

9 July 2026
File No.: 26-1983

Elgin Centre Inc. c/o Bursco Group
6 Tracey Boulevard
Brampton, ON L6T 5R9

Attention: Jay Burstein

417 Wellington Street, St. Thomas, Ontario
Parking Utilization Study

Dear Mr. Burstein:

A Traffic Impact Study was completed in February 2026 for a proposed infilling at the existing Elgin Centre, located at 417 Wellington Street, in St. Thomas, Ontario. The proposed site plan (illustrated on **Figure 1**) consists of the removal of the existing Denny's Restaurant and the construction of two ten-storey apartment buildings comprised of a total of 232 dwelling units (142 one-bedroom and 90 two-bedroom), and 41,556 sq. ft. of commercial floor area (retail space) within two one-storey commercial buildings. These buildings will be located at the southwest corner of the site, supported by 937 on-site parking spaces (92 parking spaces for hotel use, 589 parking spaces for the site commercial, 128 residential parking spaces during Phase 1, and 128 residential parking spaces during Phase 2), including 26 visitor parking spaces and 54 bicycle parking spaces.

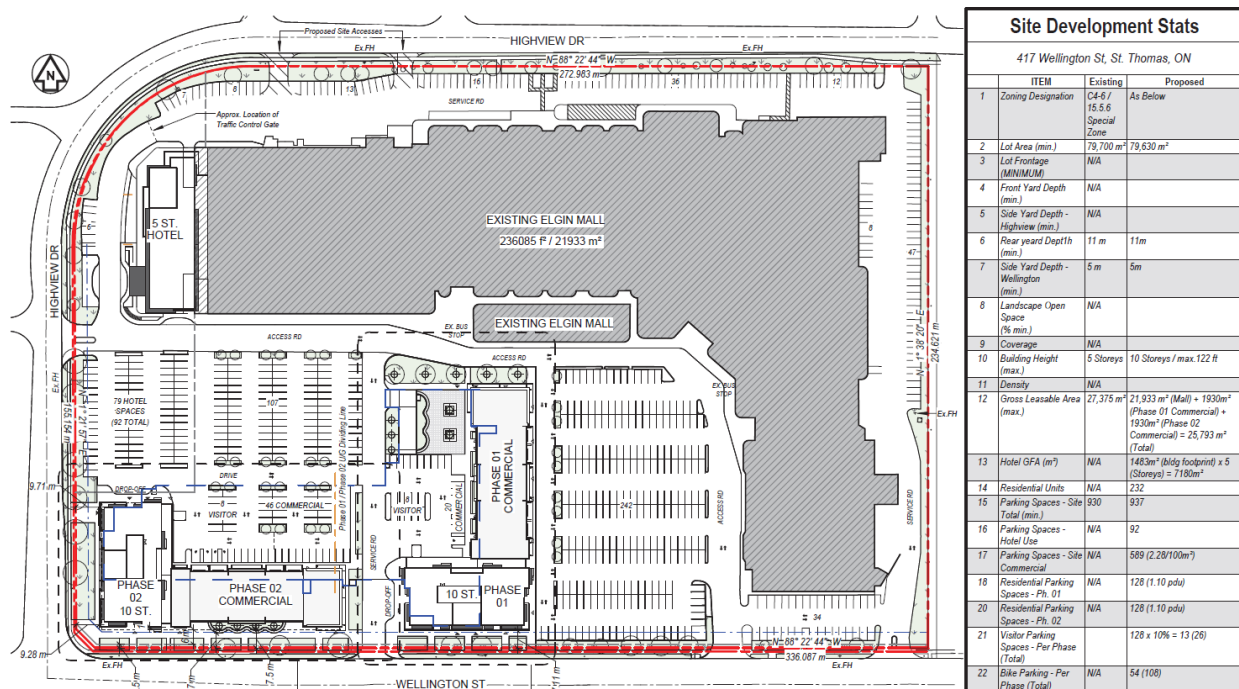


Figure 1: Site Plan (417 Wellington Street, St. Thomas, ON)

Leamington: 18 Talbot St. W. – Leamington, ON N8H 1M4

Tecumseh: 1610 Sylvestre Dr. – Tecumseh, ON N9K 0B9

Chatham-Kent: 49 Raleigh St. – Chatham, ON N7M 2M6



Elgin Centre is a 288,000 sq. ft. shopping centre located just east of Fairview Avenue, in St. Thomas, Ontario, and is occupied by a variety of businesses, with the majority being umbrellaed under the “retail” industry; it currently provides approximately 1,116 parking spaces for its patrons, but post-development, the parking supply will be reduced to 937 on-site parking spaces. For reference, the existing Elgin Centre and parking lot layout is shown in **Figure 2**, below:



Figure 2: Aerial Plan (St. Thomas Elgin Centre)

ITE Parking Generation Manual Review

To evaluate whether the existing parking supply can accommodate the anticipated peak parking demand, the current ITE Parking Generation Manual (6th Edition) was consulted. According to the ITE references in **Appendix A**, ITE Land Use Code 218 – Multifamily Housing - 1 BR (Mid-Rise) provides a peak parking demand rate of 0.68 occupied spaces per dwelling unit for a typical weekday and 0.68 occupied spaces per dwelling unit for a typical weekend; ITE Land Use Code 221 – Multifamily Housing - 2+ BR (Mid-Rise) provides a peak parking demand rate of 1.23 occupied spaces per dwelling unit for a typical weekday and 1.04 occupied spaces per dwelling unit for a typical weekend, and ITE Land Use Code 820 – Shopping Center (>150k) provides a peak parking demand rate of 2.00 occupied spaces for each 1,000 sq. ft. GFA for a typical weekday and 2.43 occupied spaces for each 1,000 sq. ft. GFA for a typical weekend.



