



**SUBJECT: On Street Residential Pay Parking Program**

**TO: Community and Corporate Services Committee**

**FROM: Transportation Services**

Report Number: TS-04-16

Wards Affected: All

File Numbers: 745

Date to Committee: July 11, 2016

Date to Council: July 18, 2016

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**Recommendation:**

Approve an On-street Residential Pay Parking Permit Program as outlined in transportation services department report TS-4-16.

**Purpose:**

To respond to staff direction SD-38-14.

Direct the Director of Transportation Services to develop a permit parking system, in consultation with the community, giving consideration to all the past feedback and piloted changes, to address the needs of residents who have more vehicles than they can park on their own property, and to report the results to Council in September 2015.

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**Background and Discussion:**

In 2014, Council directed staff to develop a permit parking system in consultation with the community to address the needs of residents who, for various reasons, find that they have more vehicles than they can park on their own property. This was one of a number of staff directions aimed at alleviating the parking issues being experienced in a number of neighbourhoods throughout the city.

Report TS-2-16 was deferred at the January 12, 2016 Development and Infrastructure Committee Meeting in order for staff to report back taking into consideration the following comments from Council and the public:



- Keep Neighbourhood On-Street Parking Program (NOSPP) for existing streets
- Communicate this plan to the Orchard Community, Uptown Community and Thomas Alton Boulevard residents
- Additional time for public communication
- Permit price of \$500 per year was thought to be too high
- Consideration for permits to be issued by designated zones
- Consideration to compel permit holders to park in front of their house
- Consider allowing street residents to determine if a permit should be issued to an individual
- Residents should be allowed to park in City Park Lots.

### **Public Engagement and Results**

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|------------------------|---|
| April 23 & 30, 2015    | - Burlington Post City Update promoting Insight Burlington Parking Survey and public meeting information.   |
| April 24 - May 7, 2015 | - Insight Burlington Survey posted online   |
| May 6, 2015            | - Public meeting at Tansley Woods Community Centre  |
| December 15, 2015      | - Notification letter mailed to each owner/occupant who lives on a street that has the Neighbourhood On-Street Parking Program (NOSPP) designation.   |
| June 6, 2016           | - Mail a notification letter to each owner/occupant who live on NOSPP street including the Orchard and Uptown communities 2-weeks prior to the July 11, 2016 Community and Corporate Services Committee date. |

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### **Staff Recommendation**

Staff have considered all the Council comments in formulating a pay permit parking system. The majority of the suggested modifications have been accommodated with the exception of the following:

Allow street residents to determine the validity of the parking permit request:

The primary reason for considering a pay parking permit system, as indicated previously, is to provide choices for residents who find themselves, for one reason or another, unable to accommodate their parking demand on site. Allowing residents living on a particular street the ability to determine the parking need of any one individual will



undermine the intended purpose of the proposed system. For this reason, staff do not support moving forward with this restriction.

Compel permit holders to park in front of their properties:

In order for this rule to be enforced, vehicle plates will need to be cross referenced with addresses which can only be done through a request to the province. This is a very time consuming process and in most cases unnecessary if there is ample room on the street to accommodate the parking demand. At this time, staff do not recommend going forward with this suggestion, however, it can be examined in the future if the need arises.

Staff recommends the residential on-street permit program consist of the following:

**1. Free On-Street Exemption Program (15-Days):**

Continue with existing parking exemption program, 15-days per plate per calendar year.

**2. Implement On-Street Pay Parking Program:**

**Qualification Criteria**

- permit is for passenger vehicles only in a residential area (excludes the rural area)
- resident must demonstrate to staff that the extra vehicle cannot be accommodated on their driveway and/or garage
- resident must provide proof that all vehicles are registered to their address
- one vehicle may be registered per permit
- additional vehicle permit requests from the same residence will be considered on an individual basis.

**Permit Fees**

- \$30 per month per vehicle (includes hst)
- \$350 per year per vehicle (includes hst)

**Existing NOSPP Streets**

All NOSPP programs will be grandfathered which means that people who live on the NOSPP streets will be provided a free permit until such time that there is a change of ownership. At that point, the new homeowners will have to apply through the new process.



### **Exclusion**

Free permit does **NOT** apply to NOSPP streets in the Orchard Community, Uptown Community and Thomas Alton Boulevard lay-bys as these were pilot projects approved under DID-2-13 by Council on December 9, 2013.

### **Permit Allows:**

- parking on any residential street parallel to the curb-line
- vehicles to park on any street within their ward boundary
- vehicles to park 24/7 on streets that do NOT have parking restrictions
- vehicles to park during snow removal, which will be monitored initially and if any issues arise, further restrictions may be imposed
- vehicles to park in Orchard Community Park & Lampman Park:
  - April - October from 11pm - 7am, and
  - November - March at any time
  - requests to park in other park lots will be reviewed with Roads & Parks Maintenance Staff to determine suitability.

### **Permit Rules / Exclusions**

- permit does not allow vehicle to park on downtown streets, lots or garage during pay parking days and times
- permit is not for a large vehicle, recreational vehicle, school bus, trailer, etc.
- permit does not allow an inoperable vehicle to park on the street
- permit may be cancelled for misuse and a pro-rated fee will be refunded
- permit does not allow a vehicle to be parked on the street in the same location for more than 48-hours.

### **3. Existing Program:**

- Cancel Temporary Parking Program that allowed vehicles to park:
  - perpendicular in lay-by areas
  - on the paved apron (area between the sidewalk and the curb line) and to overhang 2' onto the roadway from the curb line.
- Effective September 1, 2016.



### **Timing/Implementation:**

- Changes to be effective September 1, 2016 to update the software program and to make the necessary by-law changes.
  - Honour the NOSPP program on existing streets until August 31, 2016. A letter will be mailed to each resident informing them of the changes immediately after Council approval.
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### **Financial Matters:**

The estimated costs to implement the recommended pay parking program are:

- \$1,000 for advertising the pay parking permit program
- Additional costs for snow clearing to be determined.

### **Source of Funding**

Staff anticipates that the annual revenue will offset the costs of the permit software and the potential additional snow removal expenses.

### **Other Resource Impacts**

Fire, Roads & Parks Maintenance and Parks & Recreation Departments were consulted during the preparation of this report and expressed support for the recommended approach.

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### **Public Engagement Matters:**

Extensive communication will be provided to residents through various methods:

- Updates on the City and Parking Services websites and City Talk magazine
  - Advertise in the Burlington Post - City Update section
  - Social Media (Twitter, FaceBook and You Tube)
  - Direct mail to the residents who live on NOSPP streets and/or community.
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**Conclusion:**

Most Burlington residents can accommodate all of their vehicles in a garage, driveway or completely on the paved apron (area between the sidewalk and the curb line) without overhanging onto the roadway.

The proposed pay parking permit program is intended to strike a balance between meeting residents' needs with a reasonable solution. This program offers choices for residents who accommodate extra vehicles on their property or have experienced changes with their family dynamics, such as children returning home from university, elderly parents living in the same home, etc.

Therefore, staff recommends the implementation of a pay permit program on residential streets and that the Parking & Idling By-law and the Administrative Monetary Penalties By-law be repealed and replaced with new by-laws which will be placed on the Council Agenda for July 18, 2016 that reflect the recommended changes.

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Respectfully submitted,

Rita Hardy

Supervisor of Parking Services

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**Notifications:**

**Report Approval:**

All reports are reviewed and/or approved by Department Director, Director of Finance and Director of Legal. Final approval is by the City Manager.