

## **CITY OF VAUGHAN**

### **EXTRACT FROM COUNCIL MEETING MINUTES OF DECEMBER 10, 2013**

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

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

The Committee of the Whole (Working Session) recommends:

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

#### **Recommendation**

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

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

#### **Contribution to Sustainability**

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

#### **Economic Impact**

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

#### **Communications Plan**

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

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#### **Purpose**

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

#### **Background - Analysis and Options**

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

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

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

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

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

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

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

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

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

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

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

Please refer to Attachment 2 for maps of these areas.

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

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

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

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

On-Street Paid Permit Parking

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

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

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

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

#### On-lot Parking

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

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

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

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



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

#### **Cost Analysis of recommended solutions**

##### On-Street Paid Permit Parking

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

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

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

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

**Table 1: One-Time Implementation**

<b>One-Time Expenses</b>	<b>Per Average Laneway</b>	<b>Total (for all laneways)</b>
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
<b>Totals</b>	<b>\$ 3,610</b>	<b>\$ 187,720</b>

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

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

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#### **On-lot Parking**

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

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

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

#### **Secondary Suites Impact**

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

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

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

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

#### **Regional Implications**

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

#### **Conclusion**

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

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

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**Attachments**

1. Technical Report
2. Ward Maps

**Report prepared by:**

Jennifer Rose, Manager, Special Projects, ext. 8745

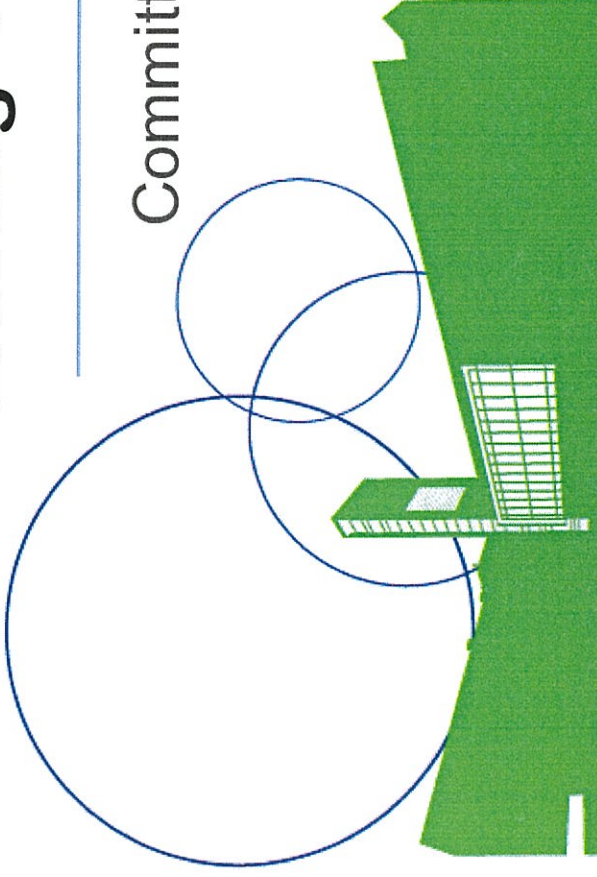
(A copy of the attachments referred to in the foregoing have been forwarded to each Member of Council and a copy thereof is also on file in the office of the City Clerk.)

C7 CW(ws)  
December 3/13  
Item 5

# Proposed Parking Strategy for Existing 'New Urbanism' Areas

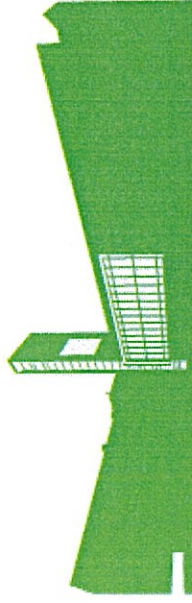
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Committee of the Whole (Working Session)  
December 3, 2013

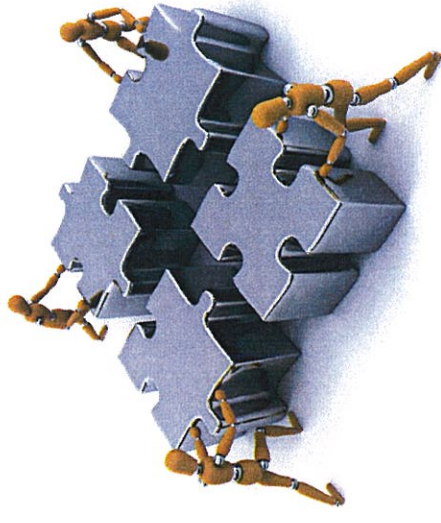


# Objective of Today's Presentation

- Seek Committee input prior to consultation with residents in the various communities



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# History of issue

- A number of Councillors have heard resident concerns regarding parking in these areas for the past several years
- May 29, 2012 Council report had identified a number of parking solutions in 'New Urbanism' areas; council directed staff to consider on-street parking and parking on the front yard
- Today staff are coming back with recommendations for feedback



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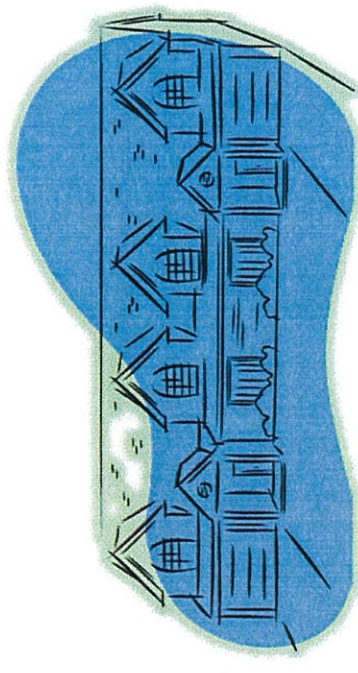


# 'New Urbanism' defined

- 'New Urbanism' describes an area typically composed of townhouses, semi-detached and detached homes with one car garage and have reduced frontages
- Usually parking is limited to two spaces
- Townhomes serviced by laneways have a one or two car garage behind the home, with no driveway
- 'New Urbanism' guidelines have been in place for approximately the last 10 years