Accordingly, when considering the respective site statistics, the ITE's average rate suggests that a minimum of 882 parking spaces should sufficiently accommodate the various land uses' "worst case" cumulative peak parking demand (effectively, if all land uses' peak parking demand periods occurred simultaneously). Based on the peak parking demand estimates, it is the engineers' opinion that the peak parking demand should not exceed the post-buildout 937-space parking supply. When considering just the "worst case" cumulative ITE peak parking demand rates, the post-buildout parking supply could result in a potential surplus of 55 parking spaces during the most critical parking period.

Parking Utilization Study

To further validate this conclusion, a supplementary parking utilization study was also undertaken to evaluate the current parking demands experienced in the Elgin Centre's parking lot. Hourly counts were collected on 12 and 13 June 2026 to determine the current peak parking demand. The observed weekday / Saturday parking supply / demand statistics can be found in **Appendix B** and are summarized in the following **Table 1**, with the weekday / weekend peak parking demands bolded in red:

Table 1: Parking Utilization Results: 12 and 13 June 2026

Scenario	Elgin Centre												
	Parking Type												Total
	General (G): 1061				Accessible (A): 45			EV Charging (E): 10					1116
	9:00 a.m.	10:00 a.m.	11:00 a.m.	12:00 p.m.	1:00 p.m.	2:00 p.m.	3:00 p.m.	4:00 p.m.	5:00 p.m.	6:00 p.m.	7:00 p.m.	8:00 p.m.	Max % Usage
Friday	244	310	341	388	345	377	367	327	304	276	264	217	35%
Saturday	175	251	293	343	318	309	321	300	265	221	196	188	31%

On Friday, 12 June 2026, maximum utilization was observed at 12:00 p.m.; a total of 388 vehicles utilized the parking lot, occupying about 35% of the existing parking spaces. On Saturday, 13 June 2026, maximum utilization was observed at 12:00 p.m.; a total of 343 vehicles utilized the parking lot, occupying about 31% of the existing parking spaces. This on-site parking utilization study validates that the peak parking demand for the existing shopping centre is well below the existing parking supply; there is no "parking supply issue" within the subject parking lot.

Active transportation facilities are also provided within the study area; sidewalks are provided on both sides of Wellington Street and Highview Drive. Medical facilities, places of worship, parks, and commercial options (such as restaurants, grocery, banking, and fitness facilities) are also in or within the site, and 54 bicycle parking spaces are proposed to encourage active transportation.

Finally, the City of St. Thomas's Railway City Transit offers multiple bus routes, including bus shelters, within and around the site. The Railway City Transit map can be found in **Appendix C**, with the site highlighted in yellow.



Therefore, based on the metrics and area characteristics provided, it is the engineers' opinion that the 937 on-site parking spaces should sufficiently accommodate the peak parking demand generated by the proposed infill development.

Conclusions & Recommendations

Upon completion of the engineers' parking utilization study and accompanying technical review, it was concluded that the proposed (post-buildout) on-site parking supply of 937 parking spaces should sufficiently accommodate the peak parking demand generated by the proposed infill development.

All of which is respectfully submitted,

RC Spencer Associates Inc.

Aaron D. Blata, M.Eng., P.Eng., PTOE, RSP1
Consulting Engineer, Road Safety Professional &
Professional Traffic Operations Engineer
Associate / Leamington Office Manager



Richard C. Spencer, M.A.Sc., P.Eng., PE
Consulting Engineer &
Fellow ITE Member
President / Tecumseh Office Manager



Appendix A

ITE PARKING GENERATION MANUAL – 6th EDITION REFERENCE

Multifamily Housing - 1 BR (Mid-Rise) - Not Close to Rail Transit (218)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

