

29 June 2018

## File

170260

## To

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Transportation Services Department  
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## From

Stew Elkins, B.Sc., MITE  
Vice-President  
Paradigm Transportation Solutions Limited

## 4880 Valera Road, Burlington Ontario - Transportation Impact Study. Supplemental Data Collection & Analysis – On-Street Parking Review.

On-street parking demand data was collected for the Alton Community within approximately 200 metres of 4880 Valera Road (Subject Site). **Figure 1** (attached) details the study area.

The actual supply of on-street parking is difficult to quantify as spaces are not delineated and the capacity of a block face is dependent upon how efficiently vehicles park. Within the study area there are various zones that are signed “No Parking Anytime.”

A field visit was completed to measure the block faces of the on-street parking areas and to confirm the presence of current parking restrictions.

The estimated on-street parking supply for the study area is approximately 124 spaces. The assumed capacity, 85 percent of the supply, is noted to be approximately 106 spaces.

### Data Collection

Data was collected during the following time periods in 30-minute intervals:

- ▶ Wednesday, 13 June 2018 – 16:00-00:00;
- ▶ Thursday, 14 June 2018 – 16:00-00:00;
- ▶ Saturday, 16 June 2018 – 16:00-00:00; and
- ▶ Sunday, 17 June 2018 (Father’s Day) – 16:00-00:00.

All vehicles parked on the streets within the study area were recorded, including vehicles parked in prohibited areas and in front of driveways.

### Parking Demand

The following parking demand characteristics are noted:

- ▶ The peak parking demand for the study area is noted to occur between the 19:00 and 20:30.

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- ▶ The peak parking demand was observed to be 52 vehicles (17 June 2018 – 19:00).
- ▶ Verdi Street between Valera Road and Sharp Road appears to be the most utilized parking area. Peak parking demands were observed to be between 14 and 23 vehicles or about 64-105 percent of the estimated parking supply.
- ▶ During peak demand times, approximately 52 on-street parking spaces are available within the study area.

**Attachment A** contains the observed data. **Table 1** summarizes the parking demand and utilization by street.

**TABLE 1: ON-STREET PARKING DEMAND & UTILIZATION**

Street	Supply	Praking Demand				Utilization			
		13-Jun	14-Jun	16-Jun	17-Jun	13-Jun	14-Jun	16-Jun	17-Jun
Capri Cres	18	15	19	11	13	83%	106%	61%	72%
Sharp Road	17	6	7	10	14	35%	41%	59%	82%
Thomas Alton Boulevard	20	4	7	7	10	20%	35%	35%	50%
Valera Road	48	14	11	18	17	29%	23%	38%	35%
Verdi Street	22	14	23	25	19	64%	105%	114%	86%
<b>Total</b>	<b>125</b>	<b>53</b>	<b>67</b>	<b>71</b>	<b>73</b>	<b>42%</b>	<b>54%</b>	<b>57%</b>	<b>58%</b>

### Conclusions

On-street parking within the study area appears to be about 60 percent utilized. Verdi Street between Valera Road and Sharp Road appears to be the most utilized parking area.

Based on the estimated parking supply, 125 spaces, there appears to be approximately 52 on-street parking spaces available within 200 metres of the subject site.

Yours very truly,

**PARADIGM TRANSPORTATION SOLUTIONS LIMITED**



**Stew Elkins**  
 B.Sc., MITE  
 Vice-President



## Study Area

4880 Valera Rd  
170260

Figure 1

## Attachment A - Parking Demand Data

**Date:** Wednesday, 13 June, 2018  
**Name:** SG  
**Weather:** Rain/Clear/Windy

Time Starting	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
16:00	2	2	0	0	1	0	2	1	1	0	0	0	0	7	2	0	0	1	4	1	0	0	24
16:30	2	1	0	0	2	0	1	1	0	1	1	0	0	8	1	0	0	1	4	2	0	0	25
17:00	2	1	0	0	1	0	3	1	0	2	0	2	0	8	1	0	0	1	4	3	0	0	29
17:30	1	1	0	0	1	0	3	1	1	2	0	2	0	7	2	0	0	1	4	4	0	0	30
18:00	1	1	0	0	2	0	4	1	1	2	0	0	0	7	2	0	1	0	5	4	0	0	31
18:30	1	1	0	0	2	0	4	1	1	2	1	0	0	6	2	0	1	0	3	5	0	1	31
19:00	1	1	0	0	2	1	3	1	1	1	0	0	0	6	1	0	1	0	5	5	1	1	31
19:30	1	1	0	0	3	1	3	1	1	1	0	0	0	5	1	0	2	0	5	4	1	1	31
20:00	1	0	0	0	3	2	4	1	2	2	0	0	0	6	0	0	1	0	5	5	1	1	34
20:30	1	0	0	0	3	1	5	1	2	2	0	0	0	6	0	0	1	0	5	5	1	1	34
21:00	2	0	0	0	2	3	2	1	2	0	2	0	0	4	0	0	2	1	6	3	1	1	32
<b>21:30</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>34</b>
22:00	2	0	1	0	3	3	2	1	2	0	2	0	0	4	1	0	1	1	5	3	1	1	33
22:30	1	0	0	0	4	2	2	1	1	0	1	0	0	4	0	0	1	1	4	3	1	1	27
23:00	2	0	0	0	2	2	2	1	1	0	3	0	0	6	0	0	1	1	4	2	1	1	29
23:30	2	0	0	0	0	1	1	1	2	0	1	0	0	5	1	0	1	1	2	0	1	0	19
00:00	0	0	0	0	0	1	1	1	1	0	1	0	0	4	0	0	0	1	2	1	0	0	13
<b>Estimated Supply</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>129</b>
<b>Peak Demand</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Peak Utilization</b>	<b>14%</b>	<b>33%</b>	<b>20%</b>	<b>0%</b>	<b>50%</b>	<b>38%</b>	<b>56%</b>	<b>9%</b>	<b>67%</b>	<b>40%</b>	<b>60%</b>	<b>200%</b>	<b>0%</b>	<b>80%</b>	<b>67%</b>	<b>0%</b>	<b>67%</b>	<b>50%</b>	<b>75%</b>	<b>42%</b>	<b>14%</b>	<b>33%</b>	<b>26%</b>
<b>Network Peak</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>3</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>6</b>	<b>3</b>	<b>1</b>	<b>1</b>	<b>34</b>
<b>Network Peak Utilization</b>	<b>14%</b>	<b>0%</b>	<b>0%</b>	<b>0%</b>	<b>38%</b>	<b>38%</b>	<b>33%</b>	<b>9%</b>	<b>67%</b>	<b>0%</b>	<b>40%</b>	<b>0%</b>	<b>0%</b>	<b>40%</b>	<b>0%</b>	<b>0%</b>	<b>67%</b>	<b>50%</b>	<b>75%</b>	<b>25%</b>	<b>14%</b>	<b>33%</b>	<b>26%</b>

x  
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Date: Saturday, 16 June, 2018  
Name: SG  
Weather: Sunny

