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#### **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







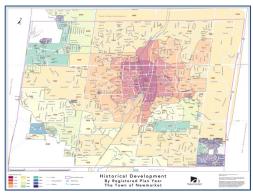
**Balancing interests** 





Discussion











- 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

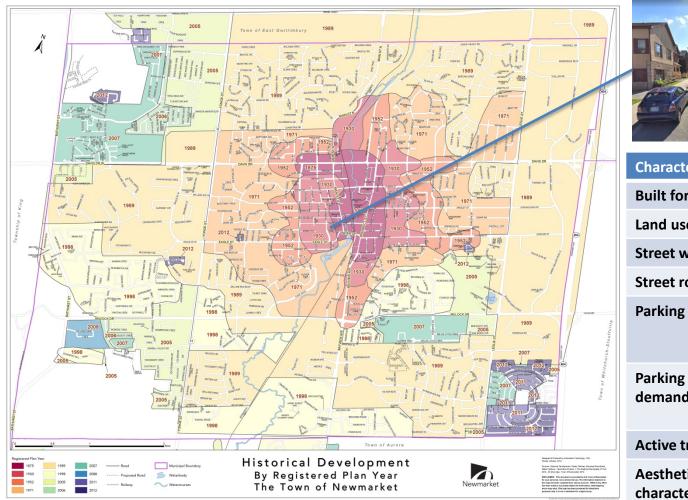
Aesthetics & character









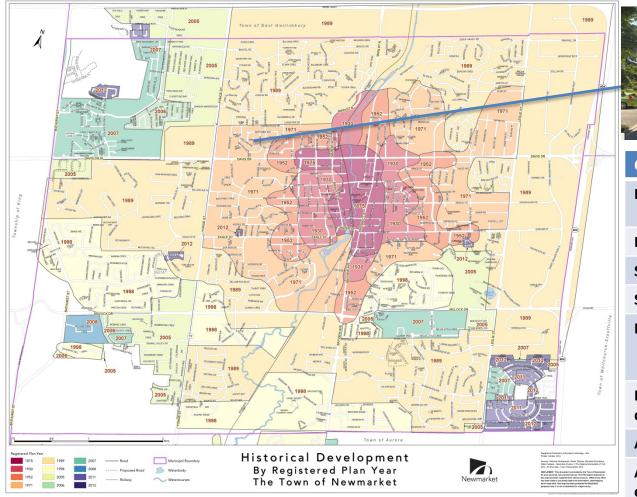




Characteristics	
Built form	Mixed
Land use	Mixed
Street width	6.1m
Street role	Local
Parking supply	Driveways & On-street (one- side)
Parking demand	Variable, evening & weekend peaks
Active trans.	None
Aesthetics & character	Small driveways, mature trees



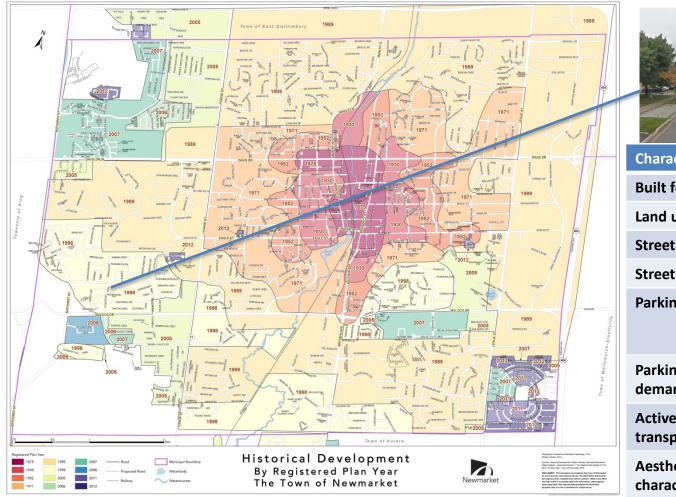






Characteristics	
Built form	Semi Bungalows
Land use	Residential
Street width	8.5m
Street role	Local
Parking supply	Driveways & on-street (one side)
Parking demand	Standard residential
Active trans.	None
Aesthetics & character	Small homes, large yards, consistent driveway sizes

