



Planning and Development Services

Prepared for	Council-in-Committee	Report No.	PDS-64-2019
Agenda Date	November 12, 2019	File No.	350308

Subject
CRYSTAL BEACH 2019 PARKING STUDY - INFORMATION REPORT

Recommendations
THAT Council receives Report No. PDS-64-2019 for information purposes; and further
THAT Council directs staff to post Report No. PDS-64-2019 on the Town's website and to notify the list of Stakeholders on where they may access the document.

Relation to Council's 2019-2022 Corporate Strategic Plan
Priority 4: Promoting Business, Economic Growth and Employment Opportunities
Goal 4.1: Review Economic Development service deliver models (options) to identify the best model that meets the Town's economic development objectives
Initiative 4.1.3: Business resources/supports for existing businesses
Goal 4.4: Capital investment plan to include strategic infrastructure investments
Priority 5: Managed Growth through Responsibility, Stewardship and Preservation
Goal 5.2: Review the Town's policies to ensure responsible growth principles (to be confirmed by Council) guide development approvals

List of Stakeholders
Mayor and Council Region of Niagara Crystal Beach BIA Residents, Property Owners and the Development Community By-law Enforcement Infrastructure Services – Operations

Prepared by:	Submitted by:	Approved by:
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Purpose of this Report

Purpose of this report is to inform Council on the outcome, findings and recommendations being made by Paradigm Transportation Solutions Limited, the professional traffic consultant retained by the Town to conduct the Crystal Beach Parking Study (CBPS).

This report and its appendix are supplied for information only at this time. Council is not being requested to approve recommendations made therein, but rather the Secondary Plan shall consider these findings and recommendations as part of its development, which in turn, shall be advanced to Council at a future date for consideration on approval.

In addition, this report may also be useful to Infrastructure Services with respect to the empirical data collection exercise that can assist with informing their Operational Review of the first year's assessment (pilot year) of Bay Beach operations and area parking related matters.

Analysis

Background and Relationship to Secondary Plan

Crystal Beach has been the focus of recent construction works (and completion) of the Town's Bay Beach Waterfront Park. In order to complete the planned improvements, and as part of the overall scope of work, some of the existing parking in the immediate vicinity was removed with some lands either used for the beach development or divested for development to offset capital construction costs. This resulted in a loss of approximately 155 parking spaces. As a result of this, Infrastructure Services prepared a parking strategy that included new parking rates and seasonal paid on-street parking requirements. By-law No. 59-2019 was approved and the plan was implemented for the 2019 season.

Furthermore, and more in keeping with this study's intent, relates to the Town's Secondary Plan process for the Crystal Beach Neighbourhood. Fort Erie has been managing growth related objectives through its Secondary Planning initiatives to ensure opportunities exist throughout all Fort Erie's communities in order to provide for the projected population growth of approximately 13,000 people by 2041, part of which will be in Crystal Beach.

The focus of the Crystal Beach Secondary Plan has been to identify appropriate locations, designation and zoning that would provide for the needed guidance on where and how much growth should best be directed. In Crystal Beach's case, the community is one that has a long history and is generally considered to be within the built boundary under the Provincial Growth Plan, meaning much of the land is considered developed to some degree.

This does not preclude efforts and opportunities to seek further development through intensification that also plays a critical role in providing a broader housing choice while increasing population, year round tenure and commercial viability. As Council is well aware, conformity with upper tier policies of the Province (Provincial Policy Statement

and the Growth Plan for the Greater Golden Horseshoe) and Niagara Region (Official Plan and Growth Management), which provide clear policy directives on efficient growth practices cannot simply be dismissed. Principles of complete community, aging in place, housing affordability and broader mix and choice housing are very real objectives that must be considered through a planning exercise such as the Crystal Beach Secondary Plan.

The primary services exist and there is available capacity in the Region's wastewater treatment facility that is in the interest of both the Town and Region towards seeking principled optimization of available capacity for both capital reasons and sustainable growth practice.

Growth in Crystal Beach can be accommodated and the Secondary Plan is being devised to direct such growth over the long term (2041 and beyond). A draft Secondary Plan will be brought to Council at a future date, having considered the findings and recommendations being made within the Paradigm Transportation Solutions Crystal Beach Parking Study attached hereto as **Appendix "2"**.

It should be noted for Council and public awareness, the CBPS used density calculations reflected on the Conceptual Development Plan that was released to the public in late July 2019 and was the focus of public commenting before and after the Public Information Open House conducted August 28, 2019. It is equally important that Council and the Public understand the Conceptual Development Plan was considered a maximum scenario case with respect to density and that should staff make adjustments for the draft Secondary Plan, those adjustments are anticipated to reduce overall density through select modifications being considered presently by Planning staff. Therefore, as a result of this likelihood, any parking demand figures supplied in the CBPS related to the residential parking requirements would be improved.

Parking Study Scope

The Crystal Beach Parking Study was procured through an open Request for Proposal (RFP) process as required under Town policy. The RFP was issued on April 25, 2019 and the successful consultant was selected, retained and initiated the project on May 16, 2019.

The selected consultant was Paradigm Transportation Solutions Limited (PTSL), a professional transportation focused engineering firm. PTSL have undertaken past traffic/parking related study work for the Crystal Beach Neighbourhood and have experience, data and working knowledge of the community from their prior engagement.

The use of focused geography was also taken into account for the study work. Staff had defined geographic limits that reflected 1) the newly implemented on-street paid parking area, and 2) the downtown core area. The remainder of the neighbourhood was deemed to be the third area of interest. These three areas of interest are shown on **Appendix "1"** to this report as Area A, B and C respectively.

To summarize the CBPS scope and phasing, the following is offered to describe the study mandate:

- **Phase 1** - quantify existing parking conditions under 2019 summer season and worst case / max. case scenario conditions;
- **Phase 2** – provide analysis and estimated projections for on-street and off-street parking requirements/capacity using supplied municipal plans, data and Proponent's on-site inspections/analysis; and
- **Phase 3** - provide recommendations to improve efficiencies, reduce neighbourhood impacts and provide guidance on development of a municipal parking strategy for the Crystal Beach community. Recommendations are to be provided that reflect short term, medium term and longer term identification for consideration.

Parking Study Process

Study methodology can be found under Section 1.2 of the Consultants study document attached as **Appendix "2"** to this report. In general terms, the approach of gathering real-time or empirical data on peak weather days, at locations of interest to the Town (Core Area, Beach, Waterfront Park, etc;) generated the base level activity and inventoried areas of interest. From those findings, projections on demand can be calculated as new parking generators (development / re-development) are factored in, using Town supplied growth projections. The Conceptual Development Plan generated by the Neighbourhood Planner was used for this purpose.

Public consultation for this Parking Study is found under Section 5.2 of the PTSL document. The public portion of the engagement was leveraged together with the Town's second Public Information Open House on the Secondary Plan, which had seen approximately 180 persons in attendance. This was held on August 28, 2019 in the Lion's Hall at the Crystal Ridge Community Centre. As this study has been initiated as part of the Secondary Plan process, it was a very fitting and productive measure to have the study open house held together with the Town's public engagement.

A key stakeholder meeting was held the morning of August 28, 2019 with members of the Crystal Beach BIA Board. This consultation led to an additional consultation through the Board's request to have PTSL attend the next scheduled monthly meeting. PSTL attended the September 10, 2019 regularly scheduled monthly meeting to present data collection findings and answer questions from general BIA membership. Planning staff was also in attendance and would characterize the meeting as being informative to the business owners and also appeared to provide a higher level of satisfaction or assurance that commercial parking in the core area will be available for future growth.

The full details on PTSL consultation activities are documented in Sections 5.2 and 5.3 of the attached Study document.

Study Findings - General

Planning staff have reviewed the CBPS and recommendations of the consultant. The study identifies that there is sufficient parking in Crystal Beach to support the business, tourist and residential need now and up to 2041. The only location that identifies a deficit is Crystal Beach Waterfront Park, as a localized issue, recommendations are provided specific to this park. As the findings demonstrate projected parking availability over the defined study forecast period, staff is confident the results support growth in

the areas identified through the Community Focus Groups sessions and staff's preparation of the Conceptual Development Plan used for public comment back in August of this year. The following summarizes the consultant's recommendations as interpreted by Planning staff. Council is directed to Section 6 of the Study document (*Appendix "2" to this report*) for full details of the recommendations.

- The **short-term** measures focus on raising awareness about the location of parking in Crystal Beach, refining parking limits within the commercial core and rehabilitating existing facilities to match or improve existing parking utilization.
- The **medium-term** measures build on the awareness initiatives set out in the short-term category. The measures in this group focus on maintaining parking in perpetuity for Bay Beach visitors.
- The **ongoing** measures ensure parking is assessed and refined based on the changing needs of the Crystal Beach Neighbourhood and ensures adequate parking is provided through 2041 and beyond.

Short Term

Maintenance and Improvements – includes focus on optimization through restriping municipal lots. It also suggests higher level examination of the Crystal Beach Waterfront Park where boat and trailer parking may benefit should the Town consider a capital cost analysis of adding a car only row of stalls towards the park space. This would help reduce occurrence of cars parking in the vehicle with trailer stalls that can upset full utilization of the sport/recreation users accessing the boat ramp.

Signage in Crystal Beach – Consultant observation determined the lack of clearly identifiable parking and directive signage.

Parking Time Limits – limiting and reinforcing the BIA core area parking through time limitations for business patron traffic and turn-over.

Online Information – effectively enhancing and increasing awareness through all available means of promotion. Staff interprets this to be an enhanced communications strategy to allow appropriate trip planning by those planning to visit Crystal Beach. Make it easy to know where to look, and find, parking for your intended visit.

Transit – An interesting approach to promote and leverage both transit ridership while reducing parking demand.

Medium Term

Hill Cottager's Organization Lot – although identified as a medium term recommendation, dialogue can occur much earlier leading to the potential for secured access for parking in perpetuity by the time of medium term expectation.

Ongoing (to 2041+)

Parking for Growth – recognizes the direction the Town seeks to take and options available when on-site parking is not feasible. New developments or intensification outside of the commercial core area and tourist commercial areas will still be subjected to meeting on-site requirements.

Retaining Existing Commercial Core Parking – underscores existing parking retention and through efforts found under the short term, improve demarcation and optimization.

Future Land Protected for Parking – Recognizes there are future options within the core area for a new parking lot, but not likely required until well into the planning horizon. Protection of these lands for such potential is recommended.

Monitoring and Enforcement – as a default, enforcement of parking is important to maintain compliance and prevent repeat offences.

Representatives of PTSL will provide a presentation to Council-in-Committee on November 14, 2019 (same meeting the report is delivered to Council) to present their findings and recommendations.

Financial/Staffing Implications

There is no immediate impact to capital requirements as a result of this study's recommendations, as the primary purpose is to inform work being undertaken as part of the Crystal Beach Secondary Plan. Recommendations from this study may appear or manifest in the policies of the proposed secondary plan, however the Secondary Plan will be advanced at a later date. Some of the recommendations may also be used to inform Operations related activity and capital works, but these too will need to be determined by Infrastructure Services for appropriate timing and implementation based on their work plans and capital planning.

Policies Affecting Proposal

Recommendations coming from the findings of the PTSL Crystal Beach Parking Study may be manifested in policy development of the Secondary Plan and/or the Bay Beach Operational Pilot Review. At this time, there are no immediate impacts to the policies of the municipality. The PSTL study is provided for information at this time.

Comments from Relevant Departments/Community and Corporate Partners

Planning staff will consider those recommendations that pertain to the development of the Crystal Beach Secondary Plan, which will be presented at a future meeting.

Infrastructure Services has been provided with the Study findings for their review and consideration on any recommendations that would assist in assessing the parking impact on paid parking revenues in addition to any relevant recommendations that could be considered for improvements to the parking facilities, such as improving/optimizing line markings.

By-law enforcement may also wish to review the findings as it relates to parking control and enforcement planning.

Communicating Results

This report is prepared in the context of Secondary Planning interests and offers insight that will be useful during the drafting of policy and zoning for the proposed Crystal Beach Secondary Plan. The Study will be posted on the Crystal Beach Secondary Plan web page for access by any interested party.

Alternatives

As this administrative report is supplied for information purposes staff are not recommending any alternatives.

Conclusion

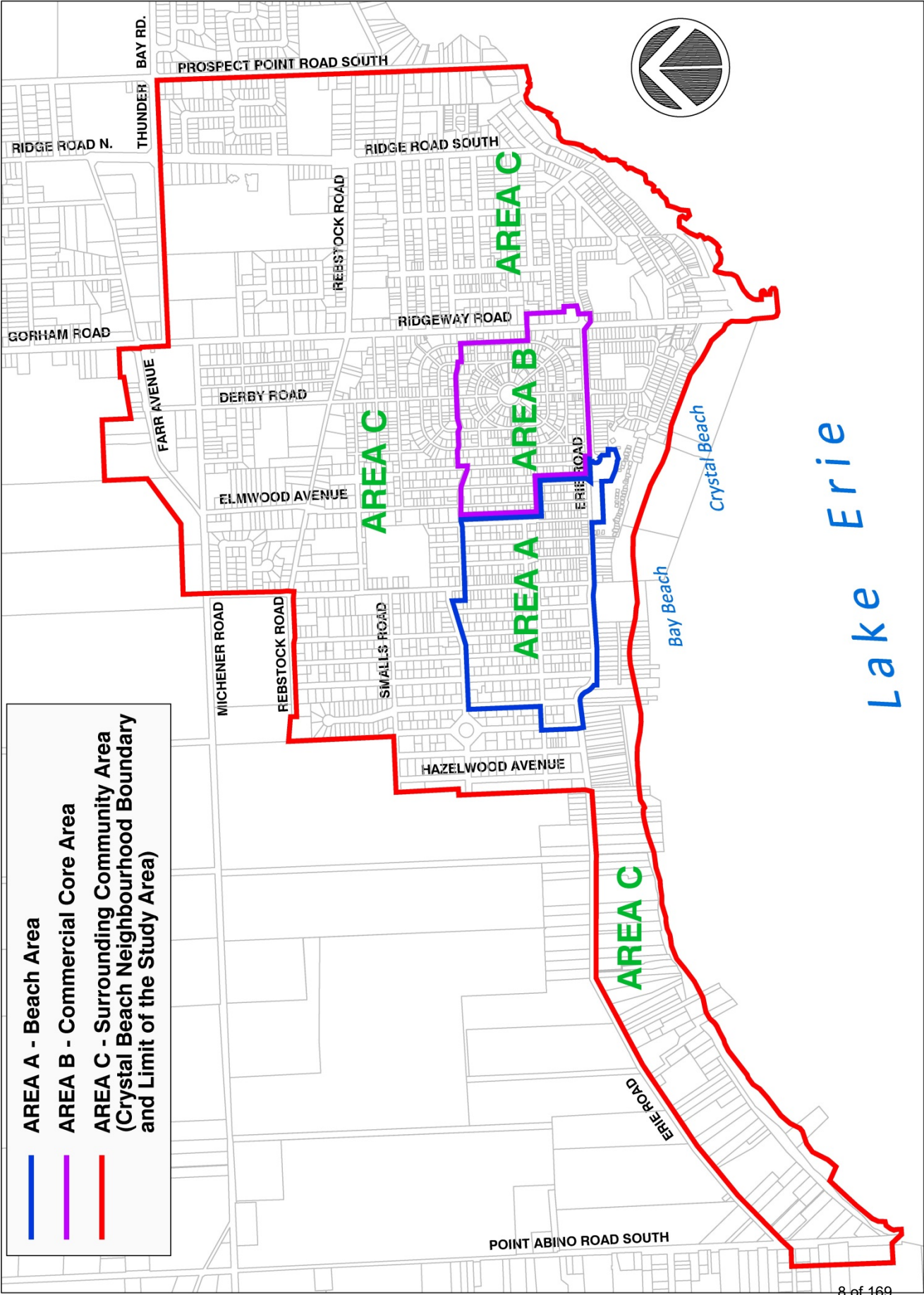
The results of this CBPS would suggest there is sufficient parking inventory well into the future. It does recommend the Town could be more diligent with optimization, demarcation and communication. While the findings seem to dispel claims/fears of insufficient parking in the short term and future impacts as a result of development / intensification, monitoring through already practiced procedure can provide indication as to whether or not any particular area is experiencing true capacity issues out of line with the findings of the consultant.

Attachments

Appendix “1” – Parking Study Project Area

Appendix “2” – Crystal Beach Parking Study 2019 – Paradigm Transportation Solutions Limited

STUDY AREA MAP





Town of Fort Erie Crystal Beach Parking Study

November 2019



Project Summary



Project Number

190312

November 2019

Client

Town of Fort Erie

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Fort Erie, ON L2A 2S6

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Disclaimer

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1 Introduction

1.1 Study Purpose and Background

The Crystal Beach Neighbourhood (the Neighbourhood) is a well-established community in the Town of Fort Erie with a rich history dating back over 100 years. While the area remains a popular summer destination for tourists and seasonal residents given its attractive and enjoyable beachfront, the neighbourhood is an important component of the Town's economy and urban structure.

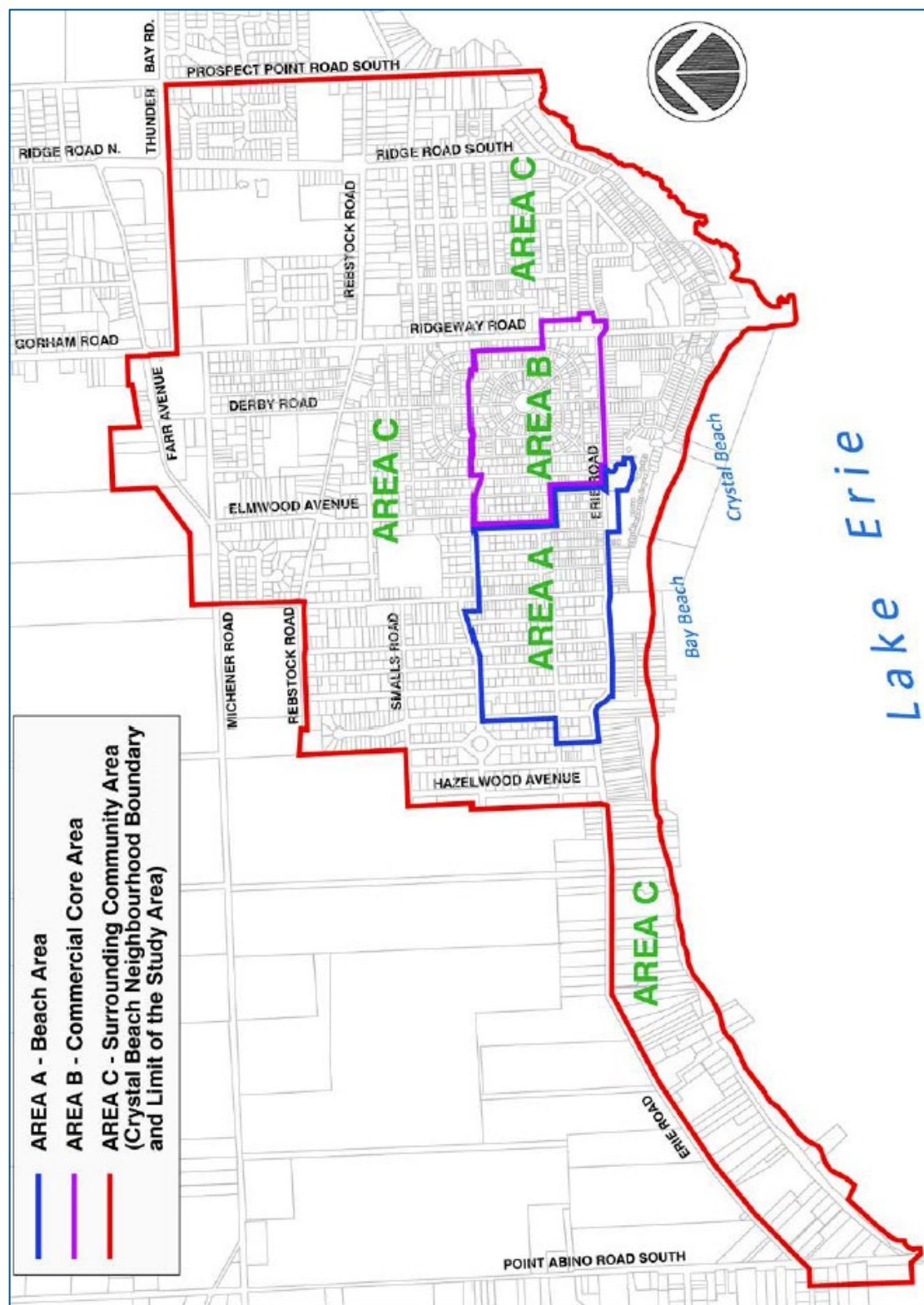
With increased development interests and pressures from the immediate community, surrounding neighbourhoods and the broader Fort Erie area, parking is a consistent topic of conversation in the Crystal Beach area. Businesses desire parking spaces available nearby for their patrons. Residents and property owners are concerned about the proliferation of on-street parking adjacent to their homes. Visitors to the Bay Beach area want convenient parking near the beachfront. But public perception remains that the parking supply struggles to serve demand in peak season.

The Town last prepared a parking plan for the Crystal Beach Neighbourhood in the late 2000's. Recently, the Town implemented several initiatives which have impacted parking demand and availability in the area and the relevancy of the earlier/previous study, including:

- ▶ Redeveloping the waterfront park and collecting user fees;
- ▶ Implementing paid on-street parking;
- ▶ Formalizing agreements for public access to parking on private lands; and
- ▶ Developing a Secondary Plan for the entire Crystal Beach Neighbourhood.

The Town needs a clear and contemporary strategy to guide future initiatives and support broader Town objectives. The **Crystal Beach Parking Study** will assess the current and future parking needs of the Neighbourhood and develop a plan to ensure an adequate supply of parking is available through the year 2041. The plan developed through the study will provide recommendations to improve efficiencies, reduce neighbourhood impacts and provide guidance on development of a municipal parking strategy for the Crystal Beach community. The Town has subdivided the broader study area into the following three "Areas" (two areas of specific focus and the remaining geography comprising the third) for the study, as **Figure 1.1** shows:





Crystal Beach Parking Study Areas

Figure 1.1

- ▶ Area A – The Beach Area (defined);
- ▶ Area B – The Commercial Core Area (defined); and
- ▶ Area C – The Surrounding Community Area (remainder of the Neighbourhood Study Area)

1.2 Methodology

The methodology used to complete the study is summarized below:

- ▶ Inventory all parking spaces in municipal and private parking lots and on-street within Area A, Area B and Area C of the Crystal Beach Neighbourhood;
- ▶ Conduct parking occupancy and duration counts in Area A and Area B and parking utilization counts in Area C to determine current parking characteristics;
- ▶ Summarize the parking supply and demand by area and on a block by block basis illustrating where surplus and deficits currently occur;
- ▶ Estimate the future parking demand based on the potential growth scenario provided by the Town for the three identified areas (A,B and C);
- ▶ Forecast the parking demand for the proposed future residential development using Town of Fort Erie Zoning By-law rates;
- ▶ Compare the forecast parking demand to the existing supply to assess whether the existing parking in Crystal Beach is sufficient to meet anticipated demand;
- ▶ Identify options to meet projected parking needs and identify opportunities for additional parking within the study area; and
- ▶ Recommend a parking management strategy to support growth in Crystal Beach to 2041.

1.3 Terminology and Definitions

The following parking-related terms are used in this report:

- ▶ **Capacity or Supply** is defined as the total number of parking spaces provided and legally available at a location or within a specific district. Where parking lot boundaries are not defined, the corresponding supply was estimated based on the observed parking patterns;
- ▶ **Demand** is defined as the total number of vehicles seeking a parking space at a location or within a specific district over a specified period. Demand is typically determined by counting



the number of vehicles parked at a given time. It is recognized that demand may be greater than the number of parked vehicles as once all spaces are full, vehicles may park illegally or they go elsewhere to park (although this is difficult to measure in a study of this nature);

- ▶ **Occupancy or Utilization** refers to the proportionate number of spaces that are occupied by parked vehicles at any given time, expressed as a percentage of spaces occupied (i.e. demand divided by capacity). Utilization rates greater than 100% suggest that the number of vehicles within the parking area exceeds the actual number of spaces, which would infer illegal or inappropriate parking behaviour; and
- ▶ **Duration** refers to the length of time that a vehicle is parked within a given space.

1.4 Report Organization

The remainder of the **Crystal Beach Parking Study Report** is organized as follows:

- ▶ Section 2 details **existing conditions** pertaining to transportation and parking in Crystal Beach;
- ▶ Section 3 analyzes **existing parking demand** for Crystal Beach based on parking occupancy and turnover surveys conducted by Paradigm;
- ▶ Section 4 forecasts **future parking needs** for Crystal Beach based on the proposed future development;
- ▶ Section 5 summarizes the **public consultation** process for the parking study including the content, methods of communication and feedback received; and
- ▶ Section 6 outlines the **parking management strategy** for Crystal Beach to 2041.



2 Existing Conditions

2.1 Overview of Crystal Beach Community

Crystal Beach has long been used as a cottage or seasonal residential area within the Town of Fort Erie. It is a predominantly residential community with a population of about 3,750 permanent residents and about 1,325 seasonal residents. It also attracts many day visitors over the summer months. The character of the area and the attractions have changed over time. Up until the 1970's the Crystal Beach Amusement Park was a major attraction for both residents and visitors. This facility has been closed for almost 30 years and the attraction of the community has shifted to the Lake Erie beaches and other environmental features of the area. Recent improvements by the Town to the Bay Beach property have provided the general public with a large beach, clean sand and pleasant swimming conditions.

The current community is largely residential in nature with a commercial core on Erie Road, mainly between Oxford Avenue and Ridgeway Road. The residences are a mix of permanent year-round residences and summer rental properties. The community has also been attracting more retirement residents in recent years due to the unique character of the area. Generally in the residential areas near the lake, the residences tend to be detached units on relatively small lots, reflecting the original cottage nature of the development. Some of the more recent developments include townhouse and apartment units. The commercial core of the community generally consists of shops, restaurants and small service businesses.

The Bay Beach Waterfront Park area is located in the westerly section of Crystal Beach Neighbourhood, south of Erie Road to Lake Erie, between Erie Road and Lake Erie, and is generally located between the extensions of Ashwood Avenue and Beechwood Avenue. The beach itself has two public walkway connections to Erie Road, located opposite Eastwood Avenue and Ashwood Avenue. The remaining perimeter of the park consists of private properties or sections of fence that do not allow access. The westerly walkway connection is the primary route for beach patrons since it is adjacent to the remaining public parking area owned by the Town of Fort Erie. In 2019, the Town completed an extensive renovation at Bay Beach, providing an accessible and modern beach destination for locals and tourists. New park components include a state-of-the-art washroom facility complete with lockers, change rooms, foot wash showers, and a water bottle filling station; a new playground donated by the Ridgeway Lions Club; a pavilion; a festival square for community events; an accessible ramp down to the beach; beach mats to provide access to the waters edge;



and a viewing deck that extends over the beach. After completing construction, the Town introduced admission to the beach, in effect from Victoria Day through Labour Day from 10:00 AM to 4:00 PM on weekdays and 9:00 AM to 5:00 PM on weekends and holidays. Fort Erie residents can purchase a season pass for \$10, while visitors can purchase day passes for \$5.

Parking is permitted on most streets within the Neighbourhood. The local residential streets generally have sidewalks on at least one side and on both sides in the immediate area of the beach. However, some of the roads do not have sidewalks which occurs in areas farther away from Bay Beach. These areas have grass shoulders rather than curb and gutters. At some residences, the vehicles park on the property by driving on from the shoulder of the road, at a right angle to the direction of travel with no defined driveway identified.

2.2 Available Transportation Options

2.2.1 Active Transportation

Sidewalks are provided along the main roads in the study area, including Erie Road, Derby Road, Schooley Road and Ridgeway Road. Within the residential areas of Crystal Beach, some local streets have narrow sidewalks on one side of the road. Where sidewalks are not provided, pedestrian, cyclists and motorists must share the road. Generally, vehicle speeds are low on the narrow roads which increases safety for all users. There are no dedicated cycling facilities (bike lanes, trails, etc.) within Crystal Beach; however, the Town is finalizing an Active Transportation Master Plan within the next couple of months that will assist in future capital decisions concerning improving Active Transportation in the community.

2.2.2 Transit

Fort Erie Transit (FET) is the public transit operator in Crystal Beach. **Figure 2.1** shows the transit route in Crystal Beach. Presently, the community is serviced by one transit route, 760 – West Fort Erie, with 14 transit stops in Crystal Beach.

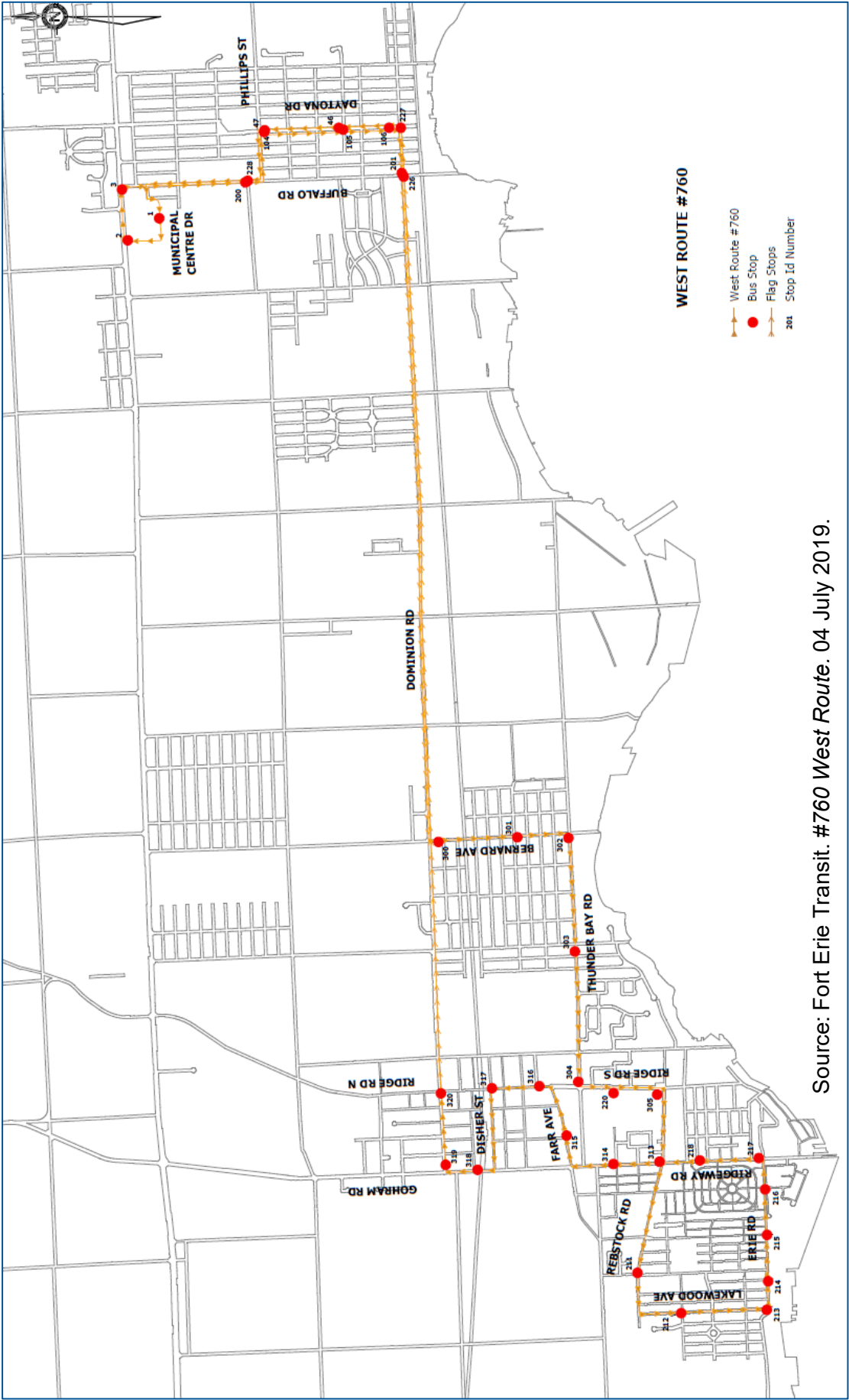
The route operates in a loop from the Municipal Offices in Fort Erie, west along Dominion Road to the communities of Ridgeway, Crystal Beach and Thunder Bay. In Crystal Beach, the service operates with transit stops on Thunder Bay Road, Ridge Road South, Rebstock Road, Ridgeway Road, Erie Road, Lakewood Avenue and Farr Avenue. Weekday service runs from 6:07 AM to 10:40 PM on 60-minute headways. Saturday service operates from 6:55 AM to



10:40 PM on 60-minute headways. Service is not provided on Sundays and holidays.

At the Municipal Offices, transit riders can connect to the Town's two other bus routes which provide service in the east and north areas of Fort Erie as well as the inter-municipal/inter-regional transit link.





Crystal Beach Parking Study
190312

Existing Transit Routes

Figure 2.1

2.2.3 Auto

The area is well served by Provincial Highway 3 and Regional Roads 1 and 116. These roads provide convenient access to the other communities within Niagara Region and beyond. The key access route into the core area of the community is Ridgeway Road, which is a continuation of Regional Road 116. Within the beach area of the community, the local streets all have two lanes and, in most cases, relatively narrow right of ways.

2.3 Parking

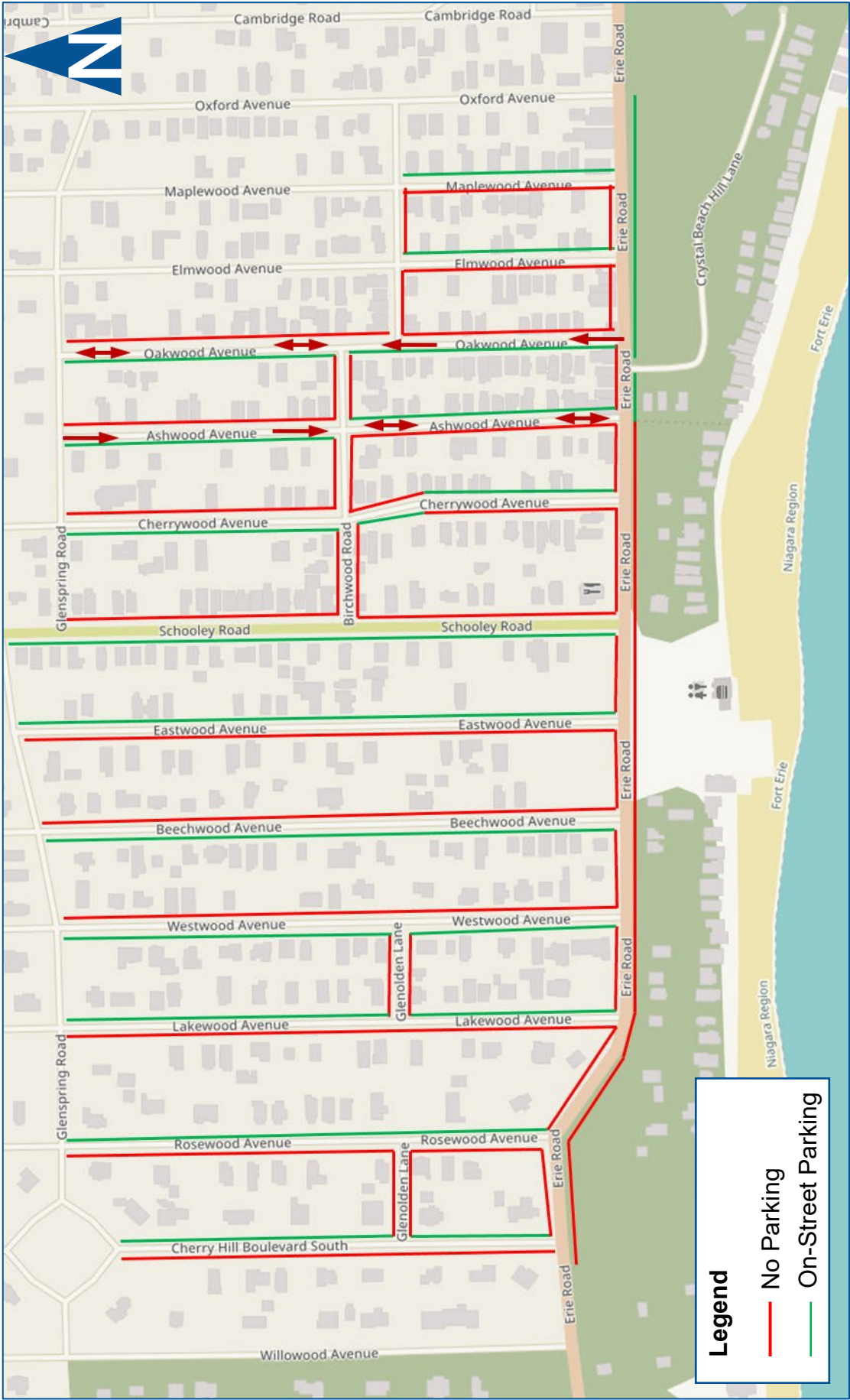
The existing on-street and off-street available parking in the study area consists of:

- ▶ On-street parking within the right of way on the road;
- ▶ Public parking lots owned by the Town; and
- ▶ Private parking lots available to the general public, usually at a charge. There are also some property owners who allow cars to park on their lawns and driveways for a charge during peak season.

2.3.1 On-Street Parking

The on-street parking includes all parking spaces on the public roads within the study area where there is not a specific, legal parking restriction or where parking is not allowed due to driveways, proximity to intersections or fire hydrants. As indicated in **Figure 2.2**, a substantial amount of the public roadway frontage in the area is not available for parking. The street frontage sections where parking is not allowed tend to be more common in the Commercial Core and the Erie Road connecting corridor. In the vicinity of the main walkway connection to Bay Beach, the portion of street frontage available for parking generally appears greater. The availability of on-street parking is; however, further limited by a number of factors:



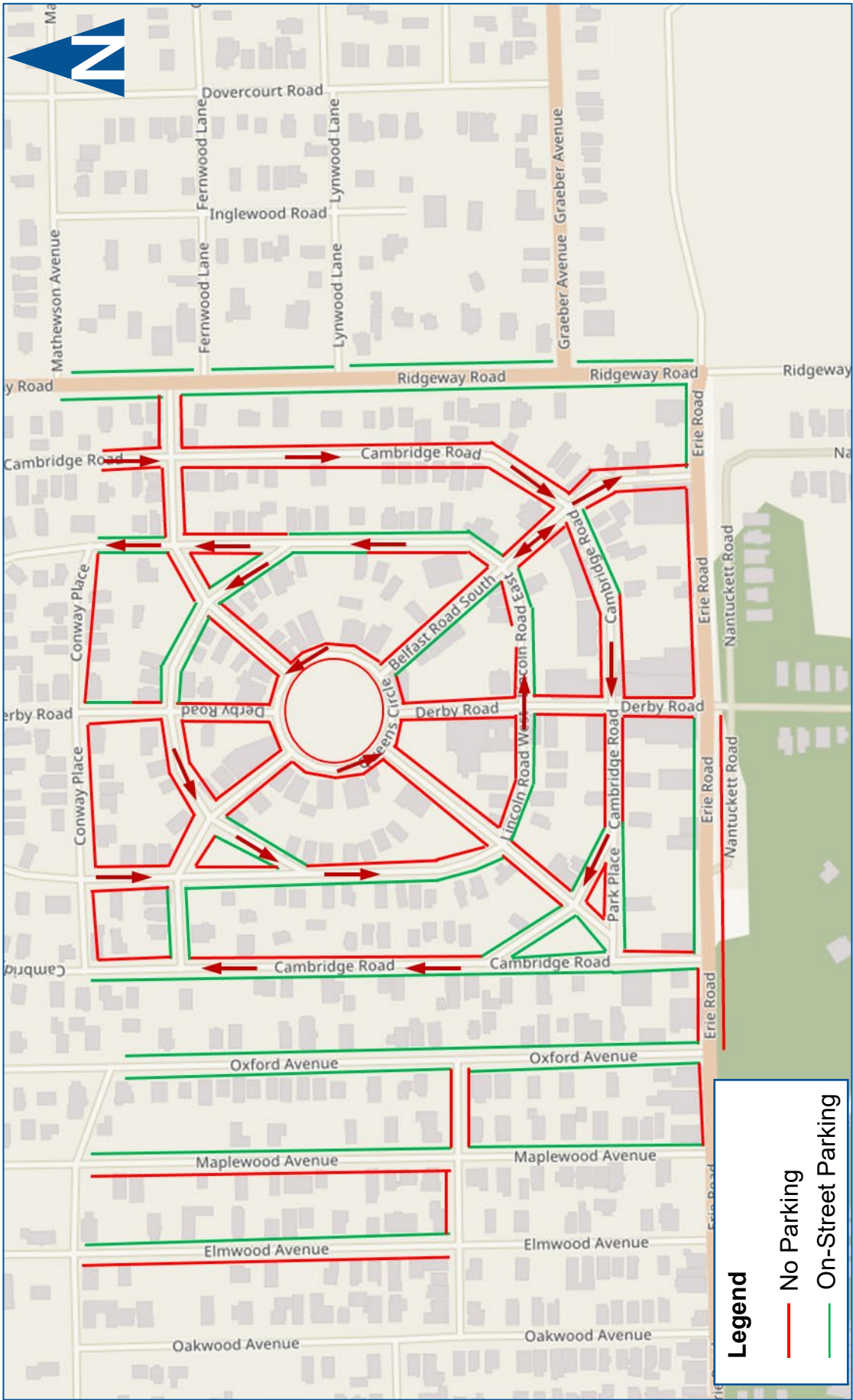


Existing On-Street Parking – Area A

Figure 2.2



Crystal Beach Parking Study
190312



Existing On-Street Parking – Area B

Figure 2.3



Crystal Beach Parking Study
190312

- ▶ Many property owners post their own signs and markers to prohibit parking along the roadside in front of their properties. This is thought to be related to limited space available for some small lots on narrow streets, a desire to avoid the nuisance of strangers parking in front of residences and a need to maintain some parking for the use of the property owner and his or her guests. The posting of parking prohibitions by adjacent property owners appears to be more common on very busy beach days when the demand for parking is higher;
- ▶ Some of the smaller seasonal residences do not have clearly designated driveways and parking areas on the property. In these cases, the residents often park their vehicles in front of the residence at right angles to the roadway. If the property area is small, the vehicles may be close to the traveled roadway, not leaving sufficient room for vehicles to park along the side of the roadway, parallel to the direction of travel;
- ▶ On some sections of roadway, a narrow road platform combined with shrubbery or deep ditches at the edge of the travel portion of the road does not leave enough room for parking; and
- ▶ Where parking spaces are not delineated, motorists may park vehicles at their convenience, using additional space where other vehicles could park and reducing capacity.