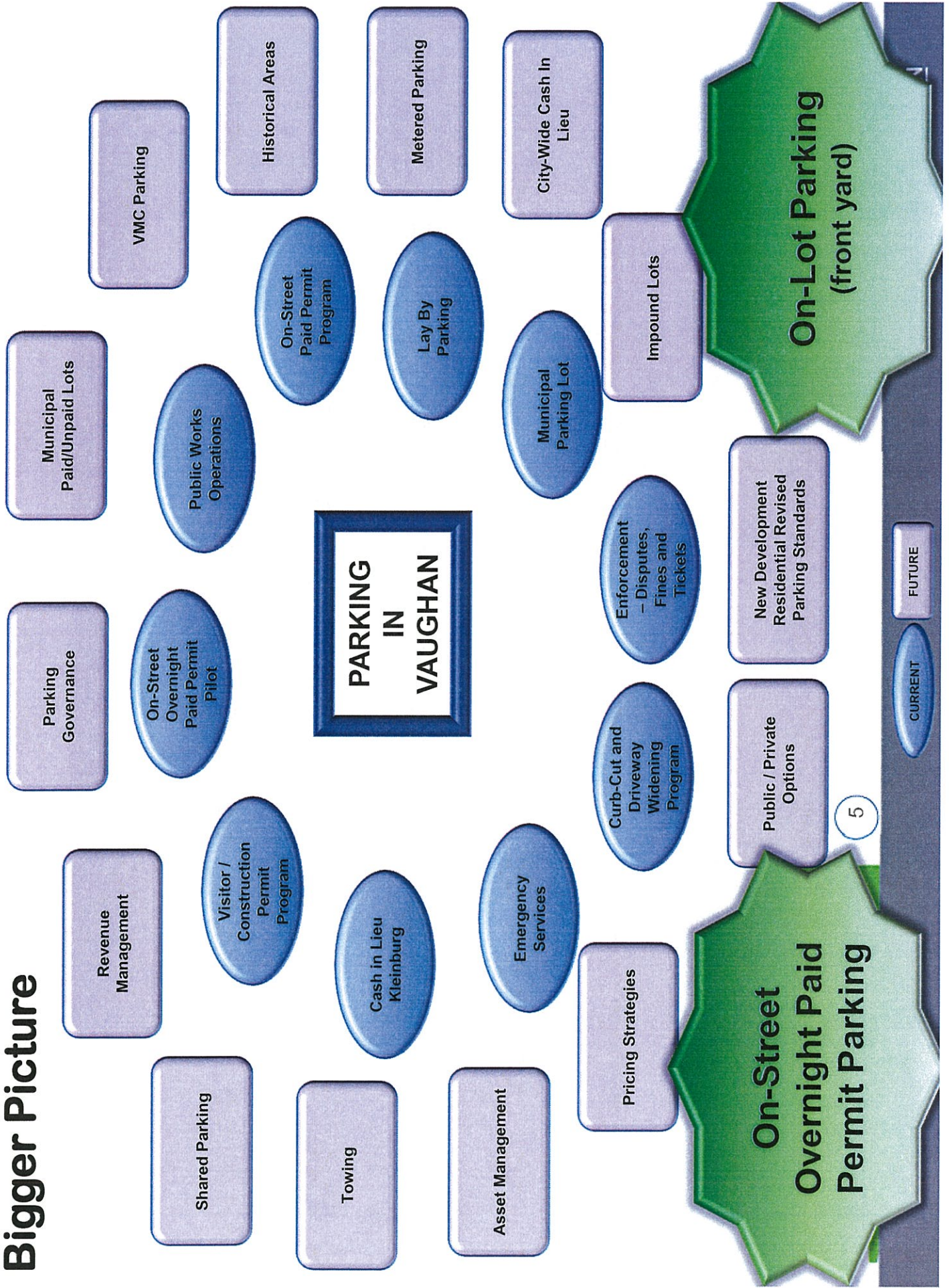


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# Bigger Picture





# Problem Statement

- Homes generally have only one parking spot if garages are full and people usually own more than one car leading to parking tickets and/or problems between neighbours
- Residents finding their own parking solutions:
  - Parking on the street, parking in laneways in front of garage, widening driveways, parking on front lawns
- Approximately **4200** existing homes are potentially in need of additional parking



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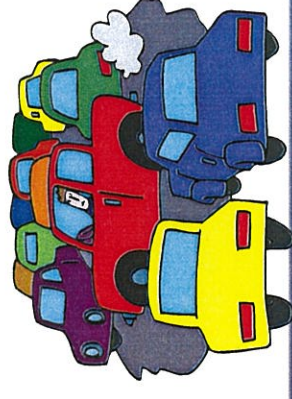


# Common Problem

- Other Ontario municipalities are struggling to meet current resident parking needs, while building for a future which encourages less dependence on the vehicle
  - “Changing the Rules for Street Parking” and “Concerns about parking changes raised at council” – *Cambridge Times*, November 8, 2013
  - “Parking problems are putting residents in a tight spot” – *Wheels.ca*, May 10, 2013
  - “Councillor wants Mayfield West parking issued curbed” – *The Caledon Enterprise*, April 24, 2012
  - “Markham to limit driveway widths” – *Toronto Star*, June 23, 2006

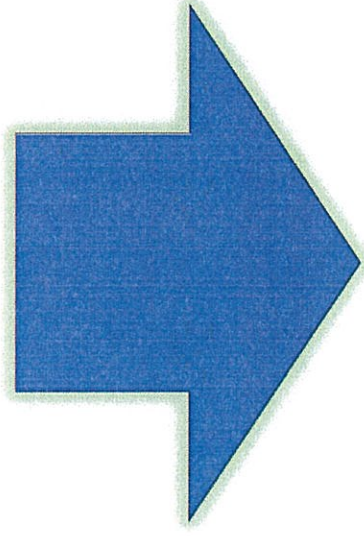


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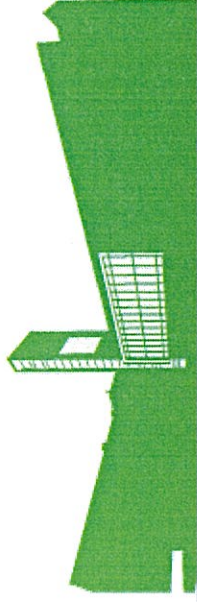
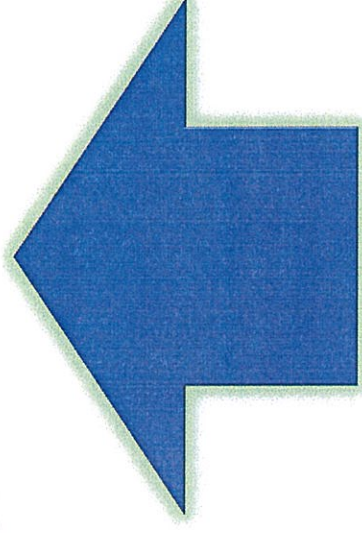


# Balancing Act



'New  
Urbanism'  
Guidelines

Current  
Reality of Car  
Dependence



# Vaughan's Current By-Laws

- Parking By-law 1-96
  - Restricts parking to a maximum of 3 hours on City streets
  - Does not allow for overnight parking; that is, parking between 2 am and 6 am
- Zoning By-law 1-88
  - Does not allow for parking on hard landscaping
  - 33% of the front or exterior side yard must be landscaped, with a minimum 60% being soft landscaping (lot frontages 6.0-11.99 m)

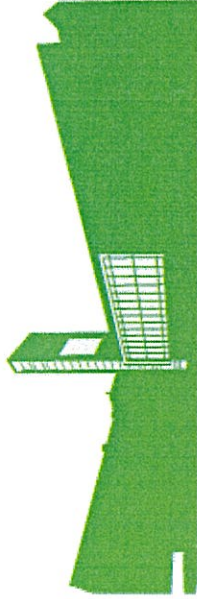
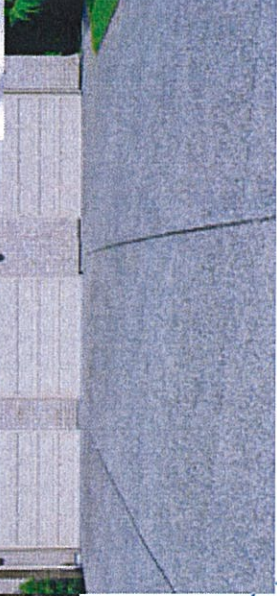
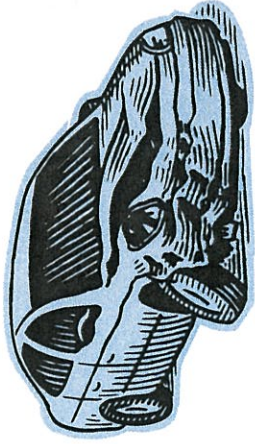


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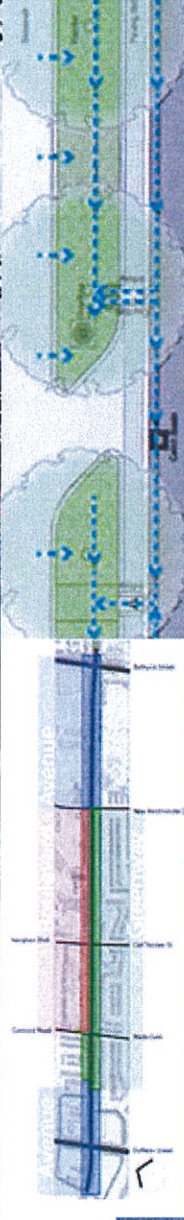
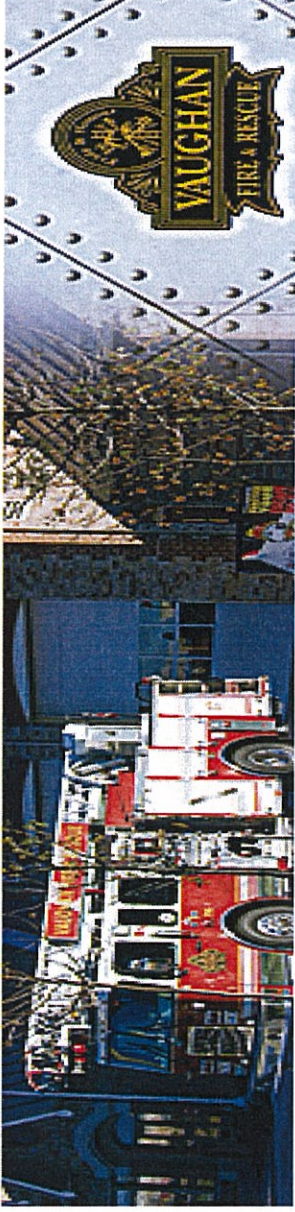
# Resident Concerns



