February 2, 2024 Reference No: 11213209

Town of Milton
150 Mary Street
Milton, ON
L9T 6Z5

Attention: Heide Schlegl, C.E.T., MITE, Dipl. M.M.

Re: Parking Assessment (Addendum to TIA – Parking Justification Report)
Proposed Milteron Residential Development
Derry Road and Regional Road 25
Town of Milton
File No. Z-07/23

Introduction

GHD is pleased to provide the following parking assessment in support of the removal of the minimum residential apartment visitor parking ratio requirement within the existing site-specific Zoning By-law for the proposed Milteron residential condominium development. A TIA – Parking Justification Report, dated August 21, 2023 was submitted in support of the proposed Rezoning for the entire site to accommodate a proposed 3-storey stacked townhouse (Building D), which requires an adjustment to the min. required parking ratios. This Parking Assessment is an Addendum to the TIA per comments and discussions with Transportation staff to provide Proxy Data in support of the proposed reduction for Apartment Visitors. Through comments, staff indicated support for the proposed reduction of resident parking for Apartments and stacked townhouses parking at 1.0 spaces per dwelling unit.

The subject site is located on the southeast corner of Derry Road and Regional Road 25 and is shown in **Figure 1**. Construction is currently ongoing for the approved development surrounding the subject site, which consists of 614 high-rise dwelling units and 34 townhouse units, and an application was recently submitted to the Town to replace some surface parking spaces with an additional 27 stacked townhouse units.

Figure 1 Site Location

Transit Services

Milton Transit currently offers the following routes near the study area:

Route 7 (Harrison) operates between the Milton GO Station and the intersection of Derry Road West and Savoline Boulevard along Main Street East, Ontario Street and Derry Road West. This route provides access to the Lions Sports Park, Main Library, Milton Leisure Centre, Milton Mall, Milton District Hospital and the No Frills Plaza. The nearest transit stop is located at Ontario Street South and Laurier Avenue. The route operates with a 30-minute headway during the a.m. and p.m. peak hours.

Route 8 (Willmott) operates between the Milton GO Station and the intersection of Bronte Street South and Louis St. Laurent Avenue along Thompson Road South, Derry Road West, and Bronte Street South. This route provides access to the Milton Sports Centre, Milton District Hospital, and the Sobey's Plaza. The nearest transit stops are located at the intersection of Derry Road and Ontario Street/Regional Road 25 with the eastbound stop located along the site's frontage. The route operates with a 30-minute headway during the a.m. and p.m. peak hours.

Route 9 (Ontario South) operates between the Milton GO Station and the intersection of Britannia Road West and Regional Road 25 along Main Street East and Ontario Street/Regional Road 25. This route provides access to the Milton Mall, and the Milton Community Sports Park (south). The nearest transit stop is located at Ontario Street South and Laurier Avenue, similar to Route 7. The route operates with a 30-minute headway during the a.m. and p.m. peak hours.

Route 5 (Yates) operates between the Milton GO Station along Ontario Street South and Laurier Ave. to Yates Drive providing access to the Milton Mall and south Milton. The nearest stops are at the Food Basics plaza on Laurier, approximately 5-min walk (350 metres). The route operates with a 30-minute headway during the a.m. and p.m. peak hours.

The following figure prepared by Korsiak Urban Planning illustrates the location of existing Transit stops near the subject and current Transit Routes.

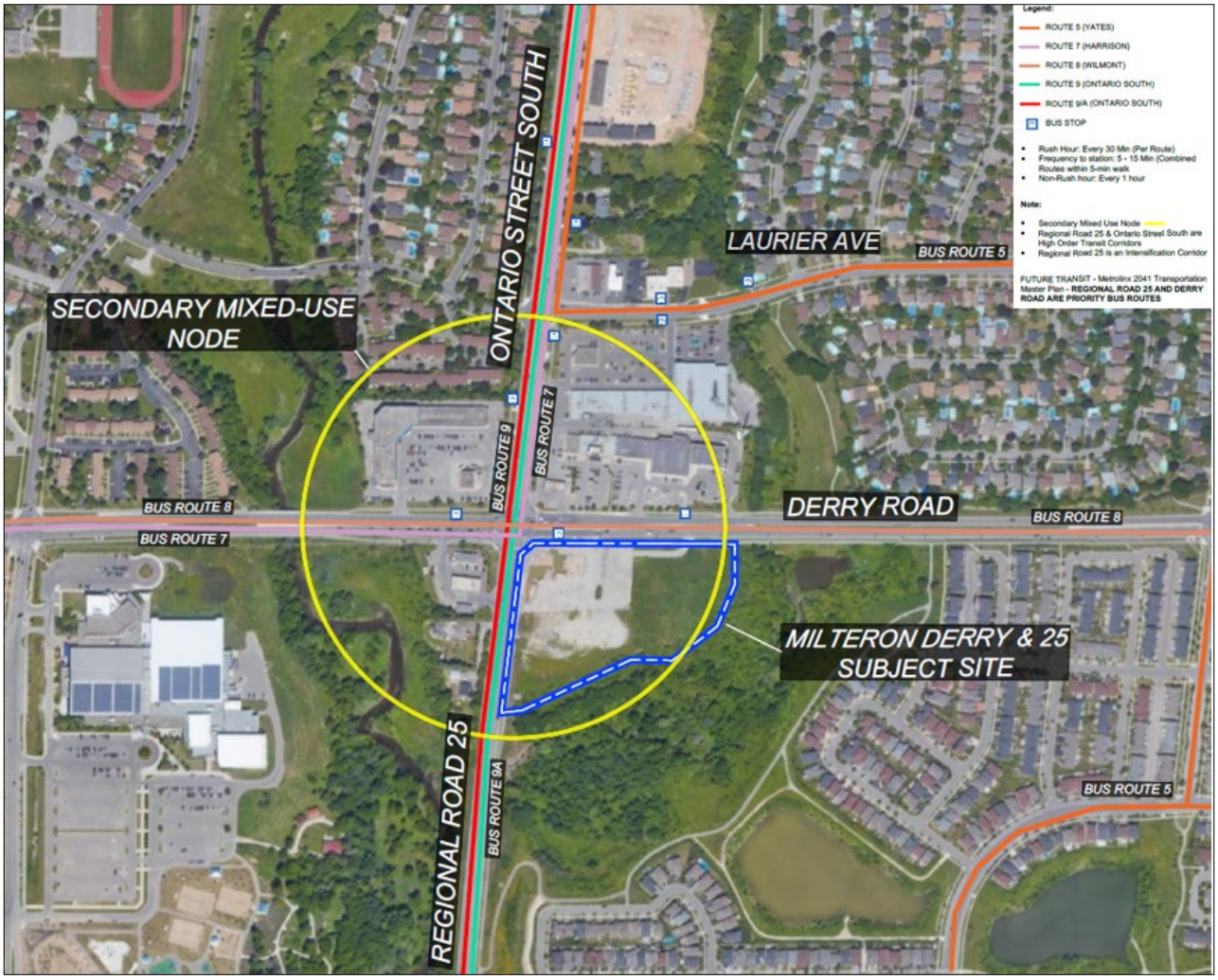


Figure 2 Nearby Transit Routes and Transit Stops

Both Regional Road 25 and Derry Road are identified in the Metrolinx 2041 Transportation Master Plan as “Priority Bus Routes”.

Priority Bus corridors are designed to improve transit service in areas that are distant from existing or planned transit facilities such as LRT, BRT, subway, and GO rail systems. These Priority Bus corridors aim to offer fast, frequent, and reliable transit service without the need for dedicated right-of-ways. They include features like HOV lanes, traffic restrictions, queue jump lanes, and signal priority to ensure efficient bus operations. Priority Bus corridors have wider stop spacing to improve travel times over longer distances and features such as enhanced customer amenities like all-door boarding and safe, comfortable stations to enhance customer experience.

