

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



Project Manager / Zoning



Parking Standards
Background Study

gladki planning associates

Planning / Dev. Permit



Urban Design

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GIS • PARAMETRIC DESIGN • CROWDSOURCED DATA

GIS

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Project Phases



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

- Parking Standards Background Study Draft Report completed
- Public comment and Review
- Council adoption of a Parking Standard zoning by-law amendment for the Urban Centres

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)

Parking Standards Background Study

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



Topics

- 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

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		n/a	0.70/unit	0.85/unit	50% reduction to minimum and maximum rates (except visitor parking)
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	No reductions permitted when compared to general areas			0.15/unit	0.15/unit	
Townhouse Dwellings	Minimum	Maximum		Minimum	Maximum	
Tenant	No reductions permitted when compared to general areas			1.00/unit	1.20/unit	
Visitor				0.15/unit	0.15/unit	

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 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
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: <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 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

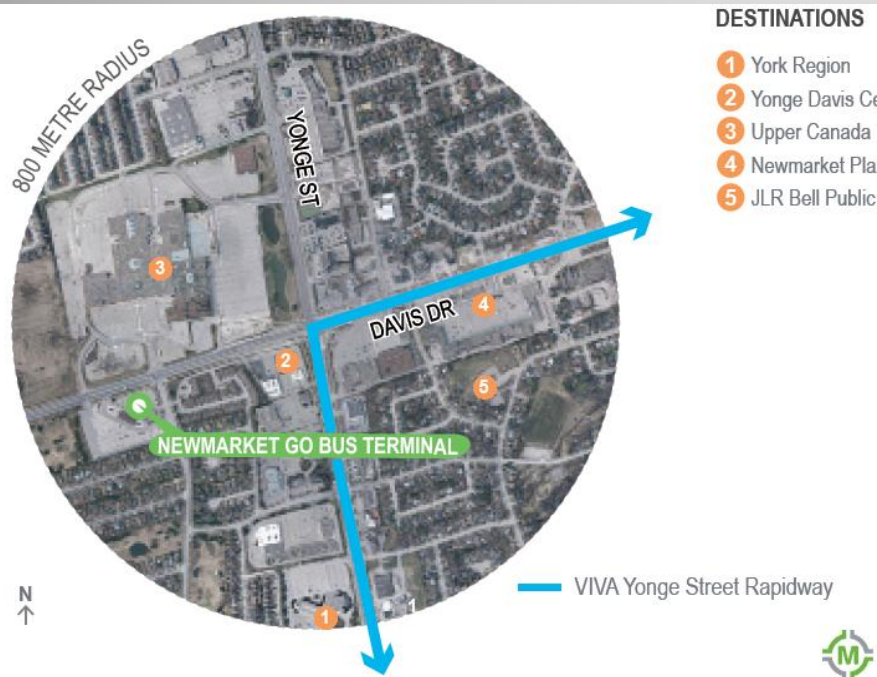
Recommended Approach: Non-Residential Parking Rates

- 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		

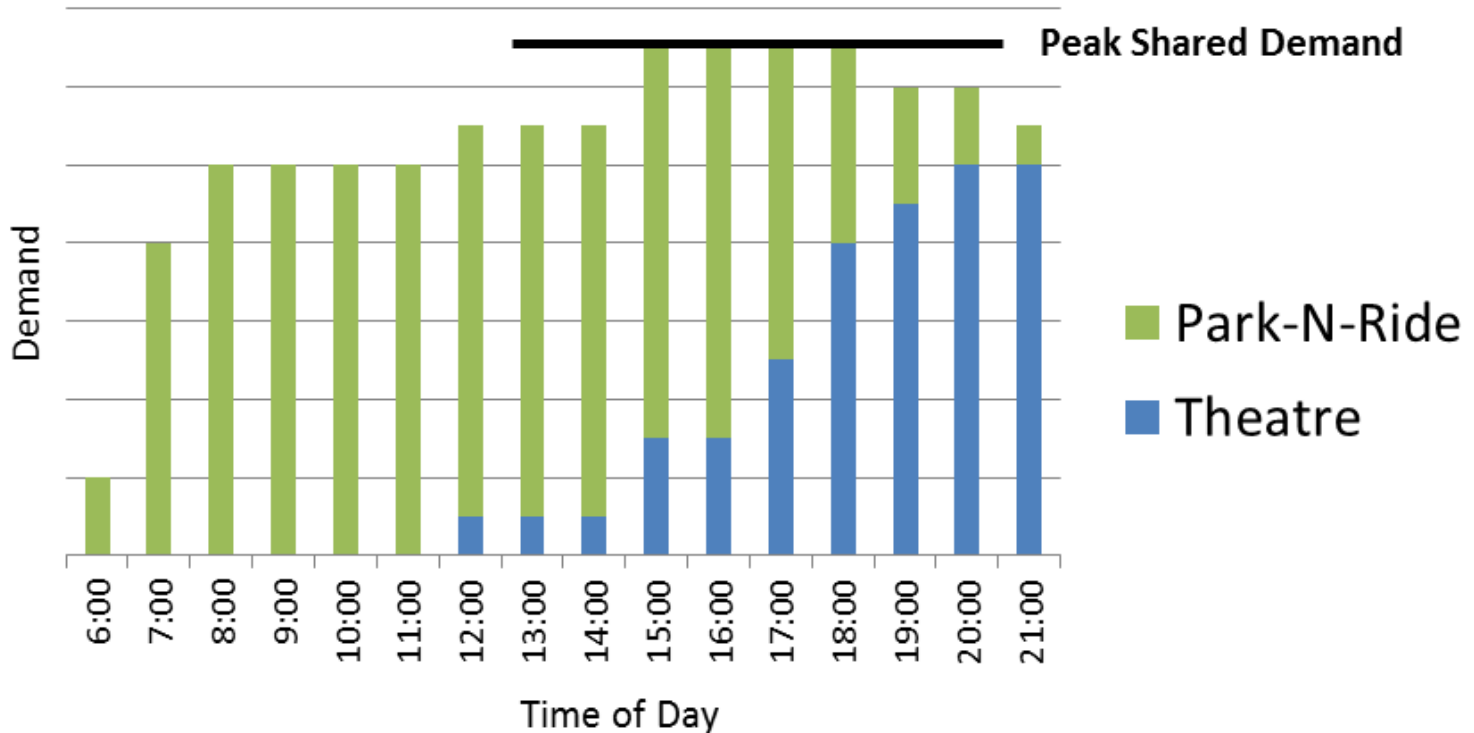
Recommended Approach: Transit Proximity Reductions