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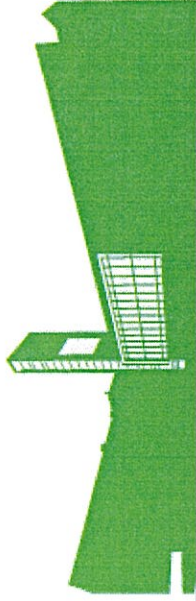
# Admin and Operational Concerns





# Pilots

- Napa Valley – 2008, paid permit overnight parking, on average 16 of 36 parking permits sold each month at \$56.50 per permit
- Castle Park Blvd – 2013, 3 hour restriction removed, 17% of parked cars remained beyond 3 hours
- Gentile Circle – (proposed) pending petition

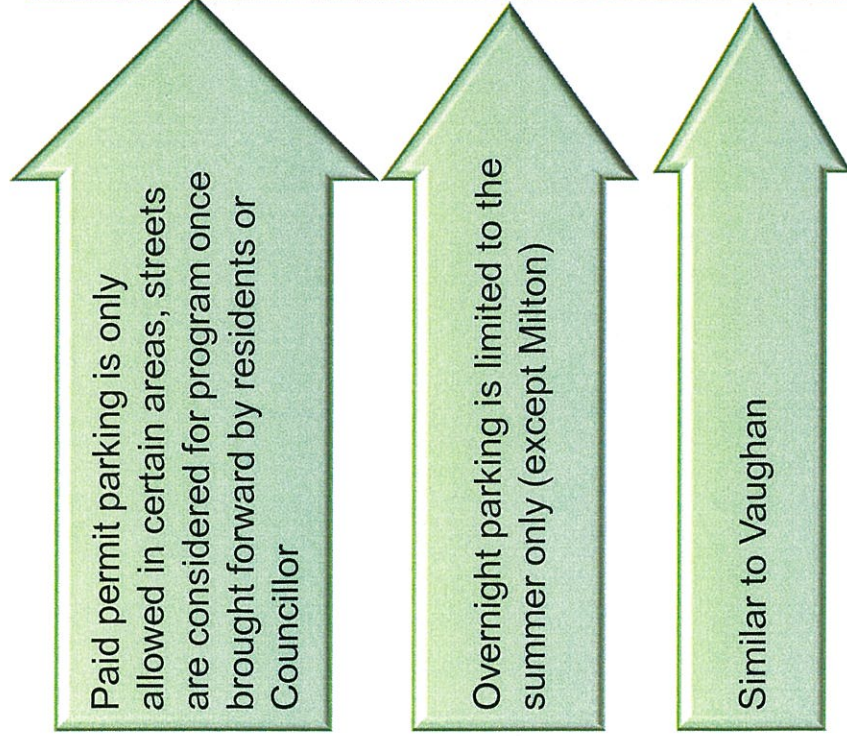


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# Environmental Scan



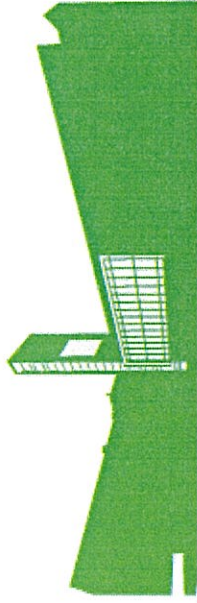
Program	Municipality
Paid Permit Parking Program	Markham, Mississauga, Hamilton, Burlington, Toronto, Ottawa
Overnight Parking, no permit	Aurora, Georgina, Newmarket, London, Milton
No Overnight Parking	East Gwillimbury, King, Whitchurch-Stouffville, Brampton, Waterloo, Richmond Hill





# Reviewed different solutions

- **On-Street Parking**
  - Remove the 3 hour restriction
  - Allow parking at night, keep the 3 hour restriction during the day
  - Paid permit parking only on the street
  - Paid permit parking, summer only
  - Paid permit parking, year round
- **On-Lot Parking**
  - Current curb cut and driveway widening program
  - Modifying current program to allow for more landscaped hard surface and parking on landscaped surfaces

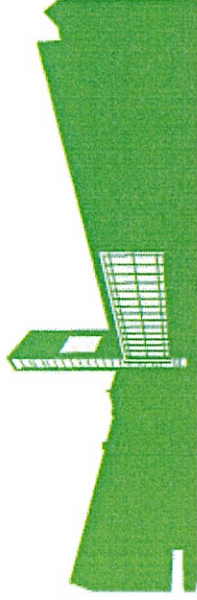


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# Decision Making Criteria

- **Resident perspective**
  - Proposed solution and changes are clear and easy to understand – simple
  - In the interest of the community
  - Provides parking for the individual who needs it
- **Administrative/Operational perspective**
  - Logical to administer (not a complicated process)
  - Logical to enforce (easy to understand and explain)
  - Fiscally sustainable



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# Proposed Solutions to meet resident needs and operational concerns

## On-Street Paid Permit

- Benefits
  - Meet parking needs close to home
  - Provides peace of mind
- Concerns
  - Some residents may not want cars parked on the street

## On-Lot Parking

- Benefits
  - Meets parking needs on property
  - Materials used and design requirements will promote green options
- Concerns
  - People not using the program and paving over front yards
  - May contribute to different 'look and feel'





# Some Design Considerations

## On-Street Paid Permit

- Road Width – min 8 m (6 m clearance needed for fire department)
- Restrictions as outlined in Parking By-law
- Winding roads and hilly roads
- Streets reviewed on case by case basis against industry guidelines and City requirements

## On-Lot Parking

- Minimum lot frontage is 6 metres
- Current curb cut maximums will remain the same
- City owned trees and underground infrastructure will not be moved
- New minimum landscaping and soft landscaping to be determined



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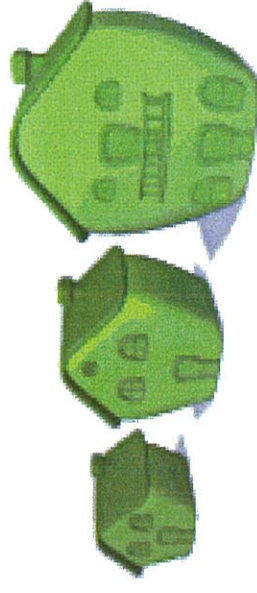


# Some streets and lots may not be eligible

- On-Street parking cannot be accommodated on road widths less than 8 metres
- On-lot parking cannot be accommodated on lots with frontages less than 6 metres
- Ineligible streets and lots will have to be quantified through staff review



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# Cost Analysis

- Costs are incurred on an as requested basis for both on street parking and on lot parking
- Program will initially be set up to be revenue neutral with permits covering the one time set up costs, as well as, the annual operating costs

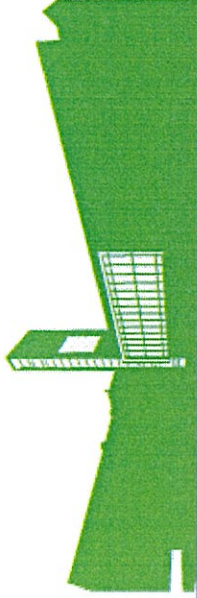


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# Implementation Considerations

- Phased-in approach
- How to gauge neighbourhood interest
  - Petition – full street, partial street participation or just implement
- Determine which streets and lots are eligible
- Permits to be paid for a 1, 3, 6 or 12 month period
- Cost of permits
- Communication and education
- Administrative processes
- By-Law amendments