Time Starting	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
16:00	0	1	0	0	2	3	4	1	1	2	1	0	0	7	0	0	2	0	7	6	0	2	39
16:30	0	1	0	0	2	3	4	1	1	3	1	0	0	7	0	0	3	0	7	6	0	2	41
17:00	0	2	0	0	2	3	6	1	1	3	1	0	0	5	1	0	3	0	7	6	0	0	41
17:30	0	3	0	0	3	3	7	1	2	3	2	0	1	5	1	0	3	0	7	6	0	0	47
18:00	0	2	0	0	3	3	7	1	2	3	2	0	0	6	1	0	1	1	7	7	0	0	46
18:30	0	2	0	0	3	3	7	1	2	3	2	0	0	6	1	0	1	1	7	8	0	0	47
19:00	2	2	0	0	3	2	5	1	1	3	2	0	0	5	1	0	1	2	8	8	0	0	46
19:30	2	2	0	0	3	2	4	4	0	3	2	0	0	3	1	0	1	2	9	10	0	2	50
20:00	2	2	0	0	3	3	2	3	1	3	2	0	0	3	1	0	2	2	9	9	3	1	51
20:30	2	2	0	0	3	3	2	3	1	3	2	0	0	4	1	0	2	1	10	8	3	1	51
21:00	2	2	0	0	2	4	2	2	0	2	1	0	0	4	1	0	2	0	7	8	3	1	43
21:30	2	1	0	0	2	4	3	2	0	2	1	0	0	4	1	0	1	0	6	7	2	1	39
22:00	2	0	0	0	2	3	3	1	0	2	1	0	0	4	1	0	0	0	2	5	2	0	28
22:30	2	1	0	0	2	3	2	1	0	2	1	0	0	4	1	0	0	0	2	5	2	0	28
23:00	3	1	0	0	1	3	2	1	0	2	0	0	0	4	0	0	0	0	2	4	2	0	25
23:30	3	1	0	0	1	3	0	1	0	2	0	0	0	3	1	0	0	0	2	2	0	0	19
00:00	4	1	0	0	1	3	0	1	0	2	0	0	0	3	0	0	0	0	2	2	0	0	19
Estimated Supply	14	6	5	7	8	8	9	11	3	5	5	0	0	10	3	0	3	2	8	12	7	3	129
Peak Demand	4	3	0	0	3	4	7	4	2	3	2	0	1	7	1	0	3	2	10	10	3	2	51
Peak Utilization	29%	50%	0%	0%	38%	50%	78%	36%	67%	60%	40%	0%	100%	70%	33%	0%	100%	100%	125%	83%	43%	67%	40%
Network Peak	2	2	0	0	3	3	2	3	1	3	2	0%	0	4	1	0	2	1	10	8	3	1	51
Network Peak Utilization	14%	33%	0%	0%	38%	38%	22%	27%	33%	60%	40%	0%	0%	40%	33%	0%	67%	50%	125%	67%	43%	33%	40%

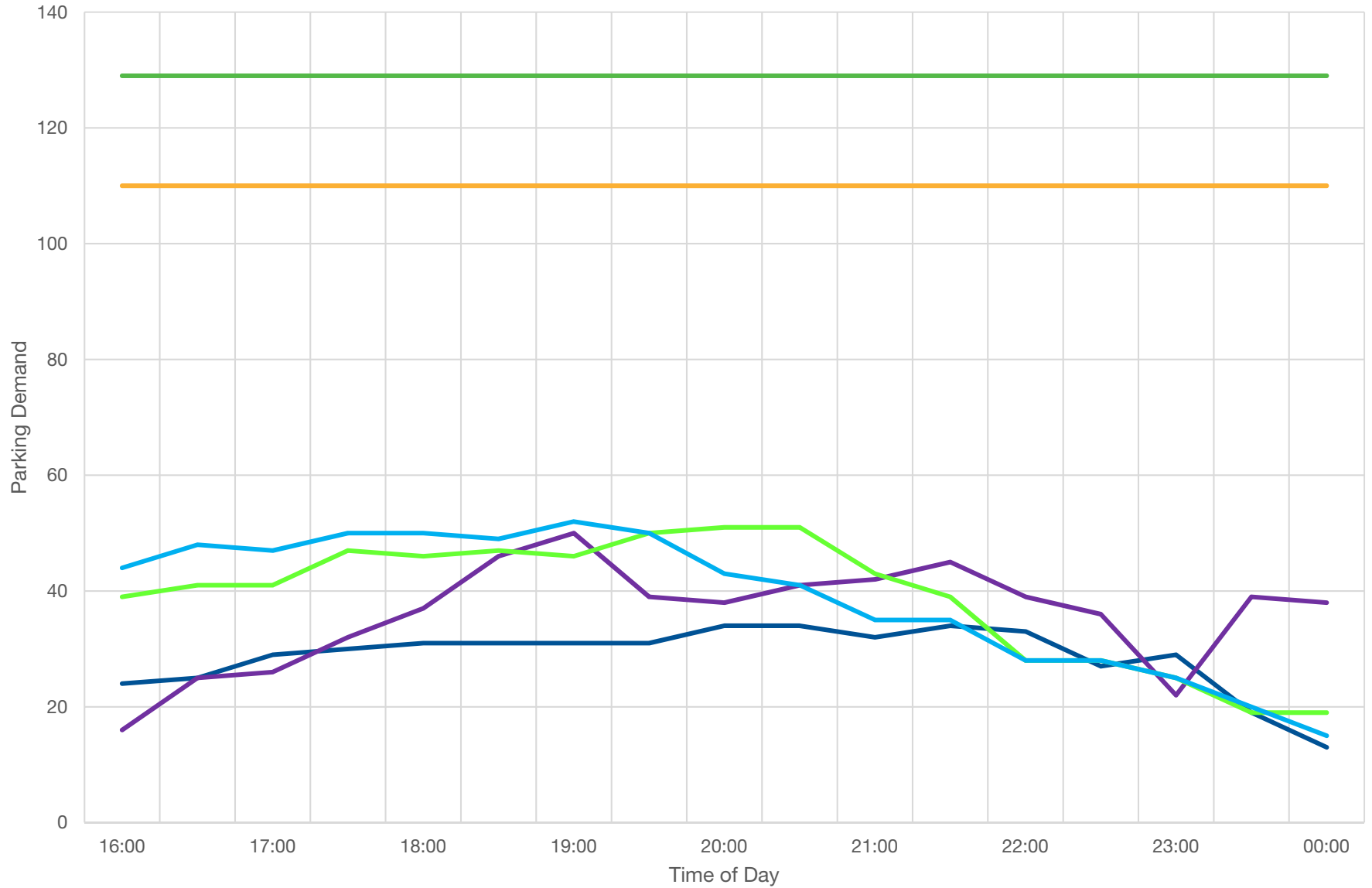
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NPAT NPAT NPAT

