

CITY OF VAUGHAN

EXTRACT FROM COUNCIL MEETING MINUTES OF OCTOBER 20, 2021

Item 6, Report No. 43, of the Committee of the Whole, which was adopted without amendment by the Council of the City of Vaughan on October 20, 2021.

6. VAUGHAN METROPOLITAN CENTRE (VMC) PARKING PILOT BYLAW AMENDMENTS

The Committee of the Whole recommends:

- 1) That the recommendations contained in the report of the Deputy City Manager, Planning and Growth Management dated October 5, 2021, be approved; and**
- 2) That the following be approved in accordance with Communication C4, Memorandum from the Deputy City Manager, Planning and Growth Management, dated September 27, 2021:**
 - 1. That Parking By-law, 064-2019, as amended, be further amended to prohibit stopping on the west side of Millway Avenue from Portage Parkway to Applemill Road, in accordance with Attachment 5 of this Memorandum.**

Recommendations

1. THAT Traffic By-law 284-94 as amended, be amended to establish a framework to prohibit motor vehicles from accessing or parking in the dedicated cycling facility adjacent to parking by defining the cycling facilities and their use and updating the definition of a bicycle, in accordance with Attachment 2 of this Report;
2. THAT Parking By-law, 064-2019, as amended, be further amended to allow a two-year on-street pay and display parking pilot in the City of Vaughan (the City), on portions of streets, including Applemill Road, Buttermill Avenue and New Park Place, in accordance with Attachment 3 of this Report; and
3. THAT Council authorize the City Manager to execute and enter into a written agreement with Penguin-Calloway (Vaughan) Inc., on behalf of the City, where necessary, in accordance with this Report and in a form satisfactory to the City Solicitor, to enable the implementation of the Pilot Project on the following unassumed roads:
 - a) New Park Place from Edgeley Boulevard to Millway Avenue
 - b) Applemill Road from Edgeley Boulevard to Millway Avenue
 - c) Buttermill Avenue from Applemill Road to Portage Parkway.

Committee of the Whole (1) Report

DATE: Tuesday, October 5, 2021

WARD: 4

TITLE: VAUGHAN METROPOLITAN CENTRE (VMC) PARKING PILOT
BYLAW AMENDMENTS

FROM:

Haiping Xu, Deputy City Manager, Planning and Growth Management

ACTION: DECISION

Purpose

The purpose of the Report is to amend existing traffic and parking by-laws in Vaughan's downtown to permit the Council approved VMC paid on-street parking pilot. This report also seeks Council approval to enter into an agreement with the local landowner, Penguin-Calloway (Vaughan) Inc., to implement the Pilot Project on unassumed streets.

Report Highlights

- Precise ParkLink was selected by the City as the successful vendor in Q2 2021 to partner in the delivery of paid on-street parking on three streets in the VMC.
- Parking pilot implementation is being coordinated with the opening of the Centre of Community building in the VMC.
- Amendments are required to the existing traffic and parking by-laws to permit parking on three streets in the VMC; New Park Place, Applemill Road and Buttermill Avenue.

Recommendations

1. THAT Traffic By-law 284-94 as amended, be amended to establish a framework to prohibit motor vehicles from accessing or parking in the dedicated cycling facility adjacent to parking by defining the cycling facilities and their use and updating the definition of a bicycle, in accordance with Attachment 2 of this Report;

2. THAT Parking By-law, 064-2019, as amended, be further amended to allow a two-year on-street pay and display parking pilot in the City of Vaughan (the City), on portions of streets, including Applemill Road, Buttermill Avenue and New Park Place, in accordance with Attachment 3 of this Report; and
3. THAT Council authorize the City Manager to execute and enter into a written agreement with Penguin-Calloway (Vaughan) Inc., on behalf of the City, where necessary, in accordance with this Report and in a form satisfactory to the City Solicitor, to enable the implementation of the Pilot Project on the following unassumed roads:
 - a) New Park Place from Edgeley Boulevard to Millway Avenue
 - b) Applemill Road from Edgeley Boulevard to Millway Avenue
 - c) Buttermill Avenue from Applemill Road to Portage Parkway.

