

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 17, 2015

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

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

The Committee of the Whole (Working Session) recommends:

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

Recommendation

The Commissioner of Public Works, recommend:

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

Contribution to Sustainability

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

Economic Impact

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

Communications Plan

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

Purpose

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

Background - Analysis and Options

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 17, 2015

Item 3, CW(WS) Report No. 4 – Page 2

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

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

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

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

The specific concerns are addressed further in this report.

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

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

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

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

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

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

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

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

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

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

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

Cost Analysis of Recommended Solutions

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

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

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

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF FEBRUARY 17, 2015

Item 3, CW(WS) Report No. 4 – Page 4

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

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

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

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

Relationship to Vaughan Vision 2020/Strategic Plan

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

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

Regional Implications

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

Conclusion

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

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

Attachments

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

Report prepared by:

Jennifer Rose, Manager, Special Projects, 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.)

C1 - CW(WS) - January 19/15
Item 3

Proposed On-street Paid Permit Parking Strategy Existing Residential Neighbourhoods

Committee of the Whole (Working Session)
January 19, 2015



Today's Presentation

- Current status of on-street paid permit parking policy
- Seek Council approval
 - Staff to finalize and implement the on-street paid permit parking policy
 - Staff be directed to amend parking by-law to delegate authority to the Commissioner of Public Works (or designate) for implementation



Background

- December 10, 2013 – Council Direction
 - Staff engage Vaughan’s citizens for feedback for two options
 - On-lot and on-street parking options
- March 2014 – Citizen Engagement Process
 - Five public meetings - one held in each ward (80 people attended)
 - One survey online for eight weeks (615 completed surveys)
- May 27, 2014 – Council Direction
 - Staff to develop a draft policy for on-street paid permit parking
 - Report back to Council in early 2015 with a draft policy

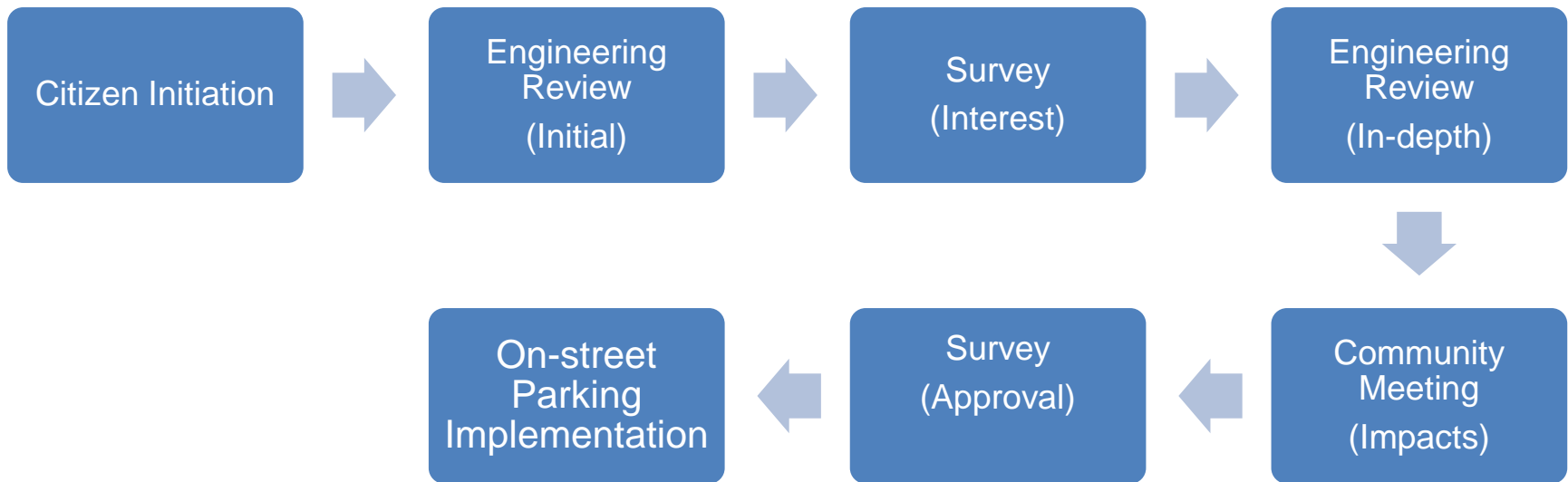


Purpose and Policy Considerations

- Provide on-street parking to citizens who require it
 - In new urban areas
 - In existing neighborhoods where parking demands exist
- Ensure community support
 - Engagement process to pursue parking arrangements on-street
- Provide engineering requirements
 - Two step process
- Provide details regarding permit application
 - Criteria and costs



On-street Paid Parking Process



Permit Criteria

- One permit available to each property
 - Assigned to a specific vehicle through the license plate
 - Monthly and yearly permits will be available
- Permits sold may not equal the number of available spaces on street
 - May be less than the number of available spaces on-street to allow for visitor parking
- No commercial vehicles, heavy equipment vehicles, trailers or recreational vehicles



Permit Costs

- The current parking permit cost on Napa Valley pilot
 - \$ 56.50 per month (including HST)
- This cost is in line with other municipalities in the GTA
 - Mississauga \$ 65 per month
 - Markham \$ 30 to \$ 70 per month
 - Toronto \$ 14 to \$ 50 per month
 - Ottawa \$ 58 per month

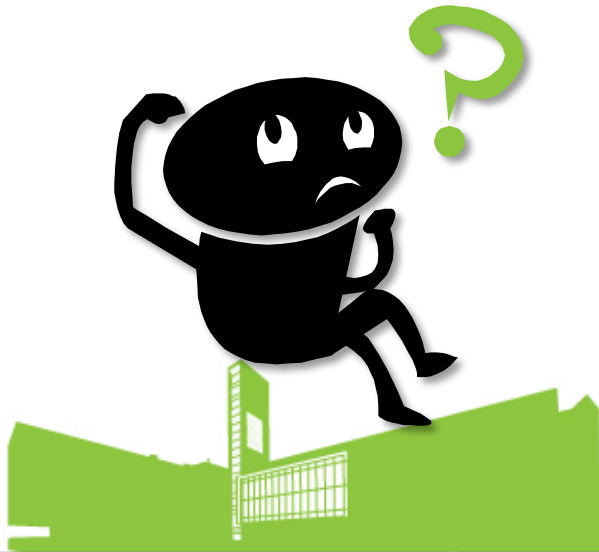


Next Steps

- Review the on-street parking program in six months
 - Make adjustments based on citizen response
 - Review internal administrative process across the organization
- Operational impacts, costs and emergency services
 - Enforcement
 - Winter operations - snow clearing and windrow service levels
 - Garbage collection
 - Fire, EMS and Transit



Questions?



COMMITTEE OF THE WHOLE (WORKING SESSION) – JANUARY 19, 2015

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

Recommendation

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Contribution to Sustainability

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

Economic Impact

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

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

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

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

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

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

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

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Relationship to Vaughan Vision 2020/Strategic Plan

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

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

Regional Implications

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

Conclusion

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

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

Attachment

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

Report prepared by:

Jennifer Rose, Manager, Special Projects, ext. 8745

Respectfully submitted,

Paul Jankowski
Commissioner of Public Works

Zoran Postic
Director, Transportation Services,
Parks & Forestry Operations

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

Item 3, Report No. 25, of the Committee of the Whole (Working Session), which was adopted without amendment by the Council of the City of Vaughan on May 27, 2014.

**3 PROPOSED RESIDENTIAL PARKING SOLUTIONS FOR EXISTING NEIGHBOURHOODS
CITY-WIDE**

The Committee of the Whole (Working Session) recommends:

- 1) That staff be directed to develop a policy for a City wide on-street paid program reflecting discussions from Members of Council to be reviewed at a future Committee of the Whole (Working Session) early in 2015;
- 2) That recommendation 2. contained in the following report of the Commissioner of Engineering and Public Works and the Commissioner of Planning, dated May 21, 2014, be approved;
- 3) That staff report back on current parking issues as identified in this report and provide recommendations as to how solutions will be incorporated into new block plans; and
- 4) That the presentation from staff and Communication C4, presentation material entitled, "Proposed Parking Strategy for Existing Residential Neighbourhoods", dated May 21, 2014, be received.