Number of Studies: 2

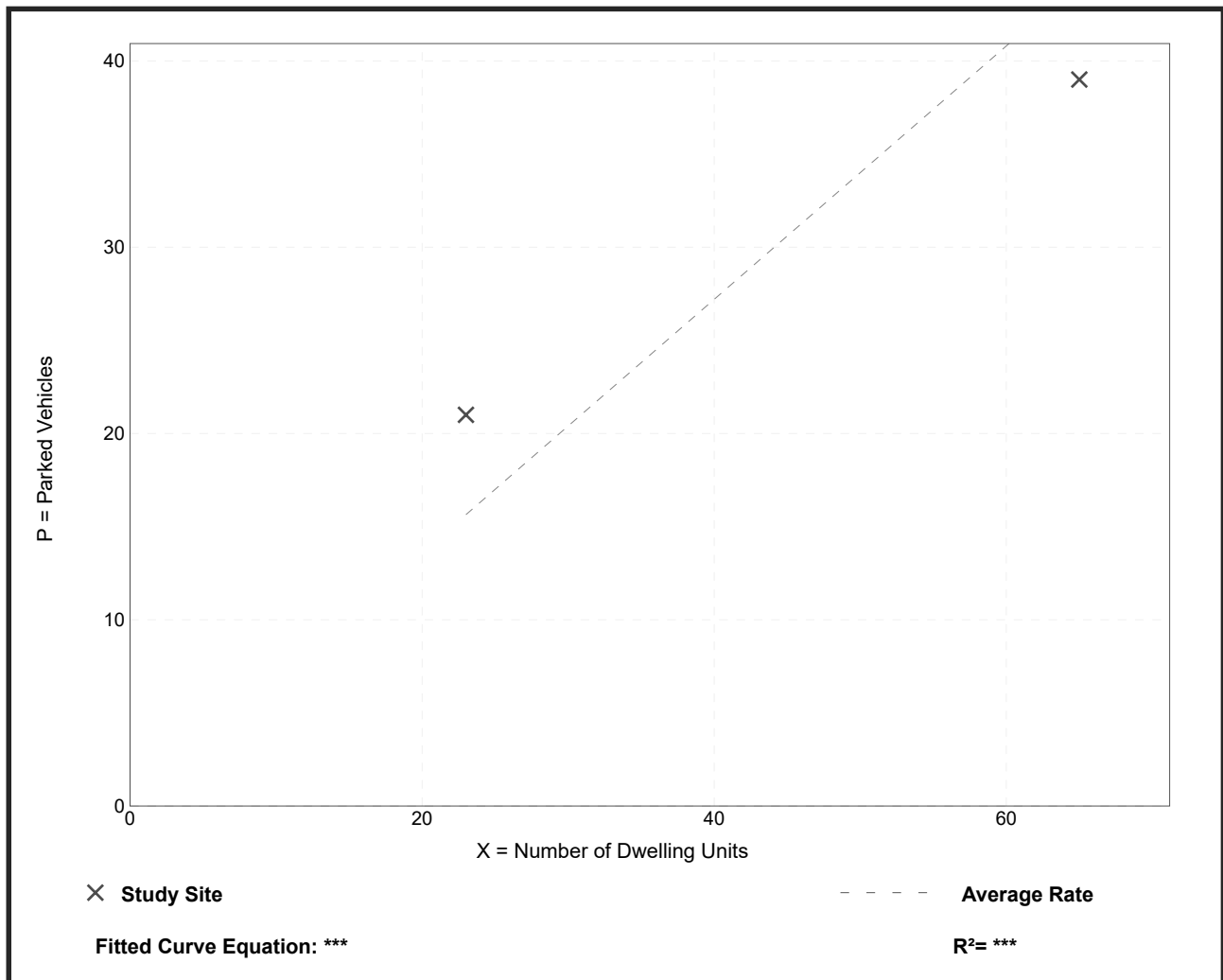
Avg. Num. of Dwelling Units: 44

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
0.68	0.60 - 0.91	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Saturday

Setting/Location: General Urban/Suburban

Number of Studies: 2

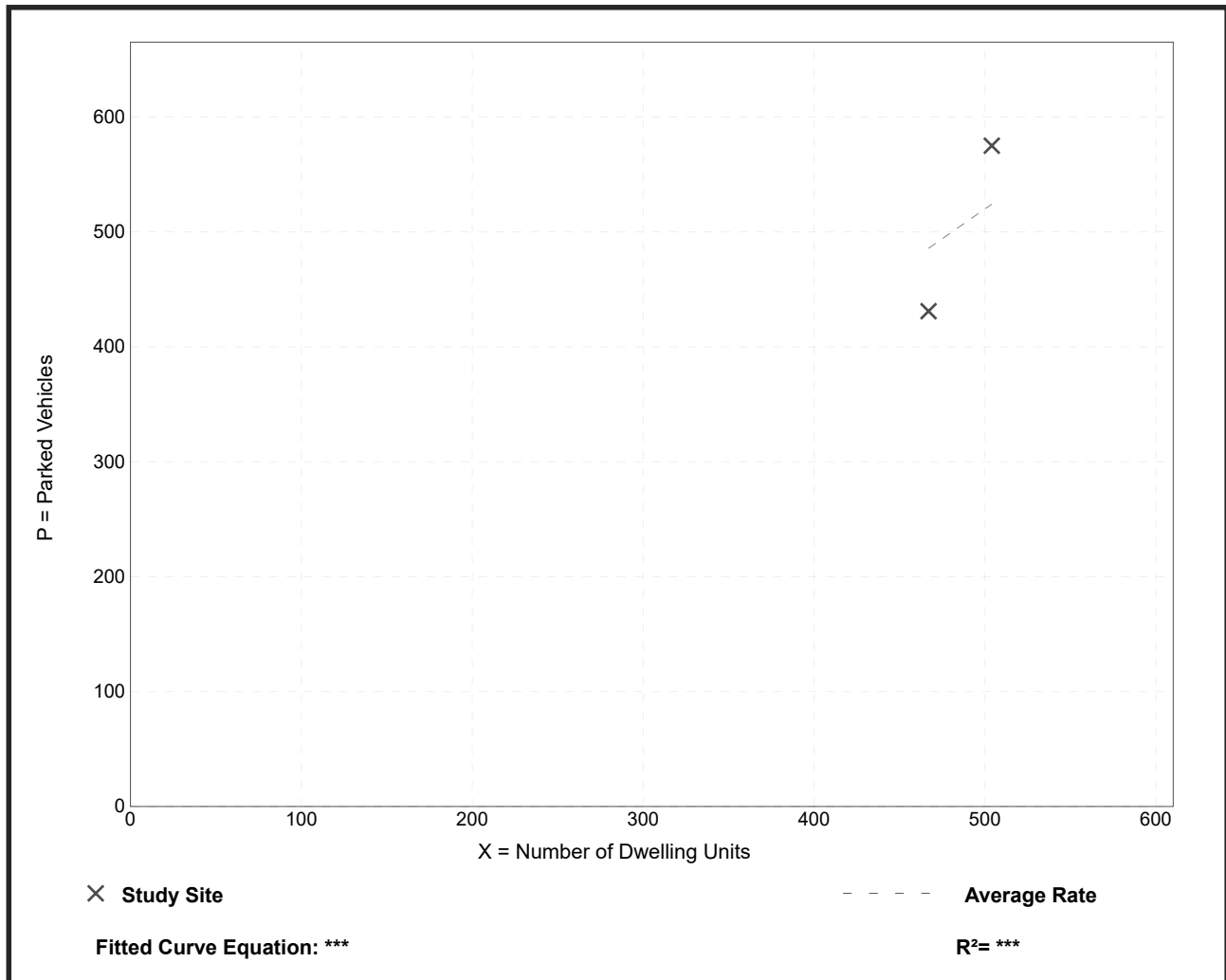
Avg. Num. of Dwelling Units: 486

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.04	0.92 - 1.14	*** / ***	***	***

Data Plot and Equation

Caution – Small Sample Size



Multifamily Housing - 2+ BR (Mid-Rise) - Not Close to Rail Transit (221)

Peak Period Parking Demand vs: Dwelling Units

On a: Weekday (Monday - Friday)

