

City of Mississauga  
**Corporate Report**



<p>Date: October 30, 2024</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files:</p>
<p>From: Sam Rogers, MBA, Acting Commissioner of Transportation and Works</p>	<p>Meeting date: December 4, 2024</p>

## Subject

**City-Wide On-Street Parking Permit Program (All Wards)**

## Recommendation

1. That a by-law be enacted to amend By-law 555-2000, as amended, to implement city-wide on-street parking permits as outlined in the report dated October 30, 2024, from the Acting Commissioner of Transportation and Works and entitled "City-Wide On-Street Parking Permit Program (All Wards)".
2. That a by-law be enacted to amend By-law 555-2000, as amended, to implement city-wide lower driveway boulevard parking as outlined in the report dated October 30, 2024, from the Acting Commissioner of Transportation and Works and entitled "City-Wide On-Street Parking Permit Program (All Wards)".
3. That all necessary By-laws be enacted.

## Executive Summary

- The pandemic, population growth, and the focus on creating additional housing options through Additional Residential Units, triplexes, and quadplexes has created demand for additional on-street parking opportunities in residential neighbourhoods.
- A detailed review of the City's on-street parking permits, benchmarking of peer municipalities, and input from internal stakeholders and residents was conducted while developing the proposed City-Wide On-Street Parking Permit Program.
- On average, the City currently issues over 61,000 on-street parking permits and 31,500 parking violations per year which indicates there is a high demand for additional parking options.
- The proposed on-street parking permit program will offer daily/overnight, monthly, and annual parking permits through a combination of free and paid options that will be offered through an online digital platform.

- The new permit program is an additional business line for Municipal Parking and will require additional resources and FTEs to administer. Costs are expected to be offset by the program's revenues.
- Lower Driveway Boulevard Parking is also being recommended in this report as a method to provide additional parking opportunities for residents.

## Background

The Parking Master Plan and Implementation Strategy (PMPIS) provided a comprehensive set of recommendations related to future parking policy, regulations, operations, technology, and infrastructure. The introduction of new residential on-street overnight parking permits and restructuring of existing on-street parking permits into a single consolidated program and digital application were included in the PMPIS's recommendations.

The Parking Matters 2.0 (PM2) project was created to advance the implementation of the key PMPIS recommendations including on-street parking permits, lower driveway boulevard parking, and the introduction of an online portal for parking permits. The PM2 conducted a detailed review of the City's on-street parking permits, benchmarked them against peer municipalities, established a set of best practices, and gathered input from internal and external stakeholders to provide a set of recommendations for a new City-Wide On-Street Parking Permit Program. If approved, this program will replace the current residential parking permit consideration program.

## Present Status

Mississauga's growth in population, paired with recent behaviour due to COVID-19, has significantly increased on-street residential parking demand. Bill 185, which exempts developments in Major Transit Station Areas (MTSA), and the focus on creating Additional Residential Units (ARUs) in established neighbourhoods call for affordable methods to manage a limited on-street parking supply. Unlocking available curb space on the street by offering parking permits can assist in increasing the supply of parking in a managed way to support increased housing options.

The City of Mississauga currently offers several types of on-street parking permits. The current on-street parking permit program allows residents to park for free up to 70 days per year and then purchase an Extended Residential Parking Permit if parking is required for visitors or due to renovations. Commercial and Industrial Parking Permits are also available for businesses, condominiums, and apartment buildings. Accessible parking permits are available at no cost for those holding Ministry of Transportation Accessible permits. An overview of the City's current on-street parking permits is provided in Appendix 1.

On average, the City issues over 61,000 on-street parking permits per year, whereas approximately 99% of all permits issued are the Temporary Residential Parking consideration which allows free on-street parking up to 70 days per year on residential streets.

An analysis of parking violations was also conducted to better understand behavioural and demand patterns for on-street parking. Between the years of 2018 and 2022, an average of 31,500 overnight parking violations were issued per year which indicates there is a high demand for additional overnight residential parking.

## Comments

This report provides an overview of the proposed City-Wide On-Street Parking Permit Program and asks for authorization to enact necessary by-laws that are required to prepare for the implementation of the on-street permit program. This will allow staff to continue developing the implementation plan, procure the required software and digital permit platform, and prepare rollout to begin in late 2025. Staff will submit a follow-up informational report to Council in 2025 which will provide greater details in regards to program rollout.