Recommendation

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

1. That staff be directed to develop policy for a City wide on-street paid permit parking program to be implemented on a resident initiated petition basis; and
2. That staff bring forward a report to a future Committee of the Whole with a draft Zoning By-law amendment to enable parking on the hard landscaped portion of the front yard on lots.

Contribution to Sustainability

On-street parking could optimize the use of the existing road infrastructure, which supports sustainable use of existing infrastructure. The on-lot parking solution does not change the current maximum driveway widths of minimum landscaping requirements and encourages the use of permeable paving options for driveway and walkway paving materials.

Economic Impact

There are no immediate impacts resulting from the adoption of this report. Preliminary costs associated with implementation of the preferred solution(s) are detailed later in this report.

Communications Plan

The communications plan which took place to engage citizens in providing feedback to the proposed parking solutions in residential areas included public meetings, website information, a survey, contact information, and electronic information exchange areas. The public meetings were held at Vaughan City Hall, Vellore Village Community Centre, Al Palladini Community Centre, North Thornhill Community Centre and Garnet Williams Community Centre. The communication strategy includes informing citizens of next steps through an email group and updates on the website.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

Item 3, CW(WS) Report No. 25 – Page 2

Purpose

The purpose of this report is to provide feedback from the public engagement activities carried out in February, March and April 2014 and to receive feedback from Committee on the proposed parking solutions. This report will provide Committee with updated residential parking solutions which have been modified from the December 2013 Council Report to reflect resident comments and concerns. The information in this report and Committee comments will be used to develop a draft policy for residential parking solutions.

Background - Analysis and Options

Council directed staff, at the December 10, 2013 Council meeting to elicit citizen feedback regarding proposed parking solutions

"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 area not listed, who may wish to comment on the proposed blended parking solution"

Citizen engagement activities were conducted in February, March and April 2014

Staff worked with the Councillor's offices and Corporate Communications to develop a comprehensive communication strategy. 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 615 completed surveys

Parking Webpage

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

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

Item 3, CW(WS) Report No. 25 – Page 3

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

Survey participation rate representative of Vaughan's population and has low margin of error

Staff received 615 surveys, both electronic and paper copies. The participation rate for the target population of 300,000 is at a +/- 4% margin of error and the percentage of the types of home resided in by the participants, closely matches the make-up of the City. Each Ward was represented with the largest participation from Ward 5 in all types of communication. The detailed results of the survey are available in Attachment 1.

Results from surveys, emails, phone calls and public meetings show support for the proposed on-lot parking solution

Comments from survey responses, emails, phone calls and public meetings all indicate favourable support for the proposed on-lot parking option.

Of the total survey responses, on-lot parking would solve at least 34% of people's parking needs, with 14% unsure. Of the people who indicated on the survey that they did not have enough parking, 71% indicated that on-lot parking would solve their parking needs. The comments in the survey further expanded on citizen support as there was clarification made between parking on the walkway and parking on the sidewalk. In the public meetings, the general feeling was that on-lot parking was a good idea.

However, many people cautioned in the comments and at the public meetings that if the Zoning By-law 1-88 was changed, that additional measures would be needed in order to protect the streetscape and green space. These sentiments aligned with staff's and, as such, draft guidelines for permeable paving options for driveways and hard landscaping have been developed to help citizens make environmentally friendly choices when designing the landscaping for the front of their home.

Concerns over congested streets limit support for the proposed on-street paid permit parking solution

The overall support for on-street paid permit parking was at 19%. Those people who indicated that they did not have enough parking, also showed a low support (24%) for on-street paid permit parking.

The main concern which was brought up in all of the public meetings, emails, phone calls and survey comments was the congestion already on City streets due to cars parked on both sides of the road. This past winter, the parked cars made it very difficult for snow plows and windrow clearing and in some cases, the snow plow could not navigate down the street and windrows were not cleared. Comments also were raised regarding visibility and the difficulty of entering or exiting a driveway. Most comments encouraged City staff to limit parking to one side of the street and not directly opposite a driveway opening on the adjacent side, regardless of the implementation of the on-street paid permit parking solution.

Additional concerns raised included garage space being used for storage, in lieu of parking of a vehicle, smaller garage sizes/widths being permitted that cannot adequately accommodate many current vehicles size standards and concerns relating to greater demands being caused by secondary suites.

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

Item 3, CW(WS) Report No. 25 – Page 4

The location of on-street paid permit parking was also raised as citizens were concerned with parking on winding roads, near intersections, distance to hydrants, driveways, bus stops and mailboxes.

Proposed parking solutions have been modified to incorporate feedback

Proposed On-Lot Parking

The December 3, 2013 Committee of the Whole (Working Session) Report No. 55, Item 4 proposed that on-lot parking be accommodated by modifying current maximum driveway widths and modifying minimum soft and hard landscaping requirements to allow people to park on their front yards. This suggestion has been modified to protect the streetscape and address resident and staff concerns regarding green space.

The proposed parking solution recommends that cars be permitted to park on the hard landscaped area of the front yard. This proposal maintains the maximum driveway widths and curb cuts, as well as, the minimum landscaping requirements as outlined in Zoning By-law 1-88 for lot frontages which are six or more metres. The proposal is that the restriction against parking on hard landscaping (a walkway or patio, for example) be removed to allow citizens to park on their lot (the private side of the property line), on hard landscaping, beside their driveway.

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 and percentage of landscaping ensure the streetscape is preserved and prohibits the paving over of the entire front of the home. Citizens can also apply through Committee of Adjustment to widen their driveways outside of the restrictions in the Zoning By-law 1-88. Townhouse development has been subject to site plan control.

Urban design criteria for residential driveway modifications have been drafted by the Planning Commission to help citizens design their driveways in ways which will preserve the streetscape. The guidelines speak to materiality, but also include principles for general design, such as:

- Established and City trees shall not be damaged or removed to permit front yard parking;
- Consideration must be given for permanent above grade utilities (street amenities, hydro poles, fire hydrants, trees, etc.);
- All proposed changes must visually respond to the existing site conditions (consider colour and pattern)

If approved, this parking solution will have impact to the Zoning By-law 1-88 and amendments will be required. The specific sections in the By-law which are affected need to be determined by staff if direction is provided. The process to amend the By-law is anticipated to take a minimum of six to nine months, and staff propose to report back to Council with the amendments in early 2015.

Elements of a Proposed On-Street Paid Permit Parking Policy

An on-street paid permit parking program, if approved, could provide a parking solution for those residents who do not have driveways (townhomes serviced by laneways) and others who also wish to pursue this option. This program would be made available city-wide but would only be implemented under certain conditions and through a resident led petition:

- 75% of residents on the street or block segment would need to participate in a petition (indicates support for or against); after it has been determined the street meets engineering requirements and residents have participated in an information session, 75% must agree to an on-street paid permit program (this is the same percentage and process for support as outlined in the Traffic Calming Policy)

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF MAY 27, 2014

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- Street widths must be at least eight metres wide (curb to curb)
- Permits would be available in one month, six month and one year periods
- One permit per household
- On-street parking would be implemented on one side of the street, with no parking on the opposite side of the street
- Permits valid for the time between 2 am and 6 am
- Permits sold = parking spaces available
- Extra permits sold to a household only if spaces are still available

The high petition participation and support percentage for on-street parking is a concession to those citizens who voiced an unwillingness to support on-street paid permit parking, while still allowing those who want to implement it, an opportunity to do so.

On-street paid permit parking will impact snow clearing and windrow clearing. During the winter of 2013-14, the City of Vaughan plowed residential streets 9 times. As a result, although snow removal will need to be used more often on streets with paid permit parking to ensure the streets retain the six metre clearance for emergency vehicles, this impact while costing the City more is anticipated to have a moderate impact on the winter maintenance budget. The cost of snow removal will need to be incorporated into the cost of the permit if a decision to move forward with permitted parking is made.

