



The Corporation of the Town of Milton

Report To: Council

From: Meaghen Reid, Director, Legislative & Legal Services/Town Clerk

Date: October 7, 2024

Report No: CORS-028-24

Subject: Transitional Neighbourhood Parking Strategy

Recommendation: **THAT staff be directed to proceed with the implementation of a one-year permit parking program within designated municipal parks and report back to Council with results and recommendations;**

AND THAT a new parking permit user fee of \$60 per month, including taxes, be introduced effective January 1, 2025 to recover the cost of administering the pilot program and be included within the Town's User Fee By-law at the next available opportunity;

AND THAT staff be directed to bring forward any necessary by-law amendments to facilitate the implementation of the pilot program.

EXECUTIVE SUMMARY

- The development of a Transitional Neighbourhood Parking Strategy was identified as a strategic imperative for Planned Community Growth within the Town's 2023-2027 Strategic Plan.
- Overnight permit parking within designated municipal parks throughout the community is being recommended within this Strategy, as an opportunity to assist with on-street parking needs in the community.
- It is anticipated that this pilot program will launch in Spring 2025 with a one-year implementation period. Staff will review the results and report back to Council with any subsequent recommendations.
- The pilot program will assess service demand, operational impacts, as well as administrative and financial considerations
- It is anticipated that the associated costs for the one-year pilot will be offset by the parking permit fee (including software costs, additional contracted services, signage, administration fees and any potential revenue loss).

REPORT

Background

The Town of Milton 2023-2027 Strategic Plan was endorsed by Council on July 17, 2023. Within the Plan, the development of a Transitional Parking Strategy was designated as a priority under the strategic theme of Planned Community Growth.

The Parking Strategy has been developed to provide a “transitional” option for potential on-street parking needs, while longer-term recommendations are developed, assessed and implemented within the community through the Milton Transit Five-Year Service Plan and Master Plan Update and the Milton Transportation Master Plan Update:

- [Milton Transit Five-Year Service Plan and Master Plan Update](#): It is anticipated that on-street parking needs within the community can be impacted by the delivery of a safe, reliable and integrated transit system that provides providing a viable option for residents and visitors, as they navigate the community. The recommendations set out within these plans were presented at the Council meeting on June 24, 2024.
- **Milton Town-Wide Transportation Master Plan Update**: The Town-wide Transportation Master Plan Update is currently being developed and is intended to align transportation policy and direction with Milton’s growth plans and priorities. This Master Plan will update and develop a long-term transportation vision and overall structure to support the Town’s projected population and employment growth to the year 2051. The Transportation Master Plan Update recommendations will provide direction for a forward-looking approach to parking beyond the interim proposal within this Transitional Parking Strategy.

Staff explored the following considerations in the development of a Transitional Neighbourhood Parking Strategy:

- Options for additional overnight parking, particularly in highly ticketed areas;
- Consideration for new legislation allowing for additional residential units;
- Leveraging the use of municipal properties for overnight parking solutions;
- Innovative options to leverage partnerships for the use of non-Town owned properties.

Discussion

Transitional Parking Strategy Recommendation: Overnight permit parking within designated municipal parks (One-year pilot program)

Overnight permit parking within designated municipal parks is being recommended as an opportunity to provide more off-street parking to assist the community. This option leverages the use of municipal properties, which are already being offered as on-street parking options during winter events at times when on-street parking exceptions are suspended to support road-clearing operations.

This plan is being recommended as a one-year pilot program, to permit staff time to review and assess service demand, operational impacts, administrative and financial considerations. Designated Parks are shown on Appendix A.

Pilot Program Details:

- Overnight parking permits issued for spots within municipally-owned parks
- Approximately four hundred (400) parking spots located in various municipal parks throughout the community would be designated for the initial pilot, with at least 100 permit parking spots available in each Ward.
- When selecting the location and amount of spaces within designated parks, staff considered: snow clearing and operations activities, lighting and park usage.
- Monthly parking permits (for designated parks only) will be available via an online application on the Town's website.
- Permits and permit parking would be offered on a first-come, first-served basis. This means that the number of monthly permits issued will not exceed the number of designated spots available within parks.
- A parking permit will allow the holder to park within the permitted overnight time period within any of the designated municipal parks. It will not assign specific parking spots for permit-holders.
- A permit fee of \$60.00/month will be applicable which will help recover the required software costs, additional contracted services, signage and administration costs.
- Compliance with parking permit requirements would be enforced by the Town's overnight parking contractor.
- Vehicle owners would only be eligible for this program if they are in good standing with parking infractions at the time of application.

