

# Town of Newmarket Agenda Council Workshop

Date: Monday, June 10, 2019

Time: 9:00 AM

Location: Council Chambers

Municipal Offices 395 Mulock Drive

Newmarket, ON L3Y 4X7

**Pages** 

### 1. Notice

In accordance with the Town's Procedure By-law, no decisions are to be made but rather this meeting is an opportunity for Council to have informal discussion regarding various matters.

- 2. Additions & Corrections to the Agenda
- 3. Declarations of Pecuniary Interest
- 4. Items
  - 4.1 Residential Parking Review

**Note:** Ted Horton, Planner, will be in attendance to provide a presentation on this matter.

5. Adjournment

2



## **Residential Parking Workshop**

June 10, 2019

Ted Horton, Planner















### Introduction



### **Council motion:**

THAT staff prepare a report on options and opportunities to address residential on-street and off-street parking challenges. Specifically, the report should consider the impact that changing economics and demographics have on housing occupancy and ways in which the Town of Newmarket can better balance reasonable parking needs with streetscape aesthetics, active transportation objectives, and effective by-laws enforcement.

### **Motion requests:**

- On-street and off-street residential parking
- Changing economics and demographics
- Housing occupancy
- Balancing interests in the right-of-way













### Introduction



### What this workshop covers

- Residential parking
- On & off-street parking
- Active transportation
- Economics & demographics
- Safety
- Enforcement

### **Motion requests:**

- On-street and off-street residential parking
- Changing economics and demographics
- Housing occupancy
- Balancing interests in the right-of-way

### What this workshop does not cover

- Non-residential parking
- Main Street area public parking
- Regional roads
- Private roads









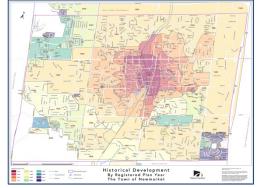




### Introduction

- Overview & Context
- Off-street parking
- On-street parking
- Trends
- Balancing interests
- Tools
- Discussion











### Context

- Neighbourhoods & eras of development
- Different roles of streets
- Different resident expectations

### **Characteristics**

**Built form** 

Land use

Street width

Street role

Parking supply

Parking demand

Active transportation

Aesthetics & character













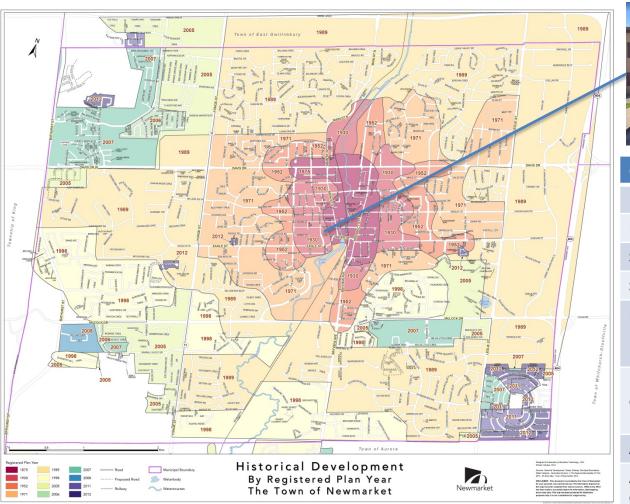














Characteristics	
Built form	Mixed
Land use	Mixed
Street width	6.1m
Street role	Local
Parking supply	Driveways & On-street (one- side)
Parking demand	Variable, evening & weekend peaks
Active trans.	None
Aesthetics & character	Small driveways, mature trees





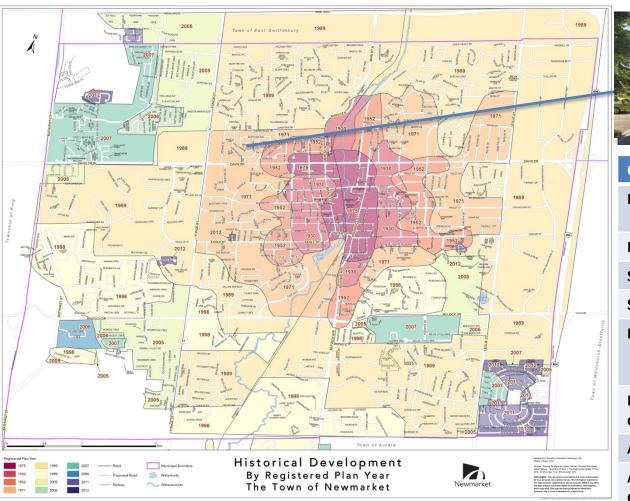














Characteristics	
Built form	Semi Bungalows
Land use	Residential
Street width	8.5m
Street role	Local
Parking supply	Driveways & on-street (one side)
Parking demand	Standard residential
Active trans.	None
Aesthetics & character	Small homes, large yards, consistent driveway sizes





