

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.

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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

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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.

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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)

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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:

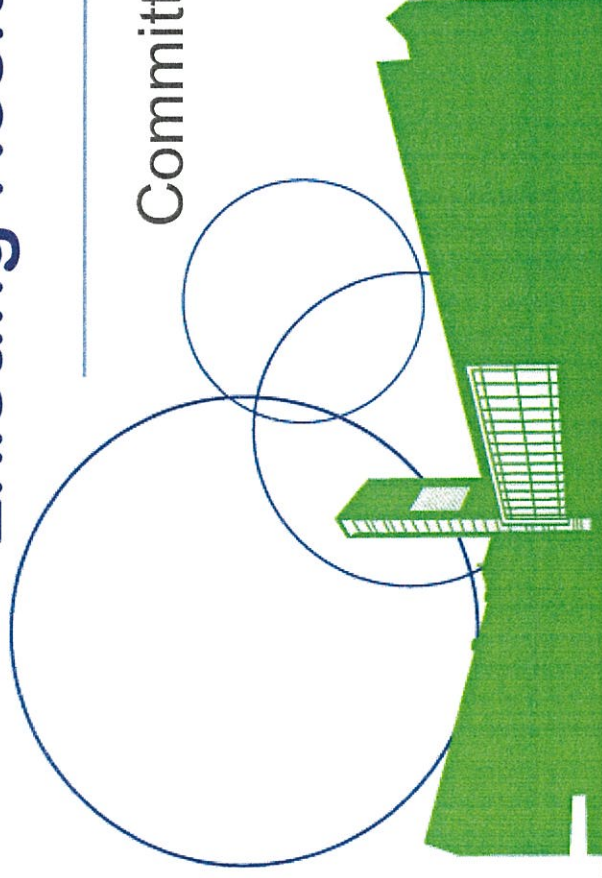
Jennifer Rose, Manager, Special Projects, ext. 8745

(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.)

CH
CW (WS)
May 21/14
Item 3

Proposed Parking Strategy for Existing Residential Neighbourhoods

Committee of the Whole (Working Session)
May 21, 2014



Objective of Today's Presentation

- Present Committee with citizen feedback on proposed residential parking solutions
- Present elements of the revised proposed parking solutions for existing residential neighbourhoods
 - On lot parking
 - On street paid permit parking
- Seek Council direction to move forward on policies for
 - On lot parking
 - Community request for on street paid permit parking



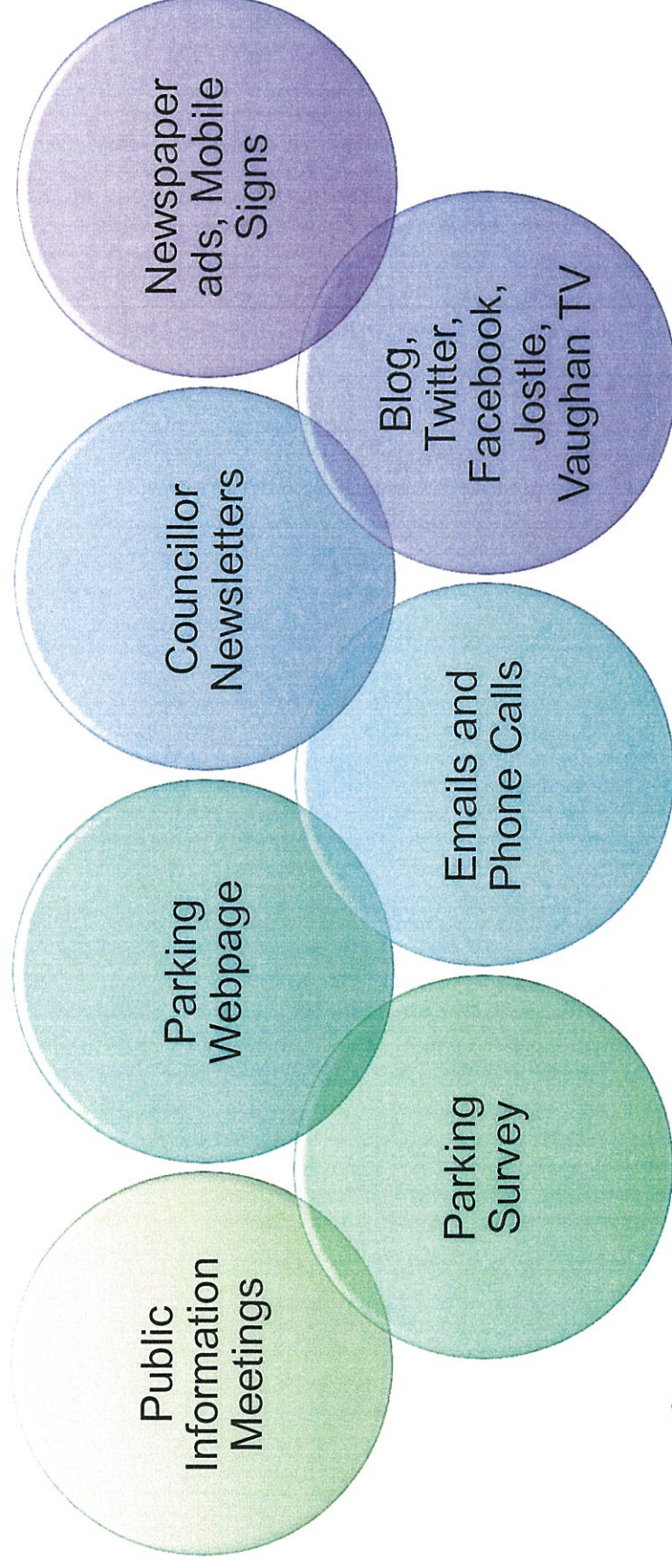
Background

- December 10, 2013 Council report directed staff to engage Vaughan's citizens for feedback on two proposed parking solutions
- The original report suggested only looking at 'New Urbanism' areas
- Committee directed all streets be considered which would be interested
- Today staff are reporting the results of the citizen engagement and recommendations for next steps for residential parking