Next Steps:

- It is anticipated that the pilot program will launch in Spring 2025 for a one-year period. Staff will review the results and report back to Council with any subsequent recommendations.



Financial Impact

It is anticipated that the costs associated with the implementation of the one-year pilot (including software costs, additional contracted services, signage, administration fees and any potential revenue loss) would be offset by parking permit fees, should the application rate reach 65% or more of the available parking spaces.

Respectfully submitted,

Kristene Scott
Commissioner, Corporate Services

For questions, please contact: Meaghen Reid, Director, Phone: Ext. 2132 or
Legislative and Legal Services & 2133
Mary Beth Mitchell, Manager,
Licensing and Enforcement

Attachments

Appendix A: List of Designated Parks within Pilot Program
Appendix B: Other Options Considered - Not recommended as part of this strategy

Approved by CAO
Andrew M. Siltala
Chief Administrative Officer

Recognition of Traditional Lands

The Town of Milton resides on the Treaty Lands and Territory of the Mississaugas of the Credit First Nation. We also recognize the traditional territory of the Huron-Wendat and Haudenosaunee people. The Town of Milton shares this land and the responsibility for the water, food and resources. We stand as allies with the First Nations as stewards of these lands.

Appendix A to Staff Report CORS-028-24

Designated Parks for Permit Parking (1 Year Pilot Program)

| Park Name | Ward Location |
|---|---------------|
| Brian Best Park (North and South) | 1 |
| Bronte Meadows Park | 1 |
| Scott Neighbourhood Park (East Lot) | 1 |
| Sherwood District Park | 1 |
| Laurier Park | 2 |
| Clark Neighbourhood Park (North and South) | 2 |
| Lions Park (East Lot) | 2 |
| Cobban Neighbourhood Park | 3 |
| Beaty Neighbourhood Park (South Lot) | 3 |
| Coates Neighbourhood Park (North and South) | 3 |
| Ford Neighbourhood Park | 4 |
| Optimist Neighbourhood Park | 4 |
| Milton Community Park | 4 |
| Sunny Mount Park | 4 |
| Willmott Neighbourhood Park | 4 |

Appendix B - Staff Report CORS-028-24

Other Options Considered - Not recommended as part of this strategy:

➤ **Changes to On-Street Parking Exceptions (Not recommended)**

The Town currently offers the following three options to obtain on-street parking exceptions to the Town's parking regulations:

- Short-term, on-street parking exceptions: Vehicle owners and operators can temporarily park on the street for longer than five hours or between the hours of 2- 6 a.m. for a maximum of 25 times per calendar year per provincial license plate.
- Extended parking exceptions: Vehicle owners can apply for an extended exception between April 15 and November 15 each year. Extended exceptions may be granted once all 18 short term exceptions have been used and the residential garage is being used for parking. These applications are approved based on specific criteria such as: a delay in house construction, emergency situations or the inability to access the driveway or garage due to a home renovation.
- Special vehicle parking exceptions: Temporary exceptions may be granted to vehicles that are not eligible for short term parking exceptions. These may include commercial vehicles, moving trucks or school/commercial buses.

On-street parking can create challenges for fire vehicle access to properties and it can also impact efficient winter operations (i.e. snow clearing) and other seasonal maintenance on certain streets and areas of the Town. Increasing the number of annual short-term, on-street parking exceptions and potentially increased on-street parking in the community could exacerbate some of these challenges that are already being experienced by staff who are providing these Town services.

➤ **Use of commercial and private property parking as on-street parking relief (Not recommended)**

This option was explored thoroughly by staff and this included discussions with local commercial businesses, places of worship and other community partners. Since parking at commercial establishments is needed for customers, allowing community parking was not an option that business owners wished to explore further. There were also concerns about the management of risk and liability associated with community parking on commercial properties. While some places of worship and community groups met with staff about potential partnerships for on-street parking relief, their respective parking lots were often well-used for services and other community uses at varying times. Therefore, the use of these private parking lots would be a less feasible option for off-street parking options.

➤ **Expanding on-street parking along certain roads (Not recommended)**

Ensuring the safe flow of traffic along roads is essential when parking regulations are established for roads within the community. The Transportation Master Plan Update recommendations will address the future development of a comprehensive parking policy, management and implementation framework for Milton.