

**EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 20, 2015**

***By receiving Communication C1, from the Springfarm Ratepayers Association, dated January 14, 2015.***

**The Committee of the Whole (Public Hearing) recommends:**

- ## Recommendation

1. THAT the Public Hearing report for File Z.14.041 (City of Vaughan On-Lot Parking) BE RECEIVED; and, that any issues identified be addressed by the Vaughan Planning Department in a comprehensive report to the Committee of the Whole.

The contribution to sustainability related to the on-lot parking space design (e.g. materials) will be determined when the technical report is considered.

There are no immediate economic impacts. This will be addressed in detail when the technical report is completed.

- a) Date Notice of Public Hearing was circulated: On December 19, 2014, a Notice of Public Hearing was mailed to all of the City of Vaughan Registered Community Ratepayer Associations
- b) A Notice of this Public Hearing was published in the December 12, 2014, and January 9, 2015, editions of the Vaughan Citizen and Vaughan Liberal Newspapers
- c) Notification of this Public Hearing was posted on the CityPage Online, the City Update E-Newsletter, the City's website at [www.vaughan.ca](http://www.vaughan.ca), and social media (Twitter) posts

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- d) An email reminder was sent on December 12, 2014, to 32 individuals who requested notification of the City-wide on-lot parking initiative undertaken earlier by the Public Works Commission
- e) Communications received as of January 5, 2015: None

**Purpose**

To receive comments from the public and Committee of the Whole on Zoning By-law Amendment File Z.14.041 to amend the City's Zoning By-law 1-88, specifically to permit parking on a hard landscaping area adjacent to a driveway (e.g. a walkway) in the front or exterior side yard of a residential lot with a lot frontage greater than 6 metres, together with the necessary site-specific zoning exceptions to implement the proposal. The intent is to allow opportunity to provide additional parking on the lot, in the manner shown on Attachments #3 and #4.

The amendment to the Zoning By-law will implement Vaughan Council's approval of the "On-Lot Parking Solution for Existing Areas" on May 27, 2014, as shown on Attachment #2.

<b>Table 1: Proposed Amendments for Residential On-Lot Parking in Zoning By-law 1-88</b>			
	<b>By-law Standard</b>	<b>Zoning By-law 1-88 Requirements</b>	<b>Proposed Amendments to Zoning By-law 1-88 to Facilitate On-Lot Parking</b>
a.	Parking and Access Requirements	<p>In Section 4.1.4 a), respecting "Parking Requirements for Single Family Detached, Semi-Detached, Zero Lot Line Detached and Street Townhouse Dwelling:</p> <ul style="list-style-type: none"><li>i) The required parking shall be provided either by an attached or detached garage or carport, or by an uncovered space(s) located in any yard on the lot;</li><li>ii) Notwithstanding Paragraph (i), no parking shall be permitted in the front yard except on a properly constructed and surfaced driveway used to gain direct access to a garage or carport, or rear or side yard parking space;</li><li>iii) For the purpose of calculating required parking spaces, the portion of a driveway lying between a front or a side lot line and the nearest edge of a public sidewalk shall be included and where there is no public</li></ul>	<p>In Section 4.0, <u>Residential Zones</u>, specifically to add a new section (paragraph 4.14h)), to permit one on-lot parking space on a lot as follows:</p> <p>Notwithstanding the provisions of Section 4.1.4 a), respecting Parking and Access Requirements, the following shall apply:</p> <ul style="list-style-type: none"><li>i) The required parking shall be provided either by an attached or detached garage or carport, or by an uncovered space located in the front yard or exterior side yard;</li><li>ii) Notwithstanding Paragraph (i), no parking shall be permitted in the front yard or exterior side yard except on a properly constructed and surfaced driveway used to gain direct access to a</li></ul>

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a.	Parking and Access Requirements	sidewalk, that portion of the driveway lying between a front or side lot line and the nearest street curb shall be included.”	<p>garage or carport, or rear or side yard parking space;</p> <p>iii) In addition to Paragraph ii) above, a motor vehicle is permitted to park on a hard landscaping area adjacent to a driveway located in the front or exterior side yard, on the lot;</p> <p>iv) Parking located on a hard landscaping area adjacent to a driveway shall not be used in the calculation of required parking for the use on the lot and shall only apply to lots with a frontage greater than 6.0 metres and developed with a detached dwelling, semi-detached dwelling, or street townhouse dwelling;</p> <p>v) For the purpose of calculating required parking spaces, the portion of a driveway lying between a front or a side lot line and the nearest edge of a public sidewalk shall be included and where there is no public sidewalk, that portion of the driveway lying between a front or side lot line and the nearest street curb shall be included.</p>
b.	Definitions of “Landscaping or Landscaping Area” and “Hard Landscaping”	<p>In Section 2.0, <u>Definitions</u>:</p> <p>“Landscaping or Landscaping Area - Means an area of land comprising trees, shrubs, flowers, grass or other horticultural elements. Landscaping may include paths, patios, walkways, decorative stonework or other architectural elements designed to enhance the visual amenity of a property but do not include open storage</p>	<p>In Section 4.0, <u>Residential Zones</u>, specifically in new paragraph 4.14 h), On-Lot Parking Space:</p> <p>Notwithstanding the provisions of Section 2.0 respecting the Definition of Landscaping or Landscaping Area and Hard Landscaping, and for the purposes of this paragraph, a Hard Landscaping area shall mean an area of land surfaced</p>

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b.	Definitions of “Landscaping or Landscaping Area” and “Hard Landscaping”	display areas, parking or loading areas, or areas covered by driveways.”  “Hard Landscaping - Means an area of land surfaced by materials such as unit pavers, patio stones, concrete, decorative stonework or other architectural elements designed to enhance the visual amenity of a property but does not include areas devoted to vehicular or pedestrian use such as parking or loading areas or driveways.”	by materials in a manner other than that used for the driveway, such as, unit pavers, patio stones, concrete, decorative stonework or other architectural elements designed to enhance the visual amenity of a property and may include an area devoted to a vehicular or pedestrian use such as parking, driveway, or walkway.
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#### **Background - Analysis and Options**

The City of Vaughan, as with many other municipalities, is experiencing parking shortages in residential areas for various reasons, including but not limited to, changes in demographics and a deficiency in available and convenient transit.

#### Vaughan Public Works Commission

In May 2012, through a report prepared by the Vaughan Public Works Commission, in consultation and participation with Vaughan's citizens, Vaughan Council directed staff to review parking on the front yard as a possible solution for parking in residential low density areas, which resulted in the establishment of a City Parking Working Group (“Working Group”) in the Fall of 2013. The Working Group was comprised of representatives from the Vaughan Development/Transportation Engineering, Engineering Services, Public Works, Planning, By-law Enforcement, Fire, Building Standards, Finance and Legal Services Departments. The purpose of the Working Group was to provide feedback to the Public Works Commission on residential parking solutions for the entire City of Vaughan.

A public engagement and communication strategy (“strategy”) was developed by the Public Works Commission and was implemented in March 2014 to solicit feedback from Vaughan's residents on a residential parking policy. The strategy revealed a strong citizen interest in residential parking policies, in particular, on-lot parking, which is supported by City staff. Additionally, the preservation of the existing streetscape character has been identified as an important element to developing design criteria for on-lot parking with the intent to maintain and encourage sustainable neighbourhood streetscapes. The draft urban design criteria are being finalized by the City concurrently with the proposed amendments to Zoning By-law 1-88, for consideration at a future Committee of the Whole meeting with respect to the technical report, and will provide guidance on the design and materials for the hard landscaping area as it pertains to the on-lot driveway solution.

#### Vaughan Planning Department

The result from the strategy was presented by the Commissioners of Public Works and Planning to the May 21, 2014, Committee of the Whole (Working Session) and the report was recommended for approval and ratified by Vaughan Council on May 27, 2014, with the

## CITY OF VAUGHAN

### EXTRACT FROM COUNCIL MEETING MINUTES OF JANUARY 20, 2015

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recommendation that staff (the Vaughan Planning Department) draft the amendments to the City's Zoning By-law 1-88 to permit parking on hard landscaping areas traditionally used for only pedestrian access (i.e. a walkway), specifically for residential lots with greater than 6 m frontages, in the manner shown on Attachments #3 and #4, and pursuant to the Technical Report dated November 5, 2014, shown on Attachment #2. Zoning By-law Amendment File Z.14.041 represents the Planning Act application that facilitates the statutory public engagement that has been completed by the Public Works Commission and implements the recommendation of Vaughan Council.

#### Preliminary Review

Following the review of the report by the Commissioners of Public Works and Planning to the May 21, 2014 Committee of the Whole (Working Session) and the Vaughan Council-approved City of Vaughan On-Lot Parking Solution for Existing Areas document shown on Attachment #2, the Vaughan Planning Department has identified the following matters that will be reviewed to implement the direction of Vaughan Council:

	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENTS</b>
a.	Implementation of Previous Vaughan Council Decision	<ul style="list-style-type: none"><li>▪ The implementation of the proposed amendments to City of Vaughan Zoning By-law 1-88 to permit on-lot parking on a hard landscaping area adjacent to the driveway (e.g. walkway) in the front or exterior side yard of a residential lot with frontages 6 metres and greater will be reviewed in consideration of the following:<ul style="list-style-type: none"><li>▪ The City's May 21, 2014 report, as prepared by the Commissioners of Public Works and Planning, to the Vaughan Committee of the Whole (Working Session) where the City of Vaughan On-Lot Parking Solution for Existing Areas document as shown on Attachment #2, was approved by Vaughan Council.</li><li>▪ The existing and proposed (fine tuning the wording) definitions of "Landscaping or Landscaped Area" and "Hard Landscaping" and the general provisions in the General Provisions for Residential Zones of Zoning By-law 1-88, as identified in Table 1.</li><li>▪ Inclusion of schematic drawings shown on Attachments #3 and #4 into Zoning By-law 1-88 to provide clarity on the intent of the On-Lot Parking provisions.</li></ul></li></ul>
b.	Draft City of Vaughan Urban Design Criteria for Residential Driveway Modifications	<ul style="list-style-type: none"><li>▪ The proposed Zoning By-law amendment will be reviewed in consideration of the City's draft Urban Design Criteria, particularly with respect to driveway design and materials appropriate to address the on-lot parking solution.</li></ul>

**CITY OF VAUGHAN**

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b.	Draft City of Vaughan Urban Design Criteria for Residential Driveway Modifications	▪ The City's draft Urban Design Criteria is anticipated to be completed by the Vaughan Planning Department for consideration by Vaughan Council in conjunction with the technical report for the on-lot parking solution in the first quarter of 2015.
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**Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of facilitating on-lot parking in residential areas to the Vaughan Vision will be determined when the technical report is considered.

**Regional Implications**

There are no Regional implications as on-lot parking will be provided on private property.

**Conclusion**

The preliminary issues identified in this report and any other issues identified through the preparation of zoning standards to implement on-lot parking for lots with a frontages greater than 6 metres will be considered in the technical review of the application, together with comments from the public and Vaughan Council expressed at the Public Hearing or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

As Vaughan Council has approved the "On-Lot Parking Solution for Existing Areas" on May 27, 2014, the intent of the subject zoning by-law amendment is to implement the solution into the City's By-law 1-88.

**Attachments**

1. Location Map
2. City of Vaughan On-Lot Parking Solution for Existing Areas Technical Report (May 21, 2014, and approved by Vaughan Council on May 27, 2014)
3. On-Lot Parking Schematic - With Sidewalk
4. On-Lot Parking Schematic - Without Sidewalk

**Report prepared by:**

Stephen Lue, Senior Planner, ext. 8210

Jennifer Rose, Director of Environmental Services, ext. 8745

(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.)

Subject:

FW: File Number: Z.14.04

-----Original Message-----

From: SpringFarm RatePayers Assoc [mailto:springfarmra@gmail.com]

Sent: Wednesday, January 14, 2015 8:00 PM

To: Britto, John

Subject: Fwd: File Number: Z.14.04

C	<u>1</u>
Item #	<u>3</u>
Report No.	<u>3 (PH)</u>
Council -	<u>January 20/15</u>

Hi John,

This was the email that was sent to the clerks office regarding the parking pads - File Number Z.14.04

With thanks,  
SpringFarm Rate Payers Association.

