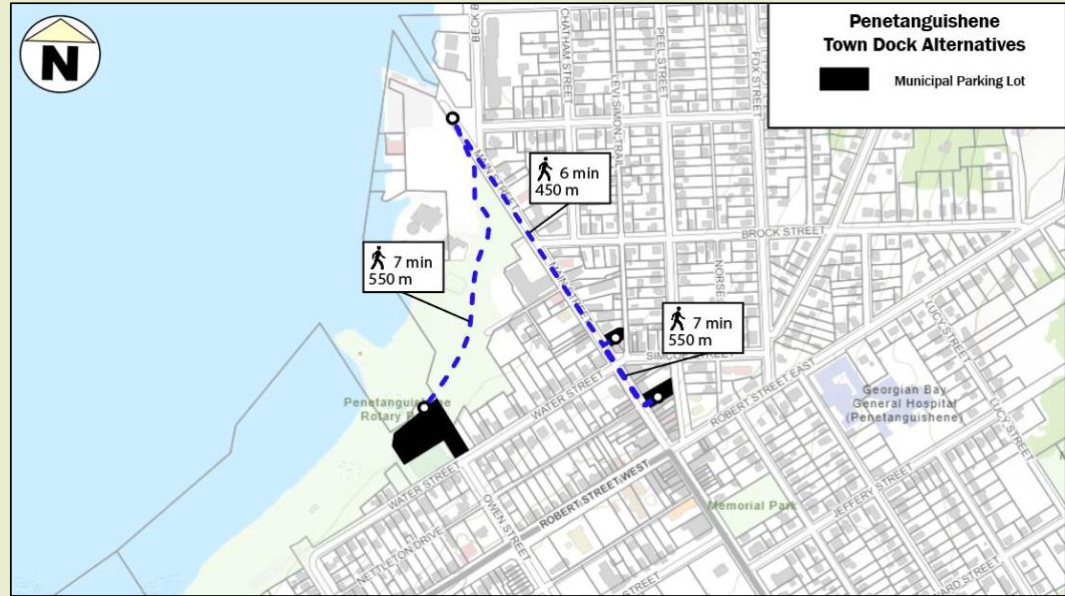




It should be noted that overflow conditions are minor and only expected to occur for a short duration during peak periods. In the event that the Town Dock parking lot is at capacity, passenger vehicle parking demand can be accommodated off-site in alternative municipal parking lots within walking distance. Notably, as illustrated in **Figure 6-7**, the Curling Club, Canada House, and Hewson parking lots are located within 550m (up to 7- minute walk) of the Town Dock.



Figure 6-7: Nearby Municipal Lots to the Town Dock



The recommended combination of the surface and gravel passenger parking lots will result in a more efficient parking supply that recognizes the difference in demand patterns between the boat launch (stable demand through the day/evening) and other Town Dock users (peak demand in the early/mid afternoon with low demand at other times). The existing parking permit system will need to be updated to reflect the consolidated parking location; no changes are recommended to the free daytime parking that is currently permitted.

Additional parking design considerations include the need for dedicated space to accommodate pick-up/drop-off activity and shuttle buses associated with the boat cruises.

Overall, the parking recommendations for the Town Dock seeks to balance the desire to reallocate existing parking space to alternative uses while maintaining the functionality and desirability of the Town Dock and boat launch for both residents and visitors.





## 7 SUMMARY OF RECOMMENDATIONS AND NEXT STEPS

The recommendations from this Parking Strategy Study have been informed by a comprehensive review of the existing parking policies and operations, a review of best practices in comparable municipalities, parking data collection, and through public and stakeholder consultation.

### 7.1 SUMMARY OF RECOMMENDATIONS

The recommendations of this study include those targeted towards parking policies and/or processes. The policy and process recommendations are summarized in **Table 7-1**.

Table 7-1: Summary of Recommendations

| Category   | Type    | Area of Impact               | Recommendations   |
|--|---------|------------------------------|---|
| <b>Parking Optimization and Asset Management</b>   |         |                              |   |
| <b>Municipal On- and Off-Street Parking Supply</b> | Process | Downtown                     | <ul style="list-style-type: none"> <li>Implement clear wayfinding signage to alternative off-street parking lots including St. Ann’s Catholic Church, the Town Hall, Canada House, Hewson, and the Curling Club.</li> <li>Include pavement marking and signage for spaces along Robert Street East between Maria Street and Main Street.</li> <li>Include pavement marking and signage for spaces along Water Street between Main Street and Owen Street.</li> </ul>  |
| <b>Monitoring Parking Utilization</b>              | Process | Downtown                     | <ul style="list-style-type: none"> <li>Revisit survey methodology for annual parking counts. Survey timing should be extended throughout the survey day at intervals of 1 hour throughout July and August.</li> <li>Undertake supplementary surveys (e.g., Parking Turnover Surveys or Parking Trace Survey) to better understand parking demand and trends within the Downtown.</li> </ul>   |
| <b>Main Street – Angled Parking</b>                | Process | Main Street                  | <ul style="list-style-type: none"> <li>In the short term, implement signage directing users to park up to the curb. Increase enforcement of vehicle overhang. If required, restrict the parking spaces to a maximum length of 5.4m (i.e., compact car or small car signage).</li> <li>In the long-term as part of future roadway reconstruction, remove up to 3 angled spaces and reevaluate the existing 38-degree angle. Removal of parking spaces will allow for other features including landscaping, active transportation facilities and street furniture.</li> <li>To accommodate the removal of parking spaces, direct users to nearby off-street lots with clear signage.</li> </ul> |
| <b>On-Street Accessible Parking</b>                | Process | Main Street<br>Robert Street | <ul style="list-style-type: none"> <li>Add the following accessible parking supply to address existing coverage gaps: 2 additional spaces at the Town Dock, 1 angled space along Main Street (between Robert and Water/Simcoe), 1-2 parallel spaces on Main Street (between Water/Simcoe and Beck), and 1 angled space on the north side of Robert Street West.</li> <li>Develop a contact page to receive new requests to add accessible parking and provide clear evaluation criteria for determining their suitability.</li> </ul>   |





|  |                  |                                   |  |
|--|------------------|-----------------------------------|--|
| <b>Peel Street &amp; Robert Street East Reconstruction</b>     | Process          | Peel Street<br>Robert Street East | <ul style="list-style-type: none"> <li>Peel Street: Provide a formalized short-term lay-by parking zone on the west side to accommodate loading and pick-up/drop-off activity.</li> <li>Robert Street East: Provide curb bump-outs and lay-by parking on the north side, east of Peel Street to the nearest driveway curb cut. Consider reducing curb cut widths and providing additional on-street parking on the south side, subject to the design of planned cycling facilities at Main &amp; Robert.</li> </ul>  |
| <b>Parking Management &amp; Enforcement</b>                    |                  |                                   |  |
| <b>Parking Enforcement Personnel</b>                           | Process          | Downtown                          | <ul style="list-style-type: none"> <li>Hire a year-round FT or PT enforcement officer to alleviate seasonal localized parking pressures by enforcing parking restrictions.</li> </ul>  |
| <b>On-Street Time Limits</b>                                   | Policy           | Main Street<br>Peel Street        | <ul style="list-style-type: none"> <li>Maintain the existing 2-hour time limits on Main Street and adjust the existing 30-minute restriction (Brock to Beck).</li> <li>Provide 15-minute loading zones for 1-2 spaces on each block of Main Street to facilitate high turnover activity.</li> <li>Reduce the existing 4-hour time limit on Peel Street to 2-hours (except for permit holders).</li> </ul>  |
| <b>Overnight Residential &amp; Winter Parking Restrictions</b> | Process & Policy | Downtown                          | <ul style="list-style-type: none"> <li>Maintain the existing winter parking restrictions and add the date &amp; time to the municipal by-law.</li> <li>Develop a formalized residential permit program to alleviate overnight parking issues. Provide a variety of permit options and a user-friendly online platform.</li> <li>Prior to implementing the program, undertake an inventory of legal residential units with no off-street parking and compare the potential need with the available municipal supply.</li> <li>Determine an appropriate program permit cap based on the available supply and updated Town parking counts.</li> </ul> |
| <b>Long-Term Employee Parking</b>                              | Process & Policy | Downtown<br>Peel Street           | <ul style="list-style-type: none"> <li>Introduce daytime parking permits for Peel Street that allow eligible business owners/employees to exceed the proposed 2-hour time limit.</li> <li>A permit system should be offered at a nominal cost and coupled with increased enforcement of the existing time limits.</li> </ul>   |
| <b>Cash In Lieu</b>  | Policy           | Downtown                          | <ul style="list-style-type: none"> <li>Maintain cash-in-lieu policies and encourage context appropriate intensification in the Downtown area.</li> </ul>   |
| <b>Town Dock</b>   |                  |                                   |  |
| <b>Town Dock Parking Supply</b>                                | Process & Policy | Town Dock                         | <ul style="list-style-type: none"> <li>As part of the future redevelopment of the Town Dock, provide a minimum of 109 passenger vehicle spaces and 53 boat trailer spaces.</li> <li>Passenger vehicle parking should be consolidated and the existing parking permit system will need to be updated; no changes are recommended to the free daytime parking that is currently permitted.</li> <li>Dedicated space should be provided to accommodate pick-up/drop-off activity and shuttle buses.</li> </ul>  |





## 7.2 IMPLEMENTATION STRATEGY FOR RECOMMENDATIONS

The implementation of the recommendations of this study should be undertaken in a logical manner that minimizes overall disruption to local residents and businesses; is clear and easily communicable for members of the public, stakeholders, and Town staff; and is feasible and effective for the Town in terms of timing, cost, and resources or further studies required. The implementation strategy for each recommendation is summarized in **Table 7-2**. The following definitions are provided for timing and cost implications:

**Timing:**

- Short-Term: Within 5 years (by 2029)
- Medium-Term: Within 10 years (by 2034)

**Cost:**

- Capital: Physical infrastructure with capital and maintenance costs.
- Program: Ongoing staff resources required.
- Cost/Time Required: a qualitative estimate based on typical projects/programs completed in other jurisdictions. A cost estimate will be required as part of future studies/design.

Table 7-2: Implementation Approach for Study Recommendations

| Category   | Type                                       | Timing      | Cost Type | Cost/Time | Next Steps   | Additional Staff Required? |
|--|--|-------------|-----------|-----------|--|----------------------------|
| <b>Parking Optimization and Asset Management</b>   |  |             |           |           |  |                            |
| <b>Municipal On- and Off-Street Parking Supply</b> | Downtown Wayfinding & Signage              | Short-Term  | Capital   | Low       | <ul style="list-style-type: none"> <li>• Design wayfinding and signage figures.</li> <li>• Identify appropriate number and placement.</li> </ul>   | No                         |
|  | Pavement Marking & Signage – Robert Street | Medium-Term | Capital   | Low       | <ul style="list-style-type: none"> <li>• Implement pavement marking &amp; signage as part of Robert Street East Reconstruction (2033+).</li> </ul> | No                         |
|  | Pavement Marking & Signage – Water Street  | Medium-Term | Capital   | Low       | <ul style="list-style-type: none"> <li>• Implement pavement marking &amp; signage as part of Water Street Reconstruction (2033).</li> </ul>        | No                         |
| <b>Monitoring Parking Utilization</b>              | Revised Survey Program                     | Short-Term  | Program   | Low       | <ul style="list-style-type: none"> <li>• Implement the revised survey methodology as part of the existing annual parking count program.</li> </ul> | No                         |





| Category                     | Type                          | Timing      | Cost Type         | Cost/Time | Next Steps  | Additional Staff Required? |
|------------------------------|-------------------------------|-------------|-------------------|-----------|---|----------------------------|
|                              |                               |             |                   |           | <ul style="list-style-type: none"> <li>Utilize the updated parking count data to monitor parking utilization and study implementation</li> </ul>  |                            |
|                              | Supplementary Surveys         | Short-Term  | Program           | Low       | <ul style="list-style-type: none"> <li>Undertake supplementary parking surveys to assess parking turnover rates in the Downtown.</li> <li>Confirm the appropriateness of proposed time restrictions and existing compliance.</li> </ul>   | Yes – Seasonal Staff       |
| Main Street – Angled Parking | Curb Signage                  | Short-Term  | Capital & Program | Low       | <ul style="list-style-type: none"> <li>Implement curb signage directing users to park up to the curb. Increase enforcement and if required restrict vehicle dimensions to reduce overhang issue.</li> </ul>   | Yes – Enforcement Staff    |
|                              | Parking Redesign              | Medium-Term | Capital           | Medium    | <ul style="list-style-type: none"> <li>As part of future roadway reconstruction, remove a portion of the existing angled parking and reevaluate the existing 38-degree angle.</li> <li>Reallocate parking space to landscaping, active transportation facilities and/or street furniture</li> </ul> | No                         |
| On-Street Accessible Parking | Additional Accessible Parking | Short-Term  | Capital           | Low       | <ul style="list-style-type: none"> <li>Implement revised pavement markings and signage at the recommended locations</li> </ul>  | No                         |
|                              | Accessible Parking Requests   | Short-Term  | Program           | Low       | <ul style="list-style-type: none"> <li>Develop a contact page to received</li> </ul>  | No                         |





| Category  | Type                                | Timing      | Cost Type         | Cost/Time | Next Steps   | Additional Staff Required?        |
|---|-------------------------------------|-------------|-------------------|-----------|--|-----------------------------------|
|   |                                     |             |                   |           | accessible parking requests.   |                                   |
| Peel Street & Robert Street East Reconstruction     | Peel Street                         | Short-Term  | Capital           | Medium    | <ul style="list-style-type: none"> <li>As part of scheduled reconstruction: provide a formalized short-term lay-by parking zone on the west side.</li> </ul>   | No                                |
|   | Robert Street East                  | Medium-Term | Capital           | Medium    | <ul style="list-style-type: none"> <li>As part of scheduled reconstruction: Provide curb bump-outs and lay-by parking on the north side, east of Peel Street to the nearest driveway curb cut.</li> <li>As part of redesign, consider providing additional on-street parking on the south side, subject to the design of planned cycling facilities</li> </ul> | No                                |
| <b>Parking Management &amp; Enforcement</b>         |                                     |             |                   |           |  |                                   |
| Parking Enforcement Personnel                       | Hire Parking Enforcement Officer    | Short-Term  | Program           | Medium    | <ul style="list-style-type: none"> <li>Hire a year-round FT or PT enforcement officer.</li> </ul>  | Yes – Full Time or Seasonal Staff |
| On-Street Time Limits                               | Revise Existing Parking Time Limits | Short-Term  | Capital & Program | Low       | <ul style="list-style-type: none"> <li>Revise parking time limits for section of Main Street, Peel Street; 15-minute loading zones on Main Street.</li> <li>Update the corresponding signage.</li> </ul>   | No                                |
| Overnight Residential & Winter Parking Restrictions | Residential Permit Program          | Short-Term  | Program           | Medium    | <ul style="list-style-type: none"> <li>Develop a formalized residential permit program and a user-friendly online platform.</li> <li>Undertake an inventory of legal residential units with no off-street parking.</li> </ul>  | No                                |





| Category                   | Type                   | Timing      | Cost Type         | Cost/Time | Next Steps   | Additional Staff Required? |
|----------------------------|------------------------|-------------|-------------------|-----------|--|----------------------------|
| Long-Term Employee Parking | Daytime Parking Permit | Short-Term  | Program           | Medium    | <ul style="list-style-type: none"> <li>Develop a daytime parking permit system for Peel Street that allow eligible business owners/employees to exceed the proposed 2-hour time limit.</li> </ul>  | No                         |
| Cash In Lieu               | Cash In Lieu Policy    | Short-Term  | Program           | Low       | <ul style="list-style-type: none"> <li>Maintain cash-in-lieu policies and encourage context appropriate intensification in the Downtown area.</li> </ul>   | No                         |
| <b>Town Dock</b>           |                        |             |                   |           |  |                            |
| Town Dock Parking Supply   | Parking Lot Redesign   | Medium-Term | Capital & Program | Medium    | <ul style="list-style-type: none"> <li>As part of the future redevelopment of the Town Dock, provide a minimum of 109 passenger vehicle spaces and 53 boat trailer spaces.</li> <li>Provide dedicated space to accommodate pick-up/drop-off activity and shuttles.</li> <li>Update existing parking permit system to reflect consolidated passenger vehicle parking while maintaining free daytime parking.</li> </ul> | No                         |







# APPENDIX A

## Town Parking Count Data and Analysis





**The Corporation of The Town of Penetanguishene  
Committee of the Whole Report**

**COMMITTEE:** Planning and Community Development

**COMMITTEE CHAIR:** Deputy Mayor Anita Dubeau

**SUBJECT:** Downtown Parking Study 2019

**REPORT:** PL-2019-67

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**REPORT HIGHLIGHTS**

- In May of 2019 a report was brought forward to Council for information identifying that parking enforcement in accordance with the Town's By-law was going to be actively enforced during the summer;
- Subsequently, a report in June made small changes to the parking restrictions on Peel Street at the request of the public, to extend the parking time limits from 2 hours to 4 hours;
- Staff undertook a supply and demand count of parking in the Downtown from June to October of 2019;
- The results of this study and some analysis are being presented to Council in this report;
- Additionally, staff have received some public feedback and are also going to release a public survey to solicit more information on parking in Downtown;
- The purpose of this report is to summarize the Downtown Parking Study, proposed questions to be released to the public and receive feedback from Council on this matter.

**RECOMMENDATION**

THAT the Downtown Parking Study 2019 be received for information.

AND THAT staff be directed to release a public survey to garner input on Downtown Parking.

**BACKGROUND**

Downtown parking regulations are imposed through the Traffic and Parking By-law 2012-23 as amended which limits street parking to a 2 hour time limit and includes loading rules for the west side of Peel Street. Over time the enforcement has been complaint driven only in the Downtown as a result of direction from previous Councils and staff. In 2019 the Town heard from business owners that parking in the Downtown was becoming problematic and as such, enforcement should increase.

In conjunction with increased daily enforcement, staff undertook a supply and demand parking study of on street parking and parking within municipal lots to better understand how parking was being utilized.



## The Corporation of The Town of Penetanguishene Committee of the Whole Report

Lastly, given the data that has come forward through the Downtown Parking Study, staff is suggesting the release of a survey to garner public comments on Downtown parking matters.

### **ANALYSIS**

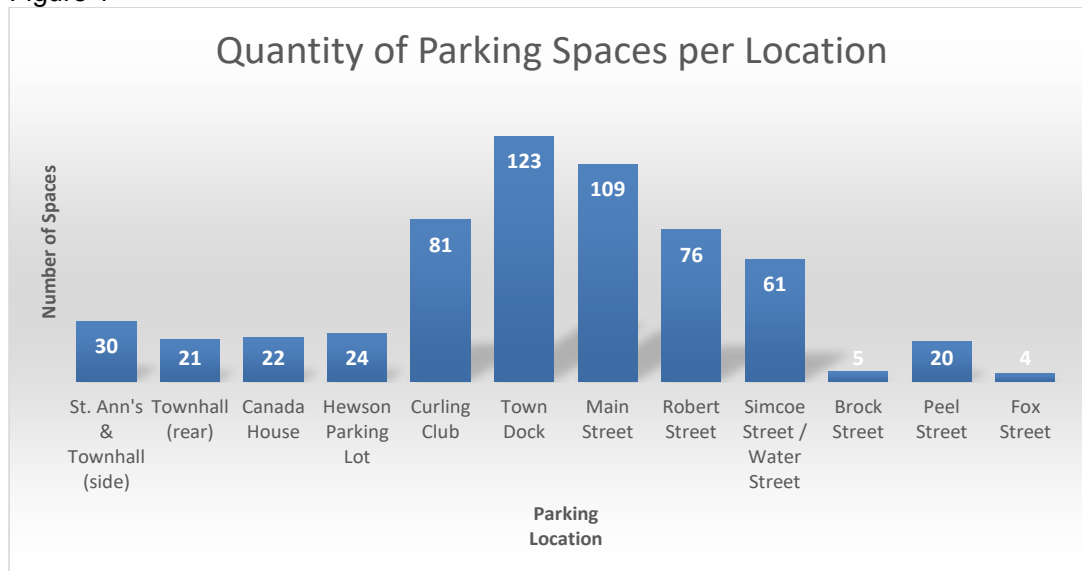
#### Downtown Parking Study

A Downtown Parking Study was conducted this summer demonstrates the supply and demand of parking in the Downtown Area. The intent of the collection of data was to quantify the supply and demand and if possible identify possible emerging themes. Staff note that in order to understand the dynamic parking needs of the Town more than a single year's worth of data is necessary and therefore will continue to conduct a demand count annually from May to October. Additionally, staff believes that the data is not likely representative of a typical year given that the Main Street Reconstruction Project of 2018 would have had an impact. Additional detail and analysis is given below.

#### *Supply*

A supply map of the parking spaces in the Downtown area, both on street and within municipal lots, has been included as Attachment #1 to this report. As a summary, there are a total of 576 parking spots within the study area; 301 spots within parking lots and 275 spots on-street. Of note, accessible spaces were not included in the supply counts. Figure 1 below disseminates the parking supply:

Figure 1



#### *Demand*

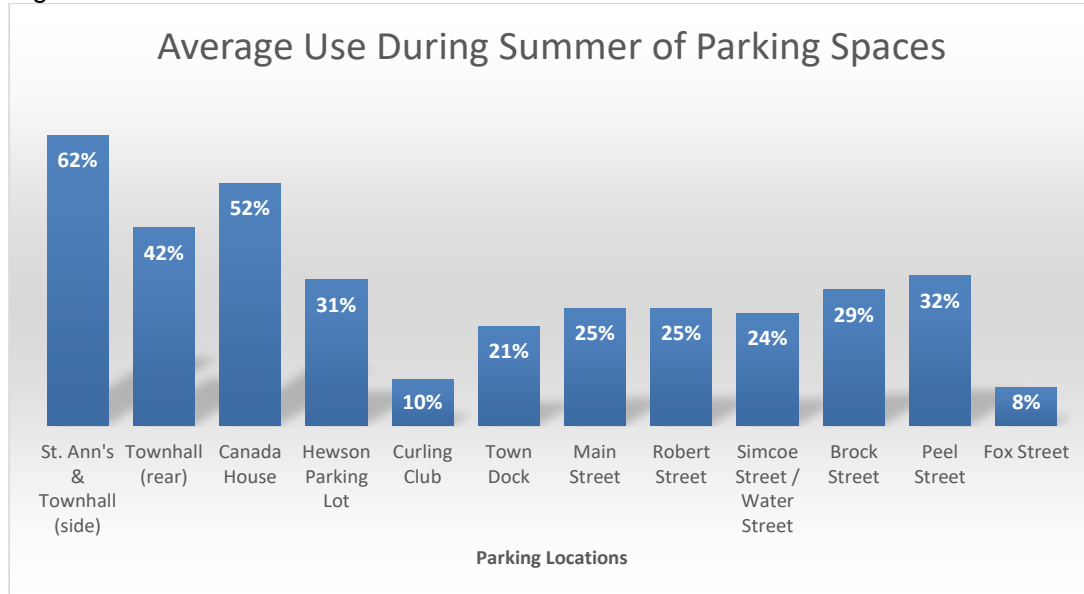
The Town conducted parking counts from June to October in 2019 and counts were conducted at consistent times on consistent days of the week in an effort to standardize the results. Clearly, there was a higher demand for parking in certain areas such as the Townhall parking lot or Canada House Parking lot. Figure 2 below illustrates the



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Committee of the Whole Report**

average percentage use of the parking lots and on street parking. As shown below areas with high parking usage included St. Ann’s Church (Town hall side) parking lot, the Canada House parking lot and the rear town hall parking lot

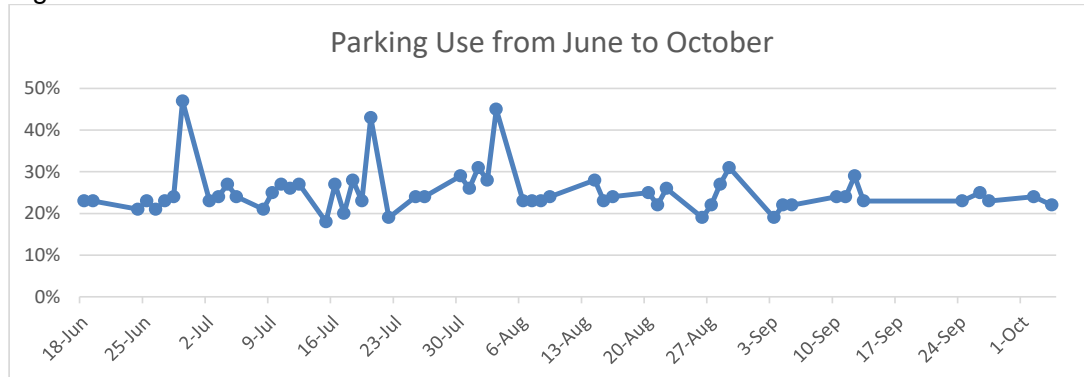
Figure 2



**Analysis**

Generally, the study demonstrates that the parking supply far outweighs the parking demand in the Town for both on street or within parking lots with an average use of 26%. Clearly, there were areas where demand was higher than other and others where use was low. Additionally, parking use was higher on weekends than weekdays as seen on the three peaks on Figure 3, although only three (3) counts were made on weekends.

