

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013

Item 5, Report No. 55, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on December 10, 2013.

5 PROPOSED BLENDED PARKING SOLUTIONS FOR EXISTING 'NEW URBANISM' AREAS

The Committee of the Whole (Working Session) recommends:

- 1) That the recommendation contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated December 3, 2013, be approved, subject to amending recommendation 2 to read as follows:
 2. THAT staff be directed to engage residents in the 'New Urbanism' areas in Blocks 10, 11, 12, 17, 18, 33, 39, 40 and 53 for feedback on the application of the proposed parking solutions in their neighbourhoods and on their streets, and from residents of any other areas not listed, who may wish to comment on the proposed blended parking solution; and
- 2) That Communication C7, presentation material, entitled, "Proposed Parking Strategy for Existing 'New Urbanism' Areas", be received.

Recommendation

The Commissioner of Engineering and Public Works and the Commissioner of Planning recommend:

1. THAT this report and presentation from staff on the proposed blended parking solutions for existing residential 'New Urbanism' communities BE RECEIVED; and
2. THAT staff be directed to engage residents in the 'New Urbanism' areas in Blocks 10, 11, 12, 17, 18, 33, 39, 40 and 53 for feedback on the application of the proposed parking solutions in their neighbourhoods and on their streets; and
3. THAT staff report with the final proposed policy for parking in 'New Urbanism' areas, and implementation strategies following the completion of public engagement.

Contribution to Sustainability

On-street parking could optimize full use of road infrastructure, which supports sustainable use of existing infrastructure. The encouraged use of permeable pavement or pavers as part of the on-lot parking solution could, if properly designed, contribute to ground infiltration, thus contributing to environmental sustainability objectives.

Economic Impact

There are no immediate impacts resulting from the adoption of this report. Any costs for public consultation will be paid for from existing departmental budgets for public meetings. Preliminary costs associated with implementation of preferred solution(s) are detailed later in this report and would be outlined in more detail in the report back.

Communications Plan

Residents will be invited to participate in public meetings to provide feedback and comments regarding the proposed parking solution in existing 'New Urbanism' areas.

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Purpose

The purpose of this report is to provide Council with further information regarding a potential blended approach to address parking issues in 'New Urbanism' areas through the use of on-street paid permit parking and on-lot parking on lot frontages equal to or greater than 6.0 metres, subject to specific criteria. For the purposes of this report 'New Urbanism' is defined as an area typically composed of townhouses, semi-detached and single family homes with a one car garage. These areas are approved built communities and differ from communities that are currently being planned. Another purpose of this report is to outline the proposed approach through the use of further consultation with residents and stakeholders and obtain feedback, to ensure the solutions are meeting the parking needs of the residents in the existing 'New Urbanism' areas while maintaining a high level of urban design and City sustainability objectives.

Background - Analysis and Options

Council has considered parking issues in 'New Urbanism' areas in the past

- Council at its meeting on May 21, 2013 directed staff to remove the three hour parking restriction for parking on Castle Park Boulevard of Ward 2, after receipt of a petition
- Council at its meeting on June 26, 2012 directed staff to establish an paid permit parking program on Gentile Circle of Ward 2, pending receipt of a petition
- Council at its meeting on May 29, 2012 directed staff to bring forward solutions to meet parking needs in 'New Urbanism' neighbourhoods by focusing on on-street parking, with consideration to a cost/benefit analysis, possible impact of secondary suites and driveway widening as options available to residents.
- Council at its meeting on December 13, 2011 directed staff to explore option for parking in the Disera Drive, North Park in Ward 5 and surrounding area, including on-street paid permit parking.
- Council at its meeting on July 8, 2010 directed staff to form a working group to examine on street and off street parking, paid and permit parking systems
- Council at its meeting on September 8, 2008 directed staff to implement a paid permit parking program on Napa Valley Avenue of Ward 2
- Council at its meeting on September 10, 2007 directed staff to investigate the possibility of a municipal parking lot in the Sonoma Height area of Ward 2.

This report has been prepared to offer further solutions to address residents parking needs.

Pilot results have shown that residents are using the paid permit parking program on Napa Valley Avenue, and parking for longer than three hours on Castle Park Boulevard

The paid permit on-street parking pilot on Napa Valley has been in place since 2009. There has been approximately a 60% uptake of available parking spaces for each month in the last four years. The street is sufficiently wide enough to accommodate parked cars and still allow the safe passage of emergency vehicles. The permits are sold for \$56.50 per month and user fees have totaled \$24,973 for the life of the pilot. There has been minimal impact to enforcement officer resources and minimal impact to administrative resources in By-Law and Compliance. Winter maintenance has not been negatively impacted.

