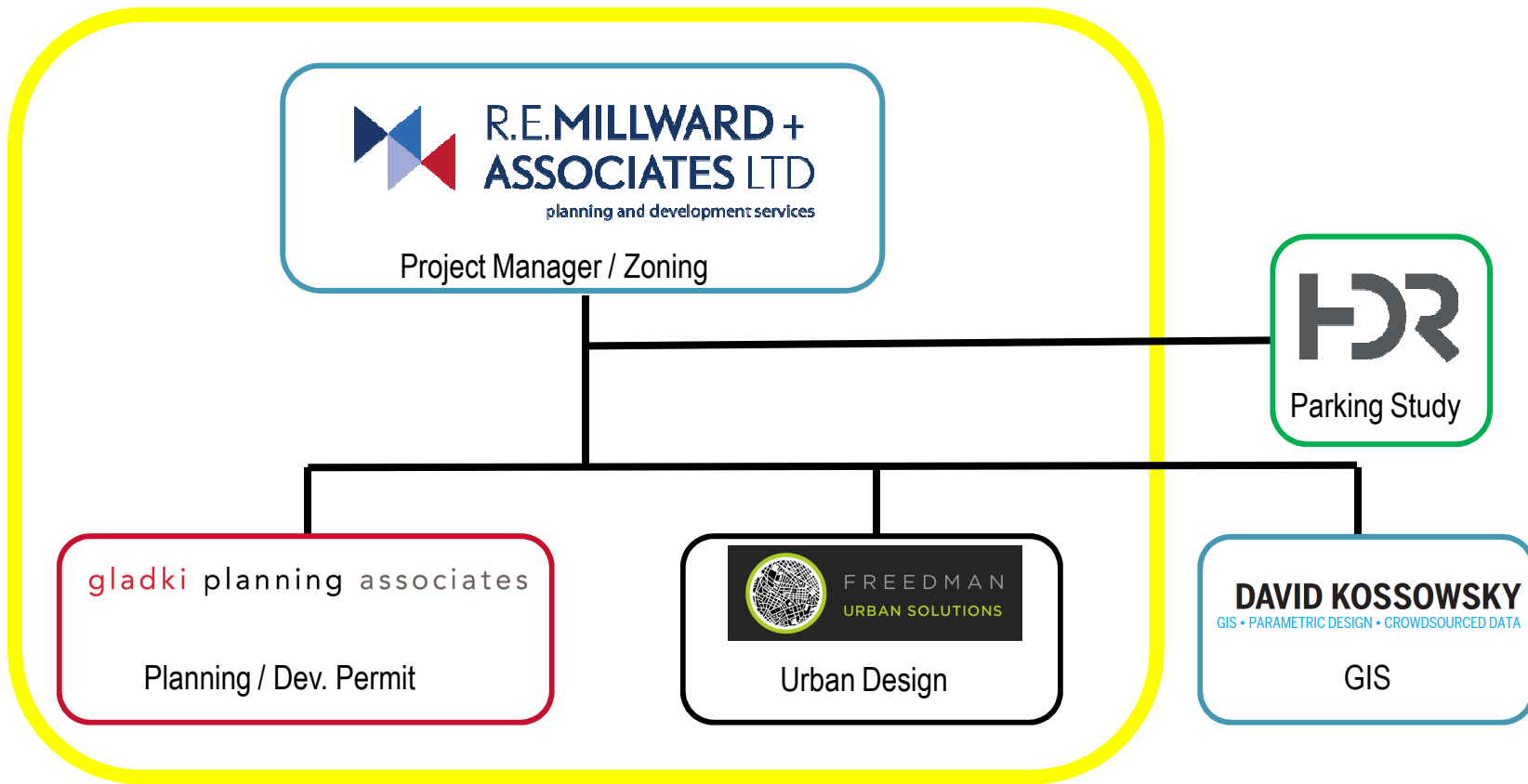


Parking Standards Background Study

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



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)



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.



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.