Parking Assessment

Site Specific Zoning By-Law

The subject site is governed by the site-specific zoning By-law 063-2019, with the minimum parking requirement for the site as follows. The approved development consists of 614 high-rise dwelling units and 34 townhouse units with garages.

- Apartment Buildings:
    - 1.03 parking spaces per unit for residents, 1-bedroom unit
    - 1.15 parking spaces per unit for residents, all other bedroom units
    - 0.25 parking spaces per unit for visitors
- Townhouses with garage
    - 2.0 parking spaces per unit, for residents
    - 0.25 parking spaces per unit, for visitors
- Stacked Townhouse units:
    - 1.15 parking spaces per unit, for residents
    - 0.25 parking spaces per unit for visitors.

Proposed Site Parking

Milteron Developments Limited proposes a revision to the minimum visitor parking ratio under the site-specific By-law, from 0.25 to 0.20 spaces per unit. The proposed parking reduction also includes resident parking for Apartment and Stacked dwelling units at 1.0 space per unit, which staff are in support of. This adjustment is a strategic response to the evolving urban transportation dynamics, prominently marked by an increased reliance on alternative transit modes such as public transit and ride-sharing services which is notably contributing to a decrease in the demand for parking spaces.

The proposed revision to the site-specific zoning by-law is as follows:

Table 1 Proposed Visitor Parking Provision

Unit Type	Unit Count	By-law Rate
Apartment Visitor	Dwelling Units	Minimum 0.20 parking spaces per dwelling unit
Apartment Residents	Dwelling Units	Minimum 1.0 parking spaces per dwelling unit
Stacked Townhouses	Dwelling Units	Minimum 1.0 parking spaces per dwelling unit

Parking Assessment

Providing off-street residential parking influences a commuter's choice on whether to drive or choose alternate forms of transportation and providing more parking in general leads to a higher percentage of auto usage. Changing travel behaviour is best done at the destination and providing the opportunity for a visitor to a site to easily park a vehicle by having an excess in number of spaces available can introduce travel behaviour to a site that once established is hard to change.

Visitor Proxy Parking Demand

In support of the proposed reduction in visitor parking, GHD conducted parking demand surveys at four separate proxy sites to assess the visitor parking demand over a period of three days using the following schedule:

- Parking accumulation on Friday between 6:00 pm and 12:00 am, Saturday between 11:00 am and 2:00 pm and from 6:00 pm to 12:00 am, and Sunday between 11:00 am and 2:00 pm and from 6:00 pm to 12:00 am in 30-minute intervals.

Through discussions with Town staff, the following four proxy sites were deemed to be acceptable for the purpose of surveying the visitor parking. Three sites are in Milton and the fourth located in North Oakville.

620 – 630 Suave Street (Milton) – The proxy site consists of four buildings, each with five storeys and a combined unit count of 407 units. The visitor parking is all located on the surface parking lot with a total of 102 spaces provided. During the surveys, parking demand along Sauve Street and within the school parking lot across the street at the Irma Coulson Public School was also observed.

1105-1125 Leger Way (Milton) – The proxy site consists of 38 townhouse units and 213 condo suites. There are 55 visitor parking spots provided. The on-street parking demand along Leger Way was also observed as was the parking lot for the Saint Francis Xavier Catholic Secondary School across the street.

610 Farmstead Drive (Milton) – The proxy site consists of a 6-storey building with 170 units. There are 43 visitor parking spaces provided. The on-street parking demand along Farmstead Drive was also observed.

98 Kaitting Trail (North Oakville) – The proxy site 98 Kaitting Trail consists of multiple apartment buildings (2 towers) and townhouses. There are a combined 263 apartment units and 10 townhouse units. There are 55 visitor parking spaces provided. This does not include on-street parking along Kaitting Trail for the townhouses. During the surveys, on-street parking demand along Kaitting Trail site was also observed.

Table 2 below summarizes the results of the visitor parking utilization surveys itemized by unit count. Survey data and calculations are attached in the appendix.

Table 2 Visitor Demand from Proxy Site

Building (Address)	Units	Visitor Spaces Provided	Date	Max Observed Occupied Visitor Spaces	Visitor Demand Rate (spaces/unit)
620-630 Sauve Street	407	102 (0.25 spaces per unit)	Friday December 1, 2023	79	0.194
			Saturday December 2, 2023	86	0.211
			Sunday December 3, 2023	86	0.211
				Average for all three days	**0.21**

98 Kaitting Trail	273	55 (0.20 spaces per unit)	Friday January 19, 2024	25	0.092
			Saturday January 20, 2024	36	0.132
			Sunday January 21, 2024	29	0.106
				Average for all three days	**0.11**
1105-1125 Leger Way	251	55 (0.22 spaces per unit)	Friday January 19, 2024	30	0.120
			Saturday January 20, 2024	38	0.151
			Sunday January 21, 2024	42	0.167
				Average for all three days	**0.15**
610 Farmstead Drive	170	43 (0.25 spaces per unit)	Friday January 19, 2024	20	0.118
			Saturday January 20, 2024	27	0.159
			Sunday January 21, 2024	24	0.141
				Average for all three days	**0.14**
				Visitor Average Rate for all proxy sites	**0.12**

Referring to Table 2, the visitor average rate over all four sites is 0.12 spaces per unit. This average incorporates the demand for four proxy sites considering all three days of data.

620-630 Sauve Street (Milton)

This site was surveyed on Friday December 1, 2023; Saturday December 2, 2023; and Sunday December 3, 2023. Figure 3 illustrates the parking demand observed for all three days along with the Town of Milton Zoning By-law requirement and the proposed parking ratio for the subject site.

It is important to note that during the survey, it is believed that several of the visitor parking spaces were being used by residents as the same vehicle was seen parked in the same spot for longer than the typical visitor parking duration and over a period of several days. The resulting visitor parking demand calculated from the proxy site survey data can therefore be considered conservative in that it includes these vehicles as visitor demand.

Lastly, during the survey periods, no parking was observed on Sauve Street or the school parking lot across the street. Therefore, we are confident that all of the visitor parking demand is being accommodated on site and was captured in the surveys.

