

Declarations of Pecuniary Interest

Public Hearing Matter - 7:00 p.m.

1. PowerPoint Presentation entitled Parking Standards Background Study. p. 1
2. Development and Infrastructure Services Report - Planning and Building Services Report 2016-31 dated October 18, 2016 and related Council Extract, Public Meeting Notice regarding Urban Centres Zoning By-law Project and Parking Standard Background Study. p. 2
3. Correspondence dated November 14, 2016 from Mr. Chris Stoyanovich, Senior Associate, Macaulay, Shiomi Howson Ltd. regarding 603 Davis Drive, 18 and 22 Bolton Avenue. p. 17

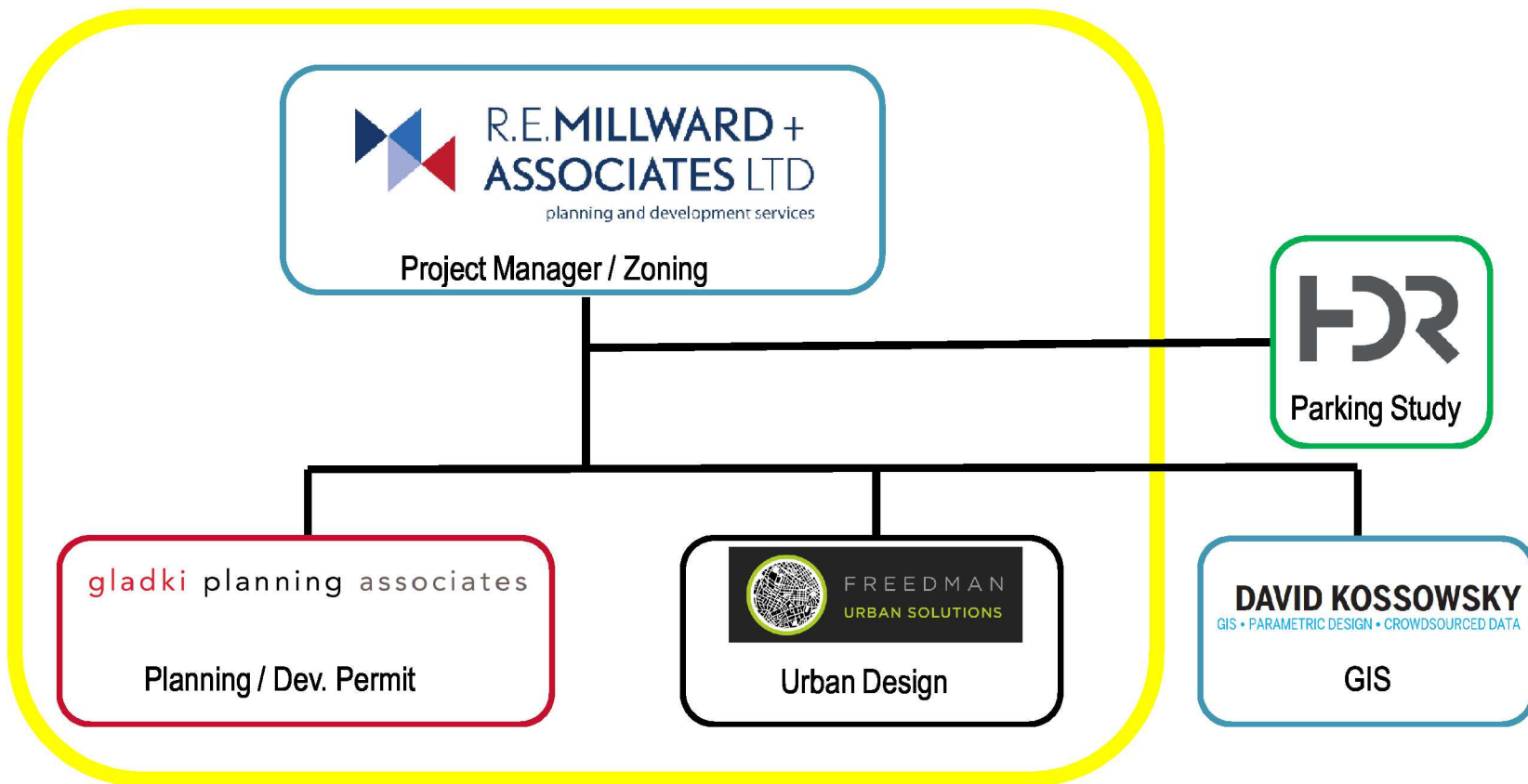
Adjournment

Parking Standards Background Study

Area-Specific Zoning By-law for the
Urban Centres Secondary Plan Area



Area-Specific Zoning By-law, Urban Centres Secondary Plan Area, Town of Newmarket



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Area-Specific Zoning By-law, Urban Centres Secondary Plan Area, Town of Newmarket

Project Phases

PHASE 1 : Parking Standard Background Study (May 2016 to December 2016)

- Parking Standards Background Study Draft Report completed (Oct 2016)
- Public comment and review (Oct 25 2016– Jan 2017 / Statutory Public Meeting on Nov 21 2016)
- Council adoption of a Parking Standard zoning by-law amendment for the Urban Centres (Jan 2017?)

PHASE 2 : Background Review and Directions Report Preparation (August 2016 to March 2017)

- Review all relevant planning legislation, documents and reports related to the Urban Centres
- Stakeholder Consultations regarding approaches to zoning
- Develop a Directions Report on the form of the future Urban Centres Zoning By-law/CPPS:
 - Conventional Zoning By-law vs form-based, or a hybrid of the two
 - The inclusion of a Community Planning Permit System (CPPS) area
- Public Open House on Directions Report

PHASE 3 : Draft Zoning By-law / Draft Development Permit By-law Preparation (Est. April 2017 to August 2017)

PHASE 4 : By-law Refinement and Enactment (Est. September 2017 to November 2017)

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Area-Specific Zoning By-law, Urban Centres Secondary Plan Area, Town of Newmarket

Urban Centres Zoning By-law and associated Parking Standards By-law

- This zoning by-law and parking standards are only for the Urban Centres
- This project is being done for two main reasons:
 - (i) it implements Secondary Plan policies which encourage non-auto forms of transportation and transit usage, and
 - (ii) it assists to reduce soft costs associated with development, thereby encourage the redevelopment and intensification of the corridors.

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Area-Specific Zoning By-law, Urban Centres Secondary Plan Area, Town of Newmarket

Urban Centres Secondary Plan Policies regarding Parking

Background to the Urban Centres Secondary Plan

Newmarket OP 2008 – promote public transit ridership through high quality urban design, human scale, land use mix and compact development. Parking areas should be located underground where possible in the Urban Centres. The general objective is to mask the parking function.

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Urban Centres Transportation Study 2013 – Since additional capacity on existing roads is not a practical solution, providing additional transportation options as the area grows is an important measure to take.

Urban Centres Transportation Study Phase 2 (2014) – Recommended Transportation Demand Measures (TDM) and parking strategies that should be implemented to achieve the vision of the Secondary Plan.



Area-Specific Zoning By-law, Urban Centres Secondary Plan Area, Town of Newmarket