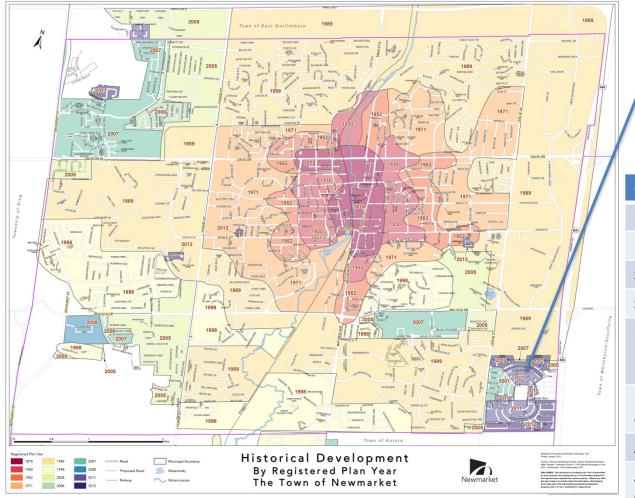






Characteristics	
Built form	Single detached
Land use	Residential
Street width	9.7m
Street role	Minor collector
Parking supply	Driveways & on-street (one side)
Parking demand	Standard residential
Active transportation	Bike lane planned
Aesthetics & character	Large setbacks, 2-car driveways, maturing trees







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

















- 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 Newmarket

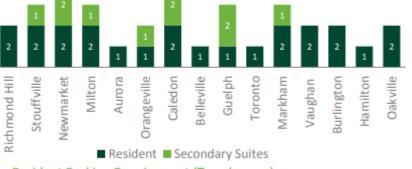
Zoning By-law

per Unit

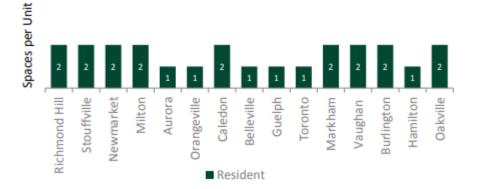
paces

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





#### Resident Parking Requirement (Townhouses)





The minimum, off-street parking requirements for *residential uses* shall be as 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	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(2)
Dwelling, Townhouse or Stacked	2 parking spaces per dwelling unit plus
Townhouse on Public Road	0.25 visitor spaces per dwelling unit(12)





#### Off-street parking: Current approach Newmarket



Roads and Traffic	Θ	Driv
Construction Notices		Curb c
Crossing Guards		•
Curbside Maintenance		• •
Driveway Widening and Curb Cuts		
Parking Regulations		
Restricted Area for Driving Instructors and Driving Schools		
Road Occupancy Permit		
Road Programs	÷	
Sidewalk and Curb Repair		Requir
Snow Removal	÷	•
Street Lighting	÷	
Traffic Management	<b>+</b>	

Driveway Wider	ning and Curr	Cuts	0 f 🔤 🗸
Curb cuts are regulated in the To	wn of Newmarket to ensure		
Compliance with the Zonir     Safe distances from street     Protection of Town-owned	infrastructure (hydro boxes	, hydrants, streetlights)	Planning ar Developme OS-1
Forms	Documents	Helpful Links	R5-S
Curb Cut Application     Form	<ul> <li>Driveway zoning information</li> <li>Zoning By-law 2010-40</li> </ul>	<ul> <li>Lake Simcoe Region Conservation Authority Maps</li> <li>What is a Zoning by-law?</li> <li>Town Zoning By-laws</li> </ul>	R4-R R4-R Revolution OS
Requirements			R4-CP
<ul> <li>Driveways must be a mini</li> <li>0.6m away from an</li> </ul>			Quick Links



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### **Off-street parking:** Effects