Parking Enforcement Strategy to be developed by By-law and Compliance Department

One of the concerns, consistently raised by citizens, in all of the public engagement forums was the need for an increase in parking enforcement attention and actions in certain circumstances. A question in the parking survey asked residents if they would support towing as a tool for parking enforcement. The table below illustrates the response:

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:				
Answer Options	Yes	No	Undecided	Response Count
Where it impacts winter snow operations?	426	128	26	580
Where it impacts safety (emergency vehicles)?	501	59	20	580
In school zones?	361	164	53	578

As can be seen by the table, there is strong support for towing as a level of enforcement.

The findings of the survey will be taken into consideration in considering enhancements to current related compliance practices. Currently the By-law and Compliance Department employs towing of vehicles primarily as a tool to address immediate unsafe conditions, including blocking of Emergency Services vehicles, but does not tow for blocking of winter snow operations as a practice or within school zones.

Cost Analysis of Recommended Solutions

On-Lot Parking

Current Curb Cut and Driveway Widening Program – the current program fees are based on cost recovery for staff review of driveway widening drawings and the actual curb cuts. The fees are currently:

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- Driveway Widening Permit: \$130.00
- Curb Cut Fees for first 4 metres: \$ 225.00
- Additional Curb Cut per metre: \$23.75

Committee of Adjustment (Minor Variance) – the current fee for Committee of Adjustment (Minor Variance) is based on cost recovery for staff review. The fees are currently:

- Minor Variance: \$875.00

The changes proposed to the Zoning By-law to allow parking on the hard landscaped portion of the front yard and to ensure protection of street character may change the amount of time needed by staff to review the application for driveway widening and parking expansion. Staff will provide a detailed cost estimate during the policy development stage.

On-Street Paid Permit Parking

A preliminary cost analysis for implementing the on-street paid permit program identified that the capital cost per street would be approximately \$3,600.00 per street. This cost took into account petition administration, sign purchase and installation and the engineering study to determine street suitability for on-street paid permit parking.

The annual costs for administering the program, including permit sales, increased enforcement and other additional compliance activities, and snow removal have not yet been analyzed. However, staff will provide detailed cost estimates during the policy development stage.

Next steps include developing a residential parking policy which will outline by-law amendments, processes and costs

Staff will incorporate the feedback from residents and Committee to develop a parking policy for existing residential areas. The policy will include impact to resources, by-laws and process costs. It is expected that this work will help inform new development residential parking requirements for planned new communities.

Staff will also pursue studies to determine if there is parking available at community centres and libraries.

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

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

Secondary Suites Impact

Council had directed staff to consider the impacts of the Secondary Suite legislation on parking. 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:

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- 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 existing areas in the City of Vaughan could be met through two options: on-street and on-lot parking. These options would enable residents to either apply, through a petition, for on-street paid permit parking, or manage their front yard landscaping to allow for more available on-lot parking. The choices given to residents could meet their parking needs.

It is recommended that staff develop a residential parking policy for the proposed parking options.

Attachment

1. Draft Proposed Residential Parking Solutions Communication Strategy and Results

Report prepared by:

Jennifer Rose, Manager, Special Projects, 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.)

Policy Area: Transportation Services and Parks & Forestry Operations	Subject: Parking
Title of Policy: On-street Paid Permit Parking	Number
Effective Date	
Approved Date	Approved By
Revision Date	
<u>Rationale or Background of Policy</u> City of Vaughan Council had directed staff to address parking needs in residential areas in Vaughan. This policy has been informed by the citizens of Vaughan through a communication outreach strategy.	
<u>Policy</u> <u>Purpose:</u> The goal of this policy is to implement on-street paid permit parking in residential areas at the request of the majority of the property owners within the defined area. This policy is meant to satisfy the following objectives: <ul style="list-style-type: none"> • Provide parking to those who require it • Ensure community support of an on-street paid permit parking • Provide procedures for citizens to pursue for alternative parking arrangements on the street • Provide engineering requirements for on-street paid permit parking • Details regarding the permit <u>Initial Step:</u> A request for on-street paid permit parking must be received from a citizen by either City Council staff or Traffic Engineering staff. <u>Community Meeting:</u> A community meeting is to be held to discuss the proposed on-street paid permit parking. Meetings shall not be held in June, July and August. All community meetings shall begin no later than 7:00 pm.	
<u>Procedures</u> <u>Initiating On-Street Paid Permit Parking:</u> The property owner of a home on a street where on-street paid permit parking is to be considered may contact the Traffic Engineering Division of the Transportation Services and Parks & Forestry Department to request a petition. On-street paid permit parking will not be considered on streets which are less than eight metres wide (curb-face to curb-face). <u>Citizen Support:</u> Traffic Engineering staff will initiate a survey for property owners within the defined area (intersection to intersection, or as determined by Traffic Engineering staff). At least 75% of the respondents must be in agreement with on-street paid permit parking prior to proceeding with the engineering review. The survey will also include information regarding: <ul style="list-style-type: none"> • the impact of on-street paid permit parking on windrow clearing and snow removal 	

- temporary visitor permits and construction permits may not be available if all parking spaces are reserved for permit holders

Note that only the property owner can participate in the survey.

Traffic engineering Study:

The traffic engineering study is a vital part of the process to identify if on-street paid permit parking can be accommodated on the street. This study will also identify the location of the parking side or spaces and the total number of parking spaces available within the limit. As inquiries are received, each street will be examined on a case by case basis.

Criteria to be examined in the study include:

- Streets must meet a minimum of 8 metres, curb to curb, which allows for six metres for fire department access and two metres of on-street parking
- The number of available parking spaces will be restricted by setbacks from driveways, intersections, hydrants, etc. as set out in the Parking By-law 1-96
- Winding roads and hilly roads will be examined to ensure on-street parking does not hinder drivers ability to see on-coming traffic
- No parking areas will also be identified
- Determine the side of the street that will have parking

Community Meeting:

- The Traffic Engineering Division shall arrange the time and place of the community meeting
- The Traffic Engineering Division shall prepare notices for the meeting and a map of the proposed on-street paid permit parking location, and mail the notices to the property owners in the area no less than two weeks in advance of the meeting date
- A copy of the meeting notice shall be sent to the By-Law and Compliance Department, Fire and Rescue Department and York Region Transit
- The notice along with the proposed on-street paid permit parking will be placed on the City's website

The purpose of the community meeting is to obtain input on the on-street paid permit parking proposal. This meeting must be attended by Traffic Engineering Division staff. The proposed on-street paid permit parking must have the support of at least 75% of the property owners at the meeting. Property owners may provide input to the Traffic Engineering Division in advance of the meeting to be included in the vote. Signatures on a petition may be considered in respect to the on-street paid permit parking process, but shall not be counted numerically in a formal vote.

Approving On-street Paid Permit Parking:

The Commissioner of Public Works or his designate will approve the implementation of paid permit parking on the respective street pursuant to meeting all the requirements of the Council approved policy.

Implementation:

Transportation Services and Parks & Forestry Department Staff will assign signs to indicate the location of on-street paid permit parking and the location of no parking (there will be no parking directly opposite the on-street paid permit parking for streets which are between 8 and 10 meters wide). By-law and Compliance staff will prepare permits for sale

Permits:

- There will be one permit available to each property
- The permit will be assigned to a specific vehicle through the license plate
- No commercial vehicles, heavy equipment vehicles, trailers or recreational vehicles will be allowed to have a permit
- The permits sold will equal the number of parking spaces available on the street as identified in the engineering study
- Extra permits will be sold only if parking spaces are still available as determined on the first day of the month
- Monthly permits and yearly permits will be made available for sale
- The permit will allow for parking between 2 am and 6 am

Permit Costs:

The permit costs will be identified in the Fees and Charges By-law

CITY OF VAUGHAN PROPOSED PAID PERMIT ON-STREET PARKING SOLUTION FOR EXISTING RESIDENTIAL AREAS

This technical report proposes a paid permit on-street parking solution in
existing residential areas

*Proposed 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 have been 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 paid permit on-street parking solution. A technical report for the on-lot 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; going 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 On-street Permit Parking

The City of Vaughan has a history of solving parking needs by implementing a paid permit parking system on a street by street basis. There are three streets in industrial areas which offer paid permit parking during the day to provide for employee parking needs. Also, three parking pilots in residential areas have been brought forward at the request of citizens and Council, and two have been

implemented over the last five years. These paid permit parking programs have had minimal impact on levels of service from a public works and enforcement perspective.

