

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 17, 2015

Item 3, Report No. 4, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on February 17, 2015.

3 PROPOSED ON-STREET PAID PERMIT PARKING FOR EXISTING RESIDENTIAL NEIGHBOURHOODS CITY-WIDE

The Committee of the Whole (Working Session) recommends:

- 1) That consideration of this matter be deferred to the Committee of the Whole (Working Session) meeting of March 10, 2015; and
- 2) That Communication C1, presentation material entitled, *“Proposed On-street Paid Permit Parking Strategy Existing Residential Neighbourhoods”*, be received.

Recommendation

The Commissioner of Public Works, recommend:

1. That staff be directed to finalize and implement the draft policy for a City wide on-street paid permit parking program to be implemented on a resident initiated basis.
2. That staff be directed to amend the Parking By-law to delegate the authority to approve paid permit parking to the Commissioner of Public Works or his designate pursuant to the Council approved policy requirements for the implementation of paid permit parking.

Contribution to Sustainability

On-street parking could optimize the use of the existing road infrastructure, which supports sustainable use of existing infrastructure.

Economic Impact

There are no immediate impacts resulting from the adoption of this report and the adoption of this policy. Costs associated with implementation and administration of the permitted parking on individual streets is detailed later in this report. It is recommended at this time that the existing monthly parking fee of \$56.50 including HST be maintained when extending on-street parking service to other urbanized areas of the City.

Communications Plan

Citizens of Vaughan were consulted in the development of this draft policy and their suggestions and ideas have been incorporated into the draft policy.

Purpose

The purpose of this report is present Council with a draft on-street parking policy and to receive direction to implement the policy.

Background - Analysis and Options

Staff provided Council with two previous parking reports in 2013 and 2014

In December 2013, staff presented Council with two parking options: an on-lot parking option, and an on-street parking option. Council directed staff to present these options to the citizens of Vaughan for feedback. In May 2014, staff presented citizen feedback for both options.

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Council directed staff, at the May 27, 2014 Council meeting to provide Committee of the Whole with a draft on-street paid permit parking policy.

At the Committee of the Whole meeting, Council raised concerns similar to those raised in the public engagement phase of the parking study. Council asked staff to provide more information and clarification of specific aspects of the policy.

“That staff be directed to develop a policy for a City wide on-street paid program reflecting discussions from Members of Council to be reviewed at a future Committee of the Whole (Working Session) early in 2015.”

The May 27, 2014 Council report is Attachment # 1.

The specific concerns are addressed further in this report.

The draft parking policy reflects the discussion from Members of Council and members of the public

The purpose of the draft policy (Attachment #2) is to:

- Provide parking to those who require it
- Ensure community support of an on-street paid permit parking
- Provide procedures for citizens to pursue for alternative parking arrangements on the street
- Provide engineering requirements for on-street paid permit parking
- Provide details regarding the permit

The following issues were raised and are proposed to be addressed as identified below:

Issues	Resolution
Community support for on-street parking needed to be clearly defined and articulated	Follow a process where 75% of property owners support on-street parking after public consultation conducted by staff, where property owners are made aware of the parking plan and impacts of parking on their street
Who would be consulted and asked to participate in the survey where an on-street paid permit parking is proposed, the property owner or the tenant?	The property owner must show support for on-street parking
Traffic congestion on narrow streets where cars could be parked on both sides of the street	Parking to be limited to streets which are at minimum 8 metres wide curb-face to curb-face. Where on-street parking is implemented, there will be no parking on the opposite side of the street
What would be the impact on snow plowing, snow removal and windrow clearing?	Snow plowing and snow removal will be impacted where cars are parked opposite each other on the street. However, in the situation where on-street paid permit parking is implemented, parking will be prohibited on the opposite side of the street for streets which are equal to and less than 8 metres wide. Windrow clearing will be impacted and this will be communicated through a survey and at the community meeting.
High density on one side of the street may impact the support for on-street parking	This will be resolved through the 75% response rate to the survey and a 75% support for on-street parking

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The background material for the draft policy can be found in City of Vaughan Proposed Paid Permit On-street Parking Solution for Existing Areas (Attachment # 3).

