

## Affordable Housing

### Issue

Council requested a service level review of Affordable Housing as part of the 2020 budget guidelines.

### Motion Proposed by Administration

Administration be directed to complete a service level review within 3 months of receipt of the affordable housing strategic plan to identify the appropriate role for the municipality in support of affordable housing.

### Report, Analysis and Financial Implications

The role of a municipality in support of affordable housing is being explored in developing an affordable housing strategic plan. This plan is now expected to be delivered to Council in the first quarter of 2020. Initially it was anticipated that the Affordable Housing Task Force would present the plan in 2019, which encouraged Council's direction to include it in the 2020 budget. Due to the complexity of the document, administration requests that Council delay the presentation until the revised document is finalized and the roles and responsibilities of key players are defined.

### Strategic Plan Goals

<input type="checkbox"/>	Manage Community Growth	<input type="checkbox"/>	Provide Strong Governance
<input type="checkbox"/>	Provide Quality Community Infrastructure	<input checked="" type="checkbox"/>	Healthy and Safe Community
<input type="checkbox"/>	Maintain Organizational Excellence	<input type="checkbox"/>	Foster Economic Vitality
		<input type="checkbox"/>	Promote Environmental Stewardship

### Governing Policies/Bylaws/Legislation or Agreements

[Click here to enter text.](#)

### Public Engagement/Communication Strategy

The Affordable Housing Task Force is in its second year of its mandate. The task force has members from different areas that ensure broad representation in delivering its mandate.

### CAO Comments

I recommend waiting for this analysis pending the receipt of the affordable housing strategic plan.

### Attachment(s)

1. [Click here to enter text.](#)

## **Down Town Parking and Snow Removal**

### **Issue**

Service level reviews of enforcement for snow route maintenance and down town parking enforcement were completed to determine the efficiency and effectiveness of the service.

### **Motion Proposed by Administration**

Is that:

1. Amendments to the Traffic Bylaw allowing administration to declare parking bans along maintenance routes when required.
2. Administration completes a review of parking signage within the down town core and continues enforcement on a complaint basis.

### **Report, Analysis and Financial Implications**

#### **Downtown Parking Enforcement**

Currently parking enforcement in the downtown core is handled on a complaint basis. Proactive enforcement of parking in the downtown core may often occur prior to special events to ensure event zones are clear.

A review of calls for service over the past five years shows minimal requests specific to the down town core. 2015 saw the most calls for service with a total of 3 parking complaints. Over the past 5 years a total of nine parking complaints were received. A break down of the complaints indicates; three for parking on private property, two parking in an alley and hazardous parking. One complaint received for parking within the 2 hour parking zone and parking within a designated electric vehicle parking stall.

Currently signage in the down town core is abundant and could be more consistent and concise. A thorough review of the signage would aid residents in understanding the parking regulations within the down town core.

#### **Snow Removal Service Level**

Currently Municipal Enforcement and Transportation work in partnership to clear parked vehicles from the street prior to snow removal and street sweeping.

When road maintenance is required, temporary signage is placed typically three days in advance of any maintenance activity. The signage presently used is non-regulatory and as such, enforcement is not possible for vehicles left on the street. On the day of intended maintenance, officers will attend the location ahead of transportation and request owners remove vehicles remaining on the street.

Officers utilize the current legislation under the Traffic Safety Act to remove vehicles which have not moved in the previous 72 hours and can be deemed abandoned.

Legislation does not require the vehicle be removed from the street, but to solely be moved any amount of distance. There is no current legislation for officers that requires vehicles of uncooperative or unavailable owners to remove a vehicle that has not exceeded the 72 hour limit.

Current practices are inefficient and often see vehicles that can not be removed from an area, due to the lack of legislation. In addition, current practices are time consuming requiring officers identify owners and attempt to make contact with them.

During times of snow removal, it has proven to be more efficient for crews to plow curb to curb providing for maximum safe road surfaces. Curb to curb plowing will also provide improved drainage as snow melts.

Working around vehicles causes delays and complications in the removal of snow and gravel. Often failure to clean the entirety of a street requires crews return to perform further maintenance.

### What Other Communities Are Doing

Other communities are undertaking a variety of different approaches to snow removal. The following is a break down of three communities within Alberta.

#### *City of Calgary*

Currently the City of Calgary uses predetermined and permanently marked snow routes. During a snow event, snow bans are declared with one to two days notice. Residents must remove their vehicles from the route for the duration of the ban up to 72 hours. Vehicles remaining in the designated area can be ticketed or towed.

