

## Downtown Parking Review - Analysis of Joint BIA/Town Task Force Workshop Attachment A

The following high level analysis has been created for review. The ideas have been listed based on the timeline for implementation, meaning:

Short term – less than 1 year

Medium term – 1 – 3 years

Long term – 3 – 5 years

Those actions that are deemed ‘not feasible’ have also been noted based on previous studies or other projects underway.

**Short term implementation – identified as quick wins, can be completed within current budget and resource capacity. Approximately 50 new spaces identified.**

<b>1.</b>	<b>Agreement with St Pauls Church</b>
Cost	To be determined
Location	Timothy and Church Street
Proximity	Excellent
Ease to Implement	Pending
Ownership	Private
Timing	To be determined
Public Concern	None
Safety	None
Staff Recommendation	Relatively low cost for a gain of approximately <b>30 new spaces</b> in a very high impact location. Discussions for an agreement are underway.
<b>2.</b>	<b>Additional street parking on D’Arcy and Church St.</b>
Cost	To be determined
Location	D’Arcy Street
Proximity	Very good
Ease to Implement	Requires a bylaw change, signage, and road painting
Ownership	Public right-of-way
Timing	To be determined
Public Concern	None
Safety	None
Staff Recommendation	The residential street parking section on D’Arcy Street, east of Church Street would have about <b>14 parking spaces</b> on the north side. Currently there is parking allowed on the north side on Sunday only. If south side were

	considered, which would be the preferred direction for 1 way traffic, then it would be 5 parking spaces. Potential to remove Sunday only restriction from bylaw.
<b>3.</b>	<b>Change parking designations along Main St. – identify 4 new spaces currently unmarked.</b>
Cost	\$3,000
Location	North Main Street
Proximity	good
Ease to Implement	Requires bylaw change
Ownership	Town
Timing	quick
Public Concern	Need to confer with Accessibility Committee
Safety	none
Staff Recommendation	<p>Minimal cost, could be a quick gain of <b>4 new spaces</b> in a medium impact location. Could help support South of Davis Area (SODA) efforts.</p> <p>Currently there are three underutilized handicapped parking stalls on Main Street between Millard Ave and Ontario Street. We could convert two of these spaces back into regular parking spaces.</p> <p>There is also an opportunity to add an additional 3 possibly 4 stalls along this section of road.</p>

**Medium term implementation – identified as requiring more time due to budget requirements, approvals or other considerations. Expected to be completed in 1 – 3 years.**

<b>4.</b>	<b>Convert green spaces in Commons North Parking Lot (Formerly P3) behind Main Street</b>
Cost	Cutting islands \$8-10,000 for potentially 7 spaces To add other 3 in green area, would require a retaining wall ~ \$20,000
Location	In <b>Commons North Parking Lot (Formerly P3)</b> ; within Downtown area
Proximity	Excellent
Ease to Implement	Bins in the <b>Commons North Parking Lot (Formerly P3)</b> lot have already been removed, adding 4 spaces in total. (Noted in the short term summary.) Remove green spaces would not comply with Site Plan.
Ownership	Town
Timing	Short term
Public Concern	none
Safety	none