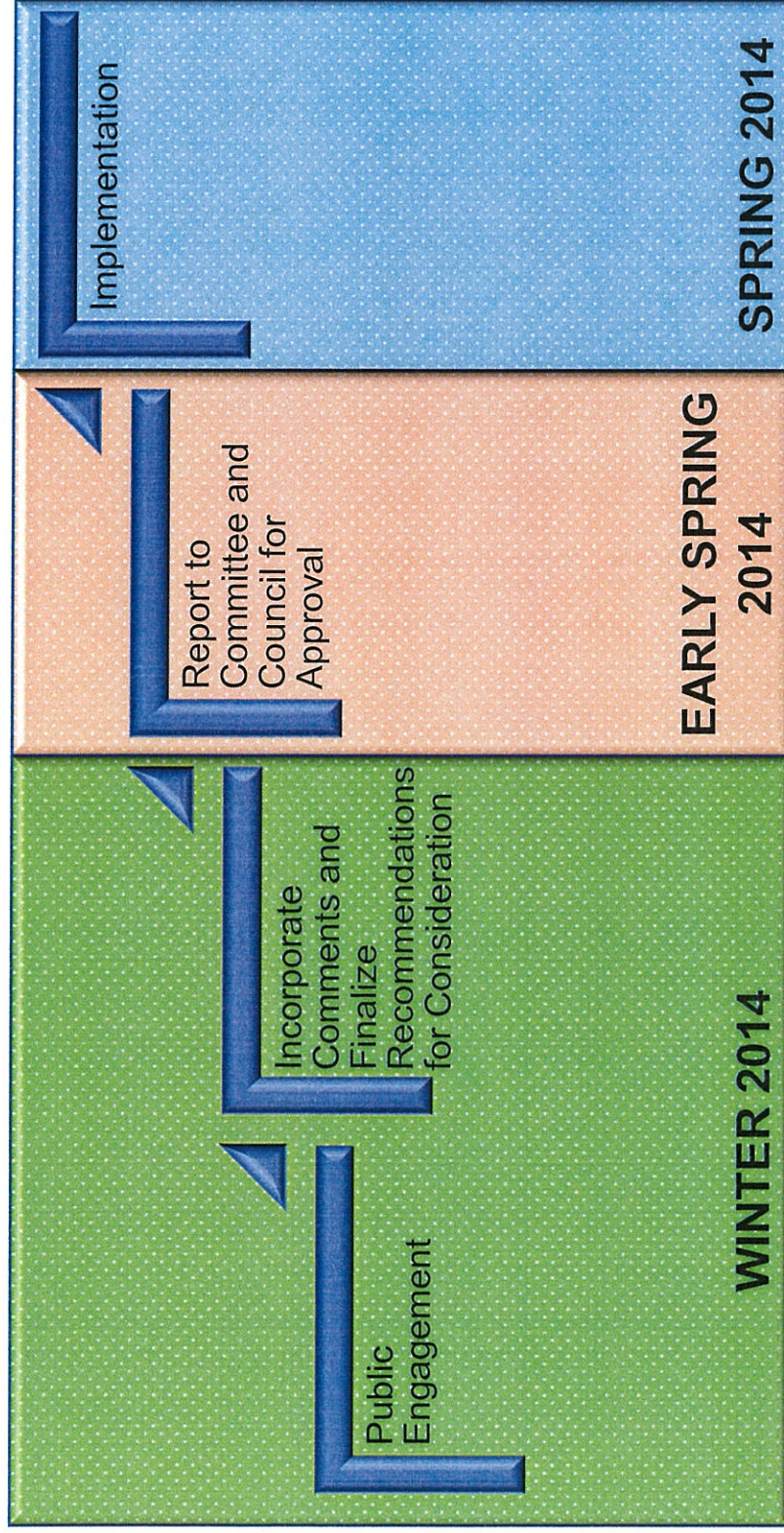


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# Next Steps





# Questions?



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## **COMMITTEE OF THE WHOLE (WORKING SESSION) – DECEMBER 3, 2013**

### **PROPOSED BLENDED PARKING SOLUTIONS FOR EXISTING 'NEW URBANISM' AREAS**

#### **Recommendation**

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

#### **Purpose**

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

## **Background - Analysis and Options**

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

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

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

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

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

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

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

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

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

Based on an actual count, 1,268 homes in Blocks 10, 17, 33, 39 and 53 are serviced by laneways. Laneways offer parking behind the home for one or two cars. The laneways are not in

an area where residents can park outside of the garage, as they are a designated fire route. This fire route must remain clear for emergency vehicles. Also cars parked in the laneway impede snow plowing, snow removal and waste pick up. Residents, who own more cars than there are parking spaces, have an on-lot parking problem.

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

Please refer to Attachment 2 for maps of these areas.

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

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

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

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

#### On-Street Paid Permit Parking

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

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

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

#### On-lot Parking

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

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

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

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

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

### **Cost Analysis of recommended solutions**

#### On-Street Paid Permit Parking

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

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

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

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

**Table 1: One-Time Implementation**

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

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

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

#### On-lot Parking

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

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

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

## **Secondary Suites Impact**

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

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

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

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

## **Regional Implications**

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

## **Conclusion**

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

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

## **Attachments**

1. Technical Report
2. Ward Maps

## **Report prepared by:**

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Respectfully submitted,

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Commissioner of Engineering and Public Works

John MacKenzie  
Commissioner of Planning

# CITY OF VAUGHAN DRAFT PROPOSED PARKING SOLUTIONS FOR 'NEW URBANISM' AREAS

This technical report proposes a blended approach to parking in existing  
'New Urbanism' areas

*Proposed parking  
solutions for 'New  
Urbanism' 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, and 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 ADS standards promote on-street parking as a solution for parking in these neighbourhoods. On-street parking fully utilizes the street infrastructure. It can be a buffer between traffic and pedestrians, causes cars to slow down, and it can also be cost neutral.

The City of Vaughan has been examining parking solutions for homes which are serviced by laneways, and have room for 2 parked cars (semis, townhomes and single family homes). A blended solution of on-street paid permit parking and on-lot parking have been chosen as solutions for residents in these 'New Urbanism' neighbourhoods. Residents who wish to establish on-street paid permit parking on their street must submit a petition signed by at least 60% of the residents on the street. The petition will be reviewed by City staff to ensure that criteria, such as safety, sight lines, fire and rescue service needs and operational levels of service can be met. Once on-street parking has been approved, the necessary steps will be taken to install signs and issue permits to those who apply for them.

On-lot parking will be accomplished through allowing parking on the (new or existing) hard landscaped portion of the front yard. To preserve community feel, the current curb cut widening program will not be altered. This will assure that on-street parking is still available and street furniture and infrastructure is not impacted.

The criteria for the location of on-street parking may eliminate some areas from taking advantage of the program. Therefore, the on-lot parking solution has been suggested for residents with parking needs which cannot be accommodated on the street. However, not all homes will be able to accommodate on-lot parking due to lot frontages less than 6.0 metres and those which do not have driveways (the townhomes which are serviced by laneways).

The solutions presented above provide options to meet resident, administrative, and operational concerns, by providing parking solutions in areas which need them, while preserving the character of the community and levels of service.