When a ban is declared residents will be advised via media including radio and television news, automated alert systems, twitter and automated messages on the 311 information system.

Some discontent among residents has been observed with the snow ban system. The majority of the concern comes from snow route parking bans being declared and crews not reaching all neighbourhoods affected by the ban. Residents have received citations for failing to remove vehicles from the street, regardless if their street is cleared of snow. This has created a growing belief among some residents of Calgary, that snow bans are being utilized to create revenue through citations.

#### *City of Edmonton*

The City of Edmonton currently uses a seasonal ban system for snow clearing between November 5 and March 15. Declaration of a ban can occur with as little as 8 hours notice for residents. Focus of the bans is bus routes and collector roads. Parking on a bus route during a ban can result in the vehicle being ticketed and towed. Bans remain in effect until administration lifts the ban.

## *The Town of Banff*

The Town of Banff uses temporary signage placed during a snow event to create a temporary no parking zone. Vehicles remaining in the zone 24 hours after the signs are posted are subject to enforcement action. If the vehicle was parked at the location prior to the signs being posted, the vehicle will be towed at the Town's expense.

Identifying vehicles parked within designated zones requires additional officer resources. Officers are required to attend locations when signs are being placed to mark vehicles currently parked within the zone. Failure to mark vehicles when the zone is established will create uncertainty on which vehicles are subject to being tagged and towed.

The Town of Banff also offers real time tracking of snow maintenance vehicles. The majority of the fleet is GPS enabled and tracked on an online map, indicating where vehicles have been and where they are currently working.

## CONCLUSION

Enforcement for street maintenance is presently an inefficient practice and is not a service level currently meeting the industry standard. Officers lack the necessary legislation to have vehicles removed from the street or hold non-compliant owners accountable.

Street cleaning crews are frequently forced to work around vehicles on the street during maintenance. The vehicles pose a liability for the town as the operators are forced to maneuver their equipment regularly. Operating equipment around vehicles increases the likely hood of directly or indirectly causing damage to vehicles. These vehicles slow maintenance crews requiring more time to prevent unnecessary vehicle damage. Often times with vehicles left on the street, crews will be required to return at a later date to remove debris or snow from the street. Failure to remove the snow and debris build up under vehicles on the street poses a risk to the storm drainage system and local storm ponds.

When maintenance work slows due to vehicles remaining on the street, there is a direct increase in green house emissions to operate for an extended period of time.

Development of maintenance routes and authorities to ticket or tow vehicles would improve efficiencies for parking enforcement and increase the efficiency of maintenance crews. Bylaw amendments would provide Officers with the necessary tools to require vehicles be removed from the street. Should officers encounter repeat non-compliant vehicle owners, the bylaws would permit officers to issue citations or tow vehicles at the owner's expense, ensuring maintenance crews are not hindered from completing their work.

A high level cost estimate to implement snow routes includes new permanent signage along designated routes at approximately \$500 per sign. Savings can be attained in signage placement by placing signage on previously existing poles.

Enforcement costs will expect to see a decrease in officer time, as compliance with maintenance routes increases, allowing more time on enforcement activity at peak times such as school zone patrols. Ticket revenue from repeat non-compliant vehicle owners will provide minimal offset of officer time.

### Strategic Plan Goals

<input checked="" type="checkbox"/>	Manage Community Growth	<input checked="" type="checkbox"/>	Provide Strong Governance
<input checked="" type="checkbox"/>	Provide Quality Community Infrastructure	<input checked="" type="checkbox"/>	Healthy and Safe Community
<input type="checkbox"/>	Maintain Organizational Excellence	<input type="checkbox"/>	Foster Economic Vitality
		<input type="checkbox"/>	Promote Environmental Stewardship

### Governing Policies/Bylaws/Legislation or Agreements

Town on Okotoks Traffic Bylaw #10-10

### Public Engagement/Communication Strategy

During the 2020 budget survey, residents were asked if they would support temporary parking bans for street maintenance. Of 286 respondents, 68 percent of respondents support or strongly support temporary parking bans for street maintenance.

### Alternatives for Consideration

1. Continue to provide education to residents and complete street maintenance around vehicles left in maintenance areas.

### CAO Comments

Residents have an expectation that municipalities provide cost effective services. For a municipality to control costs and improve efficiency, cooperation between the municipality and its residents is critical. Ensuring residents have a clear understanding of their responsibilities to support maintenance of current tax rates by removing vehicles is an important part of the equation. I support an enhanced communication plan and amendments to the plan to enable enforcement to have the tools necessary. As a town we will always try a good neighbour approach first, education and then enforcement.

