

**DILLON**  
CONSULTING

LIVERPOOL ROAD LIMITED PARTNERSHIP

## **Parking Observation**

640 Liverpool Road Residential Development, Pickering, Ontario



August 29, 2022

Liverpool Road Limited Partnership  
178 Hopedale Avenue  
East York, ON  
M4K 3N2

Attention: Mr. Greg Silas

***Parking Observation – 640 Liverpool Road, Pickering, Ontario***

Please find enclosed a draft copy of the parking observation completed for the envisioned residential development at 640 Liverpool Road in the City of Pickering, Ontario.

Should you have any questions or wish to discuss our findings, please contact me at (613) 745-6338, extension 3012, or at [sdoyle@dillon.ca](mailto:sdoyle@dillon.ca).

Yours sincerely,

**DILLON CONSULTING LIMITED**

A handwritten signature in blue ink, appearing to read "S. Doyle".

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## 1.0

# Introduction

## 1.1

## Purpose

This memo documents the parking observation performed by Dillon Consulting Limited (Dillon), which includes the existing parking capacity (or “supply”), occupancy (or “demand”), and occupancy rate (the percentage of occupied parking spaces at a given time). It also briefly discusses the potential impacts of removing the existing surface lot on Annland Street to build the 51 unit residential development at 640 Liverpool Road.

## 1.2

## Scope of Analysis

We observed on an off-street parking demand in the area of the proposed development over three time periods:

- Friday, July 8, 2022, 5:00-8:00 PM;
- Saturday, July 9, 2022, 12:00-3:00 PM; and
- Sunday, August 14, 2022, 2:00-5:00 PM.

The study area is located near the lakefront where peak visiting hours within are typically on weekends for recreational purposes. As a result, parking observations were performed on a Friday evening (5:00-8:00 PM), Saturday midday (12:00-3:00 PM), and Sunday afternoon (2:00-5:00 PM) of good weather days, as this is when parking demand is highest. Observations were performed in 30-minute circuits of the study area, with each three-hour time period consisting of six circuits.

Parking supply and demand was observed at the following locations, illustrated in **Figure 1**:

- On-street parking on Liverpool Road from Commerce Street to Lake Ontario,
- On-street parking on Annland Street east of Liverpool Road,
- On-street parking on Wharf Street east of Liverpool Road,
- Annland Street surface lot, and
- Liverpool Road surface lot.

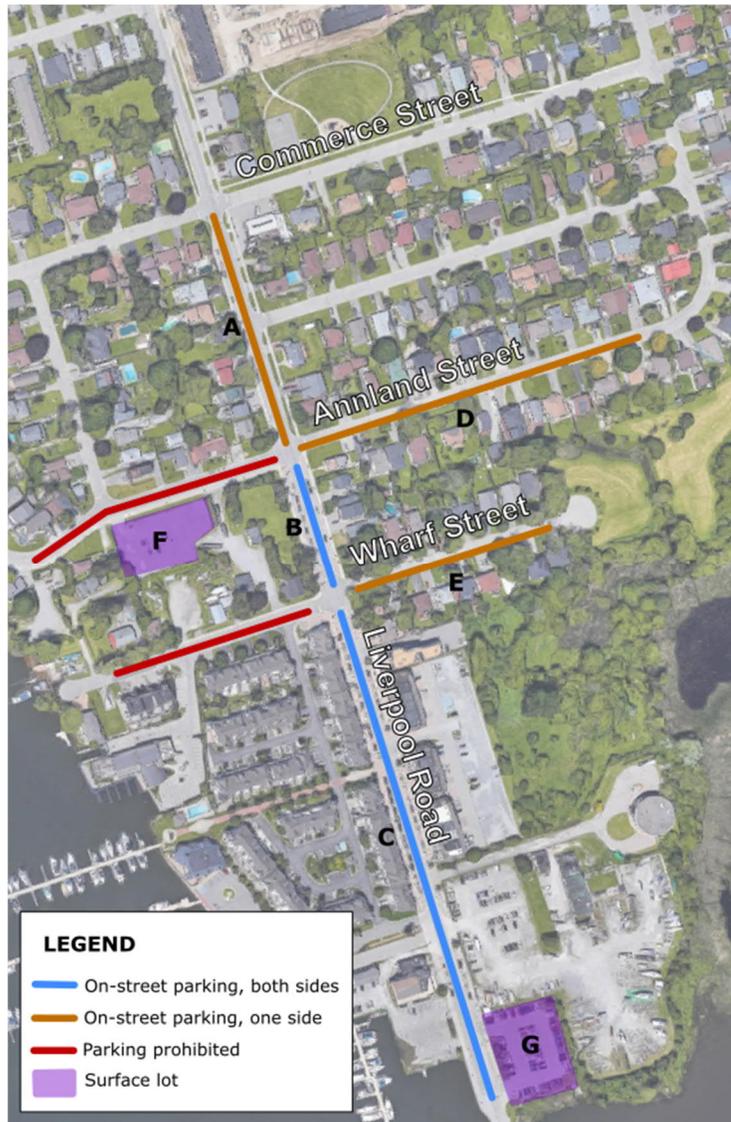


Figure 1: Schematic of parking observation area

## 2.0

## Observation

The following subsections summarize the findings of the parking observation during the peak 30-minute period for each observation period. Raw parking observation data is available in **Appendix A**.