Date: Sunday, 17 June, 2018  
 Name: SG  
 Weather: Hot

Time Starting	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	Total
16:00	2	1	0	0	3	1	4	1	2	3	3	0	0	6	2	0	0	2	8	6	0	0	44
16:30	2	3	0	0	3	1	4	2	2	3	4	0	0	5	2	0	0	2	8	7	0	0	48
17:00	2	3	0	0	3	1	2	2	2	4	4	0	0	4	2	0	1	2	8	7	0	0	47
17:30	1	3	0	0	4	2	3	4	2	4	4	0	0	5	2	0	1	2	6	7	0	0	50
18:00	2	4	0	0	4	2	5	4	2	4	3	0	0	5	2	0	0	1	6	6	0	0	50
18:30	2	4	0	0	3	1	5	3	3	5	2	0	0	7	2	0	1	0	5	5	0	1	49
19:00	2	4	0	0	3	2	5	3	3	5	3	0	0	7	2	0	1	1	5	5	0	1	52
19:30	2	5	0	0	3	2	5	2	3	4	4	0	0	7	2	0	1	1	5	3	0	1	50
20:00	2	5	0	0	2	1	5	2	0	2	4	0	0	6	2	0	2	1	5	3	0	1	43
20:30	3	5	0	2	1	2	2	2	2	2	4	0	0	6	1	0	1	0	4	3	0	1	41
21:00	3	3	0	0	2	1	2	2	2	1	2	0	0	7	1	0	1	0	4	3	0	1	35
21:30	3	3	0	0	2	1	2	2	2	1	2	0	0	7	1	0	1	0	4	3	0	1	35
22:00	4	3	0	0	0	1	1	1	1	1	1	0	0	7	0	0	2	0	4	2	0	0	28
22:30	5	3	0	0	2	1	1	1	1	1	0	0	0	7	0	0	0	0	4	2	0	0	28
23:00	5	3	0	0	0	1	1	1	0	1	0	0	0	7	0	0	0	0	4	2	0	0	25
23:30	4	3	0	0	1	1	1	1	0	1	0	0	0	4	0	0	0	0	2	2	0	0	20
00:00	2	1	0	0	0	1	1	1	0	1	0	0	0	4	0	0	0	0	2	2	0	0	15
<b>Estimated Supply</b>	<b>14</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>8</b>	<b>8</b>	<b>9</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>8</b>	<b>12</b>	<b>7</b>	<b>3</b>	<b>129</b>
<b>Peak Demand</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>8</b>	<b>7</b>	<b>0</b>	<b>1</b>	<b>52</b>
<b>Peak Utilization</b>	<b>36%</b>	<b>83%</b>	<b>0%</b>	<b>29%</b>	<b>50%</b>	<b>25%</b>	<b>56%</b>	<b>36%</b>	<b>100%</b>	<b>100%</b>	<b>80%</b>	<b>0%</b>	<b>0%</b>	<b>70%</b>	<b>67%</b>	<b>0%</b>	<b>67%</b>	<b>100%</b>	<b>100%</b>	<b>58%</b>	<b>0%</b>	<b>33%</b>	<b>40%</b>
<b>Network Peak</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>5</b>	<b>3</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>5</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>52</b>
<b>Network Peak Utilization</b>	<b>14%</b>	<b>67%</b>	<b>0%</b>	<b>0%</b>	<b>38%</b>	<b>25%</b>	<b>56%</b>	<b>27%</b>	<b>100%</b>	<b>100%</b>	<b>60%</b>	<b>0%</b>	<b>0%</b>	<b>70%</b>	<b>67%</b>	<b>0%</b>	<b>33%</b>	<b>50%</b>	<b>63%</b>	<b>42%</b>	<b>0%</b>	<b>33%</b>	<b>40%</b>