Figure 3

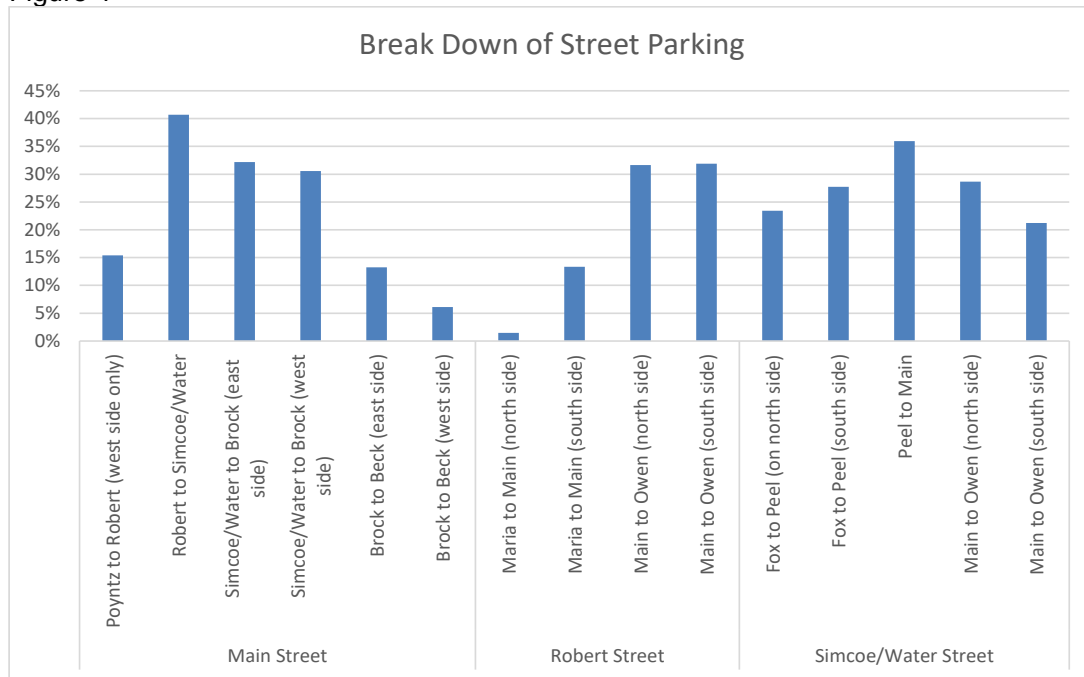




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With respect to on-street parking, the study found that parking was highest along Main Street from Robert Street to Brock Street, along Robert Street West from Main Street to Owen Street and along Simcoe Street from Peel Street to Main Street, Conversely, parking was lowest on Main Street from Poyntz Street to Robert Street and from Brock Street to Beck Boulevard.

Figure 4



Generally parking usage was higher closer to the center of downtown (intersection of Main Street and Robert Street) and lower further from the center of downtown as shown on Attachment #2. This observation has exceptions which are likely due to poor signage for available parking and a general higher usage of parking lots over street parking.

By-law Enforcement Update

As previous reports have indicated, staff undertook a measured approach to the enforcement of parking within the Downtown given the historical practice of application of the By-law. In May “warning notices” were issued to 15 vehicles within the 2 hour timed parking areas and to 5 vehicles within the loading zone areas on Peel Street. Enforcement commenced in mid-May with daily patrols.

Staff patrolled the area on a daily basis and found estimated 15-25 vehicles utilizing the 2 hour timed and the loading zones. Upon active enforcement the following total number of parking violations was issued:

- 8 Loading Zone violations;



## **The Corporation of The Town of Penetanguishene Committee of the Whole Report**

- 11 - 2 hour time limited Parking violations;
- 1 Accessible Parking violation.

Locations of these tickets were mainly along Robert Street West and Peel Street. Overall the numbers of vehicles chalked compared to tickets issued is minimal, as vehicles were found to move during the time period allotted. Staff is of the opinion that once the public became accustomed to the new practice and that parking tickets were being issued, voluntary compliance was being made.

### Public Comments Received to Date

During the course of the summer, the public contacted staff to provide some comments and recommendations on the both the parking enforcement in Downtown as well as the by-law. The following comments and suggestions were given:

- More signage needed to direct people to municipal parking lots;
- Only one hour parking should be granted on Main Street;
- Passes given to persons needing a longer time for parking;
- Passes for the loading zone on Peel Street;
- Angled parking on Peel Street needs changes, there could be more spaces if changed;
- No need for two barrier free parking spaces on Peel Street;
- Implementation of paid parking which would allow parking for a longer period of time;
- Further staffing for parking enforcement;
- Staff/ tenants parking on Peel Street and patrons use parking lots only;
- Change 30 minute timed parking on Main Street to 2 hours (in area by Rawson Meats);
- Permit Parking on Peel Street for business owners only;
- Both sides of Peel Street angled parking;

### Draft Downtown Parking Survey

A draft survey has been generated (Attachment #3) which can be released to solicit public feedback on parking within the downtown and possible changes. The results of this survey will be brought forward to a future Committee of the Whole meeting for further discussion.

### Conclusion

Staff will report back to Council by Quarter 1 of 2020 on the results of the survey and at that time make recommendations, if any, with respect to the Traffic and Parking By-law. Additionally, staff will continue to monitor and enforcing the parking as per the current by-law in the meantime and finally, will continue in 2020 the collection of data on the parking demand.

### **FINANCIAL IMPLICATIONS**

There are no financial implications as a result of this report.

### **RISK MANAGEMENT**

There are no risk management implications as a result of this report.



## **The Corporation of The Town of Penetanguishene Committee of the Whole Report**

### **COMMUNICATION & MARKETING**

Staff will distribute online and paper copies of the survey as well as advertise the survey using the Town's website and social media.

### **RELEVANT BACKGROUND REPORT(S)**

[BL-2019-05 Committee of the Whole meeting May 22, 2019](#)

[BL-2019-07 Committee of the Whole meeting June 26, 2019](#)

### **SUSTAINABILITY**

Not applicable.

### **STRATEGIC GOALS & OBJECTIVES**

Provide both proactive and reactive levels of By-law enforcement services to the residents and business owner of the Town of Penetanguishene.

**Prepared by:** Andrea Betty, MCIP RPP, Director of Planning and  
Community Development

**Reviewed by:** Carrie Robillard, CPA, CGA, Director of Finance/Treasurer  
Jeff Lees, CPA, CGA, Chief Administrative Officer

**COW Meeting Date:** November 13, 2019

**Council Meeting Date:** November 27, 2019

### **ATTACHMENTS**

#1 Downtown Parking Supply Map

#2 Downtown Parking Usage Map

#3 Draft Survey

**Electronic File Location:** S:\Administration\D18 Community Improvement  
Projects\Downtown Revitalization\Parking Study\Staff Report PL-2019-67 RE  
Downtown Parking Study 2019.docx

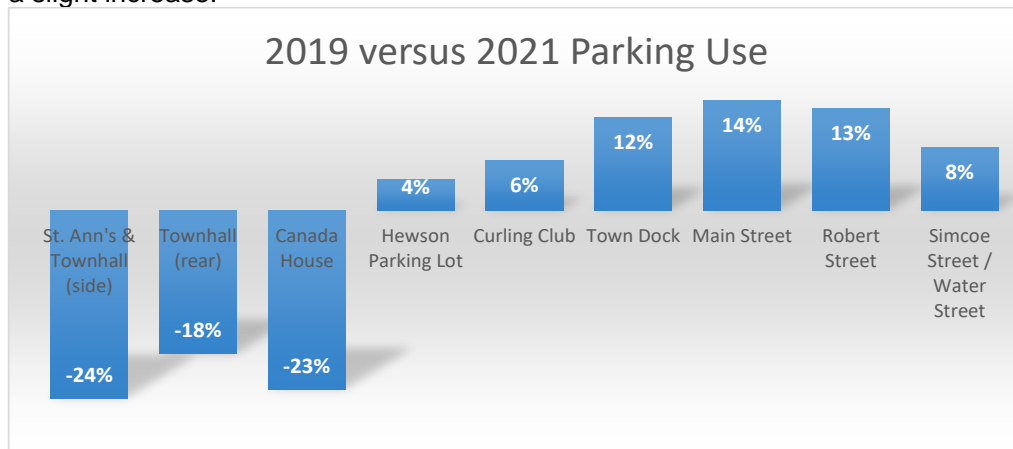


## MEMO

**Dated:** November 10, 2021  
**To:** Committee of the Whole  
**From:** Andrea Betty, Director of Planning and Community Development  
**Re:** Parking Study 2021

The Planning and Community Development Department is providing an update to a downtown parking study on the supply and demand for spaces first conducted in 2019. The following are some of the findings of the 2021 Study and a brief comparison to the 2019 report.

- A total of 60 surveys were conducted, with 18 of those days being weekends including 3 long-weekends.
- There are 576 parking spaces in Downtown, 275 are on street spaces and 301 are in parking lots. This does not include the undefined parking spaces within the Town Dock launch parking area which is a mix of vehicles with and without trailers.
- Parking in three municipal lots, St. Ann's Church/Townhall west lot, Townhall rear lot, and Canada House Parking saw a decrease in use compared to 2019, whereas on-street and parking areas accessing the waterfront or recreational facilities saw a slight increase.

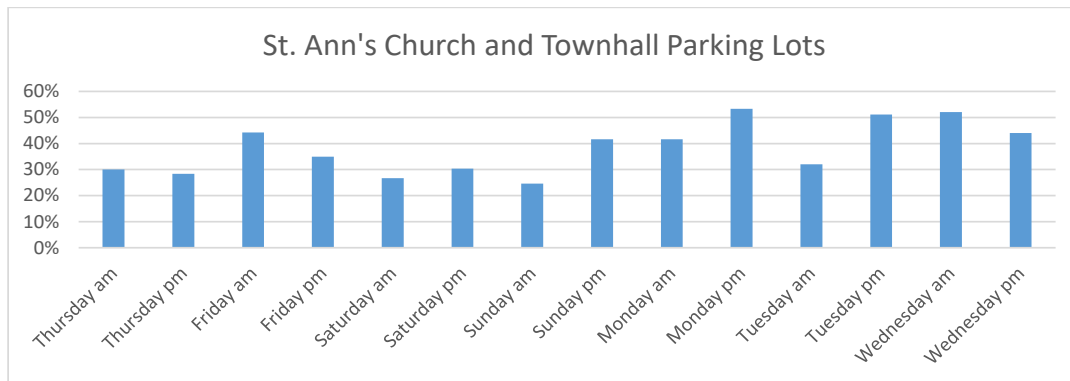


- There was an increase of 4% in overall use, from 26% average use in 2019 to 30% average use in 2021.

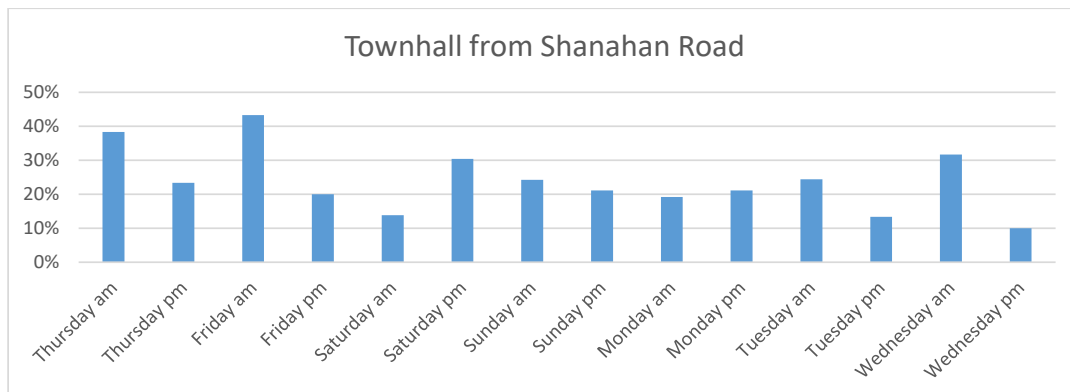




The following tables summarize the parking lots average daily use.



- St. Ann's Church and Townhall generally saw increased parking during the week, as they are generally used by Town staff Monday to Friday. With the absence of large gatherings at the Townhall and Church due to provincial restrictions, the parking areas were generally used less on weekends.



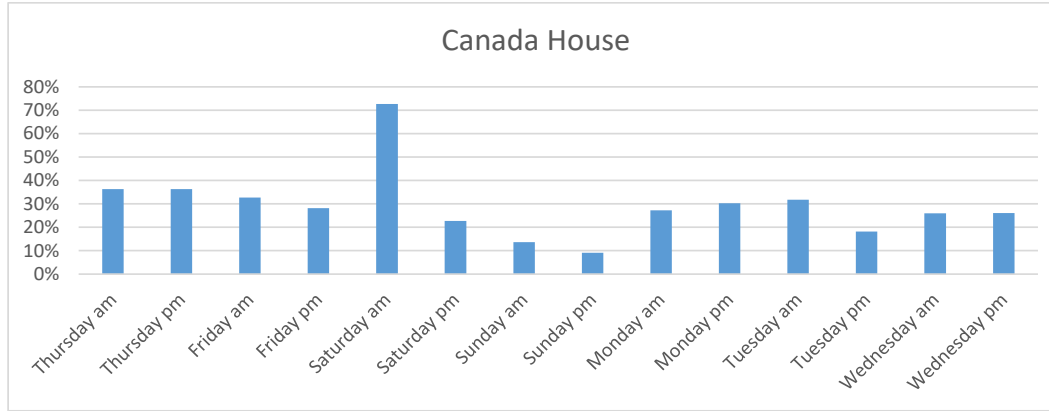
- The parking area at the rear of Townhall is generally used by Town staff and used by members of the public visiting Townhall on occasion. The parking rates were generally lower than other lots as Townhall access was limited during the pandemic.



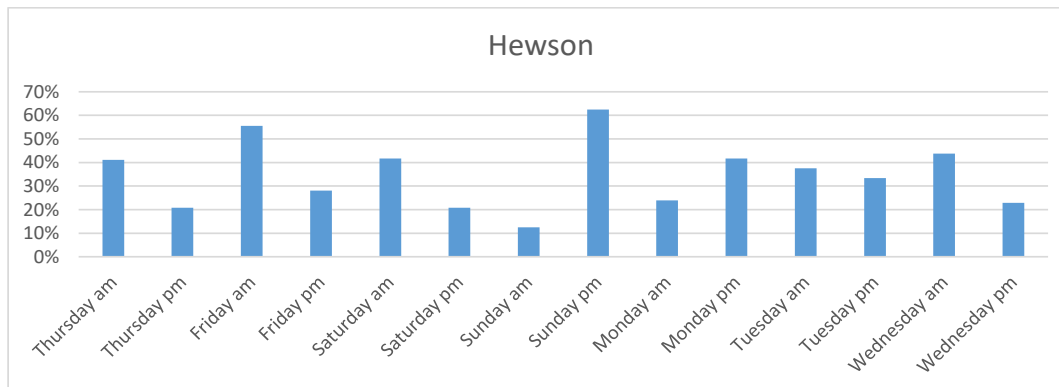




## Town of /Ville de Penetanguishene



- The Canada House parking had generally low usage apart from Saturday mornings. Staff noted that this is likely a popular time for downtown shopping and appointments.

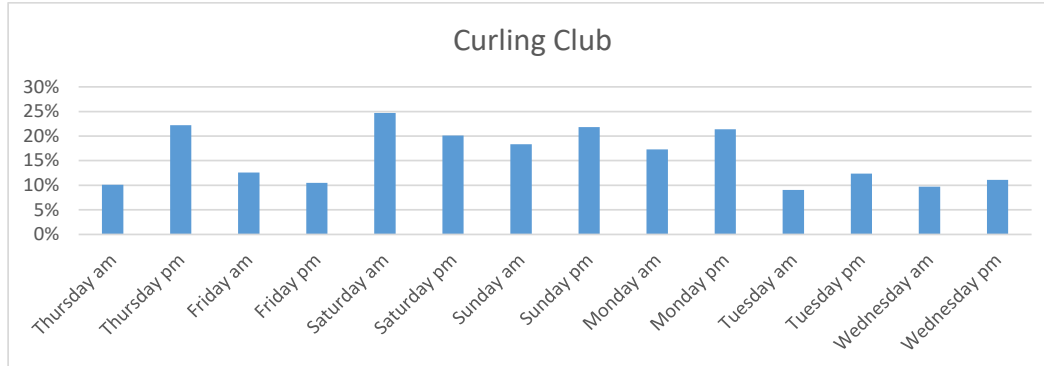


- Hewson parking lot saw varied use depending on the day. Generally, parking lot use was approximately 30% capacity, with the outlier being Sunday afternoons.

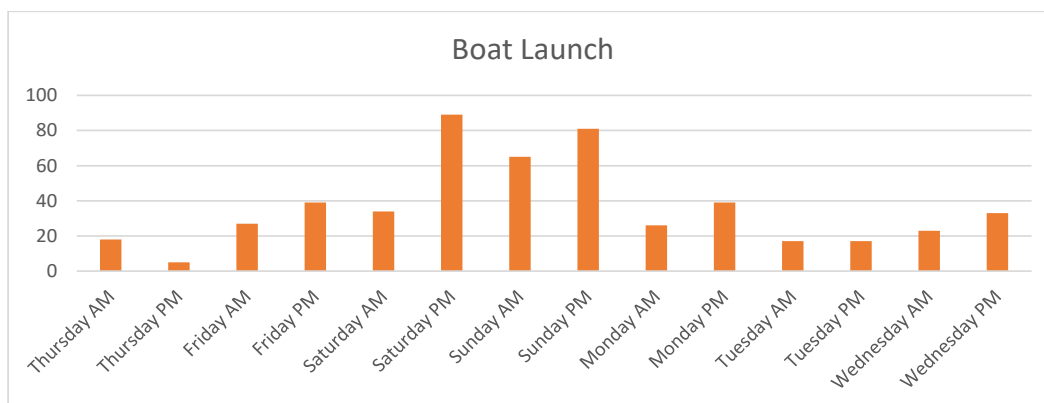
10 rue Robert St. West/ouest, P.O./C.P. Box 5009  
Penetanguishene, ON L9M 2G2



Tel: 705.549.7453 Fax: 705.549.3743  
www.penetanguishene.ca



- Parking at the Curling Club remained generally stable throughout the week with an increase on the weekends due to increased park users.

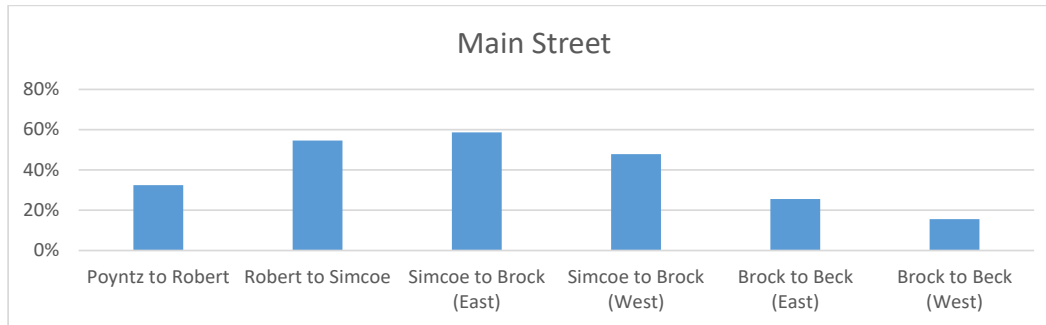


- The boat launch saw generally low parking rates throughout the week with a significant increase on weekends. There is also an increase in parking in the afternoon compared to the morning. It should be noted that the boat launch does not have a determined number of total parking spots and the data shows only the number of parking spots used, on average. The parking counts include vehicles and vehicles with trailers.

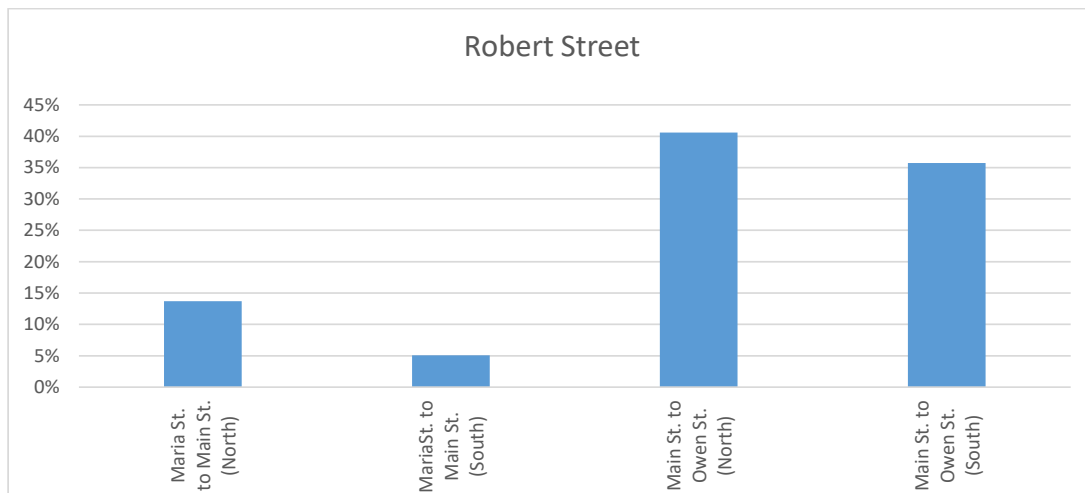




The following tables summarize the on-street parking average daily use.

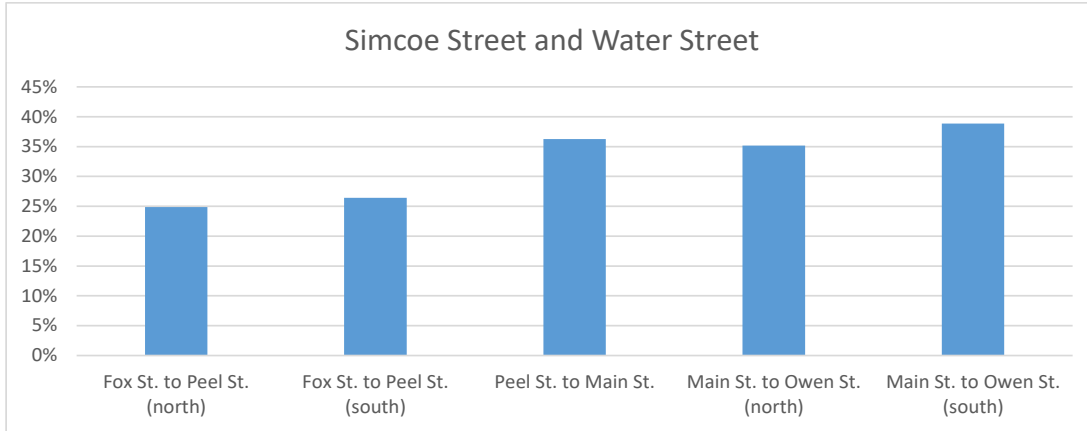


- Parking rates on Main Street were generally higher in locations in close proximity to retail and commercial businesses. Lower main street (Brock to Beck) closest to the Town dock is less dense with retail and commercial uses and as such generally had a lower parking rate.



- Similarly to Main Street, parking rates increased in areas with higher amounts of retail and commercial activity.





- Parking rates on Simcoe Street and Water Street were between 25 and 38 percent occupied on average. It was noted by staff that many parking spots in this area were being utilized for residential uses along Water Street.





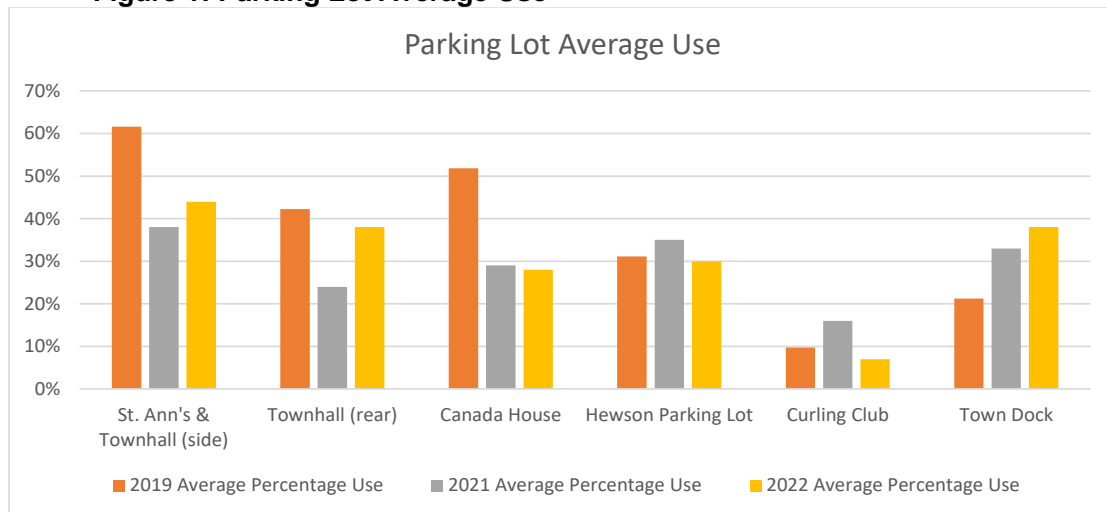
## MEMO

**Dated:** January 11, 2023  
**To:** Committee of the Whole  
**From:** Andrea Betty, Director of Planning and Community Development  
**Re:** Parking Study 2022

The Planning and Community Development Department is providing an update to a downtown parking study on the supply and demand for spaces first conducted in 2019 and again in 2021. The following are some of the findings of the 2022 Study and a brief comparison to the previous years.

- A total of 114 surveys were conducted representing 82 days, with 12 of those days being weekends including 2 long-weekends.
- There are 576 parking spaces in Downtown, 275 are on street spaces and 301 are in parking lots. This does not include the undefined parking spaces within the Town Dock launch parking area which is a mix of vehicles with and without trailers.
- Under Figure 1, parking in municipal lots is appearing to rebound to pre-pandemic use with the Town Dock parking lot increasing in use; however, usage on average is typically around 30%.

**Figure 1: Parking Lot Average Use**

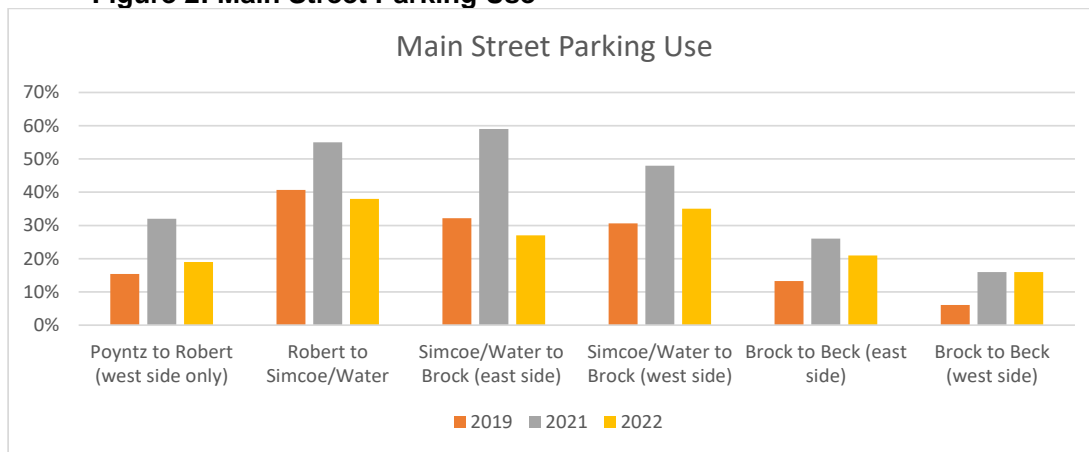




The following tables summarize the on-street parking average daily use.