Administration and Issuance of Parking Permits and related Parking Enforcement will be carried out by the City's By-law and Compliance Department

Currently the role of administering the existing limited permit parking program including the issuance of on-street parking permits and the enforcement/compliance role associated with ensuring adherence to parking regulations across the City, falls within the purview of the By-law & Compliance Department ("BL&C"). In addition too, BL&C administers on-line visitor parking permits and temporary construction parking permit programs accordingly. The over-all program in its current state is predominantly a manual one, save the on-line visitor permits program. Further exploration of expanding on-line services is being reviewed through a collaborative effort with ITM.

To date, BL&C issues an average of 30 of the 125 (24%) available on-street permits per month; available on five City streets currently authorized for on-street parking: one residential and four commercial streets (Napa Valley Avenue, Cider Mill Avenue, Woodstream Boulevard, Share Drive and Whitmore Drive). In addition, an average of 1,875 visitor permits (21,561 annual) and 147 temporary construction parking permits (1,875 annual) are issued monthly.

As with most parking related enforcement activities, attention from BL&C will continue to be predominantly initiated and in response to specific requests and/or public complaint. The introduction of an enhanced City wide On-Street Paid Permit Parking program will likely lead to a significant increase in demands for service from BL&C, possibly exceeding its current resource capabilities to maintain service levels and leading to a possible future investment in resources being required.

Any future resource pressures due to this service enhancement will be addressed through the budget process within the appropriate budget cycles in future years.

Cost Analysis of Recommended Solutions

A preliminary cost analysis for implementing the on-street paid permit program identified that the capital cost would be approximately \$3,600 per street. This cost took into account survey administration, sign purchase and installation and the engineering study to determine street suitability for on-street paid permit parking. In addition to these one-time set up costs, there will also be operating costs and resource implications specifically within BL&C for issuance and enforcement related activities and Public Works for additional winter control and snow removal requirements.

At this time, it is recommended that the current price of \$56.50 including HST per month be maintained and extended to the areas impacted by this report. This price is comparable to other municipalities. The prices of monthly on-street parking permit of different municipalities are listed below.

- Mississauga- Recently implemented an overnight parking fee of \$65/month
- Markham- Ranging from \$30 to \$70/month. Parking is not permitted during a snow event
- Toronto- Ranging from \$14 to \$50/month depending on the whether on-site parking is available
- Ottawa- \$58/month

The actual impact on operating costs will be determined once the proposed program is implemented and a further analysis of the incremental expenses based on actual volumes of permits issued and streets impacted can be performed.

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The Parking By-law 1-96 can be amended to delegate to the Commissioner of Public Works or his designate the authority to implement paid permit parking where criteria are met as outlined in the draft policy

The on-street paid permit parking policy, once approved by Council, will provide the requirement for the implementation of paid permit parking. Once the requirements of the policy are met staff will implement the program on the respective street.

Parking issues in Vaughan have current, as well as, long term considerations, and staff is developing a parking strategy with different components

The Paid Permit Parking solution in existing residential areas is only one component of the larger evolving City of Vaughan parking strategy. Policy development for residential parking in existing areas will, for example, influence policy for parking in new developments. Currently Planning and Development Engineering and Infrastructure Planning Services require the development community to consider layby parking along schools, parks and storm ponds, as well as, the submission of parking plans. Citizen feedback, which is generally supportive, regarding parking on one side of the street for narrow streets, could also be translated into a requirement for new developments.

Relationship to Vaughan Vision 2020/Strategic Plan

In consideration of the strategic priorities related to Vaughan Vision 2020, the recommendations of the report will assist in:

- Lead and Promote Environmental Sustainability
- Demonstrate Excellence in Service Delivery

Regional Implications

On-Street Parking will not have implications to York Region Transit as on-street parking will only be allowed on roads which have minimum widths as determined by the needs of Ontario Fire Code, which is also a sufficient width for buses.

Conclusion

City staff believe that in existing areas within the COV, a paid on-street paid parking program can be a viable solution in an attempt to meet residential parking demands.

It is recommended that staff finalize and implement the draft residential parking policy for on-street paid permit parking.

Attachments

1. May 27, 2014 Council Extract
2. Draft On-street Paid Permit Parking Policy
3. City of Vaughan Proposed Paid Permit On-street Parking Solution for Existing Areas

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(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)