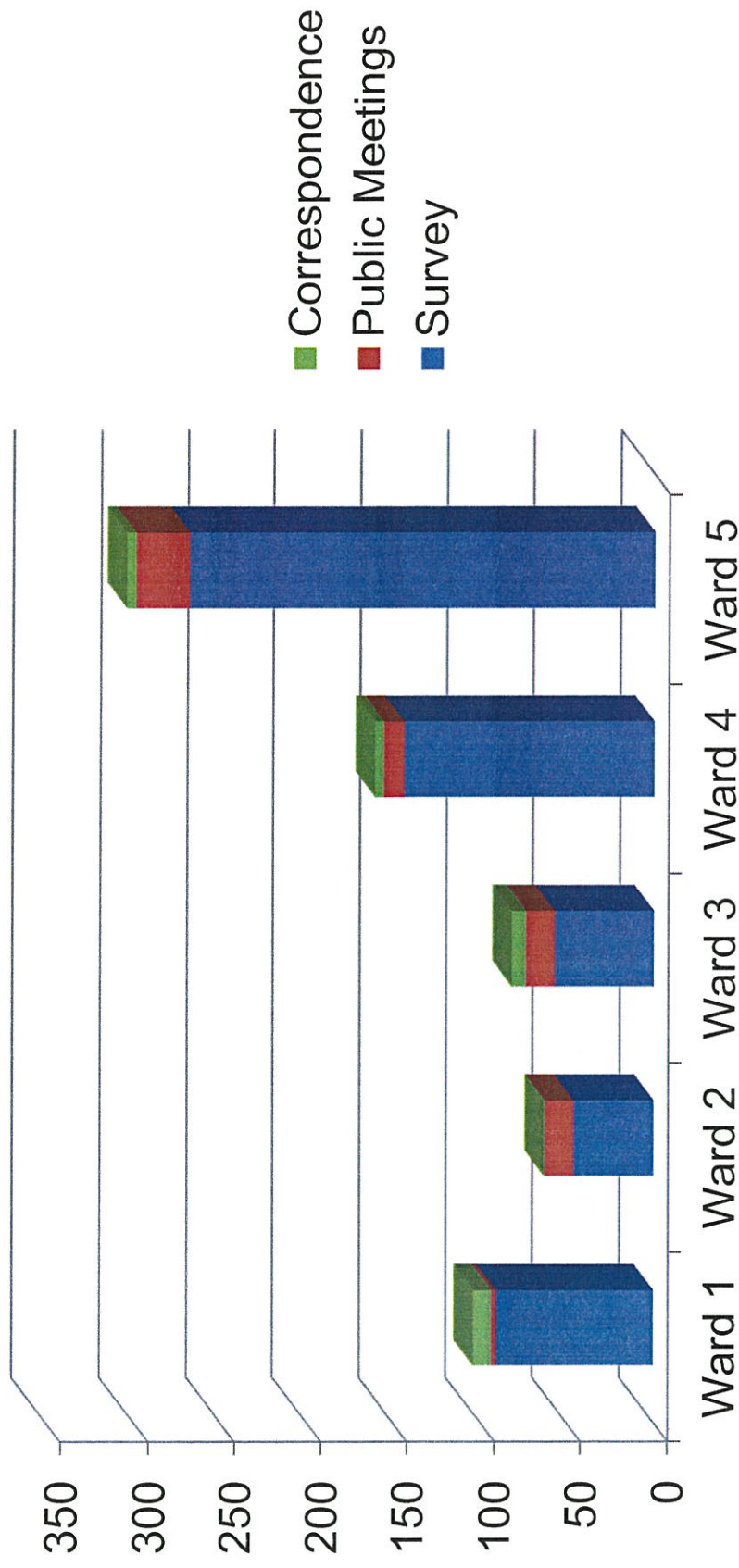
Citizen Engagement Strategy

Theme: Let's talk about Residential Parking



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Participation in Public Meetings, Surveys and Correspondence

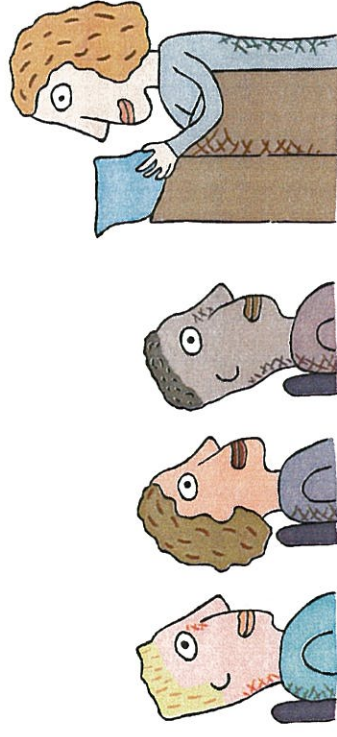


Citizen Engagement

- Attendance at public meetings was impacted by snow storm and busy lives
- People would rather call, email, or use survey



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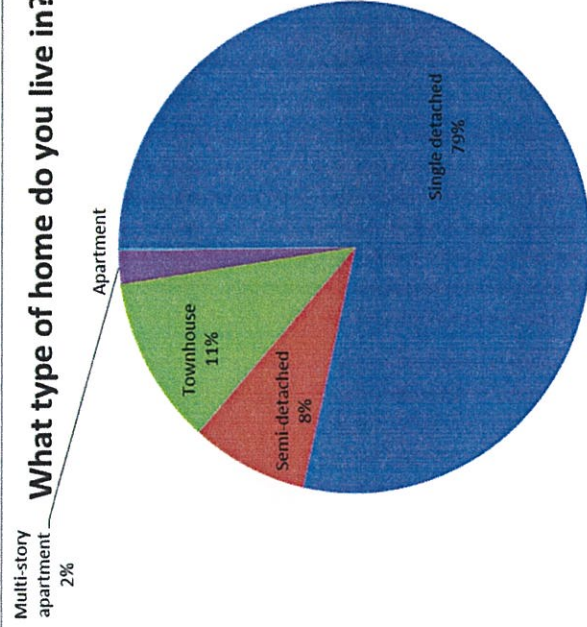


Type of home indicated on survey reflects Vaughan communities

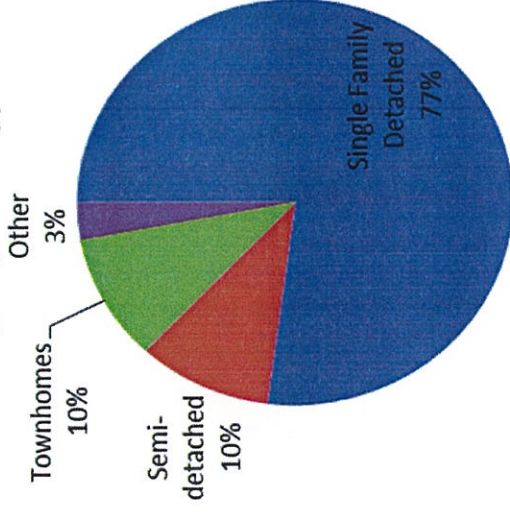
Survey participants

Vaughan MPAC data 2013

What type of home do you live in?