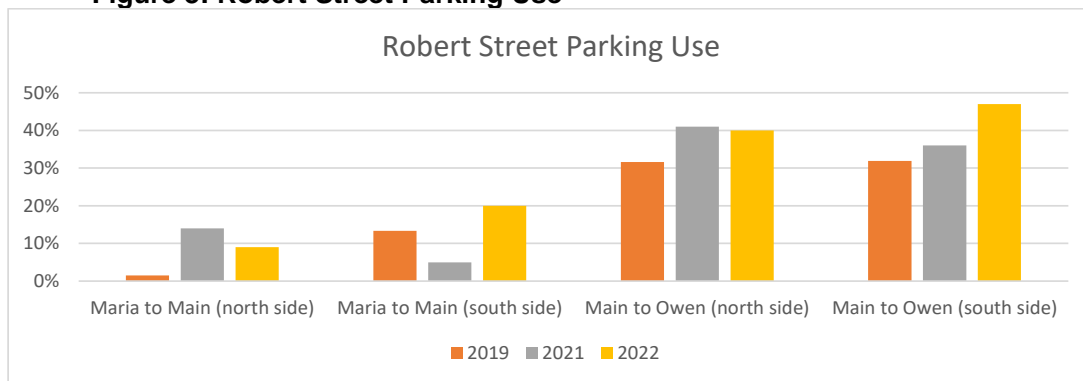
- Parking rates on Main Street shown on Figure 2 were generally higher in locations in close proximity to retail and commercial businesses from Robert Street to Brock Street. Lower main street (Brock to Beck) closest to the Town dock is less dense with retail and commercial uses and as such generally had a lower parking rate. Additionally, the parking on Main Street from Poyntz Street to Robert Street was impacted by a seasonal patio and limited spaces. There was a noticeable spike in parking usage for the 2021 but it is difficult to identify the cause.

**Figure 2: Main Street Parking Use**



- On Robert Street, parking continues to be high on Robert Street West averaging 40% daily use, whereas parking on Robert Street East is low, likely due to poor markings, signage and little commercial activity as shown below in Figure 3.

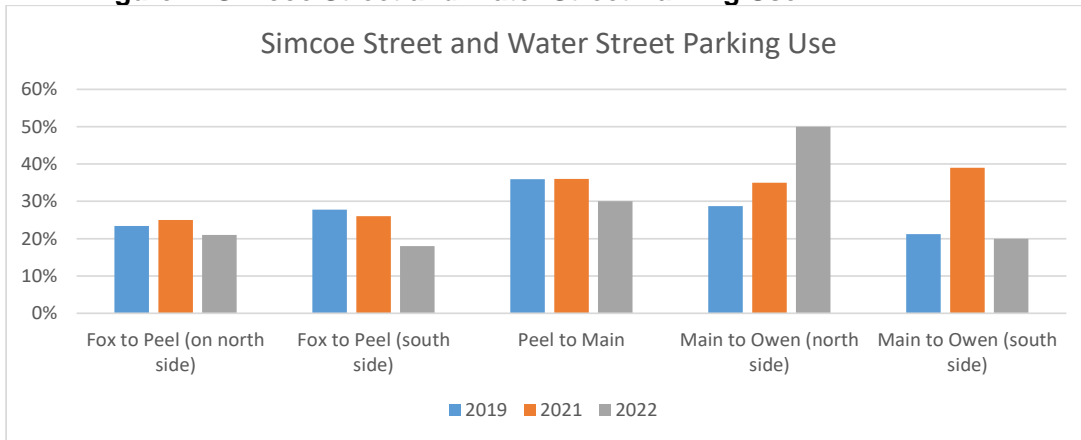
**Figure 3: Robert Street Parking Use**





- Parking rates on Simcoe Street and Water Street shown in Figure 4 were used typically less than 30% daily, with one exception being the north side of Water Street, which only has 4 parking spaces. It was noted by staff that many parking spots in this area were being utilized for residential uses along Water Street.

**Figure 4: Simcoe Street and Water Street Parking Use**





## MEMO

**Dated:** October 11, 2023  
**To:** Committee of the Whole  
**From:** Megan McLellan  
**Re:** Parking Study 2023

The Planning and Community Development Department is providing a final update to the downtown parking study on the supply and demand for spaces, first conducted in 2019, 2021 and again in 2022. The following are some of the findings of the 2023 Study and a brief comparison to the previous years. This study was completed twice a day from May to October 2023, including weekends but excluding holidays.

- There are a total of 576 parking spaces in the Downtown core, 275 on-street parking spaces and 301 are in public parking lots.
- Under Figure 1, the usage of Townhall Parking Lot and St. Ann's Parking Lot was noticeable lower than the previous noted years. Canada House Parking Lot and Hewson Parking Lot stayed on trend with the previous years. The Town Dock had a noticeable increase in parking usage this year, but still only reached an average capacity of less than 50%. The curling



10 rue Robert St. West/ouest, P.O./C.P. Box 5009  
Penetanguishene, ON L9M 2G2



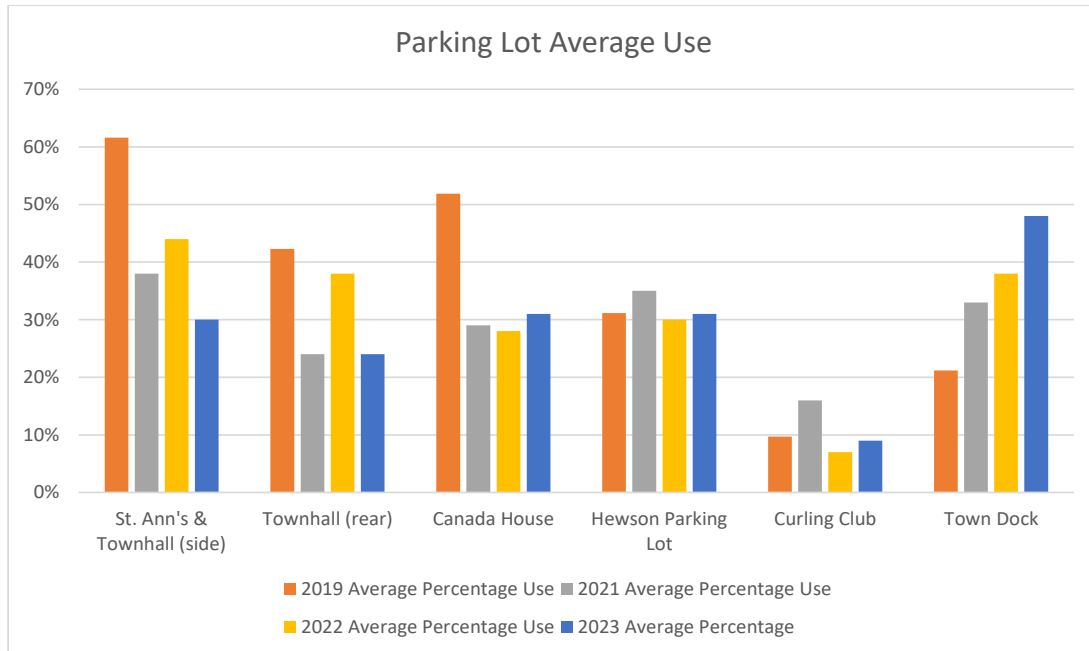
Tel: 705.549.7453 Fax: 705.549.3743  
[www.penetanguishene.ca](http://www.penetanguishene.ca)





club lot continues to remain unutilized, averaging under 10% capacity for the past two years.

**Figure 1: Parking Lot Average Use**



**Main Street**

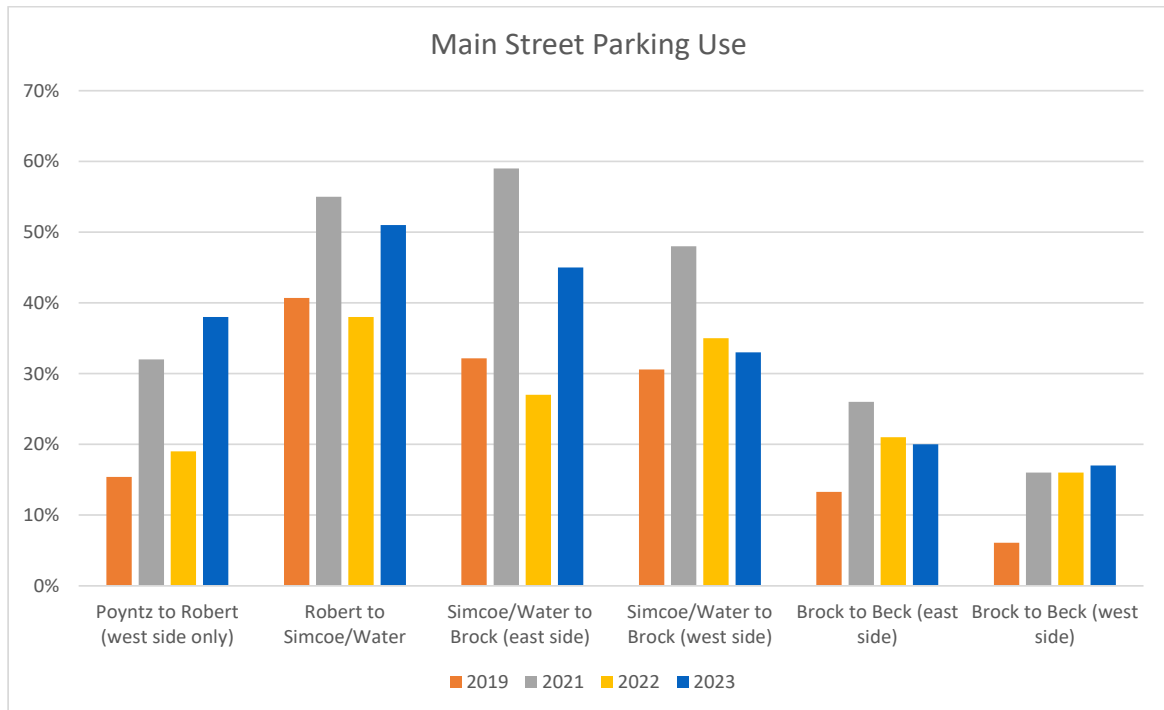
The following tables summarize the on-street parking average daily use.

- Parking rates on Main Street shown on Figure 2 were generally higher in locations in closer proximity to retail and commercial businesses from Robert Street to Brock Street. Lower Main Street (Brock to Beck) closest to the Town Dock is less dense with retail and commercial uses and as such, generally had a lower parking rate.
- The upper spaces of Main Street were utilized slightly more than 2022.
- The usage of Main Street spaces seems unaffected by the enforcement of two- and four-hour parking limits through the Downtown Core.
- 2021 continues to be the year with the highest use of Main Street, likely due to the decrease in Covid-19 restrictions from the year prior.





Figure 2: Main Street Parking Use



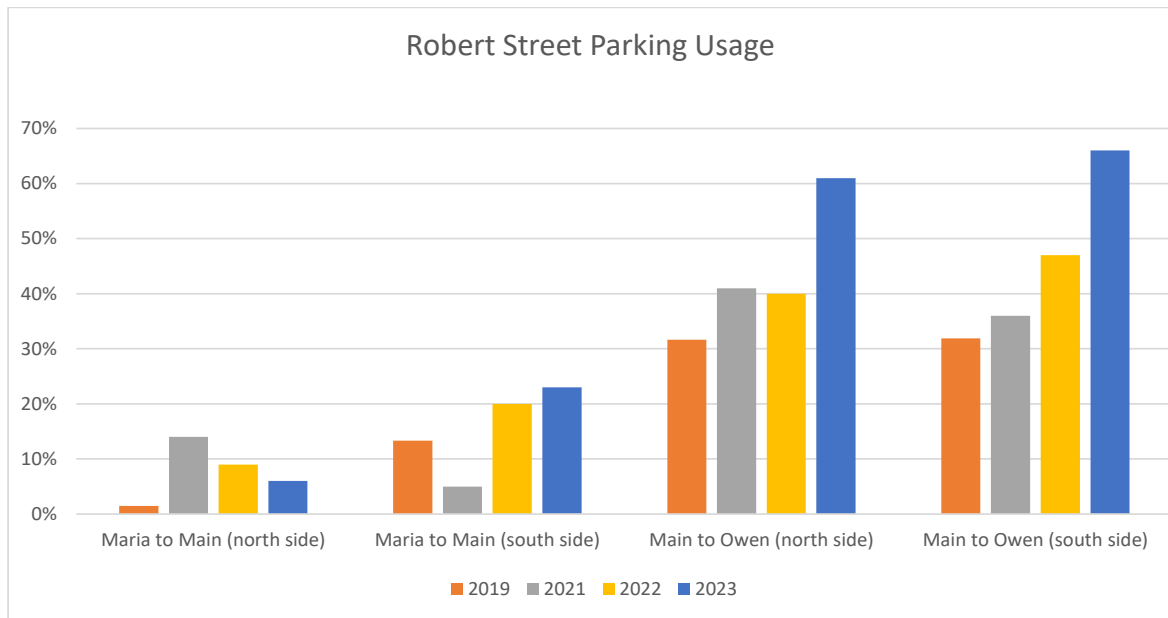
### Robert Street

- On Robert Street, parking continues to be high on Robert Street West averaging 60% daily use, whereas parking on Robert Street East is on trend being extremely low, likely due to poor markings, signage and little commercial activity as shown below in Figure 3.
- Robert Street West has significantly more retail, commercial and residential usages than Robert Street East.
- The usage of Robert Street West spaces seems unaffected by the enforcement of two- and four-hour parking limits through the Downtown Core.





Figure 3: Robert Street Parking Use



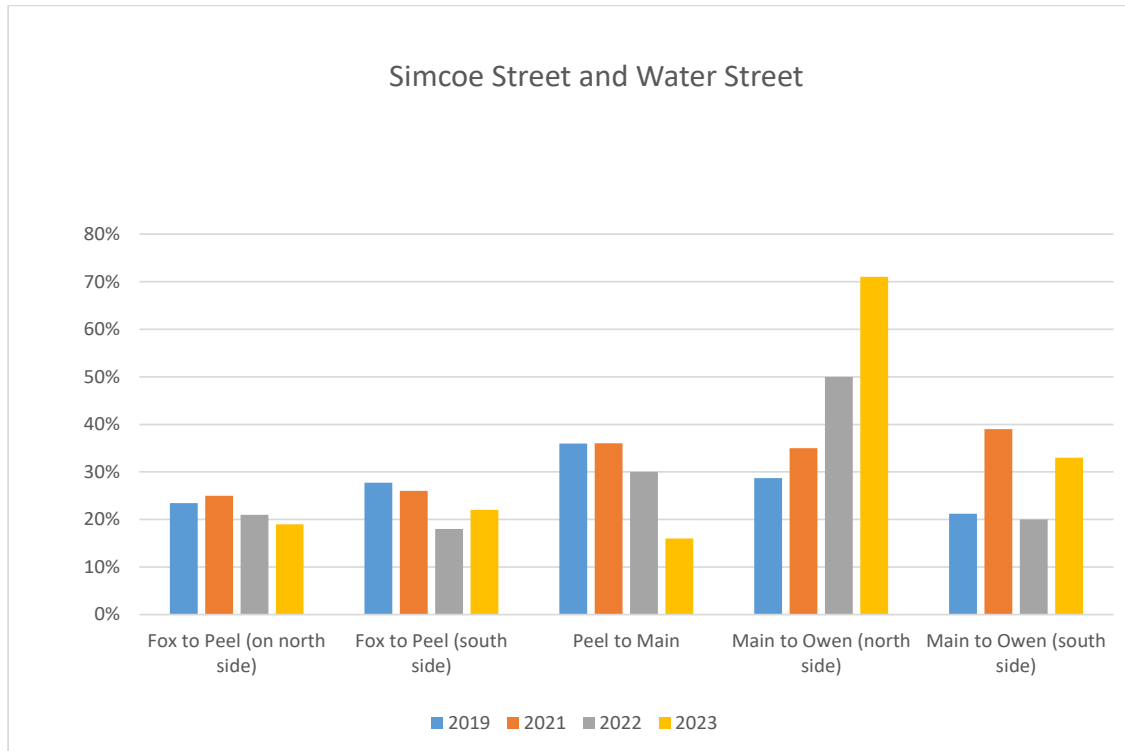
**Simcoe/Water Street**

- Parking rates on Simcoe Street and Water Street shown in Figure 4 were used typically less than 40% daily, with one exception being the north side of Water Street, which only has 4 parking spaces and is in front of a commercial building. It was noted by staff that many parking spots in this area were being utilized for residential uses along Water Street on the South side.
- In the opinion of Staff that the decrease in parking along Simcoe Street from Peel to Main Street was due to the increased parking enforcement along areas with two- and four-hour parking signage.





Figure 4: Simcoe Street and Water Street Parking Use





# APPENDIX B

## Recommended Parking Survey Methodology



**LEA Consulting Ltd.**  
40 University Ave, Suite 503  
Toronto, ON, M5J 1T1 Canada  
T | 905 470 0015 F | 905 470 0030

## MEMORANDUM

July 2, 2024

Reference No.: 25008

**TO:** Andrea Betty / Director of Planning & Community Development / Town of Penetanguishene  
Owen Taylor / Planner / Town of Penetanguishene

**FROM:** Robert Keel / Manager, Transportation Planning / LEA Consulting Ltd.  
Christy Leung / Intermediate Planner / LEA Consulting Ltd.

**CC:** Christopher Sidlar / Vice President, Transportation / LEA Consulting Ltd.

**RE:** Town of Penetanguishene Parking Strategy Study – Parking Utilization Survey Methodology

### 1 INTRODUCTION

It is understood that the Town of Penetanguishene conducts annual parking supply and demand counts within the Downtown and Waterfront area to better understand existing operations with respect to both on-street and off-street parking. LEA Consulting Ltd. (“LEA”) has prepared the following memorandum to outline the recommended methodology for conducting future parking utilization surveys in the Town’s Downtown and Waterfront area. The purpose of this memo is to guide future on-street and off-street parking surveys to assist the Town in their decision-making and monitoring process. The recommended methodology includes guidelines for the timing of surveys, types of surveys, and reporting of collected parking data.

### 2 PARKING SURVEY METHODOLOGY

Parking utilization surveys are typically conducted to assess the parking needs for a particular use. It involves counting the number of vehicles present at regular intervals across a number of days within the week. The data collected will help determine how on- and off-street public parking is being utilized in the Town of Penetanguishene.

#### 2.1 TIMING OF SURVEYS

**Date of Surveys:** It is recommended that surveys be conducted 2-3 days per week on at least 3-4 weeks over a two-month period. Based on the previous parking data provided by the Town, surveys in July and August should be prioritized to capture the summer peak period. Surveys should typically occur between Tuesday to Friday to capture weekday demand and on Saturdays to capture weekend demand. Note: Sunday surveys are generally only recommended on long weekends.

**Timing of Surveys:** It is recommended that survey timing be extended throughout the survey day at intervals of 1 hour rather than a single spot count. All weekday counts and all weekend counts should have a consistent survey time period.



Survey times will vary depending on the land use and typical operating hours; however, the anticipated reoccurring peak parking demand should be captured within the chosen timeframe and should not be observed within the first or last intervals of the survey.

**Table 2-1** summarizes when the typical peak parking demand is anticipated to be observed for a variety of land uses present in Penetanguishene’s Downtown. The timeframes were derived based on field surveys conducted by LEA in 2024 and from data in the *Institute of Transportation Engineers Parking Generation Manual 6<sup>th</sup> Edition (October 2023)*. The timeframes should be used as guidance for understanding the anticipated peak demand timing and choosing an appropriate survey period.

Table 2-1: Typical Peak Period Parking Demand

| Land Use                      | Peak Period of Demand (Weekday)   | Peak Period of Demand (Weekend)   |
|-------------------------------|-----------------------------------|-----------------------------------|
| Residential                   | 11:00PM – 6:00AM                  | 11:00PM – 7:00AM                  |
| Health/Fitness Club           | 4:00PM – 7:00PM                   | 9:00AM – 12:00PM                  |
| Recreational Community Center | 9:00AM – 12:00PM; 5:00PM – 8:00PM | 9:00AM – 2:00PM                   |
| Church                        | -                                 | 9:00AM – 1:00PM (Sunday)          |
| Small Office Building         | 10:00AM – 5:00PM                  | -                                 |
| Retail or Strip Retail Plaza  | 12:00PM – 6:00PM                  | 11:00AM – 5:00PM                  |
| Fast Casual Restaurant        | 11:00AM – 2:00PM                  | 1:00PM – 6:00PM                   |
| Fine Dining Restaurant        | 6:00PM – 9:00PM                   | 6:00PM – 9:00PM                   |
| High Turnover Restaurant      | 11:00AM – 2:00PM; 6:00PM – 9:00PM | 11:00AM – 2:00PM; 6:00PM – 9:00PM |
| Town Dock                     | 2:00PM – 5:00PM                   | 2:00PM – 5:00PM                   |

To capture the overall anticipated peak demand across Downtown Penetanguishene, it is recommended that the Town’s annual on- and off-street parking utilization surveys occur between 11AM to 5PM on both weekdays and weekends. Should parking utilization surveys be conducted for a particular land use, adjustments should be made based on hours of operation, where applicable (e.g., extending the survey hours into the evening for a restaurant use).

## 2.2 SURVEYING RESULTS & ANALYSIS

The results of future parking utilization surveys should be summarized in field sheets and are recommended to include the following items:

- Date(s) of the survey;
- Observed weather conditions at the time of the survey;
- Total on-street parking supply (per street);
- Total off-street parking supply (per lot);
- Observed on-street and/or off-street parking demand (including number of occupied spaces, number of occupied accessible spaces, and illegally parked vehicles); and
- Observed obstructions or restrictions (e.g., construction or blocked parking spaces)

A summary of the survey results should note the observed peak parking demand and the time that it occurred. Sample on- and off-street parking utilization survey field sheets are provided in **Attachment 1**.



### 2.3 SUPPLEMENTARY SURVEY TYPES

Two (2) additional supplementary surveys can be conducted to understand parking demand and trends within Downtown Penetanguishene:

- **Parking Turnover Surveys:** Parking turnover surveys measure the rate at which parking spaces are used (i.e., frequency of vehicles entering and leaving parking spaces) throughout the day. Conducting a parking turnover survey would involve a staff member recording the partial vehicle plate information of occupied stalls, typically at 30-minute intervals. Partial plate information is required to verify how long a vehicle has remained within the same parking stall; the first 4 digits of the vehicle license plate are noted to create a unique record that can be assessed at each interval. The resulting dwell time will help understand how long customers or employees typically remain parked within a parking space. Parking turnover surveys generally require more staff resources because the plate information must be recorded or verified at each interval.
- **Parking Trace Surveys:** Parking trace surveys focus on understanding the users of parking spaces to provide insight into peak parking demand specific to different user groups (customers, businesses, employees, residents, visitors etc.). Parking trace surveys can also help identify illegal or unauthorized parking activity. As part of a parking trace survey, the staff member would need to observe the origin/destination of each parking stall user (e.g., to determine which land use or business they are visiting). Parking trace surveys require additional staff resources as the parking stalls must be continuously monitored over the survey period.

## 3 CONCLUSION

This memorandum was prepared to outline the recommended methodology for conducting future parking utilization surveys in the Town's Downtown and Waterfront area. The recommended methodology includes guidelines for the timing of surveys, types of surveys, and reporting of collected parking data. The data collected data will help determine how on- and off-street public parking is being utilized in the Town of Penetanguishene to assist staff in their decision-making process.

Should you have any questions or comments regarding the presented information, please do not hesitate to contact the undersigned.

Yours truly,  
LEA CONSULTING LTD.