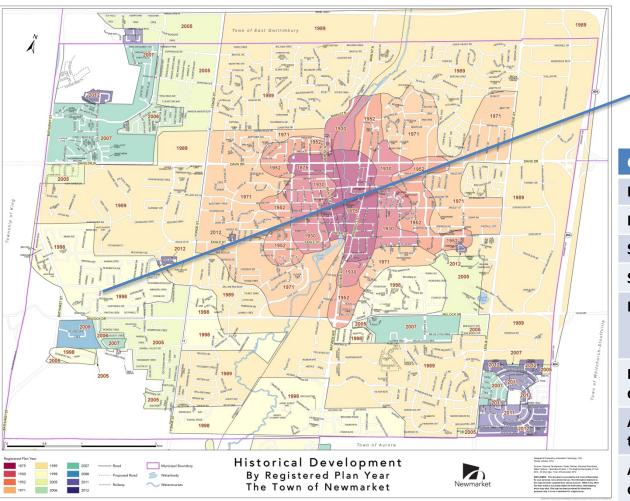














Characteristics	
<b>Built form</b>	Single detached
Land use	Residential
Street width	9.7m
Street role	Minor collector
Parking supply	Driveways & on-street (one side)
Parking demand	Standard residential
Active transportation	Bike lane planned
Aesthetics & character	Large setbacks, 2-car driveways, maturing trees





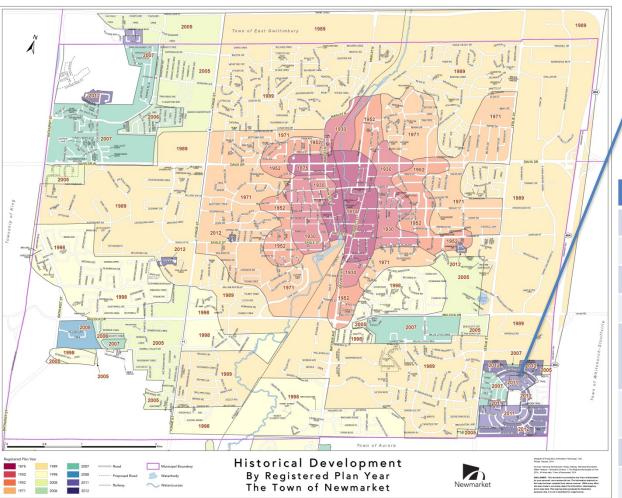














Characteristics	
Built form	Single detached
Land use	Residential
Street width	8.0m
Street role	Local
Parking supply	Driveways & on-street (one side)
Parking demand	Standard residential
Active trans.	None
Aesthetics & character	Small trees, consistent appearance