----- Forwarded message -----

From: SpringFarm RatePayers Assoc <springfarmra@gmail.com>

Date: 12 January 2015 at 09:14

Subject: File Number: Z.14.04

To: [clerks@vaughan.ca](mailto:clerks@vaughan.ca)

Cc: [alan.shefman@vaughan.ca](mailto:alan.shefman@vaughan.ca)

The SpringFarm Ratepayers Association (SFRA) ask Council to consider the change below to the proposed Zoning By-law 1-88 amendment which is intended permit parking to occur on a hard-landscaped walkway adjacent to the driveway in the front or exterior side yard of a residential lot (on frontages 6 meters and greater)

The SFRA would be in support of the proposed amendment if the City was to also consider taking the same action that other cities such as Kitchener, Victoria B.C. and Maryland (links to websites below) have taken regarding driveway extensions.

The SFRA strongly recommends the City of Vaughan consider a special tax to be levied on any homeowner who uses impermeable pavement to cover additional soil, which was not originally approved for a driveway.

We all know these driveway extensions will have negative environmental consequences and additional stress will be put on our sewer system.

For example, by covering permeable grass with impermeable concrete, asphalt or interlocking brick, an increased volume of rain would be caused to flow into the City of Vaughan storm sewer system as opposed to being absorbed in the ground.

The tax would be a set dollar amount per square foot of the incremental pavement addition and money collected would be used as a contribution to help defray the increased costs of storm sewer system upgrades which would be required. If permeable materials were used to create the incremental parking, no tax would be levied.

This tax would encourage people to use more environmentally friendly approaches as they expand their driveways under the proposed amendment.

It is important that we not lose sight of the impact that the hardscaped extensions will have on our sewer management system

Thank you for your consideration and we look forward to your response.

SpringFarm Ratepayers Association

[SFRA@gmail.com](mailto:SFRA@gmail.com)

Background Information: Kitchener

<http://watercanada.net/2013/user-fees-that-please/>

Victoria

<http://www.timescolonist.com/news/local/victoria-offers-tips-ahead-of-2014-stormwater-bills-1.668817>

<http://www.victoria.ca/EN/main/departments/engineering/stormwater.html>

Maryland - Rain Tax

<http://news.yahoo.com/included-maryland-controversial-rain-tax-exactly-sounds-031617277--finance.html>

Permeable Solution

<http://purus-northamerica.com/>

# On-Lot Parking in Residential Neighbourhoods

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Committee of the Whole (Public Hearing)

January 13, 2015



# Background

## December 2013

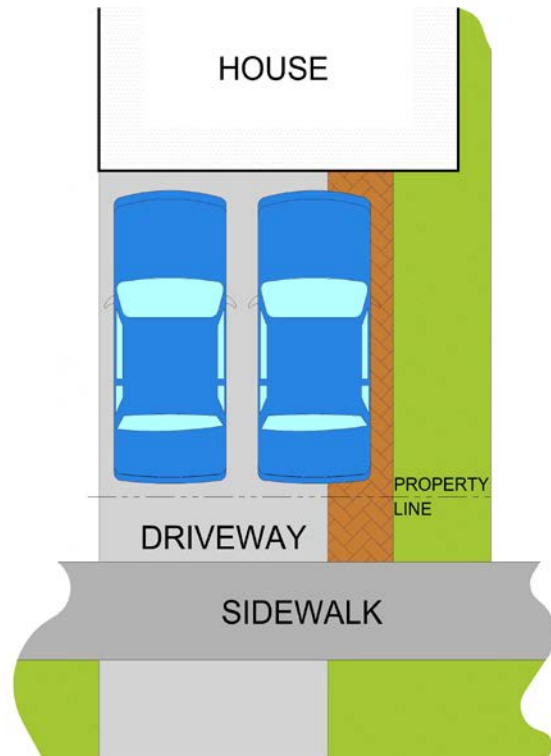
- Staff presented two parking options to Committee for consideration as solutions for residential parking
  - On-lot parking
  - On-street paid permit parking
- Staff were further directed to obtain public feedback to the two options

## May 2014

- Staff presented findings public feedback and there was clear support for on-lot parking for those respondents who felt they did not have enough parking at their homes
- Council directed staff to prepare a Zoning By-law Amendment to allow parking on the front walkway or hard landscaping which is adjacent to the driveway



# Zoning By-law Amendment



The diagram is representative of a home with a:

- Six metre wide frontage
- Driveway expanded to the maximum amount through the existing Driveway Widening program
- Hard and soft landscaping requirements as set out in the Zoning By-law
- Car parked on the hard landscaped portion of the front yard



# Draft Urban Design Guidelines

- Draft guidelines have been developed to provide people with the option of using permeable paving when constructing the walkway



# Questions?



**3.     ZONING BY-LAW AMENDMENT FILE Z.14.041  
CITY OF VAUGHAN ON-LOT PARKING  
ALL WARDS - CITY-WIDE**

**P.2015.3**

**Recommendation**

The Commissioner of Planning, Director of Development Planning and Manager of Development Planning, in consultation with the Director of Environmental Services recommend:

1.     THAT the Public Hearing report for File Z.14.041 (City of Vaughan On-Lot Parking) BE RECEIVED; and, that any issues identified be addressed by the Vaughan Planning Department in a comprehensive report to the Committee of the Whole.

**Contribution to Sustainability**

The contribution to sustainability related to the on-lot parking space design (e.g. materials) will be determined when the technical report is considered.

**Economic Impact**

There are no immediate economic impacts. This will be addressed in detail when the technical report is completed.

**Communications Plan**

- a)     Date Notice of Public Hearing was circulated: On December 19, 2014, a Notice of Public Hearing was mailed to all of the City of Vaughan Registered Community Ratepayer Associations
- b)     A Notice of this Public Hearing was published in the December 12, 2014, and January 9, 2015, editions of the Vaughan Citizen and Vaughan Liberal Newspapers
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**Purpose**

To receive comments from the public and Committee of the Whole on Zoning By-law Amendment File Z.14.041 to amend the City's Zoning By-law 1-88, specifically to permit parking on a hard landscaping area adjacent to a driveway (e.g. a walkway) in the front or exterior side yard of a residential lot with a lot frontage greater than 6 metres, together with the necessary site-specific zoning exceptions to implement the proposal. The intent is to allow opportunity to provide additional parking on the lot, in the manner shown on Attachments #3 and #4.

The amendment to the Zoning By-law will implement Vaughan Council's approval of the "On-Lot Parking Solution for Existing Areas" on May 27, 2014, as shown on Attachment #2.

**Table 1: Proposed Amendments for Residential On-Lot Parking in Zoning By-law 1-88**

	<b>By-law Standard</b>	<b>Zoning By-law 1-88 Requirements</b>	<b>Proposed Amendments to Zoning By-law 1-88 to Facilitate On-Lot Parking</b>
a.	Parking and Access Requirements	<p>In Section 4.1.4 a), respecting “Parking Requirements for Single Family Detached, Semi-Detached, Zero Lot Line Detached and Street Townhouse Dwelling:</p> <ul style="list-style-type: none"> <li>i) The required parking shall be provided either by an attached or detached garage or carport, or by an uncovered space(s) located in any yard on the lot;</li> <li>ii) Notwithstanding Paragraph (i), no parking shall be permitted in the front yard except on a properly constructed and surfaced driveway used to gain direct access to a garage or carport, or rear or side yard parking space;</li> <li>iii) For the purpose of calculating required parking spaces, the portion of a driveway lying between a front or a side lot line and the nearest edge of a public sidewalk shall be included and where there is no public sidewalk, that portion of the driveway lying between a front or side lot line and the nearest street curb shall be included.”</li> </ul>	<p>In Section 4.0, <u>Residential Zones</u>, specifically to add a new section (paragraph 4.14h)), to permit one on-lot parking space on a lot as follows:</p> <p>Notwithstanding the provisions of Section 4.1.4 a), respecting Parking and Access Requirements, the following shall apply:</p> <ul style="list-style-type: none"> <li>i) The required parking shall be provided either by an attached or detached garage or carport, or by an uncovered space located in the front yard or exterior side yard;</li> <li>ii) Notwithstanding Paragraph (i), no parking shall be permitted in the front yard or exterior side yard except on a properly constructed and surfaced driveway used to gain direct access to a garage or carport, or rear or side yard parking space;</li> <li>iii) In addition to Paragraph ii) above, a motor vehicle is permitted to park on a hard landscaping area adjacent to a driveway located in the front or exterior side yard, on the lot;</li> <li>iv) Parking located on a hard landscaping area adjacent to a driveway shall not be used in the calculation of required parking for the use on the lot and shall only apply to lots with a frontage greater than 6.0 metres and developed with a detached</li> </ul>

**Table 1: Proposed Amendments for Residential On-Lot Parking in Zoning By-law 1-88**

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			<p>dwelling, semi-detached dwelling, or street townhouse dwelling;</p> <p>v) For the purpose of calculating required parking spaces, the portion of a driveway lying between a front or a side lot line and the nearest edge of a public sidewalk shall be included and where there is no public sidewalk, that portion of the driveway lying between a front or side lot line and the nearest street curb shall be included.</p>
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## **Background - Analysis and Options**

The City of Vaughan, as with many other municipalities, is experiencing parking shortages in residential areas for various reasons, including but not limited to, changes in demographics and a deficiency in available and convenient transit.

### **Vaughan Public Works Commission**

In May 2012, through a report prepared by the Vaughan Public Works Commission, in consultation and participation with Vaughan's citizens, Vaughan Council directed staff to review parking on the front yard as a possible solution for parking in residential low density areas, which resulted in the establishment of a City Parking Working Group ("Working Group") in the Fall of 2013. The Working Group was comprised of representatives from the Vaughan Development/Transportation Engineering, Engineering Services, Public Works, Planning, By-law Enforcement, Fire, Building Standards, Finance and Legal Services Departments. The purpose of the Working Group was to provide feedback to the Public Works Commission on residential parking solutions for the entire City of Vaughan.

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### **Vaughan Planning Department**

The result from the strategy was presented by the Commissioners of Public Works and Planning to the May 21, 2014, Committee of the Whole (Working Session) and the report was recommended for approval and ratified by Vaughan Council on May 27, 2014, with the recommendation that staff (the Vaughan Planning Department) draft the amendments to the City's Zoning By-law 1-88 to permit parking on hard landscaping areas traditionally used for only pedestrian access (i.e. a walkway), specifically for residential lots with greater than 6 m frontages, in the manner shown on Attachments #3 and #4, and pursuant to the Technical Report dated November 5, 2014, shown on Attachment #2. Zoning By-law Amendment File Z.14.041 represents the Planning Act application that facilitates the statutory public engagement that has been completed by the Public Works Commission and implements the recommendation of Vaughan Council.

## **Preliminary Review**

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	<b>MATTERS TO BE REVIEWED</b>	<b>COMMENTS</b>
a.	Implementation of Previous Vaughan Council Decision	<ul style="list-style-type: none"> <li>▪ The implementation of the proposed amendments to City of Vaughan Zoning By-law 1-88 to permit on-lot parking on a hard landscaping area adjacent to the driveway (e.g. walkway) in the front or exterior side yard of a residential lot with frontages 6 metres and greater will be reviewed in consideration of the following: <ul style="list-style-type: none"> <li>▪ The City's May 21, 2014 report, as prepared by the Commissioners of Public Works and Planning, to the Vaughan Committee of the Whole (Working Session) where the City of Vaughan On-Lot Parking Solution for Existing Areas document as shown on Attachment #2, was approved by Vaughan Council.</li> <li>▪ The existing and proposed (fine tuning the wording) definitions of "Landscaping or Landscaped Area" and "Hard Landscaping" and the general provisions in the General Provisions for Residential Zones of Zoning By-law 1-88, as identified in Table 1.</li> <li>▪ Inclusion of schematic drawings shown on Attachments #3 and #4 into Zoning By-law 1-88 to provide clarity on the intent of the On-Lot Parking provisions.</li> </ul> </li> </ul>
b.	Draft City of Vaughan Urban Design Criteria for Residential Driveway Modifications	<ul style="list-style-type: none"> <li>▪ The proposed Zoning By-law amendment will be reviewed in consideration of the City's draft Urban Design Criteria, particularly with respect to driveway design and materials appropriate to address the on-lot parking solution.</li> <li>▪ The City's draft Urban Design Criteria is anticipated to be completed by the Vaughan Planning Department for consideration by Vaughan Council in conjunction with the technical report for the on-lot parking solution in the first quarter of 2015.</li> </ul>

#### **Relationship to Vaughan Vision 2020/Strategic Plan**

The applicability of facilitating on-lot parking in residential areas to the Vaughan Vision will be determined when the technical report is considered.