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



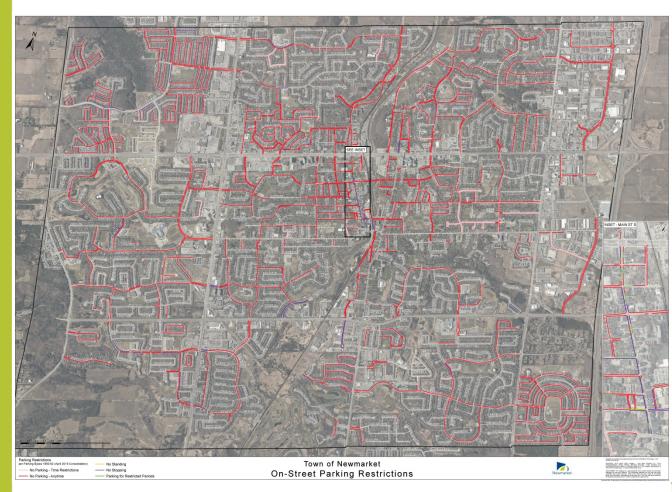
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# On-street parking: Current approach Newmarket



#### New Parking By-Law Given Rough Passage

Accountly 1—Amendments to the traffic hydraw which would prohibil parking on Thurnday, Yrklay and Saturday on the east side of Minis St. were left neither approved ner feemally rejected by the Newmarket town conneil Monday night as the fire whistle brought a hasty adjournment of the meeting.

The amendments to the by-law had been introduced by the chairman of the police committee, Councilser R. C. Marrism, following discussions with the police. 'The committee has been under some pressure from council "to do something about the congestion on Main SL" and the proposed amendments, were the committee's answere.

Newmarket Era and Express, Sept. 11, 1947

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

Deputy-Reeve Arthur D. Evans] "Now that the war is over, it is going to have the mon of the it time we did something about water and light department re- strongly urce that the curbing on move the telephone poles from cither side of Main St. be retike west side of Main St. from moved."

Park Ave. to Bourdond St. as an article engineer told us that we scon as possible so that work could widen Main St. from two can be commerced on the remov- and a half to five feet by removad of the curb is order to widen ling the curb," said Mayor Dr. L. Main St. W. Dales. "I think it is a great Frank Bowser, chairman of the thing."

roads and bridges committee of "We narrow the sidewalk and the council, stated this week that crowd pedestriane to enable care as soon as the poles are comoved, to drive through the town fasthis men will begin taking up ter if we take off the curb," said the curb. Mir. Vale.

The widening of Main SL was <sup>14</sup> agree with Mr. Byers about re-introduced into council by widening Main SL," solid Mr. Councillor George Byers on Bowser. "We could take one Monday night. His statement block and remove the curb and that Main SL should be widened see how it works. We could as soon as possible was greeted start on the west side of Main with sproval from most mem-SL between the poot office and bers of the council. Councillor Botsford SL. There are only a Joseph Vale, while not exposing lew poles to remove." the scheme, expressed doubt as "We can move the poles," said to its value.