Robert Keel, MSc, PI, MCIP, RPP  
Manager, Transportation Planning

:cl

enclosed: Attachment 1: Sample Field Sheets

Christy Leung, MCIP, RPP  
Intermediate Planner





# ATTACHMENT 1

## Sample Field Sheets







# APPENDIX C

## Town Dock Parking Survey Results

**PARKING DEMAND SUMMARY**  
Project No.: 25008

Main Town Dock Parking Lot  
Supply 86  
DATE: Saturday May 18, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Saturday May Total | Supply |
|-------|-------------------|---------------------------|--------------------|--------|
| 7:00  | 2                 | 0                         | 2                  | 86     |
| 7:30  | 0                 | 0                         | 0                  | 86     |
| 8:00  | 4                 | 0                         | 4                  | 86     |
| 8:30  | 4                 | 0                         | 4                  | 86     |
| 9:00  | 11                | 0                         | 11                 | 86     |
| 9:30  | 17                | 0                         | 17                 | 86     |
| 10:00 | 23                | 1                         | 24                 | 86     |
| 10:30 | 14                | 1                         | 15                 | 86     |
| 11:00 | 17                | 1                         | 18                 | 86     |
| 11:30 | 20                | 1                         | 21                 | 86     |
| 12:00 | 36                | 1                         | 37                 | 86     |
| 12:30 | 38                | 1                         | 39                 | 86     |
| 13:00 | 53                | 1                         | 54                 | 86     |
| 13:30 | 55                | 1                         | 56                 | 86     |
| 14:00 | 54                | 1                         | 55                 | 86     |
| 14:30 | 58                | 1                         | 59                 | 86     |
| 15:00 | 52                | 1                         | 53                 | 86     |
| 15:30 | 55                | 1                         | 56                 | 86     |
| 16:00 | 53                | 1                         | 54                 | 86     |
| 16:30 | 45                | 1                         | 46                 | 86     |
| 17:00 | 41                | 1                         | 42                 | 86     |
| 17:30 | 37                | 1                         | 38                 | 86     |
| 18:00 | 29                | 1                         | 30                 | 86     |
| 18:30 | 46                | 1                         | 47                 | 86     |
| 19:00 | 43                | 0                         | 43                 | 86     |
| 19:30 | 33                | 0                         | 33                 | 86     |
| 20:00 | 28                | 0                         | 28                 | 86     |
| 20:30 | 19                | 1                         | 20                 | 86     |
| 21:00 | 11                | 1                         | 12                 | 86     |

Boat Launch Gravel Lot  
Supply 60 Cars 55 Trailers  
DATE: Saturday May 18, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Saturday May Total | Supply |
|-------|-------------------|---------------------------|--------------------|--------|
| 7:00  | 25                | 4                         | 31                 | 115    |
| 7:30  | 25                | 7                         | 32                 | 115    |
| 8:00  | 27                | 4                         | 33                 | 115    |
| 8:30  | 28                | 10                        | 38                 | 115    |
| 9:00  | 29                | 10                        | 39                 | 115    |
| 9:30  | 31                | 10                        | 41                 | 115    |
| 10:00 | 32                | 9                         | 41                 | 115    |
| 10:30 | 35                | 12                        | 47                 | 115    |
| 11:00 | 33                | 13                        | 46                 | 115    |
| 11:30 | 34                | 14                        | 48                 | 115    |
| 12:00 | 36                | 16                        | 52                 | 115    |
| 12:30 | 35                | 16                        | 51                 | 115    |
| 13:00 | 34                | 15                        | 49                 | 115    |
| 13:30 | 37                | 17                        | 54                 | 115    |
| 14:00 | 36                | 16                        | 52                 | 115    |
| 14:30 | 38                | 16                        | 54                 | 115    |
| 15:00 | 38                | 15                        | 53                 | 115    |
| 15:30 | 37                | 14                        | 53                 | 115    |
| 16:00 | 37                | 17                        | 54                 | 115    |
| 16:30 | 38                | 18                        | 56                 | 115    |
| 17:00 | 37                | 16                        | 53                 | 115    |
| 17:30 | 36                | 18                        | 54                 | 115    |
| 18:00 | 34                | 17                        | 51                 | 115    |
| 18:30 | 33                | 13                        | 46                 | 115    |
| 19:00 | 34                | 12                        | 46                 | 115    |
| 19:30 | 33                | 12                        | 45                 | 115    |
| 20:00 | 34                | 11                        | 45                 | 115    |
| 20:30 | 35                | 10                        | 45                 | 115    |
| 21:00 | 33                | 10                        | 43                 | 115    |

Main Town Dock Parking Lot  
Supply 86  
DATE: Sunday May 19, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Sunday May Total | Supply |
|-------|-------------------|---------------------------|------------------|--------|
| 7:00  | 6                 | 0                         | 6                | 86     |
| 7:30  | 6                 | 0                         | 6                | 86     |
| 8:00  | 9                 | 0                         | 9                | 86     |
| 8:30  | 12                | 0                         | 12               | 86     |
| 9:00  | 21                | 0                         | 21               | 86     |
| 9:30  | 23                | 0                         | 23               | 86     |
| 10:00 | 30                | 0                         | 30               | 86     |
| 10:30 | 35                | 0                         | 35               | 86     |
| 11:00 | 31                | 0                         | 31               | 86     |
| 11:30 | 35                | 0                         | 35               | 86     |
| 12:00 | 36                | 0                         | 36               | 86     |
| 12:30 | 51                | 0                         | 51               | 86     |
| 13:00 | 51                | 0                         | 51               | 86     |
| 13:30 | 61                | 0                         | 61               | 86     |
| 14:00 | 72                | 0                         | 72               | 86     |
| 14:30 | 82                | 0                         | 82               | 86     |
| 15:00 | 84                | 0                         | 84               | 86     |
| 15:30 | 80                | 2                         | 82               | 86     |
| 16:00 | 80                | 1                         | 81               | 86     |
| 16:30 | 69                | 1                         | 70               | 86     |
| 17:00 | 66                | 1                         | 67               | 86     |
| 17:30 | 43                | 1                         | 44               | 86     |
| 18:00 | 53                | 1                         | 54               | 86     |
| 18:30 | 48                | 0                         | 48               | 86     |
| 19:00 | 35                | 0                         | 35               | 86     |
| 19:30 | 21                | 0                         | 21               | 86     |
| 20:00 | 27                | 0                         | 27               | 86     |
| 20:30 | 13                | 0                         | 13               | 86     |
| 21:00 | 10                | 0                         | 10               | 86     |

Boat Launch Gravel Lot  
Supply 60 Cars 55 Trailers  
DATE: Sunday May 19, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Sunday May Total | Supply |
|-------|-------------------|---------------------------|------------------|--------|
| 7:00  | 36                | 13                        | 39               | 115    |
| 7:30  | 27                | 11                        | 38               | 115    |
| 8:00  | 27                | 13                        | 40               | 115    |
| 8:30  | 34                | 13                        | 38               | 115    |
| 9:00  | 29                | 14                        | 43               | 115    |
| 9:30  | 28                | 14                        | 44               | 115    |
| 10:00 | 28                | 19                        | 49               | 115    |
| 10:30 | 29                | 20                        | 49               | 115    |
| 11:00 | 33                | 23                        | 56               | 115    |
| 11:30 | 33                | 25                        | 58               | 115    |
| 12:00 | 33                | 29                        | 62               | 115    |
| 12:30 | 33                | 29                        | 62               | 115    |
| 13:00 | 38                | 28                        | 64               | 115    |
| 13:30 | 37                | 30                        | 67               | 115    |
| 14:00 | 38                | 30                        | 68               | 115    |
| 14:30 | 38                | 29                        | 67               | 115    |
| 15:00 | 39                | 28                        | 67               | 115    |
| 15:30 | 37                | 27                        | 64               | 115    |
| 16:00 | 35                | 27                        | 62               | 115    |
| 16:30 | 35                | 25                        | 60               | 115    |
| 17:00 | 34                | 23                        | 57               | 115    |
| 17:30 | 32                | 23                        | 55               | 115    |
| 18:00 | 34                | 21                        | 54               | 115    |
| 18:30 | 35                | 19                        | 54               | 115    |
| 19:00 | 36                | 16                        | 52               | 115    |
| 19:30 | 34                | 12                        | 46               | 115    |
| 20:00 | 34                | 9                         | 43               | 115    |
| 20:30 | 32                | 9                         | 41               | 115    |
| 21:00 | 23                | 7                         | 30               | 115    |

Main Town Dock Parking Lot  
Supply 86  
DATE: Saturday July 6, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Saturday July Total | Supply |
|-------|-------------------|---------------------------|---------------------|--------|
| 7:00  | 11                | 1                         | 12                  | 86     |
| 7:30  | 11                | 1                         | 12                  | 86     |
| 8:00  | 16                | 1                         | 17                  | 86     |
| 8:30  | 15                | 1                         | 16                  | 86     |
| 9:00  | 17                | 1                         | 18                  | 86     |
| 9:30  | 22                | 1                         | 24                  | 86     |
| 10:00 | 26                | 1                         | 28                  | 86     |
| 10:30 | 31                | 0                         | 31                  | 86     |
| 11:00 | 47                | 0                         | 47                  | 86     |
| 11:30 | 48                | 0                         | 48                  | 86     |
| 12:00 | 47                | 0                         | 47                  | 86     |
| 12:30 | 48                | 0                         | 48                  | 86     |
| 13:00 | 55                | 0                         | 55                  | 86     |
| 13:30 | 62                | 0                         | 62                  | 86     |
| 14:00 | 64                | 0                         | 64                  | 86     |
| 14:30 | 69                | 1                         | 70                  | 86     |
| 15:00 | 74                | 0                         | 74                  | 86     |
| 15:30 | 72                | 0                         | 72                  | 86     |
| 16:00 | 70                | 0                         | 70                  | 86     |
| 16:30 | 71                | 0                         | 71                  | 86     |
| 17:00 | 51                | 0                         | 51                  | 86     |
| 17:30 | 70                | 0                         | 70                  | 86     |
| 18:00 | 70                | 0                         | 70                  | 86     |
| 18:30 | 83                | 0                         | 83                  | 86     |
| 19:00 | 86                | 0                         | 86                  | 86     |
| 19:30 | 78                | 0                         | 78                  | 86     |
| 20:00 | 78                | 0                         | 78                  | 86     |
| 20:30 | 72                | 0                         | 72                  | 86     |
| 21:00 | 75                | 0                         | 75                  | 86     |

Boat Launch Gravel Lot  
Supply 60 Cars 55 Trailers  
DATE: Saturday July 6, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Saturday July Total | Supply |
|-------|-------------------|---------------------------|---------------------|--------|
| 7:00  | 28                | 48                        | 77                  | 115    |
| 7:30  | 28                | 43                        | 72                  | 115    |
| 8:00  | 27                | 43                        | 71                  | 115    |
| 8:30  | 28                | 43                        | 72                  | 115    |
| 9:00  | 28                | 48                        | 77                  | 115    |
| 9:30  | 30                | 48                        | 78                  | 115    |
| 10:00 | 29                | 48                        | 77                  | 115    |
| 10:30 | 28                | 47                        | 75                  | 115    |
| 11:00 | 28                | 43                        | 71                  | 115    |
| 11:30 | 28                | 46                        | 74                  | 115    |
| 12:00 | 30                | 47                        | 77                  | 115    |
| 12:30 | 30                | 48                        | 78                  | 115    |
| 13:00 | 30                | 48                        | 78                  | 115    |
| 13:30 | 27                | 45                        | 72                  | 115    |
| 14:00 | 28                | 48                        | 76                  | 115    |
| 14:30 | 26                | 54                        | 80                  | 115    |
| 15:00 | 35                | 53                        | 88                  | 115    |
| 15:30 | 31                | 51                        | 82                  | 115    |
| 16:00 | 30                | 44                        | 74                  | 115    |
| 16:30 | 25                | 37                        | 62                  | 115    |
| 17:00 | 27                | 30                        | 57                  | 115    |
| 17:30 | 27                | 26                        | 53                  | 115    |
| 18:00 | 25                | 24                        | 49                  | 115    |
| 18:30 | 24                | 23                        | 47                  | 115    |
| 19:00 | 25                | 21                        | 46                  | 115    |
| 19:30 | 27                | 20                        | 47                  | 115    |
| 20:00 | 30                | 21                        | 51                  | 115    |
| 20:30 | 27                | 20                        | 47                  | 115    |
| 21:00 | 30                | 18                        | 48                  | 115    |

Main Town Dock Parking Lot  
Supply 86  
DATE: Sunday July 7, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Sunday July Total | Supply |
|-------|-------------------|---------------------------|-------------------|--------|
| 7:00  | 13                | 0                         | 13                | 86     |
| 7:30  | 18                | 0                         | 18                | 86     |
| 8:00  | 15                | 0                         | 15                | 86     |
| 8:30  | 17                | 0                         | 17                | 86     |
| 9:00  | 21                | 0                         | 21                | 86     |
| 9:30  | 31                | 0                         | 31                | 86     |
| 10:00 | 36                | 0                         | 36                | 86     |
| 10:30 | 42                | 0                         | 42                | 86     |
| 11:00 | 57                | 0                         | 57                | 86     |
| 11:30 | 52                | 0                         | 52                | 86     |
| 12:00 | 57                | 0                         | 57                | 86     |
| 12:30 | 64                | 1                         | 65                | 86     |
| 13:00 | 66                | 0                         | 66                | 86     |
| 13:30 | 86                | 0                         | 86                | 86     |
| 14:00 | 84                | 0                         | 84                | 86     |
| 14:30 | 80                | 0                         | 80                | 86     |
| 15:00 | 78                | 0                         | 78                | 86     |
| 15:30 | 80                | 0                         | 80                | 86     |
| 16:00 | 70                | 0                         | 70                | 86     |
| 16:30 | 68                | 0                         | 68                | 86     |
| 17:00 | 53                | 0                         | 53                | 86     |
| 17:30 | 45                | 0                         | 45                | 86     |
| 18:00 | 42                | 2                         | 44                | 86     |
| 18:30 | 40                | 2                         | 42                | 86     |
| 19:00 | 38                | 1                         | 39                | 86     |
| 19:30 | 30                | 0                         | 30                | 86     |
| 20:00 | 32                | 0                         | 32                | 86     |
| 20:30 | 17                | 1                         | 18                | 86     |
| 21:00 | 15                | 0                         | 15                | 86     |

Boat Launch Gravel Lot  
Supply 60 Cars 55 Trailers  
DATE: Sunday July 7, 2024

| TIME  | Passenger Vehicle | Vehicle with Boat Trailer | Sunday July Total | Supply |
|-------|-------------------|---------------------------|-------------------|--------|
| 7:00  | 29                | 17                        | 46                | 115    |
| 7:30  | 29                | 21                        | 50                | 115    |
| 8:00  | 28                | 24                        | 52                | 115    |
| 8:30  | 28                | 25                        | 53                | 115    |
| 9:00  | 29                | 28                        | 57                | 115    |
| 9:30  | 28                | 28                        | 56                | 115    |
| 10:00 | 29                | 29                        | 58                | 115    |
| 10:30 | 24                | 30                        | 54                | 115    |
| 11:00 | 28                | 37                        | 65                | 115    |
| 11:30 | 28                | 41                        | 69                | 115    |
| 12:00 | 33                | 42                        | 75                | 115    |
| 12:30 | 31                | 38                        | 69                | 115    |
| 13:00 | 30                | 38                        | 68                | 115    |
| 13:30 | 30                | 37                        | 67                | 115    |
| 14:00 | 30                | 42                        | 72                | 115    |
| 14:30 | 29                | 40                        | 69                | 115    |
| 15:00 | 23                | 39                        | 62                | 115    |
| 15:30 | 27                | 39                        | 66                | 115    |
| 16:00 | 25                | 40                        | 65                | 115    |
| 16:30 | 23                | 34                        | 57                | 115    |
| 17:00 | 24                | 31                        | 55                | 115    |
| 17:30 | 23                | 31                        | 54                | 115    |
| 18:00 | 22                | 30                        | 52                | 115    |
| 18:30 | 20                | 27                        | 47                | 115    |
| 19:00 | 18                | 21                        | 39                | 115    |
| 19:30 | 18                | 19                        | 37                | 115    |
| 20:00 | 12                | 14                        | 26                | 115    |
| 20:30 | 10                | 11                        | 21                | 115    |
| 21:00 | 11                | 10                        | 21                | 115    |

**Date: Saturday May 18<sup>th</sup>, 2024**

Main Town Dock  
Parking Lot  
Peak Demand:  
2:30PM



Boat Launch  
Gravel Lot  
Peak Demand:  
4:30PM



**Date: Sunday May 19<sup>th</sup>, 2024**

Main Town Dock  
Parking Lot  
Peak Demand:  
3:00PM



Boat Launch  
Gravel Lot  
Peak Demand:  
2:00PM



**Date: Saturday July 6<sup>th</sup>, 2024**

Main Town Dock  
Parking Lot  
Peak Demand:  
6:30PM



Boat Launch  
Gravel Lot  
Peak Demand:  
3:00PM





**Date: Sunday July 7<sup>th</sup>, 2024**

Main Town Dock  
Parking Lot  
Peak Demand:  
1:30PM



Boat Launch  
Gravel Lot  
Peak Demand:  
12:00PM





# APPENDIX D

## Detailed Online Parking Survey Results

# Parking Survey for Residents and Visitors to Downtown Penetanguishene

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## SURVEY RESPONSE REPORT

17 August 2020 - 07 July 2024

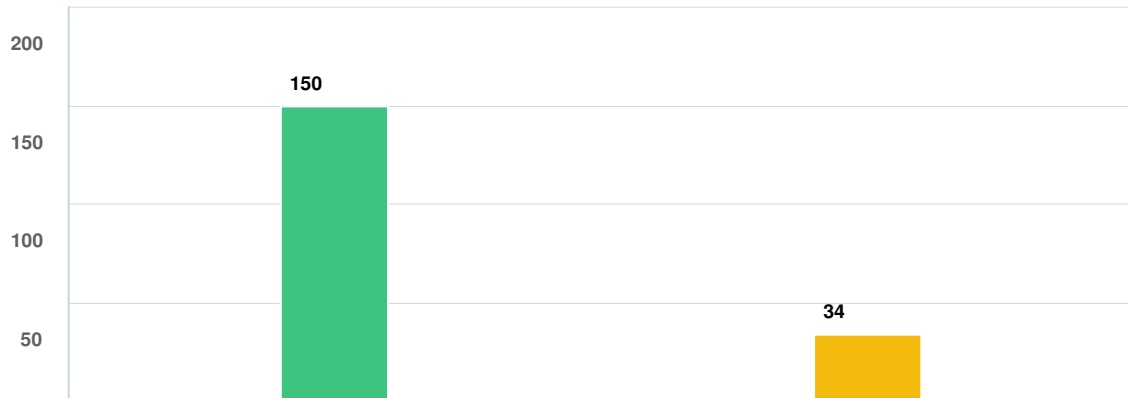
PROJECT NAME:  
Parking Strategy





SURVEY QUESTIONS

**Q1 Which of the following options describes you?**

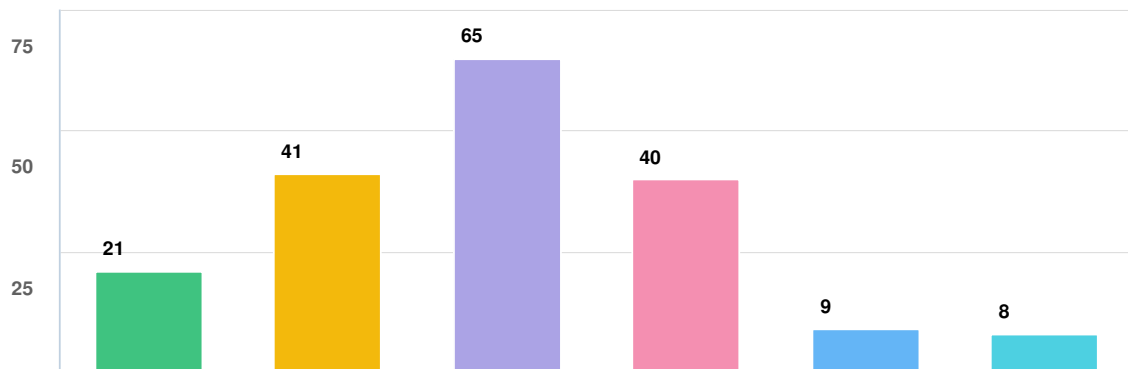


**Question options**

- I am a Town of Penetanguishene resident.
- I visit the Town of Penetanguishene from elsewhere for its amenities and services.

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q2 How often do you visit Downtown Penetanguishene?**

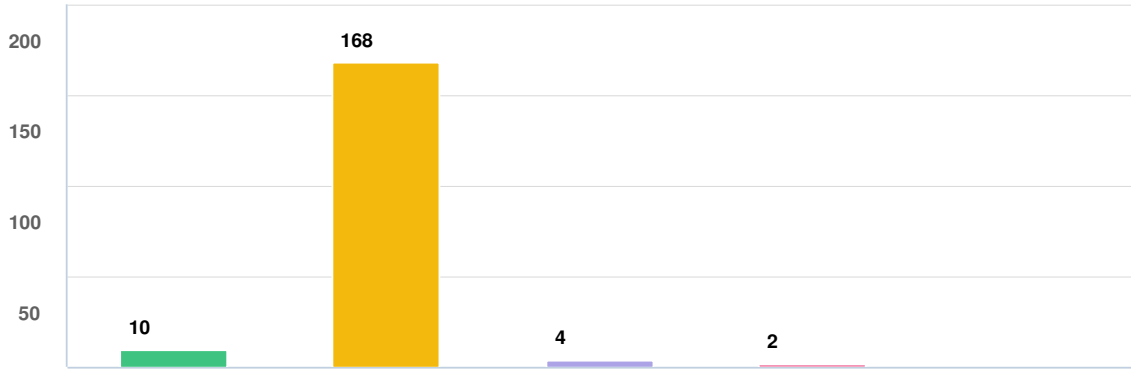


**Question options**

- I live in Downtown Penetanguishene
- Daily
- Very Often (2 to 3 times a week)
- Somewhat often (once a week)
- Occasionally (1 to 2 times a month)
- Not very often (once every few months)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q3 How do you usually get to Downtown?**

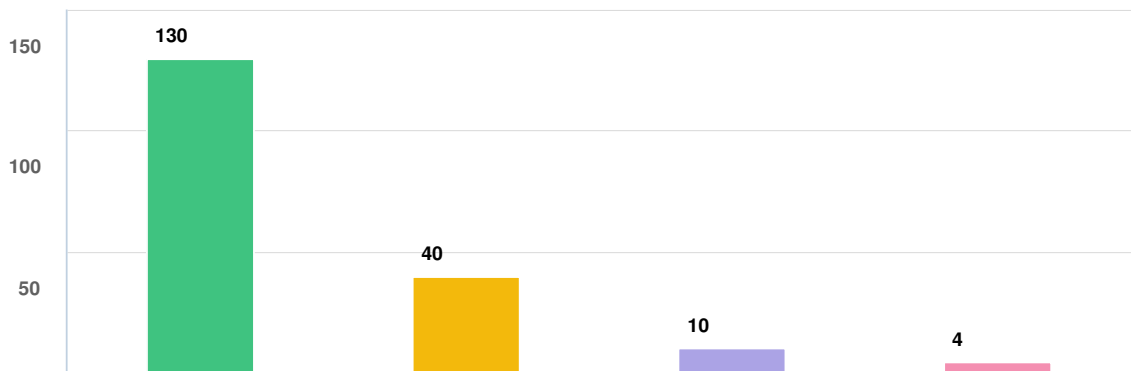


**Question options**

- Active Transportation (cycling and walking)
- Driving a vehicle
- Passenger in a vehicle
- Other (please specify)
- Public Transit

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q4 Where do you typically park Downtown?**

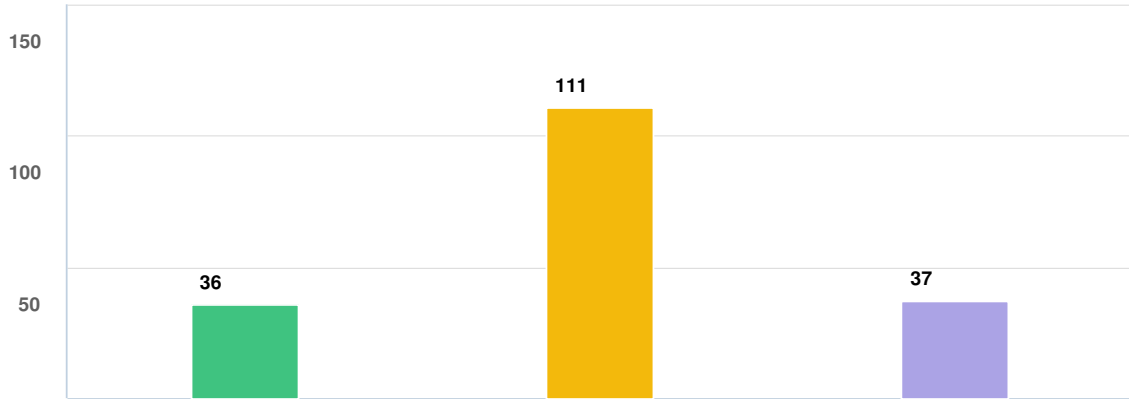


**Question options**

- Public, On-Street (parking space)
- Public, Off-Street (municipal parking lot)
- Private, Off-Street (privately owned lands)
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q5 | Do you have any trouble finding a parking space where you typically park?**

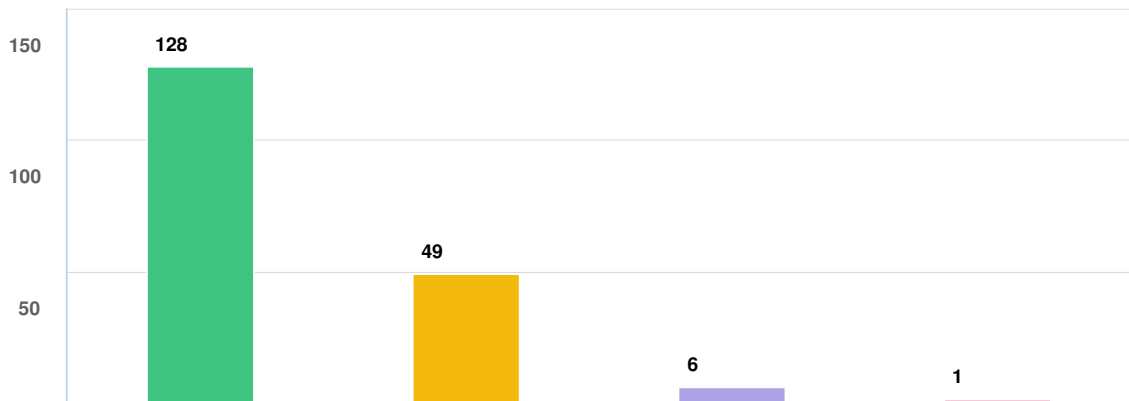


**Question options**

- Yes
- No
- Occasionally (please specify how often)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q6 | During your last visit to Downtown Penetanguishene, how far was your typical parking space from your destination?**

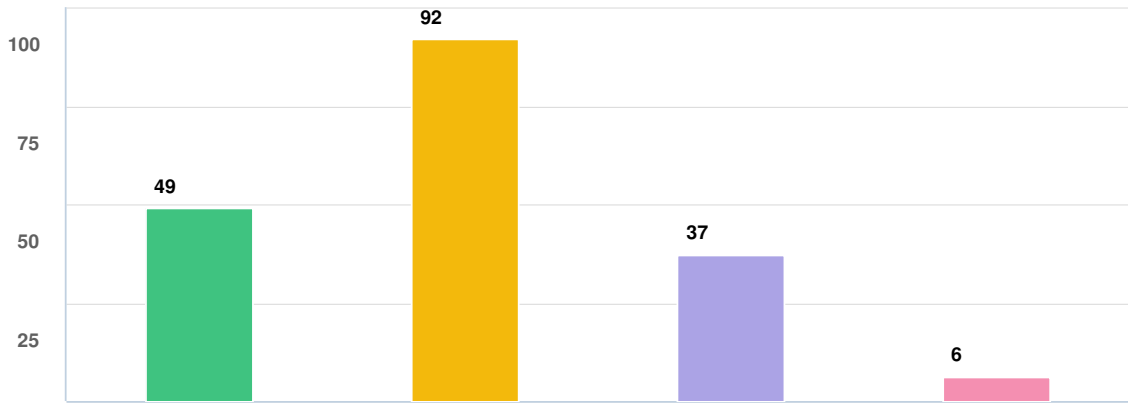


**Question options**

- Less than a minute
- 2-3 minute walk
- 4-5 minute walk
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q7 | What is the maximum distance you would be willing to walk from your car to your destination?**