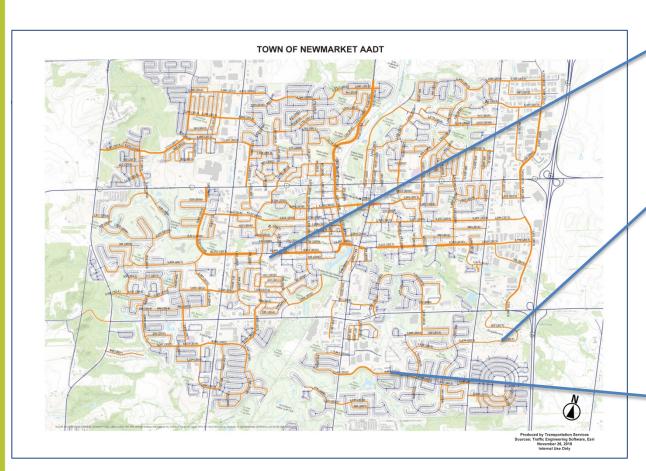






















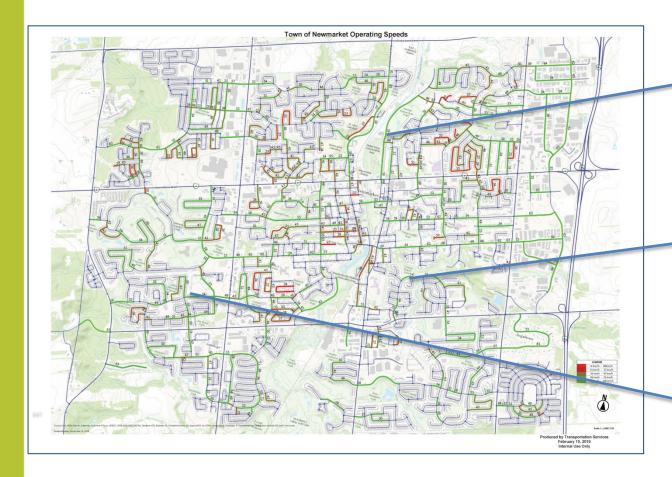
































### Context

- Neighbourhoods & eras of development
- Different roles of streets
- Different resident expectations

### **Characteristics**

**Built form** 

Land use

Street width

Street role

Parking supply

Parking demand

Active transportation

Aesthetics & character





















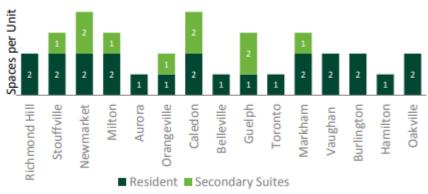
# Off-street parking: Current approach



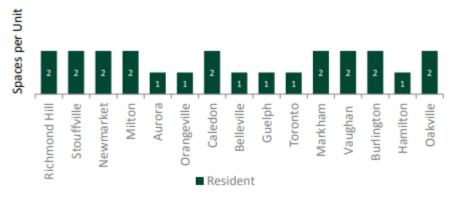
### Zoning By-law

- Requires a number of parking spaces
- Limits the size and location of driveways
- How driveways are approved

Resident Parking Requirement (Detached Homes)



Resident Parking Requirement (Townhouses)





Type or Nature of Use	Minimum Off-Street Parking Requirements
Accessory Dwelling Unit	2 exterior parking spaces per accessory dwelling unit
A Mixed Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Dwelling, Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Link	2 parking spaces per dwelling unit (*1)(*2)
Dwelling, Semi-Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Duplex	2 parking spaces per dwelling unit (*2)
Dwelling, Triplex	1.5 parking spaces per dwelling unit plu 0.25 visitor spaces per dwelling unit
Dwelling, Quadruplex, Fourplex or	1.5 parking spaces per dwelling unit plu
Maisonette	0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked	1.5 parking spaces per dwelling unit plu
Townhouse on Private Road	0.25 visitor spaces per dwelling unit(12)
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus
Townhouse on Public Road	0.25 visitor spaces per dwelling unit("2)









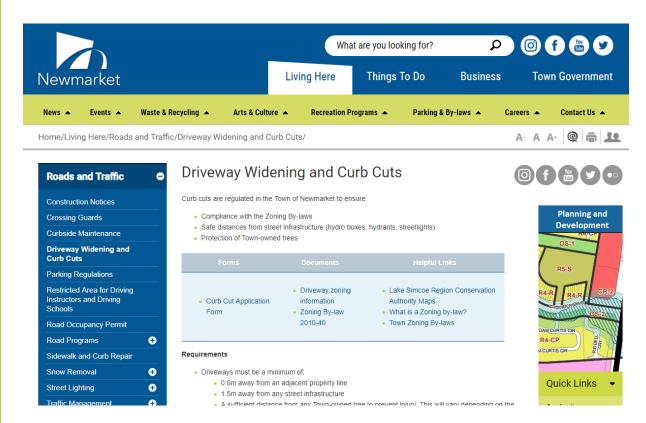






# Off-street parking: Current approach







Type or Nature of Use	Minimum Off-Street Parking Requirements
Accessory Dwelling Unit	2 exterior parking spaces per accessory dwelling unit
A Mixed Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Dwelling, Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Link	2 parking spaces per dwelling unit ('1) ('2)
Dwelling, Semi-Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Duplex	2 parking spaces per dwelling unit (*2)
Dwelling, Triplex	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Dwelling, Quadruplex, Fourplex or	1.5 parking spaces per dwelling unit plus
Maisonette	0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked	1.5 parking spaces per dwelling unit plus
Townhouse on Private Road	0.25 visitor spaces per dwelling unit(12)
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus
Townhouse on Public Road	0.25 visitor spaces per dwelling unit(12)