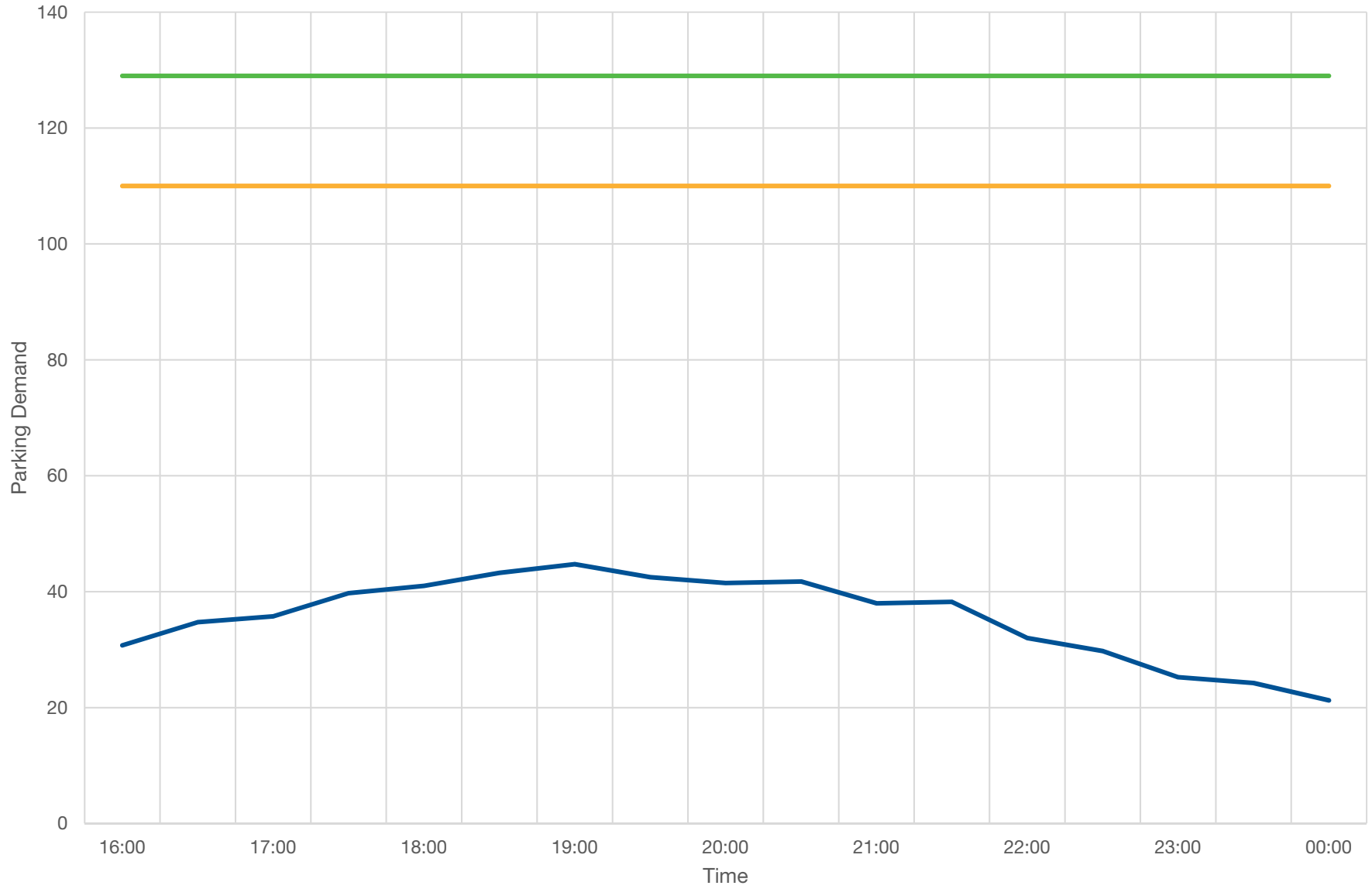


# On-Street Parking Demand



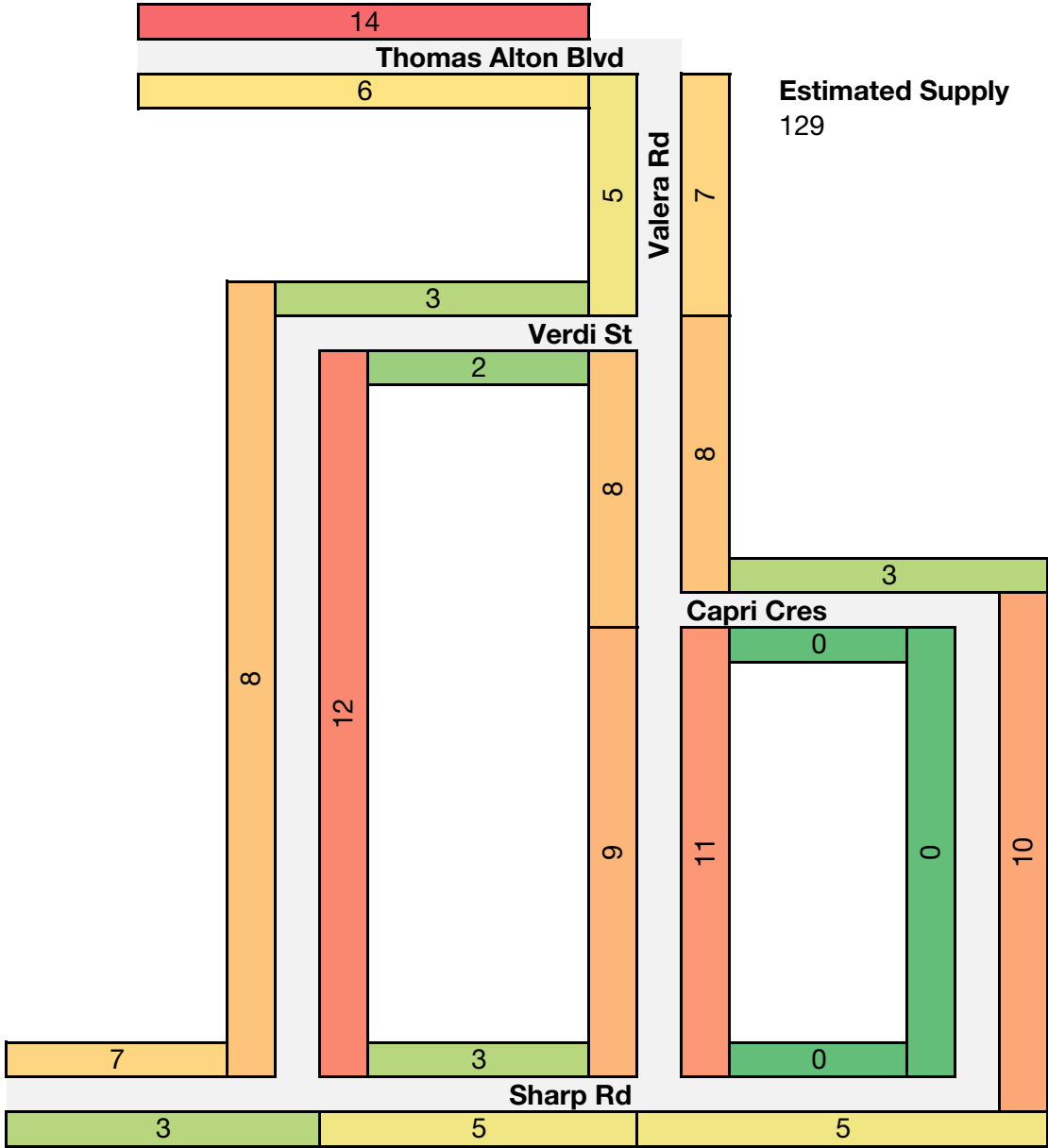
Estimated Supply Capacity (85%) 13-Jun 14-Jun 16-Jun 17-Jun