#### **Regional Implications**

There are no Regional implications as on-lot parking will be provided on private property.

#### **Conclusion**

The preliminary issues identified in this report and any other issues identified through the preparation of zoning standards to implement on-lot parking for lots with a frontages greater than

6 metres will be considered in the technical review of the application, together with comments from the public and Vaughan Council expressed at the Public Hearing or in writing, and will be addressed in a comprehensive report to a future Committee of the Whole meeting.

As Vaughan Council has approved the "On-Lot Parking Solution for Existing Areas" on May 27, 2014, the intent of the subject zoning by-law amendment is to implement the solution into the City's By-law 1-88.

**Attachments**

1. Location Map
2. City of Vaughan On-Lot Parking Solution for Existing Areas Technical Report (May 21, 2014, and approved by Vaughan Council on May 27, 2014)
3. On-Lot Parking Schematic - With Sidewalk
4. On-Lot Parking Schematic - Without Sidewalk

**Report prepared by:**

Stephen Lue, Senior Planner, ext. 8210

Jennifer Rose, Director of Environmental Services, ext. 8745

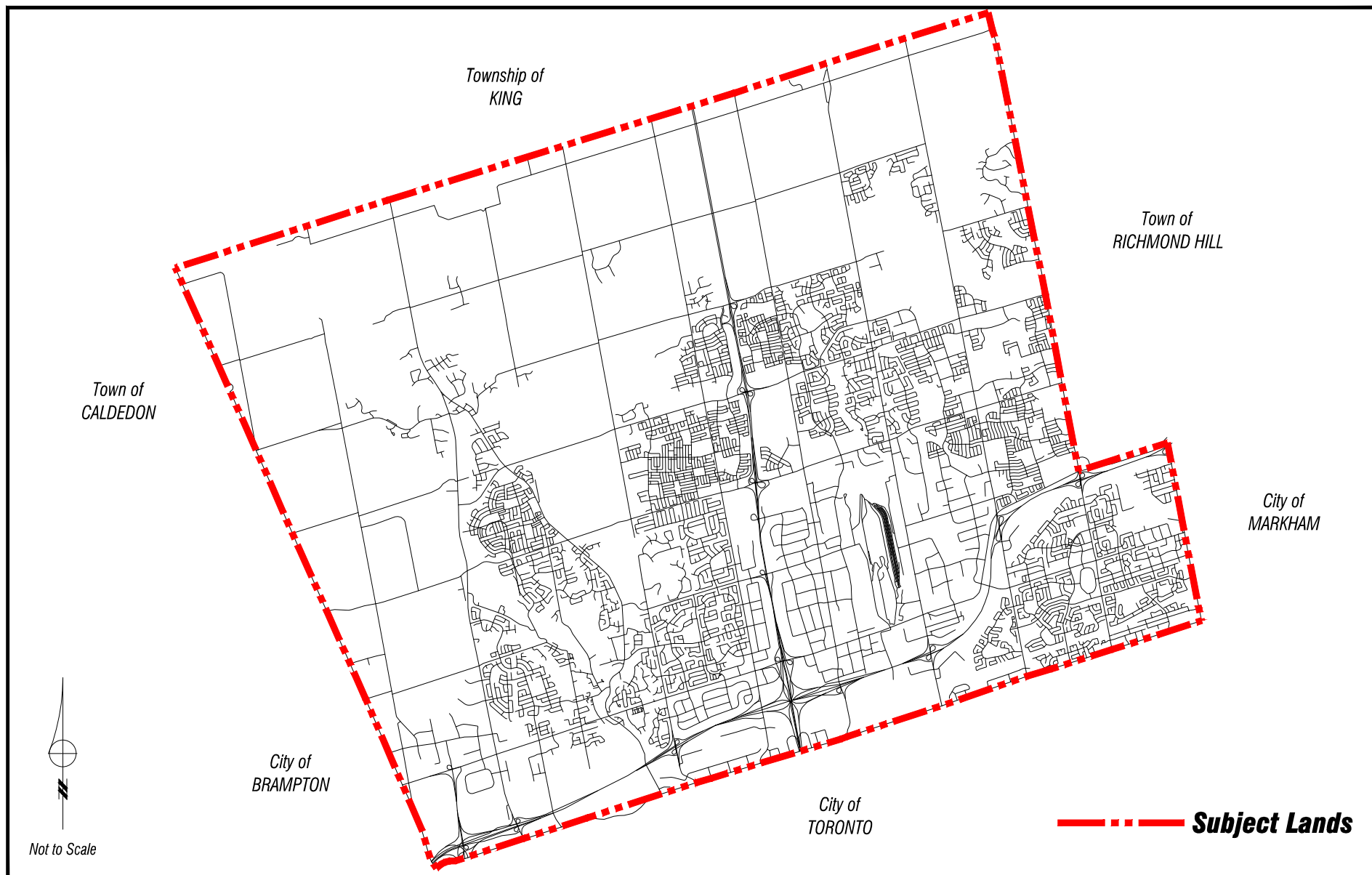
Respectfully submitted,

JOHN MACKENZIE  
Commissioner of Planning

GRANT UYEYAMA  
Director of Development Planning

MAURO PEVERINI  
Manager of Development Planning

/CM



## Context Location Map

LOCATION:  
Citywide

APPLICANT:  
City of Vaughan

N:\DFT\1 ATTACHMENTS\Z\z.14.041.dwg



## Attachment

FILE:  
Z.14.041

DATE:  
December 12, 2014

1

# CITY OF VAUGHAN ON-LOT PARKING SOLUTION FOR EXISTING AREAS

This technical report outlines an on-lot parking solution for parking in  
existing residential areas.

*Parking solutions  
for residential areas*

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## Executive Summary

The City of Vaughan, like many other municipalities, has been experiencing parking shortages in 'New Urbanism' neighbourhoods. 'New Urbanism' neighbourhoods are designed under the Alternative Development Standards (ADS) which was released by the Ministry of Municipal Affairs and Housing in 1995 as a general planning approach. The Standards outline development guidelines which promote more compact and innovative communities. These communities are intended to promote community livability with an emphasis on intimate streets which are pedestrian friendly and permit the emergence of a covering tree canopy. The guidelines also emphasize that these communities reduce the dominance of the street by the automobile through the promotion of walking and the use of transit.

The first phase to develop policy for parking in residential areas was to focus on 'New Urbanism' areas in the City of Vaughan - homes which have room for 2 parked cars (semis, townhomes and single family homes), some of which are serviced by laneways. The policy development scope was expanded by Council in December 2013 to include the entire City of Vaughan and all neighbourhoods which are interested in a parking solution.

In phase two, a public engagement and communication strategy was developed to reach a large number of interested citizens in Vaughan during the formation of the residential parking policy. The purpose of the strategy was to inform citizens of proposed parking policies for residential areas and to elicit their feedback. The strategy was made up of three parts: public meetings, survey and electronic communication.

The results of the communication strategy showed a strong interest in residential parking policies. The results of the communication strategy showed positive support for on-lot parking and low support for on-street paid permit parking. On-lot parking was seen as something which made sense, although there was caution with respect to streetscape and preservation of green space.

Council further directed staff at the end of phase two to develop a draft amendment to the Zoning By-law 1-88 to allow for parking on lots. A draft policy for on-street parking was also requested.

This technical paper addresses the on-lot parking solution. A technical report for the paid permit on-street parking solution has also been developed.

## Introduction

### City-Wide Parking Needs

The City of Vaughan is one of Canada's fastest growing cities, with a population of over 300,000. It is projected that the number of citizens will increase to 430,000 by 2031. The next 25 years will see Vaughan beginning the transition from a growing suburban municipality to a fully urban space. This type of transition will require long-term thinking about how best to accommodate and make the most of new opportunities. The Vaughan Vision 2020 strategic plan sets out a vision and direction for the City over the next decade and beyond. Planning for the future through the strategic plan will position the City to deal with the many pressing issues impacting the organization such as, community safety, access to

health facilities, environment, traffic congestion, parking and issues related to growth, and the quality of municipal services.

The City of Vaughan has been planning for parking within the context of intensification, transportation demand management, and official plans through the “Review of Parking Standards Contained Within the City of Vaughan’s Comprehensive Zoning By-Law: Final Report”. The City has embarked upon finding solutions for current parking needs in existing neighbourhoods which meets citizen needs, ensures operational levels of service, and fire and rescue criteria are maintained. Medium and long term parking management solutions will also be developed. These will be examined to ensure that citizen needs will be met and the administration to manage parking is in place.

The diagram below demonstrates current City of Vaughan parking programs and administration (blue) and future parking considerations (purple) to be explored for medium and long term administration and parking management strategies.

### Bigger Picture



## Current Residential Parking Needs

In December 1996, City of Vaughan Council adopted alternative road cross section standards for the planned development in OPA #400/#600 areas. These alternative road standards used many of the concepts and design alternatives that were recommended in the ADS-Making Choices document. Some of the notable differences between the City's traditional road standards and the newer ADS standards are:

- Narrower pavement and boulevard widths
- Non-symmetrical road cross-section (one boulevard is wider than the other)
- Sidewalk alignment moved closer to the curb
- Use of traffic calming measures
- Adoption of a laneway standard

These initial City ADS road cross sections have been used in the OPA #400 block development that preceded 2004, such as the Woodbridge Expansion Area, Blocks 10 and 33E, and part of Block 39. This initial local road standard cross-section includes a 17.5 metre right-of-way, an eight metre pavement and non-symmetrical boulevard widths.

In January 2002, City of Vaughan Council received a report entitled "Design Standards Review", prepared by Brook McIlroy Inc. and Totten Sims Hubicki Associates. This report provided a review of certain building issues related predominantly to smaller residential lots in OPA #400/#600 including narrow single detached, semi-detached and townhouse building forms. In addition, the Design Standards Review (DSR) examined the individual elements within the public and private realm and the interface and relationship between the two.

Based on the findings of the DSR, Council directed that certain aspects of the City's Zoning By-law 1-88 be amended to achieve a higher quality of urban design objectives for the future communities in OPA #400/#600, in particular Blocks 11, 18, 33W, 39N and 40. In addition, the City's local road standards were also revised to complement and support the new urban design objectives. The notable changes in the road standard were the repositioning of the street trees to be between the sidewalk and the curb, and the resulting relocation of the sidewalk closer to the property line.

These areas are referred to as 'New Urbanism' areas and are typically, but not exclusively, composed of townhouses, semi-detached and single family homes with a one car garage. Some of these areas are serviced by laneways, with garage access off of the laneway at the back of the house, or by single car garage accessed by streets in front of the house.

With respect to parking, a typical car measures 5.8 metres in length. Accordingly, Zoning By-law 1-88 specifies a minimum setback to the face of garage ranging between 5.0 and 6.0 metres depending on whether a sidewalk crosses the driveway and which by-law schedule applies. These zoning standards would permit on-lot parking of one vehicle between the garage door and the property line or sidewalk. In practice, a lot with a two car garage would have sufficient room on the driveway to park two vehicles side by side, without encroaching onto the sidewalk. Where there is no sidewalk on the boulevard, there

would be sufficient room to park a total of four small vehicles (two vehicles in tandem). Narrower lots with only a single car garage and driveway would only have sufficient room to park one or two vehicles, respectively. Accordingly, there is insufficient room to park two vehicles in tandem on a single driveway where a sidewalk crosses the driveway.

The Zoning By-law 1-88 also specifies that a minimum of two parking spaces be provided for small singles, semi-detached and townhouse units. Generally, this parking requirement is provided by one space in the garage and one on the driveway.

Currently, many of the households in Vaughan own more than one vehicle. Situations exist where a homeowner cannot make effective use of the 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 becomes a problem. In many cases, the homeowner has no other alternative but to park the second vehicle on the driveway in such a manner that it overhangs the sidewalk or road curb, or park the vehicle on the roadway overnight. Both these scenarios contravene the City's Parking By-law, and the homeowner is subject to fines.