The minimum, off-street parking requirements for residential uses shall be as















# Off-street parking: Effects

- Mode choice & car ownership
- Impervious surface area & environmental impact
- Economic value
- Street design & safety





follows:	
Type or Nature of Use	Minimum Off-Street Parking Requirements
Accessory Dwelling Unit	2 exterior parking spaces per accessory dwelling unit
A Mixed Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Dwelling, Detached Dwelling, Link	2 parking spaces per dwelling unit ('1) ('2) 2 parking spaces per dwelling unit ('1) ('2)
Dwelling, Semi-Detached	2 parking spaces per dwelling unit (*1) (*2)
Dwelling, Duplex Dwelling, Triplex	parking spaces per dwelling unit (2)     1.5 parking spaces per dwelling unit plus
	0.25 visitor spaces per dwelling unit
Dwelling, Quadruplex, Fourplex or Maisonette	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked Townhouse on Private Road	1.5 parking spaces per dwelling unit plus 0.25 visitor spaces per dwelling unit <sup>(*2)</sup>
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus

The minimum, off-street parking requirements for residential uses shall be as









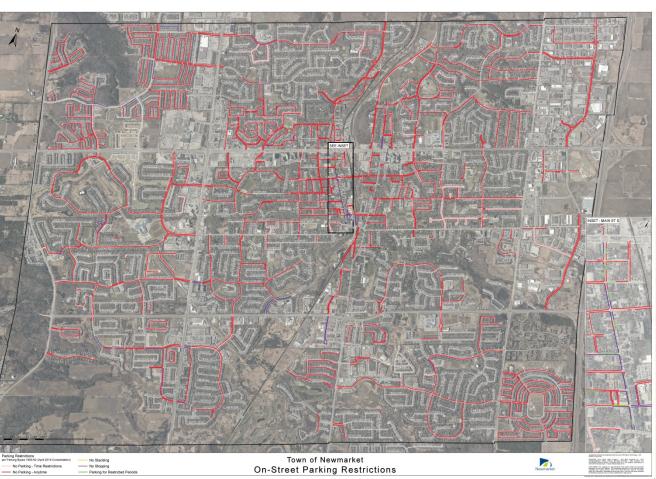






# On-street parking: Current approach





### New Parking By-Law Given Rough Passage

Nemonstrt-Amendments to the traffic by-law which would prohibit purking on Thursday, Friday and Saturday on the east side of Main St. were left neither approved nor formally rejected by the Newmarket town council Monday night as the fire whistle brought a hasty adjournment of

The amendments to the by-law had been introduced by the chairman of the police committee, Councillor E. C. Morrison, following discussions with the police. 'The committee has been under some pressure from council "to do something about the congestion on Main St." and the proposed amendments, were the committee's answer,

> Newmarket Era and Express, Sept. 11, 1947

### Action In Widening Main St. Possibility, May Remove Curbing

Deputy-Reeve Arthur D. Evans is going to have the men of the water and light department re-strongly urge that the curbing on move the telephone poles from either side of Main St. be rethe west side of Main St. from Park Ave. to Botsford St. as soon as possible so that work

Frank Bowser, chairman of the thing roads and bridges committee of the council, stated this week that as soon as the poles are removed, to drive through the town fasthis men will begin taking up or if we take off the curb, the curb.

re-introduced into council by widening Main St.," Joseph Vale, while not opposing few poles to remove."

the scheme, expressed doubt as to its value.

Deputy-Reeve Evans.

"The engineer told us that we could widen Main St. from two can be commenced on the remov-and a half to five feet by remov-al of the curb in order to widen Main St. W. Dales. "I think it is a great

"We narrow the sidewalk and

Mr. Vale. "I agree with Mr. Byers Councillor George Byers on Bowser. "We could take one Monday night. His statement block and remove the curb and that Main St. should be widened see how it works. We could as soon as possible was greeted start on the west side of Main with approval from most mem-bers of the council. Councillor Botsford St. There are only a

Newmarket Era and Express, Oct. 4, 1945













# On-street parking: Effects

- Operations & snow removal
- Traffic speed & safety
- Active transportation
- Mode choice & car ownership
- Impervious surface area & environmental impact
- Economic value



