4-Day Average - On-Street Parking Demand



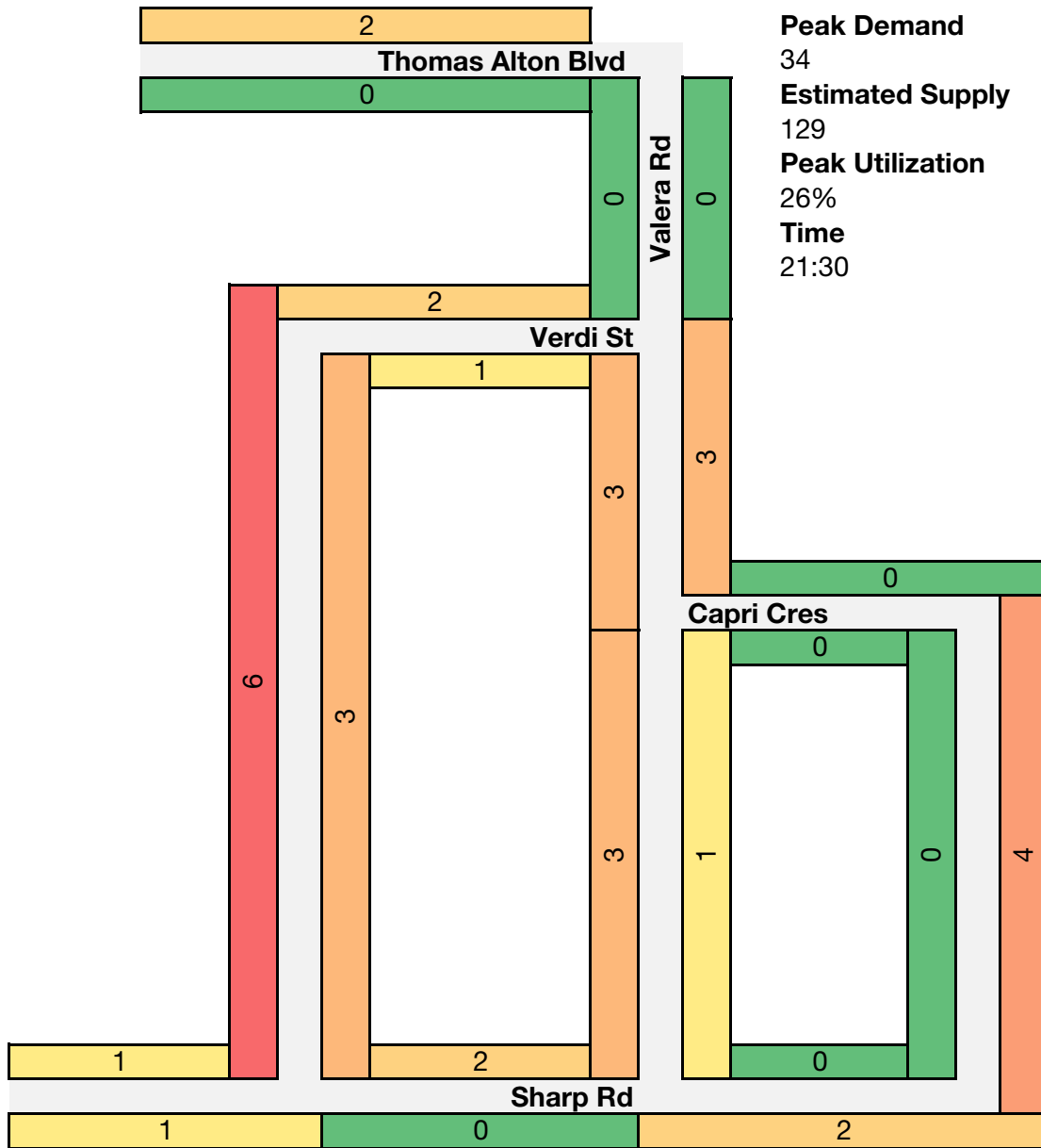
Estimated Supply Capacity (85%) Average

# Estimated Supply



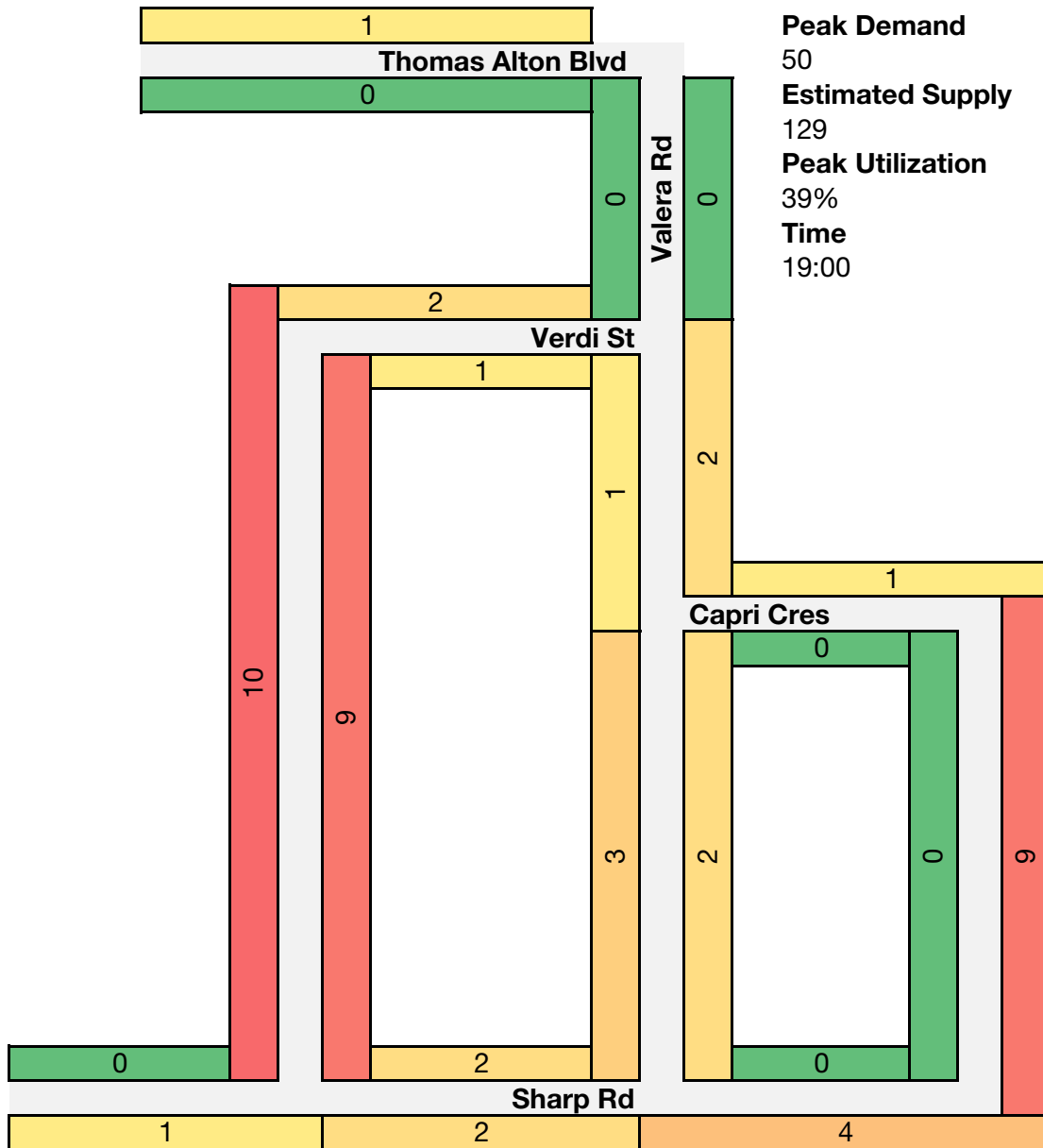
# Parking Demand - Network Peak

Wednesday, 13 June 2018



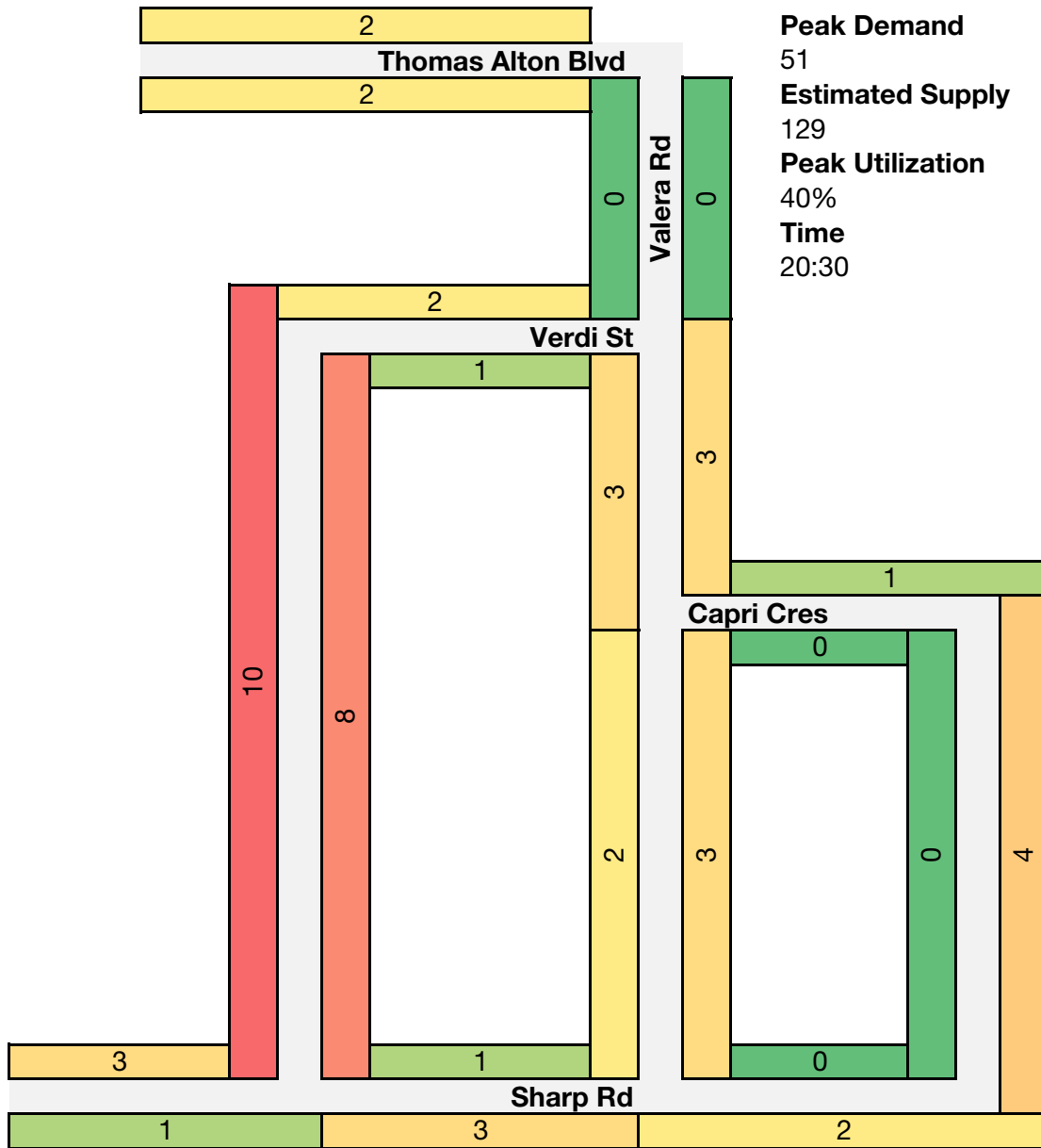