These factors together cause a significant reduction in the potential on-street parking supply during peak season days.

The provision of on-street parking within the study area is regulated by the Town of Fort Erie through By-Law No. 2000-89 (A By-Law to Regulate Traffic and Parking on the Highways of the Town of Fort Erie). This By-Law outlines the various regulations relating to parking on public roadways. Some of the key provisions include:

- ▶ In locations without signs, parking is not permitted on a sidewalk or footpath, within an intersection or cross-walk, where it obstructs the free flow of traffic, on a bridge or elevated structure or on a median strip;
- ▶ Where official signs are on display, stopping or parking a vehicle contrary to the signs is prohibited;
- ▶ In locations without signs, parking is not permitted:
 - Within 10 metres of an intersection;
 - Within 3 metres of a fire hydrant;
 - On an inner boulevard;



- On a driveway within 30 cm of a sidewalk, within 3 metres of the edge of road or within 1 metre of the shoulder;
 - In front of or within 1.5 metres of a laneway, driveway, curb-cut or depressed curb;
 - Where it obstructs the use of a driveway or laneway; and
 - Where it obstructs the convenient removal of another vehicle.
- ▶ Unauthorized persons are prohibited from placing signs, markings or devices that purport to be an imitation of an official sign or regulatory or traffic control device.

These Town By-Law provisions are enforced by the Town's one dedicated Enforcement Officer. Within the study area during periods of peak demand, some of these regulations may not be adhered to rigorously by persons parking their vehicles or by the adjacent residents.

In 2019, the Town introduced on-street pay parking in Area A, a 400 metre radius from the entrance to Bay Beach. **Figure 2.4** displays the streets with paid on-street parking. Paid parking is in effect from Victoria Day weekend through Labour Day weekend each year, and from 10:00 AM to 6:00 PM daily within that period. Parking is charged at \$2.00 per hour or \$10.00 maximum daily rate, which is similar to other lots in Crystal Beach. There are 14 pay-and-display machines installed in Area A to facilitate paid parking.

2.3.2 Off-Street Public Parking

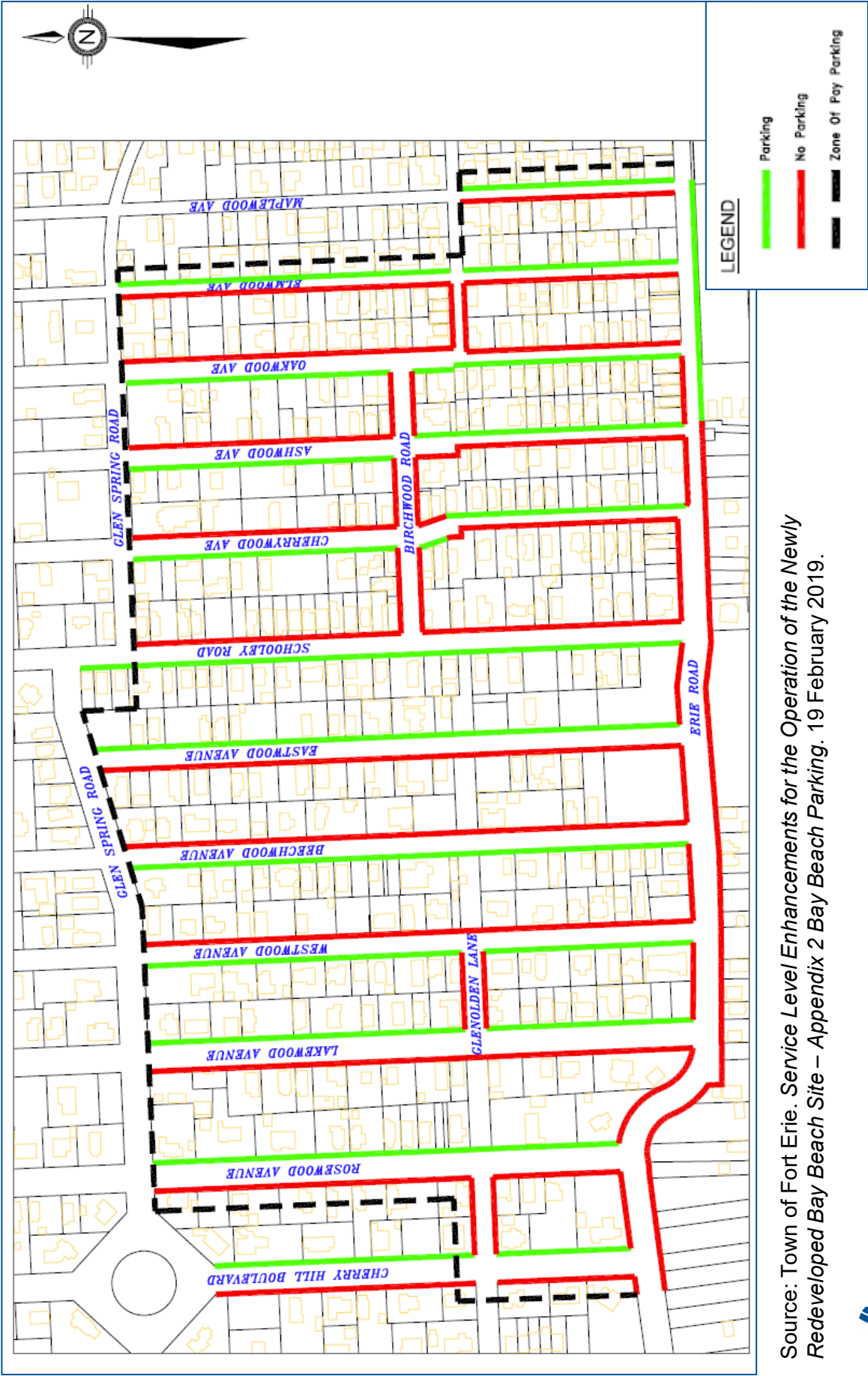
The Town owns and operates several off-street public parking lots in Crystal Beach, as shown in **Figure 2.5**, including:

- ▶ Area A (Bay Beach) – Two lots accommodating a total of 140 vehicles. Paid parking is in effect from Victoria Day weekend through Labour Day weekend each year. Parking is charged at \$4.00 per hour or \$15.00 maximum daily rate, between 8:00 AM and 9:00 PM. Parking is not permitted from 2:00 AM to 6:00 AM. The pay and display meter is located at the northwest corner of Erie Road and Eastwood Avenue.
- Northwest corner of Eastwood Avenue and Erie Road – gravel lot, accessed via Eastwood Avenue with 94 parking spaces, including two accessible spaces.
 - Northeast corner of Eastwood Avenue and Erie Road – Two gravel lots, accessed via Erie Road with 46 parking spaces, including three accessible spaces. The Town sold this lot



and it will not be available for parking past the 2019 summer season. The owner may permit private parking on this lot in the short-term.





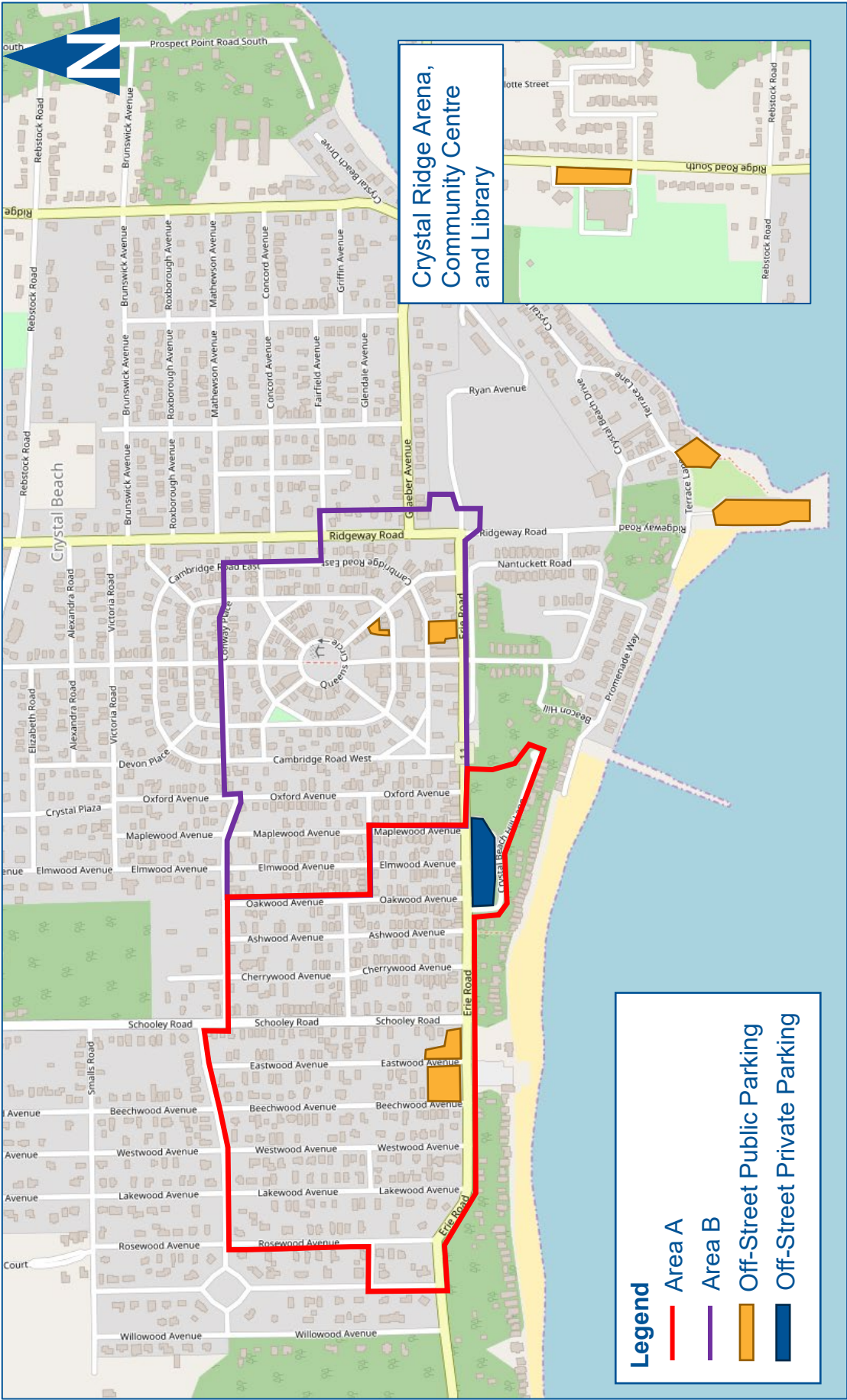
Source: Town of Fort Erie. Service Level Enhancements for the Operation of the Newly Redeveloped Bay Beach Site – Appendix 2 Bay Beach Parking. 19 February 2019.



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Existing Paid On-Street Parking Areas

Figure 2.4



Existing Off-Street Parking

Figure 2.5



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- ▶ Area B (Commercial Core) – Two lots accommodating a total of 69 vehicles. Parking is free of charge.
 - North side of Erie Road, east of Derby Road – Paved lot, accessed via Erie Road or Cambridge Road East with 49 parking spaces. This parking lot is convenient to the local businesses.
 - Belfast Road northeast of the commercial area – Paved lot, accessed via Belfast Road or Lincoln Road East with about 11 parking spaces.
- ▶ Area C – Parking is free of charge.
 - Crystal Beach Waterfront Parking and Boat Launch – Paved lots and on-street parking, accessed via Terrace Lane. A total of 110 parking spaces are provided between the boat launch (66 vehicle and trailer spaces), on-street (22 spaces) and restaurant (32 public spaces and 10 spaces available for restaurant patrons).
 - Crystal Ridge Arena, Community Centre and Library – Paved lot, accessed via Ridge Road South with 226 parking spaces.

2.3.3 Off-Street Private Parking

The primary private parking lot is the Hill Cottagers Organization parking lot located on the south side of Erie Road, east of Oakwood Avenue, as shown in **Figure 2.5**. This lot can accommodate 200 to 235 parked vehicles. The maximum number of vehicles parked in the lot depends on parking attendant guidance and vehicle size. The lot is unpaved and does not have designated parking spaces or circulation aisles. It is signed as private property, but the Town has entered into a five year lease agreement with the Hill Cottagers Organization to open the lot for public access during peak demand with parking costs set, collected and kept by the Hill Cottagers Organization. The Organization also provides the staffing for the lot when it is in use.

In Area C, at the Crystal Beach Waterfront Park, 10 spaces are marked private for the exclusive use of the Palmwood Waterfront Eatery and Patio Bar.

As noted earlier, there is some pay parking provided by individual property owners, usually on driveways and lawns near the beach. This is very informal and occurs primarily during the very busy days when parking supply is limited. These parking vendors appear to charge about \$3.00 to \$5.00 per space for the day.



2.4 Parking Supply

Table 2.1 summarizes the approximate number of parking spaces within the defined Crystal Beach study areas. The total number of parking spaces is noted as approximate as some parking areas, mainly the on-street parking, are unmarked. Variations in vehicle size and parking orientation may affect the total number of parking spaces available on any given day.

TABLE 2.1: CURRENT PARKING IN STUDY AREA

Area	Area A (Beach)	Area B (Core)	Area C* (Remainder)	Total
On-street Parking	431	332	22	785
Public Parking Lots	140	60	304	504
Private Parking Lots	235	0	10	245
Total	806	392	336	1,534

Note: Area C only includes arena/library parking and Waterfront Park, Terrace Lane on-street spaces and Palmwood parking lot spaces.



3 Existing Parking Demand

3.1 Methodology

Paradigm performed a parking study to characterize current parking conditions within the Crystal Beach community. Parking counts were conducted on three prime days in June and July 2019 and gathered data on parking demand (utilization) for all parking types and duration (turnover) for the off-street lots and on-street parking. On each of these days, the counts were collected on a block by block and area by area basis, once per hour, between the hours of 10:00 AM and 8:00 PM.

The survey days were selected with Town staff to ensure data was collected during peak summer demand. The weather conditions were checked the day prior to the survey. On days with a probability of precipitation greater than 40% combined with an expected daily high temperature of less than 23 degrees (Celsius), the survey for that day was cancelled. The reason is that even if the weather would be more favourable, beach visitors would be less likely to plan a trip to the beach if the forecast was poor. On days where the weather might be favourable, the survey staff were instructed to begin the survey at 10:00 AM but to discontinue the survey if the weather became cold and rainy. Saturday, July 6, 2019 was original scheduled as a survey day. However, rain and cooler temperatures were forecast so the survey was rescheduled to the next Saturday, July 13, 2019.

Table 3.1 lists the survey dates and times. The table also denotes the weather during the survey. On July 1, 2019, the Town arranged for drone aerial photography of Bay Beach and estimated the capacity at 80%. All three survey days had prime beach weather conditions in a period sharing Canada Day and Independence Day (US) level vacation traffic.

TABLE 3.1: PARKING SURVEY DATES, TIMES AND WEATHER

Date (all 2019)	Time Period	Weather
Sunday, June 30	10:00 AM to 8:00 PM	23°C, Sunny
Monday, July 1	10:00 AM to 8:00 PM	28°C, Sunny
Saturday, July 13	10:00 AM to 8:00 PM	24°C, Cloudy

During data collection, the assigned surveyor(s) drove the survey area in a predetermined route each hour and counted the number of parked cars, both on-street and in the designated parking lots. One data collection person was responsible for driving the vehicle while the



second person recorded the number of vehicles on specific data collection forms corresponding to the predetermined route.

Survey staff were briefed on the guidelines for the data collection and were instructed to review the data forms prior to the start of data collection. For the on-street parking, the surveyors were advised to only count parked vehicles parallel to the roadway for the survey, assuming those parked perpendicular were those of residents.

Each survey tour started on the hour and the route was planned to take about 45 minutes, leaving about 15 minutes for washroom breaks, data checking and rest. The last survey tour started at 7:00 PM. For the turnover counts, surveyors recorded last three digits of each licence plate. After the surveys were completed, the data was transcribed into a worksheet and prepared for analysis.

3.2 Demand and Utilization

Appendix A provides the detailed parking demand and utilization data collected by day. The analysis and findings of the counts outlined in this section are discussed in terms of:

- ▶ **Average parking demand and utilization**, which represents the average number of parking spaces occupied each hour over the survey period. Average utilization is determined by calculating the arithmetic mean of the occupied spaces observed each hour over the entire day and dividing by the total number of parking spaces (the parking supply); and
- ▶ **Maximum parking demand and utilization**, which represents the peak number of parking spaces occupied over the survey period. Maximum utilization is determined by dividing the highest number of occupied spaces observed over the entire survey day by the total number of parking spaces (the parking supply). This rate represents the peak parking demand for the survey area.

Maximum values are more critical than the average rates because they represent the parking supply required to satisfy peak demand. The maximum demand also helps to indicate the overall surplus or deficiency experienced and aid with appropriate recommendations to increase or decrease the available parking supply.

Figure 3.1 summarizes the results of the parking demand survey by hour by day. This data includes both on-street and off-street parking in designated lots within the study area. It does not include vehicles parked in private driveways or on private property that is not available to the general public.



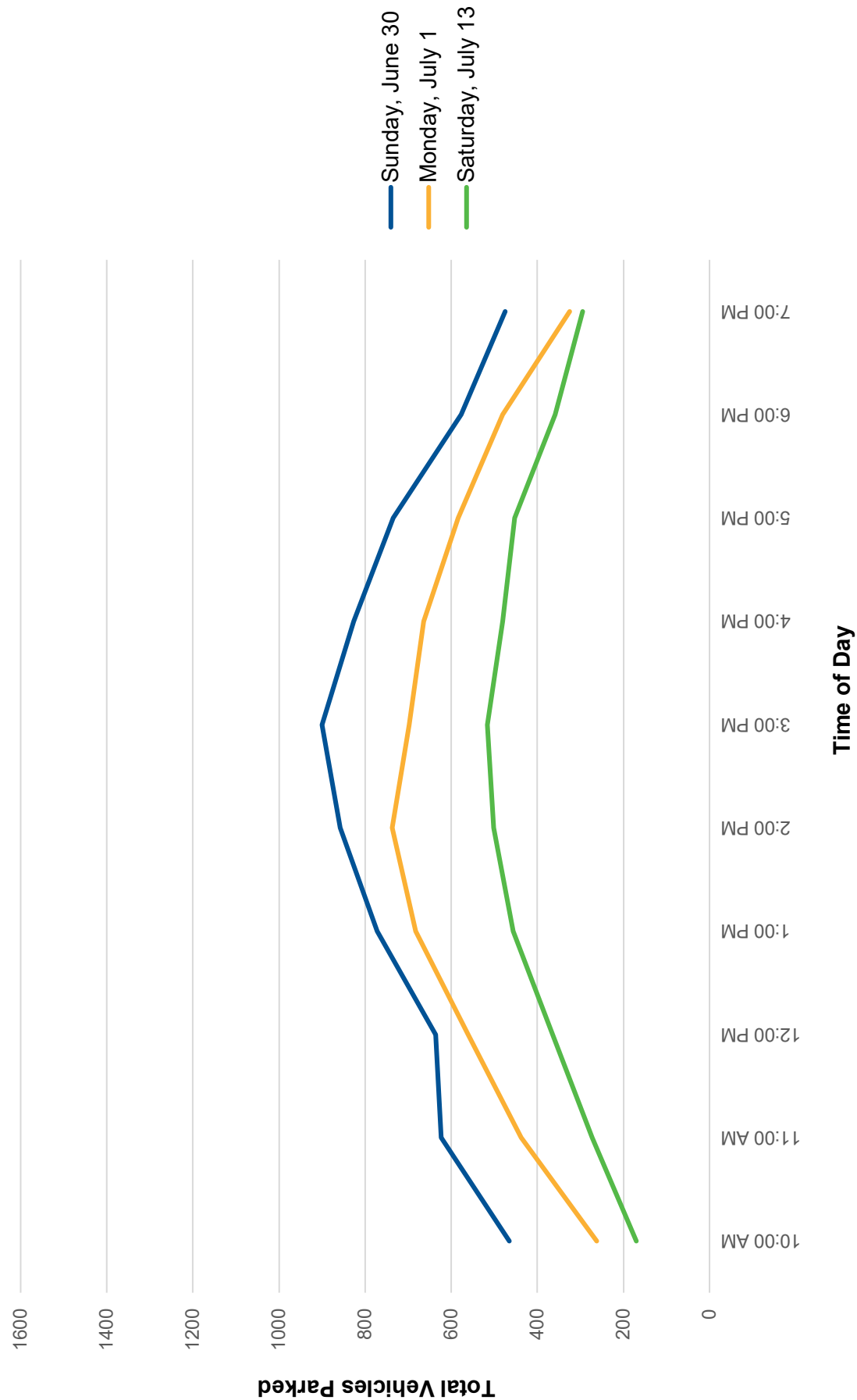


Figure 3.1



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As indicated in **Figure 3.1**:

- ▶ The busiest day was Sunday, June 30, when a maximum demand of 900 vehicles was recorded for the entire study area at 3:00 PM;
- ▶ On Monday, July 1, the maximum number of parked cars reached 737 and a maximum of 516 parked cars were observed on Saturday, July 13;
- ▶ Over the three survey dates, the average total number of cars parked was about 299 during the from 10:00 AM to 11:00 AM period, while during the last hour, from 7:00 PM to 8:00 PM, the average number of cars parked was about 365; and
- ▶ Overall, the peak parking times occurred between 2:00 PM and 4:00 PM.

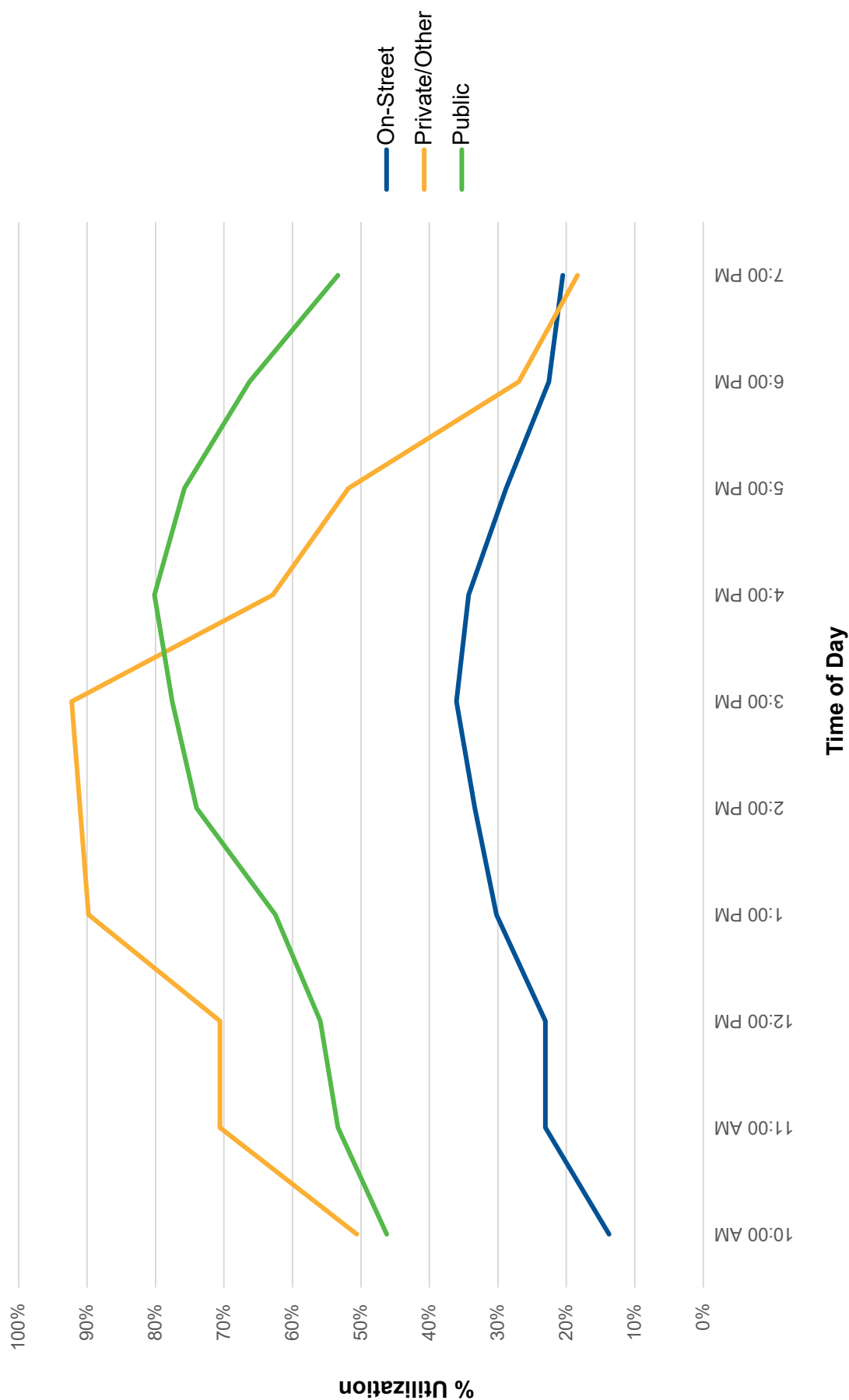
Figure 3.2, Figure 3.3 and Figure 3.4 summarize the parking utilization by type (on-street, off-street public, off-street private) for each survey day. The data indicates:

- ▶ The highest utilization was recorded at the off-street private parking lot near Bay Beach. On Sunday, June 30, the lot neared capacity for three hours;
- ▶ As capacity of the private lot was reached, demand for public off-street lots increased, averaging 40% to 70% utilization; and
- ▶ Overall, on-street parking utilization remained fairly constant over the surveys, averaging 10% to 30% utilization.

Figure 3.5, Figure 3.6 and Figure 3.7 below display the parking utilization by day for each of the areas noted in **Figure 1.1**. This data clearly indicates that Area A (Bay Beach) had the highest demand on all three survey days. In this zone, maximum utilization was reached during the early afternoon hours 1:00 PM to 3:00 PM. On June 30, the mid-day parking demand reached almost 75% of the total potential parking capacity. Additionally, utilization of the off-street public lots exceeded the available capacity. The parking spaces in these lots are not clearly delineated; therefore, the observed utilization exceeded capacity due to vehicles parking where they perceived space was available. Under these circumstances, parked vehicles may be inhibiting vehicular circulation.

Parking utilization in Area B (Commercial Core) was relatively low, reaching a maximum of 23%. Additionally, this level of utilization remained constant throughout each of the survey days.



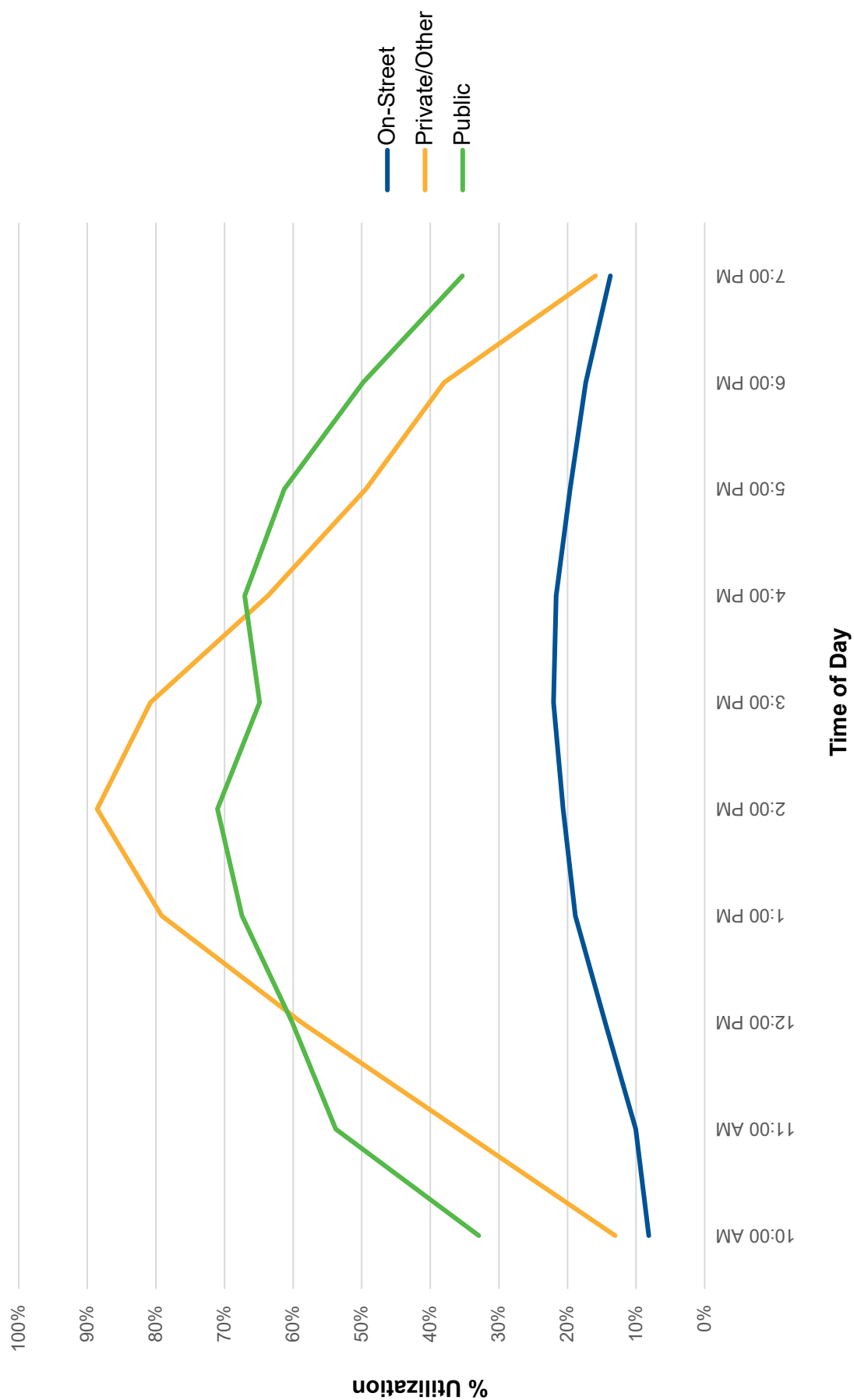


Parking Utilization by Type – Sunday, June 30

Figure 3.2



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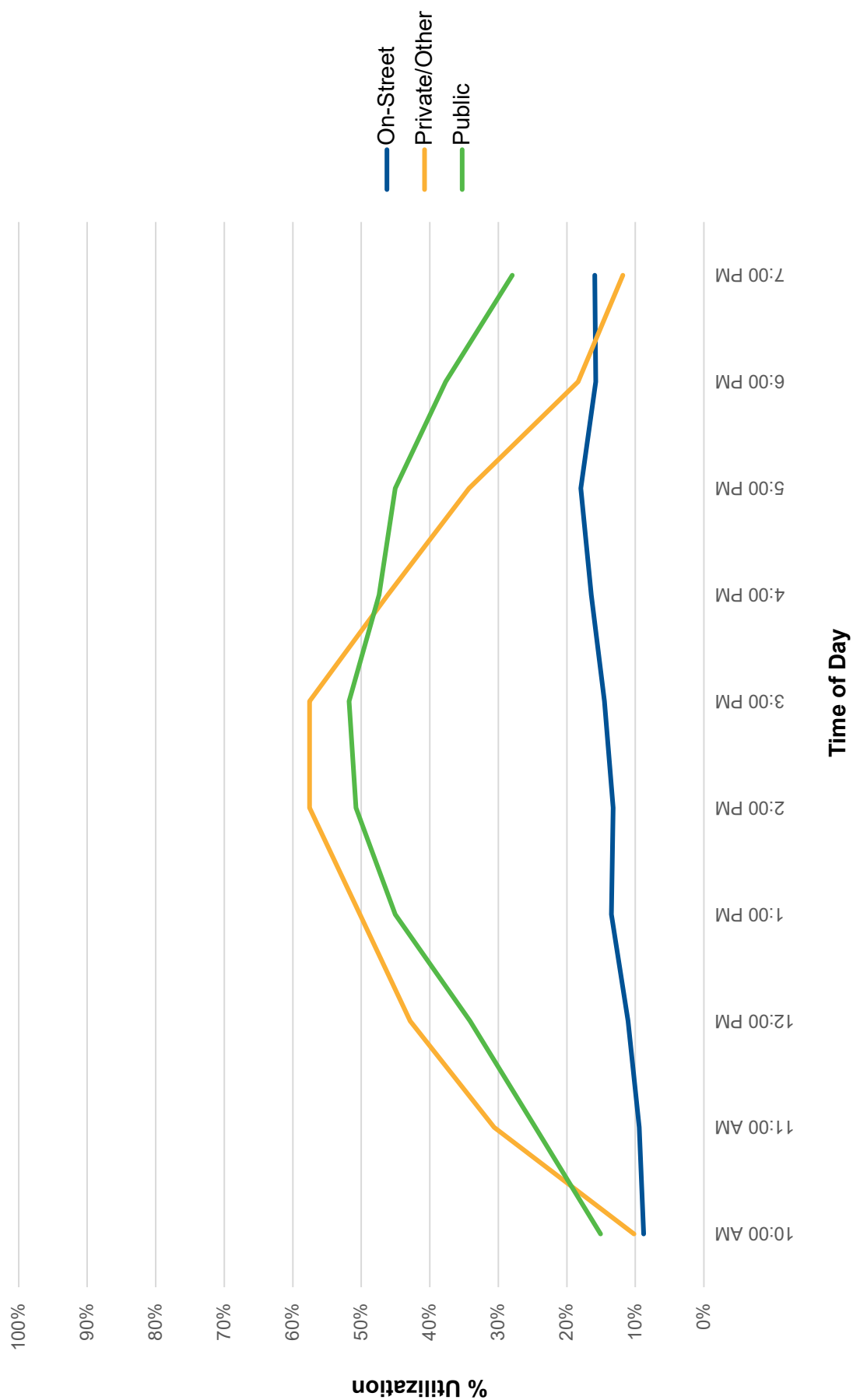


Parking Utilization by Type – Monday, July 1

Figure 3.3



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Parking Utilization by Type – Saturday, July 13

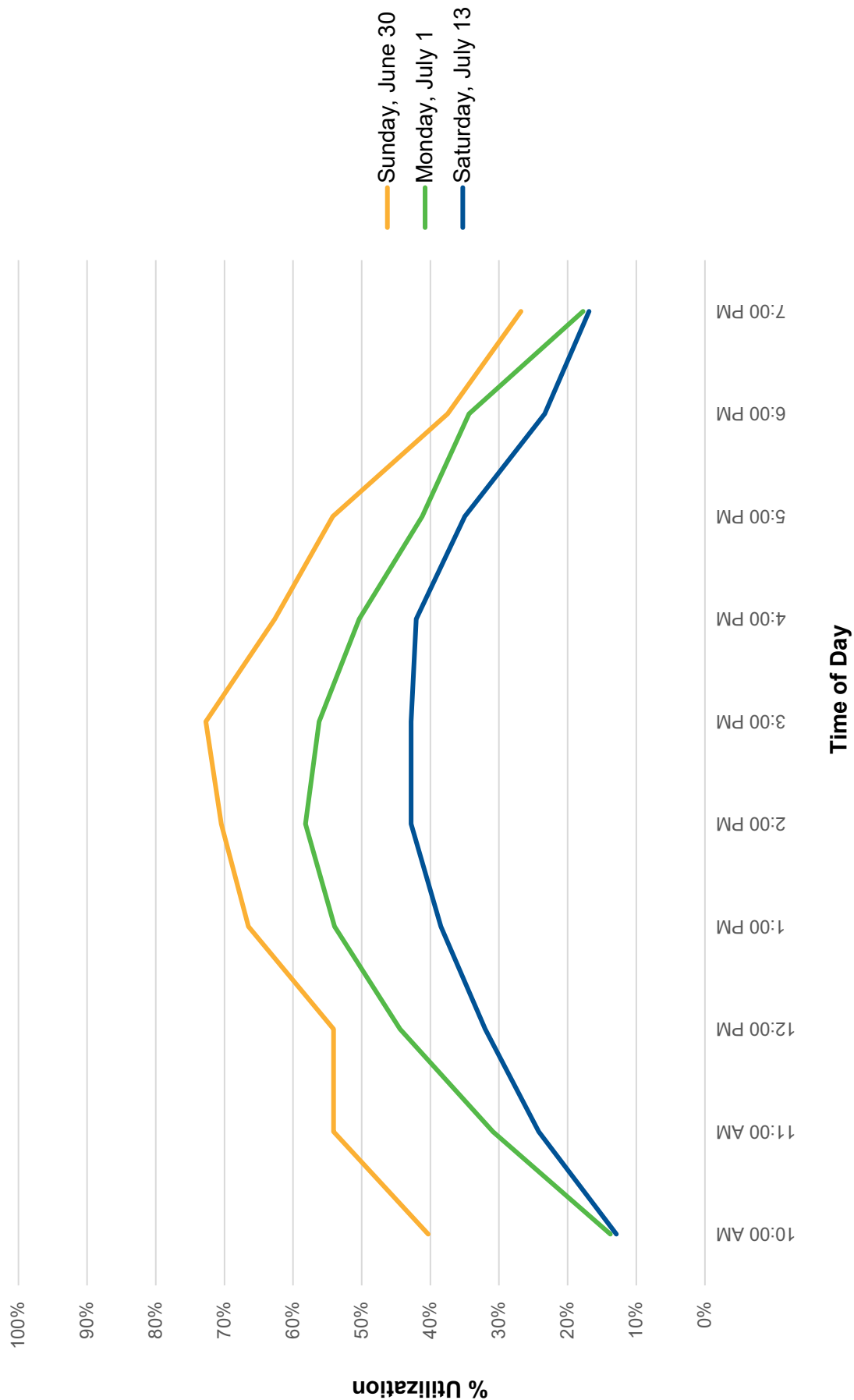
Figure 3.4



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Area C had moderate parking utilization, increasing during the holiday long weekend (June 30 and July 1). Maximum parking utilization was later in the afternoon when compared to Area A, typically between 3:00 PM to 5:00 PM. Of note, the Waterfront boat launch parking lot reached a maximum of 168 vehicles, while only marked for 66 vehicles with trailers. The demand in this location is greater than the capacity as vehicles without trailers are also parking in the lot wherever space is available.