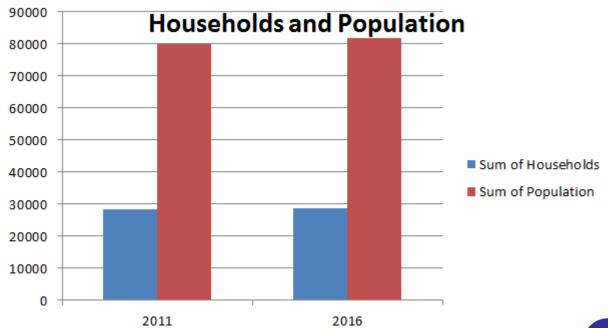




# Trends: Demographics







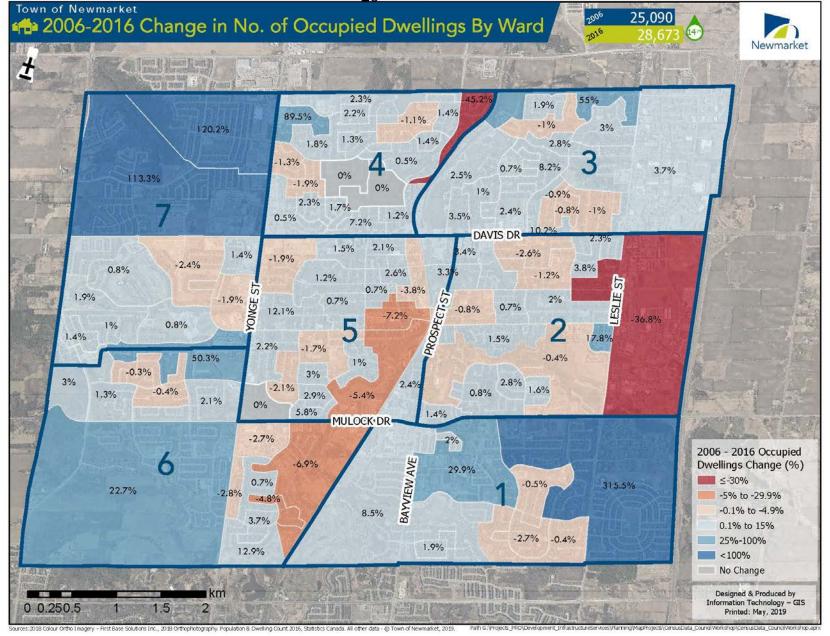












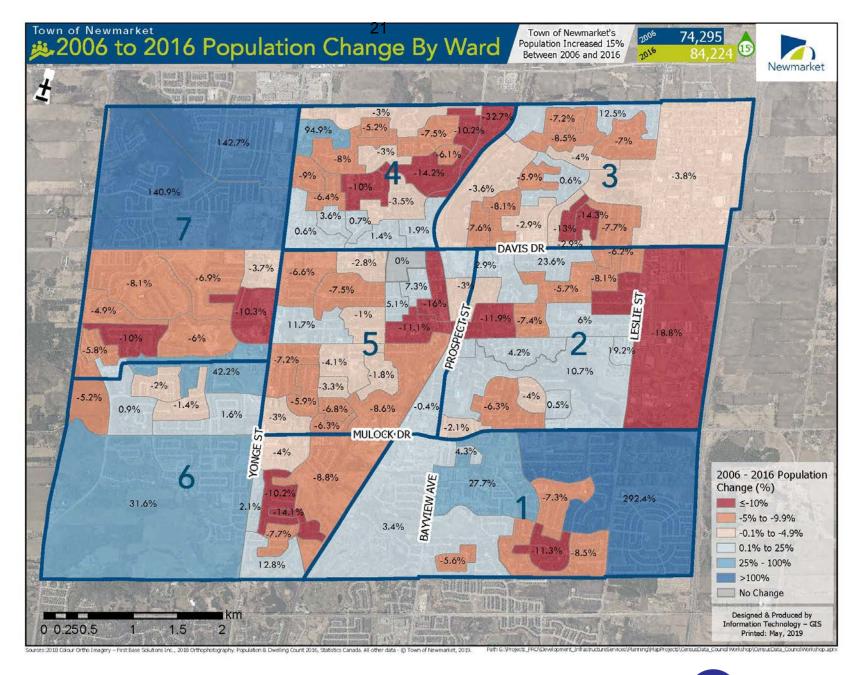












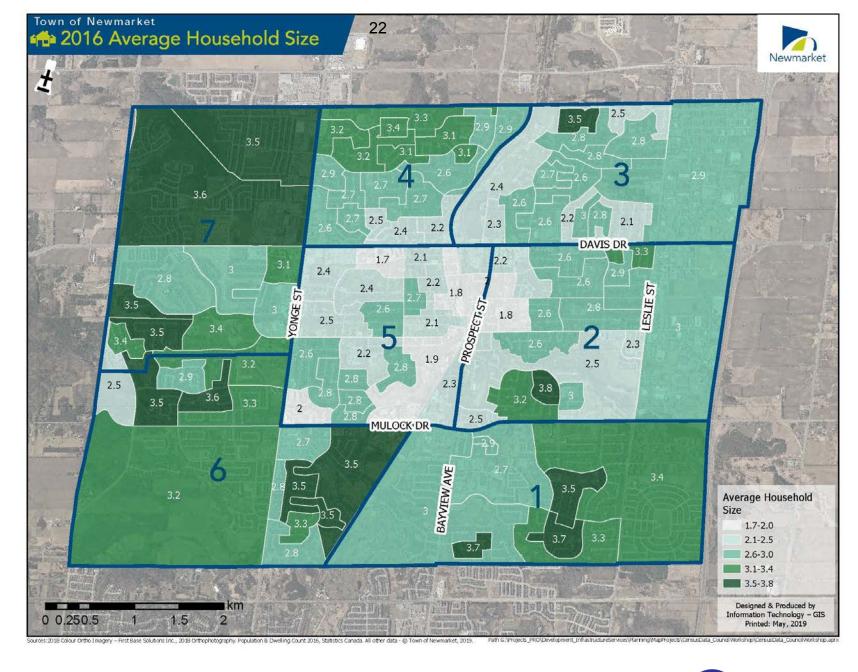














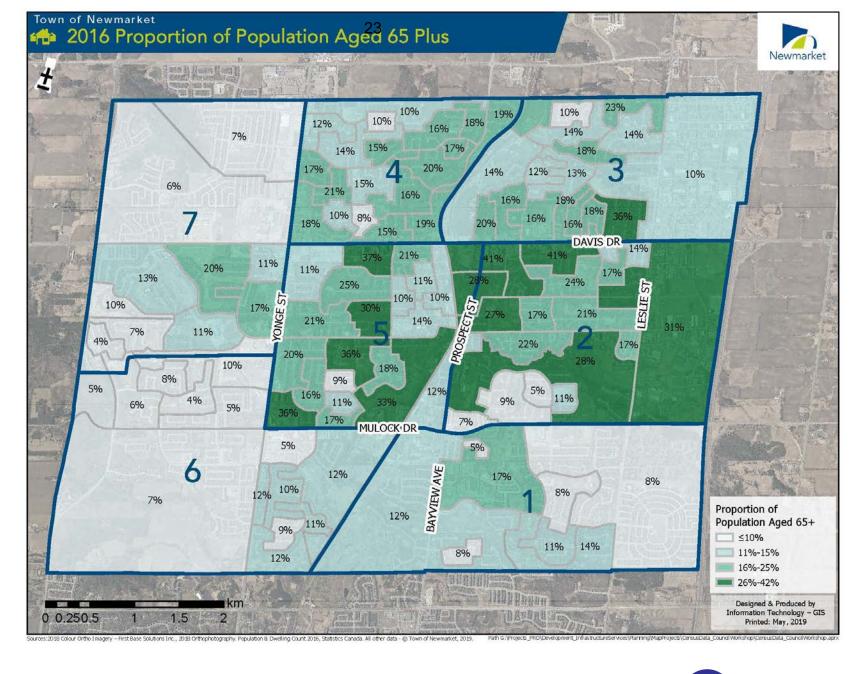














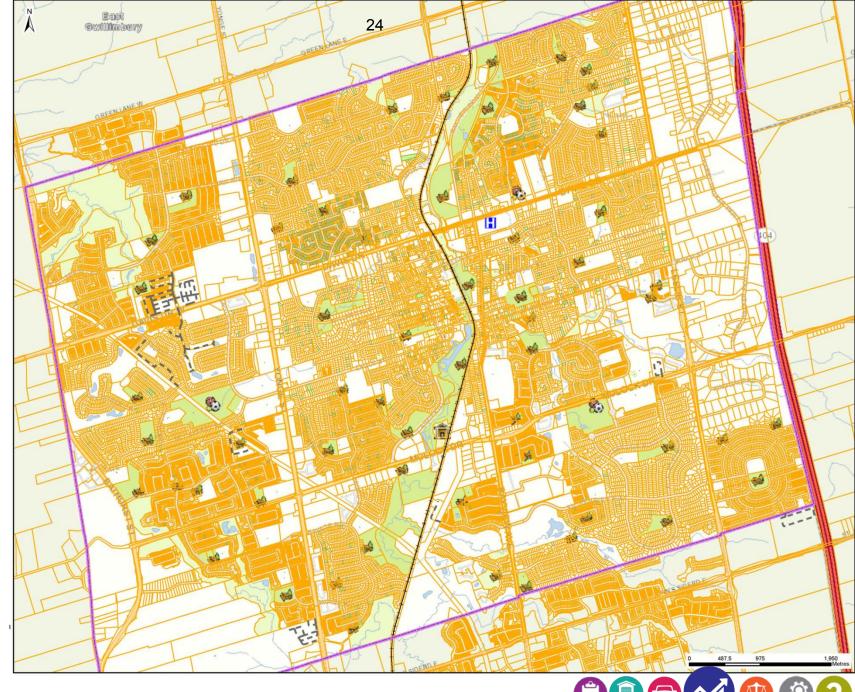
















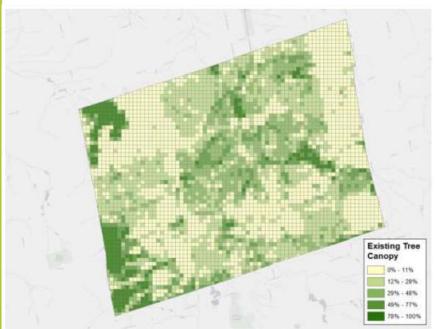


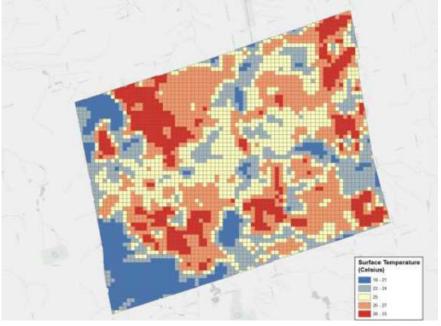




