Paid Permit Parking Statistics

Street Name	Type of Parking	Permit/Cost	Occupancy	Comments
Napa Valley (pilot)	Overnight On-street Pilot	Permit - \$56.50/month	About 45%	Since 2009 have sold 442 permits = \$ 24,973
Gentile Circle (pilot)	On-street overnight parking – pilot	Permit - \$56.50/month		Pending petition
Castle Park Blvd (pilot)	On-street and overnight parking – pilot	No permit	<p><u>Prior to pilot:</u> Over 5 days: 101 instances of parked cars, 8% were parked over 3 hours, 1 car was parked overnight and within 2-6 am window</p> <p><u>During pilot:</u> Over 3 days: 96 instances of parked cars, 17% were parked over 3 hours, 2 cars parked overnight (on different days) and within 2-6 am window</p>	Pilot continues
Sharer and Whitmore Drive	On-street permit – no overnight	Permit - \$56.50/month	No permits sold since 2010, almost full occupancy prior to 2010	Industrial Area, employers purchased permits for staff
Cidermill Ave	On-street permit – no overnight	Permit - \$56.50/month	Very low permit sales – less than 1%/year	Industrial Area, employers purchased permits for staff
Woodstream Blvd	On-street permit– no overnight	Permit - \$56.50/month	No permits sold since 2010, in 2010 – less than 1%/year sold	Industrial Area, employers purchased permits for staff

On-Street Parking Environmental Scan

The problem of meeting residential parking needs in ‘New Urbanism’ areas is also faced by other municipalities. Many have developed on-street parking strategies to address citizen concerns about parking in their neighbourhood. The majority of municipalities have a paid permit parking system in targeted neighbourhoods. Most municipalities ask that the citizens start the process of establishing on-street parking through a petition. Some municipalities do not allow for any overnight parking. There are

different levels of complexity in the paid permit parking systems for each municipality which are detailed below:

Municipality	Overnight On-Street Parking	Details
Markham	Only in areas built under the new urbanism model, overnight parking is not permitted during snow event	Cornell Community (New Urbanism) 1st permit: \$20, 2nd permit: \$35, 3rd permit: \$50, 4th permit: \$50; Angus Glen, \$30/month/permit; various streets range from \$30 to \$70/month/permit.
Aurora	Only in the summer	No permits, commercial vehicles not allowed to park on residential streets longer than 3 hours
East Gwillimbury	No overnight parking	3 hour rule, year round
Georgina	On all streets in Simcoe Landing Subdivision	Park overnight and during the day on alternate side of the street depending on even or odd days of the month
King	No overnight parking	3 hour rule, year round
Newmarket	Overnight in summer only	no permits, 3 hour rule and no parking between from 7 pm to 11 pm
Richmond Hill	Overnight temporary permit parking for residents and visitors Otherwise no overnight parking	\$15 per permit, max, 5/year. 3 hour max parking. No parking Dec to March from 1am to 7 am. No parking April to November 3 am to 6 am
Whitchurch-Stouffville	No overnight parking	No parking 2am to 6am from Dec to March, 3 hour maximum parking except downtown which has a 2 hour max
Mississauga	Only in Mississauga City Centre	Pay and Display ticket booths, no other overnight on-street parking available. 3 hour max rule
Brampton	No overnight parking	3 hour rule, no parking between 2 am and 6 am
Hamilton	Only at request of residents, or the ward councillor, however, cannot park overnight on the Through Streets	Resident can apply to have permit parking on their street and with the use of a petition or the Councillor can make the request; parking can be approved by Council. Resident's pay \$77.08 per year per permit
Burlington	Overnight parking available through the Neighbourhood program, residents must pay for the signs and achieve 75% agreement	3 hour max, except in areas of Neighbourhood On-street Parking Program, need 75% of people on-street to agree. Three programs: weekends only, 7 days/week, 24 hrs/day, 7 days/week 1 am to 6 am. Currently doing parking study and changing by law to max 5 hours and allowing some overnight parking on some streets

London	Overnight parking in summer only	12 hour parking maximum
Waterloo	No overnight parking	3 hour maximum
Toronto	Certain areas and streets, if not available on-street in front of home, then permitted on surrounding streets, times and locations are well marked, these restrictions were developed with the help of residents	No access to on-site parking for resident's first vehicle permit: \$14.04/month plus HST No access to on-site parking for resident's second and any subsequent vehicle permits: \$35.13/month plus HST Resident does have access to on-site parking (permit is for convenience): \$49.18/month plus HST
Ottawa	Only in zoned areas allowing for overnight parking	\$58/vehicle/month or \$ 635/year. 3 hour limit parking between 7 am and 7 pm
Milton	Only at request of residents	A resident can apply to have a 15 hour extended parking on one side of the street, Town does a site visit to see if their street will support extended parking, they are warned of the impact of on-street parking on snow removal, waste collection and that people from other streets may park on their street, they must use a petition to obtain 51% signatures from other residents on their street, submit the petition, the Town will ask council to amend the by-law, and if approved appropriate signs will be installed. 5 hour parking maximum

Note: Table data as of December 2013

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-Street Paid Permit Parking

On-street paid permit parking in ‘New Urbanism’ areas was proposed as a solution for those citizens who did not have driveways or simply wished to have the option to park on the street. Through discussion, the following points emerged:

- Successful in the pilot on Napa Valley Boulevard
- Can be applied to eligible streets
- Petition process will ensure paid permit parking is only in areas where needed
- Increased use of the program will generate revenue to pay for increased administration costs
- Permit fees can be adjusted to be fully cost recoverable

On-Street Paid Permit Parking - Administrative/Operational Feedback and Concerns

Public Works

Operational (snow ploughing, snow removal and salting, street sweeping and solid waste collection) levels of service will be impacted when cars are parked on the street or in laneways on the pad in front of the garage. The impact will be more severe if parking on both sides of the street were to be permitted.

To mitigate impact on operations, on-street parking will need to be relegated to one side of the street, the south or west side in winter. While it may be possible to alternate sides of the street for parking during the non-winter months, parking must remain on one side of the street for the winter months. To alternate sides in the winter months would require significant additional expenditures for snow removal services (haul and dispose), and it is not practical to do efficiently. Calls from citizens requesting re-

ploughing of their street after parked vehicles are moved may increase; however, this is not the approved level of service for road ploughing.

Sight lines can also be impacted with on-street parking and these sight lines will be used to determine where on-street parking can be safely implemented.

By-Law and Compliance

Enforcement officer resources are currently not impacted by the existing on-street permit parking programs due to the low number of paid permit parking locations. However, it was determined that an enforcement officer spends an estimated 5-10 minutes conducting related inspections of vehicles. Any expansion of the paid permit parking program may add additional pressures on department resources. A permit recognition technology could be a future consideration to achieve efficiencies, if program uptake warrants the costs of this program. In addition, expansion of a paid on-street parking program will require development and expansion of current administrative resources in order to effectively service expected increased demands.

Fire and Rescue Services

Fire and Rescue Services need a minimum road width of 6 metres to move their vehicles when responding to a call. The road width of 6 metres will be incorporated in the decision on where on-street parking can be safely implemented. An added benefit to on-street parking is that citizens will no longer park in the laneways, in front of their garages, blocking the fire route.

Urban Design

Alternative Design Standards recommends on-street parking as a method for meeting parking needs in compact mixed use residential areas.