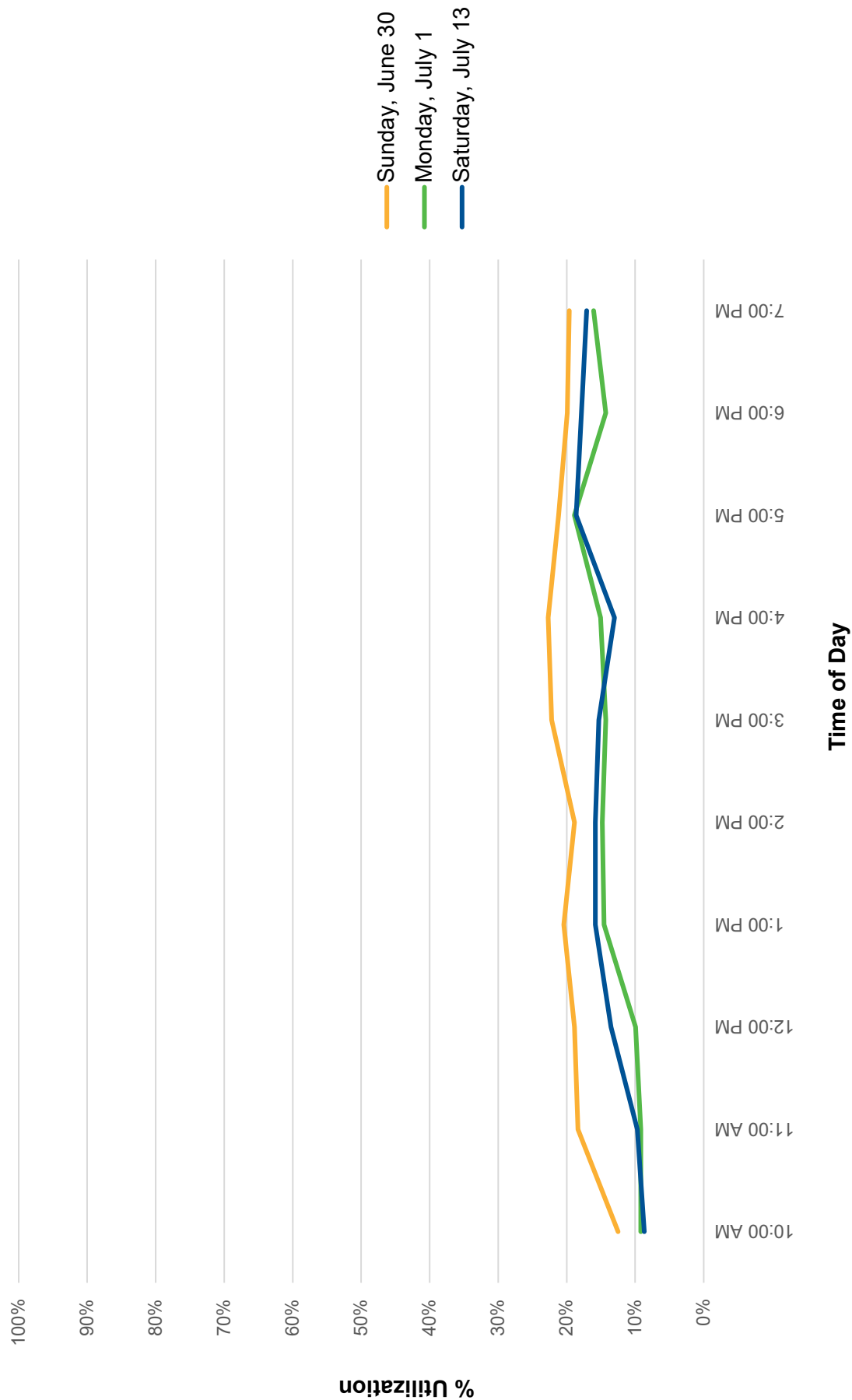


Parking Utilization in Area A

Figure 3.5



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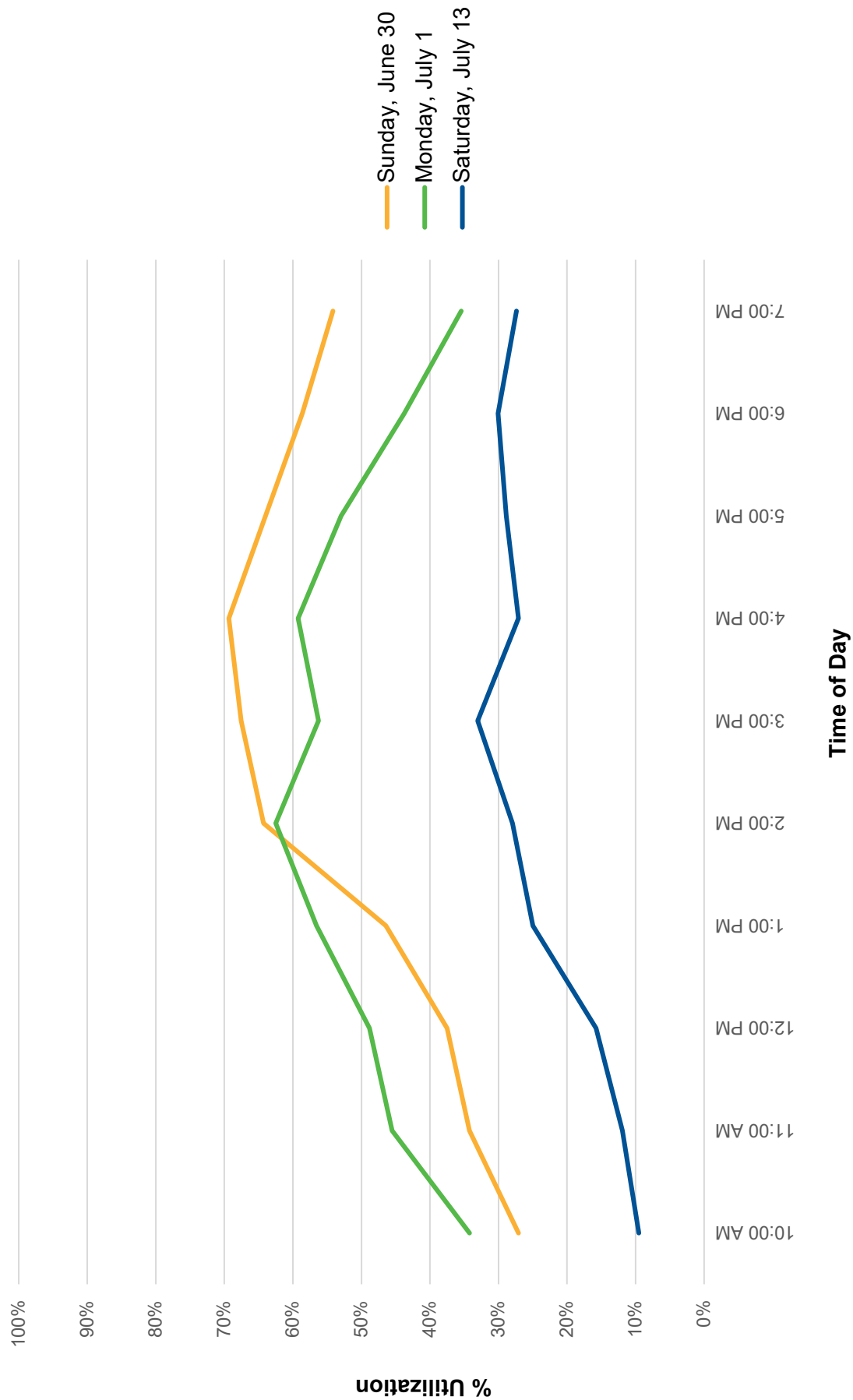


Parking Utilization in Area B

Figure 3.6



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Parking Utilization in Area C

Figure 3.7



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3.3 Duration

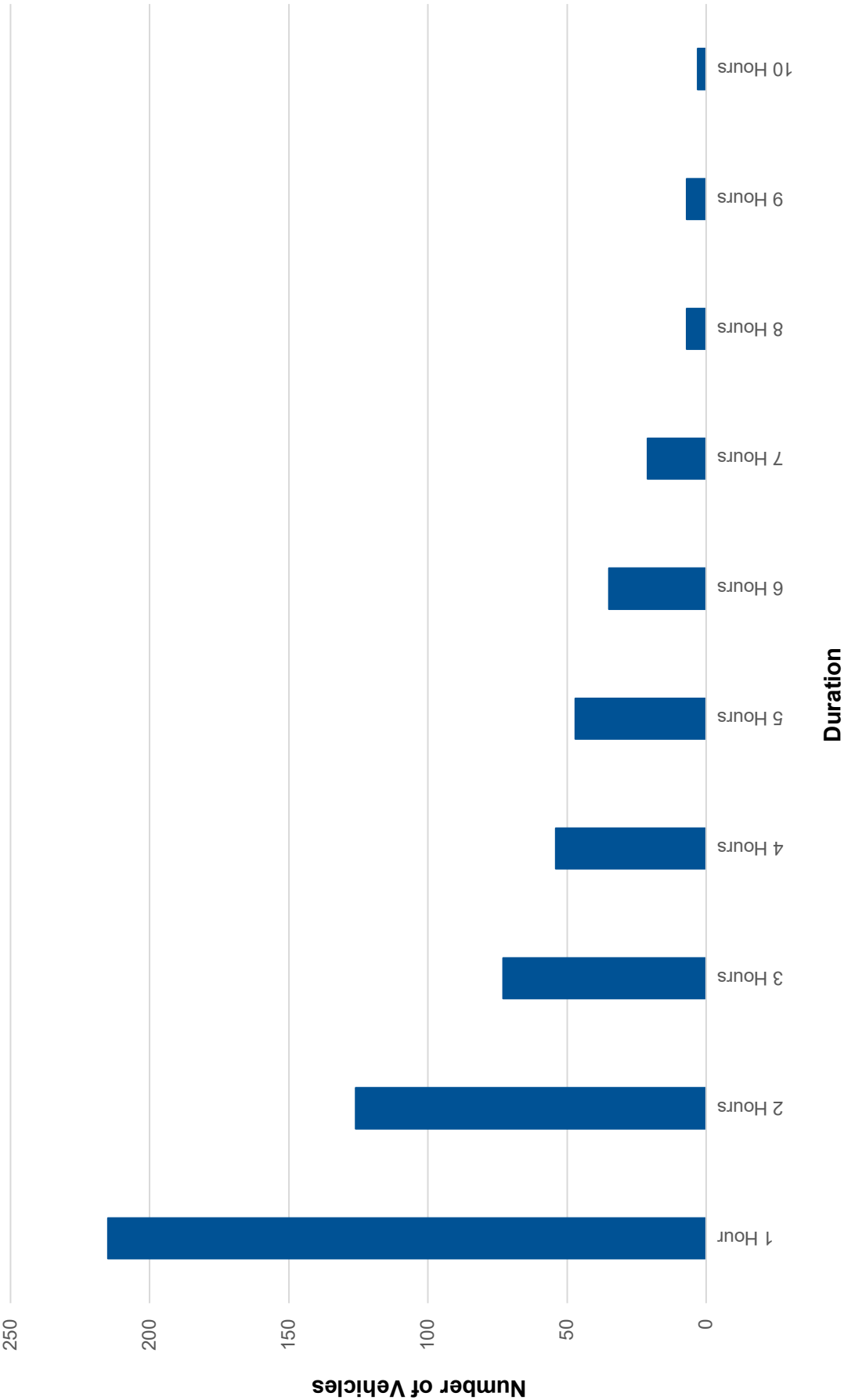
Appendix B provides the detailed parking turnover data collected by day. Duration refers to the length of time the same vehicle is parked in the same parking space, as determined by the licence plate. Durations of one hour or less are considered short-term.

Parking turnover data was collected during the Saturday, July 13, 2019 survey period the following specific locations:

- ▶ Area A – 175 parking spaces surveyed:
 - Lot 3 Public Lot located on Erie Road between Birchwood Avenue and Eastwood Avenue;
 - Lot 4 Public Lot located on Erie Road between Eastwood Avenue and Schooley Road; and
 - Erie Road On-Street from Oakwood Avenue to Cambridge Road West.
- ▶ Area B – 53 parking spaces surveyed:
 - Lot 1 Public Lot located on Erie Road east of Derby Road; and
 - Erie Road on-street from Cambridge Road West to Ridgeway Road.
- ▶ Area C – 64 parking spaces surveyed:
 - Lot 6A Terrace Lane on-street angled parking west of Waterfront Park;
 - Lot 6B Terrace Lane on-street angled parking east of Waterfront Park;
 - Lot 6D Waterfront Park restaurant lot located on Terrace Lane. All parking space except along the west side of the restaurant building; and
 - Lot 6E Waterfront Park restaurant lot located on Terrace Lane. Ten spaces located on the west side of the restaurant building.

Figure 3.8 and **Table 3.2** summarize the parking duration statistics for the Crystal Beach study area.





Existing Parking Duration

Figure 3.8



TABLE 3.2: EXISTING PARKING DURATION

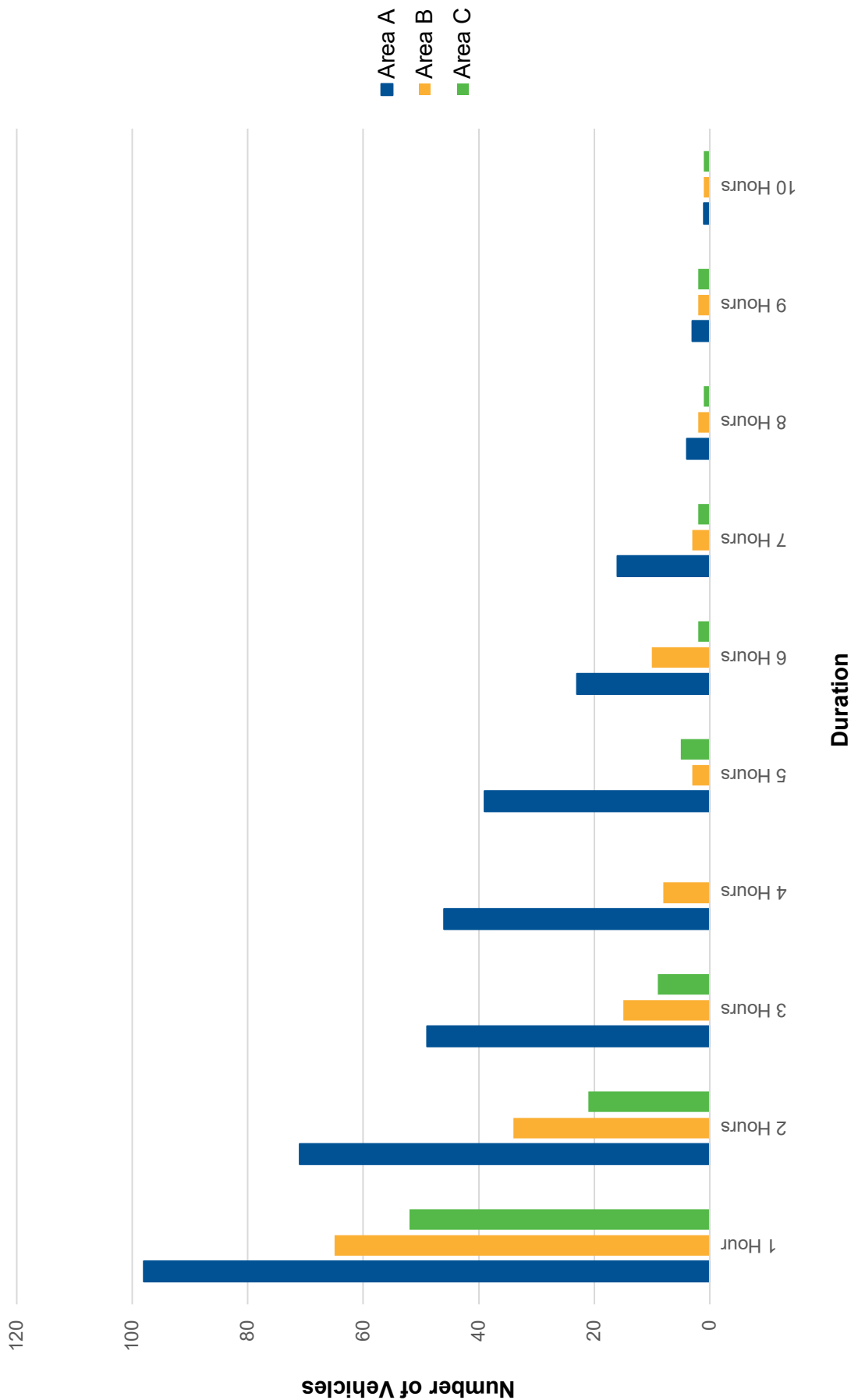
Duration	# of Vehicles	% of Overall
1 Hour	215	37%
2 Hours	126	21%
3 Hours	73	12%
4 Hours	54	9%
5 Hours	47	8%
6 Hours	35	6%
7 Hours	21	4%
8 Hours	7	1%
9 Hours	7	1%
10 Hours	3	1%
Total	588	100%

The table illustrates that most vehicles (70%) park for three hours or less, and more than half (58%) park for two hours or less. Long duration parking is not typically occurring.

Figure 3.9 and **Table 3.3** summarize the parking duration statistics observed from Area A, B and C individually.

The table illustrates that most vehicles park for two hours or less in each of the survey areas. The longest parking durations were observed in Area A. This area mainly serves the surrounding residential area and Bay Beach where longer parking durations are expected. The shortest parking durations were observed in Area C (other areas) and expected in lakeside areas where minimal amenities are provided. The shorter parking durations in Area B (commercial core) are likely influenced by the surrounding commercial land uses.





Existing Parking Duration by Area

Figure 3.9



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TABLE 3.3: EXISTING PARKING DURATION BY AREA

Duration	Area A (175 spaces)		Area B (53 spaces)		Area C (66 spaces)	
	# of Vehicles	% of Overall	# of Vehicles	% of Overall	# of Vehicles	% of Overall
1 Hour	98	28%	65	45%	52	55%
2 Hours	71	20%	34	24%	21	22%
3 Hours	49	14%	15	11%	9	9%
4 Hours	46	13%	8	6%	0	0%
5 Hours	39	11%	3	2%	5	6%
6 Hours	23	7%	10	7%	2	2%
7 Hours	16	4%	3	2%	2	2%
8 Hours	4	1%	2	1%	1	1%
9 Hours	3	1%	2	1%	2	2%
10 Hours	1	1%	1	1%	1	1%
Total	350	100%	143	100%	95	100%



3.4 Assessment of Parking Supply

Table 3.4 summarizes the average and maximum rates from the parking demand survey. It is noted that the utilization rate is calculated based on the total delineated parking spaces in marked on-street areas or in lots, and the maximum observed parked vehicles is the total spaces in unmarked locations.

TABLE 3.4: AVERAGE AND MAXIMUM SURVEYED PARKING DEMAND

Day	Area A			Area B			Area C		
	On-Street	Private	Public	On-Street	Private	Public	On-Street	Private	Public
Supply	431	235	140	332	0	60	22	10	304
Average	97	115	123	32	-	30	19	8	114
% of Supply	23%	49%	88%	10%	-	50%	87%	80%	38%
Maximum	216	214	160	46	-	44	23	12	200
% of Supply	50%	91%	114%	14%	-	73%	105%	120%	66%

The survey findings are summarized below by parking area:

Area A (Bay Beach – including on-site, private and public)

- ▶ Average Parking Demand – 336 spaces (42% of supply); and
- ▶ Maximum Parking Demand – 590 spaces on Sunday, June 30, 2019 (73% of supply)

Area B (Commercial Core)

- ▶ Average Parking Demand – 62 spaces (16% of supply); and
- ▶ Maximum Parking Demand – 90 spaces on Sunday, June 30, 2019 (23% of supply)

Area C (Other areas)

- ▶ Average Parking Demand – 141 spaces (42% of supply); and
- ▶ Maximum Parking Demand – 235 spaces on Sunday, June 30, 2019 (70% of supply)

Total Parking Supply

- ▶ Average Parking Demand – 539 spaces (35% of total supply); and
- ▶ Maximum Parking Demand – 915 spaces on Sunday, June 30, 2019 (60% of total supply)

The parking supply sufficiently accommodated the average and maximum parking demand during the study. However, specific locations exceeded capacity as evident by utilization greater than 100%. Several factors can be contributing to these lots going over capacity: the spaces in the lot near Bay Beach are not clearly delineated and motorists park where space is available; and at the Waterfront boat launch, vehicles without trailers park in spaces delineated for trailers or wherever space is available.

Table 3.5 summarizes the existing parking surplus in Crystal Beach. The table indicates each study area has a parking surplus, resulting in a total surplus of 619 parking spaces. The greatest surplus of parking is located in Area B, the Commercial Core.

TABLE 3.5: EXISTING PARKING SURPLUS

Area	Area A (Beach)	Area B (Core)	Area C* (Remainder)	Total
Existing Supply	806	392	336	1,534
Maximum Parking Demand	590	90	235	915
Parking Surplus	216	302	101	619

Note that there will be variations in the surplus as the recommended parking management strategies discussed in **Chapter 6** are implemented.



4 Future Parking Needs

4.1 Proposed Development

By 2041, the Town of Fort Erie is anticipating a population growth of approximately 13,000 residents, with about 2,000 to 2,200 residents settling in Crystal Beach. The Town is currently developing a Secondary Plan to direct and plan growth in the Crystal Beach neighbourhood. The plan lays out future development in the Crystal Beach, including location, density and unit type, with the majority of growth focused in the Commercial Core and along Erie Road.

The development forecasts prepared for the Crystal Beach Secondary Plan served as the basis for this report. **Figure 4.1** shows the Town generated concept plan drafted in July 2019, highlighting future development parcels in Area A and B. Based on the information provided by Town staff, the following developments are expected to be built and occupied by 2041 within the Area A and Area B boundaries:

Area A (Bay Beach)

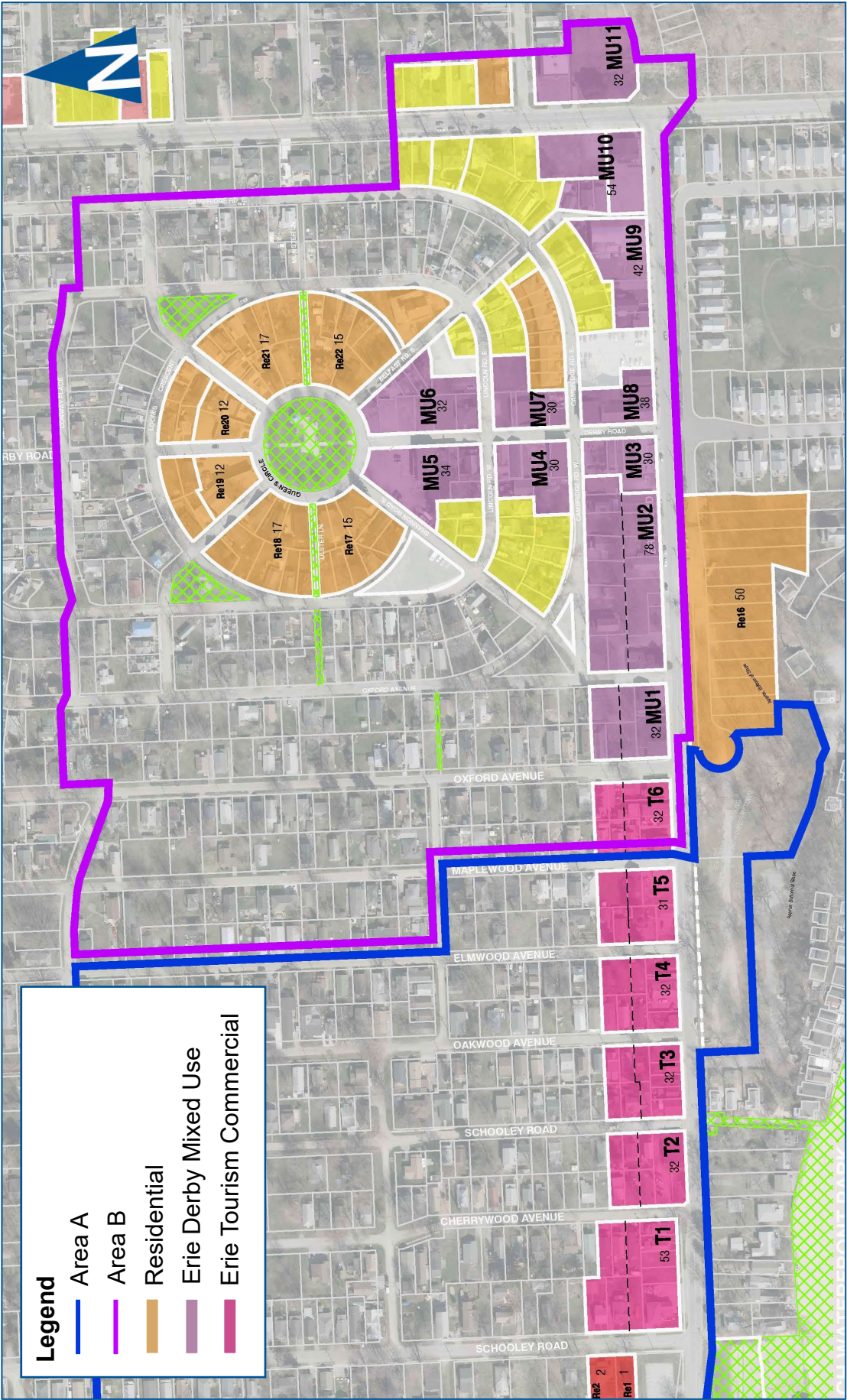
- ▶ Erie Tourist Commercial located along the north side of Erie Road, zoned CMU-2:
 - 212 residential units contained within mixed-use buildings; and
 - 2,666 m² (28,700 ft²) commercial floor space.

Area B (Commercial Core)

- ▶ Erie Derby Mixed Use located along Erie Road and Derby Road, zoned CMU-2:
 - 432 residential units contained within mixed-use buildings; and
 - 7,131 m² (76,750 ft²) commercial floor space;
- ▶ Residential Medium and Low Density, to be zoned Residential:
 - 88 residential units.

Area C (Other Areas)

- ▶ Residential Medium and Low Density, zoned Residential:
 - 471 residential units.



Crystal Beach Secondary Plan Future Development Concept Plan

Figure 4.1



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Furthermore, should the Town advance a Secondary Plan that reflects a lower overall projection for residential intensification than what was used for this study (Conceptual Development Plan – July 2019) it will reinforce the adequacy of supply.

4.2 Town of Fort Erie Zoning By-Law Parking Requirements and Future Parking Demand

The Town of Fort Erie Zoning By-law 129-90, Section 6.20 Parking Area Regulations prescribes general parking rates for development in Crystal Beach. Residential uses, excluding apartment and block townhouses, are required to provide 1.0 parking spaces per dwelling unit. Apartment and block townhouses are required to provide 1.5 parking spaces per dwelling unit. The future types of residential units in Crystal Beach are unknown; therefore, a rate of 1.25 parking spaces per unit was used to represent the anticipated blend of residential dwellings.

Furthermore, Section 26B – Core Mixed Use 2 (CMU-2) Zone which governs the mixed-use parcels in Area A and Area B states:

“Commercial uses within the CMU2 Zone shall be exempted from the parking and loading requirements of this By-law with the exception of buildings containing dwelling units where the provisions of Subsection 18.2(d) shall apply.”

All of the proposed commercial space is located in the CMU-2 Zone; therefore, future developments are not required to provide parking for commercial uses. Furthermore, Section 18.2(d) states:

Minimum Parking Requirements - In addition to the minimum number of parking spaces required for the principal use of the lot, a minimum of one parking space per dwelling unit shall be provided on the same lot.

As residential dwellings are the principal use of the mixed-use buildings, commercial parking is not required for the proposed future development. Residential dwellings in the CMU-2 zone are required to provide one parking space per dwelling unit.

Table 4.1 details the parking requirements for residential and commercial land uses per the Town’s Zoning by-law. Based on the prescribed rates, the proposed 1,203 residential units will require 1,343 parking spaces.

Table 4.2 summarizes the future development on-site parking surplus in Crystal Beach. The estimated on-site parking availability was



provided by the Town, based on each individual development parcel size, estimated density and lot coverage. The table indicates there will be an estimated on-site parking surplus of 68 spaces. It is important to note the actual number of parking spaces provided on-site will vary based on built densities and building form.

Overall, future development parking demand can be accommodated on private property, without impacting the existing municipal parking supply. In some instances, there may be specific locations in the CMU-2 zone that cannot accommodate parking on-site. **Chapter 6** further details parking management strategies to provide parking for all future development in this zone.



TABLE 4.1: ZONING BY-LAW PARKING REQUIREMENTS

		Area A	Area B		Area C	Total
		Erie Tourist Commercial	Erie Derby Mixed-Use	Residential	Residential	
Units/GFA	Residential (units)	212	432	88	471	1203
	Commercial (m ²)	2666	7131	-	-	9797
By-law Required Parking	Residential in CMU-2 (1/unit)	212	432	N/A	N/A	644
	Residential (1.25/unit)	N/A	N/A	110	589	699
	Commercial (1/25m ²)	N/A	N/A	-	-	N/A
	Total	212	432	110	589	1343

TABLE 4.2: FUTURE DEVELOPMENT ON-SITE PARKING SURPLUS

Variable	Area A	Area B		Area C	Total
	Erie Tourist Commercial	Erie Derby Mixed-Use	Residential	Residential	
Estimated On-site Parking	271	441	110	589	1411
Required On-site Parking	212	432	110	589	1343
Future On-site Parking Surplus	59	9	0	0	68



4.3 Existing Parking Supply versus Future Demand

Table 4.3 summarizes the future parking surplus in Crystal Beach. The table indicates each study area has a parking surplus, resulting in an existing total surplus of 619 parking spaces. The Town sold the parking lot at the northeast corner of Eastwood Avenue and Erie Road in 2019, reducing the available parking supply by 46 spaces. Based on the estimates provided by the Town, overall, parking demand from future developments can be accommodated on-site. Therefore, the existing parking surplus is not anticipated to be impacted by future development.

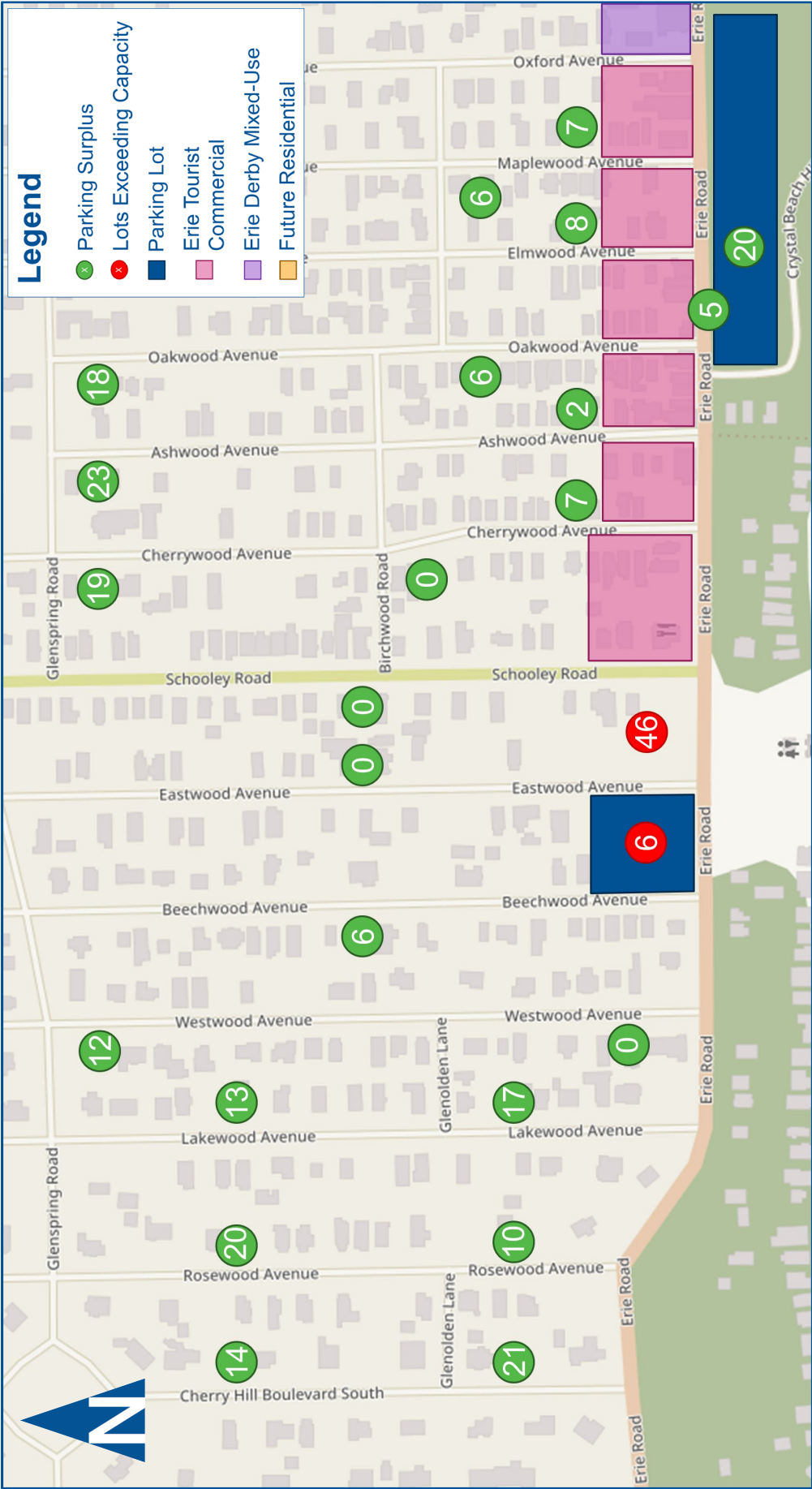
The actual surplus of municipal parking will likely be greater than detailed below as the development forecasts are based on maximum density. As individual site plan applications are made, densities may be reduced, resulting in a greater parking surplus.

TABLE 4.3: FUTURE PARKING SURPLUS

Area	Area A (Beach)	Area B (Core)	Area C* (Remainder)	Total
Existing Surplus	216	302	101	619
Supply Adjustment	- 46	0	0	-46
Future Development Parking Demand	0	0	0	0
Future Parking Surplus	170	311	101	573

Figure 4.2, Figure 4.3 and Figure 4.4 present the future parking surplus by area.



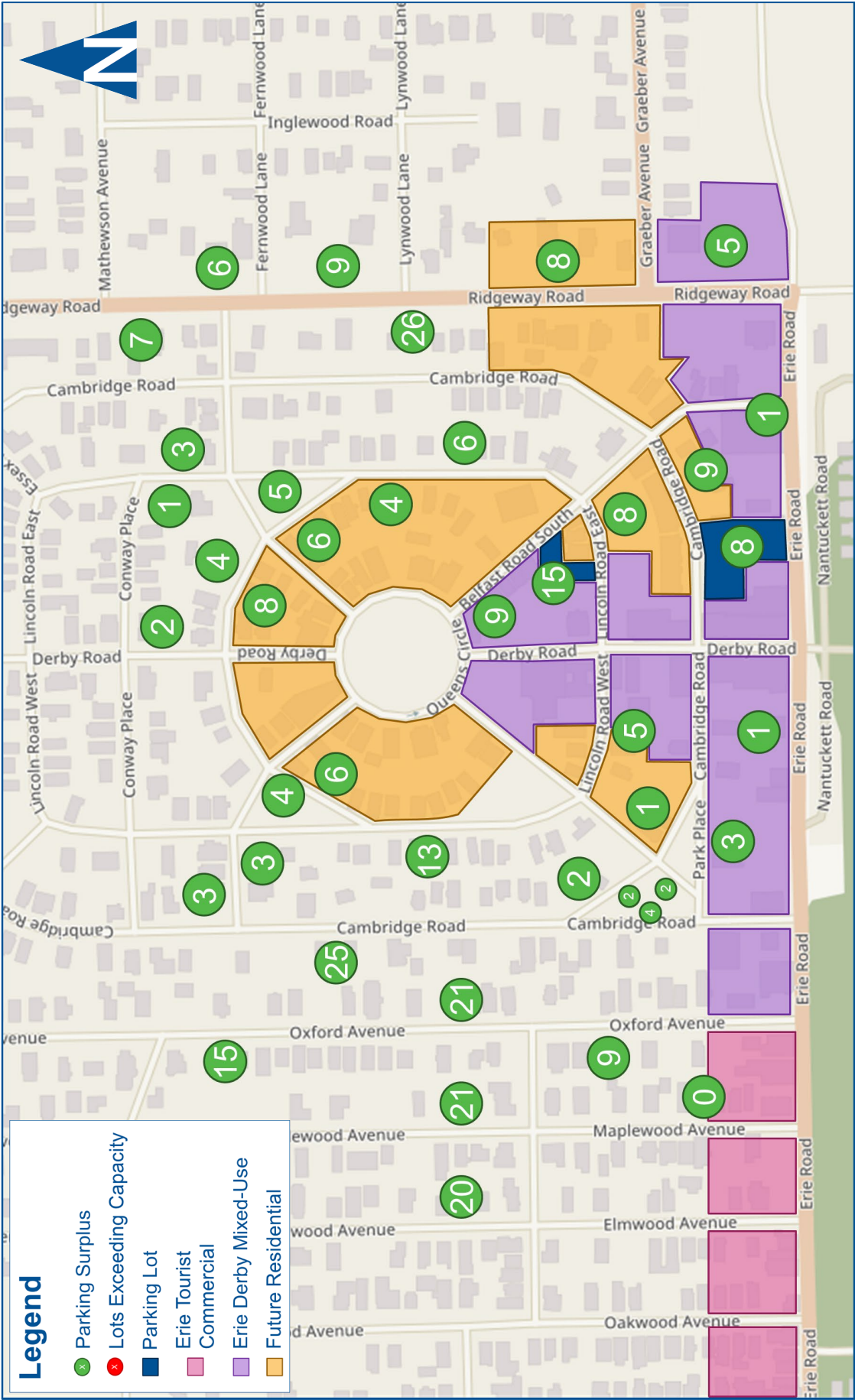


Future Parking Surplus in Area A

Figure 4.2



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Existing Parking Duration in Area B

Figure 4.3



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190312



5 Consultation

5.1 Overview

Engaging residents and stakeholders is an important, essential component of the Crystal Beach Parking Study. The Community Engagement Program (CEP) offered residents and stakeholders a variety of opportunities to learn about the study and provide input into the development of the long-term parking strategy. The CEP also provided a chance for the Town to educate interested parties about local parking issues and opportunities. To engage a wide range of community members, it is important to have an effective, accessible and efficient communication system. The existing Town communication channels, including the Town's website; social media; community boards and newspapers, were utilized as part of the CEP as well as in-person events and meetings.

The overarching goal of the CEP is to ensure the final parking management strategy meets the needs of residents, businesses, agencies and other stakeholders within the Town. To provide meaningful opportunities for community input into the study and to reach a broad audience, the project team hosted an Open House (as part of the Town's Secondary Plan second Public Information Open House), online surveys and attended meetings with the Crystal Beach Business Improvement Area (BIA).

Appendix C provides the compilation of consultation materials including and comments received from residents and stakeholders during the study.

5.2 Public

The consultation team held an Open House on August 28, 2019 from 6:00 PM to 8:00 PM at the Crystal Ridge Arena and Community Centre to present the existing parking conditions and future parking demand in Crystal Beach and to gather community feedback. The Open House was held in conjunction with the second Crystal Beach Secondary Plan Public Information Open House. It was held as a drop-in format followed by the Town presentation on the status of the Crystal Beach Secondary Plan.

Five display boards outlining key components of the parking study were available for interested parties to review and discuss with Paradigm staff. Over the course of the evening, a number of residents, councillors and stakeholders attended the Open House with approximately 180 participants signing the registrar. Interested parties



had the opportunity to provide feedback on the parking study through a survey or an open comment form, either in person or on the project website. After the Open House, all materials were made available on the Town's website for review. Online feedback was accepted between August 28, 2019 and September 30, 2019. All comments were recorded and considered for inclusion in the Parking Study where appropriate.

In tandem with the Open House, the consultant team prepared an online survey that was open from August to October 2019. The survey was comprised of ten questions that gathered information concerning the participant's demographics, current views on parking, and support for future parking alternatives. The survey has a free-form area to capture open thoughts on parking throughout the Neighbourhood. A total of 70 participants completed the survey with almost all responses received via the online option. All comments received are provided in **Appendix C**.

Throughout the study process, the public was invited to reach out to the project team via email and telephone. Several responses were received and all comments were recorded and considered for inclusion in the study where appropriate. Synthesizing this input, the following series of common messages or themes, in no particular order, emerged from the community input and conversations:

- ▶ Over half of survey respondents agreed there is enough parking in Crystal Beach during the summer months (55%);
- ▶ Common parking issues include not enough parking in the Bay Beach (Area A) and Commercial Core (Area B), introduction of paid parking, and lack of parking enforcement;
- ▶ The Bay Beach Area was noted as the greatest contributor to and location of parking problems in Crystal Beach;
- ▶ Survey respondents were evenly divided on whether paid parking has improved the availability of parking in the Bay Beach area (50% yes, 50% no); and
- ▶ More parking lots, increased bus service within Crystal Beach and more paid parking areas (both on-street and in lots) were the top supported future parking alternatives.

5.3 Crystal Beach Business Improvement Area

The Town and the consultant team held an informal meeting with three members of the Crystal Beach BIA Board on August 28, 2019. This meeting was focused on summarizing the parking study process and findings to date, but also included existing parking conditions, future



parking forecasts, parking deficits and surpluses and potential parking management strategies specifically related to the Crystal Beach commercial core. The meeting offered an opportunity for the BIA Board to provide direct input and comments on the study. At this meeting, the BIA Board requested a formal presentation from the consultant team at their next BIA meeting.

On Tuesday, September 10, 2019, Paradigm staff gave a presentation at the monthly BIA meeting. The presentation included an overview of the Open House materials and the information previously presented to the three BIA Board members. This meeting offered the opportunity for all BIA members to ask and to answer questions, and provide input to the study.

The consultant team prepared an online survey for members of the BIA that was open during September 2019. The survey, comprised of eight questions, gathered information concerning Crystal Beach business owner's demographics, current views on parking, and support for future parking alternatives, as well as providing for open thoughts on parking in the Neighbourhood's commercial core. One participant completed the survey.

5.3.1 BIA Trolley Service

There has been ongoing interest expressed by some local residents and the BIA regarding the idea of a summer trolley service in Crystal Beach between Bay Beach, the commercial core and the neighbouring community of Ridgeway. During the meetings with the BIA, the potential trolley service was discussed as an option to manage parking as the trolley could provide service between high traffic areas and large parking lots. However, the Town currently operates Fort Erie Transit in Crystal Beach, as detailed in **Section 2.3**. It is not feasible for the Town to compete with its existing transit service. The Town acknowledges a private entity is investigating the merit of a Trolley service independently. Implementation of a private trolley service is subject to Town permissions and any pertinent local, regional and provincial legislation and policies, given the likelihood of Town roads and facilities for parking having been advanced as part of the concept for such service.



6 Proposed Parking Management Strategy

6.1 Strategy Overview

The Parking Management Strategy set out in this chapter details the proposed parking management measures to accommodate parking in the Crystal Beach to 2041 and the recommended timetable for their implementation. The Strategy builds on work previously completed, recognizing that the Town has recently implemented measures to ensure the availability of parking in the tourist area (Area A) long-term. Of note, the Strategy has been developed to address peak summer season parking needs. During the off-season, the demand for parking in Crystal Beach is greatly reduced, resulting in an ample supply of parking. Furthermore, should the Town advance a Secondary Plan that reflects a lower overall projection for residential intensification than what was used for this study (Conceptual Development Plan – July 2019), adequacy of supply would be apparent also.

It is equally important to state that following the empirical data collections and statistical analysis of the core area and beach area, any perception there is not enough parking now or in a post development condition (such as that contained on the Conceptual Development Plan) is simply un-founded – meaning the Town needs to increase awareness through improved communication. The short and medium-term recommendations address and reiterate these points.

The recommended parking management measures have been selected and organized into short-term (within 5 years), medium-term (within 10 years) and ongoing (to 2041) time horizons based on implementation considerations/constraints, resource requirements, logical sequencing of activities and likely effectiveness, as follows:

- ▶ The **short-term** measures focus on raising awareness about the location of parking in Crystal Beach, refining parking limits within the commercial core and rehabilitating existing facilities to match or improve existing parking utilization.
- ▶ The **medium-term** measures build on the awareness initiatives set out in the short-term category. The measures in this group focus on maintaining parking in perpetuity for Bay Beach visitors.
- ▶ The **ongoing** measures ensure parking is assessed and refined based on the changing needs of the Neighbourhood and ensures adequate parking is provided through 2041 and beyond.



It is also important to note that all future implementation decisions will be based on funding available at that time. As such, the proposed Strategy is meant to be a starting point from which the Town's parking management efforts can build upon. The following Strategy is intended to be a guide for the Town and its partners to take steps towards improving and expanding the range of parking options, and not a firm prescription.

6.2 Short Term (2019-2024)

The following summarizes five parking management measures recommended for implementation in the short term (within 5 years). The actions are generally ordered based on relative priority and potential impact.

- ▶ **Maintenance and Improvements** – Restripe and repave municipal public lots as required. This includes undertaking additional observations during peak periods to determine where additional capacity can be provided. Respecting the Waterfront Park (Boat Launch), the Town may wish to consider a detailed design and layout review of the existing parking lot to optimize available surface parking. The Town should consider conducting a capital cost analysis of expanding the paved parking surface towards the park to the east. An expansion could allow an additional row of perpendicular car only parking while retaining the truck and trailer spaces for their intended purpose.
- ▶ **Signage in Crystal Beach** – Provide on-street signage to direct vehicles to commercial parking, beach parking and available on-street parking east and west of maximum observed demand streets. (Survey results showed many people park far north on the streets directly north of the beach instead of parking on parallel streets to the east and west.) Overall, municipal parking lots were difficult to find and not well signed.
- ▶ **Parking Time Limits** – Within the commercial core, on-street parking should be limited to 2 hours, as the survey indicated most spaces were turned over in 2 hours or less. As well, implementation of this time limit reflects input received from the BIA during consultation.
- ▶ **Online Information** – Provide additional information for parking in Crystal Beach on the Town's website including parking maps and rates. The maps should indicate the location of pay and display machines and beach access points in relation to available parking.
- ▶ **Transit** – Consider bundling a bus pass with a beach pass to encourage transit use within the Town of Fort Erie. The beach is



part of the transit circuit and the bundle may help minimize parking demand in the beach and core areas.

