

1. **Waiver of the Residential Parking Permit zone petition process for Lowertown East and Vanier and launch of community consultation process to establish a Residential Parking Permit zone**

Abandon di processus de pétition pour une zone de permis de stationnement résidentiel pour la Basse-Ville Est et Vanier et lancement d'un processus de consultation communautaire pour établir une zone de permis de stationnement résidentiel

COMMITTEE RECOMMENDATIONS

That Council approve

1. **the current petition process for establishing a Residential Parking Permit zone be waived for two areas of Ward 12, as shown in Document 1 of this report; and**
2. **the Ward 12 Councillor implement a revised community consultation process, as described in this report, to establish a Residential Parking Permit zone for two areas of Ward 12, as shown in Document 1 of this report.**

RECOMMANDATIONS DU COMITÉ

Que le Conseil approuve :

1. **le processus actuel de pétition pour l'établissement d'une zone de permis de stationnement résidentiel comme exigé par la Politique de modification de la réglementation du stationnement sur rue soit aboli pour deux secteurs du quartier 12, comme c'est indiqué dans le document 1 du présent rapport; et**
2. **le conseiller du quartier 12 organise un processus de consultation communautaire révisé, comme cela est décrit dans le présent rapport, pour établir une zone de permis de stationnement résidentiel pour deux secteurs du quartier 12**

comme c'est indiqué dans le document 1 du présent rapport.

DOCUMENTATION

1. Councillor's Report, Transportation Committee, dated June 23, 2021 (ACS2021-OCC-TRC-0018).

Rapport du conseiller, Comité des transports, daté le 23 juin 2021 (ACS2021-OCC-TRC-0018).

**Report to
Rapport au:**

**Transportation Committee
Comité des transports
5 July 2021 / 5 juillet 2021**

**and Council
et au Conseil
25 August 2021 / 25 août 2021**

**Submitted on June 23, 2021
Soumis le 23 juin 2021**

**Submitted by
Soumis par:
Councillor / Conseiller Mathieu Fleury**

**Contact Person
Personne ressource:
Councillor / Conseiller Mathieu Fleury
613-580-2842, Mathieu.Fleury@ottawa.ca**

Ward: RIDEAU-VANIER (12)

File Number: ACS2021-OCC-TRC-0018

SUBJECT: Waiver of the Residential Parking Permit zone petition process for Lowertown East and Vanier and launch of community consultation process to establish a Residential Parking Permit zone

OBJET: Abandon di processus de pétition pour une zone de permis de stationnement résidentiel pour la Basse-Ville Est et Vanier et lancement d'un processus de consultation communautaire pour établir une zone de permis de stationnement résidentiel

REPORT RECOMMENDATIONS

That Transportation Committee recommend that Council approve that

1. the current petition process for establishing a Residential Parking Permit zone be waived for two areas of Ward 12, as shown in Document 1 of this report; and,
2. the Ward 12 Councillor implement a revised community consultation process, as described in this report, to establish a Residential Parking Permit zone for two areas of Ward 12, as shown in Document 1 of this report.

RECOMMANDATIONS DU RAPPORT

Que le Comité des transports recommande au Conseil d'approuver que :

1. le processus actuel de pétition pour l'établissement d'une zone de permis de stationnement résidentiel comme exigé par la Politique de modification de la réglementation du stationnement sur rue soit aboli pour deux secteurs du quartier 12, comme c'est indiqué dans le document 1 du présent rapport; et
2. le conseiller du quartier 12 organise un processus de consultation communautaire révisé, comme cela est décrit dans le présent rapport, pour établir une zone de permis de stationnement résidentiel pour deux secteurs du quartier 12 comme c'est indiqué dans le document 1 du présent rapport.

BACKGROUND

The City is transforming. As Ottawa's identity evolves, we must consider how to continue to protect our 108 distinct neighbours and continue to advance local measures to reflect their respective livability.

Many new developments minimize the amount of parking provided to future tenants or owners. The beginning of the shift has been caused by more urban neighbourhoods which offer desirable live, work and, play environments. The cost of building underground parking as also factored in this shift. The City is supportive of less parking because it usually means better active transportation options, transit and reduces the GHG footprint of the residential environment (built form and transportation).

The condo environment has continued to adapt the demands of the buyer. A buyer purchasing a unit with or without a parking spot makes this choice with clear intents

(financial, environment and need) which keeps the balance (cost vs desirability) alive.

In a renter's context, as different demographics move in and out of rental properties, the City needs to consider further policy approaches.

Zones with on-street parking permits don't appear to have specific issues. They allow, at a cost an opportunity for residents to park on street, and leave the car at home.

This is a benefit that does not require an increase of hard surfaces on property, a curb cuts, and results in an additional on-street parking spot that is also has traffic calming benefits to the street.

