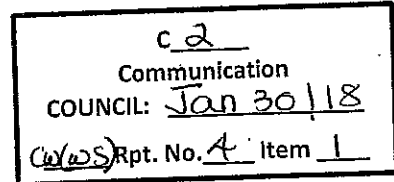


Anita Laurella  
Crooked Stick Road  
Concord, [REDACTED]

January 28, 2018

Committee of the Whole  
c/o Office of the City Clerk  
[clerks@vaughan.ca](mailto:clerks@vaughan.ca)



and

Councillor Alan Shefman  
Ward 5, Vaughan  
[alan.shefman@vaughan.ca](mailto:alan.shefman@vaughan.ca)

**Re: Parking By-law 1-96 – Proposed Amendment**

To Mr. Shefman and Members of the Committee of the Whole:

I read with interest the Notice posted in the Thornhill Liberal on both January 11<sup>th</sup> and 18<sup>th</sup>, 2018 regarding the above-mentioned proposed amendment which would permit on-street parking in "assumed" residential areas.

Firstly, allow me to point out that the phrase "assumed residential areas" does not fully explain what is being proposed by the Committee of the Whole. It would have been clearer had this been written in plain, straightforward English, describing exactly what is being discussed.

Secondly, I am interested in knowing what the purpose would be to permit on-street parking. This was not entirely clear in the Report to the Committee. The houses in Vaughan are primarily single-family homes, and most have at least one garage and a parking space for townhomes and in the detached or semi-detached homes many homes have a double car garage and two parking spaces. Therefore, I am taking this opportunity to outline the reasons for my opposition to this amendment as per below:

- Given the current availability of garage and driveway parking in Vaughan, on-street parking should not be required. If homeowners wish to rent out legal basement apartments, the secondary suite would not be allowed if the homeowner cannot meet the current by-law requirements (i.e., at least three parking spaces). The availability of permitted on-street parking would only facilitate the proliferation of illegal basement apartments for those who either do not have sufficient parking spaces or do not wish to make available, a parking space for their tenants.
- On-street parking causes congestion, both on secondary roads and side streets. Currently on my street, in spite of vacant driveways, some homeowners are parking on the street for lengthy periods. This causes difficulty with sight lines as I exit my driveway. Permitted on-street parking would only exacerbate the issue.
- Congestion due to on-street parking would also impact access to homes by emergency vehicles, snow plows, garbage pick-up, etc.

- Page 3 of the Committee of the Whole (Working Session) Report for January 24, 2018, states that "windrow service will not be available to streets that have on-street parking". In my opinion, it is more important that the municipality provide windrow service to the community at large (particularly for those who are elderly or physically incapacitated) than on-street parking.
- Page 4 of the said report states, "Any expansion of the paid permit parking program may add additional pressures on department resources". Unless the revenues from the permitted on-street parking are sufficiently high, the cost of additional staffing (enforcement officers) would be borne by the taxpayers. The report clearly states, that "It is not expected that this fee [\$370] will recover the up-front implementation program expenses". Therefore, at least in the short-term, it is almost certain that the additional costs will be borne by the taxpayers.
- Homeowners who "cannot make effective use of their garage for parking" (see page 2 of the Report) should be encouraged to seek alternative solutions to their issues, instead of impacting other area residents with on-street parking. The reasons for not being able to "make effective use of their garage" for the purpose intended, has not been made clear in the report.
- Provisions already exist for homeowner to request a widening of their own driveways to allow for extra parking on their own property, should they require it.
- Congestion due to on-street parking would negatively impact property values.

Since the parking issue is becoming problematic, perhaps in those areas with townhomes and laneway parking, I recommend that Council and any other pertinent Departments ban building permits for such structures, and that all new housing developments be constructed with a view to allowing sufficient on-site parking spaces.

I trust that the reasons for my opposition to the proposed amendment are sufficiently clear; however, should questions arise, please feel free to contact me at the following e-mail address:



Respectfully,

Anita Laurella

c.:

Mario Ferri, Regional Councillor - [mario.ferri@vaughan.ca](mailto:mario.ferri@vaughan.ca)

Gino Rosati, Regional Councillor - [gino.rosati@vaughan.ca](mailto:gino.rosati@vaughan.ca)

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