6.3 Medium Term (2025-2029)

The following summarizes the parking management measure recommended for implementation in the medium term (five to ten years).

- ▶ **Hill Cottager's Organization Lot** – Formalize an agreement with the Hill Cottager's Organization for parking in perpetuity on the lot south of Erie Road. The lot should be used for summer beach overflow and the existing parkland character should be retained.

6.4 Ongoing (to 2041)

The following summarizes four parking management measures recommended for ongoing implementation to 2041.

- ▶ **Parking for Growth** – The Town prefers residential parking is provided onsite at new developments within the commercial core. Where onsite parking is not feasible, alternate arrangements can be made with the Town. This includes paid permit parking, cash in lieu or private parking off-site as detailed in the Town's pending parking policy.
- ▶ **Retaining Existing Commercial Core Parking** – Retain the existing municipal lots and on-street spaces in the commercial core and refrain from future removal of parking.
- ▶ **Future Land Protected for Parking** – Protect the existing Town owned land in the commercial core (Shannon Road South at Lincoln Road West) for the provision of parking beyond 2041. Presently, there is no demand for this additional parking lot.
- ▶ **Monitoring and Enforcement** – Continue to monitor and enforce parking standards in Crystal Beach, specifically in time-limited areas. The Town should also monitor the measures implemented as part of this Strategy and adjust as needed to maintain and enhance their effectiveness.

6.5 Study Reviews and Updates

Regular reviews and updates of the Crystal Beach Parking Study will allow for the on-going assessment of its effectiveness and continued relevance. The Town should review and update the Parking Study if there is a significant change in parking availability or parking is appearing to reach capacity in Crystal Beach.

Town Council decisions on transportation and budget issues will inevitably have the effect of revising or complementing some of the recommendations in the Parking Management Strategy. For this reason, individuals must consider this plan in conjunction with the record of subsequent Town Council decisions to obtain a complete understanding of current policy and plans pertaining to parking in Crystal Beach.



Appendix A

Parking Survey Demand and Utilization Data



APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Location/Lot	Supply	Type of Parking	Zone
Ridgeway Rd West side Shannon to Mathewson	7	On-Street	B
Ridgeway Rd East side Fernwood to Methewson	6	On-Street	B
Ridgeway Rd East side Lynwood to Fernwood	9	On-Street	B
Ridgeway Rd East side Graeber to Lynwood	8	On-Street	B
Ridgeway Rd West side Erie to Shannon	26	On-Street	B
Ridgeway Rd East side Graeber to Erie	5	On-Street	B
Erie Rd North side ridgeway to derby	4	On-Street	B
Belfast Rd west side Queen's Circle to Lincoln	10	On-Street	B
Cambridge Rd south side Belfast to Derby	9	On-Street	B
Cambridge Rd north side Park Pl to Shannon	4	On-Street	B
Park Place South side Cambridge to Shannon	3	On-Street	B
Shannon west side Cambridge to Park Pl	2	On-Street	B
Cambridge north side Shannon to Cambridge	2	On-Street	B
Cambridge south side Shannon to Cambridge	4	On-Street	B
Lincoln south side Shannon to Derby	6	On-Street	B
Lincoln south side Derby to Belfast	8	On-Street	B
Lincoln Rd East side Belfast to Loomis	6	On-Street	B
Lincoln Rd west side halfway down the road to Loomis	5	On-Street	B
Loomis Crescent south side Lincoln to Shannon	6	On-Street	B
Loomis Crescent north side Lincoln to Shannon	5	On-Street	B
Lincoln Rd east side Shannon to Conway	4	On-Street	B
Lincoln Rd west side Shannon to Conway	1	On-Street	B
Derby Rd east side halfway from conway to Loomis	2	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Location/Lot	Supply	Type of Parking	Zone
Loomis Crescent north side Belfast to Lincoln	4	On-Street	B
Loomis Crescent south side Belfast to Lincoln	6	On-Street	B
Lincoln Rd west side Belfast to Shannon	13	On-Street	B
Loomis Crescent north side Shannon to Derby	5	On-Street	B
Loomis Crescent south side Shannon to Derby	8	On-Street	B
Erie Rd north side Derby to Cambridge	9	On-Street	B
Cambridge Road West side Erie to Conway	27	On-Street	B
Cambridge Road East side Park Place to Cambridge	4	On-Street	B
Belfast Rd north side Cambridge to Lincoln	3	On-Street	B
Belfast Rd south side Cambridge to Lincoln	4	On-Street	B
Oxford Ave West side Erie to Birchwood	14	On-Street	B
Oxford Ave West side Birchwood to Glenspring	18	On-Street	B
Oxford Ave East side Erie to Glenspring	29	On-Street	B
Elmwood Ave east side Glenspring to Birchwood	20	On-Street	B
Elmwood Ave east side Birchwood to Erie	9	On-Street	A
Maplewood Ave east side Birchwood to Erie	8	On-Street	A
Maplewood Ave west side Birchwood to Erie	6	On-Street	A
Maplewood Ave East side Birchwood to Glenspring	26	On-Street	B
Oakwood Ave west side Birchwood to Glenspring	21	On-Street	A
Oakwood Ave west side Erie to Birchwood	9	On-Street	A
Ashwood Ave east side Birchwood to Erie	14	On-Street	A
Ashwood Ave west side Glenspring to Birchwood	24	On-Street	A
Cherrywood Ave west side Birchwood to Glenspring	20	On-Street	A

Location/Lot	Supply	Type of Parking	Zone
Cherrywood Ave west side small section before Birchwood	1	On-Street	A
Cherrywood Ave east side Erie to Birchwood	17	On-Street	A
Schooley Rd west side Glenspring to Erie	48	On-Street	A
Eastwood Ave east side Erie to Glenspring	46	On-Street	A
Beechwood Avenue west side Glenspring to Erie	39	On-Street	A
Westwood Ave west side Glenolden Ln to Glenspring	23	On-Street	A
Westwood Ave west side Erie to Glenolden Ln	12	On-Street	A
Lakewood Ave east side Glenolden Ln to Erie	13	On-Street	A
Lakewood Ave east side Glenspring to Glenolden Ln	21	On-Street	A
Rosewood Ave east side Glenolden Ln to Glenspring	20	On-Street	A
Rosewood Ave east side Erie to Glenolden Ln	10	On-Street	A
Cherryhill Blvd east side Glenolden Ln to Erie	21	On-Street	A
Cherryhill Blvd east side Glenspring to Glenolden Ln	14	On-Street	A
Erie Road South side Ashwood to Oxford	35	On-Street	A
LOT 6A - WATERFRONT PARK (On street west of dock entrance)	7	On-Street	C
LOT 6B - WATERFRONT PARK (On street east of dock entrance)	15	On-Street	C
LOT 6E - WATERFRONT PARK (Restaurant Private)	10	Other	C
LOT 5 - CRYSTAL BEACH MARKET (PRIVATE)	235	Private	A
LOT 1 - NORTH SIDE ERIE BTWN RIDGEWAY & DERBY	49	Public	B
LOT 2 - WEST SIDE BELFAST RD BTWN QUEEN'S CIRCLE & LINCOLN	11	Public	B
LOT 4 - NORTH SIDE ERIE BTWN EASTWOOD & SCHOOLEY	46	Public	A
LOT 3 - NORTH SIDE ERIE BTWN EASTWOOD & BEECHWOOD	94	Public	A
LOT 6C - WATERFRONT PARK (boat dock parking)	66	Public	C

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Location/Lot	Supply	Type of Parking	Zone
LOT 6D - WATERFRONT PARK (Restaurant Public)	32	Public	C
LOT 7 - ARENA	180	Public	C
LOT 8 - LIBRARY	26	Public	C

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Sunday June 30, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Elmwood Ave east side Birchwood to Erie	0	2	2	3	1	1	0	0	5	4	5	On-Street	A
Maplewood Ave east side Birchwood to Erie	2	1	1	0	2	1	2	2	2	2	2	On-Street	A
Maplewood Ave west side Birchwood to Erie	0	1	1	1	0	0	0	0	0	0	1	On-Street	A
Oakwood Ave west side Birchwood to Glenspring	0	0	0	0	1	3	4	4	2	1	4	On-Street	A
Oakwood Ave west side Erie to Birchwood	4	3	3	1	1	3	2	3	2	4	4	On-Street	A
Ashwood Ave east side Birchwood to Erie	3	4	4	5	7	12	11	9	8	6	12	On-Street	A
Ashwood Ave west side Glenspring to Birchwood	0	0	0	0	1	1	0	0	0	0	1	On-Street	A
Cherrywood Ave west side Birchwood to Glenspring	0	0	0	0	2	1	1	1	1	1	2	On-Street	A
Cherrywood Ave west side small section before Birchwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherrywood Ave east side Erie to Birchwood	1	5	5	8	10	10	9	10	6	2	10	On-Street	A
Schooley Rd west side Glenspring to Erie	7	22	22	37	45	48	42	35	23	20	48	On-Street	A
Eastwood Ave east side Erie to Glenspring	3	23	23	42	46	46	39	29	22	17	46	On-Street	A
Beechwood Avenue west side Glenspring to Erie	15	20	20	25	30	33	31	22	15	14	33	On-Street	A
Westwood Ave west side Glenolden Ln to Glenspring	1	1	1	0	6	11	13	12	6	5	13	On-Street	A
Westwood Ave west side Erie to Glenolden Ln	2	5	5	8	12	12	12	12	5	4	12	On-Street	A
Lakewood Ave east side Glenolden Ln to Erie	0	0	0	0	0	0	1	1	1	2	2	On-Street	A
Lakewood Ave east side Glenspring to Glenolden Ln	2	3	3	3	4	4	6	4	3	2	6	On-Street	A
Rosewood Ave east side Glenolden Ln to Glenspring	0	0	0	0	0	0	0	0	1	2	2	On-Street	A
Rosewood Ave east side Erie to Glenolden Ln	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherryhill Blvd east side Glenolden Ln to Erie	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherryhill Blvd east side Glenspring to Glenolden Ln	0	0	0	0	0	0	0	1	0	0	1	On-Street	A
Erie Road South side Ashwood to Oxford	22	29	29	35	28	30	28	19	14	13	35	On-Street	A
Ridgeway Rd West side Shannon to Mathewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Fernwood to Methewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Lynwood to Fernwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Sunday June 30, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Ridgeway Rd East side Graeber to Lynwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd West side Erie to Shannon	0	1	1	1	1	0	0	1	2	1	2	On-Street	B
Ridgeway Rd East side Graeber to Erie	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Erie Rd North side ridgeway to derby	4	5	5	5	5	4	2	2	4	4	5	On-Street	B
Belfast Rd west side Queen's Circle to Lincoln	1	1	1	1	1	1	2	2	2	2	2	On-Street	B
Cambridge Rd south side Belfast to Derby	0	0	0	0	0	0	0	1	1	0	1	On-Street	B
Cambridge Rd north side Park Pl to Shannon	1	1	1	1	2	3	1	1	1	0	3	On-Street	B
Park Place South side Cambridge to Shannon	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Shannon west side Cambridge to Park Pl	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Cambridge north side Shannon to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Cambridge south side Shannon to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Lincoln south side Shannon to Derby	0	0	0	0	1	1	1	1	1	1	1	On-Street	B
Lincoln south side Derby to Belfast	0	0	0	0	0	0	0	0	1	1	1	On-Street	B
Lincoln Rd East side Belfast to Loomis	0	0	0	0	0	0	0	0	1	1	1	On-Street	B
Lincoln Rd west side halfway down the road to Loomis	0	1	1	2	1	1	1	1	1	1	2	On-Street	B
Loomis Crescent south side Lincoln to Shannon	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Loomis Crescent north side Lincoln to Shannon	2	2	2	2	1	0	0	0	1	2	2	On-Street	B
Lincoln Rd east side Shannon to Conway	0	1	1	1	1	1	1	1	2	2	2	On-Street	B
Lincoln Rd west side Shannon to Conway	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Derby Rd east side halfway from conway to Loomis	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Loomis Crescent north side Belfast to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Loomis Crescent south side Belfast to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Lincoln Rd west side Belfast to Shannon	0	0	0	0	0	0	0	1	1	0	1	On-Street	B
Loomis Crescent north side Shannon to Derby	0	0	0	0	0	1	0	0	2	2	2	On-Street	B
Loomis Crescent south side Shannon to Derby	0	0	0	0	0	0	0	0	0	0	0	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Sunday June 30, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Erie Rd north side Derby to Cambridge	8	9	9	9	8	8	9	7	9	8	9	On-Street	B
Cambridge Road West side Erie to Conway	0	2	2	3	3	2	2	2	1	2	3	On-Street	B
Cambridge Road East side Park Place to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd north side Cambridge to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd south side Cambridge to Lincoln	1	1	1	1	1	1	0	0	0	0	1	On-Street	B
Oxford Ave West side Erie to Birchwood	4	5	5	5	7	5	8	6	4	4	8	On-Street	B
Oxford Ave West side Birchwood to Glenspring	4	4	4	3	3	3	4	3	2	1	4	On-Street	B
Oxford Ave East side Erie to Glenspring	1	5	5	8	5	8	8	6	3	6	8	On-Street	B
Elmwood Ave east side Glenspring to Birchwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Maplewood Ave East side Birchwood to Glenspring	1	3	3	4	3	5	6	5	4	4	6	On-Street	B
LOT 6A - WATERFRONT PARK (On street west of dock entrance)	7	7	7	7	7	7	7	7	7	7	7	On-Street	C
LOT 6B - WATERFRONT PARK (On street east of dock entrance)	12	14	14	16	16	16	16	15	11	13	16	On-Street	C
LOT 5 - CRYSTAL BEACH MARKET (PRIVATE)	119	167	167	214	214	214	144	116	54	35	214	Private	A
LOT 6E - WATERFRONT PARK (Restaurant Private)	5	6	6	6	9	12	10	11	12	10	12	Other	C
LOT 4 - NORTH SIDE ERIE BTWN EASTWOOD & SCHOOLEY	53	54	54	54	58	58	60	58	50	32	60	Public	A
LOT 1 - NORTH SIDE ERIE BTWN RIDGEWAY & DERBY	18	27	29	30	27	38	41	38	31	31	41	Public	B
LOT 2 - WEST SIDE BELFAST RD BTWN QUEEN'S CIRCLE & LINCOLN	4	4	4	4	4	5	3	5	4	4	5	Public	B
LOT 6C - WATERFRONT PARK (boat dock parking)	52	69	78	103	149	153	168	152	145	126	168	Public	C
LOT 6D - WATERFRONT PARK (Restaurant Public)	10	15	15	20	30	32	30	28	22	26	32	Public	C
LOT 7/8 - ARENA/LIBRARY	5	4	6	4	5	7	2	2	0	0	7	Public	C
LOT 3 - NORTH SIDE ERIE BTWN EASTWOOD & BEECHWOOD	91	96	96	100	100	98	100	99	82	50	100	Public	A

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Monday July 1, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Elmwood Ave east side Birchwood to Erie	2	0	0	0	2	1	2	0	4	4	4	On-Street	A
Maplewood Ave east side Birchwood to Erie	2	3	2	3	6	6	8	5	3	2	8	On-Street	A
Maplewood Ave west side Birchwood to Erie	0	0	0	0	0	0	0	0	0	3	3	On-Street	A
Oakwood Ave west side Birchwood to Glenspring	0	1	0	0	0	1	1	1	1	2	2	On-Street	A
Oakwood Ave west side Erie to Birchwood	2	0	3	3	2	2	4	3	3	3	4	On-Street	A
Ashwood Ave east side Birchwood to Erie	4	3	5	5	7	6	6	3	3	2	7	On-Street	A
Ashwood Ave west side Glenspring to Birchwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherrywood Ave west side Birchwood to Glenspring	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherrywood Ave west side small section before Birchwood	0	0	0	0	0	0	0	1	0	0	1	On-Street	A
Cherrywood Ave east side Erie to Birchwood	0	0	2	2	2	2	1	1	1	1	2	On-Street	A
Schooley Rd west side Glenspring to Erie	4	9	12	25	23	27	24	27	19	14	27	On-Street	A
Eastwood Ave east side Erie to Glenspring	0	2	12	23	29	34	24	11	19	4	34	On-Street	A
Beechwood Avenue west side Glenspring to Erie	5	6	10	11	11	13	15	13	9	6	15	On-Street	A
Westwood Ave west side Glenolden Ln to Glenspring	0	2	2	0	1	1	1	1	2	1	2	On-Street	A
Westwood Ave west side Erie to Glenolden Ln	0	0	0	0	1	0	0	0	0	0	1	On-Street	A
Lakewood Ave east side Glenolden Ln to Erie	1	1	2	2	2	3	3	0	2	3	3	On-Street	A
Lakewood Ave east side Glenspring to Glenolden Ln	1	0	2	0	0	0	0	0	0	0	2	On-Street	A
Rosewood Ave east side Glenolden Ln to Glenspring	0	0	0	0	0	0	0	0	0	1	1	On-Street	A
Rosewood Ave east side Erie to Glenolden Ln	0	0	0	0	0	0	0	0	1	0	1	On-Street	A
Cherryhill Blvd east side Glenolden Ln to Erie	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherryhill Blvd east side Glenspring to Glenolden Ln	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Erie Road South side Ashwood to Oxford	6	10	17	22	23	26	25	22	18	12	26	On-Street	A
Ridgeway Rd West side Shannon to Mathewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Fernwood to Methewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Lynwood to Fernwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Monday July 1, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Ridgeway Rd East side Graeber to Lynwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd West side Erie to Shannon	1	1	2	2	2	2	2	2	1	1	2	On-Street	B
Ridgeway Rd East side Graeber to Erie	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Erie Rd North side ridgeway to derby	0	0	1	0	1	1	0	0	1	1	1	On-Street	B
Belfast Rd west side Queen's Circle to Lincoln	2	2	2	2	1	1	1	0	0	0	2	On-Street	B
Cambridge Rd south side Belfast to Derby	0	0	0	0	0	0	0	0	1	1	1	On-Street	B
Cambridge Rd north side Park Pl to Shannon	0	0	1	1	1	1	1	2	1	1	2	On-Street	B
Park Place South side Cambridge to Shannon	0	1	1	0	0	0	1	2	1	1	2	On-Street	B
Shannon west side Cambridge to Park Pl	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Cambridge north side Shannon to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Cambridge south side Shannon to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Lincoln south side Shannon to Derby	0	0	1	0	0	1	0	0	0	0	1	On-Street	B
Lincoln south side Derby to Belfast	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Lincoln Rd East side Belfast to Loomis	1	1	0	0	0	0	0	0	0	0	1	On-Street	B
Lincoln Rd west side halfway down the road to Loomis	1	1	1	0	0	0	0	0	0	0	1	On-Street	B
Loomis Crescent south side Lincoln to Shannon	0	0	0	1	1	0	0	0	0	0	1	On-Street	B
Loomis Crescent north side Lincoln to Shannon	2	2	2	1	0	2	2	2	2	2	2	On-Street	B
Lincoln Rd east side Shannon to Conway	0	0	0	0	1	1	2	1	1	0	2	On-Street	B
Lincoln Rd west side Shannon to Conway	0	0	0	0	0	0	0	1	0	0	1	On-Street	B
Derby Rd east side halfway from conway to Loomis	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Loomis Crescent north side Belfast to Lincoln	0	1	0	0	0	0	0	0	0	0	1	On-Street	B
Loomis Crescent south side Belfast to Lincoln	0	1	0	0	0	0	0	0	0	0	1	On-Street	B
Lincoln Rd west side Belfast to Shannon	1	1	1	1	1	1	1	1	2	1	2	On-Street	B
Loomis Crescent north side Shannon to Derby	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Loomis Crescent south side Shannon to Derby	0	0	0	0	0	0	0	0	0	0	0	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey Monday July 1, 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Erie Rd north side Derby to Cambridge	2	1	6	7	8	9	7	9	7	7	9	On-Street	B
Cambridge Road West side Erie to Conway	1	2	1	2	2	0	2	2	2	3	3	On-Street	B
Cambridge Road East side Park Place to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd north side Cambridge to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd south side Cambridge to Lincoln	0	0	0	0	1	1	1	1		1	1	On-Street	B
Oxford Ave West side Erie to Birchwood	1	0	1	5	2	3	2	3	1	2	5	On-Street	B
Oxford Ave West side Birchwood to Glenspring	4	1	0	2	3	1	2	3	3	1	4	On-Street	B
Oxford Ave East side Erie to Glenspring	1	0	1	3	4	4	2	4	1	3	4	On-Street	B
Elmwood Ave east side Glenspring to Birchwood	0	1	0	1	1	0	3	4	3	3	4	On-Street	B
Maplewood Ave East side Birchwood to Glenspring	3	3	1	3	1	0	4	6	4	2	6	On-Street	B
LOT 6A - WATERFRONT PARK (On street west of dock entrance)	7	7	7	7	7	7	7	7	5	5	7	On-Street	C
LOT 6B - WATERFRONT PARK (On street east of dock entrance)	10	16	16	14	16	16	16	16	15	15	16	On-Street	C
LOT 5 - CRYSTAL BEACH MARKET (PRIVATE)	30	84	135	185	206	186	145	112	85	31	206	Private	A
LOT 6E - WATERFRONT PARK (Restaurant Private)	2	4	9	9	11	12	11	9	8	8	12	Other	C
LOT 4 - NORTH SIDE ERIE BTWN EASTWOOD & SCHOOLEY	54	91	99	97	98	95	96	87	80	42	99	Public	A
LOT 1 - NORTH SIDE ERIE BTWN RIDGEWAY & DERBY	12	14	14	24	26	27	25	30	25	33	33	Public	B
LOT 2 - WEST SIDE BELFAST RD BTWN QUEEN'S CIRCLE & LINCOLN	4	3	3	2	2	1	1	1	0	0	4	Public	B
LOT 6C - WATERFRONT PARK (boat dock parking)	81	97	103	124	136	120	136	118	93	70	136	Public	C
LOT 6D - WATERFRONT PARK (Restaurant Public)	8	22	21	27	31	26	25	25	23	19	31	Public	C
LOT 7/8 - ARENA/LIBRARY	7	7	8	9	9	8	4	3	3	2	9	Public	C
LOT 3 - NORTH SIDE ERIE BTWN EASTWOOD & BEECHWOOD	0	37	55	57	56	50	51	45	27	12	57	Public	A

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey SATURDAY July 13 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Elmwood Ave west side Birchwood to Erie	6	3	2	4	4	4	4	4	7	5	7	On-Street	A
Maplewood Ave east side Birchwood to Erie	1	1	0	4	1	2	2	4	3	1	4	On-Street	A
Maplewood Ave west side Birchwood to Erie	0	1	0	0	0	0	1	0	0	0	1	On-Street	A
Oakwood Ave west side Birchwood to Glenspring	0	0	0	0	2	0	0	0	3	0	3	On-Street	A
Oakwood Ave west side Erie to Birchwood	4	5	5	5	6	4	4	5	5	5	6	On-Street	A
Ashwood Ave east side Birchwood to Erie	0	0	0	2	1	0	0	2	2	1	2	On-Street	A
Ashwood Ave west side Glenspring to Birchwood	2	2	2	2	2	2	3	3	3	4	4	On-Street	A
Cherrywood Ave west side Birchwood to Glenspring	1	2	2	2	2	1	1	0	1	1	2	On-Street	A
Cherrywood Ave west side small section before Birchwood	0	0	0	0	0	0	1	0	0	0	1	On-Street	A
Cherrywood Ave east side Erie to Birchwood	1	2	1	1	1	2	1	2	2	2	2	On-Street	A
Schooley Rd west side Glenspring to Erie	3	7	10	14	12	15	25	20	13	9	25	On-Street	A
Eastwood Ave east side Erie to Glenspring	0	0	1	0	7	14	22	17	9	8	22	On-Street	A
Beechwood Avenue west side Glenspring to Erie	4	3	3	4	9	11	10	5	4	4	11	On-Street	A
Westwood Ave west side Glenolden Ln to Glenspring	1	0	1	0	0	0	0	1	0	1	1	On-Street	A
Westwood Ave west side Erie to Glenolden Ln	0	0	0	0	0	0	0	0	0	1	1	On-Street	A
Lakewood Ave east side Glenolden Ln to Erie	1	1	0	0	0	1	1	0	1	3	3	On-Street	A
Lakewood Ave east side Glenspring to Glenolden Ln	1	1	0	1	1	1	1	2	5	6	6	On-Street	A
Rosewood Ave east side Glenolden Ln to Glenspring	0	0	0	0	0	0	0	0	0	2	2	On-Street	A
Rosewood Ave east side Erie to Glenolden Ln	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherryhill Blvd east side Glenolden Ln to Erie	0	0	0	0	0	0	0	0	0	0	0	On-Street	A
Cherryhill Blvd east side Glenspring to Glenolden Ln	1	0	0	0	2	0	0	0	2	0	2	On-Street	A
Erie Road South side Ashwood to Oxford	13	16	21	18	19	18	18	19	15	21	21	On-Street	A
Ridgeway Rd West side Shannon to Mathewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Fernwood to Methewson	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Ridgeway Rd East side Lynwood to Fernwood	0	0	0	0	0	0	0	0	0	0	0	On-Street	B

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey SATURDAY July 13 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Ridgeway Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
East side Graeber to Lynwood													
Ridgeway Rd	2	1	1	1	1	3	2	2	1	5	5	On-Street	B
West side Erie to Shannon													
Ridgeway Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
East side Graeber to Erie													
Erie Rd	1	2	2	4	0	1	1	2	3	4	4	On-Street	B
North side ridgeway to derby													
Belfast Rd	0	1	1	1	0	0	3	3	0	0	3	On-Street	B
west side Queen's Circle to Lincoln													
Cambridge Rd	0	0	0	0	1	0	0	0	0	0	1	On-Street	B
south side Belfast to Derby													
Cambridge Rd	1	2	0	0	0	0	0	2	4	3	4	On-Street	B
north side Park Pl to Shannon													
Park Place	1	1	1	0	0	0	0	0	0	0	1	On-Street	B
South side Cambridge to Shannon													
Shannon	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
west side Cambridge to Park Pl													
Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
north side Shannon to Cambridge													
Cambridge	0	0	2	2	2	2	2	2	2	2	2	On-Street	B
south side Shannon to Cambridge													
Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
south side Shannon to Derby													
Lincoln	0	0	1	1	0	1	0	0	0	0	1	On-Street	B
south side Derby to Belfast													
Lincoln Rd	0	0	0	0	0	1	0	0	0	0	1	On-Street	B
East side Belfast to Loomis													
Lincoln Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
west side halfway down the road to Loomis													
Loomis Crescent	0	0	1	0	0	0	0	0	0	0	1	On-Street	B
south side Lincoln to Shannon													
Loomis Crescent	1	1	1	1	0	0	0	0	0	1	1	On-Street	B
north side Lincoln to Shannon													
Lincoln Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
east side Shannon to Conway													
Lincoln Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
west side Shannon to Conway													
Derby Rd	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
east side halfway from conway to Loomis													
Loomis Crescent	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
north side Belfast to Lincoln													
Loomis Crescent	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
south side Belfast to Lincoln													
Lincoln Rd	1	1	1	1	1	0	1	1	1	1	1	On-Street	B
west side Belfast to Shannon													
Loomis Crescent	0	0	1	0	0	0	0	0	0	0	1	On-Street	B
north side Shannon to Derby													
Loomis Crescent	0	0	0	0	1	1	1	1	1	0	1	On-Street	B
south side Shannon to Derby													

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Crystal Beach Utilization Parking Survey SATURDAY July 13 2019													
Location/Lot	Times										Maximum	Type	Zone
	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM			
Erie Rd north side Derby to Cambridge	2	1	5	7	5	6	3	8	8	7	8	On-Street	B
Cambridge Road West side Erie to Conway	1	1	1	1	2	2	2	5	5	5	5	On-Street	B
Cambridge Road East side Park Place to Cambridge	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd north side Cambridge to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Belfast Rd south side Cambridge to Lincoln	0	0	0	0	0	0	0	0	0	0	0	On-Street	B
Oxford Ave West side Erie to Birchwood	0	0	0	2	1	3	2	2	1	2	3	On-Street	B
Oxford Ave West side Birchwood to Glenspring	4	3	3	3	2	2	2	2	1	0	4	On-Street	B
Oxford Ave East side Erie to Glenspring	1	1	1	2	1	1	1	3	0	0	3	On-Street	B
Elmwood Ave west side Glenspring to Birchwood	6	2	3	4	4	0	1	5	4	4	6	On-Street	B
Maplewood Ave East side Birchwood to Glenspring	1	1	1	1	1	1	1	1	0	3	3	On-Street	B
LOT 6A - WATERFRONT PARK (On street west of dock entrance)	3	7	7	7	7	7	6	7	7	4	7	On-Street	C
LOT 6B - WATERFRONT PARK (On street east of dock entrance)	5	5	6	11	6	8	7	11	11	10	11	On-Street	C
LOT 5 - CRYSTAL BEACH MARKET (PRIVATE)	24	74	100	118	134	132	105	75	36	22	134	Private	A
LOT 6E - WATERFRONT PARK (Restaurant Private)	1	1	5	5	7	9	8	9	9	7	9	Other	C
LOT 4 - NORTH SIDE ERIE BTWN EASTWOOD & SCHOOLEY	4	9	28	50	52	52	50	36	25	12	52	Public	A
LOT 1 - NORTH SIDE ERIE BTWN RIDGEWAY & DERBY	10	17	23	29	38	31	26	33	38	30	38	Public	B
LOT 2 - WEST SIDE BELFAST RD BTWN QUEEN'S CIRCLE & LINCOLN	2	3	4	2	2	5	3	1	1	0	5	Public	B
LOT 6C - WATERFRONT PARK (boat dock parking)	11	13	16	33	43	53	42	43	37	36	53	Public	C
LOT 6D - WATERFRONT PARK (Restaurant Public)	4	4	7	13	16	18	11	19	21	17	21	Public	C
LOT 7 - ARENA/LOT 8 - LIBRARY	8	10	12	15	15	16	17	8	16	18	18	Public	C
LOT 3 - NORTH SIDE ERIE BTWN EASTWOOD & BEECHWOOD	37	68	82	85	90	86	90	87	52	28	90	Public	A

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Total Parking Demand:

Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Sunday, June 30	465	623	636	772	858	900	827	735	577	475
Monday, July 1	262	438	561	682	737	698	664	584	480	325
Saturday, July 13	170	273	364	456	501	516	481	452	359	295

% Utilization by type of parking & day:

Calculation

Survey Date	Parking Type	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Sunday, June 30	On-Street	108	181	181	237	262	283	269	226	177	161
		14%	23%	23%	30%	33%	36%	34%	29%	23%	21%
	Private/Other	124	173	173	220	223	226	154	127	66	45
		51%	71%	71%	90%	91%	92%	63%	52%	27%	18%
	Public	233	269	282	315	373	391	404	382	334	269
Monday, July 1		46%	53%	56%	63%	74%	78%	80%	76%	66%	53%
	On-Street	64	79	114	148	162	173	170	154	136	108
		8%	10%	15%	19%	21%	22%	22%	20%	17%	14%
	Private/Other	32	88	144	194	217	198	156	121	93	39
		13%	36%	59%	79%	89%	81%	64%	49%	38%	16%
Saturday, July 13	Public	166	271	303	340	358	327	338	309	251	178
		33%	54%	60%	67%	71%	65%	67%	61%	50%	35%
	On-Street	69	74	87	106	104	114	129	141	124	125
		9%	9%	11%	14%	13%	15%	16%	18%	16%	16%
	Private/Other	25	75	105	123	141	141	113	84	45	29
		10%	31%	43%	50%	58%	58%	46%	34%	18%	12%
	Public	76	124	172	227	256	261	239	227	190	141
		15%	25%	34%	45%	51%	52%	47%	45%	38%	28%

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Actual % utilization table:

Survey Date	Parking Type	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
Sunday, June 30	On-Street	14%	23%	23%	30%	33%	36%	34%	29%	23%	21%
	Private/Other	51%	71%	71%	90%	91%	92%	63%	52%	27%	18%
	Public	46%	53%	56%	63%	74%	78%	80%	76%	66%	53%
Monday, July 1	On-Street	8%	10%	15%	19%	21%	22%	22%	20%	17%	14%
	Private/Other	13%	36%	59%	79%	89%	81%	64%	49%	38%	16%
	Public	33%	54%	60%	67%	71%	65%	67%	61%	50%	35%
Saturday, July 13	On-Street	9%	9%	11%	14%	13%	15%	16%	18%	16%	16%
	Private/Other	10%	31%	43%	50%	58%	58%	46%	34%	18%	12%
	Public	15%	25%	34%	45%	51%	52%	47%	45%	38%	28%

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Utilization by Area:

Area A

Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	62	119	119	168	196	216	201	164	116	99
	Monday, July 1	27	37	69	96	109	122	114	88	85	58
	Saturday, July 13	39	44	48	57	69	75	94	84	75	74
Private/Other	Sunday, June 30	119	167	167	214	214	214	144	116	54	35
	Monday, July 1	30	84	135	185	206	186	145	112	85	31
	Saturday, July 13	24	74	100	118	134	132	105	75	36	22
Public	Sunday, June 30	144	150	150	154	158	156	160	157	132	82
	Monday, July 1	54	128	154	154	154	145	147	132	107	54
	Saturday, July 13	41	77	110	135	142	138	140	123	77	40
Overall	Sunday, June 30	325	436	436	536	568	586	505	437	302	216
	Monday, July 1	111	249	358	435	469	453	406	332	277	143
	Saturday, July 13	104	195	258	310	345	345	339	282	188	136

Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	14%	28%	28%	39%	45%	50%	47%	38%	27%	23%
	Monday, July 1	6%	9%	16%	22%	25%	28%	26%	20%	20%	13%
	Saturday, July 13	9%	10%	11%	13%	16%	17%	22%	19%	17%	17%
Private/Other	Sunday, June 30	51%	71%	71%	91%	91%	91%	61%	49%	23%	15%
	Monday, July 1	13%	36%	57%	79%	88%	79%	62%	48%	36%	13%
	Saturday, July 13	10%	31%	43%	50%	57%	56%	45%	32%	15%	9%
Public	Sunday, June 30	103%	107%	107%	110%	113%	111%	114%	112%	94%	59%
	Monday, July 1	39%	91%	110%	110%	110%	104%	105%	94%	76%	39%
	Saturday, July 13	29%	55%	79%	96%	101%	99%	100%	88%	55%	29%
Overall	Sunday, June 30	40%	54%	54%	67%	70%	73%	63%	54%	37%	27%
	Monday, July 1	14%	31%	44%	54%	58%	56%	50%	41%	34%	18%
	Saturday, July 13	13%	24%	32%	38%	43%	43%	42%	35%	23%	17%

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Area B

Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	27	41	41	46	43	44	45	40	43	42
	Monday, July 1	20	19	22	31	30	28	33	43	31	30
	Saturday, July 13	22	18	26	31	22	24	22	39	31	37
Private/Other	Sunday, June 30	0	0	0	0	0	0	0	0	0	0
	Monday, July 1	0	0	0	0	0	0	0	0	0	0
	Saturday, July 13	0	0	0	0	0	0	0	0	0	0
Public	Sunday, June 30	22	31	33	34	31	43	44	43	35	35
	Monday, July 1	16	17	17	26	28	28	26	31	25	33
	Saturday, July 13	12	20	27	31	40	36	29	34	39	30
Overall	Sunday, June 30	49	72	74	80	74	87	89	83	78	77
	Monday, July 1	36	36	39	57	58	56	59	74	56	63
	Saturday, July 13	34	38	53	62	62	60	51	73	70	67

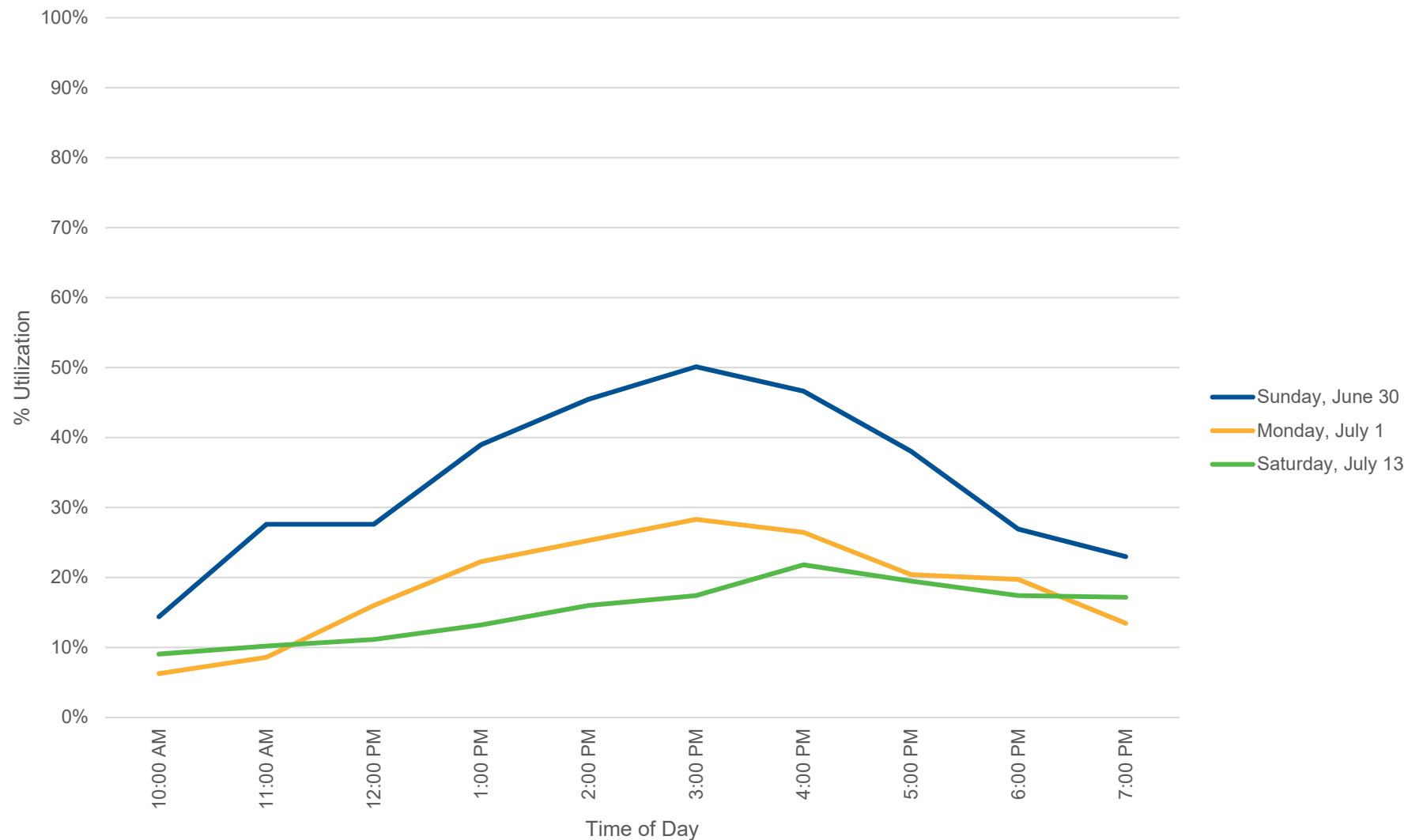
Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	8%	12%	12%	14%	13%	13%	14%	12%	13%	13%
	Monday, July 1	6%	6%	7%	9%	9%	8%	10%	13%	9%	9%
	Saturday, July 13	7%	5%	8%	9%	7%	7%	7%	12%	9%	11%
Private/Other	Sunday, June 30	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Monday, July 1	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Saturday, July 13	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Public	Sunday, June 30	37%	52%	55%	57%	52%	72%	73%	72%	58%	58%
	Monday, July 1	27%	28%	28%	43%	47%	47%	43%	52%	42%	55%
	Saturday, July 13	20%	33%	45%	52%	67%	60%	48%	57%	65%	50%
Overall	Sunday, June 30	13%	18%	19%	20%	19%	22%	23%	21%	20%	20%
	Monday, July 1	9%	9%	10%	15%	15%	14%	15%	19%	14%	16%
	Saturday, July 13	9%	10%	14%	16%	16%	15%	13%	19%	18%	17%

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Area C

Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	19	21	21	23	23	23	23	22	18	20
	Monday, July 1	17	23	23	21	23	23	23	23	20	20
	Saturday, July 13	8	12	13	18	13	15	13	18	18	14
Private/Other	Sunday, June 30	5	6	6	6	9	12	10	11	12	10
	Monday, July 1	2	4	9	9	11	12	11	9	8	8
	Saturday, July 13	1	1	5	5	7	9	8	9	9	7
Public	Sunday, June 30	67	88	99	127	184	192	200	182	167	152
	Monday, July 1	96	126	132	160	176	154	165	146	119	91
	Saturday, July 13	23	27	35	61	74	87	70	70	74	71
Overall	Sunday, June 30	91	115	126	156	216	227	233	215	197	182
	Monday, July 1	115	153	164	190	210	189	199	178	147	119
	Saturday, July 13	32	40	53	84	94	111	91	97	101	92