Urban Centres Secondary Plan Policies regarding TDMs and Parking Strategy

Urban Centres Secondary Plan Policies

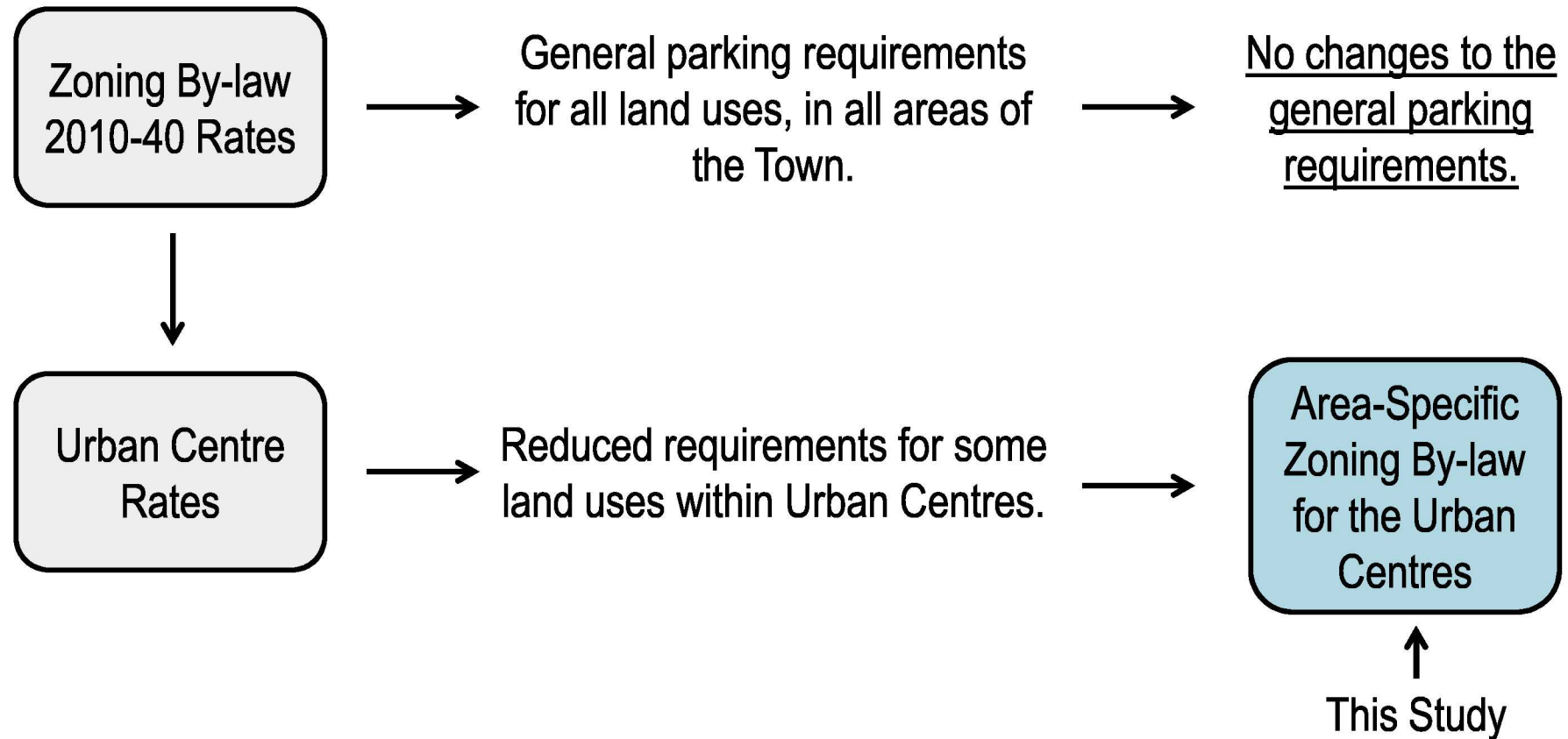
“9.3.5 Transportation Demand Management

iii. ...all non-residential development in the Urban Centres and all residential development in the Urban Centres proposing 10 or more residential units shall be required to prepare a Transportation Demand Management Strategy as part of its Traffic Impact Report. The TDM strategy will describe actions intended to discourage single-occupancy vehicles trips, alternative parking standards, minimize parking, and promote transit use, cycling, car and bike sharing, carpooling, and other measures.”

“9.3.6 Parking

i. The Town will establish appropriate parking standards for the Urban Centres in the Zoning By-law. Parking requirements will seek to reduce the parking standards in order to encourage a shift toward non-auto modes of transportation and reflect the walking distance to transit and complementary uses.” (emphasis added)

Current Zoning By-law Structure



Study Purpose

Area-Specific
Zoning By-law
for the Urban
Centres



This Study

- Encourages redevelopment and intensification of the corridors.
- Encourage a shift towards non-auto modes of travel.
- Implements Secondary Plan policies.

Section 9.3.6 Parking:

- i) Establish minimum and maximum parking requirements.
- ii), vi), vii) Accommodate bicycle parking in secure indoor storage areas.
- iii) Apply shared parking principles.
- iv) Discourage surface parking.
- v) Non-residential parking to be paid.
- viii) Prohibit parking on Davis Drive and Yonge Street.

Section 9.3.6.1 Public Parking Strategy, that considers:

- a) Parking demand on a district level
- b) Available on-street parking
- c) Shared parking opportunities
- d) Locations and size of public parking facilities
- e) The potential role of a public parking facility
- f) Cash-in-lieu

∞

- § Background Review of other Jurisdictions
- § Residential & Non-Residential Parking Rates
- § Transit Proximity Reductions
- § Shared Parking
- § Joint Development & Bonusing
- § Cash-in-Lieu
- § Carpooling & Car-Sharing Spaces
- § Parking Management and Governance Models
- § Transportation Demand Management



Background Review

§ Canada

- Newmarket
- Markham
- Toronto
- Mississauga
- Brampton
- Oakville
- Richmond Hill
- Hamilton
- Vaughan
- Ottawa

§ United States

- Stockton, California
- Salem, Oregon
- Eugene, Oregon
- Pasadena, California
- Huntington Beach, California
- Chicago, Illinois

§ Various Industry Research Papers

Background Review.. continued

§ Canada

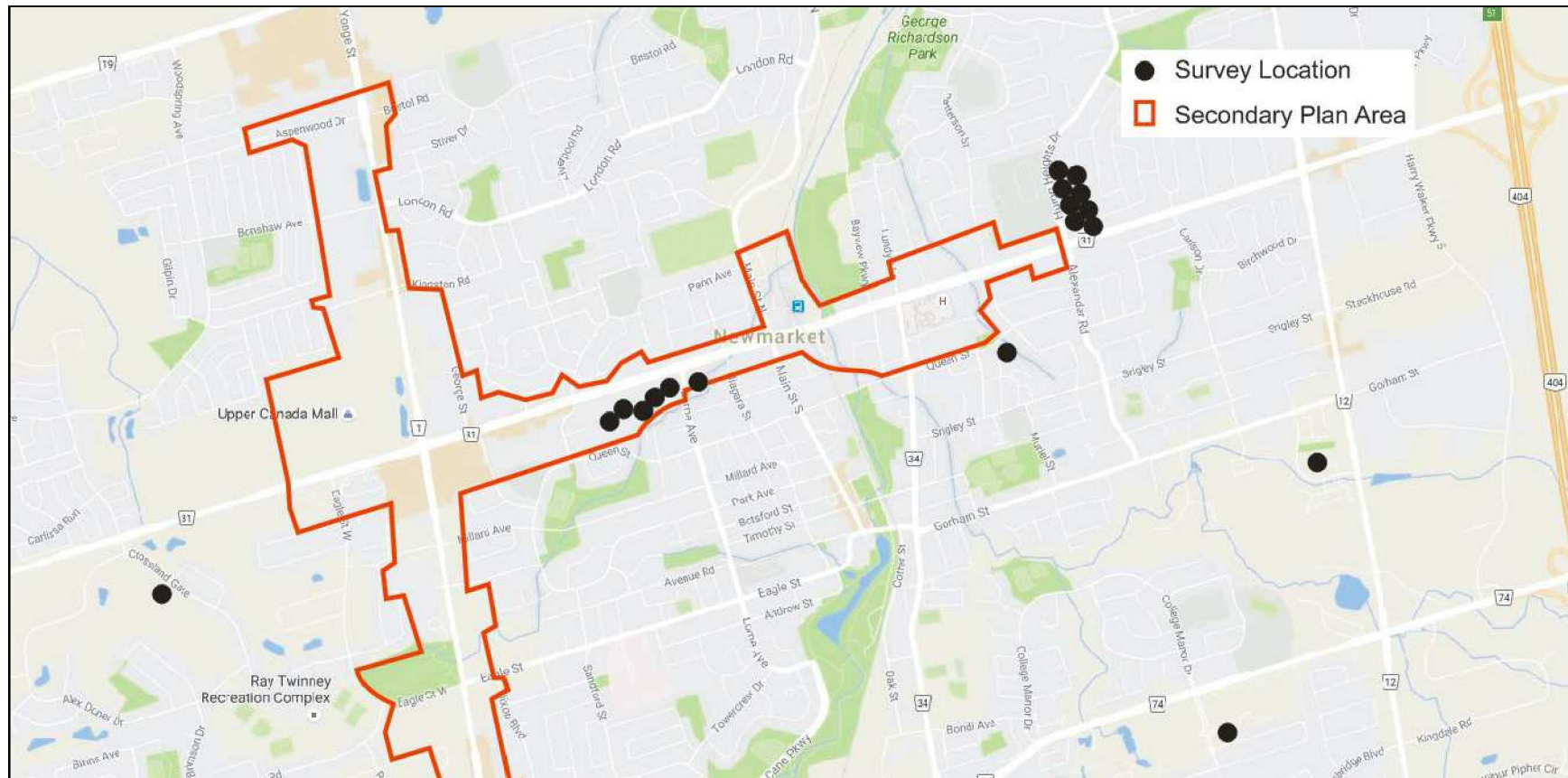
- Aurora
- Ajax
- Pickering
- Oshawa
- Whitby

Other Municipalities were also reviewed but did not factor into our study because...

- (i) Their bylaws have not been updated in a long time
- (ii) They have not carried out any recent studies for their urban centres
- (iii) Their geographic location in the GTA may not be comparable
- (iv) Planning contexts are not as advanced as that of Newmarket:
 - (i) Newmarket identified as a Provincial Urban Growth Centre
 - (ii) Adoption of the Urban Centres Secondary Plan
 - (iii) Newmarket identified a Metrolinx Mobility Hub Study area
 - (iv) Newmarket has a Bus Rapid Transit system, and
 - (v) Increased train service along the Barrie rail line as part of the Metrolinx RER program.



§ Survey data from residential buildings in Newmarket and surrounding area



§ Average demand is 0.84 spaces per unit (compare to 1.0 space / unit req.)

