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TO:	CHAIR AND MEMBERS CIVIC WORKS COMMITTEE MEETING ON JANUARY 21, 2013
FROM:	EDWARD SOLDO, P. ENG. DIRECTOR, ROADS & TRANSPORTATION
SUBJECT	TROWBRIDGE AVENUE PARKING PASSES

RECOMMENDATION

That on the recommendation of the Director of Roads & Transportation, the Residential Parking Pass Program (RPPP) **BE INITIATED** for Trowbridge Avenue (all), Mary Avenue (all) and Pinewood Avenue from Mary Avenue to Randol Drive; noting that the Council approved user fees apply if the program is supported by the property owners

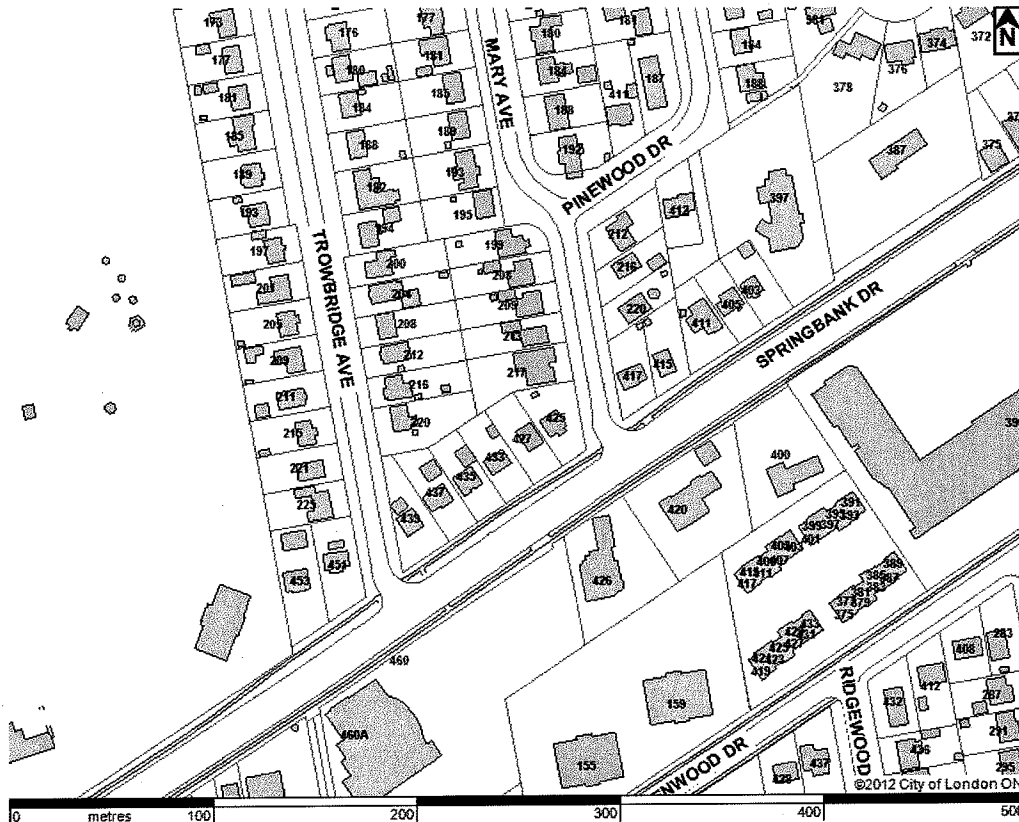
BACKGROUND

PURPOSE:

On December 11th, 2012 Municipal Council requested that Civic Administration investigate and report back to the Civic Works Committee, a solution to address residents' parking concerns on Trowbridge Avenue. The following report outlines how the City's Residential Parking Pass Program (RPPP) could be applied to Trowbridge Avenue and neighbouring street.

DISCUSSION:

Trowbridge Avenue is a local street north of Springbank Drive, east of Wonderland Road South (see map). In 2011 a medical building opened on the south side of Springbank Drive opposite Trowbridge Avenue at 660 Springbank Drive with paid parking for its users. Soon after the medical building opened, the Trowbridge Avenue residents noticed more vehicles parked on their street.



