



OAKVILLE

REPORT

PLANNING AND DEVELOPMENT COUNCIL MEETING

MEETING DATE: AUGUST 6, 2019

FROM: Planning Services, Engineering & Construction & Municipal Enforcement Departments

DATE: July 15, 2019

SUBJECT: Parking Management Update

LOCATION: Town Wide

WARD: Town wide

Page 1

RECOMMENDATION:

1. That Council endorse the direction contained in the report from the Planning Services, Engineering & Construction & Municipal Enforcement Departments dated July 15th, 2019 entitled Parking Management Update and direct staff to report back to Council with a terms of reference for a parking management response; and
2. That staff be authorized to make immediate parking improvements to North Oakville as identified in Appendix A of the report from the Planning Services Engineering & Construction & Municipal Enforcement Departments dated July 15th, 2019 entitled Parking Management Update.

KEY FACTS:

The following are key points for consideration with respect to this report:

- Concerns have been raised by Council about shortages of parking.
- Staff are seeking Council's input on a framework to move forward with a terms of reference for parking management studies for defined land uses / areas of concern within the town.
- It is prudent to balance parking solutions with longer-term growth plans and development of viable transportation options for current and future residents.
- Staff expect to report back to Council with a detailed terms of reference for parking management measures at the September 9th, 2019 Planning & Development Council meeting.
- In the interim, low-impact parking improvements have been developed for North Oakville, for Council's consideration, which could be implemented expeditiously.

BACKGROUND:

With the average vehicle being parked for approximately 23 hours per day¹, parking demand is intrinsically connected to the automobile as a mode of travel. Within the town, the automobile is the predominant mode of travel since, currently, 8.8 out of 10 trips are made by the automobile². This is supported by a trend of increasing vehicle ownership within the town due to: population growth; and, an increase in the number of vehicles per household (Table 1).

Table 1: Household Vehicle Ownership within the Town

Number of Vehicles per Household						Total Households	Total Vehicles	Average Vehicle Ownership per Household
0	1	2	3	4	5			
2016 Transportation Tomorrow Survey								
2,648	19,860	31,776	8,606	3,310		66,200	125,780	1.9
4%	30%	48%	13%	5%				
2011 Transportation Tomorrow Survey								
2,912	19,457	32,860	7,502	1,909	217	64,857	116,404	1.79
4.5%	30.0%	50.7%	11.6%	2.9%	0.3%			
2006 Transportation Tomorrow Survey								
2,823	17,033	29,144	6,216	1,045	200	56,461	99,149	1.76
5.0%	30.2%	51.6%	11.0%	1.9%	0.4%			

Source: 2006, 2011 and 2016 Transportation Tomorrow Survey

With respect to population growth, this trend is expected to continue. In fact, the town's population is expected to double from 2006 to 2041³ based on Provincial plans, as applied through regional and local growth management planning.

Table 2 Town-Wide Population and Employment Forecasts

Year	Population
2006	165,000
2031	255,000
2041	319,200-342,800*

*based on Halton Integrated Growth Management Strategy

As the population grows, it is not sustainable to continue to add vehicles to roads at the same rate for a number of reasons which were previously considered by Council as part of the Transportation Master Plan (2018) and include the following:

¹ Transport Canada, Parking Management in Canada, Issue Paper 63

² Town of Oakville Transportation Master Plan Review (March 2018)

³ Based on the Halton Integrated Growth Management Strategy of between 319,200-342,800 people by 2041.

- i. road widening could negatively impact the character of stable, established neighbourhoods, cultural and built heritage resources;
- ii. increased noise levels from auto trips, and diminished pedestrian walkability;
- iii. negative impact on the town's ecological footprint, including increased stormwater, solar heat gains and CO2 emissions;
- iv. negative impact on natural features and areas due to new roads and road widening;
- v. increased traffic congestion, and less choices for mobility by linking people and places with a sustainable transportation network consisting of roads, transit, walking and cycling trails;
- vi. cost, including capital intensive infrastructure, road widening, expropriation of land, etc.