Background

Since the opening of the TTC Subway Station in December 2017, Vaughan residents and users of the Subway have raised concerns with respect to the lack of public parking and the over utilization of limited passenger pick-up drop-off (PPUDO) spaces. Concerns also include by-law compliance and enforcement challenges. Demand for parking continues to rise as a result of the rapid growth in the VMC Mobility Hub and the overall development of the downtown. More specifically, the challenge continues to be the availability of short-term, accessible and convenient on-street parking adjacent to key destinations for residents, businesses, delivery operators, transit passenger pick-up/drop-off activities, taxis, and transportation network companies. To address the rising demand for on-street parking in the City's downtown, in 2020, Council approved a 2-year Pilot Project on three streets in the Mobility Hub. They include New Park Place, Applemill Road and Buttermill Avenue, as identified in Attachment 1 of this report. The objective of the Pilot is to introduce short-term on-street parking to mitigate some of these concerns and closely monitor the outcomes of the project.

Previous Reports/Authority

[VMC Pay-And-Display On-Street Parking Pilot Project](#)

[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

Parking by-law amendments are required to support the implementation of the Pilot Project

The current parking by-law for the VMC includes no parking and no stopping on any streets within the downtown area. The by-law only permits short term ten-minute passenger pick up and drop off along Millway Avenue and New Park Place, west of Millway Avenue.

With the implementation of the Pilot Project, parking by-law amendments are required for the proposed streets on New Park Place, Applemill Road and Buttermill Avenue.

1. New Park Place

New Park Place (NPP) is a pedestrian priority local street in the City's downtown with a 22-metre right of-way (ROW), designed to accommodate parking on both sides of the street. Passenger pick-up/drop-off (PPUDO) spaces will continue to be maintained from Millway Avenue to approximately 140 metres west on both north and south sides of the street. The remainder of the street, on which the Pilot is proposed to be implemented, currently has parking prohibition anytime on both sides of the street. These existing parking prohibitions need to be amended to permit paid on-street parking for a maximum of three hours with no overnight parking between 2-6 AM. In addition, existing peak hour stopping restrictions (No Stopping 7-9am and 4-6pm) are recommended to be repealed to permit on-street parking. Two parking meters, one on each side, are proposed at mid-block locations between Edgeley Boulevard and Millway Avenue.

2. Applemill Road

Apple Mill Road is a collector roadway with a 4-lane cross section with dedicated lanes for cycling facilities. The on-street parking will be accommodated in the curb lane adjacent to the cycletrack. The 950 metres road exists in its entirety today between Applewood Crescent and Jane Street. Paid on-street parking, as part of the Pilot, is proposed on both sides of Applemill Road between Edgeley Boulevard and Millway Avenue.

The same parking and stopping prohibition exist for Applemill Road as mentioned above for New Park Place, thus by-law amendments are required to also permit paid on-street parking and rescind the existing stopping restrictions during peak hours.

In addition to these by-law amendments, bicycle and cycletrack lane designations are proposed for the cycling facility adjacent to the parking lane on both sides of the street. In order to prohibit motor vehicles from entering the cycling facility adjacent to parking on both sides of the street, traffic by-law amendments are proposed that include definitions of a cycle track, bicycle lane and designates it for use only by cyclists. The definition of a bicycle has also been updated to only include bicycles driven primarily by muscular power. Separation between the bicycle facility and parking lane will be emphasized with pavement markings and signage, in addition to the rollover physical curb.

3. Buttermill Avenue

Buttermill Avenue is a new local street from Portage Parkway to Apple Mill Road, a length of approximately 250 metres. The south segment exists today from Apple Mill Road to approximately 100 metres north. The 22 metre ROW street has been designed to accommodate two lanes of vehicular travel, wide pedestrian sidewalks and two lanes of on-street parking on both sides of the street.

On-street paid parking is proposed on the existing portion of the road and will be considered on the north segment after construction is completed (anticipated to be open by end 2021).

Proposed by-law amendments will permit paid on-street parking for a maximum of three hours with no overnight parking between 2-6 AM. Per Recommendation No. 2 of this Report, Council approval is sought to permit the necessary traffic and parking by-law amendments required to facilitate the implementation of the parking Pilot.

In order to facilitate YMCA day-care pick-up/drop-off and other Centre of Community activities/functions, the first 20-minute will be a grace period in which customers will not be charged for parking; however, patrons will still have to register their vehicle license plate either through parking meter, QR scan code or Mobile App.

PPUDO spaces on New Park Place and Millway Avenue will continue to operate as is

Passenger pick-up and drop-off (PPUDO) spaces on New Park Place and Millway Avenue will remain unchanged as a result of the Pilot Project and will continue to serve transit activity. Paid on-street parking through the Pilot will only be facilitated for the remaining portions of New Park Place west of existing PPUDO spaces. PPUDO parking will remain permitted to a maximum of 10-minutes, whereas paid on-street parking will be permitted for a maximum of three hours with no overnight parking between 2-6AM. Through the relaxation of parking prohibitions as a result of the Parking Pilot, on-street parking will be made available for all users, including transit patrons waiting longer than 10 minutes. Parking and stopping restrictions will remain unchanged for Millway Avenue.

