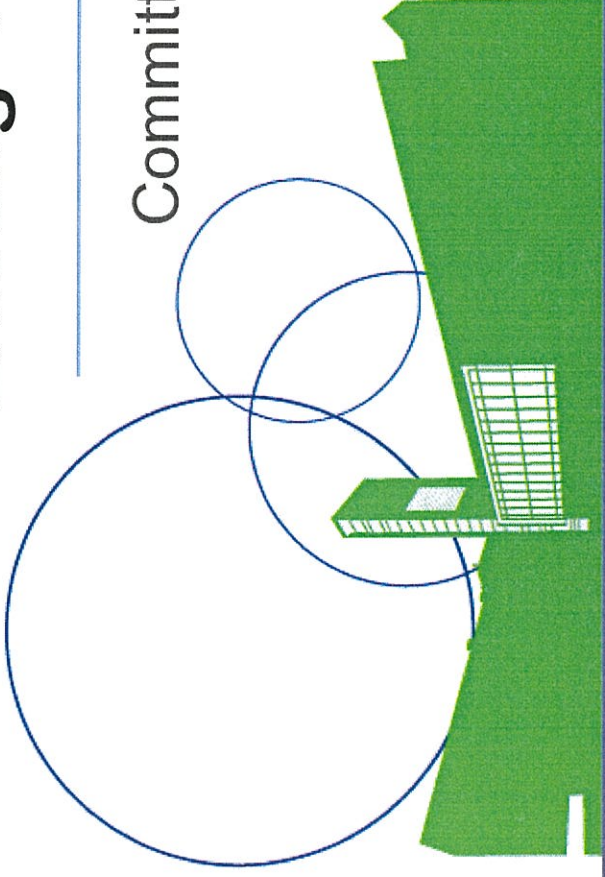


C7 CW(ws)
December 3/13
Item 5

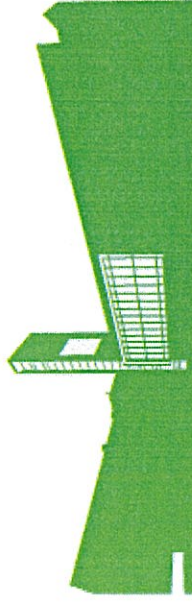
Proposed Parking Strategy for Existing 'New Urbanism' Areas