The proposed on-street parking permit program will provide overnight parking in neighbourhoods through daily/overnight, monthly, and annual permit options. Free and temporary visitor parking will continue to be offered in a modified structure that supports a city-wide on-street parking permit program. These changes will help to alleviate parking pressures expected from ARU's, quadplexes, and triplexes.

The proposed City-Wide On-Street Parking Permit Program will offer three new permits (Paid Temporary Residential Parking, Long-Term Residential Parking, Event Parking Permit) while one permit will be modified (Temporary Residential Parking) and one will be eliminated (Extended Residential Parking).

Under the proposed permit structure, the City will continue to offer free parking permits, but for a shorter total period which realigns the Temporary Residential Parking Permit as a short-term parking accommodation. The new program recommends that this permit be limited to 28 days per year with the possibility of extending the permit on a daily or weekly basis for a fee (\$5/day, \$15/week). The proposed Long-term Residential Parking Permit will accommodate longer duration parking and will be available monthly and annually for a fee of \$50/month or \$500/year.

The proposed City-Wide On-Street Parking Permit Program's fee structure was designed to not be cost-prohibitive for residents but ensure that the price of parking isn't low enough to increase auto-dependence while incentivizing other methods of transportation.

Permit requestors will be required to verify their residence and vehicle licence plate number in the digital permit platform to obtain a permit. This dual authentication is common in other

municipalities that offer a paid city-wide residential parking permit and should minimize the incidence of households using the free parking permit allotment of a neighbouring address.

Additionally, a special event parking permit is being recommended to provide parking accommodation for not-for-profit events at schools or places of worship at a nominal cost per event. This permit is intended for small scale events and is not intended to serve large scale events that are required to develop their own traffic plans that include parking. The permit will allow parking for longer than the current 5-hour parking maximum.

To support the introduction of the City-Wide On-Street Parking Permit Program, the current 15-hour parking request process should be discontinued in favour of the permit program.

An outline of the proposed City-Wide On-Street Parking Permit Program is provided in Appendix 2.

### **Program Implementation**

The permit program will be offered in residential areas and permit holders will be exempt from the overnight parking restrictions for the duration of their permit. Other parking users will still be permitted to use the on-street parking as well, however non-permit holders will be required to adhere to that street's parking constraints (e.g. 5-hour parking limit, no overnight parking, or parking limits as posted). It is important to note that a permit does not guarantee parking will be available as on-street parking in residential areas will not be restricted to only permit holders.

### **Parking Zones**

The implementation of the City-Wide On-Street Parking Permit Program will follow a zone-based approach where the City will be classified into parking zones, much like the Parking Precinct approach to zoning requirements for parking. This will require a technical review to determine if any parking regulations will need to be adjusted as well as identify some streets that will be unable to accommodate on-street permit parking. There may be streets that are too narrow to accommodate both on-street permit parking and winter maintenance. These will be identified as implementation moves forward. This approach will allow the program to have flexibility during initial implementation and provide the permit in a usable manner for residents.

### **Program Monitoring and Management**

Initially, it is recommended that the program limit the number of overnight parking permits to 1 permit per residence to ensure equity, prevent program abuse, and manage the on-street parking supply. Ongoing monitoring of demand and parking capacities will allow staff to manage the number of permits that are made available in a given area.

### **Program Technology**

A digital parking technology that allows residents to apply for permits online will be required to accommodate the expected volume of permit requests and to ensure that residents receive their permits quickly. The technology is also expected to assist staff in administering the program and

send communications to participants should permit changes or suspension of parking be required. The cost of the technology will be recouped from revenues generated by the permit program.

### **Implementation Timeline**

Program processes and procurement and implementation of the technology required to administer the program is expected to take a year to complete. Permits will begin to be available in a phased rollout late 2025 with wider rollout to continue through 2026.

### **Program Administration**

The City-Wide On-Street Parking Permit Program is estimated to issue over 65,000 free and paid parking permits annually and will be implemented through a sophisticated customer portal. Benchmarking of other Canadian municipalities that have a residential parking permit programs shows that they are typically supported by a small, dedicated team. As this is a new business line the current Municipal Parking complement does not include resources to administer a program of this scale. BR #12168 that is included in the 2025 Operating Budget submission includes the required operating funds and resources that will be required to administer the program which includes four new FTE's. It is expected that program revenues will offset program related costs, including staff.