## Introduction

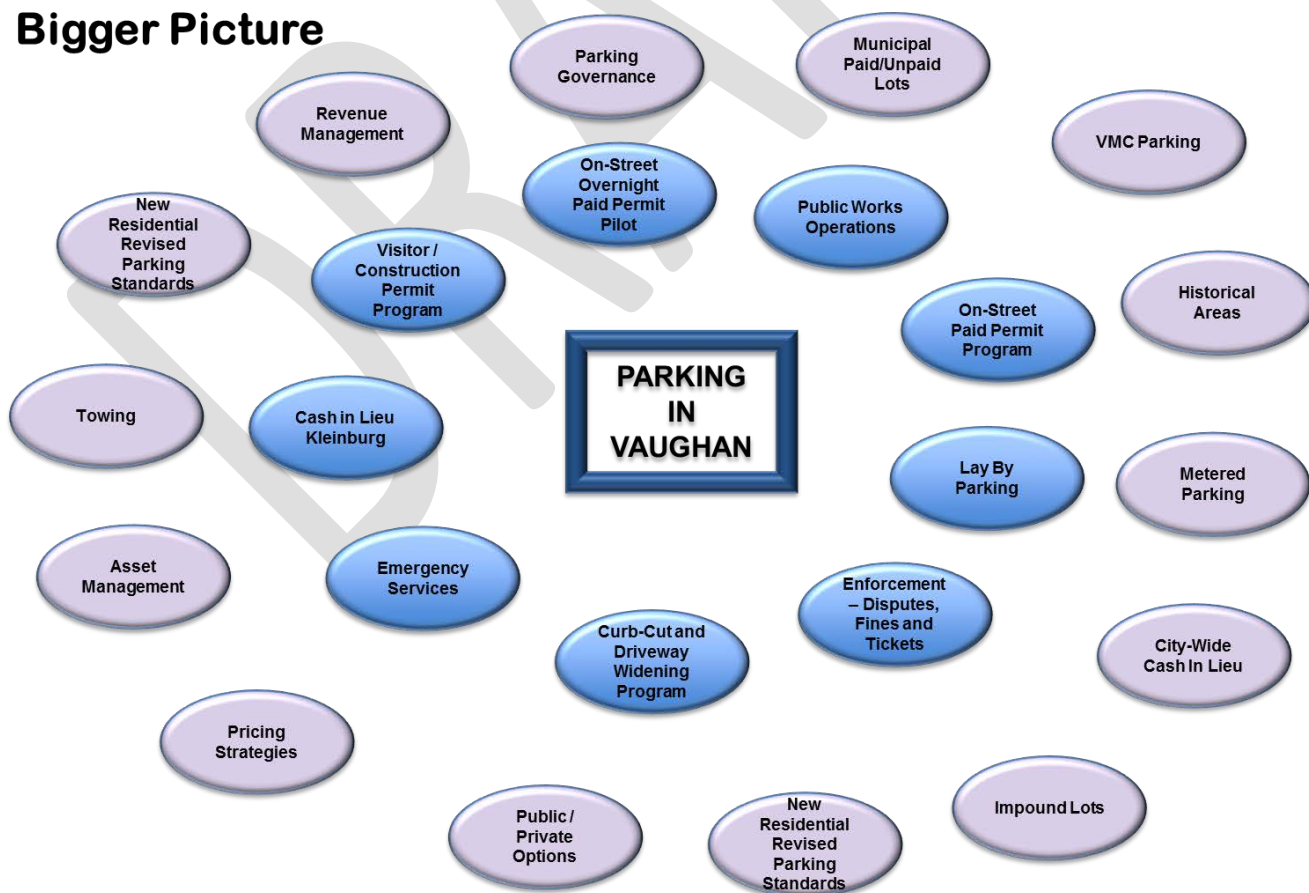
### City-Wide Parking Needs

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 residents 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 by finding a blended solution which meets resident 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 resident 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.



The purpose of this technical report is to meet the current parking need in existing 'New Urbanism' areas.

### 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. 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.

### **Current Scope of 'New Urbanism' areas – approximately 4200 homes**

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 residents 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. Homes which own more cars than there are spaces have an on-lot parking problem.

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

### **Community Feedback and Concerns**

Over the last decade, residents 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, residents 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; parking on their front lawns.

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

#### On-street parking:

- Parking needs to be available for visitors and family members
- Parking needs to be available for home care workers
- Parking needs to be equitable and fair
- Concern with strange cars parking in front of their home
- On-street parking needs to alternate sides of the street
- Emergency access needs to be maintained
- Safety for pedestrians
- Concerns about people from other streets parking on their street
- There needs to be enough parking spots available for all who want it

#### On-lot Parking

- Parking made available on own lot for family members is acceptable
- Attractive landscaping with proper use of materials is acceptable
- Unsightly front yards if entire front yard is paved over
- Decrease in property values, especially if people park on their grass
- Possibility of people parking derelict cars on front yard
- Rain water accumulating on-street or running onto neighbouring property
- People should be able to do what they want to do on their own property

### **Past Council Direction**

In order to address parking concerns raised by residents, 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' areas.

The Council reports and member resolutions are listed below:

<b>Reports</b>	
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
<b>Member's Resolution</b>	
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

## City of Vaughan 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 residents and Council, and two have been implemented over the last five years.

### 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 60%	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</p>	Pilot continues



			instances of parked cars, 17% were parked over 3 hours, 2 cars parked overnight (on different days) and within 2-6 am window	
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

These paid permit parking programs have had minimal impact on levels of service from a public works and enforcement perspective.

## 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 resident concerns about parking in their neighbourhood. The majority of municipalities have a paid permit parking system in targeted neighbourhoods. Most municipalities ask that the residents 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

## Current Curb Cut and Driveway Widening Program

The City of Vaughan Curb Cut and Driveway Widening program allows residents to cut their curbs and widen their driveway within defined limits with respect to lot frontage. This gives residents the ability to provide extra parking on their lot. The program is cost recoverable as the resident pays for a permit to widen their driveway and a curb cut fee. The curb cut is limited by the presence of street furniture and infrastructure.

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

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

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

Amending the by-laws to allow for parking on hard landscaped areas would provide a parking solution for residents in 'New Urbanism' areas. Reviewing the amount of hard versus soft landscaping, with requirements for permeable paving options or green options, would meet the parking needs of residents.

## Driveway Widening Environmental Scan

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

## Process for determining solutions for parking in 'New Urbanism' areas

A Working Group consisting of staff from the Engineering and Public Works Commission, the Planning Commission, the By-Law and Compliance Department, the Budgeting and Financial Planning 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 blended approach of both on-street parking and on-lot parking emerged as the best solution to meet resident parking needs.

## Parking Criteria for Decision Matrix

A decision matrix was used to allow the working group to choose the best option which would meet resident 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		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	Street parking and parking pad combo (eliminated as it is redundant)
<b>Must Have</b>								
Clear to Understand from resident perspective	Y	Y	Y	Y	Y	Y	Y	Y
In the interest of the community	Y	Y	Y	N	Y	Y	Y	N
Individual resident who needs parking	Y	Y	Y	Y	N	Y	N	N
Administration (logical)	Y	N	Y	Y	N	Y	Y	Y
Financial Sustainability	N	N	Y	Y	Y	Y	Y	Y
Enforceable (logical)	Y	Y	Y	Y	Y	Y	Y	Y

The matrix is divided into two sections; the solution section and the criteria section. The solution section is further divided into solutions for on-street parking and solutions for off street parking. The solutions are depicted in columns and the criteria are depicted in rows. The un-shaded columns are the preferred solutions, the light gray columns are the solutions which have been eliminated and the dark

grey column was deemed redundant since the solution which came forward was a blended 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 resident concerns and administrative concerns and must be answered with a yes or a no

Clear to understand from resident perspective– does the resident 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 resident who needs parking – does the parking solution provide for parking for individual resident 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 resident who needs parking' as there are restrictions in the Zoning By-law 1-88 on the percentage of hard landscaping versus soft landscaping

## **Blended Parking Solution Approach**

As seen above, parking in 'New Urbanism' areas will be a blended approach. This will give residents two options to use to solve their parking needs.

### On-street paid permit parking

- 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-lot parking

- Protects streetscape and street furniture as curb cut will remain as defined in current program
- Allows for a parking option in ineligible streets for on-street parking
- Allows for a parking option on those streets where a petition is not successful
- Design guidelines will establish maximum percent of hard landscaping, type of acceptable material, percent of soft landscaping which is to be preserved
- Applies to lots frontages equal to and greater than 6.0 metres

## **Administrative/Operational Feedback and Concerns**

### **Engineering and Public Works**

#### **On-street Parking**

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, for example, and to the other side of the street during the summer. 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 residents 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.

Snow removal activities are performed most efficiently when there are no cars parked on the street. In the event of snow removal, residents will be alerted, as they with the current snow removal process, that snow removal will be taking place and to remove their vehicles from the street.



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.

### **On-lot Parking**

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

There may be an increase in complaints regarding residential driveway windrow clearing if cars are parked too close to the driveway; however, having the contractor return to perform windrow clearing after a vehicle has been moved is not the approved level of service.

## **By-Law and Compliance**

### **On-street Parking**

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.

### **On-lot Parking**

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

## **Fire and Rescue Services**

### **On-street Parking**

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 residents will no longer park in the laneways, in front of their garages, blocking the fire route.

### **On-lot Parking**

Emergency Services did not express any concerns with driveway widening.

## **Urban Design**

### **On-street Parking**

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

## On-lot Parking

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

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

## Cost Analysis of Proposed Parking Solution

### On-Street Paid Permit Parking

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 resident petition
- Engineering Street Assessments
- Signage
- Sign installation

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

**Table 1: One-Time Implementation**

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

Note that the total costs assume that all laneways will be successful with a majority of residents requesting on-street parking through a petition and the adjacent streets will meet eligible criteria for on-

street parking. If residents are not successful in their petition, or the street does not meet minimum criteria for width, pedestrian and vehicular safety, the costs above will not incur.

On average, the City will be required to fund approximately \$3,600 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.