Staff Recommendation	Shrinking of the two largest landscape islands - Moderate cost, could be a quick gain of <b>2 new spaces</b> in a very high impact location.  Removal of landscaped islands in parking lot - Council adopted <u>Site Plan Process Manual</u> in 2018, which requires landscaped islands be placed at the ends of all parking aisles and to break up parking aisles that are more than 15 stalls. Removing landscaped islands would not comply with the Council adopted Site Plan requirements. Portion of green space is owned by westerly private adjoining owner and may require negotiation for acquisition with the owner, if this portion is required based on design.
<b>5. Change 3-8 spaces on Cedar (currently for loading)</b>	
Cost	\$25,000
Location	Within Downtown area
Proximity	Excellent
Ease to Implement	Depends on hydro going underground – uncertain timeline.
Ownership	Town
Timing	Pending planned Hydro work
Public Concern	Store owners may have issue with losing the loading area. There are shops who only have access via Cedar St.
Safety	none
Staff Recommendation	Hydro poles would have to be removed in order to widen spaces. Would have to investigate the possibility of reducing or eliminating the loading area from Cedar St. – move to Doug Duncan. Would require changes to allow for new loading zone. Current layby lanes do not conform to bylaw widths and would need to be widened.
<b>6. Expand Lions Park / Gorman Pool Parking</b>	
Cost	Option 1: <b>9 new spaces</b> adjacent to basketball court. \$23,400  Option 2: <b>30 new spaces</b> . Would require relocating basketball court. Might require an additional swale to be built. \$90,000
Location	West side of Church Street at D’Arcy Street
Proximity	Far
Ease to Implement	To be determined
Ownership	Town
Timing	To be determined
Public Concern	Relocate or removal of basketball court will be a concern. Option 2 - The practice of prioritizing parking over parkland (including an active recreation use) is generally not recommended by Planning staff and will be a public concern. Could be mitigated by a clear commitment of relocating (rather than removing) the basketball courts.
Safety	none
Staff Recommendation	Both Options - Peripheral location results in a long walk to Main Street and a low impact location. Consideration could be given to designating this lot as a staff parking lot during special events.

<b>7.</b>	<b>Shared agreements with churches, day-cares and other private lots</b>
Cost	Signage and depends on negotiations.
Location	Daycares and churches, such as Magic Kingdom and Christian Baptist Church are within Downtown area
Proximity	Excellent
Ease to Implement	To be determined
Ownership	private
Timing	To be determined
Public Concern	none
Safety	none
Staff Recommendation	Low cost, could be a quick gain of <b>over 30 new spaces</b> in a very high impact location. There are no records of existing agreements in place so would require contact.
<b>8.</b>	<b>449 Eagle St. (Hollingshead Property)</b>
Cost	\$35,000
Location	Close to downtown area
Proximity	Far
Ease to Implement	5 existing spaces. Maybe + <b>7 spaces</b> if we reorient the parking stalls. Require to go through Heritage Committee, Council approval and permit from LSRCA
Ownership	Town
Timing	Medium term
Public Concern	none
Safety	none
Staff Recommendation	Property is entirely within floodplain and LSRCA's regulated area. Watercourse transverse through the properties at 449 Eagle and 440 D'Arcy Street. 449 Eagle Street is designated under Section 29 of the <i>Ontario Heritage Act</i> as a property of architectural and historical value or interest. Alteration to the land requires Heritage approval process. Property is currently leased to a developer however provisions are in place for public parking between the hours of 7pm and 7am as well as when the site sales office is closed.
<b>9.</b>	<b>Convert AOK greenspace</b>
Cost	Option 1 – <b>29 new spaces</b> \$75,000 Option 2 – <b>12 new spaces</b> \$32,250
Location	Close to downtown however east of train tracks
Proximity	About 200 or less metres to Doug Duncan and Timothy
Ease to Implement	LSRCA approval required. Soil testing required. Requires consideration that the Region has an easement over a portion of this property for a construction compound for a further period of 4 years to facilitate construction, inspect, maintain and repair its infrastructure under the York Durham Sewage System Forcemain Twinning Project.
Ownership	Town
Timing	n/a
Public Concern	Significant loss of passive green space with option 1. The practice of prioritizing parking over parkland (including an active recreation use) is generally not

	recommended by Planning staff and will be a public concern. Could be mitigated by pursuing Option 2 including parallel parking, thereby developing a minimized portion of this greenspace.
Safety	Better to mirror parking than widen driveway to create parallel parking, otherwise a very safe alternative. The existing lot is not lit and may need to be lit as a viable option to park during nighttime events.
Staff Recommendation	There are two options that can be explored: <ol style="list-style-type: none"> <li>1. The first would be mirroring the existing parking stalls to the west side of the entranceway. This would add an additional 29 stalls to this area, but at the expense of reduced greenspace within the park.</li> <li>2. The second option would be to place perpendicular or parallel parking stalls on the west side of the entranceway adjacent to the existing parking lot. Perpendicular parking would add an additional 12-18 spaces depending on how far south we go. Could enforce 3 hour limit. Expand on other side of entry lane. The lane is about 7.25 metres wide, and would need to be widened only by 1.0 metre in parallel parking is pursued for a gain of approximately 12 parking spaces.</li> </ol>
<b>10.</b>	<b>Overflow parking currently used by York Regional Police</b>
Cost	To be determined
Location	In downtown
Proximity	excellent
Ease to Implement	Already in place
Ownership	
Timing	Pending move to new headquarters
Public Concern	n/a
Safety	None
Staff Recommendation	Currently YRP uses public parking spaces as overflow. An additional <b>10 – 15 spaces</b> will become available for public use after YRP moves to their new headquarters. (This could be consider a short term win, need to confirm timing)