## **Background**

### **City of Vaughan's History of Parking Issues and Solutions**

#### **Community Feedback and Concerns**

Over the last decade, citizens have expressed a desire for the City of Vaughan to provide parking for visitors and family members which cannot currently be accommodated. As children grow up and want to have their own vehicle, there is limited or no parking available for them. Visitors or home care workers must limit their visits, or move their cars every 3 hours to accommodate the 3 hour parking restriction.

In the meantime, citizens have developed their own solutions. These include appealing to their Councillor for on-street parking, through pilot programs; parking in the laneways behind their homes; parking overnight on the street and paying parking tickets; widening their driveways through the Curb Cut and Driveway Widening Program; applying through Committee of Adjustment; illegally widening their driveway on their own; and/or parking on their front lawns.

The citizens have expressed comments, through their Councillor, to enforcement officers and to the media for both on-street parking and driveway widening as options.

#### **Past Council Direction**

In order to address parking concerns raised by citizens, Council, through direction to staff and through member resolutions, have asked staff to consider paid permit parking pilots, parking pilots for day parking, municipal parking lots, and consideration of solutions to parking issues in 'New Urbanism' and other areas in the City of Vaughan.

The Council reports and member resolutions are listed below:

Reports	
April 3, 2003	Survey residents regarding parking overnight in a commercial parking lot if parking lot is built (the parking lot was not built)
June 9, 2003	Decision made that 3 hour parking restriction and overnight parking restriction to remain, however overnight permit parking would be made available on Bruce, Helen and Wallace Street
February 27, 2006	Decision made that an interim parking permit fee schedule be established at \$30.00 per month or \$2.00 per day for the duration of an On-Street Parking Pilot Project. Three streets in each of the 5 wards were chosen. The pilot did not go forward due to resistance of residents to pay and display structures which would be built on their street
September 10, 2007	Consideration of municipal parking lot on Sonoma Heights
March 23, 2009	IBI Parking Standards Report advises that on-street parking be considered in residential areas
July 13, 2010	A Working Group will be established to address on-street parking, priced parking and possible parking management business plan or parking authority
December 13, 2011	Explore options for on-street paid permit parking on Disera Drive, North Park and surrounding area
May 29, 2012	Consider parking on the front yard and on street parking, taking into consideration the development of appropriate parking criteria, cost benefit analysis of an overnight on-street parking permit system, further study of the impact of basement apartments on the need for on-street parking in less dense areas
December 10, 2013	Engage residents and obtain feedback on an on-street paid permit parking solution and an on-lot parking solution for all areas of the City
May 27, 2014	Develop a policy for on-street paid permit parking program to be implemented by a resident initiated petition; and develop a draft Zoning By-law amendment to enable parking on the hard landscaped portion of front yards
Member's Resolution	
September 8, 2008	Paid permit parking pilot for Napa Valley (pilot is still in place)
September 21, 2009	Direct staff to consider monolithic sidewalks as a short term solution
July 8, 2010	Direct staff to form a working group to look at on-street and off street parking, paid and permit parking systems
June 26, 2012	Overnight on-street paid permit parking pilot to be established on Gentile Circle pending receipt of petition (petition not yet received)
May 21, 2013	All day street parking on Castle Park Boulevard, resident petition submitted with 20 signatures to remove 3 hour parking restriction
June 17, 2014	Overnight on street parking permit fees – request for a review

## Current Curb Cut and Driveway Widening Program

The City of Vaughan Curb Cut and Driveway Widening program allows citizens to cut their curbs and widen their driveway within defined limits with respect to lot frontage. This gives citizens the ability to provide extra parking on their lot. The program is cost recoverable as the citizen pays for a permit to

widen their driveway and a curb cut fee. The curb cut is limited by the presence of street furniture and infrastructure.

## **Zoning By-law 1-88 – Driveway Widths and Landscaping Maximums and Minimums**

The Zoning By-law 1-88 in section 4.1.4 provides for maximum driveway widths for lot frontages which range from 6.0 metres to over 12.0 metres. The by-law also provides for minimum landscaping of 33% on the front or exterior side yard, with a minimum of 60% soft landscaping requirement for lot frontages which range from 6.0 metres to over 12.0 metres. Landscaping or Landscaped Area is defined as an area comprising of trees, shrubs, flowers, grass or other horticultural elements. Landscaping may include paths, patios, walkways, decorative stonework or other architectural elements designed to enhance the visual amenity of a property but does not include open storage display areas, parking or loading areas, or areas covered by driveways. Hard landscaping is defined as an area of land surfaced by materials such as unit pavers, patio stones, concrete, decorative stonework or other architectural elements designed to enhance the visual amenity of the property but does not include areas devoted to vehicular or pedestrian use such as parking or loading areas or driveways.

The Zoning by-law 1-88 does not address lot frontages less than 6.0 metres, as this information is included in site specific by-laws. However, townhouse development has been subject to site plan control.

Amending the by-law to allow for parking on hard landscaped areas would provide a parking solution for citizens. However, there is no desire on the part of citizens, Council and City staff to change the hard and soft landscaping requirements.

## **Driveway Widening Environmental Scan**

Many municipalities allow driveway widening to a certain extent. Depending on their unique situation, municipalities determine the maximum width of a driveway and the minimum soft and hard landscaping required.

## **Policy Development**

### **Scope for Policy Development**

#### **Phase 1: 'New Urbanism' areas**

Based on aerial photography and actual counts for houses which back on to laneways, it is estimated that there are approximately 4200 homes which may have parking needs. These homes are located primarily in Blocks 10, 11, 12, 17, 18, 32, 33, 39, 40 and 53. Of these homes, 1268 are serviced by laneways (actual count) and the rest have driveways with a single car garage, and approximately half of these homes have sidewalks. It is assumed that homes with no sidewalks across the driveway have room to park more than two vehicles.

Laneways offer parking behind the home for one or two cars. The laneways are not an area where citizens can park outside of the garage as they are a designated fire route. This route must remain clear for emergency vehicles. Also, cars parked in the laneway impede snow ploughing, snow removal and waste pick up. Citizens who live in homes and own more cars than there are parking spaces have a parking problem.

### **Expanded to City Wide**

Council requested that the scope be expanded to all include all other streets which would be interested. This would allow all citizens to take advantage of any parking solutions which were implemented.

### **Phase 1 – Staff Working Group**

A Working Group consisting of staff from the Public Works Commission, the Planning Commission, the By-Law and Compliance Department, the Financial Planning and Analytics Department and the Fire Department was formed to establish solutions to parking issues in existing ‘New Urbanism’ areas. The group identified both on-street and on-lot options and criteria for determining the best option. A two-pronged approach of both on-street parking and on-lot parking emerged as the best solution to meet citizen parking needs. Please see Appendix 1 for more details regarding the decision making process.

### **On-Lot Parking**

On-lot parking in ‘New Urbanism’ areas was proposed as a solution which would allow citizens the opportunity to park on their own property. Through discussion, the following points emerged:

- Protects streetscape and street furniture as curb cut will remain as defined in current program
- Allows for a parking option in ineligible streets for on-street parking
- Allows for a parking option on those streets where a petition is not successful
- Applies to lots frontages equal to and greater than 6.0 metres

## **On-lot Parking - Administrative/Operational Feedback and Concerns**

### **Public Works**

Public Works staff have agreed that curb cuts outside of those allowed by the current By-Law 1-88 would not be advisable, due to the need to protect street furniture and access to underground infrastructure.

### **By-Law and Compliance**

By-Law 1-88 which establishes maximum driveway widths based on frontage is enforced primarily through complaints from the citizens.

### **Fire and Rescue Services**

Emergency Services did not express any concerns with driveway widening.

## **Urban Design**

Preserving the existing streetscape character is an important element to developing design criteria for on-lot parking, and encouraging healthy sustainable neighbourhood streetscapes. This principle will be used when developing design guidelines for on-lot parking, with a focus on improving front yard landscaping and protecting existing street trees by providing better controls on the way people accommodate parking on their lots. On-lot parking will not include a curb cut more than already established in By-law 1-88 to protect street amenities, including trees, and allow for on-street parking.

On-lot parking will only apply to lot frontages which are equal to and greater than 6.0 metres. Townhomes which are serviced by laneways do not have driveways, and therefore, will not be able to use this program.

## **Phase 1 Conclusion**

Phase one was completed in December 2013 with a presentation to Council asking for approval to approach the public with the two proposed solutions. Council approved the approach and the ensuing Public Engagement and Communication Strategy was implemented during the Winter/Spring 2014.

## **Phase 2 - Public Consultation**

### **Proposed Residential Parking Solutions – December 2013 to April 2014**

From December 2013, through to April 2014, two residential parking solutions were proposed to Council and citizens of Vaughan. The two proposed solutions were presented as follows:

#### **Proposed On-Lot Parking**

This solution was proposed to be available to citizens City-wide, under the following conditions:

- Application to be made under the current Curb Cut and Driveway Widening Program
- Application to be made under the Committee of Adjustment if proposed driveway widths are more than maximum requirements in the Zoning By-law 1-88
- Lot frontages are equal to or more than six metres
- Draft Urban Design Criteria for Residential Driveway Modifications (Appendix 3) are used
- Detailed drawing to accompany application
- Citizens be permitted to park on their walkway (hard landscaped portion) of their landscaping

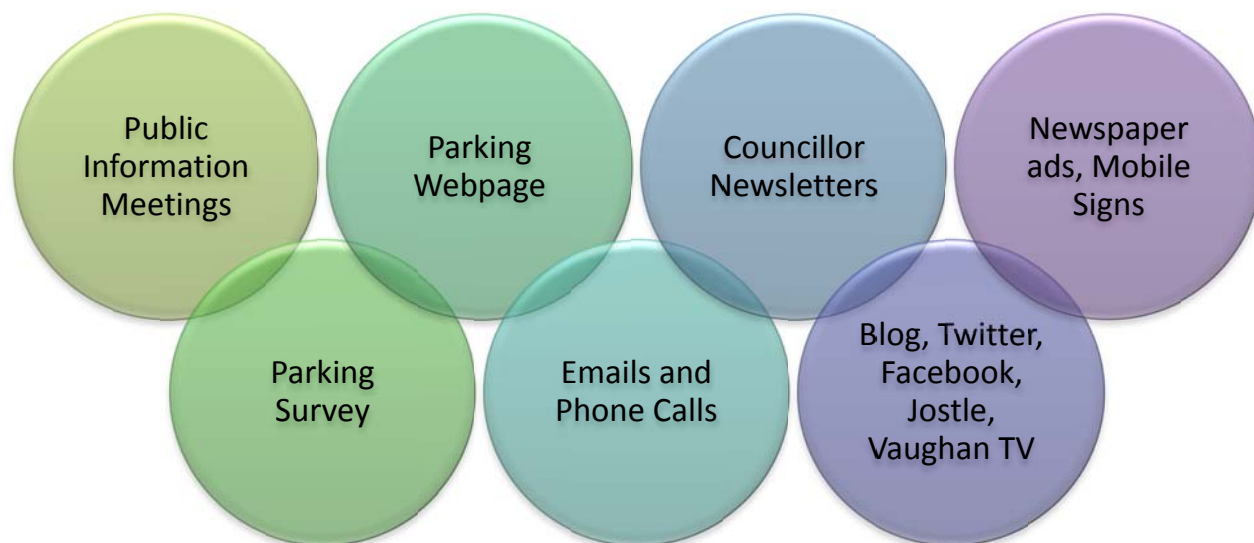
#### **Proposed On-Street Paid Permit Parking**

The solution was proposed to be available to citizens City-wide, but only implemented through a citizen led petition, and under the following conditions:

- Majority of street needs to support on-street paid permit parking
- Street widths must be at least eight metres wide (curb to curb)
- On-street parking would be implemented on one side of the street, with no parking on the opposite side of the street
- Permits sold = parking spaces available

## Communication Strategy – “Let’s Talk about Residential Parking”

The communication strategy is a multi layered approach which used print and electronic mediums, public forums and surveys to present information, as well as, receive information. The theme for the communication strategy was “Let’s Talk about Residential Parking”. The diagram below illustrates the many forms the communication strategy took:



The following activities were conducted in February, March and April 2014 to engage the public and elicit feedback to the proposed residential parking solutions:

### Public Information Meetings

- Five public meetings, one held in each Ward
- Advertised through:
  - Six, strategically placed, mobile signs
  - Newspaper ads published twice in *Vaughan Weekly*, *Vaughan Citizen*, *Vaughan Liberal* and *Lo Specchio*
  - Vaughan Website, Parking Strategy page
  - Personalized letters to the Ratepayer’s Associations
  - Twitter, Vaughan Blog, Jostle
  - Vaughan TV
  - Councillor Newsletters
- Approximately 80 people (in total) attended the public meetings

### Parking Survey

- Parking survey available on line for eight weeks

- 2500 surveys distributed to Councillor offices, community centres and libraries
- Hard copies available at public meetings
- Advertised through:
  - Newspaper ads
  - Jostle, Twitter, Vaughan Blog
  - Vaughan TV
- Received 616 completed surveys

#### Parking Webpage

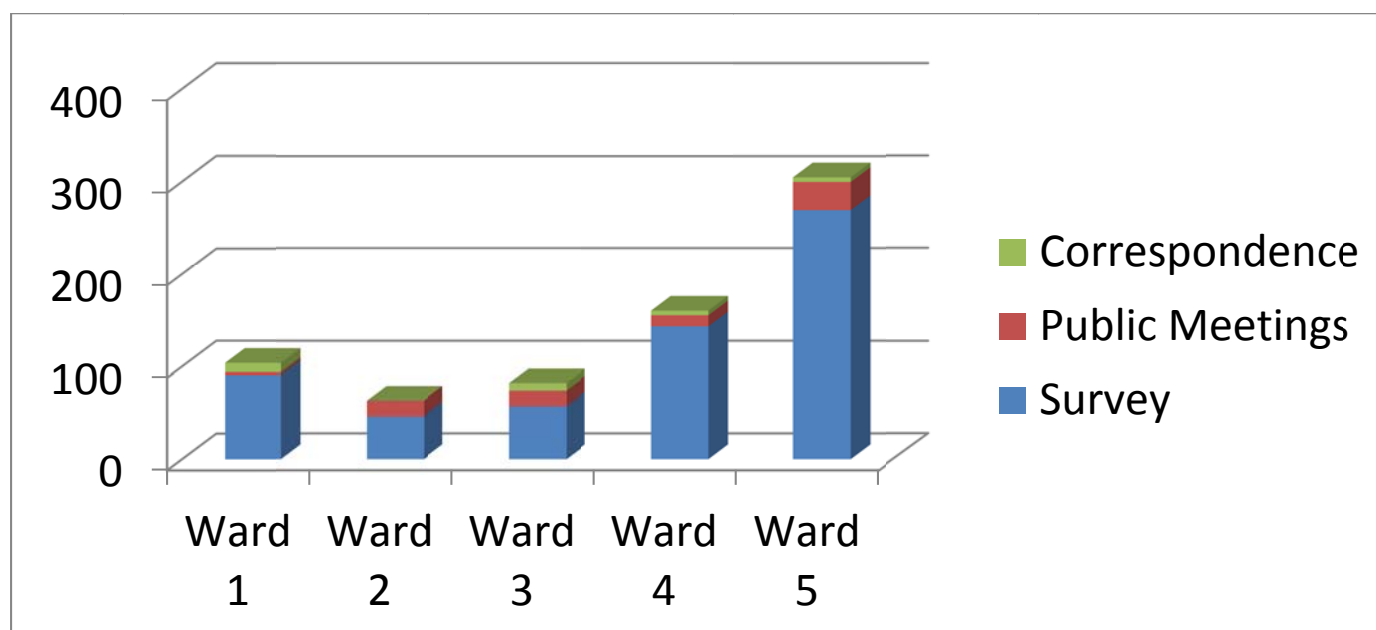
- Parking Webpage developed to highlight Proposed Residential Parking Solutions
- Advertised through:
  - Jostle, Twitter, Vaughan Blog
  - Vaughan TV

#### Emails and Phone Calls

- Citizens contacted staff directly through email or phone to express their concerns or support for the proposed residential parking solutions
- Received 35 email and phone calls

### Communication Strategy Results

As a result of the strategy, a little over 600 citizens expressed their opinion regarding the two proposed parking solutions. The response varied by ward, with the most information gathered through the on line survey. The following graph illustrates citizen participation.



### Public Information Meetings

The public information meetings were held, one in each Ward, to ensure that it was easy for citizens to attend a public meeting in their own neighbourhood. The meetings were held at Vaughan City Hall (Ward 1), Al Palladini Community Centre (Ward 2), Vellore Village Community Centre (Ward 3), North Thornhill Community Centre (Ward 4), and Garnet Williams Community Centre (Ward 5). The meeting format was a presentation, followed by a formal question and answer period and an informal discussion. The presentation highlighted the proposed parking solutions, the proposed process, some challenges to each proposed solution and a call for feedback. There were also two display boards to further highlight the proposed parking solutions. Staff from Public Works, Planning, Fire Department and By-law and Compliance was available to answer citizen questions.

Approximately 80 people in total attended the public meetings.

Feedback for on-lot parking was generally positive as citizens were in favour of parking on their own property. Concern was raised for streetscaping, green space preservation, placement of vehicles (not on sidewalk) and paving over of front lawns.

### Correspondence

Several people called or emailed staff to express their concerns or support for the proposed parking solutions. Many of them indicated they could not attend the public meetings because they were too busy and/or they'd rather talk to someone, one on one. The correspondence indicated a support for on-lot parking.

### Parking Survey

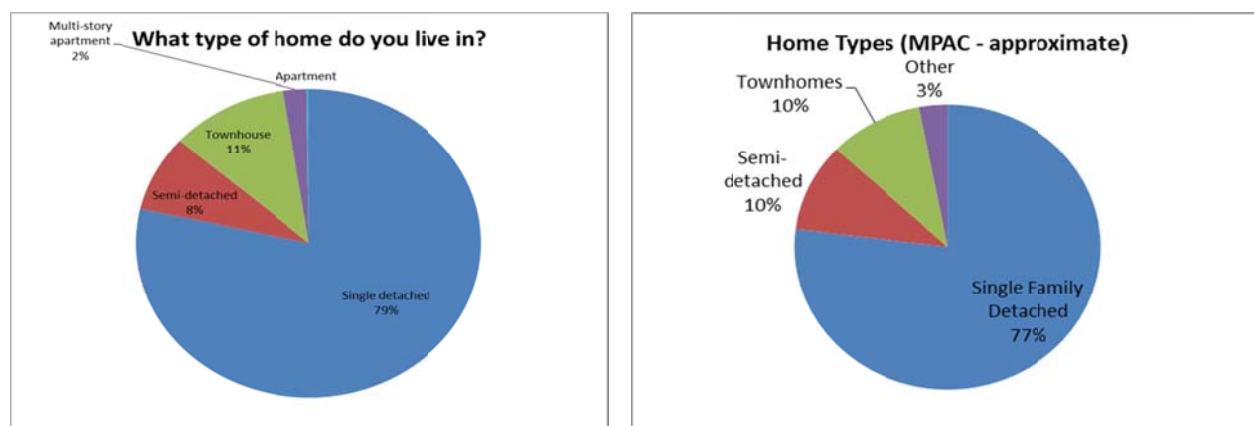
The parking survey was available on line for eight weeks. The survey was also available at libraries and community centres and at the public meetings. In total, 616 surveys were received. The survey participation was representative of the City as a whole when comparing types of homes against MPAC data.

The survey results were reflective of what was learned at the public meetings and through correspondence (emails and phone calls) with citizens. Most people were supportive of on-lot parking, especially where they indicated that they did not have enough parking. The comments from the survey were varied and fell into themes:

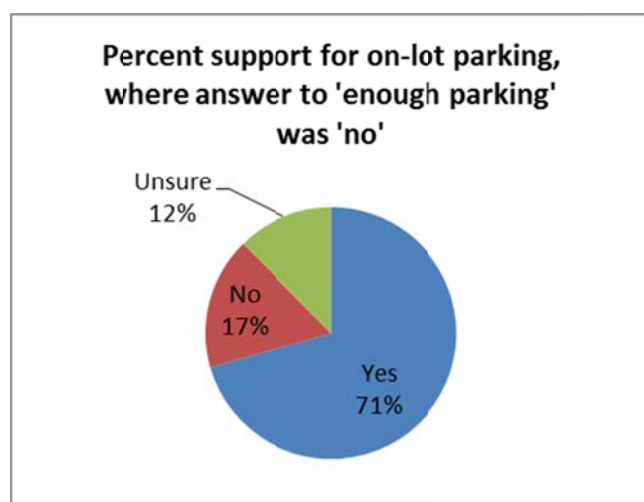
- On-lot parking is a great idea
- Our streets will look like parking lots
- Don't change anything
- People need to use their garage for parking
- People need to only purchase as many vehicles for which they have space

### Parking Survey Data Analysis<sup>1</sup>:

The survey results showed that the citizens who participated in the survey lived in homes which were representative of the make-up of Vaughan homes (from MPAC) data.



The results from the survey indicated that 26% of respondents felt they did not have enough parking. The graphs below show the responses of those who felt they did not have enough parking and if on-lot parking would solve their parking needs. There is a clear indication that on-lot parking would solve at least 71% of citizen parking needs.



### Phase 2 Conclusion

The public engagement information was presented to Council in May 2014. Council recommended that staff develop draft Zoning By-law amendments for On-lot parking based on the information.

<sup>1</sup> Survey results are available in Appendix 2

## **Policy Considerations**

### **By-Law Amendments**

Amendments to the Zoning By-law 1-88 will be presented to Council at a Public Hearing in January. The By-law amendments will include allowance to park on the hard landscaping which is adjacent to the driveway. The hard landscaping can meet the sidewalk, where there is a sidewalk or extend to the road where there is no sidewalk.

### **Preliminary Cost Analysis of Parking Solution**

On-lot parking solutions costs will be covered through the fees already established in the current Curb Cut and Driveway Widening program and Committee of Adjustment process. The fees for the Curb Cut and Driveway Widening Program will be reviewed to ensure full cost recovery.

### **Implementation**

The program will be available in residential areas to all citizens City-wide.

### **Administrative Processes**

Currently the Transportation Services and Parks & Forestry Operations Department administer the Curb Cut and Driveway Widening program with support from Building Standards. Curb cut and driveway widening applications are processed and reviewed by the Transportation Services and Parks & Forestry Operations Department and Building Standards Department, and curb cuts are performed through Roads, Parks and Forestry. The changes to the program will not significantly impact resources in Roads, Parks and Forestry.

To implement the program:

- Modification of the current Curb Cut and Driveway Widening process is needed, including a detailed drawing showing location, material type and proper drainage
- Promotion of green guidelines for hard landscaping and on-lot parking permeable options

### **Enforcement**

The By-law and Compliance Department will develop a complimentary Parking Enforcement Strategy which will complement the Residential Parking Policy if the Zoning By-law amendments are adopted by Council.

### **Accessible Parking Permit**

Accessible parking permit holders will be expected to follow City of Vaughan By-Law requirements as stated by the Government of Ontario.

### **Communication and Education**

In order to inform the public of the new program, a communication strategy will be developed.

## **Secondary Suites Impact**

The impact of secondary suites on the City of Vaughan is being addressed by the Task Force on Secondary Suites. Any policies which are implemented as a result of this policy development will be considered by the Secondary Suites Task Force.

## **Program Performance**

Program success will be measured using performance metrics. Development of metrics is crucial to understanding the success of the program. As such, the working group will develop quantitative performance metrics designed to measure the success of the program. Suggested measures include:

- Measure uptake of program after one year
- Measure budgeted and actual costs of running program and report back variance
- Measure number of parking tickets issued in areas
- Measure impact on resources
- Measure operational impacts in Public Works Commission, By-Law and Compliance Department and Building Standards Department

## Appendix 1

### Parking Criteria for Decision Matrix

A decision matrix was used to allow the working group to choose the best option which would meet citizen parking needs in an unbiased and defensible process. The criteria which was used in the decision matrix is meant to be overarching and used to choose the solution. This criteria is not specific to the solution, therefore, does not include criteria such as road width, etc.