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

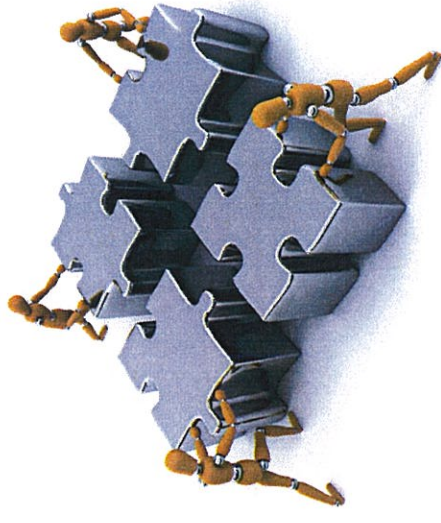


Objective of Today's Presentation

- 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



3

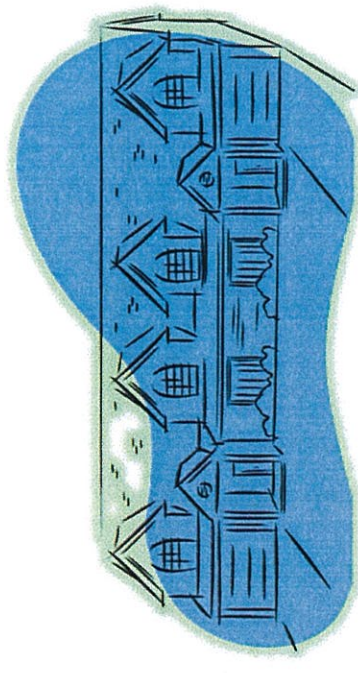


'New Urbanism' defined

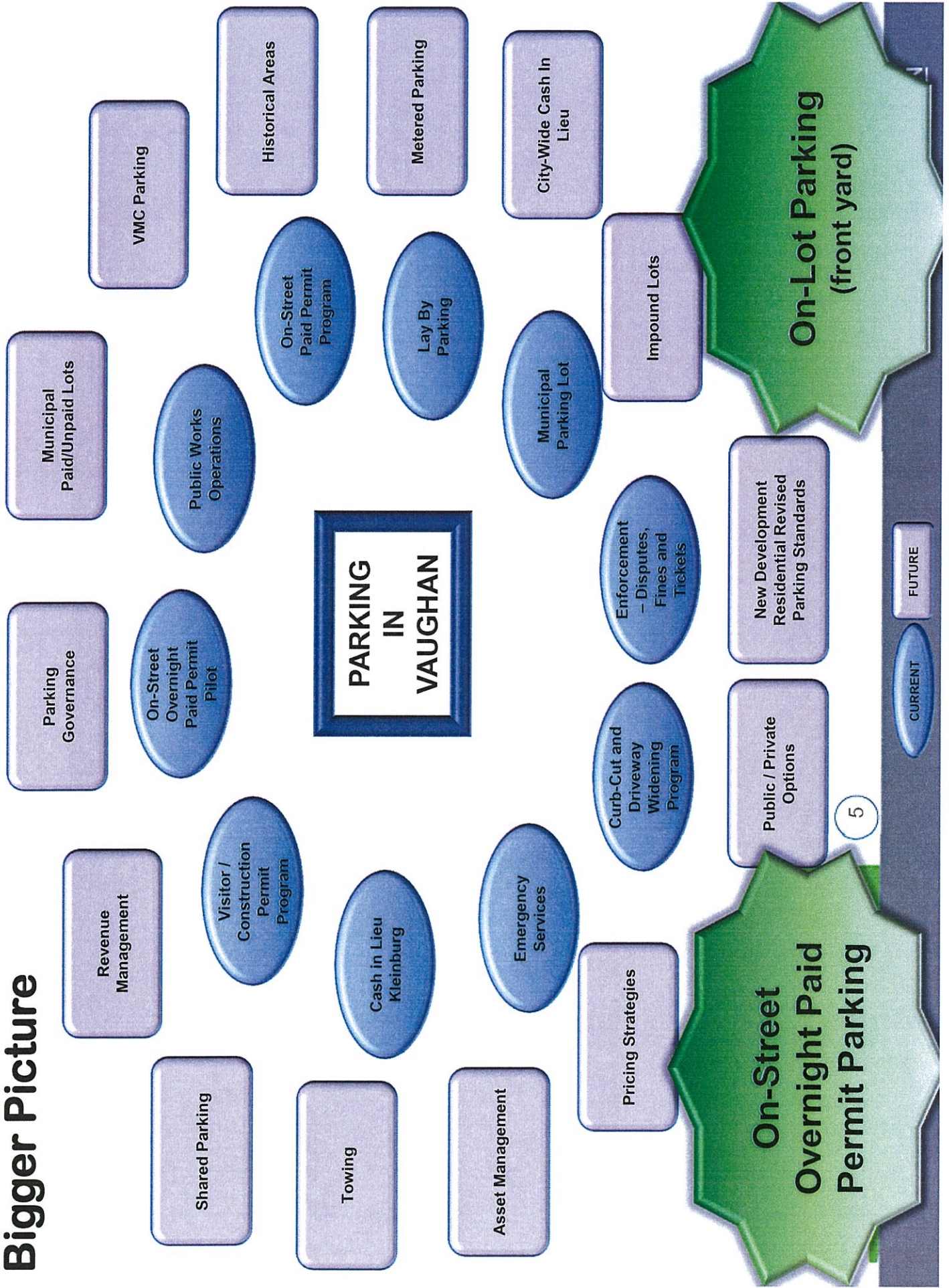
- 'New Urbanism' describes an area typically composed of townhouses, semi-detached and detached homes with one car garage and have reduced frontages
- Usually parking is limited to two spaces
- Townhomes serviced by laneways have a one or two car garage behind the home, with no driveway
- 'New Urbanism'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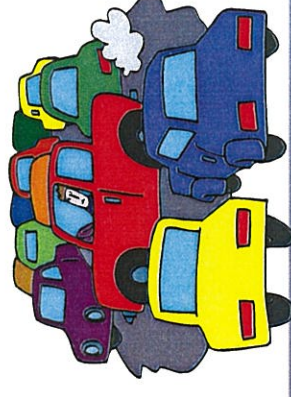