The pilot on Castle Park Boulevard has been running since July 2013 and has shown that 17% of parked cars remain longer than three hours. In addition, there have been two instances where cars have been parked overnight. The pilot will continue to observe additional uptake as residents become aware of the pilot. No operational issues or concerns have yet been noted on Castle Park Boulevard.

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The pilot on Gentile Circle has not been implemented as staff is waiting for a petition requesting such a pilot. At the time of the report preparation, such a petition has not been received.

'New Urbanism' areas affects approximately 4,200 homes in Blocks 10, 11, 12, 17, 18, 33, 39, 40 and 53

'New Urbanism' describes an area typically composed of townhouses, semi-detached and single family homes with one car garage. Some of these areas are serviced by laneways, with garage access off of the laneway in the back of the house or by a single car garage accessed by streets in front of the house. 'New Urbanism' neighbourhoods have been built in Vaughan since 2002 particularly in Blocks 10, 11, 17, 18, 33W, 39N, 40 and 53.

Based on an actual count, 1,268 homes in Blocks 10, 17, 33, 39 and 53 are serviced by laneways. Laneways offer parking behind the home for one or two cars. The laneways are not in an area where residents can park outside of the garage, as they are a designated fire route. This fire route must remain clear for emergency vehicles. Also cars parked in the laneway impede snow plowing, snow removal and waste pick up. Residents, who own more cars than there are parking spaces, have an on-lot parking problem.

Based on a review of air photos and block plans, staff roughly estimates that there is on average approximately 15 percent narrow lots (small singles, semi and townhouse) with single car garages in the new communities of OPA #400/#600. Assuming that only half of the local roads within these communities have sidewalks on one side of the road, then approximately 3,000 units could potentially have an on-lot parking problem. Typically, these lot types are clustered.

Please refer to Attachment 2 for maps of these areas.

The problem of parking in 'New Urbanism' areas is a common one being addressed by municipalities in Ontario as they try to find a balance between 'new urbanism' guidelines and the realities of car dependence

Municipalities such as the Town of Markham, City of Burlington, City of Mississauga, City of Ottawa, City of Hamilton and the City of Toronto have implemented paid permit parking programs to meet resident's parking needs. Other municipalities, such as Town of Aurora, Town of Georgina, Town of Newmarket, Town of Milton and the City of London have allowed overnight on street parking in the summer to meet parking needs.

All of these municipalities also have some form of driveway widening program to accommodate parking needs on front yards.

Proposed blended parking solution would meet resident's parking needs, as well as, ensure that City concerns regarding enforcement, public works activities and neighbourhood character, sustainability and high quality of urban design are being met

On-Street Paid Permit Parking

A number of parking solutions were examined by the staff Working Group for consideration of on-street parking solutions. These solutions ranged from removing the three hour parking restriction to seasonal overnight on-street parking. Criteria were developed which were used to determine the best solution for the resident's parking needs as identified in Attachment 1. The criteria included items which reflected residential considerations, including: the interest of the community, parking needs for individual homes and clarity of the parking program. Criteria also included items which reflected staff considerations, such as, enforcement, administration and fiscal sustainability. The parking solution which met all of the above criteria was a paid permit on-street

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parking program. This program will meet engineering design standards to ensure pedestrian and vehicular safety.

On-street paid permit parking would provide parking only to residents on a particular street through a determined number of parking spaces accessed only through an equal number of available parking permits. Streets which meet the eligibility requirements of road widths (includes clearance for the fire department vehicles), pedestrian and vehicular safety would be available for on-street parking. Parking would be rotated from one side of the street to the other (except in winter months) to address resident concerns about parking in front of their homes. Communication regarding the program would emphasize that winter maintenance activities may be impacted by the cars parked on the street. Current snow removal programs include alerting the residents of snow removal on their street 24 hours in advance; advising them to not park on the street while this activity was taking place. This advanced notice would also apply in those areas where there is an on-street paid permit parking program.

On-Street paid permit parking would meet resident parking needs through provision of parking spots near their own homes. On-street parking has been demonstrated to support traffic calming as people naturally slow down when driving beside parked cars. The issuance of parking tickets would reduce as people have alternative parking arrangements, resulting in more satisfied residents.

On-lot Parking

Two, on-lot parking solutions were examined by the Working group; the current Curb Cut and Driveway Widening program and one which allowed for parking on a permeable hard surface landscaped area on the front lawn. It was important for the group that the streetscape and the character of the street were maintained. The same criterion which was used to evaluate the on-street parking solution was used to evaluate the on-lot parking solution as identified in Attachment 1. Design and material standards need to be created by staff so that residents would use permeable and sustainable materials when constructing the hard landscaping on their front yard. There would also be a need to maintain or enhance opportunities for ground infiltration and landscaping as part of any requested permits.