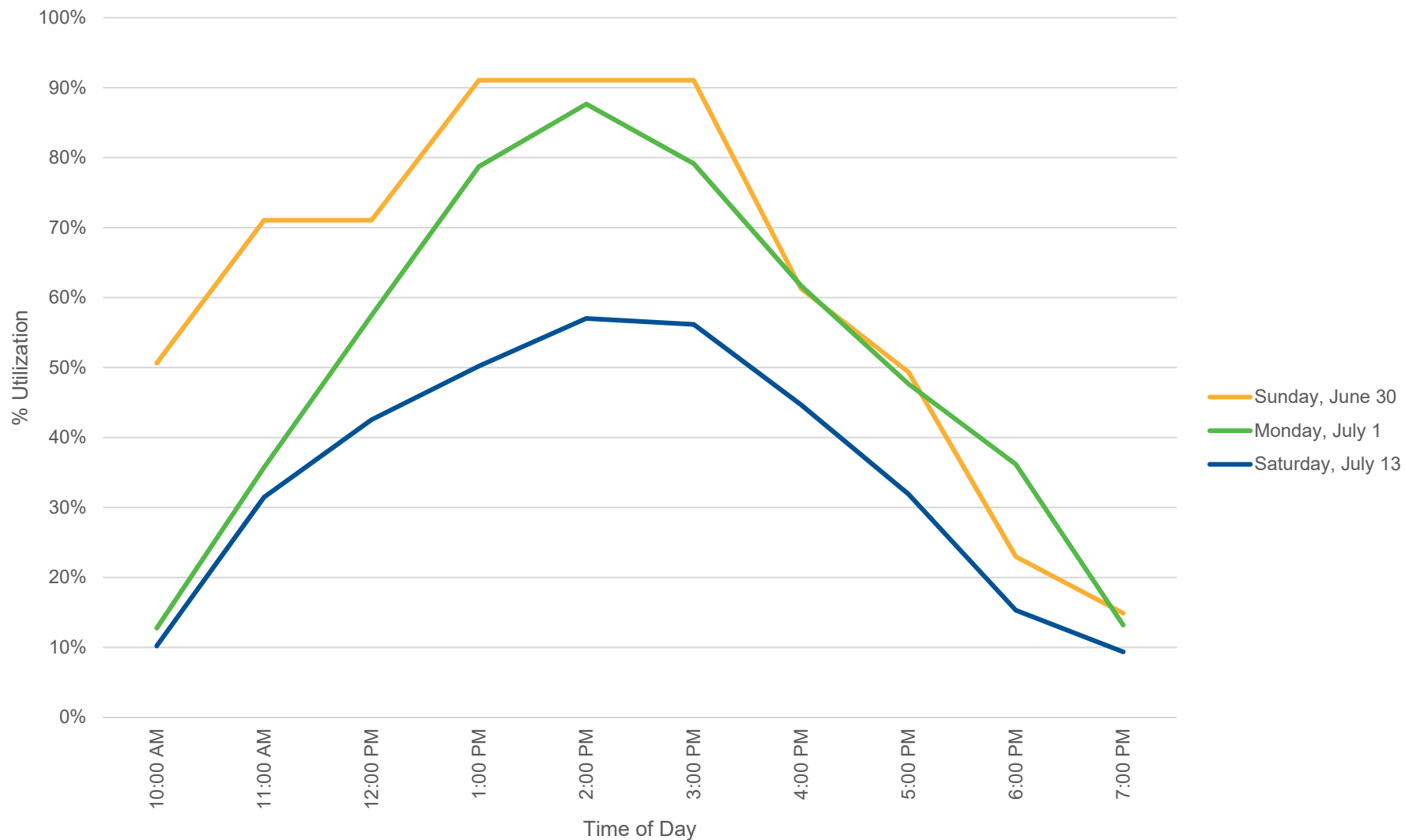
Parking Type	Survey Date	10:00 AM	11:00 AM	12:00 PM	1:00 PM	2:00 PM	3:00 PM	4:00 PM	5:00 PM	6:00 PM	7:00 PM
On-Street	Sunday, June 30	86%	95%	95%	105%	105%	105%	105%	100%	82%	91%
	Monday, July 1	77%	105%	105%	95%	105%	105%	105%	105%	91%	91%
	Saturday, July 13	36%	55%	59%	82%	59%	68%	59%	82%	82%	64%
Private/Other	Sunday, June 30	50%	60%	60%	60%	90%	120%	100%	110%	120%	100%
	Monday, July 1	20%	40%	90%	90%	110%	120%	110%	90%	80%	80%
	Saturday, July 13	10%	10%	50%	50%	70%	90%	80%	90%	90%	70%
Public	Sunday, June 30	22%	29%	33%	42%	61%	63%	66%	60%	55%	50%
	Monday, July 1	32%	41%	43%	53%	58%	51%	54%	48%	39%	30%
	Saturday, July 13	8%	9%	12%	20%	24%	29%	23%	23%	24%	23%
Overall	Sunday, June 30	27%	34%	38%	46%	64%	68%	69%	64%	59%	54%
	Monday, July 1	34%	46%	49%	57%	63%	56%	59%	53%	44%	35%
	Saturday, July 13	10%	12%	16%	25%	28%	33%	27%	29%	30%	27%



Parking Utilization in Area A – On-Street

Crystal Beach Parking Study
190312

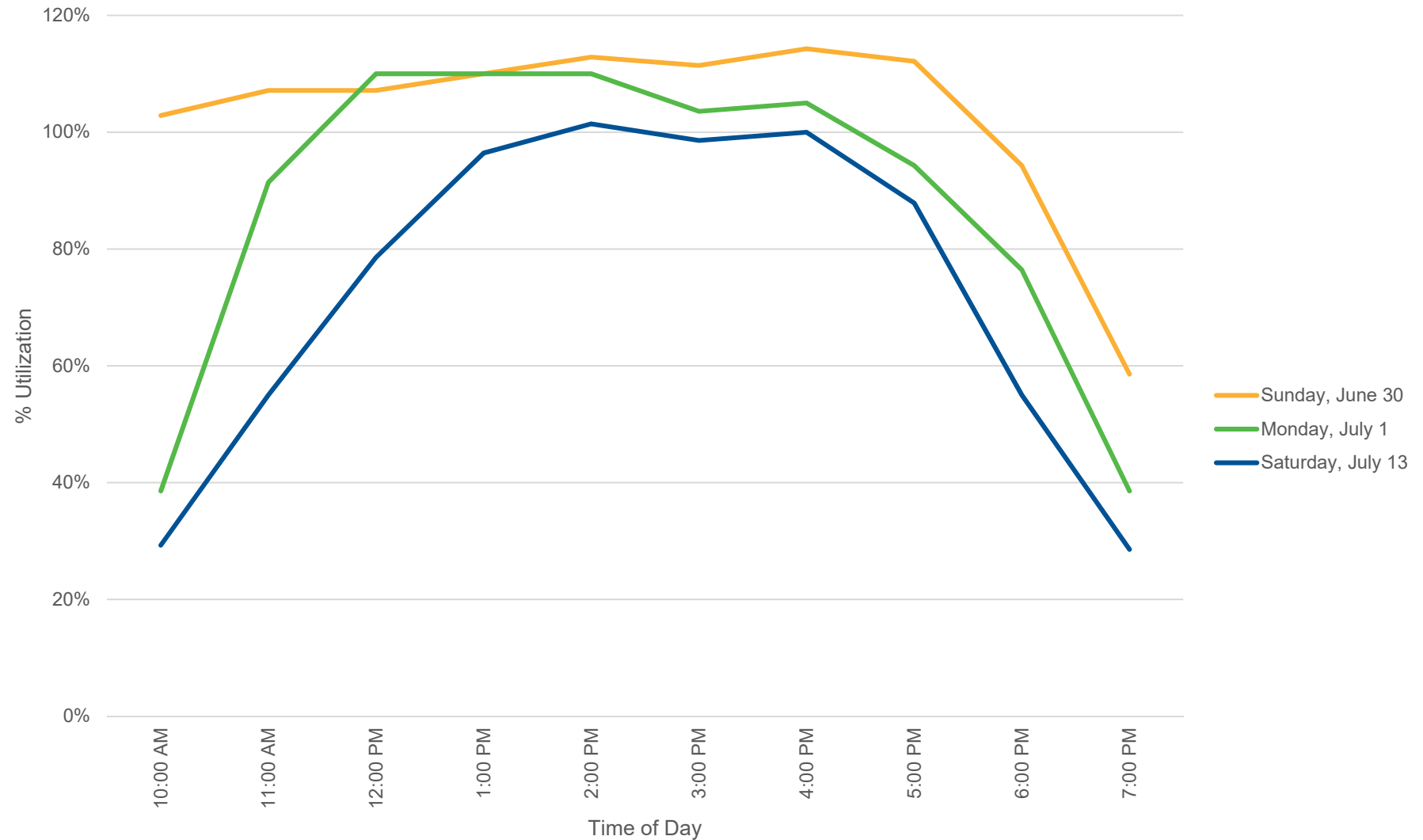
Figure A.1



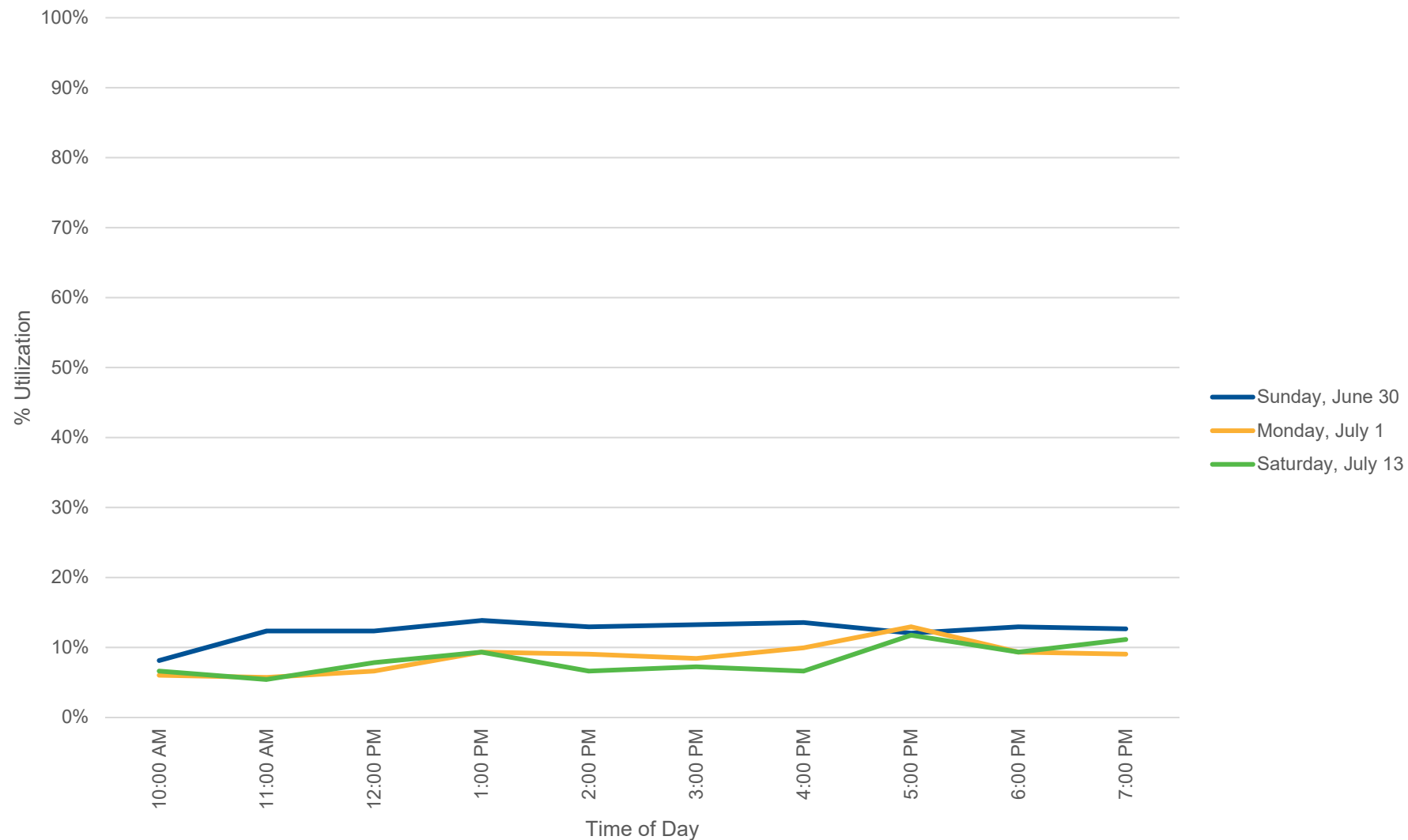
Parking Utilization in Area A – Private

Crystal Beach Parking Study
190312

Figure A.2



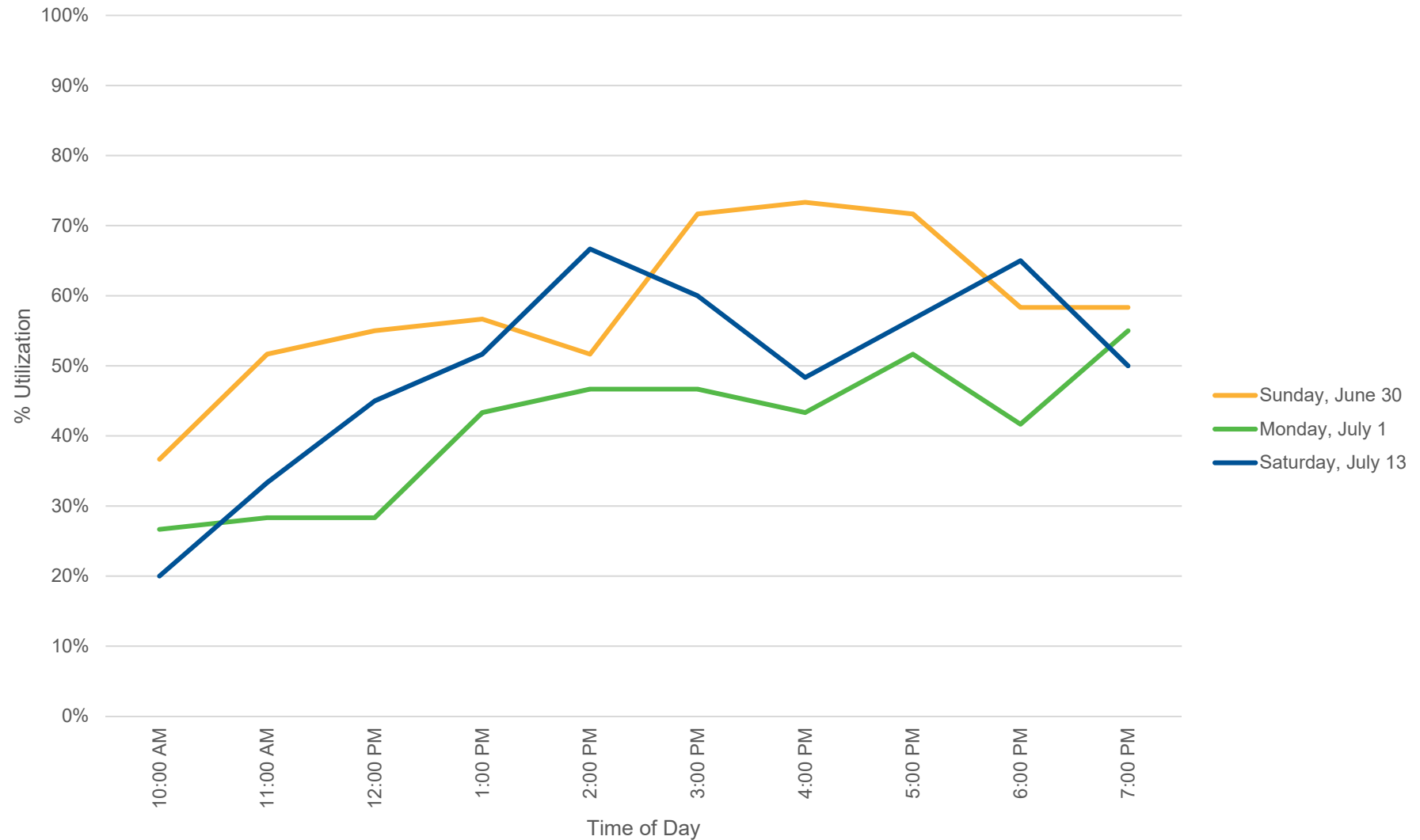
Parking Utilization in Area A – Public



Parking Utilization in Area B – On-Street

Crystal Beach Parking Study
190312

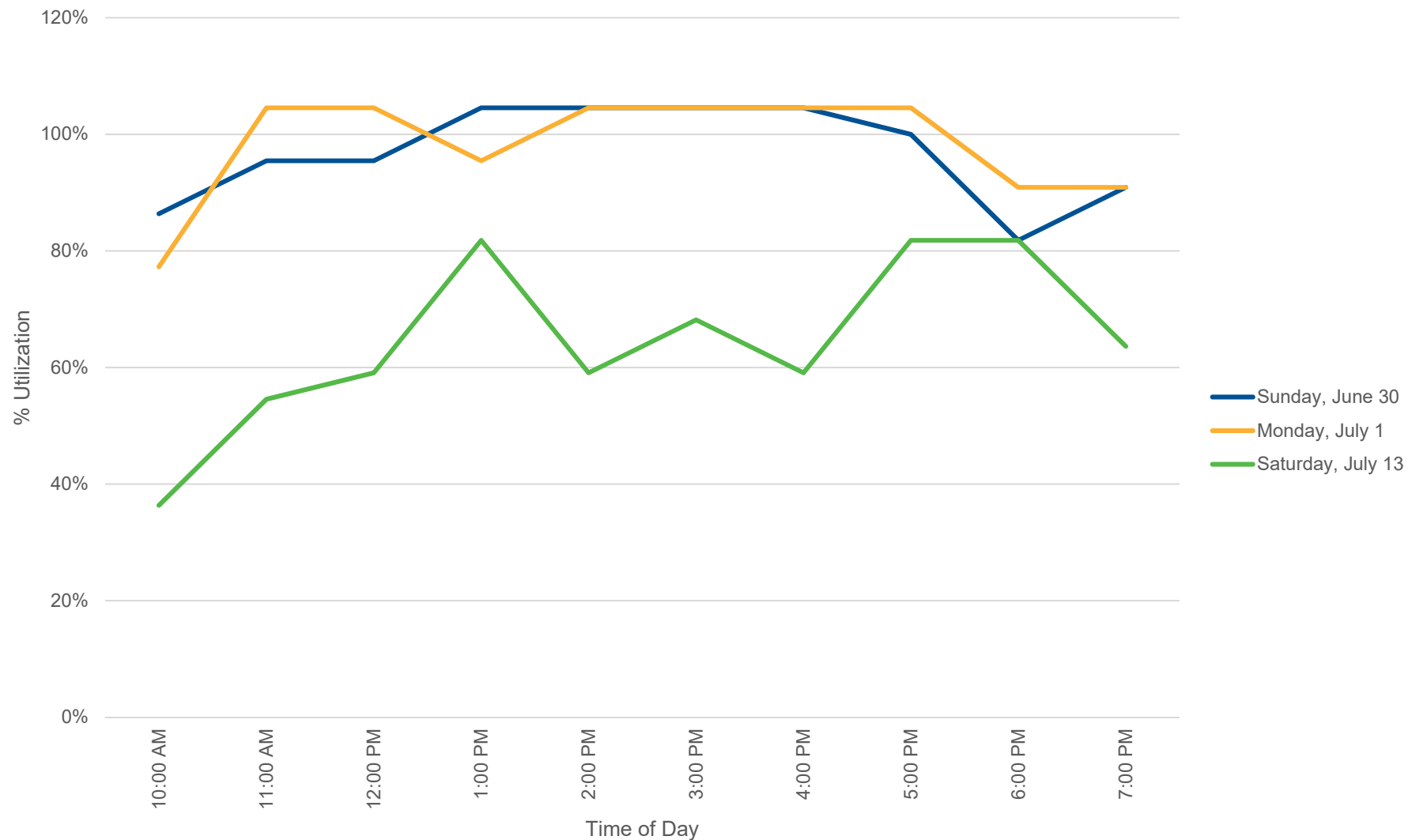
Figure A.4



Parking Utilization in Area B – Public

Crystal Beach Parking Study
190312

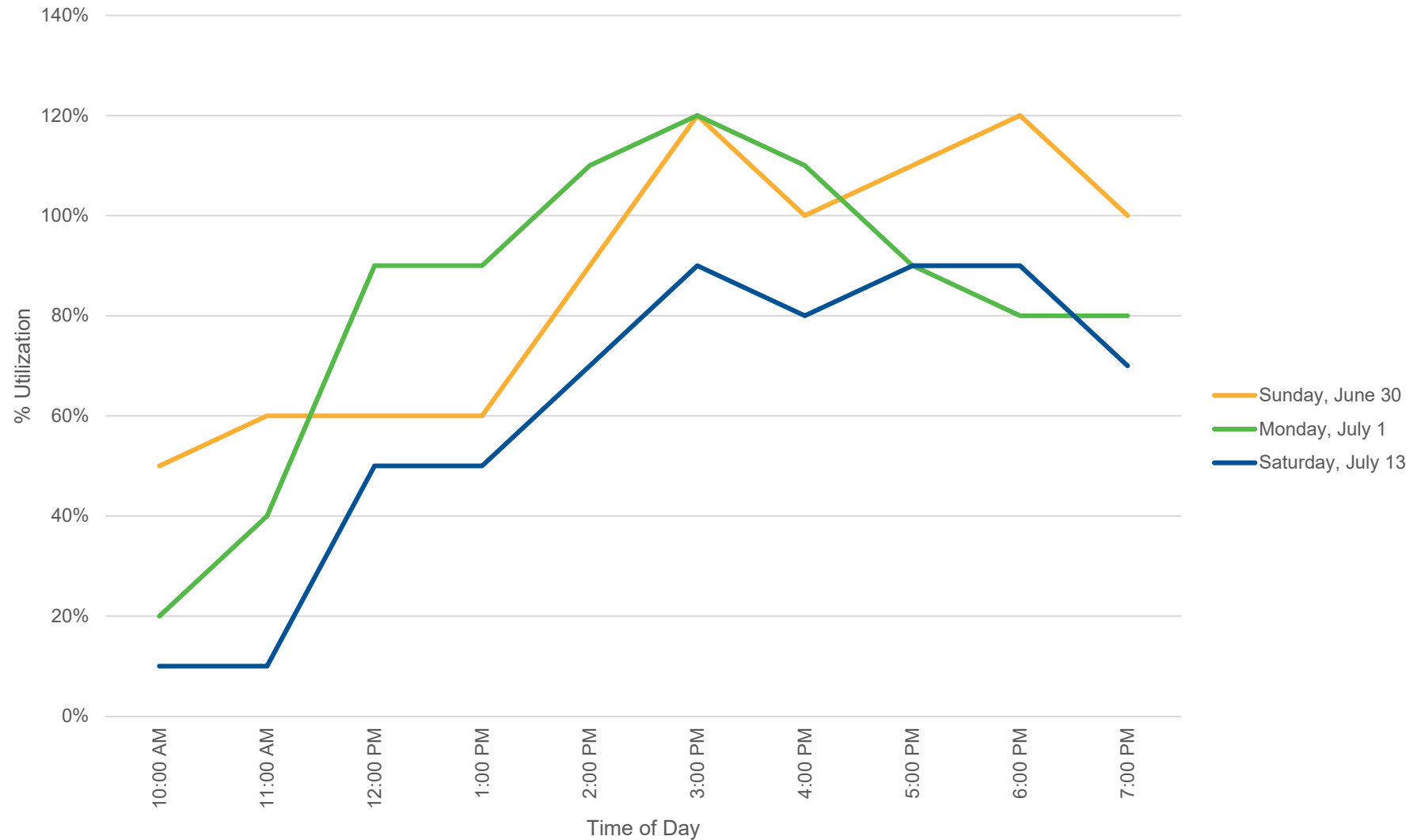
Figure A.5



Parking Utilization in Area C – On-Street

Crystal Beach Parking Study
190312

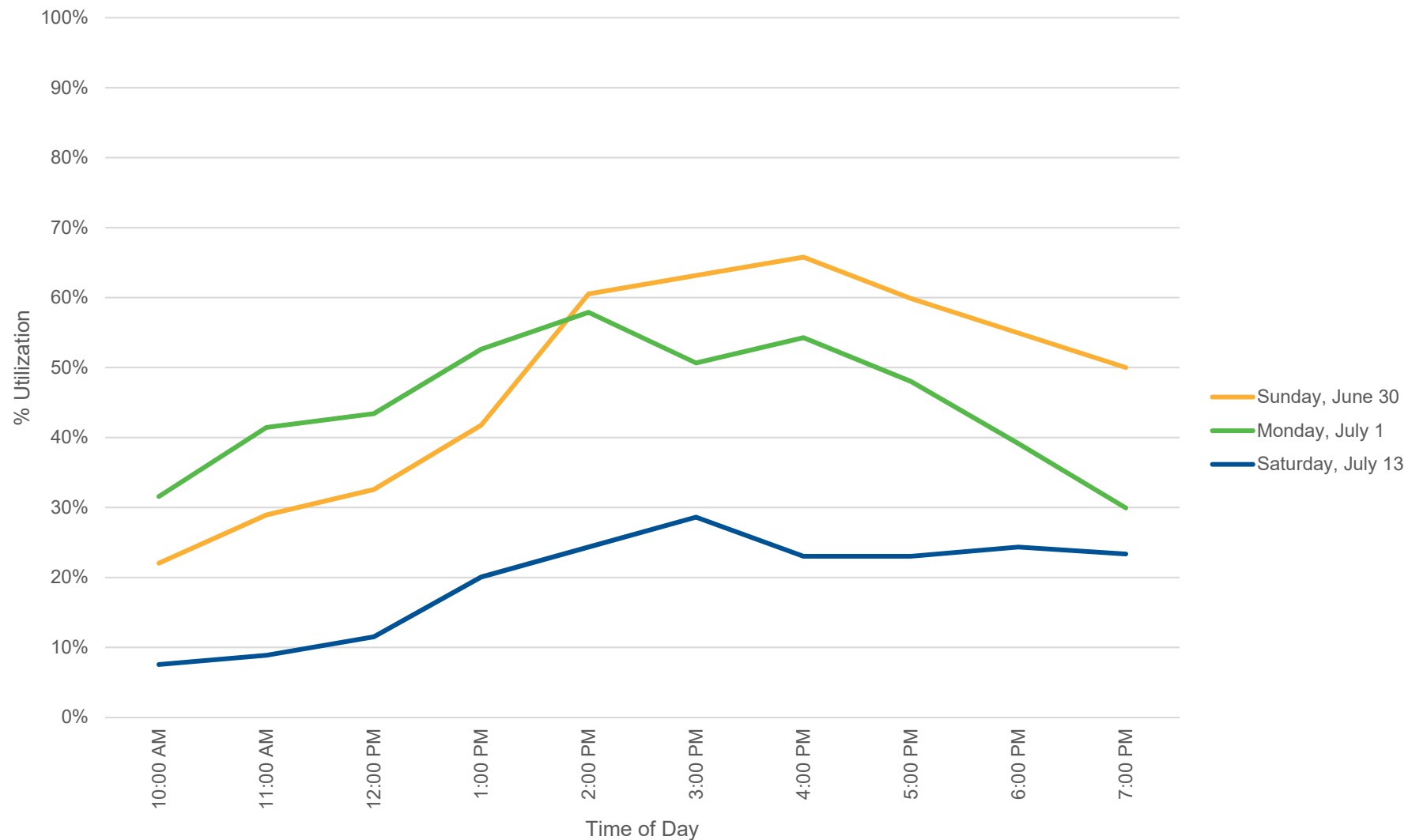
Figure A.6



Parking Utilization in Area C – Private

Crystal Beach Parking Study
190312

Figure A.7



Parking Utilization in Area C – Public

Crystal Beach Parking Study
190312

Figure A.8

Appendix B

Parking Survey Turnover Data



APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 1 (North side of Erie Rd between Derby and Ridgeway)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	
	10:00 AM								
	11:00 AM	285	831						
	12:00 PM	X	X						
	1:00 PM	X	X						
	2:00 PM	X	X	169	362				
	3:00 PM	X	X	X	X				
	4:00 PM	X	X	X	X				
	5:00 PM	X	X	X	X				
	6:00 PM	X	X	X		303			
	7:00 PM	X	X	X	468				

Row 2A	Time:	1	2	3	4	5	6	7	
	10:00 AM		1ZT						
	11:00 AM	797		SEJ					
	12:00 PM	X	1ZT	X		109			
	1:00 PM	X	X	X					
	2:00 PM	659	X	X	346	718	044		
	3:00 PM	X	X	X					
	4:00 PM	X	X	X	703				
	5:00 PM	X	X	X	X			189	
	6:00 PM	X	X	X	X		716	X	
	7:00 PM	X	X		X	481	X	X	

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 1 (North side of Erie Rd between Derby and Ridgeway)
July 13, 2019

Row 2B	Time:	1	2	3	4	5	6	7								
	10:00 AM					916										
	11:00 AM					X										
	12:00 PM					X										
	1:00 PM				043	X										
	2:00 PM		477	059	X	X		236								
	3:00 PM		X	X	X			X								
	4:00 PM		X		X											
	5:00 PM	494	X		X	418										
	6:00 PM	X	X		X	538										
	7:00 PM	X	X					626								

Row 3	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16								
	10:00 AM		203	118						793		922	657		280	534									
	11:00 AM		X	X			555	960	857	X	993	X	X	081	X	X									
	12:00 PM					710	X	X	X	X		X	317	X	X	X									
	1:00 PM	XAM		965			X	X	X	270	226	X	X	X	X	X	445								
	2:00 PM	X	193	X		657		X	X	312	X	X	X	X	X	508	CAR								
	3:00 PM	X	X		336	X	317	X	X	X	X	X	X	X	X										
	4:00 PM	X	X		X	X	X	X	906		X		X	X	X	UTU									
	5:00 PM	X	X		X	X		X	X		321	NSS	X	489	X	X									
	6:00 PM	X	X	118	T2Y	X	054	209	330	637	593	X	054	970	X	665	657								
	7:00 PM	X	X	X	X	X	X			275	X				X	X	X								

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 1 (North side of Erie Rd between Derby and Ridgeway)
June 30, 2019

Row 4	Time:	1	2	3	4	5	6	7	8	9	10	11	12	
	10:00 AM								559					
	11:00 AM				945	LYT			X					
	12:00 PM	855	475		X	X		186	X					
	1:00 PM	X	X	052	X	X		X	X	146		905		
	2:00 PM	378	X	X	X		404	X	X	X		X		
	3:00 PM	X		X	X			X	X	X		X		
	4:00 PM			X	X		914			X				
	5:00 PM		HIC	230	X	946	X	148	866	X				
	6:00 PM	566	X	X	071	CYW	X	X	130					
	7:00 PM		X	X	868	X	X	X						

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 3 (North side of Erie Rd between Beechwood Ave & Eastwood Ave)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	Illegal
	10:00 AM		115	206	716	591	540	977	331	120	289	954	958	619	078	382	335	742	891	006	007
	11:00 AM		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	12:00 PM		X	111	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	1:00 PM	131	X	X	X	172	X	X	X	640	X	X	X	X	478	X	X	X	X	X	X
	2:00 PM	X	276	X	910	X	528	X	X	X	X	X	X	X	X	X	X	X	X	X	
	3:00 PM	X	X	X	X	X	X	561	979	X	X	X	X	808	X	X	X	X	X	018	
	4:00 PM	X	X	X	811	X	X	X	X	X	X	X	X	X	055	X	X	245	X	X	
	5:00 PM		X	491	X	X	X	X	X		X	231	134	X	X	865	533	X	930	924	740
	6:00 PM		X	X	X				X		X				X				304	X	X
	7:00 PM				X					289								723		X	

Row 2A	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Illegal	Illegal
	10:00 AM										071						
	11:00 AM		829								X				RST		
	12:00 PM		083	876	993	567	829	809	665	984	X	L88	276	755	X		
	1:00 PM	981	X	X	X	X	X	X	X	X	X	X	X	659	X	884	
	2:00 PM	X	922	X	X	X	X	X	X	X	X	X	X	X	821	X	105
	3:00 PM	X	X	887		856	285	X	X	X	X	X	552	X	X	X	X
	4:00 PM	X	189	X	313	X	X	X	X	134	477	X	X	X	X	910	X
	5:00 PM	X		X	497	X	384	X	X	668	X	961	X	B13	X	X	191
	6:00 PM		369			X	X				X	X		X		X	X
	7:00 PM																X

Row 2B	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Illegal	Illegal
	10:00 AM																
	11:00 AM			109	467	CAR	674	777		2ME	566	325	323	052	258		
	12:00 PM		493	X	713	X	937	X	303	X	X	X	X	X	X		
	1:00 PM	196	X	X	X	X	X	X	X	X	X	762	X	X	X		399
	2:00 PM	X	X	X	592	396	X	X	X	X	X	X	X	X	X	704	785
	3:00 PM	X	X	778	X	X	X	X	X	X	X	682	X	X	X	X	X
	4:00 PM	826	829	585	X	X	430	X	X	793	740	X	442	EP1	839	X	X
	5:00 PM	797	X	X	X	X	X	X	X	X	X	472	X	345	826	X	X
	6:00 PM	X	X	X		X			X	927		X	X	X			X
	7:00 PM	X		X					X				927	425			

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Parking Survey
190312 Crystal Beach Parking Study
Lot 3 (North side of Erie Rd between Beechwood Ave & Eastwood Ave)
July 13, 2019

Row 3A	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Illegal	Illegal
	10:00 AM												313	458	964		
	11:00 AM			663		608	307	NNY	275	854	659	VRN	X	X	X		
	12:00 PM			X	789	X	X	X	X	X	X	X		X	X		
	1:00 PM			X	X	X	X	X	X	X	X	X	345	X	X	417	984
	2:00 PM	444	857	370	X	X	X	X	442	990	113	X	886	398	X	X	X
	3:00 PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
	4:00 PM	640	779	X	797	782	992	505	X	X	X	454	X	X	968	747	X
	5:00 PM	X	X	X	763	X	X	X	786	X	X	X	X	X	X	X	X
	6:00 PM		X	X	X			865	X	X	X	X		350	X	X	
	7:00 PM		X				962	X	X	X		X	183	X			

Row 3B	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	Illegal	Illegal
	10:00 AM			267		196	814		905	348	236	857	974	246	763		
	11:00 AM			X	324	X	X	607	X	520	X	X	X	X	X		
	12:00 PM			947	X	344	X	X	X	X	X	X	X	X	X	536	515
	1:00 PM			X	X	X	X	X	X	480	X	X	X	X	X	X	X
	2:00 PM	762	877	475	X		X	X	X	X	564	X	841	X	X	X	756
	3:00 PM	X	X	X	908	782	X	X	133	X	X	X	X	X	X	X	X
	4:00 PM	X	292	X	X	354	398	X	981	614	X	107	X	X	X	X	X
	5:00 PM	X	X	X	X	X	X	X	X	X	X	X	X	X	X	660	X
	6:00 PM	768	X	X	X			X	X		X	X	X	X	X	X	
	7:00 PM		X				668	X	X						X	X	

Row 4	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
	10:00 AM	DGX										880	562	429			284
	11:00 AM		517	13	705	012	005	457	865	DGX	914	X	X	X			X
	12:00 PM	612	X	X	X	X	X	X	X	X	X	X	X	293		878	X
	1:00 PM	X	X	X	X	X	X	X	X	X	X	X	X			X	X
	2:00 PM	X	X	582	X	X	X	X	183	X	X	X	X	586	343	X	X
	3:00 PM	X	X	X	X	X	X	X	X	X	X	X	X				
	4:00 PM	X	X	X	X	X	X	X	X	438	X	675	X	380		856	628
	5:00 PM	X	397	X	X	X	X	ES5	X	X	891	X	626	6ZS		X	X
	6:00 PM	X		X				X			816	X	340	X		853	
	7:00 PM	X								671	X		X	X		X	

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Parking Survey 190312 Crystal Beach Parking Study Lot 4 (North side of Erie Rd between Eastwood and Schooley) July 13, 2019																			
Row 1	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
	10:00 AM								425										
	11:00 AM								X										
	12:00 PM				264			2	X	449	963	177	194	046					
	1:00 PM	507	939	711	X		942	X	X	X	X	X	X	X	439	801		614	603
	2:00 PM	X	624	411	X		X	X	X	X	X	X	X	X	X	X	644	X	X
	3:00 PM	X	X	553	X		X	X	X	X	X	X	X	X	X	X	X	X	
	4:00 PM	X	X	X	X		X	X	X	X	X	X	X	X	X	955	X	X	
	5:00 PM		586	X	X		X	X				X	X	309			X	X	828
	6:00 PM			X							948	X	X	X	108				
	7:00 PM			X							X				X				616

Row 2	Time:	1	2	3	4	5	6	7	8	9	10								
	10:00 AM							235	837	566									
	11:00 AM							X	X	X									
	12:00 PM			754	047	OSE	134	X	558		733								
	1:00 PM	164	802	X	X	743	X	X	X	543	X								
	2:00 PM	X	X	X	X	X	X	X	X	X	X								
	3:00 PM	X	X	X	X	X	X	X	X	X	X								
	4:00 PM	X	X	925	X	X	X	X	X	X	X								
	5:00 PM				X	X	X	X	X	X									
	6:00 PM				X					X	481								
	7:00 PM				X														

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 4 (North side of Erie Rd between Eastwood and Schooley)
July 13, 2019

Row 3	Time:	1	2	3	4	5	6	7
	10:00 AM							
	11:00 AM		364					
	12:00 PM		X	164			641	478
	1:00 PM		X	235	878	077		X
	2:00 PM		X	X	X	X		X
	3:00 PM	540	985	X	X	X		X
	4:00 PM	X	X	X	X	X		X
	5:00 PM	479	700	995	X	X		X
	6:00 PM	X	X	X	401	X		X
	7:00 PM	X		X	X	645		

Row 4	Time:	1	2	3	4	5
	10:00 AM					
	11:00 AM					
	12:00 PM					
	1:00 PM	119	784	681	641	746
	2:00 PM	X	X	X	X	X
	3:00 PM	X	X	X	X	X
	4:00 PM	X	X	X	X	
	5:00 PM		X	X	X	
	6:00 PM		158	398	X	
	7:00 PM					

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 4 (North side of Erie Rd between Eastwood and Schooley)
July 13, 2019

Row 5	Time:	1	2	3	4	5	6	
	10:00 AM							
	11:00 AM					BFR		
	12:00 PM		869	987	309	X	313	
	1:00 PM	918	X	X	X	X	X	
	2:00 PM	X	X	X	X	X	X	
	3:00 PM	X	X	X	X	X	X	
	4:00 PM	X	X	X	442		413	
	5:00 PM	X	X	X	X	884	X	
	6:00 PM	X	X	X	359	X	X	
	7:00 PM			460	X	403		

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 6A (South side of Terrace Lane On Street Marked parking - West of boat dock driveway)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	
	10:00 AM					512	615	411	
	11:00 AM	306	615	849	W01	069	680	X	
	12:00 PM	X	025	298	051	192	X	701	
	1:00 PM	X	X	X	X	X	X	X	
	2:00 PM	X	X	X	246	876	X	X	
	3:00 PM	X	X	X	353	544	X	X	
	4:00 PM	X	X	X	446	821		X	
	5:00 PM	962	675	X	X	2EL	322	OUR	
	6:00 PM	X	X	X	139	X	X	061	
	7:00 PM	X	X				191	X	

Parking Survey
190312 Crystal Beach Parking Study
Lot 6B (South side of Terrace Lane On Street Marked parking - East of boat dock parking)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	Illegal	Illegal
	10:00 AM					857	165					774		832	V41			
	11:00 AM	229	V41			774	X							417				
	12:00 PM	X	X			x		NAN			985			863	746		155	
	1:00 PM	X	X			X	644	X			071	636	317	X	729	873		
	2:00 PM	X	X			X		105	756							X		
	3:00 PM	X	X	748		X				149		606		935		X		
	4:00 PM	X	X	X				967	460						304	386		
	5:00 PM	X	X	X	774	438		388		189		530	EF2		X	X	544	
	6:00 PM	X	X	X	X	321	099	X	2EL			X	181			X		
	7:00 PM	X	X	X	X		X	X	X			X	X		422		616	719

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 6D (Public Restaurant Parking off of Terrace lane)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	
	10:00 AM		872		433		447			006						
	11:00 AM		X		X		X			X						
	12:00 PM		X		X			860		X			831			
	1:00 PM		X		X			X		X			X			
	2:00 PM		X		X			X		073	152	257	370			
	3:00 PM	EAR	X	575	X	677		X	266			X	X	445		
	4:00 PM		X		X			X	X		819	X	X			
	5:00 PM	697	X	303	X	617	036	X	X		W94	X	286			
	6:00 PM	X	X	X	X	X	X	X		184	X		X			
	7:00 PM	X	X	X	X	X	X	X			447		X			

Row 2	Time:	1	2	3	4	5	6	7	8	
	10:00 AM									
	11:00 AM									
	12:00 PM						262			
	1:00 PM									
	2:00 PM				240		501	805	737	
	3:00 PM				X				X	
	4:00 PM							952		
	5:00 PM			673			056	924	049	
	6:00 PM		924	056	897			244	191	
	7:00 PM	908		326	X	435				

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 6D (Pubic Restaurant Parking off of Terrace lane)
July 13, 2019

Row 3	Time:	1	2	3	4	5	6	7	8	9	10	
	10:00 AM											
	11:00 AM											
	12:00 PM	053										
	1:00 PM	X	060			375	207	156	257	474	646	
	2:00 PM					X	106		X	X	567	
	3:00 PM		006		952	X	9R0		056	887		
	4:00 PM				X		030		356			
	5:00 PM		532					791	X	8RE		
	6:00 PM	135		905	006			RSZ	CK1	631		
	7:00 PM	X	481					X		228		

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
Lot 6E (Private Restaurant Parking off of Terrace lane)
July 13, 2019

Row 1	Time:	1	2	3	4	5	6	7	8	9	10	
	10:00 AM							610				
	11:00 AM							X				
	12:00 PM			596		274	696	X		832		
	1:00 PM			253		X		X	530	654		
	2:00 PM	723	669	X		X	125	X		X		
	3:00 PM	X	X	X	680	X	X	X		X	LER	
	4:00 PM		734	X	429	X	X	X		755	105	
	5:00 PM	910	X	X	X	X	X	X	625		X	
	6:00 PM		967	X	221	X	X	X	X	346	X	
	7:00 PM		X	X		X	X	X	281	X		

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

Parking Survey
190312 Crystal Beach Parking Study
On Street Marked Parking
July 13, 2019

Row 1	Time:	1	2	3	4
	10:00 AM	420			
	11:00 AM	X	562		
	12:00 PM	X	922		
	1:00 PM	X	753	483	667
	2:00 PM				
	3:00 PM		842		
	4:00 PM			E20	
	5:00 PM	028		X	
	6:00 PM	X		5X4	195
	7:00 PM	X	341	200	X