### **Parking Enforcement**

The City-Wide On-Street Parking Permit Program will be implemented through proactive strategies, requiring additional staff, vehicles, and upgraded ticketing technology. The costs for additional enforcement staff and technology licensing will be offset by the projected annual ticketing revenue. To support the enhanced service levels, thirty new parking enforcement officers and three business analysts for ticketing technology are required to support enhanced service levels. Additionally, seven vehicles equipped with Licence Plate Recognition technology are requested through capital budget. Parking Enforcement will employ proactive tactics to ensure compliance with and adherence to program requirements.

### **Lower Driveway Boulevard Parking (LDBP)**

The PM2 also reviewed allowing residents to park in the lower driveway boulevard as a standard practice rather than by exception to the Traffic By-law through resident petition process. The lower driveway boulevard is the portion of a residential driveway fronting on a local or collector roadway where a sidewalk exists parallel to the roadway, on the paved portion between the curb and sidewalk as shown in Appendix 3. Allowing LDBP can provide additional parking options to residents and contribute to the supply of residential parking to support ARU's.

It is recommended that parking be allowed on the lower driveway boulevard under the following requirements:

- Sight line visibility requirements are maintained as per the Traffic By-law and Highway Traffic Act, which may include not allowing LDBP for corner residences
- A vehicle not overhang from the lower driveway over the sidewalk, non-paved portion of the boulevard, or road
- In the instance of a shared driveway, the parked vehicle does not overhang or block the other driveway
- That the driveway meets all residential driveway regulations and requirements, including that expansion or modification of the lower driveway boulevard is not allowed unless approved by the City
- That the vehicle is parked in a lower driveway attributed to the same homeowner's address

### Engagement and Collaboration

Internally, over 35 staff from Transportation and Works, Corporate Services, City Manager's Office, and Planning and Building provided input as the Core Working Team and Steering Committee.

Externally, residents attended a public meeting, provided online surveys, and directly messaged the project team with input. Generally, residents supported the introduction of a residential parking permit that provided opportunities for additional on-street parking and preferred a program that maintained a mix of free and paid permits.

### Financial Impact

It is estimated that the new City-Wide On-Street Parking Permit Program will generate an average of approximately \$1.4M yearly revenue based on a 15-year revenue projection. During the first years of the program, adoption rates are expected to be lower. The projected revenue and the additional staff request (4 FTE's) have been put forward in the 2025 Operating Budget through Business Request #12168 as detailed in the following table.

Cost Center 24006	2025 Operating budget	2026 Operating budget	2027 Operating budget	2028 Operating budget
Revenue	\$300,000 <sup>1</sup>	\$1,000,000 <sup>2</sup>	\$1,030,000 <sup>3</sup>	\$1,060,000 <sup>4</sup>
Program Staffing Cost	\$281,000	\$372,000	\$383,000	\$393,000
<b>Yearly Net Surplus</b>	<b>\$19,000</b>	<b>\$628,000</b>	<b>\$647,000</b>	<b>\$667,000</b>

1. Limited version of the program implemented in some neighbourhoods for testing
2. Program implemented city-wide but with anticipated limited adoption rate
3. Program implemented city-wide with increased adoption rate year-over-year
4. Program implemented city-wide with increased adoption rate year-over-year

Net revenues produced by the program will be transferred to Reserve Fund #35519 to be used to offset the cost of future parking programs and infrastructure.

The software and on-line permit portal cost will be funded through an existing Project #22176 – Digital Parking Solution.

<b>Project #22176 - Digital Parking Solution</b>	
Permit Software Cost	\$100,000
Program Implementation	\$10,000

## Conclusion

The Province's implementation of Bill 185 and the changes to parking requirements for triplexes, quadplexes, and ARUs require that new parking programs be introduced to manage the supply of parking in neighbourhoods in a flexible and controlled manner. The introduction of a City-Wide On-Street Parking Permit Program will unlock curb space in residential areas to accommodate short and long-term parking demands as Mississauga introduces initiatives to address the housing crisis.

This report provided an overview of the proposed City-Wide On-Street Parking Permit Program and asked for authorization to enact necessary by-laws which will allow staff to continue developing the implementation plan, procure the required software and digital platform, and prepare for rollout in late 2025. Staff will submit a follow-up informational report to Council in 2025 which will provide additional program rollout details.

## Attachments

Appendix 1: Current On-Street Parking Permits

Appendix 2: Proposed City-Wide On-Street Parking Permit Program

Appendix 3: Lower Driveway Boulevard Parking




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Sam Rogers, MBA, Acting Commissioner of Transportation and Works

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