Background Review

§ Residential Development Applications

Development	Type	Parking Supply
212 Davis Drive	225 apartment units	Reduction approved
180 Main Street "Clock Tower"	150 condominium apartment units 1,138 m ² ground floor commercial	Reduction sought
17645 Yonge Street "Slessor Square"	21 storey apartment, retirement residence, medical use.	Reduction approved
17150 Yonge Street	York Region Annex Building	Meets requirements
16635 Yonge Street	Shoppers Drug Mart	Meets requirements
17365 Yonge Street	12&14 storey apartment	Meets requirements
345 & 351 Davis Drive	Back-to-back stacked townhouses	Reduction approved

Maximum Parking Rates: Philosophy

- § Reduces soft costs (parking space represents part of the unit cost), which increase affordability
- § Reducing parking requirements has a natural and logical effect of reducing the overall price of a unit (for example, a 1 bedroom unit, with a required 1.25 parking spaces, parking represents approximately 12-13% of the unit price)
- § Supports the urban design and parking policies of the Secondary Plan
- § Currently applied in progressive municipalities: Toronto, Richmond Hill, Vaughan, Ajax, Ottawa, Salem, Eugene, Pasadena, Chicago
- § Without a maximum there is a risk of developers providing vast areas of surface parking
 - ⌚ This degrades the public realm and is counter to numerous goals, objectives and policies of the Secondary Plan.
- § If an applicant insists on additional parking, they **can still apply for a variance or Zoning By-law Amendment.**
- § Over-provision of parking and free parking are both proven to *encourage* driving, even when transit or other modes are viable options!

Recommended Approach: Residential Parking Rates

Multiple Dwelling Unit Buildings	Current Urban Centre Rates			Recommended Rates			
	Non-RGI		RGI	Non-RGI		RGI	
	Minimum	Maximum		Minimum	Maximum		
Bachelor	1.00/unit		<i>Rent-geared-to-income</i> not considered in current By-law	0.70/unit	0.85/unit	50% reduction to minimum and maximum rates	
One Bedroom				0.80/unit	1.00/unit		
Two Bedrooms				0.90/unit	1.10/unit		
Three Bedrooms+				1.10/unit	1.30/unit		
Visitor	0.25 visitor spaces/unit			0.15/unit	0.15/unit		(except visitor parking)
Townhouse Dwellings	Minimum	Maximum		Minimum	Maximum		
Tenant	1.50/unit (private road) 2.00/unit (public road)			1.00/unit	1.20/unit		
Visitor	0.25 visitor spaces/unit			0.15/unit	0.15/unit		

- § Large, low density residential uses are not permitted by the Secondary Plan
- § The lowest density that may be permitted are townhouses
- § Even townhouses must adhere to FSI of 1.5

Recommended Approach: Non-Residential Parking Rates

- § Established minimums and maximums
- § Blending of land uses
- § All rates based on GFA, eliminate Net Floor Area and staff-based rates
- § Eliminate minimum requirements for uses < 200 m²

	Town of Newmarket Zoning By-law 2010-40	Recommended Secondary Plan Area Rates	
Land Use	General Rates	Minimum	Maximum
School, Elementary	2 spaces per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking	1 space per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking	2x the minimum
School, Secondary	3 spaces per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking		
School, Post Secondary	1 space per 100 m2 GFA used for instructional and/or academic purposes	1 space per 200 m2 GFA used for instructional and/or academic purposes	3x the minimum
Libraries	1 space per 10 m2 of GFA	1 space per 20 m2 of GFA	2x the minimum
Community / Recreation Centres	1 parking space per 14 m2 of GFA dedicated to indoor facilities for use by the public plus the aggregate of: <ul style="list-style-type: none"> • 30 spaces per ball field • 30 spaces per soccer field • 4 spaces per tennis court 		
Retail, Food/Grocery	1 parking space per 9 m2 of GFA with a minimum of 5 spaces	1 space per 40 m2 of GFA	2x the minimum
Retail, Other	1 parking space per 18 m2 of NFA		
Restaurants	1 parking space per 9 m2 of GFA dedicated to public use, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	1 space per 100 m2 of GFA, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	5x the minimum

Recommended Approach: Non-Residential Parking Rates

- § Retail (Grocery and Other)
- § Office (Business and Medical)

	Town of Newmarket Zoning By-law 2010-40	Recommended Secondary Plan Area Rates	
Land Use	General Rates	Minimum	Maximum
Retail, Food/Grocery	1 parking space per 9 m ² of GFA with a minimum of 5 spaces	1 space per 40 m ² of GFA	2x the minimum
Retail, Other	1 parking space per 18 m ² of NFA		
Office (Business)	1 parking space per 27 m ² of NFA	1 space per 40 m ² of GFA	2x the minimum
Office (Medical), Medical Research	1 parking space per 17 m ² of NFA		

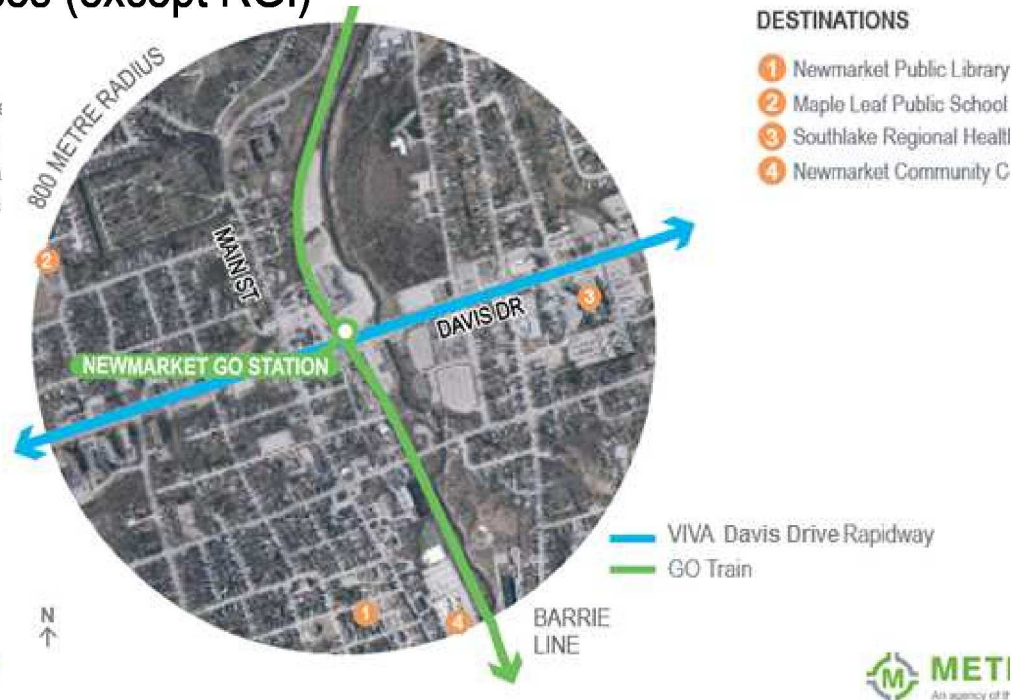
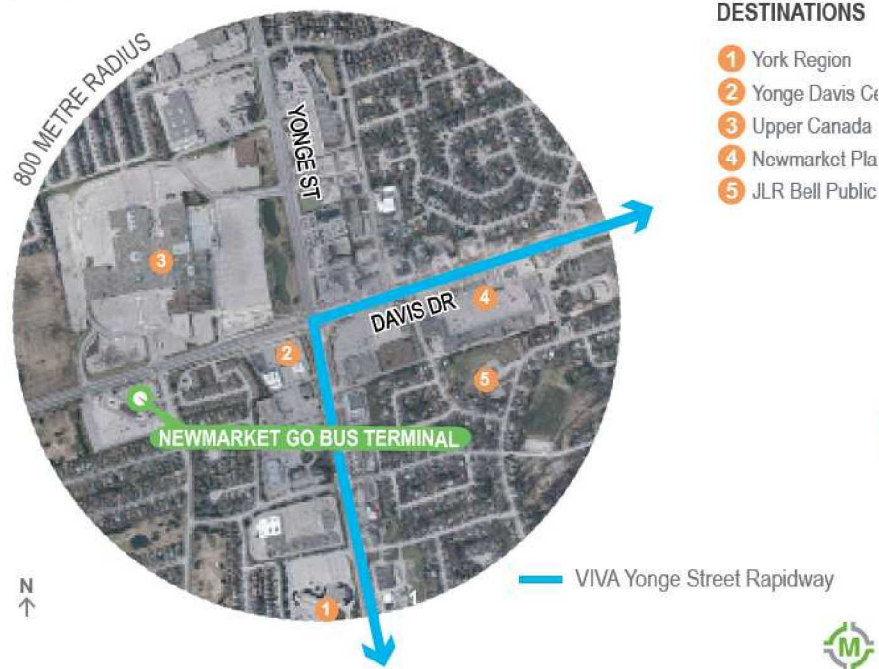
Recommended Approach: Non-Residential Parking Rates

- § Medical Office / Medical Research Facility rates.
- § Recommended rate includes a maximum of 1 space per 20 m2 GFA .
 - Current minimum rate is 1 space per 17 m2 NFA;
 - Developers of medical offices may opt to provide the maximum parking ratio.
- § Hospitals: **no changes** recommended to hospital rates.
 - Parking issues surrounding the hospital are well documented;
 - This area is an exception to the rule along the corridors.



