



# Parking Analysis

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**Project Name:** SS\_Hwy 21 Resurfacing Southampton

**Client Name:** Town of Saugeen Shores

**Submitted To:** Ruhul Amin

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**Reviewed By:** Paul Hausler

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## 1.0 Introduction

R.J. Burnside & Associates Limited (Burnside) was retained by the Town of Saugeen Shores (Town) to provide engineering services for the resurfacing of 5.5 km of the Highway 21 Connecting Link through Southampton, from South Street to Craig Street.

As part of this work, Burnside has conducted a fundamental desktop review of the existing parking and existing pavement widths in the downtown area to determine if any improvements can be made to provide additional parking.

## 2.0 Existing Studies

As part of the parking analysis, Burnside reviewed the following previous studies:

- Transportation Master Plan, prepared by Paradigm Transportation Solutions and GSP Group, dated November 2020.
- Downtown Port Elgin and Southampton Parking Study, prepared by Paradigm Transportation Solutions, dated April 2024.
- Corporation of the Town of Saugeen Shores By-Law 51-2013 (Parking).
- Corporation of the Town of Saugeen Shores By-Law 75-2006 (Zoning).

The parking study indicated that the parking on High Street was 85-100% utilized on weekends in the summer, as well as the parking on Highway 21 between Palmerston Street and High Street and the Coliseum Parking Lot.

Based on the MTO Design Supplement for TAC Geometric Design Guide for Canadian Roads the minimum lane width for all paved 2-lane Kings Highways is 3.5 m. However, as the parking

is proposed along the Connecting Link portion, following the TAC Geometric Design Guide could be considered which would allow a minimum lane width of 3.3 m based on the traffic and design speed.

The Town of Saugeen Shores Parking By-Law has the following restrictions for parking areas:

- No parking within 9 m of any intersection
- No parking within 15 m of intersection with control
- No parking 3 m from hydrant
- No parking 15 m from a pedestrian crossing
- 3-hour parking permitted at:
  - Albert Street from 31 m north of Spence to entrance of market (east side)
  - Albert Street from Union Lane to Clarendon (east side)
  - Albert Street from 19 Albert to Leeder Lane (west side)
- Parking prohibited at all times:
  - Albert Street Palmerston to Spence (West Side)
  - Albert Street High Street to Clarendon (West Side)
  - Albert Street High Street to North Side Of 19 Albert (West Side)
  - Albert Street Leeder Lane to Union Lane (East Side)
  - Albert Street Spence Street to McNabb (Both Sides)

Based on the Town's zoning by-law, the minimum parking stall dimensions are 2.75 m x 6.7 m for parallel parking stalls. The zoning by-law requires one (1) accessible space for every 5-25 required parking spaces. The accessible stall minimum dimensions are 2.75 m x 6.7 m and require a 1.5 m wide access aisle.

There are 26 stalls painted along Albert Street in the existing condition. The average width and length of existing stall is 2.6 m x 6.6 m, which does not meet the by-law requirements. There are no accessible stalls in the existing parallel parking along Albert Street.

### **3.0 Proposed Parking Options**

The Town has requested that Burnside investigate parking options that fit within the existing pavement width between Spence Street and Clarendon Street.

In discussions with the Town, it was also noted that the snow removal and maintenance of additional parking areas proposed along the corridor is a concern. The MTO is responsible for removing snow on the through lanes, and the Town is responsible for removing snow in parking spaces. It is our understanding that the parking by-law is in the process of being updated and there may be opportunity to designate spaces for seasonal parking, to eliminate the need for additional snow removal. Based on discussions with the Town, several parking areas are proposed as seasonal parking only, but the by-law requirements should be further reviewed by the Town. In order to accommodate the desired 3.5m driving lane width and a minimum parking stall width of 2.6 m, a 0.3 m width of gutter was considered in the cross section as additional width available for parking.