Row 2	Time:	1	2	3	4	5	6	7	8	9
	10:00 AM							437	927	
	11:00 AM								X	
	12:00 PM			603		964	163	221	E70	
	1:00 PM		327	164	421	664		359	X	114
	2:00 PM		X	993				735	446	X
	3:00 PM		X	X	793		736		X	304
	4:00 PM			X		505		446		
	5:00 PM	553		478	262	030	803	E21	372	869
	6:00 PM		372	X	X	X	X	X	491	X
	7:00 PM	901		685	283	UTO	384		X	261

Row 3	Time:	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	Illegal
	10:00 AM		546	794		450	246	801	822	807	923				483			167					898	546	996		
	11:00 AM		936	X	NGS	906	X	X	X	X	X		300			538		X		745		518		936	X		146
	12:00 PM		411	X	654	063	X	X	X	X	X		X		491	X	325	X	643	X	590	X	656	X	X		X
	1:00 PM			979	X	X	X	X	677	205		059	X			X	X	X		X	X	X	332	X	X		
	2:00 PM		083	X	X	947	X	X	X	288	166	X		604	411	442				881	678		831	X	X	856	
	3:00 PM	955	X	X	X	X	547	X	X	X	X	271	633	X						X			X	X	X	X	
	4:00 PM			X	X	585	X	314		906	X	X	X	X			867	891	678	X			X	373	X	X	
	5:00 PM			696	X	X	X	X	130	X	088	X	X	X	639		X	027	641			X47	X	X		X	
	6:00 PM	524	467	X	696	X	X		X				319	X	586		X		X			X	423		370		
	7:00 PM	X		X	870	X	X		X	0MJ	384	477	X	987	X	556	893	869	640		475	543	763	629	X		723

By Parking Type:

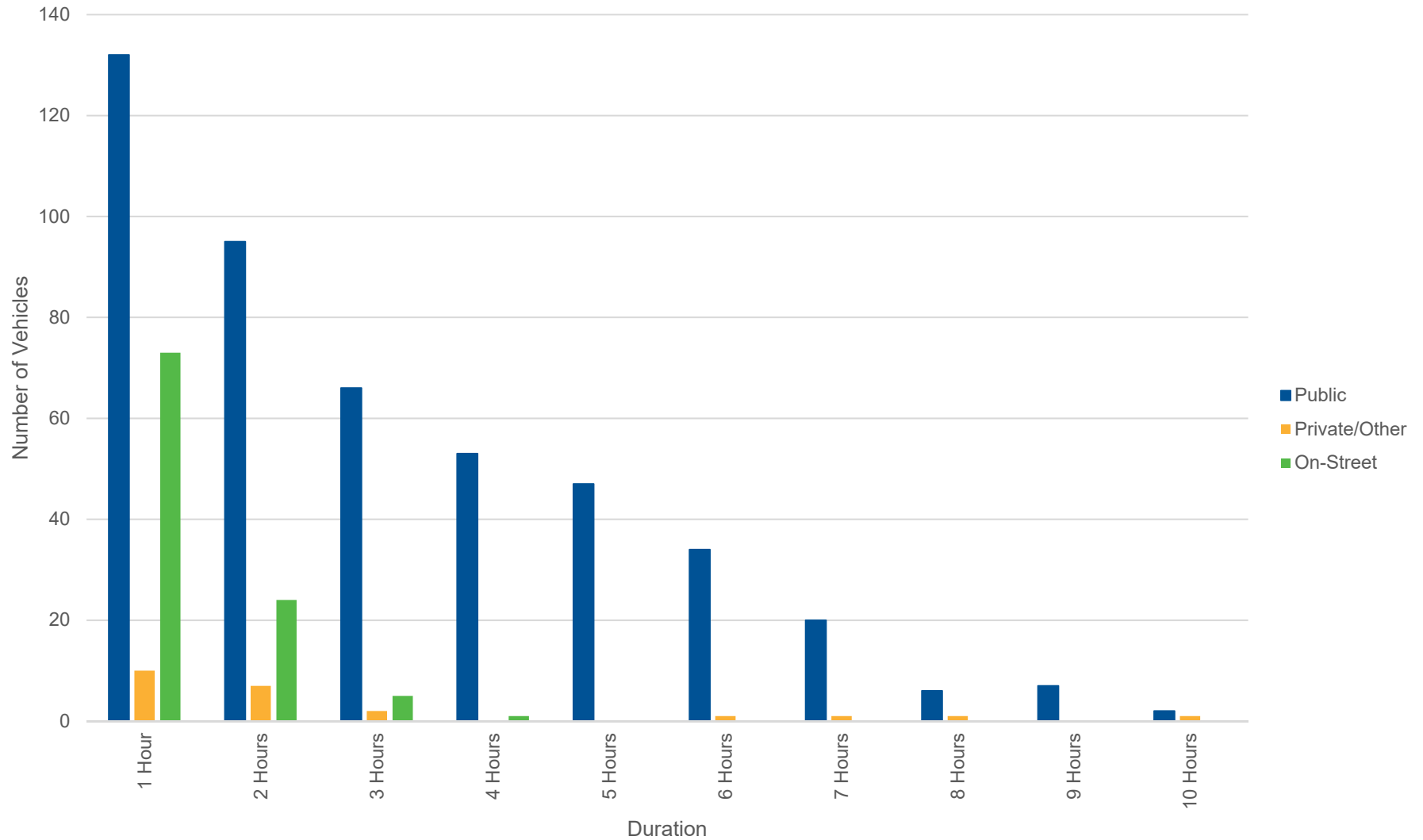
Duration	Public	Private/Other	On-Street
1 Hour	132	10	73
2 Hours	95	7	24
3 Hours	66	2	5
4 Hours	53	0	1
5 Hours	47	0	0
6 Hours	34	1	0
7 Hours	20	1	0
8 Hours	6	1	0
9 Hours	7	0	0
10 Hours	2	1	0
Total	462	23	103

Overall:

Duration	Number of Vehicles	
1 Hour	215	37%
2 Hours	126	21%
3 Hours	73	12%
4 Hours	54	9%
5 Hours	47	8%
6 Hours	35	6%
7 Hours	21	4%
8 Hours	7	1%
9 Hours	7	1%
10 Hours	3	1%
Total	588	100%

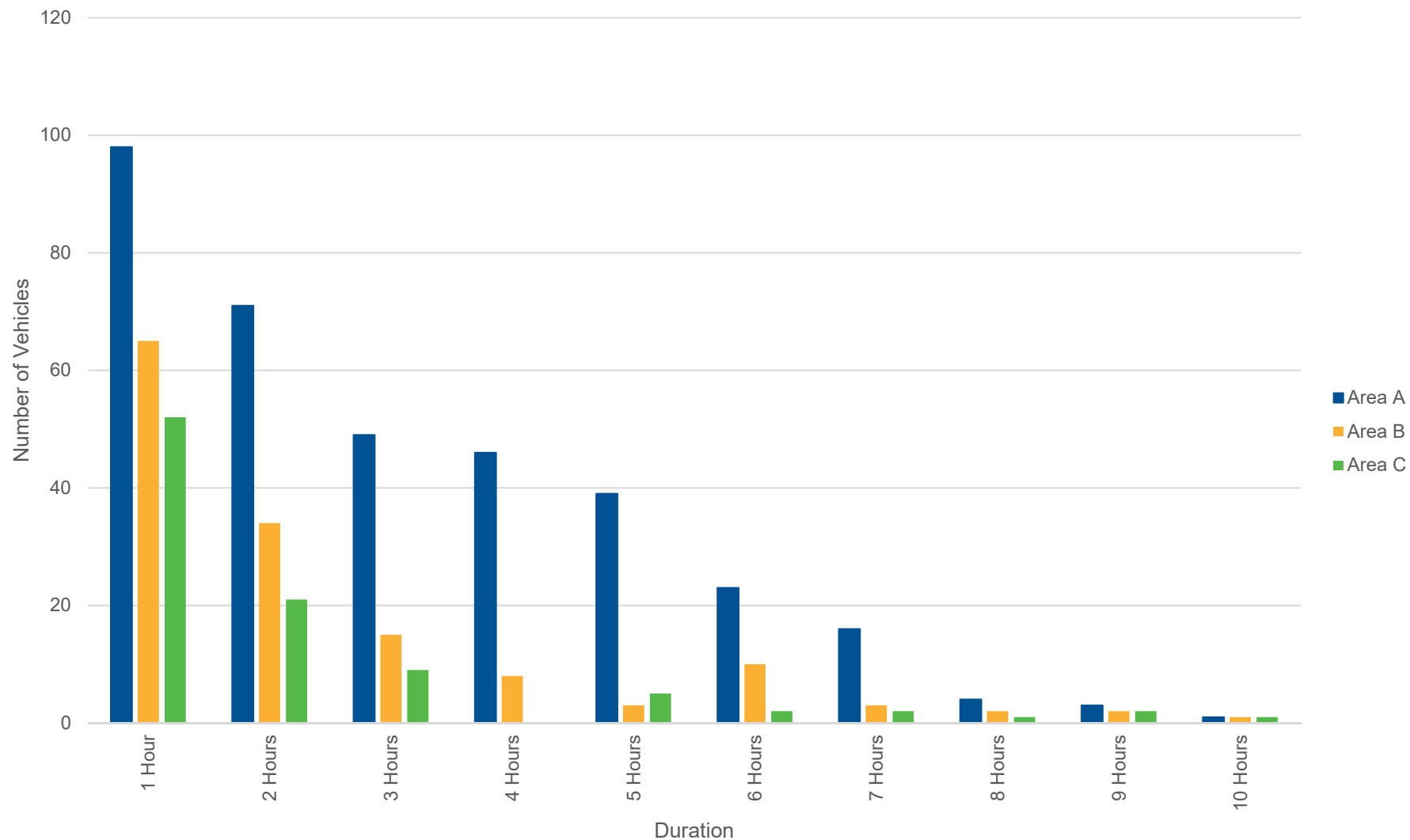
By Parking Area:

Duration	Area A	Area B	Area C
1 Hour	98	65	52
2 Hours	71	34	21
3 Hours	49	15	9
4 Hours	46	8	0
5 Hours	39	3	5
6 Hours	23	10	2
7 Hours	16	3	2
8 Hours	4	2	1
9 Hours	3	2	2
10 Hours	1	1	1
Total	350	143	95



Existing Parking Duration by Type

Figure B.1



Appendix C

Consultation Materials






PUBLIC NOTICE - INFORMATION OPEN HOUSE No.2

CRYSTAL BEACH SECONDARY PLAN

(PROPOSED OFFICIAL PLAN AMENDMENT #45)

DATE: WEDNESDAY, AUGUST 28, 2019
 TIME: 6:00 PM TO 8:00 PM
 LOCATION: CRYSTAL RIDGE COMMUNITY CENTRE - 99 Ridge Road South, Crystal Beach L0S 1B0

	<p><u>IMPORTANT</u></p> <p>If you live within the proposed Secondary Plan Area identified within the red boundary on the above map, it is important that you read this notice fully to decide if you wish to comment. Town Council has not made any decisions on the proposed Secondary Plan.</p>
	<p><u>HOW WILL THIS AFFECT YOU ?</u></p> <p>As a property owner in the Plan Area you should consider the following:</p> <ul style="list-style-type: none"> • Permitted land uses for certain properties are being considered for change. • A proposed policy or zoning change could impact the manner in which your property or neighbouring properties can develop in the future.
	<p><u>PROVIDING YOUR COMMENTS OR GETTING MORE INFORMATION</u></p> <p>Commenting on the Draft Secondary Plan is encouraged. You can provide input by calling or writing the Town. You are also invited to attend the meeting to speak with staff on hand. If you wish further information please contact Chris Millar with the contact information below, or visit the Town's website at www.forterie.ca Type "Crystal Beach Secondary Plan" in the search option at the top of the main page.</p>
<p>www.forterie.ca</p>	<p><u>CONTACT INFORMATION</u></p> <p>For comments to be considered before Planning staff prepares draft policies, draft land use and zoning plans, your written submission should be provided on or before Friday, August 31, 2018 to:</p> <p>Chris Millar, CPT, CNU-A, MCIP, RPP, Neighbourhood Planner, Planning and Development Services Department, Town Hall, 1 Municipal Centre Drive, Fort Erie, Ontario L2A 2S6 905-871-1600, ext. 2503</p> <p>Or by e-mailing your comments to: cmillar@forterie.ca</p> <p>There will be further opportunities to comment during the formal stages of processing these amendments.</p>
	<p><u>WHAT THIS SECONDARY PLAN ATTEMPTS TO DO</u></p>  <p>CRYSTAL BEACH SECONDARY PLAN AREA</p> <p>A Secondary Plan forms part of the Official Plan and directs how a neighbourhood/ community will grow over the long term relative to the location and various forms of land use, such as future changes or retention of residential, commercial, open space and environmental protection areas, and how these relate to the community's established or potential structure. The Plan must also take into account Provincial and Regional policy and any requirements relating to growth management that have resulted from newer policy directives from these upper tier governments.</p> <p>Changes to the designated land use on certain properties within the Plan area may also result in changes to the zoning for those respective properties. The Zoning By-law, which identifies what uses are permitted on a property and where on the property the use can be located, will also see some changes to assist in the Secondary Plan's implementation.</p> <p>THIS INFORMATION MEETING IS TO ILLUSTRATE TO PROPERTY OWNERS AND PUBLIC, WHERE TOWN STAFF ARE PROPOSING CHANGES TO DESIGNATION AND/OR ZONING. PROPERTY OWNERS THAT HAVE PROPOSED CHANGES IDENTIFIED ON THEIR LANDS HAVE BEEN MAILED A LETTER TO ADVISE OF TOWN STAFF'S INTENTION TO PROPOSE CHANGES. THE CHANGES ARE INTENDING TO GUIDE FUTURE DEVELOPMENT IN CRYSTAL BEACH OVER THE LONG TERM. DETERMINING LAND USE SETS THE STAGE FOR FUTURE GROWTH, THE TYPE OF GROWTH AND WHERE THAT GROWTH SHOULD OCCUR.</p> <p>AS PART OF THE SECONDARY PLAN PROCESS THE TOWN HAS INITIATED A PARKING STUDY. PARADIGM TRANSPORTATION SOLUTIONS LIMITED WILL ALSO HAVE REPRESENTATIVES AT THE MEETING FOR DISCUSSION AND QUESTIONS CONCERNING SHORT AND LONG TERM PARKING FOR THE PLAN AREA.</p> <p><u>WHO APPROVES THE PLAN?</u></p> <p>Town Council adopts the Secondary Plan and then forwards it to Niagara Region. Regional Council is the final approval authority for the Secondary Plan, unless the Region delegates final approval authority back to the Town prior to adoption. At this time, Niagara Region has not yet made a determination on any delegated authority.</p> <p>Town of Fort Erie Council is the final approval authority for any subsequent implementing zoning by-law amendments. The Zoning does not require Regional approval.</p>
	<p><u>FUTURE NOTICE REQUESTS</u></p> <p>This Public Information Open House is being conducted to allow public and stakeholders with an opportunity to meet with Planning staff prior to preparation of the draft Official Plan and draft Comprehensive Zoning By-law Amendments.</p> <p>The statutory Public Meeting required under the Planning Act will be scheduled for a future date, after a final draft of the Secondary Plan has been prepared for formal circulation. If you wish to receive notice of the Public Meeting, you are requested to provide your name and a current e-mail address or mailing address where the Notice is to be sent.</p> <p>If the Town is proposing changes to the designation or zoning of your lands, you will receive a Notice advising you of the potential / proposed change. It is up to the property owner to advise the Town if they wish to continue to receive notification on future meetings.</p> <p>Persons who simply wish to stay informed of future meetings and key document releases, up to the future Recommendation Report to Council, may request to have their e-mail address added to a general informal notification list. Please use the contact information above to notify Chris Millar, to have your e-mail address added. It is the preference of the Town to use e-mail. However, if you require an alternate form of notification, please speak to Chris Millar to make alternate arrangements. Staff would kindly request you consider e-mail delivery as preferred choice to keep costs low.</p>

A STATUTORY PUBLIC MEETING REQUIRED UNDER THE PLANNING ACT WILL BE SCHEDULED FOR A LATER DATE.

Dated this 15th day of August, 2019

Carol Schofield,
 Manager, Legislative Services/Clerk

Richard F. Brady, MA, RPP, MCIP
 Director, Planning and Development Services

Crystal Beach Parking Study



Project Overview

Why Complete a Parking Study for Crystal Beach?

The Town has undertaken several recent initiatives in Crystal Beach which have impacted parking demand and availability, including:

- Redeveloping the waterfront park and collecting user fees;
- Implementing paid on-street parking;
- Formalizing agreements for public access to parking on private lands; and
- Developing a Secondary Plan for the entire Crystal Beach Neighbourhood.

What will the Parking Study do?

The Crystal Beach Parking Study will develop a plan to ensure an adequate supply of parking is available through the year 2039 (the next 20 years) to accommodate the planned growth.

Study Process

Stage 1:

Determine Existing Parking Demand and Supply

Stage 2:

Establish Future Parking Demand



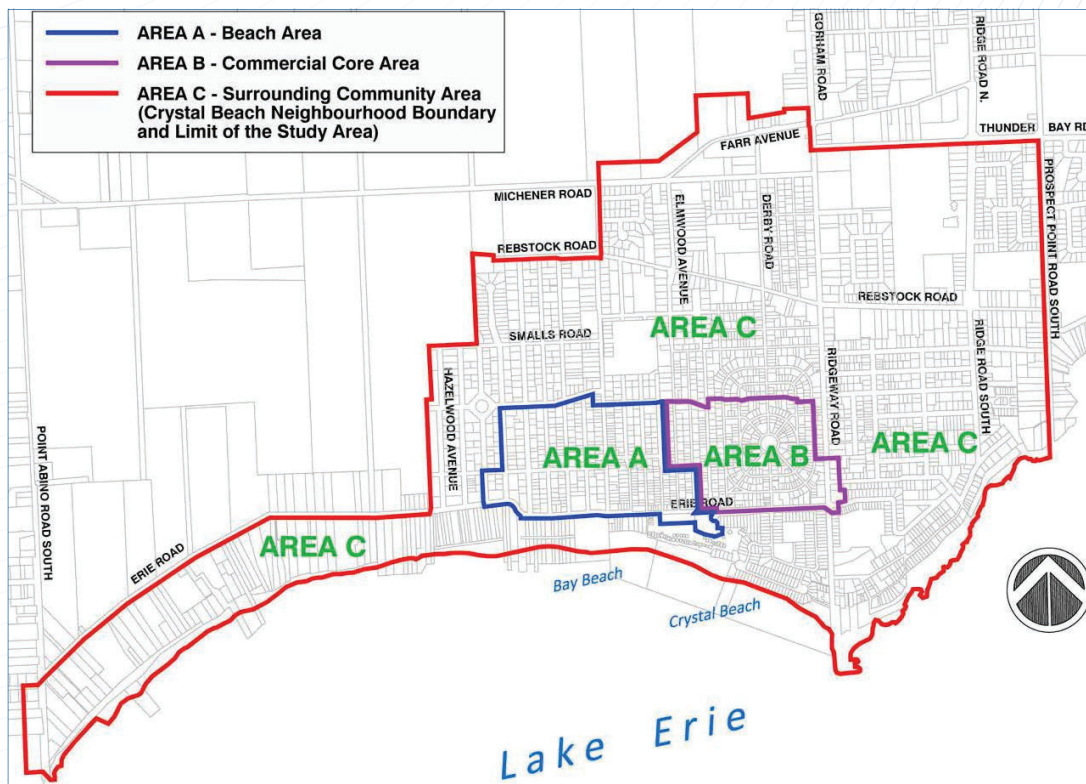
We are here

Stage 3:

Develop Strategies and Prepare Study Report with Recommendations

Crystal Beach Parking Study

Parking Supply (estimated)



Area	Area A (Beach)	Area B (Core)	Area C* (Remainder)	Total
On-street parking	431	332	22	785
Public parking lots	140	69	304	513
Private parking lots	214	0	10	224
Total	785	401	336	1522

*Area C only includes arena / library parking and Waterfront Park, Terrace Lane on-street spaces and Palmwood parking lot spaces

Crystal Beach Parking Study



Data Collection

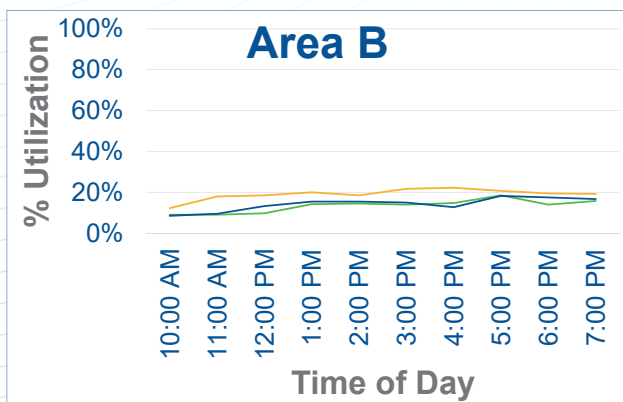
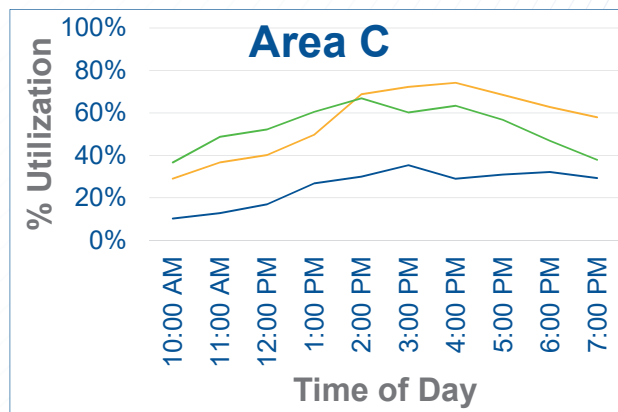
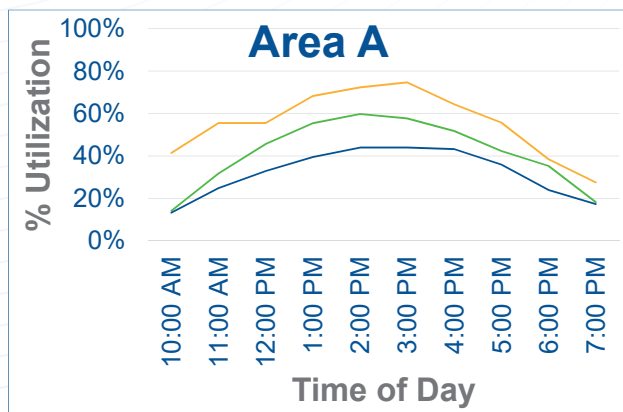
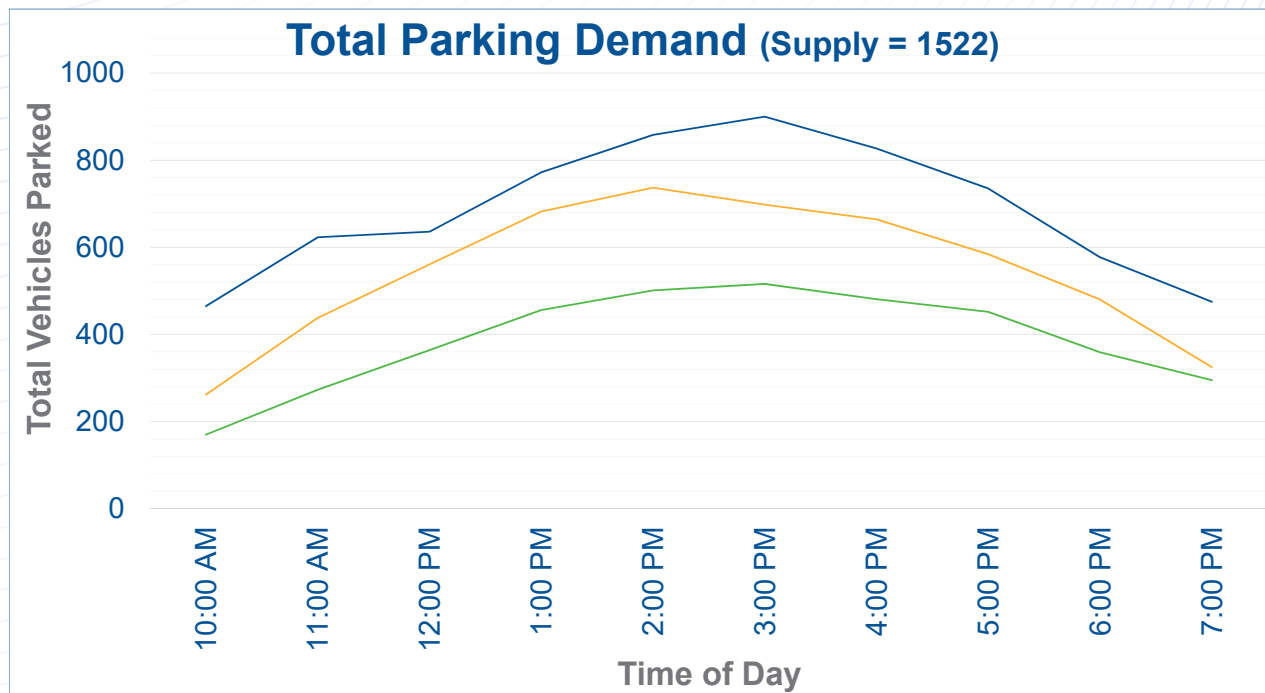
- ▶ **Collected data on three days from 10:00 AM to 8:00 PM:**
 - Sunday, June 30;
 - Monday, July 1; and
 - Saturday, July 13
- ▶ **Surveyed number of vehicles parked on-street and in parking lots each hour within:**
 - Area A – Beach Area;
 - Area B – Commercial Core Area; and
 - Area C – Surrounding Community Area (select on-street and parking lots only).
- ▶ **Ideal beach weather during data collection, sunny with temperatures between 21°C and 24°C (before humidex).**



Bay Beach on July 1, 2019 – Beach at 80% Capacity

Crystal Beach Parking Study

Parking Study Results

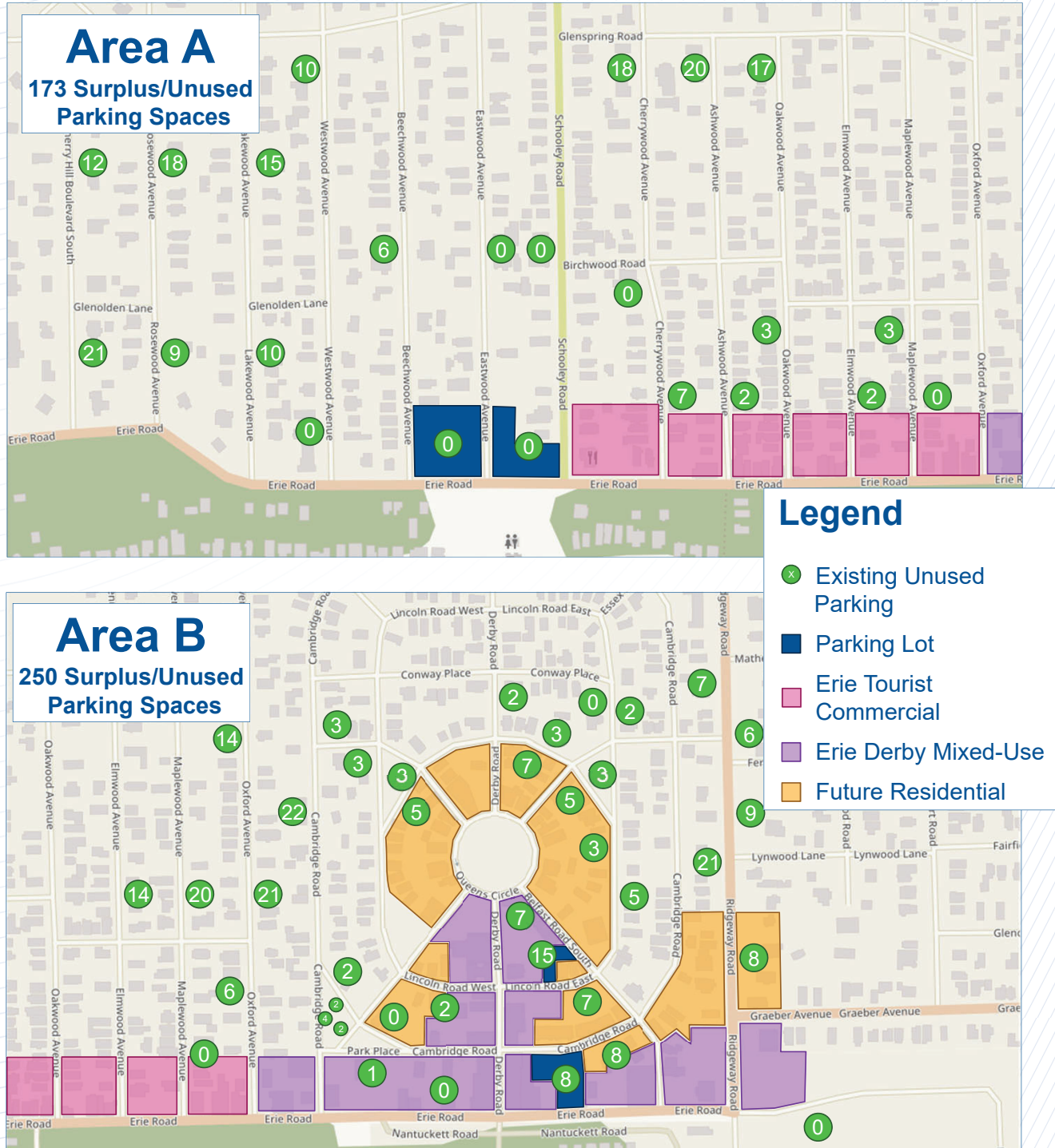


Legend

- Sunday, June 30
- Monday, July 1
- Saturday, July 13

Crystal Beach Parking Study

Surplus Parking and Development Areas



Surplus/Unused Parking Spaces are not currently required to serve existing parking demand and should be available to service future parking needs of redevelopment and intensification.

Crystal Beach Parking Study



Future Parking

Future Parking Requirements

Variable		Erie Tourist Commercial	Erie Derby Mixed-Use	Residential	Total
Units/GFA	Res. (Units)	212	432	559	1203
	Comm. (m ²)	2666	7131	-	9797
By-Law Parking Provision	Res. (1/Unit)	212	432	559	1203
	Comm. (1/25m ²)	107	285	-	392
	Total	319	717	559	1595
Estimated On-site Parking		271	441	559	1271
Required Off-site Parking		48	276	0	324
Available Off-site Parking		23	125	-	148
Future Off-site Parking Deficit		-25	-151	-	-176

Future Parking Alternatives

Moving forward, the study will consider alternatives for future parking in Crystal Beach, including:

- Changes to on-street parking;
- Changes to paid parking (supply and fees);
- Additional off-street parking; and
- Additional bus service.

THANK YOU FOR ATTENDING!

Please return your comment sheets

To complete the survey online, visit

www.surveymonkey.com/r/CrystalBeachParkingStudy

Business >> Community Planning

Crystal Beach Secondary Plan

Crystal Beach Secondary Plan

Update - September 1, 2019

Thank you to everyone who came out to the 2nd Crystal Beach Secondary Plan Open House Meeting held August 28, 2019 at the Crystal Ridge Community Centre. Early estimates would have approximately 175 persons attending with many staying for the presentation.

As mentioned that evening, the meeting displays and presentations are being posted here as PDF files for anyone wishing to review them again or for those who could not make the meeting.

[Town Display Boards](#)

[Town Presentation \(Welcome Loop\)](#)

[Staff Presentation](#)

In addition to Town staff displaying and presenting work on the Secondary Plan, the Town's Transportation Consultant retained for a Crystal Beach Neighbourhood Parking Study were also on hand to speak with public concerning parking related matters. Paradigm Transportation Solutions Limited have made the following available for posting to this webpage and would encourage participation in a short online survey. The link is in the text below.

Crystal Beach Parking Study

The Town has undertaken several recent initiatives in Crystal Beach which have impacted parking demand and availability, including:

- Redeveloping the waterfront park and collecting user fees;
- Implementing paid on-street parking;
- Formalizing agreements for public access to parking on private lands; and
- Developing a Secondary Plan for the entire Crystal Beach Neighbourhood.

As a result of the above initiatives, the Town needs a clear and contemporary parking strategy to guide future initiatives and support broader Town objectives. The Town started the process of reviewing, understanding and potentially improving parking in Crystal Beach by hiring a consultant team in June 2019. The Crystal Beach Parking Study will develop a plan to ensure an adequate supply of parking is available through the year 2039 (the next 20 years) to accommodate the planned growth.

A public information centre was held on August 28, 2019 for attendees to learn more about the existing parking conditions and future parking demand in Crystal Beach and to provide their feedback. If you were unable to attend, you can [review the presentation boards here](#).

In developing the plan, the Town is conducting a survey to better understand the opinions and priorities of local residents about parking in your community. The survey should take about 5 minutes to complete. [Take the survey here](#).

The Crystal Beach Parking Study will be completed in the Fall of 2019 with a report being presented to Council. Updates will be posted to the Town website when available.

For more information, follow our social media (Twitter and Facebook), or contact:

Jill Juhlke, C.E.T., MITE

Senior Project Manager

Paradigm Transportation Solutions Limited

5A-150 Pinebush Road

Cambridge ON N1R 8J8

Phone: 905-381-2229 ext 301

Chris Millar, CPT, CNU-A, MCIP, RPP

Neighbourhood Planner

Planning and Development Services Department

Town Hall, 1 Municipal Centre Drive

Fort Erie, ON L2A 2S6

Phone: 905-871-1600 ext 2503

Email: cmillar@forterie.ca**Update – August 8, 2019**

Following the Community Focus Group (CFG) Meetings in February of this year, **Town staff have scheduled a Public Information Open House for Wednesday, August 28, 2019 at the Crystal Ridge Community Centre from 6-8pm.** This is the 2nd Open House for the Crystal Beach Secondary Plan and staff will have a Conceptual Development Plan on display to illustrate which properties it is considering for Land Use Designation and/or Zoning changes.

Public Information Open House Meeting No.2 - Meeting Notice

Open House will consist of the first hour for plan review and discussions with Town staff and consultant representatives attending the meeting, followed by a slide presentation outlining the Conceptual Development Plan components and vision.

Property owners that have been identified will be receiving a letter in the mail advising of the Town's interest.

A copy of the Conceptual Development Plan is available as a PDF file for download or online review. Also available in advance of the meeting will be the transcribed Community Focus Group suggestions which had contributed to the development of the Conceptual Plan.

(Note: A full size copy of the Conceptual Development Plan is on display at Town Hall in the Atrium or at the Crystal Ridge Library Branch)

The Plans are available with the following links:

[Town generated Conceptual Development Plan](#)

[CFG Group "A" Mark-up Plan](#)

[CFG Group "B" Mark-up Plan](#)

[CFG Mark-ups](#)

Town Planning staff will receive comments on the Conceptual Development (Land Use) Plan up until Friday, September 13, 2019 via e-mail or written submissions.

In addition, the Town initiated a Parking Study for Crystal Beach and the consultant retained for the study work (Paradigm Transportation Solutions Limited (PTSL) will have representatives at the meeting to garner feedback from the public, as they work towards generating some short and long term options/recommendations respecting "The Beach Area" parking, the "Commercial Core Area" parking and other areas throughout the balance of the Crystal Beach Neighbourhood.

PTSL will be providing contact information on where comments can be made related to their study work and will also be making an online survey for input available in the near future. Planning staff will have a link posted here very shortly.

Persons who have provided e-mail contact information will be sent an e-mail with the Notice and the Notice will run in the upcoming August 15th, 2019 Fort Erie Post newspaper. The Town will also be advising of the Meeting via Twitter, Facebook and all of its other enhanced notification practices.

We look forward to hearing from you!

Update – September 4, 2018

Following the August 1, 2018 Public Information Open House, Town staff has received many submissions. Thank you!

Town staff would like to take this opportunity to clear up some misconception and provide some facts about the Secondary Plan. Please read [this linked PDF](#) file with a Question / Answer format on some of the common commenting being received.

Staff are presently in a consultation cycle and will announce any future Public Information Meetings through all the regular channels. If you wish to have notification e-mailed to you, please provide your e-mail address to cmillar@forterie.ca (if you have not done so already)

Update – August 2, 2018

Thanks for coming to the Open House!

Approximately 70 people were in attendance at Crystal Ridge Community Centre on the evening of August 1, 2018.

Staff had a series of boards on display and gave a presentation to go over the secondary plan process and to open dialogue for the coming months, as we work towards generating some draft materials to return to the public and agencies with at a later date. Staff will meet with stakeholders, partner agencies and other groups in the coming weeks and also meet with the Community Focus Group.

The presentation given can be downloaded using the link below:

[August 1, 2018 Crystal Beach Public Information Open House Presentation](#)

A copy of the display board panels as a pdf can also be downloaded using the link below:

[August 1, 2018 Crystal Beach Public Information Open House Display Boards](#)

Once again, thank you for attending and look forward to speaking to you all again.

Update – July 19, 2018

Public Information Open House No.1

The first Public Information Open House has been scheduled for August 1, 2018.

The meeting will be open to the public from 6pm to 8pm with a brief presentation at 7pm.

A PDF of the Notice can be viewed/downloaded using the following link: [Public Information Open House](#)

The meeting is intended to hear from residents about where they see Crystal Beach in another 25 years. Growth, intensification, redevelopment and rejuvenation, together with conservation, preservation and protection are topics framed in policy of a secondary plan, with land use being the central focus.

- Where should we grow in this community?
- Where should intensification go in Crystal Beach?
- What should that intensification look like?
- What form of buildings should we consider?
- How do we head towards improving on a complete community concept?

These are the types of questions, along with many others, that Town staff needs to consider in preparing a Secondary Plan.

Senior Town staff and the Crystal Beach Community Focus Group participated in separate strategic planning sessions in order to sample and transcribe the mindset of their respective cross sections or profiles, with respect to the future of Crystal Beach. Town Planning Report No. [PDS-45-2018](#) provides a synthesis of that thought process and has given Town planning staff a direction for exploration with the balance of the community. Planning staff hope to hear from all public, partners and stakeholders on this planning exercise.

NO PROPOSED CHANGES ARE BEING PRESENTED AT THIS TIME. This meeting is about hearing what you would like to see, or have staff consider, before returning to the public with a proposed land use plan.

If you are unable to locate the information you are looking for, please contact the Planning Department at 905.460.1000. **APPENDIX 2 TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019** the contact information at the bottom of this page. Staff strongly encourage review of Report [PDS-45-2018](#) for context on this planning exercise.

[Public Notice](#)
[PDS-45-2018](#)

Thank you!
Hope to see you August 1st 2018!

Update - July 3, 2018

Report PDS-45-2018 will be available here on **July 4, 2018** after noon.

The Report can be accessed and/or downloaded with the following link:

[Crystal Beach Secondary Plan Strategic Planning Session Results \(PDS-45-2018\)](#)

The Report provides a comparative look at two separate Strategic Planning Sessions - one conducted with Senior Town staff and the other with the Council endorsed Community Focus Group. The strategic sessions act as a starting point for this land use exercise.

A Public Information Open House will be conducted in near future (tentatively August 1, 2018) to talk with interested persons about the process and the goals the Plan intends to reach through policy and zoning changes currently in place for select areas of the Crystal Beach community.

Update - April 4, 2018

Thank you to all those who have submitted their Expression of Interest for volunteering to sit with the Crystal Beach Secondary Plan Community Focus Group. Staff will now prepare a report for Council to consider and select members in effort to select a representative cross section for staff to engage. All those who have submitted their names for consideration will be notified when the report is going to an upcoming Council-in-Committee meeting.

Update – March 15, 2018

With the Southend Secondary Plan now in the final stages of Region of Niagara review and approval, Town staff have received authorization to proceed with the **Crystal Beach Secondary Plan**. Staff report PDS-14-2018 received Council's authorization at its February 20, 2018 Council-in-Committee meeting. A copy of the report can be downloaded with the link below.

The first step of this land use planning exercise is to establish a Community Focus Group of approximately 12 -15 members of the neighbourhood cross section.

A **Request or Expressions of Interest (RFEOI)** has been issued through the local newspaper and social media, seeking interested persons from categories outlined in the RFEOI Notice. A copy of the RFEOI can be downloaded and/or viewed using the link provided below. If you would like Council to consider your participation on the Community Focus Group, please submit your Expression of Interest, having regard to the outline provided. Deadline for submissions is **March 31, 2018**.

For awareness of the general public, there will be several Public Open House Meetings scheduled over the course of the Secondary Plan's development. In addition, community organizations and associations will also have an opportunity to express their views as this exercise unfolds.

For the time being, Town staff is seeking to have the Community Focus Group structured and established by Council in the near-term.

All notices and key milestone documents will be posted on this webpage throughout the process. Town staff will follow Council's notification policies with respect to notifying the public and property owners of upcoming meetings and details as they become necessary.

[Viewing or Downloadable links \(PDF\):](#)

[PDS-14-2018](#) Authorization to Commence the Crystal Beach Secondary Plan

[CFG RFEOI](#) **Request for Expressions of Interest** – Crystal Beach Secondary Plan Community Focus Group

Some Planning Background

Back in 2005, the Town completed a “Neighbourhood Plan” that served as a guide, but did not form part of the Town’s Official Plan. The Secondary Plan process will result in an Official Plan Amendment (OPA) prepared for Council consideration on adoption and/or approval. As part of the Official Plan, the Secondary Plan land use designations and related policies are strengthened. The Town will also be reviewing and recommending changes to Comprehensive Zoning By-law 129-90 that will act to implement any resulting changes of the Secondary Plan outcome.

With 13 years having passed since the Crystal Beach Neighbourhood Plan was prepared, there has been a number of changes to the municipal planning landscape with the Province and the Region of Niagara having considerable influence over the direction community growth should follow. Provincial Plans such as Places to Grow – Growth Plan for the Greater Golden Horseshoe (2017), have cascading impact on regional and local policy. Any resulting Secondary Plan will need to conform to the legislation and policy regime of the upper tier governments with respect to land use. Town Planning staff will need to keep these parameters in mind as we work towards a successful Secondary Plan that respects the community, provides opportunity to current and future generations and maintains compliance/alignment with current legislation and upper-tier policy.

A copy of the 2005 Neighbourhood Plan is available at the following link and will be kept as a background/reference document for this Secondary Plan process.