Additional accessible on-street parking spaces will be introduced

Two new dedicated accessible on-street parking spaces are proposed adjacent to the Centre of Community building scheduled to open in October 2021. These new accessible spaces, on Applemill Road and Buttermill Avenue, will be in addition to the two existing accessible parking spaces on New Park Place. Accessible spaces will exclusively be reserved for all accessible needs persons with an accessible vehicle permit and vehicles used primarily for the conveyance of passengers with disabilities, including accessible taxicabs and paratransit, which may stop for purposes of picking up or dropping passengers with accessibility needs. Accessible on-street parking spaces

will be free of cost; however, will be limited to a maximum of three hours with no overnight parking between 2-6AM.

How metered parking will work

Motorists will be able to purchase short-term parking permits at the parking meters using cash, coins or credit cards, as well as through mobile app or scanning a QR code. Users will not be required to display the parking permit ticket on their vehicle dashboards (however can do so). Metered parking will be integrated with the City's existing parking and ticketing enforcement software (Gtechna). The integration will include relaying parking permit information, in real-time, to City's parking enforcement officers' handheld devices where registered license plates can be verified with vehicles parked on the street.

On-street parking will cost \$3 per hour for a maximum of 3-hours

Based on the jurisdictional review of parking rates of across various similar municipalities in Ontario, it is determined rates are anywhere between \$1-4 per hour. Refer to Attachment 4 of this report. Based on this jurisdictional scan and local private parking rates in the VMC and surrounding areas, a rate of \$1 per 20-minutes or \$3 per hour is recommended. The Pilot Project will permit the City to gauge the adequacy of this rate. If rates need to be re-assessed, staff will report back to a future Council meeting with those recommendations. Per Recommendation No. 2 of this Report, Council approval is required to set the parking meter rate.

A jurisdictional review was done to assess appropriate parking penalties

At present, the City's penalty fines vary, however, there is no specific fine for parking without a permit; Fines for similar infractions range from \$50 to \$60, such as parking on private/municipal property, in a reserved parking space \$ 50, or during a prohibited time.

A comparison of related parking penalties in other municipalities across Ontario shows fine range anywhere between \$20 to \$70 for various meter-related parking penalties as identified in Attachment 4. Based on the jurisdictional review, parking penalty of \$50 per violation is recommended for various types of infractions related to metered parking. Per Recommendation No. 2 of this Report, Council approval is required to set the parking penalty fines.

The City will need into an agreement with Penguin-Calloway (Vaughan) Inc. for the implementation of the Pilot Project

The proposed streets Applemill Road, Buttermill Avenue and New Park Place have not been assumed by the City. Buttermill Avenue and New Park Place are currently being maintained by Penguin-Calloway (Vaughan) Inc. Implementation of the Pilot Project will require the City to enter into an agreement with Penguin-Calloway (Vaughan) Inc., in a form satisfactory to the City Solicitor, with respect to the installation of the parking meters, the maintenance of the road and boulevard surrounding the parking meters, and as otherwise required to successfully implement the Pilot Project, in accordance with Recommendation No. 3 of this Report.

The full maintenance of the parking meters (battery replacement, troubleshooting, paper-refills, cash/coin collections, etc.) shall be the obligation of the vendor, in accordance with the executed contract with the City and Precise ParkLink as per RFP20-268.

A comprehensive communication and marketing strategy is being developed for the rollout of the pilot

This pilot program will be supported by a comprehensive communications and marketing strategy. City staff have been working closely with the vendor and the City's Corporate and Strategic Communications department to develop a public communications campaign that includes, but is not limited to:

- A dedicated project webpage managed by the vendor, that will include details about the project, frequently asked questions and contact details
- City website content
- Media outreach
- Paid social media, organic social media and videos
- Digital marketing
- Digital signage and corporate channel graphics

Upon Council endorsement of this report, staff are preparing for an anticipated launch date of October 25th, 2021. A communication memorandum to Council prior to the launch, will also be included as part of the strategy, this will include information to be used in their eNewsletter and social media channels prior to the anticipated launch date. Tactics will be rolled out by Corporate and Strategic Communications and the vendor throughout the various phases of implementation.

Financial Impact

In line with the previous Council-approved report, a capital project of \$350,000 was established to fund this pilot. This capital project is funded from the DC Engineering Reserve, as identified in the 2018 Development Charges background study. This Pilot Project does not have an impact on the City's tax base.