Based on discussions with Town staff, it was determined that seasonal parking areas would be delineated using a solid white line to separate the parking area from the 3.5m wide through traffic lane. Individual spaces will not be painted in these areas to avoid confusion during the off season when parking is not permitted. Additional signage will be required to ensure vehicles park sufficient distances from intersections, commercial driveways, pedestrian crossings and fire hydrants in the seasonal parking areas proposed.

Figure 1 shows the area included in the analysis.



**Figure 1: Proposed Parking Analysis Area**

A breakdown of potential parking options within this area is summarized below.

### 3.1 Spence Street to Morpeth Street

The road corridor between Spence Street and Morpeth Street consists of the following conditions:

- The Right-Of-Way (ROW) is approximately 25 m wide and 190 m long.
- Existing asphalt is 11.9 m wide.
- There are 10 parallel parking stalls painted on the east side, in front of the Southampton Market in the existing condition.
- The existing parking stalls are an average of 2.6 m wide and 6.4 m long, which allows for a 3.5 m wide traffic lane on the east side.
- Existing parking is designated as 3-hour parking
- There is a left turning lane onto Spence Street.
- There are a number of wide business entrances on the west side of the street.
- Parking is not permitted on the west side of the street per the parking by-law.

It is recommended that seasonal parking be considered on the west side of the street, north of the Rona entrance and additional spaces be considered on the east side in front of the market building. **Up to twelve (12) permanent parking stalls could be accommodated on the east side and space for up to five (5) seasonal spaces on the west side** assuming 2.6 m wide and 6.5 m long stalls and painted transitions around intersections & driveways. Figure 2 illustrates the proposed parking spaces. 0.15 m of gutter width is considered to contribute to the parking space width on both sides of the street in order to maintain 3.5 m minimum travelled lanes.

It is recommended that parking on the east side remain designated as 3-hour parking to serve the market. The Town could consider an accessible stall for the market but the front entrance to the business does not appear to be accessible and modifications to the sidewalk and curb would be required to create an accessible aisle. The Town's parking by-law would need to be revised to permit seasonal parking on the west side of the street. Signage would be required to be installed to indicate limits of the seasonal parking area.

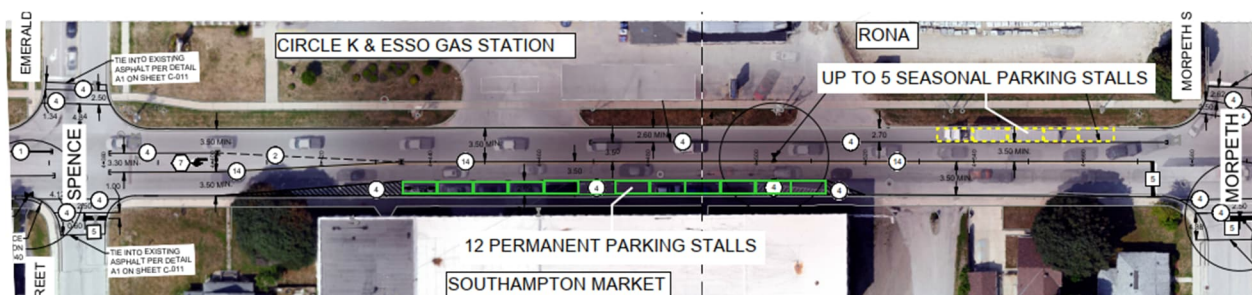


Figure 2: Spence Street to Morpeth Street Proposed Parking

### 3.2 Morpeth Street to Palmerston Street

The road corridor between Morpeth Street and Palmerston Street consists of the following conditions:

- The ROW is approximately 25 m wide and 190 m long.
- Existing asphalt is 11.9 m wide.
- There are 7 parallel parking stalls painted on the east side of the street.
- Parking is not permitted on the west side of the street per the parking by-law.