DISCUSSION

Parking permit zones in Rideau-Vanier have inconsistently been implemented and are hard to expand through the current petition process. Lowertown East and Vanier residents would benefit from accessing parking permits because most of these zones have high levels of rental housing and are seeing increased infill developments. We are asking to waive the currently approved petition process in these areas and advance a more cohesive community-wide engagement on the parking permit zones within the identified areas. Supported by the City to review the recommendations based on neighborhood data, development and previous parking petition attempts to review the needs and benefits of expanding parking permit zones in the above-mentioned areas.

RURAL IMPLICATIONS

There are no rural implications associated with this report or its recommendations.

CONSULTATION

Consultation will take place within the two communities in which the parking permit zones would be established.

For the zone in Vanier, my team and I, will be publishing an article in the community newspaper this fall. This newspaper is distributed to each residential address in the community.

This will also be an agenda item at the fall community association meeting for the policy and neighbourhood considerations of adding parking permit zones in Vanier.

For the zone in Lowertown East, my team and I will conduct a literature drop to each residential address in order to ensure residents of the community are engaged.

This topic will also be discussed at the community association meeting to factor into the recommendations.

Transportation Services Comment:

The City has a council approved policy in terms of consulting with residents who wish to create a Residential Parking Permit Zone in the area that they reside. Two policies directly impacting the implementation of Residential Parking Permit Zones are listed below:

A. On-Street Parking Permit Policy:

The [On-Street Parking Permit Policy Report \(ACS2007-PWS-TRF-002\)](#) was approved by Council in May 2007. The goal of the City of Ottawa On-Street Parking Permit Policy is to:

“establish the basis, rules and procedures for a range of programs related to the special permissions for use of portions of the City streets for temporary on-street parking.” The policy’s objectives include:

- *to provide the general basis and guiding principles to be used systematically to guide the design and application of the various On-Street Parking Permit Programs as well as future decisions related to on-street permit parking;*
- *to provide general and specific program criteria related to location, eligibility, application requirements, special privileges and conditions for each Program;*
- *to establish policy direction related to program implementation, fees, monitoring and review; and,*
- *to confirm the legislative authority for the Policy.*

The policy defines the criteria for the establishment of a new On-Street Residential Parking Permit Zones in existing built-up areas. In addition to the proponent providing a list of the streets and the approximate number of addresses to be included in the proposed zone, they must also submit a completed “community survey” as provided by the Transportation Services staff tasked with assessing the

request. The “community survey” also known as a “petition” includes a list of addresses that the proponent must consult to confirm whether the parking permit zone is supported by affected members of the community. In order for the Parking Permit Zone to be further considered for implementation by the City of Ottawa, the petition should indicate the *appropriate* level of support of the affected community for the parking regulation changes.

B. On-Street Parking Regulation Change Policy:

The On-Street Parking Regulation Change Policy (ACS2017-TSD-TRF-0003) was approved by Council in April 2017. The policy provides a structured and formal process that ensures a fair and consistent application of changes to on-street parking regulations within the City of Ottawa. This policy states that a proponent must obtain support by 66% of affected residents in order for change in on-street regulation to be further considered and assessed by staff. Support is recorded as part of a formal petition process; the petition document is prepared by staff and identifies the addresses of all affected households.

Through the Council-approved On-Street Parking Regulation Change policy, the City of Ottawa has established and formalized a petition process which ensures a fair and consistent approach to community driven requests to modify on-street parking regulations. The petition process also serves as notification to all affected residents of potential change to the parking regulations that abut their property.

Under the existing process to create a Residential Parking Permit zone, once a request is received, staff review the request to ensure that the proposed modifications does not result in any safety concerns. Assuming there are no concerns, Traffic Services staff will then prepare a petition for the proponent to circulate to residents on affected streets. The policy requires one signature per address and no response counts as a no. If there is a minimum of 66% of addresses in agreement with the petition, the petition is then be deemed to be successful. The final step is to seek concurrence from the ward Councillor. With Councillor concurrence, Traffic Services staff then proceed to issue a work order create parking permit zone and work with Client Service Centre to begin receiving requests from the public to purchase the Residential Parking Permit.

Councillor Fleury is seeking a modified process for implementing Residential Parking Permit zones for the two areas described in this report and shown in Document 1. This

new process would be that once a roadway has been identified as having a need for a Residential Parking Permit zone by the Ward Councillor, they would then send the request to Traffic Services to ensure that this would not create any safety concerns. Assuming there are no concerns, the Ward 12 Councillor would then proceed with a modified public consultation process as described in the Councillor's comments of this report. Should the proposed changes be supported through this consultation process, the Ward Councillor would then send their concurrence to staff in Traffic Services. Traffic Services staff then proceed to issue a work order to create parking permit zone and work with Client Service Centre to begin receiving requests from the public to purchase the Residential Parking Permit.

It is acknowledged that Ward 12 does have a high concentration of multi-family dwelling units and apartment buildings, which makes petitioning difficult. While using a modified and broader consultation simplifies the process, it may result in some residents not receiving notice or not being provided with the opportunity to provide their feedback.

Transportation Services has no concerns to moving to this type of consultation recommended in this report based on the specific issues noted with the current petition process for these two areas of Ward 12.

