



February 17, 2026

**Via: Email**

Curtis Thompson, RPP  
Manager of Development Planning  
Elevate Living  
800 Niagara Street, Unit E2  
Welland ON L2C 5Z4

Dear Curtis:

**Re: 547 King Street Parking Study  
Port Colborne, Ontario  
Project No.: 300060756.0000**

R.J. Burnside & Associates Limited (Burnside) was retained by Elevate Living (the Client) to undertake a Parking Study for a proposed three-storey apartment building at 547 King Street in the City of Port Colborne.

The existing site is currently occupied by a single-family dwelling. The existing building is proposed to be demolished and replaced by a three-story apartment building containing 30 units. The site will feature single access on King Street in the same location as the existing dwelling's driveway.

The site proposes 13 regular vehicle parking spaces and one accessible parking space. This results in a parking supply rate of 0.43 spaces / unit. The proposed site plan is shown in Attachment 1.

A review of existing parking demand at similar proxy sites found a maximum average demand rate of between 0.19 and 0.43 spaces / unit. In addition, with existing transit services and active transportation facilities within the vicinity of the site, it is our opinion that the proposed parking supply of 0.43 spaces / unit will exceed future parking demand.

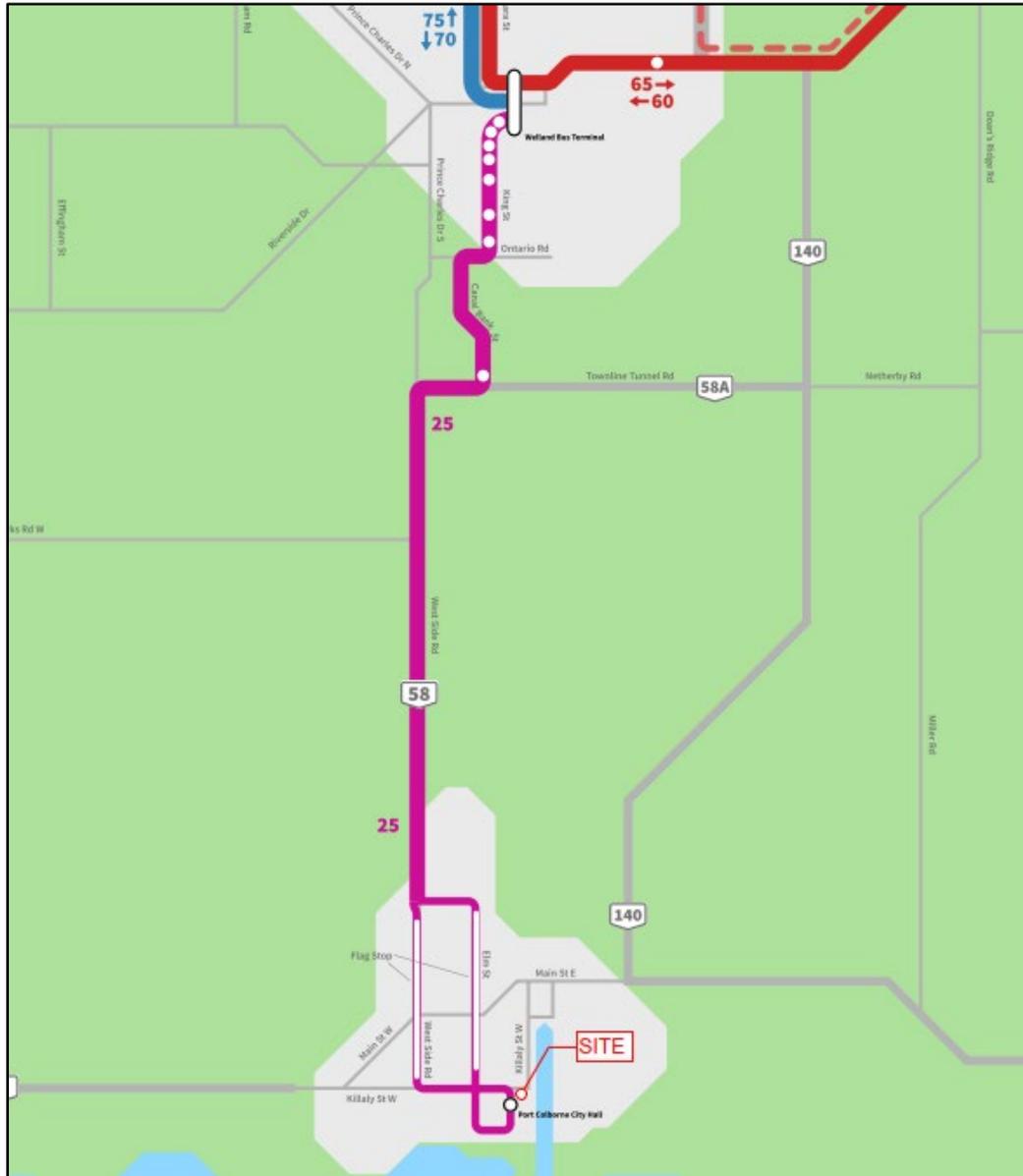
The proposed number of bicycle parking spaces and accessible vehicle parking spaces will exceed and meet the ZBL minimum requirements, respectively.