Broader Regional Impacts/Considerations

This on-street parking pilot, in tandem with other VMC initiatives, will contribute to effective traffic flow and parking with the City's thriving downtown core and Regional Municipality of York.

Conclusion

Existing traffic and parking by-law amendments are recommended to permit paid on-street parking on the subject downtown streets; namely New Park Place, Applemill Road and Buttermill Avenue. The Pilot will provide the residents, visitors and the business community with additional parking options to help conveniently access the VMC community, an important part of the many initiatives to contribute to the accessibility of our thriving metropolitan downtown centre.

In support of the implementation of this Pilot Project staff are recommending the necessary traffic and parking by-law amendments; parking meter rates and penalties in accordance with the Recommendations of this report be approved by Council. As well, Council authorize staff to work with Penguin-Calloway (Vaughan) Inc. to develop an agreement to the satisfaction of the City.

For more information, please contact Christina Bruce, Director, Policy Planning & Special Programs (ext. 8231) and Gus Michaels, Director, By-Law and Compliance, Office of the DCM, Community Services (ext. 8735).

Attachments

1. Location Map.
2. Traffic By-law Amendments.
3. Parking By-law Amendments.
4. Jurisdictional Review: Meter-Related Parking Penalties.

Prepared by

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Approved by















Haiqing Xu, Deputy City Manager
Planning and Growth Management

Reviewed by



Nick Spensieri, City Manager

LEGEND

-  PARKING METER
-  PAID ON-STREET PARKING
(Monday to Sunday
6:00 am - 2:00 am
\$1.00 per 20min
3 hour max / \$9.00 maximum payment
2:00 am - 6:00 am: No Parking)
-  PASSENGER PICK-UP AND
DROP-OFF (Limit 10 minutes)
-  GATED PARKING LOT
-  MOBILE PAY (Zone ID)
Apple Mill Road: 1248
New Park Place: 1248
ButterMill Avenue: 1249
-  ACCESSIBLE PARKING SPACE
-  NO PARKING
-  NO STOPPING
(7 a.m. - 9 a.m. | 4 p.m. - 6 p.m.)
-  NO U-TURN
-  UNDER CONSTRUCTION
-  SUBWAY STATION AND BUS
TERMINAL
-  YRT, VIVA AND ZÜM RAPID
TRANSIT STATION



VMC bus rapid transit station
(Viva and Züm)

NOTE: Map not to scale.

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER - 2021

A By-law to amend the Consolidated Traffic By-law 284-94 as amended, to govern and control traffic in the City of Vaughan.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT City of Vaughan By-law 284-94, as amended, be and is hereby further amended by replacing the definition of “bicycle” in section 2(1)(c) with the following:

“bicycle” includes a bicycle, tricycle, unicycle, and a power-assisted bicycle which weighs less than 40 kilograms and requires pedaling for propulsion (“pedelec”), or other similar vehicle, but does not include any vehicle or bicycle capable of being propelled or driven solely by any power other than muscular power.

2. THAT section 2(1) of City of Vaughan By-law 284-94, as amended, be further amended by adding the following definitions in alphabetical order and consecutively re-lettering all definitions within section 2(1) accordingly:

“bicycle lane” means the lanes or portions of lanes of highways designated as bicycle lanes under Schedule “H”, Part 1.

“cycle track” means the lanes on highways or portions of highways designated as cycle tracks under Schedule “H”, Part 2.

3. THAT City of Vaughan By-law 284-94, as amended, be and is hereby further amended as follows:

- a. Be further amended by deleting paragraph 5(1) and replacing it with the following:

Where official signs to that effect are erected and on display, no person shall operate a vehicle other than a bicycle in any bicycle lane except for the purpose of:

- a) Ingress to or egress from a private lane or driveway adjacent to the bicycle lane;
- b) Making a turn at a highway intersecting the bicycle lane;
- c) Entering or exiting a curb lane used for parking;
- d) Loading or unloading of a person with disability, while actively engaged in doing so;
- e) Operating a school bus while actively engaged in picking up or dropping off school children;
- f) Operating a taxicab or service while actively engaged in loading or unloading of passengers;

- b. Be further hereby amended by adding paragraph 5(2):

Subject to sections 5(1)(d), 5(1)(e), and 5(1)(f), no person shall stop a vehicle other than a bicycle in a bicycle lane.