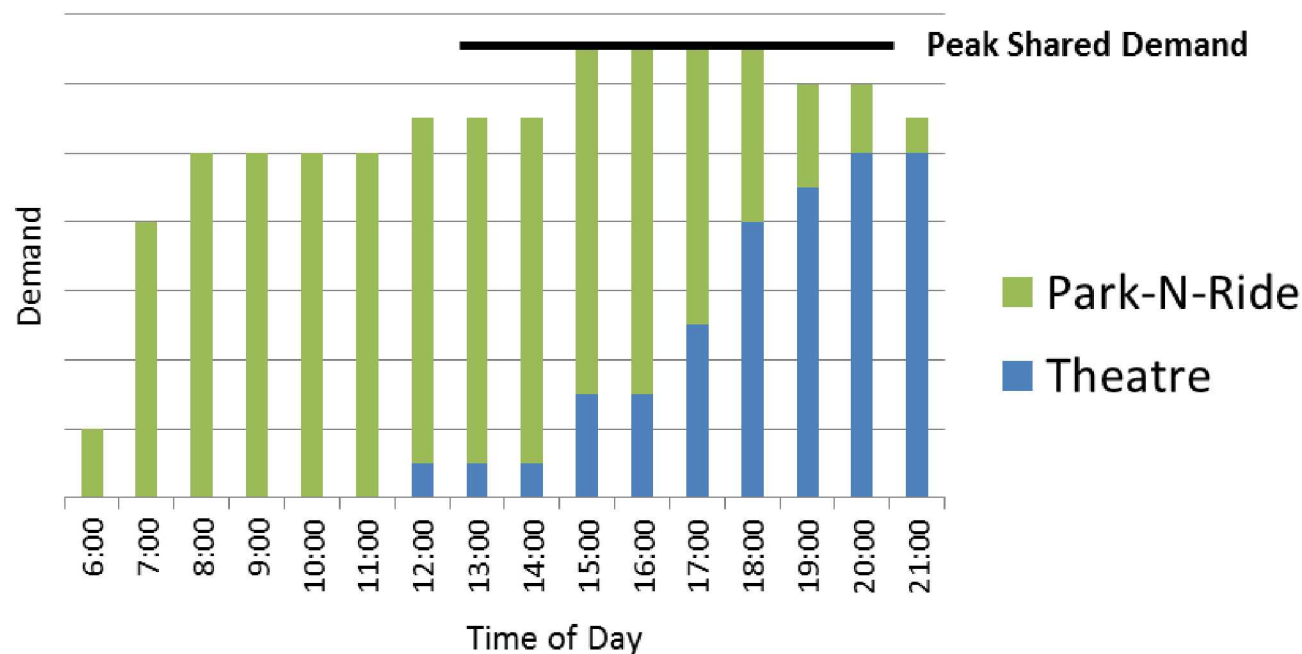
Recommended Approach: Transit Proximity Reductions

- § Currently no reductions permitted based on transit proximity.
- § Recommendation: parking rates **may** be reduced by 30% if within 500m walking distance **and** TDM measures are proposed.
- § Applies to residential *and* non-residential uses (except RGI)



Recommended Approach: Shared Parking

- § No change from current Zoning By-law
- § Apply first principles to non-standard land uses (transit stations & joint development)
- § Can be applied to any number of shared uses
- § Reduces overall size of parking supply & increases development potential



Recommended Approach: Bonusing

- § Bonusing refers to leniency with respect to height and density requirements awarded to a proposed development in return for providing a public benefit, as per Secondary Plan.
- § New provision permitted within the Urban Centre
- § Amount of bonusing determined through a **Bonusing Justification Report**

- § Recommended Qualification and Integration with car-share:
 - A minimum of 20 public parking spaces must be provided
 - 10% of the public parking that is provided shall be dedicated car-share spaces, to a maximum of 6 spaces

- § Can be used towards a reduction in the required tenant parking (*next slide...*)



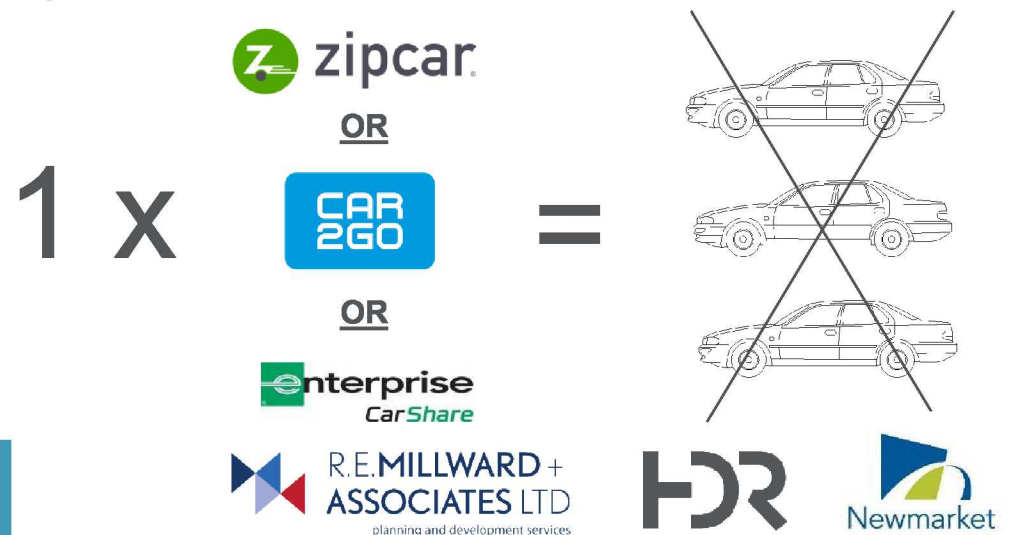
Recommended Approach: Car-Share

- § For any residential development, the minimum parking requirement should be reduced by up to 3 parking spaces for each dedicated car share stall.

The limit on this parking reduction is calculated as the greater of:

- » $4 * (\text{total number of units} / 60)$, rounded down to the nearest whole number; or
- » 1 space
- » exclude RGI units in the calculation

- § Encourage developers to engage car-share providers, and introduce car-share to the Town.





Recommended Approach: Car-Pool

Required for all employment uses

- § To be provided at a minimum rate of:
 - 5% of the total required parking supply for any employment uses, or
 - 2 spaces
- § Located near the entrance to the building, second priority only to accessible spaces
- § Enforced by the same body that would enforce accessible parking spaces
- § No reduction in overall parking requirement



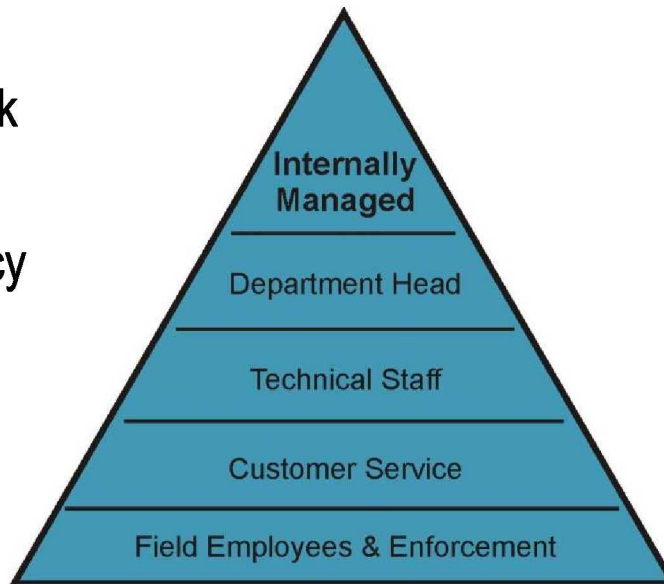
Recommended Approach: Cash-in-Lieu

- § Carry over current recognized fees to the Urban Centres
 - \$40,000 per below grade space
 - \$26,000 per above ground structured space
- § Fees can be adjusted based on needs
- § Fees used to finance public parking structures in the Urban Centre

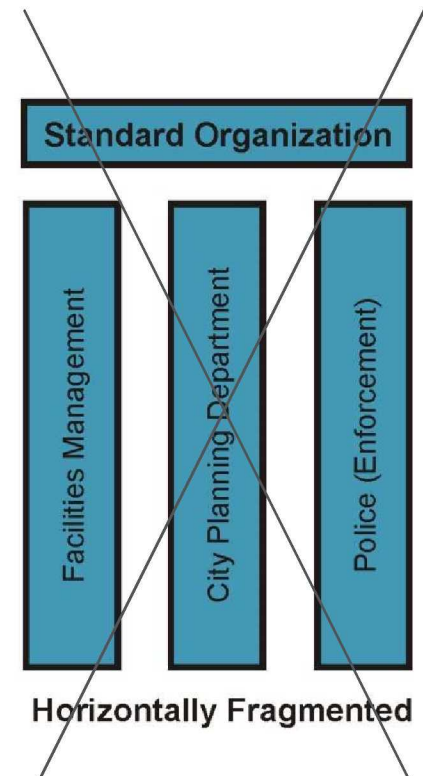


Recommended Approach: Governance Model

- § Internally managed municipal operation a future consideration for Newmarket (not part of the currently proposed Zoning By-law Amendment)
- § Higher degree of influence on all components of management
- § Directly address public feedback
- § Vertically structured for efficiency
- § Full control