The following is a summary of our findings.

## **1.0 Existing Transit**

Niagara Region Transit operates one bus route with a stop located south of the site on King Street and Killaly Street West (approximately a two-minute walk from the site). The route provides service between Port Colborne City Hall and the Welland Bus Terminal. The route operates on weekdays and Saturdays between 7:24 a.m. and 10:24 p.m., with an hourly frequency. The existing transit route is shown in Figure 1.

**Figure 1: Existing Transit Routes**



Source: Niagara Region Transit Regional Routes Map

## 2.0 Existing and Future Active Transportation

Sidewalks are provided on both sides of King Street, and a multi-use trail is located along the east side of the Welland Canal, extending north from Killaly Street West, which is approximately a one-minute walk from the site. In addition, the Niagara Region Transportation Master Plan proposes bike lanes on Elm Street, between Main Street West and Killaly Street West, which will be located in close proximity to the site.

### 3.0 Transportation Demand Management (TDM)

The proposed site plan incorporates pedestrian and cyclist friendly design elements to discourage dependency on the single-occupant motor vehicle. This compliments the City's overall transportation vision to achieve a greater sustainable system by promoting and encouraging alternative modes of travel including walking, cycling, and transit.

As noted in Section 1.0 (Existing Transit Services), transit service is available within a two-minute walk, provided by Niagara Region Transit, offering connections to the Welland Bus Terminal and the broader regional transit network. To further support alternative modes of travel, the following TDM measures are proposed:

- Internal sidewalks and sidewalk connections to the existing sidewalks on King Street.
- Bicycle parking in excess of the minimum required spaces will be provided.
- An information package on available transit / walking / cycling facilities will be provided to first-time residents.

### 4.0 Zoning By-law Review

Zoning By-law 6575-30-18 (ZBL) was reviewed for vehicle parking requirements, which are shown in Table 1. An excerpt from the ZBL is contained in Attachment 2.

#### 4.1 Vehicle Parking

Table 1: ZBL Parking Requirements

Proposed Use	ZBL Use	Size	Parking Rate	Required Spaces	Provided Spaces	Deficit / Surplus
Apartment	Apartment Building	30 Units	1.25 space / unit <sup>2</sup>	38	13	-25

According to the ZBL, there will be a deficit of 25 parking spaces. However, it is our opinion that the proposed parking supply will meet or exceed future parking demand based on the following findings.

#### 4.2 Vehicle Proxy Parking Demand Surveys

Existing parking demand surveys were conducted at six similar proxy sites with similar surrounding land uses and transit access in the City of St. Catharines, City of Welland, City of Niagara Falls, and City of Port Colborne. The existing parking surveys were conducted by Ontario Traffic Inc., on behalf of Burnside, on a Friday, June 13 from 6:00 p.m. to 3:00 a.m. and on a Saturday, June 14 from 12:00 p.m. to 3:00 a.m. The proxy sites are summarized along with the peak parking demand rate findings in Table 2.

