

VMC Sub-Committee Report

DATE: Wednesday, May 27, 2020

WARD(S): 4

TITLE: VMC PAY-AND-DISPLAY ON-STREET PARKING PILOT PROJECT

FROM:

Bill Kiru, Acting Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

To seek authorization to implement a two-year pilot project for 'pay-and-display' on-street parking in the Vaughan Metropolitan Centre (VMC) Mobility Hub area.

Report Highlights

- Phase 1 of the VMC Parking Strategy was implemented with the opening of the subway station in 2017
- Based on the construction of transit infrastructure, office buildings, upcoming Centre of Community (YMCA, City of Vaughan Library and community centre, daycare, and PwC) and first residential projects, the opportunity to implement the next phase of the VMC Parking Strategy is timely
- Parking management opportunities for pay-and-display on-street parking in the VMC are being explored through a two-year pilot project at the core of the Mobility Hub
- A Request for Information (RFI) was issued to obtain information for the pilot project related to the management of on-street parking
- The pilot project will help to develop a business case for the potential implementation of permanent pay-and-display on-street parking, based on first-hand experience

Recommendations

1. That staff be directed to implement a two-year pilot project for on-street paid public parking in the VMC Mobility Hub area; and
2. That staff be directed to create a new capital project in the amount of \$350,000.00, funded from the DC Engineering Reserve, to allow for the implementation and operation of the pay-and-display parking meter pilot project.

Background

The VMC is transitioning from an industrial and commercial landscape with abundant on-site parking (both on-street and private lots) that was built according to previous car-dependent zoning by-law parking standards. Early development in the VMC is reflecting the City's vision of transitioning to an urban downtown where development will be well served by transit.

As the VMC began developing into a dense, mixed-use, transit-oriented community, the City anticipated the impacts of all modes of travel that needed to be considered. To that end, the City embarked on developing a long-term VMC Parking Strategy for the downtown to encourage development, manage short-term issues, identify challenges and opportunities, and support the ultimate vision of a downtown.

In 2016, to coincide with the opening of the Toronto Transit Commission (TTC) Subway station in the VMC, the City completed an early deliverable of the Parking Strategy to help manage the expected parking impacts of the first phase of development in the Mobility Hub. Phase 1 of the Parking Strategy was implemented in December 2017, as identified in Attachment 'A'. To support the Phase 1 recommendations of the Parking Strategy, By-law 097-2017 was enacted on June 27, 2017 to introduce parking restrictions within the VMC Mobility Hub. The parking restrictions were intended to limit commuter parking within and around the transit hub and to encourage citizens to use sustainable modes of transportation such as walking, cycling and transit in the downtown.

Previous Reports/Authority

[VMC Current Parking Conditions and Strategy For Management](#)

[VMC Implementation Plan and Priority Infrastructure Project Update March 2019](#)

[Mobility Hub Construction Update April 2018](#)

[VMC Term of Council Priorities and Implementation Update April 2018](#)

Analysis and Options

With the opening of the recent transit infrastructure, office building, upcoming Centre of Community and residential projects, the opportunity to implement the next phase of the Parking Strategy recommendations is timely

While the initial Parking Strategy was intended to temporarily restrict on-street parking and to reduce commuter parking within the Mobility Hub, the opportunity to implement the next phase of the strategy is timely. The opening of the recent bus terminal and office building, upcoming Centre of Community and residential projects in the Mobility Hub, enable the next phase of the Parking Strategy to proceed.

The next phase of the VMC Parking Strategy presents opportunities to mitigate existing concerns from residents and businesses

Since the opening of the TTC Subway station in December 2017, concerns from residents in the area have been raised with respect to the lack of public parking and over utilization of the limited number of passenger pick-up drop-off (PPUDO) spaces, which is creating compliance and enforcement challenges. With rapid growth in the VMC Mobility Hub the demand for parking continues to rise with the development of the downtown, more specifically the availability of short-term on-street parking adjacent to key destinations for residents, businesses, delivery operators, transit passenger pick-up/drop-off activities, taxis, and transportation network companies. Introduction of short-term on-street parking will mitigate some of these concerns related to the lack of public parking and relieve PPUDO spaces for their intended use (10-minute transit passenger pick-up/drop-off activity). The relaxation of parking restrictions to permit short duration paid on-street parking will also address the rising demand for curbside deliveries as a result of the COVID-19 pandemic.

An RFI was released to better inform the City of parking management opportunities for a pilot project in the VMC

A Request for Information (RFI) was released in February 2020 to assist the City in obtaining information for a proposed pilot project related to the management of on-street parking. The RFI was prepared by the VMC team in collaboration with other City Departments, such as By-law and Compliance Licensing and Permit Services, Transportation and Fleet Management Services, Economic and Cultural Development, Policy Planning and Environmental Sustainability and Procurement Services.

The objective of the pilot project is to implement short duration (e.g. 2-3 hour maximum) on-street parking to address the parking demand observed on three municipal streets

within the Mobility Hub; New Park Place, Apple Mill Road and the new segment of Buttermill Road adjacent to the bus terminal, as identified in Attachment 'B'.