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









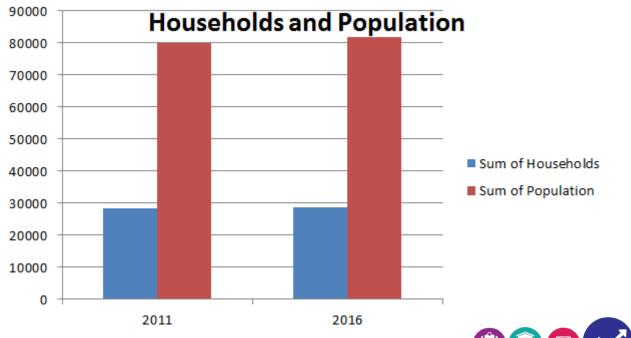




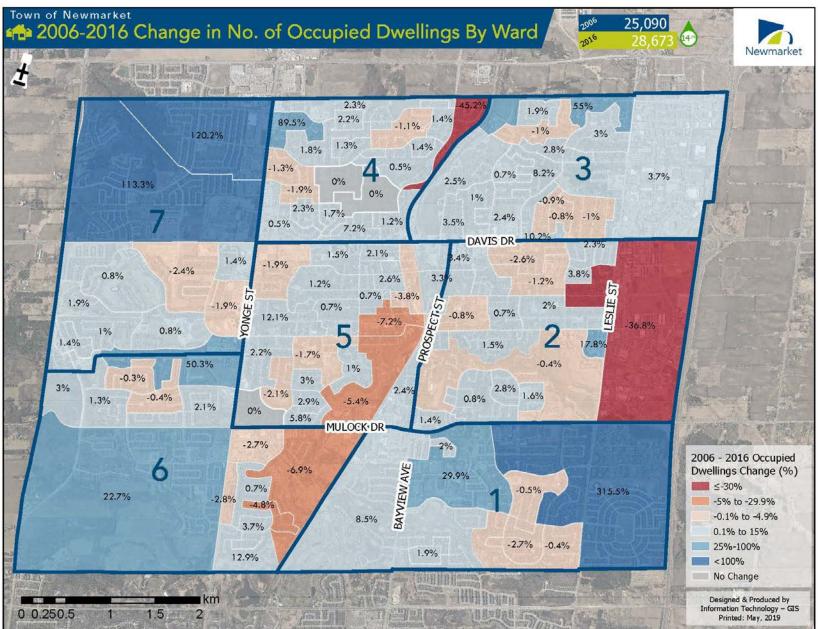






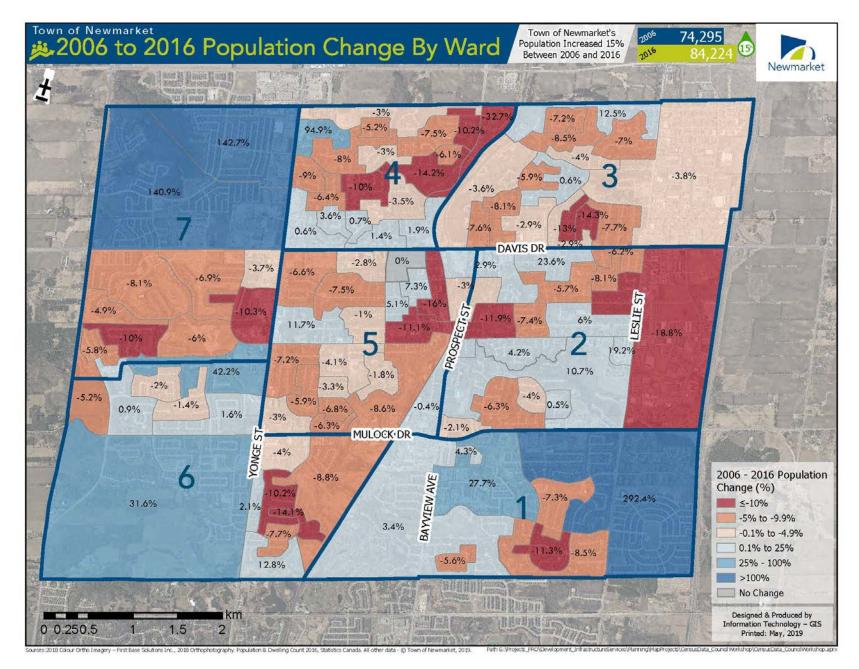


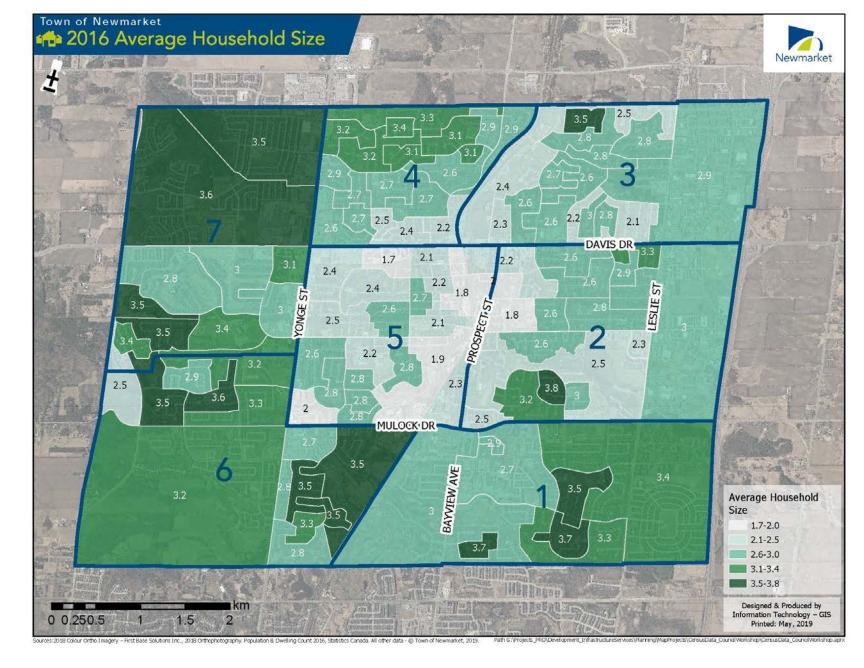




Saurces: 2018 Glour Ortho Imagery - First Base Solutions Inc., 2018 Orthophotography. Population & Dweling