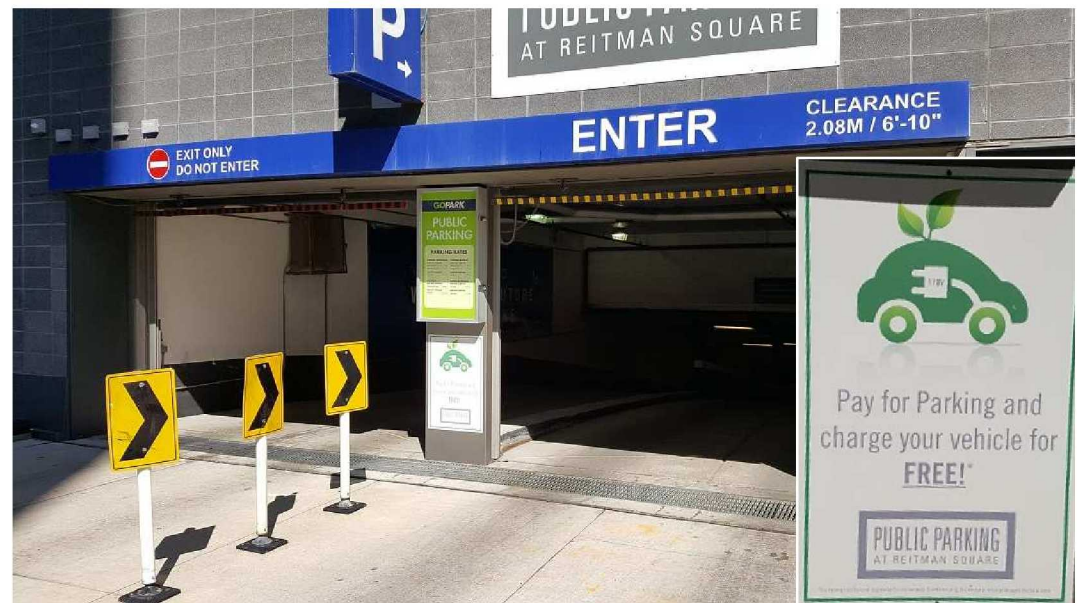
Vertically Structured



Horizontally Fragmented

Recommended Approach: TDM

- § **Transportation Demand Management** plans to be required for all new developments, included in the Transportation Impact Studies and Parking Studies.
- § Encourage developers to go beyond the Zoning By-law requirements.
- § Explore options such as:
 - Electric vehicle charging stations
 - Shower and change facilities
 - Well lit bicycle locker facilities
 - Transit pass incentives
 - Participation in SmartCommute





Town of Newmarket
COUNCIL EXTRACT

Extract from the Minutes of the Council
Meeting held on Monday, October 24,
2016

-
6. Development and Infrastructure Services Report - Planning and Building Services 2016-31 dated October 18, 2016 regarding the Urban Centres Zoning By-law Project and Parking Standard Background Study.
- a) THAT Development and Infrastructure Services Report - Planning and Building Services 2016-31 dated October 18, 2016 regarding the Urban Centres Zoning By-law Project and Parking Standard Background Study be received and the following recommendations be adopted:
- i) THAT the proposed amendment to comprehensive Zoning By-law 2010-40, the recommended approach for the Urban Centres, specifically including the draft parking rates as described in this report and presented by HDR Inc., be referred to a public meeting;
- ii) AND THAT more detailed information be provided related to minimum and maximum parking standards associated with larger scale dwelling units as well as inclusion of an analysis of minimum and maximum figures for medical facilities;
- iii) AND THAT following the public meeting, any issues identified in this report, together with comments from the public, Committee, and those received through agency and departmental circulation, along with more detailed information related to the inclusion of maximum parking requirements in general, and minimum parking standards associated with larger scale dwelling units and medical office facilities be addressed by staff in a comprehensive report to Committee of the Whole.



PLANNING AND BUILDING SERVICES

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October 18, 2016

DEVELOPMENT AND INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2016-31

TO: Committee of the Whole

SUBJECT: Urban Centres Zoning By-law Project and Parking Standard Background Study
Marketing the Corridors
NP-16-31

ORIGIN: Planning and Building Services

RECOMMENDATIONS

THAT Development and Infrastructure Services/Planning & Building Services Report 2016-31 dated October 18, 2016 regarding the Urban Centres Zoning By-law Project and Parking Standard Background Study be received and that the following recommendation(s) be adopted:

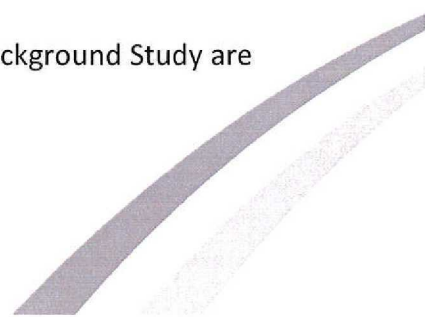
1. THAT the proposed amendment to comprehensive Zoning By-Law 2010-40, the recommended approach for the Urban Centres, specifically including the draft parking rates as described in this report and presented by HDR Inc., be referred to a public meeting;
2. AND THAT following the public meeting, any issues identified in this report, together with comments from the public, Committee, and those received through agency and departmental circulation, be addressed by staff in a comprehensive report to the Committee of the Whole, if required.

PURPOSE OF THIS REPORT

The purpose of this report is to provide an update regarding the overall status of the Urban Centres Zoning By-law project, provide details on the Parking Standard Background Study that is currently being prepared as an early deliverable of this project, and gain Council's direction to initiate the Zoning By-law Amendment process prescribed by the Planning Act, including the holding of a statutory Public Meeting.

BACKGROUND

The Urban Centres Zoning By-law Project and the associated Parking Standard Background Study are deliverables of the Marketing the Corridors initiative.



This project is being prepared in accordance with the direction and policies of the the Urban Centres Secondary Plan, and will implement its vision to redevelop the Town's urban centres and corridors to be an integrated, compact, complete and vibrant community with a diverse mix of residential, commercial, employment and institutional uses. This will be an area-specific zoning by-law applicable only to the Urban Centres, although elements of this by-law may be introduced in other intensification areas in the future as deemed appropriate.

In April, 2016 the consulting team was retained for this project. This team consists of R.E. Millward & Associates Ltd., Gladki Planning Associates, Robert Freedman Urban Solutions (with resources from DTAH), and HDR. The lead consultant is R.E. Millward & Associates Ltd.

The Urban Centres Zoning By-law project began in May, 2016. The project is planned to be complete in approximately 18 months (November, 2017).

COMMENTS

Project Overview

The Urban Centres Zoning By-law project consists of four Phases:

- Phase 1 - Project Start-up and Parking Standard Background Study
- Phase 2 - Background Review and Directions Report Preparation
- Phase 3 - Draft Urban Centres Zoning By-law Preparation
- Phase 4 - By-law Refinement and Enactment

Phase 1 is currently underway, and consists largely of the Parking Standard Background Study. The recommended approach and new parking rates summarized in this report is being recommended to be brought into Zoning By-law 2010-40 through an amendment. The Zoning By-law amendment process will be followed as per the requirements of the Planning Act, including holding a statutory Public Meeting which will provide an opportunity for feedback from the development industry and members of the public. The new parking rates that are brought into the existing zoning by-law will also be included in the Urban Centres Zoning By-law.

Phase 2 includes an assessment of the policy regime related to zoning by-laws and an examination of all variances and zoning by-law amendments approved within the corridors over the past 10 years. This Phase also includes an assessment of the various forms of zoning by-laws that currently exist, and which one would best achieve the goals of effectively implementing the Secondary Plan, reducing barriers to development, and providing a user-friendly document. In this assessment, conventional zoning by-laws, form-based zoning by-laws and by-laws that contain a Community Planning Permit System (formerly known as a Development Permit System) component will be examined. Once the preferred format is known, it will be taken to a stakeholder engagement session which will inform the preparation of a Directions Report which will then be taken to a Public Open House.

Phase 3 includes the preparation of the draft Zoning By-law document, as well as another stakeholder consultation and Public Open House.

Phase 4 includes finalizing the draft Zoning By-law document, presenting the draft By-law to Committee, holding the statutory Public Meeting, finalizing the By-law and obtaining Council approval.

Parking Standard Background Study Component

An early deliverable of Phase 1 of this project is the preparation of a Parking Standard Background Study. This Study has been prepared by the Town's consultants, in conjunction with Town staff, the Executive Summary of which is included as Attachment 1.

The basis for the Parking Standard Background Study is centred on the principal that the planning context of the urban centres has changed sufficiently enough from when the existing parking rates were approved (2010) to warrant the creation of new rates. Specifically, three main changes have taken place since the existing parking rates were created: (i) Davis Drive and Yonge Street either has, or will soon have, higher-order transit service in the form of the vivaNext Rapidway; (ii) the approval of the Urban Centres Secondary Plan (and future Zoning By-law) which provides a planning regime that encourages urban intensification; and (iii) the identification of more frequent train service to the Newmarket GO Train Station as part of the Metrolinx Regional Express Rail (RER) project. These three elements will transform the urban centres into a connected, highly walkable complete community.

At the same time, there is a greater understanding of the relationship between parking costs and development potential. Through the Marketing the Corridors initiative, N. Barry Lyon Consultants Limited provided a better understanding of the Town's market conditions, and suggested that the Town find ways to reduce soft costs in order to be more competitive with other jurisdictions. Further, it was identified that reducing parking requirements, and therefore costs, is one of the most effective means of reducing such soft costs (second only to developing an incentive-based parkland dedication by-law).

