

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 30, 2018

Item 1, Report No. 4, of the Committee of the Whole (Working Session), which was adopted, as amended, by the Council of the City of Vaughan on January 30, 2018, as follows:

By receiving the following communications:

- C1 Fire Chief, Fire and Rescue Service, dated January 26, 2018; and***
C2 Ms. Anita Laurella, Crooked Stick Road, Concord, dated January 28, 2018.

1 CRITERIA FOR PAID PERMIT ON-STREET PARKING IN ASSUMED RESIDENTIAL AREAS

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Deputy City Manager, Public Works, dated January 24, 2018, be approved;**
- 2) That to address anticipated requests for alternative paid-permit overnight on-street parking from residents living on streets that are less than 8 metres in width and therefore do not qualify for this program, a pilot project be created and carried out employing lay-by parking along the south side of Napa Valley Avenue, in the vicinity of Lorna Jackson Elementary School, St. Stephen Catholic Elementary School and the park between them to commence simultaneously with the roll-out of this program;**
- 3) That the following deputations be received:**
 - 1. Mr. Moshe Gershuni, Patrice Crescent, Thornhill;**
 - 2. Ms. Beena Mulji, Via Carmine, Woodbridge;**
 - 3. Ms. Yana Vona, Via Carmine, Woodbridge;**
 - 4. Mr. Miran Davidion, Via Carmine, Woodbridge; and**
- 4) That Communication C1, presentation material entitled “*Proposed Policy Criteria for on Street Paid Parking (Residential)*”, be received.**

Purpose

In response to previous Council direction, this report seeks authority from council to implement a city-wide policy for the request, review, and approval of on-street paid permit parking program on a resident initiated basis in eligible residential areas.

Recommendations

- 1. That Council approve the city-wide policy to address the criteria for paid permit on-street parking in assumed residential areas;**

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2. That Council approves amending Parking By-law 1-96, as amended, in a form satisfactory to the City Solicitor to delegate the authority to the Deputy City Manager of Public Works to approve paid permit parking; and
3. That Council approves amending Fees and Charges By-law 171-2013, as amended, in a form satisfactory to the City Solicitor to add the recommended application fee of \$370 for paid permit on-street parking in assumed residential areas.

Report Highlights

- Some residents in Vaughan have inquired about on-street parking options due to insufficient on-lot parking options
- The proposed policy outlines criteria for residential on-street paid permit parking, including:
 - 1. A citizen-initiated application with fee
 - 2. A survey to determine if there is sufficient support for on-street parking
 - 3. A traffic engineering study to determine additional parking restrictions
 - 4. Delegated authority to Deputy City Manager of Public Works for review and approval of application, survey, and study.

Background

This report is in followup to past Council direction

In response to previous Council direction to develop a policy for a City-wide on-street paid permit parking program to be implemented on a resident initiated basis, the attached draft policy, provides the criteria and request process to address the consideration of paid on-street parking permits for assumed residential areas.

Previous efforts have addressed other on-lot parking solutions.

In May 2012, through a report prepared by Public Works, in consultation and participation with Vaughan's citizens, Vaughan Council directed staff to review parking solutions for the entire City of Vaughan. This resulted in the establishment of the City Parking Working Group in the fall of 2013, comprised of representatives from the Vaughan Development Engineering and Infrastructure Planning Services, Capital Delivery and Asset Management, Environmental Services, TSPFO, Development Planning, By-law Enforcement, Fire, Building Standards, Finance and Legal Services Departments. In March 2014, a public engagement strategy was implemented to solicit feedback from Vaughan's residents on a residential parking policy.

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The strategy revealed a strong citizen interest in residential parking policies. In May 2014, Council approved staff's recommendation to amend to the City's Zoning By-law 1-88 to permit parking on hard landscaping areas.

Households on smaller lots can require additional parking that is not always available on-lot.

Currently, many of the households in Vaughan own more than one vehicle. Situations exist where homeowners cannot make effective use of their garage for parking. On smaller lots with single car garages, this situation will result in the number of effective parking spaces being reduced to one, where a sidewalk crosses the driveway. In cases where a household has two vehicles, parking the second vehicle overnight can be problematic. Alternative parking options such as: parking vehicles on the driveway that overhangs the sidewalk or road curb, or park the vehicle on the roadway overnight contravenes the City's Parking By-law, and makes the homeowner subject to fines.

Neighbouring municipalities have various forms of residential on-street paid parking.

The problem of meeting residential parking needs is also faced by other municipalities. Some municipalities (such as Hamilton, Markham, Ottawa, and Toronto) have developed on-street parking strategies to address citizen concerns about parking in their neighbourhoods. Most municipalities with on-street parking program ask that the citizens start the request process of establishing on-street parking. Some municipalities, (such as Burlington, Kingston), like Vaughan have on-street parking on pilot streets/ neighbourhoods. Finally, some municipalities (such as Brampton, King City, and Richmond Hill) do not allow for any on-street permit parking.