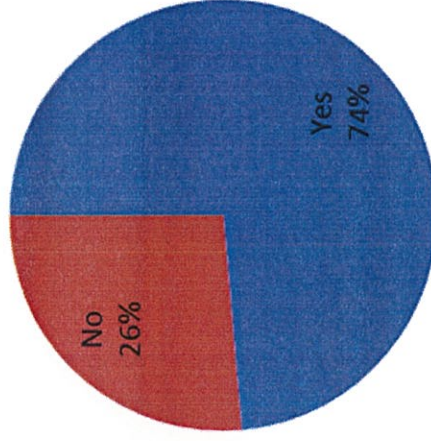


Home Types (MPAC - approximate)



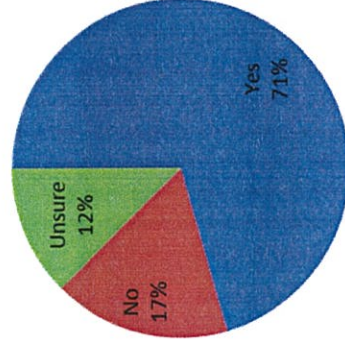
Parking Needs from Survey

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

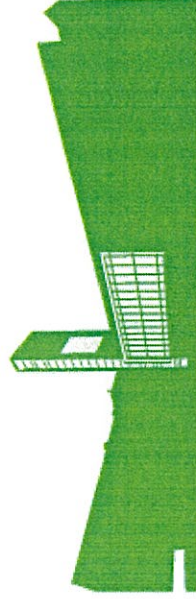
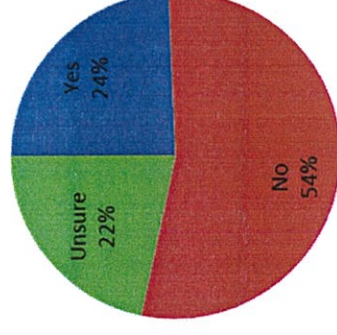


Focusing on those who felt they didn't have enough parking

Percent support for on-lot parking, where answer to 'enough parking' was 'no'

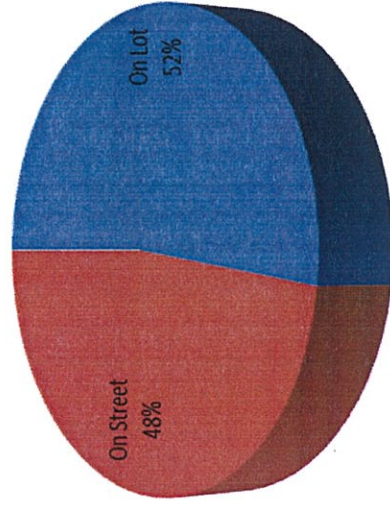


Percent Support for On-Street Parking where answer to 'enough parking' was 'no'

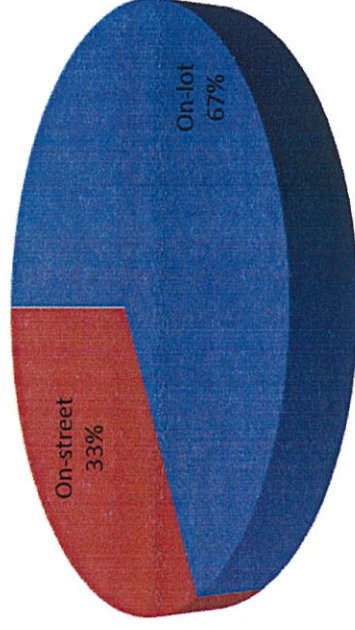


Types of homes and support for extra parking

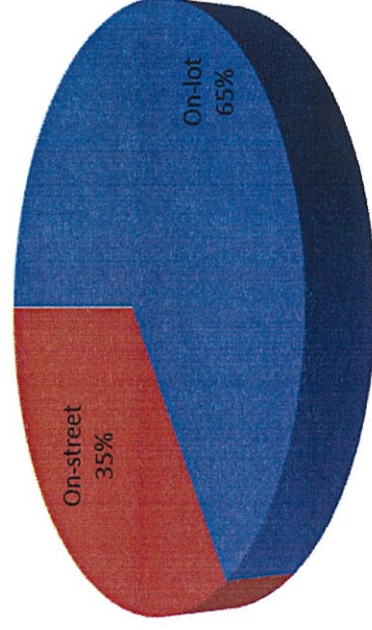
Townhouse



Single Detached



Semi Detached



From those who did not support parking options, feedback was consistent

On Lot	On Street
Look like a paving lot Ruin street character Enforcement	Streets are already congested with parked cars Impact on winter snow operations Enforcement Strangers parked in front of the home
General Comments of non-support	
People need to clean out their garage People need to buy a home which will accommodate their cars People will buy more cars if there are more places to park them	

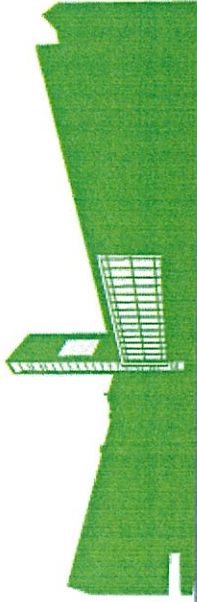


On Lot Parking

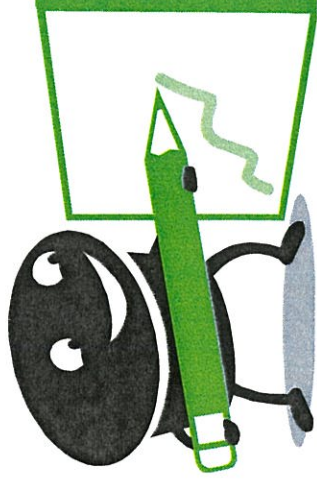


On Lot Parking Feedback

- Generally positive response – people said it was a great idea
- Concerns:
 - property values
 - need to control material used for walkway for stormwater runoff and aesthetics
 - ensure green space is preserved
 - parking lot look to the street



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New Proposed Parking Solutions

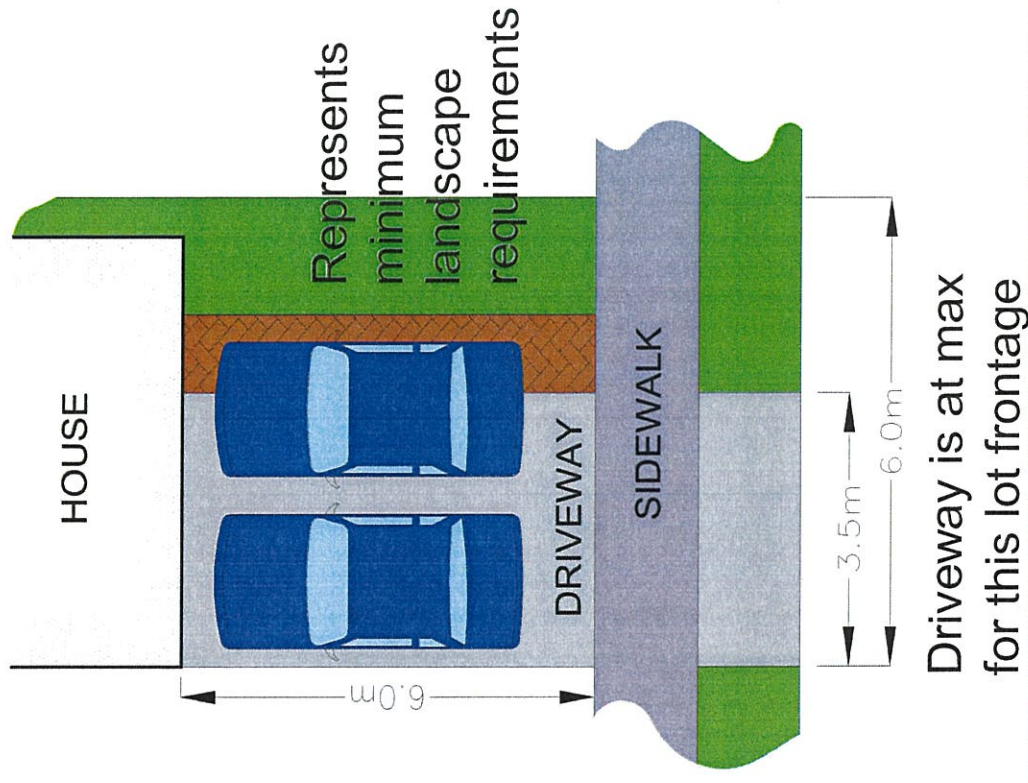
On-Lot Parking

No Change:

- Maximum curb cuts and driveway widths for frontages
- Minimum landscaping requirements for soft and hard landscaping
- Committee of Adjustment process

Proposed Change:

Allow parking on walkway
Permeable paving guidelines to be encouraged

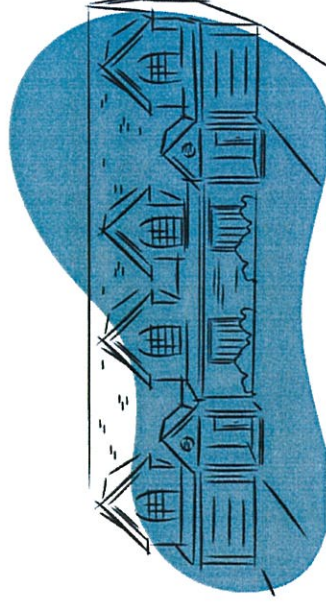


Draft Guidelines for On Lot Parking

- Urban Design Guidelines Objectives
 - Preserve the existing streetscape character
 - Promote pedestrian friendly and sustainable neighbourhood streetscapes
 - Integrate high quality landscaping and environmentally sustainable design



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On Street Parking



On Street Paid Permit Parking Feedback

General

- Comments and survey results show limited support due to:
 - narrow road widths and already congested streets,
 - impact of winter operations, garbage trucks and fire
 - visibility
- Many suggestions to limit parking to one side of the street



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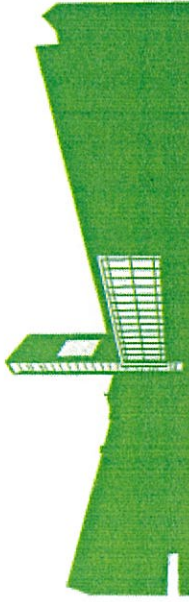
On Street Paid Permit Parking Feedback

Specific

- No commercial vehicles
- Limit parking to one side of the street only
- Location of parking
- Permit valid only for time between 2 am and 6 am
- One permit per household
- Permit available for one month and one year
- High percentage for permit petition support
- Enforcement is key
- Permits must not be able to be copied
- Not applied City-wide but only where wanted by residents

Elements of a Potential On Street Paid Permit Program

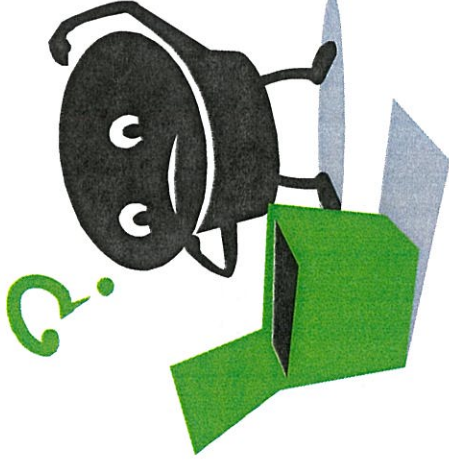
- Determined in consultation with citizens
 - 75% participation on petition/75% approval of on street paid permit parking (similar with traffic calming policy)
 - Applies to the time between 2 am and 6 am
 - One side of the street available for parking
 - Street widths are equal to or more than 8 metres wide
 - One permit per household
 - Permits sold = number of spots available



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Questions regarding a Potential On Street Paid Permit Program

- To Be Determined
 - Who signs the petition? Home owner or tenant? Both?
 - Secondary suites impact
 - When there is high density on one side of the street, how does the petition process change?



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Parking Enforcement

- Many comments at the public meetings and in surveys focused on enforcement
- Currently By-Law and Compliance tow when there are immediate unsafe conditions
- By-law and Compliance will be working on a Parking Enforcement Strategy



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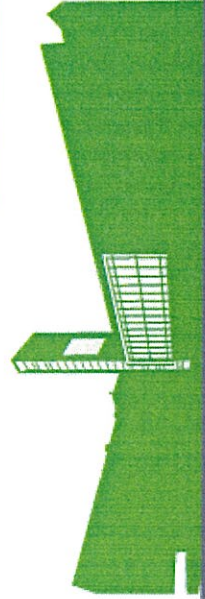
Parking Enforcement – Survey Results

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:

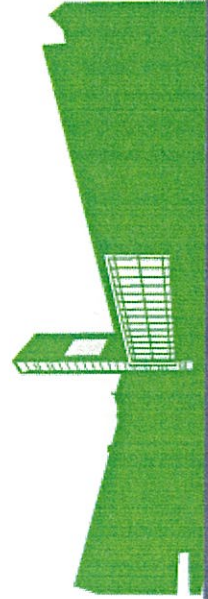
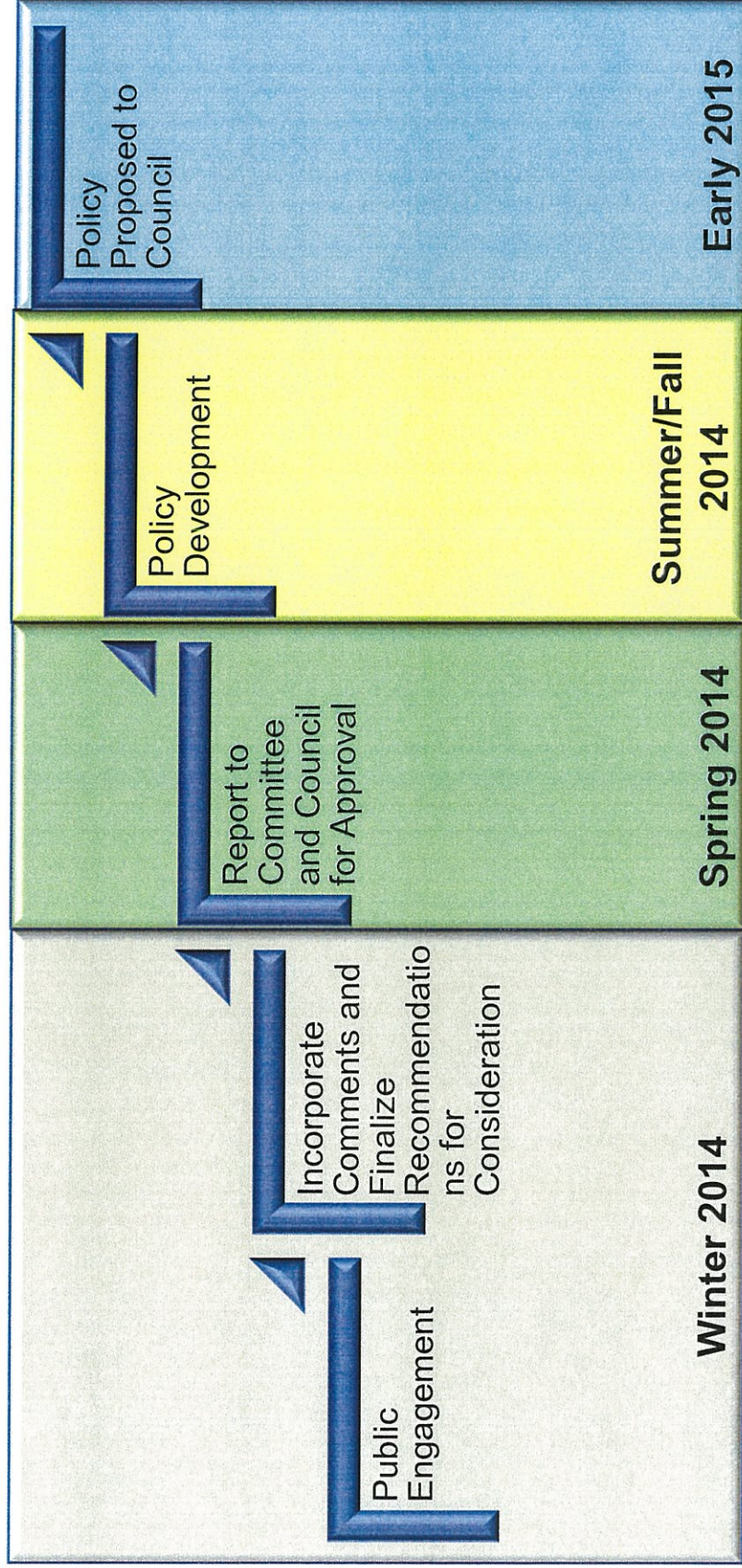
Answer Options	Yes	No	Undecided
Where it impacts winter snow operations?	426	128	26
Where it impacts safety (emergency vehicles)?	501	59	20
In school zones?	361	164	53



Next Steps



Timeline



Questions?



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COMMITTEE OF THE WHOLE (WORKING SESSION) – MAY 21, 2014

PROPOSED RESIDENTIAL PARKING SOLUTIONS FOR EXISTING NEIGHBOURHOODS CITY-WIDE

Recommendation

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

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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.

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- Received 615 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

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.

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)
- 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:

- 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:

- 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.

Attachments

1. Draft Proposed Residential Parking Solutions Communication Strategy and Results

Report prepared by:

Jennifer Rose, Manager, Special Projects, ext. 8745

Respectfully submitted,

Paul Jankowski, P. Eng.
Commissioner of Engineering and Public Works

John MacKenzie
Commissioner of Planning

DRAFT PROPOSED RESIDENTIAL PARKING SOLUTIONS COMMUNICATION STRATEGY AND RESULTS

A communication strategy to inform citizens of the City of Vaughan of
proposed parking policies and obtain feedback

*"Let's Talk About
Residential
Parking"*

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Executive Summary

Residential parking policies in Fall 2013 were proposed to help citizens of Vaughan find parking for their vehicles. The impetus for this issue started in 'New Urbanism' areas – more dense areas, where homes are located closer to the street and streets are narrower. However, it soon became apparent, through public engagement, that parking was a City wide issue.

In December 2013, staff presented two proposed parking solutions for residential areas to Committee and Council. These two proposed solutions were on-street paid permit parking and on-lot parking. It was recommended at that time, that staff hold public meetings and use a survey to garner feedback from the citizens of Vaughan to help inform the residential parking policy.

The 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 public meetings attendance was lower than expected but may have been due to busy lives and weather as was explained by those who did not attend. The survey participation was much higher, as 615 surveys were received both electronically and paper copies. Citizens also contacted staff through phone calls and emails.

The results of the communication strategy showed support for on-lot parking and low support for on-street paid permit parking. On-lot parking was seen as something which made sense and was a good idea, although there was caution with respect to streetscape and preservation of green space. On-street paid permit parking had low support due to already congested streets. Citizens felt that there was a problem with too many cars parked on the street and a paid permit parking program may cause even more congestion.

Proposed Residential Parking Solutions – December 2013 to April 2014

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

Proposed On-Lot Parking

This proposed solution would be available to residents 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
- 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
- Residents be permitted to park on their walkway (hard landscaped portion) of their landscaping\

Proposed On-Street Paid Permit Parking

The proposed solution would be available to residents City-wide, but only implemented through a resident led petition, and under the following conditions:

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

Communication Strategy

The communication strategy was 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 615 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

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 Engineering and Public Works, Planning, Fire Department and By-law and Compliance were available to answer citizen questions.

Approximately 80 people in total attended the public meetings.

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

Feedback for on-street paid permit parking was generally critical. Citizens cited already congested streets, safety, places to walk if there were no sidewalks, 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. The correspondence indicated a support for on-lot parking and 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, 615 surveys were received. This represents a +/- 4% margin of error for survey results. The survey participation was representative of the City as a whole when comparing types of homes against MPAC data.

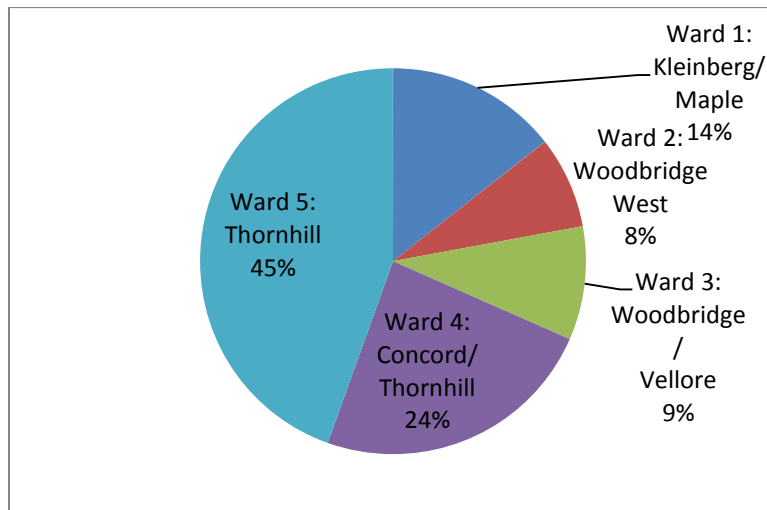
The survey results were reflective of what was learned at the public meetings and through correspondence (emails and phone calls) with residents. Most people were supportive on on-lot parking, especially where they indicated that they did not have enough parking. Some people were supportive of on-street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