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

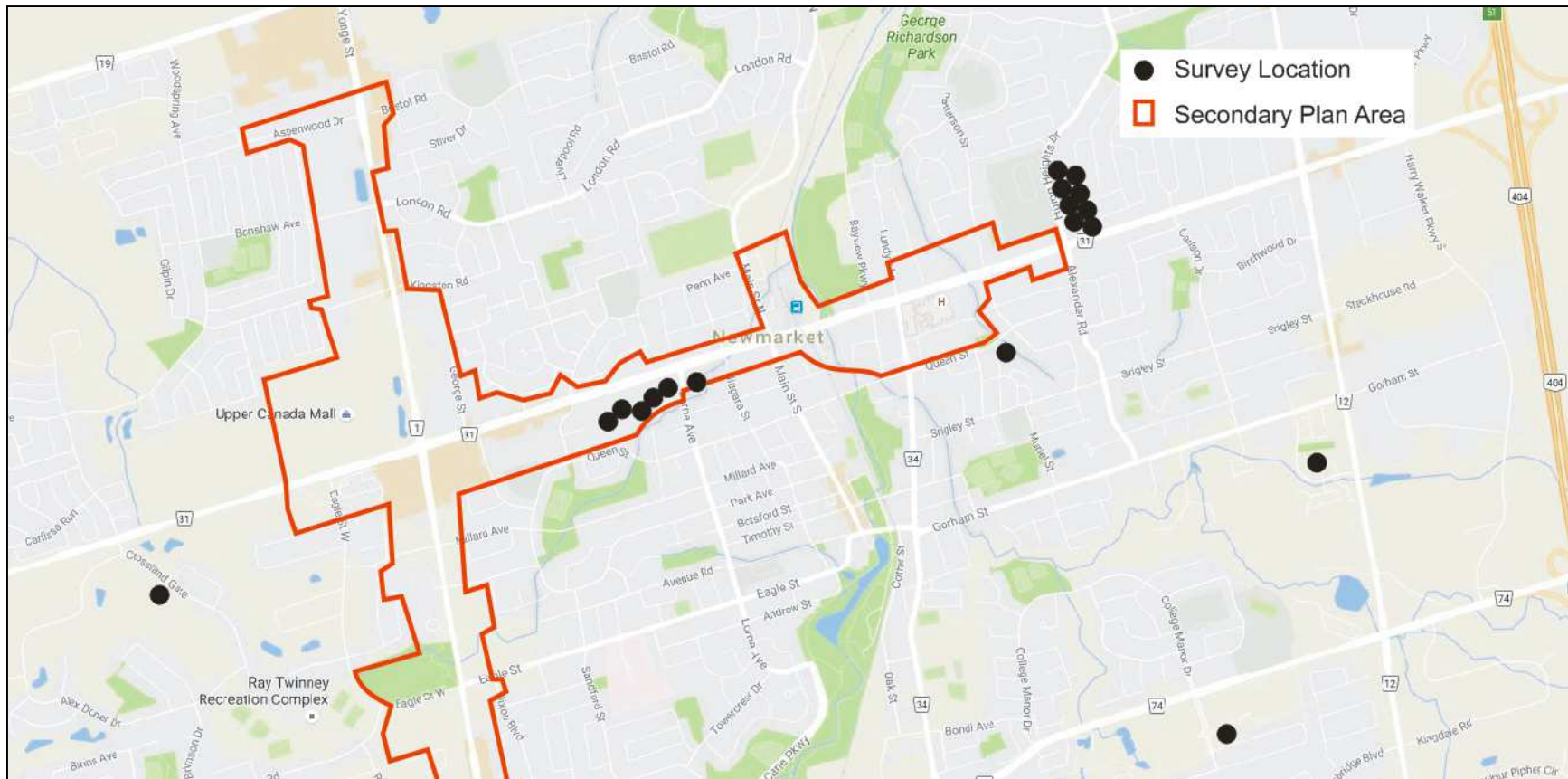
- Aurora
- Ajax
- Pickering
- Oshawa
- Whitby

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.

Background Review

§ 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 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: 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.



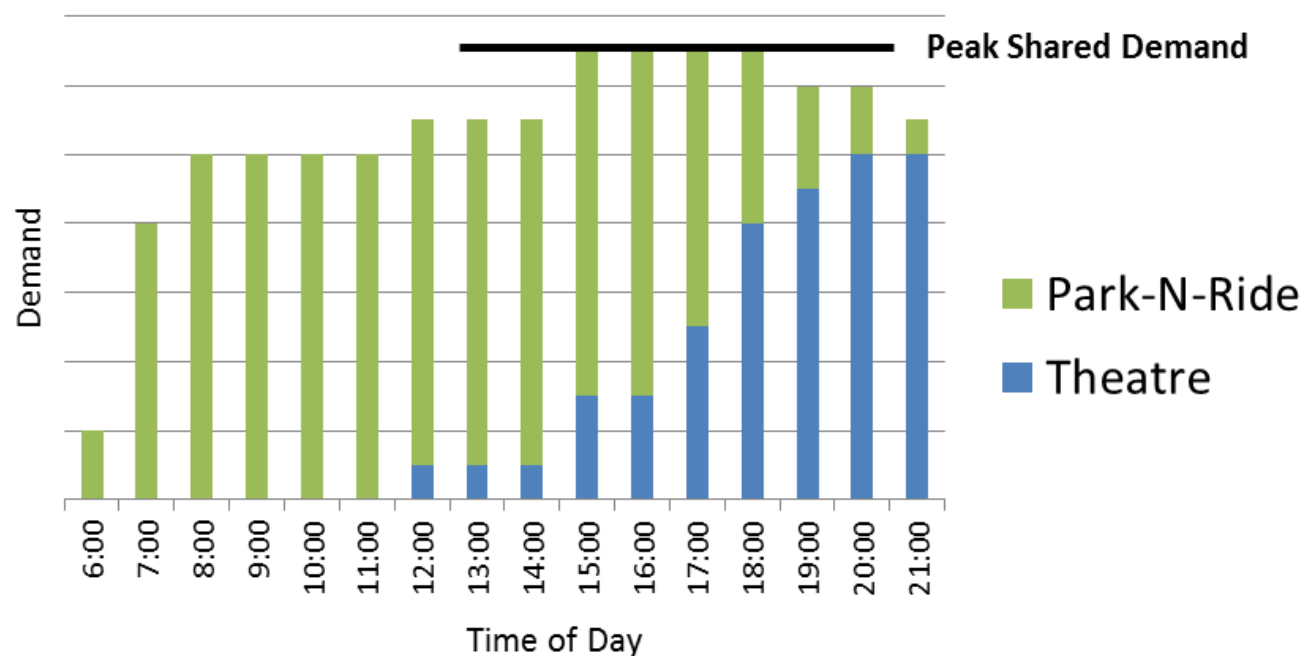
Recommended Approach: Transit Proximity Reductions