The pilot project is proposed on three municipal streets in the VMC Mobility Hub immediately adjacent to key destinations

New Park Place is a pedestrian-priority local street with a 22m right-of-way (ROW) which accommodates two vehicular lanes with parking and sidewalks on both sides of the street. PPUDO spaces are provided along both sides of the street from Millway Avenue to approximately 140 metres west. The remainder of the street currently has parking prohibitions on both sides of the street and 'No Stopping' restrictions during the morning and evening peak commute hours. Due to the daily parking demand observed since the opening of the subway station in December 2017, opportunities exist to revisit the parking and stopping prohibitions on New Park Place.

Apple Mill Road is a 'Minor Collector' roadway with a 4-lane cross section, wide sidewalks and dedicated cycling facilities on both sides. The road exists today in its entirety between Applewood Road and Jane Street, a stretch of 950 metres. On-street paid parking, as part of this pilot project, is only being contemplated for the 330m segment between Edgeley Boulevard and Millway Avenue, which is in the core of the Mobility Hub. Currently, the same parking and stopping prohibition exists for Apple Mill Road as mentioned above for New Park Place; a parking prohibition anytime on both sides of the street and 'No Stopping' restrictions during the morning and evening peak hours. Due to the observed parking demand and future development potential, an opportunity exists to revisit the parking and stopping prohibitions.

Buttermill Avenue will be a newly constructed local street of approximately 250 metres extending from Portage Parkway to Apple Mill Road. Similar to New Park Place, the 22m ROW has been designed to accommodate two lanes of vehicular travel, wide pedestrian sidewalks and two lanes of on-street parking on either side of the street. Parking needs to be managed for the new road due to its proximity to the adjacent transit facilities; the SmartVMC Bus Terminal and VMC Subway Station. Buttermill Avenue is expected to open in Q4 2020 in conjunction with the opening of the Centre of Community. These new parking options will provide short-duration public parking for various users, including visitors of the new community centre, public library and YMCA building. See Attachment 'A' for existing parking and stopping restrictions in the VMC Mobility Hub.

Reducing the existing parking restrictions and implementing the short duration (e.g. 2-hour maximum) on-street parking on these proposed streets would permit optimization of the pavement width which was designed to accommodate parking. Availability of on-

street parking would also permit PPUDO spaces to be better utilized for their intended purpose; for pick-up/drop-off activity.

The pilot project will allow the City to gauge future parking demand as a result of continuing development in the City’s emerging downtown, such as the opening of the new Centre of Community in late 2020.

A Future Request for Proposal (RFP) is forthcoming based on Council direction received through this report and information collected through the RFI

A future RFP will be developed based on the information received through the RFI and subject to Council approval to move forward with the pilot project. Timing for the implementation of the project is anticipated to align with the opening of the new Centre of Community. With Council approval, the RFP is expected to be released in Q3 2020. Installation of the parking meters is anticipated over the summer months of July-August, with system activation expected by Q4 2020.

Financial Impact

A new capital project will need to be created to allow for the implementation and operation of the parking meters pilot project.

Based on the information received through the RFI, in order to implement the paid on-street parking project for the proposed duration of the pilot (24 months - end of 2020 to end of 2022), the total capital cost is estimated at approximately \$350,000.00. This includes the installation/removal, maintenance, repairs, revenue collection fees and leasing of 14 parking meters. A detailed breakdown of the anticipated costs is illustrated in the table below.

	Cost Per Year	Number of Units	Number of Years	Total
Installation/Removal	350	14	2	9,800
Parking Meters	8,500	14	2	238,000
Parking Signs (One-time)				30,000
Contingency (20%)				55,560
Total				333,360
HST (1.76%)				5,867
Subtotal				339,227
Admin (3%)				10,177
Total				349,404

The new capital project will be funded from the DC Engineering Reserve, as identified in the 2018 Development Charges background study. This pilot project will not have an impact on the City's tax base.

In addition to the capital costs, the on-street parking project is expected to generate incremental new operating revenue for the City from pay-and-display permits and enforcement. It is anticipated that these revenues will exceed the annual capital costs however, this is a preliminary estimate based on the assumptions provided in the example below.

Revenue per parking space is expected to vary depending on proximity to key destinations within the VMC Mobility Hub. Based on the availability of 150 on-street parking spaces (on three streets), with a parking fee of \$0.50 per 10-minutes (or \$3 per hour) and 25% daily utilization (6 out of 24 hours), revenue is estimated at approximately \$81,000 monthly or \$972,000 annually. This estimate does not include revenue generated by parking enforcement.

Over the first 6 months and through the duration of the 2-year pilot, City staff will monitor the use, compliance and demands on enforcement personnel. Should the findings identify the need for increase in enforcement personnel, staff will proceed through the appropriate budget processes for consideration by Council accordingly.

Broader Regional Impacts/Considerations

Collaboration with broader Regional stakeholders continues to be an important factor in ensuring the success of the VMC transit providers.

Conclusion

Building a downtown is an ambitious goal. It requires a paradigm shift in driver and user behavior. The VMC team will continue to collaborate across internal departments and other stakeholders to deliver the desired parking vision.

The pay-and-display on-street parking pilot will help manage current demand for short duration (2-hour maximum) on-street public parking from various road users and, on a trial basis, would permit the City to gauge future parking demand based on development activity in the VMC. The Pilot is expected to be implemented in Q4 2020 in conjunction with the opening of the new Centre of Community on Apple Mill Road in the VMC Mobility Hub.

For more information, please contact Christina Bruce, Director of VMC Program, ext. 8231

Attachments

1. Existing Parking and Stopping Restrictions
2. Proposed Parking Pilot Streets

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