Setting/Location: General Urban/Suburban

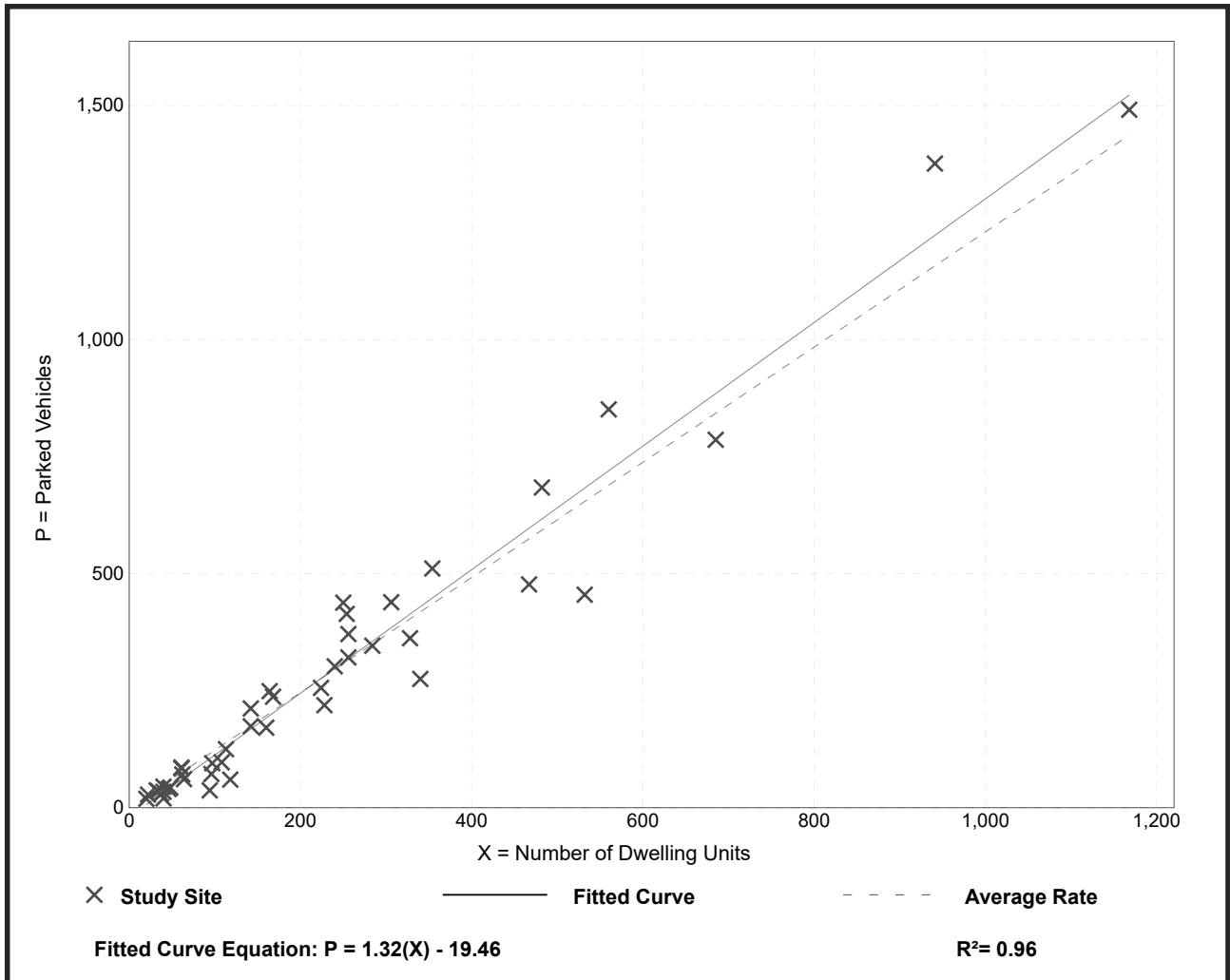
Number of Studies: 44

Avg. Num. of Dwelling Units: 231

Peak Period Parking Demand per Dwelling Unit

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
1.23	0.39 - 1.75	0.98 / 1.45	1.15 - 1.31	0.27 (22%)

Data Plot and Equation



Proposed Site Development Parking Generation

Project: 417 Wellington Street

Site: St. Thomas, Ontario

Assumed Land Use: Multifamily Housing - 1 BR (Mid-Rise) - ITE No. 218

Peak Period Parking Demand vs: Dwelling Units

ITE Parking Generation Data collected on a: Weekday / Saturday

Weekday Peak Hour:	0.68	= Average Rate
Saturday Peak Hour:	0.68	= Average Rate

Assumed Land Use: Multifamily Housing - 1 BR (Mid-Rise) - ITE No. 218		
	Dwelling Units	Peak Parking Required
Weekday	142	97
Saturday	142	97

Assumed Land Use: Multifamily Housing - 2+ BR (Mid-Rise) - ITE No. 221

Peak Period Parking Demand vs: Dwelling Units

ITE Parking Generation Data collected on a: Weekday / Saturday

Weekday Peak Hour:	1.23	= Average Rate
Saturday Peak Hour:	1.04	= Average Rate

Assumed Land Use: Multifamily Housing - 2+ BR (Mid-Rise) - ITE No. 221		
	Dwelling Units	Peak Parking Required
Weekday	90	111
Saturday	90	94

Total Parking Required: ITE No. 221		
	No. of Units	Peak Parking Required
Weekday	232	207
Saturday	232	190

Shopping Center (>150k) (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Friday