[View or download the Crystal Beach Neighbourhood Plan](#)

We welcome your comments and suggestions at any time during this process. Feel free to send your comments directly to:

Chris Millar, CPT, MCIP, RPP, Neighbourhood Planner
1 Municipal Centre Dr., Fort Erie, ON L2A 2S6
(905) 871-1600 ext. 2503

Related Pages

[Active Transportation Master Plan](#)

[Albert Street Park Master Plan](#)

[Bay Beach Master Plan](#)

[Bridgeburg Secondary Plan](#)

[Community Initiated Park Projects](#)

[Community Planning Home](#)

[Crystal Ridge Park Improvements](#)

[Douglas Park Master Plan](#)

[Douglastown-Black Creek](#)

[Freedom Park Project](#)

[Gateway Secondary Plan](#)

APPENDIX "2" TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019

[Official Plan](#)

[Park Planning and Development](#)

[Ridgeway-Thunder Bay Secondary Plan](#)

[Secondary Plans](#)

[Southend Secondary Plan](#)

[Spears-High Pointe \(OPA 8\)](#)

[Stevensville Secondary Plan](#)



Town of Fort Erie - Crystal Beach Parking Study Feedback

The Town has undertaken several recent initiatives in Crystal Beach which have impacted parking demand and availability, including:

- Redeveloping the waterfront park and collecting user fees;
- Implementing paid on-street parking;
- Formalizing agreements for public access to parking on private lands; and
- Developing a Secondary Plan for the entire Crystal Beach Neighbourhood.

As a result of the above initiatives, the Town needs a clear and contemporary parking strategy to guide future initiatives and support broader Town objectives. The Crystal Beach Parking Study will develop a plan to ensure an adequate supply of parking is available through the year 2039 (the next 20 years) to accommodate the planned growth.

In developing the plan, the Towns is conducting this survey to better understand the opinions and priorities of local residents about parking in your community. The survey should take about 5 minutes for you to complete.



Town of Fort Erie - Crystal Beach Parking Study Feedback

1. There is enough parking within Crystal Beach during the summer months.

- ☐ Completely agree
- ☐ Somewhat agree
- ☐ Neither agree nor disagree
- ☐ Somewhat disagree
- ☐ Completely disagree

2. What are the specific parking problems in Crystal Beach?

- | | |
|---|--|
| <input type="checkbox"/> None | <input type="checkbox"/> Too much parking |
| <input type="checkbox"/> Not enough parking in general | <input type="checkbox"/> Paid parking |
| <input type="checkbox"/> Not enough parking in the Bay Beach area | <input type="checkbox"/> Lack of enforcement |
| <input type="checkbox"/> Not enough parking in the core area | |

3. Where do most parking problems occur in Crystal Beach?

- ☐ Bay Beach area
- ☐ Core area (near Erie Road and Derby Road)
- ☐ Residential areas
- ☐ All of the above
- ☐ Other (please specify)

4. What is the greatest contributor to parking problems in Crystal Beach?

- ☐ Bay Beach area
- ☐ Core area
- ☐ General (non-beach) visitors
- ☐ All of the above
- ☐ Other (please specify)

5. Have the parking changes the Town implemented in 2019 improved the parking situation within Crystal Beach?

- ☐ Yes
- ☐ No

6. Do you think paid parking has improved the availability of parking in the Bay Beach area?

- ☐ Yes
- ☐ No

7. What future parking alternatives do you support?

- | | |
|---|--|
| <input type="checkbox"/> More on-street parking | <input type="checkbox"/> More parking lots |
| <input type="checkbox"/> Removal of on-street parking | <input type="checkbox"/> Parking garage |
| <input type="checkbox"/> More paid parking areas (both on-street and in lots) | <input type="checkbox"/> Increase bus service within Crystal Beach |
| <input type="checkbox"/> Increase parking charges | |
| <input type="checkbox"/> Other (please specify) | |

8. Where should additional parking be provided?

9. What is your residential status?

- | | |
|---|---|
| <input type="radio"/> I am a resident of Crystal Beach | <input type="radio"/> I own seasonal property in Crystal Beach and live elsewhere |
| <input type="radio"/> I am a resident of the Town of Fort Erie | <input type="radio"/> I am a frequent visitor to Crystal Beach |
| <input type="radio"/> I am a resident elsewhere in Niagara Region | |

10. Any additional parking comments.

Thank you for taking the time to respond to this survey. The Town of Fort Erie and community of Crystal Beach greatly value your input!

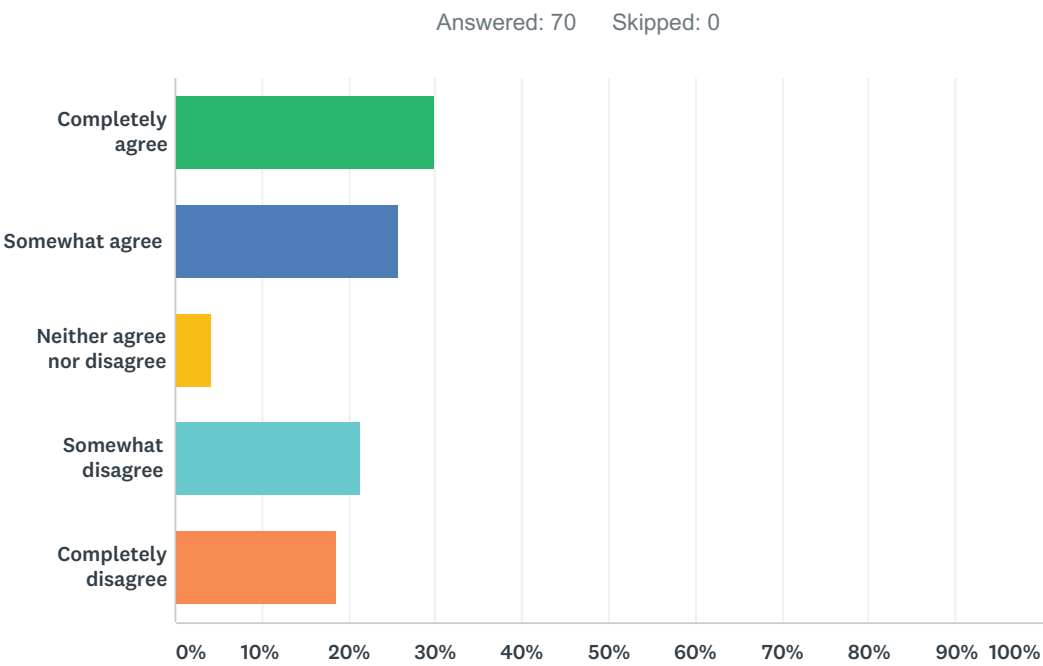
For updates on the parking study, please visit the Town's website!

For more information, follow our social media (Twitter and Facebook), or contact:

Jill Juhlke, C.E.T., MITE
Senior Project Manager
Paradigm Transportation Solutions Limited
5A-150 Pinebush Road
Cambridge ON N1R 8J8
Phone: 905-381-2229 ext 301
Email: jjuhlke@ptsl.com

Chris Millar, CPT, CNU-A, MCIP, RPP
Neighbourhood Planner
Planning and Development Services Department
Town Hall, 1 Municipal Centre Drive
Fort Erie, ON L2A 2S6
Phone: 905-871-1600 ext 2503
Email: cmillar@forterie.ca

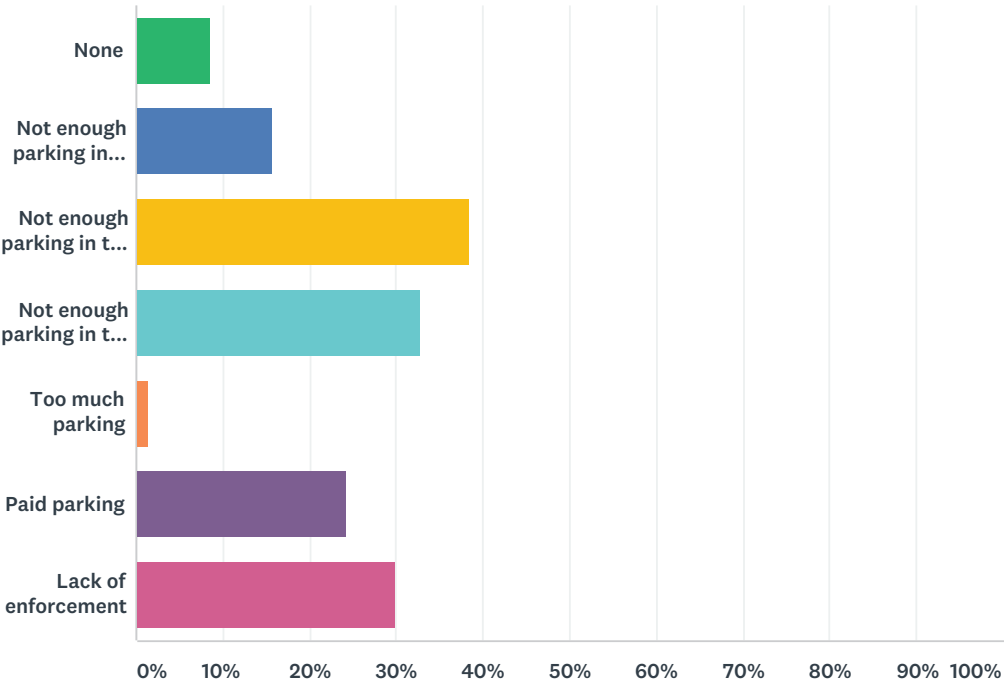
Q1 There is enough parking within Crystal Beach during the summer months.



ANSWER CHOICES		RESPONSES	
Completely agree		30.00%	21
Somewhat agree		25.71%	18
Neither agree nor disagree		4.29%	3
Somewhat disagree		21.43%	15
Completely disagree		18.57%	13
TOTAL			70

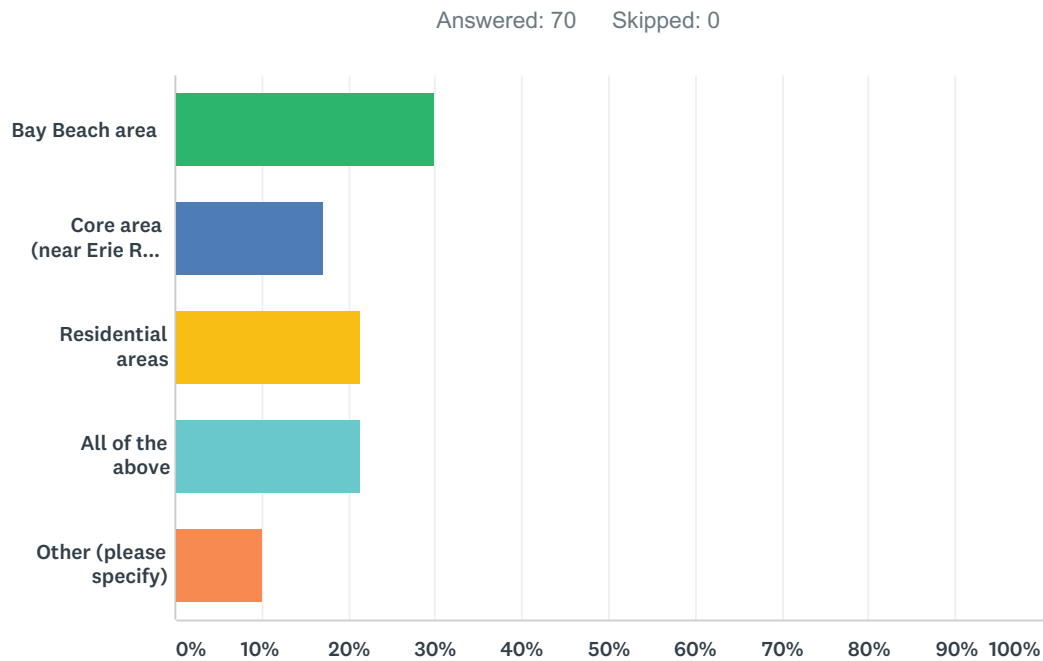
Q2 What are the specific parking problems in Crystal Beach?

Answered: 70
 Skipped: 0



ANSWER CHOICES	RESPONSES	
None	8.57%	6
Not enough parking in general	15.71%	11
Not enough parking in the Bay Beach area	38.57%	27
Not enough parking in the core area	32.86%	23
Too much parking	1.43%	1
Paid parking	24.29%	17
Lack of enforcement	30.00%	21
Total Respondents: 70		

Q3 Where do most parking problems occur in Crystal Beach?

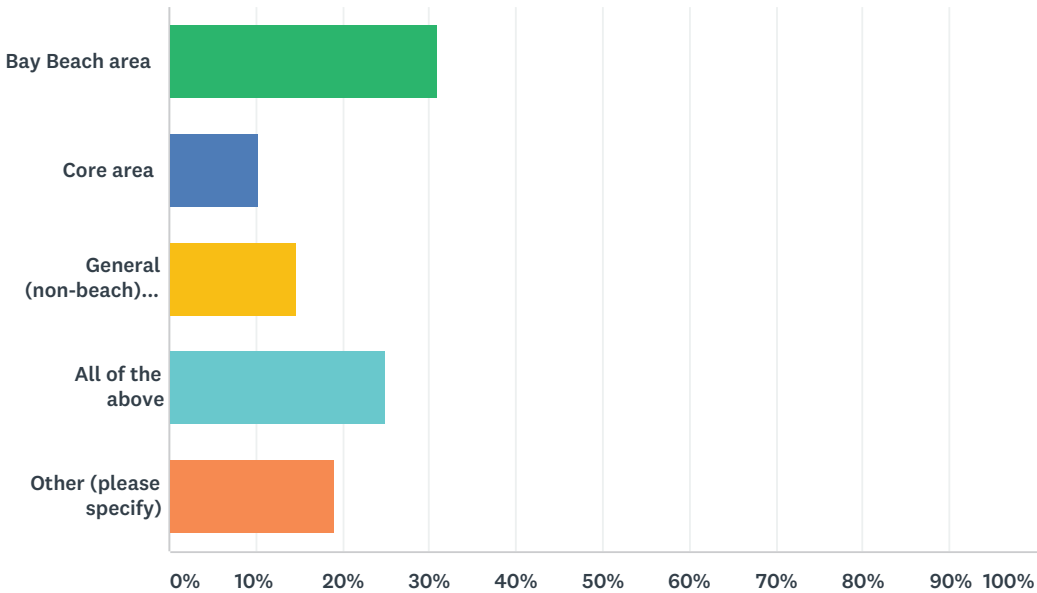


ANSWER CHOICES	RESPONSES	
Bay Beach area	30.00%	21
Core area (near Erie Road and Derby Road)	17.14%	12
Residential areas	21.43%	15
All of the above	21.43%	15
Other (please specify)	10.00%	7
TOTAL		70

#	OTHER (PLEASE SPECIFY)	DATE
1	Unsure	9/10/2019 5:40 PM
2	Erie rd towards elmwood, cherrywood. As a business owner my clients shouldn't have to pay to have dinner or drinks.	9/10/2019 2:17 PM
3	all of the above but only for a very few days in the year	9/4/2019 3:11 PM
4	There is enough parking. There's a walking problem. Walking 1-2 blocks to the beach would be a dream in other locations.	9/4/2019 12:15 PM
5	There is ample if people are willing to walk	9/3/2019 8:58 PM
6	Side streets near Bay Beach as well as the downtown core.	9/3/2019 9:27 AM
7	Core area and summer residents with small or no driveway. Short term parking in bus area.	8/30/2019 2:43 PM

Q4 What is the greatest contributor to parking problems in Crystal Beach?

Answered: 68 Skipped: 2



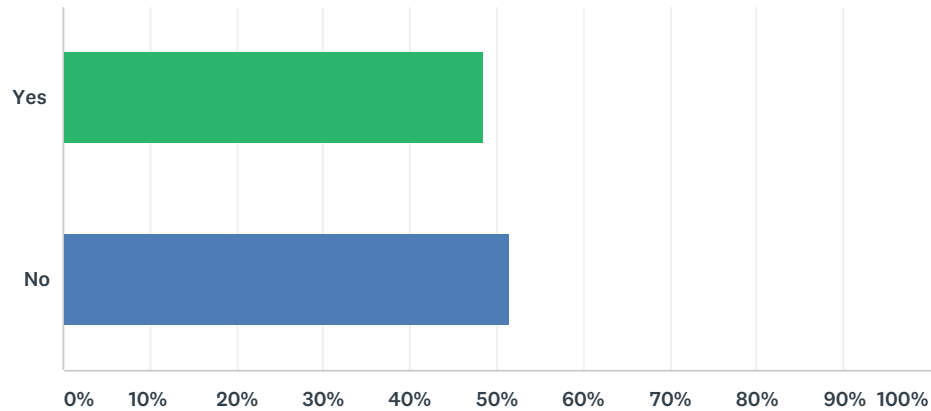
ANSWER CHOICES	RESPONSES	
Bay Beach area	30.88%	21
Core area	10.29%	7
General (non-beach) visitors	14.71%	10
All of the above	25.00%	17
Other (please specify)	19.12%	13
TOTAL		68

#	OTHER (PLEASE SPECIFY)	DATE
1	Not enough residential parking.	9/28/2019 10:36 AM
2	Not enough free parking for residents and their visitors	9/23/2019 6:02 PM
3	Little inforcement, and no regard for residents parking problems, i.e., being forced to park on our lawns. Disgraceful !	9/9/2019 4:47 PM
4	Most of the CB residents who live on one of the 12 streets with paid on-street parking can no longer invite friends and family to their homes since it's too costly. Also, paid parking has hurt the businesses. on Erie Rd.	9/6/2019 3:14 PM
5	PEOPLE WHO COME TO USE THE BEACH AND HAVE NO CONSIDERATION FOR RESIDENTS AND LEAVE GARBAGE OR TAILGATE AT THEIR CARS.	9/5/2019 7:59 PM
6	Beach visitors	9/4/2019 6:28 PM
7	Lack of residential parking. Parking reserved for beach patrons goes unused by anyone.	9/4/2019 5:25 PM
8	Residents and family are parking on our lawns.	9/4/2019 2:51 PM
9	Beach people trying to park on top of each other. Parking a block down is not far.	9/4/2019 12:15 PM

10	Parking passes should not be limited to house holds without driveways, some cottages have multiple cars and limited space in driveways.	9/4/2019 12:25 AM
11	That the town sold the parking lot across from the public beach-	9/3/2019 8:58 PM
12	Not enough spots!! even in the winter it is hard to find a parking spot.	9/1/2019 3:33 PM
13	Beach patron parking problem of recent years has been solved by taking parking from property owners.	8/28/2019 9:28 PM

Q5 Have the parking changes the Town implemented in 2019 improved the parking situation within Crystal Beach?

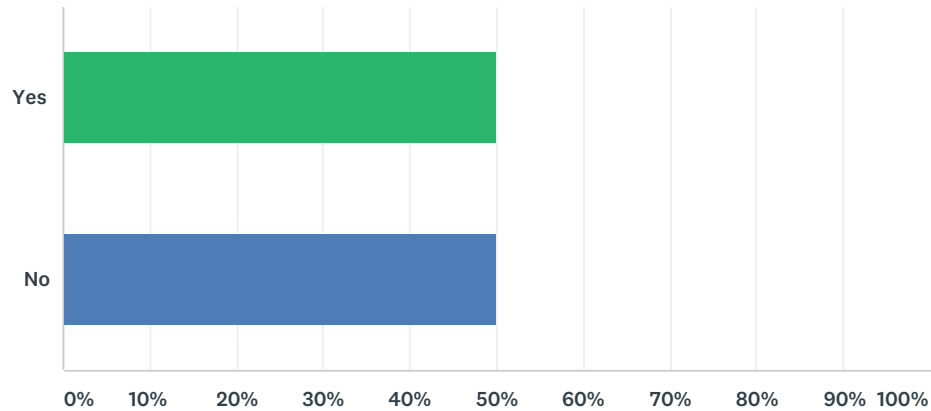
Answered: 68 Skipped: 2



ANSWER CHOICES	RESPONSES	
Yes	48.53%	33
No	51.47%	35
TOTAL		68

Q6 Do you think paid parking has improved the availability of parking in the Bay Beach area?

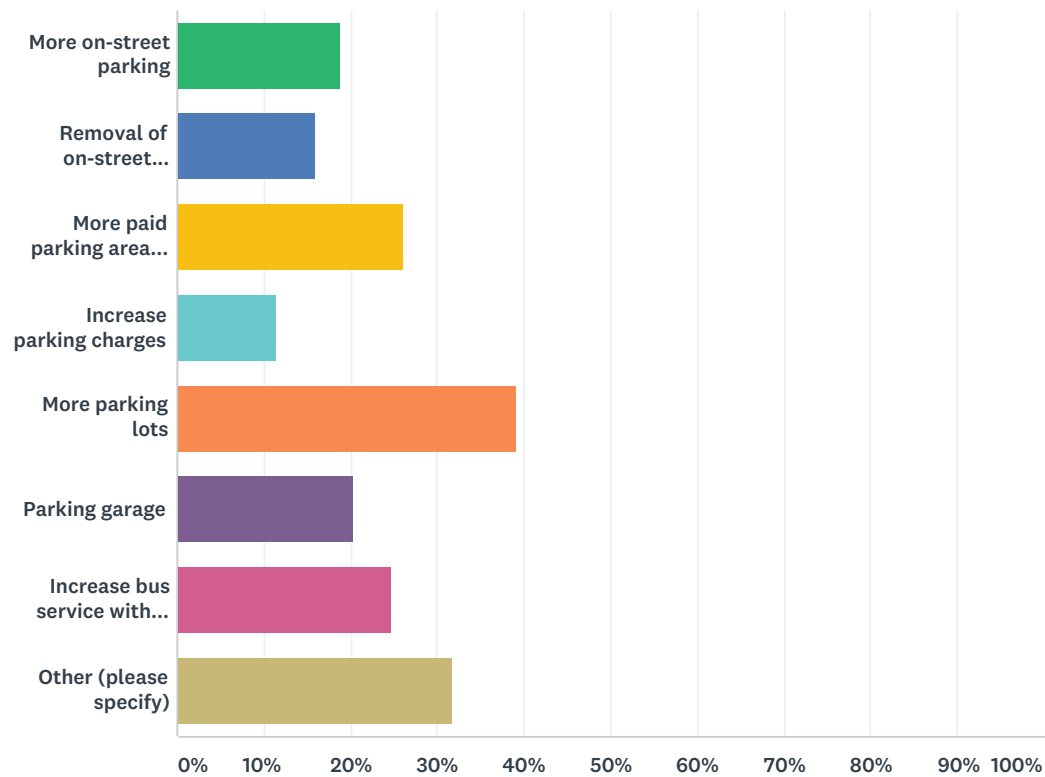
Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
Yes	50.00%	35
No	50.00%	35
TOTAL		70

Q7 What future parking alternatives do you support?

Answered: 69 Skipped: 1



ANSWER CHOICES	RESPONSES	
More on-street parking	18.84%	13
Removal of on-street parking	15.94%	11
More paid parking areas (both on-street and in lots)	26.09%	18
Increase parking charges	11.59%	8
More parking lots	39.13%	27
Parking garage	20.29%	14
Increase bus service within Crystal Beach	24.64%	17
Other (please specify)	31.88%	22
Total Respondents: 69		

#	OTHER (PLEASE SPECIFY)	DATE
1	I agree with the street parking except for locals as most driveways are small and residents require parking for our company that should be free. provide a sticker or permit at a cost of \$10 per year that we can give to our guest..	9/12/2019 12:47 PM
2	Business in the Bay Beach area need 15 minute spots for customers	9/11/2019 9:19 PM
3	Tourist trolley buses to encourage people to leave their cars outside the area	9/10/2019 7:01 PM
4	All spots on Erue road should be for the business's on Erie Rd. So people don't have to pay \$4.00 TO BUY A coffee.	9/10/2019 6:40 PM

5	Free 2 hour parking along Erie rd for all businesses. This should be fully enforced so that beach goers do not park there.	9/10/2019 2:17 PM
6	SHUTTLE SERVICE OR TROLLEY SERVICE TO SERVICE THE BEACH GO'ERS - I don't feel there ought to be any beach parking available on Erie Road. The spots along Erie Road ought to service the businesses and their clientele. Suggested 2 hour no charge parking OR the ability for businesses to validate parking.	9/10/2019 1:45 PM
7	Temp parking for park and business takeout	9/10/2019 1:32 PM
8	Elimination of parking restrictions for residents	9/9/2019 12:26 PM
9	PARKING AREAS FURTHER FROM BEACH WITH SHUTTLE TO BEACH	9/5/2019 7:59 PM
10	Way too much paid parking...not necessary	9/5/2019 9:57 AM
11	There is an oversupply of beach parking and NOW there is a deficit of home owner parking. You screwed up.	9/4/2019 5:25 PM
12	Lower parking fees . Price is outrageous	9/4/2019 3:36 PM
13	all residents should be able to park for free on town streets. This could be done via permits.	9/4/2019 3:11 PM
14	One free pass per residence, payment for a second pay and one guest pass.	9/4/2019 12:15 PM
15	allow all residents to purchase parking passes	9/4/2019 12:25 AM
16	Parking passes for homeowners	9/3/2019 8:58 PM
17	Greater off street parking for changes in use or addition of additional square footage of existing structures.	9/3/2019 11:26 AM
18	Better bus service within the town. More accommodations made for bikes and bike lanes.	9/3/2019 9:27 AM
19	Removal of parking on one side of Erie Rd. need bike lanes on both side (per cycling law - ride on the same side as other vehicles), parking garage will be needed one day.	9/1/2019 3:33 PM
20	No fees for home owners to park on street or their guests	8/30/2019 2:46 PM
21	Agree with existing pay parking areas. Keep the east lot as parking at beach entrance no apartment building	8/30/2019 2:43 PM
22	Issue parking permits to residents where we parked for decades, now reserved for beach patrons.	8/28/2019 9:28 PM

Q8 Where should additional parking be provided?

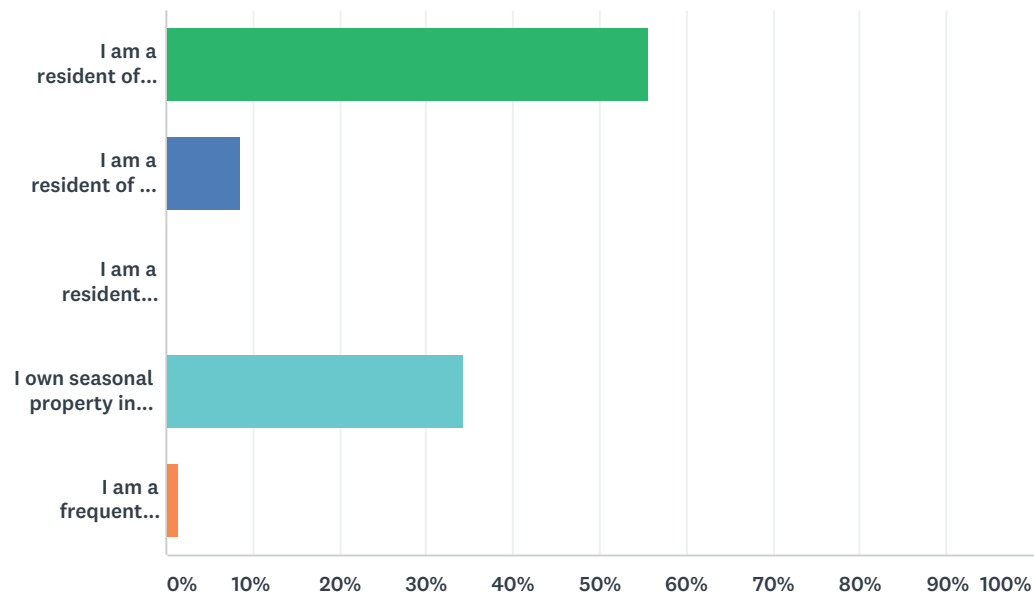
Answered: 52
 Skipped: 18

#	RESPONSES	DATE
1	Garage across from bay beach	10/1/2019 1:17 PM
2	Bay beach, Ridgeway core	9/30/2019 4:22 PM
3	Don't know	9/28/2019 10:36 AM
4	just outside the bay beach/derby/erie road, a shuttle trolley to move people	9/24/2019 5:43 PM
5	In the parking lots already supplied or off site and bused in.	9/12/2019 12:47 PM
6	Hopefully the Town can maintain the parking from the hill association.	9/11/2019 9:19 PM
7	Derby rd	9/11/2019 10:44 AM
8	Local businesses and wonderful restaurants are opening along Erie Road, locals and visitors need to park!	9/11/2019 10:39 AM
9	on Ridgeway road	9/10/2019 7:01 PM
10	Who knows you sold off two parking lots close to the beach. Amy thoughts.	9/10/2019 6:40 PM
11	Between core and Bat Beach area	9/10/2019 5:30 PM
12	Vacant Lots	9/10/2019 3:33 PM
13	Near the core	9/10/2019 3:06 PM
14	Use the association parking	9/10/2019 2:17 PM
15	For Beach go'ers, I feel the parking ought to be available at the school close to Joe's Value mart / Ridge Community Centre with an associated trolley service (similar to Key West) or shuttle service, perhaps offering a historic tour of Crystal Beach on the way down to the Bay Beach entrance. bundle the cost of parking, transport and beach entrance.	9/10/2019 1:45 PM
16	\$20 parking behind Bay Beach washrooms. Parking Garage on city lot opposite Bay Beach. Lots between Rebstock/Farr.	9/10/2019 1:32 PM
17	Expand the area of streets with paid parking.	9/9/2019 2:24 PM
18	In front of residents cottages for resident use	9/9/2019 12:26 PM
19	Public land by the beach areas	9/9/2019 10:05 AM
20	A 3-storey parking garage should be built near Bay Beach on the north side of Erie Rd. More parking lots should also be available on Erie Rd (closer to Derby Rd and the core businesses).	9/6/2019 3:14 PM
21	along Erie road on North side	9/5/2019 3:02 PM
22	No sure	9/5/2019 9:57 AM
23	3 story garage.	9/5/2019 8:34 AM
24	Lots close to beach, purchase lots if need be.	9/4/2019 11:19 PM
25	in parking lots	9/4/2019 9:06 PM
26	a 3 story parking garage	9/4/2019 8:26 PM
27	Close to Bay Beach main entrance	9/4/2019 6:28 PM
28	Street parking for property owners, as before you screwed it up for taxpayers. Give us back our parking.	9/4/2019 5:25 PM
29	Land owned by the city within CB	9/4/2019 4:01 PM
30	the existing parking lots have too much green space, get rid of that and utilize it for more parking spaces	9/4/2019 3:12 PM

31	With beach attendance way down because of beach fees, is more parking really needed for the few days a year that are hectic?	9/4/2019 3:11 PM
32	Near core area	9/4/2019 3:02 PM
33	No additional parking.	9/4/2019 2:51 PM
34	Keep parking back off of Erie Road to reduce congestion and keep Erie Road safe	9/4/2019 1:40 PM
35	I don't know?	9/4/2019 1:40 PM
36	I think it's sufficient. Garages would not add to the environment.	9/4/2019 12:15 PM
37	There is enough parking, i work on erie and i never see an issue on lack of space.	9/4/2019 12:25 AM
38	There is parking if people walk -	9/3/2019 8:58 PM
39	Near stores and restaurants	9/3/2019 6:23 PM
40	Put a parking garage across from Bay Beach	9/3/2019 5:11 PM
41	unsure	9/3/2019 4:09 PM
42	I believe that residential street parking should be charged at a premium. It is displacing locals and causing issues like garbage, security and tailgating with booze. Charge much more at the street than in the lot to reduce these issues for local folks.	9/3/2019 12:17 PM
43	In high use age areas	9/3/2019 11:26 AM
44	Perhaps diagonal parking along Erie Road.	9/3/2019 9:27 AM
45	There is currently another vacant lot on Erie Rd. maybe look at starting there!	9/1/2019 3:33 PM
46	Across from beach. Near corner of Erie and derby	8/30/2019 2:47 PM
47	-	8/30/2019 2:46 PM
48	New builds must have off 2 off street per family unit. New commercial must include onsite parking. Therefore all new growth supplies its own requirements	8/30/2019 2:45 PM
49	East lot should continue as parking. No apartments.	8/30/2019 2:43 PM
50	-	8/30/2019 2:42 PM
51	On the street or on Glenholden avenue. Extend the road to Schooley. It was brought up before.	8/30/2019 2:41 PM
52	Residential parking needs to be returned to property owners and shared with beach patrons, NOT taken from property owners, signed for beach patrons, and used by no one.	8/28/2019 9:28 PM

Q9 What is your residential status?

Answered: 70 Skipped: 0



ANSWER CHOICES	RESPONSES	
I am a resident of Crystal Beach	55.71%	39
I am a resident of the Town of Fort Erie	8.57%	6
I am a resident elsewhere in Niagara Region	0.00%	0
I own seasonal property in Crystal Beach and live elsewhere	34.29%	24
I am a frequent visitor to Crystal Beach	1.43%	1
TOTAL		70

Q10 Any additional parking comments.

Answered: 45 Skipped: 25

#	RESPONSES	DATE
1	Please remove the stipulations around owners within the bay beach area to not allow free parking for guests. I had a birthday party for my son, none of us used the beach, and had to ask guests to pay for parking to come. Additionally my mom couldn't come to visit my family without paying for parking, which is unacceptable. People should be able to apply for parking passes for their homes for events, and also be allowed to have parking passes on hand for visitors.	10/1/2019 1:17 PM
2	Enforcement	9/30/2019 4:22 PM
3	Our cottage is located at 4056 Birchwood Rd. It is a tiny lot with no room for a driveway. I would just like to know where we are supposed to park, let alone any visitors we may have. bdschall@verizon.net	9/28/2019 10:36 AM
4	Consider by-law to control number of vehicle permitted to park on residences property	9/24/2019 5:43 PM
5	My cottage does not have a driveway and there is no parking on both the north and south side of the street/ there should be resident parking on north side of Birchwood between Elmwood and Oakwood. My cottage is 4056 Birchwood Road. Also, I think parking permits should be for the residence and not specific to the vehicle. Thank you for your consideration.	9/23/2019 6:02 PM
6	I don't think our guest visiting our homes should have to pay for parking.	9/12/2019 12:47 PM
7	Short term parking for businesses. Paid parking has taken away parking for businesses near Bay Beach.	9/11/2019 9:19 PM
8	I am against paid parking up side streets. It is unfair to cottagers. I also don't approve of paid parking in early spring and into fall when beach-goers are no longer at the beach.	9/11/2019 10:39 AM
9	it is not possible to increase parking spots when there is no spare land. time to consider car free alternatives	9/10/2019 7:01 PM
10	Close off Erie road to beach goers, so our business's can be successful.	9/10/2019 6:40 PM
11	Leepnpaid parking only on the streets directly in front of public beach . Beachwood to Ashwood	9/10/2019 5:30 PM
12	No	9/10/2019 3:33 PM
13	Erie rd should be free and enforced	9/10/2019 2:17 PM
14	Paid parking is fine for tourists. Need to work out better solution for resident parking permits. Maybe we can buy a season parking permit similar to a beach season pass.	9/10/2019 1:32 PM
15	If paid parking is to be continued, I would suggest offering businesses the opportunity to buy parking passes	9/10/2019 1:30 PM
16	Property owners in the Bay Beach area should be allowed to buy seasonal parking passeas for a nominal fee .	9/9/2019 4:47 PM
17	I believe there was less demand for parking this past summer because the beach had less visitors, but that may change in future when parking demand increases.	9/9/2019 2:24 PM
18	This last year's parking has placed hardship and discriminates against both permanent and summer residents.	9/9/2019 12:26 PM
19	Paid parking in residential areas is a very bad idea. It limits tax paying resident parking. It forces tax payers to utilize their recreational private lands for parking their own vehicles in lieu of parking on the street in front of their homes. This is a disproportionate burden for some tax payers. It commercializes residential areas - sets a very bad precedent.	9/9/2019 10:05 AM

20	I am a seasonal resident of Crystal Beach living here 5 months each year. The parking situation is very bad and will get worse when the north east public lot is no longer available and when more people discover Bay Beach. I feel strongly that all property owners who live on one of the 12 streets with paid on-street parking should be able to request one or two generic parking passes to be displayed on the dashboard of their 2nd car or their guests' cars. These 12 streets were EMPTY most of the summer while the lawns were full of the owners' cars. This is not right and it doesn't make any sense!	9/6/2019 3:14 PM
21	WE FOUND THAT PEOPLE FELT BECAUSE THEY COULD PARK ON OUR SIDE OF THE STREET THEY AT TIMES COULD DISREGARD OUR DRIVEWAY. WE HAD TO INFORM SEVERAL THAT THEY'D BE TOWED OR TICKETED. AS PREVIOUSLY MENTIONED THEY LEFT GARBAGE ON OUR FRONT LAWN WHEN THEY LEFT. OUR NEIGHBOUR HAD SEVERAL PEOPLE CONSUME THEIR LIQUOR IN FRONT OF HER PLACE AS COULDN'T HAVE IT ON THE BEACH.	9/5/2019 7:59 PM
22	Streets only filled with cars one day...the Sunday before Canada Day. If parking meters remain, residents should receive guest passes for cars visiting property owners...or be able to purchase them at a nominal fee. Also, guest beach passes should be available for purchase for property owners. We do not rent our cottage, but I imagine those who do may loose renters due to beach fees.	9/5/2019 9:57 AM
23	Passes for home owners..Signage for elderly or handicap so they can park in front of their own homes. And people with no driveways.	9/5/2019 8:34 AM
24	Much better this year, keep it going	9/4/2019 11:19 PM
25	Home owners should have at least 2 parking passes..No one else in Fort Erie Pays for parking	9/4/2019 8:26 PM
26	On-street parking should NOT be on the same side as the sidewalk. People open their car doors and hit pedestrians. One-way streets are too narrow! Someone will get hurt.	9/4/2019 6:28 PM
27	Reimburse me for the \$30 ticket you gave me for parking on Lakewood Ave. where nobody from the beach ever parks you assholes.	9/4/2019 5:25 PM
28	residents and seasonal residents should be able to also get a parking permit for the summer for a lesser price same as the beach permit	9/4/2019 3:12 PM
29	Residents should be able to park on streets for free, especially in business areas. I'm all for charging tourists for parking.	9/4/2019 3:11 PM
30	I would love advice on how to handle people who park in my spots. Doesn't happen often but one time I called police and was told I would have to have car towed. True??	9/4/2019 3:02 PM
31	We have 3 families listed on our deed, with a lot of adult kids. There are so many cars, and it's silly having to jam them all on the grass. Especially because we have not had one car parked on front of our cottage all summer! It looks ugly, and just doesn't make sense. Where should we park these cars when we have to mow the grass?	9/4/2019 2:51 PM
32	\$4 an hour is tooooo much! Ten dollars a day is much better!	9/4/2019 1:40 PM
33	One free pass per residence, payment for a second pay and one guest pass.	9/4/2019 12:15 PM
34	Revise the which side of the street parking is legal on the streets ending with wood, prior to this year, my entire street parked on the right. This was because there is an ample amount of parking spots on the right and not on the left. Now the street is only legal to park on the left side limiting potential spots.	9/4/2019 12:25 AM
35	It was short sighted to sell the parking adjacent to the beach. This survey should of been done before. Most people are not paying to park several blocks away. They are paying to park close by but other streets like Lakewood are empty. All the residents are parking on their lawns and this is not adding to the charm of Bay Beach. Parking fees for homeowners and their guests should be waived.	9/3/2019 8:58 PM
36	Please also consider maximum length of parking on streets. a truck towing an RV parked on a street this year blocking traffic and causing a hazard.	9/3/2019 12:17 PM
37	The Town has failed in the past to require adequate off street parking	9/3/2019 11:26 AM
38	Paying to park in front of my cottage is ridiculous.	9/3/2019 11:24 AM
39	3 storeys parking garage - handicap on 1st level, if going higher than 3 storeys, requires elevators which are very expensive to put in then go 5 or 6 storeys to make it worth while!	9/1/2019 3:33 PM

40	Residents and their guest should be exempt from paying for on street parking near their residence	8/30/2019 2:46 PM
41	Many new businesses in existing building are not providing new parking spaces. Lower derby road is a good examplen	8/30/2019 2:45 PM
42	Changes at Bay beach are working	8/30/2019 2:43 PM
43	-	8/30/2019 2:42 PM
44	Parking is an issue during the summer last 2 weeks in July and first two weeks in August. Before and after that time, no problems.	8/30/2019 2:41 PM
45	Property owners need parking for themselves and guests. Our parking has been taken away from us and given to beach day patrons. Most streets are EMPTY of parking even on the busiest holidays. Lakewood Ave., Rosewood, Cherry Hill Blvd., etc are signed for beach patrons and are unused by anyone. We residents want our parking back!!	8/28/2019 9:28 PM

From: [Jill Juhlke](#)
To: [Heather Goodman](#)
Subject: 190312 (Crystal Beach) FW: Parking Passes
Date: September 5, 2019 4:57:12 PM
Attachments: [image001.png](#)

Email one of two Chris received from Janet...

Jill Juhlke, Dipl.T., C.E.T., MITE
Senior Project Manager



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 905.381.2229 x301
e: jjuhlke@ptsl.com
w: www.ptsl.com

From: Chris Millar <CMillar@forterie.ca>
Sent: September 5, 2019 3:47 PM
To: Jill Juhlke <jjuhlke@ptsl.com>
Subject: Fw: Parking Passes

As discussed.

Chris Millar, CPT, CNU-A, MCIP, RPP
Neighbourhood Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario
Canada
L2A 2S6

TEL: 1-905-871-1600 ext.2503
FAX: 1-905-871-6411

----- Forwarded by Chris Millar/FortErie on 09/05/2019 03:46 PM -----

From: [REDACTED]
To: cmillar@forterie.ca
Date: 09/04/2019 08:28 PM
Subject: Fwd: Parking Passes

----- Forwarded message -----

From: [REDACTED]
Date: Sep 4, 2019 8:25 PM

Subject: Parking Passes

To: [REDACTED]
[REDACTED]

Hi Chris,

I wanted to follow up with my previous Email, and let you know that Ashwood Avenue was pretty empty this summer, except for on the weekends where people parked by the ticket meter. (Ashwood and Birchwood.)

We did not have one car park in front of our cottage all summer long!

It was a shame, because our family had to jam our cars on the front lawn, and it really tore up the grass. It was also hard to mow the lawn, because we had no place to put the cars while mowing. We moved cars from one area of our lawn to another, and mowed one section at a time.

I did not have many guests come to stay with me this year. Unless we have a couple parking passes, I don't plan on inviting overnight/ out of town guests next year. Normally, they spend money shopping, and at restaurants while they are in Crystal Beach.