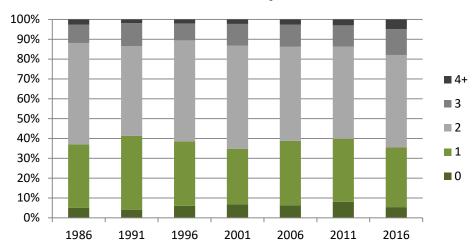




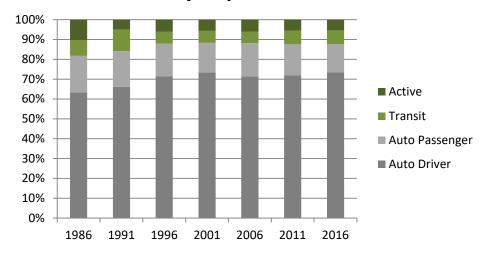
# Trends: Transportation



### **Number of Vehicles per Household**



### **Primary Trip Mode Choice**











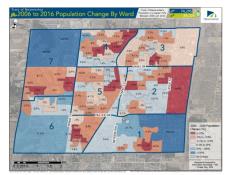




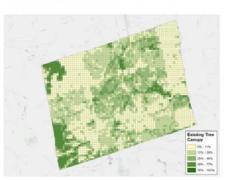
### **Trends**

- Population
- Number of households
- Household size
- Age
- Development built form
- Mode choice (car/bike/walk/bus/train)





















# Balancing interests

- Parking supply & aesthetics
- Environmental impact & climate change
- Safety & traffic mitigation
- Active transportation & vehicle movement
- Alignment with Town objectives





















### **Tools**

- Zoning by-law
  - Driveway widths
  - Number of parking spaces required
- Parking By-law
  - On-street regulations (one-side, two-side, hour limits, resident restrictions)
- Permits
  - Town-owned lots
  - Parking exemption program
- Enforcement
- Smart technology
  - Rover