#### On-Lot Parking

On-lot parking solutions would require residents to pay for a permit for a permeable pathway or patio adjacent to their driveway. Any costs to the City (i.e. design approval, permits etc.) would be covered in fees similar to the current Curb Cut and Driveway Widening program.

### Secondary Suites Impact

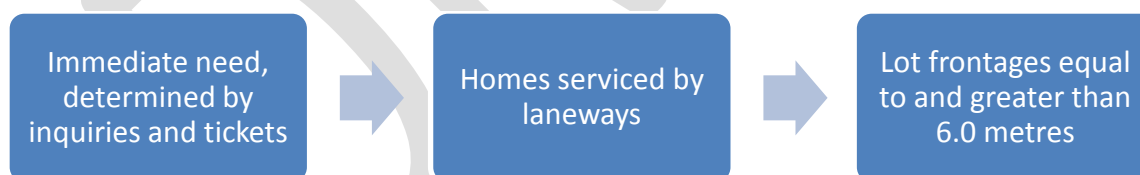
Secondary Suite legislation may have an impact on the need for parking in the 'New Urbanism' areas, as people modify their homes to provide apartments for rental income. The impact of secondary suites on the City of Vaughan is being addressed by the Task Force on Secondary Suites.

### Implementation Considerations

The following considerations need to be addressed to ensure a smooth roll out of the program.

#### Phased in approach

The program would be phased in to areas which are currently experiencing parking issues. These areas can be determined by parking tickets issues and where inquiries have been made. The order of the phases could be as below:



#### Determine which streets are eligible

To ensure safety for pedestrians and vehicular traffic, as well as, clearance for fire department vehicles, streets will need to be eligible for the on-street paid permit program. The detailed criteria will be developed once the program has been approved. However, preliminary discussion has brought the following forward:

- 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.

### **Permit time periods**

To provide the resident with minimum permit applications per year and to maximize administration efficiencies, the permits could be available in different time frame increments of one, three, six or 12 months. This would allow the resident to determine which permit time period would best suit their parking needs.

### **Permit fees**

The current permit cost is \$56.50 with applicable taxes. The environmental scan has shown that parking permits fees are different in each municipality. The parking permit fee will be determined based will be administered through the Fees and Charges By-law (369-2002) and examined as set out in the by-law.

### **Administrative processes**

#### On-street Paid Permit Parking

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 new program will impact administration in the By-Law and Compliance Department and the Emergency services Department as the following activities will take place:

- administration of the permit program
- administration of the petition process
- engineering studies to determine street eligibility
- sign installation
- increased enforcement in new on-street parking areas

#### On-lot Parking Program

Currently the Public Works Department administers the Curb Cut and Driveway Widening program with support from Building Standards. Curb cut and driveway widening applications are processed and reviewed by Public Works Department and Building Standards Department, and curb cuts are performed through Public Works. The proposed changes to the program will not significantly impact resources in Public Works.

To implement the program:

- Modification of the current Curb Cut and Driveway Widening process, including a detailed drawing showing location, material type and proper drainage
- Consideration of a payment of a one-time perpetual maintenance fee and an encroachment, if on-lot parking extends onto public property
- Development of green guidelines for hard landscaping and on-lot parking permeable options

## **By-Law Amendments**

Amendments to the appropriate by-laws will be made prior to program implementation

## **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**

It is important to make the public aware of the new program and where it is available. The communication will include information regarding the details of the program, the process to follow, impacts to road maintenance, contact information and references to the appropriate by-laws.

Communication will be through:

- Website
- Printed media
- Social media
- Councillor newsletters
- Community meetings

## **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, Engineering Services, By-Law and Compliance and Building Standards

## Acknowledgments

The following are members of the Developing Parking Solution Working Group

Andrew Pearce, Director, Development/Transportation Engineering  
Mauro Peverini, Manager, Development Planning  
Rob Bayley, Manager, Urban Design  
Jack Graziosi, Director, Engineering Services  
Brian Anthony, Director, Public Works  
Jeff Johnston, Manager, Roads Maintenance Services  
Selma Hubjer, Manager, Transportation Engineering  
Tyson Wright, Manager, Development Engineering  
Gus Michaels, Director, By-Law and Compliance  
Howard Balter, Manager, Program Costing and Special Projects  
Grant Uyeyama, Director, Development Planning  
John Caruso, Chief Fire Prevention Officer  
Rick Girard, Managing Supervisor, Enforcement Services  
Albert Chan, Supervisor, Parking, Signs and Special Enforcement  
Jennifer Rose, Manager, Special Projects

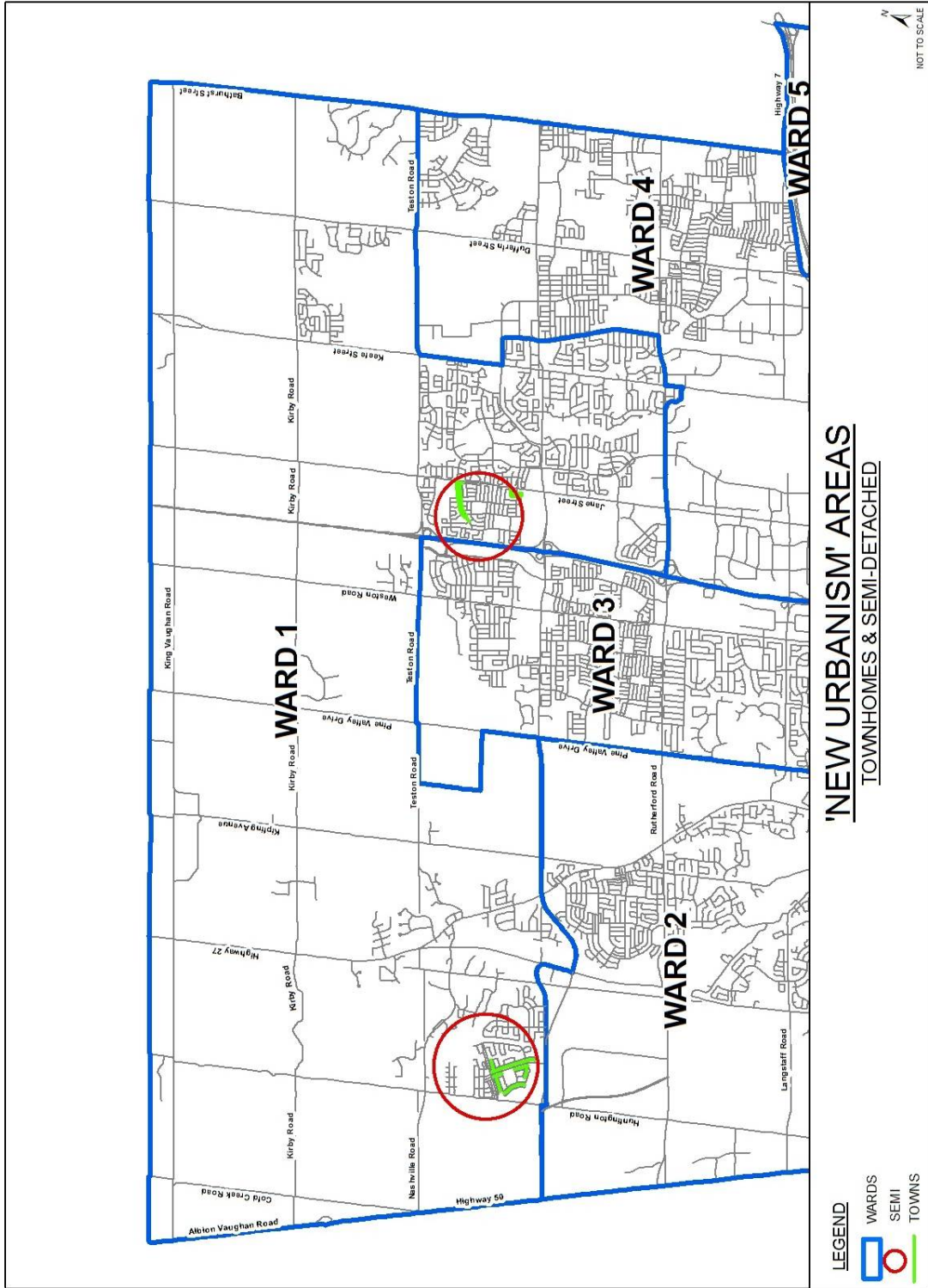
The following are members of the Developing Parking Solutions Steering Group