**Long term implementation – identified as requiring more time due to budget requirements, approvals or tied to other projects. Expected to be completed in 3 - 5 years.**

<b>11.</b>	<b>Change Bylaws</b>
Cost	To be determined
Location	n/a
Proximity	n/a
Ease to Implement	To be determined
Ownership	n/a

Timing	To be determined
Public Concern	To be determined
Safety	None – would be addressed through further analysis
Staff Recommendation	Should be part of a longer term parking strategy. Encourage greater turnover during the day. Maybe extended hours at some locations.
<b>12.</b>	<b>Remove Loading zone @ Main and Timothy</b>
Cost	To be determined
Location	In downtown
Proximity	excellent
Ease to Implement	To be determined
Ownership	
Timing	To be determined
Public Concern	
Safety	
Staff Recommendation	Should be considered as part of an overall Parking Strategy as there are several issues to be considered.
<b>13.</b>	<b>Property Acquisition</b>
Cost	Budget would be required to demolish existing building on site and create parking lot
Location	Close to downtown area
Proximity	Far
Ease to Implement	To be determined
Ownership	Private
Timing	To be determined
Public Concern	
Safety	
Staff Recommendation	Further collaboration with partners is required to identify the best possible solution.
<b>14.</b>	<b>Tennis Area</b>
Cost	To be determined
Revenue	To be determined
Proximity	Excellent
Ease to Implement	To be determined
Ownership	
Timing	To be determined
Public Concern	
Safety	
Staff Recommendation	Potentially up to 120 spots could be built in this area. Discussions underway, but no timeline established. Likely longer term for roadmap. Ties in with CCL redevelopment plans.
<b>15.</b>	<b>Parking Structure - (permanent, modular or temporary)</b>

Cost	<p>High when compared to unstructured; Recommend Modular structure for lasting ability and cost savings; costs depend on several factors (Permanent vs Modular vs Temporary; footprint and # stalls per level; mixed-use; elevator; paid parking (would need gates &amp; other electronic monitors and payment structures); AODA compliance; architectural enhancements (e.g. façades); column grid &amp; ramps; etc.)</p> <p>The average costs in the US in 2019 were around \$29,000 CAD per parking space and ranged from \$47 to \$86 CAD per square foot of construction, including ramps, etc. First estimates in Newmarket, without design, with no elevators and for a Modular structure, in <b>2016 CAD\$ was \$16,000 per space for a 6-level structure with 1000 spaces in Commons North Parking Lot (Formerly P3); or \$25,000 per space for a 3-level structure in the Cachet/church parking lot</b></p>
Location	In or near <b>Commons North Parking Lot (Formerly P3)</b> or at Market Square (library & OTH parking lot)
Proximity	Good. Still requires patrons to walk some distance to their destination from the location of the structure.
Ease to Implement	Some difficulties anticipated (loss of use of several parking spaces during construction; disruption to deliveries and traffic in and out of parking lot, time required from design and permits to completion, environmental and commercial sensitivity of the area)
Ownership	Town-owned lands
Timing	Requires considerable public & BIA consultation to finalize location & size and for business case evaluation to determine if Public-Private Partnership or Town and revenue possibilities; RFP & procurement time for an engineering consultant; design & permitting; Public consultations throughout design; Tender & procurement process for constructor; actual construction; commissioning; etc.
Public Concern	A public engagement process would be undertaken to fully understand requirements and concerns.
Safety	<p>Would require safety monitoring during night use; cameras, monitoring devices, human surveillance, etc.</p> <p>May increase congestion on surrounding local roads as general area could accommodate substantially more vehicles.</p>
Staff Recommendation	<p>Discussions underway, but no timeline established. Likely longer term for roadmap. Ties in with CCL redevelopment plans.</p> <p>The potential for revenue will depend on the size of structure and operating costs. A business case for paid parking and a design of a structure would be needed for this to be estimated.</p>
<b>16.</b>	<b>Expand/use parking at Newmarket Lawn Bowling site.</b>
Cost	To be determined
Location	Fair distance from downtown
Proximity	Very far
Ease to Implement	To be determined
Ownership	Town
Timing	To be determined