- Currently no reductions permitted based on transit proximity.
- Recommendation: parking rates may be reduced by 30% if within 500m walking distance.
- 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



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
- New provision permitted within the Urban Centre
- Amount of bonusing determined through the **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



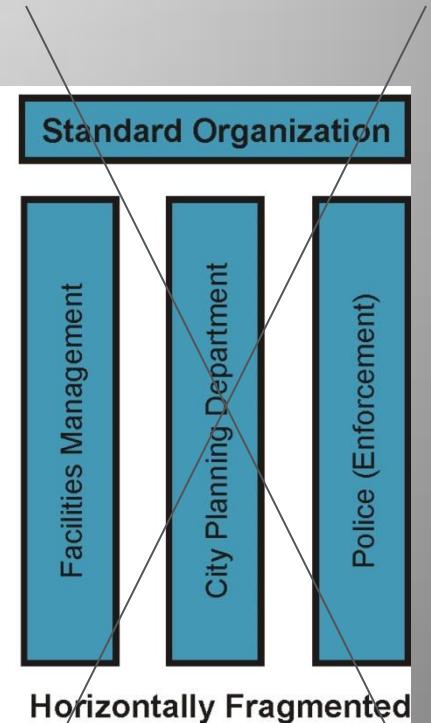
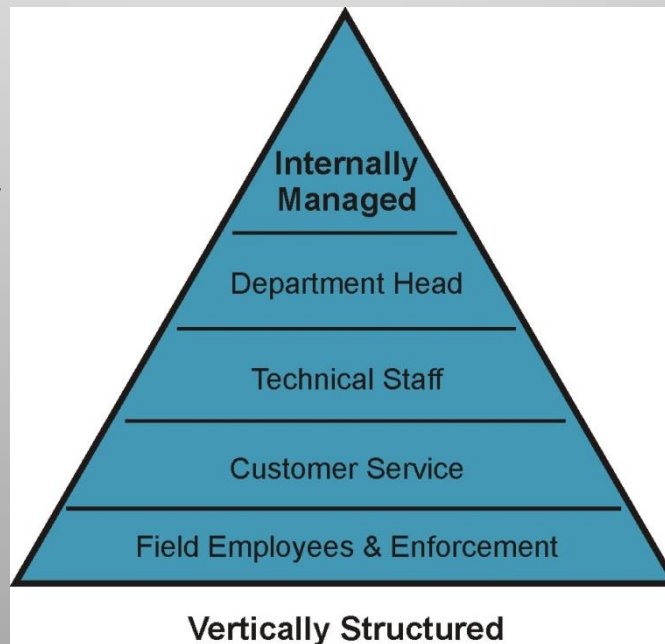
- To be provided at a minimum rate of:
 - 5% of the total required parking supply for any employment uses, or
 - 2 spaces
- Located near the entrance to the building, second priority only to accessible spaces
- Enforced by the same body that would enforce accessible parking spaces
- No reduction in overall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

Recommended Approach: Cash-in-Lieu

- Carry over current policy and fee structure to Urban Centre
 - \$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
- Higher degree of influence on all components of management
- Directly address public feedback
- Vertically structured for efficiency
- Full control



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