- c. Be further hereby amended by adding paragraph 5(3):

Where official signs to that effect are erected and on display, no person shall operate a vehicle other than a bicycle in any cycle track except for the purpose of ingress to or egress from a private lane or driveway adjacent to the cycle track;

- d. Be further hereby amended by adding paragraph 5(4):

Where official signs to that effect are erected and on display, no person shall stop a vehicle other than a bicycle in any cycle track;

- e. Be further hereby amended by adding paragraph 5(5):

Where a person in charge of a bicycle on a cycle track approaches a public transit vehicle which is stationary for the purpose of taking on or discharging passengers, the person on a bicycle shall not pass the public transit vehicle or approach nearer than 2 meters measured back from the rear or front entrance or exit, as the case may be, of the public

transit vehicle on the side on which passengers are getting on or off until the passengers have crossed the cycle track.

- f. Be further hereby amended by adding paragraph 5(6):

Section 5(5) does not apply to the following vehicles if compliance would be impracticable:

- a) Ambulances, police or fire services vehicles or any other vehicle actively engaged in responding to an emergency; or
- b) Vehicles actually and actively engaged in works undertaken for or on behalf of City or a public utility, including utilities providing telecommunications, energy, water supply or wastewater related services.

4. THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by adding the following Schedule “H”, Part 1 - Designated Bicycle Lanes:

Highway	Between	Lane	Times or Day
Millway Avenue	Portage Parkway and Highway 7	Easterly Northbound and Westerly Southbound	Anytime

5. THAT City of Vaughan By-law 284-94 as amended, be and is hereby further amended by adding the following Schedule “H”, Part 2 - Cycle Tracks:

Highway	Between	Lane	Times or Day
Applemill Road	Jane Street to Buttermill Avenue	Northerly Westbound	Anytime
Applemill Road	Edgeley Boulevard to Applewood Crescent	Northerly Westbound	Anytime
Applemill Road	Applewood Crescent to Jane Street	Southerly Eastbound	Anytime
Portage Parkway	Jane Street to cul-de-sac 150m further east	Southerly Eastbound	Anytime

Enacted by City of Vaughan Council this 20th day of October 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. XX of Report No. YY
of the Committee of the Whole (1) October 5, 2021
Adopted by Vaughan City Council on
October 20, 2021

THE CITY OF VAUGHAN

BY-LAW

BY-LAW NUMBER - 2021

A By-law to amend the Consolidated Parking By-law 064-2019 as amended, to govern and control parking in the City of Vaughan.

The Council of The Corporation of the City of Vaughan ENACTS AS FOLLOWS:

1. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended to add the following to the recitals:

WHEREAS section 100.1 of the *Municipal Act, 2001*, S.O. 2001, c. 25, as amended, provides that local municipality may, in respect of land not owned or occupied by the municipality, regulate or prohibit the parking or leaving of motor vehicles without the consent of the owner of the land;

2. THAT section 3 of City of Vaughan By-law 064-2019 (Consolidated), as amended, be further amended by adding the following definitions in alphabetical order and consecutively re-lettering all definitions within section 3 accordingly:

“App” means the official parking application or applications for mobile devices, of the City of Vaughan or authorized vendor.

“Metered Parking” means authorized Parking on designated streets for which payment is calculated on the basis of time through the App or through pay-and-display On-Street Parking Permit.

3. THAT City of Vaughan By-law 064-2019 (Consolidated), as amended, be hereby further amended by adding the following:

10.1 Metered Parking

- (1) *Metered Parking* for the *Parking of Motor Vehicles* is hereby authorized and assigned, as the Council of the *City* may hereafter designate by By-law, on the *Highways* or portions of *Highways*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law.
- (2) Where a sign has been erected and is on display indicating *Parking* is prohibited without a permit, no person shall *Park* a *Motor Vehicle* at any time on a *Highway* or portion of a *Highway* unless *Parking* is permitted under Schedule 4.1 of this By-law.