Public Concern	May have some concerns of increased traffic in school zone and park area.
Safety	May have some concerns of increased traffic in school zone and park area.
Staff Recommendation	Exploring new options could result in the potential addition of parking at or near the current lawn bowling club. The challenges associated with such an expansion include the fact that access to this parking area involves entering off of Lorne (adjacent to the school) and coming down a laneway that abuts the school playground and the Lions Park area. The school board might express some reservations with increased traffic down this laneway to access additional parking. This lane is also heavily utilized as a walkway between the school and the park by children and families so increased traffic could impact those users.
<b>17.</b>	<b>Build on low, soggy area @ Fairy Lake 1, 2, 3 AND 4 Parking Lots (Formerly P1) (add parallel parking as we rebuild or make bigger?)</b>
Cost	
Location	
Proximity	
Ease to Implement	
Ownership	LSRCA
Timing	
Public Concern	
Safety	
Staff Recommendation	LSRCA owns property – plans in place after Upper York Force Main project. There are currently ongoing conversations with the LSRCA regarding this property. Considerations for future parking expansion may be considered as talks continue.

**Not practical– Idea was reviewed and for specific reasons, determined not practical for implementation.**

<b>18.</b>	<b>Change parallel to angled (Main Street)</b>
Cost	
Location	
Proximity	
Ease to Implement	
Ownership	
Timing	
Public Concern	
Safety	Presents a challenge for emergency access; would impact the ability to have patios; might require Main Street South to become a one-way street.
Staff Recommendation	Technical review has previously indicated not feasible primarily due to narrowing of street.
<b>19.</b>	<b>Build behind Cachet</b>

Cost	Very high cost for non-structured parking, at “\$23,000-plus”, per parking space (as opposed to average of about \$5,300 per space in 2017 dollars These costs were obtained after significant site work done by engineering consultants hired by the Town, and are detailed in Staff Information Report ES-2018-11, entitled “500 Water Street Parking - Cachet Parking Lot Expansion” (available upon request).
Location	South of Cachet, just west of Fairy Lake
Proximity	At south end of Main Street South
Ease to Implement	Fairly complicated and very costly due to sub-surface conditions, as detailed in Information Report 2018-11 dated March 8, 2018.
Ownership	Town
Timing	Would require several environmental reviews and permits from various organizations (MECP, LSRCA, Other?)
Public Concern	The public would like to see these developed, but the cost is very high.
Safety	Environmental concerns; precautions needed for persons, wildlife, and the natural environment during construction; all fill removed needs to go to specialized and licensed dump sites.
Staff Recommendation	Reports previously sent to Council – significant cost; See CoW report ES 2017-06, dated Jan. 27, 2017, and Information Report ES 2018-11, dated March 8, 2018.
<b>20.</b>	<b>On street parking west side of Main</b>
Cost	
Location	On Main Street within downtown
Proximity	Excellent
Ease to Implement	Medium
Ownership	Town
Timing	Medium term
Public Concern	
Safety	
Staff Recommendation	<u>Downtown Historic Community Improvement Plan</u> recommended widening sidewalks to improve pedestrian and walking environment. Adding parking on the west side of Main Street would significantly reduce sidewalk width and negatively affect pedestrian experience.
<b>21.</b>	<b>Residential street parking (streets close to Main) Everything but D’Arcy St.</b>
Cost	\$0
Location	None available
Proximity	close
Ease to Implement	None available as all streets already have parking on one side OR too narrow to support parking
Ownership	Town
Timing	Not possible
Public Concern	n/a
Safety	Forcing additional parking on narrow roads will create issues

Staff Recommendation	On street parking on east/west streets off Main. Most have been reviewed already. May be part of SODA study. To be started in 2021, subject to budget approval.