Setting/Location: General Urban/Suburban

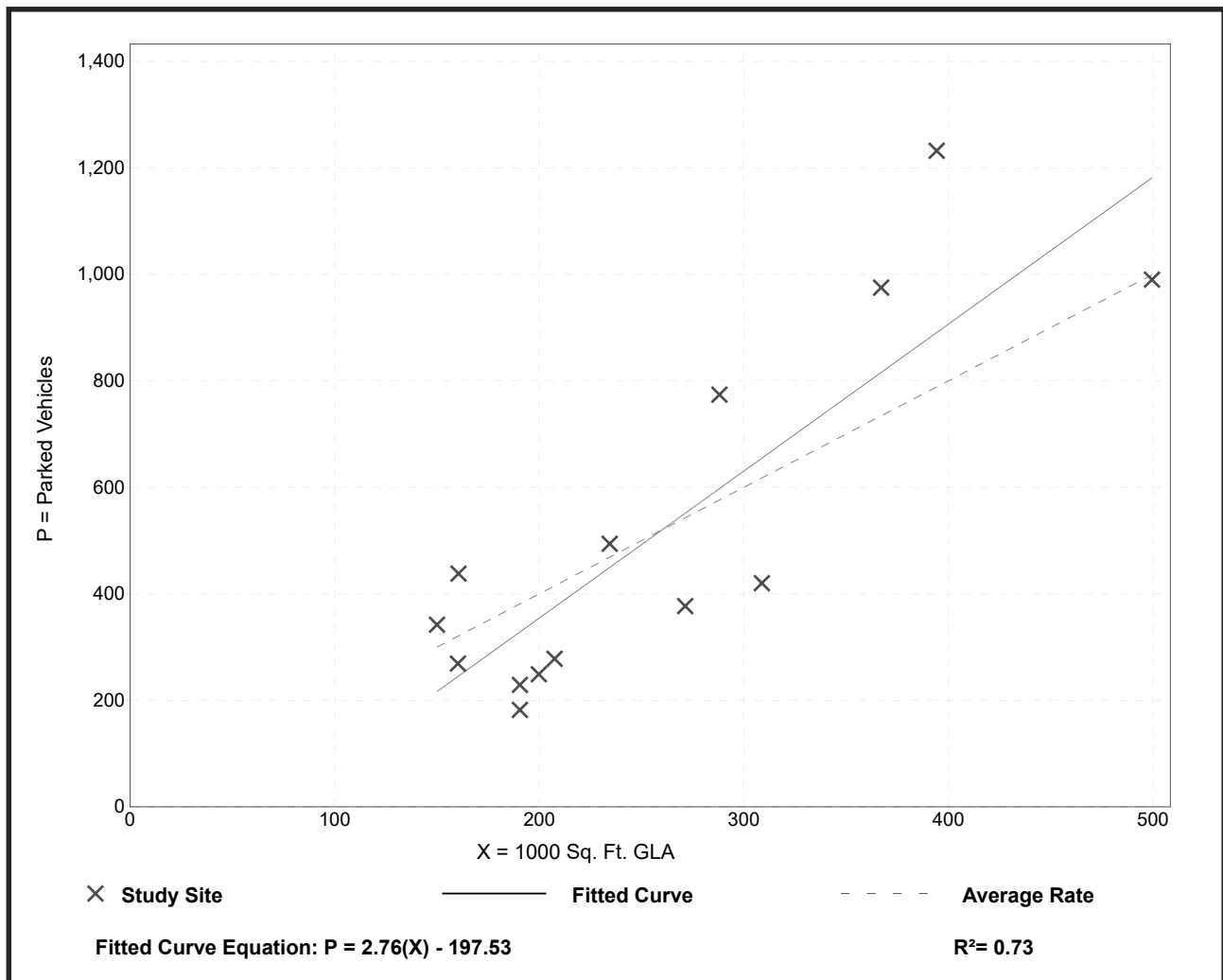
Number of Studies: 14

Avg. 1000 Sq. Ft. GLA: 259

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.00	0.96 - 3.12	1.36 / 2.72	***	0.70 (35%)

Data Plot and Equation



Shopping Center (>150k) (820)