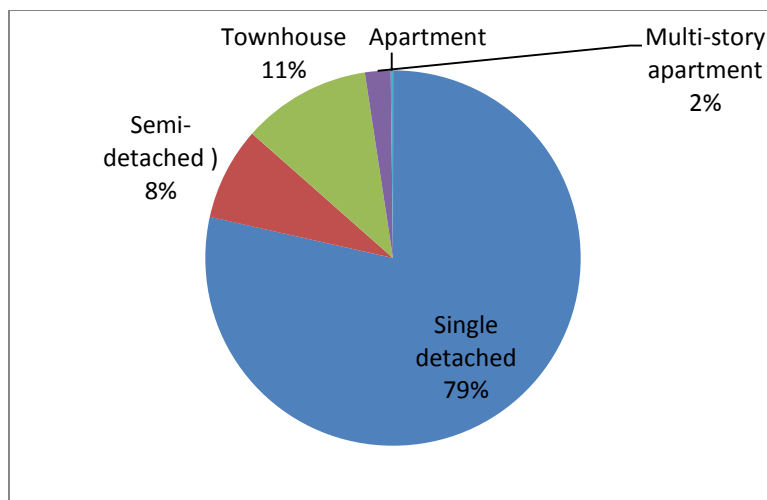
- On-lot parking is a great idea
- Our streets will look like parking lots
- On-street parking will cause more congestion
- Enforcement of parking by-laws is important
- Don't change anything
- Cash grab for the City, parking should be free
- People need to use their garage for parking
- People need to only purchase as many vehicles for which they have space

The following graphs show the results of the parking survey:

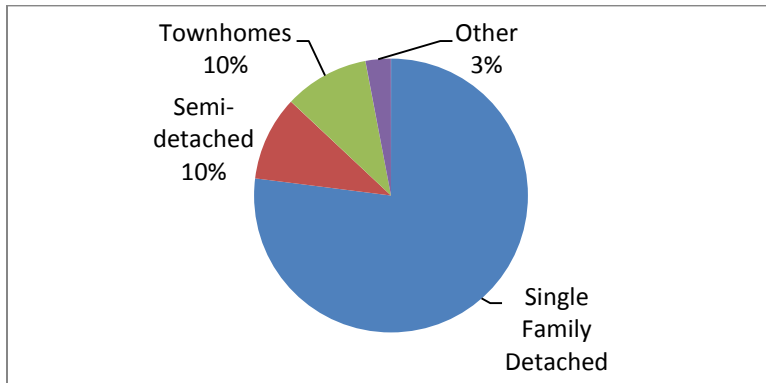
Question 1: Which ward do you live in?



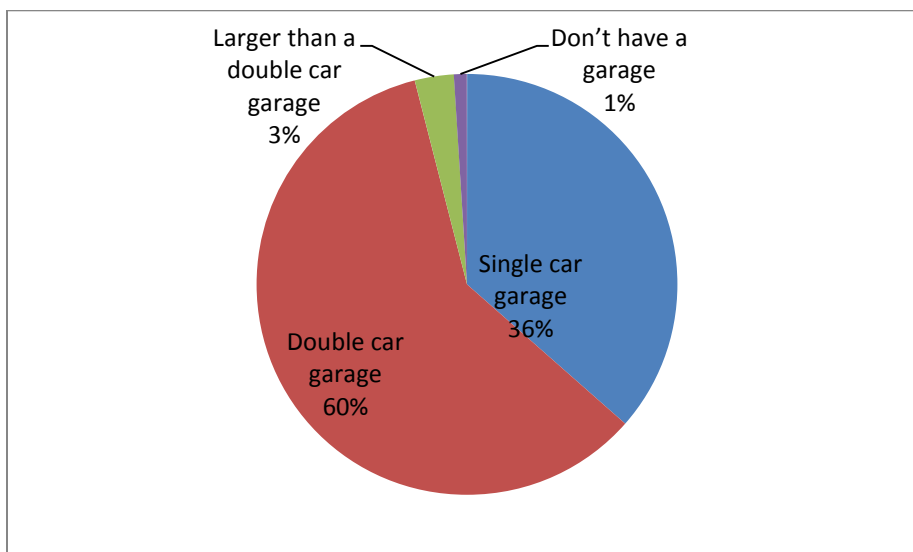
Question 2: What type of home do you live in?



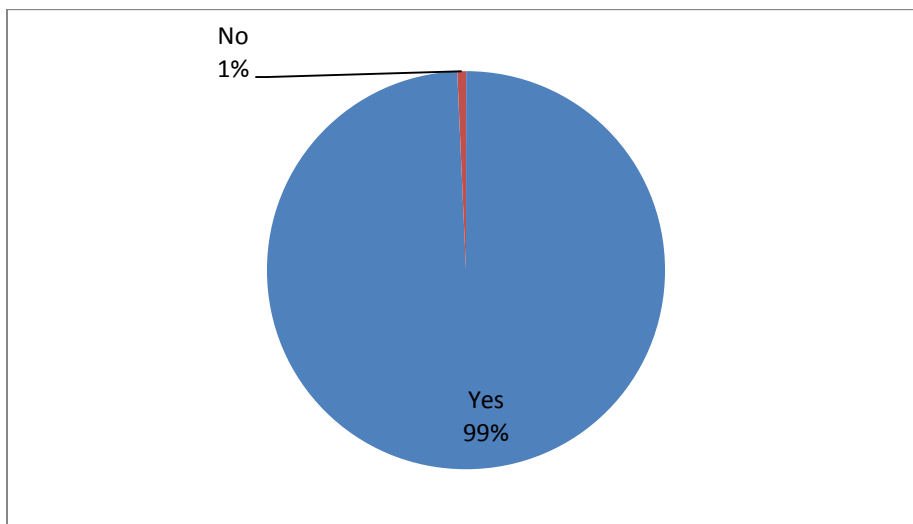
This chart is representative to the 2013 MPAC data home distribution:



Question 3: What type of garage do you have?



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



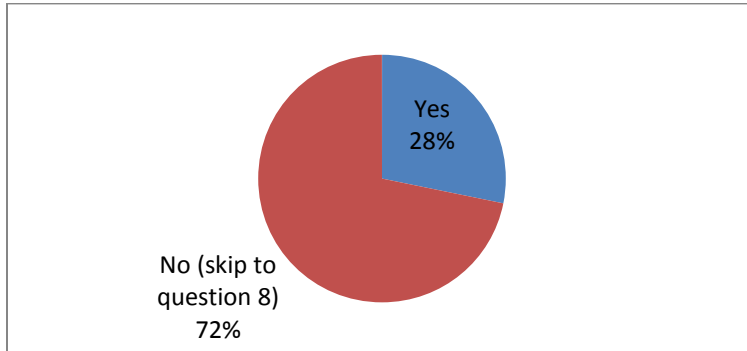
Question 5: How many cars do you have?