Finally, many new innovative parking concepts and best practices have emerged since the current parking rates were prepared. For example, concepts such as carpooling, car-sharing and cash-in-lieu, as well as the development of the Davis Drive Rapidway have resulted in the need to create more refined parking rates for the Urban Centres. Such concepts and best practices have been examined and informed the development of the recommended approach that is described in this report.

These concepts support many policies of the Secondary Plan regarding supporting transit use, transit-oriented development, and encouraging active transportation. As part of the Marketing the Corridors initiative, the new parking rates are intended reflect market demands, provide design flexibility for developers, and reduce parking requirements where appropriate, thereby reducing overall development costs.

Recommended Approach

After thoroughly researching and assessing the innovative concepts, the consulting team, with staff, determined the applicability of each to the Urban Centres. "Table 1" below summarizes each concept and provides direction on each, as well as proposes a new set of residential and non-residential parking rates.

Table 1 – Recommended Approach

No.	Concept	
1	Application of maximum parking rates	Maximum parking rates are to be applied.
2	Determining rates based on number of bedrooms per unit	A "per bedroom" approach is to be applied.
3	Shared Parking	Carry-over the current approach from the existing zoning by-law.
4	Density Bonusing	Allow density bonusing where a parking public benefit is provided, specifically: (i) a minimum of 20 public parking spaces are provided; and (ii) a minimum of 10% of the public parking that is provided is dedicated car-share spaces, to a maximum of 6 spaces.
5	Cash-in-Lieu of Parking Spaces	Carry-over the current approach from the existing zoning by-law but adjust to more accurately reflect true cost of parking spaces (\$40,000 / below grade parking stall and \$26,000 / above grade structured parking stall).
6	Carpooling Spaces	Modify the current zoning by-law's approach to require carpool spaces for all employment uses at a minimum rate of: (i) 5% of the total required parking supply for any employment uses, or (ii) 2 spaces. Set preferential locational requirements for such spaces.
7	Car-share Spaces	Offer parking reductions for residential developments to developers where car-share is provided as follows: For any apartment (freehold or condominium) development, the minimum parking requirement should be reduced by up to 4 parking spaces for each dedicated car-share stall. The limit on this parking reduction should be calculated as the greater of: (i) $4 * (\text{total number of units} / 60)$, rounded down to the nearest whole number; or (ii) 1 space.
8	Transportation Demand Management (TDM)	Town request that TDM plans be incorporated into transportation impact studies and parking studies for all new developments. Where adequate TDM strategies are provided, and the development is within 500m of either the GO Rail Station or Bus Terminal, a project would be eligible for parking reductions as per no. 36 below.

Residential Parking Rates			
	Multiple Dwelling Units	Min.	Max.
9	Bachelor	0.70/unit	0.85/unit
10	One bedroom	0.80/unit	1.00/unit
11	Two bedroom	0.90/unit	1.10/unit
12	Three bedroom +	1.10/unit	1.30/unit
Townhouse Dwellings			
13	All Townhouse dwellings (including stacked and back-to-back)	1.0/unit	1.2/unit
Visitor Parking			
14	Residential Visitor Parking for all unit types	0.15/unit	0.15/unit
Non-Residential Parking Rates			
15	School, Elementary	1 space per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking.	2x the minimum
16	School, Secondary		
17	School, Post Secondary	1 space per 200 m ² GFA used for instructional and/or academic purposes.	3x the minimum
18	Commercial School	1 space per 40 m ² of GFA	2x the minimum
19	Day Cares	1 space per classroom plus 1 space for every 6 children licensed capacity.	2x the minimum
20	Group Homes, Special Needs Housing	2 spaces	2x the minimum
21	Places of Worship	No change recommended. General rates will continue to apply.	2x the minimum
22	Libraries	1 space per 20 m ² of GFA	2x the minimum
23	Community/Recreation Centres		
24	Retail, Food/Grocery	1 space per 40 m ² of GFA	2x the minimum
25	Retail, Other		
26	Restaurants	1 space per 100 m ² of GFA, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	5x the minimum
27	Office (Business)	1 space per 40 m ² of GFA	2x the minimum
28	Office (Medical), Medical Research		
29	Hotels	The aggregate of: <ul style="list-style-type: none"> • 1 space per guest room • 1 space per 10 m² of GFA dedicated to administrative, banquet and meeting facilities. 	3x the minimum
30	Long-Term Care Facilities	0.25 parking space per dwelling unit or	2x the minimum

		rooming unit plus 1 space per 200 m ² of GFA used for medical, health or personal services.	
31	Home Occupation	Based on residential land use requirement. Those visiting the practitioner within the Home Occupation can use visitor parking.	n/a
32	Cinemas, Arcades, Indoor Games	1 space per 20 m ² of GFA	2x the minimum
33	Adult Entertainment, Night Clubs		
34	Art Gallery, Museum	1 space per 100 m ² of GFA	2x the minimum
35	Reduction to residential rates where RGI (Rent-Geared-to-income) units are proposed (these units include affordable housing, cooperative housing, and subsidized housing.)	A 50% reduction to minimum and maximum rates is included.	
36	Parking reductions (residential and non-residential) based on proximity to transit.	A 50% reduction to minimum and maximum rates is included where the development is within 500m of either the GO Rail Station or Bus Terminal, and specific Transportation Demand Management (TDM) strategies are included in the development.	

Comparison with Parking Rates in Existing Zoning By-law

As was the goal of this exercise, the overall parking rates have been reduced from current requirements. However, these reductions are only possible due to the presence of higher order transit options that now exist, as well as the inclusion of industry best practices and concepts as per the recommended approach.

Specifically regarding residential parking rates, the recommended rate is reduced from 1.5 (apartment building) to 2.0 (townhouses) spaces per unit to a sliding scale ranging between 0.7 to 1.2 spaces per unit, based on the number of bedrooms of a unit. This is a more detailed approach that more accurately reflects the parking requirements on a per unit basis. In addition, the visitor parking requirement has been reduced from 0.25 spaces per unit to 0.15 spaces per unit. This approach responds to the growing trend seen in recent development applications seeking and obtaining reductions to the current parking requirements (e.g. 212 Davis Drive, 17645 Yonge Street, and 345 & 351 Davis Drive).

Regarding non-residential parking rates, various minimum rates have been created for each land use permitted in the Secondary Plan. The minimum rates are reduced from current requirements. To avoid an excess of parking being constructed and allow some design flexibility, the approach also includes a parking 'maximum' which is 2, 3 or 5 times the minimum requirement. This approach provides a range of acceptable parking requirements that will be determined through the approval process, without the need for a zoning by-law amendment.

In addition, the recommended approach provides for the opportunity to reduce the parking requirements for residential and non-residential development based on its proximity to higher order transit. A 50% reduction in parking requirements, applicable to both the minimum and maximum calculated parking supplies, is available where both of the following are met: (i) the proposed development main entrance is within 500m walking distance of either the GO Rail Station or Bus Terminal main entrances; and (ii) it is demonstrated that adequate Travel Demand Management (TDM) strategies will be in place.

The recommended approach responds to an evolving urban setting that now exists in our corridors, while also encouraging higher density development that will further increase active transportation and public transit usage.

Parking Management and Governance

The Parking Standard Background Study examined parking management and governance over the longer term in the Urban Centres. The Study recommends that the Town prepare a public parking strategy and outlines several criteria, implement a residential parking permit system for on-street parking, and manage public parking lots. While staff agree with many of these objectives, this is a longer-term objective and is therefore not recommended to be included in the zoning by-law amendment, therefore this is not included in the “recommended approach” chart.

Zoning By-law Amendment

It is proposed that the Town’s current Zoning By-law, 2010-40, be amended to include the above-described recommended approach. The same approach will be brought into the final Urban Centres Zoning By-law.

COMMUNITY CONSULTATION

The recommended approach, as described in the above table, is being recommended to go to a statutory Public Meeting. This would provide the opportunity to gain feedback from the development industry and members of the public.

Furthermore, the parking rates that the Parking Standard Background Study recommends are to be included in the Urban Centres Zoning By-law, which will be subject to its own statutory public consultation and approval process as per the requirements of the Planning Act.

HUMAN RESOURCE CONSIDERATIONS

There are no human resource considerations associated with this report.

BUDGET IMPACT

There are no budget impacts directly associated with this report.

BUSINESS PLAN AND STRATEGIC PLAN LINKAGES

Living Well

- Contributing to sustainable practices including innovative traffic and growth management strategies.

Well Balanced

- Encouraging a sense of community through an appropriate mix of land uses and amenities.

Well Planned and Connected

- Strategically planning for the future by promoting transportation linkages, transit options and active transportation.

CONTACT

For more information on this report, contact: Adrian Cammaert, Senior Planner, Policy, at 905-953-5321, ext. 2459; acammaert@newmarket.ca



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Senior Planner, Policy



Jason Unger, MCIP, RPP
Assistant Director of Planning



Rick Nethery, MCIP, RPP
Director of Planning & Building Services



Peter Noehammer, P. Eng.
Commissioner Development & Infrastructure
Services

Attachment(s):

Attachment 1 - Executive Summary, Parking Standard Background Study.