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

On a: Saturday

Setting/Location: General Urban/Suburban

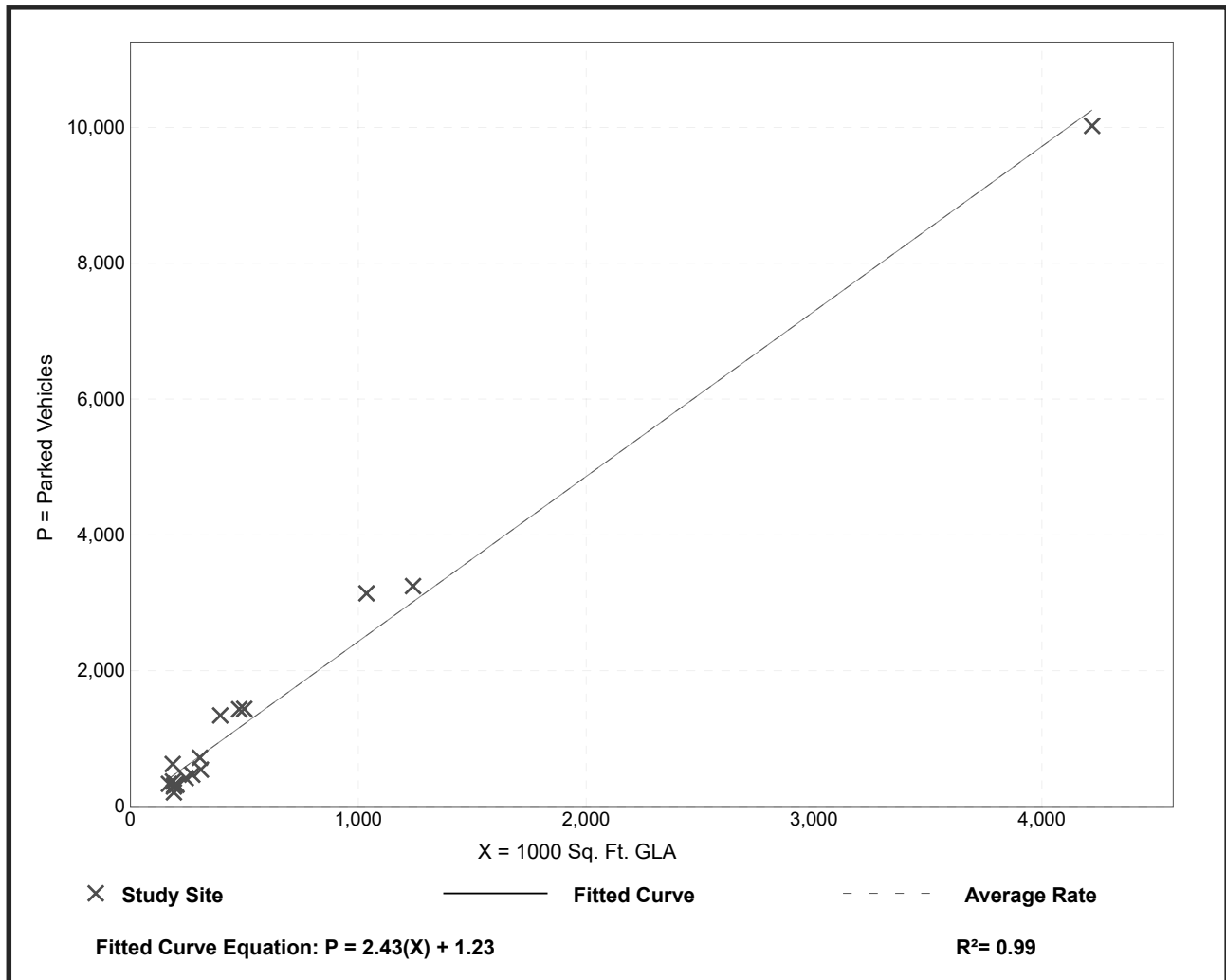
Number of Studies: 18

Avg. 1000 Sq. Ft. GLA: 584

Peak Period Parking Demand per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	33rd / 85th Percentile	95% Confidence Interval	Standard Deviation (Coeff. of Variation)
2.43	1.09 - 3.40	1.73 / 3.08	***	0.51 (21%)

Data Plot and Equation



Proposed Site Development Parking Generation

Project: 417 Wellington Street

Site: St. Thomas, Ontario

Assumed Land Use: Shopping Center (>150k) - ITE No. 820

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

ITE Parking Generation Data collected on a: Weekday and Weekend

Weekday Peak Hour:	2.00	= Average Rate
Saturday Peak Hour:	2.43	= Average Rate

Assumed Land Use: Shopping Center (>150k) - ITE No. 820		
	1000 Sq. Ft. GLA	Peak Parking Required
Weekday	277.634	555
Saturday	277.634	675

Total Parking Required: ITE No. 221		
	No. of Units	Peak Parking Required
Weekday	277.634	555
Saturday	277.634	675

Proposed Site Development Parking Generation

Project: 417 Wellington Street

Site: St. Thomas, Ontario

Assumed Land Use: Multifamily Housing - 1 BR (Mid-Rise) - ITE No. 218

Peak Period Parking Demand vs: Dwelling Units

ITE Parking Generation Data collected on a: Weekday / Saturday

Weekday Peak Hour:	0.68	= Average Rate
Saturday Peak Hour:	0.68	= Average Rate

Assumed Land Use: Multifamily Housing - 1 BR (Mid-Rise) - ITE No. 218		
	Dwelling Units	Peak Parking Required
Weekday	142	97
Saturday	142	97

Assumed Land Use: Multifamily Housing - 2+ BR (Mid-Rise) - ITE No. 221

Peak Period Parking Demand vs: Dwelling Units

ITE Parking Generation Data collected on a: Weekday / Saturday

Weekday Peak Hour:	1.23	= Average Rate
Saturday Peak Hour:	1.04	= Average Rate

Assumed Land Use: Multifamily Housing - 2+ BR (Mid-Rise) - ITE No. 221		
	Dwelling Units	Peak Parking Required
Weekday	90	111
Saturday	90	94

Assumed Land Use: Shopping Center (>150k) - ITE No. 820

Peak Period Parking Demand vs: 1000 Sq. Ft. GLA

ITE Parking Generation Data collected on a: Weekday and Weekend

Weekday Peak Hour:	2.00	= Average Rate
Saturday Peak Hour:	2.43	= Average Rate

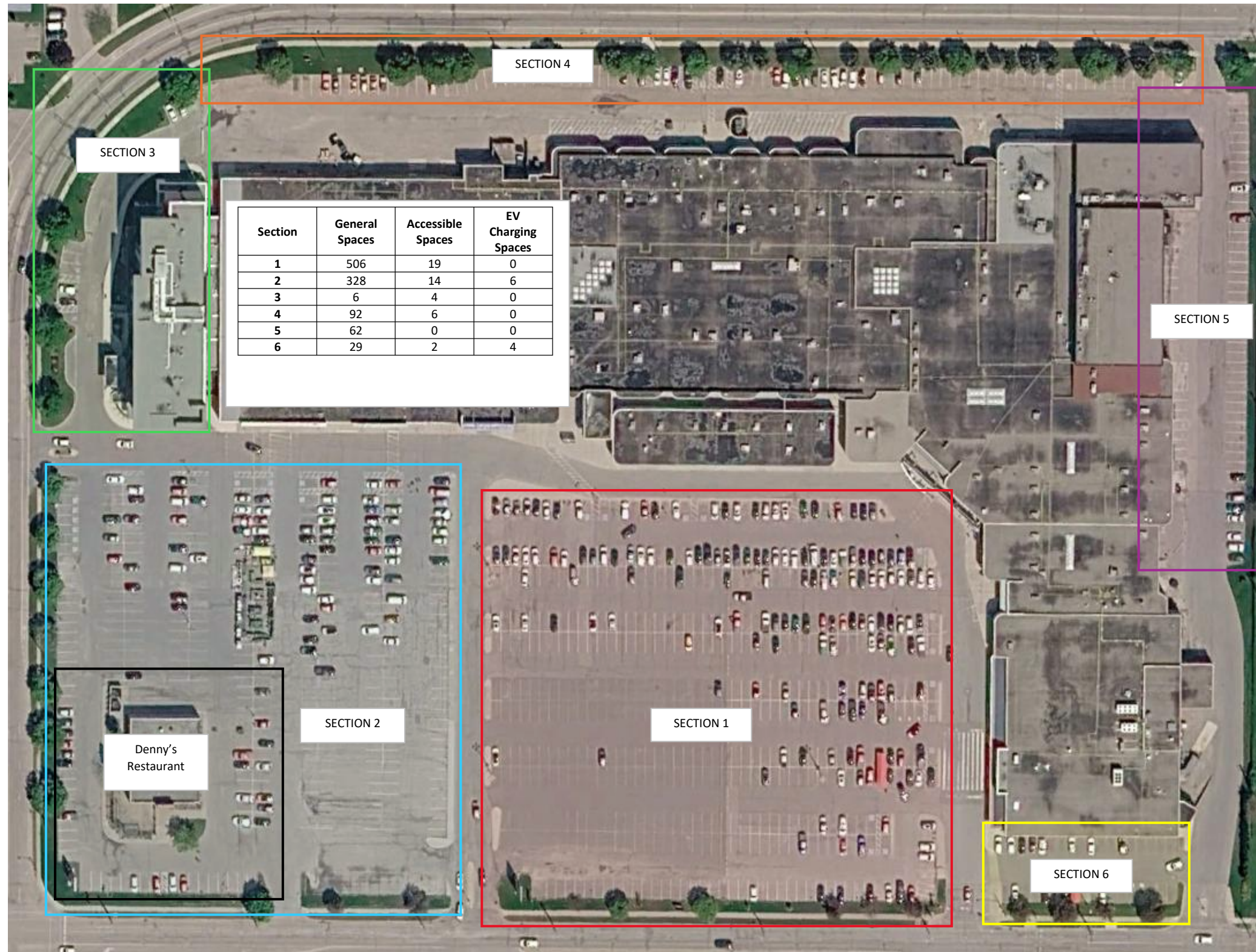
Assumed Land Use: Shopping Center (>150k) - ITE No. 820		
	1000 Sq. Ft. GLA	Peak Parking Required
Weekday	277.634	555
Saturday	277.634	675