Criteria	On Street Parking					Off Street Parking		Street parking and parking pad combo (eliminated as it is redundant)	Status quo
	Remove the 3 hour restriction and allow parking all day and night	Allow parking between 2 and 6, summer only, keep 3 hour restriction during the day	3 hour during the day, allow year round paid permit parking	Paid permit parking (day and night) with no other parking allowed, year round	Paid permit parking, summer only	On lot parking modifying the current program by-law (both sides of property line)	Current curb cut and driveway widening program		
<b>Must Have</b>									
Clear to Understand from resident perspective	Y	Y	Y	Y	Y	Y	Y		Y
In the interest of the community	Y	Y	Y	N	Y	Y	Y		N
Individual resident who needs parking	Y	Y	Y	Y	N	Y	N		N
Administration (logical)	Y	N	Y	Y	N	Y	Y		Y
Financial Sustainability	N	N	Y	Y	Y	Y	Y		Y
Enforceable (logical)	Y	Y	Y	Y	Y	Y	Y		Y

The matrix is divided into two sections; the solution section and the criteria section. The solution section is further divided into solutions for on-street parking and solutions for off street parking. The solutions are depicted in columns and the criteria are depicted in rows. The un-shaded columns are the preferred solutions, the light gray columns are the solutions which have been eliminated and the dark grey column was deemed redundant since the solution which came forward was a two-pronged solution of both on-street and off street parking. The criteria are further defined below:

**Must Have Criteria** – these criteria were chosen to reflect both citizen concerns and administrative concerns and must be answered with a yes or a no

Clear to understand from citizen perspective – does the citizen understand the parking solution easily

In the interest of the community – does the parking solution allow for parking needs being met, where the character of the community does not change

Individual citizen who needs parking – does the parking solution provide for parking for individual citizen needs

Administration (logical) – can the parking solution be administered logically from an operational perspective – easy to understand

Financial sustainability – can the parking solution be funded through user fees

Enforceable (logical) – can the parking solution be enforced logically from an operational perspective – easy to enforce and explain

## Parking Solutions, Criteria and Analysis

### On-Street Parking

Remove the 3 hour restriction and allow parking all day and night – this solution did not meet the must have criteria of ‘financial sustainability’ as tax payers across the City would need to pay for the signs to be made and installed in the designated areas.

Allow parking between 2 am and 6 am, summer only, keep 3 hour restriction during the day – this solution did not meet the must have criteria of ‘financial sustainability’ and ‘administrative (logical)’ as the taxpayers across the City would need to pay for the signs to be made and installed in the designated areas, and if the City is to allow overnight parking, it should be all year and not just seasonally

Three hour during the day, allow year round paid permit parking – this solution met all the must have criteria making it the preferred solution

Paid permit parking (day and night) with no other parking allowed, year round– this solution did not meet the must have criteria of ‘in the interest of the community’ because it does not allow for visitors to park without a permit

Paid permit parking, summer only – this solution did not meet the must have criteria of ‘administrative (logical)’ as if the City is to allow overnight parking, it should be all year and not just seasonally

### On-lot Parking

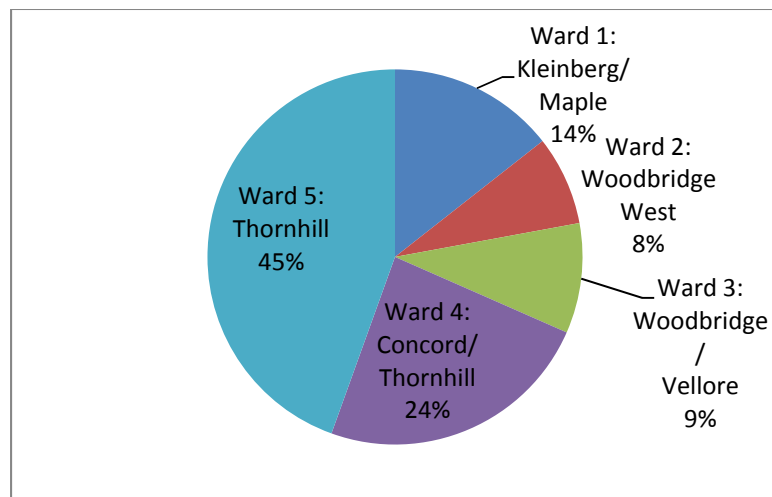
On-lot parking, modifying the current program by-law (both sides of property line) – this solution would allow on-lot parking to be built on private and public property through the use of hard landscaping and within new design guidelines. The curb cut would not increase outside of the current Curb Cut and Driveway Widening Program. This solution met all the must have criteria as it is currently and will continue to be fully cost recoverable.

Current Curb Cut and Driveway Widening program – this solution did not meet the must have criteria of ‘individual citizen who needs parking’ as there are restrictions in the Zoning By-law 1-88 on the percentage of hard landscaping versus soft landscaping

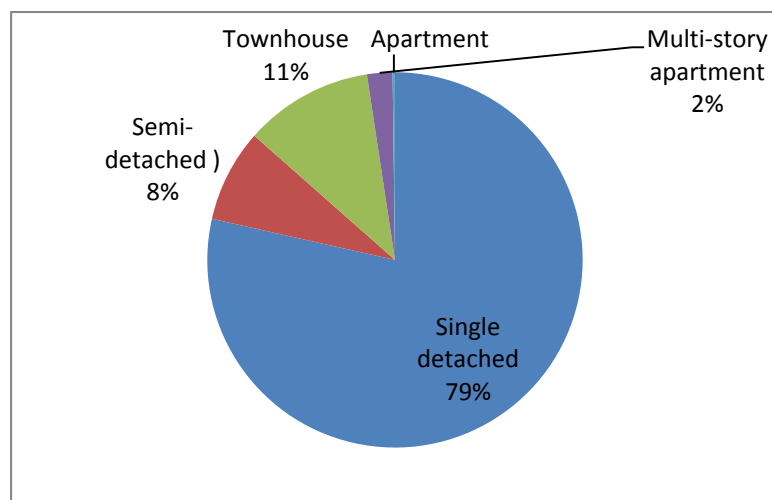
## Appendix 2 – Parking Survey Results

The following graphs show the results of the parking survey:

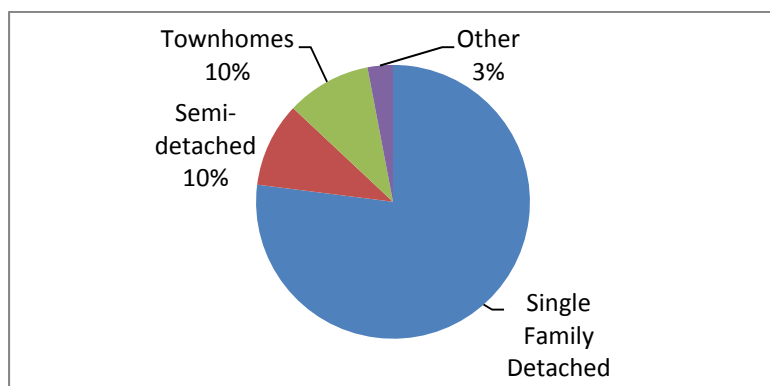
Question 1: Which ward do you live in?



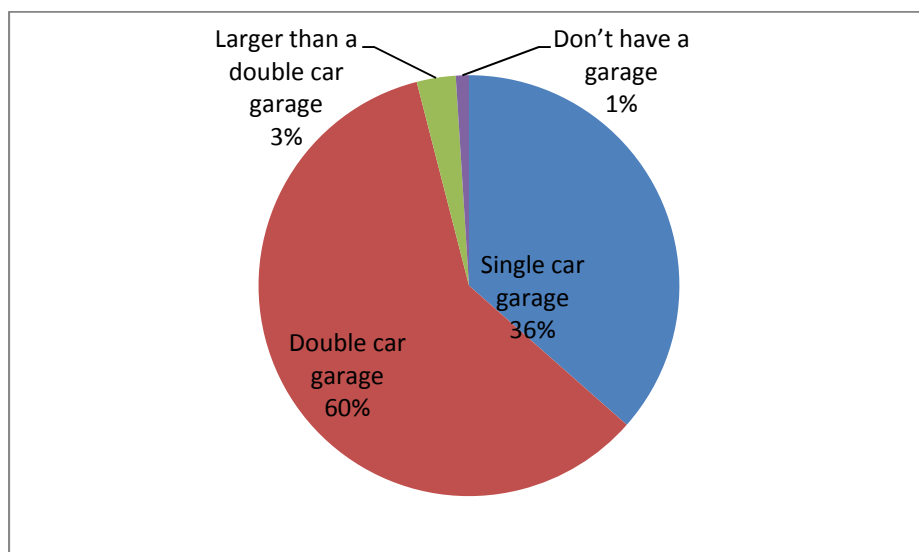
Question 2: What type of home do you live in?



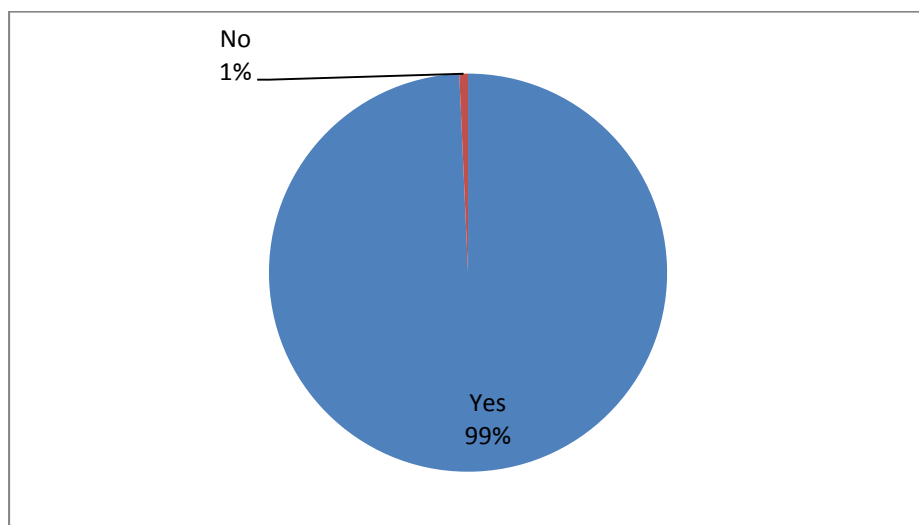
This chart is representative to the 2013 MPAC data home distribution:



Question 3: What type of garage do you have?



Question 4: Do any members of your household own a car?



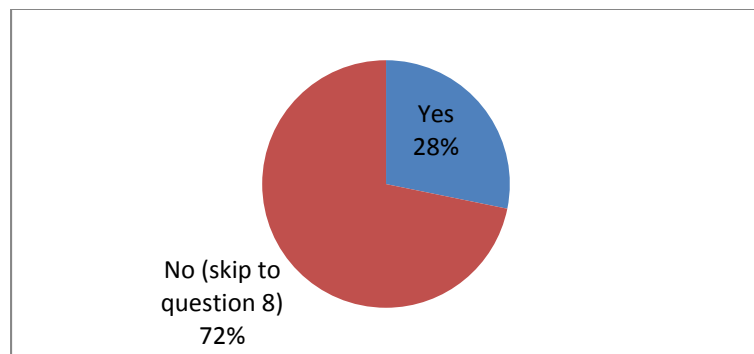
### Question 5: How many cars do you have?