# Parking Demand - Network Peak

Thursday, 14 June 2018



# Parking Demand - Network Peak

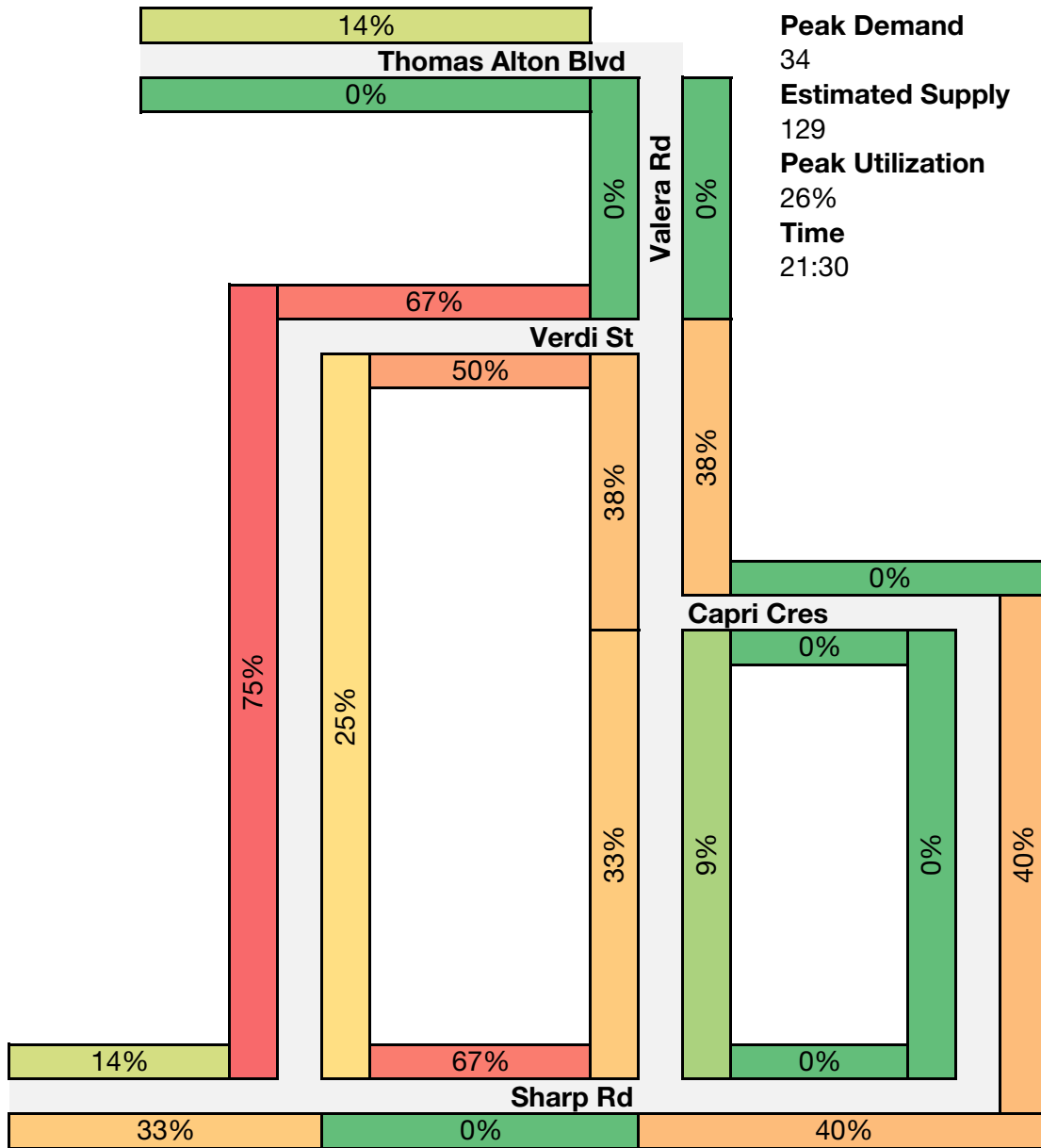
Saturday, 16 June 2018





# Parking Demand - Network Peak Utilization (%)

Wednesday, 13 June 2018

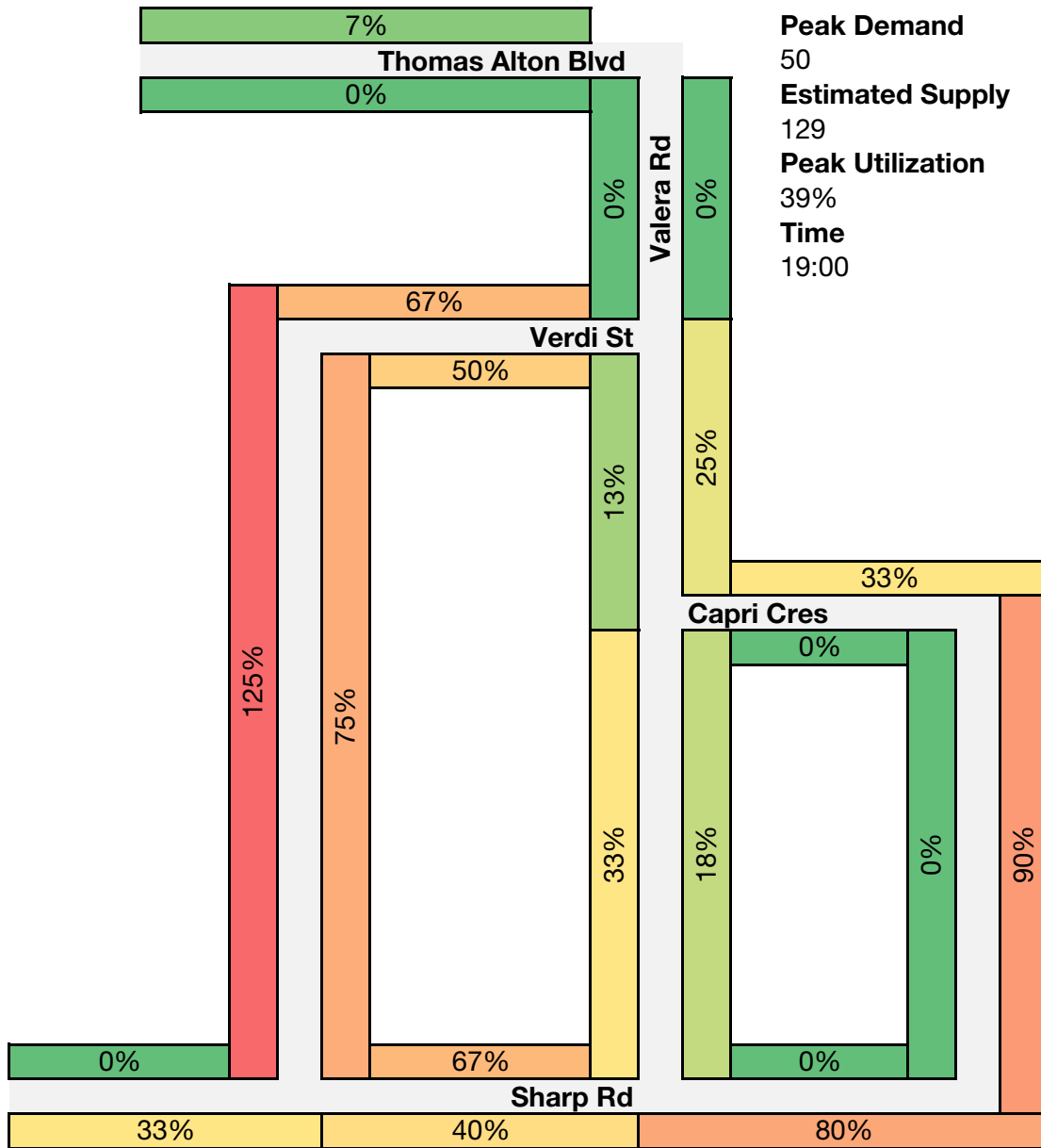


**Peak Demand**  
34  