Attachment 1

Executive Summary

Introduction

The Town of Newmarket Urban Centres Secondary Plan area is envisioned to be an integrated, compact, complete and vibrant community. It will be sensitively integrated with adjacent neighbourhoods and will focus on higher density development that facilitates increased active transportation and public transit usage.

To achieve these goals, a review of the parking standards and management practices within the Urban Centres and Growth Areas is required to support the development of an area specific Zoning By-law. This report includes a background review of standard practices amongst other municipalities in Southern Ontario, as well as select municipalities from the United States, to provide the Town with an understanding of a variety of innovative approaches to parking requirements.

Findings

Residential Parking Rates

There are two general residential land uses permitted within the Secondary Plan area and this includes **multiple dwelling unit buildings** and **townhouses**. Multiple dwelling unit buildings include freehold and condominium apartments. Townhouses include standard and stacked townhouses (including freehold and condominium), and they may be located on either public or private roads.

One set of parking rates is recommended for multiple dwelling unit buildings, and another set of rates is recommended for all forms of townhouses. The recommendation for multiple dwelling unit buildings is based on the number of bedrooms per unit. The recommended parking rates are provided in **Table ES-1** and these rates apply to the entire Secondary Plan area.

Table ES-1: Recommended Residential Parking Rates

Town of Newmarket Recommended Residential Parking Rates for the Urban Centres Secondary Plan Area			
Multiple Dwelling Unit Buildings (spaces per unit based on # bedrooms)	Minimum	Maximum	RGI Units ¹
Bachelor	0.70/unit	0.85/unit	50% reduction to minimum and maximum rates
One Bedroom	0.80/unit	1.00/unit	
Two Bedrooms	0.90/unit	1.10/unit	
Three Bedrooms (or more)	1.10/unit	1.30/unit	
Townhouse Dwellings (spaces per unit)	Minimum	Maximum	
Townhouses	1.0/unit	1.2/unit	Same as Non-RGI
Residential Visitor Parking Requirements (Multiple Dwelling Unit Buildings or Townhouses)	Minimum	Maximum	
Visitor	0.15/unit	0.15/unit	

1. RGI = Rent-Geared-to-Income and includes affordable housing, cooperative housing, and subsidized housing.

Non-Residential Parking Rates

The recommended parking rates in this section apply to all non-residential land uses permitted within the Secondary Plan area. Maximum parking supplies will be calculated by factoring the minimum parking requirements. The recommended non-residential parking rates are provided in **Table ES-2**.

Table ES-2: Recommended Non-Residential Parking Rates

Town of Newmarket Zoning By-law 2010-40		Recommended Secondary Plan Area Rates	
Land Use	General Rates	Minimum	Maximum
School, Elementary	2 spaces per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking	1 space per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking	2x the minimum
School, Secondary	3 spaces per classroom plus an additional 10% of the total parking requirement to be dedicated to visitor parking		
School, Post Secondary	1 space per 100 m ² GFA used for instructional and/or academic purposes	1 space per 200 m ² GFA used for instructional and/or academic purposes	3x the minimum
Commercial School	1 space per 20 m ² of GFA	1 space per 40 m ² of GFA	2x the minimum
Day Cares	2 spaces per classroom plus 1 space for every 4 children licensed capacity	1 spaces per classroom plus 1 space for every 6 children licensed capacity	2x the minimum
Group Homes, Special Needs Housing	Greater of 2 spaces or 1 space per staff member on duty	2 spaces	2x the minimum
Places of Worship	1 parking space per 9 m ² of the aggregate GFA of the nave, public hall, banquet hall or other community/multi-use hall used as a place of assembly	No change recommended. General rates will continue to apply.	2x the minimum
Libraries	1 space per 10 m ² of GFA	1 space per 20 m ² of GFA	2x the minimum
Community / Recreation Centres	1 parking space per 14 m ² of GFA dedicated to indoor facilities for use by the public plus the aggregate of: • 30 spaces per ball field • 30 spaces per soccer field • 4 spaces per tennis court		
Retail, Food/Grocery	1 parking space per 9 m ² of GFA with a minimum of 5 spaces	1 space per 40 m ² of GFA	2x the minimum
Retail, Other	1 parking space per 18 m ² of NFA		
Restaurants	1 parking space per 9 m ² of GFA dedicated to public use, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	1 space per 100 m ² of GFA, excluding any porch, veranda and/or patio dedicated as seasonal servicing areas.	5x the minimum
Office (Business)	1 parking space per 27 m ² of NFA	1 space per 40 m ² of GFA	2x the minimum
Office (Medical), Medical Research	1 parking space per 17 m ² of NFA		
Hotels	The aggregate of: • 1 space per guest room • 1 space per every 2 guest rooms over 20 • 1 space per 4.5 m ² of GFA dedicated to administrative, banquet and meeting facilities	The aggregate of: • 1 space per guest room • 1 space per 10 m ² of GFA dedicated to administrative, banquet and meeting facilities	3x the minimum
Long-Term Care Facilities	0.5 parking space per dwelling unit or rooming unit plus 1 space per 100 m ² of GFA used for medical, health or personal services	0.25 parking space per dwelling unit or rooming unit plus 1 space per 200 m ² of GFA used for medical, health or personal services	2x the minimum

Town of Newmarket Zoning By-law 2010-40		Recommended Secondary Plan Area Rates	
Land Use	General Rates	Minimum	Maximum
Home Occupation	Where the area occupied by the home occupation exceeds 24 m ² , 1 parking space shall be required for every 9 m ² above the 24 m ² of the dwelling unit used for the home occupation	Based on residential land use requirement. Those visiting the practitioner within the Home Occupation can use visitor parking.	n/a
Cinemas, Arcades, Indoor Games	1 parking space per 9 m ² of floor area dedicated to public use	1 space per 20 m ² of GFA	2x the minimum
Adult Entertainment, Night Clubs	1 parking space per 7.5 m ² of GFA		
Art Gallery, Museum	1 space per 50 m ² of GFA	1 space per 100 m ² of GFA	2x the minimum

GFA = Gross Floor Area

m² = square metres

Reduced Parking Based on Proximity to Transit

The recommended parking rates outlined above will be applicable to the entire Secondary Plan area. However, because the area is planned to be highly transit oriented, reductions reflecting the accessibility to transit are also recommended. These reductions will be applied to both the minimum and maximum parking supplies calculated using the above rates.

There are two GO Stations located within the Secondary Plan area: Newmarket GO Rail Station and Newmarket Bus Terminal. The proposed reductions apply to proximity to both of these stations.

We recommend that the reductions be applied as follows:

A 50% reduction in parking requirements, may be applied to both the minimum and maximum calculated parking supplies, for residential and non-residential land uses where it is demonstrated that:

- 1. The proposed development main entrance is within 500m walking distance of either the GO Rail Station or Bus Terminal main entrances; and,*
- 2. Adequate Travel Demand Management infrastructure and programs will be in place to the satisfaction of reviewing agencies, in accordance with Town's Urban Centres Secondary Plan policies and York Region Mobility Plan Guidelines for Development Applications.*

The door-to-door walking distances will be determined on a case-by-case basis since they are dependent on site location and site design. It is noted that the additional reduction opportunity (no. 2) applies to GO Rail or bus terminal proximity since these locations, combined with Viva service throughout the Secondary Plan area, provide residents with transit options for both longer and shorter trips, and thus the potential for residents to not own a car is much higher in these locations.

Recommended Approach to Shared Parking

It is recommended that the current approach to shared parking contained within the existing Town of Newmarket Zoning By-law 2010-40 be carried over to the Secondary Plan area Zoning By-law. This approach is an industry standard throughout Canada and the United States. It is based on first principle methodology but eliminates the need for proxy studies to determine time-of-day utilization

as well as peak parking demand. This methodology can be applied to shared parking supplies serving multiple (more than 2) land uses with different parking characteristics.

For non-standard land uses such as Park-'N'-Rides and transit stations that may share parking supplies with other land uses, the shared parking approach should be applied using first principle methods and informed through closely working with transit agencies since the parking demand characteristics of these land uses depend on many factors and vary considerably depending on the location.

The first principle shared parking approach and final recommendations for these land uses would be provided to the Town in the form of a Parking Study as requested based on the Town's discretion. It will be up to the Town to determine when a land use does not fit into the general land use definitions within the shared parking formulas.

Recommended Approach to Bonusing

Bonusing refers to leniency with respect to height and density requirements awarded to a developer in return for providing a public benefit. As per the Secondary Plan, an applicant within the Secondary Plan area may elect to request increases in the *Permitted Maximum Heights* and/or *Permitted Maximum FSIs* up to, but not exceeding the *Discretionary Maximum Heights* or *Discretionary Maximum FSIs With Bonusing* without an amendment to this Plan in exchange for providing structured parking for vehicles where a significant portion of the parking is to be transferred to a public authority for use as public parking.

We further recommend that the Town apply the following criteria to qualify for bonusing:

1. A minimum of 20 public parking spaces must be provided; and
2. At a minimum, 10% of the public parking that is provided shall be dedicated car-share spaces, to a maximum of 6 spaces.

This will encourage developers to engage car-share providers in introducing car-share into the Town of Newmarket. Furthermore, it will ensure that parking is in a reasonably accessible area, otherwise car-share providers may not be interested. Finally, it ensures that the parking supply will be large enough to provide at least 2 car-share spaces, which is further incentive to car-share providers.