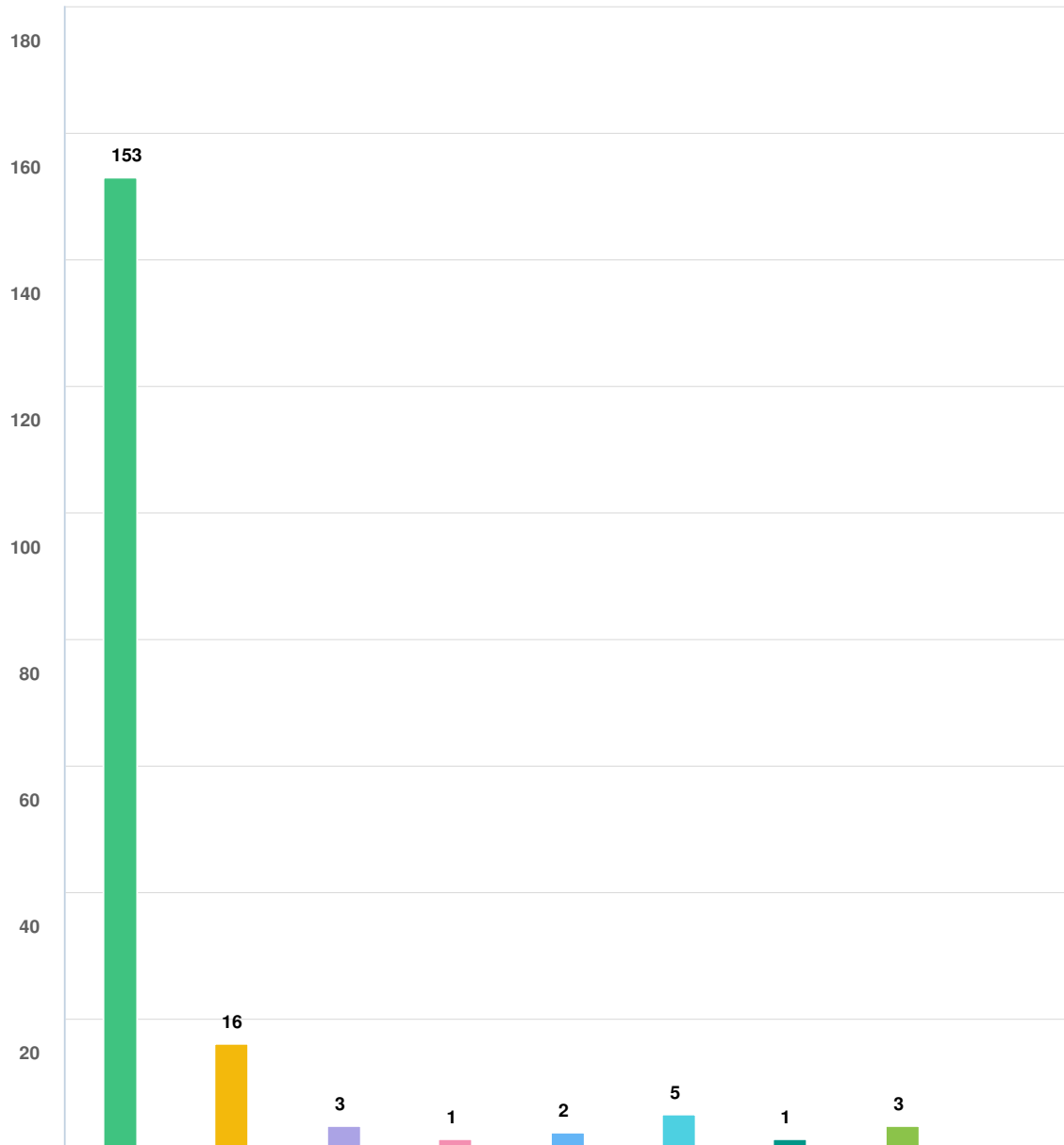
**Question options**

- Less than 1 minute walk
- 2 to 3 minute walk
- 4 to 5 minute walk
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question



**Q8** How long do you typically park your car for in Downtown Penetanguishene?

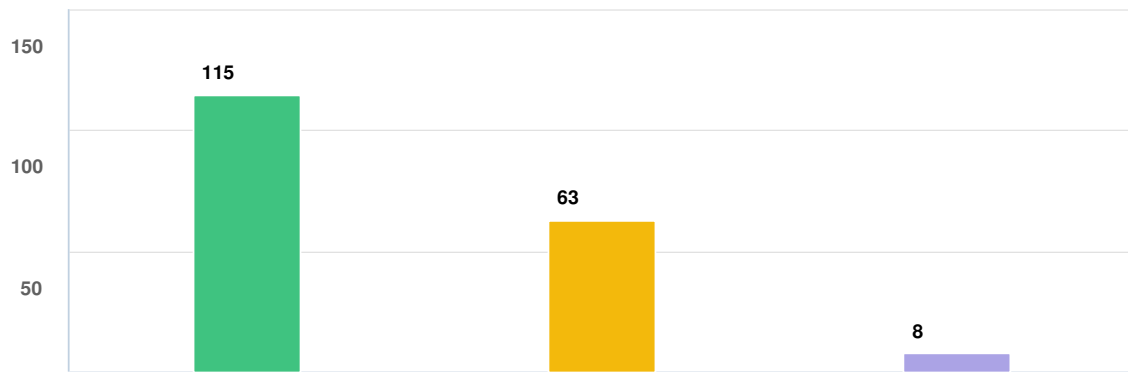


**Question options**

- 1 to 2 hours
- 2 to 3 hours
- 3 to 4 hours
- 5 to 6 hours
- 6 to 7 hours
- 7 to 8 hours
- 8 to 9 hours
- 9 hours plus
- 4 to 5 hours

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q9** Do you typically remain parked in one spot throughout the duration of your visit, or do you relocate based on location of s...

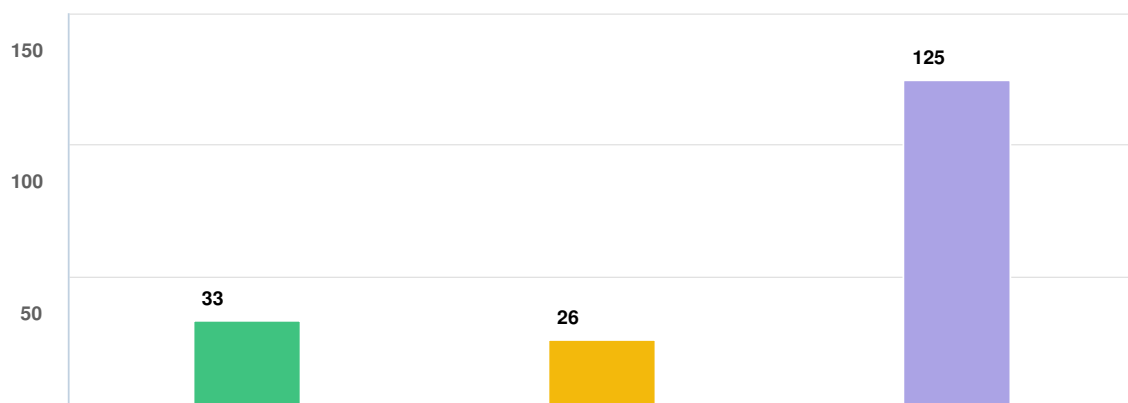


**Question options**

- I remain parked in one spot
- I tend to relocate to different spots depending on the location of services I want to visit
- I tend to relocate to a different spot because of difficulties associated with the steep slopes on Main Street and/or Peel Street

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q10** Do you have any mobility challenges that would require you to park close to your destination?

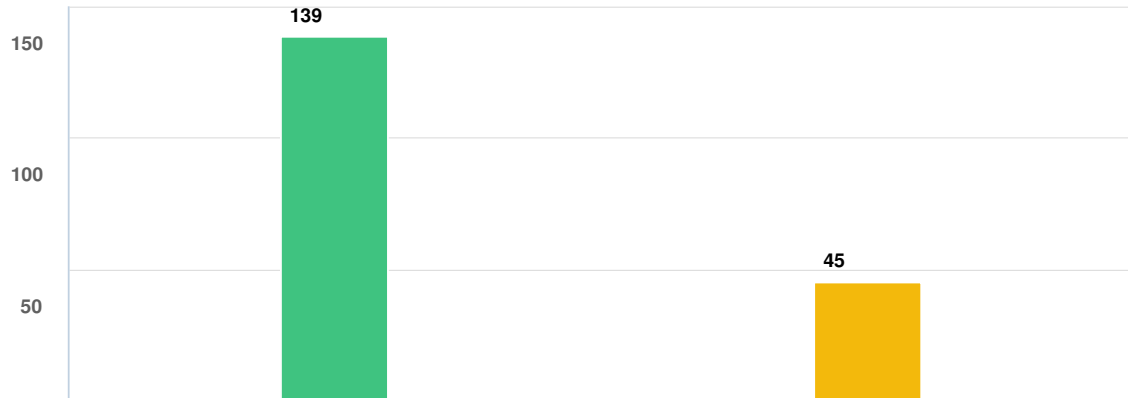


**Question options**

- Yes I have an accessible parking pass
- Yes but I do not have an accessible parking pass
- No

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q11** Have you experienced parking challenges at the Town Dock? If yes, please specify.

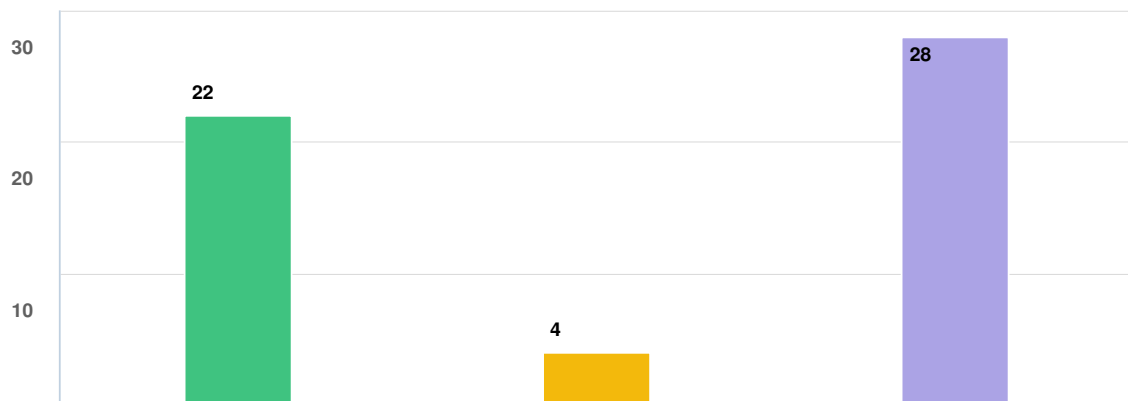


**Question options**

- No
- Yes (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q12** If you answered yes to the question above, were parking challenges associated with cars or cars and trailers?

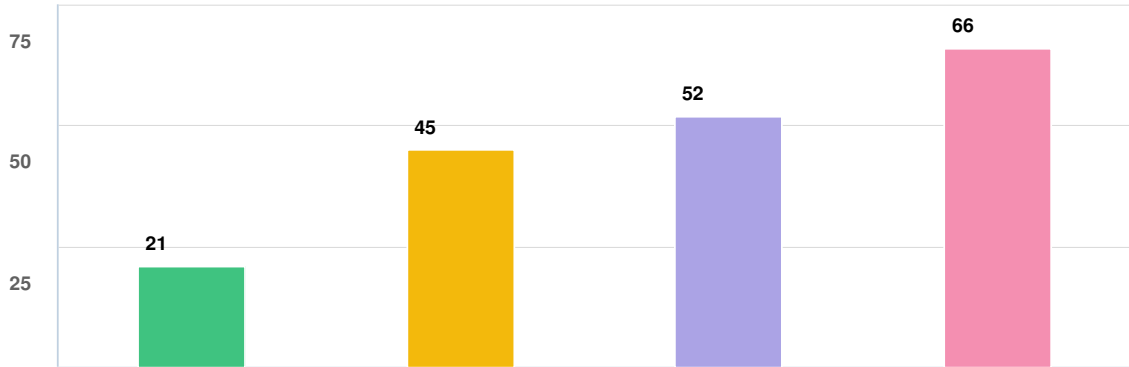


**Question options**

- Cars
- Trailers
- Both Cars and Trailers

Optional question (54 response(s), 130 skipped)  
Question type: Checkbox Question

**Q13 How often do you park at the Town Dock?**

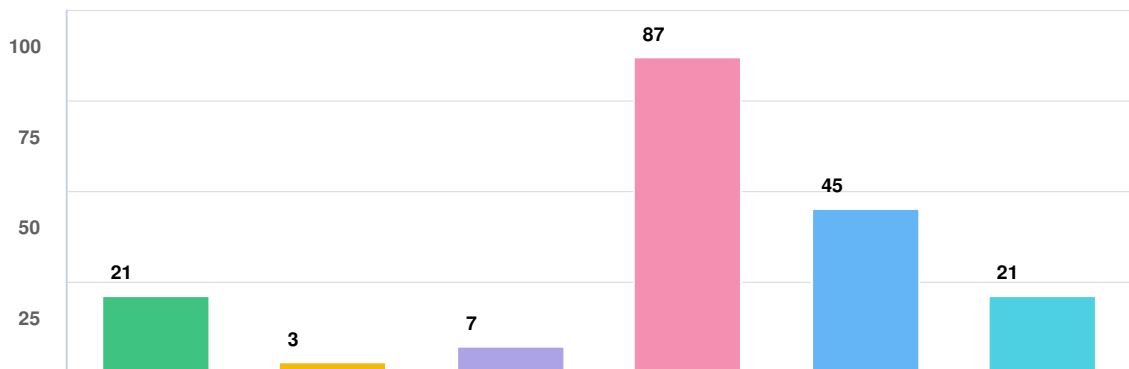


**Question options**

- Very often (several times a week)
- Somewhat Often (once a week)
- Occasionally (once a month)
- Not often (once every few months)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q14 What is your general purpose for parking at the Town Dock?**

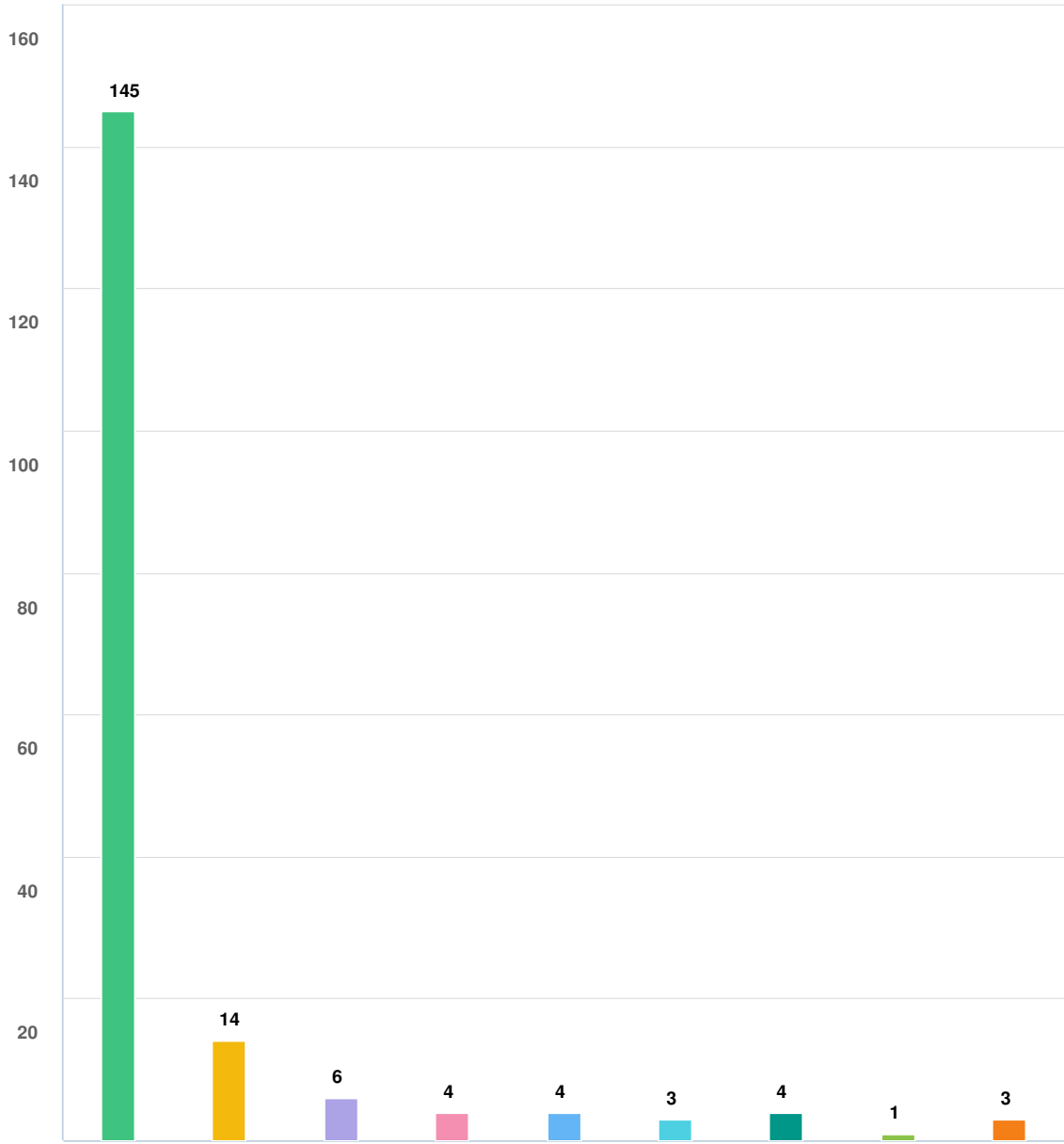


**Question options**

- To use the boat launch
- To use a boat slips
- To participate in a boat tour
- To eat at the World Famous Dock Lunch
- To use the property for leisure activities/public lands
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q15** How long do you typically park at the Town Dock?

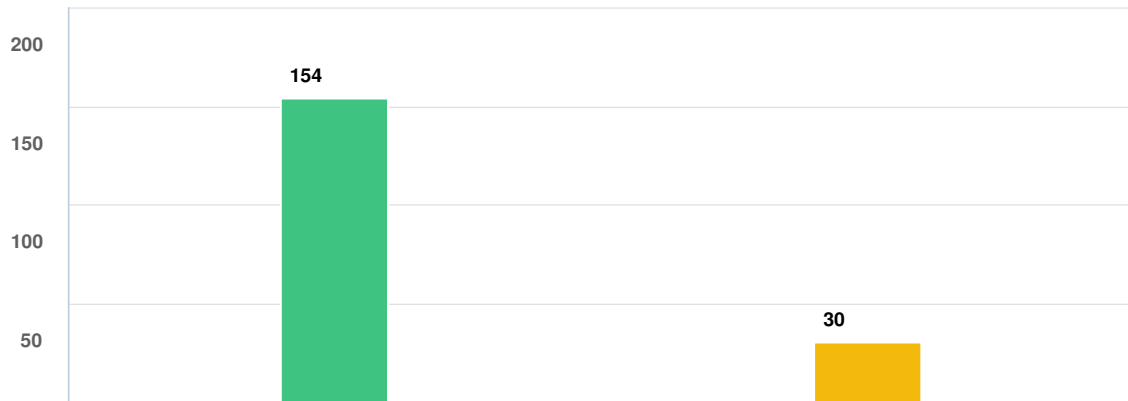


**Question options**

- 1 to 2 hours
- 2 to 3 hours
- 3 to 4 hours
- 4 to 5 hours
- 5 to 6 hours
- 6 to 7 hours
- 7 to 8 hours
- 8 to 9 hours
- 9 hours plus

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q16** Have you experienced challenges with on-street parking along Peel Street? If yes, please specify.

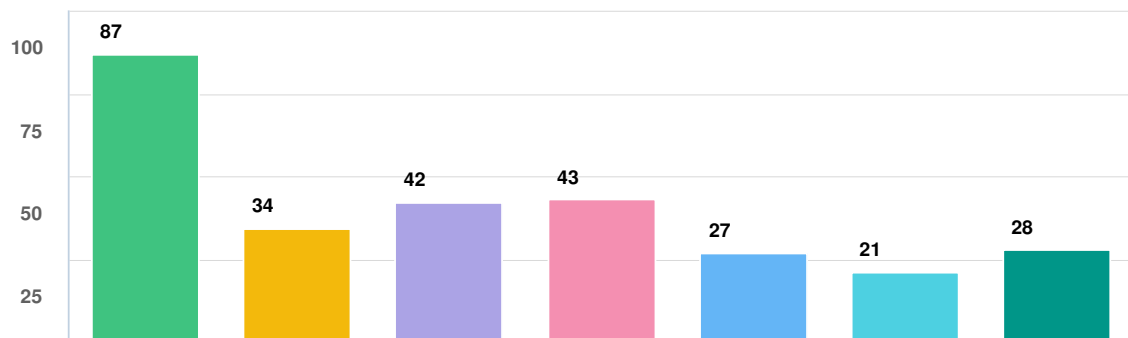


**Question options**

- No
- Yes (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q17** What challenges do you see in the public realm along Peel Street? (select all that apply).

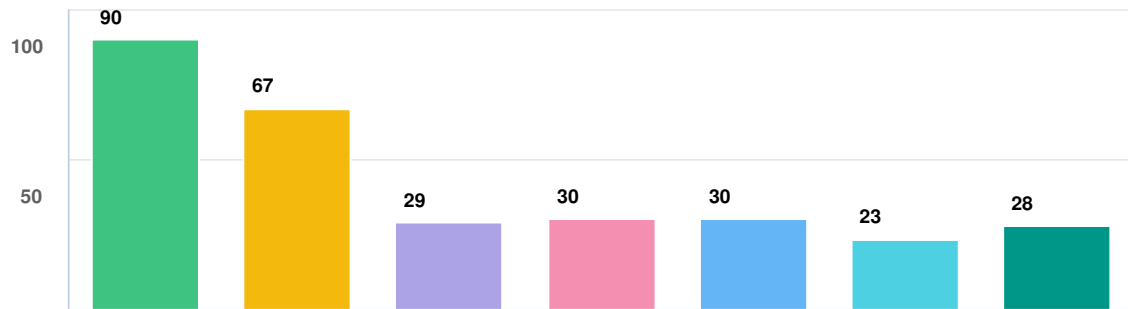


**Question options**

- Availability of on-street parking
- Illegal parking along building frontages (loading zone)
- Lack of adequate pedestrian infrastructure and street lighting
- Vehicle speeds and traffic congestion
- Lack of curbside management
- Lack of parking enforcement
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q18 Which of the following potential streetscape and public realm improvements are important to you and would you like to see a...**

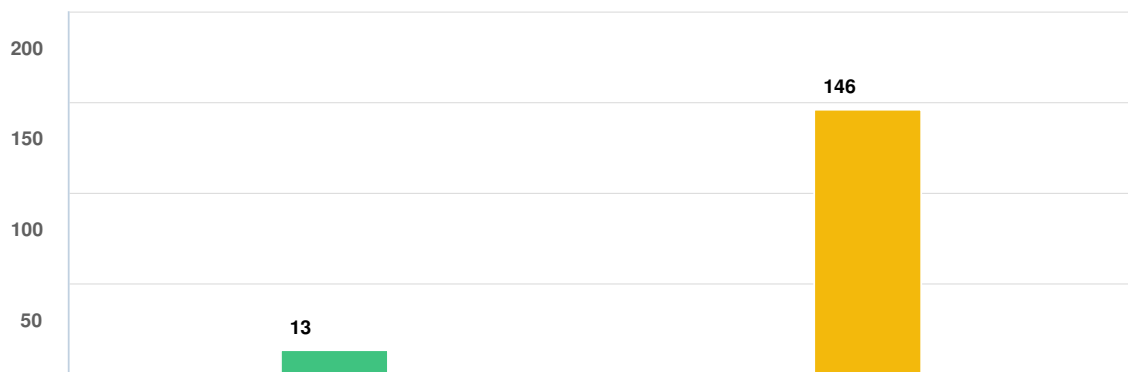


**Question options**

- Additional on-street parking spaces
- Improve existing pedestrian infrastructure and amenities
- More pedestrian and cycling connections
- Improved wayfinding signage
- Distinct streetscape/intersection improvements (boulevard/decorative paving/tactile strips for impaired vision)
- Improved gateway design to increase identity and sense of place
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q19 If you are a Town of Penetanguishene property owner or resident, would you be in favour of purchasing resident permits for ...**

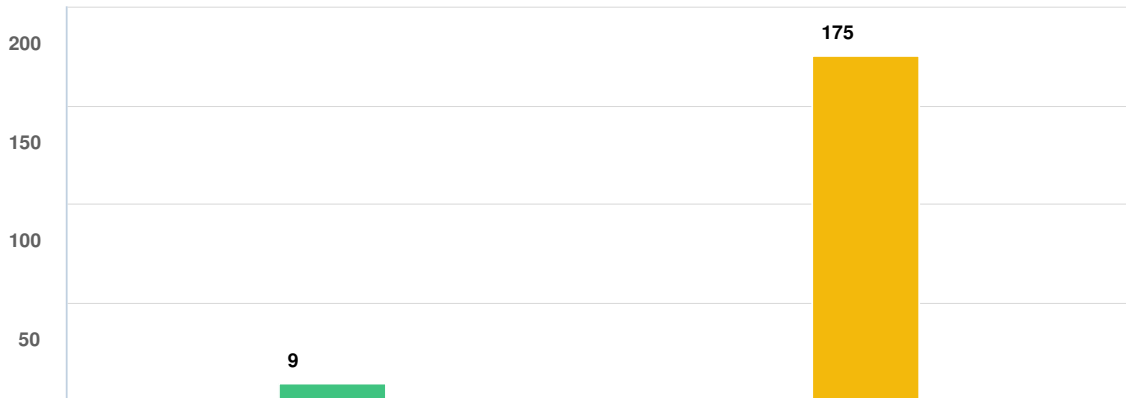


**Question options**

- Yes, I would be interested in purchasing a permit for my household
- No, I would not be interested in purchasing a permit for my household

Optional question (159 response(s), 25 skipped)  
Question type: Checkbox Question

**Q20 Would you be in favour of paid on-street parking within Downtown Penetanguishene?**

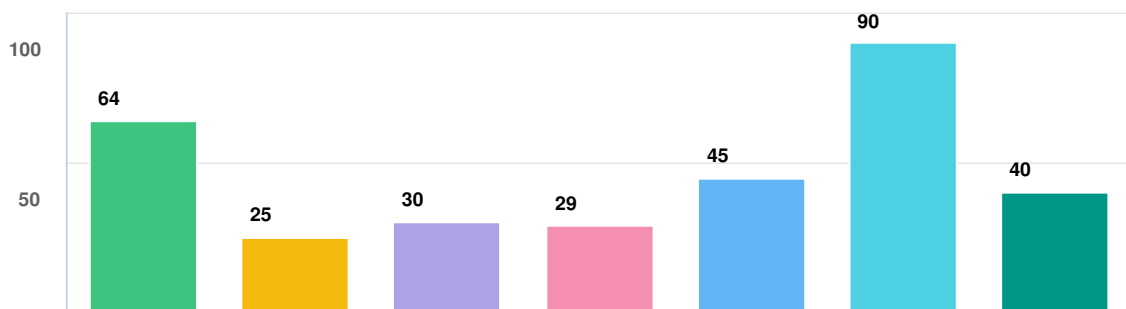


**Question options**

- Yes
- No

Mandatory Question (184 response(s))  
Question type: Checkbox Question

**Q21 What are the biggest parking challenges that you experience in Downtown Penetanguishene? (Select all that apply).**



**Question options**

- Lack of available parking spaces within a desirable distance
- Lack of parking enforcement/management
- Lack of accessible parking spaces
- Unclear signage/lack of signage regarding parking restrictions
- Unsafe on-street parking or municipal parking lots (e.g., dimly lit, cracked pavement, non-pedestrian friendly, etc.)
- Parking difficulties due to steep slopes or challenging terrain
- Other (please specify)

Mandatory Question (184 response(s))  
Question type: Checkbox Question



**Q22 Please provide your overall parking-related concerns including but not limited to on-street parking time limits, parking enforcement, overall parking supply and/or your experience in other town downtowns?**

Anonymous

6/05/2024 04:27 PM

Angled parking on the hill on Main St is an issue with longer vehicles (ie pick up trucks) sticking out on to the street as well as visibility when backing out of those spaces. There is minimal parking on Main St. between Robert St. and Poyntz St. for the business located there. As for the town dock, it might be helpful to allow for parking including overnight in the general lot for cars/trucks without trailers as this would free up additional space for those with launch permits and trailers.