The shift to other non-automobile modes of travel is planned for as part of the Transportation Master Plan (2018), and is directed by the Province as part of a broader growth management framework. In fact, the Growth Plan (2019) provides that public transit is to be the first priority for transportation infrastructure planning and major transportation investments⁴.

These transit improvements are, in part, planned to support future growth within the town. The majority of future growth within the built boundary is coordinated with new transit infrastructure which can support that growth, and provide viable transportation options for current and future residents. Similarly, the greenfield areas of the town (North Oakville) are based on new urbanist principles which focus on creating highly walkable blocks and streets with a broad range of land uses and housing options that are centered around activity nodes which support commercial and community uses. When complete, these new neighbourhoods are planned to be transit-supportive and provide viable transportation options.

Based on the foregoing, there is a discrepancy between how the town needs to grow in the future based on Provincial policy, newer development which is being built to support those plans, including a transit network which is incomplete, and current transportation choices favoring increased automobile usage. The parking management plan is an important issue and it will be prudent for the plan to use a multidisciplinary approach which balances current realities with future growth and transportation plans. Without a balanced approach, a parking management plan could undermine the town's growth management strategy, public investments in the

⁴ Section 3.2.3, Growth Plan (2019)

planned transit network and thereby negatively impact the livability of the community in the longer term.

This report is a first step to address parking supply concerns raised by Council, and is prepared in accordance with the following resolution which was adopted at the April 29th, 2019 Council meeting.

“In view of concerns raised about shortages of parking (residential, visitor, commercial), particularly in newly developed areas, we request a report by July 2019 outlining the scope of work to be undertaken to ensure we have a viable strategy, policies and regulations to ensure parking issues are addressed. Research into best practices and implementation from other municipalities and any immediate steps to be undertaken while the final studies being completed, as well as an analysis of the success or the experiences with respect to the street permit parking system should be considered in the scope of work. Issues that have been raised by the community include such items as lack of parking for:

- community uses such as new schools*
- visitors and residents in higher density projects and in particular senior-oriented developments*
- visitors to our Main Street commercial areas”*

As part of this report, staff are seeking Council’s input on a framework to move forward with parking management studies for defined land uses / areas of concern within the town. Staff expect to develop a detailed terms of reference for the parking studies, taking into account feedback from Council, and expect to report back at the September 9th, 2019 Planning & Development Council meeting.

While these parking studies are being completed, low impact parking improvements have been developed for North Oakville, for Council’s consideration, which could be implemented expeditiously (Appendix A).

Framework for Parking Studies

Staff have observed the concerns raised about parking supply to be focused in the following areas / land uses within the town:

- i. newly developed residential areas in North Oakville;
- ii. community uses such as schools;

- iii. existing and planned main street commercial areas (including Bronte Village); and,
- iv. high density mixed use development and seniors housing, including visitor parking.

It is anticipated that the terms of reference will include parking surveys for each of the above four areas / land uses within the town. These surveys will be coordinated with completion of the Bronte pilot parking program and downtown improvements to provide an accurate survey. Concurrent with the parking surveys, it is anticipated that staff will also review parking permits and violations to identify any further issues. Resident surveys may also be undertaken to document and better understand current private parking usage and regular travel destinations within defined areas of interest.

Once parking in the four defined areas is well understood, a multidisciplinary approach will be used to bring forward a wide-range of parking management solutions which are suitable for each of the four areas / land uses. As outlined in the background section of this report, these parking solutions will be balanced with longer-term considerations. Some potential solutions include:

I. Increase Parking Supply:

- a) Develop and manage interim municipal parking facilities to support current needs, where appropriate. Parking facilities would be redeveloped over time, as the elements which support the longer term vision are realized.
- b) Cash-in-lieu of parking policies, programs and procedures to assist in financing future parking infrastructure, where warranted.
- c) Optimizing use of existing town parking assets such as the 16 Mile Sports complex which could be used for off-site parking during weekdays.
- d) Optimizing on-street parking and overnight permits.
- e) Review the parking ratios and provisions in Zoning By-law 2009-189 for North Oakville specifically relating to residential developments and general parking provisions including mixed use zones.