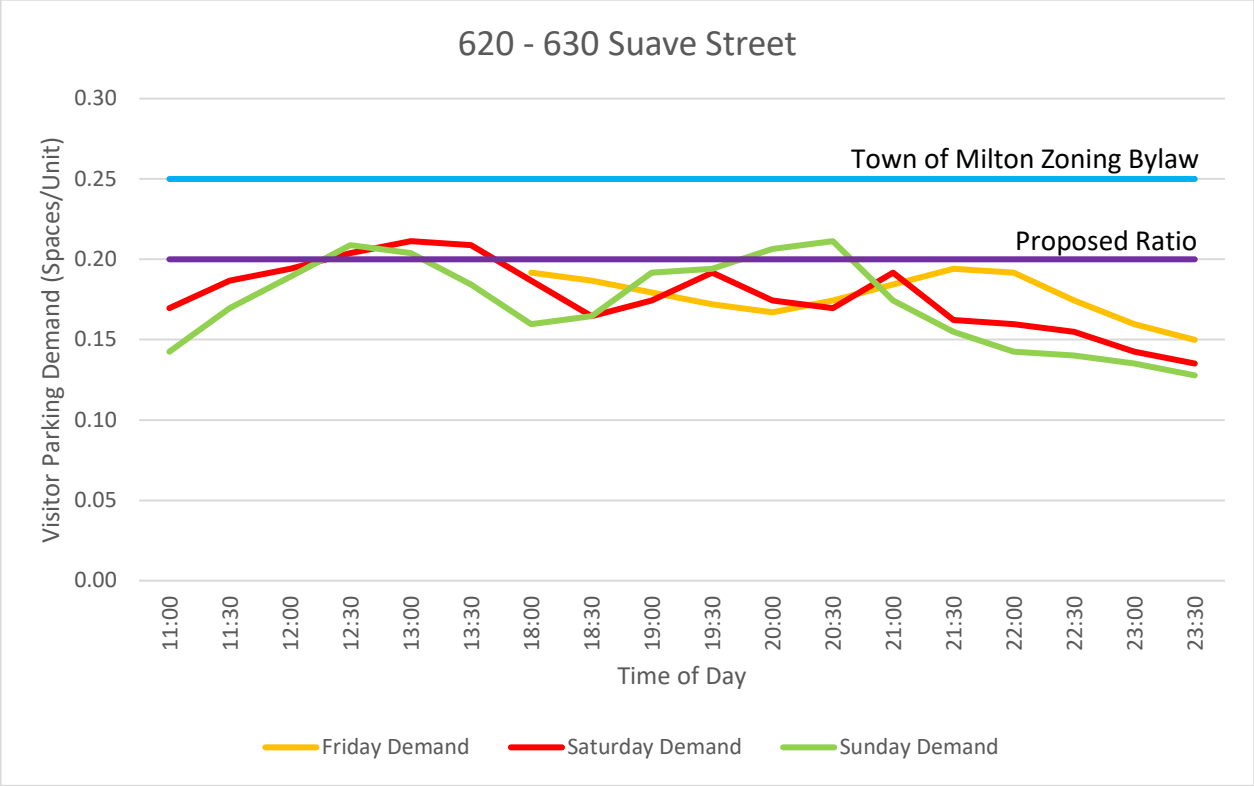


Figure 3 Parking Demand on 620-630 Suave Street

For 620-630 Suave Street, the maximum visitor demand of 86 spaces occurs twice; once on Saturday, December 2, 2023, between 1:00 and 1:30 p.m. and the other on Sunday between 8:30 and 9:00 p.m. This represents a maximum occupancy of 84% of the available visitor spaces. The peak parking demand occurred only twice during the three-day survey and lasted less than 1 hour in total. Additionally, in only 7 of the 48 half hour survey periods did the parking demand observed at the proxy site exceed a rate of 0.20 spaces per unit, at 0.21 spaces per unit. Outside of these peak periods, the visitor parking demand observed was less than 0.20 spaces per unit.

98 Kaitting Trail (North Oakville)

The site was surveyed on Friday January 19, 2024; Saturday January 20, 2024; and Sunday January 21, 2024. Figure 4 illustrates the parking demand of 98 Kaitting Trail for all three days along with the Town of Milton Zoning By-law requirement and the proposed parking ratio.

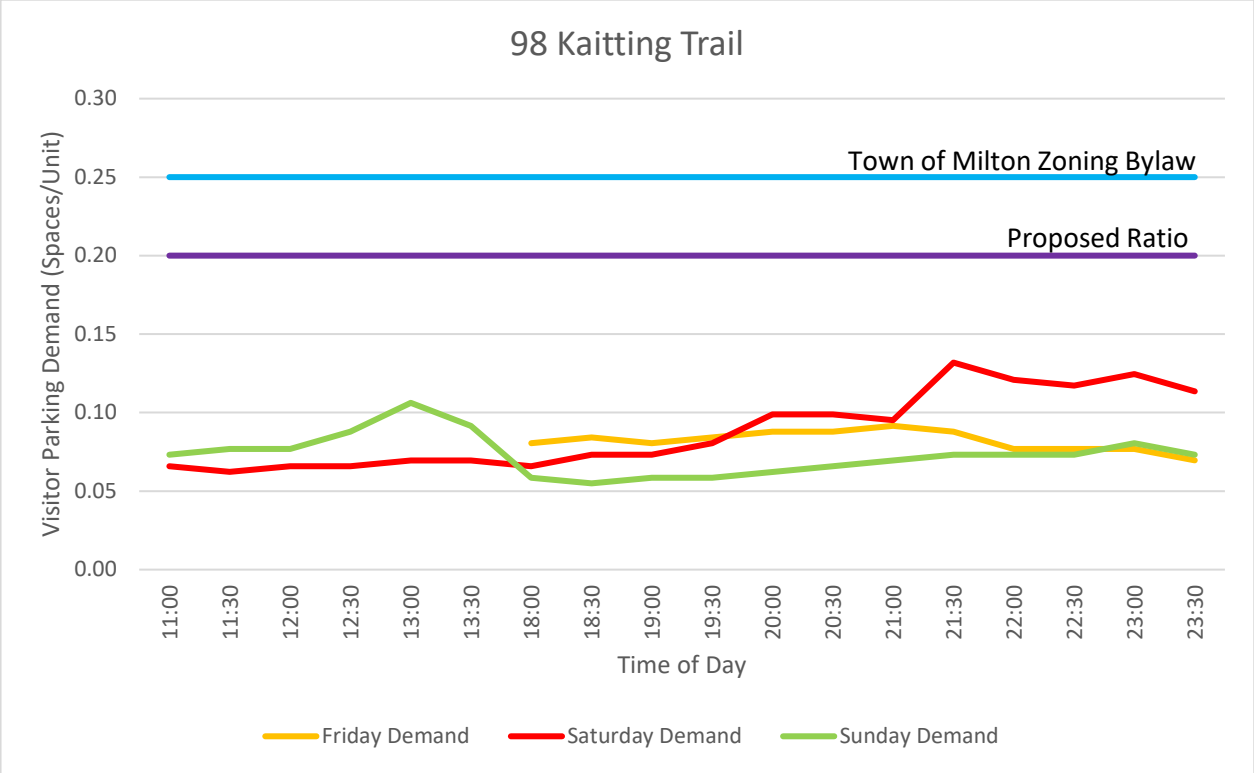


Figure 4 Parking Demand on 98 Kaitting Trail

For 98 Kaitting Trail, a maximum demand of 36 spaces was observed once on Saturday, January 20, 2024, between 9:30 and 10:00 p.m. and this represents a maximum occupancy of 65% of the available visitor spaces. The peak parking demand occurred only once during the three-day survey and lasted less than 30 minutes in total.

During the survey periods, no on-street parking was observed along Kaitting Trail and therefore, we are confident that all visitor parking demand is being accommodated on site and was captured in the surveys.

1105-1125 Leger Way (Milton)

The site was surveyed on Friday January 19, 2024; Saturday January 20, 2024; and Sunday January 21, 2024. Figure 5 illustrates the parking demand for all three days along with the Town of Milton Zoning By-law requirement and the proposed parking ratio.