Anonymous

6/05/2024 04:32 PM

Winter time parking is the biggest issue, because of the hill on Main St! Lack of 'accessible' parking is another issue! AS A SIDE NOTE: it would be wonderful to have bench seating along Main St, for the elderly seniors!

Anonymous

6/05/2024 04:40 PM

Not enough parking

Anonymous

6/05/2024 04:44 PM

I do not think we have that much of a parking issue on the Main Street and do not think paid parking or a resident parking pass would benefit the town on the Main Street. I only use the Town Dock parking lot during the week and its also not busy at that time.

Anonymous

6/05/2024 06:09 PM

I would like to see the needs of pedestrians to be prioritize within the downtown area. Parking in important but can be consolidated 2-3 min walk away, with the exception of accessible spots.

Anonymous

6/05/2024 06:18 PM

Midland just removed paid parking I can't believe you would even question bringing it in. Do you want local businesses to fail? It's hard enough to get people to come here and you want to charge the few who do? What is needed is for the downtown to get cleaned up. My son and his girlfriend can't walk downtown without being harassed by someone in an altered state of consciousness. Fix this stuff first.

Anonymous

6/05/2024 06:36 PM

Residence shouldn't need to pay to park. We live here. This is our home. This includes launching your boat and enjoying your very little free time out on the water during a summer day. We pay enough to

the township as it is, and honestly I don't ever see much improvements in this town.

Anonymous

6/05/2024 07:06 PM

I foresee trouble finding a parking space in the future given the number of developments planned or in progress, and given the appetite for high density. There will be too many people and cars and too few spots. Even the lot at Foodland may be too small, and traffic congestion is The town is losing services (no high school, hospital, Scotiabank and Edward Jones have vacated, post office intermittently closed). Parking at the waterfront park near the splash pad will be inadequate. It may be advisable to think about how to problem-solve in that area when the population increases. Strategic Plan: Focus on smart planning and small-town feel

Anonymous

6/05/2024 07:11 PM

Need to expedite surface repairs and sidewalk replacements throughout town

Anonymous

6/05/2024 08:11 PM

Parking issues are minor compared to many other issues such as policing, appearance of town property, etc. However compliments on snow removal and Rotary park gardens.

Anonymous

6/05/2024 09:08 PM

The town of Penetanguishene has had hassle free parking polices for decades, please don't ruin our beautiful town and those visiting with a poor experience in the future with enforcement of paid parking. The towns infrastructure is not setup for that sort of demand. Small businesses would see that impact and could possibly suffer if people felt it was easier to visit the mall or even go to Midland. I believe our parking policies here in Penetanguishene are just fine. The town could have paid parking in some specific areas for larger venues and events only, like Winterama or Canada Day Fireworks. Certain admission cost increases like at the arena or Curling club, could go towards the towns parking improvements.

Anonymous

6/05/2024 11:16 PM

Shop owners and employees should not be parking on the main streets.

Anonymous

6/05/2024 11:53 PM

Penetang already has challenges with the hill, so please don't put in paid parking. Town dock parking is horrible in the summer, with cars, trucks, trailers, fishermen, Dock Lunch visitors, Georgian Legacy and Georgian Queen visitors, and workers on work boats parking in prime locations in the early mornings. There is no parking for local residents to enjoy our beautiful town dock.

**Parking Survey for Residents and Visitors to Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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Anonymous

6/06/2024 07:11 AM

Library employees park all over Simcoe Street tying up spots all day. They have a parking lot of their own at back of library bldg.

Anonymous

6/06/2024 10:09 AM

Better parking plans and signing for substantial streets outside of Main Street.

Anonymous

6/06/2024 01:59 PM

Please keep parking free. I used to go to midland and now I do not because it is majority paid and I got a ticket once. Keep historical penetang free and fai

Anonymous

6/06/2024 02:34 PM

I haven't had any issues with parking. I prefer not to park in spaces where you need to back out of because it's hard to see oncoming traffic. That artwork in front of Hockstars, the big sphere, should be moved because it creates a blindspot for vehicles backing out of those parking spaces.

Anonymous

6/06/2024 04:23 PM

Penetang has the best boat launch around. If you take away parking from there the whole community will suffer.

Anonymous

6/06/2024 10:03 PM

If we want visitors and residents interested to come and stay in Penetanguishene downtown- parking should be free at the town dock and municipal parking spaces.

Anonymous

6/06/2024 10:31 PM

I have no problems parking at main & Robert which is where I go most. Don't limit how long I can visit local businesses and no meters please.

Anonymous

7/01/2024 11:41 AM

pick up trucks that are parked and extend into the roadway on the hill

Anonymous

6/06/2024 11:47 PM

Do not put in paid parking. It will kill the few businesses we have left in Penetanguishene

Anonymous

6/07/2024 12:13 AM

Vehicles sticking out into lanes year round on the hill In the winter vehicles parked in live traffic lanes as the snow banks take up parking spaces. Other than the Town Dock I generally think we do have enough parking , upon occasions the bottom of the Main Street gets fairly congested but for the most part there is usually space

Anonymous

6/07/2024 01:18 AM

Permit parking for downtown business owners/employees, so they can park all day. More signage in municipal lots and on-street for time limit parking, more light standards, so people feel safe walking to their vehicles at night. Parking meters for more turnover and hourly enforcement.

Anonymous

6/07/2024 07:32 AM

Having lived downtown on main street there is a big problem when it comes to the lack of resident parking. There is NO overnight parking available anywhere from November to April due to snow removal on Main Street. Residents also have to compete for parking spots with Airbnb guests and businesses which usually involves having to move vehicles multiple times.

Anonymous

6/07/2024 09:21 AM

Im glad there is no paid parking. Our town struggles enough for businesses, restaurants etc. I believe paid parking would be a deterrent and be costly to the town to enforce.

Anonymous

6/07/2024 05:01 PM

Need short term parking or accessibility parking on Main near some of the shops. Gym and salon customers have long stays limiting parking for walk in shops

Anonymous

6/07/2024 08:15 PM

I live downtown on Robert Street. My biggest complaint is that the current parking bylaws are not being enforced as it is, so firstly, whatever by laws come into effect, need to be enforced. Our neighbor has several boarders and rental units (definitely not within zoning laws) and inadequate parking spots for her tenants that we have had issues with them parking on our driveway. Then they park all their vehicles on the street, taking up all available spots. They even park cars on street overnight. Ensuring landlords are adhering to adequate parking spaces for their properties is key because otherwise they abuse other bylaws, which are rarely enforced. I think paid parking will help with this as well as generate revenue for the town, however, the parking issues that have plagued Midland need to be referenced. If you are opting for paid parking, make rates affordable, enforceable and easy to navigate. If it's too complicated to use, it will be disastrous for tourism. I even thought perhaps the concrete pad on corner of poyntz street and Owen could perhaps be used for paid residence parking permits for tenant overflow parking, leaving spots on main streets available for customers or visitors, as it should be. I also think that the parking space beside Hamsters should be better signed as available parking. I have used various parking apps and my favorite was HONK for ease. I also find the parking at RVH easy to navigate or the ones at Little Lake medical center in Barrie. The one

Midland had was to confusing. Is there a parking app that can take your license plate and it somehow recognizes it as a resident and therefore no fee charged, thus allowing free parking for residence but paid for non residence. Not sure if something like that exists or not. Separate but related suggestion, pay per use electric bicycles (nor scooters) similar to what is offered in Vancouver could be a great addition to downtown, allowing eco friendly transportation and might encourage cycle commuting for residents who live and work local. Perhaps right outside town hall, town dock or Village Square Mall.

Anonymous

6/07/2024 09:01 PM

Better signage for additional parking. Feel unsafe parking behind buildings and walking in the alley ways due to lack of lighting

Anonymous

6/07/2024 09:30 PM

I do not think paid parking would be of service to residents, Midland is already seeing a decline in business because of paid parking. Peneteng has a large seniors population and asking seniors to pay to pick up an item would certainly deter much needed customers from the downtown core.

Anonymous

6/07/2024 10:49 PM

I'm not sure why questions 8 & 15 have the option for 9+ hours but no option for 'Less than 1 hour'.

Anonymous

6/08/2024 08:42 AM

On steep areas...trucks parked extend beyond the designated area and create a pass by problem for other vehicles...Main St in particular. Signage indicating any parking lots would help.

Anonymous

6/08/2024 09:01 AM

Midland Kings St parking is horrible with the steel posts in the way.....

Anonymous

6/08/2024 11:14 AM

Lack of handicap parking and parking enforcement

Anonymous

6/08/2024 12:23 PM

Definitely NO to pay parking! Need to learn from Midlands fiasco! Have not witnessed by law officers or any enforcement for wrong way & speeding, going through stop sign at Peel & Simcoe! NOISE & speeding vehicles are my main concerns

Anonymous

6/08/2024 01:38 PM

I really have no problems with parking. It is a little more challenging during summer months particularly on weekends but with trip planning I have no complaints regarding parking.

**Parking Survey for Residents and Visitors to Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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Anonymous  
6/08/2024 05:55 PM

Most use is daytime for shopping. At present have not experienced any problems. Why are we paying outside companies for these surveys?

Anonymous  
6/08/2024 09:39 PM

The crowded side streets

Anonymous  
6/08/2024 09:49 PM

Large and long vehicles like trucks should have to park in municipal parking lot.

Anonymous  
6/08/2024 10:34 PM

It's fine the way it is

Anonymous  
6/08/2024 10:42 PM

Main Street by captain Ken's sidewalk is too wide makes narrow parking for trucks

Anonymous  
6/09/2024 07:52 AM

Generally parking isn't an issue except for events. For most events parking becomes a free for all.

Anonymous  
6/09/2024 08:50 AM

Signage and pavement markers are very difficult to understand and sometimes contradict themselves. Better signage of no parking zones to prevent tickets.

Anonymous  
6/09/2024 08:51 AM

My biggest issue is that business owners are using the loading zones to park for extended periods that narrow the access on Peel street

Anonymous  
6/09/2024 08:56 AM

Parking downtown is not an issue for me.

Anonymous  
6/09/2024 10:47 AM

Question 19: I don't live in the core so this questions doesn't apply. My vote shouldn't count. If core residents can purchase an overnight parking pass is this going to be seasonal due to snow clearance? If so where do they park in the winter? Every community big and small has parking issues. We are small with many residents being economically disadvantaged. Don't make it worse by charging for parking. Look at the parking fiasco in Midland and learn from their mistake.

Anonymous  
6/09/2024 11:41 AM

The on street parking area on Main Street between Robert Street and Simcoe Street is where my difficulty is. I find it difficult to back out into

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oncoming traffic coming down the hill. It would be nice to see more parking available on Main Street between Poyntz Street and Robert Street. I feel the public parking at the back of the town office is too far from the restaurants and shops in this area. I realize that these are my issues. Overall parking seems to be a non issue for me as I usually visit downtown Penetanguishene after working hours and on weekends. In regards to question #20 - I would absolutely Not be in favour of paid parking anywhere!!

Anonymous

6/09/2024 12:14 PM

The accessible parking spaces on the back side of the parking lot in Village square should be near the doors, as where it is now the car parking next to the space doesn't allow enough space for the passenger to get in or out of the car.

Anonymous

6/09/2024 02:03 PM

Dangerous cars backing out on hill when cars are going up and down

Anonymous

6/09/2024 06:24 PM

The main intersection of Penetang is honestly a mess. The diagonal parking around the main intersection is so unsafe with all of the oncoming traffic. The worst part though is that one way street that runs down the back of the stores near the flower shoppe and hamsters; I would suggest turning that into a one way street going in the opposite direction; that way you have people turning right onto the main intersection from there, instead of getting into a backlog because someone ignored the sign to keep it clear, and you've got both lanes of traffic wanting to turn left, and now someone's in the middle of the intersection. It's so poorly planned; the worst main intersection I've ever seen; truthfully.

Anonymous

6/09/2024 07:04 PM

Parking on the hill, trying to back out is very hard and no consideration from other drivers

Anonymous

6/09/2024 07:26 PM

No place to park to access Pier 21 or Flynn's without having to drive along Robert and then turn around to find a space on south side of Robert

Anonymous

6/09/2024 10:23 PM

Honestly there are no parking concerns currently except during big festivities

Anonymous

6/10/2024 12:20 AM

The angled parking spots on the Main St hill are dangerous. I often have to back up blind due to vehicles beside me. Luckily there has never been a car driving down the hill so far.

Anonymous

6/10/2024 12:31 PM

I would like to see the trucks and boat trailers moved to another location for parking along with the boat launch. They are an absolute eye sore and taking up valuable land that could be used for something a lot more feasible than an over crowded parking lot. Lots of space further down past the dog park for one to be made. The lands contaminated anyway. Just pave over it.

Anonymous

6/10/2024 09:04 PM

Do not take away parking at the town dock. There are many Seniors that enjoy a drive to the town dock so they can park and enjoy the scenery while eating ice cream. Also the Tour boat brings in many tourists to Penetang and they need a place to park. Keep the town welcoming to tourists .

Anonymous

6/10/2024 09:29 PM

I wouldn't want to see paid parking downtown which (as seen in Midland) discourages people from going downtown to eat/shop. I would like to see street parking on that southern part of Main Street.

Anonymous

6/10/2024 10:43 PM

On street parking limits need to consider how long it takes to access the services nearby; eg beauty salon services, restaurant meals etc

Anonymous

6/11/2024 09:49 AM

Not busy enough for paid parking. Not much in downtown worth visiting

Anonymous

6/11/2024 10:09 AM

We should not charge for parking, look at the nightmare Midland is having.

Anonymous

6/11/2024 04:57 PM

Pave the launch pad parking area, with lines for spots. Allow cars to park over night in front of dock lunch to open spaces for vehicles with trailers. Utilize the land between the entrance to sewage plant and walking path for parking.

Anonymous

6/11/2024 10:07 PM

Accessible parking and the amount of cabs and commercial vehicles that continue to park there. Let alone those abusing spaces in mall parking lot.

Anonymous

6/12/2024 10:24 AM

Don't want to pay for the parking lots.



**Parking Survey for Residents and Visitors to Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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Anonymous  
6/13/2024 04:49 AM

I am not in favor of pair parking on the street. I have no problem with parking as it is now.

Anonymous  
6/14/2024 07:23 PM

From rock st south on the main street some buildings could be purchased and removed for strategic parking issues. ie the old commodore

Anonymous  
6/14/2024 09:01 PM

My only concern for parking downtown is at the boat launch. The new designs for downtown seem to reduce the amount of boat trailer parking which is a real shame and I hope this doesn't happen.

Anonymous  
6/15/2024 10:21 AM

Please don't destroy our town by imposing parking fees. The need to attract visitors, local shoppers and residents to shop locally is already a major challenge, imposing a fee will chase the shoppers away from our unique little town.

Anonymous  
6/15/2024 03:14 PM

more parking at the town dock

Anonymous  
6/15/2024 06:13 PM

More parking at the town dock to accommodate residence and visitors alike. The tour boats need parking as well.

Anonymous  
6/15/2024 08:14 PM

I generally can get a parking space for whatever business I need to frequent. Sometimes further away but generally close by. The biggest challenge I see is why the town wants to recreate the town dock to have more parkland. We have a lot of parkland and I am grateful for it. I walk the waterfront almost daily in the nicer seasons. I don't how the town dock being parkland will attract more people to our town and generate revenue? Without sacrificing the revenue that is already generated through boat slip and parking pass purchases. Boating is what attracts people to this town as either visitors or to move here and be on Georgian or or the reason why we stay here. Generations of families have boated on Georgian bay and passed that gift onto their children and grandchildren. If you haven't had the privilege of boating Georgian Bay and recognizing how beautiful it really is you may not know what you are missing out on. Every generation frequents the Town Dock. Young children, teenagers, adults, older adults and seniors. They watch the boats, go fishing, have food, go on a cruise. It is successful for the people of the town and they love it

Anonymous  
6/15/2024 09:16 PM

No concerns for me. I just don't want paid parking. I don't park for very long. Maybe 10 minutes per stop.

Anonymous

6/17/2024 09:47 AM

Off season parking is fine, but summer season parking often keeps me from coming to the downtown core. The Main Street plaza where the post office is a silly design and people don't pay attention to the direction of travel often going the wrong way. Why Canada post choice that location is a head scratcher

Anonymous

6/17/2024 08:22 PM

As above

Anonymous

6/18/2024 07:52 AM

Please, please do NOT go down the rabbit hole of paid on- street parking. Please, no more traffic lights! Vinden roundabout huge success IMO. Consider smaller European-style roundabouts.

Anonymous

6/18/2024 08:08 AM

I have never had an issue finding suitable parking downtown. If the town moves to paid parking downtown I will take my shopping to a mall in Midland where parking is free. Might I suggest that you ask your neighbours in Midland how much paid parking cost them in the end? Quite frankly free downtown parking is one of the few perks that Penetang offers. The downtown area is otherwise abysmal with derelict and vacant buildings!

Anonymous

6/18/2024 08:17 AM

this is a waste of our tax dollars....this survey should never be.....again they are after every dime we have left....

Anonymous

6/18/2024 08:53 AM

I would recommend against paid parking, although maybe enforce a 2 hour limit on downtown streets (with residents receiving a free permanent pass). If you do go with paid parking do your homework on the parking app. I have so far 4 parking apps that work just fine (including one for Lafontaine Beach). I have been unsuccessful installing and using the Midland parking app and don't go to Midland downtown anymore. Unfortunate for the merchants.

Anonymous

6/18/2024 09:29 AM

No fee to park Everything is already too expensive, and if the town is hosting more activities, the town should be taken care of it if it's the businesses that are hosting activities and they should find parking

Anonymous

6/19/2024 11:07 AM

We need more on street parking or other parking lots for the upper part of main street from Edward to Robert

**Parking Survey for Residents and Visitors to Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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Anonymous  
6/19/2024 08:56 PM

Only issue is backing out of the angled parking spaces during increased traffic hours (often difficult to see vehicles coming) and winter months (due to hill on Main)

Anonymous  
6/22/2024 08:45 AM

Take away angled parking on the hill.

Anonymous  
6/22/2024 09:52 AM

I have never had any issue finding a parking spot in Penetang. The only concern is as stated above.

Anonymous  
6/22/2024 06:52 PM

I personally find the angle parking difficult, especially when trying to back out of a parking space. Visibility can be poor.

Anonymous  
6/22/2024 11:36 PM

My concern is paid parking. It didn't work in Midland and it will fail here. You will drive down town business into the ground. Repair downtown and get a new Mayor

Anonymous  
6/23/2024 08:20 PM

I am handicapped and if i cant find a parking spot to where i intend to shop i dont stop. If you make it where i have to pay i wont. I refused to shop in Midland when they put the new meters in and roik away the free parking lots. I can go to Barrie or Orillia to shop.

Anonymous  
6/23/2024 10:56 PM

I am not in favour of paid Parking. One of the positive things about Penetang is that Parking is free. If we want to attract customers to stores and restaurants, we should make it easier, not harder.

Anonymous  
6/23/2024 11:32 PM

Give tickets to people who park overnight on streets during winter. Don't do paid parking!

Anonymous  
6/24/2024 09:44 AM

Downtown Main St. parking spaces are not clearly indicated, lineage should be painted as the black paving stones over grey are hard to see. I would also say that the parking angles are wrong, which make backing out really hard as you cannot see traffic coming down the hill.

Anonymous  
6/24/2024 07:18 PM

They way u have the lines on the hill to park is nuts, my truck sticks out so far when i park there.

Anonymous  
6/25/2024 03:53 PM

Reduce or remove sidewalk patios. Mobility devices forced to use alternate routes.

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Anonymous

6/27/2024 08:13 AM

Please do the exact opposite of Midland! I won't go there any more. Their parking sux! If you do paid parking in Penetang, I won't be doing business there either!

Anonymous

6/27/2024 02:35 PM

As said above, the park on streets is not the issue, the issue is the town dock and the launch fees. As a Penetang resident I am unable to access any beaches, I am not able to launch my boat in other location....Midland included yet everyone can access the Penetang launch....this is not an equitable approach for Penetang residence. Regardless of the solution, more for our of town residence, no parking etc...residence must have access to the asset that they pay for.

Anonymous

6/30/2024 12:21 AM

Illegal parking in handicap spaces and fire routes. Little enforcement.

Anonymous

7/03/2024 01:28 AM

Midland downtown parking is awful. Stupid bollasters everywhere that you hit or your door hits when passengers get out. And no outlines of actual parking spots. Only good thing is right now they are not charging for the poor park8ng experience.

Anonymous

7/03/2024 12:12 PM

Occasionally I have difficulty finding a spot but not to the extent that I would not go back . However if you introduce paid parking I would limit my downtown shopping to Vincent's hair salon, even though I try to support local businesses. It didn't work in Midland, think about it.

Anonymous

7/03/2024 12:42 PM

None

Anonymous

7/03/2024 04:33 PM

Other down towns have speed bumps in surrounding streets to avoid speeding where kids play. Mariah and Harriet are both race tracks and I've almost been hit walking my baby in the stroller from people trying to speed around and almost run the stop sign at the intersections. Speed bumps should be a cheap fix to this issue

Anonymous

7/03/2024 04:34 PM

Leave the parking free for everyone. Don't deter visitors from coming to our town....Midland made a mess of it!

Anonymous

7/04/2024 07:20 AM

Pay for parking would be devastating to downtown businesses.

Anonymous

We need more adequate boating launch parking

7/06/2024 01:03 PM

**Optional question** (100 response(s), 84 skipped)

**Question type:** Essay Question

# Parking Survey for Business Owners and Employees Working in Downtown Penetanguishene

**SURVEY RESPONSE REPORT**  
17 August 2020 - 07 July 2024

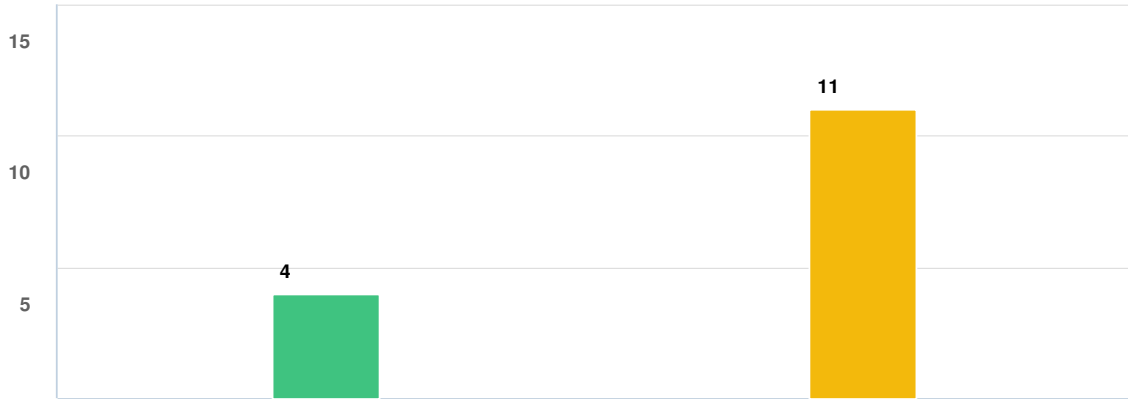
**PROJECT NAME:**  
Parking Strategy





# SURVEY QUESTIONS

**Q1** Which of the following options describes you?



**Question options**

- I work in Downtown Penetanguishene
- I am a business owner in Downtown Penetanguishene

*Mandatory Question (15 response(s))*  
*Question type: Checkbox Question*



**Q2 | Where is your business or place of work located? (Please provide an address)**

Andrea Betty  
5/29/2024 03:46 PM

10 robert street west

Anonymous  
5/29/2024 04:00 PM

50 Robert Street West

Anonymous  
6/05/2024 04:45 PM

98 Main street

Anonymous  
6/07/2024 03:47 AM

81 Main St

Anonymous  
6/07/2024 08:43 AM

83 Main St

Anonymous  
7/01/2024 11:42 AM

37 Main St

Anonymous  
6/07/2024 09:33 AM

81 Main St

Anonymous  
6/07/2024 04:55 PM

Beach bums hair studio

Anonymous  
6/07/2024 09:59 PM

100 main st.