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-Street Paid Permit Parking

The proposed solution would be available to citizens City-wide, but only implemented through citizen led initiative, 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

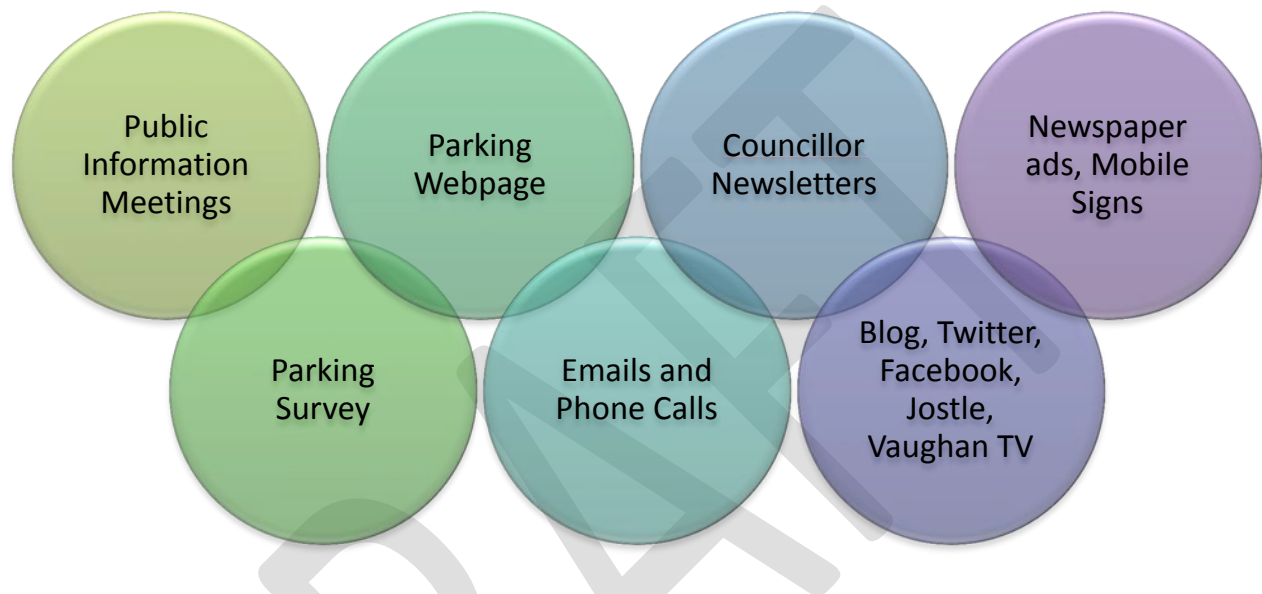
Proposed On-Lot Parking

This proposed solution would 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 are used
- Detailed drawing to accompany application
- Citizens be permitted to park on their walkway (hard landscaped portion) of their landscaping

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

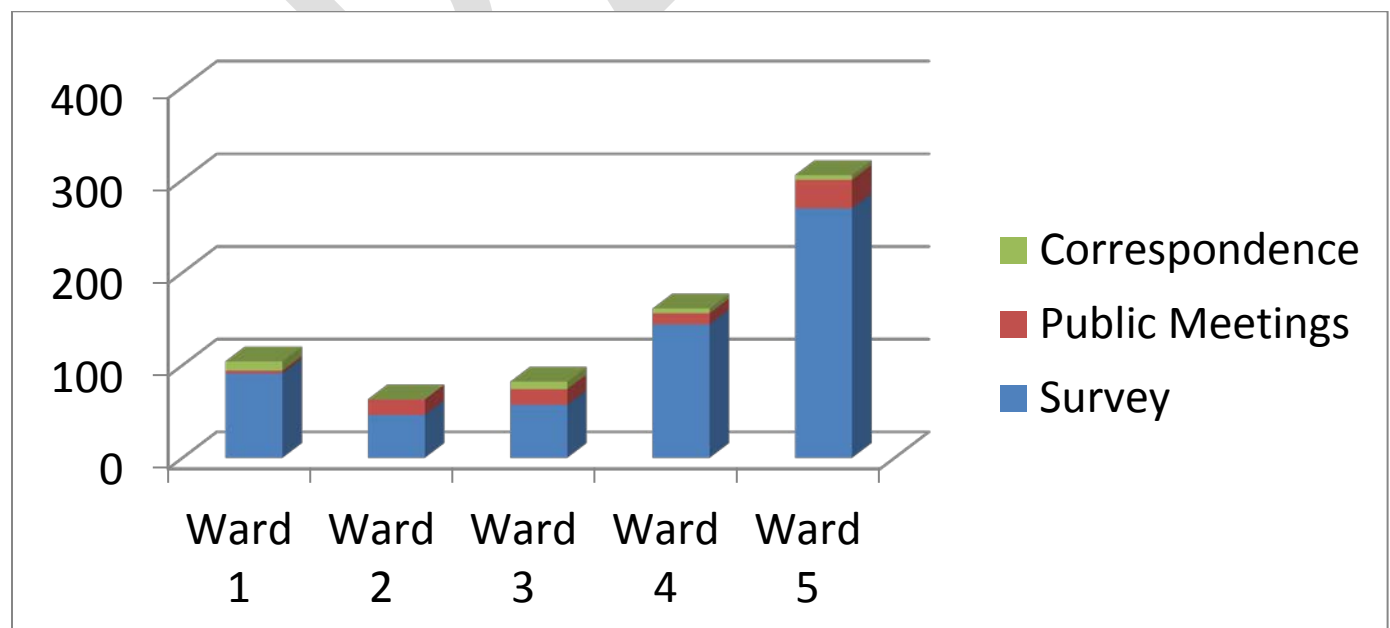
- Parking Webpage developed to highlight Proposed Residential Parking Solutions
- Advertised through:
 - Jostle, Twitter, Vaughan Blog
 - Vaughan TV

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-street paid permit parking was generally critical. Citizens cited already congested streets, safety, places to walk if there were no walkways, snow plowing, windrow clearing, cars parked on both sides of the street, strangers parked in front of their homes, sight lines and other concerns. The location of parking was another concern as citizens pointed out that parking needs to be prohibited in front of bus stops, near hydrants, near driveways and intersections and in front of mail boxes. There were also concerns that providing places to park would cause people to purchase more vehicles and cause even more congestion.

Citizens' concerns were somewhat alleviated when it was understood that the on-street paid permit parking would only be implemented through a petition, and after an engineering study determined it was safe to do so.

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 reservations or rejection of on-street paid permit parking. Many people expressed concerns with snow plowing operations and enforcement. A constant theme was the already congested streets on narrow roads where cars were parked on both sides of the street.

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.

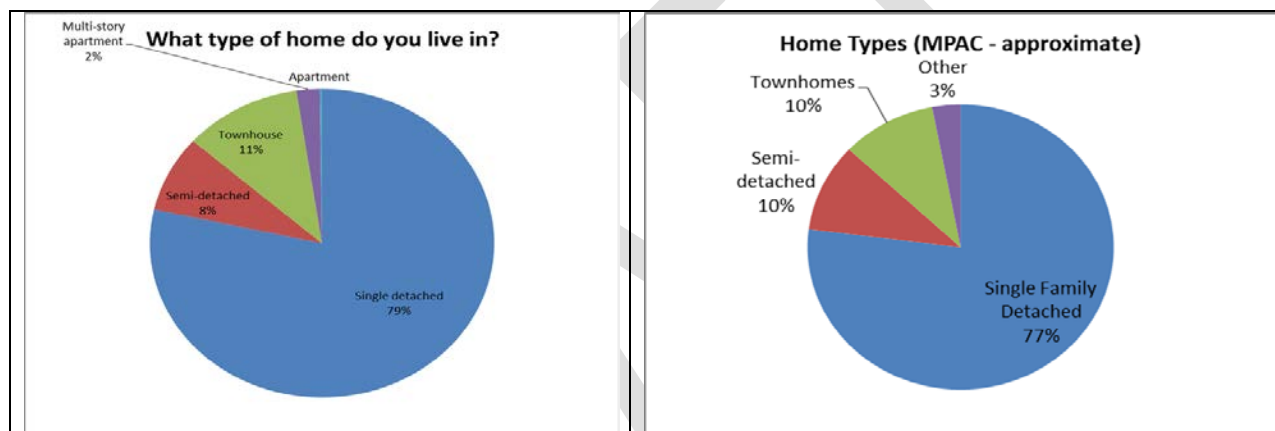
The survey results were reflective of what was learned at the public meetings and through correspondence (emails and phone calls) with citizens. Some people were supportive of on-street paid permit parking and indicated a number of items to be included in the policy if this proposed solution is adopted.