- (3) Every person who *Parks* on the *Highways* or portions of *Highways*, including *Highways* in unassumed residential areas, during the days and times authorized to do so in Schedule 4.1 to this By-law, shall obtain a valid *Metered Parking On-Street Parking Permit*.
- (4) No person who has obtained an *On-Street Parking Permit* under Part 10.1 shall *Park* a *Motor Vehicle* other than the *Motor Vehicle*, and on other than the date, time and location, indicated on the *Metered Parking* printed *On-Street Parking Permit*, through the QR code, or the *App*.
- (5) Every person who obtains a printed *Metered Parking On-Street Parking Permit* shall display such permit in a conspicuous place on the dashboard of the *Motor Vehicle* and shall ensure that there are no obstructions preventing a *Municipal Law Enforcement Officer* from being able to verify the validity of such permit.
- (6) Every person who obtains a virtual *Metered Parking On-Street Parking Permit* through a QR code or the *App* shall ensure that such virtual permission to *Park* has been granted at the time of *Parking*.
- (7) Every person who obtains a *Metered Parking On-Street Parking Permit* shall make payment at a rate of \$1.00 per twenty (20) minutes, not to exceed three (3) hours or \$9.00 and said fee shall be non-refundable.
- (8) Despite 10.1(7), any person who *Parks* for a period of less than twenty (20) minutes on the portion of Buttermill Avenue identified in Schedule 4.1 shall not be subject to a fee; however, anyone *Parking* twenty (20) minutes or more shall be subject to a fee for the full time.
- (9) Despite 10.1(7) and 10.1(8), any person with a valid *Accessible Parking Permit* may *Park* on any *Highway* or portions of a *Highway*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law, without purchasing a *Metered Parking On-Street Parking Permit*, provided that such *Accessible Parking Permit* is displayed in a conspicuous place on the dashboard of the *Motor Vehicle* and there are no obstructions preventing a *Municipal Law Enforcement Officer* from being able to verify the validity of such *Accessible Parking Permit*, and that the *Motor Vehicle* is not *Parked* more than three (3) hours within the same portion of the *Highway* set out in Schedule 4.1 to this By-law.
- (10) For greater certainty, after *Parking* three (3) hours on a portion of a *Highway*, including any portion in unassumed residential areas, as set out in Schedule 4.1 to this By-law, with a valid *Metered Parking On-Street Parking Permit*, no person shall be eligible to *Park* again within that portion of a *Highway* until sixty (60) minutes after the expiration of same *Metered Parking On-Street Parking Permit*.
- (11) For greater certainty, unless otherwise signed by the *City*, no person shall *Park* on any *Highway* or portions of a *Highway*, including *Highways* in unassumed residential areas, set out respectively in Schedule 4.1 to this By-law, where for technical or any other reasons it is not possible to obtain a *Metered Parking On-Street Parking Permit*.
- (12) Nothing in this By-law shall permit a *Motor Vehicle* issued with a *Metered Parking On-Street Parking Permit* to be *Stopped* or *Parked* at any location other than the *Highway* designated in the *On-Street Parking Permit* when *Stopping* or *Parking* is prohibited by other provisions of this By-law.
- (13) Notwithstanding that a person may hold a permit authorizing *Parking* on a designated *Highway* at prescribed hours, such person shall be subject to the provisions of Subsection 170(12) of the *Highway Traffic Act*, R.S.O. 1990, C. H.8.

4. THAT City of Vaughan By-law 064-2019 (Consolidated), as amended, be hereby further amended by the following administrative monetary penalties to Schedule 10 of the By-law:

Schedule 10 – Offences and Corresponding Administrative Monetary Penalties

Section	Description	Fine Amount
10.1(2)	Park at a prohibited time	\$ 50
10.1(3)	Park without a valid Metered Parking On-Street Parking Permit	\$ 50
10.1(4)	Park contrary to the vehicle or the date, time or location indicated on the Metered Parking On-Street Parking Permit	\$ 50
10.1(5)	Fail to properly display Metered Parking On-Street Parking Permit	\$ 50

5. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

(a) Delete the following road segments from **Schedule 1 - No Parking**:

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	North	From west limit of Jane Street to west limit of Applemill Road	Anytime
Applemill Road	South	From west limit of Applemill Road to west limit of Jane Street	Anytime
New Park Place	North	From the east limit of Edgeley Boulevard to 84 metres west of Millway Avenue	Anytime
New Park Place	South	From the east limit of Edgeley Boulevard to the west limit of Millway Avenue	Anytime
New Park Place [Added by subsection 1(c) of By-law 178-2019 on December 17, 2019.]	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	Anytime

(b) Add the following road segments to Schedule 1 - No Parking:

Highway	Side	From and To	Prohibited Time of Day
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Applemill Road	Both	From west limit of Jane Street to east limit of Millway Avenue	Anytime
Applemill Road	Both	From west limit of Edgeley Boulevard to east limit of Applewood Crescent	Anytime

6. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

- (a) Delete the following road segments from **Schedule 3 – No Stopping**:

Schedule 3 – No Stopping

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	North	From west limit of Jane Street to west limit of Applemill Road	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday
Applemill Road	South	From west limit of Applemill Road to west limit of Jane Street	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday
New Park Place	North	From the east limit of Edgeley Boulevard to 84metres west of Millway Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday - Friday
New Park Place [Amended by subsection 1(d) of By-law 178-2019 on December 17, 2019.]	South	From the east limit of Edgeley Boulevard to 87metres west of Millway Avenue	7:00 a.m. to 9:00 a.m. 4:00 p.m. to 6:00 p.m. Monday to Friday