Anonymous  
6/08/2024 12:21 AM

9 Robert street west

Anonymous  
6/08/2024 09:10 AM

100 Main Street

Anonymous  
6/08/2024 11:13 PM

2 Robert Street West

Anonymous  
6/09/2024 10:11 AM

98 Main Street

**Parking Survey for Business Owners and Employees Working in Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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Anonymous

89 Main Street

6/18/2024 08:59 AM

Anonymous

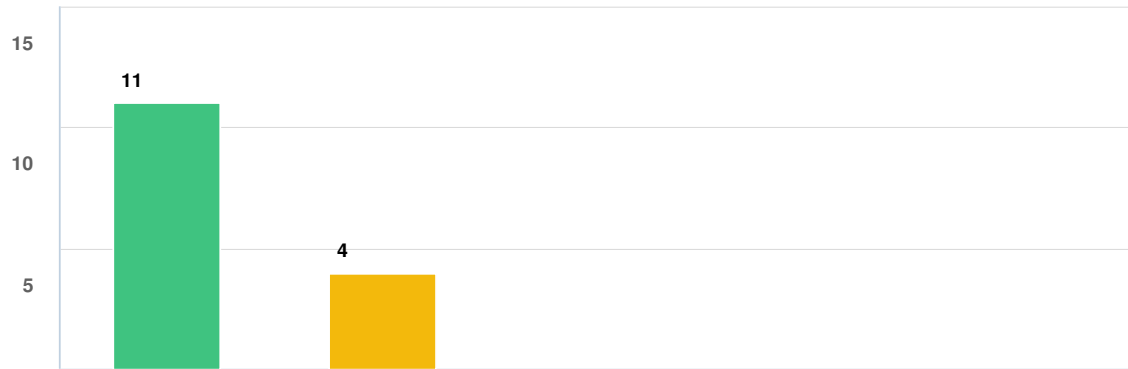
161 main st

7/02/2024 08:38 AM

**Mandatory Question** (15 response(s))

**Question type:** Single Line Question

**Q3 How often do you visit Downtown Penetanguishene for work?**

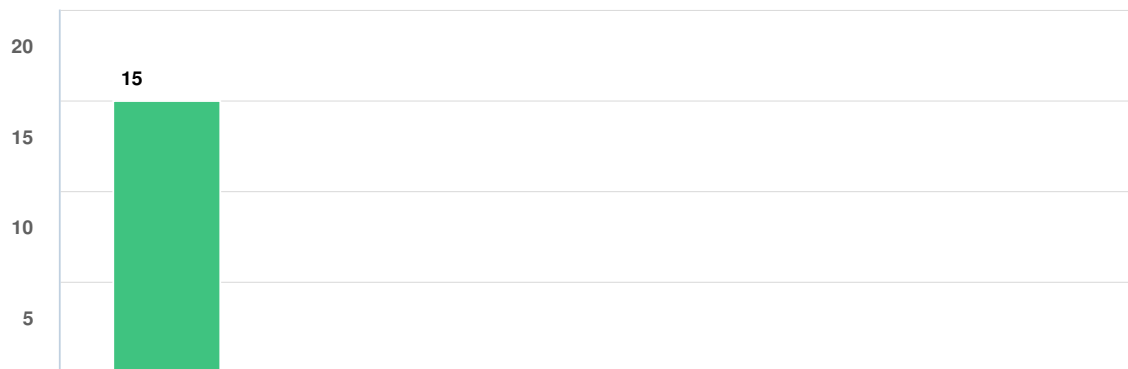


**Question options**

- Daily
- Very Often (several times a week)
- Somewhat often (once a week)
- Occasionally (1 to 2 times a month)
- Not very often (once every few months)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q4 How do you usually get to Downtown?**

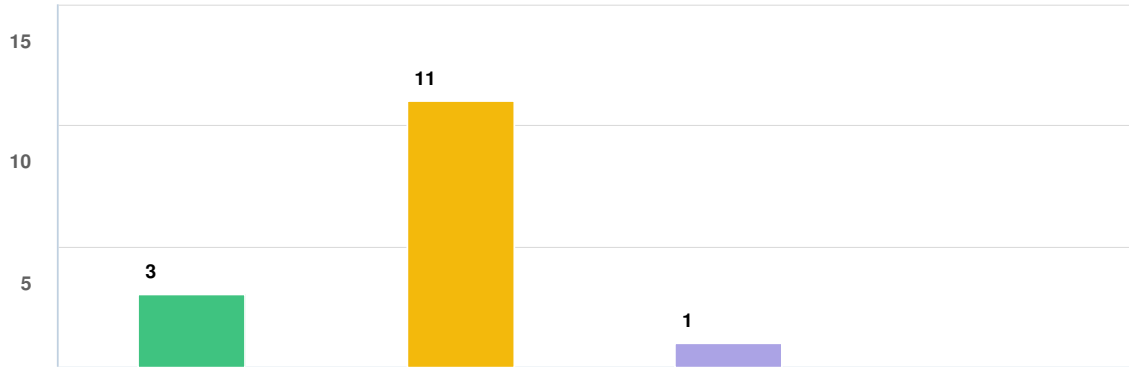


**Question options**

- Driving a vehicle
- Active Transportation (cycling and walking)
- Passenger in a vehicle
- Public Transit
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q5 Where do you park Downtown?**

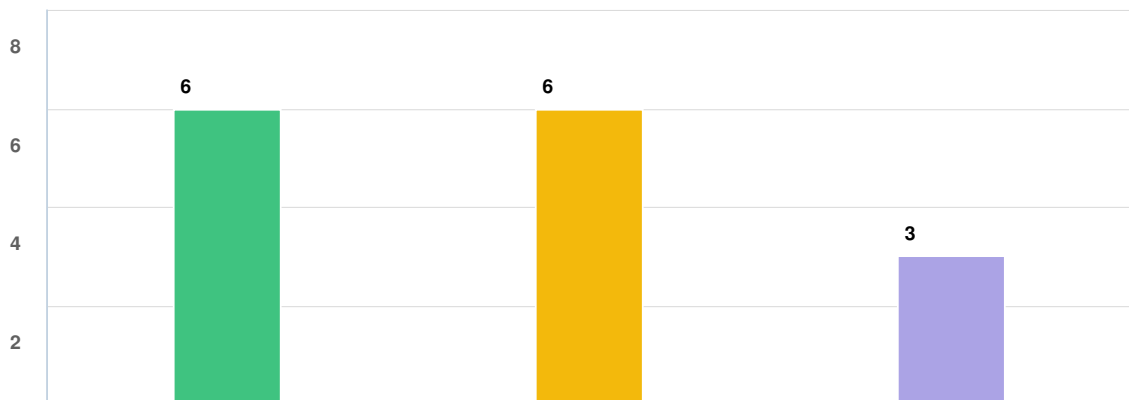


**Question options**

- Public, On-Street (parking space)
- Public, Off-Street (municipal parking lot)
- Private, Off-Street (privately owned lands)
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q6 Do you have any trouble finding a parking space where you typically park?**

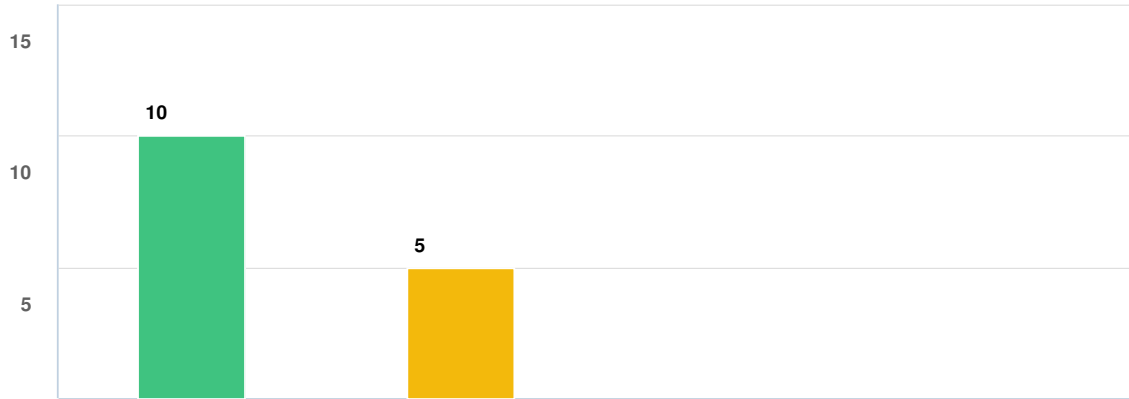


**Question options**

- Yes
- No
- Occasionally (please specify how often)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q7** How far is your typical parking space from where you go to work?

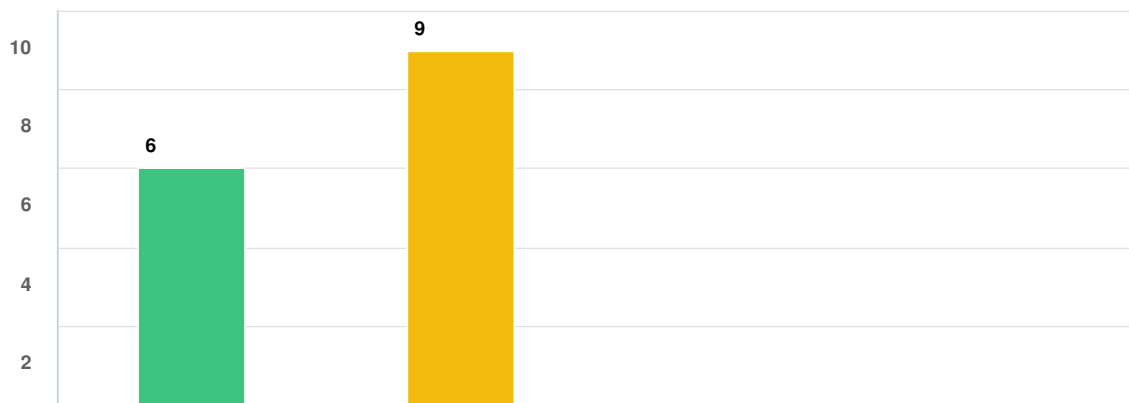


**Question options**

- Less than a minute walk
- 2-3 minute walk
- 4-5 minute walk
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q8** What is the maximum distance you would be willing to walk from your car to your place of work?

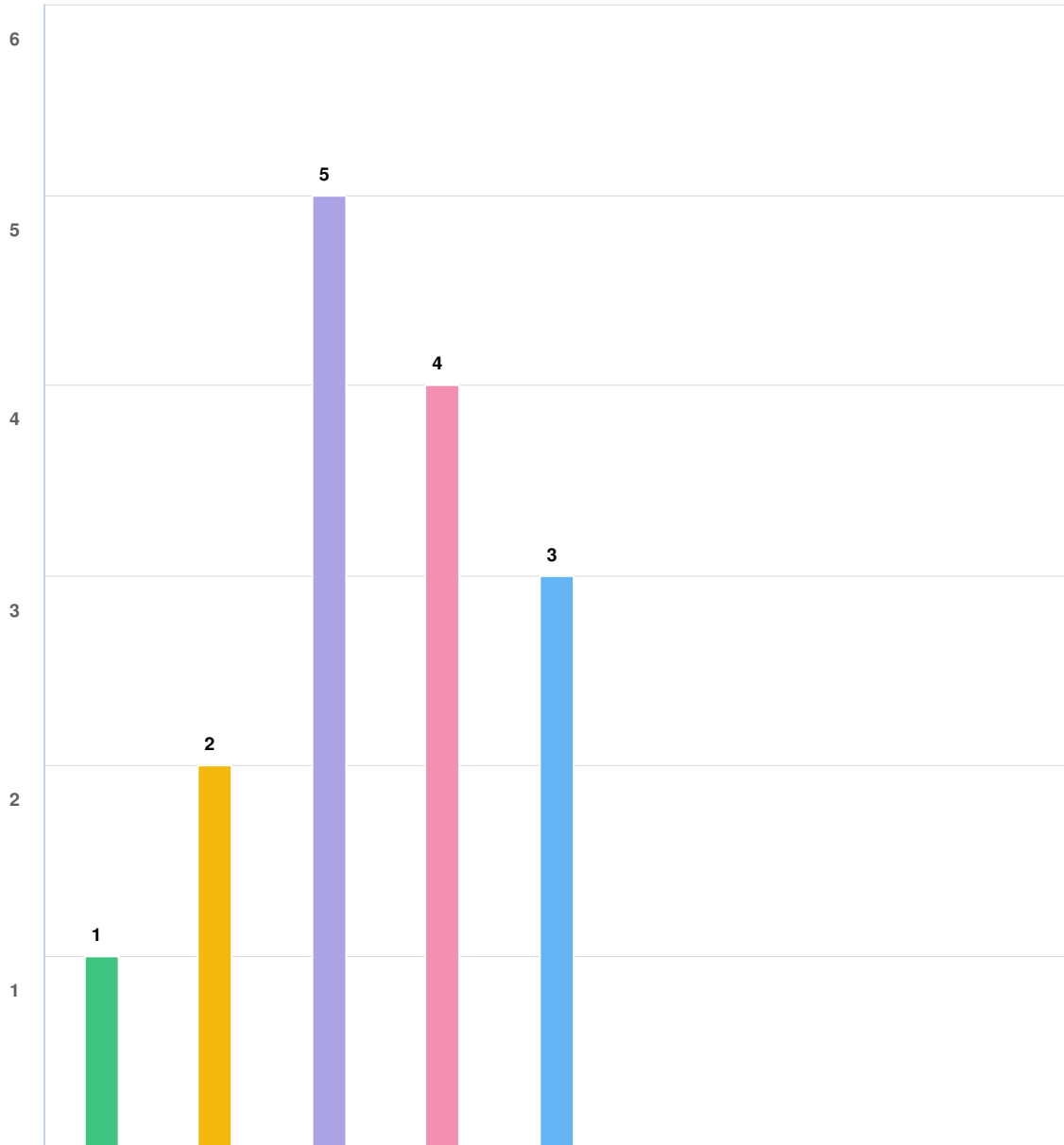


**Question options**

- Less than 1 minute walk
- 2 to 3 minute walk
- 4 to 5 minute walk
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q9** How long do you typically park your car for in Downtown Penetanguishene?

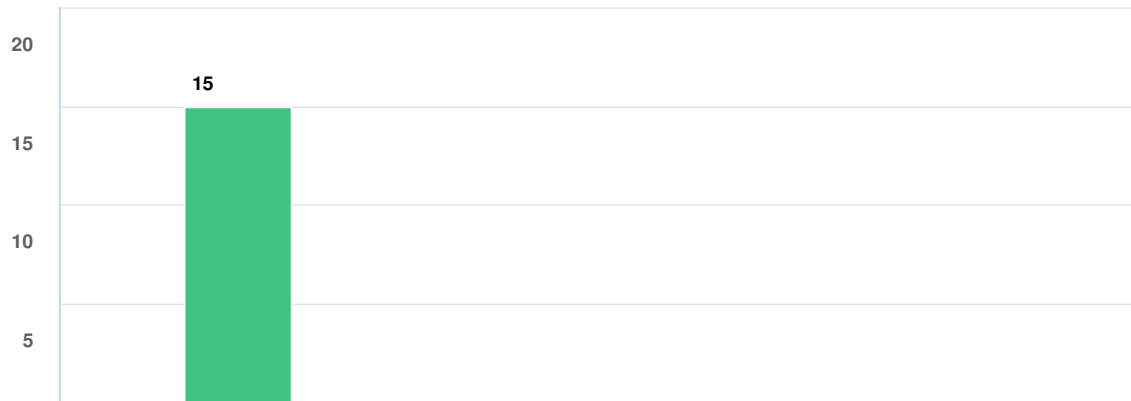


**Question options**

- 1 to 2 hours
- 6 to 7 hours
- 7 to 8 hours
- 8 to 9 hours
- 9 hours plus
- 2 to 3 hours
- 3 to 4 hours
- 4 to 5 hours
- 5 to 6 hours

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q10 Do you have any mobility challenges that would require you to park close to your destination?**

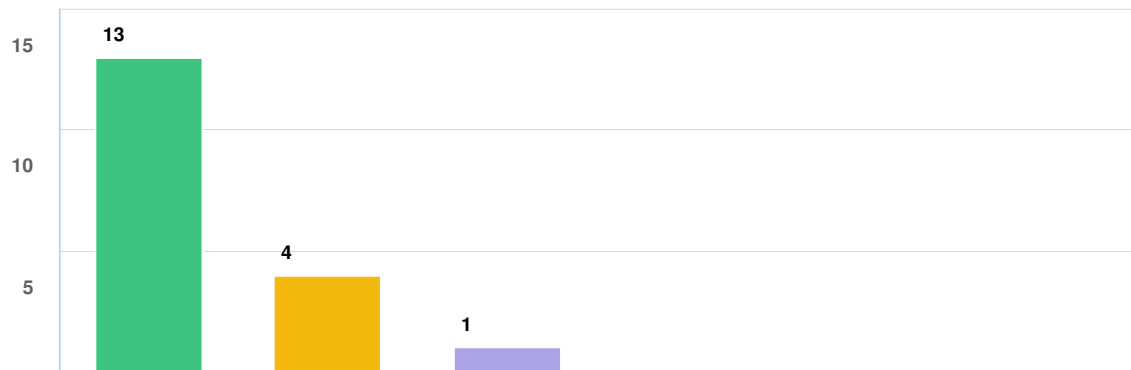


**Question options**

- No
- Yes I have an accessible parking pass
- Yes but I do not have an accessible parking pass

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q11 Where do your customers usually park?**

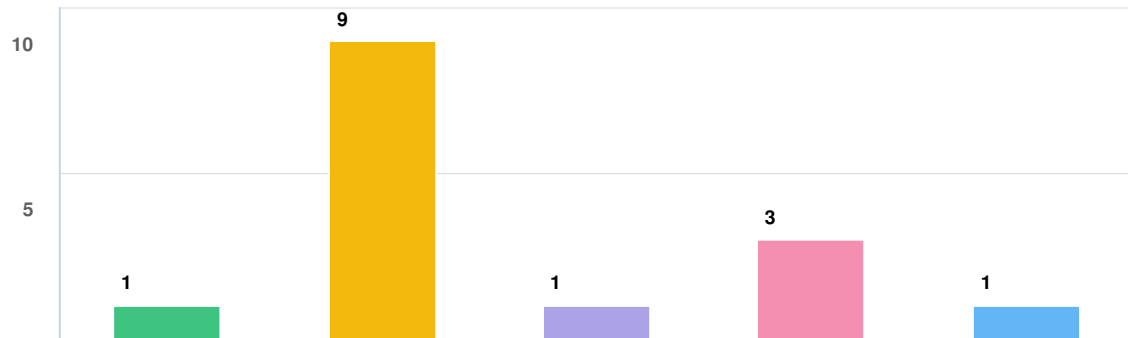


**Question options**

- Public, On-Street (parking space)
- Public, Off-Street (municipal parking lot)
- Private, Off-Street (privately owned lot)
- Not sure
- Not applicable
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q12** If you are a business owner or employee in Downtown Penetanguishene, do you feel that there are enough parking spaces for y...

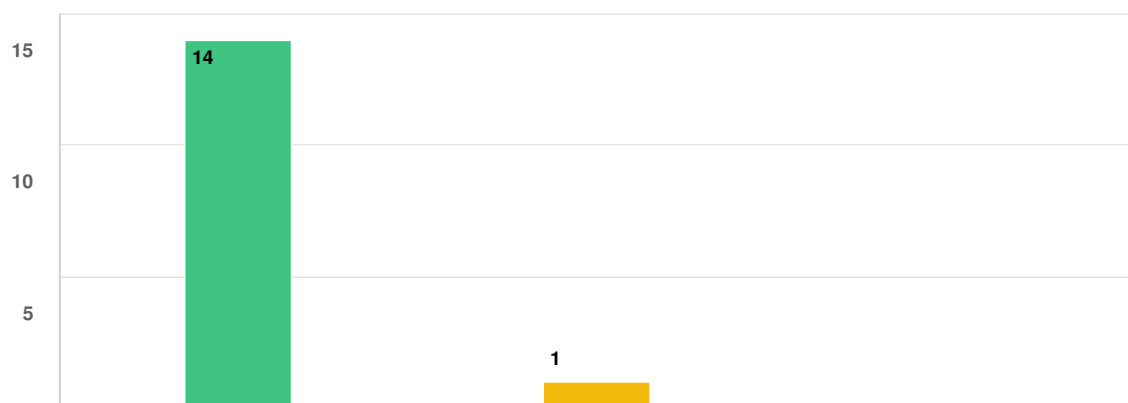


**Question options**

- Yes, there are sufficient parking spaces
- No, there is not enough during weekday business hours
- No, there is not enough during weekend business hours
- No, there is not enough during weekday and weekend business hours
- Not applicable

Optional question (15 response(s), 0 skipped)  
Question type: Checkbox Question

**Q13** Is there a municipal off-street parking lot option that is within 100m of your business or place of work? (see map above fo...



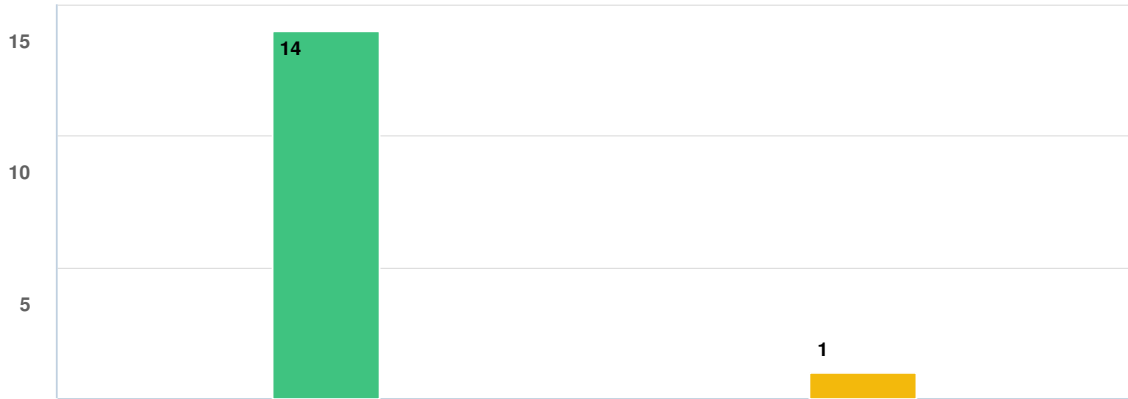
**Question options**

- Yes
- No
- Not applicable

Mandatory Question (15 response(s))  
Question type: Checkbox Question



**Q14** Have you experienced parking challenges at the Town Dock? If yes, please specify.

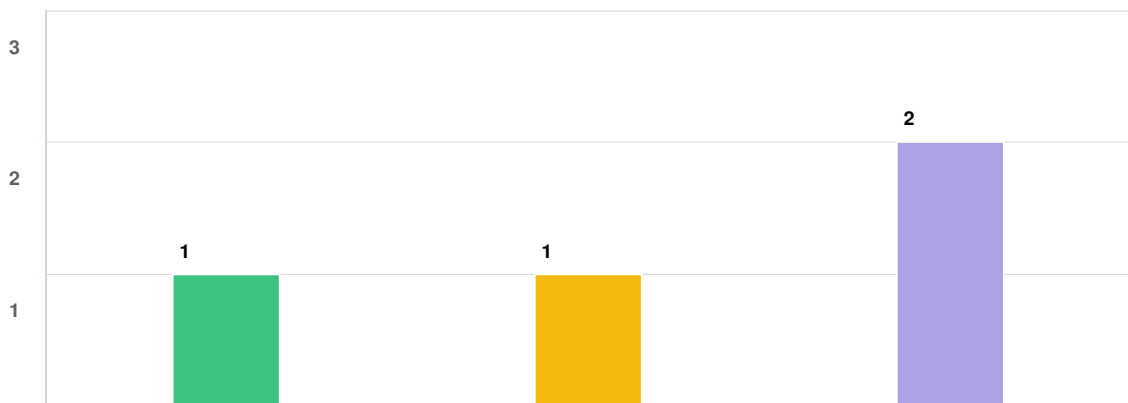


**Question options**

- No
- Yes (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q15** If you answered yes to the question above, were parking challenges associated with cars or cars and trailers?