The comments from the survey were varied and fell into themes:

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

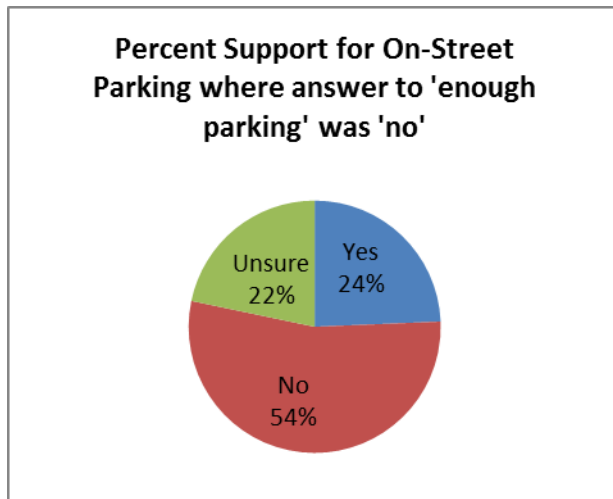
Parking Survey Data Analysis¹:

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 graph below show the responses of those who felt they did not have enough parking, to the questions regarding support for on-street parking. Again, on-street paid permit parking did not have strong support even among those who require more parking.

¹ Survey results are available in Appendix 1



Phase 2 Conclusion

This information was presented to Council in May 2014. It was recommended to staff that more detailed work needed to be done with respect to On-Street paid permit parking and to present to Council a proposed policy for paid permit on-street parking.

Policy Considerations

By-law Amendment

If Council approves an on-street paid parking policy, the Parking By-law 1-96 would need to be amended to allow the Commissioner of Public Works or his designate to approve the implementation of paid permit parking on streets which met the Council approved policy.

Preliminary Cost Analysis of Proposed Parking Solution

It is expected that the on-street paid permit parking 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 this option is adopted. 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 citizen survey and public meetings
- Engineering Street Assessments
- Signage
- Sign installation

As a method of determining costs, it is assumed that those citizens who are serviced by laneways would be most interested in on-street paid permit parking, and therefore, these homes are used for preliminary cost estimation. There are currently 52 laneways and 1,268 homes which are serviced by

laneways in 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 citizens requesting on-street parking through a petition and the adjacent streets will meet eligible criteria for on-street parking. If citizens 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 \$3,600 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.

Implementation

The program would be available to all citizens City-wide, however, it would need to be initiated by citizens.

Administrative Processes

Currently the By-Law and Compliance Department is administering the paid permit parking program. This department issues the construction and visitor free overnight parking permits, as well as, the paid permit parking on Napa Valley and in the industrial areas. The department also issues all tickets, resolves disputes and collects fines.

The Roads, Parks and Forestry Department, through the Traffic Engineering Services, performs engineering studies to determine if the street meets the requirements to accommodate on-street parking. Due to the low interest in the community of on-street paid permit parking, it is anticipated that this would have a low impact on the current resources in Traffic Engineering. This department also administers the petitions and Councillor requests for applicability of on-street parking.

The new program will impact administration in the By-Law and Compliance Department the most as enforcement of the program will be a key to its success.

Survey

Once interest is expressed by a citizen to implement paid permit on-street parking, the Traffic Engineering staff will, after doing a preliminary study to assess suitability, will administer a survey to the property owners in the study area. The survey must reflect a response rate of at least 75% of the property owners within the street study area (intersection to intersection, or as determined by Traffic Engineering). A public meeting will be held to inform citizens of the study results. Another survey will be completed and at least 75% of the respondents must be in agreement to implement on-street paid permit parking.

Eligible Streets

To ensure safety for pedestrians and vehicular traffic, as well as, clearance for fire department vehicles, streets will need to meet the following criteria:

- Eligible streets are those which meet a minimum of 8 metres, curb to curb, which allows for six metres for fire department access and two metres of on-street parking
- Determining the number of available parking spaces will be restricted by setbacks from driveways, intersections, hydrants, etc. as set out in the Parking By-law 1-96
- Winding roads and hilly roads will be examined to ensure on-street parking does not hinder drivers ability to see on-coming traffic
- As petitions come in, each street will be examined on a case by case basis

Due to these eligibility requirements, some streets may not be eligible for the program.

Permits

Permits will be issued as follows:

- Permits will be issued for one month or one year
- Permits will be issued to one property and to the owner of the vehicle which will be parked on the street, unless there are more available spots on the street, as determined on the first day of the month
- Permits sold will equal the available number of spots on the street
- Temporary permits will still be available for visitors and construction if there are available spots on the street

Permit fees

The current and proposed permit cost of \$56.50 with applicable taxes will be sufficient for the first year of the program. The environmental scan has shown that parking permits fees are different in each municipality. The parking permit fee will be determined based on a full cost recovery and will be administered through the Fees and Charges By-law (369-2002) and examined as set out in the by-law. The actual costs for administration will be monitored and the parking permit fee will be adjusted accordingly.

Winter Maintenance

The location of the parked cars will be on one side of the street only, in a paid permit parking scenario. Rotating cars in winter months from one side of the street to the other will have significant negative impacts on snow clearing operations. During snow removal operations, citizens will continue to be notified 24 hours in advance so they can have the opportunity to move their vehicles during this time.

Enforcement

The By-law and Compliance Department will develop a complimentary Parking Enforcement Strategy which will complement the Residential Parking Policy if 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

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		
Must Have									
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

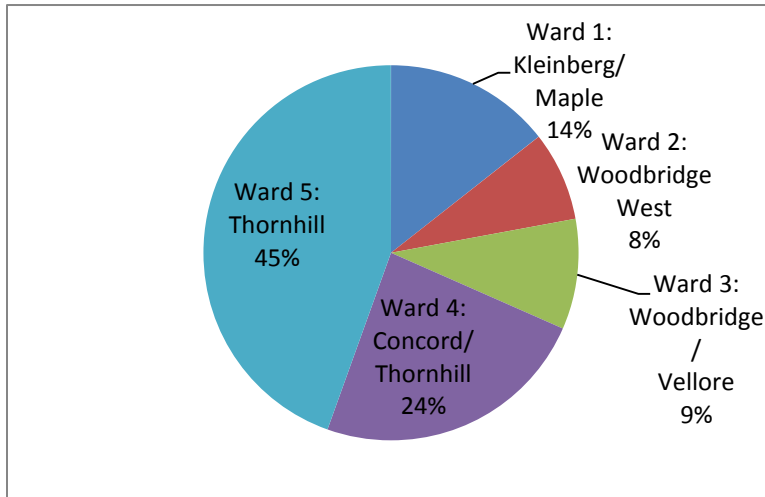
On-lot parking, modifying the current program by-law (both sides of property line) – this solution would allow on-lot parking to be built on private and public property through the use of hard landscaping and within new design guidelines. The curb cut would not increase outside of the current Curb Cut 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

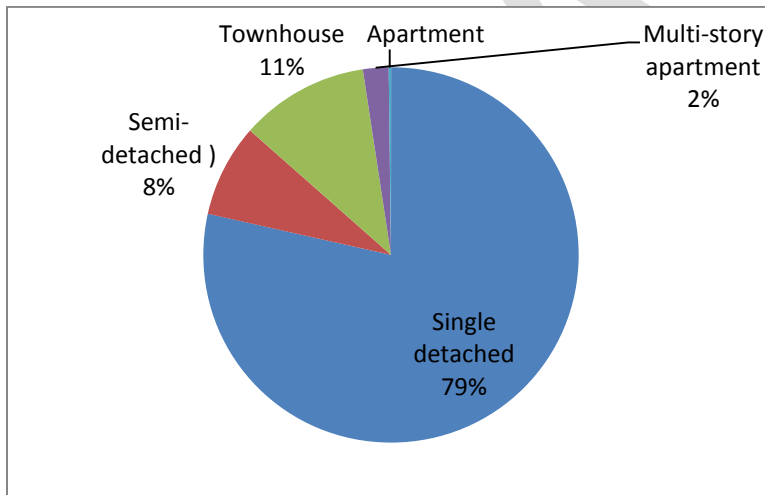
Appendix 2 – Parking Survey Results

The following graphs show the results of the parking survey:

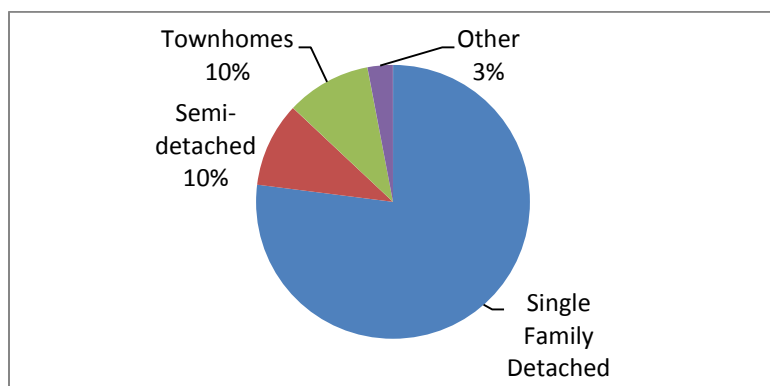
Question 1: Which ward do you live in?