The current Curb Cut and Driveway Widening program allows residents to apply for a permit to widen their driveway to a maximum width depending on lot frontage, while maintaining soft landscaping as a percentage of all landscaping as required in Zoning By-law 1-88. The maximum driveway widths, percentage of landscaping and a prohibition against parking on hard landscaping are identified in the Zoning By-law 1-88. Townhouse development has been subject to site plan control.

On-lot parking could be accommodated by amending the By-law to allow residents to park on permeable hard surface areas, such as, a pathway or patio which runs adjacent to their driveway. The pathway or patio would not increase the maximum curb cut allowance, in order to protect the character of the neighbourhood and ensure the availability of on-street parking. Hard surface landscaping could extend on to the public side of the property line. Allowing parking on front yards would give those residents who live on streets which are not eligible for on-street parking, or not successful in obtaining a majority through the petition, a solution to their own parking needs.

However, guidance documents, including design guidelines that address minimum lot widths or areas where these requests could be considered, and a permit process that would require the submission of plans and securities would be needed to ensure the character of the street was maintained. Additional landscaping or other mitigation may be required to offset the impact of on-lot parking.

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It is important to note that such parking may not be feasible on lot frontages less than 6.0 metres as extended on-lot parking may erode the character of the neighbourhood.

Cost Analysis of recommended solutions

On-Street Paid Permit Parking

As shown earlier, and detailed in Attachment 1, a paid permit on-street parking program met all of the criteria considered by the Working Group. If adopted by residents of a particular street, it is assumed that the program would be self-funding. That is, the permit fees would be sufficient to cover all costs of running the program. These costs would include, clerical time to issue and administer the permits and increased enforcement. More details of these costs and the subsequent pricing of the parking permits will be included in a future report, if Committee and Council direct staff to report back with implementation strategies for this option.

In order to institute the program, there would be one-time up-front costs that would need to be funded through capital and/or taxation. These costs include:

- Administration of the resident petition
- Engineering Street Assessments
- Signage
- Sign installation

There are currently 52 laneways and 1,268 homes which are serviced by laneways in 'New Urbanism' areas throughout the City. Considering only homes serviced by laneways and not by other means of access, the following one-time up-front costs were identified and outlined in Table 1 below.

Table 1: One-Time Implementation

One-Time Expenses	Per Average Laneway	Total (for all laneways)
Engineering Street Assessments	\$ 500	\$ 26,000
Petitions (staff time to administer)	275	14,300
Street Signs and Posts	2,250	117,000
Sign and Post Installation	585	30,420
Totals	\$ 3,610	\$ 187,720

Note that the total costs assume that all laneways will be successful with a majority of residents requesting on-street parking through a petition and the adjacent streets meeting eligible criteria for on-street parking. If residents are not successful in their petition, or the street does not meet minimum criteria for width, pedestrian and vehicular safety, the costs above will not incur.

On average, the City will be required to fund approximately \$3.6K in one-time expenses per laneway. These calculations can be extrapolated to all locations that would adopt this parking solution. The total annual cost will be influenced by the demand for this parking option within the affected areas and is difficult to predict at this stage. However, ongoing annual costs will be recovered through the permit fee.

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On-lot Parking

On-lot parking solutions would require residents to pay for a permit for a permeable pathway or patio adjacent to their driveway. Some additional costs, including staff time may be required at the outset of the program for preparation of guidance documents. Any costs to the City (i.e. design approval, permits etc.) would be covered in fees similar to the current Curb Cut and Driveway Widening program.

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

The solution for parking in existing 'New Urbanism' areas is only one component of a larger City of Vaughan parking strategy. Council has directed staff to examine parking standards in new development to mitigate future parking issues by looking at garage set-backs, sidewalk locations and lay by parking. Parking also needs to be examined in, historic areas and other intensified areas. Possible parking solutions could include metered parking and/or municipal parking lots. These parking solutions will need to be managed through a Parking Committee, a Parking Authority or Parking Department as future parking needs will require specific parking pricing strategies and policies.

Secondary Suites Impact

Council had directed staff to consider the impacts of the Secondary Suite legislation on parking in 'New Urbanism' areas. This matter is being addressed concurrently by the Secondary Suites Task Force.

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

Resident parking needs in 'New Urbanism' areas in the City of Vaughan could be met through a blended approach of on-street and on-lot parking. This solution would enable residents to either apply, through a petition, for on-street paid permit parking, or manage their front yard landscaping through a permit process to allow for more available on-lot parking. The choices given to residents would meet their parking needs.

It is recommended that a blended approach to parking in existing 'New Urbanism' areas through the use of on-street paid permit parking and parking on-lot and that these solutions be further refined through consultation with residents. After consultation with residents, staff will provide Committee and Council with the refined proposed parking solution and associated implementation options for consideration for implementation.

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Attachments

1. Technical Report
2. Ward Maps

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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.)