## 2.1

### Friday, July 8, 2022

The peak parking demand during the Friday evening observation period occurred between 7:30PM and 8:00PM. **Table 1** gives a summary of the parking observation findings during this time period.

**Table 1: Friday evening peak parking occupancy**

Area	Description	Capacity (Supply)	Occupancy (Demand)	Occupancy Rate
<b>A</b>	Liverpool Road between Commerce Street and Annland Street	11	2	18%
<b>B</b>	Liverpool Road between Annland Street and Wharf Street	13	7	54%
<b>C</b>	Liverpool Road between Wharf Street and Lake Ontario	49	31	63%
<b>D</b>	Annland Street East of Liverpool Road	13	0	0%
<b>E</b>	Wharf Street East of Liverpool Road	9	3	33%
<b>F</b>	Annland Street Surface Lot	40	2	5%
<b>G</b>	Liverpool Road Surface Lot	60	60	100%
	Total	<b>195</b>	<b>105</b>	<b>54%</b>

Parking within the study area is moderately utilized on Friday evening:

- The peak demand was 54% of all parking capacity within the observed area
- The surface lot on Annland Street is minimally utilized, with only 2 out of the total approximately 40 spaces (5%) occupied.

The parking capacity within the observed area would decrease by 40 spaces if the Annland Street surface lot was removed. This would result in an occupancy rate of 68% assuming parking demand remains the same, which suggests there is sufficient parking available within the rest of the study area to accommodate demand based on Friday evening observations.

## 2.2

### Saturday, July 9, 2022

The peak parking demand during the Saturday midday observation period occurred between 2:30PM and 3:00PM. **Table 2** gives a summary of the parking observation findings during this time period.

Table 2: Saturday midday peak parking occupancy

Area	Description	Capacity (Supply)	Occupancy (Demand)	Occupancy Rate
A	Liverpool Road between Commerce Street and Annland Street	11	9	82%
B	Liverpool Road between Annland Street and Wharf Street	13	12	92%
C	Liverpool Road between Wharf Street and Lake Ontario	49	45	92%
D	Annland Street East of Liverpool Road	13	3	23%
E	Wharf Street East of Liverpool Road	9	9	100%
F	Annland Street Surface Lot	40	6	15%
G	Liverpool Road Surface Lot	60	60	100%
	Total	<b>195</b>	<b>144</b>	<b>74%</b>

Parking within the study area is moderately utilized during the Saturday midday period:

- The peak demand was 74% of all parking capacity;
- The surface lot on Annland Street remains minimally utilized, with only 6 out of the total 40 spaces (15%) occupied.

Removing the Annland Street surface lot would result in an occupancy rate of 93% during the Saturday 30-minute peak interval, assuming parking demand remains the same. This implies that the demand for parking is approaching capacity, however there is still room for visitors to park elsewhere in the study area. Parking on Annland Street east of Liverpool Road is minimally utilized and would provide a close alternative parking location to the Annland Street surface lot.

## 2.3

### Sunday, August 14, 2022

Sunday afternoon was the busiest of the three observation periods. The peak parking demand during the Sunday afternoon observation period occurred between 4:30 and 5:00 PM. **Table 3** gives a summary of the parking observation findings during this time period.

Table 3: Sunday afternoon peak parking occupancy

Area	Description	Capacity (Supply)	Occupancy (Demand)	Occupancy Rate
A	Liverpool Road between Commerce Street and Annland Street	11	10	91%
B	Liverpool Road between Annland Street and Wharf Street	13	12	92%
C	Liverpool Road between Wharf Street and Lake Ontario	49	49	100%
D	Annland Street East of Liverpool Road	13	13	100%
E	Wharf Street East of Liverpool Road	9	9	100%
F	Annland Street Surface Lot	40	23	58%
G	Liverpool Road Surface Lot	60	60	100%
	Total	<b>195</b>	<b>176</b>	<b>90%</b>

Parking within the study area is highly utilized during the peak interval on Sunday:

- The peak demand was 90% of all parking capacity, meaning the combined system was essentially full (for practical purposes systems at 85% utilization are perceived to be full due to the difficulty in finding available parking spaces);
- The surface lot on Annland Street remains moderately utilized, with 23 of 40 spaces (58%) occupied.