**Estimated Supply**  
129  
**Peak Utilization**  
26%  
**Time**  
21:30



# Parking Demand - Network Peak Utilization (%)

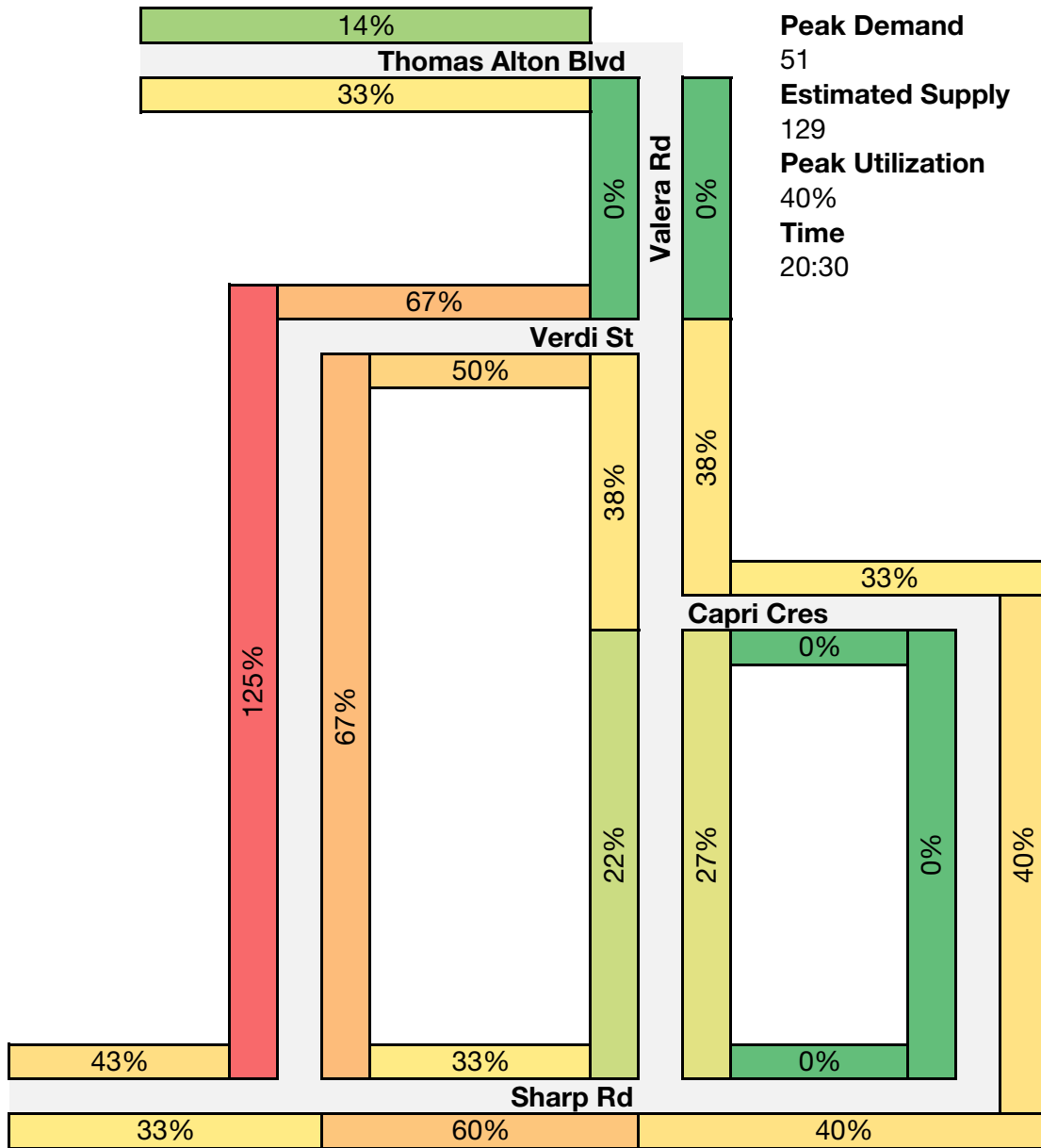
Thursday, 14 June 2018



**Peak Demand**  
 50  
**Estimated Supply**  
 129  
**Peak Utilization**  
 39%  
**Time**  
 19:00