**Table 2: Proxy Site Parking Demand Summary**

Location	Land Use Description	Nearby Amenities within a 10 to 15 min walk	Transit Availability	Existing Parking Demand Rate	Average Rate (spaces / unit)
<b>Subject Site:</b> 547 King Street, Port Colborne	30 apartments	<ul style="list-style-type: none"> <li>Public Park</li> <li>Library</li> <li>Grocery Store</li> <li>Restaurants</li> </ul>	1 bus routes	0.43 spaces / unit <b>(Proposed Supply)</b>	-
695 Niagara Street, Welland	84 apartments <sup>1</sup>	<ul style="list-style-type: none"> <li>Shopping Mall</li> <li>Grocery Store</li> <li>Convenience Store</li> <li>Restaurants</li> </ul>	1 bus route	0.47 spaces / unit	0.43
699 Niagara Street, Welland	129 apartments <sup>2</sup>		1 bus route	0.39 spaces / unit	
4750 Huron Street, Niagara Falls	9 apartments <sup>3</sup>	<ul style="list-style-type: none"> <li>Library</li> <li>Pharmacy</li> <li>Public Park</li> <li>Retail Store</li> <li>Restaurants</li> </ul>	2 bus routes	0.11 spaces / unit	0.19
555 King Street, Port Colborne	8 apartments <sup>3</sup>	<ul style="list-style-type: none"> <li>Pharmacy</li> <li>Public Park</li> <li>Retail Store</li> <li>Restaurants</li> </ul>	1 bus route	0.25 spaces / unit (on-street parking demand)	
569 King Street, Port Colborne	23 apartments <sup>3</sup>		1 bus route	0.22 spaces / unit	
<b>Average Rate</b>					<b>0.35</b>

Notes: 1. 695 Niagara Street – 20 apartments vacant.  
 2. 699 Niagara Street – 27 apartments vacant.  
 3. 4750 Huron Street, 555 King Street, and 569 King Street were fully occupied.

The subject site has similar nearby amenities and transit routes available, compared to the proxy sites studied. The parking demand surveys found rates between 0.11 to 0.47 spaces / unit and the average rate for the proxy sites with 100% affordable units was 0.19 spaces / unit. The overall average for the six sites was 0.35 spaces / unit.

It is our opinion that the proposed parking supply will exceed future parking demand based on the proximity of nearby amenities and the downtown, transit availability, proposed TDM measures and the results from the proxy site parking demand surveys.

### 4.3 Accessible Spaces

According to the ZBL one accessible space is required if the number of standard parking spaces are between one to 25. The subject development proposes one accessible space, which will meet the minimum ZBL requirement.

#### 4.4 Bicycle Parking

The ZBL requires bicycle parking spaces for an apartment building with ten or more dwelling units with a rate of six spaces plus one for every additional ten dwelling units above 20, which results in seven spaces being required. The proposed development will include 24 bicycle parking spaces (eight short-term covered spaces at the main entrance for visitors and 16 long-term indoor secured spaces for residents), which will exceed the ZBL requirement.

Should you require any clarification on the above please contact either of the undersigned.

Yours truly,

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



Neevijan Pugalendiran, P.Eng  
Transportation Engineer  
NP/DWA:rc



David Angelakis, C.E.T  
Senior Project Manager - Transportation

Enclosure(s)      Attachment 1: Site Plan  
Attachment 2: ZBL 6575-30-18 Excerpts  
Attachment 3: Proxy Parking Demand Survey Data

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## Section 3: Parking Provisions

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### 3.1 Parking Space Requirements

- a) Except as otherwise provided in Section 3, the owner or occupant of any lot, building or structure used or erected for any of the purposes set forth in this By-law, shall provide and maintain for the sole use of the owner, occupant or other persons entering upon or making use of the said lot, building or structure from time to time, one or more parking spaces in accordance with the requirements of Section 3.1.1 and 3.1.2.

#### 3.1.1 Parking Space Requirements for Residential Uses

Permitted Use	No. of Spaces Required per Unit
Apartment Building	1.25
Apartment Building, Public	1 space per 3 units
Bed and Breakfast	1 space per guest room
Dwelling, Accessory	1
Dwelling, Detached	1
Dwelling, Duplex	1
Dwelling, Fourplex	1
Dwelling, Semi-Detached	1
Dwelling, Townhouse Block	1
Dwelling, Townhouse Street	1
Dwelling, Triplex	1
Dwelling Unit, Accessory	1 (can be tandem)
Long Term Care Facility	0.4 per dwelling unit and per care bed
Supportive Living Facility	0.5

#### 3.1.2 Parking Space Requirements for Non-Residential Uses

Permitted Use	
Adult Oriented Entertainment Establishment	Min 1 space per 20 square metres gfa
Animal Care Establishment	Min 1 space per 20 square metres gfa
Brew Pub	Min 1 space per 20 square metres gfa
Cannabis Production Facility	1 space for every employee on the largest shift
Cultural Facility	Min 1 space per 65 square metres gfa
Contractor's Yard	Min 1 space per 100 square metres gfa
Day Care	Min 1 space per 25 square metres gfa
Golf Course and Driving Range	18 per 9 holes of golf plus 1 per 27 square metres of club house
Heavy Equipment Sales and Service	Min 1 space per 35 square metres gfa

parking area shall be required within all parking areas with 100 or more parking spaces.