Paul Jankowski, Commissioner, Engineering and Public Works  
John MacKenzie, Commissioner, Planning  
MaryLee Farrugia, Commissioner, Legal and Administrative Services  
Tim Simmonds, Executive Director  
John Henry, Acting Commissioner, Finance and City Treasurer



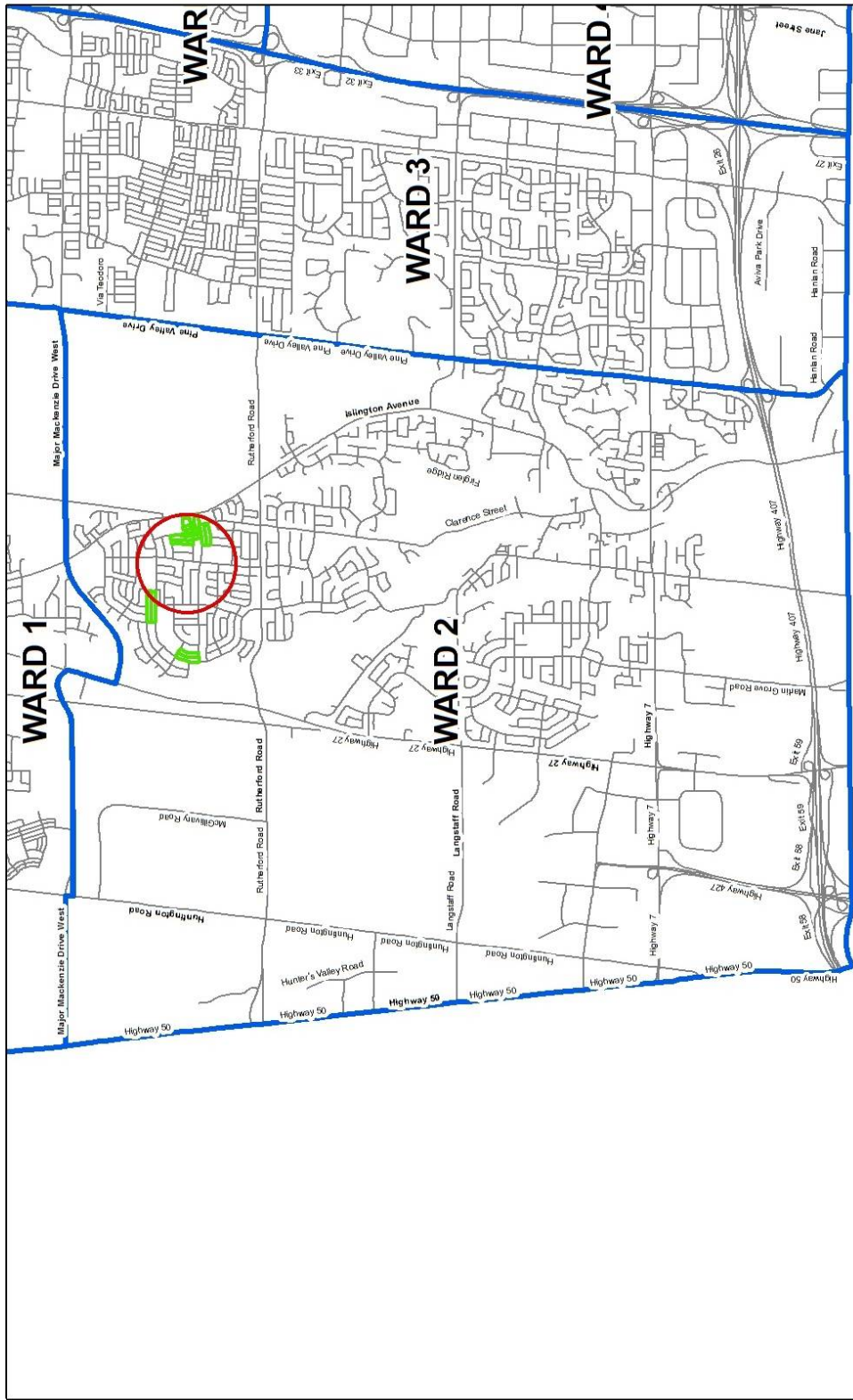
**ATTACHMENT #2 – WARD MAPS**

**WARD 1**



ATTACHMENT #2 – WARD MAPS

WARD 2



**'NEW URBANISM' AREAS**  
TOWNHOMES & SEMI-DETACHED

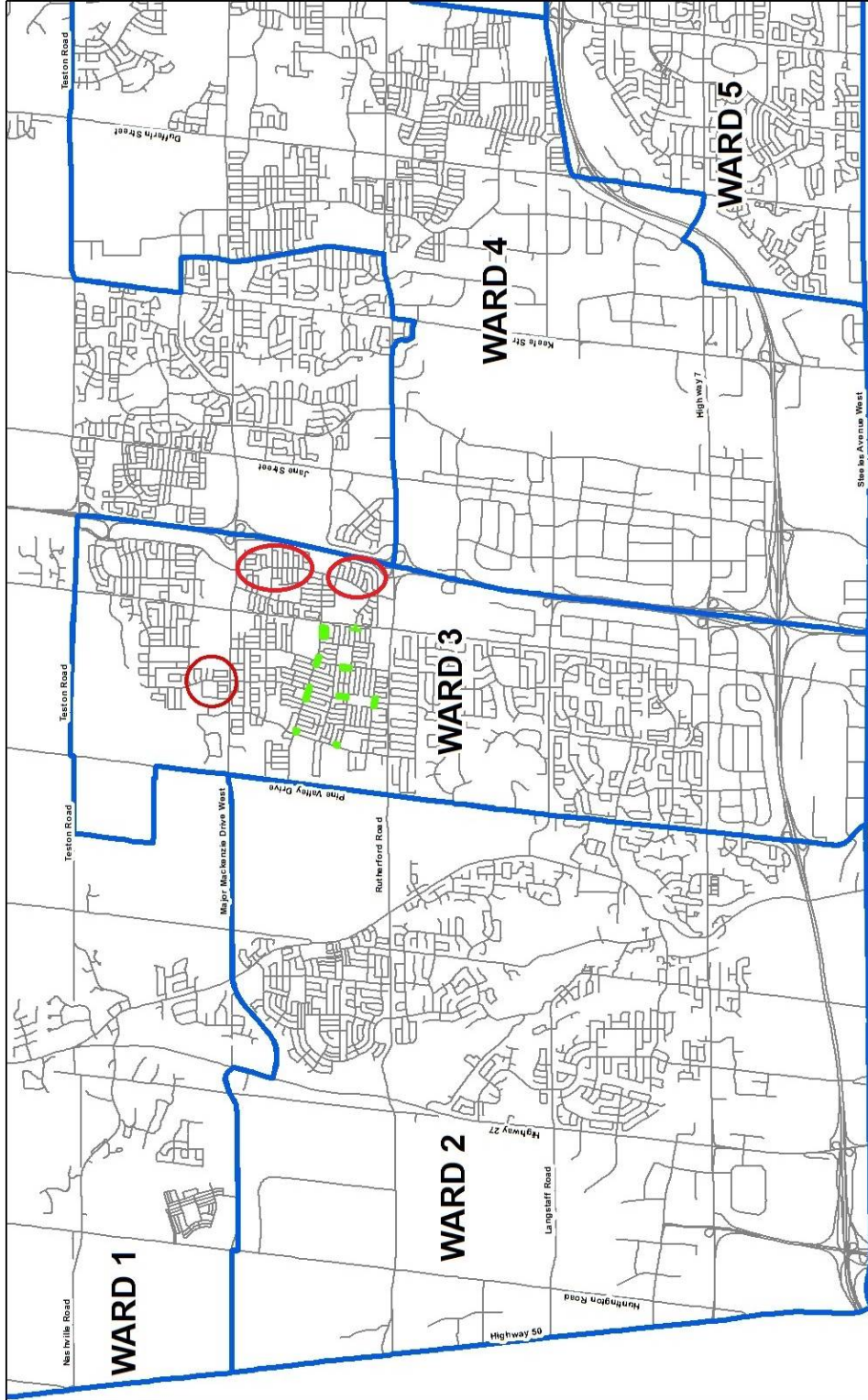
**LEGEND**

WARDS  
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**ATTACHMENT #2 – WARD MAPS**