COMMENTS BY THE WARD COUNCILLOR(S)

We have a number of paid parking zones in Ottawa-Vanier. In recent years, we have continued to see increased uptake from residents who meet the eligibility criteria to purchase a parking permit license.

We have worked closely with all community associations on specific on-street parking issues and parking permit zone needs. Recently in Lowertown West of King Edward, we have converted several parking permit zones to ensure consistent application of the criteria to the neighborhood, we have heard very positive feedback from the community as this brings a standardize approach and applicability to a specific residential area.

In Sandy Hill the parking zones are well established and appear to apply within the area most in need.

As a community we faced the transformation of need through the vast influx of infill development, which due to the proximity to main streets, employment nodes and the university, saw more building, more, units, more residents but less overall driveways

and parking surfaces. The pressure for parking increased even in a very low vehicle ownership; if only 10% of new residents in new development have a vehicle, if the new development site provides no parking, which is common and favorable, 10% more needs are added to neighbourhood streets. Certain zones in Sandy Hill do have parking permit zones which have been a relief these new development impacts. There is a correlation with more units, which increases the number of people, and adds parking pressure to the area.

Another benefit to the parking permit is that having vehicles in residential streets parked on street to offer a semi-permanent traffic calming measure. Having a car parked at curb does offer a buffer from the road for most.

The City of Vanier had different transportation programs. At amalgamation the program evolved and most areas in Vanier residents are excluded under the current parking permit zones. Over the last number of years, we have received many requests for parking permit zones, each case the resident met the eligibility criteria of the Parking Permit program but could not purchase a license because they were not living in an area with a zone.

Vanier, is a unique area, having been a former City some of its policy approach remain, including the historic on-street parking signed policy, although changes are advancing. Most of Vanier resident, even those who meet the eligibility criteria for the parking permit program do not live in a parking permit zone.

Vanier is a high renter environment, most older properties do have ample on the property parking spaces, but it is also seeing a trend towards redevelopment into larger rental buildings within its residential areas.

My team and I worked closely with residents to add zones within Vanier. The current petition process work well for owner environments as owner are more likely to participate into the municipal consultation process for a wide variety of reasons.

The number of unsuccessful attempts from community members to meet the participation threshold to achieve the 66% in support vote demonstrate the challenge with the petition approach. Less participation and engagement makes this percentage unachievable. None of the dozens of petitions in all areas of Vanier have been successful.

Here are the City of Ottawa's eligibility criteria for the parking permit program:

- You must reside in the designated area
- You do not have access to off-street parking
- License and registration of the vehicle used for the on-street parking must match the name and address on the permit application
- Student attending a post – secondary educational institution and are not the registered vehicle owner, must submit a letter from the registered vehicle owner.

Here are the 2021 charges for parking permit:

- Summer monthly permit (April – November) \$32.50 plus HST per month (2021)
- Winter monthly permit (December – March) \$152 plus HST per month (2021)
- Annual permit \$700 plus HST (2021)

The program is well established and has shown benefits to community.

Don't get me wrong, I want to encourage walking, cycling and transit. I also believe in modern urban environments where a range of transportation options exists.

If someone makes a choice of living in the core, and they happen to have a car, as a City we should still prefer that they leave their vehicle home and use other modes of transportation, the parking permit program offer that environment.

The parking permit zones in Rideau-Vanier are in some areas well established and in others, the inconsistent approach, have left void as well as opportunities to help standardize the approach.

In conclusion, for the Lowertown East and Vanier residents to benefit from accessing a parking permit, and because most of these zones have high levels of rental housing, we are asking the Transportation Committee to approve the waiver of the petition process and require community engagement to advance a cohesive approach to the expansion of parking permit zones. This waiver would allow for meaningful and coordinated engagement community-wide and with consultations with respective community associations. Following the community feedback, the City's traffic staff would make

recommendations for the expanded parking permit zone based on neighbourhood data, development and previous parking petition attempts to review the needs and benefit to expand parking permit zones in the above-mentioned area.

ADVISORY COMMITTEE(S) COMMENTS

This has not been considered by Advisory Committees.

LEGAL IMPLICATIONS

There are no legal impediments to approving the recommendations as outlined in this report.

RISK MANAGEMENT IMPLICATIONS

There are no risk management implications associated to this report.

FINANCIAL IMPLICATIONS

There are no financial implications associated with this report. More/larger parking permit zones would generate additional parking permit fee revenues for the City.

ACCESSIBILITY IMPACTS

There are no specific accessibility impacts identified associated with this report or its recommendations.

TERM OF COUNCIL PRIORITIES

The report aligns with the Integrated Transportation Priority of the 2019 to 2022 Council Plan.

SUPPORTING DOCUMENTATION

Document 1: Proposed Areas for consideration for Residential Parking Permit Zones in Ward 12

DISPOSITION

The Transportation Services Department will take appropriate action based on the recommendations made by the Committee and Council.