- § 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 \pm 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...*)



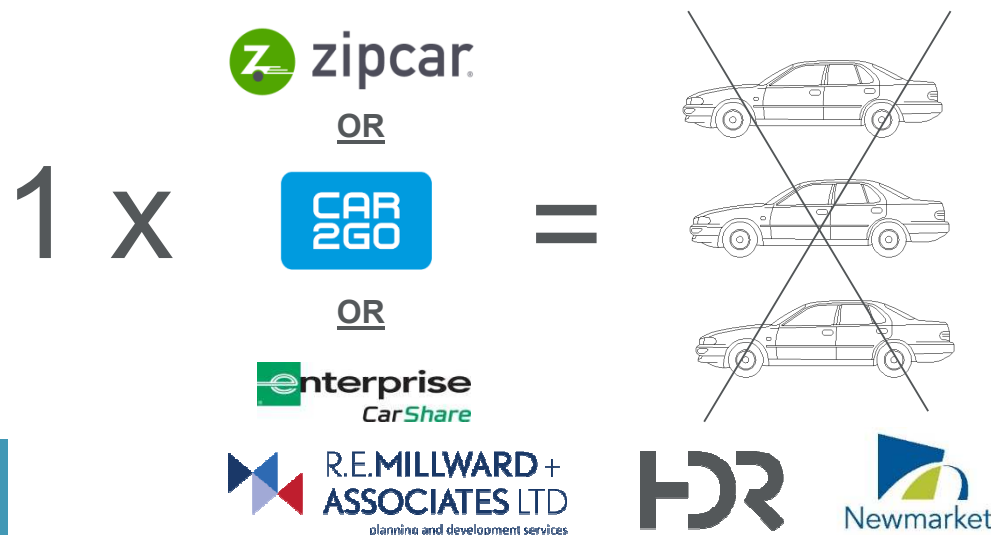
Recommended Approach: Car-Share

- § 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



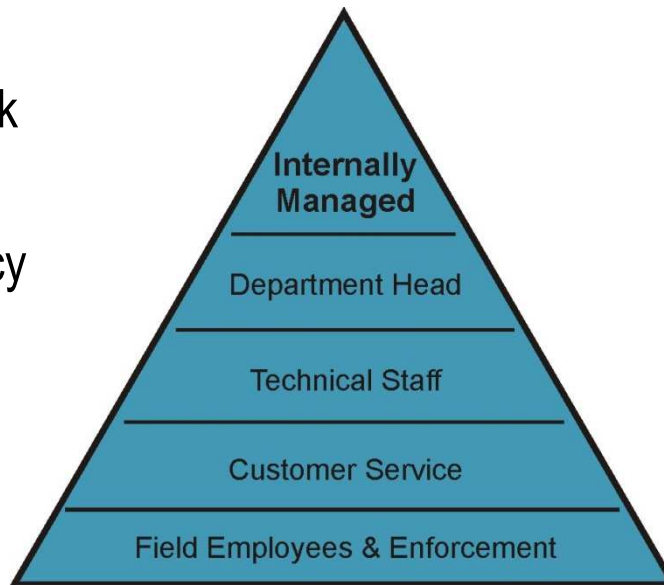
Recommended Approach: Cash-in-Lieu

- § 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

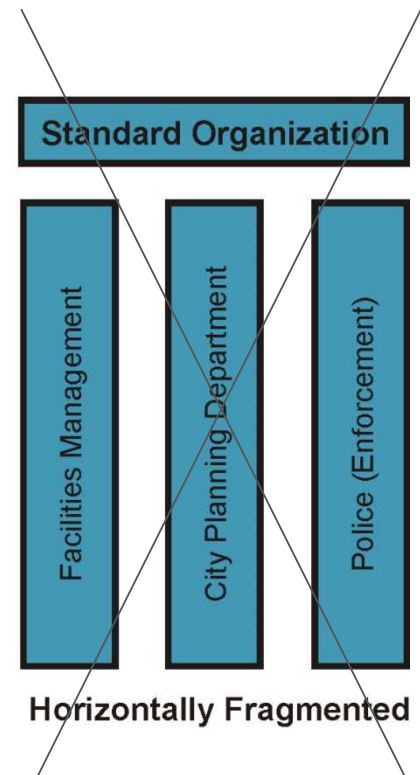


Recommended Approach: Governance Model

- § 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