### Attachment(s)

1. Let's Talk Budget Survey results
2. Primary and Secondary Snow Routes map

Prepared by:  
Peter Stapley  
Municipal Enforcement Manager  
November 02, 2019

Would you support an increase in the budget for enforcement if necessary?

**2020 Let's Talk Budget consensus:**

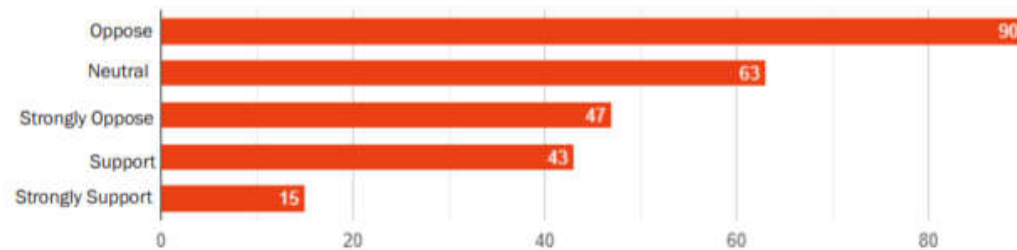
**"Oppose."** Chosen by 90 users (35%)

**66**  
comments



"Fines  
should cover  
the costs."

"Encourage  
more effective  
communication  
strategies with  
neighbours."



## Temporary Parking Bans

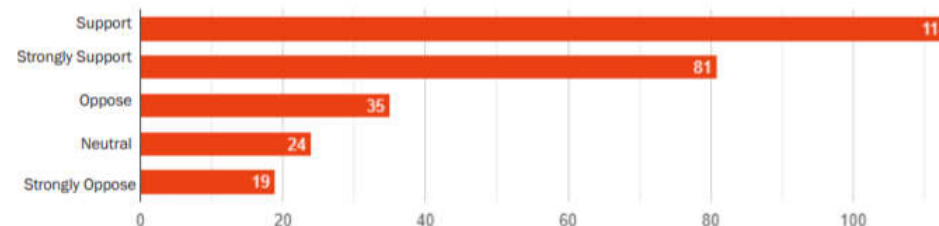
The Town of Okotoks is currently exploring the possibility of enforcing temporary parking bans on roadways to accommodate important road maintenance, such as snow clearing and street sweeping on priority routes. This is a common practice for most municipalities in Canada and would enable the Town to ticket or tow vehicles in violation. The education and enforcement of temporary parking bans in municipalities could have tax implications. Some of the additional costs to enforce the bans may be offset through ticketing, however it could require increased budget to administer the program.



**Do you support the Town of Okotoks enforcing temporary parking bans to assist with snow clearing, street sweeping and storm water maintenance activities?**

### 2020 Let's Talk Budget consensus:

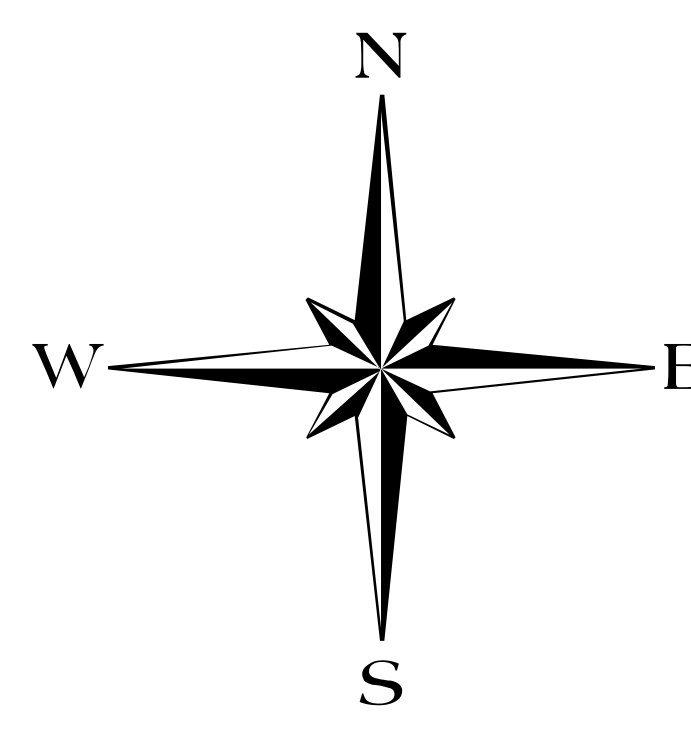
**"Support."** Chosen by 114 users (42%)