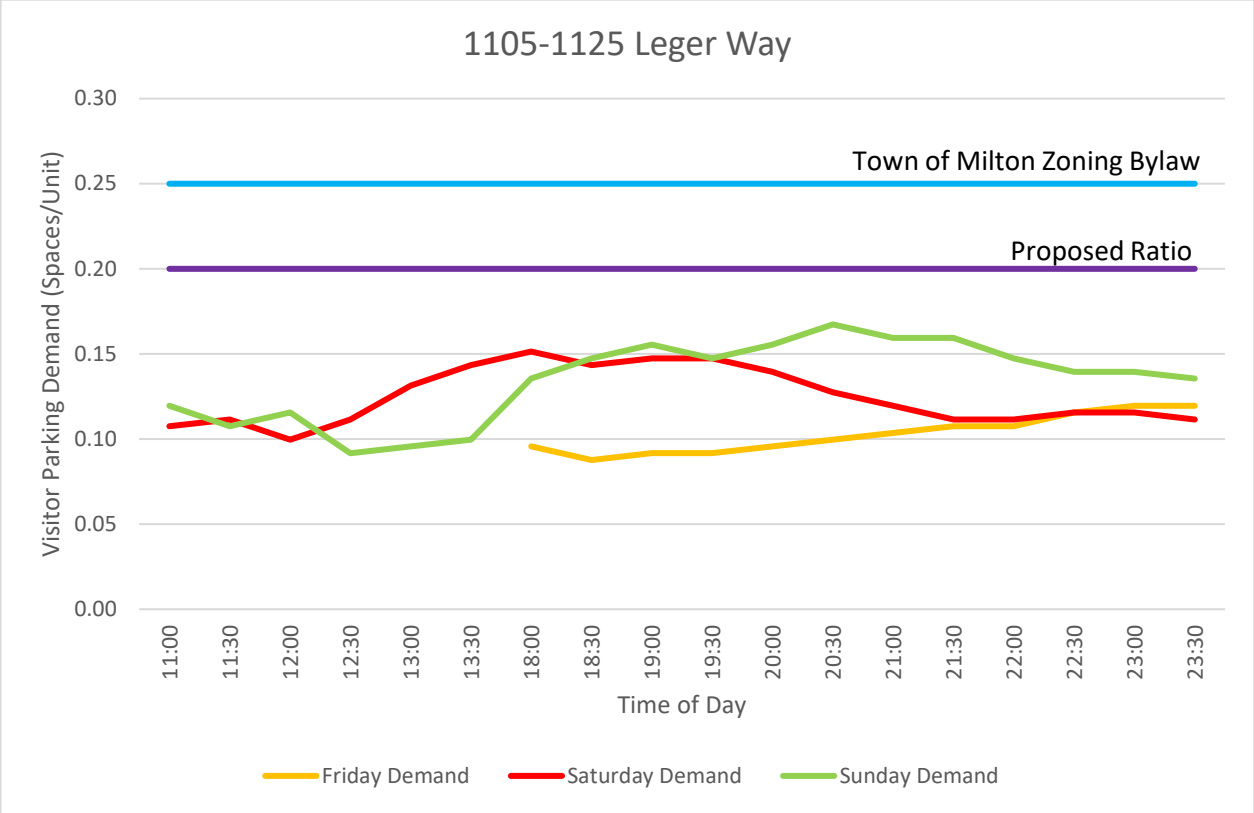


Figure 5 Parking Demand on 1105-1125 Leger Way

For 1105-1125 Leger Way, a maximum parking demand of 42 spaces was observed once on Sunday, January 21, 2024, between 8:30 and 9:00 p.m. This represents a maximum occupancy of 76% of the available visitor spaces. The peak parking demand occurred only once during the three-day survey period and lasted less than 30 minutes in total. The visitor parking demand never exceeded 0.17 for this site. During the survey periods, no on-street parking was observed along Leger Way, therefore, we are confident that all visitor parking demand is being accommodated on site and was captured in the surveys.

610 Farmstead Drive (Milton)

The site was surveyed on Friday January 19, 2024; Saturday January 20, 2024; and Sunday January 21, 2024. Figure 6 shows the parking demand for 610 Farmstead Drive for all three days along with the Town of Milton Zoning By-law requirement and the proposed parking ratio.

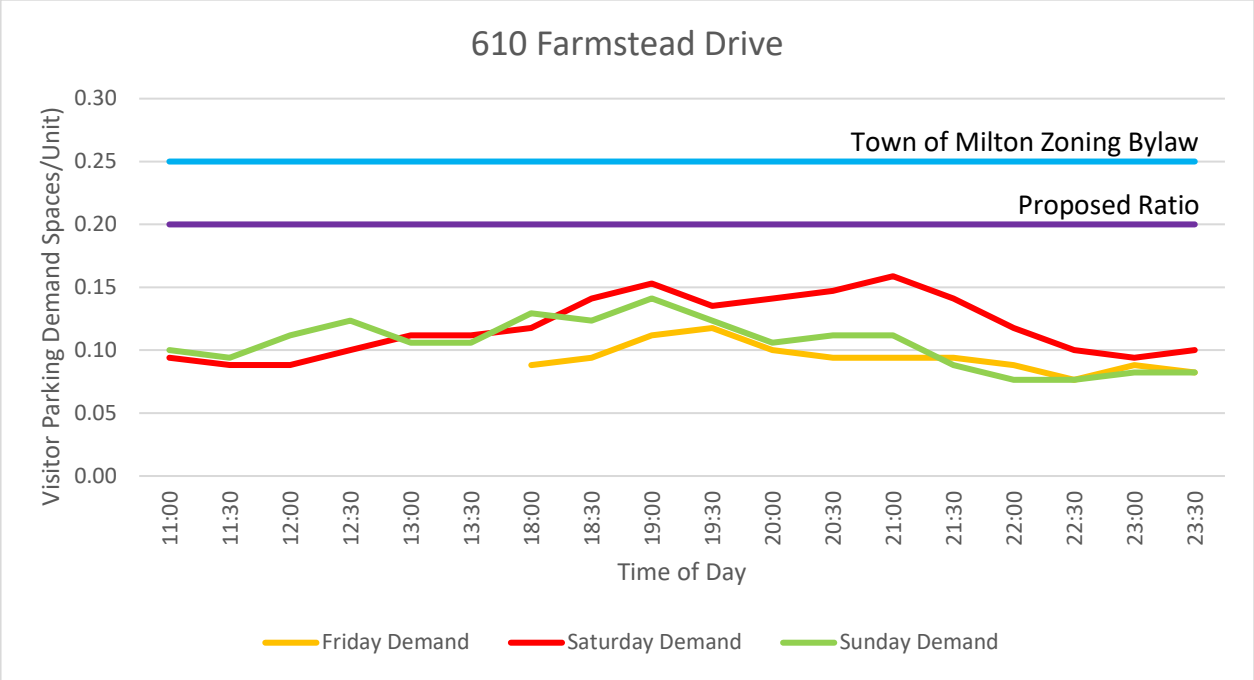


Figure 6 Parking Demand on 610 Farmstead Drive

For 610 Farmstead Drive, a maximum visitor parking demand of 27 spaces was observed once on Saturday, January 20, 2024, between 9:00 and 9:30 p.m. This represents a maximum occupancy of 63% of the available visitor spaces. The peak parking demand occurred only once during the three-day survey period and lasted less than 30 minutes in total. The parking rate also did not exceed 0.16 for this proxy site. During the survey periods, no on-street parking was observed along Farmstead Drive, therefore, we are confident that all visitor parking demand is being accommodated on site and was captured in the surveys.

Best Practices from Other Municipalities

It is our opinion that the recommended minimum visitor parking rate contained within the Town's current Zoning Bylaw is outdated and works against the Town's plans and strategies. For this reason, GHD has reviewed the parking provisions from other municipalities to review some of the best practices within Southern Ontario.

Similar to the parking spaces for resident parking, the resident visitor parking rates have been trending downwards to discourage visits using automobiles and many municipalities have been updating their Zoning By-Laws to reflect a lower visitor parking rate.

The following table provides examples of visitor parking rates from other municipal By-laws, some have been approved and others are in draft format, however all have completed considerable studies to justify and support the recommended reduced visitor parking rates.

Table 3 Best Practices – Residential Visitor Parking Rates

Municipality	By-law #	Enaction Date	Land Use[i]	Parking Rates (per Dwelling Unit)
				Minimum
Burlington	2020.xxx Draft CPP By-Law	2020 (Under Appeal) Not Approved	Apartment Buildings Apartment Buildings (MTSA)	0.25 0.15
London	Z.-1	2011	Apartment	0.10
Hamilton	05-200	2005	Multiple Dwelling	Min. 1.0 Max. 1.25 Includes visitor parking
Cambridge	150-85	2012	Apartment House	0.25
Oakville	2009-189	2009	Apartment	0.20
City of Belleville	-	Draft January 2024	Multi-unit Dwelling (greater than 4 units)	0.20
Newmarket Urban Centres	2019-06	2019	Apartment Building Dwelling	0.15
Vaughan	001-2021	2021	Apartment Dwelling	0.20
Mississauga	022-2007	Part 3 -Parking 2022	Condominium Apartment	0.20
Recommended Amendment to Milteron's Site Specific By-law 063-2019				0.20

Reviewing best practices from other municipalities demonstrates a clear trend in reducing the number of parking spaces required for visitors to apartment buildings with even lower rates recommended along transit corridors and within urban growth centres where urbanization is targeted and transit-oriented development is encouraged.