Common Problem

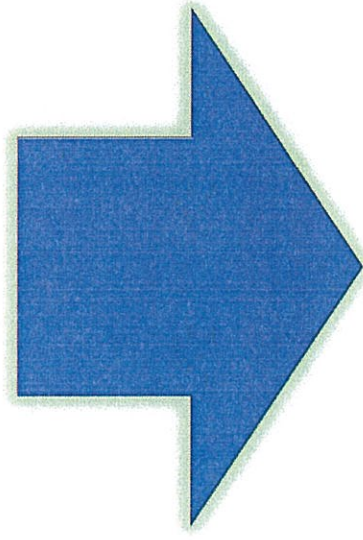
- Other Ontario municipalities are struggling to meet current resident parking needs, while building for a future which encourages less dependence on the vehicle
 - “Changing the Rules for Street Parking” and “Concerns about parking changes raised at council” – *Cambridge Times*, November 8, 2013
 - “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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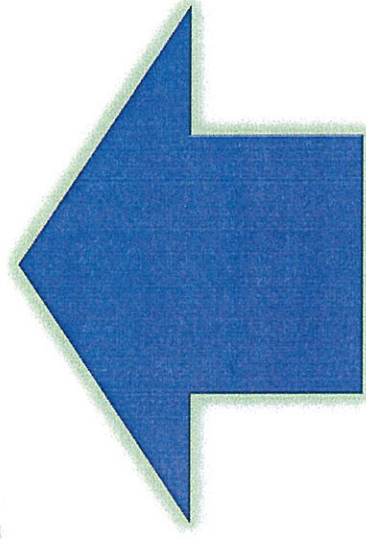


Balancing Act



'New
Urbanism'
Guidelines

Current
Reality of Car
Dependence



Vaughan's Current By-Laws

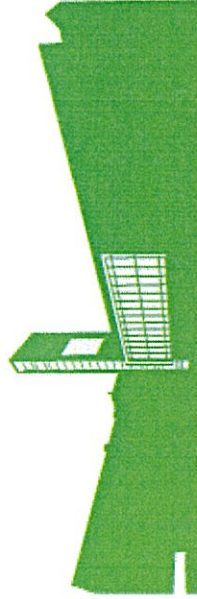
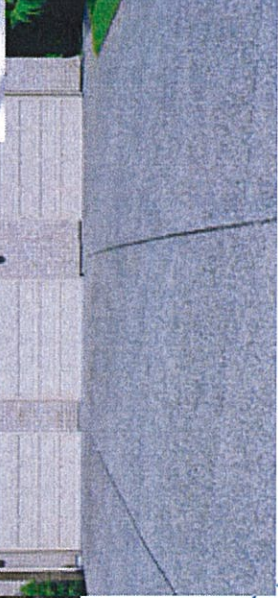
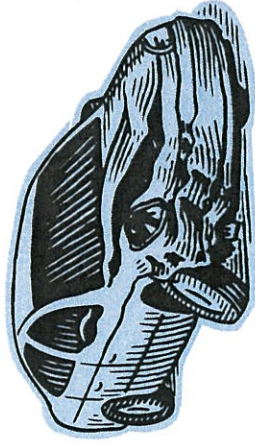
- Parking By-law 1-96
 - Restricts parking to a maximum of 3 hours on City streets
 - Does not allow for overnight parking; that is, parking between 2 am and 6 am
- Zoning By-law 1-88
 - Does not allow for parking on hard landscaping
 - 33% of the front or exterior side yard must be landscaped, with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