Number of cars and respondent answers

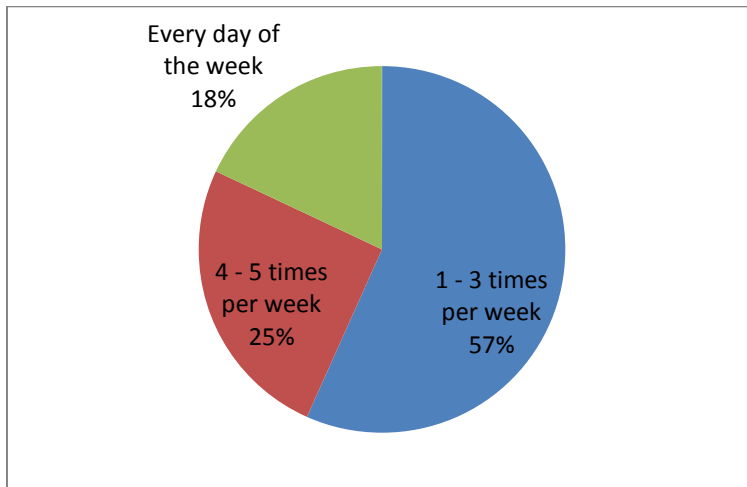
1	2	3	4	5	6	7	8
65	363	107	35	16	0	2	1

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

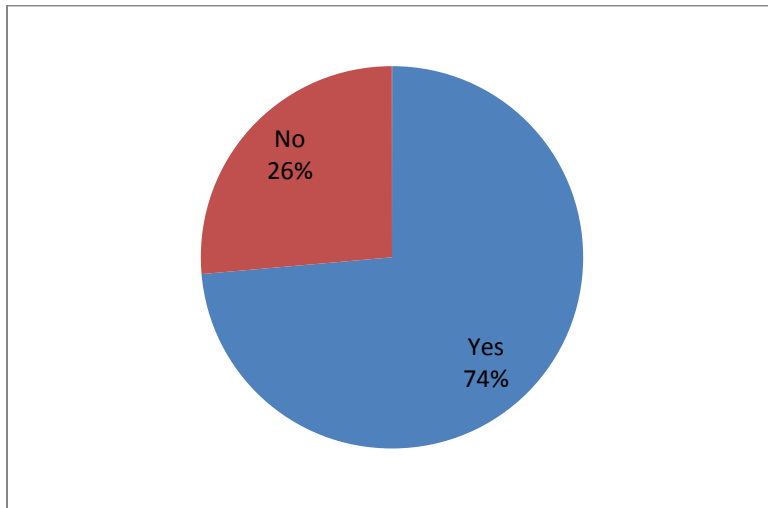
Question 6: Do you frequently park on your street?



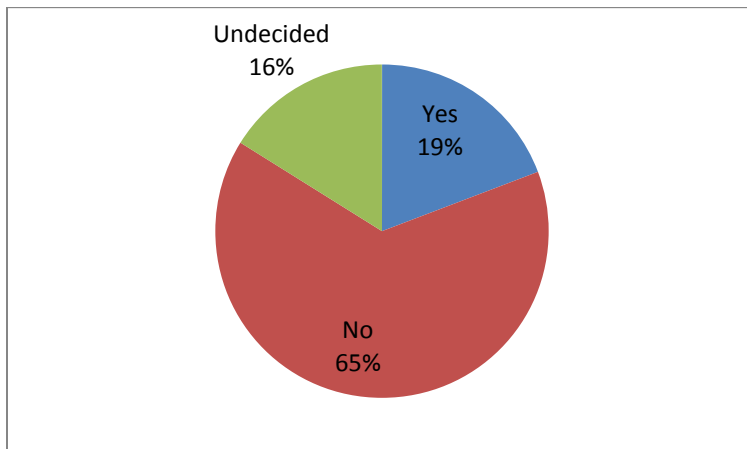
Question 7: How often do you park on your street?



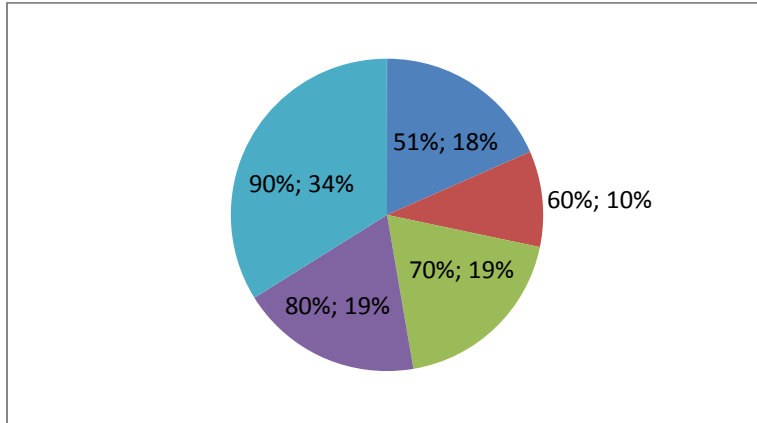
Question 8: Do you believe you have enough parking on your property for the members of your household?



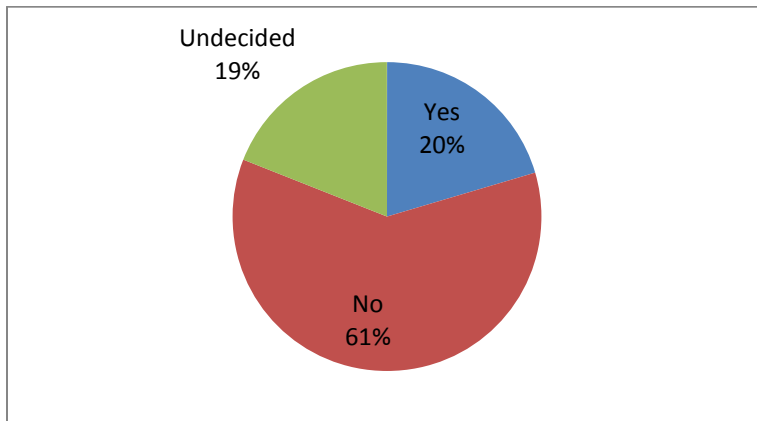
Question 9: Would you support a paid permit parking solution on your street?