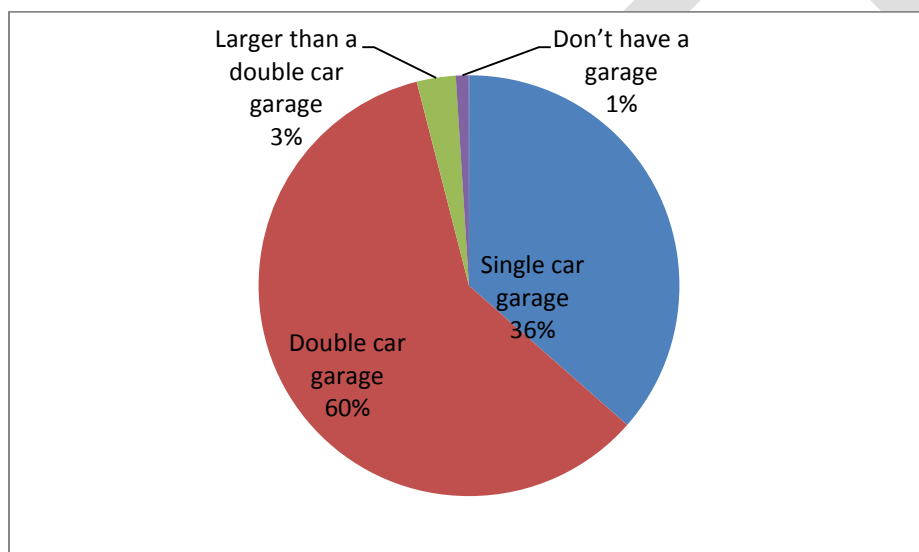
Question 2: What type of home do you live in?



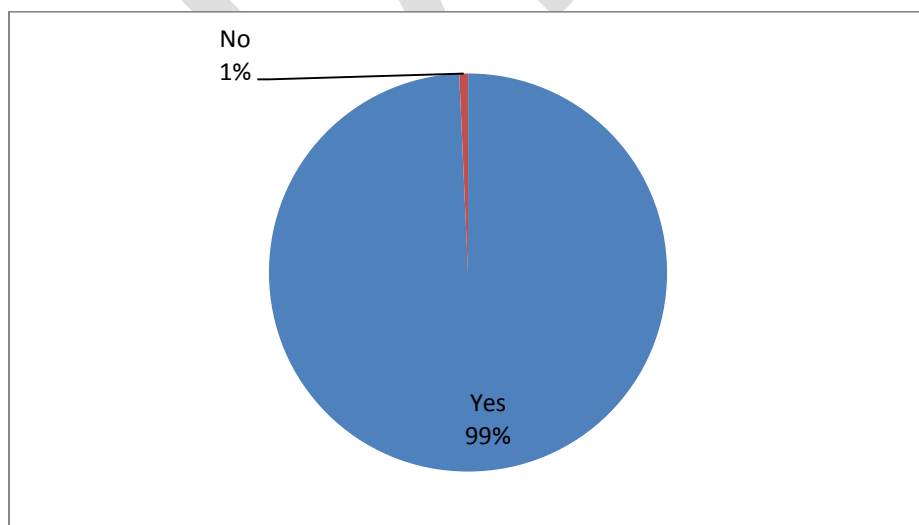
This chart is representative to the 2013 MPAC data home distribution:



Question 3: What type of garage do you have?



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



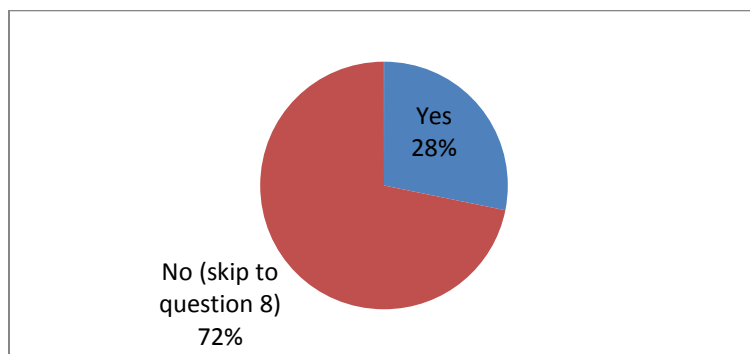
Question 5: How many cars do you have?

Number of cars and respondent answers

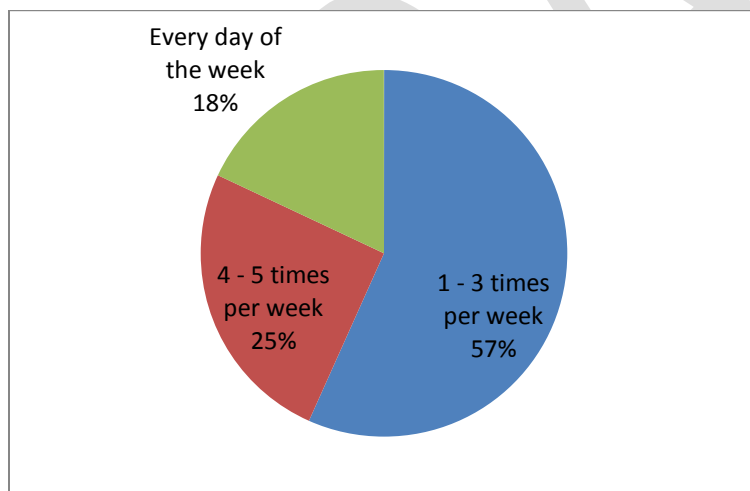
1	2	3	4	5	6	7	8
65	363	107	35	16	0	2	1

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

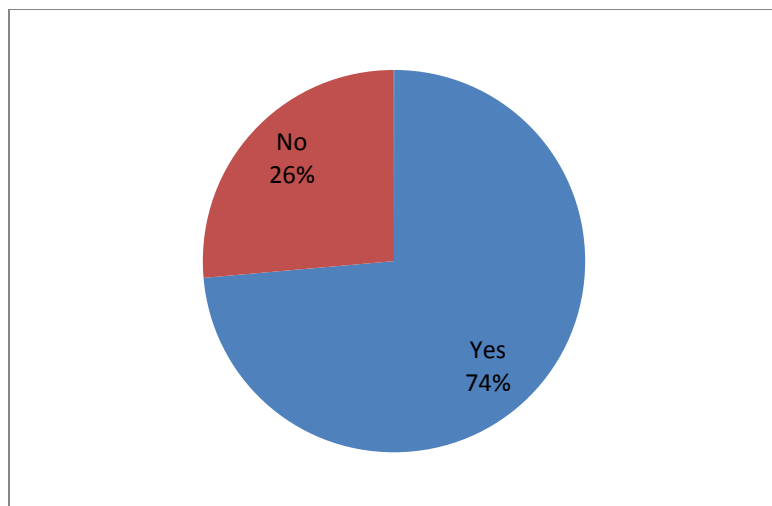
Question 6: Do you frequently park on your street?