Another problem has been workers coming to our cottage. We renovated our bathroom this year. We had construction workers, electricians, and plumbers come over. We also hired people to paint inside. I didn't want to pay for their parking everyday, so I let them park on the lawn. They should be parking on the street.

Parking passes would be helpful in this situation.

Since we can't park on the street, I don't have the same motivation to take care of that area, and keep it groomed and lovely anymore.

We still mow it, but my heart is not in it the same way. It is no longer a priority to make it look good.

Without having as many friends up this year, we closed the cottage early. It's been in our family for over 50 years.

We have been denied a parking pass.

Thank you,
[REDACTED]
[REDACTED]
[REDACTED]

From: [Jill Juhlke](#)
To: [Heather Goodman](#)
Subject: 190312 (Crystal Beach) FW: Last Chance to Tell the Town What You Want!
Date: September 5, 2019 4:59:05 PM
Attachments: [image001.png](#)

Email two of two from Janet

Jill Juhlke, Dipl.T., C.E.T., MITE
Senior Project Manager



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 905.381.2229 x301
e: jjuhlke@pts1.com
w: www.pts1.com

From: Chris Millar <CMillar@forterie.ca>
Sent: September 5, 2019 3:44 PM
To: Jill Juhlke <jjuhlke@pts1.com>
Subject: Fw: Last Chance to Tell the Town What You Want!

Jill,
As mentioned.

A second from this person will follow also. Just a follow up from her on this message.

Sincerely,
Chris Millar, CPT, CNU-A, MCIP, RPP
Neighbourhood Planner
Town of Fort Erie
1 Municipal Centre Drive
Fort Erie, Ontario
Canada
L2A 2S6

TEL: 1-905-871-1600 ext.2503
FAX: 1-905-871-6411

----- Forwarded by Chris Millar/FortErie on 09/05/2019 03:42 PM -----

[REDACTED]
[REDACTED] cmillar@forterie.ca
Cc: dlubberts@forterie.ca
Date: 09/04/2019 03:33 PM
Subject: Re: Last Chance to Tell the Town What You Want!

July 1st through July 4th..

During the holidays when the parking should be especially busy- no cars at all are parked on the end of our street. Only our families.
Ashwood Avenue.

(We have 3 families on our deed with adult kids.)

We aren't having guests come up because we don't want any more people parking on the lawns. No parties either, this year.

Less money that we're spending at Joe's Value Mart, for parties and overnight guests.

Besides these pictures taken on July 4th- I have a video, and did a panoramic view of Ashwood Avenue to show there are no cars on our street. Its too long to send in this Email, and I don't know how to send it, except in a text.

Is there a phone number that I can send it to?

A couple of parking passes for our families would sure help out!

Thank you.

[REDACTED]

[REDACTED]

[REDACTED]

On Sep 4, 2019 2:36 PM, [REDACTED] wrote:

Please keep Crystal Beach buildings to a maximum height of 3 stories!

Thank you.

[REDACTED]

On Sep 4, 2019 11:23 AM, [REDACTED] wrote:

Dear friends of Bay Beach ...

The Town's Planning staff has proposed **NEW RULES for land use, density, and maximum building height** in certain areas of Crystal Beach. These zoning changes are described in the [Crystal Beach Secondary Plan](http://www.forterie.ca/pages/CrystalBeachSecondaryPlan) (see www.forterie.ca/pages/CrystalBeachSecondaryPlan).

In 2005, the community and Town agreed that Crystal Beach should have a maximum building height of 3 storeys in order to maintain its character and charm, as specified in the award-winning Crystal Beach Neighbourhood Plan. **If you believe Crystal Beach should keep its 3-storey maximum height**, please send an email to Chris Millar (cmillar@forterie.ca) and cc Councillor Don Lubberts (dlubberts@forterie.ca) **by no later than Friday, Sept 13.**

You can see what the Town envisions for different areas of Crystal Beach by reviewing the staff's [Conceptual Development Plan](http://www.forterie.ca/resource/files/C6682F1898DE69C485258450006FBC84/$File/CBSP_GROUP%20ABTOFF_Aug8-2019_As%20Issued.pdf). Click the following link and then enlarge the map so you can read the text: [www.forterie.ca/resource/files/C6682F1898DE69C485258450006FBC84/\\$File/CBSP_GROUP%20ABTOFF_Aug8-2019_As%20Issued.pdf](http://www.forterie.ca/resource/files/C6682F1898DE69C485258450006FBC84/$File/CBSP_GROUP%20ABTOFF_Aug8-2019_As%20Issued.pdf)

Here are some of the changes the Town is proposing:

-- **6-storey buildings** at the corner of Erie Road and Ridgeway Road (where the Crystal Chandelier is located) and farther west on the north side of Erie Road.

-- On both sides of Derby Road (from Erie Road to Queens Circle), **heights up to 5 storeys**.

-- On the north side of Erie Road from Schooley Road to Derby Road, a required **minimum building height of 3 or 4 storeys**, with lower heights toward the back of each lot.

If you also want to comment on the **CURRENT PARKING PROBLEMS in Crystal Beach**, please complete the Town's Public Parking Survey at:

www.surveymonkey.com/r/CrystalBeachParkingStudy

Thanks very much for your help!



From: [Jill Juhlke](#)
To: [Heather Goodman](#)
Subject: FW: Parking for Crystal Beach
Date: September 6, 2019 10:17:25 AM
Attachments: [image001.png](#)

FYI...

Jill Juhlke, Dipl.T., C.E.T., MITE
Senior Project Manager



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 905.381.2229 x301
e: jjuhlke@ptsl.com
w: www.ptsl.com

From: Jill Juhlke
Sent: September 6, 2019 10:17 AM
Subject: RE: Parking for Crystal Beach

Hello [REDACTED]

Thank you for your email.

Under the By-law, one parking space per dwelling unit (house, apartment, etc.) is required. This is inclusive of visitor parking requirements (meaning that dedicated parking for visitors is not required). Given this, we will not be recommending a ratio for onsite visitor parking. Any surplus parking within the area can serve visitor parking needs as well as any vacant onsite spaces at multi-unit buildings.

As well, the projected parking deficit of 176 spaces is based on all identified Crystal Beach parcels developing at the maximum density. The actual density will be determined on a site by site basis as development occurs and will not exceed the maximum identified in the latest projections presented at the meeting. Any reductions in density will result in an overall reduction in the parking deficit and in turn, potentially more spaces available to serve visitor parking needs.

Regards,

Jill Juhlke, Dipl.T., C.E.T., MITE
Senior Project Manager



Paradigm Transportation Solutions Limited

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

p: 905.381.2229 x301

e: jjuhlke@ptsl.com

w: www.ptsl.com

From: [REDACTED]

Sent: September 5, 2019 2:40 PM

To: Jill Juhlke <jjuhlke@ptsl.com>

Subject: Parking for Crystal Beach

Hi Jill,

When we spoke at the town meeting, you mentioned 1 car per building unit and therefore, one parking spot.

How many parking spots would you suggest for visitors and guests? If you had a 30 unit building would you plan

for 10 extra parking spots? What would you use as a ratio?

Regards,

[REDACTED]

[REDACTED]

[REDACTED]

From: [Jill Juhlke](#)
To: [Chris Millar](#)
Cc: [Heather Goodman](#)
Subject: FW: Bay Beach parking survey (Resident comments)
Date: September 9, 2019 3:52:50 PM
Attachments: [image001.png](#)

Hi Chris,

I just received this email from a few concerned residents. I am flipping this to you for response since these are existing issues/concerns that do not pertain directly to our parking study.

We can discuss tomorrow if needed,

Jill Juhlke, Dipl.T., C.E.T., MITE
Senior Project Manager



Paradigm Transportation Solutions Limited

5A-150 Pinebush Road, Cambridge ON N1R 8J8
p: 905.381.2229 x301
e: jjuhlke@ptsl.com
w: www.ptsl.com

From: [REDACTED]
Sent: September 9, 2019 11:41 AM
To: Jill Juhlke <jjuhlke@ptsl.com>
Subject: Bay Beach parking survey

Good morning Jill,

I am a member of the Crystal Beach Secondary Plan committee. I did attend the recent open house but did not get a chance to speak with you. Chris Millar suggested perhaps I put a few thoughts in writing.

We live at [REDACTED] in Crystal Beach and have experienced the gamut of parking concerns over the years.

There are several things about the current parking situation that befuddle us. The first is why on our street the parking was moved to only the west side? This caused several spots to be lost (compared to the east) and put the parking on the boulevard next to the sidewalk where people are walking.

I saw one young man ticketed for being "too much on the road" and consequently some people move "too far off the road" and right off the boulevard and onto the walkway. We have even had cars on our front lawn.

We also have not been able to get an answer from the town about how permit allowances have been granted. It seems some residents with/without space for a car have been given one or two on-street passes and others have not. It seems counter to our overall philosophy for our village that people should be forced to make driveways on the lawn where their grandchildren play?

Furthermore, why is there not a seasonal parking pass for residents who have not been granted a permit? There is nothing more annoying than being a rate payer and having to find a street spot and then walk to the machine each and every day (over a period of around 100 days) to pay the 10.00.

We understand completely why the Town has moved to paid parking but to force resident tax payers to go each and every day to pay is inane. It is as much about the inconvenience as it is the \$1000.00. Surely the Town could come up with a seasonal pass for parking as they have with the beach admission.

More of a concern to us as senior residents is how dangerous our corner is. Every day we witness multiple examples of people driving the WRONG way on the one way section of Oakwood in order to get back onto the eastern portion of Birchwood. Add to this all of the illegal parking on Oakwood and on Birchwood.

Most days this summer cars have been illegally parked on Birchwood between Elmwood and Oakwood. The turn from driving south on Elmwood onto Birchwood is treacherous to say the least. And even more so with the illegal parking. I have multiple photos and have shared these with local by-law enforcement. They did say they would paint an orange line to highlight the distance from the corner and/or from private property but we have not seen any improvement.

An officer did come and have a look at the corner but said it was not up to the Town to ensure that the signage was adequate and that it would be unlikely that the police would "catch" drivers going the wrong way. As is often the case, it will take a neighbourhood child being killed before this will change.

Our suggestion would be to prohibit parking ONLY for the section from east Birchwood to west Birchwood.

This still allows for the usual parking on the west side of Oakwood from Erie to Birchwood. STOP the parking from that corner to the next which is the western section of Birchwood. And then allow parking again on the east side from there to Glensprings as is the current situation.

We are fortunate in one way that we have several off road parking spaces...and unfortunate in another way in that we often find people parked in our driveway. This is generally on busy weeks in the summer and often for "church on the beach." There is nothing worse than coming home from work to find someone trespassing in your driveway. This has happened several times and twice we were even blocked into our own driveway with no way of knowing who owned the offending vehicle and when they would return.

According to the Town and the police we have very few options when this happens. The Town tells

us the by law officers have no authority and the Regional Police say our only option is to tow at our own expense.

We believe that by simply prohibiting parking for that very small section of Oakwood from Birchwood to Birchwood, this could be at least somewhat resolved.

Thank you,

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Crystal Beach Parking Study



Project Overview

Why Complete a Parking Study for Crystal Beach?

The Town has undertaken several recent initiatives in Crystal Beach which have impacted parking demand and availability, including:

- Redeveloping the waterfront park and collecting user fees;
- Implementing paid on-street parking;
- Formalizing agreements for public access to parking on private lands; and
- Developing a Secondary Plan for the entire Crystal Beach Neighbourhood.

What will the Parking Study do?

The Crystal Beach Parking Study will develop a plan to ensure an adequate supply of parking is available through the year 2039 (the next 20 years) to accommodate the planned growth.

Study Process

Stage 1:

Determine Existing Parking Demand and Supply

Stage 2:

Establish Future Parking Demand



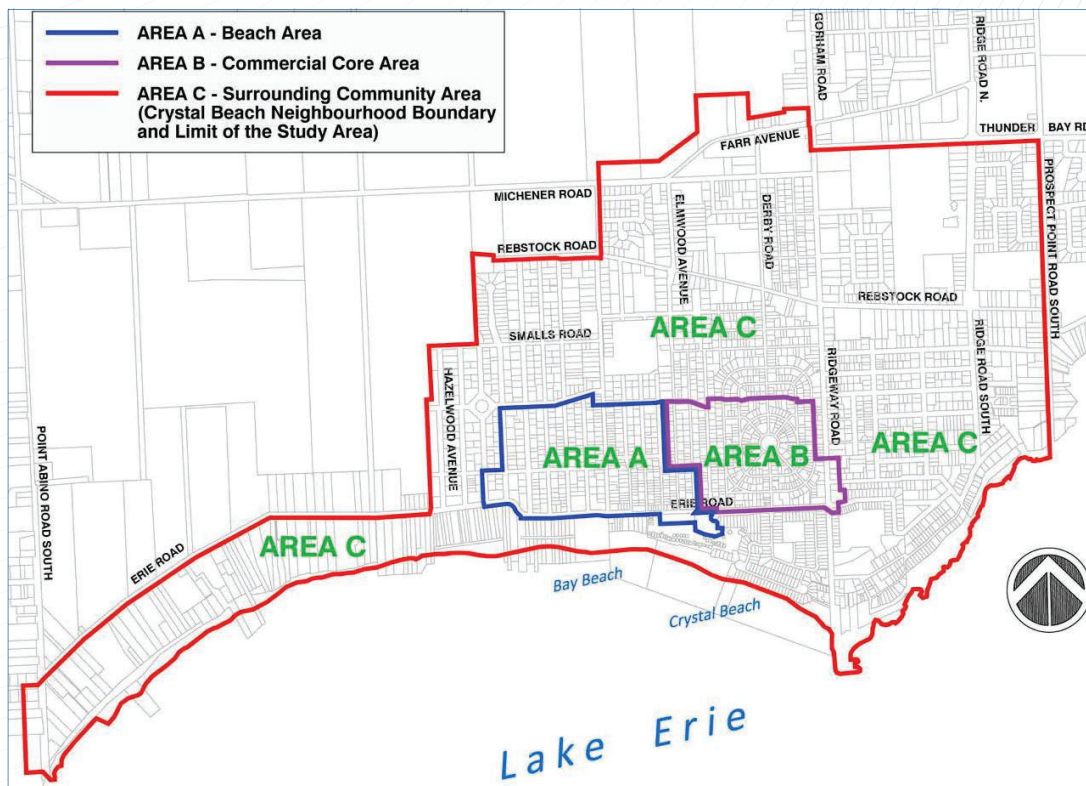
We are here

Stage 3:

Develop Strategies and Prepare Study Report with Recommendations

Crystal Beach Parking Study

Parking Supply (estimated)



Area	Area A (Beach)	Area B (Core)	Area C* (Remainder)	Total
On-street parking	431	332	22	785
Public parking lots	140	69	304	513
Private parking lots	214	0	10	224
Total	785	401	336	1522

*Area C only includes arena / library parking and Waterfront Park, Terrace Lane on-street spaces and Palmwood parking lot spaces

Crystal Beach Parking Study



Data Collection

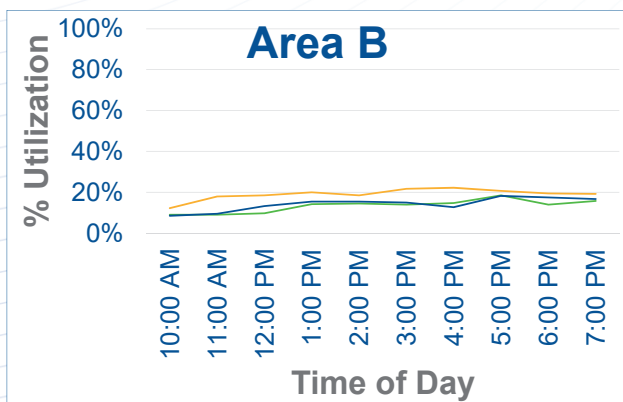
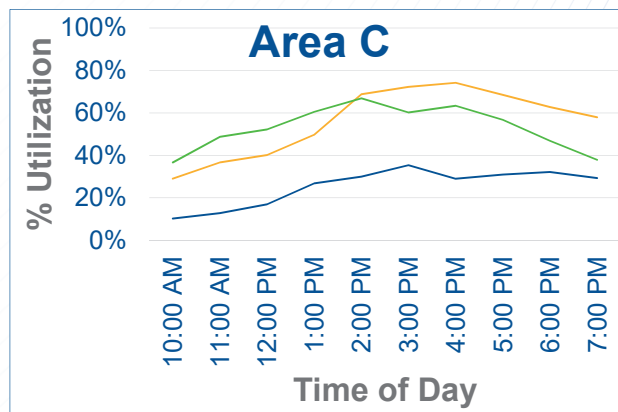
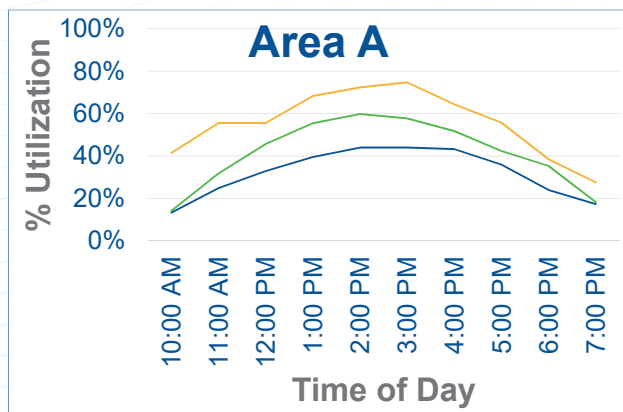
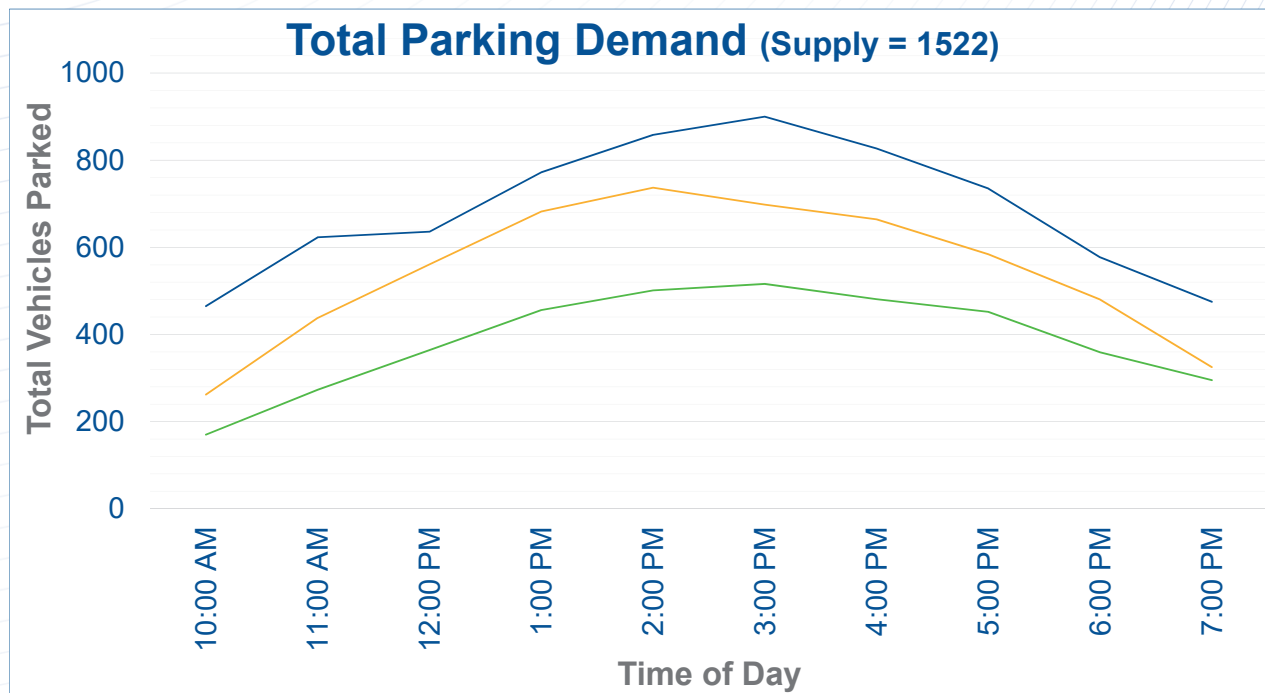
- ▶ **Collected data on three days from 10:00 AM to 8:00 PM:**
 - Sunday, June 30;
 - Monday, July 1; and
 - Saturday, July 13
- ▶ **Surveyed number of vehicles parked on-street and in parking lots each hour within:**
 - Area A – Beach Area;
 - Area B – Commercial Core Area; and
 - Area C – Surrounding Community Area (select on-street and parking lots only).
- ▶ **Ideal beach weather during data collection, sunny with temperatures between 21°C and 24°C (before humidex).**



Bay Beach on July 1, 2019 – Beach at 80% Capacity

Crystal Beach Parking Study

Parking Study Results

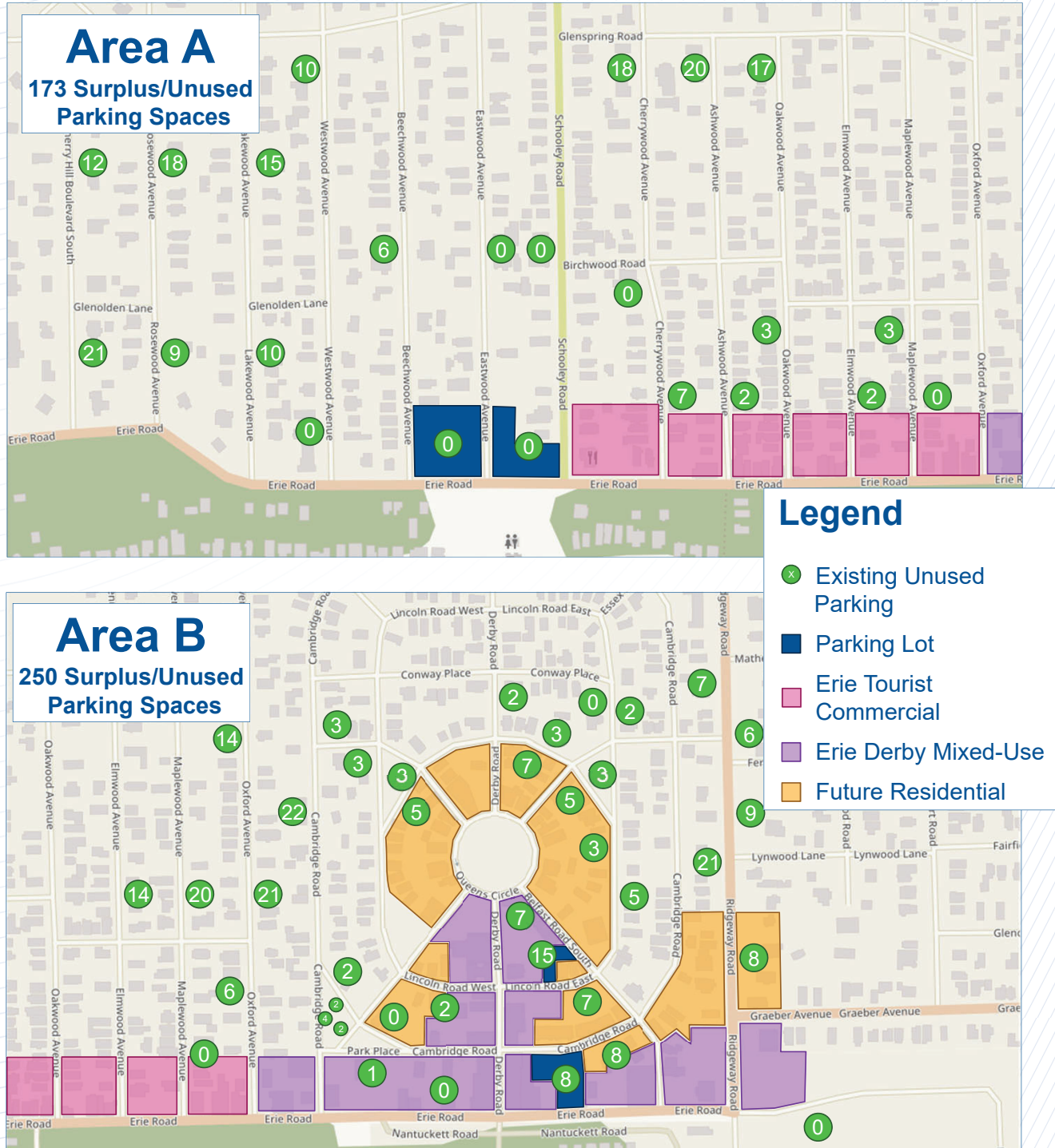


Legend

- Sunday, June 30
- Monday, July 1
- Saturday, July 13

Crystal Beach Parking Study

Surplus Parking and Development Areas



Surplus/Unused Parking Spaces are not currently required to serve existing parking demand and should be available to service future parking needs of redevelopment and intensification.

Crystal Beach Parking Study



Future Parking

Future Parking Requirements

Variable		Erie Tourist Commercial	Erie Derby Mixed-Use	Residential	Total
Units/GFA	Res. (Units)	212	432	559	1203
	Comm. (m ²)	2666	7131	-	9797
By-Law Parking Provision	Res. (1/Unit)	212	432	559	1203
	Comm. (1/25m ²)	107	285	-	392
	Total	319	717	559	1595
Estimated On-site Parking		271	441	559	1271
Required Off-site Parking		48	276	0	324
Available Off-site Parking		23	125	-	148
Future Off-site Parking Deficit		-25	-151	-	-176

Future Parking Alternatives

Moving forward, the study will consider alternatives for future parking in Crystal Beach, including:

- Changes to on-street parking;
- Changes to paid parking (supply and fees);
- Additional off-street parking; and
- Additional bus service.

THANK YOU FOR ATTENDING!

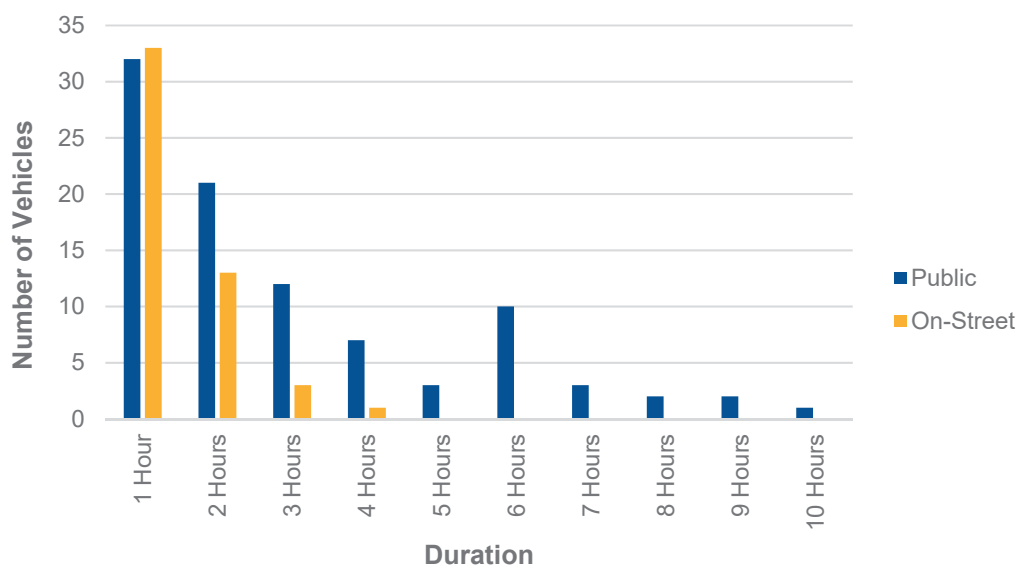
Please return your comment sheets

To complete the survey online, visit

www.surveymonkey.com/r/CrystalBeachParkingStudy

Core Area Parking Duration

	Public	On-Street	Total	Percentage
1 Hour	32	33	65	45%
2 Hours	21	13	34	24%
3 Hours	12	3	15	11%
4 Hours	7	1	8	6%
5 Hours	3	0	3	2%
6 Hours	10	0	10	7%
7 Hours	3	0	3	2%
8 Hours	2	0	2	1%
9 Hours	2	0	2	1%
10 Hours	1	0	1	1%
Total	93	50	143	100%



*On-street parking includes marked parking on Erie Road from Cambridge to Ridgeway

[illegible]



APPENDIX "2"

TO ADMINISTRATIVE REPORT PDS-64-2019 DATED NOVEMBER 12, 2019											
Site Area (m2)	(Designed) Unit Yield	Existing Residential	Net New Residential	(Designed) Residential Density (Typ) UPH	(Designed) Coverage (Typ) as m2	(Designed) Coverage (Typ) as a %	(Designed) On-site Parking Residential per unit multiplier	(Designed) Parking Generated	(Designed) Commercial Floor Space (m2)	Parking not required. IF parking was required, 1 spc per 25m2	Surplus / Deficit Expected On-site Parking available for On-site Commercial
4185	53	9	44	127	1758	42%	1.28	68	670	27	15
2499	32	9	23	127	1050	42%	1.28	41	400	16	9
2502	32	13	19	127	1051	42%	1.28	41	400	16	9
2508	32	9	23	127	1046	42%	1.28	41	412	16	9
2409	31	8	23	127	1012	42%	1.28	39	385	15	9
2492	32	5	27	127	1047	42%	1.28	41	399	16	9
2481	32	1	31	127	1042	42%	1.28	40	397	16	9
6167	78	3	75	127	2590	42%	1.28	100	987	39	22
1491	30	9	21	201	790	53%	0.47	18	741	30	-12
2081	30	4	26	145	988	47%	1.2	36	493	20	6
2912	34	0	34	116	1158	40%	1.29	44	1158	46	10
2912	32	5	27	110	1063	37%	0.5	18	358	14	-14
1783	30	1	29	168	772	43%	1.06	32	493	20	2
1450	38	25	13	262	940	65%	0.34	13	674	27	-25
2467	42	1	41	170	913	37%	0.74	31	606	24	-11
3442	54	7	47	156	988	29%	1.07	58	632	25	4
3082	32	0	32	103	802	26%	1.59	51	592	24	19
553	2	1	1	36	n/a	n/a	n/a (on-site)	2	n/a	n/a	
391	1	1	0	26	n/a	n/a	n/a (on-site)	1	n/a	n/a	
x	x		x	x	n/a	n/a	n/a (on-site)	x	n/a	n/a	
5731	20	1	19	35	n/a	n/a	n/a (on-site)	20	n/a	n/a	
30551	66	1	65	22	n/a	n/a	n/a (on-site)	66	n/a	n/a	
3116	42	1	41	135	n/a	n/a	n/a (on-site)	42	n/a	n/a	
14320	51	1	50	36	n/a	n/a	n/a (on-site)	51	n/a	n/a	
9814	28	1	27	29	n/a	n/a	n/a (on-site)	28	n/a	n/a	
4158	10	1	9	24	n/a	n/a	n/a (on-site)	10	n/a	n/a	
15095	36	1	35	24	n/a	n/a	n/a (on-site)	36	n/a	n/a	
12109	20	1	19	17	n/a	n/a	n/a (on-site)	20	n/a	n/a	
6487	40	1	39	62	n/a	n/a	n/a (on-site)	40	n/a	n/a	
25744	40	1	39	16	n/a	n/a	n/a (on-site)	40	n/a	n/a	
11216	24	1	23	21	n/a	n/a	n/a (on-site)	24	n/a	n/a	
5861	25	1	24	43	n/a	n/a	n/a (on-site)	25	n/a	n/a	
11178	56	1	55	50	n/a	n/a	n/a (on-site)	56	n/a	n/a	
2882	15	12	3	52	n/a	n/a	expected on-site	15	n/a	n/a	
3346	17	8	9	51	n/a	n/a	expected on-site	17	n/a	n/a	
2242	12	7	5	54	n/a	n/a	expected on-site	12	n/a	n/a	
2425	12	7	5	49	n/a	n/a	expected on-site	12	n/a	n/a	
3330	17	11	6	51	n/a	n/a	expected on-site	17	n/a	n/a	
2986	15	5	10	50	n/a	n/a	expected on-site	15	n/a	n/a	
1858	10	1	9	54	n/a	n/a	n/a (on-site)	10	n/a	n/a	

Residential Medium and Low Density Mixed Use

Entire Urban Community

16 of 16

Town of Fort Erie

Crystal Beach Parking Study

BIA Parking Survey



The Town of Fort Erie has undertaken several recent initiatives in Crystal Beach which have impacted parking demand and availability, including:

- Redeveloping the waterfront park and collecting user fees;
- Implementing paid on-street parking;
- Formalizing agreements for public access to parking on private lands; and
- Developing a Secondary Plan for the entire Crystal Beach Neighbourhood

The Crystal Beach Parking Study will develop a plan to ensure an adequate supply of parking is available through the year 2039 (the next 20 years) to accommodate the planned growth.

The Town is conducting this survey to better understand the opinions of local businesses about parking in Crystal Beach. The survey should take about 5 minutes to complete.

Note that the core area is generally bounded by Maplewood Avenue, Erie Road, Ridgeway Road and Conway Place

Please provide your opinions on parking within the core area of Crystal Beach:

1. There is enough parking within the core area of Crystal Beach during the summer months.
(Select one)
 - a. Completely agree
 - b. Somewhat agree
 - c. Neither agree nor disagree
 - d. Somewhat disagree
 - e. Completely disagree
2. What are the specific parking problems in the core area of Crystal Beach?
(Select all that apply)
 - a. None
 - b. Not enough parking within convenient walking distance
 - c. No dedicated core area business parking
 - d. Lack of information signs (parking lot location(s), time limits, etc.)
 - e. Other _____

Town of Fort Erie

Crystal Beach Parking Study

BIA Parking Survey



3. Has the implementation of paid parking reduced the availability of parking for your business?
 - a. Yes
 - b. No

4. Where do most parking problems occur in the core area of Crystal Beach?
(Select all that apply)
 - a. Near Erie Road and Derby Road
 - b. West of Erie Road and Derby Road
 - c. East of Erie Road and Derby Road
 - d. North of Erie Road and Derby Road
 - e. All of the above
 - f. Other _____

5. Are beach visitors parking in the core area, resulting in a shortfall of spaces for businesses? If yes, please note the location.
 - a. No
 - b. Yes _____

6. What future parking alternatives do you support?
(Select all that apply)
 - a. More on-street parking
 - b. Removal of on-street parking
 - c. More paid parking areas (both on-street and in lots)
 - d. Increased parking charges
 - e. More parking lots
 - f. Dedicated core area business parking spaces/lot
 - g. Parking garage
 - h. Increased bus service within Crystal Beach
 - i. Other _____

Town of Fort Erie

Crystal Beach Parking Study

BIA Parking Survey



7. Where should additional parking be provided?

8. Comments

Your Name

Business Name

Business Address

Thank you for taking the time to complete this survey.

To complete this survey online, visit www.surveymonkey.com/r/CrystalBeachParkingStudy_BIA

For more information, visit the Town's website or social media (Twitter and Facebook), or contact:

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Crystal Beach BIA

Agenda

Crystal Beach Business Improvement Area Board of Management

By-law No. 183-07, 147-08, 154-08, 167-08

Purpose: The improvement, beautification and maintenance of municipally-owned lands, buildings and structures in the area, beyond such improvement, beautification and maintenance as is provided at the expense of the municipality at large, and the promotion of the area as a business or shopping area.

Composition: 6 citizen appointees and 1 Member of Council

Meetings: 3-4 times a year at the call of the Chair - Crystal Beach Fire hall or private home

Web Site: <https://www.facebook.com/visitcrystalbeach>

Meeting Date, Time, and Location
Tuesday September 10th, 6:00 pm, Firehall, Crystal Beach ON

Members Present

1)

Call to Order

2)

Roll Call

3)

Disclosures of Pecuniary Interest
--

4)

Approval of Agenda

Motion to approve the agenda as presented/amended.

5)

Presentations and Delegations

Paradigm Transportation, Jill Juhlke

6) **Approval of Minutes**

Motion to approve the minutes of August 13th, 2019 as presented/amended.

7) **Agenda Items**

- A. Parking delegation - **Jill Juhlke**, *Senior Project Manager, Paradigm Transportation*
- B. CB BIA responsible for our own financials and banking?
- C. Supper Market recap – presentation by Mike Hopper
- D. CB Secondary Plan – open house debrief from August 28th, 2019 – for or against?
- E. Canada Games presentation (postponed)

8) **Reports & Correspondence**

- a. Treasurer's Report
- b. Councillor's Report

9) **New Business and Inquiries by Members**

10) **Next Meeting Date and Adjournment**

TBA

Motion to adjourn.



Crystal Beach BIA

Minutes

Meeting Date, Time, and Location

Tuesday August 13th, 6:00 pm, Firehall, Crystal Beach ON

Members Present

Board Members – Kirk Fretz, Mike Hopper, Rick Boivin, Robin Bannerman, Don Lubberts

Regrets –Carol McKay, Phil Smith

Absent –

BIA Members –

Guest – Andrea Leslie

1) **Call to Order**

Meeting called to order by Kirk Fretz at 6:08 pm.

2) **Roll Call**

Recording secretary noted all attendees.

3) **Disclosures of Pecuniary Interest**

None.

4) **Approval of Agenda**

Motion to approve the agenda as presented. Moved by Robin Bannerman /Seconded by Mike Hopper. Carried.

5) **Presentations and Delegations**

Canada Games presentation – postponed until Tuesday September 10th, 2019

6) **Approval of Minutes**

**Motion to approve the minutes of June 4th, 2019 as presented/amended.
Moved by Mike Hopper /Seconded by Robin Bannerman Carried**

7)

Agenda Items

- a. CB BIA bank account via Meridian: town is agreeable to CB BIA having its own bank account.
Motion for the CB BIA to have their own bank account and manage their own financial affairs. Moved by Kirk Fretz / seconded by Robin Bannerman. Carried.
- b. Derby Days: (from Rachel Furness and Sandra Lyons – Derby Days Organizers)

“Our goal is to promote more business on Derby Road and the surrounding area. We propose to do this by hosting Derby Days on Saturday, September 21st between the hours of 11am and 4pm. We have spoken with the other businesses on Derby Road who all agree it is a good idea and want to participate
We envision closing the street to allow more space for people to walk through. Balloons will be at the Erie Road entrance and along Derby Road plus entertainment such as musicians to help draw attention to the street. The Derby businesses will have tables outside to attract people to their stores. Artists and other vendors, who do not compete with existing businesses, will be invited to set up along the street in designated areas and charged a minimum fee to help cover any costs that may be incurred. Vendor spaces would be offered to the surrounding Crystal Beach businesses before outside businesses. Some activities for the day would include face painting and games for children, massage services, psychic readings, buskers, etc.”
- c. Google CB business listings – Andrea Leslie created a community calendar on Google and invited all CB businesses to log on and populate the calendar with their respective events. The google account is CBCalendarEvents@gmail.com. The password is **baybeach2019**. Businesses simply log into this account and add their event(s) to the calendar. Then, by adding the google community event calendar to their business, it will automatically update the calendar on everyone's site.
- d. Business parking – the BIA needs to consult Ontario BIA's rules and regulations. Technically, the TOFE would have had to run any parking changes by the BIA and there is no record of the TOFE doing so. This is a direct violation. Suggestion is to add a Bay Beach agenda item for September's CB BIA meeting to consolidate observations and findings. Suggestion to invite Kelly Walsh to respond to findings at the next meeting. Robin to craft a letter to request business stakeholders to provide their observations and findings. Don Lubberts mentioned a meeting Scheduled August 28, 2019 to discuss parking. Don noted during zoning discussions, the CB BIA is not mentioned as a stakeholder. The CB BIA MUST be notified. The CB BIA is to craft a letter stating the BIA needs to be included in planning meetings because we are a stakeholder. (Investigate Ontario's Business Improvement Area handbook – section 209, 210?)
- e. Supper Market – Despite the rain last week, market was a success. Kirk Fretz announced he will not be returning next year as manager. A new manager will need to be hired. Kirk will put together a job description and the BIA will meet with prospective candidates who meet the criteria.
- f. Social Media – the social media component will be bundled into the Manager role, once one is hired.

8)

Reports & Correspondence

- a. Treasurer's Report – Mike Hopper described the finances to be in good shape and Supper Market is going well. \$400 donation from gated community and \$5,000 from Meridian. Copies of the budget were provided by Mike Hopper.

- b. Councillor's Report – Don Lubberts will look into and, report back regarding what businesses are in the community, what amount the levies are at, the current number of businesses open and how we are to know when a business closes.

9) **New Business and Inquiries by Members**

11) **Next Meeting Date and Adjournment**

The next meeting will be September 10th, 2019 Firehall.

Motion to adjourn. Moved by Kirk Fretz / Seconded by Robin Bannerman Carried.The meeting was adjourned at 7:46 pm.

Draft CBBIA Minutes of the August 2019 Meeting.

Current Draft:

A. Parking delegation - **Jill Juhlke**, *Senior Project Manager, Paradigm Transportation*
Paradigm Transportation compiled studies to ensure adequate parking is synchronized with the planned growth numbers. Paradigm Transportation assessed the existing parking supply over 3 busy summer beach day. The group is attempting to mitigate any shortfall in parking. They estimate there are 1,522 available parking spaces in the greater Crystal Beach area, across 3 defined areas. They are attempting to determine the best way to accommodate potential growth as they understand it, with three mandates: signage, time limits and monitoring and enforcement.

Suggested amended description:

A. Parking delegation - **Jill Juhlke**, *Senior Project Manager, Paradigm Transportation*
Paradigm Transportation was retained by the Town to undertake a parking study for the Crystal Beach Neighbourhood. The study looks at the "Beach" area, the "Core" area (The business district) and others areas of parking interest such as the Crystal Beach Waterfront Park and Crystal Ridge Community Centre. Paradigm compiled studies to ensure adequate parking is synchronized with the planned growth numbers being considered by the Town as Part of its Secondary Planning. Paradigm Transportation assessed the existing parking supply over 3 busy summer beach days and was also able to record turnover in the business area. The consultant is attempting to quantify and mitigate any shortfall in parking over the long term. They estimate there are 1,522 available parking spaces in the greater Crystal Beach area, across 3 defined areas. They are attempting to determine the best way to accommodate potential growth as they understand it, with three mandates for the regulated areas of the Beach and Business Core: signage, time limits and monitoring and enforcement. The parking study will provide recommendations for the Town in respect of their findings for long term (to 2039) supply of parking in the Crystal Beach Community.