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Parking on residential streets near high demand parking or paid parking facilities is often impacted. The standard method to address property owner's concerns is to survey the impacted owners to determine if they support changing the parking regulations on their street. This usually involves implementing time limited parking and/or no parking zones. The Trowbridge Avenue property owners were surveyed and initially they supported the creation of a "no parking" zone along the east side of the road and more recently they supported prohibiting parking on the west side. Eliminating parking on both sides of Trowbridge addresses the residents' concerns about the medical building's customers parking on their street; however, it also limits on-street parking for their guests. Now that parking is prohibited on Trowbridge Avenue, Mary Avenue residents are experiencing the high parking usage that Trowbridge Avenue experienced. It is anticipated that Pinewood Drive will also be impacted.

In order to provide property owners with another alternative, the Residential Parking Pass Program (RPPP) (Appendix "A") was created in 2007. All vehicles parked on RPPP streets must have a valid City permit displayed. There are costs associated with administering the RPPP (e.g. sign manufacturing, sign installation and yearly pass administration) and Council approved user fees to recover part of these costs. It should be noted that most cities that offer a similar program also charge for their passes with most fees being higher than London's fees.



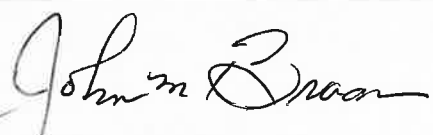
The first RPPP was implemented in the area immediately south of King's University College and based on comments from homeowners the program has addressed their parking concerns. Since 2007 streets near the existing RPPP have been surveyed to determine if they would like to be included in the program but to date the majority of property owners have opposed the change from the current time limited parking.

SUMMARY:

Implementation of the RPPP on Trowbridge Avenue would address guest parking issues; however, this program is an added service and there are user fees associated with the program to recover part of the cost of the program. It is recommended that a mail-back survey of property owners on Trowbridge Avenue, Mary Avenue and part of Pinewood Drive be sent to determine if they support the creation of a RPPP zone on their street noting that the survey will include the user fees associated with the program.

In order to address the immediate holiday season concerns, the Parking & Licensing Division issued one temporary parking passes to each resident on Trowbridge Avenue.

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PREPARED BY:	RECOMMENDED BY:
	
SHANE MAGUIRE, P. ENG. DIVISION MANAGER ROADWAY LIGHTING & TRAFFIC CONTROL	EDWARD SOLDO, P.ENG. DIRECTOR, ROADS AND TRANSPORTATION
REVIEWED & CONCURRED BY:	
	
JOHN BRAAM, P.ENG. MANAGING DIRECTOR ENVIRONMENTAL & ENGINEERING SERVICES AND CITY ENGINEER	

November 14, 2012

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Attach: Appendix "A" Residential Parking Pass Program

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- c.c. J. Braam, Managing Director, Engineering and City Engineer
- Annette Drost, Manager of the Municipal Law Enforcement Services - Parking & Licensing Division

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APPENDIX "A"

RESIDENTIAL PARKING PASS PROGRAM (RPPP)

The City of London's Residential Parking Pass Program (RPPP) is comprised of the following:

1. Applies to an area wide basis whose specific limits will be determined on a case by case review.
2. To measure the support for the RPPP a mail-back survey will be conducted with all residents within the RPPP zone. There are costs and impacts associated with implementation of the RPPP; therefore, the response and support rate for the mail-back survey must ensure acceptance of the initiative. The following table outlines the minimum rates for the RPPP:

Minimum Rates	RPPP
Response Rate:	50%
Support Rate:	67%

3. RPPs expire on June 30th or December 31st of the current year depending on the area.
4. Maximum of two passes will be issued per residence. The cost of the passes is as follows:

First Residential Parking Pass	\$60.00 (includes HST)
Second Residential Parking Pass	\$60.00 (includes HST)
First Residential Parking Pass at Midpoint of program year	\$30.00 (includes HST)
Second Residential Parking Pass at Midpoint of program year	\$30.00 (includes HST)
Replacement Residential Parking Pass	\$120.00 (includes HST)

5. Applicants must provide proof of residence (tax assessment, utility bill, etc.) and all outstanding convicted parking infractions must be paid prior to issuance of the RPP.
6. Pass holders are allowed to park in designated areas; it being noted that all drivers must still comply with other parking regulations such as no stopping, no parking, etc.
7. Residents who reside in multiple unit dwellings with more than 5 dwelling units (i.e. townhouse, apartment, condominium complexes) may not apply for RPPs and are excluded from the mail-back surveys as these properties are to provide sufficient off-street parking to address their needs.