The current city of Burlington OPA and Zoning By-Law from 2020 recommended visitor parking at a rate of 0.25 spaces per unit for apartment units within the city. The By-Law was appealed to the OLT and is still under appeal and therefore not in effect. However, the city has recently established maximum densities and heights through a Draft OPA and Draft CPP By-Law which also proposes parking ratios across all MTSA precincts throughout the city. The proposed visitor parking rate is 0.115 spaces per unit. The proposed densities in Burlington are similar to the subject lands and the existing public transit and roads connecting to the GO Stations are similar if not currently worse than in Milton.

It should be noted that in the City of London, the Zoning By-Law does not explicitly speak to a visitor parking rate but instead requires a minimum parking rate of 0.50 spaces per unit for apartments inclusive of visitor parking. However, the city's Site Plan Control By-Law does provide direct for off-street parking facilities and stipulate that for multi-unit residential developments with three or more units that visitor designated parking be provided at one visitor parking space for every ten dwelling units.

Hamilton's Zoning By-Law only provides a minimum and maximum number of parking spaces per unit but does not stipulate how many spaces should be designated for visitor to a site. Instead, the proportion of parking spaces designated for visitors is left up to the developer based on the expected visitor demand.

The Town of Oakville is great example of a municipality taking steps to ensure planned investment in transit infrastructure is supported with its North Oakville Secondary Plan (NOSP) policies and Zoning By-Law 2009-189. The NOSP identifies the Dundas Urban Core area and the Trafalgar Urban Core Area and currently required visitor parking for apartment dwelling units to be provided at a minimum of 0.20 spaces per unit.

Refer to the following Figures prepared by Korsiak Urban Planning providing examples of approved developments along intensification corridors designated for higher-order transit, which is not yet available but is planned for through Provincial, Regional, and local municipal policies.