Total Parking Required (Post Development)	
	Peak Parking Required
Weekday + Saturday	882

Appendix B

EXISTING PARKING SUPPLY / DEMAND

417 Wellington Street, St. Thomas Parking Utilization



Scenario	SECTION 1																									
	Parking Type																								Total	
	General (G): 507 Accessible (A): 19																								526	
	9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		6:00		7:00		8:00		Max % Usage	
	a.m.		a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.			
	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A		
Weekday	119	7	180	11	188	10	217	11	185	9	187	11	178	7	162	3	161	3	129	4	144	9	123	8	38%	
Weekend	67	5	124	3	131	5	159	10	161	5	156	8	155	12	156	8	142	6	100	3	115	2	122	2	32%	

Scenario	SECTION 2																																				
	Parking Type																														Total						
	General (G): 364 Accessible (A): 14 EV Charging (E): 6																														384						
	9:00			10:00			11:00			12:00			1:00			2:00			3:00			4:00			5:00			6:00			7:00			8:00			Max % Usage
	a.m.			a.m.			a.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			
	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E				
Weekday	63	6	0	69	9	0	56	11	0	70	9	0	70	6	0	88	10	0	90	10	0	94	9	0	83	1	0	75	2	0	69	2	0	63	1	0	27%
Weekend	72	5	0	70	5	0	97	5	0	97	12	1	87	7	0	84	6	0	93	6	0	76	10	0	69	2	0	78	2	0	66	2	0	57	0	0	29%

Scenario	SECTION 3																									
	Parking Type																								Total	
	General (G): 6 Accessible (A): 4																								10	
	9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		6:00		7:00		8:00		Max % Usage	
	a.m.		a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.			
	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A		
Weekday	3	3	2	3	2	1	2	1	2	1	2	1	3	1	1	2	1	2	2	2	1	1	2	1	60%	
Weekend	0	3	0	2	0	3	1	2	1	1	1	1	0	0	0	0	0	0	0	0	1	0	1	0	30%	



Scenario	SECTION 4																									
	Parking Type																								Total	
	General (G): 91												Accessible (A): 6												97	
	9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		6:00		7:00		8:00		Max % Usage	
	a.m.		a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.			
	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A		
Weekday	22	1	12	1	36	2	38	1	36	1	37	2	36	1	28	0	23	0	17	0	8	0	3	0	40%	
Weekend	12	0	25	2	25	1	22	1	26	1	26	0	22	1	22	0	19	0	9	0	0	0	0	0	28%	

Scenario	SECTION 5																									
	Parking Type																								Total	
	General (G): 63												Accessible (A): 0												63	
	9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		6:00		7:00		8:00		Max % Usage	
	a.m.		a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.			
	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A		
Weekday	13	0	14	0	18	0	20	0	20	0	17	0	21	0	14	0	17	0	22	0	15	0	6	0	35%	
Weekend	5	0	10	0	14	0	17	0	14	0	13	0	16	0	14	0	18	0	13	0	4	0	3	0	29%	

Scenario	SECTION 6																																				
	Parking Type																														Total						
	General (G): 30									Accessible (A): 2						EV Charging (E): 4															36						
	9:00			10:00			11:00			12:00			1:00			2:00			3:00			4:00			5:00			6:00			7:00			8:00			Max % Usage
	a.m.			a.m.			a.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			
	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E				
Weekday	6	0	1	7	1	1	15	0	2	15	2	2	10	2	3	16	2	4	14	2	4	10	2	2	10	1	2	18	2	3	12	0	3	7	0	3	64%
Weekend	5	0	1	9	0	1	11	0	1	18	2	1	12	2	1	12	1	1	13	2	1	12	2	0	9	0	0	15	1	0	6	0	0	3	0	0	58%