- (b) Add the following road segments to Schedule 3 – No Stopping:

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	Both	From west limit of Jane Street to east limit of Millway Avenue	Anytime
Applemill Road	Both	From west limit of Edgeley Boulevard to east limit of Applewood	Anytime

		Crescent	
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7. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

- (a) Add the following new **Schedule 4.1 – Metered On-Street Parking** and include the road segments listed below:

Schedule 4.1 – Metered On-Street Parking

Highway	Side	From and To	Prohibited Time of Day
Applemill Road	Both	From west limit of Millway Avenue to east limit of Edgeley Boulevard	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.
New Park Place	North	From the east limit of Edgeley Boulevard to 84 metres west of Millway Avenue	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.

New Park Place	South	From the east limit of Edgeley Boulevard to 87 metres west of Millway Avenue	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.
Buttermill Avenue	Both	From south limit of Portage Parkway to north limit of Applemill Road	Overnight parking prohibited from 2:00 a.m to 6:00 a.m.

8. THAT City of Vaughan By-law 064-2019 (Consolidated) as amended, be further amended as follows:

(a) Be further hereby amended by deleting paragraph 6(8) and inserting the following:

6(8) Despite Section 5(7) and Schedule A, Part 13, no person shall *Park or Stop a Motor Vehicle* at any time on the north side of Applemill Road, between the limits of thirty (30) metres west of Millway Avenue and thirty-seven (37) metres west of Millway Avenue, with the exception of vehicles with a valid *Accessible Parking Permit*. And *Motor Vehicles* used primarily for the conveyance of *Person with a Disability*, including accessible taxicabs and paratransit, may *Stop* to a maximum of ten (10) minutes any time for purposes of picking up or dropping passengers with accessibility needs.

(b) Be further hereby amended by adding paragraph 6(9):

6(9) Despite Section 5(7) and Schedule A, Part 13, no person shall *Park or Stop a Motor Vehicle* at any time on the east side of Buttermill Avenue, between the limits of nine (9) metres north of Applemill Road and sixteen (16) metres north of Applemill Road, with the exception

of vehicles with a valid *Accessible Parking Permit*. And *Motor Vehicles* used primarily for the conveyance of *Person with a Disability*, including accessible taxicabs and paratransit, may *Stop* to a maximum of ten (10) minutes any time for purposes of picking up or dropping passengers with accessibility needs.

Enacted by City of Vaughan Council this 20th day of October 2021.

Hon. Maurizio Bevilacqua, Mayor

Todd Coles, City Clerk

Authorized by Item No. XX of Report No. YY
of the Committee of the Whole (1) October 5, 2021
Adopted by Vaughan City Council on
October 20, 2021

Attachment 4: Jurisdictional Review - Meter-Related Parking Rates and Penalties

A comparison of parking meter rates in neighbouring municipalities shows the following:

MUNICIPALITY	ON-STREET PARKING RATES	OTHER METER RULES
Brampton	\$2.00 per hour	Meter parking is between 9 a.m. to 6 p.m. Monday to Saturday, and free at other times up to 3 hours.
London	\$1 to \$2.50 per hour	Parking rates vary by location, with flat rates offered in some instances such as evenings and weekends.
Markham	\$1 per hour to \$2 per day	Parking rates vary by location.
Mississauga	\$1 to \$2 per hour	Parking rates vary by location, and are free sometimes.
Ottawa	\$0.75 to \$2.00 per 30 minutes	Sundays and holidays are free.
Toronto	These vary, from \$1 to \$4 per hour.	Parking rates vary by location.

A comparison of parking meter-related penalties in neighbouring municipalities shows the following:

MUNICIPALITY	METER-RELATED PARKING PENALTIES
Brampton	<ul style="list-style-type: none"> • Park at expired meter \$ 20.00 • Park and fail to display receipt \$ 20.00 • Park and display illegible pay and display receipt \$ 20.00 • Park and exceed time displayed on pay and display receipt \$ 20.00 • Park and exceed maximum time permitted in pay and display location \$ 20.00 • Park at bagged pay and display machine \$ 20.00 • Park and fail to display receipt \$ 20.00 • Park and display illegible pay and display receipt \$ 20.00 • Park and exceed maximum time permitted on pay and display receipt \$ 20.00 • Park at pay and display lot and exceed maximum time permitted \$ 20.00 • Park at bagged pay and display machine \$ 20.00