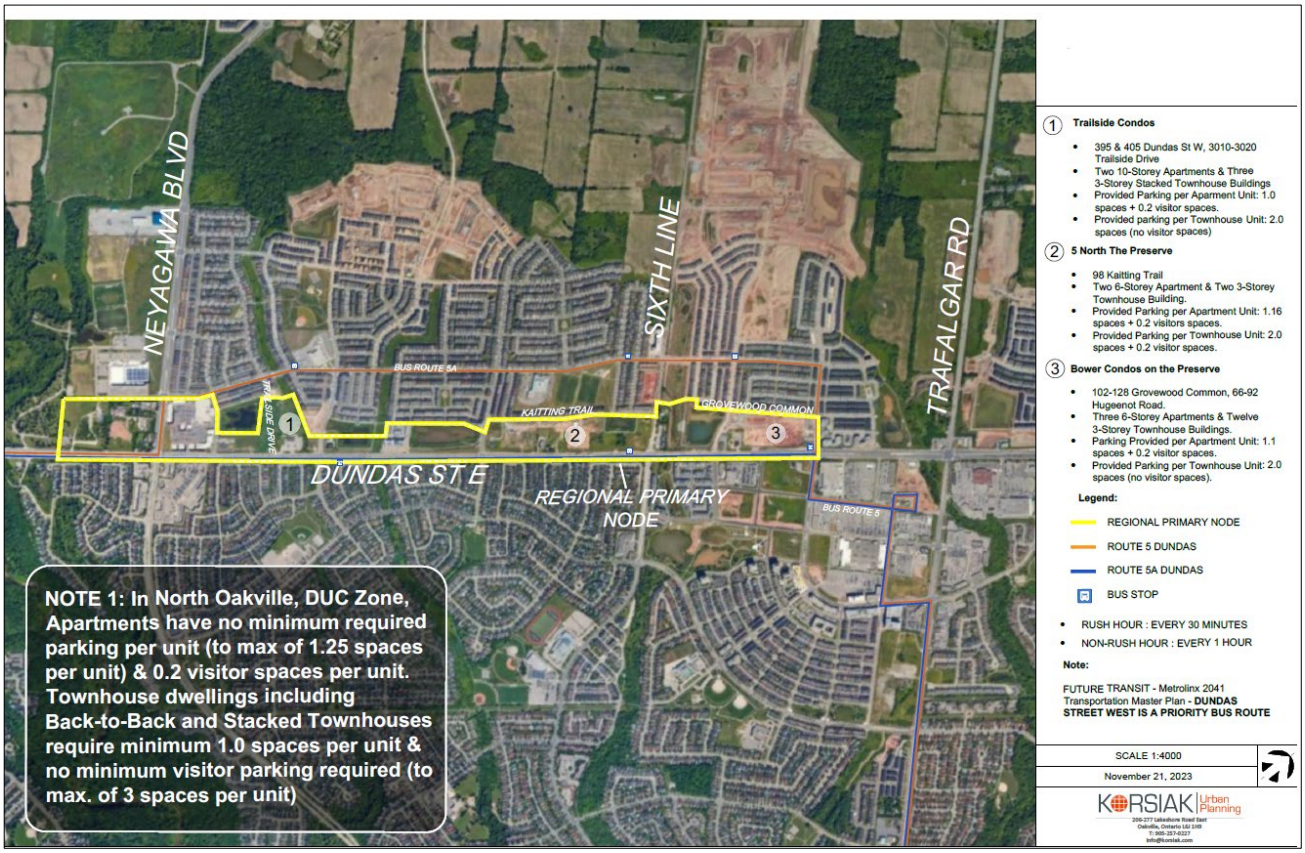


Figure 7 Dundas Urban Core (DUC) West

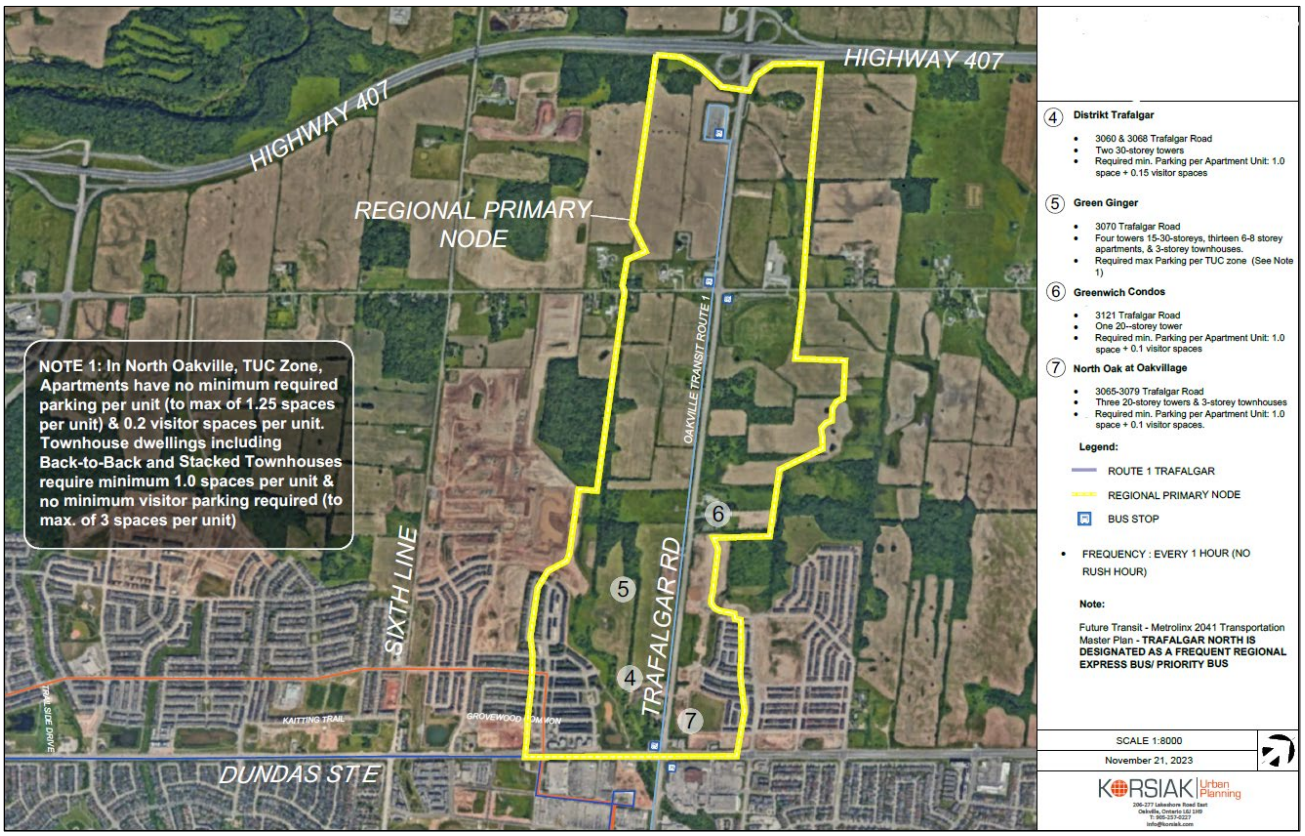


Figure 8 Trafalgar Urban Core (TUC)

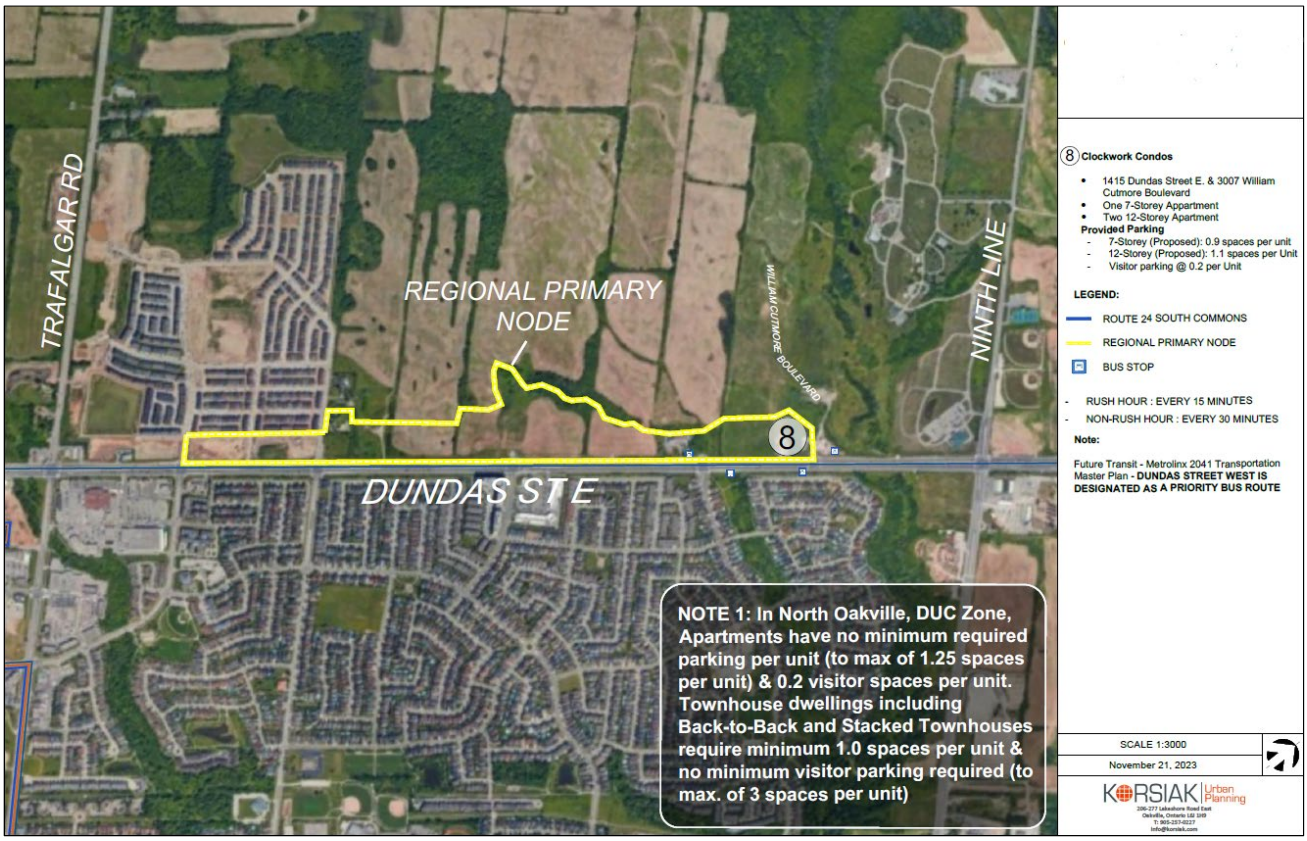


Figure 9 Dundas Urban Core (DUC) East

Existing Transit along Dundas and Trafalgar is provided by Oakville Transit and is currently limited to Roue 5/5A along Dundas with 30-minute headways during rush hour and one hour headways at all other time of the day and Route 1 along Trafalgar with headways of one hour all day. Both of these areas are located along a planned six lane arterial roads, like Derry Road and are part of the Region's High Order Transit system.

In comparison, the subject site is located along Derry Road and Regional Road 25 which are two major regional transportation corridors. Milton Transit offers Route 5, 7, 8, 9 and 9A with transit stops within a 5-minute walk of the site. Frequency of service is every 30 minutes during rush hour with service every hour at all other times of the day. During rush hour, the combination of four routes provides a combined frequency of transit every 5 to 15 minutes.

Like Dundas and Trafalgar, both Derry Road and Regional Road 25 are planned Priority Bus Routes in Metrolinx's 2041 Transportation Master Plan making Oakville's visitor parking requirement for apartment units of 0.20 spaces per unit a great example of a municipality aligning their Zoning By-Law to various official plan policies, specific goals and priorities of the Town and their commitment to promote transit oriented development, reduce traffic congestion, reduce air pollution and greenhouse gas emissions.

Visitor Parking Assessment Summary

In considering the reduction of visitor parking rates for high-rise buildings, multiple factors should be evaluated including the shift towards alternative transportation modes, such as public transit and ride-sharing, especially in urban settings, diminishes the need to provide extensive parking. Reducing parking rates aligns with environmental goals by promoting sustainable transport options resulting in reduced carbon emissions. Economically, reducing parking space requirements can significantly cut construction and maintenance costs, potentially leading to more affordable housing. Additionally, in areas where real estate is at a premium, optimizing land use by minimizing parking spaces can open up space for green areas or community amenities, and lastly, the rise of the shared economy, including ride-sharing services which has been incorporated into this project also plays a role in this shift. This approach is not only environmentally conscious but also supports healthier, more active lifestyles and addresses the evolving needs of urban populations.

The proposed visitor parking supply of 0.20 spaces per unit is exceeds the average rate from the surveyed demand at proxy sites in both Milton and Oakville and recognizing that a further anticipated shift in travel behaviour is possible once the planned transit improvements are in place.

Conclusions

With the increasing use of alternative transportation modes like public transit, lower auto ownership, the increasing use of ride-sharing services and cycling in urban areas, the demand for parking spaces has generally been decreasing over time. This is in part due to changing demographics and lifestyle choices made by younger populations in urban areas and they tend to prefer public transportation or ride-share services to the high cost of owning a vehicle.