Previous Reports/Authority

N/A

Analysis and Options

A city-wide Policy is proposed to address the request process for the consideration of on-street paid permit parking.

A city-wide policy for the consideration of on-street paid permit parking program to be implemented on a resident initiated basis has been proposed. This policy will outline the process for request, review, and approval of on-street paid permit parking in residential areas.

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Administrative and operational impacts to public works, by-law and compliance, and fire and rescue services have been considered; the proposed policy will not have adverse impacts to operations.

Operational (snow plowing, snow removal and salting, street sweeping and solid waste collection) levels of service will be impacted when cars are parked on the street or in laneways on a pad in front of the garage. To mitigate impact on operations, on-street parking will be relegated to one side of the street. Furthermore, windrow service will not be available to streets that have on-street parking.

Enforcement officer resources are currently not impacted by the existing on-street permit parking programs due to the low number of paid permit parking locations. Any expansion of the paid permit parking program may add additional pressures on department resources.

Fire and Rescue Services need a minimum road width of six metres to move their vehicles when responding to a call. The road width of six metres will be incorporated in the decision on where on-street parking can be safely implemented. A possible added benefit to on-street parking is that citizens will no longer park in the laneways in front of their garages, blocking fire routes.

It is proposed that the one-time up-front costs to institute the program on successful applications be partially recovered through an application fee. Upon approval, Fees and Charges By-law 171-2013, will need to be amended to include an application fee of \$370 for on-street paid parking.

As a method of determining costs, it is assumed that those citizens who are serviced by laneways would be most interested in on-street paid permit parking, and therefore, these homes are used for preliminary cost estimation.

The one-time expenses per average laneway is estimated at \$3,665. This cost consists of:

Traffic Engineering Assessments	\$455
Survey (staff time to administer)	\$370
Street Signs and Posts	\$2,250
Sign and Post Installation	\$590

It is recommended this application fee will only recover the staff time to administer the surveys, which is \$370. It is not expected that this fee will recover the up-front implementation program expenses.

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The on-going permit fee structure is anticipated to off-set annual costs of maintaining this policy.

These costs would include, clerical time to issue and administer the permits and expected increased enforcement. The environmental scan has shown that parking permits fees are different in each municipality. The parking permit fee will be determined based on an intended full cost recovery of ongoing maintenance expenses and will be administered through the Fees and Charges By-law 171-2013, as amended, and examined as set out in the by-law. The actual costs for administration and enforcement will be monitored and the parking permit fee will be adjusted accordingly.

The on-street paid parking policy will include a citizen-led application form (with fee), along with minimum eligibility criteria such as: minimum street width and availability of sidewalk.

A request for on-street paid permit parking must be initiated from a citizen. The following pre-requisites are required for consideration of on-street parking:

- Citizen must reside on the street requested for on-street parking
- Street width must be at least eight metres (curb-face to curb-face), which allows for six metres for fire department access and two metres of on-street parking
- Street must be assumed by The City
- Streets must have a sidewalk on at least one side of the street

The survey for citizen support of on-street parking, will include information of all implications of on-street parking. A minimum of two-thirds of the property owners/ occupant within the defined street must be in agreement with on-street paid permit parking.

Each property within the defined street will receive one survey and information package. The information package will include impact information, including:

- Cost of on-street permit parking
- No windrow clearing on the entire street
- Temporary visitor permits and construction permits may not be available if all parking spaces are reserved for permit holders
- Parking/no parking signage will be installed in front of select residential property
- Contact person for additional questions

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The traffic engineering study will confirm total number of location of parking spaces along with any parking restrictions.

Upon approval, the Parking By-law 1-96 would need to be amended to delegate the authority the Deputy City Manager of Public Works or his designate to approve the implementation of paid permit parking on streets which met the Council-approved policy.

Permits will be sold on a first come-first service basis, beginning with one permit per property. Extra permits will be sold only if parking spaces are still available as determined on the first day of the month. The permits sold will not exceed the number of parking spaces available on the street as identified in the engineering study. The DCM of Public Works or his designate may amend or remove the implementation of paid permit parking at a future time should additional constraints be identified.

Financial Impact

To institute the program, there would be one-time up-front cost that includes administration of survey, engineering assessments, signage and installation. The proposed application fee of \$370 is recommended to recover the staff time to administer the surveys.

It is expected that the on-going on-street paid permit parking program would be self-funding. That is, the permit fees would be sufficient to cover the cost of running the program.

Broader Regional Impacts/Considerations

N/A

Conclusion

It is recommended that the proposed policy for on-street paid permit parking for assumed residential areas be accepted; as an option for consideration for all residents to augment existing parking solutions

Attachments

1. Study: Criteria for Paid Permit On-Street Parking in Assumed Residential Areas.
2. Policy: Criteria for Paid Permit On-Street Parking in Assumed Residential Areas.

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Prepared by

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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.)