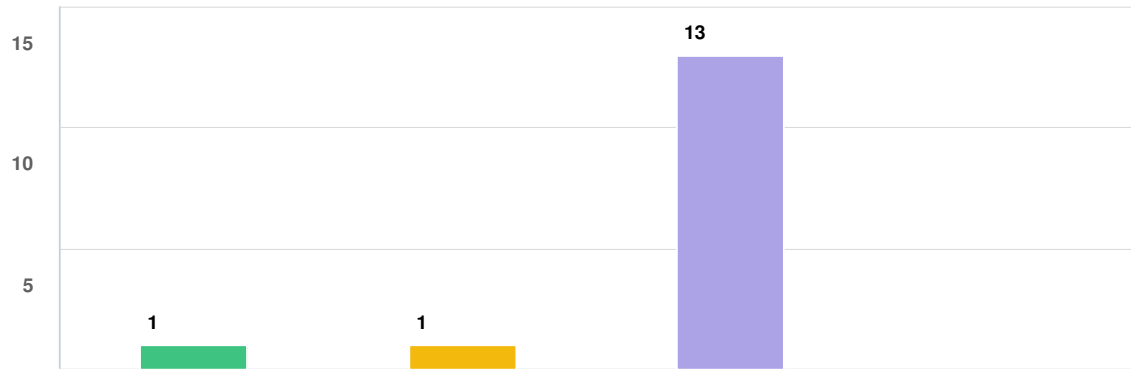


**Question options**

- Cars
- Trailers
- Both Cars and Trailers

Optional question (4 response(s), 11 skipped)  
Question type: Checkbox Question

**Q16** How often do you park at the Town Dock?

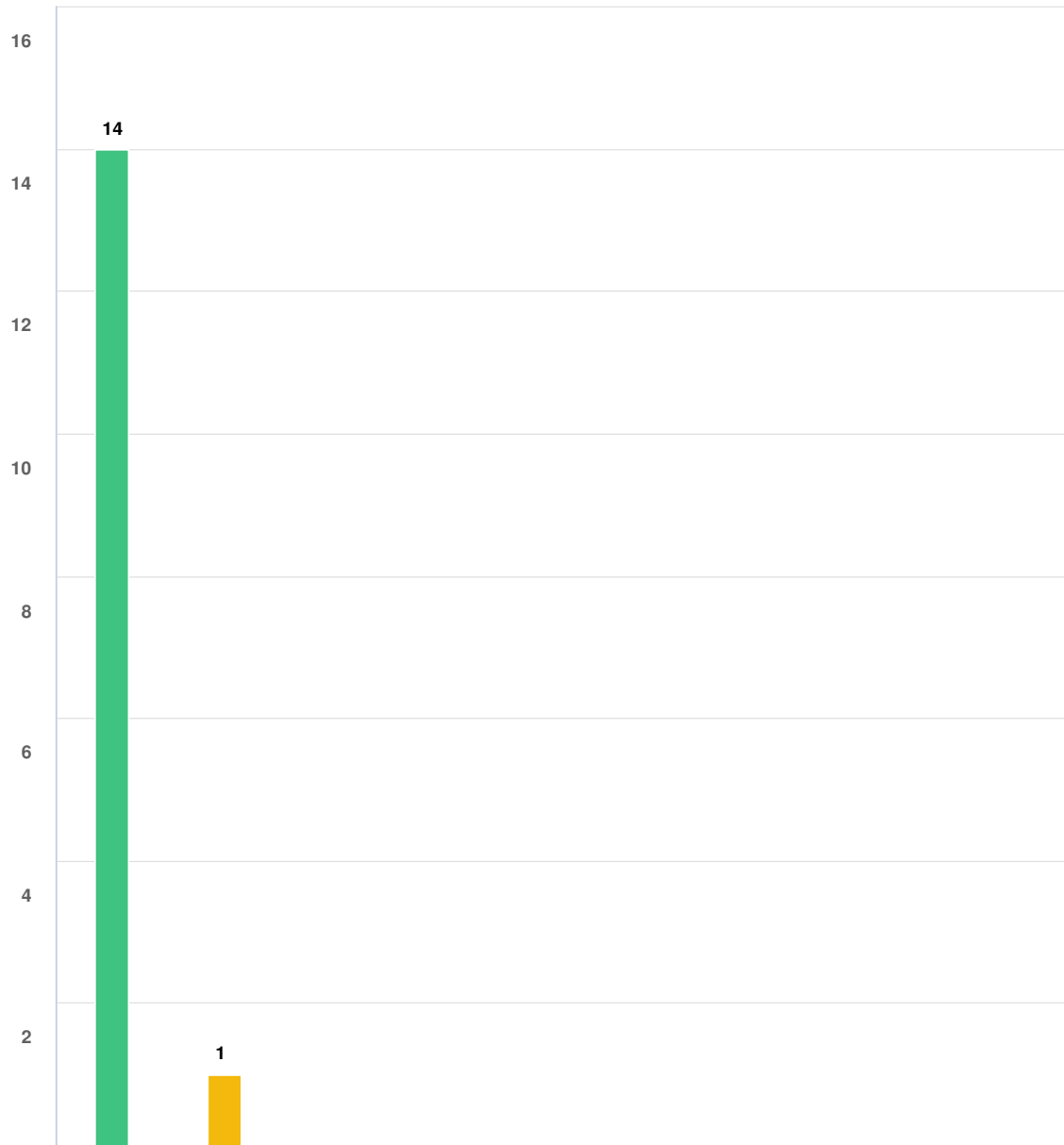


**Question options**

- Very often (several times a week)
- Somewhat Often (once a week)
- Occasionally (once a month)
- Not often (once every few months)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q17** How long do you typically park at the Town Dock?

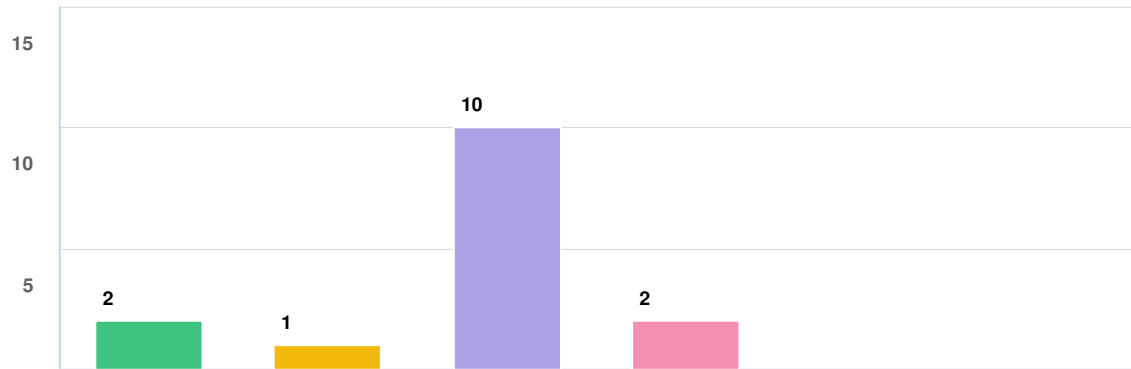


**Question options**

- 1 to 2 hours
- 2 to 3 hours
- 3 to 4 hours
- 4 to 5 hours
- 5 to 6 hours
- 6 to 7 hours
- 7 to 8 hours
- 8 to 9 hours
- 9 hours plus

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q18 What is your general purpose for parking at the Town Dock?**

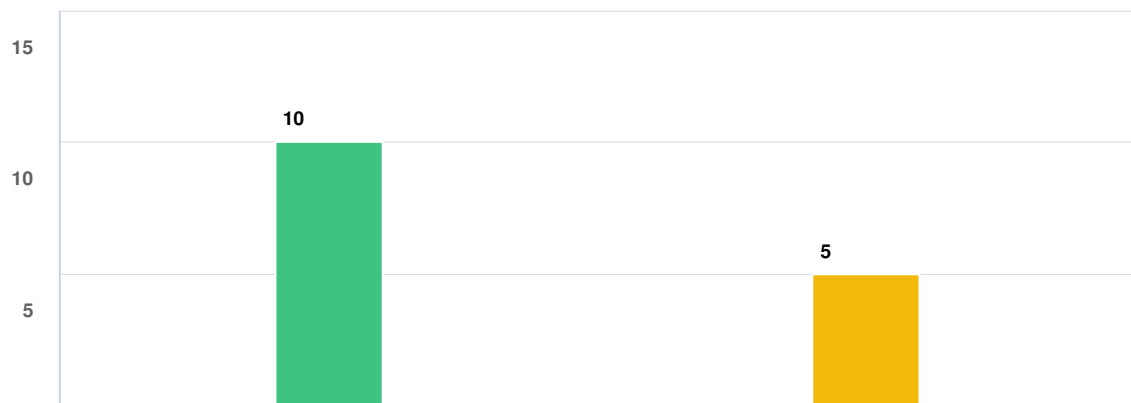


**Question options**

- To use the boat launch
- To participate in a boat tour
- To eat at the World Famous Dock Lunch
- Other (please specify)
- To use a boat slips
- To use the property for leisure activities/public lands

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q19 Have you experienced challenges with on-street parking along Peel Street? If yes, please specify.**

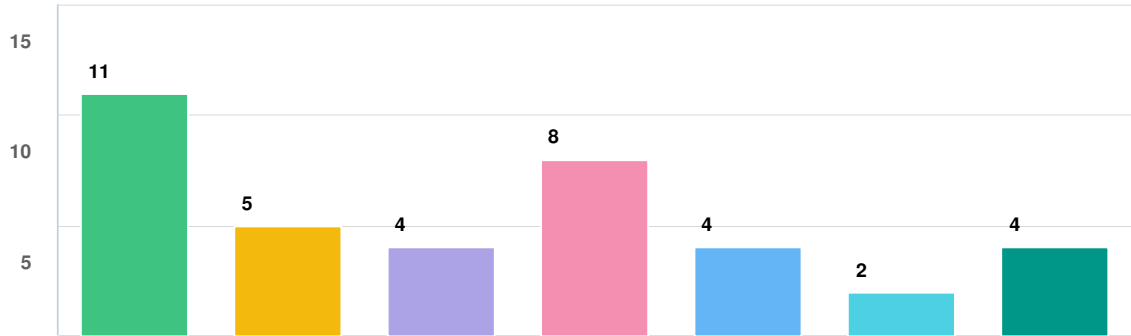


**Question options**

- No
- Yes (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q20 What challenges do you see in the public realm along Peel Street? (select all that apply).**

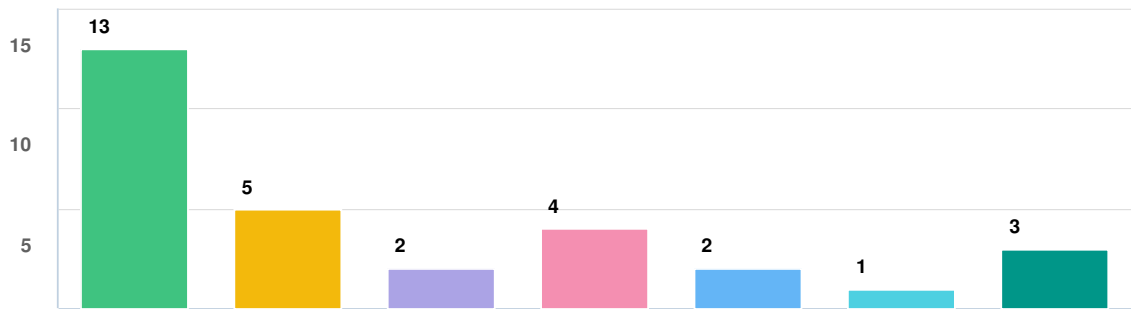


**Question options**

- Availability of on-street parking
- Illegal parking along building frontages (loading zone)
- Lack of adequate pedestrian infrastructure and street lighting
- Vehicle speeds and traffic congestion
- Lack of curbside management
- Lack of parking enforcement
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q21 Which of the following potential streetscape and public realm improvements are important to you and would you like to see a...**

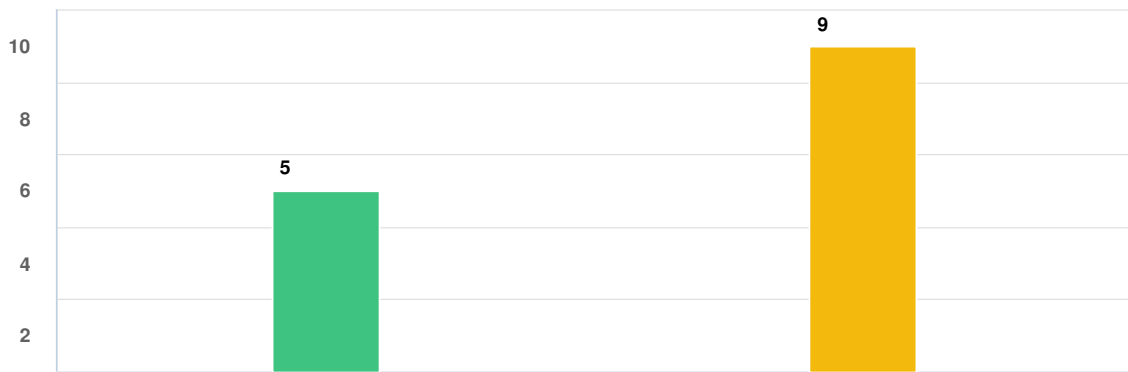


**Question options**

- Additional on-street parking spaces
- Improve existing pedestrian infrastructure and amenities
- More pedestrian and cycling connections
- Improved wayfinding signage
- Distinct streetscape/intersection improvements (boulevard/decorative paving/tactile strips for impaired vision)
- Improved gateway design to increase identity and sense of place
- Other (please specify)

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q22** If you are a Town of Penetanguishene property owner or resident, would you be in favour of purchasing resident permits for ...

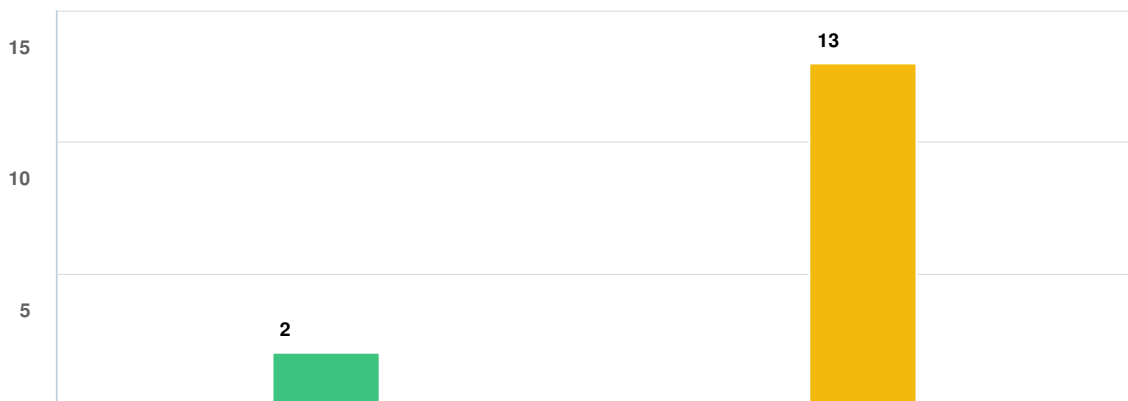


**Question options**

- Yes, I would be interested in purchasing a permit for my household
- No, I would not be interested in purchasing a permit for my household

Optional question (14 response(s), 1 skipped)  
Question type: Checkbox Question

**Q23** Would you be in favour of paid on-street parking within Downtown Penetanguishene?

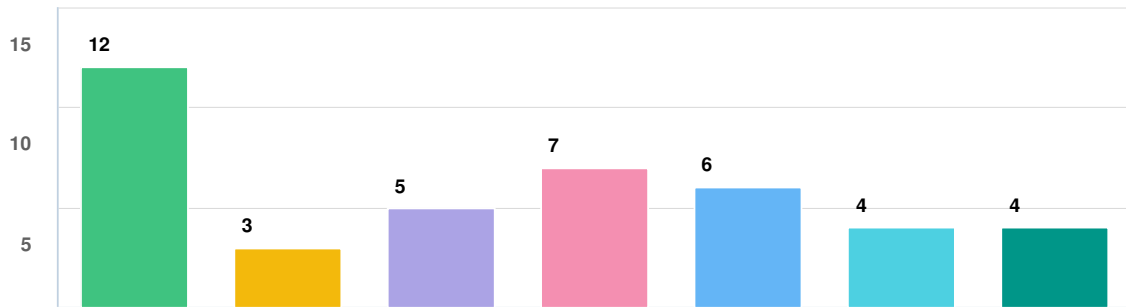


**Question options**

- Yes
- No

Mandatory Question (15 response(s))  
Question type: Checkbox Question

**Q24 What are the biggest parking challenges that you experience in Downtown Penetanguishene? (Select all that apply).**



**Question options**

- Lack of available parking spaces within a desirable distance
- Lack of parking enforcement/management
- Lack of accessible parking spaces
- Unclear signage/lack of signage regarding parking restrictions
- Unsafe on-street parking or municipal parking lots (e.g., dimly lit, cracked pavement, non-pedestrian friendly, etc.)
- Parking difficulties due to steep slopes or challenging terrain
- Other (please specify)

*Mandatory Question (15 response(s))*  
*Question type: Checkbox Question*

**Q25 Please provide your overall parking-related concerns including but not limited to on-street parking time limits, parking enforcement, overall parking supply and/or your experience in other town downtowns?**

Anonymous

6/07/2024 03:47 AM

As stated above I would like to see more parking for business owners/staff on Peel so we don't need to take spots from customers. Marking on Main St should have a limit as patrons of the gym and hair salons can be in for hours. Adjustment to time you can park on Peel St. When I got my ticket as the municipal lot was full. By law told me I should have moved it and I explained I am a business owner who usually works by myself. Was I expected to close my shop to move it. She said yes. Not very supportive of the businesses working to bring people TO our town.

Anonymous

6/07/2024 08:43 AM

Remove parking restrictions of peel st, add more parking. Turn peel street into more of a parking lot and add much needed space. Keep short parking times on Main St.

Anonymous

People assume the public parking lot a few doors down is a private

**Parking Survey for Business Owners and Employees Working in Downtown Penetanguishene : Survey Report for 17 August 2020 to 07 July 2024**

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7/01/2024 11:42 AM

lot. There isn't enough signage letting people know to park there.

Anonymous

6/07/2024 04:55 PM

Not enough parking on street on main at, mostly used by CBT gym, many clients have to park far away and walk up the hill. Angled parking is extremely hard to backup from and we have frequent honking. Infront of the parking spaces is never shovelled or plowed, so in the winter clients have to walk over HUGE snow piles to get to our stores.

Anonymous

6/07/2024 09:59 PM

No bylaw infractions for parked cars over 2 hours. Residents who live on main st park on main st all day long and all night which leaves no parking for businesses who have accessible clients - who are unable to park further away and walk. Garbage always littered on main st. No garbage cans in sight on main st Absolutely no accessible spots for exclusive accessible parking on main st. Garbage pickup is a mess! Can't put your bins out on main st because people move them for the weekend businesses parking. Even on a Sunday morning you put the bin out for next morning it gets moved. Need a solution for main st businesses waste pickup. We keep getting yellow caution tags/or they don't pick up and stinky garbage is sitting for 2 weeks.

Anonymous

6/08/2024 09:10 AM

Paid parking does not help small local businesses. It drives away our business. Furthermore, 2 hour time limits for parking are hard to accommodate in a salon atmosphere when many services can last upwards of 3 hours

Anonymous

6/09/2024 10:11 AM

The Town did a parking inventory about 10-15 years ago, and virtually nothing has changed since then in terms of available parking. So why are we spending taxpayers' money on another study that will just tell us what we already know?? Thank you.

Anonymous

6/18/2024 08:59 AM

We find it unreasonable that business owners cannot park behind their businesses. Especially our business where we are loading a delivery vehicle regularly throughout the day. Very time consuming and inconvenient to have to park elsewhere only to have to keep moving the vehicle for deliveries. It's ridiculous.

Anonymous

7/02/2024 08:38 AM

there are retail spaces that are unsafe along the main street the town should acquire these property's and create available parking this has been an ongoing problem for this municipality for decades its time this council just moves forward and gets it done to benefit the people of this area for years to come.



**Optional question** (9 response(s), 6 skipped)

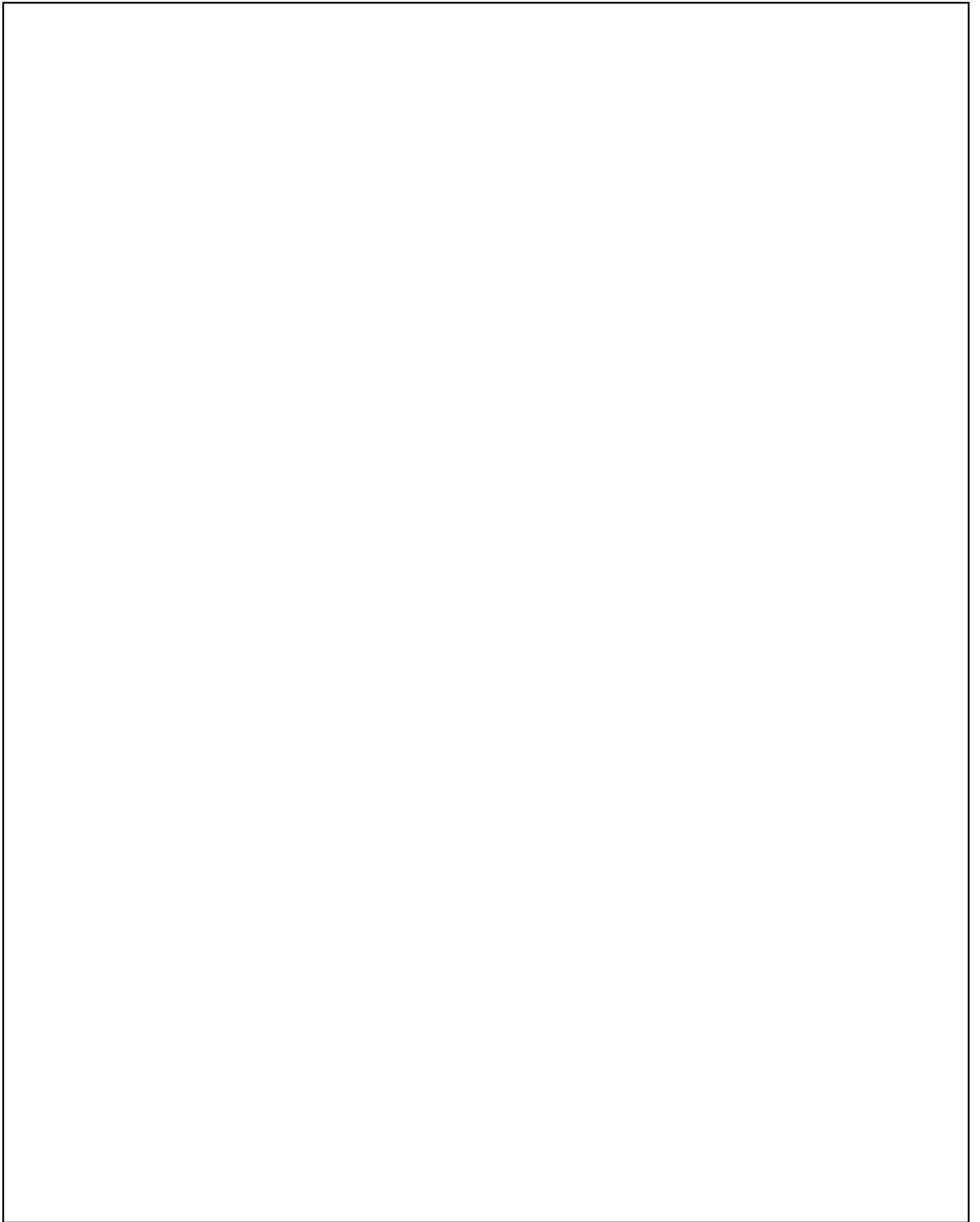
**Question type:** Essay Question



## Community Wellbeing Committee Work Plan 2024-2025

|   | <b>Key Agenda Items / Activities</b>   | <b>Q1<br/>(Jan, Feb, Mar)</b>  | <b>Q2<br/>(Apr, May, Jun)</b>      | <b>Q3<br/>(July, Aug, Sept)</b> | <b>Q4<br/>(Oct, Nov, Dec)</b> | <b>As Required</b> |
|---|--|--|------------------------------------|---------------------------------|-------------------------------|--------------------|
| 1 | Annually – review and recommend for Council approval a work plan that ensures committee’s duties and responsibilities are scheduled. |  |                                    |                                 |                               |                    |
| 2 | <b>Meet Town’s compliance obligations under the Integrated Accessibility Standards</b>   | -Review and provide feedback on Town’s Accessibility Plan<br>-Presentation from and discussion with Chris Smith, Municipal Law Enforcement Officer |                                    |                                 |                               |                    |
| 3 | <b>Committee endorsed awards:</b><br>-Youth Endowment Fund Process<br>-Senior of the Year Award Process                              | -Advertisement and Promotion<br>-Application Review<br>-Selection and approvals  | -Announcement<br>-Presentation     |                                 |                               |                    |
| 4 | <b>Support Senior Events:</b><br>-Seniors Information Day<br>-Seniors BBQ Event  |  | Support of Seniors information day | Support of Seniors BBQ event    |                               |                    |
| 5 | <b>Identify opportunities to improve</b>   | -Promotion of Snow Angels Canada   |                                    |                                 |                               |                    |

|    |   |   |  |  |   |   |
|----|---|---|--|--|---|---|
|    | <b>maintenance of sidewalks during winter months</b><br>a. Continue to evaluate and enhance existing snow removal services<br>b. Explore opportunities to create volunteer snow shoveling program | -Presentation from and discussion with Director of Public Works       |  |  |   |   |
| 6  | <b>Create virtual learning workshop series</b>  |   | -promote local virtual learning workshops  | -promote local virtual learning workshops                              | -application to New Horizons Grant (funding)  |   |
| 7  | <b>Expand digital access and literacy among residents and seniors</b>   |   |  |  | -application to New Horizon Grant (funding)   | -network with neighbouring Senior Advocacy groups |
| 8  | <b>Work with community partners to promote friendly-visiting programs. Advocate for a transit subsidy to residents in need</b>  | -transit subsidy offered to seniors 65+<br><br>-transit awareness day | -presentation from Community Reach (partnerships)  | -collaborate with Community Reach to expand on transportation services |   |   |
| 9  | <b>Support community partners in efforts to increase in-home supports for seniors and people with disabilities</b>  |   | Presentation from and discussion with Andrea Betty, Director of Planning and Community Development | -investigate Homeshare Alliance  | -investigate Homeshare Alliance   |   |
| 10 | <b>Establish Community &amp; Health Service Provider "Healthy Connections" Group</b>  | -promote Directory of Senior Services                                 | -promote Directory of Senior Services  | -promote Director of Senior Services                                   | -explore possibilities with Community Reach<br>-investigate and inventory local service providers | -network with neighbouring Senior Advocacy groups |





# SNOWANGELS PENETANGUISHENE

## Become a **VOLUNTEER**

Connect with neighbours who need your help. When you're able to shovel, sign into **SnowAngelsCanada.ca** to see locations near you that need assistance.



## Need help **SHOVELING SNOW?**

If you are a senior or a person in need, visit **SnowAngelsCanada.ca** to post a request for service.

For more information on Snow Angels Canada, please visit **SnowAngelsCanada.ca** or contact the Town of Penetanguishene.

**Town Contact:**


Angèle Proulx  
Recreation & Community Services Admin  
aproulx@penetanguishene.ca  
705-549-7453



**Town of Coaldale** · Follow · 6h ·

The Town of Coaldale and FCSS has introduced a new Snow Angels Pilot Program for the 2... See more

**LOOKING FOR WAYS TO HELP YOUR COMMUNITY? SHOVEL SNOW WHEN YOU SEE THESE SIGNS**



The sign features a snow angel illustration and the text: "A message reads: either AT THIS POINT TO REMOVE SNOW. SNOW ANGEL? COALDALE FCSS".

28 · 5 comments · 12 shares

Like Comment Send Share