Type or Nature of Use	Minimum Off-Street Parking Requirements
Accessory Dwelling Unit	2 exterior parking spaces per accessory dwelling unit
A Mixed Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Dwelling, Detached	2 parking spaces per dwelling unit (1) (2
Dwelling, Link	2 parking spaces per dwelling unit (1)(2
Dwelling, Semi-Detached	2 parking spaces per dwelling unit [1] [2
Dwelling, Duplex	2 parking spaces per dwelling unit (1)
Dwelling, Triplex	1.5 parking spaces per dwelling unit plu 0.25 visitor spaces per dwelling unit
Dwelling, Quadruplex, Fourplex or	1.5 parking spaces per dwelling unit plu
Maisonette	0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked	1.5 parking spaces per dwelling unit plu
Townhouse on Private Road	0.25 visitor spaces per dwelling unit(1)
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus
Townhouse on Public Road	0.25 visitor spaces per dwelline unit(1)

### Will Take Day In Jail Merchant Declares, Ignores Parking Fine

Jim Sleigh, a Newmarket merehant, says he will spend a day in jail be fore he will pay a municipal parking fine. Mr. Sleigh said yesterday that he is "tired of paying out fines". There are parking meters in front of his store and "no parking" restrictions on Cedar St. behind the store.

Cedar St. Definid the store.

"We have to use our truck on the street for loading and un-tickets for parking violation loading heavy electrical equip—since the meters were installed, ment," said Mr. Sielph, co-owner, "I have paid fines and went to ofte Newmarket Radio Electric court once to give them an argustore. On Main St, in front of mat but still had to pay \$1 and the store there are parking met, court costs," he said. "Im going crs where the truck must load to forget about them now." He may be the said to the parking of the parking are started to the said to the said that the way of the parking is the parking of the parking are to a the firm, when deliveries were to be made.















# **Options**

Newmarket

- Increase supply of parking
  - Reduce restricted areas
  - Increase maximum duration
  - Broaden use of exemption program
  - Pilot area for on-street parking
  - On-street parking permits for dwellings without parking
- 2. Allow overnight parking at Town-owned lots
- 3. Require permits for driveway works
  - Licensing paving companies
- 4. Allow in-garage parking spaces to provide zoning-required parking spaces
- 5. Review driveway zoning standards
- 6. Maintain existing approach



Type or Nature of Use	Minimum Off-Street Parking Requirements
Accessory Dwelling Unit	2 exterior parking spaces per accessory dwelling unit
A Mixed Use Building containing up to 3 Dwelling Units	1.5 parking spaces per dwelling unit
Dwelling, Detached	2 parking spaces per dwelling unit (1)(2)
Dwelling, Link	2 parking spaces per dwelling unit (1)(2)
Dwelling, Semi-Detached	2 parking spaces per dwelling unit (1)(1)
Dwelling, Duplex	2 parking spaces per dwelling unit (1)
Dwelling, Triplex	1.5 parking spaces per dwelling unit plu: 0.25 visitor spaces per dwelling unit
Dwelling, Quadruplex, Fourplex or	1.5 parking spaces per dwelling unit plus
Maisonette	0.25 visitor spaces per dwelling unit
Dwelling, Townhouse or Stacked	1.5 parking spaces per dwelling unit plu:
Townhouse on Private Road	0.25 visitor spaces per dwelling unit(1)
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus
Townhouse on Public Road	0.25 visitor spaces per dwelling unit(1)

### Will Take Day In Jail Merchant Declares, Ignores Parking Fine

Jim Sleigh, a Newmarket merchant, says he will spend a day in jail be fore he will pay a municipal parking fine. Mr. Sleigh said yesterday that he is "tired of paying out fines". There are parking meters in front of his store and "no parking" restrictions on Cedar St. behind the store.

"We have to use our truck on; Mr. Sleigh has had nearly if a he street for loading and unit lickets for parking violations unding heavy electrical equiptions of the street for Singh, re-owner, "I have paid fines and went to force. On Main St., in front of the store there are parking met. of court costs," he said. "I'm going re where the truck must load to trope; about them now." He park to the said that it was difficult to heep the said that it was difficult to heep rece parking area is at the Timity of the said that it was difficult to heep the said that wa











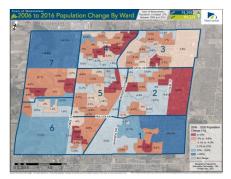


# Summary & Next Steps

- Overview & Context
- Off-street parking
- On-street parking
- Trends
- Balancing interests
- Tools























### **Discussion**

# nclusive