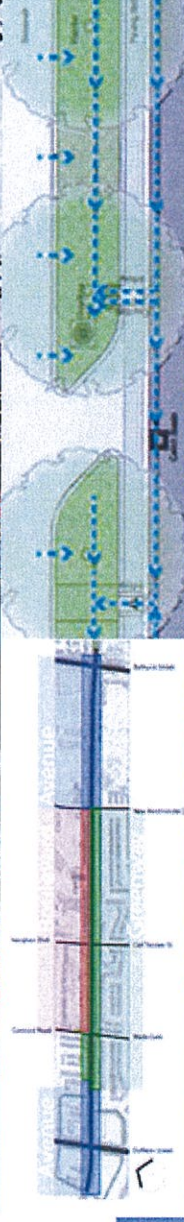
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Resident Concerns

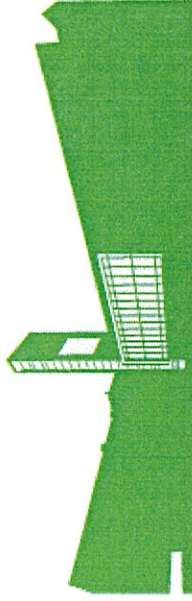


Admin and Operational Concerns



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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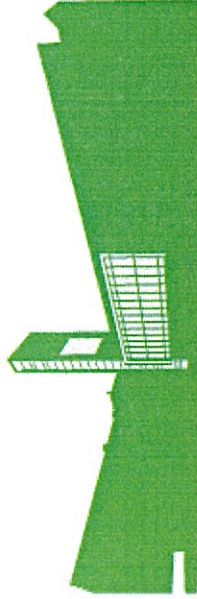
Environmental Scan

Paid permit parking is only allowed in certain areas, streets are considered for program once brought forward by residents or Councillor

Overnight parking is limited to the summer only (except Milton)

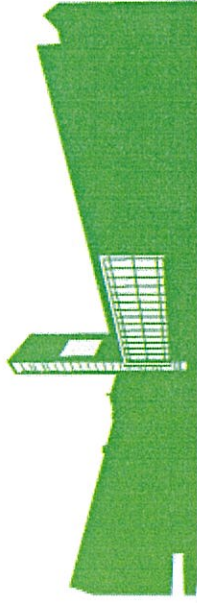
Similar to Vaughan

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

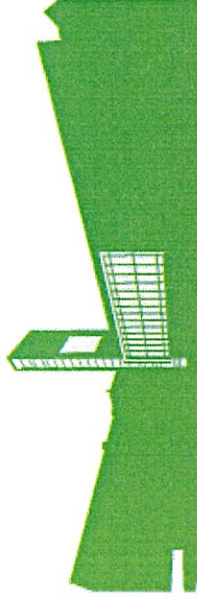


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Decision Making Criteria

- **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'



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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



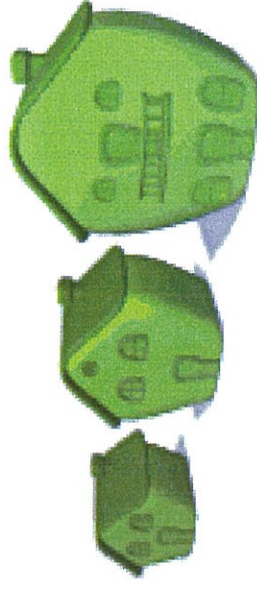
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Some streets and lots may not be eligible

- 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

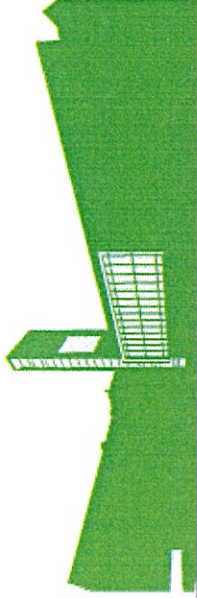


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Implementation Considerations