Based on the above parking assessment, it is our opinion that the proposed reduction to the visitor parking rate in the existing site-specific By-Law 063-2019 from 0.25 to 0.20 spaces per unit is appropriate and exceeds the current visitor demand observed at several proxy sites within Milton and Oakville. The proposed rate is becoming more common and similar rates have been adopted in other municipalities including the nearby Town of Oakville within the North Oakville Secondary Plan which, like the subject site is located along two Primary Bus Corridors. The benefits of implementing a reduced visitor parking rate includes:

- Cost reduction – reducing the number of parking spaces reduced the overall cost and maintenance of a development.
- Land-use efficiency – land not being used for parking can be repurposed for other uses including landscaping or amenity space enhancing the overall living experience for residents.
- Environmental Considerations – reducing parking encourages the use of more sustainable modes of transportation leading to lower carbon emissions and contributing to environmental sustainability goals.
- Promoting public transportation and active transportation - Encouraging the use of public transit, cycling, and walking by providing fewer parking spaces can lead to healthier lifestyles and reduce traffic congestion.

It is therefore our opinion that the proposed visitor parking rate of 0.20 spaces per unit will exceed the expected demand for visitors to the site and harmoniously aligns the site's vehicle parking requirements with the Town's overarching goal to promote transit usage and support alternate sustainable transportation options.

Sincerely,
GHD

William Maria, P. Eng.
Transportation Planning Lead

Appendices

Ontario Traffic Inc - Parking Occupancy Counts

Location: 620-630 Sauve St (Derry Rd & Sauve St), Milton

Time			Parked Vehicles Friday, December 01, 2023				Parked Vehicles Saturday, December 02, 2023				Parked Vehicles Sunday, December 03, 2023			
			Visitor Parking		On The Road	School Parking	Visitor Parking		On The Road	School Parking	Visitor Parking		On The Road	School Parking
			Regular	Accessible			Regular	Accessible			Regular	Accessible		
11:00	to	11:30					69	0	0	0	57	1	0	0
11:30	to	12:00					76	0	0	0	68	1	0	0
12:00	to	12:30					78	1	0	0	76	1	0	0
12:30	to	13:00					83	0	0	0	85	0	0	0
13:00	to	13:30					86	0	0	0	83	0	0	0
13:30	to	14:00					84	1	0	0	75	0	0	0
18:00	to	18:30	78	0	0	0	76	0	0	0	65	0	0	0
18:30	to	19:00	76	0	0	0	67	0	0	0	67	0	0	0
19:00	to	19:30	72	1	0	0	71	0	0	0	77	1	0	0
19:30	to	20:00	69	1	0	0	77	1	0	0	78	1	0	0
20:00	to	20:30	67	1	0	0	71	0	0	0	84	0	0	0
20:30	to	21:00	71	0	0	0	69	0	0	0	85	1	0	0
21:00	to	21:30	75	0	0	0	77	1	0	0	71	0	0	0
21:30	to	22:00	79	0	0	0	65	1	0	0	63	0	0	0
22:00	to	22:30	78	0	0	0	64	1	0	0	58	0	0	0
22:30	to	23:00	71	0	0	0	62	1	0	0	57	0	0	0
23:00	to	23:30	65	0	0	0	58	0	0	0	55	0	0	0
23:30	to	0:00	61	0	0	0	55	0	0	0	52	0	0	0
Available Parking Spaces =			100	1			100	1			100	1		

Time	Friday Visitor Parking	Friday Demand	Saturday Visitor Parking	Saturday Demand	Sunday Visitor Parking	Sunday Demand
11:00			69	0.170	58	0.143
11:30			76	0.187	69	0.170
12:00			79	0.194	77	0.189
12:30			83	0.204	85	0.209
13:00			86	0.211	83	0.204
13:30			85	0.209	75	0.184
18:00	78	0.192	76	0.187	65	0.160
18:30	76	0.187	67	0.165	67	0.165
19:00	73	0.179	71	0.174	78	0.192
19:30	70	0.172	78	0.192	79	0.194
20:00	68	0.167	71	0.174	84	0.206
20:30	71	0.174	69	0.170	86	0.211
21:00	75	0.184	78	0.192	71	0.174
21:30	79	0.194	66	0.162	63	0.155
22:00	78	0.192	65	0.160	58	0.143
22:30	71	0.174	63	0.155	57	0.140
23:00	65	0.160	58	0.143	55	0.135
23:30	61	0.150	55	0.135	52	0.128
Average		**0.177**	Average	**0.177**	Average	**0.172**
Average over all three days:						**0.175**
Average frrom all four Proxy Sites						**0.122**

Ontario Traffic Inc - Parking Occupancy Counts

Location: 1105-1125 Leger Way, Milton, Ontario

Time			Friday, January 19, 2024			Saturday, January 20, 2024			Sunday, January 20, 2024		
			Parked Vehicles			Parked Vehicles			Parked Vehicles		
			Resident	Visitor	Accessible	Resident	Visitor	Accessible	Resident	Visitor	Accessible
11:00	to	11:30				6	25	2	5	28	2
11:30	to	12:00				6	26	2	5	25	2
12:00	to	12:30				5	24	1	6	26	3
12:30	to	13:00				5	27	1	6	21	2
13:00	to	13:30				6	31	2	5	23	1
13:30	to	14:00				6	34	2	5	24	1
18:00	to	18:30	6	22	2	8	35	3	7	31	3
18:30	to	19:00	5	21	1	7	33	3	7	34	3
19:00	to	19:30	5	22	1	7	34	3	9	36	3
19:30	to	20:00	5	22	1	6	34	3	9	35	2
20:00	to	20:30	6	23	1	6	31	4	9	37	2
20:30	to	21:00	7	24	1	6	28	4	8	39	3
21:00	to	21:30	7	24	2	6	26	4	8	37	3
21:30	to	22:00	6	25	2	7	26	2	9	36	4
22:00	to	22:30	5	25	2	6	26	2	9	33	4
22:30	to	23:00	5	27	2	6	27	2	9	31	4
23:00	to	23:30	5	28	2	6	27	2	8	32	3
23:30	to	0:00	5	28	2	6	26	2	8	31	3
Available Parking Spaces =			**11**	**50**	**5**	**11**	**50**	**5**	**11**	**50**	**5**