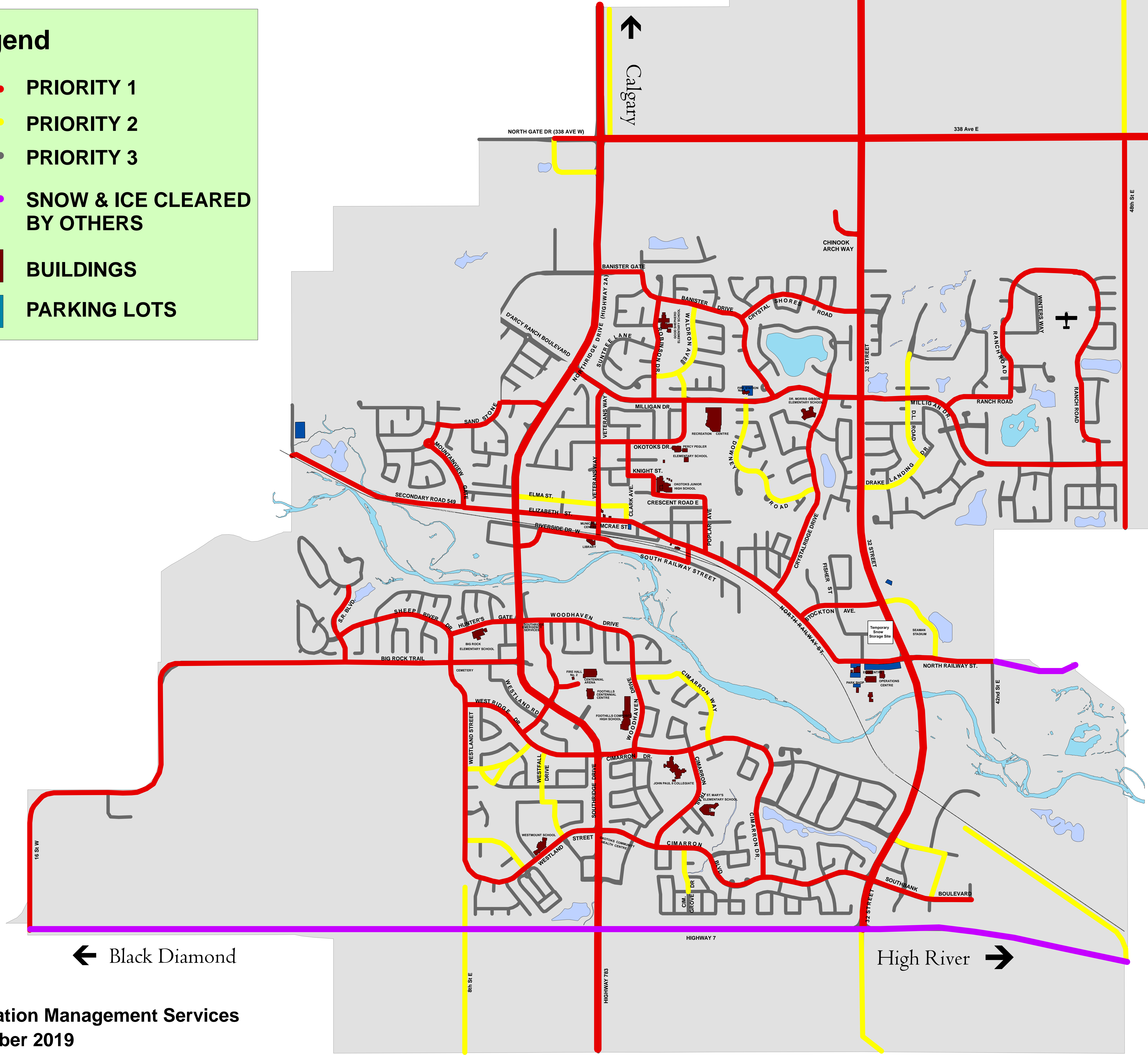
# Town of Okotoks

## Snow Clearing Routes 2019-2020



**Legend**

- PRIORITY 1
- PRIORITY 2
- PRIORITY 3
- SNOW & ICE CLEARED BY OTHERS
- BUILDINGS
- PARKING LOTS



← Black Diamond

High River →