MUNICIPALITY	METER-RELATED PARKING PENALTIES
MARKHAM	<ul style="list-style-type: none"> • Park at expired parking meter \$ 40.00 • Park at parking meter beyond specified Times \$ 40.00 • Park at parking meter outside permitted times\$ 40.00 • Park within two spaces and fail to pay for both meters \$ 40.00 • Park in parking meter space where prohibited \$ 40.00
Mississauga	<ul style="list-style-type: none"> • Parking vehicle at expired meter \$30.00 • Parking vehicle in metered parking space beyond maximum permitted time \$30.00 • Parking a vehicle in a parking space governed by a parking machine without clearly displaying receipt \$30.00 • Parking a vehicle in a parking space governed by a parking machine not within the permitted period \$30.00 • Parking a vehicle in a parking space governed by a parking machine beyond the maximum period \$30.00 • Fail to park vehicle in a parking space governed by a parking machine with the front of the vehicle aligned as closely as possible with the parking space \$30.00 • Fail to park vehicle in a parking space governed by a parking machine wholly within one parking space \$30.00
Ottawa	<ul style="list-style-type: none"> • Park in parking meter space - meter hooded \$50/\$70 • Parallel park in metered space - front wheels of vehicle not opposite meter - single meter standard \$40/\$60 • Parallel park in metered space - vehicle rear not opposite forward meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle rear not close to forward meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle front not opposite rear meter - double meter standard \$40/\$60 • Parallel park in metered space - vehicle front not close to rear meter - double meter standard \$40/\$60 • Angle park in metered space - vehicle front not opposite meter provided for space \$40/\$60 • Angle park in metered space - vehicle front not close to meter provided for space \$40/\$60

MUNICIPALITY	METER-RELATED PARKING PENALTIES
Richmond Hill	<ul style="list-style-type: none"> • Park in Pay Parking Area - Unauthorized \$60.00 • Park in Pay Parking Area - not wholly within one parking space \$60.00 • Park in designated permit parking area without permit \$60.00
Toronto	<ul style="list-style-type: none"> • Park Bus – Designated Bus Parking Space – Parking Machine – Required Fee Not Paid \$300.00 • Park Bus – Designated Bus Parking Space – Fail to Activate Parking Machine \$300.00 • Park Bus – Designated Bus Parking Space – Parking Machine – Prohibited Time \$300.00 • Parking Machine – Required Fee Not Paid \$30.00 • Park – Fail to Activate Parking Machine \$30.00 • Park – Parking Machine Space – Not Within Permitted Time \$30.00 • Park – Parking Machine Space – Fail to Display Receipt in Windshield \$30.00 5 • Park – Other Than Parking Machine Parking Space \$30.00 5.1 • Park Motorcycle – Parking Machine Space – At Angle less than 45 Degrees to Curb \$30.00 • Park Motorcycle – Parking Machine Space – At Angle greater than 60 Degrees to Curb \$30.00 • Parking – Parking Machine Space – Exceeds Maximum Time \$30.00 • Park Non-bus Vehicle – Designated Bus Parking Space – Parking Machine \$30.00 • Park Non-electric Vehicle – Designated Electric Vehicle Parking Space \$60.00 • Park Electric Vehicle – Designated Electric Vehicle Parking Space – Not Actively Connected \$60.00 • Park Electric Vehicle – Designated Electric Vehicle Parking Space – Exceeds Maximum Time \$60.00 • Park Bus – Designated Bus Parking Space – Parking Meter – No Fee Deposited \$300.00 • Park Bus – Designated Bus Parking Space – Fail to Activate Parking Meter \$300.00 • Park Bus – Designated Bus Parking Space – Parking Meter – Prohibited Time \$300.00 • Park – Fail to Deposit Fee in Parking Meter \$30.00 • Park – Fail to Activate Parking Meter \$30.00 • Park – Parking Meter Space – Not Within Permitted Time \$30.00

MUNICIPALITY	METER-RELATED PARKING PENALTIES
	<ul style="list-style-type: none"> • Park – Other Than Parking Meter Parking Space \$30.00 • Park Motorcycle – Parking Meter Space – At Angle less than 45 Degrees to Curb \$30.00 • Park Motorcycle – Parking Meter Space – At Angle greater than 60 Degrees to Curb \$30.00 • Park – Parking Meter Space – Exceeds Maximum Time \$30.00 • Park Non-bus Vehicle – Designated Bus Parking Space – Parking Meter \$30.00