Cash-in-Lieu of Parking Spaces

The Town's current Zoning By-law already permits cash-in-lieu of parking spaces, and cash-in-lieu should continue to be a provision within the Secondary Plan area. As a starting point, the fee structure can be based on the current fee structure used within the Town. The need and potential for cash-in-lieu will become clearer as the Secondary Plan develops and parking needs are balanced with transit accessibility in addition to the bonusing provisions.

Carpool Parking for Employment Uses

Carpool spaces are an important initiative towards transit oriented development as well as reducing the parking supplies for employment uses. The recommended approach involves dedicating a portion of the required parking supply for an employment use towards carpool spaces as opposed to providing reductions to the parking supply. The recommended approach is as follows:

Carpool spaces must be provided at a minimum rate of:

1. 5% of the total required parking supply for any employment uses, or
2. 2 spaces.

This will ensure that carpool is being provided for all employment uses and will encourage participation in SmartCommute, otherwise the spaces will go unused. Carpool spaces should be located closest to the building entrances, signed, and enforced. Only accessible spaces would be prioritized over carpool spaces in terms of location.

Car-Share Parking

Car-Share is an important consideration within a Transit Oriented Development area because it encourages those who do not own personal vehicles to live and work in those areas. Many who participate in car-share programs do not rely on vehicles to go to work, but may occasionally need a vehicle for personal use or employment purposes. We recommend that reductions to residential parking supplies be awarded to developers for providing car-share as follows:

For any apartment (freehold or condominium) development, the minimum parking requirement should be reduced by up to 4 parking spaces for each dedicated car-share stall. The limit on this parking reduction is calculated as the greater of:

- $4 * (\text{total number of units} / 60)$, rounded down to the nearest whole number; or
- 1 space.

The provision of car-share in a public parking structure through the bonusing provision could also leverage this policy towards reducing the resident parking supply for new developments. As with the bonusing provision, this will further encourage developers to engage car-share providers.

Car-share can be provided at employment uses and this should be investigated as part of the Transportation Demand Management Plan for new developments, if the anticipated tenants would benefit from this service as determined on a case-by-case basis. However, since car-share at employment uses has less of an impact on day-to-day mode choice, we do not recommend reductions to the overall parking supply for the provision of car-share at employment uses.

Parking Management and Governance within the Secondary Plan Area

Consistent with Section 9.3.6.1 of the Secondary Plan, the potential role for a municipal parking authority has been assessed. It is recommended that the Town maintain **internal municipal operation** of public parking within the Secondary Plan area.

Section 9.3.6.1 of the Secondary Plan also states that the Town may prepare a public parking strategy and outlines several criteria that encourage the **parking district** approach. Internal municipal operation is the ideal approach to meeting these goals and applying the parking district approach because it will allow the Town the greatest control over the size and location of public parking structures, to capitalize on shared parking opportunities. The parking districts approach also complements cash-in-lieu.

The Town would also be responsible for residential parking permits for on-street parking. The Town should maintain all control over the approach to parking so that the visions and goals are met, and any public feedback is dealt with and addressed directly rather than through a third party. Outsourcing management to a third party should only be considered when the parking infrastructure demand and needs within the Secondary Plan area have stabilized and economy of scale justifies the transition.

Additionally, it is recommended that all public parking be paid and that the fees be determined through further economic analysis. The fees will be determined based on target rates of 85% occupancy. It is further recommended that the Town have one single entity manage enforcement of

parking spaces including carpool spaces, car-share spaces, electric vehicle spaces, accessible spaces, and on-street permit parking.

Transportation Demand Management

As per the direction of the Secondary Plan, Transportation Demand Management (TDM) has been incorporated into the recommended parking requirements for the Secondary Plan area through inclusion of the following policies and initiatives:

- a) preferential parking for carpool vehicles in non-residential developments;
- b) provision for car share opportunities in major residential developments;
- c) reduced parking requirements reflecting proximity to transit;
- d) bonusing incentives for provision of public parking with car-share;
- e) cash-in-lieu of parking spaces for the provision of public parking;
- f) application of shared parking formulas for public parking structures and joint development;
- g) transit incentive programs, including subsidized transit fares;
- h) secure indoor bicycle parking and showers in conjunction with major office and commercial uses, institutional and civic uses;
- i) provision for bicycle parking in close proximity to building entrances and transit stations; and,
- j) incorporating paid parking requirements with non-residential development.

It is also recommended, as per direction provided by the Secondary Plan as well as York Region's Mobility Plan Guidelines for Development Applications, that the Town request TDM plans to be incorporated into transportation impact studies and parking studies for all new developments. Although some incentive can be given to the developer within the Zoning By-law, it is often the developer or employers responsibility to leverage these incentives and ensure they are being applied to new developments. Requiring TDM plans to be provided will ensure that potential TDM opportunities are being considered and implemented whenever possible. When it can be demonstrated that TDM initiatives are adequate, and when the development is within close proximity to transit, further reductions to the parking supplies will be permitted.

The Town may further encourage developers and employers to consider SmartCommute, green or electric vehicle parking, carpool parking, dedicated carpool pick-up areas, and bicycle parking in excess of the minimum requirements, be provided as part of TDM initiatives for new developments.

From: Finnerty, Chrisanne
Sent: November-14-16 3:23 PM
To: Moor, Linda
Subject: FW: Public Meeting Town Council November 21, 2016
Attachments: Mayor & Member of Council Town's UC Zoning Project Parking Study.pdf

From: Chris Stoyanovich
Sent: November 14, 2016 3:21 PM
To: Finnerty, Chrisanne
Cc: Nethery, Rick; Cammaert, Adrian
Subject: Public Meeting Town Council November 21, 2016

Attn: Clerk, Town of Newmarket

Please ensure that this letter is added to the documents before Town Council at its public meeting being held to receive comments with respect to revised Town parking requirements for lands within the Urban Centre boundary along Davis Drive and Yonge Street.

Thank you Chris

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November 14, 2016

Council of the Town of Newmarket
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Mayor & Members of Council

**Re: 603 Davis Drive & 18 & 22 Bolton Ave, Newmarket
Urban Centre Secondary Plan – Town Urban Centre Zoning Project**

Macaulay Shiomi Howson Ltd (MSH) are the planning consultants for York North Medical Dental Building Limited, the owners of the above noted subject lands. See Attachment 1 for site location.

Our client's lands are located immediately opposite the Southlake Regional Health Centre at the Viva next Southlake stop.

In the UC Secondary Plan, we have confirmed with Town staff that the subject lands 603 Davis Drive are designated "Major Institutional" with a Priority Commercial overlay and 18 and 22 Bolton Ave are both designated "Mixed Use" and are designated for "Medium-High Density" development.

In the Town's Zoning By-law 2010-40, 603 Davis Drive and 18 Bolton Ave are zoned UC-H2 and 22 Bolton Ave is zoned R1-D.

In past meetings and through email messages with Adrian Cammaert and Ted Horton of the Town's Planning and Building Services Department, we have on behalf of the landowners expressed interest in seeing these subject lands rezoned in the future to fully implement the uses, heights and densities permissions prescribed in the Town's Urban Centre Secondary Plan.

To this end, we submitted conceptual architectural drawings to Town staff for discussion purposes which illustrate how our client's properties might be redeveloped in the future for higher density multi storey office and mixed uses building(s) along with the parking spaces that will be required to support these long term future uses in terms of either future office employees, residents or visitors.

We understand that the focus of the Public Meeting being held by Town Council on November 21, 2016 is to provide information to the public and to receive comments from the public, including land owners, with respect to the findings and

recommendations in the Town's Parking Standards Background Study Draft Final Report (the Parking Standards Report) dated October 14, 2016.

Subject to the approval process to be followed by the Town of Newmarket, it is our understanding new reduced parking standards will be adopted as part of the Town's comprehensive Zoning By-law 2010-40 to be applied to lands within the Town's Urban Centre.

After reviewing the Parking Standards Report, our comments and concerns on behalf of the land owners are as follows:

- Any proposed reduction in both residential and non-residential parking rates in the Town Urban Centre should take into account the Town's geographic position which draws people from a much larger geographic area who will continue to depend on travel by car to Newmarket from other urban and rural areas that are not served by public transit.
- Future Urban Centre developments will still need to provide parking for residents, workers or visitors who cannot easily walk or conveniently travel by public transit to shop, to work or even visit family and friends who do not live in close proximity to Viva next service.
- There should be flexibility built into the maximum Urban Centre parking rates to take into account the specific conditions related to the location of sites, the uses being proposed, the size of the development sites and the availability of parking spaces in the immediate area.

On behalf of our clients, we ask that Town Council take our concerns into consideration before adopting revised parking rate standards that limit or restrict the viability of future development projects in the UC area.

We will continue to take an active interest in all matters related to our client's lands throughout the balance of the Town's UC rezoning project.

Sincerely,

Macaulay, Shiomi, Howson Ltd.




Chris Stoyanovich, MCIP, RPP
Senior Associate

cc. Thomas Marko & Thomas F.A. Stephens/York North Medical Dental Building Limited
Richard Nethery, Town Director of Planning



Attachment 1

Site Location

 Subject Lands

603 Davis Drive/18 & 22 Bolton Ave.

November 10, 2016

Prepared by:

MSH 

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