Number of cars and respondent answers

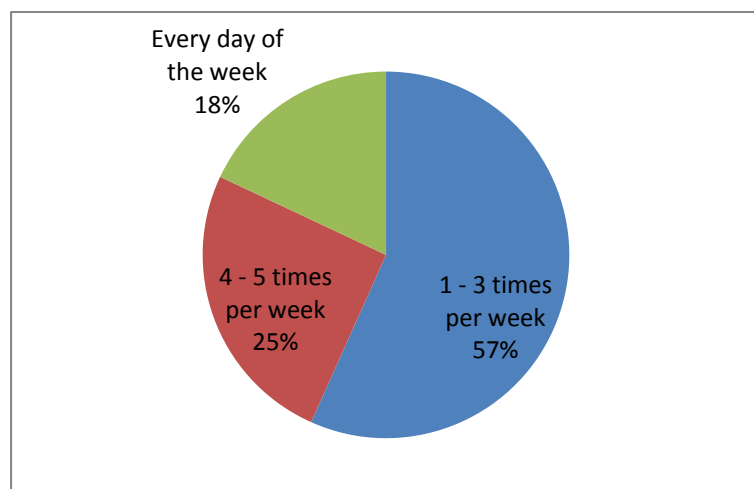
1	2	3	4	5	6	7	8
65	363	107	35	16	0	2	1

Some people indicated that the number of cars they need to park varies when their children are home

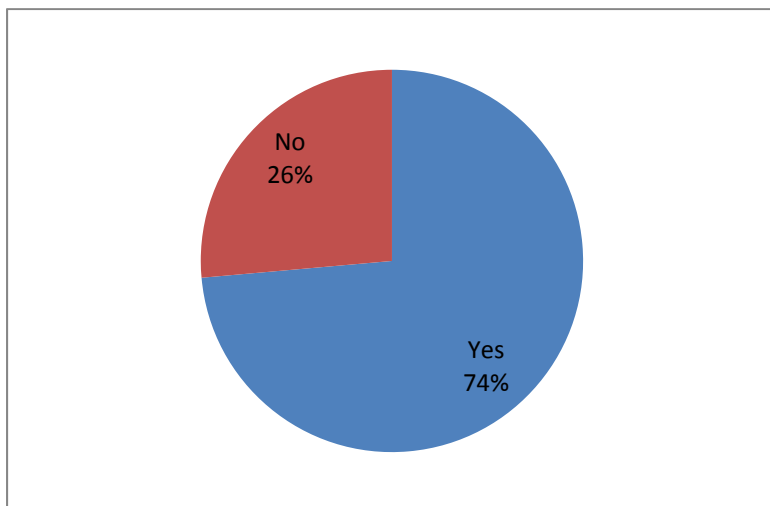
### Question 6: Do you frequently park on your street?



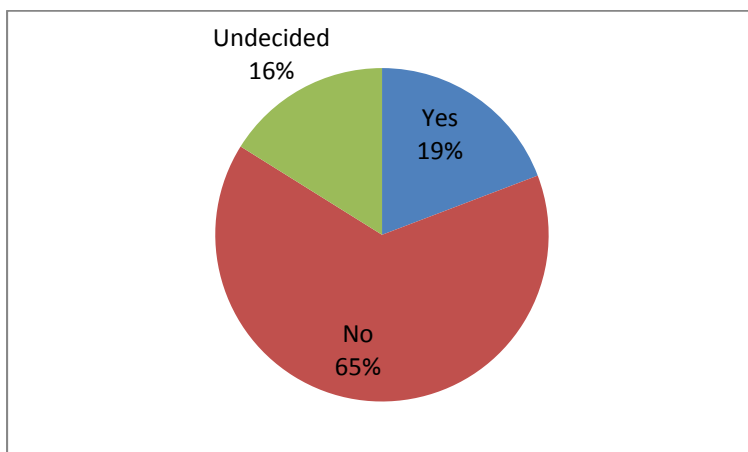
### Question 7: How often do you park on your street?



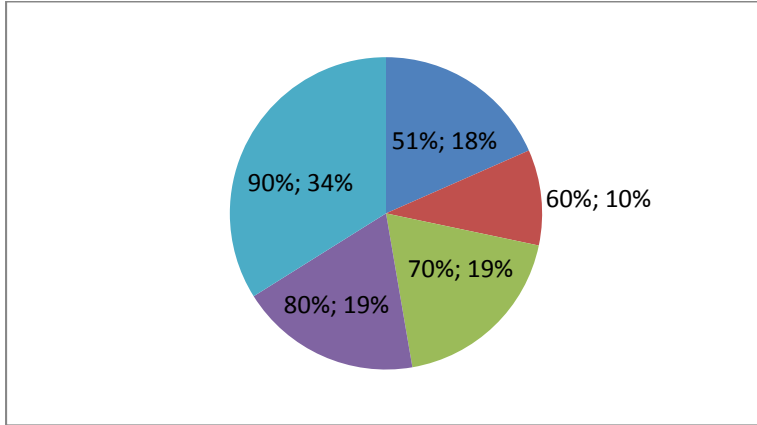
Question 8: Do you believe you have enough parking on your property for the members of your household?



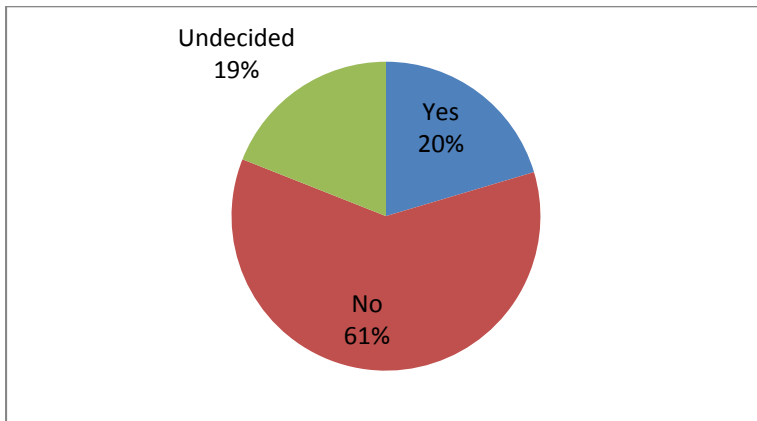
Question 9: Would you support a paid permit parking solution on your street?



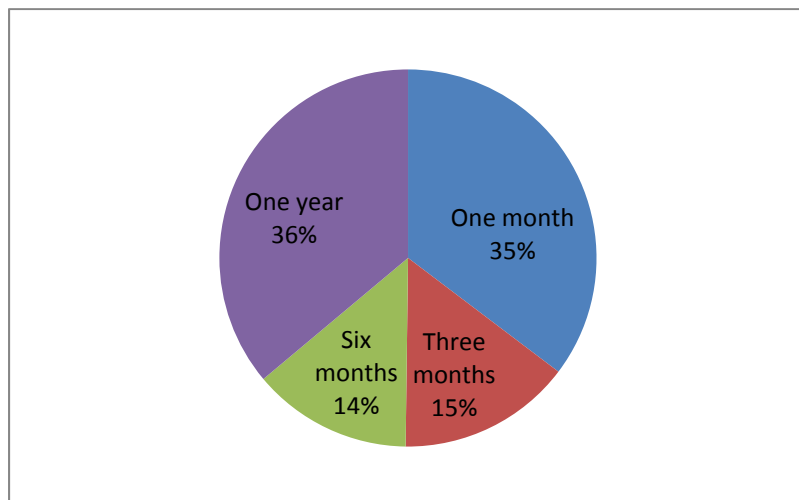
Question 10: The application for on-street paid permit parking would include a petition process involving citizens that live on the street. In your opinion, what would be the minimum percentage of citizens who would need to sign the petition in order for the City to implement on-street paid permit parking?



Question 11: Would you like to be able to purchase more than one permit per household?



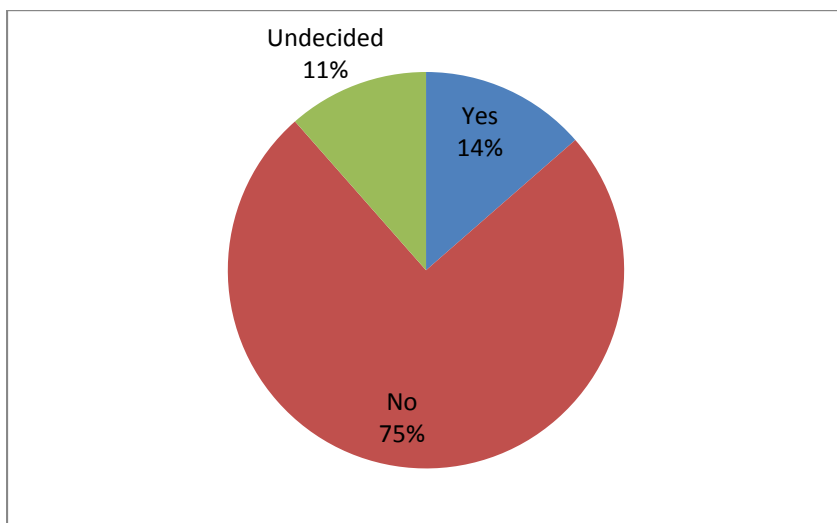
Question 12: Which option would you like to have regarding the length of time a permit would be active?



Question 13: The City of Vaughan will be developing an enforcement strategy to support the existing parking policy. Currently, vehicles that are parked illegally are issued a parking ticket. Would you support towing as a level of enforcement for illegally parked vehicles?

Answer Options	Yes	No	Undecided
Where it impacts winter snow operations:	426	128	26
Where it impacts safety (emergency vehicles):	501	59	20
In school zones:	361	164	53

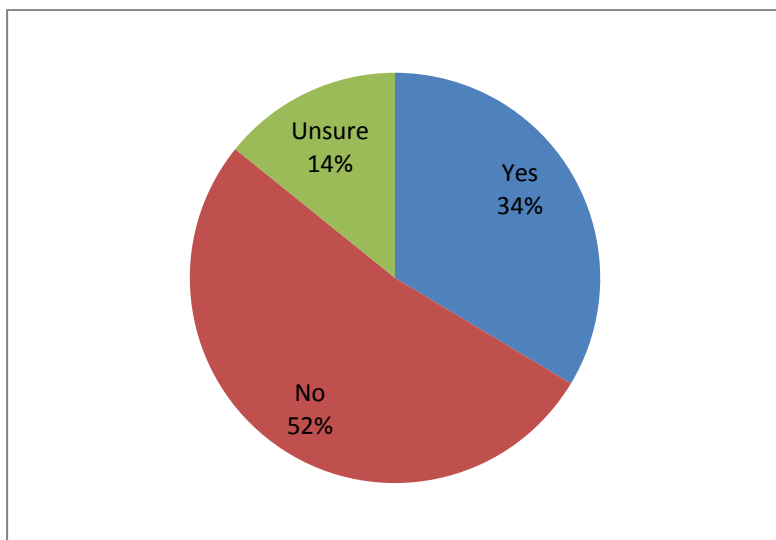
Question 14: Winter road operations, such as windrow clearing, may be affected by a paid permit parking program. Is the trade-off between some winter road operations and a paid permit parking program acceptable to you?



Question 15: Please list any concerns that you may have with changes to the Zoning By-law which would allow people to park on the walkway (the path which leads to the front door)?

Comment response summarized above

Question 16: Would parking on your walkway solve some of your parking needs?



Question 17: We welcome your feedback. Please add any other comments you may have about the proposed parking solutions for residential parking:

Comment response summarized into themes:

On-lot Parking:

- On-lot parking is a great idea
- Our streets will look like parking lots
- Don't change anything

On-street Parking:

- On-street parking will cause more congestion
- Enforcement of parking by-laws is important
- Don't change anything
- Cash grab for the City, parking should be free

General Comments:

- People need to use their garage for parking
- People need to only purchase as many vehicles for which they have space

## **Appendix 3 – Citizen suggested parking solutions**

### Parking solutions, suggested by citizens have been/or will be explored by staff

Suggestion: Build parking in neighbourhoods at parks

Response: It is possible to build lay-by parking in the right of way beside parks. However, this is a costly exercise and provides only a few extra parking spaces. Providing overnight parking in parks is not recommended due to the evening uses of the park by sports clubs and families using the park facilities. Parking at parks is already congested and often spillover of parking in the adjacent neighbourhood takes place.

Suggestion: Allow parking at schools, community centres and libraries

Response: Staff has had a preliminary conversation with the York Region District School Board and the York Region Catholic School Board regarding parking at schools overnight. The School Boards have advised against overnight parking due to limited parking spaces available to school staff.

Staff will consider the feasibility of overnight parking at City owned community centres and libraries. Property, enforcement and liability issues will need to be factored into this assessment. Staff will determine times and areas when the parking lots are not used to determine if it is possible to offer overnight parking at these facilities and under which conditions.

Suggestion: Allow Boulevard parking

Response: The current Parking By-law 1-96 does allow for parking on the boulevard (or driveway apron – the area between the sidewalk and the street) as long as the vehicle does not overhang onto the sidewalk or the street. The vehicle must also remain on the driveway apron, with no wheels on grass. The current Zoning By-law 1-88 allows for parking on the public side of the property line on the driveway, where there is no sidewalk.

Suggestion: Provide parking on one side of the street only

Response: This is an item that had been identified by Engineering Services prior to the public engagement. Staff will be investigating this possibility of not permitting any parking on one side of the street as a possible solution to parking congestion.