II. Reduce Parking Demand

- a) Transportation Demand Management ('TDM') plan with actions to encourage greater use of active modes of transportation by more residents and businesses including a multi-faceted approach which includes: objectives and actions for a long-term program; investment in appropriate infrastructure; metrics to effectively measure performance; leadership and support to expand employer-focused TDM initiatives and foster participation within residential communities; educational and promotional programs through marketing and communications; and providing tools to require, promote, monitor, and evaluate TDM through the development application process.

- b) urban mobility & transportation strategy to coordinate transportation choices with the location and functionality of the Town's urban structure – the intensification corridors and centres in particular – and the manner in which to connect these.
- c) Implement parking fees for on-street and municipal parking to help manage parking availability.

As part of the parking management solutions, it is anticipated that a series of indicators will be developed to allow for an annual transportation monitoring report to be provided to Council. The report would identify current trends in transportation and would help inform changes which may include adding, removing, or changing parking supply to maintain the balance between meeting current needs while still achieving longer term considerations. Some key indicators may include the following:

- i. annual auto registrations within the town;
- ii. auto industry changes (autonomous vehicles, etc...);
- iii. population growth;
- iv. transit usage; and,
- v. overall trends tied to population.

Once the studies are complete, it is anticipated that a staff report will be provided to Council, for consideration, with a summary of the findings together with recommended parking solutions and annual transportation monitoring report. However, depending on the timing of Bronte pilot parking program and downtown improvements, the main street commercial area study may be reported to Council separately, so the balance of the studies can be brought to Council expeditiously. More detailed estimate of timing will be provided as part of the terms of reference, which is expected to be considered by Council on at the Planning & Development Council meeting on September 9th, 2019.

Opportunity for Immediate Changes

Although parking studies for areas of concern are recommended, immediate improvements could be undertaken within North Oakville.

Through collaborative efforts, staff have identified initiatives and changes that would provide improvements to the parking systems and programs in North Oakville. The improvements can be categorized under the following themes:

- 1. Alternatives to Driving/Parking
- 2. Education/Outreach/Marketing
- 3. Control of Existing Parking
- 4. Increasing Parking Supply

Appendix 'A' provides details on these improvements including "Quick Wins" related to North Oakville:

- Expanding on street parking options in certain areas
- Reviewing school on-street parking permits
- Reviewing the prohibition to park within 1m of a driveway
- Including information about parking options in newsletters to residents
- Increasing communications to existing and prospective home owners
- Parking justification reports for new developments

As well, initiatives that require further review and assessment have been identified including:

- Investigating commuter parking lots
- Investigating the use of existing parking lots for afterhours parking
- Specifying driveway locations for new residential developments

Conclusion

Staff are seeking Council's input on a framework to move forward with a detailed terms of reference for parking management studies for defined land uses / areas of concern within the town, and expect to report back to Council with a detailed terms of reference for parking management measures at the September 9th, 2019 Planning & Development Council meeting.

While these parking studies are being completed, low impact parking improvements have been developed for North Oakville, for Council's consideration, which could be implemented expeditiously (Appendix 'A').

CONSIDERATIONS:

(A) PUBLIC

Opportunities for public input will be determined through the public consultation process of the initial and future studies. Notice of any changes to the current parking permit programs will be provided to the permit holders including the Halton District School Board.

The Developer Liaison Committee will be notified of this report.

(B) FINANCIAL

Funding for parking studies have been approved through previous capital budgets.

(C) IMPACT ON OTHER DEPARTMENTS & USERS

This report has been prepared in collaboration with staff from Municipal Enforcement Services, Planning Services, Engineering and Construction, Development Engineering, and Building Services.

(D) CORPORATE AND/OR DEPARTMENT STRATEGIC GOALS

This report addresses the corporate strategic goal to:

- enhance our economic environment
- continuously improve our programs and services
- provide outstanding service to our residents and businesses
- be innovative in everything we do

(E) COMMUNITY SUSTAINABILITY

The Town's sustainability objectives will be considered in developing the terms of reference for the parking studies.

APPENDICES:

Appendix A – Opportunity for Parking Improvements in North Oakville

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