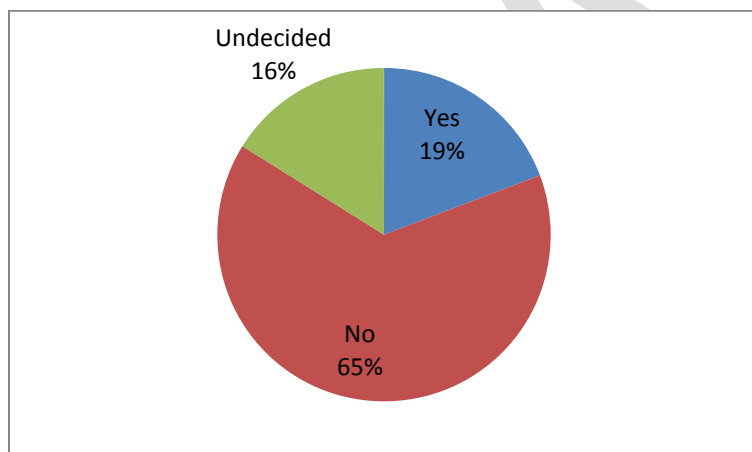
Question 7: How often do you park on your street?



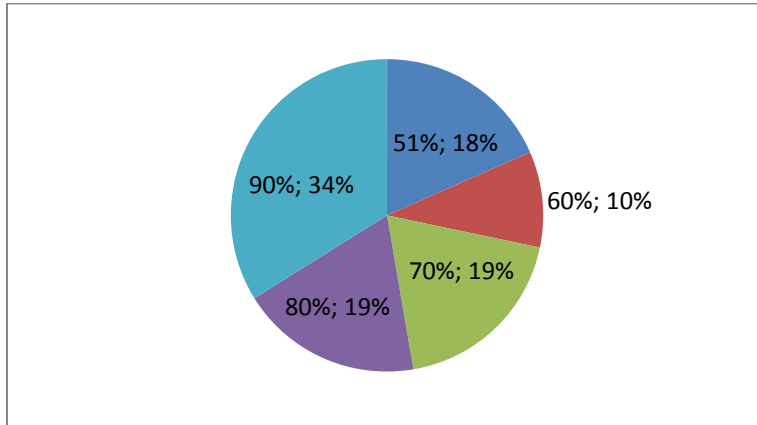
Question 8: Do you believe you have enough parking on your property for the members of your household?



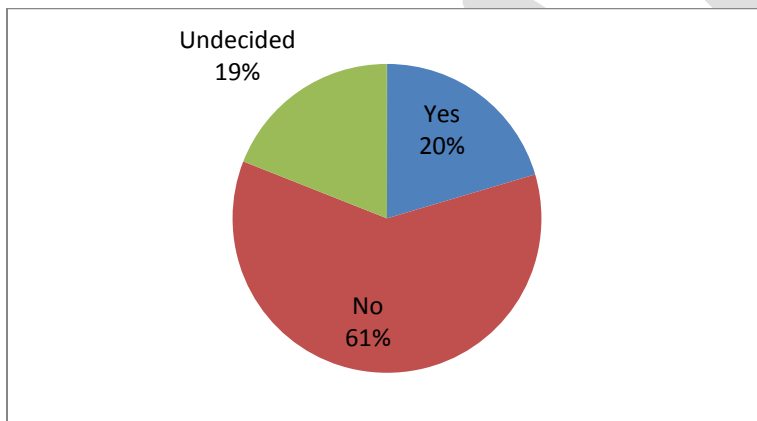
Question 9: Would you support a paid permit parking solution on your street?



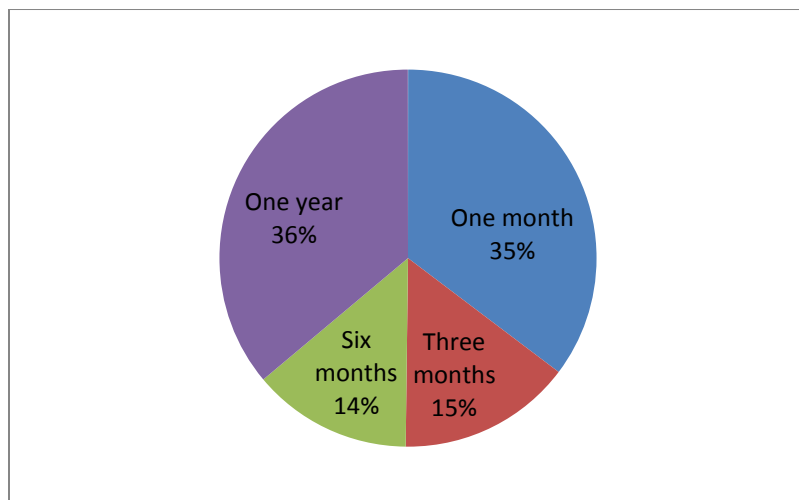
Question 10: The application for on-street paid permit parking would include a petition process involving citizens that live on the street. In your opinion, what would be the minimum percentage of citizens who would need to sign the petition in order for the City to implement on-street paid permit parking?



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



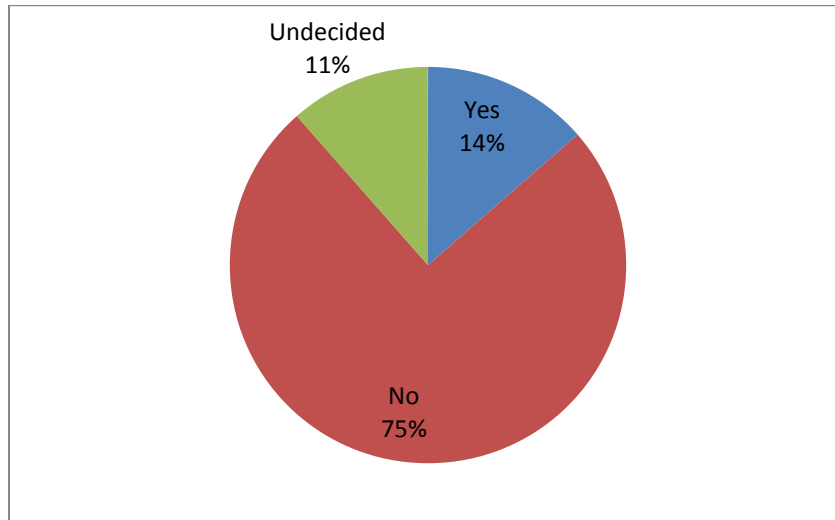
Question 12: Which option would you like to have regarding the length of time a permit would be active?



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

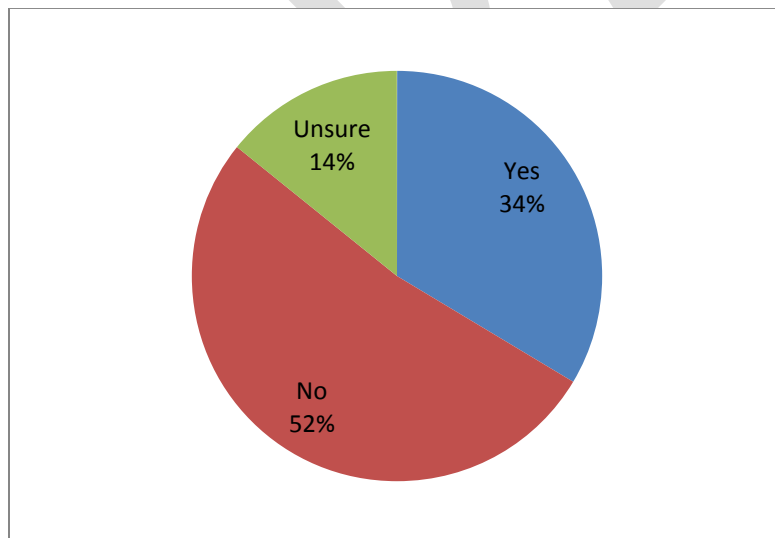
Question 14: Winter road operations, such as windrow clearing, may be affected by a paid permit parking program. Is the trade-off between some winter road operations and a paid permit parking program acceptable to you?



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.

DRAFT

Acknowledgments

The following are members of the Developing Parking Solutions Working Group

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Albert Chan, Supervisor, Parking, Signs and Special Enforcement
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Gregory Segantreddo, Senior Zoning Plans Examiner
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