



Town of East Gwillimbury

CORPORATE SERVICES REPORT CS2021-03

To: Council

Date: March 23, 2021

Subject: Permitted Overnight Parking Pilot

Origin: Corporate Services, Economic Development Department

RECOMMENDATIONS

1. **THAT** Corporate Services, Economic Development Branch Report CS2021-03 dated March 23, 2021, entitled “Permitted Overnight Parking Pilot” be received; and
2. **THAT** Council approve the Permitted Overnight Parking Pilot; and
3. **THAT** 6 overnight parking spots be made available to residents through a paid, permitted parking program in municipal lots adjacent to the Ross Family Complex, Civic Centre, and Holland Landing Community Centre for a total of 18 parking spots to alleviate identified parking pressures in residential areas; and
4. **THAT** parking permits be offered on a first come first served basis at a monthly rate of \$100.00 per month with any credit card fees associated with the purchase of parking permits for this pilot initiative being paid by the Town; and
5. **THAT** the pilot program operates for a period of 6 months commencing April 12, 2021 and ending September 12, 2021 to permit overnight parking in designated spots between the hours of 5:00 pm and 7:00 am.

PURPOSE

The Permitted Overnight Parking Pilot initiative is proposed as an interim measure to address immediate parking challenges that have been identified by residents while a more comprehensive analysis is undertaken concurrently. The comprehensive analysis will review parking policies from a Complete Communities perspective that considers emergency response, infrastructure maintenance, environmental sustainability, and social inclusion.

The proposed approach will leverage existing excess parking capacity in municipal lots to provide an option for residents facing insufficient parking availability at their place of residence.

BACKGROUND

A cross-departmental team consisting of By-Law Enforcement Services, Parks Development & Operations, Municipal Facilities, Customer Service, Information Technology, and Economic Development was established to identify a solution to ongoing parking capacity challenges. The proposed temporary solution offers parking in municipal lots where sufficient excess capacity exists. The specific parking site locations were selected based on efforts to ensure minimal disruption to programs and services operating at the facilities.

In recent months, the municipality has identified a growing number of resident concerns related to capacity for overnight parking. Vehicles parked on the street due to insufficient parking capacity at a residence are subject to repeated fines and can impair the safe operations of emergency vehicles and snow removal equipment.

A lack of access to parking has been demonstrated to have a disproportionately negative impact on residents who are residing in accessory apartments (where insufficient parking exists), or in circumstances where multiple families reside in one dwelling as a result of economic pressures (working age adults unable to independently enter the housing market), or as a result of the pandemic (adult children living at home due to job loss or changes to their post-secondary programs).

ANALYSIS

The 3 municipal lots were selected based on parking capacity, proximity to residential communities, and geographic dispersion within the Town.

The pilot program is intended to alleviate immediate resident concerns where no viable parking options exist and where there is risk of repeated fines and / or significant negative economic impact. The approach recognizes that, in the absence of a robust public transit system, that residents are reliant on personal vehicles to participate in the economy and to access services including, but limited to healthcare, education, and childcare.

It is recommended that parking permits be made available on a monthly basis only for the duration of this pilot initiative. The proposed approach seeks to address ongoing resident parking challenges that are of a longer duration and seeks to provide a level of continuity and predictability for residents who participate in the program. It is recognized that, while the pandemic persists, creating capacity for visitors and guests will not be a municipal priority.

The impact of the program will be monitored and evaluated on an ongoing basis to ensure that it is meeting the intended objectives. By-Law and Enforcement staff will lead efforts to monitor program implementation and will be well-positioned to identify any concerns or recommended changes. The findings will serve to inform the longer-term strategy by helping to quantify existing and emerging parking needs that can be expected to accompany increased population growth.

A review of surrounding municipalities highlighted the following with respect to permitted parking in municipal lots:

Municipality	Permit Parking Available in Municipal Lots	Fee
Vaughan	No	
Richmond Hill	Yes	April 1-Sep 30 at Lake Wilcox waterfront park ranging from \$4-\$5 per hour
Markham	No	
Aurora	Yes	1 Day \$10.57 3 Days \$22.85 1 Week \$33 1 Month \$101.30 5 Months \$166 6 Months \$220.82 1 Year \$364
Whitchurch-Stouffville	Yes	Daily \$5.00 Weekly \$15.00 Monthly \$31.00
Newmarket	Yes* *Temporary program developed as a pandemic response	No fee
King	Yes	\$25.50 per hour plus HST
Georgina	Yes	Summer parking at waterfront parks (\$20-35 per day) \$6 per hour

FINANCIAL IMPLICATIONS

It is anticipated that there will be a cost of approximately \$1200.00 associated with producing and installing temporary signage. Potential revenue generation for a fully subscribed program is \$10,800.00.

The proposed fee structure of \$100.00 per month is based on an analysis of comparable rate structures in surrounding municipalities. The intent is to remain cost effective for residents, while ensuring that municipal resources are managed effectively. Ensuring that the program is accessible to those who need it most remains a priority. The proposed approach recognizes that, as will other resident services, the municipality maintains the ability to respond to individual economic circumstances on a case-by-case basis.

The recommended fee structure is based on an analysis of similar programs and fee structures within York Region. By-Law Enforcement Services currently have the required software and equipment to manage an electronic parking permit program. No additional equipment or software purchases are required to operate the pilot program.

Fees collected will serve to offset costs associated with program administration, enforcement, and any additional facility maintenance costs such as installation of temporary signage.

NEED FOR PUBLIC CONSULTATION

Public consultation will be a key component of the development of a longer-term, comprehensive solution, but is not required for the implementation of this pilot program. The pilot program has been developed in response to resident concerns and provides a temporary solution within the constraints of existing resources and infrastructure.

ALIGNMENT TO STRATEGIC PLAN

The recommendations of this report align with the following Strategic Priority(ies):



Responsible Growth & Environmental Protection

Ensure that communities are built in a respectful manner, with resident and business quality of life protected

Advocate for a variety of housing and employment options for residents in every stage of life



Build Complete Communities

Effectively manage new and existing assets to deliver exceptional services to residents while ensuring a sustainable community



Quality Programs & Services

Provide programs and services that are inclusive, affordable, and accessible to all residents

Continue to advocate for a safe and livable community for our residents while leveraging opportunities and partnerships

CONCLUSION

Approval of this pilot initiative is recommended as a means of addressing an immediate resident concern and as a means of exploring options to best meet the needs of our growing community.

APPENDICES

Appendix A – Map of Designated Overnight Parking at Holland Landing Community Centre
Appendix B – Map of Designated Overnight Parking at Civic Centre
Appendix C – Map of Designated Overnight Parking at Ross Family Complex

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Attachment #2 - East Gwillimbury Civic Centre
Proposed Parking Permits (6)



Proposed Permitted
Parking Spots

Ross Family
Complex

Centre Street