



COMMUNITY SERVICES/PLANNING & BUILDING SERVICES
TOWN OF NEWMARKET
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February 13, 2014

DEVELOPMENT & INFRASTRUCTURE SERVICES/PLANNING & BUILDING SERVICES REPORT 2014-07

TO: Committee of the Whole
SUBJECT: Cash in lieu of Parking
ORIGIN: Planning Department

RECOMMENDATIONS

THAT Development & Infrastructure Services/Planning and Building Services Report 2014-07 dated February 13, 2014 regarding cash in lieu of parking be received and the following recommendation(s) be adopted:

- 1. THAT cash in lieu of parking be set in accordance with appendix A forming part of this report.**
- 2. AND THAT the Cash in Lieu of Parking policy identified as appendix A be implemented June 30, 2014.**
- 3. AND THAT current Planning Act applications that may benefit from cash in lieu of parking, be grandfathered at the current cash in lieu of parking rate.**

Background

At the September 30, 2013 Council meeting, the following direction was given:

THAT Development and Infrastructure Services Report – Planning and Building Services 2013-40 dated September 12, 2013 regarding Cash in Lieu of Parking be referred to a future Committee of the Whole meeting;

AND THAT the report be circulated to BILD (Building Industry and Land Development Association) Canada.

Staff circulated the referenced report to BILD for comments. The report was circulated to all members of the York Chapter. Due to lack of response to the circulation, BILD have indicated that they will not be submitting a letter in response to the Town's proposed Cash in Lieu of Parking policy. They have verbally provided brief comments and have asked some questions of clarification.

There was a comment that the increase from the existing fee to the new fee is large, but they are supportive of the proposed subsidy for cash in lieu of Parking.

A suggestion was made that the land values used in the report may be inflated. For the purpose of this exercise recent land sales along with the advice from Economic Development determined approximate land values for each land use area to use as a basis for the discussion. If the proposed cash in lieu of parking policy is adopted, prior to the policy coming into force, the land values and construction costs will have to be confirmed. Staff will ensure that the final numbers used in calculations are supported by background information and based on real land values. The values currently used as a point of discussion are as follows:

Land Use Area	Approximate land value per square metre	Approximate land value per acre
Regional + Prov Urban Centre	\$370.00	\$1,500,000.00
Downtown	\$247.00	\$1,000,000.00

BILD also requested clarification on the 28m² and 40m² used in the report and the reasoning behind the area used for calculating the amount. As expressed in previous reports, the 28m² represents the area of a parking space (14.5m²) and associated aisle (9.5m²) and access (4m²). The 40m² is the same as previous with the addition of a Buffer area of 12m². These areas generally reflect the areas required for a full parking lot including access points, buffers, aisles and the parking space. The numbers are also consistent with other municipalities using a similar ratio to calculate cash in lieu of parking payments.

To provide better clarification, the chart below details the formula with the dollar values included.

	P	40	(Px40)	S	28	(Sx28)	M	m	
Land Use	Assessed land cost per square metre	Area of parking space + aisle and buffer in m ²		Construction cost per square metre	Area of parking space + aisle and access m ²		Multiplier 1 =full cost recovery 0-1 subsidy rate	Ongoing maintenance and capital repairs per space	Total per space
Regional + Provincial Urban Centre	\$370	40m ²	\$14,800	\$178.50	28m ²	\$4,998	(\$19,789)x.5	(\$9,899)+\$3,000	\$12,899.00
Downtown	\$247	40m ²	\$9,880	\$178.50	28m ²	\$4,998	(\$14,878)X.5	(\$7,439)+\$3,000	\$10,439.00

BUDGET IMPACT (CURRENT AND FUTURE)

The Town will see increased revenue for municipal parking facilities where developers are able to take advantage of the cash in lieu of parking policy.

CONCLUSIONS

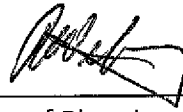
The proposed Cash in Lieu of Parking policy is consistent with best practices, conforms to the intent, goals and strategic directions of the 2006 Official Plan and is consistent with the Provincial Policy Statement. As such the recommendations contained in this report are appropriate and represent good planning.