Scenario	TOTAL PARKING UTILIZATION: 417 WELLINGTON STREET																																				
	Parking Type																																			Total	
	General (G): 1061 Accessible (A): 45 EV Charging (E): 10																																			1116	
	9:00			10:00			11:00			12:00			1:00			2:00			3:00			4:00			5:00			6:00			7:00			8:00			Max % Usage
	a.m.			a.m.			a.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			p.m.			
	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E	G	A	E				
Friday (12 June 2026)	226	17	1	284	25	1	315	24	2	362	24	2	323	19	3	347	26	4	342	21	4	309	16	2	295	7	2	263	10	3	249	12	3	204	10	3	35%
Saturday (13 June 2026)	161	13	1	238	12	1	278	14	1	314	27	2	301	16	1	292	16	1	299	21	1	280	20	0	257	8	0	215	6	0	192	4	0	186	2	0	31%

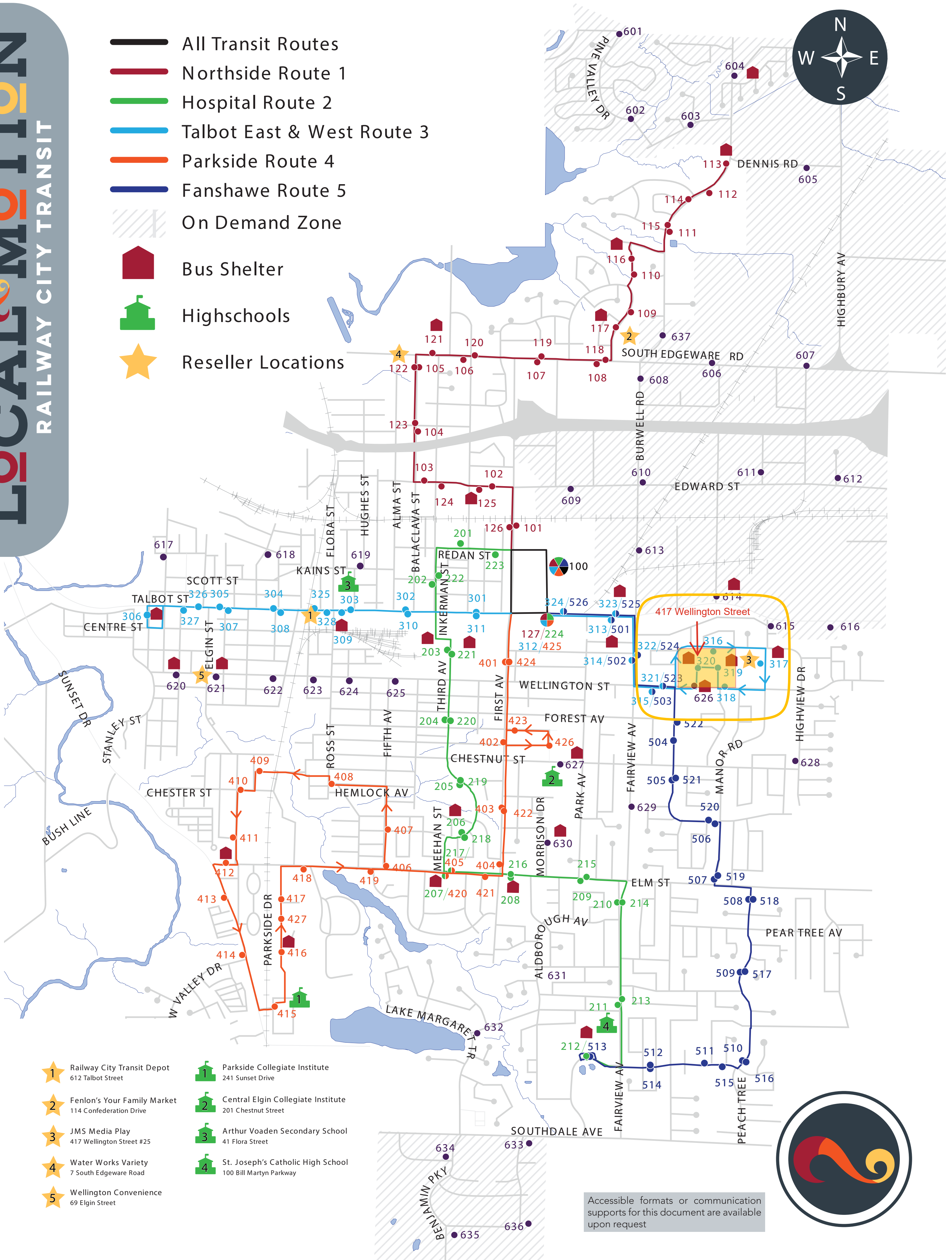
Scenario	DENNY'S RESTAURANT (to be demolished)																									
	Parking Type																								Total	
	General (G): 61												Accessible (A): 2												63	
	9:00		10:00		11:00		12:00		1:00		2:00		3:00		4:00		5:00		6:00		7:00		8:00		Max % Usage	
	a.m.		a.m.		a.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.		p.m.			
	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A	G	A		
Friday (12 June 2026)	11	0	8	0	7	1	7	2	12	0	9	0	4	0	5	0	4	0	6	0	5	0	3	0	19%	
Saturday (13 June 2026)	7	1	6	0	18	1	16	0	11	0	8	0	7	0	7	0	8	0	9	1	10	0	4	0	30%	



Appendix C

RAILWAY CITY TRANSIT MAP

-  All Transit Routes
-  Northside Route 1
-  Hospital Route 2
-  Talbot East & West Route 3
-  Parkside Route 4
-  Fanshawe Route 5
-  On Demand Zone
-  Bus Shelter
-  Highschools
-  Reseller Locations



-  1 Railway City Transit Depot
612 Talbot Street
-  2 Fenlon's Your Family Market
114 Confederation Drive
-  3 JMS Media Play
417 Wellington Street #25
-  4 Water Works Variety
7 South Edgeware Road
-  5 Wellington Convenience
69 Elgin Street

-  1 Parkside Collegiate Institute
241 Sunset Drive
-  2 Central Elgin Collegiate Institute
201 Chestnut Street
-  3 Arthur Voaden Secondary School
41 Flora Street
-  4 St. Joseph's Catholic High School
100 Bill Martyn Parkway

Accessible formats or communication supports for this document are available upon request