Cound 2015, Statistics Canada. All other data - @ Town of Newmarket, 2019. Part G./Projocts\_PRO/Development\_InfrastructureServices/Planning/MupProjocts/ConsusData\_Cound/Workshop.ig



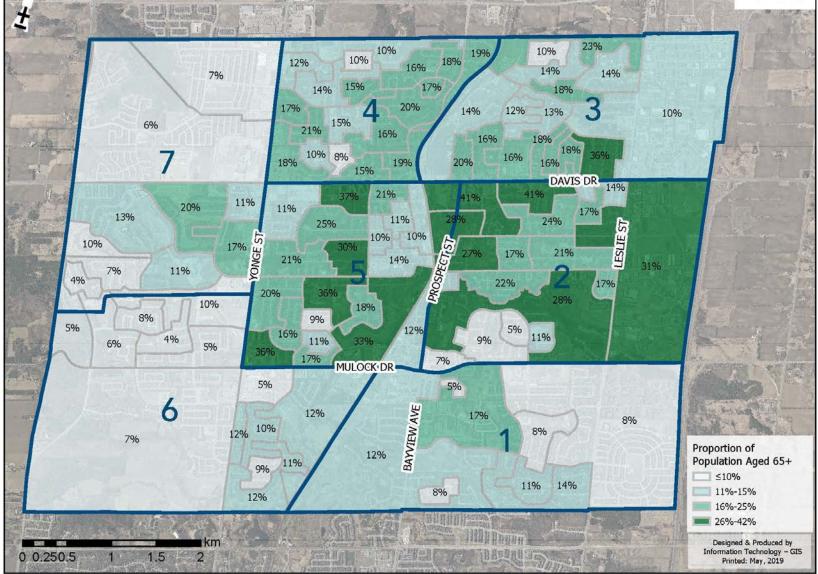






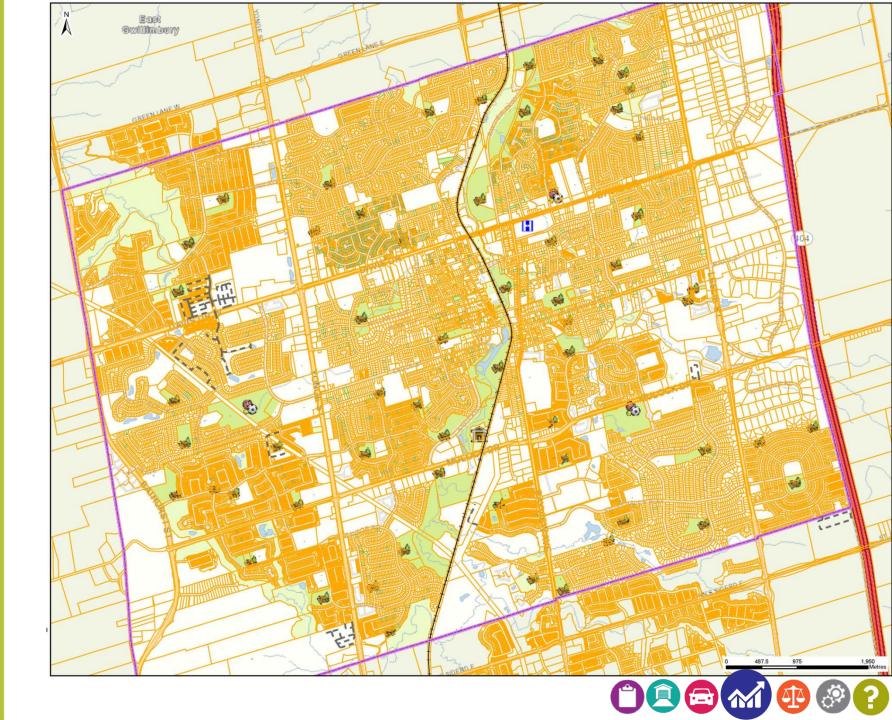
#### Town of Newmarket 10 2016 Proportion of Population Aged 65 Plus