Suggestion: Expand the current Visitor Parking Program to allow for longer parking permits (week/month)

Response: Staff will look at an opportunity to expand the visitor parking program and also methods which can be used to advertise the program more effectively. The program is currently widely used, with approximately 18,000 + permits issued each year, based on 2013 statistics. However, it became clear at the public meetings that many people were not aware of the program. As visitor permits are primarily issued on-line, part of staff's review will include review of the existing IT solution for feasibility,

capacity and costs of potential enhancements or expansion of the program. The program currently allows 5 nights per calendar year per license plate. The permits are available free of charge on-line through the City's website.

Parking in school zones was also raised at the public meetings

Although not specifically related to providing additional parking, parking congestion around schools and how parking for child drop off and pick up can impact movement of vehicles and pedestrians on streets surrounding the school was raised. The By-law and Compliance Department and Traffic Engineering Services are currently working collaboratively with other partners to develop a school safety audit initiative. In 2012, the City undertook a workshop on urban school design, involving school boards and Region stakeholders, to help inform design approaches to addressing concerns about congestion near schools. This initiative will develop a standardized forum for reviewing parking and traffic congestion around school zones.

## Appendix 4 – Urban Design Guidelines for Driveways and Walkways

### Urban Design Objectives:

- Preserve the existing streetscape character
- Promoting pedestrian friendly and sustainable neighbourhood streetscapes
- Integrate high quality landscaping and environmentally sustainable design

### Constraints:

- On-lot parking will only apply to properties with a lot frontage equal to or greater than 6.0 meters
- Any changes must designed and constructed in compliance with the in-effect Zoning By-law 1-88
- Additional curb cuts shall not be permitted (outside of the existing Curb Cut and Driveway Widening Program)
- Only passenger motor vehicles and motorcycles are eligible to park in these spaces. Trucks, campers, and commercial vans are not permitted.
- Established and City trees shall not be damaged or removed to permit front yard parking
- Consideration must be given for permanent obstacles (street amenities, hydro poles, fire hydrants, trees, etc.)

### Design and Materiality Guidelines:

- All proposed changes must visually respond to the existing site conditions (consider colour and pattern)
- In terms of orientation, walkways must be placed adjacent to existing driveways, perpendicular to the dwelling and right-of-way
  - Angled front yard parking should be accepted when there are permanent obstacles present
- Walkways must be paved with a permeable surface treatment, as increased use of pervious materials will provide greater water infiltration to support trees and vegetation, reducing storm water runoff
- All paving must be graded to move water away from the dwelling, towards the right-of-way, while responding to existing grades
- The hard surface walkway must be visually separated from the original driveway to clearly annotate a division of space. A break in the materiality with colour or orientation is acceptable, change in material is not necessary.
- Architectural features and landscaping can be used to protect existing features and define the parking pad area
- Materiality

- Permitted elements: Permeable interlocking pavers, pervious concrete, pervious asphalt, pastics grids, porous bricks, porous turf and grass pavement (Ecostone +Turfstone pavers)
- Non-permitted elements: Single sized aggregates, concrete, asphalt

## Acknowledgments

The following are members of the Developing Parking Solutions Working Group

Andrew Pearce, Director, Development Engineering and Infrastructure Planning Services

Mauro Peverini, Manager, Development Planning

Stephen Lue, Senior Planner

Rob Bayley, Manager, Urban Design

Jack Graziosi, Director, Capital Delivery and Asset Management

Vince Musacchio, Manager, Capital Planning and Infrastructure

Brian Anthony, Director, Public Works

Jeff Johnston, Manager, Roads Maintenance Services

Selma Hubjer, Manager, Transportation Engineering

Gus Michaels, Director, By-Law and Compliance

Howard Balter, Manager, Program Costing and Special Projects

Grant Uyeyama, Director, Development Planning

John Caruso, Chief Fire Prevention Officer

Deryn Rizzi, Deputy Fire Chief

Rick Girard, Managing Supervisor, Enforcement Services

Albert Chan, Supervisor, Parking, Signs and Special Enforcement

Laurie Alkenbrack, Zoning Supervisor, Building Standards

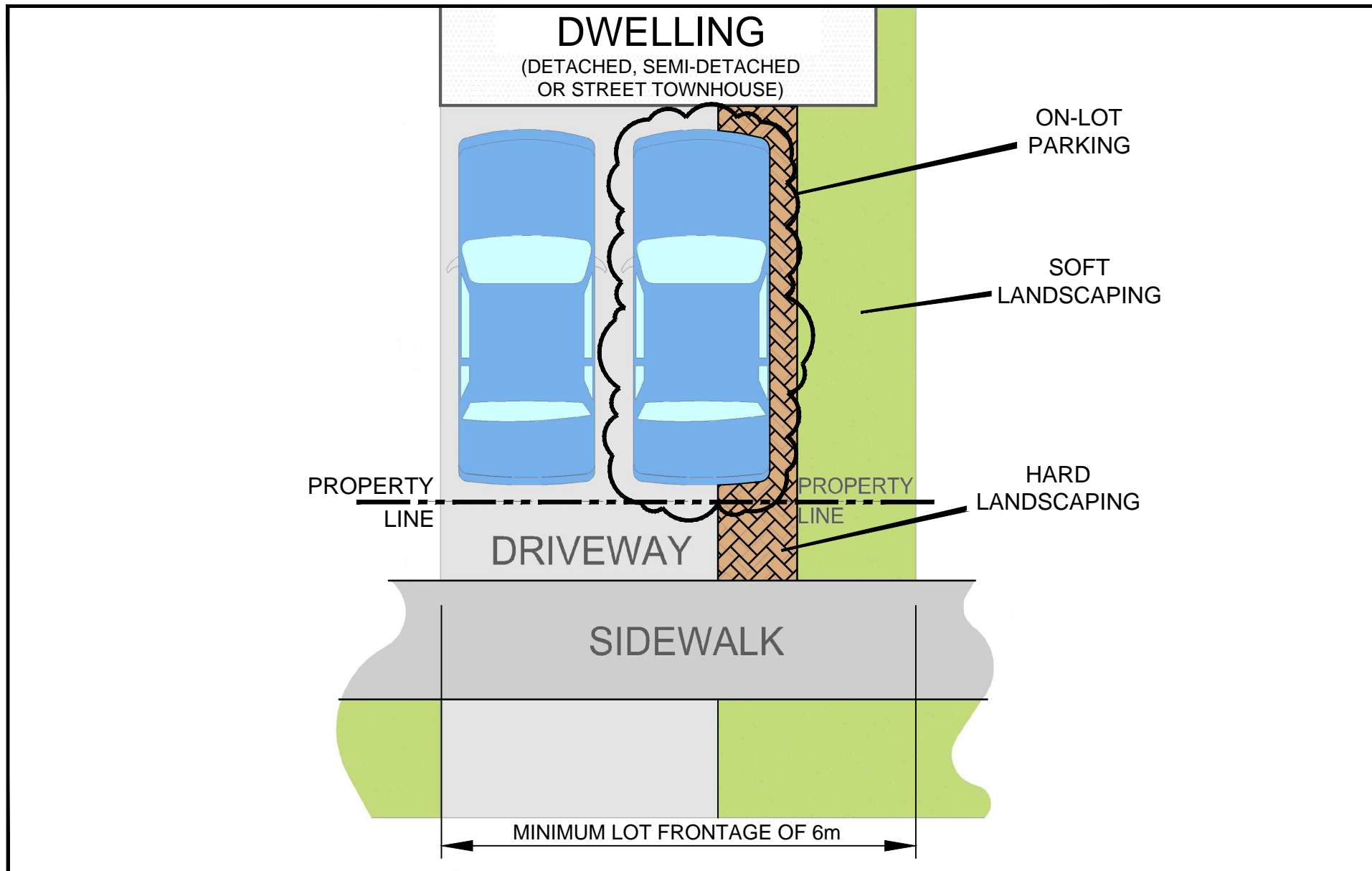
Gregory Seganfreddo, Senior Zoning Plans Examiner

Jennifer Rose, Manager, Special Projects

The following are members of the Developing Parking Solutions Steering Group

Paul Jankowski, Commissioner, Public Works

John MacKenzie, Commissioner, Planning



## On-lot Parking Schematic with Sidewalk

LOCATION:  
Citywide

APPLICANT:  
City of Vaughan

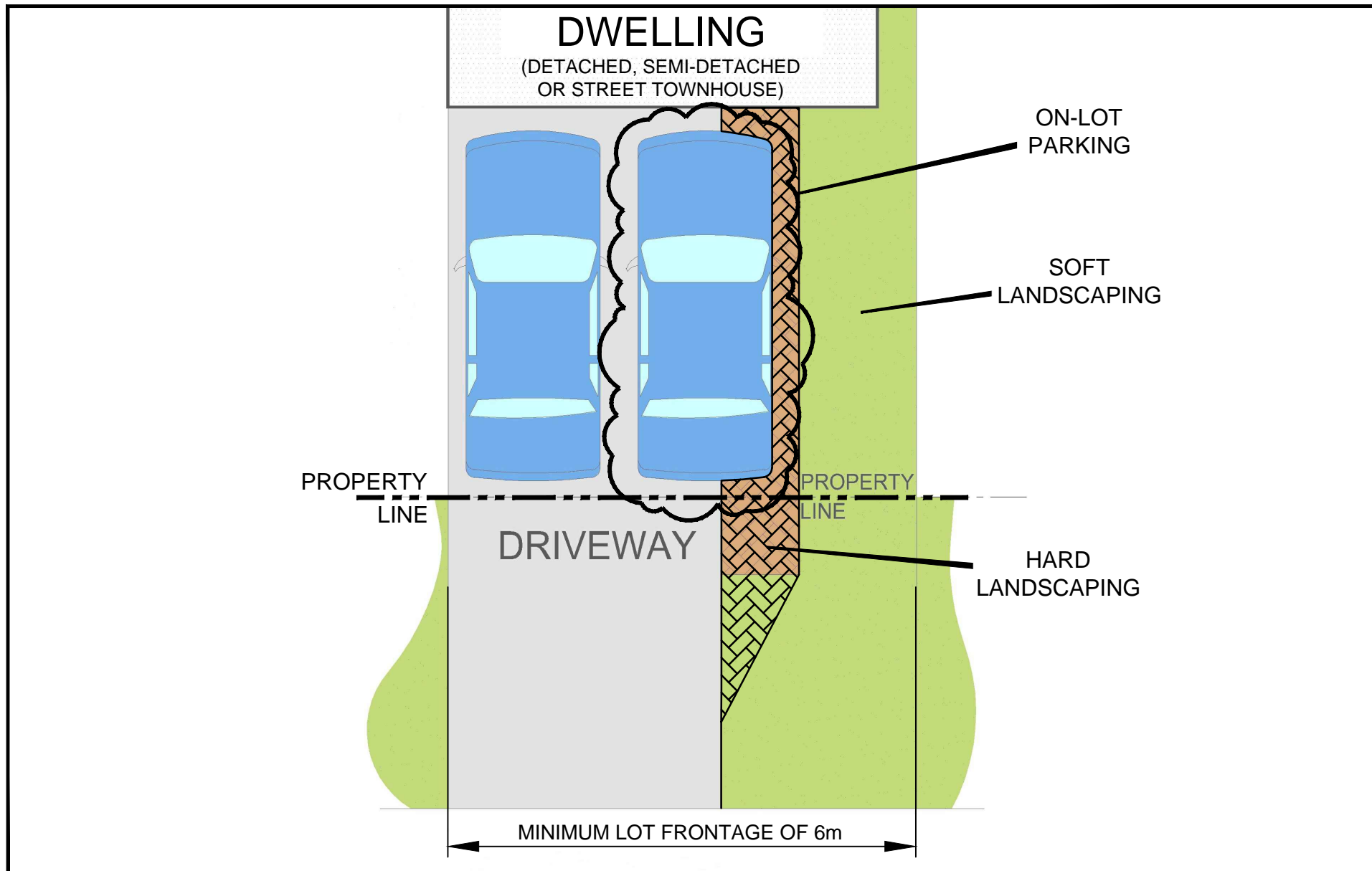


Attachment

FILE:  
Z.14.041

DATE:  
December 12, 2014

3



## On-lot Parking Schematic without Sidewalk

LOCATION:  
Citywide

APPLICANT:  
City of Vaughan



Attachment

FILE:  
Z.14.041

DATE:  
December 12, 2014

4