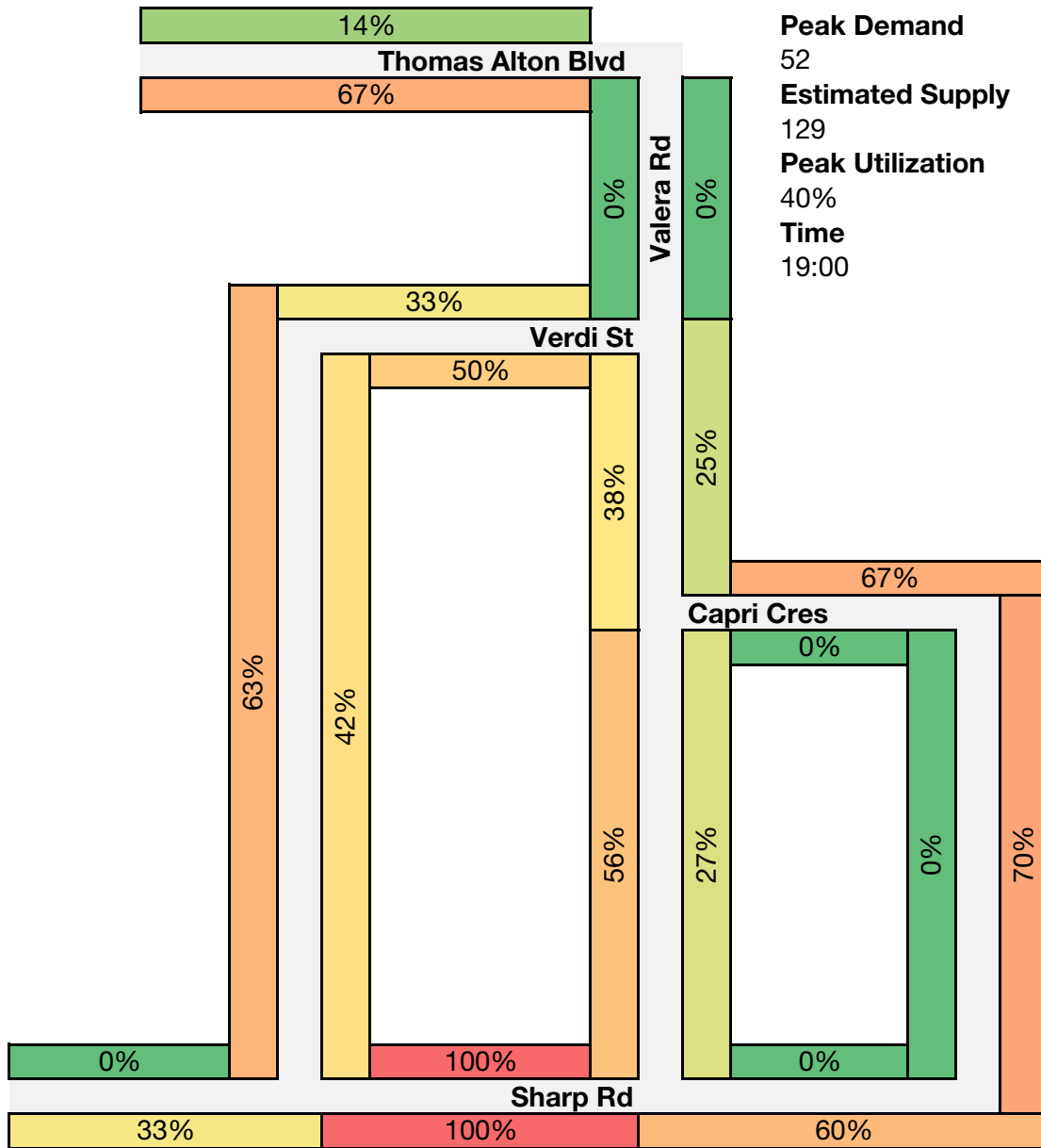
# Parking Demand - Network Peak Utilization (%)

Saturday, 16 June 2018



# Parking Demand - Network Peak Utilization (%)

Sunday, 17 June 2018



**Peak Demand**  
 52  
**Estimated Supply**  
 129  
**Peak Utilization**  
 40%  
**Time**  
 19:00