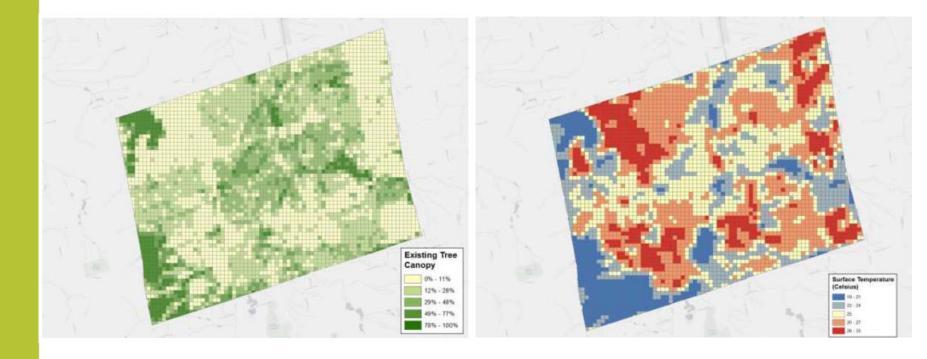


Sources: 2018 Colour Ortho Imagery - First Base Solutions Inc., 2018 Orthophotography. Population 8. Dwelling Count 2016, Statistics Canada. All other data - @ Town of Newmarket, 2019. Path G-(Projects\_PRO)Development\_InflastructureServices/Parming/MipProjects/ConsuData\_Cound/Workshop/ConsuData\_Cound/Workshop.apr





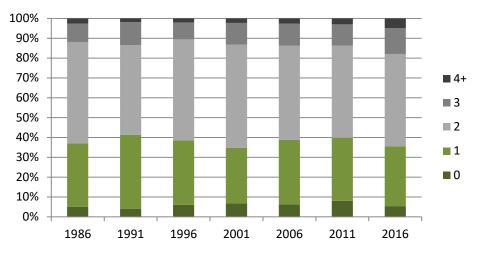






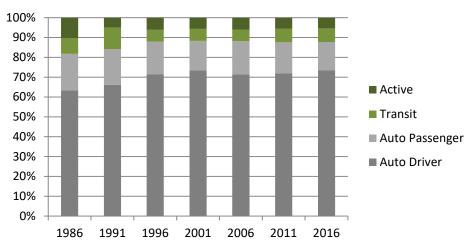
#### Trends: Transportation





#### Number of Vehicles per Household

#### **Primary Trip Mode Choice**

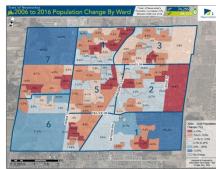




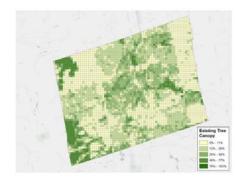
### Trends

- 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





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

Jim Sleigh, a Newmarket merchant, says he will spend a day in jail before he will pay a muncipal 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.

Vectar of use our truck on Mr. Sleigh has had nearly 33 the street for loading and un-tickets for parking violations loading heavy electrical equip- since the meters were installed, ment's sold Mr. Sleigh, co-owner 'T have paid fines and went to the Newmarket Radio Electric court once to give them as argushe store heavy in infront of strength of the strength of the strength of the strength of the ers where the truck must be also foregoes about them now." He up, At the rear there is a 'mo said that it was difficult to keep parking' restriction. The closest running down to the parking het free parking area is at the Timothy St. municipal lot.



### Options

- 1. 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





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### Summary & Next Steps

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