CONTACT

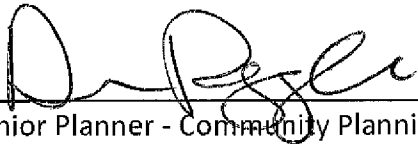
For more information on this report, contact: Dave Ruggle, Senior Planner – Community Planning, at 905-953-5321, ext 2454; druggle@newmarket.ca



Commissioner, Development and
Infrastructure Services



Director of Planning & Building Services



Senior Planner - Community Planning

Appendix "A"

TOWN OF NEWMARKET CASH-IN-LIEU OF PARKING POLICY

Section 40 of the Planning Act provides among other things that, where an owner or occupant of a building is required under a by-law of a local municipality to provide and maintain parking facilities on land that is not part of a highway, the council of the municipality and such owner or occupant may enter into an agreement exempting the owner or occupant to the extent specified in the agreement, from the requirement of providing or maintaining the parking facilities, and the agreement shall provide for the making of one or more payments of money to the municipality as consideration for the granting of the exemption.

1.0 DEFINITIONS

Cash-in-lieu shall mean the use of money for the construction of shared public parking spaces in place of private, on-site parking spaces.

Council shall mean the Municipal Council for the Town of Newmarket.

Development shall mean:

- the construction of a building or an addition to, or replacement of a building.
- a change of land use that results in a higher parking requirement than the previous use.

Parking Space shall mean an area of land that is accessible by a driveway or aisle, having access to a public street or lane, that is reserved for the purpose of the temporary parking or storage of one motor vehicle.

Town shall mean the corporation of the Town of Newmarket.

2.0 PARKING CASH-IN-LIEU POLICY

Purpose:

The purpose of this policy is to provide guidelines for implementing the Cash-in-lieu of parking program as outlined in the Land Use Bylaw.

Council or staff who have been delegated authority may, at its discretion, accept a Cash-in-lieu payment for the difference between the total number or required parking spaces and the number of parking spaces provided for land use development in the Town of Newmarket.

Policies:

The following policies shall apply subject to the approval of Council:

3.1 The Cash-in-lieu of parking policy shall apply to all new developments within the Town of Newmarket.

3.2 The Cash-in-lieu of parking fee shall be assessed for the difference between the total number of required parking spaces and the number of parking spaces provided for a development proposal.

3.3 The required Cash-in-lieu of parking fee shall be collected through development agreements/site plan agreements.

3.4 Where a proposed development cannot meet the zoning by-laws required parking and Cash-in-lieu of parking is requested, in contemplating such a request, the following should be considered:

- Compliance with the Official Plan, Zoning By-law and any other policy document in effect
- Concerns of commenting agencies, if any
- Whether there is an identified municipal interest in providing municipal parking facilities in the area
- The timing for the delivery of municipal parking facilities
- Whether the onsite parking deficiency would result in a hardship for the site or surrounding area
- Ability of the site to accommodate the proposed development, based on the available supply of parking
- The number of stalls proposed to be considered for payment in lieu

3.5 The Cash-in-lieu of parking land costs and construction costs shall be reviewed and established by the Town of Newmarket on a yearly basis.

3.6 Calculation of Cash-in-lieu of Parking Rates:

The required development/site plan agreement shall acknowledge that in consideration of the exemption provided for the establishment of parking space, the owner will pay to the Town an amount of money in lieu of parking calculated using the following formula:

$$\text{\$} = ((P \times 40) + (S \times 28)) \times M + m$$

\\$ = Amount to be charged per parking space

P = Land cost per square metre

40 = Area of parking space + aisle and buffer in square metres

S = Construction cost per square metre

28 = Area of parking space + aisle and access in square metres

M = Multiplier, where 1 is full cost recovery and the value between 0 and 1 is the subsidy rate, a rate of 0.5 would be a 50% subsidy rate.

m= Maintenance and capital repairs per space

3.7 The subsidy multiplier (M) shall be set at 0.5. Council may apply a further subsidy at their discretion for applications of special merit.

3.8 All Cash-in-lieu fees shall be deposited into a parking account(s) established for the purpose of constructing and maintaining existing and future parking facilities.

Land Values and construction costs: (to be updated on an annual basis)

Updated: June 2013

Land Use Area	Approximate land value per square metre	Approximate land value per acre
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Downtown	\$247.00	\$1,000,000.00

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