It is recommended that seasonal parking be considered on the west side of the street in the south portion of the block as there are no entrances. Additional parking areas are available on the east side of the street as the 78 Albert Street South property (LearnFit Gym) has been redeveloped in recent years and only has a single driveway entrance to Albert Street. **A total of twelve (12) permanent parking stalls are recommended on the east side and up to eleven (11) seasonal parking spaces could be accommodated on the west side of the street.** 0.15 m of gutter width is considered to contribute to the parking space width on both side of the street in order to maintain 3.5 m minimum travelled lanes.

The parking by-law would need to be revised to permit seasonal parking on the west side of the street and appropriate signage installed. The businesses in this section do not have accessible front entrances or have accessible stalls available in private parking lots. No accessible parking stalls are recommended in this section

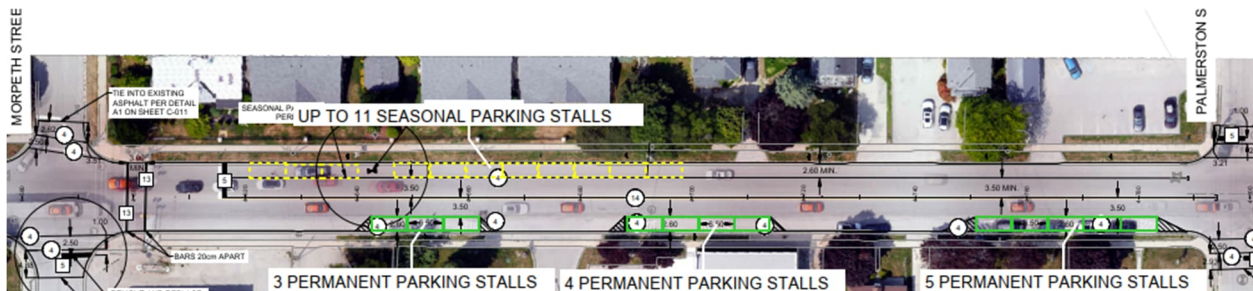


Figure 3: Morpeth Street to Palmerston Street Proposed Parking

### 3.3 Palmerston Street to Leeder Lane

The road corridor between Palmerston Street and Leeder Lane consists of the following conditions:

- The ROW is approximately 20 m wide and 90 m long.
- Existing asphalt width is 11.7 m.
- There are 8 parallel parking stalls painted on the east side of the street

It is recommended that seasonal parking be considered on the west side of the street since there is only one driveway. **Up to eight (8) seasonal parking spaces could be**

**accommodated on the west side. It is recommended that the existing eight (8) permanent parking stalls on the east side be repainted.** Assuming a 2.6 m wide parking stall that included 0.25 m of gutter width, the available lane width would be 3.5 m. Figure 4 illustrates the proposed parking. The businesses on the east side of the street do not have accessible front entrances. There is an accessible stall provided in the Coliseum parking lot that is used by the St. Patrick Catholic Church. No accessible stalls are recommended in this section. Additional signage will be required for the seasonal parking.

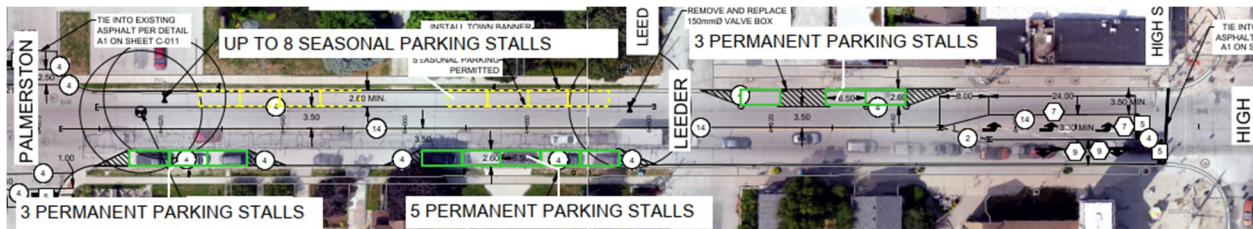


Figure 4: Palmerston Street to High Street Proposed Parking

### 3.4 Leeder Lane to High Street

The road corridor between Leeder Lane and High Street consists of the following conditions:

- The ROW is approximately 20 m wide and 80 m long.
- The existing asphalt width is 11.7 m.
- There is a single parallel parking stall painted on the on the west side of the street.
- Existing parking is designated as 3-hour parking per the parking by-law.
- No parking is permitted on the east side of the street.
- A left turning lane begins approximately 25m south of the High Street intersection.
- The restaurant on the northwest corner of the Leeder Lane and Albert Street intersection (23 Albert Street South) has perpendicular parking spaces painted in front of it but there is barrier curb restricting vehicles from pulling directly into them.
- There is an entrance on the north side of the business that is in excess of 8 m wide.

It is recommended that the curb on the west side of the street in this section be modified to have a 7.5 m wide drop curb for the restaurant entrance and parallel stalls be painted with hatching through the entrance to 23 Albert Street South. Minor widening of the asphalt width could be completed with this curb work but there is a catchbasin and a number of hydro poles that will limit the extent of the widening. The Town has requested additional vehicle storage in the left turning lane to High Street and no parking is proposed on the east side to limit congestion at this intersection.

**A total of three (3) permanent parallel stalls are recommended on the west side.** Assuming a 2.6 m wide parking stall that includes 0.25m of gutter width, the available lane width would be 3.5 m. Figure 4 illustrates the proposed parking. The Town should consider an accessible stall in this location due to the proximity to accessible downtown businesses. Sidewalk modifications would be required in order to provide an accessible aisle.

### 3.5 High Street to Union Lane

The road corridor between High Street and Union Lane consists of the following conditions:

- The ROW is approximately 20 m wide and 50 m long.
- The existing asphalt width is 11.7 m.
- There are no parallel parking stalls in this section.
- No parking is permitted in this section per the parking by-law.
- A left turning lane begins approximately 30 m north of the High Street intersection.

**No parking is recommended in this section** without increasing the pavement width due to the distance from the intersection.

### 3.6 Union Lane to Thompson Lane

The road corridor between Union Lane and Thompson Lane consists of the following conditions:

- The ROW is approximately 20 m wide and 40m long.
- The existing asphalt width is 11.7 m.
- There is no parallel parking stalls painted in this section, but the downtown parking study indicated that there was parking available on the east side.
- Parking on the east side is designated as 3-hour parking in the parking by-law.
- Parking is not permitted on the west side of the street per the parking by-law.
- The laundromat on the west side of the street (20 Albert Street North) has mountable curb along its length with the exception of two small areas where barrier curb protects the hydro poles.

To add parking in this area, the Town could consider re-instating barrier curb between the hydro poles and eliminating the large entrance to the laundromat. **Up to three (3) permanent parallel parking spaces could be added on the west side of the street in this location.**

On the east side of the street, there is perpendicular parking stalls in front of 23 Albert Street North but a mix of barrier and mountable curbs to access them. It is recommended that discussions with the business owner take place to understand their parking requirements and determine if access from Thompson Lane and Union Lane only would be acceptable. **No parking stalls are recommended on the east side** unless an agreement is reached with the property owner of 23 Albert Street North. The parking by-law would need to be revised to permit parking on the west side of the street. The Town could consider designating one of these stalls as accessible. Figure 5 below illustrates the proposed additional parking on the west side of the street.



Figure 5: High Street to Lansdowne Proposed Parking

### 3.7 Thompson Lane to Lansdowne Street

The road corridor between Thompson Lane and Lansdowne Street consists of the following conditions:

- The ROW is approximately 20 m wide and 90 m long.
- The existing asphalt width is 11.7 m.
- There is no parallel parking stalls painted in this section, but parking is permitted on the east side.
- Parking on the east side is designated as 3-hour parking.
- Parking is not permitted on the west side of the street per the parking by-law.
- There are a number of residential driveways on both sides of the street.