Removing the Annland Street surface lot would result in an occupancy rate of 99% during the Sunday 30-minute peak interval, meaning essentially all available spaces would be occupied. Illegal parking may become more prevalent if the majority (or all) provided parking spaces are occupied. Visitors will have to park further from the waterfront or choose another means of travel if existing demand increases. Ultimately, while capacity without the Annland Street surface lot will be able to serve existing demand, negative effects of the high occupancy rate will be felt on the adjacent road network.

## 3.0 Summary and Conclusions

### 3.1 Summary

Parking observation was performed within the study area at the following locations:

- On-street parking on Liverpool Road from Commerce Street to Lake Ontario,
- On-street parking on Annland Street east of Liverpool Road,
- On-street parking on Wharf Street east of Liverpool Road,
- Annland Street surface lot, and
- Liverpool Road surface lot.

Parking in the area was 54% occupied during the peak 30 minutes of the Friday evening observation, 74% occupied during the peak 30 minutes of the Saturday midday observation, and 90% occupied during the peak 30 minutes of the Sunday afternoon observation, with the Annland Street surface lot 5%, 15% and 58% occupied in the same time periods.

## 3.2

## Conclusions

- The Annland Street surface lot remains minimally occupied. The Annland Street surface lot becomes moderately occupied when parking in the rest of the study approaches 100% occupied.
- The removal of the Annland Street surface lot is expected to have a limited effect on parking within the study area during most time periods as available on-street parking remains on adjacent roads. However, during periods of peak parking demand (e.g. late Sunday afternoon), negative effects of the lot removal will be felt on the adjacent roadways in the form of increased congestion and potential illegal parking.

# Appendix A

## *Parking Observation Data*

Area	Name	Capacity	Fri 5pm	Fri 530pm	Fri 6pm	Fri 630pm	Fri 7pm	Fri 730pm	Fri Peak Occupancy Rate
A	Liverpool Road between Commerce Street and Annland Street	11	2	3	1	0	1	2	18%
B	Liverpool Road between Annland Street and Wharf Street	13	5	3	1	2	4	7	54%
C	Liverpool Road between Wharf Street and end of Liverpool Road	49	24	24	20	22	24	31	63%
D	Annland Street East of Liverpool Road	13	1	1	1	1	1	0	0%
E	Wharf Street East of Liverpool Road	9	4	4	4	3	4	3	33%
F	Annland Street Surface Lot	40	1	1	1	2	1	2	5%
G	Liverpool Road Surface Lot	60	37	34	51	51	45	60	100%
	<b>Total</b>	195	74	70	79	81	80	105	54%

Area	Name	Capacity	Sat 12pm	Sat 1230pm	Sat 1pm	Sat 130pm	Sat 2pm	Sat 230pm	Sat Peak Occupancy Rate
A	Liverpool Road between Commerce Street and Annland Street	11	3	5	7	9	9	9	82%
B	Liverpool Road between Annland Street and Wharf Street	13	8	8	9	12	12	12	92%
C	Liverpool Road between Wharf Street and end of Liverpool Road	49	41	42	42	42	44	45	92%
D	Annland Street East of Liverpool Road	13	1	1	1	3	2	3	23%
E	Wharf Street East of Liverpool Road	9	4	3	7	9	6	9	100%
F	Annland Street Surface Lot	40	2	2	2	2	5	6	15%
G	Liverpool Road Surface Lot	60	49	51	57	60	60	60	100%
	<b>Total</b>	195	108	112	125	137	138	144	74%

Area	Name	Capacity	Sun 200pm	Sun 230pm	Sun 300pm	Sun 330pm	Sun 400pm	Sun 430pm	Sun Peak Occupancy Rate
A	Liverpool Road between Commerce Street and Annland Street	11	3	5	5	11	11	10	91%
B	Liverpool Road between Annland Street and Wharf Street	13	11	12	11	12	12	12	92%
C	Liverpool Road between Wharf Street and end of Liverpool Road	49	42	47	47	49	46	49	100%
D	Annland Street East of Liverpool Road	13	11	12	12	12	12	13	100%
E	Wharf Street East of Liverpool Road	9	5	7	8	9	9	9	100%
F	Annland Street Surface Lot	40	6	5	13	22	25	23	58%
G	Liverpool Road Surface Lot	60	55	58	60	60	59	60	100%
	<b>Total</b>	195	133	146	156	175	174	176	90%