### 3.12 Drive-Thru Facility

- a) A drive-thru facility shall be subject to the following provisions:
  - i) a minimum 3 m wide landscape buffer shall be provided between a drive-thru facility and a public road; and
  - ii) Shall be located no closer than 7.5 m to a Residential, Institutional or Public and Park zone.

#### 3.12.1 Drive-Thru Facility Stacking Lanes

- a) The minimum number of stacking lane parking spaces for drive-thru facilities shall be:

Use	Min. number of stacking lane tandem parking spaces
Restaurant, Fast Food	10 Spaces
All other uses	3 Spaces

### 3.13 Bicycle Parking Spaces

- a) Bicycle parking spaces must be located on the same lot as the use for which it is provided;
- b) Each bicycle parking space shall be a minimum 1.8 m in length and 0.3 m in width; and
- c) Shall be located at a principle entrance of a building

#### 3.13.1 Required Bicycle Parking

Use	Minimum Number of Bicycle Parking Spaces
Residential Buildings with 10 or more dwelling units	6 Spaces plus 1 for every additional 10 dwelling units above 20
Place of Assembly/Banquet Hall, Recreation Facility, Place of Worship*	1 space per 1000 square metres of gross floor area
Retail and Service Commercial	1 space per 1000 square metres gross floor area
Office	1 space per 1000 square metres gross floor area
Light Industry	1 space per 1000 square metres gross floor area

<b>Standard Space Obstructed on One Side</b>	3	5.2	Abutting any wall or column, or structure on one side
<b>Accessible Space</b>	3.7	5.2	-
<b>Two (2) Accessible Spaces Side by Side</b>	2.6 ea.	5.2	2.6 m common space between accessible spaces

### 3.3 Accessible Parking

- a) Accessible parking spaces shall be provided at the following rate:

<b>Number of Required Standard Parking Spaces</b>	<b>Number of Accessible Parking Spaces</b>	<b>Number of Required Standard Parking Spaces</b>	<b>Number of Accessible Parking Spaces</b>
1-25	1	151-200	7
26-50	2	201-300	8
51-75	3	301-400	10
76-100	4	401-500	12
101-150	6	501 and over	2% of the required parking

### 3.4 Parking Location

- a) Required parking shall be provided on the same lot as the use requiring the parking; or
- b) On any lot that is not a road or lane and is presently zoned to permit parking and is located within 46 metres of the lot occupied by the building or structure or use for which the parking spaces are required.

### 3.5 Parking Area

- a) Every parking area, loading space and driveway connecting a parking area to a road shall be maintained with a hard surface.
- b) On a residential lot with 4 or fewer dwelling units the following provisions shall apply:
- i) Maximum Parking Area Coverage                      50 percent
  - ii) Maximum Width    7.5 metres or 50% of the lot frontage, whichever is less

## Ontario Traffic Inc - Parking Occupancy Count

Date: Friday, June 13, 2025

Time	Parked Vehicles by Area														
	268 Oakdale Ave			4750 Huron St	695 Niagara St		699 Niagara St					555 King St	569 King St		
	Regular	Accessible	Reserved	Regular	Surface	Underground	Regular	Accessible	Staff	Regular	EV	Regular	Regular	Accessible	Employee
18:00 to 18:30	14	1	1	1	10	7	8	0	0	11	1	1	3	1	0
18:30 to 19:00	14	1	1	1	10	7	8	0	1	12	1	2	3	1	0
19:00 to 19:30	13	1	1	0	11	6	8	0	1	14	1	2	3	1	0
19:30 to 20:00	11	1	1	0	11	6	8	0	1	14	1	2	3	1	0
20:00 to 20:30	10	1	1	0	10	6	8	0	1	16	1	2	3	1	0
20:30 to 21:00	11	1	1	0	12	7	10	0	0	16	1	2	3	1	0
21:00 to 21:30	11	1	1	0	13	8	11	0	0	16	1	2	3	1	0
21:30 to 22:00	10	1	1	0	13	8	11	0	0	16	1	1	3	1	0
22:00 to 22:30	9	1	1	0	15	9	12	0	0	16	1	1	3	1	0
22:30 to 23:00	9	1	1	0	15	10	12	0	0	16	1	1	3	1	0
23:00 to 23:30	10	1	1	0	15	10	12	0	0	16	1	1	3	1	0
23:30 to 00:00	10	1	1	0	15	10	12	0	0	16	1	1	3	1	0
00:00 to 00:30	10	1	1	0	15	11	11	0	0	16	1	1	3	1	0
00:30 to 01:00	11	1	1	0	15	11	12	0	0	16	1	1	3	1	0
01:00 to 01:30	12	1	1	0	15	11	12	0	0	16	1	1	3	1	0
01:30 to 02:00	12	1	1	0	15	11	12	0	0	16	1	1	3	1	0
02:00 to 02:30	12	1	1	0	15	11	11	0	0	16	1	1	3	1	0
02:30 to 03:00	12	1	1	0	15	11	11	0	0	16	1	1	3	1	0
Available Spaces =	16	1	1	6	22	36	15	2	1	35	1	3	5	2	2