To add parking in this area, it is recommended that the Town consider allowing seasonal parking stalls on both sides of the street. **Up to six (6) seasonal parking spaces could be added on each side.** Assuming a 2.6 m wide parking stall that utilized 0.25 m of gutter width, the available lane width would be 3.5 m. Figure 5 illustrates the proposed seasonal parking. The parking by-law would need to be revised to permit parking on the west side of the street. As individual parking stalls will not be painted in this section, no accessible parking is recommended. Signs will need to be installed to indicate seasonal parking is permitted and to ensure vehicles do not park too close to intersections or fire hydrants.

### 3.8 Lansdowne Street to MacDonald Lane

The road corridor between Lansdowne Street and MacDonald Lane consists of the following conditions:

- The ROW is approximately 20 m wide and 90 m long.
- The existing asphalt width is 9.0 m.
- There is no parallel parking stalls painted in this area, but parking is permitted on the east side per the parking by-law.
- Parking on the east side is designated as 3-hour parking.
- Parking is not permitted on the west side of the street per the parking by-law.
- There are a number of residential driveways on the west side and one on the east side of the street.

Given the narrow width and the Town's desire to maintain a 3.5m through lane, **no parking is recommended through this section.**

### **3.9 MacDonald Lane to Clarendon Street**

The road corridor between MacDonald Lane and Clarendon Street consists of following conditions:

- The ROW is approximately 20 m wide and 90 m long.
- The existing asphalt width is 9.0 m.
- There are no parallel parking stalls painted in this area, but parking is permitted on the east side per the parking by-law.
- Parking on the east side is designated as 3-hour parking
- Parking is not permitted on the west side of the street per the parking by-law.
- There are two residential driveways on each side of the street.

Given the narrow width and the Town's desire to maintain a 3.5m through lane, **no parking is recommended through this section.**

### **4.0 Parking Analysis Summary**

Based on Burnside's desktop review of the existing road corridor conditions and available parking along Albert Street (Highway 21), there are several opportunities to provide additional parking facilities along the road corridor.

Through strategic line and zone painting, curb replacement and entrance removal and/or relocation while maintaining the existing pavement width along the road corridor, a significant number of additional parking stalls may be provided.

It is anticipated that these additional parking facilities could be provided while still maintaining 3.5 m wide traffic lanes throughout the project limits.

However, adding additional parking facilities and maintaining the existing ones does not leave room for a delineated cycle lane along the road. If cycling facilities are to be provided an off-road cycling lane could be considered within the boulevard. If an on-road cycling facility is preferred, then parking facilities would be severely compromised, deleted entirely or the road section would need to be widened along both sides considerably.

The additional parking will impact the snow removal and the Town should review with public works to determine if all parking can be accommodated with their snow removal program.

Amendments to the existing by-law will be required to permit proposed parking area as there are currently locations where parking is prohibited along the corridor. As discussed with the

Town, some parking areas will be designated as seasonal and updates to the parking by-law will be required for this designation, which currently does not exist in Southampton.

A summary is provided in the table below:

<b>Location</b>	<b># of Existing Stalls</b>	<b># of Permanent Parking Stalls Proposed</b>	<b># of Seasonal Parking Stalls Proposed</b>	<b>Increase</b>	<b>Additional Comments / Assumptions</b>
<b>Spence to Morpeth St</b>	10 East	12 East	5 West	2 Permanent 5 Seasonal	
<b>Morpeth to Palmerston St</b>	7 East	12 East	11 West	5 Permanent 11 Seasonal	
<b>Palmerston to High St</b>	8 East 1 West	8 East 3 West	8 West	2 Permanent 8 Seasonal	Reduce entrance width to 23 Albert Street
<b>High to Lansdowne St</b>	No painted stalls	3 West	6 East 6 West	3 Permanent 12 Seasonal	Assumed barrier curb installed along 20 Albert Street Entrance.
<b>Lansdowne to Clarendon St</b>	No painted stalls	0	0	0	
<b>Total</b>	26	38	36	12 Permanent 36 Seasonal	

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