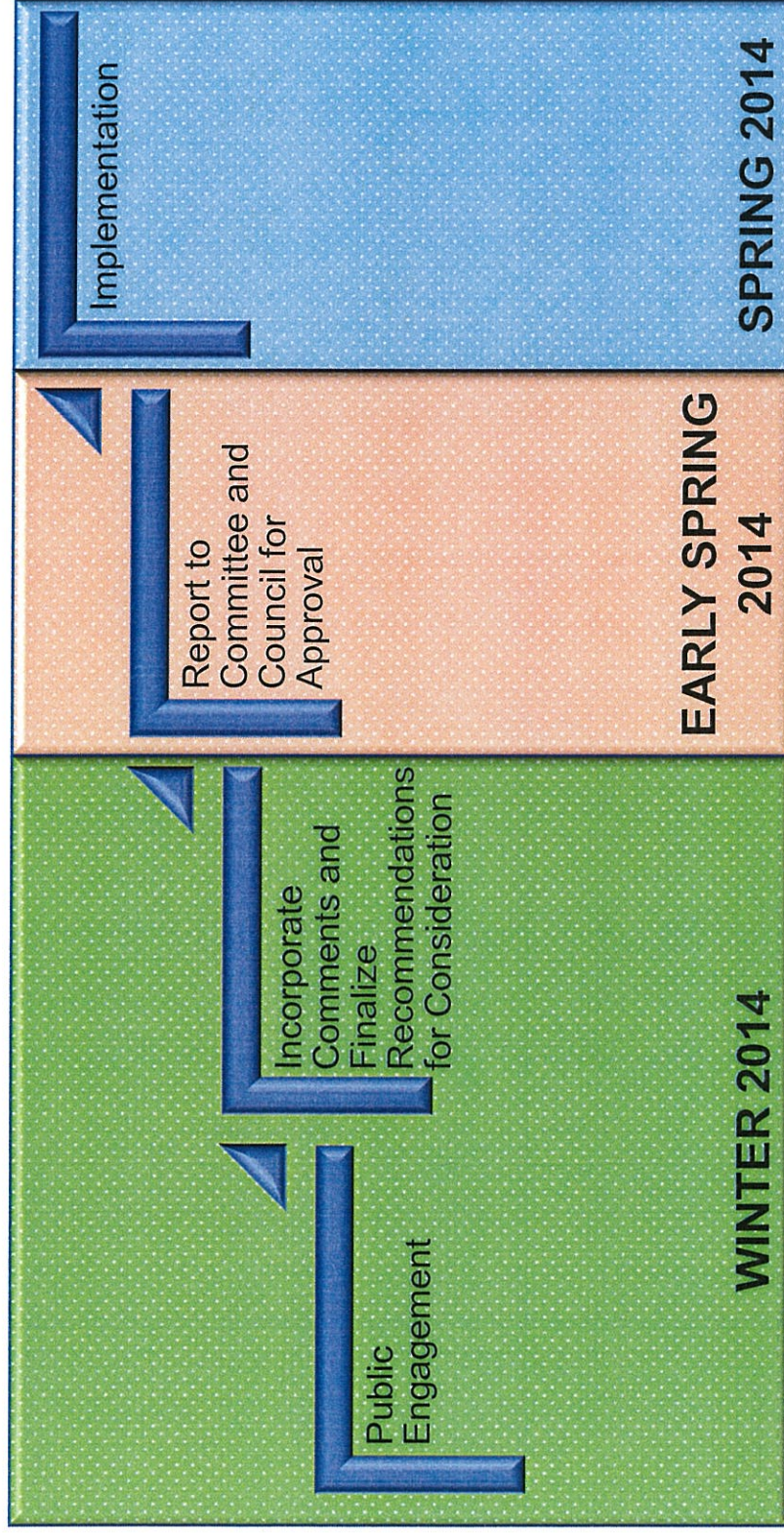
- Phased-in approach
- How to gauge neighbourhood interest
 - Petition – full street, partial street participation or just implement
- Determine which streets and lots are eligible
- Permits to be paid for a 1, 3, 6 or 12 month period
- Cost of permits
- Communication and education
- Administrative processes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



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Next Steps



Questions?



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