Ontario Traffic Inc - Parking Occupancy Count

Date: Saturday, June 14, 2025

Time	Parked Vehicles by Area														
	268 Oakdale Ave			4750 Huron St	695 Niagara St		699 Niagara St					555 King St	569 King St		
	Regular	Accessible	Reserved		Surface	Underground	Surface			Underground			Regular	Regular	Accessible
				Regular	Regular	Regular	Accessible	Staff	Regular	EV					
12:00 to 12:30	6	1	1	1	8	6	5	0	1	7	1	1	5	1	2
12:30 to 13:00	5	1	1	1	8	6	5	0	1	7	1	1	4	1	2
13:00 to 13:30	5	1	1	0	7	6	5	0	1	7	1	1	4	1	1
13:30 to 14:00	6	1	1	0	6	6	5	1	1	6	1	1	4	1	2
14:00 to 14:30	7	1	1	1	8	6	6	1	0	6	1	1	4	1	2
14:30 to 15:00	8	1	1	2	9	7	7	1	0	6	1	1	4	1	2
15:00 to 15:30	8	1	1	2	8	7	7	1	0	7	1	1	5	1	2
15:30 to 16:00	10	1	1	1	8	7	9	1	0	8	1	1	5	1	2
16:00 to 16:30	7	1	1	1	10	7	9	1	0	8	1	2	5	1	1
16:30 to 17:00	7	1	1	0	10	7	9	0	0	10	1	2	5	1	1
17:00 to 17:30	7	1	1	0	10	7	9	0	0	10	1	2	4	1	1
17:30 to 18:00	7	0	1	0	9	9	8	0	1	10	1	2	4	1	1
18:00 to 18:30	8	0	1	0	10	9	9	0	1	10	1	2	3	1	1
18:30 to 19:00	8	0	1	1	11	9	9	0	0	11	1	2	3	1	1
19:00 to 19:30	8	1	1	1	11	9	9	0	0	11	1	2	3	1	1
19:30 to 20:00	6	1	1	0	11	10	10	1	0	13	1	2	3	1	0
20:00 to 20:30	6	1	1	0	11	10	10	1	0	13	1	2	3	1	0
20:30 to 21:00	8	1	1	0	13	10	9	1	0	13	1	2	3	1	0
21:00 to 21:30	9	1	1	0	13	10	10	1	0	13	1	1	3	1	0
21:30 to 22:00	10	1	1	0	12	11	12	1	0	13	1	1	3	1	0
22:00 to 22:30	10	1	1	0	13	11	11	1	0	13	1	1	3	1	0
22:30 to 23:00	10	1	1	0	14	12	11	1	0	14	1	1	3	1	0
23:00 to 23:30	12	1	1	0	14	12	11	1	0	14	1	1	3	1	0
23:30 to 00:00	13	1	1	0	14	12	12	1	0	15	1	1	3	1	0
00:00 to 00:30	14	1	1	0	14	12	12	1	0	16	1	1	3	1	0
00:30 to 01:00	14	1	1	0	13	12	13	1	0	16	1	1	3	1	0
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01:30 to 02:00	13	1	1	0	14	12	13	1	0	16	1	1	3	1	0
02:00 to 02:30	13	1	1	0	14	12	13	1	0	16	1	1	3	1	0
02:30 to 03:00	13	1	1	0	14	12	13	1	0	16	1	1	3	1	0
Available Spaces =	16	1	1	6	22	36	15	2	1	35	1	3	5	2	2