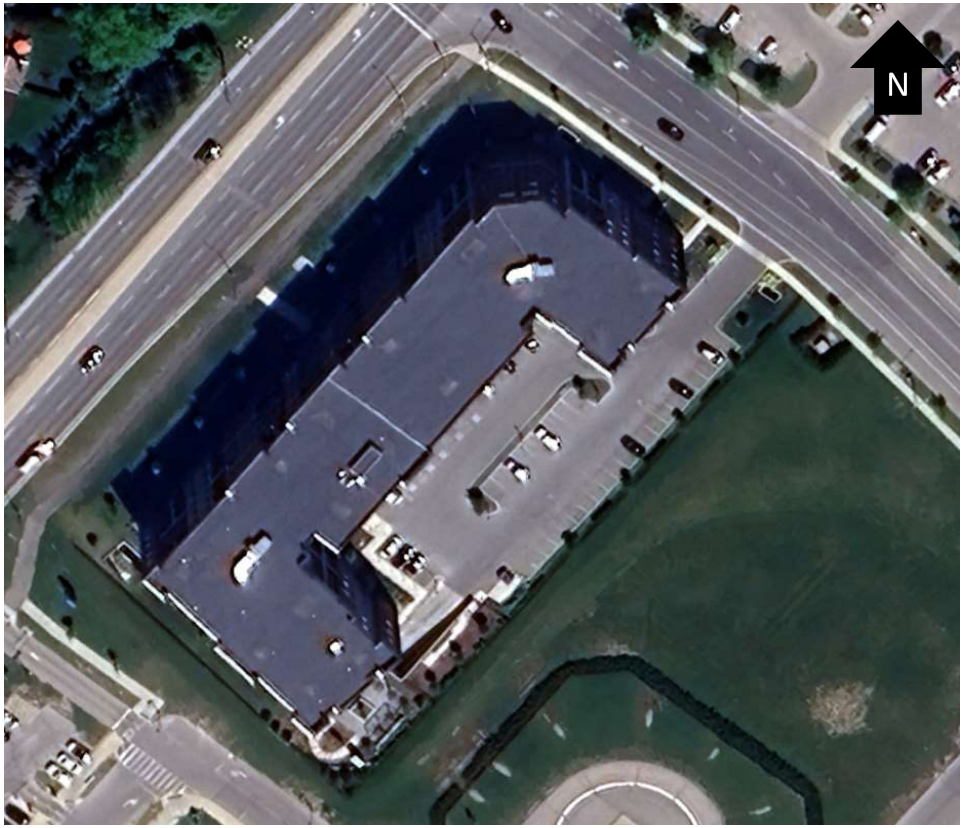
Time	Friday Visitor Parking	Friday Demand	Saturday Visitor Parking	Saturday Demand	Sunday Visitor Parking	Sunday Demand
11:00			27	0.108	30	0.120
11:30			28	0.112	27	0.108
12:00			25	0.100	29	0.116
12:30			28	0.112	23	0.092
13:00			33	0.131	24	0.096
13:30			36	0.143	25	0.100
18:00	24	0.096	38	0.151	34	0.135
18:30	22	0.088	36	0.143	37	0.147
19:00	23	0.092	37	0.147	39	0.155
19:30	23	0.092	37	0.147	37	0.147
20:00	24	0.096	35	0.139	39	0.155
20:30	25	0.100	32	0.127	42	0.167
21:00	26	0.104	30	0.120	40	0.159
21:30	27	0.108	28	0.112	40	0.159
22:00	27	0.108	28	0.112	37	0.147
22:30	29	0.116	29	0.116	35	0.139
23:00	30	0.120	29	0.116	35	0.139
23:30	30	0.120	28	0.112	34	0.135
Average		**0.103**	**Average**	**0.125**	**Average**	**0.134**
Average over all three days:						**0.123**
Average frrom all four Proxy Sites						**0.122**

Ontario Traffic Inc - Parking Occupancy Counts

Location: 610 Farmstead Drive, Milton, Ontario

Time	Friday, January 19, 2024			Saturday, January 20, 2024			Sunday, January 20, 2024		
	Parked Vehicles			Parked Vehicles			Parked Vehicles		
	Resident	Visitor	Accessible	Resident	Visitor	Accessible	Resident	Visitor	Accessible
11:00 to 11:30				2	15	1	2	16	1
11:30 to 12:00				2	14	1	1	14	2
12:00 to 12:30				2	13	2	1	17	2
12:30 to 13:00				1	15	2	2	19	2
13:00 to 13:30				1	17	2	2	17	1
13:30 to 14:00				1	17	2	2	18	0
18:00 to 18:30	2	13	2	2	19	1	3	21	1
18:30 to 19:00	3	14	2	1	22	2	3	19	2
19:00 to 19:30	3	17	2	1	24	2	2	22	2
19:30 to 20:00	3	19	1	2	21	2	2	19	2
20:00 to 20:30	3	16	1	3	21	3	2	17	1
20:30 to 21:00	3	15	1	3	22	3	2	18	1
21:00 to 21:30	3	15	1	3	24	3	3	18	1
21:30 to 22:00	3	15	1	3	22	2	3	14	1
22:00 to 22:30	3	14	1	3	18	2	3	12	1
22:30 to 23:00	3	12	1	3	15	2	3	12	1
23:00 to 23:30	3	14	1	3	13	3	3	13	1
23:30 to 0:00	3	13	1	3	14	3	3	13	1
Available Parking Spaces =	**4**	**41**	**5**	**4**	**41**	**5**	**4**	**41**	**5**

Time	Friday Visitor Parking	Friday Demand	Saturday Visitor Parking	Saturday Demand	Sunday Visitor Parking	Sunday Demand
11:00			16	0.094	17	0.100
11:30			15	0.088	16	0.094
12:00			15	0.088	19	0.112
12:30			17	0.100	21	0.124
13:00			19	0.112	18	0.106
13:30			19	0.112	18	0.106
18:00	15	0.088	20	0.118	22	0.129
18:30	16	0.094	24	0.141	21	0.124
19:00	19	0.112	26	0.153	24	0.141
19:30	20	0.118	23	0.135	21	0.124
20:00	17	0.100	24	0.141	18	0.106
20:30	16	0.094	25	0.147	19	0.112
21:00	16	0.094	27	0.159	19	0.112
21:30	16	0.094	24	0.141	15	0.088
22:00	15	0.088	20	0.118	13	0.076
22:30	13	0.076	17	0.100	13	0.076
23:00	15	0.088	16	0.094	14	0.082
23:30	14	0.082	17	0.100	14	0.082
Average		**0.094**	**Average**	**0.119**	**Average**	**0.105**
Average over all three days:						**0.108**
Average frrom all four Proxy Sites						**0.122**



Ontario Traffic Inc - Parking Occupancy Counts

Location: 98 Kaitting Trail, Oakville, Ontario

Time			Friday, January 19, 2024			Saturday, January 20, 2024			Sunday, January 20, 2024		
			Parked Vehicles			Parked Vehicles			Parked Vehicles		
			Resident	Visitor	Accessible	Resident	Visitor	Accessible	Resident	Visitor	Accessible
11:00	to	11:30				2	16	2	3	18	2
11:30	to	12:00				2	15	2	3	19	2
12:00	to	12:30				2	16	2	3	19	2
12:30	to	13:00				2	16	2	3	22	2
13:00	to	13:30				2	17	2	3	27	2
13:30	to	14:00				3	17	2	3	23	2
18:00	to	18:30	3	20	2	3	16	2	2	15	1
18:30	to	19:00	3	20	3	3	18	2	2	14	1
19:00	to	19:30	3	19	3	3	18	2	2	14	2
19:30	to	20:00	3	20	3	3	20	2	2	14	2
20:00	to	20:30	3	21	3	3	24	3	2	15	2
20:30	to	21:00	3	21	3	4	24	3	2	16	2
21:00	to	21:30	3	22	3	4	23	3	2	17	2
21:30	to	22:00	3	21	3	3	33	3	3	18	2
22:00	to	22:30	3	18	3	3	30	3	3	17	3
22:30	to	23:00	3	18	3	3	29	3	3	17	3
23:00	to	23:30	3	18	3	3	31	3	3	19	3
23:30	to	0:00	3	16	3	3	28	3	3	17	3
Available Parking Spaces =			**8**	**47**	**8**	**8**	**47**	**8**	**8**	**47**	**8**

Time	Friday Visitor Parking	Friday Demand	Saturday Visitor Parking	Saturday Demand	Sunday Visitor Parking	Sunday Demand
11:00			18	0.066	20	0.073
11:30			17	0.062	21	0.077
12:00			18	0.066	21	0.077
12:30			18	0.066	24	0.088
13:00			19	0.070	29	0.106
13:30			19	0.070	25	0.092
18:00	22	0.081	18	0.066	16	0.059
18:30	23	0.084	20	0.073	15	0.055
19:00	22	0.081	20	0.073	16	0.059
19:30	23	0.084	22	0.081	16	0.059
20:00	24	0.088	27	0.099	17	0.062
20:30	24	0.088	27	0.099	18	0.066
21:00	25	0.092	26	0.095	19	0.070
21:30	24	0.088	36	0.132	20	0.073
22:00	21	0.077	33	0.121	20	0.073
22:30	21	0.077	32	0.117	20	0.073
23:00	21	0.077	34	0.125	22	0.081
23:30	19	0.070	31	0.114	20	0.073
Average		**0.082**	**Average**	**0.089**	**Average**	**0.073**
Average over all three days:						**0.081**
Average frrom all four Proxy Sites						**0.122**