**WARD 3**



**'NEW URBANISM' AREAS**

**TOWNHOMES & SEMI-DETACHED**

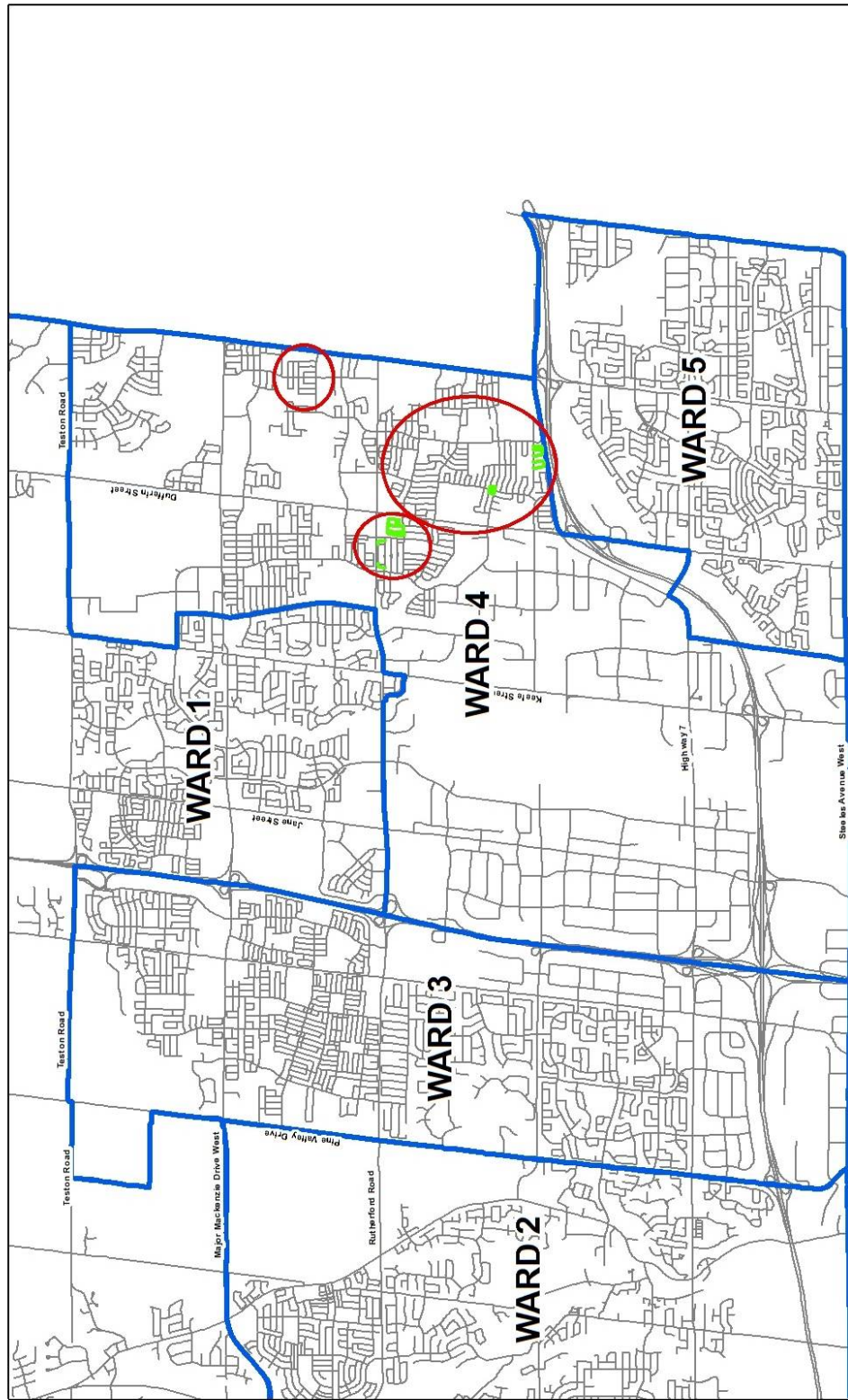
Known Parking Problem Areas for Residents





ATTACHMENT #2 – WARD MAPS

WARD 4



**'NEW URBANISM' AREAS**  
TOWNHOMES & SEMI-DETACHED

**LEGEND**

- WARDS
- SEMI
- TOWNS

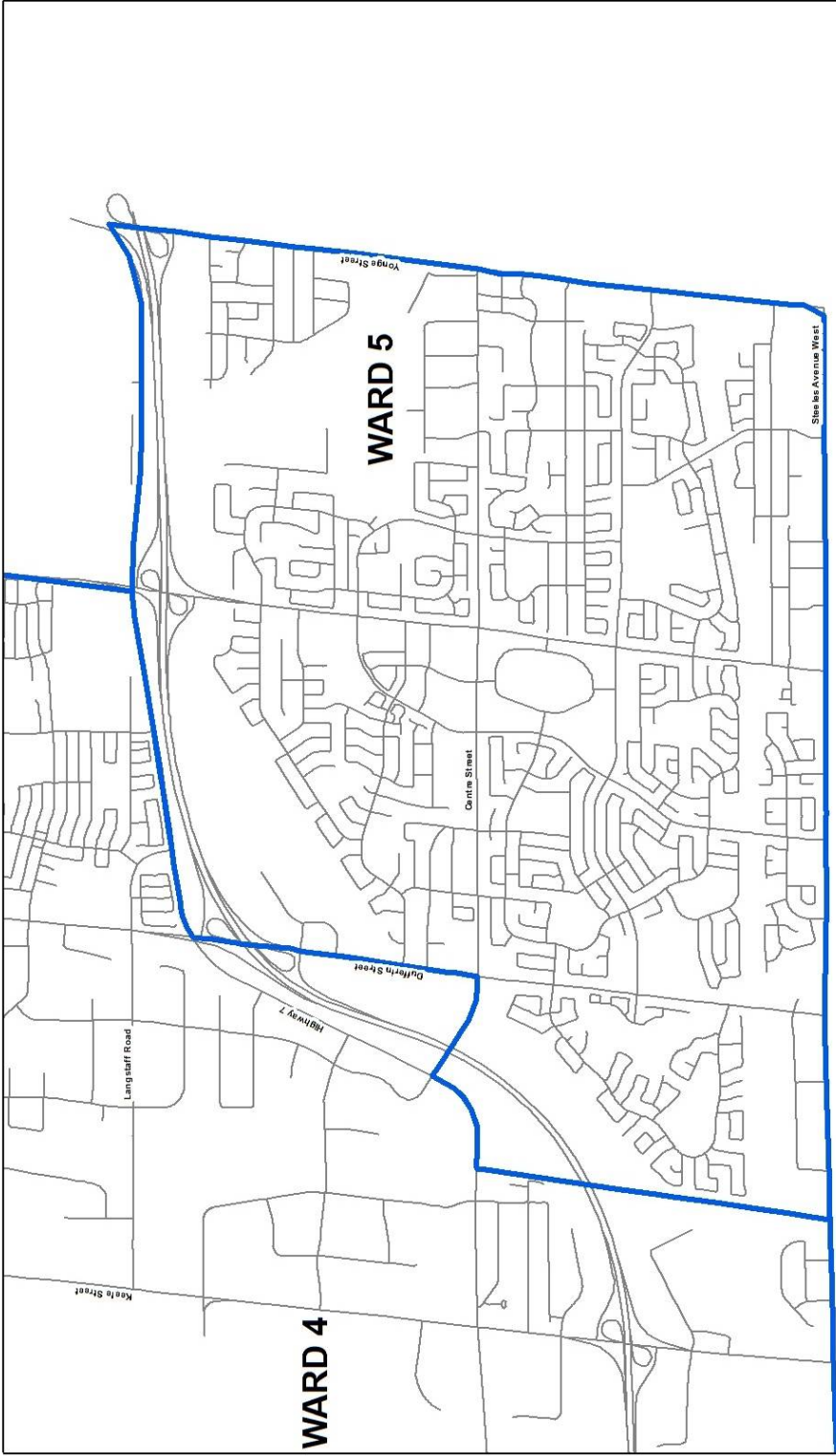


ATTACHMENT #2 – WARD MAPS

WARD 5

WARD 4

WARD 5



**'NEW URBANISM' AREAS**  
TOWNHOMES & SEMI-DETACHED

LEGEND

WARDS	SEMI	TOWNS

