

<p>Date: April 1, 2021</p> <p>To: Chair and Members of General Committee</p>	<p>Originator's files: MG.23.REP RT.10.Z-VAR</p>
<p>From: Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works</p>	<p>Meeting date: April 14, 2021</p>

## Subject

**Lakefront Parking Review (Wards 1 and 2)**

## Recommendation

That the Administrative Penalty By-law (0282-2013) as amended, and the Traffic By-law (0555-2000) as amended, be further amended to establish increased penalties of \$100 for parking, standing and stopping infractions in a "Lakefront Increased Penalty Zone", excluding overnight parking infractions, which will include all local roadways, City parks and municipal parking lots south of Lakeshore Road, from the east City limits to Meadow Wood Road, between the period of May 1<sup>st</sup> to September 30<sup>th</sup> as outlined in the report from the Commissioner of Transportation and Works, dated April 1, 2021 and entitled "*Lakefront Parking Review (Wards 1 and 2)*".

## Executive Summary

- A working group was established as directed by Council, to review the issue of overcrowded parking at lakefront parks and spillover parking in adjacent neighbourhoods, and to identify potential measures to promote parking compliance in this identified area.
- Staff are recommending the establishment of a 'Lakefront Increased Penalty Zone' within a specified area south of Lakeshore Road, whereby administrative penalty amounts will be increased to \$100 from May 1<sup>st</sup> to September 30<sup>th</sup>.

## Background

During the spring, summer and early fall months, a number of visitors are drawn to the City's Lakefront to make use of the parks, trails and amenities, resulting in capacity issues with existing parking availability in the parks. The Covid-19 pandemic beginning in March 2020, resulted in increased utilization of parks and natural areas as many other indoor recreational opportunities were limited. The parking pressures in the waterfront parks significantly increased. Consequently, there was, and continue to be overflow parking in adjacent residential neighbourhoods that result in traffic congestion and an increase in illegal parking.

In response to ongoing concerns expressed by local residents, and in an effort to address the issue in a holistic manner, Councillor Ras moved the following motion on September 23, 2020:

*GC-0169-2020*

- 2. That a working group be created consisting of the area Councillors and staff from Parks and Enforcement and any other appropriate sections to take a holistic approach to reviewing parking in Lakefront parks.*

## **Comments**

As directed by Council, a working group was established consisting of staff from Parks, Forestry and Environment; Legal Services; Strategic Communications; Enforcement; and, Traffic Management and Municipal Parking. The group met a number of times to discuss the issue of parking along the lake and what measures could be taken to address the issue. Councillors Dasko (Ward 1) and Ras (Ward 2) were included in the process to provide input from the perspective of their constituents.

### Traffic Management and Municipal Parking:

The Council-approved Parking Master Plan identifies the current and future needs of parking across the City, however specific parking operational issues in key areas of the City have been addressed through area specific parking strategies. The City of Mississauga Parking Master Plan Strategy – Phase II: Port Credit and Lakeview provided recommendations for a number of parking regulatory changes in Port Credit. Phase 1 of the Port Credit plan has been implemented. The implementation of Phase 2 will address paid parking at select locations on local roadways, in City parks and municipal parking lots. However, the roll out of this phase will extend beyond 2021 and will not immediately address the parking issues identified.

The Quiet Streets initiative was piloted in 2020 as part of the Road Safety program. Its purpose is to identify local roadway entrances and aid in road safety. Road Safety staff will look for opportunities to overlap this program at appropriate locations in the Lakefront area.

Staff continue to address resident-initiated roadway and neighbourhood specific concerns through the City's parking petition process and general provisions within the Traffic By-law.

### Parks Forestry and Environment:

Steps continue to be taken in City parks to deter illegal parking through improved infrastructure such as heightened concrete curbs.

Parks staff, in conjunction with Realty Services, have approached the Peel District and Dufferin-Peel Catholic District School Boards to identify and secure auxiliary parking at area schools in order to accommodate overflow parking. To date, there is one school agreement in place,

however there are an additional six schools identified as potential locations within close proximity to lakefront parks.

#### Enforcement:

Proactive enforcement operations will be initiated with dedicated officers assigned to the Lakefront Increased Penalty Zone. Service levels will vary based on observed activity in the Parks and adjacent neighbourhoods.

In consultation with Parks, Forestry and Environment; Traffic Management and Municipal Parking; and, Fire & Emergency Services, Parking Enforcement will identify trouble areas and conduct first offence towing operations. The focus of first offence towing operations will be prioritized in the following order:

- Safety (e.g. fire routes, congested roadways or double sided on-street parking that impedes emergency vehicle access)
- Prohibited parking (e.g. no parking, no stopping zones)
- On street 5-hour parking violations.

The current administrative penalties related to City parks, on-street and signed prohibited parking violations range from \$30.00 to \$55.00.

#### Lakefront Increased Penalty Zone:

Staff are recommending an identified zone along the lake whereby administrative penalties for parking, standing and stopping infractions will be increased to \$100 during the spring, summer and fall months to promote compliance with existing parking regulations in the Traffic By-law. Existing administrative penalties that currently exceed \$100, will remain unchanged. Additionally, overnight parking infractions between 2:00 A.M. and 6:00 A.M. will not be subject to the increased penalties.

The recommended area is defined as all City parks, parking lots and roadways south of Lakeshore Road, from the east City limits to Meadow Wood Road, which will include Meadow Wood Park and Watersedge Park.

The recommended timeframe is May 1<sup>st</sup> to September 30<sup>th</sup>. This will focus the enforcement measures on the high traffic months from late spring to early fall.

#### By-law Amendments:

To establish a "Lakefront Increased Penalty Zone", amendments to the Administrative Penalty By-law and Traffic By-law are required.

- Add a new definition of “Lakefront Increased Penalty Zone” to the Traffic By-law, which will include the area south of Lakeshore Road, from the east City limits to Meadow Wood Road.
- Add a new Schedule to the Administrative Penalty By-law, which lists the applicable provisions from the Traffic By-law, the corresponding short form wordings, and the amount of the increased penalties that will be payable in the Lakefront Increased Penalty Zone (\$100).
- Create two categories / types of penalties in the Penalties section of the Traffic By-law: 1) the increased penalties payable in the Lakefront Increased Penalty Zone (to be set out in the new schedule added to the Administrative Penalty By-law); and 2) the regular amounts payable in the rest of the City (as currently set out in the applicable Administrative Penalty By-law schedule).

## Engagement and Consultation

A public notification and signage plan will be utilized along Lakeshore Road and throughout the City to enforce and advise local residents and visitors of the increased administrative penalties in the Lakefront Increased Penalty Zone.

## Financial Impact

Administrative penalty amounts will be increased to \$100 from May 1<sup>st</sup> to September 30<sup>th</sup> within the specific area south of Lakeshore Road. The financial revenue impact is undetermined as it remains unknown the extent to which undesired behavior will be deterred by increased penalties.

Sign installations, as well as signs and advertising associated with the communications plan are estimated to cost \$8,000 and will be accommodated within the 2021 Operating Budget in the Works Operations’ cost center 23978 and the Traffic Management cost center 23972.

## Conclusion

The Transportation and Works Department recommends the establishment of the ‘Lakefront Increased Penalty Zone’, from May 1<sup>st</sup> to September 30<sup>th</sup> to promote parking compliance on local roadways and in City parks and parking lots in the lakefront area.



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Geoff Wright, P.Eng, MBA, Commissioner of Transportation and Works

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