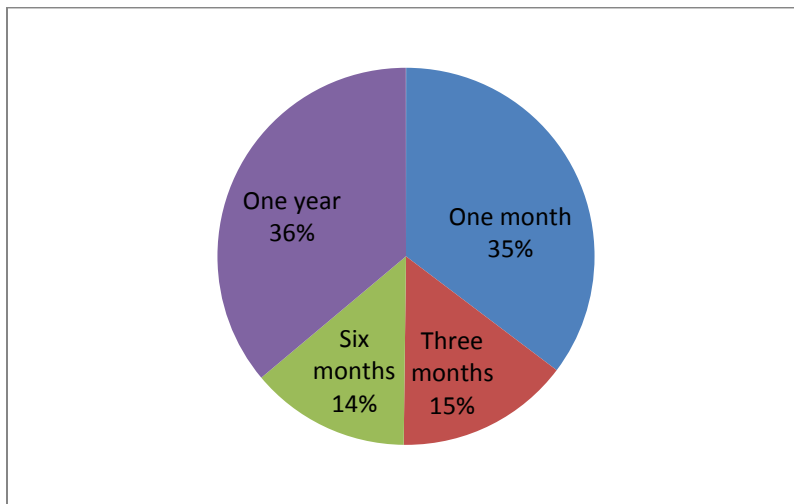
Question 10: The application for on-street paid permit parking would include a petition process involving residents that live on the street. In your opinion, what would be the minimum percentage of residents who would need to sign the petition in order for the City to implement on-street paid permit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



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



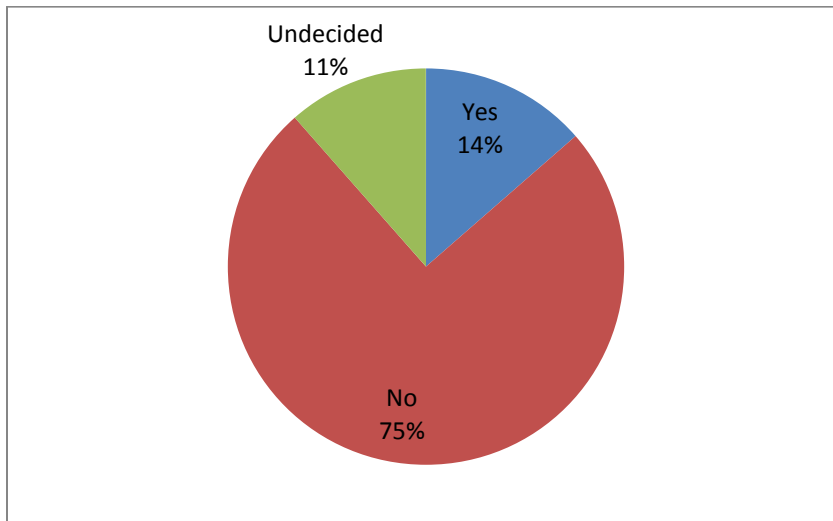
Question 12: Which option would you like to have regarding the length of time a permit would be active?



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

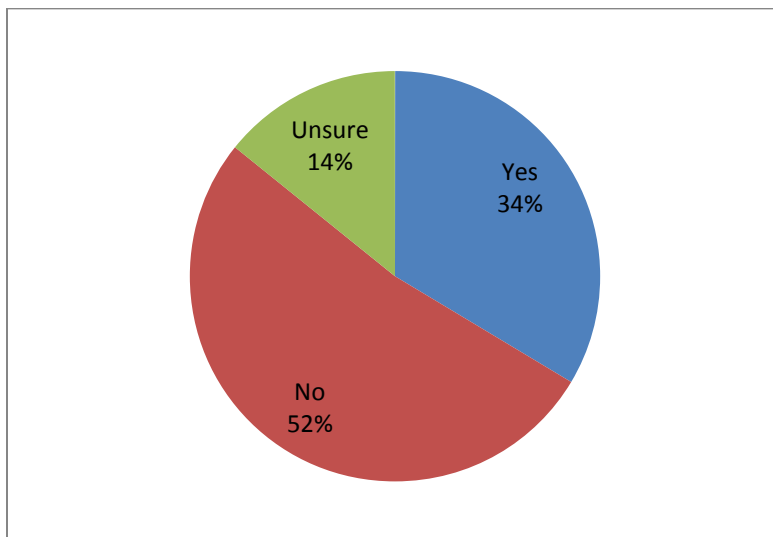
Question 14: Winter road operations, such as windrow clearing, may be affected by a paid permit parking program. Is the trade-off between some winter road operations and a paid permit parking program acceptable to you?



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?

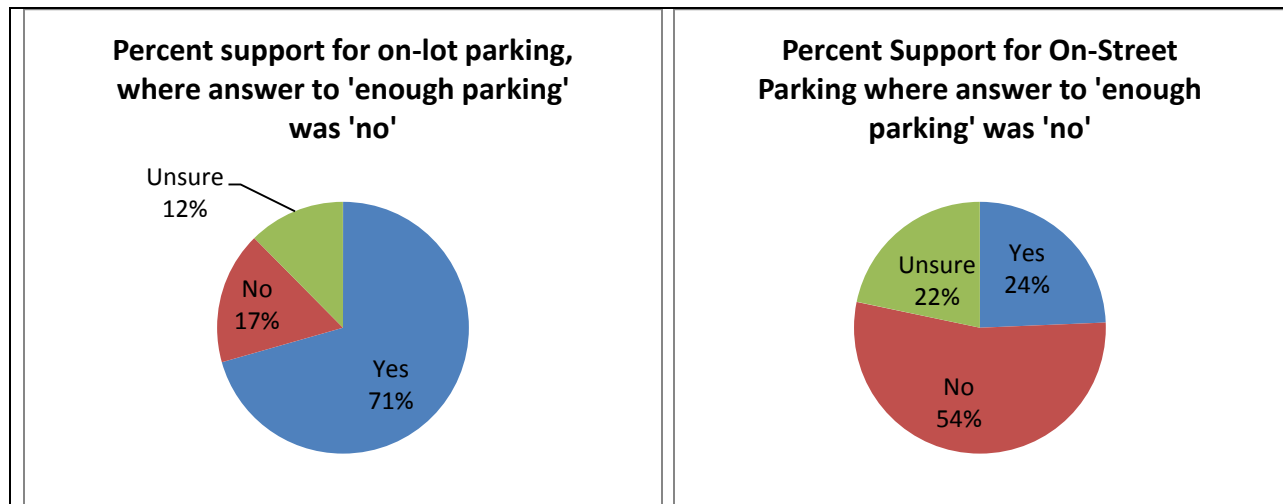


Question 17: We welcome your feedback. Please add any other comments you may have about the proposed parking solutions for residential parking:

Comment response summarized above

Data analysis:

In question eight, 26% of respondents indicated they did not have enough parking. The graphs below show the response of the 26% to the questions regarding support for on-street parking and if on-lot parking would solve their parking needs. There is a clear indication that on-lot parking would solve at least 71% of resident parking needs. Again, on-street paid permit parking did not have strong support even among those who require more parking. However, since on-street paid permit parking has some support, the parking solution will still be proposed.



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 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.

Conclusion

The purpose of the communications strategy was met as is demonstrated by the number of responses to the parking survey. The answers in the survey mirror the sentiments expressed at the public meetings and through correspondence. It is with confidence that these results will be used to inform a residential parking policy.